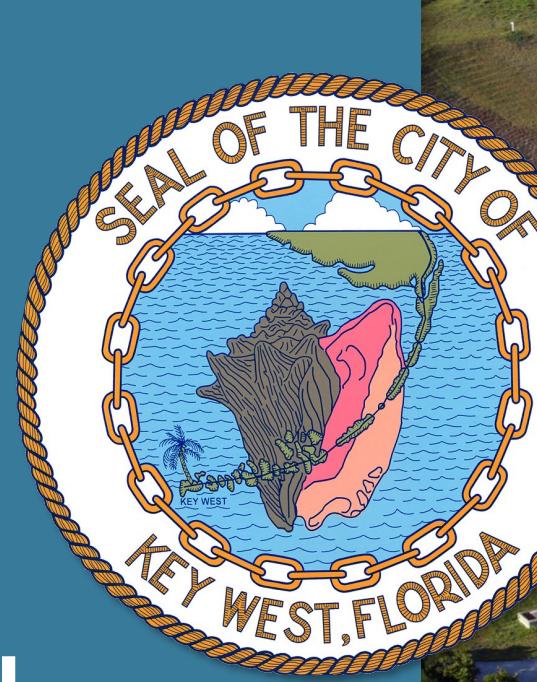


# Key West Transit Intermodal Center Study

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# Project Purpose & Need

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# Project Purpose and Need

## Project Purpose:

The goal of the Key West Intermodal Center (KWIC) Feasibility Study is to **evaluate a potential intermodal center for Key West Transit that includes affordable workforce housing and a public parking garage, as well as possible revenue opportunities for KWT.**

The study includes establishing the need and risks of the project, as well as considering potential project locations, and providing implementation recommendations.



# Project Purpose and Need



- Address insufficient downtown parking.

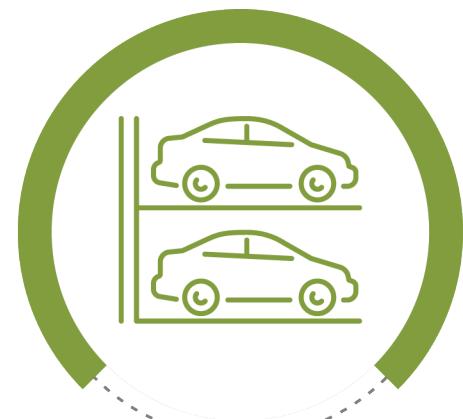
- Alleviate traffic congestion.

- Provide on-site employer housing.

- Establish an economic engine.

# Feasibility Study Scope

- Identified Project Purpose and Need
- Inventory of Existing Conditions
  - » Transportation, Parking, Bicycle/Pedestrian
  - » Land Use and Zoning
  - » Socioeconomic
- Conducted Title VI Analysis
  - » Site Selection
- Identified Potential Site Amenities and Features
- Preliminary Environmental and Resiliency Scan
- Conducted Preliminary Traffic Assessment
- Identified Funding Opportunities
- Conducted Stakeholder Outreach
- Conducted Risk Assessment and Screening
- Recommended Implementation Strategies



# Existing Conditions

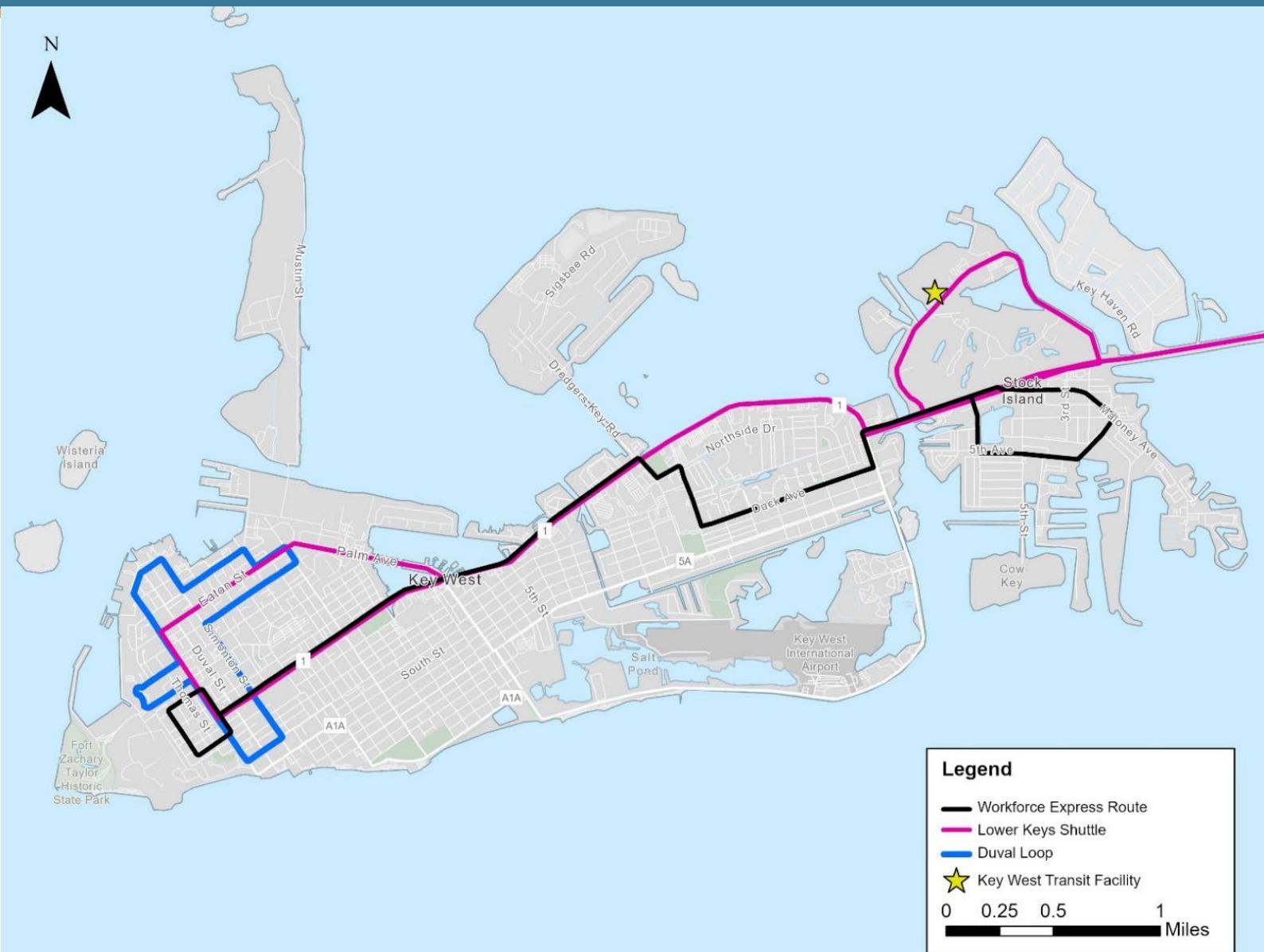
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# Key West Transit: Bus Routes



