

November 4, 2013

Mr. Doug Bradshaw, Senior Project Manager
3140 Flagler Avenue
Key West, FL 33040

**RE: Key West City Hall at Glynn Archer
Walkability Survey**

Dear Doug,

In accordance with your request, I have conducted a limited Walkability Survey for the immediate area around Glynn Archer. The survey area was to cover an 800 foot radius from the auditorium at Glynn Archer, which will be the location of the Commission Chambers in the New City Hall. In general this area stretches from Eliza to Washington along White Street and from Grinnell to Tropical along United. This was a specific purpose survey to establish the need for improvements along City right of way to provide an ADA compliant accessible route to and from the City Hall. The following describes the requirement as stipulated in the ADA lawsuit settlement agreement.

ii. **Accessible Route Plan to and From Government Facilities** – The City shall provide at least one accessible route to and from each Government facility. The accessible route shall extend at least eight hundred (800) feet out from the facilities and lead to an accessible parking area in the vicinity. Within one hundred and eighty (180) days after the execution of this Stipulation for Settlement, Defendant shall provide Plaintiffs with a prioritized list of Government facilities at which they will provide accessible routes. Plaintiffs will provide any comments that they may have regarding the prioritized list within sixty (60) days thereafter. Defendant, in good faith, will take Plaintiffs' input into consideration and incorporate same into the priority list as appropriate. Regardless of the time frames set forth in the City's Transition Plan, attached hereto as Exhibit Y, the City agrees that accessible routes to and from the City Hall, City Hall Annex and the Police Station will be completed by August 15, 2007.

- a. The accessible route shall be at least 36" wide.
- b. The accessible route shall have cross-slopes not exceeding 1:50 (2%).
- c. Where the accessible route has a change to level of greater than ¼", but less than ½", Defendant shall bevel the change in level. Where there is a change in level of greater than ½", Defendant shall provide a curb ramp or ramp, as appropriate, which meets the requirements of ADAAG 4.7 and/or 4.8. All ramps and/or curb ramps on the accessible route shall comply with ADAAG 4.7 and/or 4.8, as applicable:
- d. There shall be no obstruction or protruding objects along the accessible route.
- e. The route shall not require persons to go behind parked vehicles, not into the path of vehicular traffic, except at marked crossings. Such marked crossing shall run as perpendicular as possible to the route being crossed.

The Walkability Survey focused on the above criteria. The findings are listed on a block by block basis.

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White Street from Eliza to Washington:

1. At Eliza: two of the 4 corners are accessible; two are not.
2. At Catherine: all 4 corners are accessible.
3. From Catherine to United:
 - a. East side, 1201 White Street, the driveway into Schmitt Realty has excessive cross slope.
 - b. West side, 1212 White Street: just north of Duncan, the driveway has an excessive cross slope.
 - c. West side, at United; the northwest corner: there is no curb and gutter. The Laundromat parking backs out onto White Street, and United, which requires pedestrians to walk behind the vehicles. There is no sidewalk and the drive has an excessive cross slope.
 - d. White/United intersection: only the northwest corner has detectable warnings and ADA compliant curb cuts. The NE, SE, and SW corners are not compliant.
4. From United to Washington: both sides of the street require complete replacement of curb, gutter and sidewalks. There are no compliant crosswalks. There are excessive cross slopes at driveways and at other locations as well. In the 1400 block of White, sidewalks are uneven and sidewalks are lifted and broken where large trees are adjacent to sidewalks. The 1300 block, west side, will be brought into full compliance when the City Hall is developed.

United Street from Grinnell to Tropical:

5. The south side of United from Grinnell to White will be replaced when the City Hall is constructed, bringing that section into full compliance.
6. The north side from Grinnell to White requires new curb and gutter.
 - a. The sidewalk west of Watson is broken.
 - b. Driveways at 1029, 1031 and 1033 United have excessive cross slopes.
 - c. Knowles Lane drops to United creating a steep cross slope. The driveways at 1035 and 1037 United have excessive cross slopes.
 - d. At Varella Street: there are no detectable warnings.
 - e. The driveway at 1127 United has an excessive cross slope.

