

**MASS TRANSIT  
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## **5.0 MASS TRANSIT ELEMENT**

The Mass Transit Element of the Monroe County (County) Comprehensive Plan addresses the data inventory requirements of 9J-5.019(1), (2), and (3) of the Florida Administrative Code (F.A.C.). The data inventory requirement will support the development of goals, objectives, policies, and implementation programs for the Mass Transit Element.

### **5.1 Introduction**

Pursuant to Rule 9J-5.019, F.A.C., local governments not located within the urban area of a Metropolitan Planning Organization (MPO) with population in excess of 50,000, shall adopt traffic circulation, mass transit, ports, aviation, and related facilities elements consistent with the provisions of this rule and Chapter 163, Part II, F.S. The County is not located within an urban area of a MPO, but has a population in excess of 50,000.

The purpose of the Mass Transit Element Data Inventory and Analysis is to describe and analyze the existing public transportation services, project future conditions, and to prepare a foundation for the formulation of goals, objectives, and policies for the County. Data has been gathered, analyzed, and displayed in textual, tabular, and graphic form, including a series of transportation maps. An additional focus of this element is to advance multi-modal opportunities within the County, on the context of the requirements in Chapter 163, F.S. The Mass Transit Element and Data and Inventory Analysis presents:

- An analysis of the existing public transportation services, including the ability of transportation facilities and services to serve existing land uses, and the adequacy of the existing and projected transportation system to provide emergency evacuations;
- Growth trends and travel patterns, including relationships between land uses and the transportation system;
- Current and projected transportation system levels of service;
- An analysis of local and state programs;
- Strategies to maintain adopted levels of service standards; and
- Land use policy implications of transportation management programs necessary to promote public transportation.

## 5.2 Existing Public Transit Facilities and Routes

The County is currently served by two main public transit systems:

- Miami-Dade Transit (MDT) in the northern region of the County with two routes (Dade-Monroe Express and Card Sound Express) serving the County from Key Largo to the City of Marathon; and
- The City of Key West Department of Transportation (KWDOT ) which operates:
  - Key West Transit (KWT) with four fixed-route bus routes serving the City of Key West and Stock Island;
  - The Lower Keys Shuttle providing service in the southern portion of the County from the City of Marathon to the City of Key West; and
  - The Key West Park-N-Ride at The Old Town Garage.

The current County-wide public transit services are presented in **Map Series 5-1**. The locations of significant bus stops or bus run ends located near major destinations along the transit routes are also shown in **Map Series 5-1**. The route terminus area at U.S. 1 and Sombrero Beach Road serves as a transfer point between the bus services provided by MDT Dade-Monroe Express Bus Route #301 and the KWDOT Lower Keys Shuttle.

Other transit related services providing limited service in the County include:

- Monroe County Transit’s Paratransit Service;
- Guidance Clinic of the Middle Keys (GCMK); and
- Greyhound Bus Line.

### 5.2.1 *Miami-Dade Transit Service*

#### 5.2.1.1 Dade-Monroe Express - Route #301

Miami-Dade Transit has contracted with American Coach Lines to provide bus service along the U.S. 1 corridor between Florida City (Wal-Mart) and the City of Marathon. The bus service is known as Dade-Monroe Express with the route designation being #301 (see **Map Series 5-1**). The County currently does not provide any funding, equipment, or personnel for the provision of this service.

The route operates seven days a week, generally from 5:15 a.m. to 1:20 a.m.

Based on ridership data provided by MDT, the total 2009 ridership for this route was 235,167 trips.

The basic cash fare for this route is \$2.35. This includes the basic MDT fare of \$1.50 plus a \$0.50 transfer fee charged for transferring to the Dade-Monroe Express bus from a regular MDT bus route and \$0.35 when boarding the Dade-Monroe Express. The transfer and Express bus fees are waived for passengers using MDT's EasyCard. Metro Bus Passes, Bus Tokens, Golden and Patriot Passports, and MDT Employee ID's are accepted as well.

There is no transfer fee or credit agreement for transfers between the MDT route and the Lower Keys Shuttle. Passengers must pay the full fare price of the corresponding system.

The route's northern terminus is located at the Super Wal-Mart at NE 6<sup>th</sup> Avenue and Lucy Street (SE 8<sup>th</sup> Street) in Florida City. The bus route operates 17 daily bus trips (or runs) in each direction (southbound and northbound) based on scheduled segmented route trips as shown in **Table 5.1** and described as follows:

- Florida City – Key Largo. This bus trip segment operates from the Florida City Wal-Mart southbound to the intersection of U.S. 1 and Second Street (Tom Thumb Store) in Key Largo near MM 98. The bus then returns northbound on U.S. 1 to Florida City. This segment is covered by only one of the 17 daily Dade-Monroe Express bus runs.
- Florida City – Tavernier. This bus trip segment operates from the Florida City Wal-Mart southbound to a point near MM 87 near the entrance to Treasure Village. The bus then returns northbound on U.S. 1 to Florida City. This segment is covered by three of the 17 daily Dade-Monroe Express bus runs.
- Florida City – Islamorada. This bus trip segment operates from the Florida City Wal-Mart southbound to a point located in the vicinity of Gulf View Drive and White Marlin Boulevard on Islamorada near MM 74. The bus then returns northbound on U.S. 1 to Florida City. This segment is covered by seven of the 17 daily Dade-Monroe Express bus runs.
- Florida City – Marathon. This bus trip segment operates from the Florida City Wal-Mart southbound to Sombrero Beach Road near MM 50. The route ends near the Publix Supermarket. This segment is covered by six of the 17 daily Dade-Monroe Express bus runs. Transfers to and from the Lower Keys Shuttle are made near this location.

Within Miami-Dade County, the Dade-Monroe Express buses make regular passenger stops at designated bus stops. However, within Monroe County, there are no designated MDT bus stops. Passengers have to hail the buses to stop. The bus drivers are instructed to stop only at locations or areas which are deemed to be safe for passenger boarding or alighting and will not result in obstruction of traffic. Some of the safe areas include a number of bus passenger shelters along the U.S. 1 corridor that have been installed by the Monroe County Public Works Department (see **Table 5.2**).

