US 1 Transportation Master Plan

Prepared for

Monroe County
Planning and Environmental Resources

By

AECOM

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1 Executive Summary

This US 1 Transportation Master Plan (TMP) was developed pursuant to the Monroe County Comprehensive Plan Policies to identify potential solutions to address existing and future transportation concerns along US 1 through the Florida Keys. The study limits include the following roadway segments:

- US 1 (SR 5/ Overseas Highway) from the Miami-Dade/Monroe County Line to Roosevelt Boulevard in Key West.
- North Roosevelt Boulevard from US 1 to White Street in Key West
- South Roosevelt Boulevard (SR A1A) from US 1 to Bertha Street in Key West
- Intersection of Card Sound Road and CR 905
- Frontage Roads connecting to US 1
    - Old Highway, Plantation Key
    - Old Highway 4A, Islamorada
    - Frontage Road along the north side of US 1 in Lower Matecumbe Key
    - Airport Access Road, Marathon
    - Avenue A, Big Pine Key
    - Old Highway 4A, Ramrod Key
    - Flagship Drive, Summerland Key

As part of this study, relevant data (such as traffic volumes, crash data, transit data, origin-destination data, and census data) was gathered and reviewed to identify potential areas for improvement. In addition, stakeholder and public meetings were held to obtain input on transportation issues and improvement opportunities. Based on the data reviewed and input received from the public and stakeholders, TMP goals and objectives were developed. Potential high-level solutions were then identified to address these goals. The potential solutions identified in this TMP need to be evaluated further considering factors such as feasibility, public acceptance, potential impacts, cost, effectiveness, etc. prior to implementation. The potential solutions were categorized into short-term solutions for implementation during the next 1 to 5 years, mid-term solutions for implementation during the next 5 to10 years, and long-term solutions for implementation during the next 10 to 20 years. Also, potential funding sources were reviewed and identified. A summary of the findings based on a review of the data gathered and analysis conducted is provided below:

- Input received through the initial stakeholder and public outreach efforts included:

- Stakeholder Meeting: Expressed desire for improvements related to transit, bicycle and pedestrian safety, and congestion relief.
- Public Meetings and Public Survey: The public expressed a need for improvements related to pedestrian and bicycle facilities, congestion relief, safety, public transportation, and access management. The respondents also indicated a willingness to reduce vehicle use if multi-modal facilities were provided.

- A review of the crash data obtained from the Florida Department of Transportation (FDOT) for the five-year period from 2014 to 2018 indicated that the primary crash types along US 1 were rear-end, sideswipe, angle, run-off-road, and pedestrian/bicycle. In general, the percentage of nighttime and wet road surface crashes were below the statewide averages. However, two of the segments on the southern end of US 1 experienced a slightly higher percentage of nighttime crashes.
- A total of 69 fatal crashes were reported during the five-year referenced period. These were primarily head-on (13), pedestrian (11), angle (10), and fixed object (7) crashes. In general, the fatal crashes were scattered throughout the study area with a higher concentration of crashes observed in the segments along US 1 from Mile Marker (MM) 0 to 4, MM 48 to 53, MM 77 to 80, MM 84 to 86, and MM 94 to 102.
- Each year FDOT identifies intersections and segments that are experiencing higher than average crash rates and develops High Crash Location Lists. Several locations within the study corridor were identified on the FDOT High Crash Lists during the five-year study period. A few notable locations that were on the high crash lists for multiple years included US 1 at Tarpon Basin Drive, Ocean Bay Drive/Atlantic Avenue, Burton Drive, College Road South, and Roosevelt Boulevard.
- A review of the FDOT Five-year Work Program shows several programmed projects within Monroe County, including new traffic signals, roadway and bridge rehabilitation projects, sidewalk improvements, pedestrian crosswalks, and signal infrastructure improvements. Additionally, there is a planning study to explore options for replacing the current Snake Creek drawbridge with a high level fixed bridge, which will help improve traffic flow along US 1. The Florida Keys Overseas Heritage Trail (FKOHT) Management Plan developed in August 2018 provides a summary of the improvements planned along the FKOHT.
- A review of the current (2019) and projected (2040) traffic volumes indicated that there are several segments that would need roadway improvements to meet the FDOT Level of Service criteria.

- A review of the current transit services indicates that there may be opportunities for improvements such as providing better amenities at bus stops, adding additional stops in the areas experiencing poverty and/or low auto ownership, extending Miami-Dade Transit service to the southern end of Marathon, or intra-island shuttles to provide first/last mile service. An Origin-Destination study completed in 2018 indicated that a large percentage of trips were internal (i.e. began and ended on the same Key). This was most prevalent in Key West, Marathon, Islamorada, and Key Largo, indicating that intra-island shuttles in these areas could help to reduce traffic associated with shorter trips along US 1.
- US 1 serves as the primary roadway providing access to different keys, from Key Largo to Key West. Given the limited right-of-way along US 1 and current Monroe County Land Development Code restrictions, there is a need to explore alternative modes of transportation to help relieve congestion and improve safety along US 1. As such, some alternative transportation options such as water taxis/ferries, aerial gondolas, air taxis, and improved transit options were considered as part of this TMP. These alternative modes of transportation can also help during emergency evacuations (such as hurricanes).

As part of this TMP, several goals and objectives were developed based on a review of the existing conditions, stakeholder, and public input received. These goals and objectives are summarized below:

Goal 1 – Create a balanced multimodal transportation system

Objective 1-1: Construct new and/or improve existing bicycle facilities.

Objective 1-2: Improve pedestrian access along and across US 1 through the provision of wider sidewalks and marked crosswalks.

Objective 1-3: Improve transit options for both commuters and tourists.

Objective 1-4: Explore options to provide water-based transportation, such as water taxi/ferry.

Objective 1-5: Evaluate bridges to explore the feasibility of improvements to accommodate all road users, including pedestrians and bicyclists.

Objective 1-6: Allow for travel demand management through introduction/promotion of bikeshare, carpool, and other commuting options.

Goal 2 – Address congestion through improved traffic management

Objective 2-1: Evaluate the speed limits at the areas identified through public input to ensure they are appropriate based on FDOT criteria.

Objective 2-2: Improve management of signalized intersections.

Objective 2-3: Implement access management improvements with respect to driveways, median openings, turn lanes, unsignalized intersections, etc.

Objective 2-4: Review and enhance event management procedures to better manage traffic.

Objective 2-5: Develop a coordination plan to enhance inter-agency coordination between FDOT, Monroe County, and local government agencies, to identify and address traffic issues.

Goal 3 – Enhance traffic safety

Objective 3-1: Work with FDOT and law enforcement agencies in the identification and evaluation of safety "hot spots" and implementation of safety improvements through the "4E" approach (Engineering, Enforcement, Education, and Emergency Response).

Objective 3-2: Maintain shoulders and bicycle lanes to increase their designated use.

Objective 3-3: Improve pavement marking and signage along portions of US 1 that have been identified, through the public outreach efforts of this study, as areas of concern.

Goal 4 – Preserve the beauty of the unique Scenic Byway

Objective 4-1: Protect and preserve wildlife needs during the design and maintenance of infrastructure.

Objective 4-2: Design infrastructure improvements to be resilient to hurricanes and sea level rise.

Objective 4-3: Maintain/rehabilitate/replant landscaping after hurricanes.

Goal 5 – Improve infrastructure to meet the needs of tourists while accommodating local traffic

Objective 5-1: Improve multimodal access to the US 1 corridor and provide associated first/last-mile transportation options including park and ride facilities, and parking management systems.

Objective 5-2: Evaluate the existing and potential infrastructure to provide viewing/pull-off areas at appropriate locations.

Objective 5-3: Improve public awareness through advertising and/or signage to increase the use of multimodal facilities by tourists.

Goal 6 – Preserve/Maintain existing infrastructure

Objective 6-1: Maintain existing pavement through periodic resurfacing.

Objective 6-2: Identify bridges in need of maintenance, rehabilitation, or replacement.

Goal 7 – Emerging Technology Applications

Objective 7-1: Explore emerging technology applications to improve transportation in the areas of Intelligent Transportation Systems, Transit, Traffic Signals, and Incident Management.

Based on the analysis conducted as part of this study, several potential solutions were developed to meet these goals/objectives and to help improve traffic flow, enhance safety, and accommodate all road users. These solutions were then categorized into short-term, mid-term, and long-term projects based on projected cost, funding availability, project complexity, need for feasibility studies, inter-governmental agency coordination, right-of-way/utility/environmental impacts, and potential permitting requirements. The project list is provided in **Table 1-1**. It should be noted some of the potential solutions have been programmed as projects in the current FDOT Five-year Work Program (see **Appendix B**) and some others are being evaluated by FDOT and Florida DEP. As such, only the remaining potential solutions are being shown in **Table 1-1**. A complete project list, including project limits, any FDOT programmed and/or planned projects, and potential considerations such as right-of-way requirements, permits, potential impacts, public involvement, agency coordination, etc. is provided in **Appendix G**.

Table 1-1: Potential Solution List

Ref #	Key	Project Description	Implementation Schedule	Additional Comments/Information
1	Key West	Review and identify potential pedestrian/bicycle signing and marking improvements (including additional crosswalks) along S. Roosevelt Boulevard from Flagler Avenue to US 1.	Short-term	
2	Key West	Conduct a corridor study to evaluate the need for pedestrian signing and lighting enhancements, including additional midblock crosswalks along N. Roosevelt Boulevard from Jose Marti Drive to US 1	Mid-term	
3	Key West	Conduct a signal retiming study to optimize signal timing in Key West	Mid-term	
5	Key West	Conduct a lighting evaluation study at crosswalks along South Roosevelt Boulevard from Flagler Avenue to Bertha Street	Mid-term	Requires coordination with stakeholders as well as Florida Fish and Wildlife Conservation Commission.

Ref #	Key	Project Description	Implementation Schedule	Additional Comments/Information
6	Key West	Conduct a review to improve pedestrian and bicycle features at the US1/Roosevelt Boulevard intersection	Mid-term	
7	Key West	Conduct a feasibility study to widen sidewalks on the southside of North Roosevelt Blvd	Mid-term	Potential access management impacts; requires public involvement
8	Key West	Feasibility study to reconfigure the intersection of US-1 and Roosevelt Boulevard	Mid-term	Potential right-of-way impacts. Requires coordination with stakeholders and public acceptance
20	Stock Island	Modify signal timing (offsets) along US 1 between Roosevelt Boulevard and MacDonald Avenue to help improve traffic flow.	Short-term	Requires Coordination with FDOT Traffic Operations Office
21	Stock Island	Review and identify potential pedestrian and bicycle signing and marking improvements along US 1 from Roosevelt Boulevard to MacDonald Avenue.	Short-term	
22	Stock Island	Evaluate the need for signing, pavement marking and sight distance improvements along the bike lanes in the vicinity of the Hurricane Hole Marina (near College Road South)	Short-term	
23	Stock Island	Conduct a corridor study to evaluate the feasibility of widening US-1 to 6 lanes and/or intersection improvements between Roosevelt Boulevard and College Road North	Long-term	Requires modifications to the Monroe County Comp Plan Policies and widening/reconstruction of the bridge between Key West and Stock Island
24	Stock Island	Conduct a planning study to evaluate the feasibility of a Park-n-Ride Hub, fixed route circulator, micro transit, bike sharing, and/or scooter-sharing services to provide first/last mile connections to complement public transit	Long-term	FDOT's Consultant is conducting a feasibility study for the Key West Intermodal Center (park-n-ride hub to accommodate buses, vehicles, scooters, bicycles, etc.) to be located on Stock Island. Monroe County can coordinate with Key West Transit and FDOT regarding this study and the Final Mile Grant.
26	Rockland Key	Conduct a study to evaluate the feasibility of installing an acceleration lane in the southbound direction at the intersection of US-1 and Calle Uno	Mid-term	

Ref #	Key	Project Description	Implementation Schedule	Additional Comments/Information
27	Rockland Key	Conduct a study to evaluate the feasibility of relocating the merge area from the current location on the curve near Rockland Drive to a straight segment of US 1.	Mid-term	Potential R/W impacts; may require modifications to the Monroe County Comp Plan Policies
28	Rockland Key	Conduct an access management study to evaluate the need for turn lanes and/or frontage road improvements along US-1 from Coppitt Road to Boca Chica Road	Mid-term	Potential access impacts; requires public involvement
29	Rockland Key	Feasibility study for possible intersection improvements along US 1 between Saratoga Avenue to Rockland Drive	Mid-term	May require modifications to the Monroe County Comp Plan Policies; potential R/W impacts
30	Rockland Key	Conduct a study to determine the need for and feasibility of widening US-1 to 4 lanes from Rockland Drive to Boca Chica Road	Long-term	Requires modifications to the Monroe County Comp Plan Policies; potential R/W impacts and bridge widening
31	Rockland Key	Conduct a study to evaluate the feasibility of widening the sidewalk along the southside of the Boca Chica Bridge	Long-term	Potential R/W and environmental impacts
35	Big Coppitt Key	Conduct a review to identify potential pedestrian/bicycle signing and pavement marking improvements along US 1 from Saratoga Avenue to Boca Chica Road	Short-term	
36	Big Coppitt Key	Conduct a Signal Warrant study at the intersection of US-1 at 4th Street	Mid-term	This location is only 0.75mi from Boca Chica Road where a Signal is also requested. Consider conducting a corridor study so that potential impacts of having both of these signals can be determined
37	Big Coppitt Key	Conduct a Signal Warrant study at the intersection of US-1 at Boca Chica Road	Mid-term	This location is only 0.75mi from 4th Street where a Signal is also requested. Consider conducting a corridor study so that potential impacts of having both of these signals can be determined
40	Lower Sugarloaf Key	Refurbish/upgrade bicycle pavement markings and signing in the vicinity of the Harris Channel Bridge	Short-term	
41	Lower Sugarloaf Key	Conduct a lighting study at US-1 and Bay Point	Mid-term	Requires coordination with stakeholders as well as Florida Fish and Wildlife Conservation Commission
42	Lower Sugarloaf Key	Repair the pedestrian bridge between Lower Sugar Loaf and Bay Point	Mid-term	Requires coordination with FDOT Maintenance and Structures Offices

Ref #	Key	Project Description	Implementation Schedule	Additional Comments/Information
43	Lower Sugarloaf Key	Conduct a feasibility study to determine potential intersection improvements at US 1 and Sugarloaf Road	Mid-term	
51	Cudjoe Key	Conduct a study to determine appropriate signs and locations along the bike lanes near MM 22	Short-term	
57	Summerland Key	Conduct a feasibility study to install the missing sidewalk between the Boy Scout Camp at Kemp Bridge and Caribbean Drive (on the south side of US 1).	Mid-term	Potential R/W and environmental impacts
61	Big Pine Key	Review and identify potential pedestrian and bicycle signing/pavement marking improvements along US 1 in the vicinity of Key Deer Boulevard.	Short-term	
62	Big Pine Key	Conduct a feasibility study for an acceleration lane in the southbound direction on US 1 at Ships Way	Mid-term	Potential environmental impacts
63	Big Pine Key	Conduct a feasibility study for roadway widening to 4 lanes along US 1 from North Pine Channel Bridge to 1st Street	Long-term	Requires modifications to the Monroe County Comp Plan Policies
64	Big Pine Key	Conduct a feasibility study to extend Frontage Road (Avenue A) from Ships Way to Cunningham Lane	Long-term	May require modifications to the Monroe County Comp Plan Policies. The extension of this frontage road could serve adjacent properties and remove traffic from US 1
65	Big Pine Key	Conduct a planning study to evaluate the feasibility of a Park-n-Ride Hub, fixed route circulator, micro transit, bike sharing, and/or scooter-sharing services to provide first/last mile connections to complement public transit	Long-term	Requires coordination with stakeholders, municipalities, transit agencies. Land acquisition may be required for a park and ride facility. Coordinate with Key West Transit regarding the Final Mile Grant
66	Big Pine Key	Conduct a planning study to determine the need for and feasibility of a bypass bridge on the south side of Big Pine	Long-term	Environmental, right-of-way, and community impacts will require extensive research and/or coordination
77	Marathon	Review and identify potential pedestrian/bicycle signing and pavement marking improvements along US 1 in the vicinity of the signalized intersections in Marathon.	Short-term	

Ref #	Key	Project Description	Implementation Schedule	Additional Comments/Information
78	Marathon	Conduct a turn lane warrant study at the intersection of US-1 and 33rd Street	Short-term	Potential R/W and access impacts
79	Marathon	Conduct a feasibility study to add a “NO U-TURN” sign for SB left-turn traffic to reduce conflicts with westbound right-turn traffic at the intersection of US-1 and Sombrero Beach Road	Short-term	Potential access impacts; may require public involvement
80	Marathon	Conduct a feasibility study to restrict traffic to a “RIGHT TURN ONLY” at the intersection of US-1 and Aviation Boulevard/72nd Street	Short-term	Potential access impacts; requires public involvement
81	Marathon	Assess the existing street lighting in Marathon and implement repairs as necessary	Short-term	
82	Marathon	Conduct a study to determine the feasibility of widening bike lanes in Marathon	Mid-term	Potential R/W and access management impacts; requires public involvement
83	Marathon	Conduct an Access Management study along US 1 from 15th Street S. to Aviation Boulevard	Mid-term	Potential access impacts; requires public involvement
84	Marathon	Conduct a study to determine the location and need for a traffic signal or pedestrian crossing on the south end of Marathon	Mid-term	
85	Marathon	Coordinate with Miami-Dade Transit requesting a possible extension of MDT Route 301 to the south end of Marathon.	Mid-term	Monroe County has started discussions with MDT regarding this
86	Marathon	FDOT is currently conducting a PD&E study for replacement of the Seven Mile Bridge. Coordinate with FDOT to request that pedestrian/bicycle features be added on the new bridge	Long-term	
87	Marathon	Conduct a feasibility study to widen US 1 from 11th Street Ocean to 15th Street	Long-term	Requires modifications to Monroe County Comp Policies; potential access impacts; requires public involvement
88	Marathon	Conduct a planning study to evaluate the feasibility of a Park-n-Ride Hub, fixed route circulator, micro transit, bike sharing, and/or scooter-sharing services to provide first/last mile connections to complement public transit	Long-term	Requires coordination with the stakeholders. Land acquisition may be required for a park and ride facility. Coordinate with Key West Transit regarding the Final Mile Grant

Ref #	Key	Project Description	Implementation Schedule	Additional Comments/Information
102	Islamorada	FDOT is evaluating a request for an at-grade pedestrian crosswalk at Founders Park	Short-term	
103	Islamorada	Conduct a lighting study along US 1 in the vicinity of Founders Park	Mid-term	Requires coordination with stakeholders as well as FPL and Florida Fish and Wildlife Conservation Commission
104	Islamorada	Conduct an Access Management Study along US 1 between MM 77 and 83 to determine the need for turn lanes and/or other access management improvements. Also, review the possibility of improvements to the Old Highway to better serve as a frontage road	Mid-term	Requires coordination with stakeholders and public acceptance
105	Islamorada	Conduct a lighting justification study in Upper and Lower Matecumbe	Mid-term	Requires coordination with stakeholders as well as FPL and Florida Fish and Wildlife Conservation Commission
106	Islamorada	Conduct a study to determine methods to reduce speeding and related crashes South of Robbie's Marina (MM 72-MM 73)	Mid-term	
107	Islamorada	Conduct a feasibility study to identify potential improvements for SR 4A in Plantation Key, so it can be used as an alternate route during peak hours, incidents, or during lane closures. Also, identify improvements at critical intersections to provide access to/from US 1	Long-term	Potential right-of-way impacts. Requires coordination with stakeholders and public acceptance
108	Islamorada	Conduct a planning study to evaluate the feasibility of a Park-n-Ride Hub, fixed route circulator, micro transit, bike sharing, and/or scooter-sharing services to provide first/last mile connections to complement public transit	Long-term	Requires coordination with the stakeholders. Land acquisition may be required for a park and ride facility. Coordinate with Key West Transit regarding the Final Mile Grant
116	Plantation Key	Conduct an intersection study to evaluate the feasibility of improving the transition area (2 to 4 lane transition) near the intersection of US 1 and Royal Poinciana Boulevard	Mid-term	May require modifications to the Monroe County Comp Plan Policies
117	Plantation Key	Conduct a study to determine the feasibility for installing bike lanes along the Old Highway in Islamorada	Mid-term	Requires coordination with stakeholders and public acceptance. Potential right-of-way impacts

Ref #	Key	Project Description	Implementation Schedule	Additional Comments/Information
118	Plantation Key	Conduct a study to determine appropriate intersection improvements at the US 1/Seminole Boulevard intersection.	Mid-term	
182	Upper Matecumbe	Conduct a planning study to determine the need for and feasibility of a bypass bridge between the Snake Creek Bridge and Tea Table.	Long-term	Environmental, right-of-way, and community impacts will require extensive research and/or coordination
120	Tavernier	Conduct a study to determine appropriate intersection improvements at the US 1/Sunshine Boulevard intersection.	Mid-term	
121	Key Largo	Evaluate the need for pedestrian signage at the US-1 and Ocean Bay Drive intersection	Short-term	
122	Key Largo	Trim trees to improve sight distance for vehicles on Samson Road	Short-term	
123	Key Largo	Evaluate the need for appropriate signage to alert drivers of the southbound lane drop along US-1 from Sunset Blvd to Buttonwood Drive	Short-term	
124	Key Largo	Conduct a study to determine methods to reduce speeding and related crashes between MM 99 and MM 106	Short-term	
125	Key Largo	Review and identify potential pedestrian/bicycle signing and pavement marking improvements along US 1 in the vicinity of the Ocean Bay Drive/Atlantic Avenue, Laguna Avenue, Holiday Boulevard and Magnolia Street intersections in Key Largo.	Short-term	
126	Key Largo	Conduct a feasibility study to reconfigure the intersection of US-1 at Ocean Bay Drive/Atlantic Avenue	Mid-term	Potential right-of-way impacts; requires coordination with stakeholders and public acceptance
127	Key Largo	Conduct a safety study for intersection improvements at US-1 and Laguna Ave (Potentially relocate adjacent midblock crosswalk to Laguna Avenue)	Mid-term	Review potential relocation of HAWK north of Laguna Avenue
128	Key Largo	Conduct a study for intersection improvements at US-1 and Tarpon Basin Drive	Mid-term	

Ref #	Key	Project Description	Implementation Schedule	Additional Comments/Information
129	Key Largo	Conduct an access management study along US-1 from Andros Road to Summerland Road	Mid-term	Potential access management impacts; requires public acceptance
130	Key Largo	Conduct a study to determine potential intersection improvements at US-1 and CR 905, including bike lane continuity through the intersection	Mid-term	Requires coordination with stakeholders and public involvement. Potential right-of-way impacts
131	Key Largo	Conduct a planning study to evaluate the feasibility of a Park-n-Ride Hub, fixed route circulator, micro transit, bike sharing, and/or scooter-sharing services to provide first/last mile connections to complement public transit	Mid-term	Requires coordination with the municipalities. Land acquisition may be required for a park and ride facility. Coordinate with Key West Transit regarding the Final Mile Grant
132	Key Largo	Conduct a feasibility study for signal modifications at the intersection of US-1 and Woods Avenue	Mid-term	Coordinate with FDOT regarding previous studies/findings at this location
133	Key Largo	Conduct a corridor study to determine the need for a traffic signal along US 1 between Avenue B and Avenue A	Mid-term	
134	Key Largo	Conduct a feasibility study for signal modifications at the pedestrian signal south of the Key Largo Elementary School	Mid-term	
135	Key Largo	Conduct a lighting justification study on US 1 from MM 103 to MM 106	Mid-term	Requires coordination with stakeholders as well as FPL and Florida Fish and Wildlife Conservation Commission
136	Key Largo	Conduct a Sidewalk Feasibility Study along Atlantic Avenue from US-1 to Key Largo Community Park	Mid-term	Requires coordination with local government agencies
149	North Key Largo	Conduct an intersection study at CR 905A and CR 905 to determine appropriate signing and marking improvements to enhance visibility	Mid-term	
152	Multiple	Conduct a lighting study on Bay Point and Big Coppitt Key near bus stops	Mid-term	Requires coordination with stakeholders as well as Florida Fish and Wildlife Conservation Commission
153	Multiple	Conduct a study to assess the future needs of connected vehicle systems in Monroe County	Mid-term	Coordinate with FDOT D6 on the upcoming deployment of the Keys COAST project to review the infrastructure being installed through this project and

Ref #	Key	Project Description	Implementation Schedule	Additional Comments/Information
				consider this information to develop future needs
154	Multiple	Conduct a detailed study to evaluate the feasibility of a water taxi between Stock Island and Key West	Mid-term	Requires coordination with FDOT and Federal Transit Administration as well as potential private partnerships with local marinas and/or water taxi operators
155	Multiple	Conduct a detailed study to evaluate the feasibility of Water Ferry Service from Miami to Key West	Mid-term	Requires coordination with FDOT and Federal Transit Administration as well as potential private partnerships (i.e. with water ferry operators)
156	Multiple	Conduct a study to identify gaps in ITS coverage (cameras and DMS) for incident management purposes	Mid-term	Coordinate with FDOT; potential R/W impacts
157	Multiple	Conduct a feasibility study to determine locations for Transit Signal Priority. These improvements will help reduce delay to transit vehicles	Mid-term	Requires coordination with FDOT, Miami-Dade Transit, and City of Key West
158	Multiple	Conduct a study to evaluate the feasibility of implementing active traffic management strategies such as ITS Infrastructure, TSM&O Workstations in the Monroe County Sheriff's Office; extend Road Ranger Services into Monroe, maybe as a pilot program focusing on high crash locations; explore the use of Big Data, Digital Twinning, and/or AI Tools	Mid-term	Requires coordination with Monroe County Sheriffs, Emergency operations office, and FDOT
160	Multiple	Coordinate with the Monroe County Sherriff's Department to recruit Certified Traffic Homicide Investigators (THI) in Monroe County	Mid-term	
161	Multiple	Conduct a study to evaluate the feasibility of implementing Aerial Taxis/Vertiports/eVOTL within Monroe County	Mid-term	Coordination with FDOT, Naval Base, Key West Airport, Marathon Airport, FAA and private air taxi operators; requires public involvement
162	Multiple	Conduct a study to determine the feasibility of improving bus stop amenities such as shelters, Wi-Fi, bike racks, seating, lighting, driver notification push buttons, etc. along US 1	Mid-term	Requires coordination with FDOT, Key West Transit, and Miami-Dade Transit; potential R/W impacts

Ref #	Key	Project Description	Implementation Schedule	Additional Comments/Information
163	Multiple	Conduct an evaluation study to prioritize locations that need bus bays. Bus bays for 15 locations are already funded through FDOT	Mid-term	Requires coordination with FDOT, Key West Transit, and Miami-Dade Transit; potential right-of-way impacts
164	Multiple	Key West Transit is exploring options for the installation of an Automated Vehicle Location (AVL) system for buses	Key West Transit is Evaluating	
165	Multiple	Key West Transit is developing an enhanced transit app that will provide additional payment options	Key West Transit is Evaluating	
172	Multiple	Conduct a feasibility review to add additional bus stops in Long Key and near Angler's Park in Key Largo.	Mid-term	Requires coordination with Miami-Dade Transit
166	Multiple	Develop a Mobility On-Demand Application to assist users with trip planning and mobility options along US 1	Long-term	Consider the Key West Transit application and AVL system as part of this study
167	Multiple	Evaluate the feasibility of implementing Automated Buses. Conduct a Roadway Readiness Analysis Study to identify infrastructure and system needs to support automated buses. Two potential areas: Stock Island to Marathon or the proposed connector between the Mobility Hub and Key West	Long-term	Requires coordination with transit agencies and public acceptance
168	Multiple	Coordinate with FDOT for the implementation of Electric Vehicle Infrastructure (Charging stations, Smart Power Lane) along US 1	Long-term	
169	Multiple	Conduct a study to evaluate the feasibility of providing aerial gondolas at locations with high percentages of short trips (less than 3 miles). Potential locations could include Islamorada, Stock Island, and Key West	Long-term	Requires coordination with stakeholders and public involvement. Land acquisition may be needed for transfer stations and support structures
170	Multiple	Conduct a study to determine the locations for and feasibility of implementing Queue Jumpers at signalized intersection along US 1. These improvements will help reduce delay to transit vehicles	Long-term	Requires coordination with FDOT, Miami-Dade Transit, and City of Key West

Ref #	Key	Project Description	Implementation Schedule	Additional Comments/Information
171	Multiple	Conduct a feasibility study to provide a new bridge between Stock Island and Key West (two potential options: 5th Avenue to Douglas Circle or Projected 13th Avenue to Thompson Island)	Long-term	Right-of-way, Environmental and Community Impacts will require extensive research and/or coordination
173	Multiple	The City of Key West proposed a modified Lower Keys Shuttle to end at the new Key West Intermodal Center	Long-term	This is one of the proposed improvements in the Key West Transit Development Plan (2019)
174	Multiple	The City of Key West proposed a new Key West Intermodal Center Transit Connector that will provide service from the Intermodal Center to downtown Key West	Long-term	This is one of the proposed improvements in the Key West Transit Development Plan (2019)
175	Multiple	Conduct a feasibility study to determine locations for Part-Time Shoulder Use by buses along US 1	Long-term	Requires coordination with FDOT, Miami-Dade Transit, and Key West Transit
176	Multiple	Evaluate the feasibility of unifying multi-agency transit system (KWT & MDT) with a service operated by a single provider	Long-term	Will require extensive coordination and interagency agreements
177	Multiple	Evaluate parking facilities and determine possibilities to provide additional public parking. Consider a Parking Management System to manage parking and provide real-time information to users regarding parking availability	Long-term	Requires coordination with the City of Key West; potential R/W impacts
178	Multiple	Conduct a study to evaluate the feasibility of extending the current Microwave Backbone into Key West. Currently the traffic signals in Key West are connected via cellular and the Microwave back bone ends on Stock Island	Long-term	Requires coordination with FDOT and City of Key West
179	Multiple	Conduct a warrant study for pedestrian bridges over US-1 at school crossings (Coral Shores Hight School was specifically mentioned)	Long-term	Requires coordination with FDOT and Monroe County School Board; requires public involvement

2 Introduction

The Florida Keys are connected to each other and mainland Florida by US 1 (SR 5/Overseas Highway). The Florida Keys are home to several popular tourist destinations. As such, traffic characteristics in Monroe County are unique and traffic volumes vary significantly during different seasons. US 1 serves as the primary roadway providing access to different keys, from Key Largo to Key West. The purpose of the US 1 Transportation Master Plan (TMP) study is to identify transportation needs, goals and objectives and an action plan to meet those goals. This Transportation Master Plan was developed in accordance with Monroe County Comprehensive Plan Policies 301.4.1, 301.5.2, and 401.3.1. The study limits include the following roadway segments (see **Figure 2-1**):

- US 1 from the Miami-Dade/Monroe County Line to Roosevelt Boulevard.
- North Roosevelt Boulevard from US 1 to White Street
- South Roosevelt Boulevard (SR A1A) from US 1 to Bertha Street
- Intersection of Card Sound Road and CR 905
- Frontage Roads connecting to US 1
    - Old Highway, Plantation Key
    - Old Highway 4A, Islamorada
    - Frontage Road along the north side of US 1 in Lower Matecumbe Key
    - Airport Access Road, Marathon
    - Avenue A, Big Pine Key
    - Old Highway 4A, Ramrod Key
    - Flagship Drive, Summerland Key

The following tasks were completed as part of this study:

- Gather relevant existing data, such as traffic volumes, crash data, transit information.
- Meet with stakeholders to get input on transportation issues, improvement opportunities.
- Conduct public meetings to obtain input from the public regarding transportation issues and proposed solutions.
- Develop goals and objectives for the US 1 Transportation Master Plan.

- Develop projected traffic volumes for the year 2040 and conduct generalized level of service analysis in accordance with the FDOT Level of Service guidelines to identify roadway segment that may need capacity improvements.
- Review and analyze the data collected to identify transportation needs and high-level solutions. These solutions include roadway and multi-modal improvements to address the needs of all road users (pedestrians, bicyclists, public transit, and personal automobiles).
- Classify the identified solutions into short-term solutions for implementation in the next 1-5 years, mid-term solutions for implementation in the next 5-10 years, and long-term solutions for implementation in the next 10-20 years along with potential funding sources.

Evaluation of right-of-way, utility, environmental or other impacts associated with potential solutions and detailed feasibility studies need to be conducted prior to implementation.

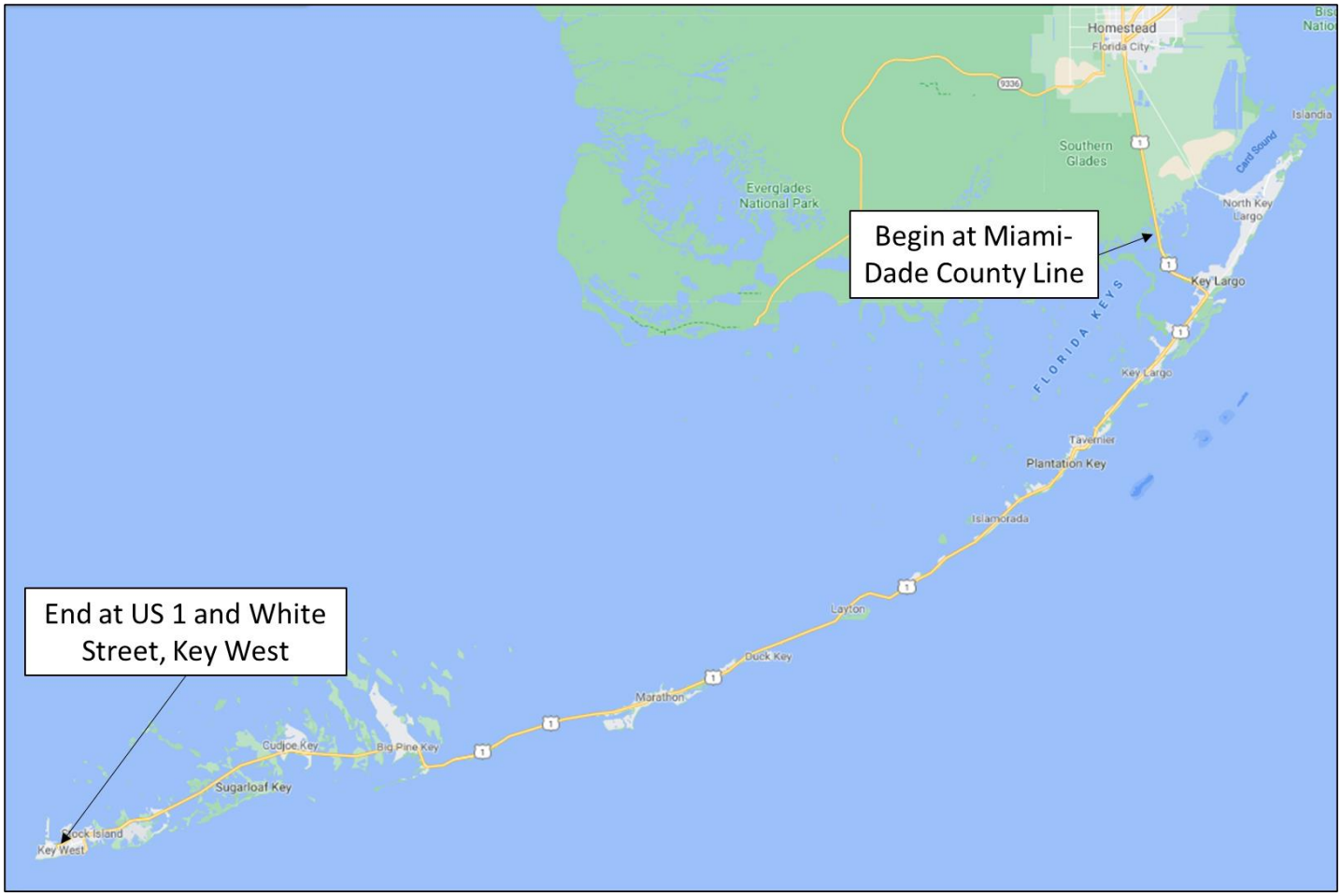

Figure 2-1: Project Location Map

2.1 Roadway Typical Section / Geometry

The study area of US 1 includes both rural and urban typical sections. The land uses along the corridor include a mix of commercial (including professional offices, restaurants, banking/financial institutions, shopping centers, and tourist attractions) and residential properties. A majority of the corridor consists of two-lane undivided roadway with some segments that are two-lane divided, four-lane divided, and four-lane undivided. Details on the typical section limits are provided in the following sections and shown in **Figure 2-2**. Roosevelt Boulevard is a four-lane undivided roadway. The Florida Keys Overseas Heritage Trail (FKOHT) runs parallel to US 1 for much of the study area. Bike lanes also exist along some portions of US 1.

Two-lane Undivided

The northernmost two-lane undivided segment begins in Tavernier at the intersection of US 1 at Royal Poinciana Boulevard and continues for several miles ending approximately 1,500 feet north of the US 1 and Coco Plum Drive intersection. The next two-lane undivided segment begins at the north end of West Summerland Key and continues for several miles ending at approximately 1,150 feet north of Rockland Drive in East Rockland Key.

Two-lane Divided

A two-lane divided segment begins at the Miami-Dade/Monroe County Line and continues to the intersection of US 1 and County Road 905. There are passing lanes within this segment. Another two-lane divided roadway segment begins in Marathon at the intersection of US 1 and Coral Drive and ends at the southern end of Bahia Honda Key. A short two-lane divided segment also exists as US 1 enters Big Pine Key, in the vicinity of Long Beach Drive.

Four-lane Undivided

The northernmost four-lane undivided segment begins in Marathon at the US 1/Aviation Boulevard intersection and continues to the US 1/Coral Drive intersection. The next four-lane undivided segment is along North Roosevelt Boulevard beginning at the US 1/Overseas Highway intersection and continuing to the North Roosevelt Boulevard/Eisenhower Drive intersection. The entire length of South Roosevelt Boulevard is a four-lane undivided roadway

Four-lane Divided

The northernmost four-lane divided segment begins in Key Largo at the intersection of US 1 and CR 905 and ends at the intersection of US 1 at Royal Poinciana Boulevard. The next four-lane divided segment begins in Marathon, approximately 1,500 feet north of Coco Plum Drive and ends at the intersection of US 1 and Aviation Boulevard. A short four-lane divided segment also exists in Marathon

from Crown Point Harbor to 53rd Street. Another short four-lane divided segment begins on the southern end of Bahia Honda Key and ends on the northern end of Spanish Harbor Key. The southernmost four-lane divided segment begins at Calle Uno on East Rockland Key and continues to the US 1 and Roosevelt Boulevard intersection on Stock Island.

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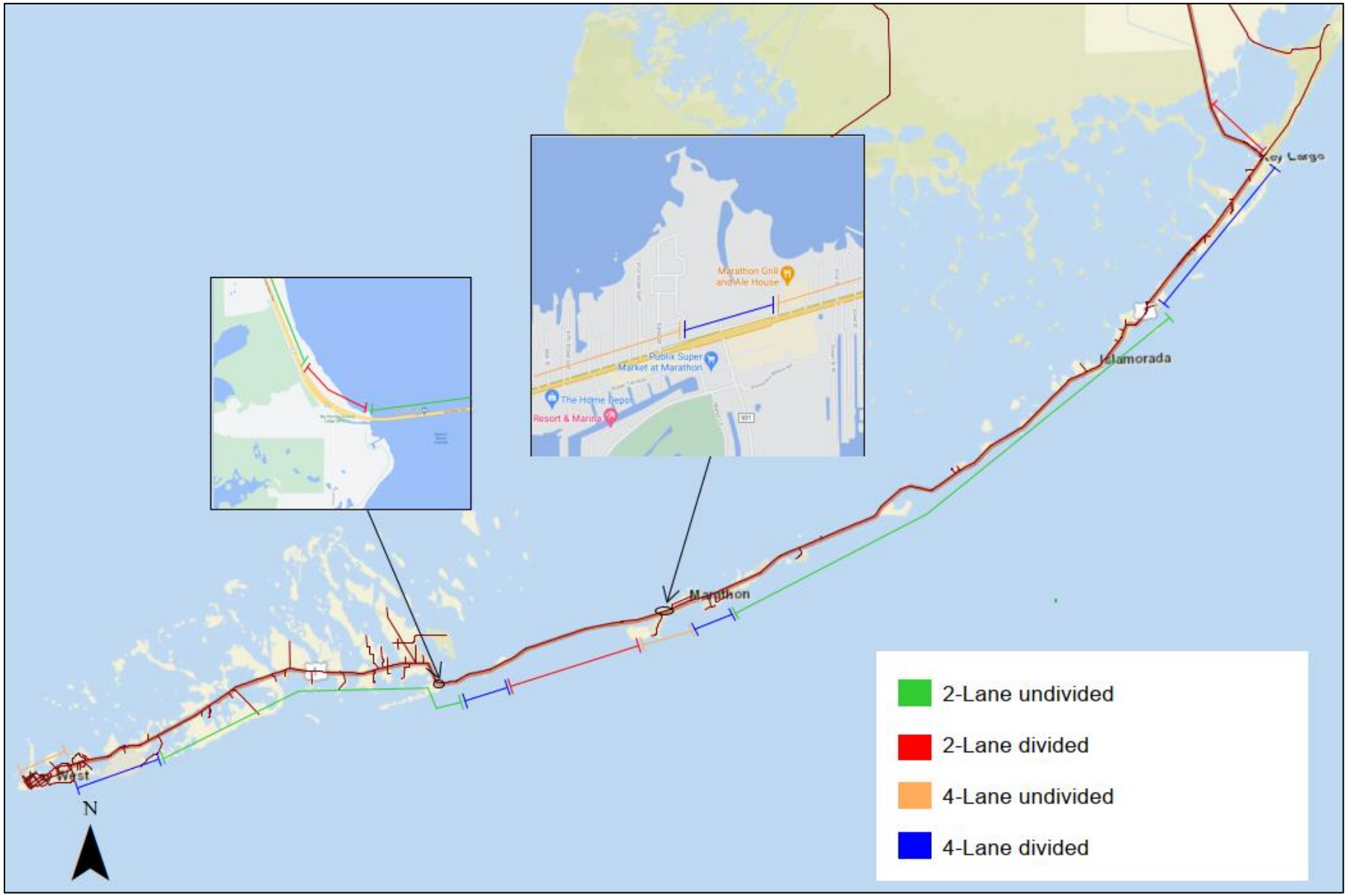

Figure 2-2: US 1 Typical Section Summary

3 Data Collection

3.1 Traffic Volumes

Based on the FDOT Florida Traffic Online website, US 1 in Monroe County carries an annual average daily traffic (AADT) ranging from 12,700 vehicles per day (vpd) to 51,500 vpd (2019 data). South Roosevelt Boulevard carries an AADT ranging from 11,200 vpd to 13,000 vpd. The AADT data is based on information obtained from the FDOT Traffic Monitoring Sites located in Monroe County**.** The highest volumes were observed in Stock Island with 51,500 vpd.

The Generalized Service Volume Tables provided in the FDOT Quality/Level of Service Handbook was used to determine the 2019 FDOT Level of Service (LOS) for both US 1 and South Roosevelt Boulevard in Monroe County. Based on this analysis, 66 of the 115 roadway segments operate at LOS D or worse. It should be noted that the FDOT LOS estimation procedures provided in the FDOT Quality/Level of Service Handbook are different from those used by Monroe County as part of the Arterial Travel Time and Delay Studies. The FDOT LOS procedure was used in this study, so that future traffic volumes can be reviewed to identify deficient segments. The LOS provided in this report will not be used in making future development review/approval decisions.

3.2 Traffic Signals

Within the study area, there are 24 traffic signals, seven emergency signals, six High Intensity Activated Crosswalk (HAWK) pedestrian crossing beacons, three pedestrian signals, two flashing signals, and one drawbridge signal. See **Table 3-1** for a summary of the traffic signal locations. Currently all the traffic signals within Monroe County are operated and maintained by FDOT.

Table 3-1: Summary of Traffic Signal Locations

LOCATION	MM	LOCATION	MM
White Street	1.1	**33rd Street**	48.5
Florida Street - Pedestrian Signal	1.2	**Sombrero Beach Road**	50
Eisenhower Drive/Jose Marti Drive	1.3	**89th Street - Emergency Signal**	51.7
First Street/Palm Ave	1.6	**107th Street**	52.4
2000 N. Roosevelt Blvd - HAWK	1.7	**109th Street**	52.5
5th Street	1.9	**121st Street - Pedestrian Signal**	53
2400 N. Roosevelt Blvd - HAWK	2.1	**Sadowski Causeway**	53.5
Overseas Market	2.5	**Coco Plum Drive**	54
3000 N. Roosevelt Blvd - HAWK	2.6	**Layton Drive - Emergency Signal**	68.4

LOCATION	MM	LOCATION	MM
Kennedy Drive	2.7	**Snake Creek Bridge - Drawbridge Signal**	85.7
Searstown	3	**Woods Avenue**	90
3618 N. Roosevelt Blvd - HAWK	3.5	**Bessie Road**	90.5
3820 N. Roosevelt Blvd - HAWK	3.7	**Ocean Boulevard**	91.5
Roosevelt Blvd at Overseas Highway	3.9	**Jo-Jean Way - Emergency Signal**	92
College Road	4.4	**Fisherman's Trail - Emergency Signal**	99.1
Cross Street	4.6	**East Drive - Emergency Signal**	99.2
McDonald Avenue	4.8	**Ocean Bay Drive/Atlantic Boulevard**	99.5
3rd Street - Flashing Signal	4.9	**Bay Drive - HAWK**	99.8
Emerald Drive - Emergency Signal	10.5	**Tarpon Basin Drive**	101
Sugarloaf Boulevard - Flashing Signal	10.5	**Bowen Drive - Pedestrian Signal**	105
Crane Boulevard	19.5	**CR-905 - Emergency Signal**	106.5
Key Deer Boulevard	30.3		

3.3 Functional / Context / Access Management Classification

The FDOT Functional Classification Maps indicate that US 1 in Monroe County is primarily classified as an Urban Principal Arterial with some segments that are classified as Rural Principal Arterials.

All of the Access Classifications for controlled access facilities exist along US 1 in Monroe County including Class 2, 3, 4, 5, 6, and 7. The most prevalent access class is 4 followed by class 6. **Table 3-2** provides a summary of the context classification and spacing standards for each Access Class.

Table 3-2: Access Management Standards for Controlled Access Facilities

Roadway Access Class	FDOT Context Classification	Median Type	Connection Spacing (feet)		Median Opening Spacing (feet)		Minimum Signal Spacing (feet)***
			≤45mph Posted	>45mph Posted	Directional	Full	
2	C1 Natural, C2 Rural	Restrictive w/Service Roads	660	1320	1,320	2,640	2,640
3	C1 Natural, C2 Rural, C2T Rural Town, C3R Suburban Residential, C3C Suburban Commercial	Restrictive	440	660	1,320	2,640	2,640
4	C2T Rural Town, C4 Urban General, C5 Urban Center, C6 Urban Core	Non-Restrictive**	440	660			2,640
5		Restrictive	245	440	660	2,640/ 1,320*	2,640/ 1,320*
6		Non-Restrictive**	245	440			1,320
7		Both Median Types**	125		330	660	1,320

Spacing 1,320 feet when roadway speed limit is 45 mph or below

**It is recommended that additional safety/operational analysis is completed for non-restrictive medians*

****Traffic signals, proposed at intervals closer than the access management standard for the designated access class, will only be approved where the need for such signal(s) is clearly demonstrated for the safety and operation of the roadway through the signal warrant process. (F.A.C. Rule Chapter: 14-97.003) Applicants requesting or requiring the addition, removal, or modification of a traffic signal for Category E, F, and G connections, must submit an Intersection Control Evaluation Form, Form 750-010-30 (F.A.C. Rule Chapter: 14-96.003). This language is in the draft version of rule 14-96.*

Source: Adapted from FDM 201 - Design Controls and FDOT Context Classification

3.4 Crash Summary

Crash data was obtained from the FDOT Crash Analysis Reporting System for the five-year period from 2014 to 2018. This data indicates that a total of 5,050 crashes were reported including 2,711 property damage only crashes, 2,270 injury crashes, and 69 fatal crashes. A total of 72 pedestrian and 153 bicycle crashes occurred during this period, resulting in 15 fatal crashes and 193 injury crashes. Approximately 27% of the total crashes occurred during nighttime and 8% occurred on a wet road surface. The crash data is discussed further in Section 6.1.

3.5 Multimodal Services

3.5.1 Transit Services

Currently, transit service along the US 1 corridor is provided by Key West Transit, which operates four routes in the Lower Keys and Key West, as well as Miami-Dade Transit, which operates one route serving the Upper Keys. Route maps obtained from the Miami-Dade Transit and Key West Transit websites are provided in **Appendix A.**

Note: All ridership information presented in the following sections was collected before the onset of the COVID-19 pandemic.

Key West Transit

Key West Transit (KWT), a division of the City of Key West Department of Transportation, provides fixed-route bus service within the City of Key West, with limited service to other areas of the Lower Keys. Route maps from the Key West Transit website are provided in **Appendix A** Based on data from the National Transit Database, KWT provided an average of 761,655 unlinked passenger trips in 2019, a 122% increase as compared to 2015 (342,583 trips). Key West Transit uses standard 29' and 35' buses, two of which have hybrid drivetrains.

A review of the ridership data provided in the Key West Transit Development Plan (2019) for each KWT route indicates that the increase in ridership can largely be attributed to the Duval Loop, which is a free downtown circulator that is heavily used by tourists, residents, and employees alike. According to the Transit Development Plan, the Duval Loop accounted for approximately 55% of the ridership in 2018.

Lower Keys Shuttle

KWT's Lower Keys Shuttle provides transit service beginning at mile marker 55 in Marathon and ending at the corner of Whitehead and Eaton Streets in Old Town Key West with 22 stops, serving 18 different islands throughout the Lower Keys (see **Figure 3-1**). The Lower Keys Shuttle is the only KWT route that operates outside the limits of Key West and serves as the primary transit link to Mainland Florida through a connection with Miami-Dade Transit's Route 301. This route had ridership of 88,588 in 2018.

Figure 3-1: Key West Transit's Lower Keys Shuttle

The Lower Keys Shuttle operates from 5:30 AM to 10:00 PM, with service running approximately every two hours. Between the hours of noon and 2:00 PM, service runs hourly. Scheduled run time for the route varies between approximately thirty minutes, one hour, and two hours, depending on direction and time of day. One-way fare for the Lower Keys Shuttle is $4, with daily, weekly, and monthly passes available and discounted fares provided for students, military members, seniors, and those with disabilities.

City Routes

Previously, KWT had operated four fixed-route loops throughout the city (Red, Blue, Green, and Orange). Much of this service was overlapping or redundant, and KWT recently simplified these down to two routes, the North and South lines. Ridership data for these routes is not yet available. The North route (see **Figure 3-2**) connects Old Town Key West with the northern side of the island via N Roosevelt Boulevard/US 1 with the route terminating at Lower Keys Medical Center on Stock Island.

Figure 3-2: Key West Transit's North Route

The South route (see **Figure 3-3**) serves the southern part of the island via South Roosevelt Boulevard with service to Stock Island. Scheduled run time for each route is around one hour and fifteen minutes.

Figure 3-3: Key West Transit's South Route

Fares for the city routes are $2 per trip with daily, weekly, and monthly passes available and discounted fares provided for students, military members, seniors, and those with disabilities. Riders that regularly use both services must buy a pass for each.

Duval Loop

Introduced in 2018, the Duval Loop (see **Figure 3-4**) is a one-way circulator system serving the Duval Corridor in Old Town Key West. The Duval Loop is a fare-free service with 19 stops in and around Key West Downtown. The Duval Loop has 30-minute headways between 6:00 AM and 9:00 AM, with 15-minute headways from 9:00 AM to midnight. The Duval Loop served 317,320 passengers in 2018, accounting for nearly half of the KWT system's ridership.

Figure 3-4: Key West Transit's Duval Loop Circulator

Miami-Dade Transit

The Dade-Monroe Express, MDT Route 301 (see **Figure 3-5**), serves as the only public transit connection between mainland Florida and the Keys. Service runs between the southern terminus of the South Florida Busway in Florida City and Mile Marker 50 in Marathon, where riders may transfer to the Lower Keys Shuttle if they wish to travel south of MM 50. Northbound riders can connect to routes running along the South Dade Busway, a dedicated bus corridor operating with the former FEC rail right-of-way. This corridor is currently being upgraded to accommodate Bus Rapid Transit (BRT), as well as local buses, which offers connections to Miami-Dade's Metrorail system.

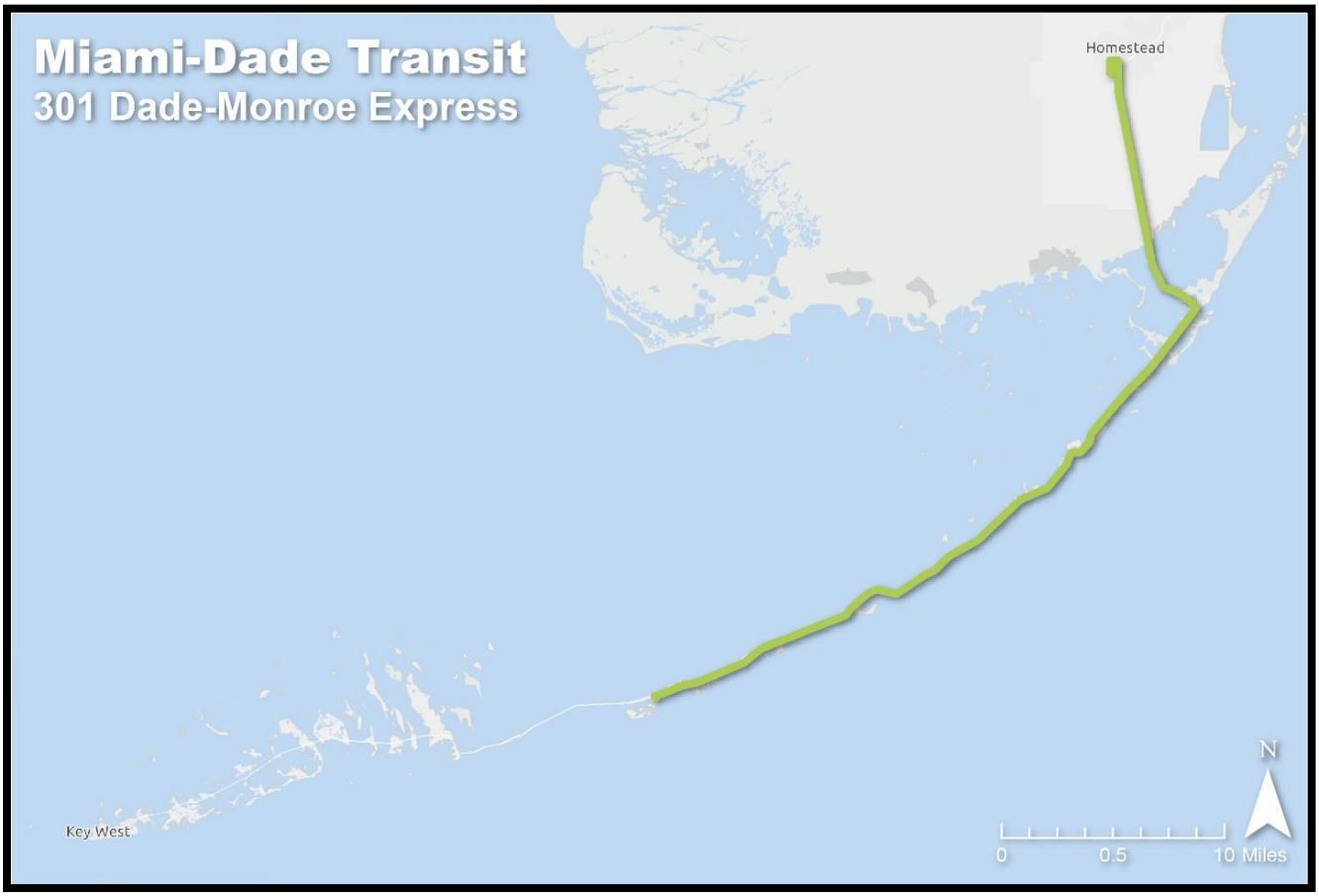

Figure 3-5: Miami-Dade Transit's Route 301 Dade-Monroe Express

3.5.2 Water-based Transportation Services

There are two existing water-based transportation services that operate in Monroe County. The Key West Express provides service between Fort Myers/Marco Island and Key West and the Yankee Freedom provides service between Key West and the Dry Tortugas National Park. Below are brief descriptions of these services:

Key West Express

The Key West Express is a ferry service from the Southwest Coast of Florida to Key West. Two routes are currently in operation: the first runs between Fort Myers and Key West and the second one runs between Marco Island and Key West. One-way fares range from $40 to $110 with a discounted return service. Both Routes utilize a 170-foot Catamaran with a maximum capacity of 511 passengers.

Yankee Freedom

The Yankee Freedom is a ferry that provides service between Key West and the Dry Tortugas Nation Park. One-way fares range from $67.50 to $95. The vessel used for this service is a 110-foot Catamaran with a maximum capacity of 250 passengers.

3.5.3 Air Transportation

There are two public airports in Monroe County. The Key West International Airport is located in the City of Key West approximately 2 miles east of the main commercial center of Key West. The Key West International Airport serves as the primary commercial service airport in the Florida Keys. Flights departing the Key West International Airport often have weight restrictions due to the runway length. The Florida Keys Marathon International Airport is a County owned and operated airport located in Marathon. The Marathon International Airport currently provides airfield, terminal, and support facilities for air charter/taxi operations, air cargo operations, and general aviation operations.

3.6 Programmed and Planned Projects

A review of the FDOT five-year work program revealed that there are several programmed roadway, transit, bridge, aviation, seaport, pedestrian/bicycle, and landscaping projects in Monroe County. A list of these FDOT projects is provided in **Appendix B**.

The Florida Department of Environmental Protection (DEP), Division of Recreation and Parks (DRP), has developed a plan for improvement and completion of the Florida Keys Overseas Heritage Trail (FKOHT). The FKOHT runs parallel to US 1 from MM 106.4 to MM 0, traversing a wide variety of surrounding contexts from separate multi-use paths to historic railroad bridges and when no other options are available as the US 1 shoulder. Based on the most current plan (dated August 2018), a variety of improvements are planned to include improving and/or repairing 38 existing facilities and six miles of trail, constructing 22 miles of trail, new shelters/benches, new restroom facilities, new bike repair stations, and new parking facilities. A summary of the improvements included in this FKOHT Plan are provided in **Appendix B**.

3.7 Resiliency and Climate Change

The Florida Keys are susceptible to climate change and sea-level rise. The current US 1 elevation is barely above the sea level (see **Appendix C** for elevation maps), with many portions of the roadway experiencing flooding from heavy rain fall and extreme fall/spring high tides, known as

king tides. As such, the County has implemented multiple resiliency efforts to identify vulnerabilities and provide a work plan to proactively deal with these issues. These efforts include the Green Keys Sustainability Action Plan and five-year work plan and the Monroe County 2013 Climate Action Plan.

Monroe County has adopted the Unified Sea Level Rise Projections of the Southeast Florida Regional Climate Change Compact. This projection estimates the sea-level rise and provides a baseline year of 2000 with a planning horizon of 2120. The projected sea level rise near Key West as provided in this projection is shown in **Figure 3-6**. The projection considers regional effects, such as thermal expansion from the warming of the Florida Current, that result in differences in Southeast Florida's rate of sea-level rise as compared to other areas in global projections.

In addition to the County developed plans and programs, the U.S. Army Corps of Engineers has developed a plan for coastal storm resilience in the Florida Keys. This study's objective is to reduce the risk of damage to US 1 caused by wave action and erosion associated with coastal storms in the Florida Keys over the 50-year period of analysis. The recommended plan includes the following:

- US 1 Shoreline stabilization (revetment) in 6 areas
- Nonstructural measures for residential and non-residential structures at risk
    - Elevation of residential properties (4,697 structures)
    - Floodproofing of commercial properties (1,130 structures)
- Floodproofing critical infrastructure at risk (48 critical buildings)

The Monroe County Board of County Commissioners signed a letter of support to show that the County supports the plan and intends to participate in the potential future implementation of the project as a cost-sharing partner with the federal government.

In addition to the efforts mentioned above, FDOT is currently exploring options for allocating additional funding and resources to resiliency support services to conduct further evaluation.

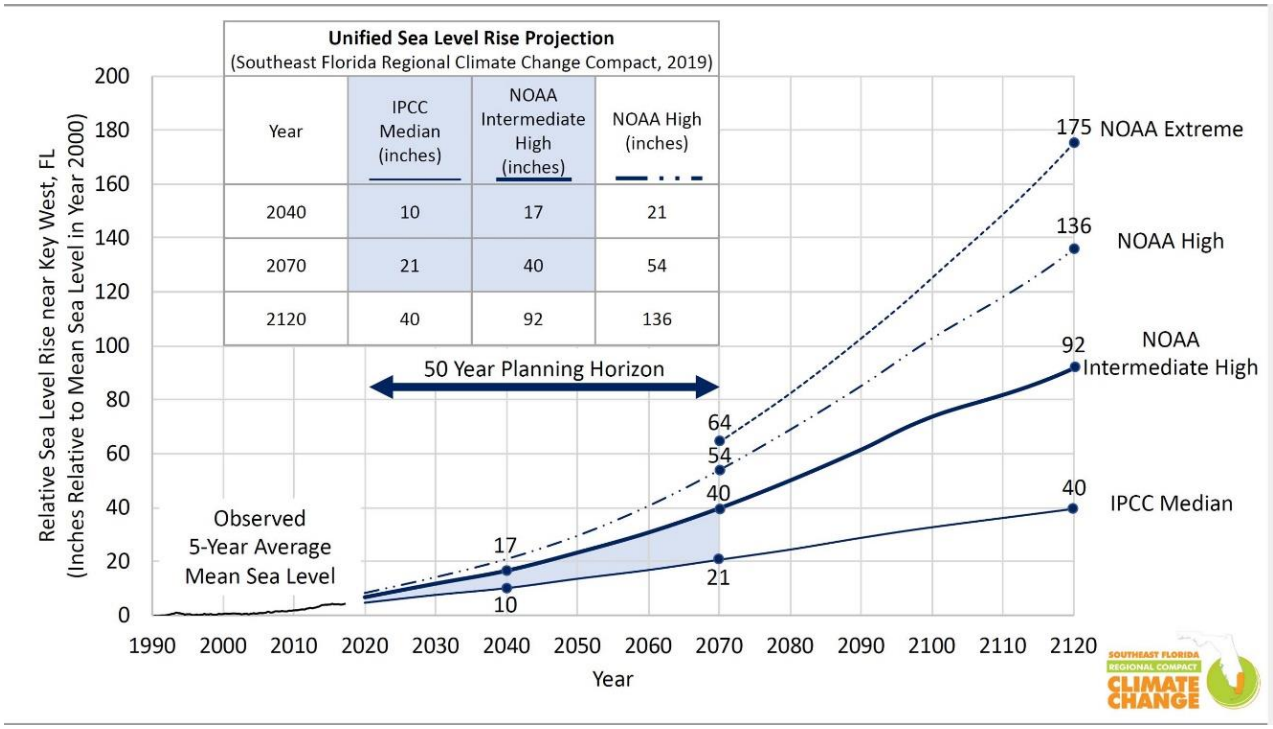

Figure 3-6: Unified Sea Level Rise Projection (Source: Monroe County Website)

4 Public Involvement

Public and stakeholder input are critical components for any planning process. Initial outreach efforts in a planning process are important to ensure that the public is informed about the purpose of the plan and provided with ample opportunities to contribute “blank-slate” input on where and what types of improvements are needed. This initial outreach was supplemented with another round of public outreach which allowed the public to provide input on potential project-based solutions.

4.1 Public Outreach Efforts

The public and stakeholder involvement processes for the development of this US 1 Transportation Master Plan included a variety of communication and outreach means. Due to the ongoing global pandemic, the primary means of engagement with the public and stakeholders for the development of this plan included digital meetings/presentations supplemented by a widely distributed online survey and mapping application provided as part of the project website. Monroe County took extraordinary outreach efforts to ensure that the public outreach meetings are well-attended and that the project website was well-distributed with invitations for the public to directly provide input on the project’s development. As a result, a large public input database was developed to categorize and analyze the input received from various sources. The following sections summarize the various outreach efforts used along with a synopsis of major themes noted from the 800 recorded input responses. Summaries of the input received through all outreach sources are provided in **Appendix D**.

4.1.1 Stakeholder Meeting

After kicking-off the planning effort internally with Monroe County’s project management team, a meeting with key stakeholders was convened in order to obtain input on: the scope of the project, the proposed public involvement platform options, the proposed public survey questions, project goals, and problem areas to be addressed along US 1 in Monroe County. This initial meeting was held via Zoom on Thursday, August 20, 2020 at 1PM. Fifty-eight (58) attendees were invited, and 33 respondents actively participated at various points during the meeting. Participants in the meeting included representatives from Monroe County, FDOT District 6, City of Key West, City of Layton, Key Colon Beach, Village of Islamorada, Key Largo Chamber of Commerce, Ocean Reef Chamber of Commerce, Lower Keys Chamber of Commerce, Department of Environmental Protection’s Office of Greenways & Trails, Miami-Dade Transit, Miami-Dade County Public Works, and AECOM.

Attendees were asked to provide input during the meeting by raising their hands to unmute and speak through Zoom as well as contributing through a menti.com-based participation platform (see **Figure 4-1**).

Questions asked for anonymous response through the real-time menti.com platform included:

- What do you see as the top three most critical transportation needs along US 1?
- What do you see as critical locations that need improvements along US 1?
- What are the top three goals you would like to address through this study?

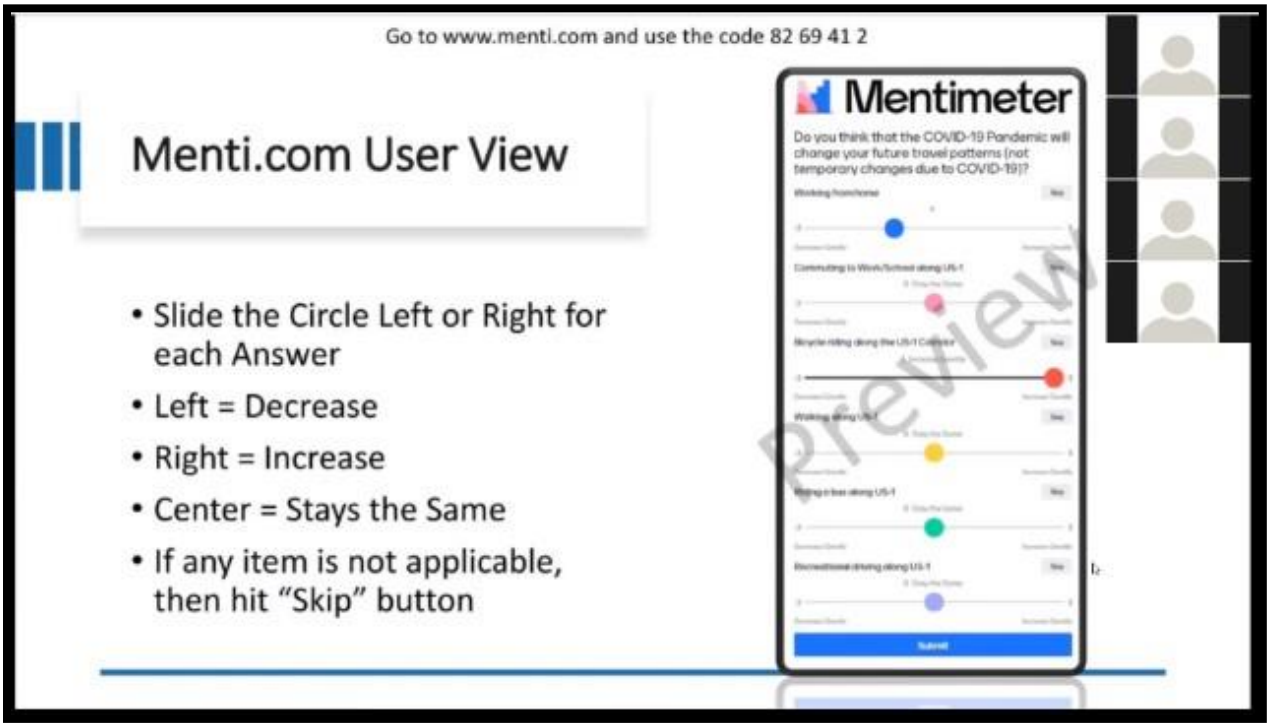

Figure 4-1: Menti.com used to conduct surveys during the Stakeholder and Public Meeting

Responses to the menti.com questions are provided in **Appendix D**. Major themes noted from the responses to these menti.com questions include:

- Multimodal Opportunities: 38 responses suggesting enhancements to the multimodal transportation network to include bicycle, pedestrian, transit, and water ferry/taxi improvements
- Areas of Congestion: 31 responses regarding areas of high congestion/access management issues

- Infrastructure Resiliency: 10 responses about ensuring resiliency of transportation infrastructure to allow for preservation of the natural environment and designed to withstand severe weather events
- Safety: 7 responses about safety and enforcement concerns
- Designing to Accommodate Tourists: 11 responses on infrastructure improvements to better accommodate tourists.

In addition to excellent participation through the menti.com platform (noting over 100 responses on some questions), the stakeholders also unmuted to ask questions and provided general feedback on the presentation. Of note, several modifications were suggested to the proposed public survey questions, which were incorporated in the final public survey that was posted on the project website.

4.1.2 Public Meeting #1

An initial public meeting was held through Zoom on September 24, 2020 at 5 PM. The purpose of the meeting was to provide background on the project and to seek input from the public on areas and types of transportation concerns. During this meeting, two options were provided for the public to submit input. The first option was to provide real-time feedback through the menti.com survey conducted during the presentation. A second option for the public to participate in real-time was to raise their hands through Zoom to ask questions and/or provide feedback verbally.

Another option provided to attendees was to go to the US1MasterPlan.com website to provide input through the public survey and/or the online mapping platform. Input submitted through the website is summarized in a subsequent section. Questions asked for anonymous response through the real-time menti.com platform included:

1. What are the critical areas that need improvement along US 1?
2. Do you think that the COVID-19 Pandemic will change your future travel patterns (not temporary changes due to COVID-19)?
3. In your opinion, is US 1 currently functioning optimally to satisfy your needs?
4. Based on your vision of how US 1 can best meet your travel needs, what types of improvements do you feel are most necessary/important?
5. What modes of transportation do you currently use?
6. If we were able to invest in improvements to provide alternative means of transportation along US 1, how would your travel patterns change?
7. What do you see as the top five most critical transportation needs for US 1?

Responses to the menti.com questions are provided as **Appendix D**. Major themes noted from the responses to these menti.com questions include:

- Multimodal Opportunities: 48 responses noted multimodal concerns, of greatest concern was the need for additional crosswalks (17 comments), bicycle accommodations (6 comments), transit (8 comments), and multimodal accommodations on bridges (7 comments)
- Areas of Congestion: 16 responses regarding areas of congestion/access management issues
- Others: Other responses noted opposition to a pedestrian bridge at Founders Park (6 comments), a need to design infrastructure for resiliency from natural disasters (8 comments), identifying safety hot spots (4 comments), among others.

During the meeting, in addition to participation through the menti.com platform, the attendees unmuted to ask questions and/or provide comments. The comments received verbally during the meeting included: questions regarding the best contact method including the availability of a project website; comments on bicycle safety such as maintenance issues along the bike lanes and narrow bike lanes along bridges; opposition to the pedestrian bridge near Founder's Park; roadway flooding; and possible re-location of the weigh station. A recording of the meeting is provided on the US1MasterPlan.com website.

4.1.3 Public Meeting #2

Internet issues during the September 24, 2020 meeting created difficulty for several attendees (or would-be attendees) to participate in the meeting. As a result, a second initial public outreach meeting was held on November 12, 2020 following the same format as the September 24 meeting. The purpose of this meeting was to provide background on the project and to seek input from the public on their areas and types of transportation concerns. During this meeting, several options were provided for the public to submit input. The first option was to provide real-time feedback through a menti.com survey. A second option for the public to participate was the allotment of time at the end of the meeting to allow for the public to raise their hands through Zoom to ask questions and/or provide feedback verbally.

The final option provided to attendees was to go to the US1MasterPlan.com website to provide input through the public survey, online mapping platform, and/or a Contact Us Form. Input submitted through the website is summarized in a subsequent section of this report.

Questions asked for anonymous response through the real-time menti.com platform included:

1. Where do you live?
2. Where do you work?

3. Do you think that the COVID-19 Pandemic will change your future travel patterns (not temporary changes due to COVID-19)?
4. In your opinion is US 1 currently functioning optimally to satisfy your needs.
5. Based on your vision of how US 1 can best meet your travel needs, what types of improvements do you feel are most necessary/important?
6. What modes of transportation do you currently use?
7. If we were able to invest in improvements to provide alternative means of transportation along US 1, how would your travel patterns change?
8. What do you see as the top five most critical transportation needs for US 1?
9. What are the critical areas that need improvement along US 1?

Responses to the menti.com questions are provided in **Appendix D**. Major themes noted from the responses to these menti.com questions include:

- Multimodal Concerns: 17 responses noted multimodal concerns, including the need for additional crosswalks (7 comments) followed by bicycle accommodations (3 comments)
- Areas of Congestion: 16 responses regarding areas of congestion/access management issues with suggestions varying in specific content from better traffic signal synchronization to better accommodations for turning and merging traffic
- Safety: 8 responses about safety and enforcement concerns
- Tourism: 6 responses addressing tourism, with half (3) of the comments suggesting a toll for non-residents, and half (3) of the comments noting a need to modify the design of existing infrastructure to better accommodate the way tourists use US 1.

4.1.4 Website-Based Input: Online Public Survey

An 8-question online public survey (see **Figure 4-2**) was available on the project website US1MasterPlan.com from September 21, 2020 to February 15, 2021. Through this online platform, 433 respondents submitted feedback about US 1. A full synopsis of the online public survey results is provided as **Appendix D**.

Highlights from the survey results include:

- Heaviest participation was from Key West, Islamorada, Key Largo, the Lower Keys, Big Pine Key and Marathon with approximately the same number of respondents living where they work.
- Overall, respondents did not expect COVID-19 to impact their future travel patterns after the pandemic is over, with about 23% of respondents stating that they did not use US 1 for commuting purposes even prior to the pandemic.

- Most respondents (80%) stated that US 1 does not currently function optimally to satisfy their needs.
- Respondents overwhelmingly noted the most important types of improvement for US 1 as relieving congestion/improving traffic flow (52%) and reducing crashes (40%).
- Automobile was the primary mode of transportation for a majority of survey respondents (86%) with bicycle and walking roughly tied as the secondary mode (39% and 37% respectively).
- According to respondents, appropriate investments along US 1 would result in a decrease in automobile traffic (25%) and an increase in bicycle traffic (32%), walking (28%), and riding a bus along the US 1 corridor (22%).
- Finally, in identifying the most critical needs for transportation along US 1, respondents were interested in seeing safety improvements (87%), roadway improvements (86%), access improvements (63%), bicycle improvements (62%). Interest in pedestrian improvements, scenic view pull-off areas, public transportation improvements, and water transportation improvements were all around 50%.

Major themes noted from the online public survey free responses include:

- Multimodal Opportunities: 38 responses suggesting enhancements to the multimodal transportation network to include bicycle, pedestrian, transit, and even water-based transportation options
- Areas of Congestion: 31 responses regarding areas of congestion/access management issues
- Infrastructure Resiliency: 10 responses about ensuring resiliency of transportation infrastructure to allow for preservation of the natural environment and designed to withstand severe weather events
- Safety: 7 responses about safety and enforcement concerns
- Accommodate tourist needs: 11 responses on infrastructure improvements to better accommodate tourists.

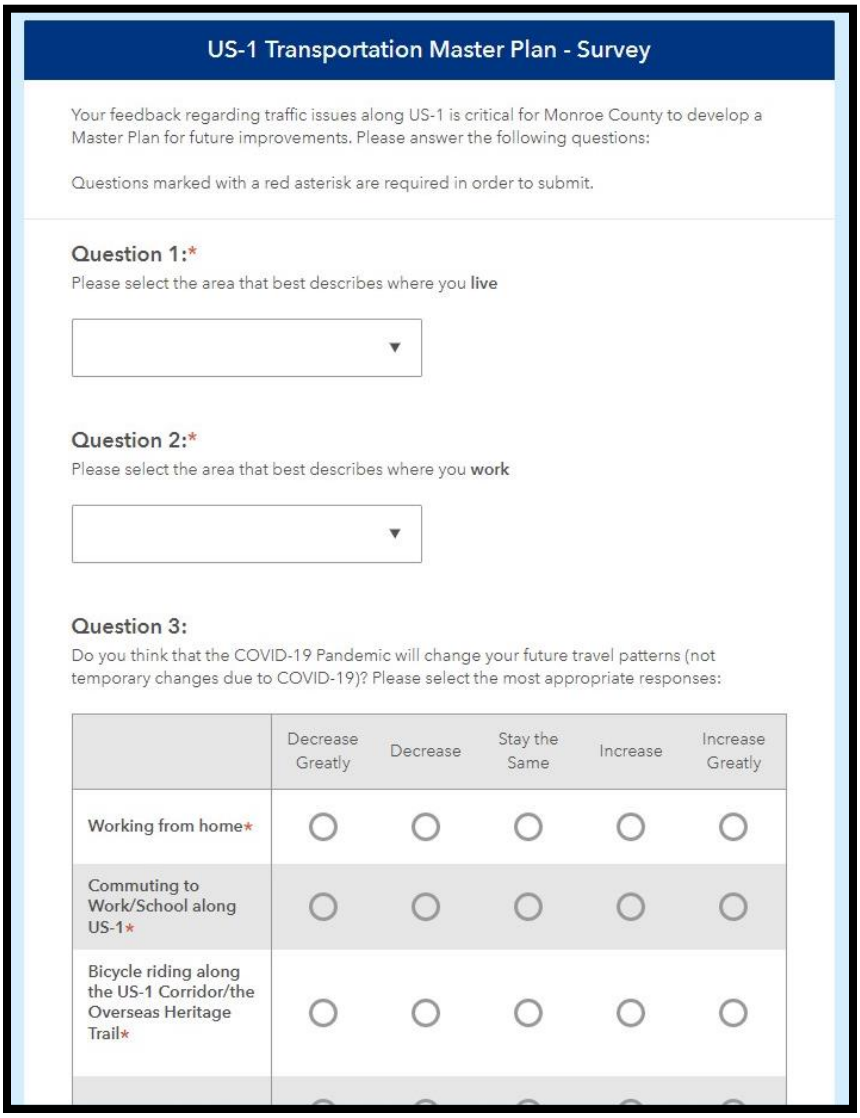

Figure 4-2: Sample of the Website Survey

4.1.5 Website-Based Input: Online Mapping Input

The public was able to submit location-specific feedback through an online mapping platform (see **Figure 4-3**) from September 21, 2020 to February 15, 2021. Through this online platform, 113 respondents submitted feedback about US 1.

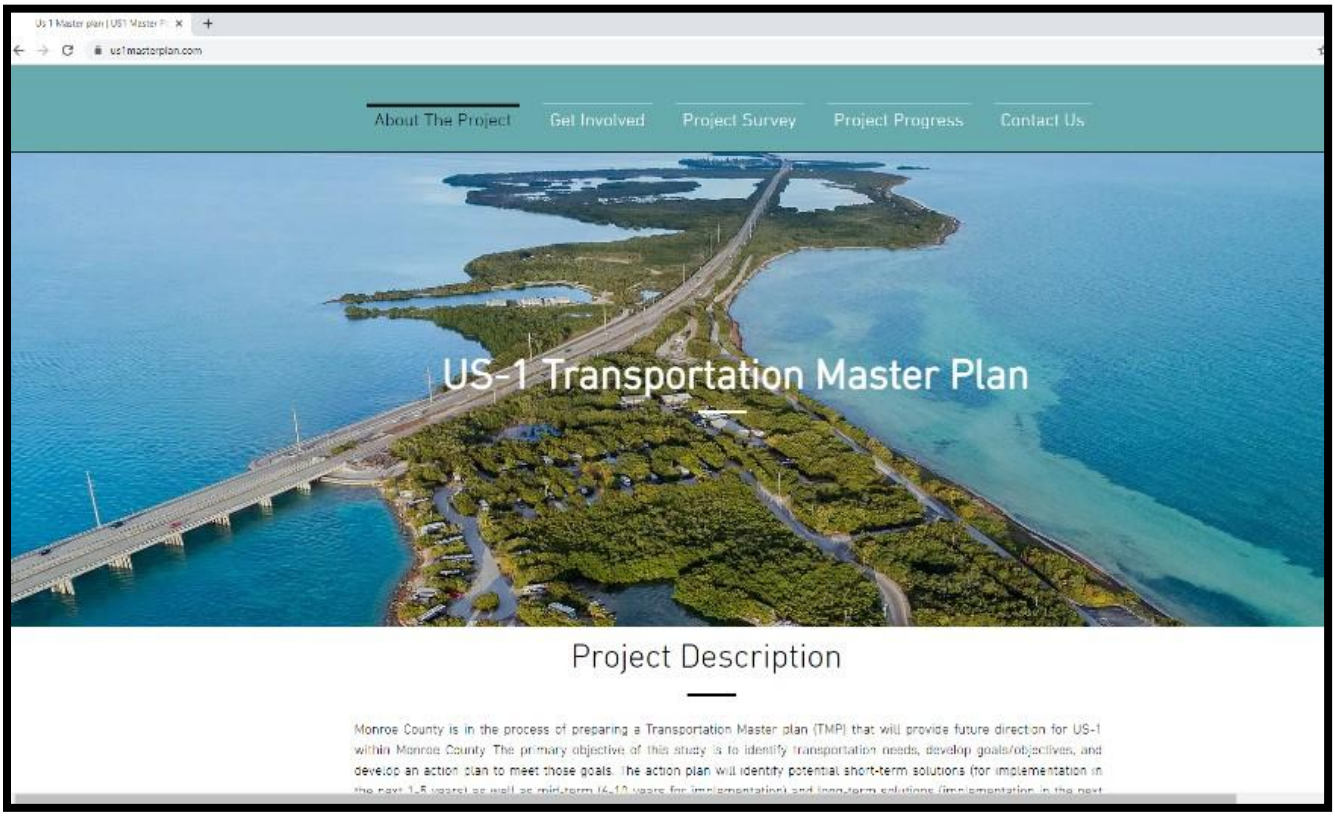

Figure 4-3: The website served as a critical public engagement tool

While having a distinct specific geographic component, the majority of these comments could still be categorized into themes. Major themes noted from the online mapping input include:

- Areas of Congestion: 61 responses regarding areas of congestion/access management issues. Of particular note, nine locations were identified for suggested traffic signals/traffic control devices, nine locations were noted for traffic signal synchronization improvements, and 14 locations were noted as needing improvements for turning and merging movements.
- Maintenance/Enforcement: 11 comments provided specific locations of maintenance and enforcement issues ranging from speeding to derelict vehicles among others.
- Multimodal Concerns: 19 comments were submitted regarding multimodal infrastructure concerns. Comments particularly identified areas that would be appropriate for improved bicycle and pedestrian accommodations, but this platform was also used to note general support for extension of transit and water transportation facilities/services.
- Overseas Heritage Trail: Five comments were submitted about completing and providing better access to the Overseas Heritage Trail.
- Safety: 17 comments were submitted with locations of safety hot spots, most notably identifying where infrastructure was being misused.

- Address Tourists Needs: Seven responses addressed tourism, with four comments suggesting a toll for non-residents and three comments noting a need to modify the design of existing infrastructure to better accommodate the way tourists use US 1.

4.1.6 Website-Based Input: Contact Us

The final option for public input was the provision of the project team's contact information through the project website, US1MasterPlan.com. Through this platform, only three responses were received, one email stated that the survey appeared to be geared only towards working people and questioned why. Another response suggested emphasizing reducing vehicle miles travelled by increasing funding for alternative transportation. The final email identified a location where speeding was an issue and requested speed bumps on a local road. All of these emails can be viewed in **Appendix D**.

4.2 Summary of Input Received from Public Outreach Efforts

After analyzing the over 800 unique free response records received through the public outreach efforts summarized above, some key themes surfaced as having prominent and resounding prevalence for the development of this plan. These themes have further influenced the development of the Goals and Objectives for the TMP and are summarized in the following sections.

4.2.1 Create a Balanced Multimodal Network

Although survey respondents overwhelmingly rely on their automobiles for current transportation needs, public input revealed that the community has significant interest in utilizing multiple modes of transportation. In relation to US 1 within Monroe County, multimodality includes providing facilities for bicycles, pedestrians, transit, shared commuting, and water-based transportation options.

Two hundred fifty-nine (259) comments were received in support of diversifying transportation options through enhancing the infrastructure and services of non-auto modes. Of note:

- Fifty-four (54) comments specifically identified bicycle accommodation needs. Most of these requested new infrastructure accommodations, but also noted safety/education concerns.
- Also, of note were requests to maintain existing bicycle accommodations and to address abrupt endings of bicycle lanes to merge bicycles more harmoniously with surrounding traffic.

- Several comments indicated a need for providing space to better accommodate bicycles and pedestrians more safely across bridges.
- Ninety-eight (98) comments were received identifying the need for better pedestrian accommodations. Overwhelmingly, the improvements noted were for crosswalks (46), but also noted were needs to widen the sidewalks or accommodate pedestrians on bridges.
- A significant number of comments were received in opposition to pedestrian bridges and in particular, the bridge near Founders Park.
- Twelve (12) comments were received suggesting shared commuting options to include bikeshare, electric vehicle charging stations, and micro-mobility solutions.
- Sixty (60) comments were received in support of transit solutions that ran the gamut of providing a fixed guideway solution, increasing frequency, improving amenities (benches, shelters, etc.), and increasing transit coverage. To a lesser extent, support was noted for electrifying buses and providing park & ride locations.
- Unique to the keys, several comments noted support for water-based transportation solutions such as the exploration of public ferry systems or water taxi systems, as well as increased public amenities that support private water-based activities and boat ramp improvements. Also, water-based transportation was commented as having the potential to serve evacuation purposes.
- One comment received asking for more direct air routes into the Keys.

4.2.2 Address Recurring Congestion

Public input responses through the public meetings and the online survey revealed that despite the keen interest in diversifying travel options, automobile use is the most used form of transportation along US 1. As such, a large proportion of comments (246) addressed areas of and suggestions to improve recurring automobile congestion along US 1. Of these comments:

- Twenty-four (24) comments identified locations for or generally supported additional traffic signals along the corridor.
- In addition to suggesting the addition of signals along the corridor, many (15) comments suggested that signals could be better synchronized throughout the Keys.
- Many comments suggested that speed limits were not appropriate along the corridor. Curiously, some comments stated that there was a need to increase speed limits, whereas other comments stated that the speed limits were too high along the corridor.
- Of note, eight (8) comments stated that additional space was needed to specifically accommodate merging traffic.

- Forty-one (41) comments suggested that additional space needed to be provided to accommodate turning movements onto and off of the US 1 corridor.

4.2.3 Enhance Traffic Safety

A significant number of public comments (84 comments) noted perceived safety issues along the corridor.

- Thirty (30) responses related to safety issues or hot spots were received.
- After identification of hot spots, the most common safety comments received indicated that transportation infrastructure was being misused to complete unsafe passing maneuvers (17 comments).
- Seven (7) comments highlighted the need to better coordinate traffic in advance of and for community events.
- Seven (7) comments were also received noting how signage and pavement markings could be improved towards better communicating traffic conditions and regulations to the travelling public.

4.2.4 Infrastructure and Resiliency

A number of free-response comments (44 comments) highlighted the importance of preparing for infrastructure and community resiliency in the consideration of any transportation infrastructure solutions. Of these comments:

- Sixteen (16) comments indicated the need to complete, preserve, and/or enhance the FKOHT.
- Eleven (11) comments were submitted regarding designing facilities to withstand natural disasters.
- Four (4) comments mentioned the need for designs to prepare for sea level rise.
- Three (3) comments suggested that infrastructure solutions should consider impacts on natural wildlife.

4.2.5 Balance Impacts of Tourist Traffic with Local Traffic Needs

While recognizing the important role that tourism plays in the Keys, many comments indicated that there is a need to better address negative impacts of tourism through transportation solutions. Of these 81 comments, most could be categorized in one of two areas:

- A proportion of these comments (23 comments) suggested introducing a toll for non-residents of Monroe County.

- Of even greater note, 34 comments were received noting a need to accommodate recreational vehicles along US 1. Most of these comments suggested designing “pull-off” sites for motorists to enjoy the scenic view along US 1 without impeding local traffic.

It should be mentioned that nine comments were also received in opposition of tourists and tourist traffic altogether.

4.3 Final Public Meeting

The final Public Meeting was held on July 14, 2021. The purpose of this meeting was to provide a summary of the analysis conducted during this study and to seek input from the public on potential project-based solutions. During this meeting, multiple options were provided for the public to submit input. The first option was to provide real-time feedback through a menti.com survey during the presentation. A second option for the public to participate was through multiple designated times when participants could raise their hands through Zoom to ask questions and/or feedback verbally. The final option was to submit questions and comments through the Zoom chat, which were answered during designated question and answer session. The questions asked for anonymous response through the real-time menti.com platform included:

1) Any questions/comments on Goal #1 or related objectives?
2) Any questions/comments on Goal #2 or related objectives?
3) Any questions/comments on Goal #3 or related objectives?
4) Any questions/comments on Goal #4 or related objectives?
5) Any questions/comments on Goal #5 or related objectives?
6) Any questions/comments on Goal #6 and #7 or related objectives?
7) Any questions/comments on the potential pedestrian/bicycle solutions presented? Please be specific.
8) Would you support installation of a new traffic signal, if warranted, at the following locations?
    a) Big Coppitt
    b) Marathon
    c) Upper Matecumbe
    d) Key Largo
9) Would you support a study to determine if additional travel lanes are needed in the following areas?
    a) Stock Island
    b) Boca Chica to Big Coppitt
    c) Big Pine

10) Would you support a study to determine if additional turn lanes or a center two-way left turn lane are needed in the following areas?
    a) Big Coppitt
    b) Southern Marathon
    c) Islamorada
    d) Key Largo
11) Would you support a study to determine if installation of new or modification of existing frontage roads (access roads) are needed?
    a) Big Coppitt
    b) Big Pine
    c) Islamorada
12) Would you support a study to determine if alternative intersections (other than traffic signals) are feasible at the following locations?
    a) US 1 at N/S Roosevelt Blvd, Key West
    b) US 1 at Sugarloaf Blvd, Lower Sugarloaf
    c) US 1 at Ocean Bay Drive/Atlantic Ave, Key Largo
    d) US 1 at Card Sound Road, Key Largo
13) Would you support a study to determine if new bridges in the following locations are needed and/or feasible?
    a) Bridge between Stock Island and Key West
    b) Big Pine Bypass Bridge
    c) Islamorada (Snake Creek Bridge to/from Teatable Key)
14) Would you support a study to determine the need for Intra-Island Shuttles in the following locations?
    a) Big Pine
    b) Marathon
    c) Islamorada
    d) Key Largo
15) If Implemented, how likely are you to use Intra-Island Shuttles in the following areas?
    a) Big Pine
    b) Marathon
    c) Islamorada
    d) Key Largo
16) Any questions/comments on the potential transit improvements presented?

17) Would you support a study to determine the need for and feasibility of automated/driverless buses?
18) Would you support further evaluation of the following potential water-based transportation routes (water taxi or ferry)?
19) Would support a study to determine the need for and feasibility of Aerial Gondola Systems in Monroe County?
20) Would you support a study to determine the need for and feasibility of Air Taxis/Vertiports in Monroe County?

A summary of the menti.com questions/comments are provided below and the complete menti.com results are provided in **Appendix D**. All questions received during the meeting were answered verbally:

- A total of 29 free response questions/comments were received
- No specific questions/comments were received in relation to the Goals and Objectives.
- The pedestrian/bicycle comments received included: requests for additional pedestrian crossing opportunities; questions on what the specific proposed crosswalk locations are and a request for additional trees to provide shade along pedestrian paths.
- A comment was received suggesting a pilot program to promote golf cart use along US 1 and/or shared use paths. Additionally, a few responses in favor of and against this suggestion were received.
- A couple of comments were received regarding the school zone flashing signal operations during summer months.
- A couple of requests for expanded air travel options were received.
- Regarding the specific project-based solutions presented: a few comments were received regarding being environmentally conscious and one comment regarding right-of-way for potential roadway widening projects.
- Multiple comments regarding enforcement and coordination with Monroe County Sheriff's office were received.
- A request for fencing to block motorist's view while entering Key Largo from the 18-mile stretch and help reduce slow moving vehicles on US 1 in this area.
- In general, the attendees supported further evaluation of the following potential solutions:
    - Traffic Signals (All Locations)
    - Additional travel lanes (Stock Island and Boca Chica to Big Coppitt)
    - Additional Turn Lanes/Center Two-way left-turn lane (All Locations)
    - Additional/modified frontage roads (Islamorada only)
    - Alternative Intersection Configurations other than traffic signals (All Locations)

- Intra-Island Shuttles (All Locations)
- Automated/driverless buses
- Water-based Transportation Options (All Locations)

5 Goals and Objectives

The primary goal of this Transportation Master Plan is to provide future direction for US 1 in Monroe County. The goals and objectives included in this section have been developed based on a review of the existing conditions, stakeholder input and public input received. Implementation of some goals and objectives will require close coordination with other agencies, including but not limited to: Cities, FDOT, the Florida Department of Environmental Protection (FDEP), the Florida Fish and Wildlife Conservation Commission (FWC), the US Army Corps of Engineers (ACOE), the US Coast Guard (USCG), local law enforcement, Tourist Development Council, Chambers of Commerce, Key West Transit, and Miami-Dade Transit.

Goal 1 – Create a balanced multimodal transportation system that provides options for and promotes non-motorized travel along the US 1 corridor. This includes providing space and infrastructure for all modes of transportation

- **Objective 1-1: Construct new and improve existing bicycle facilities.**
    - Notes: Comments about increased interest in bicycling. This includes trails (i.e. FKOHT), bicycle lanes, bike fix-it stations, trailheads, sight distance, and lighting.
- **Objective 1-2: Improve pedestrian access along and across US 1 through the provision of wider sidewalks and distinct marked crosswalks.**
    - Notes: Comments about inadequate pedestrian crossing options and narrow sidewalks
- **Objective 1-3: Improve transit options for both commuters and tourists.**
    - Notes: Comments about transit facilities. More support for transit shown at Stakeholder meeting than public meetings/survey.
- **Objective 1-4: Explore options to provide water-based transportation**
    - Notes: Comments about wanting improvements at boat ramps (i.e. better parking options) and some in support of ferries or water taxis.
- **Objective 1-5: Evaluate bridges to explore the feasibility of improvements to accommodate all users.**
    - Notes: Comments about issues at bridges for vehicles, bikes, and pedestrians.
- **Objective 1-6: Allow for travel demand management through introduction/promotion of bikeshare, carpool, and other commuting options.**

Goal 2 – Address congestion through improved traffic management

- **Objective 2-1: Evaluate the speed limits at the areas identified through public input to ensure they are appropriate based on FDOT criteria.**
    - Notes: Comments about inconsistency in speed limits and need for additional speed enforcement.
- **Objective 2-2: Improve management of signalized intersections.**
    - Notes: Comments about adding/removing traffic signals and signal system synchronization.
- **Objective 2-3: Implement access management improvements with respect to driveways, median openings, turn lanes, etc.**
    - Notes: Comments about congestion and safety issues from unmanaged driveway access, side road access (mostly unsignalized), abrupt stopping (at weigh station, schools, boat ramps, bus stops, and scenic viewpoints specifically).
- **Objective 2-4: Review and enhance event management procedures to better manage traffic.**
    - Notes: Comments about event related traffic.
- **Objective 2-5: Develop a coordination plan to enhance inter-agency coordination between the County, Cities, State, etc. to identify and address traffic issues.**

Goal 3 – Enhance traffic safety

- **Objective 3-1: Work with FDOT and law enforcement agencies in the identification of safety "hot spots" using a systematic approach and implementation of safety improvements through the "4E" (Engineering, Enforcement, Education, Emergency Response) approach.**
- **Objective 3-2: Maintain shoulders and bicycle lanes to increase their designated use.**
    - Notes: Comments about crumbling shoulders and debris-ridden bicycle lanes, and sight distance issues (landscaping).
- **Objective 3-3: Improve pavement marking and signage along portions of US 1 that have been identified as areas of concern through the public outreach efforts of this study.**
    - Notes: Comments about sign clutter and people not knowing what to do in certain locations.

Goal 4 –Preserve the beauty of the unique Scenic Byway

- **Objective 4-1: Protect and preserve wildlife needs during the design, construction and maintenance of roadway infrastructure.**
    - Notes: Some comments about nesting sea turtles.
- **Objective 4-2: Design infrastructure improvements to be resilient to hurricanes and sea level rise.**
    - Notes: Some comments about sea level rise and hurricane issues.
- **Objective 4-3: Maintain/rehabilitate/replant landscaping after hurricanes.**
    - Notes: Comments about losing important landscaping.

Goal 5 – Improve infrastructure to meet the needs of tourists while accommodating local traffic

- **Objective 5-1: Improve multimodal access to the US 1 corridor and provide associated first/last-mile transportation options, including park and ride facilities, and parking management systems, etc.**
    - Notes: Comments about considering a toll for access to US 1 in the Keys, and better air and water-based transportation options.
- **Objective 5-2: Evaluate existing and potential infrastructure to provide viewing/pull-off areas at appropriate locations.**
    - Notes: Comments about slow moving vehicles associated with recreational driving. Also, comments requesting designated viewing areas.
- **Objective 5-3: Improve public awareness through advertising and/or signage to increase use of multimodal facilities by tourists.**
    - Notes: Comments about better communication about the existing multimodal transportation infrastructure.

Goal 6 – Preserve/Maintain existing infrastructure

- **Objective 6-1: Maintain existing pavement through periodic resurfacing.**
- **Objective 6-2: Identify bridges in need of maintenance, rehabilitation, or replacement.**

Goal 7 – Emerging Technology Applications

- **Objective 7-1: Explore emerging technology applications for transportation in the areas of ITS, Transit, and Signals.**

6 Existing Conditions Analysis

6.1 Crash Data Analysis

Crash data for the five-year period from 2014 to 2018 was obtained from the Department's Crash Analysis Reporting System (CARS). The period from 2014 to 2018 is the most recent five-year period that FDOT has certified as complete. **Table 6-1** provides a summary of the crash data received and the subsequent sections provide additional details for each of the FDOT roadway segments within the study area. It should be noted that the crash summaries provided below are based on raw crash data received from FDOT, no manual correction of crash types or review of crash reports was completed. Crash summary tables for each roadway segment are provided in **Appendix E.**

Table 6-1: Crash Data Summary (2014 to 2018)

Section #	Section Description	Section Length (miles)	Total Crashes	Average Crashes per Year	Major Crash Types	# Injury Crashes	# Fatal Crashes	Fatal Crash Types	Night %	Wet %
90060000	**US 1 from County Line to Caloosa Cove**	38.777	2,666	533	Rear-end (1,266) Angle (517) Run-off- road (396) Sideswipe (187) Ped/Bike (96) Head On (71)	962	24	Pedestrian (7) Fixed Object (4) Other (4) Head On (3) Rear-end (2) Angle (2) Bicycle (2)	23%	9%
90060001	**US 1 from Buttonwood Bay to North Ocean Bay Drive (1-way pair)**	3.105	111	22	Angle (35) Rear-end (29) Sideswipe (25) Run-off- road (13) Ped/Bike (4)	34	3	Angle (2), Traffic Sign Support (1)	21%	12%
90060002	**US 1 from Harbor View Drive to 0.28 miles North of Valjean Lane (1-way pair)**	0.28	14	3	Run-off- road (8) Angle (4) Rear-end (2)	4	1	Utility Pole/Light Support (1)	29%	14%
90050000	**US 1 from Caloosa Cove Entrance to 0.834 miles west of Tom Harbor Bridge**	14.072	145	29	Rear-end (60) Run-off- road (37) Angle (22) Sideswipe (7)	60	2	Pedestrian (1) Head On (1)	25%	4%
90040000	**US 1 from west of Tom Harbor Bridge to Palm Island Avenue**	11.713	712	142	Rear-end (211) Angle (193) Run-off- road (110) Sideswipe (58) Left-turn (44) Ped/Bike (43)	293	6	Pedestrian (1) Head On (1) Angle (1) Fell/Jumped from Motor Vehicle (1) Curb (1) Left-turn (1)	25%	7%
90030000	**US 1 from Palm Island Avenue to Sands Road**	16.872	223	45	Rear-end (82) Run-off- road (48) Angle (30) Sideswipe (25)	97	8	Head On (3) Other (2) Pedestrian (1) Non-collision (1) Left-turn (1)	27%	6%

Section #	Section Description	Section Length (miles)	Total Crashes	Average Crashes per Year	Major Crash Types	# Injury Crashes	# Fatal Crashes	Fatal Crash Types	Night %	Wet %
90020000	**US 1 from Sands Road to McDonald Avenue**	26.548	679	136	Rear-end (252) Run-off- road (193) Angle (95) Sideswipe (39) Ped/Bike (31) Left-turn (28)	322	14	Angle (4) Fixed Object (3) Other (2) Head On (1) Rear-end (1) Pedestrian (1) Bicycle (1) Rollover (1)	30%	9%
90010000	**US 1 from McDonald Avenue to Fleming Street**	4.531	257	51	Run-off- road (67) Angle (51) Rear-end (51) Ped/Bike (37) Sideswipe (14) Left-turn (12)	129	2	Left-turn (1) Bicycle (1)	29%	5%
90003000	**South Roosevelt from Fairfield Inlet to Bertha Street**	2.89	243	49	Run-off- road (71) Angle (48) Rear-end (47) Sideswipe (22) Bicycle (21)	158	5	Curb (2) Other (2) Rear-end (1)	33%	7%

6.1.1 US 1 from the County Line to Caloosa Cove

The segment of US 1 from the Miami-Dade/Monroe County Line to the Caloosa Cove Entrance (FDOT Section #90060000) is 38.777 miles long in the northern portion of Monroe County. A total of 2,666 crashes were reported along the segment during the referenced five-year period, with 507 crashes in 2014, 566 crashes in 2015, 613 crashes in 2016, 511 crashes in 2017, and 469 crashes in 2018. These crashes included rear-end (1,266), angle (517), run-off-road (396), and sideswipe (187) crashes. A review of the crash data indicates that “Careless or Negligent Manner” and “Failed to Yield Right-of-Way” were stated as the primary contributing causes for 1300 crashes and 478 crashes, respectively. A majority of the crashes appear to be occurring during the afternoon peak periods (3:00 pm to 6:00 pm). Approximately 23% (609 crashes) of the 2,666 crashes occurred during nighttime, which is lower than the statewide average of 30% (for all roadways). Approximately 9% (230 crashes) of the 2,666 crashes occurred under wet road surface conditions, which is lower than the statewide average of 15% (for all roadways). Based on crash severity, 1,680 were property damage only (PDO) crashes and 962 were injury crashes. A total of 24 fatal crashes were reported during the study period.

6.1.2 US 1 SB lanes from Buttonwood Bay to North Ocean Bay Drive

The segment of US 1 from Buttonwood Bay to North Ocean Bay Drive (FDOT Section #90060001) is a one-way pair in Key Largo. A total of 111 crashes were reported during the referenced five-year period, with 22 crashes in 2014, 30 crashes in 2015, 15 crash in 2016, 22 crash in 2017, and 22 crashes in 2018. These crashes included angle (35), rear-end (29), sideswipe (25), run-off-road (13), and pedestrian/bicycle (4) crashes. A review of the crash data indicates that “Careless or Negligent Manner” was stated as a contributing cause for 28 crashes, followed by “Failed To Keep In Proper Lane” (26 crashes), and “Failed to Yield Right-of-Way” (23 crashes). Approximately 21% (23 crashes) of the 111 crashes occurred during nighttime, which is lower than the statewide average of 30% (for all roadways). Approximately 12% (13 crashes) of the 111 crashes occurred under wet road surface conditions, which is lower than the statewide average of 15% (for all roadways). Based on crash severity, of the 111 crashes reported, 74 were property damage only (PDO) crashes and 34 were injury crashes. A total of 3 fatal crashes were reported during the study period.

6.1.3 US 1 SB lanes from Harbor View Dr.to 0.28 miles N. of Valjean Lane

This segment of US 1 from Harbor View Drive to 0.28 miles North of Valjean Lane (FDOT Section #90060002) is a one-way pair in Tavernier. A total of 14 crashes were reported during the referenced five-year period, with 3 crashes in 2014, 5 crashes in 2015, 1 crash in 2016, 1 crash in 2017, and 4 crashes in 2018. These crashes included eight run-off-road crashes, four angle crashes, and two rear-end crashes. A review of the crash data indicates that “Careless or Negligent Manner” was stated as a contributing cause for 5 crashes followed by “Failed to Yield Right-of-Way” (4 crashes). Approximately 29% (4 crashes) of the 14 crashes occurred during nighttime, which is slightly lower than the statewide average of 30% (for all roadways). Approximately 14% (2 crashes) of the 14 crashes occurred under wet road surface conditions, which is slightly lower than the statewide average of 15% (for all roadways). Based on crash severity, 9 were property damage only (PDO) crashes and 4 were injury crashes. One fatal crash was reported during the study period.

6.1.4 US 1 from Caloosa Cove Ent. to 0.834 miles S. of Tom Harbor Bridge

This segment of US 1 from the Caloosa Cove Entrance to 0.834 miles south of Tom Harbor Bridge (FDOT Section #90050000) is 14.072 miles long and extends from Islamorada to north of Marathon. A total of 145 crashes were reported during the referenced five-year period, with 37 crashes in 2014, 28 crashes in 2015, 19 crashes in 2016, 31 crashes in 2017, and 30 crashes in 2018. These crashes included rear-end (60), run-off-road (37), angle (22), and sideswipe (7) crashes. A review of the crash data indicates that “Careless or Negligent Manner” was stated as a contributing cause for 62 crashes, followed by “Failed To Keep In Proper Lane” (17 crashes), “Failed to Yield Right-of-Way” (16 crashes), and “No Contributing Action” (12 crashes). A majority of the crashes appear to be occurring during the afternoon (12:00 pm to 3:00 pm). Approximately 25% (36 crashes) of the 145 crashes occurred during nighttime, which is lower than the statewide average of 30% (for all roadways). Approximately 4% (6 crashes) of the 145 crashes occurred under wet road surface conditions, which is lower than the statewide average of 15% (for all roadways). Based on crash severity, 83 were property damage only (PDO) crashes and 60 were injury crashes. A total of 2 fatal crashes were reported during the study period.

6.1.5 US 1 from south of Tom Harbor Bridge to Palm Island Avenue

This segment of US 1 from south of the Tom Harbor Bridge to Palm Island Avenue (FDOT Section #90040000) is an 11.713 mile segment through Marathon. A total of 712 crashes were reported

during the referenced five-year period, with 146 crashes in 2014, 131 crashes in 2015, 162 crashes in 2016, 152 crashes in 2017, and 121 crashes in 2018. These crashes included rear-end (211), angle (193), run-off-road (110), sideswipe (58), left-turn (44), and pedestrian/bicycle (43) crashes. A review of the crash data indicates that “Careless or Negligent Manner” was stated as a contributing cause for 245 crashes, followed by “Failed to Yield Right-of-Way” (200 crashes), “No Contributing Action” (51 crashes), and “Failed To Keep In Proper Lane” (50 crashes). Approximately 25% (176 crashes) of the 712 crashes occurred during nighttime, which is lower than the statewide average of 30% (for all roadways). Approximately 7% (52 crashes) of the 712 crashes occurred under wet road surface conditions, which is lower than the statewide average of 15% (for all roadways). Based on crash severity, 410 were property damage only (PDO) crashes and 293 were injury crashes. A total of 9 fatal crashes (including 3 non-traffic fatal crashes) were reported during the study period.

6.1.6 US 1 from Palm Island Avenue to Sands Road

This segment of US 1 from Palm Island Avenue to Sands Road (FDOT Section #90030000) is 6.872 miles long between Marathon and Big Pine Key. A total of 223 crashes were reported during the referenced five-year period, with 45 crashes in 2014, 44 crashes in 2015, 39 crashes in 2016, 38 crashes in 2017, and 57 crashes in 2018. These crashes included rear-end (82), run-off-road (48), angle (30), sideswipe (25), and pedestrian/bicycle (8) crashes. A review of the crash data indicates that “Careless or Negligent Manner” was stated as a contributing cause for 98 crashes, followed by “No Contributing Action” (26 crashes), “Failed to Yield Right-of-Way” (24 crashes), and “Failed To Keep In Proper Lane” (21 crashes). A majority of the crashes appear to be occurring during the Midday and Evening peak periods (12:00 pm to 6:00 pm). Approximately 27% (60 crashes) of the 223 crashes occurred during nighttime, which is slightly lower than the statewide average of 30% (for all roadways). Approximately 6% (14 crashes) of the 223 crashes occurred under wet road surface conditions, which is lower than the statewide average of 15% (for all roadways). Based on crash severity, 117 were property damage only (PDO) crashes and 97 were injury crashes. A total of 9 fatal crashes (including 1 non-traffic fatal crash) were reported during the study period.

6.1.7 US 1 from Sands Road to MacDonald Avenue

This segment of US 1 from Sands Road to MacDonald Avenue (FDOT Section 90020000) is 26.548 miles long segment from Big Pine Key to Stock Island. A total of 679 crashes were reported during the referenced five-year period, with 109 crashes in 2014, 130 crashes in 2015, 135 crashes in 2016, 149 crashes in 2017, and 156 crashes in 2018. These crashes included

rear-end (252), run-off-road (193), angle (95), sideswipe (39), pedestrian/bicycle (31), and left-turn (28) crashes. A review of the crash data indicates that “Careless or Negligent Manner” was stated as a contributing cause for 268 crashes, followed by “Failed to Yield Right-of-Way” (90 crashes), “Failed To Keep In Proper Lane” (80 crashes), and “No Contributing Action” (65 crashes). Approximately 30% (204 crashes) of the 679 crashes occurred during nighttime, which is equal to the statewide average of 30% (for all roadways). Approximately 9% (63 crashes) of the 679 crashes occurred under wet road surface conditions, which is slightly lower than the statewide average of 15% (for all roadways). Based on crash severity, 343 were property damage only (PDO) crashes and 322 were injury crashes. A total of 14 fatal crashes were reported during the study period.

6.1.8 US 1 from MacDonald Avenue to Fleming Street

This segment of US 1 from MacDonald Avenue to Fleming Street (FDOT Section #90010000) is 4.531 miles in length. A total of 257 crashes were reported during the referenced five-year period, with 60 crashes in 2014, 57 crashes in 2015, 68 crashes in 2016, 42 crashes in 2017, and 30 crashes in 2018. These crashes included run-off-road (67), angle (51), rear-end (51), pedestrian/bicycle (37), sideswipe (14), and left-turn (12) crashes. A review of the crash data indicates that “Careless or Negligent Manner” was stated as a contributing cause for 81 crashes, followed by “Failed to Yield Right-of-Way” (34 crashes), and “Other Contributing Action” (32 crashes). Approximately 29% (75 crashes) of the 257 crashes occurred during nighttime, which is slightly lower than the statewide average of 30% (for all roadways). Approximately 5% (14 crashes) of the 257 crashes occurred under wet road surface conditions, which is lower than the statewide average of 15% (for all roadways). Based on crash severity, of the crashes reported, 126 were property damage only (PDO) crashes and 129 were injury crashes. A total of two fatal crashes were reported during the study period.

6.1.9 South Roosevelt Boulevard from Fairfield Inlet to Bertha Street

This segment of South Roosevelt Boulevard from Fairfield Inlet to Bertha Street (FDOT Section #90003000) is 2.89 miles along the south side of Key West. A total of 243 crashes were reported during the referenced five-year period, with 55 crashes in 2014, 73 crashes in 2015, 70 crashes in 2016, 40 crashes in 2017, and 5 crashes in 2018. These crashes include run-off-road (71), angle (48), rear-end (47), sideswipe (22), and bicycle (21). A review of the crash data indicates that “Careless or Negligent Manner” was stated as a contributing cause for 83 crashes, followed by “Failed to Yield Right-of-Way” (40 crashes), “Failed To Keep In Proper Lane” (27 crashes), and “Other Contributing Action” (24 crashes). A majority of the crashes appear to be occurring

during the afternoon (3:00 pm to 6:00 pm). Approximately 33% (81 crashes) of the 243 crashes occurred during nighttime, which is higher than the statewide average of 30% (for all roadways). Approximately 7% (16 crashes) of the 243 crashes occurred under wet road surface conditions, which is lower than the statewide average of 15% (for all roadways). Based on crash severity, 80 were property damage only (PDO) crashes and 158 were injury crashes. A total of 5 fatal crashes were reported during the study period (2014-2018).

6.1.10 Fatal Crash Summary

Based on the crash data obtained from FDOT, a total of 69 fatal crashes were reported during the referenced five-year period with 10 crashes in 2014, 14 crashes in 2015, 22 crashes in 2016, 12 crashes in 2017 and 11 crashes in 2018. The primary crash types included pedestrian (12), fixed object (11), angle (10), head-on (8), and bicycle (6) crashes. See **Figure 6-1** for a summary of fatal crashes by crash type. Approximately 49% of the fatal crashes occurred during nighttime and approximately 6% occurred on a wet road surface. A review of these crashes by day of week revealed that more than half of the fatal crashes (approx. 57%) occurred on weekends (Friday, Saturday, and Sunday). GIS maps were prepared to identify the locations where the fatal crashes are occurring. The primary fatal crash locations included Key West (14), Key Largo (11), Islamorada (11), and Marathon (10). The fatal crash location maps are provided in **Appendix E**.

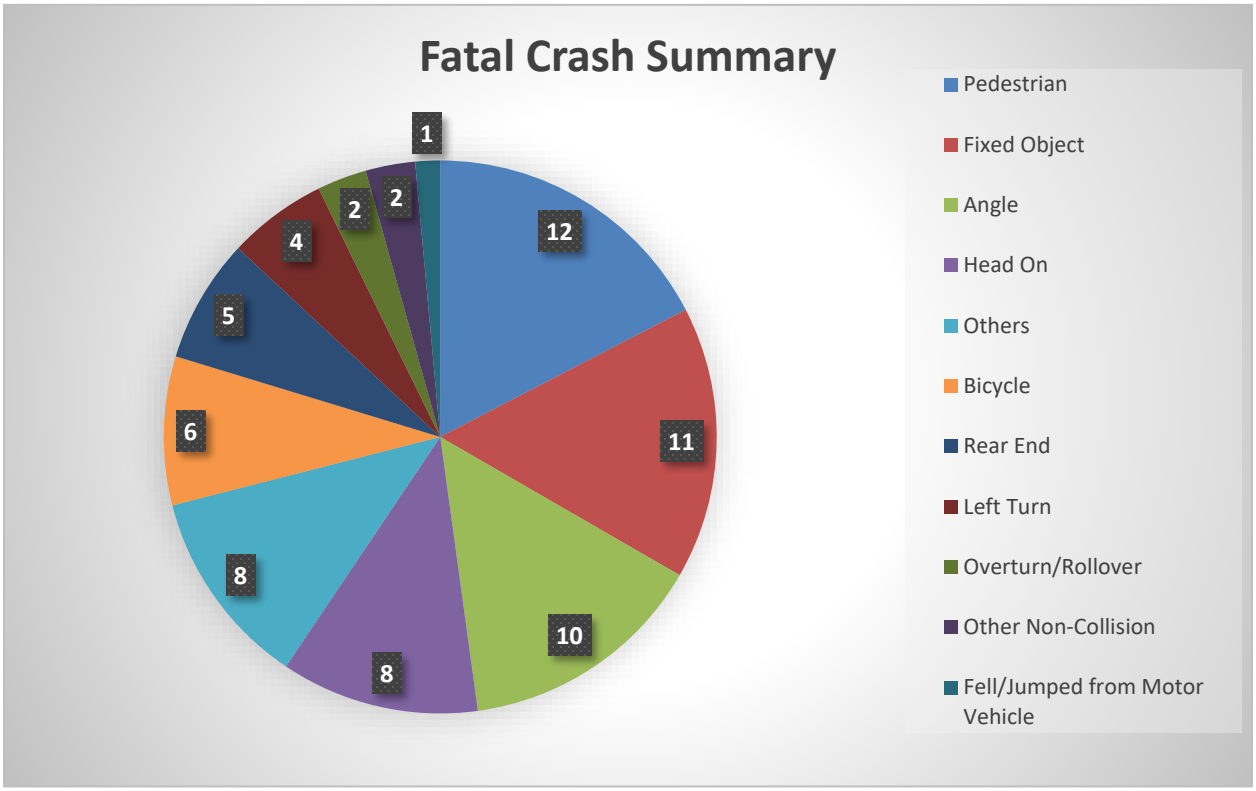

Figure 6-1: Fatal Crash Type Summary

6.1.11 FDOT High Crash List Locations

Each year FDOT analyzes the crash data and develops High Crash Lists for both intersections and segments that are experiencing higher than average crash rates. These High Crash Lists are used by FDOT to evaluate and identify locations for safety improvements. The FDOT District 6 High Crash Lists for the years 2014 to 2018 were reviewed to identify high crash locations within Monroe County. Also, GIS based maps were prepared to show these locations on an aerial map. **Table 6-2** and **Table 6-3** provide a summary of the High Crash Intersections and Segments, respectively. The High Crash Maps are included in **Appendix E**.

Table 6-2: Summary of FDOT High Crash Intersections

Intersection with US 1	Number of Crashes				
	2014	2015	2016	2017	2018
Spur from CR 905		8			
CR-905		8			
Samson Road	9				
Tarpon Basin Drive	15	24	14	16	
Holiday Inn			10	10	

Intersection with US 1	Number of Crashes				
	2014	2015	2016	2017	2018
S. of Holiday Inn				11	
Laguna Avenue				10	
South of Laguna Avenue			10	10	
North of Ocean Bay Dr/Atlantic Ave		16			
SB Spur to Ocean Bay Drive	10	15			
Ocean Bay Drive			9	11	
East Dive			8		
N. of Harbor Drive					9
North of Bell Road					9
Bell Road					9
Second Avenue				8	
Cuda Lane				8	
Mangrove Avenue				8	
Spur from Burton Drive	15	11	8	14	8
Burton Drive	15	10	8	14	8
Between Oleander Dr. and Burton Dr.			11	16	10
North of Ocean Blvd			21		
Ocean Blvd/Tavernier Towne			20		
Royal Poinciana	9		11		
Fontaine Drive	8		10		
Coral High School/Woods Ave			11		
Venetian Blvd.			8		
NB Weight Station off ramp		8	8		
N. Hammock Drive	11		18		
South Hammock Road			17	8	
Wet Net Villas		8			
Second Avenue				8	
College Road N.					11
MacDonald Avenue				9	9
Spur to MacDonald Avenue				13	10
Cross Street				10	16
College Road S.	16	13	21		
Hyatt Entrance			12		
Tn Lane for S Roosevelt		18	27		
Turn Lane for US 1		25			

Intersection with US 1	Number of Crashes				
	2014	2015	2016	2017	2018
Kennedy Drive	25				
S. Roosevelt Blvd. South of US 1		22			
S. Roosevelt Blvd. and Seaside Drive		12			

Table 6-3: Summary of FDOT High Crash Segments

Intersections with US 1		Number of Crashes				
Beginning Point	Ending Point	2014	2015	2016	2017	2018
Ocean Drive	Seafarer Resort				9	
Ocean Drive	Rock Reef Resort		10			
South of Everglades National Park	South of Harbor Drive		8			
North of Avenue B	South of Tarpon Basin Drive	20				
Samson Road	Calusa Street				20	
North of Avenue B	South of Tarpon Basin Drive		26			
Tarpon Basin Drive	Hibiscus Lane			20		
Buttonwood Drive	North of Bay Drive		18			
North of Atlantic Boulevard	South of the CVS driveway		10			
North of Ocean Bay Drive/Atlantic Ave	South of Fishermans Trail	24				
South of East Drive	South of Harbor Drive					18
Ocean Bay Drive/Atlantic Ave	North of Harbor Shores Road			27		
Ocean Bay Drive/Atlantic Ave	North of Harbor Shores Road				25	
South of Estall Street	North of Key Largo Station 23	13				
North of First Ave	North of Bahama Road				13	
South of Second Avenue	South of Estall Street		13			
South of Second Avenue	South of MM 98	10				
North of Peter Pan Pkwy	South of Poisonwood Rd			9		
Camelot Drive	Garden Street					10
North of Burton Drive	South of Garden Street				17	
South of Camelot Drive	South of Garden Street	24				
South of Burton Memorial Church	Julep Road			19		
South of Burton Memorial Church	Harborview Drive				27	
North of Royal Poinciana Blvd	South of Fountaine Drive	9				

Intersections with US 1		Number of Crashes				
Beginning Point	**Ending Point**	**2014**	**2015**	**2016**	**2017**	**2018**
North of Royal Poinciana Blvd	South of Woods Avenue		12			
North of Fontaine Dr	South of Woods Avenue			15		
South of Whale Harbor Channel	North of Russell St			28		
North of Sombrero Beach Rd	53rd Street			18		
Palm Island	North of 12th St	9				
Walgreens	Wilder Road			14		
S. MacDonald	South of Cross Street				11	
S. MacDonald	College Road S.			30		25
Hyatt Entrance	S. Roosevelt Ave/A1A			33	18	
Hyatt Entrance	TN Lane from S Roosevelt	18	16			
South of Florida street	North of Watson Street		18			
S. Roosevelt Blvd. at Bertha Street	S. Roosevelt Blvd. south of La Brisa	8		10		

6.1.12 Pedestrian and Bicycle Safety Analysis

The following is a summary of findings from the pedestrian/bicycle crash data analysis:

1 A total of 225 pedestrian/bicycle crashes (72 pedestrian and 153 bicycle) were reported during the referenced five-year period (2014 to 2018), with 41 crashes in 2014, 62 crashes in 2015, 53 crashes in 2016, 39 crashes in 2017, and 30 crashes in 2018.

2 Approximately 60% of the pedestrian crashes occurred during non-daylight conditions. See **Figure 6-2** for crash distribution by lighting conditions.

3 Most of the bicycle crashes (81%) occurred during daytime, with 19% of the bicycle crashes occurring during non-daylight conditions. See **Figure 6-2** for crash distribution by lighting conditions.

4 Approximately 90% of the pedestrian/bicycle crashes resulted in injuries or fatalities (84% injury crashes and 6% fatal crashes).

5 Based on the crash distribution by time of day, the highest number of pedestrian crashes occurred between 6:00 PM and 8:00 PM and the highest number of bicycle crashes occurred between 3:00 PM and 6:00 PM. **Figure 6-4** and **Figure 6-4** show the distribution of crashes by time of day.

6 Based on the crash distribution by day of week, bicycle crashes appear to be occurring throughout the week (including weekdays as well as weekends), but most (54%) of the pedestrian crashes occurred during the weekend (Friday through Sunday).

7 Based on a review of the GIS crash cluster maps provided in **Appendix E**, higher concentrations of pedestrian/bicycle crashes appear to be occurring between MM 0 to 5 in Key West, MM 48 to 50 in Marathon, and between MM 99 and 100 in Key Largo.

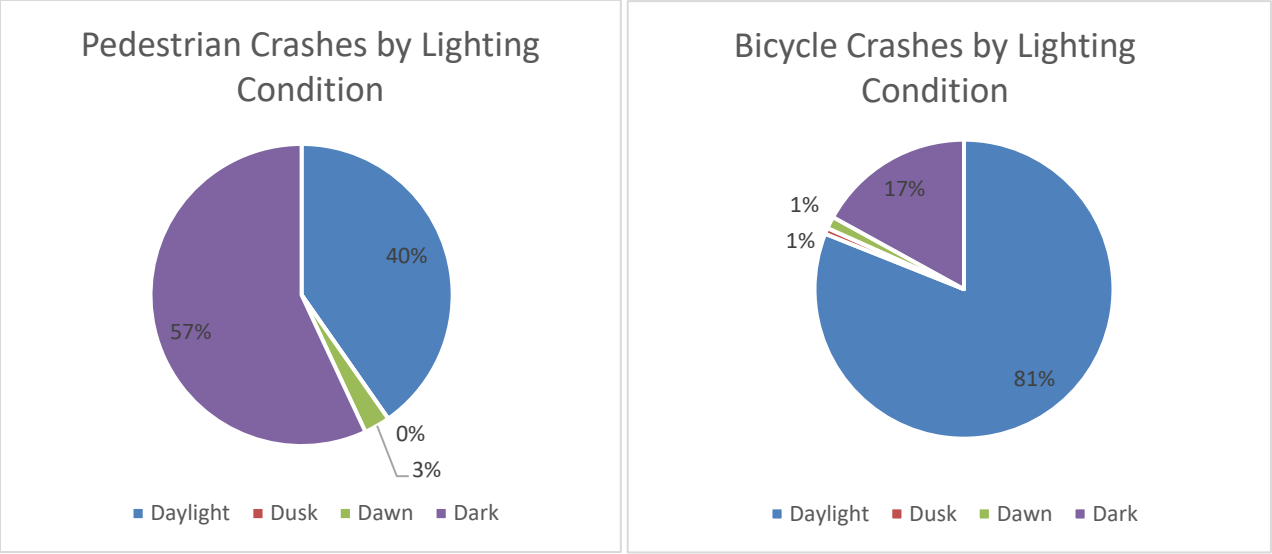

Figure 6-2: Pedestrian and Bicycle Crash Data by Lighting Condition

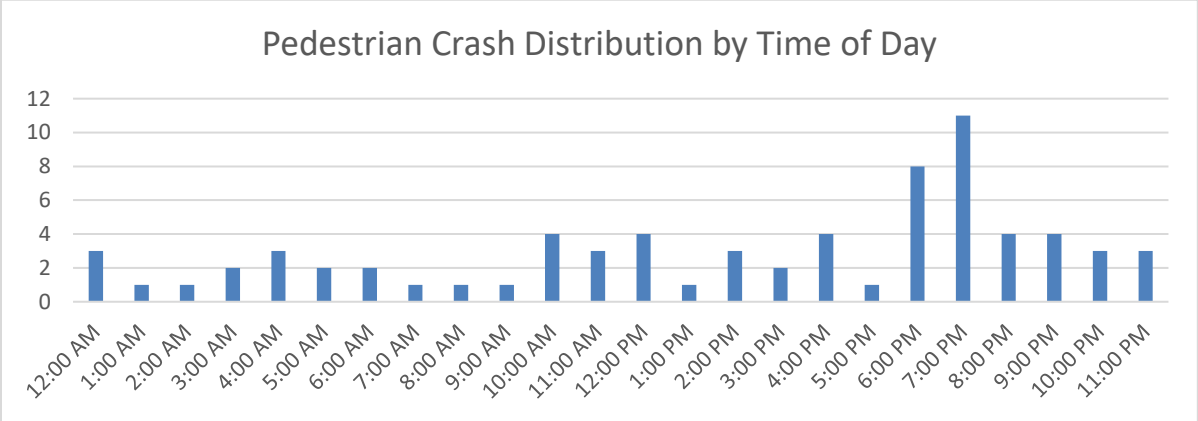

Figure 6-3: Pedestrian Crash Data by Time of Day

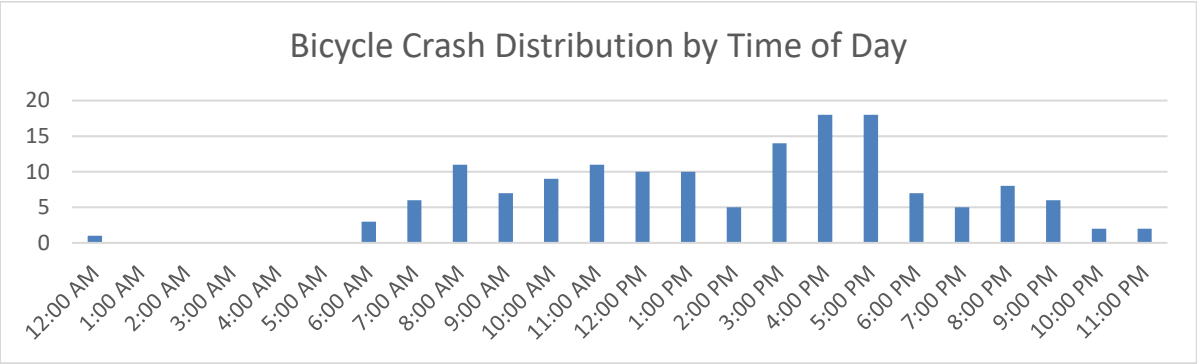

Figure 6-4: Bicycle Crash Data by Time of Day

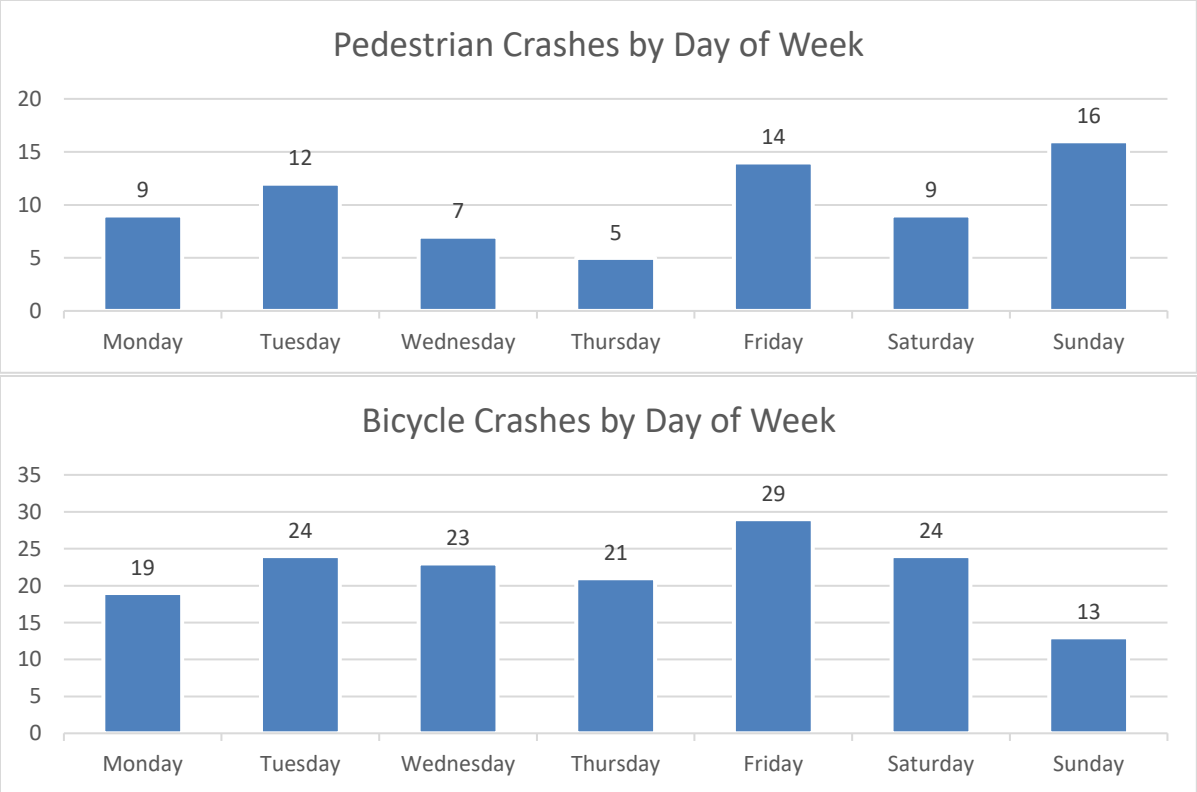

Figure 6-5: Pedestrian and Bicycle Crash Data by Day of Week

The following is a list of areas experiencing high bicycle and pedestrian crashes and potential improvements that may help to improve safety in these areas. Approximately 60% of the pedestrian crashes occurred during non-daylight conditions. Lighting conditions at all of the location discussed below should be reviewed for potential lighting enhancements.

Key West

The highest number of both pedestrian and bicycle crashes occur on US 1 in Key West. The segment between approximately Jose Marti Drive and Glynn R. Archer Jr. Drive and the segment of South Roosevelt Boulevard from Flagler Avenue to US 1 have the highest incidence of bicycle

crashes. In addition, US 1 from Mile Post (MP) 0.00 to Jose Marti Drive, and from Glynn R. Archer Jr. Drive to the intersection of North Roosevelt Street and US 1 shows a cluster of bicycle crashes.

MP 0.00 to Jose Marti Drive

This two-lane segment of US 1 is constrained by adjacent commercial and residential land uses. Travel lanes are 11 feet wide with narrow sidewalks with obstructions, such as light posts. There are sharrows on the pavement, indicating shared use of the travel lanes by motorists and non-motorists. This segment of US 1 is experiencing a higher incidence of pedestrian crashes, likely due to high pedestrian activity, including tourists. Additional high-visibility signage and markings could help in raising awareness of shared use on the roadways, especially for a driver or tourist unfamiliar with the area.

Jose Marti Dr to Roosevelt Boulevard

This segment of US 1 is generally five lanes, with two-lanes in each direction, sharrows in the outside lanes and a bidirectional turn lane, which in some areas is striped as a dedicated left turn into adjacent properties. There are no designated bike lanes on the road so bicyclists must share the lane or use the sidewalk. A desktop review indicates an eight-foot sidewalk on the north side of the road, immediately adjacent to the water, and a six-foot sidewalk on the south side of the road. Since widening the road would not be feasible in this section due to the shoreline immediately adjacent to the north side of the road and commercial properties along the south side of the road, it may not be possible to restripe the roadway to provide bike lanes. It may be possible to widen the sidewalk on the south side of the road to accommodate more shared use. However, with the high traffic congestion and unrestricted access to adjacent properties, attracting more bicyclists to the sidewalk could lead to more conflicts between bicycles and turning vehicles. Therefore, a detailed study is suggested to determine potential pedestrian/bicycle safety improvements.

The segment of roadway just north of Sigsbee Road shows a higher rate of pedestrian crashes. It may be advantageous to install additional mid-block crossings in addition to those already existing along this segment of US 1 where adjacent land-uses generate pedestrian activity.

Flagler Avenue to US 1

The Florida Keys Overseas Heritage Trail runs parallel to this segment on the east side of the road. However, there are no turn lanes on this four-lane, undivided roadway, and there is no refuge for pedestrians/bicyclists to cross the street. Midblock crossings or additional high-visibility signage could help in alerting motorists to the presence of bicyclists and pedestrians.

US 1/Roosevelt Boulevard Intersection

This signalized intersection experiences heavy congestion. There are free flow right turn lanes with pedestrian actuated signals, that can stop vehicular traffic to allow pedestrians to cross. Signing and marking enhancements (such as FYG pedestrian crossing signs, green-colored pavement in marked bicycle lanes and in extensions of bicycle lanes through intersections and other traffic conflict areas) can be installed to improve pedestrian/bicycle safety. Alternatively, a roundabout or other type of alternative intersection can be evaluated at this location to improve safety for bicyclists and pedestrians.

Roosevelt Boulevard to MacDonald Avenue

High visibility signing and markings would increase visibility of and safety for bicycles and pedestrians at the intersection of US 1 and College Road and the intersection of US 1/McDonald Avenue. Signing and marking enhancements (such as FYG pedestrian crossing signs, green-colored pavement in marked bicycle lanes and other traffic conflict areas) can be installed to improve pedestrian/bicycle safety.

Boca Chica Key

Saratoga Avenue to Boca Chica Road

Bicycle crashes on this segment occurred at intersections. US 1 experiences congestion in this area, and bicycles and vehicles may come into conflict. High visibility signing and markings at the intersections and green bike lanes at the conflict areas would increase visibility of and safety for bicycles and pedestrians.

Big Pine Key

The Florida Keys Overseas Heritage Trail runs parallel to and north of US 1 for the majority of Big Pine Key. There are recorded bicycle and pedestrian crashes just south of Key Deer Road around the commercial land uses that may generate pedestrian activity. With Key Deer Boulevard as the only signalized intersection in this area, higher visibility signing/markings, and signal improvements would increase visibility of and safety for bicycles and pedestrians.

Marathon

Bicycle crashes are distributed along US 1 within Marathon. The Florida Keys Overseas Heritage Trail runs parallel to and north of US 1 along this segment, so crashes are likely due to bicyclists and/or pedestrians wishing to turn and cross the road. Parking within the FDOT right of way could introduce additional conflicts that would be eliminated if the right of way was clear. High visibility

signing and markings at the intersections would increase visibility of and safety for bicycles and pedestrians along with potential mid-block crosswalks.

Key Largo

There is a cluster of bicycle crashes at the intersections of US 1 with Ocean Bay Drive, Atlantic Avenue, Laguna Avenue, Holiday Boulevard and Magnolia Street. The intersections at Ocean Bay Drive, Atlantic Avenue and Laguna Avenue are irregular, which may contribute to driver confusion. These intersections could benefit from intersection reconfiguration, signal improvements and high visibility signing/markings.

Summary

The areas listed above are not the only areas on US 1 in Monroe County experiencing bicycle and pedestrian crashes. Throughout the Keys crashes have been recorded with bicyclists and pedestrians. Upgraded signing and pavement markings at signalized and unsignalized intersections, and signal timing improvements at signalized intersections would increase safety for all modes of transportation in Monroe County.

7.1 Field Reviews

Field reviews were conducted at three intersections in Stock Island to observe traffic conditions during the peak traffic season (March 2021). The following is a summary of the findings by location:

7.1.1 Roosevelt Blvd, College Rd South, & Cross Street

- During the PM peak period, the northbound queues appear to stem from the Cross Street intersection, with heavy traffic through Roosevelt Boulevard. Northbound traffic north of Cross Street was relatively lighter, with minimal queues at MacDonald Avenue.
  - Northbound queues from Cross Street extended into the College Road intersection during several cycles observed.
  - Northbound queues from College Road extended past the Cow Key bridge but not all the way into the Roosevelt Boulevard intersection.
  - Left-turn queues on eastbound Roosevelt Boulevard (to go north on US 1) were relatively long, extended almost to the HAWK signal at Capital Bank (2,000 feet). See **Figure 6-6**.
- During the PM peak period, the westbound queues at Cross Street were up to 25 vehicles (see **Figure 6-7**). Phase failures for this movement were observed. These queues seemed to dissipate after 5:30pm.

- During AM peak, northbound left-turn traffic at College Road was noticeably higher than during the PM peak period. The permissive capacity was minimal due to heavy southbound traffic. Maximum queue observed was nine vehicles, which completely filled the available storage area (see **Figure 6-8**).

Some potential solutions that could help address the traffic issues observed include:

- Signals within this segment were retimed in 2019, and the 2021 ATTDS found that travel speeds increased. A quick review of the signal timing indicated there are potential opportunities to modify offsets and further reduce travel time and delay.
- US 1 at Roosevelt Boulevard
  - Reconfigure the intersection with triple westbound left-turn lanes or install a roundabout
  - Modify pedestrian crosswalks and timing
- US 1 at College Road South
  - Modify the northbound left-turn lane taper to increase storage or install dual left-turn lanes
- US 1 at Cross Street
  - Widen Cross Street to provide two westbound lanes
- Additionally, widening US 1 to six lanes from Roosevelt Boulevard to College Road North could be considered as a long-term improvement to help address traffic issues. This roadway widening would require that the current Monroe County Comprehensive Plan Policies be revised. As such, several alternative transportation options (water taxi, transit, new bridges) were reviewed which are discussed in Sections 6, 7, and 8 of this report.

Figure 6-6: EB left-turn queues from the US 1/Roosevelt Blvd Intersection

Figure 6-7: Westbound Queues on Cross Street

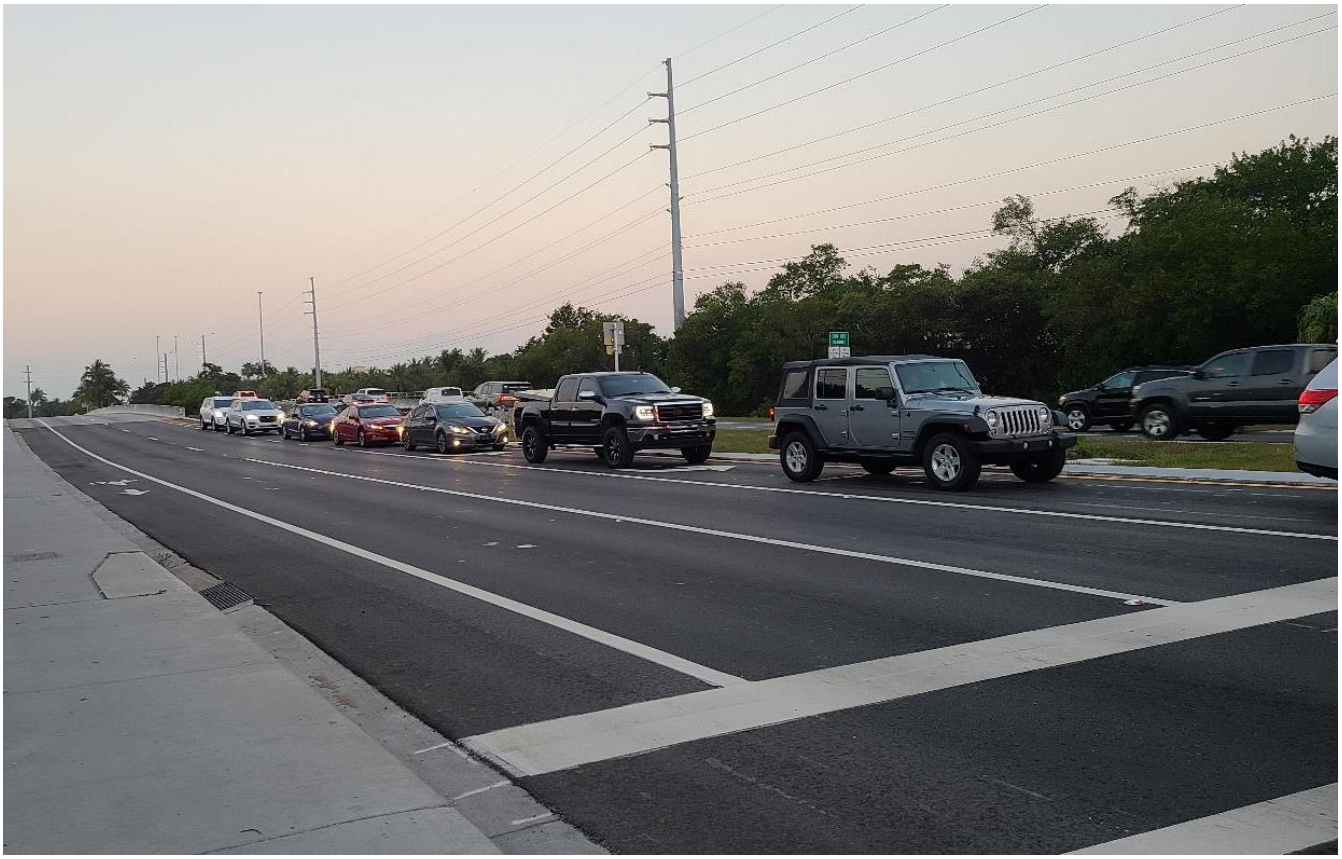

Figure 6-8: Northbound left-turn queues at the US 1/College Road South Intersection

7.2 Traffic Forecasting

The FDOT Traffic Trend Analysis Tool (Version 03) was utilized to estimate the year 2040 traffic for US 1 in Monroe County based on the historical traffic counts from 2008 to 2019. This tool provides three growth analysis methods including Linear Growth, Exponential Growth, and Decaying Exponential Growth. Linear Growth calculates growth by fitting a straight line to the historic traffic counts with the assumption that traffic grows by the same amount each year. The Exponential Growth methodology applies a constant growth percentage to the previous year traffic to estimate future traffic. Thus, increase in traffic each year is not the same and it increases exponentially over time. Decaying Exponential Growth is used to model growth which is slowing down or declining over time. From the three methods, Exponential Growth typically gives the highest traffic growth and is most suitable for the areas with new developments and no capacity constraints; whereas Decaying Exponential Growth is recommended for areas that are almost build-out and with limited capacities for future development growth. **Figure 6-9** illustrates a sample charted Regression Analysis of these three growth methods in a graphical format.

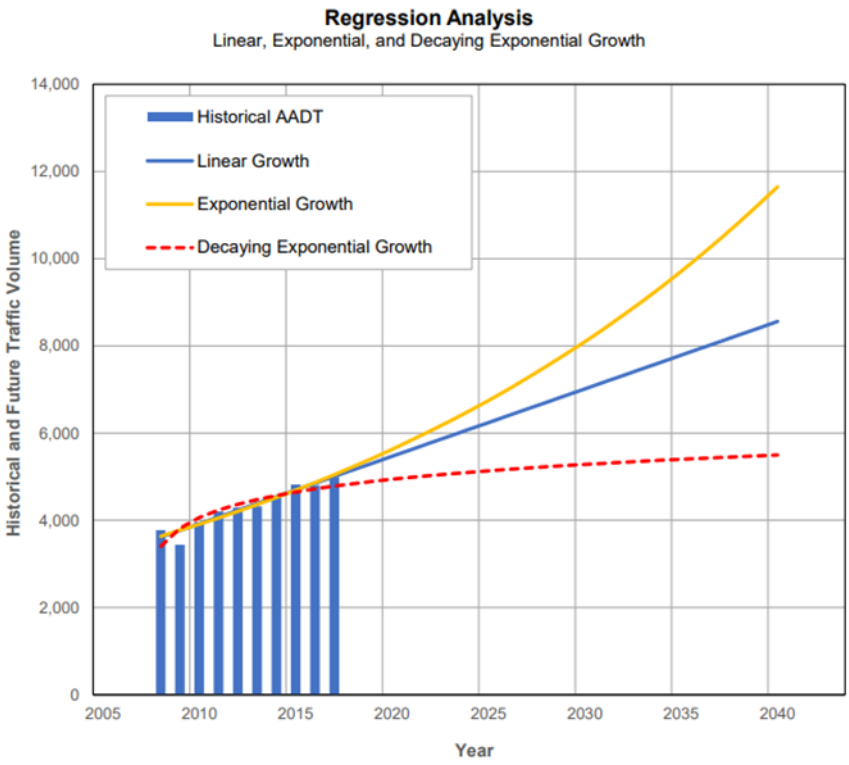

Figure 6-9: Traffic Trend Analysis Growth Patterns (Source: Traffic Forecasting Handbook 2019)

The growth rates from the three methods were compared with each other, as well as with growth rates from other available studies and models, as listed below.

1. Southeast Florida Regional Planning Model (SERPM Version 8.511):
    a. US 1 in Monroe County is not coded in the SERPM model. But the growth rates for US 1 external are calculated between the 2015 and 2045 networks. As shown in **Table 6-4**, the model shows the annual growth rate of 0.5% on this external segment.

Table 6-4: SERPM V8.511 US 1 External (South of CR 905A)

Model Year	Model Volume
2015	30,113
2045	34,919
2015-2045 Growth%	0.5%

2. Florida Statewide Model (FLSWM Version 7):
    a. Growth rates for each of the US 1 traffic count stations are calculated between the FLSWM years 2015 and 2045 networks. Annual growth rates vary between -0.07% and 0.6% with an average of 0.25%. **Table 6-5** provides details of the FLSWM information.

Table 6-5: FLSWM V7 Growth Rates 2015 and 2045 (Directional Traffic)

Network A node	Network B node	Count Site ID	2015 Model Volume	2045 Model Volume	Growth
71324	97924	900001	4,852	5,611	0.52%
97924	71324	900001	4,849	5,611	0.52%
71767	96620	900164	4,814	5,474	0.46%
96620	71767	900164	4,812	5,474	0.46%
71253	71407	900094	5,980	6,590	0.34%
71407	71253	900094	5,980	6,590	0.34%
70850	92230	900064	5,873	6,426	0.31%
92230	70850	900064	5,877	6,426	0.31%
70508	70509	900062	3,405	3,823	0.41%
70512	70505	905043	3,414	3,866	0.44%
70455	70499	900102	4,597	4,983	0.28%
70499	70455	900102	4,604	4,983	0.27%
70311	70381	900101	3,570	3,976	0.38%
70381	70311	900101	3,577	3,976	0.37%
69697	69971	900623	2,315	2,729	0.60%
69971	69697	900623	2,326	2,729	0.58%
69125	69505	900065	1,962	2,292	0.56%
69505	69125	900065	1,973	2,292	0.54%
68305	68407	905040	2,880	3,135	0.30%
68407	68305	905040	2,890	3,135	0.28%
67920	68093	900045	4,638	4,849	0.15%
68093	67920	900045	4,648	4,849	0.14%
67655	67759	900110	3,918	4,188	0.23%
67759	67655	900110	3,927	4,188	0.22%
67478	67560	900642	1,943	2,183	0.41%
67560	67478	900642	1,941	2,183	0.42%
66651	67364	900066	1,727	1,943	0.42%
67364	66651	900066	1,726	1,943	0.42%
64704	64947	900016	1,638	1,849	0.43%
64947	64704	900016	1,639	1,849	0.43%
63978	64458	900227	4,166	4,403	0.19%
64458	63978	900227	4,164	4,403	0.19%
62055	62315	900108	3,682	3,795	0.10%
62315	62055	900108	3,677	3,795	0.11%
58219	59658	900106	4,348	4,476	0.10%
59658	58219	900106	4,346	4,476	0.10%
57876	58219	900010	4,486	4,623	0.10%
58219	57876	900010	4,483	4,623	0.10%
56946	57525	900009	7,431	7,626	0.09%
57525	56946	900009	7,427	7,626	0.09%

Network A node	Network B node	Count Site ID	2015 Model Volume	2045 Model Volume	Growth
56642	56734	900165	11,174	11,443	0.08%
56734	56642	900165	11,173	11,443	0.08%
70560	70617	905041	3,902	4,343	0.38%
70617	70560	905041	3,909	4,343	0.37%
70824	91213	905042	5,394	5,913	0.32%
56634	92232	900105	7,992	8,260	0.11%
92232	56634	900105	7,986	8,260	0.11%
56389	56450	905034	9,602	9,627	0.01%
56450	56389	905034	9,594	9,627	0.01%
56190	56213	905004	7,226	7,291	0.03%
56213	56190	905004	7,219	7,291	0.03%
56634	92233	900049	5,422	5,552	0.08%
92233	56634	900049	5,429	5,552	0.08%
56646	93297	905027	2,290	2,268	-0.03%
93297	56646	905027	2,289	2,268	-0.03%
93297	93298	905028	1,667	1,632	-0.07%
93298	93297	905028	1,667	1,632	-0.07%

3. Bureau of Economic and Business Research (BEBR) Population Projection:
    a. Population growth rates for Monroe County is derived from the BEBR projections and for the low, medium, and high growth scenarios. The result shows negative growth of -0.5% for the low growth scenario, and 0.1% and 0.6% for the medium and high growth scenarios respectively. A summary of the BEBR population growth is provided in **Table 6-6.**

Table 6-6: BEBR Population Growth

Monroe County	2020	2025	2030	2035	2040	2045	Growth
Low	73,200	71,500	69,800	68100	66,400	64,700	-0.5%
Medium	76,300	76,500	76,800	77,100	77,400	77,700	0.1%
High	79,300	81,900	84,500	87,000	89,200	91,400	0.6%

Based on the data gathered from the regional and statewide planning models and BEBR population studies the growth rate for US 1 along the Florida Keys is estimated to be lower than 1%. Due to the low growth rates from the above-mentioned studies, and the issue of road capacity on the bridges along this corridor, the growth rates from the Decaying Exponential Method were selected to estimate the future traffic. The R-squared values of the Decaying Exponential method were checked to measure the fitness of the model to the historical trend, and any of the stations with very low R-squared (less than 10) were subjected to additional

analysis and adjustments (this included 9 stations). It was observed that years 2008 and 2009 traffic for these stations with low R-squared were not consistent with the overall trend, and thus they were excluded, and the trend tool was re-calculated using the 2010 to 2019 counts. For two of the stations, instead of excluding the outlier count, the count was adjusted to be the average of all year counts to improve the trend analysis tool.

The final individual link growth rates were used to combine segments with similar growth rates and define a longer segmentation, with average growth rates that fluctuate between 0.28% and 0.57%. These growth rates are applied to the 2019 counts to forecast the 2040 projected traffic volumes. Alternatively, based on recent traffic impact studies done for the surrounding area, a second traffic scenario with higher and more moderate consistent growth rate of 1% was also applied to 2019 counts to estimate a higher traffic scenario for the year 2040 for comparison purposes. **Table 6-7** illustrates the detailed information of both.

The levels of service for the two future traffic scenarios (adjusted Decaying Exponential Growth, and constant 1% Growth) were calculated based on the Generalized Service Volume Tables provided in the FDOT Quality/Level of Service Handbook. A summary of these LOS calculations and the FDOT Generalized Service Volume Tables are provided in **Appendix F**. A review of the analysis results indicate that more than 60% of the roadway segments are expected to operate at LOS D or worse. It should be noted that the FDOT Level of Service (LOS) estimation procedures provided in the FDOT Quality/Level of Service Handbook are different than those used by Monroe County as part of the Arterial Travel Time and Delay Studies. The FDOT LOS procedures are based on traffic volumes whereas the Monroe County LOS procedure is based on travel speed. The FDOT LOS procedure was used in this study so that future traffic volumes can be reviewed to identify deficient roadway segments. The LOS provided in this report are for use in this report only and will not be used in making future development review/approval decisions.

Table 6-7: Growth Rate Analysis and Future 2040 Traffic Estimation

Station ID	Count 2008	Count 2019	Method 1_Linear Trend		Method 2_Exponential Trend		Method 3_Decaying Exponential Trend (Selected Method)		Estimated Future Traffic **(Conservative Growth)**				Future 2040 Traffic **(Uniform growth of 1%)**	**Adjustment Notes (Adjustment to the Decaying Exponential Growth)**
			R-Squared	Linear Growth (2019-2040)	R-Squared	Linear Growth (2019-2040)	R-Squared	Linear Growth (2019-2040)	Adjusted R-Squared [2]	Adjusted linear Growth (2019-2040)	Group Growth% (2019-2040)	Future 2040 Traffic [3]		
900001	17000	24500	63.9%	3.16%	66.2%	6.01%	55.3%	0.73%	55.3%	0.73%		27,400	29,600	
900200	20700	33000	59.5%	3.07%	59.6%	5.02%	37.1%	0.58%	37.1%	0.58%		36,900	39,900	
900164	22500	29600	92.8%	2.52%	93.2%	4.06%	77.1%	0.56%	77.1%	0.56%		33,100	35,800	
900094	25000	40500	53.8%	2.61%	55.0%	4.12%	36.5%	0.53%	36.5%	0.53%	0.57%	45,300	49,000	
900064	30000	40500	44.6%	1.82%	44.7%	2.49%	28.8%	0.35%	28.8%	0.35%		45,300	49,000	
905042	12000	19500	77.8%	2.96%	80.0%	5.25%	66.4%	0.66%	66.4%	0.66%		21,800	23,600	
905041	20800	31000	64.6%	2.36%	64.4%	3.64%	61.8%	0.55%	61.8%	0.55%		34,700	37,500	
905043 & 900062 [1]	22500	31000	66.1%	2.07%	65.3%	3.10%	57.0%	0.46%	57.0%	0.46%		34,100	37,500	
900102	27500	31500	0.3%	0.21%	0.5%	0.28%	1.7%	-0.11%	25.9%	0.42%	0.48%	16,500	38,100	2008 and 2009 counts are excluded from calculations. The selected r-squared and growth rates are based on 2010-2019 traffic counts.
900101	18200	21500	23.6%	1.97%	26.5%	3.22%	32.2%	0.56%	32.2%	0.56%		34,600	26,000	
900623	15200	14600	15.6%	0.56%	16.1%	0.62%	1.4%	0.03%	54.3%	0.26%		15,500	17,700	2008 and 2009 counts are excluded from calculations. The selected r-squared and growth rates are based on 2010-2019 traffic counts.
900065	10200	12700	43.3%	1.57%	43.4%	2.05%	45.1%	0.38%	45.1%	0.38%		13,400	15,400	
905040	14500	14900	0.3%	0.18%	0.4%	0.15%	2.0%	0.09%	16.9%	0.12%		15,800	18,000	2008 and 2009 counts are excluded from calculations. The selected r-squared and growth rates are based on 2010-2019 traffic counts. Traffic for year 2014 is adjusted to 15000 which is the average of 2010-2019 except 2014.
900045	25000	24000	0.5%	-0.21%	0.2%	-0.13%	0.0%	0.00%	15.9%	0.30%		25,400	29,000	2008 and 2009 counts are excluded from calculations. The selected r-squared and growth rates are based on 2010-2019 traffic counts.
900110	38000	29000	8.1%	-0.89%	6.3%	-0.67%	20.7%	-0.33%	27.9%	0.28%		30,700	35,100	2008 and 2009 counts are excluded from calculations. The selected r-squared and growth rates are based on 2010-2019 traffic counts.
900642	17100	19300	20.9%	0.95%	22.4%	1.14%	29.9%	0.26%	29.9%	0.26%		20,400	23,400	
900066	11200	12800	1.8%	0.53%	1.9%	0.57%	8.4%	0.26%	8.4%	0.26%	0.28%	13,500	15,500	
900016	16300	15900	3.7%	0.44%	3.9%	0.50%	5.8%	0.13%	24.8%	0.28%		16,800	19,200	2008 and 2009 counts are excluded from calculations. The selected r-squared and growth rates are based on 2010-2019 traffic counts.
900227	15900	18400	77.9%	1.41%	78.3%	1.78%	69.4%	0.32%	69.4%	0.32%		19,500	22,300	
900109	16600	19100	29.7%	0.90%	29.7%	1.05%	32.3%	0.20%	32.3%	0.20%		20,200	23,100	
900108	16400	18400	19.8%	0.84%	19.1%	0.92%	8.5%	0.14%	38.4%	0.32%		19,500	22,300	2008 and 2009 counts are excluded from calculations. The selected r-squared and growth rates are based on 2010-2019 traffic counts.
900106	15000	18600	25.4%	0.93%	25.8%	1.13%	41.6%	0.28%	41.6%	0.28%		19,700	22,500	Traffic for year 2009 is adjusted to 17880 which is the average of 2008-2019 except 2009.
900010	20000	25500	82.2%	1.77%	82.7%	2.34%	61.8%	0.36%	61.8%	0.36%		27,000	30,900	
900009	23500	29000	35.7%	1.15%	35.4%	1.40%	27.6%	0.24%	27.6%	0.24%		30,700	35,100	
900165	34600	40800	55.0%	1.28%	55.7%	1.58%	50.3%	0.29%	50.3%	0.29%		43,200	49,400	
900201	48500	51500	23.3%	1.37%	24.0%	1.73%	4.8%	0.15%	69.0%	0.62%	0.62%	58,200	62,300	2008 and 2009 counts are excluded from calculations. The selected r-squared and growth rates are based on 2010-2019 traffic counts.
900105	29000	39500	21.4%	1.06%	20.0%	1.26%	22.0%	0.26%	22.0%	0.26%		42,600	47,800	
905034	30000	41000	38.6%	1.72%	35.0%	2.30%	35.0%	0.39%	35.0%	0.39%		44,200	49,600	
905004	18500	26500	27.0%	1.78%	22.9%	2.20%	15.4%	0.33%	15.4%	0.33%	0.37%	28,600	32,100	
900049	17900	24000	80.8%	2.29%	79.6%	3.51%	68.5%	0.51%	68.5%	0.51%		25,900	29,000	
905027	10100	13000	27.3%	1.39%	28.8%	1.76%	28.4%	0.30%	28.4%	0.30%		14,000	15,700	
905028	8900	11200	44.1%	2.40%	41.2%	3.45%	26.0%	0.44%	26.0%	0.44%		12,100	13,600	

9xxxxx Red Station ID shows the Permanent count stations

1. Two stations #900062 and 905043 were combined to represent the bidirectional traffic along this segment
2. Trend analysis for 9 stations with very low R-squared (highlighted in yellow) were subject to further analysis and adjusted by excluding the inconsistent counts (See Adjustment note column for details)
3. 2040 Traffic is calculated by applying the group growth rates to the 2019 counts for 21 years

7.3 Transit Analysis

Bus service currently provides a crucial transportation link along US 1, providing transit access to mainland Florida that connects residents and visitors with employment, retail shops, and tourist destinations. These services are especially helpful to transit reliant populations, such as those without access to personal vehicles. The City of Key West has seen success in recent years using free and frequent service to grow system ridership. However, service along US 1 has not seen these ridership increases. Buses are subject to the same traffic challenges as personal vehicles, which creates delays and does little to encourage growth. While a large-scale transit project such as rail or Bus Rapid Transit (BRT) would be neither appropriate nor feasible for the US 1 corridor, there are a number of improvements that could boost transit service when implemented as a system.

7.3.1 Demographic Trends

When analyzing potential gaps in transit service, it is important to consider those communities that are most likely to rely on transit for their daily transportation needs. A number of socioeconomic factors can be associated with reliance on transit. This report focuses on two major conditions: households without access to a personal vehicle and households experiencing poverty within the previous year. Individuals in these communities are likely to have fewer transportation options and are more likely to rely on transit. By identifying where these areas are, planners can ensure that transit access is reaching where it is needed.

Households without Vehicle Access

Whenever a person does not have access to a personal vehicle, they are much more likely to be reliant on transit. Those that do not currently use public transit are much more likely to adopt the service if coverage is provided or improved. As of 2019, approximately 7.9% of households in Monroe County do not have reliable access to a personal vehicle.

Table 6-8 shows the ten US Census block groups with the highest percentage of households without access to a personal vehicle. Eight of ten areas here are located within the City of Key West and within the Key West Transit (KWT) service area. Two areas are located in Marathon, where service is provided by the KWT Lower Keys Shuttle and the Miami-Dade Transit (MDT) 301, both of which operate on limited timetables.

Table 6-8: US Census Blocks with Highest Percentage of Households without Vehicle Access, 2019

Block Group	Location	Total Households	Households Lacking Vehicle Access	Percentage
120879724002	City of Key West	367	188	51.2%
120879718004	City of Key West	603	197	32.7%
120879720002	City of Key West	532	172	32.3%
120879724001	City of Key West	598	174	29.1%
120879713003	Marathon	304	84	27.6%
120879723003	City of Key West	450	121	26.9%
120879722001	City of Key West	312	69	22.1%
120879712002	Marathon	584	120	20.5%
120879718003	City of Key West	251	49	19.5%
120879723002	City of Key West	503	88	17.5%

Citywide, Key West has an estimated total of 14.4% of households that lack access to a vehicle. Along the rest of the US 1 corridor, including the Lower Keys, Marathon, Islamorada, and Key Largo, approximately 4.3% of households lack vehicle access. **Figure 6-10** and **Figure 6-11** show the areas with the highest concentration of zero-vehicle households. Though the US 1 corridor areas outside of the City of Key West have a lower overall percentage of these households, these maps show that zero-vehicle households exist in concentrated areas, which can be noted in Key Largo, Marathon, and Islamorada. The smaller keys have fewer zero-vehicle households.

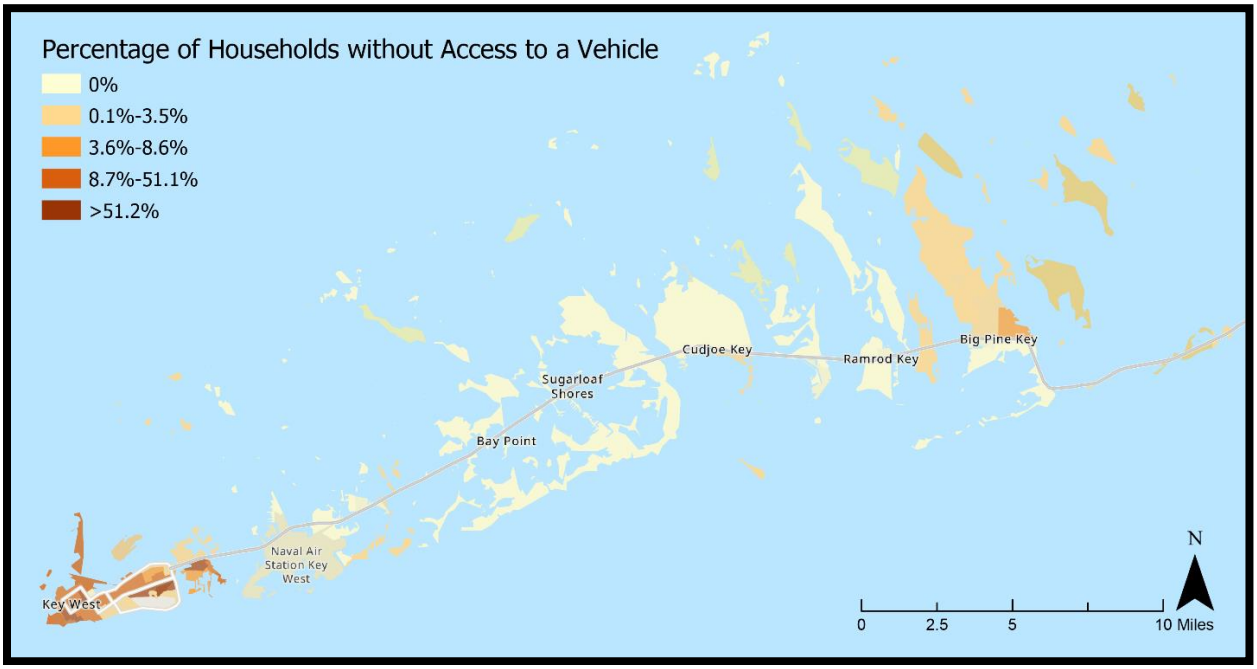

Figure 6-10: Vehicle Access by Block Group: Key West and the Lower Keys, 2019

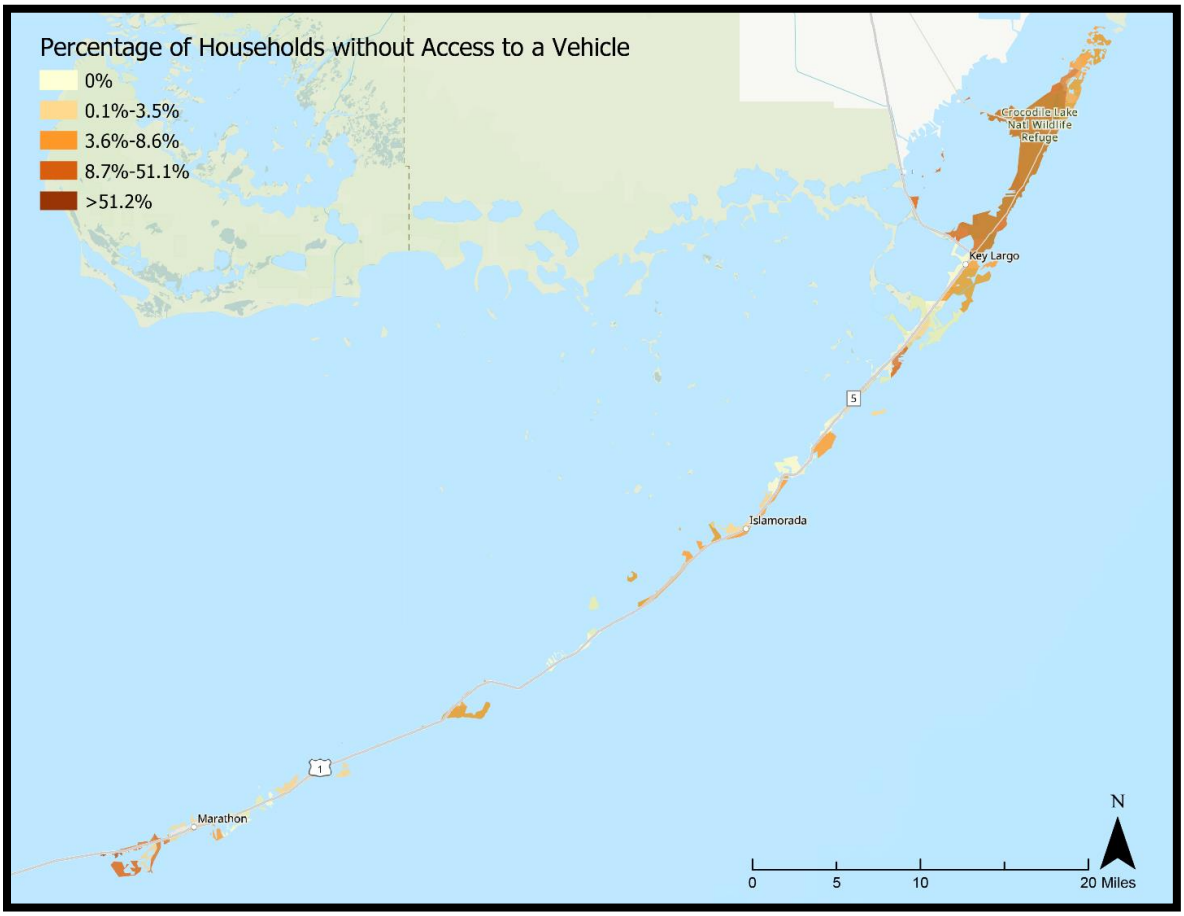

Figure 6-11: Vehicle Access by Block Group: Marathon, Islamorada, and Key Largo, 2019

Analysis revealed 25 census block groups with above average concentrations of zero-vehicle households. Further gap analysis revealed two block groups of which no part is within ¼ mile of a transit stop. These block groups, both located in Key Largo, are shown on **Figure 6-12** and

could be considered underserved by transit. Though the City of Key West has a number of blocks above the average for zero-vehicle households, all these census blocks fall withing ¼ mile of a KWT transit stop, so none of the blocks within the city qualified under this analysis.

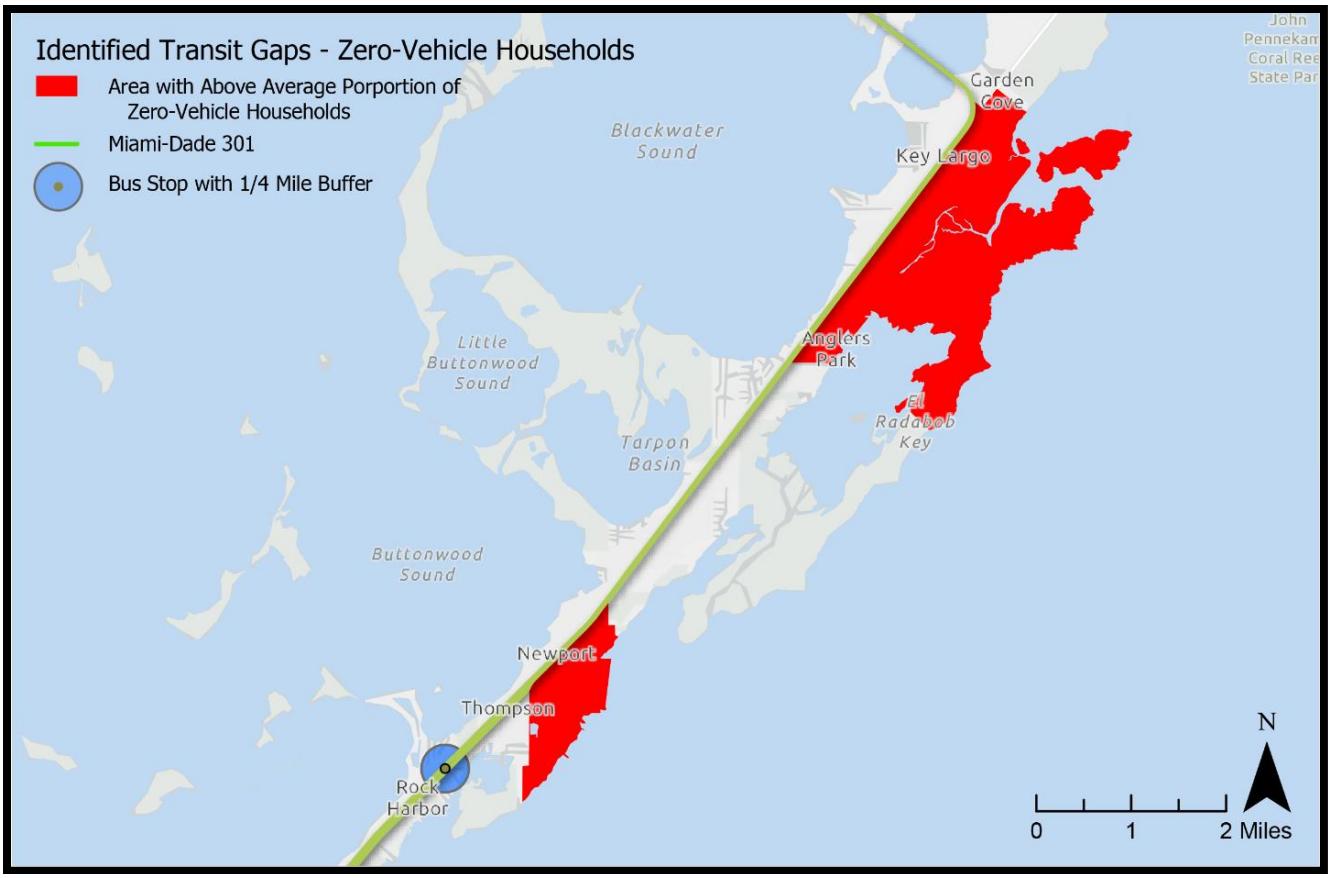

Figure 6-12: Zero-Vehicle Household Gap Analysis

Households Experiencing Poverty

The experience of poverty is a less-direct indicator of transit propensity but can show areas that a zero-vehicle analysis may miss. Households experiencing poverty may own a vehicle that is unreliable or have transportation needs that require multiple vehicles. Identifying areas with higher concentration of households experiencing poverty can reveal potential gaps in transit service.

Approximately 10% of households in Monroe County experienced poverty sometime in 2019. The Census Bureau uses a set of income thresholds that vary by family size and composition to determine who is in poverty. The official poverty definition uses income before taxes and does not include capital gains or noncash benefits (such as public housing, Medicaid, and food stamps).

Table 6-9 shows the ten US Census block groups with the highest percentage of households that experienced poverty. These areas are more dispersed than the areas of zero-vehicle concentration. One of these block groups is located on Long Key, which does not have a bus stop

for either the Lower Keys Shuttle or MDT's Route 301. Near Long Point in Islamorada, block group 120879706003 is over five miles from the nearest bus stop near Rock Harbor.

Figure 6-13 and **Figure 6-14** provide the concentration of households experiencing poverty by US Census block groups in the Florida Keys. Note that the way the Census Bureau divides block groups means that some uninhabited islands may be included in a block group and these non-inhabited areas would appear in the choropleth maps. Also, the poverty level for a census block is calculated based on the income of only individuals and families living in their primary residence. This means that the income for families who own vacation homes in the keys are not included in poverty calculations for a census block.

Table 6-9: US Census Blocks with Highest Percentage of Households Experiencing Poverty, 2019

Block Group	Location	Total Households	Households Experiencing Poverty	Percentage
120879704002	Key Largo	581	208	35.8%
120879718004	City of Key West	603	212	35.2%
120879706003	Key Largo	162	51	31.5%
120879710023	Long Key	251	60	23.9%
120879704004	Key Largo	295	63	21.4%
120879722002	City of Key West	166	33	19.9%
120879724003	City of Key West	550	109	19.8%
120879711001	Marathon	598	109	18.2%
120879726001	City of Key West	342	61	17.8%
120879719002	City of Key West	1004	177	17.6%

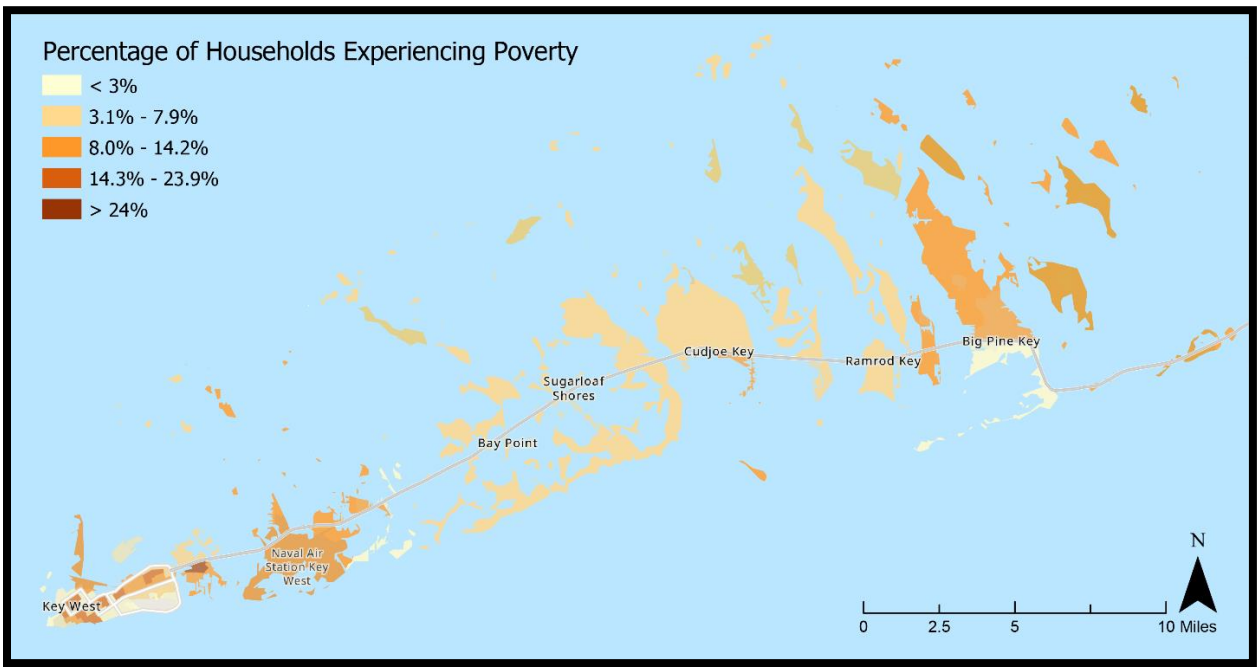

Figure 6-13: Poverty by Block Group: Key West and the Lower Keys, 2019

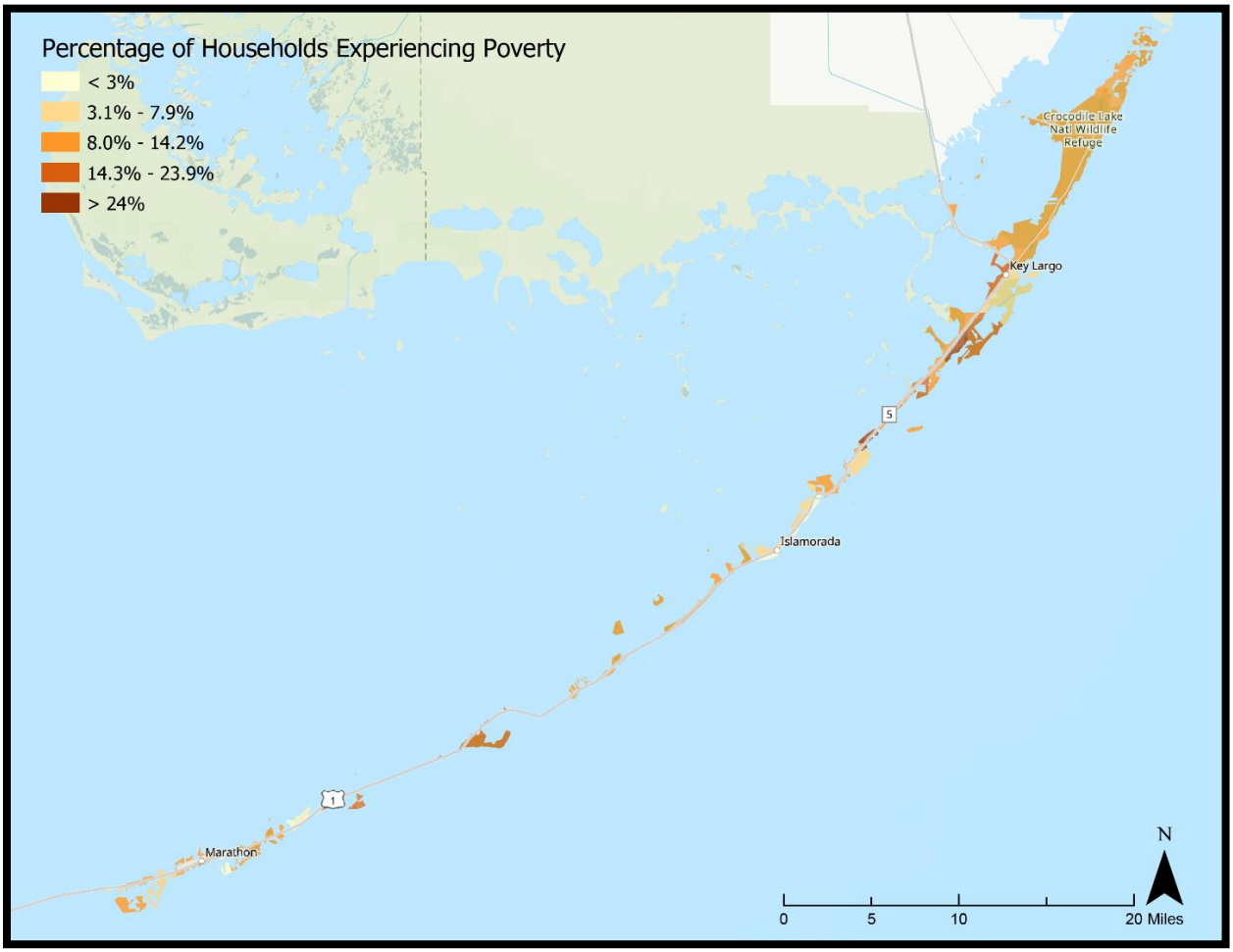

Figure 6-14: Poverty by Block Group: Marathon, Islamorada, and Key Largo, 2019

Analysis revealed 33 block groups with above average concentrations of households having experienced poverty during the previous year (i.e., 2018). Further gap analysis revealed 10 block groups of which no part is within ¼ mile of a transit stop. These block groups are located in Key Largo and Long Key as shown on **Figure 6-15** and **Figure 6-16**. These areas could be considered underserved by transit. It should be noted that Duck Key is included in the same census block as Long Key. However, based on knowledge of the areas and since only primary residences are included in calculations it was determined that Long Key is more than likely the driving force in the higher poverty rates for this census block.

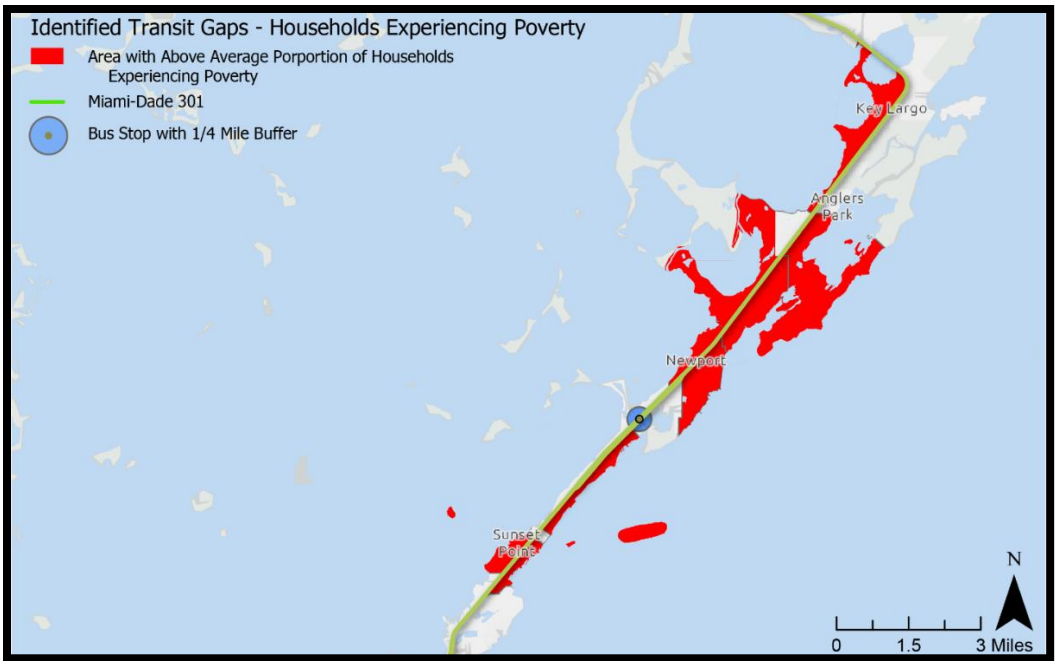

Figure 6-15: Households Experiencing Poverty Gap Analysis, Key Largo

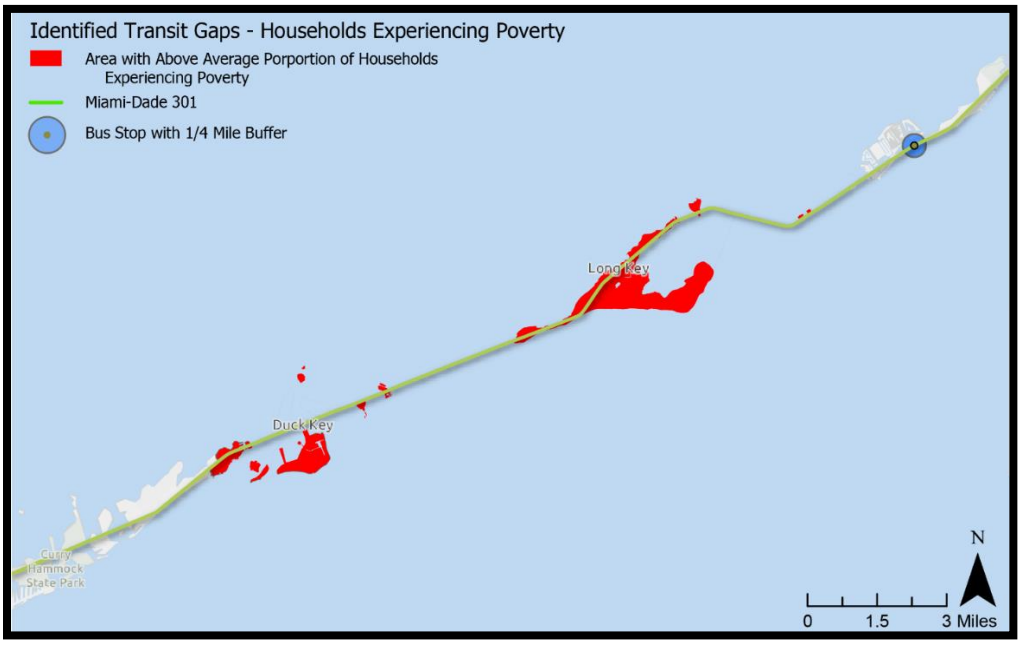

Figure 6-16: Households Experiencing Poverty Gap Analysis, Long Key and Duck Key

7.3.2 Transit Recommendations

Relevant Recommendations from Key West Transit Development Plan

The 2019 Key West Transit Development Plan (TDP) contains a number of transit alternatives to enhance mobility within the City of Key West and the Florida Keys as a whole. The alternatives that are most relevant to this study are summarized below.

Key West Intermodal Center

Essential to KWT's future plans, the Key West Intermodal Center (KWIC) would be located at the current KWT facility on Stock Island's College Rd. This intermodal center would serve as a major transfer point for KWT routes and the terminus of the Lower Keys Shuttle, as well as host a park-and-ride facility, further reducing the number of private vehicles being brought onto Key West.

Modified Lower Keys Shuttle

A major recommendation includes modifying the Lower Keys Shuttle route to terminate at the proposed Key West Intermodal Center on Stock Island. This change eliminates the need for buses to enter Key West proper and thus avoids much of the traffic congestion associated with the area. This would allow for more reliable service with shorter runtimes.

Additionally, the frequency of the Lower Keys Shuttle would increase from every two hours to every 45 minutes during peak and every 90 minutes at other times, improving the usefulness of this commuter-oriented service.

KWIC Connector

Under the proposed recommendations, the Lower Keys Shuttle would terminate at the KWIC on Stock Island. For continued service to Key West proper, riders would transfer to a new route, the KWIC Connector. The KWIC Connector is a proposed free and frequent route, similar to KWT's popular Duval Loop. Operating on 15-minute headways, this route would connect the KWIC on Stock Island with Downtown Key West, providing connections to the Lower Keys Shuttle and allowing visitors to park their cars and take free transit into Old Town Key West and other major destinations on the island.

Improved Mobile App and Mobile Payment

KWT riders can currently use the official City of Key West app to track KWT buses and access schedules. During the TDP planning process, public outreach determined that awareness of the app was low. The plan recommends the development of a standalone transit app, which would be more easily accessible and could allow for the implementation of mobile payment on KWT buses.

Additional Recommendations

The unique nature of the Florida Keys and US 1 itself limits the feasibility of many traditional transit solutions. However, there are a number of improvements that could enhance the quality of service along the corridor. The following section contains recommendations divided into three categories: *coverage improvements, operation optimization improvements, and passenger amenities*.

Coverage Improvements

As noted, there are areas within the US 1 corridor where potential riders may be underserved by the current long-distance routes operated by MDT and KWT. Additionally, there may be a need for more local service, especially in the larger communities such as Marathon, Islamorada, and Key Largo.

Increased Number of Stops Along MDT Route 301

MDT Route 301 offers fewer stops than the Lower Keys Shuttle. A greater distance between stops can offer operational benefits, but the gap analysis previously conducted revealed some communities along this route may be underserved by transit. The areas around Angler's Park, Newport, and Sunset Point in Key Largo. While balancing operational considerations, MDT should consider adding additional stops near these areas. Also, additional analysis could be conducted to determine if a new stop is warranted on Long Key. While home to fewer residents than the areas identified in Key Largo, this key had an above-average number of residents experiencing poverty in the last year.

Extended MDT Route 301

MDT Route 301 currently terminates at Mile Marker 50, approximately 3 miles from Marathon's southern extent. This location serves as the transfer point between Route 301 and the Lower Keys Shuttle. For Route 301 riders with a final destination at the far end of Marathon, this means either a walk of several miles or a transfer to the Lower Keys Shuttle, which could turn into a wait of over an hour, depending on the time of day. Extending Route 301 further south down US 1 would eliminate the need for this transfer and improve the travel experience for these riders.

Unified Transit Service

While KWT's Lower Keys Shuttle and MDT's Route 301 can be chained together, infrequent headways and the potential for long layover times can be a major detractor for attracting riders.

Replacing these routes with a jointly funded single service operated by either transit provider could attract more riders and reduce what could now be a five-hour transit journey to under three hours. Use of over-the-road coaches similar to those currently used for MDT's Route

301 would provide a superior level of passenger comfort, as well. Coaches are buses typically used for commuter or intercity routes and offer more comfortable seating and room for luggage either under the seating area or in overhead compartments.

Such service could be provided by one of the current operators, with the other providing funding through an intergovernmental agreement. Consolidating the US 1 corridor down to a single route would make the service easier to use, faster for riders, and could potentially provide cost savings to both operators due to a reduction in redundancies. Intergovernmental agreements like this are common in transit operations, especially with long-distance routes such as this.

Intra-Island Local Service

Given the success of Key West's Duval Loop and plans to create additional lines using this model, other areas in the Florida Keys may find success in using linear circulators to move people around the individual communities along US 1, especially in the larger and more developed areas like Islamorada, Marathon, and Key Largo. The linear nature of the Keys means these routes can serve most major destinations with a simple, easy to understand route. Such services would be attractive to tourists and other visitors that would prefer to explore the Florida Keys without a car and could serve as a feeder route for commuters seeking to utilize the longer inter-island routes.

Another option for intra-island transit service could be micro transit, an app-based, on-demand service mode that algorithmically optimizes routing. Unlike traditional dial-a-ride service where rides must be reserved a day or more in advance, micro transit uses an app to allow riders to request rides in real time. Micro transit systems can be door-to-door, or they can be configured to require riders to meet the bus nearby at a "virtual bus stop". This can increase operational efficiencies but may discourage riders due to weather conditions or a lack of pedestrian infrastructure.

Whether a traditional circulator or micro transit, these intra-island services could eliminate the transit gaps identified. Frequent service operating on 15-minute headways could allow this service to work as viable "first-mile, last-mile" access to long-distance bus routes, eliminating the need for as many stops and improving operational efficiencies.

Operational Optimizations

As traffic increases along US 1, keeping transit buses moving is key to encouraging ridership. Technology improvements such as Transit Signal Priority (TSP) can help buses pass through intersections more quickly, while infrastructure like dedicated transit lanes, queue jumps, or bus-on-shoulder operation can reduce the amount of time buses spend in traffic congestion.

Combining these solutions where they are feasible and make sense could improve transit throughput and reliability along the US 1 corridor.

Dedicated Transit Lanes

Infrastructure improvements such as dedicated transit lanes greatly improve transit performance by giving buses and other transit vehicles an unobstructed lane for exclusive operation. However, such lanes can be difficult to implement, especially in areas with limited right-of-way such as US 1, as any widening must contend with limited physical space, property conflicts, and environmentally sensitive areas. The study area may contain limited areas where transit lanes could be implemented, but physical limitations combined with relatively low utilization of transit along the corridor mean this is not a feasible solution for the corridor.

Bus-on-Shoulder Operation

Easier to implement than dedicated transit lanes, bus-on-shoulder operation has been implemented in several states and internationally as a way to keep transit buses moving in areas with high traffic congestion. Cities such as San Diego, Kansas City, and Minneapolis-St. Paul have implemented bus-on-shoulder and seen time savings and reliability improvements.

Operating guidelines usually state a maximum speed for shoulder-running buses, as well as a relative maximum (e.g., 10 MPH faster than traffic). This helps ensure safer operation. Areas with bus-on-shoulder capabilities are marked with “BUS ONLY” lettering to inform drivers.

Bus-on-shoulder is an incremental solution and would not be feasible throughout the US 1 corridor. Limited right-of-way in developed areas and along bridges and causeways, as well as potential conflicts with the Florida Keys Overseas Heritage Trail, would prevent bus-on-shoulder implementation throughout the US 1 corridor. However, there are several areas, predominantly in the Upper Keys, where bus-on-shoulder could be implemented to reduce the time transit vehicles are delayed by traffic congestion.

Traffic Signal Timing Optimizations

As traffic congestion is mitigated, bus on-time-performance improves. A practical way to reduce congestion is assuring that signal timings are optimized following an arterial travel time and delay study (ATTDS). Signals along US 1 were recently retimed, and the 2021 ATTDS finds that overall travel speed along US 1 increased by 0.9 mph. Also, the 2021 ATTDS states that the travel speeds in the Lower Keys were significantly improved (by 7 mph), which could potentially be attributed to the recent improvements in signal timing.

Regular timing studies can ensure that traffic is not being unnecessarily delayed by inappropriate signal timing.

Transit Signal Priority

Transit Signal Priority (TSP) is a technology that reduces the delay to transit vehicles at signalized intersections. Implementing TSP along fixed-route transit lines will improve on-time performance and reliability of service.

Where implemented, buses equipped with TSP technology wirelessly communicate with upcoming traffic signals. The signals can then temporarily extend a green phase to allow the bus to clear the intersection. By reducing the number of red lights buses encounter, TSP facilitates faster and more reliable transit service.

Successful implementation of TSP requires compatible TSP equipment at each traffic signal (road-side units) and on each bus (on-board units). The traffic signals must also utilize software that is compatible with TSP operations.

Roadside Units have non-transit related capabilities and benefits as well, including signal preemption for emergency vehicles, safety applications, and intelligent signal timing to improve traffic flow and reduce congestion.

Queue Jumps

Queue jumps are another incremental solution that can improve transit bus reliability. Buses use the right-turn lane to move to the front of the traffic queue, actuating a bus-only signal, usually lasting between five and ten seconds (see **Figure 6-17**).This gives buses enough time to “jump” through the intersection and ahead of queued traffic. Queue jumps are a roadway improvement that work with TSP-enabled traffic signals to give buses a head start at traffic signals.

These queue jump lanes may be collocated with existing or new right turn lanes. When a bus approaches and actuates the signal, the right turning drivers are also given a turn signal, emptying the queue and allowing the bus to move through the intersection.

Queue jumps are only effective where there is room to implement these extra lanes, and where traffic conditions create delays at intersections. US 1 does not have a high concentration of traffic signals, but right turn lanes are present at many of these signalized intersections. Adding queue jumps at these intersections as part of a larger transit priority system could reduce delays caused by traffic congestion.

Queue Jumps can increase delay to other traffic but, reduces delays caused when buses need to merge into traffic after stopping to offload or receive passengers. feasibility study including traffic simulation for the potential queue jump intersections along US 1 in Monroe

County would be required to quantify the potential benefits and impacts of implementing a queue jump at these locations. Some VISSIM modeling conducted for sample corridors in Broward County, FL suggests that when queue jumps are combined with Transit Signal Priority, the delay for both transit and general traffic is reduced.

Figure 6-17: Conceptual Queue Jump at the intersection of US 1 & Key Deer Boulevard, Big Pine Key

Passenger Amenities

Improved Bus Stops

Generally, bus stops along US 1 are difficult to find and lack shade, seating, and other amenities. In areas like the Keys, weather can be hostile to transit riders, and providing them with a safe and comfortable place to wait is an important priority.

Bus shelters provide shade from the sun and cover from rain, both of which are significant concerns in the Keys. Shelters can be a simple awning with a bench or can include glass panels to provide additional protection from the elements. Lighting provides additional safety and security and helps drivers know when riders are waiting. Many transit systems have begun using solar powered lighting, which eliminates the expense of running electrical infrastructure. Bus shelters can be further enhanced by adding electric fans to provide additional comfort in hot environments. Bike racks can offer riders a place to secure their bicycle if they choose not to take it on the bus.

App and Mobile Payment Enhancements

The Key West Transit TDP recommends the creation of an app to help riders track buses and purchase passes. Additionally, KWT could invest in fareboxes that accept contactless payment, such as digital wallets (Apple Pay, Google Pay, etc.) or contactless credit or debit cards. This allows for direct fare payment without the need to interact with an app, further streamlining the process for users. Many transit systems, including MDT, have begun using these contactless systems.

7 Roadway Analysis

7.4 Capacity Based Roadway Analysis

As discussed in Section 6.3, several roadway segments along US 1 are expected to operate at LOS D or worse (see **Appendix F**) in the future. As such, these segments were reviewed to identify potential roadway improvements that may be implemented to improve operations. While the potential improvements listed below may improve operations, there may be constraints that preclude their implementation, including policy restrictions, public opposition or impacts to the social, cultural, natural, or physical environments. There are current Monroe County Policies that limit roadway widening along US 1 in Monroe County. A summary of these policies is provided below.

- **Policy 301.5.1** – The capacity of US 1 in unincorporated Monroe County shall be limited to four-lanes. Densities and intensities on the Future Land Use Map and allowed by the permit allocation system shall not exceed those that can be accommodated by the four-lane limitation on US 1.
- **Policy 301.7.2** – In recognition of the physical and environmental constraints that may affect the widening of US 1 to four-lanes, Monroe County shall coordinate with FDOT on those portions of US 1 that are shown as two-lanes on the Future Traffic Circulation Map to maintain them as two-lanes for the planning horizon. This policy shall not be construed so as to prohibit the addition of a third lane to be used as a continuous two-way turn lane for those segments with a demonstrated public safety risk, if the third lane has been demonstrated to be the safest alternative.

7.4.1 Key West

Future traffic projections (Year 2040) indicate a failing level of service for the US 1 segment from White Street to Roosevelt Boulevard and on S. Roosevelt Boulevard from Flagler Avenue to US 1.

North Roosevelt Boulevard from White Street to Jose Marti Drive

This two-lane segment of US 1 is constrained by adjacent land uses, with residential on the north side and a Bayview Park on the south side. Widening of this quarter-mile segment of US 1 would not be feasible.

Jose Marti Drive to Roosevelt Boulevard

This segment of US 1 is generally five lanes, with two-lanes in each direction and a bidirectional turn lane, which in some areas is striped as a dedicated left turn into adjacent properties. Widening the road would not be feasible in this section due to the shoreline

immediately adjacent to the north side of the road and commercial properties along the south side of the road.

Flagler Avenue to US 1

This one quarter mile four-lane undivided segment of US 1 is likely congested due to operations at the intersection of US 1 and Roosevelt Boulevard. Operational improvement of that intersection may improve operations of this short segment of Roosevelt Boulevard.

US 1/Roosevelt Boulevard Intersection

This signalized intersection experiences heavy congestion and has free flow right turn movements, which can pose a safety issue for pedestrians. An additional westbound left-turn lane or a roundabout or other type of intersection improvements should be evaluated at this location to improve traffic operations.

Roosevelt Boulevard to College Road

There appears to be right of way available to widen US 1 to three lanes in each direction along this segment. This would require the widening or reconstruction of the bridge between Key West and Stock Island and a change in Monroe County Comprehensive Plan Policy.

7.4.2 Boca Chica Key

Future traffic projections indicate a failing level of service for the US 1 segment from Rockland Drive to Boca Chica Road.

Saratoga Avenue to Rockland Drive

US 1 is a four-lane divided roadway in this segment. Sufficient right of way appears to exist to support widening to six lanes and/or intersection improvements. However, roadway widening would require changes to the Monroe County Comprehensive Plan Policies.

Rockland Drive to Coppitt Road

US 1 is one lane in each direction along this nearly ¾-mile segment, with one quarter mile on structure over potentially environmentally sensitive lands. If widening of this bridge is not feasible, there are no other options to increase capacity within this segment, and the bridge would remain a bottleneck in this area.

Coppitt Road to Boca Chica Road

US 1 is three lanes in this location, with one through lane in each direction and the middle lane serving as a left turn lane into adjacent properties where required. Widening US 1 to four or five lanes in this segment may be an option; however, the bridge to the south would remain a bottleneck if it is not able to be widened. Operational improvements could include dedicated right turn lanes into adjacent properties, or a frontage road serving properties along the north side of the road. Shorter segments of frontage roads/connected driveways exist within this

segment and a continuation of that system between Coppitt Road and Boca Chica Road may alleviate traffic congestion in this area.

Boca Chica Key to Sugarloaf Key

Traffic forecasts indicate that US 1 within this segment is projected to operate at capacity. Adjacent land uses are limited as most of the road is on causeway or structure. Widening of this two-lane segment may not be feasible due to environmental constraints. There is a flashing beacon on US 1 at Sugarloaf Boulevard. Based on the feedback received form the Monroe County Sheriff's office, this intersection experiences crashes on a frequent basis. Conducting an intersection study to determine safety and operational improvements is suggested.

7.4.3 Big Pine Key

If the bridge between Little Torch Key and Big Pine Key is not able to be widened due to environmental constraints or policy restrictions, it would remain a bottleneck in this section. US 1 on Big Pine Key south of Sands Road is of varying width, but primarily one lane in each direction with turn lanes. There appears to be sufficient right of way to widen US 1 to provide a second southbound through lane from the north pine channel bridge to 1st Street. The intersection of Key Deer Boulevard appears to be a bottleneck in this area. As such, improvements at this intersection may help to relieve the congestion within this corridor.

Additionally, Avenue A, located north of and parallel to US 1 from Cunningham Lane, could be incorporated as a frontage road or incorporated into US 1 as the northbound lanes of a one-way pair. From Ships Way to Cunningham Lane, the frontage road/one-way pair could be extended the length of Big Pine Key to serve adjacent properties and removing traffic from US 1. The Florida Keys Overseas Heritage Trail must be accommodated in any improvements within this segment.

7.4.4 Marathon

Traffic forecasts indicate that short segments of US 1 at Palm Island Avenue and the entrance to the City Marina are projected to operate at capacity in the future. There are no turn lanes at these two locations. The four-lane undivided segments of US 1 in Marathon between 11th Street Ocean and Aviation Boulevard (approximately three miles) may operate at a reduced capacity if there are numerous left turns over the double yellow, which can cause queuing in the inside through lane.

Adjacent businesses within this segment appear to have designated parking spaces within FDOT right of way. While this is a common practice on older stretches of highway within the

State, it is not legal for businesses to designate parking on FDOT property. Parking within FDOT right of way may contribute to congestion and safety issues. There is sufficient room within the existing right of way to provide turn lanes to adjacent cross streets. Also, consideration should be given to widening US 1 to extend the four-lane section between 11th Street Ocean and 15th Street.

7.4.5 Islamorada

US 1 is projected to operate at or above capacity between SR 4A just south of Whale Harbor Channel to Royal Poinciana Boulevard south of Tavernier Creek. A major bottleneck in this area is the two-lane moveable bridge over Snake Creek (the last moveable bridge in the Keys), which is programmed to be replaced with a fixed span. FDOT is currently conducting a feasibility study.

Within Islamorada, US 1 is one lane in each direction with turn lanes at cross streets. There may not be sufficient right of way through the length of this segment to widen US 1 to four-lanes without relocation of or damage to adjacent businesses. However, SR 4A/Old Highway 1 runs parallel to US 1 along the south side of the road from Treasure Harbor Drive to Tavernier Creek. It may be possible to incorporate SR 4A, which has one through lane in each direction, as the northbound two-lanes of a one-way pair with US 1. While this may be technically feasible, converting a roadway serving local traffic to part of a one-way pair poses substantial challenges:

- Routing through traffic to a roadway previously serving local traffic may face public opposition
- The local road may require reconstruction to provide adequate pavement and drainage, which could impact adjacent properties
- Businesses previously visible to two directions of traffic would in the future only have visibility to one direction of traffic, especially if the one-way pairs are separated by a great distance or vegetation

As another option, SR 4A can be used as an alternative route for US 1 traffic during the peak periods and/or during incidents to improve traffic flow.

7.4.6 Key Largo

US 1 is two-lanes in each direction south of the intersection at Card Sound Road and one lane in each direction north of the intersection at Card Sound Road. Between Andros Road and Summerland Road, a distance of less than one half mile, there are 13 access points (Andros Road, Abaco Road, Lake Surprise Boulevard, North End Road/SB Card Sound Road, Garden

Cove Dr., NB Card Sound Road, north and south Shell station driveways, Key Largo Baptist Church, Coral Drive, two unnamed access roads across from Coral Drive and Summerland Road). In addition to consolidating these access points, reconfiguring the intersection of US 1 and Card Sound Road could alleviate congestion at this location.

7.5 Potential New Bridges

A total of four potential new bridge options were identified as alternative transportation options to help reduce traffic on US 1 in three critical areas (Stock Island, Big Pine, and Upper Matecumbe). Please note that the first two bridge options accomplish the same goal of providing an additional transportation option between Stock Island and Key West. These two potential options were identified for further review to determine the best location for the bridge to accomplish this goal. Detailed feasibility studies need to be conducted to evaluate the need for and feasibility of these bridges. Potential environmental, structural, traffic, land use, and right-of-way impacts and public input need to be considered as part of the feasibility studies. These options are provided as potential high-level solutions for review and consideration and would be considered long-term solutions for studies, feasibility, funding and implementation.

7.5.1 Stock Island to/from Key West Bridge

Two bridge alternatives were identified to provide additional transportation options for local traffic between Stock Island and Key West, as shown in **Figure 7-1**. Some potential considerations for each of these bridge options are listed below.

Figure 7-1: Potential New Bridge Options - Stock Island to Key West

General Considerations for Both Bridge Options

The following issues should be considered as part of the feasibility study for both bridge options:

- Increased traffic to both 5th Street and 5th Avenue on Stock Island, in a residential area – there is a potential for sociocultural effects, and impacts to environmental justice (EJ) communities (minority and low-income)
- 5th Avenue appears to have on-street parking so any new design would need to account for parking
- If tolled, potential for disproportional adverse effect to low income communities; potential for EJ concerns and/or coordination with USEPA for compliance with EO 12898
- Cow Key Marina (located at the west end of 5th Avenue) – kayak business will likely be impacted. Potential for economic compensation.
- High potential for impacts to mangroves at western edge of 5th Avenue, mitigation likely required
- Project site is located within Florida Keys National Marine Sanctuary (FKNMS) and Johnson's seagrass habitat (federally endangered species)
- Protected species: potential to impact several marine species (would require minimization impacts to manatee, sea turtles, seagrass, etc.)

- Consider designing the bridge height to minimize shading impacts to seagrass beds and to accommodate existing boats (size and type)
- Proposed bridge would cross a navigable waterway – coordination with USCG would be required
- Bridges should be limited to no greater than 2 lane bridge to minimize environmental impacts
- Potential to add bird deterrents (similar to those at Sebastian Inlet) to protect bridge and birds
- Environmental permitting would be required with FKNMS, FDEP, USACE, USCG, and SFWMD
- Consider potential for impacts to historic resources
- Bridge from Theoretical 13th and Thompson Island will be longer than a bridge at 5th Ave and would also generate more environmental impacts.
- Bridge at Thompson Island will require widening or replacement of the existing bridge from Thompson Island and Roosevelt Boulevard.
- Theoretical 13th Avenue may require fill material for a suitable roadbed.
- USCG requirements will dictate the height of the bridge for vertical clearance
- Vertical Clearance will govern the length of the bridge and its touch down points
- Bridge length may encroach well into the land portion.
- Water depth may dictate the bridge foundation system to be built with concrete drilled shafts
- Potential impacts to the Cow Key Marina and surrounding businesses

Additional Considerations for 5th Avenue Connection to Thompson Island

- Thompson Island – land acquisition and bridge upgrades appear to be required
- Potential site for mangrove mitigation: Mangrove impacts could be mitigated at Thompson Island (if agreed to by agencies and County)
- Longest bridge option with most impacts to the channel.
- Bridge results in the connection of the same roads as the other options; therefore, it could be the costliest option.
- The current bridge connecting Thompson Island to South Roosevelt Boulevard may need to be widened to accommodate additional traffic from the new bridge.
- USCG requirements will dictate the height of the bridge for vertical clearance
- Vertical Clearance will govern the length of the bridge and its touch down points
- Bridge length longer than from 5th Ave to Douglas Circle and may encroach well into the land portion.

- Water depth may dictate the bridge foundation system to be built with concrete drilled shafts
- Potential impacts to the Cow Key Marina and surrounding businesses

Additional Considerations for 5th Avenue Connection to Douglas Circle

- Coordination likely required with VA Outpatient Clinic/ Naval Branch Health Clinic (federal property), located just north of Thompson Island
- Access to Douglas Circle appears to be restricted – no Google Street Views available
- May require widening of the existing local roads which could require right of way acquisitions along private properties.

7.5.2 Big Pine Key Bridge

A potential bridge location is shown in **Figure 7-2**. This bypass bridge could reduce traffic congestion on US 1 in Big Pine Key. Some potential considerations for this bypass bridge are listed below.

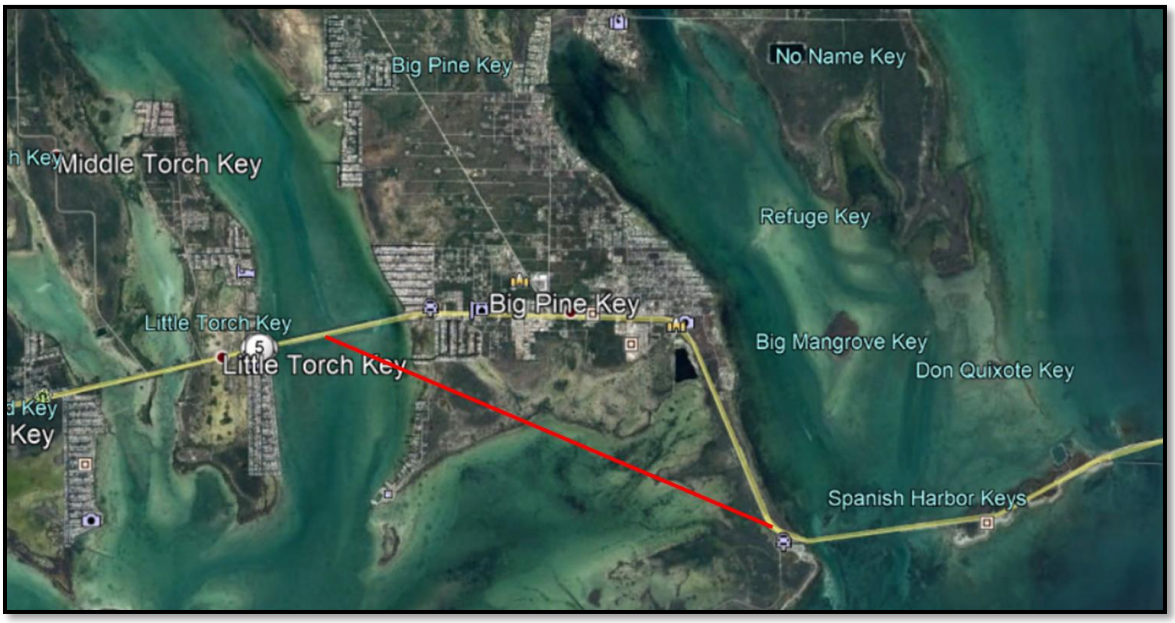

Figure 7-2: Potential Big Pine Key Bypass Bridge

Considerations For Big Pine Bypass Bridge

- Located in Big Pine Key National Wildlife Refuge; coordination with USFWS will be required
- Coupon Bight Aquatic Preserve at southern end of Big Pine Key; it is also a protected Outstanding Florida Water (OFW); coordination with FDEP will be required

- Potential for substantial negative economic impacts to local businesses located along US1 in Big Pine Key (tourists are a major source of revenue) – potential impacts to local economy
- Potential impacts to mangroves and salt marshes (abundant along the coast) and possibly seagrasses; potential impacts to endangered species such as Key deer, Lower Keys marsh rabbit, and silver rice rat
- Potential for incidental take of endangered species; possible Incidental Take Permit (ITP) and associated Habitat Conservation Plan (HCP); approvals by USFWS will be required
- There is an existing Habitat Conservation Plan (HCP) in place with the FDOT and the USFWS/FWC which will likely need to be modified or a new one will need to be conducted to address impacts to protected species – Key Deer, Lower Keys marsh rabbit, etc. – this can take 1-2 years to complete.
- Potential for negative aesthetic issues / viewshed for community particularly at SW end of Big Pine Key
- Overall: potential for negative impact to community character of Florida Keys
- Permitting required with FDEP, USACE and SFWMD
- Consider potential for impacts to historic resources
- Bridge along the south side of Big Pine Key will require reviews, input and approvals from USCG, FDEP and USFWS.
- USCG requirements will dictate the height of the bridge for vertical clearance
- Vertical Clearance will govern the length of the bridge and its touch down points
- Bridge length may encroach well into the land portion.
- Water depth may dictate the bridge foundation system to be built with concrete drilled shafts

7.5.3 Upper Matecumbe Bridge

A bypass bridge may be considered to reduce traffic congestion on US 1 in Upper Matecumbe between the Snake Creek Bridge and Tea Table Key. A potential bridge location is shown in **Figure 7-3**. Some potential considerations for this bypass bridge are listed below.

Figure 7-3: Potential Upper Matecumbe Bypass Bridge

Considerations For Upper Matecumbe Bypass Bridge

- Very long bridge would be costly and intrusive to the view from the east coast properties.
- Good candidate for segmental concrete box bridge construction
- May need to provide fender systems at certain canal crossings
- Potential impacts to the pristine waters along the east coast
- Bridge permit reviews required by USCG, FDEP and FWC
- Project area is within known range of several protected species (threatened & endangered mammals, birds, reptiles, fish, butterflies, plants) and federally designated critical habitat; approvals from/coordination with USFWS, NOAA Fisheries, and FWC will be required
- Upper Matecumbe Key is a known area for sea turtle nesting (hawksbill, leatherback, loggerhead) and within federally designated critical habitat for these species. Any construction may require work outside nesting season (May 1 – October 31). Any new lighting on the bridge would need to be coordinated with/approved by USFWS and FWC
- Project area is located in a protected Outstanding Florida Water (OFW); coordination with FDEP will be required to address any water quality concerns

- Also located in the Florida Keys National Marine Sanctuary (FKNMS), so coordination/approvals from FKNMS will be required
- Potential impacts to mangroves (protected) and salt marshes (abundant along the coast) and possibly seagrasses; coordination/approvals from NOAA Fisheries and FDEP will be required
- Social/community characteristics: potential for negative impact to community character of Florida Keys; potential for negative aesthetic issues / viewshed; potential for negative economic impacts to local businesses along US1 (tourists are a major source of revenue) and overall decrease in local economy
- In addition to the bridge permits, environmental permitting with FKNMS, FDEP, USACE and SFWMD will be required
- Any impacts to Windley Key Fossil Reef Geologic State Park (historic) would require coordination with FDEP
- Consider potential for impacts to historic/archaeological resources (should be reviewed separately by Cultural Resources specialist)

8 Water Transportation Analysis

The economic and environmental impacts of growing traffic congestion is reviving interest in the nation's navigable waterways. Multiple state and federal agencies recognize the potential benefit of capitalizing the nation's underutilized waterways as a means to alleviate rail and road congestion. The Department of Transportation's Maritime Administration (MARAD) and Federal Transit Authority (FTA) have both developed programs to provide technical and financial assistance to state and local governments that invest in improvements to water transportation infrastructure. Particular priority is given to those corridors that can provide relief to congested landside corridors. The number of vehicles traveling on US 1 in Monroe County have started to exceed the overall capacity of the highway leading to increasing congestion, slow travel times, and more frequent vehicle accidents.

Water-Based Transportation Route Options

The purpose of this section is to evaluate potential water-based transportation routes to/from Key West that may help alleviate traffic congestion on US 1 in the Florida Keys. These were stand-alone reviews with the goal of identifying one or more routes with the potential to reduce traffic congestion along US 1. This list is not intended to be exhaustive and includes the following route options:

1. Between Key West and Stock Island
2. Between Key West and Marathon
3. Between Key West and Islamorada
4. Between Key West and Key Largo
5. Between Key West and Miami

Route between Key Largo and Key West

One of the route options considered for evaluation was a potential ferry route from Key Largo to Key West. However, Key Largo does not have a public/municipal docking facility, contains large areas of state and federally protected areas on the Atlantic side (limited access), and lacks inlets/channel cuts to easily move from the Atlantic Ocean into Florida Bay. Considering the distance between Key Largo and Key West, the use of a large ferry (>100 ft length) would be necessary to both sustain higher speeds (comparable to road trip time of approximately 3 hours) and to travel in all water/weather conditions (schedule reliability/vessel safety).

This is not to say Key Largo couldn't support a passenger ferry route but would require extensive coordination/planning/site development to bring a ferry route to fruition. For example, development of public/private partnership between the County and one of the commercial docking facilities on Jewfish Creek/IWW could allow berthing of a large passenger ferry. However, in order

for this area to work, it would require either a multi-level parking structure on one of the existing commercial properties or an offsite parking facility in south Miami-Dade County (ex. Florida City) with a shuttle to/from the ferry terminal.

Islamorada, which is the next closest terminal option, hosts a large public/municipal docking facility (Plantation Yacht Harbor Marina), has multiple deep-water inlets/channel cuts (Snake Creek, Whale Harbor Channel, Treatable Key Channel, and Tavernier Creek), and provides enhanced public ground transportation services. Therefore, the route between Key West and Key Largo was eliminated from further consideration and the remaining four options including the Islamorada to Key West routes were evaluated further in the following sections.

7.6 Passenger Ferry System Overview

Throughout the US, passenger ferries serve an important role in the transport of people. This section looks at operational passenger ferry services in other US regions that may provide guidance for the development of a water transportation system in Monroe County. Each ferry operation is evaluated in a series of tables based on the system overview, route characteristics and frequency of service, and vessel/docking facility details. Passenger ferry operations evaluated in this report include:

- Washington State Ferries (Washington)
- San Francisco Hovercraft[1] (California)
- Miami-Dade County Poseidon Ferry (Florida)
- Key West Express (Florida)
- Yankee Freedom/Dry Tortugas (Florida)
- Balearia Caribbean (Florida/Bahamas)
- Fort Lauderdale Water Taxi (Florida)
- Miami Water Taxi (Florida)

Table 8-1: Existing Passenger Ferry Services-Overview

Name	Route Description	Purpose	One-Way Fare ($)	Last Mile
Washington State Ferries	Puget Sound	Commuter, Tourism, Recreational	$2.75 (walk on senior, shortest route) to $159.70 (vehicle under 80', longest route)	Buses, Foot Traffic, Light Rail

[1] While not yet in operation, the San Francisco hovercraft has been included since it is an advanced feasibility study on connecting communities particularly in the shallow water South Bay.

Name	Route Description	Purpose	One-Way Fare ($)	Last Mile
San Francisco Hovercraft	San Francisco Bay	Commuter, Tourism, Recreational	$7 (shortest route) to $31 (longest route)	Buses, Foot Traffic, Light Rail
Miami-Dade County Poseidon	Miami/Miami Beach & Miami/Coconut Grove	Commuter, Tourism, Recreational	$4 (Senior), $10 (Adult), 2$ (Bike)	Buses, Foot Traffic, Bikes, Taxis, Metrorail
Key West Express	Fort Myers/Key West & Marco Island/Key West	Tourism, Recreational	$40 (discount return) to $101	Buses, Foot Traffic, Bikes, Taxis
Yankee Freedom	Key West & Dry Tortugas	Tourism, Recreational	$67.5 (child), $90 (Student, Military, and Senior), $95 (adult)	Buses, Foot Traffic, Bikes, Taxis
Baleária Caribbean	Ft Lauderdale to Bimini & Grand Bahama	Tourism, Recreational	$90 (Economy) to $130 (Premium)	Buses, Taxis, Trolley (Bimini)
Fort Lauderdale Water Taxi	New River & Intracoastal Waterway	Tourism, Recreational	$14 to $28 (hop on, hop off)	Buses Foot Traffic, Bikes, Taxis
Miami Water Taxi	Miami to Miami Beach	Tourism, Recreational	$15-$30 (hop on, hop off)	Buses, Foot Traffic, Bikes, Taxis

The existing ferry services have sailing distances ranging from 2.7 miles (Washington State) to 136 miles (Key West Express). Most larger ferry services are direct trips with the only stop at the destination, while the water taxis have 5 or more and operate in a loop. The Washington State, San Francisco and Miami-Dade Poseidon have a service frequency of 30 to 60 minutes during peak hours to accommodate commuters. Ferry services that cater for tourism or recreational purposes have either daily departures or start their schedule after 10 am.

All the Florida based ferry services use catamaran vessels of various lengths. The catamarans are more fuel efficient due to less surface area in the water, have greater lateral stability, and are ideal for calm waters. The catamaran ferries also have a shallow draft allowing them to access smaller docks and moor at a both floating and pile-supported docking facilities.

