

RESIDENTIAL PARKING STUDY

MARCH 21, 2005



KEY WEST PLANNING DEPARTMENT

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Thank you to all of the people who participated in this study and thank you to John Jones and Tom Oosterhoudt for bringing this issue to the attention of the Planning Department.

1. INTRODUCTION

Parking policies are an essential element for every transportation plan. The City of Key West, with its narrow streets, high population density, and limited parking, needs a long-range, comprehensive parking policy that compliments multimodal planning. This first parking-oriented report assesses the effectiveness of the current residential parking program and proposes potential solutions.

This report explains the current residential parking regulations, assesses its current status, and presents options for altering the program. All findings are based on the Residential Parking Program Study, whose methodology, analysis, and results are described in the appendix. All figures cited in this report are also found in the appendix.

2. CURRENT RESIDENTIAL PARKING PROGRAM

In 1999, the City of Key West responded to a lack of parking availability for Old Town residents by implementing a residential parking program (Ordinance #99-23). Every vehicle registered in Monroe County can park in a residential space, either because it has a county license plate or is eligible for a parking sticker issued by the City (City Code 70.246-252). Therefore, anyone living in Monroe County may park in the residential parking spaces at any time for any length of time.

The original program spanned from Southard to United and Frances to Fort (see Figure 1 in appendix). Figure 2 in the appendix shows the current extent of the residential parking program, which has been expanded toward Key West Bight and some of the blocks near the Southernmost Point have been removed.

Only a portion of the spaces along these blocks are striped for residential parking. The quantity and location of these spaces were determined through a survey sent out to residents asking if they used on-street parking. One space was allocated for each resident that used on-street parking. There are 89 blocks in the program and each block has between 2 and 25 marked residential parking spaces for a total of 936 spaces. The spaces not marked as residential are available for free to anyone.

People that live outside the neighborhood were included in the program because it was believed that neighborhood residents would drive their cars to work in the morning and residents of New Town and Monroe County would use the spaces during the day. The resident would then come home from work and take a space that has been vacated by a resident of New Town or Monroe County whose shift just ended.

3. OBSERVATIONS ABOUT THE CURRENT PROGRAM

The current parking program has been in effect for 6 years. It is generally understood and accepted by the community. Blocks have been added and subtracted, but there have been no substantive changes to the core of the program.

Key West has changed significantly over the last 6 years. Property values have risen quickly, salaries have not been able to keep pace, and priorities have changed. The following observations are presented to help frame the current residential parking situation.

- 1. Work Commute.** The loss of affordable housing has meant that a portion of the workers in Old Town were forced to move to more affordable locations in New Town, Stock Island, or further up the Keys. While living in Old Town, these people did not rely on

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their automobiles because they were able to ride bicycles, walk, take the bus, or drive a moped to work. Now that they live further from their jobs, they are forced to drive into Old Town where they park in the free residential spaces.

2. **Affluent Retirees.** The displaced working class discussed above is being replaced with a very affluent group. This demographic is more likely to own vehicles and more likely to not work. Because they are not waking up at 8 am and driving to work in the morning, the parking space is not freed for people from outside the neighborhood to use.
3. **Driveway Conversions.** The escalating property values, small lot sizes, and free on-street parking have convinced some property owners to convert their driveways into swimming pools, gardens, etc. No figures are available, but it is possible that there are increasingly less off-street parking spaces than there were in 1999. This represents a double-loss of parking because the off-street space is now removed and there is another car on the street.
4. **Enforcement.** From December 1, 2004, through March 1, 2005, the Police Department issued 13,000 parking tickets, of which 1,000 (8%) were for non-residents parking in residential parking spaces. As previously stated, there are over 900 residential parking spaces. This means that, on average, each space received one ticket over the last 3 months.
5. **Signage.** Many of the blocks in the residential parking program have signs warning that parking is for residents only. However, usually less than ½ of the spaces on the block are marked residential, and the paint has faded and is illegible for many of these spaces. Therefore, tourists may not be adequately aware of the residential parking program, and it is difficult for enforcement officers to know if a space is reserved for residential parking.
6. **Free Parking.** Residential parking is free. Spaces not marked for residential parking in the neighborhoods are free. Commodities that are free and viewed as common goods are frequently abused. Free parking creates demand, and as seen in Driveway Conversion observation, free parking can change behavior.

4. STUDY RESULTS

The appendix contains the entire results for the residential parking program. Below is a list of some of the most significant findings:

1. The area around Old Town Garage (Park and Ride Garage) has a severe on-street parking shortage.
2. On average, 14% of the residential parking spaces are available at any one time.
3. There are significantly less available residential parking spaces in the evening than in the morning and on weekends than on weekdays.
4. Roughly 8% of the vehicles parked in residential spaces are abandoned/derelict.
5. 65% of the respondents live in the neighborhood, 20% live outside the neighborhood but in Key West, 9% live in Monroe County, and 5% live elsewhere.
6. 35% of the respondents found the parking space immediately. 65% searched for the space for at least several minutes.
7. There is little parking turnover because 73% park for over 7 hours.
8. 68% of respondents used residential parking in the area daily.

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5. RESIDENTIAL PARKING PROGRAM OPTIONS

Policy Questions

Solutions to the parking problem must address the following questions:

1. What is the extent of the program? Should it be for the entire City or a certain area? Special attention must be given to the borders of the program because parking could become worse in these locations.
2. What is the goal of the parking program? Is it to allow people to park while working or shopping, or is it to guarantee all neighborhood residents parking? Should it make money, or should it be free?
3. What is the degree of enforcement now? Is the easiest solution to enforce the existing program?
4. Who should be included? Who is this parking program for? Is it for Monroe County, Key West, or neighborhood residents?
5. Should we vary the rules by time of day? Should we have time limitations for some hours and not for others? Should anyone be able to park during the day but not at night?
6. How will we fund the implementation? Perhaps through increased meter use or increased parking passes.

Solutions

The options listed below are ordered from easiest to most difficult to implement. It is the Planning Department's belief that the options should be pursued in order, meaning that Option 1 should be attempted before implementing Option 2.

Option 1: Enforce Existing Rules

The first and simplest option is to enforce the existing rules before implementing a new program. The existing rules will have to be codified and the spaces should be repainted.

Option 2. Encourage Parking Deck Use

The City has hundreds of parking spaces directly next to one of the areas with the most severe parking shortages (James Street). Workers can be encouraged to use these spaces by providing cheap monthly passes or including the garage or lots in the residential parking program. If these spaces are included in the residential parking program, residents would park for free and tourists would pay the regular rates. The same policy could be pursued for the City Hall parking deck. Such a policy would decrease congestion and free on-street parking for neighborhood residents to use.

Option 3. Increase the Number of Residential Spaces.

The number of parking spaces marked 'residential' was based on a survey of residents that used on-street parking. There was no consideration made for Monroe County residents. Increasing residential spaces would create space for people that live outside the neighborhood.

Option 4: Time of Day

Residents of Monroe County will be allowed to park in resident spaces during business hours (Monday-Friday 7:30 am to 6:30 pm).

Option 5: Key West Only

Only allow residents of Key West to park in the residential spaces. All residents of Monroe County will no longer be able to park in residential spaces. Old Town Garage could offer cheap rates to displaced Monroe County workers.

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Option 6: Zones

Create a zone-based parking approach to exclude non-neighborhood residents from using the spaces. Non-residents could be excluded from ever parking in the spaces or from parking during certain times (e.g. 8 pm through 8 am).

Zone-based parking programs must have certain characteristics to be successful. Three of these characteristics are:

1. **Intuitive Boundaries**- The parking program must make sense to the user. Physical boundaries will be more successful than imposed boundaries. For instance, a river is a more effective boundary than a county line, which exists only as a line on a map and a sign along a road. Signs will be used to indicate where the boundaries are located, but a truly successful program will have boundaries that are intuitive to the users. These boundaries can be located along the commercial corridors that separate neighborhoods.
2. **Stable Boundaries**- Physical boundaries do not change while political boundaries may be changed every 10 years with the new Census figures. The City Commission boundaries changed after the 2000 figures were released. Changes to political boundaries are also subject to gerrymandering, which creates boundaries that are not intuitive.
3. **Effective Enforcement**- Nothing can be effective without enforcement. Enforcement will be a mixture of neighborhood cooperation and government action. Without enforcement, the zone-based parking program will not be much more effective than the current program.

Figure 20 in the appendix shows the boundaries of the City Commission districts and how they relate to current residential parking program. If a zone-based program is decided upon, the Planning Department recommends that its boundaries be defined as shown in Figure 21.

RESIDENTIAL PARKING STUDY APPENDIX

MARCH 21, 2005



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1. STUDY METHODOLOGY

The first step in creating the residential parking study was to map the extent of the existing residential parking area and count the number of residential spaces per block. Figure 1 shows the extent of the program, according to the enabling legislation. Because paint has faded on some spaces and oversized vehicles block the view of other spaces, it is difficult to determine the exact number of residential parking spaces. Figure 2 shows the blocks that are currently included in the residential parking program.

After counting and mapping the spaces, 16 blocks and 2 spaces on each block were randomly selected to study. The study sites are the green blocks shown in Figure 2. The authors distributed postcards and studied 2 spaces per block, 12 times per space (3 times a day for 4 days) between February 16 and March 11, 2005. The three daily surveys were begun at 7:30 am, 11:30 am, and 5:30 pm and each took roughly 1.5 hours to complete. Rainy days were avoided as much as possible since the paper postcards would be ruined.

The survey/study involved distributing the postage-paid postcards shown in Figure 3 on vehicles parked in the selected spots. The postcard asked questions such as where the person lived, how long they parked there, how difficult was it to find parking, etc. The postcards were coded so that the researchers could tell which space the card came from and the date and time it was distributed. If, upon the next sample, a postcard remained on the vehicle, a new postcard was not distributed. Instead, the researcher would check the 'Leftover' box on a spreadsheet. Empty spaces were marked 'Empty' on the same spreadsheet. Figure 4 was prepared as a handout to explain the survey to curious bystanders. To respond to specific parking problems, some areas, such as James Street, received more postcards.