## KWT has three fixed bus routes

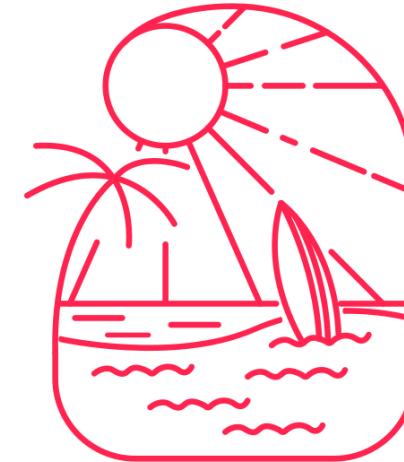
- Workforce Express
  - » Commuter route
  - » Provides service between Stock Island and Bahama Village
- Lower Keys Shuttle
  - » Provides service between Marathon and Key West
- Duval Loop
  - » Free circulator route operating in Key West's historic Old Town



# Key West Transit: Key West Rides



- Key West Rides is KWT's demand response service, servicing Key West and Stock Island
- Began service in November 2022
- December 2022 – May 2024:
  - » 107,988 Annual Unlinked Trips (UPT)
  - » 271,169 Vehicle Revenue Miles (VRM)



**Key West Rides**  
On Demand Transit

# Bicycle and Pedestrian Infrastructure

Key West existing bicycle trails and lanes

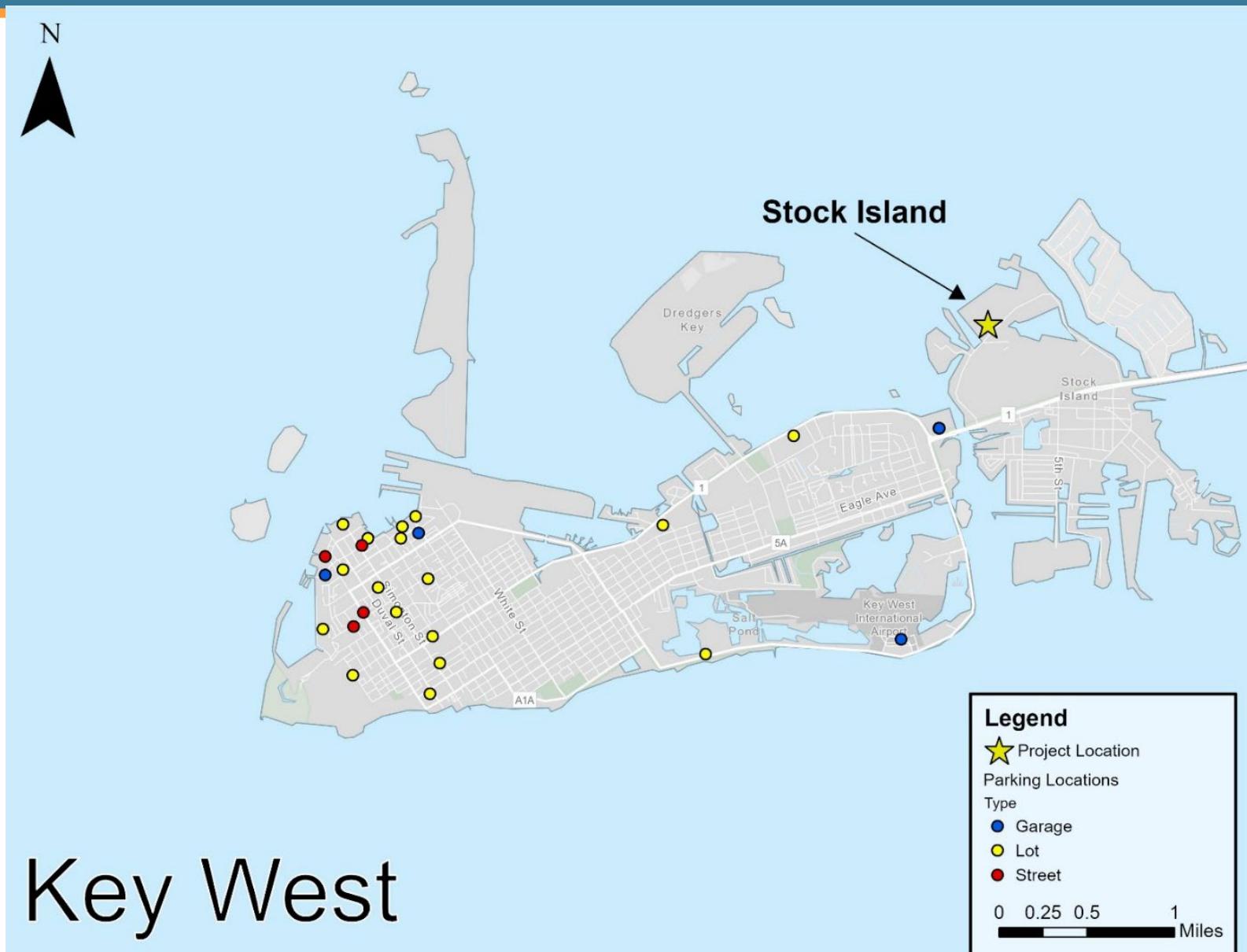


Stock Island existing bicycle trails, lanes, and parking



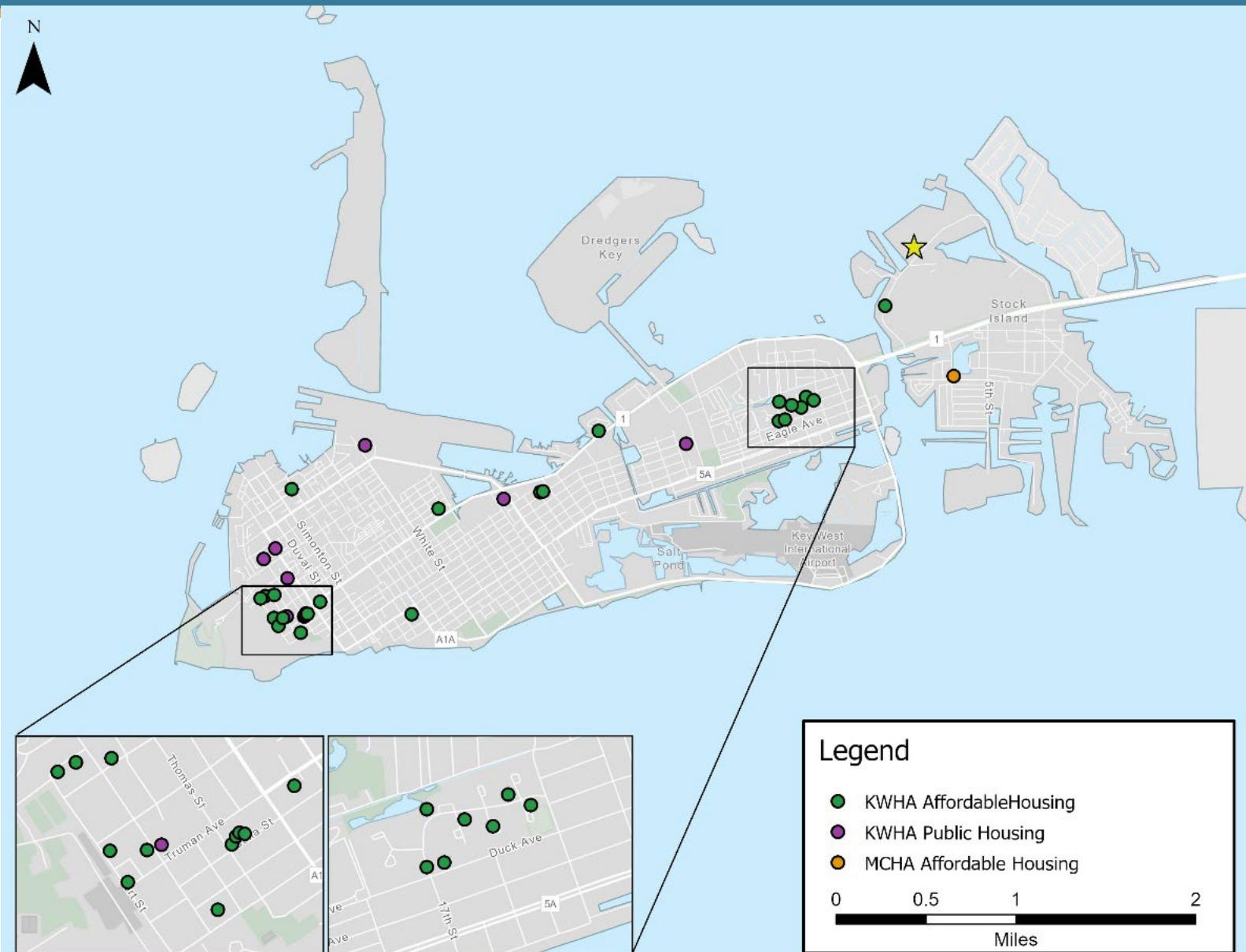
# Parking Inventory

- Key West has:
  - » 3 public/private parking garages
  - » 18 public/private parking lots
  - » 4 areas of 2-hour metered street parking



# Public and Affordable Housing Inventory

- The cost of living in Key West is 48.2% higher than the national average.
- According to the 2022 American Community Survey, there are 10,257,553 housing units in the City of Key West.
  - » 86% are occupied; 32.8% of which are rentals
- Key West Housing Authority (KWHA) and Monroe County Housing Authority (MCHA)
