

RESOLUTION NO. 17-055

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF KEY WEST, FLORIDA, RECOMMENDING THE CURRENT ROADWAY DESIGN OPTION TO THE FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT) FOR THE SOUTH ROOSEVELT BOULEVARD RECONSTRUCTION PROJECT; AUTHORIZING FDOT TO PROCEED WITH THE CURRENTLY DESIGNED FOUR-LANE PROJECT ON SR A1A/SOUTH ROOSEVELT BOULEVARD BETWEEN BERTHA STREET AND THE EAST END OF SMATHERS BEACH; PROVIDING FOR AN EFFECTIVE DATE

WHEREAS, FDOT has programmed a substantial portion of SR A1A/South Roosevelt Boulevard for reconstruction under FDOT Project Number 250548-8; and

WHEREAS, since October 2016, FDOT has been studying lane repurposing/reduction, while attending bi-weekly steering committee meetings which have included City staff and Fire Department representatives; and

WHEREAS, at a public meeting on December 13, 2016, FDOT presented four potential options for South Roosevelt Blvd reconstruction, and based on input from that meeting, narrowed the reconstruction options to two, for consideration by the City Commission; and

WHEREAS, at its meeting of February 7, 2017, the City Commission received a presentation about the repurposing study by FDOT, and considered the two preferred options for South Roosevelt reconstruction: (1) "Current Roadway Design" -- to maintain the design as reflected in the Contract Drawings prepared for the City and FDOT by Metric Engineering, Inc. dated December 4, 2015 and (2) "Option Roadway Design" -- two travel lanes, a center turn lane, striped median and dedicated bicycle lanes in both directions; and

WHEREAS, the City Commission further understands that regardless of its recommendation, FDOT is fully funding the project, and may complete the currently designed four-lane project;

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

Section 1: That the City Commission hereby requests FDOT to proceed with the Current Roadway Design Option, as it moves forward on SR A1A/South Roosevelt Boulevard plans for right-of-way improvements.

Section 2: That the City Commission acknowledges and authorizes FDOT to proceed with the currently designed four-lane project.

Section 3: 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 7th day of February, 2017.

Authenticated by the Presiding Officer and Clerk of the Commission on 8th day of February, 2017.

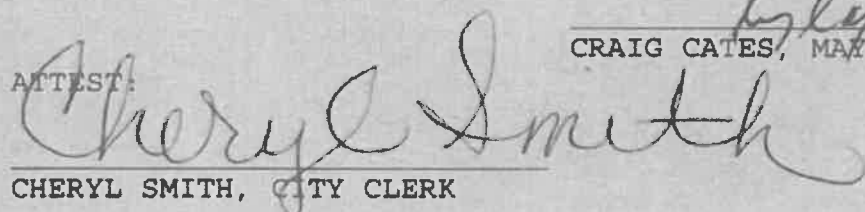
Filed with the Clerk on February 8, 2017.

Mayor Craig Cates	<u>Yes</u>
Vice Mayor Clayton Lopez	<u>Yes</u>
Commissioner Sam Kaufman	<u>No</u>
Commissioner Richard Payne	<u>Yes</u>
Commissioner Margaret Romero	<u>Yes</u>
Commissioner Billy Wardlow	<u>Yes</u>
Commissioner Jimmy Weekley	<u>No</u>



CRAIG CATES, MAYOR

ATTEST:



CHERYL SMITH, CITY CLERK



THE CITY OF KEY WEST

Post Office Box 1409 Key West, FL 33041 (305) 894-3881

MEMORANDUM

TO: Jim Scholl, City Manager
FROM: Jim Bouquet, P.E., Director of Engineering
DATE: January 11, 2017
RE: Florida Department of Transportation Lane Repurposing on SR A1A/South Roosevelt Boulevard between Bertha Street and the East End of Smathers Beach.

ACTION STATEMENT:

Authorize Florida Department of Transportation to proceed with the currently designed four lane project on SR A1A South Roosevelt Boulevard between Bertha Street and the east end of Smathers Beach.

