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**FINAL REPORT FOR THE
US-1 CORRIDOR ENHANCEMENT PLAN
FROM MM 14.2 (SADDLEBUNCH KEY) TO
MM 29 (LITTLE TORCH KEY)**

PREPARED FOR MONROE COUNTY

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I. Introduction

US Highway 1 is the lifeblood of the Florida Keys, providing the only vehicular access from the Florida mainland to the entire island chain. The majority of the nonresidential uses in the Florida Keys are located along US-1, making it the commercial corridor used by both residents and visitors. In coordination with Monroe County's Livable CommuniKeys Program, the County has embarked on a mission to improve the US-1 corridor through the development of corridor enhancement plans.

These enhancement plans examine both the form and function of the US-1 corridor. The form of the corridor refers to the aesthetic qualities, such as landscaping, signs, architecture, and lighting. The function of the corridor means the operational aspects of the transportation system, such as access, safety and design. There is overlap in these elements. For example, lighting is both an aesthetic and functional component of the corridor.

A. Study Area

This corridor enhancement plan is for the portion of US-1 beginning at mile marker (MM) 14.2 on Saddlebunch Key and extending approximately 15 miles to MM 29 on Little Torch Key (see Figure 1). The islands included in this study area are Saddlebunch, Lower Sugarloaf, Upper Sugarloaf, Cudjoe, Summerland, Ramrod, Middle Torch and Little Torch Key. More specifically defined, the study area is the US-1 right-of-way on these Keys and the properties that front the right-of-way.

B. Study Purpose

The US-1 Corridor Enhancement Plan from MM 14.2 (Saddlebunch Key) to MM 29 (Little Torch Key), referred to as the Study, will examine opportunities for establishing a consistent look and feel for US-1 in each community, and ensuring that an integrated theme for the overall corridor is created. Corridor wide issues include bicycle and pedestrian safety, poor roadway conditions, poorly defined

vehicular access areas, constrained traffic flow, poorly maintained or absence of landscaping, quality of the built environment (maintenance), and the scale of development. Issues specific to each community along the corridor are identified separately.

C. Study Process

The Study is comprised of four steps. The first step, the Initial Site Assessment and Design Inventory, is complete and the results are contained in the *Existing Conditions Report*. The information contained in that document was used to develop preliminary design concepts, which were presented to the communities at a public workshop on January 30, 2007. At this workshop, participants were divided into groups (by Key) and led through a discussion of the elements and features that make their specific Key unique. Comments received during this workshop were used to develop a set of preliminary enhancement alternatives (step two) for each Key. Improvement priorities and refinement of the alternatives were identified at a workshop on February 20, 2007. Final enhancement plans were prepared and presented to the community at a March 13, 2007 workshop (step three).

The purpose of this document is to record the planning process for the project and to present the final enhancement plans, their associated cost estimates, and a recommended implementation plan (step four).

Note: The process described above differs from that contemplated in the *Existing Conditions Report*. Prior to the second workshop (January 30, 2007), it was determined that insufficient information regarding the communities' needs and desires existed to prepare preliminary enhancement plans; therefore, an additional workshop was planned and the project scope was adjusted as necessary to accommodate these changes.



II. Identification of Alternatives



The second step of the project was the identification of enhancement alternatives. The purpose of this step was to develop a series of enhancements that the community could react to and that would trigger discussion about the corridor. Based on the field review and the initial public workshop on November 14, 2006, the issues to be addressed along the corridor were clearly defined as:

- Completion of the Overseas Heritage Trail
- Roadway improvements
- Maintenance of natural environment
- Removal of billboards
- Pull off areas for vehicles
- Bus shelters
- Landscaping or other buffers for commercial areas

However, in the process of trying to develop preliminary design concepts, it was realized that sufficient information about the community's needs and desires had not been obtained during the initial workshop, and that additional interaction with the community would be required to develop appropriate enhancements. Consequently, the process for this step was divided into two phases: initial design research and preliminary design concepts.

A. Initial Design Concepts

Prior to the public workshop on January 30, 2007, extensive research was conducted regarding the history, culture, and environment of the study area. The results of this research were captured in a series of photographs that were shown to the community at the January 30th workshop (see Appendix A for the slide presentation). Several major influences were identified for the Lower Keys, including:

- Flagler Railroad
- Natural Environment
- Fishing Industry
- Sports Diving
- Boating/Sailing

Based on this initial research, several preliminary design concepts were developed for gateway signs, informational kiosks, newspaper racks, rest area shelters, canoe/kayak launches, bus bays and shelters, and pull off parking areas (see Figures 1 through 8 on the following pages). At the January 30th workshop, these images were used to facilitate discussion about the character of each Key, and to assist participants in identifying the types of improvements desired for their community. Aerial photographs of each Key, with proposed improvements and public comments from the previous workshop, were also utilized during this workshop. Participants were asked to note their comments directly on these aerials. A complete description of the January 30th workshop is included in Section V of this report.

As a result of the January 30th workshop, vision/goal statements for the US-1 Corridor in general and for each Key were developed.

US-1 Corridor Overall

- Complete the Overseas Heritage Trail. (Note: This is not part of this project but was the foremost issue on participants' minds and therefore it is important to recognize it and include it in this document.)

- Improve safety of vehicular, bicycle and pedestrian movement to/from and within the US 1 corridor.
- Increase recreational opportunities in the US 1 corridor and adjoining areas (excluding Middle & Big Torch Keys).
- Maintain the ecological/village character of the Lower Keys corridor while improving aesthetics.
- Improve access to and comfort of transit infrastructure and services.
- Coordinate with other agencies and organizations during planning and implementation to ensure consistency, compatibility and timing of projects (such as FDOT work program, the Overseas Heritage Trail, US 1 Scenic Highway and Monroe County Capital Improvements Program). Coordinate financial, administrative and operational mechanisms when implementing projects.

Key Specific Visions/Goals

- Torch Keys: Maintain the existing residential lifestyle and encourage new development to reflect the current character of the community.
- Ramrod: Maintain the low-key residential lifestyle and encourage safe and convenient access to a variety of outdoor activities.
- Summerland: Support and promote Summerland as the business district for the Lower Keys, ensuring access to and concerns of businesses are addressed during planning and implementation.
- Cudjoe: Improve buffers between residential and commercial areas or residential and US-1 and maintain existing residential lifestyle.
- Sugarloaf: Achieve a single identity for the Sugarloaf Keys that promotes a village-like, residential lifestyle and encourages safe and convenient recreational access to outdoor activities.
- Saddlebunch: Improve and maintain safe vehicular, pedestrian, bicycle and transit access and egress between US 1 and the Baypoint Park area.

A series of measures/improvements were identified that could help to achieve the vision/goals developed. Table 1 on page II-4 lists the series of measures/improvements identified for each goal.

Following the January 30th workshop, copies of the Overseas Heritage Trail Master Plan and Scenic Highway Interpretive Plan were obtained from the County. A review of these documents revealed that many of the proposed improvements contemplated as part of this project were redundant and unnecessary. Therefore, the proposed improvements for the US-1 Corridor Enhancement Plan were significantly reduced, and design efforts were focused on the following:

- Safety improvements including turn lanes, existing bicycle path separation from the roadway, resurfacing and restriping, intersection improvements, advanced warning of congested areas, lighting only where needed for safety and security, and protection of cyclists on bridge crossings.
- Gateway features
- Bus shelters
- Rest area shelters (for pull off parking locations)
- Newspaper racks
- Benches (for rest areas and bus shelters)
- Bollards (to separate parking from bike/pedestrian paths in pull out areas)
- Bicycle racks (for rest areas and bus stops)
- Trash cans (for rest areas and bus stops)
- Light fixtures (for rest areas and bus stops)

II. Identification of Alternatives

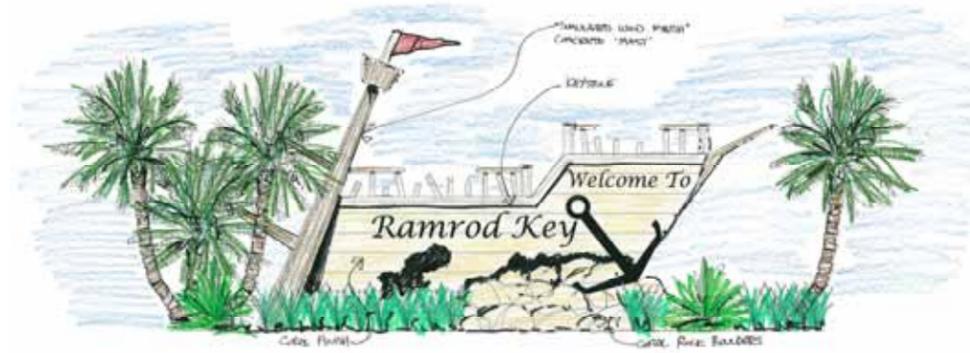
Figure 1: Lighthouse Gateway Feature Concept



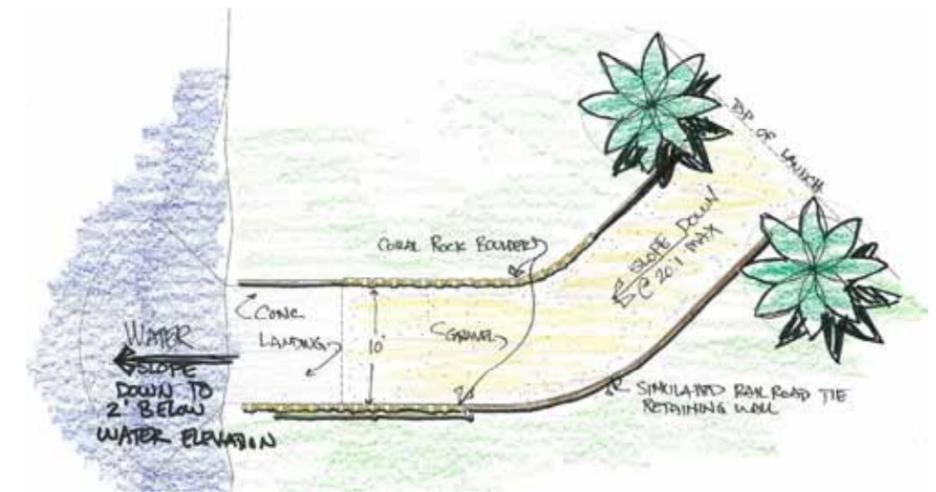
Figure 4: Rest Area Shelter



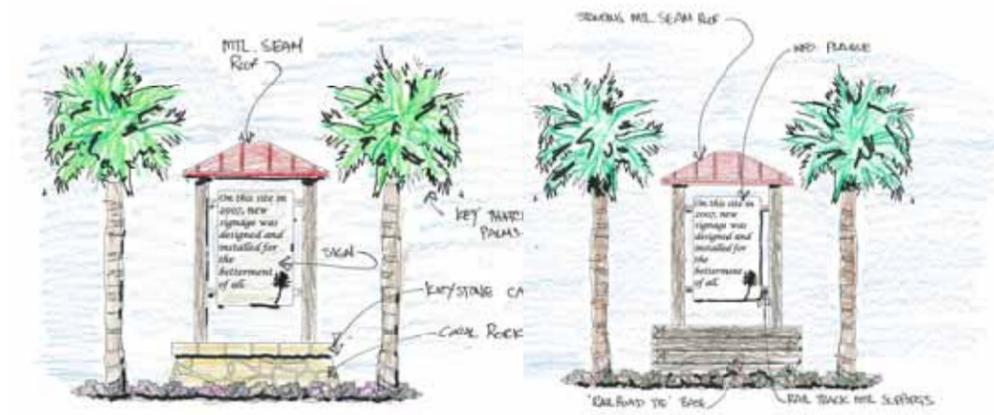
Figure 2: Shipwreck Gateway Feature concept



