



**Caroline Street Corridor Redevelopment Area
Caroline Street Enhancements
COMMUNITY WORKSHOP No. 2
January 5, 2012**

Summary of Community Comments and Description of Project Direction

On Wednesday, December 7, 2011, the Engineering and Planning Departments in conjunction with the design team Perez Engineering and Design, held a Community Workshop in the Caroline Street Corridor Redevelopment Area to receive public input on three design options for the Caroline Street Enhancement project. Along with designated city staff and the public, various members of the staff from Key West Bight and the City Manager's Office attended. Input from the public in the form of comments, suggestions and questions were taken by the design team and staff. This input will guide the development of the next phase of the project design. The input from the first workshop, where no designs were available will also be considered as refined designs are produced. Specifically, the design team will assemble a traffic impact analysis and apply it to the two proposed designs eliciting at least some support at the two workshops. A follow-up meeting is expected in early spring to discuss the findings of a traffic impact analysis and how those potential impacts may require additional changes to the remaining designs. The goal of the traffic analysis is to determine whether the proposed improvements, i.e. stop signs, one way traffic on Caroline Street, bike path locations, and one way traffic on Elizabeth, Margaret and William Streets terminating at Caroline Street will negatively impact traffic flow, traffic speed and traffic patterns on adjacent streets as well as those in question.

The following is a summary of issues, comments and suggestions raised by the public at the meeting.

General Notes:

There was an overall greater interest in Option A (two way alternative with bike lane); however, it was decided that a traffic analysis for possible one-way on Caroline Street heading east and possible one-way on Elizabeth Street, Grinnell Street, Williams Street and Margaret Street heading north towards the Bight would be conducted and presented at a subsequent community meeting. Other than a general consensus on a two-way Caroline Street design, the comments from the public were far ranging, sometimes contradictory, and on occasion directed to issues beyond the scope of the street design effort.

Design Proposal Option A: Two-way traffic, one-way bike lane, 8' sidewalk on south side, 5' on north side

- Relocate landscaping to the North for larger South sidewalk;
- Eliminate landscaping all together;

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- Increase landscaping, beautify area, reduce the size of the sidewalk;
 - Expand bike lane to 4.5’;
 - Add second bike lane by reducing size of sidewalks;
 - Eliminate parking adjacent to the bike lane to eliminate possibility of car doors opening into bike lane;
 - Add bicycle parking bollards throughout;
 - Enforce residential parking;
 - One-way entrance for parking lot off of Caroline Street for safety;
 - Relocate parking lot entrance from Caroline Street to William Street. Reconfigure parking spaces in lot to capture more spaces: eliminate current center internal access lane pattern;
 - Standardize cost of parking on the street and within parking lot;
 - Eliminate stop signs at all intersections, add speed tables or speed humps;
 - Reduce amount of stop signs to one or two intersections;
 - Eliminate the bike path.

Design Proposal Option B: One-way traffic, parking and loading, south side 8’ sidewalk

- Minimal interest in one-way option, but conduct a traffic impact analysis to verify concerns with this option.
- One way traffic may increase speed. Add speed calming devices and reduce speed limits;
- Consider relocating bus stops throughout Caroline Street. The existing bus stops are vital to the non-automobile access to the corridor but when bus drivers leave or arrive at the stops when the street is flooded waves of water are created, which damage nearby businesses.
- Provide more landscaping

Design Proposal Option C: Two-way traffic, two bike lanes, no parking or loading areas, large sidewalks.

- The total elimination of on street parking and loading is not acceptable.

Next Steps

The design team and staff will conduct the traffic analysis, refine the remaining alternatives based on the comments from the two workshops, and present the findings and design at Workshop No.3 to be held in early spring.

Materials distributed at the community workshop are attached.

The Planning Department strives to summarize comments accurately and noted these comments during the meeting on a large scale flip chart. If anyone believes that this comment summary does not accurately reflect their comments at the meeting please contact the Planning Department and we will correct the document.

As stated by the Planning Director at the meeting, additional comments, suggestions and questions may be submitted to the Planning Department by mail, e-mail or by phone. The

department also welcomes individuals who wish to visit the department to discuss the project alternatives in person.

Contacts

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PublicMeetings\Rev 20120105 CSC Community Meeting Summary.doc



AGENDA

PUBLIC WORKSHOP

CAROLINE STREET CORRIDOR REDEVELOPMENT AREA CAROLINE STREET ENHANCEMENT PROJECT DESIGN PROPOSALS OLD CITY HALL, 510 GREENE STREET WEDNESDAY, DECEMBER 7, 2011 – 5:30 P.M.

