

CHAPTER 2

TRANSPORTATION ELEMENT (T)

Vision

A transportation and land use system providing all people with an efficient and pleasurable choice for arriving at their destinations.

Mission

To meet the vision by providing a variety of affordable modes of travel, all the while protecting the historic and residential character and ambience of Key West.

Overview

The City of Key West's diverse transportation network is a function of its compact form, fine-grained mixture of land use, and flat topography. The City is traditionally known for a prevalence of bicycling and the ease of walking. However, over the last few decades, automobile traffic has been increasing at an average rate of 1.5% per year¹. Traffic congestion and the problems related to it (e.g. parking and pedestrian and bicyclist safety) are a dominant concern in the community².

The increased traffic is a result of many socio-economic factors. First, the booming real estate market has caused a significant increase in affluent homeowners and second-homeowners. Affluent people are more likely to own and drive personal automobiles than working-class people.

Second, the influx of second-homeowners and increase in taxes on non-homesteaded properties has displaced a large portion of the working class residents of Key West. These workers have moved outside of the City in order to find affordable housing. Since the workers no longer live inside the City, they now drive personal automobiles into the City to work. This causes congestion and leads to a scarcity of parking.

Third, Key West has increased in attractiveness as a tourist destination. One of the reasons for this increase is that Key West is an exotic location that can be accessed by automobile. Over $\frac{3}{4}$ of overnight visitors surveyed in one study arrived in Key West via automobile³. The same survey showed that visitors arriving via automobile are much more likely to drive automobiles to destinations within the City.

The community has demanded a solution to the traffic problem. Unlike many municipalities in Florida, Key West is unable to build new roads or expand existing ones.

¹ *The Steady Increase of Traffic in Key West*. City of Key West Planning Department. July 15, 2004.

² *Key West Survey on Tourism and the Community*. Louis Harris and Peter Harris Research Group. December 2004 and *Strategic Plan Survey*. City of Key West. 2004.

³ *Visitor Transportation Survey*. City of Key West Planning Department. September 20, 2004.

An alternative solution must be identified. Key West must strive to increase mobility without relying on automobile-related improvements. The solution to the mobility issue is to develop a comprehensive, multimodal transportation network that enables people to choose to hire a taxi, ride transit, ride a bicycle, walk, drive a personal automobile, and/or use small, motorized transportation such as electric vehicles.

The central purpose of this Transportation Element is to decrease congestion and safety hazards while increasing overall mobility. Key concepts include:

- Developing policies that encourage alternative transportation modes;
- Increasing the overall efficiency and safety of the entire transportation network;
- Increasing the directness, efficiency, and safety of the bicycle and pedestrian network;
- Balancing the need for automobile access with pedestrian, bicycle, and transit access;
- Assuring that all socio-economic groups have equal access to mobility options;
- Implementing parking strategies that balance parking supply with demand.

The concepts listed above apply directly to Key West. The City should also continue to work with Monroe County, the South Florida Regional Planning Council, and the State of Florida to develop solutions to congestion problems that are external to the City. Some of the external issues are:

- Increase of commuters that come from other Keys communities;
- Demand for transportation service to the regional hubs of Miami, Fort Lauderdale, and Fort Myers;
- Potential demand for access to Cuba, the Bahamas, and other Caribbean Islands.

Goals, Objectives, and Policies

One of the foundations of all cities is the movement of people and commodities. The goals, objectives, and policies in this Transportation Element strive to improve the overall mobility of goods and people in Key West. Once implemented, the goals, objectives, and policies in this chapter will develop a comprehensive and coordinated mobility system that will improve the quality of life, increase affordability, and increase the desirability of Key West as a destination to live in and visit.

GOAL T1. DESIGNATE THE ENTIRE CITY OF KEY WEST A MULTIMODAL TRANSPORTATION DISTRICT. 9J-5.019(4)(b)10 and 9J-5.019(4)(c)22

Objective T1.A: Meet or exceed the Florida State Statutes regulating Multimodal Transportation Districts.

Policies:

- T1.A.1 Coordinate with the Department of Community Affairs and the Department of Transportation to ensure that Key West continues to meet or exceed all multimodal criteria.

GOAL T2. DEVELOP A SAFE, EFFICIENT, AND DIRECT BICYCLE AND PEDESTRIAN NETWORK TO DESTINATIONS THROUGHOUT THE CITY. 9J-5.019(4)(c)5

Objective T2.A: Increase the viability of bicycling between New Town and Old Town by creating one or many east-west bicycle corridor(s) that connect the two areas.

Policies:

- T2.A.1 Identify one or many east-west bicycle corridors that will serve as a bicycle collector between New Town and Old Town.
- T2.A.2 Reclaim and procure rights to all lands necessary to develop the corridor. 9J-5.019(4)(c)4
- T2.A.3 Increase safety and efficiency along the bicycle corridor by reorganizing traffic flow throughout the adjacent neighborhoods so vehicles yield right-of-way to bicycles and pedestrians. These improvements may be made through stop-sign reorientation, and/or other traffic calming measures such as raised intersections. These methods will not hamper the bicycle and pedestrian network by allowing for the safe free-flow of bicycles and pedestrians.
- T2.A.4 Apply signage and other notification devices to all corridor intersections so motorized vehicles, bicycles, pedestrians, and all others entering the intersection are aware of the potential conflict.
- T2.A.5 Safely and attractively landscape the east-west bicycle corridor so users of the corridor feel secure and are drawn to the corridor because of its' attractiveness. Strategies include ensuring that security hazards such as

underbrush and blind spaces are not present while providing a lush canopy of tree cover to shade the corridor and an attractive understory consisting of well-maintained grass, flowers, and shrubs.

- T2.A.6 Maintain the east-west corridor so that landscaping, encroachments, and other obstructions do not narrow the travel lanes.
- T2.A.7 Standard best-engineering practice line-of-sight clearances should be provided at all intersections so users of the corridor(s) and users of the intersecting transportation networks have safe lines-of-sight.
- T2.A.8 Properties adjacent to the bicycle corridor(s) should have design features that allow the corridor to be protected by “eyes on the street”. “Eyes on the street” include design techniques such as short setbacks, windows and porches overlooking the corridor, and fences low enough along the corridor that windows and balconies on the 2nd floor of buildings can see the base of the far edge of the paved surface of the corridor.

