



Recommendations of the Parking and Alternative Transportation Group

SEPTEMBER 20, 2018



Overview

- ▶ Formed by resolution of City Commission No 17-215 on August 15, 2017
- ▶ Temporary Advisory Board formed to make recommendations for improvement of parking and alleviation of congestion, especially in Old Town area of the Island

City puts brakes on garage

By Scott Unger Key West Citizen

June 22, 2017

The idea of building a 300-space parking garage at 609 Greene St. may finally be dead.

Nine months after the Key West City Commission voted to pave the current lot adjacent



JUN
21

Community Workshop on Parking Garage
Public · Hosted by Conch Republic Seafood Company

- ▶ Triggered by grassroots citizen opposition to building multi-level parking garages in Old Town commercial district
- ▶ June 21, 2017 traffic and parking workshop attended by more than 200 people



Mission of Group:

- ▶ Accumulate information, review effective strategies in other communities, formulate suggestions and recommendations to alleviate traffic congestion, encourage public transportation, reduce reliance on personal vehicle use and improve parking availability for residents and work force.

WEATHER



Kaden Lilly, first grade
Gerald Adams Elementary School

Sunrise: 6:39 a.m.
Sunset: 8:09 p.m.
Today: Partly sunny with a shower
High 87
Tonight: Early t-storm, partly cloudy
Low 77

Complete forecast on Page 2A

Residents prioritize traffic issues

Those at community forum polled instantly

BY MANDY MILES
Citizen Staff

Thirty or so Key West residents played an active role Thursday in the city's ongoing traffic study by voting on priorities during a community forum at Old City Hall.

Consultants Jeff Maxwell and Shelley Eichman, of Calvin, Giordano

& Associates, hosted the meeting to gauge the public's attitudes toward issues such as traffic congestion, parking, tour vehicles, and bicycle amenities.

Those in attendance were given handheld voting devices with which to input their numeric answers to survey questions. The results of each question were calculated and displayed instantly and anonymously.

"We're not here to talk about obvious issues," said Maxwell, the group's director of traffic engineering. "We're

not going to conclude the study and tell you your streets are congested. We want to find out how these different modes of transportation affect that congestion and what can be done to alleviate it."

He acknowledged the unique characteristics of Key West that make some traditional solutions impossible.

"I can't tell you to simply widen your roads, or install an express lane," Maxwell said, adding that the nuisance

See TRAFFIC, Page 8A



But WHY?

- ▶ Safer streets and traffic congestion have been consistently ranked as a critical issue
- ▶ Goal of the 2011 City Strategic Plan

A LONG WAY TO GO



STARR BRIDGEMAN/The Citizen
Bicyclists on Whitehead Street in Old Town have to deal with parked cars and street traffic with no bike lanes on either side of the street. While Key West ranked highest among Florida cities in a bike network analysis, all of the major roadways and much of Old Town were ranked as high-stress biking.

Bike group survey gives Key West mixed grades

BY SCOTT LINGER
Key West Citizen

An analysis of bike networks in 300 U.S. cities ranked Key West tops among surveyed Florida locales, but its overall score shows room for improvement.

The Bike Network Analysis, unveiled by charitable foundation and bike coalition People For Bikes, measures the quality of low-stress biking networks and the degree to which people can comfortably bike to the places they want to go, according to project documents.

The BNA uses census data, roadway lev-

"(The score) wasn't too good. We've got a lot of progress to go. There's lots of barriers and there's things we can do to improve."

Chris Hamilton
Key West Bike and Pedestrian Coordinator

el-of-service ratings and open-source mapping system Open Street Map to plot a city's high- and low-stress roads, then ranks the ease of access to services, recreation areas and several other categories on the low-stress roads.

Although Key West was ranked highest among 15 surveyed Florida cities, it earned

an overall score of 39 out of 100, with all of the major roadways and most of Old Town ranked high stress.

Key West scored highly in accessibility to retail, parks and grocery stores and low in access to hospitals and social services, accord-

See BIKES, Page 13A

What did you get from this committee?

25 Recommendations

- 16 short term and 9 long term.
- Nearly all of them approved unanimously by the Group
- Implementation of recommendations is budget neutral

Two recommendations (not included above) have already been approved (Increased Parking Fines and new MultiModal Coordinator)

What is not included in this report?

- ▶ Revising/overhauling the residential parking permit program
- ▶ Adoption of a City wide bicycle network master plan
- ▶ Specific plans for education, outreach, and communication, a critical success factor
- ▶ Expansion of paid parking zones in commercial corridors
- ▶ Integrating the planning department into the process
- ▶ Reviewing the City's delivery ordinances including a review of loading zones

What did the committee do?

- ▶ Held 8 meetings and 2 public hearings
- ▶ Took input from outside experts
- ▶ Spent hundreds of hours on research
- ▶ Received formal public input from dozens of community members
- ▶ Took input from City Staff subject matter experts including John Wilkins, Rod Delostrinos, Alison Higgins, Joe Stockton, and Jim Bouquet
- ▶ Received education and input from City Staff on existing city procedures and policies