  - » Together, own and operate 548 affordable housing units and 590 public housing units



# Zoning of Northern Stock Island

- Current zoning of the project site is a mix of Conservation and Public Services, with the Future Land Use Map designating this site as Public Service.
- Allowable uses include public and semi-public facilities and other similar activities.
- The site would need rezoned for commercial and residential use.



# Potential Features and Amenities

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# Potential Features and Amenities

- Workforce Housing
- Employee/Resident Amenities
- Community Space
- Commercial/Retail
- Greenspace
- Public Parking Garage
- Public EV Chargers
- Covered Bus Storage and Parking
- Solar Panels/Green Energy
- Bicycle and Pedestrian Amenities
- Multimodal Infrastructure

# Transit-Oriented Development (TOD) Opportunities



## Employer-Provided Housing

- Improves employee retention
- Can include amenities such as a gym, game or computer room, etc.
- Increases the community's affordable housing
- Revenue generation
- Successfully implemented in Key West and is supported by the City's Comprehensive Plan



## Commercial / Retail Space

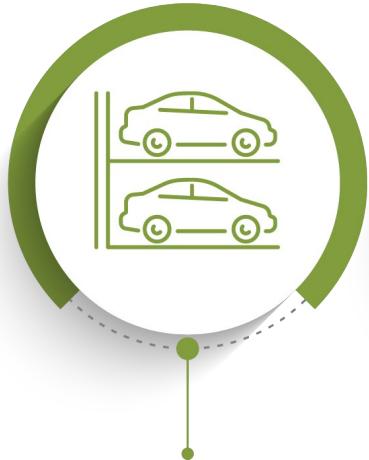
- Supports TOD by creating a destination for visitors
- Revenue generation
- Serves the surrounding community
- Engagement phase showed support for a convenience store or café



