

BUS RIDERSHIP DATA AND VISUALIZATION

GHG Emissions by Sector – Key West 2005

Sector Percent TONS CO₂e

Residential 27.2% 108,689 tons

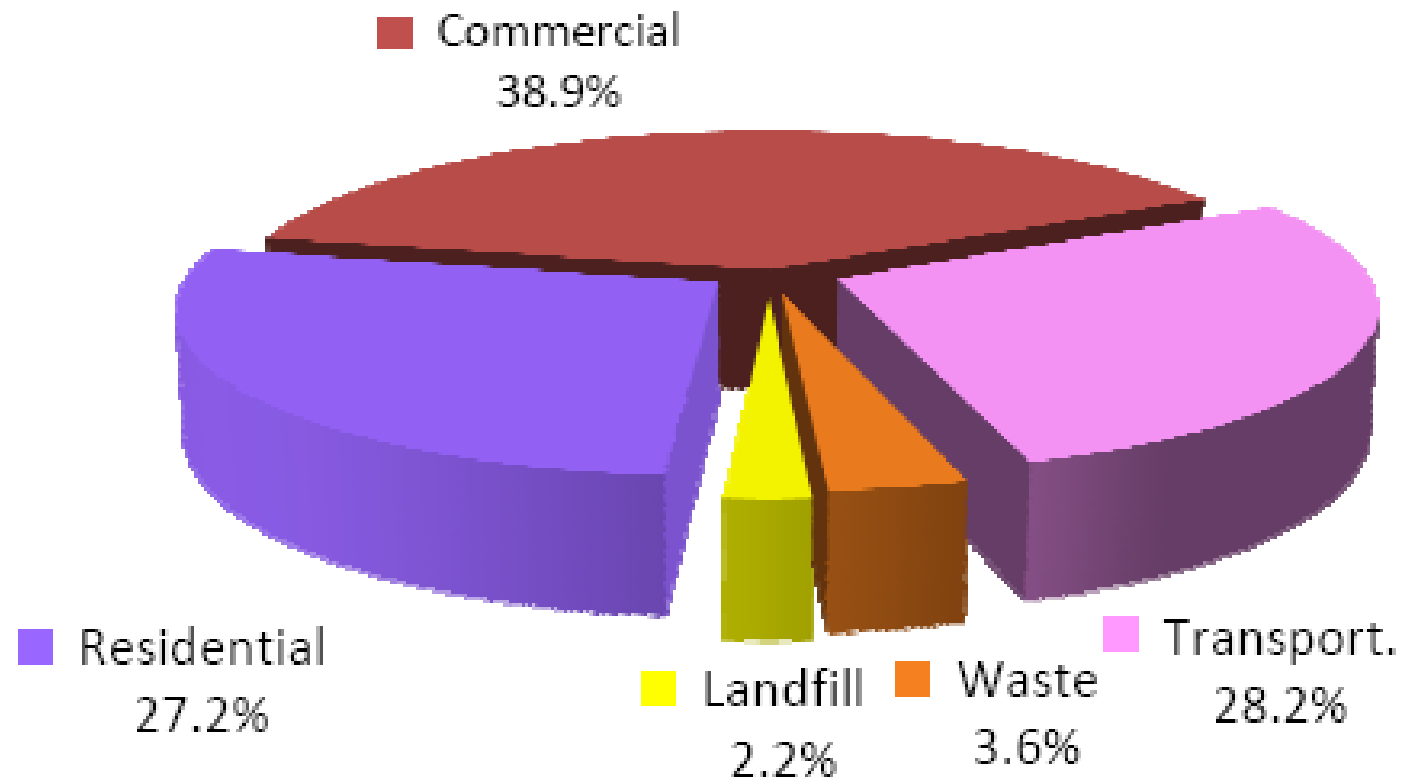
Commercial 38.8% 155,322 tons