2. SURVEY RESULTS

There are two levels of data available for analysis. The parking occupancy survey of empty and full parking spaces (Part 1) provides less information but the data is reliable and scientific. The second part involves the returned postcards. Roughly 100 postcards have been returned out of 459 distributed (22% response rate). The answers on the postcards are subjective because two people could take the same amount of time to look for a parking space and answer the question differently. However, the responses give us access to a deeper level of knowledge than can be ascertained from the occupancy survey.

The postcards which were returned may have a bias to them because people who are most concerned about residential parking may be more likely to return the cards and violators of the program may be less likely.

Part 1: Parking Occupancy

Parking by Block

Figure 5 shows parking occupancy by block. These same figures are spatially presented in Figure 6. Each block has 2 parking spaces that were surveyed 3 times a day for 4 days, for a total of 24 surveys. These figures show that some blocks, such as 300 Elizabeth, 900 and 1000 James, 400 Margaret, and 600 William, have significant parking shortages. Possible reasons for the parking shortage in these areas include high density of residences, proximity to commercial uses, and vehicles that have been abandoned. The only areas that have ample parking are near the Southernmost Point.

Parking by Time of Day

Because the surveys were performed in the morning, at noon, and in the evening, another level of analysis compares the difference in parking availability across these time periods. Figure 7 shows the available spaces and occupied spaces by time period. The available number of parking spaces decreases steadily throughout the day. By evening, only 14% of the parking spaces are free.

Fourteen percent vacant parking spaces is not a problem if the free spaces are evenly distributed across the entire area and at all times. Figures 8 through 10 show the spatial distribution of vacant parking spaces by time of day. The mosaic pattern of vacant parking spaces in the morning dissolves through the day until there is a clear shortage of parking on all blocks except for the fringes. Some blocks have parking shortages at all times.

Leftover postcards are an indicator of how long a vehicle has been left unattended. Most of the surveys began in the morning and, therefore, had little chance of having leftover postcards. Figure 7 shows that, in the evening, 23% of the postcards were leftover from either the morning or noon survey. This means that roughly $\frac{1}{4}$ of the vehicles parking on the street are not moving between noon and 6 pm- the same time when commuters should be vacating parking spaces and residents should be arriving back at home.

Potentially abandoned/derelict vehicles account for 8% of the leftover postcards. These are vehicles with postcards leftover for over 7 days. If 8% of the vehicles are derelict, then a large part of the parking shortage could be addressed by removing them.

Parking by Day of Week

The final analysis performed for Part 1 divides the data into weekday and weekend. Figure 12 shows that there are less available parking spaces on the weekend and that these vehicles are more likely to have leftover postcards. This means that; 1) there is a higher demand for parking on the weekend, and 2) parking turnover is greater during the week than on the weekend.

Part 2: Postcards

Postcard Responses by Block

As Figure 12 shows, 30 blocks returned postcards. Twenty-four blocks returned more than 2 postcards. Results for the blocks where 0 or 1 postcard was returned were excluded from the block analysis. Only 2 blocks did not have any postcards returned, 300 Elizabeth and 700 Thomas. More responses came from James Street because the area was oversampled to address a specific parking concern.

The postcard questionnaire contains multiple answers for each question. To simplify the analysis at the block level, the answers were coded as either yes or no. For instance, Question 1 was coded so that the person either lived in the immediate area or did not live in the immediate area. However, this study is concerned with parking policy for the entire area and will not be assessing characteristics of individual blocks.

Results by Time of Day

The analysis in Figure 13 follows the format of the postcard but separates the values by AM, Noon, and PM and shows absolute numbers and percents for each category. The results are presented below by question number.

- *Q 1.* There is a significant decrease in residents using the spaces throughout the day.
- *Q 2.* No one used the space for less than 1 hour, and $\frac{3}{4}$ of the respondents used the space for more than 7 hours. This shows that there is very little turnover of parking spaces. The morning values are highest because the vehicles were most likely parked overnight.
- *Q3.* Only $\frac{1}{3}$ of the people found the space immediately and $\frac{2}{3}$ of the people searched for a few minutes or more. This shows that a portion of traffic and congestion is caused by people searching for spaces, and guiding people to available parking spaces will decrease congestion.
- *Q4.* Most of the respondents stated that they used streetside parking daily. This number is highly correlated with Q1 because only 4 of 67 are not area residents.
- *Q5.* Few respondents that claimed to live in the neighborhood in Q1 entered streets in Q5 that were not in the neighborhood. These results show that almost every respondent lives in the area and the others live in Key West. Only 14% of the responses were from outside of Key West and only 5% were violators.

Commuters vs. Locals

Figure 14 compares answers for Commuters and local residents were determined from the purpose in Question 1. Those who parked in the area for a purpose other than living nearby are classified as commuters.

- *Q2.* Local residents are much more likely park for more than 7 hours. Local residents are not using their vehicles to run errands very often.
- *Q3.* It takes the same amount of time for commuters and local residents to find parking.
- *Q4.* Commuters are evenly spread between using the space often and infrequently. Residents almost always use the on-street parking.
- *Q5.* Twenty-two percent of respondents classified as commuters live in the area. These are people who are driving to run errands. Most of the commuters live in Key West.

Spatial Analysis

The results of the parking occupancy and postcard surveys are shown together in Figures 15 through 18. The pie charts display the postcard answers from Figure 12 and the colored line segments display parking vacancies from Figure 6. Each block label corresponds to a pie chart.

‘Neighborhood Residents Parking in Residential Spaces’ (Figure 15) shows areas where only residents of the neighborhood use the residential spaces. Excluding Monroe County residents or developing a zone-based parking program will only have an effect on areas where the pie charts are mostly red. Parking on Poorhouse Lane will not be improved by making these changes. In general, the areas with the most vehicles from outside of the neighborhood are adjacent to commercial areas.

On-street residential parking in Key West is being utilized for long periods of time, as shown in Figure 16. Comparing these results to Figure 15 shows that neighborhood residents use the spaces for the longest period of time. Many of these vehicles are essentially being stored on the public right-of-way. Limitations on the amount of time one may park in a residential space would increase parking turnover and would discourage use by workers. For instance, residential spaces could be limited to 2 hours between 8 am and 8 pm for all non-neighborhood residents.

This policy alternative requires a significant amount of enforcement and is not recommended at this time.

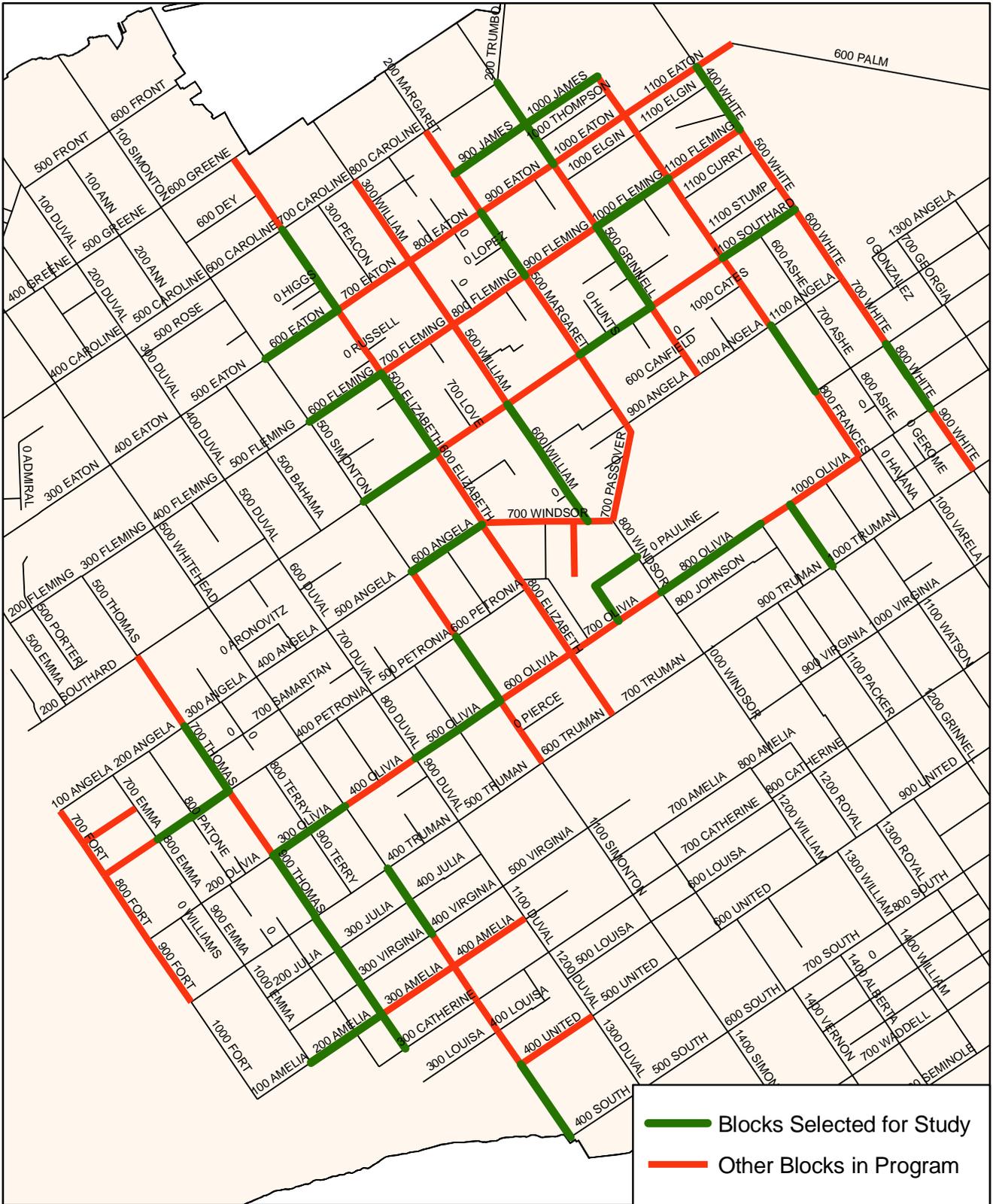
The length of time it took a driver to find the parking space is displayed in Figure 17. Almost everyone was forced to search for the space. Poorhouse Lane shows that the spaces are immediately available, but this is due to double-parking. Thousands of vehicles a day are slowly driving through our neighborhoods trying to find parking. The solution to this issue is to encourage drivers to park in areas with ample parking, such as the Park and Ride lot.

