

Pedestrian & Bike Related Provisions in the Comp Plan

Land Use Element

Policy 1-1.1.4: Affordable Housing and Compact Development Incentives.

Within land use categories supporting mixed use development, the land development regulations shall include density and intensity bonuses that fall within the parameters of the Comprehensive Plan and Future Land Use Map to achieve the following objectives: provision of affordable housing immediately adjacent to employment opportunities; **reduction in dependence on automobile travel for home/work travel**; provision of a range of housing types, inclusive of apartments, townhouses, efficiencies, and single room occupancies; establishment of a variety of retail uses to support onsite or adjacent residential uses; provision of sufficient density of residential uses and presence of retail commercial to support transit demand; support of redevelopment of aging, traditional suburban shopping center retail; provision of open space and recreational uses within or immediately adjacent to the mixed use complex; **provision of immediate access to and support of bicycle path networks in the City**; increase efficiency of energy and water use; increase solid waste diversion; increase stormwater harvesting; decrease inappropriate water use, and; creation of opportunities to provide substantial new landscaping to parking and housing/retail areas to reduce carbon footprints and support sustainability goals.

Policy 1-1.9.2: Comprehensive Plan Implementation and Land Development Regulations.

The Land Development Regulations shall continue to include a regulatory framework to:

6. **Ensure safe and convenient on-site and off-site traffic flow and vehicle parking needs and prohibit development within future rights-of-way.**

7. Provide that development orders and permits shall not be issued which result in a reduction of levels of services for impacted public facilities below the levels of service standards.

8. Ensure progress toward community greenhouse gas emissions reduction goals.

9. Provide **safe pedestrian and bicycle connectivity throughout the City and especially on transportation corridors.**

Policy 1-31.812.3: Energy Efficiency in Plans. The City shall promote a systematic approach to the development of **pedestrian and bicycle path networks** by the public and private sectors in order to improve **energy efficient transportation links** between major activity areas such as residential neighborhoods, employment centers, shopping areas, parks, and schools.

Transportation Element

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 2-1.1.3: 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 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 2-1.1.10: 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 following 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.

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 following 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.

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's 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.

Recreation and Open Space Element

Policy 7-1.1.76: Utilize Creative Concepts of Urban Design and Conservation of Environmentally Sensitive Open Space. ...The design shall provide a circulation system to minimize conflict between pedestrians and vehicles. Lighting shall be minimally invasive, efficient and follow Dark Skies guidelines. Invasive exotic plants and animals will be controlled. All landscaping not need water or fertilizer after establishment. ...

Policy 7-1.1.9: Standards for Level of Service.

The minimum acceptable Level of Service standard for recreation and open space facilities in the City of Key West shall be: five acres of recreation and open space per 1,000 permanent residents, and; the following radius standard:

Park Type	Acreage	Service Radius
Urban Open Spaces	0 – 2.5	5 minute walk; .25 miles
Neighborhood	2.5 – 10	10 minute walk; .5 miles
Community	10 – 30	10 minute drive; 3 miles

Urban Open Space is understood to mean those areas designated in the City which are between 0 and 2.5 acres and typically contain landscaped areas but have limited or no facilities or other improvement. These areas could include pocket parks and community gardens. The recreational use of these sites is limited by their location and/or size. These sites serve to preserve the aesthetic quality of an area or to intersperse congested urban environments with aesthetically pleasing buffer areas, as well as some limited recreational benefits. Some open space areas may serve as linear, pocket parks, while other areas are parkways, boulevard medians, plazas, malls, courthouse squares and promenades.

Neighborhood Parks are understood to mean those designated areas that are “walk-to” facilities where residents may walk or bicycle to the park within a given neighborhood. Areas for diverse recreational activities which may include, but are not limited to, field games, court games, sports fields, playground apparatus area, picnic area, landscaping and community gardens or senior citizen areas. The Neighborhood Park is a place where neighbors and their families go to meet.

Conservation Element

Objective 6-1.14 : Carbon Sequestration Through Plants. As part of an overall landscaping plan to increase beautification and walkability, the City shall incorporate greenhouse gas sequestration goals and priorities to meet the City’s Climate Action Plan goals.

Housing Element

Public Facilities Element

Coastal Management Element

Capital Improvements Element

None...