

City of Key West



agenda



PLANNING | LANDSCAPE ARCHITECTURE | URBAN DESIGN

- Introductions – Donald Leland Craig, ACIP, City of Key West
- The Team - EDSA / Fuss & O'Neil
- The Process / Schedule
- Preliminary Goals and Objectives
- Common Themes
- Observations
- Preliminary findings



Donald Leland Craig, AICP

Planning Director
City of Key West



PLANNING | LANDSCAPE ARCHITECTURE | URBAN DESIGN

the team



PLANNING | LANDSCAPE ARCHITECTURE | URBAN DESIGN



Creating vibrant and open environments has been our priority since 1960. For our clients we plan and design projects that are environmentally sustainable, economically viable and memorable.



PLANNING | LANDSCAPE ARCHITECTURE | URBAN DESIGN



Recognized with more than 200 awards for design excellence, EDSA has more than 52 years of experience, a multi-national staff of 120 designers from more than 20 countries, and a firm-wide commitment to providing the highest level of quality and service to our clients.



GLOBAL EXPERIENCE

1960's

1970's

1980's

1990's

2000's



GLOBAL EXPERIENCE

1960's

1970's

1980's

1990's

2000's



GLOBAL EXPERIENCE

1960's

1970's

1980's

1990's

2000's



GLOBAL EXPERIENCE

1960's

1970's

1980's

1990's

2000's



GLOBAL EXPERIENCE

1960's

1970's

1980's

1990's

2000's



areas of expertise



| Hospitality + Tourism | Residential Communities + New Towns |
| Campus + Cultural | Urban Centers + Cities | Attractions + Entertainment |



PLANNING | LANDSCAPE ARCHITECTURE | URBAN DESIGN

About Fuss & O'Neill

- Sustainable Engineering Solutions
 - Over 80 years in business
 - Sustainability Practitioners
 - Over 325 professional and technical staff
- Holistic Mobility Approach
 - Complete Streets
 - Walkability
 - Context Sensitive Solutions
 - Community-Led Design
 - Design Intervention
 - Transit-Oriented Development



Overton Broad Connector

BROAD avenue

www.broadavearts.com | Memphis, TN

Arts District



**OVERTON
SQUARE**
Memphis

Overton Broad Connector

- First two-way cycle track in Mid South
- Advancement of the Broad Avenue Arts District
- Spurs economic development
- Links 100+ miles of greenways trails



*Current View:
Broad at Bingham*

The Overton Broad Connector will be a world-class example of pedestrian and bicycle infrastructure.



Future View – Broad Avenue Arts District

Water Tower Depot

ArtPlace America Grant Winner

- Water Tower becomes beacon
- Street and loading dock area are knitted together via terraced seating
- 500 foot linear park developed
- Community-based programming delivered



Water Tower Art Depot

Activate north side of street

Encourage people to linger
with green scape

Foster unity and diversity by
moving public from
observers to participants in
the Arts



Urban Magnet + Creative Placemaking = Successful Broad Avenue



process



- Step 1:
 - Review existing information / Studies
 - Parking
 - Traffic study
 - Zoning / Land Use
 - Site Visit
 - Duval Street Committee (Steering Committee)
 - Inventory and Analysis
 - Focus Group Discussions
 - Development of initial concepts
 - Public Meeting



- Step 2:
 - Concept Refinements
 - Review with City Staff / Duval Street Committee (via Skype/web-ex)
 - Preparation for final presentation
- Step 3:
 - Presentation to City Commission



Duval Street has come a long way since the 1980's to recently be awarded APA's Great Places "Streets" in 2012.

However,

In order to maintain this, staying the same won't work . .

goals & objectives



So,

From our initial focus group meetings, there is a consensus on “Enhancing the Quality of Duval Street”, or “Polishing the Jewel”

So, how do we do this

goals & objectives



Challenges:

- Make Duval better and not lose the character
- Appeal to the many users:
 - Locals (Key West and the Keys)
 - Cruise ship passengers
 - Tourists (Florida and beyond)
 - Fine dining
 - Entertainment Area on Lower Duval
- Enhance convenience
 - Traffic
 - Parking
 - Mobility and Accessibility
- Understanding the various uses, experiences, and identities along Duval

goals & objectives



Make Duval Street Better

goals & objectives



- Duval Street has been a major focus for tourism related \$. It is getting tired, and in some cases dirty.
- Duval Street has 50 feet between buildings
- Street width varies between 36 feet on Upper Duval to 24-30 feet from Truman to Lower Duval
- Sidewalks vary from 7 feet on Upper Duval to 10-15 feet from Truman to Lower Duval
- Within the available 50 feet, space is allocated differently from block to block

Bottom line – there's 50 feet to “do something” with, so what is the appropriate space allocation?