The purpose of this meeting is to receive public input on three urban design proposals for the redevelopment of the Caroline Street Corridor (CSC). This area is part of the Caroline Street Corridor Redevelopment Area that was designated in 1992 and is the recipient of Tax Increment Financing (TIF) dollars. Based on the findings of numerous community meetings held in 2009 and 2010 the City applied for and was awarded TIF funding for a streetscape and urban design plan that includes infrastructural improvements from Grinnell Street to Simonton Street along Caroline Street. In June of 2011 a design team, consisting of a Landscape Architect, Architect, and Engineer was awarded the bid to prepare plans. The team has worked closely with City staff and created three potential designs. The City is currently looking for community input on the proposed improvements.

The City has applied to the CRA for additional TIF funding for the 2012 cycle for the next phase of the project; however, to date, funding for the project is based solely on TIF allocations and is not guaranteed. Because the funding source is limited, the project management team anticipates that a four to five year completion date is likely. More information on the Community Redevelopment Area, past Caroline Street Corridor community meetings and TIF applications are available on the City's website at www.keywestcity.com in the Planning Department section under the Community Redevelopment Area heading. Please contact the Planning Department at (305) 809-3720 or Engineering Department (305) 809-3901 with any questions or if you prefer to review background documents and the design alternatives in person.

- A. Welcome – Doug Bradshaw
- B. Process Goals - Donald L. Craig, AICP
 - 1. Today's Meeting
 - 2. Future Meetings
- C. Background on the Streetscape and Urban Design Plan – Donald L. Craig, AICP
- D. Overview of Designs A, B and C – Design Team
- E. Public Input of Each Option:
 - 1. Plan A
 - 2. Plan B
 - 3. Plan C
 - 4. Summarize findings
- G. Next Steps



**CAROLINE STREET CORRIDOR COMMITTEE MEETING
OF THE COMMUNITY REDEVELOPMENT AGENCY
For public input on Urban Design and Streetscape Plans
December 7, 2011**

COMMENT SHEET

Your thoughts are important! Please provide any additional written comments tonight or after the meeting. Comments can be delivered or mailed to the City of Key West Planning Department, 3140 Flagler Avenue; emailed to dcraig@keywestcity.com. Please make sure to sign the back;
Thank you!

Plan A:

Plan B:

Plan C



Name: _____

Address: _____

Phone Number: _____

Email Address: _____

Caroline Street Improvements – Street Layout Options

Option A

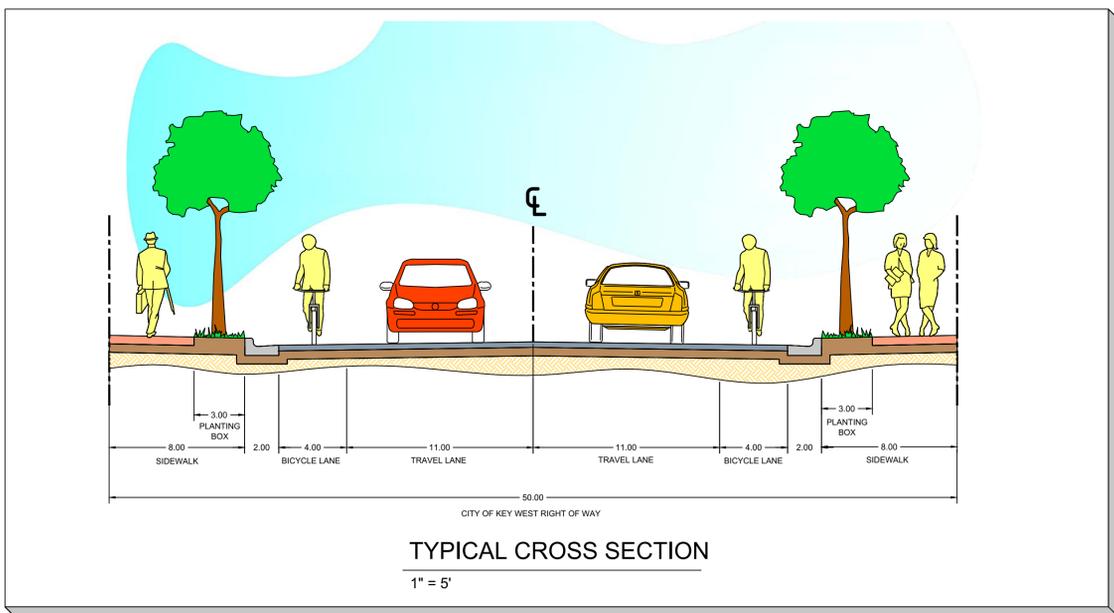
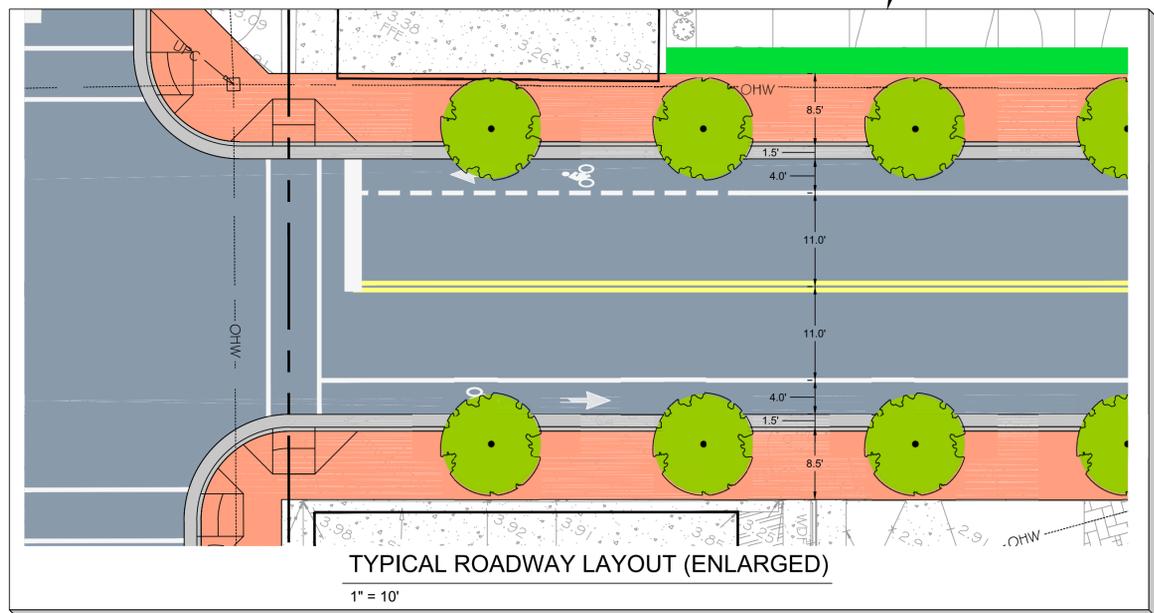
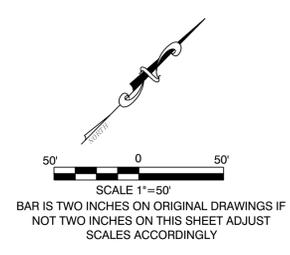
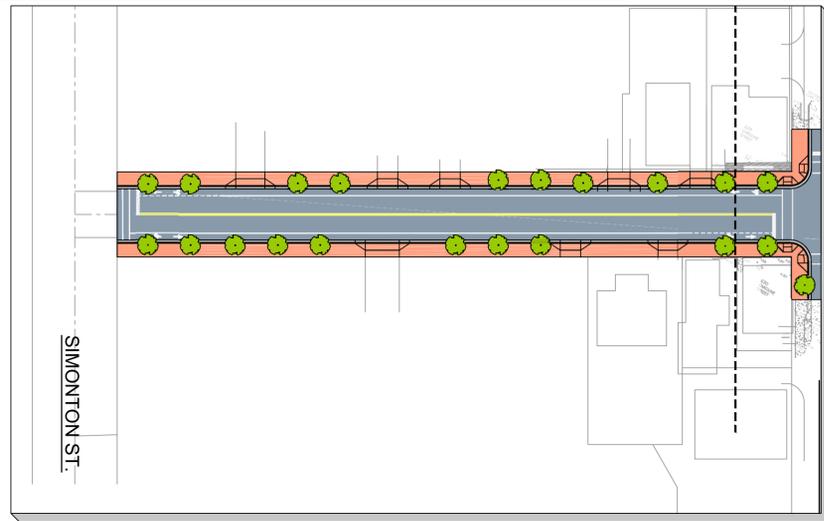
- Two-Way Travel (11' Wide Travel Lanes)
- One-Way Bicycle Lane (4' Wide, Westbound Travel)
- On-Street Parking / Loading Zones (South-Side)
- Pedestrian Travel Widths
 - ❖ North Sidewalk: 5.0'
 - ❖ South Sidewalk: 8.5'
- Green Space
- Tree Planting Beds