BACKGROUND:

In a June 29, 2016 letter to the Florida Department of Transportation (FDOT), The City of Key West (City) requested a repurposing study to evaluate impacts of reducing the number of lanes from four to two relative to traffic operations along South Roosevelt Boulevard, specifically the section between Bertha Street and the east end of Smathers Beach. This section of the boulevard is currently programmed for reconstruction under FDOT Project Number 250548-8. This letter request was consistent with the "Complete Streets" program adopted by FDOT in late 2014.

Commencing in October 2016, FDOT began a study of lane repurposing/reduction options by restriping/medians/landscaping while maintaining the current roadway design cross-section (width). Bi-weekly steering committee meetings included the FDOT team, along with City staff and Key West Fire Department representatives.

Study goals and objectives included:

- Safer pedestrian and transportation/vehicle use and interaction
- Retain proposed drainage improvements
- Creation of dedicated bicycle lanes
- Maintain the existing Promenade
- Addition of landscaping buffers or landscaped medians
- Maintain on-street parking for vehicles and vendors
- Review transit facilities needs

Key to the Caribbean - Average yearly temperature 77°

Four potential options (including "No Change") were developed by FDOT and presented to the public at a workshop held at the Sheridan Suites on December 13, 2016. A summary of the workshop is attached.

Based on input derived from the workshop, the City Commission is requested to consider two options:

1. *Current Roadway Design* - Maintain existing four lane configuration (No Change option).
2. *Option Roadway Design* - Two travel lanes, a center turn lane, striped median and dedicated bicycle lanes (both directions).

FDOT will present details regarding the repurposing study at the February 7, 2017 City Commission meeting. A copy of the presentation is attached.

PURPOSE AND JUSTIFICATION:

This resolution will determine whether the *Current Roadway Design* along this section of South Roosevelt Boulevard will be maintained (no change) or the *Option Roadway Design* including two travel lanes and dedicated bike lanes will be adopted.

Implementing the *Option Roadway Design* for improving South Roosevelt Boulevard will better support *a transportation system which is aesthetically attractive, functional, efficient, safe and environmentally sensitive* (Strategic Plan Infrastructure Goal 1).

FINANCIAL ISSUES

Plan revisions (if required) and subsequent construction of either option will be fully funded by FDOT.

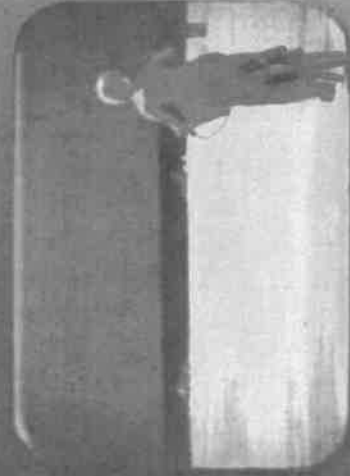
RECOMMENDATION:

The City Commission should consider the merits of both the *Current Roadway Design* and the *Option Roadway Design* and select the preferred option for improvements along SR A1A/South Roosevelt Boulevard between Bertha Street and the east end of Smathers Beach; however, approval of this resolution will authorize Florida Department of Transportation to proceed with the currently designed four lane project.

