

**PARKING MANAGEMENT ADVISORY BOARD MINUTES
TUESDAY, APRIL 28, 2015, 5:30 P.M.
FIRST FLOOR CONFERENCE ROOM**

MEMBERS PRESENT:

Bruce Gimmy
Fran Marincola
William Morse
Peter Perri
Brian Rosen
Albert Richwagen
Allen Huntington
Gerald Franciosa

MEMBERS ABSENT:

William Branning

STAFF PRESENT:

Scott Aronson, Parking Facilities Manager
Randal Krejcarek, Environmental Services Director

STAFF ABSENT:

GUESTS/OTHERS:

Chris Heffernan
Kevin Warner
Mark Denkler
Doc Vic
Christina Morrison
Julen Key
Mitzi Katz
Ed Walker
Alex Ramirez
Scott Porten

I. CALL TO ORDER:

The meeting was called to order by Chairperson, Mr. Gimmy, at 5:30 p.m.

II. APPROVAL OF THE AGENDA:

Mr. Morse made a motion to approve the agenda, seconded by Mr. Marincola. Said motion passed unanimously.

III. APPROVAL OF THE MINUTES:

Mr. Marincola made a motion to approve the minutes of February 17, 2015, seconded by Mr. Morse. Said motion passed unanimously.

IV. OLD BUSINESS: None

V. COMMENTS BY CITIZENS: (non-agenda items)

Mr. Heffernan stated that in the past ten 10 years there was a proliferation of parking signs in the beach area, he spoke to Mr. Randal Krejcarek, Environmental Services Director, regarding this issue. He believed some of the signs violated the Code of Ordinances. He submitted a petition with 93 signatures to the then City Manager. He stated that having more signs was not the solution.

Mr. Aronson stated that Isaac was working on a pilot program as requested from residents. The program would determine where street parking would be permitted.

Mr. Warner stated that the pilot program was created as urgency for the Beach Property Owners' Association (BPOA).

Mr. Gimmy suggested that this issue should be discussed in a future meeting after all facts were gathered.

Mr. Krejcarek stated that the City reached out to the residents in this area and acknowledged to the board that some of these parking issues were addressed on tonight's presentation.

VI. NEW BUSINESS:

A. Review of Parking Plan Presentation for City Commission.

Mr. Aronson presented a PowerPoint of the proposed Parking Management Plan. This proposal would be presented to the City Commission at their workshop on May 12, 2015.

Parking Management Plan:

Policies to Establish:

- Where and how much to charge for parking?
- How should the parking program be managed
- Contract versus In-House and what would be the staffing levels for both
- Enforcement (in-house recommended)
- Employee Parking Program
- Valets
- Taxi Stands
- Trolleys – new route between the Parking Garages and a new route North-South on SR A-1-A
- Signage – West Atlantic – Southbound US 1 – Northbound US 1
- Residential Permit Parking Program
- Funded Programs

Recommended Where and How Much to Charge:

A. WEST SIDE

Daytime Hours & Fees

- 10 AM to 5 PM - 1st Hour Free (on-street parking only)
- \$2.00 per hour on-street parking
- \$1.50 per hour for surface lot parking
- \$0.50 per hour with a \$3.00 cap on parking garages
- West Atlantic Avenue – free parking with a 2-hour limit

Evening Hours & Fees

- 5 PM – 1 AM with no free parking for the first hour
- Garage with a cap of \$5.00

East

Hours & Fees

- 8 AM to 8 PM
- \$2.00 per hour for on-street parking
- \$1.50 per hour for surface lot parking

Beach Permits

- \$95.40 Regular Permit
- \$100.70 Senior Permit

Operational Model:

- RMA Consultants was tasked with providing a comprehensive analysis of the merits of running operations in-house versus contracting the services through the selective bidding process.

Technology:

- Multi Space Meters
- Pay By License Plate
- Pay & Display
- Pay By Space

Access Equipment:

- Required Gate Arms At All Entrances and Exits
- Required Ticket Dispensers At All Entrances
- Increased Costs for Access Cards and Tickets
- Required around the clock personnel to address mechanical failures/user error.

