

| CITY OF KEY WEST

Comprehensive Safety Action Plan

TOWARDS VISION ZERO



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*Duval street Mallory Square
shopping architecture*



ACRONYMS AND ABBREVIATIONS

This Safety Action Plan refers to a wide range of agencies, policies, programs, committees, and organizations with unique abbreviations. The following are included in the Safety Action Plan report and listed here as a resource for readers.

- ◆ ADA – Americans with Disabilities Act
- ◆ CMF – Crash Modification Factor
- ◆ CRF – Crash Reduction Factor
- ◆ FDOT – Florida Department of Transportation
- ◆ FHWA – Federal Highway Administration
- ◆ HIN – High Injury Network
- ◆ ITS – Intelligent Transportation Systems
- ◆ KSI – Killed or Seriously Injured
- ◆ KWPD – Key West Police Department
- ◆ LPI – Leading Pedestrian Interval
- ◆ MPO – Metropolitan Planning Organization
- ◆ MUTCD – Manual on Uniform Traffic Control Devices
- ◆ NHTSA – National Highway Traffic Safety Administration
- ◆ PSC – Proven Safety Countermeasure
- ◆ ROW – Right-of-Way
- ◆ SS4A – Safe Streets and Roads for All
- ◆ USDOT – United States Department of Transportation
- ◆ VRU – Vulnerable Road User

ACKNOWLEDGMENTS

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| Executive Summary

The City of Key West developed this Safety Action Plan to reduce fatal and serious injury crashes and improve safety for all roadway users, including pedestrians, bicyclists, micromobility users, transit riders, and motorists. The plan aligns with the Safe System Approach and supports the City's long-term Vision Zero goals by focusing on proactive, data-driven, and equitable safety strategies.

The Safety Action Plan is informed by multiple sources of information, including crash data analysis, field reviews and road safety audits, input from the Safety Action Plan Task Force, and feedback from the community through surveys and engagement activities. Together, these inputs helped identify consistent safety concerns, patterns of correctable crashes, and locations where targeted interventions can provide meaningful safety benefits.

Key Safety Issues Identified

The analysis found crash pattern which can be addressed with engineering treatments. Rear-end crashes associated with congestion and sudden braking are common, particularly during weekday peak periods at key corridors and intersections. Higher-than-desired operating speeds were observed in several locations, even where posted speed transitions are present. These speed concerns were consistently raised by the Task Force and community members and are supported by crash data.

The plan also identified recurring conflicts involving rental scooters, e-bikes, and other micromobility users. Although these crashes do not represent the majority of total crashes, they account for a disproportionate share of injury crashes. Crash reports frequently cited

loss of control, lane drifting, and unfamiliarity with the roadway or vehicle, indicating a need for targeted micromobility management strategies.

Pedestrian and bicycle crashes are relatively few in number; however, the severity is much higher. These concerns were treated as priority issues due to the vulnerability of these users, even when crash counts were low.

Another recurring issue is the presence of closely spaced driveways and access points, particularly along major corridors. High access density contributes to multiple conflict points and forces drivers to accept smaller gaps when entering or exiting driveways, increasing crash risk. Field reviews also identified visibility constraints at certain driveways caused by vegetation and roadside features.

Finally, the plan identified a busy sign environment along several corridors. While critical warning and guidance signs are present, their effectiveness may be reduced due to the volume of competing information, particularly for visitors unfamiliar with the area.

Approach to Recommendations

Based on these findings, the project team focused on identifying **correctable crashes** and developing strategies that directly address the underlying causes of those crashes. Recommendations were organized into **short-term, medium-term, and long-term actions** to provide the City with a flexible menu of treatments that can be implemented over time based on priorities, funding, and coordination opportunities.

Short-term strategies focus on low-cost, near-term improvements such as signal timing adjustments, pedestrian timing enhancements, visibility improvements at driveways, targeted signing, and speed feedback measures. Medium-term strategies include traffic simulation and speed studies to evaluate system-wide timing, coordination, and speed management, as well as access management evaluations to reduce conflict points along key corridors. Long-term strategies explore more transformative options, such as corridor redesigns, intersection reconfiguration, and enhanced pedestrian and bicycle infrastructure, where appropriate.

Moving Forward

This Safety Action Plan provides a roadmap for improving safety in Key West by addressing both observed crash patterns and the concerns raised by the community. The recommendations are intentionally scalable and adaptable, allowing the City to advance safety improvements incrementally while maintaining alignment with Vision Zero principles.

By focusing on correctable crashes, improving conditions for vulnerable road users, managing speed and congestion, and reducing conflict points, the City can make measurable progress toward reducing fatal and serious injury crashes and creating a safer, more comfortable transportation system for residents and visitors alike.

CITY OF KEY WEST

Comprehensive Safety Action Plan

TOWARDS VISION ZERO



1 Introduction

This chapter introduces the City of Key West Comprehensive Safety Action Plan, explains the Vision Zero and Safe System concepts, and describes why a system-based safety approach matters for Key West's unique transportation context. It also outlines the purpose of a Safety Action Plan and summarizes how the document is organized to guide analysis, prioritization, implementation, and monitoring.

1. INTRODUCTION

Project Overview

The City of Key West Comprehensive Safety Action Plan establishes a coordinated approach to improving traffic safety across the city. The plan supports the City's Vision Zero commitment by outlining how safety-focused policies, programs, and projects can be advanced over time using a Safe System approach.

Key West's transportation system serves a wide range of users, including people walking, bicycling, using micromobility devices,

accessing transit, and driving. Travel across these modes often occurs in close proximity within a constrained street network. As a result, safety outcomes reflect how street design, operations, and user interactions function together. This plan focuses on understanding and addressing those interactions as part of a system-wide approach to safety.



The Safety Action Plan integrates crash data, community input, and established safety practices to:

- identify locations and conditions associated with elevated safety risk,
- understand factors that contribute to serious crashes, and
- guide decisions about where and how to invest in safety improvements.

The plan informs City decision-making, supports coordination among departments and partner agencies, and provides a consistent reference for implementing and evaluating safety actions over time.

Vision Zero and the Safe System Approach

Vision Zero is a transportation safety framework focused on eliminating traffic-related fatalities and serious injuries. It recognizes that people make mistakes and that transportation systems should be designed and operated so those mistakes do not result in severe outcomes. The Safe System framework operationalizes this philosophy by emphasizing system design, speed management, visibility, and predictable interactions among all users.

Under this framework, safety responsibility is shared. Road users are expected to follow traffic laws and travel responsibly, while agencies and decision-makers shape streets, policies, and



operating conditions to reduce the likelihood that errors lead to serious harm. In Key West, the Safe System framework provides a consistent lens for evaluating safety needs across a diverse and space-constrained transportation network.

What Is a Safety Action Plan?

A Safety Action Plan is the primary implementation tool for advancing Vision Zero at the local level. While Vision Zero establishes the safety goal and guiding framework, the Safety Action Plan defines how a community identifies safety needs, prioritizes actions, and tracks progress.

A comprehensive Safety Action Plan typically includes:

- analysis of crash trends and contributing factors,
- engagement with residents, stakeholders, and partner agencies,
- identification of location-specific and system-wide safety concerns,
- a transparent framework for prioritizing projects and strategies, and
- an approach for implementation and performance monitoring.

In Key West, the Safety Action Plan provides a structured and adaptable framework. The plan supports incremental progress, coordination across initiatives, and updates as conditions, data, and community needs evolve.

Why It Matters for Key West

Key West's transportation system reflects the city's compact size, historic development patterns, and strong reliance on

walking, bicycling, and micromobility. Streets often serve multiple functions, accommodating local travel, tourism activity, deliveries, transit access, and special events within limited right-of-way.

Crash data and community input consistently indicate that people walking and bicycling experience a disproportionate share of severe injuries, that a limited number of corridors and intersections account for a substantial portion of serious crashes, and that speed, visibility, and turning conflicts play a recurring role in crash severity. Concerns related to e-bikes and scooters also continue to emerge as travel patterns evolve.

These conditions reinforce the importance of a Safe System framework for Key West. By focusing on speed management, visibility, and conflict reduction, the transportation system can better align with human tolerance to crash forces and improve safety outcomes across all modes.

How This Plan Is Organized

The remainder of this document builds on the framework introduced in this chapter. Subsequent chapters describe the community engagement process, summarize crash trends and contributing factors, present the Transportation Health and Access framework, explain the project prioritization methodology, and outline an implementation and monitoring roadmap.

2 Community Engagement and Stakeholder Involvement

This chapter introduces the City of Key West Comprehensive Safety Action Plan, explains the Vision Zero and Safe System concepts, and describes why a system-based safety approach matters for Key West's unique transportation context. It also outlines the purpose of a Safety Action Plan and summarizes how the document is organized to guide analysis, prioritization, implementation, and monitoring.



2.COMMUNITY ENGAGEMENT AND STAKEHOLDER INVOLVEMENT

Community engagement plays an important role in shaping the Safety Action Plan. While data analysis provides insight into where and how crashes occur, community input helps explain how safety concerns are experienced on a daily basis.

Engagement activities were designed to complement technical analysis by capturing observations related to perceived risk, near-misses, and everyday travel challenges. These efforts also supported transparency and helped build shared understanding around safety priorities.

Safety Action Plan Task Force

Purpose and Composition

A Safety Action Plan Task Force was established to provide ongoing guidance throughout plan development. The Task Force brought together representatives from City departments, partner agencies, and community organizations with direct roles in transportation planning, operations, enforcement, emergency response, education, and advocacy.

Task Force representation included local government staff, law enforcement, fire and emergency services, school transportation officials, regional transportation agencies, business representatives, and community advocates. This multidisciplinary structure supported a balanced review of safety issues, combining technical analysis with operational experience and community perspective.



Role in Plan Development

The Task Force provided input at key milestones during plan development. Members reviewed interim crash analysis results, shared observations from daily operations, and identified locations or behaviors that warranted additional attention. This input helped refine the interpretation of data findings and ensured that analysis reflected on-the-ground conditions.

Task Force discussions also informed the development of potential strategies by assessing feasibility, clarity, and consistency with local practices. Members provided feedback on how infrastructure, operational, policy, education, and enforcement actions could work together within the Key West context, including consideration of seasonal travel patterns and increasing micromobility activity.

Community Engagement Methods

A combination of online and in-person engagement tools was used to reach a broad cross-section of the community. Each method captured different types of information and together provided a more complete understanding of transportation safety concerns across the island.

Project Website

A dedicated [Safety Action Plan Website](#) served as the central hub for project information, updates, and engagement tools. The website provided background on Vision Zero, explained the purpose of the Safety Action Plan, and linked residents to opportunities for participation, including the interactive mapping tool and community survey. The City also hosted a companion webpage that directed users to the engagement platform, ensuring accessibility through official City channels.

Key West Safety Action Plan Website
Link - [Safety Action Plan | Key West, FL](#)



A safer Key West Starts with you.

Welcome!

Welcome to the site of the **City of Key West's Safety Action Plan Project**. This initiative has been created to ensure that the roads are safe and accessible to everyone living, working, or visiting Key West. The project focuses on using facts and real information with active participation and input from the Key West community. This project will produce a Safety Action Plan that will support the city's Vision Zero initiative, part of its broader "**Key West Forward**" strategy, which focuses on improving road safety and eliminating traffic-related fatalities and serious injuries.