Lane Repurposing Corridor Study

SR A1A/S Roosevelt Boulevard

From Bertha Street to East End of Smathers Beach



February 7th, 2017

FDOT District 6

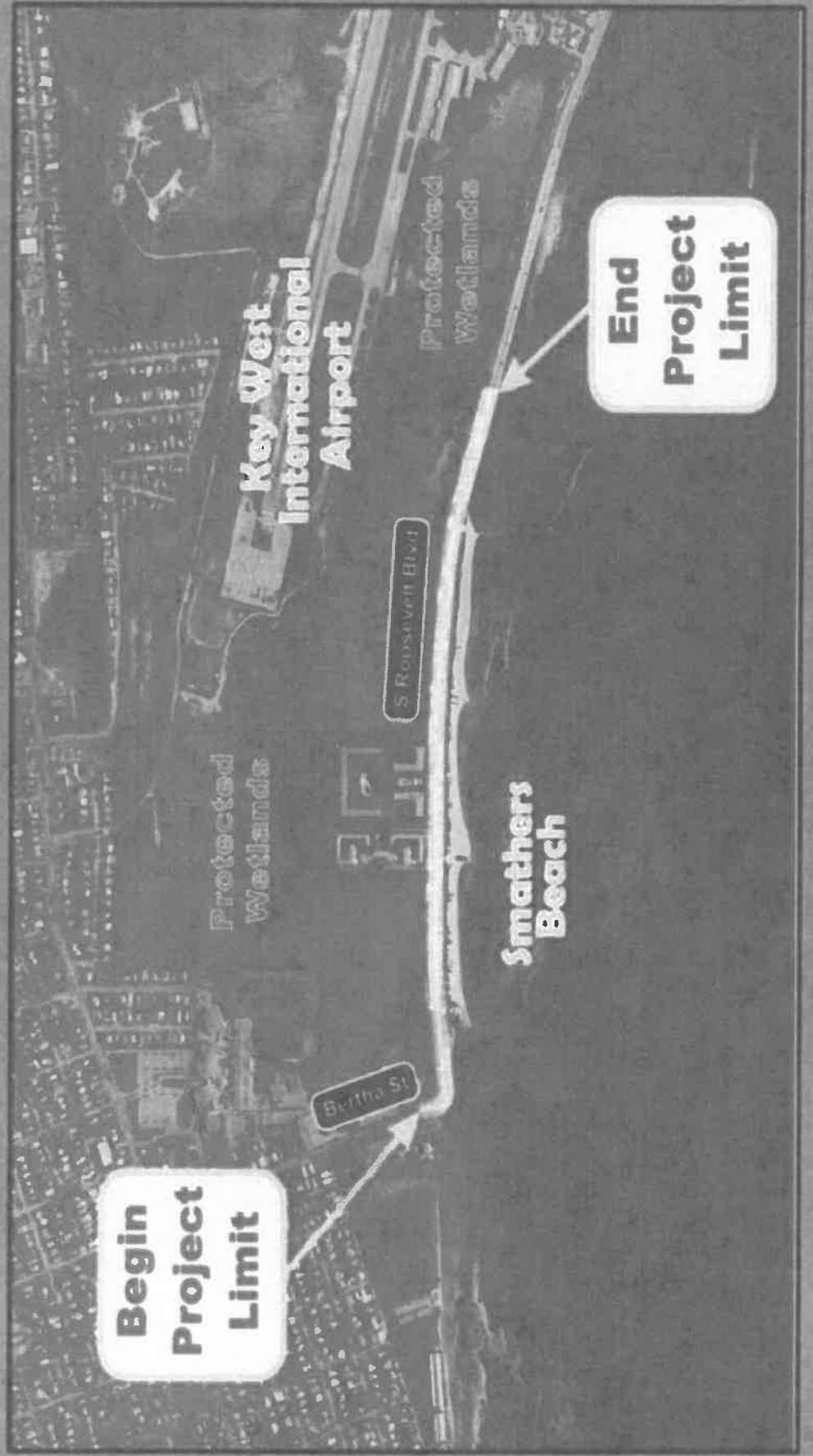
Complete Streets District Wide Contract



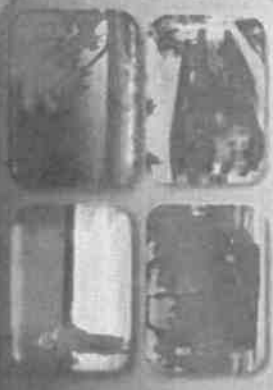
Evaluation Area



 - FDOT Project Limits

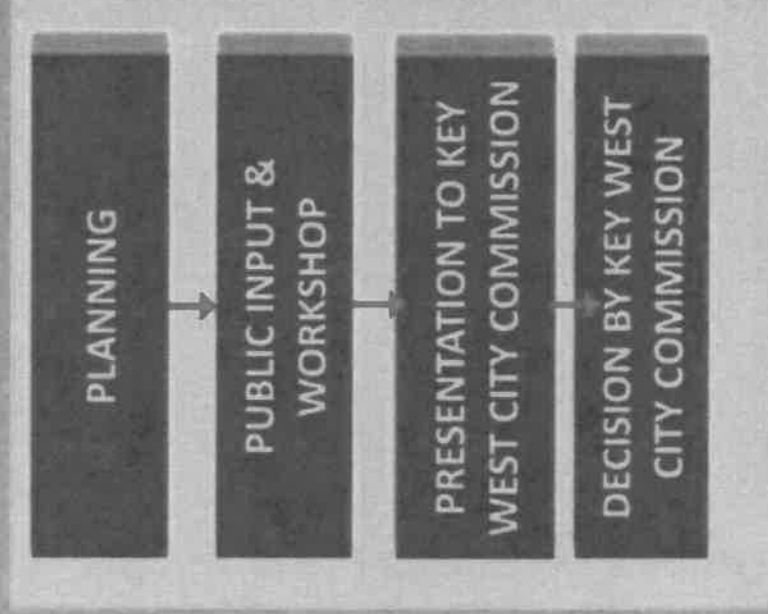
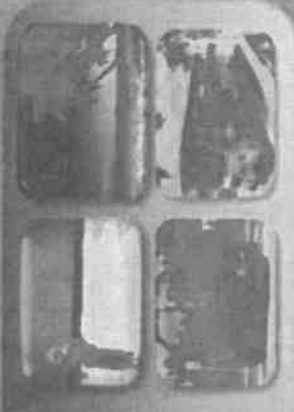