Option B

- One-Way Travel (15' Wide Travel Lane)
- One-Way Bicycle Lane (5' Wide, Westbound Travel)
- On-Street Parking / Loading Zones (North & South Sides)
- Pedestrian Travel Widths
 - ❖ North Sidewalk: 5.0'
 - ❖ South Sidewalk: 8.0'
- Green Space
- Tree Planting Beds

Option C

- Two-Way Travel (11' Wide Travel Lanes)
- Two-Way Bicycle Lane (4' Wide, East & West-Bound Travel)
- Pedestrian Travel Widths
 - ❖ North Sidewalk: 8.0'
 - ❖ South Sidewalk: 8.0'
- Tree Planting Beds



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PEREZ ENGINEERING & DEVELOPMENT, INC.
CERTIFICATE OF AUTHORIZATION No. 8579

ALLEN E. PEREZ, P.E.
Florida P.E. NO. 51468
December 5, 2011

REVISIONS:

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5	
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ORIGINAL: SEPTEMBER 2011

CAROLINE STREET IMPROVEMENTS

KEY WEST, FL 33040

ROADWAY LAYOUT (OPTION C)

CITY OF KEY WEST

P.O. BOX 1409

KEY WEST, 33041

JOB NO. 111008

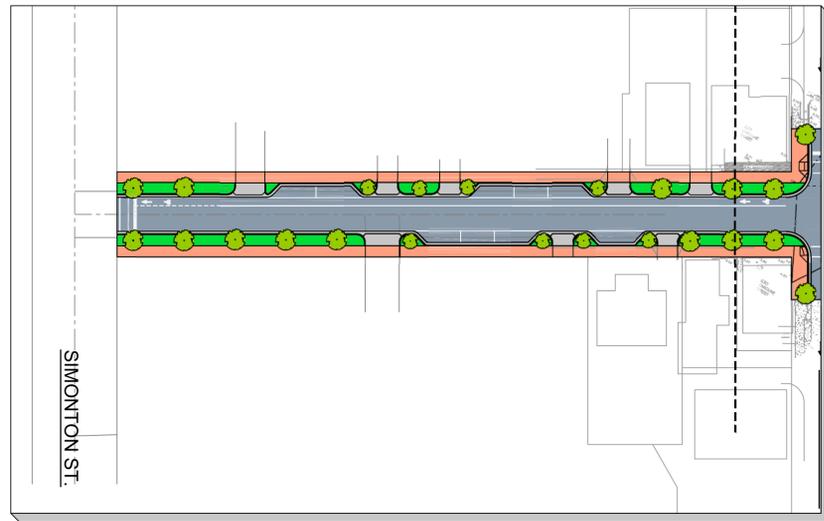
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CHECKED AEP