Objective T2.B: Increase bicycling and walking by providing safe routes to schools, parks, and other recreation areas for bicyclists and pedestrians. 9J-5.019(4)(c)6

Policies:

- T2.B.1 Designate a network of sidewalks that can be used to safely and efficiently connect every school, park, and recreation area within Key West to all residential areas within ½ mile.
- T2.B.2 Create clear bicycle connections between the east-west bicycle corridor(s) and the schools, parks, and recreation areas. These connections should include signed routes on low-automobile volume neighborhood streets, off-street paths, and/or striped bicycle lanes.
- T2.B.3 Improve the safety of major intersections within ¼ mile of all schools, parks, and recreation areas so that pedestrians and bicyclists can safely navigate the intersection. Improvements include pedestrian signals, raised intersections, signed and signaled mid-block crossings, traffic calming, and signage.
- T2.B.4 Work with Monroe County, the School Board, Parent Teacher Associations, and other community groups to ensure that crossing guards are deployed at dangerous intersections near schools. 9J-5.019(4)(c)11

Objective T2.C: Improve the safety and attractiveness of the bicycle and pedestrian network. 9J-5.019(4)(b)10

Policies:

- T2.C.1 Bicyclist and pedestrian safety should be given priority whenever there are conflicts with other transportation modes.
- T2.C.2 Post signs at the entrance to Key West that state that the City is a bicycle and pedestrian friendly zone. These signs may state that vehicles are required to yield right-of-way to pedestrians in crosswalks and maintain a safe distance when passing bicycles.
- T2.C.3 Encourage site designs that enhance and protect users of the bicycle and pedestrian network through techniques including building to the minimum setback line, creating usable porches, landscaping the streetscape attractively, and designing structures that are appealing on a pedestrian scale.
- T2.C.4 Implement a comprehensive program to regularly clean debris, broken glass, and other hazards from bicycle facilities, including shoulders of roads, bicycle lanes, and multi-use paths.
- T2.C.5 Implement a comprehensive program to maintain sidewalk and road right-of-ways so that the travel area is in good condition and landscaping does not encroach on the travel area.
- T2.C.6 Disallow right-turn-on-red for vehicles at all intersections with multi-use bicycle and pedestrian paths and at all other intersections with primary bicycle and pedestrian facilities.
- T2.C.7 Land Development Regulations shall be amended to require all sidewalks to be at least 5 feet wide and to ensure coordination with the American's with Disabilities Act (ADA).
- T2.C.8 Develop landscaping policies for creating and maintaining a dense canopy of shade plants above bicycle and pedestrian facilities.
- T2.C.9 Provide benches, water fountains, and other amenities at regular intervals along bicycle and pedestrian facilities.
- T2.C.10 Adopt policies to have a program to educate bicyclists of the rules of the road and safe operating procedures.

Objective T2.D: Improve the efficiency of the bicycle and pedestrian network.

Policies:

- T2.D.1 Decrease the distance between origins and destinations by implementing a policy where all properties with road and alley frontages have at least one functional bicycle and pedestrian entrance and exit every 100 feet, excepting for military and security land uses.

- T2.D.2 Strategically place directional signs for pedestrians and bicycles that highlight important features, such as the Southernmost Point, Hemmingway House, Cemetery, Mallory Square, and the Harbor Walk. These signs should be designed to increase the pedestrian and bicycle friendliness of the City and reflect Key West's character.
- T2.D.3 Shorten routes for bicycle and pedestrian trips by providing frequent connections, inter-block cut-throughs, mid-block crossings, and other advantages and overcoming obstacles such as fences, walls, wide roads, and water features.
- T2.D.4 Increase the number of required bicycle parking spaces for all developments. 9J-5.019(4)(c)15
- T2.D.5 Establish long-term bicycle parking facilities, such as lockers and covered storage areas, at all intermodal connection points. Intermodal connection points include the airport, ferry terminal, and all major bus stops.
- T2.D.6 Identify areas with inadequate bicycle parking facilities along the City right-of-way and install bicycle parking facilities to meet this demand.
- T2.D.7 Amend the Land Development Regulations to encourage direct sidewalk and bicycle connections between adjacent commercial properties.
- T2.D.8 Develop marketing materials that show recommended routes for walking and bicycling around the City.
- T2.D.9 Amend the Land Development Regulations to increase the required number of bicycle parking spaces for all land uses to at least 50% of the required automobile parking spaces.

GOAL T3. INCREASE THE VIABILITY OF TRANSIT AS A SAFE, COMFORTABLE, AND RELIABLE TRANSPORTATION OPTION WITHIN THE CITY AND TO OUTSIDE DESTINATIONS.
9J-5.019(4)(b)4

Objective T3.A: Provide a safe, secure, and comfortable public transit option to the public.

Policies:

- T3.A.1 Improve comfort and convenience by providing at least 2 of the following amenities at 75% of bus stops within 5 years of adoption; shelters, benches, garbage cans, bicycle parking, and schedules.
- T3.A.2 Study the possibility of purchasing alternative fuel vehicles for new transit vehicle purchases.
- T3.A.3 Continue to maintain a positive public image by regularly servicing all buses to avoid breakdowns.

- T3.A.4 Establish fixed route transit service to other communities in the Keys.
- T3.A.5 Study the possibility of creating a fixed guideway trolley system.

Objective T3.B: Help decrease congestion and increase the quality of life in Key West by increasing transit ridership. 9J-5.019(4)(c)6 and 7

Policies:

- T3.B.1 Improve marketing of the transit service by developing a transit website and brochures that explain transportation options available to residents and tourists.
- T3.B.2 Attract riders by using marketing and packaging techniques that make the bus service intriguing, such as unique vehicles (trolleys, streetcars), decorating schemes, and special routes that conveniently link major origins and destinations.
- T3.B.3 Study the feasibility of increasing service frequency so all stops are served at least every 30 minutes during peak periods and at least every 45 minutes during off-peak periods.
- T3.B.4 Encourage intermodal transportation by developing well-defined and attractive transit passenger waiting areas at all primary intermodal facilities, including the Key West airport, ferry terminal, Old Town Garage, and regional bus centers. 9J-5.019(4)(c)14
- T3.B.5 Study the potential of developing transit-ways that give transit vehicles dedicated routes and/or preferential treatment, especially for major events.
- T3.B.6 Encourage the combination of transit and bicycling by installing high-capacity bicycle racks on all transit vehicles.

Objective T3.C: Secure long term funding assistance for the public transit system.

Policies:

- T3.C.1 Explore contracting opportunities with private sector transportation services to assist in expanding operation hours, service during major events, and employee transportation.
- T3.C.2 Search for and secure opportunities for public/private partnerships.
- T3.C.3 Search for and secure long term funding from State and Federal sources.

GOAL T4. CONTINUE TO INCORPORATE TAXIS INTO THE OVERALL TRANSPORTATION SYSTEM.