## Greenspace / Green Roof

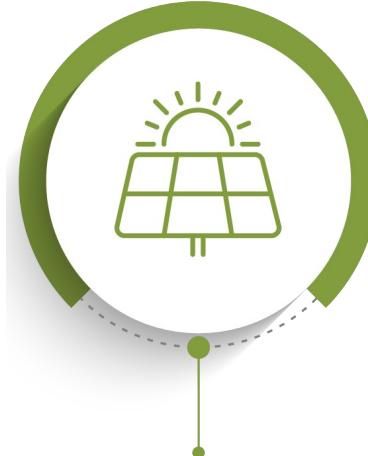
- Environmental benefits
- Social and community aspects
- Improves quality of life
- Can host social events
- Potential for Key West Tropical Forest and Botanical Garden to provide insight and/or exhibits

# Site Technology Opportunities



## Automated Parking Garage

- Reduction in downtown traffic congestion
- Increases parking inventory
- Space efficient
- Reduction in emissions
- Time-saving
- Safety and security benefits
- Reduced insurance rates



## Solar Panels

- Cost savings
- Minimal space utilization
- Environmental benefit
- Funding opportunities

# Site Technology Opportunities (cont.)



## Electric Vehicle (EV) Charging Stations

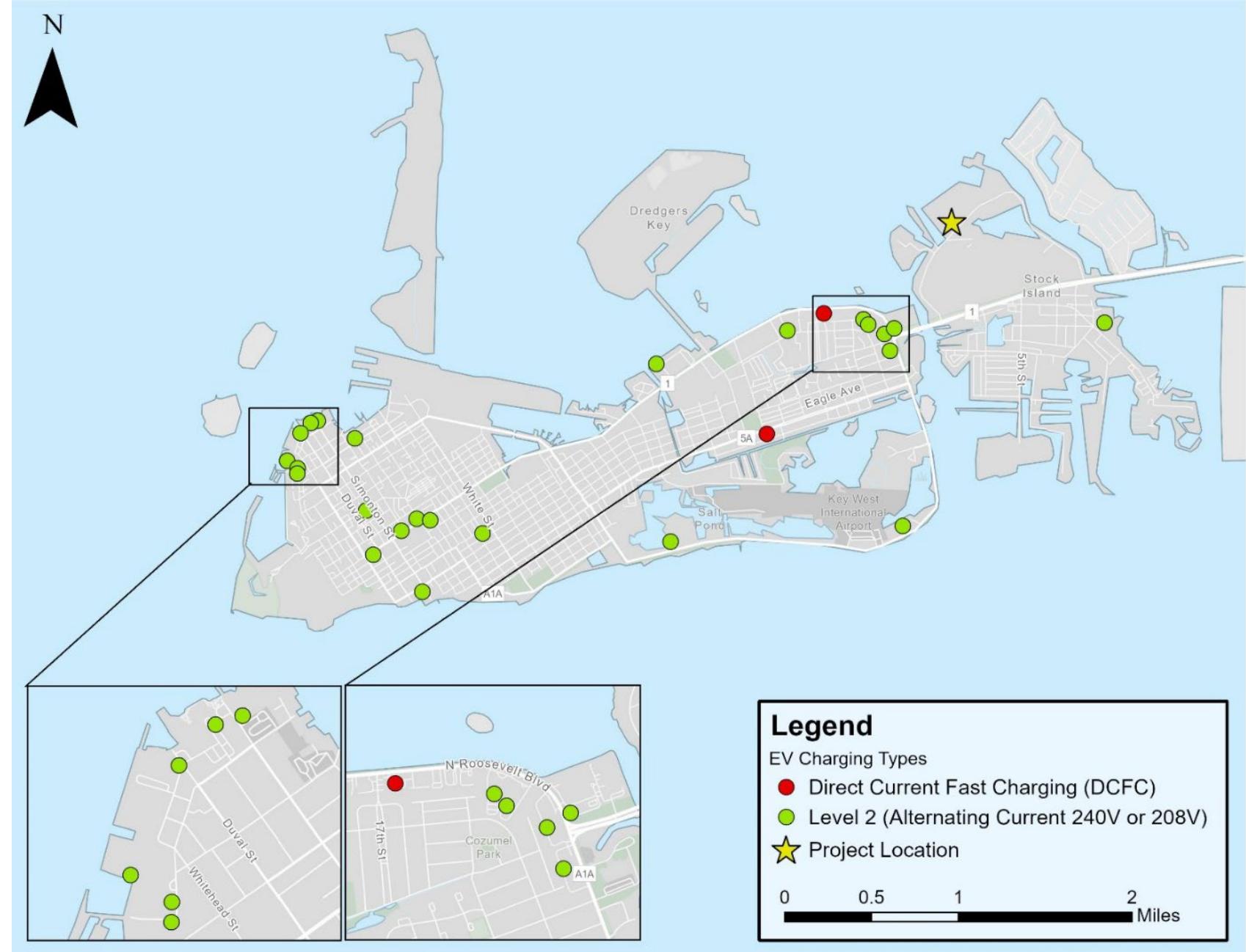
- Reduction in downtown traffic congestion
- Revenue source
- Visitor attraction/supports Transit-Oriented Development (TOD)
- Positive environmental impact
- Funding opportunities



## Battery Electric Buses (BEBs)

- Cost savings
- Improves local air quality
- Noise reduction
- Supports federal low and no-emission