observations / preliminary analysis





observations / preliminary analysis





observations / preliminary analysis





observations / preliminary analysis



- Manage the parking and congestion issues, don't solve them
 - Intercept parking strategy
 - Realize 20% capacity increase with recommended signal interconnect and adjustments
- Capitalize on the >40% alternative mode usage already here (walking, biking, transit)
- Rebalance mobility among modes
- Increase overall convenience for people who visit Duval Street

circulation / parking





Intercept Parking Strategy

- Capture cars from the north as they enter the District
- Reduces vehicle congestion along Duval Street
- Rebalances priority toward pedestrians, cyclists, and transit users
- Opportunity to execute consistent with City's parking study and potential parking sites
- Not just a garage; opportunity to co-locate visitor's center, trolley hub, bike rentals, etc.

circulation / parking





circulation / parking





districts / character of Duval Street



How do you reallocate the 50 feet?

- Option 1: Reduce lanes to 10 feet, add 4 feet to sidewalks
 - Significant cost with minimum gain in space
- Option 2: Convert Duval Street to one-way from Truman to Eaton
 - Results in 12 feet of width to be used for sidewalk widening
 - Permanent configuration with established curblines – not much flexibility

Themes / Ideas

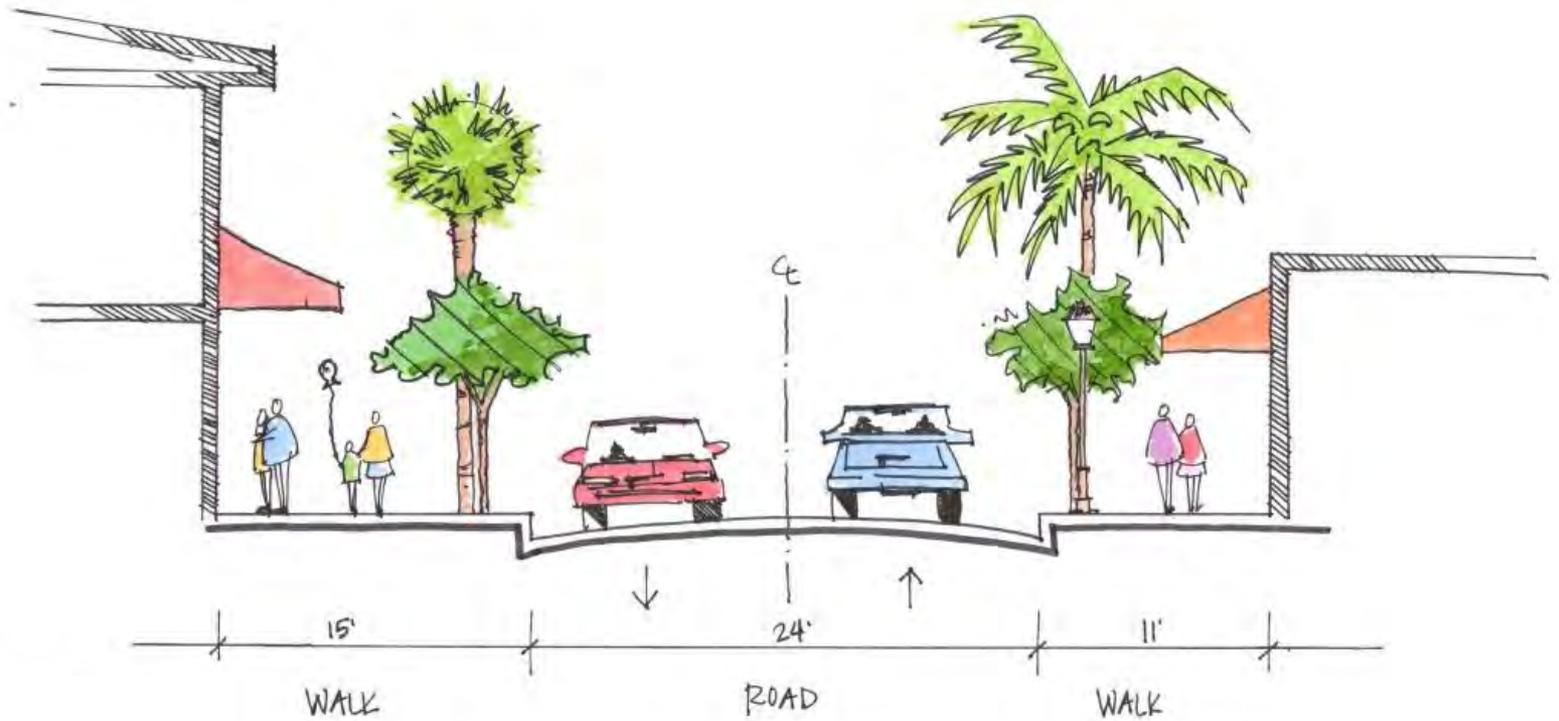


How do you reallocate the 50 feet?