United from White Street to Tropical:

7. There is no curb and gutter. The walkways are flush with the Street on both the north and south sides.
8. The Dairy Queen parking lot asphalt pavement runs to the Street with no differentiation between pedestrian and vehicular traffic. Pedestrians must walk behind vehicles that are backing out.

9. The north side of United from Georgia to Tropical has no curb, gutter, or sidewalk.

Washington, South and Seminary Streets:

10. There are no curb, gutter or sidewalks along Washington and South Streets from Grinnell to Tropical
11. There are no curbs, gutters or sidewalks along Seminary from Grinnell to White.
12. There is a sidewalk on the north side of Seminary, adjacent to the Weather Station. This sidewalk terminates at the School Board property. There is no curb or gutter.
13. The School Board property is paved with asphalt to the street. There is no curb, gutter or sidewalk, and pedestrians must walk behind traffic backing out into the street.

Grinnell Street:

14. The intersection of Grinnell and United is non-compliant. Proper curb cuts and detectable warnings are not present.
15. There are no curbs, gutters or sidewalks on the west side of Grinnell.
16. On the east side of Grinnell, there is a sidewalk adjacent to the side yard of 1001 United, but it does not extend to United.
17. There is a sidewalk in front of 1217 Grinnell Street, but it does not connect with the 1001 United sidewalk. There is no curb or gutter.
18. At 127 Grinnell, landscaping and a gravel path encroach on the right of way. There is no curb, gutter or sidewalk from 1207 north to Catherine Street.

Catherine Street:

19. There are no curbs, gutters, or sidewalks on either side of Catherine, except for the southwest corner of Watson and Catherine. At this one location, there is a dropped curb to accommodate the ramped walks, and they include detectable warnings.

Varella Street:

20. There are curbs, gutters, and sidewalks along Varella Street, however, intersection crosswalks are non-compliant, without detectable warnings.
21. There are several areas of non-compliant cross slopes, particularly at driveways.

Summary

The goal of this limited survey is to "...provide at least one accessible route to and from each government facility. The accessible route shall extend at least eight hundred (800) feet out from the facilities and lead to an accessible parking area in the vicinity." This criteria, for parking, will be met when the New City Hall site is developed, since accessible parking is provided on site.

Further to the goal of ADA compliance, we recommend the following:

1. We recommend that the City budget for design and construction to correct the deficiencies noted above.
2. A high priority should be given to existing commercial corridors: White Street from Truman to the White Street pier, and United from Leon to Whitehead, providing accessible links to the downtown core.
3. The City's ADA Transition Plan should be reviewed and updated by City Staff on a regular basis.
4. In general, the residential streets that have some sidewalks and/or curbs, gutters or paving used as sidewalks, should be addressed before those areas that have no curbs, gutters or sidewalks at all.
5. Bicycle paths in this area are woefully inadequate. We recommend that the City conduct workshops or initiate studies to address bicycle paths City wide.
6. The "Walkability Workbook" addresses many aspects of livable streets. We recommend initiating a volunteer program to conduct comprehensive surveys throughout the City, focusing on livability as well as ADA access.

Please feel free to call to discuss the above. I have attached maps of the survey area, photographs of problem areas and a page from the Walkability Workbook entitled: "Build Complete Streets."