Transportation 28.2% 112,492 tons

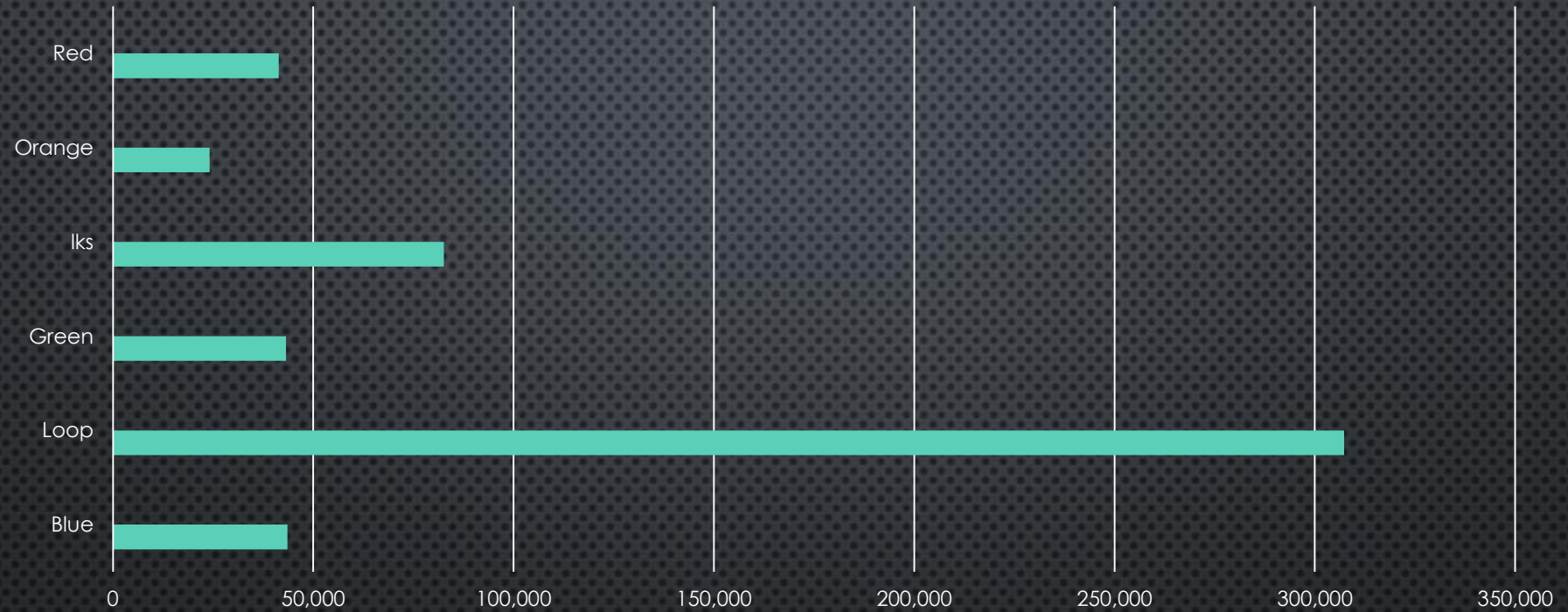
Waste 3.6% 14,260 tons

Landfill 2.2% 8,800 tons

Figure 7: **FY05 Community GHG emissions by sector**