**Table 5.1 – Dade-Monroe Express (Route #301) Southbound Schedule**

<b>Dade-Monroe Express Southbound</b>				
<b>Depart Florida City Wal-Mart</b>	<b>Arrive Key Largo MM 98</b>	<b>Arrive Tavernier MM 87</b>	<b>Arrive Islamorada MM 74</b>	<b>Arrive Marathon MM 50</b>
05:15AM	06:10AM	06:30AM	06:55AM	n/a
05:30AM	06:25AM	06:45AM	07:10AM	n/a
05:35AM	06:30AM	06:50AM	n/a	n/a
05:40AM	06:35AM	06:55AM	07:20AM	07:55AM
07:40AM	08:35AM	08:55AM	09:20AM	n/a
08:20AM	09:15AM	09:35AM	10:00AM	n/a
10:30AM	11:25AM	11:45AM	12:10PM	12:45PM
11:30AM	12:25PM	12:45PM	n/a	n/a
01:00PM	01:55PM	02:15PM	02:40PM	03:15PM
01:05PM	02:00PM	02:20PM	02:45PM	n/a
02:00PM	02:55PM	03:15PM	03:40PM	n/a
03:15PM	04:10PM	04:30PM	04:55PM	05:30PM
05:30PM	06:25PM	06:45PM	07:10PM	n/a
06:30PM	07:25PM	07:40PM	08:05PM	08:40PM
08:00PM	08:55PM	n/a	n/a	n/a
09:00PM	09:55PM	10:10PM	10:35PM	11:05PM
10:00PM	10:55PM	11:10PM	n/a	n/a
<b>Dade-Monroe Express - Northbound</b>				
<b>Depart Marathon MM 50</b>	<b>Depart Islamorada MM 74</b>	<b>Depart Tavernier MM 87</b>	<b>Depart Key Largo MM 98</b>	<b>Arrive Florida City Wal-Mart</b>
n/a	n/a	06:55AM	07:10AM	08:05AM
n/a	06:55AM	07:20AM	07:35AM	08:35AM
n/a	07:10AM	07:35AM	07:50AM	08:50AM
08:05AM	08:40AM	09:05AM	09:20AM	10:15AM
n/a	09:30AM	09:55AM	10:10AM	11:05AM
n/a	10:15AM	10:40AM	10:55AM	11:50AM
n/a	n/a	12:45PM	01:00PM	01:55PM
01:00PM	01:35PM	02:00PM	02:15PM	03:10PM
n/a	03:30PM	04:00PM	04:20PM	05:00PM
n/a	03:50PM	04:15PM	04:30PM	05:25PM
03:45PM	04:20PM	04:45PM	05:00PM	05:55PM
05:30PM	06:05PM	06:30PM	06:45PM	07:40PM
n/a	07:20PM	07:45PM	08:00PM	08:55PM
n/a	n/a	n/a	09:00PM	09:55PM
09:00PM	09:35PM	10:00PM	10:15PM	11:10PM
n/a	n/a	11:15PM	11:30PM	12:25AM
11:15PM	11:45PM	12:00AM	12:25AM	01:20AM

Source: Miami-Dade Transit

Note: Route schedule effective seven days per week.

Previous to May 2011, Clear Channel Outdoor, Inc. installed and maintained a number of bus passenger shelters along U.S. 1, under contract to Monroe County. Earlier in 2011, this company chose not to renew its contract with Monroe County, which was set for expiration on May, 17, 2011. As of June 2011, Monroe County was in the process of (1) incorporating the shelters within the Lower Keys Shuttle Service Area into the shelter program managed by KWDOT and (2) negotiating a new contract for a company to manage the shelters in the Upper Keys (north of Marathon). The current Monroe County bus passenger shelters (as of June 2011) are presented in Table 5.2.

**Table 5.2 - U.S. 1 Corridor Monroe County Bus Passenger Shelters as of June 2011**

Mile Marker	Direction	Notes
MM 102.6	Northbound	Near Pennekamp State Park
MM 101.4	Southbound	Across from Tradewinds Plaza
MM 99.95	Northbound	Waldorf Shopping Center
MM 52.3	Northbound	Area to be serviced by Lower Keys Shuttle
MM 50.5	Southbound	Area serviced by Lower Keys Shuttle
MM 50.2	Southbound	Area serviced by Lower Keys Shuttle
MM 48	Southbound	Area serviced by Lower Keys Shuttle
MM 47.4	Northbound	Area serviced by Lower Keys Shuttle
MM 29.7	Northbound	Area serviced by Lower Keys Shuttle
MM 28.5	Southbound	Area serviced by Lower Keys Shuttle
MM 14.3	Northbound	Area serviced by Lower Keys Shuttle
MM 9.4	Southbound	Area serviced by Lower Keys Shuttle

Source: Information as of June 2011 as provided by Monroe County Engineering Services.

**5.2.1.2 Card Sound Express - Route #302**

Miami-Dade Transit has contracted with JGT Transportation, Inc. to provide bus service between Florida City (City Hall) and Ocean Reef Club at the northern extent of Key Largo (see **Map Series 5-1**). The bus service serves almost exclusively Ocean Reef Club employees and visitors. The route operates along U.S. 1, Card Sound Road (County Road 905A), and State Route 905. The County currently does not provide any funding, equipment, or personnel for the provision of this service.

The route operates seven days a week, with six daily round trips with three trips during the morning peak period and three during the afternoon peak period. The morning operating hours are from 5:30 a.m. to 10:05 a.m. The afternoon operating hours are from 2:35 p.m. to 7:10 p.m.

Based on ridership data provided by MDT, the total 2009 ridership for this route is 25,555 trips.

The fare for each one-way trip on the Card Sound Express is \$2.35 (cash - exact change). Metro Bus Passes, Bus Tokens, Golden and Patriot Passports, and MDT Employee ID's are accepted as well. A \$0.50 transfer fee is charged for transferring to the Card Sound Express bus from the mainland MDT bus. This is in addition to the regular \$1.50 MDT bus fare. Also, another \$0.35 is paid when boarding the Card Sound Express for a total cost of \$2.35 for the combined trip.

