

CHAPTER 2: TRANSPORTATION ELEMENT

§2-1: TRANSPORTATION GOALS, OBJECTIVES, AND IMPLEMENTING POLICIES. This section stipulates goals, objectives, and implementing policies for the Transportation Element pursuant to §163.3177(6)(b), F.S.

GOAL 2-1: TRANSPORTATION. Plan for a safe, convenient, and efficient motorized and non-motorized transportation system to include a systematic approach to capital planning which shall be available for existing and anticipated future users of the system.

OBJECTIVE 2-1.1: SAFE, CONVENIENT, AND EFFICIENT TRANSPORTATION SYSTEM. Establish a safe, convenient, and efficient motorized and non-motorized transportation system in the City through development and implementation of level of service (LOS) standards and identified roadway and multi-modal transportation improvements.

Monitoring Measure: Achievement of Level of Service standards and strategies to increase multi-modalism.

Policy 2-1.1.1: Level of Service Standards. The Level of Service (LOS) determination of thresholds shall be calculated using the best available methodology. The City hereby adopts the following peak hour roadway level of service standards based on functional classification (for U.S. 1, the LOS shall be assessed based on a peak direction analysis of the highest 15 minute period of the 100th highest hourly volume of the year, or K100):

Table 2-1.1.1

Roadway Facilities	Segment	Min LOS Standard Peak Hour
State Urban Principal Arterials		C ⁽¹⁾
U.S. 1	N. Roosevelt Blvd.	C ⁽¹⁾
	Truman Ave	Physically Constrained ⁽¹⁾
	Whitehead St.	Physically Constrained ⁽¹⁾
County Urban Minor Arterials		D
County Urban Collectors		D
City Urban Collectors		D

Policy 2-1.1.2: Maintenance Plan for Constrained Segments of U.S. 1. The City shall monitor development activity to continue the operating condition such that significant degradation does not occur on the constrained segments of U.S. 1. In the case of Key West, "significant degradation" shall mean an average annual daily traffic increase in two-way traffic volume of five percent.

Policy 2-1.1.3: Dense Urban Land Area. The City of Key West is a substantially developed dense urban land area and is thereby exempted from transportation concurrency requirements for roadways. The City recognizes that its development characteristics make substantive expansion of capacity of the

(1) Due to physical constraints that would make U.S. 1 improvements cost prohibitive, the segments from Eisenhower Drive to Whitehead Street and from Truman Avenue to Fleming Street are designated as constrained. These segments have an existing operating condition below the LOS C standard. Constrained facilities level of service shall be C plus five (5) percent.

roadway system prohibitive. The City will therefore prioritize improving the safety and function of existing roads and multi-modal transportation improvements (i.e. transit, air, boat, bicycles, pedestrianism, mixed-use development) as its primary strategies for addressing current and projected transportation needs.

Policy 2-1.1.4: Criteria for Evaluating Proposed Roadway Improvement. Future roadway improvement proposals shall be evaluated and assigned a relative priority based on specific criteria below cited:

1. Whether the project is needed to:
 - a) Protect public health and safety;
 - b) Fulfill the City's legal commitment to provide facilities and services; or Preserve or achieve full use of existing facilities.
2. Whether the project:
 - a) Ameliorates a deficient level of service on existing facilities;
 - b) Increases efficiency of use of existing facilities;
 - c) Prevents or reduces future improvement cost;
 - d) Provides service to developed areas lacking full service; or
 - e) Promotes in-fill development.

Policy 2-1.1.5: Review of Proposed Developments. The City shall review all proposed development and redevelopment for consistency with adopted LOS standards. Developers shall be required to address transportation impacts as a condition for development approval.

Policy 2-1.1.6: Monitor and Evaluate Impact Fee. The City shall monitor and evaluate the City Transportation Impact Fee ordinance based on a continuing assessment of traffic circulation improvement needs and public and private funding resources required to accommodate those needs.

Policy 2-1.1.7: Adequate Facilities Ordinance. The City shall amend and continue to enforce the Land Development Regulations to require that physical improvements required to provide adequate roadway and multi-modal transportation capacity and access be in place prior to the issuance of a development order/permit. In addition, prior to approval of a site plan the developer/applicant shall demonstrate to the City's satisfaction that required road and multi-modal transportation improvements shall be in place concurrent with the impacts of development.

