

RESOLUTION NO. 11-340

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF KEY WEST, FLORIDA, EXTENDING BY AN ADDITIONAL 180 DAYS THE MORATORIUM DECLARED IN ORDINANCE NO. 10-07, AND EXTENDED IN RESOLUTION NOS. 10-235, 11-023 AND 11-204, ON THE ISSUANCE OF ANY PERMIT, LICENSE, BUSINESS TAX RECEIPT, FRANCHISE OR SIMILAR AUTHORIZATIONS RELATED TO MOTORIZED AND NON-MOTORIZED COMMERCIAL VEHICLES THAT MAKE PRIMARY USE OF CITY STREETS IN THE OPERATION OF THEIR BUSINESSES; PROVIDING FOR AN EFFECTIVE DATE

WHEREAS, in Ordinance No. 10-07, the City Commission declared a 180 day moratorium on the issuance of any permit, license, business tax receipt, franchise or similar authorizations related to motorized and non-motorized commercial vehicles that make primary use of City streets in the operation of their businesses; and

WHEREAS, the moratorium became effective on February 17, 2010 was extended in Resolution Nos. 10-235 and 11-023 and 11-204 each for 180 days, and is due to expire January 1, 2012, if not extended;

WHEREAS, Section 2 of Ordinance 10-07 provides that the City Commission may extend the moratorium by Resolution for additional 180 day periods to complete the tasks outlined in the ordinance; and

WHEREAS, the City Commission finds that it is necessary to extend the moratorium ordinance by a period of 180 days to continue the process of conducting a Carrying Capacity Traffic Study;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF KEY WEST, FLORIDA, AS FOLLOWS:

Section 1: That the moratorium on commercial vehicle transportation licensing is hereby extended for 180 days.

Section 2: That this Resolution shall go into effect immediately upon its passage and adoption and authentication by the signature of the presiding officer and the Clerk of the Commission.

Passed and adopted by the City Commission at a meeting held this 6th day of December, 2011.

Authenticated by the presiding officer and Clerk of the Commission on December 7, 2011.

Filed with the Clerk December 7, 2011.



CRAIG CATES, MAYOR

ATTEST:



CHERYL SMITH, CITY CLERK

EXECUTIVE SUMMARY



From: Jim Scholl
Meeting Date: December 6, 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 January 1, 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.

Based on the presentation provided to the City Commission on November 1, 2011 (please see attached), as well as the forthcoming final report, a period of review, approval of recommendations, and implementation (timeframe dependent upon recommendations) will be necessary.

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 legislative recommendations will include 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.**

City of Key West

Carrying Capacity Traffic Study Presentation of Findings



an Employee Owned Company

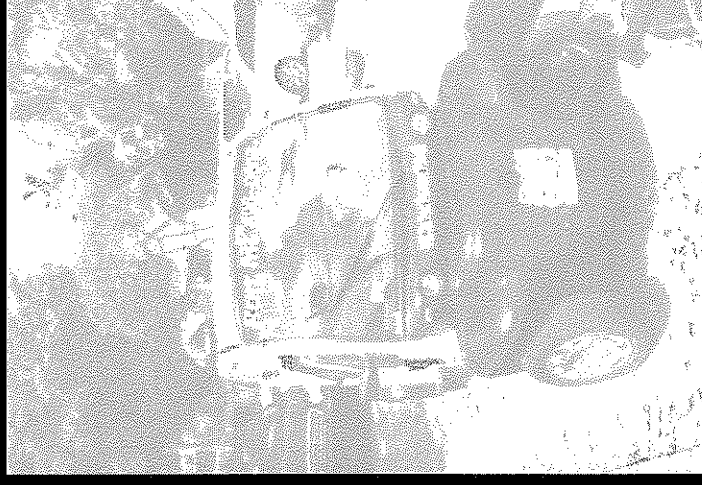
Calvin, Giordano & Associates, Inc.
EXCEPTIONAL SOLUTIONS



SCOPE OF SERVICES

“The Carrying Capacity Traffic Study will assess the capacity of City streets and related transportation infrastructure.

The Study will address specialized vehicles and their impacts to roadways and adjacent land uses, including impacts associated with mobility, noise, and air quality...”



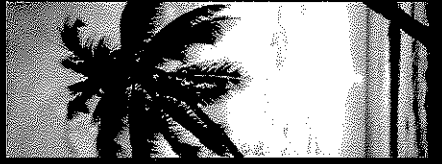
SCOPE OF SERVICES

Key West

Carrying Capacity

Traffic Study

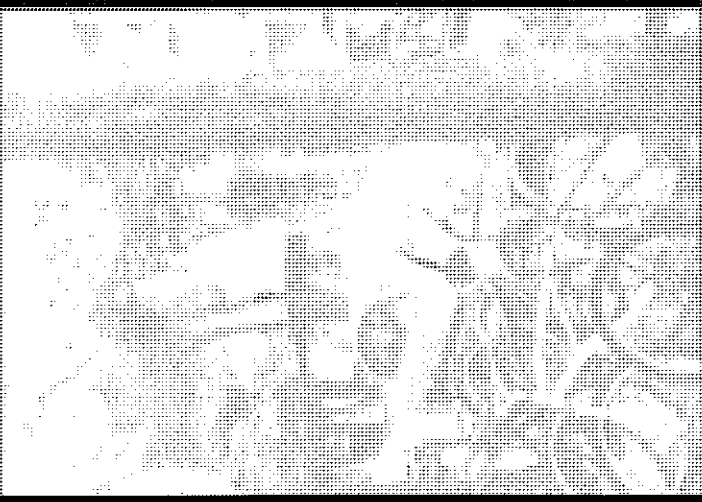
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PUBLIC OUTREACH

Public Open House

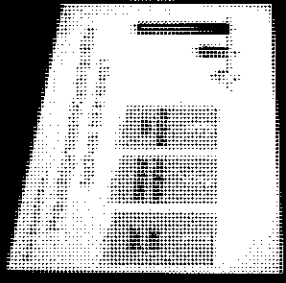
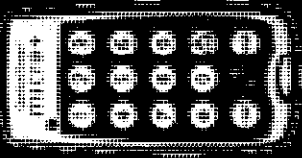
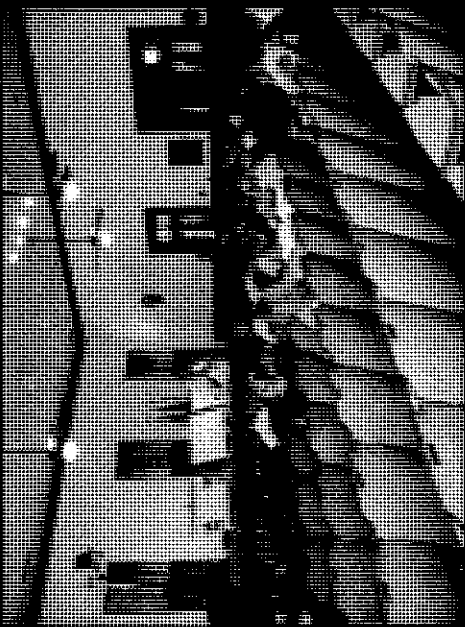




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Traffic Study
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Community Values Meeting



PUBLIC OUTREACH RESULTS

Residents felt most strongly about the following topics:

- Improving pedestrian and bicycle facilities
- Providing an accommodating atmosphere for tourists
- Preferred new off-street parking facilities rather than on-street parking facilities
- Limiting the number of cruise ship passengers disembarking simultaneously