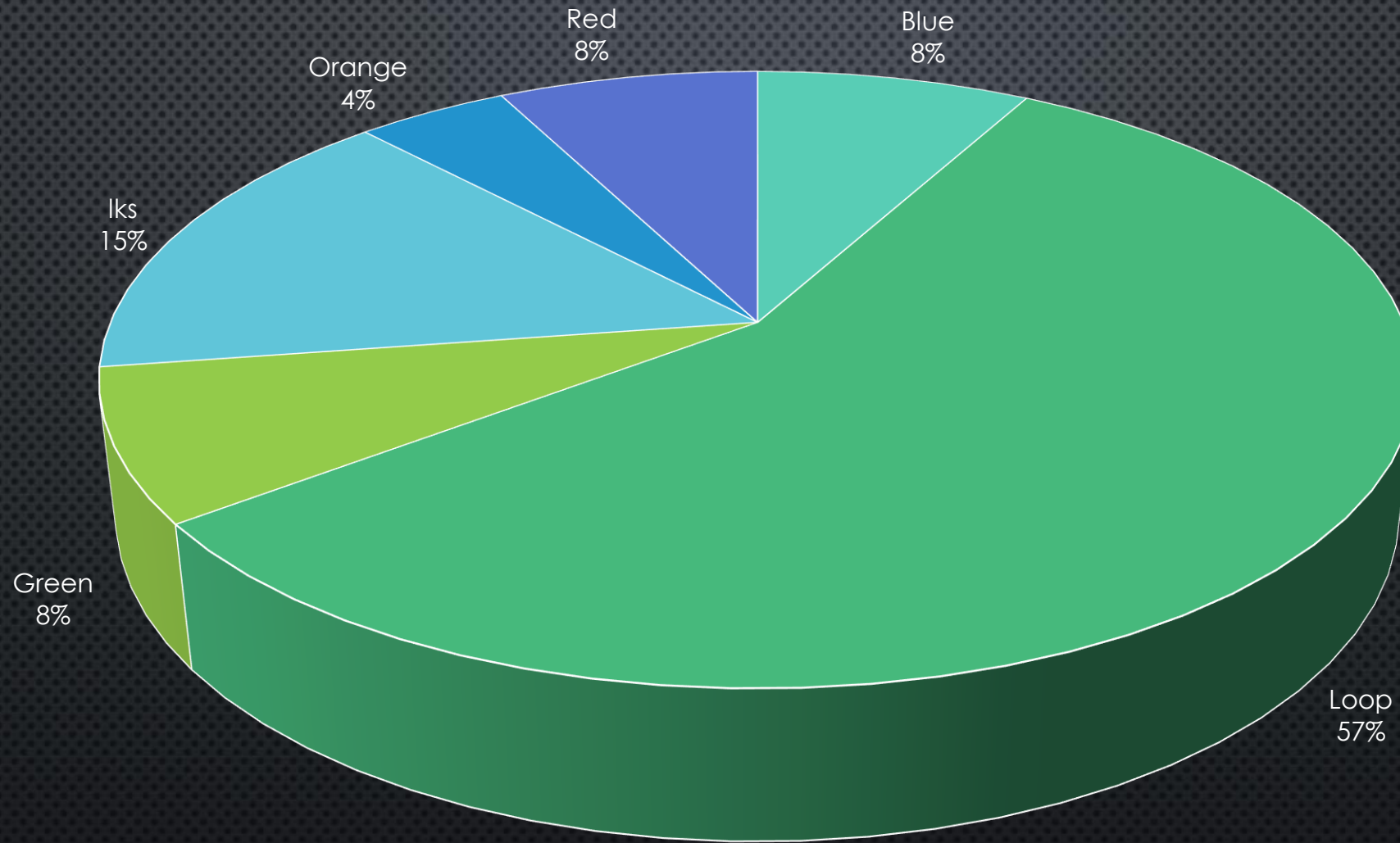
Bus Ridership Sept 2018-Oct 2019



70%
increase from
2014.

	Total Passengers
Total	543,426
Blue	43,520
Loop	307,327
Green	43,184
lks	82,626
Orange	24,158
Red	41,365

