

CITY OF KEY WEST, FLORIDA

Electric Bicycle Safety and Speed Management



A coordinated signage, pavement-marking, and enforcement strategy for North and South Roosevelt Boulevard

WHITE PAPER | JULY 2026

Executive Summary

Key West has established a 15 mph electric-bicycle speed limit on designated sidewalks, but the North and South Roosevelt Boulevard corridors require clearer, consistently placed traffic-control devices to make that rule visible and enforceable. This white paper recommends a coordinated package of regulatory signs and pavement markings, developed in consultation with the Florida Department of Transportation (FDOT), for the state-maintained sidewalks and shared-use path along these corridors.

Recommended policy direction

Support FDOT coordination and implementation of e-bike-specific 15 mph signs and supplemental pavement markings along North and South Roosevelt Boulevard, including the Florida Keys Overseas Heritage Trail segment from the Triangle to the Cheryl Cates Bridge.

Policy Snapshot

Issue	E-bike speeds and conflicts on heavily used sidewalks and shared-use paths.
Existing local rule	A 15 mph limit applies on specified sidewalks under City Code Section 70-902.
Primary corridors	North Roosevelt Boulevard, South Roosevelt Boulevard, and the Overseas Heritage Trail segment from the Triangle to the Cheryl Cates Bridge.

1. Issue and Public-Safety Need

Residents have reported recurring near-miss incidents involving electric bicycles on the sidewalks and shared-use facilities along North and South Roosevelt Boulevard. The original memorandum also identifies at least one fatal incident involving an e-bike operator on the North Roosevelt Boulevard sidewalk in which speed was considered a likely contributing factor.

North Roosevelt Boulevard is identified within the City of Key West Safety Action Plan's High Injury Network. That designation supports focused countermeasures where pedestrian, bicycle, e-bike, and vehicle

movements converge. Clear speed communication is a practical first step because it helps users understand the rule, supports voluntary compliance, and provides a visible basis for enforcement.

2. Policy and Legislative Background

The City enacted Ordinance 21-12 to regulate electric bicycles, motorized scooters, and micromobility devices and to establish operating restrictions, including a 15 mph limit on specified sidewalks. Because North and South Roosevelt Boulevard are state-maintained roadways, the City also pursued clarification of Florida law so local ordinances could be enforced along state roads within municipal boundaries.

The resulting framework creates the legal foundation for local regulation; however, effective field implementation still depends on traffic-control devices that are understandable, properly located, and acceptable to FDOT. The proposed strategy therefore combines local policy with FDOT design review under the Manual on Uniform Traffic Control Devices (MUTCD).

3. Recommended Corridor Strategy

The recommended approach is a single, coordinated treatment rather than isolated signs. The treatment should be applied at decision points, corridor entrances, and reasonable intervals where users need reinforcement.

- Install regulatory signs communicating the 15 mph e-bike limit on the outer-perimeter sidewalks adjacent to North and South Roosevelt Boulevard, consistent with City Code Section 70-902.
- Install supplemental pavement word markings on those sidewalks so the limit remains visible between sign locations.
- Extend the same sign-and-marking treatment to the Florida Keys Overseas Heritage Trail from US 1/North Roosevelt Boulevard at the Triangle to the Cheryl Cates Bridge.
- Coordinate final sign design, orientation, spacing, and pavement-marking details with FDOT before installation.

4. Signage Concept

The proposed assembly pairs a custom vehicle-class plaque reading “EBIKES” with a standard SPEED LIMIT 15 sign. The concept follows the MUTCD vehicle speed-limit plaque convention as closely as possible while clearly identifying the regulated user group.

A rectangular white plaque with a black border and the word "EBIKES" in bold, black, sans-serif capital letters.

A rectangular white speed limit sign with a black border. It features the words "SPEED" and "LIMIT" in bold, black, sans-serif capital letters, stacked vertically above the number "15" in a large, bold, black, sans-serif font.

Proposed sign assembly

EBIKES plaque: Custom plaque patterned after the R2-2P series; proposed size 18 × 6 inches.

SPEED LIMIT 15: R2-1 sign; minimum proposed size 18 × 24 inches.

Optional fine plaque: An R2-6bP plaque may be added to display the applicable fine.

Orientation: Signs should face path and sidewalk users and be angled away from regular roadway travel lanes to avoid driver confusion.

Figure 1. Conceptual e-bike speed-limit sign assembly. Final design and placement are subject to FDOT review.

5. Pavement-Marking Concept

Pavement markings would supplement, not replace, the regulatory signs. The proposed downstream sequence is “EBIKE,” “LIMIT,” and “15.” On narrow sidewalk segments, the markings may be offset right of center for the intended direction of travel. On facilities designed as shared-use paths, markings may be installed in both directions and paired with a center line where appropriate.

EBIKE	LIMIT	15
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Applicable design guidance includes the possible use of a broken yellow center line where passing is permitted, nominal 3-foot line segments with 9-foot gaps on shared-use paths, and appropriately scaled word markings and symbols. These details should be confirmed during FDOT review.

6. Implementation Considerations

Workstream	Lead/Coordination	Key Output
Design validation	City engineering/transportation staff and FDOT	Approved sign, marking, orientation, spacing, and installation details.
Location plan	City staff with FDOT review	Final field-verified sign and pavement-marking schedule based on the interactive map.
Installation	FDOT and/or City, as authorized	Installed devices on state-maintained corridor segments.
Education	City communications, Police, and mobility partners	Public information before enforcement begins.
Enforcement and evaluation	Key West Police Department and City staff	Consistent enforcement, complaint tracking, and post-installation assessment.

7. Requested Direction

City staff request support for the proposed e-bike safety treatment and authorization to continue coordination with FDOT. The immediate objective is to confirm that the sign assembly, pavement markings, and proposed locations are consistent with applicable standards and can be implemented on state-maintained sections of North and South Roosevelt Boulevard.

Decision requested

Endorse the proposed corridor treatment in concept and support formal FDOT review and implementation coordination.

8. Reference Materials

- [City of Key West Proposed E-Bike Signage and Pavement Marking Map](#)
- [City of Key West Micromobility Ordinance 21-12](#)
- [Key West Code of Ordinances, Chapter 70, Article XIX](#)
- [Florida Statute 316.20655 — Electric Bicycle Regulations](#)
- 11th Edition MUTCD, Section 2B.21(16) — Speed Limit Sign Placement
- 11th Edition MUTCD, Section 2B.22 — Vehicle Speed Limit Plaques (R2-2P Series)
- 11th Edition MUTCD, Section 3B.20 — Word, Symbol, and Arrow Pavement Markings

Prepared from the City's July 23, 2026 draft memorandum. Technical details and final device placement remain subject to engineering and FDOT review.

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