



# KEY WEST, FLORIDA TRANSIT DEVELOPMENT PLAN 2010 - 2019

JANUARY 2010

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# Contents

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<b>1</b>	<b>Introduction.....</b>	<b>1-1</b>
1.1	Identification of Submitting Entity .....	1-1
1.2	Overview of Transit Development Plan (TDP) Requirements .....	1-1
1.3	Overview of Transit Development Plan (TDP) Requirements .....	1-2
1.4	Report Organization .....	1-3
<b>2</b>	<b>Data Collection and Analysis.....</b>	<b>2-1</b>
2.1	Physical Description of Study Area.....	2-1
2.2	Population Profile .....	2-1
2.2.1	Population Characteristics .....	2-1
2.2.2	Population Densities .....	2-2
2.2.3	Income Characteristics.....	2-6
2.2.4	Automobile Ownership and Availability .....	2-8
2.2.5	Employment Characteristics.....	2-9
2.2.6	Major Trip Attractors .....	2-9
2.2.7	Tourist and Visitor Levels .....	2-11
2.2.8	Roadway and Traffic Conditions .....	2-13
2.3	Description of Development Activities.....	2-14
2.3.1	Existing Planning Documents.....	2-14
2.3.2	2025 Florida Transportation Plan (FTP) .....	2-15
2.3.3	Strategic Regional Policy Plan for South Florida .....	2-16
2.3.4	2008 Monroe County Transportation Disadvantaged Service Plan .....	2-17
2.4	Public Transit in Key West.....	2-18
2.4.1	Key West Bus Service.....	2-18
2.4.2	Other Transit Related Services .....	2-24
2.5	Bus Fare and Pass Program .....	2-27
2.6	Trend and Peer Analysis .....	2-28
2.6.1	Performance Indicators.....	2-28
2.6.2	Operating Statistics .....	2-29
2.7	Trend Analysis.....	2-29
2.7.1	Fixed-Route Trend Analysis .....	2-29
2.8	Peer Analysis .....	2-31
2.8.1	Peer System Selection Methodology.....	2-31
2.8.2	Performance Indicators.....	2-33
2.8.3	Direct Comparison Analysis.....	2-35
2.9	Vehicle Inventory .....	2-36
<b>3</b>	<b>Public Involvement.....</b>	<b>3-1</b>
3.1	Public Involvement Plan .....	3-1
3.2	Public Workshops .....	3-1
3.3	Public Workshop Results .....	3-2
3.4	On-Board Survey.....	3-2
3.5	Fleet Maintenance Survey.....	3-5

3.6 Bus Driver Survey .....3-7

3.7 South Florida Workforce (SFW) Coordination .....3-9

**4 Funding Availability.....4-1**

4.1 Small Transit Intensive Cities (49 U.S.C. §5336(j)) .....4-1

4.2 Bus and Bus Related Facilities Program (49 U.S.C. §5309).....4-1

4.3 Strategic Intermodal System (SIS) Funds.....4-1

4.4 State Infrastructure Bank.....4-2

4.5 Transit Corridor Program .....4-3

4.6 Public Transit Block Grant Program.....4-3

4.7 Public Transit Service Development Program .....4-4

4.8 Fuel Taxes.....4-5

4.8.1 One-Six Cents Local Option Fuel Tax.....4-5

4.8.2 One-Five Cents Local Option Fuel Tax .....4-5

4.8.3 Ninth-Cent Fuel Tax.....4-6

4.9 Ad Valorem Tax .....4-6

4.10 Local Discretionary Sales Surtaxes (Local Option Sales Taxes).....4-6

4.10.1 Charter County Transit System Surtax.....4-6

4.10.2 Local Government Infrastructure Surtax .....4-7

4.11 Impact Fees.....4-7

4.12 Tourist Development Tax .....4-8

**5 Transit Goals and Objectives.....5-1**

5.1 KWDoT Mission and Vision Statements.....5-1

5.2 Assessment of Goals, Objectives, and Strategies (FY 2005 – FY 2009).....5-1

5.3 Recommended Goals and Objectives .....5-5

**6 Transit Alternatives Evaluation.....6-1**

6.1 Development of Alternatives.....6-1

6.2 Evaluation Methodology.....6-2

6.3 Selection of Alternatives.....6-5

6.4 Existing Transit Services .....6-5

6.4.1 Proposed Alternatives .....6-6

6.4.2 Modeling Results.....6-19

6.5 Revenue Potential.....6-21

**7 Ten Year Transit Development Plan.....7-1**

7.1 Ten-Year TDP Service Priorities.....7-1

7.2 Ten-Year TDP Capital and Infrastructure Alternatives.....7-2

7.3 Ten-Year TDP Policy and Planning Activities .....7-3

7.4 Ten-Year TDP Coordination Activities .....7-4

7.5 Monitoring Program to Track Performance Measures .....7-6

7.6 Ten-Year TDP Implementation Plan .....7-6

7.7 Ten-Year Ridership Projections.....7-7

7.8 Ten-Year Financial plan.....7-7

**Maps**

**Tables**

1-1 TDP Checklist..... 1-2

2-1 Key West Transit Service Population ..... 2-2

2-2 Population Density (2007) ..... 2-2

2-3 Population Age Distribution (2007)..... 2-3

2-4 Distribution of Persons Age 0-17 by Census Block Group (2000) ..... 2-4

2-5 Distribution of Persons Age 60 and Over by Census Block Group (2000) ..... 2-5