Objective T4.A: Establish an affordable and efficient taxi service that is a viable transportation mode for both residents and visitors.

Policies:

- T4.A.1 Set an optimal number of taxis that operate in Key West. This number should be based on the maximization of mobility options to residents and visitors.
- T4.A.2 Adjust taxi fees to maximize the number of riders and encourage competition.
- T4.A.3 Establish taxi stands near all areas with high taxi demand.

GOAL T5. PROVIDE A SAFE AND EFFICIENT PERSONAL MOTORIZED TRANSPORTATION SYSTEM.

Objective T5.A: Adopt performance characteristics for roads. 9J-5.019(4)(c) and 9J-5.055(2)(c)

Policies:

- T5.A.1 The City adopts a minimum peak hour level of service standard of D for all roads except US Highway 1. 9J-5.019(4)(c)1
- T5.A.2 The City adopts a minimum peak hour level of service standard for US 1 as established by the Florida Department of Transportation. 9J-5.019(4)(c)1
- T5.A.3 Regulate development to ensure that new development or redevelopment does not significantly degrade the level of service below the adopted standard. The level of service impact shall be calculated based on the entire multimodal transportation network. Specifically, significant improvements and connections to the bicycle, pedestrian, transit, and park and ride facilities can be utilized to decrease roadway level of service impacts. 9J-5.019(4)(c)1
- T5.A.4 Traffic generated from the most recent previous use of the proposed development area shall be used as the comparison when assessing a project's impact on level of service.
- T5.A.5 Developments with high impacts on the road level of service shall mitigate the impacts by providing alternative transportation amenities such as park and ride options, quality bus stops, frequent sidewalk connections, new sidewalks, and advantages for bicycles.

T5.A.6 The City of Key West hereby adopts the functional classification of all roads as residential streets except for the following designations:

Arterials

- North Roosevelt Boulevard
- South Roosevelt Boulevard
- Flagler Avenue from White Street to S. Roosevelt Blvd.
- Palm Avenue
- 1st Street
- Bertha Street
- Eaton Street from Whitehead Street to Palm Avenue
- Whitehead Street from Eaton Street to Truman Avenue
- Truman Avenue from Whitehead Street to N. Roosevelt Blvd.
- Overseas Highway (US1)

Collectors

- Front Street
- Whitehead Street from Front Street to Eaton Street
- Whitehead Street from Truman Avenue to South Street
- Simonton Street
- Carolina Street from Whitehead Street to Grinnell Street
- Fleming Street from Whitehead Street to White Street
- Southard Street
- United Street from Whitehead Street to White Street
- South Street from Whitehead Street to White Street
- Reynolds Street from South Street to Atlantic Blvd.
- White Street
- Atlantic Boulevard
- Flagler Avenue from Reynolds Street to White Street
- 5th Street
- Kennedy Drive
- Glynn Archer Drive
- Northside Drive
- 20th Street
- College Road

Objective T5.B: Ensure the roadway network sufficiently meets the needs of its users.

Policies:

- T5.B.1 Develop a transportation demand management program to modify peak hour travel demand and reduce the number of vehicle miles traveled. 9J-5.019(4)(c)6
- T5.B.2 Continue to prohibit encroachment on all City right-of-ways and remove existing encroachments. 9J-5.019(4)(b)5 and 9J-5.019(4)(c)4

- T5.B.3 Charge fair-market prices for existing encroachments and private use easements on City right-of-ways. 9J-5.019(4)(b)5
- T5.B.4 Maintain right-of-ways to keep them safe and free from obstructing foliage and debris. 9J-5.019(4)(c)4
- T5.B.5 Enhance and improve the visual environment along all arterial roads with landscaping, building façade controls, and sign controls. 9J-5.019(4)(c)19
- T5.B.6 Roadway improvements that serve more than 1 mode shall receive higher funding and implementation priority than those that only serve 1 mode.
- T5.B.7 Coordinate roadway improvements with relevant City departments and other agencies, including Monroe County, Florida Department of Transportation, and the Florida Keys Aqueduct Authority. 9J-5.019(4)(c)11
- T5.B.8 Establish 35 mph as the maximum speed limit for arterial roads, 30 mph as the maximum speed limit for collector roads, and 25 mph as the maximum speed limit for neighborhood streets. The City will strive to implement speed limits lower than the maximum to protect the safety of bicyclists and pedestrians because the potential for serious injury or death of a pedestrian or bicyclist involved in a vehicular crash is significantly decreased when vehicle speeds are below 35 mph.
- T5.B.9 Amend the Land Development Regulations to require automobile, pedestrian, and bicycle connections between adjacent commercial properties so that patrons moving between the businesses need not utilize City roads. 9J-5.019(4)(c)13
- T5.B.10 Protect the safety of the motoring, walking, and biking public by controlling the number and frequency of driveway connections to all roads. 9J-5.019(4)(c)2
- T5.B.11 Protect the safety of the motoring, walking, and biking public by maintaining safe lines of sight. This includes keeping the standard engineering best practices lines of sight clear of landscaping, debris, fencing and other obstructions. In addition, the City shall designate all on-street parking spaces immediately adjacent to intersections and driveways for 6 or more vehicles as compact vehicle, moped, motorcycle, and/or bicycle parking only. Such a designation will increase visibility by prohibiting tall and wide vehicles from occupying spaces in or near the lines of sight.

Objective T5.C: Ensure that residential streets are safe for drivers, pedestrians, and bicyclists by reducing traffic levels and excessive speeds.

Policies:

- T5.C.1 Identify residential streets that suffer from excessive speed and/or traffic volume. Excessive traffic volume means more than 3600 vehicles per day (300 per hour). For excessive speeds, the 85th percentile speed of vehicles will be greater than 5 mph over the posted limit.
- T5.C.2 Install traffic calming devices, such as traffic diverters and curb bulbouts, in the streets identified in Policy T5.C.1 to decrease travel speed and the volume of vehicles. The traffic calming devices will not hamper or endanger bicyclists and pedestrians.

GOAL T6. ALLOW FOR THE MASS MOVEMENT OF PEOPLE, GOODS, AND SERVICES WHILE LIMITING IMPACTS ON THE CITY.

Objective T6.A: Minimize the impact of large trucks and tour vehicles by developing a comprehensive system of access laws, idling limitations, and parking regulations.