Policy 2-1.1.8: On-Site Transportation Improvements and Safe Traffic Flow. The City shall continue to enforce its Land Development Regulations to include performance standards which require that all developments provide safe and convenient on-site traffic flow considering motorized and non-motorized vehicle parking and internal circulation needs.

Policy 2-1.1.9: Controlled Access. The City shall adopt Land Development Regulations which incorporate standards for:

1. Controlling connections and access points of driveways and roadways to existing roadways, and which conform to the standards outlined in the State's Access Management Rule for state facilities;
2. Preventing conflicts between vehicular, pedestrian and bicycle traffic; and
3. Providing a traffic circulation system which is designed to accommodate the demands of emergency service delivery systems.

Policy 2-1.1.10: Bicycle Level of Service Standards. The City shall seek to maintain a bicycle Level of Service Standard of B or better on all roadways with designated bicycle lanes in accordance with the

flowing definitions:

- LOS A - On and off street facilities, low level of interaction with motor vehicles, appropriate for all riders;
- LOS B - Low level of interaction with motor vehicles, appropriate for all riders;
- LOS C - Appropriate for most riders, some supervision may be required, moderate interaction with motor vehicles;
- LOS D - Appropriate for advanced adult bicyclists, moderate to high interactions with motor vehicles;
- LOS E - Cautious use by advanced adult riders, high interactions with motor vehicles;
- LOS F - Generally not safe for bicycle use, high level of interactions with motor vehicles.

By 2015 the City shall seek to complete a Bicycle Master Plan to assist in achieving these standards.

Policy 2-1.1.11: Pedestrian Level of Service Standards. The City shall seek to maintain a pedestrian Level of Service Standard of B or better on all roadways with designated pedestrian facilities in accordance with the flowing definitions:

- LOS A - Highly pedestrian oriented and attractive for pedestrian trips, with sidewalks, pedestrian friendly intersection design, low vehicular traffic volume, and ample pedestrian amenities;
- LOS B - Similar to A, but with fewer amenities and low to moderate level of interaction with motor vehicles;
- LOS C - Adequate for pedestrians, some deficiencies in intersection design, moderate interactions with motor vehicles;
- LOS D - Adequate for pedestrians but with deficiencies in intersection design and pedestrian safety and comfort features, may be some gaps in the sidewalk system, moderate to high interactions with motor vehicles;
- LOS E - Inadequate for pedestrian use, deficient pedestrian facilities, high interactions with motor vehicles;
- LOS F - Inadequate for pedestrian use, no pedestrian facilities, high interactions with motor vehicles.

Policy 2-1.1.12: Reduction of Greenhouse Gas Emissions. The City shall employ best management practices to reduce vehicular emissions. By 2015, the City shall create a Level of Service (LOS) standard for greenhouse gas emissions. The City shall set energy, water, transportation and solid waste efficiency standards to support the greenhouse gas LOS. By 2015, the City shall achieve Commission goals of 15% reduction of greenhouse gas emissions from 2005 base year per actions including but not limited to the City's Climate Action Plan. The City shall enact or support certification programs which encourage environmentally responsible practices by businesses.

OBJECTIVE 2-1.2: RIGHT-OF-WAY ACQUISITION. The City shall protect existing and future right-of-way from building encroachment.

Monitoring Measure: Inclusion of protection standards in the Land Development Regulations.

Policy 2-1.2.1: Preservation of Right-of-Way. The City shall preserve existing rights-of-way and shall enforce standards requiring dedication of roadways for which the need is generated by new development.

Policy 2-1.2.2: Mandatory Right-of-Way Dedication/Fees in Lieu. The City shall implement a program for mandatory dedication or fees in lieu thereof as a condition of development approval associated with plats, replats, PUDs, or site plans where such developments generate a need for new or improved roadways. The purpose and intent of such program shall be to ensure that: 1) adequate road

right-of-way (ROW) and necessary roadway improvements are dedicated and developed concurrent with the impacts of new development; and 2) the cost of such improvements shall be borne by the developer generating the need for the facilities.

OBJECTIVE 2-1.3: FUTURE ROADWAY IMPROVEMENTS. The City shall continue to coordinate with the FDOT and with Monroe County to attain improvements to State and County roadways required to accommodate future traffic circulation system demands through the short 2015 and long term 2030 planning horizons.