2-6 Household Income Distribution (2007) ..... 2-7

2-7 Household Vehicle Availability (2007)..... 2-8

2-8 Key West Employment by Type of Work (2007)..... 2-9

2-9 Key West Annual Visitor Characteristics (2008) ..... 2-11

2-10 Key West Existing Roadway Level of Service (LOS) Characteristics on Existing Routes..... 2-13

2-11 Selected Performance Review Indicators and Measures Fixed-Route Transit Services ..... 2-28

2-12 Key West Transit Operating Statistics (2008) ..... 2-29

2-13 Key West DOT Performance Indicators ..... 2-30

2-14 Transit Peer Review Selection (2008)..... 2-32

2-15 Transit Peer Review Service Efficiency Comparison..... 2-33

2-16 Transit Peer Review Cost Effectiveness Comparison..... 2-34

2-17 Transit Peer Review Service Effectiveness Comparison..... 2-34

2-18 Transit Peer Review Farebox Recovery Ratio..... 2-35

2-19 Transit Direct Comparison Analysis ..... 2-36

2-20 Key West DOT Bus Fleet Inventory ..... 2-36

6-1 2009 Fixed Route Bus Service - Peak and Off-Peak Headways..... 6-6

6-2 Transit Boarding’s Summary (Average Weekday)..... 6-19

6-3 Transit Boarding’s Summary (Annual Ridership)..... 6-20

6-4 Farebox Revenue Estimates ..... 6-22

7-1 Summary of Capital Needs (FY 2010-FY2019) ..... 7-9

7-2 Summary of Projected Capital Needs (FY 2010-FY2019)..... 7-9

7-3 Estimated Operating Costs (FY 2010-FY2019)..... 7-12

7-4 Summary of Revenue (FY 2010-FY2019) ..... 7-14

7-5 Estimated Summary of Projected Cost and Revenue Needs (FY 2010-FY2019)..... 7-15

7-6 Estimated Summary of Projected Operating and Capital Needs (FY 2010-FY2019) ..... 7-15

**Figures**

2-1 Key West Census Tracts and Block Groups.....2-3

2-2 Percent of Population Under 18 .....2-5

2-3 Percent of Population Over Age 60.....2-6

2-4 Percent of Households with Annual Income Below \$10,000.....2-8

2-5 Key West Major Trip Generators and Traffic Attractors .....2-10

2-6 Key West International Airport.....2-11

2-7 Cruise Ship Passenger Counts.....2-12

2-8 Key West International Airport.....2-12

2-9 Key West Port Operations.....2-13

2-10 Blue, Red and Green Bus Routes.....2-19

2-11 Blue, Red and Green Bus Schedules .....2-20

2-12 Gold, Purple and Orange Bus Routes.....2-21

2-13 Gold, Purple and Orange Bus Routes.....2-22

2-14 Lower Keys Shuttle Bus Schedules.....2-23

6-1 Blue and Green Bus Lines .....6-7

6-2 Red and Orange Bus Lines.....6-11

6-3 Blue, Green, and Red Bus Lines .....6-14

6-4 Gold, Purple, and Orange Bus Lines .....6-16

**Appendixes**

A Lower Keys Shuttle Bus Route Development and Operational Analysis

B Public Involvement

C Monroe County Mass Transit Element

## 1.1 Identification of Submitting Entity

Agency: Key West Department of Transportation  
Mailing Address: PO Box 1078, Key West, FL 33041-1409  
Office Address: 627 Palm Avenue, Key West, FL 33041-1409  
Telephone Number: (305) 809-3910  
Authorizing Agency Representative: Myra Wittenburg, Manager

## 1.2 Overview of Transit Development Plan (TDP) Requirements

The Florida Department of Transportation (FDOT) requires each recipient of the Public Transit Block Grant (PTBG) program to submit a 10-year Transit Development Plan (TDP) with yearly updates. The TDP is a planning tool used to identify future needs for transit service, define the community's goals and develop a program of improvements. The submission cycle as defined by Florida Statutes is to perform a Major update to the TDP every fifth year. The last Major update was performed in 2005 by the University of South Florida Center for Urban Transportation Research (CUTR). This new TDP develops new goals and objectives and other relevant data to reflect current year through 2019.

On February 20, 2007, FDOT promulgated Rule 14-73.001, which substantially changed the TDP requirements. The changes are documented below:

- Extending the planning horizon from 5 years to 10 years,
- Requiring updates every 5 years instead of every 3 years,
- Making the annual minor updates, public involvement, and demand estimation requirements more explicit.
- Establishing a deadline for said approval in order to qualify for funding.

In addition to the State mandate, the TDP also can assist in meeting several objectives, outlined in the "Florida Department of Transportation Guidance for Producing a Transit Development Plan."