Finally, 'Daily Use of Residential Parking' (Figure 18) shows that the majority of vehicles surveyed use parking in that area daily. There are two ways to alter daily use; 1) increase parking or 2) decrease the number of vehicles that need to be parked. Increasing parking results in the increase of driving, which leads to a need to build more parking. This is an endless cycle. The most effective method of increasing parking availability is to decrease demand for parking. Demand can be decreased by charging for parking or by offering safe, convenient, affordable, and efficient alternatives such as riding a bicycle, taking the bus, or taking a taxi.

Comments

The postcards contained a few lines for comments. Over 50% of the returned postcards contained comments, which indicates that many people have strong opinions regarding residential parking. The authors coded the comments into 7 categories. Many people asked for stronger enforcement of the existing laws.

Figure 2. Current Residential Parking Program and Selected Blocks



0 250 500 1,000 1,500 2,000 Feet



Figure 3. Postcard Survey

The City of Key West wishes to better address parking and transportation needs. Please fill out this survey to assist us in understanding the needs of residents and visitors, by allowing us to recognize who is using this parking we can help make Key West a more enjoyable place to live, work, and play!

1. Check the reasons why you were using this space: (Check all that apply)
 Live in neighborhood Shopping Working Visiting Recreation

2. You utilized this space for (hours): <1 1-2 3-6 7 or more

3. You found this space: Immediately After several minutes More than 10 minutes

4. How often do you utilize street side parking in this area:
 Daily 3-6 days per week 1-2 days per week Less

5. Where do you live: _____
Street name City/State

6. Comments/ Ideas - _____

Thank you for your time. Please drop this card in the nearest mailbox.
Key West Planning Department
Questions? Call Kai Monast – 305-292-8189



Figure 4. Information Handout

Residential Parking Survey

A Residential Parking Program was implemented several years ago in the Historic District and the Key West City Commission has requested that it be evaluated for effectiveness.

The City of Key West Planning Department has now undertaken a study of the Residential Parking Program in an effort to better understand parking patterns. We will be placing green post-card questionnaires on cars parked in selected residential parking spaces. By understanding who is using these parking spaces we will be able to more effectively plan for parking and thus make Key West are more enjoyable place to live, work, and play!!

Thanks for your participation!!

Questions? Contact Kai Monast—305-292-8189

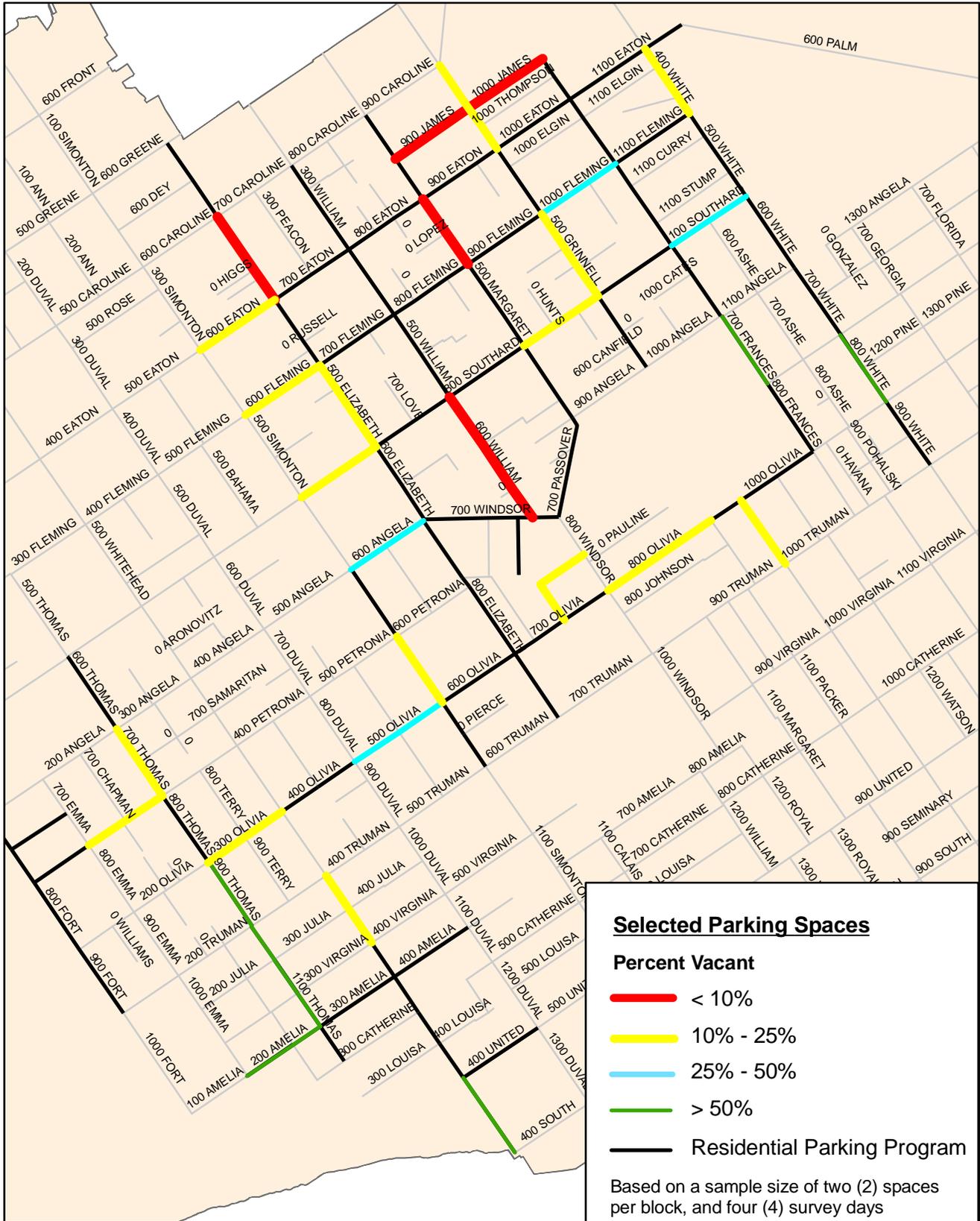


Figure 5.**Parking Occupancy by Block**

Block	Observations	# Resid. Spaces	Available		Occupied		Leftover*	
			Spaces	%	Spaces	%	Postcards	%
200 AMELIA	24	8	13	54%	11	46%	0	0%
600 ANGELA	24	6	5	21%	19	79%	3	13%
600 EATON	24	4	2	8%	22	92%	5	21%
300 ELIZABETH	24	11	0	0%	24	100%	8	33%
500 ELIZABETH	24	10	2	8%	22	92%	4	17%
600 FLEMING	24	4	2	8%	22	92%	14	58%
1000 FLEMING	24	19	8	33%	16	67%	4	17%
700 FRANCES	24	7	12	50%	12	50%	0	0%
300 GRINNELL	24	5	2	8%	22	92%	12	50%
500 GRINNELL	24	25	4	17%	20	83%	4	17%
900 GRINNELL	24	10	4	17%	20	83%	3	13%
900 JAMES	24	7	0	0%	24	100%	9	38%
1000 JAMES	24	19	0	0%	24	100%	6	25%
400 MARGARET	24	8	1	4%	23	96%	8	33%
300 OLIVIA	24	10	3	13%	21	88%	7	29%
500 OLIVIA	24	6	6	25%	18	75%	4	17%
800 OLIVIA	24	22	4	17%	20	83%	2	8%
200 PETRONIA	24	9	3	13%	21	88%	5	21%
700 POORHOUSE	24	5	2	8%	22	92%	6	25%
800 SIMONTON	24	7	2	8%	22	92%	4	17%
600 SOUTHARD	24	14	4	17%	20	83%	0	0%
900 SOUTHARD	24	20	4	17%	20	83%	3	13%
1100 SOUTHARD	24	14	8	33%	16	67%	1	4%
700 THOMAS	24	11	4	17%	20	83%	4	17%
900 THOMAS	24	15	9	38%	15	63%	2	8%
1000 THOMAS	24	18	11	46%	13	54%	4	17%
1100 THOMAS	24	8	10	42%	14	58%	2	8%
400 WHITE	24	3	4	17%	20	83%	4	17%
800 WHITE	24	5	12	50%	12	50%	0	0%
1000 WHITEHEAD	24	7	2	8%	22	92%	14	58%
1300 WHITEHEAD	24	4	16	67%	8	33%	4	17%
600 WILLIAM	24	16	1	4%	23	96%	3	13%
Total:	768	337	160	21%	608	79%	149	19%

Figure 6.

