

## EXECUTIVE SUMMARY



**From:** Jim Scholl  
**Meeting Date:** July 5, 2011  
**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 on residential neighborhoods, and similar issues.

This summary constitutes a report as required by Ordinance 10-07 regarding the City's progress towards accomplishing the comprehensive traffic study (subsequently called the Carrying Capacity Traffic Study) and the need for an extension of the associated moratorium. The moratorium would otherwise expire on July 17, 2011.

Since the moratorium was passed on February 16, 2010, City staff prepared a comprehensive Request for Qualifications (RFQ) for a Carrying Capacity Traffic Study. The RFQ was issued on March 5, 2010, staff short-listed the top three submittals by May 14, 2010, and the City Commission selected a consultant on June 15, 2010 to conduct the work. The City Commission approved the contract on October 19, 2010 (through Resolution 10-310), which was signed on October 22, 2010. The consultant was given notice to proceed with work on November 18, 2010.

Since this time, the consultant has:

- Conducted 24-hour traffic counts on primary corridors throughout the study area.
- Completed peak and off-peak travel time delay studies on primary corridors throughout the study area.
- Compiled greenhouse gas emission data for existing conditions.
- Conducted a Public Open House to present the traffic study methodology.
- Completed intersection classification counts distinguishing eight different modes of transportation as well as pedestrian volumes.

- Developed city-wide, preliminary computer model simulations of existing traffic conditions.

During the next six months, the following work is expected to be performed:

- Develop alternative analyses to evaluate roadway capacities.
- Prepare alternative computer model simulations to evaluate roadway capacities.
- Collect additional traffic volume data during off-peak periods.
- Prepare a preliminary report of findings for presentation to the City Commission.

A period of review and approval of recommendations, and implementation (timeframe dependent upon recommendations) will be necessary following the issuance of final report.

The ordinance provides for an extension of the moratorium in 180-day increments to complete the study and provide for regulatory implementation. It is premature to propose ordinance suggestions at this time. However, it is likely that the study will suggest management and regulatory approaches to address congestion and related concerns. A 180-day extension is required to continue the conduct of the study as outlined above.

**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 a 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.**