Employee Parking Program:

- Provided Parking for Employees

- Affordability for Small Business

Program Detail:

- Employer Buy Hangtags
- Spaces identified in various lots
- \$20 per month

Alternative to Employee Program:

- Monthly permit program
- Can park in any surface lot or garage
- No time limits
- Surface lots \$50 per month
- Garage \$20 per month

Valet Program:

- Single or Multiple Operators
- Spaces Allocation on East Atlantic Avenue
- 20% of total
- Maximum 3 spaces per queue
- Existing queues would be grandfathered
- Cost per space
- Remove \$10 gap

Taxi Stands Locations:

- East side of NE 1st Avenue
- West side of SE 2nd Avenue
- East side of SE 3rd Avenue
- West side of NE 4th Avenue
- East side of Venetian Drive
- East side of Gleason Street

Trolleys:

- Add a route between garages and north/south SR A-1-A

Residential/Barrier Island Program:

- Casuarina to George Bush
- Based on street geometry
- Public safety
- Allow for service providers
- Allow for residents
- Signage to parking lots
- Seeking neighborhood input

Potential Project Funding/East of Intercostal Waterways:

- Participate in Clean & Safe Program

- Walkability-ADA Compliant Street Crossings
- Beach Maintenance/Nourishment
- Trolley Service
- General Fund
- Parking Enforcement
- Construction of New Structured Facilities

Potential Project Funding/West of Intercostal Waterways:

- Participate in Clean & Safe Program
- Walkability-ADA Compliant Street Crossings
- Trolley Service
- General Fund
- Parking Enforcement
- Construction of New Structured Facilities

Requesting Direction to Proceed with:

- Fee Based Program
- Employee Program
- Valet
- Signage
- Taxi Stands
- Residential Program

Mr. Marincola stated that at the September 23, 2014, Parking Management meeting; the board made a motion recommending meter hours be consistent throughout from 9 a.m. to 8 p.m. One of the reasons tourist visited the City is because parking was affordable. In the past, the Board had made recommendations to be presented to the City Commission; however, Staff recommendations were presented instead. In addition, he recommended that the Valet Parking Program be left as it is because they provided parking spaces.

Mr. Gimmy stated that one of reason for the meeting was to discuss parking issues and make recommendations.

Discussion ensued if a motion should be made. Mr. Aronson recommended that the items be discussed first and then a motion be made at the end of the discussion.

Mr. Franciosa noted that the garages capped rate on the proposal did not add up. The \$2.00 per hour rate along Atlantic Avenue and two blocks north and south of it will not create turnover spots in prime locations and reminded the Board that on a previous meeting it was recommended \$2.50 per hour on Atlantic Avenue. In addition, the Beach Parking Program should offer a discounted residential rate. He asked if meters would allow additional time to be purchased.

Mr. Gimmy stated it is illegal to implement a Beach Parking Program for Delray Beach residents only.

Mr. Aronson stated that due to the Beach Re-nourishment Funding Program the Beach Parking Permit is offered to residents and non-residents to provide parking on an equal basis. The meter-parking rate would be \$2.00 on-street with a half-hour buy up and it would be unlimited on surface-lots.

Mr. Porten suggested to the Board that they allowed public comments regarding this item before discussing it as a Board.

Mr. Franciosa mentioned that there was no public comment on agenda items.

Mr. Aronson stated the Board takes public comment on agenda items.

Mr. Porten stated that the Board had the presumption that the City Commission, business owners, and residents supported the Parking Management System. He suggested to the Board to present the Parking Plan proposal by explaining why a Parking Management System is needed; not how it is needed. He stated some of the City Commissioners would not approve a plan without a presentation. As for resident and business owners, Mr. Denkler needed to understand that this plan would not destroy his business. Mr. Porten explained the Mr. Donald Shoup concept of "supply and demand". He explained that Atlantic Avenue had by definition to have a different charge than the side street of the Avenue. He was a proponent of a Parking Management System. The system needed to offer a greater variety of charges for meters to drive traffic off of Atlantic Avenue otherwise you would have the same cars circulating over and over trying to find the same \$2.00 parking meter within a four (4) block radius. In addition, the Board needed to explain to the City Commission that the proposal was about parking, management, traffic flows, parking spaces, encouraging use of the garages, presenting opportunities to visitors and generating revenues. The Board should not be embarrassed of the revenue and it should not be underestimated. The garage fee proposal was great, it would encourage utilization. Lastly, the meter proposal on Atlantic Avenue and side streets needed more refinement.