Figures 5a and 5b: Canoe/Kayak Launch
5a: Plan View



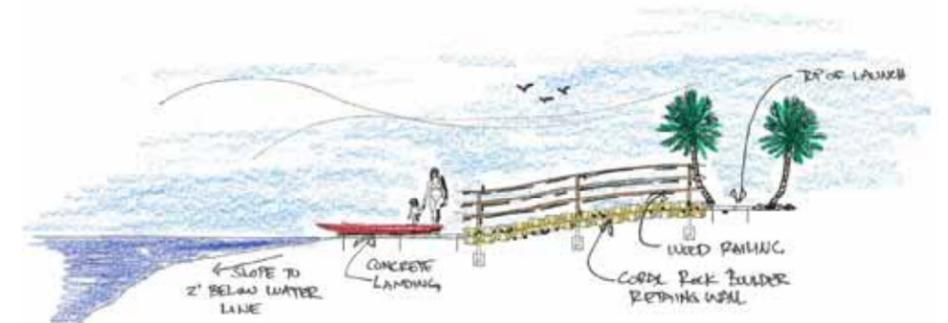
Figures 3a and b: Informational Kiosks



5b: Elevation

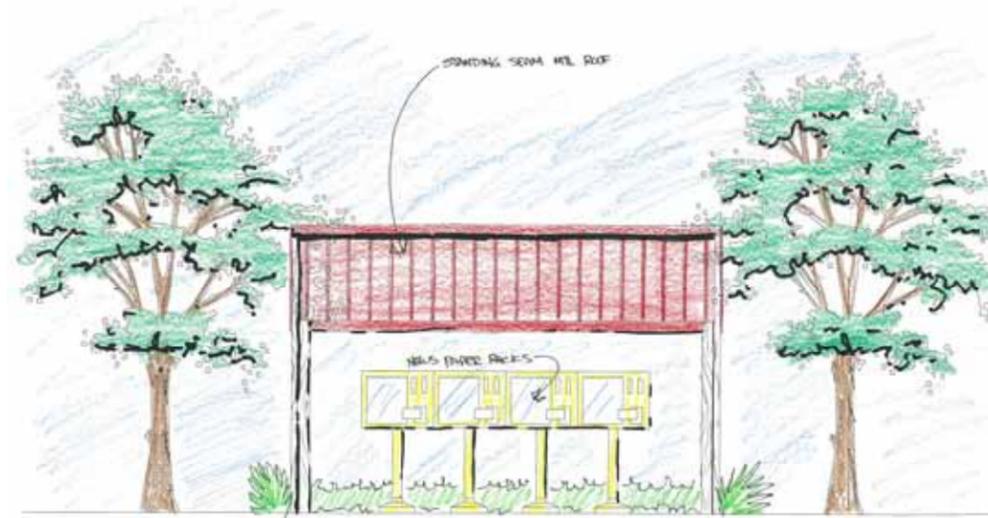
3a: Coral Rock & Keystone

3b: Railroad Ties

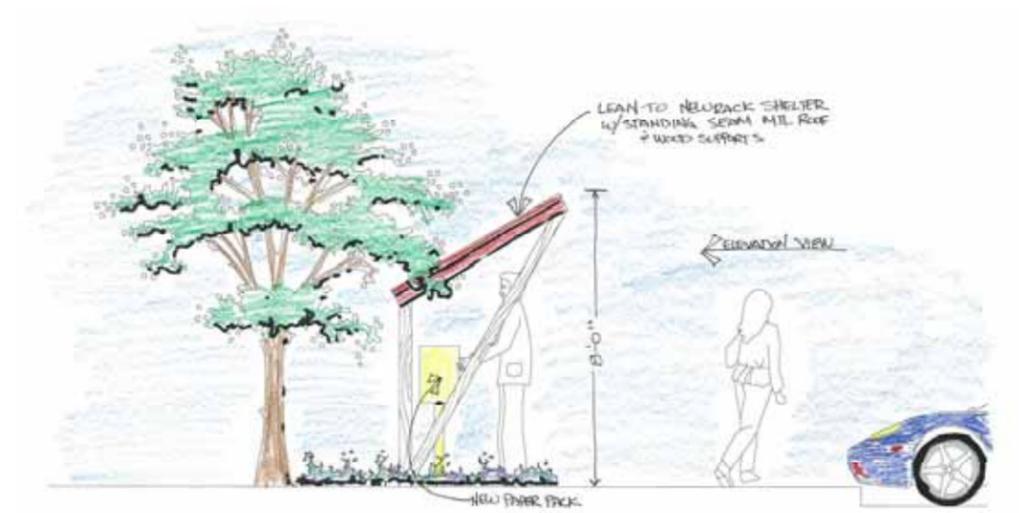


II. Identification of Alternatives

Figures 6a and b: Newspaper Stand



6a: Front View



6b: Side View

Figure 7: Pull Off Parking Area

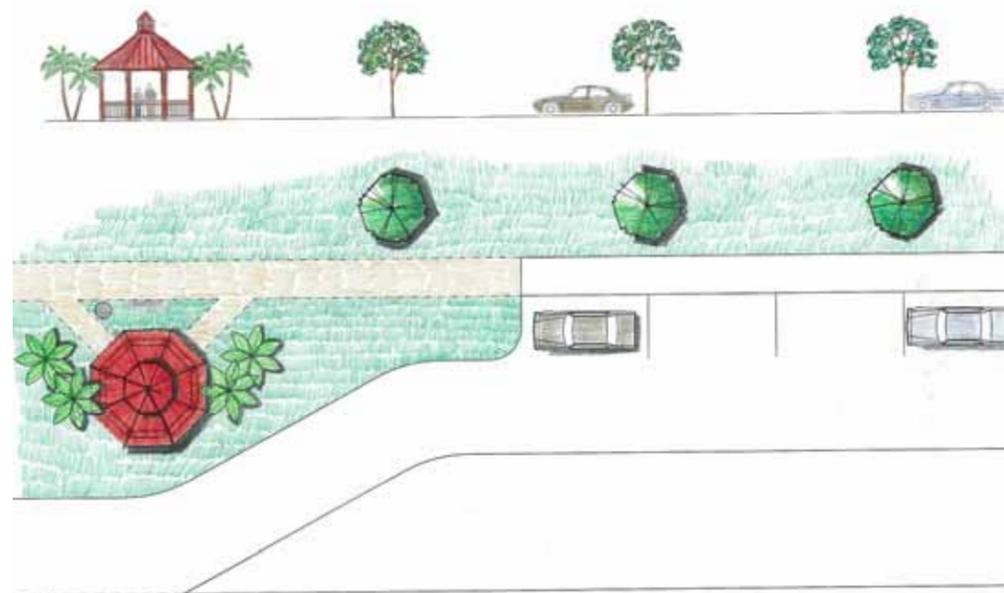
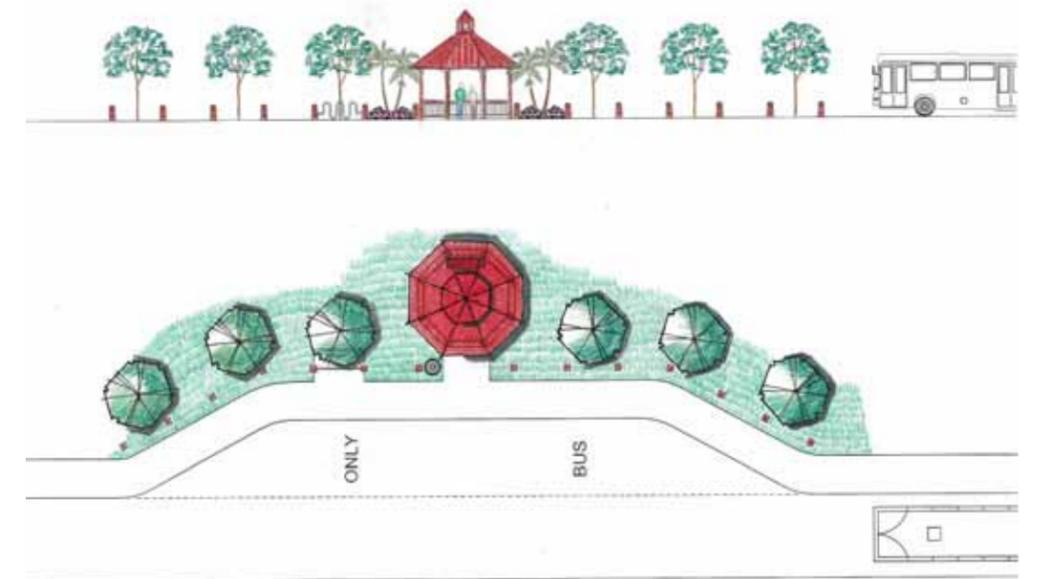


Figure 8: Bus Bay & Shelter



II. Identification of Alternatives

Table 1: Measures/Improvements to Achieve Vision/Goals

Overall Corridor	
Goal	Measure/Improvement
Safety	Turn/Merge Lanes Roadway Resurfacing/Restriping Crossings (across US 1) Separation Of Roadway And Trail Access Control (Reduce Access Widths Via Landscaping) Bike Trail Improvements (Raise, Distinguish From Road) Trail Separation Over Bridges Drainage Infrastructure Advance Warning Notifications Emergency Phones
Recreation	Pull-Offs With Parking Pull-Off Shelters Boat Ramps And Kayak/Canoe Access Boardwalk Trails Through Conservation Areas Passive Parks Rest Areas and Shelters
Character & Aesthetics	Gateway Features Buffering (predominately of commercial uses) Parking Control (particularly within trail areas) Pole/Sign Consolidation Drainage Infrastructure Landscaping (not associated with shelters, pull-outs or gateway areas) Newspaper Kiosks Architectural Standards Sign Regulations Public Art
Transit Improvements	Bus Stops (new locations) Bus Shelters Bicycle Parking Crossings Park-and-Ride facilities Lighting Of Bus Stops, Shelters, Intersections (but minimized)
Coordination	Planning Coordination Implementation Coordination Low Maintenance Improvements Funding Scheduling and Phasing

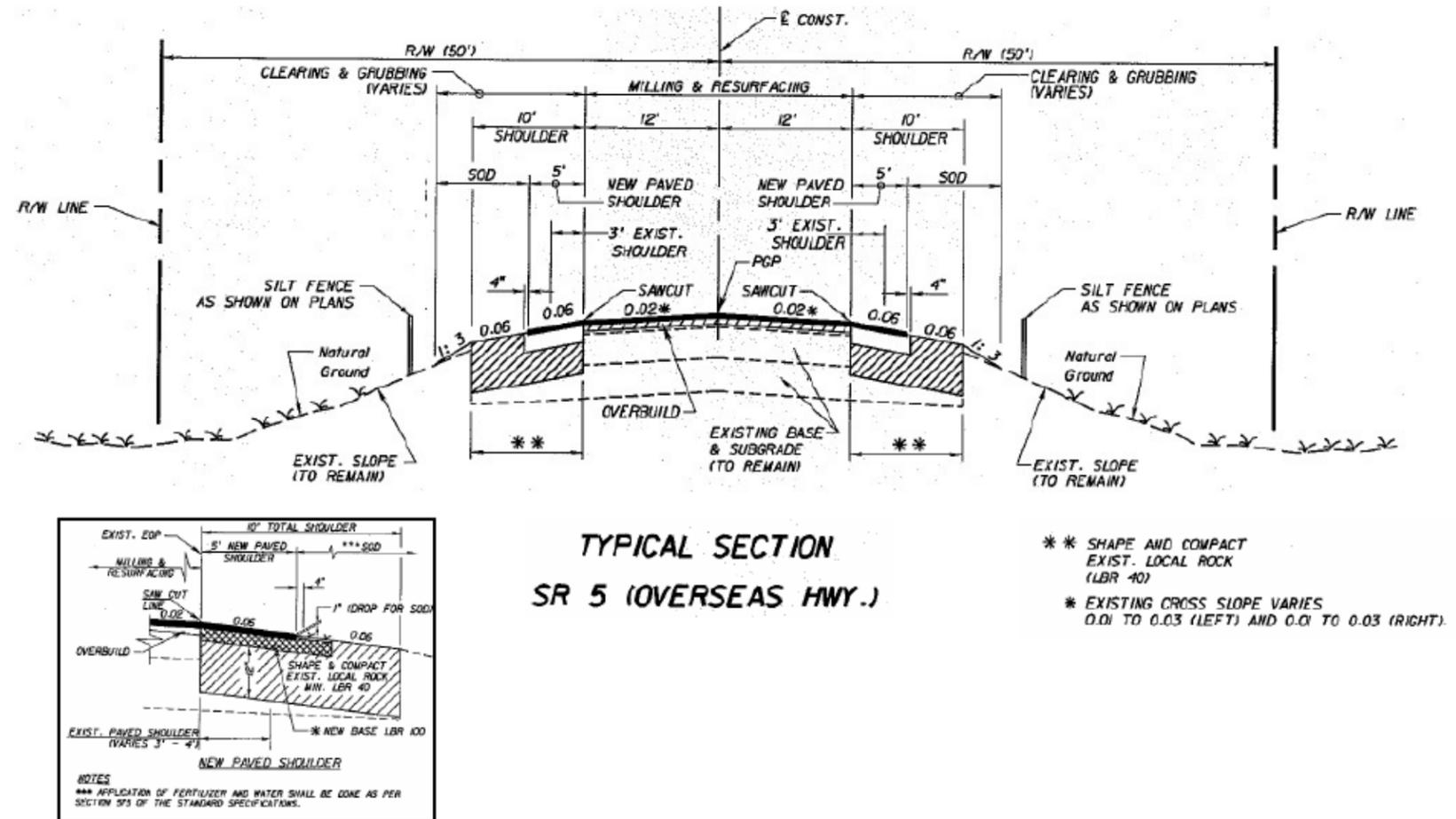
Key Specific	
Saddlebunch	Turn lanes Crosswalks Bike parking Bus shelters
Sugarloaf	Roadway Resurfacing/Restriping Access Control <i>Note: The residents of Sugarloaf could not reach a consensus as to whether their community should be treated as one key or separate communities (Lower and Upper). At the time that this exercise was completed, Sugarloaf was being treated as one community. When the results of this exercise were presented, the separate or unified issue was reintroduced and never satisfactorily settled.</i> Intersection Improvements At South Point Drive Crossings Drainage Infrastructure Bus Shelters Low Maintenance Improvements Planning Coordination Lighting Of Bus Stops, Shelters, Intersections (but minimized) Architectural Standards Sign Regulations Newspaper Kiosks
Cudjoe	Turn/Merge Lanes (Sacarma and Blimp) Advance Warning Notifications (Blimp Rd) Roadway Resurfacing/Restriping Frontage Roads Public Art Low Maintenance Improvements Funding Utility Infrastructure Landscaping (to buffer noise of US 1) Passive Parks
Summerland	Roadway Resurfacing (Pot Holes) Drainage Bike Trail (existing) Improvements (Raise, Distinguish From Road) Pole/Sign Consolidation Gateway (Summerland Is Business District For Lower Keys) Parking Areas For Bus Stops Relocated Bus Stops From In-Front Of Businesses Landscaping As Buffering, If Visibility Not Impeded
Ramrod	Turn/Merge Lanes (traffic flow) Kayak/Canoe Access Separation Of Roadway And Trail (particularly across channels) Buffering (predominately of commercial uses)
Torches:	Architectural Standards Utility Infrastructure Low Maintenance Improvements Funding

II. Identification of Alternatives

A number of roadway improvements were identified during a field review of the corridor in October 2006 and additional improvements were suggested at the November 14, 2006 workshop. The following pages show the recommended roadway improvements as a result of the Consultant field review and the comments received during the first workshop.