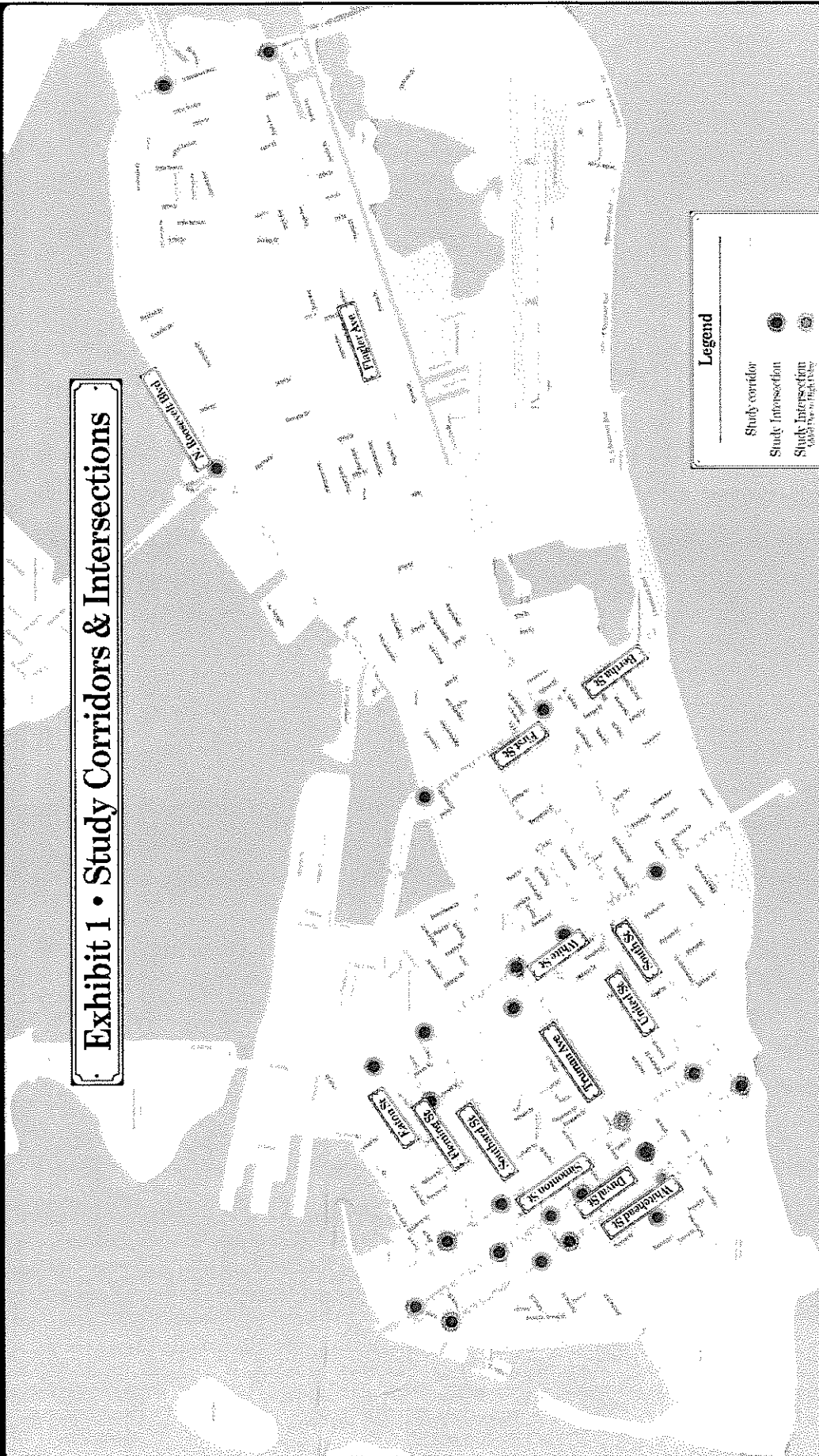
Travel time and speeds on congested roadways were only of moderate importance to residents

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PUBLIC OUTREACH

Exhibit 1 • Study Corridors & Intersections



Legend

- Study corridor
- Study Intersection
- Study Intersection (not highlighted)

Data Collection included:

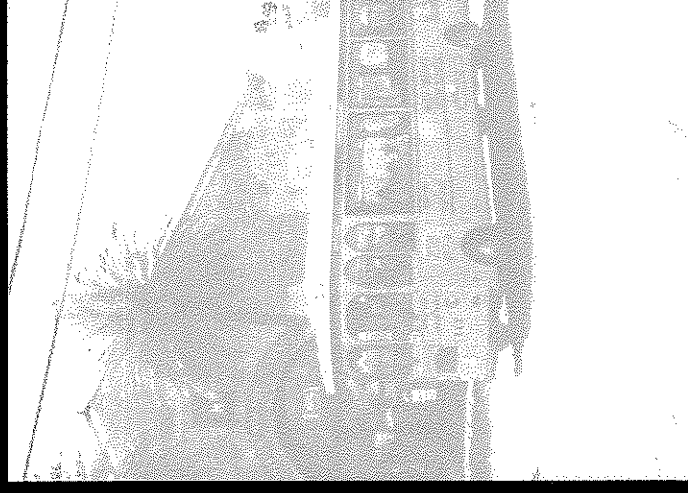
- Travel time runs
- 24-hour daily traffic volumes
- Speed counts
- Turning movement counts
- Pedestrian counts
- Vehicle classification counts
- Multi-modal vehicle attributes
- Roadway characteristics and geometry constraints
- Speed limit inventory
- Parking inventory
- Parking violations
- Pedestrian and bicycle facilities
- Sound level inventory
- Cruise ship data
- Historical traffic data and trends
- Population growth projections



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DATA COLLECTION

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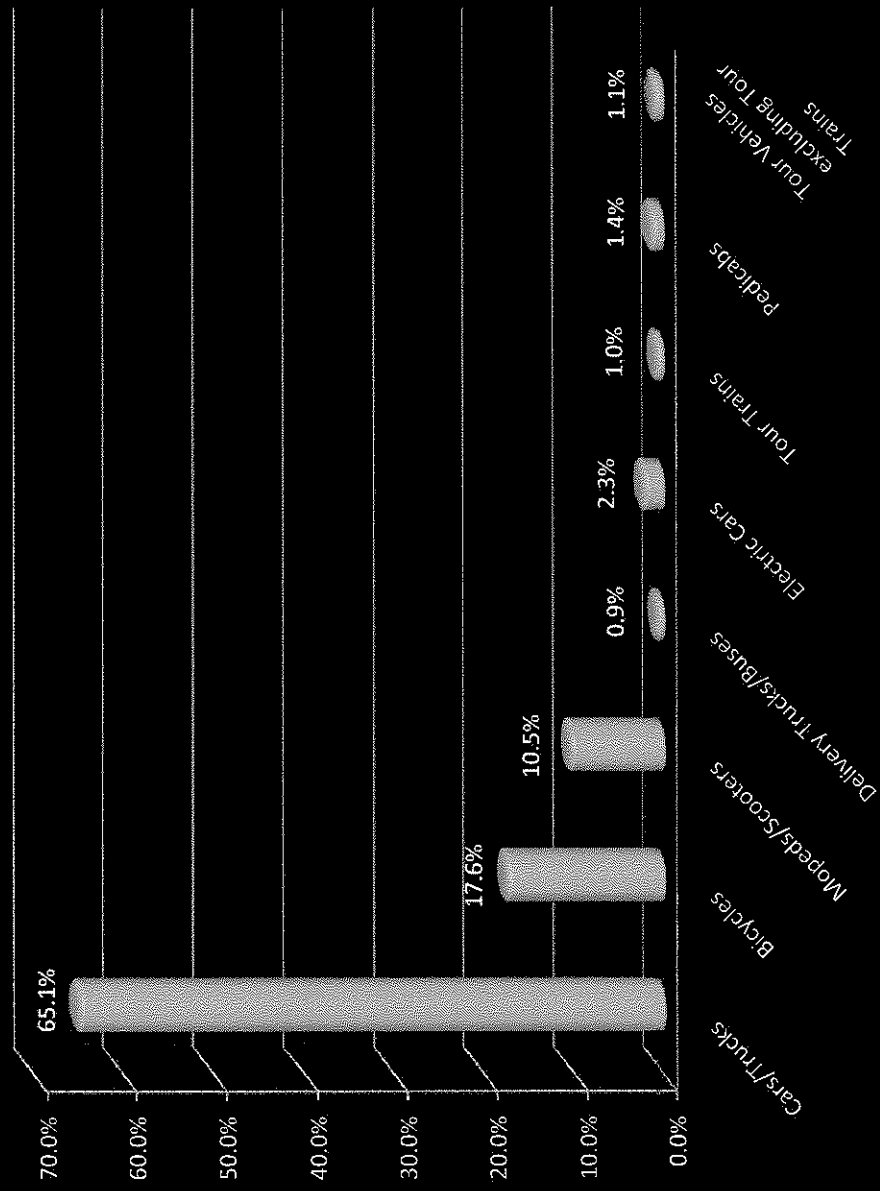
Multi-Modal Classifications:

- Scooters
- Electric Cars
- Tour Buses
- Tour Trains
- Bicycles
- Pedestrians
- Delivery Trucks/ Buses
- Pedicabs
- Cars

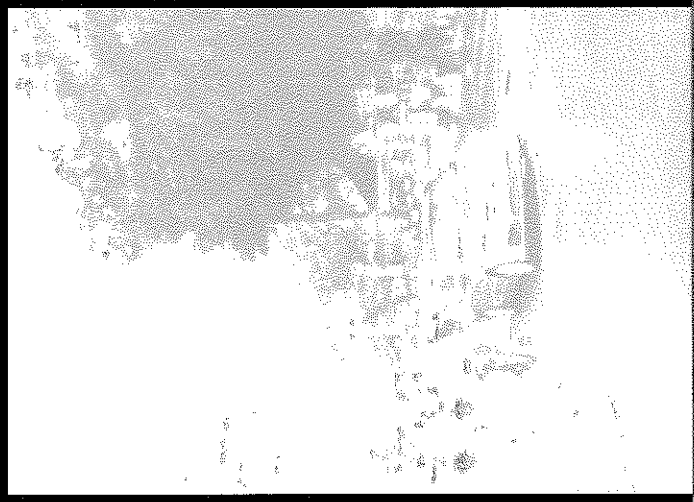


DATA COLLECTION – TURNING MOVEMENT COUNTS

Traffic Composition - Old Town



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TRADITIONAL CARRYING CAPACITY MEASURES