About

The City of Key West's **Comprehensive Safety Action Plan** is a locally driven initiative that will help make the city's streets safer for everyone, eliminating traffic fatalities and serious injuries. The plan will draw from the City of Key West's Strategic Plan and Vision Zero principles. The project will use the state's crash database to analyze crash patterns and identify zones that are at high risk for crashes to identify high-risk locations. The project is also all

Interactive Mapping Tool

An interactive online mapping tool was developed allowing participants to report specific locations where they experienced safety concerns. Users could place markers, describe issues, and suggest potential improvements. This tool was particularly useful for capturing location-specific information such as near-misses, sight distance limitations, sidewalk gaps, driveway conflicts, and interactions involving e-bikes and pedestrians. The comments submitted through the mapping tool were detailed and spot specific, providing valuable qualitative insight. When reviewed alongside crash data and survey responses, mapping inputs helped highlight recurring themes and refine the list of locations warranting further analysis.



Feedback received from community on high-risk locations

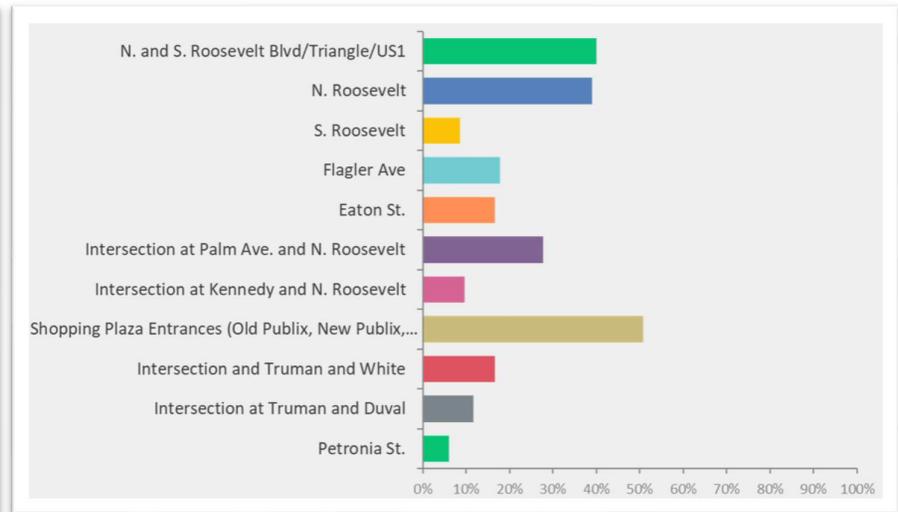
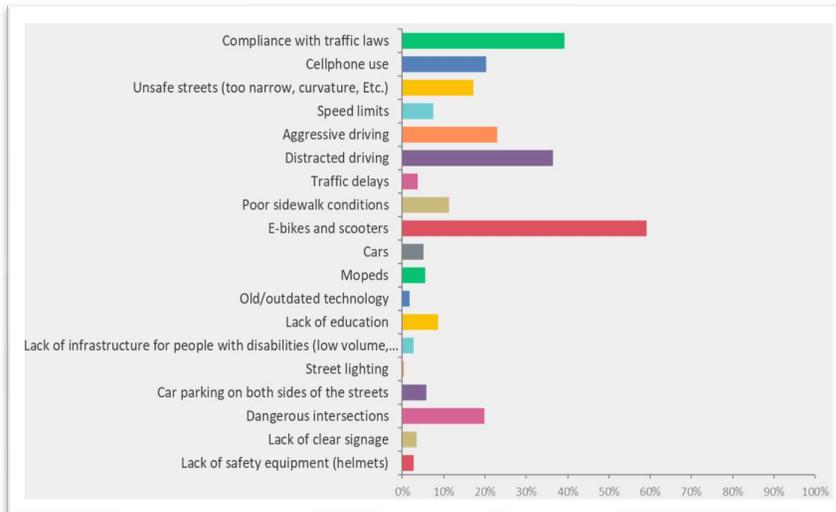
Community Survey

A citywide community survey was conducted to gather broader input on travel behavior, safety perceptions, and priorities for improvement. A total of 728 respondents participated in the survey, representing a range of ages, travel modes, and geographic areas within the city.

Survey respondents identified several corridors and intersections where they felt less comfortable traveling, including North Roosevelt Boulevard, the Triangle, Palm Avenue, Eaton Street, and Truman Avenue. Respondents also described common concerns related to yielding behavior, distracted and

aggressive driving, turning conflicts, and the operation of e-bikes and scooters.

In addition to identifying concerns, the survey asked participants about potential solutions. Responses suggested support for a mix of strategies, including improved crossings, clearer signage and pavement markings, education and awareness campaigns, and targeted enforcement. Notably, many respondents reported experiencing near-misses or unsafe situations that were never formally reported, underscoring the importance of community input as a complement to crash data.



Left: Community-reported safety concerns, highlighting perceived contributors to unsafe travel such as speeding, aggressive driving, and micromobility interactions. **Right:** Locations most frequently identified by survey respondents as feeling unsafe, with concerns concentrated along North and South Roosevelt Boulevard and other high-activity corridors.

Public Events and In-Person Outreach

In-person outreach activities complemented online engagement and provided opportunities for direct interaction with community members. Safety Action Plan outreach booths were hosted at community events, including Pride Fest and Children's day, where safety education and helmet fittings were offered in partnership with local organizations. These events helped raise awareness of the Safety Action Plan, encouraged participation in the survey, and provided informal opportunities to hear concerns directly from residents and families. A second outreach event is planned during Children's Day, with a focus on youth bicycle safety and family-oriented engagement.



Community Input and Its Role in the Safety Action Plan

Across all engagement activities, several consistent themes emerged. Safety concerns were identified throughout the city rather than being limited to specific neighborhoods. Interactions involving pedestrians, bicyclists, e-bikes, scooters, and turning vehicles were frequently cited, particularly in areas with constrained street space and high activity levels. Speed and compliance with traffic controls influenced both perceived comfort and observed safety conditions.

Community input also highlighted locations that feel unsafe despite having limited documented crash histories. Reports of near-misses, visibility challenges, and uncomfortable interactions emphasized the importance of considering perceived risk alongside crash data when evaluating safety needs. These observations aligned closely with patterns identified through crash analysis and field review, reinforcing the relevance of a Safe System approach that emphasizes speed management, visibility, and conflict reduction.

Community engagement informed each stage of the Safety Action Plan. Input from the Task Force, survey responses, interactive mapping comments, and in-person outreach helped validate technical findings, identify additional locations and behaviors of concern, and shape the development and prioritization of projects and strategies. By integrating



community experience with crash data and transportation health considerations, the Safety Action Plan reflects both documented safety trends and everyday travel conditions, supporting informed implementation, funding decisions, and ongoing monitoring.

3 Transportation Health, Access and Safety Outcomes Framework

This chapter describes the framework used to understand transportation safety, access, and exposure in Key West. It explains how these factors are considered together to guide safety priorities and investment decisions.





3. TRANSPORTATION HEALTH, ACCESS, AND SAFETY OUTCOMES FRAMEWORK

Transportation safety is closely connected to community health, access, and overall quality of life. In Key West, where walking, bicycling, transit use, and shared mobility are common for daily travel, transportation conditions influence not only crash risk, but also access to jobs, services, housing, and social connections.

The Transportation Health, Access, and Safety Outcomes Framework defines how the City of Key West incorporates health, access, and exposure considerations into transportation safety planning and decision-making. The framework supports the City's Vision Zero goal by guiding how safety investments address locations and users that experience higher crash risk, greater exposure to traffic hazards, or barriers to safe mobility.

This framework integrates crash data, transportation system characteristics, and community input to support consistent, transparent, and data-informed safety decisions across the city.

Transportation Health in the Key West Context

Key West's physical, demographic, and economic context makes transportation health and access particularly important. As a compact island city with limited roadway space and high levels of pedestrian and bicycle activity, residents and workers are frequently exposed to traffic conflicts in close proximity to vehicles.

Several characteristics shape transportation health outcomes in Key West. A relatively high share of residents walk or bike to work, some households do not have access to a private vehicle, and a sizable portion of the population is older. In addition, many service-sector workers travel during non-traditional hours, increasing exposure during early morning, evening, and nighttime conditions.

Crash data shows that fatal and serious injury crashes are concentrated along corridors with high pedestrian and bicycle activity. These risks are often compounded by narrow streets, constrained sight distance, limited lighting, curbside activity, and seasonal congestion associated with tourism and special events. In this context, improving transportation health requires strategies that reduce exposure to risk, manage speed, and improve access to safe and predictable travel options.



Framework for Improving Transportation Health and Access

The City's Transportation Health Framework provides a structured method for identifying safety needs, prioritizing investments, and evaluating outcomes. The framework emphasizes early identification of locations where crash risk, exposure, and access challenges overlap and supports a range of responses, from near-term operational changes to longer-term capital improvements.

To operationalize transportation health considerations, the **INCLUDE** model was developed, organizing key factors into six complementary dimensions.

**I
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Inclusive Mobility Needs

Designs streets to safely serve people of all ages, abilities, and travel modes, including pedestrians, bicyclists, transit users, and people with disabilities.



Localized Responsiveness

Adapts safety solutions to local conditions, including land use, tourism activity, street geometry, and operational constraints.



Network Accessibility

Prioritizes safe, continuous connections to key destinations such as jobs, schools, healthcare, and transit.



User-Centered Design

Improves clarity and predictability so users can make safe decisions with less confusion and error.



Cost-Sensitive Opportunity

Focuses on safety strategies that deliver meaningful risk reduction relative to cost, while recognizing funding limitations.



Dependability and Evaluation

Tracks performance over time to assess outcomes and guide continuous safety improvements.

Transportation Health and Safety Convergence Areas

Using the INCLUDE Model as a guiding framework, the Safety Action Plan identifies Transportation Health and Safety Convergence (e) Zones. These zones represent locations where multiple factors overlap, including higher crash severity, greater reliance on non-driving modes, and limited access to supportive infrastructure. The convergence area highlights locations where system-level changes can deliver meaningful safety benefits. This will function as a planning tool that helps focus attention on locations where coordinated strategies can improve safety for daily travel outcomes.



Map showing census block groups identified as underserved based on access to transportation and mobility-related indicators. Highlighted areas indicate locations with comparatively higher needs, informing equity-focused safety investments and prioritization across the city.

Application Within the Safety Action Plan

The Transportation Health, Access, and Safety Outcomes Framework informs each stage of the Safety Action Plan. The framework shapes how safety needs are identified, how projects are developed, and how priorities are established.

When evaluating safety actions, the framework supports consideration of crash severity patterns, exposure levels for people walking and bicycling, infrastructure continuity, and operating context. Projects and strategies that address multiple INCLUDE dimensions receive greater consideration during prioritization, particularly when they support predictable interactions and reduce the likelihood of severe outcomes.

As projects advance and new data becomes available, the City can update transportation health indicators and convergence areas to reassess priorities. This approach allows the Safety Action Plan to remain responsive to changing conditions while maintaining a clear and consistent decision-making structure.



4 Crash Data and Safety Analysis

This chapter summarizes crash patterns and injury severity in Key West using 2018 - 2024 crash data, with a focus on where, how and why fatal and serious injury crashes occur. It identifies dominant crash types, contributing factors, and high-injury corridors to support targeted, data-driven safety investments.

