

RESOLUTION NO. 96-396

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF KEY WEST, FLORIDA, ADOPTING THE ATTACHED KEY WEST BICYCLE AND PEDESTRIAN STRATEGIC PLAN; PROVIDING FOR AN EFFECTIVE DATE

WHEREAS, in Resolution No. 96-116, the City Commission authorized the development of a bicycle and pedestrian plan;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF KEY WEST, FLORIDA, AS FOLLOWS:

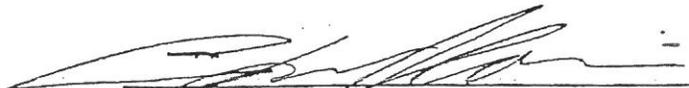
Section 1: That the attached Key West Bicycle and Pedestrian Strategic Plan is hereby adopted.

Section 2: That this Resolution shall go into effect immediately upon its passage and adoption and authentication by the signature of the presiding officer and the Clerk of the Commission.

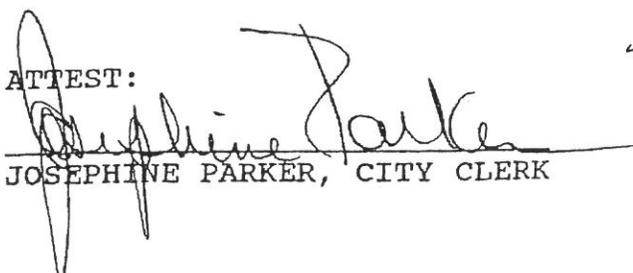
Passed and adopted by the City Commission at a meeting held this 6th day of November, 1996.

Authenticated by the presiding officer and Clerk of the Commission on November 8th, 1996.

Filed with the Clerk November 8th, 1996.

  
DENNIS J. WARDLOW, MAYOR

ATTEST:

  
JOSEPHINE PARKER, CITY CLERK

MEMORANDUM

City of Key West  
Planning Department

**Backup Staff Report**

To: Mayor and City Commissioners  
From: Tyson Smith, Assistant City Planner  
Date: October 1, 1996  
Subj: Key West Bicycle and Pedestrian Strategic Plan

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The attached document is a strategic plan for the planning and development of bicycle and pedestrian facilities in Key West over the next three fiscal years. It is before you for your consideration and approval as a guide to future public improvements.

On April 2, 1996, the City Commission passed Resolution #96-116 (see attached) that directed City staff to present a plan to implement solutions for bicycle, pedestrian and handicapped persons' safety on the streets of Key West. Since that time, staff has worked closely with members of the Southernmost Community Traffic Safety Program (CTSP) to develop the attached strategic plan and design standards and to apply them appropriately throughout the City. The plan was derived from an analysis of the needs of several different user groups and, once implemented, will provide a safer transportation system for bicyclists, pedestrians and the handicapped persons of our community. As facilities are constructed, the Americans with Disabilities Act (A.D.A.) Guidelines will be incorporated where appropriate.

The approved budget for fiscal year 1996-97 includes a number of tasks that are outlined in the Strategic Plan as Phase 1. The Engineering Department has approximately \$100,000 set aside in sidewalks and paving funds to accomplish these tasks. As the Plan explains, Phase 2 and Phase 3 represent those improvements planned for the following years, but which may change should the transportation demands of the community change. City staff will continue to work closely with the CTSP, and to adjust planned improvements to reflect the changing needs of our community. Future budget requests will be developed in accordance with these changing demands.

# Key West Bicycle and Pedestrian Strategic Plan

## Introduction

On April 2, 1996, the Key West City Commission passed Resolution #96-116 which authorized the City Manager to develop and implement solutions for pedestrian, bicycle and handicapped persons' safety on the streets of Key West. In response to this directive, the Key West Planning Department and Engineering Department have worked closely with members of the Southernmost Community Traffic Safety Program (CTSP) to assemble this plan to be known as the Key West Bicycle and Pedestrian Strategic Plan. This plan is structured around a Task List which is based on expected capital roadway improvements from present through 1999. The first tasks proposed as part of the plan have been included in the City's 1996-97 fiscal year budget.

The goal of the bicycle element of the City of Key West Comprehensive Plan is to encourage the use of bicycles in order to ease traffic congestion, encourage energy conservation and to encourage bicycling for health and recreation purposes. In Key West, travel by bicycle and by foot are both viable means of transportation, particularly in Old Town Key West. Recent studies conducted by traffic consultants, Tindale-Oliver, Inc. indicate that 14% to 20% of overall roadway traffic is comprised of bicycle users. By developing an intermodal transportation system that is safe, convenient and desirable, we offer the City a means of reducing congestion on our roadways, and our citizens feasible transportation alternatives that are economical, healthy and safe. To devise a workable transportation system all methods of travel, motorized and otherwise, must be considered as that system is planned, funded and implemented.