Monitoring Measure: Number of roadway improvement projects and achievement of Level of Service standards.

Policy 2-1.3.1: Specific FDOT Planned Roadway Improvements. Planned FDOT roadway improvements that impact Levels of Service or otherwise further the achievement of the Comprehensive Plan shall be included in the Five Year Capital Improvements Schedule as appropriate.

Policy 2-1.3.2: Coordinate Engineered Traffic Circulation Master Plan with FDOT and Monroe County. Because most of the principal arterial, minor arterial and urban collector streets are either County or State facilities, the City of Key West shall coordinate improvement strategies outlined in the Future Traffic Circulation Map with the State DOT and Monroe County.

Policy 2-1.3.3: Monitor Future Capacity of Roadways. The City shall continue to coordinate with FDOT and Monroe County in order to maintain a model for continuing monitoring of traffic circulation system needs.

Policy 2-1.3.4: Climate Change Preparedness. The City shall consider current science and predictions for sea level rise and other climate change issues in planning future roadway improvements.

Policy 2-1.3.5: Reduction of Urban Heat Island Effect. The City shall utilize best management practices to reduce the heat island effect of roads, parking lots, bike lanes and sidewalks by employing materials that are of a lighter color and have higher reflectivity, and providing shade from enhanced landscaping.

OBJECTIVE 2-1.4: FACILITIES FOR BICYCLE AND PEDESTRIAN WAYS. The City shall continue to utilize opportunities for funding sources such as State and Federal grants to continue to improve bicycle and pedestrian facilities throughout the City.

Monitoring Measure: Miles of bicycle paths and sidewalks in the City.

Policy 2-1.4.1: Planning for Bicycle and Pedestrian Ways. The City shall continue to seek state funds to continually improve bicycle and pedestrian ways which safely and conveniently connect residential areas to recreational areas and major activity centers, and which safely connect bicycle and pedestrian ways along major thoroughfares throughout the City.

Policy 2-1.4.2: Bicycle and Pedestrian Facilities Required for New Development. The City shall enforce Land Development Regulations requiring that new subdivisions, replats, planned unit developments, and site plans accommodate bicycle and pedestrian traffic needs. Similarly, multiple family residences as well as shopping facilities, recreational areas, schools, and other public uses shall provide storage areas for bicycles.

Policy 2-1.4.3: Infrastructure to Support Bicycle Facilities. The City shall analyze the feasibility of

requiring bicycle facility improvements whenever major roadway construction, street resurfacing or restriping occurs, or when shoulder or drainage improvements are made.

Policy 2-1.4.4: Bicycle Parking Facilities. The City shall work with major employers and tourist destinations to establish long-term bicycle parking facilities designed to provide protection for bicycles at convenient locations. Such facilities may be considered as a pro-rata portion of traffic impact fees for new developments.

OBJECTIVE 2.1.5: COORDINATING TRANSPORTATION PLANNING. The City shall coordinate transportation system planning with the plans and programs of Monroe County and the FDOT Five (5) Year Transportation Improvement Plan.

Monitoring Measure: Achievement of Level of Service standards and strategies to increase multi-modalism.

Policy 2-1.5.1: Implementing Transportation Planning and Coordination. The City shall initiate reciprocal review of present and future transportation plans and programs of FDOT and Monroe County as appropriate in order to establish consistency in area-wide transportation planning.

OBJECTIVE 2-1.6: MANAGING MULTIMODAL TRANSPORTATION AND LAND USE. The City shall coordinate multimodal transportation system improvements and implementing programs with documented shifts in socio-economic conditions, demographic changes, and implications of the goals, objectives, and policies of the Land Use Element, including the Future Land Use Plan Map.

Monitoring Measure: Assessment of transportation needs in the Evaluation and Appraisal Report.

Policy 2-1.6.1: Integrated Multimodal Transportation and Land Use Planning. The City shall continually monitor and evaluate the impacts of existing and proposed future land development on the transportation system in order to achieve integrated management of the land use decisions and transportation impacts.

Policy 2-1.6.2: Multimodal Transportation Performance Criteria. The City of Key West shall enforce Land Development Regulations which require that future land development comply with traffic circulation level of service standards cited herein. Performance criteria shall require that new development bear an equitable share of costs for transportation system improvements necessary to accommodate traffic generated by proposed new development.