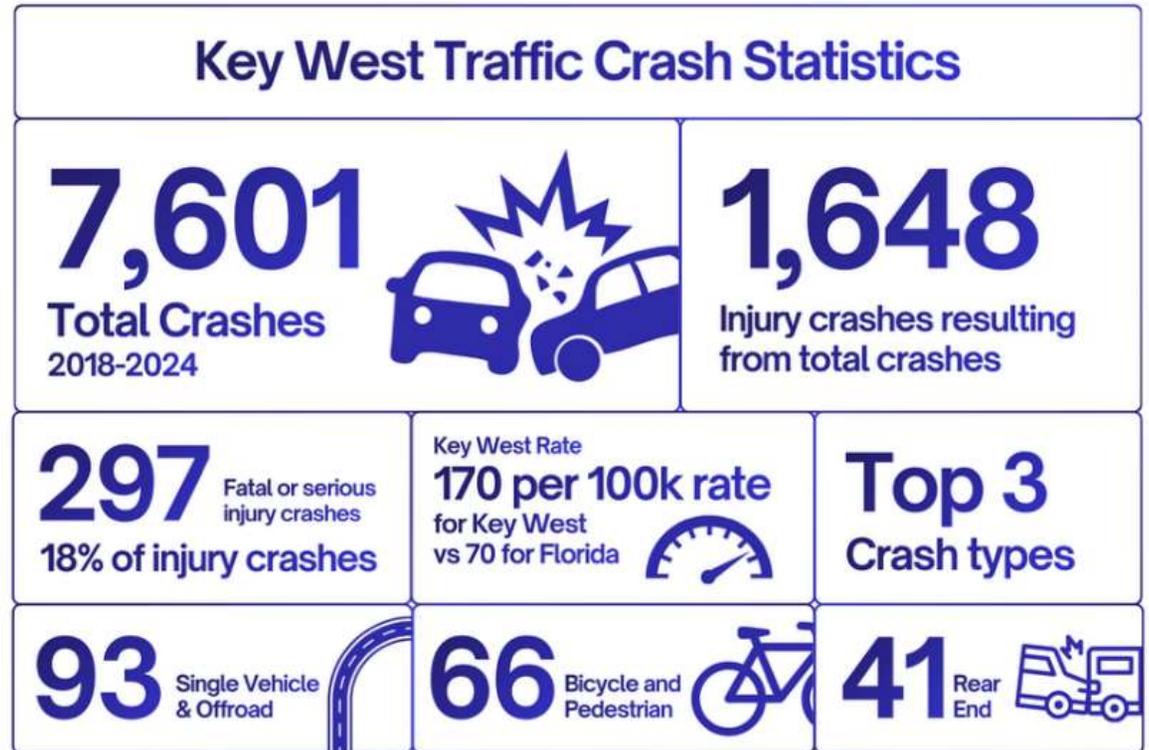
4. Crash Data and Safety Analysis

Crash Data Overview

The crash analysis is based on reported crash data collected between 2018-2024 using Signal4Analytics¹, a Florida-based crash database. During this seven-year period, 7,601 crashes were reported citywide, including 1,648 crashes that resulted in injuries. Of these injury crashes, approximately 18 percent involved a fatal or serious injury (KSI), which are coded in the crash data as Fatal and Incapacitating Injury respectively.

Over the years 2023-2025, Key West’s fatal and serious injury crash rate per 100k residents is more than four times the statewide average, highlighting the severity of safety outcomes despite the city’s relatively small size.

Over this three-year period, Key West experienced 189 KSI crashes with a population of



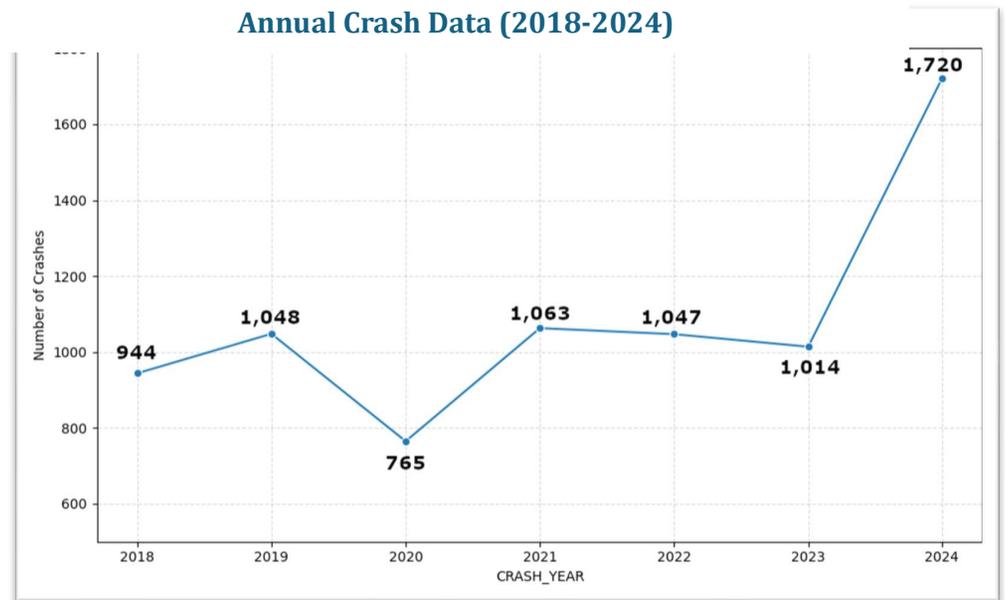
¹ [Florida Traffic Safety Dashboard - S4Analytics](#)

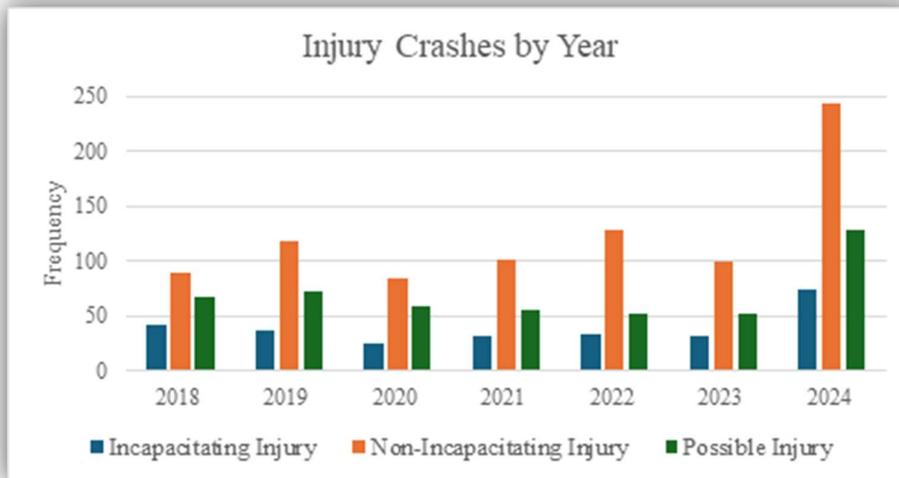
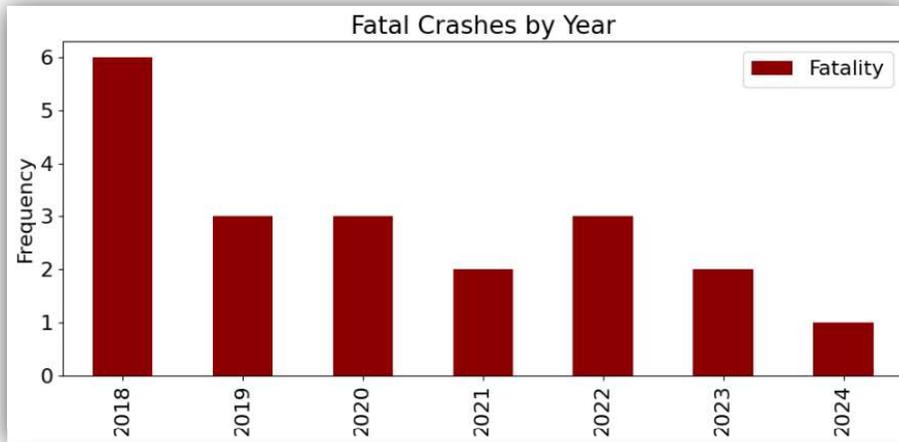
25,240, resulting in a rate of 249.6 KSI crashes per 100,000 residents. In comparison, Florida recorded 42,136 KSI crashes over the same period with a population of approximately 23.3 million, corresponding to a rate of 60.3 KSI crashes per 100,000 residents. These figures, based on Signal4Analytics crash data and U.S. Census population estimates, highlight the disproportionate severity of traffic safety outcomes in Key West.

Annual crash totals (shown in the figure to the right) remain relatively stable from 2018 through 2019, followed by a notable decline in 2020 that coincides with reduced travel during the COVID-19 pandemic. Crash activity rebounded beginning in 2021 and remained near pre-pandemic levels through 2023. In 2024, total reported crashes increased substantially, reflecting a return to full tourism activity, higher travel volumes, and evolving travel behavior. These year-to-year fluctuations provide important context but do not alter the underlying safety challenge: severe crashes continue to occur at a consistently high rate.

These trends reflect the unique operating context of Key West. The city's compact street network, heavy reliance on walking, bicycling, and micromobility, and high levels of tourism create frequent interactions among users within constrained space. Within this environment, certain crash types consistently result in the most severe outcomes. Single-vehicle and off-road crashes represent the largest share of fatal and serious injuries, followed by bicycle and pedestrian crashes and rear-end collisions.

Table and figures below summarizes systemwide crash types ranked by the number of fatal and serious injury crashes, providing the foundation for the focused analyses that follow.





Crash Type	KSI Crashes	Total Crashes
Single Vehicle	64	436
Rear End	41	1214
Bicycle	40	403
Off Road	29	501
Pedestrian	26	109
Left Entering	18	213
Right Angle	16	373
Rollover	14	100
Parked Vehicle	12	2426
Left Leaving	10	140
Other	7	141
Same Direction Sideswipe	6	380
Left Rear	5	138
Head On	3	79
Opposing Sideswipe	3	103
Right/Through	2	60
Unknown	1	121
Animal	0	3
Backed Into	0	653
Right/U-Turn	0	0
Right/Left	0	8
Grand Total	297	7601

Figures show annual crash trends by severity. While fatal crashes show a decreasing trend, all other injury crash severities show an increasing trend. Table shows crash types ranked by number of fatal and serious injury crashes. The top five crash types, including single-vehicle and off-road crashes, bicycle and pedestrian crashes, and rear-end crashes account for 68% of all fatal and serious injury crashes and 35% of total crashes between 2018-2024

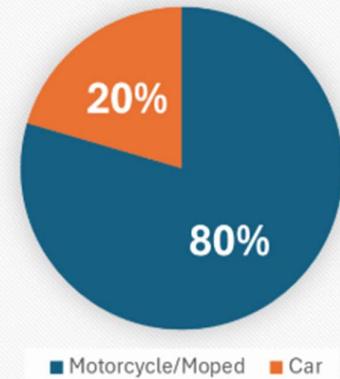
Single Vehicle and Offroad Crashes

Single-vehicle and off-road (roadway departure) crashes represent the largest share of fatal and serious injury crashes in Key West

Single-vehicle and off-road (roadway departure) crashes frequently involve loss of control and are strongly influenced by the city's tourism activity and widespread use of mopeds and motorcycles.

Crash records show recurring contributing factors, including impairment, rider inexperience, and nighttime conditions. These crashes often occur outside of traditional intersections and reflect situations where operating speed, roadway geometry, and user behavior interact in ways that increase injury severity.

Severe Single Vehicle and Roadway Departure Crashes by Vehicle Type



Share of Single Vehicle and Offroad (roadway departure) crashes that involved motorcycle and moped.