- Volume to Capacity (V/C) Ratios
(FDOT, General Planning Analysis)
- Level of Service based on Average Speed
(Highway Capacity Manual, Key West Comprehensive Plan)
- Level of Service based on Intersection Delay
(Highway Capacity Manual)

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EXISTING CONDITIONS ANALYSIS

CHARACTERISTICS UNIQUE TO KEY WEST

- VISSIM traffic microsimulation model utilized to incorporate specialized vehicles unique to Key West
- Calibrated to 3% of the existing conditions
- Model Network consists of over 15 corridors and 50 intersections
- New roadways and intersections can be easily added
- Infinite future scenarios possible including:
 - New franchises/tours
 - New bicycle/pedestrian facilities
 - New development
 - Roadway modification from two-way to one-way
 - Signal timing changes
 - New bus routes

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TRAFFIC SIMULATION MODEL

Run Video

Exhibit 2 • PM Peak Hour Existing Conditions Average Speed

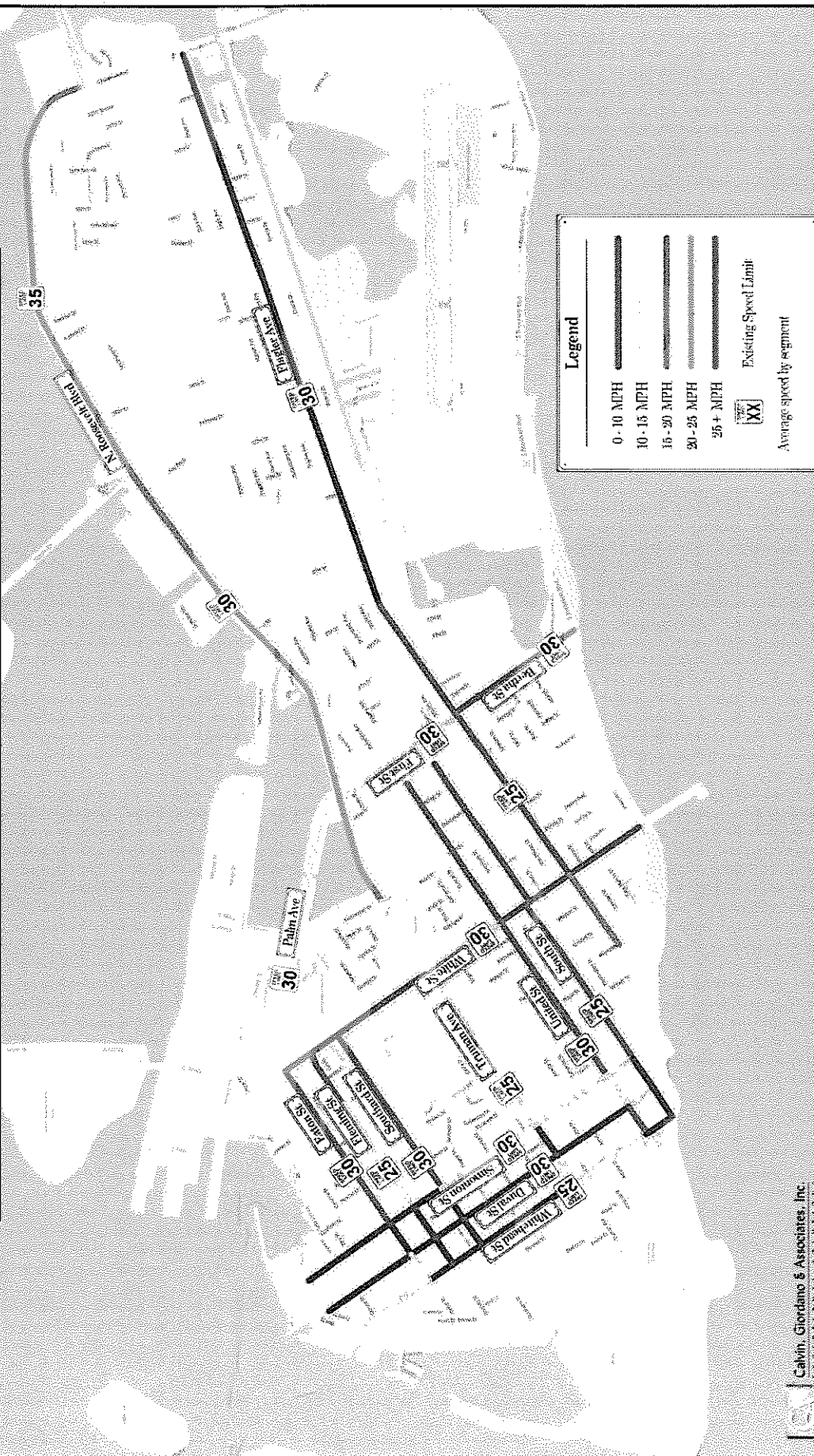
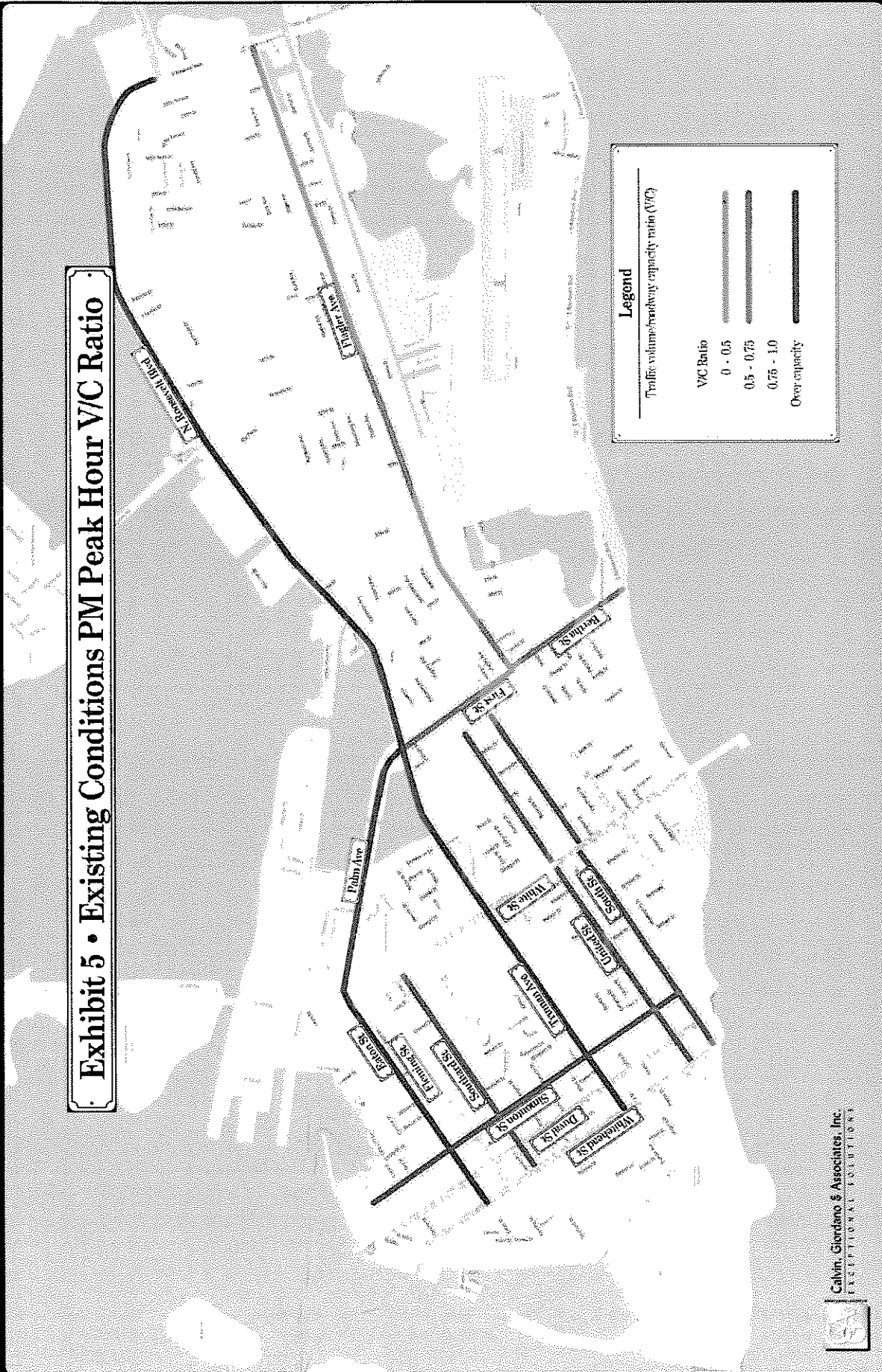
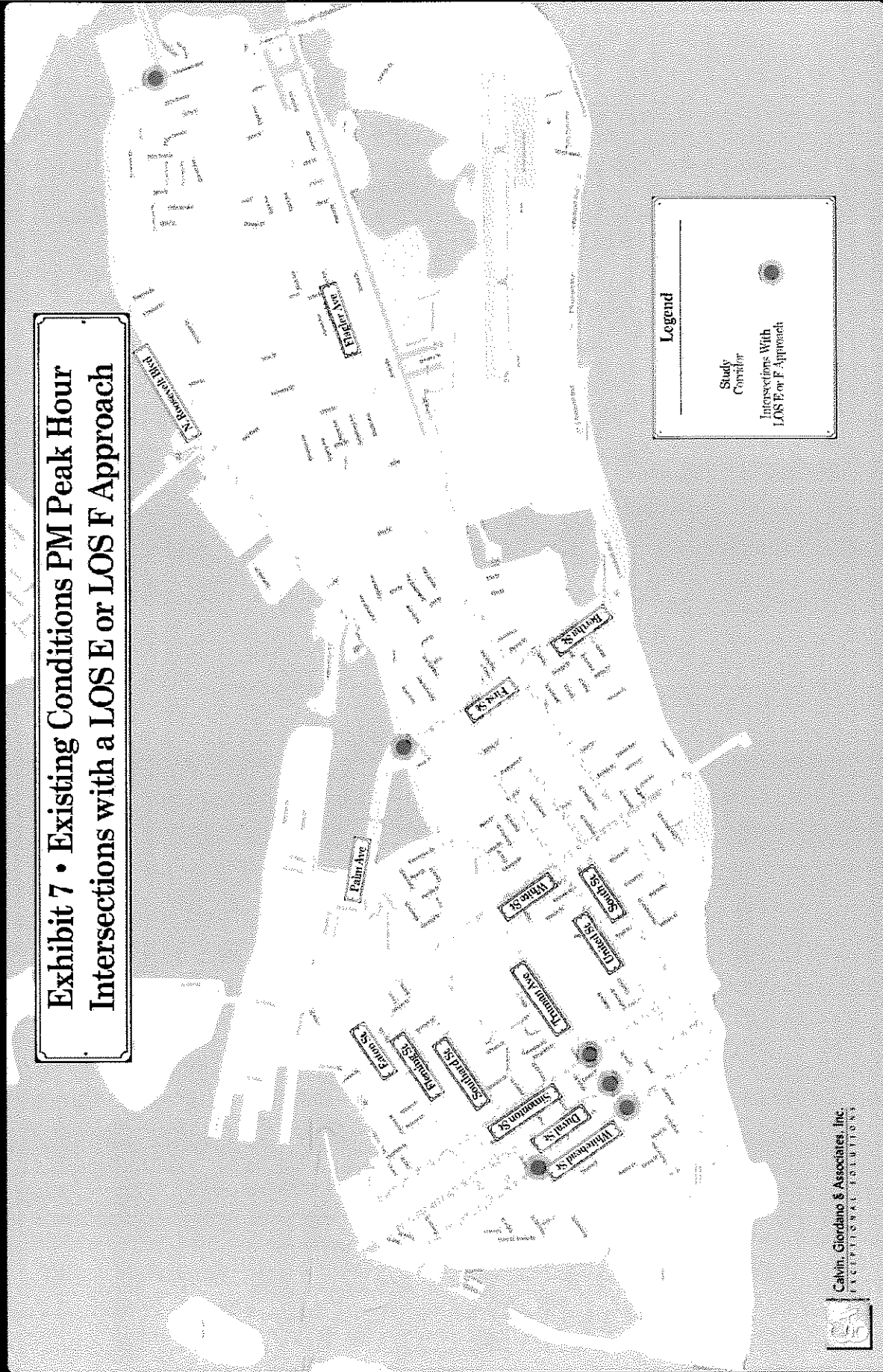