MAR
5

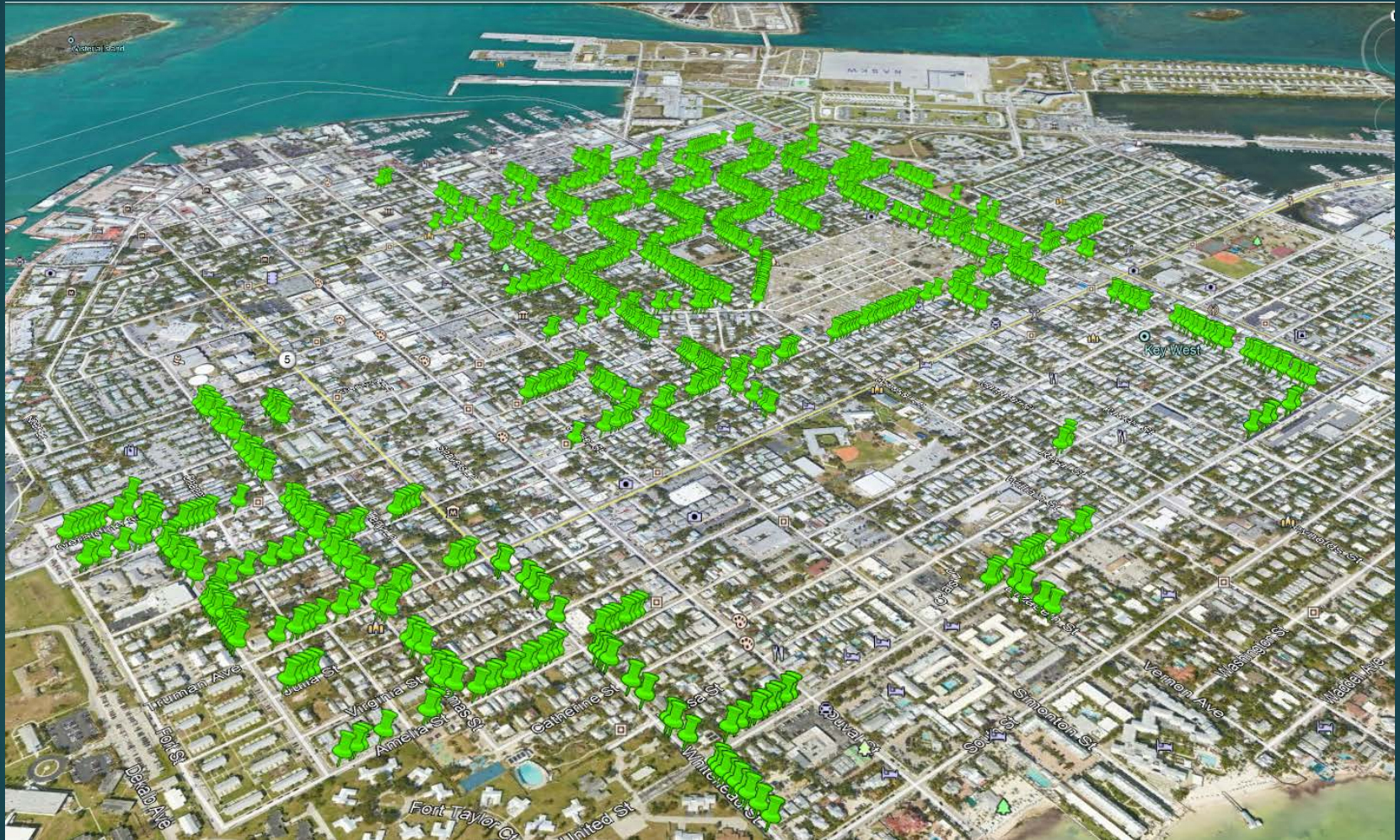
Key West Parking Garages, Parking Plans
and Alternatives

Parking Overview:

- ▶ Parking Revenue – \$7.2 million FY 2016
- ▶ Parking Ticket Revenue – \$700,000
- ▶ Ticket Collection Rates - between 60 and 80%
- ▶ Enforcement Numbers – 30K total tickets, 17K for residential parking violations
- ▶ Reviewed Existing Parking Programs
 - ▶ Residential Parking Permit
 - ▶ Employee Assistance Parking Permit
 - ▶ Employee Parking Lot Permit
 - ▶ Residential Metered Parking Permit

Residential Parking Spaces:

Total: 1,074



Non-Residential Spaces:

Total: 797



City Parking Lots:

Revenue (FY2016):

