

May 25, 2010

Bahama Village – Truman Waterfront Connectivity Project



Community Kick Off Meeting

Several dozen members of the Bahama Village Community, together with city and community leaders, met on Tuesday night, May 25, 2010 at the VFW Post on Emma Street to kick-off the design of enhancements for the community to improve local pedestrian, bicycle and traffic flow for residents, businesses and other visitors.

Funded entirely through a grant obtained by the City of Key West from the Florida Department of Transportation, the project will examine opportunities along each of the following streets:

- Southard Street
- Angela Street
- Geraldine Street
- Petronia Street
- Olivia Street
- Truman Avenue
- Julia Street
- Virginia Street
- Amelia Street
- Fort Street

It was also discussed that these enhancements are focused solely within the public rights of way of these streets, and that while the FDOT grant has funded their design, construction funding has yet to be allocated. Input received at this and future meetings will be used to identify and prioritize the proposed enhancements for the project.

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During the initial kick-off meeting for the Bahama Village – Truman Waterfront Connectivity Project, the following ideas and thoughts were identified by the community representatives in attendance:

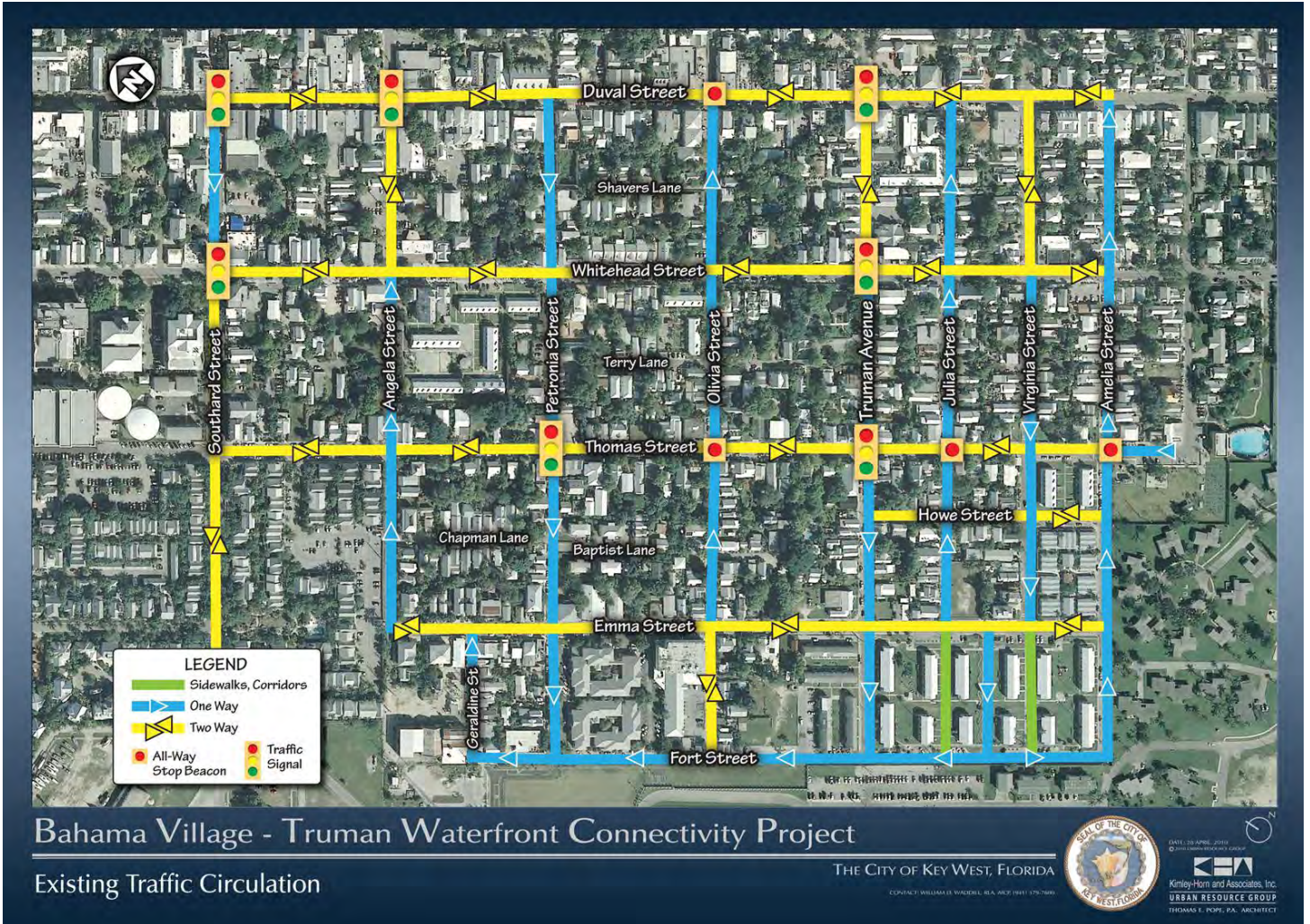
Next Steps

Prior to commencing design and construction document preparation, a street by street review to obtain additional community ideas and comments is scheduled for June 22 at the VFW Post on Emma Street beginning at 6pm.

Prior to final design, community comments on proposed improvements will be solicited on July 29 at 6pm.



- Parking for the community is critical
- Comply with Historic District Design standards
- Children play in street (safety)
- Examine signage/speed limits for the neighborhood
- Petronia Street arch – modify base to open up the sidewalks and street
- Central parking location with people mover system (bike, pedestrian, other modes) is an option
- Examine existing signage (consistency with approaches in other Key West neighborhoods)
- Business parking needs and large vehicle/delivery truck use (turning radii and parking)
- Power poles – cleanup visual environment
- ADA Compliance is needed
- Consider Petronia as entrance to Truman Waterfront?
- Electric vehicle charge station may be appropriate
- Landscaping – use native plants with minimum maintenance
- First block of Petronia as a Pedestrian/Community Mall?
- LED lighting fixtures to improve safety, light quality
- Use of historic light fixtures