Exhibit 5 • Existing Conditions PM Peak Hour V/C Ratio



**Exhibit 7 • Existing Conditions PM Peak Hour
Intersections with a LOS E or LOS F Approach**



Legend

- Study Corridor
- Intersections With LOS E or F Approach

TRAFFIC SIMULATION – OPTIMIZED CONDITIONS

Traffic Signal Improvements:

- Signal timing optimization
- Installation of vehicle detection systems
- Installation of pedestrian detectors and signal heads
- Coordinated signal timing along corridors

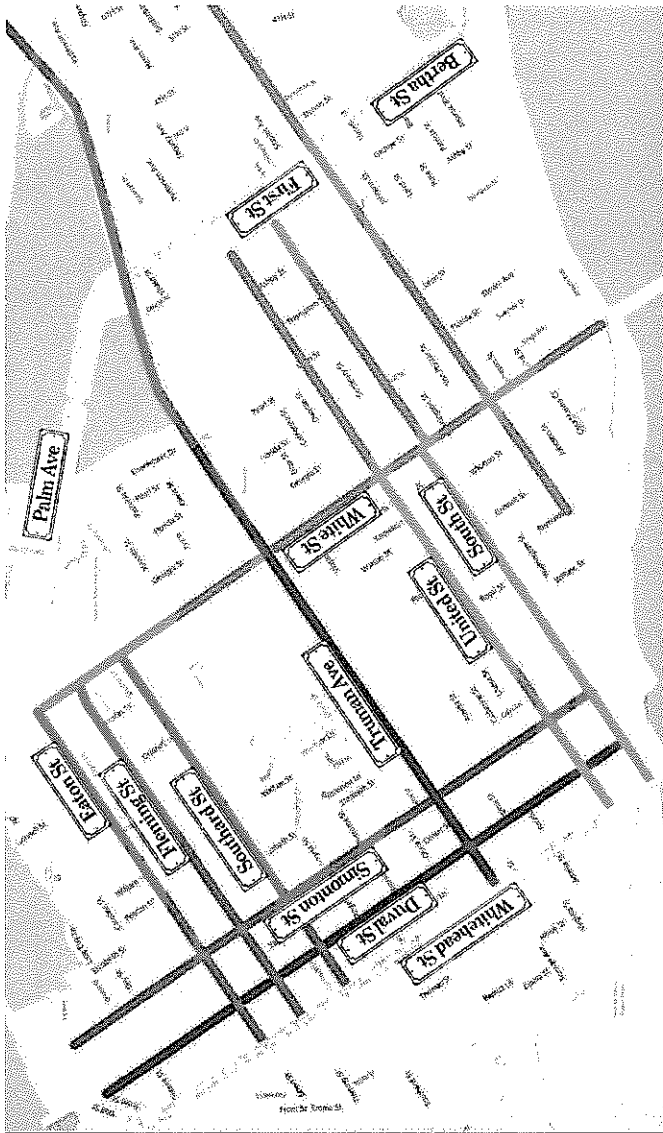
Roadway Improvements:

- Extension of the southeast bound left turn lane on Palm Avenue at N. Roosevelt Boulevard