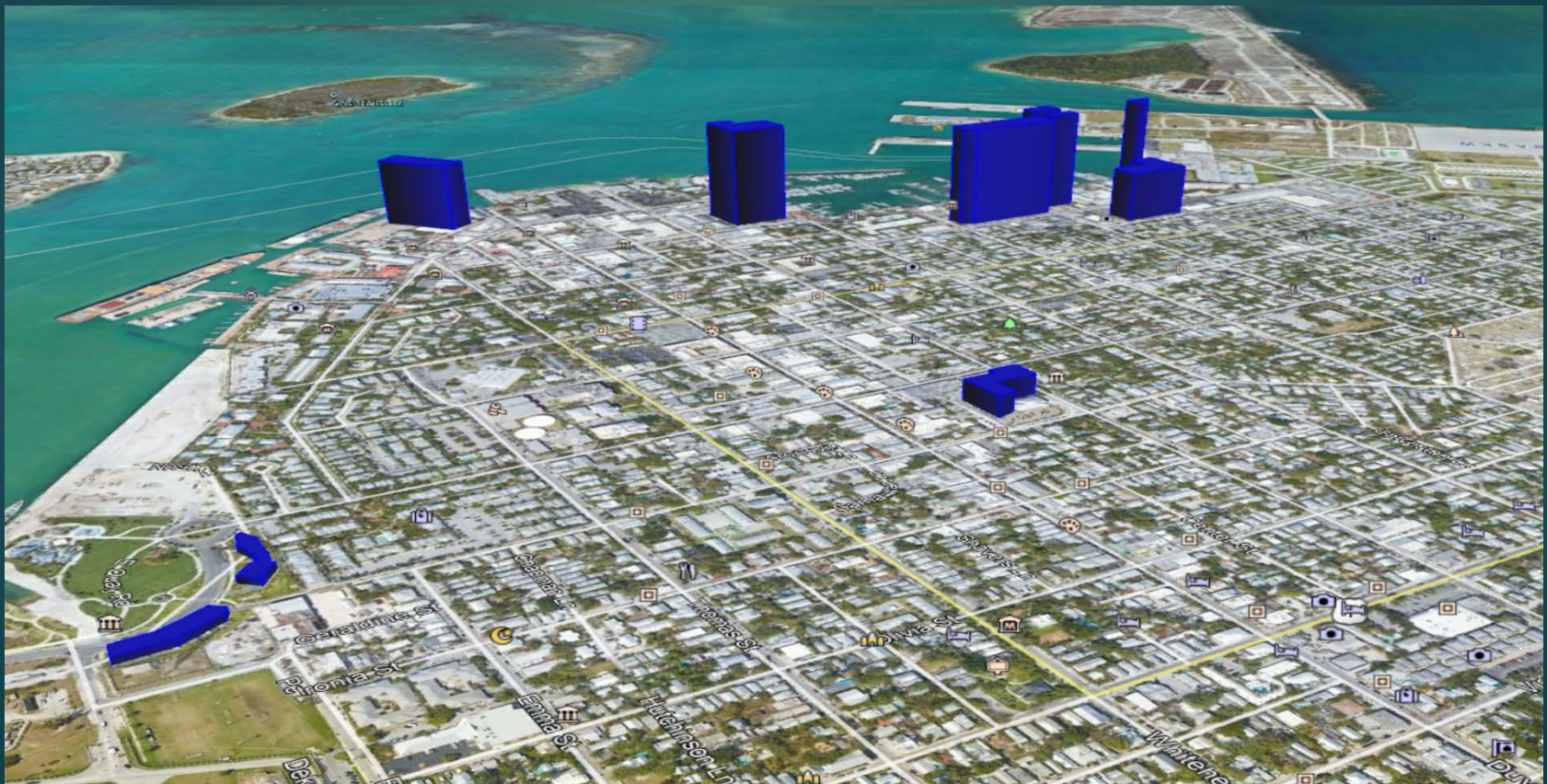
KW Bight: \$1.46 million

Mallory Square: \$ 1 million

Park and Ride: \$ 750 K

Ang/Sim Fire Station: \$ 300 K

Total: \$3.5 million



Other Privately Owned Lots:

Revenue: Unknown



Free Parking Lots:



Paid Street Parking:

Total	Location
\$153,174.60	800CAROL
\$146,254.35	300WHEAD
\$134,980.50	100SIMO
\$124,146.05	400SOUTH
\$106,057.20	1402DUV
\$99,277.25	200WHEAD
\$94,637.60	1301DUV
\$87,566.05	500STHRD
\$86,839.75	500SIMO
\$83,072.35	500UNITE
\$82,637.55	400WHD1
\$80,297.50	517EATON
\$79,592.15	400WHEAD
\$76,844.20	326DUV
\$75,906.35	101SIMO
\$75,900.90	1400SIMO
\$72,530.15	605FRONT
\$71,838.30	500ANG
\$71,658.40	420EATON
\$71,264.20	1100DUV2
\$71,082.30	1300DUVA
\$69,444.75	416FLEM
\$68,846.60	519FLEM
\$67,207.55	521UNITE
\$67,053.50	1001DUV2
\$64,502.90	505SOUTH
\$63,831.70	521STHRD
\$63,424.85	500VIRG
\$61,111.35	417EATON
\$61,077.70	417FLEM
\$60,787.85	514GRN
\$60,700.25	CAROLS00
\$58,720.35	510EATON
\$57,819.65	1200DUV1
\$57,645.80	600GRN
\$57,448.30	1300WHD2
\$57,119.95	1100DUV1
\$55,023.40	200SIMO
\$54,532.55	1001DUV
\$53,876.60	418STHRD
\$53,767.35	600CAROL
\$53,484.25	500FLEM2
\$50,932.40	700SIMO
\$49,673.40	824DUV
\$49,272.15	300SIMO
\$47,993.60	600GRN1
\$46,694.65	1200DUV2
\$43,446.20	100FTZ2
\$40,136.55	900DUV2
\$39,837.60	420STHRD
\$34,051.95	FRONT500
\$30,061.80	700CAROL
\$26,292.05	1300SIMO
\$23,794.45	1301SIMO
\$22,458.65	100ANN
\$3,717,630.35	



Street Meter Revenue: \$3.7 million

Total: 3.7 million FY 2016

The Parking Big Picture:

City Lot Revenue: \$3.5 million

Street Meter Revenue: \$3.7 million

Ticket Revenue: \$700 K

Residential Total: 1,074

Non Res. Total: 797

Parking Tickets: 30K



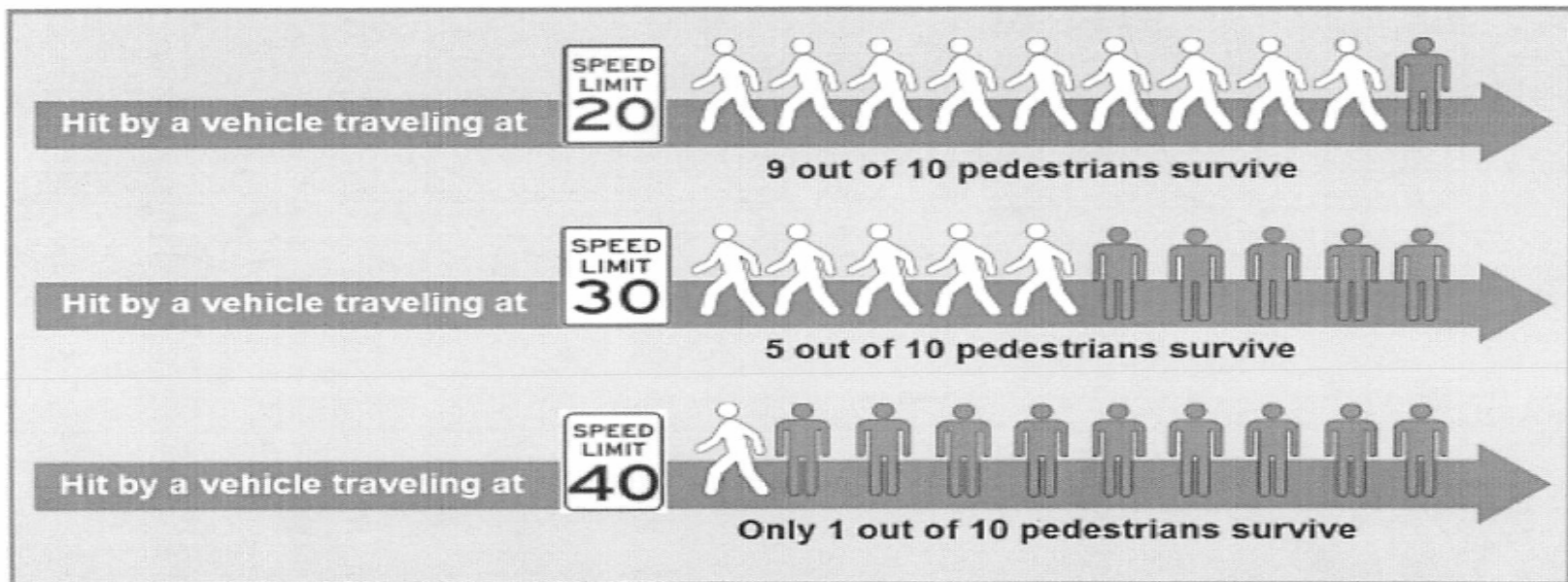
Traffic Congestion

- ▶ City traffic studies have shown that streets reached carrying capacity years ago
- ▶ Recent traffic counts from island entrance to the island indicate 12,000 to 20,000 cars enter our island each day
- ▶ It probably shouldn't take a half hour to drive 3 miles



Public Safety

- ▶ Per KWPD reports, for 2015 through 2017, over 5 reported traffic accidents per day, over 1,400 reported accidents per year resulting an average of 4 deaths and 421 injuries per year on a island of only 7 square miles



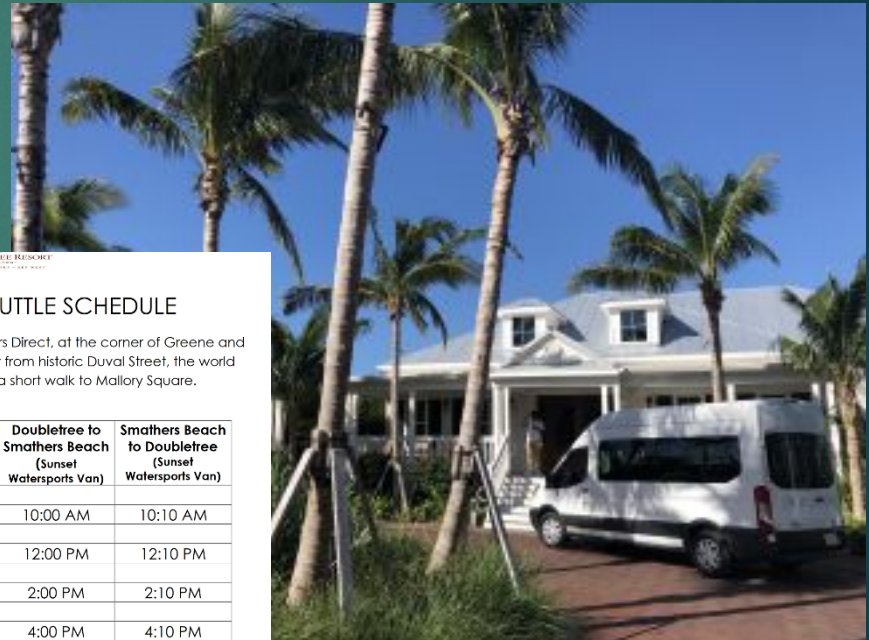
Public safety

Recently released data (2017) from the Monroe County Health Department indicates

- ▶ Bicycle safety is an important public health issue in the Florida Keys
- ▶ A larger proportion of Monroe County's population bikes to work than any other county in the state of Florida
- ▶ Monroe County has the highest fatality rate, the highest ER visit rate, and the 3rd highest hospitalization rate in the state for bicycle accidents with motor vehicles
- ▶ Rates are three times the Florida average, which ranks poorly compared to other states

Environment and Tourism

- ▶ All major hotels in new town provide free shuttles downtown
- ▶ More than 80 percent of tourists arrive by car
- ▶ Majority of our paid parking is occupied by tourists



DOUBLETREE RESORTS
TRADE AND SERVICE CENTER

DOWNTOWN SHUTTLE SCHEDULE

Our **ONLY** stop is located at Divers Direct, at the corner of Greene and Simonton Street, just one block away from historic Duval Street, the world famous Sloppy Joe's bar, and a short walk to Mallory Square.

Departs from Doubletree	Departs from Divers Direct	Doubletree to Smathers Beach (Sunset Watersports Van)	Smathers Beach to Doubletree (Sunset Watersports Van)
8:00 AM	8:20 AM		
9:00 AM	9:20 AM	10:00 AM	10:10 AM
10:00 AM	10:20 AM		
11:00 AM	11:20 AM	12:00 PM	12:10 PM
12:00 PM	12:20 PM		
1:00 PM	1:20 PM	2:00 PM	2:10 PM
2:00 PM	2:20 PM		
3:00 PM	3:20 PM	4:00 PM	4:10 PM
4:00 PM	4:20 PM		
5:00 PM	5:20 PM		
6:00 PM	6:20 PM		

Environment and Tourism

Shifting transportation demand from personal vehicles to alternatives such as walking, bicycling, public transit, etc.