Policies:

- T6.A.1 Establish times that large trucks may operate within the City that address the concerns of the community and the needs of the businesses.
- T6.A.2 Improve traffic flow and safety by providing loading zones near businesses in congested areas during the hours trucks may operate within the City.
- T6.A.3 Develop policies that encourage smaller vehicles within the City limits, especially on the narrow, congested streets in Old Town. For example, loading zones could be sized for smaller vehicles or loading zone permits could be purchased that are priced according to vehicle size.
- T6.A.4 Create and enforce laws that limit or prohibit idling of vehicles.
- T6.A.5 Evaluate sightseeing tour proposals based on their impact on the entire transportation network, including pedestrians, bicycles, transit, taxis, and personal motorized transportation.

GOAL T7. PROTECT THE SAFETY AND WELL-BEING OF TOURISTS BY ENCOURAGING THE RENTAL OF SAFE TOURIST VEHICLES THAT DO NOT NEGATIVELY IMPACT THE QUALITY OF LIFE.

Objective T7.A: Encourage the use of tourist vehicles that are safe, small, energy efficient, environmentally friendly, and quiet.

Policies:

- T7.A.1 Establish a maximum number of licenses for moped rentals.
- T7.A.2 Allow moped rental businesses to convert moped rental licenses to electric car or other similarly low-impact and safe mode rental licenses at a ratio of 1 to 1.
- T7.A.3 Coordinate with the Tourist Development Council, cruise ship companies, lodging establishments, and other tourist-related businesses to encourage tourists to use transit, take taxis, ride a bicycle, and walk.
- T7.A.4 Amend the Land Development Regulations to enable safe, small, energy efficient, environmentally friendly, and quiet tourist vehicles to be rented on-site or near tourist facilities such as hotels, guesthouses, ports, marinas, and regional transportation hubs.
- T7.A.5 New tourist vehicle proposals will be evaluated based on the vehicle's safety, pollution, noise, energy efficiency, potential to cause congestion, and impact on adjacent land uses.

GOAL T8. COORDINATE ALL ASPECTS OF THE MULTIMODAL TRANSPORTATION SYSTEM.

Objective T8.A: Manage congestion, safety, and efficiency of the entire transportation system by developing a holistic, flexible financing system for transportation in which funds may be allocated according to priorities. 9J-5.019(b)(1)

Policies:

- T8.A.1 Identify dedicated funding sources for the transportation system. Possibilities include all transportation-related revenues, franchise fees, gasoline taxes, sales taxes, and/or a portion of ad valorem taxes.
- T8.A.2 Create a City fund that holds all transportation-related revenues and pays for all transportation-related expenses.
- T8.A.3 Manage revenues and expenses for the City transportation fund to encourage mobility options for residents and visitors.

Objective T8.B: Create a holistic parking strategy that allows the City to manage congestion while simultaneously raising revenue. 9J-5.019(4)(c)3

- T8.B.1 Consolidate the operation of all City-owned parking lots, garages, and spaces.
- T8.B.2 Develop a pricing scheme for parking that decreases congestion by encouraging the use of the high capacity parking lots containing 40 or more spaces.
- T8.B.3 Decrease congestion by establishing an optimal number of parking spaces in and around Old Town and developing policies that achieve this optimal number.
- T8.B.4 Study the possibility of attaining the optimal number of parking spaces by using central parking areas and removing on-street parking in favor of bicycle lanes and/or wider sidewalks.
- T8.B.5 Develop parking areas in New Town and Stock Island designed to intercept vehicles before arriving in Old Town. The new parking areas must be well connected to the transit, bicycle, and pedestrian network.
- T8.B.6 Amend the Land Development Regulations to encourage parking collaboration and sharing between adjacent land uses to allow for the most efficient use of parking facilities.
- T8.B.7 Explore the possibility of charging a parking impact fee for projects that do not meet the required number of on-site parking spaces.
- T8.B.8 Limit the duration that a vehicle is allowed to park in high-demand City spaces in order to encourage vehicle storage in remote parking areas and frequent parking space turnover in the historic business district.
- T8.B.9 Evaluate the Land Development Regulations concerning on-site parking to determine if parking impact fees, shuttle services, garage passes, or similar policies would better address parking scarcity and congestion. 9J-5.019(4)(c)15
- T8.B.10 Amend the Land Development Regulations to minimize the loss of on-street parking for a development proposal to meet its' on-site parking requirement.
- T8.B.11 Amend the Land Development Regulations so that developed sites with a proven oversupply of parking are allowed to convert the excess spaces to alternative uses.

Objective T8.C: Connect all local transportation modes and regional transportation facilities. 9J-5.019(4)(b)7 and 9J-5.019(4)(c)8

- T8.C.1 Create direct bicycle and pedestrian connections to all regional transportation facilities.
- T8.C.2 Create high-quality connections between the City bicycle and pedestrian network and the Overseas Heritage Trail.
- T8.C.3 Establish taxi stands at regional transportation facilities. 9J-

- 5.019(4)(c)14
- T8.C.4 Provide connecting transit service to regional transportation facilities, including cruise ship docks, ferry terminals, the airport, and all regional bus depots. 9J-5.019(4)(c)14
 - T8.C.5 Establish comfortable transit stops at all regional transportation facilities. 9J-5.019(4)(c)14
 - T8.C.6 Adapt transit schedules to better serve all regional transportation facilities. 9J-5.019(4)(c)14
 - T8.C.7 Provide direct transit service between all local multimodal hubs and points of interest, including large parking lots, hotels, commercial centers, and points of interest. 9J-5.019(4)(c)14
 - T8.C.8 Bicycle storage facilities that decrease the risk of theft and vandalism and protect bicycles from the elements shall be provided at all regional transportation facilities. 9J-5.019(4)(c)14
 - T8.C.9 Develop transportation brochures, websites, and other marketing materials that show all mobility options for reaching destinations throughout the City.
 - T8.C.10 Coordinate with private transportation providers to ensure that all local and regional destinations are adequately served.
 - T8.C.11 Coordinate the transportation plan and transportation decisions that have a regional impact with other relevant stakeholders, including local agencies, regional agencies, the State of Florida, and the United States Government. 9J-5.019(4)(b)3 and 8 and 9J-5.019(4)(c)11

Objective T8.D: Reduce pollution, noise, energy consumption, and waste of land resulting from transportation.

- T8.D.1 Promote bicycling and walking as non-polluting, quiet, energy-efficient transportation modes that require very little land to accommodate.
- T8.D.2 Develop incentives such as discounted parking to encourage use of alternative fuel vehicles and small vehicles.
- T8.D.3 Transportation noise abatement ordinances and other noise control techniques should be developed, refined, and enforced.
- T8.D.4 The City of Key West shall provide a positive example by pursuing official City vehicles that are non-polluting, quiet, energy efficient transportation modes that do not waste land.
- T8.D.5 Diversify the tourist economy and decrease traffic congestion by developing policies, fees, and subsidies that encourage tourists to arrive in Key West using modes other than personal automobiles.