Table 8-2: Existing Passenger Ferry Service-Details

Name	Sailing/Service			# Routes	# Stops
	Distance (mi)	Time (min)	Frequency (min)		
Washington State Ferries	2.7 to 16	10 to 60	30 to 85	10	1 to 2
San Francisco Hovercraft (study)	10 to 37	15 to 56 (at 35 knots)	30/60 (peak) to 60/90/120 (off peak)	12	1, 3 to 5
Miami-Dade County Poseidon	4 to 6	20 to 30	60	2	1
Key West Express	105 to 136	210 to 240	1440	2	1
Yankee Freedom	70	130	1440	1	1
Baleária Caribbean	51 to 85	120 to 240	1440 to 4,320	2	1
Fort Lauderdale Water Taxi	7.5 (loop) 14 (express)	45 to 60	35 to 45 120-150 after 10am	2	11
Miami Water Taxi	7.8 (loop)	20 to 45	60 to 90 after noon	1 (loop)	5

Table 8-3: Existing Ferry Vessel and Dock Details

Name	Passenger Capacity	Vessel Size (ft)		Vessel Type	Waterway	Dock Type
		Length	Draft			
Washington State Ferries	748 to 2,499	273 to 460	11 to 18.5	Sheltered water auto/ passenger ferries	Puget Sound	Pile-supported with lowered ramps
San Francisco Hovercraft (study)	80	78	< 2	12000TD hovercraft	San Francisco Bay	Concrete ramps
Miami-Dade County Poseidon	149	65	4	Catamaran	Biscayne Bay	Floating docks within marina
Key West Express	511	170	4.5 to 5.5	Catamaran	Gulf of Mexico	Floating dock

Yankee Freedom	175 to 250	110	5.75	Catamaran	Gulf of Mexico	Concrete/piled-supported docks
Baleária Caribbean	600 (140 Autos)	266	10.3	Catamaran	Atlantic Ocean	Concrete/Pile-supported docks
Fort Lauderdale Water Taxi	~48 to 90	~30	4	Catamaran	Intracoastal Waterway	Concrete/pile-supported docks
Miami Water Taxi	~35	~30	4	Catamaran	Biscayne Bay	Floating dock within marina

7.7 Community Snapshots

This section provides a snapshot for each of the five termini (Key West, Stock Island, Marathon, Islamorada, and Miami) associated with the four water transportation routes to/from Key West. Each community snapshot evaluates the following features as they related to the communities' suitability as a route terminus:

- Community Demographics
- Existing US 1 Level of Service
- Existing Passenger Pool
- Water Access[2]
- Peripheral Services
- Terminal Suitability

[2] All channel data derived from NOAA Navigation Charts and NOAA Coast Pilot Volume 4, 52nd Edition

Figure 8-1: Five Community Locations

7.7.1 Key West

Key West is the westernmost developed island in the Florida Keys and the southern end of US 1. It is located between Mile Markers 0 and 4.

Existing US 1 Level of Service

According to FDOT generalized LOS criteria, the US 1 segments on Key West experience congestion and unacceptable LOS based on 2019 traffic data.

Passenger Pool

Residents

In 2017, 82% of all work trips originating from Key West ended in Key West while another approximately 8% ended in Stock Island and 6% ended in lower Marathon.

Tourists

With the exception of the cruise ship passengers, a majority of tourists visiting Key West annually arrive via automobile. Note that in 2020, with the arrival of COVID-19, air travel restrictions resulted in a sharp decline in people flying into Key West.

Table 8-4: Monroe County Annual Visitor Profile Study

Transportation Method	2020 (%)	2019 (%)	2018(%)
Drive personal vehicle	42.5	35.7	35.3
Drive rental vehicle	28.5	28.6	27.5
Fly into Key West	19.9	23.2	22.6
Fly to Miami and rent a car	7.1	8.0	10.0
Fly into Marathon	1.6	3.1	3.2
Other FL airport and drive rental	0.1	0.6	0.0
Come by tour bus	0.4	0.7	1.4
Other	0.0	0.1	0.0

Sources: Monroe County TDC Visitor Profile Survey (2020 & 2019).

Water Access

Hawks Channel

Hawks Channel extends northeast from Key West (127 miles) to Cape Florida. Water depths in the channel vary from 9 to 34 feet with a minimum channel width of 0.25 mile.

Intracoastal Waterway

The Intracoastal Waterway in the Florida Keys extends southwest from southern Biscayne Bay, through Card Sound, Barnes Sound, Blackwater Sound, Buttonwood Sound and into Florida Bay before splitting into two routes. The Florida Bay side continues southwest to Big Spanish Channel, Northwest Channel, and finally to Key West Harbor (54 miles). The Southern route cuts

through Moser Channel south into Hawk Channel where it continues southeast to the entrance to Key West Harbor (40 Miles).

Key West Main Ship Channel

The main ship channel into Key West Harbor is a federally managed, deep-draft waterway on the western side of Key West. The main entrance channel and cuts A and B all have a depth of 34 feet which drop to 30 feet in the turning basin and then down to 26 feet in the Key West Bight Channel.

Key West Bight Channel

Key West Bight is a 26-foot-deep channel running approximately ½ mile from the main channel just north of Municipal Wharf to Key West Bight. Water depths drop to 12 feet in the Bight turning basin.

Garrison Bight Channel

Garrison Bight Channel has a control depth of 7.5 feet and is accessible from either the Atlantic via Main Ship Channel or the Gulf of Mexico via the Northwest Channel.

Table 8-5: Waterways-Key West

Waterway	Min Depth (ft)	Max Vertical Clearance (ft)
Key West Main Ship Channel	26	no limit
Key West Bight Channel	12	no limit
Garrison Bight Channel	7.5[1]	19[1](Garrison Bight Causeway)
Note: 1- Minimum depth of 4.5' and 18' maximum vertical clearance if take Fleming Key Cut into Garrison Bight Channel		

Source: NOAA Coast Pilot Volume 4, 52nd Edition

Docking Facilities

Key West has substantial deep-water docking capacity including three cruise terminals at the Port of Key West (**Figure 8-2**) and a recently expanded public ferry terminal along Key West Bight (**Figure 8-3**).

Table 8-6: Existing Docking Facilities-Key West

Facility	Min Depth (ft)	Max Length (ft)	Facility Type	Parking	Waterway
City Marina at Garrison Bight	7/4.5[1]	70	Public	Public	Garrison Bight Channel/ Fleming Key Cut
Garrison Bight Marina	4	40	Private	Private	Garrison Bight Channel/ Fleming Key Cut
Conch Harbor Marina	9	200	Private	Private	Key West Bight Channel
Key West Bight Marina	10	140	Public	Public	Key West Bight Channel

Facility	Min Depth (ft)	Max Length (ft)	Facility Type	Parking	Waterway
Key West Bight Ferry Terminal	9	240+	Public	Public	Key West Bight Channel
A & B Marina	14	215	Private	Private[2]	Key West Bight Channel
Galleon Marina	9	155	Private	Private[2]	Key West Bight Channel
Mallory Square Pier	31	700	Public	Public	Key West Main Ship Channel
Pier B	31	1050	Private	Private[2]	Key West Main Ship Channel
Outer Mole Pier	35	1050	Public	Public[3]	Key West Main Ship Channel

Notes:

1. Minimum depth if take Fleming Key Cut into Garrison Bight Channel.
2. Public parking may be available nearby.
3. Requires taking a trolly from Mallory Square Pier to the Naval Base Pier.

Port of Key West

The Port of Key West hosts three deep-water docking facilities (**Figure 8-2**) that support over 300 cruise ship calls in a standard year making it one of the busiest in the nation.

Mallory Square is a public docking facility located just north of Pier B. It is a T-Pier (115 ft length) and can support vessels up to 700 linear feet and a max 27-foot draft. Plans are in place to extend/improve the Pier including increasing the length to 200 ft, installing new mooring monopile and repair/rehabilitating the bulkhead.

Pier B is a privately owned/operated facility that supports up to a 1050-foot vessel with a maximum of 29-foot draft. A small ferry launches from Pier B to the Sunset Key Resort (< 1 mile) twice an hour. Pier B's terminal platform is the most frequently used facility for cruise ship calls.

Outer Mole Pier is a federal (Navy) docking facility leased by the city of Key West. It is located south of Pier B and can support a vessel up to 1050 feet with a maximum of 29-foot draft.

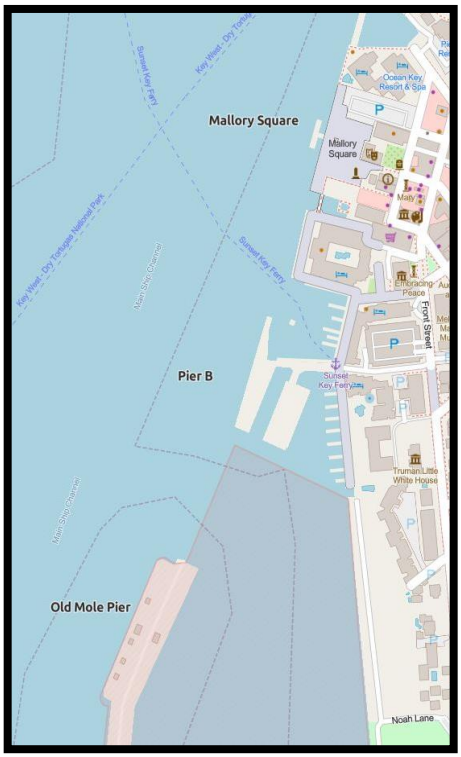

Figure 8-2: Port of Key West

Key West Bight

The Key West Bight is home to multiple public docking facilities including Key West Bight Marina and Key West Bight Ferry Terminal (**Figure 8-3**). All the facilities are accessible via the Main Shipping Channel. The Key West Ferry Terminal was recently updated with a 20 by 80-foot concrete pier extension and serves as the current ferry launch for the Yankee Freedom Ferry to Dry Tortugas National Park and the Key West Express to Fort Myers and Marco Island.

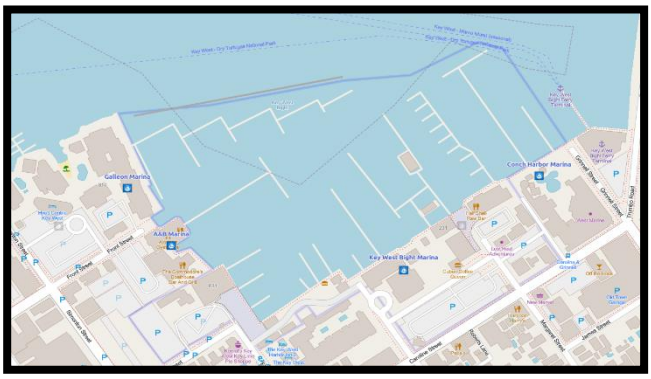

Figure 8-3: Key West Bight

Peripheral Services

Key West is currently serviced by three existing City bus routes along with daily Greyhound bus services.

Key West City Route

Key West Transit's City Route has two routes that provide services in Key West and Stock Island.

The North line runs from Historic Key West (Truman & Emma) to the Northern Side of Stock Island (College Road Key West Transit). Buses run on a fixed schedule every 1.3 hours Monday thru Friday (6am -7pm) plus a shortened schedule on the weekend. Multiple bus stops are located less than 1 mile from Garrison Bight, Key West Bight Ferry Terminal, and the Port of Key West.

The South line runs between Historic Key West and South Stock Island. Buses run on a fixed schedule every 1.3 hours Monday thru Friday (6am-7pm) plus a shortened schedule on the weekend. The south line has a stop at Florida Keys International Airport and multiple stops less than 1 mile of the Port of Key West.

Duval Loop

The Duval Loop is a free hop-on bus route that runs along Duval Street as well as along Key West Bight and the Truman Waterfront. Buses run every half-hour and stops within 1,000 feet of all the primary docking facilities. There are multiple transfer points to both the South and North City Routes from the Duval Loop.

Table 8-7: Key West City Route – Fares

Pass Type	Full Fare ($)	Reduced Fare ($)	Senior Fare ($)
One-Way	2	1	.50
One Day Pass	4	N/A	N/A
7-Day Pass	8	5	3.75
31 Day Pass	25	15	15

Source: http://www.cityofkeywest-fl.gov/350/Bus-Fares

Lower Keys Shuttle

The lower keys shuttle runs between Historic Key West (Whitehead & Eaton) and Marathon (Mile Marker 53.5). Buses run every 2 hours. The lower keys shuttle has at least one stop within a mile from the Garrison Bight, Key West Bight, and the Port of Key West docking facilities. There are multiple transfer points from the shuttle stops to all three Key West local Bus lines (North, South, and Duval Loop).

Table 8-8: Lower Keys Shuttle-Fare

Pass Type	Full Fare ($)	Reduced Fare ($)	Senior Fare ($)
One Way	4	2	1
One Day Pass	8	N/A	N/A
7-Day Pass	25	15	15
31-Day Pass	75	45	45

Source: http://www.cityofkeywest-fl.gov/350/Bus-Fares

Greyhound Bus

There is a Full-Service Greyhound Bus Station located at 3439 South Roosevelt Boulevard adjacent to Key West International Airport. Greyhound runs a single round trip from Miami International Airport (MIA) to Key West seven days a week. Tickets start at $26 one-way and it is a four-hour trip.

Greyhound buses departing via the Fort Lauderdale or West Palm Beach Stations run a line to the Miami Intermodal Center where riders can transfer to the MIA to Key West route.

Bicycle Routes

In 2018, 13.8 % of workers in Key West commuted to work by bicycle, which is well above the state average of 0.62%. Currently there are ten designated bike routes in the City of Key West, and they include the following:

- Fleming Street between Whitehead Street & White Street
- Southard Street between Whitehead Street & White Street
- Eaton Street between Frances Street & White Street
- Palm Avenue between Peary Court Road & Eisenhower Drive
- White Street between Catherine Street & Laired Street
- Northside Drive between Kennedy Drive & Toppino Drive
- 14th Street between North Roosevelt Boulevard & Flagler Avenue
- Flagler Street between Kennedy Drive & South Roosevelt Drive
- Sigsbee Road between Gilmore Drive & the Entrance to Sigsbee Naval Base (within Naval Base)
- College Road Between Lower Keys Medical Center and US 1 (North Stock Island)

- US 1 between South Roosevelt Road and College Road

In addition, the Florida Keys Overseas Heritage Trail starts northeast of the intersection of Eaton Street and Frances Street, along Palm Avenue and then north of US 1 from Eisenhower past Mile Marker 5 on Stock Island.

Terminus Suitability

Existing Infrastructure

- Key West Bight Ferry Terminal – Key west has an existing, full service publicly owned ferry terminal with ample water depth/ berthing space. Currently, the ferry terminal accommodates larger passenger services to the Dry Tortugas (Yankee Freedom) and Fort Myers/Marco Island (Key West Express).
- Key West Main Channel - Existing Federally maintained deep-water channel provides safe access to both the Port of Key West and Key West Bight.

Last Mile Connectivity

- Key West Transit's Duval Loop provides free public transportation in the last mile between the various docking facilities and the public transportation system.
- There are multiple parking lots and structures near the major docking facilities.

Ridership Demand

A large percentage of tourists driving to Key West every year is a potential market for alternative transportation via water.

Potential Benefits

- System Resiliency - Adding a water-transportation alternative would provide redundancy in transportation system in the event there is a long-term roadway closure on the Overseas Highway.
- Emergency Management - Potential incorporation into FEMA Hurricane Evacuation Program.
- Funding - Documented existing and continued increase in traffic congestion may justify federal support and grants to develop water transportation services.

Constraints

Hazards to Navigation

- Boating hazards outside the main ship channel including shifting sandbars, seagrass beds and coral reefs and live hardbottom.
- Additional repeat transit services could result in the need for additional Aids to Navigation (requires state/federal permit authorization)

- Dangerous night navigation during Crab/Lobster Season due to abundant fishing gear in larger channels.

Protected Areas

- Department of Defense (DOD) - USACE No Entry/DOD restricted areas in portions of Key West Bight, Port of Key West (outer mobile Pier), and Garrison Bight.
- Florida Keys National Marine Sanctuary (FKNMS) - All surrounding waters are within the boundary of the Sanctuary.
    - FKNMS restricts speed in Wildlife Management Zones ("idle speed only/no wake" zone; "no-motor" zone; "no-access buffer"; and "closed" zone)
    - FKNMS may require authorization to run a commercial ferry service within the Sanctuary

Protected Species

- West Indian Manatee - Potential need to re-initiate consultation for existing docking facilities.
- Acropora Critical Habitat -Water off the south side of Key West are within the boundaries of Acropora Critical Habitat. However, the designated habitat does not extend into either the Key West Bight or Garrison Bight channels.
- Loggerhead Sea Turtle Critical Habitat - All waters on the south side of Key West are within the boundaries of both Migratory and Breeding Critical Habitat for Loggerhead Sea Turtles. However, the designated habitat does not extend into either the Key West Bight or Garrison Bight channels.
- American Crocodile Consultation Area - All waters including navigation channels are within boundary of American Crocodile Consultation Area.
- Florida Keys Imperiled Species- Imperiled Species Focus area for Eastern Indigo Snake (Drymarchon corais couperi); Key tree-cactus (Pilosocereus robinii), and Stock Island tree snail (Orthalicus reses).

7.7.2 Stock Island

Stock Island is located between Key West and Boca Chica Key. The northern portion of the island was incorporated into the City of Key West. The remaining portion of the island south of US 1 makes up Stock Island. Stock Island lies between US 1 Mile Markers 4 and 6.

Existing US 1 Level of Service

According to FDOT generalized LOS criteria, the US 1 segments on Stock Island experience congestion and unacceptable LOS based on 2019 traffic data.

Passenger Pool

Residents

In 2017, over 54% of trips originating from Stock Island ended in Key West while 39% started and ended on Stock Island. Of the other trips that ended on Stock Island, 12% started on Boca Chica Key, 7.1% started on Big Pine and 2.8% started in central Dade County.

Tourists

There are two primary hotel/accommodations on Stock Island: Stock Island Village Marina and Oceans Edge Resort & Marina. Both of these facilities cater to Boat/Yacht cruisers and both offer hourly shuttle (bus) service to Key West. Stock Island Village Marina also has a 100-room luxury hotel.

Water Access

Stock Island Channel

Runs from the Straits of Florida to a point in Hawk Channel just southeast of Stock Island and the entrance to Safe Harbor.

Safe Harbor

A medium-draft harbor on the south side of Stock Island, under the jurisdiction of the Monroe County Port Authority. The harbor is entered from Hawk Channel through a privately dredged channel with a reported minimum depth of 18 feet.

Safe Harbor (Spur)

A deep waterway east of Safe Harbor that leads to a large marina (Oceans Edge) on the southeast end of Stock Island.

Cow Key Channel

A narrow channel between Stock Island and Key West.

Table 8-9: Waterways-Stock Island

Waterway	Min Depth (ft)	Max Vertical Clearance (ft)
Safe Harbor Channel	18	-
Stock Island Channel	9	60
Cow Key Channel	3	25
Safe Harbor Spur	17	-
Source: NOAA Coast Pilot Volume 4, 52nd Edition		

Docking Facilities

Currently there are no public marinas on Stock Island. There are eight commercial marinas on Stock Island and another 4 residential marinas along with a large number of commercial fishing vessel moorings.

Table 8-10: Existing Docking Facilities-Stock Island

Name	Min Depth (ft)	Max Length (ft)	Facility Type	Parking	Waterway
Oceans Edge	10	140	Private	Private	Safe Harbor (Spur)
Stock Island Village Marina	17	450	Private	Private	Safe Harbor
Cow Key Marina	-	30	Private	Private	Cow Key Channel
Hurricane Hole	6	45	Private	Private	Cow Key Channel
Safe Harbour	14	160	Private	Private	Safe Harbor
Robbie's of Key West	15	400	Private	Private	Safe Harbor
Murray Marine	4	46	Private	Private	Boca Chica Channel
Boyd's Key West Campground	4	30	Private	None	Boca Chica Channel

Figure 8-4: Stock Island

Peripheral Services

Stock Island is currently serviced by two existing City bus routes: Key West City Route and Lower Keys Shuttle

Key West City Route

Key West Transit's City Route has two routes that provide services to Stock Island.

The North line runs from Historic Key West (Truman & Emma) to the Northern Side of Stock Island (College Road Key West Transit). Buses run every 1.3 hours Monday thru Friday plus a shortened schedule on the weekend. None of the North line bus stops are within 1 mile of State or Safe Harbor.

The South line runs between Historic Key West and South Stock Island. Buses run every 1.3 hours Monday thru Friday plus a shortened schedule on the weekend. The south line has a stop at Florida Keys International Airport. There are two bus stops within 1 mile of the at least one of Stock Island's Harbors:

- 5th Avenue & Shrimp Road (No shelters or services)
- 4th Avenue & Front Street (No shelters or services)

A summary of Key West City Route fares is listed in **Table 8-7**.

Lower Keys Shuttle

The Lower Keys Shuttle runs between Historic Key West (Whitehead & Eaton) and Marathon (Mile Marker 53.5). Buses run every 2 hours. The two nearest stops include:

- US 1 and 3rd Street (Northbound)
- East College Road and US 1 (Southbound)

Neither of these stops are within 1 mile of the Stock Island Harbors.

A summary of the Lower Keys Shuttle fares is listed in **Table 8-8**.

Bicycle Routes

In 2018, 4.4% of workers in Stock Island commuted to work by bicycle, which is more than 4 times the state average. Stock Island has five bike routes.

- 5th Street between US 1 & Cow Key (South Island)
- 5th Avenue between 5th Street & Maloney Avenue (South Island)
- Cross Street between US 1 and 12th Avenue (South Island)
- McDonald Avenue/Maloney Avenue between US 1 and 4th Avenue (South Island)
- US 1 between Key West and Boca Chica Key

Terminus Suitability

Existing Infrastructure

- Multiple private docking facilities in the area could accommodate a smaller ferry “shuttle”
- Potential public/private partnership between Monroe County and Marina Resorts (ex. Oceans Edge or Stock Island Village Marina)

Distance to Key West

- Stock Island is less than 10 miles from Key West by water making use of a smaller (40-60 feet) ferry and more frequent ferry service possible. The shorter distance reduces the impact of adverse weather/water conditions.

Last Mile Connectivity

Stock Island has existing last-mile connectivity including Key West City Route Bus (South Line) and designated bike lanes.

Ridership Demand

- A ferry shuttle/taxi from Stock Island to Key West could benefit the Marina Resort guests.
- A ferry shuttle/taxi could bring customers including cruise ship passengers from Key West to Marina resort commercial restaurants and shops.

- A ferry shuttle/taxi could connect large percentage of Stock Island residents who commute daily for work in Key West.

Potential Benefits

Ferry service would minimize the number of local trips between Key West and Stock Island, thus reducing the overall traffic on US 1.

Community Resources

Large Commercial Fishery

- Fishing boats/facilities are a potential tourist attraction for visitors to Key West.
- Landings create potential to develop local fish market.

Constraints

Hazards to Navigation

- Hazards outside the main ship channel including shifting sandbars, seagrass beds and coral reefs and live hardbottom.
- Additional repeat transit services could result in need for additional Aids to Navigation (requires state/federal permit authorization)
- Dangerous night navigation during Crab/Lobster Season due to abundant fishing gear in larger channels.

Existing Infrastructure

- There is no public docking facility/marina on Stock Island
- Constructing a new marina facility would be challenging due to county marina siting criteria and the existing land use in the area including conservation.
- Any new landside facilities will have to comply with stringent FEMA flood standards.

Permitting

Any changes to a dock/slip or terminal to accommodate a larger ferry will likely require a state Environmental Resource Permit (ERP) from the Florida Department of Environmental Protection (FDEP) and a federal USACE Permit (10/404).

Community Resources

Potential conflict of use between commercial fisheries and ferry services. Outreach and input from stakeholders will be key to ensuring a compatible relationship.

Protected Areas

- *Department of Defense* - Entire area south of US 1 on Stock Island is within the Key West Naval Air Station Military Installation Area of Impact. Safe Harbor channels are also adjacent to a USACE Danger Zone on the southwestern shore of Boca Chica Key.

- *USFWS Coastal Barrier Resource System* - Portions Stock Island (Unit FL-57) is protected under the Coastal Barrier Resource System Act which prohibits the use of federal dollars to develop designated areas. Unit FL-57 includes a portion of the western edge of Safe Harbor channel.
- *Florida Keys National Marine Sanctuary (FKNMS)* - All surrounding waters are within the boundary of the Sanctuary.
    - *FKNMS restricts speed in Wildlife Management Zones ("idle speed only/no wake" zone; "no-motor" zone; "no-access buffer"; and "closed" zone)*
    - *FKNMS may require authorization to run a commercial ferry service within the Sanctuary*
    - *The Sanctuary is a "no discharge zone" meaning vessels cannot empty their waste tank in waters and must use designated pump-out facilities.*

Protected Species

- *West Indian Manatee* - Potential need to re-initiate consultation for existing docking facilities.
- *Benthic Resources* - All waters on southside of Stock Island including Safe Harbor channel have extensive coverage of live hardbottom including federally protected coral species as well as seagrasses.
- *Acropora Critical Habitat* - All waters on the southside of Stock Island are within southside of Key West the boundaries of Acropora Critical Habitat. However, the designated Acropora Critical Habitat does not extend into Safe Harbor channels.
- *Loggerhead Sea Turtle Critical Habitat* - All waters on the south side of Stock Island including Safe Harbor channels are within the boundaries of both Migratory and Breeding Critical Habitat for Loggerhead Sea Turtles.
- *American Crocodile Consultation Area* - All waters including navigation channels are within boundary of American Crocodile Consultation Area. Work and structures affecting the shoreline could require consultation with USFWS.
- *Florida Keys Imperiled Species*- Imperiled Species Focus area for Eastern Indigo Snake (*Drymarchon corais couperi*); Key tree-cactus (*Pilosocereus robinii*), and Stock Island tree snail (*Orthalicus reses*).
- *Essential Fish Habitat (EFH)* - Five types of EFH are found in Safe Harbor and the Safe Harbor Spur. Work and structures affecting waters, structures or benthic substrate could require consultation with National Marine Fisheries Service (NMFS) Habitat Conservation Division (HCD).

7.7.3 Marathon

Marathon is located at the mid-point of the Florida Keys along US 1 between Duck Key and Little Duck Key. It lies between US 1 Mile Marker 46 and 60.

Existing US 1 Level of Service

According to FDOT generalized LOS criteria, some of the US 1 segments on Marathon experience congestion and unacceptable LOS based on 2019 traffic data.

Passenger pool

Residents

In 2017, 59.4% of work trips originating in Marathon ended in Marathon. Approximately 6.6% of work trips originating in Marathon ended in Key West. The largest percentage of work trips ending in Marathon were those trips originating in Key West (15.5%) and Miami (6.6%).

Tourists

In 2018, Marathon attracted 816,023 visitors who spent over $457 million in Marathon.[3] The average stay in 2018 in was 2.83 nights.[4]

Water Access

Moser Channel

Moser Channel supports vessels with a maximum of 7 to 8-foot draft and runs between the Florida Straits and Florida Bay. It is the junction point where boaters in the Intracoastal Waterway can continue on the Gulf side route or cross under the seven-mile bridge just southwest of Marathon into Hawks channel towards Key West. The current highway bridge has a 65-foot clearance.

Boot Key Harbor Channel

Boot Key is a sheltered harbor on the Atlantic side of US1 between Marathon and Boot Key. The entrance channel is a congressionally authorized and federally maintained channel with an authorized control depth of 12 feet. The channel depth becomes more shallow (minimum of 7 feet) east of 20th street.

Table 8-11: Waterways- Marathon

Waterway	Min Depth (ft)	Max Vertical Clearance (ft)
Boot Key Harbor	7	24
Moser Channel	5	65
Key Vaca Cut	12	13
Knight Key Channel	8	19
Source: NOAA Coast Pilot Volume 4, 52nd Edition		

[3] (Rockport Analytics, LLC, 2019)
[4] (Monroe County Tourism Development Council (TDC), 2019)

Docking Facilities

There is currently only one public marina on Marathon: Boot Key Harbor City Marina.

Table 8-12: Existing Docking Facilities-Marathon

Name	Min Depth (ft)	Max Length (ft)	Facility Type	Parking	Waterway
Burdines Marina	7	60	Private	Private	Boot Key Harbor
Pancho's Marina and Fuel Dock	7	55	Private	Private	Boot Key Harbor
Marathon Marina	9	125	Private	Private	Boot Key Harbor
Boot Key Harbor City Marina	10	50	Public	Public	Boot Key Harbor
Keys Fisheries Market and Marina	6	50	Private	Private	Florida Bay
Shelter Bay Marina	5	34	Private	Private	Atlantic Ocean

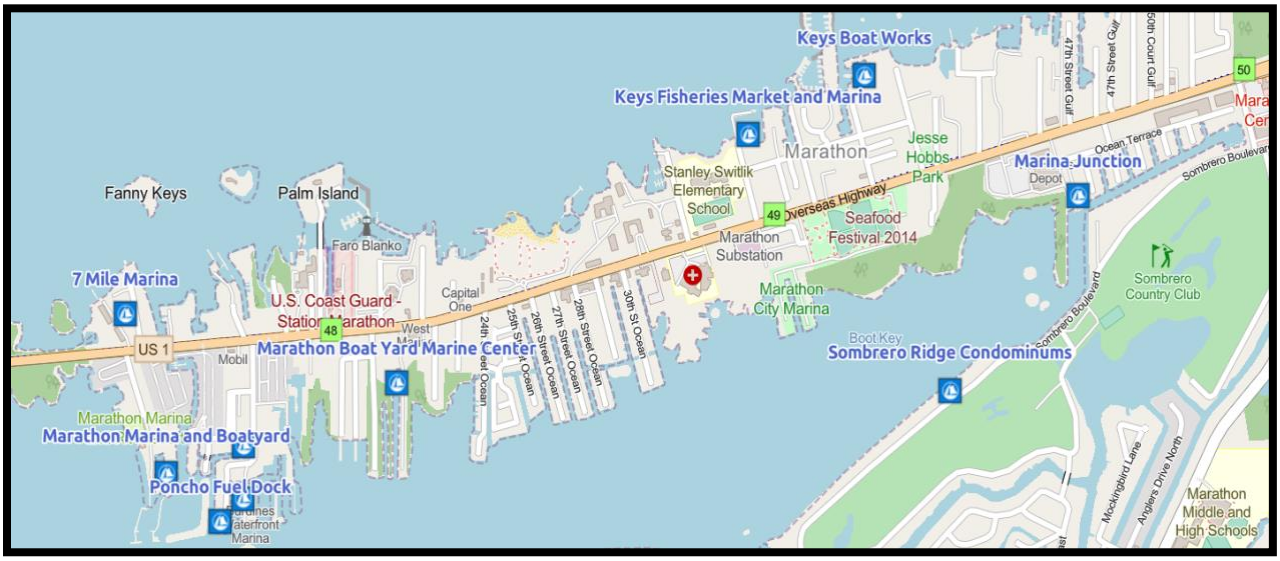

Figure 8-5: Boot Key Harbor

Peripheral Services

Miami Dade Transit

Route 301 (Dade-Monroe Express) runs from Florida City in Dade County to Mile Marker 50 on US 1 in Marathon. Buses run 7 days a week and up to 12 times a day during the workweek.

Greyhound Bus

There is a full-service Greyhound Bus Station located at 9400 Overseas Highway in Marathon. Greyhound runs a single round trip from the Miami International Airport (MIA) to Key West with a stop in Marathon, seven days a week. Tickets start at $26 one-way and it is a four-hour trip.

Greyhound buses departing via the Fort Lauderdale or West Palm Beach Stations run a line to the Miami Intermodal Center where riders can transfer to the MIA to Key west route.

Lower Keys Shuttle

The lower keys shuttle runs between Historic Key West (Whitehead & Eaton) and Marathon (Mile Marker 53.5). Buses run every 2 hours. The two nearest stops include: 36th Street (Park) and 33rd Street (FHP).

A summary of the Lower Keys Shuttle fares is listed in **Table 8-8**.

Bicycle Routes

In 2018, 2.9% of Marathon residents commuted to work by bicycle. There are seven designated bike routes in Marathon:

- US 1 between the 7-mile Bridge (Public Parking Lot) & 30th Street Ocean
- US 1 between 51st Street Gulf & 60th Street Gulf (Lower Keys and Dade Monroe Express Stop with Shelter)
- US 1 between 125th Street Gulf & Mile Marker 53.6
- US 1 between Mile Maker 53.6 & Coral Lane
- US 1 between Mile Marker 54 & Mile Marker 57.4
- US 1 between Mile Marker 59.7 and Mile Maker 60.5
- Ocean Drive West between 12th Street & 6th Street on Key Colony Beach

In addition, the Florida Keys Overseas Heritage Trail runs parallel to US1 from the 7-mile bridge to Guava Avenue.

Terminus Suitability

Existing Infrastructure

Florida Keys Marathon International Airport

Marathon has an active airport capable of servicing commercial airlines and onsite US Customs and Immigration.

The Marathon Airport provides centralized public transportation connections, rental car services and ample public parking.

Boot Key Harbor City Marina

The City of Marathon manages a public marina and anchorage area in Boot Key Harbor.

The channel entrance into Boot Key Harbor is a Federally maintained Channel (National Channel Framework).

Geographic Location

Marathon is Midpoint for any service from Key West to Miami and is easily accessible from both Intracoastal Waterway (Gulf of Mexico) and Hawk Channel (Atlantic Ocean).

Last Mile Connectivity

Two Lower Keys Shuttle stops are within “Last Mile” of Boot Key City Harbor (36th Street and 33rd Street)

Community Resources

A large local fish market is located directly opposite the Boot Harbor City Marina on the northside of US 1.

Comprehensive Plan

Marathons’ 2005 Comprehensive Plan[5] (Policy 7-2.2.3) identified development of marine travel as part of the city’s transportation goals.

The plan identified local and regional ferries as well as water taxis as a viable transportation option that could relieve congestion from US 1 and serve as a potential source of revenue for the area.

The plan recommended adoption of a harbor management program that could develop the existing Boot Key Harbor City Marina as a potential intermodal connection between surface transportation and regional water transportation.

[5] (City of Marathon Planning Department, 2013)

Constraints

Hazards to Navigation

Hazards to navigation outside the main channels including a large mooring field shifting sandbars, seagrass beds and coral live hardbottom.

Aids to Navigation – Additional repeat transit services could result in need for additional Aids to Navigation (requires state/federal permit authorization)

Dangerous night navigation during Crab/Lobster Season due to abundant fishing gear in larger channels.

Distance to Key West

Marathon is approximately 50 miles from Key West by either road or water. According to Google Maps, the trip takes an hour by car. A vessel would need to be capable of traveling over 43 knots per hour to travel the same distance by water. Typically, a medium length (60-100 ft), high-speed catamaran ferries can travel in the range of 20-25 knots. Large (>100 ft) high-speed catamaran ferries travel upwards of 30-35 knots fully loaded.

Existing Infrastructure

- Use of Boot Key City Marina will require upgrades to landside facilities and docking to support repeat use vessels and passengers.
- *Water Depth* – The channel depth in Boot Key Harbor drops to a minimum of 7 feet which could limit access for a larger passenger ferry (>100 ft).

Permitting

- Changes to the marina will likely require a state Environmental Resource Permit (ERP) from the Florida Department of Environmental Protection (FDEP) and a Federal USACE Permit (10/404).
- Channel modifications to accommodate larger vessel could require channel deepening which is prohibited in the Florida Keys under state regulation, "*No docking facilities shall be approved which require either dredging or filling to provide access by canal, channel, road, or any other means. This restriction shall also apply to widening or deepening any existing canal or channel, but not to regular maintenance dredging of existing canals, basins, or channels, providing such maintenance does not exceed currently acceptable water depths."* (F.A.C. 18-21.0041)
- Changes or upgrades to landside facilities will have to comply with FEMA flood standards.
- Constructing a new marina facility would challenging due to county marina siting criteria and the existing land use in the area including conservation.

Protected Areas

- USFWS Coastal Barrier Resource System - Portions of Marathon (Unit FL-46; FL - 45, and FL - 44) are protected under the Coastal Barrier Resource System Act which prohibits the use of federal dollars to develop in those areas. The FL-46 unit includes a portion of Boot Key Harbor, but not the public city marina.
- Florida Keys National Marine Sanctuary (FKNMS) - All surrounding waters are within the boundary of the Sanctuary.
    - FKNMS restricts speed in Wildlife Management Zones ("idle speed only/no wake" zone; "no-motor" zone; "no-access buffer"; and "closed" zone)
    - FKNMS may require authorization to run a commercial ferry service within the Sanctuary
    - The Sanctuary is a "no discharge zone" meaning vessels cannot empty their waste tank in waters and must use designated pump-out facilities.

Protected Resources

- West Indian Manatee - Potential need to re-initiate consultation for existing docking facilities.
- Benthic Resources – Boot Key Harbor has extensive coverage of live hardbottom including federally protected coral species as well as seagrasses.
- Acropora Critical Habitat - All waters on the southside of Boot Key are within the boundaries of Acropora Critical Habitat. However designated area does not extend into Boot Key Harbor.
- Loggerhead Sea Turtle Critical Habitat - All waters including Boot Key Harbor are within the boundaries of both Migratory and Breeding Critical Habitat for Loggerhead Sea Turtles.
- American Crocodile Consultation Area - All waters including navigation channels are within boundary of American Crocodile Consultation Area. Work and structures affecting the shoreline could require consultation with USFWS.
- Florida Keys Imperiled Species- Imperiled Species Focus area for Eastern Indigo Snake (Drymarchon corais couperi); Key tree-cactus (Pilosocereus robinii), and Stock Island tree snail (Orthalicus reses).
- Essential Fish Habitat (EFH) - Five types of EFH are found in Safe Harbor and the Safe Harbor Spur. Work and structures affecting waters, structures or benthic substrate could require consultation with National Marine Fisheries Service (NMFS) Habitat Conservation Division (HCD).

7.7.4 Islamorada

Islamorada is located in the upper Florida Keys between Tavernier and Craig Key. It lies along US 1 between Mile Marker 73 and 91.

Existing US 1 Level of Service

According to FDOT generalized LOS criteria, some of the US 1 segments in Islamorada experience congestion and unacceptable LOS based on 2019 traffic data.

Passenger Pool

Residents

In, 2017, 58% of work trips originating in Islamorada ended in Islamorada. Approximately 7% of work trips originating in Islamorada ended in Miami. The largest percentage of work trips ending in Islamorada were those trips originating in Key Largo (19%).

Tourists

In 2018, Islamorada attracted 685,000 visitors who spent over $248 million in Islamorada.[6] The average stay in 2018 in 2.85 nights.[7]

Water Access

The public marina on Islamorada (Plantation Yacht Harbor Marina) is the only one of the four termini that is located on the Florida Bay side of the keys.

Tea Table Key Relief Channel

The Tea Table Key Relief Channel is a shallow (3-foot minimum depth) channel on the southwest end of Upper Matecumbe Key.

Snake Creek

Snake Creek is a minimum 4-foot deep channel running between Plantation Key and Windley Key.

Tavernier Creek

Tavernier Creek runs between Tavernier Key and Plantation key. It has a minimum depth of 4 feet.

[6] (Rockport Analytics, LLC, 2019)
[7] (Monroe County Tourism Development Council (TDC), 2019)

Table 8-13: Waterways- Islamorada

Waterway	Min Depth (ft)	Max Vertical Clearance (ft)
Snake Creek	4	27
Tavernier Creek	4	15
Cowpens Anchorage	6	-
Teatable Key Relief Channel	3	7

Docking Facilities

There is currently only one public marina in Islamorada: Plantation Yacht Harbor Marina.

Table 8-14: Existing Docking Facilities-Islamorada

Name	Min Depth (ft)	Max Length (ft)	Facility Type	Parking	Waterway
Caloosa Cove Marina and Resort	4	60	Private	Private	Atlantic Ocean
Bud-N-Mary's Fishing Marina	4.5	45	Private	Private	Teatable Key Relief Channel
Plantation Yacht Harbor Marina	5	80	Public	Public (Fee)	Cowpens Anchorage
Bay Side Marine	3	40	Private	Private	Florida Bay
Coral Bay Marina	5	62	Private	Private	Florida Bay
Safe Harbor-Islamorada	4.5	55	Private	Private	Florida Bay

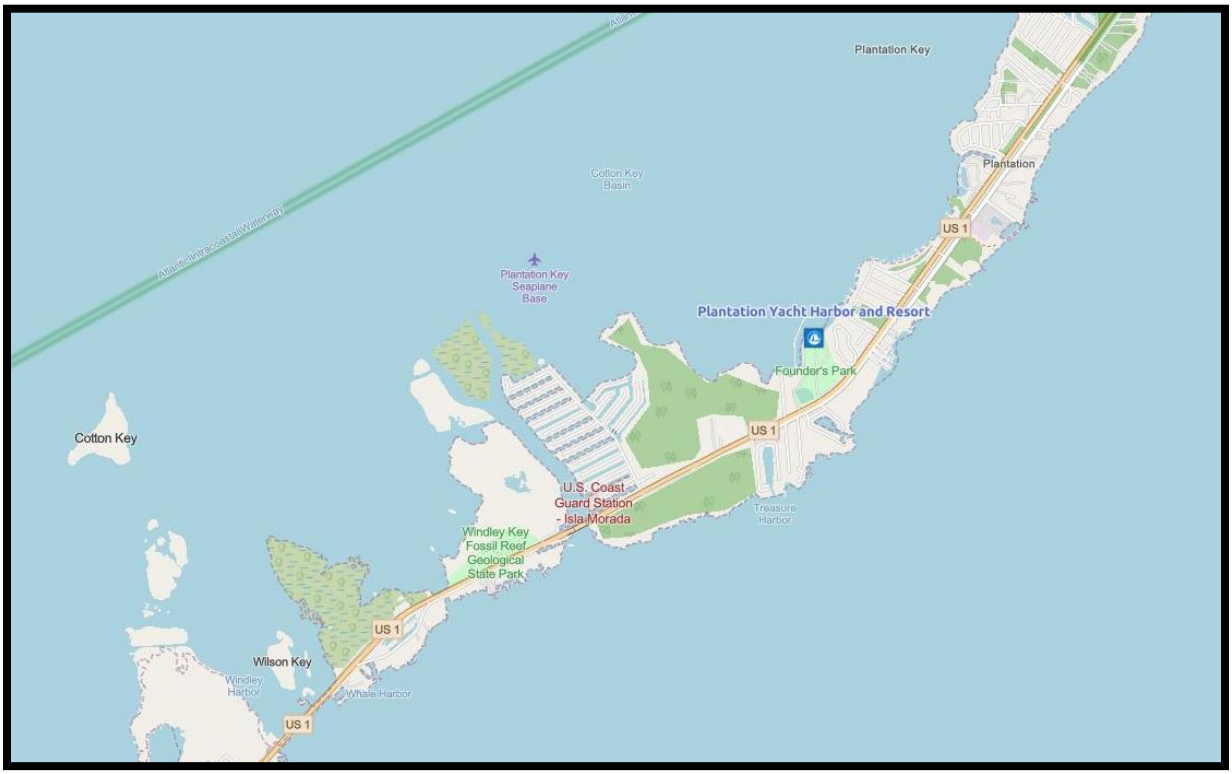

Figure 8-6: North Islamorada

Peripheral Services

Miami Dade Transit

Miami-Dade Transit Route 301 (Dade-Monroe Express) runs from Florida City in Miami-Dade County to Mile Marker 50 on US 1 in Marathon. Buses run 7 days a week and up to 21 times a day during the workweek.

Freebee-Free Ride Share

The Village of Islamorada runs free ride-share with Freebee (electronic transportation). User can request a ride by phone or a request via app. Services run Tuesday thru Sunday (70 hour/week).

Greyhound Bus

There is a Greyhound Bus stop located at 82201 Overseas Highway in Islamorada. Greyhound runs a single round trip from the Miami International Airport (MIA) to Key West seven days a week. Tickets start at $26 one-way and it is a four-hour trip. Greyhound buses departing via the Fort Lauderdale or West Palm Beach Stations run a line to the Miami Intermodal Center where riders can transfer to the MIA to Key West route.

Bicycle Routes

In 2018, less than 1% of workers in Islamorada commuted to work by bicycle: lowest of the four termini. There are 4 designated bike routes on Islamorada.

- US 1 between Mile Marker 73 & Iroquois Drive
- US 1 between Mile Marker 77.5 & Tavernier Creek
- Venetian Boulevard between Bay View Isle Drive and US 1
- Royal Poinciana Avenue Between Bougainvillea Street & US 1.

In addition, the Florida Keys Overseas Heritage Trail runs parallel to US1 between Mile Marker 73 and Mile Marker 90.

Terminus Suitability

Existing Infrastructure

*Plantation Yacht Harbor Marin*a - Plantation Yacht Harbor Marina is a public facility, owned and managed by the Village of Islamorada. The landside area is large public park with multiple recreation facilities and services.

Last Mile Connectivity

There is an unsheltered bus stop adjacent to the Islamorada Visitor Center that is within walking distance (< .4 mile) of the marina facility. Buses along the Miami-Dade County Transit Route 301 run 7 days a week. Time between buses varies from 30 minutes to 1.5 hours depending on the time of day.

The Village of Islamorada runs a free ride-share service with Freebee. Users can request a ride by phone or a request via app. Services run Tuesday thru Sunday (70 hour/week).

Potential Benefits

Several portions of US 1 in Islamorada experience an LOS D or E. As such any reduction in traffic along US 1 will improve the level of service.

Constraints

Hazards to Navigation

- Hazards to navigation outside the main ship channel including shifting sandbars, seagrass beds and coral reefs and live hardbottom.
- Aids to Navigation – Additional repeat transit services could result in need for additional Aids to Navigation (requires state/federal permit authorization)
- Fishing Gear – Dangerous night navigation during Crab/Lobster Season due to abundant fishing gear in larger channels.

Distance to Key West

Islamorada is approximately 90 miles from Key West by water. A car can travel (87 miles) from upper Islamorada to Key West in a little under two hours (109 minutes). A vessel would have to travel approximately 37 knots to travel 90 miles by water. Typically, a medium length (60-100 ft), high-speed catamaran ferries can travel in the range of 20-25 knots. Large (>100 ft) high-speed catamaran ferries travel upwards of 30-35 knots fully loaded.

Existing Infrastructure

- *Landside Facilities and Docking*- Plantation Yacht Harbor Marina will require upgrades to landside facilities and docking to support repeat use vessels and passengers.
- *Minimum Water Depth*- Plantation Yacht Harbor Marina, the deepest of the Marina's on Islamorada, has a minimum control depth of only 5 feet which may limit access for a larger passenger ferry (>100 ft).

Permitting

- Changes to the marina will likely require a state Environmental Resource Permit (ERP) from the Florida Department of Environmental Protection (FDEP) and a Federal USACE Permit (10/404).
- Channel modifications to accommodate larger vessel could require channel deepening which is prohibited in the Florida Keys under state regulation, *"No docking facilities shall be approved which require either dredging or filling to provide access by canal, channel, road, or any other means. This restriction shall also apply to widening or deepening any existing*

canal or channel, but not to regular maintenance dredging of existing canals, basins, or channels, providing such maintenance does not exceed currently acceptable water depths." (18-21.0041, FAC, Florida Keys Marina and Dock Siting Policies and Criteria)

- Changes or upgrades to landside facilities will have to comply with FEMA flood standards.

Protected Areas

- USFWS Coastal Barrier Resource System – Portions of Islamorada (Unit FL-40) are protected under the Coastal Barrier Resource System Act which prohibits the use of federal dollars to develop in those areas. Unit FL-40 includes a portion of Cotton Key Basin, but not Plantation Yacht Harbor Marina.
- Florida Keys National Marine Sanctuary (FKNMS) - All surrounding waters are within the boundary of the Sanctuary.
    - FKNMS restricts speed in Wildlife Management Zones ("idle speed only/no wake" zone; "no-motor" zone; "no-access buffer"; and "closed" zone)
    - FKNMS may require authorization to run a commercial ferry service within the Sanctuary
    - The Sanctuary is a "no discharge zone" meaning vessels cannot empty their waste tank in waters and must use designated pump-out facilities.

Protected Resources

- West Indian Manatee - Potential need to re-initiate consultation for existing docking facilities.
- Benthic Resources – Cotton Key Basin has extensive coverage of live hardbottom including federally protected coral species as well as seagrasses.
- Acropora Critical Habitat - All waters on the southside of Islamorada are within the boundaries of Acropora Critical Habitat. The habitat boundary does not extend to the Gulf of Mexico side of Islamorada including Plantation Yacht Harbor Marina
- Loggerhead Sea Turtle Critical Habitat - All waters on the Atlantic Ocean side of Islamorada are within the boundaries of both Migratory and Breeding Critical Habitat for Loggerhead Sea Turtles. The habitat boundary does not extend to the Gulf of Mexico side of Islamorada including Plantation Yacht Harbor Marina
- American Crocodile Critical Habitat - All waters on the Gulf of Mexico side of Islamorada including Plantation Yacht Harbor Marina are within the designated boundary of American Crocodile Critical Habitat. Work and structures affecting the shoreline could require consultation with USFWS.
- Cape Sable Thoroughwort Critical Habitat – Islamorada is within designated Cape Sable Thoroughwort Critical Habitat. However, Plantation Yacht Harbor Marina falls outside the designated areas.

- Florida Keys Imperiled Species- Imperiled Species Focus area for Eastern Indigo Snake (Drymarchon corais couperi); Schaus Swallowtail (Papilio aristodemus), Key tree-cactus (Pilosocereus robinii), and Stock Island tree snail (Orthalicus reses).

7.7.5 Miami (Coconut Grove)

Coconut Grove is located southeast of downtown Miami on the south side of South Dixie Highway (US 1) in the City of Miami. Like Key West, Coconut Grove has free transportation from all the waterside facilities with routes to adjacent hotels and restaurants as well as the two nearby Metrorail stations making the site one of the most connected areas in the region. Miami-Dade County water transportation studies have repeatedly identified Dinner Key as a potential ferry terminal. It is also the location for the next proposed Miami Poseidon Ferry stop making it an ideal water transportation connector to both downtown Miami and Miami Beach.

Existing US 1 Level of Service

Despite extensive land-based transit resource, more than half of the intersections along the US 1 Corridor between Kendall Drive and I-95 are already operating at an LOS F during AM and PM peak hours.[8]

Water Access

Hawks Channel

Hawks Channel extends northeast from Key West (127 miles) to Cape Florida. Water depths in the channel vary from 9 to 34 feet with a minimum channel width of 0.25 mile.

Dinner Key Channel

Dinner Key Channel runs northwest from central Biscayne Bay into Dinner Key Marina. Depth at the channel entrance is 8 feet with a 7-foot minimum in the yacht basin.

Cape Florida Channel

The Cape Florida Channel extends from Hawk Channel on the south side of Key Biscayne and into Biscayne Bay.

Table 8-15: Waterways-Miami

Waterway	Min Depth (ft)	Max Vertical Clearance (ft)
Hawk Channel	9	No limit
Cape Florida Channel	7	No limit
Dinner Key Channel	7	No limit

[8] (Florida Department of Transportation (FDOT), 2019).

Docking Facilities

Miami-Dade County has hundreds of docking facilities. For the purpose of this report, evaluation of Miami terminus locations was limited to one facility: City of Miami's Dinner Key Marina located in Coconut Grove.

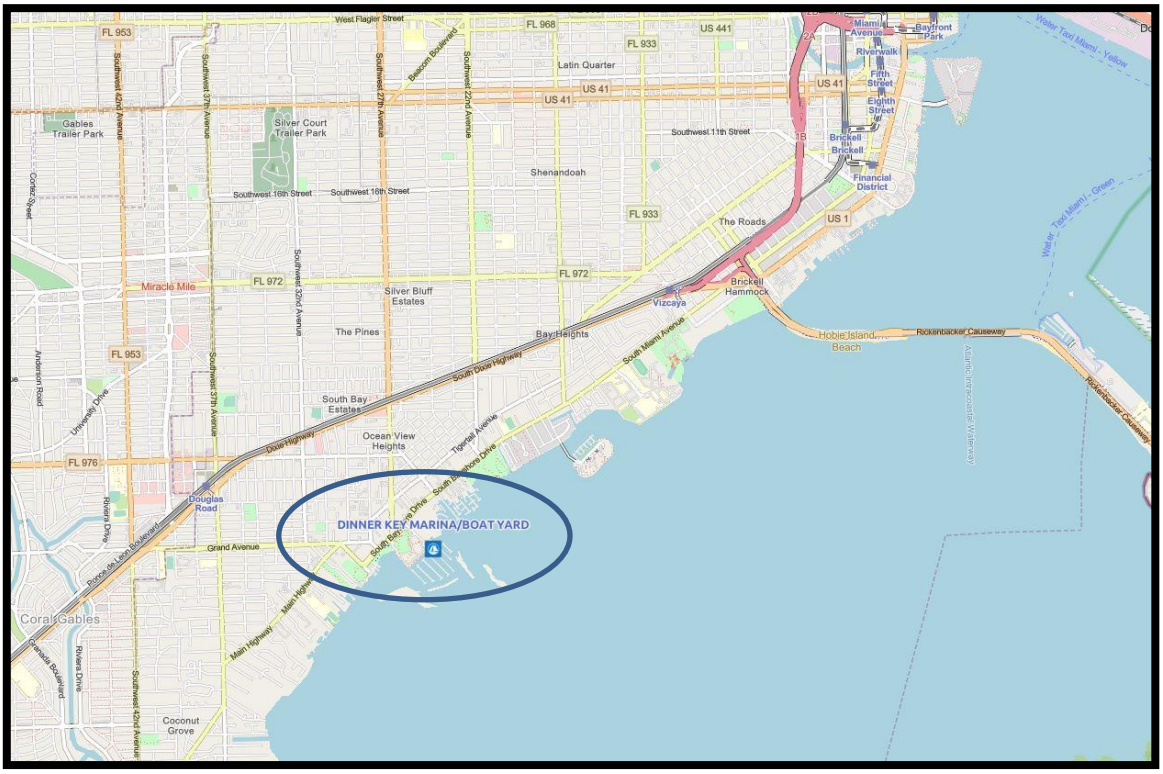

Figure 8-7: Dinner Key Marina, Coconut Grove, Miami

Peripheral Services

Coconut Grove Trolley

A City of Miami free bus service runs every 15 to 30 minutes between the Douglas Road Metrorail station and the 27th Avenue Metrorail station and includes stops along Dinner Key and the hotels, restaurants and shops in Coconut Grove.

Metrorail

The Orange line runs every 15 minutes between Miami International Airport Transit Center and 27th Avenue Stations. A one-way ticket is $2.25 (Discount ticket is $1.10). Trains run every 7 to 10 minutes, seven days a week from 5 AM to 10 PM.

Greyhound

The Miami International Airport Greyhound Station is located at the Miami Intermodal Center. Greyhound buses departing via the Fort Lauderdale or West Palm Beach Stations run a line to the Miami Intermodal Center.

Bicycle Routes

There is a bike lane along Southwest 27th Avenue between South Bayshore Drive and US 1.

There is also a designated bike path (M-PATH) that runs under the entire Metrorail line from Downtown (SW 1st Avenue and the Miami River) to Dadeland Mall in South Miami (9.4 miles).

Terminus Suitability

Existing Infrastructure

- Dinner Key Marina is the largest wet slip facility in Florida (582 slips) and can accommodate vessels up to 300 feet in length.
- Adjacent to Florida Circumnavigational Saltwater Paddling Trail and other recreational opportunities.

Ridership Demand

- Large number of hotels/vacation rentals, restaurants and shops makes it one of largest tourist destinations in the City of Miami.
- Close proximity to people living in Coral Gables, Brickell, South Miami, and Key Biscayne, who are likely to visit the Keys and typically drive a vehicle.

Last Mile Connectivity

- Land Transportation Connectivity
  - Free shuttle service connectivity between Marina and Metrorail.
  - Metrorail provides direct connectivity to regional transportation facilities, including Miami International Airport and the Airport Intermodal Center which houses the Greyhound Bus Station and the Regional Commuter Train System (TriRail).
- Water Transportation Connectivity - Planned expansion of Poseidon Ferry Service from Miami and Miami Beach to Coconut Grove in the Fall of 2021.

Constraints

Hazards to Navigation

- Hazards to navigation outside the main ship channel including shifting sandbars and seagrass beds.
- Additional repeat transit services could result in need for additional Aids to Navigation (requires state/federal permit authorization)
- Dangerous night navigation during Crab/Lobster Season due to abundant fishing gear in larger channels.
- Speed Restrictions - State Manatee Speed Zone- Slow Speed (All Year)

Existing Infrastructure

Dinner Key Marina is still in the process of making repairs to the facility due to damage from Hurricane Irma in 2017. The repair work is scheduled to be completed in 2021.

Protected Areas

- Biscayne Bay Aquatic Preserve - Part of Biscayne Bay Aquatic Preserve and an Outstanding Florida Waters Area.
- Biscayne National Park - Both bayside Intracoastal route and oceanside Hawk Channel runs through Biscayne National Park. A commercial use permit from the National Park Service may be required to run ferry service through the park.

Protected Resources

- Benthic Resources - Key Biscayne including in/around Dinner Key Marina has dense seagrass beds.
- Biologically Important Area
- Dinner Key Marina is within Biologically Important Area for Cetaceans including Bottlenose Dolphins
- West Indian Manatee
- All waters adjacent to Dinner Key are Manatee Critical Habitat.
- Potential need to re-initiate consultation for existing docking facilities.
- American Crocodile Consultation Area - All waters included are within boundary of American Crocodile Consultation Area. Work and structures affecting the shoreline could require consultation with USFWS.

7.8 Funding Resources

7.8.1 Maritime Administration (MARAD)

Marine Highway Program

The US Department of Transportation (DOT)'s Maritime Administration is responsible for the nations maritime transportation system and industry (includes domestic ship building).

In recent years, there has been a growing emphasis on the development of America's navigable waterways including channels, bays, and harbors and improved connectivity between those water "highways" and the greater land and air transportation systems. In response to this, DOT enacted the Marine Highway Program in 2010 (46 CFR § 393).[9]

The goal of the program is, "*…to develop and integrate these services into the overall transportation system in a self-sustaining, commercially-viable manner that also recognizes the public benefits these services create. The Marine Highway will enable more goods and people to travel by water where possible, striking a more equitable capacity balance between highway, rail and Marine Highway surface routes, making it more likely our country will realize the benefits sought by the Congress* (46 CFR §393)*."*

Public entities can apply through their designated gateway office requesting designation as a corridor, connector or crossing (46 CFR 393.4 (e)). A Marine Highway Corridor is defined as,

"*A water transportation route that serves as an extension of the surface transportation system that can help mitigate congestion-related impacts along a specified land transportation route. It is identified and described in terms of the land transportation route that it supplements, and must, by transporting freight or passengers, provide measurable benefits to the surface transportation route in the form of traffic reductions, reduced emissions, energy savings, improved safety, system resiliency, and/or reduced infrastructure costs."*

Benefits to the designation include preferential treatment from DOT and MARAD, potential funding assistance, and other support services from the designated gateway office.

7.8.2 Capital Construction Fund

The capital construction fund (CCF) provides increased access to capital for the construction and replacement of American-Flag Vessels.[10] The program provides, "…deferment of Federal income

[9] https://www.maritime.dot.gov/grants/marine-highways/marine-highway
[10] https://www.maritime.dot.gov/grants/capital-construction-fund

taxes on certain deposits of money or other property placed into a CCF." Vessels funded must be built in USA.

Table 8-16: Examples of some current CCF Fundholders

Fundholder	Industry
Washington Island Ferry Line, Inc.	Water Transportation Services
Cross Sound Ferry Services, Inc.	Water Transportation Services
Eastern Shipbuilding Group, Inc.	Boat Builder

7.8.3 Federal Transit Administration (FTA)

The FTA provides financial and technical support to local public transit systems.

Passenger Ferry Grant Program

Funding is made available to designated recipients that operate a public ferry system in an urbanized area. Eligible activities include establishing new ferry services and repair and modernization of ferry boasts, terminals, and related facilities and equipment. Funds may not be used for operating expenses, planning, or preventive maintenance.[11] Funds cover up to a maximum of 80% of the project's total capital costs.

Table 8-17: Examples of PFG Program Fund Allocations in the Last 5 Years

Project Sponsor	Grant	Project
Chatham Area Transit Authority (GA)	$2,070,577	Construct a new ferry maintenance facility
City of South Amboy (NJ)	$5,300,000	Construct new passenger ferry terminal
Massachusetts Bay Transportation Authority (MA)	$6,050,000	Construct a new ferry dock.
Casco Bay Island Transit District (ME)	$3,200,000	Install a new electric hybrid propulsion system on existing ferry.
New York City Department of Transportation (NY)	$4,180,982	Maintenance of Staten Island Ferry Terminal
Jacksonville Transportation Authority (FL)	$5,241,791	Modernize existing passenger ferry vessel
Washington State DOT (WA)	$6,000,000	New bike facility and modernize terminal/vessel communication infrastructure

[11] https://www.transit.dot.gov/passenger-ferry-grants

The State of Good Repair Grants Program (Section 5337)

This grant provides capital assistance for, "maintenance, replacement, and rehabilitation projects of high-intensity fixed guideway and bus systems to help transit agencies maintain assets in a state of good repair"… as well as, "for developing and implementing Transit Asset Management plans."[12] Miami-Dade Transit is eligible for these types of grants. They fund state and local projects that, "maintain a fixed guideway or a high intensity motorbus system in a state of good repair." They may be able to support connectivity between ferry project and the larger metro Miami-Dade system, including stops in the Keys and intermodal facilities (ex. improving the Coconut Grove Metrorail station).

Table 8-18: Miami, Florida Urban Area Section 5337 Fund Allocation

Fiscal Year	Guideway	Motorbus
2020	$45,953,965	$0
2019	$47,938,978	$1,071,616
2018	$50,304,076	$1,084,733

8.1.1 FHWA Ferry Boats and Terminal Facilities Formula Program (FBP)

This program allocates federal highway dollars to state transportation agencies for the, "*…designing and constructing ferry boat" and for designing, acquiring right-of-way, and constructing ferry terminal facilities*." Eligible projects include:

- "*...ferry boats and terminal facilities that serve vehicular travel as links on public highways (other than Interstate highways*)", and
- "…ferry boats and terminals only serving passengers as a fixed route transit facility, may be eligible for certain types of Federal-aid highway funding."
- Maximum Federal Shale is 80% of any project. Examples of the types of previously eligible projects and fund allocation is outlined in **Table 8-19**.

Table 8-19: Sample of 2018 FBP Fund Allocations

Operator (STATE)	Eligible Elements	State Allocation
St. Johns River Ferry (FL)	Publicly owned Terminal & Vessels	$499,635.00
Yankee Freedom (FL)	Publicly owned Terminal only	$25,639.00

[12] https://www.transit.dot.gov/funding/grants/state-good-repair-grants-5337

Operator (STATE)	Eligible Elements	State Allocation
Savannah Belles Ferry (GA)	Publicly owned Terminal & Vessels	$904,553.00
Washington State Ferries (WA)	Publicly owned Terminal & Vessels	$24,363,306.00
Louisiana Department of Transportation (LA)	Publicly owned Terminal & Vessels	$2,143,547.00

7.8.4 Florida Inland Navigation District

The Florida Inland Navigation District (FIND) is responsible the local sponsor for the Atlantic Intracoastal Waterway (IWW) project in Florida.[13] FIND offers grants to local government to address issues with the Atlantic Intracoastal Waterway and other waterways in the district. However, FIND sponsorship does not extend to the IWW in Monroe County.

[13] http://www.aicw.org/grants_and_assistance_programs/index.php

7.9 Route Analysis

The purpose of this report is to identify one or more potential water-based transit routes to/from Key West that may help alleviate traffic congestion on US 1 in the Florida Keys.

Each of the four alternative termini involved a distinct community in Monroe County. The termini have been discussed in the preceding sections and each is briefly summarized below.

Stock Island – The closest (<10 miles) and most interconnected community (socially/economically) with Key West. Stock Island has deepest waterways of the four alternatives but lacks its own public marina. A public/private partnership would be required to establish a ferry system. Two potential private facilities are the Stock Island Village Marina and the Ocean Edge marina resort.

Marathon – Located approximately 50 Miles from Key West and it is the midpoint of the Florida Keys. It has its own international airport, a federally authorized and maintained channel (Boot Key Harbor entrance channel), and a city owned Marina (Boot Key City Marina).

Islamorada - This village's northernmost key (Plantation) is more than 90 plus miles from Key West and hosts the city's only Marina (Plantation Yacht Harbor Marina).

Miami – Dinner Key Marina is a City of Miami docking facility in Coconut Grove. It is more than 150 miles from Key West and provides direct last-mile connectivity to multiple types of land-based public transportation including Metrobus, Metrorail, Tri Rail, Brightline, and the three closest international airports (Miami International, Ft Lauderdale Hollywood International, and Palm Beach International).

Assumptions

Three key assumptions were made in order to perform the schedule scheme analysis, which are briefly described below.

Only trips To/From Key West

This report only looked at four routes to/from Key West. Each was evaluated as a stand-alone option. Both Marathon and Islamorada may benefit from a smaller/shuttle water ferry service internally or to nearby communities that could help improve overall level of service on the US 1 corridor by providing alternative local commuter and tourist transportation options in areas with already poor levels of service on US 1. This is an area of potential future evaluation.

Two Principal Routes

This report assumes the two principal waterways could be used to navigate between Key West and each of the four termini. The characteristics of each channel are outlined below.

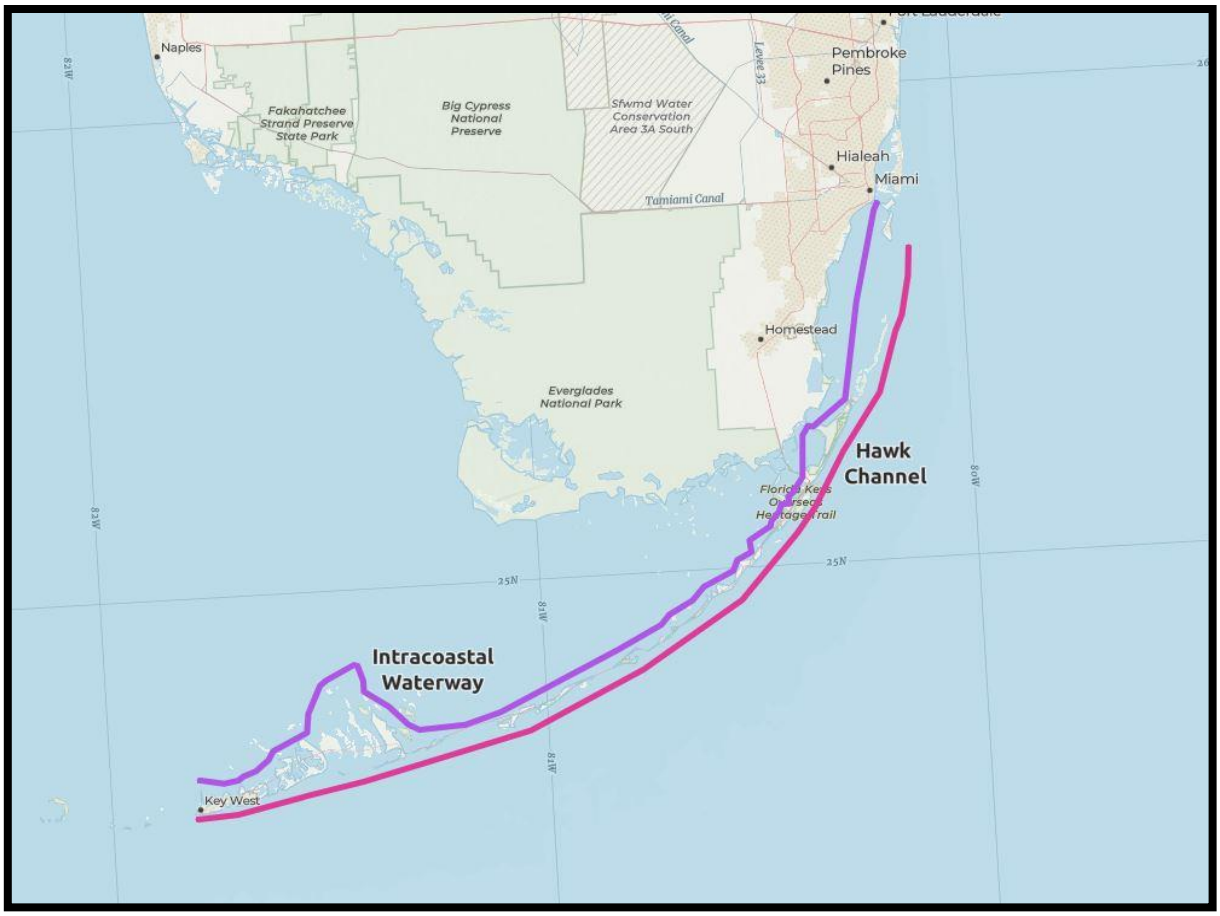

Figure 8-8: Principal Routes

Hawks Channel - Hawks Channel extends from Key West 127 nm northeast to Cape Florida. The total distance from Dinner Key to Key West via Hawk Channel over 133 nm. The channel is mostly a straight shot with few major turns or switchbacks. Hawk channel is located in open Atlantic Ocean, but landward of the Gulf Stream. Hawks Channel between Marathon and Key West is part of the *Intracoastal Waterway* and therefore has a maximum speed limit of 25 mph or 21.7 knots.

Intracoastal Waterway (IWW) - The IWW in the Florida Keys extends southwest from Biscayne Bay, through Card Sound, Barnes Sound, Blackwater Sound, Buttonwood Sound and into Florida Bay before splitting into two routes. The Florida Bay side continues southwest to Big Spanish Channel to the Northwest Channel and into Key West Harbor (58 nm).[14] The Southern route cuts through Moser Channel south into Hawk Channel where it continues southeast to the entrance to Key West Harbor (46 nm).The total distance on the Florida Bay side from Dinner Key to Key West is approximately 154 nm. Total distance on the gulf side with a cross to into Atlantic at split (west of Marathon) is approximately 142 nm. Vertical clearance is a consideration due to numerous bridges and aerial

[14] (NOAA, 2020)

transmission lines along this route. The IWW has a maximum speed limit of 25 mph (21.7 Knots) which would limit the benefit of a larger, faster ferry for longer distances.

Length of Route-Vessel Size

A key assumption in this report is that the small vessels (40-60 feet) would not be suitable on routes longer 26 nm. Longer routes subject vessels to open water and weather conditions for an extended period. Smaller passenger vessels lack the size and stability necessary to safely and comfortably navigate in rough seas or poor weather.

Length of Route - Passenger Capacity

This report assumes longer routes also take longer and thus will inevitably have less trips. Less trips means the ferries themselves must accommodate a higher passenger capacity. More passengers mean bigger boats.

Facility

For the purpose of this study, where available, public facilities were used as the preferred facilities:

- For Marathon, the only public docking facility is Boot Key City Marina.
- For Islamorada, the only public docking facility is Plantation Yacht Harbor Marina.
- For Miami, based on prior Miami-Dade Studies and characteristics, the facility evaluated was the Dinner Key Marina in Coconut Grove.
- Stock Island lacks a public facility, so two of the larger mixed-use marina resorts were selected for this initial analysis (Stock Island Village Marina and the Ocean Edge marina resort)

Analysis

Each of the four options were evaluated as stand-alone alternatives. The following criteria were used to compare/contrast each alternative:

- **Vessel**
    - Type (Passenger or Auto) - Given the environmentally sensitive habitat and long distances (3 of the 4 options greater than 40 nm), a shallow draft, low wake, jet propelled Catamaran such as the Technicraft Designs' Ultra-low-wake catamaran was used to determine fuel consumption and draft of passenger vessels. For the purpose of the analysis and based on preliminary review of existing auto ferry designs, a draft of at least 10 feet was assumed for any auto ferries.
    - Size - Vessels were grouped into three size types based on hull length: Small (40-60 feet), medium (61-100 feet), or large (101-150 feet).
    - Speed – At least 1 nm of each route was kept a slow speed (5 knots) to reflect 0.5 nm of reduced speed going in and out of each terminal. Any segments of routes in the IWW were

given a maximum speed of 21.7 knots. Any remaining segments of open water outside the IWW were given a maximum speed of 40 knots.

- **Infrastructure Needs**
  Multiple potential infrastructure needs including the access channel, slip/dock, terminal facilities, and last mile connectivity were evaluated for each route. Each element was categorized as suitable in the current configuration, upgrades required, or new elements required, to support a particular ferry.

- **Schedule** - Trips Frequency (Hourly/Daily) and Number of Trips (per day)
  Trip frequency looks at the potential overall schedule for each option. Number of trips looks at the number of single trips that could be made in a day. Assumes operation only during light hours. These values will be used to determine some of the operational costs for each route.

- **Operational Costs[15]**

  In 2011, the Federal Department of Transportation developed a model to be used by Federal Land Management Agencies to use to calculate the lifecycle costs of a ferry. Outdated content limited actual use of the model, but it did provide a framework to compare potential costs of each route.

  There are two principal types of costs associated with operating a ferry. Capital Costs and Operational/Maintenance costs. Capital costs includes purchase of a vessel and start-up costs (marketing, advertising, legal, permitting, licensing, etc.)[16] Purchase prices for a passenger vessel can vary but new med to large ultra-low-wake catamarans seem to run between 5 to 9 million. Regardless of the route, start-up costs are going to be similar regardless of route. Operating costs include crew wages, fuel, lubricants, maintenance, hull insurance, indemnity/protection insurance, marketing, and overhear management.

  Annual Insurance rate typically run between 1 - 3% of the value of the vessel being insured.[17] Maintenance is generally a function of the age of vessel and use. Like startup costs, advertisement and overhead management would be similar regardless of route. The remaining operating costs including wages and fuel seem to provide the best means to draw a cost comparison for each of the four routes analyzed.

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[15] Similar to the model, operation cost associated with the terminals or docks was not calculated due to the variability of conditions and locations.
[16] Kay, Michael et. Al. Ferry Lifecycle Cost Model for Federal Land Management Agencies. John A. Volpe National Transportation Systems Center. Cambridge, MA. 2011.
[17] Kay, Michael et. Al. Ferry Lifecycle Cost Model for Federal Land Management Agencies. John A. Volpe National Transportation Systems Center. Cambridge, MA. 2011, Page 3.

- *Fuel* - Diesel fuel prices were averaged from multiple boat fueling facilities in the Key West Area. The average cost was $3.71/Gallon. Rate of vessel fuel consumption (4nm/gallon) was based off the performance of the shallow draft/ultra-low wake vessels which are likely to be required for a passenger ferry within the Florida Keys Marine Sanctuary.
- *Wages* - Wages were based off the Standard Occupational Classification 53-5021(Captains, Mates, and Pilots of Water Vessels) and 53-5011 (Sailors and Marine Oilers). The annual cost for one captain and two crew members were determined based on the 2020 mean hourly wage: Currently $43.14/hour for a captain and $ 26.77/hour for a Sailor (Crew). Analysis assumed 1 Captain and two crew per trip. Duration of work included transit time plus 15 minutes of any turn-around time.
- *Schedule – Where possible routes were started at daylight. For longer routes, start times were adjusted to maximize the number of possible trips per day. Key West served as the starting point and end point except for the Key West to Islamorada route which had a maximum of three trips as day.*

A summary of the findings is outlined in **Table 8-20** and each alternative service scheme is detailed below.

Table 8-20: Potential Ferry Service Schemes

Route Options	Vessel		Infrastructure Needs				Trips/Day
	Type	Size	Channel	Slip/ Dock	Terminal	Last Mile	
Stock Island (8 nm)	Passenger	Small	Current	Current	Upgrade	Upgrade	16
	Passenger	Medium	Current	Current	Upgrade	Upgrade	16
	Passenger	Large	Current	Upgrade	Upgrade	Upgrade	16
Marathon (44 nm)	Passenger	Medium	Current	Current	Upgrade	New	4
	Passenger	Large	Current	Upgrade	Upgrade	New	4
	Auto	Large	Upgrade	New	Upgrade	New	-
Islamorada (81 nm)	Passenger	Medium	Current	Upgrade	Upgrade	Upgrade	4
	Passenger	Large	Current	New	New	Upgrade	4
	Auto	Large	Upgrade	New	Upgrade	Upgrade	-
Miami (134 nm)	Passenger	Large	Current	Upgrade	Upgrade	Current	2
	Auto	Large	Upgrade	New	New	N/A	-

7.9.1 Option 1 - Stock Island to Key West

Stock Island does not have a public marina. As a result, any ferry service would require some form of public/private partnership with a private marina/docking facility. Two of the most suitable locations would be at one of the mixed-used resort like Stock Island: Village Marina (Safe Harbor) or Oceans

Edge Marina (Safe Harbor Spur). Both facilities have a mixture of vacation lodging, restaurants (open to public), and large marinas.

Vessel Type/Size

Type

Passenger

Stock Island is approximately 8 nm from Key West. Potential ridership includes the Stock Island residents who commute to Key West for work, tourists staying at one of the resorts on Stock Island, and tourists on Key West who want to visit restaurants and other areas of interests (Shops, Art Galleries, Fisheries) on Stock Island.

Auto

Both Key West and Stock Island have deep waters capable of supporting an auto ferry. Auto ferries are typically used to either access an area that has no road connection (ex. Fisher Island in Miami) or provides an alternate route that is substantially shorter than taking the existing road (ex. Mayport Ferry in Jacksonville Florida). An auto ferry could also serve to remove vehicles a particular corridor. However, given the short distance between Stock Island and Key West coupled with the desire to reduce the vehicle traffic on Key West, an auto ferry is not considered practical and was therefore not evaluated further.

Size

The short distance between Stock Island and Key West makes the use of a smaller vessel feasible. However, the ride may still be rough for passengers and any expansion in services/stops could be restricted. Medium sized ferries (60-100 feet) are faster, more stable, and can support larger passenger numbers while still having shallow drafts, low wakes, and maneuverability to navigate to/from a variety of docking facilities. Stock Island and Key West could support a large passenger ferry (> 100 feet). However, given the short distance from Stock Island to Key West and smaller population, a larger ferry would likely exceed ridership demand. If, however the county plans to add potential future expansion to inter-island routes (example Stock island to Marathon), it may make sense acquire a vessel with passenger capacity capable of supporting future growth/trip distance.

Infrastructure Needs

Channel

Water depths in Safe Harbor's entrance channel are a minimum of 18-feet deep. Depths in Safe Harbor Spur's entrance channel are minimum of 17-feet deep. Even the largest ferry vessels including auto ferries would be able to access either harbor under current conditions.

Slip/Dock

The larger docking facilities in both harbors have a minimum depth of at least 10 feet and can accommodate vessels lengths greater than 100 feet.

Terminal

Both Stock Island Village Marina and Oceans Edge Marina were recently updated/renovated. For smaller "shuttle" or "taxi" type vessels, landside improvements to either location would be relatively minor and more focused on safety and compliance with Americans with Disabilities Act (ADA). Larger vessel could potentially require additional boarding equipment and landside improvements (ex. sheltered waiting area) and additional minor in water structures (ex. dolphin piles).

Last Mile Connectivity

While there are multiple public bus stops less than a mile from each facility, they have no shelters or services and are a bit of a walk (possible ADA compliance issues). A new stop with shelter or a relocated or improved existing stop would be required at the designated facility to ensure that last mile connectivity.

Schedule

Buses for the Key West Transit's South Line run every 1.3 hours. Ideally the ferry schedule should be in sync with the landside transportation schedule. If passenger numbers for the ferry differ from the existing bus schedule, there may be a need to either provide additional bus times or add multiple ferry vessels to provide to ensure full integration/synchronization. A ferry traveling 21.7 knots starting at 6:15 AM from Key West and ending at Key West at 6:45 PM could make 16, 30-minute trips back and forth from Stock Island with 15-minute stop/turnaround time. This would sync with the existing bus schedule. Given both the number of workers commuting from Stock Island and the large tourism industry the ferry would operate 7-days a week/365 day per year.

Operating Costs

Total annual operating costs (Wages/Fuel) = $ 43,333 + $414,637 = **$457,970**

Fuel

Assuming 16 trips a day, starting in Key West at 6:15 AM and ending in Key West at 6:15 PM total operation time is 11.75 hours [(16 x 0.5 hour) + (15 x 0.25 hour)]. Total daily distance traveled is 128 nm [8 nm x 16]. With a 4 nautical mile per gallon (gal) fuel consumption, 32 gal would be consumed per day or 11,680 gal per year. At $3.71 per gal, basic fuel cost would be approximately **$ 43,333**/year.

Wages

Captains with a wage of $43.14/hour would earn $506.90 [11.75 x $43.14] daily or **$185,017**/year. Sailors (crew) with a wage of $26.77/hour would earn $314.55 [11.75 x $26.77]) daily or **$114,810/**year. Total wages for one captain and two crew for the year would be **$414,637** [(2 x $114,810) + $185,017] / year.

7.9.2 Option 2 - Marathon to Key West

Boot Key City Marina is a public marina owned and managed by the city of Marathon. It can currently only accommodate vessels up to 60 ft. It is located approximately 44 nm (50 mi) from Key West on the eastern end of Boot Key Harbor. Marathons' 2005 Comprehensive Plan recommended development of the existing Boot Key Harbor City Marina as a potential intermodal connection between surface transportation and regional water transportation.

Vessel Type/Size

Type

Passenger - The distance between Marathon and Key West is approximately 44 nm by water from Boot Key City Harbor Marina. Shallow waters in Boot Key Harbor along with several tight turns may limit the size of a passenger vessel.

Auto - Auto ferries draw significantly more water than passenger vessels and would therefore be unlikely to have sufficient depth/channel width to safety navigate to Key Harbor City Marina. Therefore, this alternative was not evaluated.

Size

Small - The time it would take a small vessel to make a single trip coupled with potential complications/safety/passenger comfort issues associated with operating a small vessel in open ocean makes a small ferry impracticable for this route.

Medium - Medium (60-100 feet) vessels are faster, more stable, and can support larger passenger numbers while still having shallow drafts, low wakes, and maneuverability to navigate to/from a variety of docking facilities.

Large - Given the longer distance, a larger capacity vessel may be necessary to compensate for the longer transit times. A more detailed assessment including hydrographic surveys and modeling would need to be done to determine whether the larger ferry vessels (>100 ft) could safely navigate through boot key harbor into the city marina. If the county plans to add potential future expansion to inter-island routes (example Key West to Marathon to Islamorada), it may make sense acquire a vessel with passenger capacity capable of supporting future growth/trip distance.

Infrastructure Needs

Channel

Boot Key Harbor's entrance channel is congressionally authorized and federally maintained waterway with a control depth of 12 feet. However, the channel is not frequently maintained and the segment the between the authorized channel and the Boot Key City Marina is no deeper than 7-feet. A portion of the designated channel makes a sharp turn that could limit the length of vessels. Additionally, the channel may require a new or maintenance dredging event to ensure adequate depths for the larger vessels and new dredging to expand the turn. However, new dredging is prohibited under state regulations (18-21.0041, FAC).

Slip/Dock

Water depths in Boot Key Harbor Marina are a minimum of 10 feet and they can currently accommodate vessels up to 60 feet. The condition of existing docking facilities at Boot Key City Harbor would require repair/refurbishment to accommodate even a small vessel. In order to accommodate a medium (61-100 foot) or large (>101), new docks and changes in dock configuration to ensure space for navigation would be required.

Terminal

Boot Key City Marina will require new landside facilities and docks to support repeat use vessels and passengers.

Last Mile Connectivity

Two Lower Keys Shuttle stops are within "Last Mile" of Boot Key City Harbor (36th Street and 33rd Street near FHP). However currently, they have no shelters or services and are a bit of a walk (possible ADA compliance issues). The last stop of the Route 301 (Dade-Monroe Express) is a little over a mile

east at Mile Marker 50 on US 1 in Marathon. There is also a full-service Greyhound Bus Station located at 9400 Overseas Hwy. Marathon, FL 33050. A new stop with shelter at the existing LKS stop and addition of an additional Dade-Monroe Express stop would enhance the overall connectivity of the marina. Alternatively, investment in a shuttle between Marathon Airport and the marina could connect the marina directly to all the ground/air transportation in the area.

Schedule

Ideally, the ferry schedule should be in sync with the landside transportation schedule. For Boot Key Harbor that would be Key West Transit's Lower Keys Shuttle (Sheltered stop on U.S. 1 adjacent to the marina facility) which runs every 2 hours. However, given the distance between Marathon and Key West it would require two vessels to maintain that schedule. It takes a little over an hour to drive from Marathon to Key West (50 miles). In order for a passenger ferry to deliver a comparable transit time, the vessel would need to be able to travel approximately 43 knots. This does not take include required speed restrictions in Boot Key Harbor or Key West Harbor.

Given the all the route falls within either the standard slow zone or IWW, time to take one trip would be 2 hours [1 nm at 5 knots (0.2 hours) and 43 nm at 21.7 knots (1.98 hours)]. A ferry starting at 8:00 AM in Key West and ending at Key West at 4:45 PM could make approximately 4, 2-hour trips back and forth from Marathon with 15-minute stop/turnaround time. Given the large tourism industry this analysis assumes the ferry would operate 7-days a week/365 day per year.

Operating Costs

Total operating costs (Wages/Fuel) = $59,583 + $308,772= **$368,355**

Fuel

Assuming 4 trips a day, starting in Key West at 8:00 AM and ending in Key West at 4:54 PM total operation time is 8.75 hours [(4 x 2 hours) + (3 x 0.25 hour)]. Total daily distance traveled is 176 nm (44 nm x 4). With a 4 nautical mile per gallon (gal) fuel consumption, 44 gal would be consumed per day or 16,060 gal per year. At $3.71 per gal, basic fuel cost would be approximately **$ 59,583**/year.

Wages

Captains with a wage of $43.14/hour would earn $377.47 (8.75 x $43.14) daily or **$137,778**/year. Sailors (crew) with a wage of $26.77/hour would earn $234.24 (8.75 x $26.77) daily or **$85,497/**year. Total wages for one captain and two crew for the year would be **$ 308,772** [(2 x $85,497) + $137,778)] / year.

7.9.3 Option 3 – Islamorada to Key West

Plantation Yacht Harbor Marina is a public marina owned and managed by the village of Islamorada. It is located adjacent to the Founders Park on the Florida Bay side of Plantation Key. The marina is located more than 81 nm (90 mi) from Key West.

Vessel Type/Size

Type

Passenger - Water depths at Plantation Yacht Harbor Marina are a minimum of 5-feet deep and they can currently accommodate vessels up to 80 feet.

Auto - Auto ferries draw significantly more water than passenger vessels and would therefore be unlikely to have sufficient depth/channel width to safety navigate to Plantation Yacht Harbor Marina. Therefore, this alternative was not evaluated.

Size

Small - Similar to Marathon, the time it would take a small vessel to make a single trip coupled with potential complications/safety/passenger comfort issues associated with operating a small vessel in open ocean makes a small ferry impracticable for this route.

Medium - Medium (60-100 feet) vessels are faster, more stable, and can support larger passenger numbers while still having shallow drafts, low wakes, and maneuverability to navigate to/from a variety of docking facilities.

Large – Like Marathon, a larger capacity vessel may be necessary to compensate for the longer transit times. A more detailed assessment including hydrographic surveys and modeling may need to be done to determine whether the larger ferry vessels (>100 ft) could safely navigate into Plantation Yacht Harbor Marina. Currently the marina can only support a vessel up to 80 feet. If the county plans to add potential future expansion to inter-island routes (example Key West to Islamorada to Key Largo), it may make sense acquire a vessel with passenger capacity capable of supporting future growth/trip distance.

Infrastructure Needs

Channel

Water depths between the IWW and Plantation Yacht Harbor Marina range from 5’ to 7’. The closet cut from the Atlantic to Bay side of Plantation Key is Snake Creek which has a minimum depth of 7’. Minimum clearance under U.S. 1 is 27 feet, however the bridge is a drawbridge allowing taller vessels to pass.

Dock/Slip

Plantation Yacht Harbor Marina, the deepest of the Marina’s on Islamorada, has a minimum control depth of only 5 feet and can currently accommodate vessels up to 80 feet. which may limit access for a larger passenger ferry (>100 ft). For a medium size ferry, existing docking facilities at Plantation Yacht Harbor Marina would likely require some minor landside improvements to include boarding equipment, safety improvements and changes necessary for compliance with Americans with Disabilities Act (ADA). For a large vessel, new docking facilities would be required.

Terminal Needs

Increases in the passenger’s capacity may correlate to a need to add/improve landside facilities to support repeat use vessels and passengers.

Last Mile Connectivity

There is an unsheltered Miami-Dade Transit Route 301 bus stop adjacent to the Islamorada Visitor Center that is within walking distance (< .4 mile) of the marina facility. A new shelter at the existing would enhance the overall connectivity of the marina. The village of Islamorada runs an intra-island free ride-share with Freebee (electronic transportation). There is also a Greyhound bus stop in a Burger King Parking Lot at 82201 Overseas Hwy, Islamorada, FL 33036. Moving the Greyhound bus stop to an improved Miami-Dade stop would enhance the overall connectivity of the land transportation resources to the marina.

Schedule

At a minimum, the ferry schedule should be in sync with the landside transportation schedule. Buses for the Miami Dade County Transit Route 301 runs 7 days a week. Time between buses varies from 30 minutes to 1.5 hours depending on the time of day. Given the distance between Islamorada and Key West a fleet of vessels would be required to maintain the bus schedule.

According to Google Maps, it can take between 1.75 – 2.25 hours by car depending on hour/time of day for cars to travel (87 miles) from upper Islamorada to Key West. A vessel would have to travel approximately 40 knots to travel 81 nm in 2 hours by water. This does not take include required speed restrictions in Plantation Yacht Harbor, Key West Harbor, or the Intracoastal Waterway. Approximately 40 nm of the 81 nm route has unlimited speed restrictions while the remainder is 21.7 nm or less. A ferry traveling 1 nm at 5 knots, 41nm at 40 knots and 39 nm at 21.7 knots starting at 7:00 AM in Key West and ending at Islamorada at 6:00 PM could make approximately 3, 3-hour trips with a 1 hour stop/turnaround time. Given the large tourism industry this analysis assumes the ferry would operate 7-days a week/365 day per year.

Operating Costs

Total operating costs (Wages/Fuel) = $109,686 + $335,238= **$444,924**

Fuel

Assuming 3 trips a day, starting in Key West at 7:00 AM and ending in Islamorada at 5:00 PM total operation time is 9.5 hours [(3 x 3) + (2 x 0.25)]. Total daily distance traveled is 324 nm (81 nm x 4). With a 4 nautical mile per gallon (gal) fuel consumption, 81 gal would be consumed per day or 29,565 gal per year. At $3.71 per gal, basic fuel cost would be approximately **$109,686**/year.

Wages

Captains with a wage of $43.14/hour would earn $409.83 [9.5 x $43.14] daily or **$149,588**/year. Sailors (crew) with a wage of $26.77/hour would earn $254.31 [9.5 x $26.77] daily or **$92,825**/year. Total wages for one captain and two crew for the year would be $335,238 [(2 x $92,825) + $149,588] / year

7.9.4 Option 4 – Miami to Key West

For the purpose of this report, evaluation of Miami terminus was limited to a single facility: the city of Miami's Dinner Key Marina located in Coconut Grove. Passengers flying into any of the three major South Florida airports (Miami International, Florida Lauderdale-Hollywood International, and Palm Beach International) can travel directly to Dinner Key via Tri-rail/Metrorail and their connecting shuttle services avoiding U.S. 1 altogether. Miami-Dade water transportation studies have repeatedly identified Dinner Key as a potential ferry terminal. It is also the location for the next proposed Miami Poseidon Ferry Route making it an ideal water transportation connector to both downtown Miami and Miami Beach. Dinner Key would provide direct

Vessel Type/Size

Type

Passenger-Water depths at Dinner Key Marina are a minimum of 7-feet deep and they can currently accommodate vessels up to 110 feet. It has several areas along the existing bulkhead that could likely support a larger vessel including a repeat trip ferry.

Auto-This facility may also be able to accommodate a passenger/auto ferry. An auto ferry could also serve to remove vehicles from U.S. 1. However additional research would be required to determine the capacity of a passenger/auto ferry including channel suitability given auto ferries draft is deeper than a traditional passenger ferry and coordination with the local community regarding potential effects on local traffic. However, given the desire to reduce the vehicle traffic on Key West, an auto ferry is not considered practical and was therefore not evaluated further.

Size

Small - Dinner Key is approximately 134 nm from Key West. The time it would take a small vessel to make a single trip coupled with potential complications/safety/passenger comfort issues associated with operating a small vessel in open ocean makes a small ferry impracticable for this route.

Medium - Medium (60-100 feet) vessels are faster, more stable, and can support larger passenger numbers while still having shallow drafts, low wakes, and maneuverability to navigate to/from a variety of docking facilities. However, a medium vessel may not be able to carry the number of passengers necessary to make longer less frequent trips then the other route options.

Large - Dinner Key already has capacity to accommodate a large vessel. Given the number of trips is just two per day, a larger capacity vessel capable of carrying more passengers would be required.

Infrastructure Needs

Channel

Dinner Key Channel runs northwest from central Biscayne Bay into Dinner Key Marina. Depth at the channel entrance is 8 feet with a 7-foot minimum in the yacht basin.

Dock/Slip

Water depths at Dinner Key Marina are a minimum of 7-feet deep and they can currently accommodate vessels up to 110 feet.

Terminal

For a medium sized ferry, existing docking facilities at Dinner Key would not require additional changes. The county is already planning expansion of the medium size Poseidon ferry to Dinner Key which would include dock and landside features capable of accommodating a medium passenger vessel. Larger ferries may require additional landside facilities capable of supporting larger capacity, repeat use vessels and passengers.

Last Mile Connectivity

Dinner Key Marina has direct public transportation connections including a free shuttle to the nearby Metrorail station which connects directly to Miami International Airport as well as to both Florida-Hollywood International Airport and Palm Beach International Airport via Tri-Rail. Adjacent bus stops are sheltered and connect to both Miami-Dade County and City of Miami bus/trolly. Miami City Hall is located within the marina property and there are many hotels/restaurants within walking distance.

Schedule

For these larger capacity vessels less frequent services (1 or 2 times a day) appear are more practicable. The services should be synced as much as possible with the other proposed ferry and the existing transportation system. Shuttles to Metrorail and the local city trolly run every 15 minutes. According to Google Maps, the trip from Miami International Airport to Key West is can take between 3.25 – 4.25 hours by car depending on hour/time of day. A vessel would need to be capable of traveling between 32 - 42 knots per hour to travel the same distance by water. This does not take include required speed restrictions in Biscayne Bay, Key West Harbor, the Gulf Intracoastal Waterway, and the Atlantic Intracoastal Waterway which runs in Hawks Channel between Marathon to Key West.

91 nm of the 134 nm route has no speed limit. The remainder is 21.7 knots of less. A ferry traveling 1nm at 5 knots, 42 nm at 21.7 knots and 90 nm at 40 knots starting at 6 AM in Key West and ending at Key West at 6:PM could make approximately 2, 4.5-hour trips back and forth from Dinner Key with a 3 hour stop/turnaround time. Given the large tourism industry this analysis assumes the ferry would operate 7-days a week/365 day per year.[18]

[18] Note there may be benefit in starting out with weekly services to gage interest/demand while minimizing operational costs. Services should sync with the days/times with the largest congestion which appear to be Friday through Sunday.

Operating Costs

Total operating costs (Wages/Fuel) = $90,728 + $416,403= **$507,131**

Fuel

Assuming 2 trips a day, starting in Key West at 6:00 AM and ending in Key West at 6:00 PM total operation time is 11.8 hours [(2 x 4.4 hours) + (1 x 3 hours)]. Total daily distance traveled is 268 nm (134 nm x 2). With a 4 nautical mile per gallon (gal) fuel consumption, 67 gal would be consumed per day or 24,455 gal per year. At $3.71 per gal, basic fuel cost would be approximately **$ 90,728**/year.

Wages

Captains with a wage of $43.14/hour would earn $509.05 [11.8 x $43.14] daily or $185,803/year. Sailors (crew) with a wage of $26.77/hour would earn $315.89 [11.8 x $26.77] daily or $115,300/year. Total wages for one captain and two crew for the year would be **$416,403** [(2 x $115,300) + $185,803] / year.

7.10 Findings

The information identified in the route analysis was used to identify screening criteria to select the preferred route option(s).

The criteria are as follows:

- Relative Hardship Initiating (Logistical and Vessel/Service Provider Procurement)
- Likely Ridership Demand
- Ridership Pool Size
- Impact on US 1 (corridorwide trips and/or local trips)
- Public Funding Likelihood

Each option was assessed and ranked in terms of suitability. The results are summarized in **Table 8-21**.

Table 8-21: Summary of Route Analysis Findings

Criteria	Stock Island[1]	Marathon[2]	Islamorada[2]	Miami[3]
Relative Hardship Initiating (Logistical)	High Low (PP)	High	Medium	Low
Relative Hardship Initiating (Vessel/Service Provider Procurement)	Medium	High	High	High Low (PP)
Likely Ridership Demand	High	Medium	Low	High

Criteria	Stock Island[1]	Marathon[2]	Islamorada[2]	Miami[3]
Ridership Pool Size	Low	Medium	Medium	High
Impact on US 1 Corridorwide trips	Low	Medium	Medium	High
Impact on Local US 1 trips	High	Medium	Medium	Low
Public Funding Likelihood	Medium	Medium	Medium	High
Annual Operating Costs (Fuel/Crew Wages)	$457,970	$368,355	$444,924	$507,131

Terms: PP-Private Partnership
Notes:
1. Assumes Small Taxi/Shuttle Passenger Vessel (40-60' long)
2. Assumes Medium Passenger Vessel (61-100' long)
3. Assumes Large Passenger Vessel (101' Plus Long)

Both the Marathon and Islamorada route options have a large degree of uncertainty regarding existing conditions/limitations/demands that make practicability/suitability for development unanswered. Both routes are in excess of 50 miles, making the use of large ferries (faster/larger passenger capacity) to transport a similar number of people in a similar time period as auto travel necessary. They both also have some depth/channel configuration challenges that make detailed surveying/modeling necessary to confirm a larger ferry can navigate to and from the public marina facilities. Considering the level of uncertainty and complexity, the Key West-Marathon or the Key West-Islamorada routes do not appear to be the best options for initial water transportation deployment. Based on the high-level review, both the Miami-Key West and Stock Island-Key West routes appear to be more feasible. Each of these two routes are evaluated below.

7.10.1 Evaluation of Miami and Stock Island Services

Initial Considerations

Miami

Miami's Dinner Key Marina would require the least investment and upgrading to support a passenger ferry service, even involving a large vessel. The biggest initial investment would be procurement of a vessel. The simplest way to accomplish this would be to work with an existing ferry service (example Key West Express or Dry Tortugas Yankee Ferry) to expand their service to/from Miami. Alternatively, a new service could be established for this route.

Stock Island

Stock Island would require little to no investment for accommodating a small vessel/shuttle passenger service. The primary limitation is obtaining an agreement with an existing private docking facility for

the use of dock/slip and landside terminal facilities. Without that partnership, a new marina on the existing waterways would be required. The hardship in acquiring land, permitting, etc. would be very high. If a public/private partnership is secured, then the next logical steps include procuring a ferry vessel and operators. This could occur through purchase of a used vessel or possible request for a public grant under one of the programs previously discussed.

Likely Ridership Demand/Ridership Pool Size

Miami

As discussed in previous sections, a service from Miami's Coconut Grove Neighborhood would likely generate a high level of demand and has the largest potential ridership pool size.

Stock Island

Stock Island will have lower ridership numbers, but local demand could be high due to diversity of potential riders and economic connectivity between two communities. Success will depend on more frequent service and coordination with existing local transportation providers and business.

Impact on Roadway Traffic Reduction

Miami

The Miami to Key West route has the largest potential to divert the greatest number of passenger vehicles from US 1. If successful, diverting visitors to/from Key West (or Key West residents to/from Miami) could reduce the number of vehicles on US 1 in the Florida Keys. It could also provide some small (<%5) reduction of traffic on US 1 in Miami-Dade County between I-95 and Kendall Drive).

Stock Island

The interconnected relationship between Stock Island and Key West along with the short transit time may make this a good area to initiate a shuttle/taxi ferry service. Also, it will help improve the level of service on the segment of US 1 between Stock Island and Key West as well as decrease the number of cars and traffic on Key West. This service could be part of a broader regional system that in conjunction with other services could contribute to the overall improvement of the corridor.

Public Funding

Miami

The Miami to Key West route has the largest potential to qualify as a designated corridor in MARADs Marine Highway Program. As detailed in Chapter 4, a marine corridor is,

"*A water transportation route that serves as an extension of the surface transportation system that can help mitigate congestion-related impacts along a specified land transportation route. It is identified and*

described in terms of the land transportation route that it supplements, and must, by transporting freight or passengers, provide measurable benefits to the surface transportation route in the form of traffic reductions, reduced emissions, energy savings, improved safety, system resiliency, and/or reduced infrastructure costs."

This route may also qualify for additional grants for purchase of vessels, landside upgrades, and even federal dollars to improve aids to navigation or more frequent hydrographic surveying.

Stock Island

Given the smaller passenger pool, public funding for this route would generally require connectivity with existing land-based transportation like the Key West Transit System. Additional possible grants could include the purchase of ferry vessels or landside improvements for ferries (See Chapter 5: Federal Transit Administration (FTA)).

7.11 Conclusions

Of the five routes considered, only two appear to have sufficient existing information to support moving forward with potential initiation of a service. Note that neither route type is mutually exclusive. The County could start with a shorter local shuttle/taxi ferry from Stock Island to Key West and expand to a long-distance ferry from Miami to Key West.

Miami to Key West

Based on the criteria previously mentioned, the Key West to Miami (Coconut Grove) Service is recommended for further evaluation. The recommended service and potential opportunities/constraints is summarized in **Table 8-22**.

Table 8-22: Miami to Key West-Result Summary

Vessel Size	Large
Frequency of Service	Weekly (potentially on weekends to address traffic congestion)
Schedule	Depart Miami to Key West – Friday (AM) Return Key West to Miami – Sunday (Noon)
Fare	Comparable to Key West Express/Dry Tortugas Ferry ($100 to $150 Round Trip)
Opportunities	Possible Marine Highway Designation and State/Federal Funding Large Passenger Pool and high value destination on both ends of service Detailed planning studies already completed on Miami end. Largest potential passenger vehicle reduction on US 1 Strong connectivity to local, regional, and interstate transportation Could generate information to determine suitability of future services/locations Potential shorter transit time (< 4 hours)
Constraints	Possible License for Biscayne National Park Requires City/County Authorization for Vessel in Dinner Key Potential Resource Agency Coordination FWS Manatee (Dinner Key) FKNMS for service through Sanctuary Agreement from City of Miami to participate Vessel Procurement Navigation Hazards DOD protected Areas

Stock Island to Key West

The establishment of this type of Small Shuttle/Taxi ferry service rather than a large passenger ferry is distinct enough to be developed concurrently with the Miami Route. This would allow some testing

of suitability for shorter shuttle routes (which may have benefit in other areas like Marathon and Islamorada) while providing the type of larger scale project that may be needed to obtain federal funding and resources. The recommended service and potential opportunities/constraints are summarized in **Table 8-23**.

Table 8-23: Stock Island to Key West – Result Summary

Vessel Size	Small
Frequency of Service	Every 1.3 hours (Sync with existing City Route Bus Line)
Schedule	7 Days a week (Sync with existing City Route Bus Line)
Fare	Free up to cost of bus ticket. (example $2 one-way to $15/Month resident)
Opportunities	Existing Last Mile Connectivity Existing Deep-Water channels Multiple large marinas in Key West Commercial Fishing Fleet could create tourist destination
Constraints	No public facility in Stock Island; Requires partnerships with private entities Potential Resource Agency Coordination FKNMS for service through Sanctuary Current Bus stop has no shelter/services Could create conflict with commercial fisherman (Need for outreach and Input) Vessel Procurement

7.12 Next Steps

7.12.1 Complete a Comprehensive Plan/Study

This report only took a high-level look at five passenger ferry routes to/from Key West. There may be other complementary services that individually/collectively could contribute to reductions in congestion on US 1 (example ferry shuttle service around Islamorada). Any future action will require a more comprehensive evaluation of all possible service routes and more detailed evaluations, which could include any/all of the following:

- Hydrographic/benthic lidar survey of all existing waterways,
- Site assessment of docking facilities,
- Ridership surveys
- Biological assessments
- Economic analysis
- Stakeholder coordination

- Permitting/licensing
- Phasing

7.12.2 Investigate Funding Resources

Regardless of which service the county choses to pursue, investigation of potential requirements and opportunities for various public funding resources should be conducted as early as possible. A preliminary list of resources that should be considered is provided in this report. Note any additional planning studies should ensure they address information that will be required as part of a grant request application (ex. economic study/environmental assessment). Note that some of the application process like the Marine Highway Program could serve as the project study. Acceptance of a corridor into the Marine Highway Program could allow for the Federal Transportation Agencies to act as the project proponent taking the lead on any required coordination/permitting associated with proposed projects.

7.12.3 Development of Risk Register

The large number of variables and risks associated with any development in the Florida Keys supports the development of a risk register for any routes that come out of a more comprehensive planning study. The risk register will allow for identification and mitigation of any risks (environmental/design/construction/cost/schedule) early in the process when they can be mitigated.

7.12.4 Consider Navigation Improvements

Aid to Navigation

Upgrading or installing additional Aids to Navigation may help ensure all boaters including any ferry's stay in the designated channel. This may also be an opportunity to reach out to stakeholders like the Florida Keys National Marine Sanctuary (FKNMS) and Biscayne Bay National Park to better identify areas with repeated incidents of damage and possibly improve navigational aids for all boaters to avoid the same mistakes. This engagement may also help alleviate FKNMS and NPS concerns about repeat trip vessels in the sanctuary which could help streamline any permit authorizations for land based improvements or obtain a commercial lease to run a ferry through Key Biscayne National Park (Required for both the Hawk Channel and IWW routes).

Increased Hydrographic Surveys

Currently, USACE regularly conducts hydrographic surveys of the Main Ship Channel in Key West. Increased frequency and coverage of those surveys including any channel with a planned ferry route

could help improve navigation safety and reduce the risk of collision with protected resources. Funding for those surveys is ultimately made through annual congressional appropriations which is another reason obtaining a marine highway corridor designation could improve the level of resources available to better maintain and monitor the corridor. For the portions of waters within the Intracoastal Waterway, the Florida Inland Navigation District may also be able to help secure funding and resources for surveys and channel maintenance in any portion within Miami-Dade County.

9 Innovative Improvements

The purpose of this section is to introduce transportation technology trends and transportation systems management and operations (TSM&O) strategies, then recommend what initiatives should be advanced for further study as possible components of the US 1 Transportation Master Plan (TMP).

7.13 Emerging Transportation Trends

Technological trends are beginning to reshape our multimodal transportation systems and influence a change in travel behavior. These trends have the potential to be integrated into our transportation infrastructure and systems in alignment with Florida DOT's "Vital Few" goals - improving safety, enhancing mobility, inspiring innovation, and attracting, retaining, and training top talent to proactively manage the transportation system. **Figure 9-1** presents an overview of some of the more common transportation technology trends.

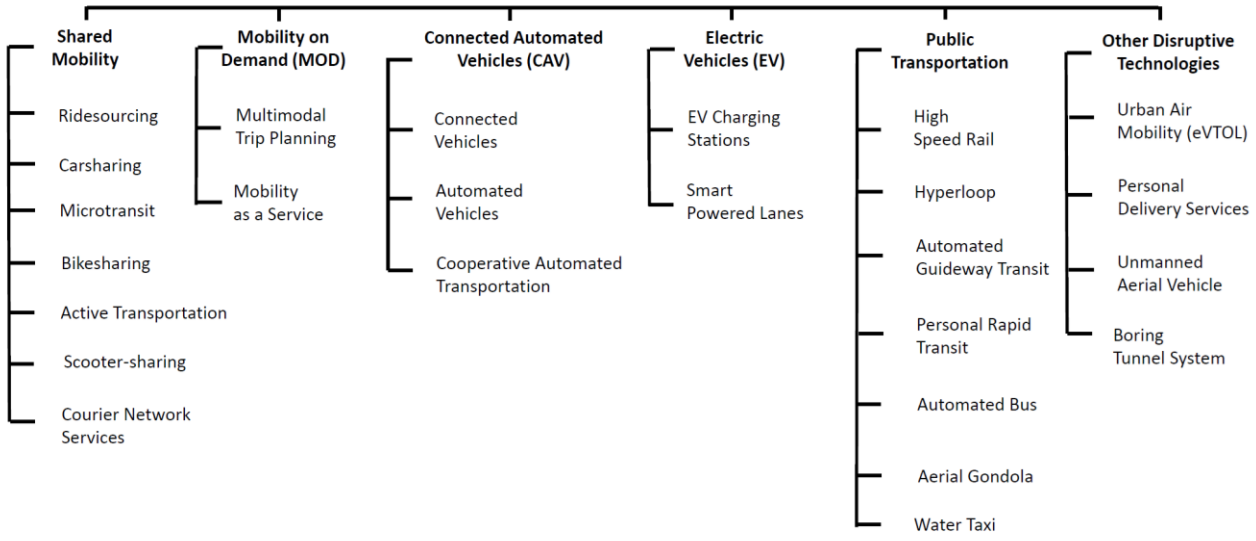
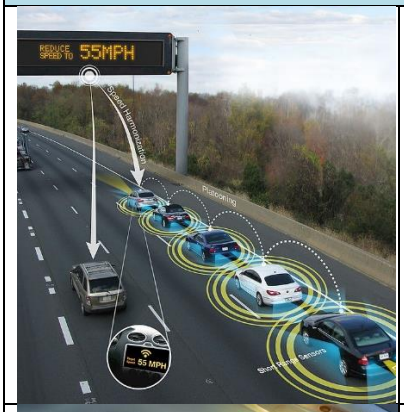


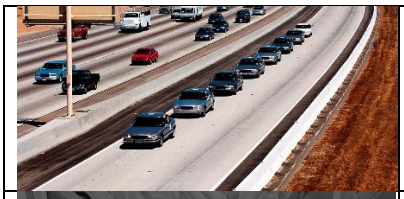
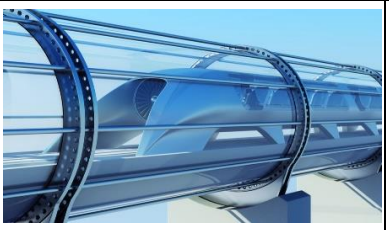
Figure 9-1: Emerging Transportation Trends

A brief description of each transportation technology trend is summarized in **Table 9-1**. While it is recognized that many of these trends may not be applicable to the transportation needs of Monroe County, they are presented here to cast the net wide open in selecting strategies which may be considered in developing long-range solutions as part of the US 1 TMP.

Table 9-1: Transportation Technology Trends

Shared Mobility	
	Ridesourcing, or Transportation Network Company (TNC), services use smartphone apps to bring passengers in contact with drivers who typically drive part-time and use their own car (e.g., Uber, Lyft). “Surge pricing” attempts to balance supply and demand at various times and destinations.
	Carsharing is a model of car rental where people rent cars for short periods of time, often by the hour or day (e.g., Zipcar, Turo). It differs from traditional car rental in that owners of the cars are often private individuals themselves, and the carsharing facilitator is generally distinct from the car owner. Carsharing is part of a larger trend of shared mobility.
	Microtransit is a form of demand responsive transport. This transit service offers a highly flexible routing and/or highly flexible scheduling of minibus vehicles shared with other passengers. Microtransit providers build routes ad-hoc exclusively to match each demand and supply and extend the efficiency and accessibility of the transit service. Possible pick-up/drop-off stops are restricted, and transit can be provided either as a stop-to-stop service or curbside service. Nationwide, at least 24 transit agencies are expected to initiate micro transit contracts this year.
	Bikesharing is a shared transport service in which bicycles are made available for shared use to individuals on a short-term basis for a price or free. Many bike share systems allow people to borrow a bike from a "dock" and return it at another dock belonging to the same system. Docks are special bike racks that lock the bike, and only release it by computer control. The user enters payment information, and the computer unlocks a bike. The user returns the bike by placing it in the dock. Many bikesharing services currently exist in Florida and other places.
	Active Transportation is the transport of people or goods, through non-motorized means, based around human physical activity. The best-known forms of active mobility are walking and cycling, though other modes include running, rowing, skateboarding, scooters and roller skates. Due to its prevalence, cycling is sometimes considered separately from the other forms of active mobility.
	Scooter-sharing is a shared transport service in which electric motorized scooters (e-scooters) are made available to use for short-term rentals. E-scooters are typically "dockless", meaning that they do not have a fixed home location and are dropped off and picked up from certain locations in the service area. Many scooter-sharing services currently exist in Florida and other places.

	Courier network services is a form of delivery service that uses online applications or platforms to facilitate the delivery of freight. This can either be through a company, or through an individual delivering something (for example if the destination is on their route).
Mobility on Demand (MOD)	
	Mobility on Demand (MOD) combines traditional public transportation with private enterprise options into a single mobility service. MOD is traveler-focused, putting more weight on personal choice, trip satisfaction and the efficient delivery of services. Combining all these mobility services fills gaps in the current transportation offerings to allow true, complete point-to-point trips for everyone. A MOD digital platform helps travelers plan their journey and packages the various mode options, allowing them to choose whatever is most efficient for them – be it shortest travel time, lowest cost, fewest transfers, or limited walking.
	Mobility as a Service is a type of service that through a joint digital channel enables users to plan, book, and pay for multiple types of mobility services. This is enabled by combining transportation services from public and private transportation providers through a unified gateway that creates and manages the trip, which users can pay for with a single account. Users can pay per trip or a monthly fee for a limited distance. It is quickly becoming a reality in Europe.
Connected Automated Vehicles (CAV)	
	**Connected Vehicles (CV)** is a program where the USDOT is working with state and local transportation agencies, vehicle and device makers, and the public to test and evaluate technology that will enable cars, buses, trucks, trains, roads and other infrastructure, and smartphones and other devices to communicate with one another. Drivers would receive notifications and alerts of dangerous situations. The US 1 Keys COAST project has recently been let for construction. The project covers 112.5 miles from Key West to Key Largo and addresses traffic signalization, transit service, freight movement, pedestrian and cyclist safety, drawbridge management, emergency vehicle preemption, and real-time data exchange.
	Automated Vehicles (AV) are capable of sensing the environment and moving safely with little or no human input. Various sensor types are used to identify and track the position and movement of nearby objects that may pose a collision risk to the vehicle, such as other vehicles and pedestrians. Additionally, cameras are used to detect the phase of traffic signals and the presence of signs (e.g., stop or yield signs). The FDOT SunTrax facility is a 2.25-mile-long oval test track, the only high-speed AV testing facility in the southeastern United States. Meanwhile, other AV pilot programs are being tested in real-world environments such as the CAPRI program in London.

	**Cooperative Automated Transportation (CAT)** is a transportation system that is comprised of devices, including vehicles, that are cooperative in nature, and contain some level of automation. This automation need not exist within the vehicles but could for example include automated traffic signal re-timing.
	Boring Tunnel System, developed by Elon Musk, is a high-speed underground system in which passengers are transported via compatible automated electric vehicles at up to 155 miles per hour. The Las Vegas Convention Center Loop was recently built and tested. This system includes three stops with above ground stations at either end while the one in the middle is at the same 30-foot depth as the tunnels. A few dozen Tesla vehicles were used during the testing.
Electric Vehicles (EV)	
	Electric Vehicle Charging Stations supply electric energy to charge plug-in electric vehicles including cars, neighborhood electric vehicles, trucks, buses and others. The Florida DOT will be developing a plan to add more electric vehicle charging stations along the state's highway system.
	Smart Powered Lanes use dynamic wireless power transfer technology to charge electric vehicles as they travel along the roadway through a series of charging coils installed in the pavement. Pilot programs to demonstrate this technology applications are being considered in some states (e.g., Colorado, Illinois).
Public Transportation	
	High Speed Rail (HSR) is a type of rail transport that runs significantly faster than traditional rail, using an integrated system of specialized rolling stock and dedicated tracks. While there is no single standard that applies worldwide, new lines in excess of 160 mph and existing lines in excess of 120 mph, are widely considered to be high-speed. Existing HSR systems are operational in Europe, China, and Japan but are only in the planning phases in the US.
	**Hyperloop** is a proposed super speed transportation system in which people and freight would be able to travel in a hovering pod inside a vacuum tube. The Hyperloop could potentially convey people or objects at airline or hypersonic speeds (e.g., 760 mph) while being energy efficient compared with high-speed rail systems. While there are 11 hyperloop systems proposed in the US, none are operational.
	Automated Guideway Transit (AGT) is a fully automated, driverless transit system in which vehicles typically travel at speeds of 10 to 15 mph along a dedicated guideway. The vehicles are often rubber tired or steel wheeled, but other systems including air cushion and maglev systems have also been used in experiments. The Miami Metromover was the first application of an AGT system in a US city.

	Personal Rapid Transit (PRT) are automated low speed vehicles that provide on-demand nonstop travel on tracks within dedicated guideways, typically with off-line stations. Each vehicle carries two to 10 people, providing a level of privacy and security not found with traditional mass transit. They typically operate within controlled environments such as airports (Heathrow), amusement parks (Disneyworld), and college campuses (e.g., West Virginia University).
	Automated Buses are larger automated vehicles that travel at posted roadway speeds, including highway speeds. This technology may help transit operators reduce accidents and insurance costs. It can also be designed to share information including route conditions and road hazards with other buses in the network to optimize efficiency. Automated buses have been pilot tested in Minneapolis, Las Vegas, and other cities throughout the world. The Automated Bus Consortium was formed in 2019 to combine the purchasing power of many transit agencies to invest in highly automated buses.
	Aerial Gondolas is a means of cable transport and type of aerial lift which is supported and propelled by cables from above. It consists of a loop of steel wire rope that is strung between two stations, sometimes over intermediate supporting towers. They are often considered continuous systems as they feature a haul rope which continuously moves and circulates around two terminal stations. The Mississippi Aerial River Transit, or simply MART, was a gondola lift transport system spanning the Mississippi River in New Orleans.
	Water Taxis are watercrafts used to provide public or private transport, typically in an urban environment. Service may be scheduled with multiple stops, operating in a similar manner to a bus, or on demand to many locations, operating in a similar manner to a taxi. Next generation water taxis may be electric and automated. Water taxis currently operate in Fort Lauderdale and other cities.
Other Disruptive Technologies	
	Air Taxis, or Electronic Vertical Take Off and Landing (eVTOL), are small commercial aircrafts which makes short flights on demand. These aircraft will have a limited range, need battery recharging facilities, and require infrastructure with numerous landing pads and facilities that process on-demand passengers and/or cargo. For example, it is estimated that a two-hour trip through Sao Paulo peak traffic can be shortened to an 18-minute ride by eVTOL.
	Personal Delivery Devices are ground transportation automated pods capable of making local deliveries. To use the service, customers place an order via a smartphone app. Back at the depot, staff load up the automated pod's secure lockers with customer orders and then send it on its way. When it arrives at a scheduled stop, the customer taps in a code to open the locker and access their delivery. Currently, there are several companies testing automated pod services including Nuro for pizza delivery in Miami and other cities.

	Uncrewed Aerial Vehicle (UAV), or drones, are aircraft without any human pilot, crew or passengers on board. A delivery drone is a UAV used to transport packages, medical supplies, food, or other goods. In November 2020 the FAA proposed airworthiness criteria for type certification of delivery drones with an intent to initialize commercial operations. Different postal companies from Australia, Switzerland, Germany, Singapore and Ukraine have conducted various drone trials as they test the feasibility and profitability of UAV delivery services.

7.14 Intelligent Transportation Systems (ITS)

During the past 20 years, the Florida DOT D6 has designed and built an ITS infrastructure to serve Monroe County. The ITS infrastructure includes CCTV cameras, vehicle detectors, dynamic message signs, and wireless communications. These ITS field devices are monitored and managed from the Transportation Management Center (TMC) located at the Florida DOT D6 Regional Headquarters in Miami-Dade County. The TMC takes an active role in operating, monitoring, and maintaining the 17 signalized intersections, eight emergency signals, two drawbridge signals, and 26 flashing beacons along US 1 in Monroe County from Key Largo to Key West as well as the 17 traffic signals, five High Intensity Activated Crosswalks (HAWK), pedestrian signals, emergency signals, and flashing beacons in Key West. Connected vehicle devices will be added to this ITS infrastructure during the next few years to improve signal performance.

Figure 9-2: Intelligent Transportation Systems

7.15 Transportation Systems Management and Operations

The Federal Highway Administration (FHWA) defines TSM&O as “integrated strategies to optimize the performance of existing infrastructure through the implementation of multimodal and intermodal, cross-jurisdictional systems, services, and projects to preserve capacity and improve security, safety, and reliability of a transportation system.” Essentially, TSM&O is a set of strategies that focus on the operational improvements that can maintain and even restore the performance of the existing transportation system before extra capacity is needed.

TSM&O includes a broad range of strategies. **Table 9-2** below lists several of the operations strategies that have been applied across the country and that have made substantial positive impacts on the safety, mobility, and reliability of the surface transportation network.

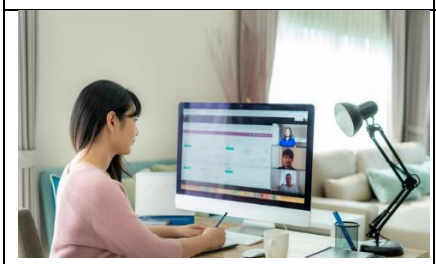
Table 9-2: TSM&O Strategies

1. Traffic Incident Management	2. Traffic Signal Coordination
3. Work Zone Management	4. Traveler Information
5. Service Patrols (Road Rangers)	6. Freight Management
7. Special Event Management	8. Tolling
9. Road Weather Management	10. Active Traffic Management
11. Transit Management	12. Integrated Corridor Management

These strategies, in which ITS and traffic signals play an important role, are most effective when they are considered in early stages of the project development process, sustained over time with dedicated funding, and optimized via coordination among transportation agencies. Many TSM&O strategies have already been deployed or are currently being researched for use in various parts of the state.

TSM&O strategies are relatively low in cost compared to adding capacity, can be implemented in two to three years, and yield relatively high benefit-cost ratios. Specifically, these benefits include savings in travel time and delay; improves reliability; decreases vehicle operating costs; and reduces the probability of primary and secondary crashes. In addition to technology applications to support TSM&O, there are many other factors that may be considered in developing TMPs. **Table 9-3** presents some of these technology trends and external influences.

Table 9-3: Technology Trends and Influences that Support TSM&O Strategies

TSM&O Strategies	
	Artificial Intelligence (AI) can play an important role in applying edge processing, predictive analytics and decision support systems to stay ahead of traffic congestion, rather than reacting to it, by implementing optimum solutions based on performance measures defined by the user. Similarly, these tools may be used to maintain transit schedule reliability; optimize freight distribution and logistics; manage special and emergency events; improve asset management systems; and other functions.
	Augmented Reality (AR) is an interactive system that incorporates three basic features: a combination of real and virtual worlds, real-time interaction, and accurate 3D registration of virtual and real objects. AR can enhance safety by sharing driver information; share real-time traveler information; be used as a planning tool by displaying complex design concepts to a wide audience; and applied to expand the capabilities for maintenance and construction operations.
	Touchless Activation devices are effective and intelligent ways to safeguard transportation systems users by eliminating the need to touch extremely vulnerable and commonly touched items. It provides human-machine interface without the need for physical touch. Transit kiosks may be retrofitted to include QR codes to provide transit alerts and route information as well as for fare payment. This is playing an important role as a safety measure during and after COVID-19.
	eCommerce provides an opportunity for freight distribution companies to make their services faster, transparent, and more efficient. By optimizing last mile delivery, eCommerce companies can reduce costs, build their brand value, and enhance the customer experience. As many retailers use third-party services for last-mile, there are collaborative opportunities. Furthermore, automated vehicle applications are beginning to surface.
	**Telework**, or telecommuting, is a work arrangement in which employees do not commute or travel to a central place of work, such as an office building, warehouse, or store. The COVID-19 pandemic resulted in significant investments in industries where telework is now possible, with more people learning how to use remote technology. As a result, a more permanent shift toward telework is anticipated.

	Big Data enables users to analyze, systematically extract information from, or otherwise deal with data sets that are too large or complex to be dealt with by traditional data-processing application software. Big data analysis is beginning to play an important role in transportation planning and operations. Many DOTs are developing integrated data platforms to share data with stakeholders allowing users to develop APIs.
	Digital Twinning is a virtual representation that serves as the real-time digital counterpart of a physical object or process. Digital cities are applying a data-driven approach from planning to performance, leveraging digital twins for operating city infrastructure, urban planning, visualization, and simulation to support infrastructure resilience. It can be used to support predictive analytics in estimating impacts to take a proactive role in traffic management.
	FAST Act Reauthorization, and the Federal Infrastructure Bill, is currently being developed and is expected to consider new policies and priorities to address such programs as electric vehicle charging systems, broadband communications, and priority for safety, equity, accessibility, inclusion, and community partnerships that incorporate racial equity factors in federal funding programs.

In addition to the above, there are other trends and influences that should be considered in long-range transportation planning such as the need for broadband communications, application of blockchain and distributed ledger technology, addressing cybersecurity, feasibility of road user charging, and contributing to the Vision Zero mission in eliminating fatal crashes.

7.16 Assessment of Transportation Technology Trends

Each of the transportation technology trends, including ITS and TSM&O strategies, are assessed at a high-level to identify their benefit and applicability to Monroe County. **Table 9-4** provides a cursory assessment based on our understanding of the existing and future transportation needs within Monroe County.

Table 9-4: Assessment of Technology Trends

Technology Trends	Benefit / Applicability to the Monroe County US 1 TMP
Transportation Technology Trends	
Shared Mobility	
Ridesourcing	**Benefit:** Increases efficiency and accessibility of the transportation system.
	Applicability: Planning for infrastructure support (e.g., curbside management).
Carsharing	**Benefit:** Enables the user to avoid the fixed overhead costs of owning a car.
	Applicability: Planning for infrastructure support (e.g., curbside management).
Microtransit	**Benefit:** Accommodates first/last mile connections to complement public transit.
	Applicability: Extends local and express bus service areas closer to trip O/Ds.
Bikesharing	**Benefit:** Reduces vehicle-miles of travel, traffic congestion, and air emissions.
	Applicability: Planning for bikesharing (dock locations), bike rentals, or both.
Active Transportation	**Benefit:** Improves efficiency of transportation system, reducing air emissions.
	Applicability: Consider planning study to identify priority locations and corridors.
Scooter-sharing	**Benefit:** Reduces short trips by vehicles resulting in less traffic congestion, enhanced mobility, and reduced air emissions.
	Applicability: Consider planning study to identify public acceptance and impacts.
Courier Network Services	**Benefit:** Speed, reliability, safety, and affordability for delivery services.
	Applicability: Consider a planning study to identify user needs.
Mobility on Demand (MOD)	
MOD Trip Planning	**Benefit: Data integration, customer focused, scalability, and maintenance-free.**
	Applicability: Prepare feasibility study and ConOps to define requirements.
Mobility as a Service	**Benefit:** Customized trip planning and integrated payment to address user needs.
	Applicability: Integrate feasibility study and ConOps with MOD trip planning.
Connected Automated Vehicles (CAV)	
Connected Vehicles (CV)	**Benefit:** Safety, efficiency, and cost effectiveness in using transportation system.
	Applicability: Identify use cases considering restrictions in the 5.9GHz spectrum.
Automated Vehicles (AV)	**Benefit:** Safety, greater efficiency, less energy consumption, more productivity.
	Applicability: Conduct Connected Roadway Classification System analysis.
	Benefit: Safety, mobility, productivity, and less fuel consumption and emissions.

Technology Trends	Benefit / Applicability to the Monroe County US 1 TMP
Cooperative Automated Transportation	**Applicability:** Consider in long-range plan recommendations to integrate the automation attributes of all modes of transportation into a cohesive system.
Boring Tunnel System	**Benefit:** Reduces the cost, time, and impacts of tunnel construction.
	Applicability: Not likely feasible due to high water elevation of US 1 corridor.
Electric Vehicles	
EV Charging Stations	**Benefit:** Reduces air emissions, fuel consumption, and user costs.
	Applicability: Coordinate with Florida DOT Statewide EV Charging System Plan.
Smart Power Lanes	**Benefit:** Same benefits as EV Charging Stations without stopping for a charge.
	Applicability: Consider pilot program on middle section of US 1 (e.g., Marathon).
Public Transportation	
High Speed Rail	**Benefit:** Higher productivity, economic growth for cities, and job creation.
	Applicability: Not likely feasible due to high construction and operating costs.
Hyperloop	**Benefit:** Very fast speeds, low power consumption, immune to bad weather.
	Applicability: Not likely feasible due to high construction and operating costs.
Automated Guideway Transit	**Benefit:** Enhances mobility, reduces labor costs, encourages joint development.
	Applicability: Not likely feasible due to high construction and maintenance costs.
Personal Rapid Transit	**Benefit:** Enhances mobility, reduces labor costs, encourages joint development.
	Applicability: Not likely feasible due to high construction and maintenance costs.
Automated Buses	**Benefit:** R**educes expenses on drivers and operations.**
	Applicability: Consider in serving Key West as hiring bus drivers is challenging.
Aerial Gondolas	**Benefit:** Reduces ROW requirements, provides scenic views, tourist attraction.
	Applicability: Identify potential applications for short trips.
Water Taxis	**Benefit:** Eliminates ROW requirements, provides scenic views, tourist attraction.
	Applicability: Identify potential application for select trip O/D pairs.
Other Disruptive Technologies	
Urban Air Mobility (eVTOL)/Advanced Air Mobility (AAM)	**Benefit:** Schedule reliability and door-to-door service.
	Applicability: Conduct feasibility study for selected origins and destinations.
Personal Delivery Devices	**Benefit:** Uses sidewalks and driveways, rather than public roads and highways.
	Applicability: Consider for least-mile logistics in deliveries.
Uncrewed Aerial Vehicles	**Benefit:** Cost-effective inventory, transportation, and distribution for industries.

Technology Trends	Benefit / Applicability to the Monroe County US 1 TMP
	Applicability: Consider system requirements for encouraging UAV deliveries.
Intelligent Transportation Systems (ITS)	
ITS	**Benefit:** Reduces incident clearance times, secondary crashes, and congestion.
	Applicability: Fill in the gaps for ITS field devices (e.g., CCTV cameras, vehicle detectors) and tie into existing microwave communications.
Satellite TMC	**Benefit:** Provides a higher level of incident management along US 1 Florida Keys.
	Applicability: Consider installing workstations at Monroe County Headquarters.
Transportation Systems Management and Operations (TSM&O)	
Work Zone Management	**Benefit:** Safety, reliability, queue management, and traveler information.
	Applicability: Coordinate with FDOT D6 to consider smart work zones.
Traffic Incident Management	**Benefit:** Reduces incident clearance times, secondary crashes, driver frustration.
	Applicability: Consider Incident Response Vehicle to serve the US 1 Florida Keys.
Service Patrols	**Benefit:** Provides incident management and motorist assist services.
	Applicability: Consider Road Ranger operations to patrol high incident locations.
Special Event Management	**Benefit:** Reduces traffic and parking problems, improves safety and security, reduces stress, and improves the use of transportation options (e.g., transit).
	Applicability: Consider application of UAVs to monitor special events.
Road Weather Management	**Benefit:** Minimizes impact of weather events to increase safety and reliability.
	Applicability: Incorporate technologies as part of hurricane evacuation plans.
Transit Management	**Benefit:** Improves operational efficiency, schedule reliability, and safety.
	Applicability: Leverage AVL and passenger information systems.
Traffic Signal Coordination	**Benefit:** Reduces traffic delays, crashes, energy consumption, and air emissions.
	Applicability: Apply ATSPM and CV edge computing to improve signal timing.
Traveler Information	**Benefit:** Provides reliable information for travelers to make smart travel choices.
	Applicability: Coordinate with FDOT D6 to develop customized app for the Keys.
Freight Management	**Benefit:** Improves delivery times, inventory management, customer satisfaction.
	Applicability: Consider freight signal priority at select signals along US 1 corridor.
Tolling Applications	**Benefit:** Provides tool to discourage through traffic to use US 1 during peaks.
	Applicability: Congestion pricing or road user charging would require a feasibility study considering federal guidelines, public acceptance, traffic & revenue analysis, social equity, and other factors.

Technology Trends	Benefit / Applicability to the Monroe County US 1 TMP
Active Traffic Management	**Benefit:** Applies technologies to optimize safety and available capacity.
	Applicability: Continue coordination with FDOT D6 in arterial management.
Integrated Corridor Management (ICM)	**Benefit:** Applies technologies to optimize "people throughput" capacity.
	Applicability: Not likely to be feasible as there are no parallel facilities to US 1.
Technology Trends and Influences to Support TSM&O Strategies	
Artificial Intelligence (AI)	**Benefits:** Decision support systems can be used to manage transportation assets.
	Applicability: Collaborate with Florida DOT D6 in identifying AI tools to support Monroe County's operations and maintenance needs.
Augmented Reality (AR)	**Benefit:** Enables a better understanding of assumptions for decision-making.
	Applicability: Collaborate with Florida DOT D6 in identifying AR tools to support Monroe County's planning, operations, and maintenance needs.
Touchless Activation	**Benefit:** Promotes infection control (e.g., COVID).
	Applicability: Consider for information kiosks and bus fare collection systems.
eCommerce	**Benefit:** Lower costs, flexibility, speed of delivery, access to remote customers.
	Applicability: Consider forming a collaborative coalition of freight companies.
Telework	**Benefit:** Less impacts on peak period congestion, boosts employee morale.
	Applicability: Consider how telework impacts LRTP traffic projections.
Big Data	**Benefit:** Enable better decision-making and opportunities for innovations.
	Applicability: Build data platform for transportation planning and operations.
Digital Twinning	**Benefit:** Improved processes are tested off-line without disrupting operations.
	Applicability: Develop digital twin to support planning and operations.
FAST Act Reauthorization	**Benefit:** Increase in federal funding and eligibility for technology programs.
	Applicability: Identify grant opportunities and other federal funding programs.

7.17 Innovative Improvement Recommendations

The following recommendations are provided for consideration in the US 1 TMP. These recommendations are based on the assessment of transportation technology trends, external influences, ITS, and TSMO strategies applicable to Monroe County.

- **Shared Mobility** – Conduct a planning study to identify user needs to support microtransit, bikesharing, and scooter-sharing. The planning study should address facilities and resources needed, cost estimates, prioritization, implementation timeline, and how these projects may be mainstreamed as part of other transportation improvement projects. This type of shared mobility options may work well in high tourist areas as well as areas with a higher percentage of zero-

vehicle households. Based on the census information there are areas in Key Largo with a high percentage of zero-vehicle households and limited bus stops. These shared mobility options can help with last mile connections to complement public transit. Potential areas may be Marathon, Key Largo, Islamorada, and Stock Island.

- **Mobility on Demand** – Prepare a feasibility study and Concept of Operations to define the system requirements to implement a Mobility on Demand application to serve Monroe County's transportation needs from a trip planning and integrated fare payment perspective.
- **Connected Automated Vehicles** – Coordinate with Florida DOT D6 on the upcoming deployment of the Keys COAST project as well as future needs to address Monroe County's connected vehicle needs and system requirements for traffic signal optimization as well as other use cases. In addition, conduct a Roadway Readiness Analysis to identify infrastructure and system needs to support automated vehicles in the future. Two potential areas for automated busses could be Stock Island to Marathon or the connector from the proposed Key West Intermodal Center on Stock Island to Key West. If automated buses are feasible, consider joining the Automated Bus Consortium.
- **Electric Vehicles** – Coordinate with Florida DOT as part of their plan to increase the number of EV charging systems addressing Monroe County's priorities for locations and supporting infrastructure. In addition, coordinate with Florida DOT to conduct a feasibility study and pilot program for a smart power lane on the middle section of US 1 in the Florida Keys (e.g., Marathon).
- **Public Transportation** – Conduct a feasibility study and master plan focusing on the application of automated buses, aerial gondolas, and/or water taxis. The planning study should address infrastructure, facility, rolling stock, and resource needs; project development, design, construction, operations, and maintenance cost estimates; ridership forecasts; and an implementation plan identifying timeline, interagency agreements, and funding. Based on a high-level review, it appears that a water taxi between Stock Island and Key West could be a potential option. Aerial gondolas could be explored for short trips (up to 3 miles) to help to relieve congestion in Stock Island, Key West, and Islamorada.
- **Intelligent Transportation Systems** – Conduct an analysis, in coordination with Florida DOT D6, to identify gaps in the existing ITS infrastructure including field devices (e.g., CCTV cameras, vehicle detectors) and tie into existing microwave communications. In addition, consider installing workstations at the Monroe County Sheriff's Office to provide a higher level of incident management in the Florida Keys. Also, consider installing technology-based solutions such as Queue Jumper or Transit Signal Priority (TSP). TSP is a technology that reduces the delay to transit vehicles at

signalized intersections. Implementing TSP along fixed-route transit lines will improve on-time performance and reliability of service. Where implemented, buses equipped with TSP technology wirelessly communicate with upcoming traffic signals. The signals can then temporarily extend a green phase to allow the bus to clear the intersection.

- **Transportation Systems Management and Operations** – Continue coordination with Florida DOT D6 in mainstreaming TSM&O strategies to address Monroe County's needs. This may include development and application of Big Data, Digital Twinning, and Artificial Intelligence tools to support planning, operations, and maintenance. In addition, a freight initiative may be formed to promote collaboration among eCommerce companies modeled after Transportation Demand Management programs. The FDOT District 6 has initiated a freight improvement study, which is expected to be completed within one or two years.
- **Traffic Incident Management** - Assess the feasibility of operating Road Rangers patrolling or staged at high incident locations along the upper, middle, and lower Keys as well as more active use of the Rapid Incident Scene Clearance (RISC) program to address severe incidents. RISC is an incentive-based program that requires specialized equipment and trained operators to quickly remove wreckage from the roadway, where major crashes close most lanes or causes significant travel delays. In Monroe County, RISC may be activated by Florida Highway Patrol as well as Monroe County Sheriff's Office. Additionally, having qualified Traffic Homicide Investigators (THI) located within Monroe County would help expedite the traffic homicide investigations and thus reduce the impact of major lane/road closures on traffic flow and secondary crashes.
- **Air Taxis** – Consider public-private partnerships with emerging transportation technology providers to move people and goods more efficiently to the Keys. Such technologies include uncrewed air mobility (eVTOL) which will require planning of the infrastructure and systems as well as charging stations at intermittent stations between Miami and Key West. An eVTOL may be challenging at Key West because of the proximity to the Naval Air Station (NAS). The airspace is restricted. The NAS requires flights to be 3 to 4 miles off the coast when transitioning through their airspace. Also, the aircraft will need to carry water emergency gear, which may impact the weight of the vehicle and therefore the distance the vehicle can fly without charging.

  The Aircraft will likely need a stop halfway from the mainland to adhere to the fuel reserve requirements as the distance from MIA to Key West is 159 miles. Other airports which may be considered for vertiports are Boca Chica (NAS), Sugarloaf, Marathon, Tavernaero, and Ocean Reef).

Despite the challenges, there are eVTOL manufacturers/operators considering routes to Key West with potential stops along the way. Most manufacturers are considering 2023 as the year vehicles will be certified and in flight.

These recommendations are offered in addition to the safety, operations, transit, water transportation, and roadway improvements discussed earlier. As the TMP is developed, the combined recommendations should be bundled together, as applicable, to gain cost efficiency.

10 Funding Analysis

Various Federal, state, and local sources of funding are available for transportation infrastructure projects in the form of formula funds, grants, loans, and other special financing mechanisms. The typical sources of funding—existing or potential—for projects in Monroe County are discussed in this section. The funding source, estimated amounts, eligibility criteria, and deadlines (if applicable) are described.

Typically, the transportation needs and associated project costs are far greater than available transportation revenues—a common challenge facing many public agencies. However, even if funds are not available for prioritized projects, this does not mean that a cost feasibility analysis should be viewed as a meaningless exercise. Projects that are not fiscally constrained become part of the illustrative list of projects. Identifying these projects is important as this document and can be amended to add projects to the fiscally constrained list of priorities change and/or additional funding becomes available.

The purpose of this document is to provide Monroe County with an estimate of possible funding from traditional revenue sources to support transportation investments for FY 2021-2040. This section outlines Federal, state, and local sources of revenue for funding transportation improvements, describes the methodology and assumptions developed to forecast future revenues, and summarizes anticipated amounts from revenue sources that may be available for County transportation projects. The section also discusses potential new and additional revenue sources from untapped local funding options that could be used for transportation.

All values presented in the analysis are in year of expenditure dollars (YOE).

7.18 Federal Funding Sources

The Fixing America's Surface Transportation (FAST) Act was signed into law on December 4, 2015, by President Obama. It authorized $305 billion for fiscal years 2016 to 2020 for highway, safety, public transportation, motor carrier safety, hazardous materials safety, rail, research, technology, and statistics programs. The FAST Act provided the first dedicated source of Federal funding for freight projects.

Federal funding for transportation is derived in part from highway excise taxes (i.e., taxes paid when purchases are made on a specific good) on motor fuel and truck-related taxes on truck tires, sales of trucks and trailers, and heavy vehicle use. Excise taxes on gasoline and other motor fuels account for more than 85 percent of all receipts to the Federal Highway Trust Fund (HTF). Tax revenues are

deposited into either the Highway Account or the Mass Transit Account of the Federal HTF and then distributed to the states. The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) then distribute funds from the Highway and the Mass Transit Accounts, respectively, to each state through a system of formula grants and discretionary allocations. The FAST Act extended the imposition of highway-user taxes through September 30, 2022, with generally no change to the tax rates as imposed under the Moving Ahead for Progress in the 21st Century Act (MAP-21).

According to estimates from the Congressional Budget Office (CBO), since 2001 outlays have consistently exceeded the revenues to the trust fund. To address the shortfall, Congress has authorized transfers from the General Fund to the HTF to prevent the HTF from being depleted. Under the FAST Act 2021 Continuing Resolution, $10.4 billion was transferred to the Highway Account and $3.2 billion to the Transit Account, allowing the accounts to pay their obligations through the end of FY 2021. Currently, there are on-going discussions concerning the reauthorization of the FAST Act, or a similar transportation bill.

The following sections list and describe the Federal, state, and local existing and potential funding sources for infrastructure projects. Monroe County may or may not be a recipient of these sources; they are provided for informational purposes only.

Funding levels are provided for many sources, but only those included in the final table may be reasonably assumed to be available for new County transportation projects; it is assumed that the majority of the funding sources described in this document are dedicated for existing projects and/or Monroe County is not a funding recipient.

7.19 Formula Funds

Under the FAST Act, several programs are available for funding infrastructure. Funding allocations are provided for the following programs (before post-apportionment set asides, penalties, and sequestration):

National Highway Performance Program (NHPP): The NHPP provides support for the condition and performance of the National Highway System (NHS), construction of new facilities on the NHS, and ensuring that investments achieve the performance targets established by state asset management plans. Funds are apportioned based on formulas to each state, and states divide the funds among apportioned programs. Eligible activities include reconstruction, resurfacing, restoration, rehabilitation, and preservation of bridges on non-NHS highways; projects that reduce the risk of failure of NHS

infrastructure; and subsidies for projects under the Transportation Infrastructure Finance and Innovation Act (TIFIA). Florida's estimated apportionment for FY 2021 is $1.2 billion.

Surface Transportation Block Grant Program: The program provides flexible spending to states based on apportionment formulas for state and local transportation needs. Eligible projects include the construction of highways, bridges, tunnels, transit capital projects, operational improvements, safety infrastructure projects, parking facilities, recreational trails, bicycle and pedestrian projects, planning and design of roadways and interstates, surface transportation planning, travel demand management strategies, congestion pricing, and numerous others as found in 23 U.S.C. 133(b)(15). Florida's estimated apportionment for FY 2021 is $616.9 million.

Highway Safety Improvement Program (HSIP): The HSIP aims to reduce traffic fatalities and injuries on all public roads through a data-driven approach that focuses on performance. Funds are apportioned as a lump sum to the states to divide among programs. Eligible activities include safety projects that are consistent with the State's Strategic Highway Safety Plan (SHSP) and that correct or improve hazardous road locations or features. Eligible projects may include vehicle-to-infrastructure communications equipment, pedestrian hybrid beacons, roadway improvements (including medians) to separate pedestrians and motor vehicles, and other physical projects. Florida's estimated apportionment for FY 2021 is $126.0 million.

Railway-Highway Crossings Program: The program provides funds for safety improvements that reduce fatalities, injuries, and crashes at public grade crossings. Funding is apportioned based on formulas and considers the number of public crossings by state. Eligible activities include relocation of highways to eliminate grade crossings and projects that eliminate hazards posed by idling trains on crossings. Florida's estimated apportionment for FY 2021 is $9.4 million.

Congestion Mitigation and Air Quality Improvement Program (CMAQ): The CMAQ program provides flexible funding to state and local governments for transportation projects that help meet the requirements of the Clean Air Act. Funds are available for projects that reduce congestion and improve air quality in non-attainment areas. Funds are apportioned to states to divide among localities. Eligible activities include projects or programs that contribute to the attainment or maintenance of a national ambient air quality standard, have a high level of effectiveness in reducing air pollution, and are included in the MPO's Transportation Improvement Program (TIP). Electric and natural gas vehicles are eligible. Florida's estimated apportionment for FY 2021 is $14.7 million.

Metropolitan Planning Program: The program establishes a framework for metropolitan transportation investment decisions. Funds are apportioned by state. MPOs are required to compile

metropolitan transportation plans, transportation improvement programs, and long-range transportation plans. MPOs should make plans that improve transportation system resiliency and reliability, reduce or mitigate stormwater impacts of surface transportation, and enhance travel and tourism. Florida's estimated apportionment for FY 2021 is $22.5 million.

National Highway Freight Program: The program aims to improve the efficient movement of freight on the National Highway Freight Network (NHFN). A lump sum is apportioned by state and then divided among programs at the local level. Eligible activities include projects and programs that contribute to the efficient movement of freight as identified in the state's freight plan. Examples may include ramp metering, truck-only lanes, adding or widening shoulders, adding road capacity to address highway freight bottlenecks, separation of passenger vehicles and commercial vehicles, and other projects. Florida's estimated apportionment for FY 2021 is $71.8 million.

7.20 Competitive Grants

Rebuilding American Infrastructure with Sustainability and Equity (RAISE): The Consolidated Appropriations Act (2021) appropriated $1 billion to be awarded by the USDOT for National Infrastructure Investments. This appropriation stems from the RAISE program (previously known as TIGER and BUILD), which was funded and implemented pursuant to the American Recovery and Reinvestment Act of 2009. Funds for the FY 2021 RAISE Transportation grants program are to be awarded on a competitive basis for surface transportation infrastructure projects that will have a significant national or regional impact.

Under the most recent round of submissions, projects seeking funding must have met eligibility requirements, and applications and were due July 12, 2021; awards will be announced in November 2021. Projects are awarded based on the application package, review by USDOT, and ultimately the USDOT Secretary's recommendation. Projects that show strong partnerships among stakeholders, both public and private, are better posed to win. In addition, projects must submit a benefit-cost analysis (BCA) that demonstrates the project has greater benefits than it costs to construct and operate, i.e., a benefit-cost ratio of greater than 1.0. Minimum grant awards are $1 million for rural areas and $5 million for urban areas, with a maximum award of $25 million. The FY 2021 RAISE funds are available for obligation through September 30, 2024; construction is expected to begin upon obligation and all funds must be expended by September 30, 2029.

Infrastructure for Rebuilding America (INFRA): Like the RAISE grant program, INFRA is a competitive grant program. Established under the FAST Act, it aims to fund nationally and regionally significant freight projects. The Federal share of the project may not exceed 80 percent, with 60

percent maximum of INFRA grant funds. Eligible projects include highway freight projects on the NHFN, highway or bridge projects that add capacity to an interstate or a national scenic area, grade separation projects, and intermodal, rail, or port freight projects. The minimum award is $5 million for small projects and $25 million for large projects. Projects are evaluated based on selection criteria including the results of a BCA and an application narrative. The Secretary of USDOT ultimately makes the final award recommendations. The most recent round of INFRA (FY 2021) was authorized up to $889 million. FY 2021 INFRA applications were due in March 2021 and awards were announced in summer 2021. FY 2021 INFRA funds must be obligated by September 30, 2024 and construction must begin by March 30, 2026.

Public Works and Economic Adjustment Assistance Programs: These grant programs administered through the Economic Development Authority (EDA), a bureau within the Department of Commerce, provide investments that support construction, non-construction, technical assistance, and revolving loan fund projects on a competitive merit basis. Eligible applicants must be public or private non-profit organizations acting in cooperation with officials of a political subdivision of a state.

Projects must demonstrate economic distress under one or more of the following criteria: (i) an unemployment rate that is at least one percentage point greater than the national average unemployment rate for the most recent 24-month period for which data are available; (ii) per capita income that is 80 percent or less of the national average per capita income for the most recent period for which data are available; or (iii) a "Special Need," as determined by EDA. See the Notice of Funding Opportunity (NOFO) for details on economic distress, including how the EDA defines special need.

Monroe County had an unemployment rate of 1.6 percent in 2019, compared to a national unemployment rate of 2.9 percent. Furthermore, based on Census data, Monroe County had a per capita income of $48,347 in 2019 according to Census data. With a per capita income of $35,672 nationally in 2019, the per capita income of Monroe is 136 percent of the national. Resultantly, Monroe County does not quality as an economically distressed area.

The Economic Development Administration (EDA) supports development in economically distressed areas of the United States by fostering job creation and attracting private investment.[19] The Public Works Program awarded over $125 million to fund 73 projects in FY 2019, resulting in an average award size of $1.7 million per project.[20] The Economic Adjustment Assistance Program awarded

[19] Economic Development Administration, FY 2020 EDA Public Works and Economic Adjustment Assistance Programs including CARES Act Funding, 2020. https://www.grants.gov/web/grants/view-opportunity.html?oppId=321695
[20] Economic Development Administration, FY 2019 Annual Report, 2019. https://eda.gov/files/annual-reports/fy2019/FY2019-Approved-EDA-Annual-Report.pdf

nearly $418 million to fund 231 projects in FY 2019, resulting in an average award size of $1.8 million per project.[21] Eligible projects may apply on an ongoing basis as there is no deadline for the current NOFO.

7.21 Transit

In Monroe County, transit services are offered by the City of Key West Department of Transportation (KWDoT). According to the National Transit Database (NTD), KWDoT receives Federal, state, and local funding for capital improvement and operating costs. Monroe County is not an urbanized area, and therefore is not an eligible recipient for FTA programs that fund capital and/or operating improvements such as Section 5307 and Section 5337.

FTA Formula Funds – Section 5311 Formula Grants for Rural Areas. The City of Key West receives rural public transit formula funding as a subrecipient of FDOT under the Federal Transit Administration's Section 5311 program. According to the City of Key West Transit Development Plan (July 2019),[22] and NTD, Section 5311 funding in FY 2021 is $0.5 million for operating activities and about $0.2 million for capital improvement. A local match of 20 percent is required for capital projects and 50 percent for operating.

FTA Formula Grants for the Bus and Bus Facilities Formula Program for Rural Areas – Section 5339. FDOT administers Federal formula funds to transit agencies in rural areas (population less than 50,000). All eligible Section 5311 subrecipients are eligible to receive rural Section 5339 funding. Many projects are eligible for Federal funding under this program including projects to replace, rehabilitate, and purchase buses and related equipment, and projects to construct bus-related facilities. More details regarding the program are found in the FDOT Section 5339 Application Instruction Manual. According to the NTD, the City of Key West used about $57,000 from Section 5339 funds for capital activities in 2019.

FDOT. Because Key West is not designated as an urban area, Key West Transit relies on rural and some non-traditional funding sources from FDOT. FDOT transfers additional funding from the Federal Highway Program to the 5311 transit program, as allowed through the flexible program authorizations authorized by Congress. The State of Florida Public Transit Block Grant program funding from FDOT is estimated to total $0.2 million in FY 2021 as found in the City of Key West Transit Development Plan (July 2019).

[21] Ibid.
[22] City of Key West Transit Development Plan (July 2019), https://carfreecities.com/wp-content/uploads/2020/12/Key-West-TDP-Draft-Report-Large-File.pdf

Funding for Major Transit Capital Investments. Additional funding for major transit investments can be made available through Federal and state discretionary programs, namely FTA's Capital Investment Grants Program (CIG) (Section 5309) and FDOT's State competitive New Starts Transit Program. Few eligible projects seeking Florida New Starts funding actually receive funding.

Projects applying for FTA funding go through a multiyear, multistep process to be eligible and are evaluated based on project justification and local financial commitment criteria. The FTA Section 5309 funding program is chronically oversubscribed and thus extremely competitive. Although eligible New Starts/Small Starts/Core Capacity projects could request the statutory maximum Federal share of 80 percent, the historical average Federal share for projects is roughly 50 percent. New and expanded ferry systems are eligible for funding.

Transportation Regional Incentive Program (TRIP) Funds. After allocations to the Small County Outreach Program and the New Starts Transit Program, 25 percent of the remaining Documentary Stamp Tax funds are allocated annually for TRIP for regional transportation projects in "regional transportation areas." The first $60 million of TRIP funds are allocated annually to the Florida Rail Enterprise. TRIP will fund up to 50 percent of eligible project costs. TRIP is a highly competitive program; a small portion of eligible projects actually receive funding.

Transit Fares. Key West Transit offers two routes in the City of Key West and a Lower Keys shuttle between Key West and Marathon. Fare revenues, ranging from $0.50 to $4.00 per ride, partially support the system's operations. Fare revenues in FY 2021, as found in the City of Key West Transit Development Plan (July 2019), total $0.5 million for operations.

FTA Passenger Ferry Grant Program. In FY 2021, FTA announced $38 million for capital projects to support existing or establish new passenger ferry services, and to repair and modernize ferry facilities and equipment. Applications are due October 5, 2021. Funds will be available for five-years after awards are announced. Monroe County could not apply directly but could support designated recipients in their applications.

7.22 State Funding Sources

In Florida, there are five revenue sources that go into the State Transportation Trust Fund (STTF): fuel tax, motor vehicle fees, document stamps, rental car surcharges, and aviation fuel tax.

These sources are described below but because they are already earmarked for projects, they are excluded from this analysis.

7.22.1 State–Highway Funding

The following programs are assumed to be allocated to specific projects; as a result, no anticipated additional revenues are expected to be allocated to new County projects.

Strategic Intermodal System (SIS) Highways Construction and Right-of-Way (ROW). This funding program is used to fund construction, improvements, and associated ROW acquisitions on SIS highways (i.e., Interstate, the Turnpike, other toll roads, and other facilities designed to serve interstate and regional commerce, including SIS Connectors). FDOT takes the lead in identifying planned projects and programs funded by this program. The SIS First Five-year Plan (FY 2020/2021-FY 2024/2025), Second Five-year Plan (FY 2025/2026-FY 2029/2030), and the Long-Range Cost-Feasible Plan (FY 2029-2045) are posted on FDOT websites.[23] SIS projects within Monroe County can be identified from these plans and their costs can be used as available program funds. Additional funding for PE is not available for SIS.

Other Arterials (also known as Other Roads) Construction and ROW. This funding program is used to fund construction, improvements, and associated ROW on State Highway System roadways not designated as part of the SIS. This program also includes funding for the Economic Development Program, the County Incentive Grant Program, the Small County Road Assistance Program, and the Small County Outreach Program.

District-Wide State Highway System (SHS) Operations and Maintenance (O&M) Funds. This funding program is used to provide financial assistance to activities to support and maintain transportation infrastructure once it is constructed and in place.

7.22.2 State Fuel Taxes

Highway fuel taxes constitute the oldest continuous source of dedicated transportation revenues in the State. Initially, it was levied in 1921 at the rate of 1 cent per gallon of motor fuel. Since then, the state fuel tax has been adjusted and restructured in the form that it is levied. The fuel taxes collected at the state level include the following:[24]

State Fuel Sales Tax – Currently, Florida imposes a sales tax to the sales of all motor (gasoline) and diesel fuels. The state fuel sales tax is based on a floor tax of 6.9 cents per gallon indexed to the

[23] Florida Department of Transportation, SIS Plans and Projects, https://www.fdot.gov/planning/systems/programs/mspi/plans/default.shtm

[24] *Florida's Transportation Tax Sources, A Primer*, FDOT Office of Comptroller – General Accounting Office, 2021, https://fdotewp1.dot.state.fl.us/FMSupportApps/Documents/pra/Primer.pdf

consumer price index (CPI, all items), with the base year set as FY 1989 (12-month period). Currently, the rate is 14.5 cents per gallon after adjusting for inflation.

State Comprehensive Enhanced Transportation System (SCETS) Tax – The SCETS is an excise tax on all highway fuels. To the extent possible, the SCETS proceeds must be spent in the transportation district and County from which they are collected. Similar to the fuel sales tax, the SCETS tax is indexed to the CPI (all items), but with the base year set as FY 1990 (12-month period). The 2021 SCETS tax rate for Monroe County is 8.0 cents per gallon.

State-Collected Motor Fuel Taxes Distributed to Local Governments – The State of Florida collects a fuel excise tax of 4 cents per gallon to be distributed to local governments based on formulas that consider, among other factors, population.

The **Constitutional Fuel Tax** is set at 2 cents per gallon. The first call on the proceeds of the Constitutional Fuel Tax is to meet the debt service requirements, if any, on local bond issues backed by the tax proceeds. The balance, called the 20 percent surplus and the 80 percent surplus, is credited to the counties' transportation trust funds. The allocation formula is based on a geographic area component, a population component, and a collection component; in addition, a distribution factor is applied to each county. Monroe County will receive an estimated $2.4 million in FY 2021.

The **County Fuel Tax** is set at 1 cent per gallon, and it is distributed by the same formula as the Constitutional Fuel Tax (based on a geographic area component, a population component, a collection component, and a distribution factor). Counties may use the revenues from this tax for transportation-related expenses. Monroe County will receive an estimated $1.1 million in FY 2021.

Lastly, the **Municipal Fuel Tax** is also set at 1 cent per gallon. Revenues from this tax are transferred into the Revenue Sharing Trust Fund for Municipalities. These revenues may be used for transportation-related expenditures within incorporated areas and are distributed to municipalities by statutory criteria. The Municipal Revenue Sharing program is comprised of state sales tax and municipal fuel tax, and beginning January 1, 2024, a portion of the excise tax levied on natural gas fuel. In FY 2021, Islamorada, Key Colony Beach, Key West, Layton, and Marathon are slated to receive approximately $0.3 million, $38,000, $1.4 million, $9,000, and $0.4 million respectively, from the Municipal Fuel Tax. These funds are not expected to be available for County transportation projects.

Alternative Fuel Fees – Use of alternative fuels represents a small part of the State's total fuel consumption and historically amounted to less than $1 million annually. In order to encourage the use of alternative fuels, the 2013 Florida Legislature passed legislation to exempt these fuels from taxation

beginning January 1, 2014 and ending January 1, 2019. After January 1, 2019, there is now a per unit tax that is lower than the rates for gasoline and diesel but revenue-neutral to the previous in-state annual decal fee.

Fuel Use Tax – This tax is designed to ensure that heavy vehicles that engage in interstate operations incur taxes based on fuel consumed, rather than purchased, in the State. This tax applies, with few exceptions, to each privately owned vehicle with at least three axles or a gross weight of more than 26,000 pounds that engages in interstate operations, whether or not titled in the State. The tax is comprised of an annual decal fee of $4 plus a use tax based on the number of gallons of fuel consumed multiplied by the prevailing statewide fuel tax rate. If a vehicle consumes more fuel than was purchased during a reporting period, additional taxes are due; otherwise a refund is issued.

Assumptions for State-Collected Fuel Taxes Distributed to Local Governments

Revenues from the Constitutional and County fuel taxes were estimated at $33.5 million over the FY 2021-2040 period, which excludes the set aside for the administration of local transportation programs. The forecast of reasonably available revenues was developed applying the following assumptions:

Base year (FY 2021) estimates for the Constitutional and County fuel taxes were obtained from the *2020 Local Government Financial Information Handbook* (December 2020).

The *2020 Local Government Financial Information Handbook* (December 2020) also provides estimates of the Municipal Sharing Program revenues for the base year by municipality (Islamorada, Key Colony Beach, Key West, Layton, and Marathon). These funds are not expected to be available for County transportation projects.

Annual growth will be in line with fuel consumption growth as found in the *2018 Local Government Financial Information Handbook* (September 2018) and *2020 Local Government Financial Information Handbook* (December 2020). Motor fuel consumption has declined 7 percent annually from FY 2019-2021 and diesel fuel consumption has declined 2 percent per year over the same period. Fifteen percent is set aside for the administration of local transportation programs.

7.22.3 State Motor Vehicle Fees

Funding transportation from vehicle-related revenues started early in Florida's transportation history. Almost from their inception, motor vehicle license fees were designated as a highway user charge levied to partially defray the costs of constructing and maintaining the roads which benefited those who paid the fees.

There are four types of motor vehicle fees:[25]

Initial Registration Fee – Known originally as the "New Wheels on the Road" Fee, it is designed primarily to affect only those vehicle owners whose actions result in net additions to the State's registered vehicle stock. The Initial Registration Fee is $225.

Motor Vehicle License Surcharge – Currently the State imposes a $1.20 surcharge on the annual registration fee of every vehicle except mobile homes. Of each transaction, $1 is deposited to the STTF and the remaining 20 cents is deposited to Highway Safety and Operating Trust Fund.

Motor Vehicle Title Fee – The current Motor Vehicle Title Fee is $70. Prior to 2012, 70 percent of the proceeds ($49) were deposited to the General Revenue Fund and 30 percent ($21) to the STTF. Title fee revenues from for-hire vehicles are deposited into the General Revenue Fund. The 2012 Legislature directed that the first $200 million collected from $47 of the $49 General Revenue Fund portion of the $70 title fee be deposited into the STTF, beginning FY 2012-2013. This amount was transferred to the General Fund for FY 2012-2013 only.

Rental Car Surcharge – The existing rental car surcharge rate is $2 per day for the first 30 days. The STTF receives 80 percent of the surcharge after 15.75 percent goes to the Tourism Promotional Trust Fund and 4.25 percent to the Florida International Trade and Promotion Trust Fund. The tax distributed to the STTF is unique in that its proceeds must be spent in the transportation district from which the surcharges were collected. In addition, car-sharing services pay only $1 if the rental is less than 24 hours and $2 per day thereafter; surcharges are distributed the same as other rentals.

7.22.4 State Aviation Fuel Tax

Florida imposes an aviation fuel tax of 4.27 cents per gallon excise tax on aviation fuels; this is a recent change due to the repeal of aviation refunds that were available to certain airlines meeting employment targets in the state. Unlike the state fuel tax, the aviation tax remains fixed at its current level until changed by legislative action. Ninety-two percent of the proceeds are deposited into the STTF, while the remaining eight percent are deposited into the General Revenue Fund.

7.22.5 State Documentary Stamp Tax

The Documentary Stamp Tax is levied on documents, including, but not limited to deeds, stocks and bonds, notes and written obligations to pay money, mortgages, liens, and other evidences of

[25] *Florida's Transportation Tax Sources, A Primer*, FDOT Office of Comptroller – General Accounting Office, 2021, https://fdotewp1.dot.state.fl.us/FMSupportApps/Documents/pra/Primer.pdf

indebtedness. The 2005 Legislature passed a growth management bill to address needed infrastructure in Florida. The growth management package provided $541.75 million annually from documentary stamp revenue to fund transportation needs. The 2008 Legislature changed the distribution of documentary stamp tax collections so that the STTF receives 38.2 percent of collections after other distributions are made, not to exceed $541.75 million per year. This formula significantly decreased the funding for transportation projects. Additionally, the 2011 Legislature directed the following amounts to be transferred to the State Economic Enhancement and Development (SEED) Trust Fund from the STTF portion of Documentary Stamp Tax revenues: $50 million in FY 2012-2013, $65 million in FY 2013-2014, and $75 million every FY thereafter. In 2014, voters approved for 20 years that 33 percent of the revenues from the Documentary Stamp Fund would go to the Land Acquisition Trust Fund for water and land conservation, resulting in the revenues available to the STFF declining from 38.2 percent to 24.18442 percent. The August 2020 Revenue Estimating Conference estimated $352 million in distributions of documentary stamp revenue to the STTF for FY 2020.[26]

7.23 Local and Local-Option Funding Sources

Beyond the traditional Federal and state fuel taxes, several local and local-option revenue sources are available for funding transportation improvement projects in Monroe County. These alternative revenue sources include local option fuel taxes and tourism taxes. In addition, transit services provided by Key West Transit are funded through property taxes, fare revenues, and other dedicated revenue sources. This section summarizes these local and local-option revenue sources.

7.23.1 Local Option Fuel Taxes

County governments in Florida are authorized to levy up to 12 cents per gallon of fuel through three local option fuel taxes (LOFT) for transportation needs: the Ninth-Cent Fuel Tax (1 cent per gallon of gasoline and diesel), the First LOFT (up to 6 cents per gallon of gasoline and diesel), and the Second LOFT (up to 5 cents per gallon of gasoline). Monroe County has adopted the Ninth-Cent, the First LOFT at the maximum 6 cents per gallon, and the Second LOFT at the maximum 5 cents per gallon.

Revenues from these local option fuel taxes are forecast at $31.1 million over 20 years (FY 2021-2040), based on the following assumptions:

[26] *Florida's Transportation Tax Sources, A Primer*, FDOT Office of Comptroller – General Accounting Office, 2021, https://fdotewp1.dot.state.fl.us/FMSupportApps/Documents/pra/Primer.pdf

Base year (FY 2021) estimates for the Ninth-Cent, First LOFT, and Second LOFT were obtained from the *2020 Local Government Financial Information Handbook* (December 2020).

The *2020 Local Government Financial Information Handbook* (December 2020) also provides estimates of the Municipal Sharing Program revenues for the base year by municipality (Islamorada, Key Colony Beach, Key West, Layton, and Marathon). These funds are not expected to be available for County transportation projects.

Annual growth will be in line with fuel consumption growth as found in the *2018 Local Government Financial Information Handbook* (September 2018) and *2020 Local Government Financial Information Handbook* (December 2020). Motor fuel consumption has declined 7 percent annually from FY 2019-2021 and diesel fuel consumption has declined 2 percent per year over the same period.

The Ninth-Cent

The Ninth-Cent Fuel Tax was initially authorized in 1972 by the Florida Legislature. The tax is limited to 1 cent per gallon on highway fuels. Originally, the tax could be proposed by a county's governing body, but it had to be approved by the electorate in a countywide referendum. The 1993 Florida Legislature allowed a county's government body to impose the tax by a majority plus one vote of its membership, without holding a referendum.

Counties are not required to share revenue from the Ninth-Cent Fuel Tax with municipalities; however, the proceeds of the tax may be shared with cities in whatever proportion is mutually agreed upon and used for county or municipal transportation purposes. The tax has no time limit imposed on it by state statutes. As of January 1, 1994, the Ninth-Cent Tax on diesel fuel is no longer optional. The 1990 Legislature decided to realize all optional taxes on diesel fuel so that interstate truckers, who pay fuel taxes based on miles driven in the state, would be subject to standard tax rates.

According to the *2020 Local Government Financial Information Handbook*, the Ninth-Cent Fuel Tax will generate nearly $495,000 in FY 2021. Assuming continuation over the 20 years, the Ninth-Cent Fuel Tax is forecast to generate $6.5 million.

The First LOFT

The 1983 Florida Legislature provided local governments with two major new sources of revenue called the Local Option Gas Taxes (LOGT) that were renamed the Local Option Fuel Taxes (LOFT) in 1996. Up to 11 cents per gallon may be levied to help fund a variety of transportation projects. These taxes include the First LOFT (6 cents) and the Second LOFT (5 cents). Monroe County currently levies the full First and Second LOFTs.

The First LOFT is authorized for a maximum duration of 30 years, at which time it must be voted on for extension. Implementation of 1 to 6 cents per gallon tax requires a simple majority vote of the County commissioners. The proceeds of the tax must be shared with municipalities, either by a mutually agreed-upon distribution scheme or, if agreement cannot be reached, by using a formula contained in the Florida Statute.

Local governments may pledge revenues from any portion of the LOFT to repay state bonds issued on their behalf. In addition, a local government must use LOFT revenues for transportation expenditures on the state or local highway systems or transit-oriented capital purchases, or operations. Transportation expenditures include ROW activities, roadway maintenance, and the construction of roads.

The proceeds of the First LOFT are shared with Islamorada, Key Colony Beach, Key West, Layton, and Marathon. Overall, the First LOFT will generate approximately $2.8 million in FY 2021, of which about $1.8 million will be distributed to the municipalities and the remainder goes to the unincorporated Monroe County, based on estimates provided in the *2020 Local Government Financial Information Handbook.* Over 20 years, the First LOFT is forecast to generate $12.0 million.

The Second LOFT

The 1993 Florida Legislature extended the scope of the LOFT to include an additional fuel tax of up to 5 cents per gallon of gasoline. Diesel fuel is not subject to this tax. Implementation of the second tax of 1 to 5 cents per gallon requires a majority plus one vote of the County Commissioners. The proceeds of the tax must still be shared with municipalities, either by mutually agreed-upon distribution scheme, or by using the state formula. Pursuant to Section 336 of the Florida Statutes, local governments may only use revenues from the tax for transportation expenditures needed to meet the requirements of the capital improvements element of an adopted comprehensive plan. As of January 1, 2021, Monroe County issues all 5 cents of the Second LOFT.

Revenues from implementing the 5 cents per gallon of the Second LOFT are forecast at $12.7 million over 20 years (FY 2021-2040).

7.23.2 Local Option Sales Tax

Local governments are also authorized by the State to levy some sales taxes to address their transportation needs. The maximum potential local sales tax rate in Monroe County is 2 percent; as of December 2020, the local sales tax rate is set at 1.5 percent, leaving the County with a local sales tax potential of an additional 0.5 percent. The existing local option sales taxes are the Local Government

Infrastructure Surtax (called the Community Investment Tax, at 1 percent) and the School Capital Outlay surtax (at 0.5 percent). The revenues from an additional 0.5 percent local option sales tax that could be levied are not eligible for transportation uses and therefore are not included as a potential revenue source.

The Local Government Half-Cent Sales Tax comes from transfers from the state sales and communications services taxes; it is discussed in this section because its proceeds go to the local governments.

Sales tax revenues are assumed to grow in line with Monroe County population as found from the American Community Survey for 2010 and 2019;[27] the annual growth is estimated to be 0.14 percent per year over the analysis period.

Local Government Infrastructure Surtax

The Local Government Infrastructure Tax can be levied at a rate of 0.5 percent or 1 percent. Counties cannot levy a combined rate exceeding 1 percent of the Local Government Infrastructure Surtax, Small County, Indigent Care and Trauma Center, and County Public Hospital surtaxes. Therefore, Monroe County is at the statutory maximum. Revenues from the Local Government Infrastructure Surtax are used to acquire, construct, and improve general government, public education, and public safety infrastructure to promote the health, safety, and welfare of Monroe County residents. The surtax was adopted by referendum, and an extension must be approved by voters; its expiration date has extended to December 31, 2033.

Eligible uses of the tax revenues include financing, planning, and constructing infrastructure.

The proceeds are shared by the County and its five municipalities of Islamorada, Key Colony Beach, Key West, Layton, and Marathon.

The base year (FY 2021) County estimate of $19.4 million is based on data from the *2020 Local Government Financial Information Handbook*. The estimated revenues to the County and five cities assumes the surtax's renewal after 2033. In total, Monroe County can expect revenues of $553.3 million over FY 2021-2040.

[27] American Community Survey 1-year estimates, 2010 and 2019, https://data.census.gov/cedsci/table?q=employment&g=0500000US12087&tid=ACSDP1Y2019.DP03

Local Government Half-Cent Sales Tax

The Local Government Half-Cent Sales Tax distributes a portion of the state's sales tax back to counties and local governments through formulas. The funds may be used for countywide tax relief or countywide programs. The proceeds are shared by the County and its five municipalities of Islamorada, Key Colony Beach, Key West, Layton, and Marathon. The *2020 Local Government Financial Information Handbook* estimates the FY 2021 distribution to Monroe County at $10.7 million. Over the 20-years (FY 2021-2040), it is estimated to total $306.2 million.

7.23.3 Tourist Development and Tourist Impact Fees

Monroe County imposes a 12.5 percent tax on any establishment that rents accommodations for a period of six months or less, including hotels, motels, guest houses, campgrounds, seasonal rentals, and efficiencies. It is made up of a 7.5 percent Sales Tax, 4 percent Tourist Tax, and 1 percent Tourist Impact Fee. Of the Tourist Tax, 2 percent is used for promotional purposes, events, and administration; this is known as the "generic two penny fund," while the other 2 percent is for District expenditures and as such is known as the "district two penny fund." Of the Tourist Impact Fee, half goes to the County General Fund and the other half to the Land Trust. It is assumed that none of the Tourist Impact Fee is eligible for transportation uses.

The tax proceeds are used generally for capital construction of tourist-related facilities, tourist promotion, and beach and shoreline maintenance. However, the authorized uses vary. Funds have been used for parking, sidewalks, train improvements, and scenic highways. As such, there is potential that the revenues could be used for additional transportation capital projects; 35.5 percent of the District Two Penny went to capital projects in 2020. Therefore, only 35.5 percent of the District Two Penny revenues may be available for use. Estimated at $6.5 million in FY 2021, the revenues total $186.3 million over 2021-2040.

There is an additional 2 percent that can be levied for the Tourist Development and Tourist Impact Fee through the Professional Sports Franchise Facilities Tax (1 percent) and the Additional Professional Sports Franchise Facilities Tax (1 percent).[28] However, the proceeds of the Professional Sports Franchise Facilities Tax can only be used to pay debt service on bonds issued to finance the construction, reconstruction, or renovation of professional sports franchise facilities. As a result, these revenues are not eligible for transportation uses.

[28] Florida Department of Revenue, Realized and Unrealized Revenues by County: LFY 2010-2021, December 1, 2020, http://edr.state.fl.us/Content/local-government/data/data-a-to-z/realizedtourism.xls

7.23.4 Ad Valorem Taxes

According to Florida Statutes, local governments may levy ad valorem taxes based on the assessed value of property. Ad valorem taxes are subject to the following rate limitations:

- Ten mills for County purposes
- Ten mills for municipal purposes
- Ten mills for school purposes
- A millage fixed by law for a County furnishing municipal services; and
- A millage authorized by law and approved by voters for special districts.

Levies from ad valorem taxes provide funding for programs that have countywide benefit, such as services to the elderly and children, emergency management and emergency dispatch functions, jail operations and law enforcement, and fire services, among others. The Monroe County Board of Commissioners set the ad valorem millage rate for the General Fund, Fine & Forfeiture, Middle Keys Health Care, Lower & Middle Keys Fire Rescue, General Purpose MSTU, Parks and Beaches and Municipal Policing Funds.[29] While ad valorem taxes are authorized to be collected to meet annual debt service requirements for the payment of voter approved general obligation bonds, Monroe County does not currently use ad valorem debt financing. The aggregate millage rate for the County in FY 2021 is 3.3435. In addition, entities such as the Mosquito Control District, the South Florida Water Management District, and the Monroe County School Board are all authorized by the State to levy their own ad valorem taxes independent of those set by the County. Less than one percent of Monroe County's general fund supported transportation projects in FY 2021.

In addition, municipalities within Monroe County are authorized to levy ad valorem taxes. The millage rate for the City of Key West was 2.1535 in 2020.[30] Overlapping millage rates for residents of Key West include millage collected by Monroe County, the School Board, South Florida Water Management District, and the Florida Keys Mosquito Control District. Approximately 10 percent of the City's expenditures on governmental activities funded the City's transportation program; none of which were sourced by the City's general fund.

[29] Monroe County, Florida, Adopted Annual Operating & Capital Budget Summary, FY 2021. https://www.monroecounty-fl.gov/DocumentCenter/View/25750/FY21-Adopted-Budget-Summary
[30] City of Key West, Comprehensive Annual Financial Report, FY Ended September 30, 2020. https://www.cityofkeywest-fl.gov/DocumentCenter/View/4960/2020-Comprehensive-Annual-Finance-Report-PDF

The City of Marathon has adopted a millage rate of 2.59 for FY 2021.[31] Similar to the City of Key West, overlapping millage rates for residents of Marathon include millage collected by Monroe County, the School Board, South Florida Water Management District, and the Florida Keys Mosquito Control District.

Key Colony Beach and Layton, the other local jurisdictions in Monroe County, have populations of approximately 800 and 200, respectively. Due to the small tax bases and municipal budgets of those communities, ad valorem revenues were not assessed as potential funds for transportation projects.

7.24 Potential New Funding Sources

This section examines the potential revenues of the taxes or fees that are not in place in Monroe County, but that could be implemented to support transportation investments. Opportunities to secure or collect additional revenues for transportation improvements exist with the award of competitive grants and indexing fuel taxes to inflation. The following resources were used to develop the forecasts of existing and potential local funding sources:

2020 Local Government Financial Information Handbook (December 2020)[32]

FDOT Inflation Factors (April 24, 2019)[33]

Florida Office of Economic and Demographic Research Local Option Tourist Taxes (December 1, 2020)[34]

Competitive Grants such as RAISE or INFRA offer the opportunity for the County and regional partners to develop and construct projects of regional and national significance. The highly competitive programs require a local match and strong partnerships, as well as demonstration of established project development through environmental planning, design, and a BCA. Recent emphasis on rural investment may provide opportunities for Monroe County to put forth projects.

Index Fuel Taxes refers to indexing local fuel taxes. The State indexes the state gas taxes to the Consumer Price Index (CPI) every January, meaning that prices motorists pay rise in proportion to

[31] City of Marathon, Comprehensive Annual Financial Report, FY Ended September 30, 2020. https://www.ci.marathon.fl.us/sites/default/files/fileattachments/finance/page/3451/2020.09.30_city_of_marathon_florida_financial_statements.pdf

[32] 2020 Local Government Financial Information Handbook (December 2020), http://edr.state.fl.us/Content/local-government/reports/lgfih20.pdf

[33] FDOT Inflation Factors (April 24, 2019), https://www.fdot.gov/docs/default-source/planning/policy/economic/inflation.pdf

[34] Realized and Unrealized Revenues by County: LFY 2010-2021, http://edr.state.fl.us/Content/local-government/data/data-a-to-z/g-l.cfm

inflation, but local fuel taxes are not indexed to inflation. Indexing local fuel taxes to the CPI requires an act of the Florida Legislature. Indexing fuel taxes are important to local governments because it allows revenues to be adjusted as costs for materials and services rise with inflation. Using inflation factors from the Florida Department of Transportation,[35] the additional revenues that could be collected on the existing local fuel taxes is projected to be $20.1 million for FY 2021-2040.

Tolling: The subject of tolling has been discussed by the Monroe County BOCC several times over the last several years and has again been elevated as a discussion item at the monthly BOCC meetings. Tolling on US 1 has been discussed to help fund infrastructure improvements, assist with sea level rise mitigation, assist law enforcement, alleviate traffic problems, and assist with evacuation reentry. There are existing Federal and state laws that limit which facilities may impose a toll as well as what the toll revenues may be spent on. These federal and state laws would need to be addressed/amended before a toll could be established along US 1.

Other potential sources of funding or financing are implemented and used successfully in other locations. Local or state regulations would need to permit some revenue sources, which could include:

Developer Fees or ***Impact Fees*** are charges expensed to new development within pre-defined geographic areas and can be collected based on metrics such as value, square footage, frontage length, and others. The revenues could be dedicated to specific uses including transportation or utilities. Impact fees and mobility fees are types of developer fees with the one-time fees helping to pay for local transportation improvements that serve the new development. Monroe County estimates collecting $1.4 million in impact fees in FY 2021.[36]

Tax Increment Financing (TIF) is a value capture tool used to encourage redevelopment in designated areas. Transportation investments are paid for with the incremental property tax revenues of new development.

Millage Property taxes (ad valorem taxes) are made up of a number of local tax rates assessed on real property. Property taxes are a major source of funding for general government. A portion of the Countywide millage rate (in dollars per thousand) is eligible for transportation uses.

Special Assessment Districts are created to impose a fee on properties within the assessment area to fund improvements in that area.

[35] FDOT Inflation Factors (April 24, 2019), https://www.fdot.gov/docs/default-source/planning/policy/economic/inflation.pdf
[36] Monroe County, Florida, Adopted Annual Operating & Capital Budget Summary, FY 2021. https://www.monroecounty-fl.gov/DocumentCenter/View/25750/FY21-Adopted-Budget-Summary

Public-Private Partnership (PPP or P3) is an organizational structure or agreement between public and private entities. P3s can provide a source of funding to pay the return on investment to the private sector. The benefits of the arrangement include better allocation of risk, faster implementation, and lower costs through private sector innovation.

The ***Transportation Infrastructure Finance and Innovation Act (TIFIA)*** program provides federal credit assistance to eligible highway, transit, intercity rail, and some freight rail, intermodal facilities, and port modification projects. Under TIFIA, states, localities, public authorities, and some private entities can take advantage of three types of financial assistance: secured loans, loan guarantees, and lines of credit. Eligible projects include transit-oriented development projects and the capitalization of a rural projects fund within a state infrastructure bank. Other specific requirements must be met including project costs, loan amounts, and project types. TIFIA has a rolling application process, where applicants must submit letters of interest demonstrating creditworthiness and readiness to proceed. After an invitation is received from the TIFIA Joint Program Office, a formal application is required. TIFIA was authorized at $275 million for FYs 2016 and 2017, increasing to $285 million in FY 2018 and $300 million for FYs 2019 and 2020.

Commercial Off-Street Parking Fee An additional tax or fee on parking in public and/or commercial spaces could be collected by the County for transportation uses.

Airport Car Rental Fees An additional tax or fee on rental car transactions at the Key West International Airport (EYW) or Florida Keys Marathon International Airport (MTH) could be dedicated to transportation uses. However, Section 159 of FAA Reauthorization, which was signed into law in October 2018, prohibits levying any tax on a business at an airport “that is not generally imposed on sales or services by that State, political subdivision, or authority unless wholly utilized for airport or aeronautical purposes.” As such, an amendment to the FAA law would be needed to make the funds available to the County.

7.25 Summary of Reasonable Available Funding

Table 1 summarizes total transportation-related revenues anticipated to be available through the period FY 2021-2040. According to these estimates, approximately $1.1 billion is expected to be available for transportation needs between FY 2021 and FY 2040. Some or all of the revenues shown in **Table 10-1** may be earmarked for specific projects:

Table 10-1: Summary of Reasonable Available Existing Funding, FY2021-2040

	YOE $Millions			
Existing Funding Source	**2021-2025**	**2026-2030**	**2031-2040**	**Total 2021-2040**
Constitutional Fuel Tax (2 cents)	$9.3	$7.0	$6.9	$23.2
County Fuel Tax (1 cent)	$4.1	$3.1	$3.1	$10.3
9th Cent Fuel Tax (1 cent)	$2.3	$1.8	$2.3	$6.5
6-Cent 1st Local Option Fuel Tax (6 cents)	$3.2	$3.1	$5.7	$12.0
1 to 5 Cents 2nd Local Option Fuel Tax (5 cents)	$4.6	$3.7	$4.4	$12.7
Local Government Infrastructure Surtax (1%)	$103.6	$125.6	$324.1	$553.3
Local Government 1/2 cent sales tax	$57.3	$69.5	$179.4	$306.2
Tourist Development and Tourist Impact Fee	$34.9	$42.3	$109.1	$186.3
			Total Revenues	$1,110.5

In addition to the existing funding sources, **Table 10-2** summarizes the potential additional funding available for transportation projects over FY 2021-2040.

Table 10-2: Summary of Reasonable Available Potential Funding, FY2021-2040

	YOE $Millions			
Potential Funding Sources	**2021-2025**	**2026-2030**	**2031-2040**	**Total 2021-2040**
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)	TBD			TBD
Infrastructure for Rebuilding America (INFRA)	TBD			TBD
Public Works and Economic Adjustment Assistance Programs	TBD			TBD
Indexing Fuel Taxes to Inflation	$1.5	$5.2	$13.4	$20.1
			Total Revenues	$20.1

7.26 Summary of Potential Funding Sources

A summary of the potential funding sources and their typical project types are shown in **Table 10-3**.

Table 10-3: Potential Funding Sources and Project Types by Mode

Eligible Funding Sources	Eligible Project Type
Constitutional Fuel Tax	Road / Highway
	Bridges
County Fuel Tax	Road / Highway

Eligible Funding Sources	Eligible Project Type
	Bridges
	Bicycle / Pedestrian
	Bus
	Other Transit
	Complete Street / Multi-modal
9th Cent Fuel Tax	Road / Highway
	Bridges
	Bicycle / Pedestrian
	Bus
	Other Transit
	Complete Street / Multi-modal
6-Cent 1st Local Option Fuel Tax	Road / Highway
	Bridges
	Bicycle / Pedestrian
	Bus
	Other Transit
	Complete Street / Multi-modal
Local Government 1/2 cent sales tax	Road / Highway
	Bicycle / Pedestrian
	Bus
	Other Transit
	Complete Street / Multi-modal
1-5 cents 2nd Local Option fuel tax	Road / Highway
	Bicycle / Pedestrian
	Bus
	Other Transit
	Complete Street / Multi-modal
	Bridges
Local Government Infrastructure Surtax (1%)	Road / Highway
	Bicycle / Pedestrian
	Complete Street / Multi-modal
	Bridges
	Bus
	Other Transit
Tourist Development and Tourist Impact Fee	Bicycle / Pedestrian
	Complete Street / Multi-modal

11 Findings and Recommendations

Based on the tasks conducted as part of this US 1 TMP, several potential solutions were developed to help improve traffic flow, enhance safety, and accommodate all road users. It should be noted some of the potential solutions have been programmed as projects in the current FDOT Five-year Work Program (see **Appendix B**) and some others are being evaluated by FDOT and Florida DEP. As such, only the remaining potential solutions are being shown in **Table 11-1**. These solutions were categorized into short-term, mid-term, and long-term projects based on projected cost, funding availability, project complexity, need for feasibility studies, inter-governmental agency coordination, right-of-way/utility/environmental impacts, and potential permitting requirements. A complete project list, including project limits, any programmed and/or planned projects, and potential considerations such as right-of-way requirements, permits, agency coordination, etc. is provided in **Appendix G**.

Table 11-1: Potential Solution List

Ref #	Key	Project Description	Implementation Schedule	Additional Comments/Information
1	Key West	Review and identify potential pedestrian/bicycle signing and marking improvements (including additional crosswalks) along S. Roosevelt Boulevard from Flagler Avenue to US 1.	Short-term	
2	Key West	Conduct a corridor study to evaluate the need for pedestrian signing and lighting enhancements, including additional midblock crosswalks along N. Roosevelt Boulevard from Jose Marti Drive to US 1	Mid-term	
3	Key West	Conduct a signal retiming study to optimize signal timing in Key West	Mid-term	
5	Key West	Conduct a lighting evaluation study at crosswalks along South Roosevelt Boulevard from Flagler Avenue to Bertha Street	Mid-term	Requires coordination with stakeholders as well as Florida Fish and Wildlife Conservation Commission.
6	Key West	Conduct a review to improve pedestrian and bicycle features at the US1/Roosevelt Boulevard intersection	Mid-term	

Ref #	Key	Project Description	Implementation Schedule	Additional Comments/Information
7	Key West	Conduct a feasibility study to widen sidewalks on the southside of North Roosevelt Blvd	Mid-term	Potential access management impacts; requires public involvement
8	Key West	Feasibility study to reconfigure the intersection of US-1 and Roosevelt Boulevard	Mid-term	Potential right-of-way impacts. Requires coordination with stakeholders and public acceptance
20	Stock Island	Modify signal timing (offsets) along US 1 between Roosevelt Boulevard and MacDonald Avenue to help improve traffic flow.	Short-term	Requires Coordination with FDOT Traffic Operations Office
21	Stock Island	Review and identify potential pedestrian and bicycle signing and marking improvements along US 1 from Roosevelt Boulevard to MacDonald Avenue.	Short-term	
22	Stock Island	Evaluate the need for signing, pavement marking and sight distance improvements along the bike lanes in the vicinity of the Hurricane Hole Marina (near College Road South)	Short-term	
23	Stock Island	Conduct a corridor study to evaluate the feasibility of widening US-1 to 6 lanes and/or intersection improvements between Roosevelt Boulevard and College Road North	Long-term	Requires modifications to the Monroe County Comp Plan Policies and widening/reconstruction of the bridge between Key West and Stock Island
24	Stock Island	Conduct a planning study to evaluate the feasibility of a Park-n-Ride Hub, fixed route circulator, micro transit, bike sharing, and/or scooter-sharing services to provide first/last mile connections to complement public transit	Long-term	FDOT's Consultant is conducting a feasibility study for the Key West Intermodal Center (park-n-ride hub to accommodate buses, vehicles, scooters, bicycles, etc.) to be located on Stock Island. Monroe County can coordinate with Key West Transit and FDOT regarding this study and the Final Mile Grant.
26	Rockland Key	Conduct a study to evaluate the feasibility of installing an acceleration lane in the southbound direction at the intersection of US-1 and Calle Uno	Mid-term	
27	Rockland Key	Conduct a study to evaluate the feasibility of relocating the merge area from the current location on the curve near Rockland Drive to a straight segment of US 1.	Mid-term	Potential R/W impacts; may require modifications to the Monroe County Comp Plan Policies

Ref #	Key	Project Description	Implementation Schedule	Additional Comments/Information
28	Rockland Key	Conduct an access management study to evaluate the need for turn lanes and/or frontage road improvements along US-1 from Coppitt Road to Boca Chica Road	Mid-term	Potential access impacts; requires public involvement
29	Rockland Key	Feasibility study for possible intersection improvements along US 1 between Saratoga Avenue to Rockland Drive	Mid-term	May require modifications to the Monroe County Comp Plan Policies; potential R/W impacts
30	Rockland Key	Conduct a study to determine the need for and feasibility of widening US-1 to 4 lanes from Rockland Drive to Boca Chica Road	Long-term	Requires modifications to the Monroe County Comp Plan Policies; potential R/W impacts and bridge widening
31	Rockland Key	Conduct a study to evaluate the feasibility of widening the sidewalk along the southside of the Boca Chica Bridge	Long-term	Potential R/W and environmental impacts
35	Big Coppitt Key	Conduct a review to identify potential pedestrian/bicycle signing and pavement marking improvements along US 1 from Saratoga Avenue to Boca Chica Road	Short-term	
36	Big Coppitt Key	Conduct a Signal Warrant study at the intersection of US-1 at 4th Street	Mid-term	This location is only 0.75mi from Boca Chica Road where a Signal is also requested. Consider conducting a corridor study so that potential impacts of having both of these signals can be determined
37	Big Coppitt Key	Conduct a Signal Warrant study at the intersection of US-1 at Boca Chica Road	Mid-term	This location is only 0.75mi from 4th Street where a Signal is also requested. Consider conducting a corridor study so that potential impacts of having both of these signals can be determined
40	Lower Sugarloaf Key	Refurbish/upgrade bicycle pavement markings and signing in the vicinity of the Harris Channel Bridge	Short-term	
41	Lower Sugarloaf Key	Conduct a lighting study at US-1 and Bay Point	Mid-term	Requires coordination with stakeholders as well as Florida Fish and Wildlife Conservation Commission
42	Lower Sugarloaf Key	Repair the pedestrian bridge between Lower Sugar Loaf and Bay Point	Mid-term	Requires coordination with FDOT Maintenance and Structures Offices

Ref #	Key	Project Description	Implementation Schedule	Additional Comments/Information
43	Lower Sugarloaf Key	Conduct a feasibility study to determine potential intersection improvements at US 1 and Sugarloaf Road	Mid-term	
51	Cudjoe Key	Conduct a study to determine appropriate signs and locations along the bike lanes near MM 22	Short-term	
57	Summerland Key	Conduct a feasibility study to install the missing sidewalk between the Boy Scout Camp at Kemp Bridge and Caribbean Drive (on the south side of US 1).	Mid-term	Potential R/W and environmental impacts
61	Big Pine Key	Review and identify potential pedestrian and bicycle signing/pavement marking improvements along US 1 in the vicinity of Key Deer Boulevard.	Short-term	
62	Big Pine Key	Conduct a feasibility study for an acceleration lane in the southbound direction on US 1 at Ships Way	Mid-term	Potential environmental impacts
63	Big Pine Key	Conduct a feasibility study for roadway widening to 4 lanes along US 1 from North Pine Channel Bridge to 1st Street	Long-term	Requires modifications to the Monroe County Comp Plan Policies
64	Big Pine Key	Conduct a feasibility study to extend Frontage Road (Avenue A) from Ships Way to Cunningham Lane	Long-term	May require modifications to the Monroe County Comp Plan Policies. The extension of this frontage road could serve adjacent properties and remove traffic from US 1
65	Big Pine Key	Conduct a planning study to evaluate the feasibility of a Park-n-Ride Hub, fixed route circulator, micro transit, bike sharing, and/or scooter-sharing services to provide first/last mile connections to complement public transit	Long-term	Requires coordination with stakeholders, municipalities, transit agencies. Land acquisition may be required for a park and ride facility. Coordinate with Key West Transit regarding the Final Mile Grant
66	Big Pine Key	Conduct a planning study to determine the need for and feasibility of a bypass bridge on the south side of Big Pine	Long-term	Environmental, right-of-way, and community impacts will require extensive research and/or coordination

Ref #	Key	Project Description	Implementation Schedule	Additional Comments/Information
77	Marathon	Review and identify potential pedestrian/bicycle signing and pavement marking improvements along US 1 in the vicinity of the signalized intersections in Marathon.	Short-term	
78	Marathon	Conduct a turn lane warrant study at the intersection of US-1 and 33rd Street	Short-term	Potential R/W and access impacts
79	Marathon	Conduct a feasibility study to add a “NO U-TURN” sign for SB left-turn traffic to reduce conflicts with westbound right-turn traffic at the intersection of US-1 and Sombrero Beach Road	Short-term	Potential access impacts; may require public involvement
80	Marathon	Conduct a feasibility study to restrict traffic to a “RIGHT TURN ONLY” at the intersection of US-1 and Aviation Boulevard/72nd Street	Short-term	Potential access impacts; requires public involvement
81	Marathon	Assess the existing street lighting in Marathon and implement repairs as necessary	Short-term	
82	Marathon	Conduct a study to determine the feasibility of widening bike lanes in Marathon	Mid-term	Potential R/W and access management impacts; requires public involvement
83	Marathon	Conduct an Access Management study along US 1 from 15th Street S. to Aviation Boulevard	Mid-term	Potential access impacts; requires public involvement
84	Marathon	Conduct a study to determine the location and need for a traffic signal or pedestrian crossing on the south end of Marathon	Mid-term	
85	Marathon	Coordinate with Miami-Dade Transit requesting a possible extension of MDT Route 301 to the south end of Marathon.	Mid-term	Monroe County has started discussions with MDT regarding this
86	Marathon	FDOT is currently conducting a PD&E study for replacement of the Seven Mile Bridge. Coordinate with FDOT to request that pedestrian/bicycle features be added on the new bridge	Long-term	
87	Marathon	Conduct a feasibility study to widen US 1 from 11th Street Ocean to 15th Street	Long-term	Requires modifications to Monroe County Comp Policies; potential access impacts; requires public involvement

Ref #	Key	Project Description	Implementation Schedule	Additional Comments/Information
88	Marathon	Conduct a planning study to evaluate the feasibility of a Park-n-Ride Hub, fixed route circulator, micro transit, bike sharing, and/or scooter-sharing services to provide first/last mile connections to complement public transit	Long-term	Requires coordination with the stakeholders. Land acquisition may be required for a park and ride facility. Coordinate with Key West Transit regarding the Final Mile Grant
102	Islamorada	FDOT is evaluating a request for an at-grade pedestrian crosswalk at Founders Park	Short-term	
103	Islamorada	Conduct a lighting study along US 1 in the vicinity of Founders Park	Mid-term	Requires coordination with stakeholders as well as FPL and Florida Fish and Wildlife Conservation Commission
104	Islamorada	Conduct an Access Management Study along US 1 between MM 77 and 83 to determine the need for turn lanes and/or other access management improvements. Also, review the possibility of improvements to the Old Highway to better serve as a frontage road	Mid-term	Requires coordination with stakeholders and public acceptance
105	Islamorada	Conduct a lighting justification study in Upper and Lower Matecumbe	Mid-term	Requires coordination with stakeholders as well as FPL and Florida Fish and Wildlife Conservation Commission
106	Islamorada	Conduct a study to determine methods to reduce speeding and related crashes South of Robbie's Marina (MM 72-MM 73)	Mid-term	
107	Islamorada	Conduct a feasibility study to identify potential improvements for SR 4A in Plantation Key, so it can be used as an alternate route during peak hours, incidents, or during lane closures. Also, identify improvements at critical intersections to provide access to/from US 1	Long-term	Potential right-of-way impacts. Requires coordination with stakeholders and public acceptance
108	Islamorada	Conduct a planning study to evaluate the feasibility of a Park-n-Ride Hub, fixed route circulator, micro transit, bike sharing, and/or scooter-sharing services to provide first/last mile connections to complement public transit	Long-term	Requires coordination with the stakeholders. Land acquisition may be required for a park and ride facility. Coordinate with Key West Transit regarding the Final Mile Grant

Ref #	Key	Project Description	Implementation Schedule	Additional Comments/Information
116	Plantation Key	Conduct an intersection study to evaluate the feasibility of improving the transition area (2 to 4 lane transition) near the intersection of US 1 and Royal Poinciana Boulevard	Mid-term	May require modifications to the Monroe County Comp Plan Policies
117	Plantation Key	Conduct a study to determine the feasibility for installing bike lanes along the Old Highway in Islamorada	Mid-term	Requires coordination with stakeholders and public acceptance. Potential right-of-way impacts
118	Plantation Key	Conduct a study to determine appropriate intersection improvements at the US 1/Seminole Boulevard intersection.	Mid-term	
182	Upper Matecumbe	Conduct a planning study to determine the need for and feasibility of a bypass bridge between the Snake Creek Bridge and Tea Table.	Long-term	Environmental, right-of-way, and community impacts will require extensive research and/or coordination
120	Tavernier	Conduct a study to determine appropriate intersection improvements at the US 1/Sunshine Boulevard intersection.	Mid-term	
121	Key Largo	Evaluate the need for pedestrian signage at the US-1 and Ocean Bay Drive intersection	Short-term	
122	Key Largo	Trim trees to improve sight distance for vehicles on Samson Road	Short-term	
123	Key Largo	Evaluate the need for appropriate signage to alert drivers of the southbound lane drop along US-1 from Sunset Blvd to Buttonwood Drive	Short-term	
124	Key Largo	Conduct a study to determine methods to reduce speeding and related crashes between MM 99 and MM 106	Short-term	
125	Key Largo	Review and identify potential pedestrian/bicycle signing and pavement marking improvements along US 1 in the vicinity of the Ocean Bay Drive/Atlantic Avenue, Laguna Avenue, Holiday Boulevard and Magnolia Street intersections in Key Largo.	Short-term	

Ref #	Key	Project Description	Implementation Schedule	Additional Comments/Information
126	Key Largo	Conduct a feasibility study to reconfigure the intersection of US-1 at Ocean Bay Drive/Atlantic Avenue	Mid-term	Potential right-of-way impacts; requires coordination with stakeholders and public acceptance
127	Key Largo	Conduct a safety study for intersection improvements at US-1 and Laguna Ave (Potentially relocate adjacent midblock crosswalk to Laguna Avenue)	Mid-term	Review potential relocation of HAWK north of Laguna Avenue
128	Key Largo	Conduct a study for intersection improvements at US-1 and Tarpon Basin Drive	Mid-term	
129	Key Largo	Conduct an access management study along US-1 from Andros Road to Summerland Road	Mid-term	Potential access management impacts; requires public acceptance
130	Key Largo	Conduct a study to determine potential intersection improvements at US-1 and CR 905, including bike lane continuity through the intersection	Mid-term	Requires coordination with stakeholders and public involvement. Potential right-of-way impacts
131	Key Largo	Conduct a planning study to evaluate the feasibility of a Park-n-Ride Hub, fixed route circulator, micro transit, bike sharing, and/or scooter-sharing services to provide first/last mile connections to complement public transit	Mid-term	Requires coordination with the municipalities. Land acquisition may be required for a park and ride facility. Coordinate with Key West Transit regarding the Final Mile Grant
132	Key Largo	Conduct a feasibility study for signal modifications at the intersection of US-1 and Woods Avenue	Mid-term	Coordinate with FDOT regarding previous studies/findings at this location
133	Key Largo	Conduct a corridor study to determine the need for a traffic signal along US 1 between Avenue B and Avenue A	Mid-term	
134	Key Largo	Conduct a feasibility study for signal modifications at the pedestrian signal south of the Key Largo Elementary School	Mid-term	

Ref #	Key	Project Description	Implementation Schedule	Additional Comments/Information
135	Key Largo	Conduct a lighting justification study on US 1 from MM 103 to MM 106	Mid-term	Requires coordination with stakeholders as well as FPL and Florida Fish and Wildlife Conservation Commission
136	Key Largo	Conduct a Sidewalk Feasibility Study along Atlantic Avenue from US-1 to Key Largo Community Park	Mid-term	Requires coordination with local government agencies
149	North Key Largo	Conduct an intersection study at CR 905A and CR 905 to determine appropriate signing and marking improvements to enhance visibility	Mid-term	
152	Multiple	Conduct a lighting study on Bay Point and Big Coppitt Key near bus stops	Mid-term	Requires coordination with stakeholders as well as Florida Fish and Wildlife Conservation Commission
153	Multiple	Conduct a study to assess the future needs of connected vehicle systems in Monroe County	Mid-term	Coordinate with FDOT D6 on the upcoming deployment of the Keys COAST project to review the infrastructure being installed through this project and consider this information to develop future needs
154	Multiple	Conduct a detailed study to evaluate the feasibility of a water taxi between Stock Island and Key West	Mid-term	Requires coordination with FDOT and Federal Transit Administration as well as potential private partnerships with local marinas and/or water taxi operators
155	Multiple	Conduct a detailed study to evaluate the feasibility of Water Ferry Service from Miami to Key West	Mid-term	Requires coordination with FDOT and Federal Transit Administration as well as potential private partnerships (i.e. with water ferry operators)
156	Multiple	Conduct a study to identify gaps in ITS coverage (cameras and DMS) for incident management purposes	Mid-term	Coordinate with FDOT; potential R/W impacts
157	Multiple	Conduct a feasibility study to determine locations for Transit Signal Priority. These improvements will help reduce delay to transit vehicles	Mid-term	Requires coordination with FDOT, Miami-Dade Transit, and City of Key West
158	Multiple	Conduct a study to evaluate the feasibility of implementing active traffic management strategies such as ITS Infrastructure, TSM&O Workstations in the Monroe County Sheriff's Office; extend Road Ranger Services into	Mid-term	Requires coordination with Monroe County Sheriffs, Emergency operations office, and FDOT

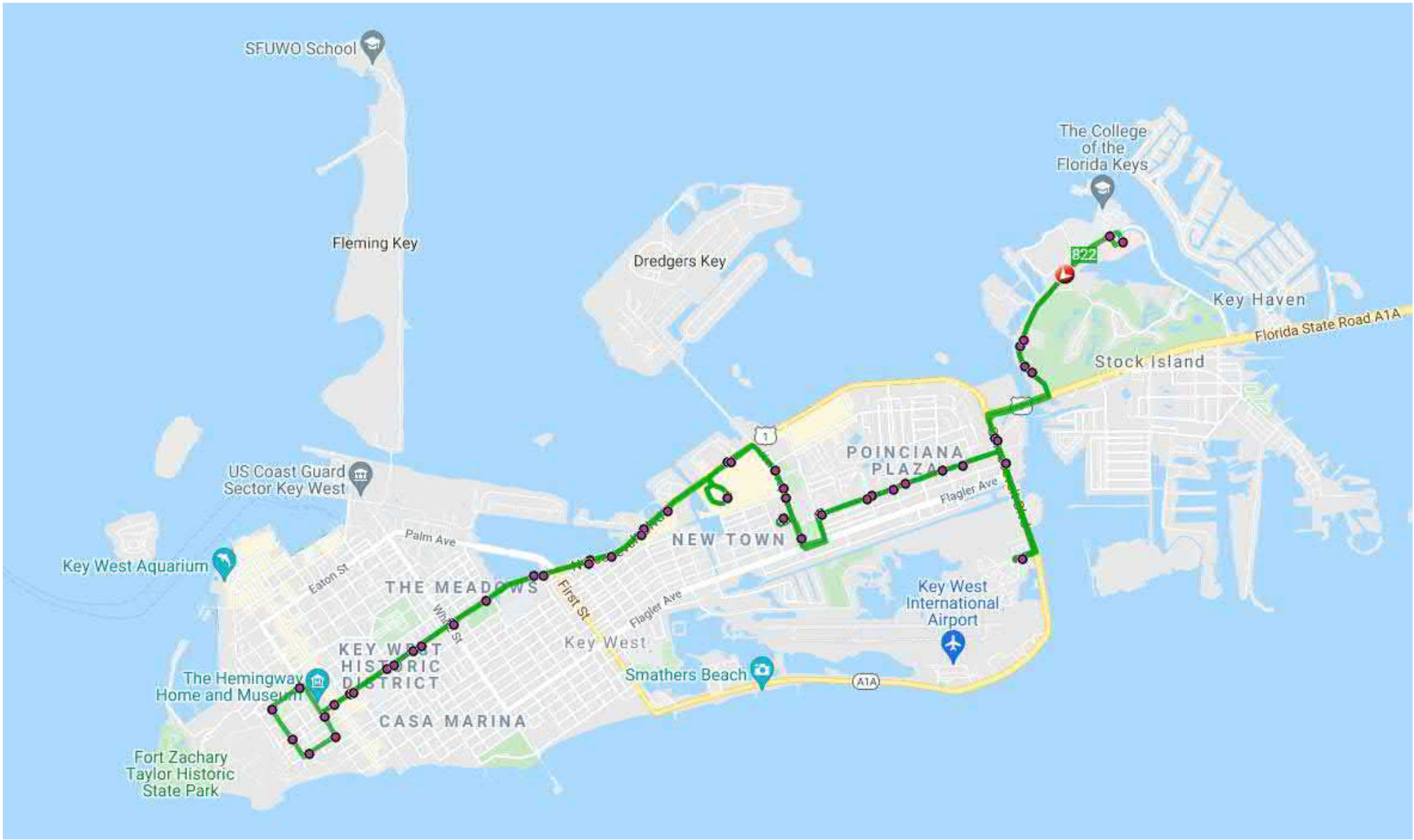
Ref #	Key	Project Description	Implementation Schedule	Additional Comments/Information
		Monroe, maybe as a pilot program focusing on high crash locations; explore the use of Big Data, Digital Twinning, and/or AI Tools		
160	Multiple	Coordinate with the Monroe County Sherriff's Department to recruit Certified Traffic Homicide Investigators (THI) in Monroe County	Mid-term	
161	Multiple	Conduct a study to evaluate the feasibility of implementing Aerial Taxis/Vertiports/eVOTL within Monroe County	Mid-term	Coordination with FDOT, Naval Base, Key West Airport, Marathon Airport, FAA and private air taxi operators; requires public involvement
162	Multiple	Conduct a study to determine the feasibility of improving bus stop amenities such as shelters, Wi-Fi, bike racks, seating, lighting, driver notification push buttons, etc. along US 1	Mid-term	Requires coordination with FDOT, Key West Transit, and Miami-Dade Transit; potential R/W impacts
163	Multiple	Conduct an evaluation study to prioritize locations that need bus bays. Bus bays for 15 locations are already funded through FDOT	Mid-term	Requires coordination with FDOT, Key West Transit, and Miami-Dade Transit; potential right-of-way impacts
164	Multiple	Key West Transit is exploring options for the installation of an Automated Vehicle Location (AVL) system for buses	Key West Transit is Evaluating	
165	Multiple	Key West Transit is developing an enhanced transit app that will provide additional payment options	Key West Transit is Evaluating	
172	Multiple	Conduct a feasibility review to add additional bus stops in Long Key and near Angler's Park in Key Largo.	Mid-term	Requires coordination with Miami-Dade Transit
166	Multiple	Develop a Mobility On-Demand Application to assist users with trip planning and mobility options along US 1	Long-term	Consider the Key West Transit application and AVL system as part of this study
167	Multiple	Evaluate the feasibility of implementing Automated Buses. Conduct a Roadway Readiness Analysis Study to identify infrastructure and system needs to support automated buses. Two potential areas: Stock Island to Marathon or the proposed connector	Long-term	Requires coordination with transit agencies and public acceptance

Ref #	Key	Project Description	Implementation Schedule	Additional Comments/Information
		between the Mobility Hub and Key West		
168	Multiple	Coordinate with FDOT for the implementation of Electric Vehicle Infrastructure (Charging stations, Smart Power Lane) along US 1	Long-term	
169	Multiple	Conduct a study to evaluate the feasibility of providing aerial gondolas at locations with high percentages of short trips (less than 3 miles). Potential locations could include Islamorada, Stock Island, and Key West	Long-term	Requires coordination with stakeholders and public involvement. Land acquisition may be needed for transfer stations and support structures
170	Multiple	Conduct a study to determine the locations for and feasibility of implementing Queue Jumpers at signalized intersection along US 1. These improvements will help reduce delay to transit vehicles	Long-term	Requires coordination with FDOT, Miami-Dade Transit, and City of Key West
171	Multiple	Conduct a feasibility study to provide a new bridge between Stock Island and Key West (two potential options: 5th Avenue to Douglas Circle or Projected 13th Avenue to Thompson Island)	Long-term	Right-of-way, Environmental and Community Impacts will require extensive research and/or coordination
173	Multiple	The City of Key West proposed a modified Lower Keys Shuttle to end at the new Key West Intermodal Center	Long-term	This is one of the proposed improvements in the Key West Transit Development Plan (2019)
174	Multiple	The City of Key West proposed a new Key West Intermodal Center Transit Connector that will provide service from the Intermodal Center to downtown Key West	Long-term	This is one of the proposed improvements in the Key West Transit Development Plan (2019)
175	Multiple	Conduct a feasibility study to determine locations for Part-Time Shoulder Use by buses along US 1	Long-term	Requires coordination with FDOT, Miami-Dade Transit, and Key West Transit
176	Multiple	Evaluate the feasibility of unifying multi-agency transit system (KWT & MDT) with a service operated by a single provider	Long-term	Will require extensive coordination and interagency agreements
177	Multiple	Evaluate parking facilities and determine possibilities to provide additional public parking. Consider a Parking Management System to manage parking and provide real-time information to users regarding parking availability	Long-term	Requires coordination with the City of Key West; potential R/W impacts

Ref #	Key	Project Description	Implementation Schedule	Additional Comments/Information
178	Multiple	Conduct a study to evaluate the feasibility of extending the current Microwave Backbone into Key West. Currently the traffic signals in Key West are connected via cellular and the Microwave back bone ends on Stock Island	Long-term	Requires coordination with FDOT and City of Key West
179	Multiple	Conduct a warrant study for pedestrian bridges over US-1 at school crossings (Coral Shores Hight School was specifically mentioned)	Long-term	Requires coordination with FDOT and Monroe County School Board; requires public involvement

APPENDIX A – Transit Route Maps

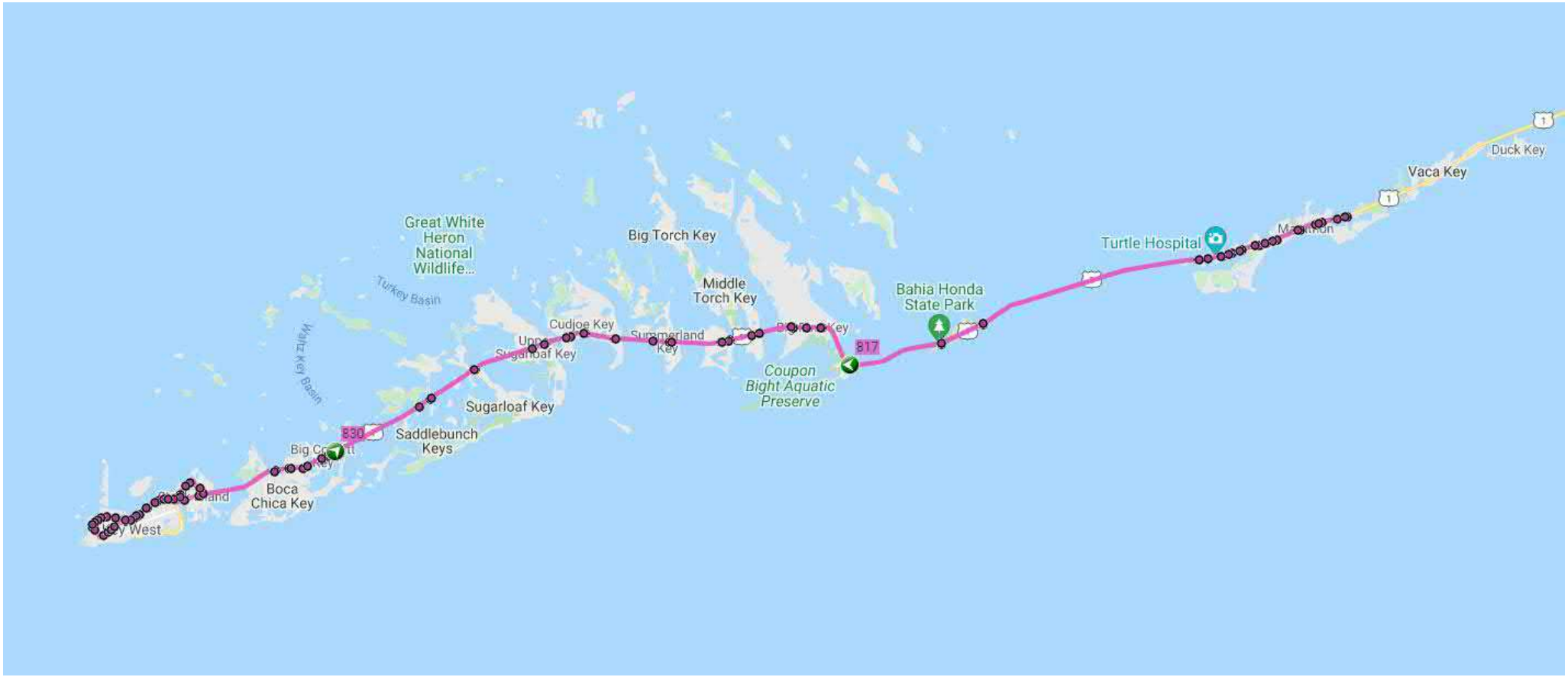
NORTH LINE


SFUWO School
Fleming Key
Dredgers Key
The College of the Florida Keys
822
Key Haven
Florida State Road A1A
Stock Island
US Coast Guard Sector Key West
POINCIANA PLAZA
Flagler Ave
Palm Ave
NEW TOWN
Key West Aquarium
Eaton St
THE MEADOWS
First St
Flagler Ave
Key West International Airport
KEY WEST HISTORIC DISTRICT
Key West
The Hemingway Home and Museum
Smathers Beach
A1A
CASA MARINA
Fort Zachary Taylor Historic State Park

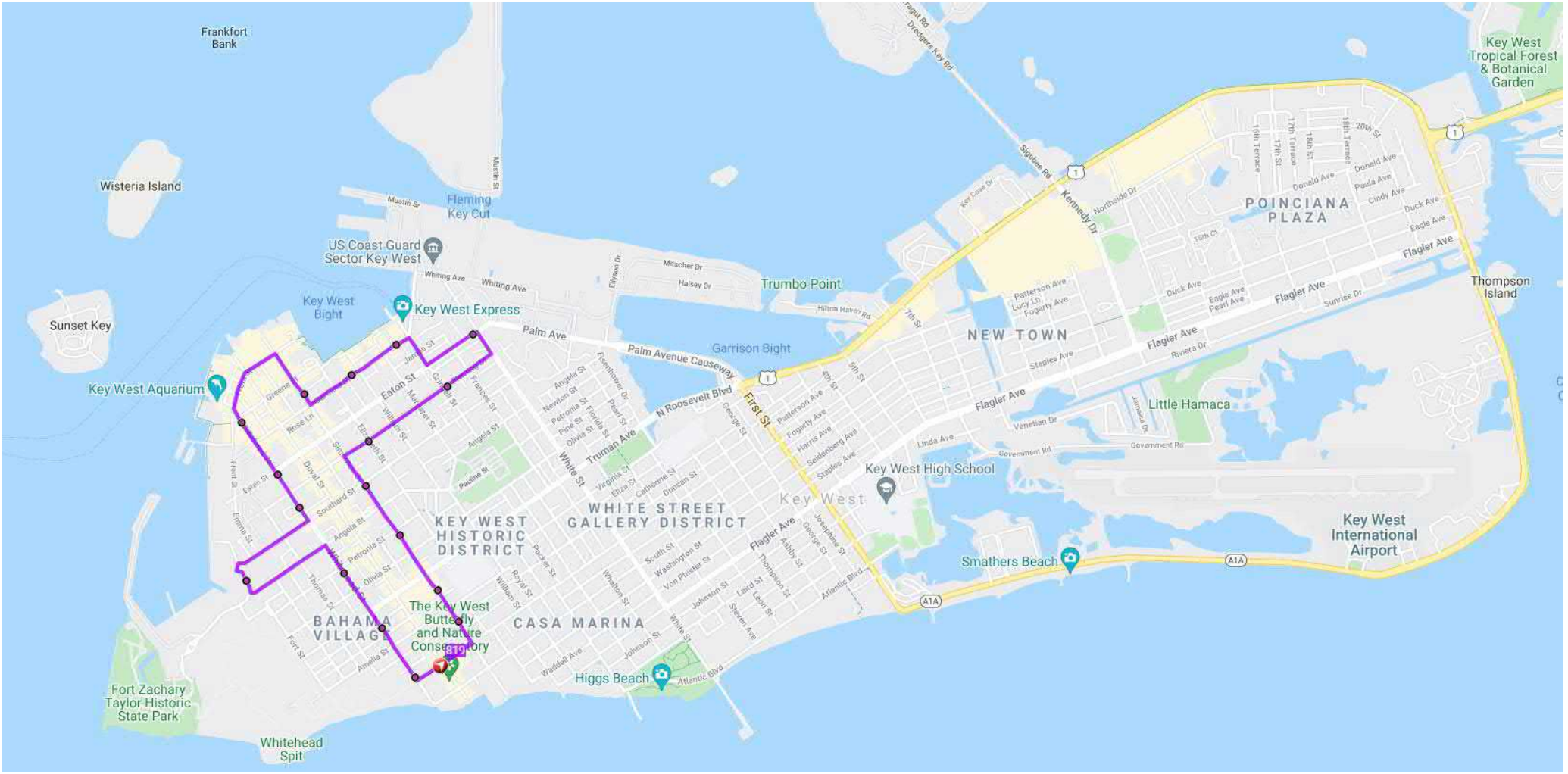
SOUTH LINE

SFUWO School
Fleming Key
Dredgers Key
The College of the Florida Keys
820
Key Haven
Florida State Road A1A
Stock Island
POINCIANA PLAZA
US Coast Guard Sector Key West
Palm Ave
N Roosevelt Blvd
NEW TOWN
Kennedy Dr
Key West Aquarium
Eaton St
THE MEADOWS
First St
Flagler Ave
White St
Key West International Airport
KEY WEST HISTORIC DISTRICT
Key West
Smathers Beach
The Hemingway Home and Museum
CASA MARINA
Fort Zachary Taylor Historic State Park

LOWER KEYS SHUTTLE

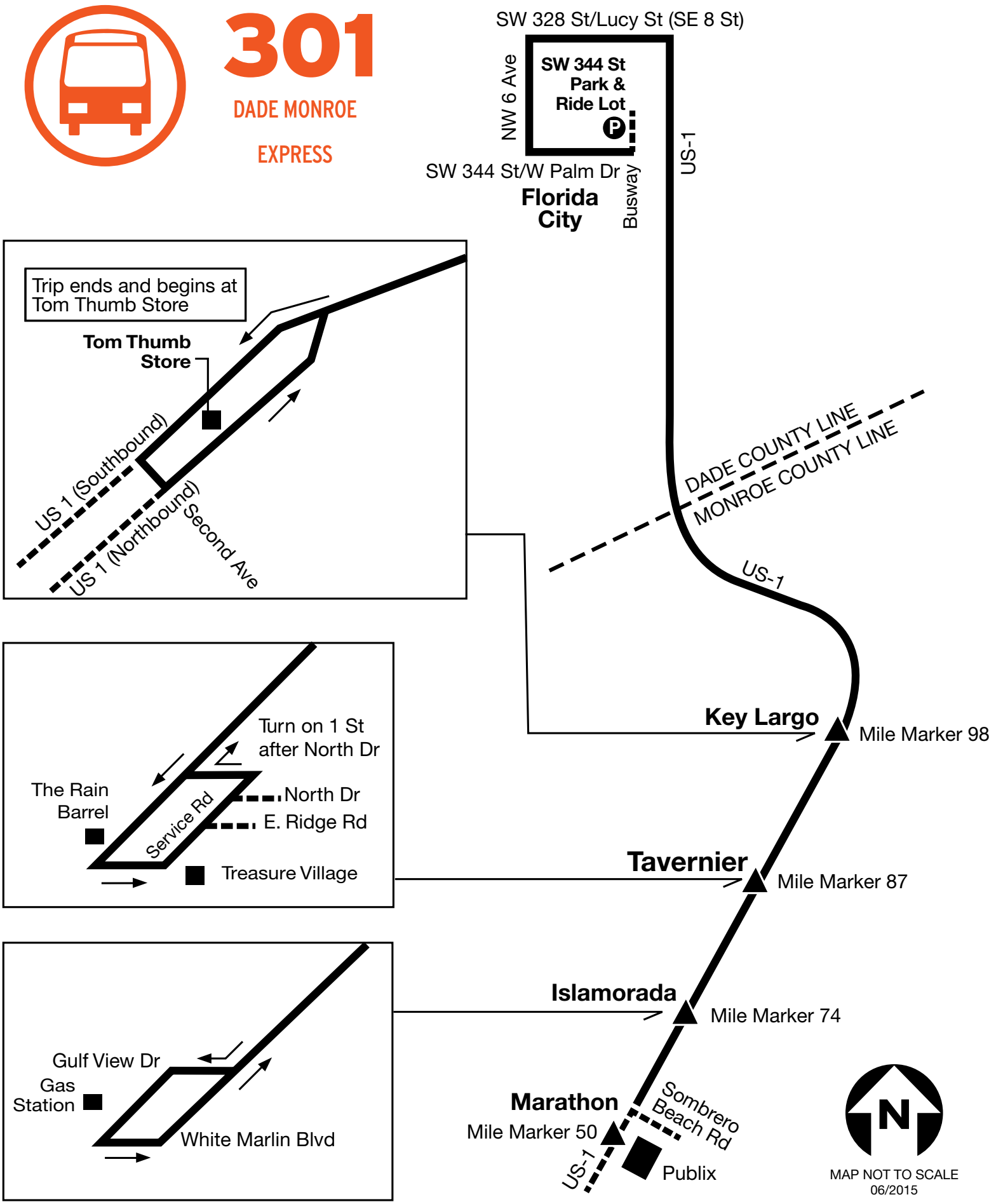


DUVAL LOOP


Frankfort Bank
Wisteria Island
Fleming Key Cut
US Coast Guard Sector Key West
Key West Bight
Key West Express
Sunset Key
Key West Aquarium
Trumbo Point
Garrison Bight
Palm Ave
Palm Avenue Causeway
N Roosevelt Blvd
First St
Eaton St
Truman Ave
White St
KEY WEST HISTORIC DISTRICT
WHITE STREET GALLERY DISTRICT
BAHAMA VILLAGE
CASA MARINA
The Key West Butterfly and Nature Conservatory
Higgs Beach
Fort Zachary Taylor Historic State Park
Whitehead Spit
Key West
NEW TOWN
POINCIANA PLAZA
Kennedy Dr
Flagler Ave
Key West High School
Little Hamaca
Smathers Beach
Key West International Airport
Thompson Island
Key West Tropical Forest & Botanical Garden
A1A