- ▶ Will reduce carbon emissions protecting our sensitive environment, our most highly valued community asset
- ▶ Will positively impact the health and happiness of our community

Studies show that cities with robust transportation alternatives are preferred by tourists

Public Transit

Local Bus Routes:



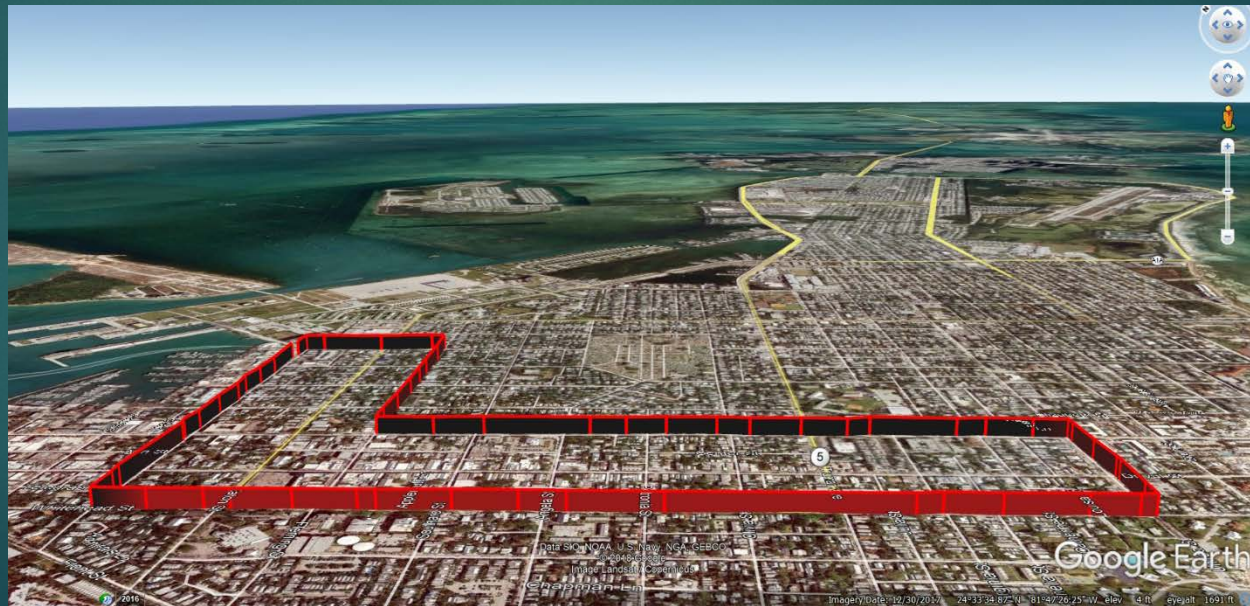
Public Transit

Bus Stops:



Public Transit

Duval Loop Impact:



The Big Picture:

- No one silver bullet will solve these challenges over the short term, but the need for a focused multiyear incremental effort on many different initiatives
- Will require extensive collaboration and partnering among several City Departments including Planning, Engineering, Parking & Public Transit
- Many of these efforts require only a modest investment and others can increase financial resources



The Good News

- Your City Staff have started addressing these issues through regular meetings of the Transportation Coordination Team
- We are confident many small incremental steps in implementing the recommendations and other initiatives will result in safer streets, increased demand for alternative modes of transportation and better quality of life for our residents, workforce, and visitors

▶ Short Term Recommendations:

Short term				
Approved	Multimodal Transportation Coordinator (MMTC)	Scholl/Veliz/Farist	\$30,000	upgrade existing bicycle coordinator position
1	Criteria for Residential Parking Numbers Per Block	Wilkins	\$20,000	mark new residential spaces with thermoplastic
2	Parking Fees	Scholl/Veliz/Wilkins	no or minimal cost	ordinance change
3	Parking Rates for Tour Buses	Wilkins/Ramsingh	no or minimal cost	ordinance change and outreach
4	Speed Limits	Scholl/Veliz/Bouquet	\$10,000	revise signage and driver education
5	Extend Meter Paid Parking	Wilkins	\$15,000	2 new electronic pay stations
6	30 Minute Parking Reform	Wilkins	\$10,000	revise signage and outreach
7	Scooter Parking	Wilkins/Ramsingh	no or minimal cost	ordinance change
8	Parking Enforcement	Scholl/Veliz/Wilkins/Farist	no or minimal cost	added enforcement expected to offset costs
9	Consolidate Parking Department Personnel	Scholl/Veliz/Wilkins	no or minimal cost	improve efficiency
10	Funding for Thermoplastic Residential Parking Spots	Wilkins	\$20,000	cost of maintaining markings
11	Courthouse Lot	Wilkins	no or minimal cost	outreach
12	Affordable Housing proposed by City on College Rd	Scholl/Veliz/Wright/MMTC/Planning Bd	no or minimal cost	
13	Speed Limit Enforcement	Scholl/Lee/Stockton	no or minimal cost	education and targeted traffic enforcement
14	Bicycle Parking and Racks	MMTC	\$50,000	replace damaged and install new racks
15	Truck Routes	Wilkins/MMTC	no or minimal cost	coordination with delivery vendors
16	Continued Emphasis on Alternative Transportation	Ramsingh/Sustainability Advisory Bd	no or minimal cost	revise SAB charter
			\$155,000	

▶ Long Term Recommendations:

Long term				
1	Policy Initiative	Planning Board/Bouquet/Wright	no or minimal cost	
2	Marketing and Education	MMTC	\$50,000	very important across all initiatives
3	Parking Capacity	Scholl/Wilkins	.	add capacity to enable removal of street parking
4	Incentivizing Car Share	MMTC	no or minimal cost	
5	Special Event Transportation Planning	MMTC/Ramsingh	no or minimal cost	in progress
6	Planning and New Development	MMTC/Wright	no or minimal cost	revise comprehensive plan
7	Street Capacity Considerations	MMTC/Ramsingh	no or minimal cost	ordinance change
8	North Roosevelt Loop	Delostrinos/MMTC	no or minimal cost	revise local routes and redeploy existing assets
9	Public Transit	Delostrinos/MMTC	no or minimal cost	TDP in FY2019 budget
			\$50,000	

Criteria for Residential Parking Numbers Per Block

Recommendation ST #1:

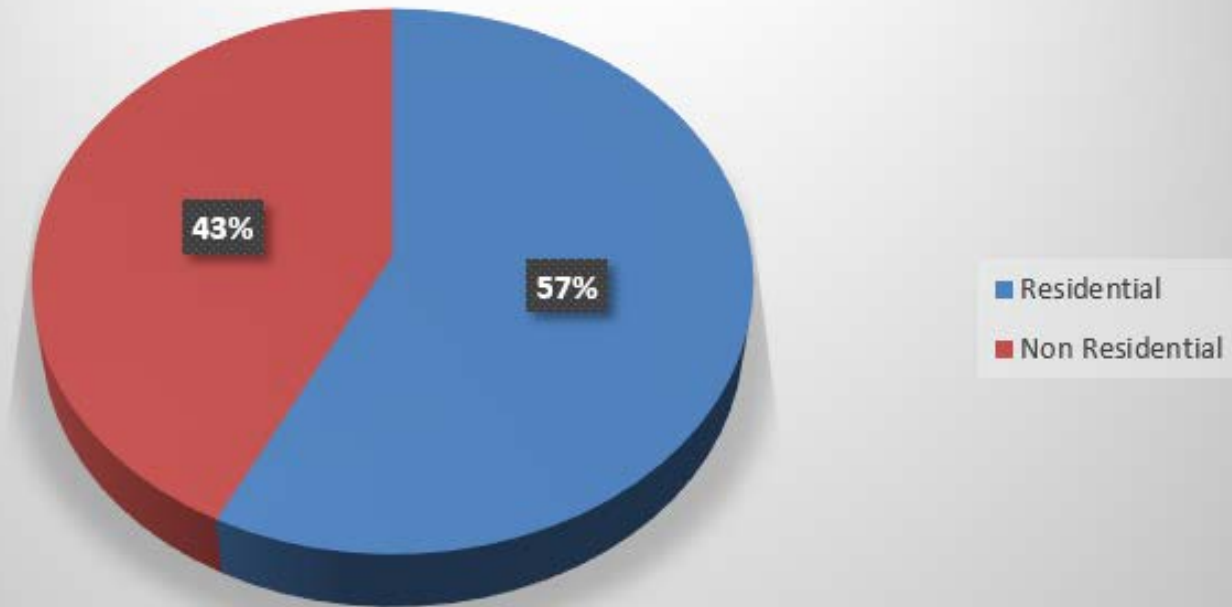
- ▶ 50 percent minimum on all blocks
- ▶ 75 percent minimum on blocks adjacent to pay parking
- ▶ 75 percent on blocks with parking on only one side of the street





<u>Current Parking Plan</u>	
Residential	1074
Non Residential	797

Current Parking Plan



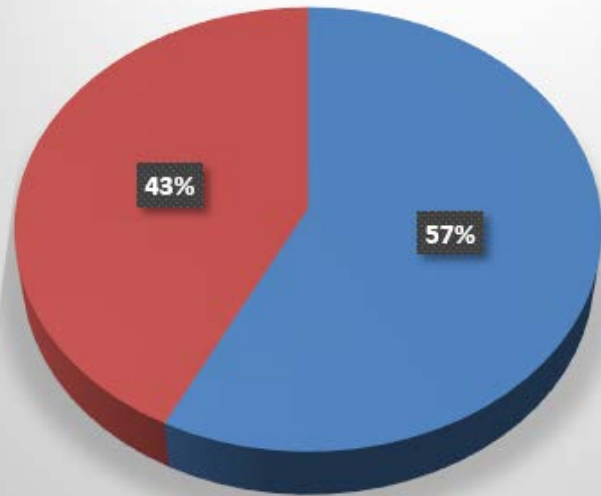
Impact of the 50 percent Rule:

	Residential Spots	Total Spots	Non Residential Spots	50 percent	Total Res Spots Under Plan	New Residential Spots
700 Fleming	3	32	29	16	16	13
400 William	11	24	13	12	12	1
400 Margaret	5	19	14	9.5	10	5
900 Fleming	6	21	15	10.5	11	5
1100 Fleming	11	23	12	11.5	12	1
1000 Southard	13	29	16	14.5	15	2
800 Southard	10	23	13	11.5	12	2
700 Southard	12	27	15	13.5	14	2
400 Frances	5	23	18	11.5	12	7
600 Margaret	10	25	15	12.5	13	3
700 Thomas	8	20	12	10	10	2
900 Thomas	9	22	13	11	11	2
1000 Thomas	9	20	11	10	10	1
		BEFORE:				
	Total Residential Spots	Total Spots	Total Non Resident Spots			
	112	308	196			
		AFTER:				
	Total Residential:	Total Spots	Non Residential:			Total New Residential Spots
	158	308	150			46

Impact of the 75 percent Rule:

	Residential	Total Spots	Non-Residential	75 percent	Total Res Spots Under Plan	New Residential Spots
600 Block of Dey	3	11	8	8.25	9	6
300 Elizabeth Street	8	25	17	18.75	19	11
300 William Street	9	27	18	20.25	21	12
300 Margaret	15	20	5	15	15	0
James Street	2	13	11	9.75	10	8
600 Eaton	3	13	10	9.75	10	7
600 Fleming	6	24	18	18	18	12
600 Southard	12	27	15	20.25	21	9
600 Angela Street	5	7	2	5.25	6	1
700 Simonton	3	5	2	3.75	4	1
500 Olivia	6	12	6	9	9	3
400 United Street	8	15	7	11.25	12	4
400 Amelia	8	14	6	10.5	11	3
1000 Whitehead	6	10	4	7.5	8	2
1100 Whitehead	5	10	5	7.5	8	3
BEFORE:						
	Residential	Total Spots	Non-Residential			New Residential Spots
	99	233	134			82
AFTER:						
	Residential	Total Spots	Non-Residential			
	181	233	52			
	Cars	Hours	Rate	Days	Total	
	50	4	4	356	\$284,800.00	