Mr. Morse agreed with what Mr. Porten suggested. He was under the impression that Atlantic Avenue was a prime location and it would have set a price different from side streets. He was surprised to see \$2.00 proposed for Atlantic Avenue which was the same as the side-streets; Atlantic Avenue should be more.

Mr. Rosen suggested user-friendly technology and easy payment methods for the consumer.

Mr. Perri stated that the employee permit program was a fantastic idea. It would give a certain percentage of spaces at various lots throughout the City versus designated spaces. The program would provide a sticker that would be placed on the vehicle.

Mr. Richwagen stated the employee program was flawed. It would not prevent an employee from parking anywhere anytime of the week. Reinforcement would be needed to regulate that. Secondly, although he is totally against parking meters he agreed that Atlantic Avenue was a prime location and the parking meter price should differ from the price set for the side streets. Lastly, a residential parking plan is needed.

Mr. Huntington stated that the proposal needed a program for permanent residents.

Ms. Katz stated she favored parking meters and asked if they were installed would valet parking be eliminated?

Mr. Rosen explained how the valet provided parking spaces by using private lots.

Mr. Warner stated that as a point of clarification he was present at the meeting when the Board made a motion to recommend beach meter hours from 9 a.m. to 8 p.m. and agreed with the earlier statement that if the Board made a recommendation it needed to be acknowledged as such.

Mr. Aronson stated that there was a list of about seven (7) recommendations by the Board over the years. He was unable to get them on a City Commission agenda. He explained that the City Manager sets the agenda items. For the past year the City Manager and/or Interim City Manager had not addressed this issue. The City Commission did not want independent issues to be addressed until a Comprehensive Plan was presented; therefore, all of the recommendations made by this Board had been postponed until this plan moved forward.

Dr. Kirson asked if parking would be a means to enhance the City's budget. The Board ruled for a large increase in parking to increase the budget.

Mr. Aronson stated that the budget would see significance reductions in cost that were currently paid by parking. In addition to staffing Administrative Services there was some legality regarding funding accounts.

Discussion ensued regarding the use of funds and what hours should be proposed.

Ms. Morrison stated that the proposal did not clarify incoming expenses, upfront costs, operational costs, enforcement, etc. She suggested a clear plan be presented.

Mr. Porten suggested that the Board focused more on justification when they presented the Plan; otherwise, the plan would not be considered.

Mr. Gimmy thanked Mr. Porten for his suggestions and agreed that Atlantic Avenue was a prime location and that the parking price should differ from the price on side streets. He suggested that a motion be made to clarify the pricing and the possibility to offer a residential parking program.

Mr. Franciosa asked to discuss the pilot program on the beach.

Mr. Heffernan stated that the pilot program has placed "No Parking Signs" at the end of Nassau Street, one on Venetian, and one at the intersection of Nassau/Gleason. There were no residents input on this pilot program to eliminate parking. The solution to the parking problem on the beach was to put no parking signs on residential properties.

Mr. Richwagon stated that the reason for the proposal was once meters are placed, drivers looking for free parking would inundate the surrounding neighborhoods - there had to be some sort of residential plan. The residents in those neighborhoods would complain.

Mr. Krejcarek stated that the Commissioners requested a comprehensive residential plan be presented, specifically regarding the barrier island neighborhoods.

Mr. Marincola made a motion to leave valet parking fees the same (\$10-\$15 cap). The motion was seconded by Mr. Franciosa and passed unanimously.

Mr. Rosen made a motion to make parking meter fees as follow: 1) Atlantic Avenue \$2.50 per hour at night; \$2.00 per hour during the daytime, with first hour free; 2) the side streets (two blocks north and south) \$1.50 per hour with an hour free; 3) \$1.50 per hour on surface-lots and 4) \$.50 per hour for garage parking during daytime, and \$1.00 per hour at night with a cap of \$5.00. The motion was seconded by Mr. Morris and passed 7-1. Mr. Richwagen dissenting

At this time, the board discussed implementation of a residential and employee parking program. Mr. Rosen emphasized the importance of it and the type of technology that would be used. Mr. Gimmy stated that the complexity of a residential program could be bigger than what is being discussed. Mr. Marincola stated that too much information on the proposed plan could be overwhelming. Mr. Aronson recommended starting the proposed plan and the results to be reviewed and modified if needed. Mr. Richwagen stated that if a residential program was not included, residents would complain at a City Commission meeting.