Project Considerations



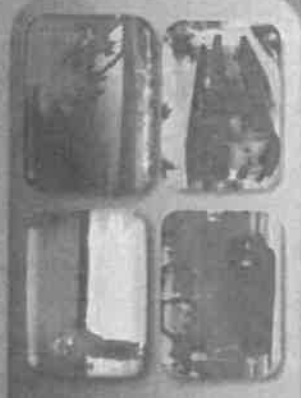
- **Facilitate All Users**
 - **Emergency Vehicles, Pedestrians, Cyclists, On-Street Parking, Taxis, Vendors, Tourists**
- **Enhance the Scenic Boulevard**
- **Enhance the safety at Bertha Street**
- **Public Preference**
- **No Delay to Ongoing FDOT Project**
- **Fit within proposed Curb and Gutter Section**

PROCESS



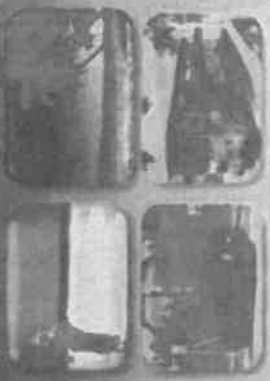
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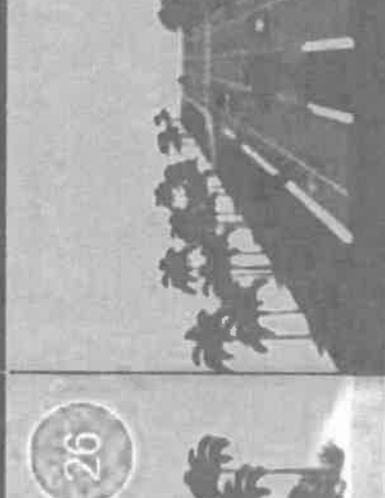

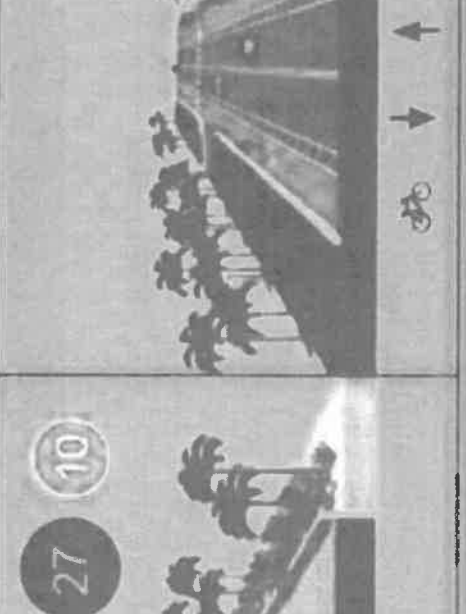
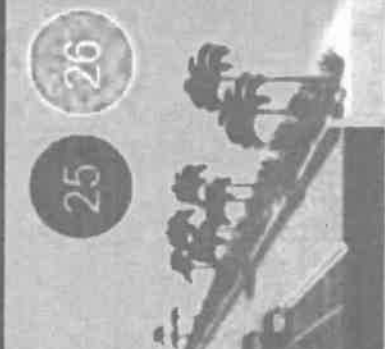
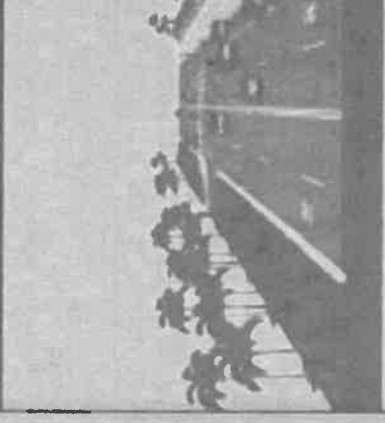