OPTIMIZED CONDITIONS ANALYSIS

Existing Conditions

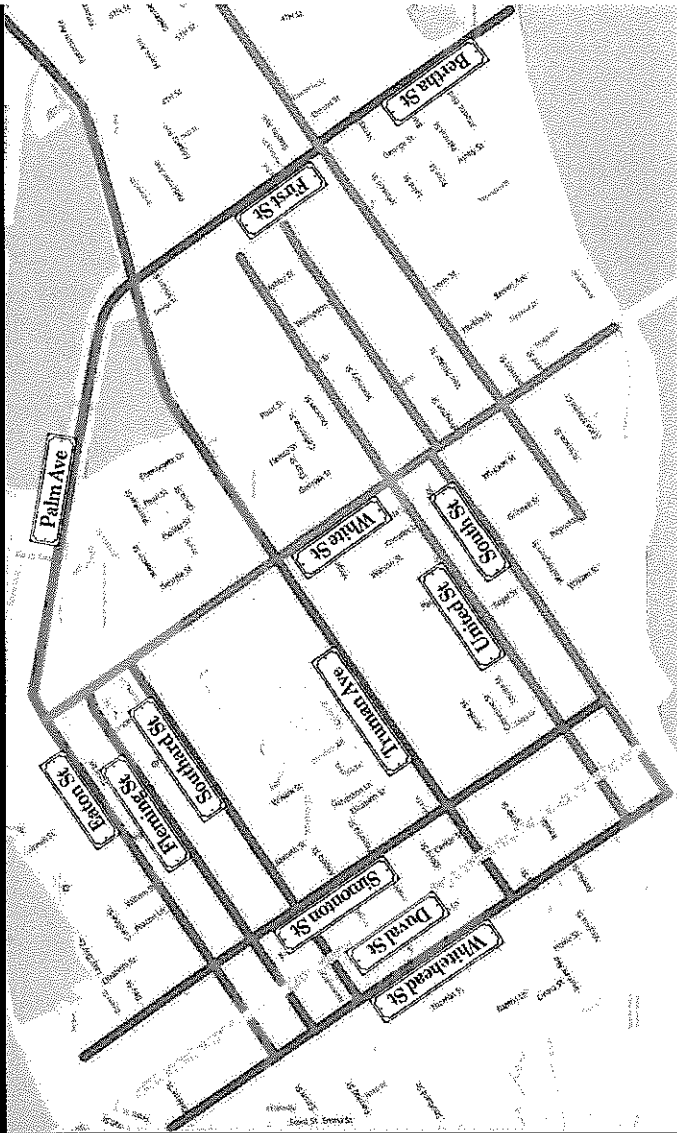


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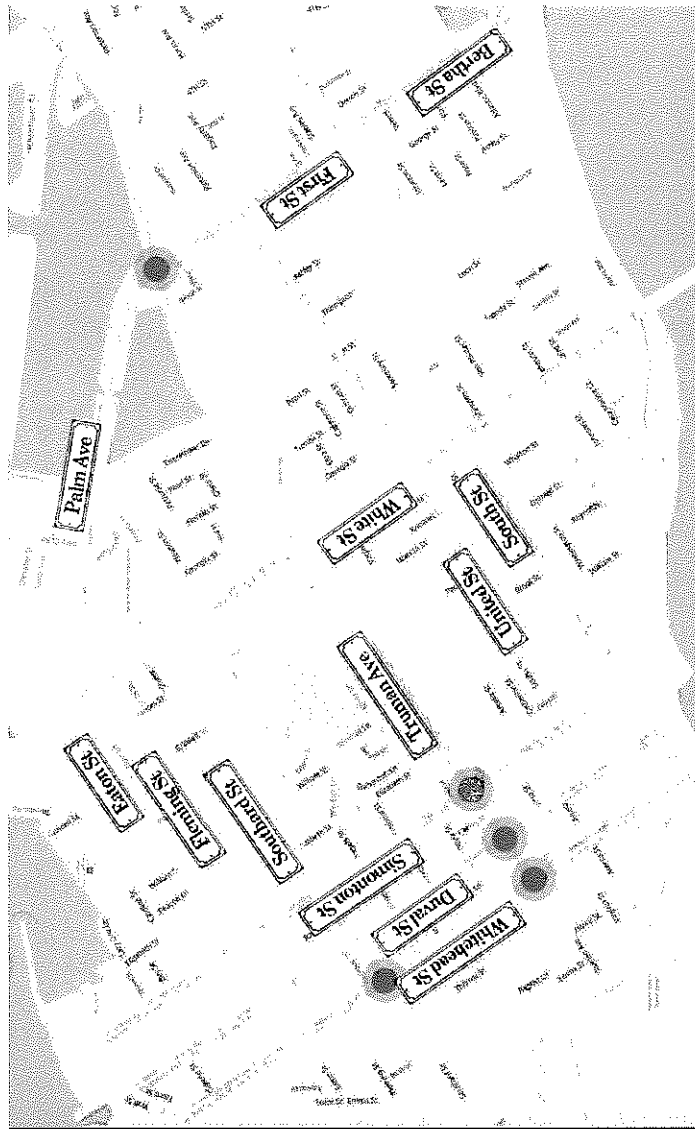
- LOS C
- LOS D
- LOS E
- LOS F

LOS based on average speed methodology.
Key West comp plan identifies LOS C + 5% for US-1
and LOS D for all other roadways.