Bicycle and Pedestrian Crashes

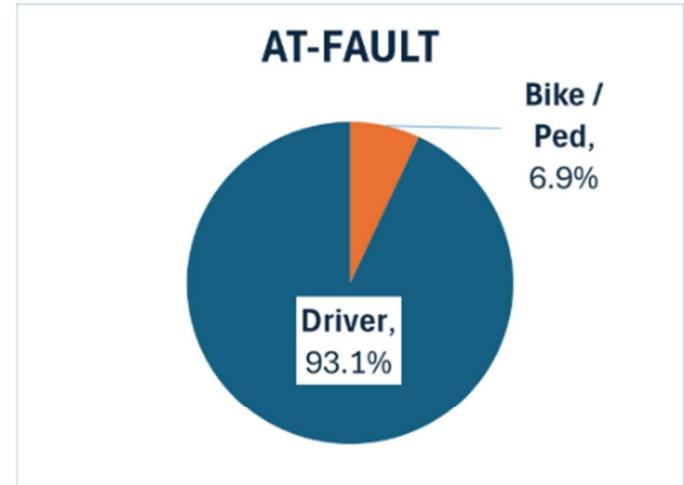
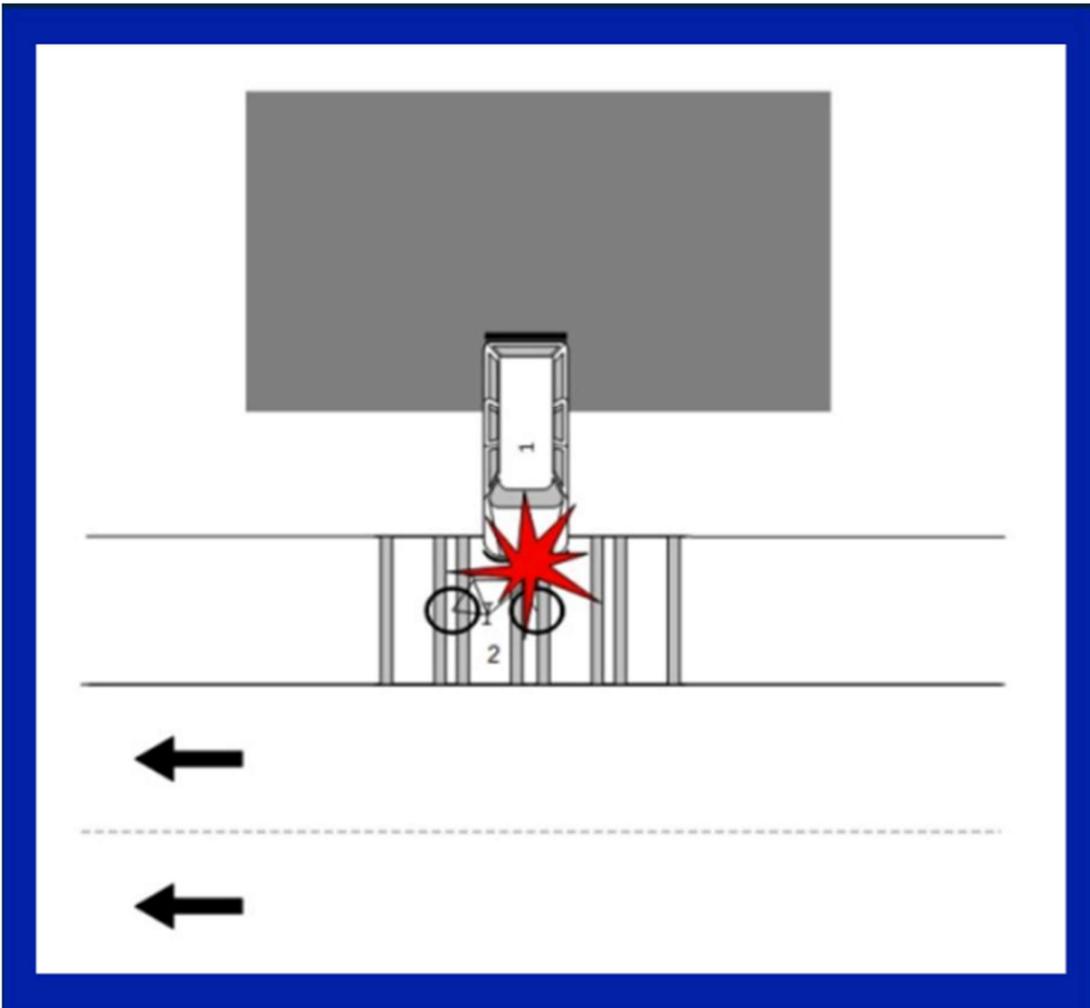
Vulnerable road users experience a disproportionate share of fatal and serious injuries in Key West.

Bicycle and pedestrian crashes account for approximately one-quarter of fatal and serious injury crashes across the network, while representing only about eight percent of total reported crashes. This imbalance highlights the elevated injury risk faced by vulnerable road users (VRU) in Key West.

A substantial concentration of severe bicycle and pedestrian crashes occurs along N Roosevelt Boulevard, where a recurring crash pattern appears at driveway crossings. At these locations, turning vehicles fail to yield to people walking or bicycling, creating repeated conflict points along the corridor. This pattern appears in 130 crashes and resulted in 102 injury crashes, including 14 fatal or serious injuries (KSI). Driver actions contributed 93 percent of these crashes.

Additional clusters of severe bicycle and pedestrian crashes occur in Old Town, particularly along Eaton Street, Duval Street, and Greene Street, where high pedestrian activity, turning movements, and constrained space overlapping. In these areas, high pedestrian activity, frequent turning movements, and limited street space combine to increase the likelihood of severe outcomes.





Recurrent pattern of bicycle and pedestrian crashes along N Roosevelt Blvd observed. Drivers are at fault for 93% of these.

Bicycle and Pedestrian Crashes

Rear-end collisions form a critical component of Key West’s severe crash profile. Between 2018 and 2024, more than 1,200 rear-end crashes were reported, of which 41 resulted in fatal or serious injuries. Interestingly, less than half of rear-end crashes occurred within 250 feet of an intersection, indicating that the problem is not confined to just signalized intersections. Instead, frequent driveway access points along North Roosevelt generate turbulence in the traffic stream, as turning vehicles force abrupt braking and create midblock conflicts. In combination with congestion, short following distances, and distracted driving, these access-related maneuvers significantly elevate crash risk outside of intersections.



The maps shows locations of rear end crashes by injury severity

Where are Crashes Happening?

Severe crashes are not evenly distributed across the transportation network. Instead, they cluster in locations where higher traffic volumes, turning movements, and pedestrian or bicycle activity overlap. These areas often support multiple functions, including through travel, local access, curbside activity, and crossings, which increases conflict potential.

The figure below shows severe crashes concentrate along key corridors, including Overseas Highway, North Roosevelt Boulevard, and 1st Street. Prominent hot spots also appear in areas such as the Triangle and Old Town, where constrained right-of-way and multimodal activity create complex operating environments.

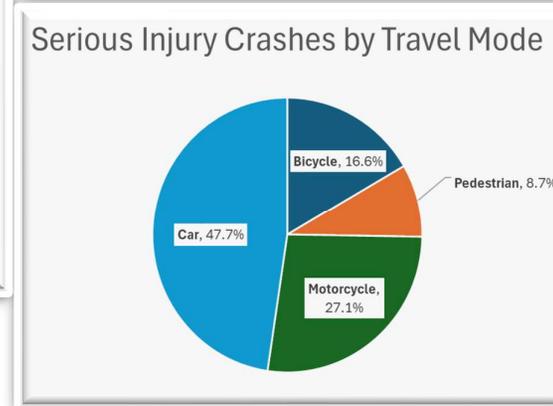
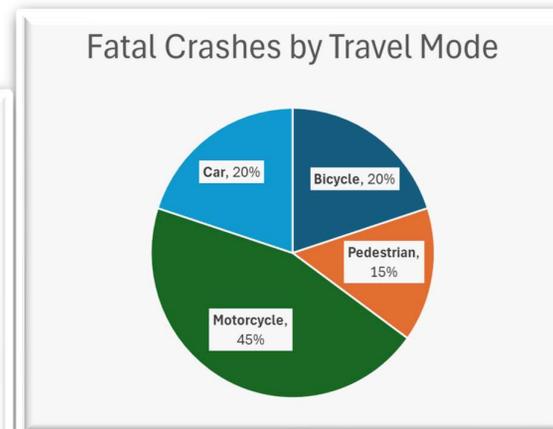
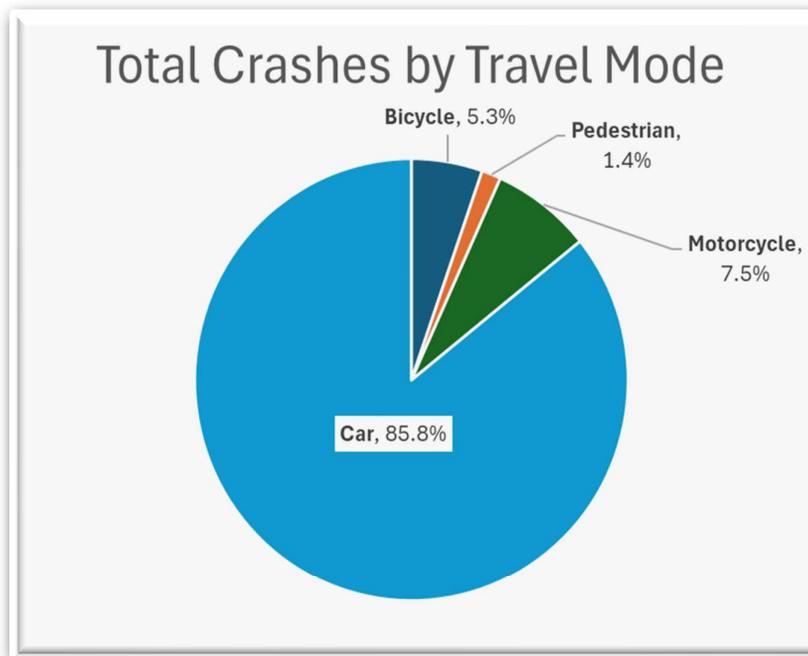


Heat map of fatal and serious injury crashes

Crashes by Mode and Severity

Crash severity varies substantially by travel mode. People walking and bicycling represent a smaller share of total crashes (8%), but a higher share of fatal and serious injury crashes (26%). This pattern reflects the greater physical vulnerability of these users when conflicts occur and is consistent with national and statewide trends.

These findings reinforce the importance of strategies that reduce conflict severity, manage speed, and improve predictability for all users, particularly in areas with high pedestrian and micromobility activity.



Key Contributing Factors

Crash data and narrative review indicate that fatal and serious injury crashes in Key West are often associated with a combination of contributing factors rather than a single cause. Several recurring themes emerge across locations and modes.

Speed-related factors are present in a notable share of severe crashes, even in areas with relatively low posted speed limits. In the Key West context, speed-related risk often reflects inconsistent speeds, acceleration between intersections, and limited tolerance for error in constrained environments rather than sustained high-speed travel.

Failure to yield is another common contributing factor, particularly during turning movements at intersections and

driveways. These crashes frequently involve interactions between vehicles and people walking or biking and are influenced by visibility constraints, complex movements, and competing demands for limited space.

Visibility limitations, including parked vehicles, curbside activity, street geometry, and lighting conditions, contribute to uncertainty and reduced reaction time. Distraction and impairment also appear in a subset of severe crashes, particularly during nighttime hours.