- Option 3: Reconstruct Duval Street as Festival/People Street with no curbs
 - Maximizes flexibility in configuration
 - Allows maximum of 50 feet of usable people space between buildings on temporary or block-by-block basis
 - Can be phased dependent on funding and priority blocks/districts
 - Can be funded as drainage improvements or through federal grant programs

Themes / Ideas

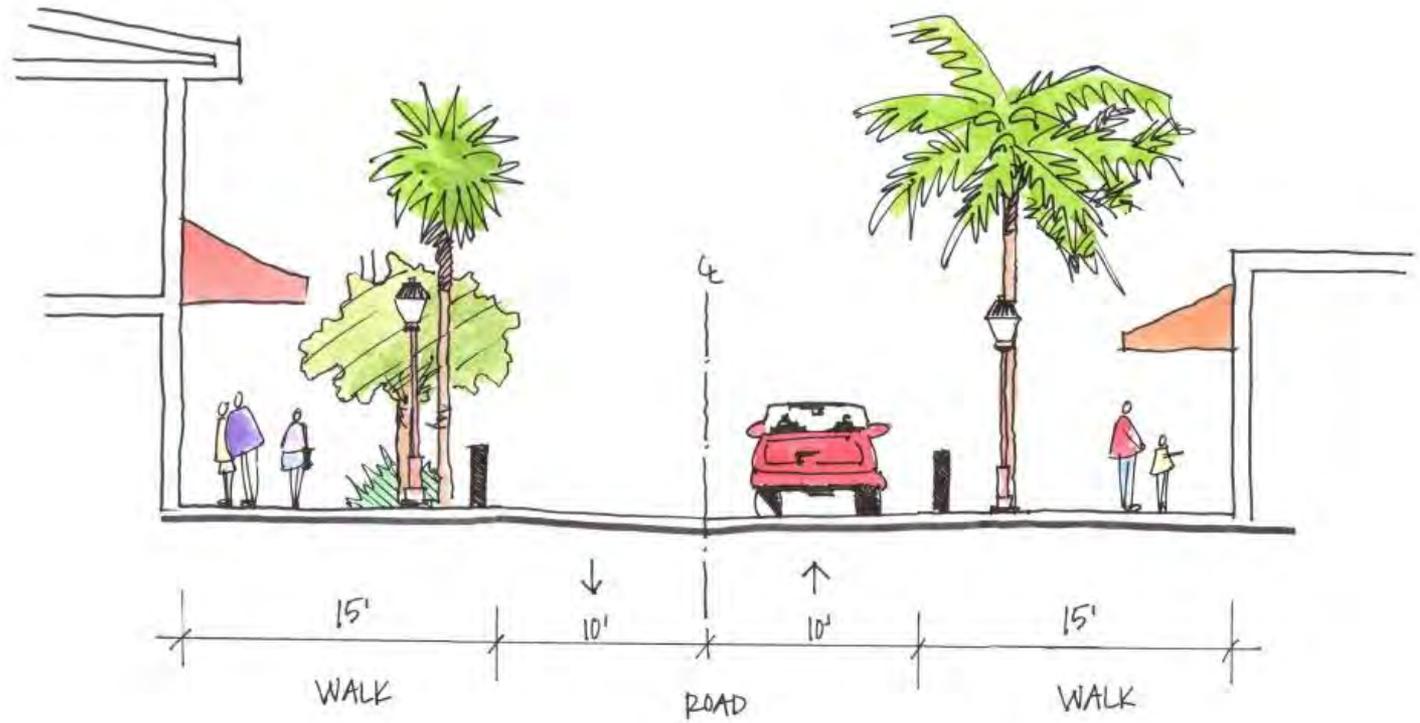




DUVAL AT GREEN ST. - EXISTING

Street Condition -1

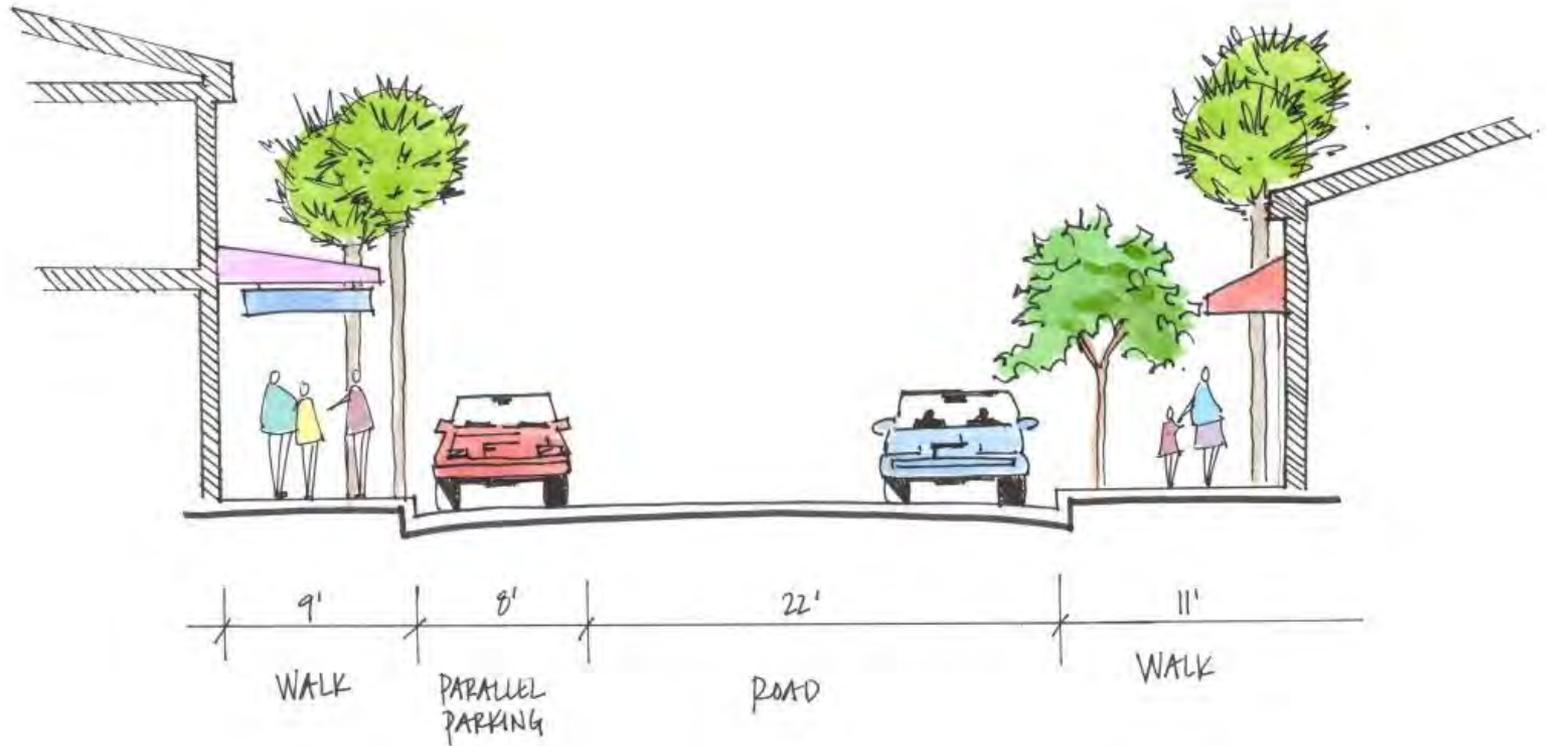




DUVAL AT GREEN ST. - PROPOSED

Street Condition -1

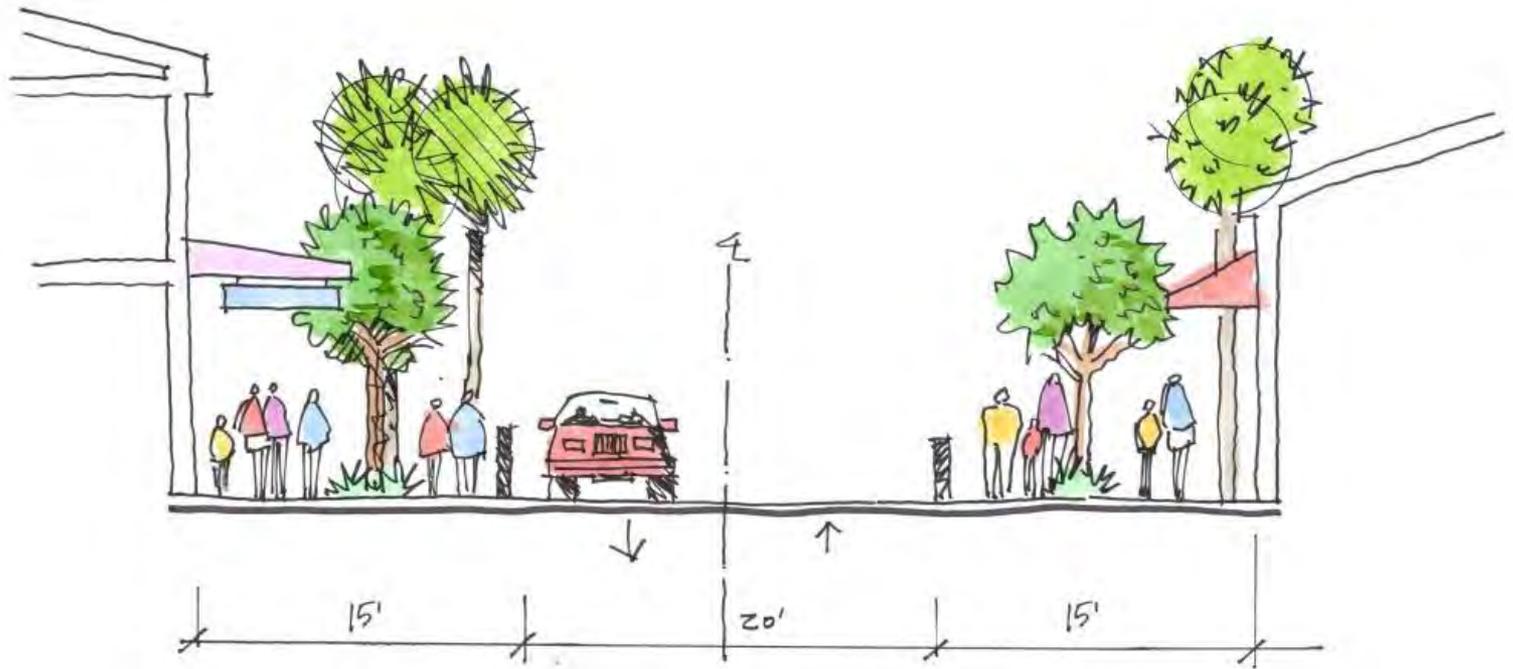