GOAL T9. DEVELOP AND MAINTAIN AN EQUITABLE TRANSPORTATION SYSTEM THAT SERVES ALL DEMOGRAPHICS AND SPECIAL NEEDS.

Objective T9.A: Account for the special transportation needs of children, the elderly and mobility disadvantaged.

Policies:

- T9.A.1 The Key West Transit System should coordinate with Monroe County and other local transportation providers to develop and have in place before an emergency an evacuation plan for the elderly and transportation disadvantaged.
- T9.A.2 Within 10 years of plan adoption, the City shall have at least 1 ADA compliant sidewalk on every street.
- T9.A.3 Within 10 years of plan adoption, all City government facilities shall have at least 1 ADA compliant connection to the public sidewalk.
- T9.A.4 Provide safe bicycle and pedestrian facilities that provide mobility options to children, including child-friendly sidewalks, intersections, and bicycle facilities in and around neighborhoods.
- T9.A.5 Increase mobility options for children and the elderly by coordinating transit stops, routes, and times with specialized origins and destinations, such as schools, community centers, and elderly housing.

Objective T9.B: Account for the special transportation needs of the economically disadvantaged.

Policies:

- T9.B.1 Transit service shall be designed to accommodate the needs of economically disadvantaged areas of the City.
- T9.B.2 Special consideration shall be made to improve access to and around economically disadvantaged areas by removing bicycle and pedestrian barriers.
- T9.B.3 Develop access to work options such as ride-sharing and direct transit routes to better connect economically disadvantaged areas with primary employment centers.

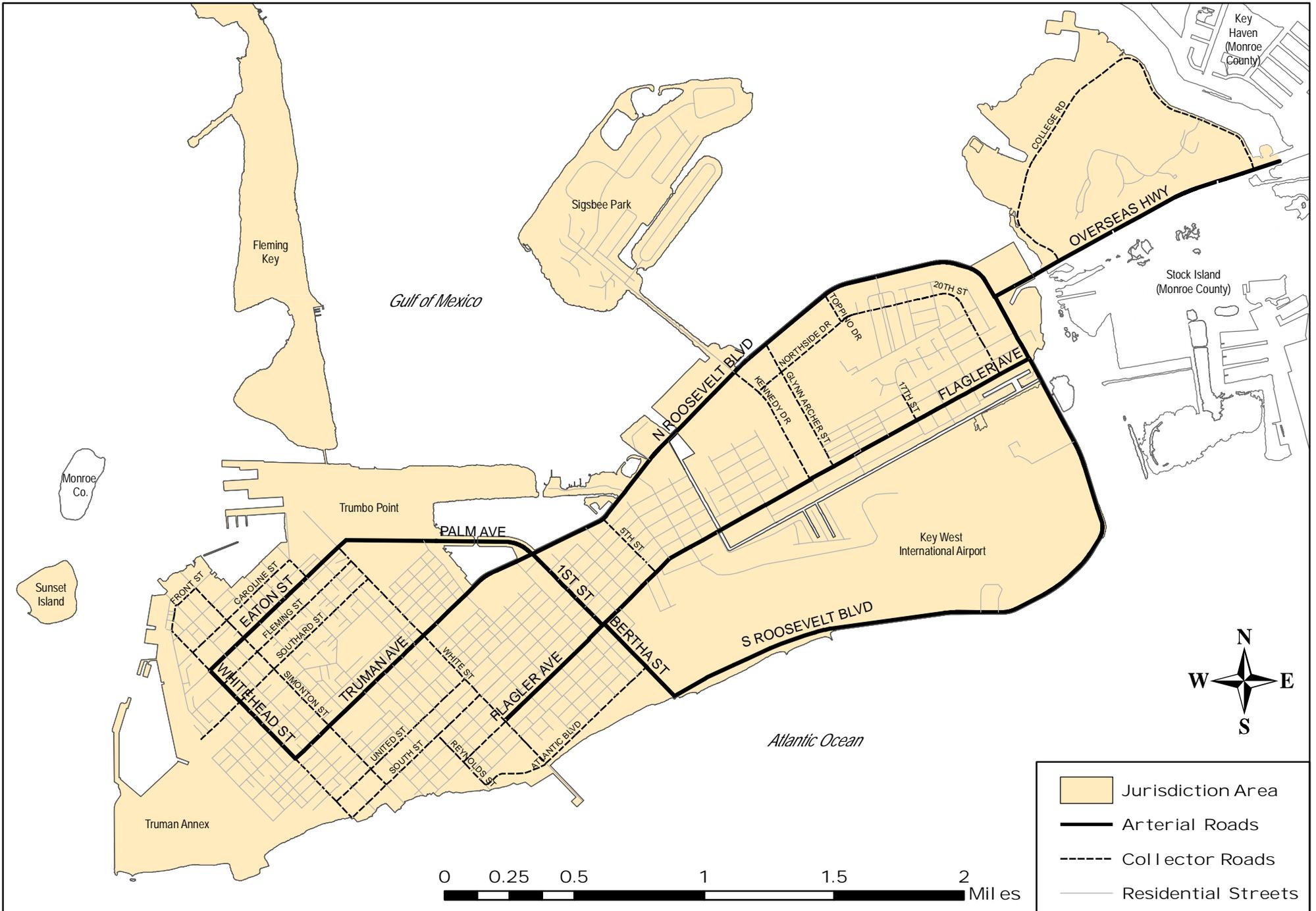
GOAL T10. PROTECT PUBLIC SAFETY BY DEVELOPING A MULTIMODAL EVACUATION PLAN FOR HURRICANES AND OTHER EVENTS.

Objective T10.A: Coordinate evacuation plans between all transportation modes.