Other objectives of the TDP include:

- Assessing the need for transit services
- Determining the appropriate type and level of transit services
- Identifying current and planned local transit resources
- Evaluating existing services
- Outlining capital and operating expenses for proposed service development
- Identifying potential and expected funding sources

## 1.3 Overview of Transit Development Plan (TDP) Requirements

Below is a list of TDP requirements in accordance with Rule 14-73.001, Table 1-1 also indicates whether or not the item was accomplished in this TDP.

**TABLE 1-1**  
TDP Checklist

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<ul style="list-style-type: none"> <li>√ Public Involvement Plan (PIP) Drafted</li> <li>√ PIP Approved by FDOT</li> <li>√ TDP Includes Description of Public Involvement Process</li> <li>√ Provide Notification to FDOT</li> <li>√ Provide Notification to Regional Workforce Board</li> <li>Provide Notification to MPO (Not applicable)</li> </ul>
<ul style="list-style-type: none"> <li>√ Land Use</li> <li>√ State and Local Transportation Plans</li> <li>√ Other Governmental Actions and Policies</li> <li>√ Socioeconomic Trends</li> <li>√ Organizational Issues</li> <li>√ Technology</li> <li>√ 10-Year Annual Projections of Transit Ridership using approved model</li> <li>√ Do Land Uses and Urban Design Patterns Support/Hinder Transit Service Provision</li> <li>√ Calculate Farebox Recovery</li> </ul>
<ul style="list-style-type: none"> <li>√ Provider's Vision</li> <li>√ Provider's Mission</li> <li>√ Provider's Goals</li> <li>√ Provider's Objectives</li> </ul>
<ul style="list-style-type: none"> <li>√ Develop and Evaluate Alternative Strategies and Actions</li> <li>√ Benefits and Costs of Each Alternative</li> <li>√ Financial Alternatives Examined</li> </ul>
<ul style="list-style-type: none"> <li>√ 10-Year Implementation Program</li> <li>√ Maps Indicating Areas to be Served</li> <li>√ Maps Indicating Types and Levels of Service</li> <li>√ Monitoring Program to Track Performance Measures</li> <li>√ 10-Year Financial Plan Listing Operating and Capital Expenses</li> <li>√ Capital Acquisition or Construction Schedule</li> <li>√ Anticipated Revenues by Source</li> </ul>
<ul style="list-style-type: none"> <li>√ TDP Shall Be Consistent with Florida Transportation Plan</li> <li>√ TDP Shall Be Consistent with Local Government Comprehensive Plan</li> <li>TDP Shall Be Consistent with MPO Long-Range Transportation Plan (Not applicable)</li> <li>√ TDP Shall Be Consistent with Regional Transportation Goals and Objectives</li> </ul>

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## 1.4 Report Organization

The TDP is divided into seven sections. Section 1 includes an introduction to the TDP. Section 2 provides an overview of the data collection and analyses undertaken throughout the TDP process. Section 3 summarizes the public involvement comments received. Section 4 contains a discussion of funding options. Section 5 lists the goals and objectives of the KWDoT. Section 6 provides a list of transit alternatives and their evaluation. Section 7 contains the 10-year Transit Development Plan.

## 2.1 Physical Description of Study Area

The island of Key West is the southernmost city in the United States and serves as a gateway to the Caribbean, between the Atlantic Ocean and the Gulf of Mexico. It is 150 miles southwest of Miami and 90 miles north of Cuba. It is located in Monroe County and is approximately 2 miles by 4 miles wide and has a total area of 7.4 square miles. Its northern counterpart Stock Island has a total area of 5.8 square miles. U.S. 1 provides the only land access (via 42 bridges) to Key West from mainland Florida. The Lower Keys Shuttle Serves an additional 45 linear miles predominately along US 1. This would serve an additional 45 square miles of service for a total estimated service area of approximately 58 square miles.

Key West along with its beauty, history and civilities attract a large number of visitors each year, with the peak in the winter months. Key West has also become a major destination for cruise ships. Residents and visitors enjoy spending time at area beaches such as Higgs Beach and Smathers Beach. In addition, fishing, snorkeling, SCUBA diving and sightseeing are favorite pastimes. The island also offers attractions such as the old Town historic area as well as an active nightlife.

## 2.2 Population Profile

### 2.2.1 Population Characteristics

As illustrated in Table 2-1, Key West has experienced population reduction over the past decade. According to the City-Data population estimates, Key West's 2008 population was 22,364. This represents a 12.22 percent decrease in population since 2000 US Census estimates (25,478). This compares to the 9.23 percent decrease for Monroe County as a whole. Key West transit including the Lower Keys Shuttle serves a Lower Keys population of 44,544 which is a 9.95 percent decrease since the 2000 US Census. The full demographic make-up of the Lower Keys Shuttle area (Key West to Marathon) was studied in 2005 in the "Lower Keys Shuttle Bus Route Development and Operational Analysis" and is contained in Appendix "A."