## 5.2.2 *City of Key West Transportation Services*

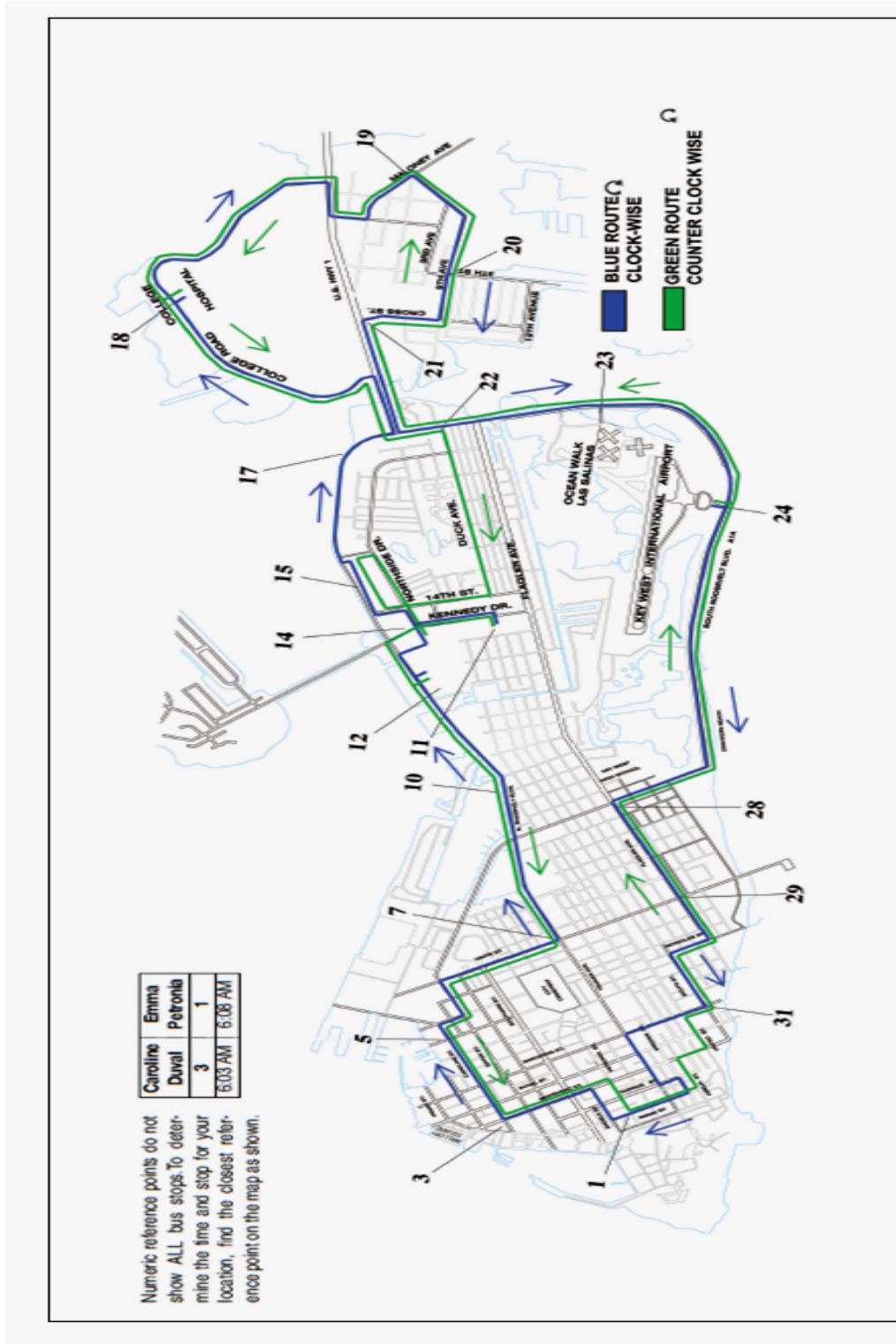
### 5.2.2.1 Key West Shuttle Bus System

Key West's transit system was originally established in 1972 as the Key West Port and Transit Authority. The system, now known as Key West Transit (KWT), is a department of the City of Key West and is managed by the Department of Transportation, KWDOT (website – [www.keywestcity.com](http://www.keywestcity.com))

As of May 2010, the KWDOT operates the Key West Shuttle Bus System serving primarily the City of Key West Downtown area and Stock Island. The Shuttle Bus System consists of four fixed-route bus services. All of the routes make a connection with the Lower Keys Shuttle at Searstown. The KWDOT bus inventory consists of 17 buses that seat 23 or more people. All of the buses are diesel powered and accessible to persons with disabilities. These buses are also used for the Lower Keys Shuttle Bus service.

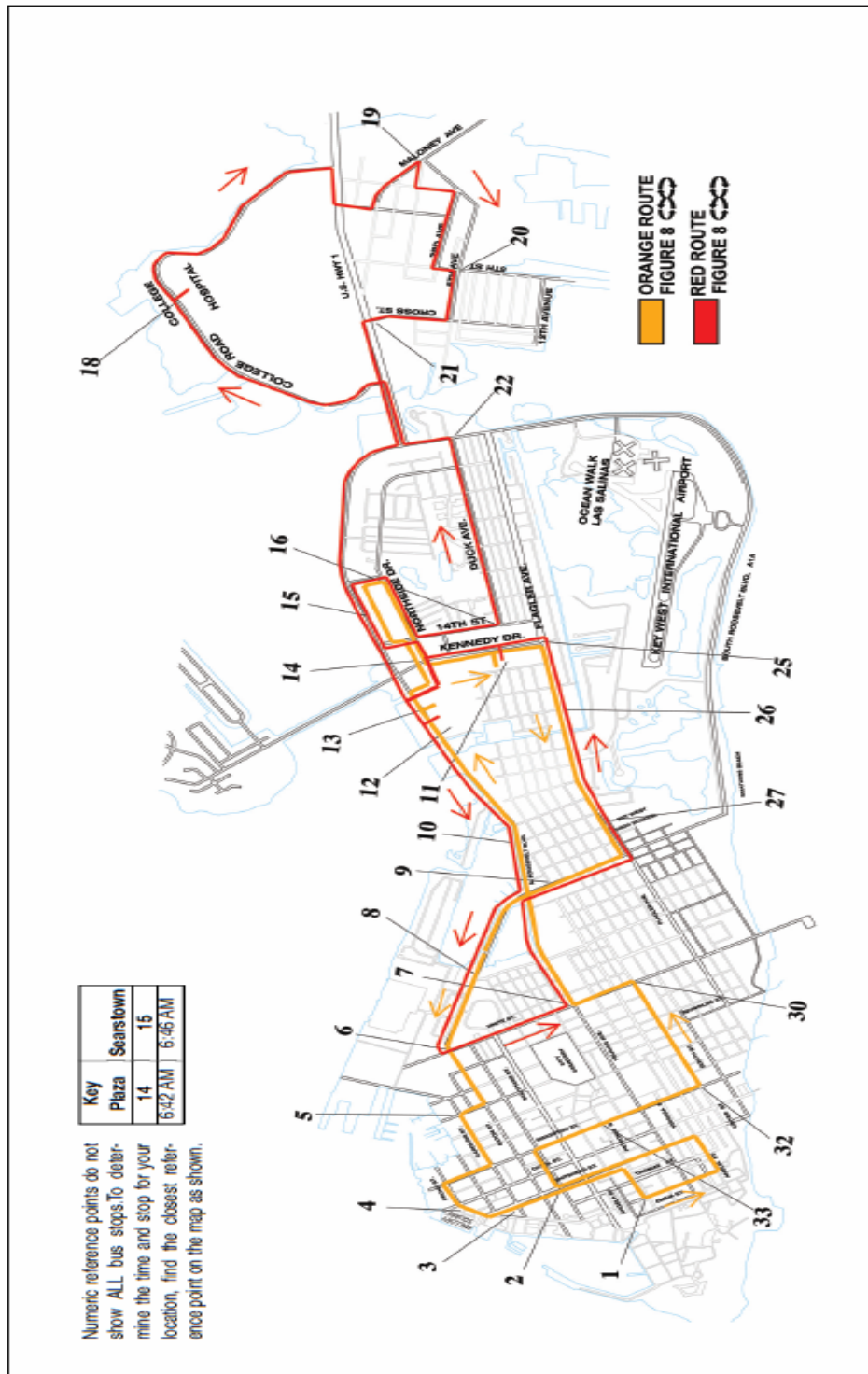
Two (2) of the bus routes, the BLUE and GREEN Routes, operate full loop routes through Stock Island and Key West City. The BLUE AND GREEN routes operate 7-days per week. The GREEN Route provides 11 full loop round trips per day; whereas, the BLUE Route provides 10 full loop round trips per day. The BLUE Route's daily operations extend from 6:10 AM to 7:54 PM; whereas, the daily operations for the GREEN Route extend from 6:00 AM to 10:09 PM. Service headways on the Green Route range from 84 minutes to 98 minutes. Headways on the Blue Route range from 78 to 95 minutes.

**Figure 5.1** presents the current route map (as of March 15, 2010) for the BLUE and GREEN Routes.



**Figure 5.1 – BLUE and GREEN Shuttle Bus Routes, Current Route Map**  
 Source: The City of Key West Transportation Department website – [www.keywestcity.com](http://www.keywestcity.com).

The other two (2) routes, the RED and ORANGE Routes, provide connections or transfer opportunities at the three (3) main shopping centers in Key West. **Figure 5.2** presents the current route map (as of March 15, 2010) for the ORANGE and RED Routes.



**Figure 5.2 - ORANGE and RED Shuttle Bus Routes, Current Route Map**  
 Source: The City of Key West Transportation Department website - [www.keywestcity.com](http://www.keywestcity.com).

The ORANGE Route serves the Old Town Key West areas to the shopping centers while the RED Route serves the Stock Island communities with service to the shopping centers. The ORANGE Route does not travel beyond the shopping center areas to Stock Island; whereas, the RED Route does not service Old Town, Downtown Key West area. Both the ORANGE and RED routes provide ten (10) trips each per day as corridor service routes.