Vacant Parking Spaces



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 Planning Department
 March 15, 2005

0 250 500 1,000 1,500 2,000 Feet

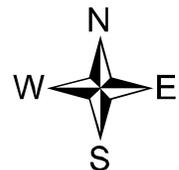
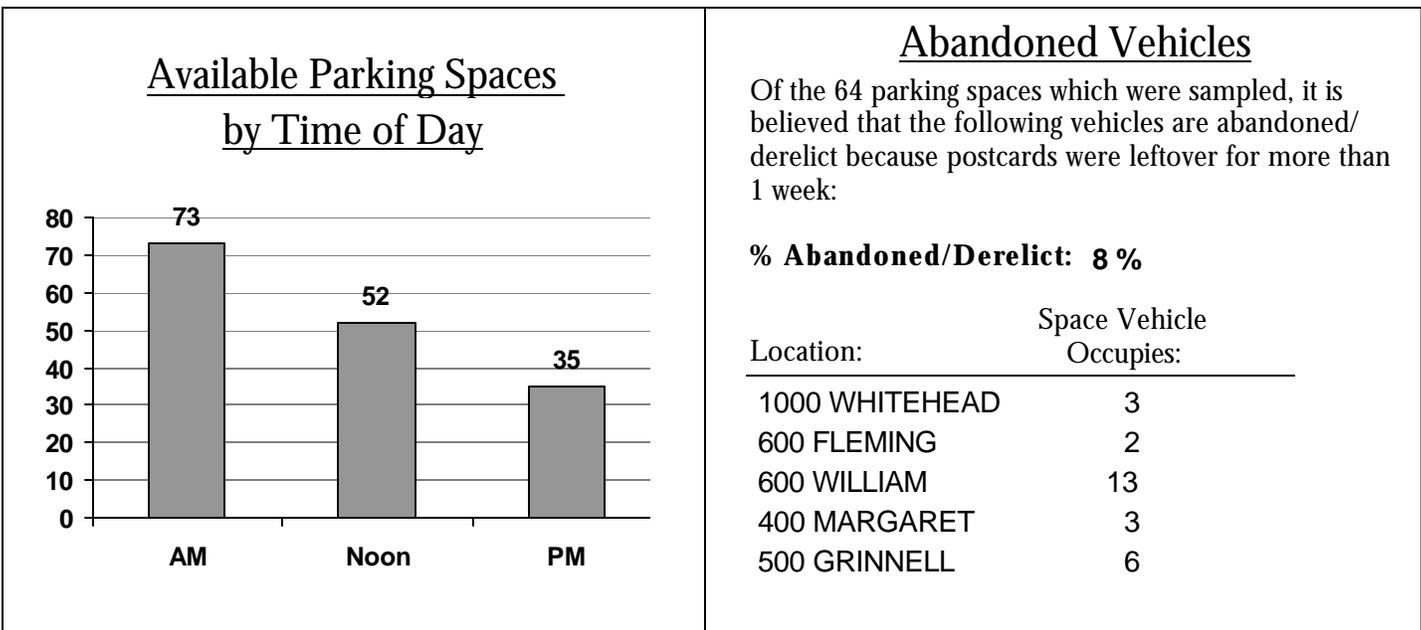




Figure 7. Parking Space Occupancy by Time

	Total Spaces	Available Spaces	Available %	Occupied Spaces	Occupied %	Leftover Postcards*	Leftover %*
AM	256	73	29%	183	71%	26	10%
Noon	256	52	20%	204	80%	65	25%
PM	256	35	14%	221	86%	58	23%
Total:	768	160	21%	608	60%	149	19%

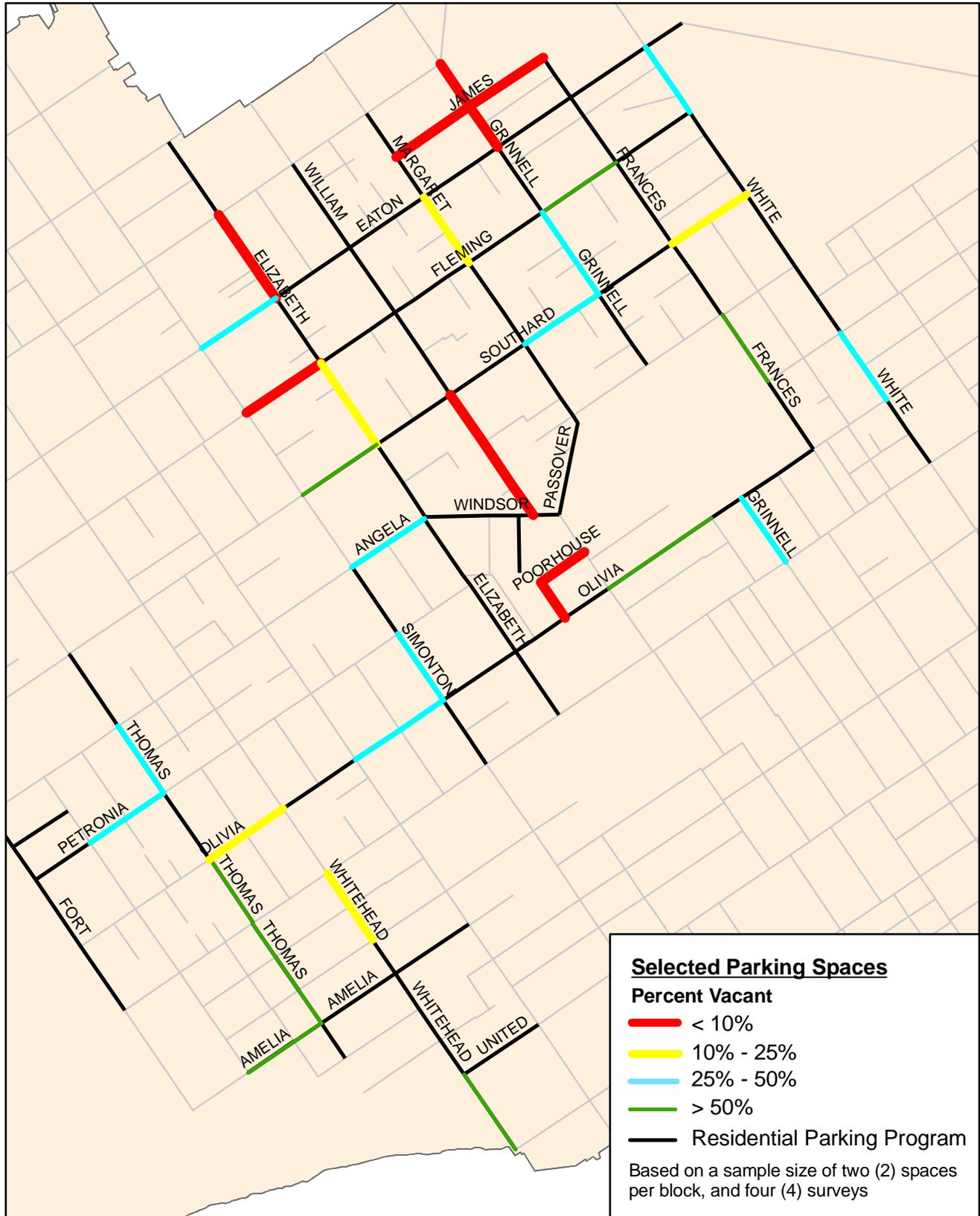
Total Postcards Distributed: 459



* Postcards leftover from the previous sample. Most samples began in the morning and, therefore, had little probability of having leftover postcards.

Figure 8.

Vacant Parking Spaces- Morning



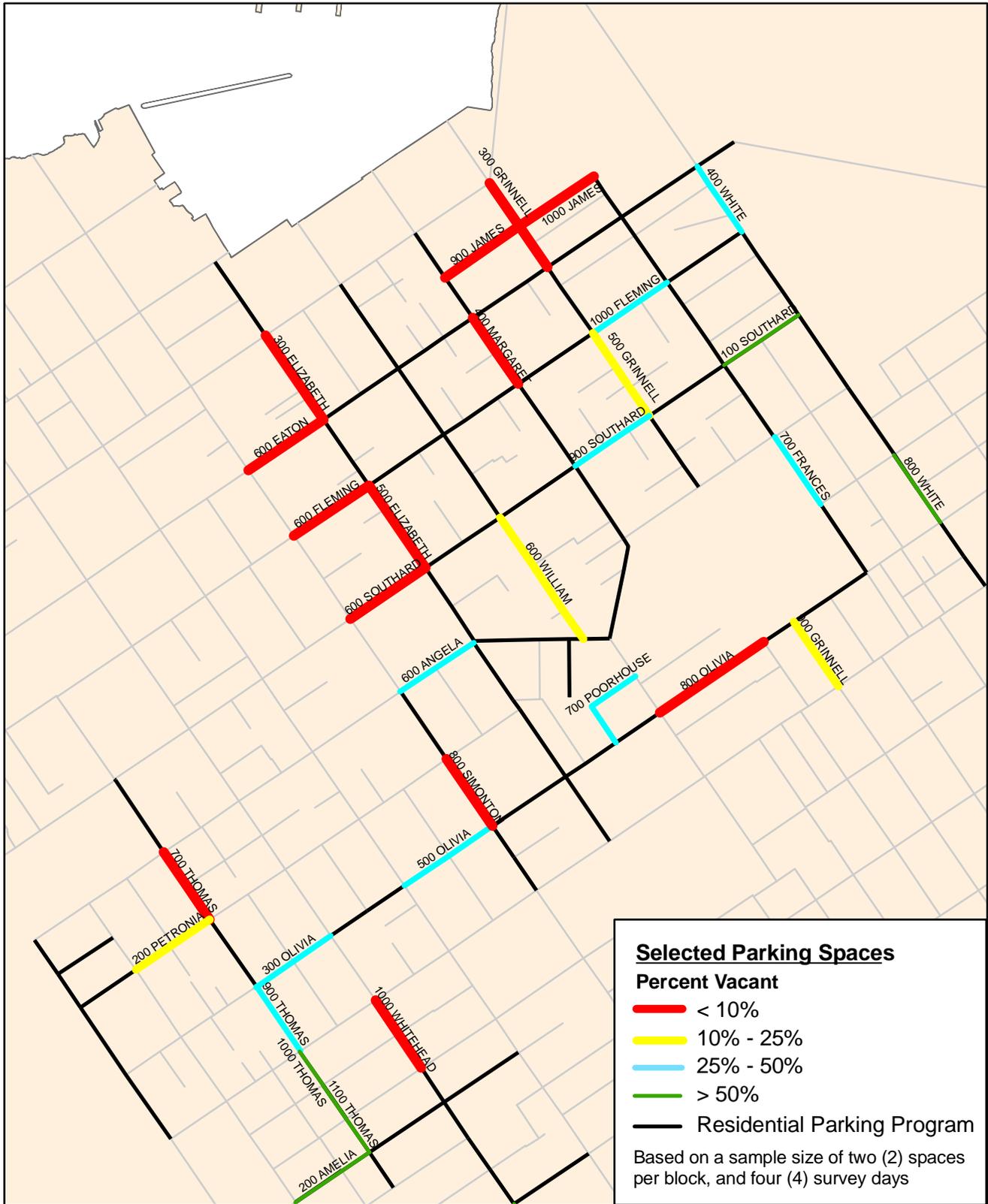
Created by
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0 250 500 1,000 1,500 2,000 Feet



Figure 9.