- Base/gate entrance near Fort creates traffic flow/access problems
- Amelia Street: change to One-Way has led to faster/more traffic
- Olivia Street: traffic 24/7, constant use northbound
- Julia Street: more traffic, kids in street (safety)
- Trash/recycle locations/pick-up could be improved
- Consider/coordinate with bus routes and tours
- Better/more careful look at heavy vehicle movement
- Commercial properties in Bahama Village need directional signage
- Concern that traffic flow not as good with one-way
- Potential increase in traffic from Truman Waterfront?
- Need to consider future redevelopment potential
- Traffic calming – consider signage/other improvements
- More of a biking town/better marketing of bike facilities is an opportunity
- Bus stops: seating need, shade, policing
- Recognize family/resident needs in community
 - Consider daily resident needs
 - Easy access to homes
 - Driveway access
 - Circulation
- Residential parking is critical (Key design issue)
- Enhancements should be bike/pedestrian friendly
 - Include amenities to make environment more desirable
 - Restrooms
 - Drinking fountains
- Angela Street: landscape encroachment exists, but there is an opportunity to extend for bike/pedestrian access to Truman Waterfront at Emma/Fort
- Southard Street: review agreements with Federal Government and impacts on pedestrian flow (particularly late evening)
- Opportunity to modify Navy opening of Eaton?



For more information, please contact Karen Olson at the City of Key West, 604 Simonton Street Key West, FL 33041, at kolson@keywestcity.com or at (305) 809-3963.

June 22, 2010

Bahama Village – Truman Waterfront Connectivity Project



Community Meeting #2

Several dozen members of the Bahama Village Community, together with city and community leaders, met on Tuesday night, June 22, 2010 at the VFW Post on Emma Street in the second of a series of meetings to discuss the design of enhancements for the community to improve local pedestrian, bicycle and traffic flow for residents, businesses and other visitors.

Funded entirely through a grant obtained by the City of Key West from the Florida Department of Transportation, the project will examine opportunities along each of the following streets:

- Southard Street
- Angela Street
- Geraldine Street
- Petronia Street
- Olivia Street
- Truman Avenue
- Julia Street
- Virginia Street
- Amelia Street
- Fort Street

This meeting included a brief review of issues identified at the first meeting on May 25th followed by a street by street discussion of issues, and opportunities for improvements, within the public right of way.