Mr. Peter asked who would monitor the employee parking program.

Mr. Aronson stated that businesses and the Downtown Development Agency (DDA) proposed the implementation of an employee program where the employer would oversee the program. The employer and the City would be responsible for the difficult and overwhelming responsibility of ensuring compliance, regulations, and agreements ensuring that sufficient controls would exist to assure the reliability, accuracy, and accountability of all passes issued and the revenues. The proposal is under review until a viable program could be offered.

Mr. Marincola stated that a similar employee program is in effect on the East side. He addressed that fact that there would be employees abusing the system but that is something that is uncontrollable.

Mr. Richwagen stated that 380 parking spaces are insufficient for over thousands of employees that work in the City, metering the spaces would only create less availability for employee parking spaces. The goal was to create high turnover and he would favor the program if the revenue were used towards creating more parking spaces, parking enforcement, etc. instead of being placed in a General Fund. He emphasized that the plan should be complete.

Mr. Marincola stated that the Mayor considered an Enterprise Fund for the East and West side. The funds would be used for maintenance on the beach area and enforcement on the West side. He found nothing wrong if the funds were placed in a General Account.

Mr. Richwagen stated that he had heard about the Enterprise Funds. The funds would be used to secure the problem. Currently the funds collected from all the in-lieu fees were being placed into

the General Funds Account and used to conduct four (4) parking studies instead of being used to build parking spaces.

Mr. Aronson stated that \$1,000,000 was used towards the Old School Square Parking Garage.

Mr. Richwagen stated that only \$1,000,000 out of the millions that had been collected was used towards parking improvement zone. He suggested that if the Board recommended a plan, it must clarify where and how the funds would be used.

Mr. Rosen briefly talked about what it is an Enterprise Funds and how the funds are segregated for specific purposes.

Mr. Aronson asked the Board if there are any other recommendations, changes, or additions to the plan proposal.

Ms. Morrison stated that she has not heard any conversation in regards to West of Swinton, the SOFA District or the Pineapple Grove area.

Mr. Aronson stated that parking would be free West of Swinton with a two-hour limit. The SOFA District would be metered along with the Pineapple Grove area.

Ms. Morrison asked what kind of technology equipment would be used.

Mr. Aronson stated that the plan would have a detail breakdown on the type of technology; however, it was not ready for tonight's presentation.

Mr. Gimmy asked how and when the plan would be presented to the City Commission

Mr. Aronson stated it would be presented at the City Commission workshop on May 12, 2015.

Mr. Gimmy recommended that the Board members to be present at the City Commission workshop.

Mr. Rosen suggested having a second meeting at the Environmental Services Department (ESD) to review changes, additions and the final plan proposal.

Mr. Porten agreed that the board should have a second meeting for a final revision of the plan and reminded the board to make sure there was justification for the program.

Mr. Rosen stated that a Parking System in needed.

There was a unanimous consensus among the Board to have a second meeting on May 4, 2015 at 5:30 p.m. at Environmental Service Department (ESD).

VII. COMMITTEE REPORTS ON PARKING RELATED ISSUES:

Board members presented a brief status report of items taking place on their respective Boards.

Mr. Franciosa stated that the City Planning & Zoning Board approved and passed the Atlantic Crossing Project. The City Commission would hire outside counsel to review it. He also advised that there was a six (6) month extension request granted for iPic project.

Mr. Richwagen stated that the Downtown Development Authority promoted Safe programs. Rules are in place but were not enforced. He stated that only volunteer assistance was used for enforcement during the day. He requested more enforcement and organization.

V. NON-AGENDA ITEMS:

None.

A. Comments by Staff

None.

There being no further business, Mr. Gimmy, declared the meeting adjourned at 7:10 p.m.

Advisory Board Liaison

The undersigned is the Secretary of the Parking Management Advisory Board and the information provided herein is the minutes of the meeting of said Parking Management Advisory Board on April 28, 2015, which minutes were formally approved and adopted by the Board on May 26, 2015.

ATTEST:

CHAIR

Advisory Board Liaison

NOTE TO READER: If the minutes you have received are not completed as indicated above, this means they are not the official minutes of the Parking Management Advisory Board. They will become official minutes only after review and approval, which may involve some amendments, additions or deletions.

S/City Clerk/Boards/Parking Management Board/minutes