QC

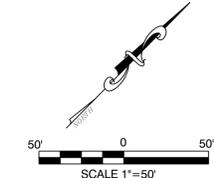
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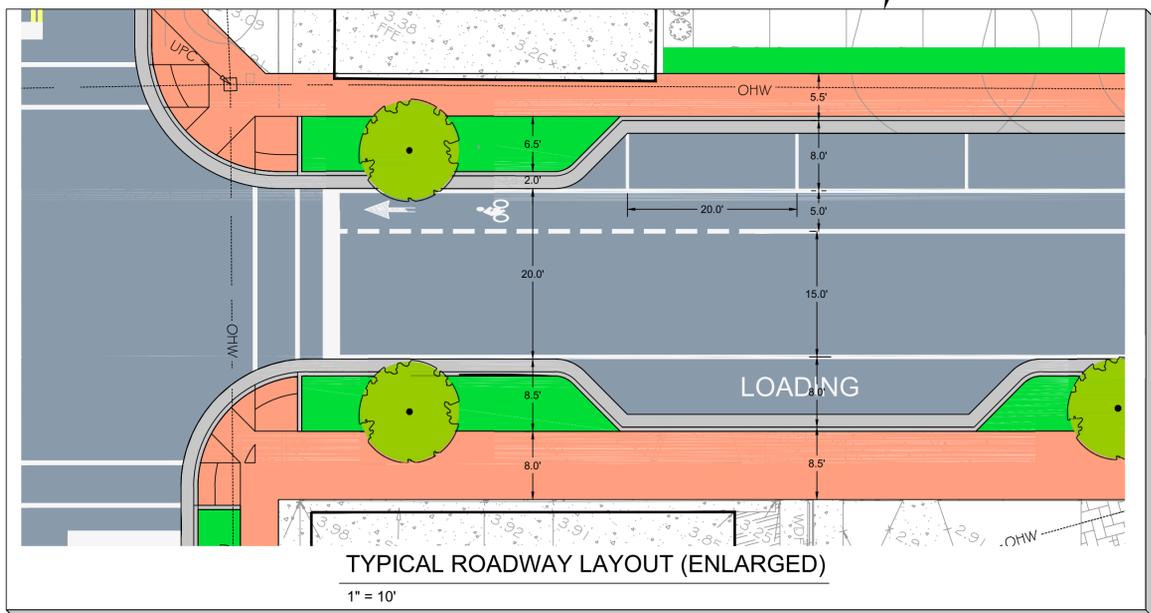
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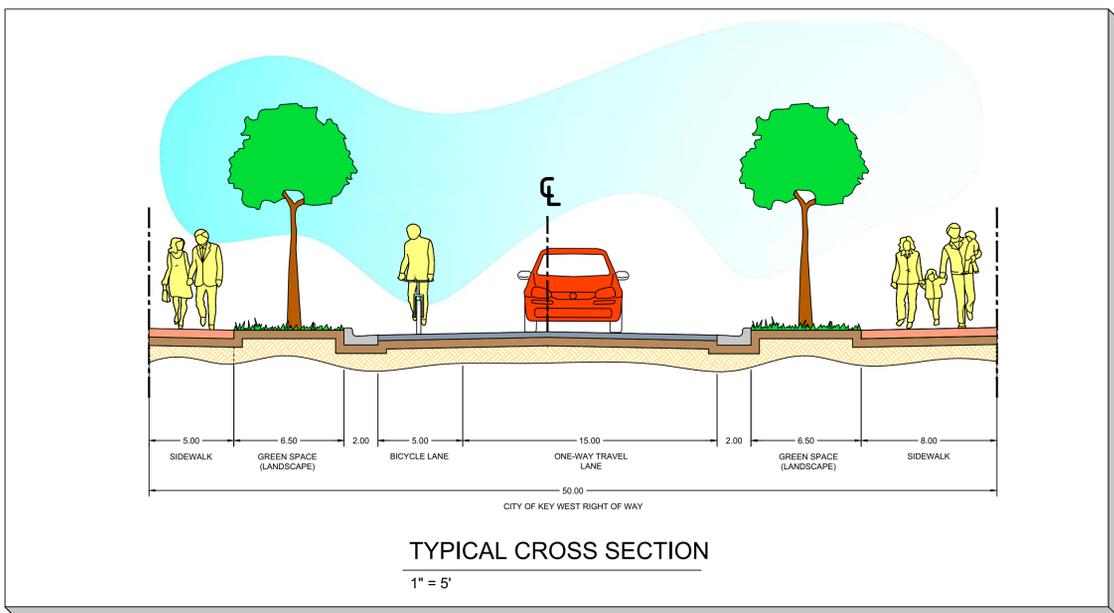
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SCALE 1"=50'
 BAR IS TWO INCHES ON ORIGINAL DRAWINGS IF
 NOT TWO INCHES ON THIS SHEET ADJUST
 SCALES ACCORDINGLY



TYPICAL ROADWAY LAYOUT (ENLARGED)
 1" = 10'



TYPICAL CROSS SECTION
 1" = 5'