Vacant Parking Spaces- Noon



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March 15, 2005

0 250 500 1,000 1,500 2,000 Feet

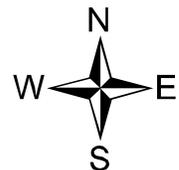
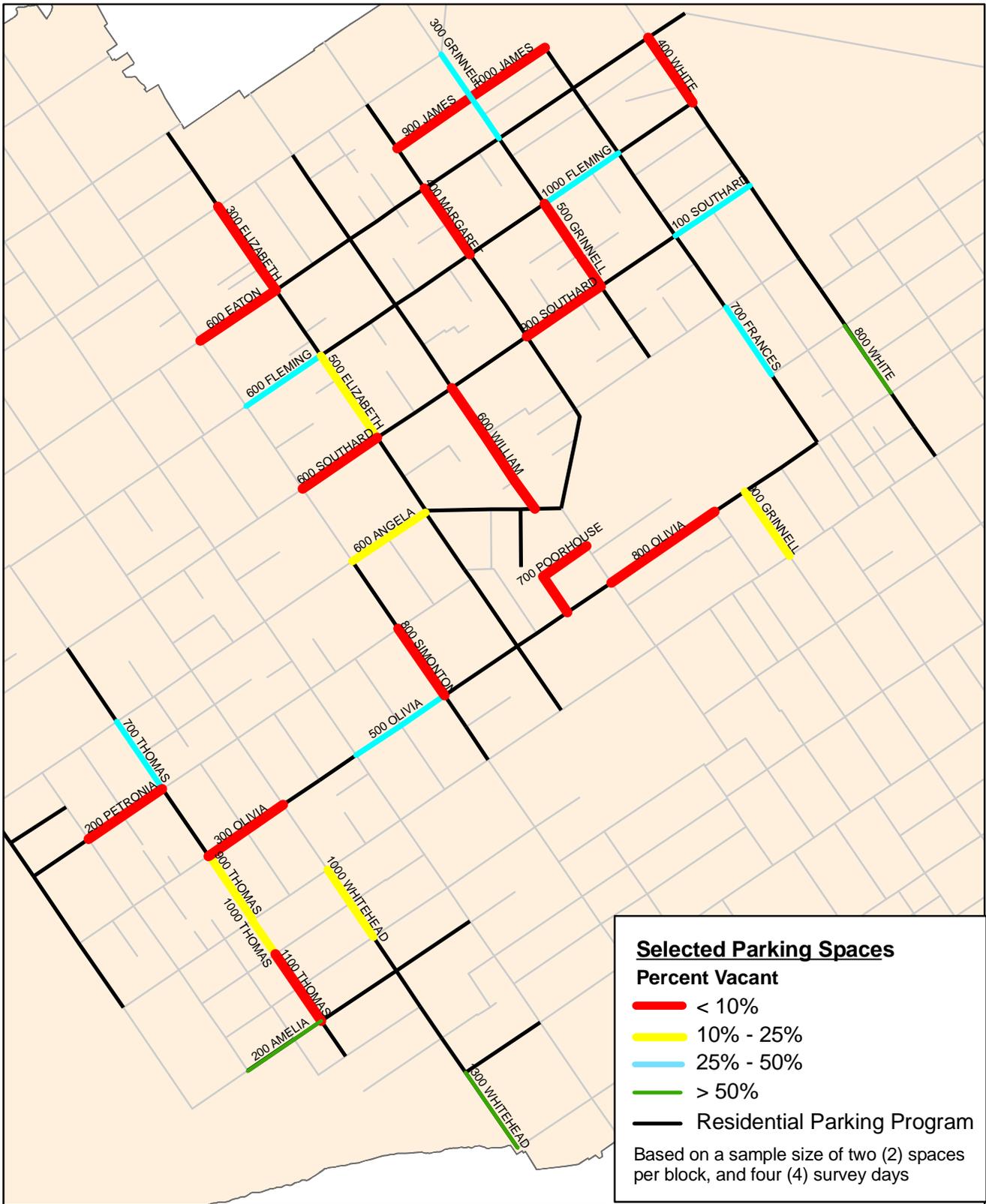


Figure 10.

Vacant Parking Spaces- Evening



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0 250 500 1,000 1,500 2,000 Feet

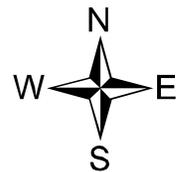


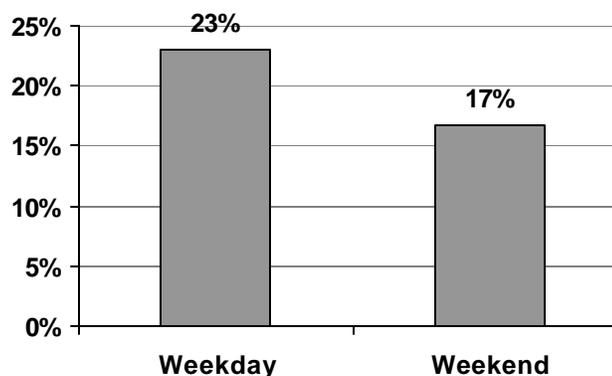


Figure 11. Parking Space Occupancy by Weekday

	Total Spaces	Available		Occupied		Leftover*	
		Spaces	%	Spaces	%	Spaces	%
Weekday	504	116	23%	388	77%	80	16%
Weekend	264	44	17%	220	83%	69	26%
Total:	768	160	21%	608	60%	149	19%

Total Postcards Distributed: 459

Available Parking Spaces
by Day of Week



** Postcards leftover from the previous sample. Most samples began in the morning and, therefore, had little probability of having leftover postcards.*

Figure 12.

Postcard Responses by Block



Block	Returned Postcards	Q1. Live in Area	Q2. Used > 7 Hours	Q3. Found Immediately	Q4. Use Space Daily
600 ANGELA	4	<input type="checkbox"/> Yes <input type="checkbox"/> No			
600 EATON	5	<input type="checkbox"/> Yes <input type="checkbox"/> No			
500 ELIZABETH	5	<input type="checkbox"/> Yes <input type="checkbox"/> No			
1000 FLEMING	2	<input type="checkbox"/> Yes <input type="checkbox"/> No			
700 FRANCES	2	<input type="checkbox"/> Yes <input type="checkbox"/> No			
300 GRINNELL	2	<input type="checkbox"/> Yes <input type="checkbox"/> No			
500 GRINNELL	2	<input type="checkbox"/> Yes <input type="checkbox"/> No			
900 GRINNELL	5	<input type="checkbox"/> Yes <input type="checkbox"/> No			
900 JAMES	11	<input type="checkbox"/> Yes <input type="checkbox"/> No			
1000 JAMES	8	<input type="checkbox"/> Yes <input type="checkbox"/> No			
300 OLIVIA	2	<input type="checkbox"/> Yes <input type="checkbox"/> No			
500 OLIVIA	2	<input type="checkbox"/> Yes <input type="checkbox"/> No			
800 OLIVIA	2	<input type="checkbox"/> Yes <input type="checkbox"/> No			
200 PETRONIA	3	<input type="checkbox"/> Yes <input type="checkbox"/> No			
700 POORHOUSE	5	<input type="checkbox"/> Yes <input type="checkbox"/> No			

Block	Returned Postcards	Q1. Live in Area	Q2. Used > 7 Hours	Q3. Found Immediately	Q4. Use Space Daily
800 SIMONTON	2	<input type="checkbox"/> Yes <input type="checkbox"/> No			
600 SOUTHARD	2	<input type="checkbox"/> Yes <input type="checkbox"/> No			
900 SOUTHARD	6	<input type="checkbox"/> Yes <input type="checkbox"/> No			
1100 SOUTHARD	2	<input type="checkbox"/> Yes <input type="checkbox"/> No			
900 THOMAS	4	<input type="checkbox"/> Yes <input type="checkbox"/> No			
1000 THOMAS	2	<input type="checkbox"/> Yes <input type="checkbox"/> No			
1100 THOMAS	4	<input type="checkbox"/> Yes <input type="checkbox"/> No			
400 WHITE	4	<input type="checkbox"/> Yes <input type="checkbox"/> No			
600 WILLIAM	4	<input type="checkbox"/> Yes <input type="checkbox"/> No			

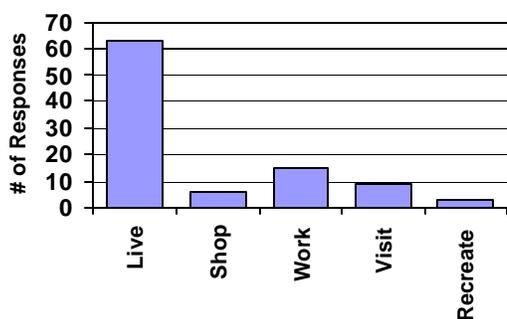
Blocks: 24 Total: 90



Figure 13. Postcard Results: Time of Day

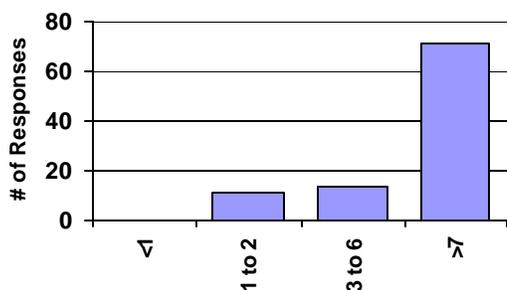
Question 1: Check the reasons why you were using this space.

