PALM BEACH COUNTY SAFETY ACTION PLAN

Safe Street and Roads for All (SS4A) Grant Program

TASK FORCE MEETING #1 AGENDA

Date: June 17, 2025 | **Location**: Virtual via Teams

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1. **Safety Action Plan Overview**

   Walk-through the purpose of the Safety Action Plan, study objectives, approach, and schedule.

2. **Task Force Roles & Expectations**

   Discuss the roles and responsibilities of the Task Force members.

3. **Existing Conditions & Data Review**

   Share findings from the countywide crash data review and analysis, and initial viewings of the High Injury Network.

4. **Understanding Barriers to Safety**

   Discussion among Task Force members on safety challenges.

5. **Related Efforts & Initiatives**

   Discussion among Task Force members on safety efforts and initiatives.

6. **Next Steps & Action Items**

   Walk-through next steps and Task Force member action items.

Safety Action Plan

Task Force Meeting #1 of 2

June 17, 2025

Consultant Team:

KITTELSON & ASSOCIATES | Kimley»Horn | THE BRAND ADVOCATES INCORPORATED | HASKELL | INRIX

Funded by:

DEPARTMENT OF TRANSPORTATION UNITED STATES OF AMERICA | S4A | PALM BEACH COUNTY FLORIDA

Introductions

- Name
- Agency
- Role

In *30 seconds or less*, share **how you are currently engaged in making streets in Palm Beach County safer.**

Agenda

- Safety Action Plan Overview
- Task Force Roles & Expectations
- Existing Conditions & Data Review
- Understanding Barriers to Safety
- Related Efforts & Initiatives
- Next Steps & Action Items

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Setting the Stage

*On **State and County-maintained roadways** in Palm Beach County from **January 2019 – December 2023**…*

Fatal and Serious Injury Crashes **Decreased** by

21% For all modes

&

Increased by

2% For people walking and biking

>2 People were killed or seriously injured

Every Day

Source: FDOT Signal Four Analytics (S4)

What is the Safety Action Plan?

An **implementation focused plan** for **State** and **County-maintained** roadways in Palm Beach County to…

Reduce the number of crashes

Reduce the severity of crashes when they do occur

…built on a **collaborative approach** to ensure treatments match the context and needs in the County.

Funded by a Federal **Safe Streets and Roads 4 All grant** and local participation

Safety Action Plan Key Objectives

01

Identify High Injury Network (HIN) and Contributing Crash Factors

02

Recommend Countermeasures, Projects, and Policies to Address Safety Needs

03

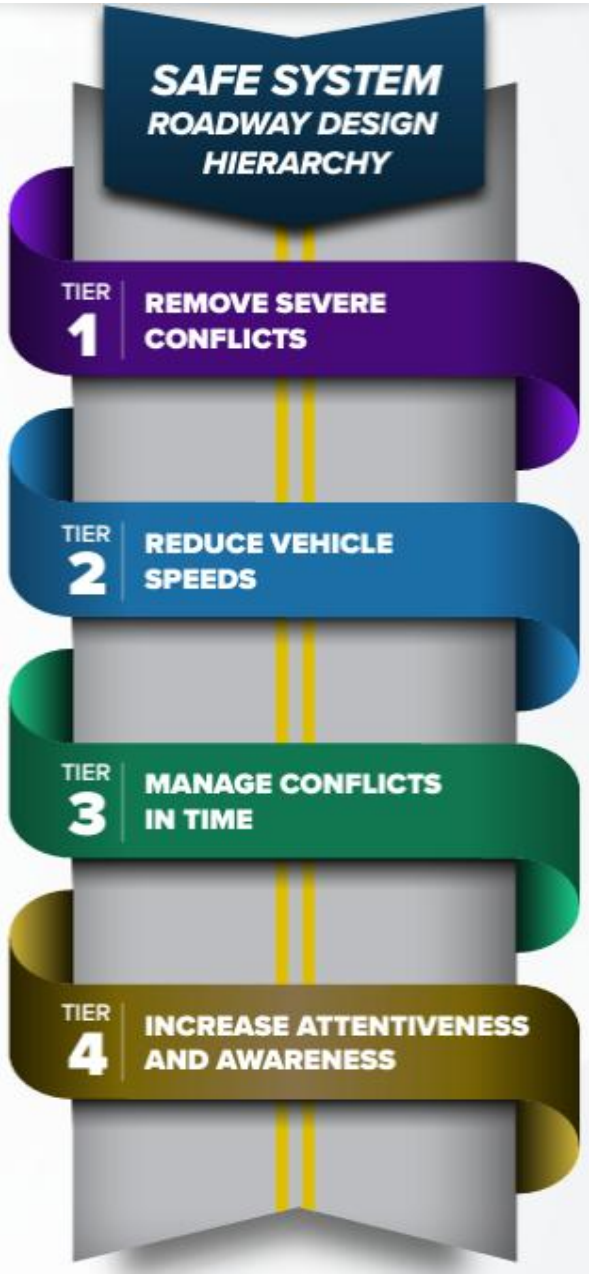
Develop Performance Targets & Performance Measures

04

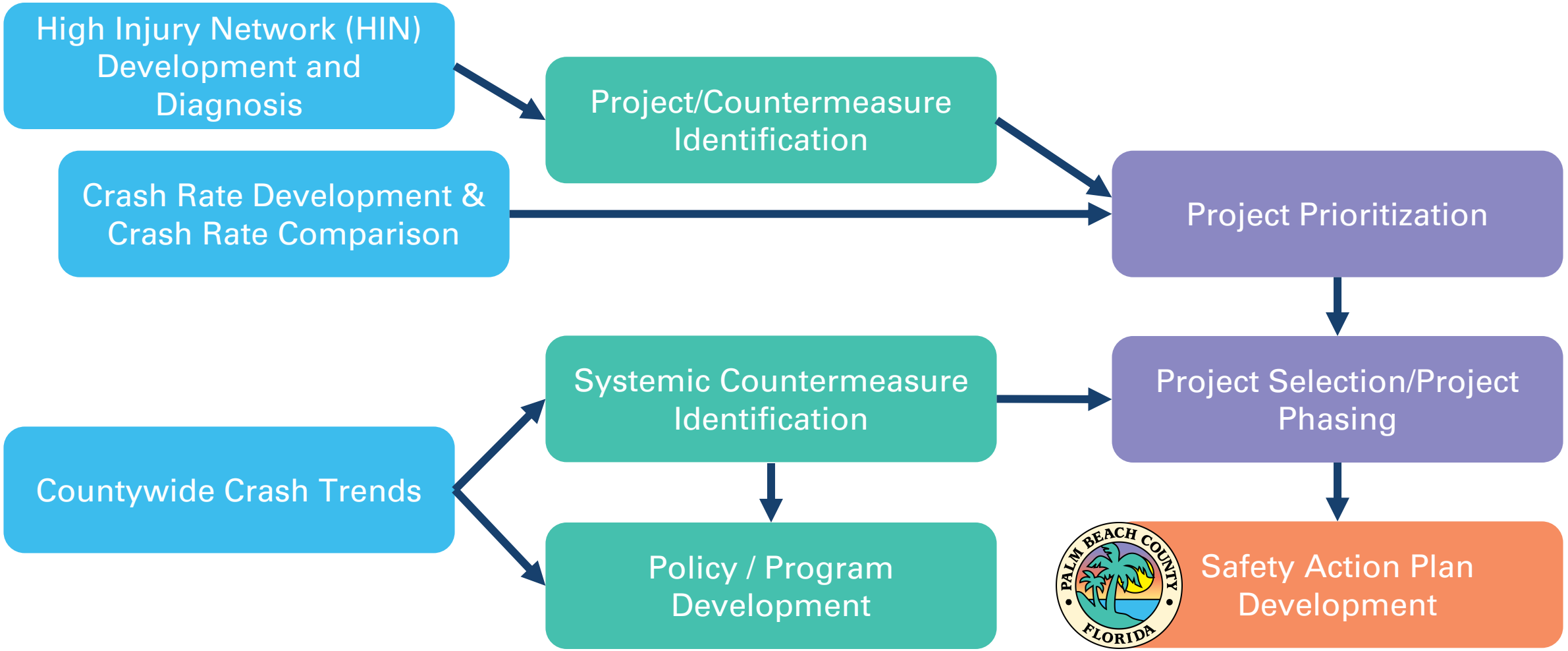
Engage and Educate the Community

The Safe System Approach

Source: Zero Deaths and Safe System | FHWA (dot.gov)



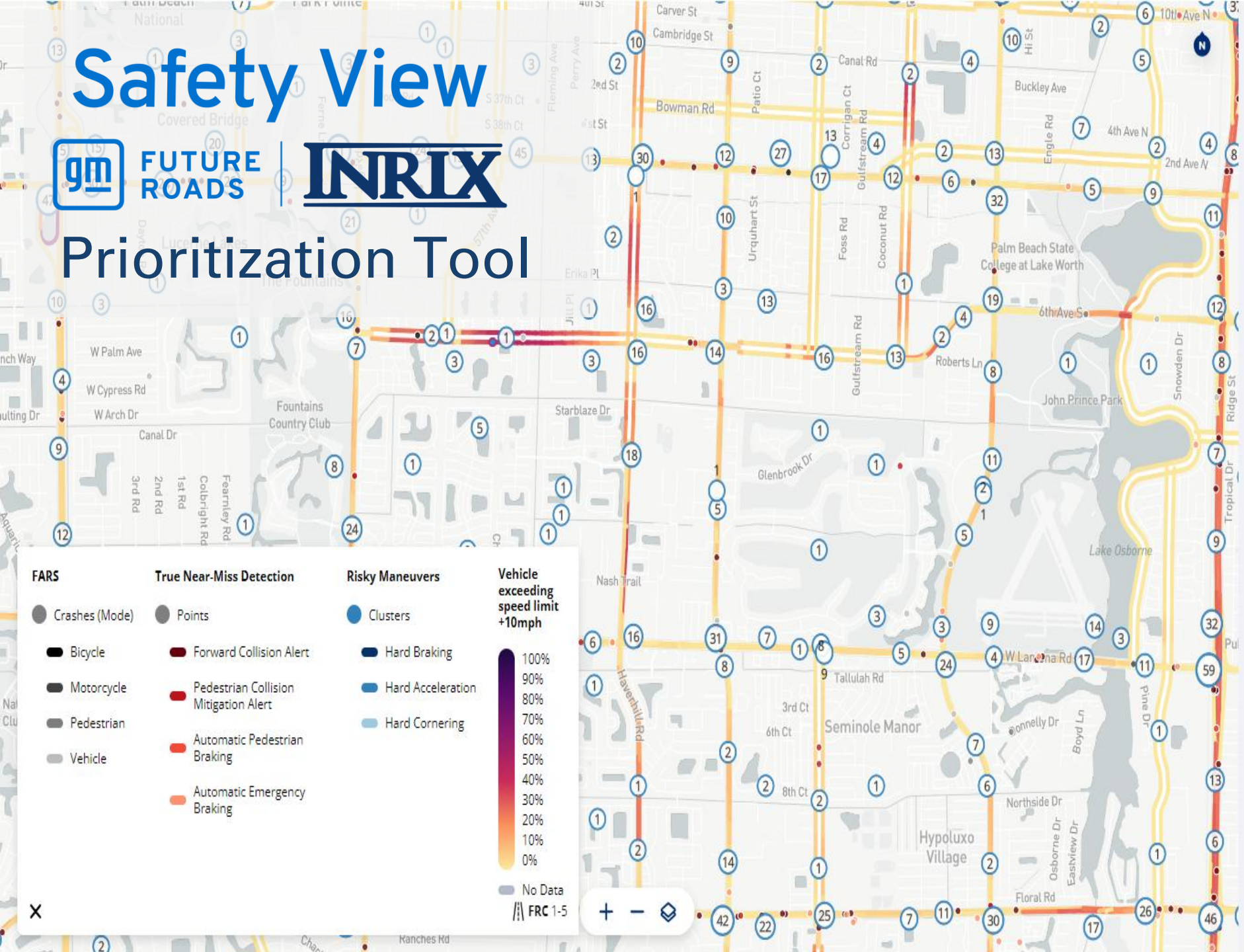
Safety Action Plan Development Process



Safety View

GM FUTURE ROADS | INRIX

Prioritization Tool



FARS

- Crashes (Mode)
- Bicycle
- Motorcycle
- Pedestrian
- Vehicle

True Near-Miss Detection

- Points
- Forward Collision Alert
- Pedestrian Collision Mitigation Alert
- Automatic Pedestrian Braking
- Automatic Emergency Braking

Risky Maneuvers

- Clusters
- Hard Braking
- Hard Acceleration
- Hard Cornering

Vehicle exceeding speed limit +10mph

100% 90% 80% 70% 60% 50% 40% 30% 20% 10% 0%

No Data

FRC 1-5

Crashes 0 | Volume | **Speed** | Safety

Q4 2023 | Su, Mo, Tu, We, Th, Fr, Sa

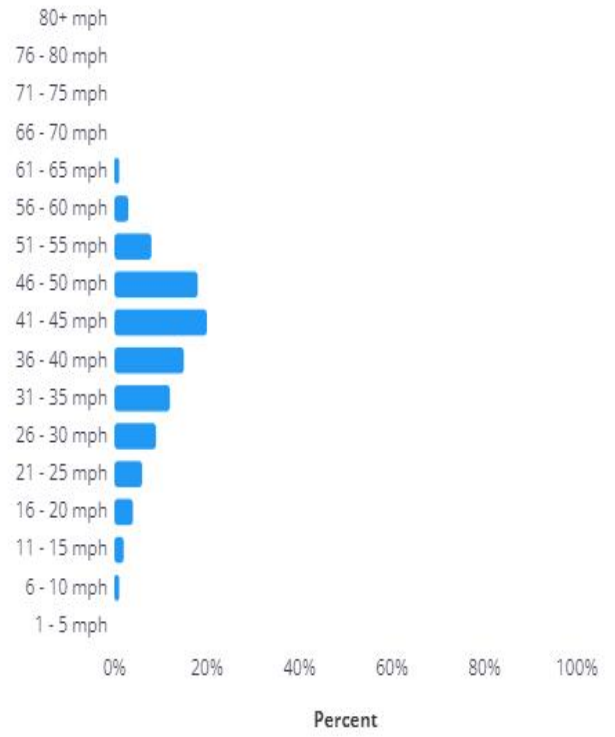
Melaleuca Lane

-1157920582_0

Speed Limit	Speed at 85th percentile	Speed Limit + 10mph
35mph	49mph	31%

Speed Distribution Download View: Speed Distribution

8089 total observations



Three Layers of Engagement

Task Force

Two rounds of virtual meetings

- **Meeting 1**: Introduce the project, discuss objectives, outline roles and responsibilities, discuss initial findings.
- **Meeting 2**: Evaluate progress, review findings and strategies

Stakeholder/Focus Group Interviews

One round of interviews

- One-on-one or focus groups depending on the stakeholder
- Focus on major partners (Districts/Major Cities/Lake Communities, TPA, FDOT, etc.)

Community Engagement

- Hosting project website with survey, comment map, and pledge
- Using social media for spreading the word
- Hosting two rounds of a virtual Open House

Schedule


Task Force Meeting 1
Task Force Meeting 2
1
Dec ‘24 – May ‘25
Comprehensive Safety Assessment
High Injury Network and Systemic Safety Trend Identification
2
May ’25 – Sept ‘25
Strategy Development
Identification and Selection of Safety Strategies and Projects
3
Sept ’25 – Dec ‘25
Safety Action Plan Development
Project Prioritization and Implementation Guidance
Summer ‘25
Virtual Open House 1
Review safety trends and share your experience traveling in Palm Beach County
Fall ‘25
Virtual Open House 2
Review the recommendations and learn more about proposed safety treatments
Stakeholder Interviews

Agenda

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- Task Force Roles & Expectations
- Existing Conditions & Data Review
- Understanding Barriers to Safety
- Related Efforts & Initiatives
- Next Steps & Action Items

Task Force Roles & Responsibilities

You’re a member of the team!

Review of the Safety Action Plan and provide feedback

Participate in Task Force meetings

Serve as a champion for the plan in your local organization

Join at slido.com
#3859973

In one word (or short phrase), what would make this Safety Action Plan successful?

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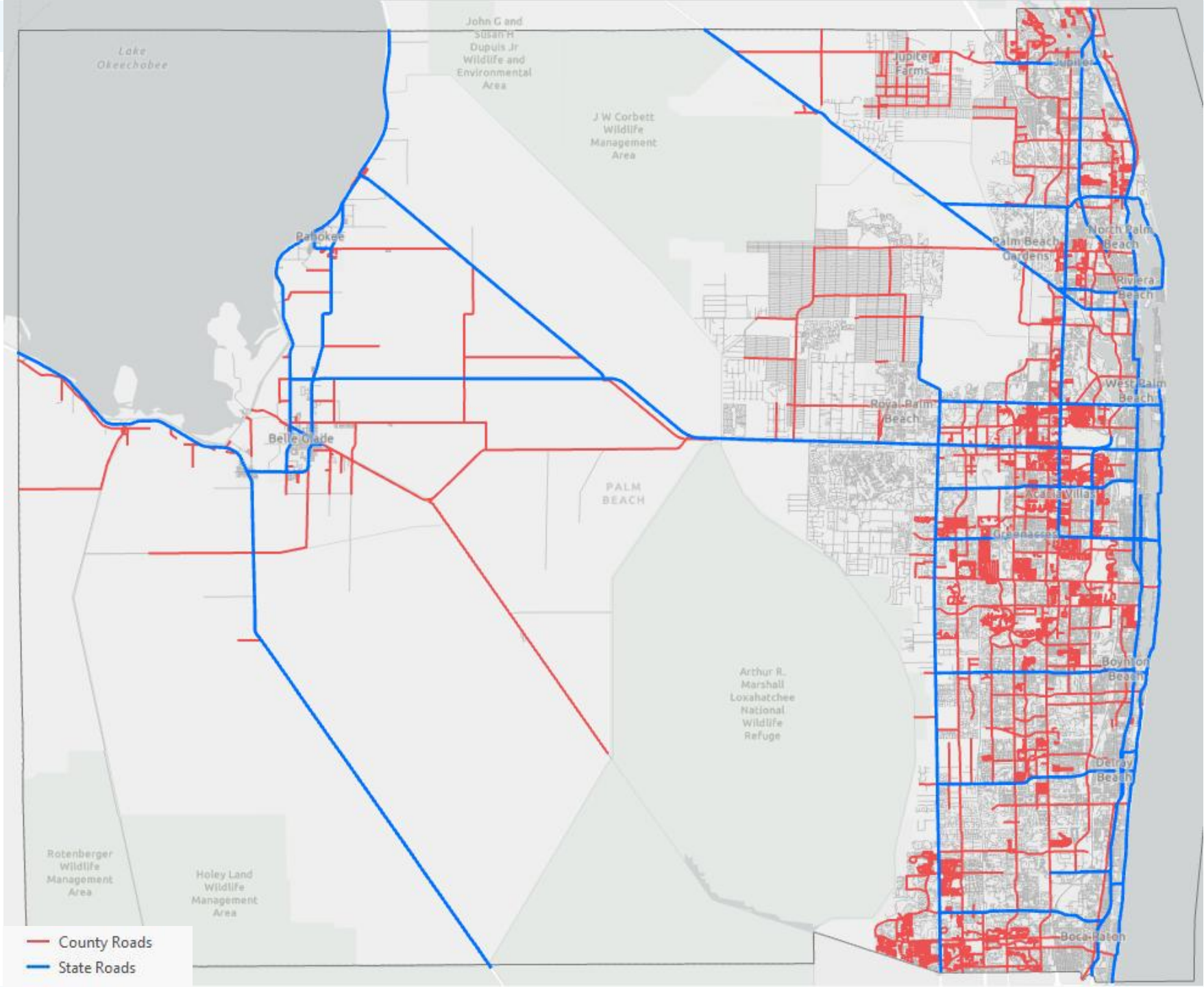
Study Network