Taken together, these factors point toward system-level challenges related to street design, operating context, and speed management rather than isolated behavioral issues.

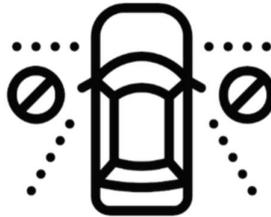
Contributing factors in fatal and serious injury crashes



Dark Lighting Conditions



Failure to Yield



Poor Lines of Sight



Speed / Aggressive Driving



Distracted / Drunk Driving

High Injury Network

The Safety Action Plan identifies a High Injury Network (HIN) (shown in figure below) to focus attention on locations where fatal and serious injury crashes concentrate. The HIN represents a limited portion of the transportation network that accounts for a disproportionate share of severe crashes in Key West.



High Injury Network Identified Based on Crash Data (2018-2024)

The HIN corridors serve multiple roles within a constrained right-of-way. These streets support through traffic, local access, pedestrian and bicycle travel, transit activity, and curbside functions. The overlap of these uses increases turning movements, multimodal interactions, and competing demands for space, which contributes to elevated crash risk and injury severity.

	Full Network	High-Injury Network	HIN % of Full Network
Centerline Miles	103.7	15.1	14.5%
All Collisions	7601	3372	44.4%
KSI (All Modes)	297	199	67.0%
PED KSI	27	22	81.5%
Bike KSI	49	32	65.3%
Motorcycle KSI	163	107	65.6%

The High-Injury-Network accounts for only 14.5% of the total roadway miles within Key West but accounts for nearly half of all crashes, and approximately two thirds of all fatal and serious injury crashes, shown in table. This presents a strong opportunity for targeted projects that can make a large difference while focusing on a relatively smaller share of the road network.

High Injury Network Corridors Identified

N Roosevelt Boulevard, S Roosevelt, Truman Ave, Eaton St., Flagler Ave., Simonton St., Duval St, Whitehead St. and the Overseas Highway – aligns with locations identified through community engagement

5 Recommended Programs and Policy Updates

This chapter presents existing policies, guidelines, and standards that influence transportation safety and evaluates how they support Vision Zero and Safe System principles. It identifies policy strengths, gaps, and opportunities to better align street design, operations, enforcement, and emerging mobility with the Safety Action Plan's implementation.

5. RECOMMENDED PROGRAMS AND POLICIES

Policies, guidance, and standards shape how safety priorities translate into on-the-ground decisions. While crash analysis and community input identify where safety risks occur, policies determine how agencies plan, design, operate, and manage the transportation system in response. The effectiveness of safety investments therefore depends not only on identifying high-risk locations, but also on whether existing policies enable timely,

flexible, and context-sensitive action. In Key West, transportation conditions reflect a compact street network, high pedestrian and micromobility activity, constrained right-of-way, and overlapping travel demands. Policies play a central role in determining how speed is managed, how crossings are designed, how curb space is allocated, and how emerging modes are accommodated in these environments.

The review included the following categories of documents:

Federal guidance

- FHWA Safe System Approach framework
- FHWA Vision Zero implementation guidance
- FHWA Proven Safety Countermeasures
- Manual on Uniform Traffic Control Devices (MUTCD)

Local documents

- City of Key West Comprehensive Plan and Transportation Elements
- Land Development Regulations related to access, parking, curb use, and visibility

- Existing traffic engineering practices and operational procedures
- Local ordinances governing micromobility, golf carts, parking, and right-of-way use

State and regional documents

- Florida Department of Transportation (FDOT) Design Manual
- FDOT Plans Preparation Manual
- FDOT Speed Zoning and Speed Study guidance
- FDOT Access Management standards
- Florida Statutes related to pedestrian, bicycle, micromobility, and golf cart operations

Each document was reviewed to determine how it applies to the operating conditions present in Key West and how it supports or constrains safety improvements at locations with documented severe crash risk.

Policies and standards were assessed based on their ability to:

- support context-based speed management,
- accommodate high pedestrian, bicycle, and micromobility activity,
- function within constrained right-of-way conditions,
- allow proactive and near-term safety improvements, and
- respond to recurring crash patterns identified in the data.
- The review emphasized how policies are implemented in practice, particularly on corridors with overlapping travel modes, frequent driveway access, and high turning activity.

Findings and Gaps

The policy review indicates that existing local, state, and federal guidance provides tools that can support safer street design and operations in Key West. However, application of these tools remains inconsistent and does not fully reflect the operating conditions associated with fatal and serious injury crashes.

FDOT design and speed-setting guidance allows for context-sensitive approaches, but local implementation on state-maintained

corridors often defaults to higher design speeds and standard cross-sections. This limits the routine use of lower operating speeds, traffic calming, and enhanced pedestrian crossings in areas with high pedestrian and micromobility activity.

Local codes and operational practices address access, parking, and curbside activity, but do not consistently include visibility, daylighting, or pedestrian-scale design standards. As a result, recurring crash patterns related to turning movements, driveway conflicts, and constrained sight distance persist.

Micromobility and golf cart regulations focus primarily on where devices may operate rather than on operating speed, visibility, fleet oversight, or user education. This gap is particularly relevant in tourist-oriented areas with high volumes of short trips and unfamiliar users.

Enforcement, education, and data collection efforts occur across multiple departments, but formal mechanisms to coordinate these activities around shared safety performance objectives remain limited.

These policy gaps directly align with the severe crash patterns identified in the crash analysis, including vulnerable road user injuries, midblock conflicts, nighttime crashes, and speed-related severity.

Policy Actions and Recommendations

Based on the review, the Safety Action Plan identifies a set of targeted policy actions, presented in table below, intended to strengthen alignment between safety goals, observed crash risk, and implementation tools.

Implementation Timelines



Table 1. Policy Gaps and Recommended Actions

Focus Area	Gap / Issue	Recommended Action	Lead / Partner Agency	Implementation Mechanism	Timeframe	Expected Outcome / Vision Zero Link
Speed Management	No formal citywide speed management framework	Adopt a <i>Vision Zero Speed Management Ordinance</i> establishing context-based target speeds (20 mph downtown, 25 mph residential) and procedures for speed setting and review	City Commission / Public Works / FDOT Dist VI	Ordinance update	Short-term	Establishes measurable, enforceable target speeds and aligns with Vision Zero.
	No standardized traffic-calming process	Develop a <i>Traffic Calming Design Manual</i> with approved treatments (speed humps, curb extensions, raised crosswalks, mini-roundabouts).	Public Works / Engineering	Design manual supplement	Medium-term	Institutionalizes consistent, Safe System-based design.
	Limited speed monitoring	Create an <i>Annual Speed and Crash Performance Report</i> integrating KWPD data and field studies.	KWPD / Planning Dept.	Administrative reporting program	Medium-term	Enables data-driven evaluation of speed-reduction impacts.
	Fragmented jurisdictional control	Establish a <i>City-FDOT Speed Coordination MOU</i> for U.S. 1 and N. Roosevelt Blvd.	City Manager / FDOT Dist VI	Interagency agreement	Long-term	Aligns local and state speed setting and enforcement.

Focus Area	Gap / Issue	Recommended Action	Lead / Partner Agency	Implementation Mechanism	Timeframe	Expected Outcome / Vision Zero Link
Street Design and Crossings	Dependence on FDOT standards without local supplement	Adopt a <i>Complete Streets Design Supplement</i> to the FDOT Design Manual specifying protected bike lanes, raised crosswalks, narrower lane widths, intersection treatments,, and pedestrian-scale lighting.	Public Works / Engineering	Design guideline update	Short-term	Embeds Vision Zero-oriented design in local projects.
	Unstandardized pedestrian crossing upgrades	Implement a <i>Crosswalk Enhancement Program</i> (RRFBs, LPIs, median refuges, high-visibility markings) on high-injury corridors.	Public Works / Planning Dept. / FDOT	Capital program	Medium-term	Reduces pedestrian crash risk at intersections.
	Lack of intersection visibility standards	Introduce <i>Daylighting and Corner Visibility Standards</i> within the Code of Ordinances (Ch. 70).	City Commission / Public Works	Ordinance amendment	Short-term	Improves sight distance and pedestrian safety.
Signals and Traffic Control	No policy on LPIs or turn restrictions	Adopt a <i>Leading Pedestrian Interval and No-Turn-on-Red Policy</i> for urban and school zones.	Public Works / FDOT Traffic Ops	Administrative policy	Short-term	Enhances pedestrian priority and crossing safety.
	Outdated signal timing on state corridors	Pilot <i>Adaptive Signal Timing</i> along N. Roosevelt Blvd with pedestrian recall phases.	FDOT Dist VI / City ITS	Technology pilot project	Medium-term	Improves efficiency and reduces conflicts with vulnerable users.

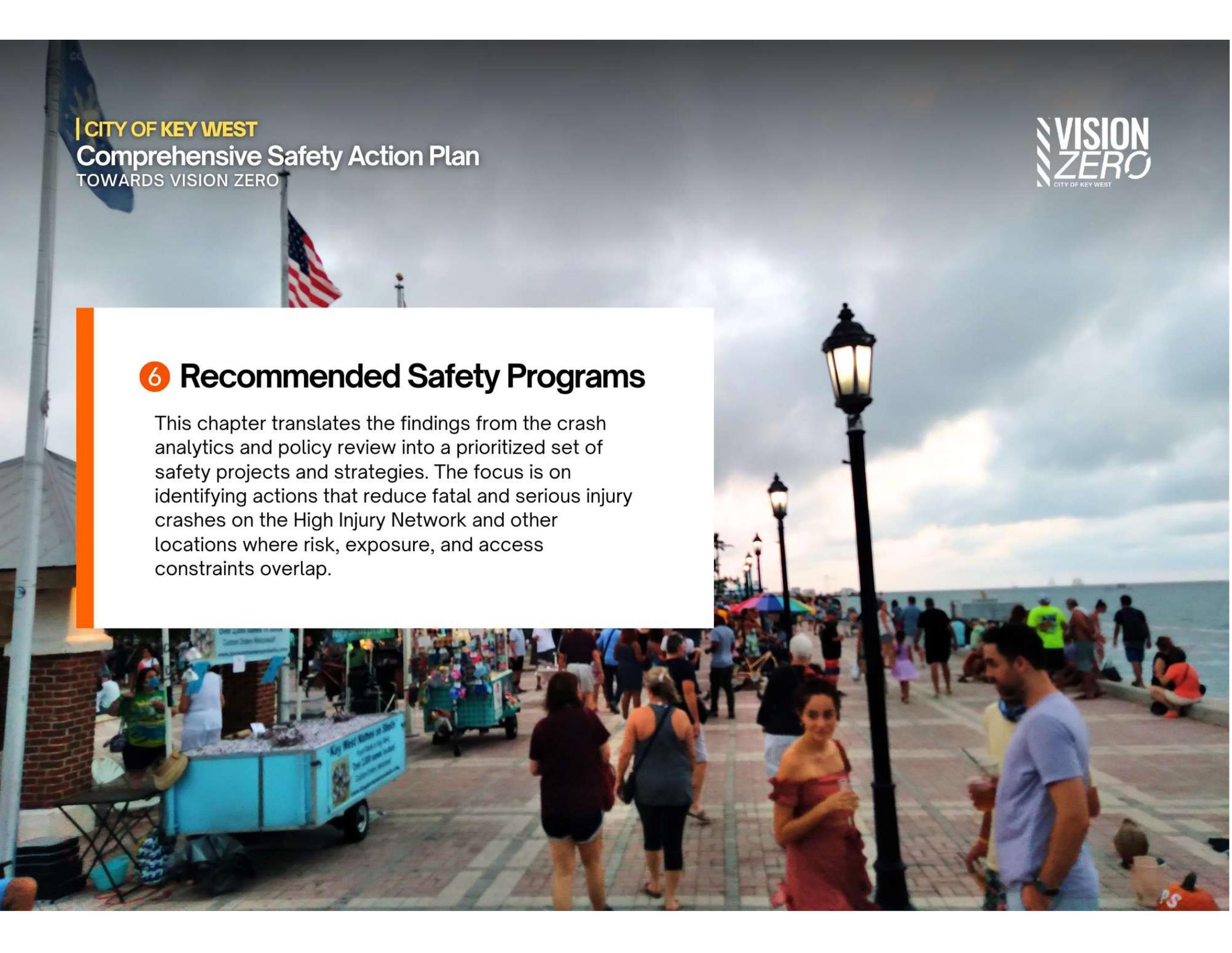
Focus Area	Gap / Issue	Recommended Action	Lead / Partner Agency	Implementation Mechanism	Timeframe	Expected Outcome / Vision Zero Link
Micromobility and Golf Carts	Limited regulation beyond sidewalk ban	Enact a <i>Comprehensive Micromobility Ordinance</i> defining operating zones, speed limits (≤ 15 mph shared spaces), helmet, lighting requirements, and education expectations.	City Commission / KYPD	Ordinance adoption	Short-term	Reduces micromobility crash risk and improves user compliance.
	Lack of fleet oversight and education	Establish a <i>Micromobility Fleet Permit Program</i> requiring operator training, insurance, and data sharing.	Public Works / Car-Free Key West / Vendors	Licensing program	Medium-term	Improves accountability and data for safety evaluation.
	Low awareness among tourists and workers	Launch a " <i>Ride Right Key West</i> " <i>Education Campaign</i> in English, Spanish, and Creole targeting e-bike and scooter users.	City Comms Office / Keys Immigrant Coalition / Schools	Public education initiative	Short-term	Promotes safe behaviors and equitable outreach.
Lighting and Nighttime Visibility	No codified illumination standards	Update <i>City Lighting Standards</i> to require pedestrian-scale lighting (12–16 ft poles) at crossings and transit stops.	Engineering / Planning Dept.	Design standard update	Short-term	Enhances visibility and reduces nighttime crashes.
	Insufficient lighting on arterial corridors	Implement a <i>Lighting Retrofit Program</i> on N. Roosevelt Blvd and Flagler Ave based on crash hotspot analysis.	Public Works / FDOT	Capital retrofit program	Medium-term	Improves pedestrian and bicyclist safety after dark.