Policy 2.1.6.3: Transportation Site Plan Review Criteria. The City of Key West shall enforce Land Development Regulations which include performance criteria designed to manage issues surrounding trip generation; design of efficient internal traffic circulation and parking facilities, including minimizing pedestrian and vehicular conflict, off-street parking, as well as safe and convenient circulation and maneuverability; control of access points; potential need for acceleration/deceleration lanes; adequate surface water management and drainage; and landscaping.

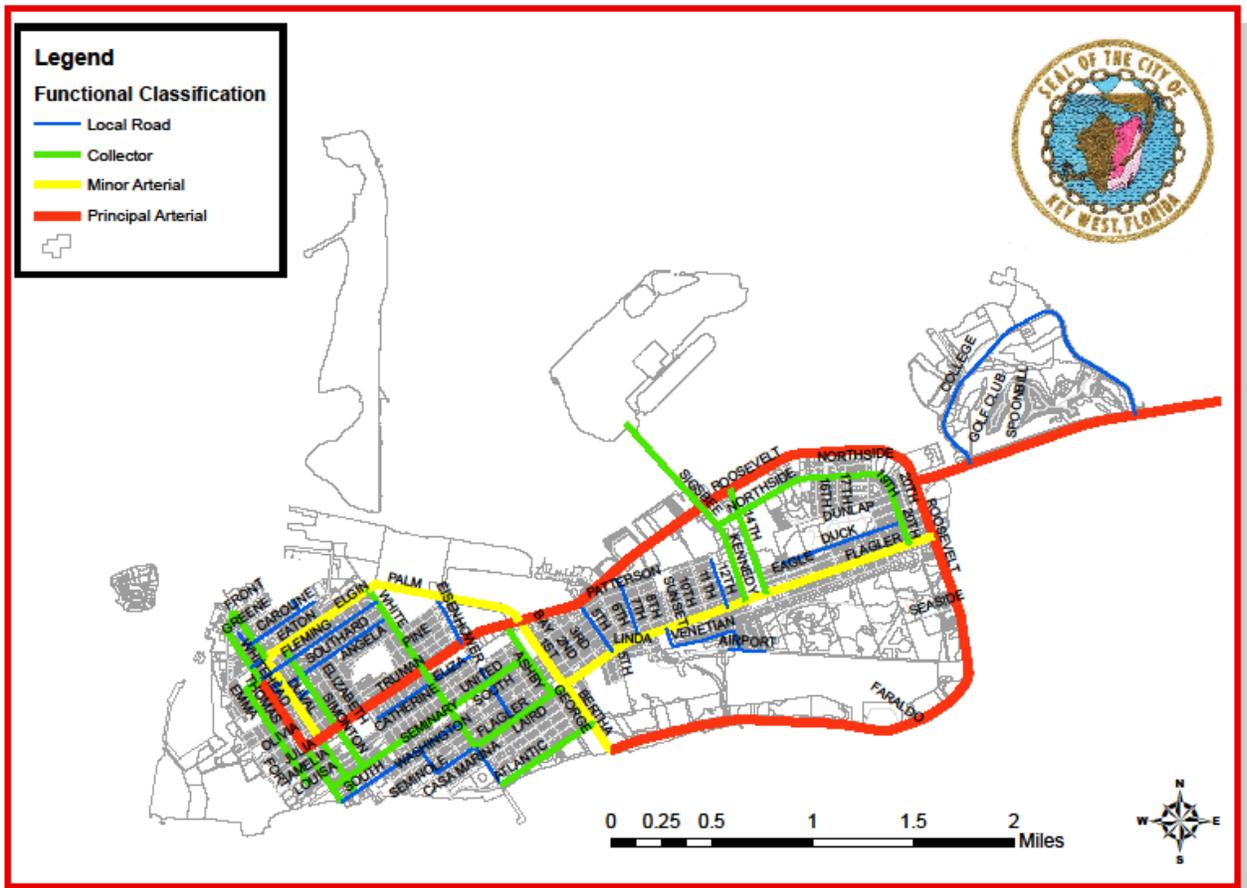
Policy 2.16.4: Transportation Concurrency Exception Area. As a result of the completion of the State mandated hurricane evacuation modeling workshops and amendments to the Comprehensive Plan, the City will be allocated 91 new BPAS units annually starting in 2013. Due to the City's exception from transportation concurrency, the development or redevelopment of these units shall not be subject to roadway concurrency requirements.