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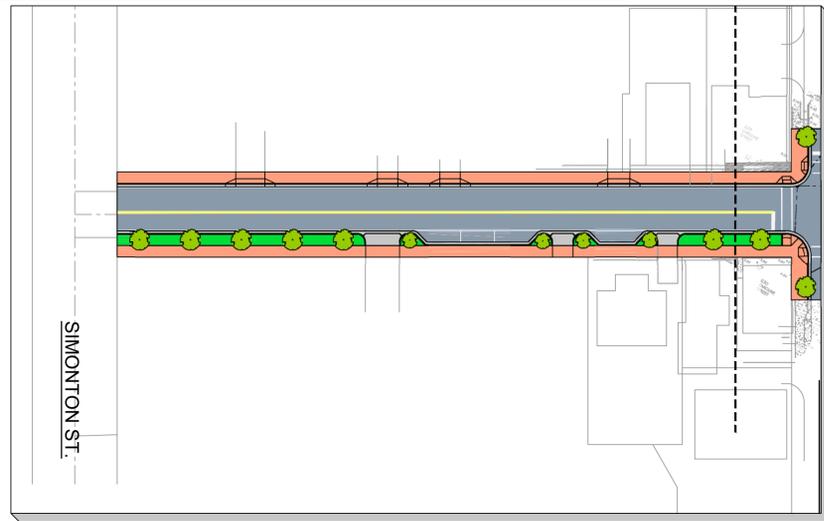
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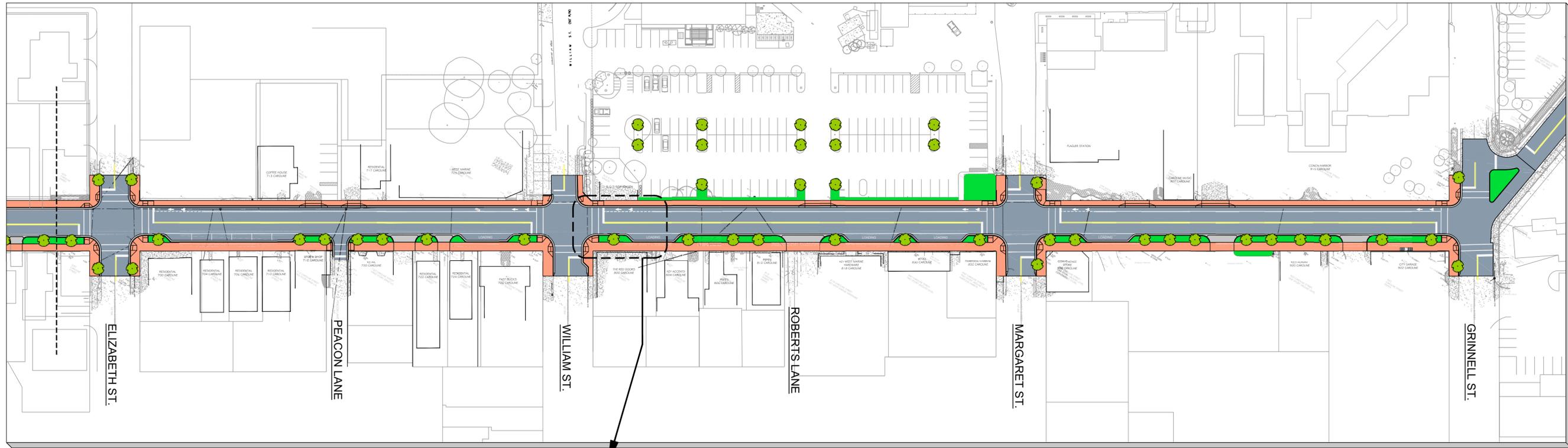
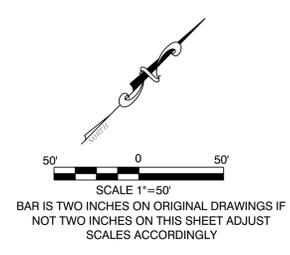
ORIGINAL: SEPTEMBER 2011
 CAROLINE STREET IMPROVEMENTS
 KEY WEST, FL 33040
 ROADWAY LAYOUT (OPTION B)