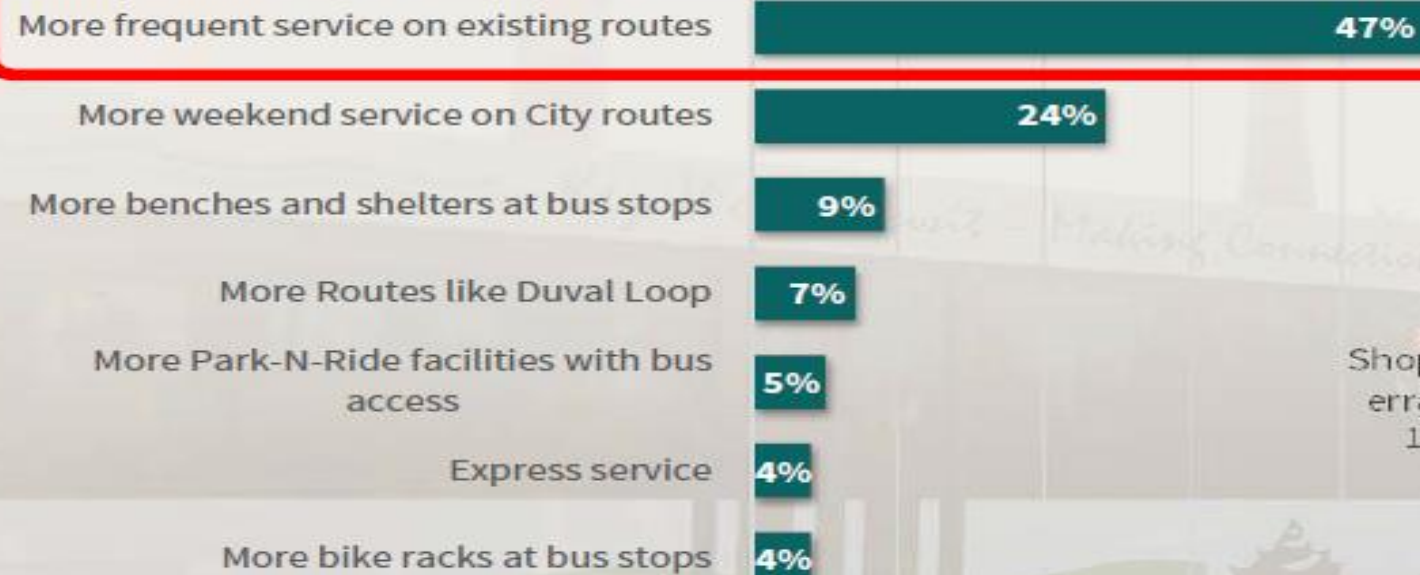
Bus Ridership 2017-2018



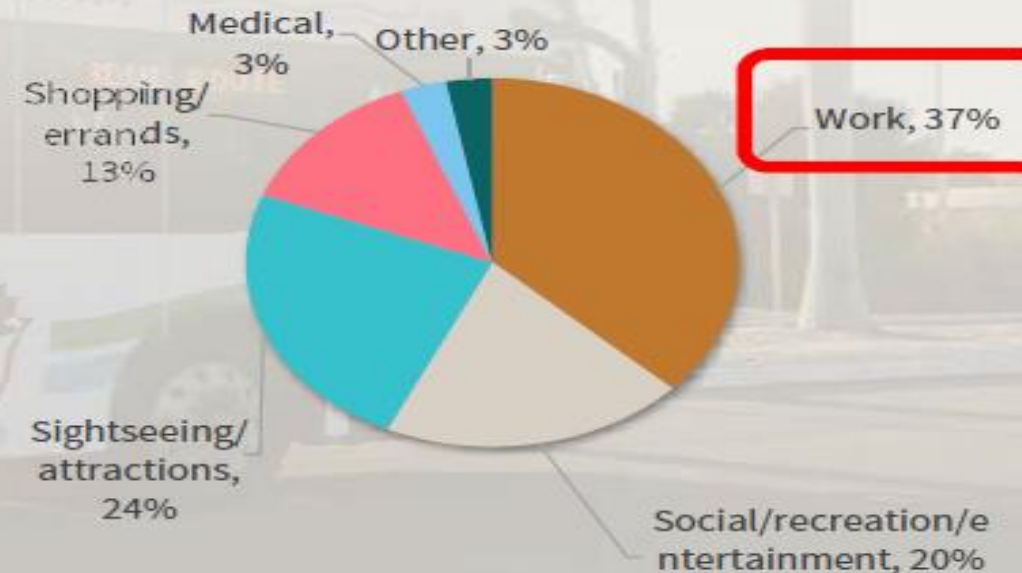
■ Blue ■ Loop ■ Green ■ Iks ■ Orange ■ Red