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URBAN RESOURCE GROUP
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During the second meeting for the Bahama Village – Truman Waterfront Connectivity Project, the following ideas and thoughts, organized by street, were identified by the community stakeholders in attendance:

General

- Bikes are being rented everywhere in Key West, make them a priority in the RW
- Changing the existing flow of traffic for any of the streets in this project is discouraged complex, political, and have been discussed extensively over the last 3 years.
- Use signage and visual improvements to change traffic behavior
- Consider moving scooter parking to corners of intersections
- Have electric car charger plugs at some parking spots to facilitate visibility by encouraging smaller cars to park there.
- Consider increasing the perviousness of streets
- Area wide traffic calming is welcome by residents
- Runoff issue/ponding exists at Catherine & Amelia
- Lots of children on Geraldine – Safety concern
- Petronia & Whitehead could use a traffic signal. Scooter and bike access through intersection needs improvement
- Frequent speeding on Whitehead through Petronia and Southard
- Many non-residential parkers in B.V. for long periods of time
- Give visitors a consolidated place to park and leave their cars for the entire stay in Key West
- Drivers don't understand how to get into Truman Annex, cars back up into Petronia and Geraldine and it becomes congested.
- Residents want vehicular connectivity through the proposed assisted living facility to the waterfront
- Sidewalks need to be widened, utility poles are a burden
- Need shade structures and other improvements at public transportation stops. They are not improved at all.

Southard Street

- The signal at Whitehead is very long, confusing, there is a considerable amount of wait time. The signal exists with a “no right turn on red”, which further delays traffic
- There is a requirement by the Navy for this street to remain two-way
- Recommend better signage from Duval onto Southard
- Consider using Fleming as an egress
- Review the signage at Fleming at the courthouse – confusing
- The more traffic diverted from Southard, the more traffic there will be in the rest of B.V.
- Southard has wide RW and setback
- The boat races go down US 1 and turn at Southard & Whitehead, review route
- Bicyclists seem to be at risk making left on Whitehead from Southard
- Make bike paths very visible on Southard

Petronia

- Petronia is to Bahama Village as Duval is to Key West as it relates to entertainment
- Local B.V. entertainment is a priority on this street
- Increase bike and pedestrian traffic as much as possible
- Consider adding parking for residential and entertainment
- Ped and Bike connection from waterfront to Duval on Petronia is critical
- Use effective signage (e.g. Southard & Thomas) to direct pedestrian and vehicular as it relates to Petronia
- Archway serves as a visual barrier and entrance to the street
- Consider the characteristics of Espanola Way (in Miami Beach).
- Consider a roundabout with a fountain
- Remove asphalt and use the Baltimore block. Maybe put granite curbs back in

Truman

- AMA Methodist church – church would like designated parking signage during services and more ADA accessibility

Angela

- May be able to facilitate pedestrian connection from Angela to Waterfront
- Will always be a high pedestrian/bike street between Emma and Fort
- Want access all the way to the waterfront
- Return the existing green space to something more usable
- The street is underutilized
- Coordinate signal timing on Angela and on Southard to improve traffic flow
- There are blind areas at intersections of Angela & Whitehead, and at Angela & Southard.

Geraldine

- The direction has already been changed and the same traffic issues exist
- Use speed bumps to slow traffic
- Parking is very tight

Julia

- Needs traffic calming
- Needs wayfinding and signage
- Many children playing

Virginia

- Not many comments
- Many pedestrians, needs calming

Fort

- Tenant parking connected to Fort is backwards since direction of travel was changed.
- At the 100 block of Truman towards Fort – there are many kids playing here
- Many kids playing along Fort street frequently.
- Geraldine traffic direction was changed to divert traffic from Fort Street.
- Neighbors are open to changes on Fort as long as they include increased safety for children
- The Navy has a minimum security standoff/blast setback in the area where the parking is located along Fort

Olivia

- Signal at Whitehead – propose a red/red condition, current condition does not work well
- Confusing near the Hemingway house – tour buses stopping, traffic
- Keep existing ADA spots on Olivia where they are. They accommodate disabled residents best in their current locations
- Nobody follows the bike line direction