Focus Area	Gap / Issue	Recommended Action	Lead / Partner Agency	Implementation Mechanism	Timeframe	Expected Outcome / Vision Zero Link
Transportation Health and Accessibility	No transportation health and accessibility based project prioritization	Introduce a Transportation Health and Accessibility <i>Scoring Matrix</i> using Social Vulnerability Index and crash data for project selection.	Planning Dept. / Public Works	Administrative tool	Medium-term	Directs resources to high-risk and underserved areas.
	Limited focus on Safe Routes to School	Develop <i>Safe Routes Design Packages</i> for schools (raised crosswalks, signage, LPIs, education).	Public Works / School District / KWPD	Program development	Medium-term	Improves child safety and supports Vision Zero youth goals.
	Need for inclusive outreach	Launch a <i>Community Ambassador Program</i> with churches and schools for helmet and bike-light campaigns.	City Comms Office / Car-Free Key West	Partnership program	Short-term	Builds grassroots ownership of safety initiatives.
Enforcement and Data Integration	STAR Night and HVE campaigns operate independently	Formalize a <i>Vision Zero Enforcement Data Partnership</i> between KWPD, Public Works, and Planning for quarterly data sharing.	KWPD / Public Works / Planning	Inter-departmental agreement	Short-term	Enables coordinated data-driven enforcement.
	No automated enforcement authority	Pursue FDOT-approved <i>Automated Enforcement Pilot</i> for school zones and high-crash corridors, subject to state authorization	City Manager / FDOT Dist VI	Pilot program	Long-term	Supplements officer presence and reduces serious speeding.
	Limited public transparency	Publish an <i>Annual Traffic Enforcement and Education Report</i> summarizing citations and outreach.	KWPD / City Comms Office	Reporting requirement	Medium-term	Builds accountability and public support for Vision Zero.

Focus Area	Gap / Issue	Recommended Action	Lead / Partner Agency	Implementation Mechanism	Timeframe	Expected Outcome / Vision Zero Link
Policy Integration and Governance	No formal Vision Zero ordinance or working group	Adopt a <i>Vision Zero Policy Ordinance</i> committing to zero fatalities by 2035 and creating an inter-departmental working group.	City Commission / City Manager	Ordinance adoption	Short-term	Establishes official governance for Vision Zero implementation.
	Integration and Governance No standardized use of safety performance metrics across projects	Adopt a Citywide Safety Performance Framework specifying LTS as the primary active-transportation metric, VMT as a supporting system indicator, and LOS as supplemental context only	Planning Dept. / Public Works	Administrative policy	Short-term (0-12 mo)	Ensures consistent, safety-focused decision-making across planning, design, and capital prioritization
	Fragmented review process for projects	Require a <i>Safety Impact Review Checklist</i> for all major capital projects and plan updates.	Planning Dept. / Public Works	Administrative policy	Medium-term	Ensures that all projects consider safety outcomes.
	Limited regional coordination	Execute a <i>City-County-FDOT Safety MOU</i> for shared corridors and crash data analysis.	City Manager / FDOT / Monroe County	Inter-agency agreement	Long-term	Strengthens regional consistency in speed setting and design.

6 Recommended Safety Programs

This chapter translates the findings from the crash analytics and policy review into a prioritized set of safety projects and strategies. The focus is on identifying actions that reduce fatal and serious injury crashes on the High Injury Network and other locations where risk, exposure, and access constraints overlap.



6. RECOMMENDED SAFETY PROJECTS

Projects were developed to respond directly to documented crash patterns, systemic risk factors, and policy gaps identified earlier in the plan. The intent is define a realistic, implementable roadmap that balances safety impact with delivery feasibility.

Projects and strategies address four broad categories of need:

- locations with high concentrations of fatal and serious injury crashes
- corridors with systemic risk factors even where crash history is moderate
- policy and operational gaps that contribute to recurring crash patterns
- concerns raised through stakeholder and community input

Projects and strategies were identified using three primary inputs:

1. High Injury Network (HIN)

Corridors and locations with the highest concentration of fatal and serious injury crashes, including North Roosevelt Boulevard, US-1, the Triangle, Flagler Avenue, Palm Avenue, and College Road.

2. Systemic Risk Screening

Locations and corridors exhibiting recurring risk factors such as high driveway density, poor nighttime visibility, constrained pedestrian space, high micromobility activity, and documented sight-distance limitations, even where crash history is currently moderate.

3. Policy and Stakeholder Input

Gaps identified through the policy review and recurring concerns raised by the Safety Task Force, City staff, elected officials, and community members, including speed management, pedestrian crossing safety, micromobility conflicts, and visibility at driveways and intersections.



Project Categories

To improve clarity and implementation planning, projects are grouped into five categories based on scale, location specificity, and delivery mechanism:



Corridor-Level Safety Improvement Projects (CSP)

Multi-segment or corridor-wide projects that address systemic safety risks across extended roadway sections.



Spot-Specific Safety Projects (SSP)

Targeted improvements at individual intersections, bridges, curves, or short segments with clearly defined crash patterns or operational issues.



System-Wide Safety Strategies (SWS)

Citywide programs, standards, or toolkits applied consistently across multiple locations to address recurring risk factors.



Targeted Safety Deployments (TSD)

Treatments deployed at a defined list of priority locations based on screening analysis, crash history, or community input.



Private Property / Non-Jurisdictional Safety Projects (PPS)

Advisory recommendations requiring coordination with private property owners where driveway design, access, or vegetation contributes to safety risk on public roadways.

Prioritization Framework

Projects were prioritized using a structured, two-stage framework designed to balance safety impact with implementation feasibility. The approach first evaluates projects using a **composite scoring system** and then organizes them into **implementation tiers** to guide near-, mid-, and long-term delivery.

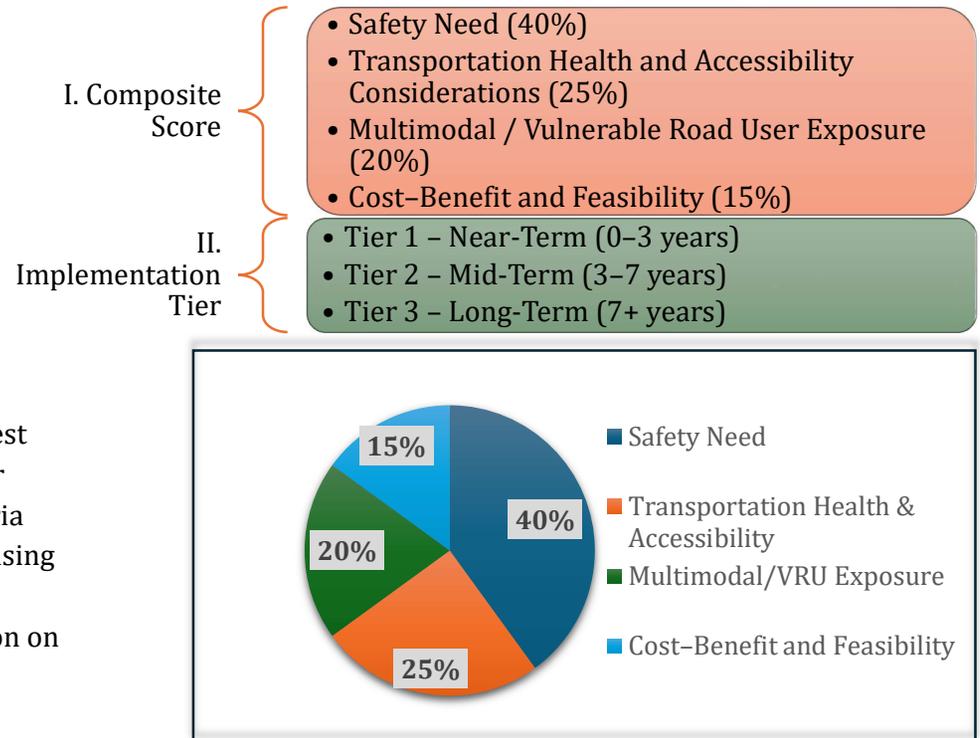
Stage 1: Composite Scoring

Four evaluation criteria are used to score each project. These criteria were selected to reflect conditions observed in Key West and are consistent with multi-criteria approaches used in peer jurisdictions. Figure X below summarizes the evaluation criteria and assigned weights. Each criterion is scored on a 1–5 scale using explicit rules to ensure consistency and minimize subjectivity. Higher scores indicate greater priority. The detailed description on the scoring is given in Appendix C.

Stage 2: Assignment to Implementation Tiers

This step ensures that projects with high safety benefit and low delivery barriers can advance sooner, while larger capital projects remain visible for long-term planning.