Bus Rider Survey

Most Needed Improvement



Trip Purpose



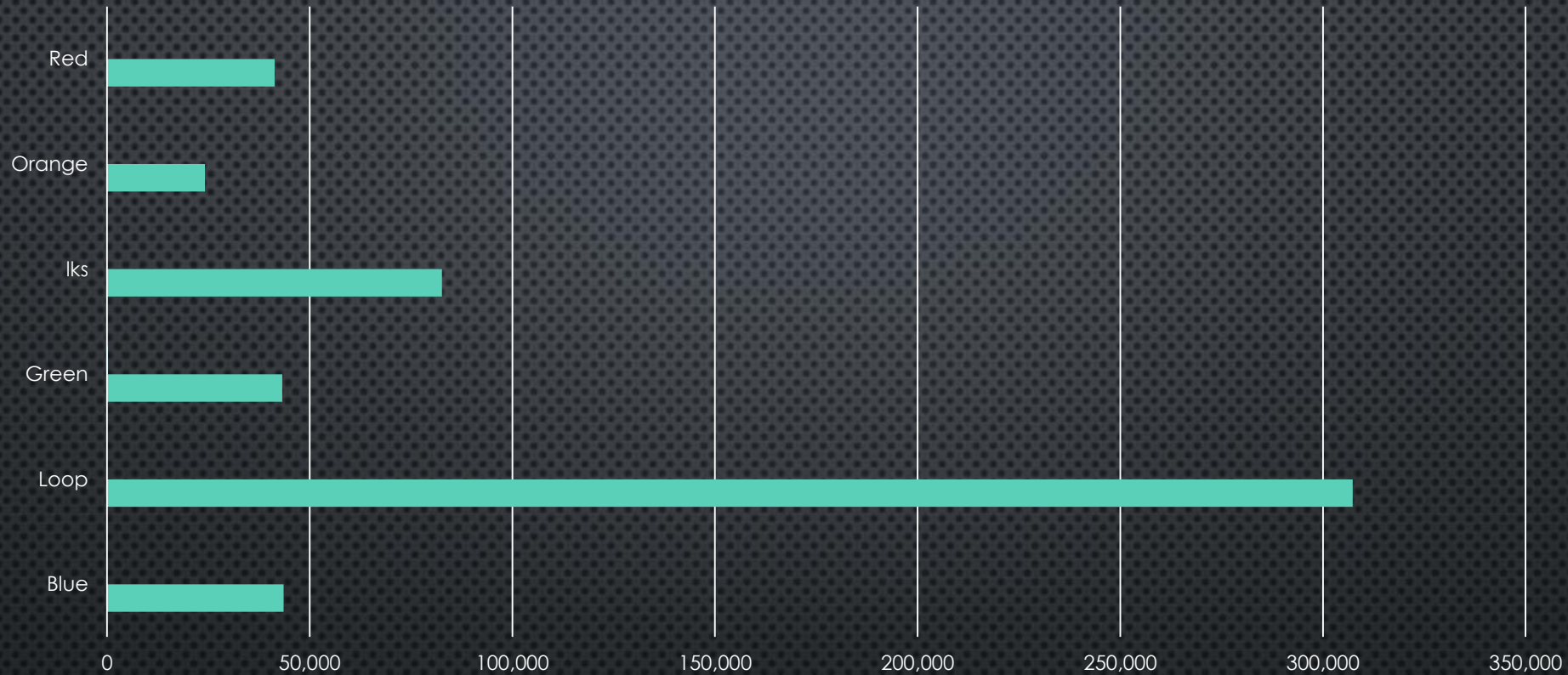
Loop		Other Routes	
Cost:	Free	One Way	\$2.00
		One Day Pass	\$4.00
		7-Day Pass	\$8.00
		31-Day Pass	\$25.00
Wait Times:	15-20 Minute Wait	Wait Times:	45 Minutes or more
Routing:	Circular and Direct	Routing:	Serpentine

Should Buses be free:

- Bus fare collection only accounts for 10 percent of the cost of buses.
- City staff suspects that the cost of collecting bus fees may be around the 10 percent that is being collected. That is - it costs money to collect money - and have controls in place for that collection may actually only cover the cost of collecting that money.
- It may not actually make any financial sense to collect fares.
- The time taken for fare collection actually contributes to the slowness of bus routes. Instead of people just jumping on the bus leaving, there is time taken to pay. The amount of time a bus is stopped for this purpose also contributes to congestion on our city streets.
- Key West residents who are riding buses are probably the ones who can least afford to pay.
- Several other communities in the state of Florida have already made their bus system free – with very significant impacts on ridership. There is precedence for this and some good lessons learned.
- Smaller buses for non-arterial routes would be significantly easier to staff as they do not require a CDL. Currently there is a significant problem hiring and retaining bus drivers.