Sincerely,



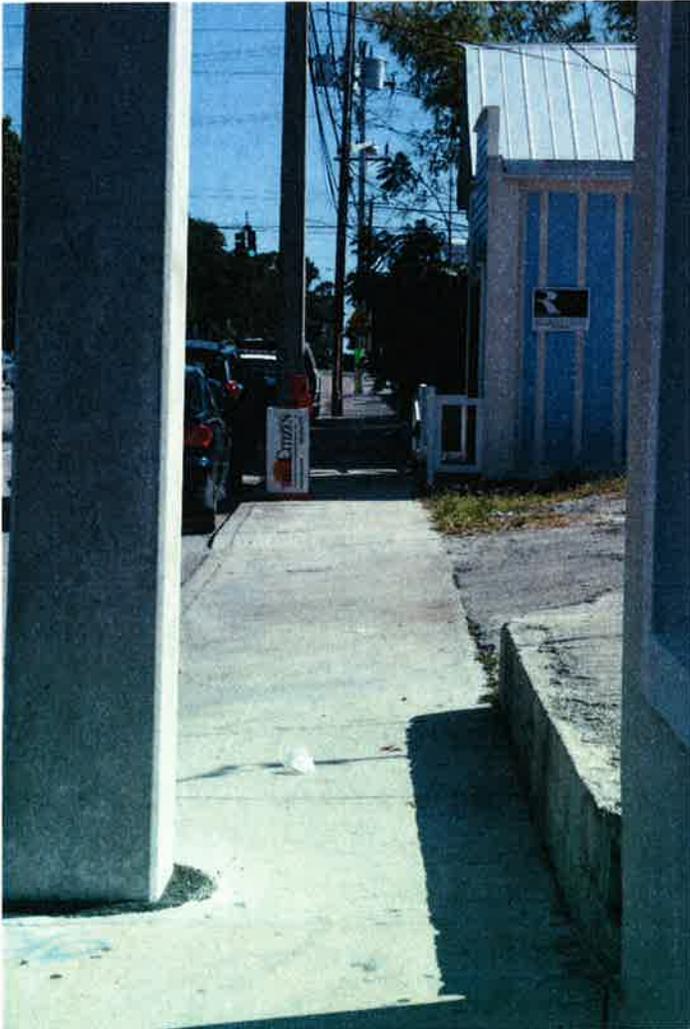
Bert L. Bender, Architect

BLB/ddk

Attachments