The ORANGE and RED Routes operate 6-days per week. The Orange Route's daily operations extend from 6:15 AM to 6:18 PM; whereas, the daily operations for the GREEN Route extend from 6:00 AM to 10:09 PM. The service headways on the ORANGE Route range from 73 minutes to 88 minutes; whereas, headways on the RED Route range from 72 to 87 minutes.

The basic full fare for a one-way trip on the City route buses is \$2.00. Reduced (\$1.00) and senior citizen fares (\$0.50) are available, as well as, 7-day (\$3.75 to \$8.00) and 31-day fares (\$15.00 to \$25.00). Reduced monthly fares are offered to seniors, students, military and the disabled for \$15.00. Children five and under may ride for free with a paying passenger. The City of Key West operates a website that provides up-to-date information on the City Shuttle schedules and routes ([www.KeyWestCity.com](http://www.KeyWestCity.com)).

KWDOT 's "BOB", Bikes On Buses Program, allows customers to take a bicycle on any of the Key West buses by securing it onto a bicycle rack, attached to the front of every city bus. Based on ridership data from the KWDOT, the 12-month ridership from January 2009 through December 2009 is 325,014 passenger trips.

#### 5.2.2.2 Lower Keys Shuttle Service

The KWDOT also operates the Lower Keys Shuttle along U.S. 1 between Key West and Marathon (see **Map Series 5-1**). The KWDOT obtained Federal Transit Administration (FTA) and FDOT financial assistance for the implementation of this shuttle bus service. This route connects with the Dade-Monroe Express (Route #301) in Marathon to provide bus service from Key West to Florida City (mainland Miami). Scheduled stops are made at various points throughout the length of the route including Key West, Boca Chica, Big Coppitt, Bay Point, Sugarloaf, Cudjoe Key, Summerland Key, Big Pine Key, and Marathon.

The Lower Keys Shuttle operates seven days a week, from 5:40 a.m. to 11:55 p.m (PINK - Key West Based) and 6:00 a.m to 11:36 p.m (LIME - Marathon Based). A total of 9 round trip runs are scheduled during the day. Headways range from 58 minutes to 200 minutes on the northbound trajectory and from 62 minutes to 85 minutes on the southbound trajectory. Both Lower Keys Shuttles now extend into Old town/Downtown Key West and up to 109<sup>th</sup> Street between Walgreens and Office Depot in Marathon.

The Lower Keys Service fares are as follows:

**2011 Lower Keys Service Fares**

<u>Fare Type</u>	<u>Full</u>	<u>Reduced</u>	<u>Senior</u>
One way	\$4.00	\$2.00	\$1.50
7 Day Pass	\$25.00	\$15.00	\$15.00
31 Day Pass	\$75.00	\$45.00	\$45.00

Reduced fares require proper ID and applies to students under 21, the disabled, active and retired military, and seniors aged 60 years or more. Children aged five years and under may ride for free with a paying passenger.

The Lower Keys Shuttle provides daily mass transit, fixed route service between Key West and Marathon daily, with forty-two (42) service points along both sides of U.S. 1. Eighteen (18) of these service points are solar powered bus shelters provided via contract with Anderson Advertising and the City of Key West. Another seven (7) electric powered shelters within the Lower Keys Shuttle area are provided by Monroe County. Many of the remaining service points consist of simple bus stop signs and posts with eight (8) locations consisting of solar powered safety lighting and beacon light I-Stop units.

**Table 5.3** presents the location of the KWDOT owned and installed bus shelters, as well as, the Monroe County shelters. The local agencies plan to install 20 more shelters in the Lower Keys area within the next two (2) year period. This process will include the reevaluation and re-issuing of the service contracts, where applicable.

The Lower Keys Shuttle does not provide bicycle racks. However, folding portable bicycles are allowed on the Lower Keys Shuttle. These compact bikes can be folded and carried alongside a rider without taking up precious space on the sometimes busy shuttle.

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**Table 5.3 – Lower Keys Shuttle Bus Stop Shelters**

Shelter ID	<u>Direction: Northbound (EAST)</u>	Approximate MM
1	Sears (Northside Drive)	3.0
2	Stock Island (U.S. 1 & 3rd Street)	n/a
3	Bay Point (Baby's Coffee)	15.0
<b>F</b>	<b>Saddlebunch (Bluewater Drive)</b>	<b>14.3</b>
4	Sugarloaf (Across from Mangrove Mama's)	16.0
5	Cudjoe Key (Evie's Subs)	22.5
<b>A</b>	<b>Little Torch (Dolphin Marina/MC)</b>	28.5
6	Big Pine Key (NAPA)	n/a
7	Big Pine Key (Industrial Road)	33.5
8	Bahia Honda (Park Entrance)	n/a
<b>B</b>	<b>Marathon (11th St./MC)</b>	48.0
9	Marathon (Park & FKAA)	49.0
10	Marathon (Kmart & Publix)	50.0
Shelter ID	<u>Direction: Southbound (WEST)</u>	Approximate MM
11	Marathon (FHP)	49.0
<b>C</b>	<b>Marathon (USCG/MC)</b>	48.0
12	Bahia Honda (Across Entrance)	n/a
13	Big Pine Key (Dions)	33.5
14	Big Pine Key (CVS)	n/a
<b>D</b>	<b>Big Pine Key (Medical Center/MC)</b>	29.7
15	Summerland (Across Bank)	n/a
16	Summerland (Across Mote)	n/a
17	Cudjoe Key (Coco's)	21.5
18	Sugarloaf (School)	17.0
<b>E</b>	<b>Rockland Key (Calle Uno/MC)</b>	9.4
Notes and Sources: Shelters 1-18: City of Key West DOT (under contract with Anderson Advertising). Shelters A-F: Monroe County.		

**5.2.2.3 Bus Ridership and System Performance**

**Table 5.4** presents annual ridership and performance indicators for the KWDOT service between 2003 and 2008. The ridership and operational data were obtained from the *Key West, Florida, Transit Development Plan (TDP), 2010-2019* report dated January 2010. The TDP was prepared as a requirement by FDOT for receipt of Public Transit Block Grants (PTBG). Grant recipients must submit a 10-year 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 for the KWDOT was performed in 2005. The 2010 TDP develops new goals and objectives and other relevant data to reflect current year through 2019-2020. The performance indicators are used to present the data that are reported in the National Transit Database (NTD) reports and relate to overall system performance.

**Table 5.4 - KWDOT Transit Performance Indicators**

Performance Indicator	Fiscal Year					Percent Change 2003-2008
	2003-2004	2004-2005	2005-2006	2006-2007	2007-2008	
Passenger Trips	310,736	319,088	519,673	505,885	515,729	66%
Revenue Miles	258,425	358,728	742,869	764,303	795,749	208%
Total Operating Expenses (000's)	\$1,143	\$1,443	\$3,212	\$3,218	\$3,323	191%
Operating Revenue (000's)	\$272	\$347	\$932	\$974	\$1,418	421%
Vehicles/Maximum Service	6	6	8	8	8/9	33%
Net Expenses/Passenger	\$3.67	\$4.41	\$4.39	\$4.44	\$3.69	0.5%

Source: Key West, Florida, Transit Development Plan (TDP), 2010-2019, January 2010

Annual ridership on the KWDOT system increased 66 percent between 2003 and 2008. While expenses and revenue saw significant increases since 2003-2004, by 2007-2008 the system was able to reduce expenses per passenger trips to about the same level as it was in 2003-2004. (\$3.69 per passenger trip in 2007-2008 versus \$3.67 per passenger trips in 2003-2004.)