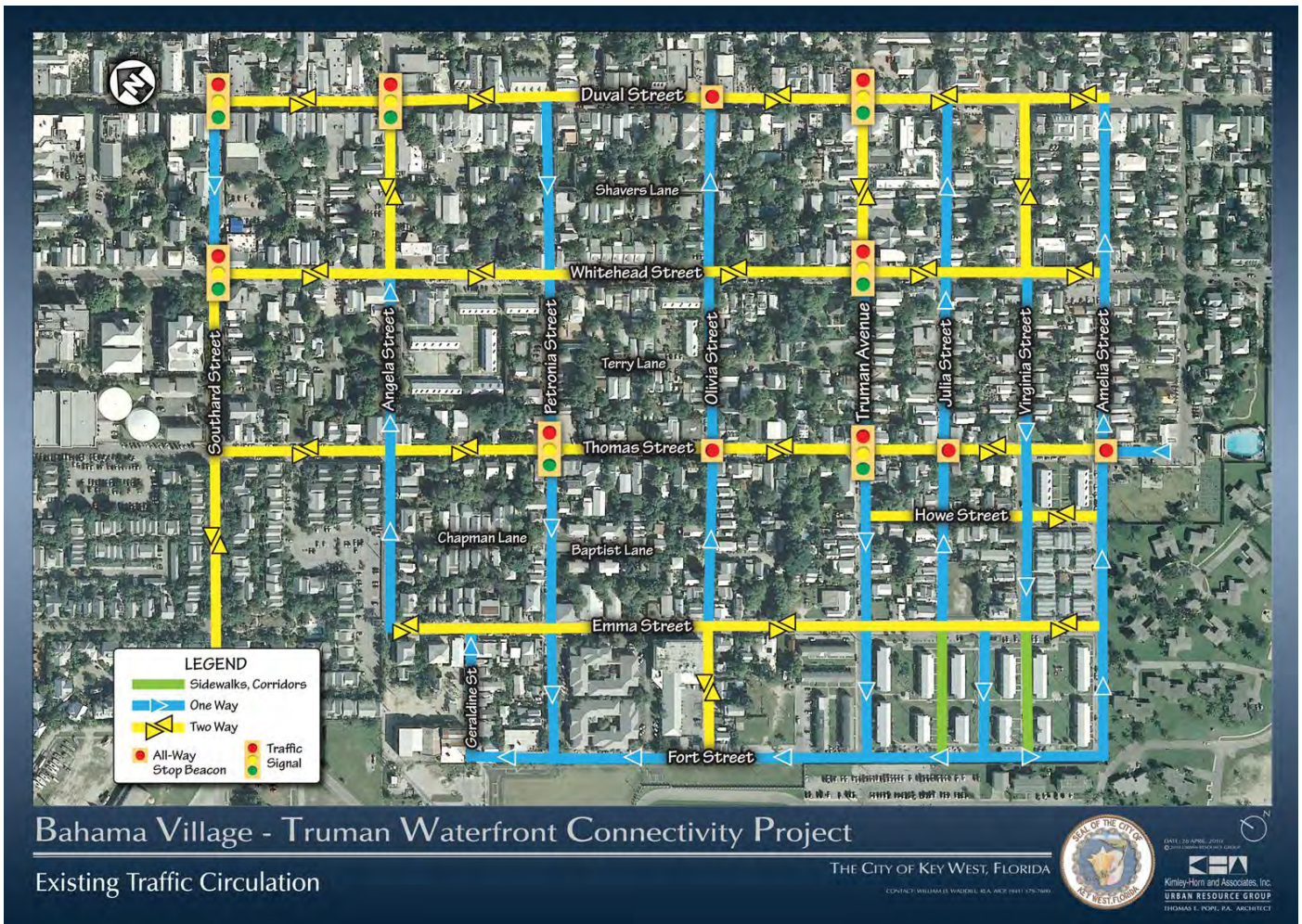
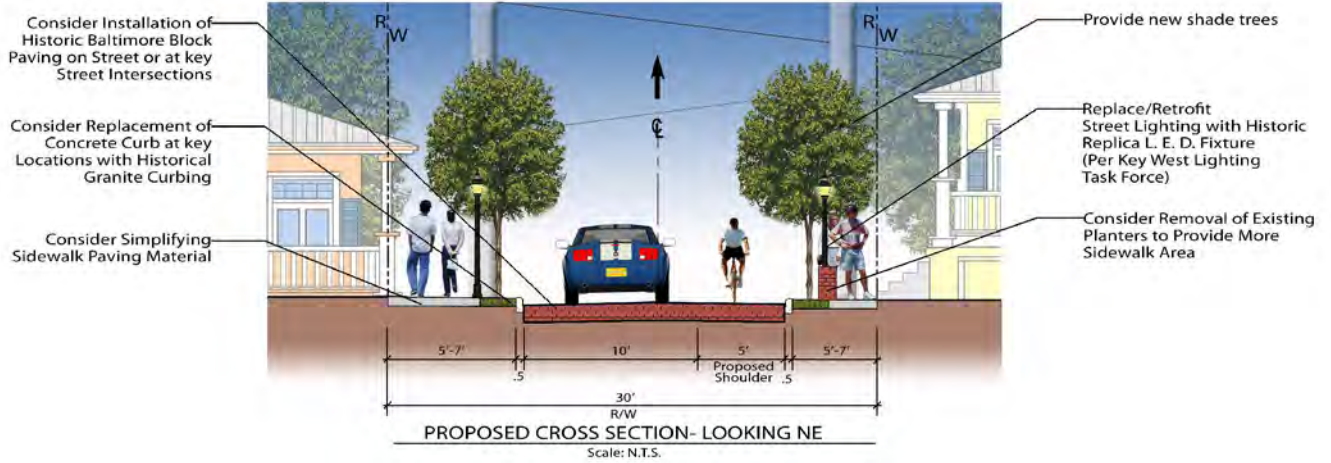
Amelia