**TABLE 2-1**  
Key West Transit Service Population

	2000	2008	2000-2008 % Change (Decrease)
Key West Population	25,478	22,364	(12.22%)
Stock Island	4,410	4,064	(7.85%)
Big Coppitt Key	2,595	2,391	(7.86%)
Cudjoe Key	1,695	1,562	(8.51%)
Big Pine Key	5,032	4,637	(7.85%)
Marathon	10,255	9,526	(7.11%)
<b>Total Service Area</b>	<b>49,465</b>	<b>44,544</b>	<b>(9.95%)</b>

## 2.2.2 Population Densities

Table 2-2 compares Key West's population and population density with the state of Florida. According to projections developed by the University of Florida's Bureau of Economic and Business Research (BEBR) in 2007, the City of Key West had a much higher population density of 1,950 persons per square mile than the state average of 349 persons per square mile.

**TABLE 2-2**  
Population Density (2007)

	Permanent Population	Density (Persons Per Square Mile)
Florida (2007)	18,807,219	349
Key West (2007)	22,364	1,950

Table 2-3 compares Key West's population age distribution over the last 10 years of recent data. The greatest shift in age has been from the 35-44 age group where they have lost 20 percent from their group. This is probably attributable to the acceleration of housing costs in Key West during this time period. The 55-64 age group also increased about 12 percent primarily due to aging of the current population without an influx of new residents in that age group.

**TABLE 2-3**  
Population Age Distribution (2007)

	0-19	20-34	35-44	45-54	55-64	65+
Key West (2007)	17%	19%	18%	18%	16%	12%
Key West (1997)	21 %	9%	38%	13%	4%	15%

Figure 2-1 illustrates the Key West tracts and block groups. A census block group (BG) is a cluster of census blocks having the same first digit of their four-digit identifying numbers within a census tract. For example, block group 3 (BG 3) within a census tract includes all blocks numbered from 3000 to 3999. BGs generally contain between 600 and 3,000 people, with an optimum size of 1,500 people. Most BGs were delineated by local participants as part of the U.S. Census Bureau's Participant Statistical Areas Program. The U.S. Census Bureau delineated BGs only where a local, state, or tribal government declined to participate or where the U.S. Census Bureau could not identify a potential local or tribal participant. This information is accumulated during the 10-year census period.

**FIGURE 2-1**  
Key West Census Tracts and Block Groups  
*Key West, Florida, 2000*



Table 2-4 shows the 2000 Census block groups with 20 percent or greater concentration of aged 17 and younger residents in Key West. The percentage of the population younger than 18 years is also depicted in Figure 2-2. These data show that eleven block groups within Key West had populations where persons under the age of 18 consist of at least 20 percent of the total block group population. The three block groups with the highest percentage of persons under the age of 18 are 9721.00 BG 3 (44 percent) which includes Sigsbee Park Naval Housing, 9721.00 BG 2 (45 percent) which includes the Sigbee Naval Housing, and 9719.00 BG 3 (35 percent) in the New Town area. As illustrated in Figure 2-2, high concentrations of persons under the age of 18 are also found on Fleming Island, which also belongs to the U.S. Navy.

**TABLE 2-4**  
Distribution of Persons Age 0-17 by Census Block Group (2000)

Census Block Group	Percentage Age 0-17
Tract 9721.00 BG 2 (N Key West - Sigsbee Naval Housing)	43%
Tract 9719.00 BG 3 (NE Key West - New Town)	35%
Tract 9725.00 BG 4 (Key West Truman Annex)	23%
Tract 9721.00 BG 1 (N Key West - Sigsbee Park & Naval Housing)	21%
Tract 9721.00 BG 3 (N Key West - Sigsbee Park & Naval Housing)	44%
Tract 9718.00 BG 3 (Stock Island)	26%
Tract 9718.00 BG 5 (Stock Island)	31%
Tract 9718.00 BG 2 (Stock Island)	23%
Tract 9722.00 BG 1 (Central Key West - New Town)	25%
Tract 9724.00 BG 5 (SW Key West - Old Town)	21%
Tract 9722.00 BG 3 (Central Key West - New Town)	20%