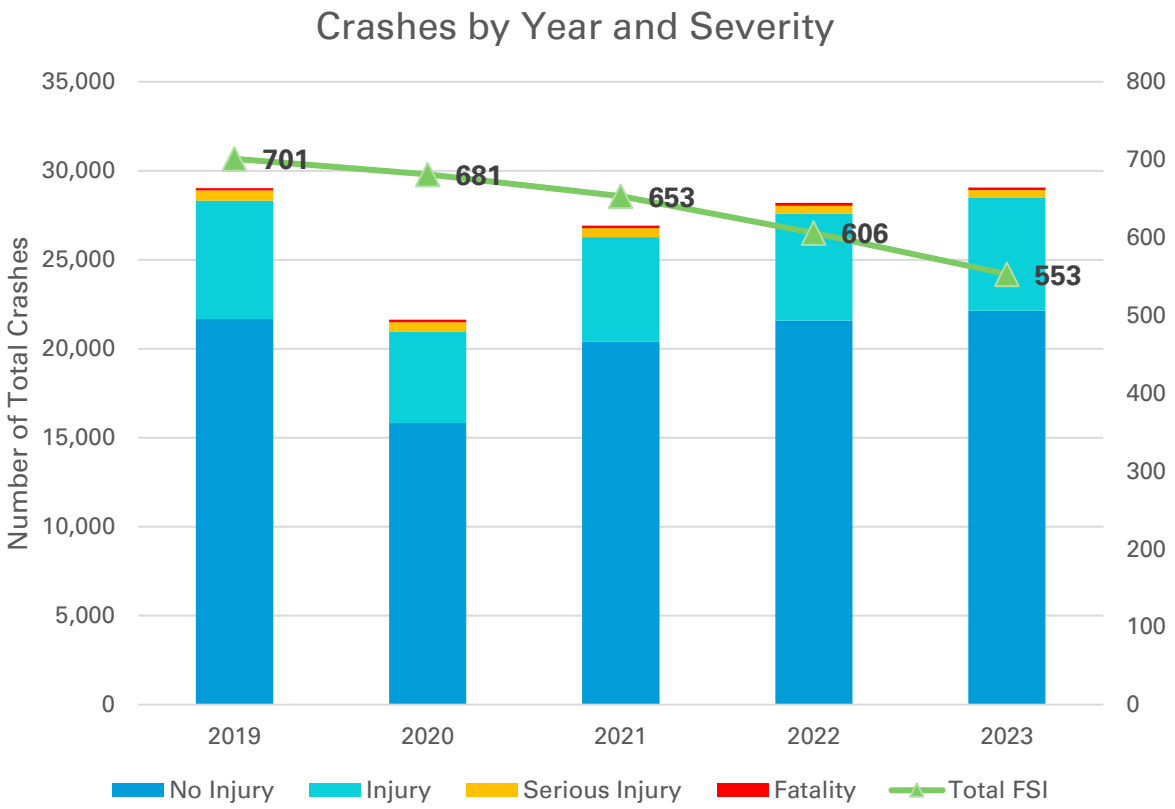
All State and County-maintained Roadways



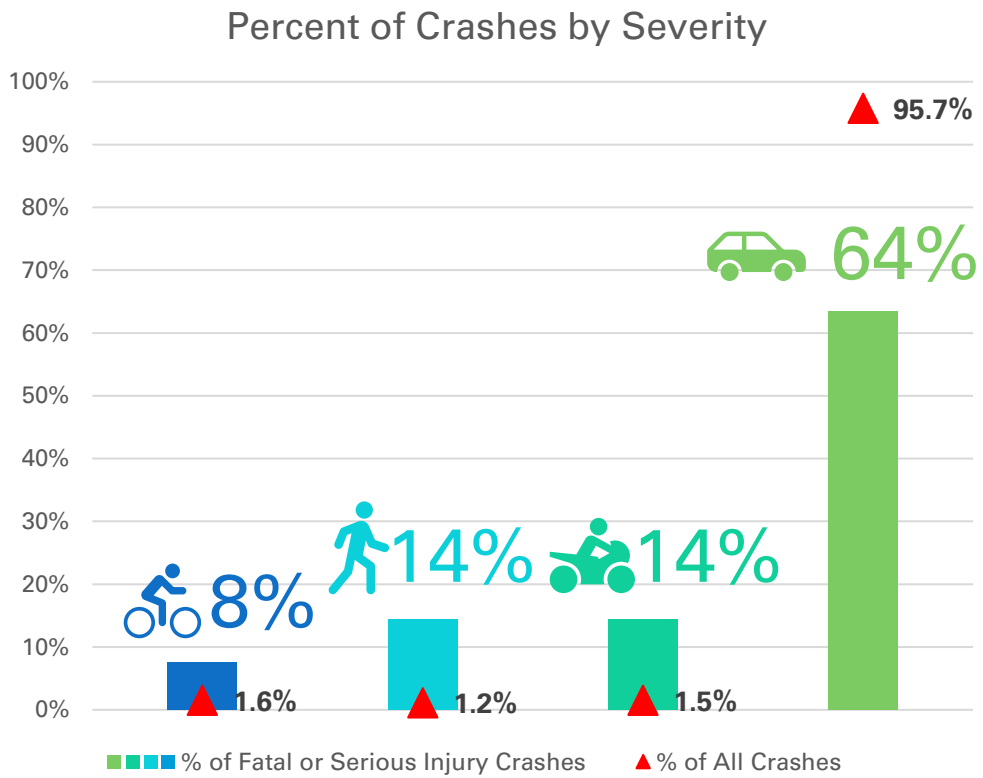
All Crashes (2019- 2023)

On State & County Maintained Roads

131,632 Total Crashes | **2,482** Serious Injury Crashes & **712** Fatal Crashes



FSI = Fatal and Serious Injury Crashes



Source: FDOT Signal Four Analytics (S4)

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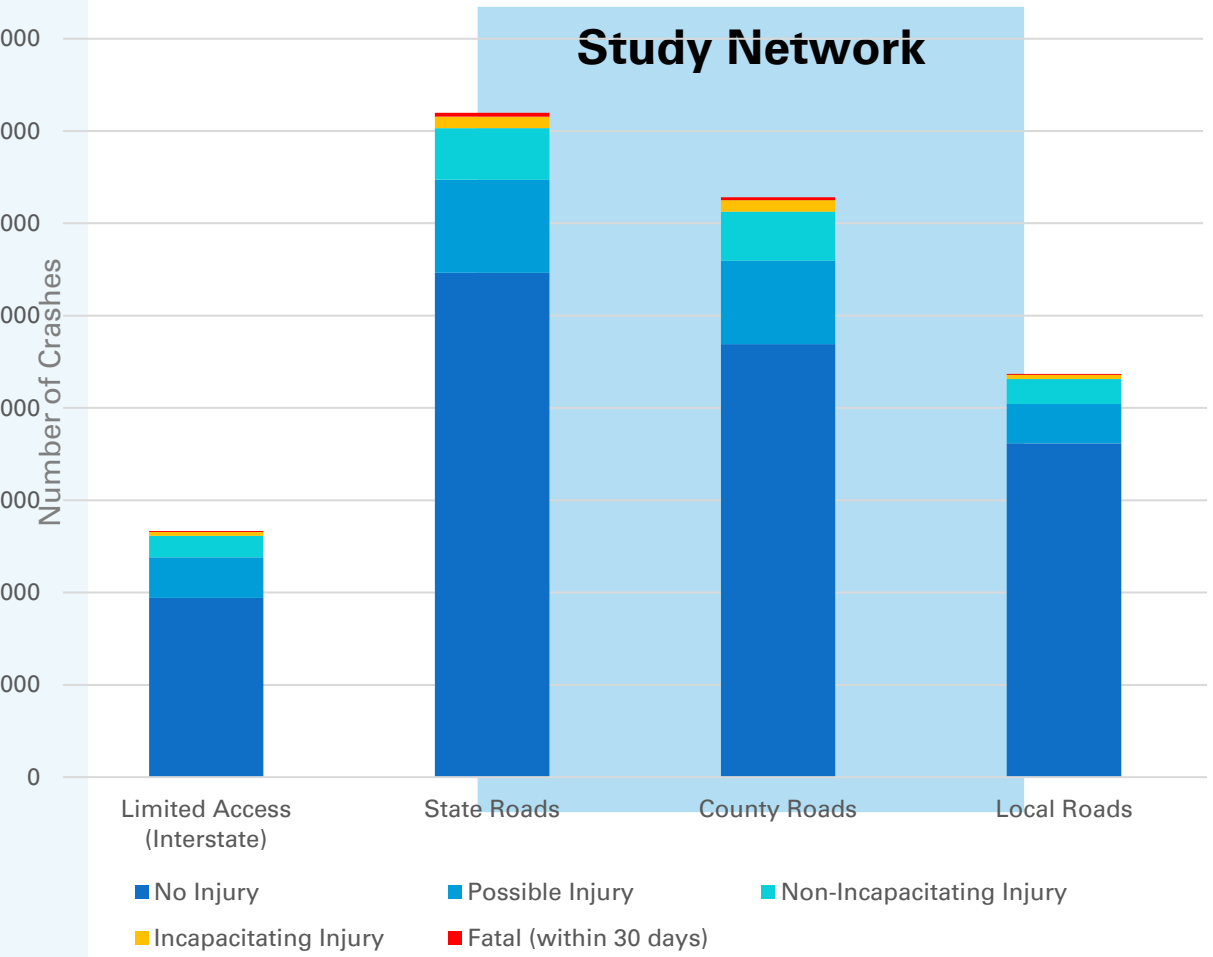
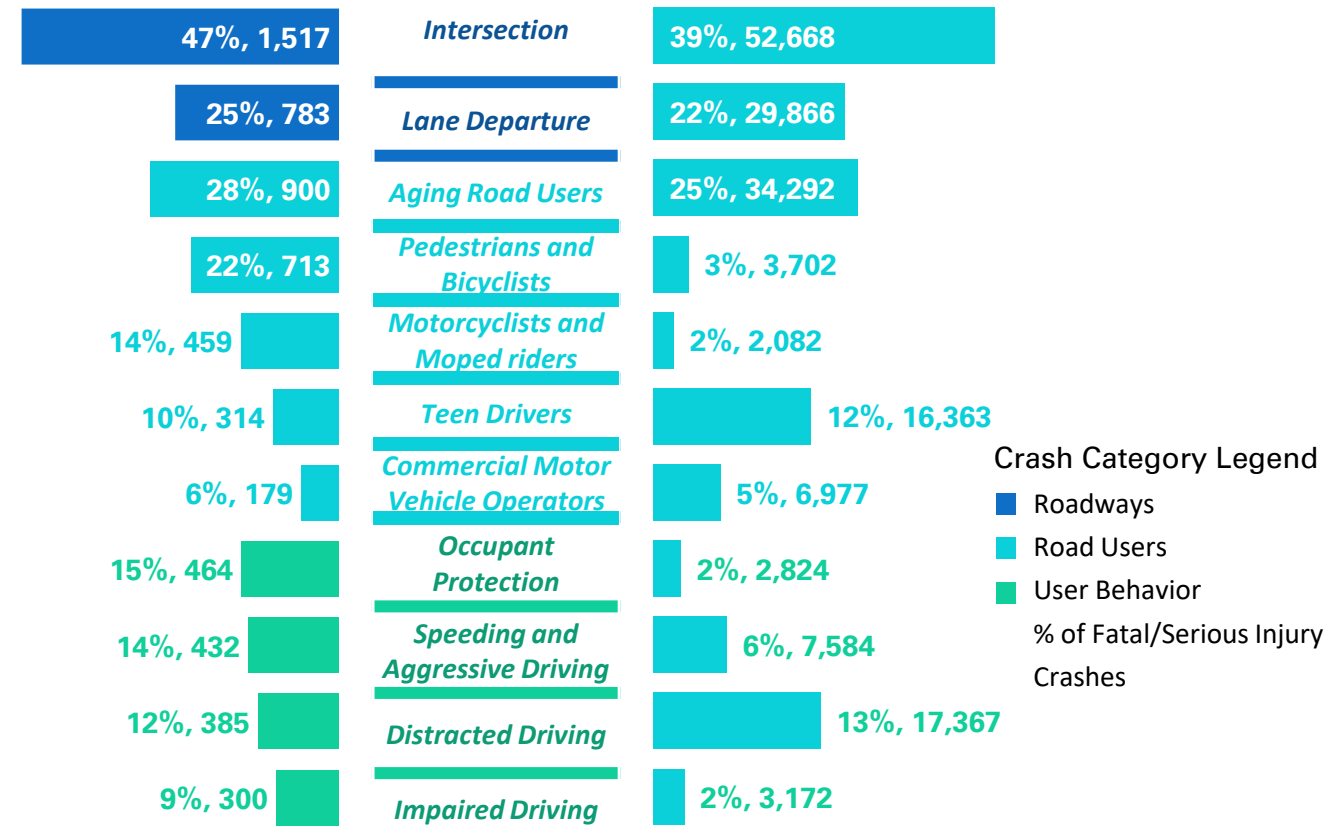
FSI = Fatal and Serious Injury Crashes

All Crashes (2019- 2023)

66% of all Crashes &
75% of all Fatal & Serious Injury Crashes occurred on State & County Roadways



EMPHASIS AREAS | STATE & COUNTY MAINTAINED ROADS

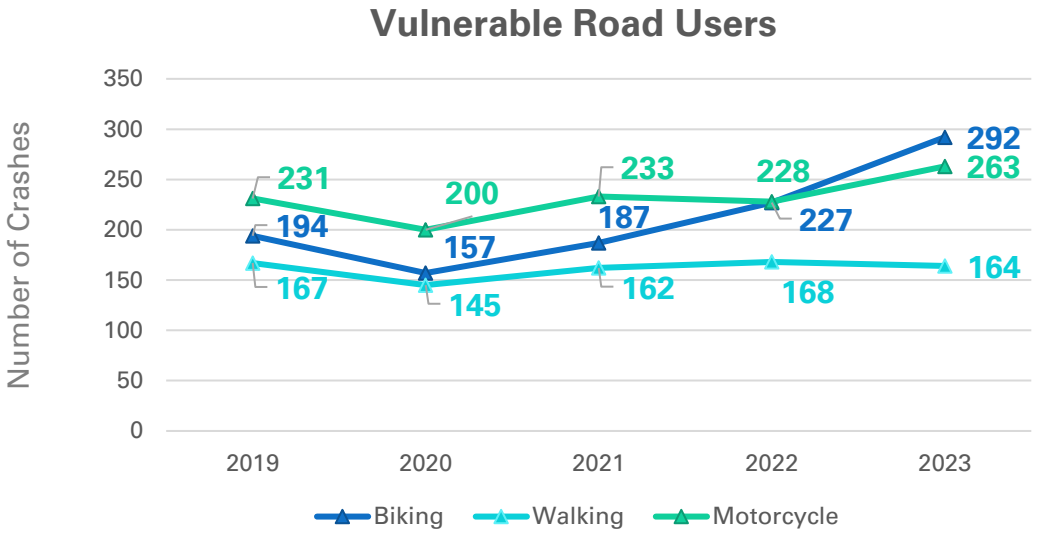


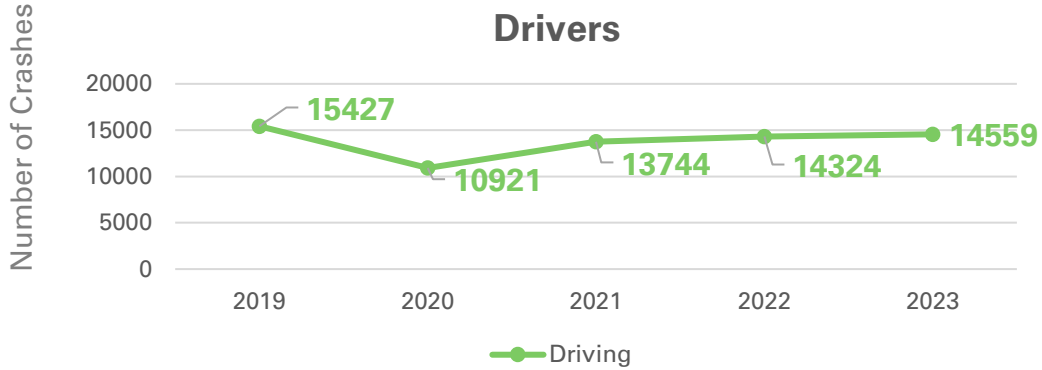
Source: FDOT Signal Four Analytics (S4)

All Crashes (2019- 2023)

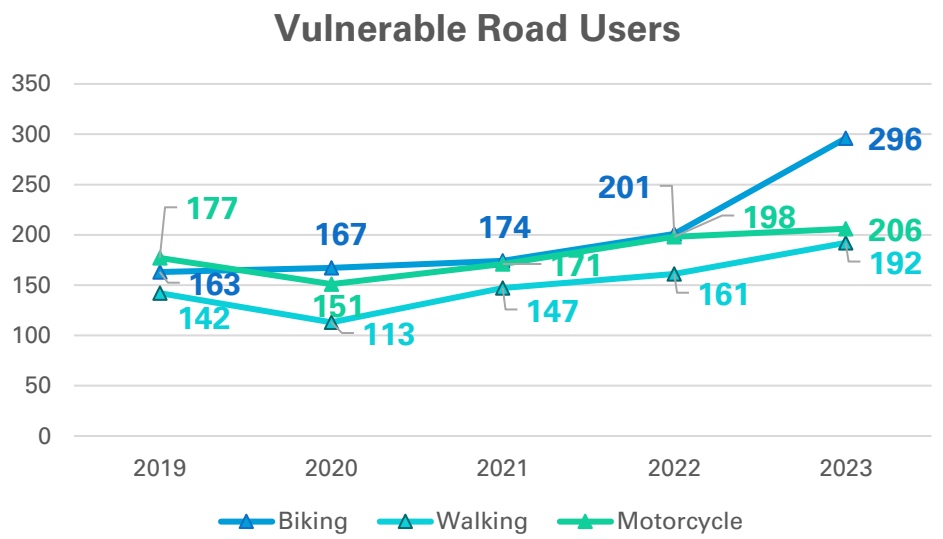
On State & County-maintained Roadways

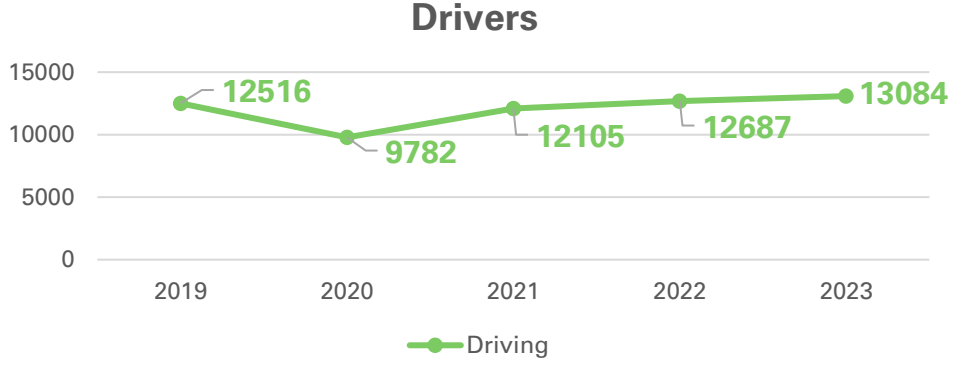
State Roadways





County-maintained Roadways





Trends (2019- 2023)
of Fatal and Serious Injury Crashes

Driving

Top Crash Types
- Left Turn
- Rear End

4+
Vehicle Lanes

40+
Posted Speed

Top Contributing Actions
- Operated MV in Careless or Negligent Manner
- Failure to Yield Right-of-Way

Motorcycle

Top Crash Types
- Left Turn
- Other

4+
Vehicle Lanes

45+
Posted Speed

Top Contributing Actions
- Operated MV in Careless or Negligent Manner
- Failure to Yield Right-of-Way

Source: FDOT Signal Four Analytics (S4)

Trends (2019- 2023)
to Fatal and Serious Injury Crashes

Walking

Top Contributing Actions
- Failure to Yield Right-of-Way (Driver)
- Failure to Yield Right-of-Way (Pedestrian)

