

# **Report on the Activities and Recommendations of the Parking and Alternative Transportation Group (“Group”)**

**June 19, 2018**

## **Introduction**

The group was formed by the City Commission via resolution No. 17-215 on August 15, 2017 to establish a temporary advisory board that will make recommendations to the City Commission and Staff for the improvement of parking and alleviation of congestion, especially in the Old Town area of the Island. The mission of the Group shall be to accumulate information, review effective strategies in other communities, formulate suggestions and recommendations to alleviate congestion, encourage public transportation, reduce reliance on personal vehicle use and improve parking availability. The Group shall sunset 180 days after its first meeting.

The seven appointed members have worked diligently under this charter, holding its initial organizational meeting on December 5, 2017 with an expected sunset of June 3, 2018 absent an extension. The Group’s sunset was extended on June 5, 2018 under resolution No 18-179 for 60 days to allow time for a final meeting to approve this report. The Group has met eight times and has held two public workshops seeking public input on the many topics and potential recommendations of the Group. We sincerely hope that you find this report useful. We also would like to take this time to thank you for the opportunity to serve the City Commission and the citizens of Key West in tackling one our most important community challenges. We would also like to give special thanks to City Staff, particularly, Sue Harrison, Steve McAlearney, John Wilkins, Rod Delostrinos, Jason Hoegle, and Alison Higgins for their substantial efforts in supporting the work of the Group.

We also would like to thank the City Commission for their prompt action on the two items the Group has already submitted to the City Commission related to Parking Fines and the Multimodal Transportation Coordinator as follows:

**Parking Fines:** The fine for parking violations shall be increased from \$20 to \$35 to deter noncompliance. **Enacted by the City Commission 7-0 on January 17, 2018 under ordinance No 18-03.**

**Multimodal Transportation Coordinator:** Recommending the City Manager expeditiously re-evaluate and amend the compensation, title, and job description of the vacant Bicycle/Pedestrian Coordinator Position to “Multimodal Transportation Coordinator”; Recommending that the City Manager make efforts to hire a qualified person for that position in a timely manner. **Approved by the City Commission 7-0 on March 20, 2018 under resolution No 18-114. No action by City Staff at the writing of this report.**

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## **Recommendations**

The actions and recommendations have been listed below and grouped by short term and long-term based on the Group’s judgement of time required to enact or implement. We have also numbered all recommendations for ease in referencing and discussing them.

### **Short Term**

- 1. Criteria for Residential Parking Numbers Per Block:** Recommend that all blocks within the Residential Parking Zone have at least 50% marked residential only, that all blocks adjacent to paid parking zones have at least 75% marked residential only, and that all blocks with parking on only one side of the street have at least 75% marked residential only.
- 2. Parking Fees:** Recommend raising all parking fees to be a consistent at \$4 per hour at all City owned paid parking lots and meters and that the increase in revenues be allocated 50% to the Parking and Alternative Transportation Fund and 50% to the General Fund. The Parking Department estimates that 85% of these fees are paid by tourists and visitors and that this change will produce \$2,136,000 in new parking revenues.
- 3. Parking Rates for Tour Buses:** The fees for tour bus parking at the designated Caroline Street lot shall be changed to \$900 monthly from \$1,500 monthly (a reduction in the daily rate from \$50 to \$30) and to \$50 daily from \$100 daily to encourage increased participation and less tour bus travel around town.
- 4. Speed Limits:** Recommending that the speed limit for all streets within the City of Key West be set at 20 mph, regardless of street ownership, with the following exceptions:
  - a. North Roosevelt Blvd 35 mph (no change)
  - b. South Roosevelt Blvd 30 mph (no change)
  - c. Flagler Ave (from S Roosevelt to Bertha/First) 30 mph (no change)
  - d. Flagler Ave (from Bertha/First to Reynolds) 25 mph (no change)
  - e. Palm Ave 30 mph (no change)
  - f. Eaton St 25 mph (no change)
  - g. Truman Avenue (from Eisenhower/Jose Marti to Duval) 25 mph (no change)
  - h. College Rd 25 mph (no change)
  - i. See attached map
- 5. Extend Meter Paid Parking:** Expand the meter paid parking program to the 200 block of Elizabeth St.
- 6. 30 Minute Parking Reform:** Recommend a three-year phase in of reducing the reserved “30 minute” parking spots to 15 minutes, to reduce hours available to 8 am to 8 pm only, and to require businesses to periodically demonstrate to the City their off-site parking arrangements.