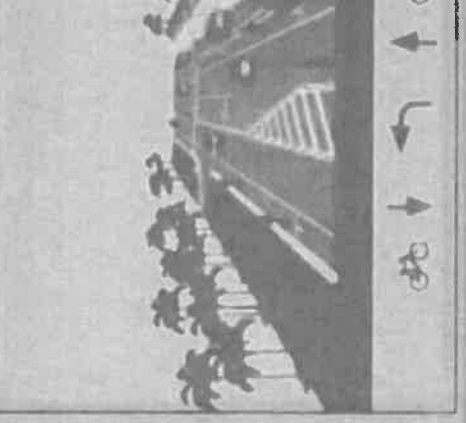
Current Design Project



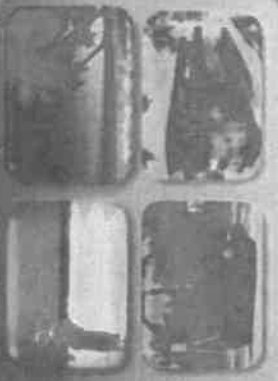
- **Roadway Reconstruction – 0.977 mile long**
- **Drainage improvements the entire length of the project**
- **Three crosswalks – one existing and two new at the request of the local community**
- **Rectangular Rapid Flashing Beacons (RRFB) at all three crosswalks to facilitate pedestrian crossings**
- **Four-Lane undivided roadway with bike-shared outside lanes (Sharrows)**
- **Improvements to Seawall Cap**