4+ Vehicle Lanes

45+ Posted Speed

Biking

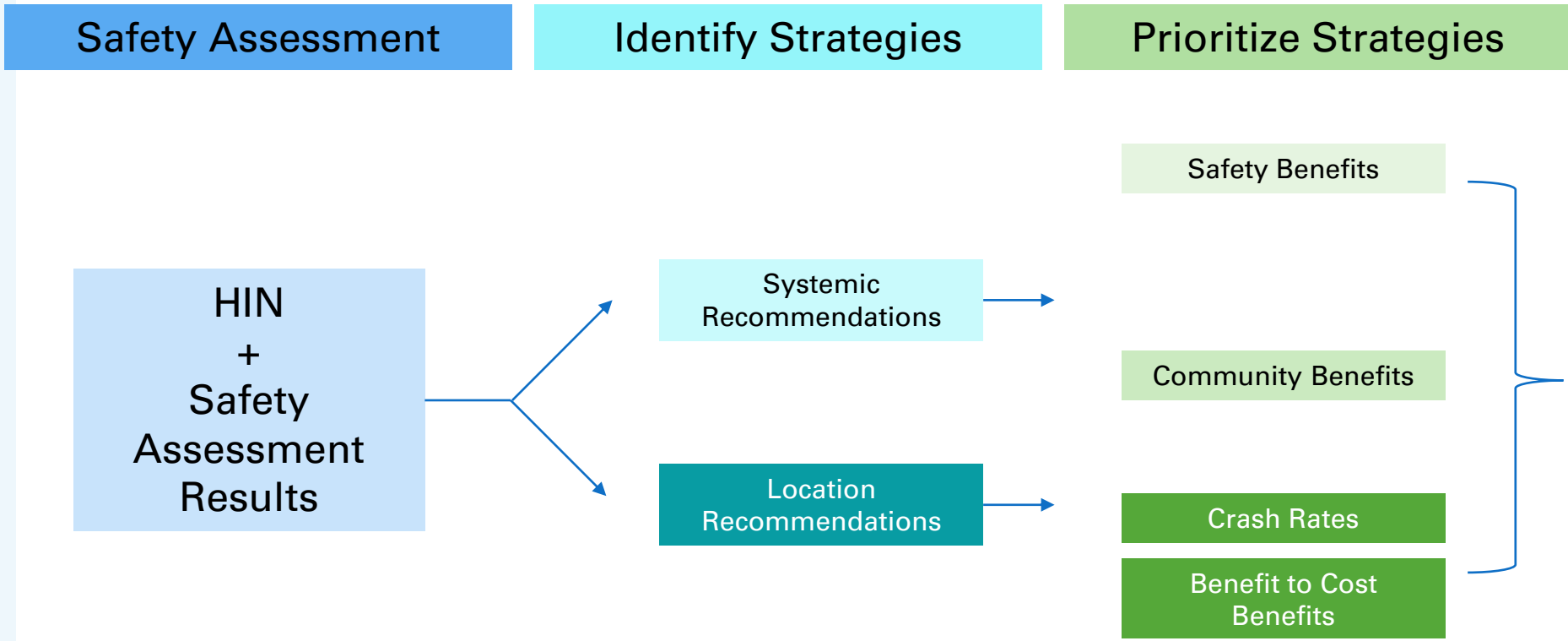
Top Contributing Actions
- Failure to Yield Right-of-Way (Driver)
- Failure to Yield Right-of-Way (Bicyclist)

4+ Vehicle Lanes

35 or 45+ Posted Speed

Source: FDOT Signal Four Analytics (S4)

Strategy Identification Methodology



Phasing Strategy

	Greatest Safety Benefit	Lowest Safety Benefit
Easiest to Implement	Tier 1	Tier 2
Hardest to Implement	Tier 3	Tier 4

High Injury Network (HIN) Identification Methodology

HIN determined using an Average Ranking from 4 methods :

1. High **crash frequency**
2. High **crash severity** score
3. Average crash **frequency rate** by facility type and traffic volume
4. Average crash **severity rate** by facility type and traffic volume

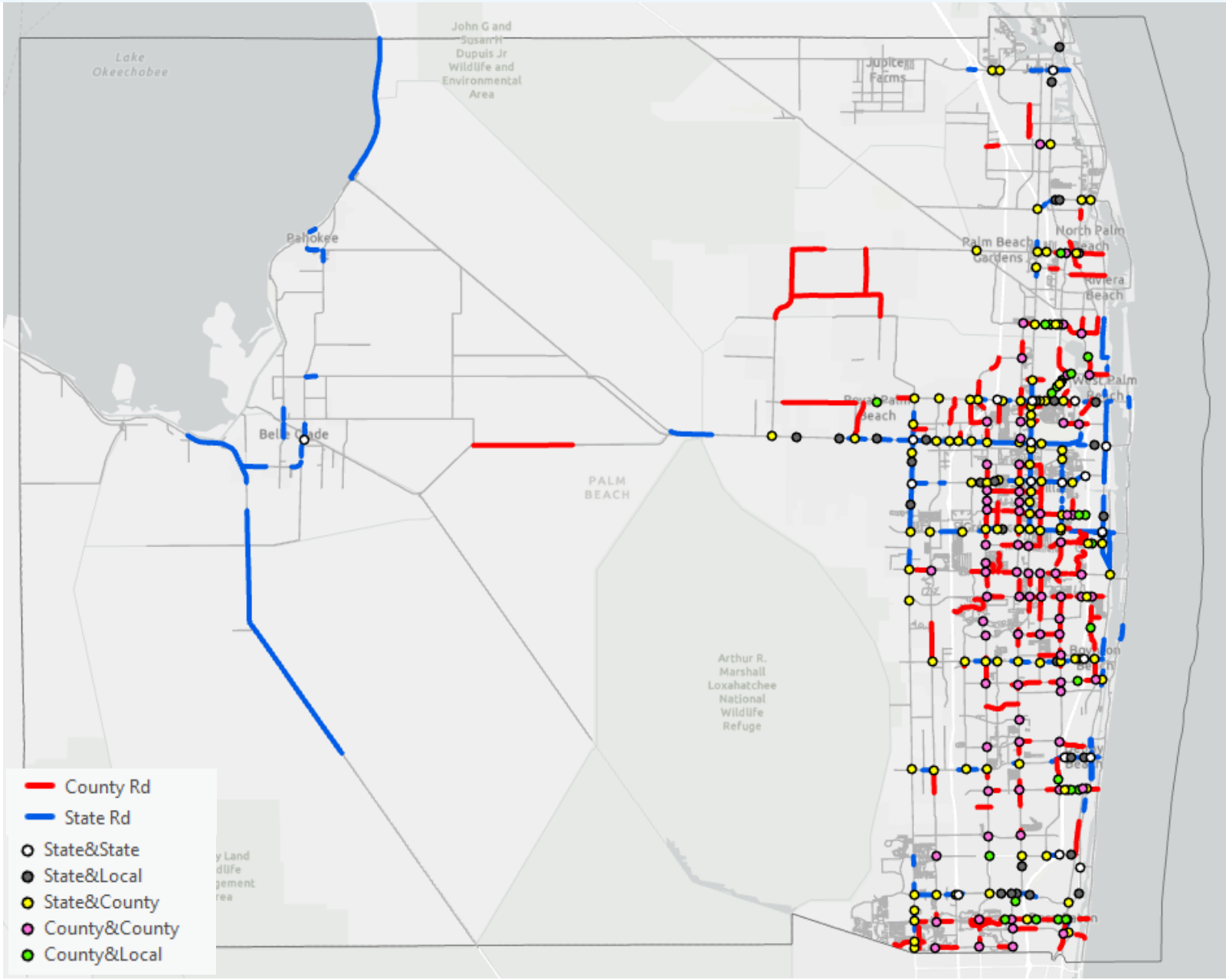
Individual HINs were developed for drivers, motorcyclists, bicyclists, pedestrians.

Vehicular HIN Results

HIN Represents

1005 FSI* Vehicular Crashes representing

50% of the FSI Vehicular Crashes on State Rd & County Rd



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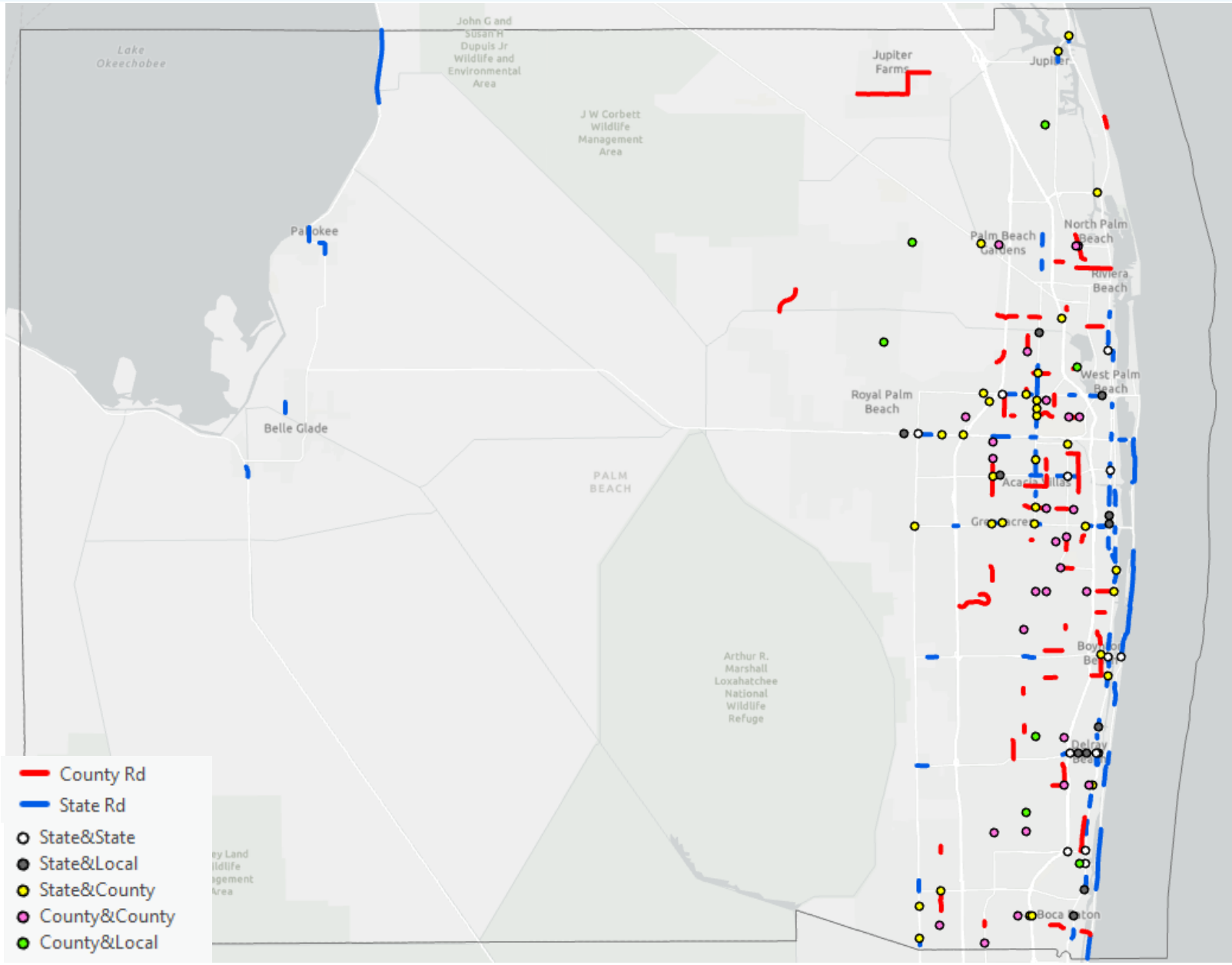
Signal Four Crash Data used from January 2019 – December 2023

Motorcycle HIN Results

HIN Represents

233 FSI* Motorcycle Crashes

50% of the FSI Motorcycle Crashes on State Rd & County Rd



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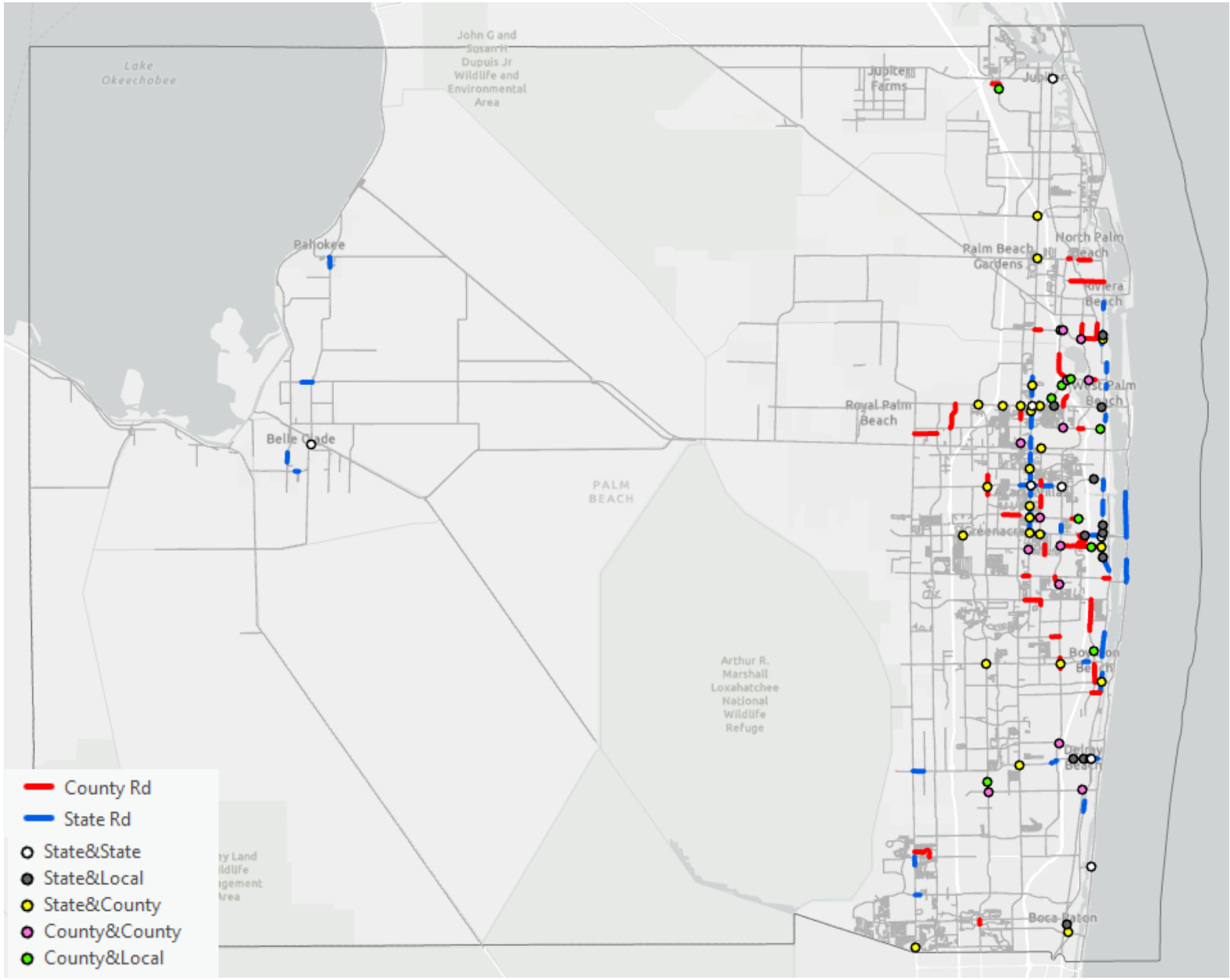

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Bicycle HIN Results

HIN Represents

132 FSI* Bicycle Crashes

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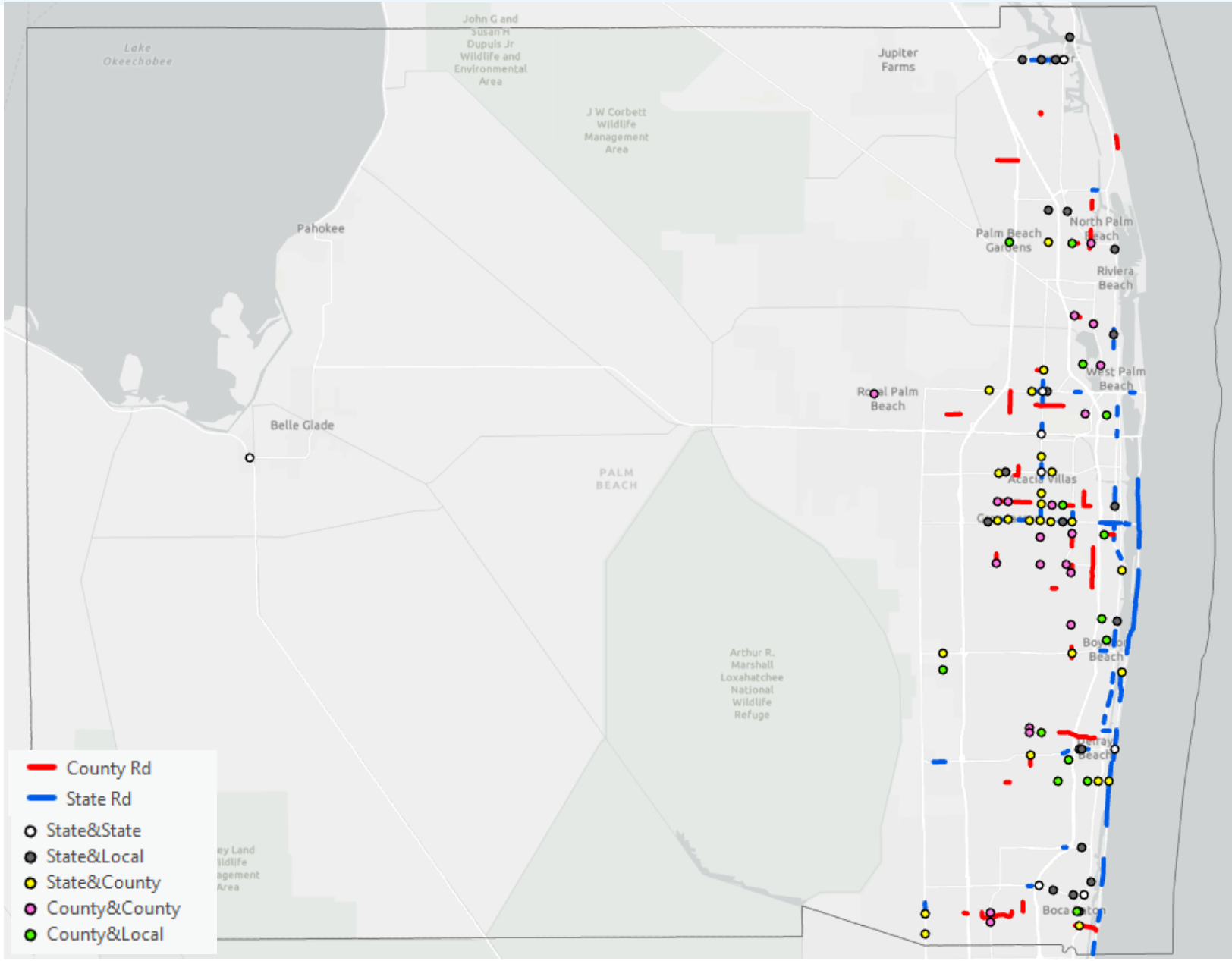

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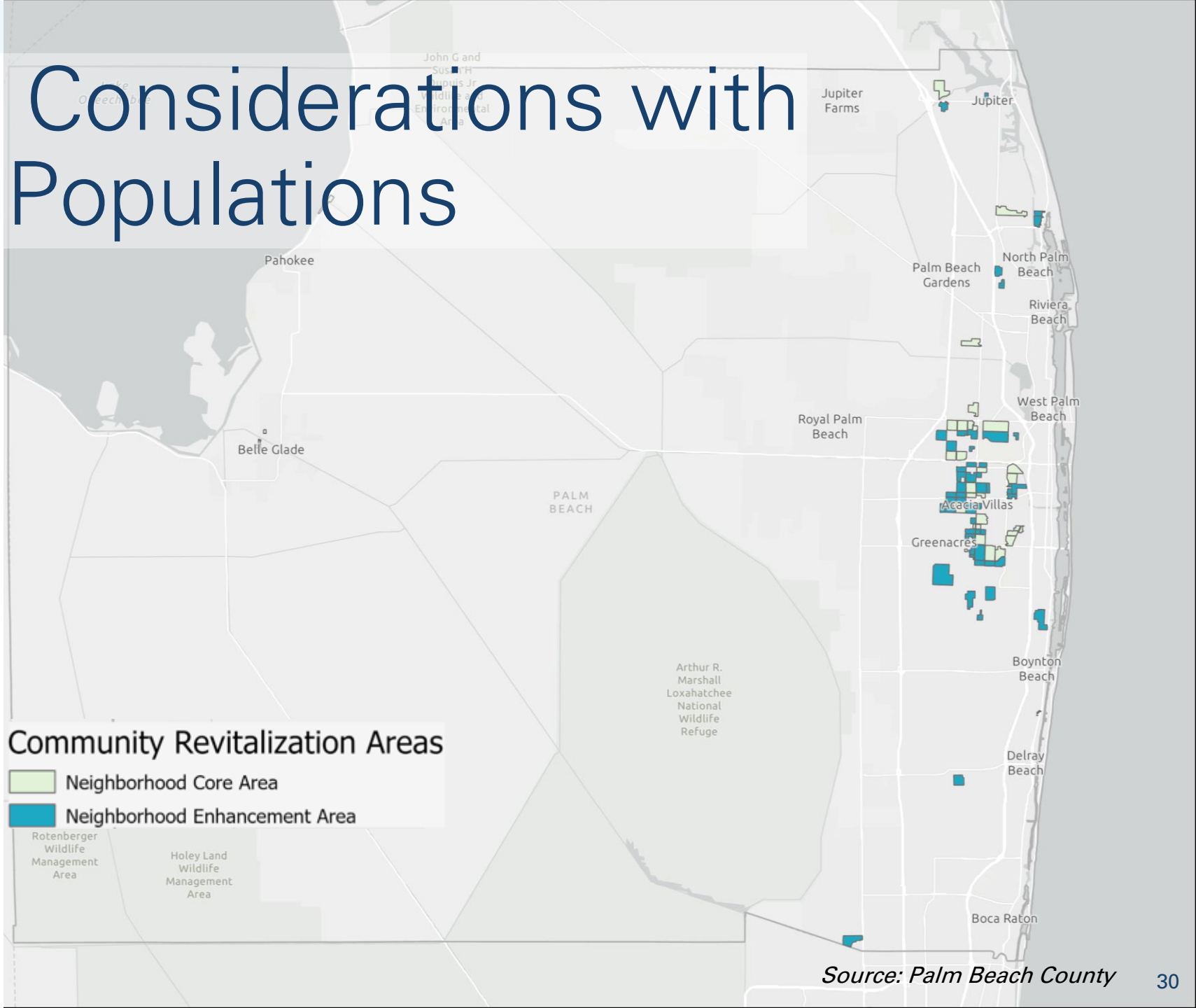
Signal Four Crash Data used from January 2019 – December 2023

Demographic Considerations with Underserved Populations

Reviewing crash data within these areas along State Roadways and County-maintained Roadways



Source: Palm Beach County

Discussion

- As we further analyze the HINs, do you have any feedback/thoughts/comments on locations you are anticipating or contributing factors, etc. based on your own agency's safety work?