301

DADE MONROE EXPRESS



MAP NOT TO SCALE
06/2015

APPENDIX B – Programmed and Planned Project Summaries

FDOT Work Program Project List

FDOT Five-Year Work Program Project Summary

Item Number	Type of Work	Description	Category Name	Phase Name
250548 8	WIDEN/RESURFACE EXIST LANES	SR A1A/S. ROOSEVELT FROM BERTHA STREET TO END OF SMATHERS BEACH	Highways	Construction
252228 1	PLANNING MODELS/DATA UPDATE	MONROE COUNTY LONG RANGE TRANSPORT PLAN	Transportation Planning	Planning
252228 2	PLANNING MODELS/DATA UPDATE	MONROE COUNTY LONG RANGE TRANSPORTATION PLAN	Transportation Planning	Planning
252228 3	PLANNING MODELS/DATA UPDATE	MONROE COUNTY LONG RANGE TRANSPORTATION PLAN	Transportation Planning	Planning
410734 1	AVIATION REVENUE/OPERATIONAL	MONROE CO. AIRPORTS AIRPORT IMPROVEMENTS DDR & DPTO CONTINGENCY	Aviation	Capital
413721 2	BRIDGE-REPAIR/REHABILITATION	SR 5/OLD 7 MI BRIDGE FROM KNIGHTS KEY TO PIGEON KEY	Highways	Construction
414545 1	FERRY BOAT/WATER TAXI	OLD 7-MILE BRIDGE WATER TAXI/FERRY SERVICE	Highways	Construction
415173 7	OPERATING FOR FIXED ROUTE	CITY OF KEY WEST - DOT: LOWER KEYS SHUTTLE BUS SERVICE	Transit	Operations
434684 4	MISCELLANEOUS CONSTRUCTION	TRAFFIC OPERATIONS PUSHBUTTON CONSTRUCTION IN MONROE COUNTY	Highways	Construction
434684 5	MISCELLANEOUS CONSTRUCTION	TRAFFIC OPERATIONS PUSHBUTTON CONSTRUCTION IN MONROE COUNTY	Highways	Construction
434684 6	MISCELLANEOUS CONSTRUCTION	TRAFFIC OPERATIONS PUSHBUTTON CONSTRUCTION IN MONROE COUNTY	Highways	Construction
434684 7	MISCELLANEOUS CONSTRUCTION	TRAFFIC OPERATIONS PUSHBUTTON CONSTRUCTION IN MONROE COUNTY	Highways	Construction
434896 3	OPERATING FOR FIXED ROUTE	CITY OF KEY WEST-DOT - FTA SECTION 5311 OPERATING ASSISTANCE	Freight Logistics And Passenger Operations Program: Transit	Operations
434896 4	OPERATING FOR FIXED ROUTE	CITY OF KEY WEST-DOT - FTA SECTION 5311 OPERATING ASSISTANCE	Freight Logistics And Passenger Operations Program: Transit	Operations
434896 5	OPERATING FOR FIXED ROUTE	CITY OF KEY WEST-DOT - FTA SECTION 5311 OPERATING ASSISTANCE	Freight Logistics And Passenger Operations Program: Transit	Operations
434896 6	OPERATING FOR FIXED ROUTE	CITY OF KEY WEST-DOT - FTA SECTION 5311 OPERATING ASSISTANCE	Freight Logistics And Passenger Operations Program: Transit	Operations
434896 7	OPERATING FOR FIXED ROUTE	CITY OF KEY WEST-DOT - FTA SECTION 5311 OPERATING ASSISTANCE	Freight Logistics And Passenger Operations Program: Transit	Operations
435511 1	WAYSIDE PARK	MONROE COUNTY LOWER KEYS SCENIC HIGHWAY VIEWING AREA	Miscellaneous	Construction
436702 3	OPERATING FOR FIXED ROUTE	CITY OF KEY WEST-DOT - STATE TRANSIT BLOCK GRANT	Freight Logistics And Passenger Operations Program: Transit	Operations
436702 4	OPERATING FOR FIXED ROUTE	CITY OF KEY WEST-DOT - STATE TRANSIT BLOCK GRANT	Freight Logistics And Passenger Operations Program: Transit	Operations
436702 5	OPERATING FOR FIXED ROUTE	CITY OF KEY WEST-DOT - STATE TRANSIT BLOCK GRANT	Freight Logistics And Passenger Operations Program: Transit	Operations
436702 6	OPERATING FOR FIXED ROUTE	CITY OF KEY WEST-DOT - STATE TRANSIT BLOCK GRANT	Freight Logistics And Passenger Operations Program: Transit	Operations

FDOT Five-Year Work Program Project Summary

Item Number	Type of Work	Description	Category Name	Phase Name
436702 7	OPERATING FOR FIXED ROUTE	CITY OF KEY WEST-DOT - STATE TRANSIT BLOCK GRANT	Freight Logistics And Passenger Operations Program: Transit	Operations
438664 2	AVIATION REVENUE/OPERATIONAL	FL KEYS MARATHON AIRPORT ESSENTIAL AIRPORT EQUIPMENT	Freight Logistics And Passenger Operations Program: Aviation	Capital
438666 2	AVIATION REVENUE/OPERATIONAL	KEY WEST INT'L AIRPORT ESSENTIAL AIRPORT EQUIPMENT	Freight Logistics And Passenger Operations Program: Aviation	Capital
438680 2	AVIATION PRESERVATION PROJECT	FL KEYS MARATHON AIRPORT ENVIRONMENTAL ASSESSMENT	Freight Logistics And Passenger Operations Program: Aviation	Capital
439285 2	PTO STUDIES	KEY WEST INT'L AIRPORT PLANNING STUDIES	Freight Logistics And Passenger Operations Program: Aviation	Capital
439286 2	PTO STUDIES	FLORIDA KEYS MARATHON AIRPORT PLANNING STUDIES	Freight Logistics And Passenger Operations Program: Aviation	Capital
440909 2	BIKE PATH/TRAIL	SR 5/US 1 FROM UPPER SUGARLOAF KEY TO LOWER SUGARLOAF KEY	Highways	Construction
441363 2	AVIATION SECURITY PROJECT	FL KEYS MARATHON INT'L AIRPORT BUILDING AND SECURITY IMPROVEMENTS	Freight Logistics And Passenger Operations Program: Aviation	Capital
441383 2	AVIATION SECURITY PROJECT	KEY WEST INT'L AIRPORT BUILDING AND SECURITY IMPROVEMENTS	Freight Logistics And Passenger Operations Program: Aviation	Capital
441745 1	BIKE PATH/TRAIL	FLORIDA KEYS HERITAGE TRAIL CONNECTION AT CUDJOE GARDENS	Miscellaneous	Construction
441964 1	BRIDGE-REPAIR/REHABILITATION	SR 5/US 1 LONG KEY BRIDGE OVER LONG KEY CHANNEL (BRIDGE 900094)	Highways	Construction
441968 1	BRIDGE-REPAIR/REHABILITATION	SR 5/OVERSEAS HWY LIGNUMVITAE CHANNEL OVER LIGNUMVITAE CHANNEL(900096)	Highways	Construction
441974 1	TRAFFIC OPS IMPROVEMENT	SR 5/US 1/OVERSEAS HWY AT BURTON DR INTERSECTION	Highways	Construction
442419 1	AVIATION PRESERVATION PROJECT	KEY WEST INT'L AIRPORT AIRFIELD IMPROVEMENTS	Freight Logistics And Passenger Operations Program: Aviation	Capital
442421 1	AVIATION PRESERVATION PROJECT	FL KEYS MARATHON AIRPORT AIRFIELD IMPROVEMENTS	Freight Logistics And Passenger Operations Program: Aviation	Capital
442670 1	PD&E/EMO STUDY	SNAKE CREEK BRIDGE FEASIBILITY STUDY	Highways	PD & E
442670 2	PD&E/EMO STUDY	SNAKE CREEK BRIDGE PD&E STUDY	Highways	PD & E
443182 2	FLEXIBLE PAVEMENT RECONSTRUCT.	SR-5/US-1 OVERSEAS HIGHWAY FROM MM 74.489 TO 74.571	Highways	Construction
443865 1	MISCELLANEOUS CONSTRUCTION	BIG PINE KEY KOEHAN SUBDIVISON RDS RESURFACE/REHABILITATE/RECONSTRUCT	Miscellaneous	Construction
443892 1	RESURFACING	SR 5/WHITEHEAD STREET FROM FLEMING STREET TO WEST OF TRUMAN AVENUE	Highways	Construction
443893 1	RESURFACING	SR 5/OVERSEAS HWY. FROM S OF TOLLGATE BLVD TO LIGNUMVITAE CHANNEL	Highways	Construction
443893 2	TRAFFIC OPS IMPROVEMENT	SR 5/US-1/OVERSEAS HWY FROM MM 70.00 TO 80.00	Highways	Construction
443895 1	RESURFACING	SR 5/OVERSEAS HWY. FROM MM 32.98 TO MM 36.57	Highways	Construction

FDOT Five-Year Work Program Project Summary

Item Number	Type of Work	Description	Category Name	Phase Name
443897 1	RESURFACING	SR 5/OVERSEAS HWY. FROM MM 31.4 TO MM 32.5	Highways	Construction
443898 1	RESURFACING	SR 5/OVERSEAS HWY. FROM MM 19.4 TO 19.8 AND MM 20.6 TO 23.1	Highways	Construction
443900 1	PAVEMENT ONLY RESURFACE (FLEX)	SR 5 FRONTAGE ROAD AT BOCA CHICA KEY	Highways	Construction
443920 1	RESURFACING	SR 5/OVERSEAS HWY. FROM MM 26.2 TO MM 27.4	Highways	Construction
443921 1	RESURFACING	SR 5/OVERSEAS HWY. NORTHBOUND FROM MM 97.0 TO MM 100.0	Highways	Construction
444124 1	FUNDING ACTION	D/W CONTINGENCY FOR SMALL COUNTY OUTREACH PROGRAM	Highways	Construction
444334 1	CAPITAL FOR FIXED ROUTE	KEY WEST TRANSIT - FTA SECTION 5324 EMERGENCY RELIEF (HURRICANE IRMA)	Freight Logistics And Passenger Operations Program: Transit	Capital
444447 1	SEAPORT CAPACITY PROJECT	PORT OF KEY WEST - T-PIER EXTENSION AND MANOPOLE INSTALLATION	Freight Logistics And Passenger Operations Program: Seaport	Capital
444490 1	PRELIMINARY ENGINEERING	DISTRICTWIDE RIGHT OF WAY MAP UPDATES AND DEVELOPMENT	Miscellaneous	Preliminary Engineering
444920 1	TRAFFIC SIGNALS	SR 5/US 1 FL KEYS CONNECTED VEHICLES PILOT PROJECT	Highways	Design Build
445609 1	BRIDGE OPERATIONS	STRUCTURE INSPECTIONS - MONROE COUNTY	Maintenance	Bridge/Roadway/ Contract Maintenance
445609 2	BRIDGE OPERATIONS	STRUCTURE INSPECTIONS - MONROE COUNTY	Maintenance	Bridge/Roadway/ Contract Maintenance
445609 3	BRIDGE OPERATIONS	STRUCTURE INSPECTIONS - MONROE COUNTY	Maintenance	Bridge/Roadway/ Contract Maintenance
446005 1	RESURFACING	SR 5/US-1/OVERSEAS HIGHWAY FROM MM 108.4 TO MM 112.8	Highways	Construction
446007 1	RESURFACING - RIDE ONLY	SR A1A/S ROOSEVELT BLVD FROM GO TO LANE TO N OF ROOSEVELT BLVD	Highways	Construction
446011 1	RESURFACING	SR5/US-1/N ROOSEVELT BLVD FROM EISENHOWER DR TO S ROOSEVELT	Highways	Construction
446126 1	PEDESTRIAN SAFETY IMPROVEMENT	CITY OF KEY WEST - FINAL MILE MODE SHIFT BIKE FACILITIES FOR BUS RTS	Miscellaneous	Construction
446178 1	BRIDGE-REPAIR/REHABILITATION	SR5/US1 OVERSEAS HWY OVER NORTH HARRIS CHANNEL BRIDGE #900109	Highways	Construction
446184 1	BRIDGE-REPAIR/REHABILITATION	SR 5/US-1 OVERSEAS HWY OVER TORCH KEY CHANNEL - BRIDGE # 900113	Highways	Construction
446186 1	BRIDGE-REPAIR/REHABILITATION	SR5/US1 OVERSEAS HWY OVER SPANISH HARBOR CHANNEL - BRIDGE #900106	Highways	Construction
446187 1	BRIDGE-REPAIR/REHABILITATION	SR5/US1 OVERSEAS HWY OVER OHIO-MISSOURI CHANNEL - BRIDGE # 900104	Highways	Construction
446191 1	BRIDGE-REPAIR/REHABILITATION	SR5/US1-OVERSEAS HWY OVER TEA TABLE RELIEF - BRIDGE # 900088	Highways	Construction
446192 1	BRIDGE-REPAIR/REHABILITATION	SR5/US1 OVERSEAS HWY OVER BAHIA HONDA CHANNEL - BRIDGE 900016 & 900045	Highways	Preliminary Engineering
446231 1	BRIDGE-REPAIR/REHABILITATION	SR5/US1 OVERSEAS HWY SEVEN MILE BRIDGE OVER MOSER CHANNEL- BR# 900101	Highways	Preliminary Engineering
446325 1	MODAL SYSTEMS PLANNING	MONROE COUNTY FREIGHT PLAN STUDY	Freight Logistics And Passenger Operations Program: Multimodal	PD & E
447753 1	BRIDGE-REPAIR/REHABILITATION	SR-5/OVERSEAS HWY OVER OHIO BAHIA HONDA CHANNEL BRIDGE 900105	Highways	Preliminary Engineering

FDOT Five-Year Work Program Project Summary

Item Number	Type of Work	Description	Category Name	Phase Name
447754 1	BRIDGE-REPAIR/REHABILITATION	SR 5/OVERSEAS HWY OVER NORTH PINE CHANNEL BRIDGE 900110	Highways	Preliminary Engineering
447769 1	BRIDGE REPLACEMENT	CARD SOUND ROAD AT TUBBYS CREEK BRIDGE #904982	Highways	Construction
447770 1	BRIDGE REPLACEMENT	CARD SOUND ROAD AT MOSQUITO CREEK BRIDGE #904984	Highways	Construction
447806 1	RESURFACING	SR 5/US-1/OVERSEAS HIGHWAY FROM MM 36.6 TO MM 38.4	Highways	Construction
447810 1	RESURFACING	SR 5/US-1/OVERSEAS HWY FROM MM 87.16 TO MM 90.02 (PLANTATION KEY)	Highways	Construction
447893 1	AVIATION PRESERVATION PROJECT	FLORIDA KEYS MARATHON AIRPORT TERMINAL REHAB AND SECURITY LIGHTING	Freight Logistics And Passenger Operations Program: Aviation	Capital
447911 1	AVIATION CAPACITY PROJECT	KEY WEST INT'L AIRPORT TERMINAL CONCOURSE A	Freight Logistics And Passenger Operations Program: Aviation	Capital
447978 1	AVIATION CAPACITY PROJECT	KEY WEST INTERNATIONAL AIRPORT - AIRCRAFT OVERFLOW PARKING	Freight Logistics And Passenger Operations Program: Aviation	Capital
448253 1	FIXED CAPITAL OUTLAY	MARATHON OFFICE BUILDING - EXTERIOR PAINTING AND CLEANING	Maintenance	Bridge/Roadway/ Contract

FDEP Florida Keys Overseas Heritage Trail Improvement Summary

Table 7. Existing U.S. Highway 1 / Historic Bridge Conditions along the Florida Keys Overseas Heritage Trail Corridor

Channel Name		Existing Bridge Condition	Span Length	Trail Status on Bridge	Separated Pedestrian Facilities on Bridge	Bike Lane Markings on Bridge Shoulder	Short-term Design Recommendations	Long-term Design Recommendations
Marvin D. Adams Waterway MM 103.6		Open; 4 Lanes; Separated	120 ft	Incomplete; Open to trail users	None; separate trail bridge to north	None	Install physical markers between bike lane and travel lane; Install signage cautioning trail users that the trail merges with the bridge shoulder	Install separated multi-use path on bridge or replicate county trail bridge
Tavernier Creek MM 91		Open; 4 Lanes; Separated	320 ft	Complete; Open to trail users	Yes	Yes	Install physical markers between bike lane and travel lane; Install signage cautioning trail users that the trail merges with the bridge shoulder	Widen separated sidewalk to allow for cyclists
Snake Creek MM 86		Open; 2 Lanes; Draw Bridge	860 ft	Incomplete; Open to trail users	None	Bike Lane leads to bridge shoulder; No bike lane markings on bridge	Install physical markers between bike lane and travel lane; Install signage cautioning trail users that the trail merges with the bridge shoulder	Install separated multi-use path on bridge
Whale Harbor Channel MM 84		Open; 2 Lanes	680 ft	Incomplete; Open to trail users	None	Bike Lane leads to bridge shoulder; No bike lane markings on bridge	Install physical markers between bike lane and travel lane; Install signage cautioning trail users that the trail merges with the bridge shoulder	Install separated multi-use path on bridge
Tea Table Relief Channel MM 80		Open; 2 Lanes	280 ft	Incomplete; Open to trail users	None	Separated trail leads to bridge shoulder; No bike lane markings on bridge	Install physical markers between bike lane and travel lane; Install signage cautioning trail users that the trail merges with the bridge shoulder	Install separated multi-use path on bridge
Tea Table Key Channel MM 79		Open; 2 Lanes	735 ft	Incomplete; Open to trail users	None	Separated trail leads to bridge shoulder; No bike lane markings on bridge	Install physical markers between bike lane and travel lane; Install signage cautioning trail users that the trail merges with the bridge shoulder	Install separated multi-use path on bridge
Indian Key Channel MM 78		Open; 2 Lanes	2,040 ft	Incomplete; Open to trail users	None	None	Install physical markers between bike lane and travel lane; Install signage cautioning trail users that the trail merges with the bridge shoulder	Install separated multi-use path on bridge
Lignumvitae Channel MM 78		Open; 2 Lanes	900 ft	Incomplete; Open to trail users	None	Separated trail leads to bridge shoulder;No bike lane markings on bridge	Install physical markers between bike lane and travel lane; Install signage cautioning trail users that the trail merges with the bridge shoulder	Install separated multi-use path on bridge
Channel Two MM 73	**New Bridge**	Open; 2 Lanes	1,890 ft	Trail on historic bridge	None	None	None;Trail on adjacent historic bridge	None; Trail on adjacent historic bridge
	Historic Bridge	Open	1,890 ft	Complete; Open to trail users	N/A	N/A	None; Complete	None; Complete
Channel Five MM 71	**New Bridge**	Open; 2 Lanes	4,920 ft	Incomplete; Open to trail users	None	Bike lane markings lead to bridge shoulder	Install physical markers between bike lane and travel lane; Install signage cautioning trail users that the trail merges with the bridge shoulder	Install separated multi-use path on bridge
	Historic Bridge	Open; Navigational Break; Scenic overlook and fishing pier	4,920 ft	Trail to merge with US1 bridge	N/A	N/A	Improve fishing pier and scenic overlook off of Craig Key	None
Long Key Channel MM 65	**New Bridge**	Open; 2 Lanes	2.3 mi	Trail on historic bridge	None	None	None; Trail on adjacent historic bridge	None; Trail on adjacent historic bridge
	Historic Bridge	Open	2.3 mi	Complete; Open to trail users	N/A	N/A	None; Complete	None; Complete
Tom's Harbor Cut MM 62	**New Bridge**	Open; 2 Lanes	1,340 ft	Trail on historic bridge	None	None	None; Trail on adjacent historic bridge	None; Trail on adjacent historic bridge
	Historic Bridge	Open	1,340 ft	Complete; Open to trail users	N/A	N/A	None; Complete	None; Complete
Tom's Harbor Channel MM 61	**New Bridge**	Open; 2 Lanes	1,520 ft	Trail on historic bridge	None	None	None; Trail on adjacent historic bridge	None; Trail on adjacent historic bridge
	Historic Bridge	Open	1,520 ft	Complete; Open to trail users	N/A	N/A	None; Complete	None; Complete
Vaca Cut MM 53		Open; 4 lanes; Separated	410 ft	Complete; Open to trail users	Yes	None	None; Complete	None; Complete
7-Mile MM 44	**New Bridge**	Open; 2 lanes	6.78 mi	Incomplete; Open to trail users	No	No	Install physical markers between bike lane and travel lane; Install signage cautioning trail users that the trail merges with the bridge shoulder	Install separated multi-use path on bridge; Utilitze bike ferry concession
	Historic Bridge	Closed; Navigational Break; Scenic overlook and fishing pier	6.78 mi	Trail to merge with US1 bridge and utilize bike ferry concession	N/A	N/A	Improve fishing pier and scenic overlook; Repair bridge to Pigeon Key	None
Missouri - Little Duck Channel MM 40	**New Bridge**	Open; 2 lanes	900 ft	Incomplete: Open to trail users	None	None	None; Trail on adjacent historic bridge	None; Trail on adjacent historic bridge
	Historic Bridge	Closed	900 ft	Incomplete; Closed	N/A	N/A	Remove cantilevers; Finish trail	None
Ohio - Missouri Channel MM 39	**New Bridge**	Open; 2 lanes	1,480 ft	Incomplete; Open to trail users	None	None	None; Trail on adjacent historic bridge	None; Trail on adjacent historic bridge
	Historic Bridge	Closed	1,480 ft	Incomplete; Closed	N/A	N/A	Remove cantilevers; Finish trail	None
Ohio - Bahia Honda Channel MM 39	**New Bridge**	Open; 2 lanes	1,100 ft	Incomplete; Open to trail users	None	None	None; Trail on adjacent historic bridge	None; Trail on adjacent historic bridge
	Historic Bridge	Closed	1,100 ft	Incomplete; Closed to trail users	N/A	N/A	Remove cantilevers; Finish trail	None
Bahia Honda Channel MM 36	**New Bridge**	Open; 4 lanes; Separated	1.27 mi	Incomplete; Open to trail users	None	None	Install physical markers between bike lane and travel lane; Install signage cautioning trail users that the trail merges with the bridge shoulder	Install separated multi-use path on bridge
	Historic Bridge	Closed	1.27 mi	Navigational Break; Designated fishing pier and scenic overlook	N/A	N/A	Improve scenic overlook at Bahia Honda State Park	None
Spanish Harbor Channel MM 33	**New Bridge**	Open; 2 lanes	3,480 ft	Incomplete; Open to trail users	None	None	None; Trail on adjacent historic bridge	None; Trail on adjacent historic bridge
	Historic Bridge	Closed	3,480 ft	Incomplete; Closed to trail users	N/A	N/A	Repair bridge; Finish trail	None
North Pine Channel MM 29		Open; 2 lanes	740 ft	Incomplete; Open to trail users	None	None	Install physical markers between bike lane and travel lane; Install signage cautioning trail users that the trail merges with the bridge shoulder	Install separated multi-use path on bridge

Table 7. Existing U.S. Highway 1 / Historic Bridge Conditions along the Florida Keys Overseas Heritage Trail Corridor

Channel Name		Existing Bridge Condition	Span Length	Trail Status on Bridge	Separated Pedestrian Facilities on Bridge	Bike Lane Markings on Bridge Shoulder	Short-term Design Recommendations	Long-term Design Recommendations
South Pine Channel MM 29	New Bridge	Open; 2 lanes	930 ft	Incomplete; Open to trail users	None	Yes	None; Trail on adjacent historic bridge	None; Trail on adjacent historic bridge
	Historic Bridge	Closed	930 ft	Incomplete; Closed to trail users	N/A	N/A	Remove cantilevers; Repair bridge	None
Torch Channel MM 28		Open; 2 lanes	820 ft	Incomplete; Open to trail users	None	Yes	Install physical markers between bike lane and travel lane; Install signage cautioning trail users that the trail merges with the bridge shoulder	Install separated multi-use path on bridge
Torch Ramrod Channel MM 28		Open; 2 lanes	650 ft	Incomplete; Open to trail users	None	Yes	Install physical markers between bike lane and travel lane; Install signage cautioning trail users that the trail merges with the bridge shoulder	Install separated multi-use path on bridge
Niles Channel MM 26	New Bridge	Open; 2 lanes	4,550 ft	Incomplete; Open to trail users	None	None	Install physical markers between bike lane and travel lane; Install signage cautioning trail users that the trail merges with the bridge shoulder	Install separated multi-use path on bridge
	Historic Bridge	Closed	4,550 ft	Navigational Break; Designated fishing pier and scenic overlook	N/A	N/A	Improve fishing pier and scenic overlook	None
Kemp Channel MM 24	New Bridge	Open; 2 lanes	1,110 ft	Incomplete; Open to trail users	None	None	None; Trail on adjacent historic bridge	None; Trail on adjacent historic bridge
	Historic Bridge	Closed	1,110 ft	Incomplete; Closed to trail users	N/A	N/A	Repair bridge; Finish trail	None
Bow Channel MM 20	New Bridge	Open; 2 lanes	1,480 ft	Incomplete; Open to trail users	None	None	None; Trail on adjacent historic bridge	None; Trail on adjacent historic bridge
	Historic Bridge	Open	1,480 ft	Incomplete; Open to trail users	N/A	N/A	Remove cantilevers; Finish Trail	None
Park Channel MM 19	New Bridge	Open; 2 lanes	820 ft	Incomplete; Open to trail users	None	None	None; Trail on adjacent historic bridge	None; Trail on adjacent historic bridge
	Historic Bridge	Open; No Facilities	820 ft	Incomplete; Open to trail users	N/A	N/A	Remove cantilevers; Finish Trail	None
North Harris Channel MM 18		Open; 2 lanes	440 ft	Incomplete; Open to trail users	None	Bike lane markings lead to bridge shoulder	Install physical markers between bike lane and travel lane; Install signage cautioning trail users that the trail merges with the bridge shoulder	Install separated multi-use path on bridge
Harris Gap Channel MM 18		Open; 2 lanes	110 ft	Incomplete; Open to trail users	None	Bike lane markings lead to bridge shoulder	Install physical markers between bike lane and travel lane; Install signage cautioning trail users that the trail merges with the bridge shoulder	Install separated multi-use path on bridge
Harris Channel MM 17		Open; 2 lanes	440 ft	Incomplete; Open to trail users	None	Bike lane markings lead to bridge shoulder	Install physical markers between bike lane and travel lane; Install signage cautioning trail users that the trail merges with the bridge shoulder	Install separated multi-use path on bridge
Lower Sugarloaf Channel MM 15	New Bridge	Open; 2 lanes	1,290 ft	Trail on historic bridge	None	None	None; Trail on adjacent historic bridge	None; Trail on adjacent historic bridge
	Historic Bridge	Closed	1,290 ft	Incomplete; Closed	N/A	N/A	Remove cantilevers; Finish Trail	None
Saddlebunch #2 Channel MM 15	New Bridge	Open; 2 lanes	630 ft	Trail on historic bridge	None	None	None; Trail on adjacent historic bridge	None; Trail on adjacent historic bridge
	Historic Bridge	Open	630 ft	Incomplete; Open	N/A	N/A	Remove cantilevers; Finish Trail	None
Saddlebunch #3 Channel MM 14	New Bridge	Open; 2 lanes	740 ft	Trail on historic bridge	None	Bike lane markings lead to	None; Trail on adjacent historic bridge	None; Trail on adjacent historic bridge
	Historic Bridge	Open	740 ft	Incomplete; Open	N/A	N/A	Remove cantilevers; Finish Trail	None
Saddlebunch #4 Channel MM 13	New Bridge	Open; 2 lanes	880 ft	Trail on historic bridge	None	None	None; Trail on adjacent historic bridge	None; Trail on adjacent historic bridge
	Historic Bridge	Open	880 ft	Incomplete; Open	N/A	N/A	Remove cantilevers; Finish Trail	None
Saddlebunch #5 Channel MM 13	New Bridge	Open; 2 lanes	880 ft	Trail on historic bridge	None	None	None; Trail on adjacent historic bridge	None; Trail on adjacent historic bridge
	Historic Bridge	Open	880 ft	Incomplete; Open	N/A	N/A	Remove cantilevers; Finish Trail	None
Shark Channel MM 12	New Bridge	Open; 2 lanes	2,070 ft	Trail on historic bridge	None	Yes	None; Trail on adjacent historic bridge	None; Trail on adjacent historic bridge
	Historic Bridge	Open	2,070 ft	Incomplete; Open	N/A	N/A	Remove cantilevers; Finish Trail	None
Rockland Channel MM 9.6	New Bridge	Open; 2 lanes	1,300 FT	Trail on historic bridge	None	None	None; Trail on adjacent historic bridge	None; Trail on adjacent historic bridge
	Historic Bridge	Open; 2 lanes	1,300 FT	Incomplete; Open	N/A	N/A	Remove cantilevers; Finish Trail	None
Boca Chica Channel MM 6		Open; 4 lanes; Separated	2,630 FT	Complete; Open to trail users	Yes	Yes	None	Widen separated path on bridge
Cow Key Channel MM 4.2		Open; 4 lanes; Separated	360 ft	Complete; Open to trail users	Yes	Yes	None; Complete	None; Complete

Table 8. Trailheads and Rest stops Along the Florida Keys Overseas Heritage Trail (w/ Manager)

	MM	Shelter/Bench	Info Panel	Water	Restroom	Parking	Bike Repair Station	Overnight Accomodations	Need US1 Xing?
Dagny Johnson Key Largo Hammock Botanical State Park *(FDEP)*	106	■	●	●	●	■	●		N
The Florida Keys Visitors Center *(Potential Partnership)*	106	TBD							
Rowell's Waterfront Park *(Monroe County)*	104	●	●	●	●	●			Y
John Pennekamp Coral Reef State Park *(FDEP)*	103	■	●	■	■	■	●	■	N
Friendship Park* *(Monroe County)*	101	■	●	■	■	■			N
Key Largo Community Park *(Monroe County)*	99.4	■	●	■	■	■			N
REEF *(Potential Partnership)*	98.2	TBD							
Sunset Point Park *(Monroe County)*	94.2	●	●						Y
Harry Harris Park *(Monroe County)*	91.6	■	●	■	■	■			N
Florida Keys Wild Bird Visitor Center *(Potential Partnership)*	91	TBD							
Founders Park *(Islamorada)*	85.9	■	●	■	■	■			N
Windley Key Fossil Reef Geological State Park *(FDEP)*	84	■	●	■	■	■	●		Y
Theater of the Sea *(Potential Partnership)*	83.4	TBD							
History of Diving Museum *(Potential Partnership)*	82	TBD							
Library Beach Park *(Islamorada)*	80.6	■	●	■	■	■			Y
Indian Key Fill *(Joint Management)*	77.4	●	●			●	●		N
Anne's Beach *(Islamorada)*	72.5	●	●	●	●	●			N
Channel #2 Bridge – Lower Matecumbe Key *(FDEP)*	72	●	●			■			N
Channel #2 Bridge – Craig Key *(FDEP)*	71.6	●	●			●			N
Channel #5 Bridge – Craig Key *(FDEP)*	70.5	●	●			●	●		N
Channel #5 Bridge – Fiesta Key *(FDEP)*	69.7	●	●			■			N
Layton Town Center *(Layton)*	67.9	●	●						N
Long Key State Park *(FDEP)*	67.5	●	●	■	■	■	●	■	N
Long Key Channel Bridge – Long Key *(FDEP)*	65.2	■	■	●	●	■			N
Long Key Channel Bridge – Conch Keys *(FDEP)*	62.9	■	■	●	●	■			N
Toms Harbor Cut Bridge – Little Conch Key *(FDEP)*	61.5	●				●			N
Toms Harbor Cut Bridge – Duck Key *(FDEP)*	61.2	●				●			N
Toms Harbor Channel Bridge – Duck Key *(FDEP)*	60.6	●				●			N
Toms Harbor Channel Bridge – Grassy Key *(FDEP)*	60.3	●				■			N
Dolphin Research Center *(Potential Partnership)*	59	TBD							
Curry Hammock State Park *(FDEP)*	56.3	■	●	■	■	■	●	■	Y
Curry Hammock State Park Trailhead *(FDEP)*	55.3	●	●			■			N
MM 54 Boat Ramp *(Marathon)*	54	●	●			■			N
Florida Keys Aquarium Encounters *(Potential Partnership)*	53.2	TBD							
Oceanfront Park *(Marathon)*	52.3	■	●	■	■	■	●		Y

Notes:	
●	**Proposed Amenities**
■	**Existing Amenities**
	Trailheads

Table 8. Trailheads and Rest stops Along the Florida Keys Overseas Heritage Trail Continued (w/ Manager)

	MM	Shelter/Bench	Info Panel	Water	Restroom	Parking	Bike Repair Station	Overnight Accomodations	Need US1 Xing?
Crane Point Museum and Nature Center *(Potential Partnership)*	50.3	TBD							
Marathon Community Park *(Marathon)*	49.2	■	●	■	■	■	●		Y
7-mile Bridge – Knights Key *(Joint Management)*	47.1	■	●	●	●	■	●		N
7-mile Bridge - Little Duck Key *(Joint Management)*	40	●	●	●	●	■	●		N
Ohio-Missouri Channel Bridge – Ohio Key *(FDEP)*		●	●						N
Ohio-Bahia Honda Channel Bridge – Ohio Key *(FDEP)*		●	●						N
Bahia Honda State Park *(FDEP)*	36.9	■	●	■	■	■	●	■	Y
Spanish Harbor Horseshoe *(FDEP)*	35	●	●			●			N
Spanish Harbor Channel Bridge – West Summerland Key *(FDEP)*	34	●	●			■			Y
Spanish Harbor Channel Bridge – Big Pine Key *(FDEP)*		●	●						N
Key West Visitors Center *(Potential Partnership)*	31.2	TBD							
Big Pine Swimming Hole *(Monroe County)*	29.5	●	●	●	●	●	●		Y
Niles Channel Bridge – Ramrod Key *(FDEP)*	26.3	●	●			●			N
Niles Channel Bridge – Summerland Key *(FDEP)*	25.3	●	●			●			N
Kemp Channel Bridge – Summerland Key *(FDEP)*	23.7	●	●	●		■	●		N
Kemp Channel Bridge – Cudjoe Key *(FDEP)*	23.4	●	●						N
Blimp Road* *(Monroe County)*	21.4	●	●						N
Bow Channel Bridge – Cudjoe Key *(FDEP)*	20.5	●	●			●			N
Bow Channel Bridge – Upper Sugarloaf Key *(FDEP)*	20.1	●							N
Park Channel Bridge – Upper Sugarloaf Key *(FDEP)*	18.8	●				●			N
Park Channel Bridge – Park Key *(FDEP)*	18.6	●							N
Bat Tower Rd* *(Mornoe County)*	16.9	●	●						N
Bay Point Park *(Monroe County)*	15	■	●	■	●	■	●		N
Saddle Bunch #3 Bridge - North *(FDEP)*	14.4	■							N
Saddle Bunch #4 Bridge - North *(FDEP)*	13.3	●	●						N
Saddle Bunch #5 Bridge - South *(FDEP)*	12.6	●							N
Shark Channel Bridge – Shark Key *(FDEP)*	11.4	●							N
Rockland Channel Bridge – Big Coppitt Key *(FDEP)*	9.75	●	●						N
Rockland Channel Bridge – Rockland Key *(FDEP)*	9.5	●							N
Boca Chica Channel Bridge – Boca Chica Key *(FDEP)*	6.5	●	●						N
Boca Chica Channel Bridge – Raccoon Key *(FDEP)*	6	■	■				●		N
Roosevelt Blvd *(Key West)*	4	●	●				●		N
Bayview Park *(Key West)*	1.4	■	●	■	■	■	●		N
CB Harvey Rest Beach Park *(Key West)*	0.4	■	●	■	■	■	●		N

Notes:	
●	**Proposed Amenities**
■	**Existing Amenities**
	Trailheads

Legend

- Potential Reststop Partnerships
- Reststop
- Trailhead
- FDOT Highway Mile Markers

Trail Context

- Historic Bridges
- Unconstrained
- Constrained
- US1
- Florida State Park Boundaries
- Wetlands

Water Existing Amenity

Water Proposed Amenity

Florida Bay

The Florida Keys Visitors Center
(Potential Partnership)

Dagny Johnson Key Largo Hammock Botanical State Park *(FDEP)*
Existing:
Shelter/Bench
Parking
Proposed:
Info Panel
Water
Restrooms
Bike Repair Station

FKOHT Support Area *(FDEP)*
Proposed:
Parking
Storage
Trail Office

Rowell's Waterfront Park *(Monroe County)*
Proposed:
Shelter/Bench
Info Panel
Water
Restroom
Parking

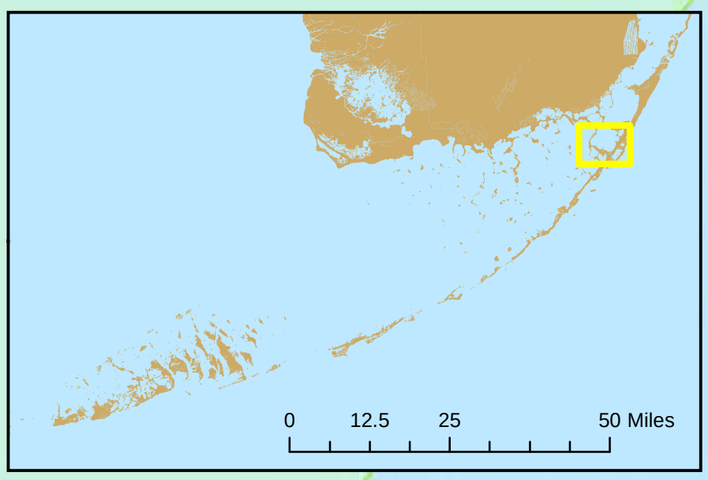
105

John Pennekamp Coral Reef State Park *(FDEP)*
Existing:
Shelter/Bench
Water
Restrooms
Parking
Overnight Accommodations
Proposed:
Info Panel
Bike Repair Station

Key Largo Community Park
(Monroe County)
Existing:
Shelter/Bench
Water
Restrooms
Parking
Proposed:
Info Panel

Friendship Park
(Monroe County)
Existing:
Shelter/Bench
Water
Restrooms
Parking
Proposed:
Info Panel

Atlantic Ocean



Florida Keys Overseas Heritage Trail

N

0 0.5 1 2 Miles

Florida Department of Environmental Protection
Division of Recreation and Parks
Office of Park Planning

Draft Conceptual Land Use Plan
MM 100-106

Legend

- Potential Reststop Partnerships
- Reststop
- Trailhead
- FDOT Highway Mile Markers

Trail Context

- Historic Bridges
- Unconstrained (Natural)
- Constrained (Urban / US1 Bridge)
- US1
- Florida State Park Boundaries
- Wetlands
- **Water** Existing Amenity
- **Water** Proposed Amenity

Florida Bay

100

REEF *(Potential Partnership)*

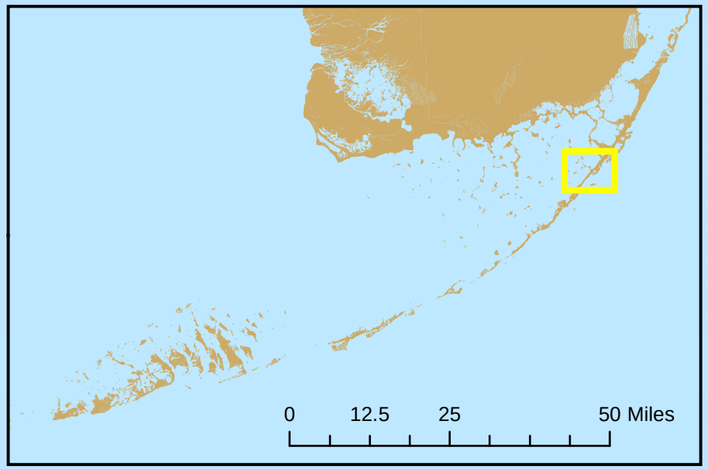
Sunset Point Park *(Monroe County)*
Proposed:
Shelter/Bench
Info Panel

95

Harry Harris Park *(Monroe County)*
Existing:
Shelter/Bench
Water
Restroom
Proposed:
Info Panel

Florida Keys Wild Bird Visitor Center
(Potential Partnership)

Atlantic Ocean



Florida Keys Overseas Heritage Trail

N

0 0.5 1 2 Miles

Florida Department of Environmental Protection
Division of Recreation and Parks
Office of Park Planning

Draft Conceptual Land Use Plan
MM 91-100

Legend

- Potential Reststop Partnerships
- Reststop
- Trailhead
- FDOT Highway Mile Markers

Trail Context

- Historic Bridges
- Unconstrained (Natural)
- Constrained (Urban / US1 Bridge)
- US1
- Florida State Park Boundaries
- Wetlands
- Water Existing Amenity
- Water Proposed Amenity

Florida Bay

Windley Key Fossil Reef Geological State Park ***(FDEP)***
Existing:
Shelter/Bench
Water
Restroom
Parking
Proposed
Info Panel
Bicycle Repair Station

Founders Park ***(Islamorada)***
Existing:
Shelter/Bench
Water
Restroom
Parking
Proposed:
Info Panel

90

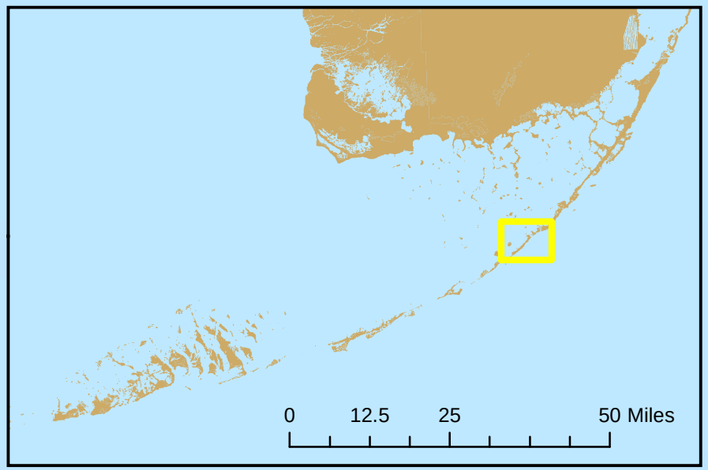
85

Theater of the Sea ***(Potential Partnership)***

History Of Diving Museum ***(Potential Partnership)***

Library Beach Park ***(Islamorada)***
Existing:
Shelter/Bench
Water
Parking
Restroom
Proposed:
Info Panel

Atlantic Ocean



Florida Keys Overseas Heritage Trail

N

0 0.5 1 2 Miles

Florida Department of Environmental Protection
Division of Recreation and Parks
Office of Park Planning

Draft Conceptual Land Use Plan
MM 82-91

Legend

- Reststop
- Trailhead
- FDOT Highway Mile Markers

Trail Context

- Historic Bridges
- Unconstrained (Natural)
- Constrained (Urban / US1 Bridge)
- US1
- Florida State Park Boundaries
- Wetlands
- **Water** Existing Amenity
- **Water** Proposed Amenity

Florida Bay

80

Indian Key Fill
(Joint Management)
Proposed:
Shelter/Bench
Info Panel
Parking
Bike Repair Station

75

Channel #2 Bridge - Lower Matecumbe Key
(FDEP)
Existing:
Parking
Proposed:
Shelter/Bench
Info Panel

Channel #2 Bridge - Craig Key *(FDEP)*
Proposed:
Shelter/Bench
Info Panel
Parking

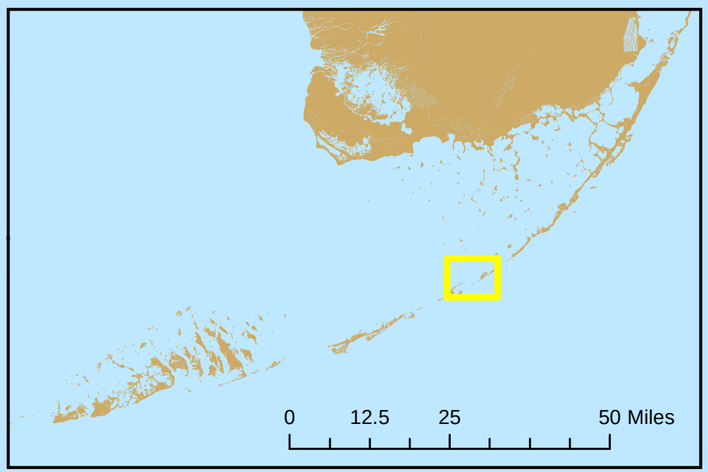
70

Channel #5 Bridge - Fiesta Key
(FDEP)
Existing:
Parking
Proposed:
Shelter/Bench
Info Panel

Channel #5 Bridge - Craig Key
(FDEP)
Proposed:
Shelter/Bench
Info Panel
Parking
Bike Repair Station

Anne's Beach
(Islamorada)
Proposed:
Shelter/Bench
Info Panel
Water
Parking
Restroom

Atlantic Ocean



Florida Keys Overseas Heritage Trail

N

0 0.5 1 2 Miles

Florida Department of Environmental Protection
Division of Recreation and Parks
Office of Park Planning

Draft Conceptual Land Use Plan
MM 69-82

Legend

- Potential Reststop Partnerships
- Reststop
- Trailhead
- FDOT Highway Mile Markers

Trail Context

- Historic Bridges
- Unconstrained (Natural)
- Constrained (Urban / US1 Bridge)
- US1
- Florida State Park Boundaries
- Wetlands
- **Water** Existing Amenity
- **Water** Proposed Amenity

Florida Bay

Layton Town Center (Layton)
Proposed:
Shelter/Bench
Info Panel

Long Key Channel Bridge - Conch Keys (FDEP)
Existing:
Shelter/Bench
Info Panel
Parking
Proposed:
Concession Operated Bait Kiosk/Restroom
Water

Long Key State Park (FDEP)
Existing:
Shelter/Bench
Info Panel
Parking
Proposed:
Water

65

Tom's Harbor Cut Bridge - Little Conch Key (FDEP)
Proposed:
Shelter/Bench
Parking

Long Key Channel Bridge - Long Key (FDEP)
Existing:
Shelter/Bench
Info Panel
Parking
Proposed:
Concession Operated Bait Kiosk/Restroom
Water

Tom's Harbor Channel Bridge - Duck Key (FDEP)
Proposed:
Shelter/Bench
Parking

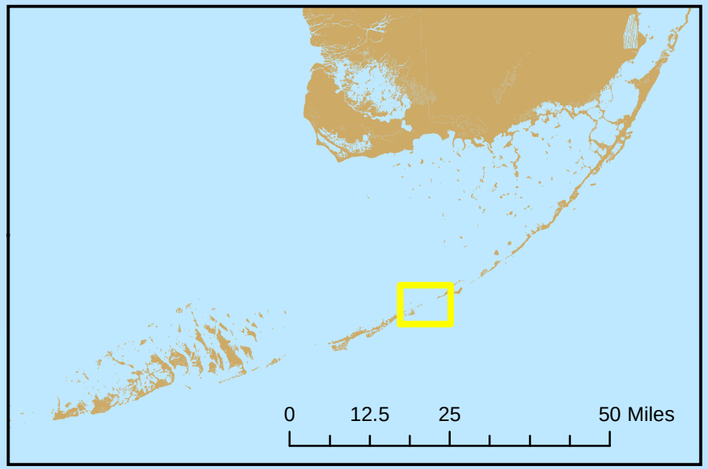
60

Dolphin Research Center
(Potential Partnership)

Tom's Harbor Cut Bridge - Duck Key (FDEP)
Proposed:
Shelter/Bench
Parking

Tom's Harbor Channel Bridge - Grassy Key (FDEP)
Existing:
Parking
Proposed:
Shelter/Bench

Atlantic Ocean



Florida Keys Overseas Heritage Trail

N

0 0.5 1 2 Miles

Florida Department of Environmental Protection
Division of Recreation and Parks
Office of Park Planning

Draft Conceptual Land Use Plan
MM 59-69

Legend

- Potential Reststop Partnerships
- Reststop
- Trailhead
- FDOT Highway Mile Markers

Trail Context

- Historic Bridges
- Unconstrained (Natural)
- Constrained (Urban / US1 Bridge)
- US1
- Florida State Park Boundaries
- Wetlands
- **Water** Existing Amenity
- **Water** Proposed Amenity

Gulf of Mexico

Dolphin Research Center
(Potential Partnership)

Curry Hammock State Park Trailhead *(FDEP)*
Existing:
Parking
Proposed:
Shelter/Bench
Info Panel

MM 54 Boat Ramp *(Marathon)*
Existing:
Parking
Proposed:
Shelter/Bench
Info Panel

Florida Keys Aquarium Encounters
(Potential Partnership)

55

Curry Hammock State Park *(FDEP)*
Existing:
Shelter/Bench
Water
Restroom
Parking
Overnight Accomodations
Proposed:
Info Panel
Bike Repair Station

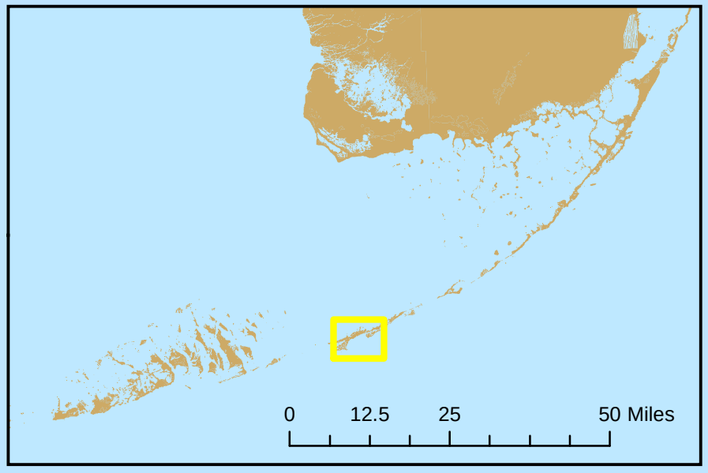
Crane Point Museum and Nature Center
(Potential Partnership)

Oceanfront Park *(Marathon)*
Existing:
Shelter/Bench
Water
Restroom
Parking
Proposed:
Info Panel
Bike Repair Station

50

Marathon Community Park
(Marathon)
Existing:
Shelter/Bench
Water
Restroom
Parking
Proposed:
Info Panel
Bike Repair Station

Atlantic Ocean



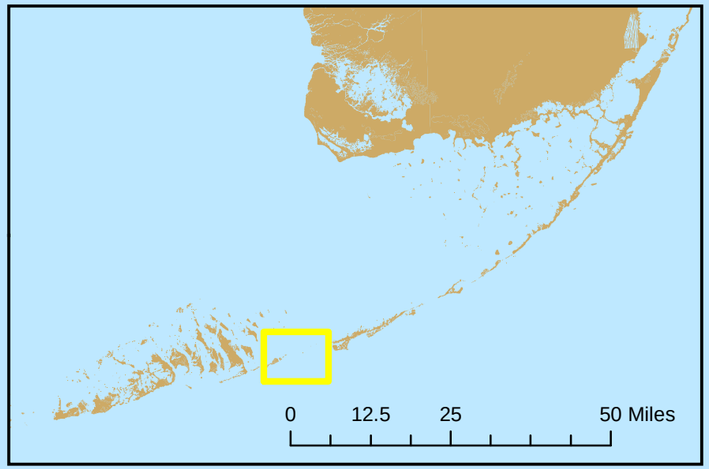
Florida Keys Overseas Heritage Trail

N

0 0.5 1 2 Miles

Florida Department of Environmental Protection
Division of Recreation and Parks
Office of Park Planning

Draft Conceptual Land Use Plan
MM 47-59



Gulf of Mexico

7-Mile Bridge - Knights Key
(Joint Management)
Existing:
Shelter/Bench
Parking
Proposed:
Info Panel
Water
Concession Operated Bait Kiosk/Restroom
Bike Repair Station

45

7-Mile Bridge - Little Duck Key
(Joint Management)
Existing:
Parking
Proposed:
Shelter/Bench
Info Panel
Water
Concession Operated Bait Kiosk/Restroom
Bike Repair Station

Ohio-Missouri Channel Bridge - Ohio Key *(FDEP)*
Proposed:
Shelter/Bench
Info Panel

Ohio-Bahia Honda Channel Bridge - Ohio Key *(FDEP)*
Proposed:
Shelter/Bench
Info Panel

Bahia Honda State Park *(FDEP)*
Existing:
Shelter/Bench
Water
Restroom
Parking
Overnight Accomodations
Proposed:
Info Panel
Bike Repair Station

Atlantic Ocean

Legend

- Reststop
- Trailhead
- FDOT Highway Mile Markers

Trail Context

- Historic Bridges
- Unconstrained (Natural)
- Constrained (Urban / US1 Bridge)
- US1
- Florida State Park Boundaries
- Wetlands

Water Existing Amenity

Water Proposed Amenity

Proposed Ferry Route

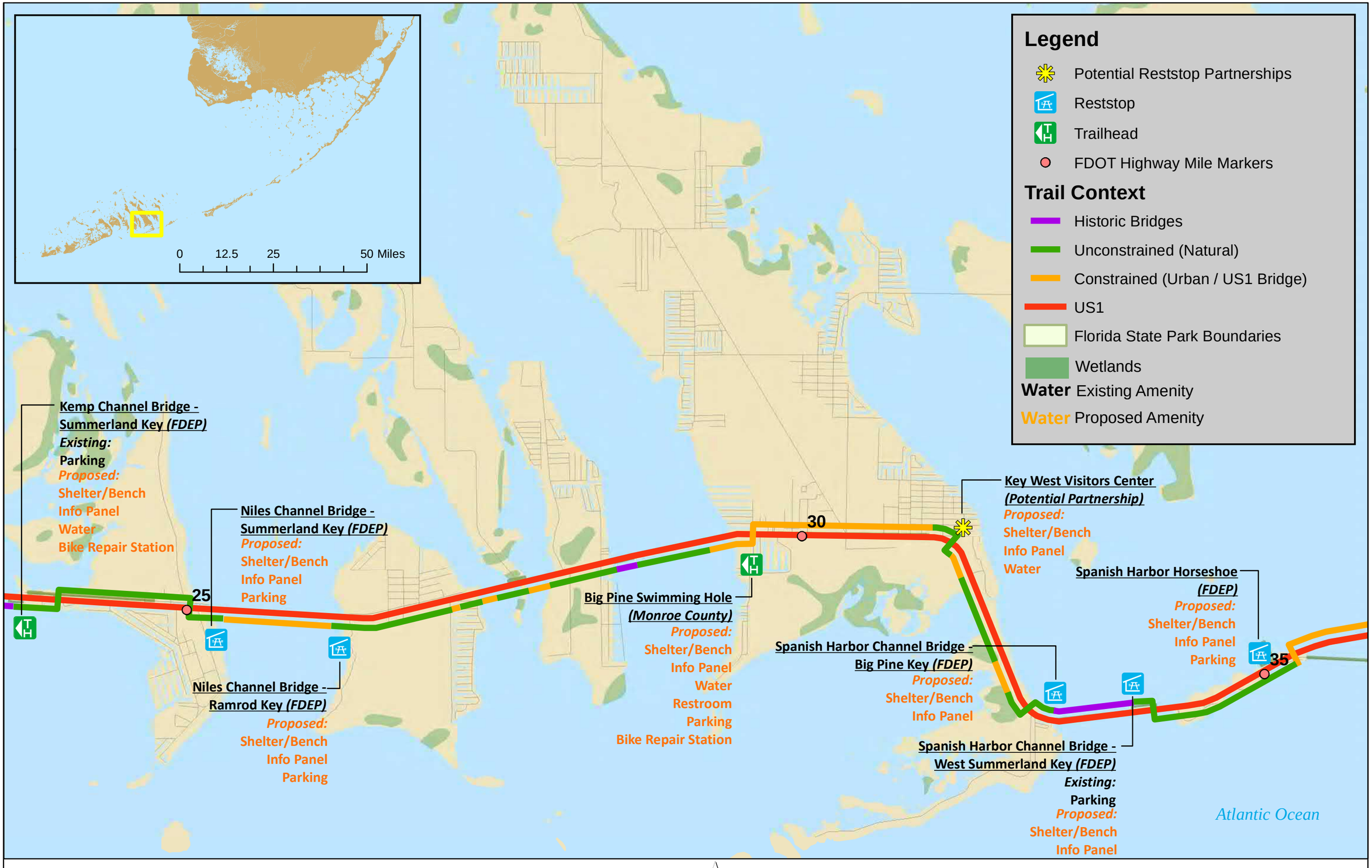
Florida Keys Overseas Heritage Trail

N

0 0.5 1 2 Miles

Florida Department of Environmental Protection
Division of Recreation and Parks
Office of Park Planning

Draft Conceptual Land Use Plan
MM 35-47



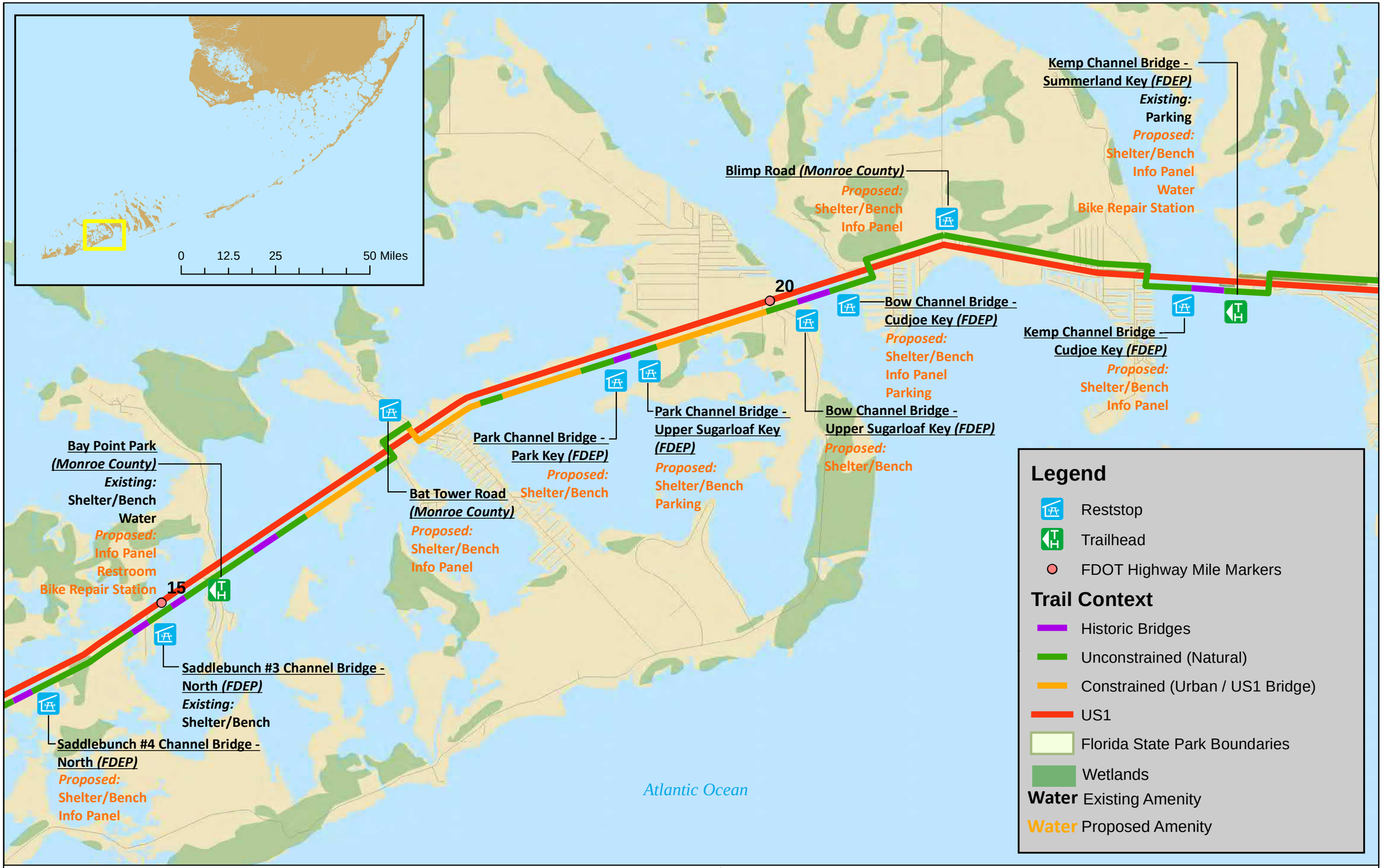
Florida Keys Overseas Heritage Trail

0 0.5 1 2 Miles

N

Florida Department of Environmental Protection
Division of Recreation and Parks
Office of Park Planning

Draft Conceptual Land Use Plan MM 24-35



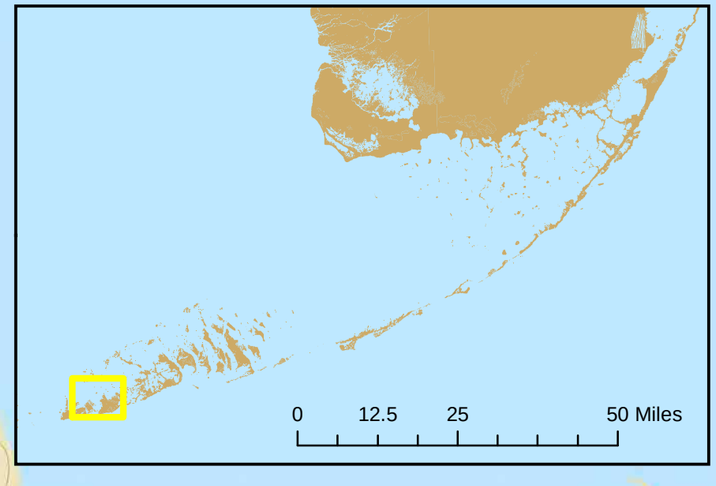
Florida Keys Overseas Heritage Trail

N

0 0.5 1 2 Miles

Florida Department of Environmental Protection
Division of Recreation and Parks
Office of Park Planning

Draft Conceptual Land Use Plan MM 13-24



Bayview Park *(Key West)*
Existing:
Shelter/Bench
Water
Restroom
Parking
Proposed:
Info Panel
Bike Repair Station

CB Harvey Rest Beach Park *(Key West)*
Existing:
Shelter/Bench
Water
Restroom
Parking
Proposed:
Info Panel
Bike Repair Station

Roosevelt Boulevard *(Key West)*
Proposed:
Shelter/Bench
Info Panel
Bike Repair Station

Boca Chica Channel Bridge - Raccoon Key *(FDEP)*
Existing:
Shelter/Bench
Info Panel
Proposed:
Bike Repair Station

Boca Chica Channel Bridge - Boca Chica Key *(FDEP)*
Proposed:
Shelter/Bench
Info Panel

Saddle Bunch #5 Channel Bridge - South *(FDEP)*
Proposed:
Shelter/Bench

Shark Channel Bridge - Shark Key *(FDEP)*
Proposed:
Shelter/Bench

10

Rockland Channel Bridge - Big Coppitt Key *(FDEP)*
Proposed:
Shelter/Bench
Info Panel

Rockland Channel Bridge - Rockland Key *(FDEP)*
Proposed:
Shelter/Bench

Atlantic Ocean

Legend

- Reststop
- Trailhead
- FDOT Highway Mile Markers

Trail Context

- Historic Bridges
- Unconstrained (Natural)
- Constrained (Urban / US1 Bridge)
- US1
- Florida State Park Boundaries
- Wetlands

Water Existing Amenity

Water Proposed Amenity

Florida Keys Overseas Heritage Trail

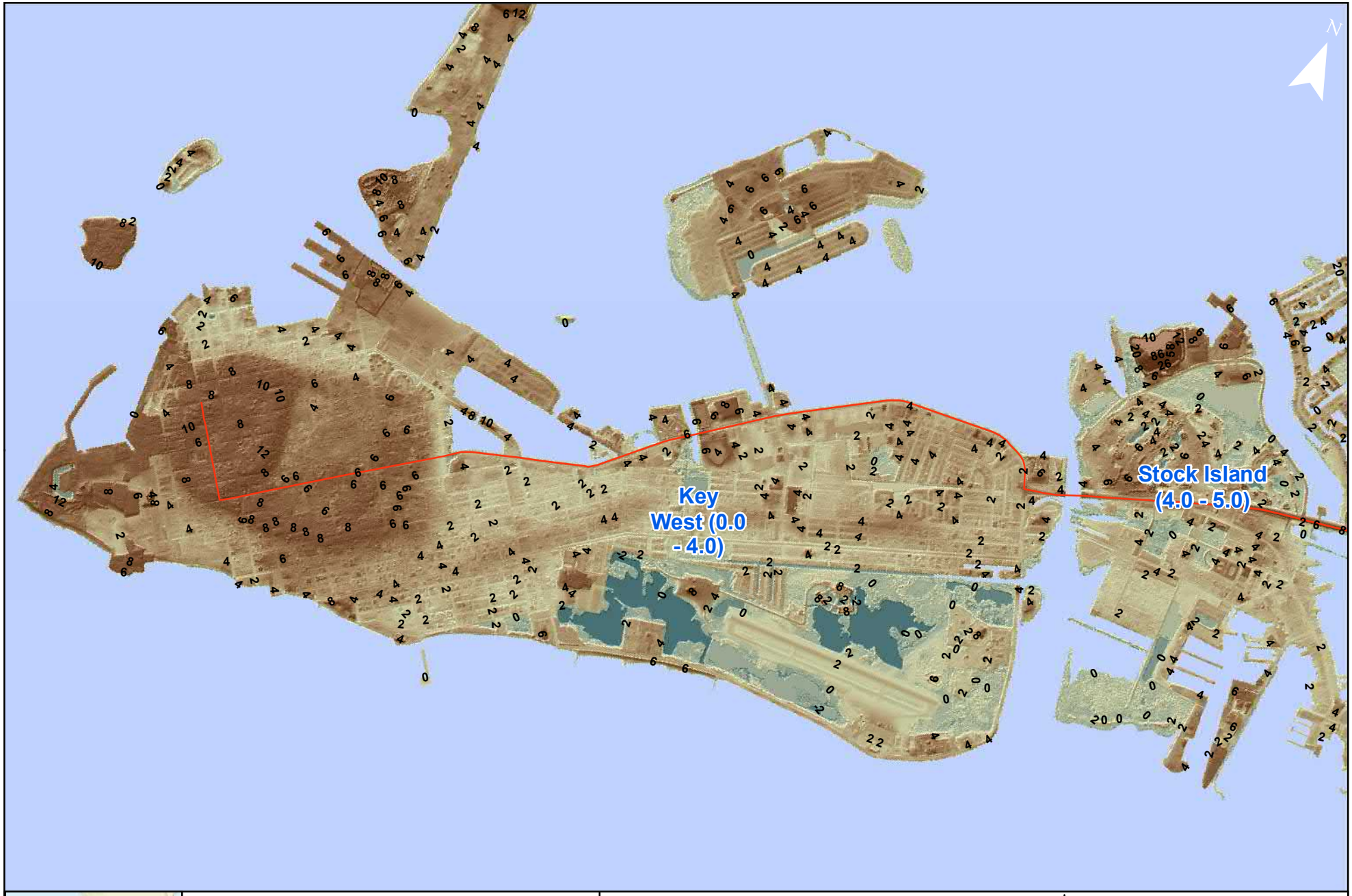
N

0 0.5 1 2 Miles

Florida Department of Environmental Protection
Division of Recreation and Parks
Office of Park Planning

Draft Conceptual Land Use Plan MM 1-13

APPENDIX C –Monroe County Elevation Maps



MAP INDEX

Legend

Label = Elev (ft)

Digital Elevation Model (10 ft) — US 1

Feet

High : 93.9108

Low : -18.186

0 0.25 0.5 1 Miles

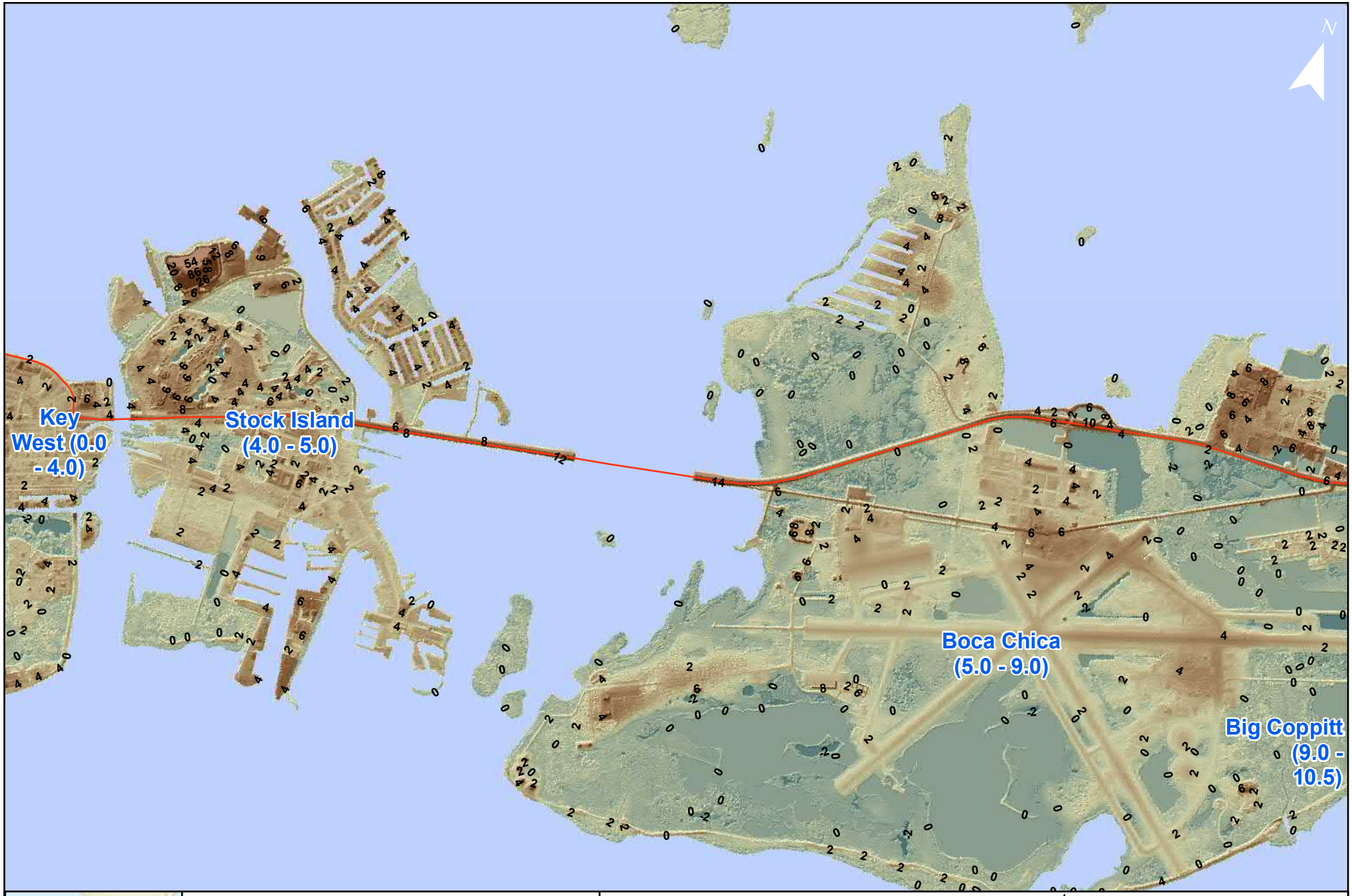
Segement
Key West (0.0 - 4.0)

County Subdivision
Key West

Prepared For:

Prepared By: AECOM

Document Path: C:\Joe\Projects\Monroe_County\MXDs\Monroe_Study_Keys.mxd



MAP INDEX

Legend

Label = Elev (ft)

Digital Elevation Model (10 ft) — US 1

Feet

High : 93.9108

Low : -18.186

0 0.25 0.5 1 Miles

Segement
Stock Island (4.0 - 5.0)

County Subdivision
Key West

Prepared For:

Prepared By: AECOM

Document Path: C:\Joe\Projects\Monroe_County\MXDs\Monroe_Study_Keys.mxd

MAP INDEX

Legend

Label = Elev (ft)

Digital Elevation Model (10 ft)

US 1

Feet

High : 93.9108

Low : -18.186

0 0.25 0.5 1 Miles

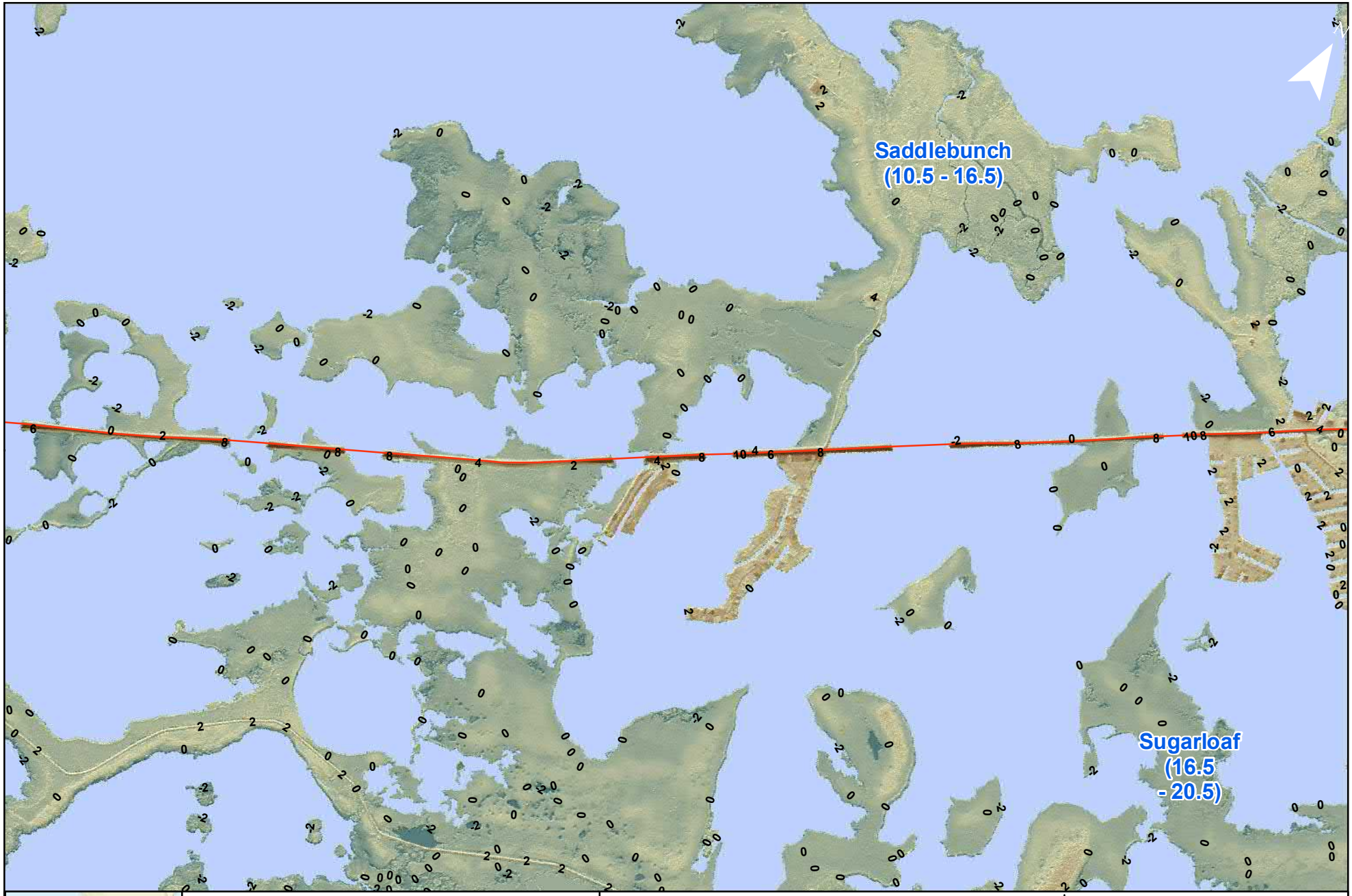
Segement
Big Coppitt (9.0 - 10.5)

County Subdivision
Key West

Prepared For:

Prepared By: AECOM

Document Path: C:\Joe\Projects\Monroe_County\MXDs\Monroe_Study_Keys.mxd



MAP INDEX

Legend

Label = Elev (ft)

Digital Elevation Model (10 ft) — US 1

Feet

High : 93.9108

Low : -18.186

0 0.25 0.5 1 Miles

Segement
Sugarloaf (16.5 - 20.5)

County Subdivision
Lower Keys

Prepared For:

Prepared By: AECOM

Document Path: C:\Joe\Projects\Monroe_County\MXDs\Monroe_Study_Keys.mxd

MAP INDEX

Legend

Label = Elev (ft)

Digital Elevation Model (10 ft) — US 1

Feet

High : 93.9108

Low : -18.186

0 0.25 0.5 1 Miles

Segement
Sugarloaf (16.5 - 20.5)

County Subdivision
Lower Keys

Prepared For:

Prepared By: AECOM

Document Path: C:\Joe\Projects\Monroe_County\MXDs\Monroe_Study_Keys.mxd

MAP INDEX

Legend

Label = Elev (ft)

Digital Elevation Model (10 ft) — US 1

Feet

High : 93.9108

Low : -18.186

0 0.25 0.5 1 Miles

Segement
Sugarloaf (16.5 - 20.5)

County Subdivision
Lower Keys

Prepared For:

Prepared By: AECOM

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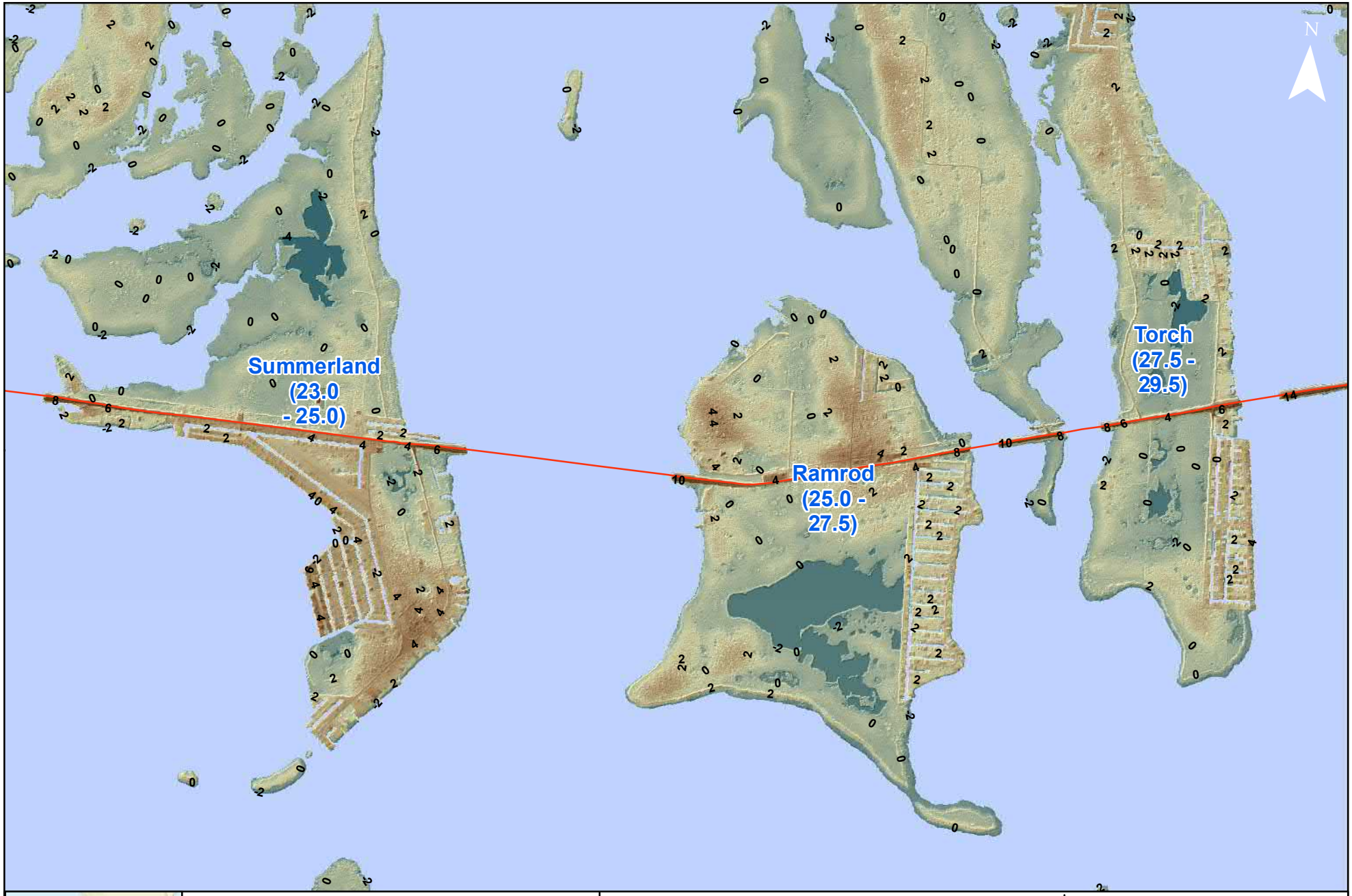


MAP INDEX

Legend

Label = Elev (ft)

Digital Elevation Model (10 ft) — US 1

Feet

High : 93.9108

Low : -18.186

0 0.25 0.5 1 Miles

Segement
Summerland (23.0 - 25.0)

County Subdivision
Lower Keys

Prepared For:

Prepared By: AECOM

Document Path: C:\Joe\Projects\Monroe_County\MXDs\Monroe_Study_Keys.mxd

MAP INDEX

Legend

Label = Elev (ft)

Digital Elevation Model (10 ft) — US 1

Feet

High : 93.9108

Low : -18.186

0 0.25 0.5 1 Miles

Segement
Big Pine (29.5 - 33.0)

County Subdivision
Lower Keys

Prepared For:

Prepared By: AECOM

Document Path: C:\Joe\Projects\Monroe_County\MXDs\Monroe_Study_Keys.mxd

MAP INDEX

Legend

Label = Elev (ft)

Digital Elevation Model (10 ft) — US 1

Feet

High : 93.9108

Low : -18.186

0 0.25 0.5 1 Miles

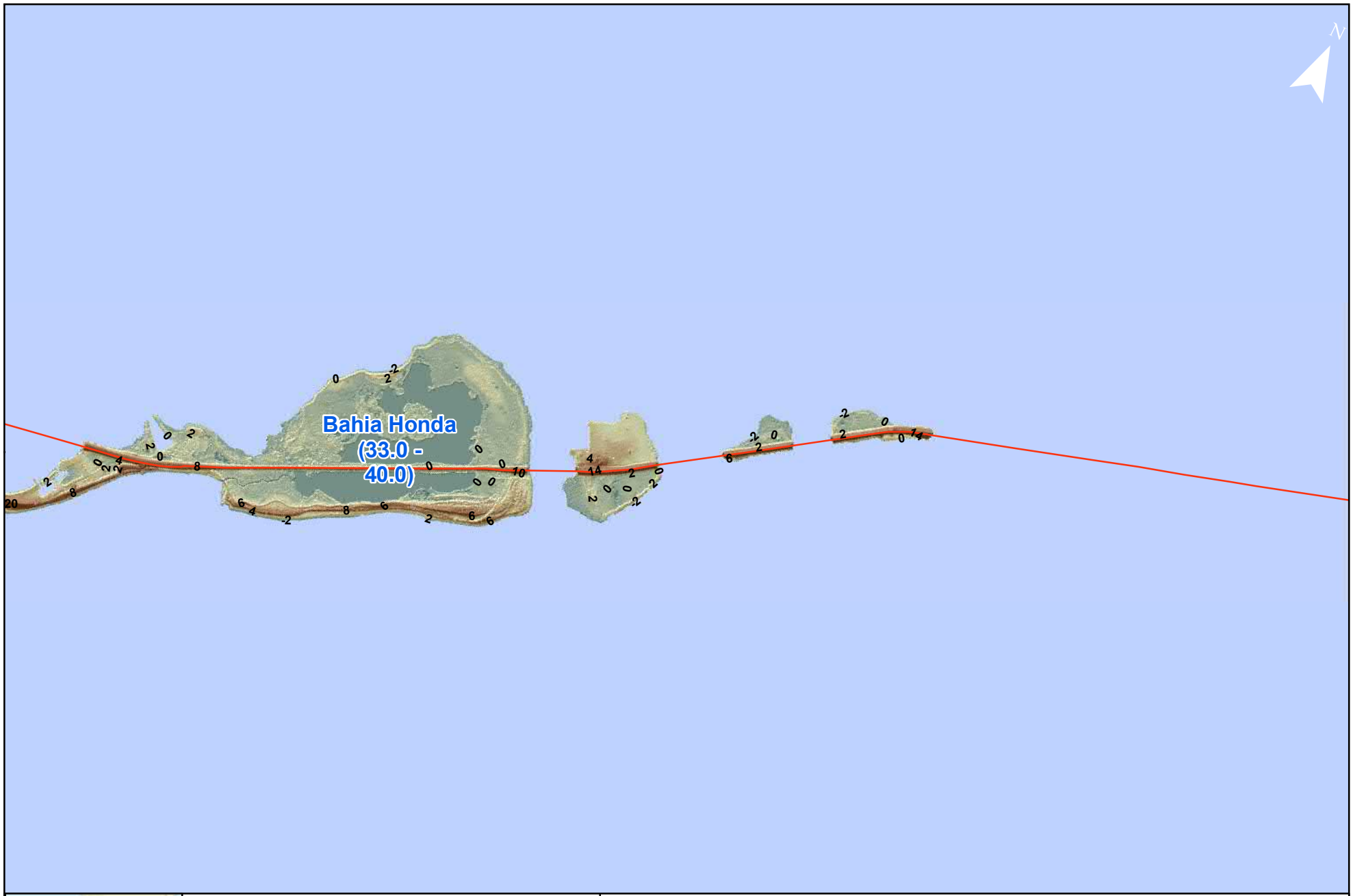
Segement
Big Pine (29.5 - 33.0)

County Subdivision
Lower Keys

Prepared For:

Prepared By: AECOM

Document Path: C:\Joe\Projects\Monroe_County\MXDs\Monroe_Study_Keys.mxd



MAP INDEX

Legend

Label = Elev (ft)

Digital Elevation Model (10 ft) — US 1

Feet

High : 93.9108

Low : -18.186

0 0.25 0.5 1 Miles

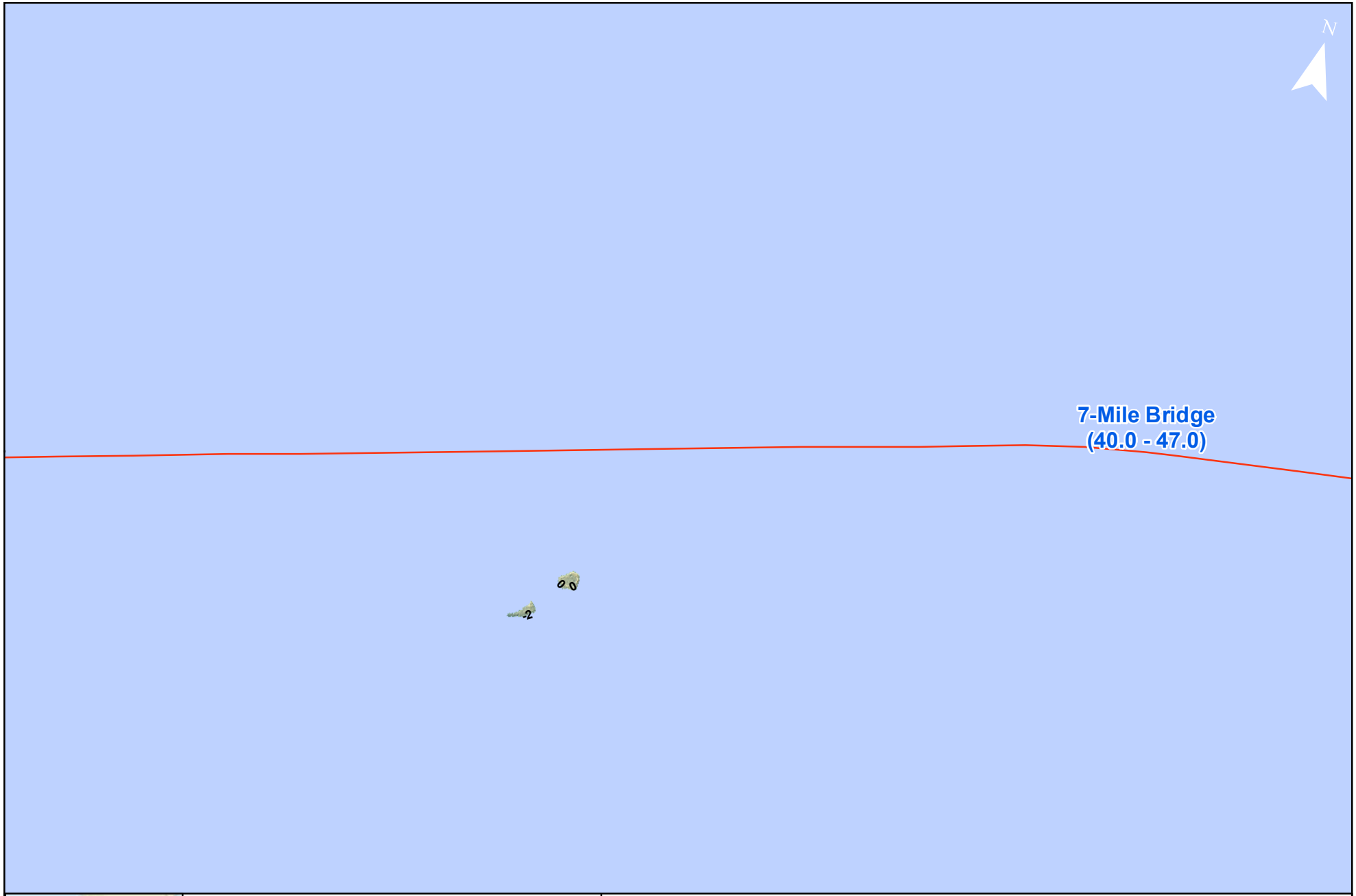
Segement
Bahia Honda (33.0 - 40.0)

County Subdivision
Lower Keys

Prepared For:

Prepared By: AECOM

Document Path: C:\Joe\Projects\Monroe_County\MXDs\Monroe_Study_Keys.mxd



MAP INDEX

Legend

Label = Elev (ft)

Digital Elevation Model (10 ft)

US 1

Feet

High : 93.9108

Low : -18.186

0 0.25 0.5 1 Miles

Segement
7-Mile Bridge (40.0 - 47.0)

County Subdivision
Lower Keys

Prepared For:

Prepared By: AECOM

Document Path: C:\Joe\Projects\Monroe_County\MXDs\Monroe_Study_Keys.mxd

MAP INDEX

Legend

Label = Elev (ft)

Digital Elevation Model (10 ft) — US 1

Feet

High : 93.9108

Low : -18.186

0 0.25 0.5 1 Miles

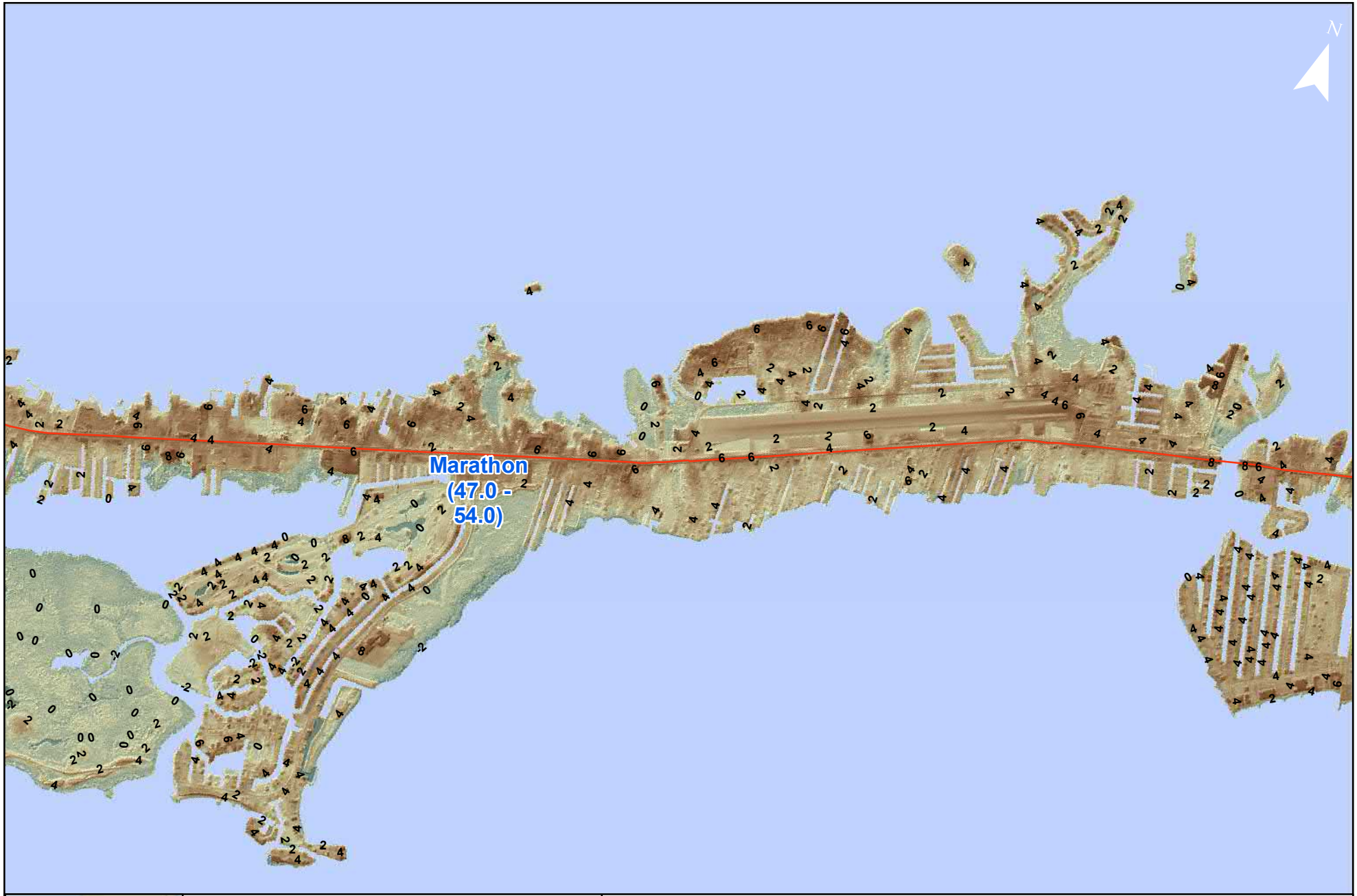
Segement
7-Mile Bridge (40.0 - 47.0)

County Subdivision
Lower Keys

Prepared For:

Prepared By: AECOM

Document Path: C:\Joe\Projects\Monroe_County\MXDs\Monroe_Study_Keys.mxd



MAP INDEX

Legend

Label = Elev (ft)

Digital Elevation Model (10 ft)

US 1

Feet

High : 93.9108

Low : -18.186

0 0.25 0.5 1 Miles

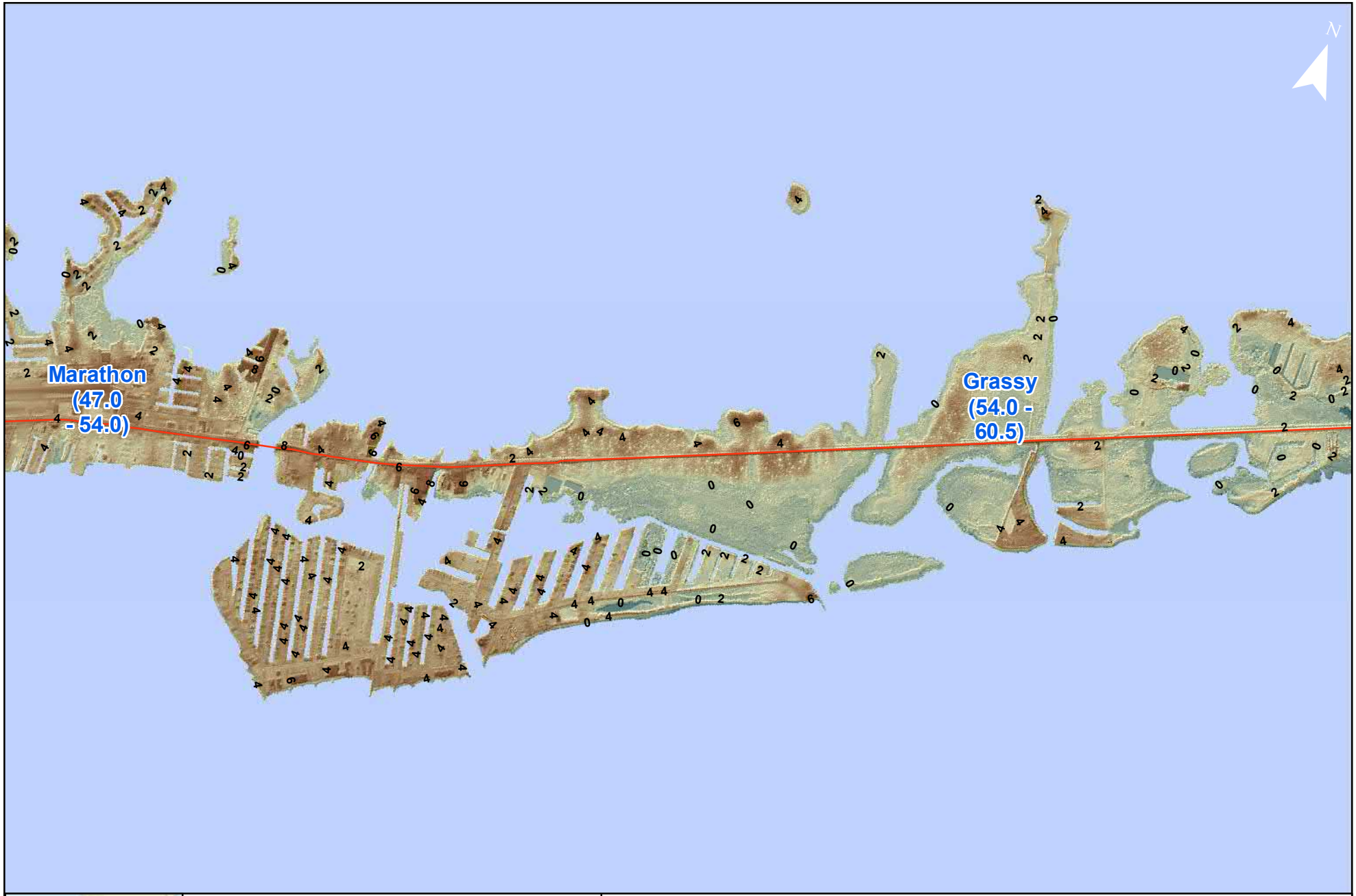
Segement
Marathon (47.0 - 54.0)

County Subdivision
Middle Keys

Prepared For:

Prepared By: AECOM

Document Path: C:\Joe\Projects\Monroe_County\MXDs\Monroe_Study_Keys.mxd



MAP INDEX

Legend

Label = Elev (ft)

Digital Elevation Model (10 ft) — US 1

Feet

High : 93.9108

Low : -18.186

0 0.25 0.5 1 Miles

Segement
Marathon (47.0 - 54.0)

County Subdivision
Middle Keys

Prepared For:

Prepared By: AECOM

Document Path: C:\Joe\Projects\Monroe_County\MXDs\Monroe_Study_Keys.mxd

MAP INDEX

Legend

Label = Elev (ft)

Digital Elevation Model (10 ft) — US 1

Feet

High : 93.9108

Low : -18.186

0 0.25 0.5 1 Miles

Segement
Grassy (54.0 - 60.5)

County Subdivision
Middle Keys

Prepared For:

Prepared By: AECOM

Document Path: C:\Joe\Projects\Monroe_County\MXDs\Monroe_Study_Keys.mxd

MAP INDEX

Legend

Label = Elev (ft)

Digital Elevation Model (10 ft)

US 1

Feet

High : 93.9108

Low : -18.186

0 0.25 0.5 1 Miles

Segement
Grassy (54.0 - 60.5)

County Subdivision
Middle Keys

Prepared For:

Prepared By: AECOM

Document Path: C:\Joe\Projects\Monroe_County\MXDs\Monroe_Study_Keys.mxd

MAP INDEX

Legend

Label = Elev (ft)

Digital Elevation Model (10 ft) — US 1

Feet

High : 93.9108

Low : -18.186

0 0.25 0.5 1 Miles

Segement
Long (63.0 - 73.0)

County Subdivision
Middle Keys

Prepared For:

Prepared By: AECOM

Document Path: C:\Joe\Projects\Monroe_County\MXDs\Monroe_Study_Keys.mxd

MAP INDEX

Legend

Label = Elev (ft)

Digital Elevation Model (10 ft) — US 1

Feet

High : 93.9108

Low : -18.186

0 0.25 0.5 1 Miles

Segement
Long (63.0 - 73.0)

County Subdivision
Middle Keys

Prepared For:

Prepared By: AECOM

Document Path: C:\Joe\Projects\Monroe_County\MXDs\Monroe_Study_Keys.mxd

MAP INDEX

Legend

Label = Elev (ft)

Digital Elevation Model (10 ft) — US 1

Feet

High : 93.9108

Low : -18.186

0 0.25 0.5 1 Miles

Segement
L Matecumbe (73.0 - 77.5)

County Subdivision
Upper Keys/Cape Sable

Prepared For:

Prepared By: AECOM

Document Path: C:\Joe\Projects\Monroe_County\MXDs\Monroe_Study_Keys.mxd

MAP INDEX

Legend

Label = Elev (ft)

Digital Elevation Model (10 ft) — US 1

Feet

High : 93.9108

Low : -18.186

0 0.25 0.5 1 Miles

Segement
L Matecumbe (73.0 - 77.5)

County Subdivision
Upper Keys/Cape Sable

Prepared For:

Prepared By: AECOM

Document Path: C:\Joe\Projects\Monroe_County\MXDs\Monroe_Study_Keys.mxd

MAP INDEX

Legend

Label = Elev (ft)

Digital Elevation Model (10 ft) — US 1

Feet

High : 93.9108

Low : -18.186

0 0.25 0.5 1 Miles

Segement
U Matecumbe (79.5 - 84.0)

County Subdivision
Upper Keys/Cape Sable

Prepared For:

Prepared By: AECOM

Document Path: C:\Joe\Projects\Monroe_County\MXDs\Monroe_Study_Keys.mxd

MAP INDEX

Legend

Label = Elev (ft)

Digital Elevation Model (10 ft) — US 1

Feet

High : 93.9108

Low : -18.186

0 0.25 0.5 1 Miles

Segement
Windley (84.0 - 86.0)

County Subdivision
Upper Keys/Cape Sable

Prepared For:

Prepared By: AECOM

Document Path: C:\Joe\Projects\Monroe_County\MXDs\Monroe_Study_Keys.mxd

MAP INDEX

Legend

Label = Elev (ft)

Digital Elevation Model (10 ft) — US 1

Feet

High : 93.9108

Low : -18.186

0 0.25 0.5 1 Miles

Segement
Plantation (86.0 - 91.5)

County Subdivision
Upper Keys/Cape Sable

Prepared For:

Prepared By: AECOM

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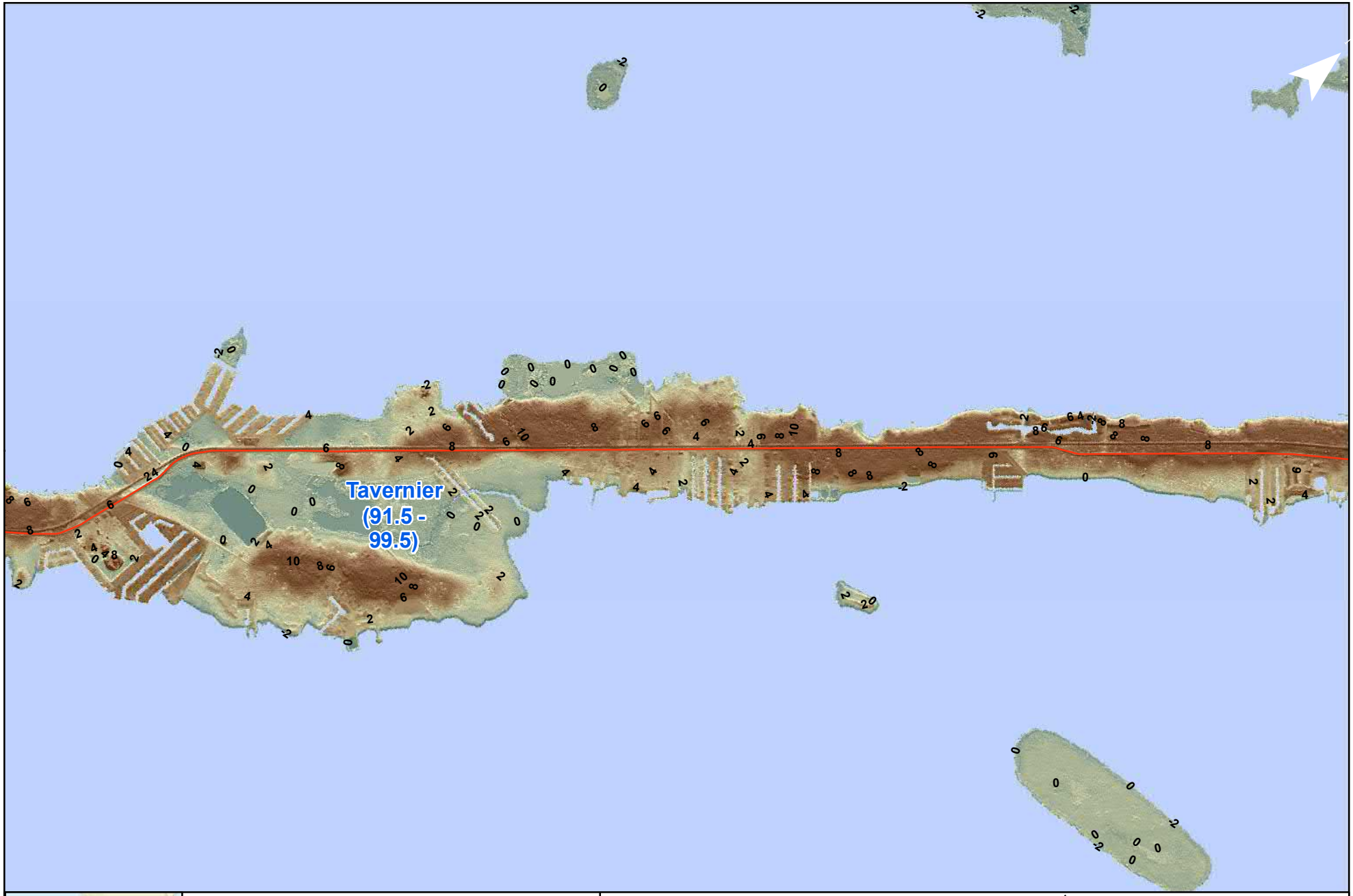

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Digital Elevation Model (10 ft) — US 1

Feet

High : 93.9108

Low : -18.186

0 0.25 0.5 1 Miles

Segement
Tavernier (91.5 - 99.5)

County Subdivision
Upper Keys/Cape Sable

Prepared For:

Prepared By: AECOM

Document Path: C:\Joe\Projects\Monroe_County\MXDs\Monroe_Study_Keys.mxd

MAP INDEX

Legend

Label = Elev (ft)

Digital Elevation Model (10 ft) — US 1

Feet

High : 93.9108

Low : -18.186

0 0.25 0.5 1 Miles

Segement
Key Largo (99.5 - 106.0)

County Subdivision
Upper Keys/Cape Sable

Prepared For:

Prepared By: AECOM

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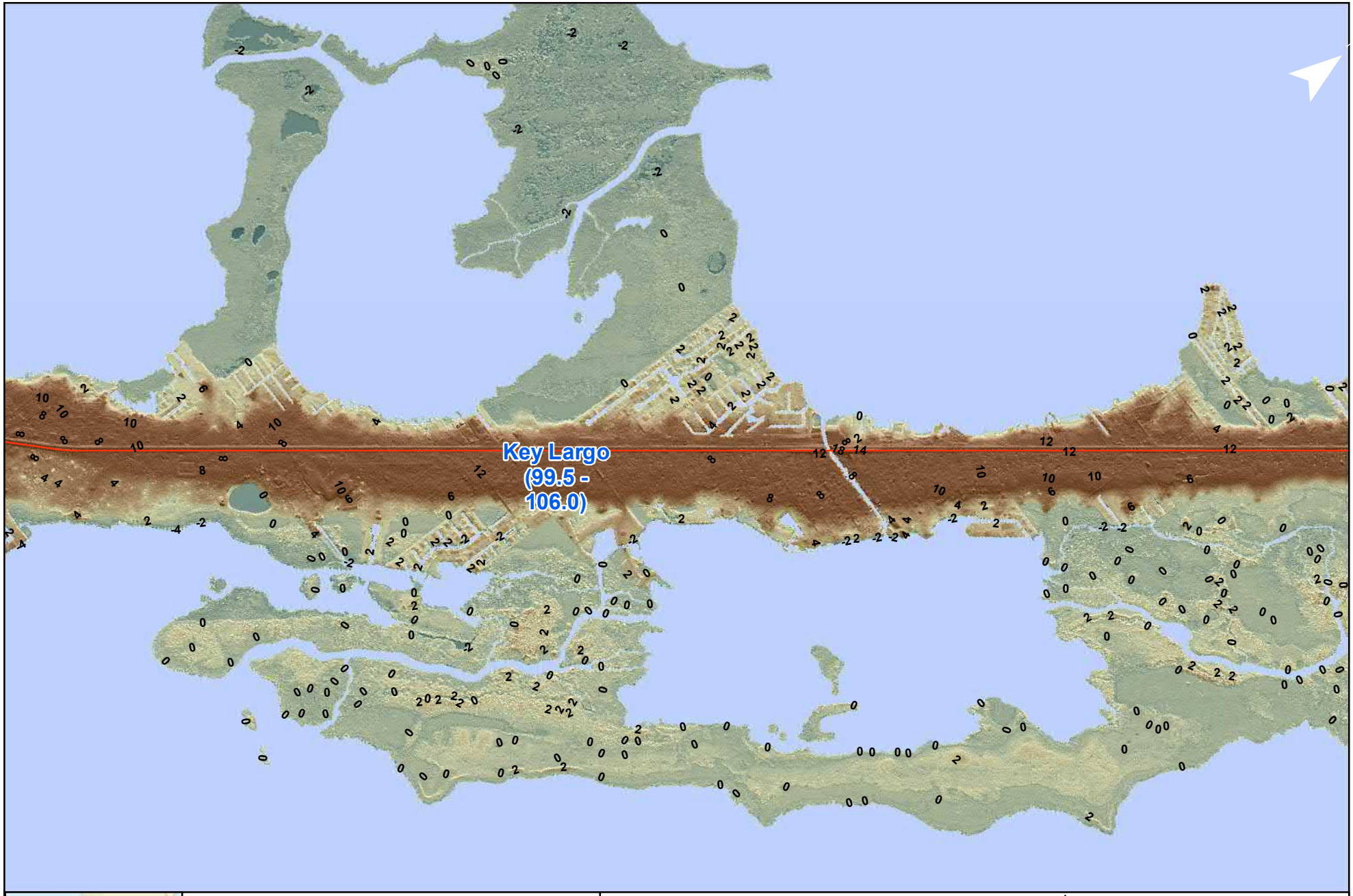

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Digital Elevation Model (10 ft) — US 1

Feet

High : 93.9108

Low : -18.186

0 0.25 0.5 1 Miles

Segement
Key Largo (99.5 - 106.0)

County Subdivision
Upper Keys/Cape Sable

Prepared For:

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Feet

High : 93.9108

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0 0.25 0.5 1 Miles

Segement
Key Largo (99.5 - 106.0)

County Subdivision
Upper Keys/Cape Sable

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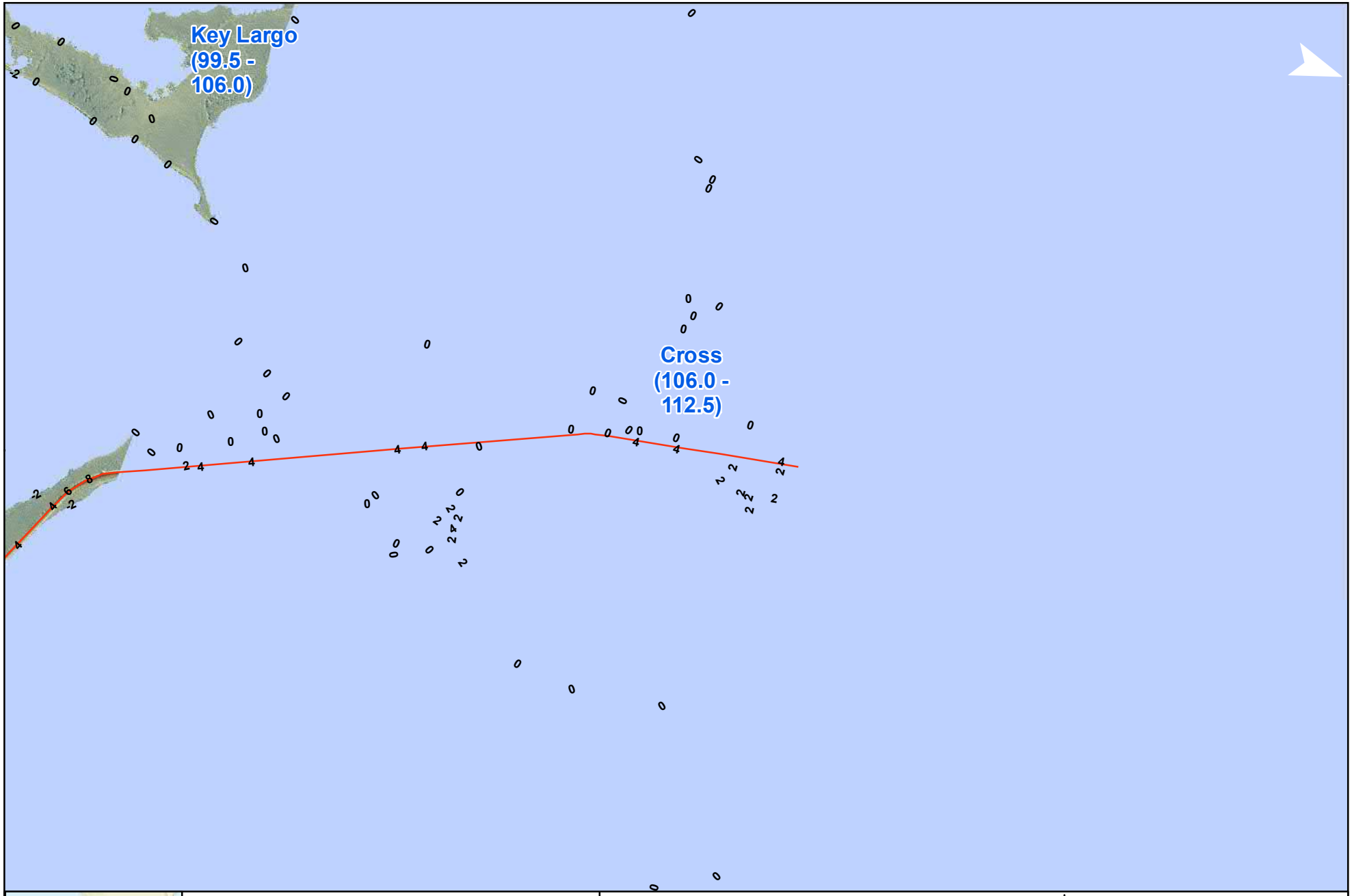

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Digital Elevation Model (10 ft)

US 1

Feet

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Key Largo (99.5 - 106.0)

County Subdivision
Upper Keys/Cape Sable

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APPENDIX D – Public Input Presentations, Surveys, and Results

Stakeholder Meeting Presentation and Menti Results

Mentimeter
US-1 TRANSPORTATION
MASTER PLAN
STAKEHOLDER MEETING
Monroe County, Florida

AGENDA

Mentimeter

- Introductions
- Purpose of Meeting
- Study Overview
- Public Involvement Resources and Opportunities
- Stakeholder Input
  - US-1 Problem Areas
  - TMP Goals and Objectives

INTRODUCTIONS

Mentimeter

- AECOM Technical Services
- City of Key Colony Beach
- City of Key West
- City of Layton
- City of Marathon
- FDOT Bridge Maintenance
- FDOT District 6 Ped/Bike Coordinator
- FDOT District 6 Planning and Environmental Management Office
- FDOT District 6 Traffic Operations Office
- FDOT District 6 Transportation Management Center
- FDOT District 6 TSM&O
- FDOT Maintenance Office
- Florida Department of Environmental Protection
- Florida State Parks
- Islamorada Chamber of Commerce
- Key Largo Chamber of Commerce
- Key West Business Guild
- Key West Chamber of Commerce
- Key West Transit
- Lower Keys Chamber of Commerce
- Marathon Chamber of Commerce
- Miami-Dade County Transportation & Public Works Department
- Miami-Dade Transit
- Monroe County Emergency Operations Center
- Monroe County Engineering Services Department
- Monroe County Planning and Environmental Resources Department
- Monroe County School Board
- Monroe County Sheriffs Office
- Monroe County Sustainability Department
- Monroe County Tourism Development Council
- Ocean Reef Chamber of Commerce
- Village of Islamorada

PURPOSE OF MEETING

Mentimeter

- Provide overview of Transportation Master Plan tasks
- Gain input on public outreach resources and needs
- Gain input on the transportation issues along US-1
- Gain input for development of goals and objectives

STUDY OVERVIEW

Mentimeter

The primary objective of this study is to develop a Transportation Master Plan (TMP) that will provide future direction for US-1 within Monroe County.

Study Tasks:

- Stakeholder Meeting
- Public Outreach Meetings
- Gather Existing Data
- Assess Existing Transportation System
- Develop Goals and Potential Solutions
  - Short-term (1-5 years)
  - Long-term (10-20 years)
- Develop a High-level Plan to Implement the Solutions

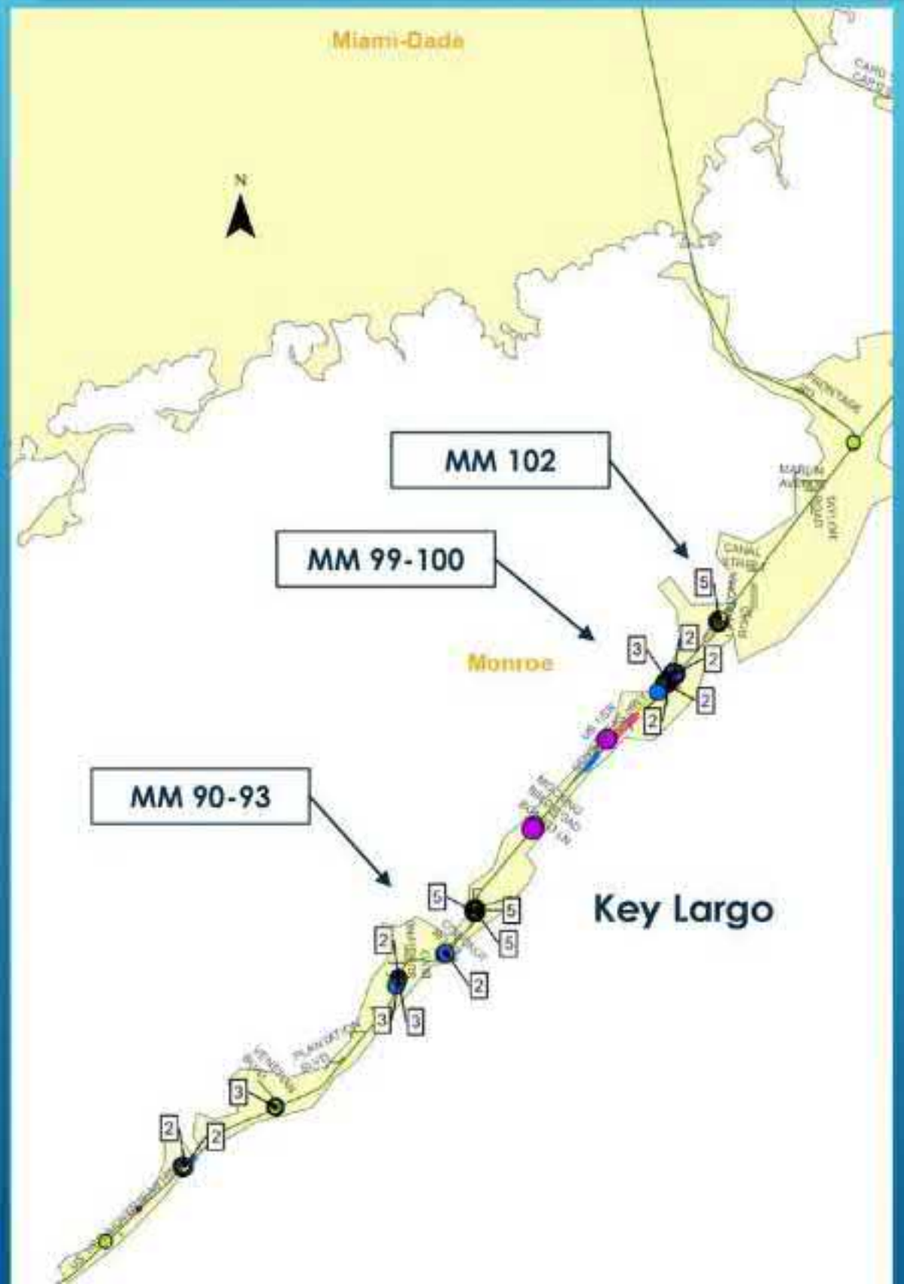
PUBLIC OUTREACH MEETINGS

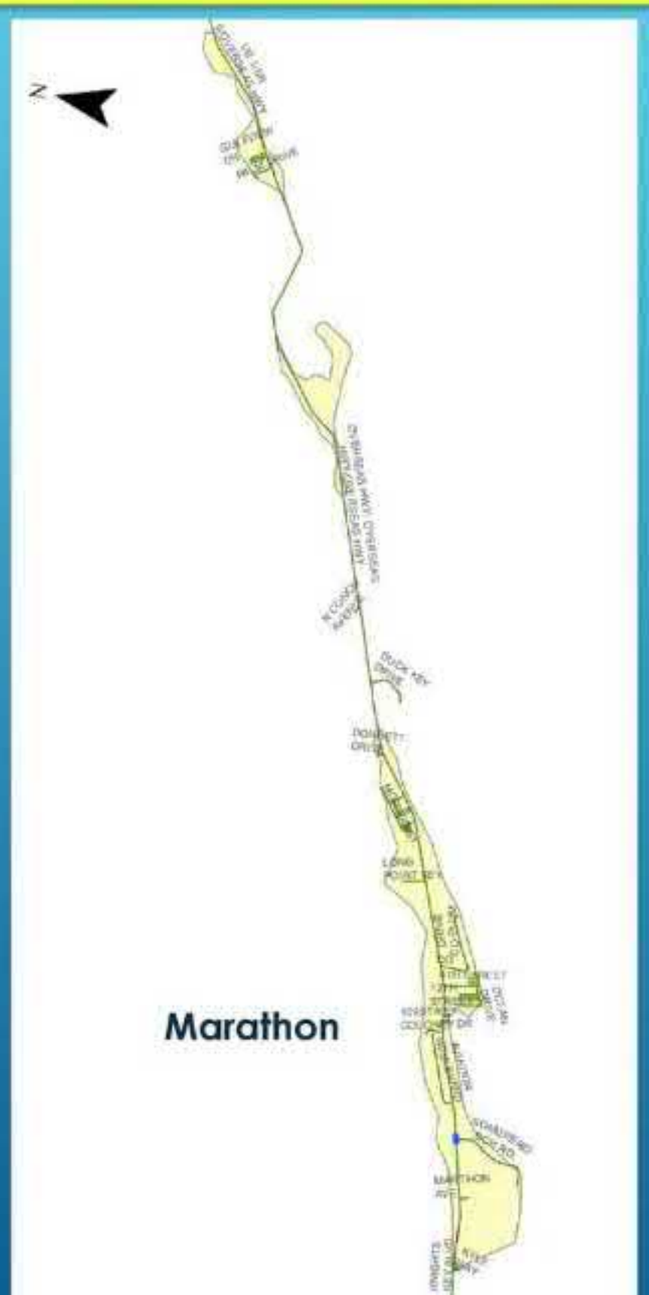
Mentimeter

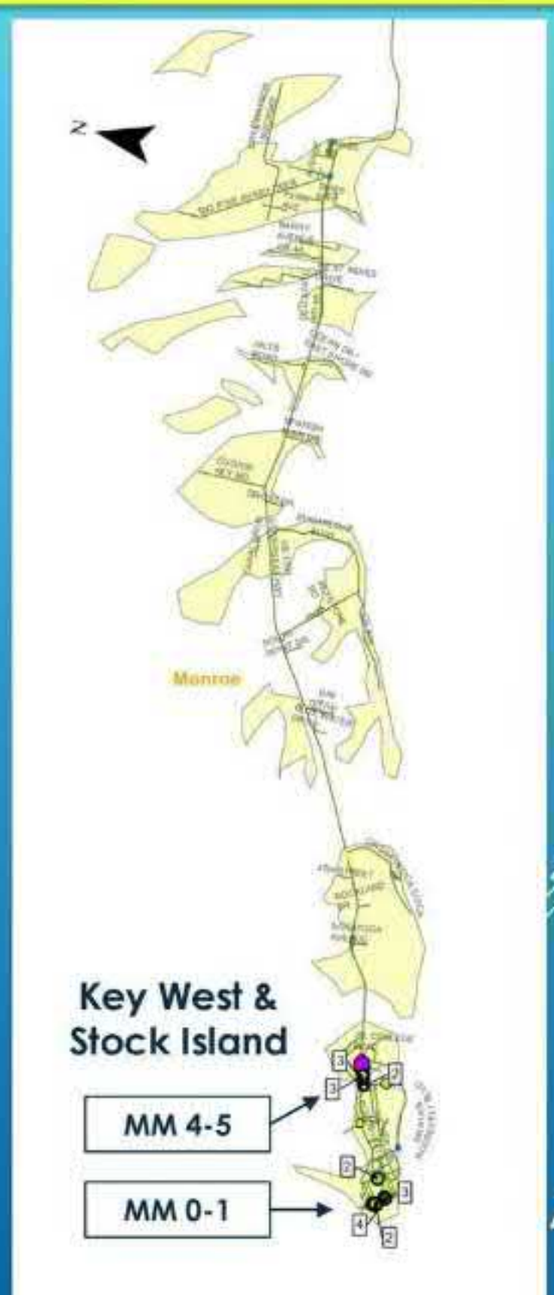
- Initial Public Outreach Meeting
  - Inform the public about the study and to get their input on transportation issues
- Create and maintain a project website
- Final Public Outreach Meeting
  - Gather public input on the transportation solutions identified as part of the TMP.

FDOT HIGH CRASH LOCATIONS - SPOT

Mentimeter







GATHER EXISTING DATA

Mentimeter

Collect necessary data to analyze travel patterns, identify hot spots and identify potential opportunities for improvements.

- Origin-Destination (O-D) patterns
- Regional Integrated Transportation Information System (RITIS)
- County traffic data
- FDOT High Crash List
- FDOT Annual Level of Service Report
- Florida Traffic Online Website
- Monroe County Transportation Improvement Plan
- Monroe County Comprehensive Plan
- FDOT Work Program
- FDOT infrastructure
- Signal system information
- Other studies or plans
- Transit related data
- Existing land use data and available information from development plans
- Stakeholder input
- Input from public meetings
- Travel Time Studies

DEVELOP TMP GOALS & ANALYZE TRANSPORTATION SYSTEM

Mentimeter

Develop attainable goals and transportation solutions to address existing and anticipated transportation issues in the study area.

- Identify the segments experiencing deficient Level of Service (LOS)
- Generalized LOS analysis
  - Existing and two future conditions (10 year and 20 year)
- Peak hour field reviews at critical intersections
  - Identify potential traffic operational issues and opportunities for improvement

POTENTIAL SOLUTIONS

Mentimeter

Solutions may include recommendations for improvements such as:

- Intelligent Transportation System (ITS) solutions
- Signal System Improvements
- General roadway improvements
- Bridge improvements, bridge opening advisory systems
- Repurposing of existing transportation assets
- Access management improvements
- Frontage Road Improvements
- Traffic operations and safety improvements
- Pedestrian/bicycle improvements
- Multi-modal solutions
- Water-based transportation systems
- Management systems:
  - Traffic incident management;
  - Special event management;
  - Parking management;
  - Freight management;
  - Traveler information systems;
  - Active traffic management; work zone management
  - Speed management; dynamic speed harmonization
  - Use of Connected Vehicle technologies

FUNDING ANALYSIS & PRIORITIZE SOLUTIONS

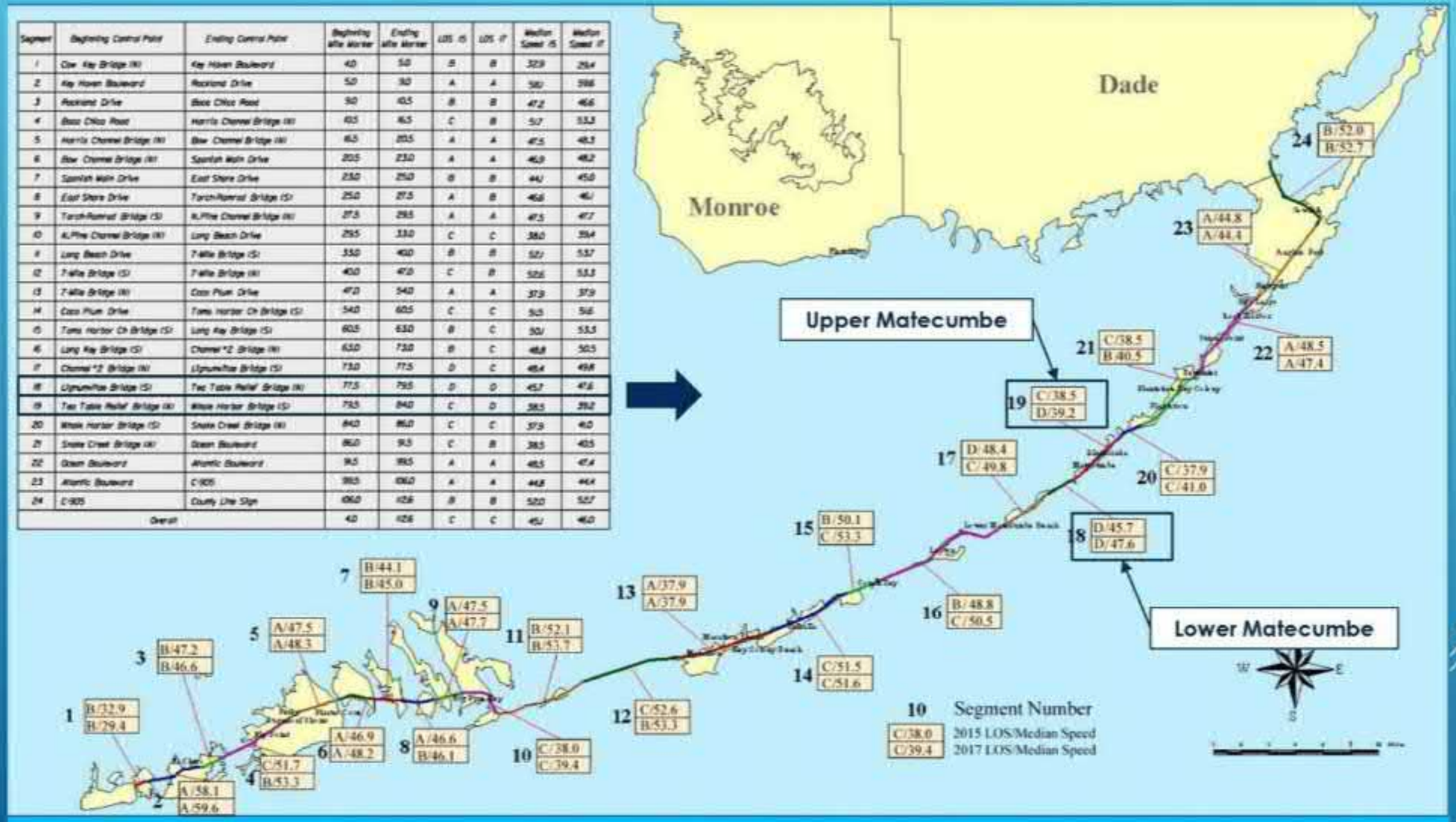
Mentimeter

- Identify available transportation revenues
- Project transportation revenues to a funding horizon
- Develop approximate cost estimates or probable costs
- Identify potential State, Local, or Federal funding sources
- Development of a prioritization process to assess which combination of projects are achievable by identified funding sources

US-1 ARTERIAL TRAVEL TIME AND DELAY STUDY

Mentimeter

Segment	Beginning Control Point	Ending Control Point	Beginning Mile Marker	Ending Mile Marker	LOS '15	LOS '17	Median Speed '15	Median Speed '17
1	Cow Key Bridge (N)	Key Haven Boulevard	4.0	5.0	B	B	32.9	29.4
2	Key Haven Boulevard	Rockland Drive	5.0	9.0	A	A	58.1	59.6
3	Rockland Drive	Boca Chica Road	9.0	10.5	B	B	47.2	46.6
4	Boca Chica Road	Harris Channel Bridge (S)	10.5	16.5	C	B	51.7	53.3
5	Harris Channel Bridge (N)	Bow Channel Bridge (S)	16.5	20.5	A	A	47.5	48.3
6	Bow Channel Bridge (N)	Spanish Main Drive	20.5	23.0	A	A	46.9	48.2
7	Spanish Main Drive	East Shore Drive	23.0	25.0	B	B	44.1	45.0
8	East Shore Drive	Torch/Ramrod Bridge (S)	25.0	27.5	A	B	46.6	46.1
9	Torch/Ramrod Bridge (S)	N.Pine Channel Bridge (N)	27.5	29.5	A	A	47.5	47.7
10	N.Pine Channel Bridge (N)	Long Beach Drive	29.5	33.0	C	C	38.0	39.4
11	Long Beach Drive	7-Mile Bridge (S)	33.0	40.0	B	B	52.1	53.7
12	7-Mile Bridge (S)	7-Mile Bridge (N)	40.0	47.0	C	B	52.6	53.3
13	7-Mile Bridge (N)	Coco Plum Drive	47.0	54.0	A	A	37.9	37.9
14	Coco Plum Drive	Toms Harbor Ch Bridge (S)	54.0	60.5	C	C	51.5	51.6
15	Toms Harbor Ch Bridge (S)	Long Key Bridge (S)	60.5	63.0	B	C	50.1	53.3
16	Long Key Bridge (S)	Channel "2" Bridge (N)	63.0	73.0	B	C	48.8	50.5
17	Channel "2" Bridge (N)	Lignumvitae Bridge (S)	73.0	77.5	D	C	48.4	49.8
18	Lignumvitae Bridge (S)	Tea Table Relief Bridge (N)	77.5	79.5	D	D	45.7	47.6
19	Tea Table Relief Bridge (N)	Whale Harbor Bridge (S)	79.5	84.0	C	D	38.5	39.2
20	Whale Harbor Bridge (S)	Snake Creek Bridge (N)	84.0	86.0	C	C	37.9	41.0
21	Snake Creek Bridge (N)	Glenn Boulevard	86.0	9.5	C	B	38.5	40.5
22	Glenn Boulevard	Atlantic Boulevard	9.5	19.5	A	A	48.5	47.4
23	Atlantic Boulevard	C-905	19.5	106.0	A	A	44.8	44.4
24	C-905	County Line Sign	106.0	112.6	B	B	52.0	52.7
Overall			4.0	112.6	C	C	45.1	46.0



Average Travel Speeds And Levels Of Service

2017 Travel Time Delay Study

Figure 3

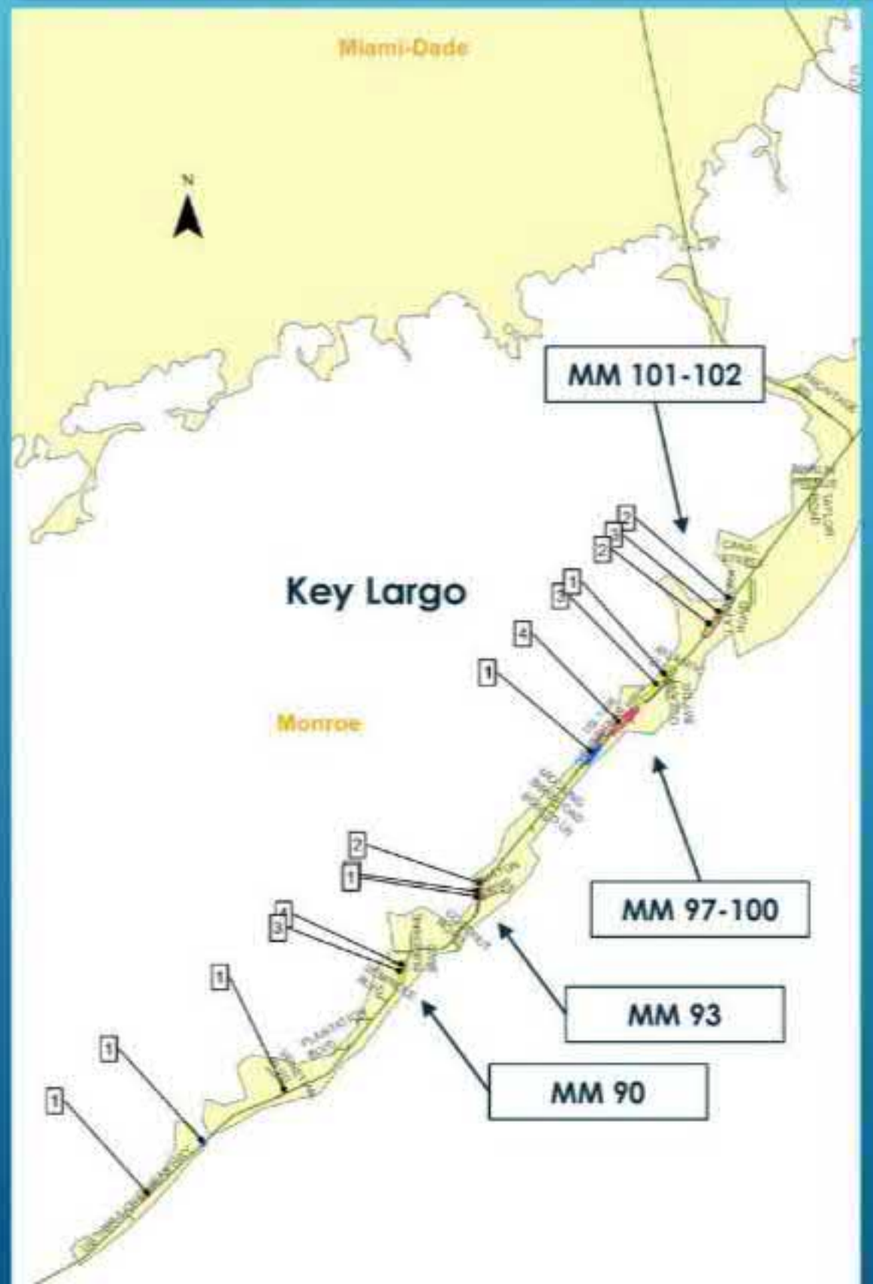
SOURCE(S): Florida Department of Transportation Transportation Statistics Office; URS Corporation, Inc.

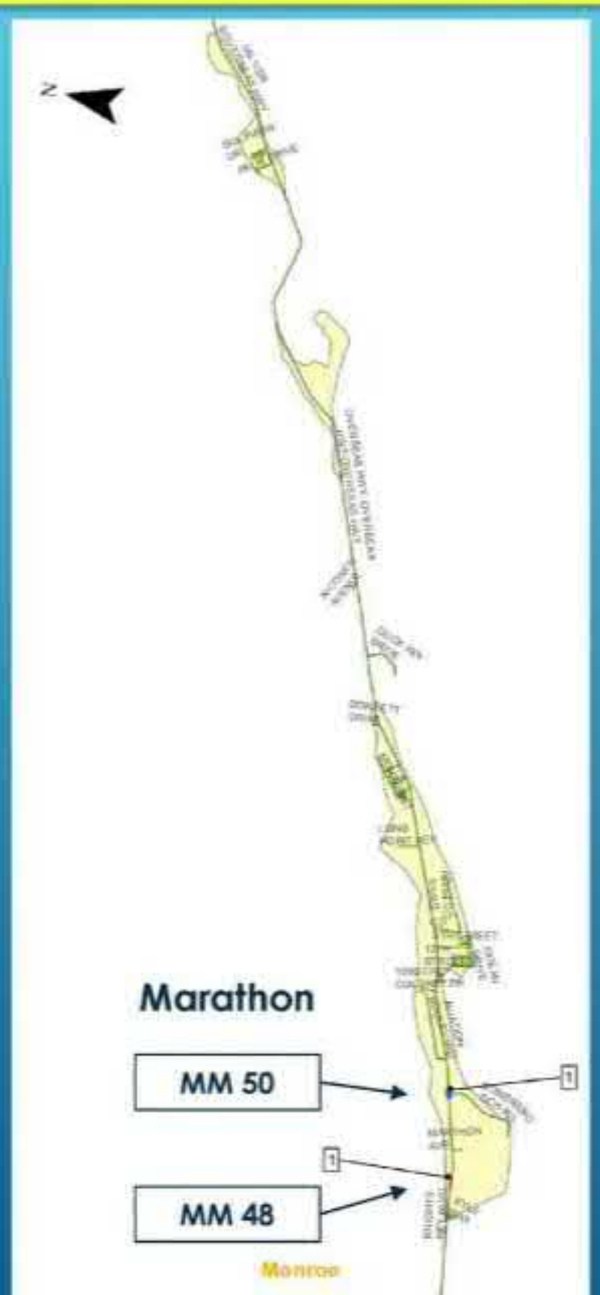
URS

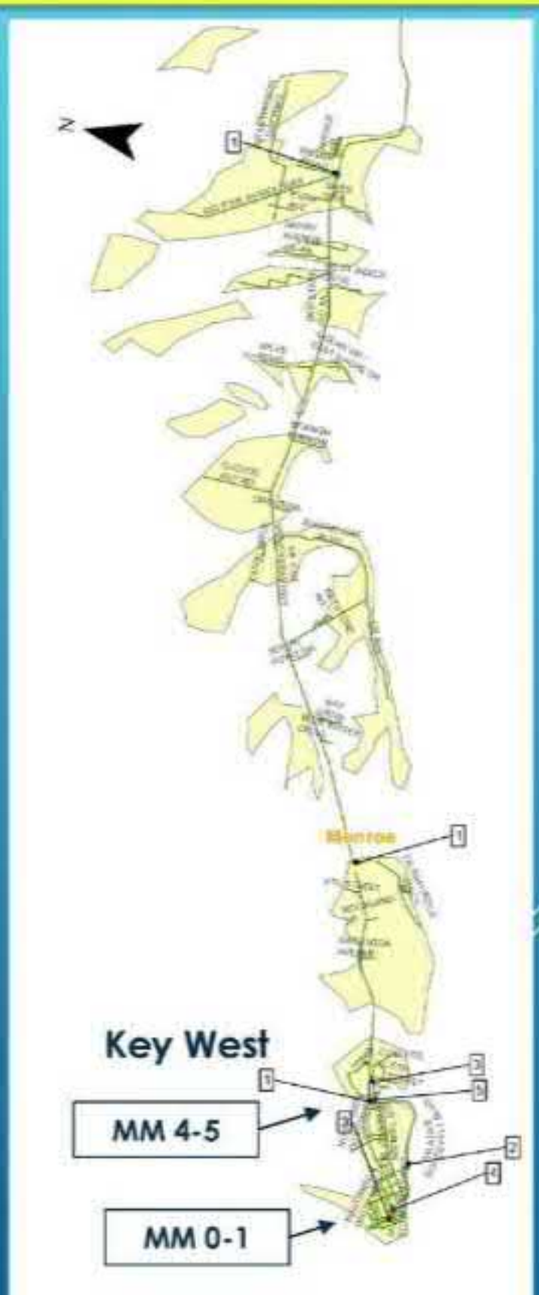
AECOM

FDOT HIGH CRASH LOCATIONS - SEGMENTS

Mentimeter

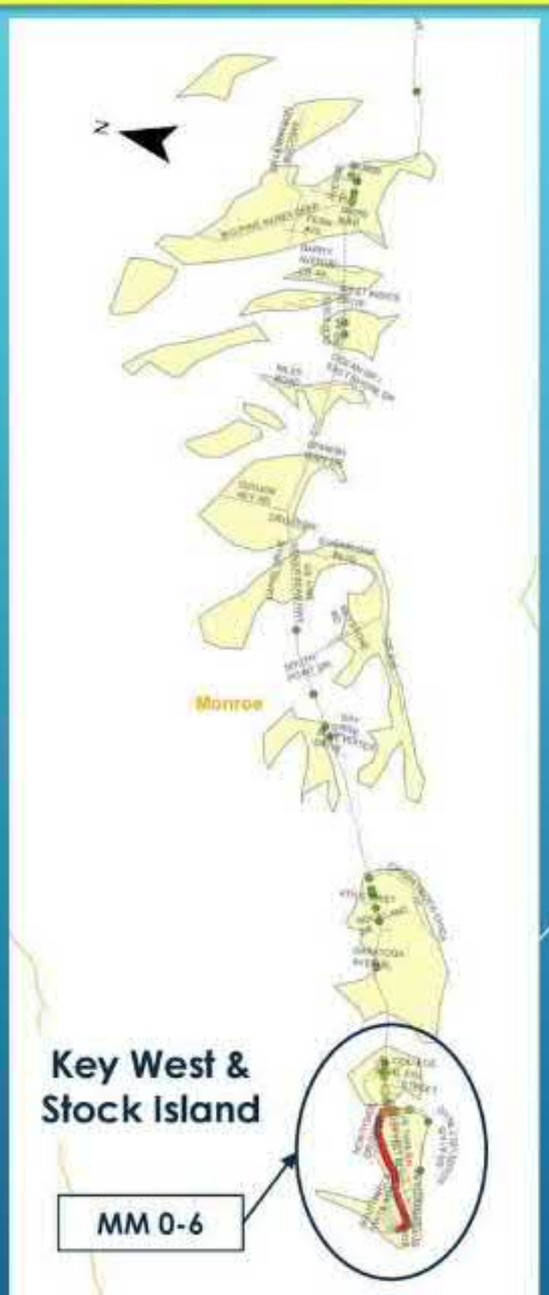




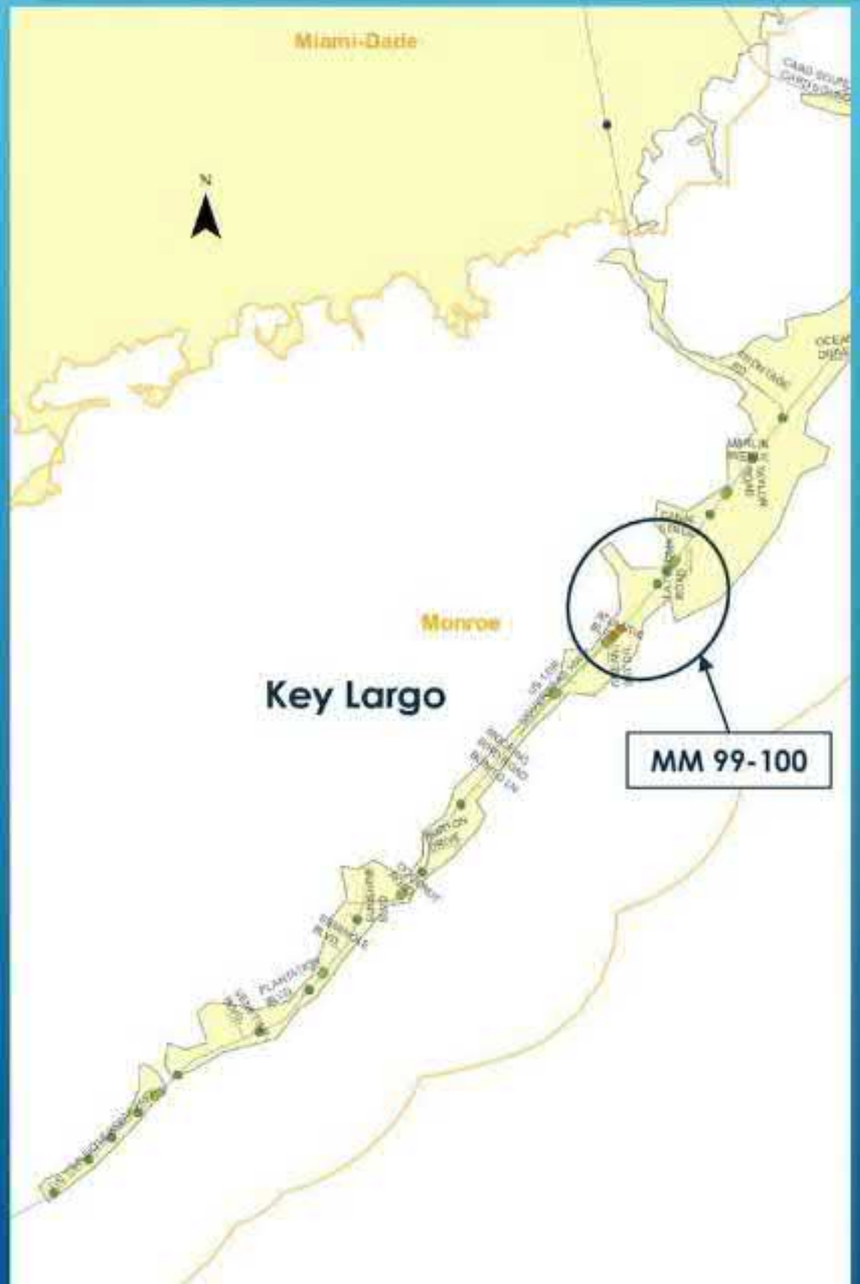


CRASH CLUSTER ANALYSIS – BICYCLE CRASHES

Mentimeter



CRASH CLUSTER ANALYSIS – PEDESTRIAN CRASHES



ORIGIN DESTINATION STUDY FINDINGS

Mentimeter

- Areas with Highest Percentage of Trips:
  - Key West
  - Islamorada
  - Marathon
  - Key Largo
- Internal Trips within Key West accounted for 40% of Total Trips
- Shorter trips within individual zones and/or between neighboring zones were most common

Mentimeter

PUBLIC ENGAGEMENT & FEEDBACK

INPUT FROM STAKEHOLDERS AND PUBLIC

Mentimeter

Platforms

1. Online "Meeting"
   - Zoom

     -or-

   - Virtual Meeting Room https://consultation.ai/demo/
   - MentiMeter Live Meeting Survey

2. Online Survey
   - Through SurveyMonkey or similar

Partnering for Web-Based Information Distribution

- Local *Existing* Social Media Plans
- Local *Existing* Websites/Distribution Lists

PUBLIC SURVEY QUESTIONS:

Mentimeter

1. Where do you live?
2. Where do you work?
3. Have your travel patterns along US-1 been impacted by COVID?
4. If you answered "yes", how?
5. Do you think your travel pattern along US-1 will change post COVID?
6. What do you see as the top three most critical transportation needs along US-1?
7. In your opinion what are the areas that need improvement?
8. In your opinion what are some potential solutions?

ARE THERE OTHER QUESTIONS WE SHOULD CONSIDER?

Mentimeter

What Else??

- Should we drill-down further to get more information on any of the following?
  - Pedestrian/Bicycle
  - Transit
  - Vehicular congestion
  - Water-based connectivity
- Our goal is 8 questions or fewer to receive the highest response rate

Mentimeter

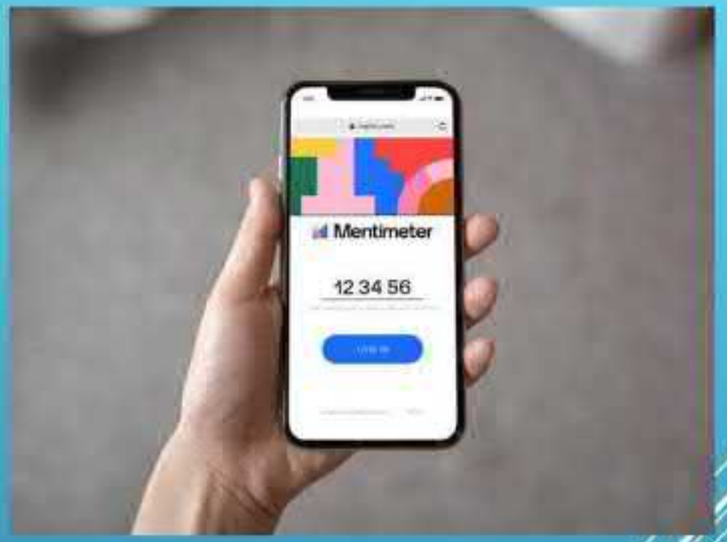
STAKEHOLDER INPUT

GET INPUT - ONLINE MEETING

Mentimeter

Menti Access Instructions:

1. Open a new browser on your phone/computer
2. Go to "menti.com"
3. Enter code "**57 24 55 3**"



Answering Menti Questions:

1. When directed, answer questions on phone
2. Hit "Submit"
3. Look back on your computer screen for results

WHAT DO YOU SEE AS THE TOP THREE MOST CRITICAL TRANSPORTATION NEEDS ALONG US-1?

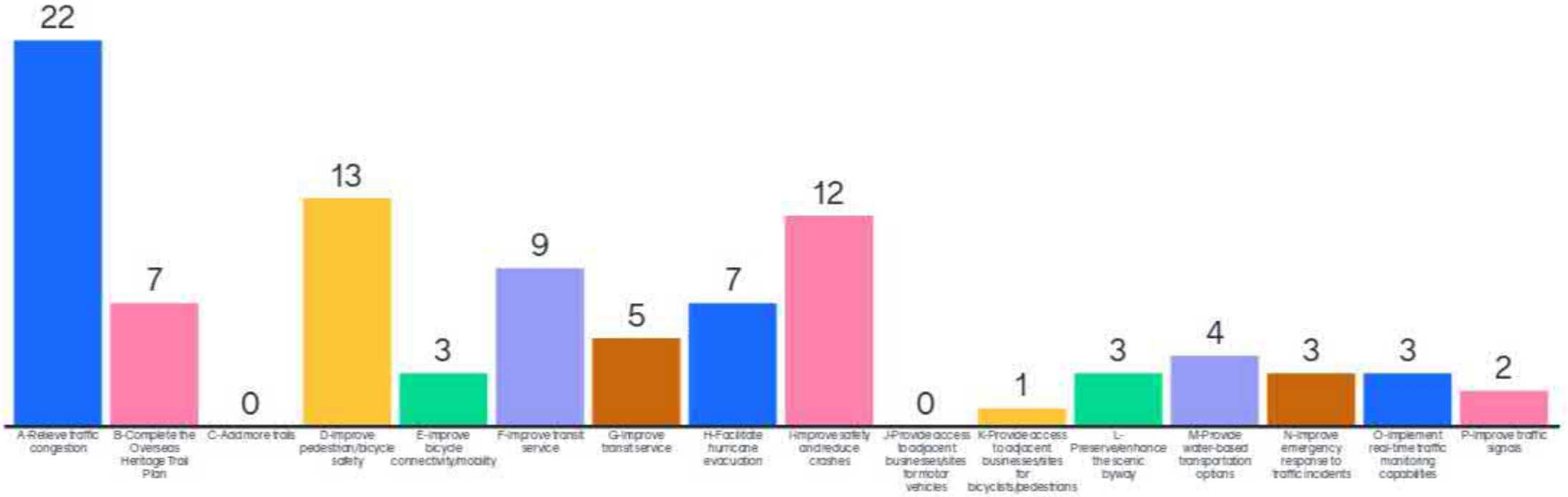
Mentimeter

What are your Critical Needs??

a) Relieve traffic congestion
b) Complete the Overseas Heritage Trail Plan
c) Add more trails
d) Improve pedestrian/bicycle safety
e) Improve bicycle connectivity/mobility
f) Improve transit service
g) Facilitate hurricane evacuation
h) Improve safety and reduce crashes
i) Provide access to adjacent businesses/sites for motor vehicles
j) Provide access to adjacent businesses/sites for bicyclists/pedestrians
k) Preserve/enhance the scenic byway
l) Provide water-based transportation options
m) Improve emergency response to traffic incidents
n) Implement real-time traffic monitoring capabilities
o) Improve traffic signals

What do you see as the top three most critical transportation needs Along US-1?

Mentimeter



WHAT DO YOU SEE AS CRITICAL LOCATIONS THAT NEED IMPROVEMENTS FOR US-1?

Mentimeter

Free Response

For Example:

a) US1 at 3rd Street – Stock Island
b) Traffic Signal Synchronization – Key West
c) Pedestrian Signal – Islamorada
d) Sidewalk/Trail Connection – Marathon
e) Add a right-turn lane – US1 at MacDonald Ave

What do you see as critical locations that need improvements along US-1?

Mentimeter

Snake Creek Bridge

Big pine local road

7-mile bridge Overseas Heritage Trail

Improve transit

Entry traffic signal into the city of Key West

MM 90 - MM 85 traffic congestion

MM 77-82

Islamorada

The Triangle in Key West

What do you see as critical locations that need improvements along US-1?

Mentimeter

Traffic/congestion Key Largo to Islamorada.

Overseas heritage trail

Coral Shores High School area

Islamorada gets so backed up. I think some more traffic lights could help create breaks in the traffic so people can pull out.

Marathon

In the single lane area, we need right turn lanes

Upper Matecumbe

Overseas Heritage Trail

Snake Creek Draw Bridge

What do you see as critical locations that need improvements along US-1?

Mentimeter

Better Merge lane northbound after rock land key to big coppitt

Improve turn lane availability in Islamorada; enhance pull-offs for buses along US1 so they do not block traffic

More locations for turn lanes. Better access and egress to schools abutting US 1.

Complete length safely and safe pull off areas for Tourists

Where local road merges with US-1 at Whale Harbour

Big Coppitt to KW

Big Pine

As you enter Islamorada from the north

Very poor transit LOS.

What do you see as critical locations that need improvements along US-1?

Mentimeter

Islamorada retail corrider is always a jammed up mess.

Snake Creek Bridge

Indian Key Fills area beautification plan

Sea Oats Beach in Islamorada for sea level rise preparation.

Create pull offs for slow moving vehicles

Bike/Pedestrian path too narrow on Boca Chia Bridge

Transit drop offs

Better traffic control on Indian Key Fill area

align traffic signalization in KW

What do you see as critical locations that need improvements along US-1?

Mentimeter

The school in Tavernier needs better traffic flow.

Key West Triangle

More transit service

Walkover at coral shores and pks eliminate crossing light

Need more bike trails in key largo.

Congestion into the Keys on the stretch. Islamorada. Marathon. Stock Island/Key West.

Control of center lane - stop cars from using it as a fast passing lane

islamorada sections-sea oats, some lower keys sections that are low lying

Center lane throughout keys where there are commerce on both sides of hwy

What do you see as critical locations that need improvements along US-1?

Mentimeter

Upper keys transit

Stoplight for pedestrian traffic in Islamorada

Overall the bus stations should be safer with signage and bays/shoulders and also better equipped for employees who wait for long periods of time.

Water transit for employee transportation from the mainland to Islamorada

Local loops that linked off US1 with existing transit would help congested areas

Eliminate walk over at founders park it will be useless

No bike or pedestrian infrastructure at MM16

One-seat-ride on transit throughout the keys

No pedestrian path at the Harris Channel Bridge

What do you see as critical locations that need improvements along US-1?

Mentimeter

Address crossings with Hawks whenever possible

Low lying roadway needs to be raised at Sea Oats Beach

Shade for Transit users

Require larger commercial developments to provide bus pull-offs with appropriate sun/rain shelter and soft lighting for safety in the evenings

more lanes to make right hand turns into businesses, to avoid stopping, slow downs on US1

More frequent transit

More frequent Transit

No pedestrian path in Lower Sugarloaf along Rt 1.

Water transit in heavy tourist areas up the keys

What do you see as critical locations that need improvements along US-1?

Mentimeter

Scenic Highway safe pull over areas

Park n ride hubs for transit at major islands

Provide a commuter route for workers traveling from Key Largo / Islamorada to Marathon during peak work travel hours

Better bus pull off areas in Islamorada

All lower lying sections of road need to be elevated for sea level rise.

No Pedestrian Path on Upper Sugarloaf Key along route 1

SeaOats beach too low. Raise quickly

Provide bicycle rentals (like citibike) at designated locations in Marathon, Islamorada, Key Largo and KW (major shopping / employment centers) to facilitate travel from the area where transit ends to where a person works.

Develop parking facilities and pull off areas near prominent tourist stops. Ideally add transit stops with the parking facilities.

What do you see as critical locations that need improvements along US-1?

Mentimeter

Bus stop covered areas for riders

Key west triangle

Trail Bridge incomplete at Niles Channel

Well marked transit stops to eliminate Miami buses controlling the roads. Very dangerous. Cutting out in front of vehicles with short notice.

Big pine needs a local road and loop service

I think adding stop lights is not the answer in Islamorada. We need to improve traffic flow not stop it.

Right hand turning lanes.

Complete overseas heritage trail bike/pedestrian trail - safety is important

Stop passing in center lanes

What do you see as critical locations that need improvements along US-1?

Mentimeter

Crosswalks needed in downtown Islamorada

More transit options from mia/fll airport

Separate lanes for bikes/peds cantilevered on bridges on US1

Traffic lights to allow gaps in traffic for pulling out etc.

Control merging from old road back onto US1 - dangerous during busy season

Fiber optic communication infrastructure throughout US1 to harden system wide communications and less reliance on wireless communications.

Crosswalks through upper matecumbe. Or traffic lights

Transit doesnt come regularly enough

Major events need transportation plans

What do you see as critical locations that need improvements along US-1?

Mentimeter

Need parking areas where commuters can catch the bus

More tickets written for bad driving.

Have the School busses pull over off of US1

Islamorada needs traffic quelling. Stand still for hours every Saturday. Snake creek bridge needs to become a fixed bridge

Public parking and public transportation options (bikes, scooters) for Islamorada

Too many people need wider roads

Traffic back ups I Islamorada are a problem. Need better traffic flow through there

More traffic enforcement officers.

Islamorada right turn lanes

What do you see as critical locations that need improvements along US-1?

Mentimeter

KCB - other means of mass transit in addition to bus. This would be across the entire Keys corridor

Islamorada raising the road at Sea Oats to accommodated climate change. Add storm surge methods to get water back across the road.

Islamorada —promote Bus travel to reduce number of vehicles- programs such as Freebee Ride

transit

Test

would right turn lanes out of neighborhoods onto US1 help LOS on US1?

Incomplete bridges along the Overseas Heritage Trail

MCSO:Snake Creek Bridge - either lock it down or build higher bridgeAcceleration lane US-1 S/B at Calle Uno 9MMHurricane Hole Marina West exit, numerous bicycle crashes due to high hedges blocking view and no Stop signs for bicycle on the bike pat

MCSOStreet lights at Bay Point around the bus stop as people are crossingGreen turn arrow US-1 SB at Cross StExtending turn lane on Ramrod from West indies to Coral Ave

What do you see as critical locations that need improvements along US-1?

Mentimeter

MCSO33rd St equip NB traffic signal with left turn light55th st/Sombrero beach rd Place no U-turn in the median for SB traffic72nd/South Aviation in Marathon, reconstruct the intersection with Right turn only

In 1-lane areas would it be possible to have pull out areas, and a rule that if more than 10 cars are backed up behind a truck, bus, etc., they must pull out to let the cars pass? This is something that is done in other places in the US.

Pull-outs for tourists to take pictures.

WHAT ARE THE TOP THREE GOALS YOU WOULD LIKE TO ADDRESS THROUGH THIS STUDY?

Mentimeter

Free Response

Please include your agency in your response

What are the top three goals you would like to address through this study?

Mentimeter

- Improvements to Transit
- Better bus system
- Layton. Center lane through Long Key.
- Monroe County- prepare for sea level rise
- Layton. Covered designated transit stops.
- Monroe County:Coordinated & collaborated strategies to address traffic concerns throughout the KeysReduce congestion Improve safety
- Timeline and cost to complete the Overseas Heritage Trail
- First class transit sytem
- Monroe County - reduce traffic congestion at hot spots

What are the top three goals you would like to address through this study?

Mentimeter

Islamorada. Traffic that moves smoothly all year long

City of Key WestReduce congestion without reducing person throughputHow to provide more space for local pedestrian and bicycle traffic along Route 1Cost to complete the Overseas Heritage Trail

Office of Greenways and Trails1. Safety improvements for trail users2. Regional trail connectivity3. A plan for the completion of the FKOHT

Monroe county - decrease traffic backups on us 1; improve / implement fixed route transit in upper keys ; better bicycle safety keyswide

Layton. To Clarify designated transit stops throughout the chain as busses whip on and off roadway with little notice.

Islamorada business owner - Better traffic flow, safety for pedestrians, transit system

Solve the bottlenecks

Monroe County. (1) Provide alternative transportation methods that could reduce vehicular transit - such as water transportation options. (2) Improve bicycle connectivity and safety to encourage non-vehicular travel for residents making short trips.

MCSO - Traffic choke points and ways to improve traffic flow. For example Snake Creek Bridge should be included in this study

What are the top three goals you would like to address through this study?

Mentimeter

Islamorada--increase rideshare, bus users, and cyclists to reduce congestion

Better pedestrian/bicycle connectivity and safety. Better transportation system from KL to KW, including water transportation. Reduce tourist traffic.

Monroe County- increase pedestrian /bike trails to help reduce traffic.

Monroe County: (3) improve traffic flow where feasible

Layton finish or trait heritage trail through Long Key. It's becoming an eyesore and unusable.

Local road in big pine

Specific steps to reduce bottlenecks

Provide better mobility for all modes of travel tied in with an urban planning component

Islamorada Chamber - traffic bog down between MM 90-85, center lane misuse, Snake Creek Draw Bridge. - Indian Key Fills Area Beautification. Finishing OS Heritage tail bike paths. Sorry that was more than 3

What are the top three goals you would like to address through this study?

Mentimeter

Miami Dade Transit - Continuous/frequent transit service connecting all of the Keys to the mainland. Passenger amenities at bus stops. Bike/Ped improvements.

Monroe County Planning - Strategies to improved US1 Level of Service and options for mitigation of trips generated by development.Multimodal transportation possibilitiesShort term interventions to be implemented in the next 1-5 years

Lk chamber: Safer us1

A safer triangle in Key West

Monroe County School District Add more turn lanes both left hand and right hand. Provide better traffic control for the exit of school buses from Switlik, Plantation Key, Coral Shores and Ley Largo Schools.

LKCC- US 1 safety and safe areas and signs for Tourists to pull off roadway to enjoy the scenery without causing bottlenecks/ accidents

MCSO - Bicycle crashes study along US-1 and ways to improve it. Some locations require additional signs, removing obstructions to driver's view (shrubs and trees), additional signs or stop signs and stop bars on bicycle paths

Monroe county: research an elevated transit system to key west.

Florida Keys Resort - improve safety of bus stops and increasing ride share opportunities

What are the top three goals you would like to address through this study?

Mentimeter

MCSO - improved visibility through installation of street lights around bus stops as people cross the highway at night from the bus stop.

Monroe: major bike ped investments

Safety, safe places to cross route 1, congestion

Monroe County School District Improve traffic flow, which should improve safety.

Key Largo Chamber Improve Traffic Flow into Islamorada Stop the usage of turn /merge lanes as a passing zone on stretch and throughout the Keys Heritage trail

Islamorada - Keys wide transit system, improved pedestrian safety to include crosswalks in retail areas, additional traffic signals to create breaks in bumper to bumper traffic

Improving traffic flow through synchronization of traffic lights, installing directional turn signals, installing No U-turn signs at certain intersections, especially lower 4 to 5 Mile marker, installing left turn lanes for high crash intersections

Mentimeter

THANK YOU

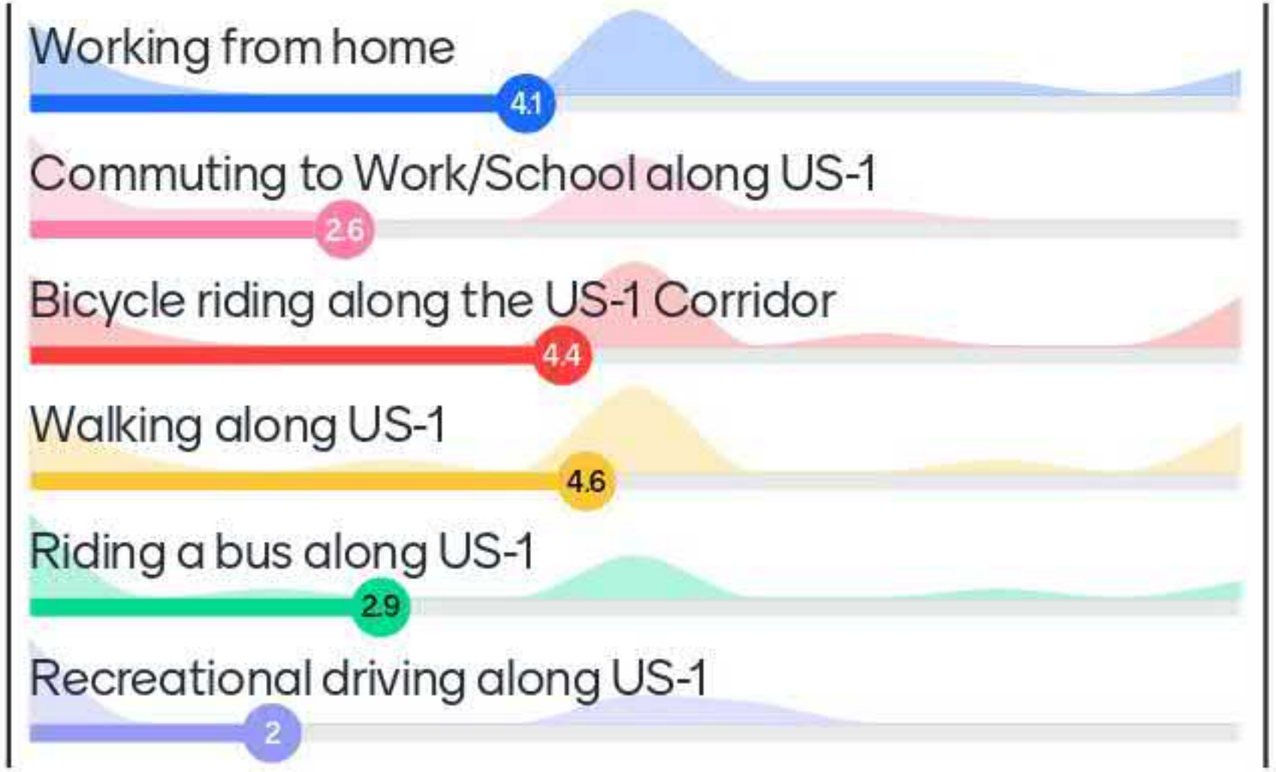
Questions can be sent to:

- Vivek Reddy
  - Email: Vivek.Reddy@AECOM.com
- Jillian Scholler
  - Email: Jillian.Scholler@AECOM.com

Public Meeting #1 Menti Survey Results

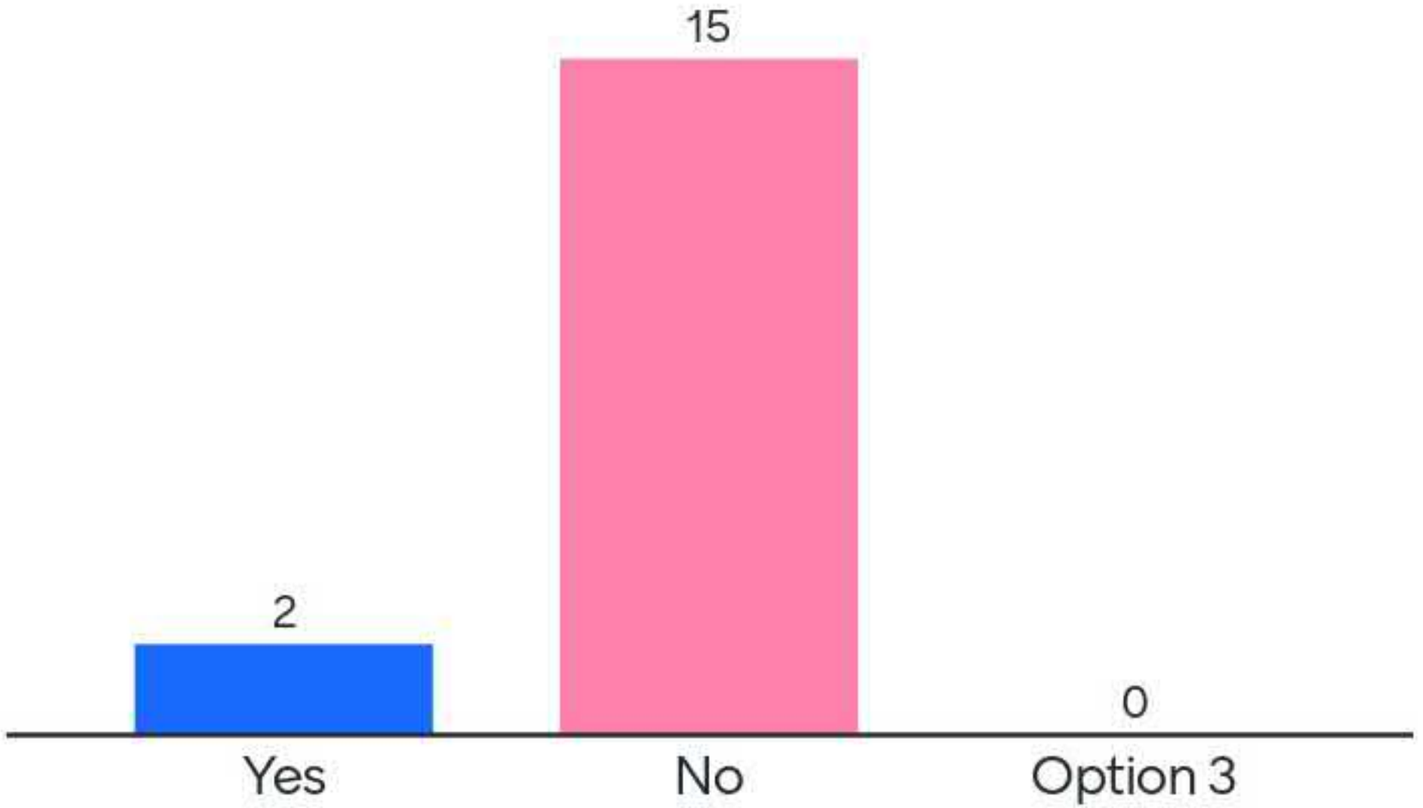
Do you think that the COVID-19 Pandemic will change your future travel patterns (not temporary changes due to COVID-19)?

Mentimeter



19

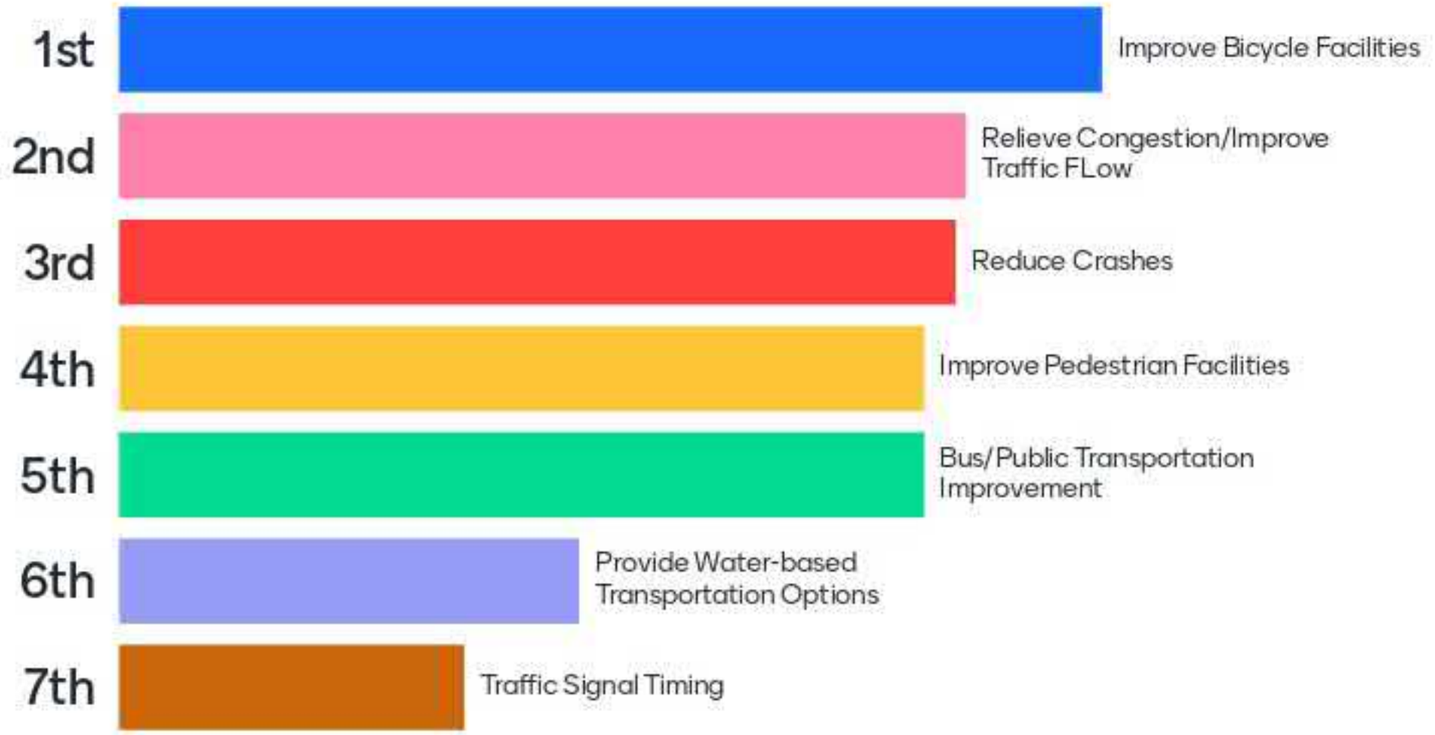
In your opinion, is US-1 currently functioning optimally to satisfy your needs?



Mentimeter

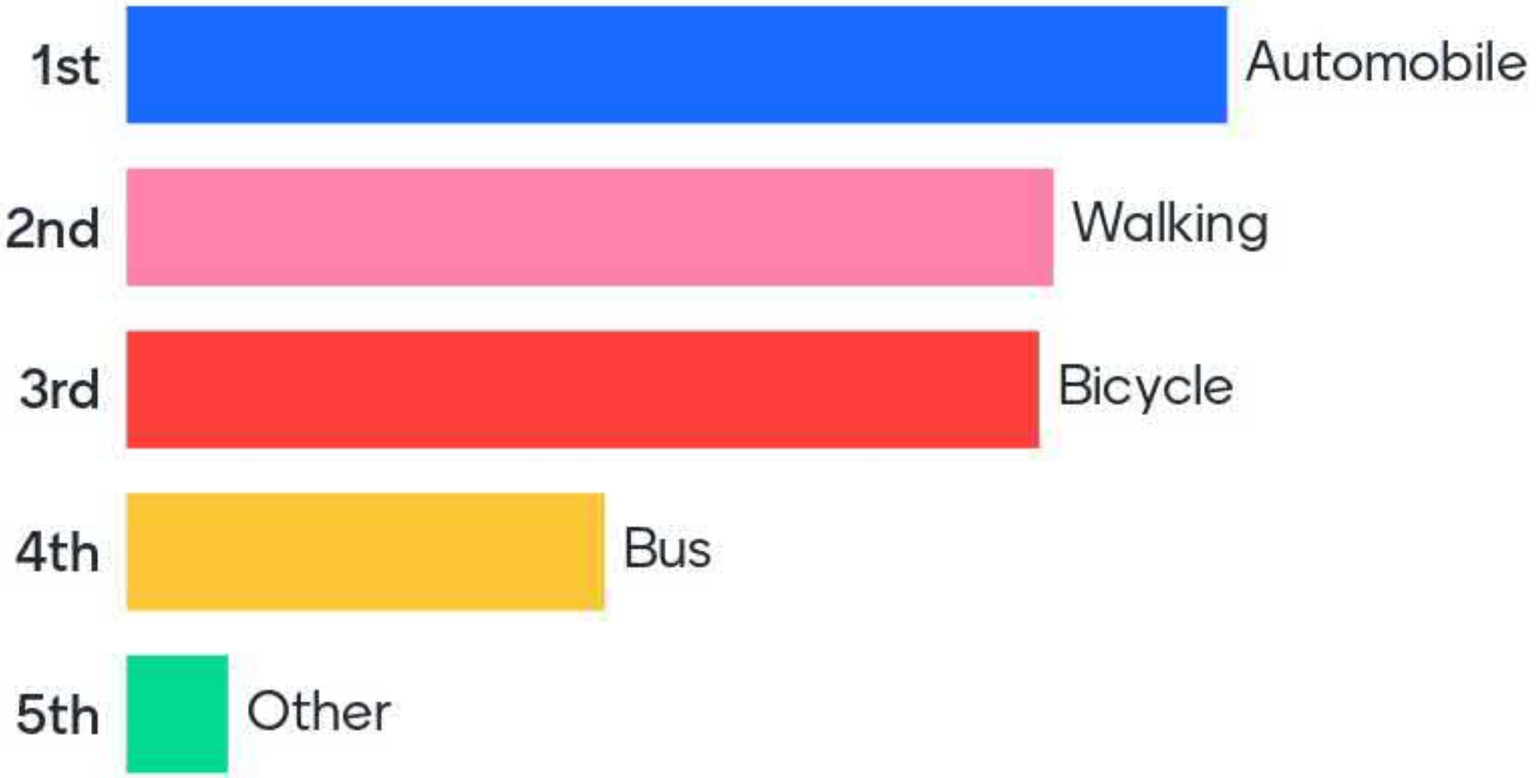
Based on your vision of how US-1 can best meet your travel needs, what types of improvements do you feel are most necessary/important?

Mentimeter



What modes of transportation do you currently use? Please rank them in order of most used to least used.

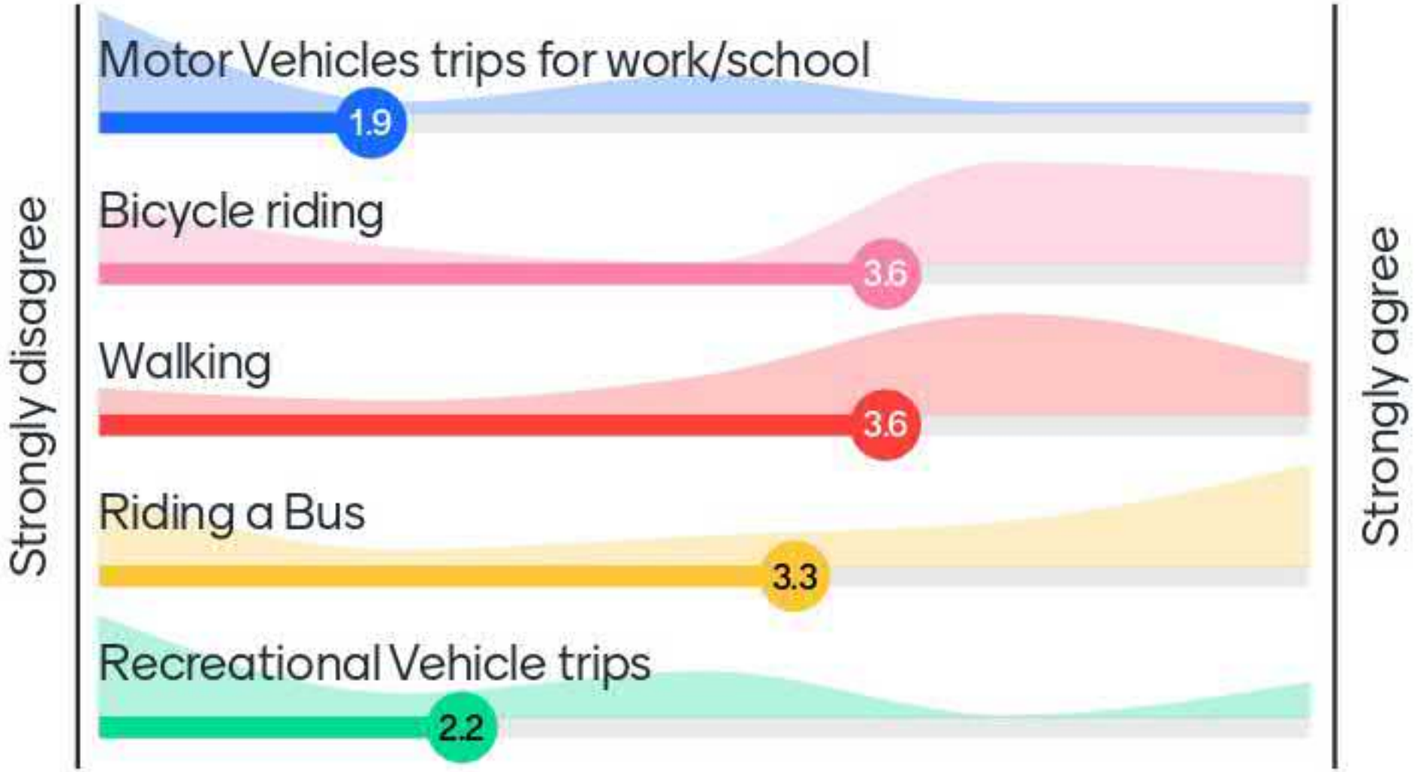
Mentimeter



19

If we were able to invest in improvements to provide alternative means of transportation along US-1, how would your travel patterns would change

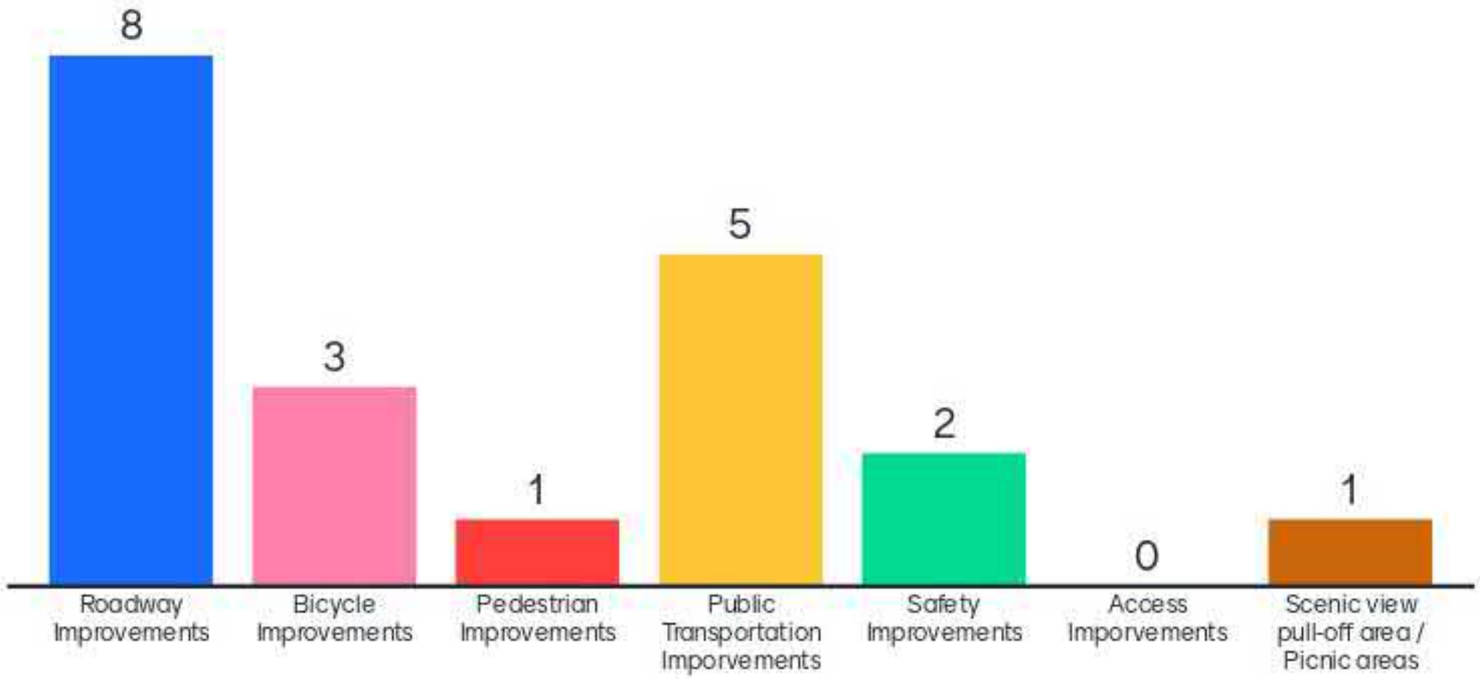
Mentimeter



18

What do you see as the top five most critical transportation needs for US-1? Please select five (5) responses

Mentimeter



20

What are the critical areas that need improvement along US-1?

Mentimeter

Segments in Islamorada.

Narrow sidewalk between 2315 and 2405 N Roosevelt Blvd

snake creek bridge

Boca Chica Bridge is too narrow for walkers and bikers

There are only two pedestrian crossings on Stock Island

Lack of pedestrian friendly streetlights on the Crosswalks of South Roosevelt

upper matecumbe "downtown islamorada"

Snake Creek Drawbridge at MM 86. Need fixed bridge.

Islamorada MM 90 where four lanes merge to two. Keep it four lanes!

101

What are the critical areas that need improvement along US-1?

Mentimeter

The sidewalks on the south side of North Roosevelt are too narrow

There are too few pedestrian crossings on Stock Island

Turn off yellow flashing light at MM90 when school is not in session to keep traffic flowing in this bottleneck area.

Snake creek bridge in Islamorada. It is only remaining drawbridge in Monroe County and it creates a bottle neck that's intolerable.

Off highway cross island access Big Pine KeyRockland/Big Coppitt bridge US1Acceleration lane southbound US1 at Ships Way

Boca Chica bridge bike path is too narrow

MM 110 along the 18 mile stretch needs a landscape buffer to hide the boaters that raft up there because it causes a distraction that leads to back ups.

It takes too long to cross the Triangle as a pedestrian or a pedestrian

Islamorada weigh station

101

What are the critical areas that need improvement along US-1?

Mentimeter

There areNo pedestrian crossings on Big CoppittNo Pedestrian Crossings on SugarloafNo Overseas Trail on Upper Sugarloaf

There are1 Pedestrian Crossing on Big Pine6 Pedestrian Crossings on Marathon (1 for every 2.25 miles)0 Pedestrian crossings on Layton0 Pedestrian crossings on Islamorada6 Pedestrian crossings on Tavernier4 Pedestrian crossings on Key Largo

When is school zone at mm 90?! Recently, I was stopped at 1:15 pm versus norm of 215 pm!

There are2 uncontrolled pedestrian crossings on Cudjoe2 uncontrolled pedestrian crossings on SummerlandNo pedestrian Crossings on RamrodNo pedestrian Crossings on Torch

Big Pine needs a side road so they don't need to get on us1

Road height at mm74.. floods in any storm .. needs elevated

Have DOT survey road signs to determine which can be removed. Too many signs cause driver distraction and many are no longer needed.

It's very difficult to cross US1 on Stock Island

Increase the frequency of US1 Busses

101

What are the critical areas that need improvement along US-1?

Mentimeter

There are too many driveways on the southside of North Roosevelt

Islamorada

The triangle at US1 and Key West

No overhead pedestrian bridges needed on our scenic highway.

Big pine is a mess because. Locals can't use a side road

No pedestrian bridge wanted by public at Founders Park..waste of funding

There are 93 Ingresses along the southside of North Roosevelt Blvd create walking hazards (35/mile)

The busses don't come often enough

Crossing US 1 into Founders Park for events; it's on a curve .

101

What are the critical areas that need improvement along US-1?

Mentimeter

A traffic light at East College Road is needed for folks turning northbound onto US1

Weigh station should be located north and in the center of the road.

The Overseas Heritage Trail needs finishing

Bikes need a separated path for bridges

The fill at mm77 is eroding away and needs to be fixed not just returned to pre-Irma condition

Islamorada does NOT want a Pedestrian Bridge built at Founders Park. More than 73% of the residents are against that project. It is not needed. It is not wanted. A career politician has pushed it on the community.

Events need to come up with better plans for transportation

Bridges need bike space

Fix Damage from Sept. 2017 Hurricane Irma all along Overseas Heritage Trail. It should become 100 percent open to cyclists!

101

What are the critical areas that need improvement along US-1?

Mentimeter

Better managed FDOT ROWs. Wherever there are waterviews, vehicles pull over helter skelter to access the water although there are no designated parking areas or access areas. This destroys the landscaping and erodes the shorelines.

bus shelters

Pedestrians and bicycles crossing bridges is so dangerous

Islamorada needs its own bus service

More right turn lanes are needed to help traffic stays flowing

more frequent bus service

Sweep the bike paths often and consistently. This never gets done!

Yes, the stock island bridge northbound is too narrow

Sea Oats Beach in Islamorada needs to be repaired with the ecosystem as a priority. Turtle breeding areas must be considered

101

What are the critical areas that need improvement along US-1?

Mentimeter

Need turn lane going into fill boat ramp going north. So many rear end accidents

Eaton street kicks you into from a bike lane into tight traffic

Speed limit need to be slower on Indian Key Fill area

Build more crosswalks and traffic control signals on Islamorada rather than an expensive pedestrian bridge

Many more deceleration lanes from U S 1 will get traffic off our main road.

Is the overseas trail done yet? That would help

Busses!

Snake Creek bridge should be a fixed bridge.

Events always clog the road

101

What are the critical areas that need improvement along US-1?

Mentimeter

Old road in isla need less access. Keep people on US1

heading north at the US1 as you get to the Navy base, the edge of traffic ends and you are pushed right in tot he lane of trafficRocks on bike/pedestrian path Eaton Street needs safer paving

Old highway in all of Islamorada needs bike lanes on both sides. Semi-trucks and pickup trucks use Old Highway and eliminate usage by cyclists and walkers and runners.

The problems at Indian Key Fills should not be the responsibility of Islamorada tax payers. You should budget funds to help with that dangerous deadly stretch of road.

Islamorada does need a pedestrian bridge

Islamorada: Any multi dwelling unit development should have to pass the traffic test! ie_ Tea Table, Upper Matecumbe, Windly and Plantation already have NO reserve capacity. Shouldn't this factor be taken into consideration before permitting?

can we get more tourists to take buses?

Bus stops need to have pull off space.

Section of US 1 on lower Mat vicinity of mm 76-73 needs elevating.Proposed Pedestrian bridge at Founders Park Islamorada is not supported by residents.Building infrastructure at the Fills to increase access to visitors is not a good idea

101

What are the critical areas that need improvement along US-1?

Mentimeter

MM 74 road bed and Sea Oats Beach needs to be restored. Roadbed is eroding and sea turtle nesting beach is now a concrete berm. Turtles can no longer safely nest there and are in danger of crawling on to US 1.

Islamorada needs a pedestrian bridge

What can we do about school busses?

bicyclists are 2nd class citizens- we need safe, wide, clean roads.

Tell tourists not to drive down

More carpools for workers?

Scenic Viewing areas need to be provided

More shade

Bikeshare that matches the bus route at major stops

101

What are the critical areas that need improvement along US-1?

Mentimeter

Building infrastructure at the Fills in Islamorada to increase access to visitors will greatly increase the risk of accidents as vehicles slow to exit US 1 or try to renter US 1.

Remove Forster's stupid stop signs on Old Highway. We do not need five sets in a mile or two!

Overseas Heritage Trail no separated enough from the road at Boca Chica Road

Multidwelling is where the workforce lives, so they don't drive even farther

No room for pedestrians or bikes just north of Big Coppitt

7 mile Bridge is untraversable by walking and difficult by bike

Islamorada needs event planning

No walking or bike spaces on Lower Sugarloaf

What about the free bee circulator Islamorada uses?

101

What are the critical areas that need improvement along US-1?

Mentimeter

Would cruise control help motorists maintain speed? So many don't go the speed limit and slow everybody down.

Upper Sugarloaf has no place for people to walk

Entrance to kw still isn't safe for bikes

Park Key and Harris Channel Bridges have no places for people to bike

Pedestrian bridge at mm87 is a waste of money that could be better spent on more important issues

Yes, much more shade along bike paths on US1

The number of cars is the problem!

Too many vehicles using turning lane for passing — very dangerous .. perhaps landscape islands to prevent this

US 1 is not operating optimally

101

What are the critical areas that need improvement along US-1?

Mentimeter

Parking and recreational needs for visitors: This issue was primarily in Islamorada prior to the lease agreement of the R/W with the FDOT. Now the daytime users have migrated to other areas south. There needs to be control of the traffic & parking

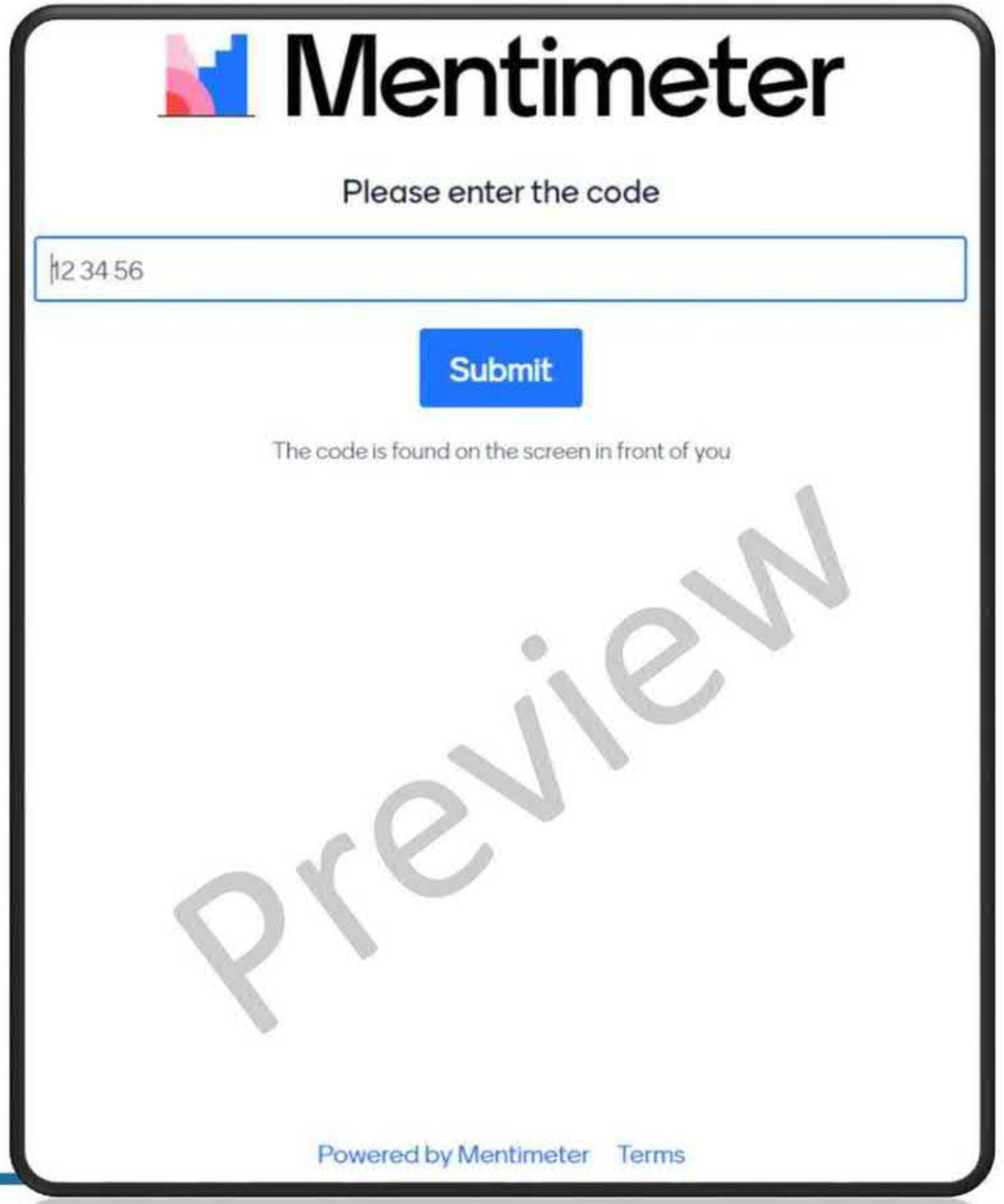
Islamorada area

101

Public Meeting #2 Menti Survey Results

Menti.com User View

- Go to: Menti.com
- Enter Code: 82 69 41 2



Go to www.menti.com and use the code 82 69 41 2

Menti.com User View

- Type your answer
- Hit Submit
- Example: Key Largo, Marathon, etc.

Where do you live?

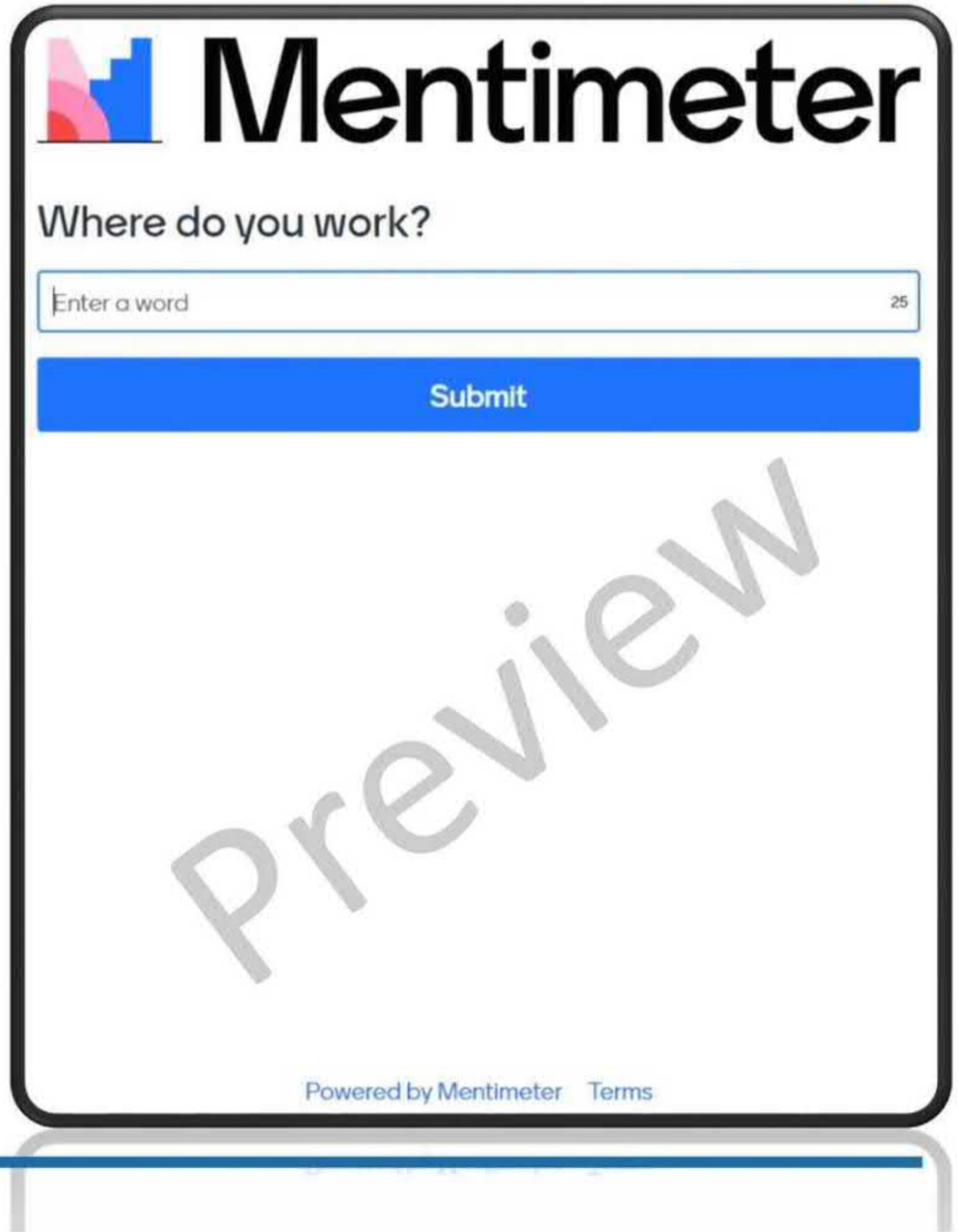
Mentimeter

Go to www.menti.com and use the code 82 69 41 2

Mentimeter

Menti.com User View

- Type your answer
- Hit Submit
- Example: Key Largo, Marathon, etc.



Where do you work?

Mentimeter

Go to www.menti.com and use the code 82 69 41 2

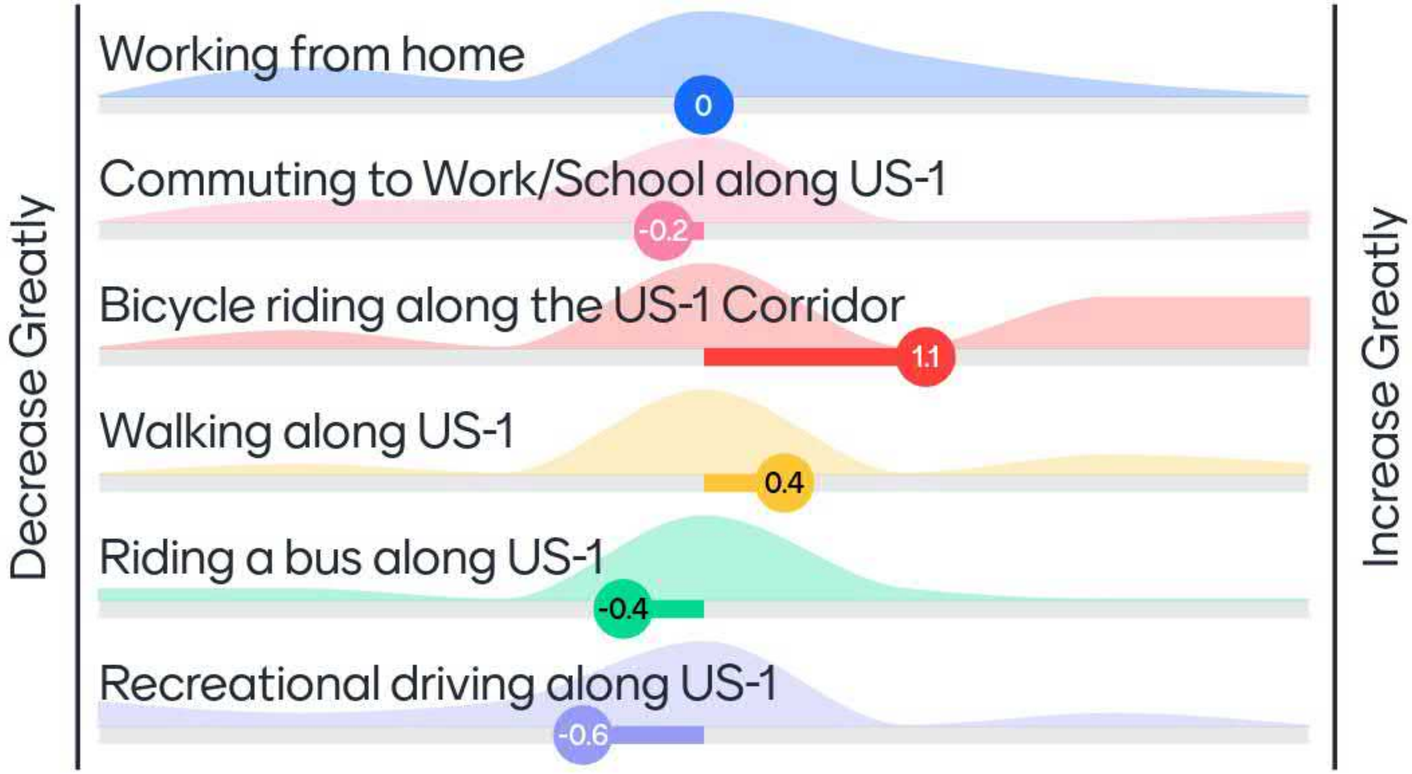
Mentimeter

Menti.com User View

- Slide the Circle Left or Right for each Answer
- Left = Decrease
- Right = Increase
- Center = Stays the Same
- If any item is not applicable, then hit “Skip” button

Do you think that the COVID-19 Pandemic will change your future travel patterns (not temporary changes due to COVID-19)?

Mentimeter



13

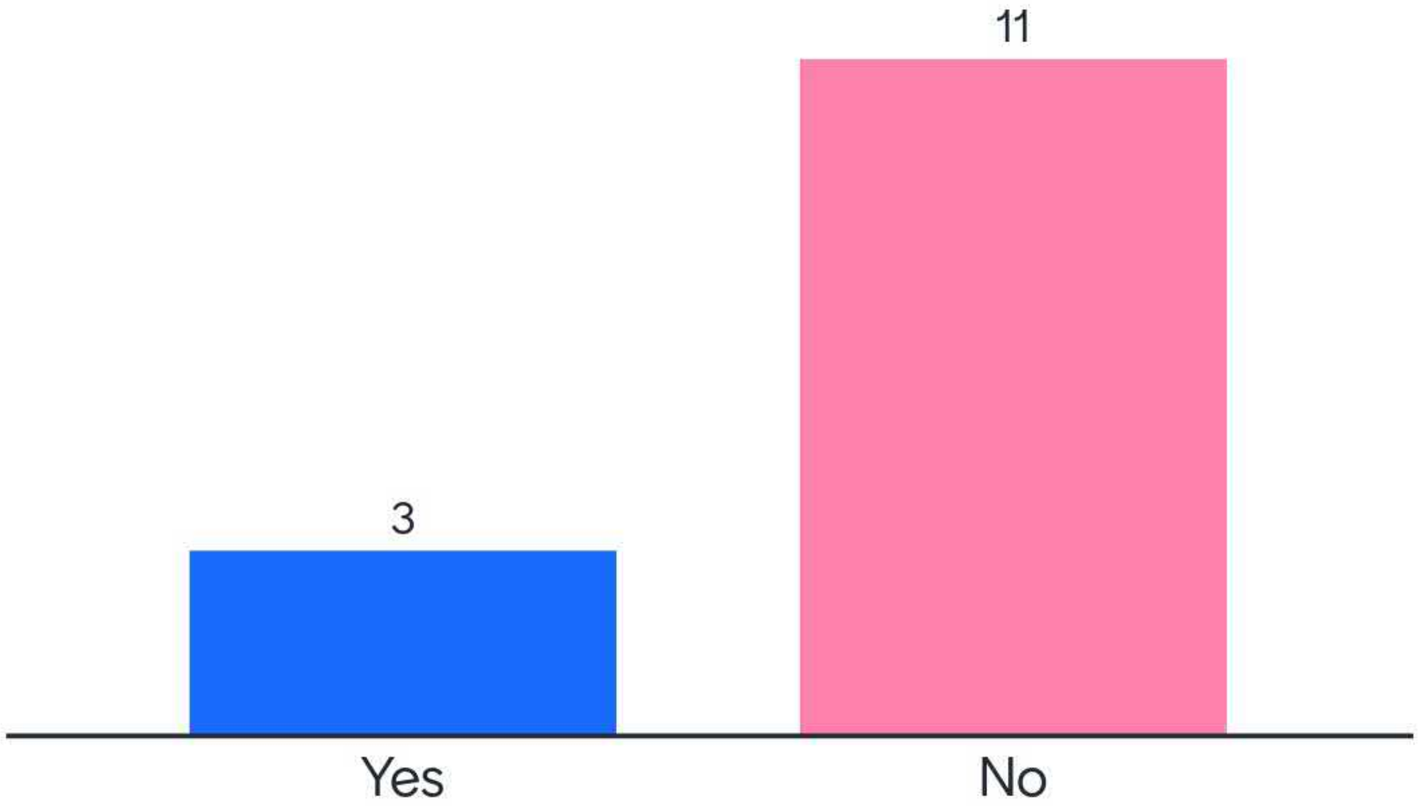
Go to www.menti.com and use the code 82 69 41 2

Mentimeter

Menti.com User View

- Select your option
- Hit Submit

In your opinion, is US-1 currently functioning optimally to satisfy your needs?



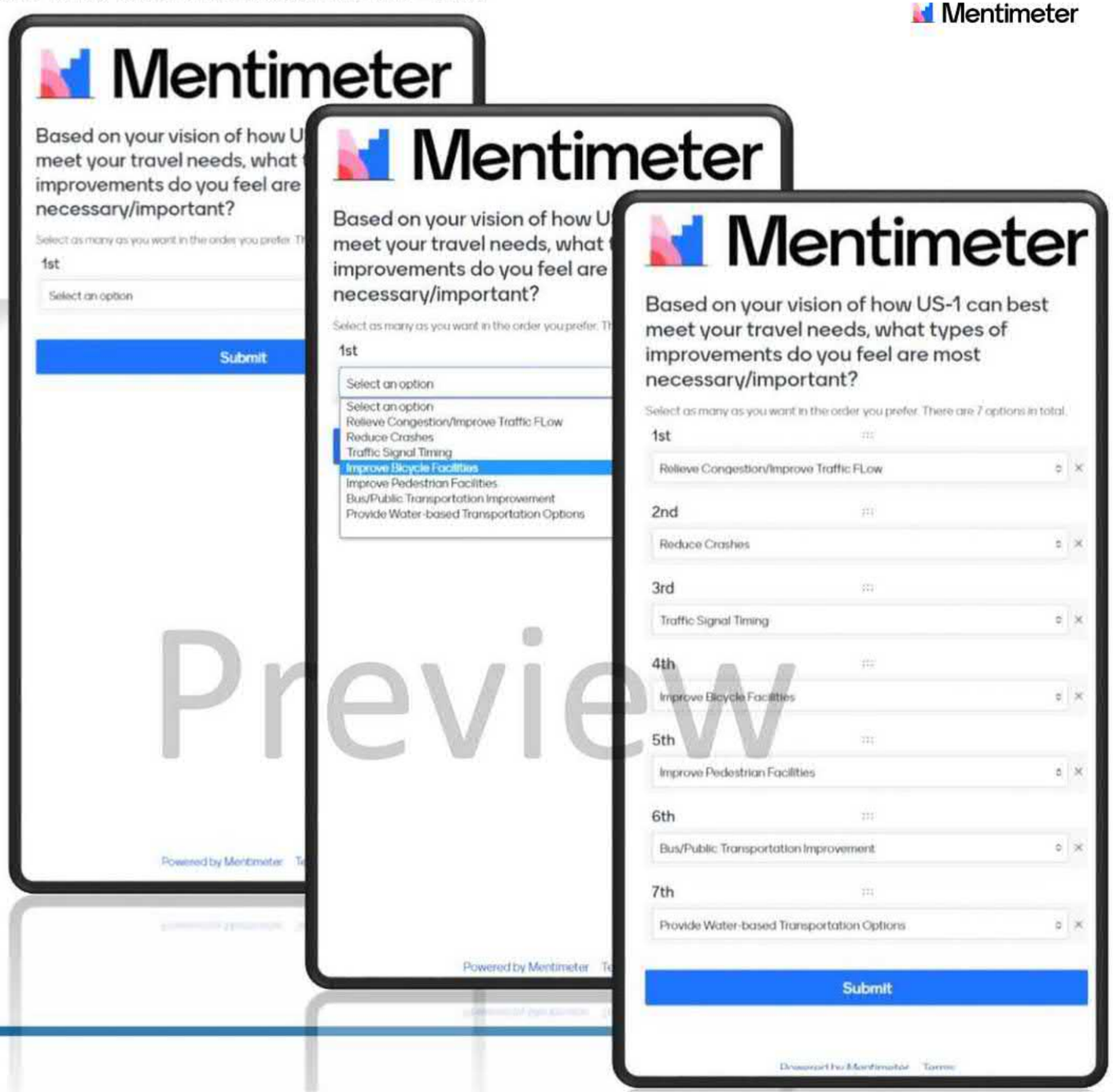
Mentimeter

14

Go to www.menti.com and use the code 82 69 41 2

Menti.com User View

- Select your top ranked improvement
- Then select each of the next most important improvements for you



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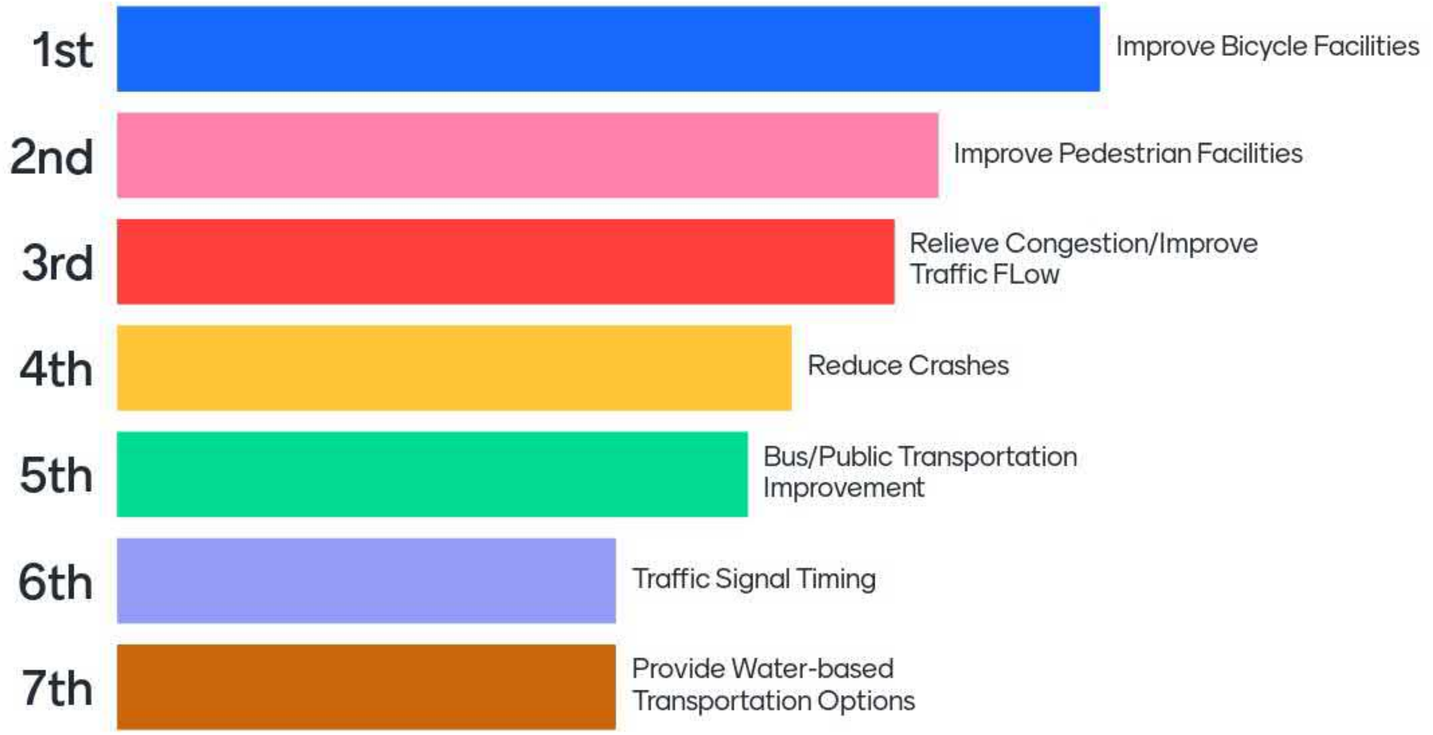
Mentimeter



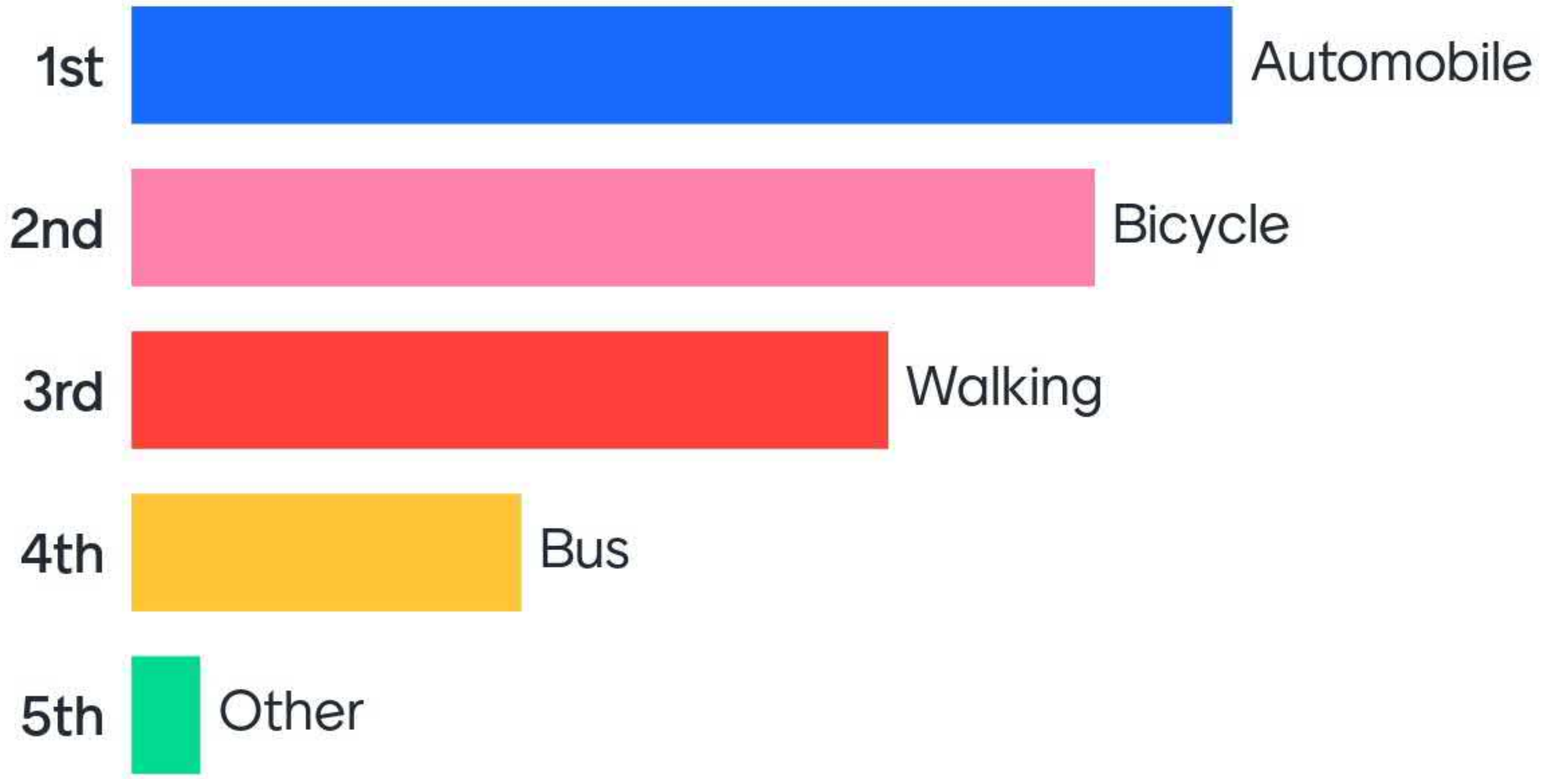
Go to www.menti.com and use the code 82 69 41 2

Mentimeter

Menti.com User View

- Select your most used travel mode
- Then select each of the next most used travel modes
- Only select those travel modes that you currently use

What modes of transportation do you currently use? Please rank them in order of most used to least used.