CITY OF KEY WEST
 P.O. BOX 1409
 KEY WEST, 33041
 JOB NO. 111008
 DRAWN RTM
 DESIGNED AEP
 CHECKED AEP
 QC SHEET

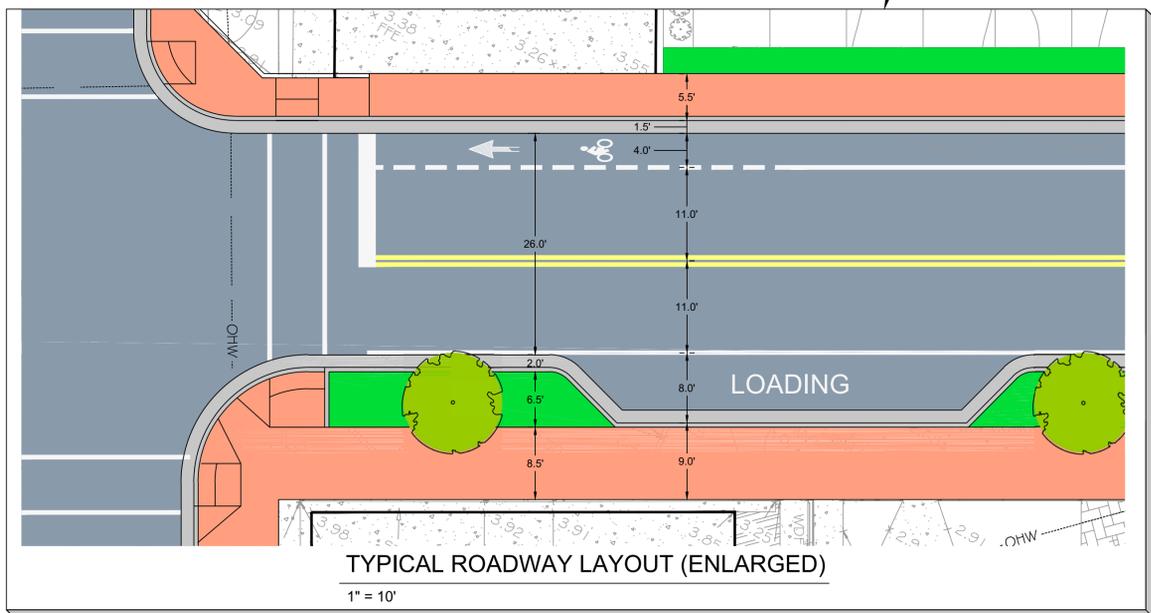


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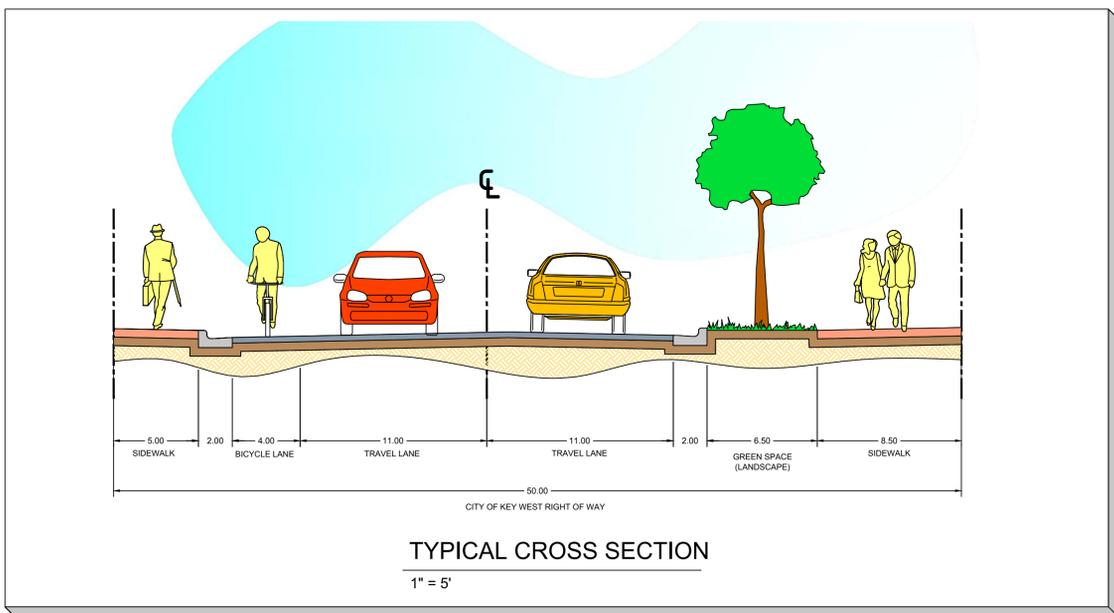
SIMONTON ST.



MATCHLINE A-A



TYPICAL ROADWAY LAYOUT (ENLARGED)
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ORIGINAL: SEPTEMBER 2011

CAROLINE STREET IMPROVEMENTS
KEY WEST, FL 33040
ROADWAY LAYOUT (OPTION A)

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