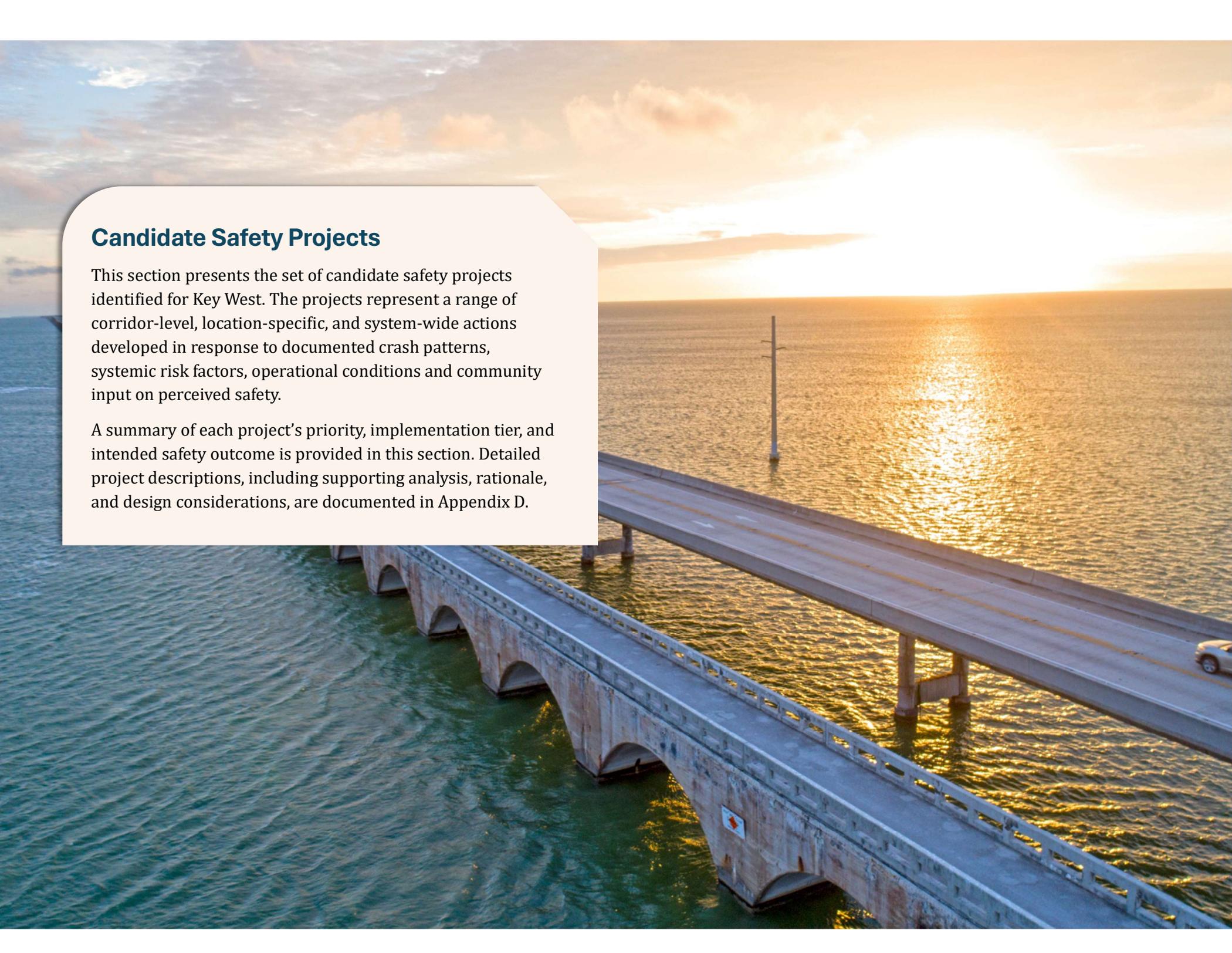
- Tier 1 – Near Term or Quick Build (0-3 years)
- Tier 2 – Mid-Term (3-7 years)
- Tier 3 – Long-Term (7+ years)
- Systemwide Strategies



Candidate Safety Projects

This section presents the set of candidate safety projects identified for Key West. The projects represent a range of corridor-level, location-specific, and system-wide actions developed in response to documented crash patterns, systemic risk factors, operational conditions and community input on perceived safety.

A summary of each project's priority, implementation tier, and intended safety outcome is provided in this section. Detailed project descriptions, including supporting analysis, rationale, and design considerations, are documented in Appendix D.



Corridor-Level Safety Improvement Projects (CSP)

Project ID	Corridor	Project Description	Safety Issue Addressed	Project Type	Implementation Term	BC Ratio	Implementation Considerations
CSP-1 Speed Feedback Signs	US 1 (College Rd to Triangle, 1.2 Mi)	Install radar-based speed feedback signs at targeted locations to reinforce posted speeds and improve speed consistency	Speed variability; rear-end and angle crashes	Implementation	Short	229.16	-
CSP-2 Sign Consolidation and Clarity		Consolidate and prioritize regulatory and warning signage to reduce visual clutter and reinforce critical safety messages, including trail and crossing awareness	Driver distraction; reduced sign comprehension	Planning	Medium	134.73 ²	Requires coordination during routine sign maintenance or corridor updates
CSP-3 Dynamic Queue Warning		Deploy vehicle-activated queue warning signs to alert approaching drivers to stopped or slow-moving traffic ahead	Rear-end crashes related to unexpected congestion	Implementation	Medium	235.04	Requires warrant evaluation, power assessment (including solar options), and maintenance planning
CSP-4 Speed Management and Visibility Improvements	N Roosevelt Blvd (Triangle to Truman Ave, 2.6 Mi)	Reduce speed limit, manage vegetation to improve sight lines at driveways	High conflict points, Congestion, rear-ends, speeding, aggressive driving, poor sight lines, high frequency/severity ped bike crashes	Implementation	Short	169.42	-
CSP-5 Access Management		Consolidate access points to reduce conflicts with sidewalk users. Consider right-in/right-out designs.		Planning	Medium	52.45 ³	Requires coordination with business owners and FDOT
CSP-6 Traffic Simulation Study		Study potential for signal timing and offset adjustments to reduce risky turning and gap acceptance behavior.		Planning	Medium	544.96	-
CSP-7 Sign Consolidation and Clarity		Simplify and reduce sign to bring driver attention to critical signs.		Planning	Medium	83.53 ²	Requires coordination during routine sign maintenance or corridor updates
CSP-8 Origin Destination Study		Understand the origin/destination of traffic on N Roosevelt including local trips, through trips, access to Oldtown, commercial areas and residential neighborhoods. Identify opportunities for traffic redistribution - to reduce unnecessary through traffic on North Roosevelt and rerouting through Flagler Ave and South Roosevelt, as well as mode share redistribution opportunities		Planning	Medium	315.24	-

² Assuming X amount of signs needed @ \$1,000/ea and 25% of non-parking related crashes

³ Assuming half of the access points are consolidated at a cost of \$8,000 per access point

Project ID	Corridor	Project Description	Safety Issue Addressed	Project Type	Implementation Term	BC Ratio	Implementation Considerations
CSP-9 Nighttime Visibility Enhancements	College Rd	Install high-reflectivity thermoplastic pavement markings for center and edge line, as well as raised pavement markers	Ineffective pavement markings causing limited visibility at night	Implementation	Short	25.78	-
CSP-10 Crosswalk Construction		Construct a crosswalk and MUTCD W11-2 crosswalk sign between the College of the Flora Keys and Lower Keys Medical Center	There is no crosswalk at this location. No crashes reported, this is a community request	Implementation	Medium	0	-
CSP-11 Nighttime Visibility and Resurfacing	Palm Ave	Install high-reflectivity thermoplastic pavement markings for center and edge line, as well as raised pavement markers	Ineffective pavement markings causing limited visibility at night	Implementation	Short	12.17	-
CSP-12 Curve Signage Improvement		Upgrade curve warning sign to oversized W1-6 with flashing beacon to improve visibility. Replace the existing curve warning sign on either side with a W1-2R/W1-2L curve warning sign supplemented by a 15-mph advisory speed plaque (W13-1P) and an overhead flashing warning beacon	High density of nighttime crashes at the curve including lane departure crashes	Implementation	Short	93.04	-
CSP-13 Daylighting	Flagler Ave	Re-evaluate effectiveness of existing daylighting at intersections. Consider the following: Add flexible delineators at corners where parked vehicles continue to block sight lines, Replace the first on-street parking stall on hotspot corridors with short-duration loading/drop-off zones, Painted or Modular Corner Extensions	High density of parked vehicle related crashes, with side-street sight distances being blocked by parked vehicles. Daylighting present but ineffective	Planning	Medium	1030.19	Requires coordination with business owners
CSP-14 Visibility Improvements	S Roosevelt Blvd (Triangle to Bertha St, 2.9 mi)	Vegetation Management/Sight-line Improvements at Driveways	Visibility from driveways blocked by foliage	Implementation	Short	14	-
CSP-15 Road Diet Evaluation Study		--	--	--	Planning	Long	119.1

Spot-Specific Safety Projects (SSP)

Project ID	Corridor	Project Description	Safety Issue Addressed	Project Type	Implementation Term	BC Ratio	Implementation Considerations
SSP-1 Signal Plan Update	Triangle	Implement Leading Pedestrian Intervals (LPis), Reevaluate and update pedestrian clearance intervals for better allowance.	High-speed approaches and long cycle times increase rear-end risk and queue times. Long wait time for pedestrian signal, no leading pedestrian interval, and multi-stage pedestrian crossing discourages safe use.	Planning	Short	32.69	Consider faster response time for pedestrian signal upon actuation
SSP-2 Sight Distance/Vegetation Management at Driveways		Vegetation Management at driveways near triangle on N and S Roosevelt. This includes private driveways near the hotels		Implementation	Short	2.65	-
SSP-3 Speed Feedback and Driver Awareness		Install speed feedback sign past the curve on N Roosevelt @ about 0.15 mi N of triangle		Implementation	Short	65.70	-
SSP-4 Traffic Simulation Study		Evaluate shorter cycles during peak periods, Evaluate ped recall during high VRU volume hours, Evaluate max-green extension to avoid dilemma zones		Planning	Medium	274.51	-
SSP-5 Speed Study		Speed study to evaluate the operating speed		Planning	Medium	154.85	-
SSP-6 Intersection Redesign Study		Evaluate traditional T intersection and roundabout. Consider rethinking multi-stage pedestrian crossing. Consider Raised crossings or raised intersection. Consider Pedestrian bridge (recommended by task force)		Planning	Long	171.75	Requires coordination with FDOT
SSP-8 Shared-Use Path Warning Signage	Staples Bridge	Install shared-use path warning signing at both approaches	High bicycle and e-bike speeds; create conflicts with pedestrians, Pedestrian walkway is underutilized	Implementation	Short	0	-
SSP-9 Speed Awareness & Expectation		Include W16-13P "SLOW" plaque or W16-9P "AHEAD" plaque plus pavement markings		Implementation	Short	0	-
SSP-10 Wayfinding Signs		Install MUTCD compliant D1-1 destination guide signs identifying key connections served by Staples Bridge, including directional arrows to adjacent corridors.		Implementation	Short	0	-
SSP-11 Delineation and Visibility Enhancements		Enhance edge delineation and reflectivity along the bridge to reinforce the constrained width, especially for nighttime conditions. Improve visibility at bridge entry points to reduce surprise conflicts.		Implementation	Short	0	-
SSP-12 Targeted Operational Review	Palm Ave @ Eisenhower Drive	Evaluate queue spillback, turning movement behavior, access management conflicts, and interaction with Truman Ave congestion patterns	Stop-and-go traffic, queue formation, and turning-related conflicts are likely contributors to rear-end crashes during peak periods	Planning	Medium	17.85	-