Time	Records	Values					Percents				
		Live	Shop	Work	Visit	Recreate	Live	Shop	Work	Visit	Recreate
AM	36	29	0	6	1	0	81%	0%	17%	3%	0%
Noon	26	17	2	5	2	0	65%	8%	19%	8%	0%
PM	34	17	4	4	6	3	50%	12%	12%	18%	9%
Total:	96	63	6	15	9	3	66%	6%	16%	9%	3%



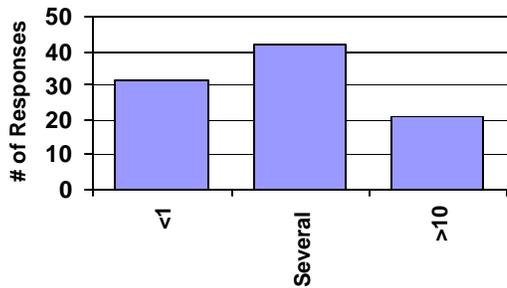
Question 2: You utilized this space for (hours):

Time	Records	Hours				Percents			
		<1	1-2	3-6	>7	<1	1-2	3-6	>7
AM	36	0	1	5	30	0%	3%	14%	83%
Noon	26	0	3	3	20	0%	12%	12%	77%
PM	34	0	7	6	21	0%	21%	18%	62%
Total:	96	0	11	14	71	0%	11%	15%	74%



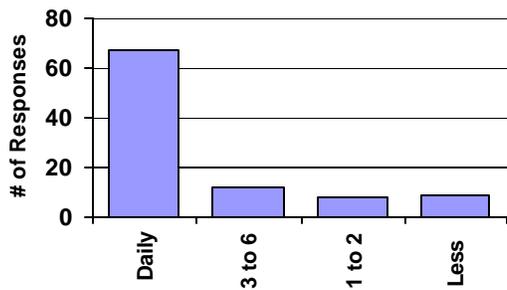
Question 3. How long did it take you to find this space (minutes)?

Time	Records	Minutes			Percents		
		<1	Several	> 10	<1	Several	> 10
AM	36	12	15	9	33%	42%	25%
Noon	26	3	16	6	12%	62%	23%
PM	34	17	11	6	50%	32%	18%
Total:	96	32	42	21	33%	44%	22%



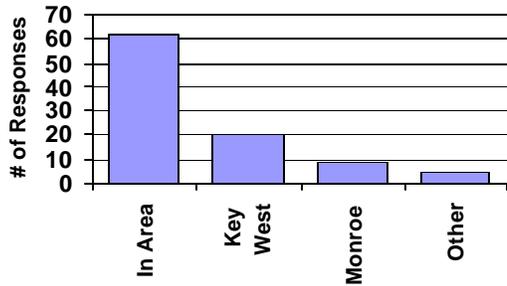
Question 4: How often do you utilize street side parking in this area?

Time	Records	Days per Week				Percents			
		Daily	3-6	1-2	Less	Daily	3-6	1-2	Less
AM	36	31	4	0	1	86%	11%	0%	3%
Noon	26	18	5	1	2	69%	19%	4%	8%
PM	34	18	3	7	6	53%	9%	21%	18%
Total:	96	67	12	8	9	70%	13%	8%	9%



Question 5: Where do you live?

Time	Records	Area				Percents			
		In Area	Key West	Monroe	Other	In Area	Key West	Monroe	Other
AM	36	28	3	4	1	78%	8%	11%	3%
Noon	26	18	5	2	1	69%	19%	8%	4%
PM	34	16	12	3	3	47%	35%	9%	9%
Total:	96	62	20	9	5	65%	21%	9%	5%



In Area- people that live in the immediate vicinity of the surveyed parking space.

Key West- people that live in Key West but not in the immediate vicinity.

Monroe- people who live in Monroe County but not in Key West.

Other- people who do not live in Monroe County.

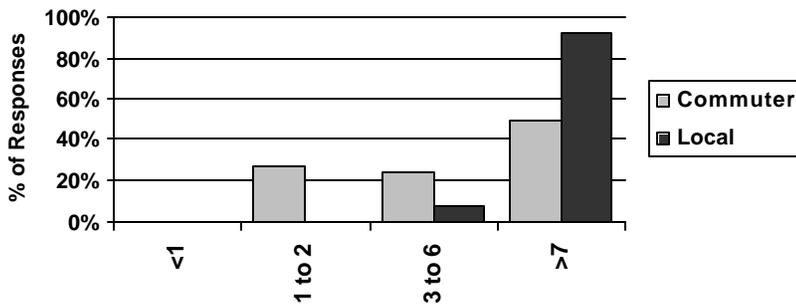
Figure 14. Postcard Results: Commuters vs. Local Residents



As defined by responses in Question 1 of the survey (live in neighborhood compared with not in neighborhood)

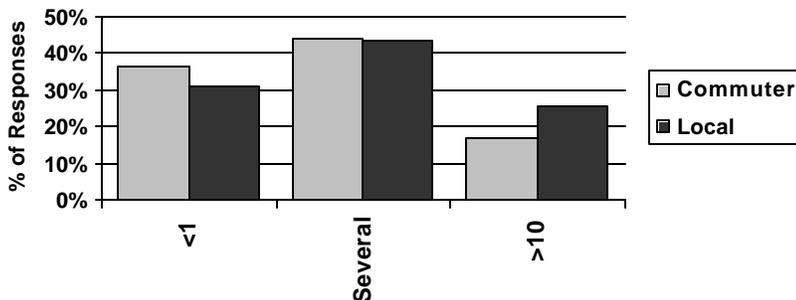
Question 2: You utilized this space for (hours):

Residential Status	Records	Hours				Percents			
		<1	1-2	3-6	>7	<1	1-2	3-6	>7
Commuter	41	0	11	10	20	0%	27%	24%	49%
Local	55	0	0	4	51	0%	0%	7%	93%
Total:	96	0	11	14	71	0%	11%	15%	74%



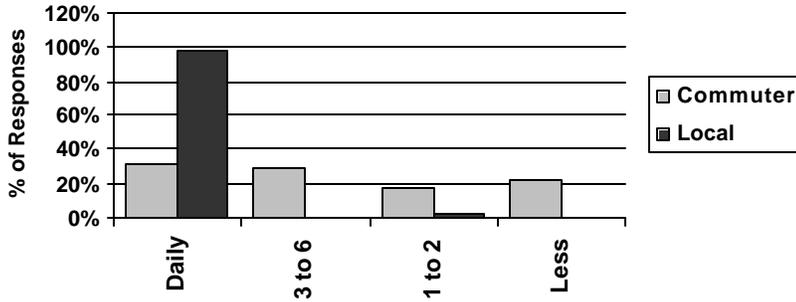
Question 3. How long did it take you to find this space (minutes)?

Residential Status	Records	Minutes			Percents		
		<1	Several	> 10	<1	Several	> 10
Commuter	41	15	18	7	37%	44%	17%
Local	55	17	24	14	31%	44%	25%
Total:	96	32	42	21	33%	44%	22%



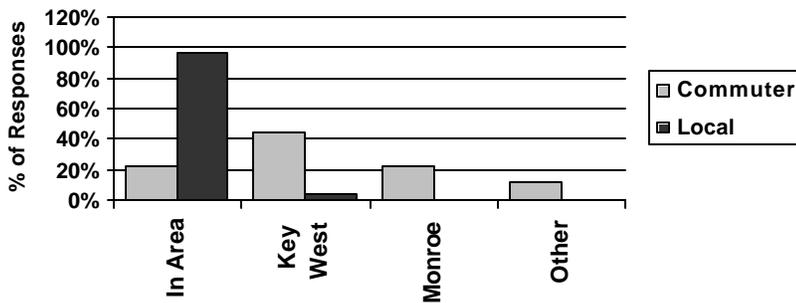
Question 4: How often do you utilize street side parking in this area?

Residential Status	Records	Days per Week				Percents			
		Daily	3-6	1-2	Less	Daily	3-6	1-2	Less
Commuter	41	13	12	7	9	32%	29%	17%	22%
Local	55	54	0	1	0	98%	0%	2%	0%
Total:	96	67	12	8	9	70%	13%	8%	9%