SR-5/US-1 General Roadway Considerations

The Florida Department of Transportation's approach to roadway projects in the Florida Keys in the Resurfacing, Restoration and Rehabilitation (RRR or triple "R") of Streets and Highways. The primary objective of a RRR design is the extension of service life of an existing roadway and the enhancement of highway safety. The peculiar characteristics of SR-5/US-1 within the Florida Keys lead to specific roadway improvements which generally apply to this corridor, including: milling and resurfacing of the roadway pavement, cross slope correction, shoulder widening, minor roadway widening to accommodate right and left turn lanes where possible; upgrades to roadside barriers, drainage mitigation for water quality improvements using exfiltration trenches, drainage ditches, berm and swales; the design of bike/pedestrian trails; and updating of sign and pavement markings. A typical section for SR-5/US-1 is depicted below.



II. Identification of Alternatives

SR-5/US-1 also known as Overseas Highway from MM 14.2-MP 9.669 (Saddlebunch Key) to MM 29-MP 24.469 (Little Torch Key), is part of the National Highway System (NHS). Section 90020000 of SR-5/US-1 is a two-lane two-way undivided highway classified as an Urban Principal Arterial within the project limits with a section classified as a Rural Principal Arterial from MP 17.000 to MP 17.675. Posted speed limit at the beginning of the project from MP 9.669 to MP 11.741 is 55 MPH, and from MP 11.741 to the end of the project is 45 MPH. The corridor, within project limits, was analyzed for potential roadway improvements within the realm of RRR design criteria as well as uniqueness of the corridor and surrounding land use. Following are specific area improvements:

SR-5/US-1 AT BLUE WATER DRIVE



- Provide transition from Sta. 281+25.00 to Sta. 293+50.00 to accommodate a left turn lane for southbound traffic on SR-5/US-1 onto eastbound Blue Water Drive. This improvement maintains the existing right turn lane for northbound traffic on SR-5/US-1 onto eastbound Blue Water Drive.
- Mill and resurface pavement, update pavement markings and signing from Sta. 281+25.00 to Sta. 293+84.00.
- Provide "NO PARKING ANY TIME" and/or "NO STANDING ANY TIME" signs from Sta. 308+00.00 to Sta. 311+00.00 to minimize/eliminate vehicle access to Knuckleheads property across the Bike/Pedestrian trail adjacent to northbound SR-5/US-1.

II. Identification of Alternatives

SR-5/US-1 AT SOUTH POINT DRIVE



- Provide right turn lane for northbound traffic on SR-5/US-1 onto eastbound South Point Drive as well as an acceleration lane for traffic turning right from South Point Drive onto northbound SR-5/US-1.
- Mill and resurface pavement, update pavement markings and signing from Sta. 300+17.00 to Sta. 334+25.00.
- Mill and resurface pavement, update pavement markings and signing from Sta. 347+15.00 to Sta. 392+90.00.
- Mill and resurface pavement, update pavement markings and signing from Sta. 397+30.00 to Sta.449+94.00.

II. Identification of Alternatives

SR-5/US-1 AT SUGARLOAF BOULEVARD



- Provide an acceleration lane for traffic turning right from Sugarloaf Boulevard onto northbound SR-5/US-1.
- Upgrade flashing beacon at intersection of Sugarloaf Boulevard and SR-5/US-1.
- Passing is not allowed as per pavement markings for traffic traveling northbound on SR-5/US-1 from Sta. 435+00.00 on the approach to the horizontal curve prior to the bridge over Harris Gap Channel. This no passing zone shall be reinforced with the recommended addition of "NO PASSING ZONE" signs. However, curve geometry (Sta. 440+70.60 to Sta. 448+82.02) was verified and meets sight distance requirements as per FDOT Design Geometry and Criteria for RRR projects (Chapter 25 of Plans Preparation Manual Volume I).
- Mill and resurface pavement, update pavement markings and signing from Sta. 451+67.00 to Sta. 460+90.00.
- Mill and resurface pavement, update pavement markings and signing from Sta. 465+24.00 to Sta. 509+90.00.
- Mill and resurface pavement, update pavement markings and signing from Sta. 518+10.00 to Sta. 590+82.00.
- Remove conflicting "END SCHOOL ZONE" sign for westbound traffic on Crane Boulevard for it conflicts with signs on northbound and southbound SR-5/US-1.

II. Identification of Alternatives

SR-5/US-1 AT JOHNSON ROAD AND OLD S.R. 4A



- Change existing lane configuration to provide a left turn lane for southbound traffic on SR-5/US-1 at the intersection of Old SR-4A and Johnson Road. Furthermore, provide a right turn lane for northbound traffic at the intersection of Johnson Road and at Old SR-4A. Also include/provide an acceleration lane for traffic turning right from Old SR-4 into northbound SR-5/US-1.
- Mill and resurface pavement, update pavement markings and signing from Sta. 621+00.00 to Sta. 749+50.00.
- Curve geometry (Sta. 654+60.60 to Sta. 664+06.72) was verified and meets sight distance requirements as per FDOT Design Geometry and Criteria for RRR projects (Chapter 25 of Plans Preparation Manual Volume I).
- Intersection sight distance was verified at the intersection of Blimp Road and SR-5/US-1 to meet Index 546 of the FDOT Roadway Design Standards – Sight Distance at Intersections.

II. Identification of Alternatives

SR-5/US-1 FROM CUTTHROAT DRIVE TO SPANISH MAIN DRIVE



- Provide access control for businesses on the east side of SR-5/US-1 from Cutthroat Drive to Spanish Main Drive by combining/delineating access points-driveways. Provide a 36-foot driveway at Sta. 731+08.00, combine exiting landscape area from Sta. 731+42.00 to Sta. 733+10.00. Provide a 36-foot driveway at Sta. 733+43.00 and another at 735+22.00. Create a landscape island from Sta. 735+57.00 to Sta. 738+30.00 and provide a 36-foot driveway at Sta. 738+65.00. Creating landscape islands as opposed to the design of a frontage road from Cutthroat Drive to Spanish Main Drive provides improved protection for exiting utility poles with the use of guardrail on both sides of utility poles. Furthermore, this alternative provides an option to address design constraints imposed by limited space when designing a frontage road in this area for vehicles using trailers and/or recreational vehicles. A frontage road may not be a feasible alternative due to the larger turning radius of recreational vehicles and trailers.

II. Identification of Alternatives

SR-5/US-1 FROM CARIBBEAN DRIVE TO WEST SHORE DRIVE



- Provide self contained exfiltration trench design in conjunction with ditch bottom inlets at low points to alleviate/eliminate storm water ponding on the east side of SR-5/US-1 from Caribbean Drive to West Shore Drive. Note that there are existing utility poles within the horizontal clear zone of SR-5/US-1. These poles need to be 30-feet from existing roadway edge of pavement/travel lane as per FDOT Roadway Design Standards Index 700. These poles need to be shielded.
- Milling and resurfacing of existing pavement is not recommended from Sta. 749+50.00 to the project end Sta. 1080+00.00. Pavement in this stretch appears in good condition and since FDOT Projects have been recently completed in the area.
- Special attention must be given to replacing all damage guardrails and upgrading guardrail end anchorages to comply with the latest FDOT Roadway Design Standard Index 400.

II. Identification of Alternatives

B. Preliminary Design Concepts

At the February 20th workshop, revised design concepts for the narrowed range of improvements were presented. These concepts included gateway features for the entire corridor and for each Key, bus stop shelters, rest area shelters, newspaper rack treatments, and miscellaneous furnishings that would be incorporated into parking pull-off areas, bus stops and rest areas (benches, bollards, lighting, trash cans, and bike racks). Similar to the January 30th workshop, photographs showing the inspiration for different designs were presented. The design concepts developed for this workshop are shown in Figures 9 through 15. For each improvement, participants were allowed to elect the existing condition, which in some cases (gateway signs) meant no improvements, as well as improvements identified in the Florida Keys Scenic Highway (FKSH) Interpretive Master Plan.

Figure 9: Gateway Concepts for the Entire Corridor



Figure 10: Gateways Concepts for Each Key



During the presentation of the gateway concepts, the participants stated that improved mile marker signs were more important to the community than gateway features.

II. Identification of Alternatives

Figure 11: Bus Shelter Concept



Figure 13: Newspaper Rack

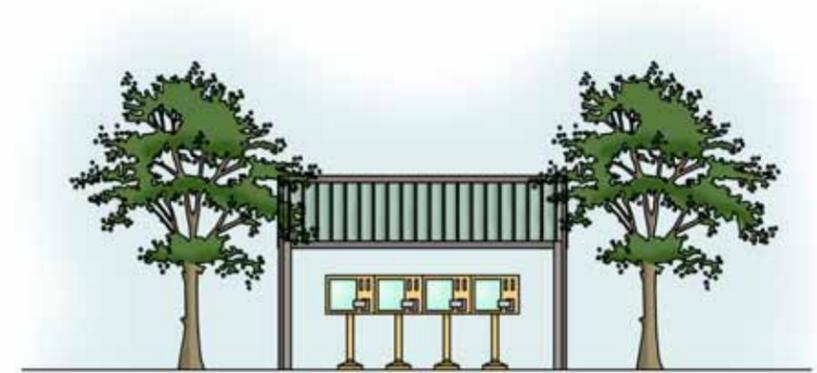


Figure 12: Rest Area Shelter Concepts



Figure 14: Examples of Bollards



Figure 12a: Carter & Burgess Design Concept



From FKSH Interpretive Plan:



Side View Front View
Figure 12b: FKSH Interpretive Plan Design

II. Identification of Alternatives

Figure 15: Examples of Bike Racks



FKSH Interpretive Plan Bike Rack



Figure 16: Examples of Benches

Existing examples in the Keys



FKSH Interpretive Plan Bench Design



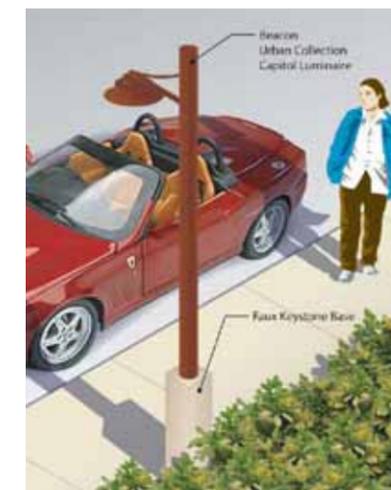
Figure 17: Examples of Trash Cans



Figure 18: Examples of Lighting Fixtures



FKSH Interpretive Plan Design

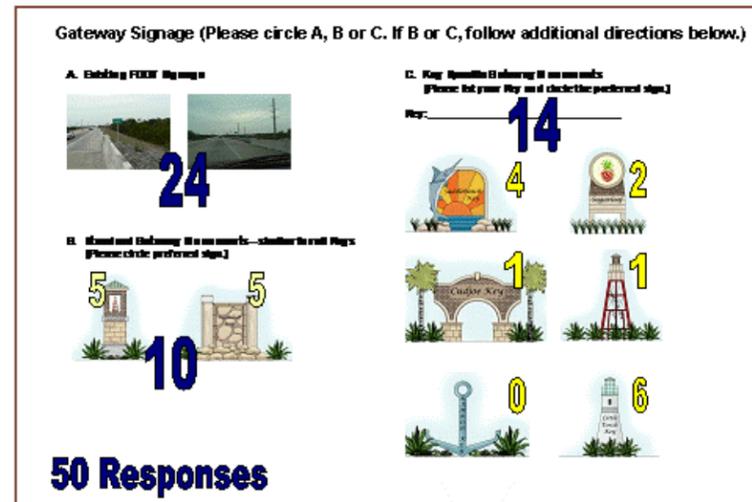


II. Identification of Alternatives

In addition to the design concepts, the participants were led through a discussion of priorities for improvements. Handouts were provided to participants that asked for them to identify their preferred improvement designs and improvement priorities. A copy of this handout and the presentation materials are included in Appendix B of this report. Participants were again provided the opportunity to make comments on aerial photographs showing the proposed improvements in the corridor.

The following images show the results of the design concepts and improvement priorities survey.