ALL ROUTES - MONTHLY PUBLIC TRANSIT REPORT FY 2017-2018													
FY 2017	MILES	FUEL	MILES /	FAREBOX	ACTUAL	FAREBOX	ADJUSTED	AVERAGE	BUS PASSES	SPECIAL		OTHER	TOTAL
2018	OPERATED	GALS	GALLON	REVENUES	REVENUE	RIDERSHIP	RIDERSHIP*	FARE	(MONTHLY)	SHUTTLES		REVENUES	REVENUES
OCT	57,383	10,409	15	\$29,499.37	\$29,515.27	29,630	30,963	\$0.95	\$4,026.00	\$0.00		\$77,234.83	\$110,776.10
NOV	50,793	9,559	14	\$29,956.05	\$30,163.94	29,203	30,517	\$0.98	\$3,368.00	\$0.00		\$192,865.45	\$226,397.39
DEC	52,120	9,913	14	\$29,727.41	\$33,414.25	32,735	34,208	\$0.87	\$3,429.00	\$0.00		\$164,403.92	\$201,247.17
JAN	57,481	10,664	15	\$36,010.86	\$36,800.52	45,745	47,804	\$0.75	\$5,154.00	\$0.00		\$79,679.89	\$121,634.41
FEB	53,202	6,874	21	\$33,987.13	\$34,179.72	50,201	52,460	\$0.65	\$5,268.00	\$0.00		\$80,377.24	\$119,824.96
MAR	59,943	8,572	19	\$33,350.28	\$33,882.47	55,946	58,464	\$0.57	\$3,890.75	\$0.00		\$88,063.43	\$125,836.65
APR	56,230	10,374	15	\$31,346.65	\$32,822.10	52,324	54,679	\$0.57	\$3,765.75	\$0.00		\$93,876.48	\$130,464.33
MAY	59,206	10,946	15	\$31,813.98	\$31,279.30	45,808	47,869	\$0.66	\$2,580.00	\$0.00		\$62,365.24	\$96,224.54
JUN	54,220	10,639	13	\$28,295.20	\$28,210.83	63,346	66,197	\$0.43	\$3,815.00	960		\$62,903.52	\$94,929.35
JUL	58,511	9,156	18	\$28,419.65	\$29,008.08	73,530	76,839	\$0.37	\$2,083.00	\$0.00		\$69,550.02	\$100,641.10
AUG	59,993	11,527	14	\$29,769.58	\$29,802.65	63,951	66,829	\$0.45	\$2,997.00	\$0.00		\$61,608.60	\$94,408.25
SEP	56,150	5,634	14	\$28,642.94	\$29,925.68	50,175	52,433	\$0.55	\$2,779.00	\$0.00		\$67,327.20	\$100,031.88
TOTALS	675,232	114,267	5.9	\$370,819.10	\$379,004.81	592,594	619,261	\$0.60	\$43,155.50	\$960.00		\$1,100,255.82	\$1,522,416.13
* Adjusted ridership ireflects a percentage of courtesy trips, non-profits shuttles and pass / farebox errors or misreads.													

Bus Ridership Sept 2018-Oct 2019



- What does that do to ridership?
- How many cars would that take off the road?
- What does that do to our traffic on our past capacity streets?
- How does that impact the quality of life for residents and workers?
- How much of a reduction of GHG could that be?

Transit Development Plan (TDP)

- 10-year transit plan
- Strategic plan for transit
- Evaluate demographics & travel behavior
- Assess existing transit options
- Conduct public involvement & outreach
- Determine transit needs
- Develop service & implementation plans
- FDOT requirement for funding

Why Do We Need Your Input?

Public participation is an important part of developing *Key Connections*, and numerous public outreach activities will support the plan, including discussion groups, a bus on-board survey, a City Commissioner workshop, open house public workshops, online surveys, social media interaction, and web and email outreach. Your participation and input are needed so we can learn more about the public transportation needs and issues in Key West and the region.



Scan your phone here to
take our survey!



- Covers FY 2020 to FY 2029
- Last updated in 2014
- Final Plan due to FDOT by Sept 2019
- Consistent with other plans
- Incorporates best practices