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- 7. Scooter Parking:** Recommending requiring scooters to use dedicated scooter parking spaces.
- 8. Parking Enforcement:** Recommend adding parking enforcement officers to improve compliance with the understanding that new officers will produce sufficient revenues to offset the increase in expenses.
- 9. Consolidate Parking Department Personnel:** Recommend relocating parking enforcement officers to City Hall from Department of Transportation.
- 10. Funding for Thermoplastic Residential Parking Spots:** Recommend an increase in funding from \$5,000 to \$20,000 for Thermoplastic Residential Street Markings Per Year.
- 11. Courthouse Lot:** Recommend that the City coordinate with the County to reserve the parking lot behind the Courthouse specifically for County and City residents and similar use of the Gato Parking Lot for workforce parking after 5 pm.
- 12. Affordable Housing Project proposed by City on College Road:** Recommending that the City should encourage developers to facilitate alternative transportation by waiving minimum parking requirements and substituting additional bicycle and scooter parking, designing carpooling and vanpooling programs, and providing convenient public transit options related to this and any other affordable housing projects.
- 13. Speed Limit Enforcement:** Recommending that the City Manager and KWPD apply new resources or reallocate existing resources to execute a regular (daily) traffic enforcement program with an emphasis on speed limits. We believe for new speed limits to be effective, such program should include regular communications and frequent stops and citations to demonstrate the consequences of exceeding speed limits.
- 14. Bicycle Parking and Racks:** Recommending that the City Finance Department provide significant annual funding to replace/maintain and increase the number of and availability of bike racks.
- 15. Truck Routes:** Recommending that the attached map be adopted as the standard truck route for delivery vehicles 35 feet in length. See attached map.
- 16. Continued Emphasis on Alternative Transportation:** Recommend ongoing monitoring and emphasis by the City Commission and City Management and Staff will be critical to alleviating traffic congestion due to the long-term nature of these initiatives. The City should task another existing Citizen appointed Board (i.e. Sustainability Advisory Board) with the responsibility of continuing the effort of the committee and monitoring progress of the City’s initiatives to alleviate traffic congestion and parking challenges.

## **Long-Term**

- 1. Policy Initiative:** Recommending the adoption of Complete Streets Policies, a transportation design approach that considers streets to be planned, altered, designed,

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operated and maintained to enable safe, convenient and comfortable travel and access for users of all ages and abilities regardless of their mode of transportation.

- 2. Marketing and Education:** Recommending dedicated funding be used for education and outreach for employers, commuters and the business community and tourist industry including the following:
  - a. initiate programs to educate all users
  - b. encourage users to bike/walk/transit
  - c. provide outreach to employers, commuters, and the business community/tourist industry
  - d. promote the bike network, public transit and other transportation modes
  - e. promote public transit with a map and schedule at every bus stop
  - f. develop and implement initiatives such as employee carpools and vanpools
  - g. improve wayfinding (street signage) that more effectively helps users to get to their destination more quickly.
- 3. Parking Capacity:** Recommending the City consider opportunities to add paid public parking capacity while simultaneously removing a like amount of street parking to achieve safer streets for all users by improving intersection line of sight and adding dedicated and separated bike lanes to certain streets; to identify and adopt planning policies incentivize private landowners to undertake development of additional paid parking in the Core Commercial District.
- 4. Incentivizing Car Share:** Recommend directing City staff to actively recruit to bring Car Share to Key West.
- 5. Special Event Transportation Planning:** Recommend modifying the ordinance related to Special Events to require all applicants to include a Transportation Plan, developed with City Staff, to maximize the use of transportation alternatives and alleviate traffic congestion by prominently advertising and encouraging transportation alternatives in all event communications.
- 6. Planning and New Development:** Recommend the City to consider adopting zoning changes to require new development to incorporate transportation planning, reduce requirements for parking, and assess impact fees dedicated to alternative transportation modes for all new development.
- 7. Street Capacity Considerations:** Recommend identifying business licensing regulations to control and or reduce the number and type of commercial vehicles using City streets alleviating traffic congestion and to consider assessing additional impact fees to commercial road users and restricting such fees to improvement in alternative transportation to the extent permitted by law.