Typical Section Preference

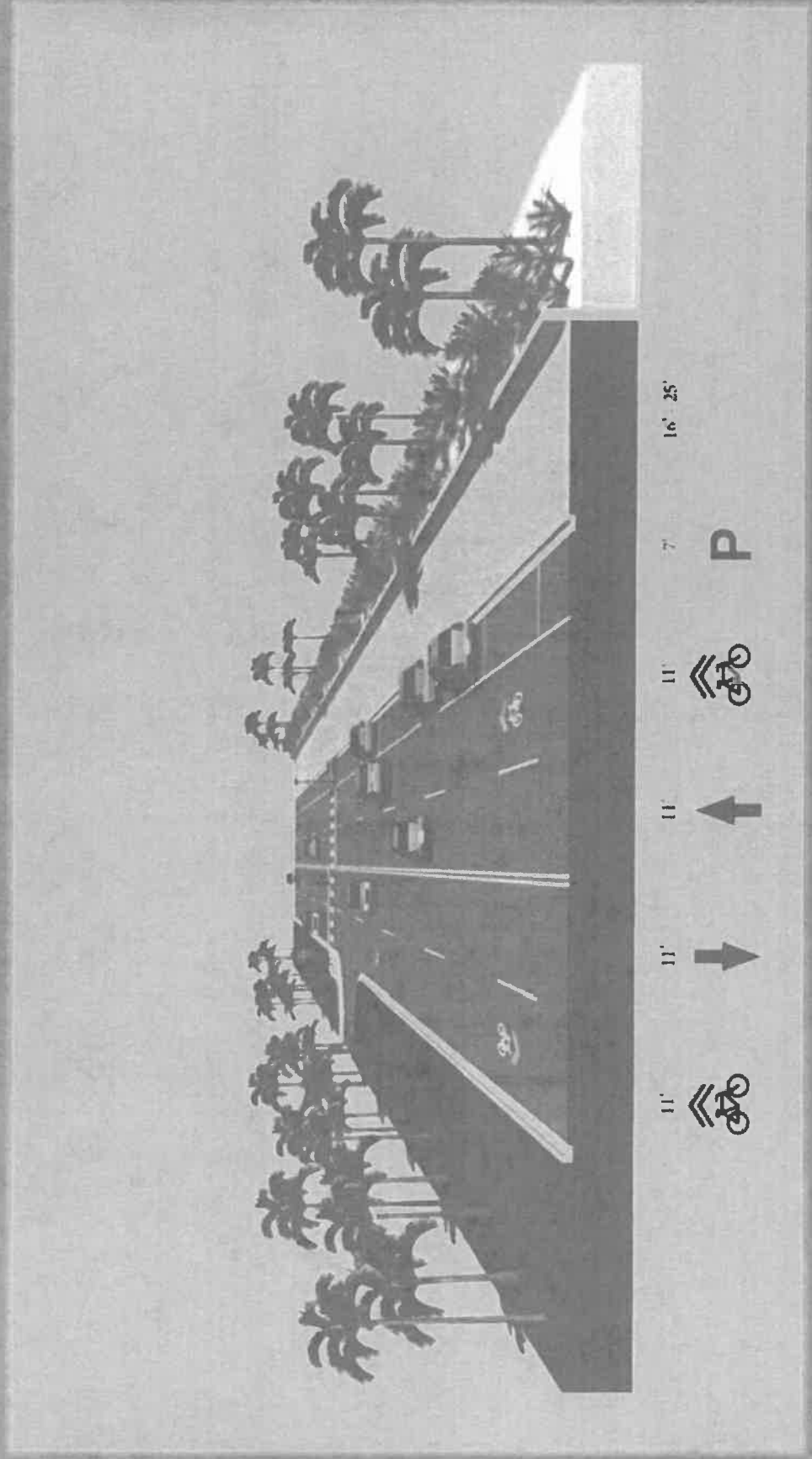


<p>Current Design:</p> <p>Undivided 4-Lane Roadway with Shoulders & Crosswalks</p>	<p>25</p>  <p>26</p> 	<p>Ⓜ ↓ ↑ Ⓜ P</p>	<p>Option 1</p> <p>Divided 3-Lane Roadway with Mountable Median & Bike Lanes in Both Directions</p>	<p>24</p>  <p>9</p>  <p>Ⓜ ↓ ↙ ↑ Ⓜ P</p>
<p>Option 2</p> <p>Undivided 3-Lane Roadway with Continuous Bike Lanes in Both Directions</p>	<p>27</p>  <p>10</p> 	<p>Ⓜ ↓ ↙ ↑ Ⓜ P</p>	<p>Option 3</p> <p>Undivided 2-Lane Roadway with Outer Bike/Emergency Vehicle Lane</p>	<p>8</p>  <p>21</p>  <p>Ⓜ ↓ ↑ Ⓜ P</p>