OBJECTIVE 2.1.7: TRANSPORTATION AND HURRICANE EVACUATION. The City shall

coordinate with the State, South Florida Regional Planning Council, County and other local governments to seek to maintain and improve hurricane evacuation clearance times and coordinated emergency response efforts in accordance with Memorandums of Understanding, Interlocal Agreements, and other implementation mechanisms based on agreed upon variables and assumptions.

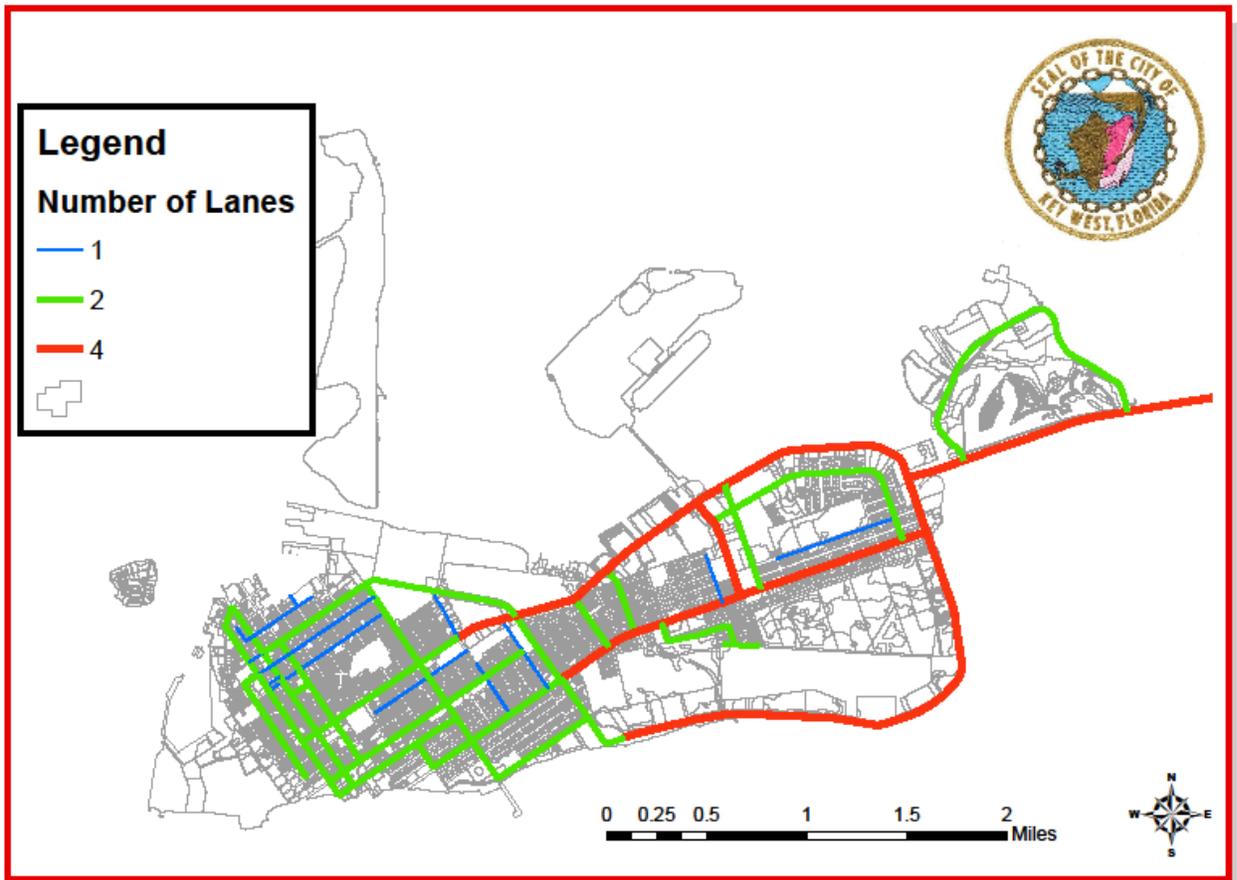
Monitoring Measure: Participation in hurricane evacuation planning processes, and resulting memorandums of understanding and interlocal agreements.