During the time period indicated, the system underwent several service related changes. The Lower Keys Shuttle was added in 2005-2006 and several changes in route structures were made. In addition, prior to November 2009, the system operated six city routes (Blue, Green, Orange, Red, Gold, and Purple) instead of the present four routes. The information

in **Table 5.4** also includes data from the Park-N-Ride Garage Shuttle which is no longer in service.

Based on latest ridership data from the KWDOT, the 12-month ridership from October 2008 through September 2009 is estimated at 503,115. The Lower Keys Shuttle accounts for approximately 109,087 to 116,070 annual passenger trips.

#### 5.2.2.4 Key West Transit Bus Ridership Forecasts

**Table 5.5** presents the 2010-2020 forecasted KWDOT annual transit ridership as developed for the 2010 TDP. The forecasts are based on the maintenance of the current four city routes and the Lower Keys Shuttle with expected budget restrictions and service reductions. Overall annual ridership is expected to increase from approximately 396,390 in 2009 to 451,130 in 2020, an increase of 13.8 percent.

### **5.3 Public Transit Level of Service**

Transportation services between communities can be just as important as services within communities, especially for areas where medical, educational, and other services may not be readily available. Intercity transportation services, whether bus, train, or ferry, help to fill these mobility needs by linking smaller communities to larger communities and to other transportation models<sup>1</sup>.

The LOS thresholds for intercity scheduled transit services are presented in **Table 5.6**. The corresponding LOS for each of the transit routes are summarized in **Table 5.7** and **Map Series 5-2**.

As shown in the table, the Dade-Monroe Express #301, which serves the northern region of the County, has varying LOS per segment based on the number of buses serving each segment. The segments between Florida City and Tavernier have LOS of A. The segment between Tavernier and Islamorada has a LOS of B; whereas, the segment to Marathon has a LOS of D. The Lower Keys Shuttle has an intercity bus LOS of B.

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<sup>1</sup> Highway Capacity Manual Chapter 27 – Transit Methodology

**Table 5.5 - KWDOT Transit Annual Ridership Forecasts, 2010 - 2020**

Year	Forecasted Passenger Boardings per Transit Route					
	Blue	Green	Orange	Red	Lower Keys Shuttle	Total Year
Base 2009	82,490	82,125	47,450	68,255	116,070	396,390
2010	100,451	88,225	53,199	46,260	120,276	408,411
2011	101,455	89,107	53,731	46,723	121,479	412,495
2012	102,470	89,998	54,268	47,190	122,694	416,620
2013	103,494	90,898	54,811	47,662	123,921	420,786
2014	104,529	91,807	55,359	48,139	125,160	424,994
2015	105,575	92,725	55,913	48,620	126,412	429,245
2016	106,630	93,652	56,472	49,106	127,676	433,536
2017	107,697	94,589	57,037	49,597	128,953	437,873
2018	108,774	95,535	57,607	50,093	130,242	442,251
2019	109,861	96,490	58,183	50,594	131,545	446,673
2020	110,960	97,455	58,765	51,100	132,850	451,130

Source: Key West, Florida, Transit Development Plan (TDP), 2010-2019, January 2010

**Table 5.6 - Intercity Transit Level of Service Thresholds**

LOS	Vehicles per Day	Comments
A	>15	Numerous trips throughout the day
B	12-15	Midday and frequent peak-hour services
C	8-11	Midday or frequent peak-hour services
D	4-7	Minimum service to provide choice of travel times
E	2-3	Round trip in one day is possible
F	0-1	Round trip in one day is not possible

Source: 2000 Highway Capacity Manual (HCM), Exhibit 27-3

**Table 5.7 – Monroe County Intercity (MDT and KWDOT) Transit Level of Service**

Public Transit Service	Ridership by Route	Route Segment		Vehicles per day <sup>1</sup>	LOS <sup>2</sup>
		From	To		
Dade-Monroe Express #301	235,167 <sup>3</sup>	Florida City	Key Largo MM 98	17	A
		Key Largo MM 98	Tavernier MM 87	16	A
		Tavernier MM 87	Islamorada MM 74	13	B
		Islamorada MM 74	Marathon MM 50	6	D
Card Sound Express #302	25,555 <sup>3</sup>	Florida City	Key Largo/Ocean Reef	6	D
Lower Keys Shuttle	103,864 <sup>4</sup>	Key West	Marathon	12	B

Sources: Miami-Dade Transit and City of Key West Department of Transportation.

Notes:

1. Bus round trips based on current schedule as provided by Miami-Dade Transit.
2. Level of Service determined by Exhibit 27-3 from the Highway Capacity Manual 2000.
3. 2009 Ridership data from January 2009 through December 2009. Source: Miami-Dade Transit.
4. Ridership total for the 12-month period from January 2009 to December 2009.

## 5.4 Additional Transportation Services

### 5.4.1 Monroe County Transit's Paratransit Service

The County operates a county-wide paratransit service known as Monroe County Transit (MCT). As noted on the MCT website, this service provides mobility for those with special transportation needs. In Section 427.011 (9), Florida Statutes, “paratransit” is defined as those elements of public transit which provide service between specific origins and destinations selected by the individual user with such service being provided at a time that is agreed upon by the user and provider of the service. Paratransit can be provided by taxis, limousines, “dial-a-ride”, buses and other demand-responsive operations that are characterized by their non-scheduled non-fixed route nature.

The MCT Paratransit service is a door-to-door service designed for people who need transportation. Anyone can ride, especially the elderly and/or disabled individuals who

are unable to access regular fixed route or commuter bus service. The mission statement of the MCT “is to operate a safe, dependable and effective paratransit network that enables Monroe County’s elderly, disabled and transportation disadvantaged citizens the mobility necessary to improve their quality of life and provide the means of remaining independent allowing them to have useful and productive lives.”

MCT provides paratransit transportation within the Florida Keys, available between MM 0 in Key West through MM 113 in Key Largo as well as Ocean Reef. MCT offers services Monday through Friday (excluding County holidays), from 8:00 a.m. to 5:00 p.m. Each one-way trip is \$2.00.

As a demand-response operation, potential passengers must call the main office to register and schedule a pick up. An advance reservation of at least 24-hours is required. On the dates of the reserved trips, the bus operators pick up the passengers at their addresses and transport them to their destinations.

The MCT meets the requirements of the Americans with Disabilities Act (ADA) and provides door-to-door service to those individuals who qualify based on the following criteria:

- Those who because of visual, physical or mental impairment cannot recognize destinations or cope with the physical requirements of the regular bus service.
- Those who would use regular bus service if the buses could accommodate their necessary mobility aids such as wheelchairs, scooters, etc.
- Those who have impairments or impairment-related conditions, which prevent them from getting to or waiting at a regular bus stop.

Generally, the Key West residents will utilize the fixed route, City of Key West bus system, if they live within  $\frac{3}{4}$  of a mile to the fixed route system.

Service frequency for paratransit service is called access time, and is defined as the minimum amount of time from when a passenger requests service to the time a pick up can be guaranteed to occur. **Table 5.8** provides the LOS thresholds for paratransit service based on service frequency. Because the service requires one day’s advance notice for reserving and obtaining a ride, the MCT is considered to be operating at LOS E. Higher LOS would require service to be provided the day it is requested.