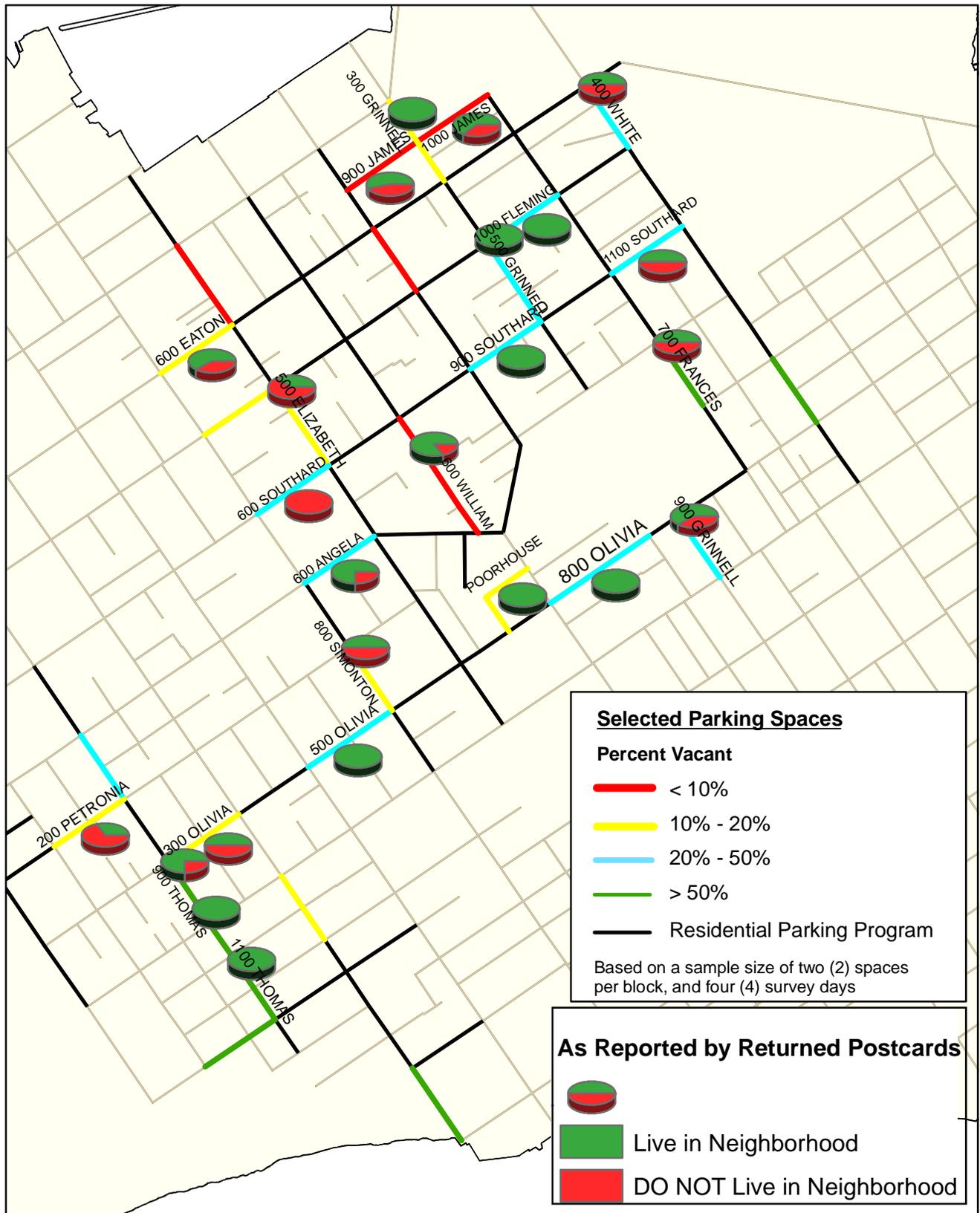
Question 5: Where do you live (determined by street and city response)?

Residential Status	Records	Area				Percents			
		In Area	Key West	Monroe	Other	In Area	Key West	Monroe	Other
Commuter	41	9	18	9	5	22%	44%	22%	12%
Local	55	53	2	0	0	96%	4%	0%	0%
Total:	96	62	20	9	5	65%	21%	9%	5%



In Area- people that live in the immediate vicinity of the surveyed parking space.
 Key West- people that live in Key West but not in the immediate vicinity.
 Monroe- people who live in Monroe County but not in Key West.
 Other- people who do not live in Monroe County.

Figure 15. Neighborhood Residents Parking in Residential Spaces



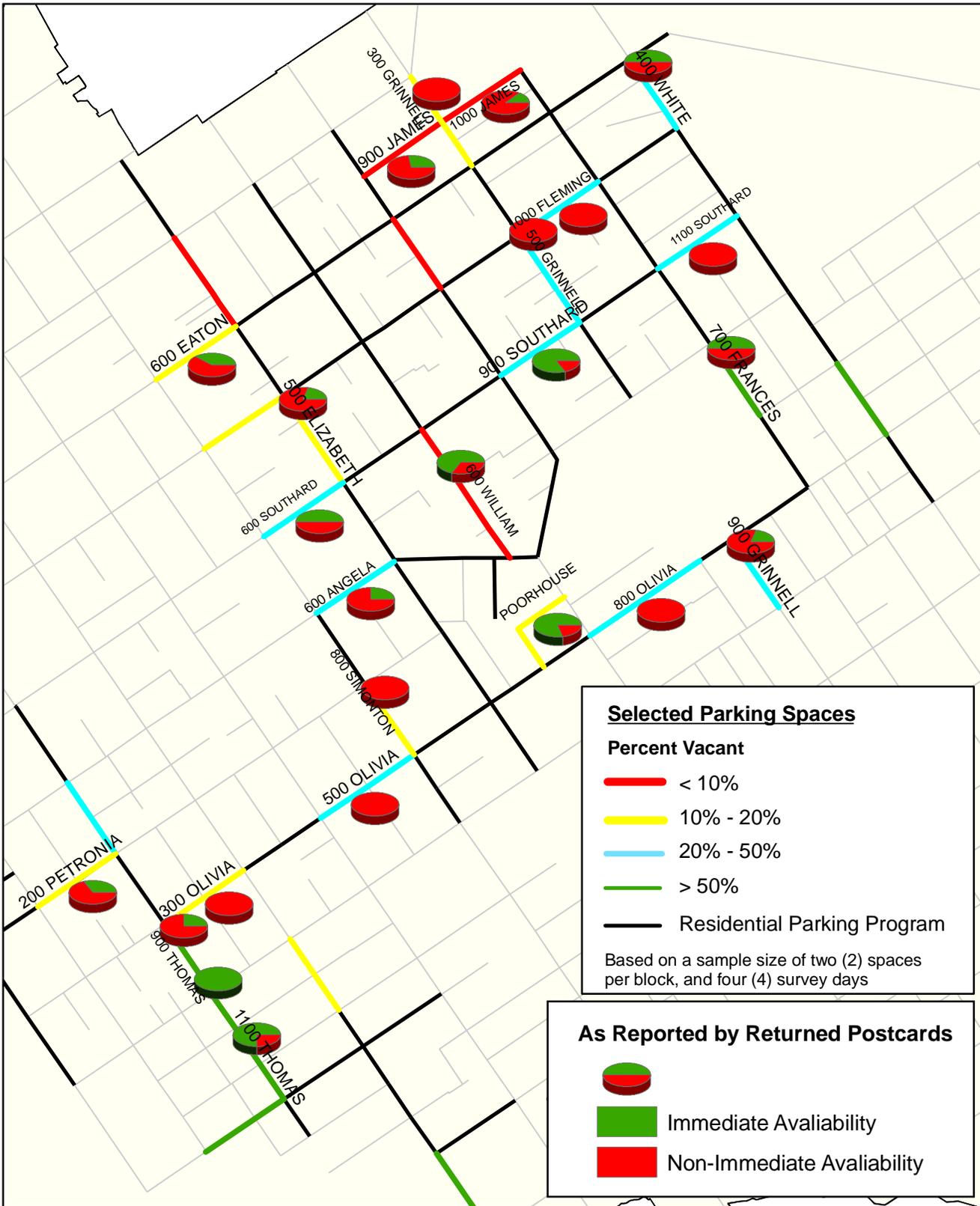
Created by
City of Key West
Planning Department
March 16, 2005

0 250 500 1,000 1,500 2,000
Feet

Based on Postcards Received
Blocks that had less than 2 responses were excluded.



Figure 17. Availability of Open Residential Parking Spaces



Created by
City of Key West
Planning Department
March 16, 2005

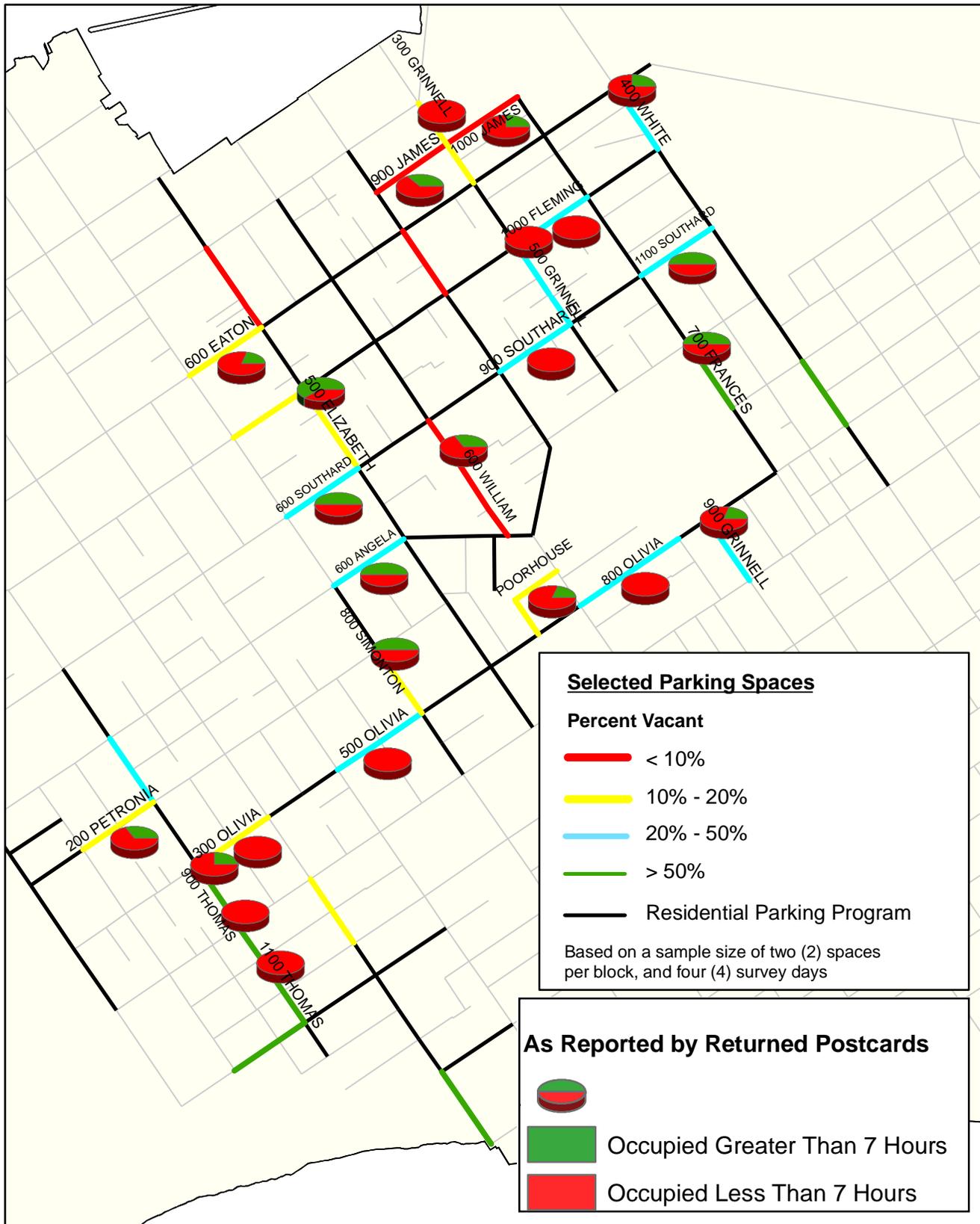
0 250 500 1,000 1,500 2,000 Feet

Based on Postcards Received
Blocks that had less than 2 responses were excluded.