Policy 2-1.7.1: Specific Hurricane Evacuation Traffic Circulation Improvement Strategies. The City shall direct transportation policies in accordance with the appropriate evacuation and emergency management plans.



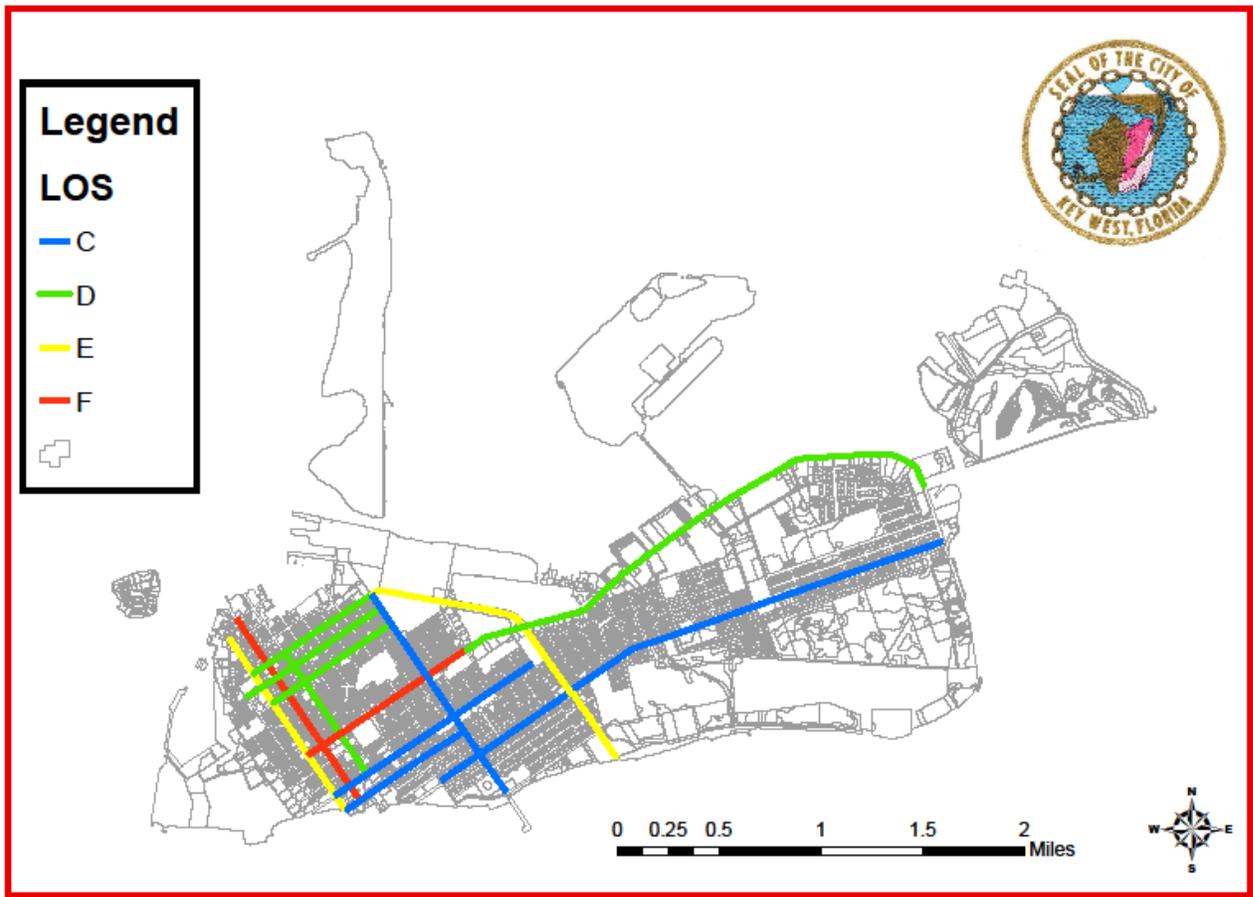
MAP T - 1, CITY OF KEY WEST 2030 Transportation Map Series - Roadway Functional Classification

This same map in more detailed format is available at City Planning Department offices.