Figure 19: Community Votes on Gateway Concepts



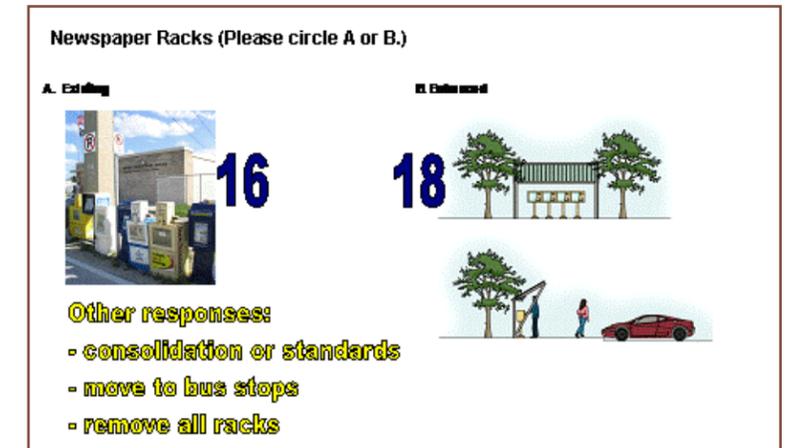
The responses show that the participating community members were evenly split between the existing FDOT signs and the gateway concepts designed by the Consultant.

Figure 20: Community Votes on Bus and Rest Area Shelters



The community was able to reach a consensus regarding the shelters, selecting the Consultant design for bus shelters and the existing design for rest area shelters.

Figure 21: Community Votes on Newspaper Racks



The responses regarding newspaper racks did not show a clear preference for either option.

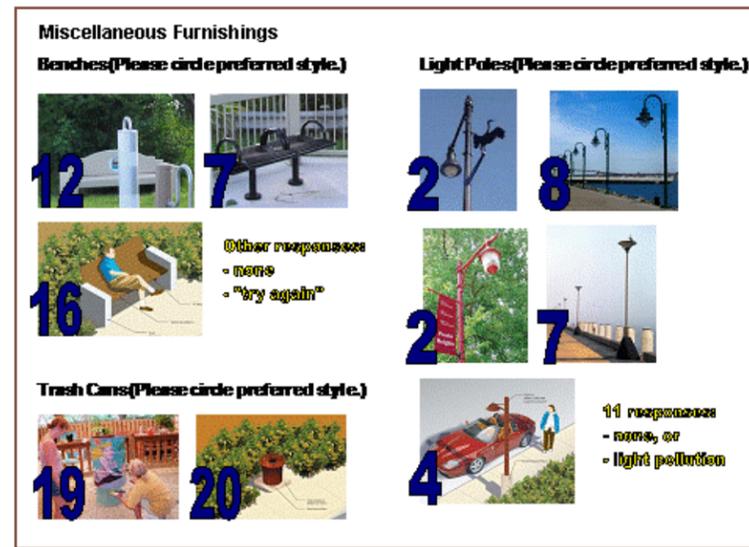
Figure 22: Community Votes on Bollards and Bike Racks



There was a clear preference for the wood-like bollards and the existing U-shaped bicycle racks.

II. Identification of Alternatives

Figure 22: Community Votes on Benches, Light Poles and Trash Cans



The community did not have a clear preference in bench type or trash can. Two of the light poles received higher votes so the remaining examples were removed from further consideration.

It should be noted that a total of 50 survey sheets were received, but not everyone voted for each of the items. Due to this lack of participation on all items, it was determined that another vote on these issues was necessary in order to reach consensus.

Figure 23 displays the results of the community's preference for prioritization of improvements. Participants were asked to rank the items listed on the handout on a scale of 1 to 5, with 1 being "not important" and 5 being "very important". Two significant issues were not included in the survey because they are recognized as priorities over and above any enhancements proposed in this plan: completion of the Overseas Heritage Trail and safety improvements.

Figure 23: Community Priorities

Improvement	Average	Mode
Bus Shelters	3.6	5
Welcome Gateways	1.8	1
Pull-Offs with Parking	3.0	1
Pull-Off Shelters	2.2	1
Relocate Bus Stops from in-front of Businesses	2.1	1
Access Control (reduce access widths via landscaping)	3.0	1
Parking Control	3.0	5
Landscaping (Not Associated With Shelters, Pull-Outs Or Gateway Areas)	2.8	3
Landscaping As Buffering (if visibility of businesses not impeded)	3.0	1
Buffering (of commercial uses)	2.8	1
Newspaper Racks	2.2	1
Drainage	4.1	5
Emergency Phones	2.6	1

Improvement	Average	Mode
Boat Ramps	3.3	5
Kayak/Canoe Access	3.4	5
Boardwalk Trails through Conservation Areas	3.1	5
Pole/Sign Consolidation	2.8	1
Parking Areas For Bus Stops	2.7	1
Public Art	2.3	1
Architectural Standards	2.7	1
Sign Regulations	3.3	5
Low Maintenance	4.1	5
Lighting Of Bus Stops, Shelters, and Parking Areas (if kept to a minimum)	2.9	1
Increase Number of Passive Parks	3.3	5
Funding	4.1	5
Coordination of Plans and Implementation (Roads, Trail, Utilities)	4.4	5

The items that the community ranked as "most important" include Coordination of Plans and Implementation, Funding (referring to adequate funding being available for installation and maintenance of the improvements), Low Maintenance improvements, improvements to Drainage, and installation of Bus Shelters. The items that were ranked as "not important" to the community include Welcome Gateways, Relocation of Bus Stops, Newspaper Racks, Pull-Off Shelters, and Public Art.

In addition to the aesthetic enhancements, several roadway improvements were suggested during the workshop. These roadway improvements are summarized below.

Lower Sugarloaf:

- Provide a right turn lane for northbound traffic on US-1 at Sugarloaf Boulevard (*Note: This is shown in the detail on page II-8 of this report, but was not included in the details presented at the workshops.*)
- Widen the entire section of US-1 on Lower Sugarloaf to four through travel lanes.
- Closure of the multiple access points to the Sugarloaf Lodge property.
- Upgrading of the flashing signal to a full traffic signal at the intersection of US-1 and Sugarloaf Boulevard.
- Creation of a double "No Passing Zone" at the west end of the bridge coming onto Lower Sugarloaf.

Summerland:

- Use of low-level landscaping to better define and control access points to businesses on the east side of US-1; or
- Creation of a frontage road system that would involve shifting the paved area of US-1 further west.

Little Torch:

- A bike path on the west side of US-1 to provide a connection between Barry Avenue and SR 4-A without requiring the crossing of US-1.

III. Final Alternatives

A. Final Concepts

Using the information received during the February 20th workshop, final design concepts were developed. Per the scope of services, two alternatives were to be presented to the community. However since the number of improvements were greatly reduced during the previous workshops, the alternatives presented to the community were primarily design options. Alternative improvements on Lower Sugarloaf and Summerland Key were prepared and presented to address the community's comments at the previous workshop.

On March 13, 2007, the final workshop with the Lower Keys community was held. At this workshop, presentations on both the Livable CommuniKeys Master Plan and the US-1 Corridor Enhancements were made. A copy of the presentation for the US-1 Corridor Enhancements is included in Section IV of this document. With one exception, all of the design elements had been presented at previous workshops and at this time, the participants were being asked to decide between those design concepts that received the greatest number of votes at the last workshop. The only additional design concepts prepared were enhanced mile markers. The following images show the options presented to the community at this final workshop.

Figure 24b: Frontage Road Cross Section

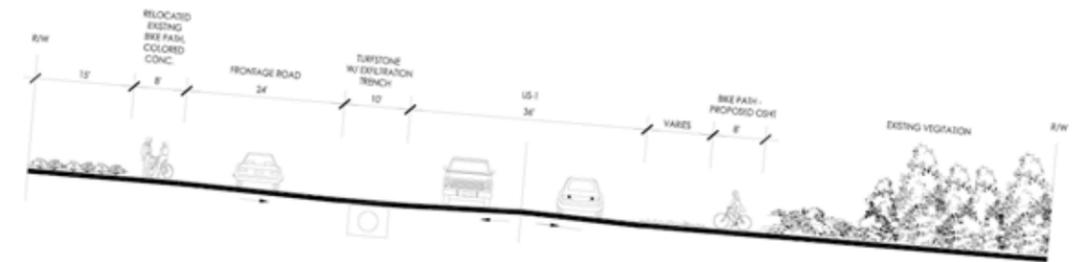


Figure 24: Summerland Key Access Management Options



Low-Level Landscaping Option



Frontage Road Option

Figure 24a: Access Management Options

III. Final Alternatives

Figure 25: Lower Sugarloaf Key Access Management Options



Full Traffic Signal Option



Flashing Light Option

Figure 26: Enhanced Mile Marker Options

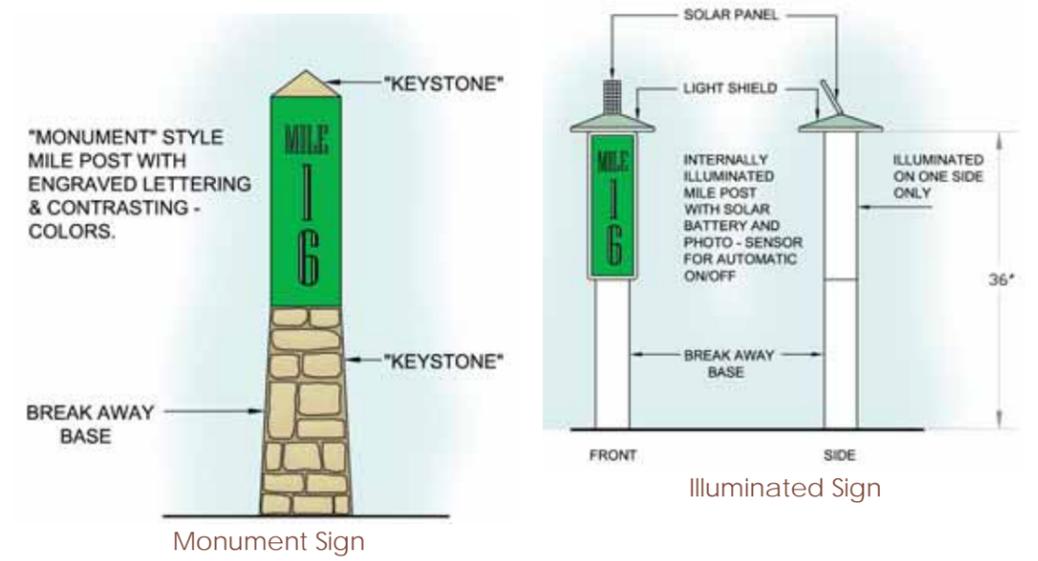


Figure 27: Gateway Sign Options



III. Final Alternatives

Figure 28: Rest Area Shelter Options



Figure 31: Trash Can Options



Figure 29: Bench Options

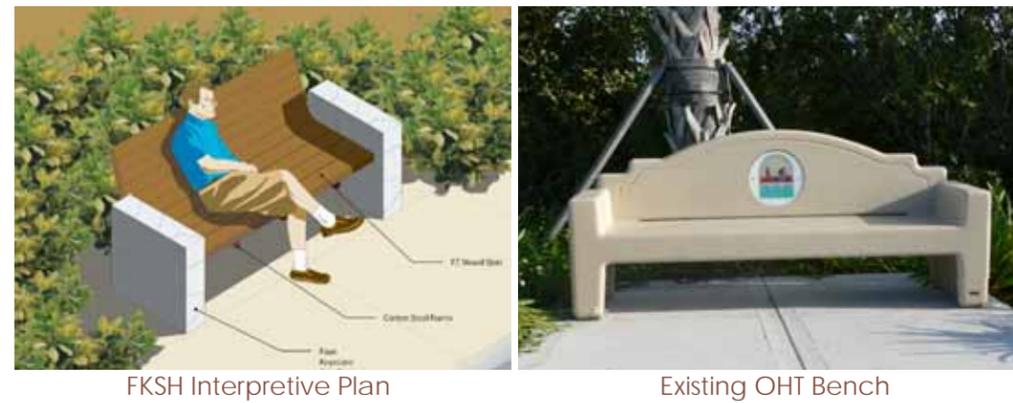


Figure 32: Bollard Options



Figure 30: Bike Rack Options

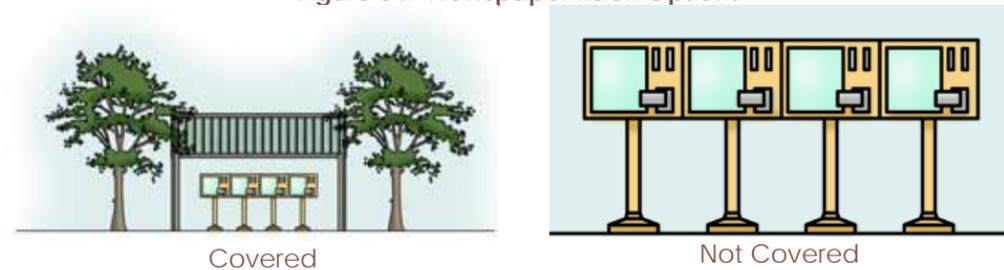


Figure 33: Light Pole Options



III. Final Alternatives

Figure 34: Newspaper Rack Options



As with the February 20th workshop, participants were provided a handout with the design and enhancement options shown and asked to select their preferences. Forty responses were received and the following are the community's preferences.