DUVAL AT CAROLINE ST. - EXISTING

Street Condition -2

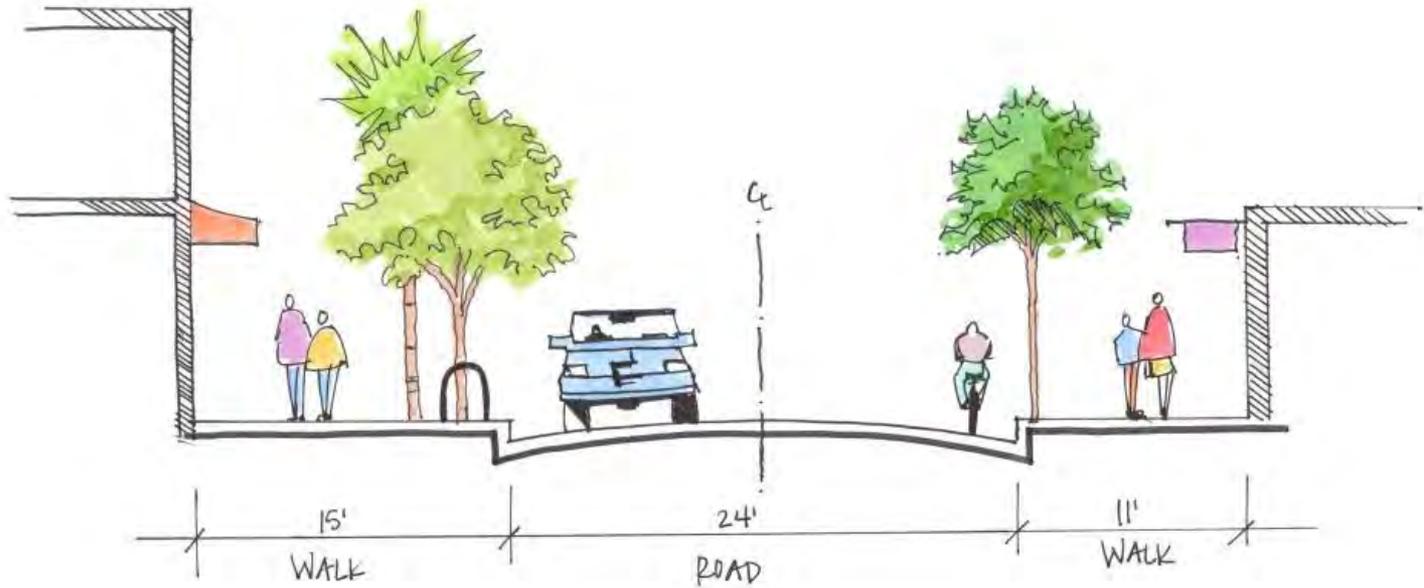




DUVAL AT CAROLINE ST. - PROPOSED

Street Condition -2

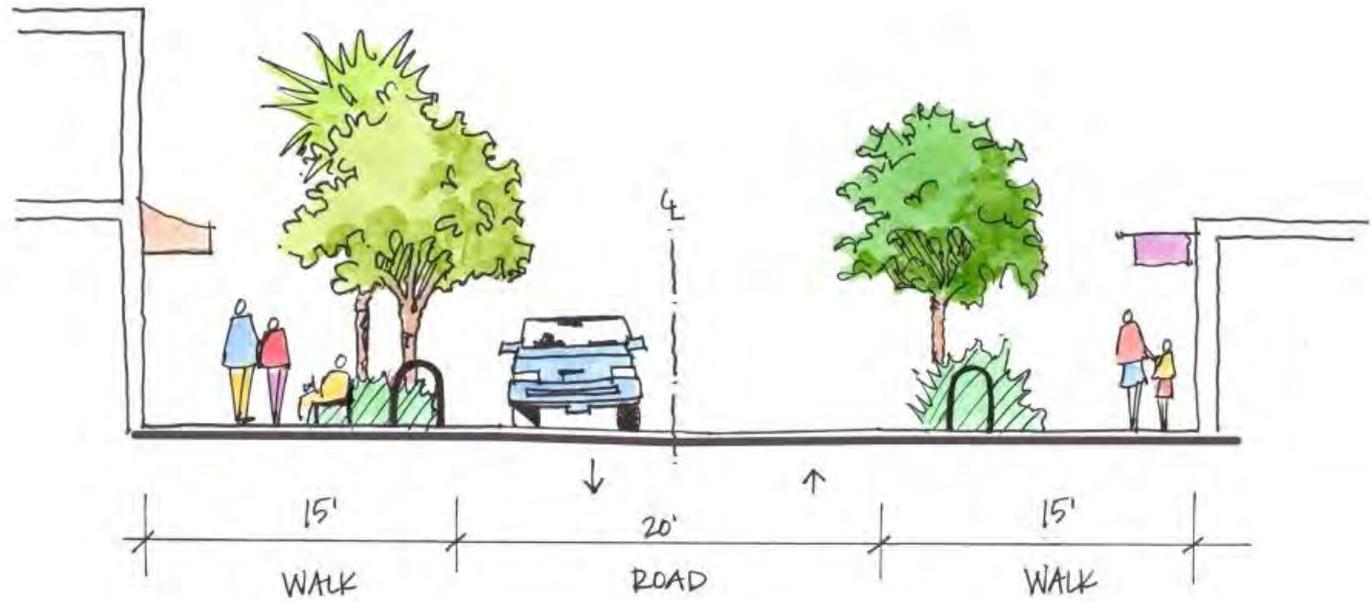




DUVAL AT ANGELA ST. - EXISTING

Street Condition -3

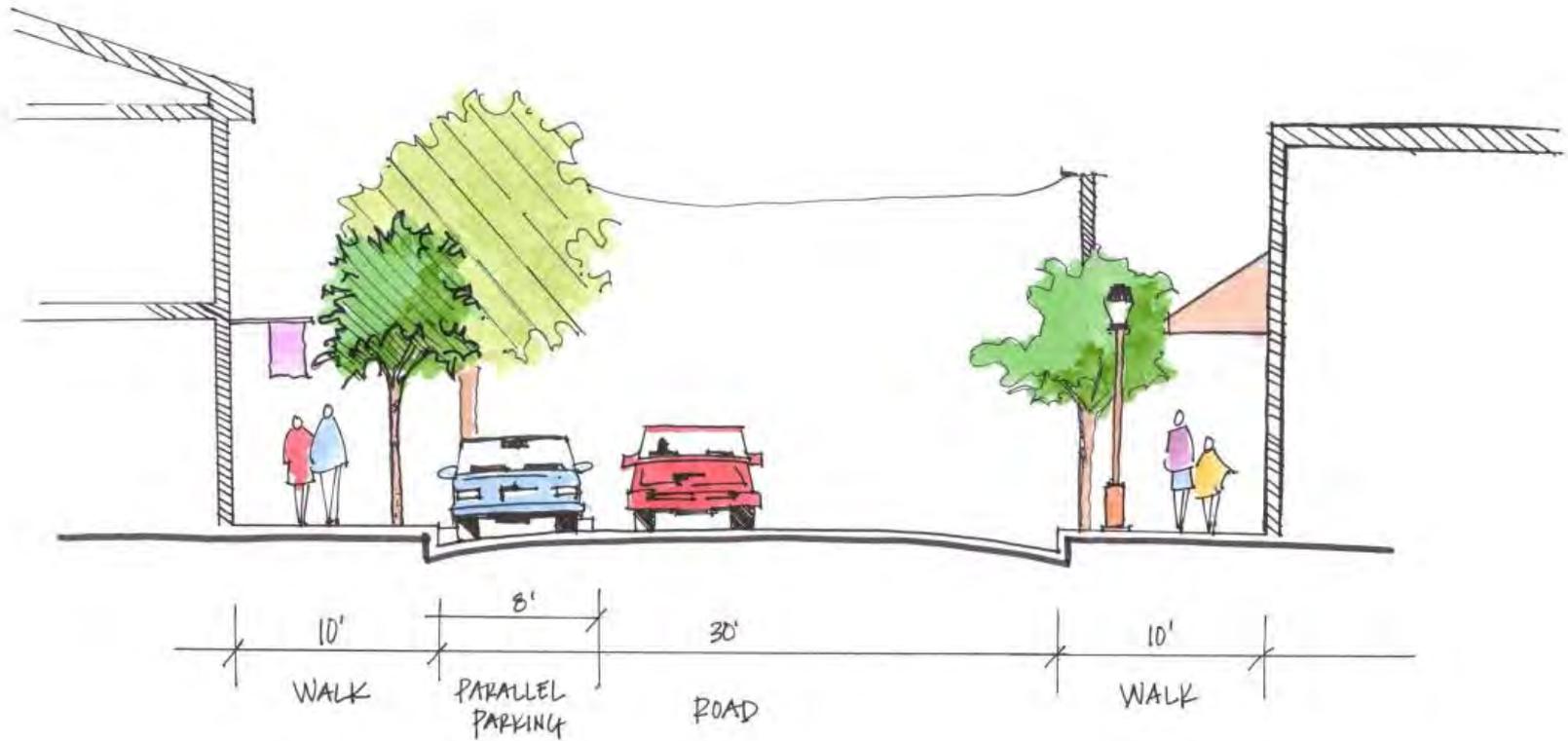




DUVAL AT ANGELA ST. - PROPOSED