**FIGURE 2-2**  
Percent of Population Under 18  
Key West, Florida, 2000

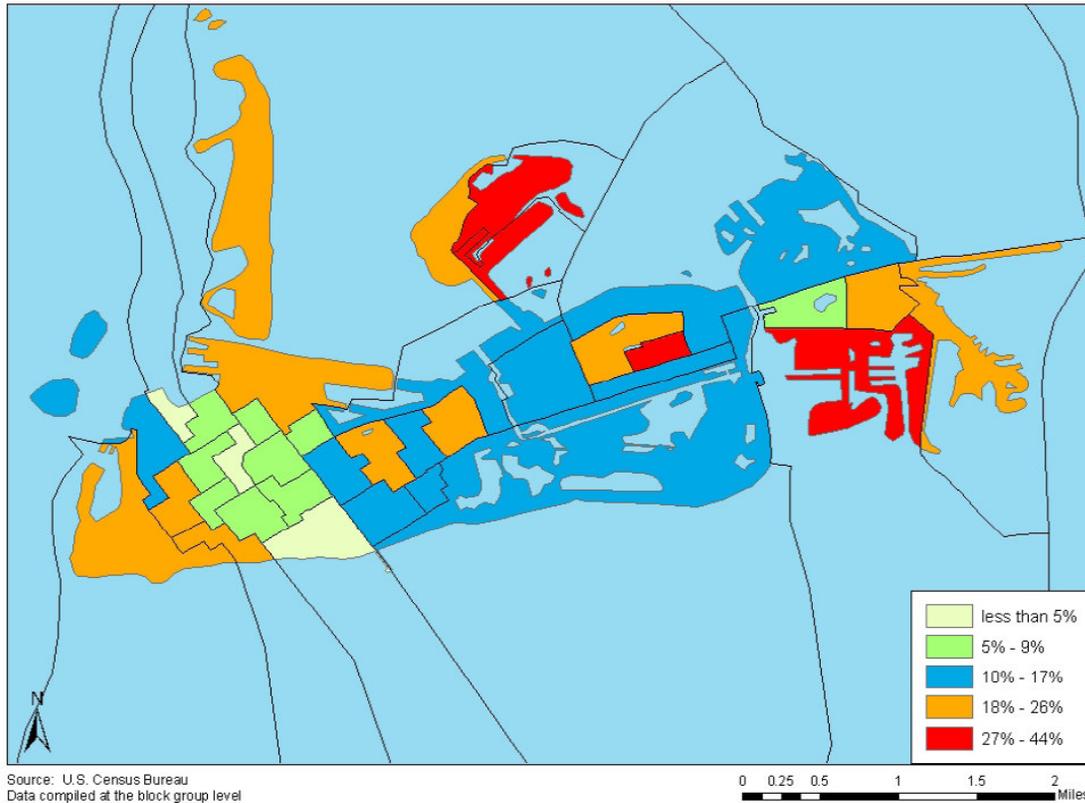


Table 2-5 and Figure 2-3 illustrate the concentration of people aged 60 and older in Key West. These data indicate that the most densely populated area of seniors is located in tract 9718.00 BG 4 in the Stock Island area (37 percent). Other areas with high concentrations of seniors include northeast Key West in the New Town Area and southwest Key West in the Old Town area.

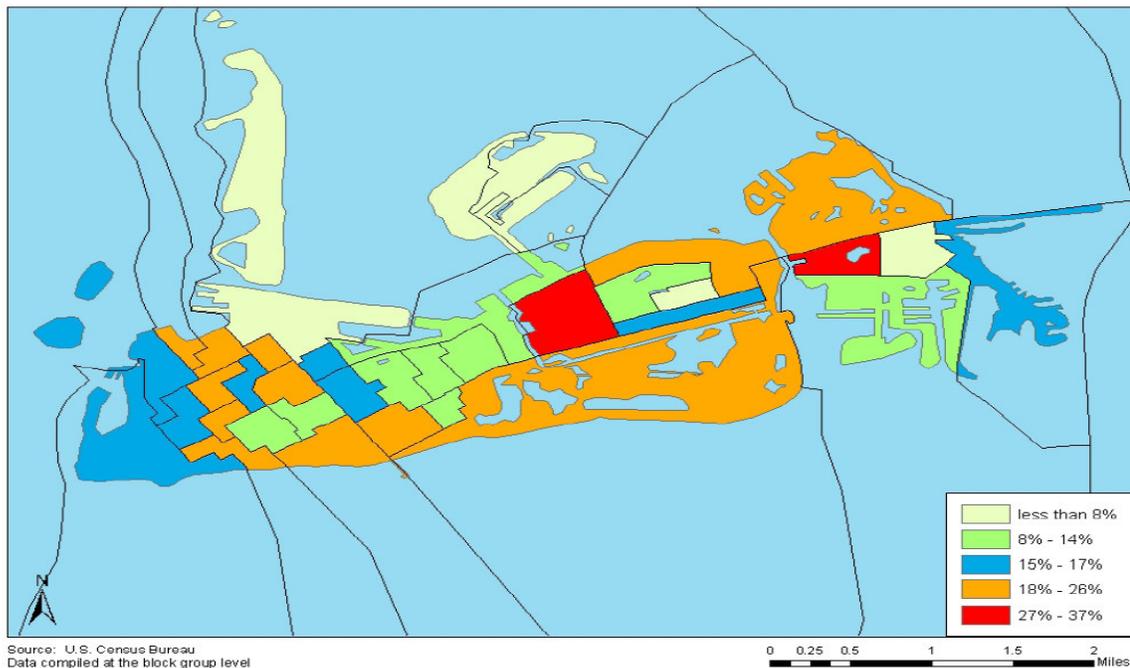
**TABLE 2-5**  
Distribution of Persons Age 60 and Over by Census Block Group (2000)

Census Block Group	Percentage Age 60 and Older
Tract 9718.00 BG 4 (Stock Island)	37%
Tract 9721.00 BG 4 (NE Key West - New Town)	34%
Tract 9724.00 BG 4 (SW Key West - Old Town)	26%
Tract 9726.00 BG 1 (SW Key West)	23%
Tract 9719.00 BG 3 (Stock Island)	23%
Tract 9724.00 BG 5 (SW Key West - Old Town)	22%
Tract 9720.00 BG 1 (S. Key West)	21%