Figure 16.

Length of Occupancy



Created by
 City of Key West
 Planning Department
 March 16, 2005

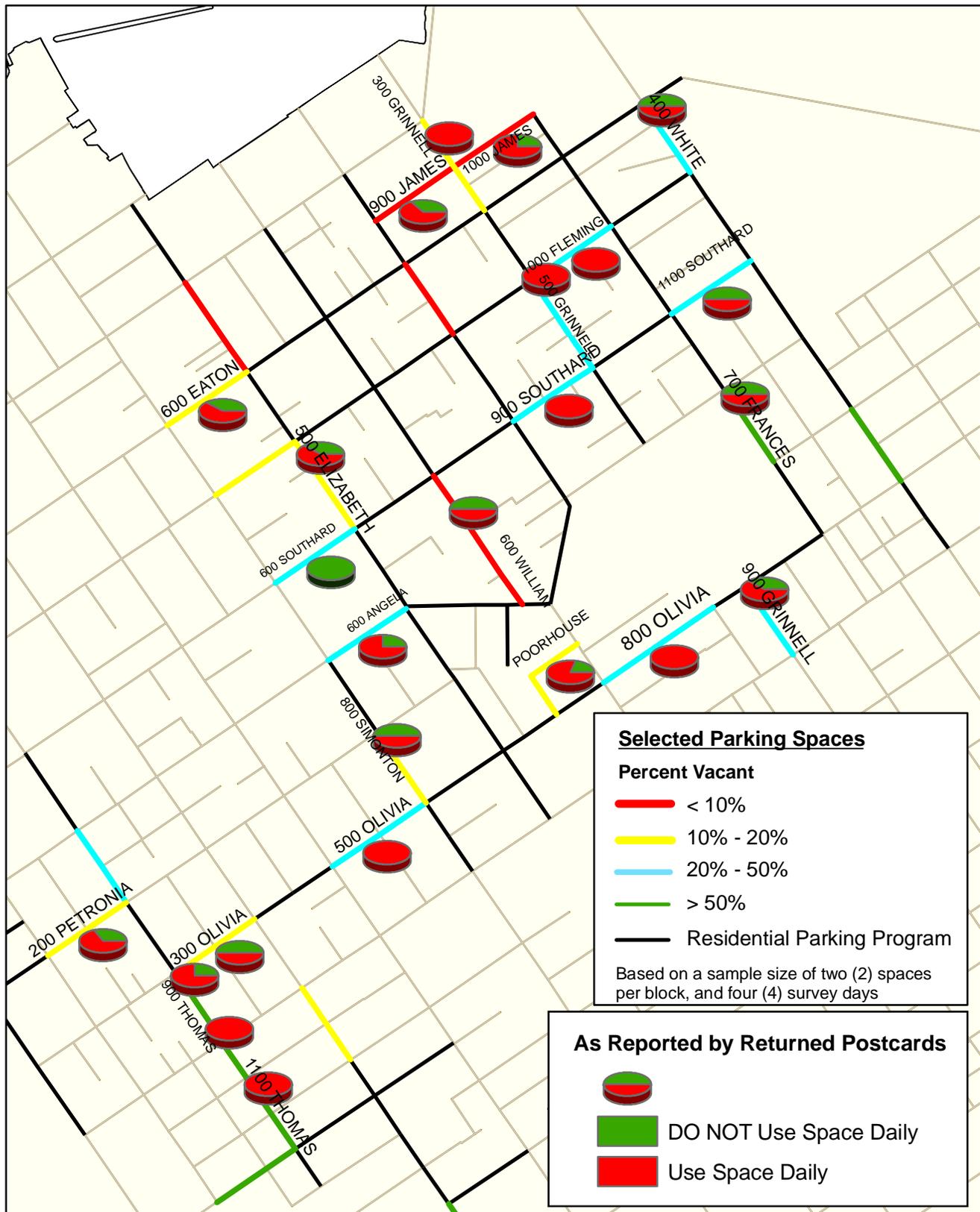
0 250 500 1,000 1,500 2,000
 Feet

Based on Postcards Received
 Blocks that had less than 2 responses were excluded.



Figure 18.

Daily Use Of Residential Parking



Created by
City of Key West
Planning Department
March 16, 2005



Based on Postcards Received
Blocks that had less than 2 responses were excluded.



Figure 19.

Postcard Results: Comments



Category: Cheaper Parking for Residents

of Comments

2

- 1 Give residents a discount on monthly passes at the Park and Ride garage
- 2 Residents need cheaper parking passes

Category: Enforcement

of Comments

14

- 1 Enforce residential parking. Guesthouses take up a lot of residential parking spaces.
- 2 Enforce residential parking. Guesthouses take up a lot of the residential parking spaces.
- 3 Stricter enforcement of residential parking laws
- 4 Lots and Lots of cars in the same spot for weeks and weeks at a time - leaves and debris under them - THE LAST SPOT for THEM!!!
- 5 Better control of resident spaces by tickets and towing of nonresidential vehicles. More motorcycle spaces.
- 6 Consistent Enforcement is the key - Thanks!!
- 7 Enforcement of residential parking only happens when a resident phones, by the time enforcement arrives vehicles are gone. Need a workable enforcement system for the residents rights.
- 8 Please help us with unauthorized cars parking in our neighborhood. THANKS for caring!!
- 9 I think current parking rules need to be enforced before implementing new ones.
- 10 There are lots of out of state cars in residential spaces and no tickets are given
- 11 More frequent patrols and look for "resident" stickers
- 12 Fix the meters. Ticket out of towners in resident spots. No scooter or motorcycles in car spots.
- 13 Ticket out of towners in residential spots.
- 14 PAINT SPACES!!! And why can't someone block their own driveway - that's one more spot that can be used!

- 1 I often have to park 2 streets up when arriving home after work.
- 2 The parking lot at Old City Hall should be available for the public during city events
- 3 Property Owner - Resident 46 Years
- 4 We are a two car family - one car is on the street, one on driveway
- 5 Sell parking spaces - one to a family or by buying a sticker - or apply for residents sticker. It's a luxury having this space available. My tires and roof have been slashed on the street..cont..
- 6 Resident parking is EXTREMELY important
- 7 Diagonal Parking by Pro Photo
- 8 I work for Simonton Ct. and arrive around 5 am
- 9 Parked behind my husband. These spots need to be marked residential parking
- 10 We were just lucky to be able to park in front of the restaurant
- 11 I just feel lucky to have found a place less than a days walk from my house.
- 12 Advertise in paper that you need a sticker even if you paid extra for specialty plates.
- 13 Yes, Can't never find parking
- 14 Parking is terrible in Bahama Village.
- 15 Reward property owners for providing space on their property to park cars, punish those that don't and park on the street. I could enclose my parking area, but I don't park my car there.
- 16 Residential parking has helped us greatly as I live in Old Town.
- 17 Parking is a nightmare. We should be able to park at a broken meter. Fix these meters of let us locals park.
- 18 No reserving spaces for yourself, Monroe tags OK - others out!! No scooters in car spaces
- 19 Assign parking spots for residents
- 20 I purchased a sticker to park on street because I don't have a driveway. I thought I could leave my car there for as long as I want!
- 21 I have a handicap license. I requested a handicap parking space 2 months ago, still not action.

Category: Guest Passes **# of Comments** **2**

- 1 Issue one residential sticker per house, issue one guest sticker per house
- 2 Use guest passes as we do in Newport so people visiting friends can park without penalty

Category: More Parking **# of Comments** **7**

- 1 Not enough spaces for working people
- 2 We need more residential parking and residential parking needs to be enforced
- 3 Need more residential parking for residents living in area
- 4 More local parking
- 5 More residential parking spaces
- 6 Up to 20 min. looking for parking. Spaces are full at night and empty in the morning. It's a nightmare. Please help local residents
- 7 More residential parking is needed. Key West permit parking only, no Monroe plate stuff.

Category: Multimodal Planning **# of Comments** **2**

- 1 Key West is going to have to move toward using smaller cars
- 2 Shuttle all tourists from new town; no tourist cars in old town

Category: Residents Only **# of Comments** **5**

- 1 Stop letting people who don't live in apartments park in our spots
- 2 Make downtown residential streets for residents only with 1 guest tag permitted for each so that guests of those that live here can park while visiting and place guest parking tag on dash.
- 3 Don't eliminate any free parking for residents of Key West. Strictly enforce existing laws.
- 4 Issue permits for parking in the neighborhood where you live
- 5 Please develop a Resident parking plan so people who live in Old Town (not visit or work) can park near where they live!!

Total # of Comments: 53

Figure 21.

Proposed Zones Residential Parking Program