System-Wide Safety Strategies (SWS)

Project ID	Corridor	Project Description	Safety Issue Addressed	Project Type	Implementation Term	BC Ratio	Implementation Considerations
SWS-1 Sign Consolidation and Clarity	US-1, N Roosevelt, Old Town	Simplify and reduce sign to bring driver attention to critical signs and improve compliance	--	Implementation	Long	60.77 ²	Requires coordination during routine sign maintenance or corridor updates
SWS-2 High Visibility Crosswalks	Citywide	1. City-wide; 2. High Priority intersections: Fleming St at Margaret St, Southard St at Margaret St, Duval St at Angela St, 1st Street @ Fogarty, 1st Street @ Harris, 1st Street @ Staples, S Roosevelt @ Duck Ave, Eaton St @ Grinnel St, Eaton St @ White St, Truman Ave @ White St	Pedestrian and Bicycle related crashes	Implementation	Short/Medium	31.51	-
SWS-3 Pavement Marking Improvements		1. City-wide; 2. High Priority corridors: Truman Ave, White St, Whitehead St, Duval St, Eaton St, Simonton St, Caroline St, Angela St, College Rd, Palm Ave	Crashes involving low visibility including nighttime and bad weather, as well as roadway departure crashes	Implementation	Short/Medium	38.32	-
SWS-4 Signal Head Improvements		Old Town	1. Old Town; 2. High Priority corridors: Truman Ave, Duval St, White St, Simonton St, Whitehead St, Eaton St, Fleming St, Southard St, 1st St, Reynolds St	Crashes involving red-light running or other failures to obey the traffic signal	Implementation	Short/Medium	63.09
SWS-5 Curb Ramp Improvements	Citywide	S Roosevelt Blvd @ Douglas Cir, White St @ Fleming St, S Roosevelt @ Duck Ave	Pedestrian and Bicycle related crashes	Implementation	Short/Medium	5.38	-
SWS-6 Retroreflective Signage Improvements		1. City-wide, 2. High Priority Locations: Near Schools	Crashes involving low visibility including nighttime and bad weather, as well as roadway departure crashes	Implementation	Short/Medium	183.39	-
SWS-7 Vegetation Management and Sight-Distance Improvements		1. City-wide; 2. High Priority Locations: N Roosevelt (triangle to Truman), S Roosevelt, Truman Ave, 1st St; 3. Private driveways listed under PPS 3	Poor sight lines at driveways	Implementation	Short/Medium	102	-
SWS-8 Daylighting Reevaluation	Old Town and Flagler Ave	Re-evaluate effectiveness of existing daylighting at intersections. Consider the following: Add flexible delineators at corners where parked vehicles continue to block sight lines, Replace the first on-street parking stall on hotspot corridors with short-duration loading/drop-off zones. Painted or Modular Corner Extensions, Advisory Speed / "Slow Street" Treatments @ Priority Corridors: Flagler Ave, Duval St, Simonton St, Whitehead St, Eaton St, Truman Ave, Caroline St, White St, Olivia St, Petronia St, Fleming St	High density of parked vehicle related crashes, with side-street sight distances being blocked by parked vehicles. Daylighting present but ineffective	Planning	Medium	1030.19	-

Targeted Safety Deployments (TSD)

Project ID	Corridor	Project Description	Safety Issue Addressed	Project Type	Implementation Term	BC Ratio	Implementation Considerations
TSD-1 Pedestrian and Bicycle Warning Signage	Selected Locations	Install MUTCD-compliant pedestrian (W11-2) and bicycle (W11-1) warning signs at top Problem Intersections: Simonton & Greene St, Duval & Greene St, Duval & Eaton St, Duval & Southard St, Southard & Whitehead St, Whitehead & Olivia St, Duval & Truman Ave, Truman Ave & Windsor Ln, Truman Ave & White St, N Roosevelt Blvd & 1st St	Pedestrian and Bicycle related Crashes	Implementation	Short	38.14	-
TSD-2 Traffic Calming	Selected Locations	Raised Crosswalk and Traffic Calming Measures		Implementation	Short	59.01	Requires careful consideration of drainage
TSD-3 Crosstown Greenway Crossing Improvements	Crosstown Greenway	Crossing and Marking Improvements at three key intersections: Staples Ave & 1 st Street, Kennedy Drive & Crosstown Greenway, S Roosevelt & Duck Ave	Pedestrian and Bicycle roadway crossing related crashes	Implementation	Short	46.66	-

Private Property / Non-Jurisdictional Safety Projects (PPS)

Project ID	Corridor	Project Description	Safety Issue Addressed	Project Type	Implementation Term	BC Ratio	Implementation Considerations
PPS-1 Sidewalk-Level Driveway Crossings	N Roosevelt Blvd (Selected Driveways, Triangle to Truman Ave, 2.6 Mi)	Convert select high-conflict driveways to sidewalk-level raised driveway crossings to reinforce sidewalk priority. Retrofit driveway aprons to remain level with the sidewalk, minimizing vertical discontinuities. Modify driveway geometry to improve driver sight lines to pedestrians, bicyclists, and approaching traffic. Locations: All private driveways on N Roosevelt (Triangle to Truman including Yacht club entrance) and S Roosevelt (Triangle to Berta)	Consistent crash pattern including over 100 injury crashes. Bicyclist's right of way violated by driver turning in and out of driveways along N Roosevelt	Implementation	Medium	14.61	Requires coordination with business owners. Requires careful consideration of drainage. Requires coordination with FDOT
PPS-2 Pedestrian and Bicycle Warning Signs		Install MUTCD-compliant pedestrian (W11-2) and bicycle (W11-1) warning signs. Locations: All private driveways on N Roosevelt (Triangle to Truman) and S Roosevelt (Triangle to Berta)		Implementation	Medium	49.2	
PPS-3 Vegetation Management and Sight Distance Improvements		Vegetation Management	Limited visibility due to foliage	Implementation	Medium	102	

7 Implementation

This chapter outlines how the Safety Action Plan transitions from identified needs and recommended projects to coordinated implementation. The framework establishes roles, sequencing, funding pathways, and accountability mechanisms to support consistent delivery of safety improvements over time.

7. IMPLEMENTATION

Governance and Ownership

Successful implementation depends on coordination across departments and partner agencies. Safety improvements span planning, engineering, operations, enforcement, and public engagement, and clear responsibility supports timely and consistent delivery.

Implementation of the Safety Action Plan will occur through existing departments responsible for transportation planning, engineering, public works, and traffic operations, with coordination across enforcement, emergency response, and community-facing functions as appropriate. This approach aligns safety actions with established roles and day-to-day decision-making processes.

Several recommended projects and strategies occur on corridors or facilities under shared or external jurisdiction. In these cases, implementation will involve coordination with partners such as the Florida Department of Transportation, Monroe County, and regional transportation agencies. The Safety Action Plan supports this coordination by clearly defining project intent, safety rationale, and anticipated delivery pathways.

The Safety Action Plan Task Force will continue to serve in an advisory and coordination role following plan adoption. The Task Force provides a forum for reviewing implementation

progress, addressing coordination challenges, and maintaining alignment between technical analysis, operational conditions, and community priorities. Ongoing engagement through this group supports accountability and helps keep safety actions responsive as conditions evolve.

Phasing and Time Horizons

Projects and strategies identified in the Safety Action Plan are organized into implementation timeframes based on complexity, cost, coordination needs, and readiness. This phasing approach supports realistic delivery while allowing multiple types of actions to advance in parallel.

- Near-term actions include quick-build infrastructure improvements, operational changes, pilot deployments, and policy updates that can move forward within existing right-of-way and with limited design effort. These actions deliver early safety benefits and build momentum.
- Mid-term actions include corridor-level improvements and targeted capital projects that require additional design, funding coordination, or partnership with external agencies. These projects respond to recurring crash patterns and systemic risks identified through analysis.

- Long-term actions include larger capital investments and transformational projects that depend on capital programming cycles, interagency agreements, or substantial reconstruction. These projects remain part of the Safety Action Plan to support long-range planning and funding coordination.

Funding Strategy and Grant Readiness

The Safety Action Plan is designed to support implementation through multiple funding pathways rather than a single program. Projects vary in scale, cost, and readiness, allowing the City to align actions with funding opportunities as they become available.

Several near- and mid-term projects are well suited for U.S. Department of Transportation Safe Streets and Roads for All Implementation Grants. These projects directly address High Injury Network corridors, demonstrate clear safety benefits, and can be delivered within defined timeframes. The plan's documented crash analysis, prioritization framework, and community engagement process provide the technical foundation required for competitive grant applications.

Additional funding sources include state and regional transportation programs, local capital improvement programs, resurfacing and maintenance coordination, and targeted safety initiatives implemented through administrative or ordinance-based mechanisms. Some system-wide strategies and policy

actions require limited capital investment and can advance independently of major funding cycles.

Project readiness, ranging from conceptual to design-ready, informed both prioritization and phasing. This enables the City to efficiently match projects with appropriate funding sources and pursue implementation opportunities as they arise.

Monitoring, Evaluation, and Reporting

To ensure that implementation remains effective and responsive, the City will follow a structured, recurring review process.

- Annual data refresh and safety review. Each year, the City will update crash data and supporting context layers using the same methods applied in this plan. This includes reviewing fatal and serious injury crashes by corridor and mode, identifying changes in crash patterns, and incorporating updated community input and field observations.
- High Injury Network re-evaluation. The High Injury Network will be recalculated annually using the same methodology documented in this plan. Results will be compared to the adopted baseline to identify corridors that remain high risk, newly emerge as priorities, or show improvement over time.
- Implementation tracking. The City will maintain a project tracking register documenting the status of recommended actions, responsible parties, coordination

needs, and upcoming milestones. This register will support internal management and transparent decision-making.

- Performance review and adjustment. Outcome measures will focus on trends in fatal and serious injury crashes, corridor-level safety performance, and impacts to vulnerable road users. Process measures will track project delivery and policy implementation. Together, these measures will inform adjustments to priorities, phasing, and implementation strategies.
- Public reporting. The City will provide regular public updates on implementation progress through summary reports or online dashboards. Consistent reporting supports accountability, builds public trust, and reinforces safety as a shared responsibility.

The Safety Action Plan is intended to function as a living framework. As conditions change and projects advance, monitoring results will guide refinements to ensure continued alignment with safety goals.

Conclusion: Commitment to Safer Streets

This Safety Action Plan establishes a clear, data-informed, and community-driven roadmap to reduce traffic fatalities and serious injuries in Key West. Through comprehensive crash analysis, focused stakeholder engagement, and a systematic approach to project identification and prioritization, the plan

defines actions that respond directly to documented safety needs.

The plan demonstrates that traffic crashes in Key West follow identifiable patterns shaped by street design, operating conditions, and system-level factors. By addressing these factors through targeted projects, policy alignment, and coordinated implementation, the City is positioned to move from analysis to action.

Implementation of this plan requires sustained leadership, interagency coordination, and continued engagement with the community. The City is committed to advancing the recommended projects and strategies and to pursuing state and federal funding, including SS4A Implementation Grants, to accelerate progress.

This Safety Action Plan marks a transition from planning to delivery. By acting on the recommendations outlined herein, Key West affirms that traffic deaths and serious injuries are preventable and that safer streets are essential to the city's long-term health, access, and quality of life.

**VISION
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CITY OF KEY WEST



TECHNICAL APPENDIX