**TABLE 2-5**  
Distribution of Persons Age 60 and Over by Census Block Group (2000)

Census Block Group	Percentage Age 60 and Older
Tract 9720.00 BG 3 (S. Key West)	21%
Tract 9725.00 BG 2(NW Key West - Old Town)	20%
Tract 9725.00 BG 1(NW Key West - Old Town)	20%
Tract 9724.00 BG 2(NW Key West - Old Town)	20%

**FIGURE 2-3**  
Percent of Population Over Age 60  
Key West, Florida, 2000



Age groups at both ends of the scale (under age 18 and age 60 and older) are of significant interest with regard to potential transportation needs and transit use. The young and the elderly often do not have adequate access to automobiles and, therefore, commonly are more dependent on public transportation and alternative forms of transportation (such as walking and biking) than persons in the middle age groups.

### 2.2.3 Income Characteristics

Income is an important factor in assessing transportation needs and use of conventional public transit systems. In general, low-income persons are more likely to rely on public

transportation for mobility and access to jobs, shopping, medical services, and recreational activities.

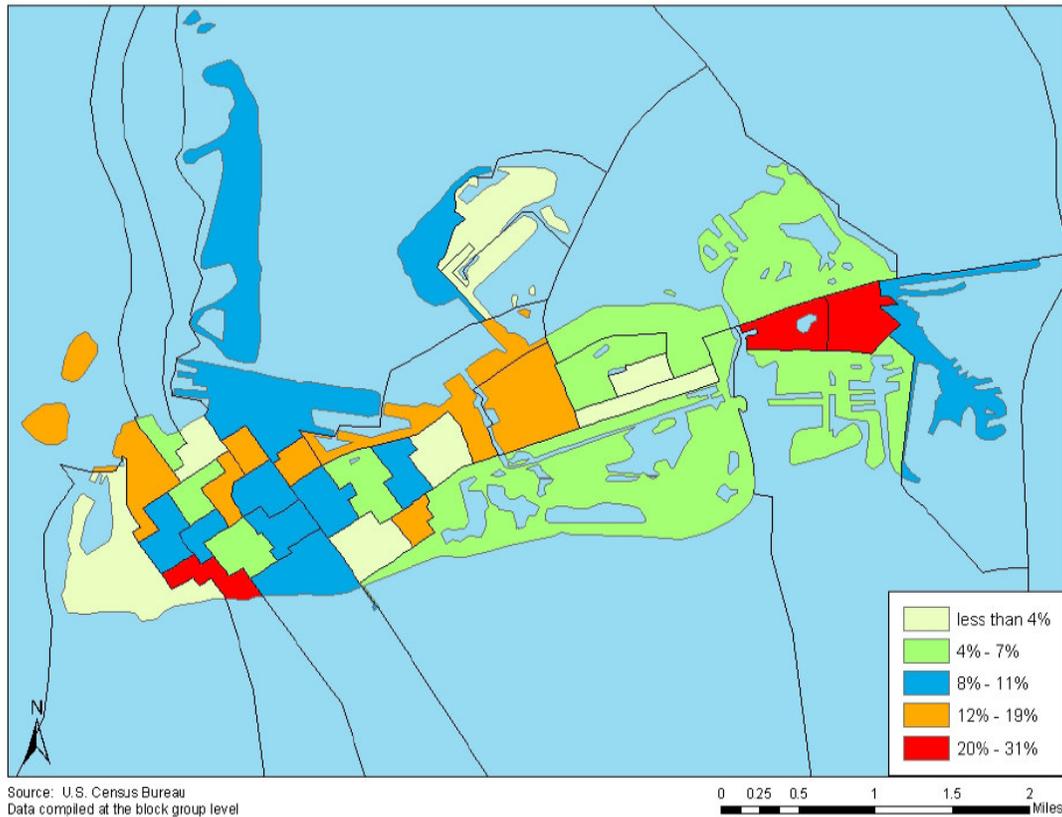
Table 2-6 shows the distribution of household income in Key West for 2007. In Florida, the number of households reporting income of \$25,000 or less is 17.4 percent compared to 20.9 percent for Key West. Key West had slightly higher median household income of \$51,722 as compared to the State median of \$46,602.