**Table 5.8 – Service Frequency Level of Service (LOS) for Paratransit Service**

LOS	Access Time (Hours)	Comments
A	0.0 – 0.5	Fairly prompt response
B	>0.5 – 1.0	Acceptable response
C	>1.0 – 2.0	Tolerable response
D	>2.0 – 4.0	Poor response, may require advance planning
E	>4.0 – 24.0	Requires advance planning
F	>24.0	Service not offered every weekday or at all

Source: 2000 Highway Capacity Manual (HCM), Exhibit 27-2

**5.4.2 Monroe County Transportation Disadvantaged Service**

Public transportation within Monroe County is primarily limited to Key West with extended service to the Lower Keys, which contains less than half the county’s population. Therefore, more than half of Monroe County’s residents have no access to structured public transportation services. Lack of access to public transportation for majority of the residents coupled with various other local challenges creates a great need for Transportation Disadvantaged services in the area.

Chapter 427 of the Florida Statutes establishes the Florida Commission for the Transportation Disadvantaged (CTD) and directs the CTD to “accomplish the coordination of transportation services provided to the transportation disadvantaged”. In accomplishing its purpose, the CTD approves a Community Transportation Coordinator (CTC) for each county of the state which is charged with arranging cost-effective, efficient, unduplicated, and unfragmented transportation disadvantaged services within its respective service area. Additionally, a designated official planning agency (DOPA) is approved by the CTD and charged with creating the Local Coordinating Board (LCB) and providing technical assistance to the LCB. The LCB acts as an advisory board and as such provides guidance, monitors, evaluates and supports the transportation activities of the CTC.<sup>2</sup>

<sup>2</sup> Source: Monroe County Transportation Disadvantaged Service Plan 2008, prepared for The Commission for Transportation Disadvantaged, The Guidance Clinic of the Middle Keys and The Health Council of South Florida. Approved by the Monroe County Local Coordinating Board for Transportation Disadvantaged on July 31, 2008.

The Health Council of South Florida has served as DOPA since the spring of 1993 and created the Monroe County LCB the same year. The Guidance/Care Center, Inc. – GCC -- (formerly Guidance Clinic of the Middle Keys – GCMK) has served as Monroe County’s CTC since the fall of 1997 and provides majority of TD trips in Monroe County. The remainder of trips are offered by six contracted providers together with incidental use of taxicabs.

As of fiscal year 2009-2010, the CTC has a reported annual operating expense of over \$2 million funded by state and county grants, client fees, third party payers and grants. The CTC and its coordinated contractors have over one hundred employees including approximately 84 full and part-time drivers.

The GCC is a private non-profit organization founded in 1973 in response to the need identified by community leaders for a community facility to provide mental health services to local residents. Since then it has since then it has grown into a multi-service community mental health center providing inpatient, outpatient, residential, day treatment and case management services as well as transportation services. It has a staff of over 100, of these, 5 are full or part-time drivers.

The GCC as CTC currently contracts with the following organizations:

- The Florida Keys Children's Shelter in Tavernier serves at-risk children and families and offers a community-based counseling program. It contracts with the CTC and provides sponsored trips to the residents of its facility. The address is 73 High Point Road, Tavernier, Florida 33070. Hours of operation: 24 hours a day.
- Florida Keys Outreach Coalition for the Homeless in Key West provides homeless outreach and residential services. It utilizes TD funds to purchase monthly bus passes on Key West transit for residents of the Coalition’s transitional residential facility. The address is 2221 Patterson Road, Key West, Florida 33040. Hours of operation: Monday through Friday from 8:30 a.m. to 5:30 p.m.
- The Monroe Association for ReMARCable Citizens, Inc. (MARC) is a non-profit agency that serves adult clients within Monroe County who have developmental disabilities. The address is 1401 Seminary Street, Key West, FL, Florida 33040. Hours of operation: Monday through Friday from 8:00 a.m. to 4:00 p.m.
- Center for Independent Living of the Keys is a non-profit organization that provides supportive services to the elderly and disabled. The address is 103400 Overseas Highway, Suite 243, Key Largo, Florida 33036.
- Samuel’s House is a safe haven for women, and women with children, for up to 90 days to allow them a new beginning. Any woman in need, of any age, anywhere in Monroe County is welcomed. The address is 1614 Truesdell Court, Key West, FL 33040. Hours of operations: Monday through Friday from 9:00 a.m. to 5:00 p.m.

- US Fellowship of Florida, Inc. is an agency that offers residential housing for adults with mental illness and provides non-sponsored trips for residents of their group home seven days a week. The address is 1320 Coco Plum Drive, Marathon, Florida 33050. Hours of operation: Monday through Friday from 8:00 a.m. to 11:00 p.m.
- The Monroe County Social Services Transportation provides sponsored trips throughout the keys with vans located in Key West, Big Pine, Marathon and Tavernier. Residents are transported within these areas, but not between them. The address is 1100 Simonton Street, Room 1-181, Key West, Florida 33040. Hours of operation: Monday through Friday from 8:00 a.m. to 5:00 p.m. (Transportation and Reservations can be made between these hours).

The GCC provides scheduled weekday services throughout the Keys as demonstrated in **Table 5.9**.

**Table 5.9 – The Guidance/Care Center, Inc. Transportation Schedule**

Day and Service Area	Departure	Returning Trip
<b>Monday</b>		
Middle to Upper Keys (Up to Key Largo)	6:30 am	8:30 am
	2:30 pm	4:00 pm
Middle to Lower Keys	6:30 am	8:30 am
	10:30 am	12:00 pm
	2:30 pm	4:00 pm
<b>Tuesday</b>		
Middle to Upper Keys (Marathon to Marathon)	9:30 am	10:00 am
	2:30 pm	4:00 pm
Middle to Lower Keys	6:30 am	8:30 am
	2:30 pm	4:00 pm
<b>Wednesday</b>		
Middle to Upper Keys (Up to Key Largo)	6:30 am	8:30 am
	2:30 pm	4:00 pm
Middle to Lower Keys	6:30 am	8:30 am
	10:30 am	12:00 pm
	2:30 pm	4:00 pm
<b>Thursday</b>		
Middle to Upper Keys (Marathon to Marathon)	9:30 am	10:00 am
	2:30 pm	4:00 pm
Middle to Lower Keys	6:30 am	8:30 am
	2:30 pm	4:00 pm

**Table 5.9 – The Guidance/Care Center, Inc. Transportation Schedule (continued)**

<b>Friday</b>		
Middle to Upper Keys (Up to Key Largo)	6:30 am	8:30 am
	2:30 pm	4:00 pm
Middle to Lower Keys	6:30 am	8:30 am
	10:30 am	12:00 pm
	2:30 pm	4:00 pm

The set stops for the GCC Transportation Services between Marathon and Key West are located at:

- Guidance/Care-Center - 3000 41<sup>st</sup> Street, Ocean, Marathon;
- Peacock Apartments - 1624 Spalding Court, Key West;
- Dion's Quick Mart – 30989 Avenue A, Big Pine Key;
- Veterans’ Administration Clinic - 1300 Douglas Circle, Key West;
- Burger King - 5400 Overseas Highway, Stock Island;
- Near former Waterfront Market - William and Caroline Streets;
- Corner of Truman and White Streets;
- St. Clare's Clinic - 2700 Flagler Avenue, Key West; and
- K Mart (Sears town) - 2928 North Roosevelt Boulevard, Key West.

Between Marathon and Key Largo, the set stops are:

- Islamorada Library - 81830 Overseas Highway, Islamorada,
- San Pedro's Church - MM 89, and
- Guidance/Care-Center - 3000 41<sup>st</sup> Street, Ocean, Marathon.

The current fare structure (as of March 2011) is presented in **Table 5.10**.