3a 1201 White Street

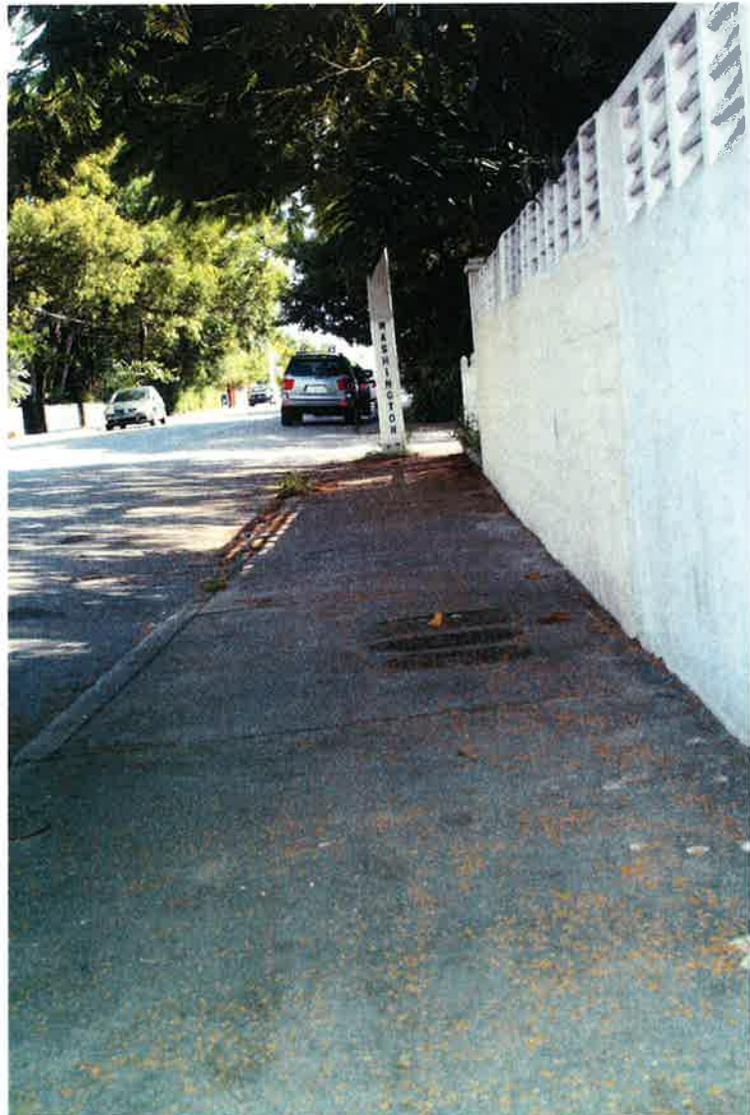
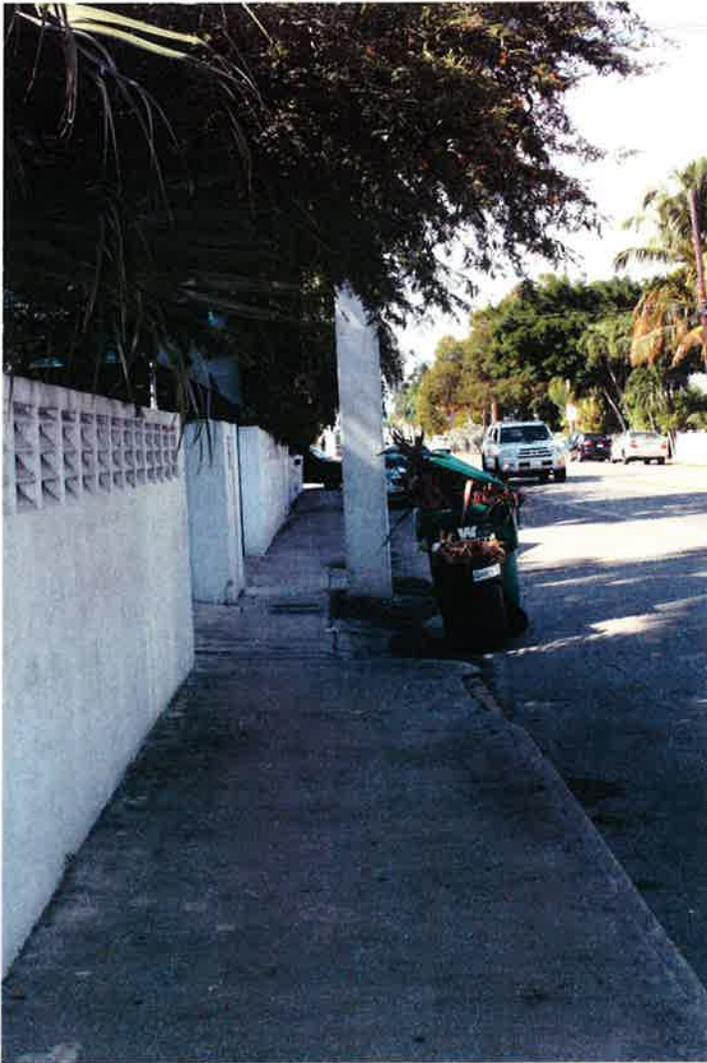