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Mentimeter

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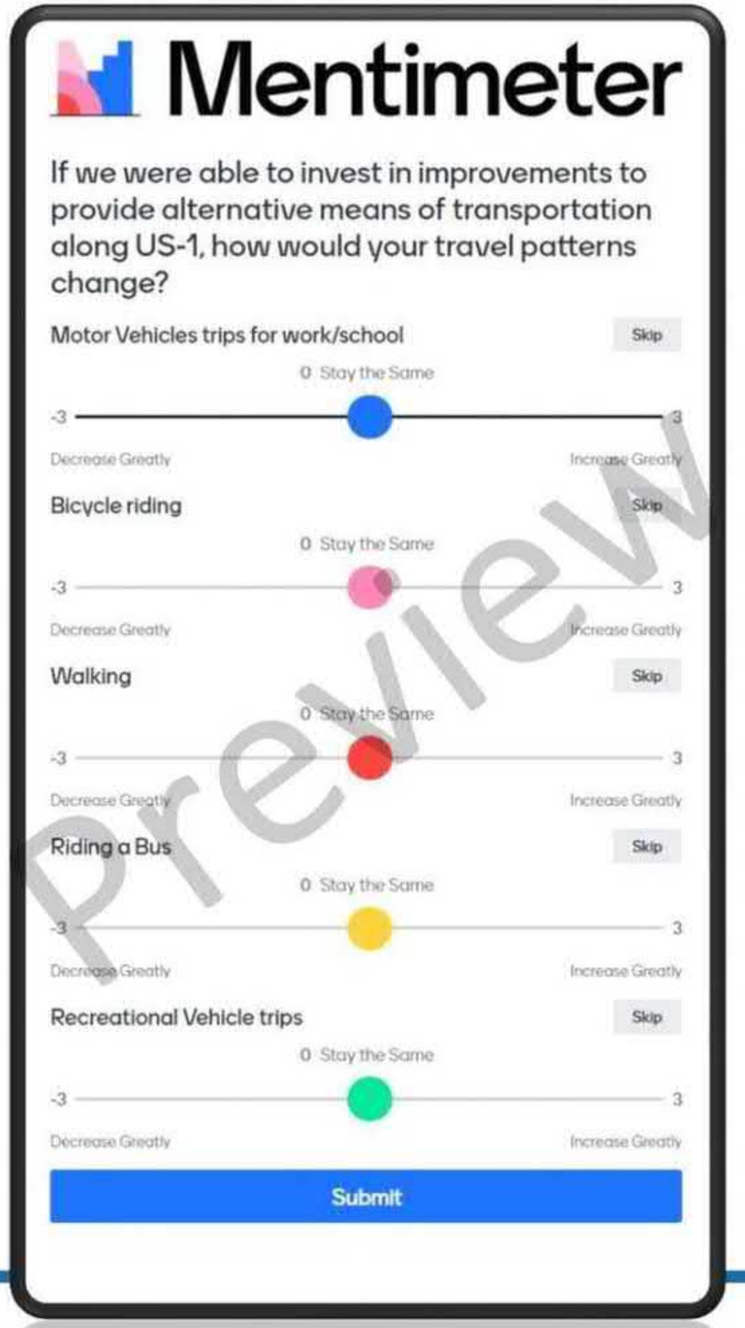
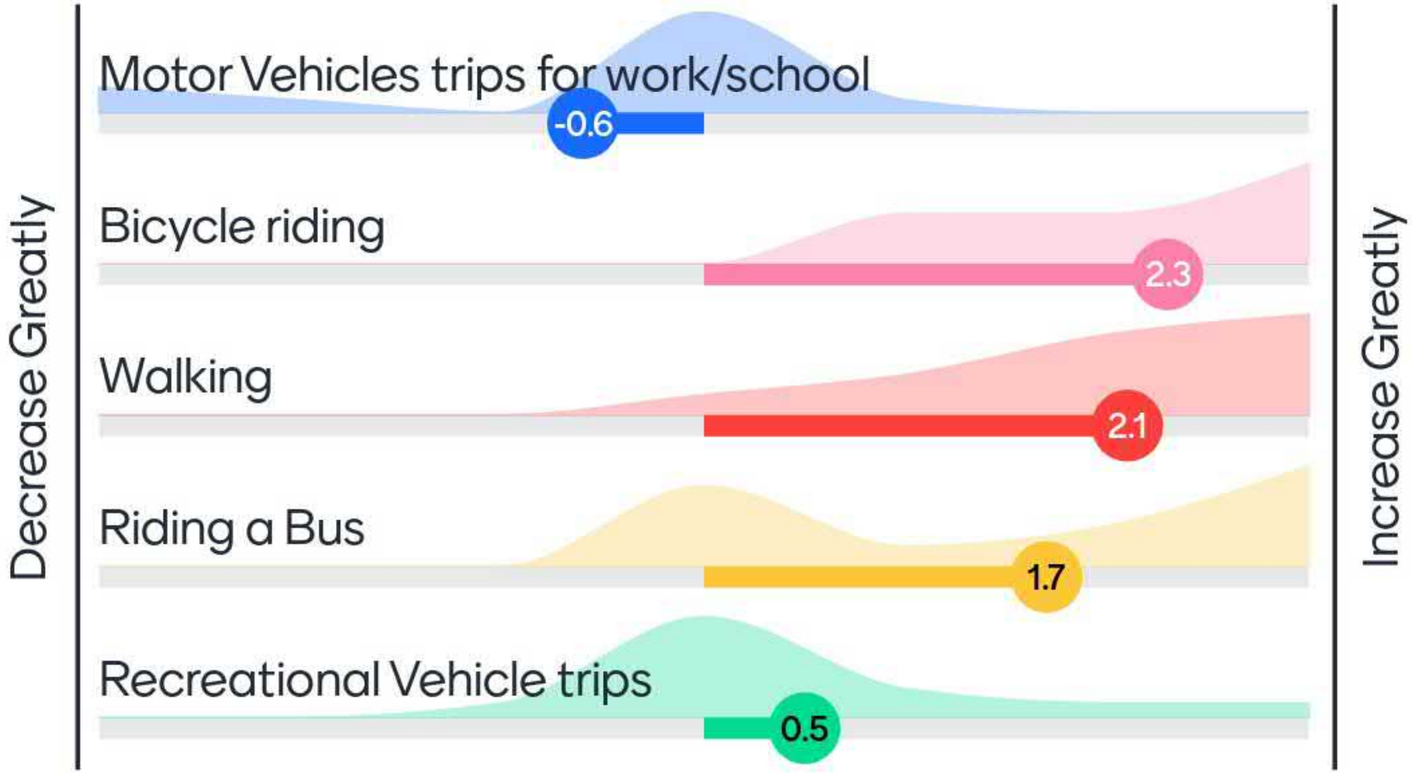


If we were able to invest in improvements to provide alternative means of transportation along US-1, how would your travel patterns change?



Mentimeter

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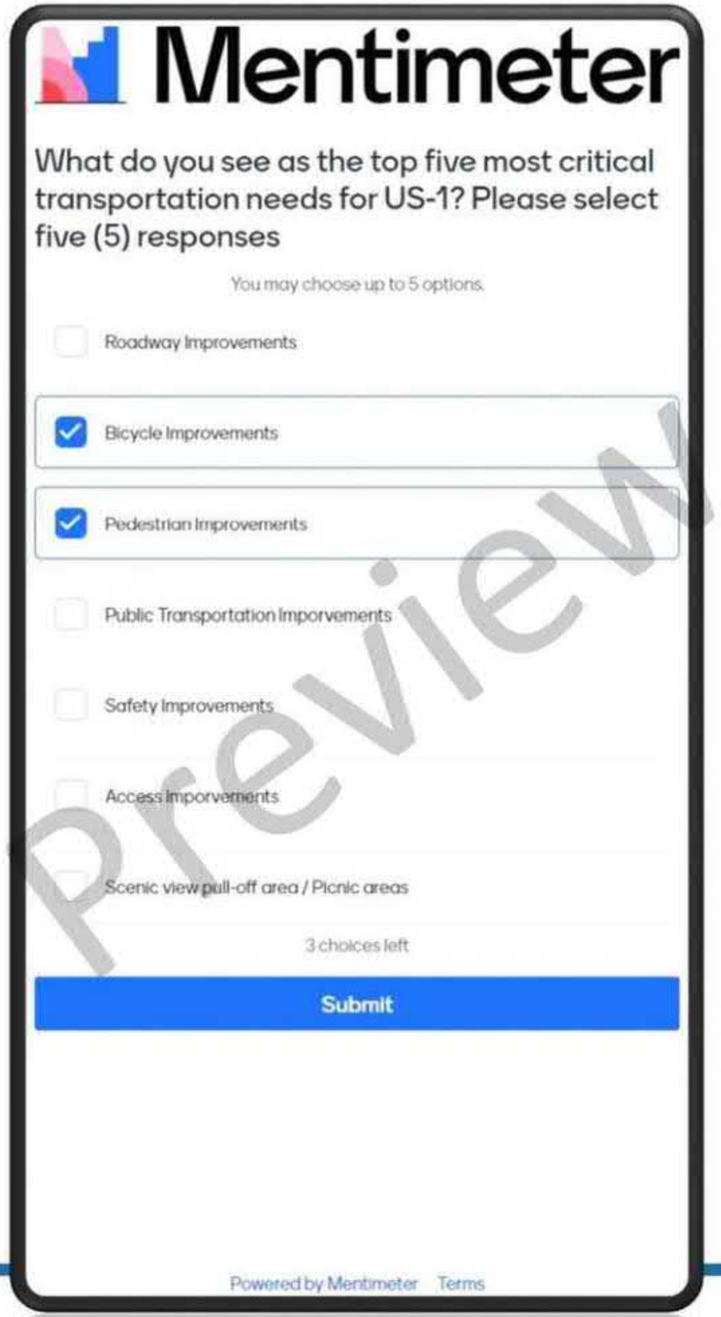
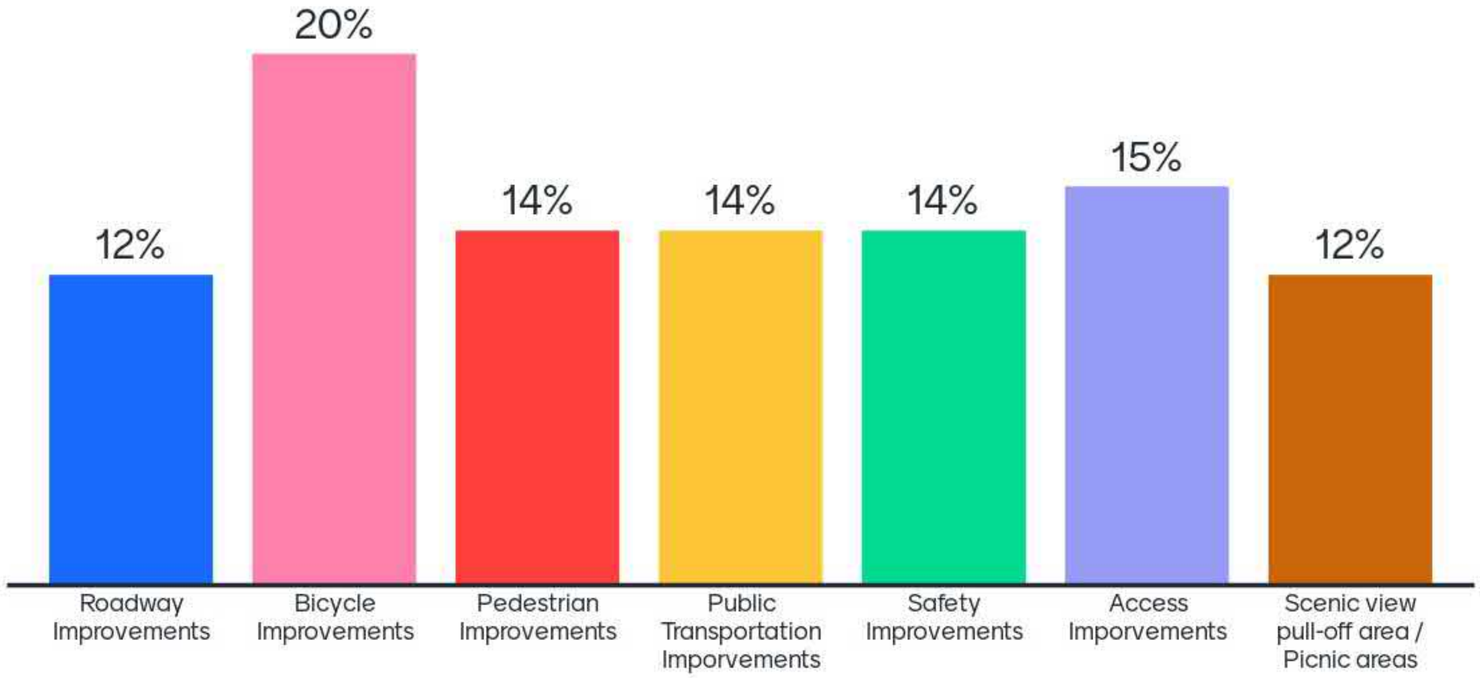
Mentimeter

Menti.com User View

- Select the five improvements you feel are the most critical
- Hit Submit



What do you see as the top five most critical transportation needs for US-1? Please select five (5) responses

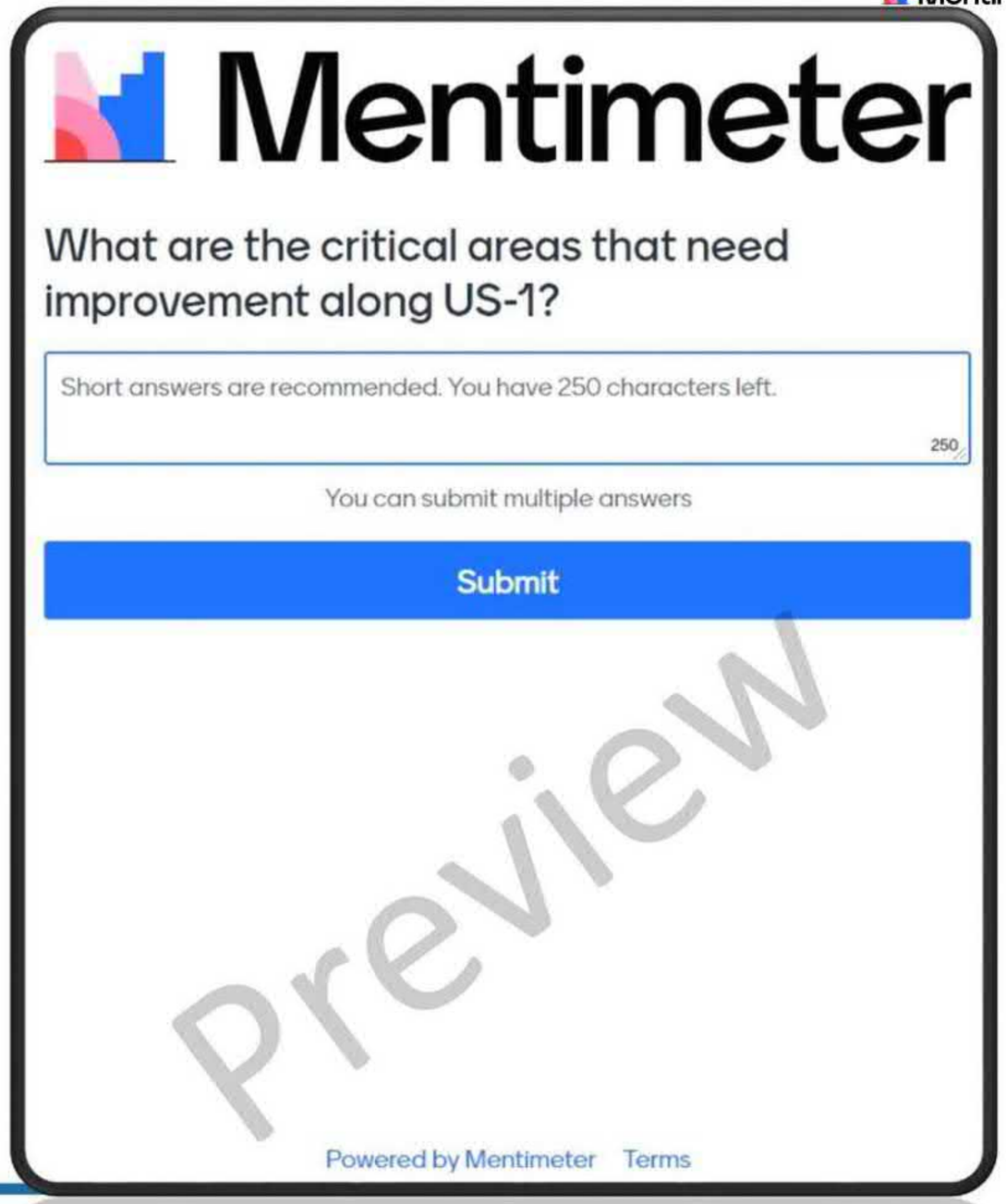


Mentimeter

Go to www.menti.com and use the code 82 69 41 2

Menti.com User View

- Enter any specific areas you feel needs improvement
- Please be specific i.e. Install right-turn lane at US-1/17th Street Intersection.
- Hit Submit
- Enter as many locations you would like



What are the critical areas that need improvement along US-1?

Mentimeter

- Overseas Heritage Trail is not complete
- Big coppit area really gets congested
- Improve bicycle facilities in lower keys
- Longer right turn lane Southbound on US 1 onto Sunshine Blvd, at light at MM 90.5 in Islamorada/Tavernier
- The crosswalk timers take forever to come up if you're crossing US-1
- Build a bike/pedestrian lane that covers all of US-1 similar to the one that goes between Grassy Key and Marathon.
- Traffic congestion between MM 90 and MM 84 - congestion is caused by multiple issues; schools, weigh station, draw bridge, two lanes merging to one, and Founders Park large events.
- Replace traffic lights with roundabouts
- Connect bike path between US1 and SR905 at MM 106 oceanside

51

What are the critical areas that need improvement along US-1?

Mentimeter

Improve bike and pedestrian facilities from the upper keys to Key West

Bike path along both sides of OLD Highway in ALL areas of Islamorada, please!

Median strip landscaping in Upper Keys

Pull-offs on Tea Table Key for those that want to look at the water

Create a safe bike lane that is off the roadway from Homestead to Key West and fund it through a toll on US1 vehicles

No way to cross on the east end of Stock Island

City of Key West Police do not provide real time incident reports as do MC Sheriff and FHP/SunGuide.

Indian Key Fills area - parking and roadside amenities are needed.

SWEEP all bike paths regularly please. They have pearock and dirt and make me go ride into driving lane.

What are the critical areas that need improvement along US-1?

Mentimeter

Traffic signals are not optimized to demand

Provide more areas in which to move traffic accidents off the road to help facilitate the flow of traffic.

The misuse of the center lane as a passing lane needs to be corrected for safety.

Increase landscaping to provide canapy trees . We need street trees for shade to encourage walking

There are barely any pedestrian crossings long US 1

Old highway merging with US1 at approximately MM 86.5 is an enormous safety issue and needs to be addressed.

Synchronize traffic lights throughout the Keys. This technology has been around since the 1970s. It helps reduce drive times and pollution! Very green!

Create a more cohesive system for all users of US1

Big Pine needs an internal lane

51

What are the critical areas that need improvement along US-1?

Mentimeter

Pedestrian Crossing refuges in downtown Islamorada (specifically Upper Matecumbe) and on Plantation Key by high school

North and south turn lanes north of Coral Shores High School at parent drop-off road (I forgot the name of road)! Woods Ave, maybe?

Consider adding a toll on US-1 to pay for improvements to the road and other items (e.g., a trans-Keys bike path).

Add a toll similar to turnpike and use the funds to improve the bike lanes and pedestrian access

Safe crosswalk for Anne's Beach recreation area from the bayside parking area to the oceanside park.

The KW Triangle needs help getting bikes and pedestrians across safer

Landscaping in Median from MM 106 to MM 99 has been destroyed from.multille hurricanes. Needs to be replaced with shrubs and palms like MM95 to Tavernier Creek bridge.

Increase police presence to help encourage safe driving.

Integrate traveler information reports with Waze or vice versa

What are the critical areas that need improvement along US-1?

Mentimeter

Limit the amount of non resident cars

Get rid of the reversible lane/turning lanes and replace them with a median

Finish the overseas heritage trail!

Vehicle speed and misuse of the old highway in Islamorada.

Clean the pedestrian bridges that are trashed by fishermen and enforce the fisheries rules

Widen the bike path on Boca Chica bridge

Increase the number of road condition signs to alert drivers to accidents, floods, slow traffic, etc.

pullover areas for scenic spots

The Heritage trail in Key Largo is badly abused with trucks parking on it. Needs attention.

51

What are the critical areas that need improvement along US-1?

Mentimeter

Access lane when turning right (southbound) out of Islamorada Founders Park at MM 87 to better merge with US 1. Also extend it so there is a turn lane INTO Rain Barrel arts center where lobster art is.

Bike lane north from MM 96 to MM 100 adjacent to US 1 northbound. There is none except for along the southbound US 1 which has too many side streets interrupting it (but it)s better than nothing!).

Thank you so much for soliciting our opinions. This is a great way to run a project!

Four Lane Windley Key please

Thanks for having this input session :)

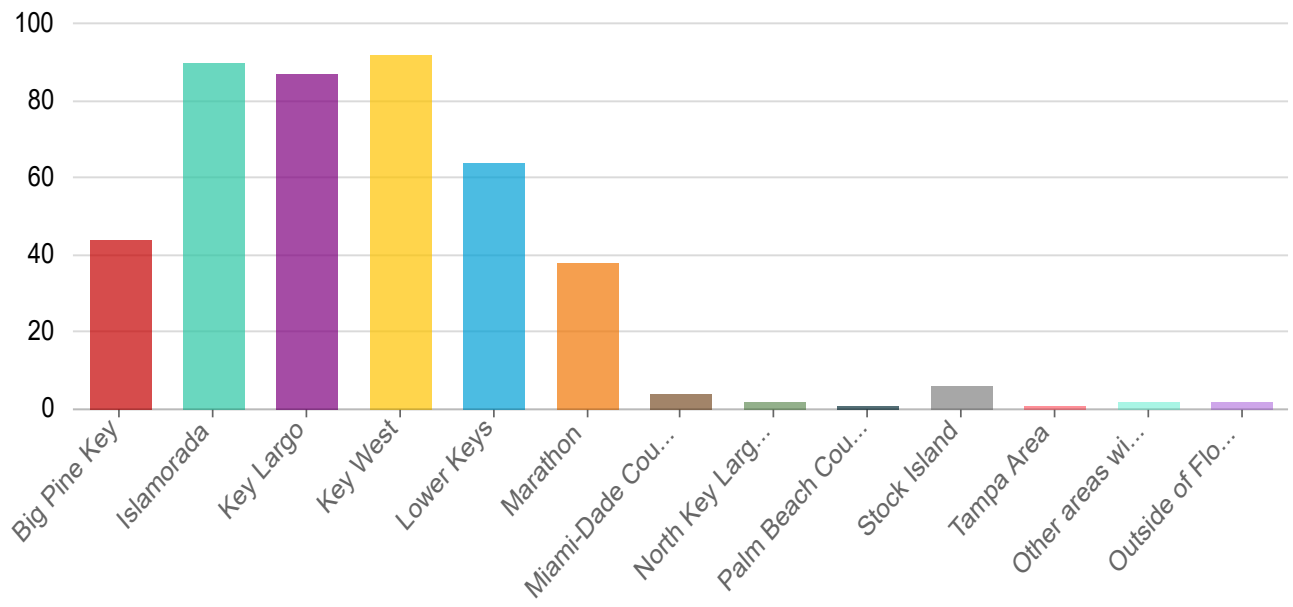
Four-lane Upper Matecumbe Key!

51

Public Survey Results (Website)

US-1 Transportation Master Plan - Survey

Question 1: Where do you Live?



Answers	Count	Percentage
Big Pine Key	44	10.16%
Islamorada	90	20.79%
Key Largo	87	20.09%
Key West	92	21.25%
Lower Keys	64	14.78%
Marathon	38	8.78%
Miami-Dade County	4	0.92%
North Key Largo	2	0.46%
Palm Beach County	1	0.23%
Stock Island	6	1.39%

Tampa Area	1	0.23%
Other areas within Florida	2	0.46%
Outside of Florida	2	0.46%

Answered: 433 Skipped: 0

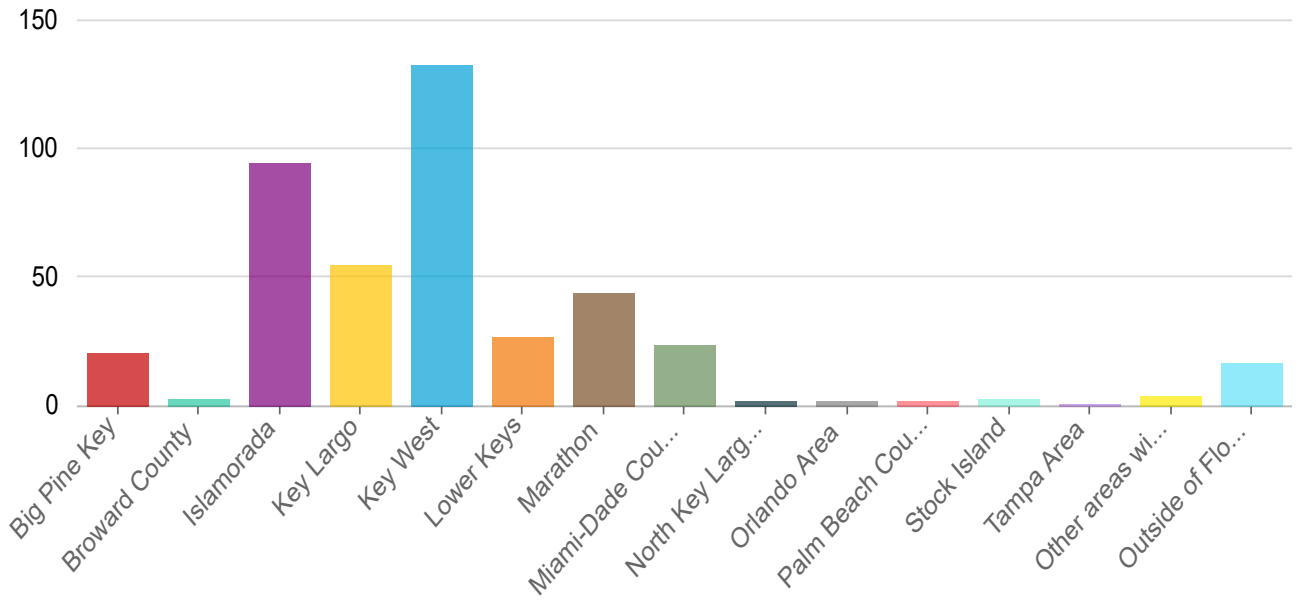
Question 1: Other

The word cloud requires at least 20 answers to show.

Response	Count
Slidell, LA and Key West (commuted (oneway) 8 times this year....	1
Philippines	1
layton	1
LAKELAND, FL	1
	0

Answered: 4 Skipped: 429

Question 2: Where do you work?



Answers	Count	Percentage
Big Pine Key	21	4.85%
Broward County	3	0.69%
Islamorada	95	21.94%
Key Largo	55	12.7%
Key West	133	30.72%
Lower Keys	27	6.24%
Marathon	44	10.16%
Miami-Dade County	24	5.54%
North Key Largo	2	0.46%
Orlando Area	2	0.46%
Palm Beach County	2	0.46%
Stock Island	3	0.69%
Tampa Area	1	0.23%
Other areas within Florida	4	0.92%

Outside of Florida	17	3.93%

Answered: 433 Skipped: 0

Question 2: Other

The word cloud requires at least 20 answers to show.

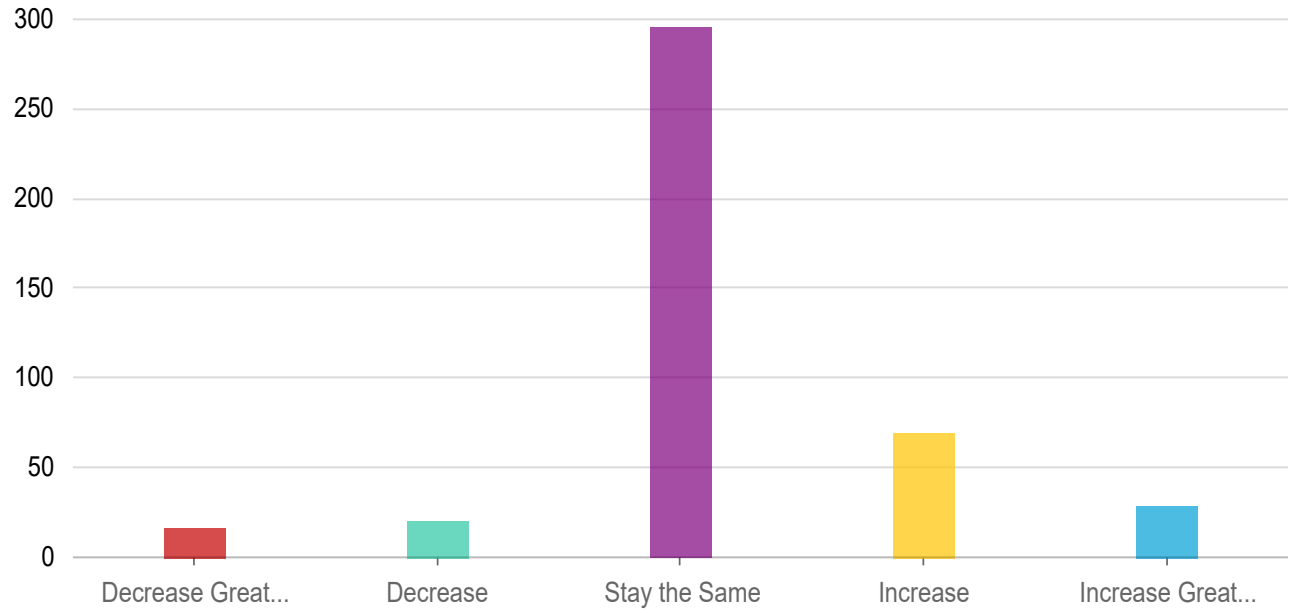
Response	Count
Retired	3
Vermont	1
USA on line	1
Upper Keys	1
retire	1
Remote / travel	1
Philippines	1
Northeast Florida	1
North Carolina	1
New York	1
Lakeland, Fl	1
Kansas	1
I work from home, but travel a lot using the Key West Airport	1
Global	1
Georgia	1
Boston	1
Am retired! No option for that	1

	0

Answered: 19 Skipped: 414

Question 3: How will COVID-19 change future travel patterns?

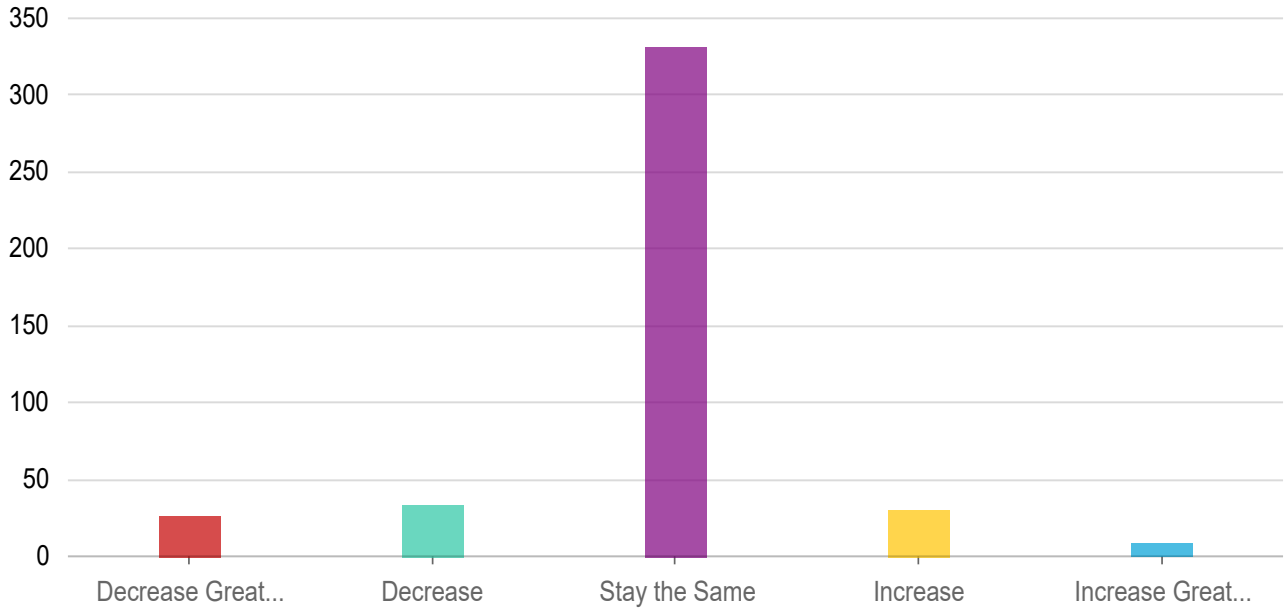
Working from home



Answers	Count	Percentage
Decrease Greatly	17	3.93%
Decrease	21	4.85%
Stay the Same	296	68.36%
Increase	70	16.17%
Increase Greatly	29	6.7%

Answered: 433 Skipped: 0

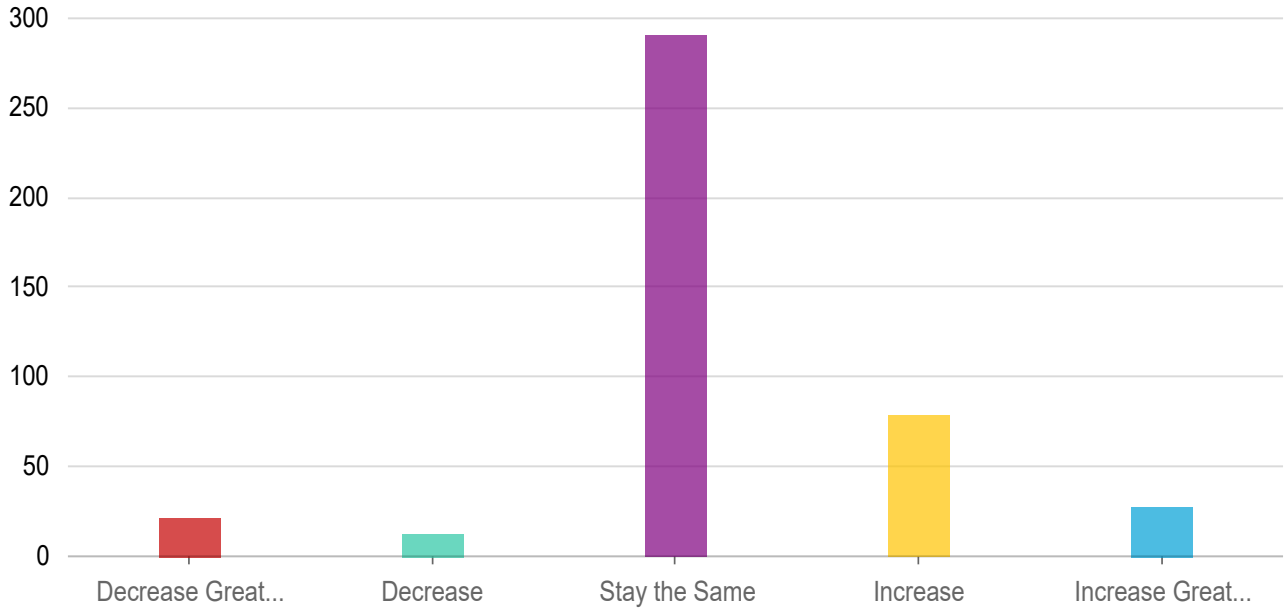
Commuting to Work/School along US-1



Answers	Count	Percentage
Decrease Greatly	27	6.24%
Decrease	34	7.85%
Stay the Same	332	76.67%
Increase	31	7.16%
Increase Greatly	9	2.08%

Answered: 433 Skipped: 0

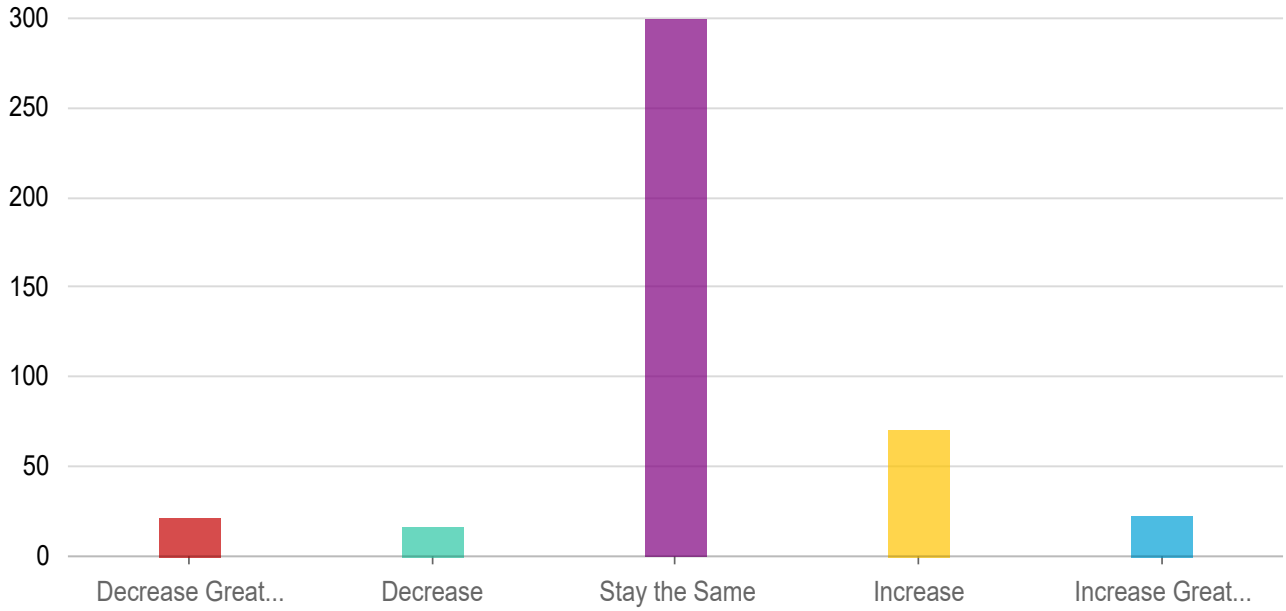
● Bicycle riding along the US-1 Corridor/the Overseas Heritage Trail



Answers	Count	Percentage
Decrease Greatly	22	5.08%
Decrease	13	3%
Stay the Same	291	67.21%
Increase	79	18.24%
Increase Greatly	28	6.47%

Answered: 433 Skipped: 0

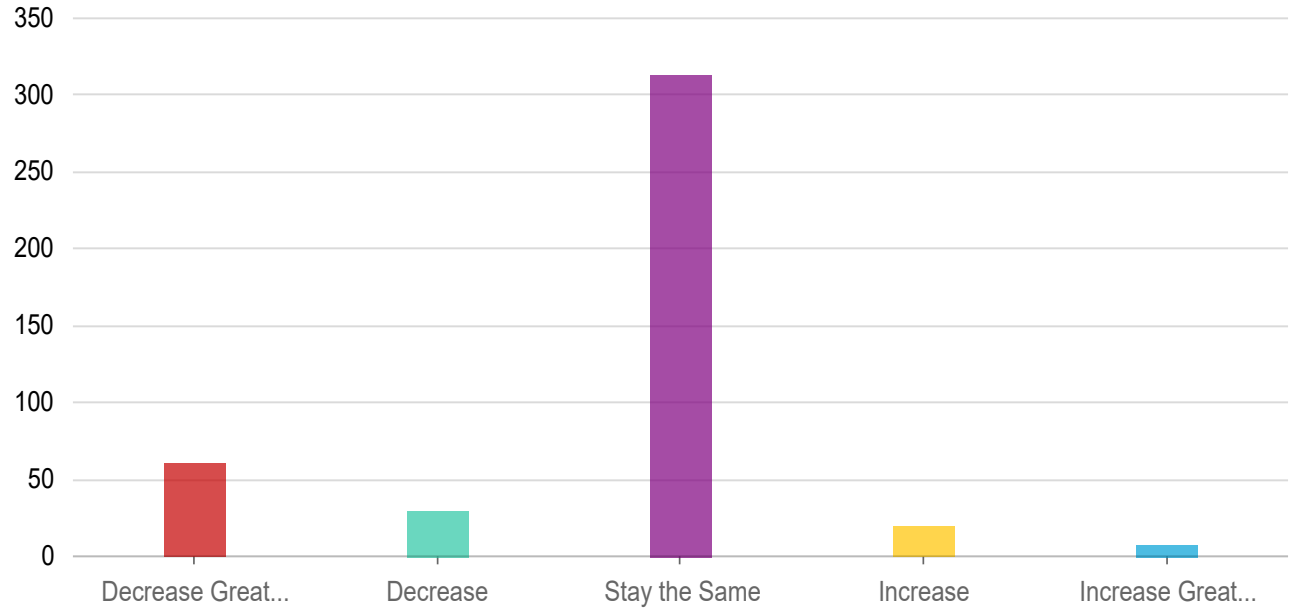
● Walking along US-1



Answers	Count	Percentage
Decrease Greatly	22	5.08%
Decrease	17	3.93%
Stay the Same	300	69.28%
Increase	71	16.4%
Increase Greatly	23	5.31%

Answered: 433 Skipped: 0

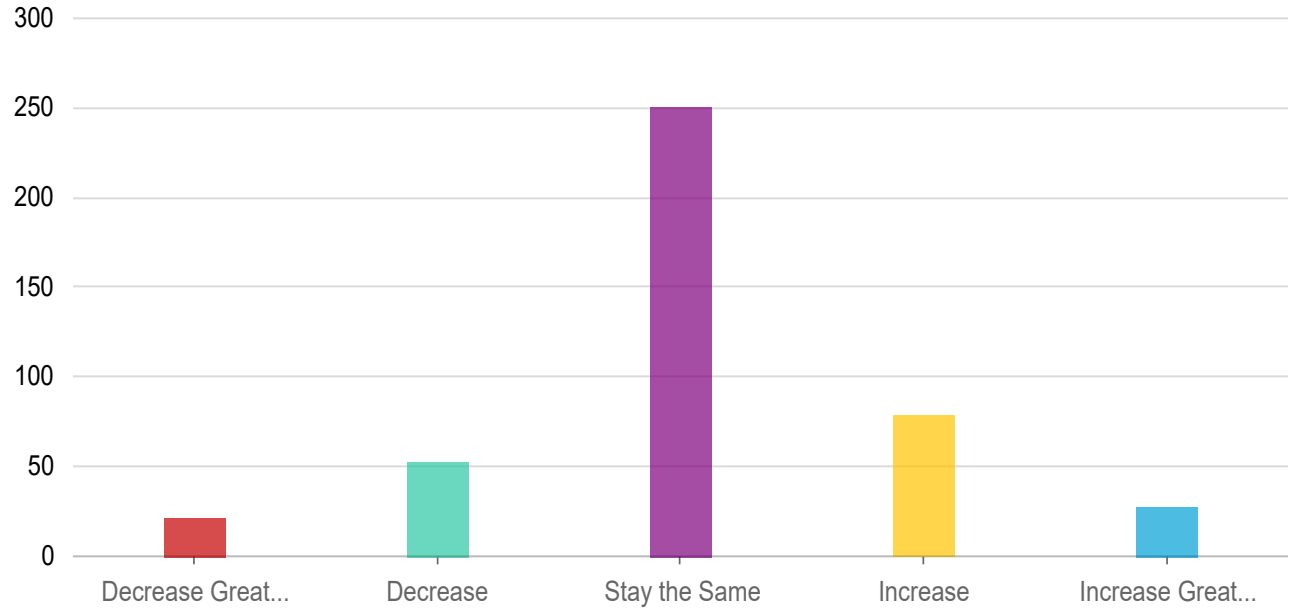
● Riding a bus along US-1



Answers	Count	Percentage
Decrease Greatly	61	14.09%
Decrease	30	6.93%
Stay the Same	314	72.52%
Increase	20	4.62%
Increase Greatly	8	1.85%

Answered: 433 Skipped: 0

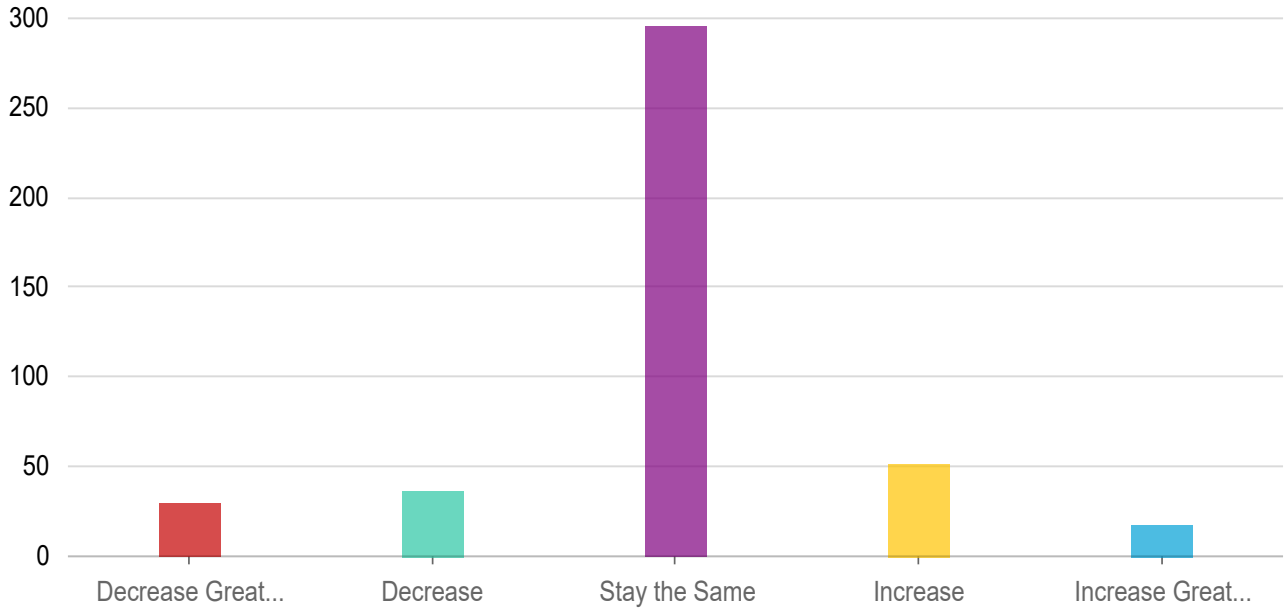
● Recreational driving along US-1



Answers	Count	Percentage
Decrease Greatly	22	5.08%
Decrease	53	12.24%
Stay the Same	251	57.97%
Increase	79	18.24%
Increase Greatly	28	6.47%

Answered: 433 Skipped: 0

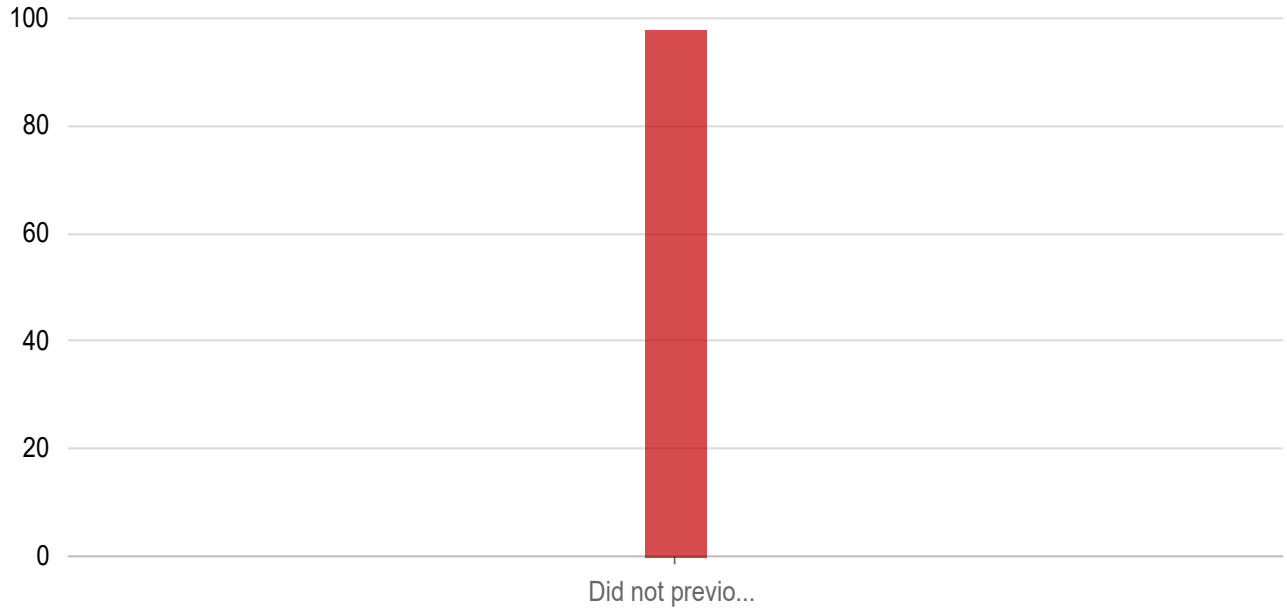
Other motor vehicle trips along US-1



Answers	Count	Percentage
Decrease Greatly	30	6.93%
Decrease	37	8.55%
Stay the Same	296	68.36%
Increase	52	12.01%
Increase Greatly	18	4.16%

Answered: 433 Skipped: 0

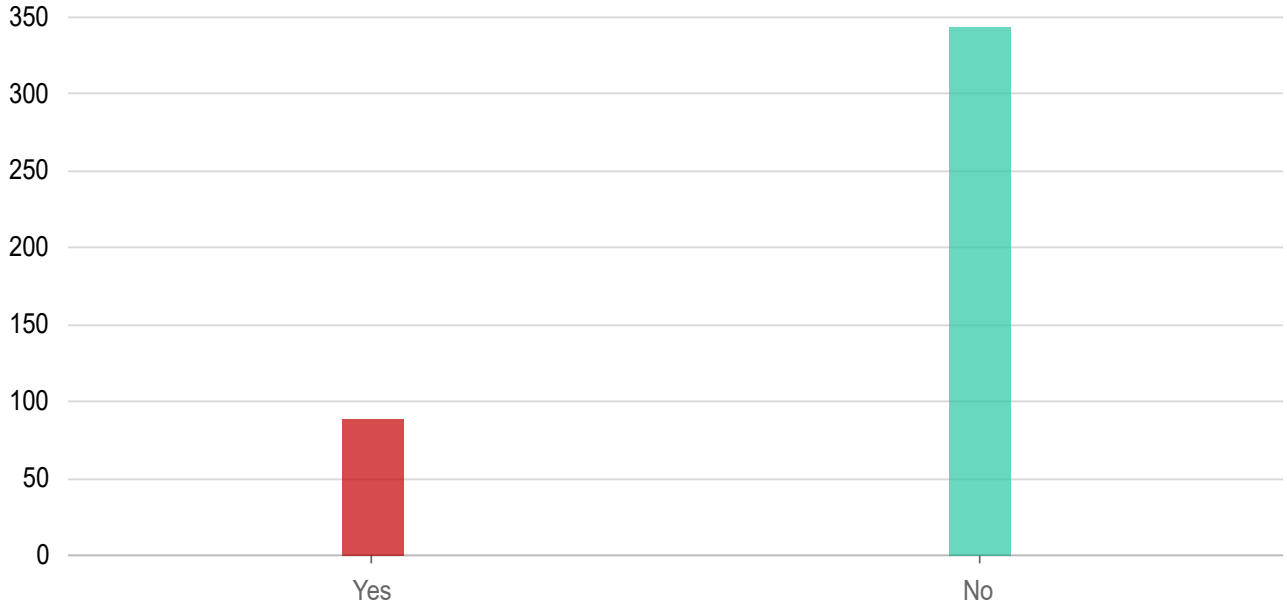
Check here if you did not previously use US-1 for commuting



Answers	Count	Percentage
Did not previously use US-1 for commuting	98	22.63%

Answered: 98 Skipped: 335

Question 4: Is US-1 functioning optimally for your needs?



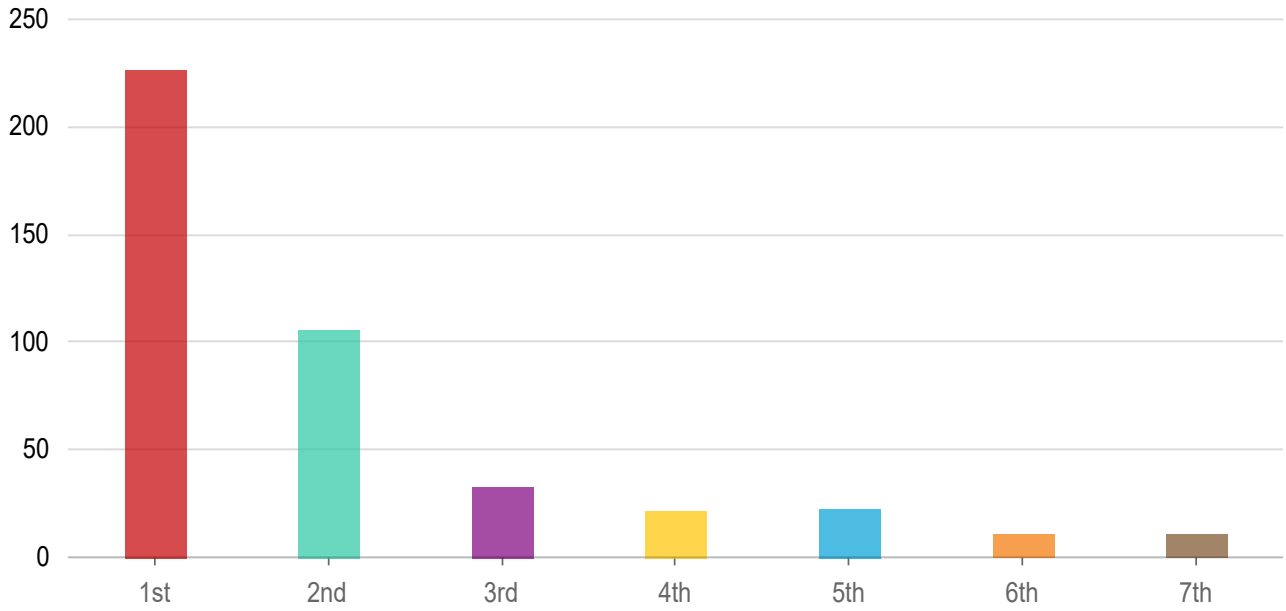
Answers	Count	Percentage
Yes	89	20.55%

No	344	79.45%

Answered: 433 Skipped: 0

Question 5: What types of improvements are most necessary/important?

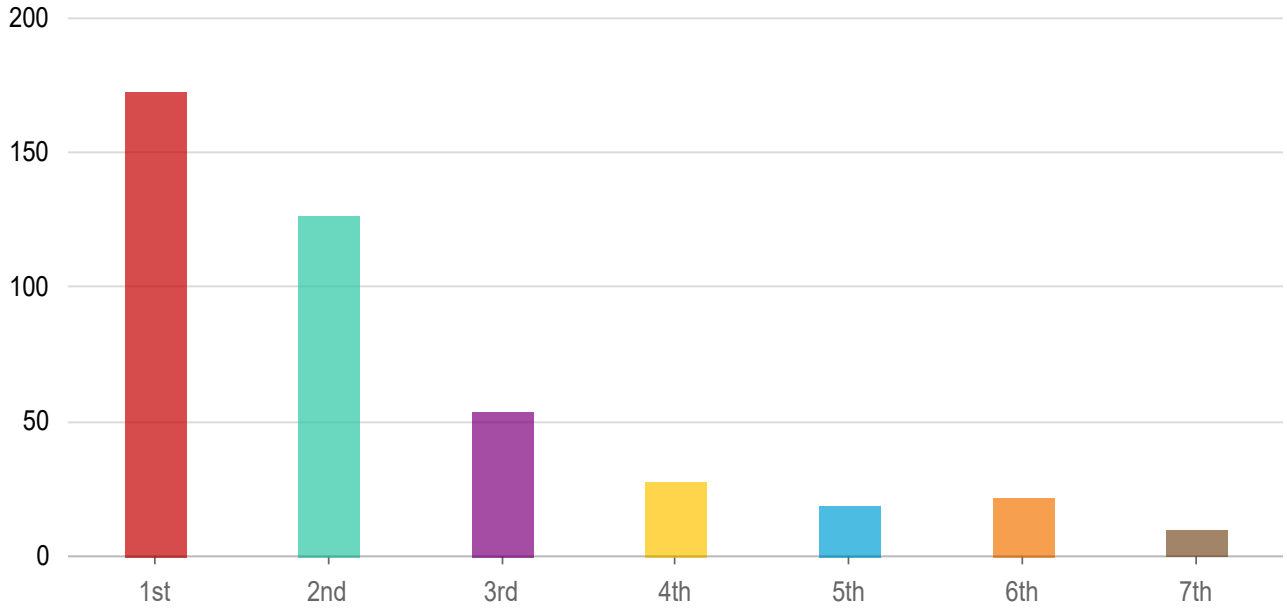
● Relieve Congestion/ Improve Traffic Flow



Answers	Count	Percentage
1st	227	52.42%
2nd	106	24.48%
3rd	33	7.62%
4th	22	5.08%
5th	23	5.31%
6th	11	2.54%
7th	11	2.54%

Answered: 433 Skipped: 0

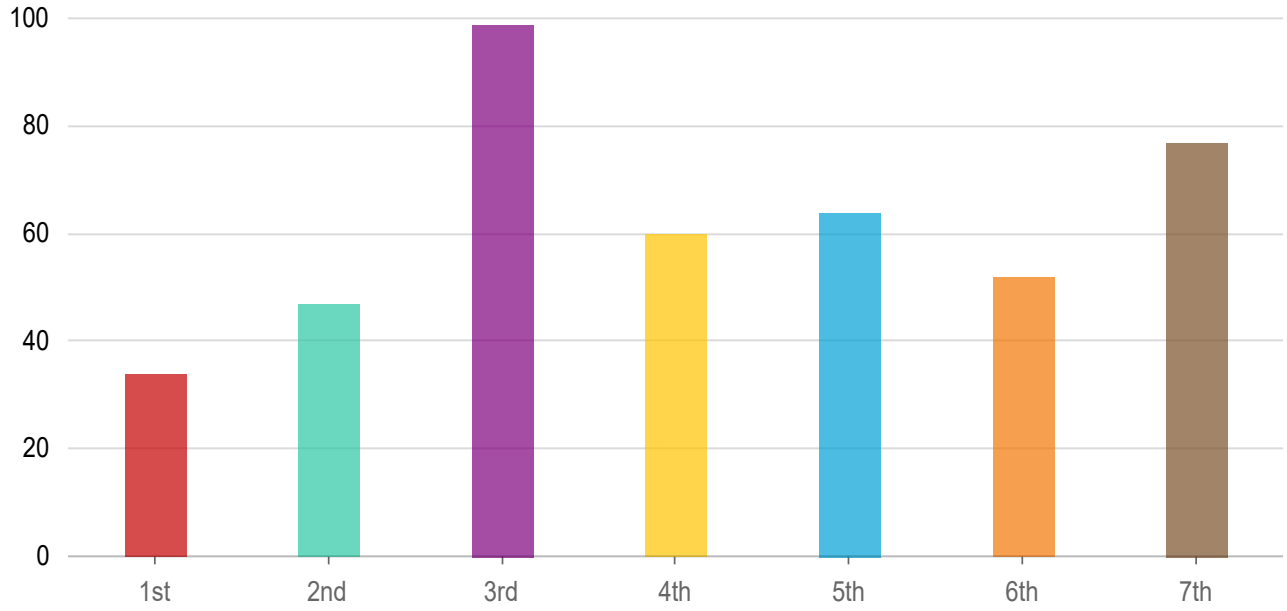
● Reduce Crashes



Answers	Count	Percentage
1st	173	39.95%
2nd	127	29.33%
3rd	54	12.47%
4th	28	6.47%
5th	19	4.39%
6th	22	5.08%
7th	10	2.31%

Answered: 433 Skipped: 0

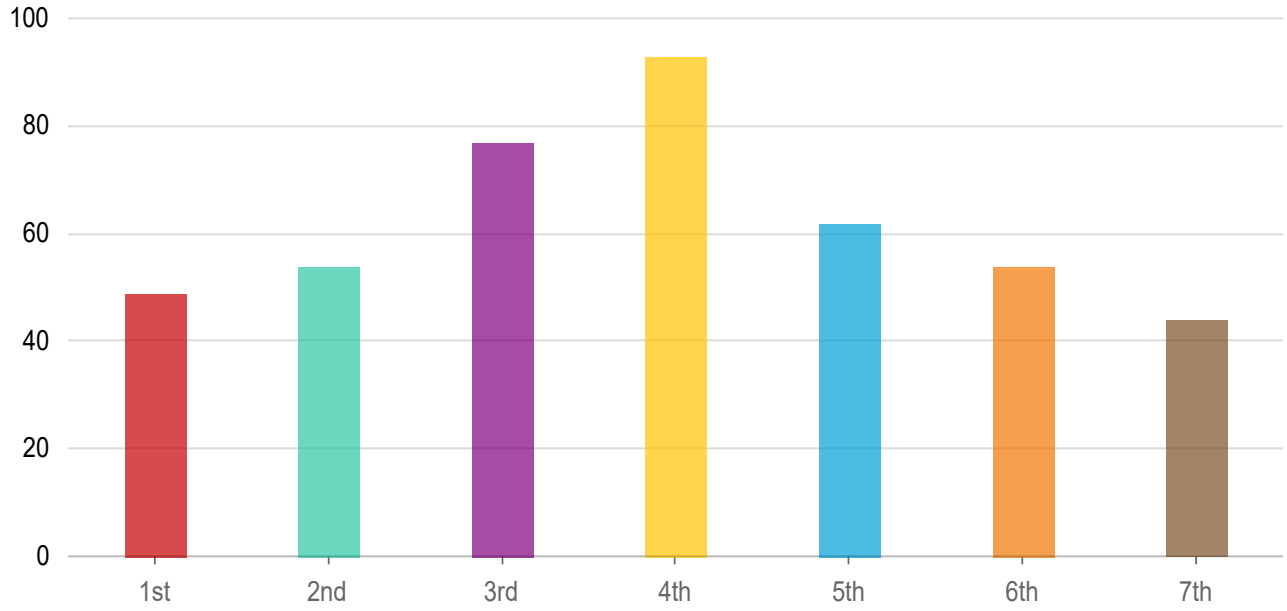
Traffic Signal Timing



Answers	Count	Percentage
1st	34	7.85%
2nd	47	10.85%
3rd	99	22.86%
4th	60	13.86%
5th	64	14.78%
6th	52	12.01%
7th	77	17.78%

Answered: 433 Skipped: 0

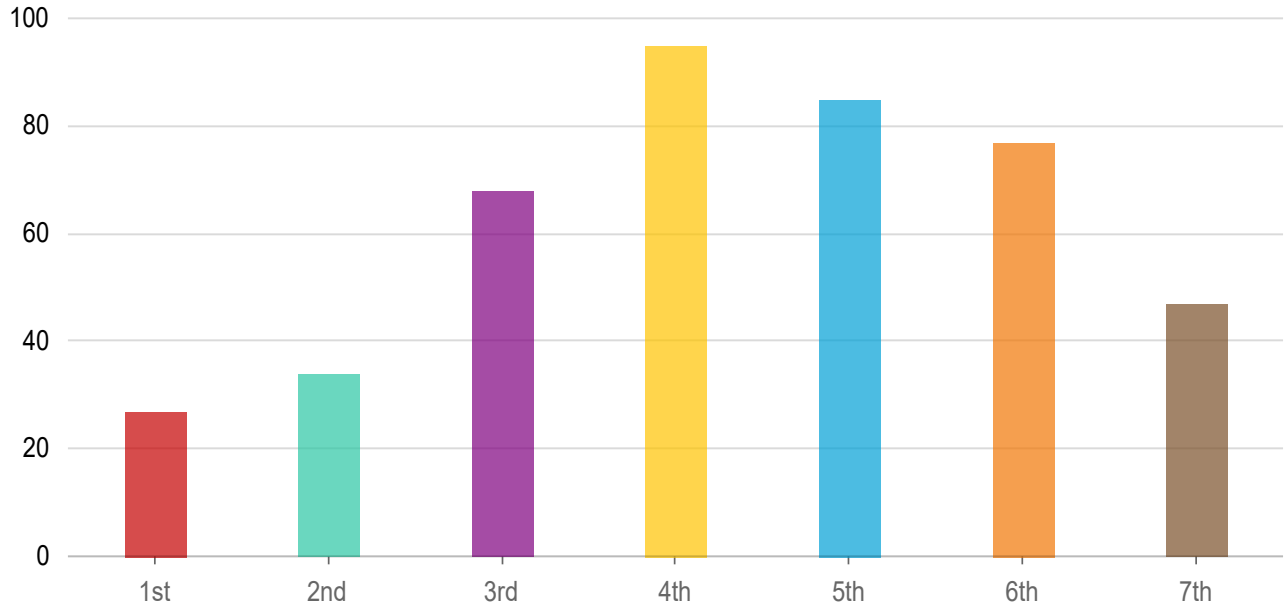
Bicycle Facilities (add new or improve existing)



Answers	Count	Percentage
1st	49	11.32%
2nd	54	12.47%
3rd	77	17.78%
4th	93	21.48%
5th	62	14.32%
6th	54	12.47%
7th	44	10.16%

Answered: 433 Skipped: 0

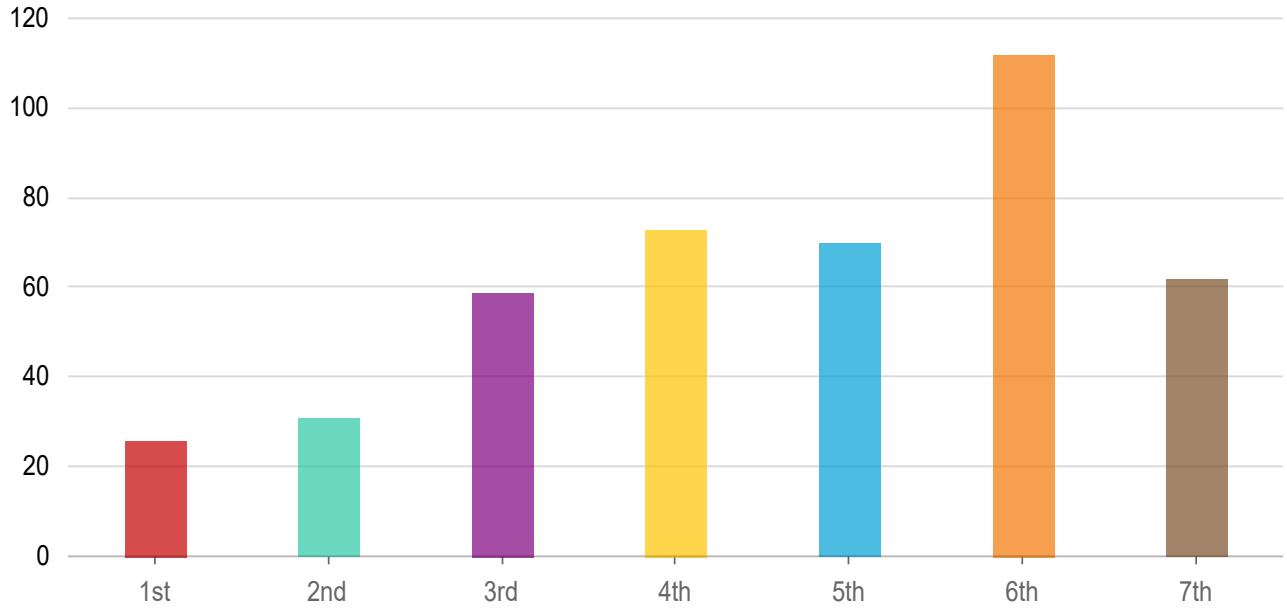
Pedestrian Facilities (add new or improve existing)



Answers	Count	Percentage
1st	27	6.24%
2nd	34	7.85%
3rd	68	15.7%
4th	95	21.94%
5th	85	19.63%
6th	77	17.78%
7th	47	10.85%

Answered: 433 Skipped: 0

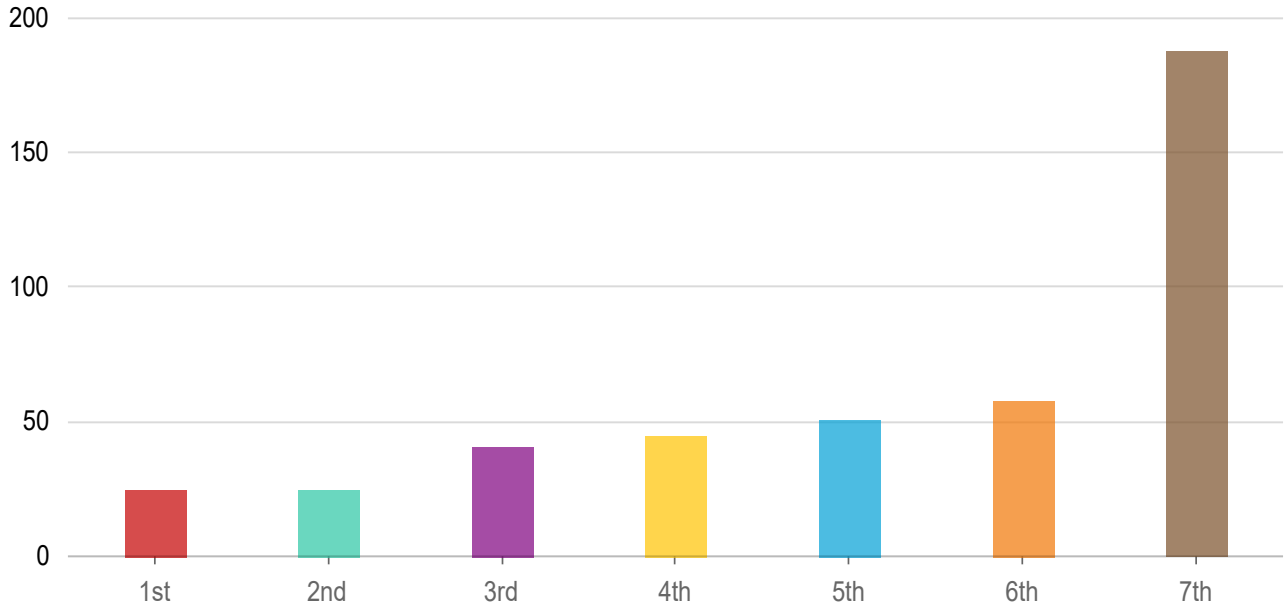
Bus/Public Transportation (add new or improve existing)



Answers	Count	Percentage
1st	26	6%
2nd	31	7.16%
3rd	59	13.63%
4th	73	16.86%
5th	70	16.17%
6th	112	25.87%
7th	62	14.32%

Answered: 433 Skipped: 0

Provide Water Transportation Options



Answers	Count	Percentage
1st	25	5.77%
2nd	25	5.77%
3rd	41	9.47%
4th	45	10.39%
5th	51	11.78%
6th	58	13.39%
7th	188	43.42%

Answered: 433 Skipped: 0

Please provide any additional details or comments if desired:

Response	Count
test	2
With the daily crashes it feels (and has always felt) like you're taking your life in your hands driving on the Overseas Highway, especially at night. We avoid it as much as possible. Drunk and distracted driving is a huge problem in the Keys.	1
Widen the road to 4 lanes from Florida City to Key West. It is unsafe and totally unsatisfactory to handle the volume of traffic between Florida City and Key West. During weekends and Holidays it is not unusual to be stuck for 4 or 5 hours in dead traffic.	1
While my office is in Key Largo, I routinely travel as far as Marathon and the Lower Keys for my job. The bottleneck just south of Coral Shores High School can add up to an hour to my commute time from MM 105 to MM 87. Usually it takes 30-40 minutes. During high season, it can take 90 minutes. That is unconscionable. I think we need to take a look at elevated high-speed rail above the U.S. 1 corridor to move tourists quickly and easily to their destinations, leaving U.S. 1 as a surface road for locals to move about and do their business.	1
We need public bus service.	1
We need more law enforcement (cars with real people in them) to catch the drivers who speed and weave in and out of traffic. Another issue is the "slower traffic keep right" signage. Here, we all have to make left turns, and that puts speeders behind us as we are slowing down to turn left to go home, to pull into restaurants, or to make the u-turns to head in the opposite direction.	1
We need more lanes. This will reduce crashes by impatient passers and help with the traffic flow.	1
We need four lanes from NAS Key West to the turnpike in Florida City.	1

We need at center passing lane which alternately allows northbound or southbound traffic to pass wit hout opposing oncoming traffic.	1
We need a traffic light on both ends of college road	1
We don’t need a pedestrian bridge at founders park stupidest thing ever you need to expand snake br idge and use money for pedestrian bridge to redo snake creek	1
We do not need stop signs on the Old Hwy. The traffic survey proved it. Also, we do not need a huge cross over at Founders Park. The cost of the structure and the upkeep of 2 elevators are not necessar y. We only have a couple of times a year when we deal with Founders Park events. What's next? Put on at the church because of Art Under the Oaks once a year?	1
We do not need a pedestrian walkway that is only used 2-3 times a year!!! Put a toll in the keys, they need this more than a useless pedestrian cross way, or better yet place it at the high school where tra ffic gets backed up throughout the school year!	1
We desperately need more deterrents to passing. Perhaps the reflective "sticks" that are attached to t he centerline would help. ALL of US 1 through the Keys should be NO PASSING.	1
water transportation should be seriously considered pedestrian and lite vehicle traffic. this will help dur ing all times and in emergency evacuations !	1
Vacationers for some reason feel like they need to drive up and down the Overseas Highway. It must be a nightmare for people who commute on it. Particularly in the upper keys, there need to be 2 lanes each way to prevent the all too common traffic jams and road closures.	1
US1 Overseas from Stock Island to Key Largo NEEDS TO BE EXPANDED TO AT LEAST 2-LANES EACH DIRECTION--it is extremely dangerous driving on a one-lane highway each direction, especiall y at night. Moreover, a dramatic amount of business and commerce are reduced when business entiti es consider the poor line of communications (transportation infrastructure) to travel in, through, and o ut of the Keys. Expanding US1 Overseas Hwy to two lanes in each direction for th entire stretch of Ke y Largo to Key West is essential.	1

US1 is very dangerous and has resulted in many fatal crashes. Reducing speed along populated stretches of US1, and providing safer turning lanes, needs to be a priority. The easiest way to accomplish both of those is to install additional traffic signals. In Key Largo we only have 2 real stop lights and in my area (MM103) people will travel upwards of 60 MPH regularly. Our law enforcement cannot be everywhere at once. The easiest way to reduce speeds, which will reduce fatal accidents, is to install additional stop lights. This will also allow easier turning opportunities, reducing more fatal crashes, and provide pedestrians with safer routes across the road. A great place for a stoplight would be near the Caribbean Club where pedestrians are often crossing the road at night for parking, and there have been quite a few fatal crashes involving turning in this area. Another great place for a stoplight is by Key Largo School - it's already there. Let's make it a normal functioning light.	1
US-1 is far too dangerous a road at present. I would sooner fly into and out of the keys than try driving US-1.	1
US1 is a nightmare! If its not Miami idiots in their rented luxury cars trying to pass us and causing head on collisions its people on bikes in the lane. US1 needs a complete overhaul! 1. Widen it a bit with a dedicated bike lane that is separated from actual road traffic. 2. Make all lanes non passing! Except in places like marathon, big pine etc. How many people need to die? 3. Install cameras that identify speeders! 45 does not mean 65.	1
US1 is one of the most dangerous highways, it is terrifying to drive especially at night.	1
US 1 needs repaving in all of Islamorada and the 18 mile stretch	1
US 1 is overcrowded. The frequent changes in speed limit are not necessary. There are not enough passing or turn lanes. There is no reason for the congestion in Islamorada. There need to be less RV’s, boats being hauled, motorcycles.	1
Us 1 is absolutely terrifying to for families to walk/bicycle along on bike path. There needs to be some sort of separation from us 1 and path. There are really zero sufficient crossing areas. It’s like playing frogger with your family when crossing the road. The congestion has gotten so heavy after Irma it is difficult to leave the house, especially on weekends.	1
US 1 is a nightmare to drive on. It is way too congested, way too many changes in speed limits, limited opportunities to pass boats, RV’s, trailers, etc.	1
US 1 has become a major highway that divides our tiny communities. We need to treat it as though we live in an urban area (which essentially we do now) and reduce the speed limit, add excellent public transportation option, add traffic control signals, increase safe opportunities to cross, improve the safety of the bike trail, encourage more pedestrian and cycling options. Look to Scandinavia to see how urban (and rural) areas can develop safe bicycle communities. A hard shoulder is NOT a bicycle lane.	1

Urgent need to control/decrease daytrippers from the mainland !!!	1
Turning lanes... going south hard to turn left Going north hard to turn left Have to wait for long lines of traffic	1
Turn lane needed between on Ramrod by Coral Ave! Please!!!	1
Traffic/congestion is primary concern resulting in crashes, and interferes with buses, manual transportation: walking/biking. Our Keys cannot handle more traffic. And being a marine sanctuary, don't even consider water transportation as it would be suicidal to our already endangered environment. Heavy tolls and limited entry to the Keys should help with traffic. Either Keep the Keys livable or turn it into the mainland, which is what we all don't want.	1
Traffic, congestion, speeding, crashes have all significantly increased in the keys in the last 9 years I have lived here. We own a business in Key Largo and have an active interest in the community. We cannot continue to sustain the influx without improvements.	1
Traffic signal timing is terrible. Was hit on my scooter because of it. Also, scooters do not have enough metal to trigger the magnet, so signals need to use a different system to work usefully. Also, please create four lanes, passing zones, and sister bridges (like at bahia honda)	1
Traffic on holidays. Storhe old Road merge nightmare	1
Traffic in Islamorada is horrible. The pedestrian bridge at Founders Park will not help the traffic problem and is a waste of money.	1
Traffic congestion in Key Largo on weekends makes homeowners hostages at home. The traffic backups heading into the Keys are horrific. I was on the mainland Saturday of Labor Day weekend. I was returning to my home in Key Largo that Saturday morning. From mile 5 on the Florida Turnpike to my house at mm 105 on US 1 took an hour!!! The 18 mile stretch was a parking lot at 11am. Completely unacceptable.	1
Traffic always builds at jet ski beach on the 18 mile stretch. Maybe put a wall so people can't see the people on the sandbar so they don't slow down.	1
Too much traffic for the roadway	1

Too many people use the shoulder of the road (between the white lane line and the bike path) as a deceleration/turn off lane. I think there should be more right-turn turn off lanes because people pull over and decelerate on the shoulder anyways. Some drivers honk at you if you slow down in the correct lane and don't voluntarily pull into the shoulder. I often see drivers get dangerously close to pedestrians and cyclists using the bike path. I love the FDOT beautification plan but the vegetation does block view of pedestrians and cyclists when trying to enter US1 by car at some locations. Clear sight triangles are blocked and could be improved with some better trimming or relocation of some landscaping.	1
Ticket people for passing in the center lane. Eliminate the old road as a way to buck traffic.	1
This is a scenic, albeit rural, highway. There is absolutely no logical reason why the speed limit is so low in most areas. That, unto itself, is a hazard. US 1, thru downtown Ft. Lauderdale, is 45 mph yet thru vast sections of nothingness, down the Keys, it's only 45. Makes zero sense. Locals have to deal with rubbernecking tourists already. Raise the limit to lower the frustration and increase the flow. The 18 mile stretch should be 75 mph. The bulk of US 1 (not thru a town/village) should be 60 to 65 mph. Turn lanes are needed in more areas. That stupid park in Islamorada is the bane of us all. It should NOT take 5+ hours to reach the mainland but more often than not it does. If nobody is going to spend money to build a new train (and nobody is) then be sensible about how to better the road. Lastly, put a toll in place. There's zero logical reasoning as to why the road can't pay for itself via visitor tolls. Residents could even pay a very nominal toll.	1
They are always bottlenecks in Homestead getting on to US1 and Islamorada. Need a solution	1
There needs to be relilable regular public transportation between all of the Keys and between the Keys and the mainland - at least to Dadeland where you can easily connect with other public transportation or shop.	1
There needs to be more done about drivers passing on bridges, people passing in no pass zones, and passing in turning lanes. Some times on my drive to and from work I am disgusted with what drivers get away with down here!	1
There needs to be better control/ enforcement of speeding ,reckless driving and crazy passing. Alot of visitors are endangering everyone to get to Key West as fast as they can.	1
There is a need for a crosswalk at CocoPlum Drive/US1 intersection in Marathon. Heritage Trail completion.	1
The triangle is absolutely terrible entering key west	1

The timing of lights mostly is what ccntrols the flow of traffic. A better design of the triangle at the entr ance into Key West should be studied. In addition, whoever thought the location of the pedestrian cro sswalks on N. Roosevelt Blvd should be fired! They are poorly located, one directly around a curve by the Gates hotel is terrible dangerous as well as the one, west of Eisenhower, 50 yards from the ligh t?!? really? That crosswalk in front of the HomeDepot should be REMOVED IMMEDIATELY!!	1
The thing that would help traffic flow the most is more 2 lane roads/bridges.	1
the suicide lane is terrifying	1
The stretch should be four lanes. If we want to continue the traffic delays to reduce day trippers, incre ase fuel costs and pollute our air, at least give us two lanes outbound. That is a safety issue.	1
The stretch needs to be two lanes in both directions for everywhere feasible, and the potholes need to be repaired. Another red light or two needs to be added in Islamorada in order to allow traffic to enter Hwy 1, e.g. at Publix. The additional STOP signs need to be removed from The Old Hwy. These STO P signs just impede traffic flow.	1
The signs that say SLOW TRAFFIC KEEP RIGHT need to go. We have to make many left turns to go home, to go to work, etc. We can be expected to zoom into the left lane of speeding traffic and then sl ow down to make the turn. US1 is NOT an interstate.	1
The public transit system as it exists is useless for professionals that live in the lower keys and work M-F, 8-5 jobs in Marathon or Key West. The current schedule forces you to either arrive to those empl oyment centers around 7 am or after 9 am, and to depart at 6 pm. It is much more efficient to just driv e. If buses arrived every 30 minutes between the hours of 8 and 9, and departed between 4:30 and 5: 30 or so, I think more professionals would take advantage of the bus system.	1
The proposed pedestrian pedestrian bridge at Founders park is an embarrassment. Only the governm ent could make something simple into this monstrosity	1
The pedestrian bridge at Founders Park is a collassal waste of our taxpayers money! We don’t need it there! We need it by the high/elementary schools further north at mm 90	1

The only way to relieve traffic congestion is to provide alternative methods for LOCALS to get from pla ce to place. There needs to be a public transportation system that works and is put in place for years so that locals can incorporate it into their daily routines. Buses come and go too quickly for adoption. Also, figure out how to let locals use golf carts, electric bikes on the bike paths. Make speed bumps o n side streets before the bike path so drivers know to stop instead rolling into the bike path without loo king. Have express busses going from island to island and connecting busses doing the local stops o n each island. Businesses wouldn't need so much parking if the employees could rely on public transp ort. Also, it would give those who don't drive a way to get to stores and doctors appointments. The tou rists will always drive. This system should work for locals. Preferably with busses or trolleys that are n ot disgusting.	1
The number of high-speed, head-on, passing ... especially on bridges has increased significantly. I am making an assumption that these are day-trippers and weekenders much of the time based on the da y of week and time of day (which I now try to avoid). I have at least one dangerous encounter weekly with a head-on car passing in the oncoming lane. I drive no more than the speed limit. If I were a regul ar speeder, one or more of these incidents would have a high likelihood of ending in a crash. TIME F OR A $25 TOLL at KEY LARGO and another $25 toll on BIG PINE for all non-residents. Tourists pay f ees to arrive by air... why not by car?	1
The new pedestrian crosswalk lights on US1 in the city of Key West are a colossal failure. Tourists do not understand what the flashing red light means and don’t stop. This is going to continue to cause m ore accidents. For traffic flow, there should be a minimum amount of time between light activations. A s it is now, someone can cross and before it’s back to regular it is activating for the next person to cro ss... grid locking North Roosevelt Blvd.	1
The landscaping in the medium has created a blockage of the opposite side of the road in Key Largo. This is a problem because people can't see where they want to go until they are right up on it and the y make left-hand turns from the right lane this in turn causes accidents	1
The keys are clearly over capacity. The County needs to stop approval of new residential projects. Th e County needs to “take back” the TDC and repurpose it to better serve the community at large. Devel opment and tourism have taken over to the point where safety on US 1 is now a real concern. People need to be discouraged from “day tripping” from Dade / Broward for example. We need more disincen tives to take rental cars and such down the road. The Market cannot be the deciding force anymore, we need control and regulation to manage US 1. A water taxi is the dumbest idea anyone has come u p with. There is already a ferry that runs out of Ft Myers. That’s enough.	1
The fragmentation of the bike pedestrian path is atrocious. The path appears and disappears randoml y. It should be continuous the entire length of the keys.	1

The flow of traffic getting out of the driveway makes us wait at times over 20mins. When one direction is clear the other is not.	1
The emphasis should consider all potential policies to reduce vehicle miles travelled We need less car s and more alternative transportation	1
The drawbridge is not the problem. Sometimes it’s a blessing because it’s the only time you can get a cross the road.	1
The crosswalk at mm100 should be discontinued & a traffic light installed at intersection of US1 & Lag una Dr with crosswalk there. It kills 2 birds with one stone. There’s heavy traffic there with cars turning in multiple directions. A wreck happens almost every time I’m there.	1
The county or DOT are not maintaining egress for bikes or pedestrians. The bike “lane” has caused n umerous accidents due to the numerous pot holes that have been there for years. Additionally, the litt er is unacceptable- items ranging from work tools to glass and other debris	1
The congestion on us 1 is a serious issue. The main problem is one lane in each direction thru islamo rada. It used to just be an issue for holiday weekends. It’s now every weekend. On Sunday afternoons it takes me over an hour to drive home. This is normally a 20 minute drive.	1
The congestion in Islamorada must be addressed around the Snake Creek Bridge to Founders Park. The pedestrian overpass is a good start. The second thing that should be done is to move the truck w eigh station back to where US1 is split with land in between the north and south lanes. Put the weigh station in the middle of the highway. It will make it easier for trucks using the station as well as for oth er vehicles, bikes and pedestrians. It will also get the trucks entering and exiting the station away from the bridge and traffic congestion.	1
The arrows in the median are confusing to tourists and direct those entering to stay left vs. right like e verywhere else and so that you can see to move past incoming traffic. The light at the top of the stretc h near Cirlce K and 905 encourages accidents and crossing in front of one another, it is very dangero us. The merge lanes on the 18 mile stretch are being used for passing zones and is very dangerous.	1

Thanks for this opportunity to express my concerns. I am a Captain for American Airlines. I have hit th e pavement because of trash and lack of maintenance along US1. The concern for cyclists safety is b orderline criminal along US1. As I drive along US1 to MIA airport, I see motorists either drunk or on ce ll phones, habitually migrate into the bike lane. CHATTER-BLOCKS should be along the full length of US1. In many areas, SAFE EGRESS is not provided. MM16 is a good example the “BIKE LANE END S” sign is abrupt, confusing and nonsensical. The Heritage Trail is in places world class wonderful. An d in many places cluttered with debris, trash and poorly maintained. Mixed use bridges, with fishing, is a disastrous territorial battle. Poles and hooks inadvertently and with purpose flung into my path. Cycli st safety’s an oxymoron With No apparent Short term or long term solution. I am willing to assist in ma king cycling safety a high priority. Before the next fatality. .	1
Survey does not provide for those that are retired. Need N/A options Need to address rising tides	1
Summerland Key needs sidewalk added from existing walk (Carribean Dr) going West to Boy Scout C amp. at Kemp Bridge	1
Stop the passing in no pass zones and speeding.	1
Speeding is a huge issue. Especially with people leaving the keys at the end of a work day. Residents need to slow down to turn into neighborhoods but it always seems like the person behind you can’t be bothered to slow down and would rather risk an accident to change lanes.	1
Speeding & reckless driving are rampant on US1 & the “blue bridge”. It’s quite frightening to drive on US1.	1
Something needs to be done about bicyclists riding on Rt 1 in the heavy traffic areas (Marathon). The y ride 2, 3, 4 or more abreast impeding traffic and causing major safety hazard. Make rules for bicyclis t they must follow, includes riding SINGLE FILE. Widening sidewalks for cyclist lanes off Rt1. Put on more traffic officers to issue tickets for the out of state speeders and idiot reckless drivers that unfortu nately vacation here. Install some 'RADAR IN USE' signs which might help slow down some idiot driv ers. Add more turn and thru lanes. Additional pull off areas like one on the Grassy Key stretch. Signs, large enough signs station 'DO NOT STOP ON BRIDGE' or 'NO PICTURE TAKING FROM BRIDGE (or you will be pushed over the side ... just kidding ... maybe)' something like. that for the morons that stop in the middle of them. Add the flashing 'your speed' indicator signs along the race track areas of Rt.1 like was just added in Marathon before the new School and Library area.	1
some areas of us1 needs repaved like between where past boomdocks to summerland key and 18 mi le stretch some places along that road	1

Signage and barriers in areas where tourists constantly pull off and recreate are greatly needed. Also, I feel that we should put up more signage regarding speeding, passing illegally, etc. U.S.1 is very scar y to drive on, because people think they can speed, pass illegally, drive in center lane, ignore turn lan es, etc, whatever they want. I think signage such as "Slow down, you're already here", "What's your h urry, you're on vacation" and things of that nature would be helpful in a positive way, without "threateni ng" people.	1
Safety, safety, safety.	1
Roadways - especially bridges - are not cleaned. So many bicyclists get flat tires because of all the de bris. Look at the shoulder on the Seven Mile Bridge (or any bridge) next time you drive on it. One big area of congestion is always near Lake Surprise on the stretch. It seems cars slow down to look at the boats? It's always backed up there, on either side, for no apparent reason. Perhaps put up something (fencing that isn't see-through?) to obscure the view from the road.	1
Riding a bicycle along US 1 is terrifying. I only do it to get where I need to go to ride on streets with littl e traffic. That being said, people do not look when turning into or out of a business; so education to dri vers to watch for bicyclists would be helpful. Also, traffic light timing, especially entering Key West wo uld undoubtedly help with traffic congestion, as well as light timing within the city.	1
Replace Snake Creek Bridge (roughly mm85). The pile-up's eventually stack and during season it can cause delays of more than an hour during season.	1
Relieve congestion at locations of attractive nuisances such as Robbies on Lower Matecumbe	1
Regarding reducing crashes, as long as we have South Florida drivers bringing their international disr egard for safe vehicular behavior and machismo into the Keys, other than law enforcement being on t he spot to catch them, I don't see how we can change this dangerous behavior and protect our safe m otorists. I also think if there was more patrolling and ticketing of people driving UNDER the speed limit for long lengths of US 1 where passing is not an option, there would be fewer conflicts. I also always wonder if encouraging cruise control at the sped limit would stop the jackrabbit syndrome of sometime s going 35 and sometimes 49 in a 45 mph zone would help traffic flow. I have never seen a "use cruis e control sign" but think this is a great idea.	1
Reduce sign pollution, ie the "Slower traffic use right lane" signs on Stock Island should be removed. People will be in right or left lane depending on where they are going.	1
Reduce day trippers from outside Florida Keys!!!	1
Rear end crashes seem the most likely issue	1

Provide ways other than renting a car to travel to and around the Keys for tourists and seasonal com muters, residents etc. Flagler had a vision back in the day, sadly buried and forgotten.	1
Protected bike lanes are necessary on the Overseas Hwy.	1
Prevent head on crashes by installing barriers, especially on 7 mile bridge.	1
Please see my project comments on "Facebook Comment Section" attached to survey. (Valerie Hand elsman)	1
Please make US 1 safer with regards to head on accidents and passing in the turning lanes in the upp er keys (specifically mm 81-74)	1
Please install a sign at the TOP of the stretch informing drivers of the “real time” trafffic into the Keys. Please reinstate the “# of deaths on US 1 sign	1
Please consider buying out billboards and removing them. They are a distraction and sully the appear ance of our scenic highway.	1
Please 4 lanes the parts of US 1 where you can. Or at least add a second bridge next to existing bridg es it would make maintenance of bridges easier and safer. If one bridge goes down we are trapped. H ave a backup bridge, Like at Bahia Honda If not 4 lanes then add an additional turning lane down the middle of the road to do traffic shifts during an accident instead of shutting down the highway.	1
Plantation key headed south from Tavernier is a disaster !!! 2 lanes to 1. Bad. Also snake creek bridge must be adddressed	1
Planning for the highway to adequately support years of foolhardy growth has been atrocious. US1 sh ould be 4 lanes throughout the Keys. There should be long-term planning to widen the roadbed and r eplace inadequate two-lane bridges, including the 7 Mile. It is long past time for the drawbridge to be r etired. All businesses should be removed from the median immediately south of Key Largo due to con stant and consistent near-miss accidents.	1
Place a pedestrian bridge in Islamorada, create a local bypass of U.S. 1 on Big Pine Key or a reverse flow lane for local travel.	1

People constantly biking right on US1 when there is a trail they can use: due to not enough signage for it (tourists don't know) and also easy access to it. I believe every street that comes out on US1 opposite the trail should have a (simple is fine) access point. Doesn't have to be expensive, just walkable. Example mile marker 22 area, can't get to trail due to water retention area...it should be filled at one end and cleared so that people can get in to the trail. Curve nearby makes walking or biking along US1 at that point very dangerous. Similar situations elsewhere. Also need wider shoulder so cars whipping by at these intersections don't back-end crash into people. Would make highway much safer. Such is also needed at MM22 area. Thank you.	1
Pedestrian Bridge in Islamorada at Founders Park is not needed!	1
Pedestrian and bicycle improvements should be prioritized over any traffic improvements, because people will travel shorter distances and it is ecologically much sounder.	1
Passing lanes would be nice maybe from the stretch in mattacumbe upper or lower And down to key west one passing lane would be nice	1
Our rush hours are different then in the City. After check out time 11 am to dinner time in peak season you will always need and extra 30 minutes (without an accident). 20+ years here... I always try to accomplish my errands/appointments around that. How amazing if we had water taxi service!	1
On Big Pine, connect roads off Rt 1 so we can get around without having to use Rt 1. Create more turn lanes in and out of major communities.	1
Normal traffic is now averaging 55-60mpg in Key Largo. This is causing accidents to be more severe and creates more of a superhighway feeling. Also with the amount of truck traffic, US1 would flow better if slower traffic stayed in right lane, including all trucks.	1
No pedi bridge at Founders Park.	1
No bridge at founders park	1
Need two lanes all through the Keys to minimize congestion. More direct flights.	1
Need to provide safe cycling egress	1
Need to provide better bike and pedestrian paths currently very dangerous	1
Need long term strategic plan the in. This plan would include light rail/ monorail from FL City to Key West with parking facility in Florida City. Local transport would be electric and free with tips highly encouraged Reducing vehicle entry into the keys and provides the only real solution.	1
Need increased law enforcement!!!	1

Need better boat ramps, truck and trailer parking, and ramp facilities.	1
MY BUSINESS REQUIRES ME TO TRAVEL THROUGHOUT THE ENTIRE KEYS, NO OPTION ABO VE FOR THAT IN QUESTION 2 .... RELIEVE THE CONGESTION IN ISLAMORADA AND UPPER K EYS BY ADDING EXPRESS LANE IN CENTER. INCREASE SPEED LIMITS IN NON RESIDENTIAL AREAS.	1
More turning lanes, businesses should be required to keep plants trimmed away from signs to make more visible	1
More traffic lights at important corners	1
More traffic enforcement and greater safety for pedestrians and cyclists.	1
more real time traffic cams to target bad drivers. Can send traffic ticket if driver is shown speeding or passing incorrectly. Can alert police in advance.	1
More public transport is needed locally in the keys. NOT from Homestead/Miami. Just FL Keys worker s who work in the keys.	1
More public rest facilities. More passing areas. Signs encouraging folks going slow to pull off to the si de to let folks pass them or if picture taking, pull off. The addition of more rest stops will also encourag e this. Make signage saying it is picturesque	1
More law enforcement officers are needed to enforce the speed limit. I have trouble turning into or out of my neighborhood because drivers are constantly doing 55-65mph through Key Largo. They get righ t on your tail refusing to brake as you slow down to turn off. It feels like you have to take the turn on tw o wheels otherwise they will rear end you. I don’t allow my children on the bike path because I am terr ified of vehicles running off the road.	1
More electric busses and courtesy vans and less personal vehicles Better control of independent and private company large trucks	1
Make US1 a four lane highway from Florida City to Key West.	1
Make US1 4 lanes (2 north 2 south) plus designated turning lanes and include a bike path on both sid es throughout Islamorada. Improve street lighting throughout upper and lower mat. Lower speed limit t hrough upper mat to 35mph.	1
Make US 1 4 lanes were possible.	1
Make rt 1 from Florida City to Key Largo all 2 Lane!	1
Maintain speed limit to 55 mph throughout US1. Changing speeds causes congestion.	1

Local Law enforcement needs to enforce speed limits. It is absolutely ridiculous the speeds 10-20 over that most people are going including large commercial trucks and buses. Tourists then just think it's the norm. Traffic enforcement needs to be increased.	1
Living on Cudjoe the bicycle lanes are very limited. Would love the paths to connect all along the lower keys so that I could do a long cycling trip without having to cycle on roads. For example when I cycle from Cudjoe to Summerland, I can't cycle any further. On the next bridge north, the cycle lane is closed off. If this was repaired it would really open up more cycling options.	1
Limit the number of cars entering to road design limits.	1
Let’s not build the pedestrian bridge and move the flea market north or south	1
LEO needs to REALLY step up speed limit enforcement.	1
Keys has been built out for years and has too many resorts.	1
Key West and the Florida Keys are some of the most beautiful places to ride your bicycle in the country yet also one of the most dangerous. Bike lanes and paths abruptly stop in some areas, electric vehicles (such as electric bicycles) have flooded bicycle/pedestrian paths going at high speeds causing fear in local riders safety, and the automobile/bicycle culture is as hostile as anywhere else I've riden in the country. The physical layout of how a bicyclist moves through the keys as well as the relationship between automobiles and bicyclist needs major improvement.	1
Keep the bike path clear, at times they’re a mess and hard to ride on	1
It would be nice if we could go to the grocery store, Dr without fear of some one going 90 miles an hour crashing into us. Maybe a lot of stop lights as stop signs mean nothing to a lot of people.	1
Islamorada is the area where most traffic congestion occurs at all hours. It is the inly area where wxpansion is possible to a 2-lane highway, but has not been done.	1
Intersection at Burton Drive and US 1 is dangerous and needs a light.	1
In order to reduce traffic, one idea is to improve the bike path/lane. Currently, its not safe in many areas. The path/lane has big holes and ends abruptly in places. Also its a very narrow bike lane and cars and trucks easily migrate into the bike lane without even noticing it. Please work to improve this area, we have people who only have a bike and they should be safe. Thank you!	1
Improving the bicycle path will reduce traffic on the main road. Currently from Key West one can only ride as far as Baby's Coffee without getting onto the highway to connect the entire Lower Keys.	1

Improve pedestrian crosswalks and signage in Marathon, especially at Overseas Highway and Sombrero Beach Road. Install signage on northbound Overseas Highway and Sombrero Beach Road at the traffic signal indicating that the far right lane is "right turn only, many drivers race ahead there in order merge in to right lane before the road narrows. I've had many near misses there and witnessed many close calls, especially with vehicles attempting to exit the K-Mart/Winn Dixie parking lot.	1
Improve bottlenecks on US 1	1
I'm in North Key Largo and something needs to be done about the northbound traffic speeding at KLS right after the light. Once vehicles pass the police officers in the median, they speed up before the bus entrance/exit area. This is hazardous for the bus drivers and the cars that use this entrance to the school.	1
If the flow is improved, with the timing of the one and only light giving sufficient time to cross streets and for local traffic to enter and leave US1 for work travel, the accidents will decrease. Leaving the light on US1 at the control of one police officer is absurd. They get on their cell phone and lose track of the time, I have personally sat for 12 minutes during high season waiting for him to switch the light to let the workers enter US1 while tourist traffic heading to Key West moves un-impeded. Bicyclists and pedestrians have to run between vehicles to cross to get to work and school.	1
I’m AGAINST the Pedestrian Bridge project at mm87 at Founders Park. It is a waste of taxpayer money.	1
I would use water taxi/ferry to Key West from Islamorada. I would use water taxi to Upper Matecumbe from Plantation Key. I would like to see traffic light at Woods Ave and US1 at CSHS active on weekends/holidays. Instead of building pedestrian over the road crossing at Founder's why doesn't FDOT just add crosswalk like at Key Largo school?	1
I would rate improvements for pedestrians, bikes and public transportation equally - they all need improvement. Overseas Highway needs to be made safer for all modes of transport. Water transport is really not a good idea. It creates further ecological stress on our aquatic environments.	1
I would like to see the traffic light at Woods Ave - CSHS activated during the weekends. It is very difficult to get on US1 southbound from the old highway.	1
I would like to see an electric high speed rail system form Miami to Key West make it cheaper to ride than to drive. Searstown will make a good place to have the ending station.	1
I will NEVER leave my car up the Keys and boat/bike/bus et al into town. I need my car for meeting throughout the day and to go grocery shopping in the evenings.	1

I think we should add a toll booth on the stretch as long as Monroe County gets a fair share of the revenue. It would be helpful if MC residents got a discount or rebate.	1
I think there should be more de-acceleration turn lanes added in Tavernier	1
I think the pedestrian walkway is a waste of money n time...	1
I ride my bike every day and there are several spots that are not the safest. I would like to see some more rather expedient but affordable options to get from the lower keys to Key West besides driving. I would like to head down more, but with a DD ;)	1
I live on the Old Road, MM 81, and it would be helpful if the road was patrolled by the sheriff's department on the weekends when heavy traffic can be predicted. It is unfortunate that I do not leave my home on these busy weekends because pulling out of my driveway is hazardous.	1
I do not think that installing a Pedestrian Bridge will improve anything, is not warranted or needed.	1
I could easily bike to work in Marathon; however, I often choose not to because to do so most safely (using the wider bike path on the bayside) requires I cross US 1 at Sombrero Beach Road and, frankly, that intersection scares me in a car and terrifies me on a bicycle. This is also the case for recreational use of my bicycle. Also, there is a huge community park in Marathon and the only safe crossing of this 4-5 lane HIGHWAY, is west at the 33rd street light or a mile back at that lovely Sombrero intersection. A crosswalk and signal on the West side of the US1 Sombrero Road intersection; a Wider path on BOTH sides of the highway, on demand crossing lights/more pedestrian crossing or even pedestrian bridges would all be helpful!	1
I believe if the county and city invested in a rail system we would see a dramatic decrease in fatal accidents, less drivers on the road. And a robust tourism program for the keys.	1
I am the MCSD Director of ESE, Special Olympics Chair, LKHB Chairwoman and a cyclist. There is a big problem of safe egress with the current bike lane on US1. I am not sure if the sub contractors DOT uses are the culprits, however, there are major hazards in the bike lane from 7 Mile Bridge to Stock Island. I have seen three inch gouges in the bike lane that are often unavoidable. I have shared my concerns for several years now with Ms. Summers and other DOT staff, all in writing. Additionally, I am requesting the addition of sleeper bumps to be installed adjacent to the bike path in all areas. I was told that " they can only be installed in areas that are 55+ MPH', which is inaccurate, they are currently exist in many areas such as Big Pine where the speed limit is just 35 MPH. The sleeper bumps would keep cyclists safe as so many distracted drivers drift fully into the bike lane . My name is Dr. Lesley Thompson drleselythompson@gmail.com please feel free to contact me anytime.	1
I am against the proposed pedestrian bridge development plan.	1

I am a cyclist. The keys are a world class destination, because of the weather to cycle. We are a 4th world country interms of safety for cyclists. US-1 is a fatality waiting to happen for cyclists daily. LEt's put safety first for all of our citizens and guest who seek safety and cycling at the same time.	1
Heritage trail should be completed all along US-1 to alleviate required usage of narrow bike lane on th e highway for cyclists where the trail does not exist, especially from Cudjoe Key south to Bay Point.	1
Hello, we have a lovely cycling path, however, it is in terrible shape and down right dangerous. A frien d of mine was life flighted from a crash, last year, that happened on Summerland Key ON The Bike P ath - that is unacceptable, the hole remains to this day. Additionally, the bumps on the white line are h elpful so that drivers don't drift into the bike lane, however, they are only in certain areas, with no rhym e or reason. They are in Big Coppit where the speed limit is 45, but none where the speed limit is 55? They need to be anywhere there is a bike path exists. Lastly, who is responsible to clear garbage from the path and bridges, they are also a hazard. Thank you for taking the time to consider our opinions!	1
Get the bike/Pedestrian bridges/sidewalks open throughout the keys. No reason to have the gates clo sed on all these bridges.	1
Footbridge at Founders Park mm87 is a waste of tax payer money & will not improve traffic flow.	1
Fix the lanes in Islamorada starting southbound past Coral Shores and extending to Snake Creek brid ge. Badly rutted.	1
Finish the bike path and connect all of the keys.	1
Finding a way to limit the casual local (Miami) visits by car. Water or smaller buses with less stops	1
Ferry port transportation to carry bikes, mopeds and golf carts with passengers to & from other Keys t o Key West	1
Express lane type bypasses in congested areas would be ultimate goal. Section between Gilbert’s an d Manatee Bay Marine has a section of open water where boats anchor on weekends. Traffic backs u p due to rubber necker delays on this section. Shrubs or a wall would improve this drastically.	1
Enforcing traffic laws would help a lot! I have been told by deputies they are NOT allowed to pull a ve hicle over unless they are doing at least 10 mph over the posted speed limit. So the actual speed limit is 10 mph over what is posted and everyone knows it. Driving through Key Largo where people are try ing to pull into traffic, trying to turn into a business or pedestrians trying to cross is dangerous. The sp eed limit should be lowered to 35 in the downtown area and the deputies should be allowed to stop ve hicles when they break the law, not wait until they are 10 mph over. That's almost like saying "You can not batter you spouse but if you want to slap her upside the head once in a while we are good with th at,"	1

Encourage slower drivers to travel in the right lane.	1
Eliminate private cars in downtown Key West	1
Doing any of the last 5 on the list will lead to an marked improvement of the first two on the list. I wish we had pedestrian bridges over US1! Or more traffic lights where needed---like on the Southwest end of Marathon where there are restaurants and resorts. A light at or near Tranquility Bay and/or the Hyat t? The speed limit is only 35 there, you might as well add a couple lights and save some pedestrians li ves. Always see pedestrians darting through traffic to get to Juice Paradise and Tom Thumb from Tra nquility Bay. Stressful for vacationers and locals! Also, I would like a bike/pedestrian path. I think it's u nreasonable to expect bicycles to go in a regular traffic lanes on US 1 in towns. I would do that if I wa nted to commit suicide!!! Also PLEASE, a decent walking path from the hospital to the 7 mile bridge. B oth sides. Ocean side looks HORRIBLE and and has no path. Very dusty and dirty. Bayside has one f or the most part. Grateful for that!	1
Divider barriers needed to prevent passing. Many more traffic lights to slow traffic. Cameras to catch o ffenders. More traffic enforcement. More no passing zones. Eliminate passing zones. Barriers around turn lanes. Traffic lights at turn lanes. Reduce speed limits. Tourist traffic needs to be slowed, forced t o stop and not allowed to pass. Ideally, a limited access roadway over the WATER for tourists, workin g US1 to be a local resident road.	1
Decide if US1 will be prioritized as a conduit for tourist traffic between Miami and Key West, or is it a l ocal road for traffic circulation among Keys residents. I am a resident. I want safe ingress and egress between local roads and US1.	1
Cycling so dangerous with driveways. Need signs that say "watch for Pedestrians & Bikes" at drivewa ys along US1 The stretch is a mess with potholes!! Need something on stretch to block view of open water after second passing zone and after the curve (heading south) where tourists slow down to take pictures. This is the first view they have of open water as they head down to the keys and they slow to take pictures, backing the stretch up. Maybe plant some tall trees...please!	1
Consistency saves lives. Some places have rumble straps and others round bumps. Long key bridge has bumps on center line and shoulder. Ohio key has rumble grooves on shoulder and center line but many many other areas don't have anything or only on shoulder. Tourist look at the water and get distr acted. We must have Consistency of putting rumble grooves from Key Largo to Key West to save live s.	1
Clean debris from the side of the road for safer bicycle travel. Use a street sweeper to reduce flats an d potential falls into oncoming traffic. The bike lanes are terribly maintained	1

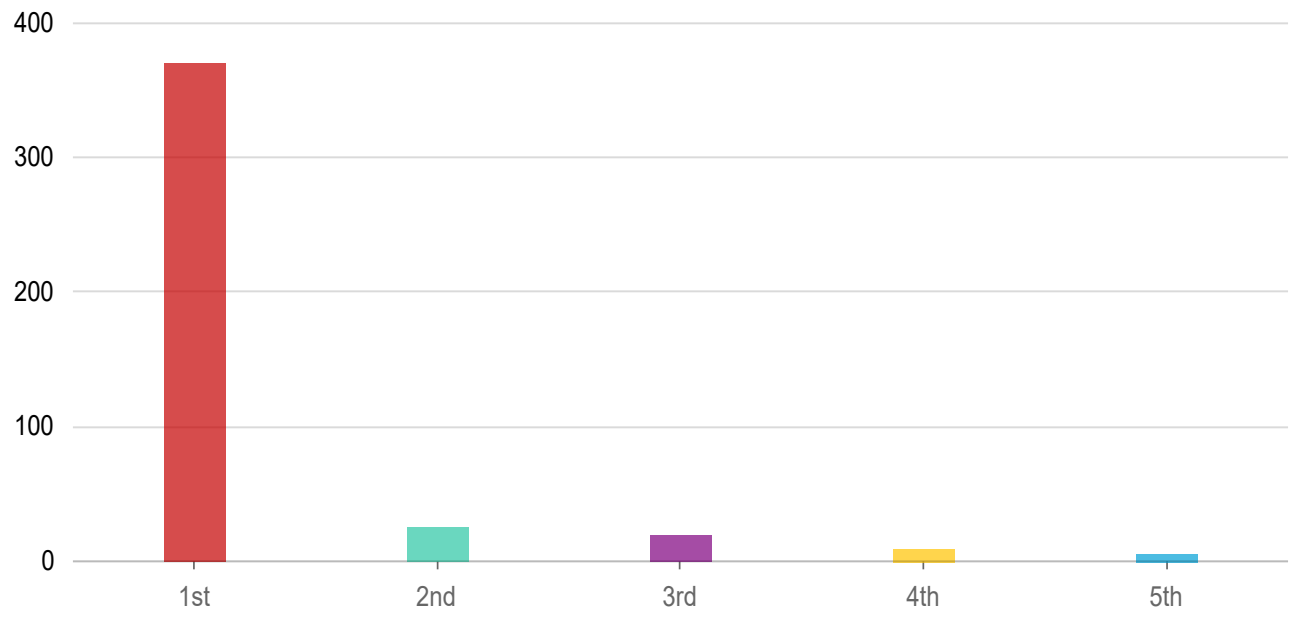
Cars and bikes and scooters sharing the roads is a bad mix. Need to either create store are lanes or restrict them from main roads. The whole downtown area is dangerous for everyone. My suggestion is no cars in the whole Duvall tourist area.	1
Can a toll be added to enter the keys?	1
Buses need to run frequently and 365 days a year.	1
Build a new ferry ports in Key Largo, Islamorada, Marathon, Big Pine and Key West. Utilize separate vessels for seasonal traffic and commercial carriers.	1
Build a high speed rail from Miami to key west	1
Biking must be top priority. Add flashing light at cross overs and elevate crossovers slow people down this is the deadly highway in America	1
Bicyclists are often a menace. I feel they should be required to use bike paths wherever they are available. Bicyclists often infringe on travel lanes in areas where dedicated bike pats are in plain sight.	1
better sidewalk markings, need safer way to walk or bike over bridges. bike bath is in poor condition. Additional aggressive driver enforcement. better turn lanes. add local bus/trolley, water taxi.	1
Almost all my driving is done in Big Pine Key. Trying to navigates out of the post office is terrible. Waiting for a light to turn onto u.s.1 from key deer is too long. We need a cross island road!!	1
Add turn lanes in Islamorada, Fix the US1 between MM 106-116 (Pot holes everywhere, destroying cars and making people drive recklessly)	1
Add a toll to improve roads	1
Add a toll on 18 mile stretch	1
Add a toll at the beginning of the stretch for all non locals.That will help alleviate traffic concerns.	1
2 lanes from the 113 to key west. Removal of the trees from the median and right away for better viewing of oncomming traffic.	1
1. Signs reminding tourist that they don't own the road and please proceed at the posted speed limit, not 20 MPH under the speed limit. 2. Have the police enforce traffic obstructors. 3. Yes its a beautiful view. Please drive the speed limit. NOT slower. 4. How about a separate road for the tourists	1

1) DISTRICT 6 PROVIDES NIL TRAFFIC OPERATIONS (SIGNALIZATION AND SPEED LIMIT) DAILY/WEEKLY ASSISTANCE. NEED ASSIGNED PERSONNEL IN MARATHON. 2) TRAFFIC OPERATIONS (SIGNING & MARKING) CONSISTANCY IS HORRIBLE FOR ENTIRE SR5. (DRIVE AT 0200-0500 TO SEE HOW BAD SIGNING AND MARKING IS.) 3) HIGH PEOPLE DENSITY AREAS NEED PEDESTRIAN FACILITIES CONSIDERATIONS. 4) COUNTY COMMISSION TRANSPORTATION COMMITTEE NEEDS TO BE CONSULTED/COORDINATED AS TO WATER TRANSPORTATION	1
Additional safe passing areas need to be added. There is sufficient land on many of the lower Keys islands to add a third lane to improve passing capabilities around slower vehicles.	1
Sea level rise and elevating roadways in the next 10-15 years should be included as a concern to be addressed now, not 20 years from now. High priority Congestion in Islamorada and accidents on US 1 are a huge concern.	1
	0

Answered: 198 Skipped: 235

Question 6: What modes of transportation do you currently use?

● **Automobile**

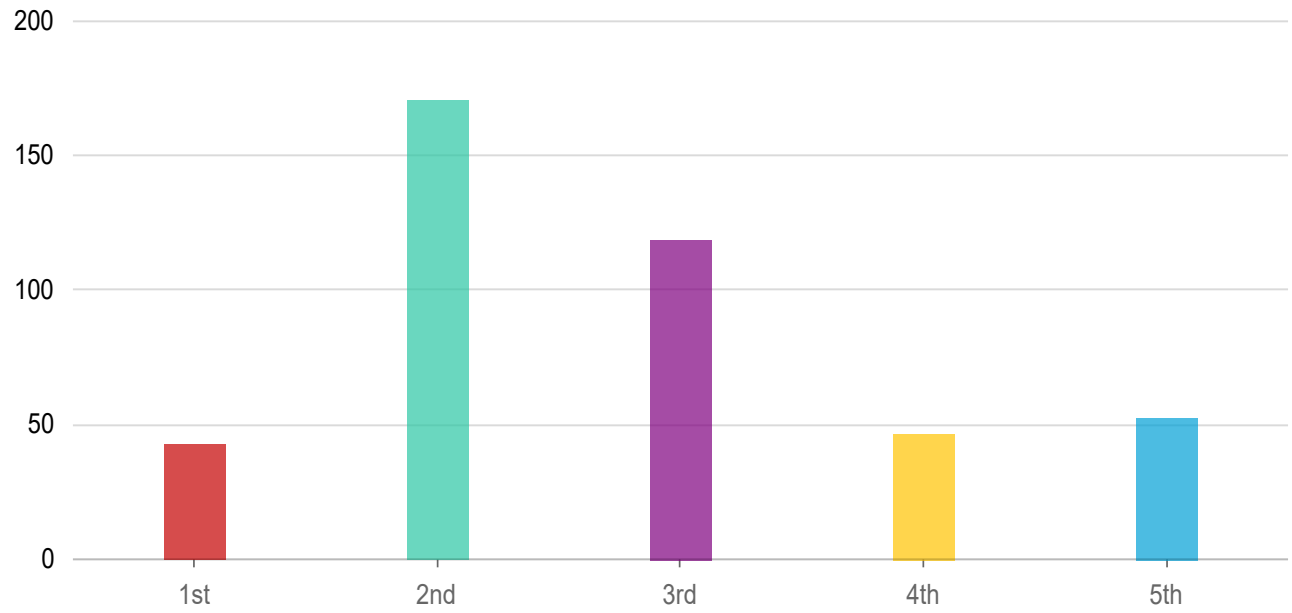


Answers	Count	Percentage
1st	371	85.68%
2nd	26	6%

3rd	20	4.62%
4th	10	2.31%
5th	6	1.39%

Answered: 433 Skipped: 0

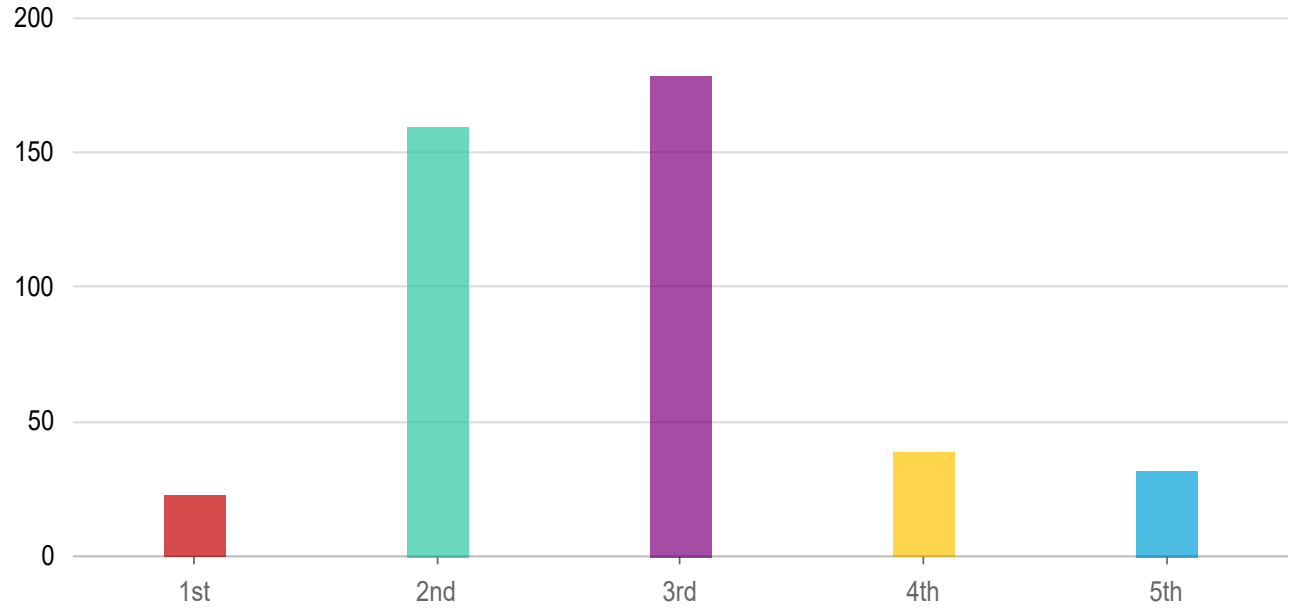
Bicycle



Answers	Count	Percentage
1st	43	9.93%
2nd	171	39.49%
3rd	119	27.48%
4th	47	10.85%
5th	53	12.24%

Answered: 433 Skipped: 0

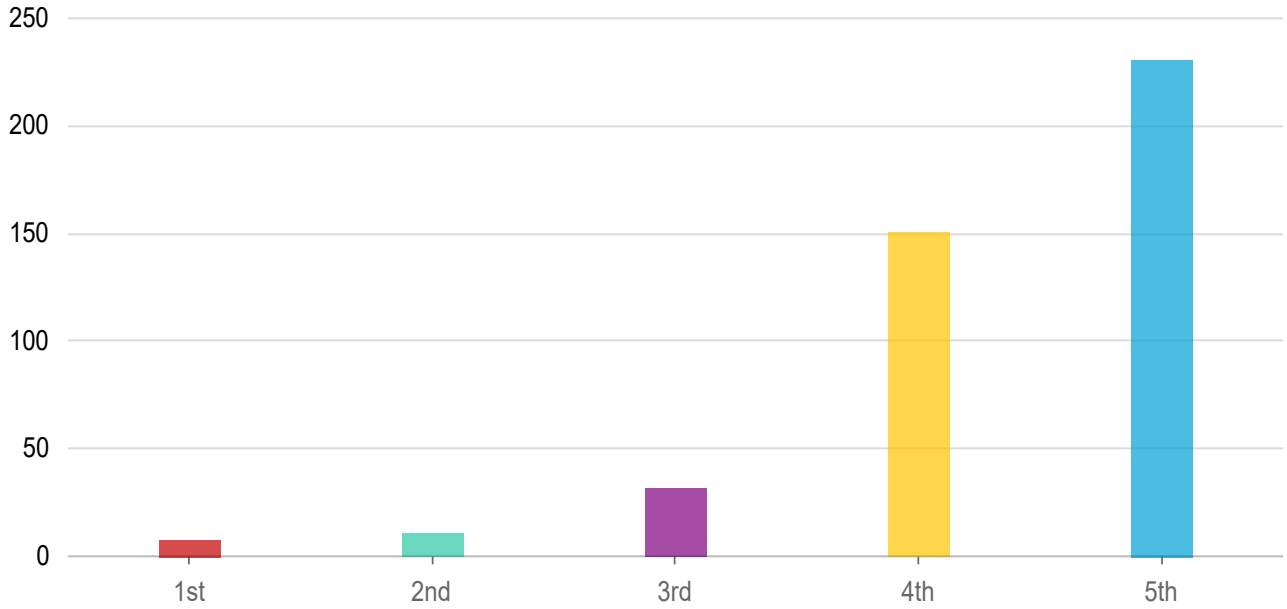
Walking



Answers	Count	Percentage
1st	23	5.31%
2nd	160	36.95%
3rd	179	41.34%
4th	39	9.01%
5th	32	7.39%

Answered: 433 Skipped: 0

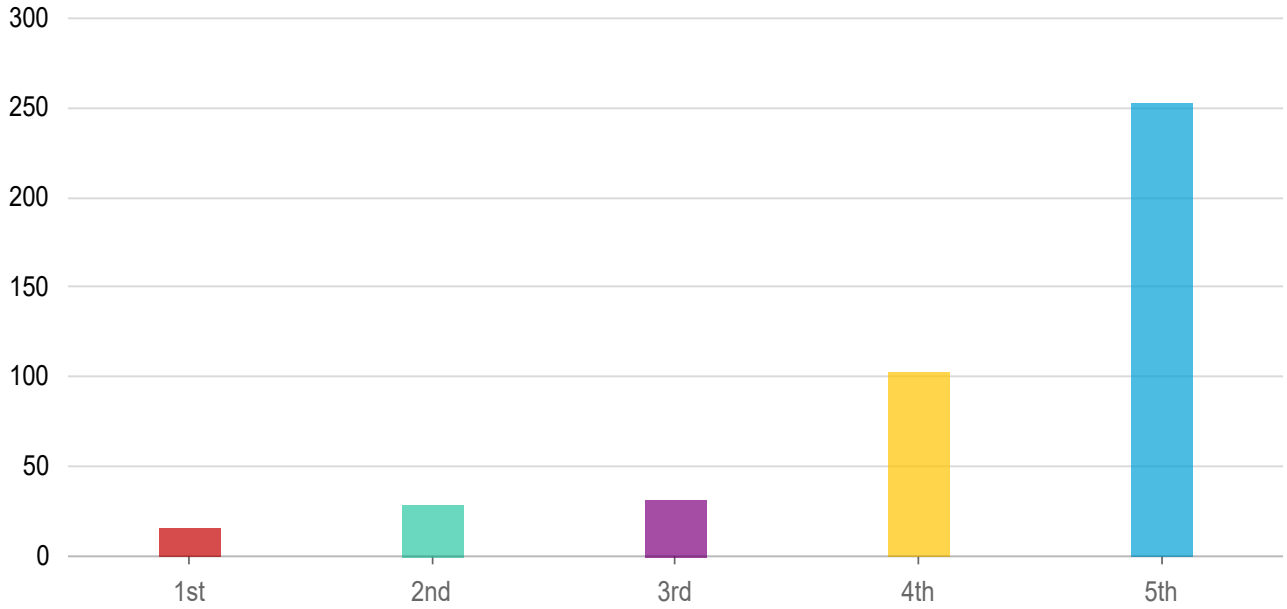
● Bus



Answers	Count	Percentage
1st	8	1.85%
2nd	11	2.54%
3rd	32	7.39%
4th	151	34.87%
5th	231	53.35%

Answered: 433 Skipped: 0

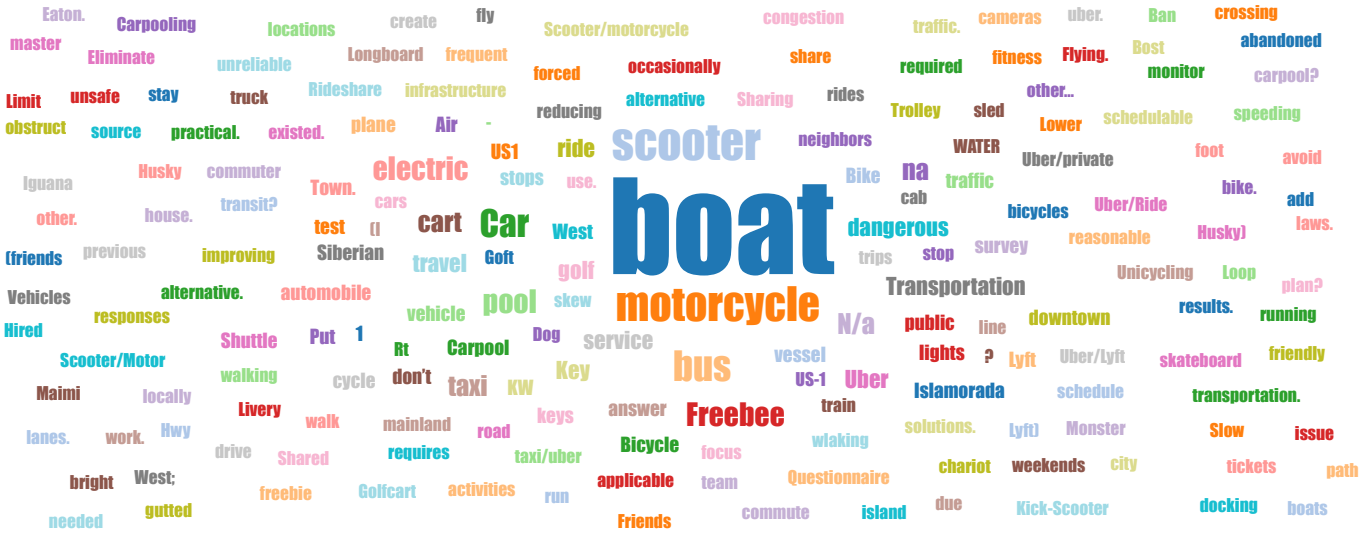
● **Other**



Answers	Count	Percentage
1st	16	3.7%
2nd	29	6.7%
3rd	32	7.39%
4th	103	23.79%
5th	253	58.43%

Answered: 433 Skipped: 0

Other:



Response	Count
Boat	31
Scooter	9
Motorcycle	9
None	4
na	4
N/a	4
Car pool	4
vessel	2
Uber	2
test	2
Lyft	2
Golf Cart	2
Carpool	2
would use a commuter train to the mainland if one existed.	1

Where is focus on reducing vehicle trips and improving infrastructure for alternative transportation like wlaking, bicycles, and public transit?	1
We are forced to use the automobile since there isn't any other reasonable alternative. I only put walking because I do occasionally walk to the neighbors house.	1
WATER TRANSPORTATION	1
Unicycling	1
Uber/Ride Sharing	1
Uber/private car service	1
Uber/Lyft	1
Trolley	1
This survey should be asking for solutions.	1
There is no Other, I don’t use the bus but survey requires an answer so you can skew results.	1
The Shuttle Bus schedule in the Lower Keys is not frequent enough to be practical.	1
taxi/uber	1
Taxi or Livery service	1
Taxi	1
Siberian Husky Dog team sled (I have a Siberian Husky)	1
Shuttle	1
Shared rides	1
see previous responses	1
Scooter/motorcycle	1
Scooter/Motor cycle	1
Rideshare (friends, Uber, Lyft)	1
Ride share	1

Questionnaire required an answer	1
other	1
only bus I use is the Loop downtown KW	1
not applicable	1
None other.	1
No other...	1
No other	1
Monster truck	1
Longboard skateboard	1
Key West bus stops are to dangerous to allow bus use.	1
Islamorada FreeBee Transportation Electric Vehicles	1
Iguana chariot	1
I would use freebee or another schedulable public source	1
I would never take the bus its unreliable	1
I would never ride a bike down here too dangerous	1
I try to stay off of us1 whenever possible	1
I run and cycle for fitness, but do not do these activities for transportation. There are too many locatio ns along US 1 that are unsafe to travel by foot or bike.	1
I often travel locally by boat, especially on weekends, due to road congestion	1
I fly on a plane sometimes	1
I drive a motorcycle and I do not obstruct traffic.	1
I don’t know what you want here	1
Hired vehicle	1
Golfcart	1

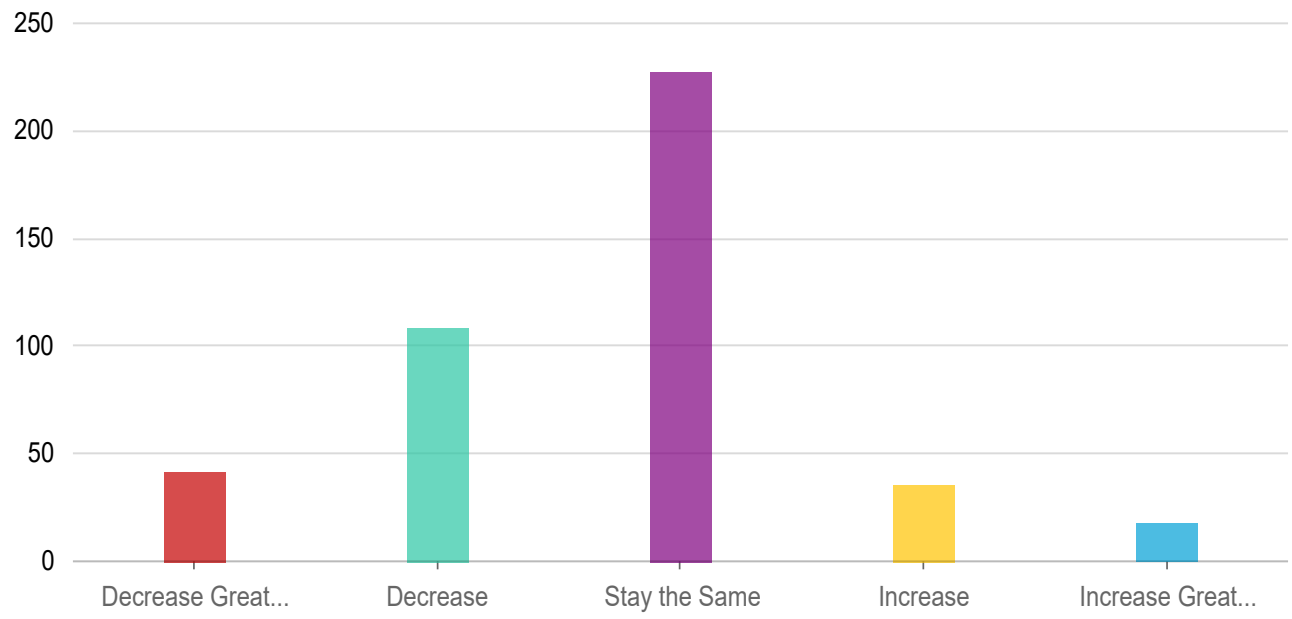
golf cart, scooter	1
Goft cart on Old Hwy	1
Friends	1
freebie	1
Freebee ride if it is running - haven't seen it in a while	1
Freebee in Islamorada	1
Freebee	1
Flying. I have my own plane to avoid US-1 to commute to Maimi, where I work.	1
Eliminate cars in downtown Key West; create a more bicycle friendly city across the whole island	1
Electric scooter	1
Electric Kick-Scooter	1
electric car	1
Do not use	1
Do NOT add more lanes. Slow traffic down, cameras that monitor for speeding and issue tickets	1
Carpooling	1
carpool?	1
Car pool into KW	1
Can we get the bright line down thru the keys in master plan?	1
cab, taxi, uber.	1
Bus stops are too dangerous and bus service has been gutted	1
Bost	1
Boat sometimes	1
Boat more boat docking is needed and abandoned boats should be removed from the waterway.	1

Bike crossing lights should be but up on the roadside where the bike/Ped. path crosses Rt 1	1
Bicycle	1
Ban 18-wheelers from Key West Down Town. Limit Troleys and Trains. Include electric bikes in traffic l aws. Put pedestrian stop lights on Duval and Eaton. US1 includes Whitehead that's what I write for D own Town.	1
Almost all automobile	1
airplane	1
Air travel	1
Air taxi	1
?	1
	0

Answered: 154 Skipped: 279

Question 7: If alternative transportation options provided, how would you travel patterns change?

Motor vehicle trips along US-1

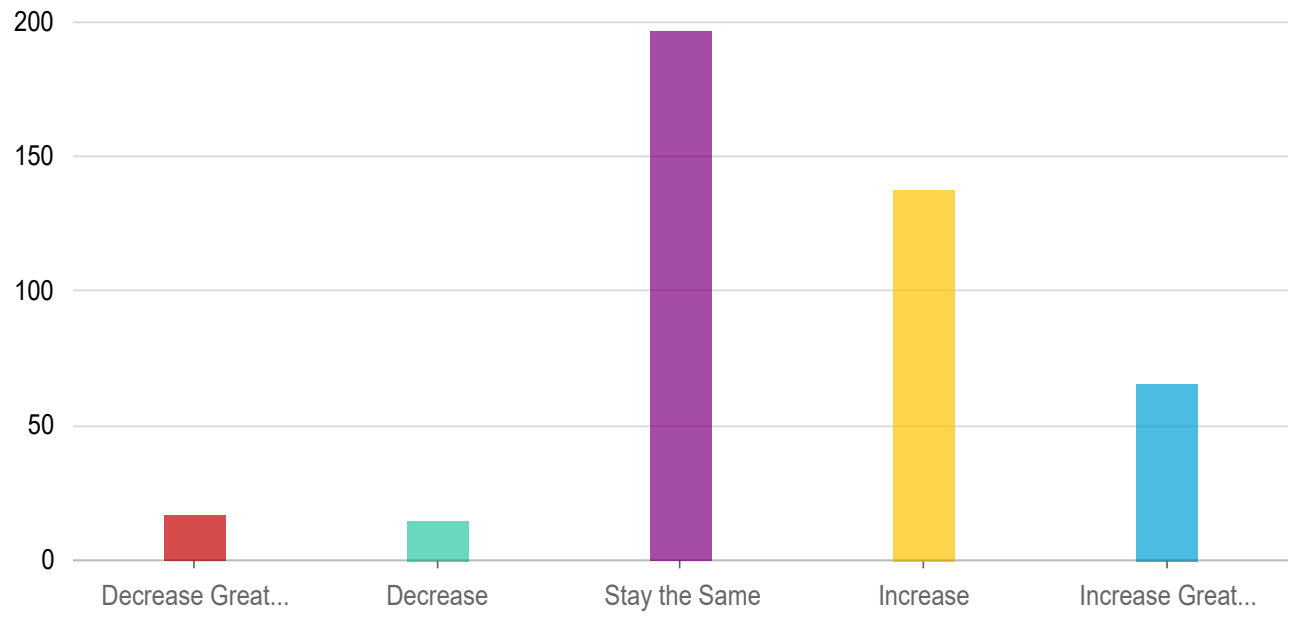


Answers	Count	Percentage

Decrease Greatly	42	9.7%
Decrease	109	25.17%
Stay the Same	228	52.66%
Increase	36	8.31%
Increase Greatly	18	4.16%

Answered: 433 Skipped: 0

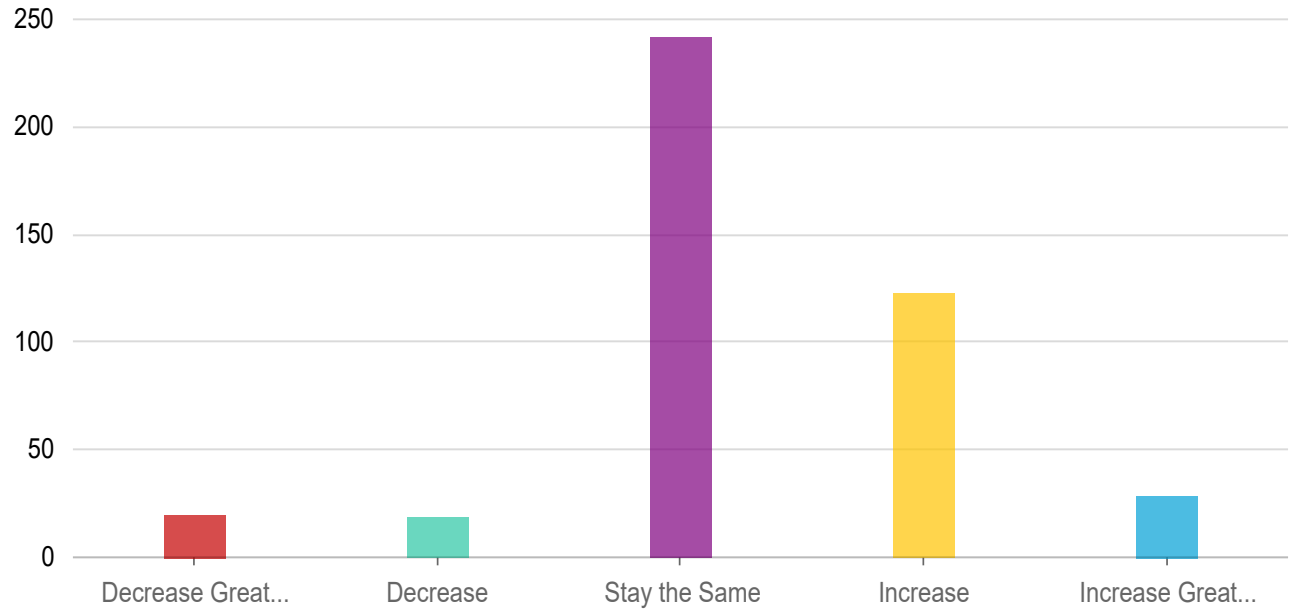
Bicycle riding along the US-1 Corridor/the Overseas Heritage Trail



Answers	Count	Percentage
Decrease Greatly	17	3.93%
Decrease	15	3.46%
Stay the Same	197	45.5%
Increase	138	31.87%
Increase Greatly	66	15.24%

Answered: 433 Skipped: 0

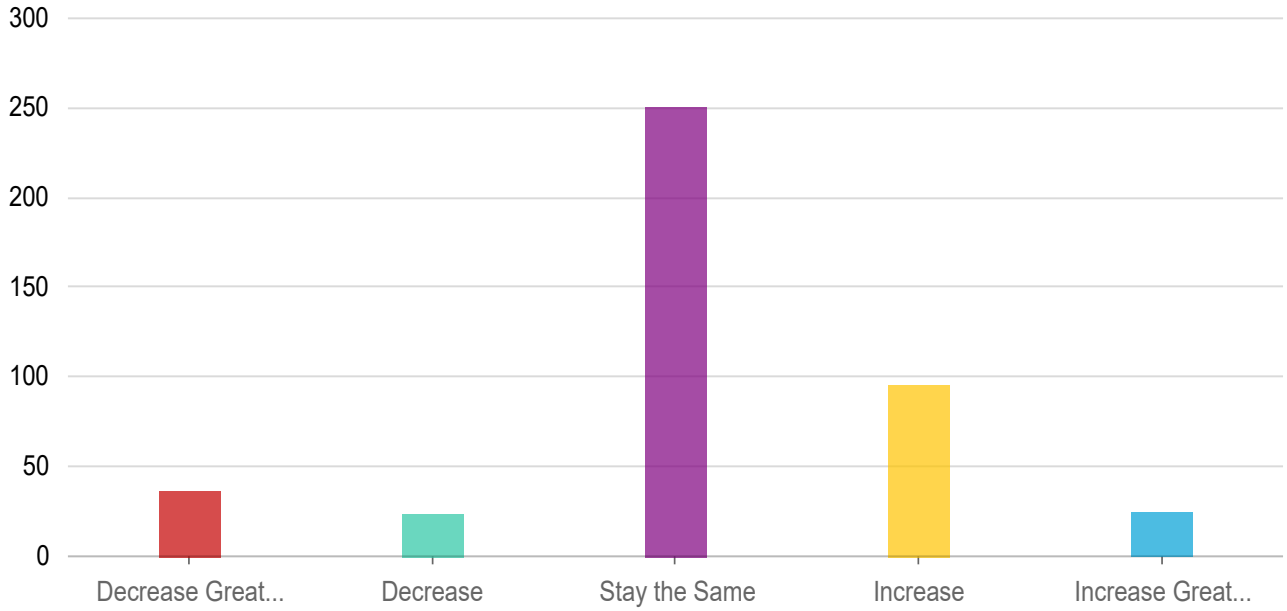
Walking along US-1



Answers	Count	Percentage
Decrease Greatly	20	4.62%
Decrease	19	4.39%
Stay the Same	242	55.89%
Increase	123	28.41%
Increase Greatly	29	6.7%

Answered: 433 Skipped: 0

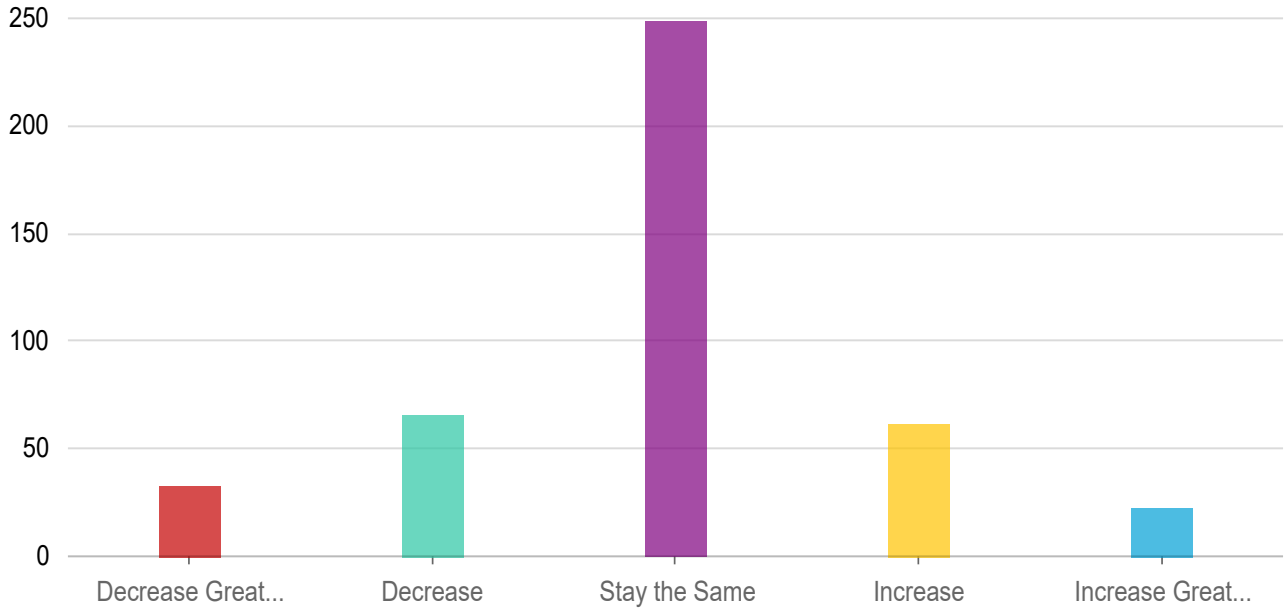
Riding a bus along the US-1 Corridor



Answers	Count	Percentage
Decrease Greatly	37	8.55%
Decrease	24	5.54%
Stay the Same	251	57.97%
Increase	96	22.17%
Increase Greatly	25	5.77%

Answered: 433 Skipped: 0

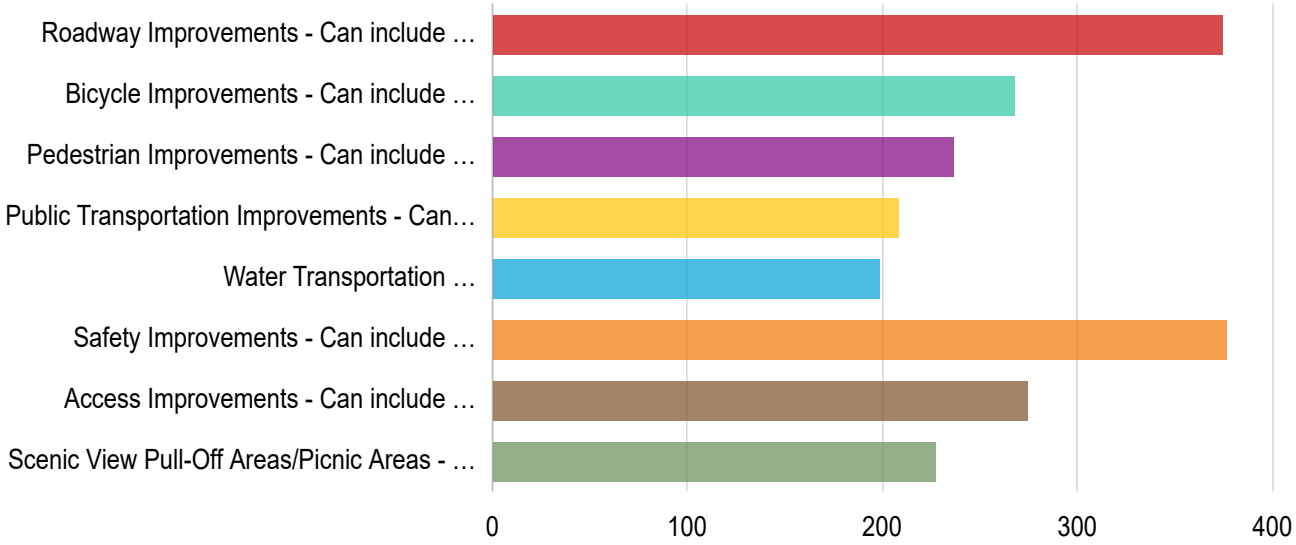
● Recreational driving along US-1



Answers	Count	Percentage
Decrease Greatly	33	7.62%
Decrease	66	15.24%
Stay the Same	249	57.51%
Increase	62	14.32%
Increase Greatly	23	5.31%

Answered: 433 Skipped: 0

Question 8: What are the top five most critical transportation needs for US-1?



Answers	Count	Percentage
Roadway Improvements - Can include solutions such as traffic signal timing improvements, adding turn lanes, through lanes t o improve traffic flow/reduce congestion, improving frontage ro ads, etc.	374	86.37%
Bicycle Improvements - Can include solutions such as comple ting the Overseas Heritage Trail, adding missing bicycle lanes, adding bicycle racks, etc.	267	61.66%
Pedestrian Improvements - Can include solutions such as co mpleting missing sidewalks, improving/adding crosswalks, pla nting trees to provide shade and/or separation from traffic, etc.	236	54.5%
Public Transportation Improvements - Can include solutions s uch as adding additional bus routes, bus stops, increasing bus frequency, improving bus routes based on demand, adding sh elters or other amenities etc.	208	48.04%
Water Transportation Improvements - Can include solutions su ch providing a public ferry system or other water-based transp ortation alternatives, improving public boat ramps, better acco mmodate motor vehicles hauling boats, etc.	198	45.73%

Safety Improvements - Can include solutions to improve road way safety and reduce accidents, such as enforcement, real-time traffic monitoring, faster incident response/clearance, improved signage, passing lanes, turn lanes, roadway lighting, etc.	376	86.84%
Access Improvements - Can include solutions such as improving access to adjacent businesses/sites, consolidating driveway access, providing turn lanes, improving frontage roads, etc.	274	63.28%
Scenic View Pull-Off Areas/Picnic Areas - Can include facilities such as safe pull-off areas with scenic views, shaded areas, picnic tables, etc.	227	52.42%

Answered: 432 Skipped: 1

Please note any additional improvements for your selections

Response	Count
test	2

We should have a Monroe County shuttle system similar to that in Key West that allows tourists a free ride around town. We must then develop an area for a parking garage /lot where tourists could park th eir cars for their stay. Rowell's Waterfront Park is in the process of being re-developed and could acco mmodate a parking garage for tourist vehicles. A parking garage could also be installed at MM100 be hind Walgreens where an affordable housing development is proposed, if it does not go through. Allo wing this to be a free service would encourage many people to leave their vehicles and would reduce congestion and vehicle accidents. For pedestrian safety, planting more trees or bushes between US1 and the bike lanes needs to continue being a priority. It is a dual benefit of providing shade and protec ting them from stray vehicles.	1
We need to stop over promotion of the keys, that is the root cause of the traffic. Trying to stuff more p eople into the keys is not the solution. Less, not more, please.	1
we need more enforcement than anything. speeding is what kills!	1
We need more "Speed Traps" throughout the Keys including the 18 mile stretch. And Definitely a TOL L. That would help eliminate so many Day Trippers. A minimum of $20.00. This money should be put t owards road improvements. So many bad roads in the Keys. That will also help pay for more police pr esence which will help with speeders. Put in viewing spots instead of people just pulling off where the y please and ruining the shoulders of the road. And stop people from outside Duck Key entrance with grills and canopies. Makes the Keys look trashy. It's beautiful here and an honor and pleasure to be a ble to live in paradise. Let's keep it looking like Paradise. I repeat again...TOLL. Thanks, Marathon res ident.	1
We need another road to get around on big pine key. It is one reason for me to be considering selling my property.	1
We need alternatives to cars that are clean, safe and run on time, with a maximum of 15 minutes (10 would be better during rush times) between pickups.	1
We live on the Gulf side of Marathon near the 7 Mile Grill. With the new buildings across the highway on 11th Street and the traffic from newly built Isla Bella, we envision it becoming impossible to come o ur from our street onto the highway. Once the old bridge is open, pedestrian and bicycle traffic on the bike path will provide additional problems for us - especially since we cannot see the traffic coming fro m the south. A third lane (turn lane?) here would help.	1
WE HAVE SPENT MILLIONS ON A BIKE PATH THAT ALMOST NO ONE USES.. CONCENTRATE O N VEHICLE TRAFFIC IMPROVEMENTS. INCREASE AMOUNT AND ACCESS OF PARKING FOR A ND TO PUBLIC BOAT RAMPS. ADD A CENTER EXPRESS LANE IN TAVERNIER/ ISLAMORADA A REA TO RELIEVE DAILY CONGESTION.	1

We absolutely need better boat ramps, more boat ramps, better boat ramp facilities, and plenty of par king for trucks and trailers, including for large trailers - triple axle. We have the best waters in the worl d and simply awful ramp and facility access. Boat ramp security is a must.	1
US1 needs street lights especially at night	1
Two lanes in each dude tion for it's entirety	1
Turnout lanes are used in other states for trucks and cars not able to keep the speed limit. It is require s that any vehicle with a long line of traffic pull aside to let the traffic pass. With the abundance of boat trailers this would be a wonderful addition to Keys traffic flow.	1
Turning lanes are misused!	1
Turn lanes to prevent rear-end collisions and also possible work-arounds when there are access (traffi c may still be able to pass accident and reduce clogs). Access to Heritage trail from ALL streets inters ecting US1, thereby reducing walking/biking along US1, Improved signage that Trail is available. Wide and open-view turn access to come out of/go into streets intersecting US1. Scenic parking would be l ovely and may prevent people taking pics and looking out instead of ahead while driving.	1
Try to separate local traffic from thru traffic. Try to get bikes off the shoulders and onto their own trails, limit the number of times the bike trail has to cross Rt 1, possibly build bike/pedestrian bridges when t he trail must cross Rt 1, otherwise install a button for a traffic light. We support a toll to enter the Keys to help pay for road improvements.	1
Traffic signal timing is terrible. Was hit on my scooter because of it. Also, scooters do not have enoug h metal to trigger the magnet, so signals need to use a different system to work usefully.	1
Too much out of town traffic esp on holidays & 3 day weekend. Cars drive too fast & pass in turning la ne as if it’s a passing lane. Residents are just trying to do normal errands like turn into CVS, Publix or USPS facing down speeding tourist rushing to bar in Key West.	1
Toll for non-residents to reduce traffic load and cut down on accidents. Toll on Card Sound road alrea dy forces more traffic to US1.	1
This survey is terrible! I guess someone tried, but for heaven sakes why send this out.	1
There needs to be less traffic on US 1.	1

There are so many beautiful sights here in the keys especially along the bridges all too often drivers a re distracted and not paying attention especially where I live by the fills in lower matecumbe. I think ad ding places for drivers to pull off and stop to take the picture instead of the middle of the bridge going 55mph would help a lot. Also it would be nice to see more police and emergency response vehicles al ong the bridges.	1
There are not five critical needs. We need safety and speed.	1
The pedestrian improvements can also be for bicycle improvements	1
The Pedestrian Bridge will not help traffic congestion, avoid traffic accidents, increase the use of bicyc les or initiate a ferry system. No Pedestrian Bridge should be build by Founders Park. If it was to be b uilt anywhere, it would make the most sense where it would be used weekdays and weekends, by Pla ntation Key School and Coral Shores High School.	1
The continuation and completion of the heritage bike/walking path and bridges would greatly improve my experience on Hwy 1.	1
The bike lane that is on the road with cars is dangerous and should be removed and should be replac ed with an actual off-road bicycle trail.	1
Thank you for taking our input.	1
Spending more money on public transportation rarely decreases the publics use of private cars unless there is huge motivating factors ,of which there are none in the Keys.	1
Speed monitoring, increased police presence, elevated bike paths in swampy areas prone to high wat er, channelizers between vehicle travel lanes and bike lanes where bike paths cannot be separated b y vegetation	1
Smarter bus solutions: current buses have low occupancy and many stops making a trip cumbersom e. I suggest using smaller buses or 15 passenger vans devoted to picking up passengers on two keys only at a time and then express to KW (but allowing riders to exit anywhere along trip. Thus. Send m ore busses running but a much quicker ride which will encourage use. There should be an augurythm that can show the flow and timing of smaller buses or 15 passenger vans to expedite flow. I, for one, would use these if travel was expedited.	1
Signage to get people who wish to travel slower to actually use slow-vehicle turn-out lanes if provided. In other parts of the country, we've seen regularly placed slow vehicle turn-out lanes greatly reduce re ckless passing when slower drivers are required to use them.	1

Short term, given the traffic load, there should be a multi-directional center lane available anywhere th e highway does not have four lanes, to facilitate, in particular, safer left turns onto the highway. Pedest rian bridges across the highway, as proposed in Isla, or at least stop-lighted crossings as currently in KW and KL, should be multiplied greatly - especially in Marathon. In general, automobile transit MUS T take precedence over convenience for boat transport. That is what the water is for.	1
Set up a toll at the top of the stretch.	1
Scenic pull-offs	1
Safety - NO PASSING WHATSOEVER on any bridges. Stricter enforcement of speed/dangerous drivi ng between MM 103 - 106 (Marvin D. Adams waterway to the start of the 18 mile stretch)--so much sp eeding and changing in and out of lanes with inches to spare. A trip home from Publix feels like a NA SCAR race. Scenic View: It would be so nice to have scenic places for people to pull off and enjoy a s nack, stretch their legs; walk their dog, etc. Before they started construction on the new Community C ollege in Upper Keys (mm106), I would see many people coming into the Keys pull into the vacant lot to stretch/walk dog after the 18 mile stretch.	1
Safe bike and walking paths. If it was safe to bike or walk to resteraunts it would reduce amount of traf fic, parking needed, good for environment and be safer for pedestrians.	1
Roadway improvements. Big Pine Key needs an access road parallel to US I. a lot of the traffic does not need to enter US 1	1
Roadway improvements- reduce flooding on old highway throughout upper mat Safety improvements- speed kills, reduce speed in high pedestrian walking areas to 35mph, include signs warning drivers thi s is the most deadly highway in the USA	1
Repaving	1
Reduce signs. Us 1 is littered by sign pollution. Paint some directives on road.	1
Pull off areas must have toilet facilities. Frontage roads that continuously run next to U.S. 1 would be a massive improvement during the high season, as they could take business traffic off the highway. T urn lanes are not wide enough. It is nearly impossible to see oncoming traffic when you are crossing t he highway in the median and there is a car trying to do the same thing going in the opposite directio n. This means motorists have to pull out dangerously far to see around the other vehicle. I think the si ze and shapes of vehicles have changed since turn lanes were designed and that should be revisited. An elevated high-speed train above the U.S. 1 corridor would help get tourists to their destination whil e reducing congestion on the highway. If we want people to use public transportation, it needs to be e asy, convenient...and pleasant. Who wants to sit on an open, uncovered bench in the middle of the su mmer...or during a rainstorm? Thank you for asking for opinions.	1

Public transportation is THE ONLY WAY to improve the traffic problems on US-1.	1
Protected bike/pedestrian lanes over bridges	1
Please work on keeping cyclists safe. Those of us riding (outside KW and Stock Island) aren't careles s, drunk or otherwise dangerous. We are doctors, lawyers, airline pilots and we contribute to our com munity. We have bikes that cost thousands of dollars, we have helmets, lights and obey the laws. We need your help to make the Keys a fun safe place for real cyclists. Every person cycling safely remov es a car from the road. I would gladly cycle to work, if it were safe to do so. Please consider the white line bumps separating the bike lane for the highway, it will really save lives! Again thank you for helpin g we appreciate it!	1
Please see my above response in number 5. Lastly, the bike lane ends abruptly, in several places, for no clear reason. Theses small omissions should be completed. I appreciate that some bridges have b een opened up for fishing and foot traffic, however, for cyclists its not an option, largely because of the fish hooks, children, debris etc.. That is the primary reason cyclists rely on the bike lane. Thank you a gain for taking the time to review these concerns, I do appreciate the enormity of this task you are und ertaking. Sincerely, Thank You!	1
Please make the travel from Key West to key Largo less cumbersome by expanding lanes to 2-lanes each direction from Key Largo to Key West. Please put more walking/Exercise Trails throughout Key West, so residents are encouraged to stay healthy with viable WALKING, JOGGING, EXERCISING o ptions.	1
Please continue the bike trail in the liwer keys.	1
Please consider a toll on the stretch. We don’t need day trippers racing up and down us1 .	1
People hanging out on the side of the road needs to be addressed. There isn't proper parking or bathr ooms or anything like that. Cars have to slow down to avoid hitting people, or sometimes people just s low down to be lookie-loos. Also it can't be good for the environment with the trash left behind. Why d o we allow this when parks are available?	1
Pedestrian options need more safety. I won’t take my children on the bike path because of the danger of speeding vehicles always wrecking or running off the road.	1
Pedestrian Bridges	1
Passing and turning lanes. Increase the 35 and 45 mph speed limits. Reduce traffic.	1
Paint Mile Markers in 1/10th increments on Upper Matecumbe to help tourists find an address. Might help in other areas. Also (likely impossible) add a southbound lane on plantation key	1

Only allow accesss to US1 at certain points and widen the damn road	1
ohhh bike maintenance stations awesome idea! better more consistent and safer bicycle pathways more places to safely cross US 1	1
nothign to add here	1
none	1
Need to address trash at the bus stops. There are several in Key Largo that always have the cans overflowing and trash everywhere. Makes the Keys look junky. This is an easy and inexpensive fix. Put in more cans, empty them more frequently, post cameras to catch those that liter. It is especially bad by the Publix/Kmart in Key Largo. Have the businesses help enforce this. Bike safety - lots of vehicles, trucks and boats parking on the bike path, especially the businesses south of cvs in Key Largo. This can be enforced by police.	1
Need 4 lanes from homestead to key west no more 2 lanes, add red lights in Islamorada upper matecombe	1
My opinions on this would take more than 1000 words you all need to get this done ASAP No passing on bridges or on tea table and lower daytime speed limits to 35 through heavily tourist walking areas. I don’t have faith in your system though	1
Move the truck weigh station that is currently located at Snake Creek. This is a very simple solution that will only help everyone who uses US-1.	1
more local public transport	1
more enforcement of no passing in turn lanes	1
more direct air routes	1
More cops on US1 we all know where accidents happens, there is never cops of FHP there. Put a patrol car every 5 miles at the stretch and around Islamorada..Speeding cameras with automatic ticketing and changing location will do great for income as well!!	1
Mile marker 59 to mile marker 61 is very dangerous at night. I witnessed a fatality there and the lines in the road are not very visible	1

Many areas in the world have dedicated bike paths. We have the ability to Be included in the top 10 list, a top to bottom focus on cycling safety is the most important thing to create sustainable quality of life in the Keys. Right now the bike lane and Heritage Trail is probably the Very best way to Increase your chances of getting struck by a car. I volunteer to become a full time advocate for cycling safety. Please take my offer and let me help guide the DOT decisions with Safety for cyclists paramount Thanks so much for the chance to voice my concerns. Please contact me. Sean Thompson Trisean4733@yahoo.com	1
Make cycling safe- install sleeper bricks- repair bike lane	1
Make all turning medians the same so that southbound traffic turns into the median on the right hand side and those turning from Northbound enter in front of the Southbound car so that folks can see to turn. Remove arrows on the left side of the median, we are not in England.	1
Maintain shoulders, the potholes are a challenge.	1
Maintain and improve bicycle lanes.	1
lower speed limits in Key Largo from mm 106 to mm 99 add more pedestrian crossings add more bus stops with better places for the buses to pull over	1
Lighted pedestrian crosswalks rather than high dollar wasteful overhead pedestrian bridge. The pedestrian footbridge project at mm 87 near Founders Park is a waste of taxpayer dollars. The best place for that project is 3 miles north at the high school and middle school area. It would be perfect there between the bus depot and the median that separates the US1 and Old Highway.	1
Lane barriers like 18 mile stretch (areas of critical need). More turn lanes. Better business accessibility (turn lanes would solve this). Increase speed limit in rural areas. Quit shutting down the entire road for every fender bender. The rest of the world takes it to the shoulder of the road and carries on.....we have to shut the whole thing down for sometimes hours. Toll the road. Give us a commuter train. Oh, and if the medians are going to be planted/landscaped, then could someone tend to them ? The Keys like to tout themselves as a rich person's paradise but the unkempt medians cause us to live up to our White Trash Paradise image. And it gets worse the closer you get to Key West.	1
Keep the bike path debris free	1
Just start with installing the sleeper bumps - I've been nearly run down because of their absence. The State DOT told me "they can only be in areas of 50+ mph" - which is completely inaccurate, they exist currently in 30-45 mph areas and are absent on the most dangerous strip with a speed limit of 55 mph (Summerland to Bay Point, and then again missing on the entire 4 lane stretch from the Quary to KW)	1

It is currently very difficult to cross US 1 in Old Town Key West. Note that there are no cross-walks between White Street and Packer Street (a distance of over 0.3 miles), and there are many people who need to cross over US 1 in that area. It would help tremendously to have either STOP signs or traffic lights at all intersections of US 1 within the city of Key West. Please prioritize pedestrian crossing over traffic speed in Key West. For a good example of prioritizing pedestrian crossing, see the city of San Francisco, CA, where there are 4-way STOP signs or traffic lights at nearly all intersections within the city, making it a joy to walk there. In addition, please add wider sidewalks and more bicycle lanes, prioritizing them over parking spaces.	1
It is an issue seeing around trees to get clear view of oncoming traffic. Businesses say they can't trim and the county doesn't do it. Also in KL looking from one lane across to see where a business is so we know to make the next turn... The middle of the road plantings are blocking the view of businesses on the other side. Takes my attention off of traffic ahead trying to figure out if I've missed my turn. Street signs sometimes need to be replaced for residential turns off US1.	1
Intelligent due dilligence on any changes requires a residents eye , someone that actually lives and works here for over 2 years , knows the community's needs and understands the concept of those that are tired of being ignored for others to line thier pockets. Also the 5 above questions DO NOT RELATE to improving our traffic problems.	1
Install wall at jet ski beach and maybe a mirror or something so you know if cars are on other side of bridge because people slow down on top to make sure there are no cars on other side of bridge.	1
install electric vehicle charging stations in public areas such as shopping center parking lots or tourist parking areas	1
In Key Largo, the landscaping in the median from MM 105 to MM 99 is not holding up. Trees fall over or get run over constantly. Please landscape median like it is from MM 96 to MM 90. Consider allowing a toll for vehicles coming into Monroe County to finance roadway improvements, provide funding and support for trash clean up, landscape maintenance, and enforcement of illegal signs and parking in FDOT ROW. Help US 1 in Key Largo become less of an interstate and more of a community main street. Make it safer and more aesthetically pleasing.	1
Improvements to reduce the number of accidents	1
Improve existing and continue expanding bike paths along US 1, access road on big pine key	1
I’m against the pedestrian bridge project please stop this project and place the bridge 3 miles north at the high school.	1

I think re-painting lines on shoulders for right hand turns where there is enough shoulder would greatly improve traffic flow. As it is, 50 cars have to almost come to a complete stop because someone wants to turn right. Often they do this suddenly which contributes to nuisance crashes where people bump into each other because of sudden stops. Post signs saying to keep your eyes on road and maintain speed. Many people going 32 miles per hour and looking at the water instead of road	1
I think it is important for people to know the real time travel times. Knowledge is power.	1
I support automatic detection and ticketing of vehicles caught using excessive speed and driving with expired license plates. I believe it would alleviate law enforcement from detection duties and allow them to focus on things that require more interaction with the public and their investigations. After people accumulate a few moderate fines I think they will change their behavior and it will reduce accidents and deaths.	1
I must travel US-1 at least 2x per month during the week for work to visit schools and always witness impatient and reckless driving, improper passing, and tailgating. Improvements to reduce congestion and limit passing should be strongly considered.	1
I left turn lane everywhere you can turn left instead of slowing down traffic in the left lane to make that turn.	1
I know this is a expensive but it’s a thought that I think of every time I drive the Us1 some form of transportation like a monorail that goes over us1 all the way to key west. It could improve traffic but it will also remove traffic from the daily tripers that could hop in a train from city to city or Miami to key west. I’ve done the math and yes it’s expensive but it’s always an idea. Imagine the views you would get traveling trough the keys and the ease of not having to drive	1
I have lived in the Keys for 24 years and I feel the biggest improvement would be to finally initiate a toll at Cardsound Road to control the flow of traffic into the Keys. I think we are at a point where environmental sustainability is quickly eroding and unless we control the number of people "using" the roads and water around us, there won't be any reason to in the future because it will all be gone.	1
I do not support five of the choices above. I had to include choices which I oppose to complete the survey.	1

Highly recommend center turn lane in all keys areas. And the signals have to change so the flow of traffic isn't clear in one direction and not the other for residents to leave their driveway. There should be a toll station at the beginning of the keys. Residents pay a yearly fee of 500 and others pay either a yearly fee of 5000 or get a daily pass for 100. The keys are a unique, desirable location. Looking at other islands thru out the US and the world you will find such passes and fees. Mackinaw Island in MI and Macau in Asia are great examples. (Mackinaw is a motor free island). The bike crossing needs to have better signage. Salt Lake City has the most fantastic flashing signs at their crosswalks. Large with flashing lights and sound. If the road way is more then 2 lanes there should be arm that comes down as in a train crossing. Too many people blow right thru the bike crossings even when the light is flashing at the 4 lanes.	1
Get rid of some of the traffic. US1 is not made for this much traffic. One way in and one way out. All traffic goes threw upper keys and lowers quality of life.	1
Get bikes off the main roads!	1
Freebee scheduled routes from Islamorada to Key Largo	1
Founders Park Islamorada pedestrian bridge not needed! A waste of taxpayer money	1
For a scenic highway there are too many signs posted every where	1
Fix the potholes. Improve pedestrian and bicycle transport. Allow golf cart travel in pedestrian/bike lanes.	1
Fix the bridges!!!!!!!! Why was this not one of the options? They need serious investment to keep them safe. BTW, I'm retired (as are many here) so I had to make up an answer to where do you work. You might want to fix that.	1
FIX HOLES .... STOP WASTING MONEY ON SURVEYS	1
Ferry service from Miami, Ft. Myers, Tampa.	1
FDOT has turned key west's north Roosevelt Promenade into an obstacle course with the added thrill that a spill over the edge will result in near certain death.	1
eliminate scooter rentals, actively ticket and fine loud motorcycles, establish more speed traps on local roads in Key West i.e. First Street, Flagler Ave. etc, and cut back on the number of conch train tours	1
Eliminate passing over the bridges	1
Eliminate closures/blockages due to parades, bike tours, etc. Do not allow permits for these types of events.	1

Electric train riding up & down the keys. Tolls for non-residents to finance road elevations. Environmental regulations are currently a hindrance on construction and building improvements. The electric train could even carry emergency patients and thus take an ambulance off the road. We need to think forward, not back.	1
Do not hold busy events w/parking along US-1 during peak-traffic periods (or days). This is proven to slow traffic along US-1. This and the Snake Creek Drawbridge consistently slow traffic more than any other static issue (eg - not including crashes).	1
Development of a system that prevents people from driving in the center turn lane	1
Dedicated Bike paths.	1
Coral Ave on Ramrod...turn lane please	1
connect more of the keys by bicycle lanes. Have Key West to Big Pine connected by bicycle lanes all the way.	1
Congestion does not improve with more bicyclists to worry about, busses that stop and hold up traffic and slow speeds in underdeveloped areas. A ferry system that transports workers, sightseers and visitors is more conducive to alleviating US1 traffic congestion.	1
Complete the bike trail so that it doesn't require riding on the shoulders of the highway.	1
Close out center turn outs if they don’t have a dedicated lane to pull into safely and wait to make a turn. Example in Key Largo the center turn out at Yellow Bait House has a dedicated lane but by the Fish House and Sandal Factory the turn out either needs to be closer or a lane needs to be added. Hopefully this would prevent accidents as people are traveling 50 + and then someone stops suddenly to make a turn with no where to pull off slowly into a turning lane. There are too many spots like this. I drive with my cruise control set at 48 and people fly by at 60 +. Consider lowering speed limit to 40 then people might actually drive at 50 not 60 +	1
Clear the debris from the side of the road, this poses the greatest hazard to bicycles and pedestrians.	1
Charging stations for electric wheelchairs and scooters	1
Cars are parked to close to sidewalk corners in residential and old town which make visual access to safely cross the road without get hit or citations needs to increase on such violations or place a low flowering planters to prevent the park cars from abusing.	1
Can we get the bright line down thru the keys in master plan it would be the single largest factor to reducing traffic in al of the keys.	1

Buses need to run frequently. And there need to be direct routes from Big Pine to Key West. Currently there is a bus stop a block from my house and a bus stop next to my office. On a good day it takes an hour and 10 minutes to ride the bus to my job, but only 18 mins to drive. If the bus bus is full or breaks down, the next bus is usually 2 hours later. Return bus route is shorter for me, but if I miss the bus tha t stops outside my office at 5:04 (4 minutes after work ends), the next bus won't get me home until al most 8 pm. If the busses stop running due to mechanical issues or weather, taxi or Uber fare runs $25 -45 to Big Coppitt (plus tip)... a very expensive inconvenience.	1
Bus transportation could be more environmentally friendly; move to electric busses. Increase charging stations for EV cars along US 1. Reckless drivers will continue to use turn out lanes irresponsibly and center turn lanes for illegal passing	1
Build a toll on the stretch!!!!	1
Bottom line, we have more people (visitors) than space allocated to handle. You cannot open more hi ghway space unless you dedicate to decrease viable living or businesses spaces. It just doesn't balan ce out. We cannot open four lane highways throughout the Keys, period. Limiting number of people in to the Keys will help reduce traffic, accidents, etc. Unfortunately it's a double edge sword since we're a tourist area and marine sanctuary. Place heavy tolls on all incoming personal watercraft. If they use our waters then they should pay heavy tolls to use it, period. Or we could simply turn the Keys into a g ated community like Ocean Reef and give our environment a break from overfishing, spending million s to resolve traffic issues, and simply clean up what we already have. The Keys already look like a us ed car, boat lot on land and a beatification program and heavy code enforcement to cleanup our land use wouldn't hurt. I'm all in for that change as well.	1
Boondocks in Ramrod Key NEEDS a turning lane into Boondocks. Too much potential of rear end acc idents happening at that location.	1
Bike/Ped. comfort station, benches, bathrooms, Trash containers, racks. Not big just someplace take a break along the pathway. No tolls for homeowners or residents, we pay enough to live here as it is.	1
Bike racks are seriously lacking, it is very difficult to find one and they are oftentimes very full with oth er bikes rubbing together	1
Bike lanes, pedestrian crossings and enforced speed and traffic laws.	1

Bicycle's are a good idea however bicycle do not use the provided paths because they are not maintai ned. Bike paths are full of sharp objects that puncture tires. Bikes know that they have a right to use t he road and they do. They want to get down the road quickly, just like everyone else. Scenic bike ride s on US 1 or the Heritage trail is a false notion. And the Heritage trail is not well marked and it's not pr omoted as a safe alternative. And really, who wants to ride their bike in humid 90 degree weather with the Sun full on? That's not comfortable. And it's time to repave the roads in Big Pine Key. Especially K ey Deer Blvd.	1
Bicycle trail needs a serious upgrade. Current trail is barely able to be used by pedestrians. Bicycle tr ail needs to be flat like a roadway and separate from pedestrian trail!	1
Bicycle Improvements: The Heritage, as well as the bike lanes are a joke. Truly! How else could you d escribe a designated facility that abruptly stops in a dead end, with no safe egress solutions available. In spots it is wonderful, world class and then it is literally death defying in others.	1
Bicycle improvements: Add bike maintenance stations (love that idea). Frontage roads (like the Old Hi ghway in Islamorada) need bike paths along both sides of the road. If we are on road lanes with semi trucks, pickup trucks, and cars, the lesser-traveled frontage roads do not provide sufficient room for cy clists and pedestrians to enjoy the more rural option. So, first, ban/prevent semi trucks from accessing them, and secondly, enhance them with bike lanes.	1
Bicycle improvements- must fix the grate at MM31.5 in Big Pine. Bicycle wheels get caught in the grat e since they lay parallel instead of perpendicular and there have been several life threatening and sig nification accidents there from bicyclist's wheel going down in the grate and being thrown over the ha ndle bars in the past 10 years. Bicycle Lane is needed in Key Largo which is one of the most dangero us places to ride where overseas trail does not extend. Bridges need to be reopened to pedestrians a nd bicyclists where now closed to keep all off US1.	1
Bicycle Improvements - There are several spots where it is tight to ride your bike along the road with minimal shoulder. Also, there are a few spots where the bike path is missing or quite rough. Water/Pu blic Transit - I would like to have alternative ways besides a $100+ Uber each way to get to and from Key West. That will help with alcohol related crashes along US1. The bus takes 1.5-2Hrs to get to Du val from Ramrod Key.	1
Bicycle improvements - as a former avid cyclist, portions of the Overseas Heritage Trail are horrifying. The lack of separation from vehicles is unsafe and unacceptable in many locations along US 1. It's sh ocking that there aren't more cyclist deaths in the Keys. I personally stopped cycling on US 1 after mo ving to the Keys and having several very close calls with distracted drivers. Additionally, the bike trail crosses US 1 multiple times - it's very difficult and unsafe to cross the highway. Cars don't yield to ped estrians or cyclists in the crosswalks (they appear to not even notice).	1
Bicycle against the traffic will save lives.	1

BICYCLE ACTIONS ARE MORE FEEL GOOD THAN COST/ACTUALLY EFFECTIVE FDOT IS NOT EFFECTIVE IN THE BUS BUSINESS. DON'T TRY TO CREATE MORE WASTED EFFORT. BUS CO MPANIES ARE GOING TO AND SHOULD DRIVE THE TRAIN.	1
Adding single bus stops/ transportation hubs in Key Largo, Tavernier, Islamorada etc. At each hub the re would be city bikes, FreeBee vehicles, or other modes of transportation to transport people to their i ndividual stops, reducing the amount of bus stops along US. This would improve traffic flow and allow the bus schedule to be more consistent. Add more bike racks and pedestrian crosswalks along US1. A ferry service from Miami or Key Largo to Key West could greatly reduce the amount of vehicle day t rips.	1
Add turn offs so tourists can take their damn photos. Them doing 25 in a 55 around a blind turn is not safe. Cameras to catch speeders please. No passing.	1
Add traffic lights at US1 intersections that serve sizable residential communities.	1
add restroom facilities for bikers/walkers	1
Add NUMBERS in bike paths showing Mile Marker numbers in tenths of a mile especially on Upper M atecumbe Non locals always have to slow down to find addresses and something this simple would h elp keep traffic moving	1
Add lane separators, especially on bridges, to reduce opportunities for unsafe passing. Add speed co ntrol devices / e.g. rumble strips or similar at the entrance and exit of each Key where there is a reduc tion in speed limit to alert drivers of the change in posted speed. US1 in lower keys has become a spe edway to get to Key West as fast as possible... let's wake them up to the fact that they are passing thr ough residential areas and not on a highspeed highway! Thank you for all that you will do to make us safer and reduce congestion. Don't forget... add the tolls for visitors by car!! Tourists pay fees to arrive by air... why not by car?	1
Add lane mileage. ADD lane mileage . Add more lanes of travel. Add passing lanes on grassy key, ad d passing lanes on long key, add passing lanes on Lower Mattacumbe key.	1
Add Bicycle Maintenance stations, water refill stations and add a lane from Baby's Coffee to Sugarloa f so cyclists don't have to ride on the road.	1
Add another lane with passing zones for cars to ease the anger and frustration	1

Add a toll on US1!!! Why does Miami have them and we don't?? This would relieve a lot of the day trip pers that come here and rape the keys and destroy a lot of it!! My husband has to pay a to to get to w ork so what's the difference??? We need better roads!! Repair the 18 mile stretch!!! Potholes galore o n that road!! But the last thing we need is a pedestrian cross way At founders park!!!! Not one person I know that lives in this community agrees with this useless idea!!	1
Add a toll on 18 mile stretch!!	1
Access management is the biggest issue; most areas are just long, linear curb cuts allowing people to enter/exit Rt 1 in any number of manners. You need your head on a swivel.	1
A real strategic plan. Look at Zermatt Switzerland! No one can drive to it and all transport after the trai n ride there, is free!	1
A ferry system would be excellent. Improved access to pedestrian pathways, pedestrian bridges and a guard rail would be amazing.	1
a ferry system needs to be implemented soon. this will reduce key west traffic through the upper and mid keys dramatically. paired with a stop in Miami it will reduce even more areas of traffic. many route options should be available.travel for all will be greatly diminished as the travel over water will be less impeding during most times. all during evacuations can be used to transport to single area or two for q uicker evacuations. Bike paths are used by others and myself, I see the need for repair all along the p ath. maintenance needs to be addressed as the path will continue to need repairs and at some point will not be useable for a bike path due to the ruts and broken patches of asphalt will continue if nothin g is done. I have also noticed that many areas along the path have over hanging tree limbs! a good fri end of mine has one less eye due to a limb on a bike path, please make sure all limbs are trimmed 8'-10' high.! Monroe county also needs a road ranger service !	1
A big problem is people using the road sides as recreation areas. The side of the road is not maintain ed as a recreation area (no bathrooms, no proper parking, no one is responsible for providing or empt ying trash cans, no one is looking at erosion). Why do we allow this? There are plenty of managed rec reation areas in the Keys that are free or low cost. It causes traffic problems, as people are parked on the road side and crossing the road. One area that is as described above that is perpetually a proble m is the road between Veteran's Park and Sunshine Key.	1
4 lane roadway/bridges to allow traffic to flow around slow vehicles at various intervals on US1	1
1. Auto Ferry service (as like in Europe) from and to Key West from Ft.Myers, Tampa, Ft. Lauderdale. 2. A lightrail ~ perhaps up and down the Keys or even one just for the lower Keys 3. Widening of US1 for better traffic flow increasing revenue for local police for speeders	1
.	1

"through lanes" in the upper keys would be a great idea to improve flow	1
	0

Answered: 159 Skipped: 274

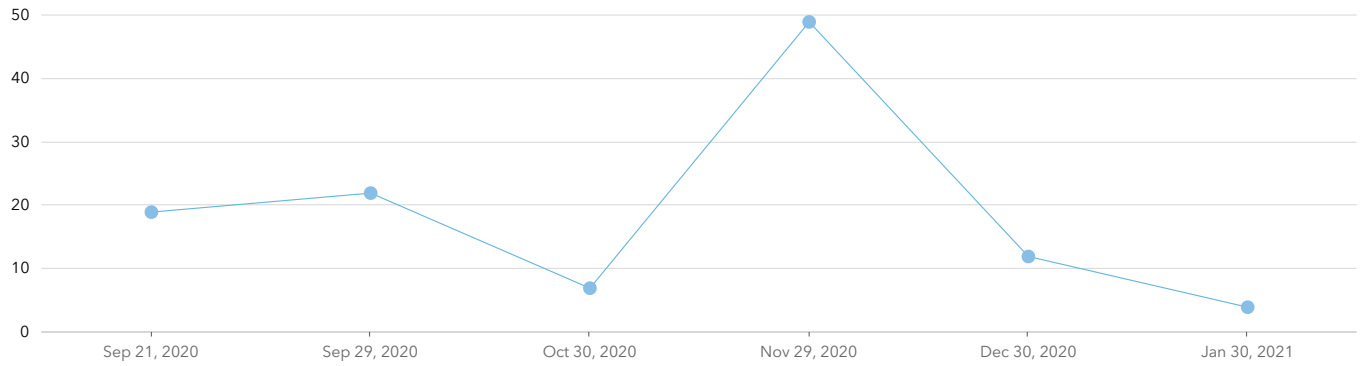
Areas of Concern Map Input Summary

Owner: admin_emap, created: Sep 15, 2020, updated: Feb 16, 2021

113	1	Sep 21 2020	Feb 9 2021
Total Records	Total Participants	First Submitted On	Last Submitted On

Surveys Count: 113 (Total: 113)

9/21/20 - 3/1/21



Top Participants

User	Surveys Submitted
Anonymous user	113

ArcGIS Survey123

esri

US-1 Transportation Master Plan - Ar…

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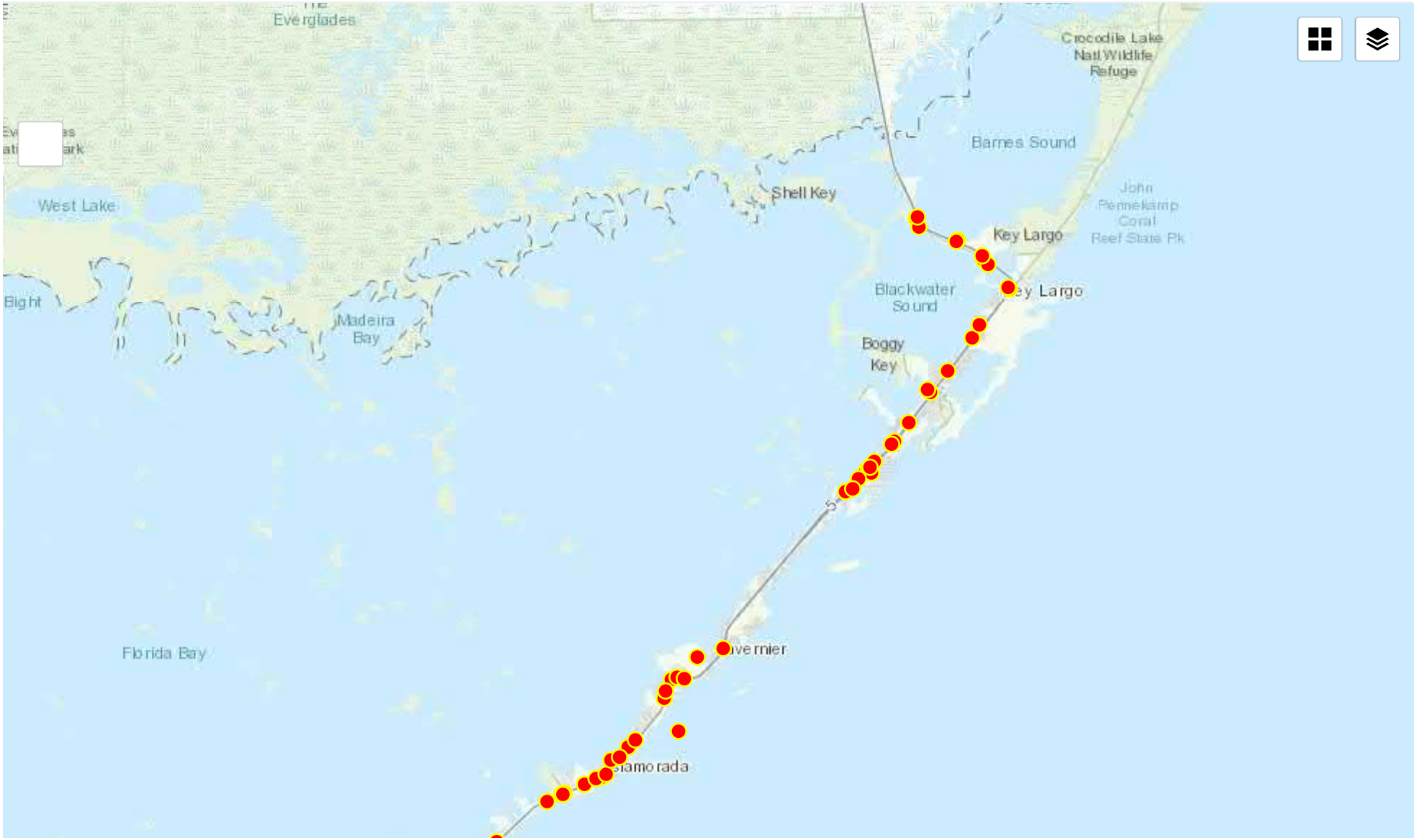
Overview | Analyze | Data

9/21/20 - 3/1/21 | Filter | Report | Export | Open in Map Viewer | Form view | 113/113



US-1 Transportation Master Plan - Areas of Concern Public

Description of Area *

Response	Count
Your survey is a technical train wreck allowing only your predetermined answers	1
We need to clear the North Roosevelt Promenade, the sidewalk on the gulf side, of obstructions to cy clists, widen the curb cuts, and install a safety railing.	1
We need a traffic light during morning and evening rush hours at US1 and 4th near Bobalus.	1
We need a ferry system from Miami to Key West for tourists, Keys residents/snowbirds wanting to enj oy other parts of the Keys without driving stress, as well as labor commuting the Keys (buses stoppin g and holding up traffic defeats congestion improvement). Shuttles from Miami airport to the ferry woul d reduce US1 congestion exponentially.	1
Vessels are being stored under Jewish Creek Bridge some of them are in derelict condition. There are signs posted saying no mooring within 100 ft but there is no enforcement.	1
USING FIXED BRIDGE VERTICAL AND HORIZONTAL CLEARANCES DEVELOPED WITH US COA ST GUARD MIAMI PLAN A FIXED BRIDGE ON GULF SIDE OF EXISTING BASCULE BRIDGE AND DESIGN SUCH REGARDLESS OF ESTIMATED REMAINING LIFE OF EXISTING SNAKE CREEK B ASCULE BRIDGE.	1

US 1 Key West to Florida City	1
Turn lane at MM22, plus FILL just one side of the retention basin nearby so people trying to get around those turning into Raffy Rd won't slam into the water. Also, need SOME access (via the fill?? - even if just dirt/gravel/cleared of a path) to get to Heritage Trail from the highway. Currently people must travel along US1 at a curve to cross to get to nearest access point. Dangerous. People don't use the Trail because there aren't enough access points for tourists especially, to see them. Waste of excellent resource to get bikers/walkers off the highway. Thank you.	1
Trying to make a left turn from Publix side road (not from light on Sombrero Rd.)	1
Tremendous damage to FDOT landscaping, DEP Overseas Heritage Trail, and FDOT ROW due to tow company exceeding the footprint of their property and parking and storing vehicles, washing vehicles and repairing vehicles in FDOT ROW. Delivery trucks also destroying trail.	1
Traffic volume into Keys needs to be more restricted of day trippers & tourists!	1
Traffic through Big Pine, particularly with looming large-scale development proposals at the island's eastern end, will never improve enough to call it satisfactory until the county commission finds a way to get local traffic off the highway to the greatest extent possible. Some type of cross-island artery is necessary, an opinion put forth by every traffic consultant in the last 20 years.	1
TRAFFIC OPERATIONS: ESTABLISH FULLY COORDINATED SIGNALIZATION FOR ALL SIGNALS ON SR5 WITH SMART CONTROLLERS FROM FISHERMAN'S HOSPITAL TO COCO PLUM DRIVE	1
TRAFFIC OPERATIONS SIGNALIZATION WITH SMART CONTROLLER	1
Traffic on weekends in the Upper Keys is abysmal. As residents, during "season", we have become prisoners in our own homes. It is impossible to visit the mainland without experiencing lengthy delays beginning in Florida City where the Turnpike ends into US1. On Labor Day (Sunday) weekend, I returned from Cocoa Beach at noon. It took 1 hour and 40 minutes from where Turnpike traffic backed up after the Campbell Drive exit and when I reached my house at the 105mm. This really takes away from quality of life in the Upper Keys.	1
Traffic from Robies	1
Traffic backups at MMs 101-99 due to stop lights. Can traffic lights be eliminated and replace with round-abouts?	1
This narrow winding road needs a bike path. If there are public rights-of-way which would allow a five-foot or six-foot path, it would enhance garbage pickup and allow better maneuvering for cars as well as encourage cycling.	1

This is an exit from this neighborhood for traffic going south, the bridge over the cut is pretty close and a possible blind spot for vehicles going over the speed limit. There has been a few very serious and tragic accidents there in the last few years as the traffic steadily increases through Key Largo.	1
This cafe uses the ROW for multiple signs , trailer and parking. They need some help in arranging a safer access to their business.	1
This bus stop is chronically surrounded by trash. It makes it hard to advocate for bus stops when they are so unsightly.	1
There needs to be a turn lane going to and from boom docks.	1
There is a helpful southbound, righthand deceleration and turn lane at the corner of US 1 and Sunshine Blvd. It needs to be longer because there are at minimum 257 homes with residents using Sunshine Blvd. With the longer decel lane, the US 1 bike path and shoulder needs to shift slightly to the west. More homes are being built on the empty lots in this neighborhood. Instead of being able to turn off US1, residents of this neighborhood get stuck in southbound traffic which is often stopped at the traffic light, but we would be happy to enhance traffic flow by entering a longer deceleration lane and getting off of US 1 and into the neighborhood.	1
There are too many directions in which bicycles travel on the Boulevard. it is extremely dangerous to make any kind of turn onto it because there is always a bike, a skateboard, an electric bike etc.. coming in all directions. There needs to be rules set for them. I also think that having a bikes allowed on the actual street should not be allowed. The lanes should be for legal motorized vehicles only.	1
The speed limit from Mile Marker 103 to 99 should be 35 mph. Maybe even from Mile Marker 106 to 99. People treat the main part of Key Largo as a highway. It is dangerous for folks making local trips, bikers and walkers.	1
The southbound left turn lane at Orange Lane (roughly MM 87.5) is too short to allow normal deceleration for a turn. The turn lane should be lengthened.	1
The light in BPK backs up the traffic to the Bahia Honda bridge during holiday weekends and during the busy winter "snow bird" season. The congestion and slow down could be avoid if the lights are times for these heavy times. A roundabout study could be a solution here.	1
The length of US1 throughout the Keys	1

The length of US1 has many speed limits. It would be tremendously helpful to have speed limit changes painted on the road surface - much like painted signs used on the Turnpike identifying lanes for the airport or Route75. I know if a BEGIN 55MPH icon were painted on the road surface after the Sugarloaf Lodge and a BEGIN 45MPH icon painted at Shark Key, the flow of traffic would be VERY much smoother. Marathon and Islamorada have speed change and would benefit as well. This would make after hurricane traffic flow not victim to downed road signs as we saw for a year after Irma. Also, in conjunction with my previous request for updated day/night speed limit signs on BPK, It would be awesome if there was headlight sensitive paint that would show 35MPH on the road when head lights shone on it. (Or is that too futuristic!?!) Thanks for your consideration. Cali Roberts Big Pine Key	1
The intersection at US1/CocoPlum has a stoplight but no crosswalk. It is also the intersection of 2 pedestrian/biking paths but no safe way to get across US1. The light does not have a “push button” option for people or bikers to cross the highway nor is there a crosswalk for pedestrians.	1
The bike path hasn't been repaired since Irma	1
The apron could use to be extended here, it is tight with the cars and riding a bike	1
The 7 Mile Bridge to Key Haven is a very dangerous section for cyclists. The path is littered with potholes, garbage and just ends without warning. Additionally, there is nothing separating the cars and trucks from cyclists. In random parts, the sleeper bumps exist, but inconsistently. For example, in the 45 MPH between Big Pine and the Torches, which is great, and even in Big Pine where the speed limit is just 35MPH they are present. The problem is, where the speed limit further toward KW, is 55, there and there are none, nothing. This part of the Keys is traversed by serious cyclists, we wear protective clothing, have lights and helmets. We need your help to make it safe to cycle in the Lower Keys. Every cyclist is one less car on the road. Thank you for trying to help - we appreciate you!	1
test meeting #2	1
Stop or deter cars from taking the Old Hwy to get past slow traffic on US1. They are actually causing the backup when returning to US1.	1
Speed limit is not enforced at all. Its like a speedway from the CVS to the bridge going north	1
Southbound on the Tavernier Creek Bridge there is a "Traffic Light Ahead" warning blinker. It begins to flash when the traffic light goes to yellow. In the past it would begin to flash before the light began to turn yellow. If the blinker was not flashing when I drove past, I knew that I would not have to stop for a red light. That is no longer the case. I would like to see the former system restored.	1
Snake Creek Drawbridge. Causes Southbound-traffic to be delayed by up-to an hour, from the drawbridge pile-up's alone.	1

Sea Oats Beach at MM 75 was a sea turtle nesting beach but erosion has led to road becoming vulnerable to tides and surges. Sea turtles try to nest there anyway but cannot because FDOT's crumbling concrete berm keeps them from being able to dig their nest. Turtles are also in danger of crawling onto US1 as it is their nature to return to their historical nesting location. They don't understand that the beach is no longer there. Restoration of the road needs to include consideration of the turtles nesting grounds.	1
ROW southbound from Lauderdale Dr to Miami Dr is dusty crushed rock. Vehicles using it as a road. Erosion and pot holes. Floods. Unsightly. Landscaping needed. Traffic controls to route vehicles where there are roads.	1
Repaired potholes are uneven and vehicles drive on shoulder to avoid them. Northbound from just past Jewfish Creek Bridge to the Monroe County line.	1
Remove the diesel powered Loop Buses. Replace with electric. They do not have much use now at all with Covid and probably shouldn't be used at all for caution.	1
REEVALUATE TRAFFIC OPERATIONS SPEED ZONE OHIO KEY TO 7 MILE BRIDGE AND EITHER DISPLAY FULLY OR RESTORE TO 55 MPH	1
Quite frankly, I don't think a dime should be spent on anything until existing traffic laws--pedestrian, bicycle, motorist--are actually ENFORCED! To do anything else as far as I'm concerned is just a construction worker boondoggle.	1
Put in a toll. Widening the stretch won’t help as long as traffic still has to merge into one lane. Revenue for the county to help maintain roads .	1
public meeting test	1
Please turn on the street lights on the 4 lane. It's been 3 years since Irma. That length of time to repair lighting is unacceptable.	1
Please study the issue of egress to the opposite direction of travel across US1 from neighborhoods. This is not specific to Summerland Key, it's an issue all over the Lower Keys. And, we have the Hertitage Trail that zig zags back and forth across US 1. As pedestrians, we can frequently wait 10 minutes for both lanes to clear, enough to run across the highway. Most neighborhoods (or Hertitage Trail crossings) do not have traffic lights, nor do I recommend having a few hundred down US1, but as traffic has increased so dramatically, this is what Keys residents face and one of the reasons they complain that the traffic is so bad. Stopping overdevelopment & sprawl is a far better solution that 100 stop lights! It's ironic that a nice resource like the Trail was created, yet just getting to it can be very dangerous. Same concept applies to pulling out onto US1 in a car - don't know what the solution is, but it is a transportation/traffic problem.	1

Please put a stop light at the East end of College Road and US1. Too many times I have witnessed many accidents and near miss accidents from people turning onto and out of College Road. There are THOUSANDS of people who live, work, and go to school on College Road. FDOT please please please install a traffic light here to help prevent accidents and help with the flow of traffic from US1 to College Road. Thank you very much for your consideration! Sincerely, KWGC resident	1
Please move the pedestrian walkway between Southpoint / Lower Sugarloaf Key and Sugarloaf Shores / Lower Sugarloaf Key from the current West side of US1 to the East side of US1. This would be of big safety benefit so that residents using the bus stop on the East side of US1 would not have to cross the very busy traffic of US1 to reach it.	1
Please fix the pedestrian bridge so it is safe for residents of Lower Sugarloaf to travel by foot or bike to Baypoint.	1
Please finish the bike/pedestrian path along the entire keys. Thank you.	1
Please do not spend our tax dollars on the proposed pedestrian bridge. The cost does not justify the minimal use it will get. It will also be an unsightly distraction to our scenic highway. It will attract graffitti.	1
Please 4 lane MM 77 to MM 90 traffic there is an embarrassment!	1
On Windley Key, is there a need for 6 connections between US 1 and the Old Hwy? TAt many of these connections there is no left turn lane for southbound traffic. Southbound card wishing to turn must wait in the traffic lane until northbound traffic permits a turn.	1
On Plantation Key at Plantation Key Colony (Royal Poinciana Dr.) to Snake Creek Bridge and further west to MM79. This is the heaviest traffic area in the upper keys.	1
Not only do four lanes reduce to two, we have two school zones. The four lanes on US 1 must continue the length of Plantation Key, along with adding many more deceleration lanes on this Key. Improvements are needed in this heavily-traveled area to keep the cars moving since there are constant bottle necks. Crossing the highway during school times also slows the cars, Build a pedestrian overpass for the students and general public and solve this crossing problem once and for all.	1
North bound turning left into or out of CVS there is a mud pit where vehicles have eroded the ROW trying to get in and out of CVS parking lot. Very tight access and congested area where traffic backs up for light and vehicles create new lanes to turn.	1
New tenant moved in and all FDOT ROW landscaping has been removed.	1
More police patrols in Summerland Key to catch illegal passing using the center turn lanes mile larker 24 to 25.	1

more mergin lanes so drivers stop useing center turning lanes to merge into traffic.	1
MM27 Ramrod. Coral Ave intersection with Hwy1 Northbound from KW up the Keys. Without a turn la ne, the traffic behind your car often slam their brakes or tries to go around on the shoulder in front of Aqueduct plant. Super dangerous.	1
MM106 landscaping around "Welcome to Key Largo" sign in median has been allowed to become we eds. Looks nothing like it was when originally installed.	1
MM 110 needs landscape buffer because boats anchor and raft up in view of vehicles traveling on 18 mile stretch causing rubber necking which leads to back ups. Landscape buffer would screen view an d keep traffic moving ending backups.	1
Make the bridge a non passing zone. We cross the bridge 2 or 3 times a week and a lot of people pas s on double lines coming at us or force you to break to allow them back in. Very dangerous to everyon e. Post the correct deaths on sign leaving Key West, May cause people to think.	1
Lots of accidents in this area because of tourists not paying attention to the road, too much to see. Ma ybe more flashing signs.	1
Leave the draw bridge over Snake Creek, but open only every 2 hour or 4 times a day. there is a high bridge already in place at Channel 5 .	1
large vehicles parked along northbound KLWTD lot blocking line if sight for vehicles trying to turn left onto northbound US 1 from service road between KLWTD and Mobile gas station.	1
Large construction vehicles stored in ROW	1
KEY WEST TO EIGHTEEN MILE STRETCH: ESTABLISH WITH US COAST GUARD MIAMI BRIDG E SECTION CHANNEL VERTICAL AND HORIZONTAL CLEARANCES FOR ALL CHANNELS	1
Key deer Boulevard on big pine key is terrible. It needs to be repaved. Members of our association co mplained and was told it’s not in the budget.	1
Just prior to the bridge leaving big Coppitt south bound to Boca chica there is a slight curve in the roa d sometimes at night it is difficult to see I would suggest some reflective markers on the right side	1
Issue with the timing in this light as you enter heading south from the TPK into Florida city. The conge stion and back up reach the TPK.	1
Islamorada Village	1
Islamorada	1

Install more pedestrian cross brides along mm 104 and other high pedestrian use. Most definably on I sla-Morada Bay, Founders Park.	1
Increased housing with add traffic to area where southbound drivers are anticipating 55 mph zone, no rthbound traffic hasn't always reduced to 45 mph speed	1
In Key Largo in general, the crossovers are very confusing. Locals tend to do it the opposite of how it i s done in other places. Several of the crossovers have lines painted to show the proper way to use it. I think that all crossovers in Key Largo should have lines painted to clarify the proper traffic pattern. E xamples of a crossover with lines painted are at mm 105, just south of Key Largo School, and at mm 102.5 at the Circle K.	1
I'm AGAINST the Pedestrian Bridge idea at mm 87 near Founders Park. The bridge is a waste of taxp ayer $$. PLEASE stop this project at this location. It would be better used daily at the area if the scho ols about 3 miles north. A lighted crosswalk would be a better option at Founders Park. Thank you	1
I neither drive a car nor ride a bike, so I have no dog in this fight. But as a pedestrian in old town key west where I live, I would much rather deal with the cars than with the bicycleists, who pay no attentio n to road signs, street directions, or right of way for people,on the sidewalk. I would prefer fewer bicycl es rather than more, or at least license them and have some enforcement of the laws. I don't hate bic ycles, but something needs to be done about the riders. Thank you.	1
Heavy congestion south bound due to 2 lanes to 1 & high school.	1
Heavy congestion due to bridge & Founders Park. The pedestrian bridge is not a good solution.It will be a big waste of $.	1
FROM BOCA CHICA TO FLORIDA CITY EVALUATE AND PRIORITIZE ALL ROADWAY SEGMENT S THAT HAVE POTENTIAL FOR FOUR LANING WITHOUT SUBSTANTIAL CONDEMNATION.	1
Floating junk yard made up of floating structures and derelict vessels moored in FDOT ROW. Environ mental hazard and unsightly along scenic highway. Could cause damage to US1 during a storm.	1
Flexible middle lane barriers to keep drivers from passing in the middle lanes. MM 83 sees severe mi ddle lane passing and has residential neighborhoods with families pulling out not knowing if they will b e hit head on or not.	1
EIGHTEEN MILE STRETCH: 1) DEVELOP EDUCATION AND SIGNAGE PROGRAM (AND INSTAL L) FOR DRIVERS TO USE CRUISE CONTROL AT SPEED LIMIT OR EXPECT DELAYS. (MAY EVE N REVERT TO A "BURMA SHAVE" SIGNAGE TO GET MESSAGE ACROSS.) 2) EVALUATE WHEN AND IF "FOUR LANING" WOULD BE SAFER.	1

Do something about the backup of traffic in Islamorada. Possibly have two lanes in each direction usi ng the old access roads. Or convert the middle lane to a directional lane passed on the direction of tra ffic at time of day. Use lights overhead, and road markers with lights to guide the cars into the appropr iate lanes.	1
Difficult to enter highway with cars increasing speed to 55	1
Cross island artery to get local traffic off US 1 on Big Pine Key. Deceleration lane at new swim hole pa rk northbound. Acceleration lane at Ship's Way southbound.	1
Create turn lanes along US1 for residents of Big Pine to be able to get out of the exceedingly long line of traffic heading to and from Key West when they are only attempting to get home from work.	1
Coming off Jewfish Creek Bridge. Alleviate Bottleneck. Cease speeding off of the bridge. Revisit creat ing a Roundabout. There have been deaths and permanent injuries that have occurred at the Fork. S pin on and off from 905, from the northbound lanes, from the southbound lanes. Erect a LARGE Welc ome to Key Largo (& the Florida Keys) sign and/or move the Giant Lobster into the center of the Roun dabout. Get creative, informative and practical.	1
Build the bathrooms, parking, pedestrian path and landscaping that has been promised for years now. This should be a beautiful scenic pedestrian and bicycle stop and not an ugly open storage area for a landscape/construction company.	1
bring back the bus route that was on united st	1
Boater have decided to make this a place to anchor and hang out. Maybe bing a table an chairs and s et up in the water. It a distractions to drivers and back up traffic well over the bridge while people slow down to look at the activity on the water. Making a no anchor/stoping zone would help alleviate this pr oblem	1
boat dealership parks trailers and boats in FDOT ROW between their driveway and Lake St. causing l ine of sight blockage.	1
Big Pine Key	1
Bicycle Grate at about MM 31 - grates need to be changed to perpendicular instead of parallel. With t he current way grates are laid bicyclists wheel can fall into the grate forcing them to be thrown from th eir bike over the handle bars. There have been several life threatening accidents in this spot due to th e grate. Changing how the grate is laid would prevent tires from going down in the grate as that canno t occur if the seam is perpendicular to the rider.	1

At the light on US 1/Ocean Bay Drive, please add pedestrian walkway from the light east down Atlantic to the Key Largo Community Park. The bike path goes along the highway, but people wishing to walk back to the park must go through parking lots, cut through lots, and generally are exposed to vehicle traffic.	1
An endless stream of fast moving traffic in both directions makes left turn entry to US1 from local roads dangerous. More traffic lights on US1 are needed.	1
Along all segments of the Old Highway (Old US 1 maybe known as SR-4?), we need bike lanes on BOTH sides of the Old Highway for cyclists, walkers, moms with strollers, runners, etc). Right now, we compete with semi-trucks delivering construction materials daily to Forest Tek on Plantation Key as well as mail on Upper Matecumbe as well as development-related dump trucks and other construction vehicles on the Old Highway throughout the village. The trucks slowly lumber along the Old Highway and take up more than their allotted lane. It's so frustrating to have these types of massive vehicles on what is theoretically nice, quiet rural neighborhood streets. HELP!	1
Add more street lights from mm 103 to 106	1
Add continuous bike path from Key Largo to Key West vs the current patchy ones.	1
Add a toll on US-1 entering the Keys	1
add a toll on US! for non residents and commercial vehicles to help offset and fix all the environmental impacts created from visitors and commercial vehicles	1
Add a right hand turn lane onto Village Drive from US1 southbound.	1
Add a right hand turn lane for Sunset Blvd, southbound on US 1 (at Tower Pizza).	1
Add 4-way STOP signs or traffic lights at intersections on US 1 between White St and Windsor Ln in Key West to help pedestrians cross US 1.	1
ACCOMPLISH DETAILED ACCESS MANAGEMENT AND TRAFFIC OPERATIONS STUDY FOR ISLAMORADA FROM TAVERNIER TO MM 77+/-	1
A traffic light is desperately needed at this intersection.	1

A major improvement would be to establish an OFF ROAD pedestrian and bicycle path that would provide a safe passage from Homestead to Key West to increase desirable tourism. The only areas that would require special considerations would be on the Seven Mile bridge and other bridges that do not have special off road lanes currently. The majority of these could be add on structures to the current bridges or in the case of the seven mile bridge a shuttle that runs back and forth across the bridge and charges a minimal fee ($10 or ?) would enable the completion of a world class bike experience. The additional funding could be accomplished by adding a road fee for US1. Obviously, have an annual fee for residents so the bulk of the revenue comes from tourism. I doubt any tourists would avoid the Keys due to a fee. If they do, how much value do they add to the economy anyway since they probably had to pay a steep turnpike fee.The keys are a treasure and should be treated as such. Thank you	1
1) LEFT TURN SR5 TO SOUTH ROOSEVELT SINGLE LANE FLYOVER. 2) TRAFFIC OPERATIONS SIGNALIZATION COORIDINATION AT: N & S ROOSEVELT/COLLEGE/CENTER/MACDONALD/CVS/COLLEGE INTERSECTIONS 3) LEFT TURN EXPANSION TO COLLEGE FROM NB SR5 4) UTILITY (FKAA & KEYS ENERGY & COMMS) RELOCATIONS TO UNDERGROUND INCLUDING AT A DISTANCE	1
(HA! I thought I'd reach another screen after I hit submit. I didn't realize my whole concern was to be written here.) My concerns for Big Pine Key: the double speed limit signs need to be updated. They are horribly antiquated and work poorly at best. I would suggest regular 45MPH signs along Big Pine with additional illuminated blinking signs that say 35MPH. They should be light sensitive (like the street lights.) I have lived on BPK for 20 years and have had endless occasions where following cars are dangerously tailgating because they are oblivious to the speed limit change. They see me as a slow driver and think riding my trunk will make me drive faster. This puts complying drivers into unnecessary risk. Illuminated signs are long over due. Also of note: at the entrance to Marathon (heading northbound after exiting the 7 Mile Bridge), there is now a YOUR SPEED sign. A few of these across BPK that worked at night would be very helpful as well. Cali Roberts Big Pine Key	1
There is slow down of traffic due to boaters anchoring close to overseas highway and while drivers drive South they rubberneck to see the boaters. There should be boating restrictions not to allow such boating activities that slow traffic. Another solution would be to plant mangroves as a buffer and or build a wall to prevent rubber neckers. The best solutions would be to restrict anchoring along this stretch of traffic.	1

Answered: 113 Skipped: 0

Contact Us Emails

From:	EMAP
To:	Rumley, Will; Scholler, Jillian; Reddy, Vivek; Galdos, Carmen
Subject:	US-1 Master Plan: A message has been received from Janene
Date:	Monday, September 21, 2020 10:17:45 AM

Name: Janene

Phone:

Email: sclafani-janene@monroecounty-fl.gov

Message: Test

From:	EMAP
To:	Rumley, Will; Scholler, Jillian; Reddy, Vivek; Galdos, Carmen; Sclafani-Janene@MonroeCounty-FL.Gov
Subject:	US-1 Master Plan: A message has been received from Roger McVeigh
Date:	Friday, October 02, 2020 2:45:34 PM

Name: Roger McVeigh

Phone: 3053947555

Email: rogermcveigh@bellsouth.net

Message: More emphasis on reducing vehicle miles travelled and providing funding to improve infrastructure for alternative transportation

From:	EMAP
To:	Rumley, Will; Scholler, Jillian; Reddy, Vivek; Galdos, Carmen; Sclafani-Janene@MonroeCounty-FL.Gov
Subject:	US-1 Master Plan: A message has been received from Carlina Rodriguez
Date:	Wednesday, January 20, 2021 8:13:59 PM

Name: Carlina Rodriguez

Phone:

Email: keysnme1@att.net

Message: Why is this survey for working people only? Do non-working people not drive on US1?

From:	EMAP
To:	Rumley, Will; Scholler, Jillian; Reddy, Vivek; Galdos, Carmen; Sclafani-Janene@MonroeCounty-FL.Gov
Subject:	US-1 Master Plan: A message has been received from Rosalind Paragus
Date:	Friday, February 05, 2021 7:28:23 PM

Name: Rosalind Paragus

Phone: 3055221436

Email: rparagus@yahoo.com

Message: I would love to get speed bumps on Transylvania Avenue in Key Largo. There is a school at the beginning of the street and another at the end of the street. Buses go flying down the street which is residential with lots of children and senior citizens walking. Anything to slow them down. Thank you Rosalind Paragus

Final Public Meeting Presentation

US-1 TRANSPORTATION MASTER PLAN FINAL PUBLIC MEETING JULY 14, 2021

Monroe County, Florida

AGENDA

Mentimeter

- US-1 TMP Status Update
- Stakeholder/Public Input Summary
- Data Gathering
- Goals & Objectives
- Preliminary Solutions Identified

AECOM

Mentimeter

US-1 TMP STATUS UPDATE

- Stakeholder Meeting Held August 20, 2020 (Task 1)
- Public Meeting #1 Held September 24, 2020 (Task 2)
- Public Meeting #2 Held November 12, 2020 (Task 2)
- Website and Public Survey was live from 9/21/2020 to 2/15/2021 (Task 2)
- Data Gathering Completed (Task 3)
- Goals & Objectives Draft Completed (Task 4)
- Preliminary Solutions Identified (Task 4)
- Funding Analysis Draft Completed (Task 5)
- Final Public Meeting Scheduled July 14, 2021 (Task 6)
- Draft US 1 Transportation Master Plan being prepared (Task 7)

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Mentimeter

STAKEHOLDER/PUBLIC INPUT MAJOR FINDINGS

Stakeholder Meeting

- Transit Improvements
- Improve Bicycle & Pedestrian Facilities
- Congestion
- Locations:
  - Overall
  - Islamorada

Public Meeting # 1

- Improve Bicycle Facilities
- Congestion
- Safety/Reduce Crashes
- Public Transportation
- Willingness to reduce vehicle use if facilities were provided

Public Meeting # 2

- Improve Pedestrian & Bicycle Facilities
- Congestion
- Safety/Reduce Crashes
- Access Management
- Willingness to reduce vehicle use if facilities were provided

Public Survey

- Congestion
- Safety/Reduce Crashes
- Improve Bicycle Facilities
- Access Management
- Willingness to reduce vehicle use if facilities were provided

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Mentimeter

STAKEHOLDER/PUBLIC INPUT REQUESTS

- 51 Crosswalk related requests (add/remove/relocate) some were overall/general requests, and some were at specific locations.
- 42 Requests for turn lanes. Some at specific locations but most at general locations
- 25 requests for additional signals both at specific locations and general requests (i.e. add signals in Islamorada)
- 25 Requests for bicycle infrastructure improvements (i.e. add bike lanes)
- 23 requests to add a toll for non-residents
- 22 requests for Transit amenities, coverage, or frequency improvements
- 13 requests to complete the Overseas Heritage Trail
- 8 Requests for Frontage Roads. Including 5 requests for Big Pine Frontage Road
- 3 requests for roundabouts: 2 general requests and 1 at The Fork (SR 905)
- 33 Maintenance related requests: bike lanes, landscaping, pavement, shoulders, lighting, derelict vessels
- Many requests to widen US-1 to 4 lanes. These included both requests for widening, specifically in Islamorada area or in Lower Keys; or general comment to widen US-1 Countywide.

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Mentimeter

GATHER EXISTING DATA

Collected necessary data to analyze travel patterns, identify hot spots and identify potential opportunities for improvements.