Summerland Key:	Low-level landscaping access management option
Sugarloaf Key:	Retain flashing signal (upgrade to meet standards) Closure of multiple access points to Sugarloaf Lodge (pursuant to agreement of property owner)
Mile Markers:	Existing FDOT signs
Gateway Signs:	Existing FDOT signs
Bus Shelters:	Key Specific logo
Rest Area Shelters:	Green
Benches:	Existing OHT benches
Bike Racks:	Existing
Trash Cans:	Tie between options
Bollards:	Wood-like
Light Poles:	Option B
Newspaper Racks:	Not covered

Participants were also provided an opportunity to review the location of proposed enhancements on the aerial plan sets. Additional roadway improvement suggestions were also identified as follows:

Lower Sugarloaf (see Figure 35):

- Provision of a deceleration lane for southbound traffic on US-1 turning into the Fire Station.
- Provide a left turn lane for southbound traffic on US-1 at Monster Drive.

Cudjoe (see Figure 36):

- Provide a left turn lane for southbound traffic on US-1 at Sacarma Drive.

B. Final Recommendations

Following the final workshop, residents from Middle and Big Torch Keys met with County staff and formally requested that any improvements shown for their communities be deleted from the final plans. This request was honored. A brief summary of the improvements for the entire corridor and each Key are included below. (Note: For geographic reference purposes only, Sugarloaf Key is separated into Lower and Upper. This does not imply that the community prefers to be treated separately or as a unified group. It is only done to make it easier for the reader to understand the location of proposed improvements.)

Corridor-wide

- Completion of the Overseas Heritage Trail
- Improved maintenance of pavement on US-1
- Removal of billboards
- Improved landscape trimming practices by FDOT
- Mile markers at each mile
- Better enforcement of traffic laws
- Improved bus stops by adding shelter (see Figure 11), seating, lighting and trash cans
- Emergency phones at specific intervals along OHT, particularly in areas where trail is not adjacent to US-1 or where there are long stretches without buildings

Saddlebunch Key

- Left turn lane for southbound traffic on US-1 to Blue Water Drive
- Treated crosswalks across driveways and side streets
- Potential kayak/canoe access off of Blue Water Drive
- Native landscaping on south side of US-1
- Consolidated newspaper rack on Baypoint
- Enhanced parking pull-off area east of MM15 at bridge head

Sugarloaf Key

Lower Sugarloaf

- Enhanced parking pull-off area at bridge head east of Lower Sugarloaf Channel
- Additional native plantings on south side of US-1 from area east of Harris Channel to Sugarloaf Boulevard
- Treated crosswalks at driveways and side streets (e.g. South Point Drive and Sugarloaf Boulevard)
- Right turn lane for northbound traffic on US-1 at South Point Drive
- Acceleration lane for traffic turning right from South Point Drive onto northbound US-1
- Improved drainage at Sugarloaf Drive and Sugarloaf Lodge
- Northbound right turn lane on US-1 at Sugarloaf Boulevard
- Northbound acceleration lane on US-1 at Sugarloaf Boulevard
- Upgrade flashing light at Sugarloaf Drive to meet current standards
- Access management through landscaping to eliminate numerous driveways to Sugarloaf Lodge (with FDOT and property owner approval)
- Left turn lane for southbound traffic on US-1 at Monster Drive
- Deceleration lane for southbound traffic on US-1 turning into fire station

Upper Sugarloaf

- Enhanced parking pull-off area on Park Key
- Canoe/kayak access on Park Key
- Enhanced parking pull-off area east/north of Park Key bridge
- Canoe/kayak access north of Park Key bridge
- Native landscaping on south side of US-1
- Treated crosswalks across Crane Boulevard near intersection with US-1
- Native landscaping on both sides of US-1 from Johnson Road north to bridge
- Left turn lane for southbound traffic on US-1 at Johnson Road
- Acceleration lane for traffic turning right onto US-1 from Johnson Road
- Left turn lane for southbound traffic on US-1 at Old SR 4A
- Acceleration lane for traffic turning right onto US-1 from Old SR 4A

III. Final Alternatives

- Enhanced parking pull-off area at north end of island before bridge

Cudjoe Key

- Enhanced parking pull-off area on north side of US-1 at west end of island
- Canoe/kayak access at west end of island
- Native landscaping on south side of US-1 to provide buffer for residential areas
- Placement of caution signs on both sides of curve approaching Blimp Road
- Left turn lane for south bound traffic on US-1 turning onto Sacarma Drive
- Native landscape buffer on south side of US-1 at Florida Keys Aqueduct Authority property
- Drainage improvements on south side of US-1 between Cutthroat Drive and Spanish Main Drive
- Access management through use of landscaping to better define driveways (see diagram on page II-10)
- Enhanced parking pull-off area at east end of island

Summerland Key

- Enhanced native landscaping at west end of island to buffer old shrimp farm from road
- Potential canoe/kayak access area at west end, on south side of US-1
- Caution signs to warn drivers on US-1 of congested area in front of businesses
- Enhanced native landscaping to buffer uses from US-1
- Improved drainage in front of businesses
- Consolidation of poles in front of businesses
- Access management through low-level landscaping (see Figure 37 for typical section)
- Treated pavement to clearly identify bike trail on south side of US-1 from driveways and roadways
- Enhanced parking pull-off area at east end of island
- Canoe/kayak access point at eastern bridgehead

Ramrod Key

- Enhanced parking pull-off area at west end of island
- Canoe/kayak access point at western bridgehead
- Additional native landscaping along US-1 throughout length of island to provide visual buffer

Middle Torch Key

- Only those improvements associated with the Overseas Heritage Trail

Little Torch Key

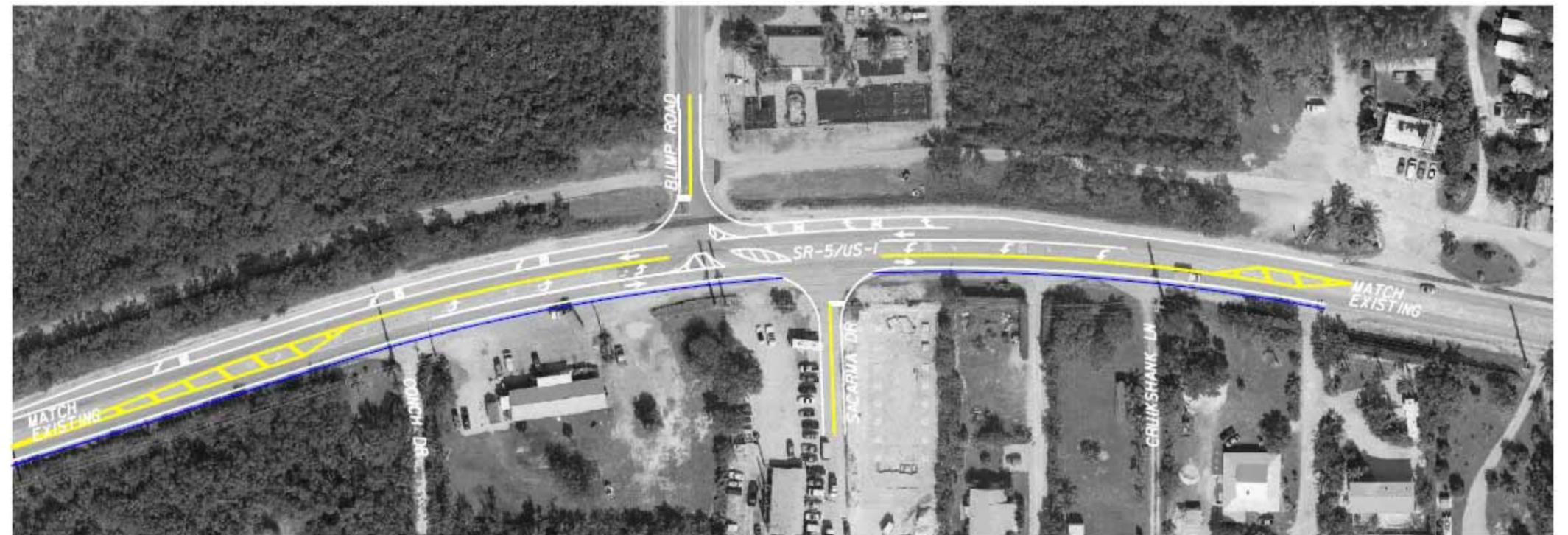
- Flashing light at intersection with Barry Avenue
- Consolidated newspaper rack near Pirates Avenue
- Grass only on north side of US-1 east of Barry Avenue to allow emergency parking to continue as needed
- Enhanced parking pull-off area on land west of MM29

III. Final Alternatives

Figure 35: Roadway Improvements at Monster Drive and the Fire Station on Lower Sugarloaf



Figure 36: Roadway Improvements at Sacarma Drive on Cudjoe



IV. Implementation Plan

This section of the report includes the preliminary cost estimates for the enhancements and suggestions for implementing the improvements. As noted in the previous section, there are a number of other enhancements the community identified as important for the corridor that are not within the purview of this particular project. As such, cost estimates and implementation suggestions for these additional enhancements are not provided.

The community's ranked priorities for the corridor, excluding completion of the Overseas Heritage Trail and necessary safety improvements (majority of roadway improvements are for safety reasons) were as follows (based on average of scores received):

1. Coordination of plans and implementation
2. Funding
3. Low maintenance improvements (tied with funding)
4. Drainage (tied with funding)
5. Bus Shelters
6. Canoe/kayak access
7. Boat ramps
8. Increase number of passive parks (tied with boat ramps)
9. Sign regulations (tied with boat ramps)
10. Boardwalk trails through conservation areas
11. Pull-offs with parking
12. Access control (tied with pull-offs)
13. Parking control (tied with pull-offs)
14. Lighting of bus stops, shelters and parking areas (if kept to a minimum)
15. General landscaping along corridor
16. Buffering of commercial uses (tied with general landscaping)
17. Pole/sign consolidation (tied with general landscaping)
18. Parking areas for bus stops (park-n-rides)
19. Architectural standards (tied with parking at bus stops)
20. Emergency phones
21. Public art
22. Newspaper rack consolidation
23. Pull-off shelters (tied with newspaper racks)
24. Relocation of bus stops
25. Gateway features

Each of these priorities will be addressed in the following sections of this report.

A. Coordination of plans and implementation

Prior to the final workshop, thorough reviews of the Florida Keys Scenic Highway Interpretive Plan and the Overseas Heritage Plan were conducted. The improvements proposed by this project were subsequently reduced in scope to address only those items not already identified in these other plans. The remaining issue is coordinating the implementation of all of these planned projects with each other and with other projects, such as utility and transportation improvements. Every attempt has been made to identify other programmed projects within the corridor to assist the County in ensuring that efforts are coordinated. These other projects are noted on the Proposed Improvement sheets in light blue text boxes. Where possible, throughout the rest of this section, specific recommendations for coordination are noted.

B. Funding

There are a variety of funding sources available to local governments for the enhancements considered in this plan. Examples of potential funding sources include the Transportation Enhancement grant program through the Florida Department of Transportation, the Highway Beautification Program, and the Florida Recreational Development Assistance Program. The larger issue raised during the workshops related to funding for maintaining the improvements once installed. Several options were noted by the public: prison labor and community organizations. These are important issues that should be addressed once this plan is adopted.

C. Low maintenance improvements

As noted above, the community was significantly concerned about the maintenance of these improvements, especially in light of recent hurricanes. Every effort has been made to design improvements that require minimal maintenance and that will comply with building codes. Examples include wood-like bollards that will be constructed of concrete or resin, requiring minimal maintenance while providing the look of wood.

D. Drainage

Recommendations for improving the drainage in several areas are noted on the plans, including Sugarloaf, Cudjoe and Summerland. The recommendation is to install self-contained exfiltration trenches. These improvements are typically completed as part of the FDOT's triple "R" (resurfacing, restoration and rehabilitation) projects.

E. Bus Shelters

The community selected the bus shelter design shown below and expressed a preference for having a Key-specific logo installed on each shelter. The location of these new bus shelters are shown on the proposed improvement plans, and are accompanied by landscaping and lighting improvements. Since these shelters would have to be custom designed to comply with hurricane codes, an exact cost estimate cannot be provided. It is estimated, however, that these shelters would cost between \$7,000 and \$8,500 (with internal benches). Other



improvements related to the bus stops include the installation of bus bays, which may be able to be implemented as part of an FDOT triple "R" project.

F. Canoe/kayak access

Locations for potential canoe/kayak access points are identified on the proposed plans. Initially, it was anticipated that some minimal improvements, including coral rock border stones, wood railing, gravel and concrete, would be

IV. Implementation Plan

installed at these locations. However, the community expressed a desire to leave things as natural as possible, and therefore no additional enhancements are proposed for these locations at this time. In fact, many of the areas look like they may already be used for this purpose. There are two locations where more formal canoe/kayak or boat access areas may be feasible – Saddlebunch and Cudjoe. Since property would have to be acquired to provide the access areas and parking, cost estimates have not been prepared for these alternatives, but they are noted on the plans.

G. Boat ramps

A number of potential boat ramps were identified on the plans during the first workshops, however, the consensus was that these should not be for more than canoe or kayak access because of the dangers presented to through traffic when such facilities are located adjacent to a highway.

H. Increase number of passive parks

By adding landscaping along US-1 and providing parking pull-off areas, several passive linear parks are created. Specific locations for passive parks outside of the US-1 corridor may be identified in the Livable CommuniKeys Master Plan.

I. Sign regulations

Although this received a moderate rating for importance, discussions with participants at the workshops did not lead to a consensus of how signs should be regulated. The overwhelming majority would like to see billboards removed. Since the regulation of signs is a controversial issue, it would be better to address this through a separate process.