Street Condition -3

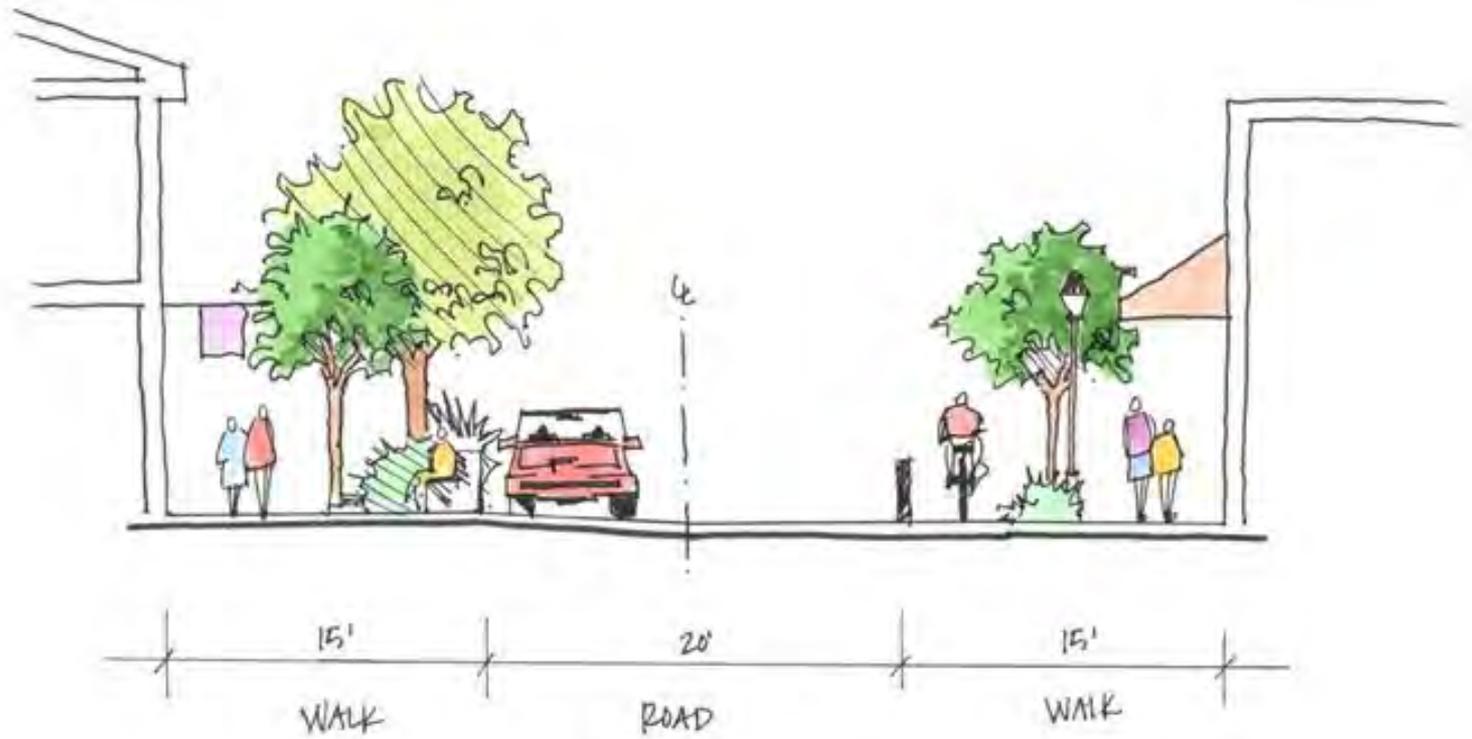




DUVAL AT OLIVIA ST. - EXISTING

Street Condition -4

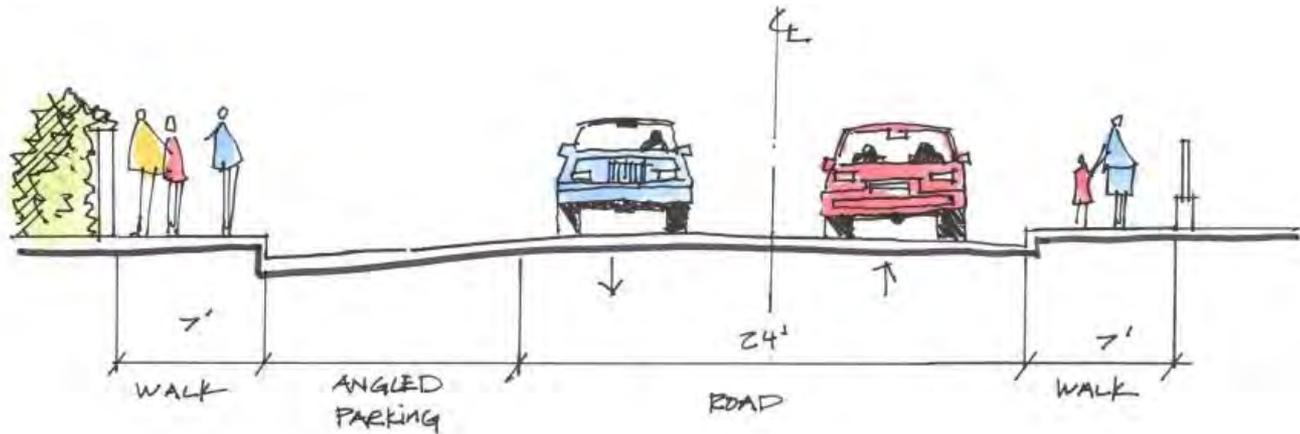




DUVAL AT OLIVIA ST. - PROPOSED

Street Condition -4

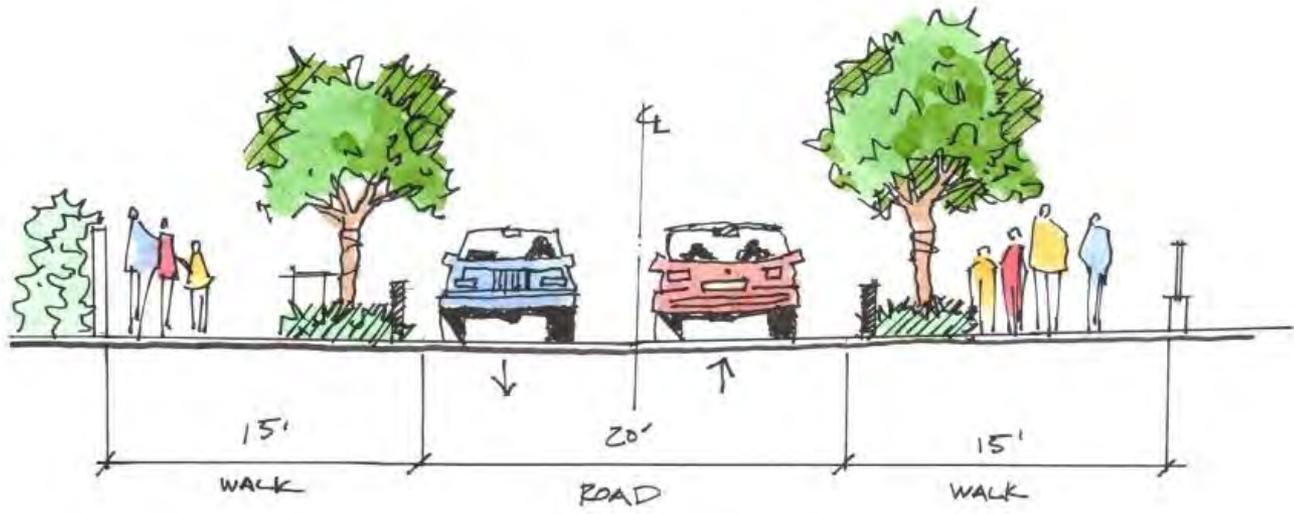




UPPER DUVAL - EXISTING

Street Condition -5





UPPER DUVAL - PROPOSED

Street Condition -5





Wall Street Asheville, NC





Rosemary Street West Palm Beach



Fayetteville Street Raleigh, NC





Veterans Blvd. Owensboro, KY



- Make Duval Street better – Improve its physical conditions, continue to promote tourism
- Improve entire corridor with a festival street configuration
 - Improves physical condition
 - Simple solution, subtle but dramatic change
 - Maximized flexibility for entire corridor
- Funding from alternate sources
 - Federal Tiger grant

preliminary findings



questions / discussion



next steps



PLANNING | LANDSCAPE ARCHITECTURE | URBAN DESIGN