## Goals and Objectives

This Strategic Plan identifies bicycle and pedestrian ways that are to be incorporated into existing roadway systems in the City of Key West. Sidewalks should remain free of impediments that may discourage or deny access for pedestrians and the handicapped. It is incumbent upon property owners to limit building activity, including landscaping, to private property to insure that the public right-of-way remains passable.

As the City executes its capital improvement program and plans for street repair, construction and reconstruction, the bicycle and pedestrian priority tasks described herein shall be a part of that planning process. When the improvements described in this plan are constructed, the City should, where possible, design new and existing facilities in accordance with the guidelines of the Americans with Disabilities Act (A.D.A.) and the American Association of State Highway and Transportation Officials. This is a general plan that will guide the City Engineering Department in developing its capital improvement program over the next two to three planning years.

### **Bicycle and Pedestrian Facility User Groups**

The Strategic Plan addresses the bicycling and pedestrian needs of several different user groups as defined below. Their needs are illustrated on the attached maps and are incorporated in the Task List at the end of this document.

1) **Commuters.** This is perhaps the user group with the most immediate need for safe bike and pedestrian access throughout the community. A housing survey conducted by the City indicated that 22.5% of workers get to work either by bicycle or by foot. Bike and pedestrian ways have been designed to allow the commuting public safe access from Cow Key Channel Bridge to the Historic District in Old Town Key West. These intermodal ways will be designated as either bike paths, bike lanes, bike routes or intermodal ways, as described in the following section.

2) **Recreational Users.** Certain parks, ballfields and other recreational sites have been identified as destinations for bike users and pedestrians of all ages. This plan identifies bike and pedestrian ways that allow these users, and particularly the young people of the community, safer access to these facilities by separating them from vehicular traffic where possible.

3) **Students.** Similar to the recreational facility user, many school children are able to commute to neighborhood schools everyday by biking or walking. This plan identifies paths,

routes, lanes, sidewalks and intermodal ways that offer safe alternatives for children who bike and walk to school.

4) **Tourists.** Key West's compact urban character has for years accommodated the biking and pedestrian populations of citizens and tourists alike. Our community has enjoyed increased popularity as a tourist destination while simultaneously experiencing increased congestion on our crowded streets and increased demand for limited automobile parking opportunities. This plan includes provisions for bike and pedestrian ways that accommodate tourists, thereby relieving some of the demand pressure on our finite and unique roadways.

The needs of each of these user groups are illustrated on the attached maps and are incorporated into the Task List below. The definitions of various bike and pedestrian ways are set forth below, as are other standards used in the design of facilities in the Strategic Plan.

### **Definitions**

**Bike Lane.** The bike lane is a lane within the motorized traffic way that is striped and stenciled with a standard bike symbol or decal. The suggested width is 5 feet for a lane. Although both the bicyclist and the automobile user operate on the roadway, the marked bike lane provides the bicyclist with a safer alternative that separates motorized vehicles from bicyclists.

**Bike Path.** The bike path is separated from vehicular traffic by landscaping or a curb. The bicyclist enjoys a 6 foot lane that is designated for bike use only and is separated entirely from motorized traffic. The suggested width is 10 to 12 feet for a two-way path.

**Bike Route.** Bike routes simply incorporate bike traffic with vehicular traffic with no physical, identifiable bike way. Streets designated as bike routes, however, are signed as such and speed limits are reduced to a minimum of 20 m.p.h. Also, all cross streets have stop signs with the streets designated as a Bike Route having right of way. Signage and reduced speeds make the bicyclist and motorist aware of each other and cognizant of the others' safety.

**Intermodal Way.** An intermodal way is a sidewalk shared by pedestrians and bikes, with a white line separating the traffic types. Ideally both the bicyclist and the pedestrian will have a separated, 5 foot wide accessway.

**Sidewalks.** A sidewalk is the portion of the motorized traffic way that is designed for preferential or exclusive use by pedestrians. The American Association of State Highway and Transportation Officials and the Florida Department of Transportation recommend that sidewalks be a minimum of 6 feet wide if immediately adjacent to the curb and 5 feet wide if a buffer exists between the curb and the sidewalk. In all cases sidewalks are constructed to minimum requirements of the A.D.A. Guidelines. For sidewalks to remain a viable means of pedestrian travel, their continuity should be maintained by limiting impediments such as overgrown vegetation and parking cut-outs.