J. Boardwalks through conservation areas

This improvement was identified by a member of the public on the first round of aeriels provided at the public workshops. Once the initial enhancements were reconciled with the Scenic Highway Interpretive Plan, these improvements were removed from the Corridor Plan since they are addressed in the Interpretive Plan.

K. Pull-offs with parking



Pull-off parking areas have been identified throughout the corridor. The design of these areas is simple, with only minimal landscaping (mostly sod) and some bollards (\$200 each for sample shown at the left) to separate the parking area from the Overseas Heritage Trail. The parking areas will remain gravel and some type of landscape border will be installed to keep the gravel out of the landscaped areas. The landscaping will be used to define ingress and egress points and to add interest next to proposed shade structures/rest shelters. Some minimal lighting may also be included in these areas, as necessary to ensure safety. Depending upon the landscaping materials, these pull-off parking areas (excluding rest shelters) are anticipated to cost between \$5,000 and \$10,000 to implement. Other amenities that may be provided in these areas include benches and bicycle racks. The costs for these items, based on the community's preferred styles, are \$760 (bench) and \$350 (bike rack).



L. Access controls

Three areas were identified as needing better access management: Lower Sugarloaf, Cudjoe and Summerland. These improvements require additional analysis and coordination with property owners and agencies before they can be implemented. These projects and recommended implementation steps are summarized below. Cost estimates for these improvements were not prepared because the additional studies/analyses identified are necessary prior to developing such estimates.

Lower Sugarloaf Key Access Management – An access and traffic study needs to be conducted to determine the impact of closing existing driveways on the north side of US-1 as requested by residents of Sugarloaf Key. As an initial step, research should be conducted to determine if all of the existing access points were legally permitted. Then, in coordination with the property owner and the Department, a study should be conducted to determine the impact the closure of multiple access points will have on traffic circulation within the property, as well as on traffic flow on US-1.

Cudjoe Key Access Management – As shown on page II-10, there are a number of openings onto US-1 that create hazardous conditions. Similar to the recommendation for Lower Sugarloaf, an access and traffic study should be conducted for this portion of Cudjoe to identify areas where driveways can be better defined through the use of landscaping and guardrails.

Summerland Key Access Management – The existing conditions at the eastern end of Summerland Key, on the south side of US-1, are potentially one of the most hazardous areas of the study corridor. There are no defined access points, so vehicles have a “free for all” approach to ingress and egress. Similar to Lower Sugarloaf and Cudjoe, an access and traffic study should be conducted to determine appropriate locations for more clearly defined driveways along this stretch of road.

M. Parking controls

This refers to two different issues: parking within the right-of-way and parking on existing bike paths. It is the responsibility of the Department of Transportation to monitor and enforce its regulations regarding the highway right-of-way. The areas where the community has concerns about this issue are noted in the existing conditions aeriels at the back of this document. This information could be supplied to the Department as a means to encourage enforcement efforts. In Summerland and Baypoint, there is a problem with vehicles parking on the existing bike path. In both instances, it is difficult to recognize the bike path as being separate from the right-of-way and other paved areas. To address this issue, it is recommended that the bike path be reconstructed in these areas with colored or textured concrete in order to provide a visual separation between these facilities and other elements. It is recommended that the reconstruction of the bike path be coordinated with the installation of the sanitary sewer system so that a new path is not constructed and then torn out when the sewer lines are installed. Bollards may also be used in these areas, where consistent with FDOT regulations, to delineate parking areas from the bike path.

IV. Implementation Plan

N. Lighting of bus stops, shelters and parking areas (minimal)

The preferred lighting fixture is shown at the right. It is anticipated that these would be installed at bus stops, rest areas, and in parking areas to ensure safety for both vehicles and pedestrians. The anticipated cost of these fixtures is \$2,705 per pole.



O. General landscaping

The propose plans show several areas where landscaping is proposed adjacent to the roadway. Specific plant palates were not identified during the workshops, but the general consensus is that the landscaping should be native and low-maintenance. Since the landscaping is proposed in the highway right-of-way, and the Department's maintenance practices consist solely of mowing, it is suggested that these areas be primarily sod with some small trees, such as silver buttonwoods or cabbage palms. Since the price of plant materials vary and exact quantities are not known, cost estimates for these enhancements were not prepared.

P. Buffering of commercial uses

This is proposed in several areas, particularly on Ramrod. The plant materials are similar to those recommended for the general landscaping area since these areas are within the highway right-of-way and FDOT will be responsible for maintenance.

Q. Pole/sign consolidation

This issue was raised by the participants from Summerland Key. In the business area along the highway, their parking areas are cluttered by electric poles, traffic signs, and business signs. A plan to consolidate these items and reduce the number of obstacles in business parking areas is recommended. Since this effort needs to be coordinated with FDOT and Keys Energy as well as the business owners, it requires a separate effort.

R. Parking areas for bus stops (park-n-rides)

During one of the workshops it was recommended that park-n-rides be provided in certain areas that would allow people to park their vehicles and ride the bus to Key West for shopping and other activities. One potential location for such a facility was identified on Summerland Key. However, since the creation of a park-n-ride facility can be significant, it is recommended that additional analysis be completed prior to undertaking this project. A survey should be conducted of Lower Keys residents to ascertain how many would be interested in using these facilities and then coordination with Key West Transit would be required to ensure there is adequate capacity to support this new service.

S. Architectural standards

There was some discussion about the need for these during the initial workshops; however the overall consensus was that they were not desired. As an alternative, the County may want to consider adopting property maintenance standards to ensure that property owners along the corridor properly maintain their buildings and parking areas.

T. Emergency phones

In response to several comments received regarding the need to provide "cut-throughs" in areas where the Overseas Heritage Trail is separated from US-1 by significant vegetation (i.e. Cudjoe), it was recommended that a system of emergency phones be installed along the Trail. Since these are directly related to the trail, the Department of Environmental Protection should determine the feasibility of installing these during the construction of the remaining portions of the trail.

U. Public art



containers.

Many communities have adopted ordinances that require art in public places. Given the cultural heritage and large population of local artists, it was suggested at one of the workshops that pieces of local art be incorporated in the proposed enhancements. An example is having local artists paint trash cans that can be used at bus shelters and in pull-off parking areas. The costs associated with this include the trash cans and the artist's fee. Another alternative is to have local children participate in the decoration of the

V. Newspaper rack consolidation

Several areas are noted on the plans where newspaper racks could be consolidated into a single rack for enhanced aesthetics. Similar to sign regulations, ordinances to control newspapers and other printed materials typically face substantial opposition by industry representatives. If the County decides to implement a newspaper rack ordinance, it should hire a consultant with significant experience in this issue.

W. Pull-off shelters

Inspired by the pavilions installed on the Overseas Heritage Trail, a green roof shelter of similar design was selected by the community as their preferred rest area shelter. These shelters have been located at each pull-off parking area shown on the plans. The estimated cost of these shelters is \$22,000 per shelter, which includes signed and sealed plans, delivery to Monroe County, and a shelter designed to meet 150 mph standards.

X. Relocation of bus stops

During one of the first workshops, it was suggested that the bus stops on Summerland Key be relocated away from the business areas due to the visual conflict. It is not recommended that this improvement be implemented. Bus stops need to be easily accessible to both residents and commercial areas.

Y. Gateway features

Initial design concepts included several potential welcome signs and entry features. During the early workshops, the community appeared to be supportive of this idea but ultimately voted to keep the existing FDOT signs. Therefore, no gateway features are proposed as part of this plan.

The other two critical issues for the Lower Keys community are the completion of the Overseas Heritage Trail and safety improvements. The Overseas Heritage Trail is being managed by the Florida Department of Environmental Protection, so there are no recommendations related to that project within this plan. The safety

IV. Implementation Plan

improvements identified during this planning process are all roadway improvements, which are identified below.

The majority of the roadway improvements identified in this report are the addition of turn lanes and acceleration or deceleration lanes. As noted on page II-5, the Florida Department of Transportation will generally make these improvements when completing a triple "R" (resurfacing, restoration and rehabilitation) job on the roadway. However, it is still important for the County to share the proposed recommendations with the Department so it is aware of the community's desires. The following is a consolidated list of all the recommended roadway improvements that may be completed during the next triple "R" jobs within the study area.

Saddlebunch Key:

- Southbound left turn lane on US-1 at Blue Water Drive

Lower Sugarloaf Key:

- Improvements at South Pointe Drive intersection, including northbound right turn lane and northbound acceleration lane
- Improvements at Sugarloaf Drive intersection, including northbound right turn lane and northbound acceleration lane
- Southbound left turn lane at Monster Drive
- Deceleration lane for southbound traffic turning into fire station (across from Monster Drive)

Upper Sugarloaf Key:

- Improvements at Johnson Road intersection, including southbound left turn lane and northbound acceleration lane
- Improvements at Old SR 41, including southbound left turn lane and northbound acceleration lane

Cudjoe Key:

- Placement of "caution" signs at appropriate intervals on each side of the intersection with Blimp Road to warn drivers of approaching intersection that is not visible due to road curvature

Summerland Key:

- Road resurfacing to repair pot holes
- Drainage improvements for south side of highway
- Pavement treatment (stamped or colored concrete) to separate existing bike path on south side of road from driveways and highway
- Placement of "caution" signs at appropriate intervals on each end of the business district to alert drivers that they are approaching a congested area
- Shielding of electrical poles located within 30 feet of highway

Flashing yellow lights on Lower Sugarloaf and Little Torch – There is an existing flashing beacon at the intersection of US-1 and Sugarloaf Boulevard that does not meet current FDOT standards. The residents of Little Torch have requested that a similar flashing beacon be installed at the intersection of US-1 and Barry Avenue. Signal warrant studies should be conducted to determine the need for these improvements at these locations. If such improvements are warranted, it is recommended that back up power sources for both signals be included as part of the installation.

Throughout the study, the community made it clear that they are interested in maintaining the Keys in their "natural" state and are not really interested in enhancements. Therefore, it is recommended that the County focus on the implementation of the following items identified in this report as the initial priorities for the Lower Keys community.

1. Coordinating the implementation of the various projects in the area
2. Encouraging FDOT to complete roadway and drainage improvements
3. Installation of bus shelters

V. Public Involvement

This section of the report identifies the public involvement portion of the US-1 Corridor Enhancement Plan. Several workshops were held with residents, business owners and other stakeholders in the Lower Keys communities. Information about these sessions is below, along with presentation materials, attendee sign-in sheets and descriptions of the results.



A. January 30, 2007 Public Workshop

The purpose of the workshop on January 30, 2007 was to present research on the history and context of the Lower Keys as a whole, and individual keys in particular. The presentation (see Appendix A) highlighted this information. This information was used to draft potential gateway features or icons for each key.

After listening to information about the corridor, the attendees were asked to separate into the following groups:

- Saddlebunch Key,
- Lower and Upper Sugarloaf and Park Keys,
- Cudjoe Key,
- Summerland Key, and
- Ramrod and Little, Middle and Big Torch Keys.

Each group was led by a member of the consultant project team and Monroe County staff to discuss proposed roadway improvements and off-roadway improvements, such as shelters and landscaping, to better understand the desires and character of each key. The groups reviewed the comments received in the first community workshop on aerial photographs of the corridor and delved more deeply into the types of improvements, if any, desired by the communities. Discussions included:

- Improvement Alternatives – locations, additions/deletions,
- Context, character or theme for the key,
- Types of landscaping,
- Construction materials and styles for improvements,
- Signage and lighting,
- Architecture and design standards, and
- Priorities of improvements – such as cost, safety, aesthetics, and maintenance.

The information from these individual discussions was presented to the group at large at the end of the workshop and was used in the preparation of plan alternatives presented at the next workshop.

Sign-in sheets providing contact information for attendees of the workshop are in Appendix A.

B. February 20, 2007 Public Workshop

The purpose of the workshop on February 20, 2007 was to present improvement alternatives and alternative designs for improvements for the corridor, and potentially each Key in the corridor, based on the information obtained in the breakout sessions of the previous workshop. The workshop began with a presentation (see Appendix B) of improvement design alternatives. Attendees were provided worksheets (also shown in Appendix B) to choose their preference for each type of improvement, including:

- Gateways,
- Bus shelters,

- Rest shelters,
- Newspaper racks,
- Bollards,
- Bike racks,
- Benches,
- Trash cans, and
- Lighting.

Attendees were asked to rank, from 1 (low) to 5 (high), the importance or priority of each type of improvement mentioned above, as well as other improvements such as pullouts and parking, water access points, and sign regulations.

After the presentation, attendees were invited to view aerial photographs showing improvement alternatives for the corridor. Attendees commented on the aerial sheets as to whether an improvement was desired or unwanted and whether the locations of improvements are appropriate.

Sign-in sheets providing contact information for attendees of the workshop are in Appendix B.

C. March 13, 2007 Public Workshop

The purpose of the workshop on March 13, 2007 was to present a tally of the preferences selected by attendees of the last workshop. A presentation (see Appendix C) of the results was given, along with information about design alternatives requiring direction from the public. For each of the following topics, at least two alternatives were provided for preference selection by the group:

- Summerland roadway configuration,
- Signalized intersection on Sugarloaf,
- Mile markers,
- Gateway signage,
- Bus shelters,
- Rest shelters,
- Newspaper racks,
- Bollards,
- Bike racks,
- Benches,
- Trash cans, and
- Lighting.