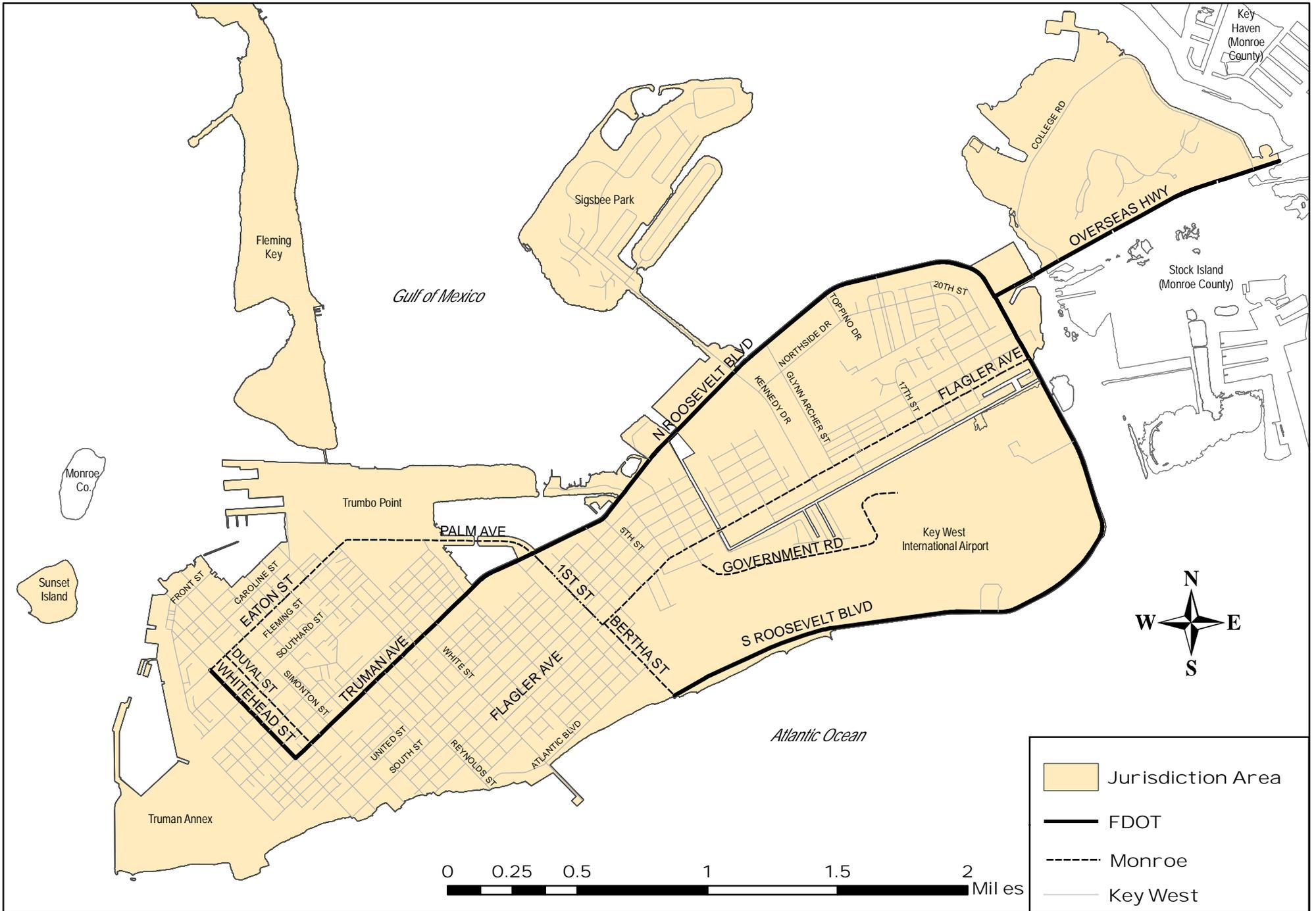
Policies:

- T10.A.1 Evacuation plans should be developed and coordinated for all high-capacity transportation modes, including cruise ships, ferries, the airport, public and private buses, and taxis.
- T10.A.2 Develop a plan to encourage those evacuating in personal vehicles, including automobiles and watercraft, to assist in evacuating as many other people as possible.
- T10.A.3 Develop alternative evacuation plans for special circumstances, including damaged bridges and/or fuel scarcity.