Agenda

- Safety Action Plan Overview
- Task Force Roles & Expectations
- Existing Conditions & Data Review
- Understanding Barriers to Safety
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- Next Steps & Action Items

What are 1-2 of the biggest safety concerns for your agency?

What makes addressing safety challenges difficult in Palm Beach County?

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Discussion

- What **safety initiatives or projects** that your agency has been a part of **have been most successful**? Why?

- Is your agency / organization working on any **relevant efforts we should consider in the planning process**?
  - Past or ongoing safety initiatives
  - Upcoming projects or funding opportunities
  - Existing plans or policies

- What have you **seen work elsewhere** that we should consider for Palm Beach County?

Agenda

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Next Steps & Action Items

- Finalize Crash Trend Findings | *June 2025*
- Stakeholder Interviews | *July/August 2025*
- Online Virtual Open House | *July/August 2025*
- Strategy Identification & Prioritization | *Summer/Fall 2025*
- **TF ACTION: Help spread the word | *July/August 2025***
- **TF ACTION: Next Task Force Meeting | *Fall 2025***
- **TF ACTION: Provide feedback on Plan | *Fall/Winter 2025***

PALM BEACH COUNTY SAFETY ACTION PLAN

Safe Street and Roads for All (SS4A) Grant Program

TASK FORCE MEETING #1 AGENDA

Date: June 17, 2025 | **Location**: Virtual via Teams

Attendees

Melissa Ackert, Palm Beach County Engineering and Public Works
Motasem Al-Turk, Palm Beach County Engineering and Public Works
Fadi Emil Nassar, Palm Beach County Engineering and Public Works
Yujing (Tracey) Xie, FDOT District Four
Captain Ryan Mugridge, PBSO
Brian Ruscher, Palm Beach TPA
Sol Tangvik, Palm Beach TPA
John Lockhart, Palm Tran
Kathleen Stakermann, Palm Beach County Schools
Jessica Josselyn, Kittelson
Chris Romano, Kittelson
Jack Freeman, Kittelson
Ryan Mansfield, Kittelson
Ravi Wijesundera, Kimley-Horn
Kim Smith, Kimley-Horn

Notes by Agenda Item

1. Safety Action Plan Overview
   Walk-through the purpose of the Safety Action Plan, study objectives, approach, and schedule.
2. Task Force Roles & Expectations
   Discuss the roles and responsibilities of the Task Force members.
3. Existing Conditions & Data Review
   Share findings from the countywide crash data review and analysis, and initial viewings of the High Injury Network.
4. Understanding Barriers to Safety
   Discussion among Task Force members on safety challenges.
5. Related Efforts & Initiatives
   Discussion among Task Force members on safety efforts and initiatives.
6. Next Steps & Action Items
   Walk-through next steps and Task Force member action items.

Feedback:

- Captain Mugridge - would like to get access to Safety View to identify areas with most speeders
- Brian - Project on the SHS have to be in the TIP
- Brian - Number of miles comparison for slide 21
- Slide 22, Tracy - Double check rear end crashes to verify if they actually represent high F&SI crashes
- Slide 23, Vast majority are ped failing to yield right-of-way, double check ped vs driver being at fault
- Slide 31, Sol - Appreciate looking at demographic, would like that to be a part of the analysis, dependent on transit and low access to cars, would like that to be an upfront part of the conversation
- Slide 36, John Lockart - being notified earlier for adding detours to system when there are issues on roadways, so they can notify public sooner
- Sol - https://palmbeachtpa.org/comment-map/
- Brian - local mobility and safety action plans

PALM BEACH COUNTY SAFETY ACTION PLAN

Safe Street and Roads for All (SS4A) Grant Program

TASK FORCE MEETING #2 AGENDA

Date: November 13, 2025 | **Location**: Virtual via Teams

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1. **Safety Action Plan Purpose Refresher / Overview**

   Briefly re-share the purpose of the Safety Action Plan; the Plan's study network and objectives; the HIN methodology and resulting network; and feedback from Task Force Meeting #1.

2. **Outreach Update**

   Provide an overview of the outreach activities that have occurred since Task Force Meeting #1 and resulting themes heard to date.

3. **Overview of Recommendations**

   Walk-through the approach taken to identify recommendations.

4. **Systemic Safety Recommendations**

   Walk-through the draft systemic safety recommendations.

5. **Priority Corridor Recommendations**

   Walk-through the draft priority corridor recommendations.

6. **Next Steps**

   Discuss next steps and schedule.

Safety Action Plan

Task Force Presentation

November 13, 2025

Consultant Team:

KITTELSON & ASSOCIATES | Kimley»Horn | THE BRAND ADVOCATES INCORPORATED | HASKELL | INRIX

Funded by:

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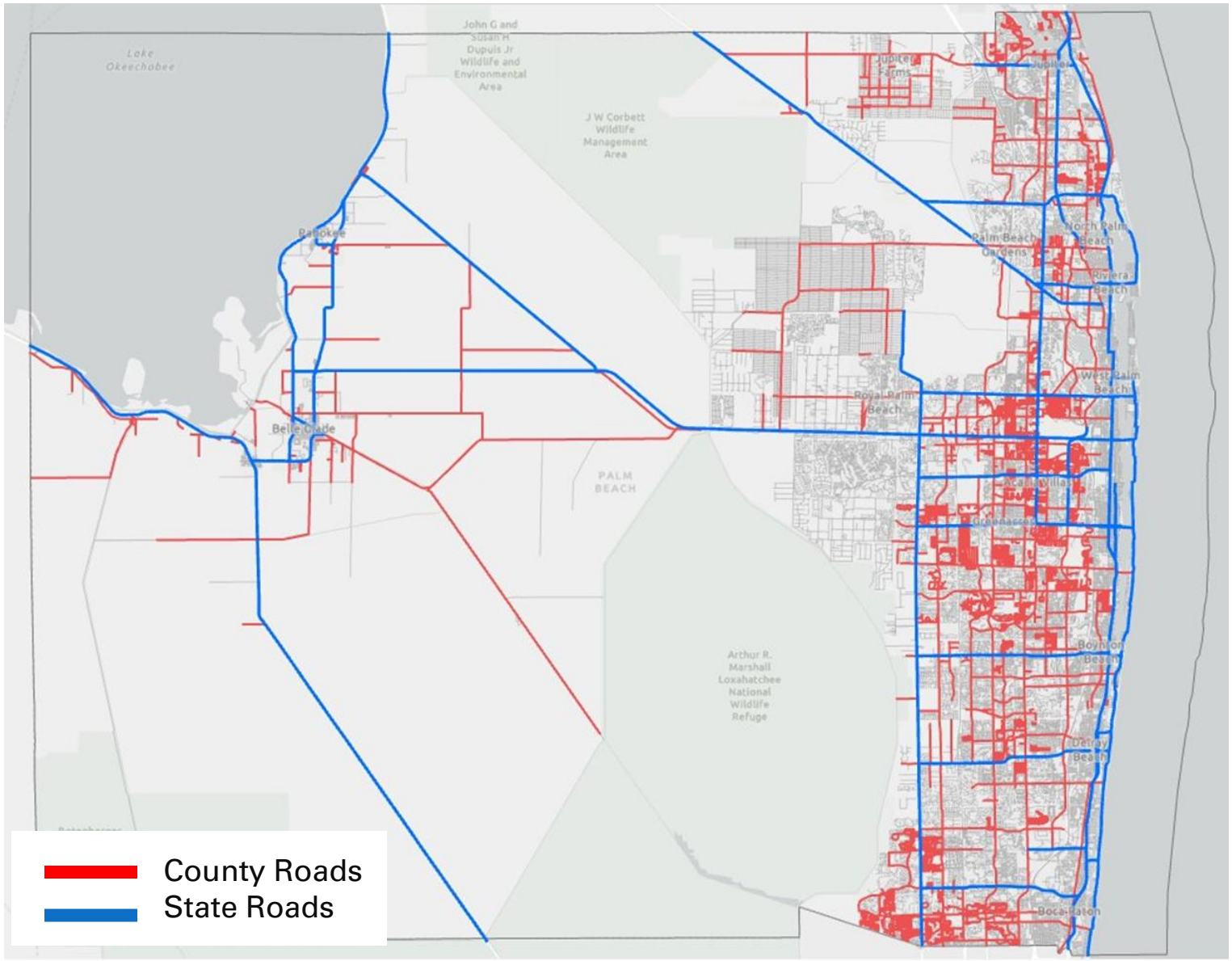
Study Network

All State and County-maintained Roadways



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02

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03

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High Injury Network (HIN) Identification Methodology Refresh

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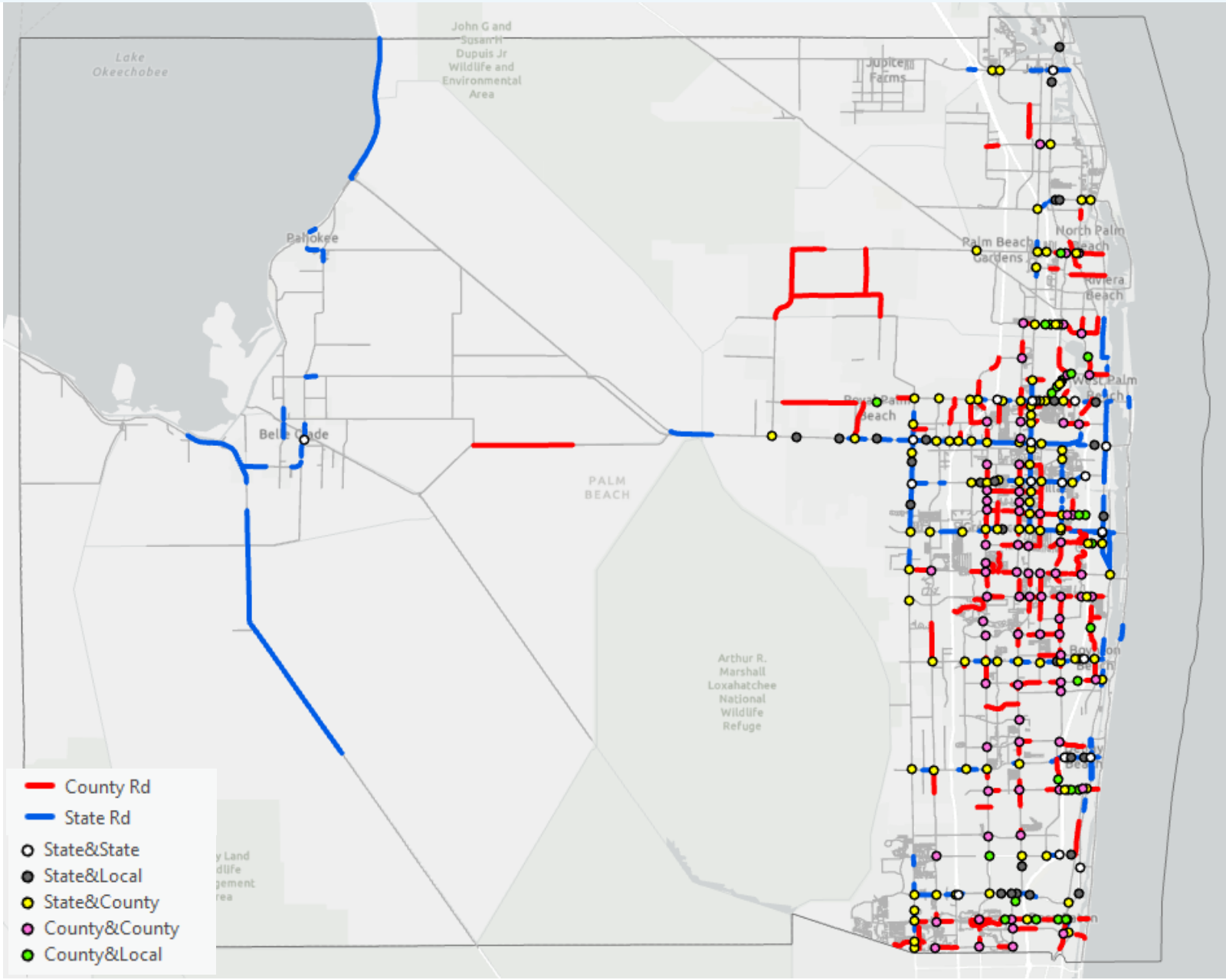

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Signal Four Crash Data used from January 2019 – December 2023

Motorcycle HIN Results

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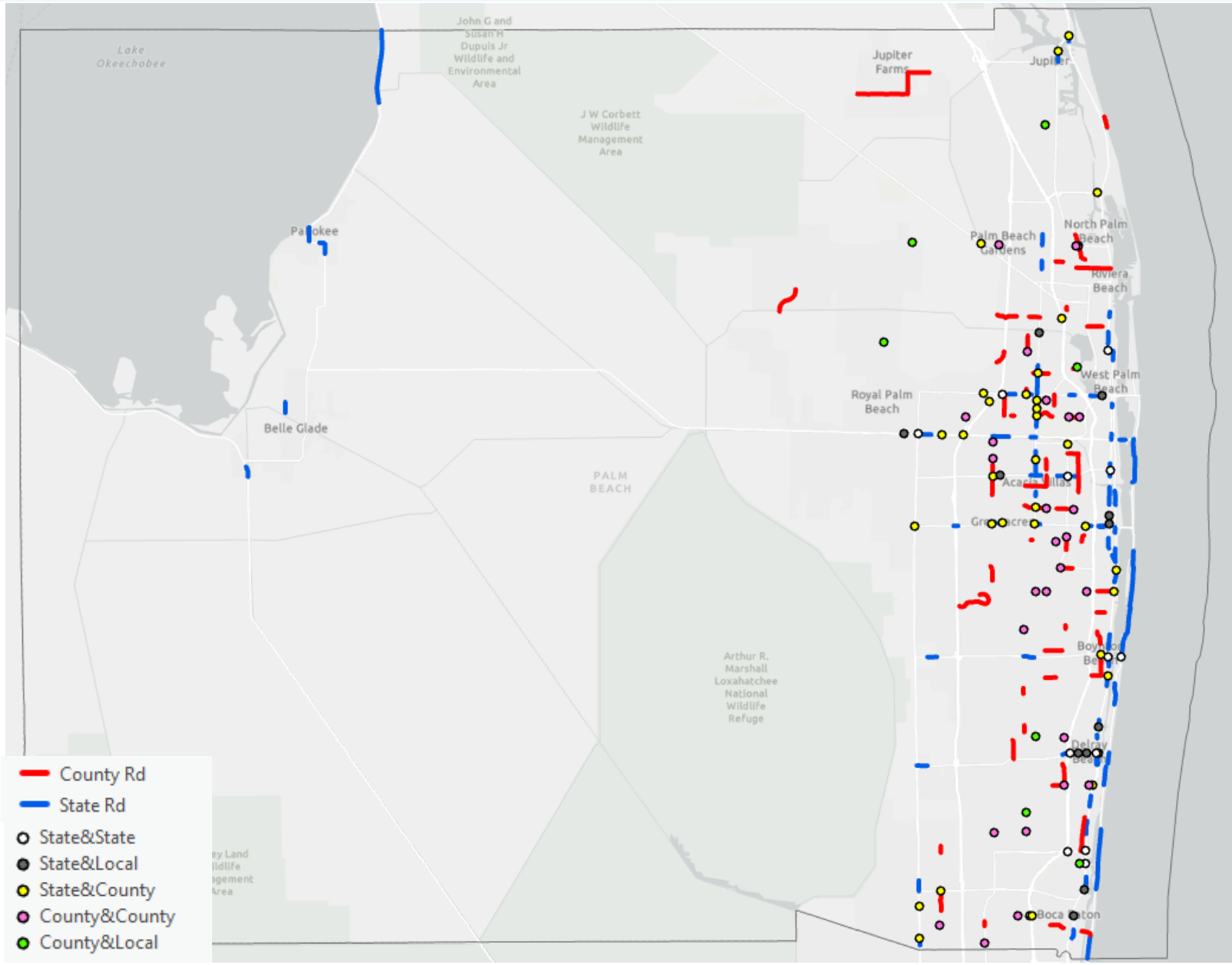

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Pedestrian HIN Results

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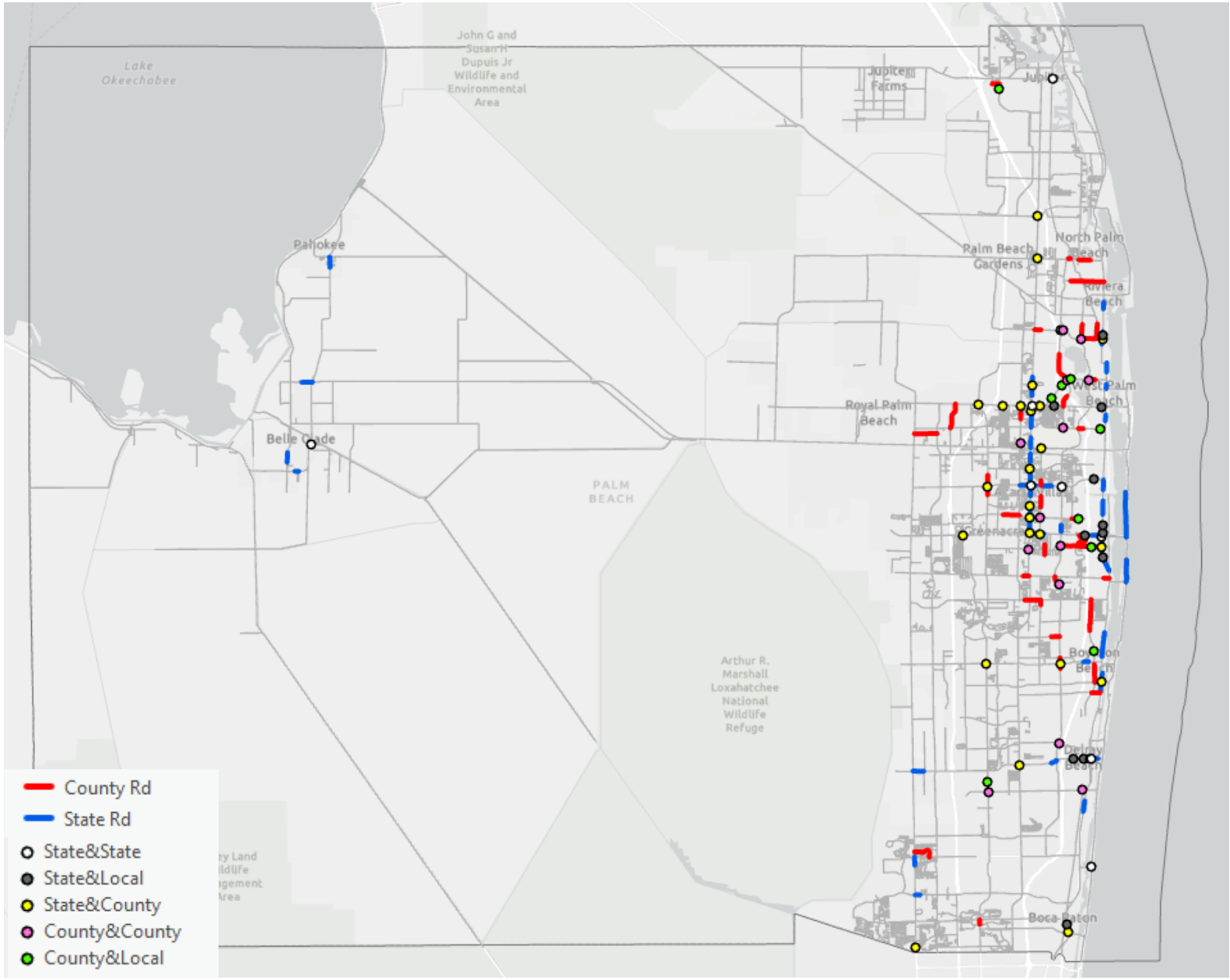