As in the previous workshop, attendees were provided worksheets (also shown in Appendix C) to choose their preference. After the presentation, attendees were invited to view aerial photographs showing improvement alternatives for the corridor. Attendees provided their final comments on the sheets or to study staff.

The results of the final workshop were used to define the implementation plan. The final tabulations of the worksheets are shown in Appendix C, along with sign-in sheets providing contact information for attendees of the workshop.

Appendix D is the aerial photographs with all the comments from each of the workshops compiled onto the set.





Appendix A: January 30, 2007 Public Workshop Materials

US 1 Corridor Enhancement Plan

From MM 14.2 (Saddlebunch Key) to
MM 29 (Little Torch Key)

January 30, 2007

Carter-Burgess

Lower Keys Projects

- Livable CommuniKeys Plan
 - Draft Plan at March 13 workshop
- US 1 Corridor Enhancement Plan
 - Two more meetings after tonight
 - February 20 – review preliminary alternatives
 - March 13 – present final alternatives

Agenda

- Workshop objectives
- Summary of first workshop
- Lower Keys – context & lifestyle
- Overview of plans
- Break out sessions
- Next steps

Objectives

- Present research on Lower Keys
- Discuss improvement alternatives
- Identify “theme” for each Key
- Discuss designs for each type of improvement
- Prioritize improvements

Summary of First Workshop

- Joint workshop on Nov. 14
- Field review aerials
- Community comments



Lower Keys – Context & Lifestyle

NATURE

- LANDSCAPE
- FLORA
- FAUNA

CULTURE

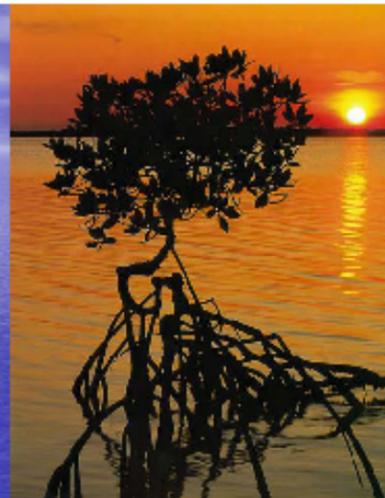
- ART
- ARCHITECTURE

HISTORY

- SHIPPING
- FISHING
- RAILROAD
- CHARCOAL
- COTTON
- RUM

Lower Keys









Individual Keys

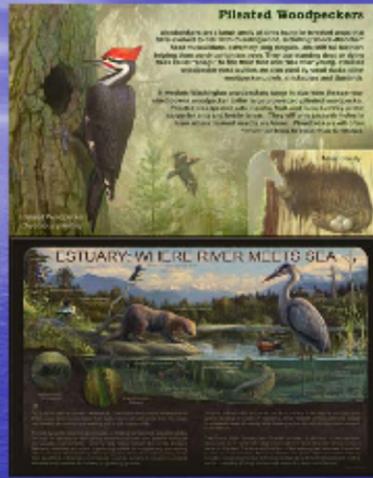


Plans Overview



Design Elements





Break Out Sessions

Next Steps

- Next Workshop:
- Present alternative improvement plans
 - Identify preferences
 - Define priorities for implementation

Next Workshop

February 20, 2007
Sugarloaf School
6:30 – 9:00

Sign-in Sheet
January 30, 2007 -- Public Workshop
US 1 Corridor Enhancements Plan

Name	Address	Phone Number	E-Mail Address
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Sign-in Sheet
January 30, 2007 -- Public Workshop
US 1 Corridor Enhancements Plan

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Sign-In Sheet
January 30, 2007 -- Public Workshop
US 1 Corridor Enhancements Plan

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Sign-In Sheet
January 30, 2007 -- Public Workshop
US 1 Corridor Enhancements Plan

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January 30, 2007 -- Public Workshop
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Sign-In Sheet

January 30, 2007 -- Public Workshop
US 1 Corridor Enhancements Plan

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Appendix B: February 20, 2007 Public Workshop Materials

US 1 Corridor Enhancement Plan

From MM 14.2 (Saddlebunch Key) to MM 29 (Little Torch Key)

February 20, 2007

Carter-Burgess

Lower Keys Projects

- Livable CommuniKeys Plan
 - Draft Plan at March 13 workshop
- US 1 Corridor Enhancement Plan
 - March 13 – present final alternatives



Tonight's Agenda

- Summary of last workshop
- Vision for corridor and each Key
- Proposed design concepts
- Proposed enhancements



January 30th Workshop

- Presented research on design elements
- Breakout sessions by Key
- Comments on proposed enhancements
- Framed vision for each Key



Corridor Vision/Goals

- **Completed Overseas Heritage Trail**
- Improve safety
- Increase recreational opportunities
- Maintain character
- Improve transit facilities
- Better coordination

Vision/Goals by Key

- Torch Keys: Consistent design
- Ramrod: Low-key lifestyle
- Summerland: Support businesses
- Cudjoe: Safety & buffer residential
- Sugarloaf: One key in natural state
- Saddlebunch: Safety & access to park

Design Options

- Gateways
- Bus shelters
- Rest areas
- Newspaper racks
- Miscellaneous furnishings

Gateways – Existing Signs



Gateways - Corridor



Gateways - Corridor

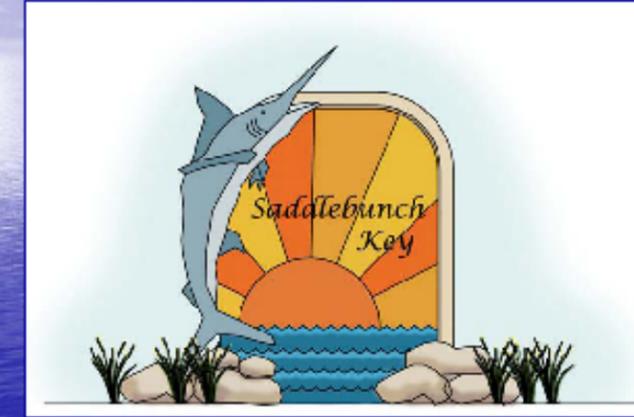


Gateways – Key Specific

Saddlebunch



Gateways – Key Specific



Gateways – Key Specific

Sugarloaf

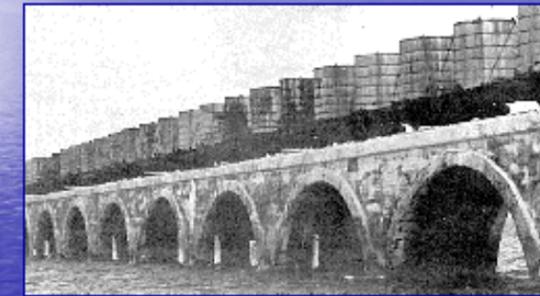


Gateways – Key Specific



Gateways – Key Specific

Cudjoe

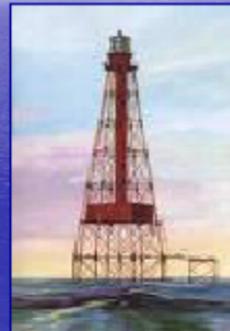


Gateways – Key Specific



Gateways – Key Specific

Summerland



Gateways – Key Specific

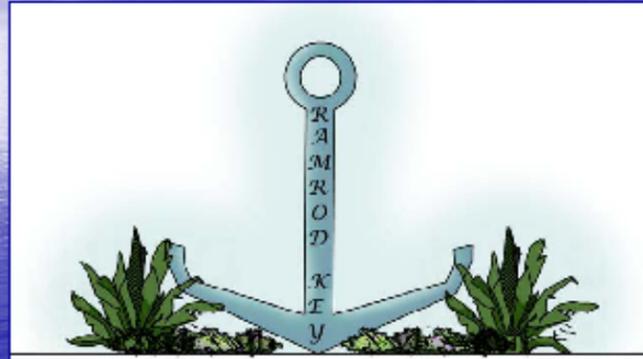


Gateways – Key Specific

Ramrod



Gateways – Key Specific



Gateways – Key Specific

Little Torch



Gateways – Key Specific



Bus Stops

Existing



Bus Stops



Bus Stops



Rest Areas

Existing



Rest Areas



Rest Areas



Newspaper Racks

Existing



Newspaper Racks



Miscellaneous Furnishings

Bollards



Miscellaneous Furnishings

Bike Racks



Miscellaneous Furnishings



Miscellaneous Furnishings

Benches



Miscellaneous Furnishings

Trash Cans

Existing



Miscellaneous Furnishings

Trash Cans



<p>Miscellaneous Furnishings</p>  <p>Lighting</p>	<p>Improvement Priorities</p> <ul style="list-style-type: none"> • Overseas Heritage Trail • Safety <ul style="list-style-type: none"> ▪ Turn lanes ▪ Separation of bike lane from roadway ▪ Resurfacing and restriping ▪ Intersection improvements ▪ Advance warning notifications ▪ Protection of bicyclists on bridges ▪ Lighting (only that needed for safety) ▪ Reduced speed limit in urban areas 	<p>Improvement Priorities</p> <ul style="list-style-type: none"> • Bus shelters • Gateways • Pull-offs with parking • Pull-off with shelters • Relocated bus stops (from in-front of businesses) • Access control (reduce access widths via landscaping) • Parking control • Landscaping (not associated with shelters, pull-outs or gateway areas) • Landscaping as buffering (if visibility of businesses not impeded) • Buffering (of commercial uses) • Newspaper racks • Drainage • Emergency phones on Overseas Heritage Trail
<p>Improvement Priorities</p> <ul style="list-style-type: none"> • Boat ramps • Kayak/canoe access • Boardwalk trails through natural areas • Pole/sign consolidation • Park-n-rides • Public art • Architectural standards • Sign regulations • Low maintenance • Lighting of bus stops, shelters, and parking areas (if kept to a minimum) • Increase number of passive parks • Funding • Coordination of plans and implementation (roads, trail, utilities) 	<p>Proposed Enhancements</p> <ul style="list-style-type: none"> • Coordination with OHT & Scenic Highway plans • Frontage roads • Crosswalks • Parking areas/pull offs 	<p>Next Workshop</p> <p style="text-align: center;">Tuesday, March 13</p> <ul style="list-style-type: none"> • Present final enhancement alternatives • Present evaluation matrix • Draft Livable CommuniKeys Plan

Gateway Signage (Please circle A, B or C. If B or C, follow additional directions below.)

A. Existing FDOT Signage

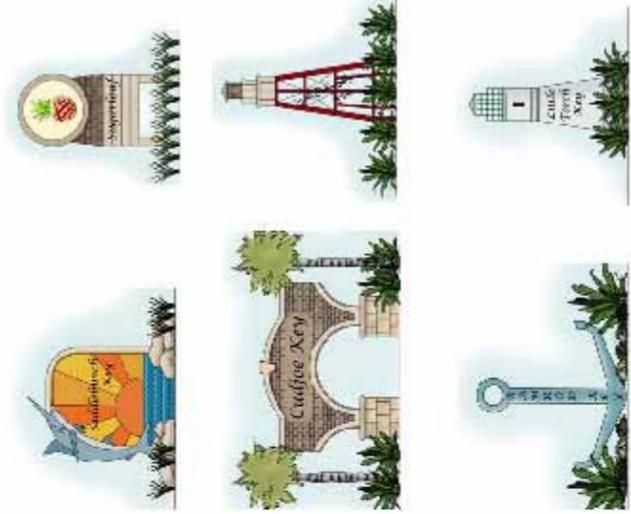


B. Standard Gateway Monuments – similar for all Keys
(Please circle preferred sign.)



C. Key Specific Gateway Monuments
(Please list your Key and circle the preferred sign.)

Key: _____



US 1 Corridor Enhancement Plan - MM 14.2 (Saddlebunch Key) to MM 29 (Little Torch Key)

Page 1

Shelters

Bus Shelters (Please circle A or B.)

A. Basic Shelter



B. Key Specific Shelter (front and side views)



Rest Area Shelters (Please circle A or B.)

A. Existing Shelter



(no red roofs)



B. Interpretive Plan Shelter



US 1 Corridor Enhancement Plan - MM 14.2 (Saddlebunch Key) to MM 29 (Little Torch Key)

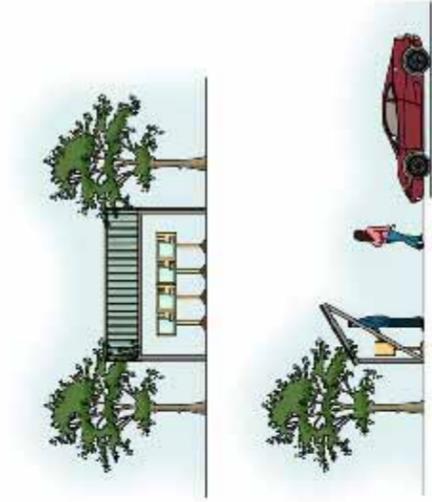
Page 2

Newspaper Racks (Please circle A or B.)

A. Existing



B. Enhanced



Miscellaneous Furnishings

Bollards (Please circle preferred style.)



Bike Racks (Please circle preferred style.)



Miscellaneous Furnishings

Benches (Please circle preferred style.)



Light Poles (Please circle preferred style.)



Trash Cans (Please circle preferred style.)