**Table 5.10 – Middle Keys Transportation Fares Per One-Way Trip**

<b>From Marathon southbound to:</b>		<b>From Key West northbound to:</b>	
Big Pine	\$1.00	Big Coppitt	\$1.00
Summerland Key	\$2.00	Sugarloaf Key	\$2.00
Sugarloaf Key (Cudjoe Key)	\$3.00	Summerland Key	\$3.00
Big Coppitt	\$4.00	Big Pine Key	\$4.00
Key West	\$5.00	Marathon	\$5.00
<b>From Marathon northbound to:</b>		<b>From Key Largo southbound to:</b>	
Grassy Key	\$1.00	Tavernier	\$1.00
Long Key	\$2.00	Islamorada	\$2.00
Islamorada	\$3.00	Long Key	\$3.00
Tavernier	\$4.00	Grassy Key	\$4.00
Key Largo	\$5.00	Marathon	\$5.00

During the 2009-2010 fiscal year, the CTC System operated a total of 52 vehicles, of which 44 percent were wheelchair accessible.

The annual operating report for 2009-2010 for the Monroe County Transportation Disadvantaged program revealed a 35 percent increase in unduplicated riders with approximately 700 more riders than in the previous year, indicative of a higher level of need in the county. The Coordinated System provided a total of 107,517 trips up from 104,587 in the previous year.<sup>3</sup>

**Table 5.11** illustrates Monroe County TD population projections from 2008 through 2012. During fiscal year 2006-2007, about 40% of the county’s population (35,509) was designated Potential TD population while an additional 7,472 were designated TD population. Based on the aforementioned Monroe County TD Service Plan 2008, at the end of fiscal year 2006-2007, Monroe County had invested over \$2.5 million to provide 119,987 trips to about 2000 TD persons, representing approximately 6% of the county’s Potential TD population. Currently, the funding allocated to serve the TD population is not sufficient to meet the existing demand for services. Additionally, the steady rise in TD populations demonstrates a need for concurrent increases in funding and other resources to meet the rising demand.

**Table 5.11 – 5 Year Forecast of TD Population in Monroe County, 2008-2012**

	2008	2009	2010	2011	2012
Potential TD Population	35,509	36,354	37,225	38,123	39,050
TD Population	7,617	7,765	7,919	8,075	8,237

Source: Center for Urban Transportation Research, University of South Florida, 2008

### 5.4.3 *Greyhound Bus Line*

Greyhound Bus Line provides the County with both intercity and interstate service and connectivity. The Greyhound terminal is located at 3535 South Roosevelt Boulevard, Key West.

Greyhound has two daily scheduled services each way. The service to and from Miami includes stops at Key Largo, Islamorada, Marathon, Big Pine Key and Key West. The two southbound trips from Miami depart at 11:10 a.m. and 5:15 p.m. The two daily northbound trips depart Key West at 8:15 a.m. and 6:00 p.m.

<sup>3</sup> Source: FLCTD Annual Operations Report, 2010.

## 5.5 Major Public Transit Trip Generators and Attractors

The major public transit trip generators and attractors are graphically depicted on **Map Series 5-3**. Their location is denoted by MM in the County, where appropriate. They generally include commercial, government, residential, medical, education, and State parks sites within the County. The existing characteristics of these sites depend upon the type of use. Trips generated by schools include peak traffic demand in the morning (when pupils and staff arrive) and afternoons (when pupils and staff depart). During the morning peak period, traffic associated with the school coincides with the typical morning home-to-work commute. However, the peak afternoon traffic period associated with schools occurs earlier than the typical work-to-home commute.

The trip generation characteristics of governmental facilities, such as the Government Centers and the U.S. Post Office, are influenced by both the facilities' employees and customers. Most employees arrive in the morning and leave in the evening. Peak hours for retail customers and restaurants may vary depending upon the hours of operation and the clientele to which the service is oriented.

## 5.6 Existing Intermodal Deficiencies and Needs

As previously noted, the County is currently served by three main intercity transit routes: the Dade-Monroe Express (MDT #301) in the northern region between Florida City, Key Largo and Marathon; the Card Sound Express (MDT #302) between Florida City and Ocean Reef Club (Key Largo); and the Lower Keys Shuttle in the southern region of the County between Key West and Marathon. Because of the geographical and physical conditions and constraints of the over 100-mile long U.S. 1 Corridor which defines the restrictive development and mobility limitations of the County, the public transit service provided is similar to intercity buses, and provides some degree of service the entire length of the County.

While there is no official transfer station for the aforementioned transit services, the bus stop at U.S. 1 and Sombrero Beach Road (MM 50) does serve as a midway point at which riders can transfer to/from the Lower Keys Shuttle and the Miami-Dade Express #301 route.

Overall, these services currently lack adequate signage alerting passengers to the location of this "transfer" stop at MM 50. Presently, there is no indication of a transfer location at the Sombrero Beach Road bus stop or on any of the vehicles. Also, there is no indication on the fare ticket or at the point of sale for the ticket displaying the "transfer" stop. With differing scheduling procedures, there is a potential for extended wait times to transfer to the connecting transit system. It should be noted, however, that information detailing this transfer stop is available on the Lower Keys Shuttle's website.

Another important aspect of the connectivity of the north and south sections of the U.S. 1 Corridor is the need to better coordinate the schedule of the two systems. The scheduling of the routes could be adjusted to ensure more efficient transfers.

Another observed deficiency is the limited number of designated bus stops and shelters (signed, with or without amenities) throughout the U.S. 1 Corridor. This is especially significant in the Upper Keys, north of Marathon. Passengers must hail the buses to stop whether or not they are located at one of the bus shelters. The bus drivers, on the other hand, cannot stop just anywhere and must be cognizant of safe areas to pick up and discharge passengers.

Currently, there are no other deficiencies identified in the County concerning terminals, other connections, HOV lanes, or Park-and-Ride facilities.

## CHAPTER 5.0 – MASS TRANSIT – COMMENT RESPONSES

<b>Committer: Carolyn Haia, Key West Department of Transportation</b> <b>Date Received: June 9, 2011</b>																											
Location	Comment	K&S Action																									
Section 5.2.2.2	<p>1. Substitute text as provided by Carolyn Haia:</p> <p>5.2.2.2 Lower Keys Shuttle Service</p> <p>The KWDOT also operates the Lower Keys Shuttle along U.S. 1 between Key West and Marathon (see Map Series 5-1). .....</p> <p>(Second paragraph) The Lower Keys Shuttle operates seven days a week, from 5:40 a.m. to 11:55 p.m (PINK - Key West Based) and 6:00 a.m to 11:36 p.m (LIME - Marathon Based). A total of 9 round trip runs are scheduled during the day. Headways range from 58 minutes to 200 minutes on the northbound trajectory and from 62 minutes to 185 minutes on the southbound trajectory. Both Lower Keys Shuttles now extend into old town / downtown Key West and up to 109th Street between Walgreens and Office Depot in Marathon.</p> <p>The Lower Keys Service fares are as follows:</p> <table style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th></th> <th>2011</th> <th colspan="3">Lower Keys Service</th> </tr> <tr> <th></th> <th></th> <th>Full</th> <th>Reduced</th> <th>Senior</th> </tr> </thead> <tbody> <tr> <td>One way</td> <td>\$ 4.00</td> <td>\$ 2.00</td> <td>\$ 1.50</td> <td></td> </tr> <tr> <td>7 Day Pass</td> <td>\$25.00</td> <td>\$15.00</td> <td>\$15.00</td> <td></td> </tr> <tr> <td>31 Day Pass</td> <td>\$75.00</td> <td>\$45.00</td> <td>\$45.00</td> <td></td> </tr> </tbody> </table>		2011	Lower Keys Service					Full	Reduced	Senior	One way	\$ 4.00	\$ 2.00	\$ 1.50		7 Day Pass	\$25.00	\$15.00	\$15.00		31 Day Pass	\$75.00	\$45.00	\$45.00		<p>1. Replaced most of original text with suggested text as well as various corrections and/or modifications.</p> <p>Revised Table 5.3.</p>
	2011	Lower Keys Service																									
		Full	Reduced	Senior																							
One way	\$ 4.00	\$ 2.00	\$ 1.50																								
7 Day Pass	\$25.00	\$15.00	\$15.00																								
31 Day Pass	\$75.00	\$45.00	\$45.00																								
	<b>1</b>	<b>5.0 Mass Transit Summary Response Form</b>																									