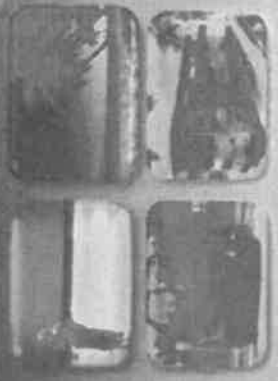
Current Design



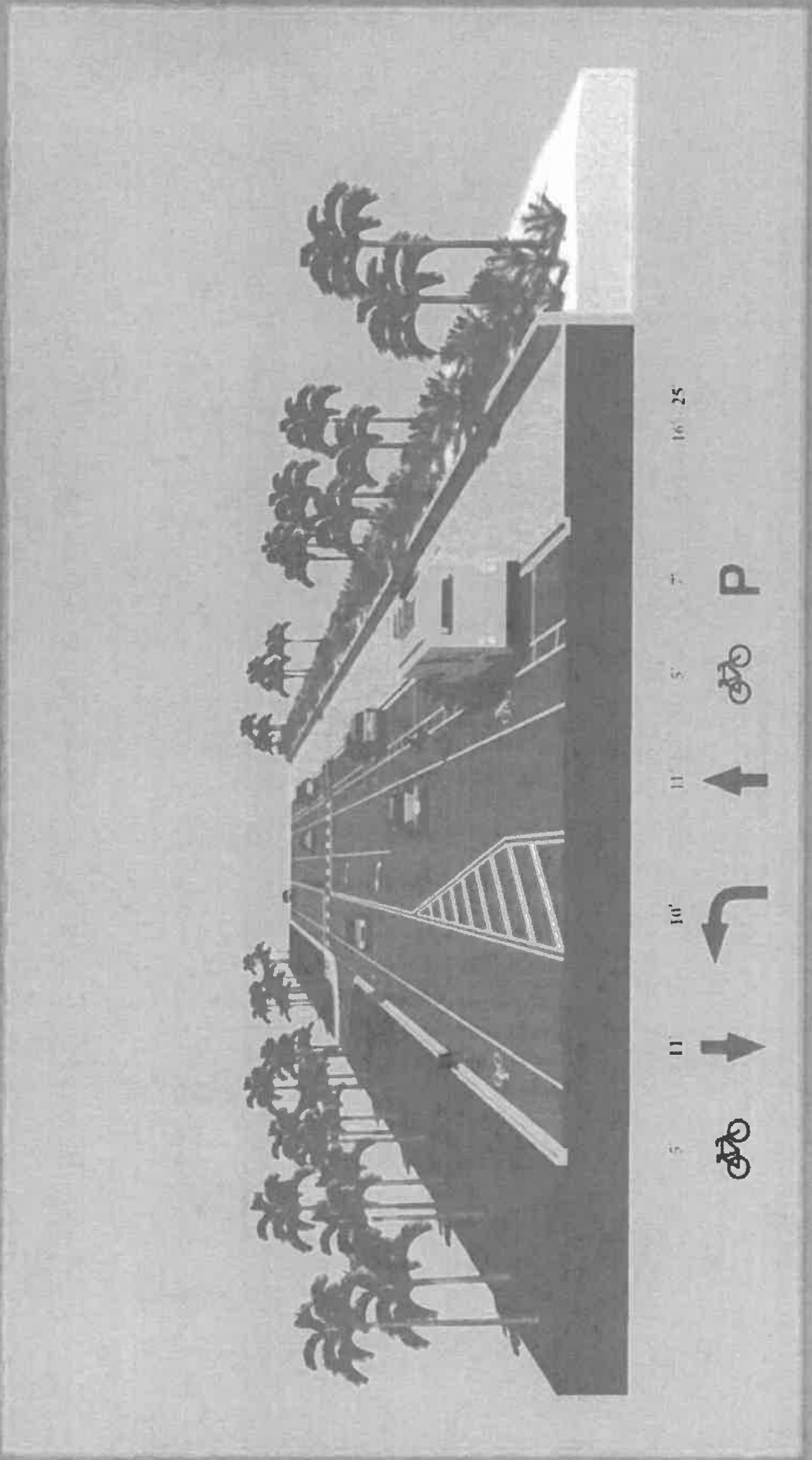
Four-Lane Roadway without Turn Lanes, Shared Bike Lanes (Sharrows), and maintain existing Parking & Sidewalk



Possible Option



Two-Lane Roadway with Center Turn Lane, Intermittent Striped Medians, Continuous Bike Lanes, and Maintain Existing Parking & Sidewalk

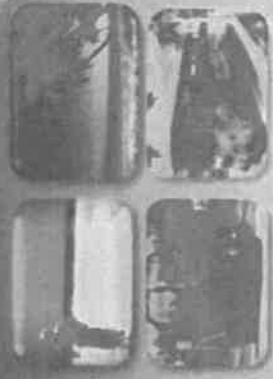


Public Workshop Conclusions



- **In General, the current design and two of the three options presented received *similar* favorable preference.**
- **The favorable Concepts were preferred in the following order:**
 - **Option 2 – Two Lanes with turn lanes, bike lanes, and intermittent striped median**
 - **Current Design – Four Lanes, without turn lanes, without bike lanes, and without median**
 - **Option 1 – Two Lanes with turn lanes, bike lanes, and with median**

Questions/Comment



**SAFETY
DOESN'T
HAPPEN BY
ACCIDENT.**



www.fl.gov/safetyFlorida.com

WHEN DRIVING, WALKING,
OR BICYCLING...
PAY ATTENTION.
READ THE SIGNS.
WEAR YOUR SEATBELT.

AVOID DISTRACTIONS.  
STOP BEFORE TURNING RIGHT ON RED. 
USE THE SIDEWALK AND CROSSWALKS. 
BICYCLE PREDICTABLY, WITH TRAFFIC. 



Thank you!

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