

James Bouquet

From: Meitin, Omar <Omar.Meitin@dot.state.fl.us>
Sent: Tuesday, June 14, 2016 12:07 PM
To: James K. Scholl; Donald Lee; Gary Volenec; James Bouquet; Alyson Crean; Tavella, Chris
Subject: Meeting with City of Key West (June 9, 2016) - Crosswalk walks along the western part of N. Roosevelt Blvd

Importance: High

Good Afternoon,

I hope this email finds everyone well...it was a pleasure speaking with you all regarding your concerns for the pedestrian crosswalks along N. Roosevelt Blvd. As promised I have summarized and mapped our meeting discussions in Key West to a series of tasks and the responsible offices for addressing the concerns raised. Target dates for the completion of the Department's analysis will be identified based on the efforts required for each task. Please take a moment to review the information and provide your feedback so that there is concurrence amongst us.

In attendance:

Jim Scholl - City Manager

Donald J. Lee Jr. - Chief of Police

Gary J. Volenec, P.E. - City Engineer

Jim Bouquet, P.E. - Director of Engineering

Alyson Crean – City's Public Information Officer

Christopher Tavella, P.E. - District Design Engineer

Omar Meitin, P.E. - District Traffic Operations Engineer

Action Items for the June 9, 2016 meeting:

Items	Description	District 6 Responsible Office
1	The City requested consideration to be given to the installation of mid-block traffic signal or pedestrian hybrid beacon (aka: HAWK) in lieu of the flashing beacons currently installed at 2 of the existing crosswalks. According to the City, the continuously flashing beacons are thought to be ineffective because of low motorist compliance witnessed by law enforcement and city officials.	Traffic Operations

2	<p>The City asked for consideration to be given on the removal of some of the mid-block crosswalks (5) installed along N. Roosevelt Blvd as part of the recently completed construction project. In particular, the crosswalks in front of the 24 North Hotel, Fairfield Marriot, and the Homeland Security office building. The City asserted that there are signalized intersections in close proximity to the mid-block crosswalks that pedestrians and/or bicyclists could use instead. In addition, the request was made to relocate or simply remove the midblock crosswalk in front of the Capital Bank because of the impact to vehicles trying to enter and exit the property.</p>	Design/Traffic Operations
3	<p>The City requested the removal of the shared lane markings (aka: sharrows) along N. Roosevelt Blvd. The concern by the City is the message the markings send to bicyclists. They feel it encourages bicyclists to ride on the road in lieu of using the existing wide sidewalk on the north side of N. Roosevelt Blvd.</p>	Design
4	<p>The City has concerns with the lack of lighting at some of the pedestrian mid-block crossings. The City requested consideration to add street lighting at the 5 crosswalks in order to improve nighttime pedestrian visibility. Action item 4 is dependent on the outcome of action item 2 since it is the same 5 crosswalks.</p>	Traffic Operations
5	<p>The City requested the signalized intersection at N. Roosevelt Blvd and US 1 be evaluated to improve the overall operation of the intersection for all modes of transportation, e.g., vehicles, pedestrians and bicyclists. In addition, the City requested that modifications be made to improve the visibility of the signal heads facing southbound left turning vehicles.</p>	Traffic Operations
6	<p>The City requested the Department to consider the appropriateness of the signal at mid-block pedestrian crossing at Florida Street and Truman Ave and perhaps consider another type of device which has lesser impacts on the movement of vehicles along this corridor. According to City officials, because of the amount of congestion along Truman Ave which is a two lane road, there are numerous instances throughout the day when queues of vehicles back up into the pedestrian crossing essentially making the crosswalk ineffective. Also cited by city officials is that when the signal is activated by a pedestrian(s) the signal remains red for an excess amount of time, sequentially creating additional queues along Truman Ave.</p>	Traffic Operations
7	<p>The City requested that the Department conduct it's evaluations for these requests not only during the offseason, but also during the peak season which begins typically the day after Christmas when seasonal residents and visitors come to Key West for the winter.</p>	Design/Traffic Operations

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