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- 8. North Roosevelt Loop:** Recommend a free and frequent Duval Loop type service that would run the length of North Roosevelt Blvd to downtown and connect with the Duval Loop.
- 9. Public Transit:** Recommend that the City Manager and Public Transit Director evaluate and overhaul the City of Key West Public transit system to achieve significant increases in public transit ridership through increases in frequency, simplicity, communications and reliability and to support the Transit Department’s Key West Intermodal Center project.

Respectfully submitted,

Gregory Davila

Dana Day

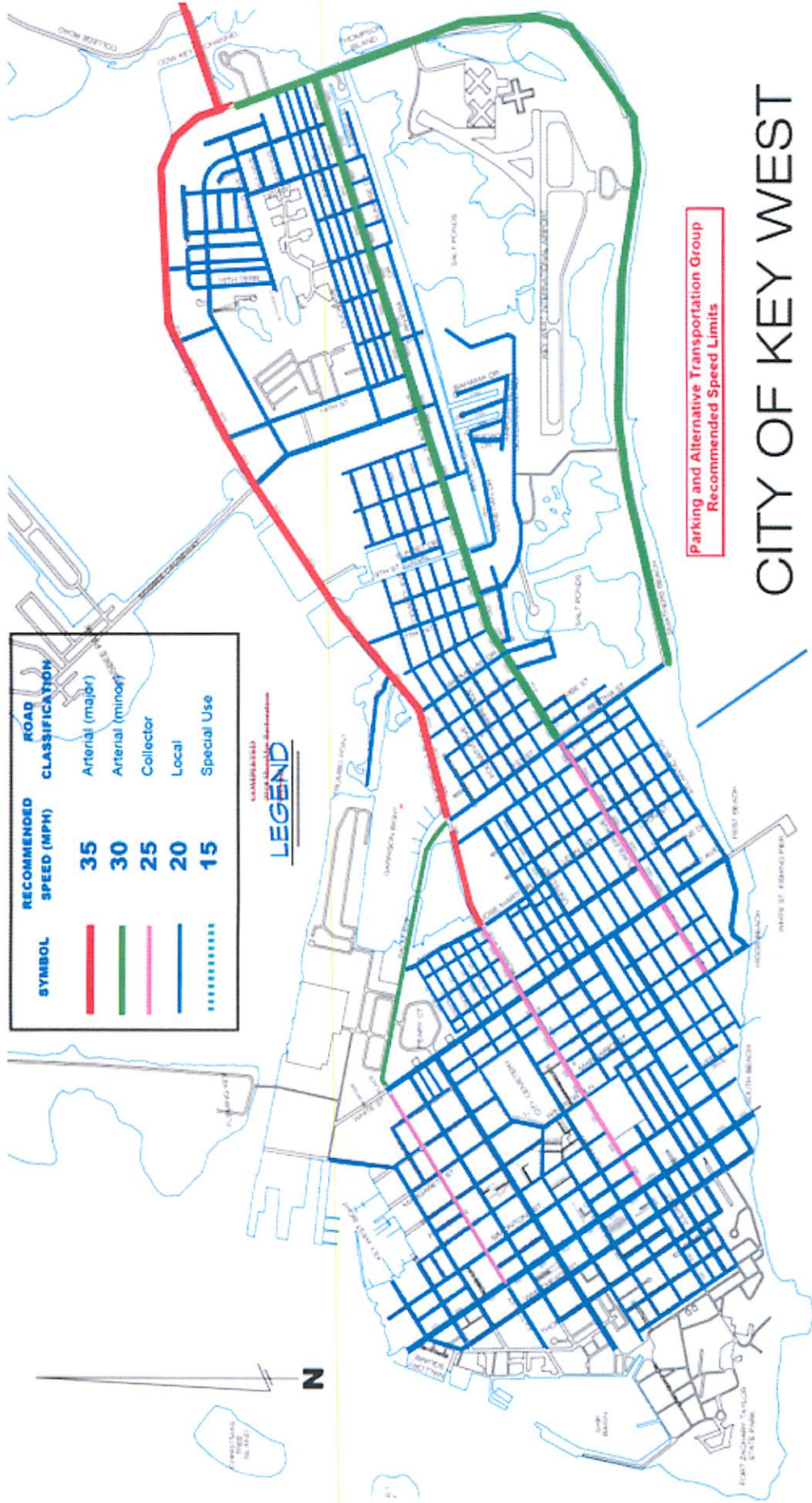
Eric Detwiler

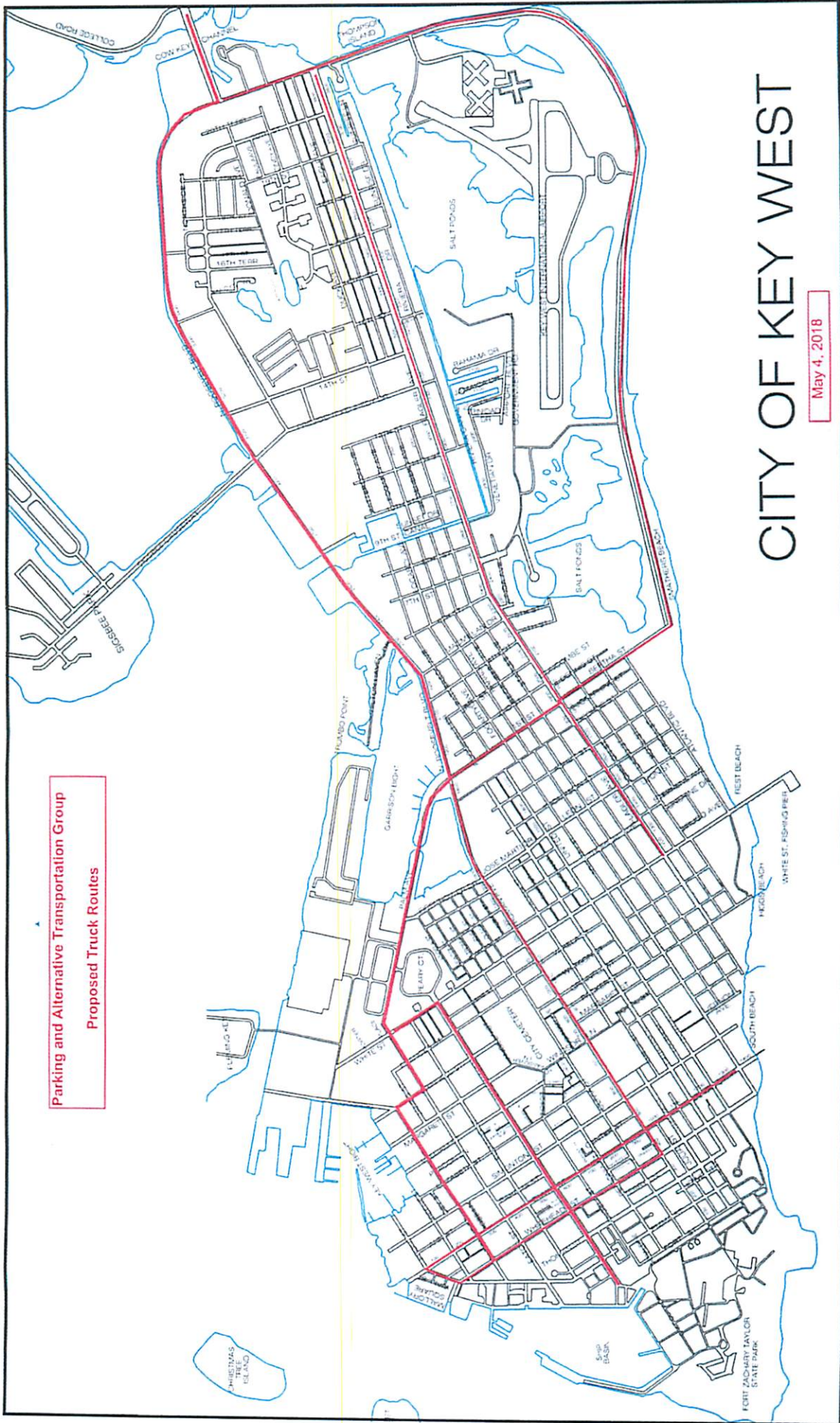
Roger McVeigh

Wallace Reid Moore, Jr.

James Sutton

Allan Tidball





Parking and Alternative Transportation Group  
Proposed Truck Routes

# CITY OF KEY WEST

May 4, 2018