Date: 7-28-11

	<p>Reduce Fare requires proper ID and applies to Students under 21, disabled, active and retired military, and Seniors 60+. Children five and under may ride for free with a paying passenger.</p> <p>The Lower Keys Shuttle provides mass transit, fixed route service between Key West and Marathon daily - with forty -two (42) service points on each side of US #1 - serving the East and West directions of travel of the service area. Eighteen (18) of these service points are solar powered bus shelters provided via contract with Anderson Advertising and the City of Key West (as part of the Interlocal Agreement of all three agencies) - another 5 shelters are shared with the MC School Board transportation service and City of Key West but are maintained and under contract via Monroe County BOCC and Clear Channel Advertising. Many of the remaining service points consist of simple bus stop signs and posts with eight (8) locations consisting of solar powered safety lighting and beacon light I-Stop units.</p> <p>Table 5.3 presents the location of the KWDOT owned and installed bus shelters, as well as, the five MCSB shelters.</p> <p>Currently, the local agencies plan to install 20 more shelters in the Lower Keys area within the next two (2) year period. Those who Key West because of visual, physical or mental impairment cannot recognize destinations or cope with the physical requirements of the regular bus service.</p>	
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**Commenter: Judith S. Clarke, P.E., Director, Monroe County Engineering**  
**Date Received: May 2011**

Location	Comment	K&S Action
Section 5.2.1.1	<ol style="list-style-type: none"> <li>1. Section 5.2.1.1, Page 3: Last paragraph: Bus shelters were not installed (installed) by School Board; Monroe County Public Works/Engineering installed them.</li> <li>2. Section 5.2.1.1, Page 5: First paragraph and Table 5.2 The bus shelters managed by the County were not installed by the school board as school bus shelters. The list of locations is changing and in May 2011 Clear Channel advised us that they no longer want to service Monroe County. They are in the process of removing their shelters and the County is in the process of 1) rolling the shelters within the Lower Keys Shuttle Service Area into the shelter program managed by KWDOT and 2) negotiating a new contract for company to manage the shelters in the Upper Keys (north of Marathon).  I am attaching a current list of shelters; some may have already been removed by clear channel but the locations represent where we intend to replace them with another contractor.</li> <li>3. Section 5.2.1.1, Page 6, First paragraph: Fix spacing.</li> </ol>	<ol style="list-style-type: none"> <li>1. Paragraph text changed to read: "Some of the safe areas include a number of bus passenger shelters along the U.S. 1 corridor that have been installed by the Monroe County Public Works Department (see Table 5.2)."</li> <li>2. Paragraph text changed to read: " Previous to May 2011, Clear Channel Outdoor, Inc. installed and maintained a number of bus passenger shelters along U.S. 1, under contract to Monroe County. Earlier in 2011, this company chose not to renew its contract with Monroe County, which was set for expiration on May, 17, 2011. As of June 2011, Monroe County was in the process of (1) incorporating the shelters within the Lower Keys Shuttle Service Area into the shelter program managed by KWDOT and (2) negotiating a new contract for a company to manage the shelters in the Upper Keys (north of Marathon). The current Monroe County bus passenger shelters (as of June 2011) are presented in Table 5.2."  Table 5.2 revised with new input and title changed to "Table 5.2 - U.S. 1 Corridor Monroe County Bus Passenger Shelters as of June 2011."  Section 5.2.2.2, Table 5.3, page 11 revised with new shelter input.</li> <li>3. Correction made.</li> </ol>
Section 5.2.2.1 Key West Shuttle Bus System	<ol style="list-style-type: none"> <li>1. Section 5.2.2.1, Page 6, First paragraph: Add website address.</li> </ol>	<ol style="list-style-type: none"> <li>1. Website information added.</li> <li>2. Text moved to Section 5.2.2.2, Page 10.</li> </ol>

	<p>2. Section 5.2.2.1, Page 9, Fourth paragraph: This part should be moved to the section below as it pertains to the Lower Keys Shuttle, “The Lower Keys Shuttle does not provide bicycle racks. However, folding portable bicycles are allowed on the Lower Keys Shuttle. These compact bikes can be folded and carried alongside a rider without taking up precious space on the sometimes busy shuttle.”</p>	
Section 5.2.2.2 Lower Keys Shuttle Service	<p>1. Section 5.2.2.2, Page 10: Monroe County has seven shelters in the Lower Keys Shuttle area.</p>	<p>1. Section 5.2.2.2 revised to reflect input from Carolyn Haia, Key West Department of Transportation and Judith S. Clarke, Monroe County Engineering.</p>
Section 5.4.1 Monroe County Transit’s Paratransit Service	<p>1. Section 5.4.1, Page 16, Fourth paragraph: “The residents outside of Key West meet the requirements, and those who live in Key West follow the following guidelines:”</p> <p>This sentence doesn’t seem clear; it implies that anyone living outside of Key West qualifies for service; is that correct?)</p>	<p>1. Entire paragraph revised to read: “ The MCT meets the requirements of the Americans with Disabilities Act (ADA) and provides door-to-door service to those individuals who qualify based on the following criteria:”</p>
Section 5.4.2 Monroe County Transportation Disadvantaged Service	<p>1. Section 5.4.2, Page 20: These stops should have street addresses associated with them. Today’s Burger King could be a Wendy’s tomorrow.</p> <ul style="list-style-type: none"> <li>• Peacock Apartments; (Where is this?)</li> <li>• Waterfront Market; (This no longer exists)</li> <li>• St. Clare’s; ... (Where is this?)</li> </ul> <p>2. Section 5.4.2, Page 21, Second paragraph: “The annual operating report for 2009-2010 for the Monroe County Transportation Disadvantaged program revealed a 35 percent in unduplicated riders...”</p> <p>A 35% what? Decrease?</p> <p>3. Section 5.4.2, Page 21, Third paragraph: “At the end of fiscal year 2006- 2007, ...”</p>	<p>1. Addresses added to all GCC Transportation Services stop locations.</p> <p>2. Sentence corrected to state ““The annual operating report for 2009-2010 for the Monroe County Transportation Disadvantaged program revealed a 35 percent <b>increase</b> in unduplicated riders...”</p> <p>3. The information presented is derived from the FLCTD Annual Operations Report, 2010. This report has not been updated as of the date of the preparation of this section.</p>

	No more recent data than this?	
Section 5.5 Major Public Transit Trip Generators and Attractions	1. Section 5.5, Page 23, First paragraph: "... Map Series 5-3." Not included in my copy.	1. Comment noted.