Optimized Conditions



Existing Conditions

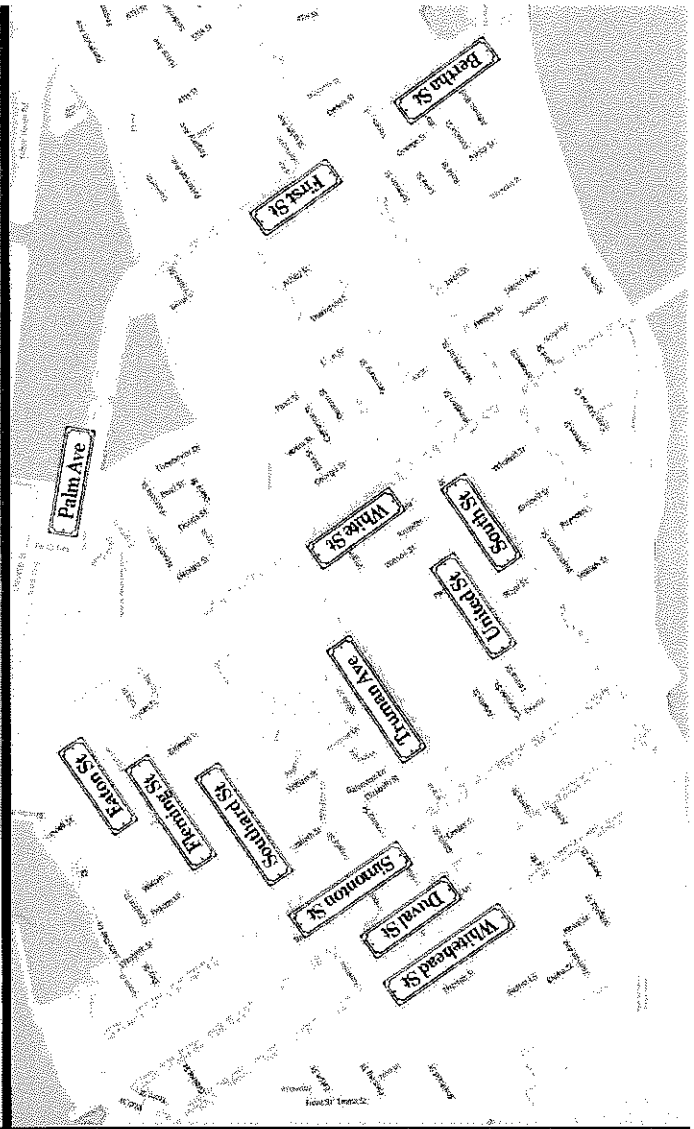


Legend

Study
Corridor

Intersections With
LOS E or F Approach

Optimized Conditions



Traffic Simulation Model
Duval St at Truman Ave – Southeast Bound Approach



Traffic Simulation Model
Whitehead St at Truman Ave – Southeast Bound Approach



Traffic Simulation Model

Truman Ave at Simonton St – Southwest Bound Approach

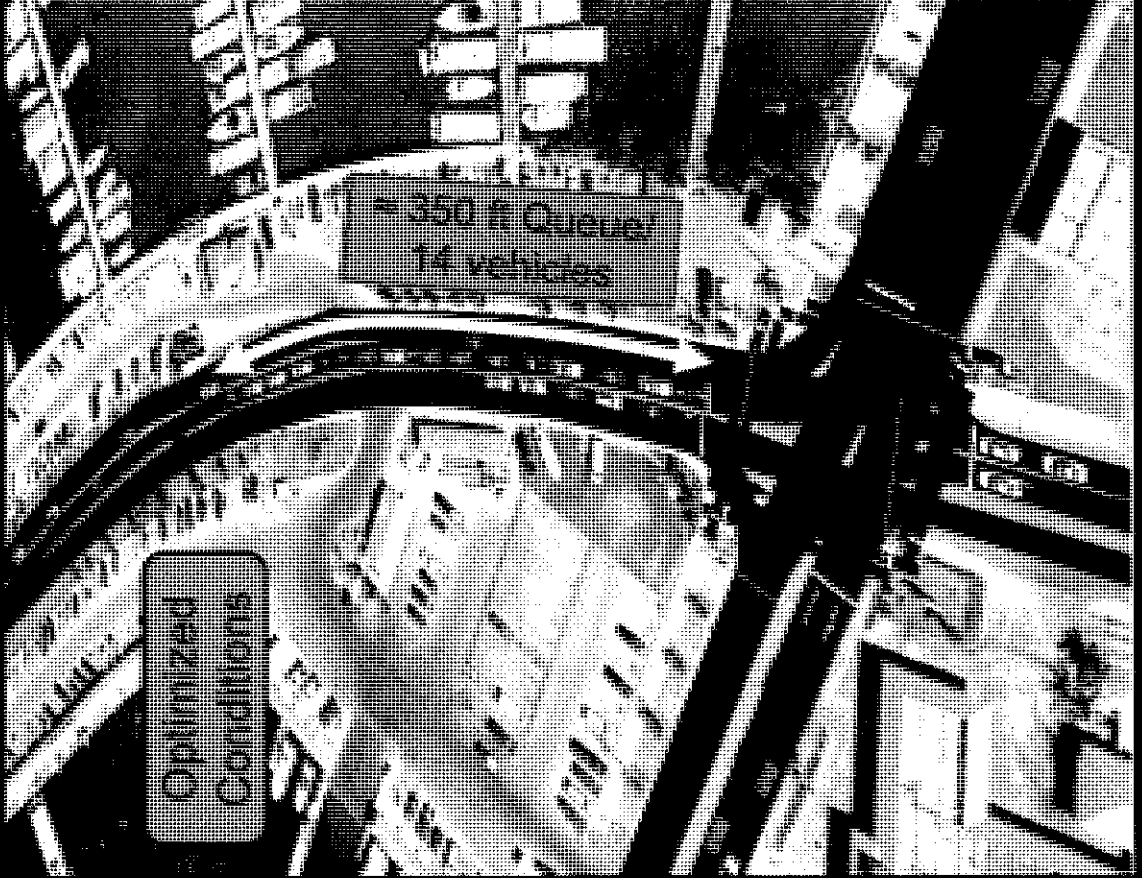


Traffic Simulation Model
Southard St at Whitehead St- Northeast Bound Approach



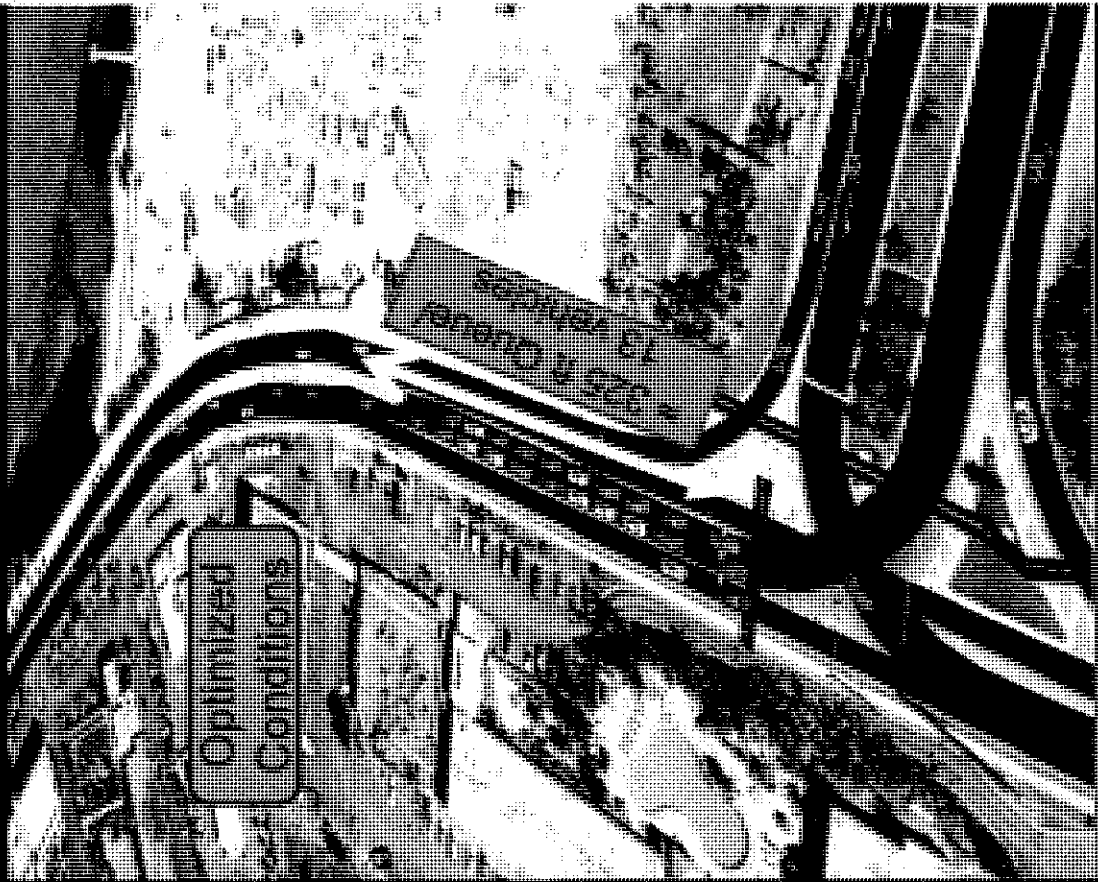
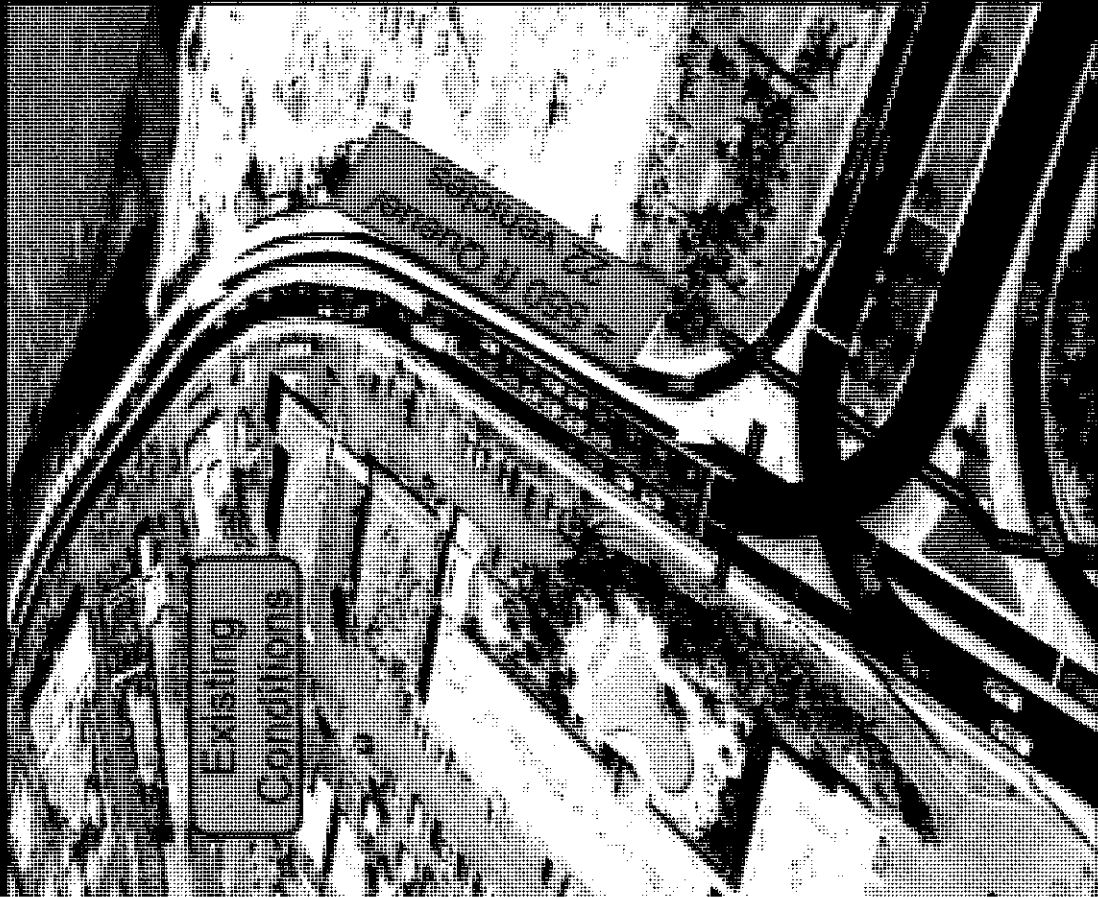
Traffic Simulation Model