# EV Charging Stations in Key West



# Multimodal Amenities and Infrastructure



## Bicycle and Pedestrian Amenities

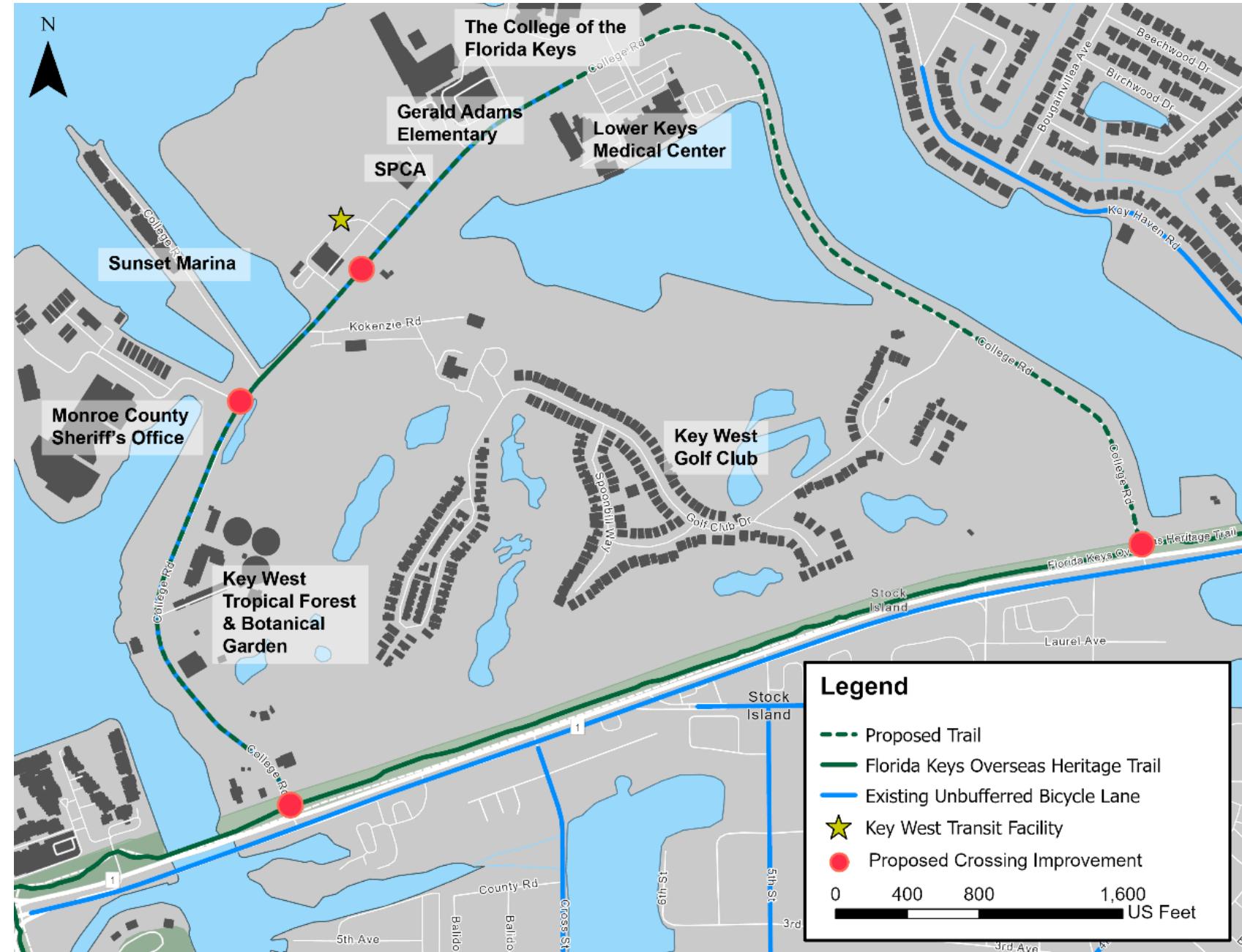
- Can increase use of other modes of transportation at KWIC
- Bicycle storage
- Bicycle repair stations
- Micromobility services/rentals



## Bicycle and Pedestrian Infrastructure

- Complements and supports transit
- Improves safety
- Improves multimodal connectivity
- Supports Transit Oriented Development (TOD)
- Supports implementation of Bicycle and Pedestrian Master Plan