3b 1212 White Street



3c White Street at United Street

4 White Street looking north from United



4 White Street looking south toward Washington



4 1400 Block of White Street at Washington east side



7 United Street east of White Street looking west



8 United Street, east of White Street



8 United, east of Dairy Queen



9 United Street at Duncan Street looking west



1400 block of United looking west



United Street @ Tropical Street looking east



9 United Street looking west from Tropical Street



13 United at Tropical looking south



United Street at Tropical Street looking toward May Sands

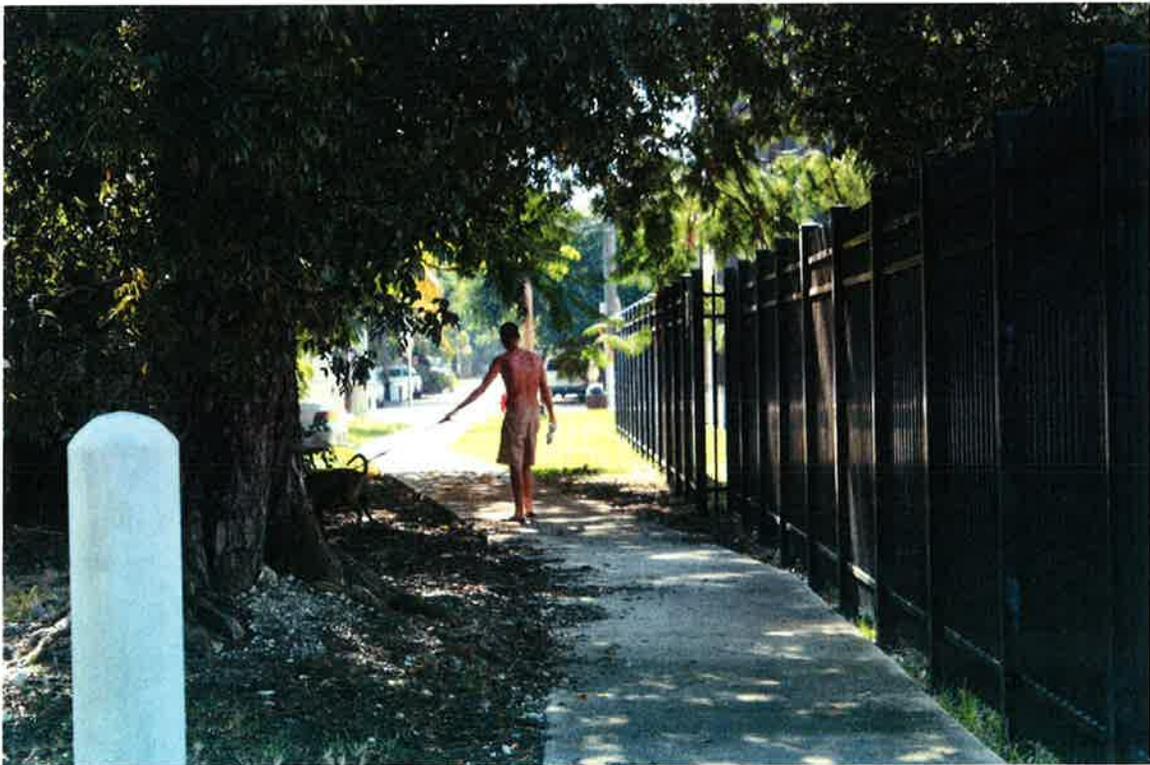


United Street @ Florida Street looking east





Tropical Street from Seminary Street



12 Seminary at the Weather Station



12 Seminary at the Weather Station



12 Seminary Street at the Weather Station/School District property line



11 Seminary Street looking east



19 Catherine Street at Watson Street

Build Complete Streets



Median Widths Vary Typically are six to eight feet wide, but can vary to allow for landscaping, maintenance and adequate "refuge" for pedestrians in crossings.

Bike lane: At least six feet To function well, bike lanes should be at least six feet wide. This also provides adequate space for cars to pull over to let emergency vehicles pass.

Wide stripes Mark special-use lanes, such as bike lanes, with low maintenance or thermoplastic stripes 8 to 12 inches wide. This conveys that the lane has a special use and helps drivers stay cautious.

High Visibility Crossing Markings Crossings should be located where there is a strong desire to cross, sight distances are good, and speeds are low.

Connectivity Access to public transit is important. Transit location, seating, shelter, signage and lighting should be noted.

Street Furniture Bike parking, garbage cans, outdoor seating and tree wells enforce the sense of place.