Palm Ave at N. Roosevelt Blvd – Southeast Bound Approach



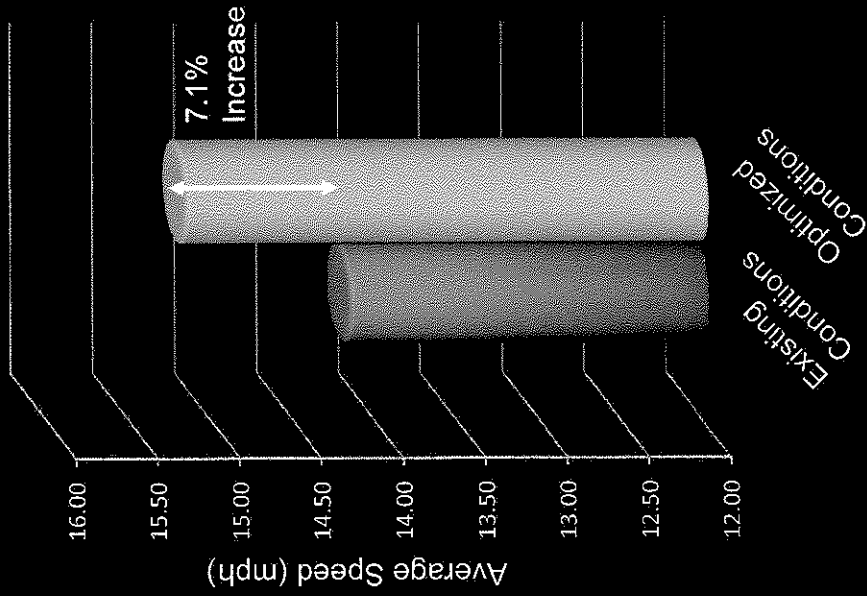
Traffic Simulation Model

N. Roosevelt Blvd at Overseas Hwy – South Bound Approach

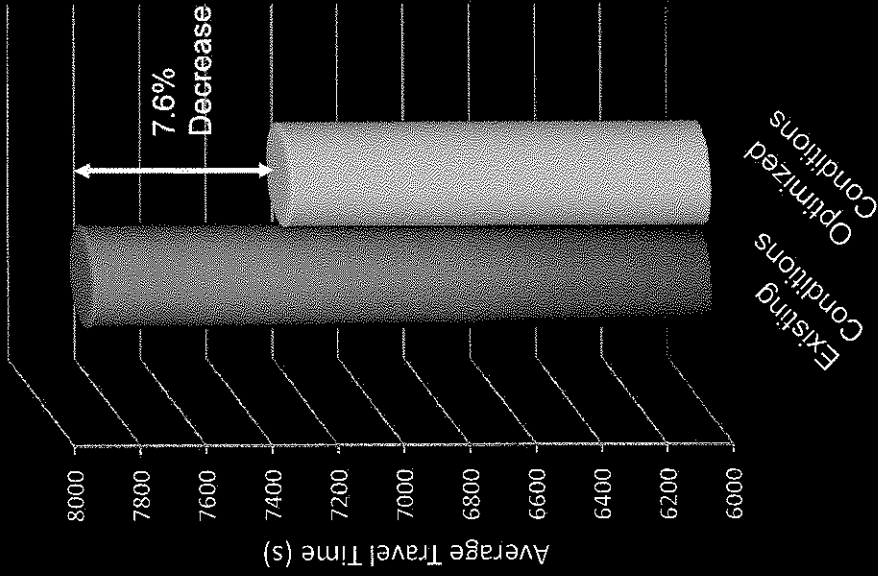


OPTIMIZED CONDITIONS ANALYSIS

Average Speed Comparison



Average Travel Time Comparison



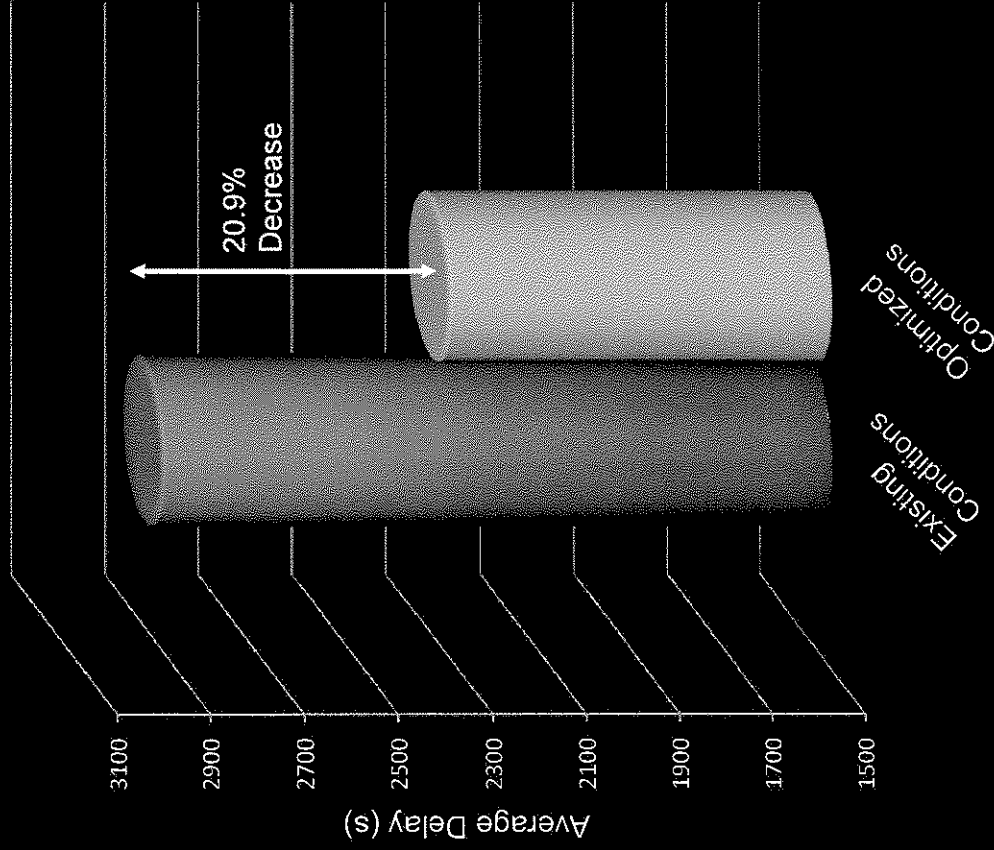
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OPTIMIZED CONDITIONS ANALYSIS

OPTIMIZED CONDITIONS ANALYSIS

Average Travel Delay Comparison



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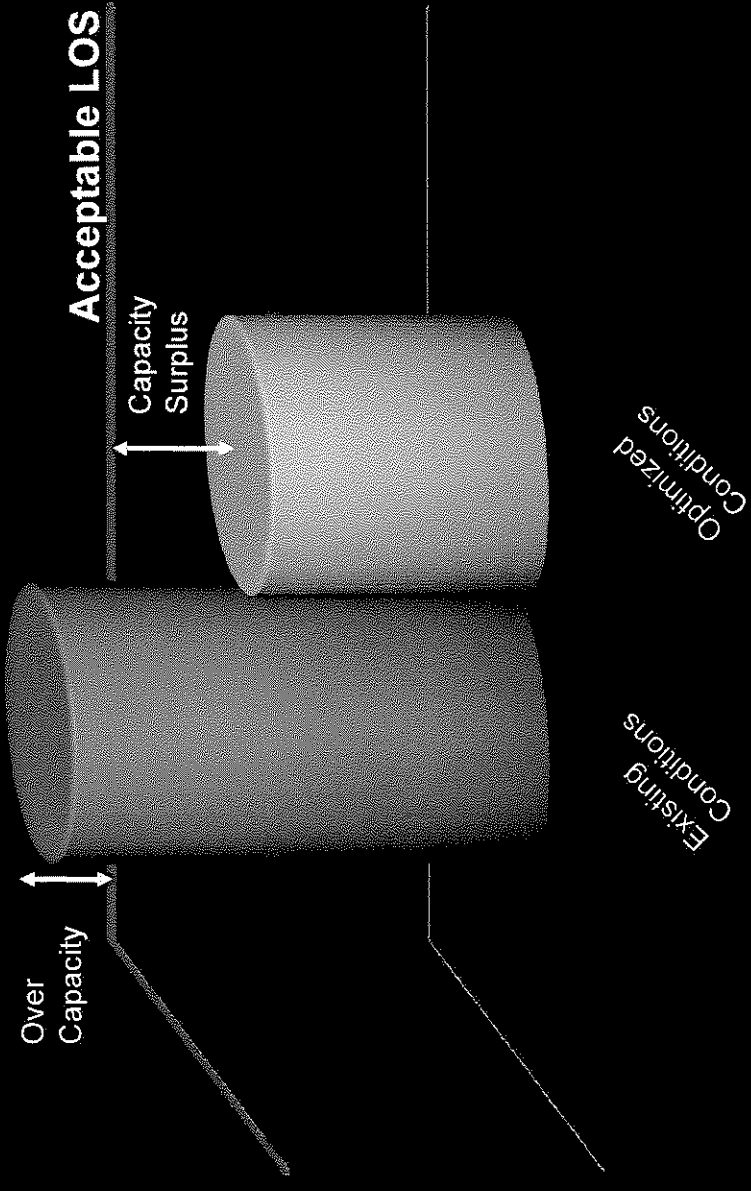
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OPTIMIZED CONDITIONS ANALYSIS

CITY ALTERNATIVES

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CITY ALTERNATIVES

LOCAL TRANSPORTATION CONCURRENCY UTILIZING THE TRAFFIC SIMULATION MODEL

The Traffic Simulation Model developed for the Carrying Capacity study can be utilized as a baseline and updated to simulate future traffic conditions such as:

- Proposed franchise vehicle operations
- Proposed land development projects
- Proposed modifications to intersection and roadway operations such as one-way streets
- Future construction projects and associated detours

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CONCURRENCY MANAGEMENT SYSTEM

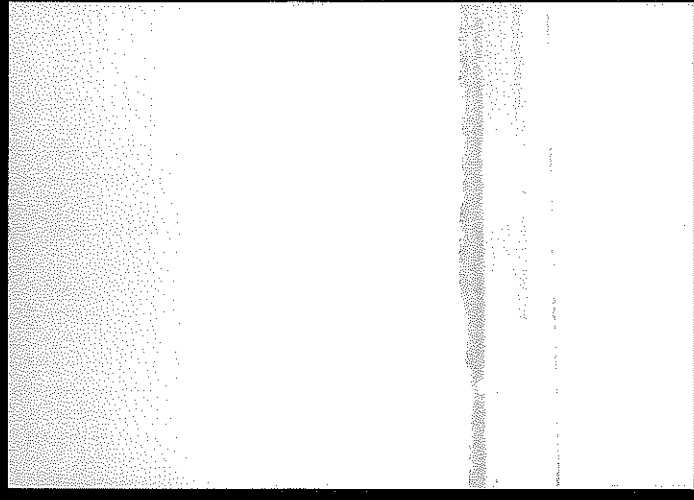
LOCAL TRANSPORTATION CONCURRENCY UTILIZING THE TRAFFIC SIMULATION MODEL

The Traffic Simulation Model can also provide a baseline for a city-wide Transportation Concurrency system. Transportation Concurrency is a planning tool utilized by municipalities throughout Florida and Nationwide.