# Existing and Proposed Bicycle and Pedestrian Trails



# Engagement Summary

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# Local Stakeholders



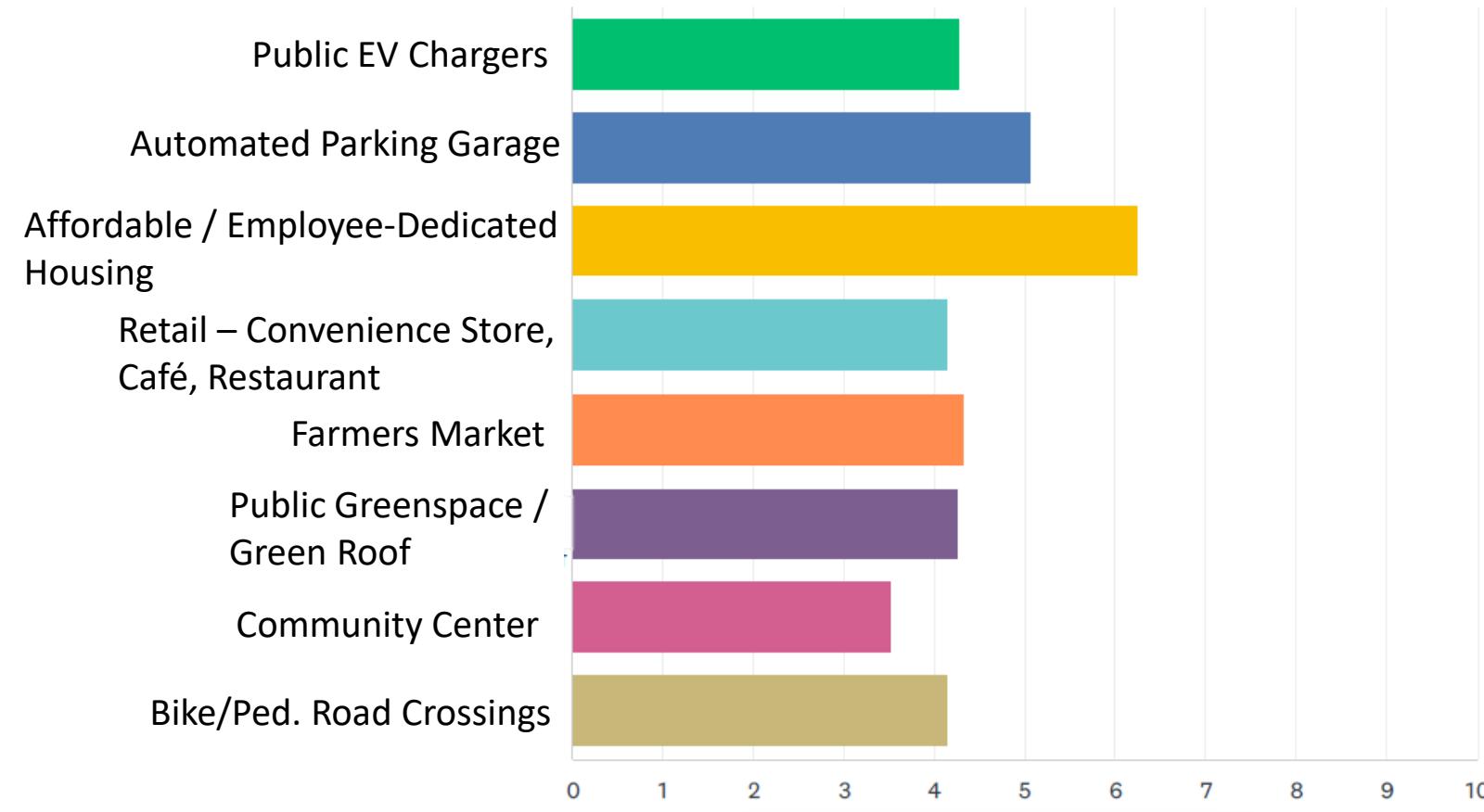
- CofKW Mayor
- CofKW Engineering Department
- CofKW Housing and Community Development
- CofKW Planning Department
- Florida Keys Society for the Prevention of Cruelty to Animals (SPCA)
- Gerald Adams Elementary School
- Key West Tropical Forest and Botanical Garden
- Lower Keys Medical Center (LKMC)
- Monroe County Sheriff's Office and Freeman Substation, Lower Keys Area, District 1

# Stakeholder Feedback



- Implementing commercial space at the KWIC can help to address the limited number of shops currently along College Road.
- With limited parking in Key West, establishing a new parking garage is a necessity, however, there needs to be incentives for drivers to utilize the KWIC's parking garage.
- Establishing new affordable housing can help to address the high cost of living that workers experience in Key West.
- The establishment of the KWIC may increase the traffic congestion that already periodically occurs on College Road.

# Community Feedback



## Other suggestions included:

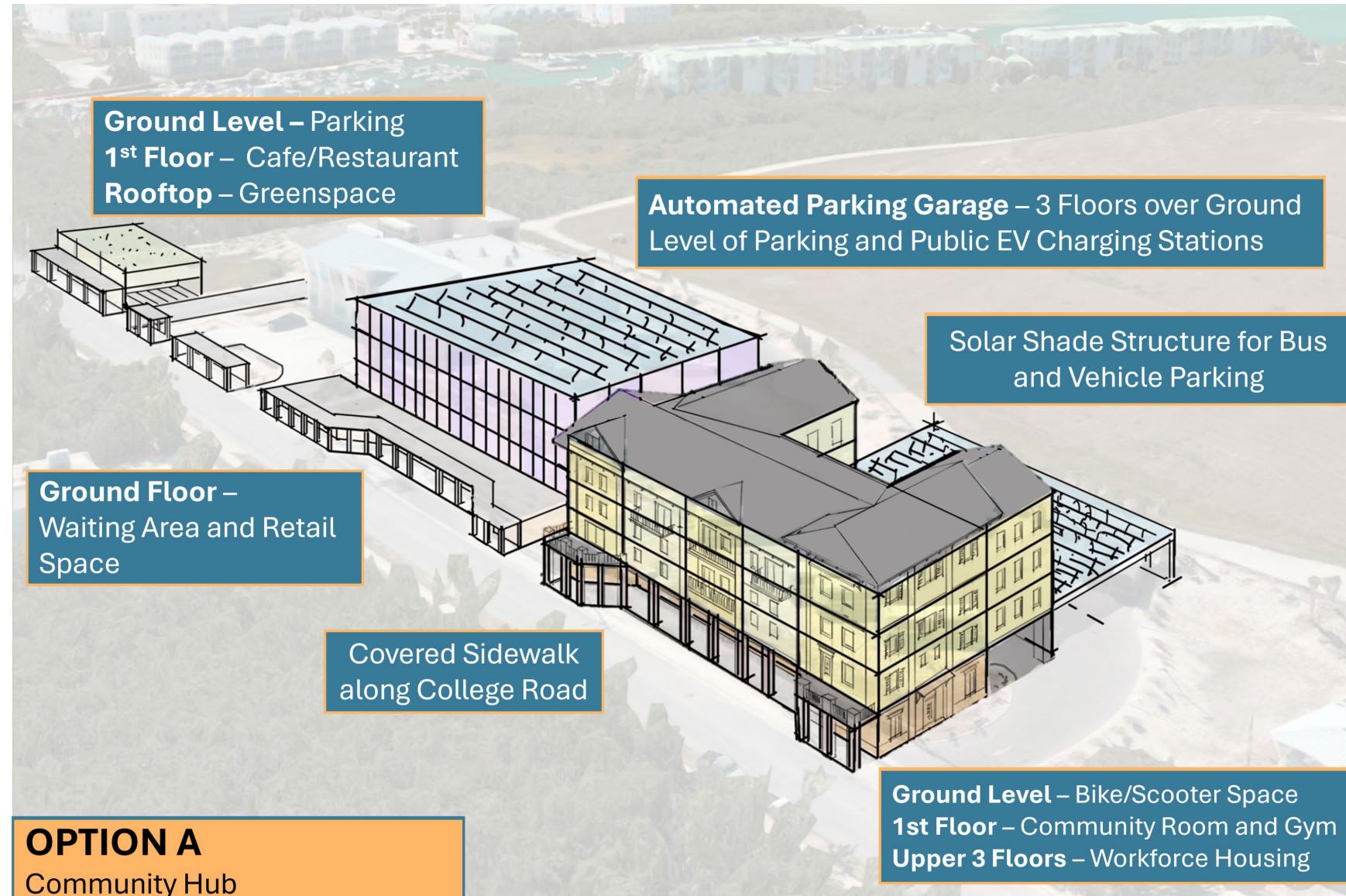
- Welcome center with public restrooms, information, and front desk
- Teen area or children's area: free splash pad or indoor playground
- Senior center
- Hotel/airport shuttle pick up/drop off
- Lease retail to local businesses
- Ferry service to/from downtown
- Micromobility rentals