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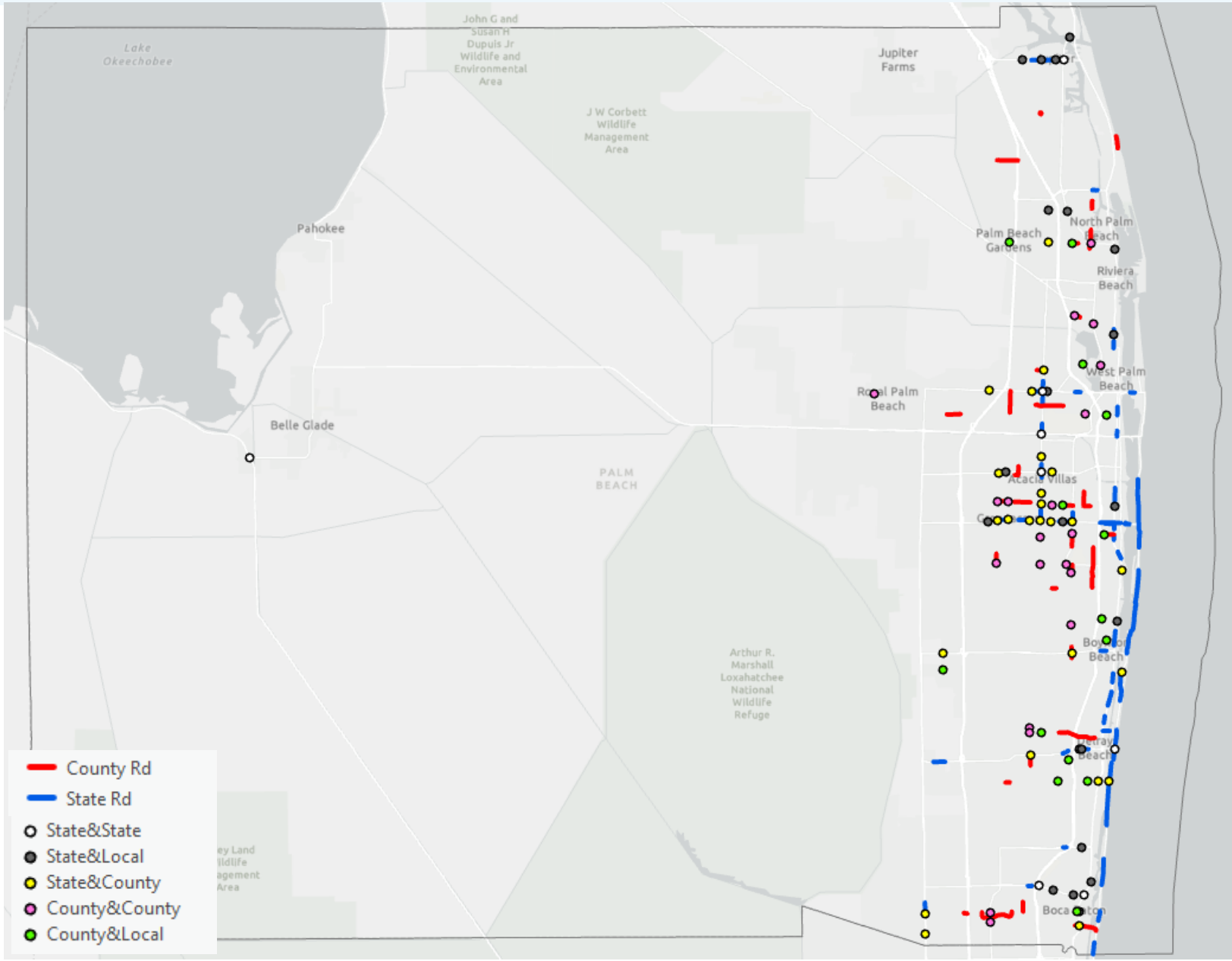

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June 17th Task Force Meeting #1 Recap

Agenda:

- Safety Action Plan Overview
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Feedback Summary:

What are 1-2 biggest safety concerns for your agency?

- Parents dropping students off near traffic
- Aggressive driving
- Lack of options
- Speed and impairment
- Too many mode that have difference needs sharing the same roads with similar treatments

What makes addressing safety challenges difficult in PBC?

- Lack of funding
- Policy or regulation restrictions
- Public resistance to change
- Political will

What safety initiatives or projects that your agency has been a part of have been most successful? Is your agency working on any relevant efforts we should consider in the planning process?

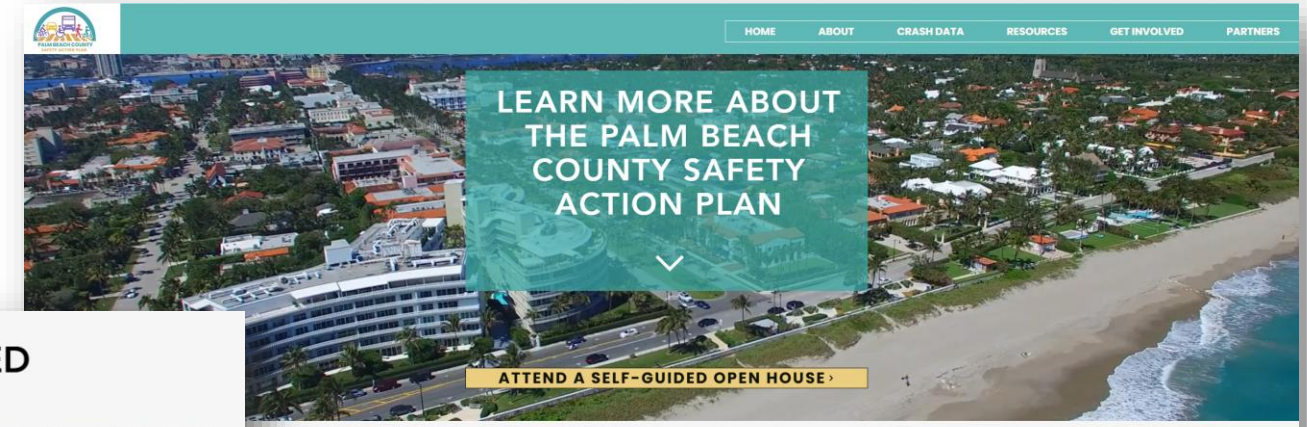
- TPA Vision Zero
- Palm Tran-detours around road projects, can they be notified in a more efficient manner so they can better prepare and identify safe alternate routes and properly notify transit users in advance
- Comment Map-Palm Beach TPA
- Local Mobility and SAPs for any SHS or county roadway efforts for consistency

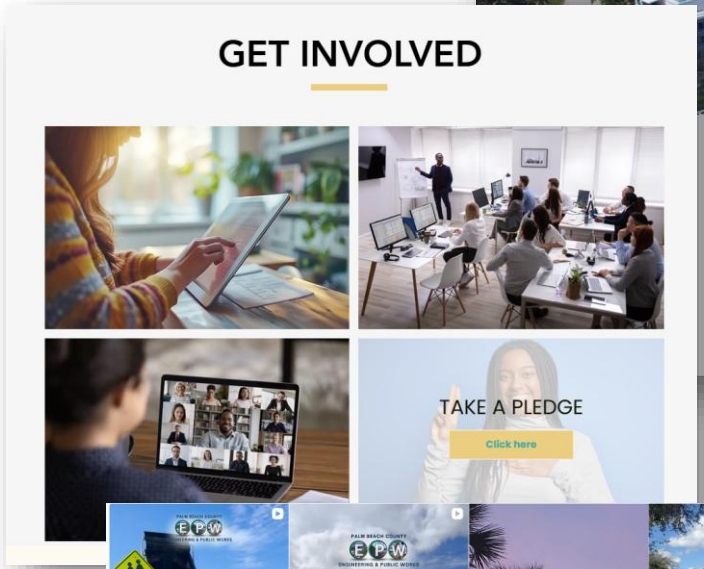
Today's Agenda

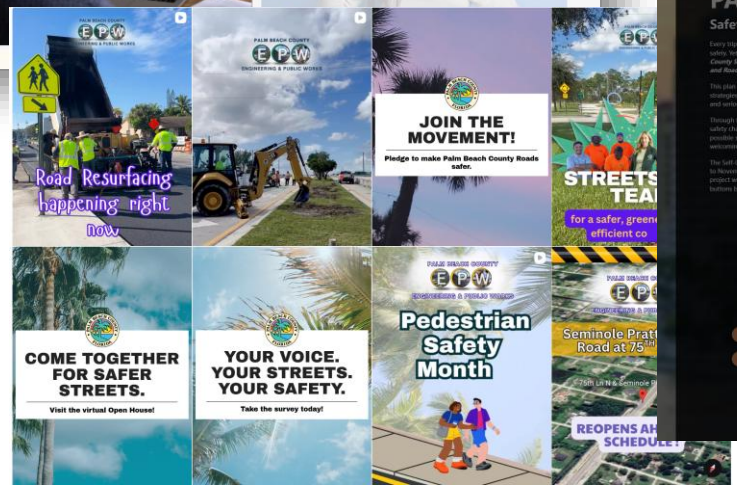
- Outreach Update
- Overview of Recommendations
- Systemic Safety Recommendations
- Priority Corridor Recommendations
- Next Steps

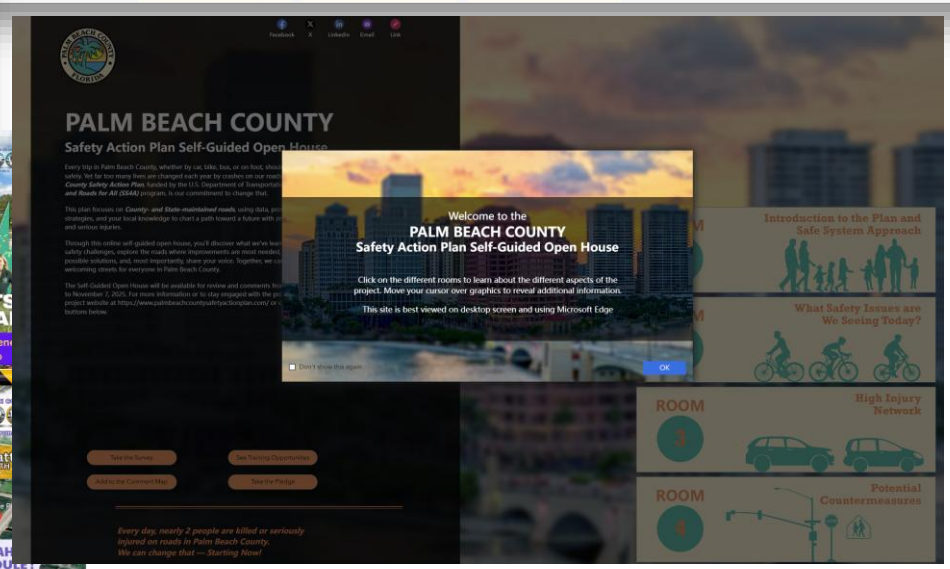
Outreach Update

- Launched website with:
  - Survey
  - Pledge
  - Self-guided Open House
  - Links to safety trainings
- Conducted 20+ stakeholder interviews
- Coordinated with Master Plan
- Social Media postings and County website banner









What we heard to date:

- Safe Crossings are a Countywide Priority
- High Speeds and Aggressive Driving are a Daily Concern
- Sidewalk and Bike Network Gaps Limit Safe Access
- Rail Safety Challenges Persist Across Multiple Jurisdictions
- Stormwater, Drainage, King Tides, and Water-Adjacent Roadway Safety
- Large, Complex Intersections Create High-Stress Environments
- Communities Want Clearer Processes, Stronger Alignment Across Agencies, and Support Securing Funding
- Micromobility is Outpacing Policy and Infrastructure
- School Zones Face Persistent Congestion and Safety Issues
- Freight and Truck Traffic Pose Localized but Significant Challenges

Safety Recommendations

The chosen recommendations outline safety countermeasures for County-maintained roads and are divided into **two main categories**:

Priority Corridor Safety Recommendations

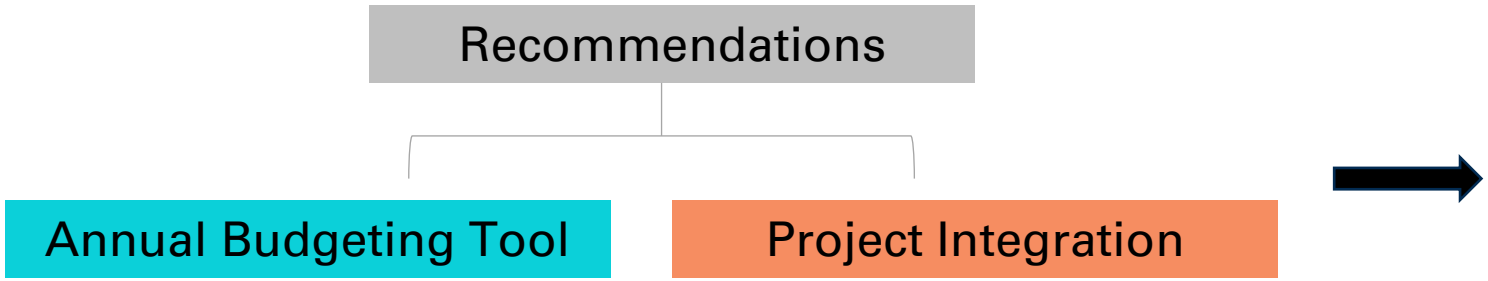
These focus on operational and infrastructure improvements to address most common crash types along the **top five priority corridors** identified within this plan.

Systemic Safety Recommendations

These present proven countermeasures that target the most frequent crash types across the High Injury Network (HIN)

Systemic Safety Recommendations

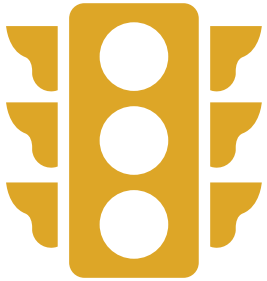
- A handbook for the proactive application of countermeasures on roads maintained by the County
- Designed to serve as a reference tool to support decision-making processes.



High Injury Network
- Segments and intersections
  - Walking
  - Biking
  - Motorcycles
  - Motor Vehicles

Systemic Safety Recommendations

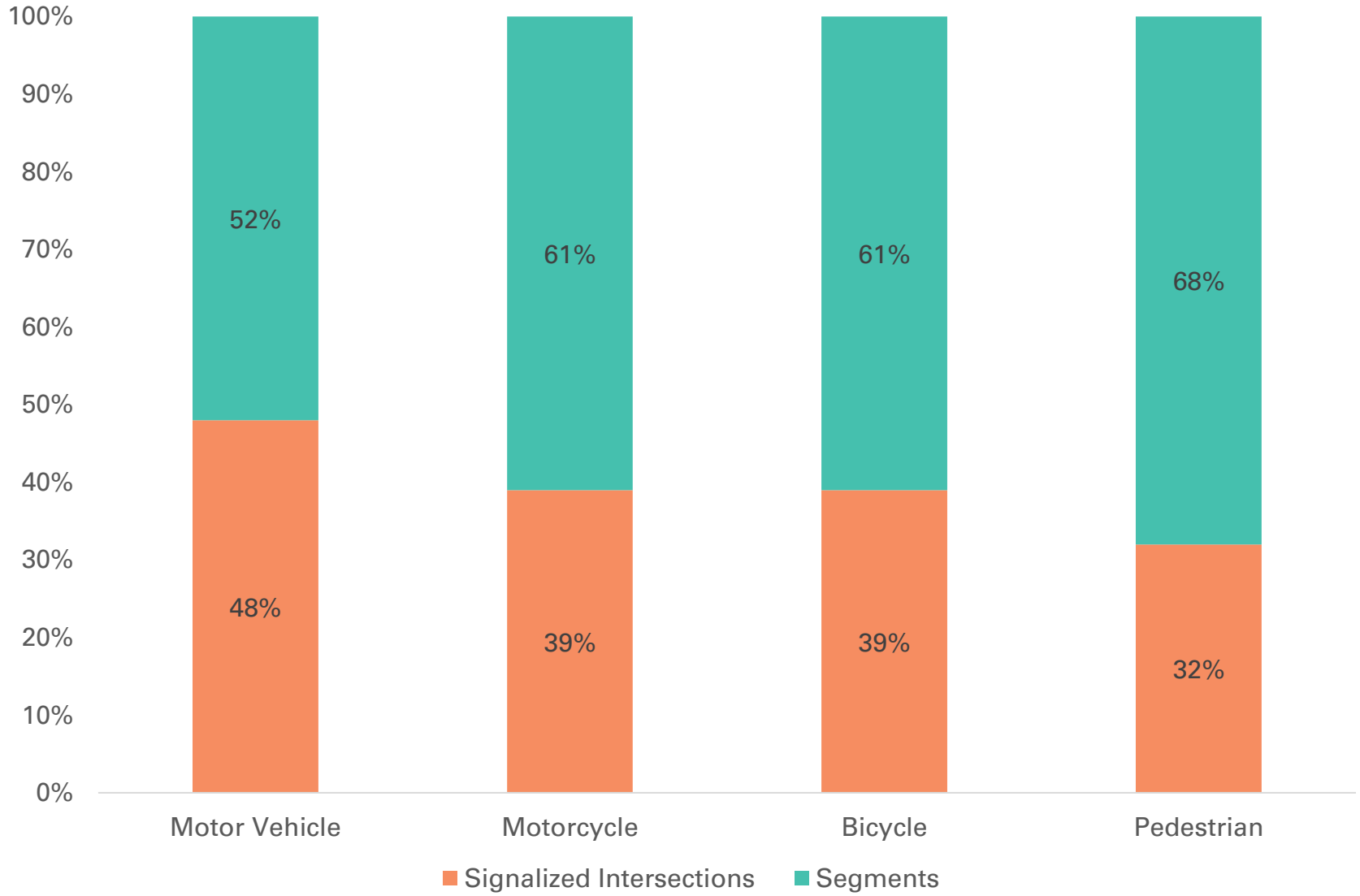
Infrastructure



Operational Improvements

Policy & Programs

FSI Crashes By Mode and Location



Motor Vehicle Systemic Strategies

Crash Distribution	Top FSI Crash Types	Leading Contributing Causes	Systemic Safety Strategies
52% Segments	• Fixed Object/Run-Off-The-Road • Rear-End Collisions	• Operated carelessly • Ran-off-the-road	**Infrastructure** • Improve sign/marking retroreflectivity/visibility • Pavement friction management • Install rumble strips • Remove hazards from clear zone • Install lighting • Install next signal signs • Install warning signs • Improve access management **Operations** • Install signal timing and coordination **Policy and Programs** • Speeding enforcement
48% Signalized Intersections	• Left Turn • Angle	• Failed to yield ROW • Ran red light • Operated in careless manner	**Infrastructure** • Positive offset of left turn lanes • Remove sight line obstructions • Install left turn lanes **Operations** • Flashing yellow arrow / Flashing yellow arrow omit • Add backplates with retroreflective border • Provide one signal head per lane • Improve All Red interval