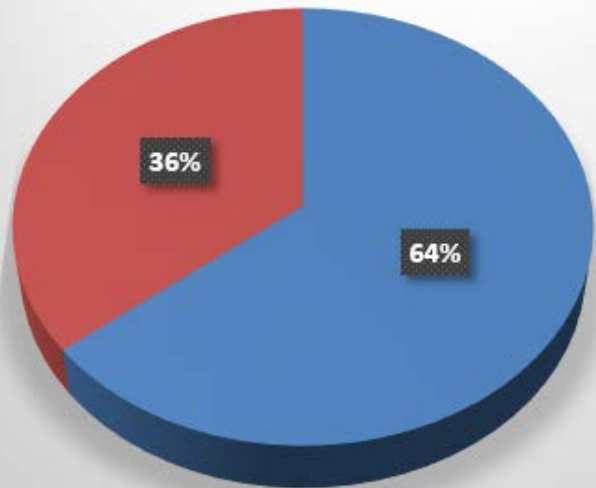
Current Parking Plan



Current Parking Plan

Residential	1074
Non Residential	797

New Parking Plan



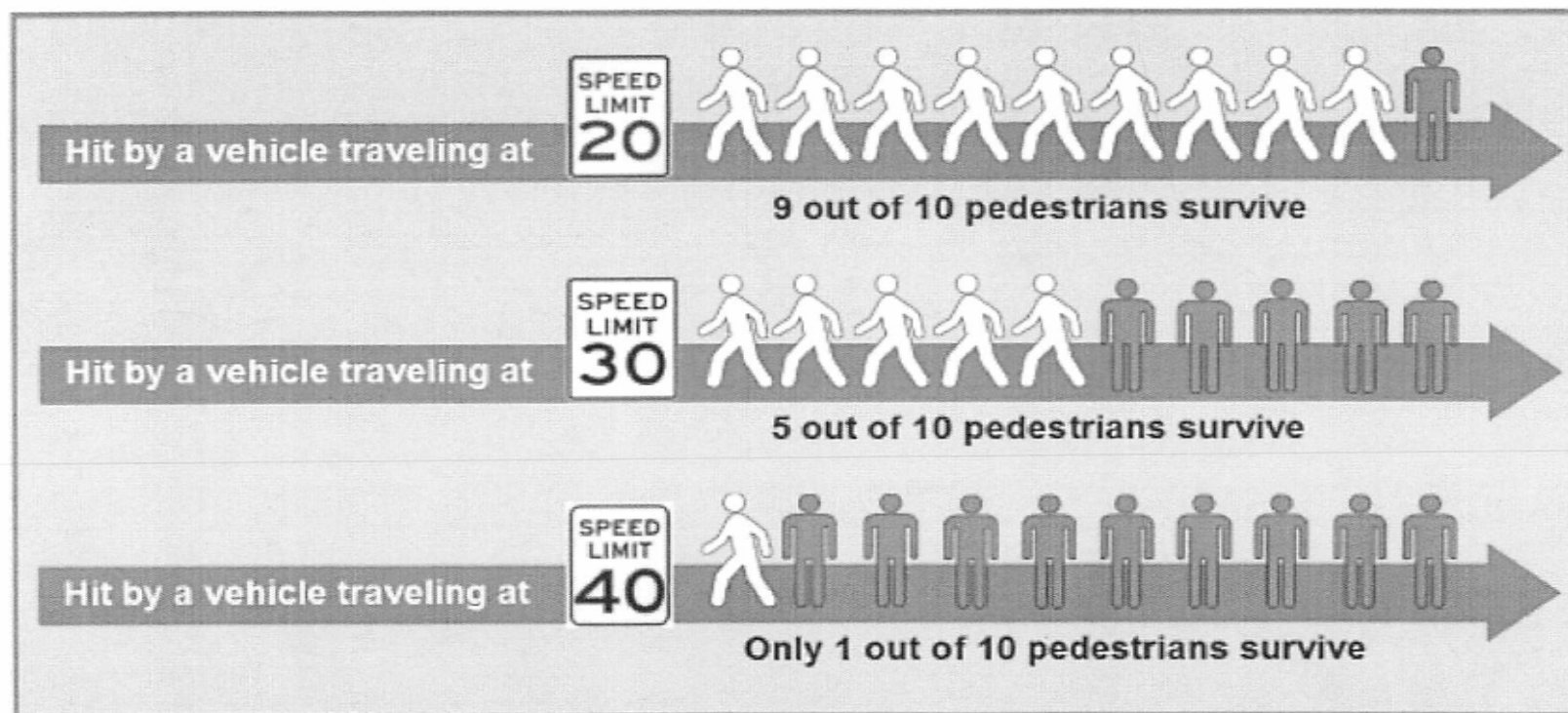
New Parking Plan

Residential	1202
Non Residential	669

Speed Limits and Speed Limit Enforcement

Recommendations ST #4 and ST #13

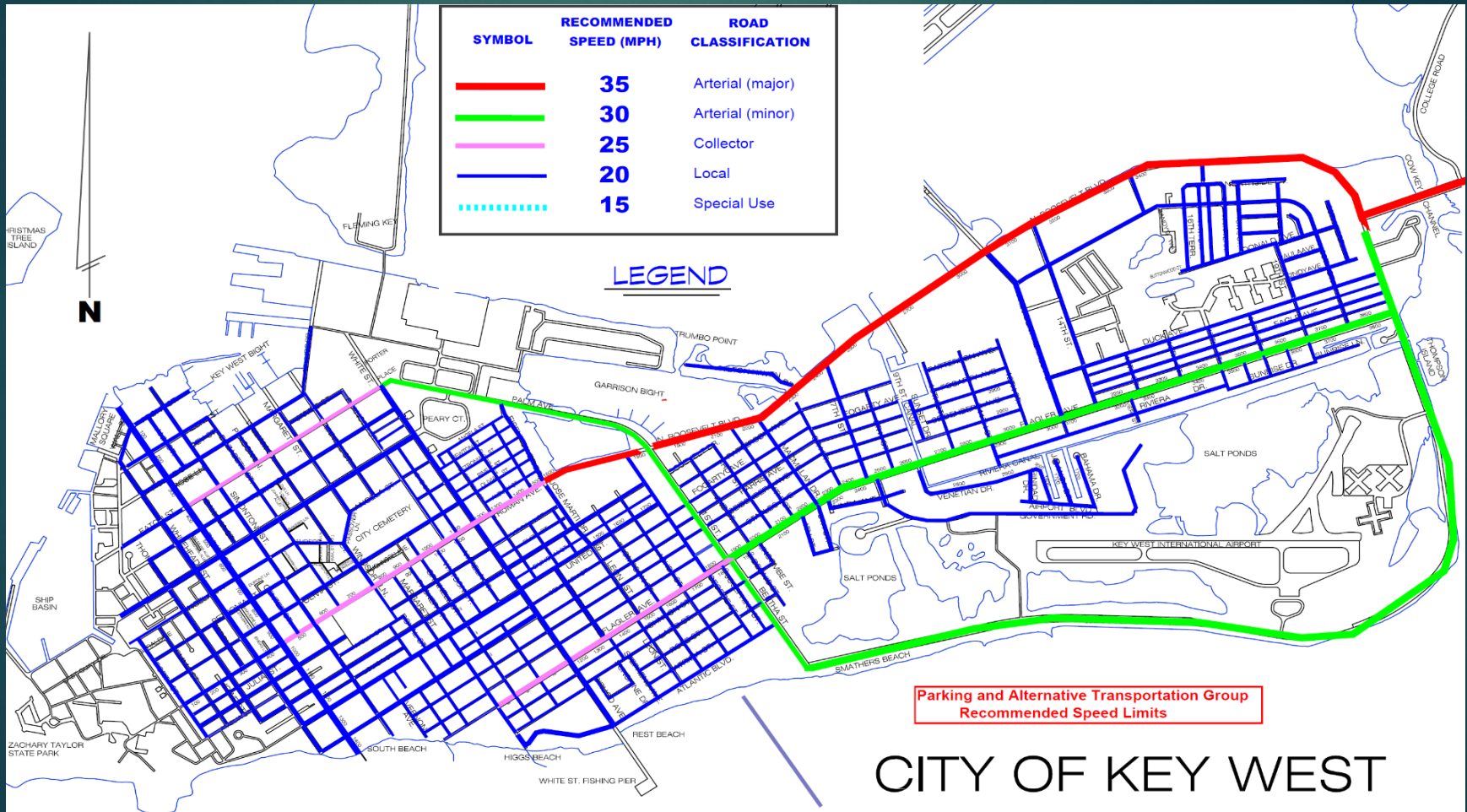
Significant opportunity to reduce number and severity of traffic incidents:



Speed Limits and Speed Limit Enforcement

Recommendations ST #4 and ST #1

Simplifies and finalizes consensus on safer speed limits across the island originally approved by a 2012 City Commission resolution





Speed Limit Enforcement

- ▶ Recommend approval of new resources or reallocate existing resources to execute a daily traffic enforcement program with an emphasis on speed limits
- ▶ For speed limits to be effective, such a program should include frequent stops and regular citations
- ▶ Recommendation LT Item #1, adoption of Complete Streets, may suggest changes to street design, a critical factor to reducing vehicle speeds



Courthouse Lot Recommendation ST# 11



Courthouse Lot

Recommendation ST# 11

Reserve for Workforce and Local Parking

- ▶ Recommend city and county reserve the Gato and Courthouse parking lots specifically for County and City residents after hours
- ▶ With an emphasis these lots are available for workforce parking
- ▶ Expectation is if our island's visitors choose to drive downtown they should be in paid parking lots or paid street parking

Continued Emphasis on Alternative Transportation

Tasking the Sustainability Advisory Board

Recommendation ST #16

- ▶ This is a sustainability issue
 - ▶ Limited resources
 - ▶ High demand
- ▶ Long-term issues
 - ▶ Not viable to approve all these recommendations at once
 - ▶ Progress on these issues needs to be monitored
 - ▶ Opportunities for more recommendations

Parking Enforcement

Recommendation ST Item # 8

- ▶ Lack of timely, consistent, and proactive parking enforcement throughout all areas of our island was the most frequently heard comment from public input
- ▶ Adding trained parking enforcement personnel is a low hanging fruit and also budget neutral

Public Transit

Recommendations LT # 8 & # 9

Significant opportunities to increase use/perception of Public Transit (alternative transportation) as follows:

- Expanding Duval Loop (Truman Waterfront and the Higgs Beach/White Street Corridor)
- Increasing frequency of Lower Keys Shuttle
- Adding free WiFi to all public transit vehicles
- Establishing a North Roosevelt Loop
- Consolidating Local Bus Routes freeing up assets to increase frequency on remaining routes
- Requires education, rebranding and marketing campaign


Parking Capacity

Recommendation LT #3

- ▶ The Group spent an entire meeting evaluating potential locations for multilevel parking garages
- ▶ No group consensus that there was a need for more parking, particularly in Old Town (nor public input)
- ▶ Acknowledged need to remove on street parking to improve line of sight at intersections and to accommodate a safer commercial district for pedestrians and bicycles
- ▶ The Old Town area of Key West carries a density of 11,186 people per square mile (significantly greater than Miami Dade, Broward, Pinellas, etc.)
- ▶ We should acknowledge the density (and overwhelming success) of our commercial district
- ▶ It is unrealistic for residents to expect free parking or to expect that parking on the public right of way adjacent to a residency is a right

Critical Success Factors:

- ▶ Providing these initiatives with a dedicated and recurring funding source (Transportation Alternatives Fund 111) and seeking ways to increase this funding (ST Item# 2)
- ▶ Maintaining accountability of progress through regular reporting and assigning responsibility and oversight to a Citizen Advisory Board (ST Item# 16)



We have reviewed and ask you to approve just five recommendations out of 25

- ▶ It's overwhelming
- ▶ It's a lot of information
- ▶ These are complicated issues
- ▶ You can't responsibly decide everything in one night
- ▶ There needs to be a mechanism to adopt more of these recommendations and to develop consensus on additional recommendations



Thank You

Much appreciation for the hundreds of hours of hard work to produce this product go to City Staff particularly,

Sue Harrison,

Steve McAlearney,

John Wilkins,

Rod Delostrinos,

Jason Hoegle, and

Alison Higgins



Respectfully submitted,

Gregory Davila

Dana Day

Eric Detwiler

Roger McVeigh

Wallace Reid Moore, Jr.

James Sutton

Allan Tidball



Questions?