# Site Scenarios

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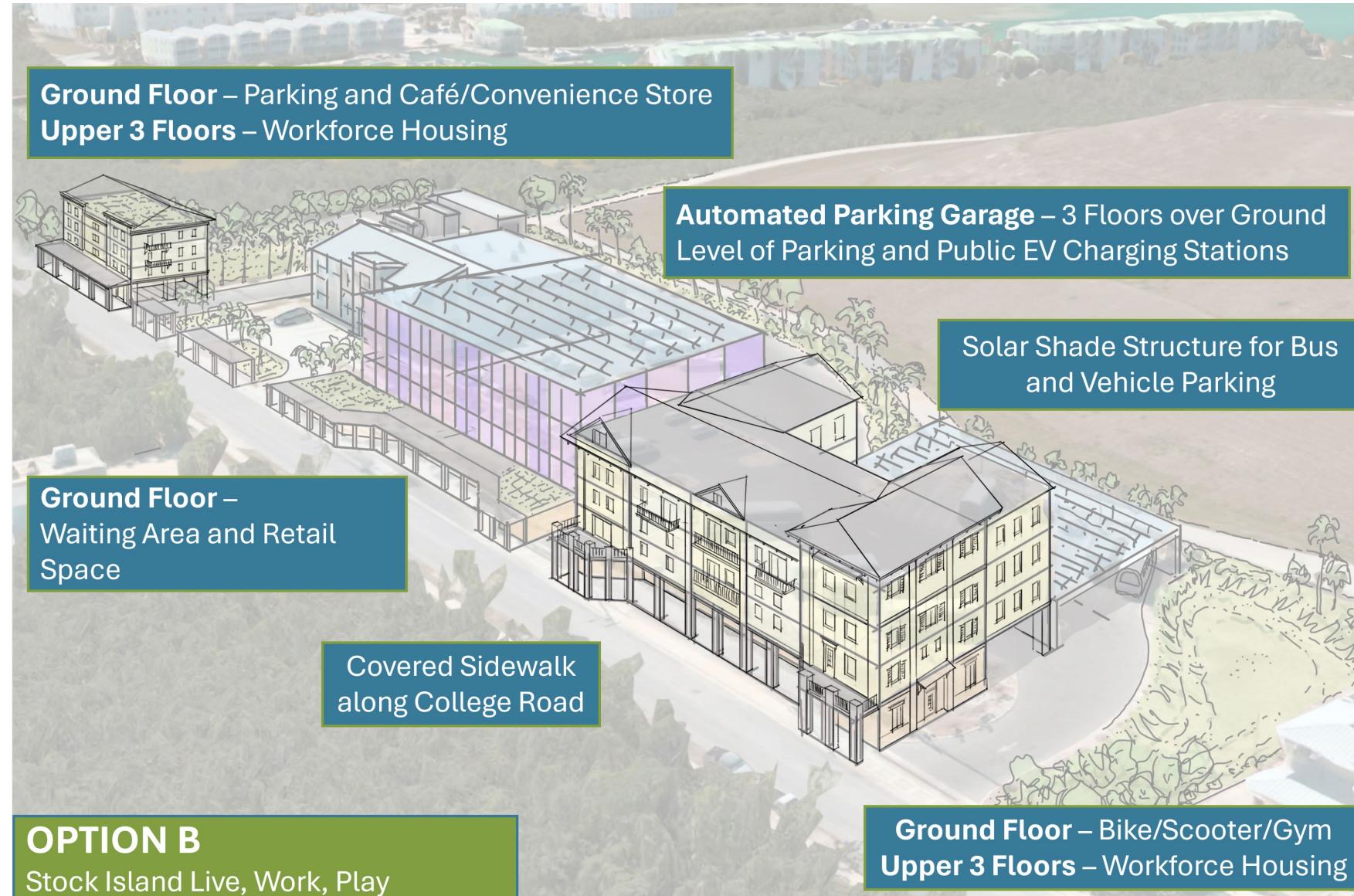
# Site Scenario 1: Community Hub

- 255 parking spaces total
  - » 3 floors at 17,000 sf each
  - » Conventional parking garage approx. 126 parking spaces
- 36 housing units
  - » 800 sf 1BD/BA and 2BD/1BA
  - » 3 floors at 12,000 sf each
- Commercial:
  - » Food/Beverage unit: 3,000 sf
  - » Retail unit: 2,500 sf
- Community space
  - » 3,000 sf