Motorcycle Systemic Strategies

Crash Distribution	Top FSI Crash Types	Leading Contributing Causes	Systemic Safety Strategies
68% Segments	• Fixed Object/Run-Off-The-Road • Left Turn	• Operated carelessly • Failure to yield ROW	**Infrastructure** • Roadway Maintenance (Ex. Remove debris and repair potholes) • Improve sight distance • Pavement Friction **Policy and Programs** • Safety Awareness Campaigns (Ex. Wear safety equipment when riding). • Speeding enforcement
32% Signalized Intersections	• Left Turn • Angle	• Failed to yield ROW • Ran red light • Operated in careless manner	**Infrastructure** • Positive offset of turn lanes or improve sight lines **Operations** • Confirm motorcycle detection by signal • Provide one signal head per lane **Policy and Programs** • Safety Awareness Campaigns (Ex. Defensive riding techniques, wearing bright gear) • Speeding Enforcement

Pedestrian Systemic Strategies

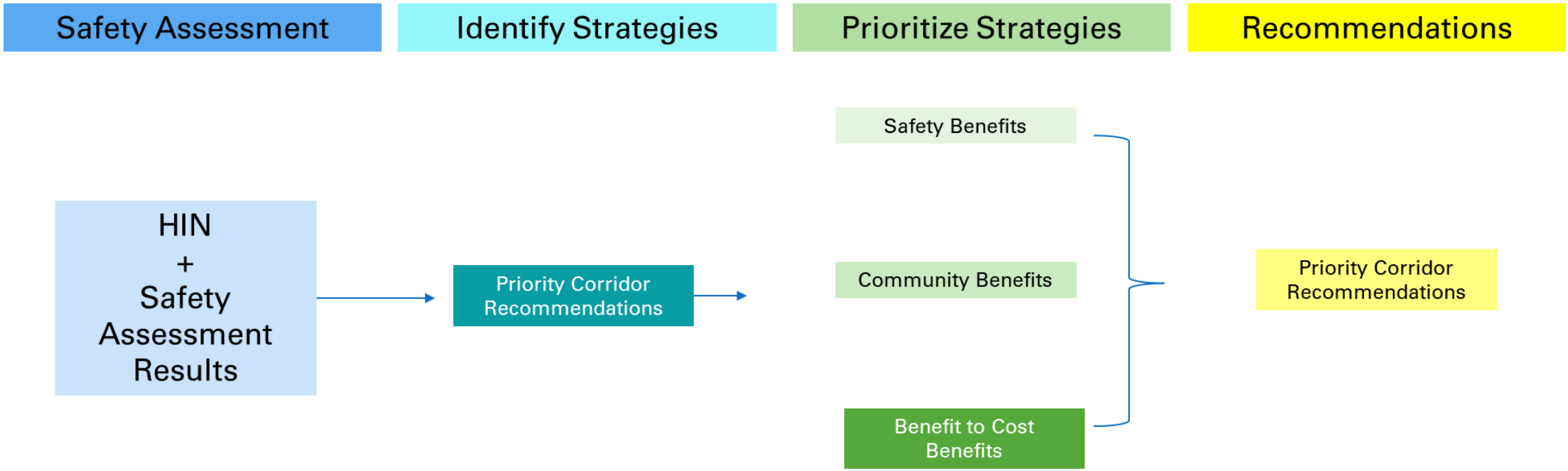
Crash Distribution	Top FSI Crash Types	Leading Contributing Causes	Systemic Safety Strategies
61% Segments	• Traveling Straight • Turning Right	• Failure to yield ROW	**Infrastructure** • Increase midblock pedestrian crossings • Remove sight line obstructions • Improve lighting and remove obstructions to existing lighting • Speed feedback signs to slow down motorists • Relocate bus stops closer to intersections and existing crosswalks • Install special emphasis crosswalk markings at driveways • Install Pedestrian (W11-2) warning signs **Policy and Programs** • Safety Awareness Campaigns (Ex. Encourage bright clothing at night) • Speeding enforcement
39% Signalized Intersections	• Traveling Straight • Turning Right	• Failed to yield ROW	**Infrastructure** • Install special emphasis crosswalk markings • Improve intersection lighting • Install Turning Vehicles Stop for Pedestrians (R10-15al) • Install hardened centerline • Remove sight line obstructions **Operations** • Review pedestrian clearance interval • Install countdown pedestrian signals • Reduce delays by prioritizing pedestrian signal actuations • Install audible push buttons • Install passive detection of pedestrians • Implement flashing yellow arrow (FYA) with left-turn omit for pedestrians. • Implement Leading Pedestrian Interval

Bicycle Systemic Strategies

Crash Distribution	Top FSI Crash Types	Leading Contributing Causes	Systemic Safety Strategies
61% Segments	• Traveling Straight • Turning Right	• Failure to Yield ROW	**Infrastructure** • Add green marking at conflict areas • Install BIKE LANE (R3-17) signs • Install BEGIN RIGHT TURN YIELD TO BIKES (R4-4) signs • Add buffer between travel lane and bicycle lane • Add Sharrow pavement markings with optional black background • Install BICYCLES ALLOWS USE OF FULL LANE (R9-20) sign • Install W11-15 Bicycle warning signs with LOOK plaque facing driveways to notify drivers to expect cyclists on sidewalk. • Construct separated bicycle lanes
39% Signalized Intersections	• Traveling Straight • Turning Right	• Failed to yield ROW	**Infrastructure** • Extend bicycle lane markings through intersection • Add bicycle signals and/or detection • Add green markings at key-hole lane • Add bike boxes • Install Turning Vehicles Stop for Pedestrian/Bicycle (R10-15) signs • Remove sight line obstructions **Policy and Programs** • Safety awareness campaigns (Ex. stop crossing during red signal, use pedestrian signal)

Priority Corridor Safety Recommendations

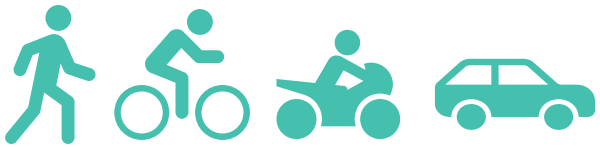
Recommendations build upon the findings of the **safety assessment**, and are generated using the following process:



Priority Corridor Safety Recommendations

The prioritization process consists of analyzing and identifying **five priority corridors** on County-maintained roadways **to select a top project** for submission to federal or state safety grant programs, including Safe Streets for All (SS4A).

The Palm Beach County HIN was used to develop corridors consisting of segments and intersections that addressed all four travel modes



Each corridor was then ranked based on the total number of serious injury and fatal crashes

Chosen corridors account for **19%** of FSI crashes on County-maintained roads

The plan aims to maximize impact and return on investment in reducing and ultimately eliminating severe crashes

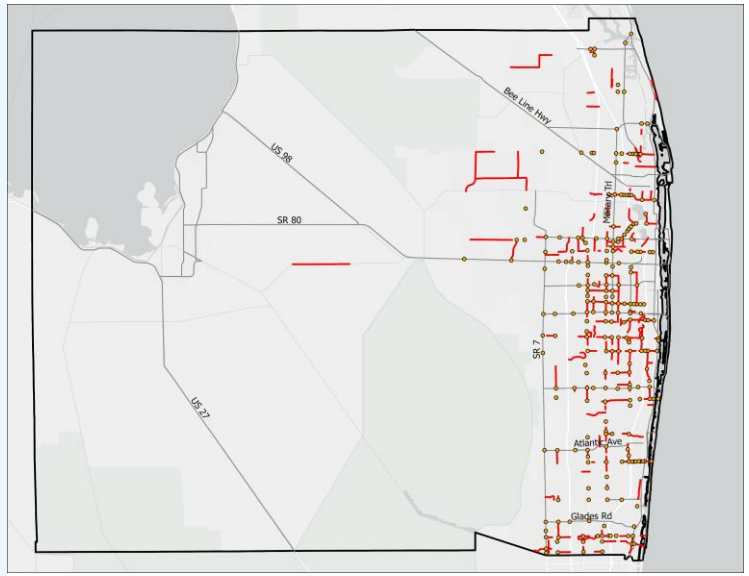
Benefit-Cost Analysis

+

Prioritization Matrix

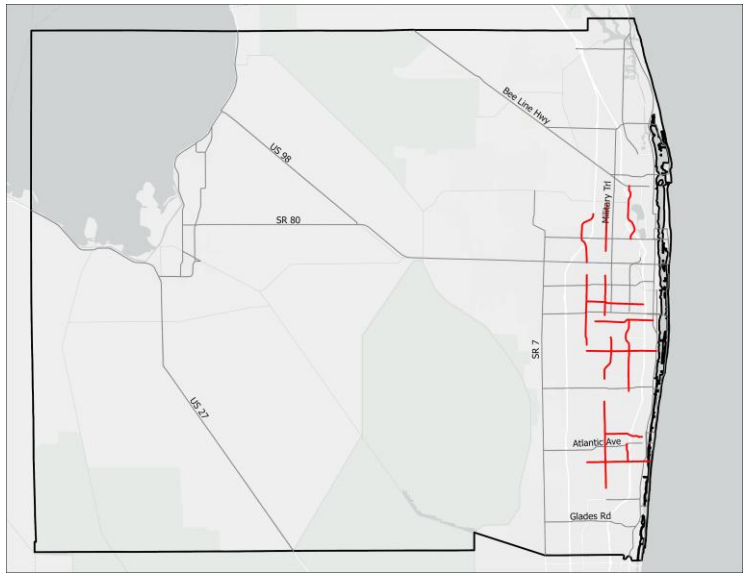
Priority Corridor Identification Process

County-Maintained Roadway HIN Segments & Intersections (All Modes)



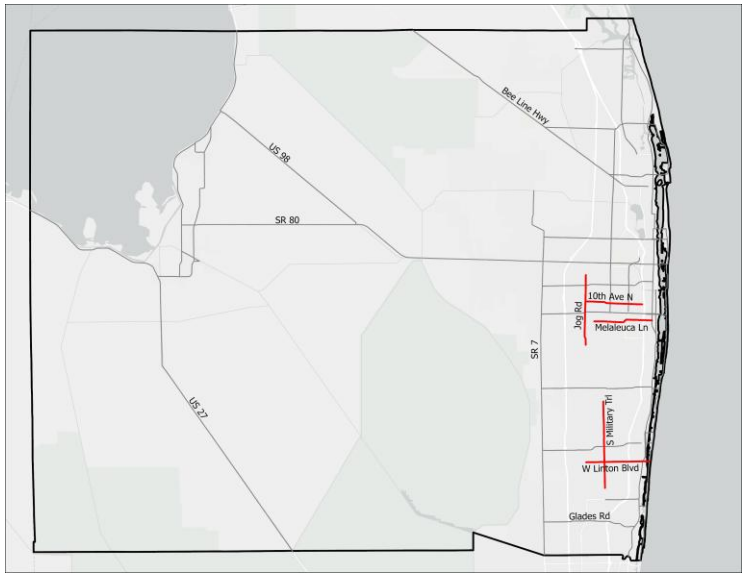
- 1,542 FSI crashes on county-maintained roadways over past five years

14 Corridors



- 41% of all FSI crashes on county-maintained roads on these 14 corridors

5 Priority Corridor



- 19% of all FSI crashes on county-maintained roads on these 5 corridors

Priority Corridor Map

- **West Linton Boulevard**
  - From South Jog Road to A1A
- **South Military Trail**
  - From Clint Moore Road to Woolbright Road
- **10th Avenue North**
  - From South Jog Road to Barnett Drive
- **6th Ave/Melaleuca Lane**
  - From Pine HOV Boulevard to US 1
- **South Jog Road**
  - From Winston Trails Boulevard to Summit Boulevard

Benefit-Cost Analysis

A data-driven benefit-cost analysis (BCA) was conducted for each of the top five priority corridors and crash data was reviewed to determine the most frequent crash types for each corridors.

Countermeasures were selected using the following:

- **Crash Modification Factors (CMFs):** Proven safety impacts sourced from the U.S. Department of Transportation's FHWA CMF Clearinghouse were reviewed, and where multiple strategies were available for a safety concern, the strategy with the higher CMF was selected.
- **Engineering Judgment:** Crash clusters were analyzed using aerial imagery and Google Street View to refine countermeasure placement and applicability.
- **Cost Considerations:** Emphasis was placed on low- to medium-cost treatments that do not require full roadway reconstruction.

Planning-level cost estimates and CMFs were used to calculate a cumulative cost-benefit score for each corridor.

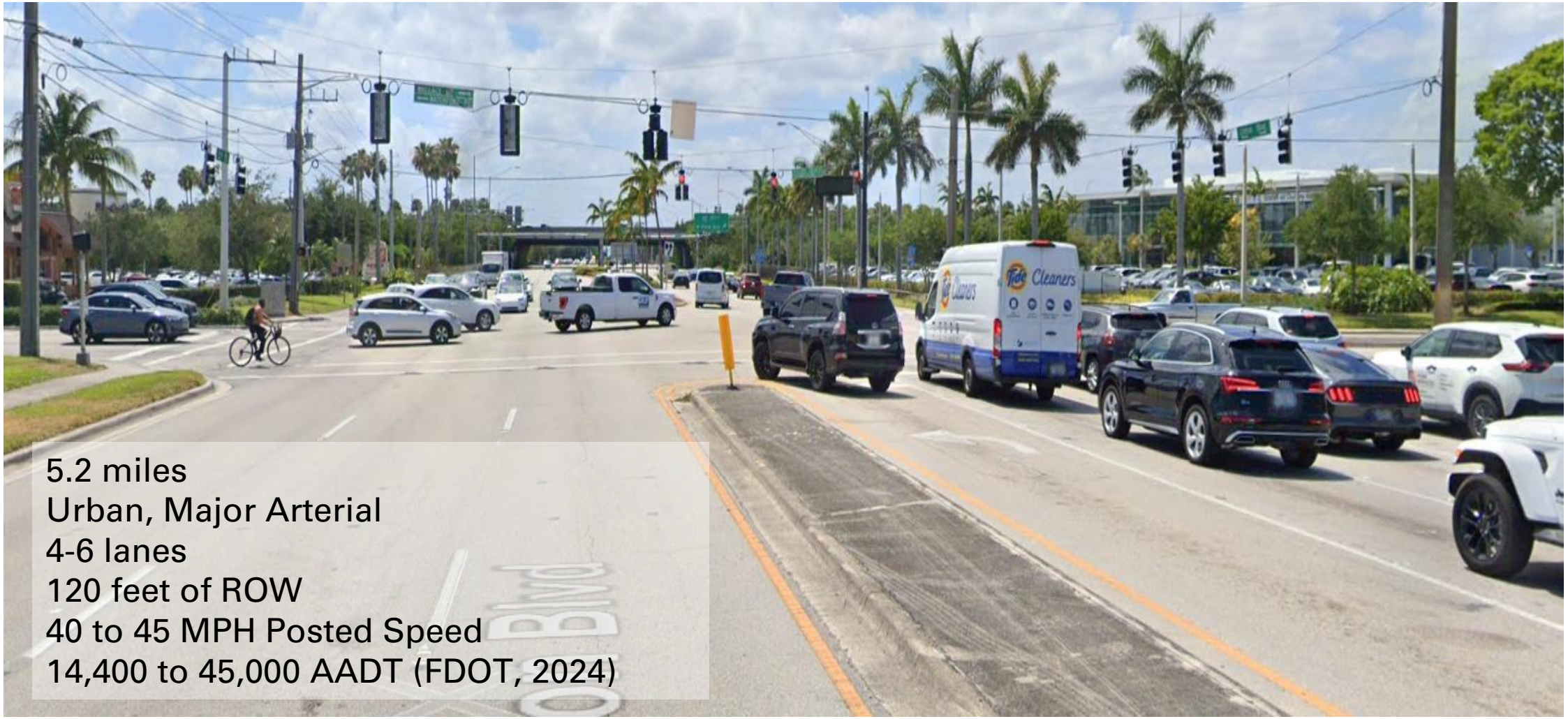
Prioritization Matrix

Category	Category Weight	Subcategory
Safety	50%	Vehicle Safety
		Vulnerable Road User Safety
Community Benefit	30%	Parks
		Schools
		Transit
		Areas of Persistent Poverty
		Places of Worship
Benefit to Cost	20%	Planning level Benefit-to-cost ratio

After the BCA was performed to determine cost effectiveness, the corridors were prioritized based on specific weighted categories.

West Linton Boulevard

From South Jog Road to A1A



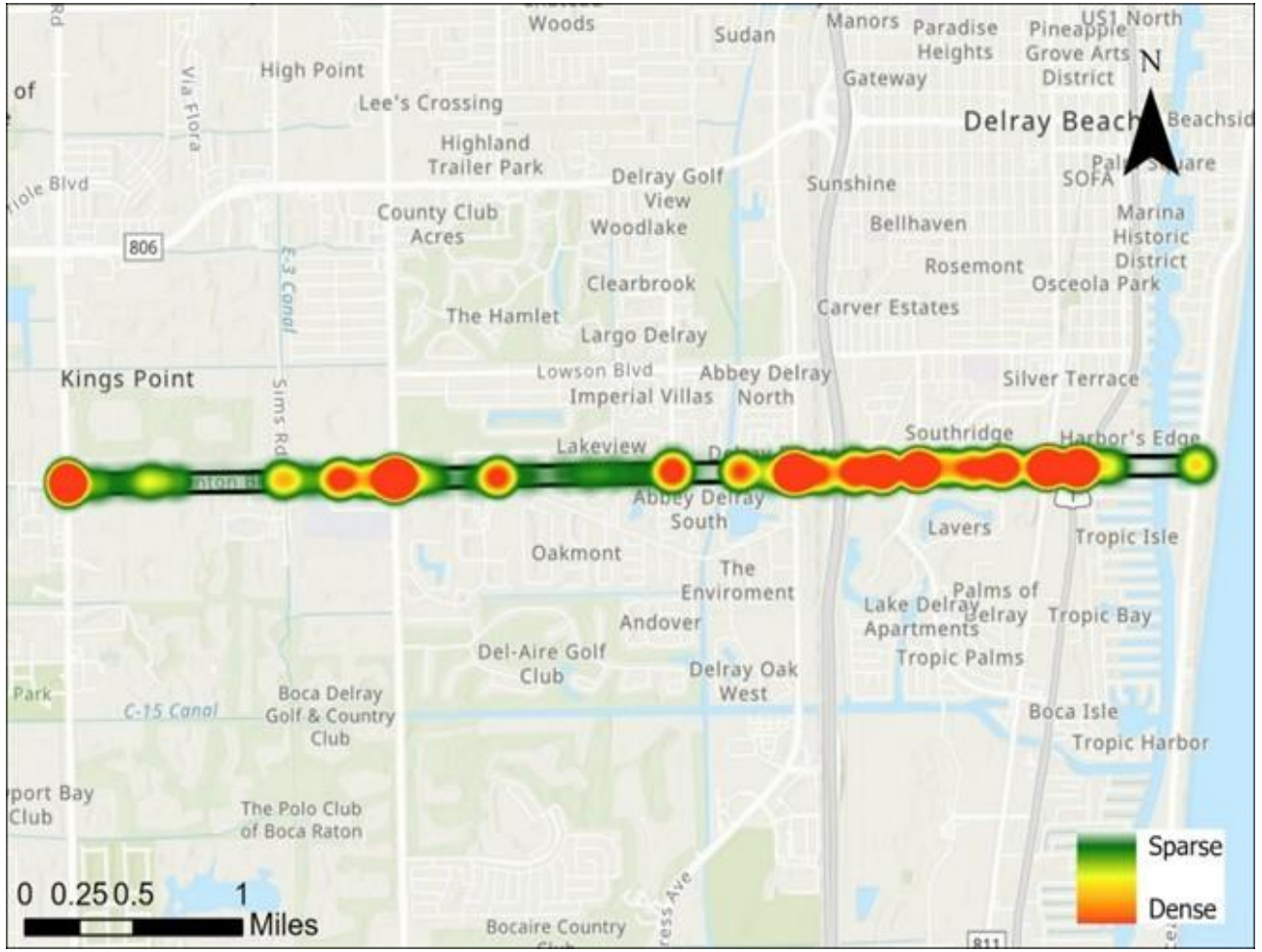
5.2 miles
Urban, Major Arterial
4-6 lanes
120 feet of ROW
40 to 45 MPH Posted Speed
14,400 to 45,000 AADT (FDOT, 2024)