A Local Transportation Concurrency system will afford the opportunity to:

- Monitor available roadway capacity
- Track the effects of new traffic generators on roadway capacity
- Develop a proportionate fair share mitigation strategy for new traffic generators
- Allow applicants an opportunity to demonstrate their ability to minimize traffic impacts

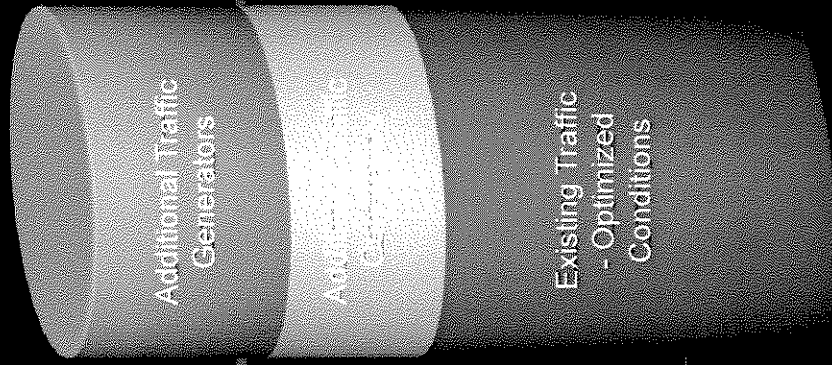
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CONCURRENCY MANAGEMENT SYSTEM

CONCURRENCY MANAGEMENT SYSTEM

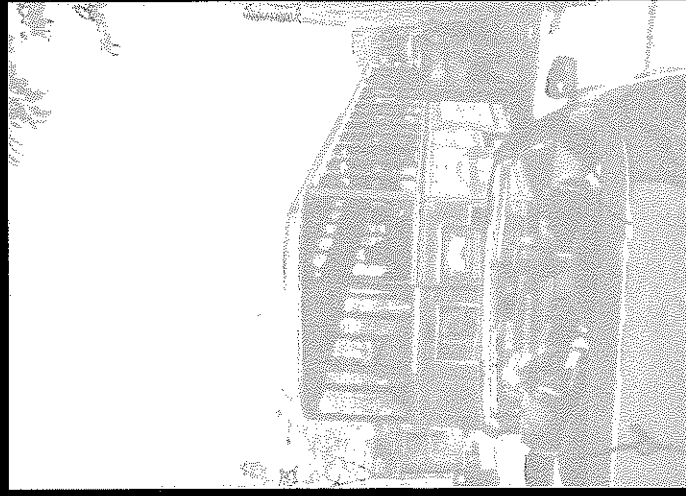
Would require additional
Traffic Congestion
Management Strategies



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CONCURRENCY MANAGEMENT SYSTEM

Next Steps

- Final Report will be submitted to the City within 2 weeks.
- Final report will be delivered in hard copy format and on DVD.
- VISSIM model files will be delivered to the City on DVD.
- CGA staff will provide a day of on-site training to City staff on how to use the VISSIM software.
- CGA staff will attend an additional City Commission meeting to address any questions regarding the final report.

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NEXT STEPS

RESOLUTION NO. 11-204

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF KEY WEST, FLORIDA, EXTENDING BY AN ADDITIONAL 180 DAYS THE MORATORIUM DECLARED IN ORDINANCE NO. 10-07, AND EXTENDED IN RESOLUTION NOS. 10-235 AND 11-023, ON THE ISSUANCE OF ANY PERMIT, LICENSE, BUSINESS TAX RECEIPT, FRANCHISE OR SIMILAR AUTHORIZATIONS RELATED TO MOTORIZED AND NON-MOTORIZED COMMERCIAL VEHICLES THAT MAKE PRIMARY USE OF CITY STREETS IN THE OPERATION OF THEIR BUSINESSES; PROVIDING FOR AN EFFECTIVE DATE

WHEREAS, in Ordinance No. 10-07, the City Commission declared a 180 day moratorium on the issuance of any permit, license, business tax receipt, franchise or similar authorizations related to motorized and non-motorized commercial vehicles that make primary use of City streets in the operation of their businesses; and

WHEREAS, the moratorium became effective on February 17, 2010 was extended in Resolution Nos. 10-235 and 11-023 each for 180 days, and is due to expire July 17, 2011, if not extended;

WHEREAS, Section 2 of Ordinance 10-07 provides that the City Commission may extend the moratorium by Resolution for additional 180 day periods to complete the tasks outlined in the ordinance; and

WHEREAS, the City Commission finds that it is necessary to extend the moratorium ordinance by a period of 180 days to continue the process of conducting a Carrying Capacity Traffic Study;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF THE CITY OF KEY WEST, FLORIDA, AS FOLLOWS:

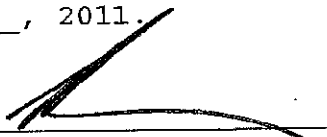
Section 1: That the moratorium on commercial vehicle transportation licensing is hereby extended for 180 days.

Section 2: That this Resolution shall go into effect immediately upon its passage and adoption and authentication by the signature of the presiding officer and the Clerk of the Commission.


Passed and adopted by the City Commission at a meeting held this 5 day of July, 2011.

Authenticated by the presiding officer and Clerk of the Commission on July 6, 2011.

Filed with the Clerk July 6, 2011.


MARK ROSSI, VICE-MAYOR

ATTEST


CHERYL SMITH, CITY CLERK

ORDINANCE NO. 10-07

**AN ORDINANCE OF THE CITY OF KEY WEST, FLORIDA,
DECLARING A ONE HUNDRED AND EIGHTY (180) DAY
MORATORIUM ON THE ISSUANCE OF ANY PERMIT,
LICENSE, BUSINESS TAX RECEIPT, FRANCHISE OR
SIMILAR AUTHORIZATION RELATED TO MOTORIZED AND
NON-MOTORIZED COMMERCIAL VEHICLES THAT MAKE
PRIMARY USE OF CITY STREETS IN THE OPERATION
OF THEIR BUSINESSES; PROVIDING AN EXEMPTION;
PROVIDING FOR SEVERABILITY; PROVIDING FOR
REPEAL OF INCONSISTENT PROVISIONS; PROVIDING
FOR AN EFFECTIVE DATE**

WHEREAS, the City of Key West is a small and extremely dense island comprised of approximately 4.2 square miles, plus an additional 1.5 square miles within the city boundries on the northern part of neighboring Stock Island.

WHEREAS, the City of Key West regulates permits, licenses, franchises, other authorizations and land uses under the provisions of its Code of Ordinances and Comprehensive Plan for vehicle based businesses which make primary use of city streets.

WHEREAS, the City of Key West has seen an 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; and

WHEREAS, this increase in vehicles is especially apparent in Key West's dense nationally recognized historic district; and

WHEREAS the City Commission is concerned that the increase in

such vehicles and related congestion has adversely affected the health, safety and welfare of the City, its residents and visitors; and

WHEREAS, the City Commission finds that a comprehensive traffic study is necessary to determine traffic capacity, volume, circulation, conflicts between vehicular and non-vehicular traffic for shared space, methods for reducing impacts of traffic in residential neighborhoods, and similar issues; and

WHEREAS, the City Commission wishes to authorize a study of these issues as previously expressed at prior City Commission meetings; and

WHEREAS, City staff first began documented efforts to undertake such a study to recognize, address and resolve the existing problems on November 17, 2009 in order to develop new and revised regulations for its Code of Ordinances and Comprehensive Plan; and

WHEREAS, the City Commission finds that the imposition of a temporary moratorium on the issuance of any 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 serves a valid public purpose and protects the health, safety and welfare of the public, while maintaining the status quo; and

NOW, THEREFORE, BE IT ORDAINED BY THE CITY OF KEY WEST,

FLORIDA:

Section 1: A moratorium is hereby declared on 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. In order to encourage less motor vehicles and reduce congestion on City streets, the individual rental of bicycles is exempted from this temporary moratorium.

Section 2: This moratorium shall be in effect for a period of one hundred and eighty (180) days from the effective date of this Ordinance. This moratorium may be extended by Resolution of the city Commission for additional 180 day periods to complete the tasks outline herein. The City Manager shall provide a report to the City Commission prior to the expiration of the then existing 180 day moratorium. This report shall include draft ordinance amendments to address the traffic issues discussed in the proposed study.

Section 3: If prior to November 17, 2009, an application was filed or approval was otherwise sought from the City, then the applicant may not be subject to this moratorium.

Section 4: If any section, provision, clause, phrase, or application of this Ordinance is held invalid or unconstitutional for any reason by any court of competent jurisdiction, the

remaining provisions of this Ordinance shall be deemed severable therefrom and shall be construed as reasonable and necessary to achieve the lawful purposes of this Ordinance.

Section 5: All Ordinances or parts of Ordinances of said City in conflict with the provisions of this Ordinance are hereby superseded or modified to the extent of such conflict.

Section 6: This Ordinance shall go into effect immediately upon its passage and adoption and authentication by the signature of the presiding officer and the Clerk of the Commission.

Read and passed on first reading at a regular meeting held this 2nd day of February, 2010.

Read and passed on final reading at a regular meeting held this 16th day of February, 2010.

Authenticated by the presiding officer and Clerk of the Commission on 17th day of February, 2010.

Filed with the Clerk February 17, 2010.

ATTEST:



CHERYL SMITH, CITY CLERK



CRAIG CATES, MAYOR