Map 1. Key West Road System



Map 2. MAINTENANCE RESPONSIBILITY FOR ROADS



Map 3. Public Parking Meters and Lots



Created by
City of Key West
Planning Department
May 5, 2005

Parking Meters
 Parking for Residents

Public Parking Lot
 After Hours Parking

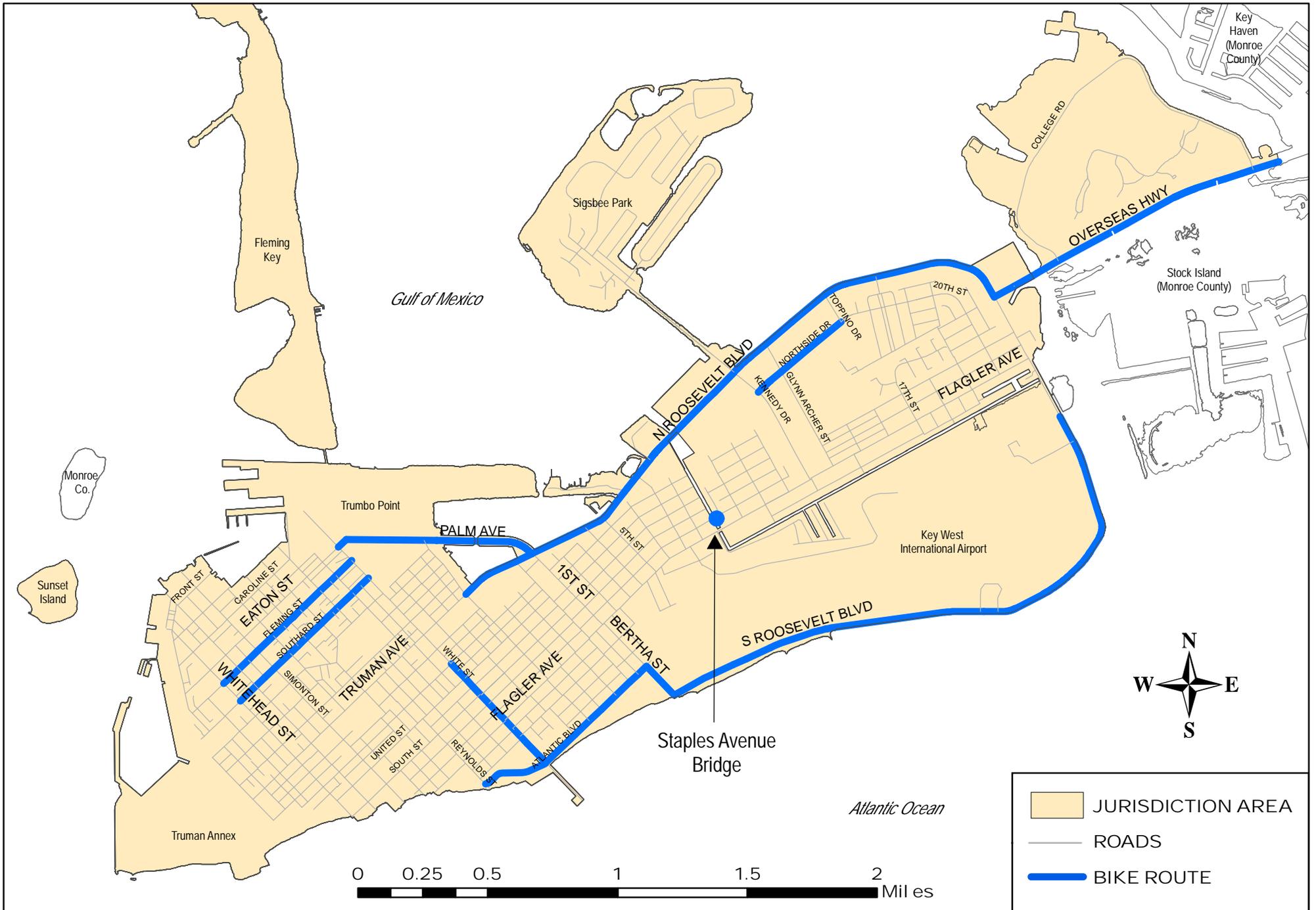


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Miles

Key West Comprehensive Plan

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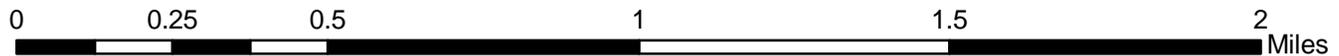
Map 4. BIKE ROUTES