Streetview looking west

West Linton Boulevard

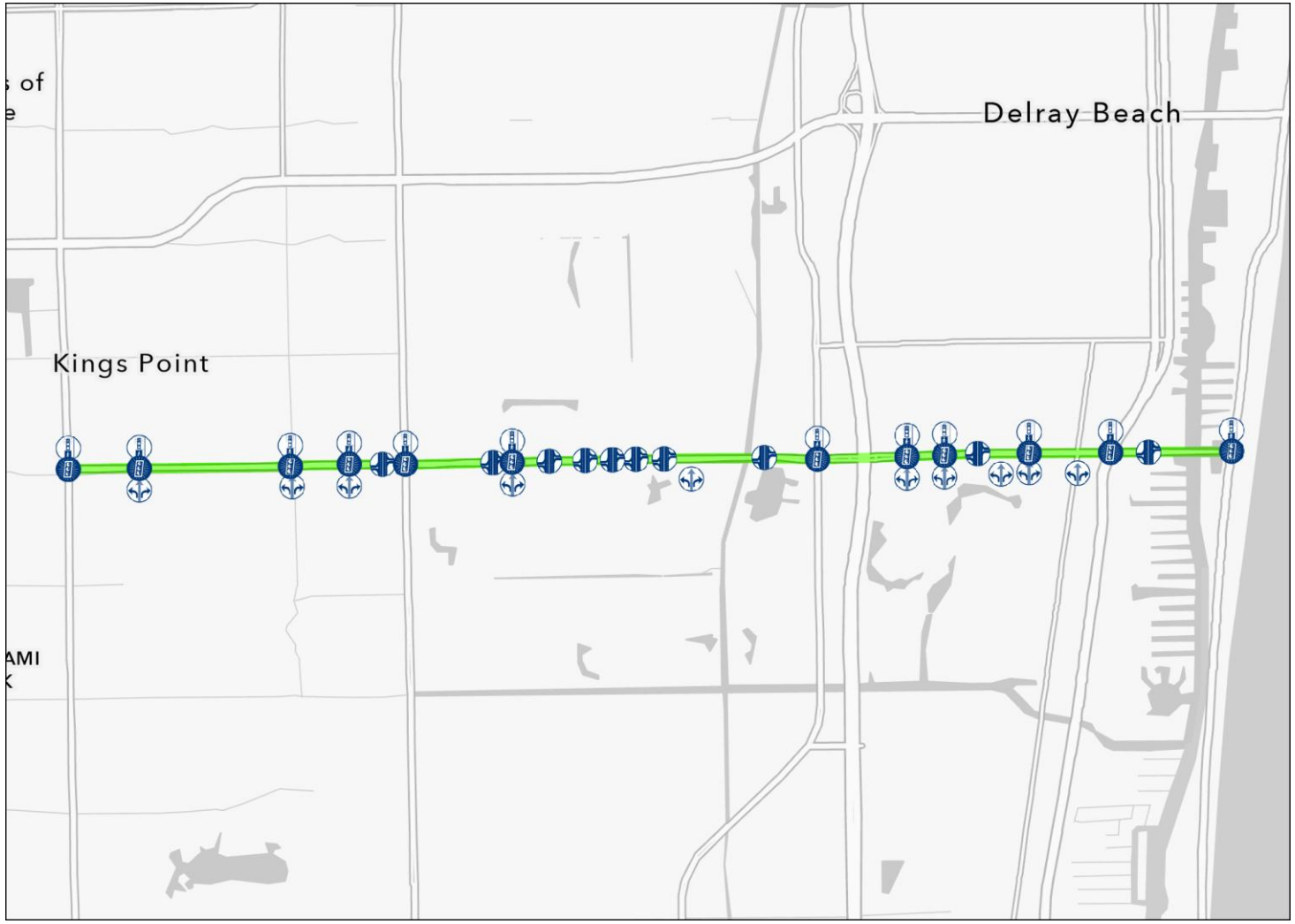
From South Jog Road to A1A

- Corridor experienced 7 FSI crashes (2 fatalities) at uncontrolled, open intersections.
- Uncontrolled, open intersections experienced a high share of rear end, side swipe, and angle crashes.
- Overall, this corridor experienced the highest number of total FSIs.



West Linton Boulevard

From South Jog Road to A1A



Recommended Corridor Safety Strategies

- Protected Bike Lane
- Protected Left Turn Phasing
- Leading Pedestrian Interval
- Retroreflective Backplates
- Access Management

South Military Trail

Clint Moore Road to Woolbright Road

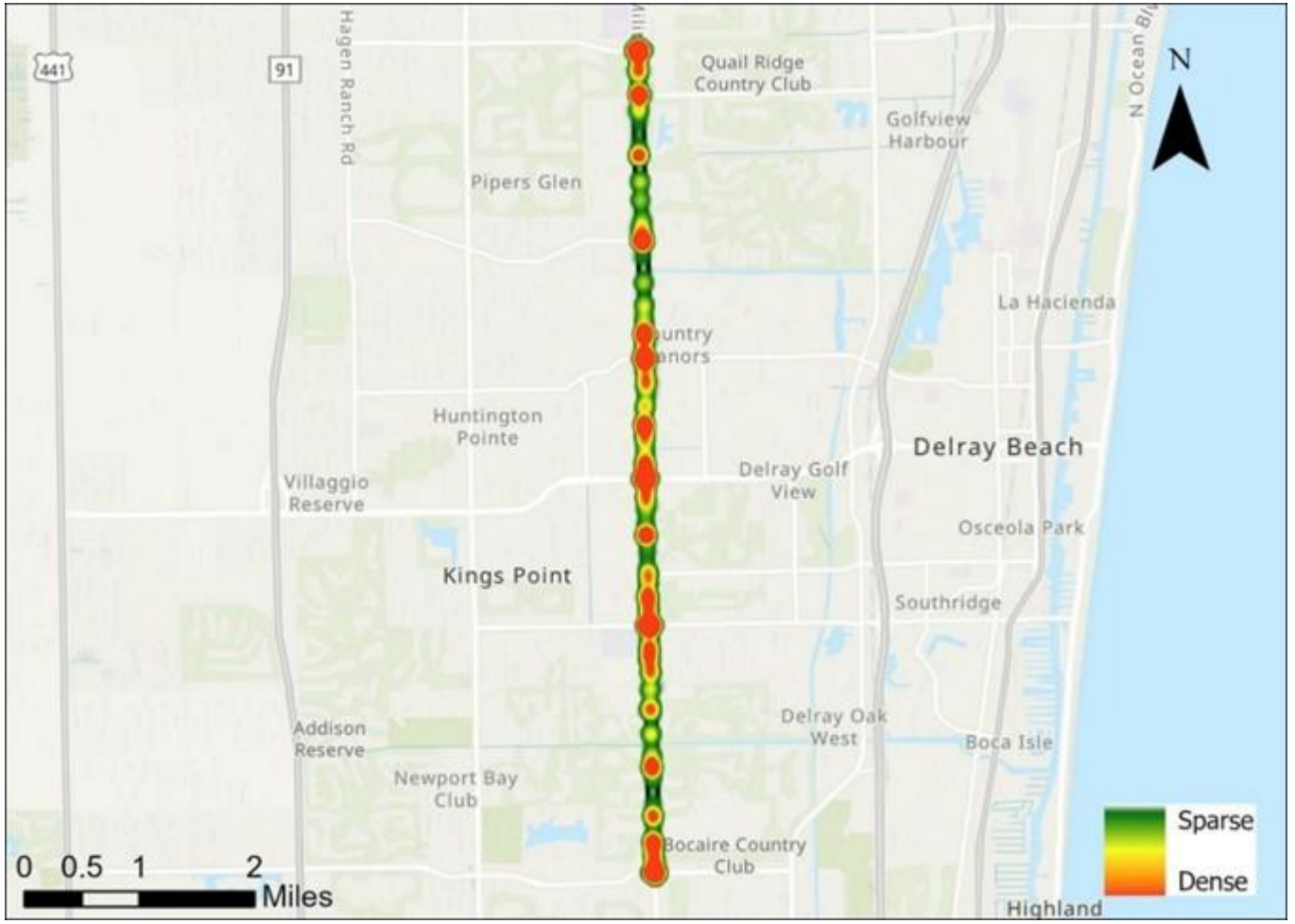
7.2 miles
Urban, Principal Arterial
6 lanes
120 feet of ROW
45 MPH posted Speed
37,500 to 40,500 AADT (FDOT, 2024)

Streetview looking south

South Military Trail

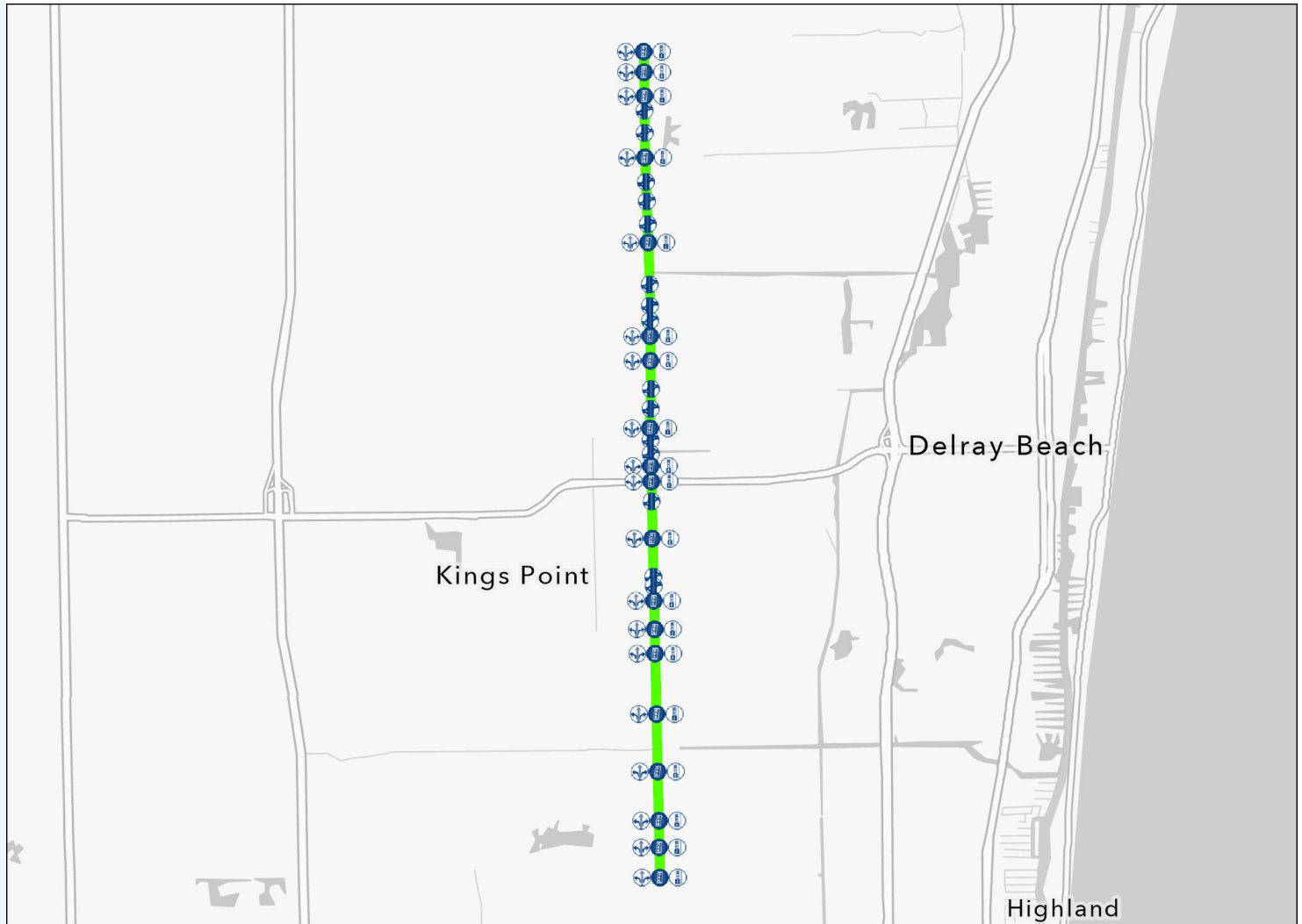
Clint Moore Road to Woolbright Road

- Corridor crosses through the most community benefit variables (parks, schools, transit, areas of persistent poverty, and places of worship).
- Majority of vulnerable road user crashes were Bicycle crashes along segments and at intersections.
- 2x more bicycle crashes than pedestrian.



South Military Trail

Clint Moore Road to Woolbright Road



Recommended Corridor Safety Strategies

- Protected Bike Lane
- Protected Left Turn Phasing
- Leading Pedestrian Interval
- Retroreflective Backplates
- Access Management

10th Avenue North

South Jog Road to Barnett Drive

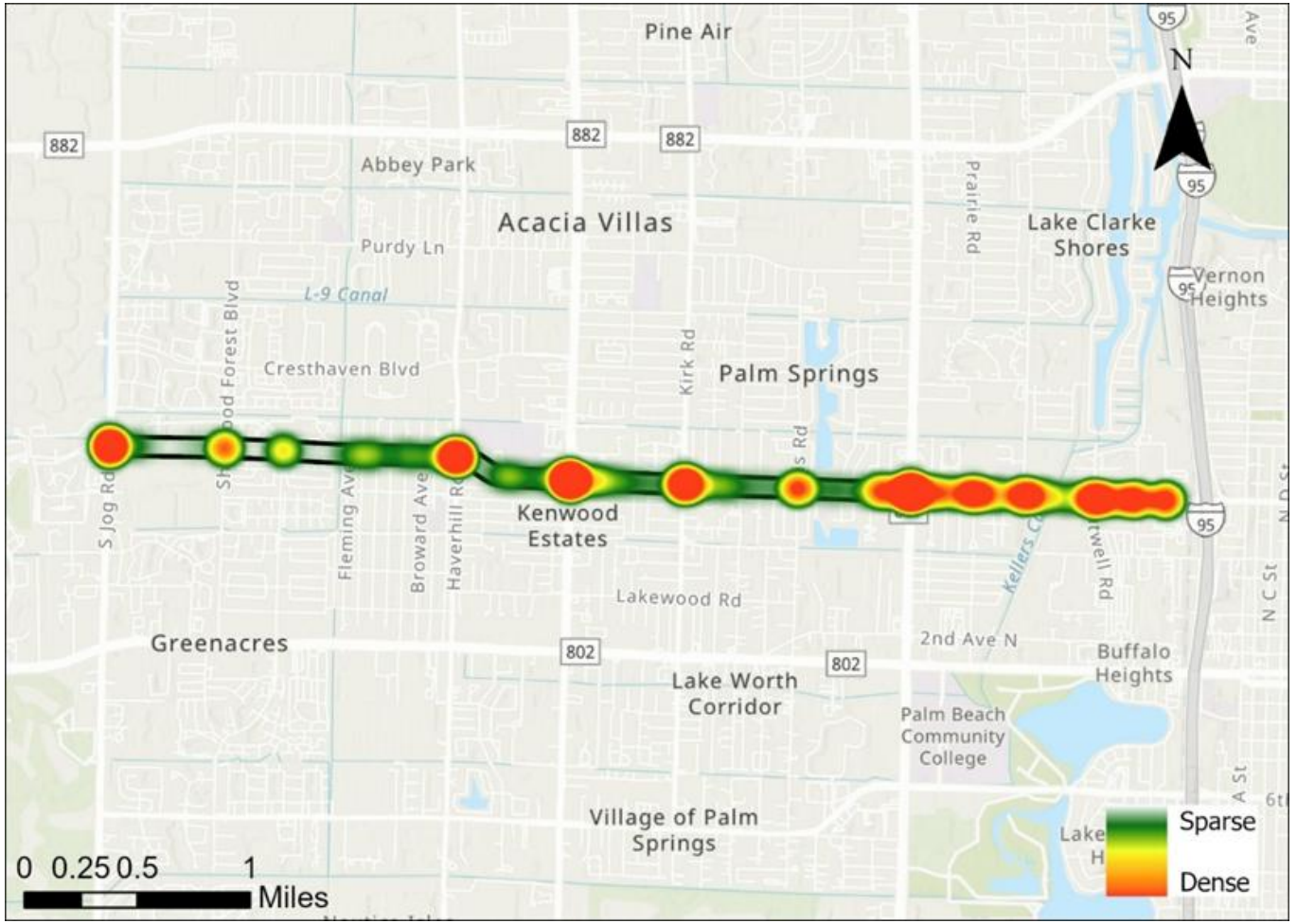
4.7 miles
Urban, Major Arterial
4-5 Lanes
80-120 feet of ROW
40 MPH posted speed
12,400 to 34,000 AADT (FDOT, 2024)

Streetview looking west

10th Avenue North

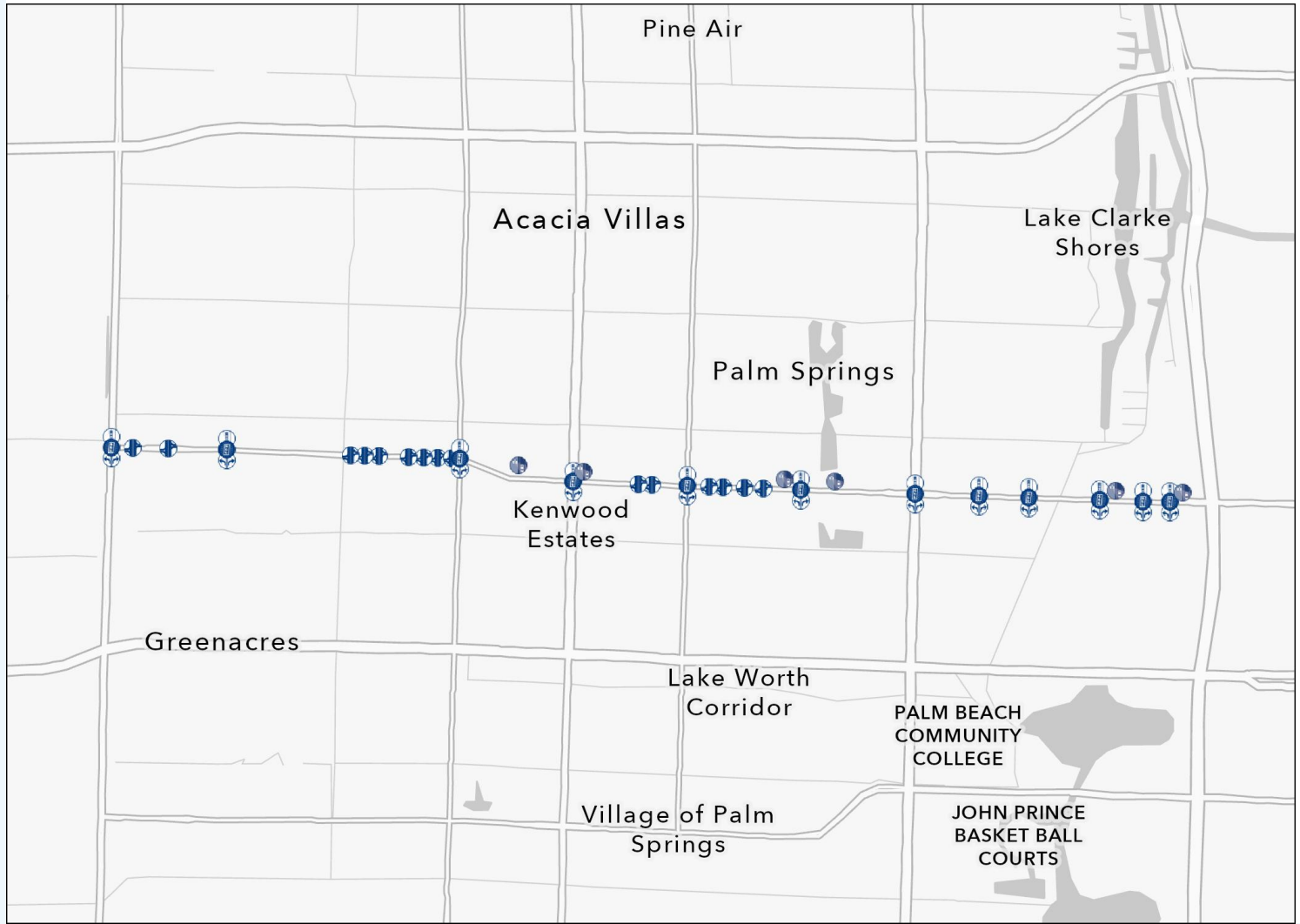
South Jog Road to Barnett Drive

- Shortest Corridor in length (4.7 miles) but the most fatalities (18).
- Majority of fatalities occurring along segments, not at intersections.
- Majority of segment fatalities are pedestrian crashes.
- Corridor crosses through the most school zones (3) and represents a significant travel corridor for children coming to and from school by foot.