- Needs more trees
- Many seniors on this street using the assisted living facility
- Focus on ADA for elderly
- Many kids playing in area
- Needs traffic calming

Next Steps

Prior to final design, proposed enhancement recommendations and anticipated costs for implementation will be presented for community comments on July 29 at 6pm at the Frederick Douglass Gym at 111 Olivia Street.





For more information, please contact Karen Olson at the City of Key West, 3140 Flagler Avenue, Key West, FL 33040, at kolson@keywestcity.com or at (305) 809-3963.

July 29, 2010

Bahama Village – Truman Waterfront Connectivity Project



Community Meeting #3

Several dozen members of the Bahama Village Community, together with city and community leaders, met on Thursday night, July 29, 2010 at the Frederick Douglass Gym on Olivia Street in the third of a series of meetings to discuss the design of enhancements for the community to improve local pedestrian, bicycle and traffic flow for residents, businesses and other visitors.

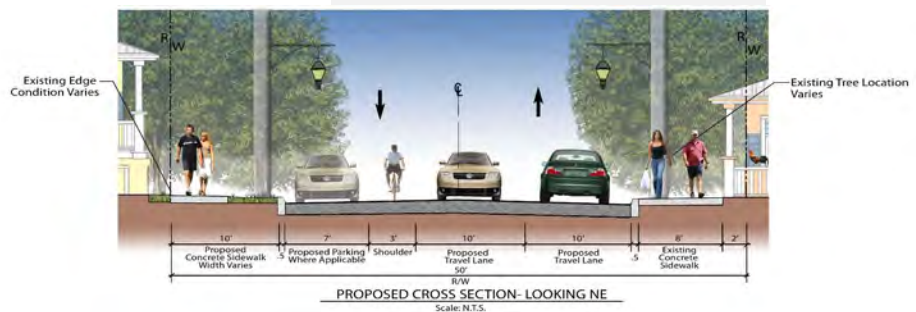
Funded entirely through a grant obtained by the City of Key West from the Florida Department of Transportation, the project is examining opportunities for enhancements along each of the following streets:

- Southard Street
- Angela Street
- Geraldine Street
- Petronia Street
- Olivia Street
- Truman Avenue
- Julia Street
- Virginia Street
- Amelia Street
- Fort Street

This meeting included a brief review of issues identified at the second meeting on June 22nd followed by a discussion of recommendations for the project.

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During the third meeting for the Bahama Village – Truman Waterfront Connectivity Project, the following ideas and thoughts were identified by the community stakeholders in attendance:

Traffic Circulation:

- A traffic signal is needed at the intersection of Petronia Street and Duval Street.
- Proposed intersection knuckles should be designed to be safe.
- The turning radii at the intersection of Southard Street and Whitehead Street should account for Navy delivery vehicles moving heavy equipment.
- Intersection sight lines should be provided for safety.
- The project should consider additional traffic volumes from the future Waterfront development.
- There is limited room for knuckles/bulbouts on the some of the streets.
- Have traffic volume surveys been conducted?

Parking:

- The project should strive to maintain the existing parking supply.
- Parking should be for residents only.
- The project should recognize/incorporate the potential of creating additional parking on the formal Navy property at the end of Petronia Street.
- AME Methodist church – the church would like designated parking signage during services.
- The existing designated ADA parking spaces must be maintained.
- Parking demand must be accounted for in undesignated spaces.
- Designated tourist parking should also be provided.
- 200 Block of Julia Street has parking issues.
- Diagonal parking should be considered throughout to increase supply.
- The parking supply should account for future growth.