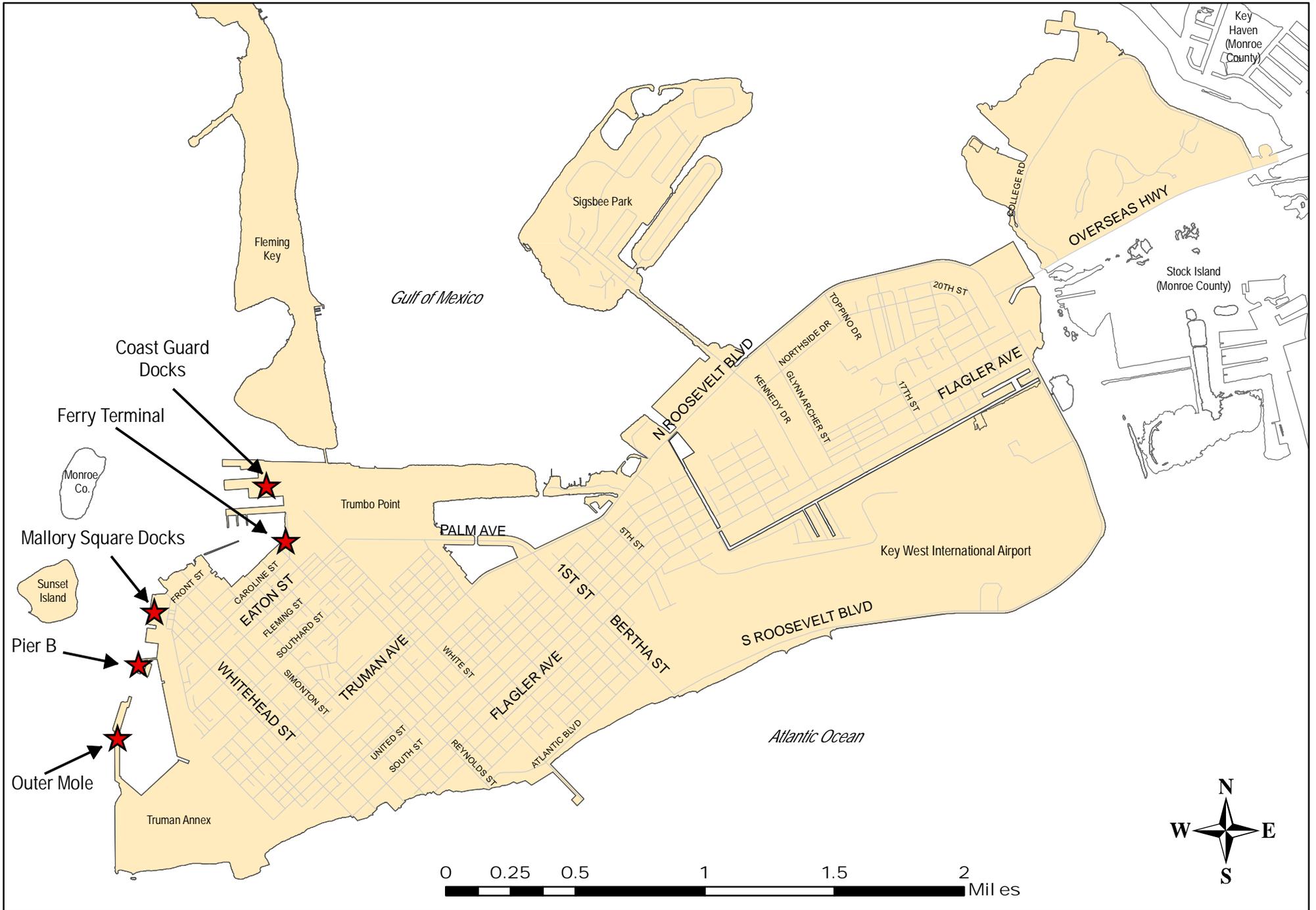
Map 5. TRANSIT SERVICE



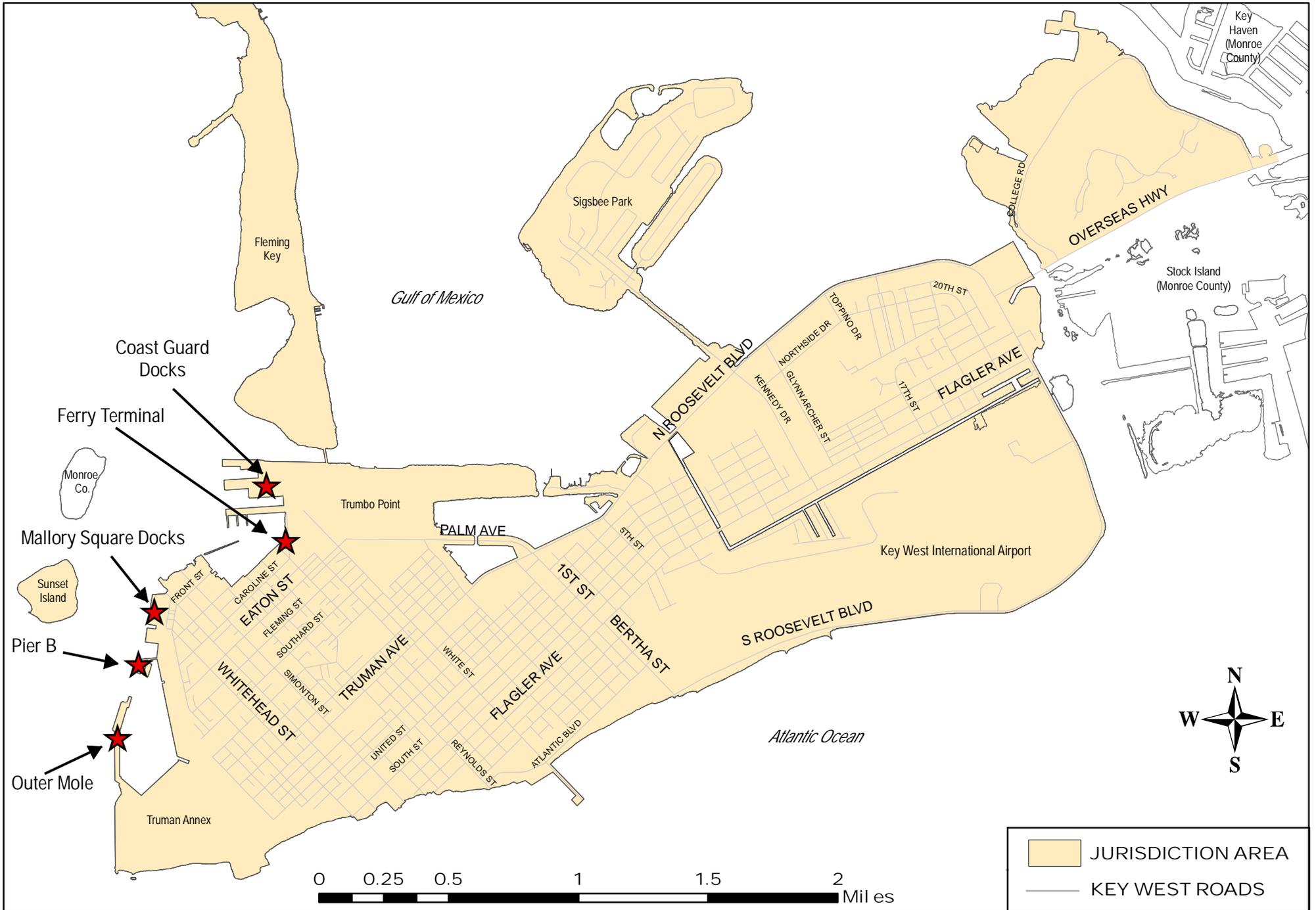
Map 6. Airport Facilities



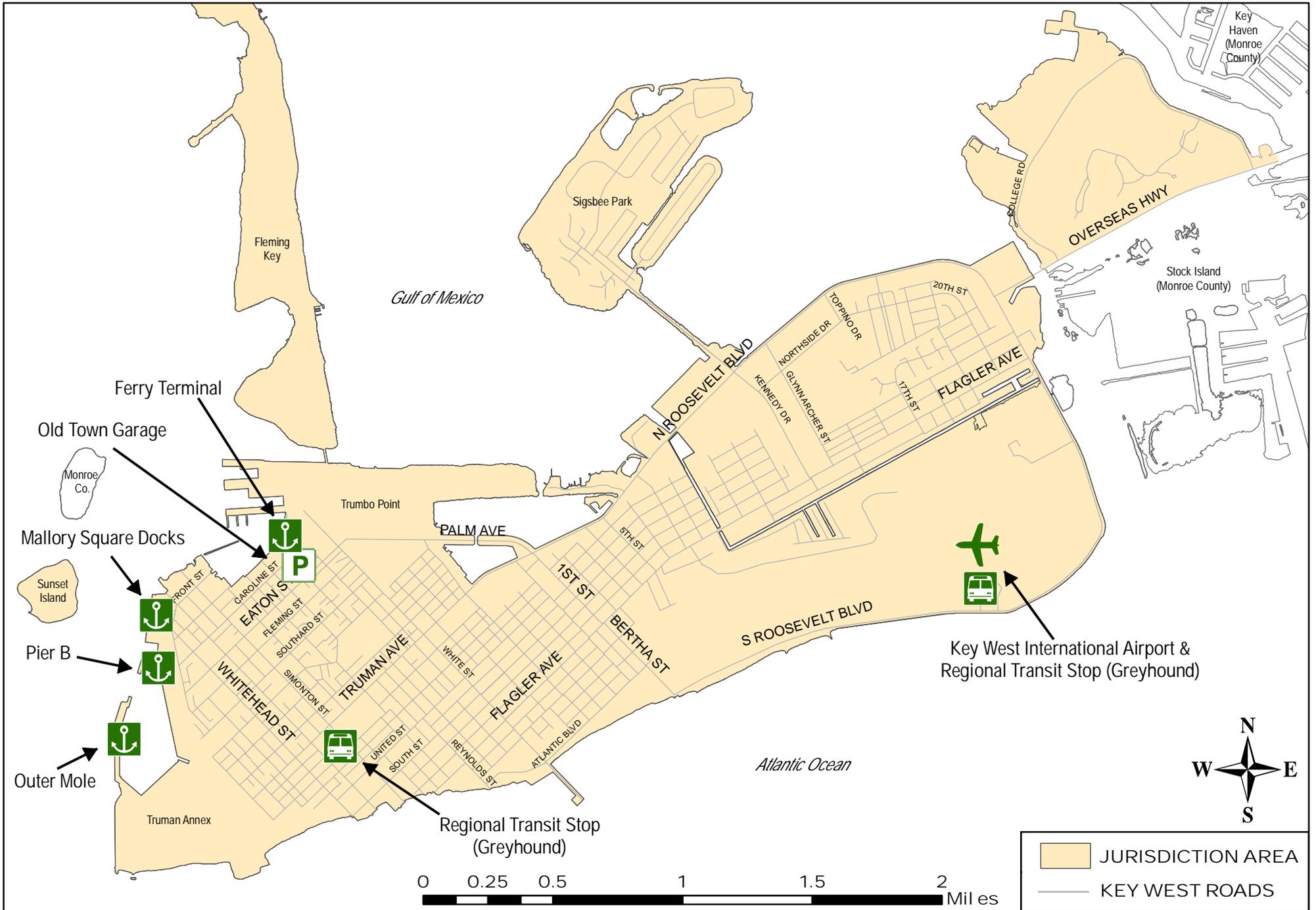
Map 7. PORT FACILITIES



Map 7. PORT FACILITIES



Map 8. INTERMODAL TERMINALS



Map 9. TRANSPORTATION FACILITIES CRITICAL TO EVACUATION