**TABLE 2-6**  
Household Income Distribution (2007)  
*City of Key West*

<b>Total households</b>	<b>9,671</b>	<b>100%</b>
Less than \$10,000	757	7.80%
\$10,000 to \$14,999	485	5.00%
\$15,000 to \$24,999	784	8.10%
\$25,000 to \$34,999	1,047	10.80%
\$35,000 to \$49,999	1,438	14.90%
\$50,000 to \$74,999	2,281	23.60%
\$75,000 to \$99,999	1,289	13.30%
\$100,000 to \$149,999	991	10.20%
\$150,000 to \$199,999	248	2.60%
\$200,000 or more	351	3.60%
Median household income (dollars)	51,722	(X)
Mean household income (dollars)	72,770	(X)

Figure 2-4 provides 2000 Census data on the block groups with the highest percentages of households with an annual income of less than \$10,000. Figure 2-4 graphically illustrates the percentage of households with annual income less than \$10,000 by census block group. Block groups with a high concentration of low-income households are shown in darker shades on the map. The census block group in Key West with the highest percentage of the population with annual incomes of less than \$10,000 is tract 9724.00 BG 5 (31 percent). This block group is located in the southwest section of Old Town. Other densely concentrated areas of households with incomes less than \$10,000 are located on Stock Island and in the New Town area west of Fourteenth Street. This information is helpful in determining bus routing.

**FIGURE 2-4**  
Percent of Households with Annual Income Below \$10,000  
Key West, Florida, 2000



## 2.2.4 Automobile Ownership and Availability

Table 2-7 shows the distribution of vehicle availability among households in Key West and Florida, according to results of the 2007 American Community Survey Census. As of 2007, nearly 19 percent of households in Key West did not have a vehicle available for use. This figure is triple the 2007 average for Florida (6.4 percent).

**TABLE 2-7**  
Household Vehicle Availability (2007)

	Number of Vehicles Available			
	None	One	Two	Three or More
<b>Key West</b>	18.9%	47.1%	28.9%	5.1%
<b>Florida</b>	6.4%	39.7%	39%	14.9%

## 2.2.5 Employment Characteristics

Table 2-8 contains the distribution of employment in Key West by type of work. As expected, the highest concentration of jobs in one defined type of employment is in the accommodation/food service sector (17.3 percent).

**TABLE 2-8**  
Key West Employment by Type of Work (2007)

Type of Employment	Percentage of all Employment
Accommodation/Food Service	17.3%
Construction	7.9%
Real Estate/Rental Leasing	9.4%
Government	13.6%
Utilities/Waste Services	6.5%
Health Care/Social Assistance	5.3%
Retail	11.8%
All Other Services	28.2%

## 2.2.6 Major Trip Attractors

When analyzing a public transit system, it is important to look at the spatial distribution of major trip attractors and generators in comparison to the existing route network. These areas usually attract a large number of people, resulting in a concentration of trips, which is more conducive to public transit use. Seven (7) categories of trip generators and attractors were identified in Key West, a sampling of these but not fully inclusive, are as follows:

### Key West Major Generators and Attractors

#### *Schools*

Gerald Adams Elementary Poinciana Elementary  
Glynn Archer Elementary Sigsbee School  
Horace O'Bryant School Florida Keys Community College  
Key West High School

#### *Shopping Areas*

Searstown Mall  
Duval Street Duval Square Shopping Center  
Overseas Market Laud's End Village

#### *Visitor/Recreation Areas*

Mallory Square Little White House Museum  
Higgs Beach Historic West Martello Tower  
Smathers Beach Historic East Martello Tower & Museum  
Tennessee Williams Fine Arts Center Ripley's Believe it or Not

Hemingway House Clayton Sterling Baseball  
Lighthouse & Military Museum City Marina & Charter Boat Docks  
Key West Aquarium

*Transportation*

Greyhound Bus Depot Key West International Airport

*Government & Facilities*

Truman Annex Monroe County Courthouse  
Children & Families Department Offices Key West City Hall  
Senior Citizen Plaza Monroe County School Board Offices

*Hospital*

Lower Keys Medical Center

*Housing Areas*

Bahama Village Sigsbee Park  
Porter Place Poinciana Plaza  
Peary Court Ocean Walk

*Visitor Accommodation Areas*

Hotel Row, N. Roosevelt Blvd Hotel Row, S. Roosevelt Blvd  
Hotel/Motel Area, Old Town

As illustrated in Figure 2-5, the majority of the identified trip generators and attractors are either directly on a Key West Transit route or are within a short walking distance to the route.