- Consider using excess parking at the Sheriff's office/Fort area to provide more parking.
- The proposed project will not improve the quality of life for the residents by reducing parking.
- We would rather have more parking than trees.
- Make sure the parking spaces are not marked too short.

General:

- The City does not currently maintain the existing landscaping/trees well.
- Incorporate wayfinding for the Fort Zachary Taylor Park entrance.
- The proposed conceptual plan should recognize elevation differences so as to not create potential drainage problems.
- Petronia Street is not/should not be like Duval Street.
- What is the construction timing of this project?
- The project must address construction impacts.
- The City does not maintain existing street trash bins well.
- Improvements should be focused on residents.
- The plan should provide for future connectivity to the Waterfront from Julia Street.
- The City has historically had challenges maintaining brick streets properly.
- Brick streets are not good for bicyclists.
- Proposed benches should consider the homeless problem.
- Lighting on Petronia Street must be addressed.
- Why is the project focused on the Bahama Village area?
- The project should maintain all existing driveways.
- The City should commit to maintaining the streets and the associated costs.

Next Steps

The City is scheduling a fourth public workshop on September 1st to specifically discuss parking issues identified at public workshop #3. This workshop will be held at 6pm at the Frederick Douglass Gym at 111 Olivia Street. For more information contact Karen Olsen at the City of Key West, 3140 Flagler Avenue, Key West, FL 33040, at kolson@keywestcity.com or at (305) 809-3963.

September 1, 2010

Bahama Village – Truman Waterfront Connectivity Project



Community Meeting #4

Several dozen members of the Bahama Village Community, together with city and community leaders, met on Wednesday night, September 1, 2010 at the Frederick Douglass Gym on Olivia Street for the fourth in a series of community meetings. This meeting was specifically focused on parking issues within Bahama Village.

This meeting included a brief review of issues identified at the third meeting on July 29th followed by a discussion of recommendations for some of the parking issues identified previously by the community. In general, these recommendations consisted of:

- Implementation of a typical cross-section that provides sidewalks on both sides, parking on one side, one through lane, and a shoulder to better accommodate bicycles. This typical may vary depending on existing conditions and right-of-way widths.
- Addition of a parking lot at Fort Street to provide additional parking capacity.
- The City working closely with a couple of the specific blocks that have the most notable parking challenges to attempt to identify specific solutions.

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Kimley-Horn and Associates, Inc.



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Following the discussion of recommendations, the following questions and issues were identified by the community stakeholders in attendance. (The City/Consultant responses are in parenthesis where appropriate.)

1. How long will the project take?
 - (Karen – Construction is currently unfunded and will be phased based on funding)
2. How wide will the sidewalks be? There is concern about the shoulder width; currently not comfortable on streets for bicycling.
3. Residents would like to see more landscape maintenance to provide/maintain constant sidewalk width.
4. Is Fort Street lot a “parking lot”? (Yes)
5. Demand study is off peak, may be higher in season. Concerned about non-resident cars parking in neighborhood for free, and should be for residents.
6. Consider this area as almost exclusively “residential” with a limited amount for tourists/encourage them to park elsewhere.
7. “Thank you – you have heard what we’ve said and tried to address the issues identified.”
8. “Excellent job/good plan.”
9. Is the planned Fort Street lot residential only? (The current thinking is many of the spaces will be.)
10. Consider Whitehead/Petronia and Thomas/Petronia as “valet”/merchant coop to better encourage/support businesses.
11. Consider expanding Fort Street lot beyond 65+ spaces in future.
(Fort Street/Truman Waterfront land is dedicated for development vision; be cautious about taking additional land for parking.)
12. Concerned about lack of turnout for this meeting.
13. Concerned about off season count, but numbers look better than they thought they would be.
14. How to handle encroachments? (Karen explained City policy.)
15. Does City contact individuals? (Yes, by letter. Also can meet in field)
16. Permanent encroachments – how to handle? (Grant easement, pay fee).
17. Consider Tax Increment Funds (TIF) use to pay for encroachment relocations.
18. Consider City paying for re-installation of walls/fences removed as a part of project; big issue to consider.
19. Consider “variable” sidewalks and how that will work with American Disability Act (ADA) minimums.

Next Steps

The team will give an update to the City Commission on September 21, 2010 and then proceed with preliminary construction plan preparation. For more information contact Karen Olsen at the City of Key West, 3140 Flagler Avenue, Key West, FL 33040, at kolson@keywestcity.com or at (305) 809-3963.

Cross Section

