

EXECUTIVE SUMMARY



From: Ginny Haller, Planner
To: Jim Scholl
Date: July 17, 2012
Through: Donald Leland Craig, Planning Director
RE: Extension of Commercial Vehicle Transportation Moratorium (Ordinance 10-07)

ACTION STATEMENT

Request: Extension of the Commercial Vehicle Transportation Moratorium per Ordinance 10-07 for an additional 180 day period
Location: Citywide

BACKGROUND

On February 16, 2010, the City Commission approved Ordinance 10-07 establishing a moratorium on the issuance of any new or additional licenses, business tax receipts, permits, franchises, or similar authorizations for motorized and non-motorized vehicles that make primary use of city streets in the operation of their businesses. The ordinance calls for a comprehensive traffic study in order to determine traffic capacity, volume, circulation, conflicts between vehicular and non-vehicular traffic for shared space, methods for reducing impacts of traffic residential neighborhoods, and similar issues.

This summary constitutes a report as required by Ordinance 10-07 regarding the City's progress towards regulation of the increase in the level of traffic from commercial vehicles such as mopeds, electric cars, trolleys, bicycle tours, vehicles-for-hire and other motorized and non-motorized modes of transportation on City streets. The current moratorium would otherwise expire on July 31, 2012.

Since the moratorium was passed, the following has transpired:

- The City received the results and recommendations from the Carrying Capacity Traffic Study: December 2011 by Calvin, Giordano & Associates, Inc.;
- A letter from the Study's author, Jeffery A. Maxwell, director of traffic engineering, was sent to the City that supports the recommendation of placing a cap on the number of motorized and non-motorized commercial vehicles based on the Study's Level of Service numbers for some City streets; (Attachment 1)
- The recent speed limit reduction to 20 MPH in residential districts may affect the field data and ultimately the traffic model results of the Study;

- The construction on North Roosevelt Boulevard will have serious impacts on traffic circulation and could worsen existing traffic conditions if a moratorium on new vehicle-for-hire increases is not enacted for that construction period;

The ordinance provides for an extension of the moratorium in increments to complete the study and provide for regulatory implementations. It is expected that the 180 day moratorium will allow the staff to create comprehensive vehicle-for-hire regulations which coincide with the expiration of several franchise agreements in 2015. This moratorium will also allow staff to explore the possibility of capping and reducing the number of vehicle-for-hire licenses.

Options/Advantages/Disadvantages:

Option 1: Approve a 180 day extension of the Commercial Vehicle Transportation Moratorium.

1. Consistency with the City’s Strategic Plan, Vision, and Mission:

This action would be consistent with the City’s Strategic Plan, Vision, and Mission as the temporary moratorium was established to serve the public purpose and protect the health, safety, and welfare of the public while maintaining the status quo of existing motorized and non-motorized vehicles utilizing City streets.

2. Financial Impact:

No direct financial impact is anticipated as a result of this extension.

Option 2: Do not approve 180 day extension of the Commercial Vehicle Transportation Moratorium.

1. Consistency with the City’s Strategic Plan, Vision, and Mission:

This action would not be consistent with the City’s Strategic Plan, Vision, and Mission, specifically in that the Mobility section of the Strategic Plan was established “to provide a transportation and land use system for all people and pleasurable choice for arriving at their destinations while protecting the historic and residential character and ambiance of Key West.” The transportation moratorium was established due to the City’s concern that an increase in vehicle-based businesses could cause further congestion and potentially compromise the health, safety, and welfare of the City residents and visitors.

2. Financial Impact:

No direct financial impact is anticipated as a result of this action.

Recommendation

City staff recommends **approval of Option 1.**