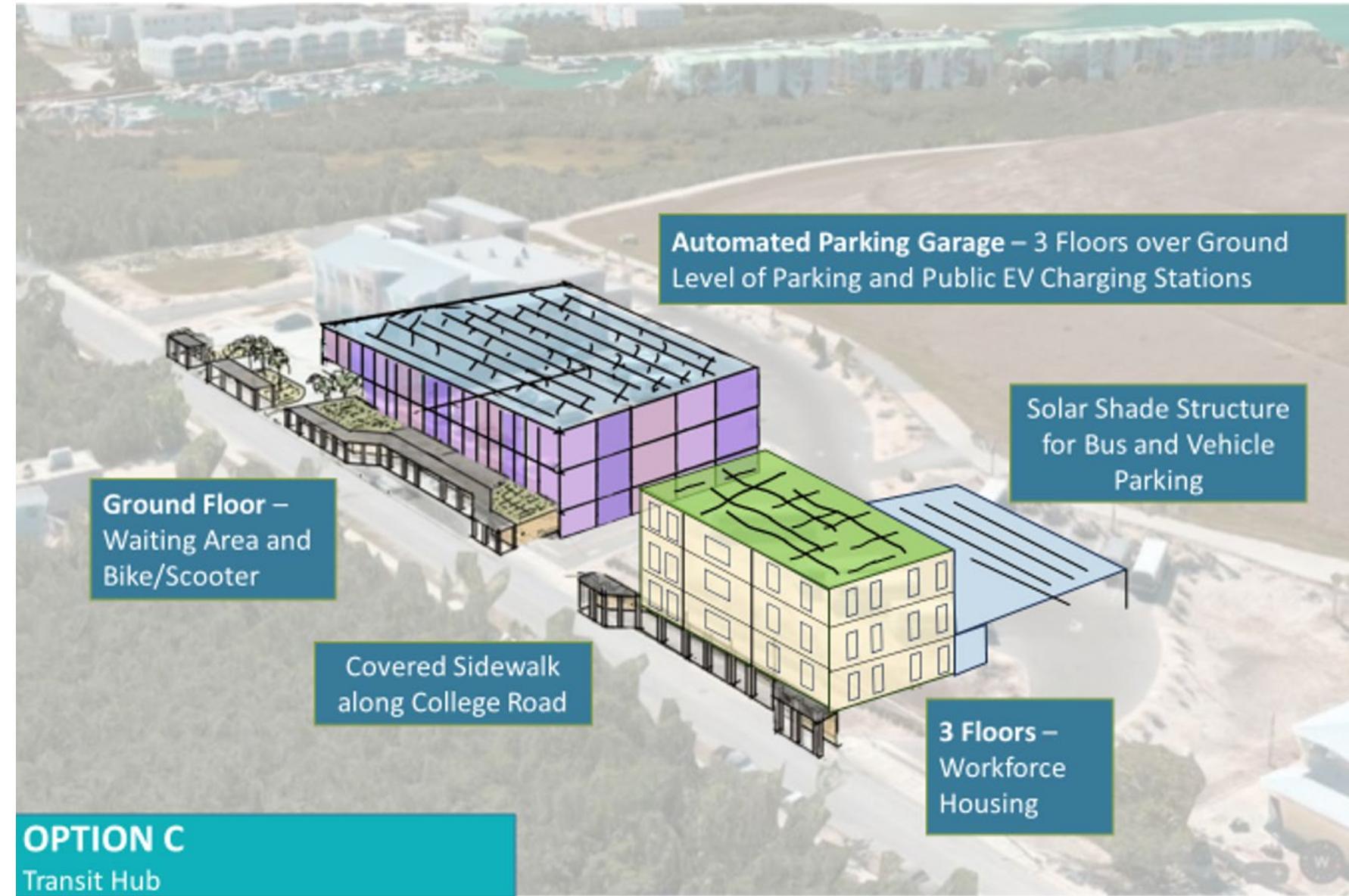
# Site Scenario 2: Stock Island Live, Work, Play

- 255 parking spaces total
  - » 3 floors at 17,000 sf each
  - » Conventional parking garage approx. 126 parking spaces
- 54 housing units
  - » 800 sf 1BD/BA and 2BD/1BA
  - » 1st building: 3 floors at 6,000 sf each with 18 total units
  - » 2nd building: 3 floors at 12,000 sf each with 36 total units
- Commercial:
  - » Two units at 2,500 sf each
- Community space
  - » 6,000 sf



# Site Scenario 3: Transfer Hub

- 255 parking spaces total
  - » 3 floors at 17,000 sf each
  - » Conventional parking garage approx. 126 parking spaces
- 18 housing units
  - » 800 sf 1BD/BA and 2BD/1BA
  - » 3 floors at 6,000 sf
- Commercial:
  - » 2,500 sf
- Community space: utilize current KWT conference room



# Implementation Strategies

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# Implementation Phases

## Initial

- Identify potential partners for collaboration and coordination and establish partnerships.
- Determine and secure funding opportunities for planning, construction, and operations maintenance of the KWIC.
- Conduct environmental assessments of the site.
- Determine parking garage type and size, and secure funding for procurement and construction.
- Pursue rezoning to allow for mixed use development, as well as modified parking requirements.
- Determine and employ a third-party housing developer and management company.
- Prepare a market analysis to establish a commercial strategy and pursue third-party commercial real estate operator.
- Conduct a traffic study of College Road.
- Determine the site's new grid load and electric rate.
- Determine types and installation locations of solar panels, public EV charging stations, and BEB charging stations and procure equipment vendor.

# Implementation Phases



## Secondary

- Determine and secure funding for bicycle / pedestrian network improvements.
- Determine and implement on-site micromobility partner to provide transportation such as dockless e-bikes and e-scooters.

## Tertiary

- Coordinate with Transportation Network Companies (TNCs) and coach bus companies to utilize KWIC as hub for shared transportation.
- Implement updated advertising plan for KWIC.
- Implement KWT upgrades, including bus stop infrastructure and amenities and examine expanding service.

# Funding Opportunities

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# Potential Grants



- **Overall project planning, design, and construction**
  - » Innovative Finance and Asset Concessions Grant
  - » Pilot Program for Transit-Oriented Development Planning – Section 2005(b)
  - » Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
  - » Transportation Infrastructure Finance and Innovation Act (TIFIA) Program
- **Transportation technology**
  - » Advanced Transportation Technology and Innovation (ATTAIN) Program
- **Green infrastructure and transportation**
  - » Congestion Mitigation and Air Quality (CMAQ) Improvement Program
  - » Section 5339 – Grants for Buses and Bus Facilities
    - Bus and Bus Facilities Competitive Program
    - Low or No-Emission Vehicle Program
- **Active transportation**
  - » Active Transportation Infrastructure Investment Program (ATIIP)

# Thank You

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