### **Bike and Pedestrian Way Design Guidelines**

Ideally, all bicyclists and pedestrians would be separated from motorized traffic by either a vegetated buffer or a distinct, striped travel lane; however, given the limited right-of-way options in Key West, these users are often forced to share existing roads and sidewalks in order to accommodate all modes of traffic throughout the City. As such, bike and pedestrian ways are categorized into different groups according to design and function.

The following guidelines have been used in determining the appropriate striping, signing and delineation of bike and pedestrian ways along Key West streets designated in the Strategic Plan. Recommendations are made according to width of road, parking considerations and direction of traffic flow.

**1. Streets with a right-of-way of 50 feet or greater and parking on both sides of the street.** These streets typically have 10 to 12 foot wide lanes for motorized traffic, 8 foot wide parking spaces, and, in some cases, a 5 foot wide sidewalk on either side of the street. These streets have no room for separate bike lanes and are most appropriately designated as bike routes, and have been considered for such in the Strategic Plan. The following streets in Key West are typical examples of this type of right-of-way configuration: Duck Avenue, White Street, United Street.

Von Phister Street, Washington Street, First Street, Staples Avenue, Reynolds Street, Patterson Avenue and Northside Drive.

In accordance with the definition above, these streets are proposed as bike routes, where signage and speed limitations would be used to allow safer, coordinated use of the existing roadways for bicyclists, pedestrians and motorized vehicles. As in all areas proposed for capital improvements, sidewalks should be modified to be in compliance with A.D.A. Guidelines as funding and time constraints allow. In a number of instances, there are obstructions to the public way in the form of landscaping or privately built fences, walls and porches. Where public sidewalks can be extended yet come into conflict with these obstructions, negotiations with individual property owners may be necessary.

**2. Streets with a right-of-way of 50 feet or greater with no parking or parking only on one side.** These streets typically have 10 to 12 foot wide lanes for motorized traffic, one side containing 8 foot wide on-street parking spaces, and, in some cases, a 5 foot wide sidewalk on both sides of the street. These streets have room for separate bike lanes and have been considered for such in the Strategic Plan. Portions of Duck Avenue, Bertha Street and White Street, for example, are proposed for development in accordance with this type of design.

**3. One way streets with a right-of-way of 50 feet or greater with parking on both sides.** These streets typically have 10 to 12 foot wide lanes for motorized traffic, two rows of 8 foot on-street parking spaces and two relatively wide sidewalks on both sides to safely accommodate pedestrian traffic. Right-of-ways with these specifications are designated for a 5 foot bike lane to provide safe, separated access for bicyclists. Examples of these types of streets are Fleming Street and Southard Street.

**4. Streets with intermodal sidewalks and/or bike paths.** These streets, like portions of United Street, for example, already have sidewalks at least 10 feet wide that can be striped into separate bicycle and pedestrian ways. Striping should be accompanied by the installation of standard decals or stenciling to distinguish the bike lane from the pedestrian way. Provisions for A.D.A.

compliant capital improvements will be incorporated into these tasks.

There are several existing roads, like Palm Avenue and Atlantic Boulevard which can accommodate two-way, 10 foot wide intermodal ways or bike paths. There are other areas, the Salt Pond district, for instance, for which two-way bike paths are proposed.

Where possible, sidewalks will be constructed or upgraded to provide continuity of access and to achieve A.D.A. Guideline compliance. The City has funds appropriated for sidewalks to be upgraded and installed wherever possible. Crosswalks and lighting will be installed where appropriate as sidewalks are designed and built.

### **Task List**

There are three maps attached to this plan which reflect the needs of the community's primary user groups and illustrate opportunities to address them in Key West. Several different bicycle and pedestrian ways have been incorporated into the plan according to need and right-of-way opportunities. For instance, where a separate striped bike lane is not feasible on a particularly narrow street, bike routes are proposed as the best alternative for that street given intermodal demands on a limited right-of-way.

The following represents the Task List as formulated by the City Engineering Department with technical assistance from the Southernmost CTSP. Note that specific plans for each phase will occur as budgeting occurs. The tasks are prioritized according to its degree of importance within the overall plan and with budgetary realities in mind. The budget for Phase 1, Fiscal Year 1996 received final approval from the City Commission on September 17, 1996 and includes the tasks listed below. Those tasks listed under Phase 2 and Phase 3 will be planned and budgeted for fiscal years 1997-98 and 1998-99, respectively.