- Origin-Destination (O-D) patterns
- FDOT High Crash List
- FDOT Annual Level of Service Report
- Florida Traffic Online Website
  - AADT Forecasting
- Travel Time Studies
- FDOT Work Program
- FDOT ITS Infrastructure
- Signal System Information
- Transit Related Data
- Stakeholder input
- Input from public meetings
- Monroe County Comprehensive Plan

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Mentimeter

CRASH ANALYSIS – 2014 TO 2018

Section #	Section Description	Section Length (miles)	Total Crashes	Average Crashes per Year	Major Crash Types	# Injury Crashes	# Fatal Crashes	Fatal Crash Types	Night %	Wet %
90060000	**US-1 from County Line to Caloosa Cove**	38.777	2,666	533/ year	Rear-end (1,274), Angle (578), Run-off-road (288), Sideswipe (234), Head On (40)	962	24	Pedestrian (7), Fixed Object (4), Head On (3), Other (3) Rear-end (2), Angle (2), Bicycle (2), Non-collision (1)	23%	9%
90060001	**US-1from Buttonwood Bay to North Ocean Bay Drive (1-way pair)**	3.105	111	22/ year	Angle (34), Rear-end (30), Sideswipe (27), Run-off-road (11), Ped/Bike (4)	34	3	Angle (2), Traffic Sign Support (1)	21%	12%
90060002	**US-1 from Harbor View Drive to 0.28 miles North of Valjean Lane (1-way pair)**	0.28	14	3/ year	Run-off-road (7), Other (7)	4	1	Utility Pole/Light Support (1)	29%	14%
90050000	**US-1from Caloosa Cove Entrance to 0.834 miles west of Tom Harbor Bridge**	14.072	145	29/ year	Rear-end (61), Run-off-road (26), Angle (21), Sideswipe (12), Head On (8)	60	2	Pedestrian (1), Head On (1)	25%	4%
90040000	**US-1 from west of Tom Harbor Bridge to Palm Island Avenue**	11.713	712	142/ year	Angle (219), Rear-end (216), Run-off-road (91), Sideswipe (75)	293	9	Pedestrian (1), Head On (1), Angle (1), Unknown (2), Fell/Jumped from Motor Vehicle (1), Curb (1), Tree (1), Utility Pole (1)	25%	7%

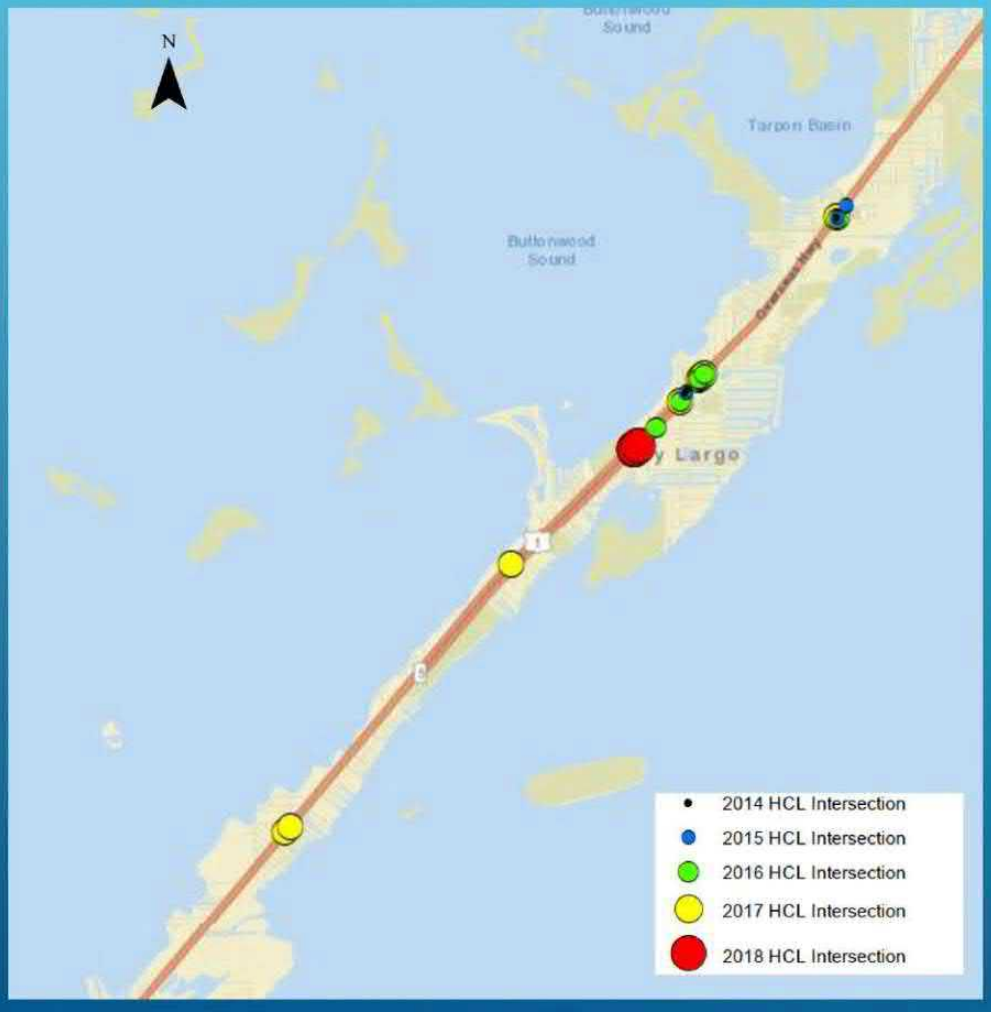
CRASH ANALYSIS – 2014 TO 2018

Section #	Section Description	Section Length (miles)	Total Crashes	Average Crashes per Year	Major Crash Types	# Injury Crashes	# Fatal Crashes	Fatal Crash Types	Night %	Wet %
90030000	**US-1from Palm Island Avenue to Sands Road**	16.872	223	45/ year	Rear-end (83), Run-off- road (36), Sideswipe (34), Angle (31), Head On (14)	223	9	Head On (6), Pedestrian (1), Non-collision (1), Bridge Rail (1)	27%	6%
90020000	**US-1 from Sands Road to McDonald Avenue**	26.548	679	136/ year	Rear-end (256), Angle (106), Sideswipe (50), Run-off- road (42), Ped/Bike (30), Head On (18)	322	14	Angle (4), Fixed Object (3), Non-collision (2), Head On (1), Rear-end (1), Pedestrian (1), Bicycle (1), Other (1)	30%	9%
90010000	**US-1 from McDonald Avenue to Fleming Street**	4.531	257	51/ year	Run-off- road (265), Angle (54), Rear-end (53), Sideswipe (34), Ped/Bike (31), Head On (10)	129	2	Angle (1), Bicycle (1)	29%	6%
90003000	**South Roosevelt from Fairfield Inlet to Bertha Street**	2.89	243	49/ year	Rear-end (48), Angle (47), Sideswipe (29), Ped/Bike (21), Run-off- road (19), Head On (7)	243	5	Curb (2), Rear-end (1), Head On (1), Unknown (1)	33%	7%

Mentimeter

AECOM

FDOT HIGH CRASH LIST – SPOTS FROM MD COUNTY LINE TO BURTON DRIVE



Cross Street	Number of Crashes				
	2014	2015	2016	2017	2018
Spur from CR 905		8			
CR-905		8			
Samson Road	9				
Tarpon Basin Drive	15	24	14	16	
Holiday Inn			10	10	
S. of Holiday Inn				11	
Laguna Avenue				10	
South of Laguna Avenue			10	10	
North of Ocean Bay Dr/Atlantic Ave		16			
SB Spur to Ocean Bay Drive	10	15			
Ocean Bay Drive			9	11	
East Dive			8		
N. of Harbor Drive					9
North of Bell Road					9
Bell Road					9
Second Avenue				8	
Cuda Lane				8	
Mangrove Avenue				8	

FDOT HIGH CRASH LIST – SPOTS FROM BURTON DRIVE TO CALOOSA COVE

Mentimeter

Cross Street	Number of Crashes				
	2014	2015	2016	2017	2018
Spur from Burton Drive	15	11	8	14	8
Burton Drive	15	10	8	14	8
Between Oleander Dr. and Burton Dr.			11	16	10
North of Ocean Blvd			21		
Ocean Blvd/Tavernier Towne			20		
Royal Poinciana	9		11		
Fontaine Drive	8		10		
Coral High School/Woods Ave			11		
Venetian Blvd.			8		
NB Weight Station off ramp		8	8		
N. Hammock Drive	11		18		
South Hammock Road			17	8	
Wet Net Villas		8			

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FDOT HIGH CRASH LIST – SEGMENTS FROM MD COUNTY LINE TO CAMELOT DRIVE

Mentimeter

Beginning Cross Street	Ending Cross Street	Number of Crashes				
		2014	2015	2016	2017	2018
Ocean Drive	Seafarer Resort				9	
Ocean Drive	Rock Reef Resort		10			
south of Everglades National Park	south of Harbor Drive		8			
North of Avenue B	South of Tarpon Basin Drive	20				
Samson Road	Calusa Street				20	
North of Avenue B	South of Tarpon Basin Drive		26			
Tarpon Basin Drive	Hibiscus Lane			20		
Buttonwood Drive	North of Bay Drive		18			
North of Atlantic Boulevard	South of the CVS driveway		10			
North of Ocean Bay Drive/Atlantic Ave	South of Fishermans Trail	24				
South of East Drive	South of Harbor Drive					18
Ocean Bay Drive/Atlantic Ave	North of Harbor Shores Road			27		
Ocean Bay Drive/Atlantic Ave	North of Harbor Shores Road				25	
South of Estall Street	North of Key Largo Station 23	13				
North of First Ave	North of Bahama Road				13	
South of Second Avenue	South of Estall Street		13			
South of Second Avenue	South of MM 98	10				
North of Peter Pan Pkwy	South of Poisonwood Rd			9		

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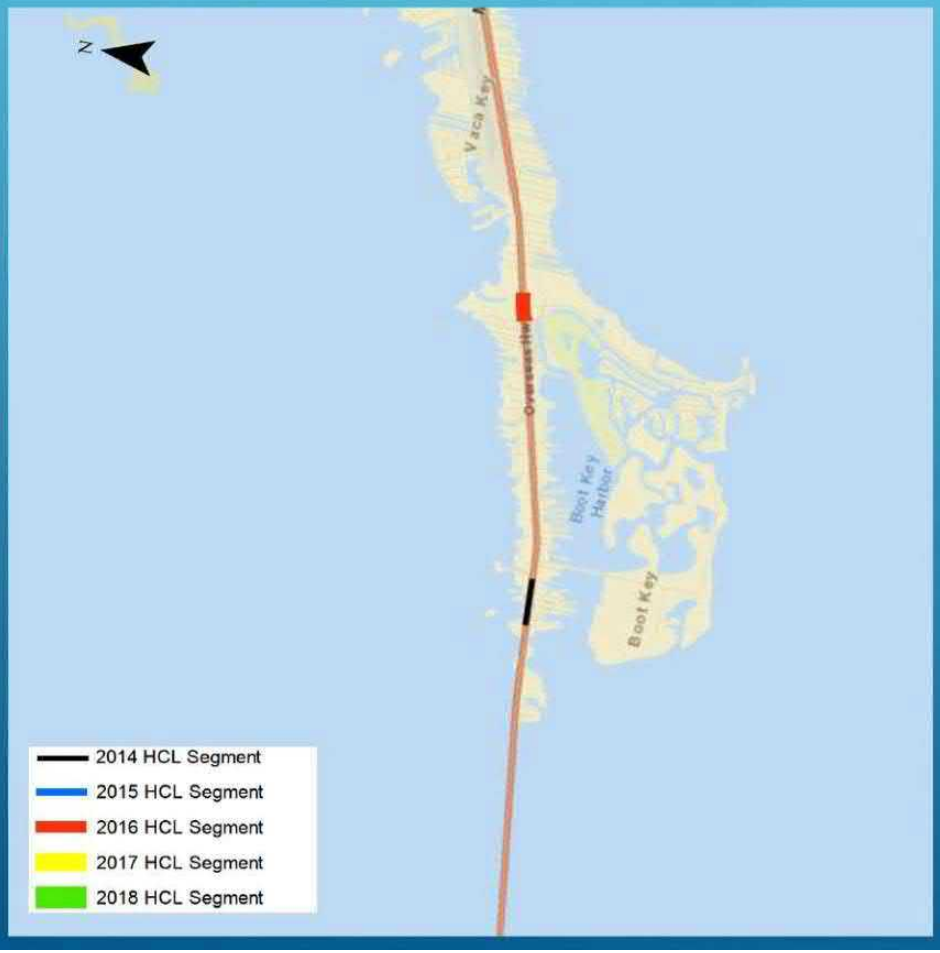
FDOT HIGH CRASH LIST – SEGMENTS CAMELOT DRIVE TO CALOOSA COVE

Mentimeter

Beginning Cross Street	Ending Cross Street	Number of Crashes				
		2014	2015	2016	2017	2018
Camelot Drive	Garden Street					10
North of Burton Drive	South of Garden Street				17	
South of Camelot Drive	South of Garden Street	24				
South of Burton Memorial Church	Julep Road			19		
South of Burton Memorial Church	Harborview Drive				27	
North of Royal Poinciana Blvd	South of Fountaine Drive	9				
North of Royal Poinciana Blvd	South of Woods Avenue		12			
North of Fontaine Dr	South of Woods Avenue			15		
South of Whale Harbor Channel	North of Russell St			28		

AECOM

FDOT HIGH CRASH LIST – SEGMENT FROM TOM HARBOR BRIDGE TO PALM ISLAND AVENUE



Beginning Cross Street	Ending Cross Street	Number of Crashes				
		2014	2015	2016	2017	2018
North of Sombrero Beach Rd	53rd Street			18		
Palm Island	North of 12th St	9				

FDOT HIGH CRASH LIST – SEGMENT IN BIG PINE AND SPOTS IN STOCK ISLAND

Beginning Cross Street	Ending Cross Street	Number of Crashes		
		2016	2017	2018
Walgreens	Wilder Road		14	

Cross Street	Number of Crashes		
	2016	2017	2018
College Road N.			11
MacDonald Ave		9	9
Spur to MacDonald Ave		13	10

HIGH CRASH LIST – SPOTS & SEGMENTS IN STOCK ISLAND/KEY WEST

Cross Street	Number of Crashes				
	2014	2015	2016	2017	2018
Cross Street				10	16
College Road S.	16	13	21		
Hyatt Entrance			12		
Tn Lane for S Roosevelt		18	27		
Turn Lane for US-1		25			
Kennedy Drive	25				
S. of US 1(Overseas Hwy)		22			
Seaside Drive		12			

Beginning Cross Street	Ending Cross Street	Number of Crashes				
		2014	2015	2016	2017	2018
S. MacDonald	South of Cross Street				11	
S. MacDonald	College Road S.			30		25
Hyatt Entrance	S. Roosevelt Ave/A1A			33	18	
Hyatt Entrance	TN Lane from S Roosevelt	18	16			
South of Florida street	North of Watson Street		18			

FATAL CRASH SUMMARY – 2014 TO 2018

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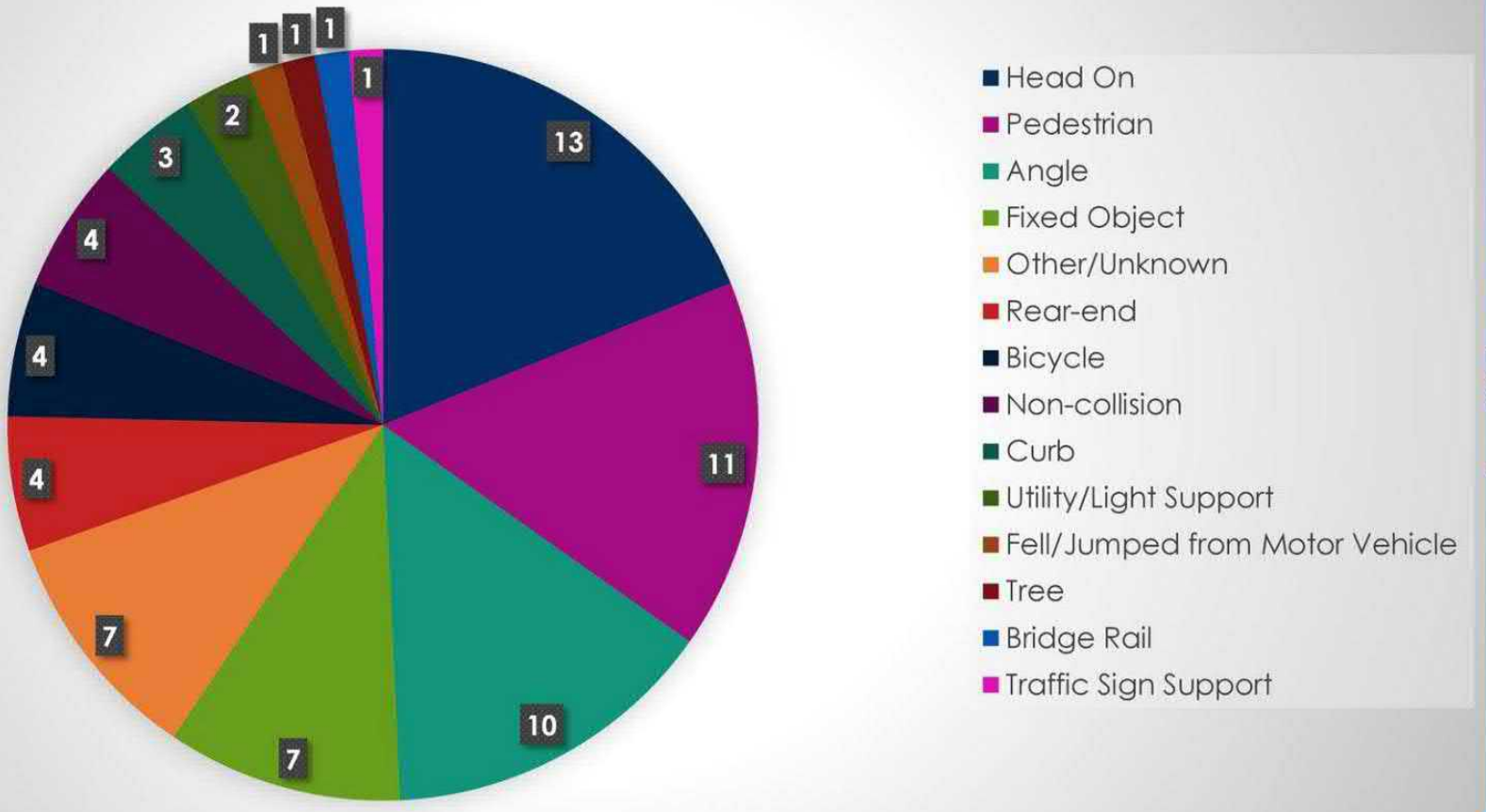

FATAL CRASH SUMMARY

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FATAL CRASH SUMMARY

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FDOT WORK PROGRAM & REQUESTS UNDER REVIEW

5-year Work Program – Funded Projects

- Snake Creek Bridge Planning Study
- Traffic Signal at Burton Drive
- S. Roosevelt La Brisa to Key West of the Sea – Add cameras
- S. Roosevelt Bertha St to Smathers Bch – add sidewalk on N. side and 3 Pedestrian Signals
- Keys COAST Project (Cameras, detectors, and signal hardware)
- 3 Flexible Pavement Reconstruction
- 15 Resurfacing Projects (including some with safety improvements)
- 2 Bridge Replacements
- 15 Bridge Repair/Rehab Projects
- 5 Bike Path/Trail Projects
- Scenic Viewing area at Wayside Park
- 4 Landscaping Projects

Community Requests – Under Review

- 2 Requests for a traffic Signal at College Road N. (Stock Island)
- 3 Intersection Safety Requests – Coral Lane, Atlantic Blvd, and Snapper Ave
- 2 Maintenance Requests
- 4 Requests for Turn Lanes
- 6 Signage Requests
- 3 Signal Operation Requests
- 1 Speed Reduction Request

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MONROE COUNTY SHERRIFF'S INPUT

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Lower Keys

- Acceleration lane S/B on SR-5 at Calle Uno on Rockland Key.
- Hurricane Hole Marina West entrance/exit – Install Stop signs on the bike path for bicycles or brick stop bars for bicycles and remove the hedges that obstruct the view or making it and entrance only and exit on the East side.
- Install streetlights on Bay Point and Big Coppitt Key near Bus Stops, as people cross the highway at night and are not visible to drivers.
- Add a SB Left-turn Signal Phase at the Cross Street intersection
- Extending the center turn lane on Ramrod from W Indies to south of Coral Ave so northbound traffic can turn left without effecting other northbound traffic.

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MONROE COUNTY SHERRIFF'S INPUT

Marathon

- 33rd Street – Add a NB Left-turn Signal Phase
- 55th Street/Sombrero Bch Rd – Add "NO U-TURN" sign for SB Left-turn traffic to avoid conflicts with right-turn vehicles from Sombrero Beach Rd onto State Road 5.
- 72nd Street/South End Aviation Blvd – Restrict traffic from Aviation Blvd to "RIGHT TURN ONLY".

Key Largo

- Crashes near SR-5 & Ocean Bay Dr. at the MM 99 on the northbound side, vehicle vs pedestrian. Provide additional signage.
- Samson Road & SR-5 – When exiting Samson Road, It's impossible to see northbound traffic without entering in the bike path. The tree line from Tradewinds plaza obscures line of sight in that area.
- Southbound outside lane that connects Sunset Blvd to Buttonwood Dr at the 99 MM. Many drivers make lane changes once they come out of Sunset Blvd and start heading southbound. Just before Buttonwood Dr, the straight lane of US 1 turns into a right turn lane to turn onto Buttonwood Dr without warning.

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KEY WEST TRANSIT INPUT

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- Biggest Challenge: Not enough bus drivers
- Fare Collection currently only payment through exact change or with a bus pass.
- Working on developing an App to make payment easier and better provide bus location information to riders
- Bus Pull off areas: requested funding from FDOT for construction at 15/40 locations
- Working on Final Mile Grant and Bus Shelters
- Working on installing solar powered lighting at bus stops
- Rockland Key: relocating Bus Stop to a safer location
- Would like to install push buttons at bus stops to communicate to drivers when riders are present
- Would like Miami-Dade Transit to extend Route 301 by 2 miles to the southern end of Marathon
- Would like to add amenities such as WiFi, bike racks, or water bottle fill stations
- Would like to upgrade the Automatic Vehicle Location system
- Ten Year Transit Development Plan includes a Key West Intermodal Center

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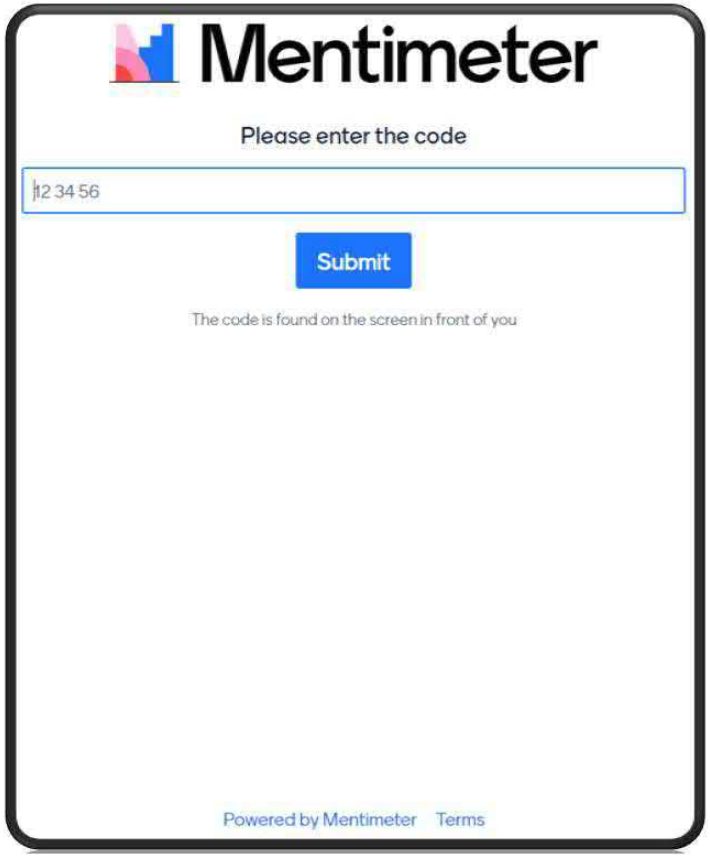

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Questions & Answer

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- Type your question
- Hit Submit

DRAFT GOALS & OBJECTIVES

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- **Goal 1 – Create a balanced multimodal transportation system that provides options for and promotes non-motorized travel along the US 1 corridor. This includes providing space and infrastructure for all modes of transportation.**
  - *Objective 1-1 – Construct new and improve existing bicycle facilities.*
    - *Notes: Comments about increased interest bicycling. This includes trails (i.e. Overseas Trail), bicycle lanes, bike fix-it stations, trailheads, sight distance, and lighting.*
  - *Objective 1-2 – Improve pedestrian access along and across US 1 through the provision of wider sidewalks and distinct marked crosswalks.*
    - *Notes: Comments about inadequate pedestrian crossing options and narrow sidewalks*
  - *Objective 1-3 – Improve transit options for both commuters and tourists.*
    - *Notes: Comments about transit facilities. More support for transit shown at Stakeholder meeting than public meetings/survey.*
  - *Objective 1-4 – Explore options to provide water-based transportation, both private and public.*
    - *Notes: Comments about wanting improvements at boat ramps (i.e. better parking options) and some in support of ferries or water taxis.*
  - *Objective 1-5 – Evaluate bridges to explore the feasibility of bridge improvements to accommodate all users.*
    - *Notes: Comments about issues at bridges for vehicles, bikes, and peds.*
  - *Objective 1-6 – Allow for travel demand management through introduction/promotion of bikeshare, carpool, and other commuting options.*
    - *Notes: A few comments about this.*

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Any questions/comments on Goal #1 or related objectives??

Mentimeter

29 questions
4 upvotes

DRAFT GOALS & OBJECTIVES

Mentimeter

- **Goal 2 – Address congestion through improved traffic management.**
  - *Objective 2-1 – Evaluate the speed limits at the areas identified through public input to ensure they are appropriate based on FDOT criteria.*
    - *Notes: Comments about inconsistency in speed limits and need for additional speed enforcement.*
  - *Objective 2-2 – Improve management of signalized intersections.*
    - *Notes: Comments about adding/removing traffic signals and signal system synchronization.*
  - *Objective 2-3 – Implement access management improvements with respect to driveways, median openings, turn lanes, etc.*
    - *Notes: Comments about congestion and safety issues from unmanaged driveway access, side road access (mostly unsignalized), abrupt stopping (at weigh station, schools, boat ramps, bus stops, and scenic viewpoints specifically).*
  - *Objective 2-4 – Review and enhance event management procedures to better manage traffic.*
    - *Notes: Comments about event related traffic.*
  - *Objective 2-5 – Develop a coordination plan to enhance inter-agency coordination between the County, Cities, State, etc. to identify and address traffic issues.*

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Any questions/comments on Goal #2 or related objectives?

Mentimeter

29 questions
4 upvotes

DRAFT GOALS & OBJECTIVES

Mentimeter

- **Goal 3 – Enhance traffic safety.**
  - *Objective 3-1 – Work with FDOT and law enforcement agencies in identifying safety "hot spots" using a systematic approach and implementation of safety improvements through the "4E" (Engineering, Enforcement, Education, Emergency Response) approach.*
  - *Objective 3-2 – Maintain shoulders and bicycle lanes to increase their designated use.*
    - *Notes: Comments about crumbling shoulders and debris-ridden bicycle lanes, and sight distance issues (landscaping).*
  - *Objective 3-3 – Improve pavement marking and signage along portions of US 1 that have been identified as areas of concern through the public outreach efforts of this study.*
    - *Notes: Comments about sign clutter and people not knowing what to do in certain locations.*

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Any questions/comments on Goal #3 or related objectives?

Mentimeter

29 questions
4 upvotes

DRAFT GOALS & OBJECTIVES

Mentimeter

- **Goal 4 –Preserve the beauty of the unique Scenic Byway.**
  - *Objective 4-1 – Protect/preserve wildlife needs during the design and maintenance of infrastructure.*
    - *Notes: Some comments about nesting sea turtles.*
  - *Objective 4-2 – Design infrastructure improvements to be resilient to hurricanes and sea level rise.*
    - *Notes: Some comments about sea level rise and hurricane issues.*
  - *Objective 4-3 – Maintain/rehabilitate/replant landscaping after hurricanes.*
    - *Notes: Comments about losing important landscaping.*

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Any questions/comments on Goal #4 or related objectives?

Mentimeter

29 questions
4 upvotes

DRAFT GOALS & OBJECTIVES

Mentimeter

- **Goal 5 – Improve infrastructure to meet the needs of tourists while providing for local traffic.**
  - *Objective 5-1 – Improve multimodal access to the US 1 corridor and provide associated last-mile transportation options, including park and ride facilities, parking management systems, etc.*
    - *Notes: Comments about considering a toll for access to US 1 in the Keys, and better air and water-based transportation options.*
  - *Objective 5-2 – Evaluate existing and potential infrastructure to provide viewing/pull-off areas at appropriate locations.*
    - *Notes: Comments about slow moving vehicles associated with recreational driving. Also, comments requesting designated viewing areas.*
  - *Objective 5-3 – Improve public awareness through advertising and/or signage to increase use of multimodal facilities by tourists.*
    - *Notes: Comments about better communication about the existing multimodal transportation infrastructure.*

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Any questions/comments on Goal #5 or related objectives?

Mentimeter

29 questions
4 upvotes

DRAFT GOALS & OBJECTIVES

Mentimeter

- **Goal 6 – Preserve/Maintain existing infrastructure**
  - *Objective 6-1 – Maintain existing pavement through periodic resurfacing.*
  - *Objective 6-2 – Identify bridges in need of maintenance or rehabilitation.*

- **Goal 7 – Emerging Technology Applications**
  - *Objective 6-1 – Explore emerging technology applications for transportation in the areas of ITS, Transit, and Signals.*

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Any questions/comments on Goals #6 and #7 or related objectives?

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29 questions
4 upvotes

FIELD REVIEWS –COLLEGE RD SOUTH

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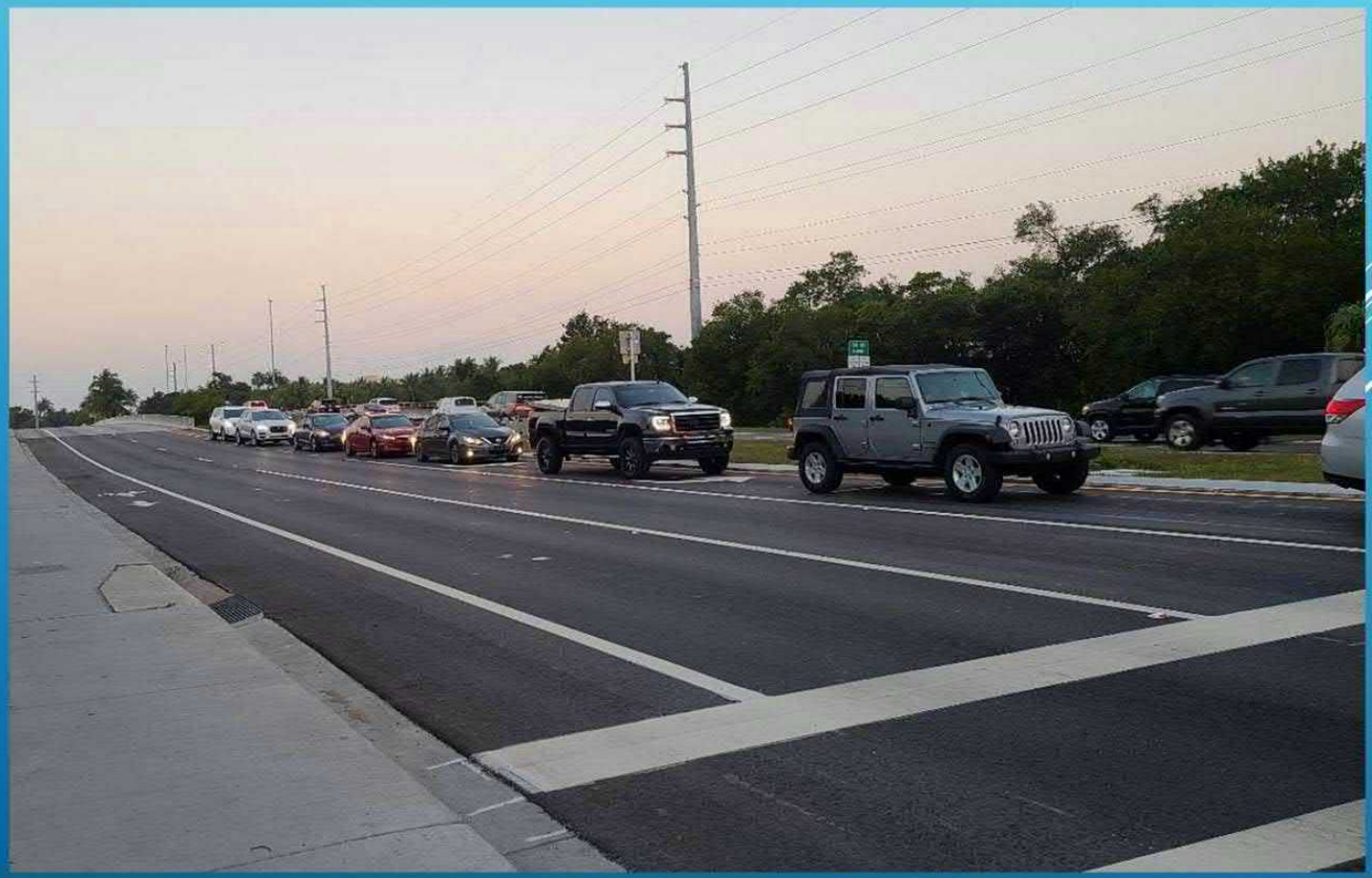
Potential Solutions:

- Dual NB Dual Left-turn Lanes at College Rd S.
- Modify Taper to add storage



FIELD REVIEWS – ROOSEVELT BLVD

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Potential Solutions:

- Triple WB Left-turn lanes
- Potential Roundabout
- Review Pedestrian Crosswalks and timing

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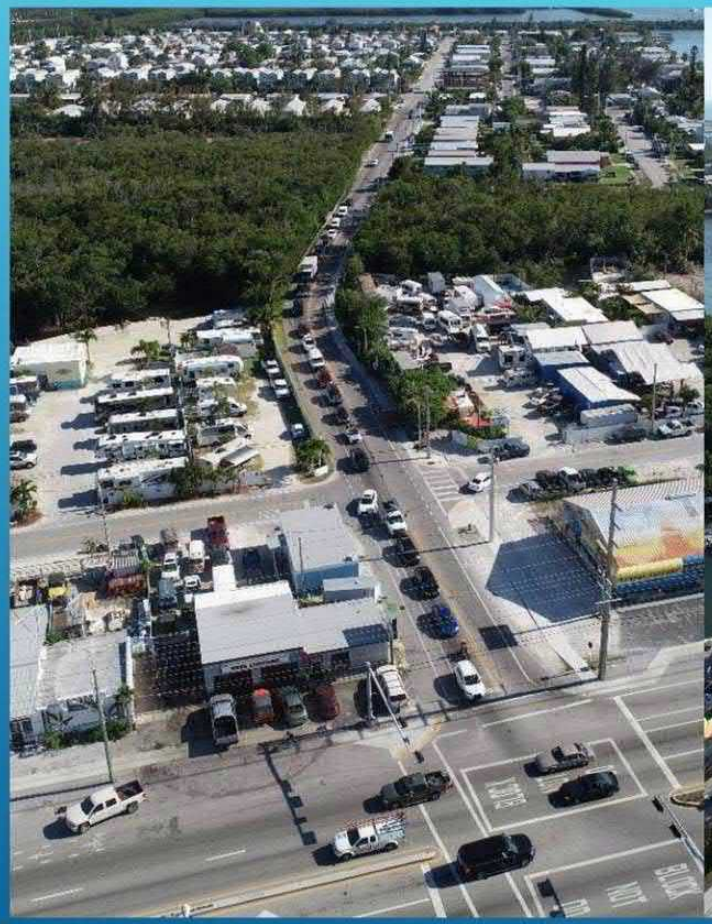
FIELD REVIEWS – CROSS STREET

Potential Solutions:

- Widen Cross Street to provide 2 WB Lanes
- 6-lane US-1 from Roosevelt Blvd to College Road N.



FIELD REVIEW – OCEAN BAY RD/ATLANTIC AVE.

- The NB traffic was the heaviest, with long queues and some phase failures observed
- The WB traffic was heaver than the EB traffic; WB queues were 5-6 vehicles.

Potential Improvements:

- Reconfigure intersection to reduce N/S delay
- Potential Roundabout

FDOT Safety Review MM99.6 – MM100:

- Add dense ground cover landscaping in median to reduce pedestrians crossing mid-block
- Green Bike Lane near driveways
- Landscaping modification to improve ped/bike visibility at Laguna Ave
- Narrow driveways to meet current FDOT Standards

FIELD REVIEW – MM 83

Mentimeter

- Truck were observed to cause some congestion.
- Some vehicle were observed to make Right-turns from the through lane (when RT lanes were present), which caused a minor slowing of traffic behind them.
- A few through vehicles were observed to stop for opposing LT vehicles to complete their movement. This cause some additional slowing. However, I am not sure this would have happened if the congestion didn't already exist.
- Pedestrians were observed crossing US-1 at various points.
- Traffic entering/exiting at the street near Publix was consistent.

Potential Solutions:

- Dedicated Turn Lanes
- Access Management Improvements
- Frontage Road Improvements

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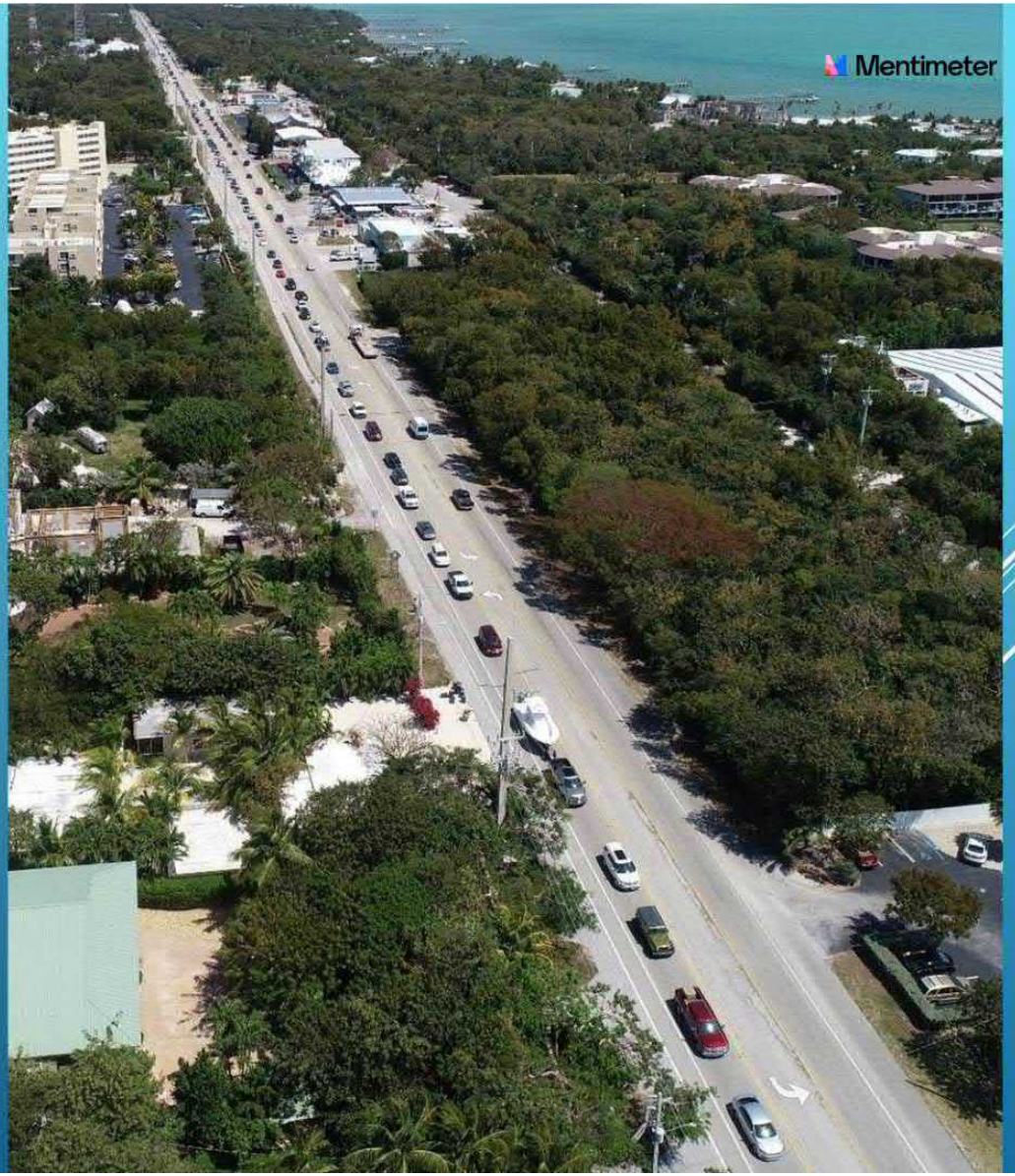
FIELD REVIEW MM 88

- Very heavy congestion was observed while driving through right at 1:00pm. Based on the time and the fact that traffic was essentially stopped for a few minutes, this congestion was potentially from the Drawbridge. However, we were not able to see the drawbridge.

Potential Solution:

- FDOT is conducting a PD&E study to re-build Snake Creek Bridge.



POTENTIAL SOLUTIONS – FUNDED PROJECTS

- Snake Creek Bridge Planning Study (Construction is not Funded)
- Traffic Signal at Burton Drive
- S. Roosevelt La Brisa to Key West of the Sea – Add Camera
- S. Roosevelt Bertha St to Smathers Beach: Construct sidewalks on N. side and install three HAWK Pedestrian Signals
- Keys COAST Project: Install cameras and detectors to help with Signal Operations, Emergency Vehicles/Fire, Drawbridge, weigh station, Emergency Signals
- 3 Pavement Reconstruction Projects
- 15 Resurfacing Projects (including some with safety improvements)
- 2 Bridge Replacements: Long Key Bridge (FY 2028) and Seven Mile Bridge (FY 2029)
- 15 Bridge Repair/Rehab Projects
- 5 Bike Path/Trail Projects
- Scenic Viewing area at Wayside Park
- 4 Landscaping Projects

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POTENTIAL SOLUTIONS – NOT FUNDED
(REQUIRES EVALUATION STUDIES/FEASIBILITY REVIEW)

- 4 Acceleration/Merge Lane Improvements
- 14 Access Management/Turn Lane Improvements
- 9 Reconfigure intersection or convert to an alternative intersection (i.e. Roundabout)
- Aerial Gondolas and/or Vertiports
- 22 Pedestrian and Bicycle Safety Improvements
- 4 Emerging Technology Improvements (automated buses, CA/AV, electric vehicle infrastructure)
- 3 Frontage Road Improvements
- 3 Incident Management Improvements (Road Ranger, THI, TSM&O Workstations)
- 8 Lighting Improvements
- 3 Potential New Bridges
- 18 Bus/Transit Related Improvements
- 9 Roadway Improvement/Widening
- 5 Intersection Operations/Safety Improvements (Cross Street, College Rd, Ocean Bay Blvd, Laguna Ave, SR 905A/905)
- 1 Request to relocate School Bus Stop
- 8 Signal Operations Changes
- 10 Signing and Marking Requests
- 6 Requests for a new Traffic Signal
- 2 Water Taxi/Ferry Routes
- 3 Speed Studies

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POTENTIAL SOLUTIONS – PEDESTRIAN/BICYCLE
(NOT FUNDED: REQUIRES EVALUATION STUDIES/FEASIBILITY REVIEW)

- Install New Crosswalks or Pedestrian Bridges
  - Between White Street and Packer Street, Key West
  - Founder's Park, Islamorada
  - Coral Shores High School/Schools along US 1
  - Marina Bay at Blackwater Sand, Key Largo
- Improve Existing Crosswalks or Pedestrian Bridges
  - US 1 at Spanish Main Drive, Cudjoe
  - US 1 at N/S Roosevelt Blvd, Key West
  - Along N. Roosevelt Blvd, Key West
- Install new Sidewalk
  - Caribbean Drive, Summerland
  - Seven Mile Bridge
  - Atlantic Ave from US1 to Key Largo Park
- Improve/Modify Existing Sidewalks
  - Southpoint to Sugarloaf Shores, Lower Sugarloaf
  - Along N. Roosevelt Blvd
- Install New Bike Lanes
  - Old Dixie Highway, Islamorada
  - US 1 near SR 905, Key Largo
- Improve Existing Bike Lanes
  - Within Marathon
  - Along Boca Chica Bridge
  - Near Hurricane Hole Marina, Stock Island
- Add/Improve Bicycle Features
  - Key West Entrance
  - Harris Channel Bridge

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Questions & Answer

- Click on "Open Q&A"
- Type your question
- Hit Submit

Any questions/comments on the potential pedestrian/bicycle solutions presented? Please be specific.

Mentimeter

29 questions
4 upvotes

POTENTIAL SOLUTIONS – TRAFFIC SIGNALS/TURN LANES
(NOT FUNDED: REQUIRES EVALUATION STUDIES/FEASIBILITY REVIEW)

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Specific locations where new traffic signals or turn lanes were requested:

- Install New Traffic Signals
  - US 1 at College Road N., Stock Island
  - US 1 at 4th Street, Big Coppitt
  - US 1 at Boca Chica Road, Big Coppitt
  - US 1 at Avenue A (Caribbean Club), Key Largo
  - Evaluate the need of and appropriate location for a Pedestrian Crossing/Traffic Signal in Southern Marathon
  - Evaluate the need and feasibility of installing traffic signals in Upper Matecumbe to provide better traffic platooning and access for vehicles turning onto/from cross streets
- Install New/Additional Turn Lanes
  - N. Roosevelt Blvd at White Street, Key West
  - US 1 at Guava Avenue, Marathon
  - US 1 at Coral Avenue, Ramrod
  - US 1 at 33rd Street, Marathon
  - US 1 at College Road S., Stock Island
  - US 1 at N Roosevelt Blvd, Key West

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POTENTIAL SOLUTIONS – COMPLEX PROJECTS FOR CONSIDERATION

- Key West/Stock Island
  - US 1 Jose Marti Drive to Roosevelt Blvd: Access Management Modifications (Key West Coordination Required)
  - The Triangle: Potential to reconfigure into a Roundabout or other alternative intersection
  - US 1 from Roosevelt Blvd to College Road North: Widen to 6-lanes (Comp Plan Amendment)
- Boca Chica Key
  - US 1 from Saratoga Avenue to Rockland Drive: Widen to 6-lanes (Comp Plan Amendment)
  - US 1 from Rockland Drive to Coppitt Road: Widen to 4 lanes with Bridge modification (Comp Plan Amendment)
  - US 1 from Rockland Drive to Coppitt Road: Improve/relocate the merge are to a straight segment
  - US 1 from Coppitt Road to Boca Chica Road: Widen to 4 or 5 lanes with Bridge modifications (Comp Plan Amendment)
  - US 1 from Coppitt Road to Boca Chica Road: Conduct a review to install turn lanes where appropriate
  - US 1 from Coppitt Road to Boca Chica Road: Extend/Connect the existing Frontage roads

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POTENTIAL SOLUTIONS – COMPLEX PROJECTS FOR CONSIDERATION

- Sugarloaf
  - US 1 at Sugarloaf Road: Potential for Alternative Intersection
- Big Pine
  - Length of Island: Widen to 4-lanes and Bridge Widening (Comp Plan Amendment & US Fish and Wildlife Permitting)
  - Ships Way to 1st Street: Add frontage road
- Marathon
  - Southern Marathon: Widen to add turn lanes and/or a center two way left-turn (Marathon coordination required)

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POTENTIAL SOLUTIONS - COMPLEX PROJECTS FOR CONSIDERATION

- Islamorada
  - Old Highway (CR 4a): Upgrade the Old Highway to serve as an alternative to US-1; improve critical intersections; install necessary ITS infrastructure to inform motorists
  - Evaluate the need for turn lanes at key locations and combining driveways
- Key Largo
  - US 1 from Andros Road to Summerland Road: Turn Lanes and/or Access Management Improvements
  - US 1 at Card Sound Road: Potential to reconfigure into a Roundabout or other alternative intersection
  - US 1 Summerland Road to Morris Avenue: Add Passing or Reversible Lane

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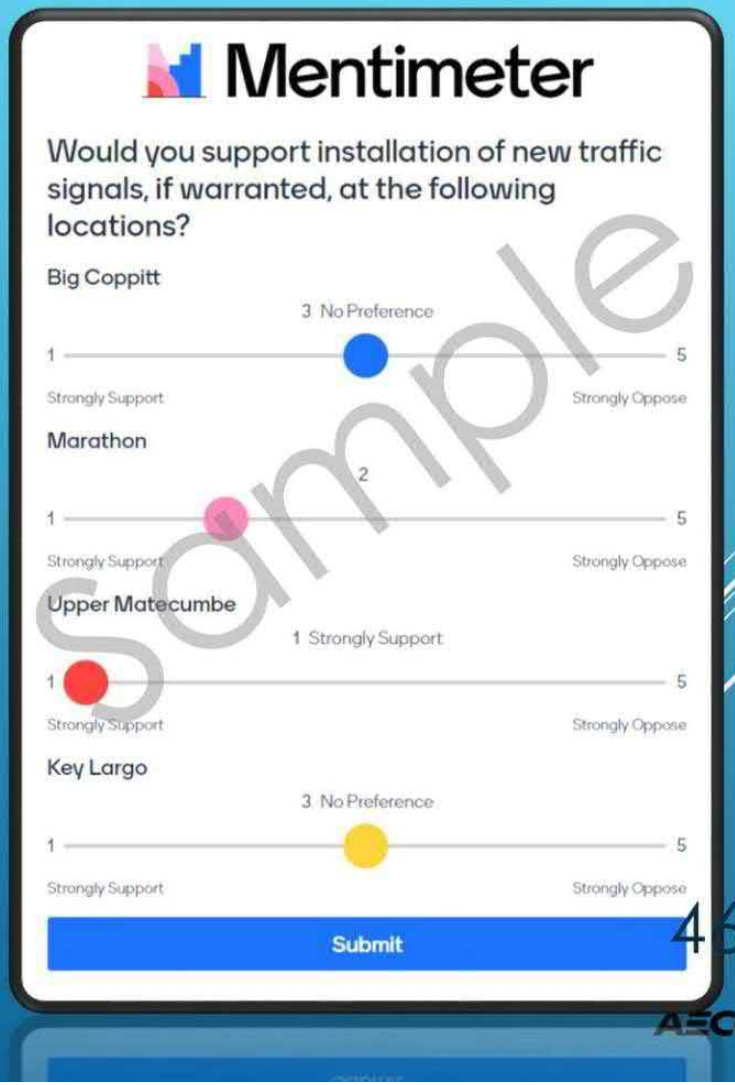
Sliding Scale Questions:

- Slide the Circle Left or Right for each Answer
- Left (1) = Strongly Support
- Center (3) = No Preference
- Right (5) = Strongly Oppose



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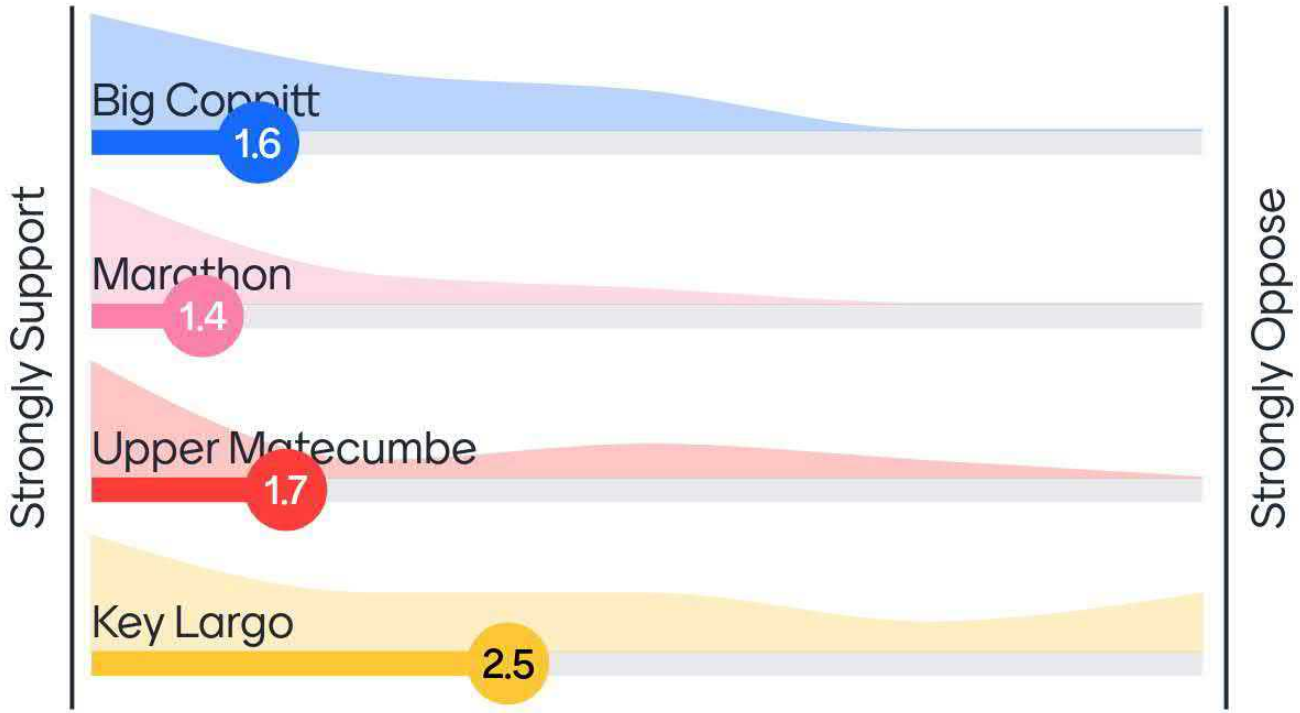
Would you support installation of new traffic signals, if warranted, at the following locations?

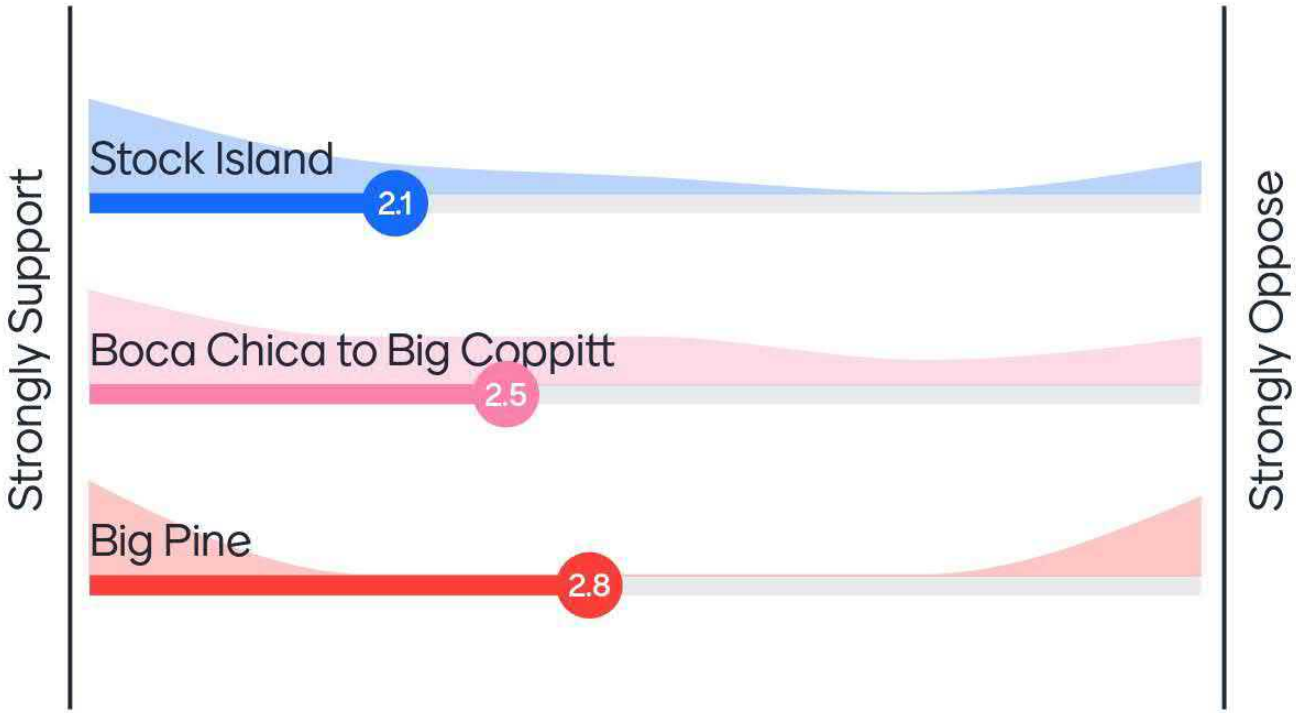
Mentimeter



11

Would you support a study to determine if additional travel lanes are needed in the following areas?

Mentimeter



11

Would you support a study to determine if additional turn lanes or a center two-way left turn lane are needed in the following areas?

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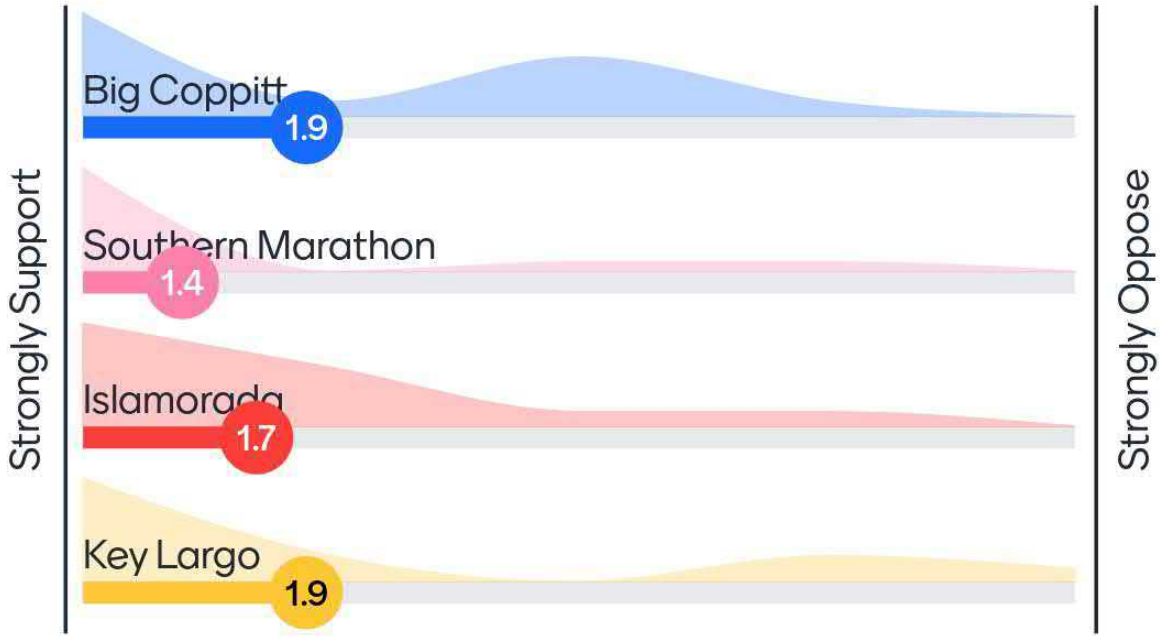
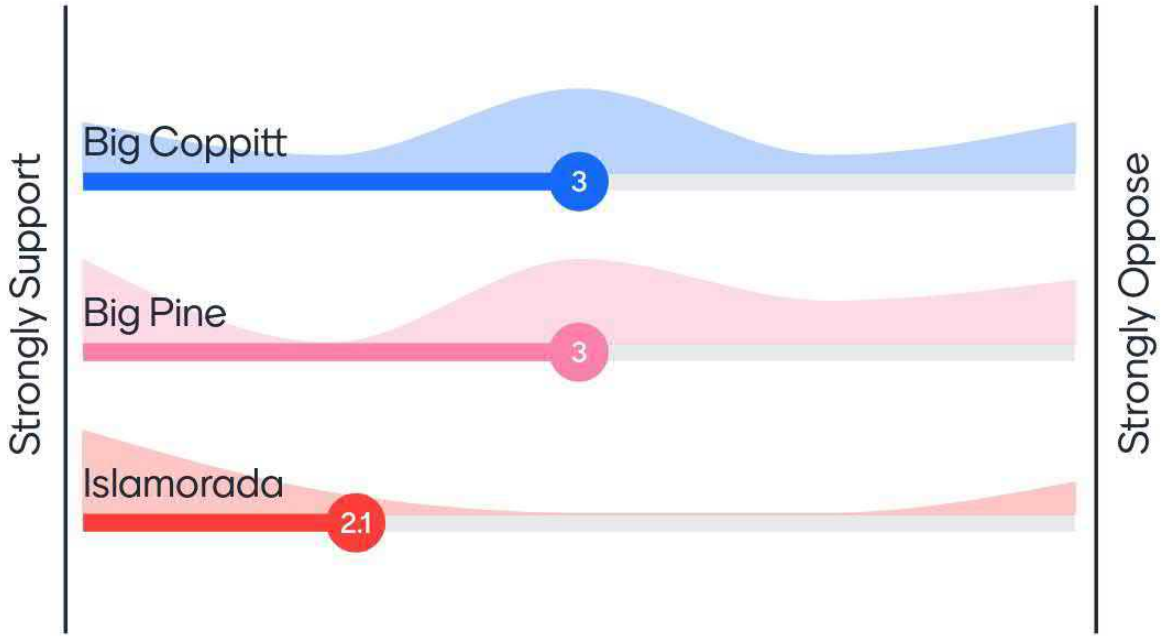


13

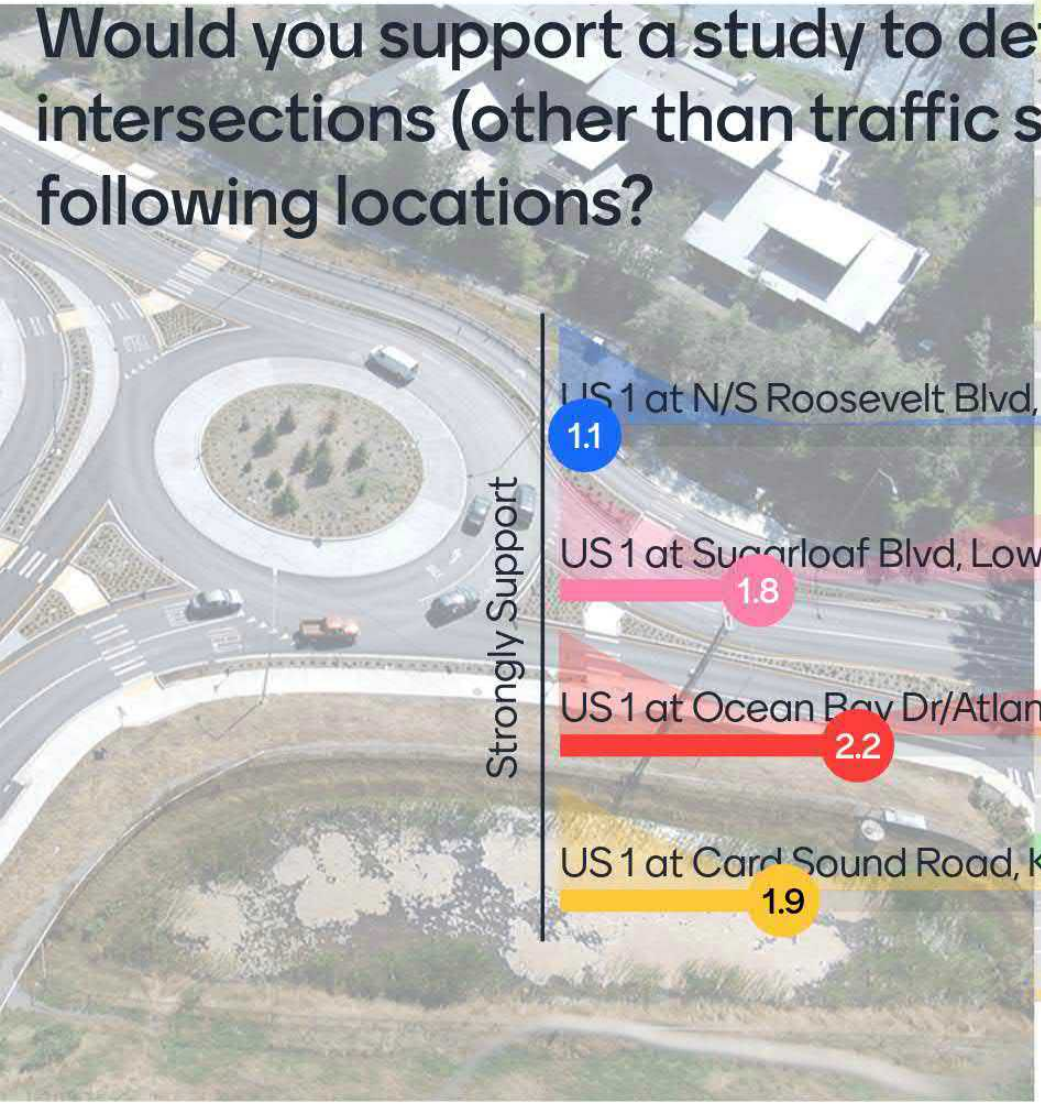
Would you support a study to determine if installation of new or modification of existing frontage roads (access roads) are needed?

Mentimeter



13

Would you support a study to determine if alternative intersections (other than traffic signals) are feasible at the following locations?



Strongly Support

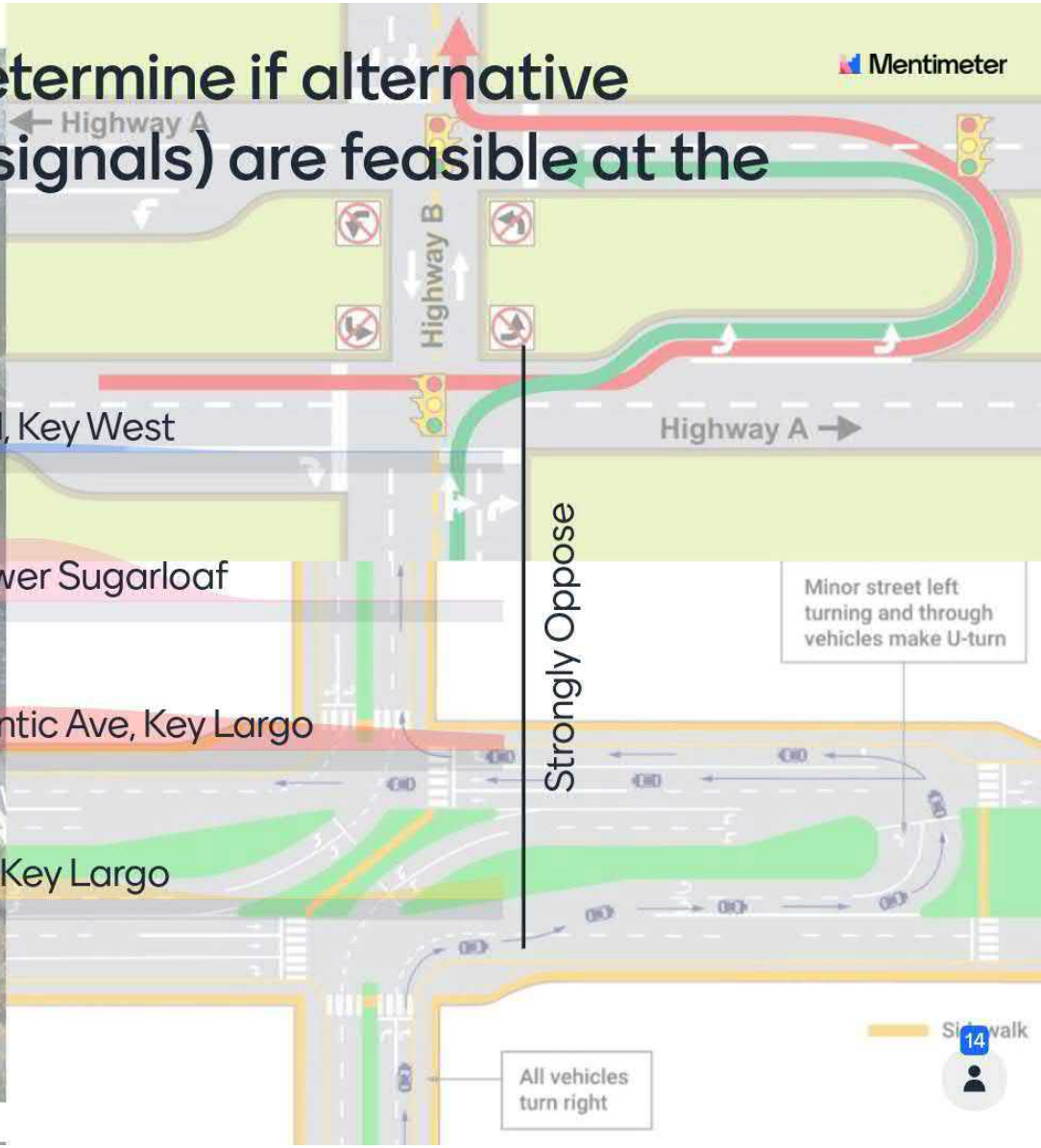
Strongly Oppose

US 1 at N/S Roosevelt Blvd, Key West 1.1

US 1 at Sugarloaf Blvd, Lower Sugarloaf 1.8

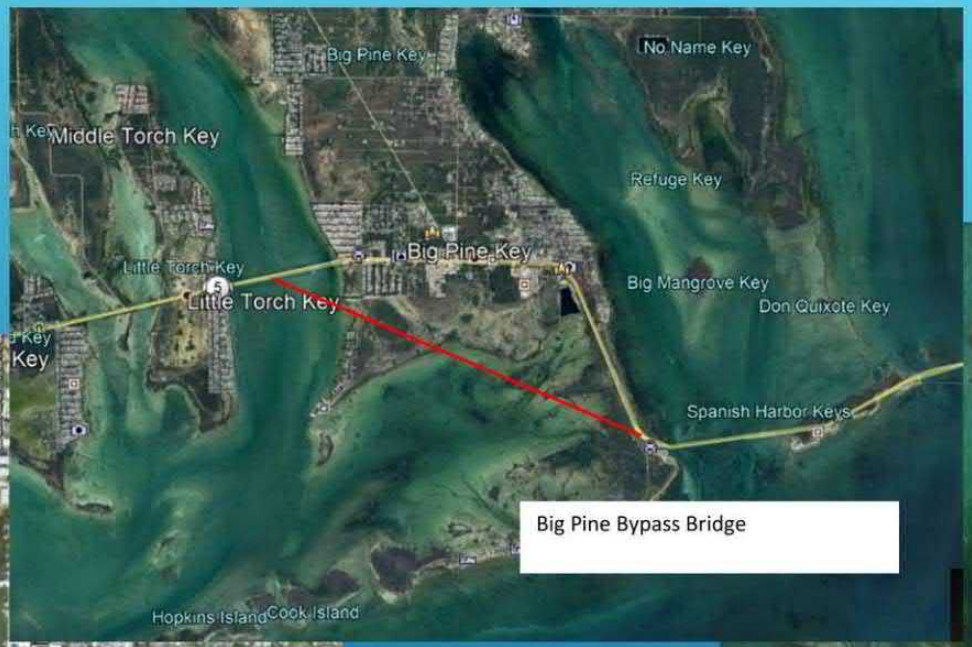
US 1 at Ocean Bay Dr/Atlantic Ave, Key Largo 2.2

US 1 at Card Sound Road, Key Largo 1.9

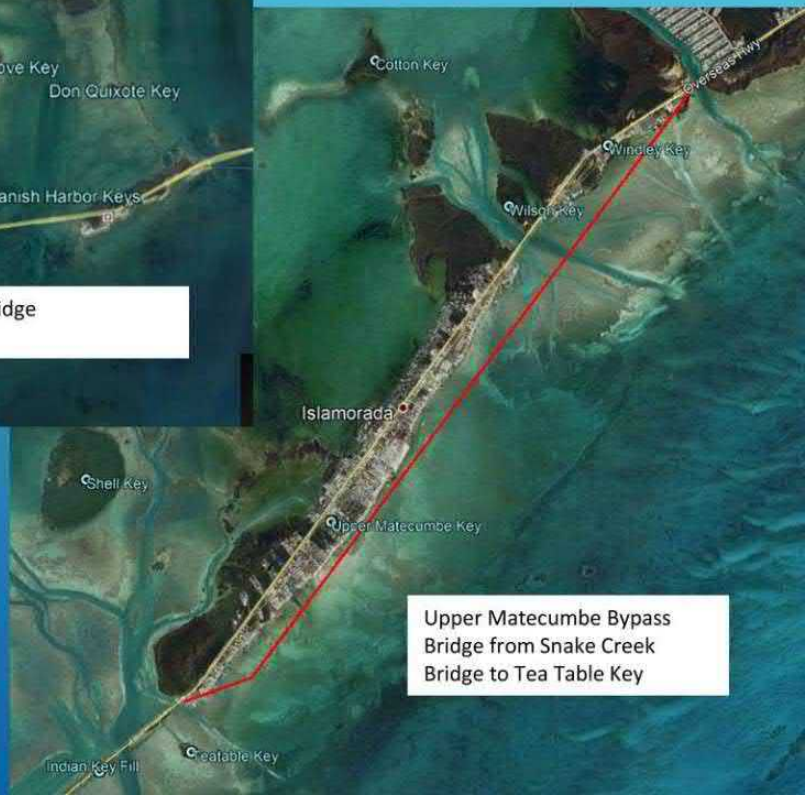


POTENTIAL SOLUTIONS – NEW BRIDGES

Potential Bridges between Stock Island to Key West



Big Pine Bypass Bridge



Upper Matecumbe Bypass Bridge from Snake Creek Bridge to Tea Table Key

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Sliding Scale Questions:

- Slide the Circle Left or Right for each Answer
- Left (1) = Strongly Support
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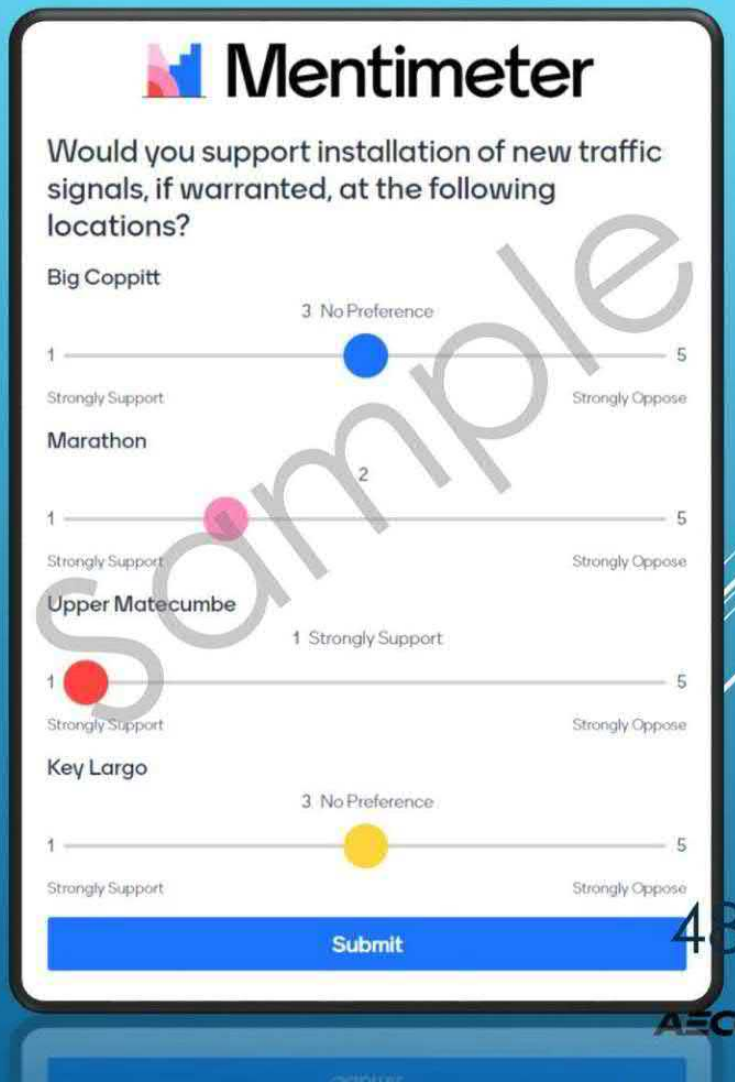
- Right (5) = Strongly Oppose



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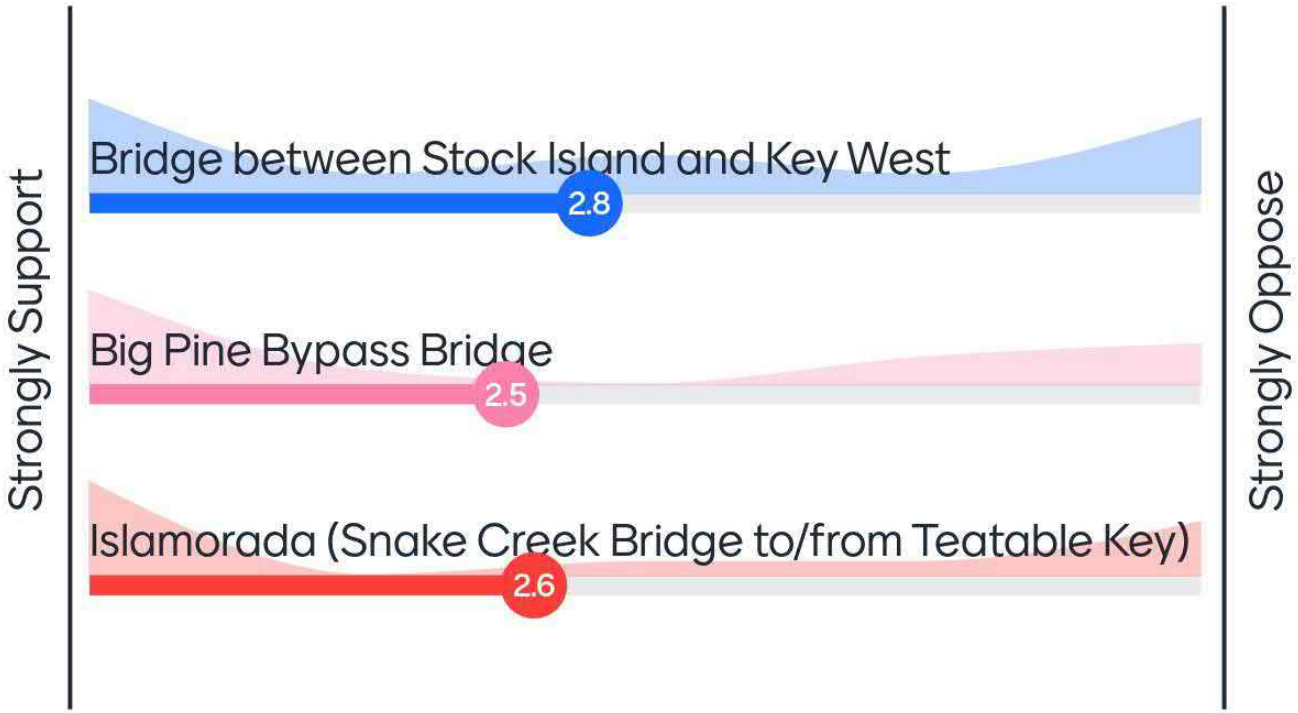
Would you support a study to determine if new bridges in the following locations are needed and/or feasible?

Mentimeter



13

Mentimeter

POTENTIAL SOLUTIONS - TRANSIT

- Bus Pull-off Areas (Bus Bays)
- Lighting at Bus Stops
  - KWT has some budget allocated for this, coordinate to supplement, if needed, to install lighting at all locations.
- Communications/Infrastructure for Push Buttons at each Bus Stop to notify approaching busses that passengers are waiting.
- Enhanced Transit System Phone App (including payment, bus location,& schedule)
- On board amenities (Wi-Fi, transit screens with route/schedule details)
- Transit Signal Priority in Key West
- Miami-Dade Transit Route 301 Extension to southern Marathon
- Key West Intermodal Center (Transit Hub on north side of Stock Island)
- Electric Busses
- Intra-Island Transit and Park-n-Ride Hubs on Major Islands (Big Pine, Marathon, Islamorada, and Key Lago)
- Unified Transit System (one transit provider along US 1)
- Key West Transit Development Plan

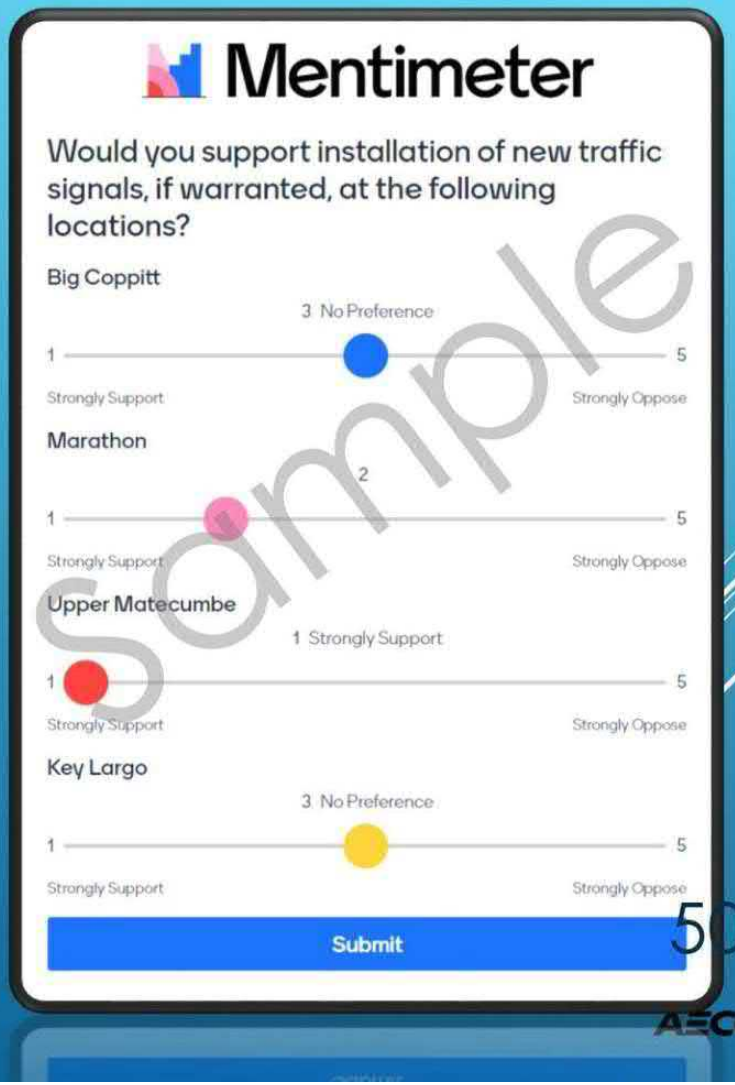
AECOM

MENTI.COM USER VIEW

Mentimeter

Sliding Scale Questions:

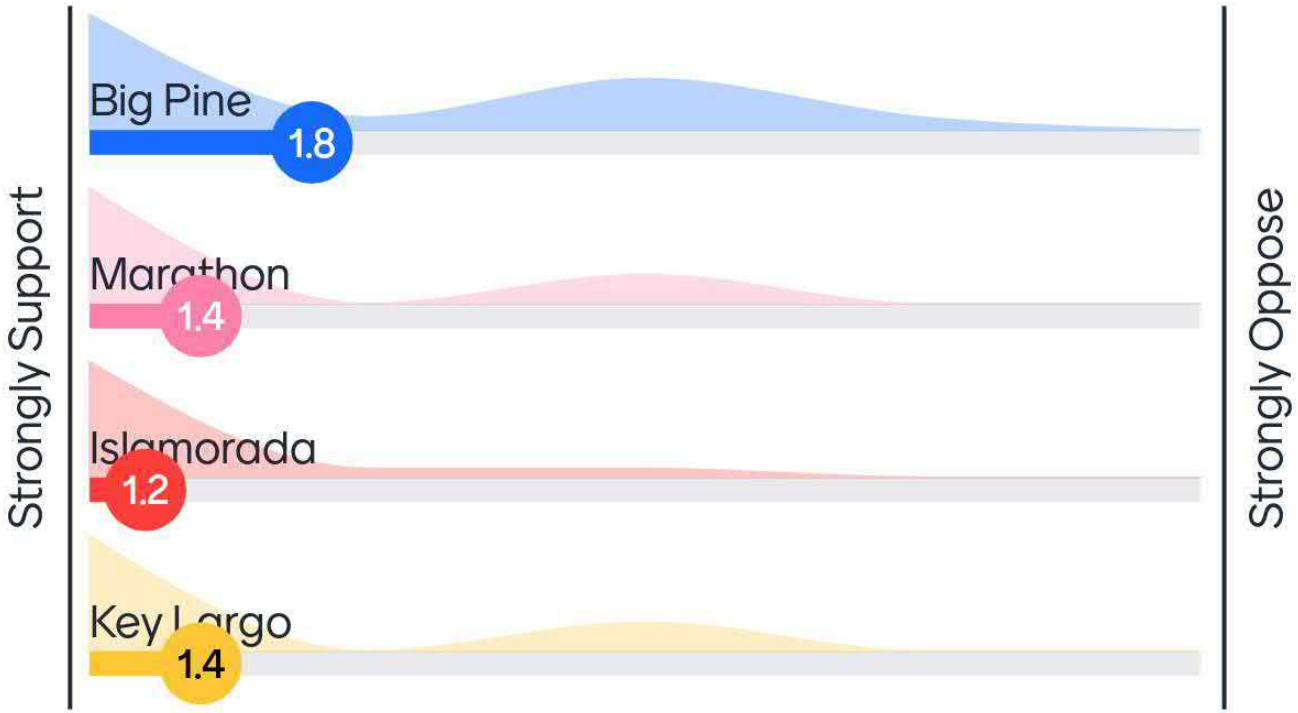
- Slide the Circle Left or Right for each Answer
- Left (1) = Strongly Support
- Center (3) = No Preference
- Right (5) = Strongly Oppose



AECOM

Would you support a study to determine the need for Intra-Island Shuttles in the following locations?

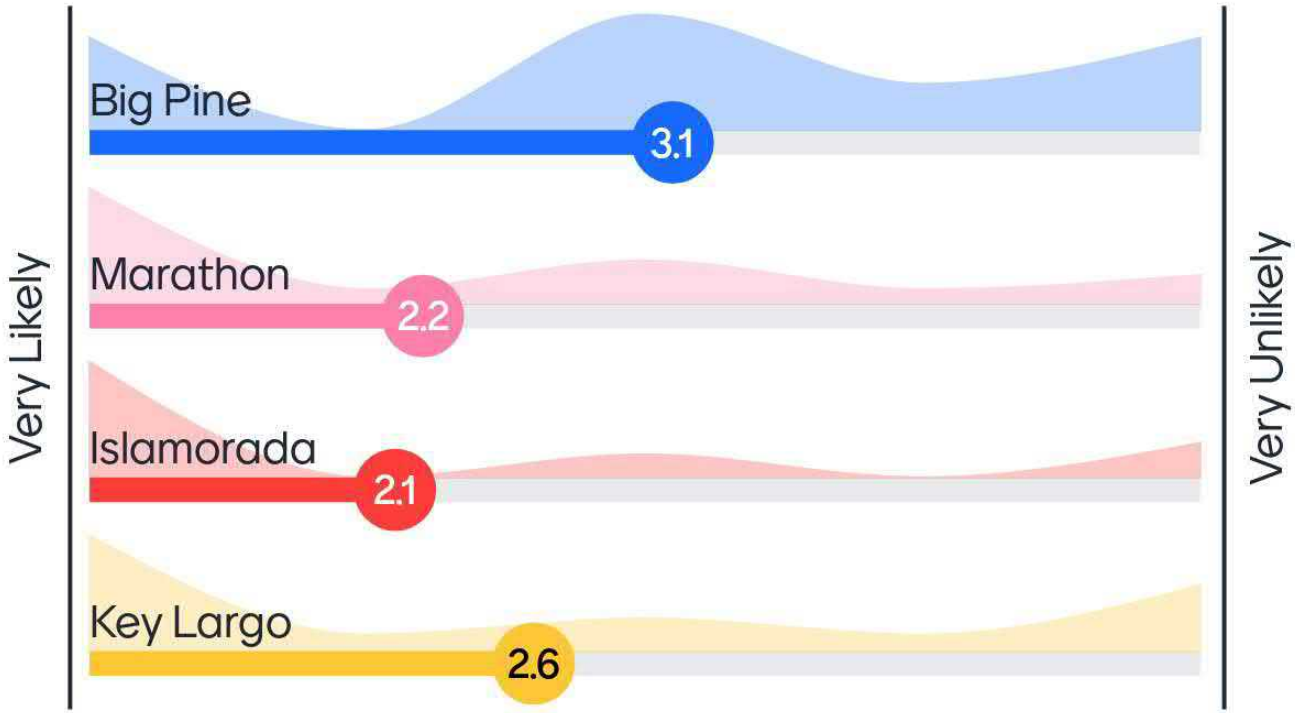
Mentimeter



15

If implemented, how likely are you to use Intra-Island Shuttles in the following areas?

Mentimeter



15

MENTI.COM USER VIEW

Mentimeter

Questions & Answer

- Click on "Open Q&A"
- Type your question
- Hit Submit

Any questions/comments on the potential transit improvements presented?

Mentimeter

29 questions
4 upvotes

Mentimeter

POTENTIAL SOLUTIONS – LONG TERM

Automated Buses

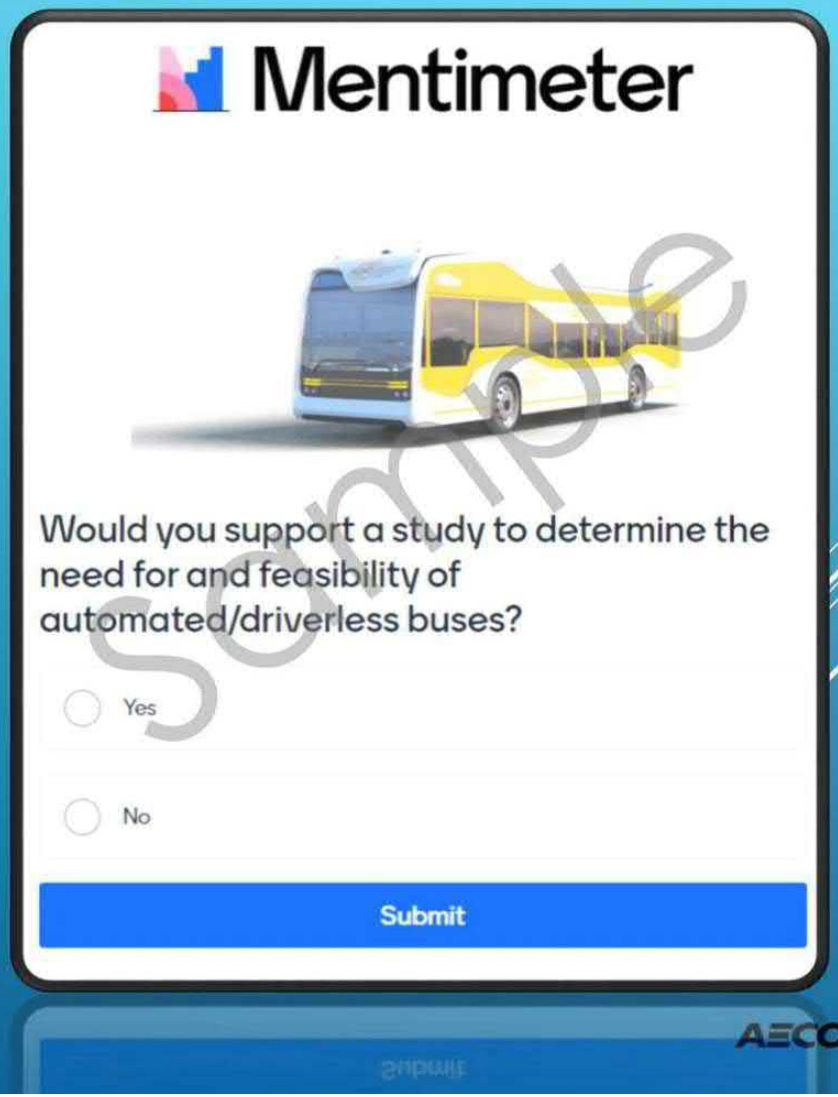
- Key West Transit expressed concern with hiring/keeping Bus Drivers
- Buses can be any size
- Routes can be optimized

MENTI.COM USER VIEW

Mentimeter

Multiple Answer Questions

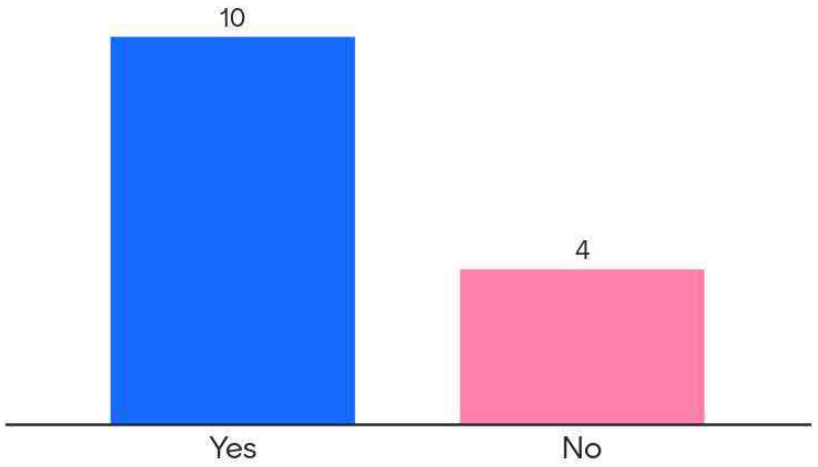
- Select your answer
- Hit Submit



AECOM

Would you support a study to determine the need for and feasibility of automated/driverless buses?

Mentimeter



14

POTENTIAL SOLUTIONS – WATER TAXI OR FERRY

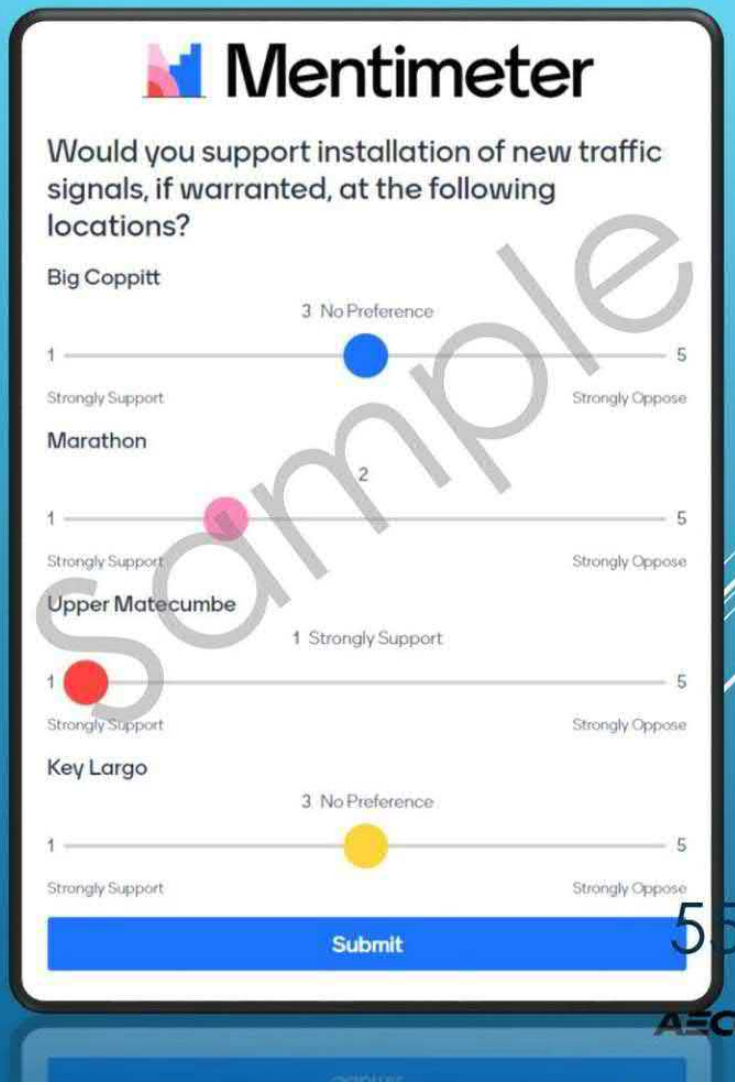
- Potential Routes Reviewed: Stock Island to Key West; Marathon to Key West; Islamorada to Key West; and Miami to Key West.
- A Water Taxi from Stock Island to Key West appear to be a good starting point/initial deployment

MENTI.COM USER VIEW

Mentimeter

Sliding Scale Questions:

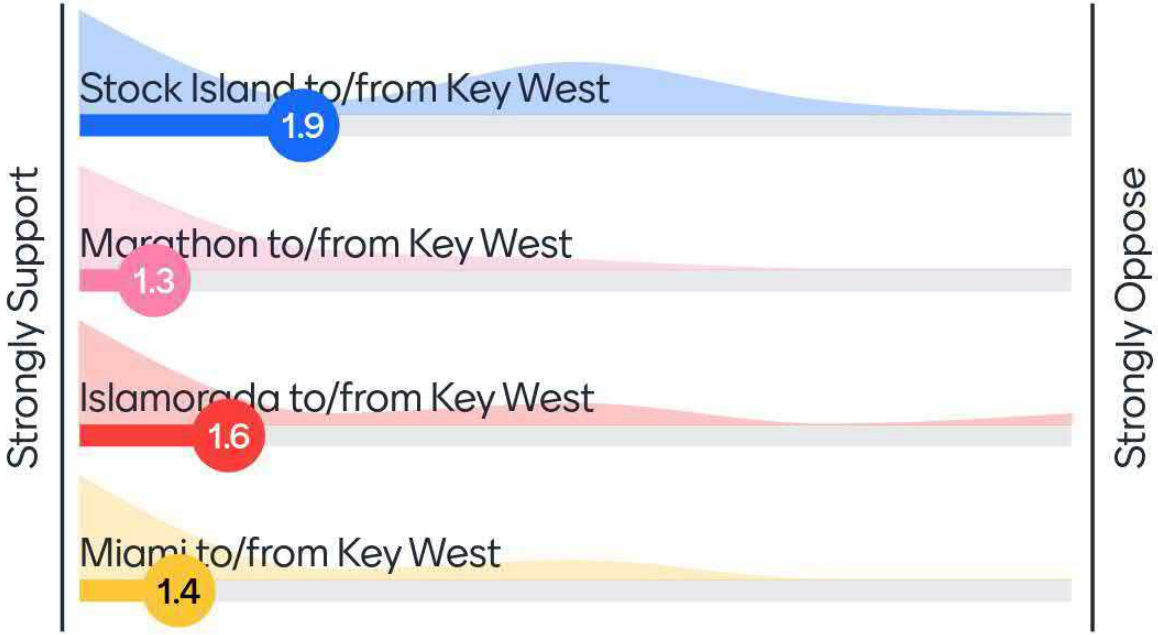
- Slide the Circle Left or Right for each Answer
- Left (1) = Strongly Support
- Center (3) = No Preference
- Right (5) = Strongly Oppose



AECOM

Would you support further evaluation of the following potential water based transportation routes (water taxi or ferry)?

Mentimeter



14

POTENTIAL SOLUTIONS – AERIAL GONDOLAS

Mentimeter

Overview

- Robust – Move 3,000-6,000 people per hour
- Clean – Electronically Powered
- Safe – Research Indicated Safest option for passengers
- Accessible – 100% of users wheelchairs, bikes, strollers, and support animals
- Network Length: up to 3 miles

How it works

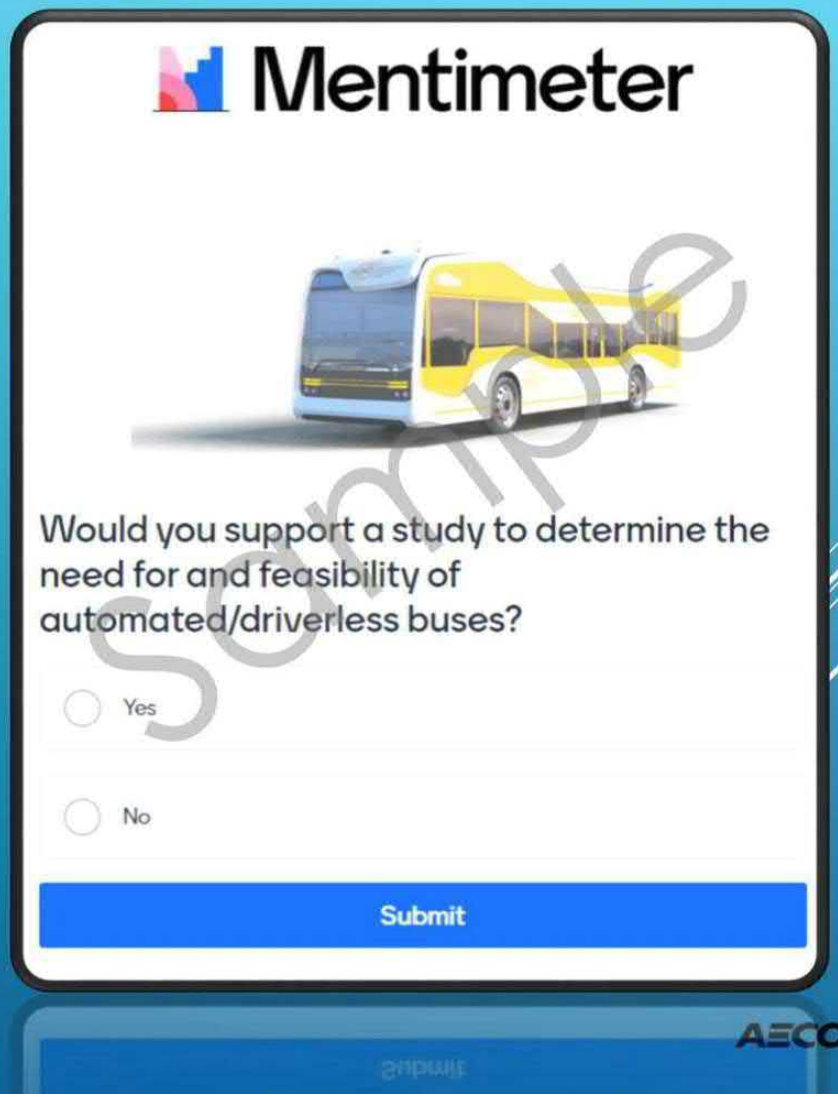
- Small cabins circulate through the system at intervals of less than a minute
- Attendants at stations instead each vehicle being staffed

MENTI.COM USER VIEW

Mentimeter

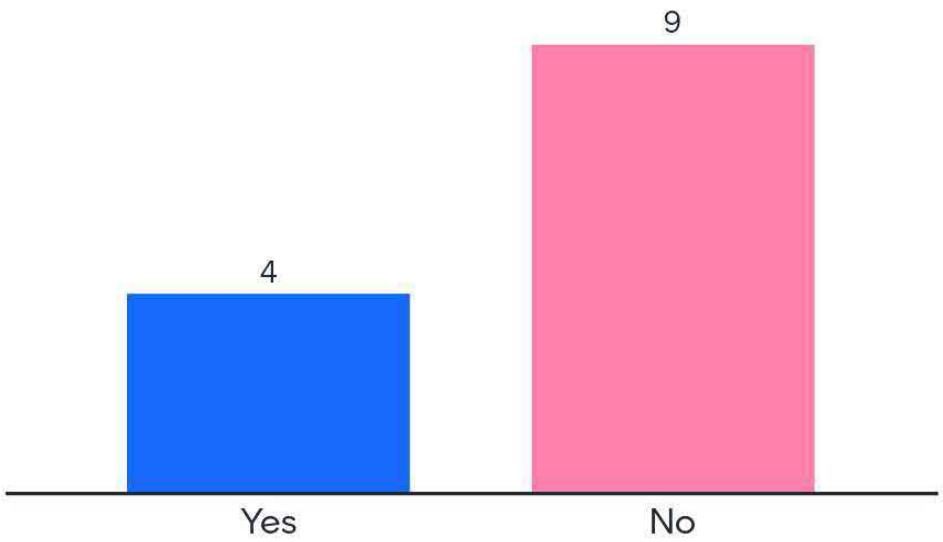
Multiple Answer Questions

- Select your answer
- Hit Submit



AECOM

Would you support a study to determine the need for and feasibility of Aerial Gondola Systems in Monroe County?



Mentimeter

POTENTIAL SOLUTIONS – LONG TERM

Air Taxis/Vertiports

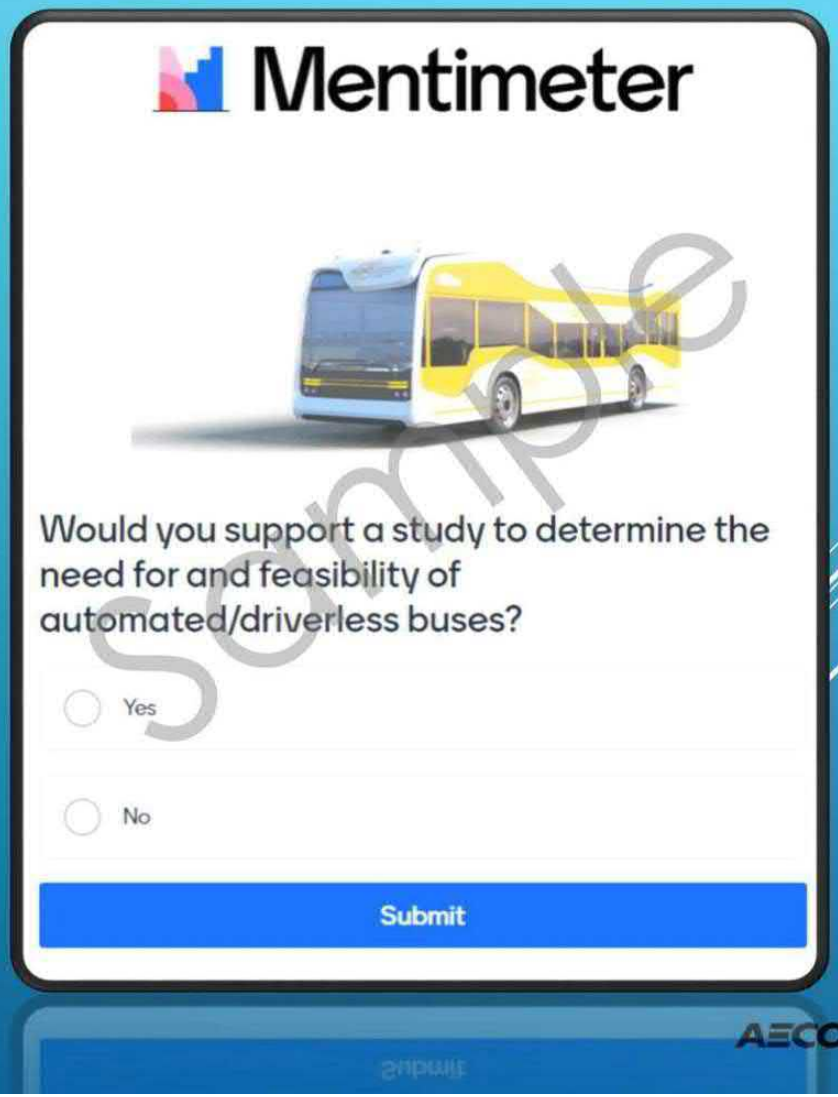
- Travel Distance up to 70 Miles
- 1 to 6 passengers per aircraft
- Zero Carbon Vertiports
- High Speed, Affordable Services
- Potential Vertiport locations in FL
- Coordination with FAA and Navy Base
- Possibility of operating out of existing airports

MENTI.COM USER VIEW

Mentimeter

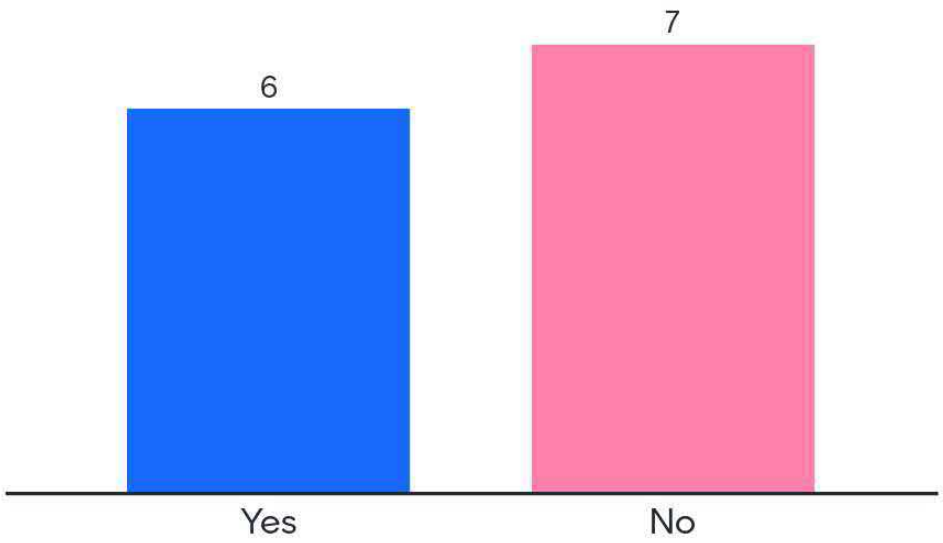
Multiple Answer Questions

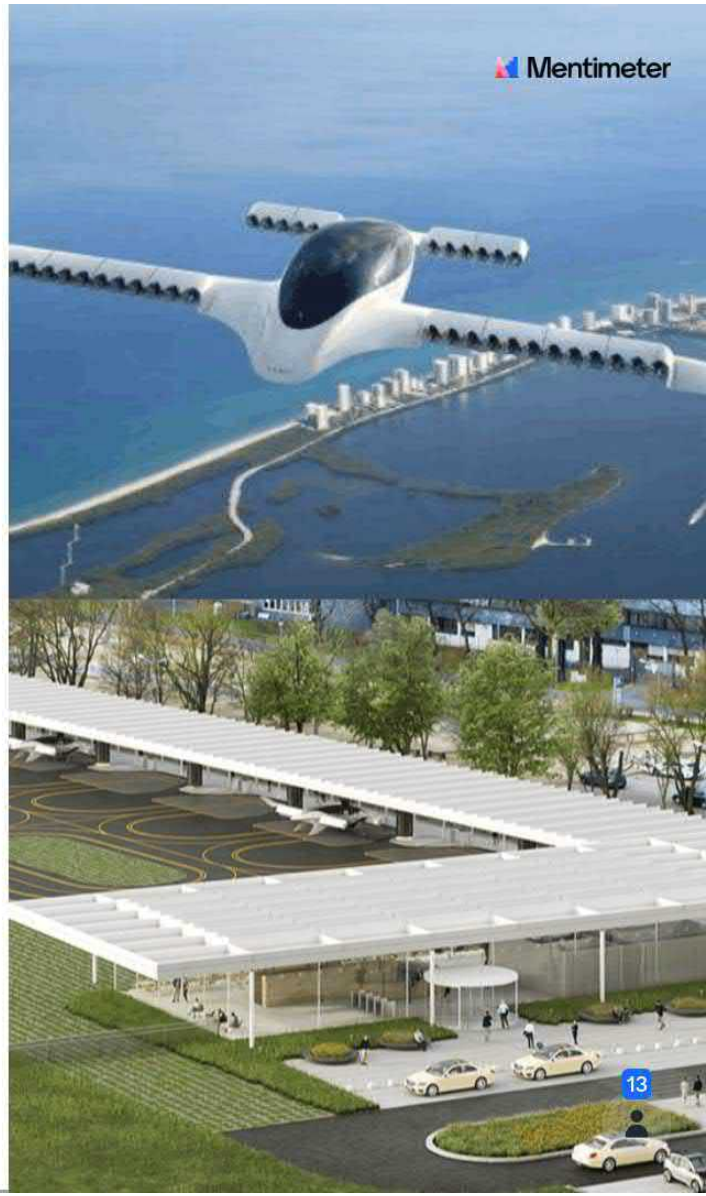
- Select your answer
- Hit Submit



AECOM

Would you support a study to determine the need for and feasibility of Air Taxis/Vertiports in Monroe County?



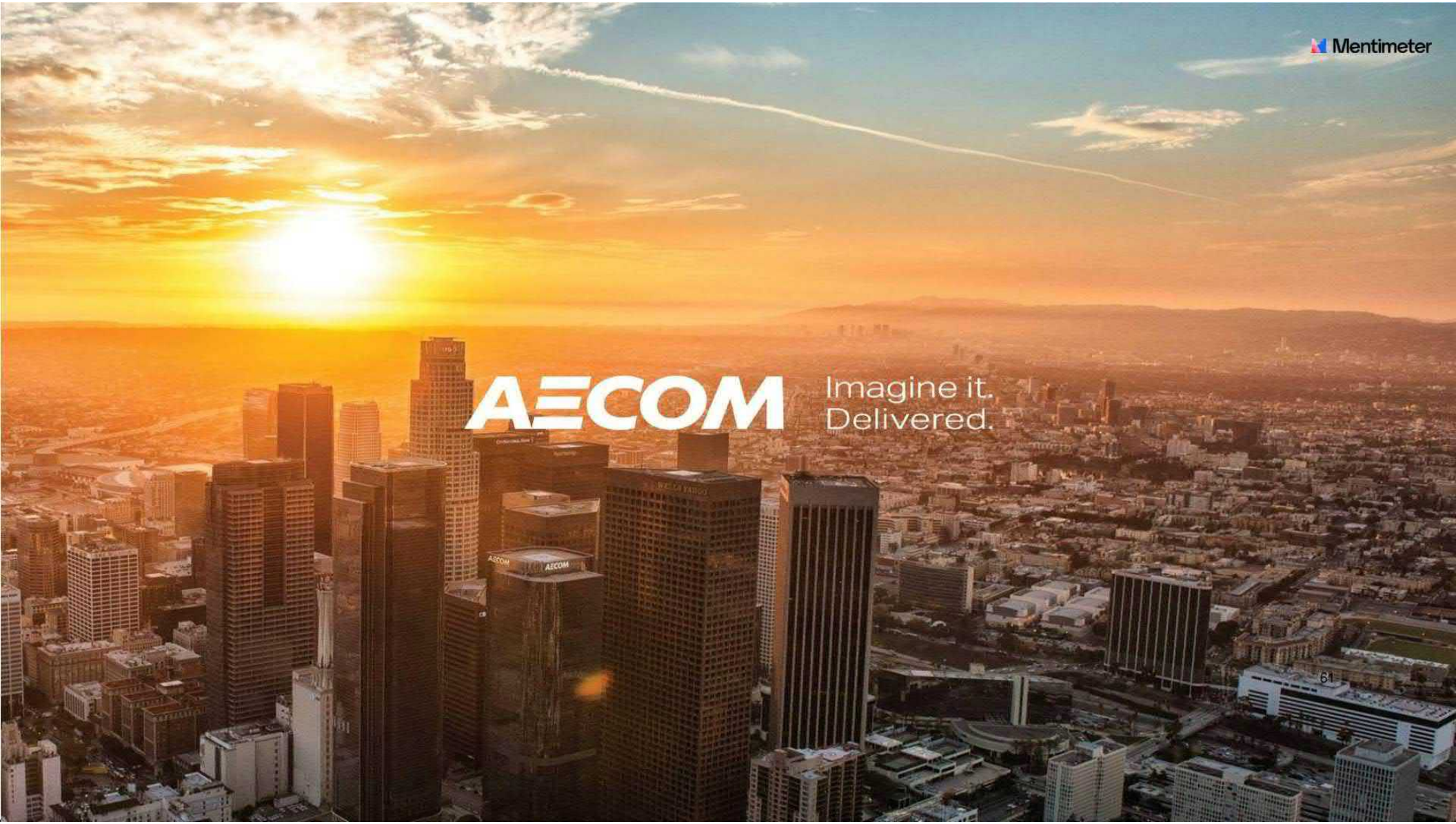


Mentimeter

THANK YOU

ADDITIONAL QUESTIONS?

AECOM


Mentimeter
AECOM
Imagine it.
Delivered.
61

CRASH ANALYSIS - SECTION 90060000

US-1/SR 5 FROM THE MIAMI-DADE/MONROE COUNTY LINE TO CALOOSA COVE ENTRANCE (38.7 MILES)

Mentimeter

Crash Distribution Per Year

- 2014 - 507
- 2015 - 566
- 2016 - 613
- 2017 - 511
- 2018 - 469
- Total - 2666

Crash Distribution By Type

- Rear-end (1,274),
- Angle (578),
- Run-off- road (288),
- Sideswipe (234),
- Head On (40)

Fatal Crash Distribution

Pedestrian (7), Rear-end (2),
Fixed Object (4), Angle (2),
Head On (3), Bicycle (2),
Other (3) Non-collision (1),

Crash Severity

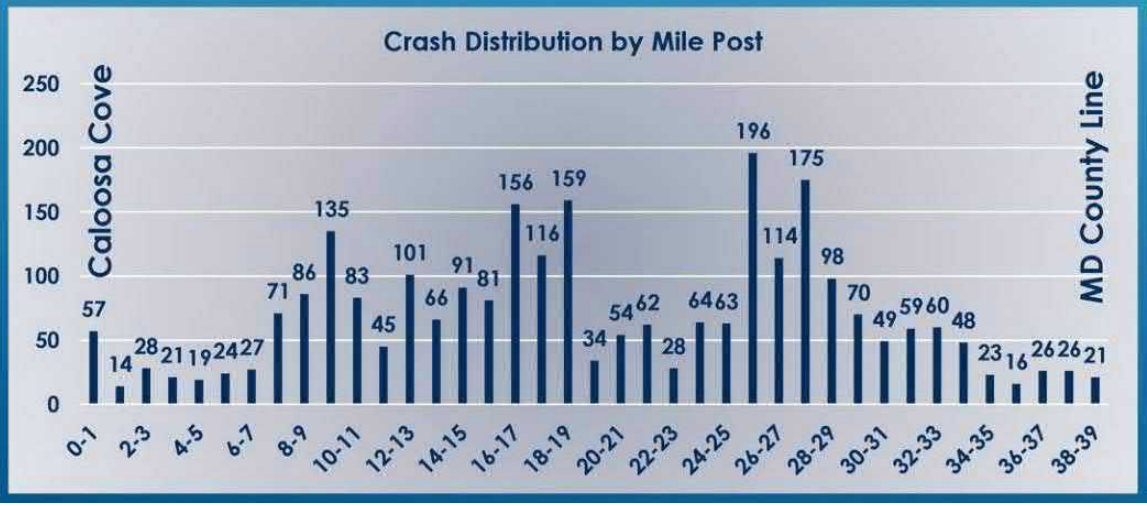
1680 - PDO

962 - Injury

24 - Fatal

23% (609 crashes) nighttime

9% (230 crashes) wet roadway



CRASH ANALYSIS - SECTION 90060001

US-1/SR 5 FROM BUTTONWOOD BAY TO NORTH OCEAN BAY DRIVE

Mentimeter

Crash Distribution Per Year

- 2014 - 22
- 2015 - 30
- 2016 - 15
- 2017 - 22
- 2018 - 22
- Total: 111

Crash Distribution By Type

- Angle (34)
- Rear-end (30)
- Sideswipe (27)
- Run-off- road (11)
- Ped/Bike (4)

Fatal Crash Distribution

- Angle (2)
- Traffic Sign Support (1)

Crash Severity

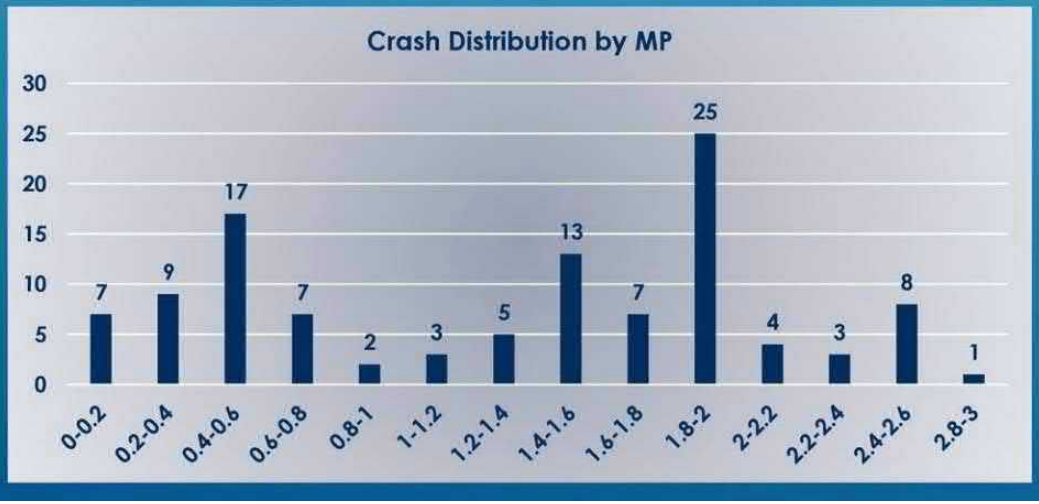
74 - PDO

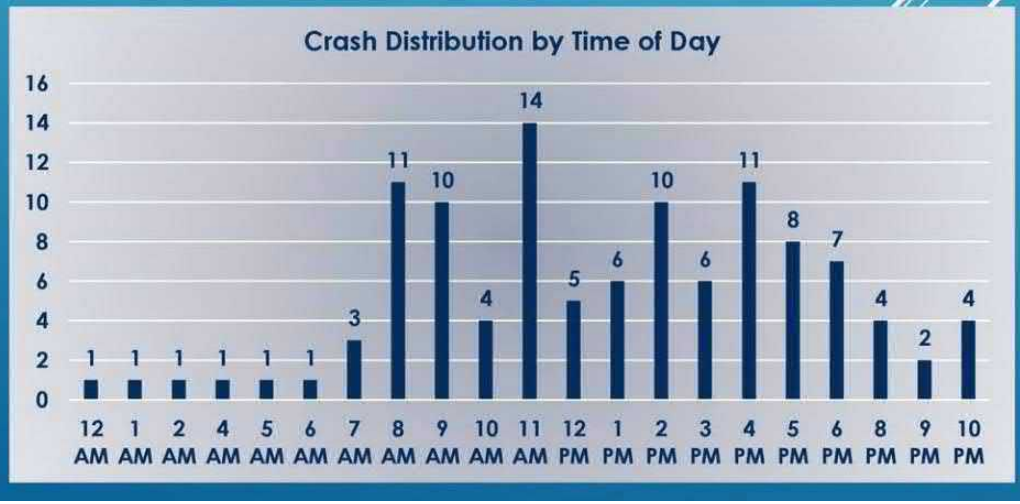
34 - Injury

3 - Fatal

21% (23 crashes) nighttime

12% (13 crashes) wet roadway





CRASH ANALYSIS - SECTION 90060002

US-1/SR 5 FROM HARBOR VIEW DRIVE TO 0.28 MILES NORTH OF VALJEAN LANE

Mentimeter

Crash Distribution Per Year

- 2014 - 3
- 2015 - 5
- 2016 - 1
- 2017 - 1
- 2018 - 4
- Total - 14

Crash Distribution By Type

- Run-off- road (7),
- Other (7)

Fatal Crash Distribution

- Utility Pole/Light Support (1)

Crash Severity

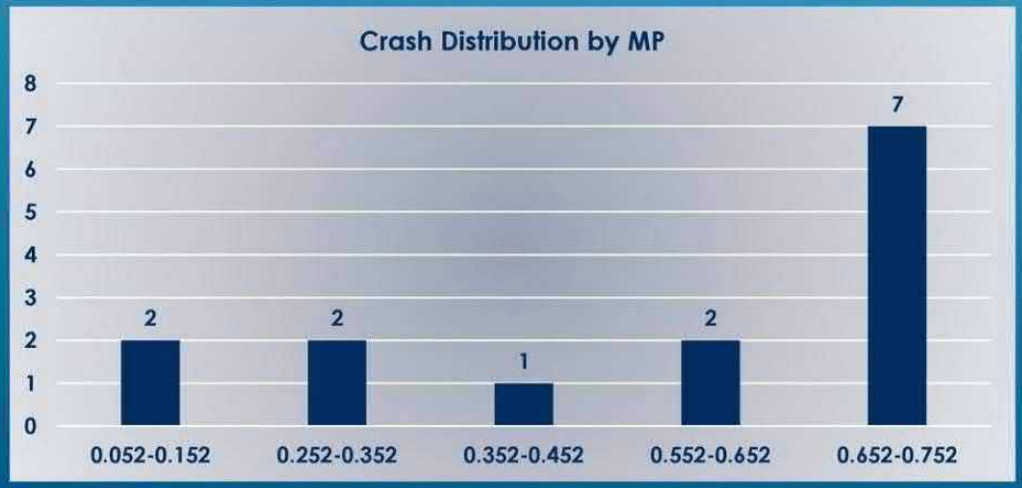
9 - PDO

4 - Injury

1 - Fatal

29% (4 crashes) nighttime

14% (2 crashes) wet roadway



CRASH ANALYSIS - SECTION 90050000

US-1/SR 5 FROM CALOOSA COVE ENTRANCE TO 0.834 MILES WEST OF TOM HARBOR BRIDGE

Mentimeter

Crash Distribution Per Year

- 2014 - 37
- 2015 - 28
- 2016 - 19
- 2017 - 31
- 2018 - 30
- Total - 145

Crash Distribution By Type

- Rear-end (61)
- Run-off- road (26)
- Angle (21)
- Sideswipe (12)
- Head On (8)

Fatal Crash Distribution

- Pedestrian (1)
- Head On (1)

Crash Severity

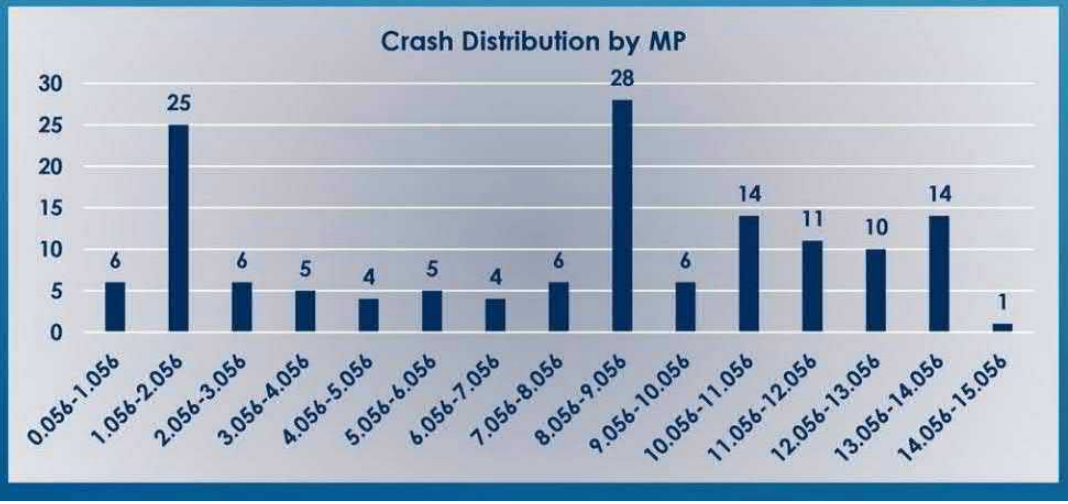
83 - PDO

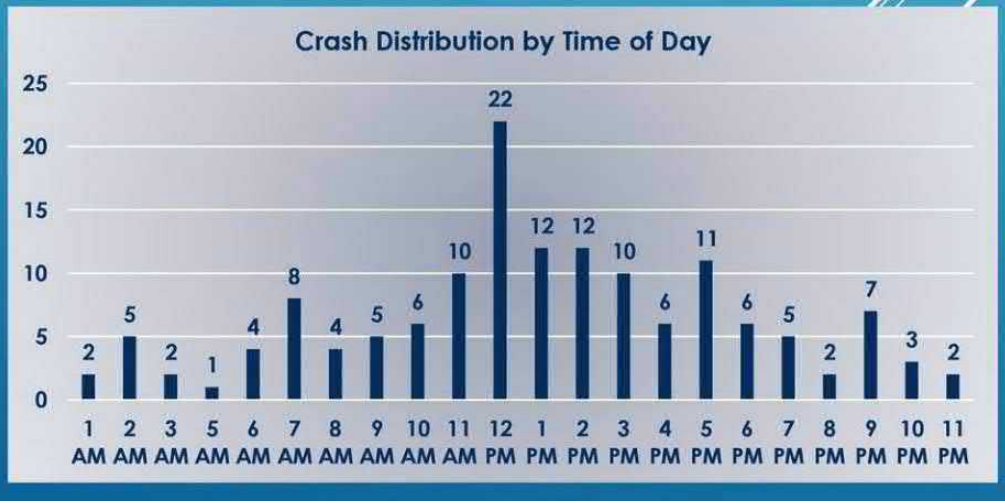
60 - Injury

2 - Fatal

25% (36 crashes) nighttime

4% (6 crashes) wet roadway





CRASH ANALYSIS - SECTION 90040000

US-1/SR 5 FROM WEST OF TOM HARBOR BRIDGE TO PALM ISLAND AVENUE

Mentimeter

Crash Distribution Per Year

- 2014 - 146
- 2015 - 131
- 2016 - 162
- 2017 - 152
- 2018 - 121
- Total - 712

Crash Distribution By Type

- Angle (219)
- Rear-end (216)
- Run-off- road (91)
- Sideswipe (75)

Fatal Crash Distribution

Pedestrian (1)

Head On (1)

Angle (1)

Unknown (2)

Fell/Jumped from Motor Vehicle (1)

Curb (1)

Tree (1)

Utility Pole (1)

Crash Severity

410 - PDO

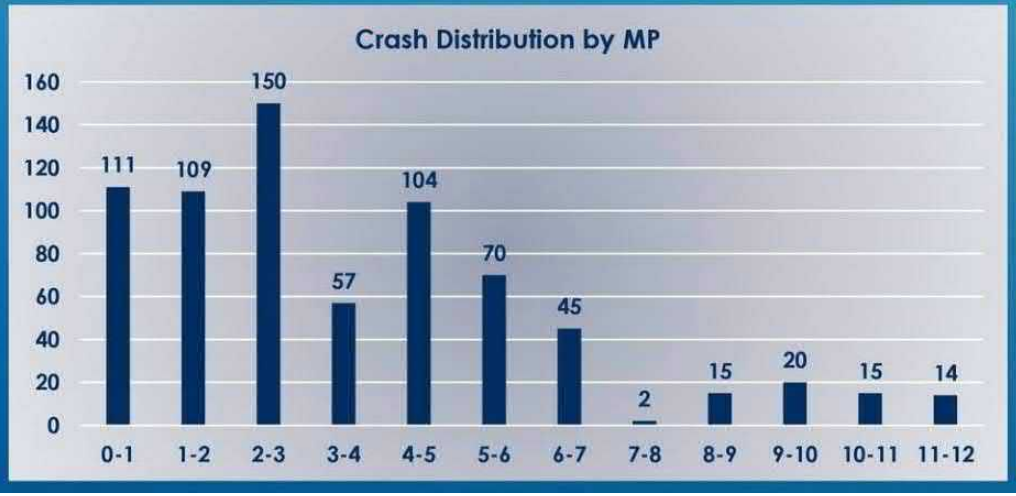
293 - Injury

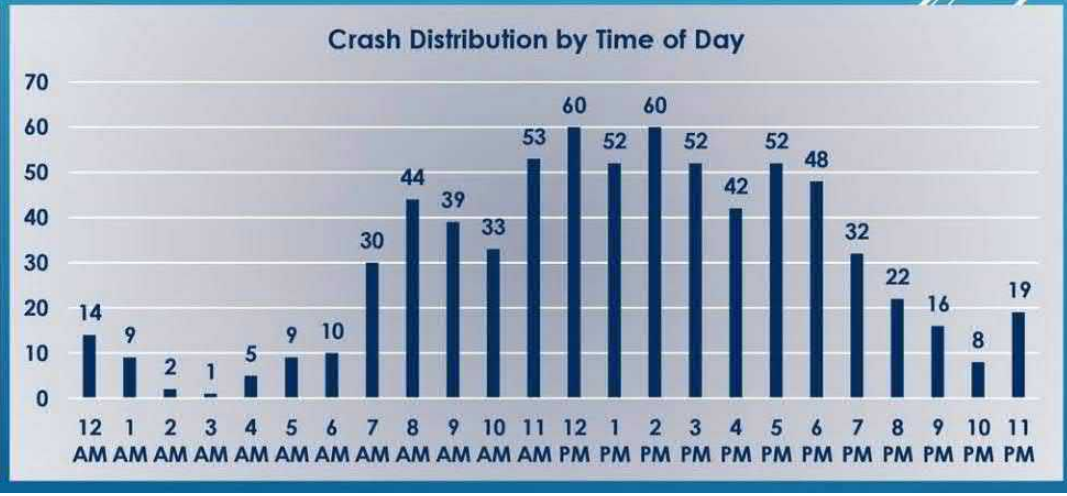
6 - Fatal

3 - Non-traffic fatality

25% (175 crashes) nighttime

7% (52 crashes) wet roadway





CRASH ANALYSIS - SECTION 90030000

US-1/SR 5 FROM PALM ISLAND AVENUE TO SANDS ROAD

Mentimeter

Crash Distribution Per Year

- 2014 - 45
- 2015 - 44
- 2016 - 39
- 2017 - 38
- 2018 - 57
- Total - 223

Crash Distribution By Type

- Rear-end (83)
- Run-off- road (36)
- Sideswipe (34)
- Angle (31)
- Head On (14)

Fatal Crash Distribution

- Head On (6)
- Pedestrian (1)
- Non-collision (1)
- Bridge Rail (1)

Crash Severity

117 - PDO

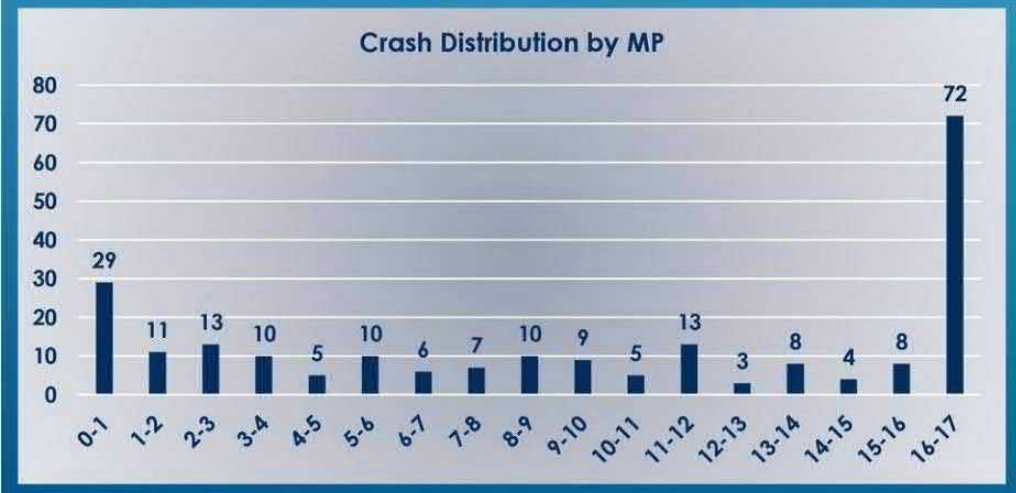
97 - Injury

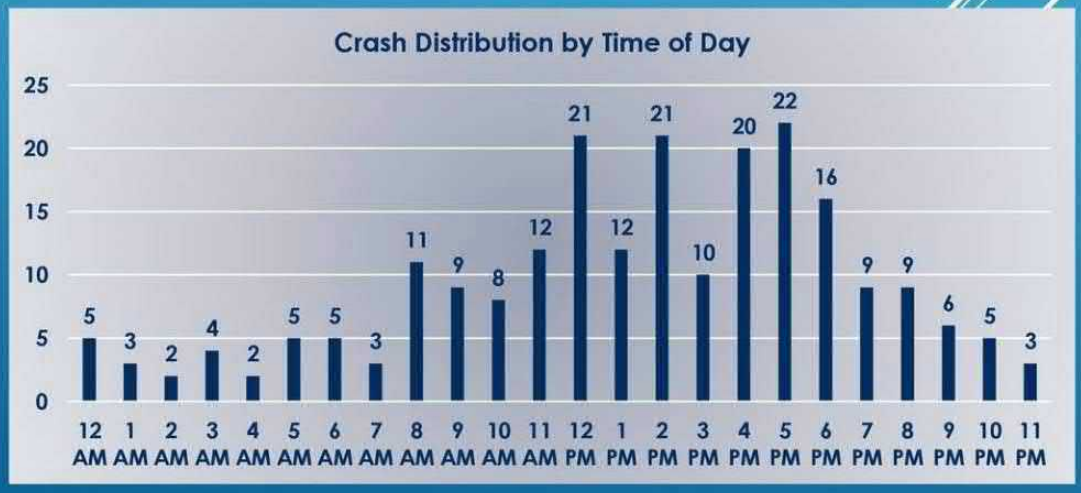
8 - Fatal

1 - Non-traffic fatality

27% (60 crashes) nighttime

6% (14 crashes) wet roadway





CRASH ANALYSIS - SECTION 90020000

US-1/SR 5 FROM SANDS ROAD TO MCDONALD AVENUE

Mentimeter

Crash Distribution Per Year

- 2014 - 109
- 2015 - 130
- 2016 - 135
- 2017 - 149
- 2018 - 156
- Total - 679

Crash Distribution By Type

- Rear-end (256)
- Angle (106)
- Sideswipe (50)
- Run-off- road (42)
- Ped/Bike (30)
- Head On (18)

Fatal Crash Distribution

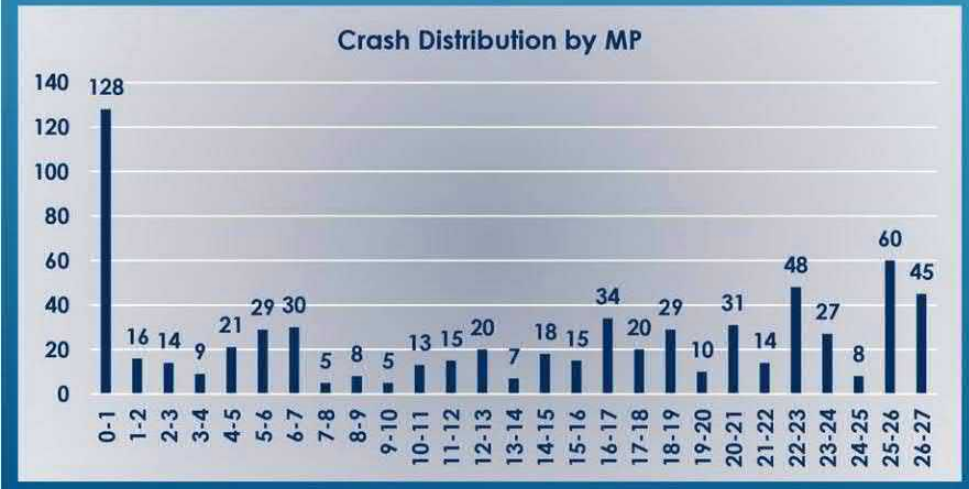
Angle (4)
Fixed Object (3)
Non-collision (2)
Head On (1)
Rear-end (1)
Pedestrian (1)
Bicycle (1)
Other (1)

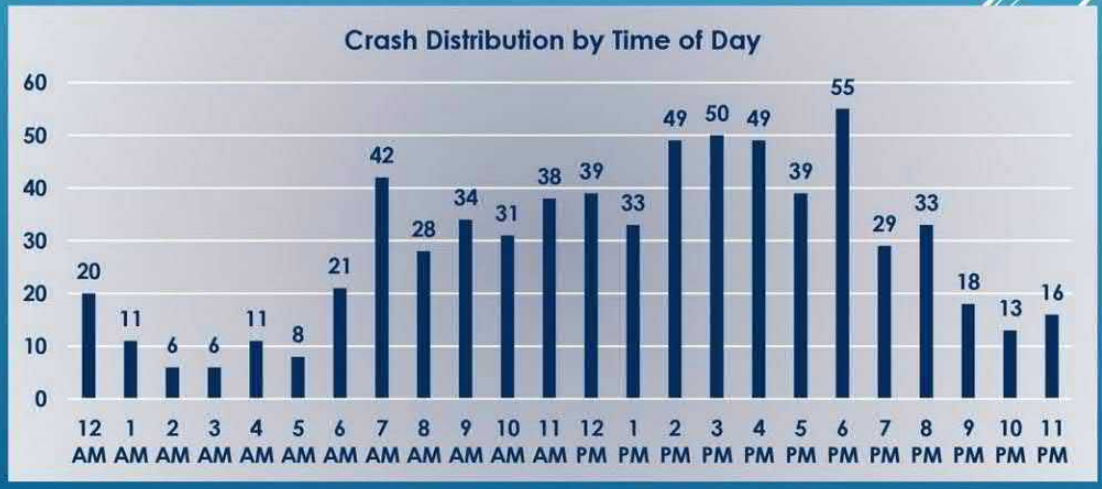
Crash Severity

343 - PDO
322 - Injury
14 - Fatal

30% (203 crashes) nighttime

9% (63 crashes) wet roadway





CRASH ANALYSIS - SECTION 90010000

NORTH ROOSEVELT FROM MCDONALD AVENUE TO FLEMING STREET

Mentimeter

Crash Distribution Per Year

- 2014 - 60
- 2015 - 57
- 2016 - 68
- 2017 - 42
- 2018 - 30
- Total - 257

Crash Distribution By Type

- Run-off- road (265)
- Angle (54)
- Rear-end (53)
- Sideswipe (34)
- Ped/Bike (31)
- Head On (10)

Fatal Crash Distribution

- Angle (1)
- Bicycle (1)

Crash Severity

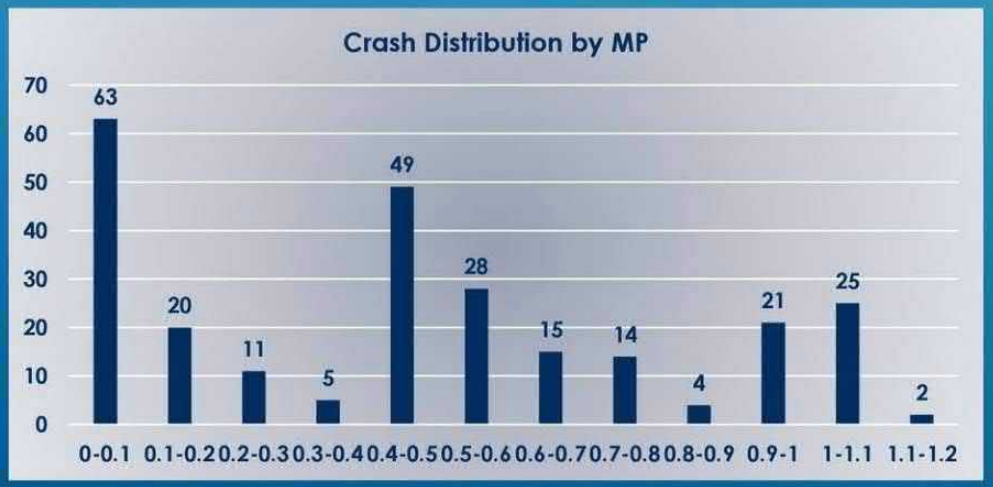
126 - PDO

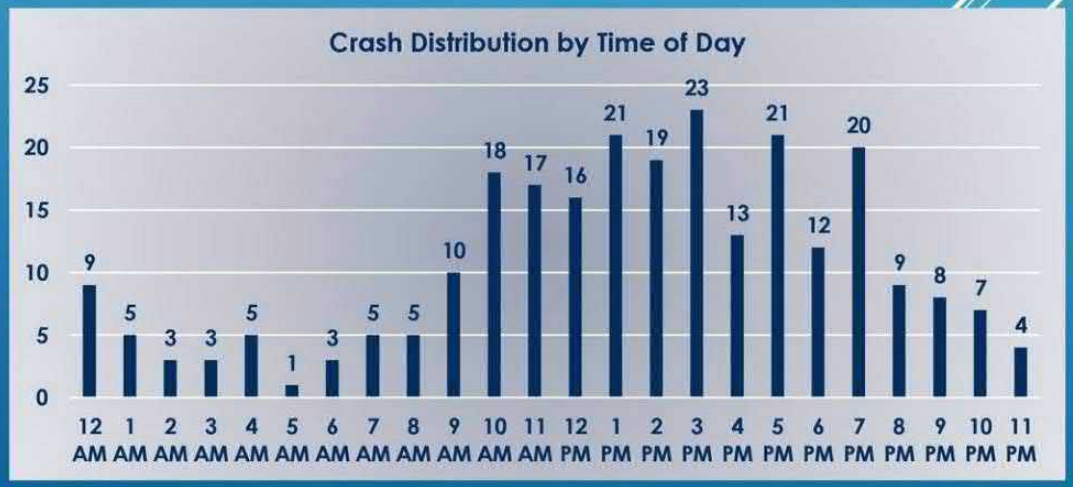
129 - Injury

2 - Fatal

29% (75 crashes) nighttime

6% (16 crashes) wet roadway





CRASH ANALYSIS - SECTION 90003000

SOUTH ROOSEVELT FROM FAIRFIELD INLET TO BERTHA STREET

Mentimeter

Crash Distribution Per Year

- 2014 - 55
- 2015 - 73
- 2016 - 70
- 2017 - 40
- 2018 - 5
- Total - 243

Crash Distribution By Type

- Rear-end (48)
- Angle (47)
- Sideswipe (29)
- Ped/Bike (210)
- Run-off- road (19)
- Head On (7)

Fatal Crash Distribution

- Curb (2)
- Rear-end (1)
- Head On (1)
- Unknown (1)

Crash Severity

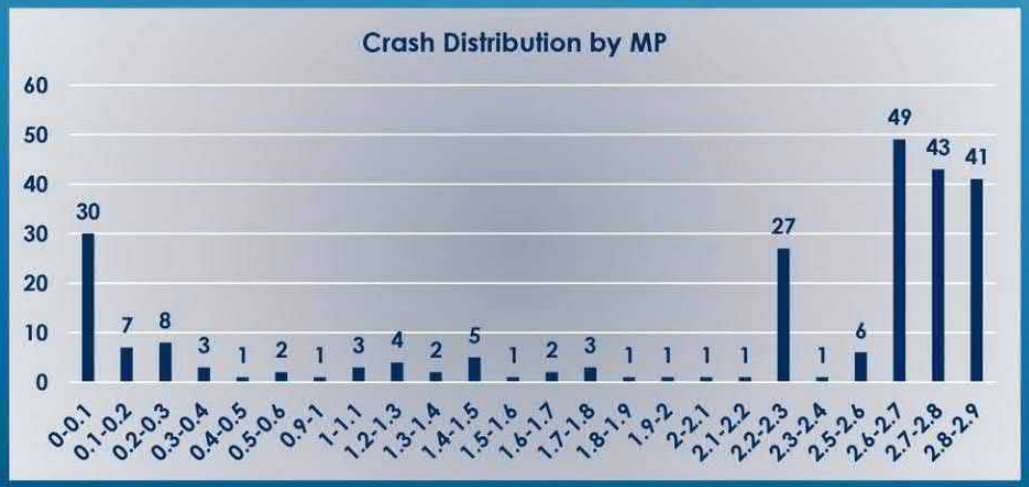
80 - PDO

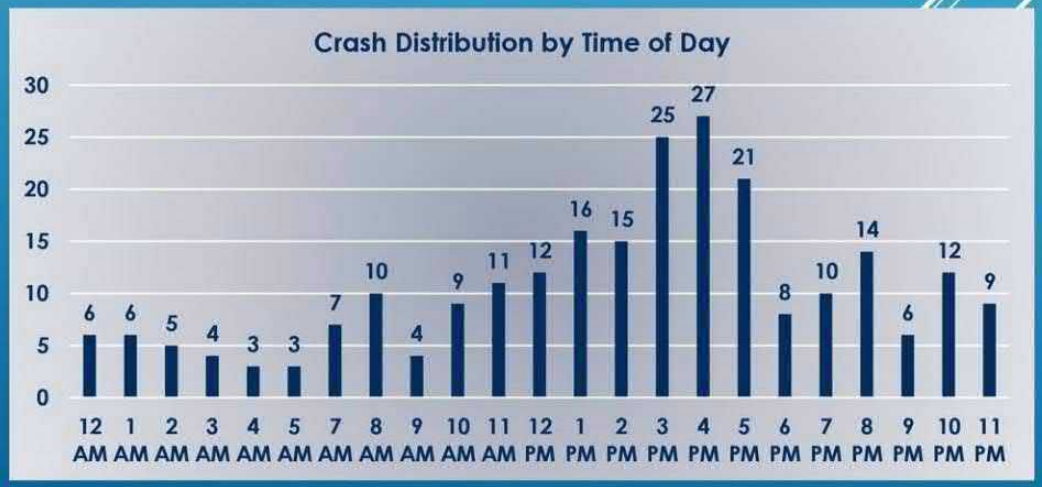
158 - Injury

5 - Fatal

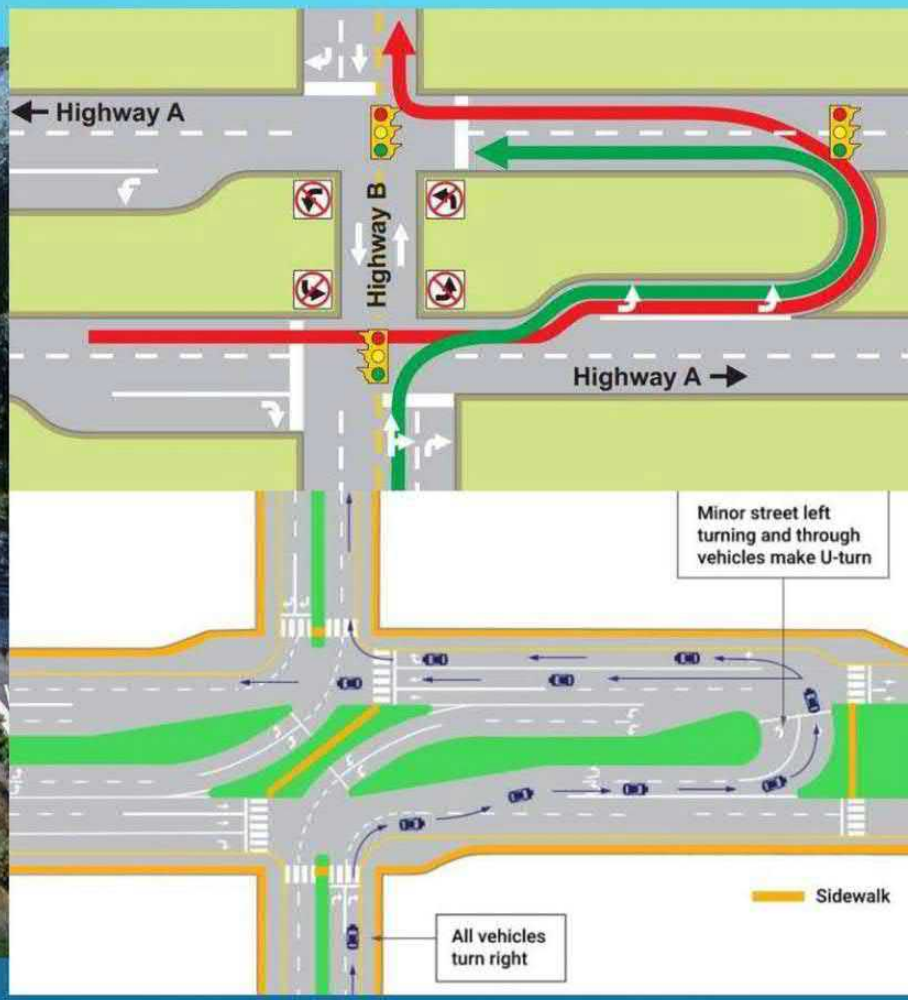
33% (81 crashes) nighttime

7% (18 crashes) wet roadway





Mentimeter



AECOM

APPENDIX E – Crash Data Summary Tables and Maps

Crash Data Summary Tables

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 90060000 STATE ROUTE: 5

INTERSECTING ROADWAY: None M.P. 0.000 TO 38.777 ENGINEER: CG

STUDY PERIOD: FROM 1/ 2014 TO 12/ 2014 COUNTY: Monroe

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
1	18.587	01/02/14	Thu	1210	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
2	15.350	01/02/14	Thu	1245	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
3	33.775	01/04/14	Sat	1325	Rear-End	0	1	0	Day	Wet	Careless or Negligent Manner
4	15.217	01/05/14	Sun	1210	Rear-End	0	0	1	Day	Wet	No Contributing Action
5	1.252	01/05/14	Sun	1140	Other Non-Fixed Object	0	0	1	Day	Wet	Careless or Negligent Manner
6	22.592	01/05/14	Sun	1205	Tree (Standing)	0	2	0	Day	Wet	Failed To Keep In Proper Lane
7	9.767	01/05/14	Sun	0425	Pedestrian	0	1	0	Night	Dry	No Contributing Action
8	11.902	01/06/14	Mon	0730	Rear-End	0	2	0	Day	Wet	Careless or Negligent Manner
9	18.266	01/06/14	Mon	2035	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
10	9.729	01/06/14	Mon	0005	Curb	0	1	0	Night	Dry	Careless or Negligent Manner
11	28.922	01/08/14	Wed	1405	Left-Turn	0	2	0	Day	Wet	Careless or Negligent Manner
12	21.517	01/08/14	Wed	0810	Rear-End	0	0	1	Day	Wet	Improper Backing
13	0.611	01/09/14	Thu	2224	Utility Pole/Light Support	0	1	0	Night	Dry	No Contributing Action
14	26.910	01/10/14	Fri	1551	Rear-End	0	3	0	Day	Dry	Careless or Negligent Manner
15	18.899	01/10/14	Fri	1740	Angle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
16	8.131	01/11/14	Sat	1436	Overturn/Rollover	0	1	0	Day	Dry	Careless or Negligent Manner
17	27.616	01/11/14	Sat	1520	Overturn/Rollover	0	2	0	Day	Dry	No Contributing Action
18	34.775	01/11/14	Sat	0715	Fence	0	2	0	Day	Dry	Careless or Negligent Manner
19	27.714	01/11/14	Sat	1440	Rear-End	0	3	0	Day	Dry	Careless or Negligent Manner
20	30.114	01/13/14	Mon	1205	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
21	19.989	01/13/14	Mon	1100	Backed Into	0	0	1	Day	Dry	Improper Backing
22	14.151	01/16/14	Thu	1619	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
23	25.581	01/16/14	Thu	1731	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
24	7.899	01/17/14	Fri	1940	Left-Turn	0	1	0	Night	Dry	Failed to Yield Right-Of-Way
25	26.005	01/18/14	Sat	1220	Angle	0	0	1	Day	Dry	Careless or Negligent Manner
26	18.147	01/19/14	Sun	1532	Other Non-Collision	0	1	0	Day	Dry	No Contributing Action
27	23.645	01/19/14	Sun	2019	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
28	27.504	01/20/14	Mon	1155	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
29	9.236	01/21/14	Tue	1551	Rear-End	0	0	1	Day	Wet	Followed too Closely
30	35.775	01/21/14	Tue	2253	Embankment	0	1	0	Night	Wet	Careless or Negligent Manner
31	17.944	01/22/14	Wed	1411	Angle	0	1	0	Day	Dry	Improper Turn
32	25.547	01/22/14	Wed	2127	Sideswipe	0	0	1	Night	Dry	Failed To Keep In Proper Lane
33	7.820	01/23/14	Thu	1150	Rear-End	0	0	1	Day	Dry	No Contributing Action
34	8.709	01/23/14	Thu	1859	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
35	12.729	01/23/14	Thu	0500	Overturn/Rollover	0	0	1	Night	Dry	Not Coded
36	18.298	01/25/14	Sat	2010	Not Coded	0	0	1	Night	Dry	Careless or Negligent Manner
37	30.777	01/25/14	Sat	1946	Rear-End	0	4	0	Night	Dry	Careless or Negligent Manner
38	31.498	01/25/14	Sat	1240	Left-Turn	0	0	1	Day	Dry	Careless or Negligent Manner
39	26.264	01/26/14	Sun	1522	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
40	33.775	01/26/14	Sun	1350	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
41	27.504	01/27/14	Mon	1625	Rear-End	0	0	1	Day	Dry	No Contributing Action
42	13.257	01/27/14	Mon	1438	Guardrail Face	0	2	0	Day	Dry	No Contributing Action
43	16.368	01/27/14	Mon	2138	Angle	0	1	0	Night	Dry	Failed to Yield Right-Of-Way
44	25.603	01/27/14	Mon	1601	Pedalcycle	0	1	0	Day	Dry	No Contributing Action
45	13.392	01/29/14	Wed	1740	Sideswipe	0	0	1	Day	Dry	Improper Turn
46	30.992	01/29/14	Wed	1253	Other Non-Collision	0	1	0	Day	Dry	Swerved Or Avoided
47	24.399	01/29/14	Wed	1641	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
48	29.104	01/30/14	Thu	0651	Right-Turn	0	1	0	Day	Wet	Failed to Yield Right-Of-Way
49	28.669	01/30/14	Thu	1057	Angle	0	0	1	Day	Wet	Failed to Yield Right-Of-Way
50	9.729	01/30/14	Thu	1211	Tree (Standing)	0	0	1	Day	Wet	Failed To Keep In Proper Lane
51	9.965	02/04/14	Tue	0720	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
52	9.223	02/04/14	Tue	1001	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
53	29.004	02/04/14	Tue	1220	Left-Turn	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
54	33.275	02/04/14	Tue	1705	Bridge Rail	0	1	0	Night	Dry	Careless or Negligent Manner
55	30.308	02/04/14	Tue	1050	Pedestrian	0	1	0	Day	Dry	No Contributing Action
56	10.743	02/09/14	Sun	1650	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
57	23.333	02/12/14	Wed	2112	Overturn/Rollover	0	1	0	Night	Wet	Drove too Fast for Conditions
58	23.886	02/13/14	Thu	1609	Rear-End	0	0	1	Day	Dry	Improper Backing
59	26.564	02/13/14	Thu	1255	Pedalcycle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
60	8.065	02/14/14	Fri	1230	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
61	9.165	02/14/14	Fri	1330	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
62	24.588	02/15/14	Sat	1325	Angle	0	0	1	Day	Dry	Failed To Keep In Proper Lane
63	8.554	02/15/14	Sat	1907	Angle	0	0	1	Night	Dry	Failed to Yield Right-Of-Way
64	27.532	02/16/14	Sun	1715	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
65	28.117	02/16/14	Sun	1918	Angle	0	0	1	Night	Dry	Failed to Yield Right-Of-Way
66	31.066	02/18/14	Tue	0100	Other Fixed Object	0	0	1	Night	Dry	Not Coded
67	10.024	02/19/14	Wed	1450	Sideswipe	0	0	1	Day	Dry	Not Coded
68	30.261	02/20/14	Thu	0130	Tree (Standing)	0	0	1	Night	Dry	Careless or Negligent Manner
69	8.241	02/21/14	Fri	2324	Other Non-Collision	0	0	1	Night	Dry	Careless or Negligent Manner
70	33.775	02/22/14	Sat	1628	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
71	20.953	02/22/14	Sat	2131	Angle	0	3	0	Night	Dry	Failed to Yield Right-Of-Way
72	27.504	02/23/14	Sun	2055	Not Coded	0	0	1	Night	Dry	Failed To Keep In Proper Lane
73	18.930	02/23/14	Sun	1627	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
74	9.729	02/23/14	Sun	2100	Left-Turn	0	1	0	Night	Dry	Failed to Yield Right-Of-Way
75	14.559	02/23/14	Sun	1040	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
76	27.254	02/24/14	Mon	1155	Sideswipe	0	0	1	Day	Dry	Not Coded
77	25.828	02/24/14	Mon	1145	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
78	31.208	02/26/14	Wed	0805	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
79	38.639	02/27/14	Thu	1545	Concrete Traffic Barrier	0	2	0	Day	Dry	Failed To Keep In Proper Lane
80	25.828	02/28/14	Fri	0735	Rear-End	0	1	0	Day	Wet	Careless or Negligent Manner
81	7.829	02/28/14	Fri	0905	Right-Turn	0	0	1	Day	Wet	Failed to Yield Right-Of-Way

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 90060000 STATE ROUTE: 5

INTERSECTING ROADWAY: None M.P. 0.000 TO 38.777 ENGINEER: CG

STUDY PERIOD: FROM 1/ 2014 TO 12/ 2014 COUNTY: Monroe

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
82	19.131	03/01/14	Sat	2215	Sideswipe	0	1	0	Night	Dry	Careless or Negligent Manner
83	25.399	03/01/14	Sat	0015	Other Fixed Object	0	0	1	Night	Dry	Careless or Negligent Manner
84	33.775	03/01/14	Sat	1025	Fell/Jumped from Motor Vehicle	0	1	0	Day	Dry	Careless or Negligent Manner
85	25.967	03/01/14	Sat	1945	Sideswipe	0	0	1	Night	Dry	Improper Passing
86	27.254	03/02/14	Sun	1600	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
87	23.029	03/02/14	Sun	1725	Ditch	0	0	1	Day	Dry	Other Contributing Action
88	18.449	03/03/14	Mon	0910	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
89	25.667	03/03/14	Mon	0942	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
90	27.985	03/06/14	Thu	0606	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
91	6.247	03/06/14	Thu	1553	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
92	24.494	03/07/14	Fri	2041	Rear-End	0	0	1	Night	Dry	Not Coded
93	12.240	03/08/14	Sat	0900	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
94	10.177	03/08/14	Sat	1817	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
95	9.981	03/09/14	Sun	1015	Other Fixed Object	0	3	0	Day	Dry	Failed To Keep In Proper Lane
96	26.684	03/10/14	Mon	1125	Angle	0	1	0	Day	Dry	No Contributing Action
97	30.710	03/10/14	Mon	2230	Work Zone/Maintenance Equip.	0	0	1	Night	Dry	No Contributing Action
98	10.346	03/10/14	Mon	1654	Right-Turn	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
99	21.475	03/11/14	Tue	0744	Other Non-Fixed Object	0	1	0	Day	Dry	Other Contributing Action
100	5.212	03/12/14	Wed	2210	Not Coded	0	0	1	Night	Dry	Not Coded
101	17.317	03/12/14	Wed	2112	Sideswipe	0	0	1	Night	Dry	Failed To Keep In Proper Lane
102	15.450	03/13/14	Thu	1052	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
103	27.355	03/14/14	Fri	1025	Angle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
104	27.614	03/14/14	Fri	1730	Pedalcycle	0	1	0	Day	Dry	Ran Stop Sign
105	12.452	03/16/14	Sun	0050	Not Coded	0	1	0	Night	Dry	Careless or Negligent Manner
106	33.048	03/16/14	Sun	1251	Rear-End	0	1	0	Day	Dry	No Contributing Action
107	37.775	03/16/14	Sun	1320	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
108	28.492	03/18/14	Tue	1320	Other Post, Pole Or Support	0	0	1	Day	Dry	Improper Backing
109	14.945	03/19/14	Wed	1416	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
110	16.710	03/20/14	Thu	2042	Rear-End	0	2	0	Night	Dry	Careless or Negligent Manner
111	18.275	03/20/14	Thu	1320	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
112	18.899	03/21/14	Fri	2025	Not Coded	0	0	1	Night	Dry	Not Coded
113	11.852	03/21/14	Fri	1426	Bridge Rail	0	1	0	Day	Dry	Careless or Negligent Manner
114	9.236	03/21/14	Fri	1350	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
115	27.599	03/21/14	Fri	0810	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
116	27.888	03/21/14	Fri	1100	Pedalcycle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
117	22.698	03/22/14	Sat	1135	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
118	3.537	03/22/14	Sat	1050	Angle	0	4	0	Day	Dry	Failed To Keep In Proper Lane
119	5.217	03/23/14	Sun	1340	Rear-End	0	0	1	Day	Dry	Not Coded
120	22.484	03/23/14	Sun	1634	Guardrail Face	0	2	0	Day	Dry	Careless or Negligent Manner
121	18.136	03/23/14	Sun	1916	Curb	0	0	1	Night	Dry	Careless or Negligent Manner
122	24.661	03/23/14	Sun	1803	Rear-End	0	3	0	Day	Dry	Careless or Negligent Manner
123	25.913	03/24/14	Mon	1242	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
124	32.249	03/24/14	Mon	1120	Not Coded	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
125	27.510	03/24/14	Mon	1225	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
126	2.002	03/25/14	Tue	0320	Traffic Sign Support	0	0	1	Night	Wet	Not Coded
127	12.391	03/25/14	Tue	1653	Head-On	0	4	0	Day	Dry	Careless or Negligent Manner
128	30.113	03/25/14	Tue	1130	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
129	9.729	03/25/14	Tue	1335	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
130	16.336	03/26/14	Wed	1544	Sideswipe	0	0	1	Day	Dry	Improper Turn
131	18.101	03/26/14	Wed	0820	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
132	17.695	03/26/14	Wed	1328	Left-Turn	0	2	0	Day	Dry	Failed to Yield Right-Of-Way
133	16.349	03/28/14	Fri	1420	Sideswipe	0	0	1	Day	Dry	Careless or Negligent Manner
134	18.298	03/29/14	Sat	0620	Sideswipe	0	0	1	Night	Dry	Improper Passing
135	22.198	03/29/14	Sat	2030	Fell/Jumped from Motor Vehicle	0	1	0	Night	Dry	Careless or Negligent Manner
136	9.554	03/29/14	Sat	1655	Sideswipe	0	0	1	Day	Dry	Improper Passing
137	28.180	03/31/14	Mon	1145	Pedalcycle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
138	16.336	03/31/14	Mon	2006	Sideswipe	0	0	1	Night	Dry	Other Contributing Action
139	24.017	03/31/14	Mon	0940	Angle	0	1	0	Day	Dry	Failed To Keep In Proper Lane
140	26.876	04/01/14	Tue	1050	Right-Turn	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
141	27.614	04/01/14	Tue	1125	Pedalcycle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
142	18.104	04/02/14	Wed	1618	Angle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
143	21.594	04/02/14	Wed	2211	Work Zone/Maintenance Equip.	0	1	0	Night	Dry	Careless or Negligent Manner
144	9.657	04/04/14	Fri	0525	Parked Motor Vehicle	0	0	1	Night	Dry	Improper Backing
145	31.268	04/04/14	Fri	1638	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
146	16.797	04/04/14	Fri	1622	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
147	13.792	04/04/14	Fri	1654	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
148	25.125	04/04/14	Fri	1210	Angle	0	0	1	Day	Dry	Improper Turn
149	18.899	04/05/14	Sat	1330	Angle	0	0	1	Day	Dry	Improper Turn
150	10.459	04/05/14	Sat	1424	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
151	33.775	04/06/14	Sun	2014	Rear-End	0	1	0	Night	Dry	Careless or Negligent Manner
152	33.275	04/07/14	Mon	1305	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
153	19.246	04/07/14	Mon	2038	Rear-End	0	1	0	Night	Dry	Careless or Negligent Manner
154	16.702	04/07/14	Mon	1533	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
155	9.436	04/08/14	Tue	2143	Guardrail End	0	1	0	Night	Dry	Careless or Negligent Manner
156	11.771	04/10/14	Thu	0915	Rear-End	0	0	1	Day	Dry	Not Coded
157	15.216	04/10/14	Thu	1600	Rear-End	0	0	1	Day	Dry	Other Contributing Action
158	12.202	04/10/14	Thu	1530	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
159	2.706	04/11/14	Fri	1407	Angle	0	4	0	Day	Dry	Careless or Negligent Manner
160	15.201	04/11/14	Fri	0755	Angle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
161	28.637	04/11/14	Fri	1637	Angle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
162	27.509	04/12/14	Sat	1019	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 90060000 STATE ROUTE: 5

INTERSECTING ROADWAY: None M.P. 0.000 TO 38.777 ENGINEER: CG

STUDY PERIOD: FROM 1/ 2014 TO 12/ 2014 COUNTY: Monroe

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
163	15.459	04/13/14	Sun	0025	Not Coded	0	4	0	Night	Dry	Failed to Yield Right-Of-Way
164	15.739	04/13/14	Sun	1235	Pedalcycle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
165	26.179	04/14/14	Mon	1140	Sideswipe	0	0	1	Day	Dry	Improper Turn
166	28.212	04/14/14	Mon	1559	Angle	0	1	0	Day	Dry	Failed To Keep In Proper Lane
167	16.711	04/15/14	Tue	0845	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
168	25.402	04/17/14	Thu	2025	Sideswipe	0	0	1	Night	Dry	Improper Turn
169	24.548	04/18/14	Fri	1749	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
170	25.666	04/19/14	Sat	1301	Angle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
171	16.138	04/19/14	Sat	2136	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
172	24.361	04/19/14	Sat	1130	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
173	31.285	04/20/14	Sun	1814	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
174	9.757	04/20/14	Sun	0917	Tree (Standing)	0	0	1	Day	Dry	Over-Correcting/Over-Steering
175	16.166	04/23/14	Wed	0855	Angle	0	11	0	Day	Dry	Failed to Yield Right-Of-Way
176	12.352	04/26/14	Sat	1340	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
177	25.737	04/26/14	Sat	0959	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
178	32.428	04/28/14	Mon	0709	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
179	26.957	04/29/14	Tue	0802	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
180	12.452	05/03/14	Sat	1445	Guardrail Face	0	0	1	Day	Dry	Careless or Negligent Manner
181	28.780	05/04/14	Sun	1220	Rear-End	0	0	1	Day	Dry	Not Coded
182	17.657	05/04/14	Sun	1110	Other Non-Collision	0	1	0	Day	Dry	Swerved Or Avoided
183	36.775	05/04/14	Sun	1225	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
184	12.259	05/04/14	Sun	0135	Angle	0	1	0	Night	Dry	Improper Turn
185	32.516	05/04/14	Sun	1536	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
186	23.867	05/05/14	Mon	1650	Angle	0	0	1	Day	Dry	Careless or Negligent Manner
187	18.218	05/05/14	Mon	1317	Parked Motor Vehicle	0	1	0	Day	Dry	Careless or Negligent Manner
188	26.024	05/06/14	Tue	1315	Other Non-Collision	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
189	16.418	05/06/14	Tue	0328	Curb	0	0	1	Night	Dry	Failed To Keep In Proper Lane
190	10.794	05/07/14	Wed	1335	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
191	17.024	05/09/14	Fri	1425	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
192	18.436	05/09/14	Fri	1223	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
193	34.775	05/10/14	Sat	1145	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
194	8.124	05/11/14	Sun	1205	Parked Motor Vehicle	0	0	1	Day	Dry	Careless or Negligent Manner
195	10.177	05/11/14	Sun	1520	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
196	12.900	05/11/14	Sun	1836	Angle	0	1	0	Day	Dry	Ran Stop Sign
197	21.025	05/12/14	Mon	1445	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
198	16.323	05/12/14	Mon	1653	Left-Turn	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
199	25.726	05/13/14	Tue	1110	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
200	9.729	05/14/14	Wed	1134	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
201	18.487	05/14/14	Wed	0045	Fence	0	0	1	Night	Dry	Careless or Negligent Manner
202	31.301	05/14/14	Wed	1825	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
203	25.628	05/16/14	Fri	1220	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
204	8.123	05/17/14	Sat	1310	Pedalcycle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
205	28.244	05/19/14	Mon	1013	Other Post, Pole Or Support	0	0	1	Day	Dry	Improper Backing
206	25.970	05/19/14	Mon	1528	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
207	30.937	05/20/14	Tue	0954	Rear-End	0	0	1	Day	Dry	No Contributing Action
208	25.723	05/21/14	Wed	2124	Not Coded	0	0	1	Night	Dry	Not Coded
209	31.532	05/22/14	Thu	0955	Angle	0	0	1	Day	Dry	Other Contributing Action
210	4.667	05/22/14	Thu	1050	Not Coded	0	0	1	Day	Dry	Failed To Keep In Proper Lane
211	24.592	05/22/14	Thu	1910	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
212	29.443	05/23/14	Fri	0920	0.000	0	0	1	Day	Dry	Other Contributing Action
213	27.506	05/23/14	Fri	1455	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
214	30.248	05/23/14	Fri	1630	Angle	0	0	1	Day	Dry	No Contributing Action
215	26.722	05/23/14	Fri	1735	Not Coded	0	0	1	Day	Dry	Careless or Negligent Manner
216	9.941	05/23/14	Fri	2150	Not Coded	0	1	0	Night	Dry	Failed to Yield Right-Of-Way
217	15.200	05/24/14	Sat	1025	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
218	15.244	05/24/14	Sat	1205	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
219	15.682	05/24/14	Sat	0447	Tree (Standing)	0	0	1	Night	Dry	Careless or Negligent Manner
220	19.226	05/25/14	Sun	2300	Rear-End	0	0	1	Night	Other	Not Coded
221	7.074	05/28/14	Wed	1346	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
222	25.747	05/31/14	Sat	1220	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
223	9.720	06/01/14	Sun	1120	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
224	15.493	06/05/14	Thu	2033	Tree (Standing)	0	1	0	Night	Dry	Careless or Negligent Manner
225	7.074	06/07/14	Sat	1010	Rear-End	0	5	0	Day	Dry	Careless or Negligent Manner
226	3.471	06/08/14	Sun	1500	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
227	8.729	06/08/14	Sun	1730	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
228	9.729	06/09/14	Mon	0845	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
229	27.614	06/09/14	Mon	1050	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
230	10.743	06/09/14	Mon	0233	Angle	0	0	1	Night	Dry	Failed To Keep In Proper Lane
231	29.325	06/10/14	Tue	1255	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
232	26.318	06/11/14	Wed	1624	Pedalcycle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
233	18.294	06/11/14	Wed	0835	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
234	15.787	06/13/14	Fri	1230	Rear-End	0	5	0	Day	Dry	Careless or Negligent Manner
235	10.177	06/14/14	Sat	1940	Sideswipe	0	0	1	Night	Dry	Failed to Yield Right-Of-Way
236	8.229	06/15/14	Sun	1630	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
237	18.436	06/17/14	Tue	2241	Pedestrian	1	0	0	Night	Wet	No Contributing Action
238	26.364	06/18/14	Wed	1155	Angle	0	1	0	Day	Dry	Failed To Keep In Proper Lane
239	18.298	06/19/14	Thu	1938	Rear-End	0	0	1	Night	Wet	Careless or Negligent Manner
240	13.872	06/19/14	Thu	0955	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
241	17.700	06/19/14	Thu	1222	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
242	2.731	06/20/14	Fri	1501	Rear-End	0	4	0	Day	Dry	Careless or Negligent Manner
243	9.629	06/20/14	Fri	1215	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 90060000 STATE ROUTE: 5

INTERSECTING ROADWAY: None M.P. 0.000 TO 38.777 ENGINEER: CG

STUDY PERIOD: FROM 1/ 2014 TO 12/ 2014 COUNTY: Monroe

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
244	10.282	06/20/14	Fri	1305	Rear-End	0	3	0	Day	Dry	Careless or Negligent Manner
245	37.775	06/21/14	Sat	0718	Concrete Traffic Barrier	0	0	1	Day	Dry	Failed To Keep In Proper Lane
246	11.107	06/21/14	Sat	0539	Rear-End	0	1	0	Night	Dry	No Contributing Action
247	28.822	06/22/14	Sun	1005	Angle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
248	6.308	06/23/14	Mon	1244	Utility Pole/Light Support	1	0	0	Day	Dry	Failed To Keep In Proper Lane
249	10.592	06/23/14	Mon	1826	Guardrail Face	0	1	0	Day	Dry	Careless or Negligent Manner
250	18.890	06/23/14	Mon	1310	Angle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
251	18.899	06/26/14	Thu	1515	Angle	0	3	0	Day	Dry	Failed to Yield Right-Of-Way
252	25.932	06/27/14	Fri	0850	Rear-End	0	1	0	Day	Dry	No Contributing Action
253	12.164	06/28/14	Sat	1100	Sideswipe	0	0	1	Day	Dry	Improper Passing
254	15.769	06/28/14	Sat	0042	Tree (Standing)	0	0	1	Night	Dry	Failed To Keep In Proper Lane
255	7.631	06/28/14	Sat	1748	Pedalcycle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
256	9.215	06/29/14	Sun	0740	Cargo/Equipment Loss or Shift	0	0	1	Day	Dry	No Contributing Action
257	32.275	06/29/14	Sun	1355	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
258	30.758	06/29/14	Sun	1453	Other Non-Collision	0	0	1	Day	Dry	Careless or Negligent Manner
259	0.613	06/30/14	Mon	1130	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
260	36.734	06/30/14	Mon	1510	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
261	24.161	06/30/14	Mon	1610	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
262	27.495	07/01/14	Tue	1125	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
263	23.989	07/01/14	Tue	1515	Angle	0	0	1	Day	Dry	Failed To Keep In Proper Lane
264	31.720	07/02/14	Wed	1415	Rear-End	0	0	1	Day	Dry	Improper Turn
265	10.177	07/03/14	Thu	1500	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
266	9.729	07/03/14	Thu	1600	Left-Turn	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
267	29.717	07/03/14	Thu	1810	Sideswipe	0	0	1	Day	Dry	Not Coded
268	10.365	07/04/14	Fri	1524	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
269	31.598	07/05/14	Sat	1200	Angle	0	3	0	Day	Dry	Failed to Yield Right-Of-Way
270	14.177	07/05/14	Sat	1650	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
271	5.712	07/06/14	Sun	1704	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
272	0.061	07/06/14	Sun	1315	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
273	24.477	07/07/14	Mon	0855	Rear-End	0	0	1	Day	Dry	Not Coded
274	21.808	07/11/14	Fri	1235	Rear-End	0	0	1	Day	Dry	No Contributing Action
275	26.631	07/11/14	Fri	0820	Angle	0	0	1	Day	Dry	Careless or Negligent Manner
276	11.107	07/12/14	Sat	1650	Rear-End	0	0	1	Day	Dry	Followed too Closely
277	36.775	07/12/14	Sat	1626	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
278	27.409	07/13/14	Sun	0320	Other Non-Collision	0	0	1	Night	Dry	Ran Off Roadway
279	9.065	07/13/14	Sun	1807	Other Non-Fixed Object	0	1	0	Night	Dry	Failed to Yield Right-Of-Way
280	27.888	07/15/14	Tue	1500	Pedalcycle	0	2	0	Day	Dry	No Contributing Action
281	30.217	07/16/14	Wed	1620	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
282	30.242	07/17/14	Thu	1010	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
283	10.054	07/18/14	Fri	2121	Left-Turn	0	0	1	Night	Dry	Careless or Negligent Manner
284	7.995	07/18/14	Fri	1620	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
285	18.899	07/18/14	Fri	1950	Angle	0	0	1	Night	Dry	Failed to Yield Right-Of-Way
286	2.490	07/20/14	Sun	0330	Guardrail Face	0	0	1	Night	Other	No Contributing Action
287	9.813	07/20/14	Sun	1758	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
288	28.824	07/20/14	Sun	1820	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
289	27.485	07/21/14	Mon	1350	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
290	24.592	07/21/14	Mon	1105	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
291	8.625	07/21/14	Mon	2126	Head-On	0	3	0	Night	Dry	Wrong Side or Wrong Way
292	18.417	07/22/14	Tue	1520	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
293	1.502	07/23/14	Wed	1300	Rear-End	0	0	1	Day	Dry	Followed too Closely
294	16.936	07/23/14	Wed	0000	Rear-End	0	0	1	Night	Dry	No Contributing Action
295	32.465	07/23/14	Wed	1110	Not Coded	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
296	25.932	07/24/14	Thu	1120	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
297	20.713	07/25/14	Fri	0541	Other Non-Fixed Object	0	1	0	Night	Dry	Drove too Fast for Conditions
298	23.895	07/25/14	Fri	0755	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
299	24.427	07/26/14	Sat	1128	Angle	0	1	0	Day	Dry	Other Contributing Action
300	5.814	07/26/14	Sat	1030	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
301	11.054	07/27/14	Sun	1300	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
302	37.734	07/27/14	Sun	1435	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
303	27.604	07/28/14	Mon	1310	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
304	23.886	07/28/14	Mon	0815	Angle	0	3	0	Day	Dry	Failed to Yield Right-Of-Way
305	18.899	07/29/14	Tue	1310	Angle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
306	25.539	07/29/14	Tue	2046	Rear-End	0	0	1	Day	Dry	Not Coded
307	25.558	07/30/14	Wed	1638	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
308	26.318	08/01/14	Fri	1300	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
309	0.660	08/01/14	Fri	1638	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
310	14.687	08/01/14	Fri	1200	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
311	33.140	08/02/14	Sat	0724	Rear-End	0	0	1	Night	Dry	No Contributing Action
312	24.767	08/02/14	Sat	1159	Rear-End	0	0	1	Day	Dry	No Contributing Action
313	8.759	08/02/14	Sat	1610	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
314	24.443	08/02/14	Sat	1940	Sideswipe	0	0	1	Night	Wet	Failed To Keep In Proper Lane
315	16.607	08/03/14	Sun	0705	Other Non-Collision	0	0	1	Day	Wet	Other Contributing Action
316	14.168	08/03/14	Sun	1406	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
317	13.944	08/03/14	Sun	1410	Rear-End	0	1	0	Day	Wet	Careless or Negligent Manner
318	23.989	08/04/14	Mon	1530	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
319	14.737	08/05/14	Tue	1635	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
320	8.553	08/05/14	Tue	1730	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
321	0.852	08/05/14	Tue	1855	0.000	0	0	1	Night	Dry	Other Contributing Action
322	13.616	08/05/14	Tue	1651	Rear-End	0	7	0	Day	Dry	Careless or Negligent Manner
323	18.290	08/06/14	Wed	0900	Curb	0	0	1	Day	Wet	Careless or Negligent Manner
324	6.247	08/06/14	Wed	1120	Rear-End	0	4	0	Day	Dry	Careless or Negligent Manner

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 90060000 STATE ROUTE: 5

INTERSECTING ROADWAY: None M.P. 0.000 TO 38.777 ENGINEER: CG

STUDY PERIOD: FROM 1/ 2014 TO 12/ 2014 COUNTY: Monroe

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
325	25.666	08/09/14	Sat	0930	Rear-End	0	0	1	Day	Dry	No Contributing Action
326	32.722	08/10/14	Sun	1423	Sideswipe	0	1	0	Day	Dry	Improper Passing
327	2.694	08/10/14	Sun	1305	Rear-End	0	0	1	Day	Dry	No Contributing Action
328	31.717	08/10/14	Sun	1545	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
329	10.749	08/10/14	Sun	1645	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
330	11.702	08/11/14	Mon	0955	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
331	2.706	08/11/14	Mon	1457	Angle	0	7	0	Day	Dry	Failed to Yield Right-Of-Way
332	25.399	08/13/14	Wed	0750	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
333	32.675	08/13/14	Wed	1330	Angle	0	0	1	Day	Dry	Other Contributing Action
334	33.775	08/14/14	Thu	1614	Concrete Traffic Barrier	0	0	1	Day	Dry	Other Contributing Action
335	16.702	08/15/14	Fri	0807	Left-Turn	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
336	16.702	08/15/14	Fri	1320	Rear-End	0	0	1	Day	Dry	No Contributing Action
337	27.498	08/15/14	Fri	1521	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
338	27.364	08/16/14	Sat	1537	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
339	26.000	08/17/14	Sun	1255	Angle	0	2	0	Day	Dry	Improper Turn
340	18.908	08/20/14	Wed	1600	Rear-End	0	0	1	Day	Dry	Failed To Keep In Proper Lane
341	8.118	08/20/14	Wed	2150	Not Coded	0	0	1	Night	Dry	Erratic, Reckless or Aggressive
342	29.013	08/22/14	Fri	0835	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
343	19.295	08/22/14	Fri	1900	Rear-End	0	0	1	Night	Dry	Not Coded
344	19.295	08/22/14	Fri	1920	Parked Motor Vehicle	0	1	0	Night	Dry	Not Coded
345	25.932	08/23/14	Sat	0432	Sideswipe	0	2	0	Night	Dry	Failed To Keep In Proper Lane
346	14.542	08/23/14	Sat	1523	Rear-End	0	0	1	Day	Dry	Other Contributing Action
347	21.225	08/24/14	Sun	1607	Rear-End	0	1	0	Day	Dry	Followed too Closely
348	14.116	08/24/14	Sun	1050	Rear-End	0	4	0	Day	Dry	Careless or Negligent Manner
349	3.379	08/24/14	Sun	1800	Sideswipe	0	6	0	Day	Dry	Careless or Negligent Manner
350	26.684	08/26/14	Tue	1720	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
351	16.704	08/26/14	Tue	0750	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
352	16.759	08/28/14	Thu	0011	Rear-End	0	1	0	Night	Wet	Careless or Negligent Manner
353	16.336	08/29/14	Fri	1339	Angle	0	2	0	Day	Dry	Improper Turn
354	25.246	08/29/14	Fri	1040	Backed Into	0	0	1	Day	Dry	Improper Backing
355	18.363	08/29/14	Fri	1710	Cargo/Equipment Loss or Shift	0	0	1	Day	Dry	Other Contributing Action
356	18.908	08/30/14	Sat	1045	Angle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
357	12.069	08/30/14	Sat	1627	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
358	10.440	08/31/14	Sun	2054	Not Coded	0	2	0	Night	Dry	Improper Passing
359	14.244	09/01/14	Mon	2030	Rear-End	0	4	0	Night	Dry	Not Coded
360	15.307	09/02/14	Tue	1613	Sideswipe	0	0	1	Day	Dry	Improper Turn
361	31.875	09/02/14	Tue	0908	Angle	0	0	1	Day	Dry	Careless or Negligent Manner
362	18.835	09/02/14	Tue	1709	Angle	0	1	0	Day	Dry	Improper Turn
363	33.775	09/06/14	Sat	1545	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
364	27.466	09/07/14	Sun	1849	Pedestrian	0	1	0	Day	Wet	Careless or Negligent Manner
365	32.349	09/08/14	Mon	1844	Pedalcycle	0	0	1	Day	Dry	Not Coded
366	14.130	09/10/14	Wed	1222	Rear-End	0	0	1	Day	Wet	No Contributing Action
367	14.718	09/12/14	Fri	1445	Pedestrian	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
368	4.201	09/13/14	Sat	0528	Not Coded	0	0	1	Night	Wet	Failed To Keep In Proper Lane
369	16.336	09/13/14	Sat	0910	Angle	0	0	1	Day	Dry	No Contributing Action
370	10.554	09/16/14	Tue	1245	Overturn/Rollover	0	2	0	Day	Dry	Careless or Negligent Manner
371	17.697	09/16/14	Tue	1000	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
372	29.012	09/18/14	Thu	1225	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
373	21.722	09/20/14	Sat	0222	Other Fixed Object	0	0	1	Night	Dry	Failed To Keep In Proper Lane
374	29.075	09/23/14	Tue	1140	Right-Turn	0	0	1	Day	Wet	Failed to Yield Right-Of-Way
375	5.212	09/24/14	Wed	1542	Parked Motor Vehicle	0	0	1	Day	Dry	Swerved Or Avoided
376	18.273	09/26/14	Fri	2250	Rear-End	0	0	1	Night	Dry	Not Coded
377	23.645	09/26/14	Fri	1518	Sideswipe	0	1	0	Day	Dry	Improper Turn
378	24.543	09/27/14	Sat	0900	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
379	25.970	09/27/14	Sat	1203	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
380	17.686	09/27/14	Sat	1425	Rear-End	0	1	0	Day	Dry	Not Coded
381	25.725	09/27/14	Sat	1758	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
382	9.294	09/28/14	Sun	1053	Immersion	0	2	0	Day	Dry	Careless or Negligent Manner
383	12.221	09/28/14	Sun	1240	Sideswipe	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
384	6.924	09/29/14	Mon	0920	Rear-End	0	4	0	Day	Dry	Careless or Negligent Manner
385	25.528	10/01/14	Wed	0810	Angle	0	0	1	Day	Dry	Improper Turn
386	16.706	10/03/14	Fri	1205	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
387	21.518	10/05/14	Sun	1155	Sideswipe	0	0	1	Day	Dry	Careless or Negligent Manner
388	21.308	10/06/14	Mon	1105	Rear-End	0	1	0	Day	Dry	No Contributing Action
389	17.676	10/06/14	Mon	1742	Not Coded	0	1	0	Day	Dry	Erratic, Reckless or Aggressive
390	27.610	10/06/14	Mon	1023	Rear-End	0	3	0	Day	Dry	Careless or Negligent Manner
391	15.234	10/06/14	Mon	1451	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
392	33.275	10/08/14	Wed	1344	Concrete Traffic Barrier	0	0	1	Day	Dry	Failed To Keep In Proper Lane
393	23.478	10/09/14	Thu	1919	Other Non-Collision	0	1	0	Night	Dry	Careless or Negligent Manner
394	26.305	10/10/14	Fri	0815	Pedalcycle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
395	21.116	10/11/14	Sat	1535	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
396	21.458	10/12/14	Sun	1345	Right-Turn	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
397	17.695	10/12/14	Sun	1315	Angle	0	2	0	Day	Dry	Failed to Yield Right-Of-Way
398	18.899	10/12/14	Sun	0620	Angle	0	0	1	Night	Wet	Failed to Yield Right-Of-Way
399	18.899	10/12/14	Sun	0620	Not Coded	0	1	0	Night	Wet	Other Contributing Action
400	32.008	10/13/14	Mon	1320	Sideswipe	0	0	1	Day	Dry	Other Contributing Action
401	25.685	10/13/14	Mon	1739	Rear-End	0	4	0	Day	Dry	Erratic, Reckless or Aggressive
402	25.727	10/15/14	Wed	1928	Rear-End	0	0	1	Night	Wet	Not Coded
403	3.776	10/16/14	Thu	1305	Bridge Rail	0	1	0	Day	Dry	Careless or Negligent Manner
404	10.702	10/17/14	Fri	1806	Parked Motor Vehicle	0	0	1	Day	Dry	Careless or Negligent Manner
405	12.904	10/17/14	Fri	1815	Traffic Sign Support	0	0	1	Day	Dry	Careless or Negligent Manner

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 90060000 STATE ROUTE: 5

INTERSECTING ROADWAY: None M.P. 0.000 TO 38.777 ENGINEER: CG

STUDY PERIOD: FROM 1/ 2014 TO 12/ 2014 COUNTY: Monroe

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
406	24.293	10/18/14	Sat	1040	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
407	16.704	10/20/14	Mon	1025	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
408	13.629	10/22/14	Wed	1500	Rear-End	0	1	0	Day	Wet	Careless or Negligent Manner
409	18.275	10/23/14	Thu	1535	Tree (Standing)	0	0	1	Day	Wet	Careless or Negligent Manner
410	20.845	10/24/14	Fri	1015	Angle	0	0	1	Day	Wet	Improper Turn
411	15.966	10/25/14	Sat	1110	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
412	37.775	10/26/14	Sun	1325	Not Coded	0	0	1	Day	Dry	Careless or Negligent Manner
413	12.107	10/26/14	Sun	1730	Sideswipe	0	0	1	Day	Dry	Disregarded other Road Markings
414	28.180	10/27/14	Mon	1435	Rear-End	0	0	1	Day	Dry	No Contributing Action
415	28.646	10/27/14	Mon	1326	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
416	8.229	10/27/14	Mon	1230	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
417	8.229	10/27/14	Mon	1230	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
418	28.530	10/27/14	Mon	1148	Angle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
419	17.733	10/27/14	Mon	1723	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
420	25.727	10/28/14	Tue	1050	Rear-End	0	3	0	Day	Dry	Careless or Negligent Manner
421	18.794	10/29/14	Wed	1724	Pedalcycle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
422	9.729	10/30/14	Thu	0842	Other Non-Collision	0	1	0	Day	Dry	Failed To Keep In Proper Lane
423	28.985	10/30/14	Thu	1500	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
424	28.543	10/31/14	Fri	1310	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
425	36.775	10/31/14	Fri	0740	Sideswipe	0	0	1	Day	Dry	Careless or Negligent Manner
426	25.418	10/31/14	Fri	1840	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
427	6.247	11/02/14	Sun	0135	Animal	0	0	1	Night	Dry	No Contributing Action
428	16.324	11/03/14	Mon	0735	Angle	0	0	1	Day	Dry	Not Coded
429	10.365	11/03/14	Mon	1501	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
430	14.983	11/05/14	Wed	1245	Rear-End	0	1	0	Day	Dry	No Contributing Action
431	22.228	11/05/14	Wed	0058	Tree (Standing)	0	1	0	Night	Dry	Careless or Negligent Manner
432	29.180	11/06/14	Thu	0532	Sideswipe	0	0	1	Night	Dry	Other Contributing Action
433	15.179	11/06/14	Thu	1509	Angle	0	0	1	Day	Dry	Improper Turn
434	28.492	11/06/14	Thu	1657	Rear-End	0	1	0	Night	Dry	Careless or Negligent Manner
435	18.826	11/07/14	Fri	1029	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
436	14.790	11/07/14	Fri	1530	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
437	12.452	11/07/14	Fri	1714	Rear-End	0	1	0	Night	Dry	Careless or Negligent Manner
438	15.593	11/09/14	Sun	1600	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
439	14.654	11/09/14	Sun	1920	Parked Motor Vehicle	0	0	1	Night	Wet	Not Coded
440	17.536	11/10/14	Mon	1115	Other Non-Collision	0	1	0	Day	Wet	No Contributing Action
441	16.511	11/10/14	Mon	1810	Angle	0	0	1	Night	Dry	Failed to Yield Right-Of-Way
442	23.886	11/10/14	Mon	1950	Angle	0	1	0	Night	Dry	Ran Stop Sign
443	26.100	11/12/14	Wed	1537	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
444	21.598	11/13/14	Thu	0820	Pedalcycle	0	2	0	Day	Dry	Failed to Yield Right-Of-Way
445	21.598	11/14/14	Fri	1030	Angle	0	1	0	Day	Dry	Careless or Negligent Manner
446	33.775	11/15/14	Sat	1250	Sideswipe	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
447	27.504	11/17/14	Mon	0625	Rear-End	0	2	0	Night	Wet	Followed too Closely
448	29.114	11/17/14	Mon	1626	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
449	27.633	11/17/14	Mon	1655	Rear-End	0	2	0	Night	Dry	Careless or Negligent Manner
450	25.967	11/17/14	Mon	1335	Sideswipe	0	0	1	Day	Dry	Other Contributing Action
451	9.310	11/18/14	Tue	1330	Sideswipe	0	1	0	Day	Dry	Other Contributing Action
452	5.534	11/20/14	Thu	1045	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
453	10.459	11/23/14	Sun	1555	Angle	0	0	1	Day	Dry	Careless or Negligent Manner
454	9.729	11/24/14	Mon	0840	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
455	12.052	11/24/14	Mon	1715	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
456	29.316	11/24/14	Mon	0032	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
457	26.005	11/25/14	Tue	1336	Sideswipe	0	0	1	Day	Dry	Careless or Negligent Manner
458	16.147	11/30/14	Sun	1010	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
459	12.452	11/30/14	Sun	1105	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
460	8.282	12/01/14	Mon	0925	Not Coded	0	0	1	Day	Dry	Failed To Keep In Proper Lane
461	17.758	12/01/14	Mon	1449	Rear-End	0	0	1	Day	Dry	Not Coded
462	11.525	12/03/14	Wed	1446	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
463	29.872	12/03/14	Wed	1645	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
464	19.226	12/04/14	Thu	2025	Struck by Falling/Shifting Cargo	0	0	1	Night	Dry	No Contributing Action
465	15.429	12/05/14	Fri	1810	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
466	7.905	12/06/14	Sat	1800	Rear-End	0	1	0	Night	Dry	Improper Backing
467	38.634	12/07/14	Sun	1330	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
468	8.664	12/08/14	Mon	1600	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
469	12.297	12/08/14	Mon	1519	Rear-End	0	3	0	Day	Dry	Careless or Negligent Manner
470	18.899	12/08/14	Mon	2127	Backed Into	0	0	1	Night	Dry	Improper Backing
471	29.613	12/09/14	Tue	1905	Pedestrian	0	2	0	Night	Dry	No Contributing Action
472	29.325	12/09/14	Tue	1225	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
473	17.506	12/09/14	Tue	1510	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
474	23.886	12/11/14	Thu	1700	Angle	0	2	0	Night	Dry	Failed to Yield Right-Of-Way
475	28.637	12/12/14	Fri	1847	Rear-End	0	1	0	Night	Dry	Careless or Negligent Manner
476	16.702	12/13/14	Sat	1814	Backed Into	0	0	1	Night	Dry	Not Coded
477	10.702	12/14/14	Sun	1636	Pedalcycle	0	1	0	Day	Dry	No Contributing Action
478	34.455	12/15/14	Mon	2310	Guardrail Face	0	0	1	Night	Dry	Erratic, Reckless or Aggressive
479	30.104	12/16/14	Tue	1550	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
480	33.275	12/17/14	Wed	0757	Rear-End	0	0	1	Day	Dry	No Contributing Action
481	16.336	12/18/14	Thu	1935	Other Non-Fixed Object	0	0	1	Night	Other	Other Contributing Action
482	10.649	12/18/14	Thu	1358	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
483	25.514	12/18/14	Thu	1819	Sideswipe	0	0	1	Night	Dry	Failed To Keep In Proper Lane
484	27.513	12/19/14	Fri	1655	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
485	27.336	12/19/14	Fri	1750	Sideswipe	0	0	1	Night	Dry	Failed to Yield Right-Of-Way
486	16.416	12/19/14	Fri	1240	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 90060000 STATE ROUTE: 5

INTERSECTING ROADWAY: None M.P. 0.000 TO 38.777 ENGINEER: CG

STUDY PERIOD: FROM 1/ 2014 TO 12/ 2014 COUNTY: Monroe

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
487	18.899	12/20/14	Sat	1356	Not Coded	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
488	31.441	12/20/14	Sat	0205	Tree (Standing)	0	0	1	Night	Dry	Not Coded
489	29.425	12/20/14	Sat	1925	Rear-End	0	1	0	Night	Dry	Careless or Negligent Manner
490	25.913	12/21/14	Sun	2110	Pedestrian	1	0	0	Night	Dry	No Contributing Action
491	27.509	12/22/14	Mon	0944	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
492	27.507	12/22/14	Mon	1510	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
493	7.729	12/22/14	Mon	1120	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
494	15.012	12/23/14	Tue	1240	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
495	25.709	12/25/14	Thu	0620	Traffic Sign Support	0	0	1	Night	Wet	Careless or Negligent Manner
496	18.899	12/27/14	Sat	0725	Angle	0	0	1	Day	Dry	Ran Stop Sign
497	10.554	12/27/14	Sat	1936	Rear-End	0	1	0	Night	Dry	Careless or Negligent Manner
498	33.775	12/28/14	Sun	1035	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
499	14.983	12/28/14	Sun	1455	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
500	27.580	12/28/14	Sun	1935	Angle	0	2	0	Night	Dry	Wrong Side or Wrong Way
501	26.155	12/29/14	Mon	2107	Rear-End	0	1	0	Night	Dry	Careless or Negligent Manner
502	13.264	12/29/14	Mon	0645	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
503	17.691	12/29/14	Mon	1300	Rear-End	0	4	0	Day	Dry	Careless or Negligent Manner
504	24.086	12/30/14	Tue	1950	Guardrail End	0	0	1	Night	Dry	Improper Backing
505	12.801	12/30/14	Tue	1331	Rear-End	0	0	1	Day	Dry	No Contributing Action
506	31.498	12/31/14	Wed	1853	Angle	0	0	1	Night	Dry	Failed to Yield Right-Of-Way
507	7.074	12/31/14	Wed	1005	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner

Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other
507	3	204	300	227	2	90	10	6	42	4	23	7	44	0	22
Percent	*0.59%*	*40.24%*	*59.17%*	*44.77%*	*0.39%*	*17.75%*	*1.97%*	*1.18%*	*8.28%*	*0.79%*	*4.54%*	*1.38%*	*8.68%*	*0.00%*	*4.34%*

Contrib. Cause	Day	Night	Wet	Dry	Careless Driving	FTYRW	Improper Turn	Ran Red Light	Exceeded Speed	Improper Passing	Disreg Cntl Dev	Erratic/ Aggress	Ran off Road	DUI	Wrong Way
Total	387	120	43	461	237	91	17	0	2	6	1	4	1	36	2
Percent	*76.33%*	*23.67%*	*8.48%*	*90.93%*	*46.75%*	*17.95%*	*3.35%*	*0.00%*	*0.39%*	*1.18%*	*0.20%*	*0.79%*	*0.20%*	*7.10%*	*0.39%*

TOTAL ENTERING VEHICLES/ADT: 23,613

SPOT CRASH RATE: 58.825 CRASHES PER MILLION ENTERING VEHICLES

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 90060000 STATE ROUTE: 5

INTERSECTING ROADWAY: None M.P. 0.000 TO 38.777 ENGINEER: CG

STUDY PERIOD: FROM 1/ 2015 TO 12/ 2015 COUNTY: Monroe

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
1	13.089	01/02/15	Fri	1215	Not Coded	0	0	1	Day	Dry	Not Coded
2	16.157	01/02/15	Fri	1600	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
3	15.493	01/02/15	Fri	1225	Angle	0	0	1	Day	Dry	Improper Turn
4	28.180	01/02/15	Fri	1555	Struck by Falling/Shifting Cargo	0	0	1	Day	Dry	Other Contributing Action
5	18.894	01/03/15	Sat	1220	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
6	15.031	01/03/15	Sat	1520	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
7	22.198	01/03/15	Sat	2300	Impact Attenuator/Crash Cushion	0	0	1	Unknown	Other	Careless or Negligent Manner
8	24.187	01/04/15	Sun	1910	Sideswipe	0	0	1	Night	Dry	Failed To Keep In Proper Lane
9	20.771	01/04/15	Sun	0720	Utility Pole/Light Support	0	1	0	Day	Dry	Careless or Negligent Manner
10	10.202	01/04/15	Sun	1800	Rear-End	0	2	0	Night	Dry	Careless or Negligent Manner
11	33.775	01/05/15	Mon	1400	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
12	16.468	01/06/15	Tue	1110	Traffic Sign Support	0	1	0	Day	Dry	Careless or Negligent Manner
13	20.797	01/09/15	Fri	0825	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
14	28.534	01/09/15	Fri	2009	Rear-End	0	1	0	Night	Dry	Careless or Negligent Manner
15	21.687	01/10/15	Sat	2032	Sideswipe	0	0	1	Night	Dry	Failed to Yield Right-Of-Way
16	9.554	01/10/15	Sat	2102	Angle	0	2	0	Night	Dry	Failed to Yield Right-Of-Way
17	26.782	01/11/15	Sun	1058	Sideswipe	0	0	1	Day	Dry	Careless or Negligent Manner
18	0.171	01/12/15	Mon	2303	Other Non-Fixed Object	0	0	1	Night	Wet	Careless or Negligent Manner
19	37.234	01/12/15	Mon	2137	Sideswipe	0	0	1	Night	Dry	Not Coded
20	27.355	01/13/15	Tue	1650	Angle	0	1	0	Day	Dry	Improper Turn
21	7.236	01/14/15	Wed	1455	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
22	12.995	01/15/15	Thu	1220	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
23	18.718	01/16/15	Fri	0500	Other Non-Collision	0	0	1	Night	Dry	Not Coded
24	25.728	01/16/15	Fri	1338	Rear-End	0	0	1	Day	Dry	No Contributing Action
25	12.050	01/16/15	Fri	1828	Sideswipe	0	0	1	Night	Dry	Not Coded
26	2.214	01/17/15	Sat	1059	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
27	12.145	01/18/15	Sun	1906	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
28	8.241	01/19/15	Mon	1634	Rear-End	0	0	1	Day	Dry	Followed too Closely
29	29.104	01/20/15	Tue	2023	Pedalcycle	0	1	0	Night	Dry	Failed to Yield Right-Of-Way
30	29.013	01/21/15	Wed	1715	Angle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
31	21.225	01/22/15	Thu	2300	Ditch	0	1	0	Night	Dry	Careless or Negligent Manner
32	9.952	01/22/15	Thu	1512	Head-On	0	3	0	Day	Dry	Careless or Negligent Manner
33	27.509	01/23/15	Fri	1250	Angle	0	4	0	Day	Dry	Ran Red Light
34	33.275	01/24/15	Sat	1325	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
35	24.102	01/24/15	Sat	2000	Rear-End	0	0	1	Unknown	Dry	Not Coded
36	25.663	01/25/15	Sun	1015	Sideswipe	0	1	0	Day	Dry	Improper Turn
37	31.720	01/25/15	Sun	1347	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
38	25.804	01/26/15	Mon	1620	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
39	14.206	01/27/15	Tue	1507	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
40	17.595	01/28/15	Wed	0930	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
41	12.032	01/28/15	Wed	1534	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
42	0.220	01/29/15	Thu	0917	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
43	27.352	01/29/15	Thu	1615	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
44	27.504	01/30/15	Fri	1335	Angle	0	1	0	Day	Dry	Ran Red Light
45	12.957	01/30/15	Fri	1609	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
46	28.332	01/30/15	Fri	2107	Angle	0	4	0	Night	Dry	Failed to Yield Right-Of-Way
47	28.530	01/31/15	Sat	1951	Angle	0	1	0	Night	Dry	Improper Turn
48	18.899	02/02/15	Mon	1926	Angle	0	0	1	Night	Dry	Failed to Yield Right-Of-Way
49	27.239	02/03/15	Tue	1144	Other Non-Fixed Object	0	0	1	Day	Dry	No Contributing Action
50	25.399	02/04/15	Wed	1300	Angle	0	1	0	Day	Dry	Other Contributing Action
51	30.386	02/06/15	Fri	0819	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
52	18.275	02/07/15	Sat	1604	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
53	24.248	02/07/15	Sat	1150	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
54	7.991	02/08/15	Sun	1615	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
55	12.202	02/09/15	Mon	1237	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
56	26.014	02/09/15	Mon	1225	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
57	25.399	02/10/15	Tue	1543	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
58	18.908	02/10/15	Tue	1350	Not Coded	0	0	1	Day	Dry	Not Coded
59	36.734	02/11/15	Wed	0749	Overturn/Rollover	0	0	1	Day	Dry	Other Contributing Action
60	27.163	02/12/15	Thu	1445	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
61	12.802	02/14/15	Sat	1625	Rear-End	0	0	1	Day	Dry	Followed too Closely
62	17.695	02/14/15	Sat	1405	Angle	0	2	0	Day	Dry	Failed to Yield Right-Of-Way
63	32.522	02/14/15	Sat	1643	Left-Turn	0	2	0	Day	Dry	Improper Turn
64	23.895	02/15/15	Sun	1452	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
65	16.952	02/15/15	Sun	2332	Rear-End	0	1	0	Night	Dry	Careless or Negligent Manner
66	16.368	02/15/15	Sun	1000	Pedestrian	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
67	29.306	02/16/15	Mon	1440	Sideswipe	0	0	1	Day	Dry	Not Coded
68	20.953	02/16/15	Mon	1731	Angle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
69	21.528	02/16/15	Mon	0915	Tree (Standing)	0	1	0	Day	Dry	Failed To Keep In Proper Lane
70	13.949	02/16/15	Mon	1344	Rear-End	0	1	0	Day	Dry	Other Contributing Action
71	25.761	02/16/15	Mon	0305	Pedestrian	0	1	0	Night	Dry	No Contributing Action
72	6.285	02/16/15	Mon	1304	Angle	0	0	1	Day	Dry	Careless or Negligent Manner
73	25.986	02/17/15	Tue	1555	Curb	0	4	0	Day	Dry	Other Contributing Action
74	27.254	02/18/15	Wed	1646	Rear-End	0	1	0	Day	Wet	Careless or Negligent Manner
75	27.593	02/18/15	Wed	1044	Rear-End	0	1	0	Day	Wet	No Contributing Action
76	34.617	02/19/15	Thu	0830	Angle	0	0	1	Day	Dry	No Contributing Action
77	25.151	02/19/15	Thu	1112	Other Non-Collision	0	0	1	Day	Dry	Improper Turn
78	8.004	02/19/15	Thu	1034	Backed Into	0	0	1	Day	Dry	Improper Backing
79	16.336	02/20/15	Fri	1444	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 90060000 STATE ROUTE: 5

INTERSECTING ROADWAY: None M.P. 0.000 TO 38.777 ENGINEER: CG

STUDY PERIOD: FROM 1/ 2015 TO 12/ 2015 COUNTY: Monroe

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
80	33.343	02/21/15	Sat	1330	Rear-End	0	4	0	Day	Dry	Careless or Negligent Manner
81	27.485	02/21/15	Sat	0920	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
82	8.457	02/21/15	Sat	1050	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
83	14.716	02/21/15	Sat	1240	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
84	11.107	02/21/15	Sat	1810	Angle	0	1	0	Night	Dry	Failed to Yield Right-Of-Way
85	28.618	02/22/15	Sun	1555	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
86	28.599	02/23/15	Mon	1300	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
87	16.397	02/24/15	Tue	1547	Pedalcycle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
88	9.748	02/24/15	Tue	1025	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
89	19.399	02/26/15	Thu	2135	Rear-End	0	1	0	Night	Dry	Careless or Negligent Manner
90	23.508	02/26/15	Thu	0606	Not Coded	0	1	0	Night	Dry	Failed to Yield Right-Of-Way
91	25.731	02/26/15	Thu	1010	Rear-End	0	0	1	Day	Dry	No Contributing Action
92	27.376	02/26/15	Thu	1217	Rear-End	0	0	1	Day	Dry	No Contributing Action
93	8.329	02/27/15	Fri	1155	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
94	29.573	02/27/15	Fri	1030	Work Zone/Maintenance Equip.	0	0	1	Day	Dry	Careless or Negligent Manner
95	9.236	02/28/15	Sat	1554	Rear-End	0	4	0	Day	Dry	Careless or Negligent Manner
96	12.214	02/28/15	Sat	1600	Rear-End	0	6	0	Day	Dry	Careless or Negligent Manner
97	31.273	02/28/15	Sat	0115	Head-On	1	2	0	Night	Dry	Wrong Side or Wrong Way
98	9.056	03/01/15	Sun	1103	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
99	14.049	03/01/15	Sun	1600	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
100	17.695	03/02/15	Mon	1534	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
101	26.201	03/02/15	Mon	1233	Sideswipe	0	0	1	Day	Dry	Careless or Negligent Manner
102	16.702	03/03/15	Tue	1000	Left-Turn	0	3	0	Day	Dry	Failed to Yield Right-Of-Way
103	11.702	03/03/15	Tue	1401	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
104	3.194	03/03/15	Tue	1747	Fence	0	1	0	Night	Dry	Failed To Keep In Proper Lane
105	17.600	03/03/15	Tue	2036	Left-Turn	0	1	0	Night	Dry	Failed to Yield Right-Of-Way
106	24.252	03/04/15	Wed	0530	Angle	0	0	1	Night	Dry	Improper Turn
107	10.554	03/05/15	Thu	1439	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
108	18.539	03/05/15	Thu	2231	Other Non-Collision	0	1	0	Day	Dry	Careless or Negligent Manner
109	5.314	03/06/15	Fri	0824	Angle	0	0	1	Day	Dry	Careless or Negligent Manner
110	6.247	03/06/15	Fri	1900	Rear-End	0	0	1	Night	Dry	Failed to Yield Right-Of-Way
111	22.571	03/07/15	Sat	1900	Traffic Sign Support	0	0	1	Night	Dry	Careless or Negligent Manner
112	20.330	03/07/15	Sat	1504	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
113	26.820	03/07/15	Sat	1250	Pedalcycle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
114	13.200	03/07/15	Sat	1515	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
115	18.436	03/07/15	Sat	1825	Angle	0	0	1	Night	Dry	Failed to Yield Right-Of-Way
116	11.107	03/08/15	Sun	1230	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
117	17.695	03/08/15	Sun	1952	Left-Turn	0	1	0	Night	Dry	Failed to Yield Right-Of-Way
118	28.769	03/08/15	Sun	1006	Rear-End	0	0	1	Day	Dry	No Contributing Action
119	15.666	03/08/15	Sun	1220	Rear-End	0	0	1	Day	Dry	No Contributing Action
120	25.904	03/08/15	Sun	1535	Pedalcycle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
121	16.336	03/09/15	Mon	1418	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
122	12.174	03/09/15	Mon	1015	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
123	17.977	03/10/15	Tue	1600	Angle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
124	29.114	03/11/15	Wed	1316	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
125	20.235	03/11/15	Wed	1804	Tree (Standing)	0	0	1	Day	Dry	No Contributing Action
126	7.236	03/12/15	Thu	1739	Rear-End	0	3	0	Day	Dry	Careless or Negligent Manner
127	29.459	03/12/15	Thu	1209	Angle	0	0	1	Day	Dry	Other Contributing Action
128	18.899	03/13/15	Fri	1345	Angle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
129	12.524	03/13/15	Fri	0735	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
130	12.452	03/13/15	Fri	1333	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
131	9.738	03/13/15	Fri	1600	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
132	12.211	03/14/15	Sat	1327	Rear-End	0	0	1	Day	Dry	No Contributing Action
133	28.824	03/15/15	Sun	1905	Other Non-Collision	0	0	1	Day	Dry	Failed To Keep In Proper Lane
134	17.696	03/15/15	Sun	0153	Rear-End	0	4	0	Night	Dry	Careless or Negligent Manner
135	29.513	03/15/15	Sun	2045	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
136	14.338	03/16/15	Mon	1455	Rear-End	0	0	1	Day	Dry	Improper Backing
137	19.933	03/17/15	Tue	1335	Rear-End	0	1	0	Day	Dry	No Contributing Action
138	9.594	03/17/15	Tue	1715	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
139	0.234	03/19/15	Thu	1251	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
140	17.733	03/19/15	Thu	1035	Curb	0	1	0	Day	Dry	Careless or Negligent Manner
141	18.899	03/20/15	Fri	1550	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
142	21.498	03/20/15	Fri	0905	Angle	0	2	0	Day	Dry	Failed to Yield Right-Of-Way
143	16.938	03/20/15	Fri	1535	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
144	7.975	03/20/15	Fri	1810	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
145	9.691	03/22/15	Sun	2110	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
146	27.355	03/23/15	Mon	1226	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
147	26.810	03/23/15	Mon	1640	Not Coded	0	0	1	Day	Dry	Not Coded
148	15.464	03/24/15	Tue	1305	Rear-End	0	0	1	Day	Dry	No Contributing Action
149	16.202	03/25/15	Wed	1230	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
150	8.241	03/26/15	Thu	2202	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
151	8.548	03/26/15	Thu	2030	Rear-End	0	1	0	Night	Dry	Careless or Negligent Manner
152	9.236	03/26/15	Thu	0858	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
153	25.728	03/27/15	Fri	1639	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
154	15.225	03/27/15	Fri	1919	Left-Turn	0	0	1	Night	Wet	Failed to Yield Right-Of-Way
155	28.054	03/28/15	Sat	1000	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
156	7.236	03/28/15	Sat	1439	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
157	19.226	03/28/15	Sat	1838	Angle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
158	19.426	03/29/15	Sun	0550	Guardrail Face	0	0	1	Night	Dry	Failed To Keep In Proper Lane

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 90060000 STATE ROUTE: 5

INTERSECTING ROADWAY: None M.P. 0.000 TO 38.777 ENGINEER: CG

STUDY PERIOD: FROM 1/ 2015 TO 12/ 2015 COUNTY: Monroe

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
159	12.800	03/29/15	Sun	1140	Rear-End	0	6	0	Day	Dry	Careless or Negligent Manner
160	6.247	03/29/15	Sun	1651	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
161	32.511	03/30/15	Mon	0809	Rear-End	0	0	1	Day	Dry	No Contributing Action
162	30.397	04/01/15	Wed	1525	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
163	17.695	04/01/15	Wed	2035	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
164	0.023	04/01/15	Wed	1155	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
165	17.709	04/01/15	Wed	0915	Rear-End	0	0	1	Day	Dry	No Contributing Action
166	26.103	04/01/15	Wed	1423	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
167	8.320	04/02/15	Thu	1743	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
168	17.977	04/02/15	Thu	1100	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
169	9.829	04/03/15	Fri	1030	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
170	23.182	04/03/15	Fri	1435	Right-Turn	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
171	18.375	04/03/15	Fri	1645	Sideswipe	0	0	1	Day	Dry	Other Contributing Action
172	15.993	04/04/15	Sat	1545	Rear-End	0	3	0	Day	Dry	Careless or Negligent Manner
173	9.236	04/05/15	Sun	1356	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
174	29.104	04/05/15	Sun	2106	Angle	0	0	1	Night	Dry	Failed to Yield Right-Of-Way
175	27.155	04/06/15	Mon	1700	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
176	25.986	04/07/15	Tue	0807	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
177	10.459	04/07/15	Tue	0405	Parked Motor Vehicle	0	1	0	Night	Dry	Other Contributing Action
178	12.287	04/07/15	Tue	2145	Rear-End	0	1	0	Night	Dry	Careless or Negligent Manner
179	6.247	04/08/15	Wed	2129	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
180	11.416	04/09/15	Thu	1510	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
181	18.785	04/10/15	Fri	1138	Sideswipe	0	0	1	Day	Dry	Other Contributing Action
182	7.948	04/10/15	Fri	1521	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
183	17.445	04/11/15	Sat	0911	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
184	5.229	04/11/15	Sat	1812	Ran into Water/Canal	0	0	1	Day	Dry	Careless or Negligent Manner
185	17.317	04/12/15	Sun	1804	Rear-End	0	0	1	Day	Dry	No Contributing Action
186	32.470	04/12/15	Sun	1425	Angle	0	0	1	Day	Dry	Careless or Negligent Manner
187	8.783	04/14/15	Tue	2347	Left-Turn	0	0	1	Night	Dry	Failed to Yield Right-Of-Way
188	18.835	04/14/15	Tue	1525	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
189	8.023	04/18/15	Sat	0442	Sideswipe	0	0	1	Night	Dry	Improper Passing
190	34.775	04/19/15	Sun	1145	Rear-End	0	4	0	Day	Dry	Careless or Negligent Manner
191	6.247	04/19/15	Sun	1348	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
192	1.706	04/21/15	Tue	2202	Fell/Jumped from Motor Vehicle	0	1	0	Night	Dry	Failed To Keep In Proper Lane
193	17.695	04/21/15	Tue	1000	Angle	0	0	1	Day	Dry	No Contributing Action
194	18.877	04/21/15	Tue	1505	Angle	0	0	1	Day	Wet	Failed to Yield Right-Of-Way
195	27.485	04/23/15	Thu	1240	Angle	0	0	1	Day	Dry	Other Contributing Action
196	26.068	04/24/15	Fri	1150	Angle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
197	32.749	04/24/15	Fri	2220	Not Coded	0	0	1	Night	Wet	Improper Turn
198	26.684	04/26/15	Sun	2057	Angle	0	0	1	Night	Dry	Failed to Yield Right-Of-Way
199	27.457	04/27/15	Mon	1230	Angle	0	0	1	Day	Dry	Other Contributing Action
200	20.953	04/27/15	Mon	1550	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
201	12.402	04/28/15	Tue	0910	Parked Motor Vehicle	0	0	1	Day	Dry	Careless or Negligent Manner
202	9.236	04/28/15	Tue	2034	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
203	4.186	04/29/15	Wed	0952	Sideswipe	0	2	0	Day	Wet	Failed To Keep In Proper Lane
204	9.760	04/29/15	Wed	0003	Pedalcycle	0	1	0	Night	Dry	No Contributing Action
205	16.473	04/30/15	Thu	0731	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
206	25.875	04/30/15	Thu	0805	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
207	27.409	05/01/15	Fri	1640	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
208	31.031	05/01/15	Fri	1725	Angle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
209	21.832	05/01/15	Fri	0855	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
210	13.200	05/01/15	Fri	1610	Other Non-Collision	0	0	1	Day	Dry	Careless or Negligent Manner
211	37.775	05/02/15	Sat	1405	Rear-End	0	4	0	Day	Dry	Careless or Negligent Manner
212	14.790	05/03/15	Sun	1305	Angle	0	0	1	Day	Dry	Careless or Negligent Manner
213	8.576	05/03/15	Sun	1730	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
214	21.732	05/03/15	Sun	2020	Left-Turn	0	1	0	Night	Dry	Failed to Yield Right-Of-Way
215	27.025	05/04/15	Mon	2025	Angle	0	1	0	Night	Dry	Failed to Yield Right-Of-Way
216	6.014	05/04/15	Mon	1340	Right-Turn	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
217	33.775	05/06/15	Wed	1050	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
218	22.333	05/06/15	Wed	1807	Angle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
219	18.336	05/08/15	Fri	1046	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
220	1.216	05/08/15	Fri	2305	Guardrail End	0	0	1	Night	Dry	Failed To Keep In Proper Lane
221	37.734	05/09/15	Sat	1235	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
222	11.616	05/10/15	Sun	2050	Angle	0	0	1	Night	Dry	Not Coded
223	9.479	05/10/15	Sun	1140	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
224	22.198	05/10/15	Sun	1525	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
225	28.609	05/10/15	Sun	1805	Left-Turn	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
226	20.914	05/11/15	Mon	1745	Other Non-Collision	0	0	1	Day	Dry	Failed To Keep In Proper Lane
227	17.695	05/13/15	Wed	0856	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
228	25.828	05/14/15	Thu	0900	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
229	23.914	05/15/15	Fri	0718	Angle	0	1	0	Day	Dry	Swerved Or Avoided
230	32.641	05/15/15	Fri	2125	Rear-End	0	0	1	Night	Dry	Failed to Yield Right-Of-Way
231	17.863	05/15/15	Fri	1445	Utility Pole/Light Support	0	1	0	Day	Dry	Careless or Negligent Manner
232	18.899	05/16/15	Sat	1645	Angle	0	4	0	Day	Dry	Failed to Yield Right-Of-Way
233	16.522	05/17/15	Sun	2145	Rear-End	0	0	1	Night	Dry	Followed too Closely
234	7.910	05/17/15	Sun	2105	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
235	2.312	05/18/15	Mon	0701	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
236	26.405	05/18/15	Mon	1535	Angle	0	0	1	Day	Dry	Other Contributing Action
237	2.206	05/18/15	Mon	2005	Other Non-Collision	0	0	1	Night	Dry	Careless or Negligent Manner

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 90060000 STATE ROUTE: 5

INTERSECTING ROADWAY: None M.P. 0.000 TO 38.777 ENGINEER: CG

STUDY PERIOD: FROM 1/ 2015 TO 12/ 2015 COUNTY: Monroe

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
238	3.594	05/18/15	Mon	2050	Traffic Sign Support	0	0	1	Night	Dry	Failed To Keep In Proper Lane
239	17.695	05/18/15	Mon	1135	Angle	0	0	1	Day	Dry	Careless or Negligent Manner
240	32.446	05/19/15	Tue	1200	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
241	14.130	05/20/15	Wed	1500	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
242	25.970	05/20/15	Wed	1830	Other Non-Fixed Object	0	0	1	Day	Dry	No Contributing Action
243	18.237	05/21/15	Thu	1620	Pedalcycle	0	1	0	Day	Dry	Not Coded
244	29.459	05/21/15	Thu	1220	Other Non-Collision	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
245	22.198	05/21/15	Thu	1425	Rear-End	0	1	0	Day	Dry	No Contributing Action
246	16.708	05/22/15	Fri	0423	Concrete Traffic Barrier	0	0	1	Night	Dry	Not Coded
247	27.457	05/22/15	Fri	0745	Sideswipe	0	1	0	Day	Dry	Failed To Keep In Proper Lane
248	16.919	05/22/15	Fri	1340	Rear-End	0	0	1	Day	Dry	Other Contributing Action
249	28.530	05/23/15	Sat	1040	Left-Turn	0	0	1	Day	Dry	Careless or Negligent Manner
250	19.226	05/24/15	Sun	1824	Rear-End	0	0	1	Day	Dry	Not Coded
251	13.300	05/24/15	Sun	1833	Rear-End	0	0	1	Day	Dry	Followed too Closely
252	4.019	05/24/15	Sun	0830	Rear-End	0	0	1	Day	Dry	No Contributing Action
253	12.002	05/24/15	Sun	1820	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
254	24.649	05/25/15	Mon	1420	Angle	0	0	1	Day	Dry	Improper Turn
255	7.794	05/25/15	Mon	1835	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
256	4.219	05/25/15	Mon	2000	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
257	1.216	05/25/15	Mon	1617	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
258	2.713	05/25/15	Mon	1358	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
259	7.236	05/26/15	Tue	1215	Rear-End	0	0	1	Day	Dry	No Contributing Action
260	20.235	05/27/15	Wed	1500	Rear-End	0	0	1	Day	Dry	No Contributing Action
261	14.769	05/27/15	Wed	1830	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
262	27.504	05/27/15	Wed	1630	Angle	0	0	1	Day	Dry	Ran Red Light
263	27.466	05/28/15	Thu	1815	Rear-End	0	0	1	Day	Dry	Not Coded
264	29.325	05/29/15	Fri	1720	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
265	25.813	05/31/15	Sun	1250	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
266	29.355	06/02/15	Tue	2119	Rear-End	0	0	1	Night	Wet	Improper Turn
267	7.236	06/03/15	Wed	1800	Parked Motor Vehicle	0	0	1	Day	Dry	Not Coded
268	32.522	06/04/15	Thu	1300	Left-Turn	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
269	0.500	06/05/15	Fri	0815	Sideswipe	0	0	1	Day	Dry	Careless or Negligent Manner
270	26.517	06/06/15	Sat	1524	Rear-End	0	0	1	Day	Wet	Other Contributing Action
271	7.236	06/07/15	Sun	1348	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
272	20.714	06/08/15	Mon	1337	Left-Turn	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
273	26.299	06/08/15	Mon	0935	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
274	11.702	06/09/15	Tue	0720	Bridge Rail	0	0	1	Day	Dry	Ran Red Light
275	30.935	06/10/15	Wed	1615	Angle	0	1	0	Day	Dry	Failed To Keep In Proper Lane
276	23.848	06/11/15	Thu	1535	Angle	0	2	0	Day	Dry	Failed To Keep In Proper Lane
277	33.522	06/11/15	Thu	1044	Other Non-Fixed Object	0	0	1	Day	Dry	Careless or Negligent Manner
278	32.522	06/12/15	Fri	1423	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
279	10.563	06/12/15	Fri	1110	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
280	30.242	06/15/15	Mon	1726	Angle	0	2	0	Day	Dry	Failed to Yield Right-Of-Way
281	27.504	06/16/15	Tue	1205	Left-Turn	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
282	26.703	06/17/15	Wed	1309	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
283	17.945	06/18/15	Thu	1319	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
284	25.766	06/18/15	Thu	1530	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
285	25.728	06/18/15	Thu	1943	Other Traffic Barrier	0	1	0	Night	Dry	Careless or Negligent Manner
286	35.775	06/19/15	Fri	1350	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
287	16.664	06/19/15	Fri	1230	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
288	9.687	06/19/15	Fri	1330	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
289	14.790	06/20/15	Sat	1405	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
290	26.194	06/20/15	Sat	1545	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
291	8.132	06/21/15	Sun	1630	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
292	9.644	06/21/15	Sun	1743	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
293	24.498	06/21/15	Sun	2301	Sideswipe	0	0	1	Night	Dry	Failed To Keep In Proper Lane
294	8.457	06/21/15	Sun	1350	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
295	25.091	06/22/15	Mon	1555	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
296	17.695	06/22/15	Mon	0550	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
297	15.206	06/23/15	Tue	1700	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
298	31.121	06/23/15	Tue	2339	Rear-End	0	0	1	Night	Dry	Other Contributing Action
299	20.297	06/24/15	Wed	1840	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
300	10.478	06/25/15	Thu	1310	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
301	37.717	06/26/15	Fri	1415	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
302	17.317	06/27/15	Sat	1145	Overturn/Rollover	0	1	0	Day	Dry	No Contributing Action
303	10.706	06/27/15	Sat	1255	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
304	27.897	06/28/15	Sun	1125	Other Non-Collision	0	0	1	Day	Dry	Swerved Or Avoided
305	6.768	06/28/15	Sun	1305	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
306	8.065	06/28/15	Sun	1720	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
307	5.212	06/30/15	Tue	1359	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
308	20.814	07/02/15	Thu	1005	Angle	0	1	0	Day	Dry	Failed To Keep In Proper Lane
309	23.978	07/02/15	Thu	1714	Rear-End	0	0	1	Day	Dry	Failed To Keep In Proper Lane
310	36.234	07/03/15	Fri	1032	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
311	29.325	07/03/15	Fri	1141	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
312	15.493	07/03/15	Fri	1630	Sideswipe	0	0	1	Day	Dry	Not Coded
313	7.929	07/04/15	Sat	0752	Sideswipe	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
314	28.917	07/04/15	Sat	1217	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
315	27.504	07/04/15	Sat	2030	Pedestrian	0	1	0	Night	Dry	Other Contributing Action
316	16.147	07/04/15	Sat	1455	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 90060000 STATE ROUTE: 5
INTERSECTING ROADWAY: None M.P. 0.000 TO 38.777 ENGINEER: CG
STUDY PERIOD: FROM 1/ 2015 TO 12/ 2015 COUNTY: Monroe

