

- #14 Move the Parking Department Back into Key West:** Consider relocating the parking department back into Key West where the vast majority of the parking enforcement takes place. Having them on Stock Island greatly removes our enforcement from the areas where we actually have issues. This keeps parking enforcement too removed from the issues we are having.
- #15 Significantly Increase Funding for Marking Residential Spots:** Cost is \$100 per decal per year and they last for 8-10. Superficially request an increase of (Amount to be determined.)
- Create a Trackable and Responsive System to Resident Requests for Residential Parking Markings Repainting and Updating:** Currently there is no way for a citizen to request a faded residential spot be re-painted and have any idea when it will happen or where they are in the city's work queue to have this done. No one disagrees really when a space needs to be repainted. There needs to be better transparency on the web site listing when blocks are going to be re-done and listing what spots residents have requested to have repainted and an estimate when this work will be done. Parking and Public Works need to have some kind of a trackable system accessible to the public for this.
- #16 Criteria for the Courthouse Lot:** Work with the county to reserve the parking lot behind the courthouse specifically for county and city residents. If we reserved this parking specifically for people with either a city of Key West Residential permit or a as yet to be created county lot permit, that lot could specifically provide for workforce parking – at least after 5 p.m. I think the city and the county should also discuss if they could make those spaces – if they were empty – for county and city workforce after 3 p.m. Quite a few restaurant shifts start around 4 p.m. downtown.
- #5 Set Criteria for Residential Parking Numbers per block:** Specifically, criteria that any block in the residential zone have at least 50 percent residential spaces, blocks adjacent to paid parking have at least 75 percent residential spaces, and blocks with parking on only one side of the street have at least 75 percent residential spaces.
- #28 North Roosevelt Loop** –Have a free and frequent Duval Loop type service that ran the length of North Roosevelt to downtown to meet up with the Duval Loop.
- #6 Extended Pay Parking:** Expand pay parking to the 200 block of Elizabeth. The block is not in the residential zone and is not paid parking – yet it exists between two blocks of paid parking. It either needs to become residential or become paid parking. Making that block paid parking conservatively would mean between \$100,000 and \$150,000 per year in revenue.
- #7 30 Minute Parking Reform** – Current program is that if a guest house or hotel does not have enough parking if the guest house will commit to not having their guests parking in the neighborhoods they can have a 30 minute spot.

a. Reform:

- i. All 30 minute spots converted to 15 minute spots with the strictly enforced verbiage.
- ii. Signage would indicate spot was 15 minute parking between the hours of 8 a.m. and 8 p.m. only. Residential only from 8 p.m. to 8 a.m.
- iii. Requirement upon businesses yearly to provide city documentation proving they have arranged with some off-site location for parking and are not just parking cars on the street.

#17 Car Share in Key West: Direct staff to actively recruit to bring car share to Key West. There is absolutely no downside to having car share and so many benefits. The best independent study from the Berkley transportation research center relates the following:

http://innovativemobility.org/wp-content/uploads/2016/07/Impactsofcar2go_FiveCities_2016.pdf

- Between two percent to five percent of the car2go population sold a vehicle due to car2go across the study cities
- Another seven percent to 10 percent of respondents did not acquire a vehicle due to car2go
- Each car2go vehicle removes between seven to 11 vehicles from city roads (including sold and suppressed)
- One to three private vehicles were sold across the five cities per car2go vehicle
- In total, car2go took an estimated 28,000-plus vehicles off of the road and reduced parking demand
- A six percent to 16 percent reduction in vehicle miles traveled (VMT) across the study population (average of 11 percent)
- A four percent to 18 percent reduction in greenhouse gas (GHG) emissions across the study population (average 10 percent)
- Estimates suggest that car2go's one-way carsharing service prevented between 10 to 29 million VMT per year per city, depending on assumptions of suppressed mileage, which in-turn removed between 5.5 to 12.7 metric tons of GHG emissions per car2go vehicle annually (on average).

#18 Impact Fees on Rental Cars: Explore specific impact fees on rental cars in order to fund measures to combat the congestion and parking issues caused by these vehicles.

#8 Scooter Parking – Requiring scooters to use the designated scooter parking and not taking up entire spaces with scooters. Specifically, both businesses and residents are using scooters as ways to reserve parking spots. They might as well be orange cones.

#9 Parking Enforcement – Direction to city dispatchers that when people call for parking enforcement they not be asked for their names. People calling for parking enforcement should

MR. DETWILER

not have be expected to give their name. It just discourages people from calling for enforcement.