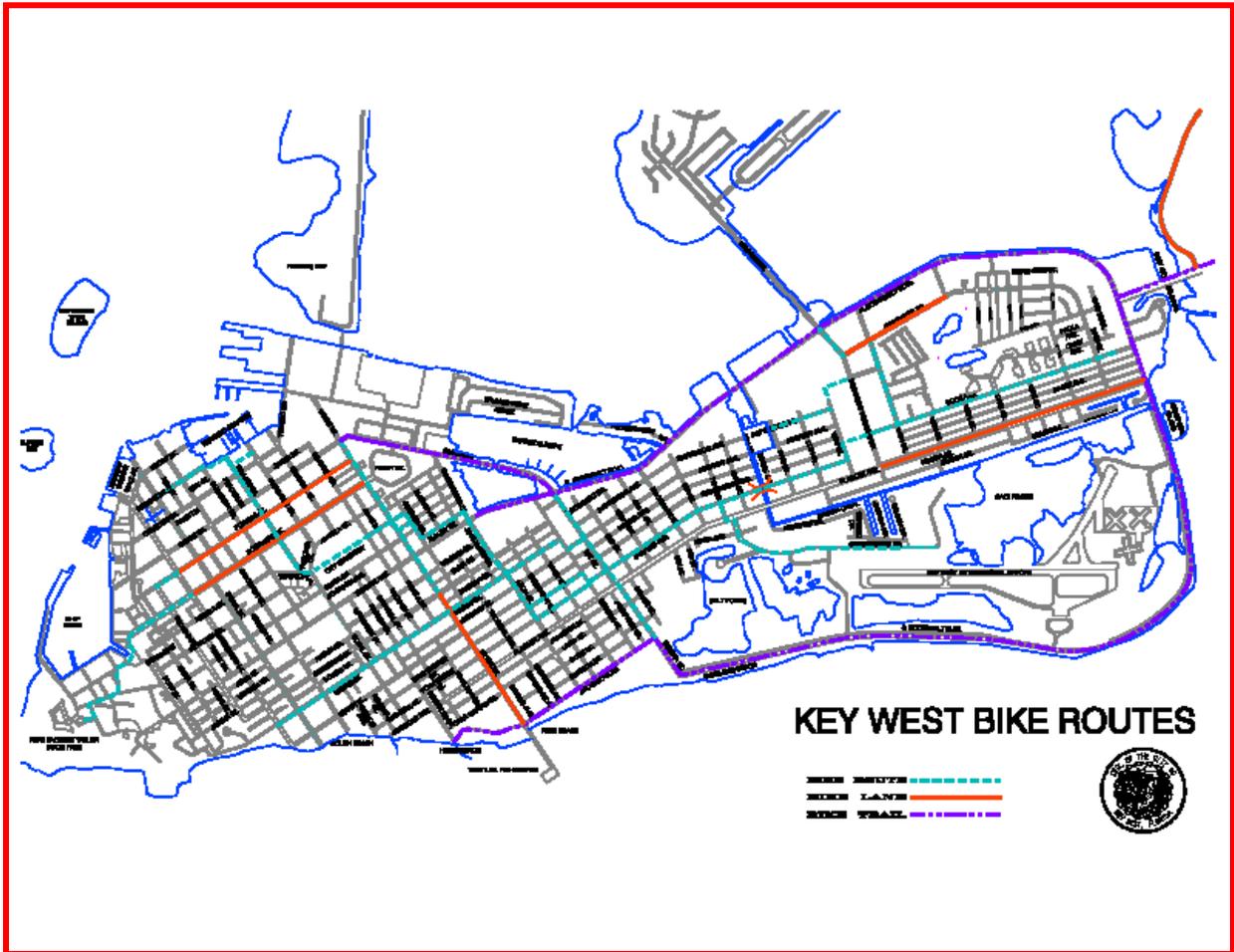
MAP T - 2, CITY OF KEY WEST 2030 Transportation Series Map - Roadway Number of Lanes

This same map in more detailed format is available at City Planning Department offices.



MAP T - 3, CITY OF KEY WEST 2030 Transportation Map Series - Roadway Level-of-Service

This same map in more detailed format is available at City Planning Department offices.



MAP T – 4, CITY OF KEY WEST 2030 TRANSPORTATION MAP SERIES – KEY WEST BIKE ROUTES

This same map in more detailed format is available at City Planning Department offices.