



THE CITY OF KEY WEST

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EXECUTIVE SUMMARY

TO: Jim Scholl, City Manager
E. David Fernandez, Asst. City Manager – Operations

FROM: Doug Bradshaw, Senior Project Manager
Karen Olson, Special Projects Manager

DATE: November 22, 2011

RE: Staff Recommendation: Virginia Street Sidewalk Project-updated

PROJECT UPDATE

The November 15, 2011 City Commission agenda included a Resolution sponsored by Commissioner Clayton Lopez canceling the Virginia St. sidewalk project. City Staff included an executive summary encouraging the City Commission to move forward with construction as approved by Resolutions 09-090, 10-185, and 09-311. At the meeting the issue was postponed in order to allow staff to meet with the neighborhood again in-order to attempt to resolve outstanding issues.

Staff held a neighborhood meeting on November 16, 2011. Approximately 23 people attended the two and half meeting at the Fire Station Museum. Parking issues seemed to be the major concern of those attended. Staff explained how the parking would be affected and presented statistics on number of parking spaces pre and post construction. The pre construction number represents current parking habits or where people park as opposed to actual parking spaces. The following table summarizes the affect of construction on parking:

	<u>Legal</u>	<u>Illegal*</u>		<u>Non-Compliant**</u>	<u>Total</u>
		<u>Corners</u>	<u>Encroachments</u>		
Pre Construction:	21	15	9	6	51
Post Construction:	40	0	0	0	40

*Illegal parking areas are within 30 feet of an intersection or in areas of encroachments which force people to park in the drive lane.

**Non-compliant parking spaces are those spaces where people park head-in in a group of 4 or more.

In order to determine the number of parking spaces, the City uses a standard of 20 feet parking space length for design. If a space falls next to a driveway the City may elect to reduce the standard to 18 feet. For an area that has less then 18 feet, the City designates those for motorcycle/moped parking. The City also gains additional motorcycle/moped spaces in areas

where encroachments are allowed to remain. For this project there will be 29 spaces (3 feet width) for motorcycles/mopeds. Once construction is complete the six (6) non-compliant spaces become five (5) legal spaces and the City gains seven (7) legal spaces with the removal of encroachments. Finally, the City corrects parking issues at corners to preserve line of sight with bulb outs.

City Staff conducted numerous counts in Aug, Sept, and October on the number of cars parking on the North side of the street. The following table summarizes that count.

Day of Week	Time of Day	Number of Cars
Saturday	3:00 pm	18
Thursday	10:30 am	24
Friday	4:30 pm	27
Tuesday	8:30 am	21
Tuesday	6:30 am	28
Tuesday	1:00 pm	20
Thursday	8:00 pm	32
Wednesday	7:30 am	26
Monday	7:30 pm	24

The average number of cars counted during the period was 24 with the maximum being 32. Staff understands that the counts were conducted during some of the less intense months as far as pressure on parking. To adjust for that a 25% increase can be added which increases the average to 30 and the maximum to 40 cars. Post construction the City will be providing 40 legal parking spaces. Again the City uses the standard of 18-20 feet for length of a parking space with the average car being around 15 feet. This typically allows more cars to park in the area then what the design represents.

City Staff also believes that strategically implementing the residential parking program in the area will preserve those spaces for citizens that live on Virginia Street as well as allow spaces for the businesses along the corridor.

Staff continues to recommend the City Commission direct Staff to continue with the construction of the project.