**FIGURE 2-5**  
Key West Major Trip Generators and Traffic Attractors



## 2.2.7 Tourist and Visitor Levels

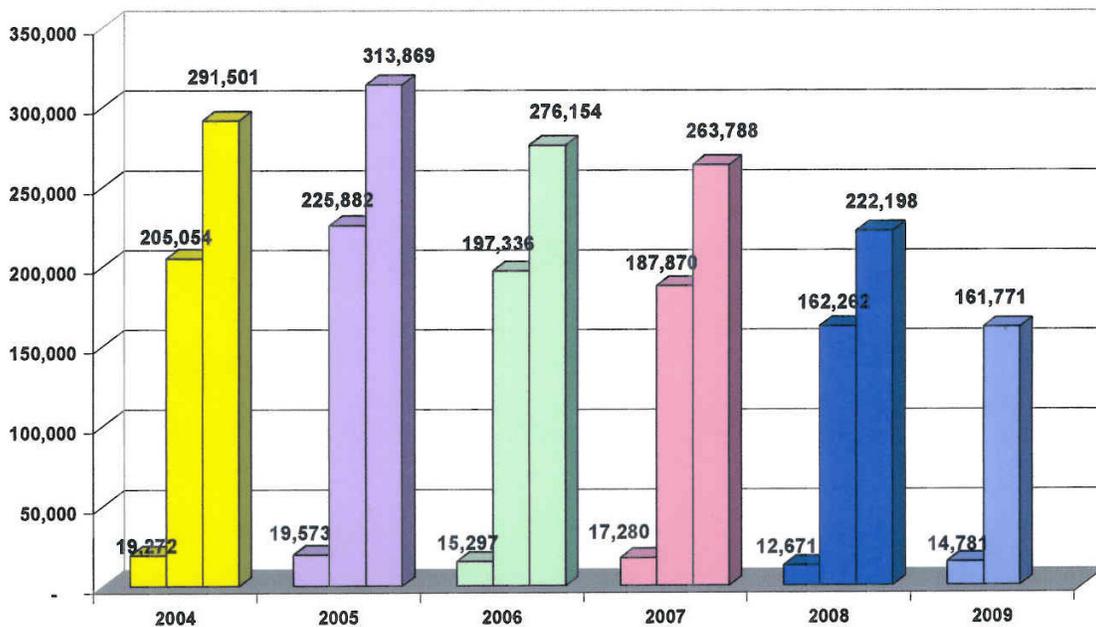
Key West experiences a huge influx of visitors annually. Traditionally, the visitor season for Key West is in the winter and spring months, however, the island is host to more and more visitors during other months of the year. According to the Key West Chamber of Commerce website, Key West received over 2.2 million visitors in 2008 significantly down from the 2003 estimate of 2.6 million. That is still up significantly from the 1.4 million visitors arriving on the island in 1996. The following Table 2-9 summarizes this information.

**TABLE 2-9**  
Key West Annual Visitor Characteristics (2008)

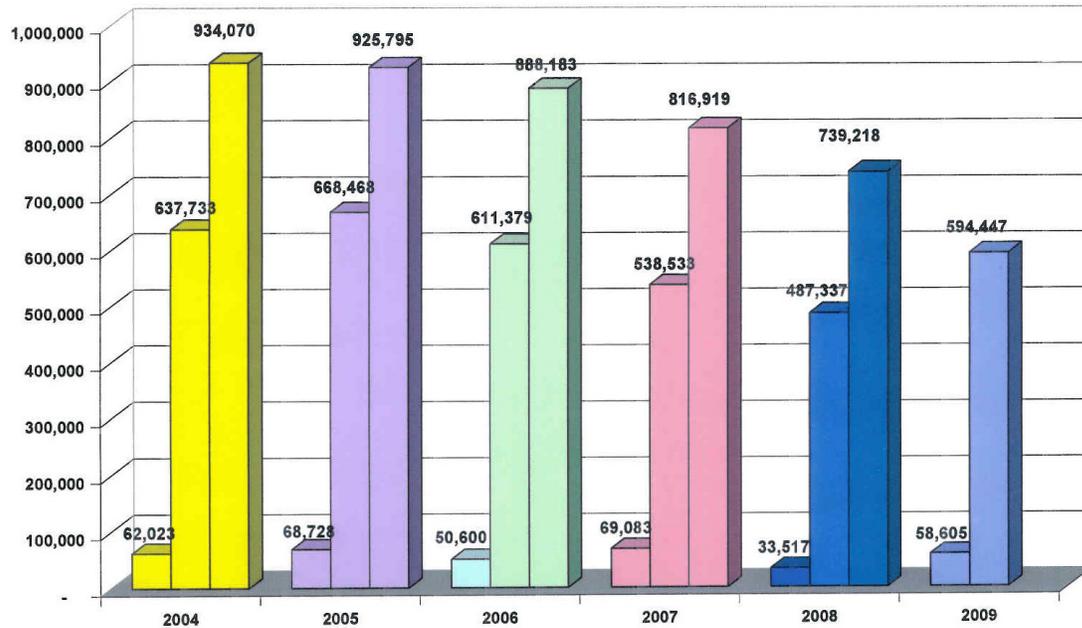
Method of Travel	Total Visitors	5-Year Decrease
Cruise Ship Passengers	1,067,222	(26.4%)
Key West Passenger Arrivals (Airport)	222,198	(23.8%)
Arrival by Automobile (estimated)	900,000	---
Total Annual Visitors	2,254,055	(17.0%)

The following Figures 2-6 and 2-7 reflect drop off in airport traffic and cruise ship passenger counts respectively since 2004.

**FIGURE 2-6**  
Key West International Airport  
August Month, Year-to-Date & Full Year Totals – 2004-2009



**FIGURE 2-7**  
Cruise Ship Passenger Counts  
August Month, Year-to-Date & Full Year Totals – 2004-2009



The following Figures 2-8 and 2-9 reflect the peak seasonal visitor periods for airport and cruise traffic are from December through March with March being the peak month. The difference from the off-peak to the peak months is approximately a 285 percent increase from the September low to the March peak period.

**FIGURE 2-8**  
Key West International Airport  
Number of Passenger Arrivals by Plane per Month  
2004-2009 Passenger Count Comparison