US 1 Corridor Enhancement Plan - MM 14.2 (Saddlebunch Key) to MM 29 (Little Torch Key)

Improvement Priorities (For each item, please circle priority for implementation.)

Low = not important; High = very important

Improvement	Low	Medium	High
Bus Shelters	1	2	4
Welcome Gateways	1	2	3
Pull-Offs with Parking	1	2	3
Pull-Off Shelters	1	2	3
Relocate Bus Stops from In-front of Businesses	1	2	3
Access Control (reduce access widths via landscaping)	1	2	3
Parking Control	1	2	3
Landscaping (Not Associated With Shelters, Pull-Outs Or Gateway Areas)	1	2	3
Landscaping As Buffering (if visibility of businesses not impeded)	1	2	3
Buffering (of commercial uses)	1	2	3
Newspaper Racks	1	2	3
Drainage	1	2	3
Emergency Phones	1	2	3
Boat Ramps	1	2	3
Kayak/Canoe Access	1	2	3
Boardwalk Trails through Conservation Areas	1	2	3
Pole/Sign Consolidation	1	2	3
Parking Areas For Bus Stops	1	2	3
Public Art	1	2	3
Architectural Standards	1	2	3
Sign Regulations	1	2	3
Low Maintenance	1	2	3
Lighting Of Bus Stops, Shelters, and Parking Areas (if kept to a minimum)	1	2	3
Increase Number of Passive Parks	1	2	3
Funding	1	2	3
Coordination of Plans and Implementation (Roads, Trail, Utilities)	1	2	3

Comments on list above:

US 1 Corridor Enhancement Plan - MM 14.2 (Saddlebunch Key) to MM 29 (Little Torch Key)

Sign-in Sheet
February 20, 2007 -- Public Workshop
US 1 Corridor Enhancements Plan

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Sign-in Sheet
February 20, 2007 -- Public Workshop
US 1 Corridor Enhancements Plan

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US 1 Corridor Enhancements Plan

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Midye	None		
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US 1 Corridor Enhancements Plan

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Appendix C: March 13, 2007 Public Workshop Materials

US 1 Corridor Enhancement Plan

From MM 14.2 (Saddlebunch Key) to MM 29 (Little Torch Key)

March 13, 2007

Carter-Burgess

Tonight's Agenda

- Overview of previous workshops
- Review results of last workshop
- Proposed design alternatives
- Proposed enhancements
- Consensus on final plan elements



January 30th Workshop

- Presented research on design elements
- Breakout sessions by Key
- Comments on proposed enhancements
- Framed vision for each Key



February 20th Workshop

- Presented preliminary design concepts
- Gathered participants' preferences on:
 - Design concepts
 - Improvement priorities
- Reviewed location of proposed improvements




RESULTS

February 20th Workshop

Gateway Signage (Please circle A, B or C. If B or C, follow additional directions below.)

A. Existing POB Signage



24

B. Standard Gateway Monuments – similar for all Keys (Please circle preferred sign.)



10

C. Key Specific Gateway Monuments (Please list your Key and circle the preferred design.)

Key: _____



4



2



1



1



0



6

50 Responses

Shelters

Bus Shelters (Please circle A or B.)

A. Basic Shelter



11

B. Key Specific Shelter (front and side views)



25

Rest Area Shelters (Please circle A or B.)

A. Existing Shelter (no red roofs)

3 = red
5 = no red



24

B. Interpretive Plan Shelter



10

Newspaper Racks (Please circle A or B.)

A. Existing



16

Other responses:

- cancellation or standards
- move to bus stops
- remove all racks

B. Enhanced



18

Miscellaneous Furnishings

Bollards (Please circle preferred style.)



0



9



0



18



5

Other responses:

- no bollards

Bike Racks (Please circle preferred style.)



17



5



13

Miscellaneous Furnishings

Benches (Please circle preferred style.)

Light Poles (Please circle preferred style.)

Other responses:
- 100%
- "try again"

Trash Cans (Please circle preferred style.)

Other responses:
- none, or
- light pollution

Improvement	Low	Medium	High		
Bus Shelters	1	2	3	4	5
Welcome Gateways	1	2	3	4	5
Pull-Offs with Parking	1	2	3	4	5
Pull-Off Shelters	1	2	3	4	5
Relocate Bus Stops from In-front of Businesses	1	2	3	4	5
Access Control (reduce access widths via landscaping)	1	2	3	4	5
Parking Control	1	2	3	4	5
Landscaping (Not Associated With Shelters, Pull-Outs Or Gateway Areas)	1	2	3	4	5
Landscaping As Buffering (if visibility of businesses not impeded)	1	2	3	4	5
Buffering (of commercial uses)	1	2	3	4	5
Newspaper Racks	1	2	3	4	5
Drainage	1	2	3	4	5
Emergency Phones	1	2	3	4	5
Boat Ramps	1	2	3	4	5
Kayak/Canoe Access	1	2	3	4	5
Boardwalk Trails through Conservation Areas	1	2	3	4	5
Poly/Sign Consolidation	1	2	3	4	5
Parking Areas For Bus Stops	1	2	3	4	5
Public Art	1	2	3	4	5
Architectural Standards	1	2	3	4	5
Sign Regulations	1	2	3	4	5
Lighting Of Bus Stops, Shelters, and Parking Areas (if kept to a minimum)	1	2	3	4	5
Increase Number of Passive Parks	1	2	3	4	5
Pending	1	2	3	4	5
Coordination of Plans and Implementation (Roads, Trail, Utilities)	1	2	3	4	5

Improvement	Average	Mode
Boat Ramps	3.3	5
Kayak/Canoe Access	3.4	5
Boardwalk Trails through Conservation Areas	3.1	5
Poly/Sign Consolidation	2.8	1
Parking Areas For Bus Stops	2.7	1
Public Art	2.3	1
Architectural Standards	2.7	1
Sign Regulations	3.3	5
Low Maintenance	4.1	5
Lighting Of Bus Stops, Shelters, and Parking Areas (if kept to a minimum)	2.9	1
Increase Number of Passive Parks	3.3	5
Pending	4.1	5
Coordination of Plans and Implementation (Roads, Trail, Utilities)	4.4	5

Improvement	Average	Mode
Bus Shelters	3.6	5
Welcome Gateways	1.8	1
Pull-Offs with Parking	3.0	1
Pull-Off Shelters	2.2	1
Relocate Bus Stops from In-front of Businesses	2.1	1
Access Control (reduce access widths via landscaping)	3.0	1
Parking Control	3.0	5
Landscaping (Not Associated With Shelters, Pull-Outs Or Gateway Areas)	2.8	3
Landscaping As Buffering (if visibility of businesses not impeded)	3.0	1
Buffering (of commercial uses)	2.8	1
Newspaper Racks	2.2	1
Drainage	4.1	5
Emergency Phones	2.6	1

Improvement	Average	Mode
Bus Shelters	3.6	5
Welcome Gateways	1.8	1
Pull-Offs with Parking	3.0	1
Pull-Off Shelters	2.2	1
Relocate Bus Stops from In-front of Businesses	2.1	1
Access Control (reduce access widths via landscaping)	3.0	1
Parking Control	3.0	5
Landscaping (Not Associated With Shelters, Pull-Outs Or Gateway Areas)	2.8	3
Landscaping As Buffering (if visibility of businesses not impeded)	3.0	1
Buffering (of commercial uses)	2.8	1
Newspaper Racks	2.2	1
Drainage	4.1	5
Emergency Phones	2.6	1

Enhancements

- Safety
 - Turn lanes
 - Separation of bike lane from roadway
 - Resurfacing and restriping
 - Intersection improvements
 - Advance warning notifications
 - Protection of bicyclists on bridges
 - Lighting (only that needed for safety)

Enhancements

- Coordinated plans
- Improvements that require minimal maintenance
- Drainage
- Bus shelters
- Canoe/kayak access
- Mile markers

Enhancements

- Summerland Key

Enhancements

- Summerland Key

Enhancements

- Sugarloaf Key



PROPOSED ALTERNATE-1

Enhancements

- Sugarloaf Key



PROPOSED ALTERNATE-2

Design Alternatives

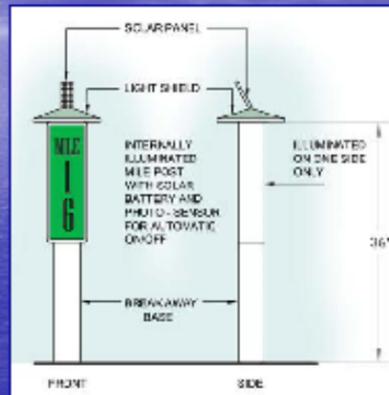
Mile Markers



Existing FDOT Signs

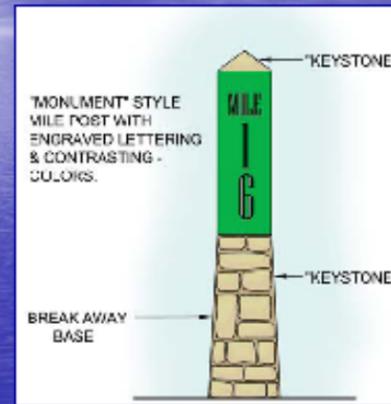
Design Alternatives

Mile Markers



Design Alternatives

Mile Markers



Design Alternatives

Gateway Signs



Existing FDOT Signs



Lighthouse Design

Design Alternatives

Bus Shelters



Key Specific Logo or Identical?

Design Alternatives

Rest Areas



Green or Red Roof?

Design Alternatives

Benches



Interpretive Plan Design or Existing?

Design Alternatives

Bike Racks



Existing or Interpretive Plan Design?

Design Alternatives

Trash Cans



Local Artist or Interpretive Plan Design?

Design Alternatives

Bollards



Concrete or Wood-like Finish?

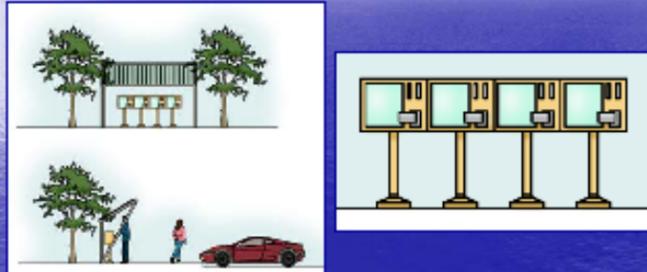
Design Alternatives

Lighting



Design Alternatives

Newspaper Racks



Covered or Not?

Next Steps

- Develop final plan document
- Prepare cost estimates
- Prepare implementation plan
- Draft report on June 1, 2007

For each, please select your preferred option.

Summerland

A. Frontage Road **12**

B. Landscaped Access Modifications **17**

Sugarloaf

A. Traffic Signal **4**

B. No Signal **30**

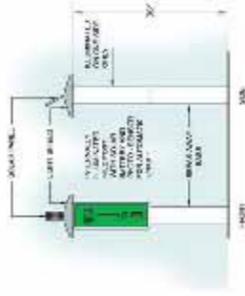
Mile Markers

A. Existing FDOT



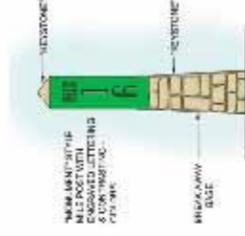
29

B. Illuminated



7

C. Monument



4

US 1 Corridor Enhancement Plan - MM 14.2 (Saddlebunch Key) to MM 29 (Little Torch Key)

Page 1

For each, please select your preferred option.

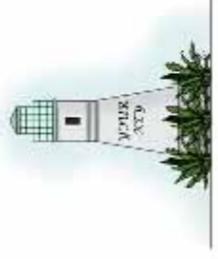
Gateway Signage

A. Existing FDOT



32

B. Standard Monument



8

Bus Shelters

A. Key Specific Logo



20

B. Identical for all Keys



17

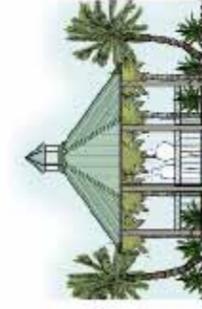
Rest Area Shelters

A. Red Roof



9

B. Green Roof



28

Benches

A. Interpretive Plan



11

B. Existing



24

US 1 Corridor Enhancement Plan - MM 14.2 (Saddlebunch Key) to MM 29 (Little Torch Key)

Page 2

For each, please select your preferred option.

Bike Racks

A. Existing



29

B. Interpretive Plan



10

Trash Cans

A. Local Artist



19

B. Interpretive Plan



19

Bollards

A. Concrete



9

B. Wood-like



27

Lighting – select locations only

A.



3

B.



27

US 1 Corridor Enhancement Plan - MM 14.2 (Saddlebunch Key) to MM 29 (Little Torch Key)

Page 3

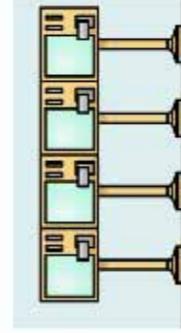
Newspaper Racks

A. Covered



8

B. Open



27

For each, please select your preferred option.

Comments:

US 1 Corridor Enhancement Plan - MM 14.2 (Saddlebunch Key) to MM 29 (Little Torch Key)

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Sign-In Sheet
Lower Keys Livable CommuniKeys Plan/ US 1 Corridor Enhancement Plan
Workshop - March 13, 2007

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Sign-In Sheet
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Appendix D: Annotated Aerials