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
317	15.450	07/04/15	Sat	1832	Angle	0	3	0	Day	Dry	Failed to Yield Right-Of-Way
318	27.504	07/05/15	Sun	0352	Rear-End	0	1	0	Night	Dry	Careless or Negligent Manner
319	10.545	07/05/15	Sun	1520	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
320	18.207	07/05/15	Sun	1650	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
321	5.256	07/05/15	Sun	2000	Sideswipe	0	0	1	Night	Dry	No Contributing Action
322	27.504	07/06/15	Mon	0637	Angle	0	1	0	Day	Wet	Ran Red Light
323	32.567	07/06/15	Mon	1110	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
324	11.271	07/07/15	Tue	1310	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
325	26.847	07/08/15	Wed	2324	Utility Pole/Light Support	0	0	1	Night	Dry	Careless or Negligent Manner
326	25.922	07/08/15	Wed	1355	Angle	0	0	1	Day	Dry	Improper Turn
327	9.046	07/09/15	Thu	0107	Left-Turn	0	1	0	Night	Dry	Failed to Yield Right-Of-Way
328	9.037	07/09/15	Thu	1810	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
329	12.052	07/10/15	Fri	2335	Guardrail End	0	1	0	Night	Dry	Careless or Negligent Manner
330	10.177	07/11/15	Sat	1715	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
331	14.168	07/11/15	Sat	1105	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
332	9.794	07/11/15	Sat	1338	Rear-End	0	0	1	Day	Dry	Not Coded
333	17.506	07/11/15	Sat	1635	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
334	17.790	07/12/15	Sun	2300	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
335	4.094	07/12/15	Sun	1439	Rear-End	0	3	0	Day	Dry	Careless or Negligent Manner
336	8.166	07/12/15	Sun	1318	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
337	26.523	07/13/15	Mon	0900	Other Non-Collision	0	0	1	Day	Dry	Ran Off Roadway
338	17.860	07/13/15	Mon	1700	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
339	17.695	07/14/15	Tue	2240	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
340	30.601	07/16/15	Thu	0425	Traffic Sign Support	0	1	0	Night	Dry	Failed To Keep In Proper Lane
341	32.522	07/16/15	Thu	1655	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
342	9.386	07/18/15	Sat	1220	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
343	9.236	07/18/15	Sat	1615	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
344	10.054	07/18/15	Sat	1345	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
345	24.198	07/19/15	Sun	1100	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
346	13.717	07/19/15	Sun	1240	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
347	24.086	07/20/15	Mon	0945	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
348	27.945	07/22/15	Wed	2318	Pedalcycle	1	0	0	Night	Dry	No Contributing Action
349	28.774	07/22/15	Wed	0500	Traffic Sign Support	0	0	1	Night	Dry	Not Coded
350	21.453	07/22/15	Wed	1420	Rear-End	0	1	0	Day	Dry	Other Contributing Action
351	25.685	07/22/15	Wed	0055	Ditch	0	0	1	Night	Dry	Careless or Negligent Manner
352	10.404	07/23/15	Thu	1700	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
353	10.906	07/24/15	Fri	2204	Left-Turn	0	0	1	Night	Dry	Not Coded
354	27.204	07/25/15	Sat	1145	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
355	11.666	07/25/15	Sat	1921	Angle	0	0	1	Night	Dry	Failed To Keep In Proper Lane
356	27.493	07/25/15	Sat	1300	Not Coded	0	0	1	Day	Wet	Not Coded
357	12.224	07/25/15	Sat	1851	Curb	0	0	1	Day	Wet	Drove too Fast for Conditions
358	18.188	07/27/15	Mon	1009	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
359	27.504	07/30/15	Thu	0437	Other Post, Pole Or Support	0	0	1	Night	Dry	Careless or Negligent Manner
360	32.000	07/31/15	Fri	1640	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
361	21.123	07/31/15	Fri	1215	Other Non-Collision	0	0	1	Day	Dry	No Contributing Action
362	9.629	07/31/15	Fri	1010	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
363	17.695	07/31/15	Fri	2052	Left-Turn	0	1	0	Night	Dry	Improper Turn
364	15.263	08/01/15	Sat	1030	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
365	16.071	08/01/15	Sat	1215	Rear-End	0	0	1	Day	Dry	Not Coded
366	10.177	08/01/15	Sat	1433	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
367	23.182	08/02/15	Sun	0635	Concrete Traffic Barrier	0	0	1	Night	Dry	Erratic, Reckless or Aggressive
368	37.734	08/02/15	Sun	0635	Concrete Traffic Barrier	0	1	0	Night	Dry	Careless or Negligent Manner
369	31.598	08/02/15	Sun	1130	Angle	0	0	1	Day	Dry	Careless or Negligent Manner
370	3.950	08/04/15	Tue	1645	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
371	14.880	08/05/15	Wed	1306	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
372	25.932	08/06/15	Thu	1930	Sideswipe	0	0	1	Day	Dry	Improper Turn
373	27.517	08/07/15	Fri	2224	Rear-End	0	2	0	Night	Dry	Careless or Negligent Manner
374	26.929	08/08/15	Sat	1352	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
375	17.317	08/08/15	Sat	1651	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
376	38.412	08/08/15	Sat	1415	Rear-End	0	4	0	Day	Dry	Careless or Negligent Manner
377	35.775	08/09/15	Sun	0750	Concrete Traffic Barrier	0	0	1	Day	Dry	Careless or Negligent Manner
378	10.177	08/09/15	Sun	1420	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
379	19.381	08/10/15	Mon	1700	Rear-End	0	0	1	Day	Dry	Failed To Keep In Proper Lane
380	19.149	08/10/15	Mon	0750	Guardrail Face	0	0	1	Day	Dry	Careless or Negligent Manner
381	32.522	08/10/15	Mon	0017	Pedestrian	0	1	0	Night	Dry	Not Coded
382	17.695	08/11/15	Tue	1545	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
383	18.436	08/12/15	Wed	1237	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
384	8.218	08/13/15	Thu	1500	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
385	25.922	08/14/15	Fri	1340	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
386	1.216	08/15/15	Sat	1409	Rear-End	0	0	1	Day	Wet	Followed too Closely
387	9.490	08/15/15	Sat	1525	Rear-End	0	2	0	Day	Wet	Followed too Closely
388	15.441	08/15/15	Sat	1520	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
389	15.002	08/15/15	Sat	1337	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
390	21.420	08/16/15	Sun	0155	Right-Turn	0	4	0	Night	Dry	Ran Stop Sign
391	20.966	08/16/15	Sun	0645	Rear-End	0	0	1	Night	Wet	Not Coded
392	25.399	08/16/15	Sun	1325	Left-Turn	0	0	1	Day	Dry	Careless or Negligent Manner
393	16.704	08/18/15	Tue	0740	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
394	24.198	08/18/15	Tue	1320	Rear-End	0	5	0	Day	Dry	Careless or Negligent Manner
395	28.755	08/18/15	Tue	2009	Fence	0	0	1	Night	Dry	Failed To Keep In Proper Lane

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 90060000 STATE ROUTE: 5

INTERSECTING ROADWAY: None M.P. 0.000 TO 38.777 ENGINEER: CG

STUDY PERIOD: FROM 1/ 2015 TO 12/ 2015 COUNTY: Monroe

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
396	17.638	08/20/15	Thu	1511	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
397	16.213	08/20/15	Thu	1130	Angle	0	0	1	Day	Dry	Not Coded
398	16.868	08/20/15	Thu	1555	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
399	28.530	08/21/15	Fri	1755	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
400	19.338	08/23/15	Sun	1520	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
401	27.860	08/24/15	Mon	1308	0.000	0	0	1	Day	Dry	Other Contributing Action
402	14.616	08/26/15	Wed	0558	Angle	0	0	1	Night	Wet	Careless or Negligent Manner
403	18.899	08/27/15	Thu	2100	Angle	0	2	0	Night	Dry	Failed to Yield Right-Of-Way
404	34.775	08/27/15	Thu	0725	Concrete Traffic Barrier	0	0	1	Night	Wet	No Contributing Action
405	25.731	08/28/15	Fri	2100	Not Coded	0	0	1	Night	Dry	Not Coded
406	25.638	08/28/15	Fri	1531	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
407	16.702	08/28/15	Fri	1148	Angle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
408	25.737	08/29/15	Sat	1350	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
409	21.725	08/29/15	Sat	1920	Concrete Traffic Barrier	0	0	1	Night	Wet	No Contributing Action
410	25.913	08/30/15	Sun	1509	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
411	16.323	08/31/15	Mon	0700	Left-Turn	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
412	31.284	09/01/15	Tue	0657	Sideswipe	0	0	1	Day	Dry	Other Contributing Action
413	9.710	09/01/15	Tue	1025	Other Non-Collision	0	0	1	Day	Dry	Improper Turn
414	30.242	09/02/15	Wed	0845	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
415	28.529	09/05/15	Sat	1650	Rear-End	0	0	1	Day	Wet	Drove too Fast for Conditions
416	9.505	09/05/15	Sat	1430	Not Coded	1	0	0	Day	Dry	Improper Passing
417	16.253	09/06/15	Sun	1248	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
418	16.071	09/07/15	Mon	1244	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
419	35.775	09/07/15	Mon	1049	Fence	0	0	1	Day	Dry	Careless or Negligent Manner
420	33.775	09/07/15	Mon	1140	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
421	16.702	09/07/15	Mon	1608	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
422	14.483	09/08/15	Tue	0725	Not Coded	0	0	1	Day	Dry	Careless or Negligent Manner
423	36.522	09/08/15	Tue	0050	Other Non-Collision	0	0	1	Night	Dry	Not Coded
424	25.796	09/08/15	Tue	1507	Pedalcycle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
425	18.952	09/08/15	Tue	1525	Guardrail Face	0	0	1	Day	Dry	Careless or Negligent Manner
426	17.600	09/09/15	Wed	1250	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
427	33.775	09/11/15	Fri	1120	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
428	31.852	09/11/15	Fri	1954	Left-Turn	0	2	0	Night	Wet	Failed to Yield Right-Of-Way
429	13.146	09/11/15	Fri	2320	Tree (Standing)	0	0	1	Night	Dry	Ran Off Roadway
430	27.509	09/12/15	Sat	0640	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
431	8.996	09/14/15	Mon	1502	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
432	18.183	09/15/15	Tue	1040	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
433	15.977	09/16/15	Wed	1458	Rear-End	0	1	0	Day	Wet	Careless or Negligent Manner
434	18.835	09/18/15	Fri	1640	Angle	0	0	1	Day	Dry	Careless or Negligent Manner
435	8.176	09/18/15	Fri	2011	Pedestrian	0	1	0	Night	Wet	No Contributing Action
436	18.298	09/20/15	Sun	2029	Rear-End	0	1	0	Night	Dry	Not Coded
437	16.171	09/23/15	Wed	0915	Rear-End	0	0	1	Day	Wet	Not Coded
438	27.504	09/23/15	Wed	1447	Pedestrian	0	1	0	Day	Dry	No Contributing Action
439	18.266	09/27/15	Sun	1420	Rear-End	0	0	1	Day	Wet	Drove too Fast for Conditions
440	7.286	09/27/15	Sun	1830	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
441	18.899	09/29/15	Tue	1605	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
442	18.183	09/29/15	Tue	1027	Rear-End	0	2	0	Day	Wet	Careless or Negligent Manner
443	26.636	09/30/15	Wed	1522	Other Non-Collision	0	0	1	Day	Dry	Not Coded
444	8.396	09/30/15	Wed	1556	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
445	4.219	09/30/15	Wed	1155	Fence	0	0	1	Day	Dry	Improper Passing
446	4.736	10/02/15	Fri	1105	Angle	0	1	0	Day	Dry	Careless or Negligent Manner
447	20.235	10/02/15	Fri	1621	Other Non-Collision	0	0	1	Day	Dry	No Contributing Action
448	27.504	10/04/15	Sun	1210	Angle	0	1	0	Day	Dry	Ran Red Light
449	29.993	10/07/15	Wed	1316	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
450	12.614	10/09/15	Fri	2200	Pedestrian	0	1	0	Night	Dry	No Contributing Action
451	18.104	10/09/15	Fri	1308	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
452	21.095	10/09/15	Fri	2150	Other Fixed Object	0	1	0	Night	Dry	Careless or Negligent Manner
453	13.252	10/10/15	Sat	0600	Sideswipe	0	0	1	Night	Dry	Failed To Keep In Proper Lane
454	11.635	10/11/15	Sun	1942	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
455	33.775	10/12/15	Mon	1355	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
456	24.483	10/12/15	Mon	1627	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
457	26.373	10/13/15	Tue	1000	Utility Pole/Light Support	0	2	0	Day	Dry	Careless or Negligent Manner
458	13.711	10/13/15	Tue	1927	Sideswipe	0	0	1	Night	Dry	Failed To Keep In Proper Lane
459	22.125	10/14/15	Wed	1933	Impact Attenuator/Crash Cushion	0	1	0	Night	Wet	Drove too Fast for Conditions
460	16.364	10/14/15	Wed	1040	Angle	0	0	1	Day	Dry	Careless or Negligent Manner
461	24.475	10/14/15	Wed	1944	Rear-End	0	0	1	Night	Dry	Failed To Keep In Proper Lane
462	7.236	10/15/15	Thu	1547	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
463	16.919	10/16/15	Fri	1217	Right-Turn	0	0	1	Day	Wet	Failed to Yield Right-Of-Way
464	17.317	10/16/15	Fri	1824	Right-Turn	0	0	1	Night	Wet	Failed to Yield Right-Of-Way
465	17.733	10/16/15	Fri	2013	Pedestrian	0	1	0	Night	Wet	No Contributing Action
466	32.698	10/17/15	Sat	2043	Not Coded	0	0	1	Night	Dry	Not Coded
467	29.152	10/19/15	Mon	0609	Other Non-Collision	0	0	1	Night	Wet	Ran Off Roadway
468	27.523	10/20/15	Tue	1457	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
469	25.053	10/21/15	Wed	1230	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
470	23.970	10/24/15	Sat	1535	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
471	18.899	10/24/15	Sat	0849	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
472	16.702	10/26/15	Mon	1632	Rear-End	0	0	1	Day	Dry	Not Coded
473	25.728	10/27/15	Tue	0852	Angle	0	2	0	Day	Dry	Failed to Yield Right-Of-Way
474	7.135	10/28/15	Wed	1230	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 90060000 STATE ROUTE: 5

INTERSECTING ROADWAY: None M.P. 0.000 TO 38.777 ENGINEER: CG

STUDY PERIOD: FROM 1/ 2015 TO 12/ 2015 COUNTY: Monroe

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
475	26.897	10/29/15	Thu	1530	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
476	17.171	10/30/15	Fri	0711	Pedalcycle	0	1	0	Day	Dry	Failed To Keep In Proper Lane
477	28.149	11/01/15	Sun	2025	Sideswipe	0	0	1	Night	Dry	Not Coded
478	7.675	11/01/15	Sun	1530	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
479	28.237	11/01/15	Sun	1905	Pedestrian	1	0	0	Night	Dry	No Contributing Action
480	16.698	11/02/15	Mon	0815	Angle	0	0	1	Day	Dry	Careless or Negligent Manner
481	16.323	11/03/15	Tue	1145	Right-Turn	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
482	20.235	11/04/15	Wed	0800	Not Coded	0	0	1	Day	Dry	No Contributing Action
483	0.000	11/04/15	Wed	1245	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
484	21.308	11/05/15	Thu	0749	Angle	0	2	0	Day	Dry	Failed to Yield Right-Of-Way
485	25.960	11/05/15	Thu	1252	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
486	10.573	11/06/15	Fri	1105	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
487	21.429	11/06/15	Fri	1235	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
488	0.594	11/07/15	Sat	0858	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
489	9.064	11/07/15	Sat	2223	Rear-End	0	1	0	Night	Dry	Careless or Negligent Manner
490	2.264	11/07/15	Sat	0553	Pedestrian	1	0	0	Night	Dry	No Contributing Action
491	8.601	11/07/15	Sat	1958	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
492	9.079	11/08/15	Sun	1556	Right-Turn	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
493	9.365	11/08/15	Sun	1841	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
494	22.571	11/10/15	Tue	1415	Other Non-Collision	0	0	1	Day	Dry	Over-Correcting/Over-Steering
495	27.504	11/11/15	Wed	1334	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
496	14.399	11/12/15	Thu	1510	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
497	2.497	11/13/15	Fri	1345	Angle	0	4	0	Day	Dry	Failed to Yield Right-Of-Way
498	20.235	11/14/15	Sat	0324	Utility Pole/Light Support	0	0	1	Night	Wet	Careless or Negligent Manner
499	25.776	11/14/15	Sat	1035	Fell/Jumped from Motor Vehicle	0	1	0	Day	Wet	Careless or Negligent Manner
500	28.319	11/16/15	Mon	1500	Angle	0	0	1	Day	Wet	Failed to Yield Right-Of-Way
501	19.099	11/17/15	Tue	1542	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
502	12.202	11/19/15	Thu	2046	Not Coded	0	0	1	Night	Dry	Not Coded
503	20.197	11/20/15	Fri	1820	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
504	18.156	11/20/15	Fri	1240	Angle	0	0	1	Day	Dry	Not Coded
505	25.828	11/21/15	Sat	1150	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
506	28.793	11/22/15	Sun	1015	Utility Pole/Light Support	0	0	1	Day	Dry	Careless or Negligent Manner
507	9.236	11/24/15	Tue	2329	Utility Pole/Light Support	0	1	0	Night	Dry	Not Coded
508	12.786	11/25/15	Wed	1000	Other Non-Collision	0	1	0	Day	Dry	Careless or Negligent Manner
509	15.450	11/27/15	Fri	0800	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
510	26.024	11/27/15	Fri	1509	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
511	19.310	11/27/15	Fri	1914	Other Non-Collision	0	1	0	Night	Dry	Failed To Keep In Proper Lane
512	27.490	11/29/15	Sun	1340	Rear-End	0	0	1	Day	Wet	Followed too Closely
513	26.849	11/29/15	Sun	1210	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
514	25.756	12/01/15	Tue	0955	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
515	24.136	12/01/15	Tue	1225	Angle	0	1	0	Day	Dry	Improper Turn
516	26.527	12/02/15	Wed	2151	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
517	27.714	12/04/15	Fri	1800	Rear-End	0	0	1	Night	Wet	Careless or Negligent Manner
518	16.683	12/06/15	Sun	1940	Sideswipe	0	0	1	Night	Wet	Failed To Keep In Proper Lane
519	12.724	12/09/15	Wed	1430	Rear-End	0	0	1	Day	Dry	No Contributing Action
520	33.707	12/09/15	Wed	1525	Rear-End	0	1	0	Day	Dry	No Contributing Action
521	15.269	12/09/15	Wed	2350	Parked Motor Vehicle	0	0	1	Night	Dry	Careless or Negligent Manner
522	23.192	12/09/15	Wed	1130	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
523	26.043	12/10/15	Thu	1220	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
524	27.502	12/11/15	Fri	0740	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
525	25.227	12/11/15	Fri	0800	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
526	14.092	12/11/15	Fri	1035	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
527	32.567	12/11/15	Fri	1230	Angle	0	4	0	Day	Dry	Failed to Yield Right-Of-Way
528	26.989	12/12/15	Sat	1323	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
529	23.389	12/13/15	Sun	2035	Rear-End	0	1	0	Night	Dry	Careless or Negligent Manner
530	12.202	12/14/15	Mon	1250	Angle	0	2	0	Day	Dry	Failed to Yield Right-Of-Way
531	23.182	12/16/15	Wed	2235	Angle	0	0	1	Night	Dry	Careless or Negligent Manner
532	25.690	12/16/15	Wed	0910	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
533	15.437	12/16/15	Wed	0221	Other Non-Collision	0	0	1	Night	Dry	Failed To Keep In Proper Lane
534	15.140	12/18/15	Fri	1155	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
535	21.227	12/18/15	Fri	0809	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
536	25.728	12/18/15	Fri	1042	Pedalcycle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
537	20.235	12/19/15	Sat	1835	Rear-End	0	0	1	Unknown	Dry	Followed too Closely
538	14.227	12/20/15	Sun	0401	Rear-End	0	0	1	Night	Dry	Not Coded
539	37.734	12/21/15	Mon	0946	Concrete Traffic Barrier	0	0	1	Day	Dry	Careless or Negligent Manner
540	26.318	12/22/15	Tue	1639	Angle	0	0	1	Day	Wet	Failed to Yield Right-Of-Way
541	17.317	12/22/15	Tue	1909	Rear-End	0	0	1	Night	Wet	Careless or Negligent Manner
542	14.227	12/22/15	Tue	2110	Sideswipe	0	0	1	Night	Wet	Not Coded
543	15.607	12/22/15	Tue	0648	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
544	10.365	12/23/15	Wed	1757	Pedestrian	0	2	0	Night	Dry	No Contributing Action
545	25.478	12/26/15	Sat	1600	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
546	9.729	12/26/15	Sat	1537	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
547	10.459	12/26/15	Sat	1556	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
548	10.933	12/26/15	Sat	2113	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
549	6.247	12/26/15	Sat	1430	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
550	26.005	12/26/15	Sat	1222	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
551	15.225	12/26/15	Sat	1725	Left-Turn	0	1	0	Night	Dry	Disregarded Other Traffic Sign
552	31.306	12/26/15	Sat	1926	Pedestrian	0	1	0	Night	Dry	No Contributing Action
553	5.247	12/26/15	Sat	1228	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 90060000 STATE ROUTE: 5

INTERSECTING ROADWAY: None M.P. 0.000 TO 38.777 ENGINEER: CG

STUDY PERIOD: FROM 1/ 2015 TO 12/ 2015 COUNTY: Monroe

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
554	2.206	12/28/15	Mon	1557	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
555	27.502	12/28/15	Mon	1725	Rear-End	0	1	0	Day	Wet	Drove too Fast for Conditions
556	0.000	12/28/15	Mon	1455	Angle	0	1	0	Day	Dry	Other Contributing Action
557	27.519	12/28/15	Mon	1141	Rear-End	0	0	1	Day	Dry	Not Coded
558	25.724	12/28/15	Mon	2227	Angle	0	0	1	Night	Dry	Failed to Yield Right-Of-Way
559	36.734	12/29/15	Tue	0904	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
560	11.307	12/30/15	Wed	1635	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
561	6.247	12/30/15	Wed	2129	Pedestrian	0	1	0	Night	Dry	No Contributing Action
562	17.317	12/30/15	Wed	1452	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
563	15.263	12/30/15	Wed	1300	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
564	18.799	12/30/15	Wed	1557	Angle	1	0	0	Day	Dry	Improper Turn
565	26.545	12/31/15	Thu	1048	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
566	26.684	12/31/15	Thu	1035	Angle	0	2	0	Day	Dry	Failed to Yield Right-Of-Way

Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other
566	6	186	375	279	2	110	19	7	35	1	23	4	42	1	13
Percent	*1.06%*	*32.86%*	*66.25%*	*49.29%*	*0.35%*	*19.43%*	*3.36%*	*1.24%*	*6.18%*	*0.18%*	*4.06%*	*0.71%*	*7.42%*	*0.18%*	*2.30%*

Contrib. Cause	Day	Night	Wet	Dry	Careless Driving	FTYRW	Improper Turn	Ran Red Light	Exceeded Speed	Improper Passing	Disreg Cntl Dev	Erratic/ Aggress	Ran off Road	DUI	Wrong Way
Total	428	135	49	516	279	101	16	6	5	3	1	1	3	27	1
Percent	*75.62%*	*23.85%*	*8.66%*	*91.17%*	*49.29%*	*17.84%*	*2.83%*	*1.06%*	*0.88%*	*0.53%*	*0.18%*	*0.18%*	*0.53%*	*4.77%*	*0.18%*

TOTAL ENTERING VEHICLES/ADT: 23,613

SPOT CRASH RATE: 61.118 CRASHES PER MILLION ENTERING VEHICLES

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 90060000 STATE ROUTE: 5

INTERSECTING ROADWAY: None M.P. 0.000 TO 38.777 ENGINEER: CG

STUDY PERIOD: FROM 1/ 2016 TO 12/ 2016 COUNTY: Monroe

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
1	13.015	01/01/16	Fri	1111	Rear-End	0	0	1	Day	Dry	Improper Backing
2	14.168	01/01/16	Fri	1130	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
3	15.269	01/02/16	Sat	1026	Rear-End	0	0	1	Day	Dry	Followed too Closely
4	11.107	01/02/16	Sat	1444	Rear-End	0	0	1	Day	Dry	Improper Backing
5	0.000	01/02/16	Sat	0920	Angle	0	0	1	Day	Dry	Careless or Negligent Manner
6	12.002	01/02/16	Sat	1255	Not Coded	1	9	0	Day	Dry	Careless or Negligent Manner
7	20.924	01/03/16	Sun	0245	Other Non-Collision	0	0	1	Night	Dry	Ran Off Roadway
8	27.255	01/04/16	Mon	0758	Tree (Standing)	0	1	0	Day	Dry	Careless or Negligent Manner
9	26.014	01/04/16	Mon	1305	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
10	18.432	01/05/16	Tue	1347	Angle	0	0	1	Day	Wet	Failed to Yield Right-Of-Way
11	19.442	01/06/16	Wed	0800	Sideswipe	0	0	1	Day	Wet	Failed to Yield Right-Of-Way
12	18.680	01/06/16	Wed	1241	Tree (Standing)	0	0	1	Day	Wet	Careless or Negligent Manner
13	29.295	01/08/16	Fri	1207	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
14	17.695	01/09/16	Sat	1753	Left-Turn	0	4	0	Night	Dry	Failed to Yield Right-Of-Way
15	9.309	01/09/16	Sat	1025	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
16	25.658	01/09/16	Sat	1410	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
17	21.225	01/10/16	Sun	2023	Angle	0	0	1	Night	Dry	Failed to Yield Right-Of-Way
18	27.615	01/11/16	Mon	1035	Rear-End	0	0	1	Day	Dry	No Contributing Action
19	30.224	01/11/16	Mon	1552	Angle	0	0	1	Day	Dry	Improper Turn
20	7.236	01/12/16	Tue	1348	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
21	8.241	01/12/16	Tue	1343	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
22	26.674	01/13/16	Wed	1545	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
23	27.504	01/17/16	Sun	1612	Angle	0	1	0	Day	Dry	Ran Red Light
24	26.908	01/17/16	Sun	1330	Backed Into	0	0	1	Day	Dry	Improper Backing
25	24.373	01/18/16	Mon	1156	Angle	0	2	0	Day	Dry	Careless or Negligent Manner
26	26.674	01/18/16	Mon	1619	Left-Turn	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
27	17.662	01/18/16	Mon	1717	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
28	9.709	01/18/16	Mon	1250	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
29	9.709	01/18/16	Mon	1252	Rear-End	0	0	1	Day	Dry	Other Contributing Action
30	12.214	01/19/16	Tue	1441	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
31	16.336	01/19/16	Tue	1619	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
32	27.502	01/20/16	Wed	1316	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
33	24.539	01/21/16	Thu	0700	Angle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
34	29.548	01/22/16	Fri	1851	Angle	0	0	1	Night	Wet	Failed to Yield Right-Of-Way
35	24.522	01/24/16	Sun	1600	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
36	23.234	01/25/16	Mon	0720	Sideswipe	0	1	0	Day	Dry	No Contributing Action
37	14.466	01/25/16	Mon	1155	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
38	7.236	01/26/16	Tue	1717	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
39	27.239	01/26/16	Tue	2111	Angle	0	0	1	Night	Dry	Failed to Yield Right-Of-Way
40	21.230	01/26/16	Tue	0315	Traffic Sign Support	0	0	1	Night	Dry	Careless or Negligent Manner
41	21.264	01/27/16	Wed	1900	Rear-End	0	0	1	Night	Wet	Careless or Negligent Manner
42	16.346	01/28/16	Thu	1745	Angle	0	0	1	Day	Wet	Failed to Yield Right-Of-Way
43	25.197	01/29/16	Fri	1552	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
44	10.573	01/29/16	Fri	1725	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
45	7.670	01/29/16	Fri	2150	Rear-End	0	2	0	Night	Dry	Careless or Negligent Manner
46	18.150	01/29/16	Fri	1342	Utility Pole/Light Support	0	1	0	Day	Dry	Careless or Negligent Manner
47	16.436	01/29/16	Fri	1815	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
48	28.108	01/30/16	Sat	0923	Pedestrian	0	1	0	Day	Dry	Careless or Negligent Manner
49	13.352	01/30/16	Sat	1854	Rear-End	0	5	0	Night	Dry	Careless or Negligent Manner
50	27.883	01/31/16	Sun	1715	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
51	30.906	01/31/16	Sun	1425	Angle	0	2	0	Day	Dry	Failed to Yield Right-Of-Way
52	27.504	02/02/16	Tue	1915	Rear-End	0	1	0	Night	Dry	Careless or Negligent Manner
53	9.715	02/02/16	Tue	0940	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
54	17.695	02/04/16	Thu	1440	Angle	0	0	1	Day	Dry	Ran Red Light
55	9.236	02/04/16	Thu	1446	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
56	14.168	02/04/16	Thu	1315	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
57	28.530	02/04/16	Thu	0826	Angle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
58	38.484	02/05/16	Fri	0330	Concrete Traffic Barrier	0	0	1	Night	Wet	Drove too Fast for Conditions
59	16.048	02/05/16	Fri	1542	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
60	33.921	02/05/16	Fri	2012	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
61	32.779	02/05/16	Fri	0740	Concrete Traffic Barrier	0	1	0	Day	Dry	Careless or Negligent Manner
62	0.000	02/06/16	Sat	0730	Mailbox	0	1	0	Day	Dry	Other Contributing Action
63	28.208	02/07/16	Sun	1835	Pedestrian	0	1	0	Night	Dry	Not Coded
64	25.383	02/08/16	Mon	1457	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
65	24.119	02/08/16	Mon	0915	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
66	9.696	02/08/16	Mon	1050	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
67	13.252	02/09/16	Tue	1335	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
68	27.614	02/09/16	Tue	0640	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
69	23.234	02/09/16	Tue	0835	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
70	23.342	02/11/16	Thu	1005	Tree (Standing)	0	0	1	Day	Dry	Careless or Negligent Manner
71	12.214	02/12/16	Fri	1324	Sideswipe	0	0	1	Day	Dry	Not Coded
72	16.343	02/12/16	Fri	1500	Left-Turn	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
73	9.592	02/12/16	Fri	1630	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
74	27.215	02/13/16	Sat	1900	Angle	0	0	1	Night	Dry	Other Contributing Action
75	29.038	02/13/16	Sat	1040	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
76	8.565	02/14/16	Sun	1905	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
77	14.158	02/14/16	Sun	1845	Rear-End	0	2	0	Night	Dry	Careless or Negligent Manner
78	16.707	02/14/16	Sun	0925	Sideswipe	0	0	1	Day	Dry	Careless or Negligent Manner
79	26.684	02/14/16	Sun	1150	Angle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 90060000 STATE ROUTE: 5

INTERSECTING ROADWAY: None M.P. 0.000 TO 38.777 ENGINEER: CG

STUDY PERIOD: FROM 1/ 2016 TO 12/ 2016 COUNTY: Monroe

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
80	38.737	02/14/16	Sun	1455	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
81	7.141	02/15/16	Mon	1710	Rear-End	0	1	0	Day	Dry	Followed too Closely
82	28.969	02/16/16	Tue	1115	Rear-End	0	1	0	Day	Wet	Careless or Negligent Manner
83	28.633	02/17/16	Wed	0218	Head-On	0	2	0	Night	Dry	Failed To Keep In Proper Lane
84	16.346	02/18/16	Thu	1120	Rear-End	0	0	1	Day	Dry	Not Coded
85	30.049	02/18/16	Thu	1421	Angle	0	2	0	Day	Dry	Failed to Yield Right-Of-Way
86	17.671	02/18/16	Thu	1212	Angle	0	0	1	Day	Dry	Ran Red Light
87	16.139	02/19/16	Fri	1226	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
88	17.696	02/19/16	Fri	1306	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
89	27.505	02/21/16	Sun	0616	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
90	30.932	02/21/16	Sun	1240	Angle	0	3	0	Day	Dry	Failed to Yield Right-Of-Way
91	13.959	02/22/16	Mon	1050	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
92	2.605	02/23/16	Tue	1025	Right-Turn	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
93	15.893	02/23/16	Tue	0735	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
94	37.718	02/23/16	Tue	0855	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
95	9.965	02/23/16	Tue	1145	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
96	29.308	02/23/16	Tue	1250	Angle	0	1	0	Day	Wet	Failed to Yield Right-Of-Way
97	32.142	02/23/16	Tue	1243	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
98	18.835	02/23/16	Tue	1515	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
99	25.828	02/24/16	Wed	2208	Tree (Standing)	0	1	0	Night	Dry	Careless or Negligent Manner
100	20.752	02/24/16	Wed	1533	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
101	20.752	02/24/16	Wed	1611	Rear-End	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
102	10.177	02/25/16	Thu	1524	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
103	16.699	02/26/16	Fri	2210	Rear-End	0	1	0	Night	Dry	Careless or Negligent Manner
104	5.212	02/26/16	Fri	0705	Left-Turn	0	0	1	Night	Dry	Careless or Negligent Manner
105	29.377	02/26/16	Fri	0801	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
106	9.965	02/26/16	Fri	1125	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
107	0.237	02/26/16	Fri	1430	Angle	0	0	1	Day	Dry	Not Coded
108	26.872	02/26/16	Fri	1606	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
109	9.672	02/26/16	Fri	1140	Fence	0	1	0	Day	Dry	Careless or Negligent Manner
110	18.266	02/27/16	Sat	1640	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
111	26.989	02/27/16	Sat	1048	Angle	0	2	0	Day	Dry	Failed to Yield Right-Of-Way
112	9.573	02/27/16	Sat	1637	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
113	16.715	02/27/16	Sat	1857	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
114	9.965	02/28/16	Sun	1025	Overturn/Rollover	0	2	0	Day	Dry	Careless or Negligent Manner
115	31.748	02/29/16	Mon	1712	Tree (Standing)	0	1	0	Day	Dry	Not Coded
116	18.266	02/29/16	Mon	1710	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
117	26.024	02/29/16	Mon	1826	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
118	0.000	02/29/16	Mon	1040	Backed Into	0	0	1	Day	Dry	Improper Backing
119	19.633	02/29/16	Mon	1255	Tree (Standing)	0	1	0	Day	Dry	Careless or Negligent Manner
120	10.507	03/01/16	Tue	1200	Parked Motor Vehicle	0	0	1	Day	Dry	Careless or Negligent Manner
121	12.058	03/02/16	Wed	2123	Angle	0	0	1	Night	Dry	Improper Turn
122	31.331	03/02/16	Wed	1435	Sideswipe	0	1	0	Day	Dry	Careless or Negligent Manner
123	26.024	03/03/16	Thu	1020	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
124	7.236	03/03/16	Thu	1559	Left-Turn	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
125	0.234	03/04/16	Fri	1300	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
126	25.904	03/04/16	Fri	1337	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
127	23.182	03/04/16	Fri	1506	Sideswipe	0	0	1	Day	Dry	Improper Turn
128	34.355	03/05/16	Sat	1005	Sideswipe	0	0	1	Day	Dry	Not Coded
129	28.780	03/05/16	Sat	1105	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
130	25.387	03/05/16	Sat	1315	Pedalcycle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
131	15.699	03/07/16	Mon	1530	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
132	25.178	03/07/16	Mon	0755	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
133	17.638	03/08/16	Tue	2232	Angle	0	2	0	Night	Dry	Failed to Yield Right-Of-Way
134	9.715	03/08/16	Tue	0840	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
135	14.518	03/08/16	Tue	1745	Mailbox	0	0	1	Day	Dry	Failed To Keep In Proper Lane
136	32.089	03/09/16	Wed	1858	Left-Turn	0	0	1	Night	Dry	Improper Turn
137	29.306	03/09/16	Wed	1140	Pedalcycle	0	1	0	Day	Dry	Careless or Negligent Manner
138	25.197	03/09/16	Wed	1458	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
139	10.589	03/10/16	Thu	1309	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
140	15.443	03/12/16	Sat	1231	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
141	10.177	03/12/16	Sat	1910	Sideswipe	0	0	1	Day	Dry	Not Coded
142	26.683	03/12/16	Sat	0905	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
143	30.788	03/12/16	Sat	1905	Utility Pole/Light Support	0	0	1	Night	Dry	Careless or Negligent Manner
144	28.897	03/13/16	Sun	1515	Rear-End	0	0	1	Day	Dry	Not Coded
145	12.164	03/13/16	Sun	1130	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
146	29.992	03/13/16	Sun	2235	Rear-End	0	0	1	Night	Dry	No Contributing Action
147	16.134	03/14/16	Mon	1320	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
148	13.743	03/14/16	Mon	1645	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
149	13.631	03/15/16	Tue	1211	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
150	12.119	03/15/16	Tue	1600	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
151	17.746	03/16/16	Wed	1544	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
152	11.715	03/16/16	Wed	1616	Sideswipe	0	0	1	Day	Dry	No Contributing Action
153	28.983	03/17/16	Thu	1151	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
154	20.953	03/17/16	Thu	1949	Left-Turn	0	0	1	Night	Dry	Failed to Yield Right-Of-Way
155	31.306	03/18/16	Fri	1533	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
156	27.503	03/19/16	Sat	0651	Rear-End	0	1	0	Night	Dry	Careless or Negligent Manner
157	12.240	03/19/16	Sat	1145	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
158	34.820	03/19/16	Sat	1221	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 90060000 STATE ROUTE: 5
INTERSECTING ROADWAY: None M.P. 0.000 TO 38.777 ENGINEER: CG
STUDY PERIOD: FROM 1/ 2016 TO 12/ 2016 COUNTY: Monroe

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
159	13.748	03/19/16	Sat	1448	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
160	9.715	03/19/16	Sat	1636	Other Non-Collision	0	1	0	Day	Dry	Failed To Keep In Proper Lane
161	12.002	03/20/16	Sun	1620	Other Non-Collision	0	0	1	Day	Dry	Failed To Keep In Proper Lane
162	15.452	03/21/16	Mon	1349	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
163	27.115	03/22/16	Tue	1700	Not Coded	0	0	1	Day	Dry	Careless or Negligent Manner
164	10.554	03/22/16	Tue	1455	Angle	0	0	1	Day	Dry	Improper Turn
165	3.699	03/23/16	Wed	1044	Angle	0	3	0	Day	Dry	Failed to Yield Right-Of-Way
166	31.517	03/24/16	Thu	1145	Rear-End	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
167	16.128	03/24/16	Thu	1105	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
168	12.214	03/25/16	Fri	1740	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
169	38.769	03/25/16	Fri	0749	Angle	0	0	1	Night	Wet	Careless or Negligent Manner
170	14.872	03/25/16	Fri	1105	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
171	31.005	03/26/16	Sat	1406	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
172	14.217	03/26/16	Sat	1610	Angle	0	1	0	Day	Dry	Improper Passing
173	36.913	03/26/16	Sat	1500	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
174	23.780	03/28/16	Mon	1446	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
175	16.377	03/28/16	Mon	1250	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
176	25.615	03/29/16	Tue	1220	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
177	0.025	03/30/16	Wed	1557	Pedestrian	0	1	0	Day	Dry	No Contributing Action
178	12.107	03/30/16	Wed	1515	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
179	27.504	03/31/16	Thu	0155	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
180	26.684	03/31/16	Thu	1430	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
181	0.902	03/31/16	Thu	2042	Tree (Standing)	1	0	0	Night	Dry	Other Contributing Action
182	29.325	03/31/16	Thu	1841	Not Coded	0	0	1	Day	Dry	Not Coded
183	34.920	03/31/16	Thu	0433	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
184	26.683	04/01/16	Fri	0700	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
185	8.457	04/02/16	Sat	1150	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
186	15.512	04/02/16	Sat	1230	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
187	10.554	04/02/16	Sat	0838	Angle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
188	1.536	04/03/16	Sun	2004	Not Coded	0	0	1	Night	Dry	Failed to Yield Right-Of-Way
189	18.275	04/05/16	Tue	0809	Angle	0	2	0	Day	Wet	Failed to Yield Right-Of-Way
190	17.313	04/05/16	Tue	1609	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
191	20.424	04/05/16	Tue	1750	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
192	20.368	04/05/16	Tue	1900	Pedestrian	0	1	0	Day	Dry	No Contributing Action
193	4.219	04/05/16	Tue	1044	Utility Pole/Light Support	0	1	0	Day	Dry	Failed To Keep In Proper Lane
194	7.554	04/06/16	Wed	2208	Not Coded	0	0	1	Night	Dry	Failed To Keep In Proper Lane
195	29.193	04/07/16	Thu	0835	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
196	6.247	04/07/16	Thu	2126	Left-Turn	0	0	1	Night	Dry	Failed to Yield Right-Of-Way
197	2.686	04/08/16	Fri	0856	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
198	28.180	04/08/16	Fri	0830	Pedalcycle	0	1	0	Day	Dry	No Contributing Action
199	9.668	04/08/16	Fri	1600	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
200	9.715	04/08/16	Fri	1720	Angle	0	0	1	Day	Dry	Other Contributing Action
201	32.586	04/09/16	Sat	0909	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
202	7.574	04/09/16	Sat	1225	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
203	14.976	04/09/16	Sat	2007	Angle	0	0	1	Night	Dry	Failed to Yield Right-Of-Way
204	14.742	04/10/16	Sun	0231	Other Post, Pole Or Support	0	0	1	Night	Dry	Failed To Keep In Proper Lane
205	11.554	04/10/16	Sun	2040	Other Non-Collision	0	1	0	Night	Dry	Failed To Keep In Proper Lane
206	13.257	04/11/16	Mon	1050	Fell/Jumped from Motor Vehicle	0	0	1	Day	Dry	No Contributing Action
207	22.198	04/12/16	Tue	1135	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
208	14.217	04/13/16	Wed	1619	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
209	23.869	04/15/16	Fri	1205	Angle	0	0	1	Day	Dry	Careless or Negligent Manner
210	18.275	04/15/16	Fri	1355	Left-Turn	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
211	3.331	04/15/16	Fri	2200	Head-On	2	2	0	Night	Dry	Failed To Keep In Proper Lane
212	3.231	04/16/16	Sat	0030	Rear-End	0	0	1	Night	Wet	Careless or Negligent Manner
213	6.247	04/16/16	Sat	0200	Rear-End	0	0	1	Night	Wet	Not Coded
214	25.284	04/16/16	Sat	1330	Right-Turn	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
215	14.198	04/17/16	Sun	0955	Cargo/Equipment Loss or Shift	0	0	1	Day	Dry	No Contributing Action
216	26.872	04/17/16	Sun	1125	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
217	32.089	04/17/16	Sun	1835	Angle	0	4	0	Day	Dry	Failed to Yield Right-Of-Way
218	28.410	04/19/16	Tue	0921	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
219	27.115	04/21/16	Thu	0953	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
220	23.977	04/21/16	Thu	0650	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
221	13.717	04/21/16	Thu	1446	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
222	20.246	04/23/16	Sat	0149	Sideswipe	0	1	0	Night	Dry	Wrong Side or Wrong Way
223	12.102	04/23/16	Sat	1215	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
224	12.999	04/23/16	Sat	1650	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
225	0.000	04/25/16	Mon	1600	Backed Into	0	0	1	Day	Dry	Improper Backing
226	10.472	04/25/16	Mon	1305	Angle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
227	18.441	04/26/16	Tue	1941	Sideswipe	0	0	1	Day	Dry	Careless or Negligent Manner
228	16.721	04/26/16	Tue	1455	Sideswipe	0	0	1	Day	Dry	Not Coded
229	18.430	04/26/16	Tue	1716	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
230	16.143	04/27/16	Wed	0731	Angle	0	0	1	Day	Dry	Ran Red Light
231	20.718	04/28/16	Thu	0215	Tree (Standing)	0	1	0	Night	Dry	Failed To Keep In Proper Lane
232	18.259	04/28/16	Thu	2005	Sideswipe	0	0	1	Night	Dry	Failed to Yield Right-Of-Way
233	25.649	04/30/16	Sat	1049	Pedalcycle	0	1	0	Day	Dry	No Contributing Action
234	38.775	04/30/16	Sat	1340	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
235	14.780	04/30/16	Sat	1200	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
236	24.199	05/01/16	Sun	1155	Angle	0	1	0	Day	Dry	Careless or Negligent Manner
237	9.223	05/01/16	Sun	1530	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 90060000 STATE ROUTE: 5
INTERSECTING ROADWAY: None M.P. 0.000 TO 38.777 ENGINEER: CG
STUDY PERIOD: FROM 1/ 2016 TO 12/ 2016 COUNTY: Monroe

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
238	26.674	05/02/16	Mon	1931	Left-Turn	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
239	27.495	05/03/16	Tue	1510	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
240	17.661	05/05/16	Thu	1256	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
241	27.115	05/05/16	Thu	0520	Rear-End	0	2	0	Night	Wet	Careless or Negligent Manner
242	27.115	05/05/16	Thu	0645	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
243	9.729	05/05/16	Thu	0741	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
244	29.848	05/05/16	Thu	1715	Angle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
245	25.905	05/06/16	Fri	2240	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
246	25.905	05/06/16	Fri	2250	Rear-End	0	1	0	Night	Dry	Careless or Negligent Manner
247	19.226	05/09/16	Mon	1544	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
248	31.278	05/11/16	Wed	1530	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
249	21.422	05/13/16	Fri	1205	Rear-End	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
250	5.374	05/15/16	Sun	1230	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
251	8.120	05/15/16	Sun	1900	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
252	8.120	05/15/16	Sun	1958	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
253	32.918	05/15/16	Sun	1115	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
254	17.990	05/18/16	Wed	0710	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
255	10.354	05/19/16	Thu	0230	Traffic Sign Support	0	0	1	Night	Wet	Drove too Fast for Conditions
256	12.883	05/19/16	Thu	1332	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
257	17.652	05/20/16	Fri	0637	Sideswipe	0	0	1	Night	Dry	Erratic, Reckless or Aggressive
258	9.736	05/20/16	Fri	1705	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
259	11.107	05/20/16	Fri	1250	Rear-End	0	0	1	Day	Dry	Not Coded
260	13.717	05/21/16	Sat	2045	Rear-End	0	1	0	Night	Wet	Careless or Negligent Manner
261	23.594	05/22/16	Sun	1116	Tree (Standing)	0	4	0	Day	Dry	No Contributing Action
262	11.107	05/25/16	Wed	1120	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
263	20.682	05/25/16	Wed	1340	Angle	0	0	1	Day	Dry	Improper Turn
264	9.639	05/25/16	Wed	1119	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
265	25.383	05/25/16	Wed	1130	Angle	0	2	0	Day	Dry	Failed to Yield Right-Of-Way
266	17.795	05/26/16	Thu	0730	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
267	25.048	05/26/16	Thu	0950	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
268	16.266	05/26/16	Thu	1205	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
269	27.504	05/27/16	Fri	1545	Left-Turn	0	4	0	Day	Dry	Ran Red Light
270	28.774	05/27/16	Fri	2221	Rear-End	0	0	1	Night	Dry	Failed to Yield Right-Of-Way
271	16.096	05/28/16	Sat	1512	Rear-End	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
272	13.256	05/28/16	Sat	1349	Guardrail Face	0	0	1	Day	Dry	Swerved Or Avoided
273	0.000	05/28/16	Sat	1200	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
274	12.442	05/29/16	Sun	0316	Other Traffic Barrier	0	0	1	Night	Dry	Careless or Negligent Manner
275	13.070	05/29/16	Sun	1615	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
276	25.834	05/29/16	Sun	1812	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
277	9.715	05/29/16	Sun	2300	Sideswipe	0	0	1	Night	Dry	Failed To Keep In Proper Lane
278	12.050	05/29/16	Sun	1648	Rear-End	0	5	0	Day	Dry	Careless or Negligent Manner
279	12.402	05/31/16	Tue	1310	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
280	20.231	05/31/16	Tue	1830	Traffic Sign Support	0	0	1	Day	Dry	Other Contributing Action
281	37.914	06/01/16	Wed	1700	Rear-End	0	0	1	Day	Dry	Other Contributing Action
282	21.481	06/01/16	Wed	1224	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
283	18.835	06/02/16	Thu	1830	Sideswipe	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
284	0.000	06/03/16	Fri	0305	Not Coded	0	0	1	Night	Dry	Not Coded
285	31.837	06/03/16	Fri	0731	Tree (Standing)	0	0	1	Day	Dry	Other Contributing Action
286	13.559	06/04/16	Sat	1500	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
287	35.734	06/04/16	Sat	1117	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
288	23.682	06/05/16	Sun	1330	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
289	21.725	06/05/16	Sun	1825	Head-On	0	3	0	Day	Dry	Careless or Negligent Manner
290	23.182	06/06/16	Mon	1138	Angle	0	0	1	Day	Dry	No Contributing Action
291	15.042	06/06/16	Mon	2205	Angle	0	6	0	Night	Dry	Failed to Yield Right-Of-Way
292	18.290	06/06/16	Mon	1954	Fence	0	1	0	Night	Wet	No Contributing Action
293	25.815	06/06/16	Mon	1035	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
294	13.070	06/07/16	Tue	1455	Angle	0	1	0	Day	Dry	Ran Stop Sign
295	16.162	06/10/16	Fri	1757	Rear-End	0	0	1	Day	Wet	Followed too Closely
296	18.455	06/11/16	Sat	0600	Fence	0	2	0	Night	Dry	Careless or Negligent Manner
297	28.539	06/12/16	Sun	0013	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
298	19.088	06/12/16	Sun	1335	Overturn/Rollover	0	1	0	Day	Dry	Careless or Negligent Manner
299	22.236	06/12/16	Sun	1934	Rear-End	0	1	0	Night	Dry	Followed too Closely
300	25.640	06/13/16	Mon	1753	Rear-End	0	3	0	Day	Dry	Followed too Closely
301	8.130	06/13/16	Mon	1133	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
302	27.239	06/13/16	Mon	1805	Right-Turn	0	0	1	Day	Dry	Careless or Negligent Manner
303	14.837	06/14/16	Tue	1415	Traffic Sign Support	0	0	1	Day	Dry	Careless or Negligent Manner
304	26.320	06/15/16	Wed	1010	Traffic Sign Support	0	0	1	Day	Dry	Drove too Fast for Conditions
305	15.450	06/15/16	Wed	2253	Other Non-Collision	0	0	1	Night	Dry	Failed To Keep In Proper Lane
306	25.415	06/16/16	Thu	1100	Angle	0	0	1	Day	Dry	Failed To Keep In Proper Lane
307	27.298	06/17/16	Fri	1234	Rear-End	0	4	0	Day	Dry	Careless or Negligent Manner
308	14.597	06/17/16	Fri	1630	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
309	14.999	06/18/16	Sat	1020	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
310	12.702	06/19/16	Sun	1210	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
311	9.582	06/19/16	Sun	1449	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
312	9.165	06/19/16	Sun	2116	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
313	20.225	06/19/16	Sun	1623	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
314	12.224	06/19/16	Sun	0922	Rear-End	0	1	0	Day	Dry	Improper Turn
315	6.736	06/19/16	Sun	1100	Pedalcycle	0	1	0	Day	Dry	No Contributing Action
316	25.753	06/19/16	Sun	1055	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 90060000 STATE ROUTE: 5

INTERSECTING ROADWAY: None M.P. 0.000 TO 38.777 ENGINEER: CG

STUDY PERIOD: FROM 1/ 2016 TO 12/ 2016 COUNTY: Monroe

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
317	31.498	06/21/16	Tue	1557	Angle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
318	0.076	06/21/16	Tue	1841	Sideswipe	0	0	1	Day	Dry	Wrong Side or Wrong Way
319	14.111	06/22/16	Wed	0039	Other Non-Collision	0	0	1	Night	Dry	Careless or Negligent Manner
320	30.216	06/22/16	Wed	1518	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
321	20.235	06/22/16	Wed	0740	Left-Turn	0	2	0	Day	Dry	Failed to Yield Right-Of-Way
322	28.601	06/22/16	Wed	1330	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
323	16.298	06/23/16	Thu	1635	Pedestrian	1	0	0	Day	Dry	No Contributing Action
324	30.215	06/24/16	Fri	1220	Angle	0	3	0	Day	Dry	No Contributing Action
325	1.216	06/24/16	Fri	1152	Angle	0	0	1	Day	Dry	Careless or Negligent Manner
326	22.198	06/24/16	Fri	1555	Rear-End	0	3	0	Day	Dry	Careless or Negligent Manner
327	15.261	06/25/16	Sat	1603	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
328	7.715	06/26/16	Sun	1447	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
329	22.179	06/26/16	Sun	1649	Sideswipe	0	0	1	Day	Dry	Other Contributing Action
330	18.774	06/27/16	Mon	2151	Rear-End	0	1	0	Night	Dry	Careless or Negligent Manner
331	12.302	06/27/16	Mon	1952	Head-On	1	3	0	Night	Dry	Failed To Keep In Proper Lane
332	18.266	06/27/16	Mon	1820	Tree (Standing)	0	0	1	Day	Dry	Careless or Negligent Manner
333	25.910	06/28/16	Tue	1420	Thrown or Falling Object	0	0	1	Day	Dry	Other Contributing Action
334	16.626	06/28/16	Tue	0520	Other Non-Collision	0	0	1	Night	Wet	Other Contributing Action
335	8.149	06/29/16	Wed	2201	Rear-End	0	0	1	Night	Dry	No Contributing Action
336	9.715	06/29/16	Wed	0937	Angle	0	0	1	Day	Dry	Careless or Negligent Manner
337	8.336	06/29/16	Wed	1620	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
338	25.072	06/30/16	Thu	1715	Sideswipe	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
339	9.677	07/01/16	Fri	1502	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
340	0.000	07/02/16	Sat	1500	Other Fixed Object	0	1	0	Day	Dry	Other Contributing Action
341	21.351	07/04/16	Mon	1143	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
342	27.388	07/05/16	Tue	1112	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
343	27.113	07/05/16	Tue	1507	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
344	9.065	07/05/16	Tue	1609	Pedestrian	0	1	0	Day	Dry	Other Contributing Action
345	9.515	07/07/16	Thu	1220	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
346	29.334	07/08/16	Fri	1229	Angle	0	2	0	Day	Dry	Failed to Yield Right-Of-Way
347	23.774	07/08/16	Fri	1310	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
348	33.921	07/09/16	Sat	1000	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
349	16.204	07/10/16	Sun	1220	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
350	9.217	07/10/16	Sun	1610	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
351	27.595	07/11/16	Mon	1102	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
352	18.899	07/12/16	Tue	1220	Angle	0	1	0	Day	Dry	Ran Stop Sign
353	17.772	07/12/16	Tue	1522	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
354	17.697	07/13/16	Wed	0850	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
355	25.717	07/14/16	Thu	0900	Angle	0	0	1	Day	Dry	Careless or Negligent Manner
356	2.301	07/14/16	Thu	1810	Rear-End	0	1	0	Night	Dry	Improper Passing
357	16.285	07/15/16	Fri	1309	Rear-End	0	0	1	Day	Dry	Not Coded
358	2.042	07/15/16	Fri	1346	Other Non-Collision	0	1	0	Day	Wet	No Contributing Action
359	16.128	07/15/16	Fri	1300	Rear-End	0	0	1	Day	Dry	Erratic, Reckless or Aggressive
360	25.681	07/16/16	Sat	1515	Other Non-Collision	0	1	0	Day	Dry	Over-Correcting/Over-Steering
361	17.751	07/16/16	Sat	1630	Rear-End	0	1	0	Day	Wet	Careless or Negligent Manner
362	6.247	07/16/16	Sat	1605	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
363	0.000	07/16/16	Sat	0225	Fence	0	1	0	Night	Wet	Drove too Fast for Conditions
364	12.214	07/16/16	Sat	1710	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
365	20.235	07/17/16	Sun	0400	Tree (Standing)	0	0	1	Night	Dry	No Contributing Action
366	7.899	07/17/16	Sun	1628	Angle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
367	7.414	07/17/16	Sun	0430	Pedestrian	0	1	0	Night	Wet	No Contributing Action
368	10.177	07/17/16	Sun	1616	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
369	38.604	07/18/16	Mon	1600	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
370	17.317	07/18/16	Mon	1546	Left-Turn	0	2	0	Day	Dry	Failed to Yield Right-Of-Way
371	16.700	07/18/16	Mon	1210	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
372	17.764	07/20/16	Wed	1225	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
373	14.217	07/21/16	Thu	1520	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
374	29.325	07/21/16	Thu	1250	Angle	0	0	1	Day	Wet	Failed to Yield Right-Of-Way
375	16.318	07/21/16	Thu	1503	Rear-End	0	1	0	Day	Wet	Careless or Negligent Manner
376	16.166	07/21/16	Thu	1504	Rear-End	0	2	0	Day	Wet	Careless or Negligent Manner
377	36.734	07/22/16	Fri	1710	Fence	0	2	0	Day	Wet	Improper Passing
378	9.715	07/22/16	Fri	1524	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
379	0.902	07/22/16	Fri	0455	Tree (Standing)	0	4	0	Night	Dry	Careless or Negligent Manner
380	32.349	07/22/16	Fri	1015	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
381	8.104	07/22/16	Fri	1316	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
382	17.614	07/23/16	Sat	1528	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
383	16.147	07/23/16	Sat	1154	Rear-End	0	3	0	Day	Dry	Careless or Negligent Manner
384	1.042	07/24/16	Sun	1501	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
385	4.699	07/25/16	Mon	1545	Rear-End	0	8	0	Day	Dry	Careless or Negligent Manner
386	23.021	07/26/16	Tue	1830	Rear-End	1	0	0	Day	Dry	Failed to Yield Right-Of-Way
387	11.714	07/27/16	Wed	1155	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
388	25.383	07/27/16	Wed	1337	Angle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
389	18.899	07/28/16	Thu	1202	Angle	0	0	1	Day	Wet	Failed to Yield Right-Of-Way
390	19.433	07/28/16	Thu	1612	Angle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
391	11.969	07/30/16	Sat	1445	Angle	0	1	0	Day	Dry	Failed To Keep In Proper Lane
392	6.747	07/30/16	Sat	1700	Rear-End	0	4	0	Day	Dry	Careless or Negligent Manner
393	29.743	07/31/16	Sun	0800	Pedalcycle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
394	0.027	07/31/16	Sun	1254	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
395	8.999	07/31/16	Sun	1520	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 90060000 STATE ROUTE: 5

INTERSECTING ROADWAY: None M.P. 0.000 TO 38.777 ENGINEER: CG

STUDY PERIOD: FROM 1/ 2016 TO 12/ 2016 COUNTY: Monroe

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
396	16.071	07/31/16	Sun	0851	Angle	0	0	1	Day	Dry	Improper Turn
397	9.482	07/31/16	Sun	0945	Rear-End	0	3	0	Day	Dry	Careless or Negligent Manner
398	26.872	07/31/16	Sun	1305	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
399	30.337	08/01/16	Mon	0701	Utility Pole/Light Support	0	1	0	Day	Dry	Careless or Negligent Manner
400	25.655	08/03/16	Wed	0902	Sideswipe	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
401	16.655	08/03/16	Wed	1016	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
402	24.377	08/05/16	Fri	1235	Sideswipe	0	2	0	Day	Dry	Improper Turn
403	14.217	08/05/16	Fri	1751	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
404	18.899	08/05/16	Fri	2100	Angle	0	0	1	Night	Dry	Failed to Yield Right-Of-Way
405	11.666	08/06/16	Sat	2218	Rear-End	0	2	0	Night	Dry	Erratic, Reckless or Aggressive
406	32.918	08/07/16	Sun	1435	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
407	0.595	08/07/16	Sun	2310	Pedestrian	1	0	0	Night	Dry	No Contributing Action
408	33.921	08/07/16	Sun	1736	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
409	32.095	08/08/16	Mon	0807	Angle	0	1	0	Day	Dry	Failed To Keep In Proper Lane
410	25.986	08/10/16	Wed	2135	Fence	0	0	1	Night	Dry	No Contributing Action
411	25.383	08/10/16	Wed	1538	Left-Turn	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
412	2.501	08/10/16	Wed	1717	Rear-End	0	5	0	Day	Dry	Careless or Negligent Manner
413	17.700	08/10/16	Wed	1624	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
414	18.890	08/10/16	Wed	2109	Sideswipe	0	0	1	Night	Dry	Other Contributing Action
415	26.187	08/11/16	Thu	2045	Traffic Sign Support	0	0	1	Night	Dry	Not Coded
416	9.715	08/11/16	Thu	2112	Angle	0	1	0	Night	Dry	Failed to Yield Right-Of-Way
417	11.952	08/12/16	Fri	0300	Bridge Rail	0	0	1	Night	Wet	No Contributing Action
418	22.209	08/12/16	Fri	0715	Utility Pole/Light Support	0	0	1	Day	Wet	Careless or Negligent Manner
419	27.355	08/12/16	Fri	1702	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
420	4.201	08/13/16	Sat	1345	Rear-End	0	2	0	Day	Wet	Careless or Negligent Manner
421	13.699	08/13/16	Sat	1648	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
422	15.893	08/13/16	Sat	1545	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
423	8.557	08/13/16	Sat	2012	Other Non-Collision	1	0	0	Night	Wet	Other Contributing Action
424	9.236	08/13/16	Sat	1215	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
425	15.449	08/14/16	Sun	0130	Other Fixed Object	0	0	1	Night	Wet	Drove too Fast for Conditions
426	23.191	08/14/16	Sun	1510	Angle	0	2	0	Day	Dry	Careless or Negligent Manner
427	10.025	08/14/16	Sun	1555	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
428	0.082	08/14/16	Sun	2040	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
429	25.392	08/15/16	Mon	1437	Sideswipe	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
430	14.559	08/15/16	Mon	1015	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
431	0.196	08/16/16	Tue	1645	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
432	15.198	08/17/16	Wed	1448	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
433	33.426	08/19/16	Fri	1615	Struck by Falling/Shifting Cargo	0	0	1	Day	Dry	No Contributing Action
434	7.236	08/23/16	Tue	1030	Traffic Sign Support	0	0	1	Day	Dry	Failed To Keep In Proper Lane
435	16.368	08/26/16	Fri	0735	Angle	0	0	1	Day	Wet	No Contributing Action
436	25.640	08/28/16	Sun	1155	Angle	0	0	1	Day	Wet	Failed to Yield Right-Of-Way
437	16.299	08/29/16	Mon	1353	Left-Turn	0	0	1	Day	Wet	Improper Turn
438	25.649	08/29/16	Mon	0515	Rear-End	0	0	1	Night	Wet	No Contributing Action
439	17.171	08/30/16	Tue	1345	Guardrail Face	0	0	1	Day	Wet	Drove too Fast for Conditions
440	12.883	08/31/16	Wed	1117	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
441	29.039	08/31/16	Wed	1542	Other Fixed Object	0	1	0	Day	Dry	Careless or Negligent Manner
442	28.113	08/31/16	Wed	1725	Rear-End	0	0	1	Day	Dry	Not Coded
443	16.711	09/02/16	Fri	1736	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
444	28.108	09/03/16	Sat	1405	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
445	9.215	09/03/16	Sat	2125	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
446	18.436	09/03/16	Sat	0857	Left-Turn	0	0	1	Day	Dry	Wrong Side or Wrong Way
447	7.699	09/03/16	Sat	2010	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
448	11.902	09/04/16	Sun	1135	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
449	19.233	09/04/16	Sun	0916	Other Fixed Object	0	1	0	Day	Dry	Careless or Negligent Manner
450	27.235	09/05/16	Mon	1620	Other Non-Fixed Object	0	0	1	Day	Dry	No Contributing Action
451	7.321	09/05/16	Mon	1830	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
452	28.225	09/06/16	Tue	0545	Other Non-Collision	0	0	1	Night	Wet	Ran Off Roadway
453	27.495	09/08/16	Thu	1744	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
454	27.498	09/08/16	Thu	1619	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
455	29.848	09/09/16	Fri	2240	Tree (Standing)	0	0	1	Night	Dry	Not Coded
456	29.067	09/09/16	Fri	0008	Left-Turn	0	0	1	Night	Dry	Improper Turn
457	17.672	09/10/16	Sat	0550	Pedestrian	0	1	0	Night	Dry	Failed to Yield Right-Of-Way
458	0.468	09/10/16	Sat	0527	Other Non-Fixed Object	0	0	1	Night	Dry	Failed To Keep In Proper Lane
459	15.518	09/12/16	Mon	0740	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
460	24.187	09/12/16	Mon	0755	Rear-End	0	1	0	Day	Wet	Drove too Fast for Conditions
461	26.024	09/12/16	Mon	1416	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
462	16.711	09/16/16	Fri	1515	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
463	16.336	09/16/16	Fri	2004	Rear-End	0	1	0	Night	Dry	Failed to Yield Right-Of-Way
464	17.671	09/17/16	Sat	0129	Angle	0	0	1	Night	Dry	Ran Red Light
465	5.715	09/17/16	Sat	1435	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
466	7.899	09/17/16	Sat	1916	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
467	31.970	09/17/16	Sat	1100	Angle	0	0	1	Day	Dry	Careless or Negligent Manner
468	23.182	09/18/16	Sun	1245	Tree (Standing)	0	2	0	Day	Dry	Failed To Keep In Proper Lane
469	32.100	09/18/16	Sun	0116	Other Non-Collision	0	1	0	Night	Dry	Ran Off Roadway
470	7.715	09/18/16	Sun	1125	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
471	38.545	09/19/16	Mon	1501	Concrete Traffic Barrier	0	0	1	Day	Dry	Careless or Negligent Manner
472	23.282	09/19/16	Mon	1348	Concrete Traffic Barrier	0	1	0	Day	Dry	Careless or Negligent Manner
473	24.448	09/20/16	Tue	1210	Angle	0	1	0	Day	Dry	Other Contributing Action
474	27.642	09/21/16	Wed	1455	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 90060000 STATE ROUTE: 5

INTERSECTING ROADWAY: None M.P. 0.000 TO 38.777 ENGINEER: CG

STUDY PERIOD: FROM 1/ 2016 TO 12/ 2016 COUNTY: Monroe

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
475	15.043	09/22/16	Thu	2001	Other Fixed Object	0	0	1	Night	Dry	Not Coded
476	25.908	09/23/16	Fri	0715	Rear-End	0	1	0	Day	Dry	No Contributing Action
477	11.107	09/23/16	Fri	2329	Sideswipe	0	0	1	Night	Dry	Failed To Keep In Proper Lane
478	18.258	09/23/16	Fri	1644	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
479	26.405	09/23/16	Fri	1500	Angle	0	1	0	Day	Dry	Other Contributing Action
480	5.715	09/24/16	Sat	1743	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
481	23.869	09/24/16	Sat	0625	Other Fixed Object	0	0	1	Night	Dry	Careless or Negligent Manner
482	12.702	09/25/16	Sun	0940	Sideswipe	0	0	1	Day	Dry	Careless or Negligent Manner
483	24.448	09/30/16	Fri	1145	Angle	0	0	1	Day	Dry	Other Contributing Action
484	6.715	09/30/16	Fri	1819	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
485	14.130	09/30/16	Fri	1510	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
486	9.715	10/02/16	Sun	1055	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
487	4.536	10/03/16	Mon	0900	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
488	25.197	10/05/16	Wed	2200	Animal	0	0	1	Night	Wet	Not Coded
489	38.234	10/08/16	Sat	0100	Parked Motor Vehicle	0	0	1	Night	Dry	Careless or Negligent Manner
490	18.794	10/10/16	Mon	1319	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
491	27.317	10/10/16	Mon	2039	Other Fixed Object	0	0	1	Night	Dry	Failed To Keep In Proper Lane
492	28.637	10/10/16	Mon	1427	Angle	0	0	1	Day	Dry	Not Coded
493	25.915	10/10/16	Mon	1105	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
494	27.502	10/10/16	Mon	1300	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
495	10.154	10/11/16	Tue	2230	Other Non-Fixed Object	0	0	1	Night	Dry	Not Coded
496	18.771	10/12/16	Wed	1510	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
497	14.800	10/12/16	Wed	1450	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
498	25.893	10/12/16	Wed	1540	Sideswipe	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
499	27.359	10/13/16	Thu	1720	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
500	13.918	10/14/16	Fri	0916	Angle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
501	12.900	10/14/16	Fri	1217	Angle	2	1	0	Day	Dry	Failed to Yield Right-Of-Way
502	27.449	10/15/16	Sat	1330	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
503	27.428	10/16/16	Sun	1140	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
504	21.007	10/17/16	Mon	0905	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
505	21.014	10/17/16	Mon	1225	Tree (Standing)	0	0	1	Day	Dry	Other Contributing Action
506	16.171	10/17/16	Mon	1350	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
507	26.851	10/18/16	Tue	0645	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
508	26.015	10/19/16	Wed	0735	Parked Motor Vehicle	0	0	1	Day	Dry	Ran Off Roadway
509	32.349	10/20/16	Thu	1635	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
510	7.893	10/21/16	Fri	1100	Angle	0	1	0	Day	Dry	Improper Turn
511	8.241	10/21/16	Fri	1020	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
512	0.699	10/22/16	Sat	1620	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
513	37.912	10/23/16	Sun	0910	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
514	15.261	10/23/16	Sun	1205	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
515	27.614	10/24/16	Mon	1400	Angle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
516	27.642	10/24/16	Mon	1411	Sideswipe	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
517	26.783	10/24/16	Mon	1516	Sideswipe	0	0	1	Day	Dry	Improper Turn
518	9.715	10/24/16	Mon	1210	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
519	19.088	10/26/16	Wed	0353	Guardrail Face	0	0	1	Night	Dry	No Contributing Action
520	12.911	10/27/16	Thu	1013	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
521	16.702	10/28/16	Fri	1847	Left-Turn	0	4	0	Night	Dry	Failed to Yield Right-Of-Way
522	26.376	10/29/16	Sat	1933	Angle	0	2	0	Night	Wet	Failed to Yield Right-Of-Way
523	10.354	10/30/16	Sun	2240	Tree (Standing)	1	0	0	Night	Wet	Improper Passing
524	26.684	10/30/16	Sun	2100	Traffic Sign Support	0	0	1	Night	Wet	Not Coded
525	17.699	10/31/16	Mon	1202	Rear-End	0	0	1	Day	Wet	No Contributing Action
526	15.450	10/31/16	Mon	1619	Angle	0	1	0	Day	Wet	Ran Stop Sign
527	17.702	10/31/16	Mon	1140	Angle	0	1	0	Day	Wet	No Contributing Action
528	16.368	10/31/16	Mon	1310	Angle	0	0	1	Day	Wet	Failed to Yield Right-Of-Way
529	15.170	11/01/16	Tue	1504	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
530	27.674	11/03/16	Thu	1530	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
531	18.794	11/04/16	Fri	0655	Sideswipe	0	0	1	Night	Dry	Not Coded
532	18.298	11/04/16	Fri	0900	Not Coded	0	0	1	Day	Dry	Not Coded
533	20.235	11/05/16	Sat	2247	Sideswipe	0	0	1	Night	Dry	Not Coded
534	24.352	11/07/16	Mon	1441	Rear-End	0	1	0	Day	Dry	Other Contributing Action
535	32.426	11/08/16	Tue	0930	Parked Motor Vehicle	0	0	1	Day	Dry	Not Coded
536	27.508	11/08/16	Tue	1802	Rear-End	0	0	1	Night	Dry	Followed too Closely
537	18.899	11/08/16	Tue	2045	Angle	0	2	0	Night	Dry	Failed to Yield Right-Of-Way
538	27.888	11/08/16	Tue	1956	Pedestrian	1	0	0	Night	Dry	No Contributing Action
539	17.700	11/08/16	Tue	0820	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
540	16.711	11/09/16	Wed	1434	Rear-End	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
541	18.899	11/11/16	Fri	1015	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
542	33.921	11/12/16	Sat	1201	Rear-End	0	1	0	Day	Dry	No Contributing Action
543	7.236	11/13/16	Sun	2020	Work Zone/Maintenance Equip.	0	0	1	Night	Dry	Not Coded
544	26.000	11/13/16	Sun	2240	Sideswipe	0	0	1	Night	Dry	Careless or Negligent Manner
545	25.905	11/15/16	Tue	2142	Rear-End	0	0	1	Night	Dry	Failed to Yield Right-Of-Way
546	28.065	11/15/16	Tue	1150	Cargo/Equipment Loss or Shift	0	0	1	Day	Dry	No Contributing Action
547	17.695	11/16/16	Wed	1904	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
548	25.309	11/17/16	Thu	1121	Angle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
549	26.505	11/17/16	Thu	1814	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
550	23.878	11/18/16	Fri	2130	Angle	0	0	1	Night	Dry	Not Coded
551	9.877	11/20/16	Sun	1020	Backed Into	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
552	29.426	11/20/16	Sun	1210	Rear-End	0	1	0	Day	Dry	No Contributing Action
553	15.916	11/20/16	Sun	0240	Rear-End	0	1	0	Night	Dry	Careless or Negligent Manner

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 90060000 STATE ROUTE: 5
INTERSECTING ROADWAY: None M.P. 0.000 TO 38.777 ENGINEER: CG
STUDY PERIOD: FROM 1/ 2016 TO 12/ 2016 COUNTY: Monroe

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
554	0.204	11/20/16	Sun	0801	Tree (Standing)	0	0	1	Day	Dry	Ran Off Roadway
555	17.695	11/23/16	Wed	1834	Angle	0	0	1	Night	Dry	Improper Turn
556	18.126	11/24/16	Thu	0545	Not Coded	0	0	1	Night	Dry	Careless or Negligent Manner
557	30.692	11/25/16	Fri	1005	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
558	2.536	11/25/16	Fri	1630	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
559	14.150	11/25/16	Fri	1350	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
560	18.899	11/26/16	Sat	0810	Angle	0	3	0	Day	Dry	Failed to Yield Right-Of-Way
561	18.899	11/26/16	Sat	1343	Angle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
562	14.680	11/27/16	Sun	1058	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
563	14.704	11/27/16	Sun	1212	Rear-End	0	0	1	Day	Dry	No Contributing Action
564	31.926	11/27/16	Sun	1630	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
565	12.202	11/28/16	Mon	1025	Angle	0	1	0	Day	Dry	Ran Stop Sign
566	30.168	11/28/16	Mon	1758	Sideswipe	0	0	1	Night	Wet	Failed to Yield Right-Of-Way
567	22.198	11/28/16	Mon	1945	Not Coded	0	0	1	Night	Dry	Wrong Side or Wrong Way
568	21.909	11/28/16	Mon	2028	Fence	0	0	1	Night	Wet	Failed To Keep In Proper Lane
569	17.699	11/29/16	Tue	0750	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
570	14.699	11/29/16	Tue	2327	Rear-End	0	0	1	Night	Dry	Followed too Closely
571	0.000	11/29/16	Tue	0015	Not Coded	0	2	0	Night	Wet	Failed To Keep In Proper Lane
572	15.040	11/29/16	Tue	0733	Angle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
573	13.925	11/29/16	Tue	1850	Angle	0	0	1	Night	Dry	Ran Stop Sign
574	15.040	11/29/16	Tue	1548	Not Coded	0	0	1	Day	Dry	Failed To Keep In Proper Lane
575	24.972	11/29/16	Tue	1515	Not Coded	0	1	0	Day	Dry	Careless or Negligent Manner
576	7.715	11/30/16	Wed	1000	Rear-End	0	0	1	Day	Dry	Followed too Closely
577	18.257	11/30/16	Wed	1839	Sideswipe	0	0	1	Night	Dry	Other Contributing Action
578	25.421	12/01/16	Thu	0750	Cargo/Equipment Loss or Shift	0	0	1	Day	Dry	Other Contributing Action
579	25.772	12/01/16	Thu	1140	Sideswipe	0	1	0	Day	Dry	Not Coded
580	23.591	12/02/16	Fri	1300	Angle	0	2	0	Day	Dry	Failed to Yield Right-Of-Way
581	11.105	12/05/16	Mon	1905	Rear-End	0	2	0	Night	Dry	Careless or Negligent Manner
582	17.752	12/06/16	Tue	1123	Curb	0	0	1	Day	Dry	Failed To Keep In Proper Lane
583	27.233	12/07/16	Wed	0800	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
584	27.490	12/08/16	Thu	1055	Rear-End	0	1	0	Day	Wet	Not Coded
585	28.275	12/08/16	Thu	0301	Tree (Standing)	0	0	1	Night	Dry	Failed To Keep In Proper Lane
586	0.498	12/11/16	Sun	2030	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
587	19.365	12/12/16	Mon	1330	Mailbox	0	0	1	Day	Dry	Improper Backing
588	25.620	12/14/16	Wed	0910	Angle	0	0	1	Day	Dry	Failed To Keep In Proper Lane
589	26.869	12/14/16	Wed	0930	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
590	25.165	12/14/16	Wed	1738	Tree (Standing)	0	1	0	Day	Dry	Failed To Keep In Proper Lane
591	12.452	12/14/16	Wed	1250	Sideswipe	0	0	1	Day	Dry	Not Coded
592	29.170	12/15/16	Thu	1000	Angle	0	4	0	Day	Dry	Failed to Yield Right-Of-Way
593	0.003	12/15/16	Thu	1010	Other Fixed Object	0	0	1	Day	Dry	Careless or Negligent Manner
594	33.756	12/15/16	Thu	0722	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
595	18.835	12/15/16	Thu	0825	Angle	0	2	0	Day	Dry	Failed to Yield Right-Of-Way
596	22.514	12/17/16	Sat	2019	Left-Turn	0	0	1	Night	Dry	Failed to Yield Right-Of-Way
597	24.161	12/18/16	Sun	1549	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
598	23.163	12/20/16	Tue	1212	Angle	0	0	1	Day	Dry	Failed To Keep In Proper Lane
599	29.032	12/22/16	Thu	2359	Tree (Standing)	0	1	0	Night	Dry	Careless or Negligent Manner
600	8.249	12/22/16	Thu	0615	Overturn/Rollover	0	0	1	Night	Dry	Failed To Keep In Proper Lane
601	31.297	12/22/16	Thu	1804	Rear-End	0	0	1	Night	Dry	Failed to Yield Right-Of-Way
602	13.458	12/22/16	Thu	1405	Angle	0	2	0	Day	Dry	Careless or Negligent Manner
603	25.904	12/23/16	Fri	2015	Sideswipe	0	0	1	Night	Dry	Not Coded
604	9.839	12/25/16	Sun	1100	Left-Turn	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
605	29.536	12/26/16	Mon	1615	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
606	12.496	12/26/16	Mon	1850	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
607	27.507	12/27/16	Tue	1730	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
608	17.662	12/27/16	Tue	1125	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
609	17.662	12/27/16	Tue	1205	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
610	16.152	12/28/16	Wed	1359	Rear-End	0	1	0	Day	Dry	Followed too Closely
611	16.703	12/28/16	Wed	0914	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
612	30.470	12/29/16	Thu	1244	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
613	25.743	12/31/16	Sat	1134	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner

Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other
613	11	215	391	292	4	126	20	3	43	4	16	4	63	0	12
Percent	*1.79%*	*35.07%*	*63.78%*	*47.63%*	*0.65%*	*20.55%*	*3.26%*	*0.49%*	*7.01%*	*0.65%*	*2.61%*	*0.65%*	*10.28%*	*0.00%*	*1.96%*

Contrib. Cause	Day	Night	Wet	Dry	Careless Driving	FTYRW	Improper Turn	Ran Red Light	Exceeded Speed	Improper Passing	Disreg Cntl Dev	Erratic/ Aggress	Ran off Road	DUI	Wrong Way
Total	475	138	62	551	301	120	14	6	7	4	0	3	5	40	4
Percent	*77.49%*	*22.51%*	*10.11%*	*89.89%*	*49.10%*	*19.58%*	*2.28%*	*0.98%*	*1.14%*	*0.65%*	*0.00%*	*0.49%*	*0.82%*	*6.53%*	*0.65%*

TOTAL ENTERING VEHICLES/ADT: 23,613

SPOT CRASH RATE: 68.160 CRASHES PER MILLION ENTERING VEHICLES

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 90060000 STATE ROUTE: 5

INTERSECTING ROADWAY: None M.P. 0.000 TO 38.777 ENGINEER: CG

STUDY PERIOD: FROM 1/ 2017 TO 12/ 2017 COUNTY: Monroe

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
1	20.701	01/01/17	Sun	0144	Other Non-Collision	0	0	1	Night	Dry	Failed To Keep In Proper Lane
2	25.197	01/01/17	Sun	1350	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
3	27.374	01/01/17	Sun	1745	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
4	38.618	01/02/17	Mon	1005	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
5	16.299	01/03/17	Tue	1528	Angle	0	0	1	Day	Dry	Ran Stop Sign
6	16.359	01/03/17	Tue	2210	Traffic Sign Support	0	0	1	Night	Dry	Failed To Keep In Proper Lane
7	14.875	01/03/17	Tue	1540	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
8	32.918	01/04/17	Wed	0840	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
9	17.614	01/04/17	Wed	1305	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
10	8.241	01/08/17	Sun	1630	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
11	18.884	01/08/17	Sun	2055	Sideswipe	0	0	1	Night	Dry	Other Contributing Action
12	26.775	01/09/17	Mon	1210	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
13	24.377	01/12/17	Thu	1330	Rear-End	0	0	1	Day	Dry	No Contributing Action
14	7.814	01/12/17	Thu	1700	Traffic Sign Support	0	0	1	Day	Dry	Not Coded
15	21.277	01/13/17	Fri	1021	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
16	20.226	01/14/17	Sat	0540	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
17	18.899	01/14/17	Sat	0940	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
18	17.671	01/14/17	Sat	0200	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
19	28.510	01/15/17	Sun	1700	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
20	5.212	01/17/17	Tue	1209	Backed Into	0	1	0	Day	Dry	Improper Backing
21	27.504	01/17/17	Tue	1145	Angle	0	0	1	Day	Dry	Ran Red Light
22	27.504	01/19/17	Thu	1544	Left-Turn	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
23	23.980	01/20/17	Fri	1645	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
24	29.556	01/21/17	Sat	1612	Other Non-Collision	0	2	0	Day	Dry	Over-Correcting/Over-Steering
25	16.444	01/21/17	Sat	1745	Pedalcycle	0	1	0	Day	Dry	No Contributing Action
26	29.771	01/22/17	Sun	1025	Utility Pole/Light Support	0	0	1	Day	Dry	Other Contributing Action
27	27.348	01/22/17	Sun	1401	Rear-End	0	4	0	Day	Dry	Careless or Negligent Manner
28	21.986	01/24/17	Tue	1445	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
29	18.099	01/25/17	Wed	0720	Angle	0	0	1	Day	Dry	Careless or Negligent Manner
30	20.758	01/25/17	Wed	1630	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
31	25.718	01/25/17	Wed	1507	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
32	11.952	01/25/17	Wed	1259	Rear-End	0	1	0	Day	Dry	No Contributing Action
33	3.806	01/26/17	Thu	1050	Not Coded	0	0	1	Day	Dry	Failed To Keep In Proper Lane
34	14.112	01/26/17	Thu	1500	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
35	28.180	01/27/17	Fri	0759	Pedalcycle	0	1	0	Day	Dry	Other Contributing Action
36	27.344	01/27/17	Fri	2235	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
37	30.120	01/28/17	Sat	1526	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
38	30.673	01/30/17	Mon	0554	Angle	0	0	1	Night	Wet	Careless or Negligent Manner
39	8.301	01/31/17	Tue	1731	Angle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
40	29.104	02/01/17	Wed	1650	Pedalcycle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
41	26.721	02/03/17	Fri	1205	Rear-End	0	4	0	Day	Dry	Careless or Negligent Manner
42	13.866	02/04/17	Sat	1336	Rear-End	0	13	0	Day	Dry	No Contributing Action
43	17.371	02/04/17	Sat	0325	Tree (Standing)	0	0	1	Night	Dry	Careless or Negligent Manner
44	27.401	02/05/17	Sun	1440	Right-Turn	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
45	11.483	02/06/17	Mon	1407	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
46	32.640	02/07/17	Tue	0825	Rear-End	0	0	1	Day	Dry	Not Coded
47	35.916	02/08/17	Wed	1120	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
48	18.899	02/09/17	Thu	2047	Angle	0	1	0	Night	Dry	Careless or Negligent Manner
49	8.241	02/09/17	Thu	1945	Fell/Jumped from Motor Vehicle	0	1	0	Night	Dry	Not Coded
50	21.191	02/09/17	Thu	1620	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
51	16.896	02/10/17	Fri	1215	Angle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
52	5.321	02/11/17	Sat	1713	Parked Motor Vehicle	0	0	1	Night	Dry	Careless or Negligent Manner
53	31.201	02/12/17	Sun	1540	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
54	9.772	02/12/17	Sun	1815	Sideswipe	0	0	1	Night	Dry	Failed to Yield Right-Of-Way
55	16.134	02/14/17	Tue	1214	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
56	10.517	02/14/17	Tue	1157	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
57	28.919	02/15/17	Wed	1710	Angle	0	1	0	Day	Dry	Improper Turn
58	25.715	02/15/17	Wed	1407	Angle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
59	19.099	02/15/17	Wed	0656	Guardrail Face	0	1	0	Day	Dry	Careless or Negligent Manner
60	27.125	02/16/17	Thu	1712	Rear-End	0	0	1	Day	Dry	Not Coded
61	16.343	02/17/17	Fri	1033	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
62	28.710	02/17/17	Fri	1830	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
63	13.252	02/17/17	Fri	1030	Rear-End	0	0	1	Day	Dry	Followed too Closely
64	8.241	02/17/17	Fri	1220	Rear-End	0	0	1	Day	Dry	No Contributing Action
65	27.504	02/18/17	Sat	1550	Angle	0	0	1	Day	Dry	Ran Red Light
66	10.215	02/19/17	Sun	1820	Concrete Traffic Barrier	0	0	1	Night	Dry	Careless or Negligent Manner
67	24.981	02/20/17	Mon	1625	Guardrail Face	0	0	1	Day	Dry	Not Coded
68	32.435	02/20/17	Mon	0951	Sideswipe	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
69	8.741	02/21/17	Tue	1416	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
70	26.401	02/21/17	Tue	1950	Rear-End	0	0	1	Night	Dry	Failed to Yield Right-Of-Way
71	5.715	02/21/17	Tue	1241	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
72	21.699	02/22/17	Wed	1550	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
73	25.197	02/22/17	Wed	1530	Rear-End	0	1	0	Day	Wet	Drove too Fast for Conditions
74	27.076	02/24/17	Fri	1800	Rear-End	0	3	0	Night	Dry	Careless or Negligent Manner
75	9.554	02/24/17	Fri	1650	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
76	32.956	02/25/17	Sat	2048	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
77	14.112	02/25/17	Sat	0844	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
78	18.506	02/26/17	Sun	1032	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
79	11.107	02/26/17	Sun	1411	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 90060000 STATE ROUTE: 5

INTERSECTING ROADWAY: None M.P. 0.000 TO 38.777 ENGINEER: CG

STUDY PERIOD: FROM 1/ 2017 TO 12/ 2017 COUNTY: Monroe

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
80	6.582	02/26/17	Sun	1556	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
81	30.196	02/26/17	Sun	1455	Rear-End	0	4	0	Day	Dry	Careless or Negligent Manner
82	27.504	02/27/17	Mon	1425	Angle	0	0	1	Day	Dry	Other Contributing Action
83	38.718	02/27/17	Mon	0400	Concrete Traffic Barrier	0	0	1	Night	Dry	Careless or Negligent Manner
84	16.702	03/01/17	Wed	1745	Left-Turn	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
85	22.699	03/02/17	Thu	1010	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
86	13.438	03/03/17	Fri	1057	Embankment	0	0	1	Day	Dry	Careless or Negligent Manner
87	21.293	03/03/17	Fri	0725	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
88	25.924	03/04/17	Sat	1023	Pedalcycle	1	0	0	Day	Dry	Failed to Yield Right-Of-Way
89	9.668	03/05/17	Sun	1326	Rear-End	0	3	0	Day	Dry	Careless or Negligent Manner
90	32.918	03/05/17	Sun	1630	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
91	8.621	03/05/17	Sun	1141	Head-On	0	0	1	Day	Dry	Failed To Keep In Proper Lane
92	8.612	03/06/17	Mon	2050	Angle	0	0	1	Night	Dry	Failed to Yield Right-Of-Way
93	31.584	03/08/17	Wed	1750	Rear-End	0	0	1	Day	Dry	Improper Turn
94	13.584	03/09/17	Thu	1200	Angle	0	0	1	Day	Dry	Ran Stop Sign
95	28.168	03/10/17	Fri	0620	Angle	0	0	1	Day	Dry	Careless or Negligent Manner
96	21.193	03/11/17	Sat	1751	Rear-End	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
97	28.174	03/12/17	Sun	2022	Rear-End	0	0	1	Night	Dry	Not Coded
98	22.098	03/13/17	Mon	1322	Parked Motor Vehicle	0	2	0	Day	Dry	Failed To Keep In Proper Lane
99	12.208	03/13/17	Mon	1551	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
100	18.487	03/13/17	Mon	1205	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
101	18.710	03/13/17	Mon	2200	Rear-End	0	2	0	Night	Dry	Careless or Negligent Manner
102	31.331	03/14/17	Tue	1220	Sideswipe	0	0	1	Day	Dry	Not Coded
103	13.015	03/14/17	Tue	1223	Head-On	0	4	0	Day	Dry	Failed To Keep In Proper Lane
104	3.574	03/14/17	Tue	0100	Angle	0	2	0	Night	Dry	Careless or Negligent Manner
105	25.620	03/15/17	Wed	1010	Angle	0	0	1	Day	Dry	Other Contributing Action
106	24.177	03/15/17	Wed	1215	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
107	20.777	03/17/17	Fri	0700	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
108	5.212	03/18/17	Sat	1830	Not Coded	0	0	1	Night	Dry	Improper Passing
109	2.781	03/18/17	Sat	2020	Rear-End	0	0	1	Night	Dry	No Contributing Action
110	28.170	03/18/17	Sat	0455	Utility Pole/Light Support	0	0	1	Night	Dry	Not Coded
111	25.197	03/19/17	Sun	0908	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
112	15.049	03/19/17	Sun	1425	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
113	10.177	03/19/17	Sun	1509	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
114	18.611	03/20/17	Mon	0827	Sideswipe	0	2	0	Day	Dry	Improper Turn
115	18.266	03/20/17	Mon	0038	Other Non-Collision	0	0	1	Night	Dry	Not Coded
116	12.702	03/23/17	Thu	1015	Angle	0	1	0	Day	Dry	Careless or Negligent Manner
117	25.904	03/24/17	Fri	1120	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
118	18.861	03/26/17	Sun	1255	Angle	0	1	0	Day	Dry	Improper Turn
119	38.718	03/27/17	Mon	0800	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
120	23.832	03/27/17	Mon	1008	Angle	0	1	0	Day	Dry	Other Contributing Action
121	9.715	03/29/17	Wed	0958	Angle	0	0	1	Day	Dry	Ran Stop Sign
122	30.081	03/31/17	Fri	2255	Left-Turn	0	0	1	Night	Dry	Wrong Side or Wrong Way
123	26.308	03/31/17	Fri	1718	Left-Turn	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
124	36.218	04/01/17	Sat	1550	Fence	0	0	1	Day	Dry	Failed To Keep In Proper Lane
125	9.629	04/01/17	Sat	1240	Pedestrian	0	1	0	Day	Dry	No Contributing Action
126	36.756	04/02/17	Sun	1450	Rear-End	0	0	1	Day	Dry	No Contributing Action
127	32.089	04/02/17	Sun	1226	Sideswipe	0	1	0	Day	Dry	No Contributing Action
128	4.536	04/02/17	Sun	1600	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
129	13.257	04/02/17	Sun	1715	Rear-End	0	0	1	Day	Dry	No Contributing Action
130	28.170	04/06/17	Thu	0800	Not Coded	0	0	1	Day	Dry	No Contributing Action
131	23.182	04/07/17	Fri	1135	Angle	0	0	1	Day	Dry	Other Contributing Action
132	25.648	04/07/17	Fri	1956	Tree (Standing)	0	1	0	Night	Dry	Careless or Negligent Manner
133	26.005	04/08/17	Sat	0920	Angle	0	0	1	Day	Dry	Careless or Negligent Manner
134	31.297	04/08/17	Sat	0300	Parked Motor Vehicle	0	0	1	Night	Dry	Careless or Negligent Manner
135	36.256	04/09/17	Sun	2045	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
136	13.252	04/09/17	Sun	1604	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
137	14.125	04/11/17	Tue	1540	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
138	31.118	04/13/17	Thu	1700	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
139	8.768	04/13/17	Thu	1629	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
140	9.236	04/13/17	Thu	0712	Angle	0	0	1	Day	Wet	Failed to Yield Right-Of-Way
141	15.059	04/13/17	Thu	1132	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
142	15.269	04/14/17	Fri	1041	Pedalcycle	0	1	0	Day	Dry	Careless or Negligent Manner
143	7.466	04/14/17	Fri	1800	Rear-End	0	0	1	Day	Dry	No Contributing Action
144	37.718	04/15/17	Sat	1120	Concrete Traffic Barrier	0	0	1	Day	Dry	Careless or Negligent Manner
145	18.899	04/15/17	Sat	1915	Sideswipe	0	0	1	Day	Dry	Careless or Negligent Manner
146	31.256	04/16/17	Sun	2020	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
147	27.480	04/19/17	Wed	1540	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
148	17.671	04/20/17	Thu	0642	Angle	0	0	1	Night	Dry	Other Contributing Action
149	13.587	04/21/17	Fri	2058	Rear-End	0	0	1	Night	Dry	Other Contributing Action
150	25.650	04/21/17	Fri	2340	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
151	26.182	04/21/17	Fri	1521	Other Non-Collision	0	0	1	Day	Dry	Other Contributing Action
152	4.686	04/22/17	Sat	1708	Rear-End	0	1	0	Day	Wet	Careless or Negligent Manner
153	14.699	04/29/17	Sat	1144	Sideswipe	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
154	11.715	04/29/17	Sat	1319	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
155	2.042	04/30/17	Sun	1329	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
156	13.252	05/01/17	Mon	1050	Curb	0	0	1	Day	Wet	Drove too Fast for Conditions
157	27.504	05/01/17	Mon	1240	Angle	0	3	0	Day	Wet	Ran Red Light
158	10.554	05/01/17	Mon	1415	Pedalcycle	0	1	0	Day	Dry	No Contributing Action

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 90060000 STATE ROUTE: 5

INTERSECTING ROADWAY: None M.P. 0.000 TO 38.777 ENGINEER: CG

STUDY PERIOD: FROM 1/ 2017 TO 12/ 2017 COUNTY: Monroe

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
159	22.519	05/01/17	Mon	1600	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
160	5.212	05/01/17	Mon	1145	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
161	24.152	05/02/17	Tue	0825	Angle	0	1	0	Day	Dry	Improper Turn
162	7.675	05/02/17	Tue	1543	Pedalcycle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
163	14.227	05/03/17	Wed	1502	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
164	23.684	05/06/17	Sat	0612	Rear-End	0	2	0	Day	Dry	Failed to Yield Right-Of-Way
165	32.677	05/07/17	Sun	1612	Angle	0	2	0	Day	Dry	No Contributing Action
166	4.201	05/07/17	Sun	1910	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
167	8.541	05/07/17	Sun	1243	Angle	0	0	1	Day	Dry	Improper Passing
168	27.614	05/07/17	Sun	1807	Rear-End	0	3	0	Day	Dry	Failed to Yield Right-Of-Way
169	10.177	05/10/17	Wed	1700	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
170	10.554	05/11/17	Thu	1240	Angle	0	2	0	Day	Dry	Not Coded
171	27.504	05/12/17	Fri	1002	Animal	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
172	12.702	05/14/17	Sun	0209	Embankment	0	0	1	Night	Dry	Not Coded
173	34.920	05/14/17	Sun	1430	Rear-End	0	1	0	Day	Dry	No Contributing Action
174	29.325	05/15/17	Mon	0830	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
175	28.108	05/15/17	Mon	1335	Pedalcycle	0	0	1	Day	Dry	Improper Turn
176	13.970	05/15/17	Mon	2015	Angle	0	0	1	Night	Dry	Failed to Yield Right-Of-Way
177	0.042	05/15/17	Mon	1314	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
178	0.042	05/15/17	Mon	1411	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
179	1.960	05/16/17	Tue	0240	Other Non-Collision	0	2	0	Night	Dry	Over-Correcting/Over-Steering
180	20.796	05/17/17	Wed	0919	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
181	17.317	05/17/17	Wed	1057	Sideswipe	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
182	14.227	05/18/17	Thu	1420	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
183	16.702	05/18/17	Thu	0921	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
184	26.043	05/19/17	Fri	1256	Rear-End	0	0	1	Day	Other	Careless or Negligent Manner
185	24.525	05/19/17	Fri	1025	Angle	0	0	1	Day	Dry	Ran Red Light
186	25.899	05/19/17	Fri	0001	Rear-End	0	0	1	Night	Dry	No Contributing Action
187	26.149	05/19/17	Fri	1550	Angle	0	1	0	Day	Dry	Failed To Keep In Proper Lane
188	27.614	05/20/17	Sat	0955	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
189	9.056	05/20/17	Sat	0838	Pedalcycle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
190	20.953	05/20/17	Sat	2036	Angle	0	0	1	Night	Dry	Failed to Yield Right-Of-Way
191	27.933	05/21/17	Sun	1550	Sideswipe	0	0	1	Day	Dry	Not Coded
192	26.414	05/23/17	Tue	0900	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
193	18.899	05/25/17	Thu	1712	Angle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
194	36.734	05/26/17	Fri	1845	Other Non-Collision	0	0	1	Day	Wet	Swerved Or Avoided
195	24.541	05/27/17	Sat	0845	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
196	28.756	05/27/17	Sat	1551	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
197	0.298	05/27/17	Sat	2100	Angle	0	2	0	Night	Dry	Failed to Yield Right-Of-Way
198	10.241	05/27/17	Sat	1135	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
199	25.687	05/28/17	Sun	1950	Rear-End	0	0	1	Day	Dry	No Contributing Action
200	8.564	05/28/17	Sun	2230	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
201	27.500	05/28/17	Sun	2053	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
202	21.225	05/28/17	Sun	2148	Sideswipe	0	0	1	Night	Dry	Careless or Negligent Manner
203	9.046	05/29/17	Mon	1756	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
204	35.718	05/29/17	Mon	1305	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
205	18.871	05/30/17	Tue	1310	Sideswipe	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
206	28.424	05/31/17	Wed	1640	Not Coded	0	0	1	Day	Dry	No Contributing Action
207	27.115	05/31/17	Wed	1727	Angle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
208	14.227	06/01/17	Thu	0409	Angle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
209	16.496	06/04/17	Sun	1400	Rear-End	0	4	0	Day	Dry	Careless or Negligent Manner
210	28.615	06/04/17	Sun	1120	Left-Turn	0	0	1	Day	Wet	Failed to Yield Right-Of-Way
211	30.918	06/05/17	Mon	1605	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
212	18.290	06/05/17	Mon	1930	Sideswipe	0	0	1	Night	Wet	Failed To Keep In Proper Lane
213	5.212	06/05/17	Mon	1324	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
214	12.554	06/05/17	Mon	1211	Angle	0	3	0	Day	Dry	Careless or Negligent Manner
215	13.554	06/06/17	Tue	1408	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
216	26.674	06/10/17	Sat	2140	Not Coded	0	0	1	Night	Wet	Not Coded
217	25.399	06/13/17	Tue	1705	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
218	33.275	06/14/17	Wed	1125	Impact Attenuator/Crash Cushion	0	1	0	Day	Dry	Careless or Negligent Manner
219	18.899	06/14/17	Wed	1150	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
220	18.262	06/15/17	Thu	1447	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
221	30.906	06/16/17	Fri	1628	Angle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
222	24.579	06/16/17	Fri	1827	Rear-End	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
223	17.445	06/18/17	Sun	2335	Other Non-Collision	0	0	1	Night	Wet	Swerved Or Avoided
224	10.454	06/18/17	Sun	1140	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
225	29.039	06/18/17	Sun	1455	Angle	0	0	1	Day	Wet	Failed to Yield Right-Of-Way
226	20.909	06/18/17	Sun	1601	Other Non-Collision	0	0	1	Day	Wet	No Contributing Action
227	29.039	06/18/17	Sun	1700	Angle	0	0	1	Day	Wet	Failed to Yield Right-Of-Way
228	30.503	06/18/17	Sun	1700	Rear-End	0	0	1	Day	Wet	Not Coded
229	18.539	06/19/17	Mon	0000	Other Non-Collision	0	0	1	Night	Wet	Over-Correcting/Over-Steering
230	38.777	06/21/17	Wed	1715	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
231	17.421	06/22/17	Thu	2240	Angle	0	0	1	Night	Dry	Failed to Yield Right-Of-Way
232	19.226	06/23/17	Fri	0841	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
233	17.860	06/23/17	Fri	1119	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
234	14.217	06/24/17	Sat	1040	Parked Motor Vehicle	0	0	1	Day	Dry	Not Coded
235	20.042	06/24/17	Sat	0954	Pedalcycle	0	2	0	Day	Dry	Failed To Keep In Proper Lane
236	12.214	06/24/17	Sat	1155	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
237	10.177	06/27/17	Tue	2019	Left-Turn	0	1	0	Night	Dry	Failed to Yield Right-Of-Way

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 90060000 STATE ROUTE: 5

INTERSECTING ROADWAY: None M.P. 0.000 TO 38.777 ENGINEER: CG

STUDY PERIOD: FROM 1/ 2017 TO 12/ 2017 COUNTY: Monroe

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
238	31.589	06/29/17	Thu	0745	Sideswipe	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
239	28.634	06/30/17	Fri	0742	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
240	30.244	06/30/17	Fri	2330	Fence	0	0	1	Night	Dry	Careless or Negligent Manner
241	25.880	06/30/17	Fri	2103	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
242	19.226	06/30/17	Fri	1450	Other Fixed Object	0	0	1	Day	Dry	Not Coded
243	16.122	07/01/17	Sat	1330	Rear-End	0	4	0	Day	Dry	Careless or Negligent Manner
244	31.256	07/05/17	Wed	1500	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
245	25.956	07/06/17	Thu	1720	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
246	16.299	07/07/17	Fri	1500	Angle	0	1	0	Day	Dry	Careless or Negligent Manner
247	8.112	07/08/17	Sat	0415	Angle	0	0	1	Night	Dry	Failed to Yield Right-Of-Way
248	9.236	07/08/17	Sat	1335	Rear-End	0	0	1	Day	Dry	Followed too Closely
249	34.920	07/08/17	Sat	1700	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
250	24.133	07/09/17	Sun	0905	Angle	0	0	1	Day	Dry	Other Contributing Action
251	25.408	07/09/17	Sun	1720	Left-Turn	0	0	1	Day	Dry	No Contributing Action
252	25.899	07/10/17	Mon	0055	Rear-End	0	0	1	Night	Dry	Improper Backing
253	27.504	07/11/17	Tue	0030	Rear-End	0	0	1	Night	Wet	Careless or Negligent Manner
254	12.302	07/11/17	Tue	1110	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
255	27.876	07/12/17	Wed	1643	Left-Turn	0	2	0	Day	Wet	Failed to Yield Right-Of-Way
256	17.801	07/12/17	Wed	1922	Traffic Sign Support	0	0	1	Day	Wet	Careless or Negligent Manner
257	17.317	07/13/17	Thu	0220	Tree (Standing)	0	0	1	Night	Wet	Careless or Negligent Manner
258	28.108	07/13/17	Thu	1222	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
259	36.734	07/14/17	Fri	1345	Other Non-Collision	0	0	1	Day	Dry	Careless or Negligent Manner
260	8.241	07/14/17	Fri	1340	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
261	37.968	07/15/17	Sat	1330	Rear-End	0	2	0	Day	Dry	Drove too Fast for Conditions
262	30.243	07/16/17	Sun	1810	Angle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
263	25.197	07/16/17	Sun	1702	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
264	23.182	07/16/17	Sun	1900	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
265	30.049	07/16/17	Sun	2006	Rear-End	0	0	1	Night	Dry	Followed too Closely
266	14.227	07/17/17	Mon	1529	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
267	35.718	07/17/17	Mon	1318	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
268	24.377	07/20/17	Thu	0744	Pedalcycle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
269	21.225	07/22/17	Sat	2133	Concrete Traffic Barrier	0	0	1	Night	Dry	Careless or Negligent Manner
270	26.005	07/22/17	Sat	1249	Left-Turn	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
271	10.177	07/23/17	Sun	1510	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
272	0.000	07/24/17	Mon	2000	Other Non-Collision	0	0	1	Night	Dry	No Contributing Action
273	22.198	07/25/17	Tue	0850	Parked Motor Vehicle	0	1	0	Night	Dry	No Contributing Action
274	21.498	07/26/17	Wed	0701	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
275	11.107	07/26/17	Wed	1426	Sideswipe	0	0	1	Day	Dry	Improper Passing
276	27.300	07/26/17	Wed	1727	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
277	0.228	07/27/17	Thu	1559	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
278	21.082	07/28/17	Fri	1716	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
279	10.559	07/29/17	Sat	1528	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
280	9.904	07/29/17	Sat	1850	Overturn/Rollover	0	1	0	Day	Dry	Careless or Negligent Manner
281	25.198	07/29/17	Sat	1658	Other Non-Fixed Object	0	0	1	Day	Dry	Careless or Negligent Manner
282	3.231	07/30/17	Sun	1450	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
283	32.256	07/30/17	Sun	1443	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
284	32.489	07/30/17	Sun	1626	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
285	30.244	07/30/17	Sun	2205	Pedestrian	0	1	0	Night	Dry	No Contributing Action
286	13.257	07/31/17	Mon	1515	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
287	17.671	08/02/17	Wed	1723	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
288	18.275	08/03/17	Thu	1205	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
289	32.640	08/04/17	Fri	1123	Sideswipe	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
290	8.545	08/04/17	Fri	2003	Not Coded	0	5	0	Night	Dry	Not Coded
291	31.451	08/04/17	Fri	1622	Other Non-Collision	0	0	1	Day	Dry	Failed To Keep In Proper Lane
292	32.574	08/04/17	Fri	0808	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
293	14.217	08/05/17	Sat	1927	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
294	18.899	08/05/17	Sat	1050	Sideswipe	0	5	0	Day	Dry	Other Contributing Action
295	25.913	08/05/17	Sat	1311	Pedalcycle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
296	29.193	08/05/17	Sat	1445	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
297	7.236	08/06/17	Sun	1442	Rear-End	0	3	0	Day	Dry	Followed too Closely
298	14.227	08/06/17	Sun	1550	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
299	33.921	08/06/17	Sun	1855	Rear-End	0	1	0	Day	Dry	Not Coded
300	9.954	08/08/17	Tue	1140	Fence	0	0	1	Day	Dry	Careless or Negligent Manner
301	31.503	08/10/17	Thu	1417	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
302	36.718	08/11/17	Fri	1300	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
303	29.039	08/11/17	Fri	1654	Angle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
304	35.718	08/11/17	Fri	1220	Other Non-Collision	0	1	0	Day	Dry	Other Contributing Action
305	32.918	08/11/17	Fri	1335	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
306	9.236	08/11/17	Fri	1030	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
307	21.225	08/12/17	Sat	2208	Parked Motor Vehicle	0	1	0	Night	Dry	Failed To Keep In Proper Lane
308	33.756	08/12/17	Sat	1015	Not Coded	0	2	0	Day	Dry	Improper Backing
309	31.503	08/12/17	Sat	1215	Pedalcycle	0	2	0	Day	Dry	Careless or Negligent Manner
310	16.702	08/12/17	Sat	1440	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
311	12.402	08/13/17	Sun	1035	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
312	16.238	08/13/17	Sun	1215	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
313	31.503	08/13/17	Sun	1424	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
314	28.747	08/14/17	Mon	1600	Sideswipe	0	0	1	Day	Dry	Careless or Negligent Manner
315	32.465	08/18/17	Fri	0915	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
316	25.646	08/18/17	Fri	1724	Rear-End	0	0	1	Day	Dry	Not Coded

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 90060000 STATE ROUTE: 5

INTERSECTING ROADWAY: None M.P. 0.000 TO 38.777 ENGINEER: CG

STUDY PERIOD: FROM 1/ 2017 TO 12/ 2017 COUNTY: Monroe

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
317	17.771	08/19/17	Sat	1040	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
318	16.336	08/20/17	Sun	1735	Left-Turn	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
319	25.904	08/20/17	Sun	0610	Rear-End	0	1	0	Night	Wet	Careless or Negligent Manner
320	30.503	08/20/17	Sun	1544	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
321	27.671	08/20/17	Sun	1600	Rear-End	0	0	1	Day	Dry	Followed too Closely
322	27.506	08/22/17	Tue	0850	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
323	26.105	08/23/17	Wed	2030	Sideswipe	0	0	1	Night	Wet	Careless or Negligent Manner
324	0.250	08/23/17	Wed	0025	Rear-End	0	0	1	Night	Wet	Careless or Negligent Manner
325	25.710	08/25/17	Fri	0650	Rear-End	0	0	1	Day	Wet	Drove too Fast for Conditions
326	21.598	08/26/17	Sat	2330	Angle	0	0	1	Night	Dry	Failed to Yield Right-Of-Way
327	16.096	08/28/17	Mon	1213	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
328	17.671	08/28/17	Mon	1807	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
329	31.503	08/29/17	Tue	1424	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
330	6.247	08/31/17	Thu	2045	Other Non-Collision	0	1	0	Night	Dry	Not Coded
331	18.899	08/31/17	Thu	2020	Angle	0	0	1	Night	Dry	Failed to Yield Right-Of-Way
332	27.459	08/31/17	Thu	1431	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
333	18.427	09/01/17	Fri	1955	Other Non-Collision	0	0	1	Night	Dry	No Contributing Action
334	34.756	09/02/17	Sat	0925	Overturn/Rollover	0	1	0	Day	Wet	Careless or Negligent Manner
335	35.756	09/02/17	Sat	1040	Rear-End	0	3	0	Day	Dry	Careless or Negligent Manner
336	12.214	09/02/17	Sat	1517	Angle	0	1	0	Day	Dry	Ran Stop Sign
337	25.897	09/02/17	Sat	1031	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
338	25.649	09/03/17	Sun	1922	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
339	37.934	09/03/17	Sun	1500	Guardrail Face	0	0	1	Day	Dry	No Contributing Action
340	16.458	09/03/17	Sun	2200	Rear-End	0	2	0	Night	Dry	Followed too Closely
341	29.137	09/04/17	Mon	0030	Other Non-Collision	0	1	0	Night	Wet	Careless or Negligent Manner
342	31.451	09/04/17	Mon	1421	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
343	9.719	09/05/17	Tue	1520	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
344	4.226	09/06/17	Wed	1413	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
345	37.718	09/06/17	Wed	1206	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
346	18.899	09/07/17	Thu	1150	Angle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
347	28.467	09/07/17	Thu	1814	Other Non-Collision	0	1	0	Day	Dry	Careless or Negligent Manner
348	25.324	09/15/17	Fri	1710	Angle	0	2	0	Day	Dry	Improper Turn
349	36.756	09/17/17	Sun	0935	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
350	16.261	09/17/17	Sun	1620	Rear-End	0	1	0	Day	Dry	Not Coded
351	16.086	09/17/17	Sun	0851	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
352	16.190	09/17/17	Sun	1555	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
353	28.070	09/18/17	Mon	1945	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
354	26.965	09/20/17	Wed	0720	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
355	17.831	09/21/17	Thu	1700	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
356	10.054	09/21/17	Thu	1635	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
357	28.728	09/21/17	Thu	1958	Left-Turn	0	3	0	Night	Dry	Failed to Yield Right-Of-Way
358	27.513	09/22/17	Fri	1608	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
359	15.465	09/22/17	Fri	0830	Sideswipe	0	0	1	Day	Dry	Careless or Negligent Manner
360	20.187	09/22/17	Fri	1025	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
361	17.471	09/22/17	Fri	1215	Right-Turn	0	1	0	Day	Dry	No Contributing Action
362	12.702	09/23/17	Sat	1240	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
363	13.650	09/24/17	Sun	0643	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
364	25.649	09/24/17	Sun	1800	Angle	0	0	1	Day	Dry	Careless or Negligent Manner
365	26.312	09/24/17	Sun	1852	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
366	23.275	09/25/17	Mon	0715	Guardrail Face	0	2	0	Day	Wet	Swerved Or Avoided
367	28.295	09/25/17	Mon	1734	Angle	0	0	1	Day	Dry	Ran Stop Sign
368	27.343	09/27/17	Wed	1045	Angle	0	1	0	Day	Wet	Failed to Yield Right-Of-Way
369	25.677	09/27/17	Wed	1530	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
370	16.702	09/27/17	Wed	1828	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
371	10.687	09/27/17	Wed	1145	Parked Motor Vehicle	0	0	1	Day	Wet	Careless or Negligent Manner
372	8.970	09/28/17	Thu	0615	Tree (Standing)	0	1	0	Night	Dry	No Contributing Action
373	3.536	09/28/17	Thu	1645	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
374	25.677	09/28/17	Thu	1823	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
375	28.170	09/29/17	Fri	1300	Angle	0	3	0	Day	Wet	Failed to Yield Right-Of-Way
376	17.671	09/29/17	Fri	2044	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
377	25.374	09/30/17	Sat	0817	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
378	21.988	10/01/17	Sun	1350	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
379	7.306	10/01/17	Sun	1445	Right-Turn	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
380	8.102	10/02/17	Mon	2220	Angle	0	1	0	Night	Dry	Careless or Negligent Manner
381	29.303	10/02/17	Mon	1158	Pedestrian	0	0	1	Day	Dry	Other Contributing Action
382	28.304	10/02/17	Mon	1624	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
383	9.772	10/02/17	Mon	1940	Angle	0	0	1	Night	Dry	Failed to Yield Right-Of-Way
384	12.452	10/03/17	Tue	0250	Other Non-Collision	0	0	1	Night	Dry	Careless or Negligent Manner
385	27.343	10/04/17	Wed	0730	Other Non-Fixed Object	0	0	1	Day	Dry	Other Contributing Action
386	11.016	10/04/17	Wed	1815	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
387	27.595	10/05/17	Thu	0710	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
388	6.478	10/05/17	Thu	1115	Struck by Falling/Shifting Cargo	0	0	1	Day	Wet	Not Coded
389	27.614	10/06/17	Fri	1352	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
390	19.226	10/06/17	Fri	1533	Angle	0	0	1	Day	Wet	Failed to Yield Right-Of-Way
391	24.161	10/07/17	Sat	1339	Sideswipe	0	2	0	Day	Dry	Failed to Yield Right-Of-Way
392	30.868	10/08/17	Sun	1600	Rear-End	0	0	1	Day	Dry	No Contributing Action
393	12.249	10/09/17	Mon	1327	Sideswipe	0	0	1	Day	Dry	Not Coded
394	23.869	10/09/17	Mon	1204	Angle	0	0	1	Day	Dry	No Contributing Action
395	11.016	10/09/17	Mon	1535	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 90060000 STATE ROUTE: 5

INTERSECTING ROADWAY: None M.P. 0.000 TO 38.777 ENGINEER: CG

STUDY PERIOD: FROM 1/ 2017 TO 12/ 2017 COUNTY: Monroe

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
396	1.216	10/10/17	Tue	0550	Rear-End	0	1	0	Night	Dry	Followed too Closely
397	13.803	10/11/17	Wed	2040	Sideswipe	0	1	0	Night	Wet	Failed to Yield Right-Of-Way
398	36.268	10/11/17	Wed	1236	Rear-End	0	3	0	Day	Dry	Careless or Negligent Manner
399	25.651	10/12/17	Thu	1115	Angle	0	0	1	Day	Wet	Careless or Negligent Manner
400	18.799	10/13/17	Fri	2223	Parked Motor Vehicle	0	1	0	Night	Dry	Ran Off Roadway
401	18.835	10/13/17	Fri	1250	Left-Turn	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
402	10.554	10/13/17	Fri	1633	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
403	8.554	10/13/17	Fri	2046	Rear-End	0	2	0	Night	Dry	Careless or Negligent Manner
404	13.257	10/13/17	Fri	1605	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
405	10.158	10/15/17	Sun	1727	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
406	38.718	10/15/17	Sun	1844	Guardrail Face	0	0	1	Day	Dry	Careless or Negligent Manner
407	25.197	10/16/17	Mon	0954	Angle	0	0	1	Day	Wet	Failed To Keep In Proper Lane
408	15.429	10/16/17	Mon	1211	Right-Turn	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
409	25.615	10/17/17	Tue	1015	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
410	24.533	10/17/17	Tue	1820	Sideswipe	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
411	8.249	10/17/17	Tue	1545	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
412	21.207	10/18/17	Wed	1019	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
413	10.459	10/21/17	Sat	1650	Other Non-Collision	0	0	1	Day	Dry	Other Contributing Action
414	28.170	10/22/17	Sun	1240	Angle	0	3	0	Day	Dry	Failed to Yield Right-Of-Way
415	13.257	10/24/17	Tue	1515	Rear-End	0	0	1	Day	Wet	Followed too Closely
416	6.461	10/25/17	Wed	1510	Not Coded	2	0	0	Day	Dry	Failed to Yield Right-Of-Way
417	21.225	10/25/17	Wed	0943	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
418	9.660	10/25/17	Wed	1500	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
419	14.217	10/27/17	Fri	1424	Rear-End	0	0	1	Day	Dry	No Contributing Action
420	13.259	10/27/17	Fri	1500	Rear-End	0	2	0	Day	Dry	Other Contributing Action
421	0.000	10/27/17	Fri	1440	Other Fixed Object	0	0	1	Day	Dry	No Contributing Action
422	13.965	10/27/17	Fri	1330	Not Coded	0	1	0	Day	Dry	Failed To Keep In Proper Lane
423	24.133	10/30/17	Mon	1045	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
424	27.466	10/30/17	Mon	1852	Other Non-Fixed Object	0	0	1	Night	Dry	Other Contributing Action
425	18.266	10/31/17	Tue	0200	Guardrail End	0	0	1	Night	Dry	Not Coded
426	23.493	10/31/17	Tue	2029	Sideswipe	0	3	0	Night	Dry	Failed To Keep In Proper Lane
427	29.346	10/31/17	Tue	0625	Angle	0	0	1	Night	Dry	Failed to Yield Right-Of-Way
428	9.060	10/31/17	Tue	1220	Pedalcycle	0	1	0	Day	Dry	Careless or Negligent Manner
429	12.892	11/01/17	Wed	0700	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
430	9.678	11/01/17	Wed	1214	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
431	20.174	11/02/17	Thu	1615	Rear-End	0	1	0	Day	Dry	No Contributing Action
432	13.631	11/02/17	Thu	1605	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
433	4.036	11/03/17	Fri	1740	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
434	18.171	11/04/17	Sat	0630	Rear-End	0	0	1	Night	Dry	Other Contributing Action
435	18.135	11/05/17	Sun	1222	Parked Motor Vehicle	0	0	1	Day	Dry	Failed To Keep In Proper Lane
436	12.402	11/06/17	Mon	0700	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
437	33.921	11/07/17	Tue	0831	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
438	27.504	11/09/17	Thu	1621	Angle	0	1	0	Day	Dry	Ran Red Light
439	23.182	11/10/17	Fri	0924	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
440	16.708	11/10/17	Fri	1835	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
441	10.177	11/10/17	Fri	1640	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
442	27.530	11/14/17	Tue	1450	Rear-End	0	0	1	Day	Dry	Followed too Closely
443	16.162	11/16/17	Thu	0711	Not Coded	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
444	17.671	11/16/17	Thu	2106	Left-Turn	0	2	0	Night	Dry	Failed to Yield Right-Of-Way
445	17.763	11/17/17	Fri	0626	Angle	0	3	0	Day	Dry	Failed To Keep In Proper Lane
446	26.876	11/17/17	Fri	1520	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
447	37.756	11/17/17	Fri	0655	Sideswipe	0	0	1	Day	Dry	Careless or Negligent Manner
448	26.908	11/17/17	Fri	1536	Rear-End	0	0	1	Day	Dry	Improper Backing
449	18.126	11/17/17	Fri	1851	Angle	0	0	1	Night	Dry	Ran Stop Sign
450	18.899	11/18/17	Sat	1249	Sideswipe	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
451	22.204	11/19/17	Sun	2245	Other Non-Collision	0	1	0	Night	Dry	No Contributing Action
452	18.775	11/19/17	Sun	1538	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
453	9.696	11/22/17	Wed	1134	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
454	25.728	11/22/17	Wed	1635	Pedalcycle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
455	18.899	11/23/17	Thu	1651	Angle	0	0	1	Day	Dry	Ran Stop Sign
456	33.921	11/23/17	Thu	0945	Rear-End	0	0	1	Day	Dry	Exceed Posted Speed
457	26.684	11/26/17	Sun	0537	Utility Pole/Light Support	0	0	1	Day	Dry	Not Coded
458	16.496	11/26/17	Sun	1830	Angle	0	0	1	Night	Dry	Failed to Yield Right-Of-Way
459	25.383	11/26/17	Sun	1040	Angle	0	1	0	Day	Dry	Improper Turn
460	25.421	11/28/17	Tue	1304	Angle	0	0	1	Day	Dry	Other Contributing Action
461	31.118	11/28/17	Tue	1600	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
462	16.683	11/29/17	Wed	1650	Sideswipe	0	0	1	Day	Dry	No Contributing Action
463	9.064	11/29/17	Wed	1755	Angle	0	0	1	Night	Dry	Failed to Yield Right-Of-Way
464	21.225	11/30/17	Thu	0809	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
465	15.197	11/30/17	Thu	1456	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
466	26.852	12/01/17	Fri	1544	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
467	9.027	12/01/17	Fri	1840	Rear-End	0	3	0	Night	Dry	Careless or Negligent Manner
468	13.257	12/01/17	Fri	2002	Not Coded	0	0	1	Night	Dry	Not Coded
469	13.554	12/03/17	Sun	1505	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
470	32.131	12/04/17	Mon	1240	Sideswipe	0	0	1	Day	Dry	Other Contributing Action
471	24.350	12/06/17	Wed	0845	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
472	12.214	12/06/17	Wed	1528	Rear-End	0	2	0	Day	Dry	Not Coded
473	8.908	12/06/17	Wed	1805	Not Coded	0	2	0	Night	Dry	Other Contributing Action
474	0.000	12/07/17	Thu	0100	Rear-End	0	1	0	Night	Dry	No Contributing Action

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 90060000 STATE ROUTE: 5
INTERSECTING ROADWAY: None M.P. 0.000 TO 38.777 ENGINEER: CG
STUDY PERIOD: FROM 1/ 2017 TO 12/ 2017 COUNTY: Monroe

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
475	27.379	12/07/17	Thu	2025	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
476	25.899	12/07/17	Thu	1833	Pedalcycle	0	1	0	Night	Dry	Not Coded
477	26.150	12/10/17	Sun	1324	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
478	25.915	12/10/17	Sun	1325	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
479	27.504	12/10/17	Sun	1604	Pedestrian	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
480	18.899	12/10/17	Sun	2003	Angle	0	0	1	Night	Dry	Ran Stop Sign
481	7.236	12/15/17	Fri	0028	Rear-End	0	0	1	Night	Dry	Followed too Closely
482	15.467	12/15/17	Fri	1511	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
483	30.219	12/16/17	Sat	2130	Angle	0	0	1	Night	Dry	Failed to Yield Right-Of-Way
484	17.571	12/16/17	Sat	1100	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
485	23.182	12/16/17	Sat	0050	Fence	0	0	1	Night	Dry	Ran Off Roadway
486	9.729	12/18/17	Mon	1135	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
487	32.686	12/19/17	Tue	1738	Sideswipe	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
488	12.214	12/20/17	Wed	0632	Rear-End	0	1	0	Day	Dry	No Contributing Action
489	34.920	12/20/17	Wed	1445	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
490	14.883	12/20/17	Wed	1839	Angle	0	0	1	Night	Dry	Failed to Yield Right-Of-Way
491	16.346	12/21/17	Thu	2020	Angle	0	0	1	Night	Dry	Failed to Yield Right-Of-Way
492	26.246	12/21/17	Thu	1900	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
493	16.702	12/21/17	Thu	1409	Fell/Jumped from Motor Vehicle	0	1	0	Day	Dry	Swerved Or Avoided
494	31.003	12/22/17	Fri	1730	Sideswipe	0	0	1	Day	Dry	Erratic, Reckless or Aggressive
495	10.554	12/22/17	Fri	0730	Angle	0	2	0	Day	Dry	Failed to Yield Right-Of-Way
496	24.827	12/23/17	Sat	1920	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
497	38.634	12/23/17	Sat	0629	Fence	0	0	1	Night	Dry	Ran Off Roadway
498	9.687	12/23/17	Sat	1626	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
499	18.831	12/24/17	Sun	0900	Angle	0	0	1	Day	Dry	Improper Turn
500	34.734	12/26/17	Tue	1505	Other Non-Collision	0	1	0	Day	Wet	Careless or Negligent Manner
501	3.378	12/26/17	Tue	0813	Guardrail End	0	1	0	Day	Dry	Ran Off Roadway
502	0.228	12/26/17	Tue	1354	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
503	28.988	12/27/17	Wed	1319	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
504	24.316	12/28/17	Thu	1320	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
505	12.224	12/28/17	Thu	1645	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
506	31.982	12/28/17	Thu	1400	Right-Turn	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
507	2.436	12/29/17	Fri	0845	Not Coded	0	0	1	Day	Dry	Failed To Keep In Proper Lane
508	37.634	12/30/17	Sat	1532	Concrete Traffic Barrier	0	1	0	Day	Dry	No Contributing Action
509	8.603	12/30/17	Sat	1155	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
510	14.790	12/31/17	Sun	0310	Other Non-Collision	0	0	1	Night	Dry	Careless or Negligent Manner
511	34.256	12/31/17	Sun	1613	Other Non-Collision	0	1	0	Day	Dry	No Contributing Action

Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other
511	2	170	339	247	2	98	13	5	38	1	20	9	33	0	13
Percent	*0.39%*	*33.27%*	*66.34%*	*48.34%*	*0.39%*	*19.18%*	*2.54%*	*0.98%*	*7.44%*	*0.20%*	*3.91%*	*1.76%*	*6.46%*	*0.00%*	*2.54%*

Contrib. Cause	Day	Night	Wet	Dry	Careless Driving	FTYRW	Improper Turn	Ran Red Light	Exceeded Speed	Improper Passing	Disreg Cntl Dev	Erratic/ Aggress	Ran off Road	DUI	Wrong Way
Total	398	113	43	467	245	96	9	5	5	3	0	1	4	35	1
Percent	*77.89%*	*22.11%*	*8.41%*	*91.39%*	*47.95%*	*18.79%*	*1.76%*	*0.98%*	*0.98%*	*0.59%*	*0.00%*	*0.20%*	*0.78%*	*6.85%*	*0.20%*

TOTAL ENTERING VEHICLES/ADT: 23,613

SPOT CRASH RATE: 68.160 CRASHES PER MILLION ENTERING VEHICLES

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 90060000 STATE ROUTE: 5

INTERSECTING ROADWAY: None M.P. 0.000 TO 38.777 ENGINEER: CG

STUDY PERIOD: FROM 1/ 2018 TO 12/ 2018 COUNTY: Monroe

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
1	30.049	01/01/18	Mon	0035	Pedestrian	0	1	0	Night	Dry	No Contributing Action
2	12.268	01/02/18	Tue	1304	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
3	14.618	01/03/18	Wed	1200	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
4	18.814	01/05/18	Fri	1250	Angle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
5	32.918	01/07/18	Sun	1145	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
6	11.107	01/08/18	Mon	1530	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
7	17.737	01/09/18	Tue	0405	Rear-End	0	0	1	Night	Wet	No Contributing Action
8	24.604	01/09/18	Tue	1932	Sideswipe	0	0	1	Night	Dry	Careless or Negligent Manner
9	1.216	01/11/18	Thu	1424	Angle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
10	25.772	01/11/18	Thu	1800	Parked Motor Vehicle	0	0	1	Day	Dry	Careless or Negligent Manner
11	27.438	01/12/18	Fri	1545	Rear-End	0	1	0	Day	Wet	Careless or Negligent Manner
12	26.646	01/12/18	Fri	1729	Rear-End	0	0	1	Night	Wet	No Contributing Action
13	10.454	01/15/18	Mon	1210	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
14	16.204	01/16/18	Tue	1446	Rear-End	0	3	0	Day	Dry	Careless or Negligent Manner
15	31.198	01/17/18	Wed	1450	Not Coded	0	0	1	Day	Dry	Not Coded
16	28.917	01/17/18	Wed	1745	Angle	0	0	1	Day	Dry	No Contributing Action
17	27.595	01/18/18	Thu	2015	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
18	9.294	01/19/18	Fri	1900	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
19	25.897	01/19/18	Fri	1640	Angle	0	0	1	Day	Dry	Other Contributing Action
20	32.667	01/19/18	Fri	2200	Not Coded	0	0	1	Night	Dry	Improper Passing
21	24.230	01/20/18	Sat	2205	Sideswipe	0	0	1	Night	Dry	Careless or Negligent Manner
22	16.716	01/20/18	Sat	1035	Angle	0	0	1	Day	Dry	Other Contributing Action
23	3.915	01/21/18	Sun	1310	Angle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
24	15.278	01/22/18	Mon	1649	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
25	28.260	01/22/18	Mon	2006	Angle	0	1	0	Night	Dry	Failed to Yield Right-Of-Way
26	3.572	01/22/18	Mon	1441	Angle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
27	16.336	01/23/18	Tue	1754	Rear-End	0	0	1	Night	Dry	Failed to Yield Right-Of-Way
28	30.090	01/23/18	Tue	1806	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
29	0.716	01/23/18	Tue	0648	Other Non-Fixed Object	0	0	1	Night	Dry	No Contributing Action
30	3.336	01/24/18	Wed	0636	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
31	23.522	01/26/18	Fri	1710	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
32	25.715	01/27/18	Sat	2109	Angle	0	1	0	Night	Dry	Ran Red Light
33	16.290	01/30/18	Tue	0740	Sideswipe	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
34	17.317	01/30/18	Tue	1709	Not Coded	0	0	1	Day	Dry	Followed too Closely
35	11.107	01/31/18	Wed	1020	Other Non-Fixed Object	0	0	1	Day	Dry	Other Contributing Action
36	19.415	02/02/18	Fri	0747	Traffic Sign Support	0	0	1	Day	Dry	Careless or Negligent Manner
37	16.318	02/02/18	Fri	0907	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
38	20.335	02/02/18	Fri	1455	Sideswipe	0	0	1	Day	Dry	Careless or Negligent Manner
39	13.829	02/02/18	Fri	1608	Not Coded	0	0	1	Day	Dry	Other Contributing Action
40	11.202	02/03/18	Sat	0035	Right-Turn	0	1	0	Night	Dry	Failed to Yield Right-Of-Way
41	36.913	02/05/18	Mon	1720	Rear-End	0	1	0	Day	Wet	No Contributing Action
42	14.726	02/05/18	Mon	1710	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
43	16.200	02/05/18	Mon	0730	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
44	33.921	02/05/18	Mon	1802	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
45	25.195	02/06/18	Tue	1420	Right-Turn	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
46	2.986	02/07/18	Wed	1055	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
47	20.235	02/07/18	Wed	0700	Tree (Standing)	0	0	1	Day	Dry	No Contributing Action
48	32.431	02/08/18	Thu	0021	Ditch	0	0	1	Night	Dry	Ran Off Roadway
49	4.201	02/09/18	Fri	1621	Rear-End	0	0	1	Day	Dry	No Contributing Action
50	27.614	02/10/18	Sat	1211	Angle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
51	24.161	02/11/18	Sun	2010	Sideswipe	0	1	0	Night	Dry	No Contributing Action
52	2.206	02/11/18	Sun	1335	Rear-End	0	0	1	Day	Dry	No Contributing Action
53	25.743	02/11/18	Sun	1250	Pedestrian	0	1	0	Day	Dry	No Contributing Action
54	29.056	02/11/18	Sun	1515	Rear-End	0	8	0	Day	Dry	Improper Backing
55	18.487	02/13/18	Tue	1700	Left-Turn	0	4	0	Day	Dry	Failed to Yield Right-Of-Way
56	7.236	02/13/18	Tue	1700	Rear-End	0	0	1	Day	Dry	Followed too Closely
57	25.706	02/14/18	Wed	1055	Not Coded	0	0	1	Day	Dry	Improper Backing
58	8.168	02/15/18	Thu	0720	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
59	14.827	02/15/18	Thu	1709	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
60	8.241	02/16/18	Fri	1340	Rear-End	0	0	1	Day	Dry	No Contributing Action
61	8.241	02/16/18	Fri	1602	Rear-End	0	0	1	Day	Dry	No Contributing Action
62	32.918	02/16/18	Fri	1700	Rear-End	0	1	0	Day	Dry	No Contributing Action
63	37.912	02/18/18	Sun	1532	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
64	25.658	02/19/18	Mon	1313	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
65	7.899	02/19/18	Mon	1301	Not Coded	0	0	1	Day	Dry	Careless or Negligent Manner
66	16.261	02/20/18	Tue	1520	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
67	26.199	02/21/18	Wed	1540	Angle	0	0	1	Day	Dry	Careless or Negligent Manner
68	12.107	02/22/18	Thu	1155	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
69	27.490	02/22/18	Thu	1510	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
70	2.705	02/23/18	Fri	0630	Rear-End	0	1	0	Night	Wet	Careless or Negligent Manner
71	14.221	02/23/18	Fri	1747	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
72	10.177	02/24/18	Sat	1703	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
73	10.177	02/24/18	Sat	1742	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
74	14.705	02/25/18	Sun	1348	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
75	13.252	02/25/18	Sun	1520	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
76	17.693	02/26/18	Mon	1532	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
77	15.161	02/28/18	Wed	1439	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
78	17.695	02/28/18	Wed	2000	Angle	0	1	0	Night	Dry	Ran Red Light
79	16.152	02/28/18	Wed	1125	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
80	9.378	03/01/18	Thu	1204	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
81	14.227	03/02/18	Fri	1444	Rear-End	0	5	0	Day	Dry	No Contributing Action

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 90060000 STATE ROUTE: 5

INTERSECTING ROADWAY: None M.P. 0.000 TO 38.777 ENGINEER: CG

STUDY PERIOD: FROM 1/ 2018 TO 12/ 2018 COUNTY: Monroe

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
82	7.064	03/03/18	Sat	0015	Angle	0	0	1	Night	Dry	Failed to Yield Right-Of-Way
83	27.115	03/03/18	Sat	1030	Sideswipe	0	0	1	Day	Dry	Careless or Negligent Manner
84	25.899	03/03/18	Sat	1154	Angle	0	1	0	Day	Dry	No Contributing Action
85	16.703	03/04/18	Sun	0230	Other Non-Collision	0	1	0	Night	Dry	Careless or Negligent Manner
86	30.090	03/04/18	Sun	1416	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
87	4.201	03/05/18	Mon	1356	Rear-End	4	3	0	Day	Dry	Careless or Negligent Manner
88	27.614	03/06/18	Tue	0540	Angle	0	0	1	Night	Dry	Failed to Yield Right-Of-Way
89	16.166	03/06/18	Tue	1703	Angle	0	0	1	Day	Dry	No Contributing Action
90	29.762	03/06/18	Tue	2032	Utility Pole/Light Support	0	0	1	Night	Dry	Failed To Keep In Proper Lane
91	23.850	03/07/18	Wed	1322	Sideswipe	0	1	0	Day	Dry	Failed To Keep In Proper Lane
92	23.182	03/08/18	Thu	1845	Rear-End	0	0	1	Night	Dry	Followed too Closely
93	7.691	03/08/18	Thu	1500	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
94	36.718	03/09/18	Fri	0515	Fence	0	0	1	Night	Dry	Improper Passing
95	26.674	03/09/18	Fri	1242	Angle	0	3	0	Day	Dry	Improper Turn
96	23.682	03/10/18	Sat	0720	Sideswipe	0	1	0	Day	Dry	Careless or Negligent Manner
97	32.522	03/11/18	Sun	0000	Traffic Signal Support	0	0	1	Unknown	Other	Not Coded
98	33.921	03/11/18	Sun	1115	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
99	26.010	03/12/18	Mon	0550	Sideswipe	0	0	1	Night	Wet	Failed To Keep In Proper Lane
100	27.523	03/13/18	Tue	1220	Not Coded	0	0	1	Day	Dry	Careless or Negligent Manner
101	20.235	03/14/18	Wed	1557	Angle	0	0	1	Day	Dry	Careless or Negligent Manner
102	9.065	03/14/18	Wed	1733	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
103	16.166	03/14/18	Wed	2025	Head-On	0	6	0	Night	Dry	Wrong Side or Wrong Way
104	24.082	03/15/18	Thu	2105	Sideswipe	0	0	1	Night	Dry	Improper Turn
105	27.115	03/15/18	Thu	2023	Sideswipe	0	0	1	Night	Dry	Failed to Yield Right-Of-Way
106	7.236	03/18/18	Sun	1838	Rear-End	0	0	1	Day	Dry	No Contributing Action
107	11.688	03/18/18	Sun	1143	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
108	30.986	03/18/18	Sun	0959	Sideswipe	0	0	1	Day	Dry	Ran Red Light
109	17.279	03/18/18	Sun	0916	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
110	15.326	03/18/18	Sun	1140	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
111	9.160	03/18/18	Sun	1708	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
112	6.747	03/18/18	Sun	1739	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
113	16.345	03/19/18	Mon	1023	Rear-End	0	8	0	Day	Dry	Careless or Negligent Manner
114	12.452	03/20/18	Tue	2255	Other Non-Collision	0	1	0	Night	Dry	Failed To Keep In Proper Lane
115	13.257	03/20/18	Tue	1536	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
116	8.645	03/20/18	Tue	1629	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
117	23.182	03/21/18	Wed	0902	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
118	26.199	03/22/18	Thu	0713	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
119	17.671	03/23/18	Fri	1050	Angle	0	1	0	Day	Dry	Ran Red Light
120	10.177	03/23/18	Fri	1629	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
121	36.913	03/23/18	Fri	1742	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
122	10.036	03/23/18	Fri	1625	Sideswipe	0	0	1	Day	Dry	Other Contributing Action
123	29.300	03/23/18	Fri	1520	Pedalcycle	0	1	0	Day	Dry	No Contributing Action
124	0.734	03/24/18	Sat	0715	Angle	0	0	1	Day	Dry	Careless or Negligent Manner
125	16.035	03/25/18	Sun	1533	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
126	34.918	03/25/18	Sun	1905	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
127	31.118	03/26/18	Mon	1931	Other Non-Collision	0	1	0	Night	Dry	Careless or Negligent Manner
128	7.736	03/27/18	Tue	1900	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
129	3.517	03/28/18	Wed	1655	Angle	0	0	1	Day	Dry	Careless or Negligent Manner
130	10.545	03/28/18	Wed	1110	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
131	34.920	03/30/18	Fri	1955	Rear-End	0	1	0	Night	Dry	Careless or Negligent Manner
132	16.936	03/30/18	Fri	0825	Angle	0	0	1	Day	Dry	Improper Turn
133	26.001	03/31/18	Sat	1917	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
134	13.854	03/31/18	Sat	1805	Angle	0	1	0	Day	Dry	Careless or Negligent Manner
135	27.134	03/31/18	Sat	0816	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
136	16.702	04/01/18	Sun	1805	Rear-End	0	2	0	Day	Dry	No Contributing Action
137	33.930	04/01/18	Sun	1808	Rear-End	0	4	0	Day	Dry	Careless or Negligent Manner
138	17.317	04/02/18	Mon	0926	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
139	12.224	04/02/18	Mon	1429	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
140	26.199	04/03/18	Tue	1718	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
141	23.850	04/04/18	Wed	1826	Sideswipe	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
142	19.897	04/05/18	Thu	1058	Utility Pole/Light Support	1	0	0	Day	Dry	Careless or Negligent Manner
143	10.912	04/05/18	Thu	2113	Angle	0	0	1	Night	Dry	Failed to Yield Right-Of-Way
144	8.036	04/05/18	Thu	1740	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
145	31.118	04/05/18	Thu	0825	Rear-End	0	1	0	Day	Dry	No Contributing Action
146	18.583	04/06/18	Fri	1640	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
147	12.984	04/06/18	Fri	1519	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
148	21.420	04/07/18	Sat	1629	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
149	31.013	04/08/18	Sun	0440	Tree (Standing)	0	0	1	Night	Other	Careless or Negligent Manner
150	23.182	04/09/18	Mon	0646	Rear-End	0	2	0	Night	Dry	Followed too Closely
151	15.269	04/09/18	Mon	1530	Rear-End	0	1	0	Day	Dry	Followed too Closely
152	12.224	04/10/18	Tue	1242	Sideswipe	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
153	8.341	04/12/18	Thu	1520	Rear-End	0	0	1	Day	Dry	No Contributing Action
154	33.621	04/15/18	Sun	1645	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
155	34.756	04/15/18	Sun	2310	Other Non-Collision	0	0	1	Night	Wet	Careless or Negligent Manner
156	14.397	04/15/18	Sun	0735	Angle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
157	25.003	04/15/18	Sun	1432	Angle	0	2	0	Day	Dry	Improper Turn
158	26.099	04/16/18	Mon	1053	Sideswipe	0	0	1	Day	Dry	Not Coded
159	28.108	04/16/18	Mon	1455	Sideswipe	0	0	1	Day	Dry	Improper Turn
160	13.257	04/17/18	Tue	1154	Ditch	0	1	0	Day	Dry	Failed To Keep In Proper Lane
161	13.980	04/18/18	Wed	0715	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
162	28.019	04/19/18	Thu	1015	Angle	0	0	1	Day	Dry	Improper Turn

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 90060000 STATE ROUTE: 5

INTERSECTING ROADWAY: None M.P. 0.000 TO 38.777 ENGINEER: CG

STUDY PERIOD: FROM 1/ 2018 TO 12/ 2018 COUNTY: Monroe

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
163	27.504	04/19/18	Thu	1229	Rear-End	0	1	0	Day	Dry	Followed too Closely
164	10.677	04/19/18	Thu	2135	Not Coded	0	1	0	Night	Dry	Not Coded
165	25.846	04/20/18	Fri	1317	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
166	9.699	04/20/18	Fri	1530	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
167	15.269	04/20/18	Fri	1225	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
168	13.554	04/21/18	Sat	1840	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
169	8.545	04/22/18	Sun	0855	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
170	33.940	04/22/18	Sun	1044	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
171	7.257	04/22/18	Sun	1800	Not Coded	0	2	0	Day	Dry	Failed To Keep In Proper Lane
172	10.554	04/23/18	Mon	2021	Angle	0	2	0	Night	Dry	Failed to Yield Right-Of-Way
173	9.794	04/25/18	Wed	1612	Rear-End	0	1	0	Day	Dry	Followed too Closely
174	18.266	04/25/18	Wed	2234	Tree (Standing)	0	1	0	Night	Dry	Other Contributing Action
175	16.141	04/26/18	Thu	1140	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
176	34.920	04/26/18	Thu	0747	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
177	18.899	04/26/18	Thu	1735	Not Coded	0	0	1	Day	Dry	Careless or Negligent Manner
178	14.719	04/27/18	Fri	1426	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
179	8.241	04/29/18	Sun	2225	Rear-End	0	0	1	Night	Dry	Followed too Closely
180	18.899	04/30/18	Mon	0950	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
181	1.225	04/30/18	Mon	0645	Not Coded	0	0	1	Day	Dry	Not Coded
182	9.466	05/01/18	Tue	1327	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
183	25.349	05/02/18	Wed	0840	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
184	32.152	05/02/18	Wed	0749	Tree (Standing)	0	1	0	Day	Wet	Careless or Negligent Manner
185	25.281	05/02/18	Wed	1351	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
186	23.998	05/02/18	Wed	1145	Not Coded	0	0	1	Night	Wet	Careless or Negligent Manner
187	25.216	05/03/18	Thu	0756	Traffic Sign Support	0	0	1	Day	Dry	Careless or Negligent Manner
188	17.699	05/03/18	Thu	1818	Angle	0	0	1	Day	Dry	Not Coded
189	12.995	05/04/18	Fri	1105	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
190	27.343	05/06/18	Sun	1011	Angle	0	0	1	Day	Dry	Ran Stop Sign
191	27.343	05/06/18	Sun	1342	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
192	15.161	05/07/18	Mon	1519	Angle	0	0	1	Day	Dry	Improper Passing
193	28.019	05/08/18	Tue	1251	Pedalcycle	0	1	0	Day	Dry	Ran Stop Sign
194	32.956	05/11/18	Fri	1230	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
195	7.274	05/11/18	Fri	1105	Angle	0	1	0	Day	Dry	Other Contributing Action
196	28.987	05/12/18	Sat	2345	Pedestrian	0	1	0	Night	Dry	No Contributing Action
197	9.046	05/12/18	Sat	0525	Left-Turn	0	1	0	Night	Dry	Failed to Yield Right-Of-Way
198	27.336	05/12/18	Sat	1531	Rear-End	0	0	1	Day	Wet	Not Coded
199	0.000	05/12/18	Sat	1750	Parked Motor Vehicle	0	0	1	Day	Dry	Not Coded
200	12.928	05/12/18	Sat	1510	Rear-End	0	1	0	Day	Dry	No Contributing Action
201	38.661	05/13/18	Sun	0850	Other Traffic Barrier	0	0	1	Day	Dry	No Contributing Action
202	12.881	05/17/18	Thu	1618	Angle	0	0	1	Day	Wet	Failed To Keep In Proper Lane
203	14.824	05/18/18	Fri	1200	Rear-End	0	3	0	Day	Dry	Careless or Negligent Manner
204	32.762	05/19/18	Sat	0250	Guardrail Face	0	0	1	Night	Wet	Swerved Or Avoided
205	28.170	05/21/18	Mon	0640	Left-Turn	0	1	0	Day	Wet	Failed to Yield Right-Of-Way
206	0.234	05/22/18	Tue	0110	Other Fixed Object	0	0	1	Night	Wet	No Contributing Action
207	14.227	05/22/18	Tue	1857	Not Coded	0	2	0	Day	Dry	Improper Turn
208	31.989	05/25/18	Fri	2114	Rear-End	0	1	0	Night	Wet	Careless or Negligent Manner
209	25.913	05/29/18	Tue	1310	Right-Turn	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
210	10.554	05/31/18	Thu	0838	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
211	25.197	05/31/18	Thu	1046	Concrete Traffic Barrier	0	0	1	Day	Dry	Careless or Negligent Manner
212	31.839	06/01/18	Fri	0637	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
213	26.682	06/01/18	Fri	1024	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
214	27.867	06/01/18	Fri	1630	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
215	25.913	06/01/18	Fri	1115	Angle	0	0	1	Day	Dry	Not Coded
216	14.381	06/02/18	Sat	2200	Left-Turn	0	3	0	Night	Dry	Failed to Yield Right-Of-Way
217	38.756	06/02/18	Sat	1436	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
218	14.217	06/03/18	Sun	0935	Other Non-Fixed Object	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
219	7.817	06/03/18	Sun	1101	Angle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
220	8.582	06/03/18	Sun	1420	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
221	16.436	06/04/18	Mon	1740	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
222	25.364	06/07/18	Thu	1710	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
223	20.902	06/10/18	Sun	0920	Not Coded	0	0	1	Day	Dry	Not Coded
224	19.491	06/10/18	Sun	2009	Other Traffic Barrier	0	0	1	Night	Dry	Not Coded
225	33.256	06/11/18	Mon	0740	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
226	8.692	06/12/18	Tue	1940	Angle	0	0	1	Night	Dry	Careless or Negligent Manner
227	7.236	06/14/18	Thu	1254	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
228	28.545	06/14/18	Thu	1120	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
229	9.056	06/14/18	Thu	1520	Angle	0	0	1	Day	Dry	Careless or Negligent Manner
230	15.012	06/14/18	Thu	1712	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
231	34.021	06/15/18	Fri	0845	Rear-End	0	3	0	Day	Dry	Careless or Negligent Manner
232	16.063	06/15/18	Fri	1410	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
233	8.222	06/18/18	Mon	0800	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
234	17.671	06/22/18	Fri	1350	Not Coded	0	0	1	Day	Dry	Improper Turn
235	12.702	06/22/18	Fri	1545	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
236	37.912	06/23/18	Sat	1247	Sideswipe	0	0	1	Day	Dry	Not Coded
237	37.969	06/23/18	Sat	1720	Rear-End	0	4	0	Day	Wet	Careless or Negligent Manner
238	7.362	06/24/18	Sun	1228	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
239	29.039	06/27/18	Wed	0750	Guardrail Face	0	0	1	Day	Dry	No Contributing Action
240	6.246	06/30/18	Sat	1820	Sideswipe	0	0	1	Night	Dry	Improper Passing
241	28.108	07/01/18	Sun	1820	Not Coded	0	0	1	Night	Dry	Careless or Negligent Manner
242	18.266	07/02/18	Mon	1150	Not Coded	0	0	1	Day	Dry	Improper Turn
243	23.177	07/02/18	Mon	1125	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 90060000 STATE ROUTE: 5

INTERSECTING ROADWAY: None M.P. 0.000 TO 38.777 ENGINEER: CG

STUDY PERIOD: FROM 1/ 2018 TO 12/ 2018 COUNTY: Monroe

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
244	35.916	07/02/18	Mon	0320	Concrete Traffic Barrier	0	0	1	Night	Dry	Not Coded
245	27.876	07/04/18	Wed	2200	Angle	0	2	0	Night	Dry	No Contributing Action
246	26.083	07/05/18	Thu	0015	Traffic Sign Support	0	0	1	Night	Dry	Ran Off Roadway
247	26.092	07/06/18	Fri	1215	Angle	0	0	1	Day	Dry	Other Contributing Action
248	25.715	07/06/18	Fri	1852	Angle	0	4	0	Day	Dry	Ran Red Light
249	33.902	07/07/18	Sat	1715	Rear-End	0	3	0	Day	Dry	Careless or Negligent Manner
250	11.107	07/07/18	Sat	1050	Angle	0	1	0	Day	Dry	Failed To Keep In Proper Lane
251	16.128	07/07/18	Sat	1254	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
252	18.247	07/07/18	Sat	0940	Rear-End	0	0	1	Day	Dry	Other Contributing Action
253	25.367	07/07/18	Sat	1050	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
254	7.823	07/08/18	Sun	1450	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
255	18.766	07/08/18	Sun	1053	Angle	0	0	1	Day	Dry	Other Contributing Action
256	9.234	07/08/18	Sun	1805	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
257	10.178	07/08/18	Sun	1925	Angle	0	1	0	Night	Dry	Careless or Negligent Manner
258	7.514	07/08/18	Sun	1445	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
259	7.236	07/08/18	Sun	2050	Rear-End	0	1	0	Night	Dry	Careless or Negligent Manner
260	31.739	07/09/18	Mon	2250	Other Non-Collision	0	1	0	Night	Dry	Careless or Negligent Manner
261	27.204	07/10/18	Tue	1250	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
262	18.899	07/11/18	Wed	1720	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
263	18.266	07/13/18	Fri	0950	Sideswipe	0	0	1	Day	Dry	Careless or Negligent Manner
264	31.095	07/13/18	Fri	1735	Angle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
265	5.412	07/14/18	Sat	0828	Other Non-Fixed Object	0	0	1	Day	Dry	No Contributing Action
266	27.876	07/14/18	Sat	2220	Angle	0	5	0	Night	Dry	Failed to Yield Right-Of-Way
267	14.909	07/14/18	Sat	1650	Angle	0	1	0	Day	Dry	Improper Passing
268	7.658	07/15/18	Sun	1200	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
269	36.421	07/19/18	Thu	1608	Rear-End	0	7	0	Day	Dry	Careless or Negligent Manner
270	29.539	07/19/18	Thu	0851	Left-Turn	0	2	0	Day	Dry	Other Contributing Action
271	15.943	07/20/18	Fri	1255	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
272	7.295	07/20/18	Fri	2055	Rear-End	0	5	0	Night	Dry	Careless or Negligent Manner
273	38.618	07/21/18	Sat	1250	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
274	34.256	07/21/18	Sat	1121	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
275	28.600	07/23/18	Mon	1135	Angle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
276	21.206	07/23/18	Mon	1258	Pedestrian	0	1	0	Day	Dry	No Contributing Action
277	38.623	07/26/18	Thu	0832	Guardrail End	0	1	0	Day	Dry	Ran Off Roadway
278	6.247	07/26/18	Thu	1145	Rear-End	0	0	1	Day	Dry	Improper Backing
279	35.921	07/26/18	Thu	1633	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
280	7.736	07/27/18	Fri	1230	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
281	9.397	07/28/18	Sat	0830	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
282	24.161	07/30/18	Mon	1830	Sideswipe	0	0	1	Day	Dry	Careless or Negligent Manner
283	2.042	07/31/18	Tue	1725	Overturn/Rollover	0	0	1	Day	Dry	Careless or Negligent Manner
284	21.475	08/01/18	Wed	1205	Not Coded	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
285	29.687	08/02/18	Thu	0915	Struck by Falling/Shifting Cargo	0	0	1	Day	Dry	Other Contributing Action
286	36.171	08/03/18	Fri	1737	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
287	33.756	08/03/18	Fri	1031	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
288	33.256	08/04/18	Sat	0728	Not Coded	0	2	0	Day	Dry	Careless or Negligent Manner
289	27.542	08/04/18	Sat	1217	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
290	16.702	08/04/18	Sat	1500	Not Coded	0	0	1	Day	Dry	Not Coded
291	29.056	08/04/18	Sat	1409	Rear-End	0	1	0	Day	Dry	Followed too Closely
292	16.351	08/04/18	Sat	0400	Other Traffic Barrier	0	0	1	Day	Other	Not Coded
293	33.006	08/05/18	Sun	1302	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
294	0.000	08/07/18	Tue	1310	Not Coded	0	0	1	Day	Dry	Improper Backing
295	9.065	08/07/18	Tue	1250	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
296	25.440	08/09/18	Thu	0715	Sideswipe	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
297	26.066	08/09/18	Thu	2100	Not Coded	0	4	0	Night	Dry	Improper Turn
298	21.292	08/09/18	Thu	1750	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
299	25.374	08/09/18	Thu	2020	Angle	0	1	0	Night	Dry	Improper Turn
300	9.736	08/10/18	Fri	1425	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
301	17.671	08/10/18	Fri	1658	Left-Turn	0	1	0	Day	Wet	Careless or Negligent Manner
302	17.766	08/10/18	Fri	1940	Guardrail Face	0	0	1	Night	Wet	No Contributing Action
303	3.231	08/11/18	Sat	0000	Other Fixed Object	0	1	0	Night	Wet	Careless or Negligent Manner
304	23.182	08/12/18	Sun	1430	Utility Pole/Light Support	0	0	1	Day	Wet	No Contributing Action
305	37.798	08/12/18	Sun	1130	Concrete Traffic Barrier	0	1	0	Day	Wet	Ran Off Roadway
306	21.225	08/12/18	Sun	1640	Traffic Sign Support	0	1	0	Day	Dry	Careless or Negligent Manner
307	24.161	08/13/18	Mon	0335	Sideswipe	0	0	1	Night	Dry	Not Coded
308	16.143	08/13/18	Mon	1750	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
309	25.197	08/15/18	Wed	1610	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
310	14.877	08/15/18	Wed	1513	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
311	13.257	08/16/18	Thu	1530	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
312	16.336	08/17/18	Fri	1510	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
313	25.899	08/17/18	Fri	1838	Pedestrian	0	0	1	Day	Dry	Not Coded
314	25.197	08/17/18	Fri	1500	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
315	26.199	08/17/18	Fri	1556	Left-Turn	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
316	35.420	08/17/18	Fri	1810	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
317	32.918	08/18/18	Sat	1733	Other Non-Fixed Object	0	0	1	Day	Dry	No Contributing Action
318	22.198	08/18/18	Sat	2205	Other Non-Collision	0	1	0	Night	Dry	Careless or Negligent Manner
319	35.916	08/18/18	Sat	1445	Rear-End	0	1	0	Day	Dry	Followed too Closely
320	7.918	08/20/18	Mon	1335	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
321	27.495	08/21/18	Tue	1306	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
322	34.035	08/25/18	Sat	1045	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
323	27.857	08/26/18	Sun	2215	Rear-End	0	1	0	Night	Dry	Careless or Negligent Manner
324	26.024	08/26/18	Sun	0100	Not Coded	0	0	1	Night	Dry	No Contributing Action

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 90060000 STATE ROUTE: 5

INTERSECTING ROADWAY: None M.P. 0.000 TO 38.777 ENGINEER: CG

STUDY PERIOD: FROM 1/ 2018 TO 12/ 2018 COUNTY: Monroe

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
325	27.513	08/27/18	Mon	1932	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
326	22.604	08/27/18	Mon	1805	Rear-End	0	0	1	Day	Dry	Improper Backing
327	14.534	08/27/18	Mon	1030	Pedalcycle	0	1	0	Day	Dry	No Contributing Action
328	20.890	08/28/18	Tue	2255	Other Non-Collision	0	0	1	Night	Dry	Over-Correcting/Over-Steering
329	26.770	08/28/18	Tue	1539	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
330	0.071	09/01/18	Sat	1354	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
331	36.913	09/01/18	Sat	1330	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
332	35.916	09/02/18	Sun	1150	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
333	25.197	09/02/18	Sun	1410	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
334	0.525	09/03/18	Mon	1154	Angle	0	1	0	Day	Wet	Ran Stop Sign
335	8.631	09/04/18	Tue	1214	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
336	25.292	09/05/18	Wed	1110	Sideswipe	0	3	0	Day	Dry	Failed To Keep In Proper Lane
337	25.149	09/06/18	Thu	1300	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
338	27.508	09/07/18	Fri	1143	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
339	21.233	09/07/18	Fri	1350	Sideswipe	0	1	0	Day	Dry	Careless or Negligent Manner
340	18.890	09/08/18	Sat	2230	Rear-End	0	0	1	Night	Dry	Failed to Yield Right-Of-Way
341	19.977	09/08/18	Sat	1437	Ditch	0	0	1	Day	Dry	Ran Off Roadway
342	18.899	09/08/18	Sat	2244	Angle	0	0	1	Night	Dry	Failed to Yield Right-Of-Way
343	14.227	09/09/18	Sun	2047	Other Non-Collision	0	0	1	Night	Dry	No Contributing Action
344	30.253	09/11/18	Tue	0830	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
345	11.108	09/14/18	Fri	1606	Angle	0	2	0	Day	Dry	Failed to Yield Right-Of-Way
346	25.630	09/17/18	Mon	0800	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
347	12.214	09/19/18	Wed	1405	Rear-End	0	0	1	Day	Dry	No Contributing Action
348	12.224	09/19/18	Wed	1613	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
349	17.662	09/20/18	Thu	0738	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
350	21.580	09/21/18	Fri	2048	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
351	18.266	09/21/18	Fri	1854	Sideswipe	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
352	23.730	09/23/18	Sun	0005	Sideswipe	0	1	0	Night	Dry	Careless or Negligent Manner
353	3.431	09/24/18	Mon	1455	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
354	9.515	09/24/18	Mon	0920	Angle	0	0	1	Day	Dry	No Contributing Action
355	18.899	09/24/18	Mon	2118	Angle	0	2	0	Night	Dry	Failed to Yield Right-Of-Way
356	17.672	09/26/18	Wed	0933	Jackknife	0	0	1	Day	Dry	Careless or Negligent Manner
357	27.483	09/28/18	Fri	1505	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
358	25.527	09/29/18	Sat	2001	Angle	0	1	0	Night	Dry	Failed to Yield Right-Of-Way
359	16.043	10/02/18	Tue	0720	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
360	0.000	10/03/18	Wed	1505	Other Non-Collision	0	1	0	Day	Dry	No Contributing Action
361	14.881	10/04/18	Thu	1800	Traffic Sign Support	0	0	1	Night	Dry	Ran Off Roadway
362	7.616	10/05/18	Fri	1621	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
363	32.089	10/06/18	Sat	0000	Other Non-Collision	0	0	1	Night	Dry	Failed To Keep In Proper Lane
364	28.789	10/07/18	Sun	2236	Other Non-Collision	0	1	0	Night	Wet	Careless or Negligent Manner
365	5.212	10/07/18	Sun	1200	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
366	20.951	10/07/18	Sun	1515	Overturn/Rollover	0	1	0	Day	Dry	Over-Correcting/Over-Steering
367	33.921	10/07/18	Sun	2115	Concrete Traffic Barrier	0	0	1	Night	Wet	Not Coded
368	35.136	10/09/18	Tue	0110	Other Non-Collision	0	1	0	Night	Wet	Ran Off Roadway
369	8.211	10/10/18	Wed	1550	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
370	21.765	10/11/18	Thu	0800	Other Non-Fixed Object	0	2	0	Day	Dry	Careless or Negligent Manner
371	19.149	10/14/18	Sun	0410	Other Non-Collision	0	0	1	Night	Dry	Careless or Negligent Manner
372	27.532	10/14/18	Sun	1948	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
373	25.890	10/14/18	Sun	1400	Pedalcycle	0	1	0	Day	Dry	Careless or Negligent Manner
374	28.319	10/15/18	Mon	1042	Angle	0	2	0	Day	Dry	Erratic, Reckless or Aggressive
375	0.534	10/17/18	Wed	1656	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
376	2.206	10/18/18	Thu	1710	Not Coded	0	1	0	Day	Dry	Not Coded
377	26.308	10/18/18	Thu	1005	Angle	0	0	1	Day	Dry	Careless or Negligent Manner
378	18.899	10/18/18	Thu	1600	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
379	8.102	10/20/18	Sat	1320	Overturn/Rollover	0	1	0	Day	Dry	Careless or Negligent Manner
380	25.383	10/22/18	Mon	0919	Angle	0	1	0	Day	Dry	Improper Turn
381	18.130	10/22/18	Mon	1107	Other Traffic Barrier	0	0	1	Day	Dry	No Contributing Action
382	28.203	10/22/18	Mon	1300	Other Non-Collision	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
383	8.815	10/22/18	Mon	1950	Rear-End	0	1	0	Night	Wet	Careless or Negligent Manner
384	25.663	10/24/18	Wed	1442	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
385	12.214	10/24/18	Wed	2136	Traffic Sign Support	0	0	1	Night	Dry	No Contributing Action
386	7.665	10/26/18	Fri	1315	Angle	0	0	1	Day	Dry	Improper Turn
387	22.081	10/26/18	Fri	1551	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
388	20.435	10/26/18	Fri	0910	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
389	16.740	10/28/18	Sun	0020	Not Coded	0	0	1	Night	Dry	Failed To Keep In Proper Lane
390	8.241	10/28/18	Sun	1128	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
391	2.206	10/29/18	Mon	1020	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
392	25.899	10/29/18	Mon	1637	Pedalcycle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
393	25.271	10/29/18	Mon	1830	Rear-End	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
394	37.912	10/30/18	Tue	2001	Parked Motor Vehicle	0	0	1	Night	Dry	Careless or Negligent Manner
395	18.602	11/01/18	Thu	1441	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
396	15.269	11/01/18	Thu	0930	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
397	33.921	11/02/18	Fri	0716	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
398	31.303	11/02/18	Fri	0626	Angle	0	1	0	Night	Wet	Failed to Yield Right-Of-Way
399	25.134	11/02/18	Fri	1640	Angle	0	1	0	Day	Dry	Careless or Negligent Manner
400	10.177	11/02/18	Fri	1103	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
401	18.775	11/05/18	Mon	1710	Pedalcycle	0	1	0	Day	Dry	Ran Stop Sign
402	28.988	11/06/18	Tue	1222	Rear-End	0	0	1	Day	Dry	Followed too Closely
403	24.421	11/06/18	Tue	1215	Angle	0	2	0	Day	Dry	Failed to Yield Right-Of-Way
404	25.197	11/06/18	Tue	0908	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
405	12.214	11/06/18	Tue	1415	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 90060000 STATE ROUTE: 5

INTERSECTING ROADWAY: None M.P. 0.000 TO 38.777 ENGINEER: CG

STUDY PERIOD: FROM 1/ 2018 TO 12/ 2018 COUNTY: Monroe

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
406	18.826	11/08/18	Thu	1056	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
407	0.516	11/08/18	Thu	1540	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
408	26.161	11/08/18	Thu	1515	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
409	27.315	11/09/18	Fri	1515	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
410	11.600	11/11/18	Sun	0000	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
411	29.434	11/14/18	Wed	1055	Angle	0	2	0	Day	Dry	Careless or Negligent Manner
412	12.883	11/14/18	Wed	1855	Angle	0	0	1	Night	Dry	Not Coded
413	7.935	11/14/18	Wed	1831	Angle	0	2	0	Night	Dry	Failed to Yield Right-Of-Way
414	33.978	11/15/18	Thu	0640	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
415	5.312	11/16/18	Fri	1328	Fell/Jumped from Motor Vehicle	0	1	0	Day	Dry	Over-Correcting/Over-Steering
416	29.039	11/19/18	Mon	1110	Pedalcycle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
417	34.920	11/20/18	Tue	0745	Rear-End	0	0	1	Day	Dry	Followed too Closely
418	16.699	11/20/18	Tue	1128	Not Coded	0	0	1	Day	Dry	Careless or Negligent Manner
419	25.658	11/21/18	Wed	1500	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
420	36.913	11/22/18	Thu	0628	Concrete Traffic Barrier	0	1	0	Day	Dry	Careless or Negligent Manner
421	26.005	11/22/18	Thu	1040	Pedalcycle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
422	15.040	11/24/18	Sat	1035	Other Fixed Object	0	0	1	Day	Dry	Not Coded
423	15.012	11/25/18	Sun	1320	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
424	28.358	11/25/18	Sun	1745	Rear-End	0	2	0	Night	Dry	Careless or Negligent Manner
425	25.197	11/27/18	Tue	1835	Left-Turn	0	0	1	Night	Dry	Failed to Yield Right-Of-Way
426	0.502	11/28/18	Wed	1650	Tree (Standing)	0	1	0	Day	Dry	Careless or Negligent Manner
427	18.263	11/28/18	Wed	1535	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
428	17.058	11/29/18	Thu	1040	Sideswipe	0	0	1	Day	Dry	Other Contributing Action
429	29.421	11/30/18	Fri	1054	Left-Turn	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
430	37.912	12/01/18	Sat	1115	Not Coded	0	1	0	Day	Dry	Careless or Negligent Manner
431	16.707	12/07/18	Fri	1215	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
432	14.227	12/07/18	Fri	1546	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
433	31.991	12/08/18	Sat	2145	Traffic Sign Support	0	1	0	Night	Wet	Ran Off Roadway
434	16.492	12/09/18	Sun	1035	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
435	15.021	12/10/18	Mon	1435	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
436	18.266	12/10/18	Mon	0700	Rear-End	0	0	1	Day	Dry	Not Coded
437	38.680	12/12/18	Wed	2036	Not Coded	0	0	1	Night	Dry	No Contributing Action
438	17.787	12/13/18	Thu	1730	Other Fixed Object	0	0	1	Day	Dry	Failed To Keep In Proper Lane
439	22.854	12/13/18	Thu	0856	Pedalcycle	0	1	0	Day	Dry	No Contributing Action
440	8.290	12/13/18	Thu	1743	Rear-End	0	1	0	Night	Dry	Careless or Negligent Manner
441	17.671	12/14/18	Fri	1458	Angle	0	1	0	Day	Dry	Ran Red Light
442	9.391	12/15/18	Sat	0524	Fence	0	0	1	Night	Dry	Over-Correcting/Over-Steering
443	17.746	12/16/18	Sun	1132	Angle	0	1	0	Day	Dry	Ran Stop Sign
444	1.042	12/17/18	Mon	1120	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
445	14.227	12/18/18	Tue	1455	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
446	15.518	12/19/18	Wed	1122	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
447	13.005	12/19/18	Wed	1545	Angle	0	1	0	Day	Dry	Careless or Negligent Manner
448	21.408	12/20/18	Thu	1005	Angle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
449	26.674	12/20/18	Thu	1220	Angle	0	0	1	Day	Dry	No Contributing Action
450	28.732	12/21/18	Fri	0850	Angle	0	1	0	Day	Dry	Failed To Keep In Proper Lane
451	9.459	12/21/18	Fri	1220	Rear-End	0	2	0	Day	Dry	No Contributing Action
452	9.592	12/21/18	Fri	0935	Other Non-Fixed Object	0	0	1	Day	Dry	No Contributing Action
453	12.011	12/22/18	Sat	1708	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
454	16.238	12/23/18	Sun	1030	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
455	18.899	12/25/18	Tue	0945	Angle	0	0	1	Day	Dry	Careless or Negligent Manner
456	8.241	12/25/18	Tue	1135	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
457	20.729	12/25/18	Tue	1258	Overturn/Rollover	0	2	0	Day	Dry	Failed To Keep In Proper Lane
458	9.678	12/25/18	Tue	2320	Other Non-Collision	0	0	1	Night	Wet	Careless or Negligent Manner
459	28.596	12/26/18	Wed	0620	Rear-End	0	2	0	Night	Dry	Careless or Negligent Manner
460	16.143	12/26/18	Wed	1640	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
461	20.951	12/27/18	Thu	1350	Rear-End	0	0	1	Day	Dry	Followed too Closely
462	11.714	12/27/18	Thu	1805	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
463	15.269	12/27/18	Thu	1400	Rear-End	0	0	1	Day	Dry	Other Contributing Action
464	28.108	12/28/18	Fri	0845	Rear-End	0	1	0	Day	Dry	No Contributing Action
465	37.912	12/28/18	Fri	1330	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
466	13.257	12/30/18	Sun	1343	Other Non-Collision	0	0	1	Day	Dry	Followed too Closely
467	36.968	12/30/18	Sun	1941	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
468	27.343	12/30/18	Sun	0940	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
469	20.701	12/31/18	Mon	1230	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way

Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other
469	2	193	275	221	1	93	9	3	29	0	14	3	38	0	28
Percent	*0.43%*	*41.15%*	*58.64%*	*47.12%*	*0.21%*	*19.83%*	*1.92%*	*0.64%*	*6.18%*	*0.00%*	*2.99%*	*0.64%*	*8.10%*	*0.00%*	*5.97%*

Contrib. Cause	Day	Night	Wet	Dry	Careless Driving	FTYRW	Improper Turn	Ran Red Light	Exceeded Speed	Improper Passing	Disreg Cntl Dev	Erratic/ Aggress	Ran off Road	DUI	Wrong Way
Total	369	99	33	433	238	70	13	6	0	5	0	1	8	9	1
Percent	*78.68%*	*21.11%*	*7.04%*	*92.32%*	*50.75%*	*14.93%*	*2.77%*	*1.28%*	*0.00%*	*1.07%*	*0.00%*	*0.21%*	*1.71%*	*1.92%*	*0.21%*

TOTAL ENTERING VEHICLES/ADT: 23,613

SPOT CRASH RATE: 68.160 CRASHES PER MILLION ENTERING VEHICLES

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 90060001 STATE ROUTE: 5

INTERSECTING ROADWAY: None M.P. 0.000 TO 3.105 ENGINEER: CG

STUDY PERIOD: FROM 1/ 2014 TO 12/ 2014 COUNTY: Monroe

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
1	0.100	01/11/14	Sat	1055	Pedestrian	0	1	0	Day	Dry	Improper Backing
2	0.259	01/19/14	Sun	1640	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
3	0.818	01/21/14	Tue	1620	Sideswipe	0	0	1	Day	Wet	Failed To Keep In Proper Lane
4	0.189	01/31/14	Fri	0940	Angle	0	0	1	Day	Dry	Failed To Keep In Proper Lane
5	2.144	03/29/14	Sat	1003	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
6	1.841	04/24/14	Thu	0258	Traffic Sign Support	0	1	0	Night	Dry	Failed To Keep In Proper Lane
7	2.490	05/13/14	Tue	0705	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
8	2.490	05/24/14	Sat	1829	Rear-End	0	0	1	Day	Dry	Improper Turn
9	1.892	05/28/14	Wed	1828	Angle	0	1	0	Day	Dry	Improper Turn
10	0.559	06/08/14	Sun	2220	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
11	0.328	07/11/14	Fri	1117	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
12	0.104	07/19/14	Sat	0033	Rear-End	0	1	0	Night	Dry	Failed To Keep In Proper Lane
13	1.793	07/28/14	Mon	1632	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
14	0.720	10/06/14	Mon	0905	Not Coded	0	0	1	Day	Dry	Failed To Keep In Proper Lane
15	1.836	10/29/14	Wed	1806	Angle	0	1	0	Night	Dry	Ran Stop Sign
16	0.447	11/09/14	Sun	0845	Angle	0	0	1	Day	Dry	Other Contributing Action
17	0.767	11/20/14	Thu	1657	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
18	0.635	11/25/14	Tue	1807	Sideswipe	0	0	1	Night	Dry	Failed To Keep In Proper Lane
19	1.581	12/01/14	Mon	1103	Angle	0	1	0	Day	Dry	Improper Turn
20	1.831	12/12/14	Fri	1830	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
21	1.920	12/16/14	Tue	0920	Other Non-Collision	0	0	1	Day	Dry	Wrong Side or Wrong Way
22	0.009	12/31/14	Wed	1155	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane

Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other
22	0	7	15	6	0	6	0	0	6	0	1	0	1	0	1
Percent	*0.00%*	*31.82%*	*68.18%*	*27.27%*	*0.00%*	*27.27%*	*0.00%*	*0.00%*	*27.27%*	*0.00%*	*4.55%*	*0.00%*	*4.55%*	*0.00%*	*4.55%*

Contrib. Cause	Day	Night	Wet	Dry	Careless Driving	FTYRW	Improper Turn	Ran Red Light	Exceeded Speed	Improper Passing	Disreg Cntl Dev	Erratic/ Aggress	Ran off Road	DUI	Wrong Way
Total	16	6	1	21	4	1	3	0	0	0	0	0	0	0	1
Percent	*72.73%*	*27.27%*	*4.55%*	*95.45%*	*18.18%*	*4.55%*	*13.64%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*4.55%*

TOTAL ENTERING VEHICLES/ADT: 16,000

SPOT CRASH RATE: 3.767 CRASHES PER MILLION ENTERING VEHICLES

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 90060001 STATE ROUTE: 5

INTERSECTING ROADWAY: None M.P. 0.000 TO 3.105 ENGINEER: CG

STUDY PERIOD: FROM 1/ 2015 TO 12/ 2015 COUNTY: Monroe

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
1	2.348	01/01/15	Thu	1356	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
2	1.556	01/25/15	Sun	1830	Sideswipe	0	0	1	Night	Dry	Other Contributing Action
3	1.840	01/27/15	Tue	1340	Sideswipe	0	0	1	Day	Dry	Other Contributing Action
4	0.500	02/01/15	Sun	1120	Angle	0	0	1	Day	Dry	Improper Turn
5	0.578	03/06/15	Fri	1540	Other Fixed Object	0	0	1	Day	Dry	No Contributing Action
6	1.859	03/12/15	Thu	1105	Rear-End	0	1	0	Day	Dry	Improper Turn
7	0.569	03/14/15	Sat	1457	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
8	2.490	04/09/15	Thu	1610	Angle	0	3	0	Day	Dry	Failed To Keep In Proper Lane
9	0.587	04/17/15	Fri	1242	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
10	1.163	04/30/15	Thu	1730	Other Post, Pole Or Support	0	1	0	Day	Dry	Erratic, Reckless or Aggressive
11	1.793	05/15/15	Fri	1310	Angle	0	0	1	Day	Dry	Failed To Keep In Proper Lane
12	2.098	05/20/15	Wed	0800	Pedalcycle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
13	0.500	05/25/15	Mon	1015	Angle	0	0	1	Day	Dry	Failed To Keep In Proper Lane
14	1.289	06/15/15	Mon	0840	Left-Turn	0	0	1	Day	Wet	Careless or Negligent Manner
15	1.651	06/18/15	Thu	1600	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
16	1.581	06/24/15	Wed	1030	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
17	1.841	09/21/15	Mon	0850	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
18	2.490	09/25/15	Fri	2000	Other Non-Fixed Object	0	0	1	Night	Wet	No Contributing Action
19	0.104	10/07/15	Wed	1150	Angle	0	0	1	Day	Dry	Other Contributing Action
20	1.651	10/12/15	Mon	2253	Rear-End	0	0	1	Night	Dry	Failed To Keep In Proper Lane
21	0.540	10/31/15	Sat	1422	Sideswipe	0	1	0	Day	Dry	Other Contributing Action
22	0.533	11/13/15	Fri	1434	Angle	0	1	0	Day	Dry	Disregarded Other Traffic Sign
23	0.259	11/14/15	Sat	1815	Sideswipe	0	3	0	Night	Dry	Failed To Keep In Proper Lane
24	0.578	11/15/15	Sun	1730	Utility Pole/Light Support	0	0	1	Night	Wet	Failed To Keep In Proper Lane
25	1.631	11/15/15	Sun	0810	Angle	0	1	0	Day	Wet	Failed to Yield Right-Of-Way
26	0.327	11/21/15	Sat	0745	Rear-End	0	0	1	Day	Dry	Not Coded
27	1.840	12/17/15	Thu	1715	Pedalcycle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
28	0.233	12/24/15	Thu	1615	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
29	1.849	12/24/15	Thu	0730	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
30	1.142	12/25/15	Fri	1540	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane

Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other
30	0	10	20	5	0	11	1	0	7	0	2	0	3	0	0
Percent	*0.00%*	*33.33%*	*66.67%*	*16.67%*	*0.00%*	*36.67%*	*3.33%*	*0.00%*	*23.33%*	*0.00%*	*6.67%*	*0.00%*	*10.00%*	*0.00%*	*0.00%*

Contrib. Cause	Day	Night	Wet	Dry	Careless Driving	FTYRW	Improper Turn	Ran Red Light	Exceeded Speed	Improper Passing	Disreg Cntl Dev	Erratic/ Aggress	Ran off Road	DUI	Wrong Way
Total	25	5	4	26	3	7	2	0	0	0	1	1	0	1	0
Percent	*83.33%*	*16.67%*	*13.33%*	*86.67%*	*10.00%*	*23.33%*	*6.67%*	*0.00%*	*0.00%*	*0.00%*	*3.33%*	*3.33%*	*0.00%*	*3.33%*	*0.00%*

TOTAL ENTERING VEHICLES/ADT: 13,500

SPOT CRASH RATE: 6.088 CRASHES PER MILLION ENTERING VEHICLES

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 90060001 STATE ROUTE: 5

INTERSECTING ROADWAY: None M.P. 0.000 TO 3.105 ENGINEER: CG

STUDY PERIOD: FROM 1/ 2016 TO 12/ 2016 COUNTY: Monroe

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
1	0.000	01/02/16	Sat	0855	Pedalcycle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
2	0.604	04/17/16	Sun	1145	Rear-End	0	0	1	Day	Dry	Improper Turn
3	1.540	05/24/16	Tue	0825	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
4	1.540	05/26/16	Thu	0915	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
5	1.231	06/07/16	Tue	0915	Angle	0	0	1	Day	Dry	Failed To Keep In Proper Lane
6	2.490	06/30/16	Thu	0810	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
7	2.219	07/13/16	Wed	1205	Not Coded	0	2	0	Day	Dry	Improper Turn
8	0.354	07/22/16	Fri	1717	Angle	1	4	0	Day	Dry	Failed to Yield Right-Of-Way
9	1.407	08/29/16	Mon	1700	Sideswipe	0	1	0	Day	Wet	Careless or Negligent Manner
10	1.590	09/17/16	Sat	1435	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
11	1.802	10/13/16	Thu	0845	Other Fixed Object	0	1	0	Day	Wet	Careless or Negligent Manner
12	2.098	10/16/16	Sun	2051	Angle	0	0	1	Night	Dry	Improper Turn
13	0.597	11/07/16	Mon	1738	Sideswipe	0	0	1	Night	Dry	Failed to Yield Right-Of-Way
14	1.840	11/21/16	Mon	1626	Angle	0	1	0	Day	Dry	Ran Stop Sign
15	1.878	12/20/16	Tue	0940	Angle	0	0	1	Day	Dry	Improper Turn

Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other
15	1	6	9	4	0	6	0	0	2	0	1	0	1	0	1
Percent	*6.67%*	*40.00%*	*60.00%*	*26.67%*	*0.00%*	*40.00%*	*0.00%*	*0.00%*	*13.33%*	*0.00%*	*6.67%*	*0.00%*	*6.67%*	*0.00%*	*6.67%*

Contrib. Cause	Day	Night	Wet	Dry	Careless Driving	FTYRW	Improper Turn	Ran Red Light	Exceeded Speed	Improper Passing	Disreg Cntl Dev	Erratic/ Aggress	Ran off Road	DUI	Wrong Way
Total	13	2	2	13	5	4	4	0	0	0	0	0	0	2	0
Percent	*86.67%*	*13.33%*	*13.33%*	*86.67%*	*33.33%*	*26.67%*	*26.67%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*13.33%*	*0.00%*

TOTAL ENTERING VEHICLES/ADT: 16,500

SPOT CRASH RATE: 2.491 CRASHES PER MILLION ENTERING VEHICLES

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 90060001 STATE ROUTE: 5

INTERSECTING ROADWAY: None M.P. 0.000 TO 3.105 ENGINEER: CG

STUDY PERIOD: FROM 1/ 2017 TO 12/ 2017 COUNTY: Monroe

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
1	1.783	01/17/17	Tue	1152	Angle	0	0	1	Day	Dry	Improper Turn
2	1.231	01/30/17	Mon	1546	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
3	1.840	02/09/17	Thu	1125	Sideswipe	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
4	1.840	02/15/17	Wed	1100	Rear-End	0	0	1	Day	Dry	No Contributing Action
5	1.325	03/02/17	Thu	1420	Angle	0	2	0	Day	Dry	Failed to Yield Right-Of-Way
6	1.812	03/17/17	Fri	1339	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
7	0.569	03/31/17	Fri	0825	Angle	0	0	1	Day	Dry	Failed To Keep In Proper Lane
8	2.190	04/08/17	Sat	1351	Angle	1	1	0	Day	Dry	Improper Turn
9	1.840	04/26/17	Wed	1350	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
10	0.803	05/08/17	Mon	1434	Mailbox	0	2	0	Day	Dry	Failed To Keep In Proper Lane
11	0.478	05/09/17	Tue	1255	Angle	0	0	1	Day	Dry	Improper Turn
12	0.725	05/11/17	Thu	1135	Angle	0	0	1	Day	Dry	Other Contributing Action
13	1.887	06/08/17	Thu	1408	Sideswipe	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
14	1.116	06/24/17	Sat	1122	Traffic Sign Support	1	0	0	Day	Dry	Careless or Negligent Manner
15	1.859	06/28/17	Wed	1149	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
16	1.821	07/24/17	Mon	1503	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
17	1.868	07/30/17	Sun	1230	Sideswipe	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
18	0.300	08/19/17	Sat	1648	Angle	0	4	0	Day	Dry	Failed To Keep In Proper Lane
19	0.576	09/22/17	Fri	1440	Not Coded	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
20	2.990	10/27/17	Fri	0450	Other Non-Collision	0	1	0	Night	Dry	Careless or Negligent Manner
21	0.378	11/29/17	Wed	2002	Rear-End	0	3	0	Night	Dry	Failed to Yield Right-Of-Way
22	0.354	12/09/17	Sat	2200	Angle	0	0	1	Night	Dry	Failed to Yield Right-Of-Way

Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other
22	2	7	14	4	0	10	0	0	4	0	0	0	2	0	1
Percent	*9.09%*	*31.82%*	*63.64%*	*18.18%*	*0.00%*	*45.45%*	*0.00%*	*0.00%*	*18.18%*	*0.00%*	*0.00%*	*0.00%*	*9.09%*	*0.00%*	*4.55%*

Contrib. Cause	Day	Night	Wet	Dry	Careless Driving	FTYRW	Improper Turn	Ran Red Light	Exceeded Speed	Improper Passing	Disreg Cntl Dev	Erratic/ Aggress	Ran off Road	DUI	Wrong Way
Total	19	3	1	21	4	9	3	0	0	0	0	0	0	3	0
Percent	*86.36%*	*13.64%*	*4.55%*	*95.45%*	*18.18%*	*40.91%*	*13.64%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*13.64%*	*0.00%*

TOTAL ENTERING VEHICLES/ADT: 16,500

SPOT CRASH RATE: 2.491 CRASHES PER MILLION ENTERING VEHICLES

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 90060001 STATE ROUTE: 5

INTERSECTING ROADWAY: None M.P. 0.000 TO 3.105 ENGINEER: CG

STUDY PERIOD: FROM 1/ 2018 TO 12/ 2018 COUNTY: Monroe

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
1	2.490	01/12/18	Fri	1635	Embankment	0	0	1	Day	Wet	Careless or Negligent Manner
2	0.483	01/20/18	Sat	1540	Sideswipe	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
3	0.616	01/31/18	Wed	2122	Sideswipe	0	0	1	Night	Dry	Improper Turn
4	1.544	02/11/18	Sun	2030	Sideswipe	0	0	1	Night	Dry	Failed to Yield Right-Of-Way
5	1.544	02/12/18	Mon	1512	Rear-End	0	0	1	Day	Dry	No Contributing Action
6	1.631	03/02/18	Fri	0535	Rear-End	0	1	0	Night	Wet	Careless or Negligent Manner
7	0.644	03/22/18	Thu	1225	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
8	1.854	03/23/18	Fri	1411	Sideswipe	0	0	1	Day	Dry	Careless or Negligent Manner
9	1.590	03/29/18	Thu	1140	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
10	2.490	04/05/18	Thu	1747	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
11	1.590	05/06/18	Sun	0100	Angle	0	0	1	Night	Dry	Improper Turn
12	0.538	05/19/18	Sat	1711	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
13	0.009	05/31/18	Thu	2138	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
14	2.376	06/25/18	Mon	0940	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
15	1.340	07/05/18	Thu	1615	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
16	1.849	08/24/18	Fri	0909	Sideswipe	0	2	0	Day	Dry	Failed To Keep In Proper Lane
17	0.572	09/07/18	Fri	0650	Utility Pole/Light Support	0	1	0	Night	Wet	No Contributing Action
18	1.559	10/04/18	Thu	0919	Embankment	0	1	0	Day	Wet	Careless or Negligent Manner
19	1.452	11/19/18	Mon	0900	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
20	1.840	11/20/18	Tue	0845	Not Coded	0	0	1	Day	Dry	Improper Turn
21	1.840	11/28/18	Wed	2220	Angle	0	0	1	Night	Dry	Ran Stop Sign
22	2.490	12/07/18	Fri	1429	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane

Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other
22	0	6	16	10	0	2	0	0	6	0	0	0	3	0	1
Percent	*0.00%*	*27.27%*	*72.73%*	*45.45%*	*0.00%*	*9.09%*	*0.00%*	*0.00%*	*27.27%*	*0.00%*	*0.00%*	*0.00%*	*13.64%*	*0.00%*	*4.55%*

Contrib. Cause	Day	Night	Wet	Dry	Careless Driving	FTYRW	Improper Turn	Ran Red Light	Exceeded Speed	Improper Passing	Disreg Cntl Dev	Erratic/ Aggress	Ran off Road	DUI	Wrong Way
Total	15	7	5	17	12	2	3	0	0	0	0	0	0	1	0
Percent	*68.18%*	*31.82%*	*22.73%*	*77.27%*	*54.55%*	*9.09%*	*13.64%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*4.55%*	*0.00%*

TOTAL ENTERING VEHICLES/ADT: 16,500

SPOT CRASH RATE: 2.491 CRASHES PER MILLION ENTERING VEHICLES

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 90060002 STATE ROUTE: 5

INTERSECTING ROADWAY: None M.P. 0.000 TO 0.772 ENGINEER: CG

STUDY PERIOD: FROM 1/ 2014 TO 12/ 2014 COUNTY: Monroe

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
1	0.636	08/06/14	Wed	1025	Angle	0	2	0	Day	Dry	Failed to Yield Right-Of-Way
2	0.617	09/10/14	Wed	1055	Parked Motor Vehicle	0	2	0	Day	Wet	No Contributing Action
3	0.289	11/05/14	Wed	0452	Tree (Standing)	0	0	1	Night	Dry	Careless or Negligent Manner

Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other
3	0	2	1	0	0	1	0	0	0	0	0	1	1	0	0
Percent	*0.00%*	*66.67%*	*33.33%*	*0.00%*	*0.00%*	*33.33%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*33.33%*	*33.33%*	*0.00%*	*0.00%*

Contrib. Cause	Day	Night	Wet	Dry	Careless Driving	FTYRW	Improper Turn	Ran Red Light	Exceeded Speed	Improper Passing	Disreg Cntl Dev	Erratic/ Aggress	Ran off Road	DUI	Wrong Way
Total	2	1	1	2	1	1	0	0	0	0	0	0	0	0	0
Percent	*66.67%*	*33.33%*	*33.33%*	*66.67%*	*33.33%*	*33.33%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*

TOTAL ENTERING VEHICLES/ADT: 15,000

SPOT CRASH RATE: 0.548 CRASHES PER MILLION ENTERING VEHICLES

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 90060002 STATE ROUTE: 5

INTERSECTING ROADWAY: None M.P. 0.000 TO 0.772 ENGINEER: CG

STUDY PERIOD: FROM 1/ 2015 TO 12/ 2015 COUNTY: Monroe

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
1	0.742	01/24/15	Sat	0223	Utility Pole/Light Support	1	0	0	Night	Dry	Failed To Keep In Proper Lane
2	0.674	04/04/15	Sat	1330	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
3	0.400	04/09/15	Thu	1150	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
4	0.289	07/25/15	Sat	1749	Rear-End	0	4	0	Day	Wet	Careless or Negligent Manner
5	0.685	09/06/15	Sun	0805	Angle	0	3	0	Day	Dry	Failed to Yield Right-Of-Way

Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other
5	1	2	2	2	0	2	0	0	0	0	0	0	1	0	0
Percent	*20.00%*	*40.00%*	*40.00%*	*40.00%*	*0.00%*	*40.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*20.00%*	*0.00%*	*0.00%*

Contrib. Cause	Day	Night	Wet	Dry	Careless Driving	FTYRW	Improper Turn	Ran Red Light	Exceeded Speed	Improper Passing	Disreg Cntl Dev	Erratic/ Aggress	Ran off Road	DUI	Wrong Way
Total	4	1	1	4	2	2	0	0	0	0	0	0	0	1	0
Percent	*80.00%*	*20.00%*	*20.00%*	*80.00%*	*40.00%*	*40.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*20.00%*	*0.00%*

TOTAL ENTERING VEHICLES/ADT: 16,000

SPOT CRASH RATE: 0.856 CRASHES PER MILLION ENTERING VEHICLES

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 90060002 STATE ROUTE: 5

INTERSECTING ROADWAY: None M.P. 0.000 TO 0.772 ENGINEER: CG

STUDY PERIOD: FROM 1/ 2016 TO 12/ 2016 COUNTY: Monroe

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
1	0.052	09/16/16	Fri	1715	Other Non-Collision	0	0	1	Day	Dry	Other Contributing Action

Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other
1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
Percent	*0.00%*	*0.00%*	*100.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*

Contrib. Cause	Day	Night	Wet	Dry	Careless Driving	FTYRW	Improper Turn	Ran Red Light	Exceeded Speed	Improper Passing	Disreg Cntl Dev	Erratic/ Aggress	Ran off Road	DUI	Wrong Way
Total	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
Percent	*100.00%*	*0.00%*	*0.00%*	*100.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*

TOTAL ENTERING VEHICLES/ADT: 15,000

SPOT CRASH RATE: 0.183 CRASHES PER MILLION ENTERING VEHICLES

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 90060002 STATE ROUTE: 5

INTERSECTING ROADWAY: None M.P. 0.000 TO 0.772 ENGINEER: CG

STUDY PERIOD: FROM 1/ 2017 TO 12/ 2017 COUNTY: Monroe

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
1	0.655	04/03/17	Mon	1245	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way

Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other
1	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0
Percent	*0.00%*	*0.00%*	*100.00%*	*0.00%*	*0.00%*	*100.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*

Contrib. Cause	Day	Night	Wet	Dry	Careless Driving	FTYRW	Improper Turn	Ran Red Light	Exceeded Speed	Improper Passing	Disreg Cntl Dev	Erratic/ Aggress	Ran off Road	DUI	Wrong Way
Total	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0
Percent	*100.00%*	*0.00%*	*0.00%*	*100.00%*	*0.00%*	*100.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*

TOTAL ENTERING VEHICLES/ADT: 15,000

SPOT CRASH RATE: 0.183 CRASHES PER MILLION ENTERING VEHICLES

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 90060002 STATE ROUTE: 5

INTERSECTING ROADWAY: None M.P. 0.000 TO 0.772 ENGINEER: CG

STUDY PERIOD: FROM 1/ 2018 TO 12/ 2018 COUNTY: Monroe

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
1	0.712	02/12/18	Mon	2200	Other Fixed Object	0	0	1	Night	Dry	Not Coded
2	0.052	03/29/18	Thu	0447	Guardrail Face	0	0	1	Night	Dry	No Contributing Action
3	0.655	10/11/18	Thu	1340	Other Fixed Object	0	0	1	Day	Dry	Careless or Negligent Manner
4	0.693	11/17/18	Sat	0640	Tree (Standing)	0	0	1	Day	Dry	Careless or Negligent Manner

Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other
4	0	0	4	0	0	0	0	0	0	0	0	0	4	0	0
Percent	*0.00%*	*0.00%*	*100.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*100.00%*	*0.00%*	*0.00%*

Contrib. Cause	Day	Night	Wet	Dry	Careless Driving	FTYRW	Improper Turn	Ran Red Light	Exceeded Speed	Improper Passing	Disreg Cntl Dev	Erratic/ Aggress	Ran off Road	DUI	Wrong Way
Total	2	2	0	4	2	0	0	0	0	0	0	0	0	0	0
Percent	*50.00%*	*50.00%*	*0.00%*	*100.00%*	*50.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*

TOTAL ENTERING VEHICLES/ADT: 15,000

SPOT CRASH RATE: 0.183 CRASHES PER MILLION ENTERING VEHICLES

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 90050000 STATE ROUTE: 5

INTERSECTING ROADWAY: None M.P. 0.000 TO 14.072 ENGINEER: CG

STUDY PERIOD: FROM 1/ 2014 TO 12/ 2014 COUNTY: Monroe

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
1	12.383	12/14/14	Sun	1200	Rear-End	0	0	1	Day	Dry	Followed too Closely
2	0.056	12/23/14	Tue	1345	Traffic Signal Support	0	0	1	Day	Dry	Careless or Negligent Manner
3	12.383	07/18/14	Fri	1510	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
4	7.778	08/17/14	Sun	1422	Angle	0	0	1	Day	Dry	No Contributing Action
5	12.883	05/26/14	Mon	1307	Other Fixed Object	0	1	0	Day	Dry	Careless or Negligent Manner
6	10.247	06/01/14	Sun	0235	Other Non-Collision	0	1	0	Night	Dry	Failed To Keep In Proper Lane
7	2.993	07/31/14	Thu	1215	Rear-End	0	2	0	Day	Dry	Followed too Closely
8	1.383	10/25/14	Sat	1206	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
9	7.222	06/03/14	Tue	1455	Other Non-Collision	0	1	0	Day	Dry	No Contributing Action
10	10.311	01/22/14	Wed	0703	Rear-End	0	0	1	Night	Wet	Careless or Negligent Manner
11	2.387	01/31/14	Fri	0213	Concrete Traffic Barrier	0	0	1	Night	Wet	No Contributing Action
12	2.387	03/11/14	Tue	1018	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
13	1.359	04/14/14	Mon	1155	Rear-End	0	3	0	Night	Dry	Careless or Negligent Manner
14	13.245	04/19/14	Sat	0253	Angle	0	1	0	Night	Dry	Failed To Keep In Proper Lane
15	13.336	05/18/14	Sun	0945	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
16	5.887	08/03/14	Sun	1720	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
17	10.055	09/07/14	Sun	1933	Other Fixed Object	0	1	0	Night	Dry	Ran Off Roadway
18	0.101	11/14/14	Fri	1905	Pedestrian	1	0	0	Night	Dry	No Contributing Action
19	8.603	01/19/14	Sun	1500	Head-On	0	2	0	Day	Dry	Wrong Side or Wrong Way
20	13.245	04/08/14	Tue	1212	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
21	4.182	06/21/14	Sat	1200	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
22	8.305	08/03/14	Sun	1045	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
23	0.094	05/08/14	Thu	1319	Other Post, Pole Or Support	0	0	1	Day	Dry	Careless or Negligent Manner
24	11.321	08/01/14	Fri	1433	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
25	8.698	10/06/14	Mon	1450	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
26	12.006	02/09/14	Sun	1215	Angle	0	1	0	Day	Dry	Failed To Keep In Proper Lane
27	13.355	02/23/14	Sun	1300	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
28	10.498	08/21/14	Thu	0625	Tree (Standing)	0	0	1	Night	Dry	Ran Off Roadway
29	3.682	11/29/14	Sat	1158	Not Coded	0	0	1	Day	Dry	Not Coded
30	7.698	05/26/14	Mon	1710	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
31	12.848	07/04/14	Fri	1040	Rear-End	0	3	0	Day	Dry	Careless or Negligent Manner
32	9.698	08/31/14	Sun	0835	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
33	12.503	12/24/14	Wed	1236	Angle	0	0	1	Day	Dry	Improper Turn
34	8.195	11/24/14	Mon	2110	Rear-End	0	0	1	Night	Dry	Improper Backing
35	2.387	07/08/14	Tue	1547	Angle	0	4	0	Day	Dry	Failed to Yield Right-Of-Way
36	9.698	07/11/14	Fri	1711	Not Coded	0	3	0	Day	Dry	Failed To Keep In Proper Lane
37	11.198	12/08/14	Mon	1303	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner

Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other
37	1	16	20	17	1	7	0	0	1	0	1	0	6	0	2
Percent	*2.70%*	*43.24%*	*54.05%*	*45.95%*	*2.70%*	*18.92%*	*0.00%*	*0.00%*	*2.70%*	*0.00%*	*2.70%*	*0.00%*	*16.22%*	*0.00%*	*5.41%*

Contrib. Cause	Day	Night	Wet	Dry	Careless Driving	FTYRW	Improper Turn	Ran Red Light	Exceeded Speed	Improper Passing	Disreg Cntl Dev	Erratic/ Aggress	Ran off Road	DUI	Wrong Way
Total	28	9	3	34	17	3	1	0	0	0	0	0	2	3	1
Percent	*75.68%*	*24.32%*	*8.11%*	*91.89%*	*45.95%*	*8.11%*	*2.70%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*5.41%*	*8.11%*	*2.70%*

TOTAL ENTERING VEHICLES/ADT: 11,200

SPOT CRASH RATE: 9.051 CRASHES PER MILLION ENTERING VEHICLES

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 90050000 STATE ROUTE: 5

INTERSECTING ROADWAY: None M.P. 0.000 TO 14.072 ENGINEER: CG

STUDY PERIOD: FROM 1/ 2015 TO 12/ 2015 COUNTY: Monroe

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
1	8.437	01/13/15	Tue	1120	Rear-End	0	3	0	Day	Dry	Careless or Negligent Manner
2	0.713	03/12/15	Thu	1830	Overturn/Rollover	0	1	0	Day	Dry	Other Contributing Action
3	13.944	02/27/15	Fri	1206	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
4	6.265	05/15/15	Fri	1235	Rear-End	0	0	1	Day	Dry	Not Coded
5	12.063	05/16/15	Sat	1255	Not Coded	0	0	1	Day	Dry	Not Coded
6	1.387	06/27/15	Sat	2323	Angle	0	4	0	Night	Dry	Failed to Yield Right-Of-Way
7	3.504	07/05/15	Sun	0902	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
8	6.182	08/18/15	Tue	1005	Right-Turn	0	2	0	Day	Dry	Not Coded
9	10.247	03/30/15	Mon	0256	Traffic Sign Support	0	0	1	Night	Dry	Failed To Keep In Proper Lane
10	1.387	04/12/15	Sun	1120	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
11	5.725	04/05/15	Sun	1525	Struck by Falling/Shifting Cargo	0	2	0	Day	Dry	Other Contributing Action
12	10.198	07/13/15	Mon	2230	Other Non-Collision	0	0	1	Night	Dry	Ran Off Roadway
13	13.745	07/09/15	Thu	2106	Angle	0	2	0	Night	Dry	Improper Turn
14	8.514	07/09/15	Thu	2118	Tree (Standing)	0	1	0	Night	Dry	Improper Turn
15	1.364	05/25/15	Mon	1456	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
16	10.247	05/25/15	Mon	1828	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
17	1.364	06/06/15	Sat	1801	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
18	10.247	11/08/15	Sun	0536	Sideswipe	0	1	0	Day	Dry	Failed To Keep In Proper Lane
19	11.321	08/23/15	Sun	1728	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
20	1.387	03/31/15	Tue	1224	Angle	0	1	0	Day	Dry	Careless or Negligent Manner
21	13.245	05/25/15	Mon	1545	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
22	13.599	08/06/15	Thu	1128	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
23	13.393	07/12/15	Sun	1258	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
24	3.182	12/13/15	Sun	1801	Angle	0	0	1	Night	Dry	Failed to Yield Right-Of-Way
25	4.182	09/26/15	Sat	0120	Rear-End	0	0	1	Night	Dry	Not Coded
26	7.182	12/31/15	Thu	0754	Embankment	0	1	0	Day	Dry	Failed To Keep In Proper Lane
27	11.305	07/06/15	Mon	1250	Fence	0	0	1	Day	Dry	Careless or Negligent Manner
28	1.387	11/02/15	Mon	1722	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way

Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other
28	0	11	17	13	0	5	0	1	1	0	0	0	4	0	1
Percent	*0.00%*	*39.29%*	*60.71%*	*46.43%*	*0.00%*	*17.86%*	*0.00%*	*3.57%*	*3.57%*	*0.00%*	*0.00%*	*0.00%*	*14.29%*	*0.00%*	*3.57%*

Contrib. Cause	Day	Night	Wet	Dry	Careless Driving	FTYRW	Improper Turn	Ran Red Light	Exceeded Speed	Improper Passing	Disreg Cntl Dev	Erratic/ Aggress	Ran off Road	DUI	Wrong Way
Total	21	7	0	28	13	3	2	0	0	0	0	0	1	1	0
Percent	*75.00%*	*25.00%*	*0.00%*	*100.00%*	*46.43%*	*10.71%*	*7.14%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*3.57%*	*3.57%*	*0.00%*

TOTAL ENTERING VEHICLES/ADT: 11,600

SPOT CRASH RATE: 6.613 CRASHES PER MILLION ENTERING VEHICLES

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 90050000 STATE ROUTE: 5

INTERSECTING ROADWAY: None M.P. 0.000 TO 14.072 ENGINEER: CG

STUDY PERIOD: FROM 1/ 2016 TO 12/ 2016 COUNTY: Monroe

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
1	9.805	07/29/16	Fri	1020	Sideswipe	0	0	1	Day	Dry	Careless or Negligent Manner
2	2.016	01/27/16	Wed	1445	Utility Pole/Light Support	0	0	1	Day	Dry	Failed To Keep In Proper Lane
3	7.929	04/08/16	Fri	0749	Ran into Water/Canal	0	0	1	Day	Dry	Over-Correcting/Over-Steering
4	6.698	06/26/16	Sun	1231	Embankment	0	1	0	Day	Dry	No Contributing Action
5	9.865	10/06/16	Thu	0730	Embankment	0	0	1	Day	Wet	Not Coded
6	5.574	02/25/16	Thu	1020	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
7	13.245	03/20/16	Sun	1127	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
8	11.321	10/08/16	Sat	1530	Not Coded	0	0	1	Day	Dry	Not Coded
9	8.410	07/08/16	Fri	2024	Rear-End	0	1	0	Night	Dry	Careless or Negligent Manner
10	13.245	07/10/16	Sun	1356	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
11	8.204	07/12/16	Tue	1429	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
12	8.443	06/13/16	Mon	2140	Left-Turn	0	3	0	Night	Dry	Failed to Yield Right-Of-Way
13	8.386	08/16/16	Tue	1928	Angle	0	0	1	Night	Dry	Careless or Negligent Manner
14	1.387	09/07/16	Wed	1833	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
15	12.231	05/21/16	Sat	1220	Angle	0	0	1	Day	Dry	Careless or Negligent Manner
16	8.438	09/19/16	Mon	1250	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
17	6.365	12/19/16	Mon	1805	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
18	3.182	10/02/16	Sun	0615	Other Non-Collision	0	1	0	Night	Wet	No Contributing Action
19	8.207	11/18/16	Fri	1250	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner

Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other
19	0	4	15	8	0	3	1	0	1	0	0	0	3	1	1
Percent	*0.00%*	*21.05%*	*78.95%*	*42.11%*	*0.00%*	*15.79%*	*5.26%*	*0.00%*	*5.26%*	*0.00%*	*0.00%*	*0.00%*	*15.79%*	*5.26%*	*5.26%*

Contrib. Cause	Day	Night	Wet	Dry	Careless Driving	FTYRW	Improper Turn	Ran Red Light	Exceeded Speed	Improper Passing	Disreg Cntl Dev	Erratic/ Aggress	Ran off Road	DUI	Wrong Way
Total	14	5	2	17	11	2	0	0	0	0	0	0	0	0	0
Percent	*73.68%*	*26.32%*	*10.53%*	*89.47%*	*57.89%*	*10.53%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*

TOTAL ENTERING VEHICLES/ADT: 13,300

SPOT CRASH RATE: 3.914 CRASHES PER MILLION ENTERING VEHICLES

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 90050000 STATE ROUTE: 5

INTERSECTING ROADWAY: None M.P. 0.000 TO 14.072 ENGINEER: CG

STUDY PERIOD: FROM 1/ 2017 TO 12/ 2017 COUNTY: Monroe

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
1	5.422	03/26/17	Sun	2152	Rear-End	0	0	1	Night	Dry	Followed too Closely
2	0.318	08/22/17	Tue	1735	Rear-End	0	1	0	Day	Dry	Followed too Closely
3	11.321	01/23/17	Mon	1202	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
4	13.245	11/17/17	Fri	2335	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
5	3.339	02/12/17	Sun	1905	Not Coded	0	0	1	Night	Dry	Improper Passing
6	1.887	09/04/17	Mon	1246	Parked Motor Vehicle	0	0	1	Day	Dry	Careless or Negligent Manner
7	10.210	03/26/17	Sun	1910	Not Coded	0	3	0	Night	Dry	Improper Passing
8	8.445	02/16/17	Thu	1655	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
9	14.072	03/12/17	Sun	1423	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
10	1.387	02/16/17	Thu	1321	Angle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
11	8.424	03/10/17	Fri	1130	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
12	12.006	07/19/17	Wed	0857	Head-On	0	0	1	Day	Dry	Failed To Keep In Proper Lane
13	11.321	08/10/17	Thu	1306	Fence	0	0	1	Day	Dry	Drove too Fast for Conditions
14	10.605	07/17/17	Mon	0600	Other Non-Collision	0	1	0	Night	Dry	Careless or Negligent Manner
15	8.446	09/05/17	Tue	1542	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
16	4.682	12/14/17	Thu	1317	Not Coded	1	3	0	Day	Dry	Failed To Keep In Proper Lane
17	4.438	09/03/17	Sun	1652	Not Coded	0	5	0	Day	Dry	Improper Passing
18	12.114	11/16/17	Thu	0755	Cargo/Equipment Loss or Shift	0	2	0	Day	Dry	Other Contributing Action
19	1.387	08/10/17	Thu	1648	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
20	1.364	05/07/17	Sun	1426	Not Coded	0	4	0	Day	Dry	Failed To Keep In Proper Lane
21	8.207	01/13/17	Fri	1500	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
22	0.056	09/18/17	Mon	0630	Other Non-Fixed Object	0	0	1	Day	Dry	No Contributing Action
23	8.207	05/24/17	Wed	1755	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
24	12.383	10/02/17	Mon	0857	Sideswipe	0	0	1	Day	Dry	Improper Passing
25	8.207	11/22/17	Wed	1440	Not Coded	0	0	1	Day	Dry	Failed To Keep In Proper Lane
26	1.364	11/29/17	Wed	1223	Angle	0	2	0	Day	Dry	Failed to Yield Right-Of-Way
27	8.535	08/16/17	Wed	1530	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
28	10.286	12/18/17	Mon	1712	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
29	8.717	12/22/17	Fri	1715	Rear-End	0	0	1	Day	Dry	No Contributing Action
30	8.207	12/20/17	Wed	1235	Sideswipe	0	0	1	Day	Dry	No Contributing Action
31	8.689	12/27/17	Wed	1610	Utility Pole/Light Support	0	1	0	Day	Dry	Ran Off Roadway

Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other
31	1	13	18	12	1	3	0	0	3	0	0	1	2	0	6
Percent	*3.23%*	*41.94%*	*58.06%*	*38.71%*	*3.23%*	*9.68%*	*0.00%*	*0.00%*	*9.68%*	*0.00%*	*0.00%*	*3.23%*	*6.45%*	*0.00%*	*19.35%*

Contrib. Cause	Day	Night	Wet	Dry	Careless Driving	FTYRW	Improper Turn	Ran Red Light	Exceeded Speed	Improper Passing	Disreg Cntl Dev	Erratic/ Aggress	Ran off Road	DUI	Wrong Way
Total	26	5	0	31	11	3	0	0	1	4	0	0	1	3	0
Percent	*83.87%*	*16.13%*	*0.00%*	*100.00%*	*35.48%*	*9.68%*	*0.00%*	*0.00%*	*3.23%*	*12.90%*	*0.00%*	*0.00%*	*3.23%*	*9.68%*	*0.00%*

TOTAL ENTERING VEHICLES/ADT: 13,300

SPOT CRASH RATE: 3.914 CRASHES PER MILLION ENTERING VEHICLES

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 90050000 STATE ROUTE: 5

INTERSECTING ROADWAY: None M.P. 0.000 TO 14.072 ENGINEER: CG

STUDY PERIOD: FROM 1/ 2018 TO 12/ 2018 COUNTY: Monroe

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
1	1.137	01/08/18	Mon	2245	Other Non-Collision	0	2	0	Night	Dry	Careless or Negligent Manner
2	11.305	02/13/18	Tue	0235	Other Fixed Object	0	0	1	Night	Dry	No Contributing Action
3	9.698	01/14/18	Sun	1736	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
4	1.887	02/01/18	Thu	1132	Other Non-Fixed Object	0	0	1	Day	Dry	No Contributing Action
5	8.176	03/05/18	Mon	1307	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
6	10.247	05/04/18	Fri	0340	Tree (Standing)	0	1	0	Night	Dry	Failed To Keep In Proper Lane
7	5.682	05/16/18	Wed	1300	Right-Turn	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
8	1.487	07/30/18	Mon	0750	Rear-End	0	6	0	Day	Dry	Careless or Negligent Manner
9	1.487	07/30/18	Mon	0750	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
10	7.740	03/11/18	Sun	0755	Left-Turn	0	1	0	Day	Dry	Exceed Posted Speed
11	10.805	01/11/18	Thu	0907	Other Non-Fixed Object	0	0	1	Day	Dry	Other Contributing Action
12	1.387	09/02/18	Sun	0352	Tree (Standing)	0	0	1	Night	Dry	Careless or Negligent Manner
13	10.365	01/05/18	Fri	0138	Other Non-Collision	0	1	0	Night	Dry	Failed To Keep In Proper Lane
14	1.387	09/19/18	Wed	1152	Angle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
15	8.454	03/13/18	Tue	2203	Rear-End	0	1	0	Night	Dry	Careless or Negligent Manner
16	12.114	12/12/18	Wed	2148	Head-On	0	1	0	Night	Dry	Wrong Side or Wrong Way
17	13.245	04/15/18	Sun	2047	Ditch	0	2	0	Night	Wet	Swerved Or Avoided
18	8.460	06/21/18	Thu	1506	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
19	8.384	11/05/18	Mon	1733	Rear-End	0	1	0	Night	Dry	Careless or Negligent Manner
20	1.387	11/26/18	Mon	0920	Angle	0	5	0	Day	Dry	Failed to Yield Right-Of-Way
21	8.346	06/19/18	Tue	1650	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
22	1.576	10/09/18	Tue	1139	Struck by Falling/Shifting Cargo	0	0	1	Day	Dry	Other Contributing Action
23	8.207	12/09/18	Sun	0841	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
24	13.245	10/05/18	Fri	1635	Not Coded	0	2	0	Day	Dry	Careless or Negligent Manner
25	1.391	05/05/18	Sat	2140	Rear-End	0	0	1	Night	Dry	Not Coded
26	2.272	02/03/18	Sat	1300	Other Fixed Object	0	1	0	Day	Other	No Contributing Action
27	1.387	04/05/18	Thu	0920	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
28	12.006	06/24/18	Sun	1410	Rear-End	0	2	0	Day	Dry	Followed too Closely
29	10.247	07/27/18	Fri	1415	Rear-End	0	0	1	Day	Dry	Followed too Closely
30	2.272	09/20/18	Thu	1220	Tree (Standing)	0	1	0	Day	Dry	Improper Passing

Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other
30	0	17	13	10	1	4	1	1	1	0	0	0	6	0	1
Percent	*0.00%*	*56.67%*	*43.33%*	*33.33%*	*3.33%*	*13.33%*	*3.33%*	*3.33%*	*3.33%*	*0.00%*	*0.00%*	*0.00%*	*20.00%*	*0.00%*	*3.33%*

Contrib. Cause	Day	Night	Wet	Dry	Careless Driving	FTYRW	Improper Turn	Ran Red Light	Exceeded Speed	Improper Passing	Disreg Cntl Dev	Erratic/ Aggress	Ran off Road	DUI	Wrong Way
Total	20	10	1	28	10	5	0	0	1	1	0	0	0	2	1
Percent	*66.67%*	*33.33%*	*3.33%*	*93.33%*	*33.33%*	*16.67%*	*0.00%*	*0.00%*	*3.33%*	*3.33%*	*0.00%*	*0.00%*	*0.00%*	*6.67%*	*3.33%*

TOTAL ENTERING VEHICLES/ADT: 13,300 SPOT CRASH RATE: 3.914 CRASHES PER MILLION ENTERING VEHICLES

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 90040000 STATE ROUTE: 5

INTERSECTING ROADWAY: None M.P. 0.000 TO 11.713 ENGINEER: CG

STUDY PERIOD: FROM 1/ 2014 TO 12/ 2014 COUNTY: Monroe

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
1	5.890	05/04/14	Sun	1005	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
2	1.750	08/07/14	Thu	1306	Right-Turn	0	2	0	Day	Dry	Failed to Yield Right-Of-Way
3	4.730	09/22/14	Mon	1338	Other Non-Fixed Object	0	0	1	Day	Dry	No Contributing Action
4	2.767	10/29/14	Wed	1435	Angle	0	0	1	Day	Dry	Improper Turn
5	0.245	12/26/14	Fri	2104	Angle	0	0	1	Night	Dry	Not Coded
6	4.580	06/09/14	Mon	0050	Sideswipe	0	0	1	Night	Dry	Careless or Negligent Manner
7	9.969	11/08/14	Sat	1825	Angle	0	0	1	Night	Dry	Other Contributing Action
8	4.562	02/01/14	Sat	2141	Pedalcycle	0	0	1	Night	Dry	Not Coded
9	3.705	08/11/14	Mon	2315	Parked Motor Vehicle	0	0	1	Night	Dry	Other Contributing Action
10	6.140	02/20/14	Thu	0430	Rear-End	0	2	0	Night	Dry	Careless or Negligent Manner
11	9.886	06/10/14	Tue	1320	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
12	1.038	03/15/14	Sat	0550	Traffic Sign Support	0	0	1	Night	Dry	Careless or Negligent Manner
13	1.832	03/20/14	Thu	1158	Left-Turn	0	2	0	Day	Dry	Careless or Negligent Manner
14	1.796	01/12/14	Sun	1416	Curb	0	0	1	Day	Dry	Erratic, Reckless or Aggressive
15	1.516	02/13/14	Thu	1430	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
16	6.140	05/17/14	Sat	1435	Angle	0	0	1	Day	Dry	Ran Red Light
17	11.533	06/14/14	Sat	1905	Sideswipe	0	0	1	Day	Dry	Careless or Negligent Manner
18	4.495	10/28/14	Tue	1430	Curb	0	1	0	Day	Dry	Careless or Negligent Manner
19	2.346	01/20/14	Mon	1833	Left-Turn	0	3	0	Night	Dry	Other Contributing Action
20	2.869	08/13/14	Wed	1410	Angle	0	0	1	Day	Dry	Not Coded
21	0.123	11/30/14	Sun	1158	Sideswipe	0	0	1	Day	Dry	Not Coded
22	9.087	12/09/14	Tue	1422	Rear-End	0	0	1	Day	Dry	Improper Passing
23	1.777	04/17/14	Thu	1425	Angle	0	0	1	Day	Dry	Careless or Negligent Manner
24	2.014	06/24/14	Tue	1133	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
25	4.463	07/29/14	Tue	1015	Rear-End	0	0	1	Day	Dry	Not Coded
26	1.497	08/08/14	Fri	1245	Railway Vehicle (Train, Engine)	0	0	1	Day	Dry	Not Coded
27	5.564	08/08/14	Fri	1003	Sideswipe	0	0	1	Day	Dry	Careless or Negligent Manner
28	6.140	10/06/14	Mon	1245	Left-Turn	0	0	1	Day	Dry	Careless or Negligent Manner
29	1.928	10/25/14	Sat	0020	Angle	0	0	1	Day	Dry	Careless or Negligent Manner
30	2.174	03/28/14	Fri	1230	Angle	0	3	0	Day	Dry	Failed to Yield Right-Of-Way
31	6.114	04/11/14	Fri	1700	Not Coded	0	0	1	Day	Dry	Followed too Closely
32	0.772	09/16/14	Tue	1520	Sideswipe	0	0	1	Day	Dry	Swerved Or Avoided
33	4.959	11/03/14	Mon	1355	Not Coded	0	0	1	Day	Dry	Improper Turn
34	6.140	12/07/14	Sun	1143	Not Coded	0	0	1	Day	Dry	Improper Backing
35	1.274	01/01/14	Wed	0040	Utility Pole/Light Support	0	1	0	Night	Wet	Careless or Negligent Manner
36	4.270	03/18/14	Tue	2351	Curb	1	0	0	Night	Dry	Exceed Posted Speed
37	9.662	06/03/14	Tue	0512	Tree (Standing)	0	1	0	Night	Wet	Careless or Negligent Manner
38	0.254	03/03/14	Mon	1053	Rear-End	0	0	1	Day	Dry	Other Contributing Action
39	4.495	05/20/14	Tue	1006	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
40	8.546	05/27/14	Tue	0845	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
41	4.495	05/28/14	Wed	1218	Left-Turn	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
42	0.240	08/06/14	Wed	1218	Head-On	0	1	0	Day	Dry	Careless or Negligent Manner
43	0.269	08/20/14	Wed	1145	Angle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
44	2.441	09/22/14	Mon	0757	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
45	5.258	11/03/14	Mon	0942	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
46	2.015	03/08/14	Sat	0055	Utility Pole/Light Support	0	1	0	Night	Dry	Not Coded
47	1.492	01/08/14	Wed	1200	Angle	0	1	0	Day	Wet	Failed to Yield Right-Of-Way
48	8.240	02/15/14	Sat	1225	Traffic Sign Support	0	0	1	Day	Dry	Failed To Keep In Proper Lane
49	6.140	04/13/14	Sun	0935	Angle	0	3	0	Day	Dry	Failed to Yield Right-Of-Way
50	2.014	04/18/14	Fri	1215	Rear-End	0	3	0	Day	Dry	Careless or Negligent Manner
51	1.928	06/14/14	Sat	0800	Angle	0	3	0	Day	Dry	Failed to Yield Right-Of-Way
52	0.772	07/08/14	Tue	0900	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
53	3.622	07/21/14	Mon	1203	Rear-End	0	3	0	Day	Dry	Careless or Negligent Manner
54	9.087	01/07/14	Tue	1843	Other Fixed Object	0	0	1	Night	Wet	Careless or Negligent Manner
55	5.663	03/09/14	Sun	0935	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
56	4.580	03/23/14	Sun	1010	Angle	0	2	0	Day	Dry	Ran Red Light
57	6.127	06/22/14	Sun	1335	Other Non-Fixed Object	0	1	0	Day	Dry	Not Coded
58	2.888	02/05/14	Wed	1440	Tree (Standing)	0	0	1	Day	Dry	Careless or Negligent Manner
59	2.014	02/28/14	Fri	1755	Pedalcycle	0	1	0	Day	Dry	No Contributing Action
60	2.928	03/07/14	Fri	1715	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
61	2.581	04/11/14	Fri	1600	Pedalcycle	0	1	0	Day	Dry	No Contributing Action
62	4.959	04/17/14	Thu	1745	Angle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
63	9.143	04/22/14	Tue	2210	Not Coded	0	0	1	Night	Dry	Failed To Keep In Proper Lane
64	8.413	04/27/14	Sun	0400	Not Coded	0	0	1	Night	Dry	Failed To Keep In Proper Lane
65	5.583	07/06/14	Sun	1530	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
66	8.183	07/30/14	Wed	2050	Sideswipe	0	1	0	Night	Dry	Improper Passing
67	5.621	07/31/14	Thu	2050	Overturn/Rollover	0	0	1	Night	Dry	Careless or Negligent Manner
68	4.434	09/19/14	Fri	1615	Curb	0	1	0	Day	Dry	Exceed Posted Speed
69	2.584	09/24/14	Wed	1340	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
70	2.561	10/04/14	Sat	2025	Left-Turn	0	0	1	Night	Dry	Failed to Yield Right-Of-Way
71	0.328	10/17/14	Fri	1440	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
72	8.697	11/03/14	Mon	1940	Rear-End	0	1	0	Night	Dry	Careless or Negligent Manner
73	9.652	03/07/14	Fri	2230	Sideswipe	0	0	1	Night	Dry	Improper Passing
74	2.869	03/19/14	Wed	1728	Angle	0	2	0	Day	Dry	Failed to Yield Right-Of-Way
75	3.045	04/05/14	Sat	1950	Rear-End	0	2	0	Night	Dry	Careless or Negligent Manner
76	2.014	04/07/14	Mon	1657	Right-Turn	0	0	1	Day	Dry	Ran Red Light
77	3.760	05/06/14	Tue	1448	Rear-End	0	3	0	Day	Dry	Careless or Negligent Manner
78	2.010	07/13/14	Sun	1407	Sideswipe	0	0	1	Day	Dry	Careless or Negligent Manner
79	5.740	08/07/14	Thu	0933	Curb	0	0	1	Day	Wet	Careless or Negligent Manner
80	2.441	09/07/14	Sun	0101	Tree (Standing)	0	0	1	Night	Wet	Other Contributing Action
81	3.391	01/18/14	Sat	1100	Angle	0	1	0	Day	Dry	Careless or Negligent Manner

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 90040000 STATE ROUTE: 5
INTERSECTING ROADWAY: None M.P. 0.000 TO 11.713 ENGINEER: CG
STUDY PERIOD: FROM 1/ 2014 TO 12/ 2014 COUNTY: Monroe

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
82	5.659	01/24/14	Fri	1215	Right-Turn	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
83	2.926	02/28/14	Fri	1945	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
84	3.890	04/23/14	Wed	0825	Angle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
85	2.869	04/23/14	Wed	1701	Angle	0	0	1	Day	Dry	Failed To Keep In Proper Lane
86	2.928	05/18/14	Sun	1250	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
87	2.392	06/27/14	Fri	0923	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
88	2.869	07/14/14	Mon	1240	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
89	2.928	07/15/14	Tue	0820	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
90	2.928	07/15/14	Tue	1038	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
91	5.773	08/23/14	Sat	1150	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
92	2.762	08/24/14	Sun	0951	Sideswipe	0	0	1	Day	Dry	Improper Turn
93	3.388	08/30/14	Sat	0917	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
94	0.473	09/09/14	Tue	1219	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
95	0.810	09/13/14	Sat	2315	Ditch	0	0	1	Night	Wet	Failed To Keep In Proper Lane
96	9.143	11/12/14	Wed	1132	Pedestrian	0	1	0	Day	Dry	Other Contributing Action
97	4.959	12/29/14	Mon	1245	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
98	2.928	03/06/14	Thu	1527	Angle	0	2	0	Day	Wet	Failed to Yield Right-Of-Way
99	2.763	05/07/14	Wed	1359	Sideswipe	0	0	1	Day	Dry	Improper Turn
100	2.918	06/30/14	Mon	2310	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
101	3.462	07/31/14	Thu	1609	Sideswipe	0	0	1	Day	Dry	Careless or Negligent Manner
102	5.432	08/12/14	Tue	1618	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
103	10.050	08/24/14	Sun	1500	Utility Pole/Light Support	0	2	0	Day	Dry	Careless or Negligent Manner
104	2.090	11/17/14	Mon	2124	Pedalcycle	0	1	0	Night	Dry	Not Coded
105	3.391	01/13/14	Mon	1230	Pedalcycle	0	1	0	Day	Dry	Ran Red Light
106	1.924	01/30/14	Thu	1035	Angle	0	0	1	Day	Wet	Failed to Yield Right-Of-Way
107	4.463	02/01/14	Sat	1005	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
108	3.082	02/21/14	Fri	0830	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
109	1.813	03/07/14	Fri	1209	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
110	0.136	03/10/14	Mon	0755	Other Fixed Object	0	0	1	Day	Dry	Careless or Negligent Manner
111	2.014	03/17/14	Mon	1300	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
112	6.165	03/18/14	Tue	0908	Angle	0	1	0	Day	Wet	Failed to Yield Right-Of-Way
113	4.827	03/21/14	Fri	1133	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
114	6.140	05/08/14	Thu	1246	Angle	0	1	0	Day	Dry	Ran Red Light
115	2.109	05/24/14	Sat	0754	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
116	1.514	06/24/14	Tue	1155	Angle	0	0	1	Day	Dry	No Contributing Action
117	4.465	06/25/14	Wed	1717	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
118	2.869	06/26/14	Thu	1714	Sideswipe	0	0	1	Day	Dry	Not Coded
119	2.375	06/27/14	Fri	0856	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
120	1.626	07/29/14	Tue	0446	Traffic Sign Support	0	3	0	Night	Dry	Failed To Keep In Proper Lane
121	3.281	08/21/14	Thu	0948	Sideswipe	0	0	1	Day	Dry	No Contributing Action
122	1.400	11/04/14	Tue	0700	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
123	5.661	11/09/14	Sun	1150	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
124	1.038	11/13/14	Thu	0647	Angle	0	0	1	Day	Dry	Ran Stop Sign
125	6.241	11/20/14	Thu	0704	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
126	0.913	11/23/14	Sun	1151	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
127	2.014	12/05/14	Fri	1344	Pedalcycle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
128	2.009	12/09/14	Tue	1133	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
129	5.678	10/29/14	Wed	1623	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
130	5.417	11/08/14	Sat	1639	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
131	10.035	11/23/14	Sun	1743	Pedalcycle	0	0	1	Night	Dry	Failed to Yield Right-Of-Way
132	1.702	12/08/14	Mon	1714	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
133	4.627	05/24/14	Sat	1725	Rear-End	0	2	0	Night	Dry	Erratic, Reckless or Aggressive
134	0.485	12/24/14	Wed	1020	Ditch	0	1	0	Day	Dry	Careless or Negligent Manner
135	6.165	05/22/14	Thu	1720	Angle	0	1	0	Day	Dry	Improper Turn
136	5.816	07/04/14	Fri	1731	Curb	0	1	0	Day	Dry	Careless or Negligent Manner
137	1.928	12/03/14	Wed	1530	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
138	2.683	12/23/14	Tue	1830	Angle	0	0	1	Night	Dry	Failed to Yield Right-Of-Way
139	0.942	11/25/14	Tue	0947	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
140	5.691	12/01/14	Mon	1127	Angle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
141	1.038	12/15/14	Mon	0952	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
142	5.725	12/15/14	Mon	1125	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
143	1.909	12/24/14	Wed	1336	Angle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
144	0.334	12/29/14	Mon	1154	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
145	2.561	05/24/14	Sat	1850	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
146	1.941	12/06/14	Sat	1153	Sideswipe	0	0	1	Day	Dry	Not Coded

Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other
146	1	49	96	39	1	44	5	3	17	0	8	1	19	0	5
Percent	*0.68%*	*33.56%*	*65.75%*	*26.71%*	*0.68%*	*30.14%*	*3.42%*	*2.05%*	*11.64%*	*0.00%*	*5.48%*	*0.68%*	*13.01%*	*0.00%*	*3.42%*

Contrib. Cause	Day	Night	Wet	Dry	Careless Driving	FTYRW	Improper Turn	Ran Red Light	Exceeded Speed	Improper Passing	Disreg Cntl Dev	Erratic/ Aggress	Ran off Road	DUI	Wrong Way
Total	116	30	11	135	58	36	5	5	2	3	0	2	0	7	0
Percent	*79.45%*	*20.55%*	*7.53%*	*92.47%*	*39.73%*	*24.66%*	*3.42%*	*3.42%*	*1.37%*	*2.05%*	*0.00%*	*1.37%*	*0.00%*	*4.79%*	*0.00%*

TOTAL ENTERING VEHICLES/ADT: 23,341

SPOT CRASH RATE: 17.137 CRASHES PER MILLION ENTERING VEHICLES

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 90040000 STATE ROUTE: 5

INTERSECTING ROADWAY: None M.P. 0.000 TO 11.713 ENGINEER: CG

STUDY PERIOD: FROM 1/ 2015 TO 12/ 2015 COUNTY: Monroe

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
1	2.071	07/30/15	Thu	0809	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
2	0.783	08/12/15	Wed	0959	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
3	2.014	09/17/15	Thu	0728	Angle	0	0	1	Day	Wet	Failed to Yield Right-Of-Way
4	1.928	07/26/15	Sun	1330	Left-Turn	0	0	1	Day	Dry	Improper Turn
5	2.014	03/26/15	Thu	2325	Traffic Sign Support	0	0	1	Night	Dry	Not Coded
6	1.937	08/23/15	Sun	2330	Traffic Sign Support	0	0	1	Night	Dry	Wrong Side or Wrong Way
7	0.791	06/04/15	Thu	0830	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
8	3.344	01/13/15	Tue	1428	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
9	5.300	02/25/15	Wed	1335	Not Coded	0	2	0	Day	Dry	Careless or Negligent Manner
10	1.709	04/25/15	Sat	2200	Pedalcycle	0	1	0	Night	Dry	Failed to Yield Right-Of-Way
11	8.099	10/30/15	Fri	0523	Utility Pole/Light Support	0	0	1	Night	Dry	Not Coded
12	6.140	02/07/15	Sat	1054	Angle	0	1	0	Day	Dry	Careless or Negligent Manner
13	0.772	01/05/15	Mon	1313	Left-Turn	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
14	1.928	01/12/15	Mon	1240	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
15	3.705	01/07/15	Wed	1143	Sideswipe	0	0	1	Day	Dry	Careless or Negligent Manner
16	0.089	01/16/15	Fri	1839	Sideswipe	0	0	1	Night	Dry	Failed To Keep In Proper Lane
17	4.734	01/23/15	Fri	0835	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
18	0.427	01/29/15	Thu	1206	Angle	0	0	1	Day	Dry	Ran Stop Sign
19	1.928	08/14/15	Fri	1312	Angle	0	2	0	Day	Dry	Failed to Yield Right-Of-Way
20	2.930	02/04/15	Wed	1933	Sideswipe	0	0	1	Night	Dry	Not Coded
21	2.014	03/13/15	Fri	1355	Angle	0	3	0	Day	Dry	Failed to Yield Right-Of-Way
22	1.928	03/15/15	Sun	0900	Traffic Sign Support	0	0	1	Day	Dry	Not Coded
23	4.968	03/17/15	Tue	1957	Other Non-Collision	0	2	0	Night	Dry	Careless or Negligent Manner
24	3.622	04/16/15	Thu	1710	Angle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
25	0.216	04/25/15	Sat	1630	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
26	2.033	01/14/15	Wed	1807	Other Post, Pole Or Support	0	0	1	Night	Dry	Not Coded
27	4.387	01/20/15	Tue	1611	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
28	4.514	01/22/15	Thu	1427	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
29	4.693	01/29/15	Thu	1702	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
30	2.561	02/09/15	Mon	1631	Pedalcycle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
31	2.014	02/18/15	Wed	1709	Left-Turn	0	2	0	Day	Dry	Ran Red Light
32	4.387	01/14/15	Wed	1600	Curb	0	0	1	Day	Dry	Careless or Negligent Manner
33	3.142	01/18/15	Sun	2150	Angle	0	0	1	Night	Dry	Failed to Yield Right-Of-Way
34	1.928	01/29/15	Thu	1830	Angle	0	0	1	Night	Dry	Failed to Yield Right-Of-Way
35	4.234	02/21/15	Sat	1840	Sideswipe	0	0	1	Night	Dry	Failed To Keep In Proper Lane
36	1.142	02/22/15	Sun	1905	Pedalcycle	0	1	0	Night	Dry	Failed To Keep In Proper Lane
37	1.265	02/27/15	Fri	1610	Pedalcycle	0	0	1	Day	Dry	No Contributing Action
38	2.014	03/08/15	Sun	1933	Angle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
39	1.928	03/28/15	Sat	2125	Angle	0	0	1	Night	Dry	Failed to Yield Right-Of-Way
40	2.897	08/06/15	Thu	1645	Rear-End	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
41	2.354	03/11/15	Wed	1340	Angle	0	5	0	Day	Dry	Improper Turn
42	2.432	03/30/15	Mon	1122	Left-Turn	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
43	1.786	02/13/15	Fri	1133	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
44	2.985	03/03/15	Tue	0857	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
45	2.320	04/02/15	Thu	1000	Angle	0	0	1	Day	Dry	Not Coded
46	0.401	04/06/15	Mon	1045	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
47	2.014	05/01/15	Fri	0950	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
48	10.230	05/27/15	Wed	0559	Backed Into	0	2	0	Night	Dry	Improper Backing
49	0.282	02/13/15	Fri	1240	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
50	0.800	03/04/15	Wed	1341	Sideswipe	0	0	1	Day	Dry	Other Contributing Action
51	7.140	03/06/15	Fri	1304	Rear-End	0	3	0	Day	Dry	Careless or Negligent Manner
52	9.910	03/16/15	Mon	0904	Traffic Sign Support	0	0	1	Day	Dry	Failed To Keep In Proper Lane
53	4.799	04/18/15	Sat	0152	Pedestrian	0	1	0	Night	Dry	Careless or Negligent Manner
54	2.001	05/05/15	Tue	0744	Rear-End	0	1	0	Day	Wet	Careless or Negligent Manner
55	0.848	08/17/15	Mon	1120	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
56	0.235	02/02/15	Mon	1205	Angle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
57	11.139	02/23/15	Mon	0925	Left-Turn	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
58	3.142	05/29/15	Fri	0714	Pedalcycle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
59	4.495	01/02/15	Fri	1814	Left-Turn	0	2	0	Night	Dry	Failed to Yield Right-Of-Way
60	0.772	07/16/15	Thu	1636	Left-Turn	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
61	10.120	07/27/15	Mon	1707	Other Non-Collision	0	1	0	Day	Dry	No Contributing Action
62	2.042	08/14/15	Fri	1908	Rear-End	0	10	0	Night	Wet	Careless or Negligent Manner
63	3.890	02/02/15	Mon	2305	Sideswipe	0	0	1	Night	Dry	Not Coded
64	6.121	05/02/15	Sat	0630	Rear-End	0	2	0	Night	Dry	Careless or Negligent Manner
65	0.249	07/24/15	Fri	2325	Rear-End	0	1	0	Night	Dry	Careless or Negligent Manner
66	5.409	11/12/15	Thu	0955	Not Coded	0	0	1	Day	Dry	Careless or Negligent Manner
67	4.959	06/04/15	Thu	1640	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
68	8.508	07/11/15	Sat	1845	Other Non-Collision	0	0	1	Day	Dry	No Contributing Action
69	3.705	08/05/15	Wed	1728	Other Non-Collision	0	0	1	Day	Dry	Not Coded
70	9.508	10/13/15	Tue	1550	Other Non-Collision	0	0	1	Day	Dry	Failed To Keep In Proper Lane
71	1.928	05/30/15	Sat	2049	Angle	0	0	1	Night	Dry	Failed To Keep In Proper Lane
72	5.955	06/02/15	Tue	1453	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
73	11.249	06/07/15	Sun	1532	Head-On	1	2	0	Day	Dry	Failed To Keep In Proper Lane
74	0.913	06/15/15	Mon	2001	Tree (Standing)	0	0	1	Night	Dry	Careless or Negligent Manner
75	2.869	06/29/15	Mon	1458	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
76	4.959	07/06/15	Mon	1357	Angle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
77	6.140	07/06/15	Mon	1749	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
78	0.957	08/18/15	Tue	1518	Angle	0	1	0	Day	Dry	Careless or Negligent Manner
79	5.650	08/27/15	Thu	1432	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 90040000 STATE ROUTE: 5

INTERSECTING ROADWAY: None M.P. 0.000 TO 11.713 ENGINEER: CG

STUDY PERIOD: FROM 1/ 2015 TO 12/ 2015 COUNTY: Monroe

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
80	11.033	09/11/15	Fri	2012	Ditch	0	2	0	Night	Dry	Careless or Negligent Manner
81	2.937	09/14/15	Mon	1456	Rear-End	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
82	2.869	10/06/15	Tue	1726	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
83	2.441	10/14/15	Wed	1557	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
84	5.661	11/07/15	Sat	1214	Right-Turn	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
85	4.580	12/08/15	Tue	1429	Angle	0	0	1	Day	Dry	Ran Red Light
86	9.143	05/07/15	Thu	1700	Tree (Standing)	0	0	1	Day	Dry	Careless or Negligent Manner
87	2.692	05/19/15	Tue	1905	Pedalcycle	0	1	0	Day	Dry	No Contributing Action
88	1.010	06/14/15	Sun	2055	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
89	2.351	06/25/15	Thu	1445	Sideswipe	0	1	0	Day	Dry	Failed To Keep In Proper Lane
90	4.571	07/24/15	Fri	1550	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
91	1.530	07/25/15	Sat	1630	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
92	5.702	08/02/15	Sun	1400	Rear-End	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
93	5.659	08/09/15	Sun	1420	Rear-End	0	2	0	Day	Wet	Careless or Negligent Manner
94	2.394	08/21/15	Fri	2100	Angle	0	0	1	Night	Dry	Failed to Yield Right-Of-Way
95	0.345	08/25/15	Tue	1605	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
96	2.014	09/06/15	Sun	1950	Left-Turn	0	1	0	Night	Dry	Failed to Yield Right-Of-Way
97	4.725	09/23/15	Wed	0135	Curb	0	0	1	Night	Dry	Careless or Negligent Manner
98	4.739	09/25/15	Fri	2045	Utility Pole/Light Support	0	1	0	Night	Dry	Careless or Negligent Manner
99	3.622	10/03/15	Sat	1545	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
100	4.463	11/08/15	Sun	1825	Left-Turn	0	2	0	Night	Dry	Failed to Yield Right-Of-Way
101	3.758	11/14/15	Sat	1815	Pedalcycle	0	1	0	Night	Dry	Failed to Yield Right-Of-Way
102	0.974	11/16/15	Mon	1650	Not Coded	0	1	0	Day	Dry	Failed To Keep In Proper Lane
103	3.391	11/30/15	Mon	1645	Angle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
104	1.928	12/24/15	Thu	1605	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
105	11.226	12/30/15	Wed	1720	Mailbox	0	0	1	Day	Dry	Careless or Negligent Manner
106	4.463	12/30/15	Wed	0415	Traffic Sign Support	0	0	1	Night	Dry	Careless or Negligent Manner
107	2.928	04/25/15	Sat	1400	Angle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
108	5.277	02/24/15	Tue	1110	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
109	0.662	05/22/15	Fri	1218	Left-Turn	0	0	1	Day	Dry	Careless or Negligent Manner
110	4.106	07/03/15	Fri	1244	Angle	0	0	1	Day	Dry	Careless or Negligent Manner
111	0.913	07/13/15	Mon	1647	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
112	6.140	10/31/15	Sat	1705	Angle	0	1	0	Day	Dry	Ran Red Light
113	4.959	08/14/15	Fri	1502	Angle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
114	2.301	11/12/15	Thu	1138	Angle	0	2	0	Day	Dry	Improper Turn
115	4.959	11/09/15	Mon	1310	Right-Turn	0	0	1	Day	Dry	Careless or Negligent Manner
116	2.014	11/13/15	Fri	1310	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
117	4.959	12/30/15	Wed	1340	Angle	0	1	0	Day	Dry	Careless or Negligent Manner
118	5.241	09/08/15	Tue	1738	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
119	5.662	11/03/15	Tue	1730	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
120	0.051	12/18/15	Fri	1220	Angle	0	0	1	Day	Dry	Careless or Negligent Manner
121	4.469	06/30/15	Tue	1220	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
122	2.016	07/14/15	Tue	0834	Right-Turn	0	0	1	Day	Dry	Improper Turn
123	2.346	07/16/15	Thu	1142	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
124	2.128	08/24/15	Mon	1213	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
125	6.140	08/27/15	Thu	0954	Angle	0	0	1	Day	Dry	Ran Red Light
126	3.705	09/21/15	Mon	1125	Angle	0	0	1	Day	Dry	Failed To Keep In Proper Lane
127	3.758	10/05/15	Mon	1550	Rear-End	0	1	0	Day	Wet	Careless or Negligent Manner
128	0.913	11/05/15	Thu	0845	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
129	4.627	11/14/15	Sat	0935	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
130	5.659	10/27/15	Tue	2055	Left-Turn	2	0	0	Night	Dry	No Contributing Action
131	4.587	11/25/15	Wed	1930	Other Non-Collision	0	0	1	Night	Dry	Failed To Keep In Proper Lane

Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other
131	2	50	80	31	1	44	11	3	9	1	8	0	14	0	3
Percent	*1.53%*	*38.17%*	*61.07%*	*23.66%*	*0.76%*	*33.59%*	*8.40%*	*2.29%*	*6.87%*	*0.76%*	*6.11%*	*0.00%*	*10.69%*	*0.00%*	*2.29%*
Contrib. Cause	Day	Night	Wet	Dry	Careless Driving	FTYRW	Improper Turn	Ran Red Light	Exceeded Speed	Improper Passing	Disreg Cntl Dev	Erratic/ Aggress	Ran off Road	DUI	Wrong Way
Total	98	33	7	124	48	45	4	4	0	0	0	0	0	5	1
Percent	*74.81%*	*25.19%*	*5.34%*	*94.66%*	*36.64%*	*34.35%*	*3.05%*	*3.05%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*3.82%*	*0.76%*

TOTAL ENTERING VEHICLES/ADT: 20,272

SPOT CRASH RATE: 17.704 CRASHES PER MILLION ENTERING VEHICLES

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 90040000 STATE ROUTE: 5

INTERSECTING ROADWAY: None M.P. 0.000 TO 11.713 ENGINEER: CG

STUDY PERIOD: FROM 1/ 2016 TO 12/ 2016 COUNTY: Monroe

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
1	2.014	03/23/16	Wed	1410	Left-Turn	0	2	0	Day	Dry	No Contributing Action
2	11.024	01/25/16	Mon	1838	Rear-End	0	1	0	Night	Dry	Failed to Yield Right-Of-Way
3	3.705	01/05/16	Tue	1145	Not Coded	0	0	1	Day	Dry	No Contributing Action
4	2.869	01/19/16	Tue	1510	Angle	0	0	1	Day	Dry	No Contributing Action
5	4.622	03/28/16	Mon	1340	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
6	2.928	01/14/16	Thu	2350	Tree (Standing)	0	1	0	Night	Dry	Ran Off Roadway
7	0.692	02/16/16	Tue	0008	Rear-End	0	1	0	Night	Dry	Erratic, Reckless or Aggressive
8	0.000	08/04/16	Thu	1100	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
9	0.427	08/04/16	Thu	1335	Sideswipe	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
10	0.000	08/31/16	Wed	1619	Pedalcycle	0	1	0	Day	Dry	No Contributing Action
11	2.928	09/28/16	Wed	1610	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
12	4.932	10/05/16	Wed	1517	Rear-End	0	0	1	Day	Dry	Followed too Closely
13	0.455	05/16/16	Mon	1010	Angle	0	0	1	Day	Dry	Careless or Negligent Manner
14	3.344	05/26/16	Thu	1510	Pedalcycle	0	1	0	Day	Dry	Careless or Negligent Manner
15	10.050	06/01/16	Wed	0832	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
16	4.959	06/13/16	Mon	1258	Angle	0	1	0	Day	Dry	Ran Stop Sign
17	5.268	07/11/16	Mon	1300	Angle	0	1	0	Day	Dry	Careless or Negligent Manner
18	2.014	10/02/16	Sun	1420	Not Coded	0	1	0	Day	Wet	Failed to Yield Right-Of-Way
19	0.228	06/17/16	Fri	0004	Impact Attenuator/Crash Cushion	0	0	1	Night	Dry	Erratic, Reckless or Aggressive
20	0.957	01/06/16	Wed	1910	Parked Motor Vehicle	0	0	1	Night	Dry	Not Coded
21	4.827	06/08/16	Wed	1330	Rear-End	0	0	1	Day	Wet	Not Coded
22	10.050	06/29/16	Wed	1250	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
23	2.014	01/06/16	Wed	0727	Right-Turn	0	1	0	Night	Wet	Failed to Yield Right-Of-Way
24	0.908	02/10/16	Wed	1027	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
25	0.758	03/01/16	Tue	1012	Other Fixed Object	0	1	0	Day	Dry	Careless or Negligent Manner
26	5.277	04/11/16	Mon	2000	Rear-End	0	1	0	Night	Dry	Careless or Negligent Manner
27	3.576	03/09/16	Wed	0830	Fell/Jumped from Motor Vehicle	1	0	0	Day	Dry	Ran Off Roadway
28	4.932	01/01/16	Fri	1814	Rear-End	0	1	0	Night	Dry	Improper Turn
29	2.014	01/12/16	Tue	1620	Left-Turn	0	2	0	Day	Dry	Failed to Yield Right-Of-Way
30	4.571	01/13/16	Wed	1645	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
31	0.244	01/27/16	Wed	1830	Rear-End	0	1	0	Night	Wet	Careless or Negligent Manner
32	1.161	10/03/16	Mon	2140	Pedestrian	0	1	0	Night	Dry	Not Coded
33	6.963	10/21/16	Fri	2208	Rear-End	0	0	1	Night	Dry	Followed too Closely
34	5.955	01/13/16	Wed	0930	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
35	6.955	04/15/16	Fri	0028	Tree (Standing)	0	0	1	Night	Dry	Careless or Negligent Manner
36	2.869	01/22/16	Fri	1553	Rear-End	0	1	0	Day	Wet	Careless or Negligent Manner
37	4.932	02/12/16	Fri	1400	Sideswipe	0	0	1	Day	Dry	Not Coded
38	2.573	07/15/16	Fri	0230	Tree (Standing)	0	1	0	Night	Dry	Failed To Keep In Proper Lane
39	2.799	08/08/16	Mon	1120	Angle	0	0	1	Day	Dry	Careless or Negligent Manner
40	0.436	08/08/16	Mon	1356	Pedestrian	0	1	0	Day	Dry	No Contributing Action
41	0.044	09/29/16	Thu	0929	Not Coded	0	0	1	Day	Dry	Careless or Negligent Manner
42	2.561	06/13/16	Mon	1812	Right-Turn	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
43	1.788	10/03/16	Mon	1429	Not Coded	0	1	0	Day	Dry	Careless or Negligent Manner
44	4.702	02/01/16	Mon	1445	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
45	3.218	09/21/16	Wed	1055	Not Coded	0	0	1	Day	Dry	Followed too Closely
46	0.361	03/06/16	Sun	1845	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
47	4.425	04/19/16	Tue	0648	Rear-End	0	1	0	Night	Wet	Careless or Negligent Manner
48	0.654	06/18/16	Sat	2144	Pedalcycle	0	1	0	Night	Dry	Failed to Yield Right-Of-Way
49	0.022	01/24/16	Sun	1926	Left-Turn	0	0	1	Night	Dry	Failed to Yield Right-Of-Way
50	8.051	01/13/16	Wed	0802	Angle	0	1	0	Day	Dry	Failed To Keep In Proper Lane
51	2.109	01/20/16	Wed	0937	Angle	0	2	0	Day	Dry	Failed to Yield Right-Of-Way
52	4.543	03/26/16	Sat	0725	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
53	4.562	03/27/16	Sun	1143	Left-Turn	0	1	0	Day	Dry	Ran Red Light
54	2.717	03/31/16	Thu	0858	Angle	0	1	0	Day	Dry	Careless or Negligent Manner
55	2.394	04/10/16	Sun	0856	Pedestrian	0	1	0	Day	Dry	No Contributing Action
56	5.251	05/23/16	Mon	0547	Rear-End	0	0	1	Night	Dry	No Contributing Action
57	6.146	06/13/16	Mon	1121	Angle	0	1	0	Day	Dry	Improper Turn
58	1.265	07/25/16	Mon	0815	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
59	4.562	08/02/16	Tue	1236	Rear-End	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
60	2.014	08/17/16	Wed	1205	Angle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
61	3.023	08/19/16	Fri	1217	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
62	6.702	10/19/16	Wed	0111	Tree (Standing)	0	0	1	Night	Dry	Failed To Keep In Proper Lane
63	4.567	03/03/16	Thu	1030	Right-Turn	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
64	1.832	01/11/16	Mon	1255	Angle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
65	1.941	02/12/16	Fri	1245	Sideswipe	0	2	0	Day	Dry	Failed to Yield Right-Of-Way
66	0.273	03/19/16	Sat	1245	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
67	2.080	04/01/16	Fri	0825	Sideswipe	0	3	0	Day	Dry	Careless or Negligent Manner
68	5.659	04/13/16	Wed	0750	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
69	2.014	09/07/16	Wed	1614	Angle	0	2	0	Day	Dry	Failed to Yield Right-Of-Way
70	2.014	02/04/16	Thu	1545	Angle	0	2	0	Day	Dry	Failed to Yield Right-Of-Way
71	4.959	02/12/16	Fri	1515	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
72	4.570	02/12/16	Fri	1815	Rear-End	0	1	0	Night	Dry	Careless or Negligent Manner
73	2.441	02/18/16	Thu	1720	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
74	2.025	02/24/16	Wed	1335	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
75	2.985	02/16/16	Tue	0855	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
76	3.068	02/22/16	Mon	1045	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
77	4.090	03/30/16	Wed	0905	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
78	1.976	04/02/16	Sat	0750	Traffic Sign Support	0	0	1	Day	Dry	Not Coded
79	0.000	06/02/16	Thu	0728	Other Fixed Object	0	0	1	Day	Dry	No Contributing Action

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 90040000 STATE ROUTE: 5

INTERSECTING ROADWAY: None M.P. 0.000 TO 11.713 ENGINEER: CG

STUDY PERIOD: FROM 1/ 2016 TO 12/ 2016 COUNTY: Monroe

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
80	1.930	01/08/16	Fri	1458	Pedalcycle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
81	4.899	01/20/16	Wed	1900	Pedalcycle	0	1	0	Night	Dry	Failed to Yield Right-Of-Way
82	6.121	01/20/16	Wed	2015	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
83	2.725	02/06/16	Sat	1545	Rear-End	0	1	0	Day	Wet	Careless or Negligent Manner
84	0.022	02/08/16	Mon	1640	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
85	6.040	03/20/16	Sun	1630	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
86	0.753	05/17/16	Tue	1630	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
87	0.910	08/29/16	Mon	1112	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
88	0.775	09/14/16	Wed	0728	Struck by Falling/Shifting Cargo	0	1	0	Day	Dry	Other Contributing Action
89	2.771	10/31/16	Mon	0658	Rear-End	0	1	0	Night	Wet	Careless or Negligent Manner
90	5.659	03/01/16	Tue	2005	Angle	0	0	1	Night	Dry	Ran Red Light
91	1.254	03/14/16	Mon	2316	Rear-End	0	1	0	Night	Dry	Careless or Negligent Manner
92	5.659	03/15/16	Tue	0117	Utility Pole/Light Support	0	1	0	Night	Dry	Careless or Negligent Manner
93	1.390	04/07/16	Thu	1535	Angle	0	1	0	Day	Dry	Failed To Keep In Proper Lane
94	4.790	04/30/16	Sat	2315	Sideswipe	0	1	0	Night	Dry	Drove too Fast for Conditions
95	4.683	05/14/16	Sat	0930	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
96	1.036	06/22/16	Wed	1700	Pedalcycle	0	1	0	Day	Dry	No Contributing Action
97	6.140	07/01/16	Fri	1655	Left-Turn	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
98	2.556	07/04/16	Mon	1430	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
99	8.140	08/13/16	Sat	1850	Tree (Standing)	0	1	0	Day	Dry	Improper Passing
100	5.659	08/19/16	Fri	1450	Curb	0	0	1	Day	Dry	Careless or Negligent Manner
101	2.956	08/20/16	Sat	1745	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
102	1.038	08/21/16	Sun	1705	Curb	0	1	0	Day	Dry	Drove too Fast for Conditions
103	2.014	08/22/16	Mon	1444	Right-Turn	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
104	0.527	08/22/16	Mon	2130	Pedalcycle	0	1	0	Night	Dry	No Contributing Action
105	5.640	08/26/16	Fri	1900	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
106	4.196	08/29/16	Mon	1550	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
107	0.955	09/19/16	Mon	1235	Left-Turn	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
108	11.025	09/20/16	Tue	1045	Rear-End	0	0	1	Day	Dry	Improper Backing
109	2.928	09/26/16	Mon	1215	Angle	0	0	1	Day	Wet	Failed to Yield Right-Of-Way
110	11.031	09/27/16	Tue	1110	Traffic Sign Support	0	0	1	Day	Dry	Not Coded
111	3.890	09/30/16	Fri	0850	Left-Turn	0	2	0	Day	Dry	Failed to Yield Right-Of-Way
112	5.950	11/12/16	Sat	2210	Curb	0	1	0	Night	Dry	Careless or Negligent Manner
113	3.918	03/05/16	Sat	1431	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
114	0.108	04/22/16	Fri	1709	Pedalcycle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
115	8.708	06/25/16	Sat	1521	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
116	4.799	07/05/16	Tue	1544	Left-Turn	0	2	0	Day	Dry	Failed to Yield Right-Of-Way
117	1.928	07/12/16	Tue	1719	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
118	3.428	07/22/16	Fri	1501	Head-On	0	4	0	Day	Dry	Failed To Keep In Proper Lane
119	11.339	11/03/16	Thu	1132	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
120	4.727	03/23/16	Wed	1845	Angle	0	2	0	Day	Dry	Failed to Yield Right-Of-Way
121	8.208	04/24/16	Sun	1442	Other Non-Collision	0	1	0	Day	Dry	Failed To Keep In Proper Lane
122	5.687	04/24/16	Sun	1539	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
123	7.040	07/31/16	Sun	0125	Rear-End	0	3	0	Night	Dry	Improper Passing
124	1.928	08/07/16	Sun	1914	Angle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
125	5.277	06/10/16	Fri	1550	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
126	1.995	06/13/16	Mon	2000	Sideswipe	0	0	1	Night	Dry	Failed To Keep In Proper Lane
127	5.840	08/01/16	Mon	0049	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
128	10.490	08/06/16	Sat	0035	Not Coded	0	0	1	Night	Dry	Not Coded
129	9.264	12/12/16	Mon	0035	Other Non-Collision	0	0	1	Night	Dry	Ran Off Roadway
130	3.418	06/08/16	Wed	2027	Not Coded	0	0	1	Night	Wet	Improper Backing
131	1.709	09/16/16	Fri	1527	Angle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
132	3.624	11/18/16	Fri	1354	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
133	5.645	12/23/16	Fri	1840	Left-Turn	0	1	0	Night	Dry	Failed to Yield Right-Of-Way
134	4.799	09/30/16	Fri	1446	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
135	4.709	11/02/16	Wed	1446	Sideswipe	0	0	1	Day	Dry	Other Contributing Action
136	0.000	11/13/16	Sun	1537	Other Traffic Barrier	0	2	0	Day	Dry	Careless or Negligent Manner
137	4.009	11/24/16	Thu	1955	Pedestrian	1	0	0	Night	Wet	No Contributing Action
138	2.014	12/03/16	Sat	1851	Rear-End	0	0	1	Night	Wet	Careless or Negligent Manner
139	6.140	12/18/16	Sun	1148	Sideswipe	0	1	0	Day	Dry	Careless or Negligent Manner
140	6.149	09/19/16	Mon	1525	Sideswipe	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
141	3.161	10/11/16	Tue	1530	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
142	2.763	12/20/16	Tue	1500	Pedalcycle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
143	2.985	09/28/16	Wed	1604	Angle	0	2	0	Day	Dry	Failed to Yield Right-Of-Way
144	2.908	10/14/16	Fri	1450	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
145	2.740	10/23/16	Sun	0540	Rear-End	0	4	0	Day	Dry	Careless or Negligent Manner
146	2.012	11/04/16	Fri	1835	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
147	0.963	11/12/16	Sat	1920	Angle	0	1	0	Night	Dry	Failed to Yield Right-Of-Way
148	0.237	12/08/16	Thu	1800	Pedalcycle	0	1	0	Night	Dry	No Contributing Action
149	1.741	12/12/16	Mon	1740	Pedalcycle	0	0	1	Day	Dry	No Contributing Action
150	5.659	12/23/16	Fri	2114	Right-Turn	0	1	0	Night	Dry	Failed to Yield Right-Of-Way
151	9.640	11/23/16	Wed	0600	Other Non-Fixed Object	0	0	1	Night	Dry	No Contributing Action
152	3.705	12/29/16	Thu	0850	Left-Turn	0	2	0	Day	Dry	Failed to Yield Right-Of-Way
153	4.638	12/22/16	Thu	1230	Overturn/Rollover	0	1	0	Day	Dry	Failed To Keep In Proper Lane
154	1.786	12/31/16	Sat	1355	Angle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
155	1.918	10/26/16	Wed	1240	Pedalcycle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
156	2.014	10/26/16	Wed	1240	Left-Turn	0	1	0	Day	Dry	Careless or Negligent Manner
157	2.156	09/07/16	Wed	0800	Sideswipe	0	0	1	Day	Dry	Not Coded
158	5.228	09/21/16	Wed	0806	Left-Turn	0	1	0	Day	Dry	Other Contributing Action

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 90040000 STATE ROUTE: 5

INTERSECTING ROADWAY: None M.P. 0.000 TO 11.713 ENGINEER: CG

STUDY PERIOD: FROM 1/ 2016 TO 12/ 2016 COUNTY: Monroe

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
159	2.873	11/11/16	Fri	0500	Concrete Traffic Barrier	0	0	1	Night	Dry	Failed To Keep In Proper Lane
160	1.170	11/18/16	Fri	1820	Head-On	0	1	0	Night	Dry	Failed to Yield Right-Of-Way
161	9.643	12/16/16	Fri	1100	Left-Turn	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
162	5.168	11/18/16	Fri	1315	Rear-End	0	2	0	Day	Dry	Followed too Closely

Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other
162	2	84	76	55	2	30	13	5	11	0	16	1	16	0	7
Percent	*1.23%*	*51.85%*	*46.91%*	*33.95%*	*1.23%*	*18.52%*	*8.02%*	*3.09%*	*6.79%*	*0.00%*	*9.88%*	*0.62%*	*9.88%*	*0.00%*	*4.32%*

Contrib. Cause	Day	Night	Wet	Dry	Careless Driving	FTYRW	Improper Turn	Ran Red Light	Exceeded Speed	Improper Passing	Disreg Cntl Dev	Erratic/ Aggress	Ran off Road	DUI	Wrong Way
Total	117	45	13	149	60	47	2	2	2	2	0	2	3	10	0
Percent	*72.22%*	*27.78%*	*8.02%*	*91.98%*	*37.04%*	*29.01%*	*1.23%*	*1.23%*	*1.23%*	*1.23%*	*0.00%*	*1.23%*	*1.85%*	*6.17%*	*0.00%*

TOTAL ENTERING VEHICLES/ADT: 20,806

SPOT CRASH RATE: 21.332 CRASHES PER MILLION ENTERING VEHICLES

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 90040000 STATE ROUTE: 5

INTERSECTING ROADWAY: None M.P. 0.000 TO 11.713 ENGINEER: CG

STUDY PERIOD: FROM 1/ 2017 TO 12/ 2017 COUNTY: Monroe

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
1	4.494	01/16/17	Mon	2220	Rear-End	0	0	1	Night	Dry	Failed To Keep In Proper Lane
2	4.475	03/19/17	Sun	1540	Left-Turn	0	0	1	Day	Dry	Ran Red Light
3	4.198	04/17/17	Mon	0815	Angle	0	1	0	Day	Wet	Improper Turn
4	1.832	06/20/17	Tue	2000	Not Coded	0	0	1	Day	Dry	No Contributing Action
5	0.333	09/23/17	Sat	1009	Rear-End	0	0	1	Day	Dry	Other Contributing Action
6	1.832	07/10/17	Mon	0715	Angle	0	0	1	Day	Wet	Improper Turn
7	10.919	08/16/17	Wed	1510	Rear-End	0	0	1	Day	Dry	Followed too Closely
8	0.917	09/01/17	Fri	1910	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
9	1.838	05/11/17	Thu	1220	Sideswipe	0	1	0	Day	Dry	Improper Turn
10	3.758	02/17/17	Fri	0900	Pedalcycle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
11	3.391	06/29/17	Thu	0931	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
12	5.955	10/11/17	Wed	1400	Struck by Falling/Shifting Cargo	0	0	1	Day	Dry	Not Coded
13	2.850	12/20/17	Wed	0745	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
14	6.139	11/03/17	Fri	1810	Rear-End	0	1	0	Night	Dry	No Contributing Action
15	5.333	11/16/17	Thu	0820	Not Coded	0	0	1	Day	Dry	No Contributing Action
16	0.734	11/22/17	Wed	1300	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
17	3.071	11/29/17	Wed	0650	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
18	1.986	09/03/17	Sun	2103	Rear-End	0	0	1	Night	Dry	No Contributing Action
19	5.668	09/27/17	Wed	0000	Other Non-Fixed Object	0	0	1	Unknown	Dry	No Contributing Action
20	2.014	10/31/17	Tue	2008	Rear-End	0	0	1	Night	Dry	Not Coded
21	5.955	04/04/17	Tue	2211	Other Post, Pole Or Support	0	0	1	Night	Dry	Ran Off Roadway
22	4.968	01/09/17	Mon	0822	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
23	2.441	01/29/17	Sun	0826	Curb	0	0	1	Day	Wet	Swerved Or Avoided
24	3.620	12/01/17	Fri	1600	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
25	2.869	12/01/17	Fri	1805	Angle	0	2	0	Night	Dry	Failed to Yield Right-Of-Way
26	9.596	10/19/17	Thu	0734	Angle	0	2	0	Night	Dry	Failed to Yield Right-Of-Way
27	0.108	07/19/17	Wed	2305	Utility Pole/Light Support	0	0	1	Night	Dry	Failed to Yield Right-Of-Way
28	0.735	01/03/17	Tue	1817	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
29	0.913	02/07/17	Tue	1906	Angle	0	1	0	Night	Dry	Failed to Yield Right-Of-Way
30	3.762	02/28/17	Tue	1503	Angle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
31	5.159	04/19/17	Wed	0155	Tree (Standing)	0	0	1	Night	Dry	Failed To Keep In Proper Lane
32	2.005	05/04/17	Thu	1420	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
33	5.140	05/16/17	Tue	1449	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
34	6.140	07/16/17	Sun	1636	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
35	1.038	08/15/17	Tue	1109	Left-Turn	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
36	1.928	09/18/17	Mon	1637	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
37	0.913	09/23/17	Sat	0653	Left-Turn	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
38	0.000	08/02/17	Wed	2315	Fence	0	0	1	Night	Dry	Careless or Negligent Manner
39	9.978	01/12/17	Thu	1505	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
40	6.140	01/31/17	Tue	1705	Angle	0	0	1	Day	Dry	Other Contributing Action
41	2.392	02/13/17	Mon	1730	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
42	2.664	02/15/17	Wed	1750	Rear-End	0	2	0	Night	Dry	Careless or Negligent Manner
43	8.584	03/14/17	Tue	0355	Guardrail Face	0	0	1	Night	Wet	Not Coded
44	4.562	04/12/17	Wed	1353	Angle	0	0	1	Day	Dry	Ran Red Light
45	0.875	04/25/17	Tue	2000	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
46	6.131	05/01/17	Mon	1820	Utility Pole/Light Support	0	0	1	Day	Dry	Careless or Negligent Manner
47	10.214	02/01/17	Wed	0741	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
48	1.014	04/17/17	Mon	1208	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
49	10.176	06/02/17	Fri	0801	Not Coded	0	0	1	Day	Dry	Careless or Negligent Manner
50	4.062	06/17/17	Sat	0752	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
51	5.697	06/24/17	Sat	0800	Angle	0	0	1	Day	Dry	Improper Turn
52	4.475	07/27/17	Thu	0756	Left-Turn	0	0	1	Day	Dry	Ran Red Light
53	2.090	09/03/17	Sun	1303	Left-Turn	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
54	2.514	11/08/17	Wed	1017	Angle	0	0	1	Day	Dry	Careless or Negligent Manner
55	6.140	02/12/17	Sun	0840	Angle	0	2	0	Day	Dry	Ran Red Light
56	0.314	02/17/17	Fri	1030	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
57	6.055	03/23/17	Thu	0945	Pedalcycle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
58	10.993	04/09/17	Sun	1155	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
59	6.159	04/16/17	Sun	1115	Curb	0	0	1	Day	Dry	Not Coded
60	5.797	04/27/17	Thu	0841	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
61	10.938	09/29/17	Fri	0955	Other Fixed Object	0	0	1	Day	Dry	Careless or Negligent Manner
62	11.639	10/02/17	Mon	0943	Parked Motor Vehicle	0	1	0	Day	Dry	Careless or Negligent Manner
63	2.928	10/16/17	Mon	0949	Angle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
64	2.373	11/12/17	Sun	1112	Right-Turn	0	3	0	Day	Dry	Failed to Yield Right-Of-Way
65	0.000	09/14/17	Thu	1130	Not Coded	0	0	1	Day	Dry	Other Contributing Action
66	0.239	03/05/17	Sun	1506	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
67	2.014	06/19/17	Mon	1819	Angle	0	0	1	Day	Dry	Ran Red Light
68	1.941	06/20/17	Tue	1850	Angle	0	2	0	Day	Dry	Failed to Yield Right-Of-Way
69	2.928	02/24/17	Fri	1110	Left-Turn	0	2	0	Day	Dry	Failed to Yield Right-Of-Way
70	5.640	03/08/17	Wed	1737	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
71	3.108	03/22/17	Wed	2137	Concrete Traffic Barrier	0	0	1	Night	Dry	Failed To Keep In Proper Lane
72	9.624	04/27/17	Thu	1430	Other Non-Collision	0	0	1	Day	Dry	Improper Passing
73	1.163	05/30/17	Tue	1810	Pedestrian	0	1	0	Day	Dry	No Contributing Action
74	1.290	06/23/17	Fri	2125	Head-On	0	3	0	Night	Dry	Failed To Keep In Proper Lane
75	1.928	08/07/17	Mon	1645	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
76	1.928	08/16/17	Wed	1635	Angle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
77	4.898	10/24/17	Tue	1400	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
78	2.709	10/30/17	Mon	1845	Angle	0	0	1	Night	Dry	Failed to Yield Right-Of-Way
79	5.761	11/02/17	Thu	1822	Overturn/Rollover	0	1	0	Night	Dry	Careless or Negligent Manner

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 90040000 STATE ROUTE: 5

INTERSECTING ROADWAY: None M.P. 0.000 TO 11.713 ENGINEER: CG

STUDY PERIOD: FROM 1/ 2017 TO 12/ 2017 COUNTY: Monroe

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
80	4.475	09/21/17	Thu	0910	Angle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
81	6.136	09/28/17	Thu	1210	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
82	2.005	10/05/17	Thu	1130	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
83	1.481	10/14/17	Sat	1050	Angle	0	3	0	Day	Dry	Failed to Yield Right-Of-Way
84	1.161	09/05/17	Tue	1437	Angle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
85	4.459	12/27/17	Wed	0759	Parked Motor Vehicle	0	1	0	Day	Dry	No Contributing Action
86	4.932	12/28/17	Thu	1311	Left-Turn	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
87	2.928	05/15/17	Mon	0933	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
88	4.475	05/25/17	Thu	1300	Not Coded	0	0	1	Day	Dry	Not Coded
89	9.843	06/26/17	Mon	1437	Not Coded	0	4	0	Day	Dry	Failed To Keep In Proper Lane
90	4.475	09/27/17	Wed	1635	Angle	0	3	0	Day	Dry	Failed to Yield Right-Of-Way
91	2.924	10/02/17	Mon	1510	Other Non-Fixed Object	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
92	4.098	09/09/17	Sat	1100	Utility Pole/Light Support	0	0	1	Day	Wet	Careless or Negligent Manner
93	2.012	10/13/17	Fri	1352	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
94	2.928	10/26/17	Thu	1133	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
95	0.957	12/18/17	Mon	1315	Rear-End	0	1	0	Day	Dry	Other Contributing Action
96	11.215	11/10/17	Fri	1450	Sideswipe	0	2	0	Day	Dry	Careless or Negligent Manner
97	2.928	11/17/17	Fri	1800	Angle	0	0	1	Night	Dry	Failed to Yield Right-Of-Way
98	1.053	12/27/17	Wed	2145	Other Fixed Object	0	1	0	Night	Dry	Careless or Negligent Manner
99	2.774	11/20/17	Mon	1925	Not Coded	0	0	1	Night	Wet	Failed To Keep In Proper Lane
100	2.014	11/21/17	Tue	1447	Left-Turn	0	5	0	Day	Wet	Failed to Yield Right-Of-Way
101	1.928	12/17/17	Sun	1651	Angle	0	3	0	Day	Dry	Failed to Yield Right-Of-Way
102	1.381	04/22/17	Sat	1700	Angle	0	1	0	Day	Wet	Failed to Yield Right-Of-Way
103	4.475	04/06/17	Thu	0830	Parked Motor Vehicle	0	0	1	Day	Dry	Not Coded
104	2.489	12/20/17	Wed	0743	Angle	0	0	1	Day	Dry	Careless or Negligent Manner
105	5.674	09/28/17	Thu	2030	Ditch	0	0	1	Night	Dry	Ran Off Roadway
106	0.791	01/27/17	Fri	1630	Rear-End	0	1	0	Day	Dry	Other Contributing Action
107	0.427	03/15/17	Wed	1740	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
108	0.431	03/31/17	Fri	1015	Angle	0	0	1	Day	Dry	Careless or Negligent Manner
109	5.659	04/27/17	Thu	1815	Left-Turn	0	3	0	Day	Dry	Careless or Negligent Manner
110	3.437	02/21/17	Tue	1408	Rear-End	0	0	1	Day	Dry	No Contributing Action
111	4.932	04/21/17	Fri	1315	Rear-End	0	0	1	Day	Dry	Not Coded
112	2.841	03/30/17	Thu	0955	Left-Turn	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
113	0.000	05/02/17	Tue	0005	Parked Motor Vehicle	0	0	1	Night	Dry	Not Coded
114	5.956	05/09/17	Tue	1236	Angle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
115	1.777	01/19/17	Thu	2000	Parked Motor Vehicle	0	0	1	Night	Dry	Drove too Fast for Conditions
116	0.254	04/05/17	Wed	0735	Not Coded	0	0	1	Day	Dry	Improper Turn
117	0.095	05/21/17	Sun	0400	Not Coded	0	0	1	Night	Dry	No Contributing Action
118	1.367	08/04/17	Fri	0500	Angle	0	0	1	Night	Dry	Failed to Yield Right-Of-Way
119	3.462	10/06/17	Fri	2020	Not Coded	0	0	1	Night	Dry	No Contributing Action
120	6.939	08/30/17	Wed	1416	Other Non-Collision	0	2	0	Day	Dry	Over-Correcting/Over-Steering
121	2.014	04/29/17	Sat	1740	Not Coded	0	0	1	Day	Dry	Improper Backing
122	3.719	08/15/17	Tue	1840	Rear-End	0	0	1	Day	Dry	No Contributing Action
123	0.387	11/16/17	Thu	1125	Sideswipe	0	0	1	Day	Dry	Careless or Negligent Manner
124	0.114	07/14/17	Fri	1745	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
125	0.770	08/03/17	Thu	1740	Rear-End	0	0	1	Day	Dry	Not Coded
126	1.928	08/16/17	Wed	1330	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
127	1.298	05/23/17	Tue	1120	Rear-End	0	0	1	Day	Dry	Followed too Closely
128	1.645	05/24/17	Wed	0650	Pedalcycle	0	1	0	Night	Dry	Failed to Yield Right-Of-Way
129	1.032	08/11/17	Fri	1302	Sideswipe	0	0	1	Day	Dry	Other Contributing Action
130	0.957	08/16/17	Wed	0830	Rear-End	0	0	1	Day	Dry	Other Contributing Action
131	4.627	09/03/17	Sun	1220	Rear-End	0	1	0	Day	Dry	Followed too Closely
132	1.926	10/05/17	Thu	1140	Rear-End	0	0	1	Day	Wet	Followed too Closely
133	0.427	09/04/17	Mon	1005	Sideswipe	0	0	1	Day	Dry	Careless or Negligent Manner
134	1.774	08/25/17	Fri	1400	Rear-End	0	0	1	Day	Dry	Followed too Closely
135	3.278	11/13/17	Mon	1502	Rear-End	0	2	0	Day	Dry	Drove too Fast for Conditions
136	1.180	08/06/17	Sun	1130	Rear-End	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
137	4.570	08/20/17	Sun	1415	Rear-End	0	1	0	Day	Dry	Followed too Closely
138	10.050	07/28/17	Fri	2340	Rear-End	0	0	1	Night	Dry	Other Contributing Action
139	1.424	12/08/17	Fri	0841	Angle	0	2	0	Day	Dry	Improper Turn
140	5.659	12/05/17	Tue	1840	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
141	1.645	12/26/17	Tue	1940	Not Coded	0	1	0	Night	Dry	Failed to Yield Right-Of-Way
142	5.940	11/08/17	Wed	1515	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
143	2.928	11/24/17	Fri	1234	Not Coded	0	0	1	Day	Dry	Not Coded
144	3.911	12/03/17	Sun	1827	Sideswipe	0	0	1	Night	Dry	Failed to Yield Right-Of-Way
145	8.546	11/13/17	Mon	1259	Tree (Standing)	0	0	1	Day	Dry	Failed To Keep In Proper Lane
146	0.913	12/06/17	Wed	1938	Parked Motor Vehicle	0	0	1	Night	Dry	Other Contributing Action
147	1.825	10/30/17	Mon	0940	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
148	0.627	11/30/17	Thu	0946	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
149	0.527	12/13/17	Wed	1200	Other Non-Fixed Object	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
150	6.131	12/04/17	Mon	0840	Not Coded	0	0	1	Day	Dry	No Contributing Action
151	5.773	12/01/17	Fri	1540	Angle	0	0	1	Night	Dry	Careless or Negligent Manner
152	2.986	12/31/17	Sun	1550	Other Traffic Barrier	0	0	1	Day	Dry	Ran Off Roadway

Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other
152	0	53	99	47	1	40	10	1	7	0	4	6	15	0	14
Percent	*0.00%*	*34.87%*	*65.13%*	*30.92%*	*0.66%*	*26.32%*	*6.58%*	*0.66%*	*4.61%*	*0.00%*	*2.63%*	*3.95%*	*9.87%*	*0.00%*	*9.21%*

Contrib. Cause	Day	Night	Wet	Dry	Careless Driving	FTYRW	Improper Turn	Ran Red Light	Exceeded Speed	Improper Passing	Disreg Cntl Dev	Erratic/ Aggress	Ran off Road	DUI	Wrong Way
Total	114	37	10	142	42	45	6	5	2	1	0	0	3	6	0
Percent	*75.00%*	*24.34%*	*6.58%*	*93.42%*	*27.63%*	*29.61%*	*3.95%*	*3.29%*	*1.32%*	*0.66%*	*0.00%*	*0.00%*	*1.97%*	*3.95%*	*0.00%*

TOTAL ENTERING VEHICLES/ADT: 20,806

SPOT CRASH RATE: 21.332 CRASHES PER MILLION ENTERING VEHICLES

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 90040000 STATE ROUTE: 5

INTERSECTING ROADWAY: None M.P. 0.000 TO 11.713 ENGINEER: CG

STUDY PERIOD: FROM 1/ 2018 TO 12/ 2018 COUNTY: Monroe

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
1	4.825	03/20/18	Tue	0850	Angle	0	1	0	Day	Dry	Improper Turn
2	4.780	02/06/18	Tue	1505	Angle	0	1	0	Day	Dry	Improper Turn
3	5.955	04/05/18	Thu	0730	Sideswipe	0	0	1	Day	Dry	No Contributing Action
4	4.799	02/06/18	Tue	1133	Pedalcycle	0	1	0	Day	Dry	No Contributing Action
5	0.633	02/24/18	Sat	1040	Rear-End	0	0	1	Day	Wet	No Contributing Action
6	1.654	04/25/18	Wed	1045	Not Coded	0	0	1	Day	Dry	Not Coded
7	0.572	05/02/18	Wed	0825	Other Fixed Object	0	0	1	Day	Dry	Careless or Negligent Manner
8	6.138	06/06/18	Wed	1330	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
9	6.527	06/22/18	Fri	1010	Struck by Falling/Shifting Cargo	0	1	0	Day	Dry	Not Coded
10	0.772	02/22/18	Thu	1236	Left-Turn	0	2	0	Day	Dry	Failed to Yield Right-Of-Way
11	2.873	05/07/18	Mon	0725	Angle	0	0	1	Day	Dry	Improper Turn
12	1.768	01/23/18	Tue	1953	Sideswipe	0	0	1	Night	Dry	Careless or Negligent Manner
13	4.479	02/11/18	Sun	2334	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
14	0.235	05/26/18	Sat	2315	Angle	0	1	0	Night	Wet	Improper Turn
15	3.391	03/25/18	Sun	0020	Angle	0	1	0	Night	Dry	Failed to Yield Right-Of-Way
16	10.889	04/16/18	Mon	0230	Other Non-Collision	0	0	1	Night	Wet	Ran Off Roadway
17	5.859	01/24/18	Wed	0637	Rear-End	0	0	1	Day	Dry	Failed To Keep In Proper Lane
18	8.008	03/30/18	Fri	1215	Overturn/Rollover	0	0	1	Day	Dry	No Contributing Action
19	1.941	04/02/18	Mon	2040	Sideswipe	0	0	1	Night	Dry	Failed To Keep In Proper Lane
20	4.471	04/09/18	Mon	0817	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
21	5.659	01/22/18	Mon	1117	Pedalcycle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
22	0.772	05/06/18	Sun	1253	Angle	0	1	0	Day	Dry	Other Contributing Action
23	2.869	10/07/18	Sun	0050	Backed Into	0	0	1	Night	Dry	Improper Backing
24	11.674	01/12/18	Fri	1920	Backed Into	0	2	0	Night	Dry	Failed to Yield Right-Of-Way
25	4.062	01/26/18	Fri	1350	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
26	1.957	03/27/18	Tue	1945	Traffic Sign Support	0	1	0	Day	Dry	Careless or Negligent Manner
27	1.746	01/15/18	Mon	1715	Rear-End	0	3	0	Day	Dry	Careless or Negligent Manner
28	11.013	01/26/18	Fri	2143	Angle	0	2	0	Night	Dry	Improper Turn
29	1.626	02/18/18	Sun	1822	Rear-End	0	1	0	Night	Dry	Careless or Negligent Manner
30	0.620	04/11/18	Wed	1235	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
31	2.014	05/19/18	Sat	1144	Left-Turn	0	3	0	Day	Wet	No Contributing Action
32	4.473	08/16/18	Thu	0630	Pedalcycle	0	1	0	Night	Dry	No Contributing Action
33	1.158	02/26/18	Mon	1220	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
34	2.860	02/28/18	Wed	0740	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
35	6.168	03/12/18	Mon	1320	Sideswipe	0	0	1	Day	Wet	Other Contributing Action
36	6.138	04/27/18	Fri	0800	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
37	1.928	05/07/18	Mon	1220	Angle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
38	4.471	05/08/18	Tue	0820	Angle	0	0	1	Day	Dry	No Contributing Action
39	5.650	05/08/18	Tue	0920	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
40	1.554	05/10/18	Thu	1015	Angle	0	0	1	Day	Dry	No Contributing Action
41	4.480	07/02/18	Mon	0735	Rear-End	0	0	1	Day	Dry	Other Contributing Action
42	3.892	09/04/18	Tue	0910	Sideswipe	0	1	0	Day	Dry	Not Coded
43	0.237	09/10/18	Mon	1240	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
44	11.290	10/31/18	Wed	0735	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
45	1.928	04/03/18	Tue	1200	Pedalcycle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
46	4.674	03/04/18	Sun	1115	Angle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
47	5.374	01/05/18	Fri	2125	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
48	4.589	04/26/18	Thu	1450	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
49	2.005	10/12/18	Fri	1405	Rear-End	0	0	1	Day	Dry	Followed too Closely
50	2.919	05/05/18	Sat	0801	Sideswipe	0	0	1	Day	Wet	Not Coded
51	0.000	04/24/18	Tue	1430	Rear-End	0	1	0	Day	Dry	Followed too Closely
52	0.022	03/09/18	Fri	1817	Rear-End	0	0	1	Night	Dry	Followed too Closely
53	4.590	06/01/18	Fri	1722	Rear-End	0	0	1	Day	Dry	Followed too Closely
54	2.928	04/16/18	Mon	0737	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
55	2.018	01/03/18	Wed	2248	Rear-End	0	2	0	Night	Dry	Careless or Negligent Manner
56	0.420	02/09/18	Fri	1820	Sideswipe	0	0	1	Night	Dry	Improper Passing
57	5.140	02/06/18	Tue	1535	Jackknife	0	0	1	Day	Dry	Careless or Negligent Manner
58	9.643	03/28/18	Wed	1405	Angle	0	1	0	Day	Dry	No Contributing Action
59	1.626	04/01/18	Sun	1735	Left-Turn	0	0	1	Day	Dry	Improper Turn
60	5.235	06/20/18	Wed	2350	Sideswipe	0	2	0	Night	Wet	Failed To Keep In Proper Lane
61	3.235	06/24/18	Sun	2320	Bridge Rail	0	1	0	Night	Wet	Failed To Keep In Proper Lane
62	1.772	06/04/18	Mon	1038	Angle	0	5	0	Day	Dry	Failed to Yield Right-Of-Way
63	0.333	10/23/18	Tue	1736	Rear-End	0	4	0	Day	Dry	Careless or Negligent Manner
64	0.168	11/26/18	Mon	1556	Angle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
65	10.490	11/27/18	Tue	1511	Other Post, Pole Or Support	0	1	0	Day	Dry	Failed To Keep In Proper Lane
66	3.906	12/13/18	Thu	1814	Utility Pole/Light Support	0	1	0	Night	Dry	Failed to Yield Right-Of-Way
67	2.114	12/03/18	Mon	1050	Not Coded	0	0	1	Day	Dry	Not Coded
68	2.928	12/17/18	Mon	0740	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
69	3.073	04/24/18	Tue	1450	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
70	0.235	07/08/18	Sun	1630	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
71	1.928	07/19/18	Thu	1930	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
72	5.640	07/25/18	Wed	0500	Utility Pole/Light Support	0	0	1	Day	Dry	Failed To Keep In Proper Lane
73	2.763	08/11/18	Sat	1300	Angle	1	3	0	Day	Dry	Failed to Yield Right-Of-Way
74	2.014	05/22/18	Tue	1028	Left-Turn	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
75	4.313	10/30/18	Tue	0816	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
76	9.950	10/06/18	Sat	1915	Rear-End	0	2	0	Night	Wet	Careless or Negligent Manner
77	0.422	10/15/18	Mon	1802	Sideswipe	0	0	1	Day	Dry	Careless or Negligent Manner
78	2.346	10/20/18	Sat	1755	Angle	0	4	0	Day	Dry	Careless or Negligent Manner
79	1.941	11/15/18	Thu	1530	Angle	0	1	0	Day	Dry	Careless or Negligent Manner

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 90040000 STATE ROUTE: 5
INTERSECTING ROADWAY: None M.P. 0.000 TO 11.713 ENGINEER: CG
STUDY PERIOD: FROM 1/ 2018 TO 12/ 2018 COUNTY: Monroe

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
80	1.578	11/15/18	Thu	1818	Pedestrian	0	1	0	Night	Dry	No Contributing Action
81	0.021	11/23/18	Fri	1810	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
82	3.696	11/30/18	Fri	1445	Rear-End	0	1	0	Day	Dry	Failed To Keep In Proper Lane
83	4.495	12/14/18	Fri	1955	Angle	0	0	1	Night	Dry	No Contributing Action
84	0.374	12/31/18	Mon	1515	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
85	0.904	01/18/18	Thu	0835	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
86	6.939	01/12/18	Fri	1349	Angle	0	1	0	Day	Wet	Followed too Closely
87	1.535	01/06/18	Sat	1924	Utility Pole/Light Support	0	1	0	Night	Dry	Careless or Negligent Manner
88	1.880	01/29/18	Mon	1710	Pedalcycle	0	1	0	Day	Dry	No Contributing Action
89	4.484	01/30/18	Tue	1225	Rear-End	0	0	1	Day	Dry	Followed too Closely
90	0.736	07/09/18	Mon	1307	Angle	0	2	0	Day	Dry	Improper Turn
91	1.634	11/18/18	Sun	1240	Sideswipe	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
92	6.140	01/03/18	Wed	1720	Angle	0	0	1	Night	Dry	Ran Red Light
93	6.134	01/06/18	Sat	1635	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
94	3.045	02/16/18	Fri	1455	Rear-End	0	2	0	Day	Dry	Followed too Closely
95	0.957	01/01/18	Mon	1320	Not Coded	0	4	0	Day	Dry	Careless or Negligent Manner
96	2.660	12/18/18	Tue	1525	Curb	0	1	0	Day	Dry	Careless or Negligent Manner
97	3.881	11/25/18	Sun	0124	Curb	0	0	1	Night	Dry	Careless or Negligent Manner
98	1.057	01/18/18	Thu	0925	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
99	1.424	03/25/18	Sun	1835	Right-Turn	0	2	0	Day	Dry	No Contributing Action
100	0.248	06/11/18	Mon	2300	Rear-End	0	0	1	Night	Dry	Followed too Closely
101	6.045	12/14/18	Fri	1410	Rear-End	0	0	1	Day	Dry	No Contributing Action
102	1.928	12/28/18	Fri	1320	Angle	0	2	0	Day	Dry	Improper Turn
103	1.038	02/15/18	Thu	1600	Angle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
104	5.668	02/17/18	Sat	2010	Rear-End	0	0	1	Night	Dry	Not Coded
105	2.873	03/01/18	Thu	1245	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
106	0.628	03/21/18	Wed	1423	Left-Turn	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
107	4.627	05/11/18	Fri	1400	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
108	8.099	06/08/18	Fri	1730	Utility Pole/Light Support	0	0	1	Day	Dry	Careless or Negligent Manner
109	3.758	07/05/18	Thu	1355	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
110	1.606	07/07/18	Sat	1900	Angle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
111	6.455	07/11/18	Wed	1320	Sideswipe	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
112	4.387	08/17/18	Fri	1705	Angle	0	3	0	Night	Dry	Failed to Yield Right-Of-Way
113	2.599	11/07/18	Wed	1700	Pedalcycle	0	1	0	Day	Dry	No Contributing Action
114	4.626	08/13/18	Mon	1519	Rear-End	0	1	0	Day	Dry	Followed too Closely
115	2.300	11/05/18	Mon	0110	Overturn/Rollover	0	0	1	Night	Dry	Swerved Or Avoided
116	5.702	07/25/18	Wed	1536	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
117	2.869	10/03/18	Wed	1255	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
118	1.381	10/24/18	Wed	1735	Angle	0	0	1	Night	Dry	Failed To Keep In Proper Lane
119	4.562	11/01/18	Thu	1143	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
120	3.622	12/05/18	Wed	1510	Rear-End	0	1	0	Night	Dry	Followed too Closely
121	6.235	10/15/18	Mon	1300	Sideswipe	0	1	0	Day	Dry	Careless or Negligent Manner

Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other
121	1	59	62	39	0	35	5	1	14	2	7	0	10	0	3
Percent	*0.83%*	*48.76%*	*51.24%*	*32.23%*	*0.00%*	*28.93%*	*4.13%*	*0.83%*	*11.57%*	*1.65%*	*5.79%*	*0.00%*	*8.26%*	*0.00%*	*2.48%*

Contrib. Cause	Day	Night	Wet	Dry	Careless Driving	FTYRW	Improper Turn	Ran Red Light	Exceeded Speed	Improper Passing	Disreg Cntl Dev	Erratic/ Aggress	Ran off Road	DUI	Wrong Way
Total	91	30	11	110	37	27	8	1	0	1	0	0	1	10	0
Percent	*75.21%*	*24.79%*	*9.09%*	*90.91%*	*30.58%*	*22.31%*	*6.61%*	*0.83%*	*0.00%*	*0.83%*	*0.00%*	*0.00%*	*0.83%*	*8.26%*	*0.00%*

TOTAL ENTERING VEHICLES/ADT: 20,806

SPOT CRASH RATE: 21.332 CRASHES PER MILLION ENTERING VEHICLES

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 90030000 STATE ROUTE: 5

INTERSECTING ROADWAY: None M.P. 0.000 TO 16.872 ENGINEER: CG

STUDY PERIOD: FROM 1/ 2014 TO 12/ 2014 COUNTY: Monroe

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
1	1.861	03/26/14	Wed	1620	Fence	0	0	1	Day	Dry	Ran Off Roadway
2	15.047	12/22/14	Mon	1451	Rear-End	0	0	1	Day	Dry	Followed too Closely
3	16.749	06/30/14	Mon	1503	Parked Motor Vehicle	0	0	1	Day	Other	Not Coded
4	2.657	07/10/14	Thu	1427	Bridge Rail	0	0	1	Day	Dry	Ran Off Roadway
5	16.060	10/29/14	Wed	1750	Not Coded	0	0	1	Day	Dry	No Contributing Action
6	16.708	12/11/14	Thu	1917	Rear-End	0	0	1	Night	Dry	No Contributing Action
7	0.735	03/07/14	Fri	0124	Angle	0	0	1	Night	Dry	Failed to Yield Right-Of-Way
8	16.116	09/19/14	Fri	0122	Other Fixed Object	0	1	0	Night	Wet	Drove too Fast for Conditions
9	11.980	10/10/14	Fri	0327	Sideswipe	0	0	1	Night	Dry	Improper Passing
10	9.107	02/27/14	Thu	0825	Not Coded	0	0	1	Day	Wet	Not Coded
11	4.715	03/14/14	Fri	0850	Sideswipe	0	0	1	Day	Dry	Not Coded
12	0.356	03/19/14	Wed	0855	Animal	0	0	1	Day	Dry	No Contributing Action
13	2.899	04/29/14	Tue	1030	Fence	0	0	1	Day	Dry	Failed To Keep In Proper Lane
14	2.108	09/01/14	Mon	1108	Struck by Falling/Shifting Cargo	0	0	1	Day	Dry	Not Coded
15	16.628	02/23/14	Sun	1915	Angle	0	1	0	Night	Dry	Failed to Yield Right-Of-Way
16	6.755	02/26/14	Wed	1600	Overturn/Rollover	0	1	0	Day	Dry	Careless or Negligent Manner
17	7.282	06/20/14	Fri	1650	Bridge Rail	0	0	1	Day	Dry	No Contributing Action
18	16.613	01/15/14	Wed	1240	Angle	0	0	1	Day	Dry	Improper Turn
19	11.107	01/29/14	Wed	1301	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
20	16.613	02/11/14	Tue	1457	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
21	16.107	03/03/14	Mon	1730	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
22	16.613	03/10/14	Mon	1900	Angle	0	2	0	Night	Dry	Failed to Yield Right-Of-Way
23	2.088	04/13/14	Sun	1655	Other Non-Collision	0	1	0	Day	Dry	Other Contributing Action
24	16.468	05/02/14	Fri	1445	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
25	11.107	05/02/14	Fri	1913	Sideswipe	0	2	0	Day	Dry	Improper Passing
26	11.107	05/06/14	Tue	2024	Rear-End	0	1	0	Night	Dry	Careless or Negligent Manner
27	9.107	06/02/14	Mon	1600	Sideswipe	0	0	1	Day	Wet	Other Contributing Action
28	11.107	03/09/14	Sun	0600	Rear-End	0	2	0	Night	Dry	Careless or Negligent Manner
29	16.113	03/09/14	Sun	1135	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
30	11.107	04/10/14	Thu	1045	Sideswipe	0	0	1	Day	Dry	Careless or Negligent Manner
31	0.020	12/27/14	Sat	1125	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
32	5.715	12/28/14	Sun	1129	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
33	2.999	02/04/14	Tue	1349	Angle	0	0	1	Day	Dry	Failed To Keep In Proper Lane
34	3.876	03/27/14	Thu	1717	Fell/Jumped from Motor Vehicle	0	1	0	Day	Dry	Careless or Negligent Manner
35	0.330	06/07/14	Sat	1831	Angle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
36	1.918	07/09/14	Wed	0328	Not Coded	0	1	0	Night	Dry	Not Coded
37	16.708	07/22/14	Tue	1734	Rear-End	0	0	1	Day	Dry	Improper Backing
38	16.680	04/14/14	Mon	0815	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
39	16.670	05/09/14	Fri	1204	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
40	3.999	05/25/14	Sun	1245	Head-On	1	2	0	Day	Dry	Failed To Keep In Proper Lane
41	0.790	09/04/14	Thu	1800	Sideswipe	0	0	1	Day	Dry	Improper Passing
42	16.197	10/09/14	Thu	1231	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
43	14.107	12/22/14	Mon	1540	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
44	5.706	12/17/14	Wed	0907	Sideswipe	0	0	1	Day	Dry	Not Coded
45	0.399	05/25/14	Sun	1700	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner

Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other
45	1	17	28	15	1	7	0	0	8	0	0	1	5	0	3
Percent	*2.22%*	*37.78%*	*62.22%*	*33.33%*	*2.22%*	*15.56%*	*0.00%*	*0.00%*	*17.78%*	*0.00%*	*0.00%*	*2.22%*	*11.11%*	*0.00%*	*6.67%*

Contrib. Cause	Day	Night	Wet	Dry	Careless Driving	FTYRW	Improper Turn	Ran Red Light	Exceeded Speed	Improper Passing	Disreg Cntl Dev	Erratic/ Aggress	Ran off Road	DUI	Wrong Way
Total	36	9	3	41	15	5	1	0	1	3	0	0	2	4	0
Percent	*80.00%*	*20.00%*	*6.67%*	*91.11%*	*33.33%*	*11.11%*	*2.22%*	*0.00%*	*2.22%*	*6.67%*	*0.00%*	*0.00%*	*4.44%*	*8.89%*	*0.00%*

TOTAL ENTERING VEHICLES/ADT: 17,240

SPOT CRASH RATE: 7.151 CRASHES PER MILLION ENTERING VEHICLES

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 90030000 STATE ROUTE: 5

INTERSECTING ROADWAY: None M.P. 0.000 TO 16.872 ENGINEER: CG

STUDY PERIOD: FROM 1/ 2015 TO 12/ 2015 COUNTY: Monroe

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
1	16.560	05/07/15	Thu	1343	Rear-End	0	3	0	Day	Dry	No Contributing Action
2	0.413	10/31/15	Sat	1820	Angle	0	1	0	Day	Dry	No Contributing Action
3	2.073	05/23/15	Sat	0500	Not Coded	0	0	1	Night	Dry	Careless or Negligent Manner
4	6.848	12/05/15	Sat	2335	Other Non-Collision	0	0	1	Night	Wet	Erratic, Reckless or Aggressive
5	16.107	07/07/15	Tue	2138	Not Coded	0	0	1	Night	Dry	Not Coded
6	13.003	07/23/15	Thu	1741	Sideswipe	0	1	0	Day	Dry	Erratic, Reckless or Aggressive
7	16.060	10/11/15	Sun	0544	Rear-End	0	1	0	Night	Dry	Careless or Negligent Manner
8	16.872	03/23/15	Mon	1610	Other Non-Fixed Object	0	0	1	Day	Dry	Ran Off Roadway
9	15.965	02/05/15	Thu	2257	Curb	0	0	1	Night	Dry	Careless or Negligent Manner
10	7.263	01/13/15	Tue	0830	Sideswipe	0	0	1	Day	Dry	Careless or Negligent Manner
11	0.019	02/23/15	Mon	1225	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
12	16.088	03/14/15	Sat	1145	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
13	13.107	03/21/15	Sat	0745	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
14	1.399	06/03/15	Wed	1155	Sideswipe	0	1	0	Day	Wet	Careless or Negligent Manner
15	9.107	04/25/15	Sat	1915	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
16	9.932	03/08/15	Sun	1820	Bridge Rail	0	0	1	Day	Dry	No Contributing Action
17	15.965	07/24/15	Fri	1645	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
18	16.451	02/25/15	Wed	1736	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
19	9.892	02/25/15	Wed	1153	Not Coded	1	3	0	Day	Dry	Failed To Keep In Proper Lane
20	8.904	02/14/15	Sat	1257	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
21	16.310	05/11/15	Mon	1115	Sideswipe	0	0	1	Day	Dry	Improper Passing
22	10.932	04/06/15	Mon	1735	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
23	2.712	04/12/15	Sun	1740	Bridge Rail	0	1	0	Day	Dry	Failed To Keep In Proper Lane
24	0.890	08/06/15	Thu	2337	Angle	0	0	1	Night	Dry	Wrong Side or Wrong Way
25	0.890	02/24/15	Tue	0240	Other Traffic Barrier	0	2	0	Night	Dry	Careless or Negligent Manner
26	3.876	07/05/15	Sun	1450	Sideswipe	0	0	1	Day	Dry	Not Coded
27	16.060	07/20/15	Mon	1839	Angle	0	3	0	Day	Dry	Failed to Yield Right-Of-Way
28	0.020	08/25/15	Tue	1529	Pedalcycle	0	1	0	Day	Dry	Careless or Negligent Manner
29	16.060	09/15/15	Tue	1446	Ditch	0	0	1	Day	Dry	Careless or Negligent Manner
30	16.060	09/19/15	Sat	1826	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
31	16.060	10/08/15	Thu	1514	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
32	12.725	04/21/15	Tue	1455	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
33	16.494	10/21/15	Wed	1650	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
34	5.892	12/02/15	Wed	1715	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
35	16.496	04/19/15	Sun	1219	Rear-End	0	1	0	Day	Dry	Other Contributing Action
36	10.107	04/22/15	Wed	1250	Rear-End	0	0	1	Day	Dry	Other Contributing Action
37	16.704	08/29/15	Sat	1735	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
38	16.765	07/09/15	Thu	1534	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
39	0.029	12/08/15	Tue	1739	Angle	0	0	1	Night	Dry	Careless or Negligent Manner
40	11.107	10/13/15	Tue	1115	Rear-End	0	7	0	Day	Dry	Careless or Negligent Manner
41	2.107	11/03/15	Tue	0909	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
42	6.107	11/16/15	Mon	1245	Fence	0	1	0	Day	Wet	No Contributing Action
43	15.107	08/12/15	Wed	0928	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
44	8.951	09/22/15	Tue	1040	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner

Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other
44	1	19	25	19	0	5	0	0	8	0	1	0	6	0	3
Percent	*2.27%*	*43.18%*	*56.82%*	*43.18%*	*0.00%*	*11.36%*	*0.00%*	*0.00%*	*18.18%*	*0.00%*	*2.27%*	*0.00%*	*13.64%*	*0.00%*	*6.82%*

Contrib. Cause	Day	Night	Wet	Dry	Careless Driving	FTYRW	Improper Turn	Ran Red Light	Exceeded Speed	Improper Passing	Disreg Cntl Dev	Erratic/ Aggress	Ran off Road	DUI	Wrong Way
Total	36	8	3	41	24	2	0	0	0	1	0	2	1	2	1
Percent	*81.82%*	*18.18%*	*6.82%*	*93.18%*	*54.55%*	*4.55%*	*0.00%*	*0.00%*	*0.00%*	*2.27%*	*0.00%*	*4.55%*	*2.27%*	*4.55%*	*2.27%*

TOTAL ENTERING VEHICLES/ADT: 18,900

SPOT CRASH RATE: 6.378 CRASHES PER MILLION ENTERING VEHICLES

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 90030000 STATE ROUTE: 5

INTERSECTING ROADWAY: None M.P. 0.000 TO 16.872 ENGINEER: CG

STUDY PERIOD: FROM 1/ 2016 TO 12/ 2016 COUNTY: Monroe

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
1	16.012	06/13/16	Mon	1227	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
2	6.848	05/09/16	Mon	1600	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
3	16.060	02/11/16	Thu	1515	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
4	1.842	04/15/16	Fri	0631	Sideswipe	0	1	0	Night	Dry	Careless or Negligent Manner
5	16.060	03/05/16	Sat	1238	Angle	0	3	0	Day	Dry	Failed to Yield Right-Of-Way
6	16.477	08/31/16	Wed	1135	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
7	1.021	01/09/16	Sat	1709	Head-On	0	4	0	Day	Dry	Failed To Keep In Proper Lane
8	13.107	01/10/16	Sun	0033	Rear-End	0	3	0	Night	Dry	Careless or Negligent Manner
9	16.810	05/13/16	Fri	2234	Angle	0	2	0	Night	Dry	No Contributing Action
10	14.025	05/07/16	Sat	0951	Not Coded	0	0	1	Day	Dry	Not Coded
11	8.932	04/25/16	Mon	0048	Rear-End	0	1	0	Night	Dry	Careless or Negligent Manner
12	6.282	09/21/16	Wed	0800	Concrete Traffic Barrier	0	0	1	Day	Dry	Other Contributing Action
13	16.727	02/09/16	Tue	1842	Pedestrian	0	1	0	Night	Dry	No Contributing Action
14	0.027	03/30/16	Wed	0650	Rear-End	0	3	0	Night	Dry	Careless or Negligent Manner
15	15.047	06/26/16	Sun	1350	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
16	16.075	07/12/16	Tue	0840	Pedalcycle	0	1	0	Day	Dry	No Contributing Action
17	0.635	02/13/16	Sat	1300	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
18	0.924	02/26/16	Fri	1530	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
19	16.197	04/04/16	Mon	0320	Rear-End	0	2	0	Night	Dry	Careless or Negligent Manner
20	0.540	01/09/16	Sat	1315	Other Non-Collision	0	1	0	Day	Dry	Careless or Negligent Manner
21	0.899	06/11/16	Sat	0800	Fence	0	0	1	Day	Dry	Careless or Negligent Manner
22	12.025	08/14/16	Sun	1440	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
23	4.932	10/17/16	Mon	1330	Head-On	0	1	0	Day	Dry	Failed To Keep In Proper Lane
24	16.803	03/27/16	Sun	1448	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
25	13.003	05/22/16	Sun	1648	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
26	16.457	07/05/16	Tue	1856	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
27	7.754	07/25/16	Mon	1721	Head-On	2	2	0	Day	Dry	Failed To Keep In Proper Lane
28	5.517	05/30/16	Mon	0029	Head-On	1	1	0	Night	Dry	Swerved Or Avoided
29	16.060	07/02/16	Sat	1705	Not Coded	0	0	1	Day	Dry	Not Coded
30	10.930	07/14/16	Thu	1710	Head-On	0	3	0	Day	Dry	Careless or Negligent Manner
31	10.930	07/14/16	Thu	1710	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
32	16.803	08/16/16	Tue	1600	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
33	2.073	10/11/16	Tue	1616	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
34	5.715	12/18/16	Sun	1415	Guardrail Face	0	0	1	Day	Dry	Careless or Negligent Manner
35	16.523	10/16/16	Sun	1235	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
36	15.047	11/13/16	Sun	1435	Concrete Traffic Barrier	0	1	0	Day	Dry	Careless or Negligent Manner
37	6.094	12/19/16	Mon	1425	Bridge Rail	0	0	1	Day	Dry	No Contributing Action
38	16.477	12/30/16	Fri	1115	Overturn/Rollover	0	2	0	Day	Dry	Careless or Negligent Manner
39	16.107	12/22/16	Thu	2246	Fence	0	0	1	Night	Other	Drove too Fast for Conditions

Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other
39	2	21	18	17	5	4	0	0	1	0	2	0	6	0	2
Percent	*5.13%*	*53.85%*	*46.15%*	*43.59%*	*12.82%*	*10.26%*	*0.00%*	*0.00%*	*2.56%*	*0.00%*	*5.13%*	*0.00%*	*15.38%*	*0.00%*	*5.13%*

Contrib. Cause	Day	Night	Wet	Dry	Careless Driving	FTYRW	Improper Turn	Ran Red Light	Exceeded Speed	Improper Passing	Disreg Cntl Dev	Erratic/ Aggress	Ran off Road	DUI	Wrong Way
Total	30	9	0	38	24	3	0	0	1	0	0	0	0	1	0
Percent	*76.92%*	*23.08%*	*0.00%*	*97.44%*	*61.54%*	*7.69%*	*0.00%*	*0.00%*	*2.56%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*2.56%*	*0.00%*

TOTAL ENTERING VEHICLES/ADT: 16,453 SPOT CRASH RATE: 6.494 CRASHES PER MILLION ENTERING VEHICLES

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 90030000 STATE ROUTE: 5

INTERSECTING ROADWAY: None M.P. 0.000 TO 16.872 ENGINEER: CG

STUDY PERIOD: FROM 1/ 2017 TO 12/ 2017 COUNTY: Monroe

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
1	16.708	08/25/17	Fri	1625	Not Coded	0	0	1	Day	Dry	Not Coded
2	9.893	02/17/17	Fri	2313	Concrete Traffic Barrier	0	2	0	Night	Dry	Failed To Keep In Proper Lane
3	0.020	11/17/17	Fri	1940	Rear-End	0	0	1	Night	Dry	Followed too Closely
4	11.980	10/06/17	Fri	1955	Not Coded	0	0	1	Night	Dry	Not Coded
5	16.477	02/27/17	Mon	1230	Parked Motor Vehicle	0	0	1	Day	Dry	No Contributing Action
6	16.449	08/31/17	Thu	2219	Not Coded	0	2	0	Night	Dry	Failed to Yield Right-Of-Way
7	11.980	07/23/17	Sun	0333	Sideswipe	0	0	1	Night	Dry	Other Contributing Action
8	0.019	08/09/17	Wed	1609	Not Coded	0	4	0	Day	Dry	No Contributing Action
9	15.057	06/12/17	Mon	0923	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
10	13.003	09/22/17	Fri	1617	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
11	3.876	05/14/17	Sun	1707	Guardrail Face	0	0	1	Day	Wet	Careless or Negligent Manner
12	16.572	09/24/17	Sun	1753	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
13	1.902	08/10/17	Thu	0656	Other Post, Pole Or Support	0	0	1	Day	Wet	Failed To Keep In Proper Lane
14	5.639	09/19/17	Tue	1700	Angle	0	0	1	Day	Dry	Careless or Negligent Manner
15	16.689	07/20/17	Thu	1245	Right-Turn	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
16	16.145	03/12/17	Sun	1800	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
17	14.025	06/14/17	Wed	1815	Rear-End	0	3	0	Day	Dry	Careless or Negligent Manner
18	16.113	06/15/17	Thu	1715	Angle	0	4	0	Day	Dry	Improper Turn
19	16.651	09/25/17	Mon	1529	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
20	3.715	10/12/17	Thu	2135	Other Non-Collision	0	1	0	Night	Wet	Failed To Keep In Proper Lane
21	16.449	08/05/17	Sat	2048	Rear-End	0	1	0	Night	Dry	Careless or Negligent Manner
22	0.899	08/15/17	Tue	1544	Sideswipe	0	1	0	Day	Dry	Erratic, Reckless or Aggressive
23	9.893	09/27/17	Wed	2040	Rear-End	0	2	0	Night	Dry	Careless or Negligent Manner
24	16.060	11/15/17	Wed	2040	Rear-End	0	6	0	Day	Dry	Careless or Negligent Manner
25	16.477	10/31/17	Tue	1813	Angle	0	2	0	Day	Dry	Failed to Yield Right-Of-Way
26	5.620	07/11/17	Tue	1310	Traffic Sign Support	0	0	1	Day	Dry	Ran Off Roadway
27	16.746	02/18/17	Sat	2110	Not Coded	0	0	1	Night	Dry	Not Coded
28	16.060	02/22/17	Wed	1845	Pedestrian	0	1	0	Night	Dry	No Contributing Action
29	3.089	11/16/17	Thu	1435	Guardrail Face	0	1	0	Day	Dry	Careless or Negligent Manner
30	3.089	08/09/17	Wed	1616	Sideswipe	0	2	0	Day	Dry	No Contributing Action
31	16.736	08/15/17	Tue	1400	Pedalcycle	0	0	1	Day	Dry	No Contributing Action
32	16.003	11/29/17	Wed	1040	Not Coded	0	0	1	Day	Dry	No Contributing Action
33	3.899	12/19/17	Tue	2044	Pedalcycle	0	2	0	Night	Dry	No Contributing Action
34	16.675	12/28/17	Thu	1616	Rear-End	0	3	0	Day	Dry	Careless or Negligent Manner
35	0.081	11/30/17	Thu	0516	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
36	3.876	12/07/17	Thu	1538	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
37	2.073	12/28/17	Thu	1400	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
38	16.060	11/29/17	Wed	1810	Left-Turn	0	0	1	Night	Dry	Failed to Yield Right-Of-Way

Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other
38	0	18	20	13	0	4	1	1	3	0	3	1	5	0	6
Percent	*0.00%*	*47.37%*	*52.63%*	*34.21%*	*0.00%*	*10.53%*	*2.63%*	*2.63%*	*7.89%*	*0.00%*	*7.89%*	*2.63%*	*13.16%*	*0.00%*	*15.79%*

Contrib. Cause	Day	Night	Wet	Dry	Careless Driving	FTYRW	Improper Turn	Ran Red Light	Exceeded Speed	Improper Passing	Disreg Cntl Dev	Erratic/ Aggress	Ran off Road	DUI	Wrong Way
Total	26	12	3	35	15	5	1	0	0	0	0	1	1	2	0
Percent	*68.42%*	*31.58%*	*7.89%*	*92.11%*	*39.47%*	*13.16%*	*2.63%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*2.63%*	*2.63%*	*5.26%*	*0.00%*

TOTAL ENTERING VEHICLES/ADT: 16,453

SPOT CRASH RATE: 6.494 CRASHES PER MILLION ENTERING VEHICLES

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 90030000 STATE ROUTE: 5

INTERSECTING ROADWAY: None M.P. 0.000 TO 16.872 ENGINEER: CG

STUDY PERIOD: FROM 1/ 2018 TO 12/ 2018 COUNTY: Monroe

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
1	9.893	07/23/18	Mon	1205	Not Coded	0	5	0	Day	Dry	Failed To Keep In Proper Lane
2	7.845	03/15/18	Thu	1610	Rear-End	0	1	0	Day	Dry	Drove too Fast for Conditions
3	16.708	04/02/18	Mon	1205	Left-Turn	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
4	7.348	03/15/18	Thu	1614	Rear-End	0	0	1	Day	Dry	Followed too Closely
5	16.753	07/12/18	Thu	2125	Rear-End	0	0	1	Night	Dry	Improper Backing
6	16.060	01/13/18	Sat	0800	Other Fixed Object	0	1	0	Day	Dry	No Contributing Action
7	8.829	08/19/18	Sun	2000	Other Non-Collision	1	0	0	Night	Dry	No Contributing Action
8	4.576	11/10/18	Sat	0915	Bridge Rail	0	0	1	Day	Dry	No Contributing Action
9	0.645	01/02/18	Tue	1752	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
10	11.980	03/15/18	Thu	1120	Concrete Traffic Barrier	0	0	1	Night	Dry	Failed To Keep In Proper Lane
11	8.932	04/09/18	Mon	0937	Angle	0	0	1	Day	Dry	Improper Turn
12	10.930	04/12/18	Thu	1009	Sideswipe	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
13	1.918	03/11/18	Sun	1250	Angle	0	2	0	Day	Dry	Failed to Yield Right-Of-Way
14	16.737	02/17/18	Sat	1845	Angle	0	1	0	Night	Dry	Failed to Yield Right-Of-Way
15	0.640	02/27/18	Tue	1916	Left-Turn	0	3	0	Night	Dry	Failed to Yield Right-Of-Way
16	1.021	03/14/18	Wed	1430	Rear-End	0	5	0	Day	Dry	Careless or Negligent Manner
17	13.003	04/23/18	Mon	1635	Not Coded	0	6	0	Day	Dry	No Contributing Action
18	16.060	04/07/18	Sat	1235	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
19	2.899	08/14/18	Tue	1042	Struck by Falling/Shifting Cargo	0	0	1	Day	Dry	Not Coded
20	16.755	07/04/18	Wed	1310	Angle	0	3	0	Day	Dry	Failed to Yield Right-Of-Way
21	11.980	10/19/18	Fri	0250	Parked Motor Vehicle	0	0	1	Night	Dry	Careless or Negligent Manner
22	4.887	08/02/18	Thu	0510	Bridge Rail	0	0	1	Night	Wet	Swerved Or Avoided
23	13.003	04/10/18	Tue	0850	Struck by Falling/Shifting Cargo	0	0	1	Day	Dry	Not Coded
24	4.887	05/25/18	Fri	0714	Concrete Traffic Barrier	0	0	1	Day	Wet	No Contributing Action
25	0.070	03/11/18	Sun	1950	Left-Turn	1	1	0	Night	Dry	Failed To Keep In Proper Lane
26	16.060	06/01/18	Fri	2050	Pedalcycle	0	1	0	Night	Dry	No Contributing Action
27	5.892	06/04/18	Mon	1821	Angle	0	2	0	Day	Dry	Other Contributing Action
28	7.845	07/13/18	Fri	2100	Angle	0	3	0	Night	Dry	Failed To Keep In Proper Lane
29	0.899	10/22/18	Mon	1030	Angle	0	1	0	Day	Dry	Improper Turn
30	16.334	05/17/18	Thu	0145	Not Coded	1	1	0	Night	Dry	Failed To Keep In Proper Lane
31	2.073	05/08/18	Tue	1031	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
32	13.003	09/05/18	Wed	1410	Rear-End	0	4	0	Day	Dry	Careless or Negligent Manner
33	15.107	11/18/18	Sun	2240	Rear-End	0	2	0	Night	Dry	Careless or Negligent Manner
34	16.296	11/09/18	Fri	0451	Pedestrian	1	0	0	Night	Dry	Failed To Keep In Proper Lane
35	0.020	03/14/18	Wed	1227	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
36	7.845	07/06/18	Fri	1438	Angle	0	4	0	Day	Dry	Careless or Negligent Manner
37	8.932	10/31/18	Wed	2051	Rear-End	0	3	0	Night	Dry	Careless or Negligent Manner
38	11.980	09/01/18	Sat	2045	Rear-End	0	4	0	Night	Wet	Careless or Negligent Manner
39	8.932	11/25/18	Sun	1340	Not Coded	0	5	0	Day	Dry	Careless or Negligent Manner
40	2.573	04/04/18	Wed	0520	Embankment	0	0	1	Night	Dry	Not Coded
41	8.932	11/17/18	Sat	0056	Rear-End	0	0	1	Night	Dry	Improper Passing
42	9.893	11/11/18	Sun	2147	Rear-End	0	3	0	Night	Dry	Careless or Negligent Manner
43	5.892	02/20/18	Tue	0915	Sideswipe	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
44	5.715	03/07/18	Wed	1430	Angle	0	2	0	Day	Dry	Failed to Yield Right-Of-Way
45	8.932	05/16/18	Wed	1340	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
46	3.876	06/28/18	Thu	1230	Bridge Rail	0	0	1	Day	Wet	Careless or Negligent Manner
47	8.932	08/13/18	Mon	0725	Rear-End	0	0	1	Day	Dry	Other Contributing Action
48	0.390	06/03/18	Sun	0420	Ditch	0	1	0	Night	Dry	Careless or Negligent Manner
49	1.021	08/23/18	Thu	0025	Other Non-Collision	0	0	1	Night	Dry	Over-Correcting/Over-Steering
50	1.021	08/21/18	Tue	0815	Sideswipe	0	0	1	Day	Dry	Improper Passing
51	1.021	08/24/18	Fri	0955	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
52	0.000	08/07/18	Tue	1225	Angle	0	2	0	Day	Dry	Failed to Yield Right-Of-Way
53	12.607	10/17/18	Wed	1827	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
54	16.060	11/08/18	Thu	1355	Sideswipe	0	0	1	Day	Dry	Careless or Negligent Manner
55	14.025	09/15/18	Sat	1450	Not Coded	0	0	1	Day	Dry	Careless or Negligent Manner
56	0.520	10/27/18	Sat	1415	Other Non-Collision	0	1	0	Day	Dry	No Contributing Action
57	11.980	10/10/18	Wed	0600	Sideswipe	0	0	1	Night	Wet	Not Coded

Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other
57	4	28	27	18	0	10	3	0	5	0	2	1	8	0	5
Percent	*7.02%*	*49.12%*	*47.37%*	*31.58%*	*0.00%*	*17.54%*	*5.26%*	*0.00%*	*8.77%*	*0.00%*	*3.51%*	*1.75%*	*14.04%*	*0.00%*	*8.77%*

Contrib. Cause	Day	Night	Wet	Dry	Careless Driving	FTYRW	Improper Turn	Ran Red Light	Exceeded Speed	Improper Passing	Disreg Cntl Dev	Erratic/ Aggress	Ran off Road	DUI	Wrong Way
Total	35	22	5	52	20	9	2	0	1	2	0	0	0	6	0
Percent	*61.40%*	*38.60%*	*8.77%*	*91.23%*	*35.09%*	*15.79%*	*3.51%*	*0.00%*	*1.75%*	*3.51%*	*0.00%*	*0.00%*	*0.00%*	*10.53%*	*0.00%*

TOTAL ENTERING VEHICLES/ADT: 16,453

SPOT CRASH RATE: 6.494 CRASHES PER MILLION ENTERING VEHICLES

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 90020000 STATE ROUTE: 5

INTERSECTING ROADWAY: None M.P. 0.000 TO 26.548 ENGINEER: CG

STUDY PERIOD: FROM 1/ 2014 TO 12/ 2014 COUNTY: Monroe

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
1	2.293	01/04/14	Sat	2355	Traffic Sign Support	0	0	1	Night	Wet	Careless or Negligent Manner
2	1.461	01/04/14	Sat	1019	Bridge Rail	0	1	0	Day	Wet	Drove too Fast for Conditions
3	0.065	01/12/14	Sun	0830	Angle	0	1	0	Day	Dry	Ran Red Light
4	0.083	01/18/14	Sat	2040	Rear-End	0	3	0	Night	Dry	Careless or Negligent Manner
5	20.490	01/20/14	Mon	1153	Angle	0	2	0	Day	Dry	Improper Turn
6	0.387	01/22/14	Wed	0744	Angle	0	2	0	Day	Dry	Failed to Yield Right-Of-Way
7	15.306	01/28/14	Tue	1720	Angle	0	0	1	Day	Dry	Not Coded
8	1.375	01/29/14	Wed	0407	Tree (Standing)	0	1	0	Night	Wet	Drove too Fast for Conditions
9	4.870	02/03/14	Mon	0730	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
10	6.120	02/05/14	Wed	2035	Pedestrian	0	1	0	Night	Dry	No Contributing Action
11	18.444	02/07/14	Fri	1402	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
12	17.123	02/08/14	Sat	2005	Not Coded	0	2	0	Night	Dry	Failed To Keep In Proper Lane
13	7.973	02/09/14	Sun	0715	Sideswipe	0	1	0	Day	Dry	Improper Passing
14	0.065	02/10/14	Mon	1243	Angle	0	1	0	Day	Dry	Ran Red Light
15	21.711	02/10/14	Mon	1540	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
16	15.481	02/12/14	Wed	1155	Not Coded	0	0	1	Day	Dry	Not Coded
17	4.001	02/13/14	Thu	0705	Sideswipe	0	0	1	Day	Dry	Careless or Negligent Manner
18	19.544	02/15/14	Sat	0945	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
19	6.200	02/16/14	Sun	1658	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
20	0.763	02/17/14	Mon	1615	Pedalcycle	0	1	0	Day	Dry	Careless or Negligent Manner
21	20.490	02/20/14	Thu	0815	Angle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
22	3.395	03/02/14	Sun	0430	Other Non-Collision	0	0	1	Night	Dry	Not Coded
23	7.041	03/02/14	Sun	2015	Rear-End	0	3	0	Night	Dry	Careless or Negligent Manner
24	5.979	03/06/14	Thu	0735	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
25	14.818	03/24/14	Mon	2347	Impact Attenuator/Crash Cushion	0	0	1	Night	Dry	Ran Off Roadway
26	12.120	03/25/14	Tue	1500	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
27	26.206	03/26/14	Wed	1009	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
28	5.920	03/26/14	Wed	1732	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
29	26.040	04/02/14	Wed	1731	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
30	22.450	04/02/14	Wed	1630	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
31	20.490	04/10/14	Thu	1730	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
32	18.175	04/12/14	Sat	0700	Ditch	0	1	0	Night	Dry	Careless or Negligent Manner
33	16.689	04/12/14	Sat	0320	Tree (Standing)	1	1	0	Night	Dry	Failed To Keep In Proper Lane
34	20.490	04/21/14	Mon	0730	Not Coded	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
35	12.434	04/23/14	Wed	1130	Angle	0	2	0	Day	Dry	No Contributing Action
36	19.712	04/23/14	Wed	1803	Other Fixed Object	0	0	1	Day	Dry	No Contributing Action
37	6.116	04/23/14	Wed	1101	Angle	0	0	1	Day	Dry	Failed To Keep In Proper Lane
38	17.689	04/24/14	Thu	1400	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
39	14.818	04/28/14	Mon	0750	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
40	24.517	04/28/14	Mon	1852	Sideswipe	0	1	0	Day	Dry	Improper Passing
41	0.550	04/29/14	Tue	2035	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
42	0.065	05/24/14	Sat	1935	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
43	6.162	05/27/14	Tue	0925	Bridge Rail	0	0	1	Day	Dry	Careless or Negligent Manner
44	6.220	05/29/14	Thu	1745	Angle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
45	5.474	05/31/14	Sat	2330	Sideswipe	0	0	1	Night	Dry	Not Coded
46	0.387	06/03/14	Tue	1438	Angle	0	2	0	Day	Wet	Failed to Yield Right-Of-Way
47	14.820	06/05/14	Thu	0832	Fence	0	0	1	Day	Dry	Failed To Keep In Proper Lane
48	13.818	06/07/14	Sat	1115	Tree (Standing)	0	0	1	Day	Dry	Not Coded
49	0.387	06/13/14	Fri	1600	Sideswipe	0	1	0	Day	Dry	Not Coded
50	22.439	06/17/14	Tue	1614	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
51	1.461	06/19/14	Thu	0015	Utility Pole/Light Support	0	0	1	Night	Dry	Not Coded
52	18.465	06/29/14	Sun	2015	Rear-End	0	0	1	Night	Dry	No Contributing Action
53	18.446	07/05/14	Sat	0121	Tree (Standing)	0	0	1	Night	Dry	Careless or Negligent Manner
54	0.963	07/07/14	Mon	1011	Other Non-Collision	0	1	0	Day	Wet	Other Contributing Action
55	26.186	07/18/14	Fri	1214	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
56	14.818	07/18/14	Fri	0950	Sideswipe	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
57	25.997	07/18/14	Fri	1929	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
58	10.394	07/31/14	Thu	1400	Left-Turn	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
59	1.180	08/02/14	Sat	1530	Overturn/Rollover	0	1	0	Day	Dry	Careless or Negligent Manner
60	18.965	08/04/14	Mon	1957	Head-On	0	1	0	Night	Dry	Failed To Keep In Proper Lane
61	2.133	08/07/14	Thu	1830	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
62	10.937	08/10/14	Sun	1410	Not Coded	0	3	0	Day	Dry	Failed To Keep In Proper Lane
63	25.996	08/14/14	Thu	0014	Rear-End	0	1	0	Night	Dry	Careless or Negligent Manner
64	22.439	09/05/14	Fri	1405	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
65	22.357	09/10/14	Wed	1015	Rear-End	0	2	0	Day	Wet	Careless or Negligent Manner
66	16.461	09/16/14	Tue	0600	Traffic Sign Support	0	0	1	Night	Dry	Failed To Keep In Proper Lane
67	6.047	09/16/14	Tue	1540	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
68	25.997	09/16/14	Tue	2011	Left-Turn	0	0	1	Night	Dry	Failed to Yield Right-Of-Way
69	0.349	09/19/14	Fri	1849	Rear-End	0	0	1	Day	Dry	Followed too Closely
70	6.160	09/21/14	Sun	1435	Rear-End	0	2	0	Day	Dry	Erratic, Reckless or Aggressive
71	0.065	09/21/14	Sun	0656	Pedalcycle	0	1	0	Day	Wet	No Contributing Action
72	0.387	09/22/14	Mon	0705	Rear-End	0	1	0	Day	Dry	Other Contributing Action
73	1.461	09/23/14	Tue	2148	Concrete Traffic Barrier	0	0	1	Night	Wet	No Contributing Action
74	17.965	09/24/14	Wed	1745	Rear-End	0	1	0	Night	Dry	Followed too Closely
75	5.283	09/26/14	Fri	2004	Pedalcycle	0	2	0	Night	Dry	No Contributing Action
76	18.953	09/29/14	Mon	1340	Traffic Sign Support	0	0	1	Day	Dry	Failed To Keep In Proper Lane
77	0.065	10/09/14	Thu	0603	Angle	0	1	0	Night	Dry	Ran Red Light
78	16.858	10/11/14	Sat	2138	Left-Turn	0	0	1	Night	Dry	Failed to Yield Right-Of-Way
79	0.763	10/12/14	Sun	2010	Immersion	0	0	1	Night	Wet	Improper Backing
80	23.981	10/13/14	Mon	1425	Angle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
81	0.388	10/13/14	Mon	1918	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 90020000 STATE ROUTE: 5

INTERSECTING ROADWAY: None M.P. 0.000 TO 26.548 ENGINEER: CG

STUDY PERIOD: FROM 1/ 2014 TO 12/ 2014 COUNTY: Monroe

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
82	18.446	10/18/14	Sat	1220	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
83	23.686	10/25/14	Sat	1755	Angle	1	0	0	Day	Dry	Failed to Yield Right-Of-Way
84	20.509	10/26/14	Sun	0215	Rear-End	0	6	0	Night	Dry	Followed too Closely
85	17.770	11/03/14	Mon	1000	Fence	0	2	0	Day	Dry	No Contributing Action
86	1.470	11/06/14	Thu	1504	Not Coded	0	0	1	Day	Dry	Not Coded
87	6.764	11/06/14	Thu	1030	Parked Motor Vehicle	0	1	0	Day	Dry	Careless or Negligent Manner
88	26.244	11/07/14	Fri	0950	Rear-End	0	6	0	Day	Dry	Careless or Negligent Manner
89	25.540	11/10/14	Mon	1939	Left-Turn	0	0	1	Night	Dry	Failed to Yield Right-Of-Way
90	5.925	11/21/14	Fri	0700	Angle	0	0	1	Day	Wet	Careless or Negligent Manner
91	20.838	11/22/14	Sat	0700	Traffic Sign Support	0	0	1	Day	Wet	Failed To Keep In Proper Lane
92	16.880	11/23/14	Sun	0615	Traffic Sign Support	0	1	0	Night	Dry	Drove too Fast for Conditions
93	2.763	11/25/14	Tue	0958	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
94	16.461	11/26/14	Wed	1050	Other Post, Pole Or Support	0	0	1	Day	Dry	Failed To Keep In Proper Lane
95	6.162	11/29/14	Sat	1609	Pedalcycle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
96	0.550	12/03/14	Wed	1815	Angle	0	0	1	Day	Dry	Not Coded
97	26.073	12/04/14	Thu	2351	Animal	0	1	0	Night	Dry	No Contributing Action
98	11.318	12/05/14	Fri	1218	Tree (Standing)	0	0	1	Day	Dry	Not Coded
99	18.156	12/06/14	Sat	0114	Rear-End	0	0	1	Night	Dry	Not Coded
100	0.387	12/08/14	Mon	1250	Angle	0	3	0	Day	Dry	Failed to Yield Right-Of-Way
101	0.531	12/09/14	Tue	0035	Embankment	0	0	1	Night	Dry	Ran Off Roadway
102	16.499	12/16/14	Tue	1450	Other Traffic Barrier	0	0	1	Day	Dry	Failed To Keep In Proper Lane
103	25.788	12/22/14	Mon	0645	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
104	0.763	12/22/14	Mon	1740	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
105	0.839	12/24/14	Wed	0642	Guardrail Face	0	0	1	Day	Dry	Failed To Keep In Proper Lane
106	6.162	12/25/14	Thu	1415	Other Non-Collision	0	1	0	Day	Dry	Other Contributing Action
107	11.620	12/28/14	Sun	1314	Pedalcycle	1	0	0	Day	Dry	Failed To Keep In Proper Lane
108	20.720	12/30/14	Tue	1520	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
109	0.503	12/30/14	Tue	1015	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner

Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other
109	3	62	45	36	1	20	4	0	7	0	6	1	23	0	5
Percent	*2.75%*	*56.88%*	*41.28%*	*33.03%*	*0.92%*	*18.35%*	*3.67%*	*0.00%*	*6.42%*	*0.00%*	*5.50%*	*0.92%*	*21.10%*	*0.00%*	*4.59%*
Contrib. Cause	Day	Night	Wet	Dry	Careless Driving	FTYRW	Improper Turn	Ran Red Light	Exceeded Speed	Improper Passing	Disreg Cntl Dev	Erratic/ Aggress	Ran off Road	DUI	Wrong Way
Total	78	31	11	98	38	18	1	3	3	2	0	1	2	11	0
Percent	*71.56%*	*28.44%*	*10.09%*	*89.91%*	*34.86%*	*16.51%*	*0.92%*	*2.75%*	*2.75%*	*1.83%*	*0.00%*	*0.92%*	*1.83%*	*10.09%*	*0.00%*

TOTAL ENTERING VEHICLES/ADT: 20,116

SPOT CRASH RATE: 14.845 CRASHES PER MILLION ENTERING VEHICLES

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 90020000 STATE ROUTE: 5

INTERSECTING ROADWAY: None M.P. 0.000 TO 26.548 ENGINEER: CG

STUDY PERIOD: FROM 1/ 2015 TO 12/ 2015 COUNTY: Monroe

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
1	20.282	01/02/15	Fri	1125	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
2	16.775	01/03/15	Sat	0059	Overturn/Rollover	0	3	0	Night	Wet	Failed To Keep In Proper Lane
3	25.997	01/06/15	Tue	1730	Sideswipe	0	0	1	Day	Dry	Improper Turn
4	0.193	01/08/15	Thu	1400	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
5	2.463	01/09/15	Fri	1100	Other Post, Pole Or Support	0	1	0	Day	Dry	Careless or Negligent Manner
6	4.627	01/11/15	Sun	1607	Overturn/Rollover	0	2	0	Day	Dry	Careless or Negligent Manner
7	19.934	01/14/15	Wed	0056	Rear-End	0	1	0	Night	Dry	No Contributing Action
8	0.065	01/14/15	Wed	1257	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
9	4.965	01/15/15	Thu	2149	Concrete Traffic Barrier	0	0	1	Night	Dry	Failed To Keep In Proper Lane
10	26.025	01/15/15	Thu	0940	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
11	22.467	01/18/15	Sun	1545	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
12	0.763	01/25/15	Sun	1400	Angle	0	2	0	Day	Dry	Improper Turn
13	0.550	01/27/15	Tue	1037	Angle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
14	22.348	01/27/15	Tue	0710	Traffic Sign Support	0	1	0	Night	Dry	Failed To Keep In Proper Lane
15	25.997	01/31/15	Sat	0911	Left-Turn	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
16	23.592	02/01/15	Sun	0915	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
17	1.461	02/02/15	Mon	1907	Other Non-Collision	0	1	0	Night	Dry	No Contributing Action
18	15.353	02/05/15	Thu	1355	Rear-End	0	1	0	Day	Wet	Careless or Negligent Manner
19	25.827	02/06/15	Fri	0646	Pedestrian	0	1	0	Night	Dry	Failed To Keep In Proper Lane
20	6.048	02/07/15	Sat	1810	Rear-End	0	2	0	Night	Dry	Followed too Closely
21	12.434	02/07/15	Sat	2016	Angle	0	0	1	Night	Dry	Ran Stop Sign
22	4.813	02/07/15	Sat	0130	Tree (Standing)	0	0	1	Night	Dry	Careless or Negligent Manner
23	0.531	02/09/15	Mon	1157	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
24	25.246	02/12/15	Thu	1153	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
25	16.877	02/13/15	Fri	2045	Guardrail Face	0	2	0	Night	Dry	Careless or Negligent Manner
26	4.155	02/14/15	Sat	2025	Other Fixed Object	0	1	0	Night	Dry	Other Contributing Action
27	22.467	02/16/15	Mon	1700	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
28	23.977	02/17/15	Tue	0245	Tree (Standing)	0	0	1	Night	Dry	Exceed Posted Speed
29	0.387	02/25/15	Wed	1958	Angle	0	0	1	Night	Dry	Failed to Yield Right-Of-Way
30	5.690	02/27/15	Fri	1055	Pedalcycle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
31	18.459	03/04/15	Wed	0926	Rear-End	0	0	1	Day	Dry	No Contributing Action
32	14.108	03/08/15	Sun	1510	Other Post, Pole Or Support	0	0	1	Day	Dry	Not Coded
33	22.939	03/10/15	Tue	1946	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
34	22.430	03/13/15	Fri	1510	Not Coded	0	0	1	Day	Dry	Failed To Keep In Proper Lane
35	0.559	03/16/15	Mon	0855	Other Non-Collision	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
36	0.387	03/17/15	Tue	1830	Rear-End	0	1	0	Day	Dry	Followed too Closely
37	2.499	03/17/15	Tue	0456	Other Fixed Object	0	0	1	Night	Dry	Ran Off Roadway
38	4.501	03/17/15	Tue	1828	Rear-End	0	1	0	Day	Dry	Followed too Closely
39	4.501	03/17/15	Tue	1814	Head-On	1	4	0	Day	Dry	No Contributing Action
40	0.387	03/19/15	Thu	1750	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
41	25.540	03/23/15	Mon	1519	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
42	11.852	03/27/15	Fri	2055	Other Non-Collision	0	2	0	Night	Wet	Careless or Negligent Manner
43	23.988	03/27/15	Fri	1510	Overturn/Rollover	0	0	1	Day	Dry	Swerved Or Avoided
44	22.429	03/29/15	Sun	1845	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
45	22.783	03/30/15	Mon	1850	Animal	0	0	1	Day	Dry	No Contributing Action
46	22.211	04/03/15	Fri	1816	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
47	6.162	04/10/15	Fri	2223	Left-Turn	0	1	0	Night	Dry	Careless or Negligent Manner
48	22.611	04/13/15	Mon	1414	Rear-End	0	3	0	Day	Dry	Careless or Negligent Manner
49	17.392	04/13/15	Mon	0815	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
50	21.725	04/15/15	Wed	0042	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
51	26.025	04/17/15	Fri	0700	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
52	22.646	04/17/15	Fri	1735	Fence	0	0	1	Day	Dry	Careless or Negligent Manner
53	14.818	04/20/15	Mon	1449	Angle	0	4	0	Day	Dry	Failed to Yield Right-Of-Way
54	18.389	04/23/15	Thu	1455	Sideswipe	0	0	1	Day	Dry	Improper Passing
55	11.931	04/26/15	Sun	1410	Ditch	0	0	1	Day	Dry	Failed To Keep In Proper Lane
56	6.076	04/30/15	Thu	0400	Sideswipe	0	0	1	Night	Dry	No Contributing Action
57	25.684	05/01/15	Fri	0221	Pedestrian	0	1	0	Night	Dry	No Contributing Action
58	23.981	05/02/15	Sat	1425	Angle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
59	13.434	05/07/15	Thu	0757	Overturn/Rollover	0	0	1	Day	Dry	Ran Off Roadway
60	14.837	05/08/15	Fri	1254	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
61	17.354	05/15/15	Fri	0638	Pedestrian	0	1	0	Night	Dry	Careless or Negligent Manner
62	26.247	05/16/15	Sat	0905	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
63	0.065	05/17/15	Sun	1145	Left-Turn	0	0	1	Day	Dry	Drove too Fast for Conditions
64	0.065	05/18/15	Mon	0706	Angle	0	0	1	Day	Dry	Ran Red Light
65	20.447	05/21/15	Thu	1526	Left-Turn	0	0	1	Day	Dry	Careless or Negligent Manner
66	0.065	05/23/15	Sat	1301	Overturn/Rollover	0	2	0	Day	Other	Over-Correcting/Over-Steering
67	11.901	06/07/15	Sun	0424	Rear-End	0	0	1	Night	Dry	Erratic, Reckless or Aggressive
68	20.433	06/11/15	Thu	1155	Other Fixed Object	0	1	0	Day	Dry	Careless or Negligent Manner
69	0.000	06/21/15	Sun	2200	Overturn/Rollover	0	1	0	Night	Dry	Other Contributing Action
70	12.586	06/25/15	Thu	1639	Angle	0	4	0	Day	Dry	Careless or Negligent Manner
71	25.997	06/27/15	Sat	1313	Pedalcycle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
72	0.172	06/30/15	Tue	1650	Curb	0	1	0	Day	Dry	Over-Correcting/Over-Steering
73	5.972	07/02/15	Thu	1151	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
74	0.387	07/03/15	Fri	1418	Angle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
75	25.540	07/04/15	Sat	1551	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
76	21.476	07/05/15	Sun	0503	Parked Motor Vehicle	0	0	1	Night	Dry	Not Coded
77	26.073	07/12/15	Sun	1130	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
78	0.550	07/14/15	Tue	1736	Pedalcycle	0	1	0	Day	Dry	Careless or Negligent Manner
79	23.726	07/16/15	Thu	2256	Angle	0	0	1	Night	Dry	Failed To Keep In Proper Lane

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 90020000 STATE ROUTE: 5
INTERSECTING ROADWAY: None M.P. 0.000 TO 26.548 ENGINEER: CG
STUDY PERIOD: FROM 1/ 2015 TO 12/ 2015 COUNTY: Monroe

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
80	18.446	07/31/15	Fri	0635	Traffic Sign Support	0	0	1	Night	Dry	Failed To Keep In Proper Lane
81	15.323	08/15/15	Sat	1111	Utility Pole/Light Support	0	1	0	Day	Dry	Careless or Negligent Manner
82	0.387	08/16/15	Sun	1814	Rear-End	0	0	1	Day	Dry	No Contributing Action
83	6.783	08/18/15	Tue	1550	Not Coded	0	1	0	Day	Dry	Not Coded
84	5.430	08/22/15	Sat	0627	Angle	0	2	0	Night	Dry	Failed to Yield Right-Of-Way
85	22.230	08/22/15	Sat	1225	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
86	4.650	08/23/15	Sun	0054	Guardrail Face	3	5	0	Night	Dry	Failed To Keep In Proper Lane
87	22.495	08/29/15	Sat	1648	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
88	20.720	08/31/15	Mon	0800	Utility Pole/Light Support	0	1	0	Day	Dry	Failed To Keep In Proper Lane
89	0.065	09/14/15	Mon	1230	Sideswipe	0	0	1	Day	Dry	Improper Turn
90	25.559	09/15/15	Tue	1218	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
91	18.726	09/27/15	Sun	1955	Tree (Standing)	0	0	1	Night	Wet	Drove too Fast for Conditions
92	0.550	09/28/15	Mon	0710	Angle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
93	14.837	10/02/15	Fri	1525	Rear-End	0	0	1	Day	Dry	Followed too Closely
94	26.195	10/08/15	Thu	1654	Angle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
95	6.453	10/11/15	Sun	0125	Tree (Standing)	0	0	1	Night	Dry	Careless or Negligent Manner
96	26.227	10/11/15	Sun	1010	Pedalcycle	0	1	0	Day	Dry	No Contributing Action
97	0.550	10/15/15	Thu	0750	Angle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
98	2.763	10/20/15	Tue	0636	Other Fixed Object	0	1	0	Night	Dry	No Contributing Action
99	12.434	10/20/15	Tue	0747	Rear-End	0	0	1	Day	Dry	Other Contributing Action
100	20.635	10/23/15	Fri	1236	Angle	0	2	0	Day	Dry	Failed To Keep In Proper Lane
101	4.001	10/27/15	Tue	1450	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
102	0.065	11/01/15	Sun	0345	Not Coded	0	0	1	Night	Dry	Not Coded
103	0.000	11/01/15	Sun	0042	Guardrail End	0	0	1	Night	Dry	Careless or Negligent Manner
104	5.803	11/05/15	Thu	0901	Not Coded	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
105	18.183	11/08/15	Sun	0420	Guardrail End	0	0	1	Night	Dry	Failed To Keep In Proper Lane
106	11.806	11/09/15	Mon	1645	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
107	25.959	11/11/15	Wed	1130	Pedalcycle	0	1	0	Day	Dry	Careless or Negligent Manner
108	23.592	11/14/15	Sat	1842	Not Coded	0	0	1	Night	Dry	Erratic, Reckless or Aggressive
109	25.445	11/16/15	Mon	0723	Angle	0	2	0	Day	Wet	Failed to Yield Right-Of-Way
110	12.434	11/29/15	Sun	0000	Left-Turn	0	1	0	Night	Dry	Failed to Yield Right-Of-Way
111	22.802	12/01/15	Tue	1234	Angle	0	2	0	Day	Dry	Failed to Yield Right-Of-Way
112	5.158	12/01/15	Tue	1640	Not Coded	0	0	1	Day	Dry	Not Coded
113	23.943	12/02/15	Wed	1150	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
114	18.194	12/03/15	Thu	1610	Angle	0	0	1	Day	Wet	Drove too Fast for Conditions
115	5.294	12/03/15	Thu	1802	Not Coded	0	0	1	Night	Wet	Not Coded
116	11.234	12/04/15	Fri	1735	Left-Turn	0	3	0	Night	Wet	Improper Turn
117	0.387	12/05/15	Sat	0830	Pedalcycle	0	1	0	Day	Wet	Other Contributing Action
118	0.387	12/05/15	Sat	0900	Rear-End	0	0	1	Day	Wet	Other Contributing Action
119	10.630	12/10/15	Thu	1815	Pedalcycle	0	1	0	Night	Dry	Careless or Negligent Manner
120	17.490	12/13/15	Sun	1616	Rear-End	0	1	0	Day	Wet	Careless or Negligent Manner
121	0.368	12/18/15	Fri	1705	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
122	23.284	12/21/15	Mon	1832	Rear-End	0	1	0	Night	Dry	Careless or Negligent Manner
123	2.999	12/21/15	Mon	0348	Overturn/Rollover	0	0	1	Night	Wet	No Contributing Action
124	25.540	12/24/15	Thu	1200	Rear-End	0	1	0	Day	Dry	Followed too Closely
125	13.534	12/26/15	Sat	1402	Pedalcycle	0	1	0	Day	Dry	Failed To Keep In Proper Lane
126	26.097	12/26/15	Sat	1045	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
127	26.067	12/27/15	Sun	1036	Not Coded	1	0	0	Day	Dry	Careless or Negligent Manner
128	25.245	12/28/15	Mon	2137	Other Post, Pole Or Support	0	1	0	Night	Dry	Ran Off Roadway
129	22.649	12/29/15	Tue	2125	Rear-End	0	4	0	Night	Dry	Careless or Negligent Manner
130	4.655	12/30/15	Wed	1225	Angle	0	2	0	Day	Dry	Careless or Negligent Manner

Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other
130	3	64	65	43	1	21	6	0	5	0	11	1	23	0	8
Percent	*2.31%*	*49.23%*	*50.00%*	*33.08%*	*0.77%*	*16.15%*	*4.62%*	*0.00%*	*3.85%*	*0.00%*	*8.46%*	*0.77%*	*17.69%*	*0.00%*	*6.15%*

Contrib. Cause	Day	Night	Wet	Dry	Careless Driving	FTYRW	Improper Turn	Ran Red Light	Exceeded Speed	Improper Passing	Disreg Cntl Dev	Erratic/ Aggress	Ran off Road	DUI	Wrong Way
Total	87	43	13	116	51	19	4	1	4	1	0	2	3	18	0
Percent	*66.92%*	*33.08%*	*10.00%*	*89.23%*	*39.23%*	*14.62%*	*3.08%*	*0.77%*	*3.08%*	*0.77%*	*0.00%*	*1.54%*	*2.31%*	*13.85%*	*0.00%*

TOTAL ENTERING VEHICLES/ADT: 21,163

SPOT CRASH RATE: 16.830 CRASHES PER MILLION ENTERING VEHICLES

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 90020000 STATE ROUTE: 5

INTERSECTING ROADWAY: None M.P. 0.000 TO 26.548 ENGINEER: CG

STUDY PERIOD: FROM 1/ 2016 TO 12/ 2016 COUNTY: Monroe

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
1	22.954	01/02/16	Sat	1103	Angle	0	2	0	Day	Dry	Careless or Negligent Manner
2	25.994	01/03/16	Sun	1253	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
3	22.214	01/04/16	Mon	1133	Angle	1	6	0	Day	Dry	Failed to Yield Right-Of-Way
4	15.481	01/06/16	Wed	1340	Struck by Falling/Shifting Cargo	0	0	1	Day	Dry	Not Coded
5	0.000	01/08/16	Fri	1510	Other Post, Pole Or Support	0	1	0	Day	Dry	Other Contributing Action
6	22.311	01/16/16	Sat	2254	Other Non-Collision	0	1	0	Night	Wet	Failed To Keep In Proper Lane
7	25.992	01/18/16	Mon	1200	Sideswipe	0	1	0	Day	Dry	Other Contributing Action
8	0.000	01/22/16	Fri	1325	Tree (Standing)	0	0	1	Day	Wet	No Contributing Action
9	22.604	01/22/16	Fri	1630	Rear-End	0	2	0	Day	Wet	Careless or Negligent Manner
10	0.550	01/28/16	Thu	1643	Angle	0	0	1	Day	Dry	Failed To Keep In Proper Lane
11	25.997	01/30/16	Sat	1452	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
12	17.582	01/31/16	Sun	1545	Tree (Standing)	0	0	1	Day	Dry	Failed To Keep In Proper Lane
13	14.409	01/31/16	Sun	1045	Angle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
14	15.376	02/05/16	Fri	2025	Rear-End	0	2	0	Night	Dry	Careless or Negligent Manner
15	8.411	02/07/16	Sun	2300	Other Non-Fixed Object	0	0	1	Night	Dry	Not Coded
16	5.975	02/07/16	Sun	0650	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
17	21.987	02/11/16	Thu	1450	Not Coded	0	2	0	Day	Dry	Failed To Keep In Proper Lane
18	11.974	02/13/16	Sat	1742	Ditch	0	0	1	Night	Dry	Careless or Negligent Manner
19	0.112	02/14/16	Sun	0442	Left-Turn	0	3	0	Night	Dry	Ran Red Light
20	9.815	02/14/16	Sun	2354	Parked Motor Vehicle	0	0	1	Night	Dry	Failed To Keep In Proper Lane
21	26.292	02/20/16	Sat	1430	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
22	23.592	02/24/16	Wed	1843	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
23	0.990	02/25/16	Thu	1730	Rear-End	0	5	0	Night	Dry	Other Contributing Action
24	17.538	02/27/16	Sat	0041	Other Non-Collision	0	0	1	Night	Dry	Failed To Keep In Proper Lane
25	17.702	02/27/16	Sat	1940	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
26	23.981	03/02/16	Wed	1834	Ditch	0	1	0	Day	Dry	Failed To Keep In Proper Lane
27	0.387	03/08/16	Tue	0803	Left-Turn	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
28	15.460	03/08/16	Tue	1628	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
29	16.385	03/09/16	Wed	0430	Tree (Standing)	0	1	0	Night	Dry	Exceed Posted Speed
30	17.690	03/10/16	Thu	2338	Angle	0	0	1	Night	Dry	Failed to Yield Right-Of-Way
31	17.465	03/11/16	Fri	1735	Rear-End	0	1	0	Day	Dry	Followed too Closely
32	16.493	03/12/16	Sat	0500	Tree (Standing)	0	1	0	Night	Dry	Careless or Negligent Manner
33	0.763	03/12/16	Sat	2027	Angle	0	3	0	Night	Dry	Failed to Yield Right-Of-Way
34	6.774	03/14/16	Mon	1537	Tree (Standing)	0	0	1	Day	Dry	Drove too Fast for Conditions
35	0.056	03/19/16	Sat	1213	Rear-End	0	1	0	Day	Dry	Followed too Closely
36	16.433	03/20/16	Sun	1134	Other Non-Fixed Object	0	0	1	Day	Dry	Ran Off Roadway
37	24.997	03/22/16	Tue	2057	Rear-End	0	2	0	Night	Dry	Careless or Negligent Manner
38	3.774	03/26/16	Sat	0945	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
39	20.462	03/28/16	Mon	1515	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
40	1.763	03/28/16	Mon	2355	Rear-End	0	4	0	Night	Dry	Careless or Negligent Manner
41	6.010	03/31/16	Thu	0805	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
42	19.622	04/03/16	Sun	1109	Overturn/Rollover	1	0	0	Day	Dry	Failed To Keep In Proper Lane
43	25.912	04/05/16	Tue	0941	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
44	26.247	04/05/16	Tue	1800	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
45	22.967	04/10/16	Sun	2015	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
46	0.387	04/15/16	Fri	1835	Rear-End	0	0	1	Day	Dry	Not Coded
47	22.481	04/18/16	Mon	1430	Fence	0	1	0	Day	Dry	Failed To Keep In Proper Lane
48	0.757	04/18/16	Mon	1730	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
49	16.423	04/21/16	Thu	1710	Embankment	0	1	0	Day	Wet	Followed too Closely
50	18.546	04/22/16	Fri	0820	Other Post, Pole Or Support	0	1	0	Day	Dry	Careless or Negligent Manner
51	20.470	04/26/16	Tue	1743	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
52	6.029	04/27/16	Wed	1617	Angle	0	0	1	Day	Dry	Improper Turn
53	20.585	04/28/16	Thu	1325	Sideswipe	0	0	1	Day	Dry	Careless or Negligent Manner
54	26.277	04/28/16	Thu	0945	Right-Turn	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
55	25.897	05/02/16	Mon	1453	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
56	7.162	05/04/16	Wed	1230	Rear-End	0	1	0	Day	Dry	Not Coded
57	0.000	05/07/16	Sat	1110	Overturn/Rollover	0	1	0	Day	Dry	Ran Off Roadway
58	25.459	05/09/16	Mon	1657	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
59	22.078	05/10/16	Tue	0925	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
60	25.902	05/14/16	Sat	1541	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
61	26.548	05/21/16	Sat	1925	Impact Attenuator/Crash Cushion	0	0	1	Day	Dry	No Contributing Action
62	26.188	05/22/16	Sun	0753	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
63	11.303	06/08/16	Wed	0650	Utility Pole/Light Support	0	0	1	Day	Wet	Drove too Fast for Conditions
64	6.143	06/08/16	Wed	1910	Right-Turn	0	0	1	Night	Wet	Failed to Yield Right-Of-Way
65	4.813	06/09/16	Thu	0825	Rear-End	0	1	0	Day	Wet	Erratic, Reckless or Aggressive
66	23.592	06/14/16	Tue	1424	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
67	25.808	06/18/16	Sat	1307	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
68	16.619	06/21/16	Tue	1840	Left-Turn	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
69	15.467	06/22/16	Wed	1040	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
70	20.390	06/26/16	Sun	1647	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
71	26.276	06/28/16	Tue	1528	Rear-End	0	4	0	Day	Dry	Careless or Negligent Manner
72	20.490	06/30/16	Thu	0827	Angle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
73	0.387	06/30/16	Thu	2125	Left-Turn	0	1	0	Night	Dry	Failed to Yield Right-Of-Way
74	12.352	07/06/16	Wed	1645	Guardrail Face	0	0	1	Day	Dry	Careless or Negligent Manner
75	23.586	07/13/16	Wed	0740	Ditch	0	0	1	Day	Dry	Careless or Negligent Manner
76	14.875	07/16/16	Sat	2121	Guardrail End	0	0	1	Night	Dry	Failed To Keep In Proper Lane
77	16.487	07/17/16	Sun	2358	Animal	0	0	1	Night	Dry	Exceed Posted Speed
78	25.497	07/21/16	Thu	1441	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
79	18.351	07/22/16	Fri	0010	Utility Pole/Light Support	0	1	0	Night	Dry	No Contributing Action

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 90020000 STATE ROUTE: 5
INTERSECTING ROADWAY: None M.P. 0.000 TO 26.548 ENGINEER: CG
STUDY PERIOD: FROM 1/ 2016 TO 12/ 2016 COUNTY: Monroe

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
80	0.263	07/23/16	Sat	1008	Other Fixed Object	0	0	1	Day	Dry	Failed To Keep In Proper Lane
81	22.486	07/23/16	Sat	1112	Angle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
82	24.481	07/26/16	Tue	1830	Head-On	0	5	0	Day	Dry	Failed To Keep In Proper Lane
83	12.458	07/27/16	Wed	1600	Angle	0	0	1	Day	Dry	Careless or Negligent Manner
84	10.384	07/28/16	Thu	1405	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
85	14.974	07/28/16	Thu	0130	Ditch	0	1	0	Night	Dry	Ran Off Roadway
86	10.483	08/01/16	Mon	2043	Rear-End	1	2	0	Night	Dry	Careless or Negligent Manner
87	0.470	08/02/16	Tue	2056	Head-On	0	2	0	Night	Wet	Failed To Keep In Proper Lane
88	0.763	08/02/16	Tue	1053	Angle	0	0	1	Day	Dry	Ran Stop Sign
89	15.818	08/05/16	Fri	2241	Sideswipe	0	2	0	Night	Dry	Failed To Keep In Proper Lane
90	25.997	08/06/16	Sat	1345	Left-Turn	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
91	0.000	08/11/16	Thu	2143	Other Fixed Object	0	1	0	Night	Dry	Careless or Negligent Manner
92	23.592	08/13/16	Sat	1342	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
93	0.970	08/24/16	Wed	0000	Tree (Standing)	0	0	1	Night	Wet	Failed To Keep In Proper Lane
94	23.974	09/04/16	Sun	1512	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
95	2.550	09/04/16	Sun	0830	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
96	6.162	09/05/16	Mon	0545	Sideswipe	0	0	1	Night	Dry	Not Coded
97	22.720	09/09/16	Fri	2214	Angle	0	2	0	Night	Dry	Failed to Yield Right-Of-Way
98	6.162	09/17/16	Sat	1607	Angle	0	2	0	Day	Dry	Ran Stop Sign
99	25.928	09/17/16	Sat	0152	Guardrail Face	0	0	1	Night	Dry	No Contributing Action
100	8.411	09/18/16	Sun	0454	Rear-End	0	0	1	Night	Dry	Erratic, Reckless or Aggressive
101	25.959	09/23/16	Fri	1445	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
102	2.499	10/04/16	Tue	0835	Ditch	0	0	1	Day	Dry	Other Contributing Action
103	12.434	10/06/16	Thu	1854	Angle	0	3	0	Night	Wet	Improper Passing
104	17.677	10/10/16	Mon	0815	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
105	11.474	10/18/16	Tue	1745	Other Non-Collision	0	0	1	Day	Dry	No Contributing Action
106	18.194	10/21/16	Fri	0811	Angle	0	3	0	Day	Dry	Failed to Yield Right-Of-Way
107	25.379	10/22/16	Sat	1920	Rear-End	0	0	1	Night	Dry	Not Coded
108	0.037	10/24/16	Mon	1355	Rear-End	0	0	1	Day	Dry	Followed too Closely
109	4.974	10/27/16	Thu	1827	Sideswipe	0	0	1	Day	Wet	Failed To Keep In Proper Lane
110	25.902	10/27/16	Thu	1708	Rear-End	0	1	0	Day	Wet	Careless or Negligent Manner
111	22.859	10/30/16	Sun	0504	Other Non-Collision	0	0	1	Night	Wet	Failed To Keep In Proper Lane
112	19.974	10/31/16	Mon	0800	Rear-End	0	3	0	Day	Dry	No Contributing Action
113	16.711	11/01/16	Tue	1621	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
114	26.006	11/03/16	Thu	1835	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
115	20.105	11/04/16	Fri	0801	Angle	0	0	1	Day	Dry	Careless or Negligent Manner
116	16.868	11/11/16	Fri	0934	Angle	0	2	0	Day	Dry	Careless or Negligent Manner
117	10.443	11/15/16	Tue	1715	Angle	0	0	1	Night	Wet	Failed to Yield Right-Of-Way
118	25.997	11/22/16	Tue	1550	Rear-End	0	0	1	Day	Dry	Not Coded
119	3.395	11/27/16	Sun	2029	Fence	0	0	1	Night	Dry	Careless or Negligent Manner
120	0.065	11/30/16	Wed	1945	Parked Motor Vehicle	0	0	1	Night	Dry	Careless or Negligent Manner
121	6.662	12/01/16	Thu	0733	Rear-End	0	1	0	Day	Dry	Drove too Fast for Conditions
122	26.498	12/02/16	Fri	2331	Angle	0	0	1	Night	Dry	No Contributing Action
123	21.254	12/05/16	Mon	1225	Struck by Falling/Shifting Cargo	0	0	1	Day	Dry	No Contributing Action
124	5.758	12/06/16	Tue	0017	Other Post, Pole Or Support	0	0	1	Night	Dry	Careless or Negligent Manner
125	2.499	12/08/16	Thu	0717	Other Non-Collision	0	0	1	Day	Dry	No Contributing Action
126	26.302	12/09/16	Fri	1830	Pedestrian	1	0	0	Night	Dry	No Contributing Action
127	26.027	12/10/16	Sat	0923	Pedestrian	0	1	0	Day	Dry	Careless or Negligent Manner
128	16.399	12/15/16	Thu	1234	Overturn/Rollover	0	0	1	Day	Dry	Other Contributing Action
129	20.664	12/17/16	Sat	1209	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
130	12.453	12/19/16	Mon	1056	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
131	25.988	12/20/16	Tue	1505	Rear-End	0	1	0	Day	Wet	Careless or Negligent Manner
132	21.254	12/26/16	Mon	0210	Rear-End	0	0	1	Night	Dry	Not Coded
133	18.370	12/29/16	Thu	1800	Struck by Falling/Shifting Cargo	0	0	1	Night	Dry	Not Coded
134	13.120	12/30/16	Fri	0900	Angle	1	5	0	Day	Dry	Failed To Keep In Proper Lane
135	11.401	12/31/16	Sat	0028	Sideswipe	0	1	0	Night	Dry	Improper Passing

Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other
135	5	55	78	51	2	23	5	2	8	0	2	2	25	0	1
Percent	*3.70%*	*40.74%*	*57.78%*	*37.78%*	*1.48%*	*17.04%*	*3.70%*	*1.48%*	*5.93%*	*0.00%*	*1.48%*	*1.48%*	*18.52%*	*0.00%*	*0.74%*

Contrib. Cause	Day	Night	Wet	Dry	Careless Driving	FTYRW	Improper Turn	Ran Red Light	Exceeded Speed	Improper Passing	Disreg Cntl Dev	Erratic/ Aggress	Ran off Road	DUI	Wrong Way
Total	90	45	17	118	53	18	1	1	5	2	0	2	3	12	0
Percent	*66.67%*	*33.33%*	*12.59%*	*87.41%*	*39.26%*	*13.33%*	*0.74%*	*0.74%*	*3.70%*	*1.48%*	*0.00%*	*1.48%*	*2.22%*	*8.89%*	*0.00%*

TOTAL ENTERING VEHICLES/ADT: 19,930

SPOT CRASH RATE: 18.558 CRASHES PER MILLION ENTERING VEHICLES

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 90020000 STATE ROUTE: 5

INTERSECTING ROADWAY: None M.P. 0.000 TO 26.548 ENGINEER: CG

STUDY PERIOD: FROM 1/ 2017 TO 12/ 2017 COUNTY: Monroe

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
1	6.153	01/02/17	Mon	0926	Angle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
2	22.925	01/04/17	Wed	1827	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
3	12.458	01/07/17	Sat	1129	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
4	15.441	01/11/17	Wed	1849	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
5	24.517	01/12/17	Thu	2036	Ran into Water/Canal	0	0	1	Night	Dry	Careless or Negligent Manner
6	0.531	01/13/17	Fri	1245	Rear-End	0	0	1	Day	Dry	Other Contributing Action
7	5.294	01/14/17	Sat	1530	Angle	1	0	0	Day	Dry	Failed to Yield Right-Of-Way
8	22.429	01/20/17	Fri	1945	Not Coded	0	1	0	Night	Dry	Failed To Keep In Proper Lane
9	19.500	01/21/17	Sat	1800	Not Coded	0	2	0	Day	Dry	Failed To Keep In Proper Lane
10	26.012	01/23/17	Mon	1151	Pedestrian	0	1	0	Day	Dry	No Contributing Action
11	0.455	01/23/17	Mon	1606	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
12	23.592	01/28/17	Sat	2100	Pedestrian	0	1	0	Night	Dry	Failed To Keep In Proper Lane
13	20.914	02/05/17	Sun	1230	Not Coded	0	0	1	Day	Dry	Not Coded
14	0.000	02/11/17	Sat	1832	Other Post, Pole Or Support	0	0	1	Day	Dry	Not Coded
15	0.000	02/13/17	Mon	1838	Parked Motor Vehicle	0	1	0	Night	Dry	Careless or Negligent Manner
16	5.162	02/14/17	Tue	1308	Other Traffic Barrier	0	0	1	Day	Dry	Careless or Negligent Manner
17	0.189	02/16/17	Thu	2015	Rear-End	0	0	1	Night	Dry	Not Coded
18	22.467	02/18/17	Sat	1315	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
19	25.997	02/19/17	Sun	1726	Pedalcycle	0	1	0	Day	Dry	Not Coded
20	0.000	02/21/17	Tue	1810	Not Coded	0	0	1	Day	Dry	Swerved Or Avoided
21	16.366	02/21/17	Tue	1450	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
22	0.065	02/22/17	Wed	1127	Sideswipe	0	0	1	Day	Wet	Ran Red Light
23	25.560	02/25/17	Sat	0620	Traffic Sign Support	0	0	1	Day	Dry	Ran Off Roadway
24	11.608	03/04/17	Sat	0310	Concrete Traffic Barrier	0	1	0	Night	Dry	Careless or Negligent Manner
25	0.000	03/05/17	Sun	0917	Embankment	0	0	1	Day	Dry	Not Coded
26	16.442	03/13/17	Mon	2316	Struck by Falling/Shifting Cargo	0	0	1	Night	Wet	No Contributing Action
27	26.255	03/13/17	Mon	1120	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
28	23.592	03/14/17	Tue	0000	Concrete Traffic Barrier	0	0	1	Night	Wet	Drove too Fast for Conditions
29	5.196	03/14/17	Tue	2300	Overturn/Rollover	0	1	0	Night	Dry	Careless or Negligent Manner
30	23.092	03/14/17	Tue	1250	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
31	19.972	03/15/17	Wed	0923	0.000	0	0	1	Day	Dry	No Contributing Action
32	25.997	03/16/17	Thu	2051	Pedalcycle	0	1	0	Night	Dry	Failed to Yield Right-Of-Way
33	10.114	03/22/17	Wed	0948	Cargo/Equipment Loss or Shift	0	0	1	Day	Dry	No Contributing Action
34	21.463	03/22/17	Wed	1220	Rear-End	0	1	0	Day	Dry	Followed too Closely
35	10.303	03/23/17	Thu	1701	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
36	6.162	03/23/17	Thu	0725	Angle	0	1	0	Day	Dry	Not Coded
37	15.342	03/24/17	Fri	1410	Rear-End	0	0	1	Day	Dry	Not Coded
38	24.517	03/24/17	Fri	1635	Rear-End	0	1	0	Day	Wet	Careless or Negligent Manner
39	23.981	03/28/17	Tue	1600	Right-Turn	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
40	22.357	03/30/17	Thu	1525	Sideswipe	0	1	0	Day	Dry	Careless or Negligent Manner
41	0.174	04/01/17	Sat	1920	Sideswipe	0	2	0	Day	Dry	Careless or Negligent Manner
42	16.877	04/05/17	Wed	1645	Right-Turn	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
43	25.247	04/15/17	Sat	1108	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
44	20.449	04/15/17	Sat	1617	Angle	0	2	0	Day	Dry	Failed to Yield Right-Of-Way
45	3.395	04/20/17	Thu	0824	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
46	0.067	04/22/17	Sat	1910	Rear-End	0	0	1	Night	Wet	Followed too Closely
47	0.447	04/25/17	Tue	1205	Pedalcycle	0	1	0	Day	Dry	No Contributing Action
48	21.490	04/26/17	Wed	1258	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
49	16.675	04/26/17	Wed	1454	Sideswipe	0	1	0	Day	Dry	Failed To Keep In Proper Lane
50	0.065	04/27/17	Thu	0746	Pedestrian	0	1	0	Day	Dry	No Contributing Action
51	1.411	05/08/17	Mon	1626	Embankment	0	0	1	Day	Dry	Other Contributing Action
52	18.283	05/09/17	Tue	1938	Guardrail End	0	0	1	Day	Dry	Improper Backing
53	0.317	05/09/17	Tue	2000	Sideswipe	0	1	0	Day	Dry	Other Contributing Action
54	4.164	05/12/17	Fri	1513	Work Zone/Maintenance Equip.	0	1	0	Day	Dry	Careless or Negligent Manner
55	6.574	05/15/17	Mon	1101	Head-On	0	2	0	Day	Dry	Failed To Keep In Proper Lane
56	25.297	05/20/17	Sat	1318	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
57	26.101	05/24/17	Wed	1107	Animal	0	0	1	Day	Dry	No Contributing Action
58	0.063	05/31/17	Wed	0808	Curb	0	0	1	Day	Dry	Careless or Negligent Manner
59	0.550	05/31/17	Wed	1430	Angle	0	0	1	Day	Dry	Careless or Negligent Manner
60	15.448	06/02/17	Fri	1345	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
61	0.093	06/02/17	Fri	1405	Rear-End	0	0	1	Day	Dry	No Contributing Action
62	16.839	06/06/17	Tue	1830	Other Post, Pole Or Support	0	0	1	Day	Dry	Careless or Negligent Manner
63	25.445	06/06/17	Tue	0740	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
64	0.068	06/06/17	Tue	0940	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
65	26.001	06/06/17	Tue	1245	Rear-End	0	0	1	Day	Dry	No Contributing Action
66	23.975	06/10/17	Sat	1400	Other Non-Collision	0	1	0	Day	Dry	Ran Off Roadway
67	18.446	06/11/17	Sun	1730	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
68	15.353	06/12/17	Mon	1930	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
69	0.065	06/13/17	Tue	1315	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
70	12.339	06/20/17	Tue	1720	Other Non-Collision	0	1	0	Day	Dry	Failed To Keep In Proper Lane
71	13.818	06/24/17	Sat	0025	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
72	25.902	06/29/17	Thu	1807	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
73	7.460	06/29/17	Thu	1650	Rear-End	0	0	1	Day	Dry	No Contributing Action
74	20.547	06/30/17	Fri	1218	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
75	23.592	07/08/17	Sat	0912	Embankment	0	0	1	Day	Dry	Failed To Keep In Proper Lane
76	5.948	07/08/17	Sat	1255	Rear-End	0	4	0	Day	Dry	Careless or Negligent Manner
77	0.409	07/15/17	Sat	2259	Rear-End	0	0	1	Night	Dry	No Contributing Action
78	23.592	07/17/17	Mon	0435	Guardrail Face	0	0	1	Night	Dry	Failed To Keep In Proper Lane
79	5.474	07/20/17	Thu	0928	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 90020000 STATE ROUTE: 5

INTERSECTING ROADWAY: None M.P. 0.000 TO 26.548 ENGINEER: CG

STUDY PERIOD: FROM 1/ 2017 TO 12/ 2017 COUNTY: Monroe

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
80	12.434	07/23/17	Sun	0340	Rear-End	0	0	1	Night	Dry	Followed too Closely
81	1.570	07/26/17	Wed	1352	Bridge Rail	0	1	0	Day	Wet	Drove too Fast for Conditions
82	16.451	07/28/17	Fri	0020	Guardrail End	0	1	0	Night	Dry	Ran Off Roadway
83	8.022	07/31/17	Mon	1501	Rear-End	0	0	1	Day	Wet	Followed too Closely
84	0.000	08/01/17	Tue	2243	Other Non-Collision	0	0	1	Night	Dry	Swerved Or Avoided
85	22.802	08/02/17	Wed	2110	Fence	0	1	0	Night	Dry	Careless or Negligent Manner
86	20.433	08/08/17	Tue	0916	Parked Motor Vehicle	0	0	1	Day	Dry	No Contributing Action
87	25.950	08/09/17	Wed	1400	Rear-End	0	0	1	Day	Dry	Followed too Closely
88	26.329	08/10/17	Thu	1630	Rear-End	0	4	0	Day	Dry	Other Contributing Action
89	16.877	08/13/17	Sun	0930	Embankment	0	0	1	Day	Dry	Failed To Keep In Proper Lane
90	24.517	08/15/17	Tue	0837	Angle	0	0	1	Day	Dry	Careless or Negligent Manner
91	10.523	08/21/17	Mon	0100	Overturn/Rollover	0	0	1	Night	Dry	No Contributing Action
92	3.422	08/23/17	Wed	2042	Other Non-Collision	0	1	0	Night	Wet	Failed To Keep In Proper Lane
93	22.211	09/01/17	Fri	0911	Other Fixed Object	0	1	0	Day	Wet	No Contributing Action
94	0.763	09/02/17	Sat	2040	Overturn/Rollover	0	1	0	Night	Dry	Failed To Keep In Proper Lane
95	18.175	09/04/17	Mon	1905	Other Non-Collision	0	1	0	Day	Dry	Ran Off Roadway
96	5.863	09/05/17	Tue	0801	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
97	21.981	09/17/17	Sun	0834	Not Coded	0	1	0	Day	Dry	Other Contributing Action
98	14.818	09/20/17	Wed	1412	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
99	19.990	09/22/17	Fri	1041	Other Non-Fixed Object	0	0	1	Day	Dry	Careless or Negligent Manner
100	5.803	09/25/17	Mon	2209	Left-Turn	0	1	0	Night	Dry	Other Contributing Action
101	0.093	09/25/17	Mon	1054	Cargo/Equipment Loss or Shift	0	0	1	Day	Dry	Other Contributing Action
102	22.458	09/28/17	Thu	1630	Rear-End	0	0	1	Day	Dry	Followed too Closely
103	17.652	10/02/17	Mon	1543	Jackknife	0	1	0	Day	Dry	Failed To Keep In Proper Lane
104	22.348	10/06/17	Fri	1550	Rear-End	0	0	1	Day	Dry	Not Coded
105	0.763	10/07/17	Sat	1800	Overturn/Rollover	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
106	4.264	10/08/17	Sun	1920	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
107	0.065	10/09/17	Mon	1758	Left-Turn	0	2	0	Day	Dry	Ran Red Light
108	25.974	10/10/17	Tue	1043	Other Fixed Object	0	0	1	Day	Dry	Careless or Negligent Manner
109	25.540	10/10/17	Tue	2031	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
110	21.711	10/11/17	Wed	0355	Other Non-Collision	0	1	0	Night	Dry	Careless or Negligent Manner
111	0.000	10/20/17	Fri	1115	Utility Pole/Light Support	0	0	1	Day	Dry	No Contributing Action
112	16.858	10/20/17	Fri	1309	Sideswipe	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
113	5.313	10/21/17	Sat	0721	Concrete Traffic Barrier	0	1	0	Day	Dry	Careless or Negligent Manner
114	21.911	10/21/17	Sat	1127	Other Fixed Object	0	0	1	Day	Dry	Careless or Negligent Manner
115	26.186	10/21/17	Sat	1505	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
116	26.327	10/24/17	Tue	1001	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
117	0.542	10/24/17	Tue	2127	Pedalcycle	0	1	0	Night	Dry	No Contributing Action
118	17.709	10/27/17	Fri	1310	Traffic Sign Support	0	0	1	Day	Dry	Ran Off Roadway
119	25.940	10/28/17	Sat	1442	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
120	22.590	11/01/17	Wed	1554	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
121	23.724	11/03/17	Fri	1420	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
122	22.202	11/13/17	Mon	1555	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
123	25.741	11/19/17	Sun	1830	Angle	0	0	1	Night	Dry	Failed to Yield Right-Of-Way
124	0.531	11/20/17	Mon	1039	Sideswipe	0	1	0	Day	Dry	Failed To Keep In Proper Lane
125	10.691	11/20/17	Mon	0742	Not Coded	0	0	1	Day	Dry	Not Coded
126	6.412	11/21/17	Tue	1151	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
127	2.499	11/22/17	Wed	0850	Ditch	0	0	1	Day	Dry	Careless or Negligent Manner
128	18.465	11/22/17	Wed	1400	Sideswipe	0	0	1	Day	Dry	Careless or Negligent Manner
129	22.192	11/25/17	Sat	2331	Other Non-Collision	1	0	0	Night	Dry	Failed To Keep In Proper Lane
130	3.499	11/28/17	Tue	0937	Thrown or Falling Object	0	1	0	Day	Dry	Careless or Negligent Manner
131	4.264	11/30/17	Thu	1558	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
132	15.481	12/02/17	Sat	0555	Tree (Standing)	0	0	1	Night	Dry	Failed To Keep In Proper Lane
133	26.006	12/03/17	Sun	1915	Rear-End	0	2	0	Night	Dry	Careless or Negligent Manner
134	10.523	12/04/17	Mon	1600	Not Coded	0	0	1	Day	Dry	No Contributing Action
135	20.509	12/09/17	Sat	1850	Tree (Standing)	0	2	0	Night	Wet	Ran Off Roadway
136	24.517	12/11/17	Mon	0848	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
137	5.474	12/12/17	Tue	1531	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
138	25.921	12/13/17	Wed	1633	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
139	1.461	12/15/17	Fri	0732	Not Coded	0	4	0	Day	Dry	Careless or Negligent Manner
140	3.395	12/15/17	Fri	0749	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
141	12.320	12/16/17	Sat	2256	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
142	12.434	12/19/17	Tue	1550	Angle	0	4	0	Day	Dry	Failed to Yield Right-Of-Way
143	0.554	12/21/17	Thu	1457	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
144	9.873	12/21/17	Thu	1457	Other Non-Collision	0	1	0	Day	Dry	Failed To Keep In Proper Lane
145	25.999	12/21/17	Thu	1548	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
146	26.186	12/24/17	Sun	1345	Rear-End	0	1	0	Day	Dry	Followed too Closely
147	26.548	12/25/17	Mon	1108	Rear-End	0	3	0	Day	Dry	Followed too Closely
148	10.303	12/25/17	Mon	1951	Angle	0	2	0	Night	Dry	Failed to Yield Right-Of-Way
149	12.589	12/25/17	Mon	1408	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner

Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other
149	2	69	78	58	1	13	2	2	9	0	7	2	25	1	9
Percent	*1.34%*	*46.31%*	*52.35%*	*38.93%*	*0.67%*	*8.72%*	*1.34%*	*1.34%*	*6.04%*	*0.00%*	*4.70%*	*1.34%*	*16.78%*	*0.67%*	*6.04%*

Contrib. Cause	Day	Night	Wet	Dry	Careless Driving	FTYRW	Improper Turn	Ran Red Light	Exceeded Speed	Improper Passing	Disreg Cntl Dev	Erratic/ Aggress	Ran off Road	DUI	Wrong Way
Total	115	34	12	137	63	15	0	2	2	0	0	0	6	17	0
Percent	*77.18%*	*22.82%*	*8.05%*	*91.95%*	*42.28%*	*10.07%*	*0.00%*	*1.34%*	*1.34%*	*0.00%*	*0.00%*	*0.00%*	*4.03%*	*11.41%*	*0.00%*

TOTAL ENTERING VEHICLES/ADT: 19,930

SPOT CRASH RATE: 18.558 CRASHES PER MILLION ENTERING VEHICLES

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 90020000 STATE ROUTE: 5

INTERSECTING ROADWAY: None M.P. 0.000 TO 26.548 ENGINEER: CG

STUDY PERIOD: FROM 1/ 2018 TO 12/ 2018 COUNTY: Monroe

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
1	0.550	01/07/18	Sun	1015	Left-Turn	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
2	0.387	01/12/18	Fri	1744	Left-Turn	0	1	0	Night	Dry	Failed to Yield Right-Of-Way
3	18.454	01/13/18	Sat	0245	Other Non-Collision	0	1	0	Night	Wet	Ran Stop Sign
4	21.477	01/13/18	Sat	1435	Angle	0	1	0	Day	Dry	Improper Turn
5	26.484	01/14/18	Sun	1830	Rear-End	0	0	1	Night	Dry	Followed too Closely
6	6.061	01/15/18	Mon	1338	Overturn/Rollover	0	2	0	Day	Dry	Other Contributing Action
7	5.662	01/20/18	Sat	0105	Embankment	0	1	0	Night	Dry	Ran Off Roadway
8	16.497	01/26/18	Fri	0515	Tree (Standing)	0	1	0	Night	Dry	Careless or Negligent Manner
9	0.548	01/26/18	Fri	1705	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
10	17.690	01/26/18	Fri	0903	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
11	2.499	01/29/18	Mon	1047	Rear-End	0	0	1	Day	Wet	No Contributing Action
12	12.429	01/30/18	Tue	1718	Guardrail Face	0	1	0	Day	Dry	Failed To Keep In Proper Lane
13	13.395	01/31/18	Wed	0155	Rear-End	0	0	1	Night	Dry	Exceed Posted Speed
14	9.806	02/01/18	Thu	1509	Pedalcycle	0	1	0	Day	Dry	No Contributing Action
15	20.657	02/01/18	Thu	1824	Angle	0	1	0	Night	Dry	Careless or Negligent Manner
16	19.953	02/02/18	Fri	1330	Other Fixed Object	1	0	0	Day	Dry	Other Contributing Action
17	3.395	02/04/18	Sun	0150	Pedestrian	0	1	0	Night	Dry	No Contributing Action
18	14.723	02/05/18	Mon	1037	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
19	26.485	02/07/18	Wed	1210	Rear-End	0	0	1	Day	Dry	Followed too Closely
20	18.194	02/09/18	Fri	0720	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
21	15.353	02/11/18	Sun	0720	Angle	0	2	0	Day	Dry	Failed to Yield Right-Of-Way
22	5.285	02/15/18	Thu	2346	Rear-End	0	2	0	Night	Dry	Careless or Negligent Manner
23	16.727	02/16/18	Fri	1353	Ditch	0	0	1	Day	Dry	Failed To Keep In Proper Lane
24	26.092	02/19/18	Mon	1658	Rear-End	0	5	0	Day	Dry	Careless or Negligent Manner
25	11.401	02/19/18	Mon	1103	Rear-End	0	2	0	Day	Dry	Followed too Closely
26	25.921	02/21/18	Wed	1610	Overturn/Rollover	0	1	0	Day	Dry	Improper Passing
27	17.878	02/24/18	Sat	2135	Other Non-Collision	0	0	1	Night	Dry	Failed To Keep In Proper Lane
28	17.466	02/26/18	Mon	0747	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
29	0.763	02/28/18	Wed	0706	Angle	0	1	0	Day	Dry	Careless or Negligent Manner
30	23.990	03/03/18	Sat	2022	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
31	0.074	03/03/18	Sat	1158	Rear-End	0	2	0	Day	Dry	No Contributing Action
32	5.173	03/08/18	Thu	0719	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
33	9.995	03/08/18	Thu	0901	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
34	4.405	03/09/18	Fri	1439	Sideswipe	0	1	0	Day	Dry	Failed To Keep In Proper Lane
35	17.122	03/11/18	Sun	1822	Other Non-Collision	0	2	0	Day	Dry	Careless or Negligent Manner
36	6.162	03/13/18	Tue	2010	Left-Turn	0	3	0	Night	Dry	Failed to Yield Right-Of-Way
37	22.394	03/14/18	Wed	1003	Rear-End	0	0	1	Day	Dry	Followed too Closely
38	26.485	03/17/18	Sat	1532	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
39	16.695	03/21/18	Wed	0643	Animal	0	0	1	Night	Dry	No Contributing Action
40	0.782	03/22/18	Thu	0759	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
41	0.470	03/23/18	Fri	1302	Left-Turn	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
42	12.958	03/24/18	Sat	1730	Rear-End	0	0	1	Day	Dry	No Contributing Action
43	3.395	03/26/18	Mon	0722	Tree (Standing)	0	0	1	Unknown	Other	Not Coded
44	26.348	03/28/18	Wed	1029	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
45	20.913	03/30/18	Fri	2328	Rear-End	0	2	0	Night	Dry	Careless or Negligent Manner
46	10.444	03/31/18	Sat	1932	Left-Turn	0	4	0	Night	Dry	Improper Turn
47	24.517	04/02/18	Mon	1532	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
48	0.084	04/02/18	Mon	0520	Rear-End	0	2	0	Night	Dry	Careless or Negligent Manner
49	0.550	04/03/18	Tue	0703	Angle	0	0	1	Day	Dry	Ran Red Light
50	12.459	04/10/18	Tue	0830	Not Coded	0	0	1	Day	Dry	No Contributing Action
51	18.446	04/10/18	Tue	2050	Rear-End	0	0	1	Night	Dry	Other Contributing Action
52	0.065	04/15/18	Sun	1947	Sideswipe	0	0	1	Day	Wet	Failed To Keep In Proper Lane
53	0.607	04/17/18	Tue	1710	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
54	0.550	04/19/18	Thu	1835	Pedalcycle	0	1	0	Day	Dry	No Contributing Action
55	2.499	04/23/18	Mon	0224	Other Fixed Object	0	1	0	Night	Dry	Ran Off Roadway
56	0.065	04/24/18	Tue	1652	Sideswipe	0	1	0	Day	Dry	Careless or Negligent Manner
57	20.490	04/25/18	Wed	1600	Angle	0	3	0	Day	Dry	Failed To Keep In Proper Lane
58	21.477	04/25/18	Wed	1105	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
59	1.461	05/01/18	Tue	1137	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
60	5.798	05/08/18	Tue	0712	Sideswipe	0	0	1	Day	Dry	Other Contributing Action
61	16.934	05/09/18	Wed	0729	Rear-End	0	3	0	Day	Dry	Followed too Closely
62	0.396	05/15/18	Tue	0806	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
63	16.623	05/17/18	Thu	1220	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
64	22.503	05/17/18	Thu	0628	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
65	12.434	05/18/18	Fri	1604	Angle	0	2	0	Day	Dry	Failed to Yield Right-Of-Way
66	8.412	05/19/18	Sat	2047	Rear-End	0	0	1	Night	Dry	No Contributing Action
67	8.412	05/19/18	Sat	2110	Rear-End	0	6	0	Night	Dry	Careless or Negligent Manner
68	0.512	05/19/18	Sat	2115	Rear-End	0	2	0	Night	Wet	Careless or Negligent Manner
69	1.955	05/21/18	Mon	1730	Bridge Rail	0	0	1	Day	Wet	Drove too Fast for Conditions
70	25.978	05/25/18	Fri	0001	Rear-End	0	0	1	Night	Wet	Careless or Negligent Manner
71	18.465	06/02/18	Sat	1345	Cargo/Equipment Loss or Shift	0	0	1	Day	Dry	No Contributing Action
72	8.912	06/05/18	Tue	2313	Other Fixed Object	0	0	1	Night	Dry	Other Contributing Action
73	1.461	06/07/18	Thu	2200	Rear-End	0	1	0	Night	Dry	Careless or Negligent Manner
74	6.650	06/11/18	Mon	1025	Angle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
75	14.818	06/12/18	Tue	1452	Angle	0	2	0	Day	Dry	Failed to Yield Right-Of-Way
76	11.401	06/12/18	Tue	0910	Parked Motor Vehicle	0	0	1	Day	Dry	Failed To Keep In Proper Lane
77	25.786	06/12/18	Tue	1335	Other Fixed Object	0	0	1	Day	Dry	No Contributing Action
78	0.381	06/13/18	Wed	1657	Overturn/Rollover	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
79	26.548	06/19/18	Tue	1817	Left-Turn	0	5	0	Day	Dry	Failed to Yield Right-Of-Way

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 90020000 STATE ROUTE: 5

INTERSECTING ROADWAY: None M.P. 0.000 TO 26.548 ENGINEER: CG

STUDY PERIOD: FROM 1/ 2018 TO 12/ 2018 COUNTY: Monroe

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
80	4.400	06/19/18	Tue	2115	Rear-End	0	0	1	Night	Dry	Drove too Fast for Conditions
81	9.931	06/20/18	Wed	1545	Not Coded	0	0	1	Day	Dry	Careless or Negligent Manner
82	26.188	06/22/18	Fri	1025	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
83	16.461	06/23/18	Sat	1232	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
84	2.500	06/24/18	Sun	1644	Sideswipe	0	0	1	Day	Dry	Not Coded
85	1.461	06/24/18	Sun	1355	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
86	20.492	06/25/18	Mon	1700	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
87	26.186	07/01/18	Sun	0057	Parked Motor Vehicle	0	0	1	Night	Dry	Failed To Keep In Proper Lane
88	23.981	07/02/18	Mon	1822	Angle	0	0	1	Day	Dry	Other Contributing Action
89	5.317	07/03/18	Tue	1221	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
90	22.725	07/04/18	Wed	1320	Other Post, Pole Or Support	0	0	1	Day	Dry	Improper Backing
91	0.546	07/04/18	Wed	1220	Fell/Jumped from Motor Vehicle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
92	0.550	07/05/18	Thu	1504	Left-Turn	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
93	16.318	07/10/18	Tue	1006	Other Non-Fixed Object	0	0	1	Day	Dry	Other Contributing Action
94	22.939	07/11/18	Wed	1805	Rear-End	0	0	1	Day	Dry	Other Contributing Action
95	4.262	07/11/18	Wed	2225	Rear-End	0	0	1	Night	Wet	Failed to Yield Right-Of-Way
96	25.540	07/12/18	Thu	1630	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
97	25.969	07/12/18	Thu	1900	Rear-End	0	0	1	Day	Dry	Other Contributing Action
98	0.000	07/15/18	Sun	0715	Utility Pole/Light Support	0	1	0	Day	Dry	Careless or Negligent Manner
99	26.485	07/15/18	Sun	1853	Sideswipe	0	0	1	Day	Dry	Careless or Negligent Manner
100	6.366	07/20/18	Fri	1535	Bridge Rail	0	1	0	Day	Dry	Failed To Keep In Proper Lane
101	25.255	07/21/18	Sat	1545	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
102	21.476	07/25/18	Wed	1440	Not Coded	0	0	1	Day	Dry	Failed To Keep In Proper Lane
103	5.093	07/30/18	Mon	1340	Not Coded	0	0	1	Day	Dry	Failed To Keep In Proper Lane
104	20.518	08/02/18	Thu	1640	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
105	4.001	08/08/18	Wed	0455	Left-Turn	0	1	0	Night	Dry	Failed to Yield Right-Of-Way
106	1.763	08/10/18	Fri	1515	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
107	19.527	08/10/18	Fri	1818	Rear-End	0	2	0	Day	Dry	Followed too Closely
108	14.018	08/13/18	Mon	0900	Tree (Standing)	0	1	0	Day	Dry	Careless or Negligent Manner
109	18.465	08/18/18	Sat	1116	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
110	25.997	08/23/18	Thu	1830	Angle	0	4	0	Day	Dry	Other Contributing Action
111	11.902	08/27/18	Mon	0040	Not Coded	0	2	0	Night	Dry	Careless or Negligent Manner
112	0.065	08/30/18	Thu	2150	Rear-End	0	0	1	Night	Dry	Other Contributing Action
113	18.194	08/31/18	Fri	1723	Angle	0	1	0	Day	Dry	Careless or Negligent Manner
114	4.001	09/01/18	Sat	1705	Other Non-Collision	0	0	1	Day	Dry	Failed To Keep In Proper Lane
115	8.411	09/03/18	Mon	1952	Not Coded	0	0	1	Night	Wet	Drove too Fast for Conditions
116	0.387	09/04/18	Tue	2150	Other Non-Collision	0	0	1	Night	Dry	Careless or Negligent Manner
117	0.065	09/06/18	Thu	1510	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
118	20.428	09/07/18	Fri	1512	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
119	16.881	09/11/18	Tue	0625	Rear-End	0	1	0	Night	Dry	Careless or Negligent Manner
120	26.264	09/18/18	Tue	1606	Angle	0	0	1	Day	Dry	Improper Passing
121	13.394	09/20/18	Thu	0858	Angle	0	0	1	Day	Dry	Careless or Negligent Manner
122	18.465	09/23/18	Sun	1445	Sideswipe	0	1	0	Day	Dry	Careless or Negligent Manner
123	14.666	09/25/18	Tue	0700	Animal	0	0	1	Day	Dry	No Contributing Action
124	0.548	09/25/18	Tue	1720	Right-Turn	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
125	0.392	09/25/18	Tue	2030	Other Fixed Object	0	1	0	Night	Dry	Failed To Keep In Proper Lane
126	0.174	09/26/18	Wed	1946	Pedestrian	0	2	0	Night	Dry	No Contributing Action
127	0.550	09/27/18	Thu	1519	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
128	0.763	09/28/18	Fri	1511	Not Coded	0	0	1	Day	Dry	Not Coded
129	14.409	09/29/18	Sat	0658	Ditch	0	0	1	Night	Dry	Careless or Negligent Manner
130	16.497	10/05/18	Fri	0636	Rear-End	0	1	0	Night	Wet	Careless or Negligent Manner
131	22.802	10/06/18	Sat	2220	Left-Turn	0	3	0	Night	Dry	Not Coded
132	8.650	10/06/18	Sat	1612	Other Non-Fixed Object	0	0	1	Day	Dry	Careless or Negligent Manner
133	22.802	10/09/18	Tue	0656	Left-Turn	0	1	0	Night	Dry	Improper Turn
134	7.061	10/10/18	Wed	0633	Utility Pole/Light Support	0	1	0	Night	Dry	No Contributing Action
135	0.067	10/13/18	Sat	1805	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
136	0.065	10/25/18	Thu	1625	Pedalcycle	0	1	0	Day	Dry	No Contributing Action
137	0.763	11/01/18	Thu	0131	Rear-End	0	0	1	Night	Dry	Failed to Yield Right-Of-Way
138	26.485	11/05/18	Mon	2115	Rear-End	0	0	1	Night	Dry	Exceed Posted Speed
139	22.726	11/07/18	Wed	1845	Sideswipe	0	2	0	Night	Dry	Careless or Negligent Manner
140	25.997	11/09/18	Fri	1445	Rear-End	0	0	1	Day	Dry	Followed too Closely
141	0.550	11/12/18	Mon	1240	Angle	0	1	0	Day	Dry	Improper Turn
142	17.200	11/12/18	Mon	1641	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
143	0.578	11/21/18	Wed	0515	Tree (Standing)	0	0	1	Night	Dry	Failed To Keep In Proper Lane
144	0.065	11/22/18	Thu	1220	Curb	0	2	0	Day	Dry	Careless or Negligent Manner
145	14.814	11/28/18	Wed	1357	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
146	20.913	12/03/18	Mon	1539	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
147	23.679	12/25/18	Tue	2020	Ditch	0	1	0	Night	Dry	Careless or Negligent Manner
148	22.534	12/26/18	Wed	1841	Left-Turn	0	1	0	Night	Dry	Failed to Yield Right-Of-Way
149	25.540	12/27/18	Thu	1334	Parked Motor Vehicle	0	0	1	Day	Dry	Careless or Negligent Manner
150	22.439	12/27/18	Thu	1257	Sideswipe	0	1	0	Day	Dry	No Contributing Action
151	26.484	12/27/18	Thu	1357	Rear-End	0	0	1	Day	Dry	No Contributing Action
152	0.754	12/27/18	Thu	1850	Rear-End	0	0	1	Night	Dry	Improper Turn
153	25.997	12/28/18	Fri	1842	Utility Pole/Light Support	0	0	1	Night	Dry	Careless or Negligent Manner
154	25.540	12/29/18	Sat	1800	Animal	0	0	1	Night	Dry	No Contributing Action
155	5.867	12/29/18	Sat	1238	Not Coded	0	3	0	Day	Dry	Careless or Negligent Manner
156	25.316	12/30/18	Sun	1925	Rear-End	0	0	1	Night	Dry	Followed too Closely

Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other
156	1	78	77	64	0	18	11	1	10	0	5	3	21	0	8
Percent	*0.64%*	*50.00%*	*49.36%*	*41.03%*	*0.00%*	*11.54%*	*7.05%*	*0.64%*	*6.41%*	*0.00%*	*3.21%*	*1.92%*	*13.46%*	*0.00%*	*5.13%*

Contrib. Cause	Day	Night	Wet	Dry	Careless Driving	FTYRW	Improper Turn	Ran Red Light	Exceeded Speed	Improper Passing	Disreg Cntl Dev	Erratic/ Aggress	Ran off Road	DUI	Wrong Way
Total	105	50	10	145	63	20	5	1	5	2	0	0	2	19	0
Percent	*67.31%*	*32.05%*	*6.41%*	*92.95%*	*40.38%*	*12.82%*	*3.21%*	*0.64%*	*3.21%*	*1.28%*	*0.00%*	*0.00%*	*1.28%*	*12.18%*	*0.00%*

TOTAL ENTERING VEHICLES/ADT: 19,930

SPOT CRASH RATE: 18.558 CRASHES PER MILLION ENTERING VEHICLES

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 90010000 STATE ROUTE: 5

INTERSECTING ROADWAY: None M.P. 0.000 TO 4.531 ENGINEER: CG

STUDY PERIOD: FROM 1/ 2014 TO 12/ 2014 COUNTY: Monroe

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
1	0.006	01/05/14	Sun	1937	Rear-End	0	2	0	Night	Wet	Careless or Negligent Manner
2	0.028	01/09/14	Thu	1445	Sideswipe	0	0	1	Day	Dry	Careless or Negligent Manner
3	0.255	01/13/14	Mon	1336	Pedestrian	0	1	0	Day	Dry	Careless or Negligent Manner
4	0.671	01/17/14	Fri	1342	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
5	0.246	01/27/14	Mon	1012	Sideswipe	0	0	1	Day	Dry	Not Coded
6	0.179	01/29/14	Wed	2210	Angle	0	1	0	Night	Dry	Failed to Yield Right-Of-Way
7	0.987	02/05/14	Wed	1557	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
8	0.490	02/12/14	Wed	1457	Not Coded	0	0	1	Day	Dry	Not Coded
9	0.057	02/26/14	Wed	2005	Not Coded	0	0	1	Night	Dry	Failed To Keep In Proper Lane
10	0.094	03/08/14	Sat	1720	Not Coded	0	1	0	Day	Dry	Careless or Negligent Manner
11	0.406	03/22/14	Sat	1030	Angle	0	1	0	Day	Other	Not Coded
12	0.005	03/24/14	Mon	1307	Sideswipe	0	0	1	Day	Dry	Not Coded
13	0.672	03/25/14	Tue	1352	Rear-End	0	0	1	Day	Dry	Followed too Closely
14	0.000	04/05/14	Sat	1430	Rear-End	0	1	0	Day	Dry	Followed too Closely
15	0.490	04/14/14	Mon	1700	Curb	0	1	0	Day	Dry	Careless or Negligent Manner
16	0.179	04/15/14	Tue	1233	Pedestrian	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
17	0.591	04/29/14	Tue	2055	Left-Turn	0	1	0	Night	Dry	Failed to Yield Right-Of-Way
18	1.038	04/30/14	Wed	2037	Pedalcycle	0	1	0	Night	Dry	No Contributing Action
19	0.591	05/07/14	Wed	0730	Angle	0	1	0	Day	Dry	Other Contributing Action
20	0.648	05/08/14	Thu	1715	Rear-End	0	2	0	Day	Dry	Followed too Closely
21	0.400	05/10/14	Sat	2200	Pedestrian	0	1	0	Night	Dry	Not Coded
22	0.347	05/11/14	Sun	1118	Not Coded	0	0	1	Day	Dry	Careless or Negligent Manner
23	0.000	06/01/14	Sun	1849	Not Coded	0	1	0	Night	Dry	Failed To Keep In Proper Lane
24	0.179	06/15/14	Sun	1525	Rear-End	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
25	0.406	06/21/14	Sat	2010	Overturn/Rollover	0	1	0	Day	Dry	Other Contributing Action
26	0.444	07/03/14	Thu	1042	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
27	0.415	07/04/14	Fri	1415	Not Coded	0	1	0	Day	Dry	Other Contributing Action
28	0.004	07/06/14	Sun	1206	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
29	0.981	07/10/14	Thu	1544	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
30	1.036	07/11/14	Fri	2112	Rear-End	0	1	0	Night	Dry	Careless or Negligent Manner
31	0.605	07/13/14	Sun	1929	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
32	0.931	07/13/14	Sun	2055	Sideswipe	0	0	1	Night	Dry	Failed To Keep In Proper Lane
33	0.760	07/19/14	Sat	2322	Pedalcycle	0	1	0	Night	Wet	Not Coded
34	0.242	07/26/14	Sat	1430	Not Coded	0	0	1	Day	Dry	Careless or Negligent Manner
35	0.490	07/28/14	Mon	1308	Sideswipe	0	0	1	Day	Dry	Other Contributing Action
36	0.670	08/02/14	Sat	0023	Rear-End	0	1	0	Night	Wet	Careless or Negligent Manner
37	0.705	08/05/14	Tue	1514	Rear-End	0	0	1	Day	Dry	Not Coded
38	0.591	08/05/14	Tue	0715	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
39	0.165	08/17/14	Sun	0144	Not Coded	0	0	1	Night	Dry	Other Contributing Action
40	0.094	08/24/14	Sun	1402	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
41	0.406	08/25/14	Mon	1725	Angle	0	0	1	Day	Dry	Ran Red Light
42	1.015	09/07/14	Sun	0030	Head-On	0	0	1	Night	Wet	Failed to Yield Right-Of-Way
43	1.021	09/12/14	Fri	1332	Left-Turn	0	0	1	Day	Wet	Careless or Negligent Manner
44	0.784	09/15/14	Mon	0945	Angle	0	1	0	Day	Dry	Other Contributing Action
45	0.582	09/20/14	Sat	1932	Not Coded	0	0	1	Night	Dry	Careless or Negligent Manner
46	0.784	09/25/14	Thu	2104	Angle	0	0	1	Night	Wet	Ran Red Light
47	0.141	10/06/14	Mon	2244	Angle	0	1	0	Night	Dry	Failed to Yield Right-Of-Way
48	1.046	10/07/14	Tue	0009	Overturn/Rollover	0	1	0	Night	Dry	Failed to Yield Right-Of-Way
49	0.591	10/09/14	Thu	1724	Angle	0	2	0	Day	Dry	Ran Red Light
50	0.406	10/09/14	Thu	1724	Left-Turn	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
51	0.179	10/18/14	Sat	1702	Rear-End	0	1	0	Day	Dry	Followed too Closely
52	1.002	11/08/14	Sat	0242	Pedestrian	0	1	0	Night	Dry	Careless or Negligent Manner
53	0.619	11/15/14	Sat	1614	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
54	0.179	11/19/14	Wed	1541	Angle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
55	1.021	11/21/14	Fri	1030	Parked Motor Vehicle	0	0	1	Day	Dry	Careless or Negligent Manner
56	0.993	11/25/14	Tue	1628	Not Coded	0	0	1	Day	Dry	Careless or Negligent Manner
57	1.055	12/16/14	Tue	0810	Sideswipe	0	0	1	Day	Dry	Careless or Negligent Manner
58	0.629	12/17/14	Wed	1107	Pedalcycle	0	1	0	Day	Dry	Improper Passing
59	0.295	12/18/14	Thu	1516	Pedestrian	0	1	0	Day	Dry	Other Contributing Action
60	0.092	12/23/14	Tue	1456	Sideswipe	0	0	1	Day	Dry	Careless or Negligent Manner

Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other
60	0	33	27	15	1	11	3	0	8	0	8	1	1	0	10
Percent	*0.00%*	*55.00%*	*45.00%*	*25.00%*	*1.67%*	*18.33%*	*5.00%*	*0.00%*	*13.33%*	*0.00%*	*13.33%*	*1.67%*	*1.67%*	*0.00%*	*16.67%*

Contrib. Cause	Day	Night	Wet	Dry	Careless Driving	FTYRW	Improper Turn	Ran Red Light	Exceeded Speed	Improper Passing	Disreg Cntl Dev	Erratic/ Aggress	Ran off Road	DUI	Wrong Way
Total	42	18	6	53	22	11	0	3	0	1	0	0	0	5	0
Percent	*70.00%*	*30.00%*	*10.00%*	*88.33%*	*36.67%*	*18.33%*	*0.00%*	*5.00%*	*0.00%*	*1.67%*	*0.00%*	*0.00%*	*0.00%*	*8.33%*	*0.00%*

TOTAL ENTERING VEHICLES/ADT: 9,307

SPOT CRASH RATE: 17.662 CRASHES PER MILLION ENTERING VEHICLES

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 90010000 STATE ROUTE: 5
INTERSECTING ROADWAY: None M.P. 0.000 TO 4.531 ENGINEER: CG
STUDY PERIOD: FROM 1/ 2015 TO 12/ 2015 COUNTY: Monroe

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
1	0.578	01/16/15	Fri	1516	Rear-End	0	0	1	Day	Dry	Followed too Closely
2	0.674	01/18/15	Sun	0036	Not Coded	0	0	1	Night	Dry	Careless or Negligent Manner
3	0.490	01/20/15	Tue	1534	Sideswipe	0	0	1	Day	Dry	Other Contributing Action
4	0.038	01/26/15	Mon	1900	Parked Motor Vehicle	0	0	1	Night	Dry	Not Coded
5	0.402	01/26/15	Mon	1559	Angle	0	0	1	Day	Dry	Careless or Negligent Manner
6	0.094	01/27/15	Tue	2110	Angle	0	1	0	Night	Dry	Other Contributing Action
7	0.490	01/31/15	Sat	1721	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
8	0.490	02/15/15	Sun	0422	Overturn/Rollover	0	1	0	Night	Dry	Other Contributing Action
9	0.591	02/21/15	Sat	0821	Rear-End	0	1	0	Day	Dry	Improper Passing
10	0.094	03/03/15	Tue	1428	Angle	0	0	1	Day	Dry	Improper Turn
11	1.058	03/08/15	Sun	0044	Pedestrian	0	1	0	Night	Dry	Careless or Negligent Manner
12	0.094	03/14/15	Sat	0131	Overturn/Rollover	0	0	1	Night	Dry	Other Contributing Action
13	0.542	03/15/15	Sun	1033	Parked Motor Vehicle	0	0	1	Day	Dry	Careless or Negligent Manner
14	1.021	03/19/15	Thu	1159	Parked Motor Vehicle	0	0	1	Day	Dry	Careless or Negligent Manner
15	0.784	03/21/15	Sat	1649	Angle	0	0	1	Day	Dry	Not Coded
16	0.672	03/22/15	Sun	2126	Pedalcycle	0	1	0	Night	Dry	Careless or Negligent Manner
17	0.672	04/01/15	Wed	1101	Pedalcycle	0	1	0	Day	Dry	No Contributing Action
18	0.094	04/04/15	Sat	1845	Pedalcycle	0	0	1	Day	Dry	No Contributing Action
19	0.542	04/07/15	Tue	1100	Parked Motor Vehicle	0	0	1	Day	Dry	Other Contributing Action
20	0.493	04/11/15	Sat	1020	Rear-End	0	1	0	Day	Dry	Followed too Closely
21	0.490	04/17/15	Fri	1318	Overturn/Rollover	0	1	0	Day	Dry	Over-Correcting/Over-Steering
22	0.490	04/17/15	Fri	1218	Rear-End	0	0	1	Day	Dry	Failed To Keep In Proper Lane
23	1.055	04/20/15	Mon	1700	Parked Motor Vehicle	0	0	1	Day	Dry	Not Coded
24	0.255	04/27/15	Mon	1126	Culvert	0	1	0	Day	Dry	Careless or Negligent Manner
25	0.490	05/05/15	Tue	1225	Left-Turn	0	3	0	Day	Dry	Failed to Yield Right-Of-Way
26	1.055	05/09/15	Sat	1448	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
27	0.591	05/27/15	Wed	1855	Angle	0	1	0	Day	Dry	Ran Red Light
28	0.591	06/17/15	Wed	1715	Angle	0	2	0	Day	Dry	Careless or Negligent Manner
29	1.021	06/21/15	Sun	2306	Pedestrian	0	1	0	Night	Dry	Followed too Closely
30	0.490	06/28/15	Sun	1515	Not Coded	0	3	0	Day	Dry	Failed To Keep In Proper Lane
31	0.788	07/03/15	Fri	2222	Pedalcycle	0	1	0	Night	Dry	Improper Passing
32	0.434	07/08/15	Wed	1157	Rear-End	0	2	0	Day	Dry	Followed too Closely
33	0.000	07/10/15	Fri	1144	Parked Motor Vehicle	0	1	0	Day	Dry	Over-Correcting/Over-Steering
34	0.333	07/16/15	Thu	1226	Angle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
35	0.490	07/29/15	Wed	1541	Other Post, Pole Or Support	0	0	1	Day	Dry	Careless or Negligent Manner
36	0.537	08/15/15	Sat	2021	Rear-End	0	1	0	Night	Dry	Careless or Negligent Manner
37	0.606	08/23/15	Sun	1037	Rear-End	0	1	0	Day	Dry	Followed too Closely
38	0.591	08/26/15	Wed	0651	Left-Turn	0	1	0	Night	Dry	Ran Red Light
39	0.491	09/01/15	Tue	1612	Pedalcycle	0	1	0	Day	Dry	Other Contributing Action
40	0.000	09/30/15	Wed	1242	Curb	0	1	0	Day	Dry	Over-Correcting/Over-Steering
41	1.021	10/01/15	Thu	1649	Angle	0	0	1	Day	Dry	Not Coded
42	0.098	10/09/15	Fri	1322	Curb	0	1	0	Day	Dry	Careless or Negligent Manner
43	0.096	10/15/15	Thu	1315	Rear-End	0	0	1	Day	Dry	Followed too Closely
44	0.891	10/15/15	Thu	2343	Angle	0	0	1	Night	Dry	Failed to Yield Right-Of-Way
45	0.765	10/20/15	Tue	1109	Angle	0	0	1	Day	Dry	Careless or Negligent Manner
46	0.885	10/24/15	Sat	1553	Rear-End	0	1	0	Day	Dry	Followed too Closely
47	0.940	10/25/15	Sun	0028	Left-Turn	0	1	0	Night	Dry	Failed to Yield Right-Of-Way
48	0.085	10/31/15	Sat	1559	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
49	0.047	11/09/15	Mon	1425	Parked Motor Vehicle	0	0	1	Day	Dry	Careless or Negligent Manner
50	0.490	11/13/15	Fri	1925	Parked Motor Vehicle	0	0	1	Night	Dry	Improper Backing
51	0.490	11/21/15	Sat	1347	Not Coded	0	0	1	Day	Wet	Other Contributing Action
52	0.991	11/29/15	Sun	0358	Pedestrian	0	1	0	Night	Dry	No Contributing Action
53	0.991	11/29/15	Sun	0412	Utility Pole/Light Support	0	0	1	Night	Dry	Careless or Negligent Manner
54	0.000	12/14/15	Mon	1701	Angle	0	2	0	Day	Dry	Careless or Negligent Manner
55	1.098	12/21/15	Mon	1456	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
56	0.798	12/24/15	Thu	1833	Rear-End	0	1	0	Night	Dry	Followed too Closely
57	0.094	12/31/15	Thu	1527	Pedalcycle	0	3	0	Day	Dry	Careless or Negligent Manner

Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other
57	0	32	25	12	0	13	3	0	1	0	9	8	5	0	3
Percent	*0.00%*	*56.14%*	*43.86%*	*21.05%*	*0.00%*	*22.81%*	*5.26%*	*0.00%*	*1.75%*	*0.00%*	*15.79%*	*14.04%*	*8.77%*	*0.00%*	*5.26%*

Contrib. Cause	Day	Night	Wet	Dry	Careless Driving	FTYRW	Improper Turn	Ran Red Light	Exceeded Speed	Improper Passing	Disreg Cntl Dev	Erratic/ Aggress	Ran off Road	DUI	Wrong Way
Total	40	17	1	56	18	6	1	2	0	2	0	0	0	5	0
Percent	*70.18%*	*29.82%*	*1.75%*	*98.25%*	*31.58%*	*10.53%*	*1.75%*	*3.51%*	*0.00%*	*3.51%*	*0.00%*	*0.00%*	*0.00%*	*8.77%*	*0.00%*

TOTAL ENTERING VEHICLES/ADT: 11,218

SPOT CRASH RATE: 13.921 CRASHES PER MILLION ENTERING VEHICLES

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 90010000 STATE ROUTE: 5
INTERSECTING ROADWAY: None M.P. 0.000 TO 4.531 ENGINEER: CG
STUDY PERIOD: FROM 1/ 2016 TO 12/ 2016 COUNTY: Monroe

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
1	0.985	01/12/16	Tue	0022	Sideswipe	0	0	1	Night	Dry	Careless or Negligent Manner
2	0.784	01/16/16	Sat	1907	Pedalcycle	0	0	1	Night	Wet	Ran Red Light
3	0.490	01/20/16	Wed	1401	Angle	0	0	1	Day	Dry	Not Coded
4	0.488	01/23/16	Sat	2030	Rear-End	0	0	1	Night	Dry	Followed too Closely
5	0.000	01/26/16	Tue	0754	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
6	0.591	02/03/16	Wed	1530	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
7	0.940	02/08/16	Mon	1145	Parked Motor Vehicle	0	0	1	Day	Dry	Not Coded
8	0.486	02/09/16	Tue	1943	Pedestrian	0	1	0	Night	Dry	No Contributing Action
9	0.490	02/10/16	Wed	0945	Angle	0	0	1	Day	Dry	Not Coded
10	0.940	02/16/16	Tue	1034	Fell/Jumped from Motor Vehicle	0	1	0	Day	Wet	Careless or Negligent Manner
11	1.055	02/20/16	Sat	1040	Right-Turn	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
12	0.940	02/21/16	Sun	2357	Parked Motor Vehicle	0	0	1	Night	Dry	Careless or Negligent Manner
13	0.000	03/03/16	Thu	1330	Pedestrian	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
14	0.784	03/05/16	Sat	1533	Sideswipe	0	0	1	Day	Dry	Improper Passing
15	0.434	03/15/16	Tue	0050	Tree (Standing)	0	0	1	Night	Dry	No Contributing Action
16	0.009	03/17/16	Thu	1238	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
17	1.021	03/19/16	Sat	1757	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
18	0.255	03/21/16	Mon	1305	Pedalcycle	0	1	0	Day	Dry	Careless or Negligent Manner
19	0.170	03/27/16	Sun	0514	Parked Motor Vehicle	0	0	1	Night	Dry	Careless or Negligent Manner
20	0.179	03/27/16	Sun	1945	Angle	0	0	1	Night	Dry	Failed to Yield Right-Of-Way
21	1.098	04/07/16	Thu	1421	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
22	0.000	04/08/16	Fri	1839	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
23	0.094	04/18/16	Mon	2028	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
24	0.490	04/26/16	Tue	1340	Rear-End	0	1	0	Day	Dry	Followed too Closely
25	0.070	04/28/16	Thu	0741	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
26	0.689	05/01/16	Sun	0424	Angle	0	0	1	Night	Dry	Careless or Negligent Manner
27	0.094	05/04/16	Wed	1737	Fell/Jumped from Motor Vehicle	0	1	0	Day	Dry	Other Contributing Action
28	0.000	05/09/16	Mon	1523	Pedalcycle	0	1	0	Day	Dry	No Contributing Action
29	0.847	05/14/16	Sat	2100	Angle	0	3	0	Night	Dry	Followed too Closely
30	0.378	05/18/16	Wed	0831	Parked Motor Vehicle	0	0	1	Day	Dry	Other Contributing Action
31	0.000	06/14/16	Tue	1140	Angle	0	0	1	Day	Dry	Other Contributing Action
32	0.089	06/19/16	Sun	2126	Parked Motor Vehicle	0	1	0	Night	Dry	Other Contributing Action
33	0.406	06/20/16	Mon	0912	Angle	0	1	0	Day	Dry	Over-Correcting/Over-Steering
34	0.094	06/20/16	Mon	1449	Angle	0	1	0	Day	Dry	Careless or Negligent Manner
35	0.255	06/23/16	Thu	1928	Pedalcycle	0	1	0	Day	Dry	No Contributing Action
36	0.591	06/25/16	Sat	1218	Not Coded	0	0	1	Day	Dry	Careless or Negligent Manner
37	0.406	06/29/16	Wed	0924	Angle	0	0	1	Day	Dry	Ran Red Light
38	0.179	07/07/16	Thu	1758	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
39	0.000	07/15/16	Fri	1910	Curb	0	1	0	Day	Dry	Careless or Negligent Manner
40	0.038	07/16/16	Sat	2000	Parked Motor Vehicle	0	0	1	Night	Dry	Failed To Keep In Proper Lane
41	0.490	07/21/16	Thu	0100	Other Non-Collision	0	1	0	Night	Other	Other Contributing Action
42	0.591	07/24/16	Sun	1856	Rear-End	0	1	0	Day	Dry	Not Coded
43	0.000	07/25/16	Mon	1551	Pedestrian	0	1	0	Day	Dry	No Contributing Action
44	0.542	07/31/16	Sun	1140	Parked Motor Vehicle	0	1	0	Day	Dry	Failed To Keep In Proper Lane
45	0.931	08/11/16	Thu	1618	Overturn/Rollover	0	1	0	Day	Dry	Careless or Negligent Manner
46	0.000	08/13/16	Sat	0117	Parked Motor Vehicle	0	1	0	Night	Dry	Careless or Negligent Manner
47	0.000	08/23/16	Tue	1744	Rear-End	0	3	0	Day	Wet	Followed too Closely
48	0.501	08/24/16	Wed	1501	Rear-End	0	1	0	Day	Wet	Careless or Negligent Manner
49	0.402	09/04/16	Sun	1630	Angle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
50	0.075	09/16/16	Fri	1635	Pedestrian	0	0	1	Day	Dry	Other Contributing Action
51	0.179	09/30/16	Fri	1023	Angle	0	0	1	Day	Dry	Ran Stop Sign
52	1.054	10/04/16	Tue	1549	Pedestrian	0	1	0	Day	Dry	No Contributing Action
53	0.421	10/05/16	Wed	1034	Curb	0	1	0	Day	Dry	Over-Correcting/Over-Steering
54	0.293	10/06/16	Thu	0242	Parked Motor Vehicle	0	1	0	Night	Dry	Careless or Negligent Manner
55	0.094	10/24/16	Mon	1320	Parked Motor Vehicle	0	0	1	Day	Dry	Careless or Negligent Manner
56	0.333	10/25/16	Tue	0035	Overturn/Rollover	0	1	0	Night	Dry	Careless or Negligent Manner
57	0.987	10/27/16	Thu	0843	Other Non-Collision	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
58	0.087	10/30/16	Sun	1215	Not Coded	0	0	1	Day	Dry	Failed To Keep In Proper Lane
59	1.088	11/01/16	Tue	1926	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
60	0.987	11/01/16	Tue	1624	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
61	0.926	11/02/16	Wed	0919	Pedalcycle	0	0	1	Day	Dry	Improper Backing
62	0.672	11/03/16	Thu	1343	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
63	0.406	11/04/16	Fri	1400	Pedestrian	0	1	0	Day	Dry	Careless or Negligent Manner
64	0.409	12/04/16	Sun	0211	Parked Motor Vehicle	0	0	1	Night	Dry	Careless or Negligent Manner
65	0.490	12/06/16	Tue	0950	Angle	0	1	0	Day	Dry	Ran Red Light
66	0.183	12/07/16	Wed	2200	Other Post, Pole Or Support	0	0	1	Night	Dry	Careless or Negligent Manner
67	0.610	12/16/16	Fri	1710	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
68	0.784	12/19/16	Mon	1248	Angle	0	1	0	Day	Dry	Not Coded

Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other
68	0	33	35	12	0	18	0	1	3	0	11	11	4	0	2
Percent	*0.00%*	*48.53%*	*51.47%*	*17.65%*	*0.00%*	*26.47%*	*0.00%*	*1.47%*	*4.41%*	*0.00%*	*16.18%*	*16.18%*	*5.88%*	*0.00%*	*2.94%*

Contrib. Cause	Day	Night	Wet	Dry	Careless Driving	FTYRW	Improper Turn	Ran Red Light	Exceeded Speed	Improper Passing	Disreg Cntl Dev	Erratic/ Aggress	Ran off Road	DUI	Wrong Way
Total	48	20	4	63	25	10	0	3	0	1	0	0	0	5	0
Percent	*70.59%*	*29.41%*	*5.88%*	*92.65%*	*36.76%*	*14.71%*	*0.00%*	*4.41%*	*0.00%*	*1.47%*	*0.00%*	*0.00%*	*0.00%*	*7.35%*	*0.00%*

TOTAL ENTERING VEHICLES/ADT: 9,773 SPOT CRASH RATE: 19.063 CRASHES PER MILLION ENTERING VEHICLES

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 90010000 STATE ROUTE: 5

INTERSECTING ROADWAY: None M.P. 0.000 TO 4.531 ENGINEER: CG

STUDY PERIOD: FROM 1/ 2017 TO 12/ 2017 COUNTY: Monroe

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
1	0.542	01/02/17	Mon	1012	Fell/Jumped from Motor Vehicle	0	1	0	Day	Dry	Other Contributing Action
2	0.591	01/24/17	Tue	1140	Left-Turn	0	0	1	Day	Dry	Not Coded
3	0.000	01/24/17	Tue	1152	Other Non-Fixed Object	0	1	0	Day	Dry	Other Contributing Action
4	0.094	01/24/17	Tue	1846	Left-Turn	0	1	0	Night	Dry	Failed to Yield Right-Of-Way
5	0.000	02/11/17	Sat	1903	Rear-End	0	2	0	Night	Dry	Careless or Negligent Manner
6	0.094	02/13/17	Mon	0908	Angle	0	0	1	Day	Dry	Careless or Negligent Manner
7	1.021	03/11/17	Sat	1948	Curb	0	0	1	Night	Dry	Careless or Negligent Manner
8	1.101	04/08/17	Sat	0130	Left-Turn	1	1	0	Night	Dry	Failed to Yield Right-Of-Way
9	0.937	04/14/17	Fri	1630	Rear-End	0	0	1	Day	Dry	Followed too Closely
10	0.490	04/30/17	Sun	1917	Pedestrian	0	1	0	Day	Dry	Careless or Negligent Manner
11	0.905	05/03/17	Wed	1913	Left-Turn	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
12	0.940	05/15/17	Mon	1345	Parked Motor Vehicle	0	0	1	Day	Dry	Failed To Keep In Proper Lane
13	0.179	05/17/17	Wed	1528	Pedalcycle	0	1	0	Day	Dry	Other Contributing Action
14	0.255	05/29/17	Mon	1958	Curb	0	1	0	Night	Dry	Over-Correcting/Over-Steering
15	0.019	06/01/17	Thu	0655	Angle	0	0	1	Day	Dry	Careless or Negligent Manner
16	0.333	06/09/17	Fri	1008	Pedalcycle	0	1	0	Day	Dry	Careless or Negligent Manner
17	0.000	06/11/17	Sun	1628	Fell/Jumped from Motor Vehicle	0	1	0	Day	Dry	Careless or Negligent Manner
18	0.103	06/14/17	Wed	0955	Fell/Jumped from Motor Vehicle	0	1	0	Day	Dry	Other Contributing Action
19	0.295	06/18/17	Sun	1729	Not Coded	0	1	0	Day	Wet	Swerved Or Avoided
20	0.094	06/25/17	Sun	1517	Tree (Standing)	0	1	0	Day	Dry	Careless or Negligent Manner
21	0.070	07/01/17	Sat	1101	Parked Motor Vehicle	0	0	1	Day	Dry	Other Contributing Action
22	0.019	07/08/17	Sat	1726	Parked Motor Vehicle	0	0	1	Day	Dry	Not Coded
23	0.482	07/09/17	Sun	1607	Rear-End	0	0	1	Day	Dry	Not Coded
24	0.490	07/10/17	Mon	1007	Angle	0	1	0	Day	Dry	Careless or Negligent Manner
25	0.094	07/14/17	Fri	1242	Parked Motor Vehicle	0	1	0	Day	Dry	Over-Correcting/Over-Steering
26	0.784	07/19/17	Wed	1815	Angle	0	1	0	Day	Dry	Ran Red Light
27	0.490	07/21/17	Fri	0330	Utility Pole/Light Support	0	0	1	Night	Dry	Not Coded
28	0.000	07/22/17	Sat	1612	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
29	0.088	07/30/17	Sun	1415	Curb	0	1	0	Day	Dry	Careless or Negligent Manner
30	1.013	08/04/17	Fri	0948	Pedalcycle	0	0	1	Day	Dry	No Contributing Action
31	0.000	08/07/17	Mon	1038	Fell/Jumped from Motor Vehicle	0	1	0	Day	Dry	Other Contributing Action
32	0.591	08/10/17	Thu	1825	Left-Turn	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
33	0.591	08/14/17	Mon	0846	Sideswipe	0	0	1	Day	Dry	Improper Passing
34	0.949	09/04/17	Mon	2152	Parked Motor Vehicle	0	0	1	Night	Dry	Not Coded
35	0.610	10/15/17	Sun	0418	Parked Motor Vehicle	0	1	0	Night	Dry	Erratic, Reckless or Aggressive
36	1.103	10/15/17	Sun	2203	Not Coded	0	0	1	Night	Dry	Not Coded
37	0.542	10/23/17	Mon	1150	Parked Motor Vehicle	0	0	1	Day	Dry	Not Coded
38	0.075	10/25/17	Wed	1811	Angle	0	0	1	Day	Dry	Other Contributing Action
39	0.179	10/31/17	Tue	1237	Angle	0	0	1	Day	Dry	Ran Stop Sign
40	0.591	11/27/17	Mon	1210	Parked Motor Vehicle	0	0	1	Day	Dry	Careless or Negligent Manner
41	0.406	12/01/17	Fri	1324	Fell/Jumped from Motor Vehicle	0	1	0	Day	Dry	No Contributing Action
42	0.103	12/09/17	Sat	2246	Overturn/Rollover	0	0	1	Night	Dry	Followed too Closely

Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other
42	1	22	20	3	0	7	5	0	1	0	4	8	5	0	2
Percent	*2.38%*	*52.38%*	*47.62%*	*7.14%*	*0.00%*	*16.67%*	*11.90%*	*0.00%*	*2.38%*	*0.00%*	*9.52%*	*19.05%*	*11.90%*	*0.00%*	*4.76%*

Contrib. Cause	Day	Night	Wet	Dry	Careless Driving	FTYRW	Improper Turn	Ran Red Light	Exceeded Speed	Improper Passing	Disreg Cntl Dev	Erratic/ Aggress	Ran off Road	DUI	Wrong Way
Total	32	10	1	41	11	5	0	1	0	1	0	1	0	4	0
Percent	*76.19%*	*23.81%*	*2.38%*	*97.62%*	*26.19%*	*11.90%*	*0.00%*	*2.38%*	*0.00%*	*2.38%*	*0.00%*	*2.38%*	*0.00%*	*9.52%*	*0.00%*

TOTAL ENTERING VEHICLES/ADT: 9,773

SPOT CRASH RATE: 19.063 CRASHES PER MILLION ENTERING VEHICLES

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 90010000 STATE ROUTE: 5

INTERSECTING ROADWAY: None M.P. 0.000 TO 4.531 ENGINEER: CG

STUDY PERIOD: FROM 1/ 2018 TO 12/ 2018 COUNTY: Monroe

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
1	1.055	01/06/18	Sat	1715	Rear-End	0	0	1	Day	Dry	Not Coded
2	0.587	01/08/18	Mon	1350	Rear-End	0	0	1	Day	Dry	Not Coded
3	0.490	01/22/18	Mon	1259	Pedestrian	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
4	0.724	01/30/18	Tue	1320	Other Fixed Object	0	0	1	Day	Dry	Careless or Negligent Manner
5	0.481	02/02/18	Fri	1801	Not Coded	0	1	0	Night	Dry	Failed To Keep In Proper Lane
6	1.015	02/20/18	Tue	1958	Pedestrian	0	1	0	Night	Dry	No Contributing Action
7	1.088	03/30/18	Fri	1451	Rear-End	0	0	1	Day	Dry	Followed too Closely
8	0.406	05/08/18	Tue	1720	Angle	0	1	0	Day	Dry	No Contributing Action
9	0.155	05/18/18	Fri	0930	Rear-End	0	0	1	Day	Dry	Improper Backing
10	0.828	05/18/18	Fri	1245	Rear-End	0	0	1	Day	Dry	Followed too Closely
11	0.591	05/25/18	Fri	1400	Left-Turn	0	0	1	Day	Wet	Other Contributing Action
12	0.000	05/27/18	Sun	0422	Rear-End	0	1	0	Night	Wet	Improper Passing
13	0.481	06/04/18	Mon	1937	Not Coded	0	1	0	Night	Dry	Careless or Negligent Manner
14	0.274	08/06/18	Mon	0330	Other Post, Pole Or Support	0	0	1	Night	Dry	Other Contributing Action
15	0.178	08/10/18	Fri	1043	Pedestrian	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
16	0.128	08/11/18	Sat	1433	Not Coded	0	0	1	Day	Dry	Improper Backing
17	0.793	08/18/18	Sat	1844	Angle	0	1	0	Day	Dry	Failed To Keep In Proper Lane
18	0.912	09/11/18	Tue	0750	Pedalcycle	0	0	1	Day	Dry	No Contributing Action
19	0.000	09/26/18	Wed	1502	Parked Motor Vehicle	0	0	1	Day	Dry	Other Contributing Action
20	0.094	10/01/18	Mon	1028	Fell/Jumped from Motor Vehicle	0	1	0	Day	Dry	Careless or Negligent Manner
21	0.094	10/02/18	Tue	1219	Pedalcycle	1	0	0	Day	Dry	No Contributing Action
22	0.179	10/14/18	Sun	1323	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
23	0.406	10/16/18	Tue	0652	Not Coded	0	0	1	Night	Dry	Failed To Keep In Proper Lane
24	0.490	11/08/18	Thu	1940	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
25	0.000	11/21/18	Wed	1322	Not Coded	0	1	0	Day	Dry	Followed too Closely
26	0.944	11/21/18	Wed	1721	Rear-End	0	1	0	Night	Dry	Other Contributing Action
27	0.094	11/25/18	Sun	1120	Sideswipe	0	0	1	Day	Dry	Other Contributing Action
28	0.094	12/02/18	Sun	1941	Parked Motor Vehicle	0	0	1	Unknown	Dry	Improper Backing
29	0.591	12/05/18	Wed	1043	Traffic Signal Support	0	0	1	Day	Dry	Improper Turn
30	0.591	12/21/18	Fri	2154	Not Coded	0	0	1	Night	Dry	Failed To Keep In Proper Lane

Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other
30	1	10	19	9	0	2	1	0	1	0	5	2	3	0	6
Percent	*3.33%*	*33.33%*	*63.33%*	*30.00%*	*0.00%*	*6.67%*	*3.33%*	*0.00%*	*3.33%*	*0.00%*	*16.67%*	*6.67%*	*10.00%*	*0.00%*	*20.00%*

Contrib. Cause	Day	Night	Wet	Dry	Careless Driving	FTYRW	Improper Turn	Ran Red Light	Exceeded Speed	Improper Passing	Disreg Cntl Dev	Erratic/ Aggress	Ran off Road	DUI	Wrong Way
Total	20	9	2	28	5	2	1	0	0	1	0	0	0	3	0
Percent	*66.67%*	*30.00%*	*6.67%*	*93.33%*	*16.67%*	*6.67%*	*3.33%*	*0.00%*	*0.00%*	*3.33%*	*0.00%*	*0.00%*	*0.00%*	*10.00%*	*0.00%*

TOTAL ENTERING VEHICLES/ADT: 9,773

SPOT CRASH RATE: 19.063 CRASHES PER MILLION ENTERING VEHICLES

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 90003000 STATE ROUTE: A1A

INTERSECTING ROADWAY: None M.P. 0.000 TO 2.890 ENGINEER: CG

STUDY PERIOD: FROM 1/ 2014 TO 12/ 2014 COUNTY: Monroe

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
1	0.000	01/01/14	Wed	1215	Not Coded	0	2	0	Day	Dry	Other Contributing Action
2	2.762	01/05/14	Sun	1430	Angle	0	1	0	Day	Dry	Improper Turn
3	2.800	01/06/14	Mon	1816	Sideswipe	0	0	1	Night	Dry	Careless or Negligent Manner
4	2.625	01/14/14	Tue	1455	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
5	0.000	01/24/14	Fri	1200	Not Coded	0	1	0	Day	Dry	Careless or Negligent Manner
6	2.638	01/24/14	Fri	1711	Not Coded	0	1	0	Day	Dry	Over-Correcting/Over-Steering
7	0.009	01/27/14	Mon	1333	Not Coded	0	1	0	Day	Dry	Over-Correcting/Over-Steering
8	2.741	02/05/14	Wed	1056	Rear-End	0	1	0	Day	Dry	Improper Turn
9	2.741	02/07/14	Fri	1322	Angle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
10	2.741	02/10/14	Mon	1834	Angle	0	2	0	Night	Dry	Failed to Yield Right-Of-Way
11	2.611	02/14/14	Fri	1906	Not Coded	0	0	1	Night	Dry	Failed To Keep In Proper Lane
12	0.019	02/16/14	Sun	0057	Not Coded	0	1	0	Night	Dry	Other Contributing Action
13	0.319	02/16/14	Sun	1325	Angle	0	0	1	Day	Dry	Careless or Negligent Manner
14	2.625	02/23/14	Sun	0051	Not Coded	0	1	0	Night	Dry	Erratic, Reckless or Aggressive
15	2.888	03/07/14	Fri	0121	Curb	0	1	0	Night	Dry	Failed To Keep In Proper Lane
16	2.625	03/07/14	Fri	0508	Angle	0	1	0	Night	Dry	Erratic, Reckless or Aggressive
17	2.741	03/11/14	Tue	1500	Angle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
18	2.895	03/19/14	Wed	2327	Curb	0	0	1	Night	Dry	Careless or Negligent Manner
19	0.000	03/24/14	Mon	1318	Angle	0	1	0	Day	Dry	Failed To Keep In Proper Lane
20	2.895	03/29/14	Sat	1838	Sideswipe	0	2	0	Day	Dry	Careless or Negligent Manner
21	2.625	04/04/14	Fri	0049	Angle	0	0	1	Night	Dry	Failed to Yield Right-Of-Way
22	2.254	04/24/14	Thu	2313	Angle	0	1	0	Night	Dry	Failed to Yield Right-Of-Way
23	0.000	04/28/14	Mon	0135	Other Traffic Barrier	0	0	1	Night	Dry	Careless or Negligent Manner
24	2.626	04/28/14	Mon	2059	Not Coded	0	2	0	Night	Dry	Other Contributing Action
25	2.254	05/02/14	Fri	2026	Rear-End	0	1	0	Night	Dry	Followed too Closely
26	2.762	05/03/14	Sat	0006	Not Coded	0	1	0	Night	Dry	Failed To Keep In Proper Lane
27	2.625	05/21/14	Wed	1620	Not Coded	0	1	0	Day	Dry	Over-Correcting/Over-Steering
28	2.886	05/28/14	Wed	0005	Not Coded	0	1	0	Night	Dry	Swerved Or Avoided
29	2.741	05/30/14	Fri	1315	Angle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
30	0.000	06/10/14	Tue	1735	Not Coded	0	1	0	Day	Other	Careless or Negligent Manner
31	0.000	06/18/14	Wed	2022	Not Coded	0	1	0	Night	Dry	Careless or Negligent Manner
32	2.254	07/12/14	Sat	0220	Not Coded	0	1	0	Night	Wet	Followed too Closely
33	2.623	07/15/14	Tue	1557	Rear-End	0	3	0	Day	Wet	Careless or Negligent Manner
34	2.254	07/23/14	Wed	1601	Angle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
35	2.625	07/25/14	Fri	0853	Angle	0	1	0	Day	Dry	Careless or Negligent Manner
36	2.762	08/02/14	Sat	2246	Rear-End	0	3	0	Night	Wet	Careless or Negligent Manner
37	2.890	08/03/14	Sun	2226	Sideswipe	0	0	1	Night	Wet	Failed To Keep In Proper Lane
38	2.645	08/04/14	Mon	1744	Rear-End	0	1	0	Day	Dry	Followed too Closely
39	2.625	08/16/14	Sat	1557	Sideswipe	0	1	0	Day	Dry	Failed To Keep In Proper Lane
40	0.246	08/16/14	Sat	1654	Not Coded	0	1	0	Day	Dry	Other Contributing Action
41	2.263	08/24/14	Sun	0423	Immersion	0	1	0	Night	Dry	Careless or Negligent Manner
42	0.114	09/01/14	Mon	1256	Angle	0	0	1	Day	Wet	Careless or Negligent Manner
43	2.254	09/02/14	Tue	1635	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
44	2.741	09/09/14	Tue	0700	Rear-End	0	0	1	Day	Dry	Followed too Closely
45	2.625	09/23/14	Tue	0715	Sideswipe	0	0	1	Day	Wet	Failed To Keep In Proper Lane
46	1.759	10/23/14	Thu	2200	Not Coded	1	0	0	Night	Wet	Careless or Negligent Manner
47	2.895	11/11/14	Tue	1851	Not Coded	0	0	1	Night	Dry	Careless or Negligent Manner
48	2.625	11/18/14	Tue	1510	Left-Turn	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
49	2.516	11/25/14	Tue	1110	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
50	2.625	11/25/14	Tue	1526	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
51	2.889	11/26/14	Wed	1619	Pedalcycle	0	1	0	Day	Dry	No Contributing Action
52	2.726	12/02/14	Tue	1712	Rear-End	0	0	1	Day	Dry	Followed too Closely
53	2.687	12/06/14	Sat	2254	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
54	2.886	12/08/14	Mon	1510	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
55	1.781	12/14/14	Sun	2200	Not Coded	0	1	0	Night	Dry	Disregarded other Road Markings

Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other
55	1	40	14	12	0	14	1	0	5	0	1	0	3	0	18
Percent	*1.82%*	*72.73%*	*25.45%*	*21.82%*	*0.00%*	*25.45%*	*1.82%*	*0.00%*	*9.09%*	*0.00%*	*1.82%*	*0.00%*	*5.45%*	*0.00%*	*32.73%*

Contrib. Cause	Day	Night	Wet	Dry	Careless Driving	FTYRW	Improper Turn	Ran Red Light	Exceeded Speed	Improper Passing	Disreg Cntl Dev	Erratic/ Aggress	Ran off Road	DUI	Wrong Way
Total	31	24	7	47	20	9	2	0	0	0	1	2	0	8	0
Percent	*56.36%*	*43.64%*	*12.73%*	*85.45%*	*36.36%*	*16.36%*	*3.64%*	*0.00%*	*0.00%*	*0.00%*	*1.82%*	*3.64%*	*0.00%*	*14.55%*	*0.00%*

TOTAL ENTERING VEHICLES/ADT: 13,763

SPOT CRASH RATE: 10.949 CRASHES PER MILLION ENTERING VEHICLES

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 90003000 STATE ROUTE: A1A

INTERSECTING ROADWAY: None M.P. 0.000 TO 2.890 ENGINEER: CG

STUDY PERIOD: FROM 1/ 2015 TO 12/ 2015 COUNTY: Monroe

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
1	2.706	01/08/15	Thu	1529	Not Coded	0	0	1	Day	Dry	Other Contributing Action
2	2.800	01/09/15	Fri	1606	Rear-End	0	1	0	Night	Dry	Followed too Closely
3	2.625	01/10/15	Sat	0928	Not Coded	0	1	0	Day	Dry	Over-Correcting/Over-Steering
4	2.706	01/13/15	Tue	2014	Pedalcycle	0	1	0	Night	Dry	No Contributing Action
5	2.741	01/15/15	Thu	1610	Angle	0	1	0	Day	Dry	Other Contributing Action
6	2.254	01/17/15	Sat	2033	Angle	0	0	1	Night	Dry	Failed To Keep In Proper Lane
7	0.549	01/20/15	Tue	1731	Angle	0	1	0	Day	Dry	Careless or Negligent Manner
8	2.838	01/24/15	Sat	1130	Other Non-Collision	0	1	0	Day	Wet	Failed to Yield Right-Of-Way
9	2.741	01/27/15	Tue	0945	Angle	0	1	0	Day	Dry	Careless or Negligent Manner
10	2.254	02/03/15	Tue	0828	Angle	0	2	0	Day	Dry	Careless or Negligent Manner
11	2.706	02/03/15	Tue	1515	Angle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
12	2.890	02/18/15	Wed	1720	Rear-End	0	0	1	Day	Wet	Careless or Negligent Manner
13	0.000	02/21/15	Sat	0130	Utility Pole/Light Support	0	0	1	Night	Dry	Careless or Negligent Manner
14	2.254	02/23/15	Mon	0849	Angle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
15	2.629	03/05/15	Thu	2028	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
16	2.632	03/07/15	Sat	2117	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
17	2.644	03/09/15	Mon	2242	Other Post, Pole Or Support	0	0	1	Night	Dry	Careless or Negligent Manner
18	2.819	03/10/15	Tue	1643	Overturn/Rollover	0	1	0	Day	Dry	Careless or Negligent Manner
19	2.750	03/11/15	Wed	1331	Sideswipe	0	0	1	Day	Dry	Erratic, Reckless or Aggressive
20	0.284	03/12/15	Thu	1259	Overturn/Rollover	0	2	0	Day	Dry	Over-Correcting/Over-Steering
21	2.743	03/12/15	Thu	1710	Curb	0	1	0	Day	Dry	Other Contributing Action
22	2.876	03/13/15	Fri	1651	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
23	0.189	03/13/15	Fri	2100	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
24	0.208	03/14/15	Sat	0700	Sideswipe	0	1	0	Night	Dry	Improper Turn
25	2.683	03/15/15	Sun	1020	Traffic Sign Support	0	0	1	Day	Dry	Careless or Negligent Manner
26	2.633	03/19/15	Thu	1714	Pedalcycle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
27	2.254	03/21/15	Sat	2023	Angle	0	1	0	Night	Dry	Failed to Yield Right-Of-Way
28	2.886	03/21/15	Sat	1252	Sideswipe	0	1	0	Day	Dry	Other Contributing Action
29	2.706	03/30/15	Mon	1601	Angle	0	2	0	Day	Dry	Failed to Yield Right-Of-Way
30	2.611	04/01/15	Wed	1643	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
31	0.000	04/10/15	Fri	1608	Angle	0	1	0	Day	Dry	Failed To Keep In Proper Lane
32	0.568	04/11/15	Sat	0200	Overturn/Rollover	0	1	0	Night	Dry	No Contributing Action
33	2.254	04/23/15	Thu	0809	Angle	0	0	1	Day	Dry	Careless or Negligent Manner
34	0.473	04/25/15	Sat	1654	Overturn/Rollover	0	1	0	Day	Dry	No Contributing Action
35	0.000	05/03/15	Sun	1123	Angle	0	2	0	Day	Dry	Failed To Keep In Proper Lane
36	2.625	05/04/15	Mon	1621	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
37	2.625	05/07/15	Thu	1443	Not Coded	0	3	0	Day	Dry	Careless or Negligent Manner
38	0.114	05/07/15	Thu	1915	Overturn/Rollover	0	1	0	Night	Dry	Over-Correcting/Over-Steering
39	2.741	05/08/15	Fri	1203	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
40	2.892	05/21/15	Thu	1137	Curb	0	2	0	Day	Dry	Failed To Keep In Proper Lane
41	2.625	05/22/15	Fri	2314	Rear-End	0	4	0	Night	Dry	Exceed Posted Speed
42	1.461	05/24/15	Sun	1214	Other Fixed Object	0	0	1	Day	Dry	Careless or Negligent Manner
43	2.256	06/03/15	Wed	2000	Overturn/Rollover	0	1	0	Night	Dry	Careless or Negligent Manner
44	2.895	06/22/15	Mon	1530	Pedalcycle	0	3	0	Day	Dry	No Contributing Action
45	2.616	06/26/15	Fri	1439	Angle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
46	0.000	07/04/15	Sat	2300	Other Non-Fixed Object	0	3	0	Night	Dry	Careless or Negligent Manner
47	2.741	07/14/15	Tue	0850	Angle	0	2	0	Day	Dry	Failed to Yield Right-Of-Way
48	2.741	07/20/15	Mon	1621	Angle	0	2	0	Day	Dry	Failed to Yield Right-Of-Way
49	2.889	07/26/15	Sun	1424	Rear-End	0	1	0	Day	Wet	Drove too Fast for Conditions
50	0.284	08/06/15	Thu	0330	Not Coded	0	0	1	Night	Dry	Failed To Keep In Proper Lane
51	0.379	08/11/15	Tue	1330	Overturn/Rollover	0	2	0	Day	Dry	Careless or Negligent Manner
52	2.258	08/14/15	Fri	1738	Pedalcycle	0	1	0	Day	Dry	Not Coded
53	1.518	08/19/15	Wed	1643	Pedalcycle	0	2	0	Day	Dry	Careless or Negligent Manner
54	2.676	08/26/15	Wed	1124	Pedalcycle	0	1	0	Day	Dry	Careless or Negligent Manner
55	2.254	09/13/15	Sun	1507	Angle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
56	1.461	09/14/15	Mon	0130	Curb	0	1	0	Night	Dry	Failed To Keep In Proper Lane
57	1.000	09/16/15	Wed	1733	Curb	1	1	0	Day	Dry	Other Contributing Action
58	2.625	09/20/15	Sun	1520	Curb	0	0	1	Day	Dry	Drove too Fast for Conditions
59	1.332	09/29/15	Tue	1029	Curb	0	2	0	Day	Dry	Careless or Negligent Manner
60	2.895	09/30/15	Wed	1714	Pedalcycle	0	0	1	Day	Dry	No Contributing Action
61	0.189	10/03/15	Sat	1948	Parked Motor Vehicle	0	0	1	Night	Wet	Careless or Negligent Manner
62	1.686	10/06/15	Tue	1613	Guardrail Face	0	1	0	Day	Dry	Careless or Negligent Manner
63	0.000	10/08/15	Thu	1300	Overturn/Rollover	0	1	0	Day	Dry	Over-Correcting/Over-Steering
64	2.254	10/11/15	Sun	2314	Curb	0	0	1	Night	Dry	Careless or Negligent Manner
65	2.254	10/19/15	Mon	1741	Angle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
66	2.256	10/22/15	Thu	2105	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
67	2.886	10/22/15	Thu	2000	Rear-End	0	1	0	Night	Dry	Careless or Negligent Manner
68	0.095	10/27/15	Tue	1339	Pedalcycle	0	1	0	Day	Dry	No Contributing Action
69	2.881	10/31/15	Sat	2258	Sideswipe	0	1	0	Night	Dry	Careless or Negligent Manner
70	2.760	11/05/15	Thu	0912	Pedalcycle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
71	2.254	11/25/15	Wed	2325	Curb	0	1	0	Night	Dry	Other Contributing Action
72	2.625	12/10/15	Thu	2123	Left-Turn	0	2	0	Night	Dry	Other Contributing Action
73	2.703	12/11/15	Fri	1349	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner

Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other
73	1	53	20	12	0	18	1	0	5	0	9	1	13	0	4
Percent	*1.37%*	*72.60%*	*27.40%*	*16.44%*	*0.00%*	*24.66%*	*1.37%*	*0.00%*	*6.85%*	*0.00%*	*12.33%*	*1.37%*	*17.81%*	*0.00%*	*5.48%*

Contrib. Cause	Day	Night	Wet	Dry	Careless Driving	FTYRW	Improper Turn	Ran Red Light	Exceeded Speed	Improper Passing	Disreg Cntl Dev	Erratic/ Aggress	Ran off Road	DUI	Wrong Way
Total	49	24	4	69	29	13	1	0	3	0	0	1	0	10	0
Percent	*67.12%*	*32.88%*	*5.48%*	*94.52%*	*39.73%*	*17.81%*	*1.37%*	*0.00%*	*4.11%*	*0.00%*	*0.00%*	*1.37%*	*0.00%*	*13.70%*	*0.00%*

TOTAL ENTERING VEHICLES/ADT: 12,315

SPOT CRASH RATE: 16.240 CRASHES PER MILLION ENTERING VEHICLES

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 90003000 STATE ROUTE: A1A

INTERSECTING ROADWAY: None M.P. 0.000 TO 2.890 ENGINEER: CG

STUDY PERIOD: FROM 1/ 2016 TO 12/ 2016 COUNTY: Monroe

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
1	2.781	01/05/16	Tue	1604	Rear-End	0	1	0	Day	Dry	Followed too Closely
2	0.004	01/07/16	Thu	1432	Overturn/Rollover	0	1	0	Day	Dry	Over-Correcting/Over-Steering
3	1.298	01/14/16	Thu	2222	Rear-End	0	2	0	Night	Dry	Careless or Negligent Manner
4	0.000	01/23/16	Sat	1430	Not Coded	0	1	0	Day	Dry	Careless or Negligent Manner
5	2.886	02/03/16	Wed	1814	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
6	2.741	02/05/16	Fri	1750	Angle	0	0	1	Day	Dry	Ran Stop Sign
7	1.284	02/08/16	Mon	2018	Parked Motor Vehicle	0	0	1	Night	Dry	Careless or Negligent Manner
8	2.798	02/11/16	Thu	0810	Rear-End	0	1	0	Day	Dry	Followed too Closely
9	2.636	02/18/16	Thu	1208	Rear-End	0	0	1	Day	Dry	Erratic, Reckless or Aggressive
10	2.741	02/20/16	Sat	2345	Pedalcycle	0	1	0	Night	Dry	No Contributing Action
11	2.629	03/04/16	Fri	0940	Pedalcycle	0	1	0	Day	Dry	Ran Stop Sign
12	2.737	03/04/16	Fri	1653	Pedalcycle	0	1	0	Day	Dry	No Contributing Action
13	0.047	03/04/16	Fri	1009	Rear-End	0	0	1	Day	Dry	Not Coded
14	2.254	03/07/16	Mon	0745	Not Coded	0	0	1	Day	Dry	Other Contributing Action
15	2.268	03/12/16	Sat	1111	Curb	0	0	1	Day	Wet	Drove too Fast for Conditions
16	2.624	03/12/16	Sat	1438	Angle	0	1	0	Day	Dry	Careless or Negligent Manner
17	2.625	03/17/16	Thu	1404	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
18	0.284	03/20/16	Sun	2341	Angle	0	1	0	Night	Dry	Careless or Negligent Manner
19	2.159	03/23/16	Wed	1412	Angle	0	0	1	Day	Dry	Careless or Negligent Manner
20	2.741	03/24/16	Thu	1642	Pedalcycle	0	1	0	Day	Dry	Other Contributing Action
21	2.742	03/26/16	Sat	2112	Rear-End	0	0	1	Night	Dry	Followed too Closely
22	2.625	04/02/16	Sat	2018	Left-Turn	0	1	0	Night	Dry	Failed to Yield Right-Of-Way
23	2.634	04/14/16	Thu	0140	Other Fixed Object	0	0	1	Night	Dry	Failed To Keep In Proper Lane
24	0.057	05/01/16	Sun	1424	Sideswipe	0	0	1	Day	Dry	Failed To Keep In Proper Lane
25	2.516	05/13/16	Fri	1656	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner
26	2.741	05/16/16	Mon	1630	Pedalcycle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
27	0.905	05/22/16	Sun	1644	Sideswipe	0	0	1	Day	Dry	Other Contributing Action
28	2.895	05/23/16	Mon	2120	Other Post, Pole Or Support	0	0	1	Night	Dry	Careless or Negligent Manner
29	2.895	06/03/16	Fri	2048	Pedalcycle	0	1	0	Night	Dry	No Contributing Action
30	2.723	06/07/16	Tue	1112	Jackknife	0	0	1	Day	Dry	Careless or Negligent Manner
31	0.009	06/10/16	Fri	1340	Rear-End	0	0	1	Day	Dry	Improper Turn
32	2.683	06/18/16	Sat	1517	Rear-End	0	3	0	Day	Dry	Careless or Negligent Manner
33	2.889	06/18/16	Sat	1517	Sideswipe	0	3	0	Day	Dry	No Contributing Action
34	1.303	06/26/16	Sun	0555	Utility Pole/Light Support	0	1	0	Night	Dry	Ran Off Roadway
35	0.000	06/30/16	Thu	1030	Overturn/Rollover	0	0	1	Day	Other	No Contributing Action
36	0.019	07/01/16	Fri	1510	Overturn/Rollover	0	0	1	Day	Dry	Other Contributing Action
37	2.706	07/03/16	Sun	1908	Rear-End	0	1	0	Day	Dry	Careless or Negligent Manner
38	2.732	07/04/16	Mon	1544	Tree (Standing)	0	0	1	Day	Dry	Careless or Negligent Manner
39	1.970	07/05/16	Tue	2220	Parked Motor Vehicle	0	1	0	Night	Dry	Other Contributing Action
40	0.000	07/13/16	Wed	1033	Sideswipe	0	1	0	Day	Dry	Failed To Keep In Proper Lane
41	2.625	07/16/16	Sat	0320	Other Post, Pole Or Support	0	1	0	Night	Wet	Ran Off Roadway
42	2.741	07/21/16	Thu	2215	Angle	0	0	1	Night	Dry	Failed to Yield Right-Of-Way
43	0.379	07/22/16	Fri	0201	Parked Motor Vehicle	0	0	1	Night	Dry	Failed To Keep In Proper Lane
44	2.065	07/25/16	Mon	1737	Rear-End	0	2	0	Day	Dry	Improper Turn
45	0.014	08/01/16	Mon	1655	Not Coded	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
46	2.895	08/05/16	Fri	1300	Pedalcycle	0	1	0	Day	Dry	No Contributing Action
47	1.095	08/13/16	Sat	1700	Curb	0	1	0	Day	Dry	Careless or Negligent Manner
48	2.254	08/16/16	Tue	0730	Pedalcycle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
49	2.886	08/20/16	Sat	1545	Rear-End	0	0	1	Day	Dry	Followed too Closely
50	2.800	08/24/16	Wed	1434	Sideswipe	0	0	1	Day	Wet	Other Contributing Action
51	2.502	08/29/16	Mon	2255	Curb	1	1	0	Night	Dry	Careless or Negligent Manner
52	2.706	09/01/16	Thu	1550	Head-On	0	0	1	Day	Dry	Careless or Negligent Manner
53	1.288	09/03/16	Sat	0232	Curb	0	1	0	Night	Dry	Careless or Negligent Manner
54	2.620	09/14/16	Wed	1906	Rear-End	0	0	1	Day	Dry	Followed too Closely
55	2.311	09/24/16	Sat	2246	Curb	0	0	1	Night	Wet	Careless or Negligent Manner
56	2.254	09/25/16	Sun	1955	Angle	0	0	1	Night	Dry	Failed to Yield Right-Of-Way
57	2.741	10/03/16	Mon	0725	Angle	0	1	0	Day	Wet	Failed to Yield Right-Of-Way
58	2.625	10/13/16	Thu	1127	Overturn/Rollover	0	1	0	Day	Dry	Over-Correcting/Over-Steering
59	2.745	10/20/16	Thu	1050	Rear-End	0	0	1	Day	Dry	Not Coded
60	2.625	11/04/16	Fri	0352	Curb	0	1	0	Night	Dry	Careless or Negligent Manner
61	2.895	11/07/16	Mon	1400	Other Non-Collision	0	1	0	Day	Dry	Careless or Negligent Manner
62	2.625	11/10/16	Thu	1822	Left-Turn	0	1	0	Night	Dry	Failed to Yield Right-Of-Way
63	0.000	11/10/16	Thu	1336	Other Non-Fixed Object	0	1	0	Day	Dry	Careless or Negligent Manner
64	2.742	11/18/16	Fri	1504	Pedalcycle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
65	1.686	11/19/16	Sat	1505	Guardrail Face	0	1	0	Day	Dry	Over-Correcting/Over-Steering
66	2.639	11/20/16	Sun	1610	Overturn/Rollover	0	1	0	Day	Dry	Over-Correcting/Over-Steering
67	2.639	12/03/16	Sat	0834	Pedalcycle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
68	2.891	12/06/16	Tue	2036	Sideswipe	0	0	1	Night	Dry	Careless or Negligent Manner
69	2.892	12/11/16	Sun	0247	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
70	2.857	12/27/16	Tue	1601	Rear-End	0	0	1	Day	Dry	Careless or Negligent Manner

Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other
70	1	38	32	18	1	7	2	0	6	0	10	3	12	0	3
Percent	*1.43%*	*54.29%*	*45.71%*	*25.71%*	*1.43%*	*10.00%*	*2.86%*	*0.00%*	*8.57%*	*0.00%*	*14.29%*	*4.29%*	*17.14%*	*0.00%*	*4.29%*

Contrib. Cause	Day	Night	Wet	Dry	Careless Driving	FTYRW	Improper Turn	Ran Red Light	Exceeded Speed	Improper Passing	Disreg Cntl Dev	Erratic/ Aggress	Ran off Road	DUI	Wrong Way
Total	47	23	5	64	25	10	2	0	1	0	0	1	2	6	0
Percent	*67.14%*	*32.86%*	*7.14%*	*91.43%*	*35.71%*	*14.29%*	*2.86%*	*0.00%*	*1.43%*	*0.00%*	*0.00%*	*1.43%*	*2.86%*	*8.57%*	*0.00%*

TOTAL ENTERING VEHICLES/ADT: 13,344

SPOT CRASH RATE: 14.372 CRASHES PER MILLION ENTERING VEHICLES

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 90003000 STATE ROUTE: A1A
INTERSECTING ROADWAY: None M.P. 0.000 TO 2.890 ENGINEER: CG
STUDY PERIOD: FROM 1/ 2017 TO 12/ 2017 COUNTY: Monroe

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
1	2.800	01/11/17	Wed	1234	Left-Turn	0	2	0	Day	Dry	Failed to Yield Right-Of-Way
2	1.433	01/21/17	Sat	1533	Not Coded	1	1	0	Day	Dry	Erratic, Reckless or Aggressive
3	2.254	01/25/17	Wed	1308	Angle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
4	2.625	02/01/17	Wed	1727	Sideswipe	0	0	1	Day	Dry	Careless or Negligent Manner
5	0.189	02/10/17	Fri	0727	Parked Motor Vehicle	0	1	0	Day	Dry	Careless or Negligent Manner
6	2.623	02/11/17	Sat	1934	Rear-End	0	0	1	Night	Dry	Careless or Negligent Manner
7	2.254	02/28/17	Tue	1947	Sideswipe	0	0	1	Night	Dry	Not Coded
8	0.009	03/04/17	Sat	1356	Angle	0	1	0	Day	Dry	Followed too Closely
9	2.684	03/06/17	Mon	1717	Angle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
10	2.625	03/10/17	Fri	0030	Rear-End	0	1	0	Night	Dry	Other Contributing Action
11	1.000	03/15/17	Wed	1923	Rear-End	0	0	1	Day	Dry	Followed too Closely
12	2.743	03/20/17	Mon	1140	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
13	2.254	03/21/17	Tue	1845	Angle	0	1	0	Day	Dry	Failed to Yield Right-Of-Way
14	0.000	03/24/17	Fri	0412	Other Fixed Object	0	0	1	Night	Dry	Careless or Negligent Manner
15	2.554	03/28/17	Tue	1213	Overturn/Rollover	0	1	0	Day	Dry	No Contributing Action
16	2.895	04/03/17	Mon	0853	Curb	0	1	0	Day	Dry	Other Contributing Action
17	1.726	05/02/17	Tue	0329	Curb	0	1	0	Night	Dry	Failed To Keep In Proper Lane
18	0.250	05/14/17	Sun	1210	Angle	0	1	0	Day	Dry	Careless or Negligent Manner
19	2.895	05/27/17	Sat	1250	Not Coded	0	2	0	Day	Dry	Failed To Keep In Proper Lane
20	0.000	05/31/17	Wed	0522	Other Non-Collision	0	1	0	Night	Dry	Careless or Negligent Manner
21	2.740	06/01/17	Thu	1159	Rear-End	0	2	0	Day	Dry	Careless or Negligent Manner
22	0.000	06/02/17	Fri	1817	Other Non-Fixed Object	0	2	0	Day	Dry	Drove too Fast for Conditions
23	0.189	06/14/17	Wed	1742	Sideswipe	0	1	0	Day	Dry	Failed To Keep In Proper Lane
24	2.886	06/28/17	Wed	1700	Pedalcycle	0	1	0	Day	Dry	Not Coded
25	2.895	07/02/17	Sun	1025	Not Coded	0	0	1	Day	Dry	Other Contributing Action
26	2.741	07/05/17	Wed	1903	Overturn/Rollover	0	2	0	Day	Dry	Failed to Yield Right-Of-Way
27	1.488	07/09/17	Sun	1528	Angle	0	1	0	Day	Dry	Failed To Keep In Proper Lane
28	0.284	07/11/17	Tue	2021	Parked Motor Vehicle	0	0	1	Night	Dry	Careless or Negligent Manner
29	2.254	07/26/17	Wed	1757	Curb	0	0	1	Day	Dry	Failed To Keep In Proper Lane
30	0.019	07/28/17	Fri	1752	Curb	0	1	0	Day	Dry	Other Contributing Action
31	2.891	07/31/17	Mon	1350	Sideswipe	0	0	1	Day	Dry	Not Coded
32	2.574	08/04/17	Fri	1435	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
33	2.741	08/21/17	Mon	1154	Angle	0	0	1	Day	Dry	Failed to Yield Right-Of-Way
34	2.606	08/22/17	Tue	0824	Bridge Rail	0	0	1	Day	Dry	Other Contributing Action
35	2.292	08/24/17	Thu	1452	Ran into Water/Canal	0	3	0	Day	Dry	Failed To Keep In Proper Lane
36	1.497	11/15/17	Wed	0441	Curb	0	1	0	Night	Dry	Other Contributing Action
37	0.284	12/16/17	Sat	1600	Parked Motor Vehicle	0	0	1	Day	Dry	Not Coded
38	2.857	12/17/17	Sun	1513	Overturn/Rollover	0	2	0	Day	Dry	Failed To Keep In Proper Lane
39	2.895	12/18/17	Mon	0117	Curb	0	1	0	Night	Dry	Failed To Keep In Proper Lane
40	0.142	12/27/17	Wed	1041	Sideswipe	0	2	0	Day	Dry	Improper Turn

Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other
40	1	26	14	4	0	9	1	0	5	0	1	3	8	1	3
Percent	*2.50%*	*65.00%*	*35.00%*	*10.00%*	*0.00%*	*22.50%*	*2.50%*	*0.00%*	*12.50%*	*0.00%*	*2.50%*	*7.50%*	*20.00%*	*2.50%*	*7.50%*

Contrib. Cause	Day	Night	Wet	Dry	Careless Driving	FTYRW	Improper Turn	Ran Red Light	Exceeded Speed	Improper Passing	Disreg Cntl Dev	Erratic/ Aggress	Ran off Road	DUI	Wrong Way
Total	31	9	0	40	8	8	1	0	1	0	0	1	0	5	0
Percent	*77.50%*	*22.50%*	*0.00%*	*100.00%*	*20.00%*	*20.00%*	*2.50%*	*0.00%*	*2.50%*	*0.00%*	*0.00%*	*2.50%*	*0.00%*	*12.50%*	*0.00%*

TOTAL ENTERING VEHICLES/ADT: 13,344 SPOT CRASH RATE: 14.372 CRASHES PER MILLION ENTERING VEHICLES

State of Florida Department of Transportation
CRASH SUMMARY

SECTION: 90003000 STATE ROUTE: A1A

INTERSECTING ROADWAY: None M.P. 0.000 TO 2.890 ENGINEER: CG

STUDY PERIOD: FROM 1/ 2018 TO 12/ 2018 COUNTY: Monroe

No.	MILE POST	DATE	DAY	TIME	CRASH TYPE	FATAL	INJURIES	PROP DAM	DAY / NIGHT	WET / DRY	CONTRIBUTING CAUSE (VEHICLE ONLY)
1	2.568	02/21/18	Wed	1512	Curb	0	1	0	Day	Dry	Failed To Keep In Proper Lane
2	0.000	04/11/18	Wed	0836	Fell/Jumped from Motor Vehicle	0	1	0	Day	Dry	Other Contributing Action
3	1.815	05/27/18	Sun	1504	Sideswipe	0	1	0	Day	Dry	Followed too Closely
4	2.800	07/30/18	Mon	2344	Rear-End	1	0	0	Night	Dry	Followed too Closely
5	1.215	07/31/18	Tue	1528	Overturn/Rollover	0	3	0	Day	Dry	Careless or Negligent Manner

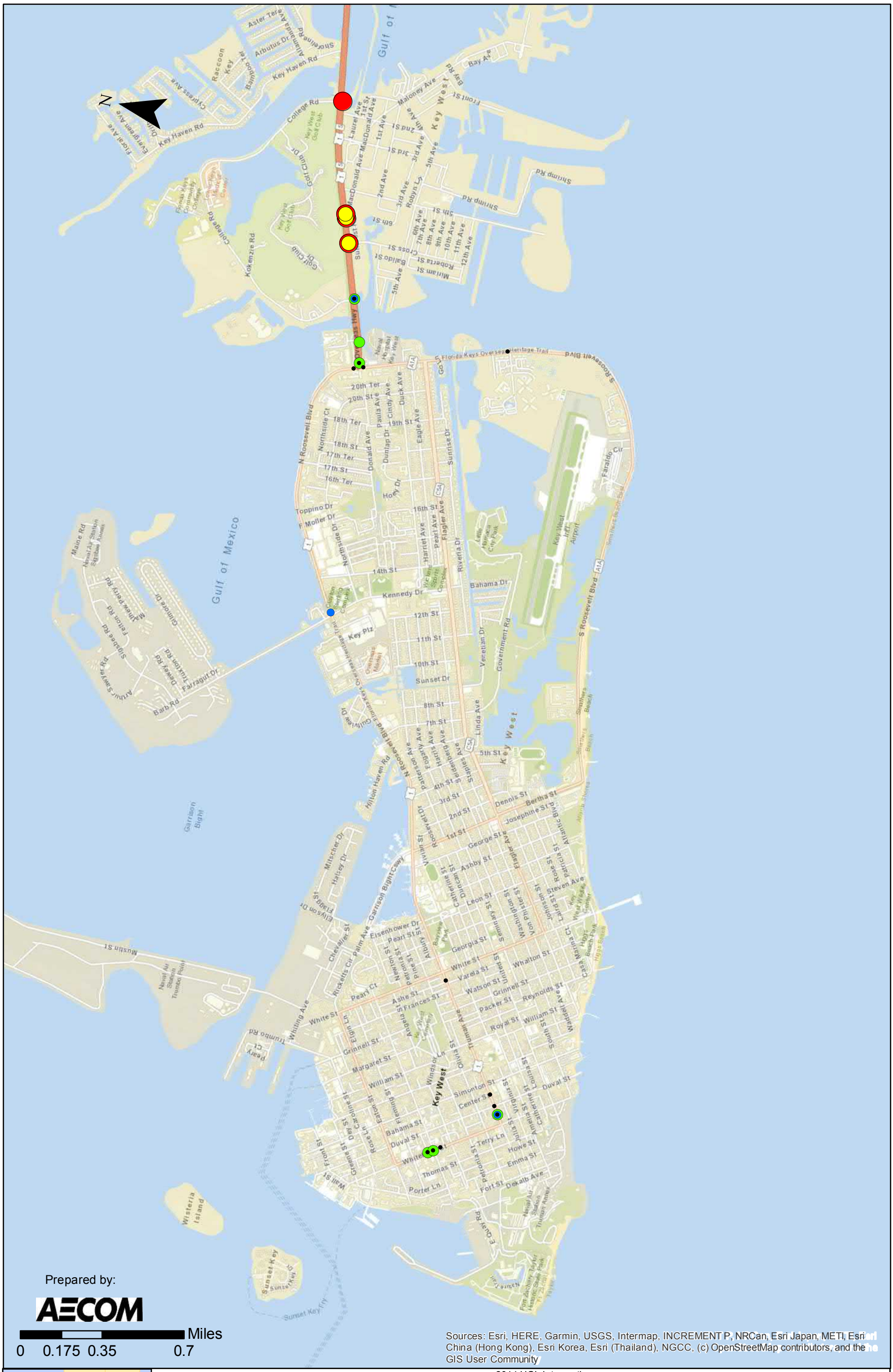
Total No.	Fatal	Injury	PDO	Rear-End	Head-On	Angle	Left-Turn	Right-Turn	Sideswipe	Backed Into	Ped/Bike	Parked Car	Fixed Object	Ran into Water	Other
5	1	4	0	1	0	0	0	0	1	0	0	0	1	0	0
Percent	*20.00%*	*80.00%*	*0.00%*	*20.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*20.00%*	*0.00%*	*0.00%*	*0.00%*	*20.00%*	*0.00%*	*0.00%*

Contrib. Cause	Day	Night	Wet	Dry	Careless Driving	FTYRW	Improper Turn	Ran Red Light	Exceeded Speed	Improper Passing	Disreg Cntl Dev	Erratic/ Aggress	Ran off Road	DUI	Wrong Way
Total	4	1	0	5	1	0	0	0	0	0	0	0	0	0	0
Percent	*80.00%*	*20.00%*	*0.00%*	*100.00%*	*20.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*

TOTAL ENTERING VEHICLES/ADT: 13,344

SPOT CRASH RATE: 14.372 CRASHES PER MILLION ENTERING VEHICLES

FDOT High Crash List Maps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Key West
Garrison Bight
Key Haven Rd
College Rd
Kokenzie Rd
Golf Club Dr
Shrimp Rd
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Laurel Ave
1st St
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Bay Rd
Bay Ave
Front St
1st Ave
2nd St
2nd Ave
3rd St
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4th Ave
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9th Ave
10th Ave
11th Ave
12th Ave
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Roberta St
Baldo St
Cross St
Miriam St
Aster Terr
Alamanda Ave
Arbutus Dr
Shoreline Rd
Raccoon Key
Banyan Rd
Cypress Ave
Florida Keys Community College
Key West Golf Club
Overseas Hwy
Florida Keys Overseas Heritage Trail
S Roosevelt Blvd
A1A
20th Ter
20th St
Duck Ave
Cindy Ave
Paula's Ave
Dunlap Dr
19th St
Eagle Ave
Sunrise Dr
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Donald Ave
Northside Dr
N Roosevelt Blvd
Hoey Dr
Toppino Dr
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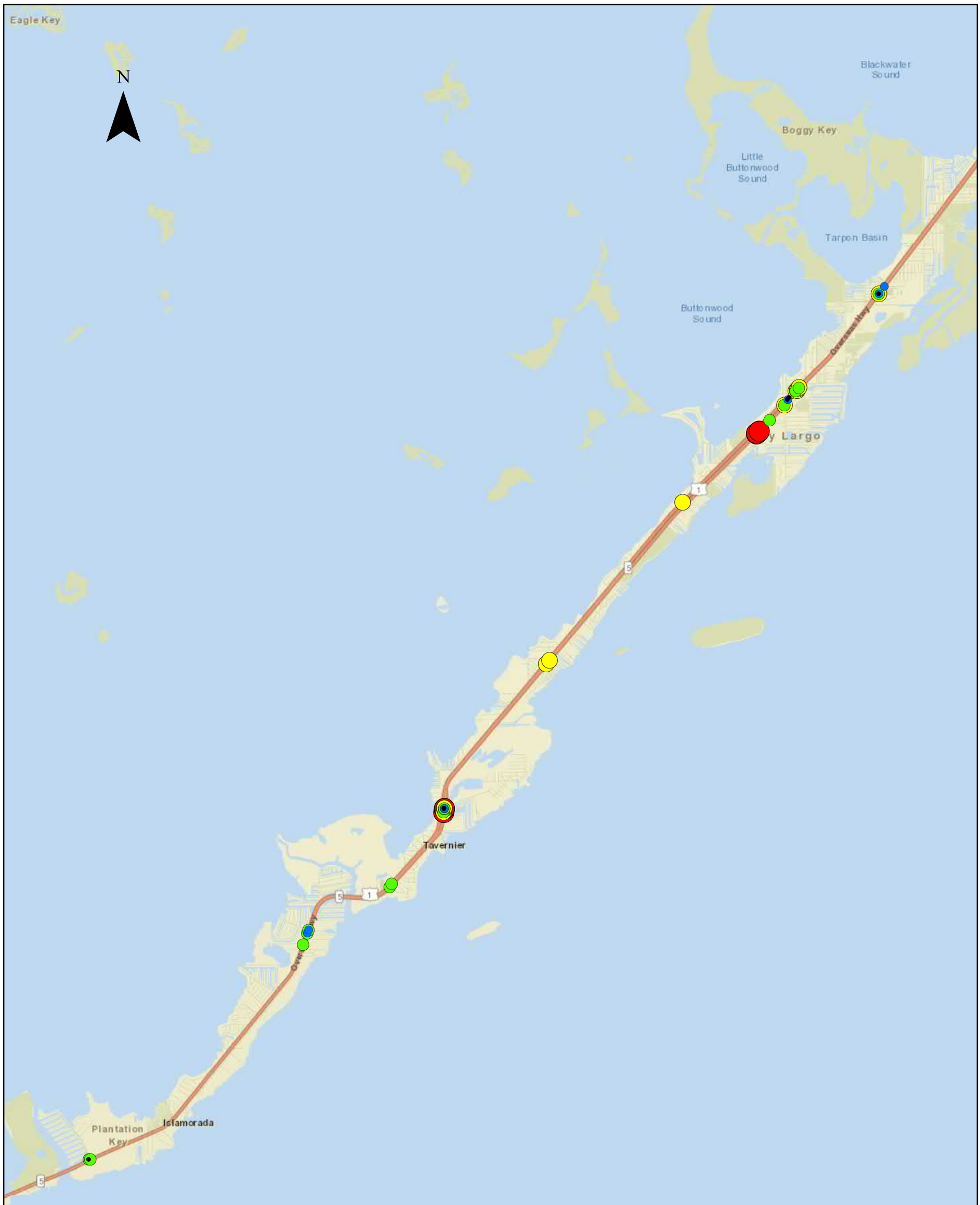
16th St
Harriet Ave
Pearl Ave
Flagler Ave
Riviera Dr
14th St
Kennedy Dr
Bahama Dr
12th St
Key Plz
11th St
10th St
Sunset Dr
8th St
7th St
5th St
Venetian Dr
Government Rd
Linda Ave
Fogarty Ave
Harris Ave
Eisenhower Dr
Hilton Haven Rd
Gulfview Dr
Key West Int'l Airport
Little Hamaca City Park
Bayview Park
Higgs Beach Park
Maine Rd
Naval Air Station Sigsbee Annex
Quimare Dr
Palton Rd
Sigsbee Rd
Dewey Rd
Tuskon Rd
Farragut Dr
Barb Rd
Arthur S Bray Rd
Mitscher Dr
Halsey Dr
Flaggs Dr
Ellyson Dr
Chevalier St
Rickett's Cir
Palm Ave
Garrison Bight Causeway
Albury St
Georgia St
White St
Varela St
Watson St
Grinnell St
Whalton St
Reynolds St
Packer St
Royal St
William St
Pearl Ct
Ashe St
Frances St
Angela St
Elgin Ln
Whiting Ave
Trumbo Rd
Peary Ct
Naval Air Station Truman Annex
Margaret St
William St
Windsor Ln
Olivia St
Truman Ave
Simonton St
Center St
Duval St
Bahama St
Caroline St
Greene St
Rose Ln
Eaton St
Fleming St
Virginia St
Julia St
Amelia St
Catherine St
Louisa St
Terry Ln
Howe St
Emma St
Thomas St
Porter Ln
Fort St
Dekalb Ave
Front St
Wall St
Whitehead St
Petronia St
Caroline St
Wisteria Island
Sunset Key
Sunset Key Ferry
E Quay Rd
Fort Zachary Taylor Historic State Park
Beach
Sanford Ln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Blackwater Sound
Boggy Key
Little Buttonwood Sound
Tarpon Basin
Buttonwood Sound
Overseas Hwy
Largo
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Tavernier
Overseas Hwy
Plantation Key
Islamorada
Prepared by:
AECOM
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Miles
Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community
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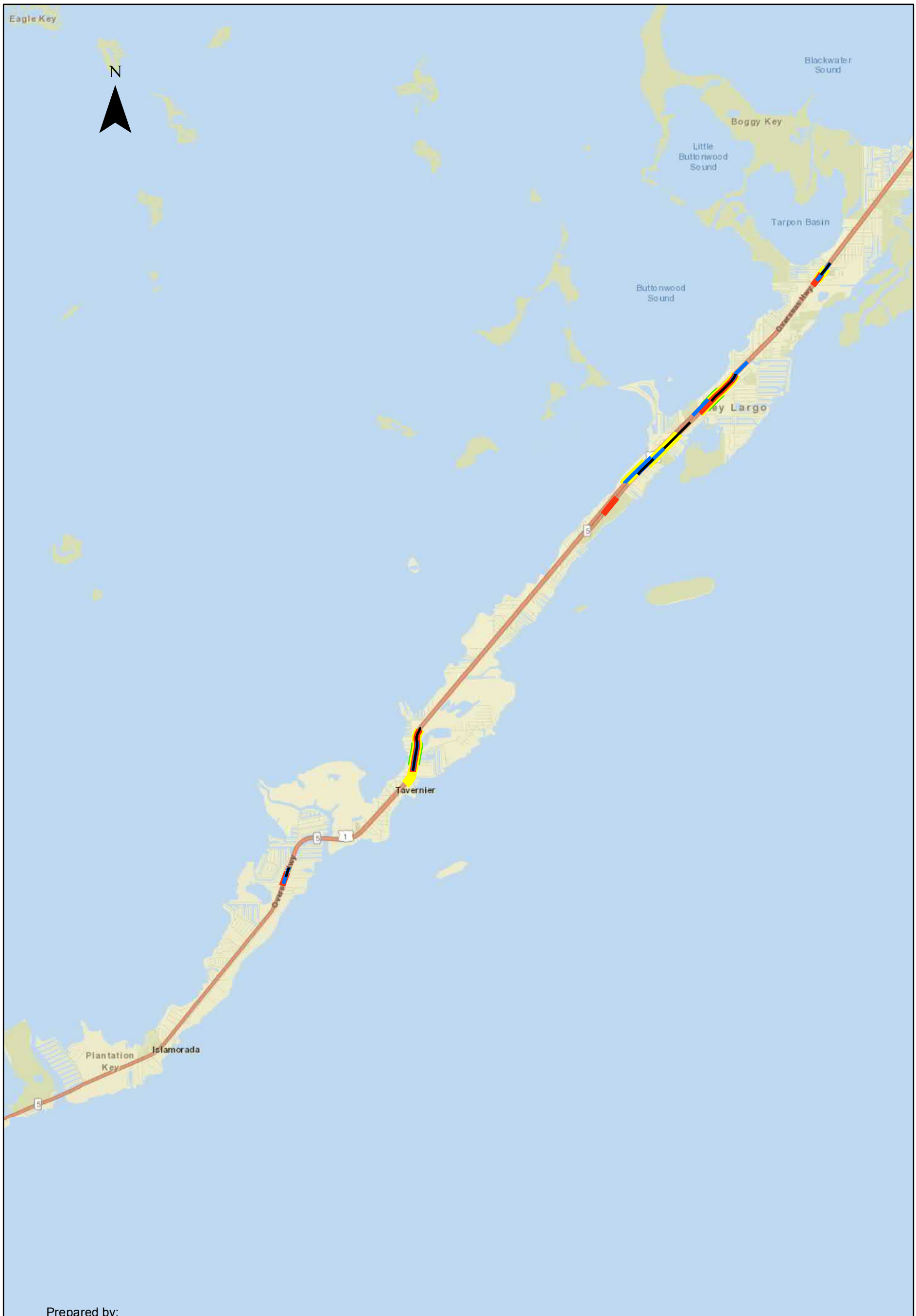
FDOT DISTRICT 6
High Crash List (Intersections)
Years 2014 to 2018
2014 HCL Intersection
2015 HCL Intersection
2016 HCL Intersection
2017 HCL Intersection
2018 HCL Intersection

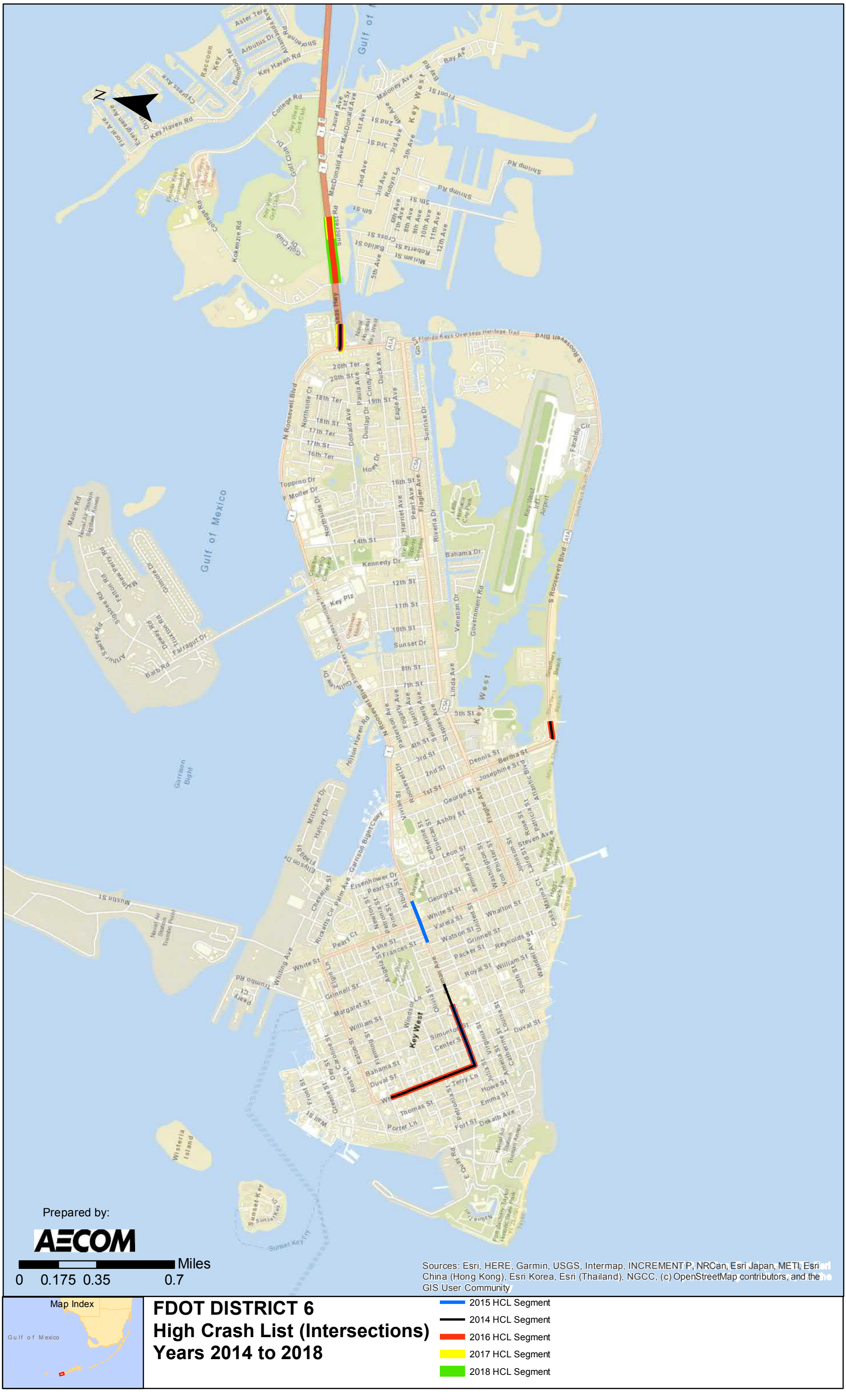


FDOT DISTRICT 6
High Crash List (Segments)
Years 2014 to 2018

- 2015 HCL Segment
- 2014 HCL Segment
- 2016 HCL Segment
- 2017 HCL Segment
- 2018 HCL Segment

FDOT DISTRICT 6
High Crash List (Segments)
Years 2014 to 2018

- 2015 HCL Segment
- 2014 HCL Segment
- 2016 HCL Segment
- 2017 HCL Segment
- 2018 HCL Segment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Gulf of Mexico
Gulf of Mexico
Garrison Bight
Key West
Key West
Prepared by:
AECOM
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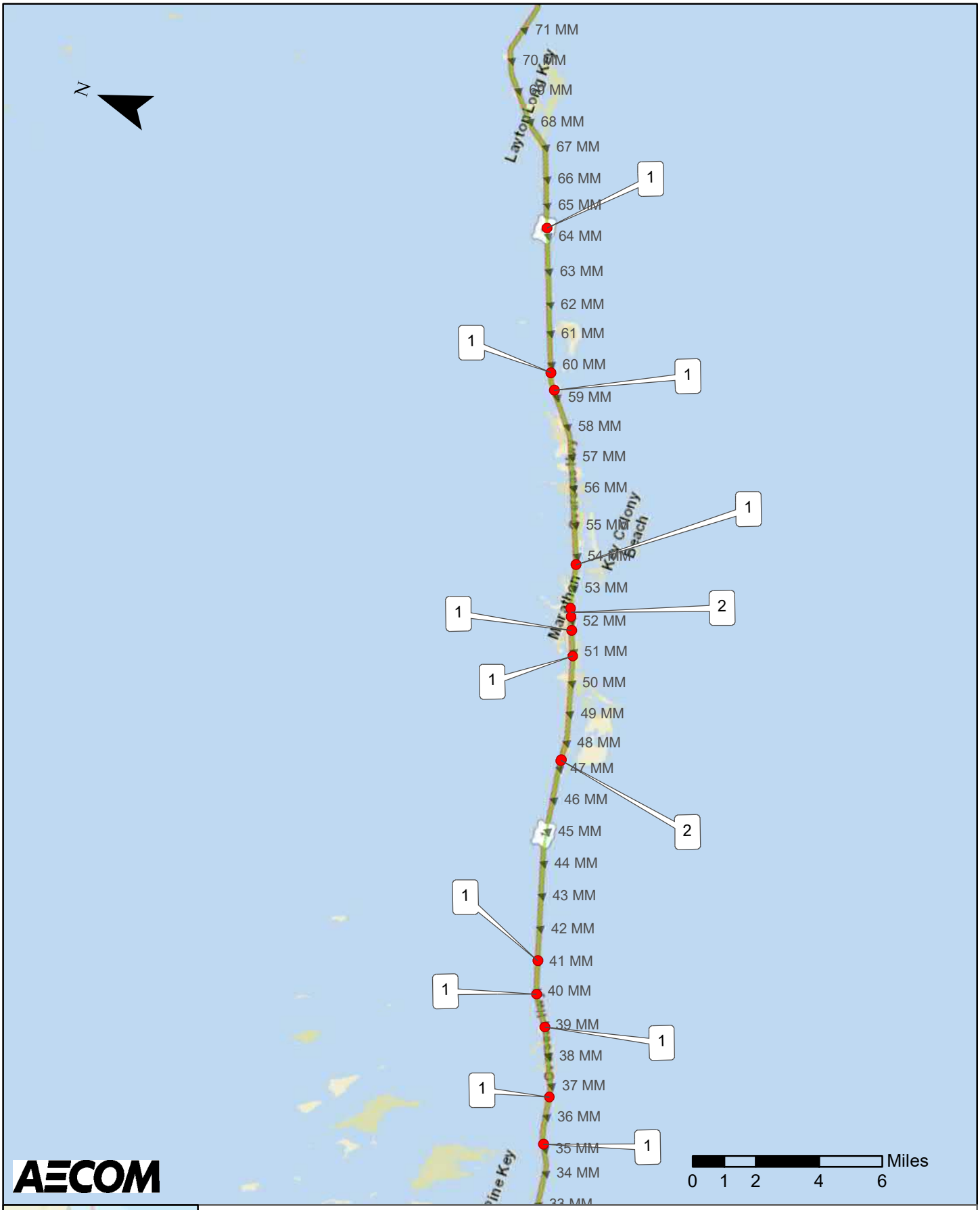
High Crash List (Intersections)
Years 2014 to 2018
2015 HCL Segment
2014 HCL Segment
2016 HCL Segment
2017 HCL Segment
2018 HCL Segment

Fatal Crash Location Maps

AECOM

FDOT District 6
Fatal Crashes
Years 2014 to 2018
Upper Keys (Key Largo)

- Mile Markers
- Basemap Routes
- Fatal Crashes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Layton
Long Key
Key Colony Beach
Marathon
Miles
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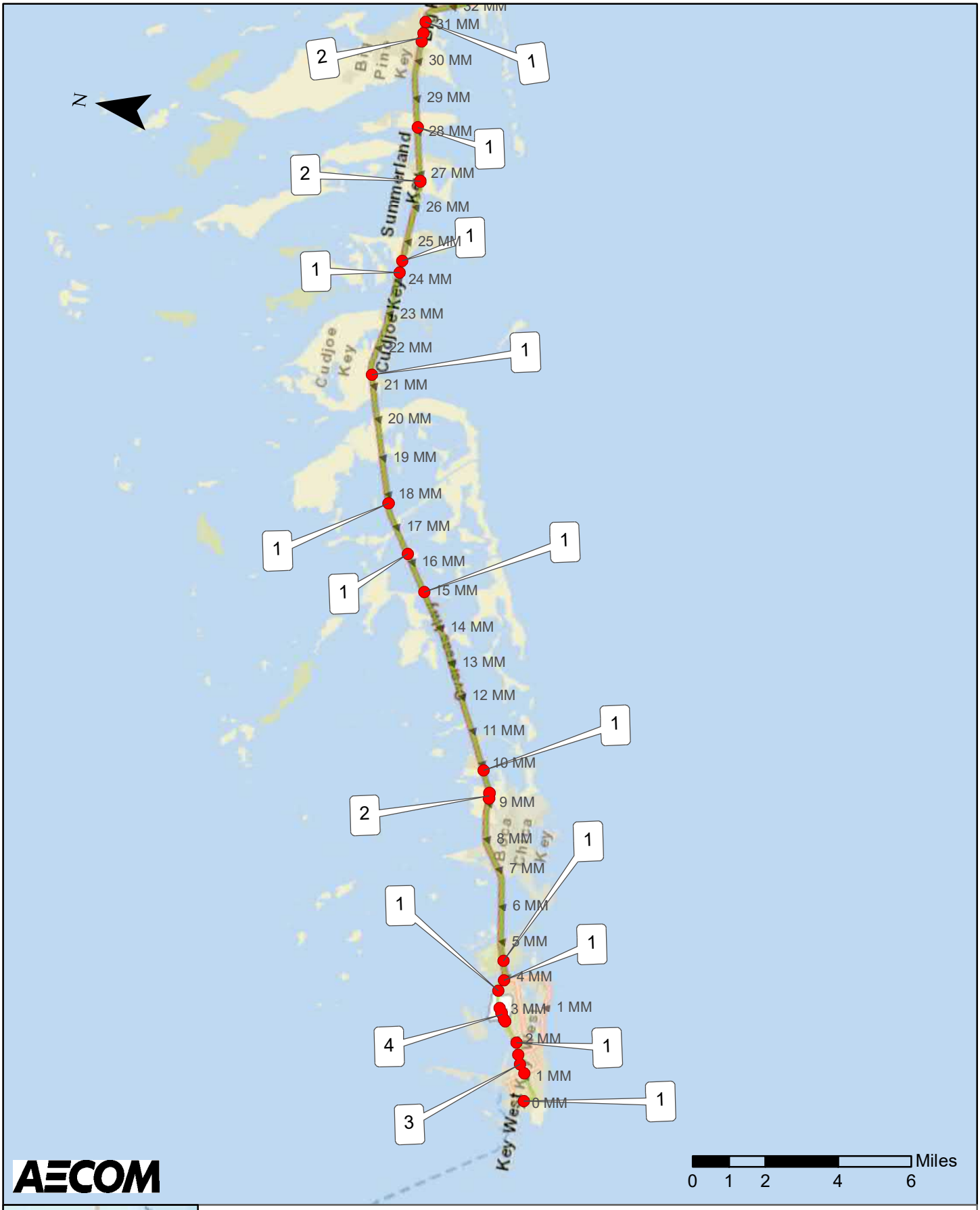
AECOM
FDOT District 6
Fatal Crashes
Years 2014 to 2018
Mid Keys (Marathon)
Mile Markers
Basemap Routes
Fatal Crashes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5 MM
4 MM
3 MM
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1 MM
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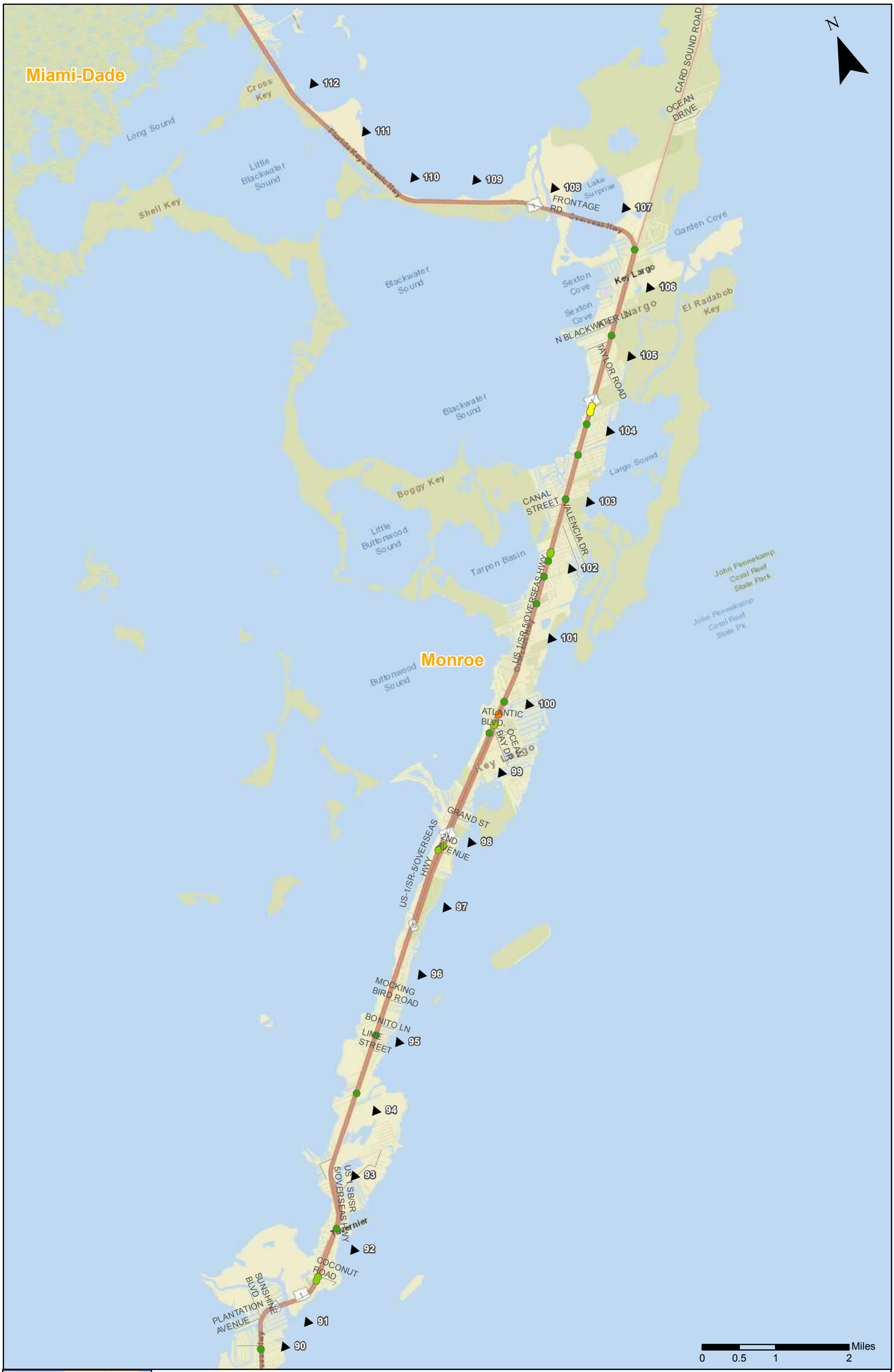
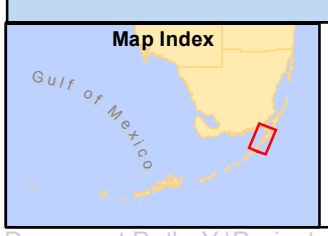
Summerland Key
Cudjoe Key
Key West
Miles
0 1 2 4 6
AECOM
Straits of Florida
FDOT District 6
Fatal Crashes
Years 2014 to 2018
Lower Keys (Key West)
Mile Markers
Basemap Routes
Fatal Crashes

Pedestrian and Bicycle Crash Cluster Maps



Map Index



FDOT DISTRICT 6
Pedestrian Crashes (Spot)
Crash Analysis Years 2014 to 2018
Page 1 of 6 (Mile Marker 112 to 91)

Monroe (256 ft Search Radius)

Mile Marker

Number of Crashes (Pedestrian)

- 1
- 2
- 3
- 4 - 5
- 6

Service Layer Credits: Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User

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Prepared by: AECOM

Document Path: Y:\Projects\FDOT\District_6\District_6_CARS_Data_2014-2018\MXDs\District_6_PedBike_Crash_Cluster_2014-2018.mxd

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Gulf of Mexico

FDOT DISTRICT 6
Pedestrian Crashes (Spot)
Crash Analysis Years 2014 to 2018
Page 2 of 6 (Mile Marker 90 to 73)

Monroe (256 ft Search Radius)

Mile Marker

Number of Crashes (Pedestrian)

- 1
- 2
- 3
- 4 - 5
- 6

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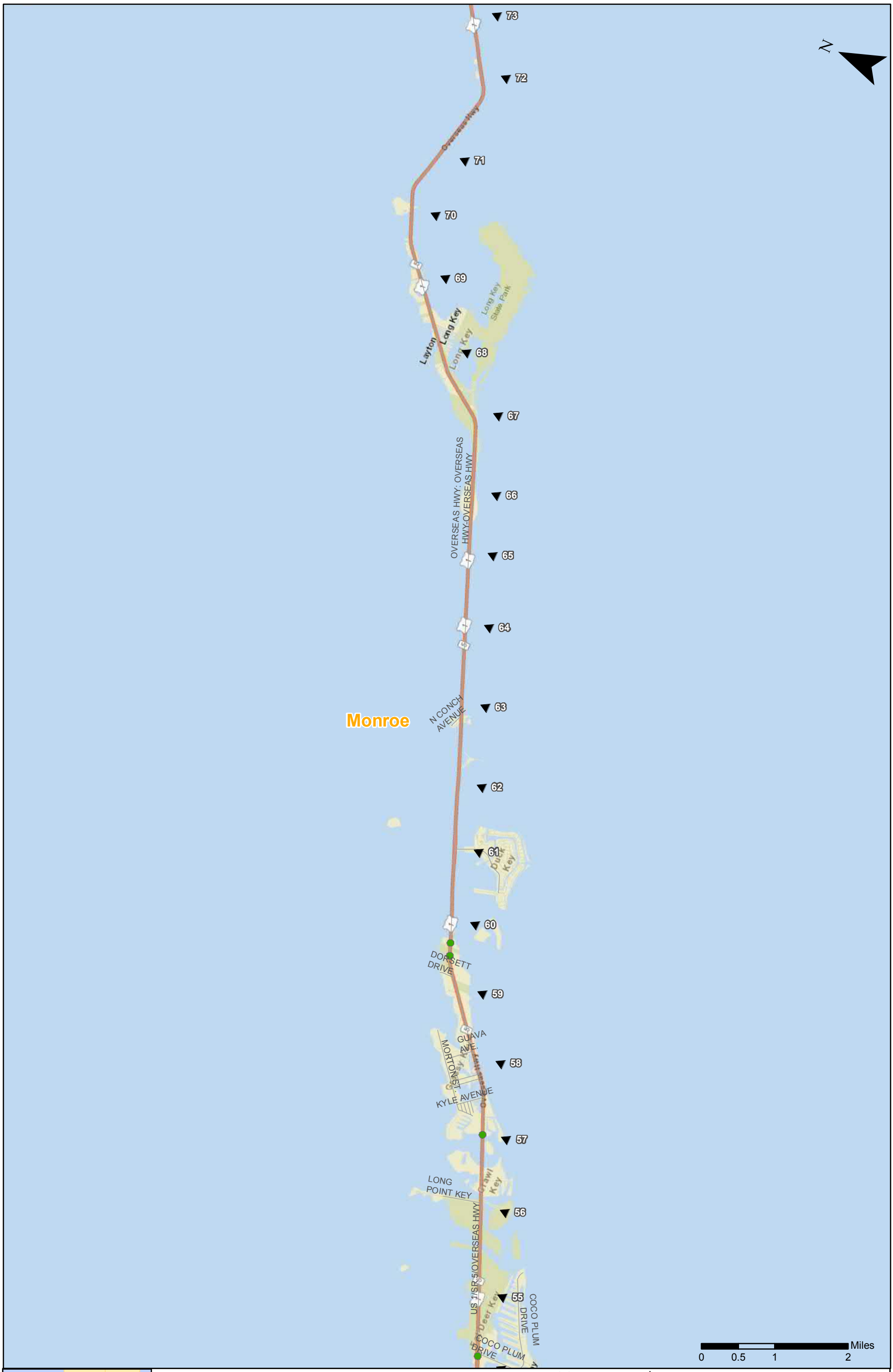

Map Index

Gulf of Mexico

FDOT DISTRICT 6
Pedestrian Crashes (Spot)
Crash Analysis Years 2014 to 2018
Page 3 of 6 (Mile Marker 72 to 55)

Monroe (256 ft Search Radius)

Mile Marker

Number of Crashes (Pedestrian)

- 1
- 2
- 3
- 4 - 5
- 6

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Prepared for: FDOT

Prepared by: AECOM

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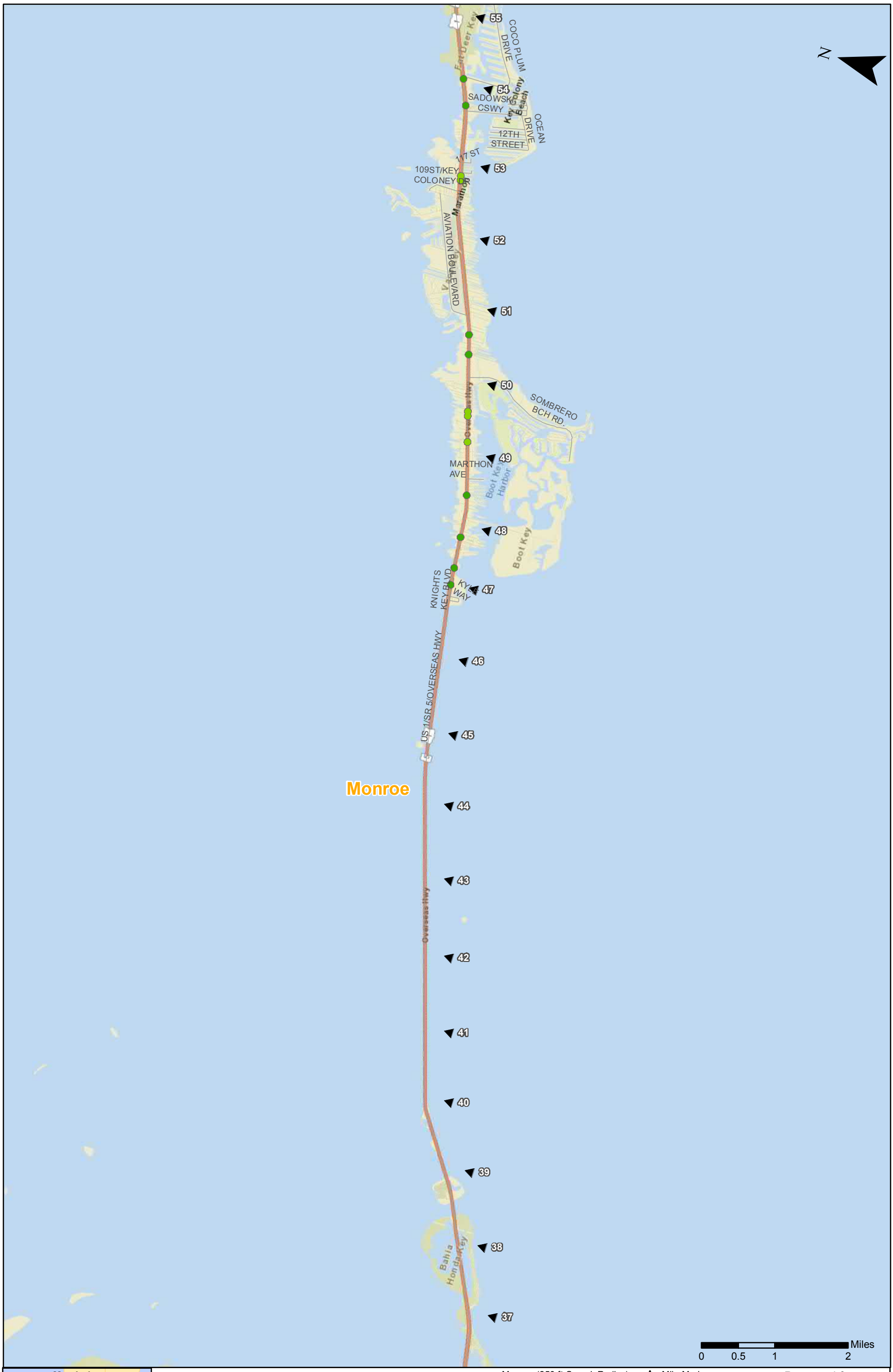

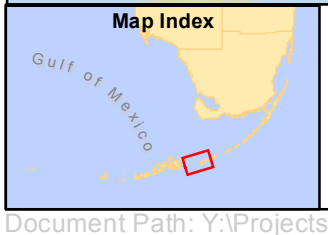

FDOT DISTRICT 6
Pedestrian Crashes (Spot)
Crash Analysis Years 2014 to 2018
Page 4 of 6 (Mile Marker 54 to 37)

Monroe (256 ft Search Radius)

Mile Marker

Number of Crashes (Pedestrian)

- 1
- 2
- 3
- 4 - 5
- 6

Service Layer Credits: Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User

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Gulf of Mexico

FDOT DISTRICT 6
Pedestrian Crashes (Spot)
Crash Analysis Years 2014 to 2018
Page 5 of 6 (Mile Marker 37 to 19)

Monroe (256 ft Search Radius)

▲ Mile Marker

Number of Crashes (Pedestrian)

- 1
- 2
- 3
- 4 - 5
- 6

Service Layer Credits: Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User

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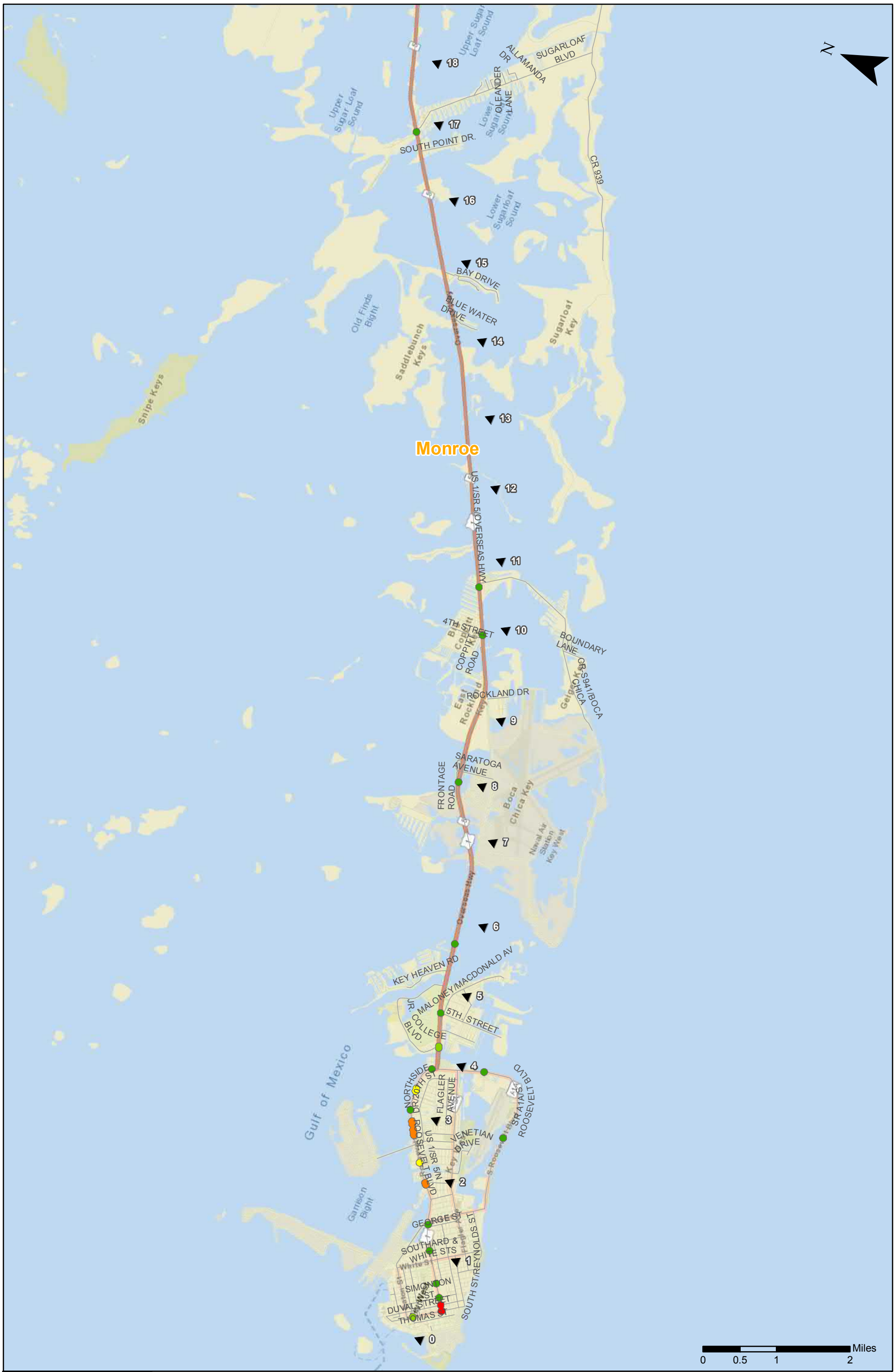

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Miami-Dade

Monroe

N

Cross Key
Long Sound
Little Blackwater Sound
Shell Key
Blackwater Sound
Florida Keys Scenic Hwy
Lake Surprise
Garden Cove
Sexton Cove
Key Largo
El Radabob Key
Largo Sound
Boggy Key
Little Buttonwood Sound
Tarpon Basin
John Pennekamp Coral Reef State Park
Buttonwood Sound
Key Largo
Blackwater Sound

FRONTAGE RD
CARD SOUND ROAD
OCEAN DRIVE
N BLACKWATER LN
TAYLOR ROAD
CANAL STREET
VALENCIA DR.
US-1/SR-5/OVERSEAS HWY
ATLANTIC BLVD.
OCEAN BAY DR.
GRAND ST
2ND AVENUE
MOCKING BIRD ROAD
BONITO LN
LIME STREET
SUNSHINE BLVD
PLANTATION AVENUE
COCONUT ROAD
Tavernier

112 111 110 109 108 107 106 105 104 103 102 101 100 99 98 97 96 95 94 93 92 91 90

0 0.5 1 2 Miles

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Gulf of Mexico

FDOT DISTRICT 6
Bicycle Crashes (Spot)
Crash Analysis Years 2014 to 2018
Page 1 of 6 (Mile Marker 112 to 91)

Monroe (256 ft Search Radius)
▲ Mile Marker

Number of Crashes (Bicycle)
- 1 - 2
- 3 - 7
- 8 - 16
- 17 - 37
- 38 - 136

Service Layer Credits: Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User

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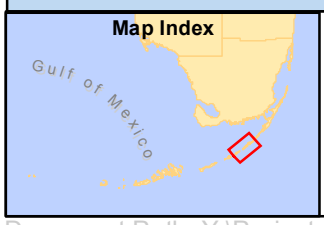

FDOT DISTRICT 6
Bicycle Crashes (Spot)
Crash Analysis Years 2014 to 2018
Page 2 of 6 (Mile Marker 90 to 73)

Monroe (256 ft Search Radius) ▲ Mile Marker

Number of Crashes (Bicycle)

- 1 - 2
- 3 - 7
- 8 - 16
- 17 - 37
- 38 - 136

Service Layer Credits: Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User

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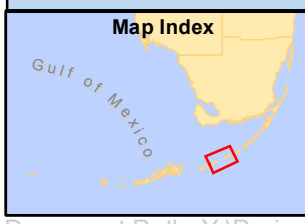

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Bicycle Crashes (Spot)
Crash Analysis Years 2014 to 2018
Page 3 of 6 (Mile Marker 72 to 55)

Monroe (256 ft Search Radius) ▲ Mile Marker

Number of Crashes (Bicycle)

- 1 - 2
- 3 - 7
- 8 - 16
- 17 - 37
- 38 - 136

Service Layer Credits: Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User

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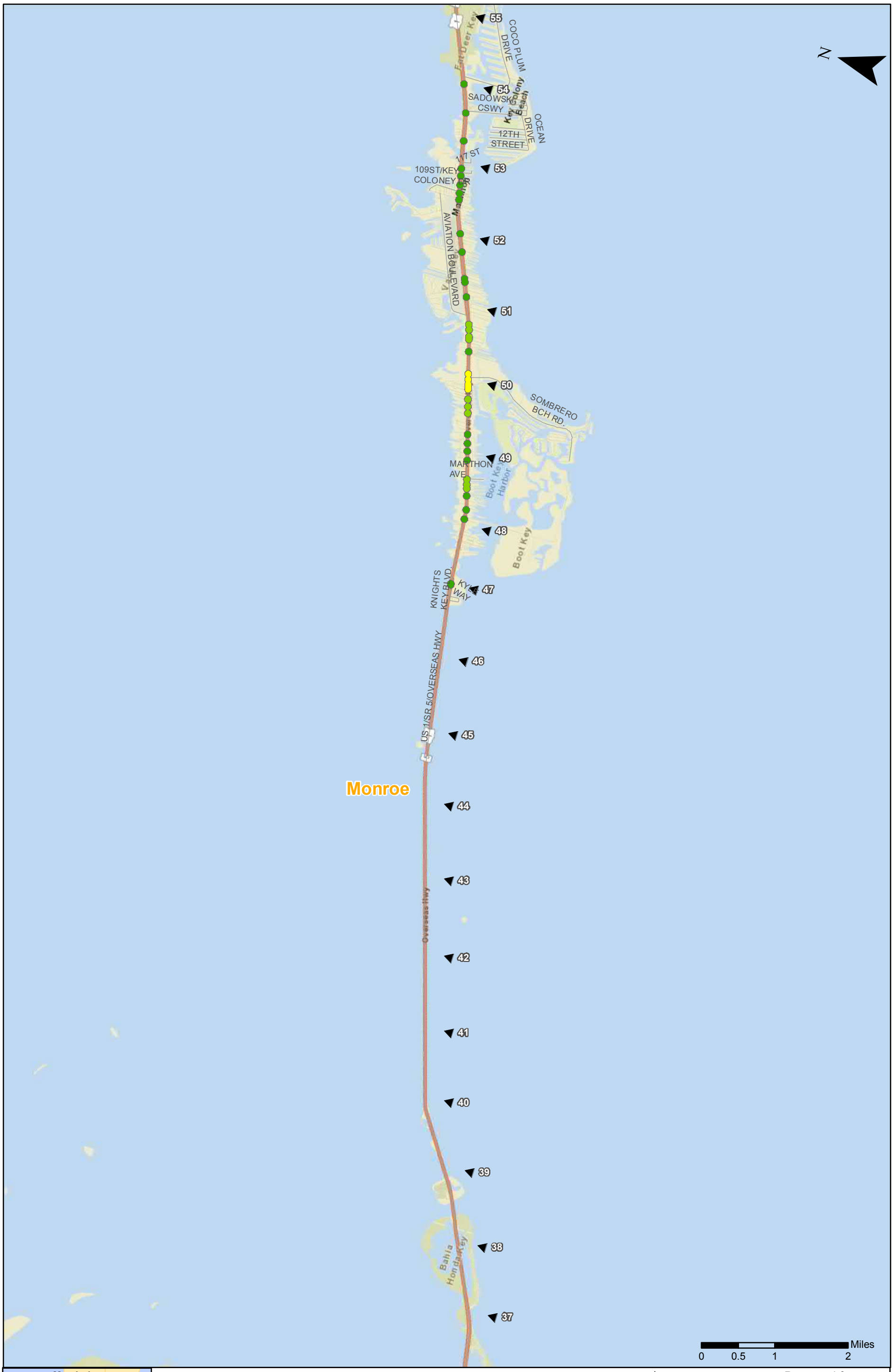

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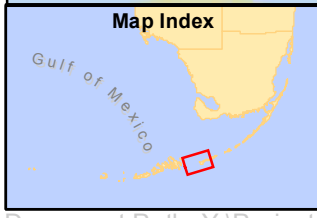

FDOT DISTRICT 6
Bicycle Crashes (Spot)
Crash Analysis Years 2014 to 2018
Page 4 of 6 (Mile Marker 54 to 37)

Monroe (256 ft Search Radius) ▲ Mile Marker

Number of Crashes (Bicycle)

- 1 - 2
- 3 - 7
- 8 - 16
- 17 - 37
- 38 - 136

Service Layer Credits: Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User

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Bicycle Crashes (Spot)
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Monroe (256 ft Search Radius) ▲ Mile Marker

Number of Crashes (Bicycle)

- 1 - 2
- 3 - 7
- 8 - 16
- 17 - 37
- 38 - 136

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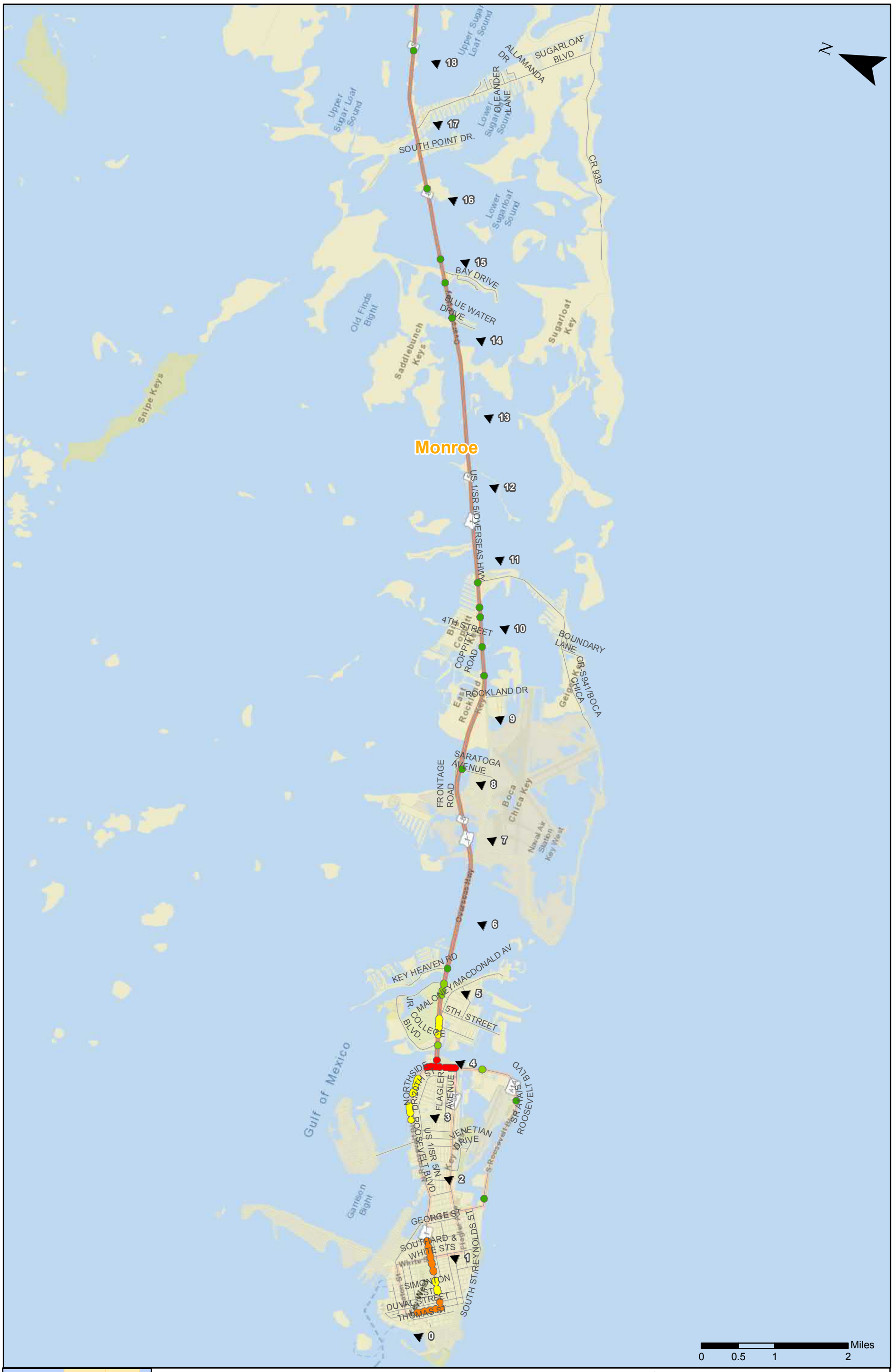

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Bicycle Crashes (Spot)
Crash Analysis Years 2014 to 2018
Page 6 of 6 (Mile Marker 18 to 0)

Monroe (256 ft Search Radius) ▲ Mile Marker

Number of Crashes (Bicycle)

- 1 - 2
- 3 - 7
- 8 - 16
- 17 - 37
- 38 - 136

Service Layer Credits: Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User

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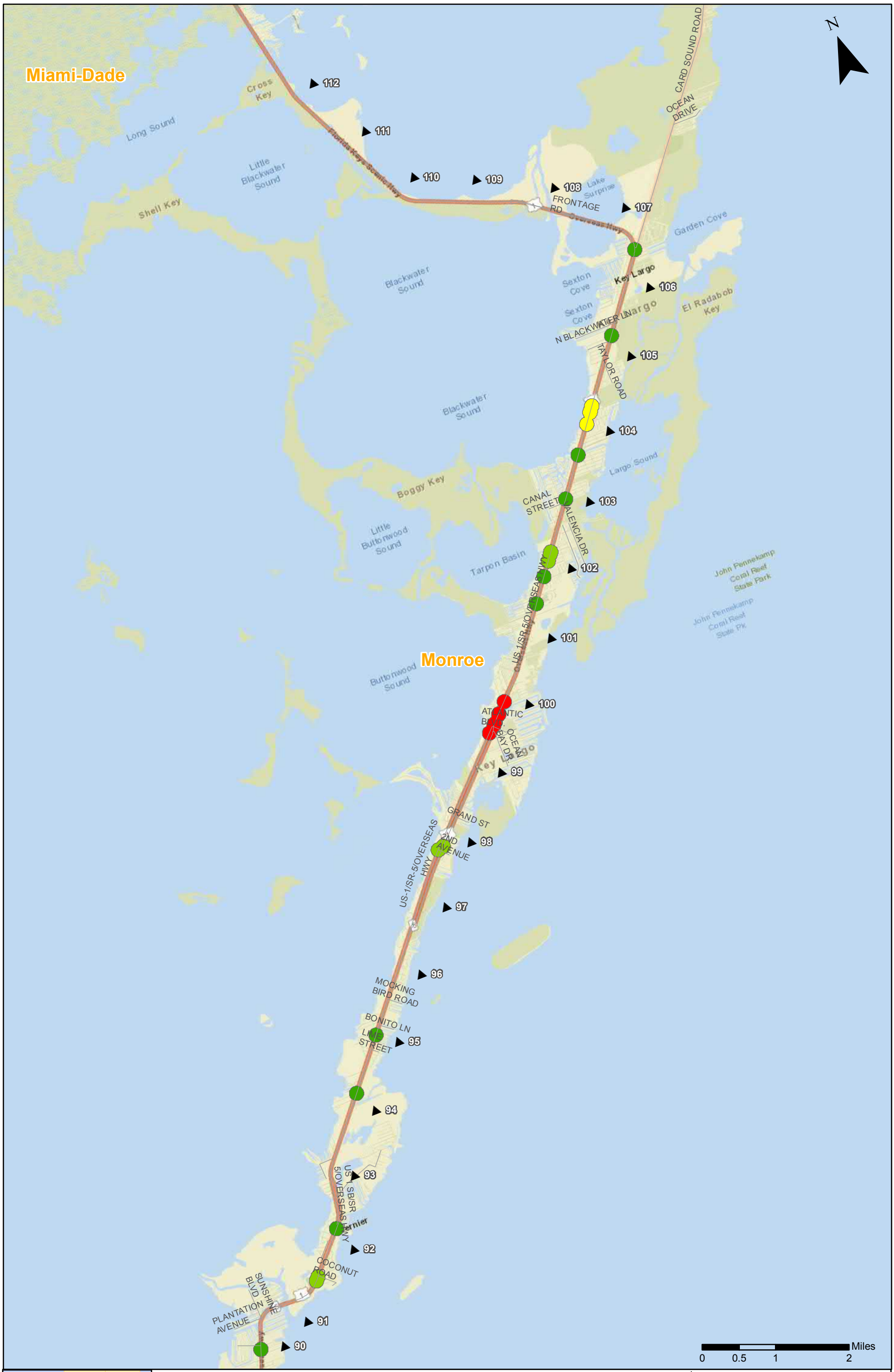

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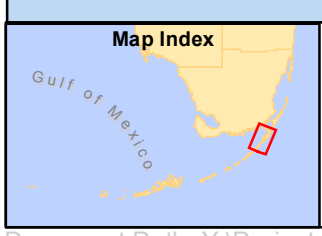

FDOT DISTRICT 6
Pedestrian Crashes (Segment)
Crash Analysis Years 2014 to 2018
Page 1 of 6 (Mile Marker 112 to 91)

Monroe (528 ft Search Radius)

Number of Crashes (Pedestrian)

- 1
- 2 - 3
- 4 - 5
- 6 - 7
- 8 - 15

▲ Mile Marker

Service Layer Credits: Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User

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Pedestrian Crashes (Segment)
Crash Analysis Years 2014 to 2018
Page 2 of 6 (Mile Marker 90 to 73)

Monroe (528 ft Search Radius)

Mile Marker

Number of Crashes (Pedestrian)

- 1
- 2 - 3
- 4 - 5
- 6 - 7
- 8 - 15

Service Layer Credits: Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCan, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User

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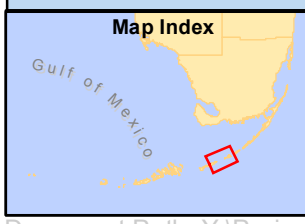

FDOT DISTRICT 6
Pedestrian Crashes (Segment)
Crash Analysis Years 2014 to 2018
Page 3 of 6 (Mile Marker 72 to 55)

Monroe (528 ft Search Radius)

▲ Mile Marker

Number of Crashes (Pedestrian)

- 1
- 2 - 3
- 4 - 5
- 6 - 7
- 8 - 15

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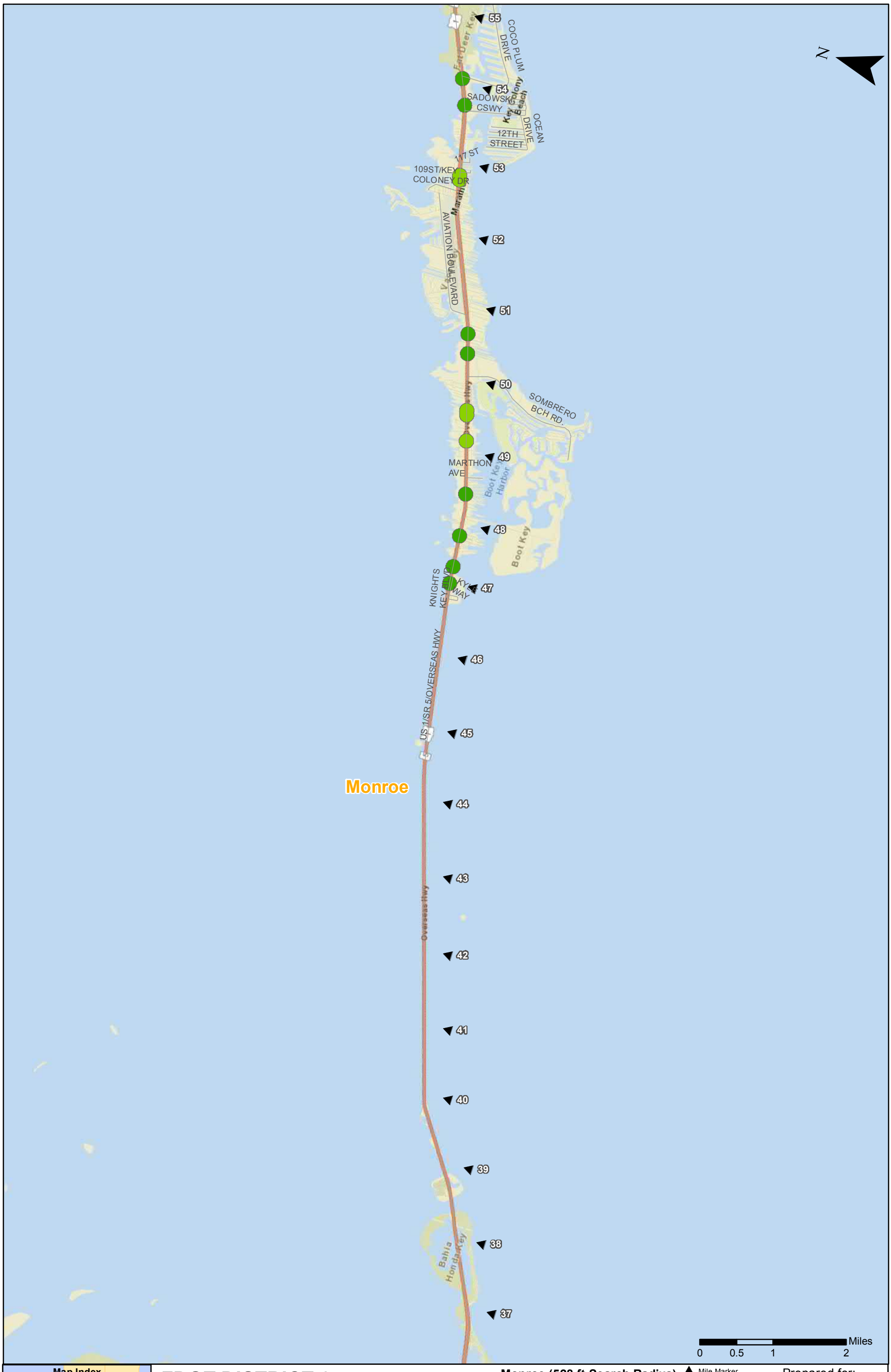

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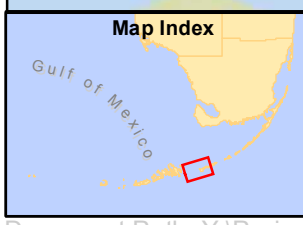

FDOT DISTRICT 6
Pedestrian Crashes (Segment)
Crash Analysis Years 2014 to 2018
Page 4 of 6 (Mile Marker 54 to 37)

Monroe (528 ft Search Radius)

▲ Mile Marker

Number of Crashes (Pedestrian)

- 1
- 2 - 3
- 4 - 5
- 6 - 7
- 8 - 15

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FDOT DISTRICT 6
Pedestrian Crashes (Segment)
Crash Analysis Years 2014 to 2018
Page 5 of 6 (Mile Marker 37 to 19)

Monroe (528 ft Search Radius)

Number of Crashes (Pedestrian)

- 1
- 2 - 3
- 4 - 5
- 6 - 7
- 8 - 15

▲ Mile Marker

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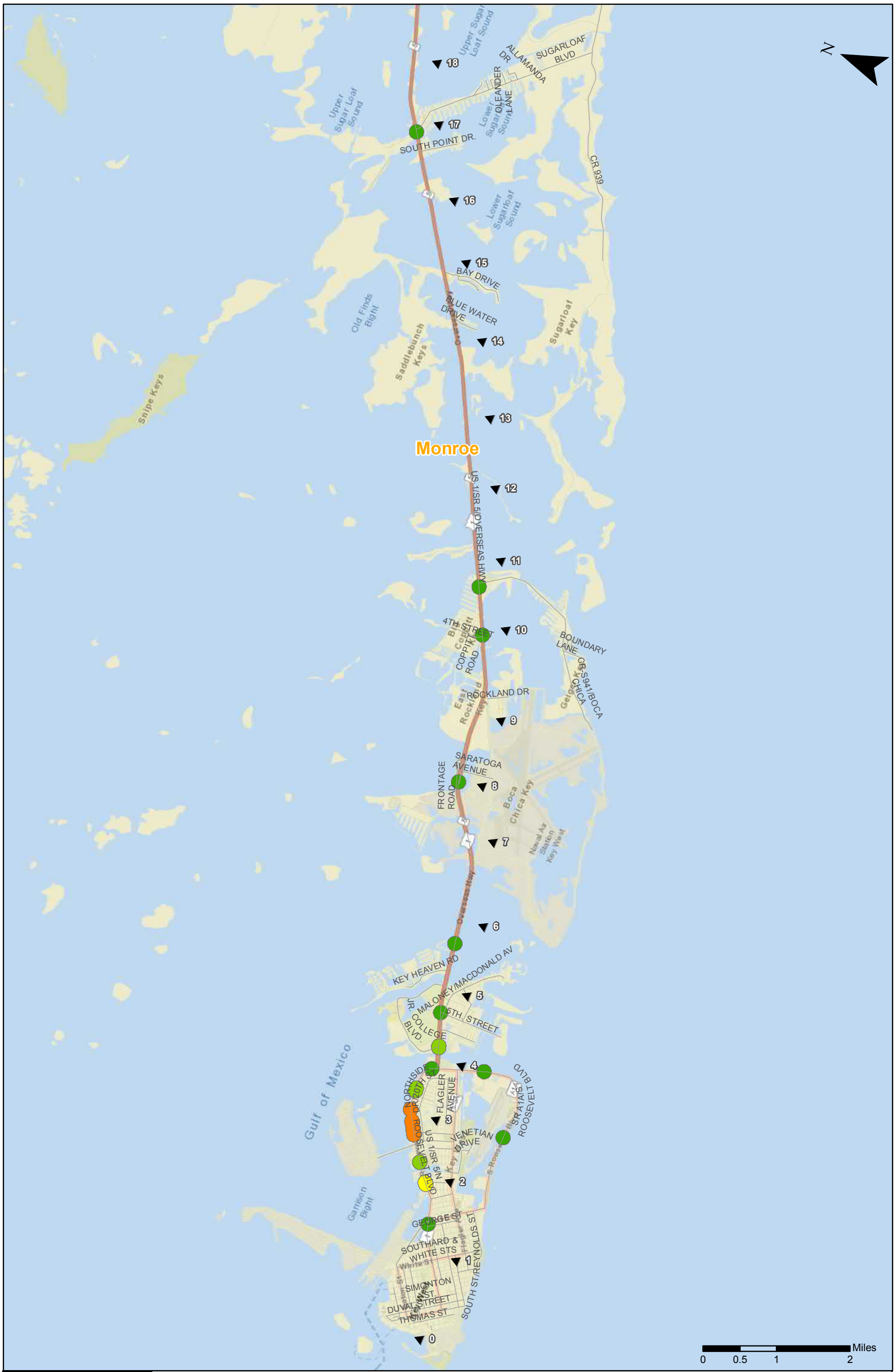

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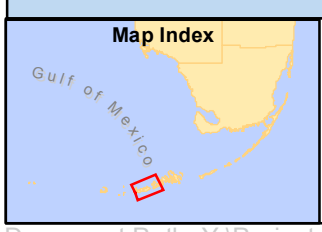

FDOT DISTRICT 6
Pedestrian Crashes (Segment)
Crash Analysis Years 2014 to 2018
Page 6 of 6 (Mile Marker 18 to 0)

Monroe (528 ft Search Radius)

Number of Crashes (Pedestrian)

- 1
- 2 - 3
- 4 - 5
- 6 - 7
- 8 - 15

▲ Mile Marker

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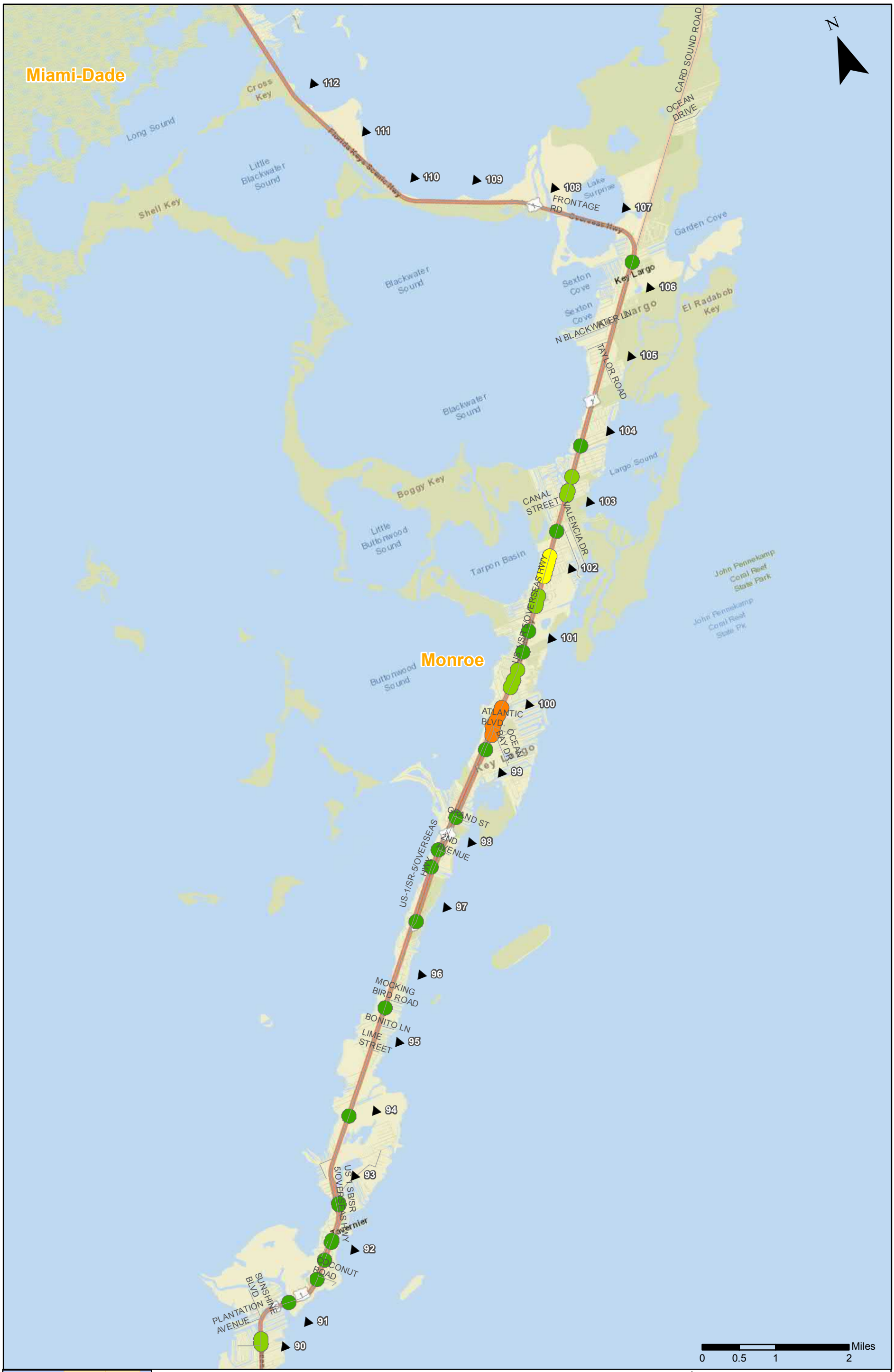

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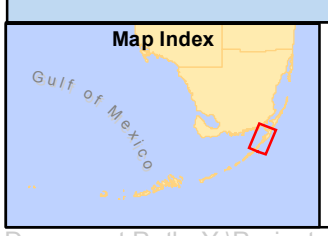

FDOT DISTRICT 6
Bicycle Crashes (Segment)
Crash Analysis Years 2014 to 2018
Page 1 of 6 (Mile Marker 112 to 91)

Monroe (528 ft Search Radius)

Number of Crashes (Bicycle)

- 1 - 2
- 3 - 6
- 7 - 10
- 11 - 37
- 38 - 199

▲ Mile Marker

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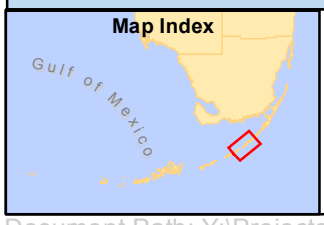

FDOT DISTRICT 6
Bicycle Crashes (Segment)
Crash Analysis Years 2014 to 2018
Page 2 of 6 (Mile Marker 90 to 73)

Monroe (528 ft Search Radius)

Number of Crashes (Bicycle)

- 1 - 2
- 3 - 6
- 7 - 10
- 11 - 37
- 38 - 199

Mile Marker

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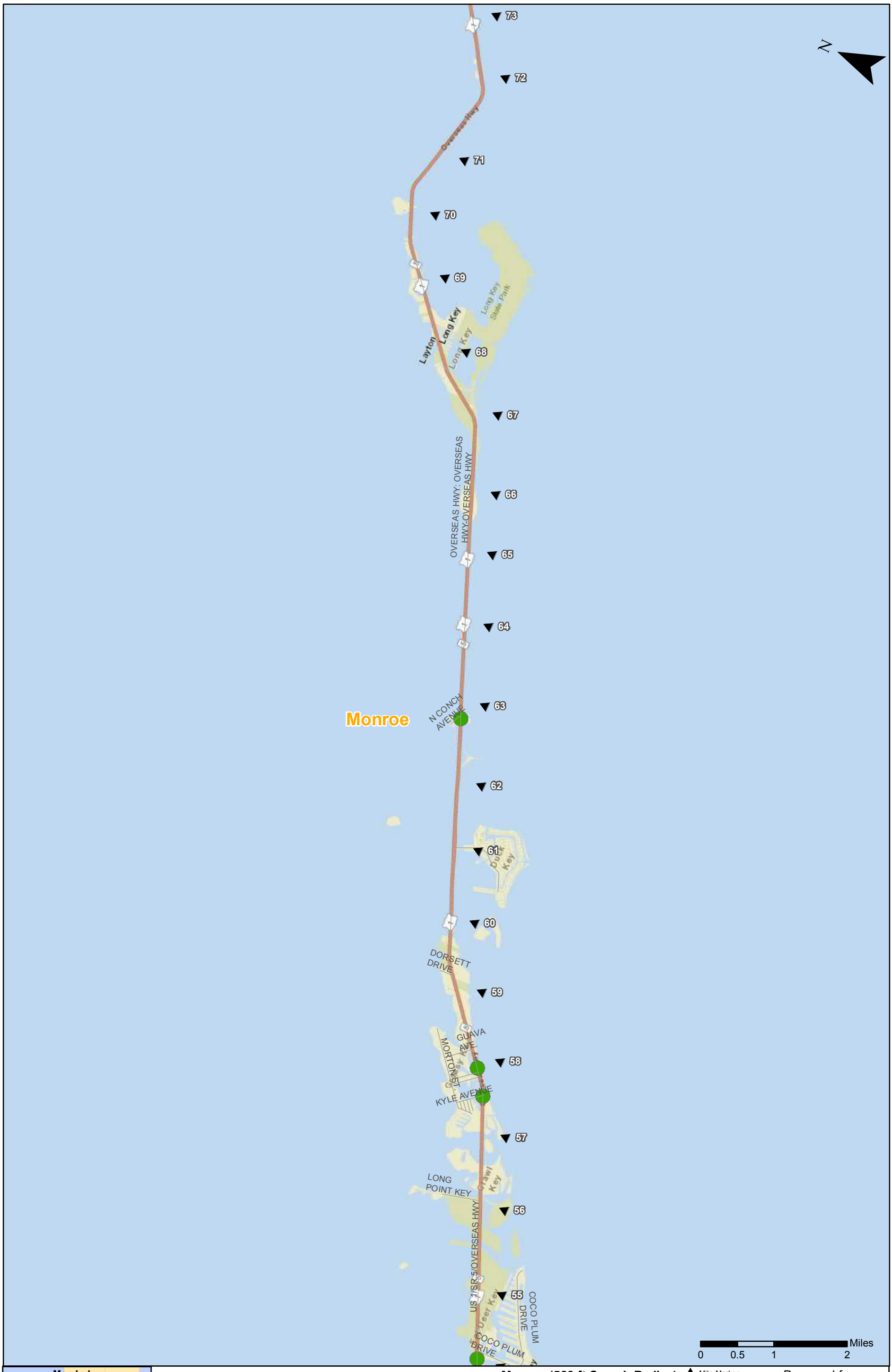

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Gulf of Mexico

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Bicycle Crashes (Segment)
Crash Analysis Years 2014 to 2018
Page 3 of 6 (Mile Marker 72 to 55)

Monroe (528 ft Search Radius)

Mile Marker

Number of Crashes (Bicycle)

- 1 - 2
- 3 - 6
- 7 - 10
- 11 - 37
- 38 - 199

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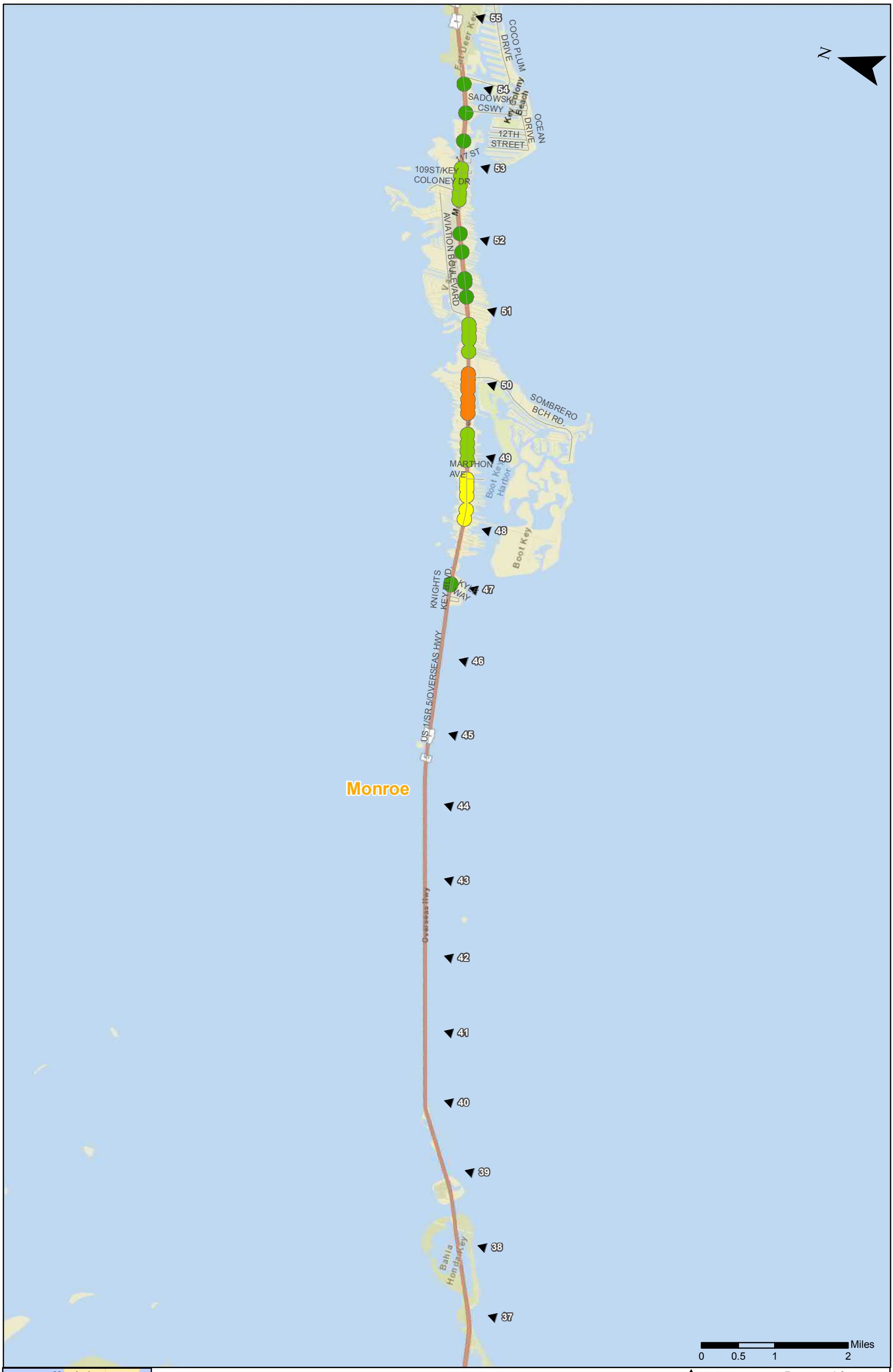

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FDOT DISTRICT 6
Bicycle Crashes (Segment)
Crash Analysis Years 2014 to 2018
Page 4 of 6 (Mile Marker 54 to 37)

Monroe (528 ft Search Radius)

Mile Marker

Number of Crashes (Bicycle)

- 1 - 2
- 3 - 6
- 7 - 10
- 11 - 37
- 38 - 199

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FDOT DISTRICT 6
Bicycle Crashes (Segment)
Crash Analysis Years 2014 to 2018
Page 5 of 6 (Mile Marker 37 to 19)

Monroe (528 ft Search Radius)

Mile Marker

Number of Crashes (Bicycle)

- 1 - 2
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- 7 - 10
- 11 - 37
- 38 - 199

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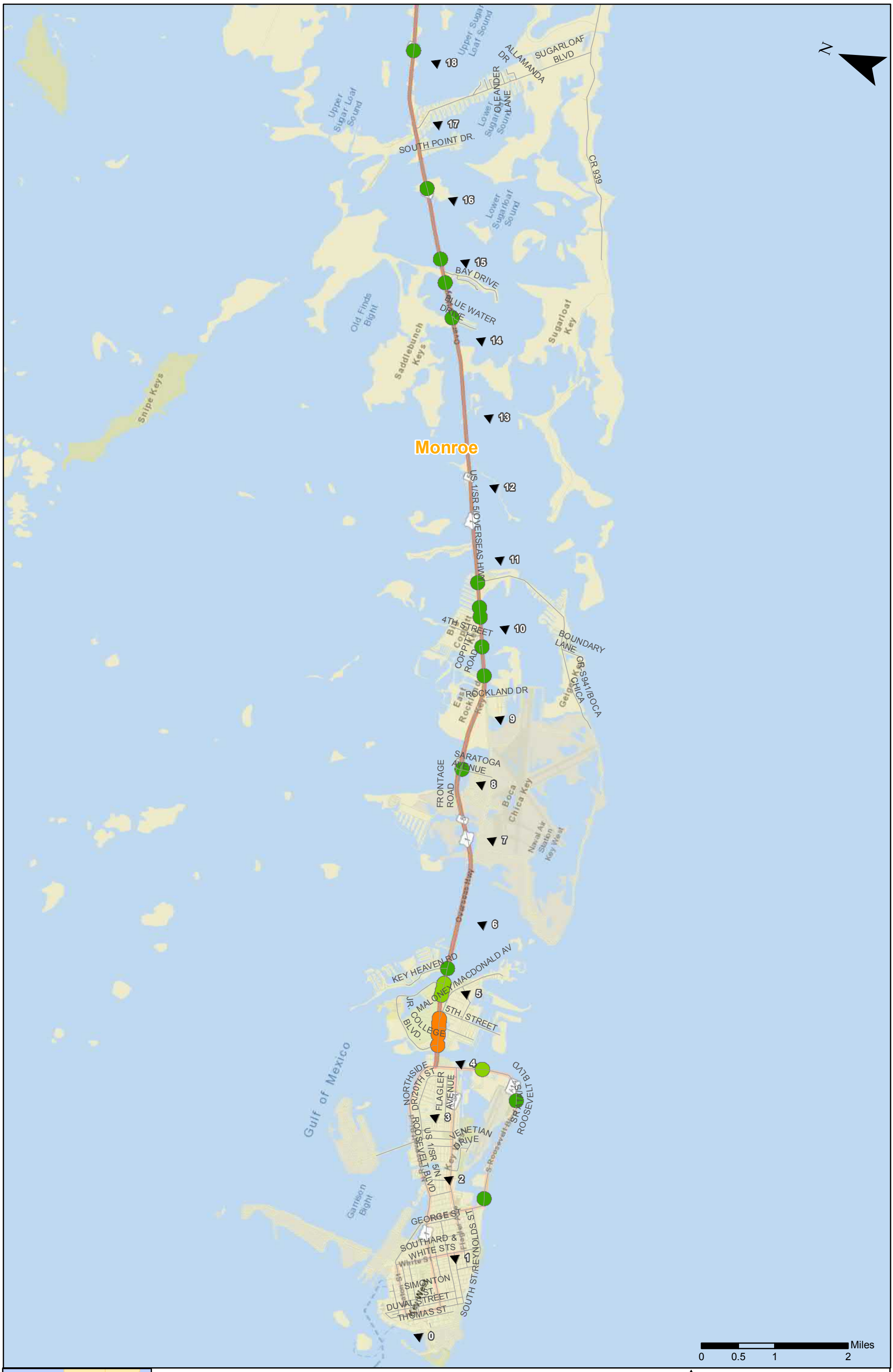

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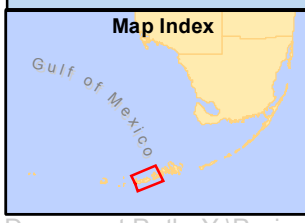

FDOT DISTRICT 6
Bicycle Crashes (Segment)
Crash Analysis Years 2014 to 2018
Page 6 of 6 (Mile Marker 18 to 0)

Monroe (528 ft Search Radius)

▲ Mile Marker

Number of Crashes (Bicycle)

- 1 - 2
- 3 - 6
- 7 - 10
- 11 - 37
- 38 - 199

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APPENDIX F – FDOT Level of Service Analysis Summary

Summarized Level of Service (LOS) Comparison for Estimated Future Traffic 2040

FACILITY	FROM STREET	TO STREET	ROADWAY	Count Site ID	ATTDS Segment	Lanes (2-way)	2019 Traffic		Estimated Future Traffic (Calculated Growth)		Estimated Future Traffic (1% Growth)	
							AADT_2019	LOS[1]	AADT_2040	LOS[1]	AADT_2040	LOS[1]
SR A1A / S Roosevelt Blvd	Bertha St	3583 Blk S Roosevelt Blvd Ent	90003000	905028	n/a	2	11,200	D	12,100	D	13,600	E
SR A1A / S Roosevelt Blvd	3583 Blk S Roosevelt Blvd Ent	3501 Blk S Roosevelt Blvd Ent	90003000			4	11,200	D	12,100	D	13,600	D
SR A1A / S Roosevelt Blvd	3501 Blk S Roosevelt Blvd Ent	Faraldo Cr	90003000			4	11,200	D	12,100	D	13,600	D
SR A1A / S Roosevelt Blvd	Faraldo Cr	Midpoint of Stickney Ln and Seaside Dr	90003000	905027	n/a	4	13,000	D	14,000	D	15,700	D
SR A1A / S Roosevelt Blvd	Midpoint of Stickney Ln and Seaside Dr	South of Seaside Dr	90003000			4	13,000	D	14,000	D	15,700	D
SR A1A / S Roosevelt Blvd	South of Seaside Dr	North of Seaside Dr	90003000			4	13,000	D	14,000	D	15,700	D
SR A1A / S Roosevelt Blvd	North of Seaside Dr	Flagler Ave	90003000			4	13,000	D	14,000	D	15,700	D
SR A1A / S Roosevelt Blvd	Flagler Ave	SR 5/US 1	90003000	900049	n/a	4	24,000	F	25,900	F	29,000	F
US 1 / Whitehead St	White St	Jose Marti Dr	90010000	905004	n/a	2	26,500	F	28,600	F	32,100	F
US 1 / Whitehead St	Jose Marti Dr	1714 Blk N Roosevelt Blvd Ent	90010000			3	26,500	F	28,600	F	32,100	F
US 1 / Whitehead St	1714 Blk N Roosevelt Blvd Ent	Palm Ave/1st St	90010000			4	26,500	F	28,600	F	32,100	F
US 1 / Whitehead St	Palm Ave/1st St	1910 Blk N Roosevelt Blvd Ent / Bay St	90010000	905034	n/a	4	41,000	F	44,200	F	49,600	F
US 1 / Whitehead St	1910 Blk N Roosevelt Blvd Ent / Bay St	Sigsbee Rd	90010000			4	41,000	F	44,200	F	49,600	F
US 1 / Whitehead St	Sigsbee Rd	S Roosevelt Ave/A1A	90010000	900105	n/a	4	41,000	F	42,600	F	47,800	F
US 1 / Whitehead St	S Roosevelt Ave/A1A	College RD	90010000	900201	1	4	51,500	F	58,200	F	62,300	F
US 1 / Whitehead St	College RD	Midpoint of Cross St and MacDonald Ave	90010000	900165	1	4	40,800	F	43,200	F	49,400	F
US 1 / Overseas Highway	Midpoint of Cross St and MacDonald Ave	Saratoga Ave	90020000	900009	1 & 2	4	29,000	C	30,700	C	35,100	F
US 1 / Overseas Highway	Saratoga Ave	Rockland Dr	90020000	900010	2 & 3	4	25,500	C	27,000	C	30,900	D
US 1 / Overseas Highway	Rockland Dr	East of Calle Uno	90020000			2	25,500	F	27,000	F	30,900	F
US 1 / Overseas Highway	East of Calle Uno	West of Coppitt Rd	90020000			2	25,500	E	27,000	E	30,900	F
US 1 / Overseas Highway	West of Coppitt Rd	Boca Chica Rd	90020000			2	25,500	E	27,000	E	30,900	F
US 1 / Overseas Highway	Boca Chica Rd	West Boat Ramp/East of Jade Dr	90020000	900106	4	2	18,600	D	19,700	D	22,500	E
US 1 / Overseas Highway	West Boat Ramp/East of Jade Dr	East Boat Ramp/West of Cannon Royal Dr	90020000			2	18,600	D	19,700	D	22,500	E
US 1 / Overseas Highway	East Boat Ramp/West of Cannon Royal Dr	East of Cannon Royal Dr	90020000			2	18,600	D	19,700	D	22,500	E
US 1 / Overseas Highway	East of Cannon Royal Dr	West of Blue Water Dr	90020000			2	18,600	D	19,700	D	22,500	E
US 1 / Overseas Highway	West of Blue Water Dr	East of Park Dr/Begin of the Bridge	90020000			2	18,600	D	19,700	D	22,500	E
US 1 / Overseas Highway	East of Park Dr/Begin of the Bridge	West of W Circle Dr/ End of the Bridge	90020000			2	18,600	D	19,700	D	22,500	E
US 1 / Overseas Highway	West of W Circle Dr/ End of the Bridge	Midpoint of E Circle Dr and Begin of the Bridge	90020000			2	18,600	D	19,700	D	22,500	E
US 1 / Overseas Highway	Midpoint of E Circle Dr and Begin of the Bridge	West of South Point Dr/End of the Bridge	90020000			2	18,600	D	19,700	D	22,500	E
US 1 / Overseas Highway	West of South Point Dr/End of the Bridge	Mosher Dr	90020000			2	18,600	D	19,700	D	22,500	E
US 1 / Overseas Highway	Mosher Dr	West of Crane Blvd	90020000			2	18,600	D	19,700	D	22,500	E
US 1 / Overseas Highway	West of Crane Blvd	East of Crane Blvd	90020000			2	18,600	D	19,700	D	22,500	E
US 1 / Overseas Highway	East of Crane Blvd	SR 939B	90020000			2	18,600	D	19,700	D	22,500	E

FACILITY	FROM STREET	TO STREET	ROADWAY	Count Site ID	ATTDS Segment	Lanes (2-way)	2019 Traffic		Estimated Future Traffic (Calculated Growth)		Estimated Future Traffic (1% Growth)	
							AADT_2019	LOS[1]	AADT_2040	LOS[1]	AADT_2040	LOS[1]
US 1 / Overseas Highway	SR 939B	Erie Dr	90020000	900108	4, 5, 6, 7, 8, & 9	2	18,400	D	19,500	D	22,300	E
US 1 / Overseas Highway	Erie Dr	East of Spanish Main Dr	90020000			2	18,400	D	19,500	D	22,300	D
US 1 / Overseas Highway	East of Spanish Main Dr	West of Henry St/ Parking Area	90020000			2	18,400	D	19,500	D	22,300	E
US 1 / Overseas Highway	West of Henry St/ Parking Area	Midpoint of Henry St and Dobie St	90020000			2	18,400	D	19,500	D	22,300	D
US 1 / Overseas Highway	Midpoint of Henry St and Dobie St	East of Dobie St	90020000			2	18,400	D	19,500	D	22,300	E
US 1 / Overseas Highway	East of Dobie St	East of E Shore Dr	90020000			2	18,400	D	19,500	D	22,300	D
US 1 / Overseas Highway	East of E Shore Dr	Indies Rd	90020000			2	18,400	D	19,500	D	22,300	D
US 1 / Overseas Highway	Indies Rd	East of W Indies Dr/ Begin of the Bridge	90020000			2	18,400	D	19,500	D	22,300	D
US 1 / Overseas Highway	East of W Indies Dr/ Begin of the Bridge	West of Middle Torch Rd/ End of the Bridge	90020000			2	18,400	D	19,500	D	22,300	E
US 1 / Overseas Highway	West of Middle Torch Rd/ End of the Bridge	Midpoint of SR-4A and Middle Torch Rd	90020000	900109	9	2	19,100	F	20,200	F	23,100	F
US 1 / Overseas Highway	Midpoint of SR-4A and Middle Torch Rd	East of Barry Ave/Begin of the Bridge	90020000			2	19,100	F	20,200	F	23,100	F
US 1 / Overseas Highway	East of Barry Ave/Begin of the Bridge	Midpoint of North Pine Channel	90020000			2	19,100	F	20,200	F	23,100	F
US 1 / Overseas Highway	Midpoint of North Pine Channel	Begin of the Bridge/ West of Ships Way	90020000	900227	9 & 10	2	18,400	F	19,500	F	22,300	F
US 1 / Overseas Highway	Begin of the Bridge/ West of Ships Way	Palmetto Ave	90020000			2	18,400	F	19,500	F	22,300	F
US 1 / Overseas Highway	Palmetto Ave	Loma Ln	90020000			2	18,400	F	19,500	F	22,300	F
US 1 / Overseas Highway	Loma Ln	East of Chapman St	90020000			3	18,400	C	19,500	C	22,300	D
US 1 / Overseas Highway	East of Chapman St	Cunningham Ln	90020000			2	18,400	F	19,500	F	22,300	F
US 1 / Overseas Highway	Cunningham Ln	Sands Rd	90020000			2	18,400	F	19,500	F	22,300	F
US 1 / Overseas Highway	Sands Rd	2nd St	90030000	900016	10 & 11	2	15,900	D	16,800	D	19,200	D
US 1 / Overseas Highway	2nd St	West of Long Beach Rd	90030000			2	15,900	D	16,800	D	19,200	D
US 1 / Overseas Highway	West of Long Beach Rd	East of Long Beach Rd/Begin of the Bridge	90030000			2	15,900	C	16,800	D	19,200	D
US 1 / Overseas Highway	East of Long Beach Rd/Begin of the Bridge	Spanish Harbor Key Beach Ent	90030000			2	15,900	D	16,800	D	19,200	D
US 1 / Overseas Highway	Spanish Harbor Key Beach Ent	East of Spanish Harbor Key/Begin of the Bridge	90030000			3	15,900	B	16,800	B	19,200	B
US 1 / Overseas Highway	East of Spanish Harbor Key/Begin of the Bridge	East of Bahia Honda Park Ent	90030000			4	15,900	B	16,800	B	19,200	B
US 1 / Overseas Highway	East of Bahia Honda Park Ent	Converging Point of US 1 S and US 1 N	90030000	900066	11, 12, & 13	2	12,800	C	13,500	C	15,500	C
US 1 / Overseas Highway	Converging Point of US 1 S and US 1 N	Begin of Ohio Key	90030000			2	12,800	C	13,500	C	15,500	C
US 1 / Overseas Highway	Begin of Ohio Key	Midpoint of Ohio Key	90030000			2	12,800	C	13,500	C	15,500	C
US 1 / Overseas Highway	Midpoint of Ohio Key	Palm Island	90030000			2	12,800	C	13,500	C	15,500	C
US 1 / Overseas Highway	Palm Island Dr	26 Street	90040000	900642	13	4	19,300	D	20,400	D	23,400	E
US 1 / Overseas Highway	26 Street	30 Street (Marathon)	90040000			4	19,300	D	20,400	D	23,400	D
US 1 / Overseas Highway	30 Street (Marathon)	City Marina Ent	90040000			4	19,300	D	20,400	D	23,400	E
US 1 / Overseas Highway	City Marina Ent	Sombrero Beach Rd	90040000			4	19,300	C	20,400	C	23,400	C
US 1 / Overseas Highway	Sombrero Beach Rd	Lime Ln	90040000	900110	13	4	29,000	C	30,700	C	35,100	C
US 1 / Overseas Highway	Lime Ln	Sadowski Cswy	90040000	900045	13	4	24,000	C	25,400	C	29,000	C

FACILITY	FROM STREET	TO STREET	ROADWAY	Count Site ID	ATTDS Segment	Lanes (2-way)	2019 Traffic		Estimated Future Traffic (Calculated Growth)		Estimated Future Traffic (1% Growth)	
							AADT_2019	LOS[1]	AADT_2040	LOS[1]	AADT_2040	LOS[1]
US 1 / Overseas Highway	Sadowski Cswy	East of Coco Plum Dr/Converging Point of US 1 S and US 1 N	90040000	905040	13 & 14	4	14,900	C	15,800	C	18,000	C
US 1 / Overseas Highway	East of Coco Plum Dr/Converging Point of US 1 S and US 1 N	West of Mm 56.1 Burn Point/Curry Hammock State Park Ent	90040000			2	14,900	C	15,800	D	18,000	D
US 1 / Overseas Highway	West of Mm 56.1 Burn Point/Curry Hammock State Park Ent	Midpoint of Curry Hammock State Park Ent and Banana Blvd	90040000			2	14,900	C	15,800	C	18,000	D
US 1 / Overseas Highway	Midpoint of Curry Hammock State Park Ent and Banana Blvd	West of Kyle Ave	90040000			2	14,900	C	15,800	D	18,000	D
US 1 / Overseas Highway	West of Kyle Ave	West of Blue Isle Blvd	90040000			2	14,900	C	15,800	C	18,000	D
US 1 / Overseas Highway	West of Blue Isle Blvd	Midpoint of Blue Isle Blvd and Fishing Area Parking	90050000	900065	14, 15, & 16	2	12,700	C	13,400	C	15,400	C
US 1 / Overseas Highway	Midpoint of Blue Isle Blvd and Fishing Area Parking	West of Duck Key Dr	90050000			2	12,700	C	13,400	C	15,400	C
US 1 / Overseas Highway	West of Duck Key Dr	East of Duck Key Dr/Converging Point of US 1 S and US 1 N	90050000			2	12,700	C	13,400	C	15,400	C
US 1 / Overseas Highway	East of Duck Key Dr/Converging Point of US 1 S and US 1 N	West of N Conch Ave	90050000			2	12,700	C	13,400	C	15,400	C
US 1 / Overseas Highway	West of N Conch Ave	East of N Conch Ave	90050000			2	12,700	C	13,400	C	15,400	C
US 1 / Overseas Highway	East of N Conch Ave	End of Long Key Channel/ East of Parking Area	90050000			2	12,700	C	13,400	C	15,400	C
US 1 / Overseas Highway	End of Long Key Channel/ East of Parking Area	65821 Overseas Hwy Ent	90050000			2	12,700	C	13,400	C	15,400	C
US 1 / Overseas Highway	65821 Overseas Hwy Ent	West of Long Key State Park Ent	90050000			2	12,700	C	13,400	C	15,400	C
US 1 / Overseas Highway	West of Long Key State Park Ent	East of Long Key State Park Ent	90050000			2	12,700	C	13,400	C	15,400	C
US 1 / Overseas Highway	East of Long Key State Park Ent	Anne's Beach Area Ent	90050000			2	12,700	C	13,400	C	15,400	C
US 1 / Overseas Highway	Anne's Beach Area Ent	Caloosa Cove Blvd/Caloosa Cove Ent	90050000			2	12,700	C	13,400	C	15,400	C
US 1 / Overseas Highway	Caloosa Cove Blvd/Caloosa Cove Ent	Frontage Rd Entrance/East of Gulfview Dr	90060000	900623	17 & 18	2	14,600	C	15,500	C	17,700	C
US 1 / Overseas Highway	Frontage Rd Entrance/East of Gulfview Dr	West of Sandy Cove Ave	90060000			2	14,600	C	15,500	C	17,700	D
US 1 / Overseas Highway	West of Sandy Cove Ave	East of Sandy Cove Ave	90060000			2	14,600	C	15,500	C	17,700	C
US 1 / Overseas Highway	East of Sandy Cove Ave	West of Leserra Ln	90060000			2	14,600	C	15,500	C	17,700	D
US 1 / Overseas Highway	West of Leserra Ln	Midpoint of Columbus Dr Ext and Paloma Dr	90060000			2	14,600	C	15,500	C	17,700	C
US 1 / Overseas Highway	Midpoint of Columbus Dr Ext and Paloma Dr	Tiki Ln	90060000			2	14,600	C	15,500	C	17,700	D
US 1 / Overseas Highway	Tiki Ln	77522 Overseas Hwy/ Begin of the Bridge	90060000			2	14,600	C	15,500	C	17,700	C
US 1 / Overseas Highway	77522 Overseas Hwy/ Begin of the Bridge	79901 Overseas Hwy/End of the Bridge	90060000			2	14,600	C	15,500	C	17,700	D
US 1 / Overseas Highway	79901 Overseas Hwy/End of the Bridge	Old State Hwy 4a	90060000			2	14,600	C	15,500	C	17,700	D
US 1 / Overseas Highway	Old State Hwy 4a	Begin of the Bridge of Whale Harbor Channel/East of Park Rd	90060000	900101	19 & 20	2	21,500	D	23,700	D	26,000	E
US 1 / Overseas Highway	Begin of the Bridge of Whale Harbor Channel/East of Park Rd	End of the Bridge of Whale Harbor Channel/West of Old Hwy	90060000			2	21,500	D	23,700	E	26,000	E
US 1 / Overseas Highway	End of the Bridge of Whale Harbor Channel/West of Old Hwy	East of Old Hwy	90060000			2	21,500	D	23,700	D	26,000	E

FACILITY	FROM STREET	TO STREET	ROADWAY	Count Site ID	ATTDS Segment	Lanes (2-way)	2019 Traffic		Estimated Future Traffic (Calculated Growth)		Estimated Future Traffic (1% Growth)	
							AADT_2019	LOS[1]	AADT_2040	LOS[1]	AADT_2040	LOS[1]
US 1 / Overseas Highway	East of Old Hwy	Frontage Rd Ent	90060000			2	21,500	D	23,700	E	26,000	E
US 1 / Overseas Highway	Frontage Rd Ent	East of Smugglers Cove Ent/Begin of the Bridge of Shake Creek Channel	90060000			2	21,500	D	23,700	D	26,000	E
US 1 / Overseas Highway	East of Smugglers Cove Ent/Begin of the Bridge of Shake Creek Channel	West of Venetian Blvd/End of the Bridge of Shake Creek Channel	90060000			2	21,500	D	23,700	E	26,000	E
US 1 / Overseas Highway	West of Venetian Blvd/End of the Bridge of Shake Creek Channel	East of Venetian Blvd	90060000			2	21,500	D	23,700	D	26,000	E
US 1 / Overseas Highway	East of Venetian Blvd	West of Weigh Station Exit	90060000			2	21,500	D	23,700	E	26,000	E
US 1 / Overseas Highway	West of Weigh Station Exit	Orange Ln	90060000			2	21,500	D	23,700	D	26,000	E
US 1 / Overseas Highway	Orange Ln	Royal Poinciana Blvd	90060000	900102	21 & 22	2	31,500	E	34,700	F	38,100	F
US 1 / Overseas Highway	Royal Poinciana Blvd	Harbor View Dr	90060000			4	31,500	B	34,700	C	38,100	C
US 1 / Overseas Highway	Harbor View Dr	West of Tree Ln	90060000	900062	22	2	15,000	B	16,500	B	18,200	B
US 1 / Overseas Highway	West of Tree Ln	Harbor View Dr	90060002	905043	22	2	16,000	B	17,600	B	19,400	B
US 1 / Overseas Highway	West of Tree Ln	Buttonwood Bay Club Ent	90060000	905041	22	4	31,000	B	34,700	C	37,500	C
US 1 / Overseas Highway	Atlantic Blvd/Ocean Bay Dr	Buttonwood Bay Club Ent	90060001	905042	22 & 23	2	19,500	C	21,800	C	23,600	C
US 1 / Overseas Highway	Buttonwood Bay Club Ent	Atlantic Blvd/Ocean Bay Dr	90060000	900064	22 & 23	2	40,500	C	45,300	C	49,000	C
US 1 / Overseas Highway	Atlantic Blvd/Ocean Bay Dr	99600 Overseas Hwy/East of Atlantic Blvd	90060000			4	40,500	C	45,300	D	49,000	D
US 1 / Overseas Highway	99600 Overseas Hwy/East of Atlantic Blvd	Sunset Blvd	90060000			4	40,500	C	45,300	D	49,000	D
US 1 / Overseas Highway	Sunset Blvd	Bonefish Ave	90060000	900094	23	4	40,500	C	45,300	D	49,000	D
US 1 / Overseas Highway	Bonefish Ave	Andros Rd	90060000	900164	23	4	40,500	C	33,100	C	35,800	C
US 1 / Overseas Highway	Andros Rd	Turn Ln to CR 905	90060000	900200	23 & 24	4	33,000	C	36,900	C	39,900	C
US 1 / Overseas Highway	Turn Ln to CR 905	Summerland Rd	90060000			2	33,000	E	36,900	F	39,900	F
US 1 / Overseas Highway	Summerland Rd	Morris Ave	90060000	900001	24	2	24,500	E	27,400	E	29,600	E

1. Reference: 2020 FDOT QUALITY/LEVEL OF SERVICE HANDBOOK

FDOT Generalized Service Volume Tables

TABLE 1

Generalized **Annual Average Daily** Volumes for Florida's Urbanized Areas

January 2020

INTERRUPTED FLOW FACILITIES

STATE SIGNALIZED ARTERIALS

Class I (40 mph or higher posted speed limit)

Lanes	Median	B	C	D	E
2	Undivided	*	16,800	17,700	**
4	Divided	*	37,900	39,800	**
6	Divided	*	58,400	59,900	**
8	Divided	*	78,800	80,100	**

Class II (35 mph or slower posted speed limit)

Lanes	Median	B	C	D	E
2	Undivided	*	7,300	14,800	15,600
4	Divided	*	14,500	32,400	33,800
6	Divided	*	23,300	50,000	50,900
8	Divided	*	32,000	67,300	68,100

Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Non-State Signalized Roadways - 10%

Median & Turn Lane Adjustments

Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors
2	Divided	Yes	No	+5%
2	Undivided	No	No	-20%
Multi	Undivided	Yes	No	-5%
Multi	Undivided	No	No	-25%
–	–	–	Yes	+ 5%

One-Way Facility Adjustment

Multiply the corresponding two-directional volumes in this table by 0.6

BICYCLE MODE[2]

(Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Paved Shoulder/Bicycle Lane Coverage	B	C	D	E
0-49%	*	2,900	7,600	19,700
50-84%	2,100	6,700	19,700	>19,700
85-100%	9,300	19,700	>19,700	**

PEDESTRIAN MODE[2]

(Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Sidewalk Coverage	B	C	D	E
0-49%	*	*	2,800	9,500
50-84%	*	1,600	8,700	15,800
85-100%	3,800	10,700	17,400	>19,700

BUS MODE (Scheduled Fixed Route)[3]

(Buses in peak hour in peak direction)

Sidewalk Coverage	B	C	D	E
0-84%	> 5	≥ 4	≥ 3	≥ 2
85-100%	> 4	≥ 3	≥ 2	≥ 1

UNINTERRUPTED FLOW FACILITIES

FREEWAYS

Core Urbanized

Lanes	B	C	D	E
4	47,600	66,400	83,200	87,300
6	70,100	97,800	123,600	131,200
8	92,200	128,900	164,200	174,700
10	115,300	158,900	203,600	218,600
12	136,500	192,400	246,200	272,900

Urbanized

Lanes	B	C	D	E
4	45,900	62,700	75,600	85,400
6	68,900	93,900	113,600	128,100
8	91,900	125,200	151,300	170,900
10	115,000	156,800	189,300	213,600

Freeway Adjustments

Auxiliary Lanes Present in Both Directions	Ramp Metering
+ 20,000	+ 5%

UNINTERRUPTED FLOW HIGHWAYS

Lanes	Median	B	C	D	E
2	Undivided	11,700	18,000	24,200	32,600
4	Divided	36,300	52,600	66,200	75,300
6	Divided	54,600	78,800	99,400	113,100

Uninterrupted Flow Highway Adjustments

Lanes	Median	Exclusive left lanes	Adjustment factors
2	Divided	Yes	+5%
Multi	Undivided	Yes	-5%
Multi	Undivided	No	-25%

[1]Values shown are presented as two-way annual average daily volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the HCM and the Transit Capacity and Quality of Service Manual.

[2] Level of service for the bicycle and pedestrian modes in this table is based on number of vehicles, not number of bicyclists or pedestrians using the facility.

[3] Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.

* Cannot be achieved using table input value defaults.

** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

Source:
Florida Department of Transportation
Systems Implementation Office
https://www.fdot.gov/planning/systems/

TABLE 1
(continued)

Generalized **Annual Average Daily** Volumes for Florida's Urbanized Areas

January 2020

INPUT VALUE ASSUMPTIONS	Uninterrupted Flow Facilities				Interrupted Flow Facilities					
					State Arterials				Class I	
	Freeways	Core Freeways	Highways		Class I		Class II		Bicycle	Pedestrian
ROADWAY CHARACTERISTICS										
Area type (urban, rural)	urban	urban								
Number of through lanes (both dir.)	4-10	4-12	2	4-6	2	4-8	2	4-8	4	4
Posted speed (mph)	70	65	50	50	45	50	30	30	45	45
Free flow speed (mph)	75	70	55	55	50	55	35	35	50	50
Auxiliary Lanes (n,y)	n	n								
Median (d, twlt, n, nr, r)				d	n	r	n	r	r	r
Terrain (l,r)	l	l	l	l	l	l	l	l	l	l
% no passing zone			80							
Exclusive left turn lane impact (n, y)			[n]	y	y	y	y	y	y	y
Exclusive right turn lanes (n, y)					n	n	n	n	n	n
Facility length (mi)	3	3	5	5	2	2	1.9	1.8	2	2
TRAFFIC CHARACTERISTICS										
Planning analysis hour factor (K)	0.090	0.085	0.090	0.090	0.090	0.090	0.090	0.090	0.090	0.090
Directional distribution factor (D)	0.55	0.55	0.55	0.55	0.550	0.560	0.565	0.560	0.565	0.565
Peak hour factor (PHF)	0.95	0.95	0.95	0.95	1.000	1.000	1.000	1.000	1.000	1.000
Base saturation flow rate (pcphpl)	2,400	2,400	1,700	2,200	1,950	1,950	1,950	1,950	1,950	1,950
Heavy vehicle percent	4.0	4.0	2.0	2.0	1.0	1.0	1.0	1.0	2.5	2.0
Speed Adjustment Factor (SAF)	0.975	0.975		0.975						
Capacity Adjustment Factor (CAF)	0.968	0.968		0.968						
% left turns					12	12	12	12	12	12
% right turns					12	12	12	12	12	12
CONTROL CHARACTERISTICS										
Number of signals					4	4	10	10	4	6
Arrival type (1-6)					3	3	4	4	4	4
Signal type (a, c, p)					c	c	c	c	c	c
Cycle length (C)					120	150	120	120	120	120
Effective green ratio (g/C)					0.44	0.45	0.44	0.44	0.44	0.44
MULTIMODAL CHARACTERISTICS										
Paved shoulder/bicycle lane (n, y)									n, 50%, y	n
Outside lane width (n, t, w)									t	t
Pavement condition (d, t, u)									t	
On-street parking (n, y)										
Sidewalk (n, y)										n, 50%, y
Sidewalk/roadway separation(a, t, w)										t
Sidewalk protective barrier (n, y)										n

LEVEL OF SERVICE THRESHOLDS

Level of Service	Freeways	Highways		Arterials		Bicycle	Ped	Bus
	Density	Two-Lane %ffs	Multilane Density	Class I ats	Class II ats	Score	Score	Buses/hr.
B	≤ 17	> 83.3	≤ 17	> 31 mph	> 22 mph	≤ 2.75	≤ 2.75	≤ 6
C	≤ 24	> 75.0	≤ 24	> 23 mph	> 17 mph	≤ 3.50	≤ 3.50	≤ 4
D	≤ 31	> 66.7	≤ 31	> 18 mph	> 13 mph	≤ 4.25	≤ 4.25	< 3
E	≤ 39	> 58.3	≤ 35	> 15 mph	> 10 mph	≤ 5.00	≤ 5.00	< 2

% ffs = Percent free flow speed ats = Average travel speed

TABLE 2

Generalized **Annual Average Daily** Volumes for Florida's Transitioning Areas **and** Areas Over 5,000 Not In Urbanized Areas[1]

January 2020

INTERRUPTED FLOW FACILITIES

STATE SIGNALIZED ARTERIALS

Class I (40 mph or higher posted speed limit)

Lanes	Median	B	C	D	E
2	Undivided	*	14,400	16,200	**
4	Divided	*	34,000	35,500	**
6	Divided	*	52,100	53,500	**

Class II (35 mph or slower posted speed limit)

Lanes	Median	B	C	D	E
2	Undivided	*	6,500	13,300	14,200
4	Divided	*	9,900	28,800	31,600
6	Divided	*	16,000	44,900	47,600

Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Non-State Signalized Roadways - 10%

Median & Turn Lane Adjustments

Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors
2	Divided	Yes	No	+5%
2	Undivided	No	No	-20%
Multi	Undivided	Yes	No	-5%
Multi	Undivided	No	No	-25%
–	–	–	Yes	+ 5%

One-Way Facility Adjustment

Multiply the corresponding two-directional volumes in this table by 0.6

BICYCLE MODE[2]

(Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Paved Shoulder/Bicycle Lane Coverage	B	C	D	E
0-49%	*	2,600	6,100	19,500
50-84%	1,900	5,500	18,400	>19,500
85-100%	7,500	19,500	>19,500	**

PEDESTRIAN MODE[2]

(Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Sidewalk Coverage	B	C	D	E
0-49%	*	*	2,800	9,400
50-84%	*	1,600	8,600	15,600
85-100%	3,800	10,500	17,100	>19,500

BUS MODE (Scheduled Fixed Route)[3]

(Buses in peak hour in peak direction)

Sidewalk Coverage	B	C	D	E
0-84%	> 5	≥ 4	≥ 3	≥ 2
85-100%	> 4	≥ 3	≥ 2	≥ 1

UNINTERRUPTED FLOW FACILITIES

FREEWAYS

Lanes	B	C	D	E
4	45,100	59,000	70,300	72,600
6	65,300	86,600	104,100	108,900
8	85,900	114,500	138,100	145,300
10	101,600	135,600	161,900	181,800

Freeway Adjustments

Auxiliary Lanes Present in Both Directions	Ramp Metering
+ 20,000	+ 5%

UNINTERRUPTED FLOW HIGHWAYS

Lanes	Median	B	C	D	E
2	Undivided	11,300	17,300	23,400	31,600
4	Divided	34,600	49,900	63,000	71,700
6	Divided	51,700	74,800	94,600	107,400

Uninterrupted Flow Highway Adjustments

Lanes	Median	Exclusive left lanes	Adjustment factors
2	Divided	Yes	+5%
Multi	Undivided	Yes	-5%
Multi	Undivided	No	-25%

[1] Values shown are presented as two-way annual average daily volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the HCM and the Transit Capacity and Quality of Service Manual.

[2] Level of service for the bicycle and pedestrian modes in this table is based on number of vehicles, not number of bicyclists or pedestrians using the facility.

[3] Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.

* Cannot be achieved using table input value defaults.

** Not applicable le for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

Source:
Florida Department of Transportation
Systems Implementation Office
https://www.fdot.gov/planning/systems/

TABLE 2
(continued)

Generalized **Annual Average Daily** Volumes for Florida's Transitioning Areas **and** Areas Over 5,000 Not In Urbanized Areas

January 2020

INPUT VALUE ASSUMPTIONS	Uninterrupted Flow Facilities			Interrupted Flow Facilities					
				State Arterials				Class I	
	Freeways	Highways		Class I		Class II		Bicycle	Pedestrian
ROADWAY CHARACTERISTICS									
Area type (urban, rural)	urban								
Number of through lanes (both dir.)	4-10	2	4-6	2	4-6	2	4-6	4	4
Posted speed (mph)	70	50	50	45	50	30	30	45	45
Free flow speed (mph)	75	55	55	50	55	35	35	50	50
Auxiliary lanes (n,y)	n								
Median (d, n, nr, r)			d	n	y	n	y	r	r
Terrain (l,r)	l	l	l	l	l	l	l	l	l
% no passing zone		60							
Exclusive left turn lane impact (n, y)		[n]	y	y	y	y	y	y	y
Exclusive right turn lanes (n, y)				n	n	n	n	n	n
Facility length (mi)	6	5	5	1.8	2	2	2	2	2
TRAFFIC CHARACTERISTICS									
Planning analysis hour factor (K)	0.098	0.090	0.090	0.090	0.090	0.090	0.090	0.090	0.090
Directional distribution factor (D)	0.55	0.55	0.55	0.550	0.570	0.570	0.565	0.570	0.570
Peak hour factor (PHF)	0.92	0.92	0.92	1.000	1.000	1.000	1.000	1.000	1.000
Base saturation flow rate (pcphpl)	2,400	1,700	2,200	1,950	1,950	1,950	1,950	1,950	1,950
Heavy vehicle percent	9.0	4.0	4.0	2.0	3.0	2.0	3.0	3.0	3.0
Speed Adjustment Factor (SAF)	0.975		0.975						
Capacity Adjustment Factor (CAF)	0.968		0.968						
% left turns				12	12	12	12	12	12
% right turns				12	12	12	12	12	12
CONTROL CHARACTERISTICS									
Number of signals				5	4	10	10	4	6
Arrival type (1-6)				4	3	4	4	4	4
Signal type (a, c, p)				c	c	c	c	c	c
Cycle length (C)				120	150	120	150	120	120
Effective green ratio (g/C)				0.44	0.45	0.44	0.45	0.44	0.44
MULTIMODAL CHARACTERISTICS									
Paved shoulder/bicycle lane (n, y)								n, 50%, y	n
Outside lane width (n, t, w)								t	t
Pavement condition (d, t, u)								t	
On-street parking (n, y)								n	n
Sidewalk (n, y)									n, 50%, y
Sidewalk/roadway separation (a, t, w)									t
Sidewalk protective barrier (n, y)									n

LEVEL OF SERVICE THRESHOLDS

Level of Service	Freeways	Highways		Arterials		Bicycle	Ped	Bus
	Density	Two-Lane	Multilane	Class I	Class II	Score	Score	Buses/hr.
		%ffs	Density	ats	ats			
B	≤ 17	> 83.3	≤ 17	> 31 mph	> 22 mph	≤ 2.75	≤ 2.75	≤ 6
C	≤ 24	> 75.0	≤ 24	> 23 mph	> 17 mph	≤ 3.50	≤ 3.50	≤ 4
D	≤ 31	> 66.7	≤ 31	> 18 mph	> 13 mph	≤ 4.25	≤ 4.25	< 3
E	≤ 39	> 58.3	≤ 35	> 15 mph	> 10 mph	≤ 5.00	≤ 5.00	< 2

% ffs = Percent free flow speed ats = Average travel speed

TABLE 3

Generalized **Annual Average Daily** Volumes for Florida's Rural Undeveloped Areas **and** Developed Areas Less Than 5,000 Population[1]

January 2020

INTERRUPTED FLOW FACILITIES

STATE SIGNALIZED ARTERIALS

Lanes	Median	B	C	D	E
2	Undivided	*	12,900	14,200	**
4	Divided	*	29,300	30,400	**
6	Divided	*	45,200	45,800	**

Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Non-State Signalized Roadways - 10%

Median & Turn Lane Adjustments

Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors
2	Divided	Yes	No	+5%
2	Undivided	No	No	-20%
Multi	Undivided	Yes	No	-5%
Multi	Undivided	No	No	-25%
–	–	–	Yes	+ 5%

One-Way Facility Adjustment

Multiply the corresponding two-directional volumes in this table by 0.6

BICYCLE MODE[2]

(Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Rural Undeveloped

Paved Shoulder/Bicycle Lane Coverage	B	C	D	E
0-49%	*	1,300	2,000	3,200
50-84%	1,000	2,100	3,200	10,600
85-100%	2,600	3,900	18,500	>18,500

Developed Areas

Paved Shoulder/Bicycle Lane Coverage	B	C	D	E
0-49%	*	2,300	4,900	15,600
50-84%	1,700	4,500	13,300	18,500
85-100%	5,900	18,500	>18,500	**

PEDESTRIAN MODE[2]

(Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Sidewalk Coverage	B	C	D	E
0-49%	*	*	2,700	9,200
50-84%	*	1,500	8,400	14,900
85-100%	3,600	10,200	16,700	>19,200

UNINTERRUPTED FLOW FACILITIES

FREEWAYS

Lanes	B	C	D	E
4	34,800	48,000	56,700	63,200
6	48,900	69,000	82,600	94,800
8	62,900	90,400	108,400	126,400

Freeway Adjustments

Auxiliary Lanes Present in Both Directions + 20,000

UNINTERRUPTED FLOW HIGHWAYS

Rural Undeveloped

Lanes	Median	B	C	D	E
2	Undivided	4,600	8,600	14,000	28,500
4	Divided	31,200	44,900	55,700	62,700
6	Divided	46,800	67,600	83,500	94,200

Developed Areas

Lanes	Median	B	C	D	E
2	Undivided	10,300	15,700	21,300	28,500
4	Divided	29,300	42,300	54,000	61,600
6	Divided	44,000	63,600	81,200	92,400

Passing Lane Adjustments

Alter LOS B-D volumes in proportion to the passing lane length to the highway segment length

Uninterrupted Flow Highway Adjustments

Lanes	Median	Exclusive left lanes	Adjustment factors
2	Divided	Yes	+5%
Multi	Undivided	Yes	-5%
Multi	Undivided	No	-25%

[1]Values shown are presented as two-way annual average daily volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the HCM and the Transit Capacity and Quality of Service Manual.

[2] Level of service for the bicycle and pedestrian modes in this table is based on number of vehicles, not number of bicyclists or pedestrians using the facility.

* Cannot be achieved using table input value defaults.

** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

Source:
Florida Department of Transportation
Systems Implementation Office
https://www.fdot.gov/planning/systems/

TABLE 3
(continued)

Generalized **Annual Average Daily** Volumes for Florida's Rural Undeveloped Areas **and** Developed Areas Less Than 5,000 Population

January 2020

INPUT VALUE ASSUMPTIONS	Uninterrupted Flow Facilities					Interrupted Flow Facilities				
	Freeways	Highways				Arterials		Bicycle		Pedestrian
		Undeveloped		Developed						
ROADWAY CHARACTERISTICS										
Area type (urban, rural)	rural									
Number of through lanes (both dir.)	4-8	2	4-6	2	4-6	2	4-6	4	4	2
Posted speed (mph)	70	55	55	50	50	45	45	55	45	45
Free flow speed (mph)	75	60	60	55	55	50	50	60	50	50
Auxiliary lanes (n,y)	n									
Median (d, n, nr, r)			d		d	n	r	r	r	n
Terrain (l,r)	l	l	l	l	l	l	l	l	l	l
% no passing zone		20		60						
Exclusive left turn lanes (n, y)		[n]	y	[n]	y	y	y	y	y	y
Exclusive right turn lanes (n, y)						n	n	n	n	n
Facility length (mi)	18	10	10	5	5	1.9	2.2	4	2	2
TRAFFIC CHARACTERISTICS										
Planning analysis hour factor (K)	0.105	0.095	0.095	0.095	0.095	0.095	0.095	0.095	0.095	0.095
Directional distribution factor (D)	0.55	0.55	0.55	0.55	0.55	0.550	0.550	0.570	0.570	0.550
Peak hour factor (PHF)	0.88	0.88	0.88	0.88	0.88	1.000	1.000	1.000	1.000	1.000
Base saturation flow rate (pcphpl)	2,400	1,700	2,200	1,700	2,200	1,950	1,950	1,950	1,950	1,950
Heavy vehicle percent	12.0	5.0	12.0	5.0	8.0	3.0	3.0	6.0	3.5	3.0
Speed Adjustment Factor (SAF)	0.975		0.975		0.975					
Capacity Adjustment Factor (CAF)	0.968		0.968		0.968					
% left turns						12	12		12	12
% right turns						12	12		12	12
CONTROL CHARACTERISTICS										
Number of signals						5	6	2	4	4
Arrival type (1-6)						3	3	3	3	3
Signal type (a, c, p)						c	c	a	a	a
Cycle length (C)						90	90	60	90	90
Effective green ratio (g/C)						0.44	0.44	0.37	0.44	0.44
MULTIMODAL CHARACTERISTICS										
Paved shoulder/bicycle lane (n, y)								n,50%,y	n,50%,y	n
Outside lane width (n, t, w)								t	t	t
Pavement condition (d, t, u)								t	t	
Sidewalk (n, y)										n,50%,y
Sidewalk/roadway separation(a, t,w)										t
Sidewalk protective barrier (n, y)										n

LEVEL OF SERVICE THRESHOLDS

Level of Service	Freeways	Highways				
		Two-Lane ru		Two-Lane rd	Multilane ru	Multilane rd
	Density	%tsf	ats	%ffs	Density	Density
B	≤ 14	≤ 50	≤ 55	> 83.3	≤ 14	≤ 14
C	≤ 22	≤ 65	≤ 50	> 75.0	≤ 22	≤ 22
D	≤ 29	≤ 80	≤ 45	> 66.7	≤ 29	≤ 29
E	≤ 36	> 80	≤ 40	> 58.3	≤ 34	≤ 34

Level of Service	Arterials	Bicycle	Pedestrian
	Major City/Co.(ats)	Score	Score
B	> 31 mph	≤ 2.75	≤ 2.75
C	> 23 mph	≤ 3.50	≤ 3.50
D	> 18 mph	≤ 4.25	≤ 4.25
E	> 15 mph	≤ 5.00	≤ 5.00

%tsf = Percent time spent following %ffs = Percent of free flow speed ats = Average travel speed ru = Rural undeveloped rd = Rural developed

TABLE 4

Generalized **Peak Hour Two-Way** Volumes for Florida's Urbanized Areas[1]

January 2020

INTERRUPTED FLOW FACILITIES

STATE SIGNALIZED ARTERIALS

Class I (40 mph or higher posted speed limit)

Lanes	Median	B	C	D	E
2	Undivided	*	1,510	1,600	**
4	Divided	*	3,420	3,580	**
6	Divided	*	5,250	5,390	**
8	Divided	*	7,090	7,210	**

Class II (35 mph or slower posted speed limit)

Lanes	Median	B	C	D	E
2	Undivided	*	660	1,330	1,410
4	Divided	*	1,310	2,920	3,040
6	Divided	*	2,090	4,500	4,590
8	Divided	*	2,880	6,060	6,130

Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Non-State Signalized Roadways - 10%

Median & Turn Lane Adjustments

Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors
2	Divided	Yes	No	+5%
2	Undivided	No	No	-20%
Multi	Undivided	Yes	No	-5%
Multi	Undivided	No	No	-25%
–	–	–	Yes	+ 5%

One-Way Facility Adjustment

Multiply the corresponding two-directional volumes in this table by 0.6

BICYCLE MODE[2]

(Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Paved Shoulder/Bicycle Lane Coverage	B	C	D	E
0-49%	*	260	680	1,770
50-84%	190	600	1,770	>1,770
85-100%	830	1,700	>1,770	**

PEDESTRIAN MODE[2]

(Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Sidewalk Coverage	B	C	D	E
0-49%	*	*	250	850
50-84%	*	150	780	1,420
85-100%	340	960	1,560	>1,770

BUS MODE (Scheduled Fixed Route)[3]

(Buses in peak hour in peak direction)

Sidewalk Coverage	B	C	D	E
0-84%	> 5	≥ 4	≥ 3	≥ 2
85-100%	> 4	≥ 3	≥ 2	≥ 1

UNINTERRUPTED FLOW FACILITIES

FREEWAYS

Core Urbanized

Lanes	B	C	D	E
4	4,050	5,640	6,800	7,420
6	5,960	8,310	10,220	11,150
8	7,840	10,960	13,620	14,850
10	9,800	13,510	17,040	18,580
12	11,600	16,350	20,930	23,200

Urbanized

Lanes	B	C	D	E
4	4,130	5,640	7,070	7,690
6	6,200	8,450	10,510	11,530
8	8,270	11,270	13,960	15,380
10	10,350	14,110	17,310	19,220

Freeway Adjustments

Auxiliary Lanes Present in Both Directions	Ramp Metering
+ 1,800	+ 5%

UNINTERRUPTED FLOW HIGHWAYS

Lanes	Median	B	C	D	E
2	Undivided	1,050	1,620	2,180	2,930
4	Divided	3,270	4,730	5,960	6,780
6	Divided	4,910	7,090	8,950	10,180

Uninterrupted Flow Highway Adjustments

Lanes	Median	Exclusive left lanes	Adjustment factors
2	Divided	Yes	+5%
Multi	Undivided	Yes	-5%
Multi	Undivided	No	-25%

[1] Values shown are presented as peak hour directional volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the HCM and the Transit Capacity and Quality of Service Manual.

[2] Level of service for the bicycle and pedestrian modes in this table is based on number of vehicles, not number of bicyclists or pedestrians using the facility.

[3] Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.

* Cannot be achieved using table input value defaults.

** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

Source:
Florida Department of Transportation
Systems Implementation Office
https://www.fdot.gov/planning/systems/

TABLE 4
(continued)

Generalized **Peak Hour Two-Way** Volumes for Florida's Urbanized Areas

January 2020

INPUT VALUE ASSUMPTIONS	Uninterrupted Flow Facilities				Interrupted Flow Facilities					
					State Arterials				Class I	
	Freeways	Core Freeways	Highways		Class I		Class II		Bicycle	Pedestrian
ROADWAY CHARACTERISTICS										
Area type (urban, rural)	urban	urban								
Number of through lanes (both dir.)	4-10	4-12	2	4-6	2	4-8	2	4-8	4	4
Posted speed (mph)	70	65	50	50	45	50	30	30	45	45
Free flow speed (mph)	75	70	55	55	50	55	35	35	50	50
Auxiliary Lanes (n,y)	n	n								
Median (d, twlt, n, nr, r)				d	n	r	n	r	r	r
Terrain (l,r)	l	l	l	l	l	l	l	l	l	l
% no passing zone			80							
Exclusive left turn lane impact (n, y)			[n]	y	y	y	y	y	y	y
Exclusive right turn lanes (n, y)					n	n	n	n	n	n
Facility length (mi)	3	3	5	5	2	2	1.9	1.8	2	2
TRAFFIC CHARACTERISTICS										
Planning analysis hour factor (K)	0.090	0.085	0.090	0.090	0.090	0.090	0.090	0.090	0.090	0.090
Directional distribution factor (D)	0.55	0.55	0.55	0.55	0.550	0.560	0.565	0.560	0.565	0.565
Peak hour factor (PHF)	0.95	0.95	0.95	0.95	1.000	1.000	1.000	1.000	1.000	1.000
Base saturation flow rate (pcphpl)	2,400	2,400	1,700	2,200	1,950	1,950	1,950	1,950	1,950	1,950
Heavy vehicle percent	4.0	4.0	2.0	2.0	1.0	1.0	1.0	1.0	2.5	2.0
Speed Adjustment Factor (SAF)	0.975	0.975		0.975						
Capacity Adjustment Factor (CAF)	0.968	0.968		0.968						
% left turns					12	12	12	12	12	12
% right turns					12	12	12	12	12	12
CONTROL CHARACTERISTICS										
Number of signals					4	4	10	10	4	6
Arrival type (1-6)					3	3	4	4	4	4
Signal type (a, c, p)					c	c	c	c	c	c
Cycle length (C)					120	150	120	120	120	120
Effective green ratio (g/C)					0.44	0.45	0.44	0.44	0.44	0.44
MULTIMODAL CHARACTERISTICS										
Paved shoulder/bicycle lane (n, y)									n, 50%, y	n
Outside lane width (n, t, w)									t	t
Pavement condition (d, t, u)									t	
On-street parking (n, y)										
Sidewalk (n, y)										n, 50%, y
Sidewalk/roadway separation(a, t, w)										t
Sidewalk protective barrier (n, y)										n

LEVEL OF SERVICE THRESHOLDS

Level of Service	Freeways	Highways		Arterials		Bicycle	Ped	Bus
	Density	Two-Lane %ffs	Multilane Density	Class I ats	Class II ats	Score	Score	Buses/hr.
B	≤ 17	> 83.3	≤ 17	> 31 mph	> 22 mph	≤ 2.75	≤ 2.75	≤ 6
C	≤ 24	> 75.0	≤ 24	> 23 mph	> 17 mph	≤ 3.50	≤ 3.50	≤ 4
D	≤ 31	> 66.7	≤ 31	> 18 mph	> 13 mph	≤ 4.25	≤ 4.25	< 3
E	≤ 39	> 58.3	≤ 35	> 15 mph	> 10 mph	≤ 5.00	≤ 5.00	< 2

% ffs = Percent free flow speed ats = Average travel speed

TABLE 5

Generalized **Peak Hour Two-Way** Volumes for Florida's Transitioning Areas **and** Areas Over 5,000 Not In Urbanized Areas[1]

January 2020

INTERRUPTED FLOW FACILITIES

STATE SIGNALIZED ARTERIALS

Class I (40 mph or higher posted speed limit)

Lanes	Median	B	C	D	E
2	Undivided	*	1,300	1,460	**
4	Divided	*	3,060	3,200	**
6	Divided	*	4,690	4,820	**

Class II (35 mph or slower posted speed limit)

Lanes	Median	B	C	D	E
2	Undivided	*	580	1,200	1,280
4	Divided	*	890	2,590	2,850
6	Divided	*	1,440	4,040	4,280

Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Non-State Signalized Roadways - 10%

Median & Turn Lane Adjustments

Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors
2	Divided	Yes	No	+5%
2	Undivided	No	No	-20%
Multi	Undivided	Yes	No	-5%
Multi	Undivided	No	No	-25%
–	–	–	Yes	+ 5%

One-Way Facility Adjustment

Multiply the corresponding two-directional volumes in this table by 0.6

BICYCLE MODE[2]

(Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Paved Shoulder/Bicycle Lane Coverage	B	C	D	E
0-49%	*	140	550	1,760
50-84%	170	500	1,650	>1,760
85-100%	670	1,760	>1,760	**

PEDESTRIAN MODE[2]

(Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Sidewalk Coverage	B	C	D	E
0-49%	*	*	250	850
50-84%	*	150	780	1,410
85-100%	340	950	1,540	>1,760

BUS MODE (Scheduled Fixed Route)[3]

(Buses in peak hour in peak direction)

Sidewalk Coverage	B	C	D	E
0-84%	> 5	≥ 4	≥ 3	≥ 2
85-100%	> 4	≥ 3	≥ 2	≥ 1

UNINTERRUPTED FLOW FACILITIES

FREEWAYS

Lanes	B	C	D	E
4	4,420	5,780	6,890	7,110
6	6,400	8,490	10,200	10,670
8	8,420	11,220	13,530	14,240
10	9,960	13,290	15,870	17,820

Freeway Adjustments

Auxiliary Lanes Present in Both Directions	Ramp Metering
+ 1,800	+ 5%

UNINTERRUPTED FLOW HIGHWAYS

Lanes	Median	B	C	D	E
2	Undivided	1,020	1,560	2,110	2,840
4	Divided	3,110	4,490	5,670	6,450
6	Divided	4,650	6,730	8,510	9,670

Uninterrupted Flow Highway Adjustments

Lanes	Median	Exclusive left lanes	Adjustment factors
2	Divided	Yes	+5%
Multi	Undivided	Yes	-5%
Multi	Undivided	No	-25%

[1] Values shown are presented as peak hour directional volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the HCM and the Transit Capacity and Quality of Service Manual.

[2] Level of service for the bicycle and pedestrian modes in this table is based on number of vehicles, not number of bicyclists or pedestrians using the facility.

[3] Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.

* Cannot be achieved using table input value defaults.

** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

Source:
Florida Department of Transportation
Systems Implementation Office
https://www.fdot.gov/planning/systems/

TABLE 5
(continued)

Generalized **Peak Hour Two-Way** Volumes for Florida's Transitioning Areas **and** Areas Over 5,000 Not In Urbanized Areas

January 2020

INPUT VALUE ASSUMPTIONS	Uninterrupted Flow Facilities			Interrupted Flow Facilities					
				State Arterials				Class I	
	Freeways	Highways		Class I		Class II		Bicycle	Pedestrian
ROADWAY CHARACTERISTICS									
Area type (urban, rural)	urban								
Number of through lanes (both dir.)	4-10	2	4-6	2	4-6	2	4-6	4	4
Posted speed (mph)	70	50	50	45	50	30	30	45	45
Free flow speed (mph)	75	55	55	50	55	35	35	50	50
Auxiliary lanes (n,y)	n								
Median (d, n, nr, r)			d	n	y	n	y	r	r
Terrain (l,r)	l	l	l	l	l	l	l	l	l
% no passing zone		60							
Exclusive left turn lane impact (n, y)		[n]	y	y	y	y	y	y	y
Exclusive right turn lanes (n, y)				n	n	n	n	n	n
Facility length (mi)	6	5	5	1.8	2	2	2	2	2
TRAFFIC CHARACTERISTICS									
Planning analysis hour factor (K)	0.098	0.090	0.090	0.090	0.090	0.090	0.090	0.090	0.090
Directional distribution factor (D)	0.55	0.55	0.55	0.550	0.570	0.570	0.565	0.570	0.570
Peak hour factor (PHF)	0.92	0.92	0.92	1.000	1.000	1.000	1.000	1.000	1.000
Base saturation flow rate (pcphpl)	2,400	1,700	2,200	1,950	1,950	1,950	1,950	1,950	1,950
Heavy vehicle percent	9.0	4.0	4.0	2.0	3.0	2.0	3.0	3.0	3.0
Speed Adjustment Factor (SAF)	0.975		0.975						
Capacity Adjustment Factor (CAF)	0.968		0.968						
% left turns				12	12	12	12	12	12
% right turns				12	12	12	12	12	12
CONTROL CHARACTERISTICS									
Number of signals				5	4	10	10	4	6
Arrival type (1-6)				4	3	4	4	4	4
Signal type (a, c, p)				c	c	c	c	c	c
Cycle length (C)				120	150	120	150	120	120
Effective green ratio (g/C)				0.44	0.45	0.44	0.45	0.44	0.44
MULTIMODAL CHARACTERISTICS									
Paved shoulder/bicycle lane (n, y)								n, 50%, y	n
Outside lane width (n, t, w)								t	t
Pavement condition (d, t, u)								t	
On-street parking (n, y)								n	n
Sidewalk (n, y)									n, 50%, y
Sidewalk/roadway separation (a, t, w)									t
Sidewalk protective barrier (n, y)									n

LEVEL OF SERVICE THRESHOLDS

Level of Service	Freeways	Highways		Arterials		Bicycle	Ped	Bus
	Density	Two-Lane	Multilane	Class I	Class II	Score	Score	Buses/hr.
		%ffs	Density	ats	ats			
B	≤ 17	> 83.3	≤ 17	> 31 mph	> 22 mph	≤ 2.75	≤ 2.75	≤ 6
C	≤ 24	> 75.0	≤ 24	> 23 mph	> 17 mph	≤ 3.50	≤ 3.50	≤ 4
D	≤ 31	> 66.7	≤ 31	> 18 mph	> 13 mph	≤ 4.25	≤ 4.25	< 3
E	≤ 39	> 58.3	≤ 35	> 15 mph	> 10 mph	≤ 5.00	≤ 5.00	< 2

% ffs = Percent free flow speed ats = Average travel speed

TABLE 6

Generalized **Peak Hour Two-Way** Volumes for Florida's Rural Undeveloped Areas **and** Developed Areas Less Than 5,000 Population[1]

January 2020

INTERRUPTED FLOW FACILITIES

STATE SIGNALIZED ARTERIALS

Lanes	Median	B	C	D	E
2	Undivided	*	1,220	1,350	**
4	Divided	*	2,790	2,890	**
6	Divided	*	4,300	4,350	**

Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Non-State Signalized Roadways - 10%

Median & Turn Lane Adjustments

Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors
2	Divided	Yes	No	+5%
2	Undivided	No	No	-20%
Multi	Undivided	Yes	No	-5%
Multi	Undivided	No	No	-25%
–	–	–	Yes	+ 5%

One-Way Facility Adjustment

Multiply the corresponding two-directional volumes in this table by 0.6

BICYCLE MODE[2]

(Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Rural Undeveloped

Paved Shoulder/Bicycle Lane Coverage	B	C	D	E
0-49%	*	120	190	300
50-84%	100	200	310	1,010
85-100%	250	370	1,760	>1,760

Developed Areas

Paved Shoulder/Bicycle Lane Coverage	B	C	D	E
0-49%	*	220	460	1,480
50-84%	170	430	1,270	>1,760
85-100%	560	1,760	>1,760	**

PEDESTRIAN MODE[2]

(Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Sidewalk Coverage	B	C	D	E
0-49%	*	*	220	840
50-84%	*	120	780	1,390
85-100%	320	940	1,560	>1,820

UNINTERRUPTED FLOW FACILITIES

FREEWAYS

Lanes	B	C	D	E
4	3,650	5,040	5,950	6,640
6	5,130	7,250	8,670	9,950
8	6,600	9,490	11,380	13,270

Freeway Adjustments

Auxiliary Lanes Present in Both Directions + 1,800

UNINTERRUPTED FLOW HIGHWAYS

Rural Undeveloped

Lanes	Median	B	C	D	E
2	Undivided	440	820	1,330	2,710
4	Divided	2,960	4,270	5,290	5,960
6	Divided	4,450	6,420	7,930	8,950

Developed Areas

Lanes	Median	B	C	D	E
2	Undivided	980	1,490	2,020	2,710
4	Divided	2,780	4,020	5,130	5,850
6	Divided	4,180	6,040	7,710	8,780

Passing Lane Adjustments

Alter LOS B-D volumes in proportion to the passing lane length to the highway segment length

Uninterrupted Flow Highway Adjustments

Lanes	Median	Exclusive left lanes	Adjustment factors
2	Divided	Yes	+5%
Multi	Undivided	Yes	-5%
Multi	Undivided	No	-25%

[1]Values shown are presented as peak hour directional volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the HCM and the Transit Capacity and Quality of Service Manual.

[2] Level of service for the bicycle and pedestrian modes in this table is based on number of vehicles, not number of bicyclists or pedestrians using the facility.

* Cannot be achieved using table input value defaults.

** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

Source:
Florida Department of Transportation
Systems Implementation Office
https://www.fdot.gov/planning/systems/

TABLE 6
(continued)

Generalized **Peak Hour Two-Way** Volumes for Florida's Rural Undeveloped Areas **and** Developed Areas Less Than 5,000 Population

January 2020

INPUT VALUE ASSUMPTIONS	Uninterrupted Flow Facilities					Interrupted Flow Facilities				
	Freeways	Highways				Arterials		Bicycle		Pedestrian
		Undeveloped		Developed						
ROADWAY CHARACTERISTICS										
Area type (urban, rural)	rural									
Number of through lanes (both dir.)	4-8	2	4-6	2	4-6	2	4-6	4	4	2
Posted speed (mph)	70	55	55	50	50	45	45	55	45	45
Free flow speed (mph)	75	60	60	55	55	50	50	60	50	50
Auxiliary lanes (n,y)	n									
Median (d, n, nr, r)			d		d	n	r	r	r	n
Terrain (l,r)	l	l	l	l	l	l	l	l	l	l
% no passing zone		20		60						
Exclusive left turn lanes (n, y)		[n]	y	[n]	y	y	y	y	y	y
Exclusive right turn lanes (n, y)						n	n	n	n	n
Facility length (mi)	18	10	10	5	5	1.9	2.2	4	2	2
TRAFFIC CHARACTERISTICS										
Planning analysis hour factor (K)	0.105	0.095	0.095	0.095	0.095	0.095	0.095	0.095	0.095	0.095
Directional distribution factor (D)	0.55	0.55	0.55	0.55	0.55	0.550	0.550	0.570	0.570	0.550
Peak hour factor (PHF)	0.88	0.88	0.88	0.88	0.88	1.000	1.000	1.000	1.000	1.000
Base saturation flow rate (pcphpl)	2,400	1,700	2,200	1,700	2,200	1,950	1,950	1,950	1,950	1,950
Heavy vehicle percent	12.0	5.0	12.0	5.0	8.0	3.0	3.0	6.0	3.5	3.0
Speed Adjustment Factor (SAF)	0.975		0.975		0.975					
Capacity Adjustment Factor (CAF)	0.968		0.968		0.968					
% left turns						12	12		12	12
% right turns						12	12		12	12
CONTROL CHARACTERISTICS										
Number of signals						5	6	2	4	4
Arrival type (1-6)						3	3	3	3	3
Signal type (a, c, p)						c	c	a	a	a
Cycle length (C)						90	90	60	90	90
Effective green ratio (g/C)						0.44	0.44	0.37	0.44	0.44
MULTIMODAL CHARACTERISTICS										
Paved shoulder/bicycle lane (n, y)								n,50%,y	n,50%,y	n
Outside lane width (n, t, w)								t	t	t
Pavement condition (d, t, u)								t	t	
Sidewalk (n, y)										n,50%,y
Sidewalk/roadway separation(a, t,w)										t
Sidewalk protective barrier (n, y)										n

LEVEL OF SERVICE THRESHOLDS

Level of Service	Freeways	Highways				
		Two-Lane ru		Two-Lane rd	Multilane ru	Multilane rd
	Density	%tsf	ats	%ffs	Density	Density
B	≤ 14	≤ 50	≤ 55	> 83.3	≤ 14	≤ 14
C	≤ 22	≤ 65	≤ 50	> 75.0	≤ 22	≤ 22
D	≤ 29	≤ 80	≤ 45	> 66.7	≤ 29	≤ 29
E	≤ 36	> 80	≤ 40	> 58.3	≤ 34	≤ 34

Level of Service	Arterials	Bicycle	Pedestrian
	Major City/Co.(ats)	Score	Score
B	> 31 mph	≤ 2.75	≤ 2.75
C	> 23 mph	≤ 3.50	≤ 3.50
D	> 18 mph	≤ 4.25	≤ 4.25
E	> 15 mph	≤ 5.00	≤ 5.00

%tsf = Percent time spent following %ffs = Percent of free flow speed ats = Average travel speed ru = Rural undeveloped rd = Rural developed

TABLE 7 Generalized **Peak Hour Directional** Volumes for Florida's Urbanized Areas

January 2020

INTERRUPTED FLOW FACILITIES

STATE SIGNALIZED ARTERIALS

Class I (40 mph or higher posted speed limit)

Lanes	Median	B	C	D	E
1	Undivided	*	830	880	**
2	Divided	*	1,910	2,000	**
3	Divided	*	2,940	3,020	**
4	Divided	*	3,970	4,040	**

Class II (35 mph or slower posted speed limit)

Lanes	Median	B	C	D	E
1	Undivided	*	370	750	800
2	Divided	*	730	1,630	1,700
3	Divided	*	1,170	2,520	2,560
4	Divided	*	1,610	3,390	3,420

Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Non-State Signalized Roadways - 10%

Median & Turn Lane Adjustments

Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors
1	Divided	Yes	No	+5%
1	Undivided	No	No	-20%
Multi	Undivided	Yes	No	-5%
Multi	Undivided	No	No	-25%
–	–	–	Yes	+ 5%

One-Way Facility Adjustment

Multiply the corresponding directional volumes in this table by 1.2

BICYCLE MODE[2]

(Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Paved Shoulder/Bicycle Lane Coverage	B	C	D	E
0-49%	*	150	390	1,000
50-84%	110	340	1,000	>1,000
85-100%	470	1,000	>1,000	**

PEDESTRIAN MODE[2]

(Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Sidewalk Coverage	B	C	D	E
0-49%	*	*	140	480
50-84%	*	80	440	800
85-100%	200	540	880	>1,000

BUS MODE (Scheduled Fixed Route)[3]

(Buses in peak hour in peak direction)

Sidewalk Coverage	B	C	D	E
0-84%	> 5	≥ 4	≥ 3	≥ 2
85-100%	> 4	≥ 3	≥ 2	≥ 1

UNINTERRUPTED FLOW FACILITIES

FREEWAYS

Core Urbanized

Lanes	B	C	D	E
2	2,230	3,100	3,740	4,080
3	3,280	4,570	5,620	6,130
4	4,310	6,030	7,490	8,170
5	5,390	7,430	9,370	10,220
6	6,380	8,990	11,510	12,760

Urbanized

Lanes	B	C	D	E
2	2,270	3,100	3,890	4,230
3	3,410	4,650	5,780	6,340
4	4,550	6,200	7,680	8,460
5	5,690	7,760	9,520	10,570

Freeway Adjustments

Auxiliary Lane	Ramp Metering
+ 1,000	+ 5%

UNINTERRUPTED FLOW HIGHWAYS

Lanes	Median	B	C	D	E
1	Undivided	580	890	1,200	1,610
2	Divided	1,800	2,600	3,280	3,730
3	Divided	2,700	3,900	4,920	5,600

Uninterrupted Flow Highway Adjustments

Lanes	Median	Exclusive left lanes	Adjustment factors
1	Divided	Yes	+5%
Multi	Undivided	Yes	-5%
Multi	Undivided	No	-25%

[1]Values shown are presented as peak hour directional volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the HCM and the Transit Capacity and Quality of Service Manual.

[2] Level of service for the bicycle and pedestrian modes in this table is based on number of vehicles, not number of bicyclists or pedestrians using the facility.

[3] Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.

* Cannot be achieved using table input value defaults.

** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

Source:
Florida Department of Transportation
Systems Implementation Office
https://www.fdot.gov/planning/systems/

TABLE 7
(continued)

Generalized **Peak Hour Directional** Volumes for Florida's Urbanized Areas

January 2020

INPUT VALUE ASSUMPTIONS	Uninterrupted Flow Facilities				Interrupted Flow Facilities					
					State Arterials				Class I	
	Freeways	Core Freeways	Highways		Class I		Class II		Bicycle	Pedestrian
ROADWAY CHARACTERISTICS										
Area type (urban, rural)	urban	urban								
Number of through lanes (both dir.)	4-10	4-12	2	4-6	2	4-8	2	4-8	4	4
Posted speed (mph)	70	65	50	50	45	50	30	30	45	45
Free flow speed (mph)	75	70	55	55	50	55	35	35	50	50
Auxiliary Lanes (n,y)	n	n								
Median (d, twlt, n, nr, r)				d	n	r	n	r	r	r
Terrain (l,r)	l	l	l	l	l	l	l	l	l	l
% no passing zone			80							
Exclusive left turn lane impact (n, y)			[n]	y	y	y	y	y	y	y
Exclusive right turn lanes (n, y)					n	n	n	n	n	n
Facility length (mi)	3	3	5	5	2	2	1.9	1.8	2	2
TRAFFIC CHARACTERISTICS										
Planning analysis hour factor (K)	0.090	0.085	0.090	0.090	0.090	0.090	0.090	0.090	0.090	0.090
Directional distribution factor (D)	0.55	0.55	0.55	0.55	0.550	0.560	0.565	0.560	0.565	0.565
Peak hour factor (PHF)	0.95	0.95	0.95	0.95	1.000	1.000	1.000	1.000	1.000	1.000
Base saturation flow rate (pcphpl)	2,400	2,400	1,700	2,200	1,950	1,950	1,950	1,950	1,950	1,950
Heavy vehicle percent	4.0	4.0	2.0	2.0	1.0	1.0	1.0	1.0	2.5	2.0
Speed Adjustment Factor (SAF)	0.975	0.975		0.975						
Capacity Adjustment Factor (CAF)	0.968	0.968		0.968						
% left turns					12	12	12	12	12	12
% right turns					12	12	12	12	12	12
CONTROL CHARACTERISTICS										
Number of signals					4	4	10	10	4	6
Arrival type (1-6)					3	3	4	4	4	4
Signal type (a, c, p)					c	c	c	c	c	c
Cycle length (C)					120	150	120	120	120	120
Effective green ratio (g/C)					0.44	0.45	0.44	0.44	0.44	0.44
MULTIMODAL CHARACTERISTICS										
Paved shoulder/bicycle lane (n, y)									n, 50%, y	n
Outside lane width (n, t, w)									t	t
Pavement condition (d, t, u)									t	
On-street parking (n, y)										
Sidewalk (n, y)										n, 50%, y
Sidewalk/roadway separation(a, t, w)										t
Sidewalk protective barrier (n, y)										n

LEVEL OF SERVICE THRESHOLDS

Level of Service	Freeways	Highways		Arterials		Bicycle	Ped	Bus
	Density	Two-Lane %ffs	Multilane Density	Class I ats	Class II ats	Score	Score	Buses/hr.
B	≤ 17	> 83.3	≤ 17	> 31 mph	> 22 mph	≤ 2.75	≤ 2.75	≤ 6
C	≤ 24	> 75.0	≤ 24	> 23 mph	> 17 mph	≤ 3.50	≤ 3.50	≤ 4
D	≤ 31	> 66.7	≤ 31	> 18 mph	> 13 mph	≤ 4.25	≤ 4.25	< 3
E	≤ 39	> 58.3	≤ 35	> 15 mph	> 10 mph	≤ 5.00	≤ 5.00	< 2

% ffs = Percent free flow speed ats = Average travel speed

TABLE 8 Generalized **Peak Hour Directional** Volumes for Florida's Transitioning Areas **and** Areas Over 5,000 Not In Urbanized Areas[1]

January 2020

INTERRUPTED FLOW FACILITIES

STATE SIGNALIZED ARTERIALS

Class I (40 mph or higher posted speed limit)

Lanes	Median	B	C	D	E
1	Undivided	*	710	800	**
2	Divided	*	1,740	1,820	**
3	Divided	*	2,670	2,740	**

Class II (35 mph or slower posted speed limit)

Lanes	Median	B	C	D	E
1	Undivided	*	330	680	720
2	Divided	*	500	1,460	1,600
3	Divided	*	810	2,280	2,420

Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Non-State Signalized Roadways - 10%

Median & Turn Lane Adjustments

Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors
1	Divided	Yes	No	+5%
1	Undivided	No	No	-20%
Multi	Undivided	Yes	No	-5%
Multi	Undivided	No	No	-25%
–	–	–	Yes	+ 5%

One-Way Facility Adjustment

Multiply the corresponding directional volumes in this table by 1.2

BICYCLE MODE[2]

(Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Paved Shoulder/Bicycle Lane Coverage	B	C	D	E
0-49%	*	140	320	1,000
50-84%	100	280	940	>1,000
85-100%	380	1,000	>1,000	**

PEDESTRIAN MODE[2]

(Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Sidewalk Coverage	B	C	D	E
0-49%	*	*	140	480
50-84%	*	80	440	800
85-100%	200	540	880	>1,000

BUS MODE (Scheduled Fixed Route)[3]

(Buses in peak hour in peak direction)

Sidewalk Coverage	B	C	D	E
0-84%	> 5	≥ 4	≥ 3	≥ 2
85-100%	> 4	≥ 3	≥ 2	≥ 1

UNINTERRUPTED FLOW FACILITIES

FREEWAYS

Lanes	B	C	D	E
2	2,430	3,180	3,790	3,910
3	3,520	4,670	5,610	5,870
4	4,630	6,170	7,440	7,830
5	5,480	7,310	8,730	9,800

Freeway Adjustments

Auxiliary Lane	Ramp Metering
+ 1,000	+ 5%

UNINTERRUPTED FLOW HIGHWAYS

Lanes	Median	B	C	D	E
1	Undivided	560	860	1,160	1,560
2	Divided	1,710	2,470	3,120	3,550
3	Divided	2,560	3,700	4,680	5,320

Uninterrupted Flow Highway Adjustments

Lanes	Median	Exclusive left lanes	Adjustment factors
1	Divided	Yes	+5%
Multi	Undivided	Yes	-5%
Multi	Undivided	No	-25%

[1] Values shown are presented as peak hour directional volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the HCM and the Transit Capacity and Quality of Service Manual.

[2] Level of service for the bicycle and pedestrian modes in this table is based on number of vehicles, not number of bicyclists or pedestrians using the facility.

[3] Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.

* Cannot be achieved using table input value defaults.

** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

Source:
Florida Department of Transportation
Systems Implementation Office
https://www.fdot.gov/planning/systems/

TABLE 8
(continued)

Generalized **Peak Hour Directional** Volumes for Florida's Transitioning Areas **and** Areas Over 5,000 Not In Urbanized Areas

January 2020

INPUT VALUE ASSUMPTIONS	Uninterrupted Flow Facilities			Interrupted Flow Facilities					
				State Arterials				Class I	
	Freeways	Highways		Class I		Class II		Bicycle	Pedestrian
ROADWAY CHARACTERISTICS									
Area type (urban, rural)	urban								
Number of through lanes (both dir.)	4-10	2	4-6	2	4-6	2	4-6	4	4
Posted speed (mph)	70	50	50	45	50	30	30	45	45
Free flow speed (mph)	75	55	55	50	55	35	35	50	50
Auxiliary lanes (n,y)	n								
Median (d, n, nr, r)			d	n	y	n	y	r	r
Terrain (l,r)	l	l	l	l	l	l	l	l	l
% no passing zone		60							
Exclusive left turn lane impact (n, y)		[n]	y	y	y	y	y	y	y
Exclusive right turn lanes (n, y)				n	n	n	n	n	n
Facility length (mi)	6	5	5	1.8	2	2	2	2	2
TRAFFIC CHARACTERISTICS									
Planning analysis hour factor (K)	0.098	0.090	0.090	0.090	0.090	0.090	0.090	0.090	0.090
Directional distribution factor (D)	0.55	0.55	0.55	0.550	0.570	0.570	0.565	0.570	0.570
Peak hour factor (PHF)	0.92	0.92	0.92	1.000	1.000	1.000	1.000	1.000	1.000
Base saturation flow rate (pcphpl)	2,400	1,700	2,200	1,950	1,950	1,950	1,950	1,950	1,950
Heavy vehicle percent	9.0	4.0	4.0	2.0	3.0	2.0	3.0	3.0	3.0
Speed Adjustment Factor (SAF)	0.975		0.975						
Capacity Adjustment Factor (CAF)	0.968		0.968						
% left turns				12	12	12	12	12	12
% right turns				12	12	12	12	12	12
CONTROL CHARACTERISTICS									
Number of signals				5	4	10	10	4	6
Arrival type (1-6)				4	3	4	4	4	4
Signal type (a, c, p)				c	c	c	c	c	c
Cycle length (C)				120	150	120	150	120	120
Effective green ratio (g/C)				0.44	0.45	0.44	0.45	0.44	0.44
MULTIMODAL CHARACTERISTICS									
Paved shoulder/bicycle lane (n, y)								n, 50%, y	n
Outside lane width (n, t, w)								t	t
Pavement condition (d, t, u)								t	
On-street parking (n, y)								n	n
Sidewalk (n, y)									n, 50%, y
Sidewalk/roadway separation (a, t, w)									t
Sidewalk protective barrier (n, y)									n

LEVEL OF SERVICE THRESHOLDS

Level of Service	Freeways	Highways		Arterials		Bicycle	Ped	Bus
	Density	Two-Lane %ffs	Multilane Density	Class I ats	Class II ats	Score	Score	Buses/hr.
B	≤ 17	> 83.3	≤ 17	> 31 mph	> 22 mph	≤ 2.75	≤ 2.75	≤ 6
C	≤ 24	> 75.0	≤ 24	> 23 mph	> 17 mph	≤ 3.50	≤ 3.50	≤ 4
D	≤ 31	> 66.7	≤ 31	> 18 mph	> 13 mph	≤ 4.25	≤ 4.25	< 3
E	≤ 39	> 58.3	≤ 35	> 15 mph	> 10 mph	≤ 5.00	≤ 5.00	< 2

% ffs = Percent free flow speed ats = Average travel speed

TABLE 9

Generalized **Peak Hour Directional** Volumes for Florida's Rural Undeveloped Areas **and** Developed Areas Less Than 5,000 Population[1]

January 2020

INTERRUPTED FLOW FACILITIES

STATE SIGNALIZED ARTERIALS

Lanes	Median	B	C	D	E
1	Undivided	*	670	740	**
2	Divided	*	1,530	1,580	**
3	Divided	*	2,360	2,400	**

Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Non-State Signalized Roadways - 10%

Median & Turn Lane Adjustments

Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors
1	Divided	Yes	No	+5%
1	Undivided	No	No	-20%
Multi	Undivided	Yes	No	-5%
Multi	Undivided	No	No	-25%
–	–	–	Yes	+ 5%

One-Way Facility Adjustment

Multiply the corresponding directional volumes in this table by 1.2

BICYCLE MODE[2]

(Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Rural Undeveloped

Paved Shoulder/Bicycle Lane Coverage	B	C	D	E
0-49%	*	70	110	170
50-84%	60	120	180	580
85-100%	140	210	1,000	>1,000

Developed Areas

Paved Shoulder/Bicycle Lane Coverage	B	C	D	E
0-49%	*	120	260	840
50-84%	100	240	720	1,000
85-100%	320	1,000	>1,000	**

PEDESTRIAN MODE[2]

(Multiply vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Sidewalk Coverage	B	C	D	E
0-49%	*	*	120	460
50-84%	*	80	430	770
85-100%	180	520	860	>1,000

UNINTERRUPTED FLOW FACILITIES

FREEWAYS

Lanes	B	C	D	E
2	2,010	2,770	3,270	3,650
3	2,820	3,990	4,770	5,470
4	3,630	5,220	6,260	7,300

Freeway Adjustments

Auxiliary Lane
+ 1,000

UNINTERRUPTED FLOW HIGHWAYS

Rural Undeveloped

Lanes	Median	B	C	D	E
1	Undivided	240	450	730	1,490
2	Divided	1,630	2,350	2,910	3,280
3	Divided	2,450	3,530	4,360	4,920

Developed Areas

Lanes	Median	B	C	D	E
1	Undivided	540	820	1,110	1,490
2	Divided	1,530	2,210	2,820	3,220
3	Divided	2,300	3,320	4,240	4,830

Passing Lane Adjustments

Alter LOS B-D volumes in proportion to the passing lane length to the highway segment length

Uninterrupted Flow Highway Adjustments

Lanes	Median	Exclusive left lanes	Adjustment factors
1	Divided	Yes	+5%
Multi	Undivided	Yes	-5%
Multi	Undivided	No	-25%

[1]Values shown are presented as peak hour directional volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the HCM and the Transit Capacity and Quality of Service Manual.

[2] Level of service for the bicycle and pedestrian modes in this table is based on number of vehicles, not number of bicyclists or pedestrians using the facility.

* Cannot be achieved using table input value defaults.

** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

Source:
Florida Department of Transportation
Systems Implementation Office
https://www.fdot.gov/planning/systems/

TABLE 9
(continued)

Generalized **Peak Hour Directional** Volumes for Florida's Rural Undeveloped Areas **and** Developed Areas Less Than 5,000 Population

January 2020

INPUT VALUE ASSUMPTIONS	Uninterrupted Flow Facilities					Interrupted Flow Facilities				
	Freeways	Highways				Arterials		Bicycle		Pedestrian
		Undeveloped		Developed						
ROADWAY CHARACTERISTICS										
Area type (urban, rural)	rural									
Number of through lanes (both dir.)	4-8	2	4-6	2	4-6	2	4-6	4	4	2
Posted speed (mph)	70	55	55	50	50	45	45	55	45	45
Free flow speed (mph)	75	60	60	55	55	50	50	60	50	50
Auxiliary lanes (n,y)	n									
Median (d, n, nr, r)			d		d	n	r	r	r	n
Terrain (l,r)	l	l	l	l	l	l	l	l	l	l
% no passing zone		20		60						
Exclusive left turn lanes (n, y)		[n]	y	[n]	y	y	y	y	y	y
Exclusive right turn lanes (n, y)						n	n	n	n	n
Facility length (mi)	18	10	10	5	5	1.9	2.2	4	2	2
TRAFFIC CHARACTERISTICS										
Planning analysis hour factor (K)	0.105	0.095	0.095	0.095	0.095	0.095	0.095	0.095	0.095	0.095
Directional distribution factor (D)	0.55	0.55	0.55	0.55	0.55	0.550	0.550	0.570	0.570	0.550
Peak hour factor (PHF)	0.88	0.88	0.88	0.88	0.88	1.000	1.000	1.000	1.000	1.000
Base saturation flow rate (pcphpl)	2,400	1,700	2,200	1,700	2,200	1,950	1,950	1,950	1,950	1,950
Heavy vehicle percent	12.0	5.0	12.0	5.0	8.0	3.0	3.0	6.0	3.5	3.0
Speed Adjustment Factor (SAF)	0.975		0.975		0.975					
Capacity Adjustment Factor (CAF)	0.968		0.968		0.968					
% left turns						12	12		12	12
% right turns						12	12		12	12
CONTROL CHARACTERISTICS										
Number of signals						5	6	2	4	4
Arrival type (1-6)						3	3	3	3	3
Signal type (a, c, p)						c	c	a	a	a
Cycle length (C)						90	90	60	90	90
Effective green ratio (g/C)						0.44	0.44	0.37	0.44	0.44
MULTIMODAL CHARACTERISTICS										
Paved shoulder/bicycle lane (n, y)								n,50%,y	n,50%,y	n
Outside lane width (n, t, w)								t	t	t
Pavement condition (d, t, u)								t	t	
Sidewalk (n, y)										n,50%,y
Sidewalk/roadway separation(a, t,w)										t
Sidewalk protective barrier (n, y)										n

LEVEL OF SERVICE THRESHOLDS

Level of Service	Freeways	Highways				
		Two-Lane ru		Two-Lane rd	Multilane ru	Multilane rd
	Density	%tsf	ats	%ffs	Density	Density
B	≤ 14	≤ 50	≤ 55	> 83.3	≤ 14	≤ 14
C	≤ 22	≤ 65	≤ 50	> 75.0	≤ 22	≤ 22
D	≤ 29	≤ 80	≤ 45	> 66.7	≤ 29	≤ 29
E	≤ 36	> 80	≤ 40	> 58.3	≤ 34	≤ 34

Level of Service	Arterials	Bicycle	Pedestrian
	Major City/Co.(ats)	Score	Score
B	> 31 mph	≤ 2.75	≤ 2.75
C	> 23 mph	≤ 3.50	≤ 3.50
D	> 18 mph	≤ 4.25	≤ 4.25
E	> 15 mph	≤ 5.00	≤ 5.00

%tsf = Percent time spent following %ffs = Percent of free flow speed ats = Average travel speed ru = Rural undeveloped rd = Rural developed

APPENDIX G – Potential Solution List

Complete Potential Solutions List

Reference #	Goals-Objective	Key	Project Description	Implementation Schedule	Improvement Category	FDOT FM #	Additional Comments/Information
1	1-1	Key West	Review and identify potential pedestrian/bicycle signing and marking improvements (including additional crosswalks) along S. Roosevelt Boulevard from Flagler Avenue to US 1.	Short-term	Safety		
2	1-2	Key West	Conduct a corridor study to evaluate the need for pedestrian signing and lighting enhancements, including additional midblock crosswalks along N. Roosevelt Boulevard from Jose Marti Drive to US 1	Mid-term	Safety		
3	2-2	Key West	Conduct a signal retiming study to optimize signal timing in Key West	Mid-term	Operations		
5	1-2	Key West	Conduct a lighting evaluation study at crosswalks along South Roosevelt Boulevard from Flagler Avenue to Bertha Street	Mid-term	Lighting		Requires coordination with stakeholders as well as Florida Fish and Wildlife Conservation Commission.
6	1-1	Key West	Conduct a review to improve pedestrian and bicycle features at the US1/Roosevelt Boulevard intersection	Mid-term	Safety		
7	1-2	Key West	Conduct a feasibility study to widen sidewalks on the southside of North Roosevelt Blvd	Mid-term	Safety		Potential access management impacts; requires public involvement
8	2-2	Key West	Feasibility study to reconfigure the intersection of US-1 and Roosevelt Boulevard	Mid-term	Operations/Safety		Potential right-of-way impacts. Requires coordination with stakeholders and public acceptance
15	1-2	Key West	FDOT Traffic Operations Office is evaluating a request to repair pedestrian signal heads that are not working at the intersection of US 1/Truman Avenue and White Street	FDOT is Currently Evaluating	Maintenance		
16	2-3	Key West	FDOT Traffic Operations Office is evaluating a request for NB/SB left-turn lanes at the intersection of US 1/Truman Avenue and White Street	FDOT is Currently Evaluating	Operations		
17	3-3	Key West	FDOT Traffic Operations Office is evaluating a request to re-install a Stop sign and no left-turn sign at the intersection of US-1 and Aquamarine Drive	FDOT is Currently Evaluating	Maintenance		
18	2-2	Key West	FDOT Traffic Operations Office is evaluating a request for the emergency signal to be changed from solid yellow to flashing yellow at Eisenhower Drive	FDOT is Currently Evaluating	Operations		
19	2-1	Key West	FDOT Traffic Operations Office is evaluating a request for reduced speed limit (25 to 20 mph) in the vicinity of the Roosevelt Boulevard and Fleming Street intersection	FDOT is Currently Evaluating	Operations		
10	1-2	Key West	Pavement reconstruction; Add sidewalk on N. side; and 3 HAWK Pedestrian Signals along S. Roosevelt Boulevard from Bertha Street to Smathers Street	In FDOT 5-year Work Program	Safety	250548-8	FDOT Programmed Project

Complete Potential Solutions List

Reference #	Goals-Objective	Key	Project Description	Implementation Schedule	Improvement Category	FDOT FM #	Additional Comments/Information
11	6-1	Key West	Flexible Pavement Reconstruction at 1st Street and Bertha Street	In FDOT 5-year Work Program	Roadway	441959-1	FDOT Programmed Project
12	6-1	Key West	Resurfacing along US-1/Whitehead Street from Fleming street to west of Truman avenue	In FDOT 5-year Work Program	Roadway	443892-1	FDOT Programmed Project
13	6-1	Key West	Resurfacing along US-1/N. Roosevelt Boulevard from Eisenhower Drive to S. Roosevelt Boulevard	In FDOT 5-year Work Program	Roadway	446011-1	FDOT Programmed Project
14	1-1, 1-2	Key West	Bike Path/ Trail in the City of Key West to Southard Street	In FDOT 5-year Work Program	Safety	435497-2	FDOT Programmed Project; Cross Reference with the FKOHT Project List
9	2-4	Key West	Install CCTV cameras along S. Roosevelt Boulevard from La Brisa to Key West of the Sea	In FDOT 5-year Work Program	Technology	250548-9	FDOT Programmed Project
20	2-2	Stock Island	Modify signal timing (offsets) along US 1 between Roosevelt Boulevard and MacDonald Avenue to help improve traffic flow.	Short-term	Operations		Requires Coordination with FDOT Traffic Operations Office
21	1-1	Stock Island	Review and identify potential pedestrian and bicycle signing and marking improvements along US 1 from Roosevelt Boulevard to MacDonald Avenue.	Short-term	Safety		
22	1-1	Stock Island	Evaluate the need for signing, pavement marking and sight distance improvements along the bike lanes in the vicinity of the Hurricane Hole Marina (near College Road South)	Short-term	Signing/Marking		
23	2-2, 2-3	Stock Island	Conduct a corridor study to evaluate the feasibility of widening US-1 to 6 lanes and/or intersection improvements between Roosevelt Boulevard and College Road North	Long-term	Roadway		Requires modifications to the Monroe County Comp Plan Policies and widening/reconstruction of the bridge between Key West and Stock Island
24	1-3, 1-6, 5-1	Stock Island	Conduct a planning study to evaluate the feasibility of a Park-n-Ride Hub, fixed route circulator, micro transit, bike sharing, and/or scooter-sharing services to provide first/last mile connections to complement public transit	Long-term	Transit		FDOT's Consultant is conducting a feasibility study for the Key West Intermodal Center (park-n-ride hub to accommodate buses, vehicles, scooters, bicycles, etc.) to be located on Stock Island. Monroe County can coordinate with Key West Transit and FDOT regarding this study and the Final Mile Grant.
25	2-2	Stock Island	FDOT Traffic Operations Office conducted a Signal Warrant study at the intersection of US-1 and College Road North and will be installing a traffic signal at this location.	FDOT is Currently Evaluating	Operations		
26	2-3	Rockland Key	Conduct a study to evaluate the feasibility of installing an acceleration lane in the southbound direction at the intersection of US-1 and Calle Uno	Mid-term	Operations		
27	1-5, 2-3	Rockland Key	Conduct a study to evaluate the feasibility of relocating the merge area from the current location on the curve near Rockland Drive to a straight segment of US 1.	Mid-term	Operations		Potential R/W impacts; may require modifications to the Monroe County Comp Plan Policies

Complete Potential Solutions List

Reference #	Goals-Objective	Key	Project Description	Implementation Schedule	Improvement Category	FDOT FM #	Additional Comments/Information
28	2-3	Rockland Key	Conduct an access management study to evaluate the need for turn lanes and/or frontage road improvements along US-1 from Coppitt Road to Boca Chica Road	Mid-term	Operations		Potential access impacts; requires public involvement
29	2-2, 2-3	Rockland Key	Feasibility study for possible intersection improvements along US 1 between Saratoga Avenue to Rockland Drive	Mid-term	Roadway		May require modifications to the Monroe County Comp Plan Policies; potential R/W impacts
30	1-5, 2-2	Rockland Key	Conduct a study to determine the need for and feasibility of widening US-1 to 4 lanes from Rockland Drive to Boca Chica Road	Long-term	Roadway		Requires modifications to the Monroe County Comp Plan Policies; potential R/W impacts and bridge widening
31	1-1,1-2	Rockland Key	Conduct a study to evaluate the feasibility of widening the sidewalk along the southside of the Boca Chica Bridge	Long-term	Bridge		Potential R/W and environmental impacts
32	6-1	Rockland Key	Resurfacing US-1 from Frontage Road to Boca Chica Key	In FDOT 5-year Work Program	Roadway	443900-1	FDOT Programmed Project
33	4-3	Rockland Key	Landscaping along US-1 from north of the Boca Chica channel to S of Rockland Channel	In FDOT 5-year Work Program	Landscaping	444351-1	FDOT Programmed Project
34	4-3	Rockland Key	Landscaping along US-1 from the north of Cow Key Bridge to South of Boca Chica channel Bridge	In FDOT 5-year Work Program	Landscaping	446901-1	FDOT Programmed Project
35	1-1	Big Coppitt Key	Conduct a review to identify potential pedestrian/bicycle signing and pavement marking improvements along US 1 from Saratoga Avenue to Boca Chica Road	Short-term	Safety		
36	2-3	Big Coppitt Key	Conduct a Signal Warrant study at the intersection of US-1 at 4th Street	Mid-term	Operations		This location is only 0.75mi from Boca Chica Road where a Signal is also requested. Consider conducting a corridor study so that potential impacts of having both of these signals can be determined
37	2-3	Big Coppitt Key	Conduct a Signal Warrant study at the intersection of US-1 at Boca Chica Road	Mid-term	Operations		This location is only 0.75mi from 4th Street where a Signal is also requested. Consider conducting a corridor study so that potential impacts of having both of these signals can be determined
39	3-3	Big Coppitt Key	FDOT Traffic Operations Office is evaluating a request for a directional sign at Coppitt Road	FDOT is Currently Evaluating	Signing/Marking		
38	6-2	Big Coppitt Key	Bridge Repair/Rehab Project at Shark Channel Bridge (900081)	In FDOT 5-year Work Program	Bridge	447752-1	FDOT Programmed Project
40	1-1	Lower Sugarloaf Key	Refurbish/upgrade bicycle pavement markings and signing in the vicinity of the Harris Channel Bridge	Short-term	Safety		
41	3-4	Lower Sugarloaf Key	Conduct a lighting study at US-1 and Bay Point	Mid-term	Lighting		Requires coordination with stakeholders as well as Florida Fish and Wildlife Conservation Commission

Complete Potential Solutions List

Reference #	Goals-Objective	Key	Project Description	Implementation Schedule	Improvement Category	FDOT FM #	Additional Comments/Information
42	1-2	Lower Sugarloaf Key	Repair the pedestrian bridge between Lower Sugar Loaf and Bay Point	Mid-term	Bridge		Requires coordination with FDOT Maintenance and Structures Offices
43	2-2	Lower Sugarloaf Key	Conduct a feasibility study to determine potential intersection improvements at US 1 and Sugarloaf Road	Mid-term	Operations/Safety		
44	6-1	Lower Sugarloaf Key	Resurfacing along US-1 from MM 19.4 to MM 19.8 and MM 20.6 to 23.1	In FDOT 5-year Work Program	Roadway	443898-1	FDOT Programmed Project
45	6-2, 1-5	Lower Sugarloaf Key	Bridge Replacements at Long Key Channel Bridge(900094)	In FDOT 5-year Work Program	Bridge	448206-1	FDOT Programmed Project - Letting 2/2028; Contact PM to confirm if pedestrian/bike accommodations are being included
46	6-2	Lower Sugarloaf Key	Bridge Repair/Rehab at Long Key Bridge (900094)	In FDOT 5-year Work Program	Bridge	441964-1	FDOT Programmed Project
47	6-2	Lower Sugarloaf Key	Bridge Repair/Rehab at the North Harris Channel Bridge (900109)	In FDOT 5-year Work Program	Bridge	446178-1	FDOT Programmed Project
49	1-1, 1-2	Lower Sugarloaf Key	Feasibility study for pedestrian features at the Sugarloaf Historic Bridge (MM 15.5)	In FDOT 5-year Work Program	Bridge	250572-3	FDOT Programmed Project; Cross Reference with the FKOHT Project List
50	2-2	Upper Sugarloaf key	FDOT Traffic Operations Office is evaluating a request to modify the flashing signal operation at the US 1 and Crane Boulevard intersection	FDOT is Currently Evaluating	Operations		
51	1-1	Cudjoe Key	Conduct a study to determine appropriate signs and locations along the bike lanes near MM 22	Short-term	Signing/Marking		
52	1-1, 1-2	Cudjoe Key	FDOT is evaluating a request for a new crosswalk at the intersection of US-1 and Spanish Main Drive	FDOT is Currently Evaluating	Safety		
53	6-2	Cudjoe Key	Bridge Repair/Rehab Project at Kemp Channel Bridge (900116)	In FDOT 5-year Work Program	Bridge	447756-1	FDOT Programmed Project
54	1-2	Cudjoe Key	Replace detectable warning pads on the crosswalks along US 1 from Drost Drive to Spanish Main Drive Crossing (MM 20.8 - 23.1)	In FDOT 5-year Work Program	Safety	443898-1	Recommendation from FDOT Safety Study to be implemented through FDOT Project
55	1-2	Cudjoe Key	Inspect and replace detectable warning pads on the crosswalks along US 1 from Drost Drive to Spanish Main Drive Crossing (MM 20.8 - 23.1	In FDOT 5-year Work Program	Safety	443898-1	Recommendation from FDOT Safety Study to be implemented through FDOT Project
56	1-1	Cudjoe Key	Relocate the beginning of the northbound merge lane servicing right-turning traffic from Spanish Main Drive Crossing.	In FDOT 5-year Work Program	Safety	443898-1	This should help to reduce the potential for conflicts between right-turn traffic and bicycles; Recommendation from FDOT Safety Study to be implemented through FDOT Project
57	1-2	Summerland Key	Conduct a feasibility study to install the missing sidewalk between the Boy Scout Camp at Kemp Bridge and Caribbean Drive (on the south side of US 1).	Mid-term	Roadway		Potential R/W and environmental impacts

Complete Potential Solutions List

Reference #	Goals-Objective	Key	Project Description	Implementation Schedule	Improvement Category	FDOT FM #	Additional Comments/Information
58	2-3	Ramrod Key	FDOT Traffic Operations Office is evaluating a request for an eastbound left-turn lane at US-1 and Coral Avenue	FDOT is Currently Evaluating	Operations		
59	6-1	Ramrod Key	Resurfacing US-1 from MM 26.2 to MM 27.4	In FDOT 5-year Work Program	Roadway	443920-1	FDOT Programmed Project
60	6-2	Little Torch Key	Bridge Repair/Rehab Projects Torch Key channel Bridge (900113)	In FDOT 5-year Work Program	Bridge	446184-1	FDOT Programmed Project
61	1-1	Big Pine Key	Review and identify potential pedestrian and bicycle signing/pavement marking improvements along US 1 in the vicinity of Key Deer Boulevard.	Short-term	Safety		
62	2-3	Big Pine Key	Conduct a feasibility study for an acceleration lane in the southbound direction on US 1 at Ships Way	Mid-term	Roadway		Potential environmental impacts
63	2-2, 2-3	Big Pine Key	Conduct a feasibility study for roadway widening to 4 lanes along US 1 from North Pine Channel Bridge to 1st Street	Long-term	Roadway		Requires modifications to the Monroe County Comp Plan Policies
64	2-3	Big Pine Key	Conduct a feasibility study to extend Frontage Road (Avenue A) from Ships Way to Cunningham Lane	Long-term	Roadway		May require modifications to the Monroe County Comp Plan Policies. The extension of this frontage road could serve adjacent properties and remove traffic from US 1
65	1-3, 1-6, 5-2	Big Pine Key	Conduct a planning study to evaluate the feasibility of a Park-n-Ride Hub, fixed route circulator, micro transit, bike sharing, and/or scooter-sharing services to provide first/last mile connections to complement public transit	Long-term	Transit		Requires coordination with stakeholders, municipalities, transit agencies. Land acquisition may be required for a park and ride facility. Coordinate with Key West Transit regarding the Final Mile Grant
66	2-2	Big Pine Key	Conduct a planning study to determine the need for and feasibility of a bypass bridge on the south side of Big Pine	Long-term	Bridge		Environmental, right-of-way, and community impacts will require extensive research and/or coordination
74	2-2	Big Pine Key	FDOT Traffic Operations Office is evaluating a request for signal timing enhancements and vehicle detection at US-1 and Chapman Street	FDOT is Currently Evaluating	Operations		
67	6-1	Big Pine Key	Resurface US-1 from MM 32.98 to MM 36.57	In FDOT 5-year Work Program	Roadway	443895-1	FDOT Programmed Project
68	6-1	Big Pine Key	Resurface US-1 from MM 31.4 to MM 32.5	In FDOT 5-year Work Program	Roadway	443897-1	FDOT Programmed Project
69	6-2	Big Pine Key	Bridge Repair/Rehab Project at Spanish Harbor Channel Bridge (900106)	In FDOT 5-year Work Program	Bridge	446186-1	FDOT Programmed Project
70	6-2	Big Pine Key	Bridge Repair/Rehab Project at Bahia Honda Channel Bridge (900016 and 900045)	In FDOT 5-year Work Program	Bridge	446192-1	FDOT Programmed Project
71	6-2	Big Pine Key	Bridge Repair/Rehab Project at Ohio Bahia Honda Channel Bridge (900105)	In FDOT 5-year Work Program	Bridge	447753-1	FDOT Programmed Project
72	6-2	Big Pine Key	Bridge Repair/Rehab Project at North Pine Channel Bridge (900110)	In FDOT 5-year Work Program	Bridge	447754-1	FDOT Programmed Project

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Reference #	Goals-Objective	Key	Project Description	Implementation Schedule	Improvement Category	FDOT FM #	Additional Comments/Information
73	1-1, 1-2	Big Pine Key	Bike Path/ Trail Project at Spanish Harbor Historic Bridge (MM 33)	In FDOT 5-year Work Program	Safety	422628-1	FDOT Programmed Project; Cross Reference with the FKOHT Project List
75	6-2	Bahia Honda Key	Bridge Repair/Rehab Project at Ohio-Missouri Channel (900104)	In FDOT 5-year Work Program	Bridge	446187-1	FDOT Programmed Project
76	5-2	Bahia Honda Key	Scenic Viewing Area at Wayside Park	In FDOT 5-year Work Program	Other	436675-1	FDOT Programmed Project; Contact PM (Xiomara Nunez) to see if other items can be included
77	1-1	Marathon	Review and identify potential pedestrian/bicycle signing and pavement marking improvements along US 1 in the vicinity of the signalized intersections in Marathon.	Short-term	Safety		
78	2-2, 2-3	Marathon	Conduct a turn lane warrant study at the intersection of US-1 and 33rd Street	Short-term	Operations		Potential R/W and access impacts
79	3-1, 3-3	Marathon	Conduct a feasibility study to add a “NO U-TURN” sign for SB left-turn traffic to reduce conflicts with westbound right-turn traffic at the intersection of US-1 and Sombrero Beach Road	Short-term	Safety		Potential access impacts; may require public involvement
80	3-1, 3-3	Marathon	Conduct a feasibility study to restrict traffic to a “RIGHT TURN ONLY” at the intersection of US-1 and Aviation Boulevard/72nd Street	Short-term	Safety		Potential access impacts; requires public involvement
81	3-4	Marathon	Assess the existing street lighting in Marathon and implement repairs as necessary	Short-term	Lighting		
82	1-1	Marathon	Conduct a study to determine the feasibility of widening bike lanes in Marathon	Mid-term	Roadway		Potential R/W and access management impacts; requires public involvement
83	2-3	Marathon	Conduct an Access Management study along US 1 from 15th Street S. to Aviation Boulevard	Mid-term	Operations		Potential access impacts; requires public involvement
84	1-2, 2-2	Marathon	Conduct a study to determine the location and need for a traffic signal or pedestrian crossing on the south end of Marathon	Mid-term	Operations		
85	1-3	Marathon	Coordinate with Miami-Dade Transit requesting a possible extension of MDT Route 301 to the south end of Marathon.	Mid-term	Transit		Monroe County has started discussions with MDT regarding this
86	1-2	Marathon	FDOT is currently conducting a PD&E study for replacement of the Seven Mile Bridge. Coordinate with FDOT to request that pedestrian/bicycle features be added on the new bridge	Long-term	Bridge		
87	2-3	Marathon	Conduct a feasibility study to widen US 1 from 11th Street Ocean to 15th Street	Long-term	Roadway		Requires modifications to Monroe County Comp Policies; potential access impacts; requires public involvement

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Reference #	Goals-Objective	Key	Project Description	Implementation Schedule	Improvement Category	FDOT FM #	Additional Comments/Information
88	1-3, 1-6, 5-1	Marathon	Conduct a planning study to evaluate the feasibility of a Park-n-Ride Hub, fixed route circulator, micro transit, bike sharing, and/or scooter-sharing services to provide first/last mile connections to complement public transit	Long-term	Transit		Requires coordination with the stakeholders. Land acquisition may be required for a park and ride facility. Coordinate with Key West Transit regarding the Final Mile Grant
95	2-3	Marathon	FDOT Traffic Operations Office is evaluating a request to change the northbound left-turn lane to a two-way left-turn lane at US-1 and Guava Avenue	FDOT is Currently Evaluating	Operations		
96	3-3	Marathon	FDOT Traffic Operations Office is evaluating a request for additional speed limit signs along the Seven Mile Bridge	FDOT is Currently Evaluating	Signing/Marking		
97	3-3	Marathon	FDOT Traffic Operations Office is evaluating a request for maximum weight signs at the bridge near US 1 and Coco Plum Drive	FDOT is Currently Evaluating	Signing/Marking		
98	3-1	Marathon	FDOT Traffic Operations Office is conducting a safety study at the intersection of US-1 and Coral Lane	FDOT is Currently Evaluating	Safety		
99	1-1	Marathon	FDOT Traffic Operations Office is evaluating a request for restriping and fixing the damaged pavement at the US 1 and Coco Plum Drive intersection. The request stated that bicyclist have a hard time making a left at Coco Plum Drive	FDOT is Currently Evaluating	Maintenance		
100	3-3	Marathon	FDOT Traffic Operations Office is evaluating a request for additional speed limit signs near Plaza Entrance/Key Marathon	FDOT is Currently Evaluating	Signing/Marking		
89	6-2, 1-5	Marathon	Seven Mile Bridge Replacement over Moser Channel (900101)	In FDOT 5-year Work Program	Bridge	448207-1	FDOT Programmed Project - Letting 2/2029; Contact PM to confirm if pedestrian/bike accommodations are being included
90	6-2	Marathon	Old Seven Mile Bridge Repair/Rehab Projects along US-1 from Knights Key to Pigeon Key	In FDOT 5-year Work Program	Bridge	413721-2	FDOT Programmed Project
91	6-2	Marathon	Seven Mile Bridge Repair/Rehab Projects at Moser channel Bridge (900101)	In FDOT 5-year Work Program	Bridge	446231-1	FDOT Programmed Project
92	6-2	Marathon	Bridge Repair/Rehab Projects at Vaca Cut Bridge (900126)	In FDOT 5-year Work Program	Bridge	447757-1	FDOT Programmed Project
93	1-1, 1-2	Marathon	Feasibility study for pedestrian features along US-1 from MM 58.2 to MM 59.9	In FDOT 5-year Work Program	Safety	428063-1	FDOT Programmed Project; Cross Reference with the FKOHT Project List
94	1-1, 1-2	Marathon	Rebuild the bike path along Aviation Boulevard to a 6-8ft wide and extend to US 1	In FDOT 5-year Work Program	Safety	436623-1	FDOT Programmed Project; LAP Project with City of Marathon; Cross Reference with the FKOHT Project List
101	6-2	Layton	Bridge Repair/Rehab Projects at Channel 5 Bridge (900098)	In FDOT 5-year Work Program	Bridge	436523-1	FDOT Programmed Project
102	1-2	Islamorada	FDOT is evaluating a request for an at-grade pedestrian crosswalk at Founders Park	Short-term	Safety		

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Reference #	Goals-Objective	Key	Project Description	Implementation Schedule	Improvement Category	FDOT FM #	Additional Comments/Information
103	1-2	Islamorada	Conduct a lighting study along US 1 in the vicinity of Founders Park	Mid-term	Lighting		Requires coordination with stakeholders as well as FPL and Florida Fish and Wildlife Conservation Commission
104	2-3	Islamorada	Conduct an Access Management Study along US 1 between MM 77 and 83 to determine the need for turn lanes and/or other access management improvements. Also, review the possibility of improvements to the Old Highway to better serve as a frontage road	Mid-term	Operations		Requires coordination with stakeholders and public acceptance
105	3-4	Islamorada	Conduct a lighting justification study in Upper and Lower Matecumbe	Mid-term	Lighting		Requires coordination with stakeholders as well as FPL and Florida Fish and Wildlife Conservation Commission
106	3-1	Islamorada	Conduct a study to determine methods to reduce speeding and related crashes South of Robbie's Marina (MM 72-MM 73)	Mid-term	Operations		
107	2-2, 2-3, 2-4	Islamorada	Conduct a feasibility study to identify potential improvements for SR 4A in Plantation Key, so it can be used as an alternate route during peak hours, incidents, or during lane closures. Also, identify improvements at critical intersections to provide access to/from US 1	Long-term	Roadway		Potential right-of-way impacts. Requires coordination with stakeholders and public acceptance
108	1-3, 1-6, 5-1	Islamorada	Conduct a planning study to evaluate the feasibility of a Park-n-Ride Hub, fixed route circulator, micro transit, bike sharing, and/or scooter-sharing services to provide first/last mile connections to complement public transit	Long-term	Transit		Requires coordination with the stakeholders. Land acquisition may be required for a park and ride facility. Coordinate with Key West Transit regarding the Final Mile Grant
109	6-2	Islamorada	Bridge Repair/Rehab Project at Lignumvitae Channel (900096)	In FDOT 5-year Work Program	Bridge	441968-1	FDOT Programmed Project
110	6-2	Islamorada	Bridge Repair/Rehab Project at Tea Table Relief Bridge (900088)	In FDOT 5-year Work Program	Bridge	446191-1	FDOT Programmed Project
111	4-3	Islamorada	Landscaping along US-1 from MM 90.8 (Tavernier Creek Bridge) to 97.0 (Poisonwood Road)	In FDOT 5-year Work Program	Landscaping	419848-2	FDOT Programmed Project
112	4-3	Islamorada	Landscaping from MM 77.47 to MM 81.44	In FDOT 5-year Work Program	Landscaping	436430-1	FDOT Programmed Project
113	1-5, 2-2	Islamorada	Convert Snake Creek Bridge to a high-level fixed bridge	In FDOT 5-year Work Program	Bridge	442670-1	FDOT conducting a PD&E Study
114	6-1	Lower Matecumbe	Flexible Pavement Reconstruction from MM 74.489 to 74.571	In FDOT 5-year Work Program	Roadway	443182-2	FDOT Programmed Project
115	6-1	Lower Matecumbe	Resurfacing along US-1 from MM 73.75 to MM 77.5	In FDOT 5-year Work Program	Roadway	443893-1	FDOT Programmed Project
116	2-2	Plantation Key	Conduct an intersection study to evaluate the feasibility of improving the transition area (2 to 4 lane transition) near the intersection of US 1 and Royal Poinciana Boulevard	Mid-term	Operations/Safety		May require modifications to the Monroe County Comp Plan Policies

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Reference #	Goals-Objective	Key	Project Description	Implementation Schedule	Improvement Category	FDOT FM #	Additional Comments/Information
117	1-1	Plantation Key	Conduct a study to determine the feasibility for installing bike lanes along the Old Highway in Islamorada	Mid-term	Safety		Requires coordination with stakeholders and public acceptance. Potential right-of-way impacts
118	2-3	Plantation Key	Conduct a study to determine appropriate intersection improvements at the US 1/Seminole Boulevard intersection.	Mid-term	Operations		
119	6-1	Plantation Key	Resurfacing US-1 from MM 87.16 to MM 90.02	In FDOT 5-year Work Program	Roadway	447810-1	FDOT Programmed Project
182	2-2	Upper Matecumbe	Conduct a planning study to determine the need for and feasibility of a bypass bridge between the Snake Creek Bridge and Tea Table.	Long-term	Bridge		Environmental, right-of-way, and community impacts will require extensive research and/or coordination
120	2-3	Tavernier	Conduct a study to determine appropriate intersection improvements at the US 1/Sunshine Boulevard intersection.	Mid-term	Operations		
121	1-2, 3-1	Key Largo	Evaluate the need for pedestrian signage at the US-1 and Ocean Bay Drive intersection	Short-term	Signing/Marking		
122	3-1	Key Largo	Trim trees to improve sight distance for vehicles on Samson Road	Short-term	Maintenance		
123	3-3	Key Largo	Evaluate the need for appropriate signage to alert drivers of the southbound lane drop along US-1 from Sunset Blvd to Buttonwood Drive	Short-term	Signing/Marking		
124	2-1	Key Largo	Conduct a study to determine methods to reduce speeding and related crashes between MM 99 and MM 106	Short-term	Safety		
125	1-1	Key Largo	Review and identify potential pedestrian/bicycle signing and pavement marking improvements along US 1 in the vicinity of the Ocean Bay Drive/Atlantic Avenue, Laguna Avenue, Holiday Boulevard and Magnolia Street intersections in Key Largo.	Short-term	Safety		
126	2-2, 3-1	Key Largo	Conduct a feasibility study to reconfigure the intersection of US-1 at Ocean Bay Drive/Atlantic Avenue	Mid-term	Operations/Safety		Potential right-of-way impacts; requires coordination with stakeholders and public acceptance
127	1-2, 3-1	Key Largo	Conduct a safety study for intersection improvements at US-1 and Laguna Ave (Potentially relocate adjacent midblock crosswalk to Laguna Avenue)	Mid-term	Safety		Review potential relocation of HAWK north of Laguna Avenue
128	3-1	Key Largo	Conduct a study for intersection improvements at US-1 and Tarpon Basin Drive	Mid-term	Safety		
129	2-3	Key Largo	Conduct an access management study along US-1 from Andros Road to Summerland Road	Mid-term	Operations		Potential access management impacts; requires public acceptance
130	1-1, 2-2	Key Largo	Conduct a study to determine potential intersection improvements at US-1 and CR 905, including bike lane continuity through the intersection	Mid-term	Operations/Safety		Requires coordination with stakeholders and public involvement. Potential right-of-way impacts

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Reference #	Goals-Objective	Key	Project Description	Implementation Schedule	Improvement Category	FDOT FM #	Additional Comments/Information
131	1-3, 1-6, 5-1	Key Largo	Conduct a planning study to evaluate the feasibility of a Park-n-Ride Hub, fixed route circulator, micro transit, bike sharing, and/or scooter-sharing services to provide first/last mile connections to complement public transit	Mid-term	Transit		Requires coordination with the municipalities. Land acquisition may be required for a park and ride facility. Coordinate with Key West Transit regarding the Final Mile Grant
132	2-2	Key Largo	Conduct a feasibility study for signal modifications at the intersection of US-1 and Woods Avenue	Mid-term	Operations		Coordinate with FDOT regarding previous studies/findings at this location
133	1-2, 2-3	Key Largo	Conduct a corridor study to determine the need for a traffic signal along US 1 between Avenue B and Avenue A	Mid-term	Operations		
134	2-2	Key Largo	Conduct a feasibility study for signal modifications at the pedestrian signal south of the Key Largo Elementary School	Mid-term	Operations		
135	3-4	Key Largo	Conduct a lighting justification study on US 1 from MM 103 to MM 106	Mid-term	Lighting		Requires coordination with stakeholders as well as FPL and Florida Fish and Wildlife Conservation Commission
136	1-2	Key Largo	Conduct a Sidewalk Feasibility Study along Atlantic Avenue from US-1 to Key Largo Community Park	Mid-term	Roadway		Requires coordination with local government agencies
141	3-1	Key Largo	FDOT Traffic Operations Office is conducting a safety study (to reduce conflicts between side street traffic and southbound right-turn traffic) at US-1 and Atlantic Boulevard	FDOT is Currently Evaluating	Safety		
142	3-1	Key Largo	FDOT Traffic Operations Office is conducting a safety study at US-1 and Snapper Avenue	FDOT is Currently Evaluating	Safety		
143	2-3	Key Largo	FDOT Traffic Operations Office is conducting a study to evaluate the need for a deceleration lane at Leg 001 in Key Largo	FDOT is Currently Evaluating	Operations		
144	3-3	Key Largo	FDOT Traffic Operations Office is evaluating a request for a one-way sign at Harbor Drive	FDOT is Currently Evaluating	Signing/Marking		
137	2-2	Key Largo	Install a new traffic signal at the intersection of US-1 at Burton Drive	In FDOT 5-year Work Program	Operations	441974-1	FDOT Programmed Project
138	6-1	Key Largo	Resurfacing along US-1 northbound from MM 99.6 to MM 100.0	In FDOT 5-year Work Program	Roadway	443921-1	FDOT Programmed Project
139	6-1	Key Largo	Resurfacing along US-1 from MM 99.6 to MM 100	In FDOT 5-year Work Program	Roadway	445994-1	FDOT Programmed Project
140	6-1	Key Largo	Resurfacing along US-1n from MM 108.4 to MM 112.8	In FDOT 5-year Work Program	Roadway	446005-1	FDOT Programmed Project
145	4-3	Key Largo	Add dense landscaping in the median to reduce midblock pedestrian crossing from Ocean Bay Rd/Atlantic Avenue to Poinciana Drive (MM 99.6 to MM 100)	In FDOT 5-year Work Program	Safety		Recommendation from FDOT Safety Review to be implemented with Resurfacing Project

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Reference #	Goals-Objective	Key	Project Description	Implementation Schedule	Improvement Category	FDOT FM #	Additional Comments/Information
146	1-1	Key Largo	Improve Signage and install green colored pavement markings along the shared use paths where they intersect with side streets and driveways from MM 99.6 to MM 100	In FDOT 5-year Work Program	Safety		Recommendation from FDOT Safety Review to be implemented with Resurfacing Project
147	1-1, 1-2	Key Largo	Landscaping modification to improve pedestrian/bike visibility at Laguna Avenue from MM 99.6 to MM 100	In FDOT 5-year Work Program	Safety		Recommendation from FDOT Safety Review to be implemented with Resurfacing Project
148	2-3	Key Largo	Narrow driveways to meet current FDOT Standards from MM 99.6 to MM 100	In FDOT 5-year Work Program	Operations		Recommendation from FDOT Safety Review to be implemented with Resurfacing Project
149	3-1	North Key Largo	Conduct an intersection study at CR 905A and CR 905 to determine appropriate signing and marking improvements to enhance visibility	Mid-term	Safety		
152	3-1	Multiple	Conduct a lighting study on Bay Point and Big Coppitt Key near bus stops	Mid-term	Lighting		Requires coordination with stakeholders as well as Florida Fish and Wildlife Conservation Commission
153	2-2, 3-1	Multiple	Conduct a study to assess the future needs of connected vehicle systems in Monroe County	Mid-term	Technology		Coordinate with FDOT D6 on the upcoming deployment of the Keys COAST project to review the infrastructure being installed through this project and consider this information to develop future needs
154	1-4	Multiple	Conduct a detailed study to evaluate the feasibility of a water taxi between Stock Island and Key West	Mid-term	Water Based Transportation		Requires coordination with FDOT and Federal Transit Administration as well as potential private partnerships with local marinas and/or water taxi operators
155	1-4	Multiple	Conduct a detailed study to evaluate the feasibility of Water Ferry Service from Miami to Key West	Mid-term	Water Based Transportation		Requires coordination with FDOT and Federal Transit Administration as well as potential private partnerships (i.e. with water ferry operators)
156	2-4	Multiple	Conduct a study to identify gaps in ITS coverage (cameras and DMS) for incident management purposes	Mid-term	Technology		Coordinate with FDOT; potential R/W impacts
157	1-3	Multiple	Conduct a feasibility study to determine locations for Transit Signal Priority. These improvements will help reduce delay to transit vehicles	Mid-term	Transit		Requires coordination with FDOT, Miami-Dade Transit, and City of Key West
158	2-4, 2-5	Multiple	Conduct a study to evaluate the feasibility of implementing active traffic management strategies such as ITS Infrastructure, TSM&O Workstations in the Monroe County Sheriff's Office; extend Road Ranger Services into Monroe, maybe as a pilot program focusing on high crash locations; explore the use of Big Data, Digital Twinning, and/or AI Tools	Mid-term	Incident Management		Requires coordination with Monroe County Sheriffs, Emergency operations office, and FDOT
160	2-4, 3-1	Multiple	Coordinate with the Monroe County Sherriff's Department to recruit Certified Traffic Homicide Investigators (THI) in Monroe County	Mid-term	Incident Management		
161	1-3	Multiple	Conduct a study to evaluate the feasibility of implementing Aerial Taxis/Vertiports/eVOTL within Monroe County	Mid-term	Other		Coordination with FDOT, Naval Base, Key West Airport, Marathon Airport, FAA and private air taxi operators; requires public involvement

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Reference #	Goals-Objective	Key	Project Description	Implementation Schedule	Improvement Category	FDOT FM #	Additional Comments/Information
162	1-3	Multiple	Conduct a study to determine the feasibility of improving bus stop amenities such as shelters, Wi-Fi, bike racks, seating, lighting, driver notification push buttons, etc. along US 1	Mid-term	Transit		Requires coordination with FDOT, Key West Transit, and Miami-Dade Transit; potential R/W impacts
163	1-3	Multiple	Conduct an evaluation study to prioritize locations that need bus bays. Bus bays for 15 locations are already funded through FDOT	Mid-term	Roadway/Transit		Requires coordination with FDOT, Key West Transit, and Miami-Dade Transit; potential right-of-way impacts
164	1-3	Multiple	Key West Transit is exploring options for the installation of an Automated Vehicle Location (AVL) system for buses	Key West Transit is Evaluating	Transit		
165	1-3	Multiple	Key West Transit is developing an enhanced transit app that will provide additional payment options	Key West Transit is Evaluating	Transit		
172	1-3	Multiple	Conduct a feasibility review to add additional bus stops in Long Key and near Angler's Park in Key Largo.	Mid-term	Transit		Requires coordination with Miami-Dade Transit
166	1-3, 1-6, 5-1, 5-3	Multiple	Develop a Mobility On-Demand Application to assist users with trip planning and mobility options along US 1	Long-term	Technology		Consider the Key West Transit application and AVL system as part of this study
167	1-3	Multiple	Evaluate the feasibility of implementing Automated Buses. Conduct a Roadway Readiness Analysis Study to identify infrastructure and system needs to support automated buses. Two potential areas: Stock Island to Marathon or the proposed connector between the Mobility Hub and Key West	Long-term	Technology		Requires coordination with transit agencies and public acceptance
168		Multiple	Coordinate with FDOT for the implementation of Electric Vehicle Infrastructure (Charging stations, Smart Power Lane) along US 1	Long-term	Technology		
169	1-3	Multiple	Conduct a study to evaluate the feasibility of providing aerial gondolas at locations with high percentages of short trips (less than 3 miles). Potential locations could include Islamorada, Stock Island, and Key West	Long-term	Other		Requires coordination with stakeholders and public involvement. Land acquisition may be needed for transfer stations and support structures
170	1-3	Multiple	Conduct a study to determine the locations for and feasibility of implementing Queue Jumpers at signalized intersection along US 1. These improvements will help reduce delay to transit vehicles	Long-term	Transit		Requires coordination with FDOT, Miami-Dade Transit, and City of Key West
171	2-2	Multiple	Conduct a feasibility study to provide a new bridge between Stock Island and Key West (two potential options: 5th Avenue to Douglas Circle or Projected 13th Avenue to Thompson Island)	Long-term	Bridge		Right-of-way, Environmental and Community Impacts will require extensive research and/or coordination
173	1-3	Multiple	The City of Key West proposed a modified Lower Keys Shuttle to end at the new Key West Intermodal Center	Long-term	Transit		This is one of the proposed improvements in the Key West Transit Development Plan (2019)
174	1-3, 5-1	Multiple	The City of Key West proposed a new Key West Intermodal Center Transit Connector that will provide service from the Intermodal Center to downtown Key West	Long-term	Transit		This is one of the proposed improvements in the Key West Transit Development Plan (2019)

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Reference #	Goals-Objective	Key	Project Description	Implementation Schedule	Improvement Category	FDOT FM #	Additional Comments/Information
175	1-3, 2-2, 3-1	Multiple	Conduct a feasibility study to determine locations for Part-Time Shoulder Use by buses along US 1	Long-term	Roadway/Transit		Requires coordination with FDOT, Miami-Dade Transit, and Key West Transit
176	1-3	Multiple	Evaluate the feasibility of unifying multi-agency transit system (KWT & MDT) with a service operated by a single provider	Long-term	Transit		Will require extensive coordination and interagency agreements
177	5-1, 5-3	Multiple	Evaluate parking facilities and determine possibilities to provide additional public parking. Consider a Parking Management System to manage parking and provide real-time information to users regarding parking availability	Long-term	Other		Requires coordination with the City of Key West; potential R/W impacts
178	2-2	Multiple	Conduct a study to evaluate the feasibility of extending the current Microwave Backbone into Key West. Currently the traffic signals in Key West are connected via cellular and the Microwave back bone ends on Stock Island	Long-term	Operations		Requires coordination with FDOT and City of Key West
179	1-2	Multiple	Conduct a warrant study for pedestrian bridges over US-1 at school crossings (Coral Shores Hight School was specifically mentioned)	Long-term	Bridge		Requires coordination with FDOT and Monroe County School Board; requires public involvement
150	2-2, 3-1	Multiple	FDOT is upgrading the traffic signal communication infrastructure from cell phone to the Microwave backbone	In FDOT 5-year Work Program	Technology		
151	2-2	Multiple	FDOT is upgrading traffic signal infrastructure (Controllers, Cabinets, UPS, ATMS Central Software) at HAWK signals and emergency signals along US 1	In FDOT 5-year Work Program	Operations		
159		Multiple	FDOT is conducting a Freight Improvement Study along US 1	In FDOT 5-year Work Program	Freight		
180	6-1	Multiple	Resurfacing on US-1 from MM 36.6 to MM 38.4	In FDOT 5-year Work Program	Roadway	447806-1	FDOT Programmed Project
181	2-2, 3-1	Multiple	FDOT Traffic Operations Office is installing ITS Infrastructure improvements to support Signal Operations, Emergency Vehicles/Fire, Drawbridge, weigh station, Emergency Signals along US 1	In FDOT 5-year Work Program	Technology	444920-2	FDOT is in the process of installing devices to support Intelligent Transportation System (ITS). This project is referred as Key COAST Project, NTP Expected in July 2021
183	1-1, 1-2, 4-1	Multiple	Enhance and maintain the Florida Keys Overseas Heritage Trail (FKOHT) to provide a continuous trail throughout the Florida Keys.	FDEP	Other		FDEP has developed a plan (Dated August 2018) to complete and improve amenities along the FKOHT while preserving and protecting the natural resources along the trail. This plan states a ten-year management plan.