10th Avenue North

South Jog Road to Barnett Drive



Recommended Corridor Safety Strategies

- Protected Left Turn Phasing
- Leading Pedestrian Interval
- Retroreflective Backplates
- Access Management
- Speed Safety Camera
- High Visibility Crosswalk

6th Avenue / Melaleuca Lane

From Pine HOV Boulevard to US 1

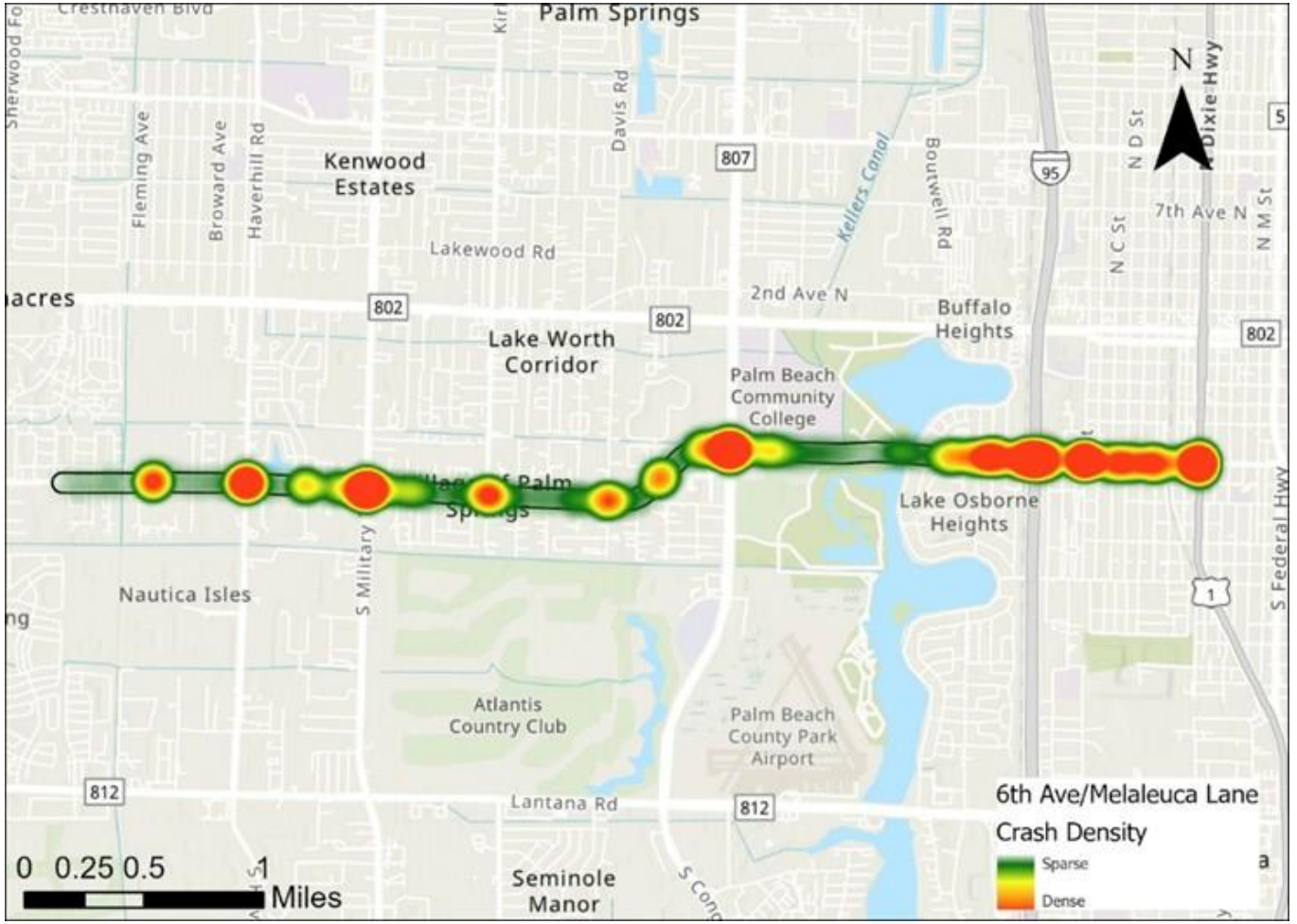
4.8 miles
Urban, Major Arterial
4-5 Lanes
80-110 feet of ROW
35 to 45 MPH posted speed
12,400 to 34,000 AADT (FDOT, 2024)

Streetview looking west

6th Avenue / Melaleuca Lane

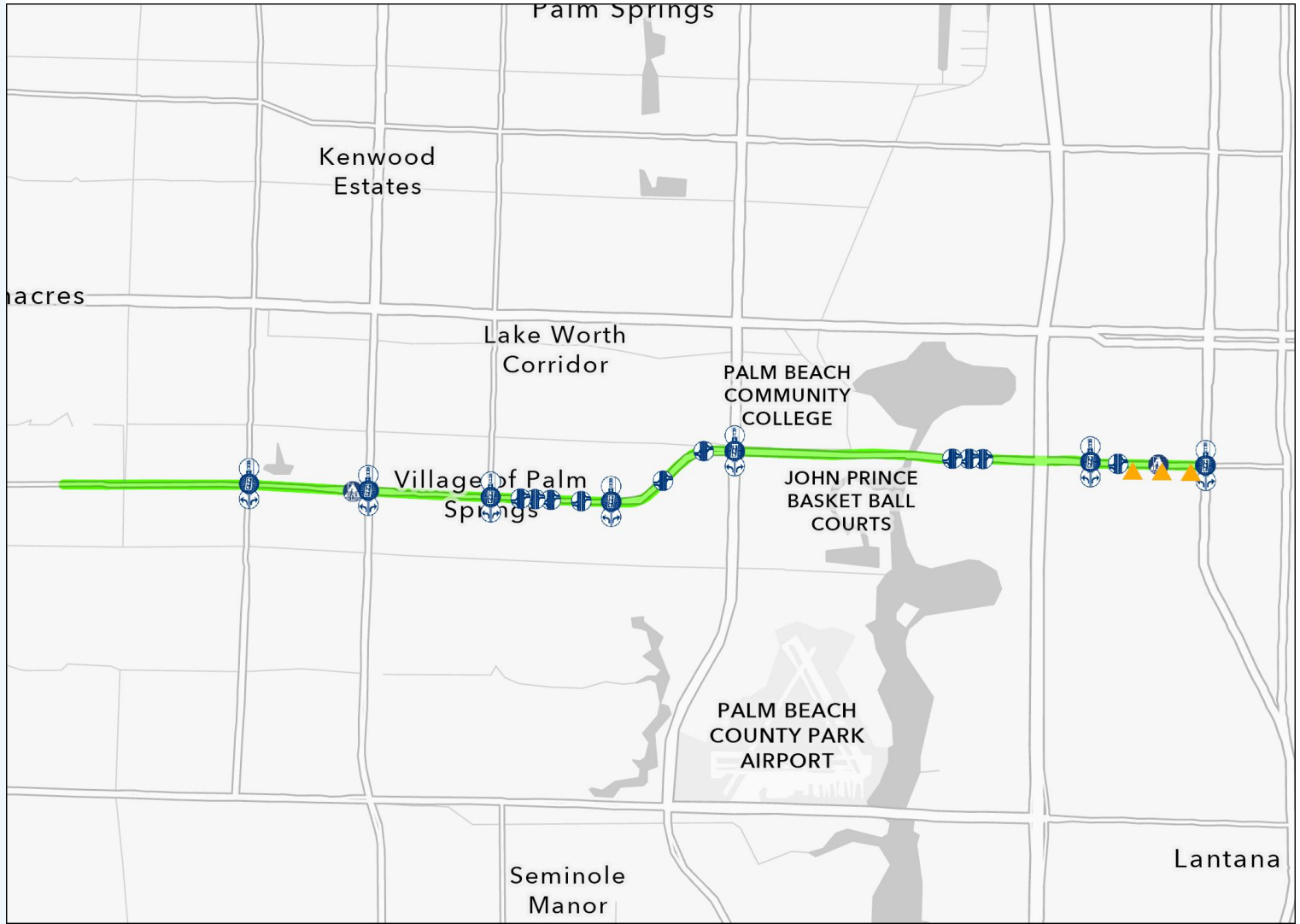
From Pine HOV Boulevard to US 1

- Highest number of vulnerable road user FSI, least amount of vehicle FSI.
- Corridor has access management issues within City of Lake Worth Beach. Uncontrolled intersections leading to high number of crashes.
- Highest number of pedestrian FSI's of the top 5 corridors (by 2 to 3 times).



6th Avenue / Melaleuca Lane

From Pine HOV Boulevard to US 1



Recommended Corridor Safety Strategies

- Protected Bike Lane
- Protected Left Turn Phasing
- Leading Pedestrian Interval
- Retroreflective Backplates
- Access Management
- High Visibility Crosswalk
- Reduced Conflict U-Turn

South Jog Road

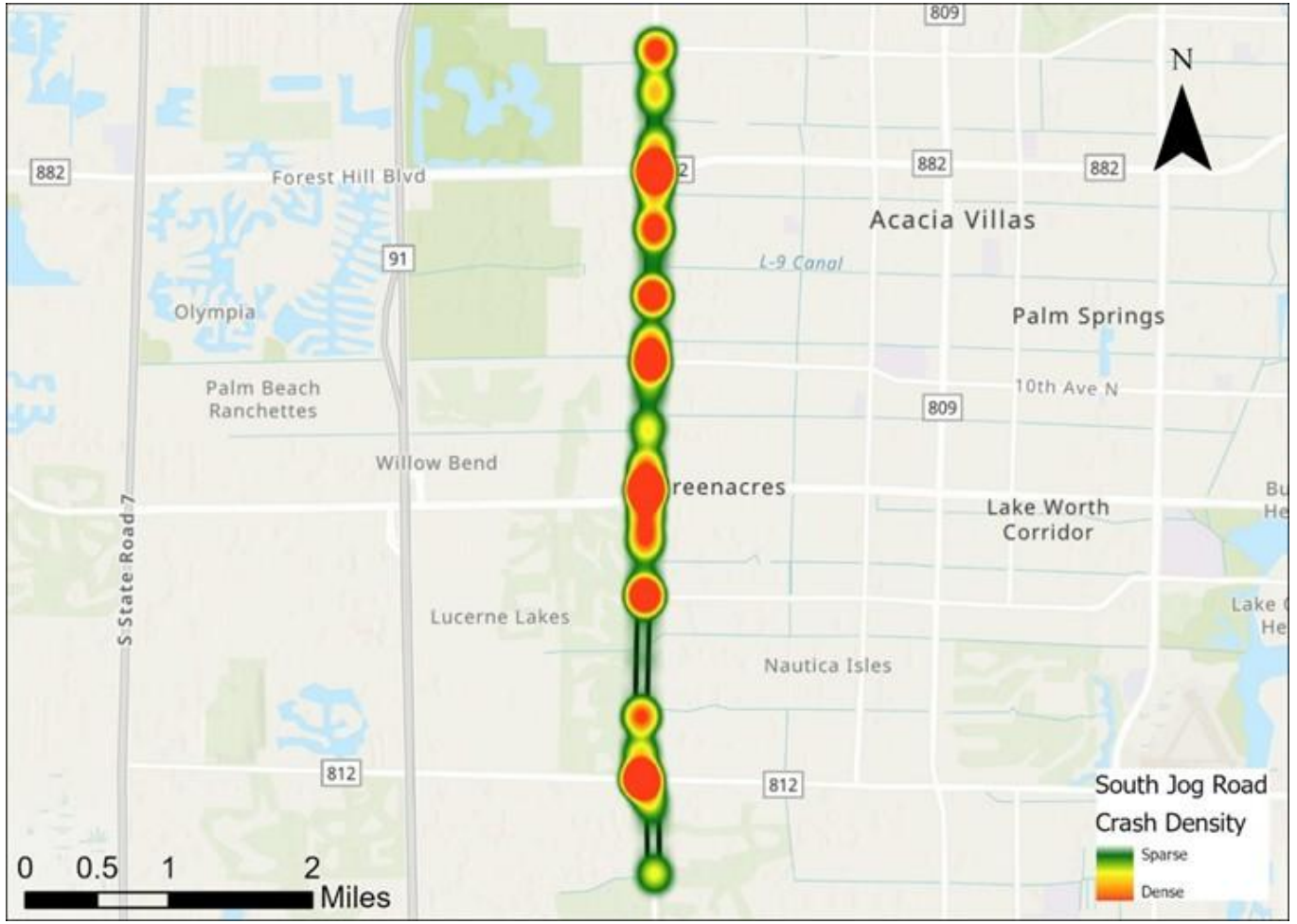
From Winston Trails Boulevard to Summit Boulevard

Streetview looking south

South Jog Road

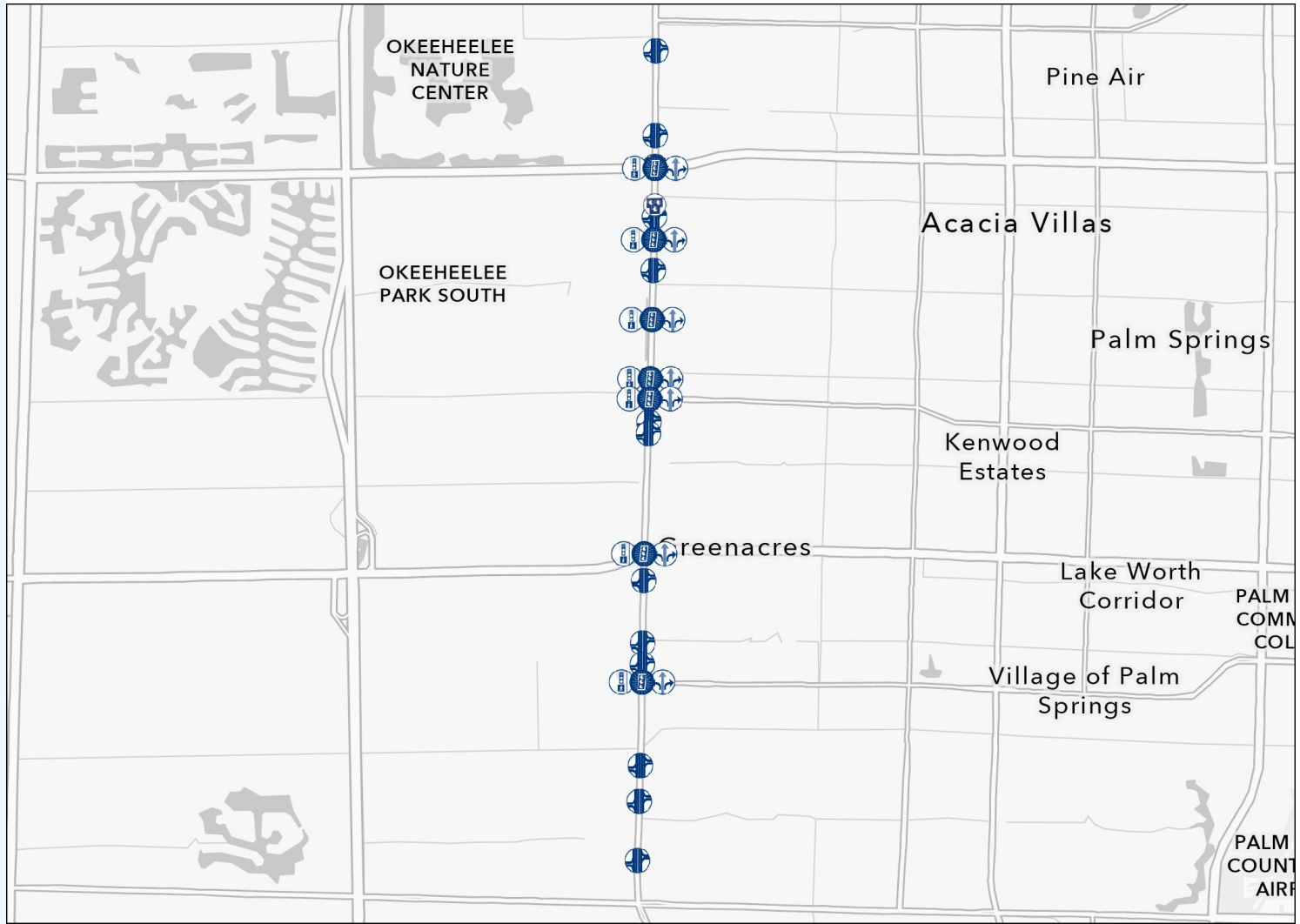
From Winston Trails Boulevard to Summit Boulevard

- Only corridor where a Pedestrian Hybrid Beacon is recommended. Due to a cluster of midblock ped crashes, including a fatality.
- Of the top 5 corridors, South Jog Road has the most bicycle crashes at intersections (39).



South Jog Road

From Winston Trails Boulevard to Summit Boulevard



Recommended Corridor Safety Strategies

- Protected Left Turn Phasing
- Leading Pedestrian Interval
- Retroreflective Backplates
- Access Management
- Pedestrian Hybrid Beacon
- High Visibility Crosswalk

Priority Corridor Prioritization Results

Corridor	Weighted Prioritization Score
6th Ave/Melaleuca	4.00
10th Ave	4.00
Jog Rd	3.90
Linton Blvd	3.70
Military Trail	3.40

Next Steps

- Prepare final report (November/December 2025)
- Create dashboard (November/December 2025)
- Prepare for and post second Open House (January 2026)

MEETING NOTES

Meeting Date & Time: November 13, 2025 10:00AM – 12:00 PM

Subject: **Palm Beach County Vision Zero Action Plan Task Force Meeting #2**

Attendees:

	Name	Organization
x	**Melissa Ackert**	PBC
x	**Fadi Emil Nassar**	PBC
x	**John Lockhart W.**	Palm Tran
x	**Nathan George**	Palm Beach MPO
x	**Ryan Mugridge**	PBSO
x	**Cpl. Jason Karlecek**	PBSO
x	**Ruth Moguillansky**	OCR
x	**Kathleen Stakermann**	School District

x	**Yujing Xie**	FDOT
x	**Ryan Mansfield**	Kittelson
x	**Jessica Josselyn**	Kittelson
x	**Jack Freeman**	Kittelson
x	**Chris Romano**	Kittelson
x	**Ravi Wijesundera**	Kimley-Horn
x	**Tyler Tornese**	Kimley-Horn
x	**Brad Davis**	Kimley-Horn

Meeting Notes & Agenda:

1. Safety Action Plan Purpose Refresher / Overview
    - Briefly re-share the purpose of the Safety Action Plan; the Plan's study network and objectives; the HIN methodology and resulting network; and feedback from Task Force Meeting #1.
    - Questions:
        - Do you have a % of centerline miles captured by the HIN? (Nathan)
        - Do you know if E-bikes are coded as bicycle crashes? (Kathleen)
        - Do you have a map showing the HIN's relation to PBC's Community areas? Do you consider the county's revitalization areas? (Ruth)
1. Outreach Update
    - Provide an overview of the outreach activities that have occurred since Task Force Meeting #1 and resulting themes heard to date.
2. Overview of Recommendations
    - Walk-through the approach taken to identify recommendations.
3. Systemic Safety Recommendations
    - Walk-through the draft systemic safety recommendations.
    - Questions:
        - Is improved lighting at and near crosswalks considered? pedestrian scale lighting? anything related to ada compliant ramps? For operational improvements- are lower speed limits in high pedestrian activity areas being considered? Any consideration to signal timing adjustments? Enhanced education and enforcement are a plus, regarding yielding to pedestrians (Ruth)
4. Priority Corridor Recommendations
    - Walk-through the draft priority corridor recommendations.
    - Questions:
        - The corridors that are picked were high traffic roads, like 10th Avenue, but to confirm these are not necessarily the highest pedestrian/bike trafficked roads? (Ruth)
        - When you walked through systemic recommendations, I want to confirm that more basic assumptions are made, like installing sidewalks? Recently had project experience where I recommended high emphasis crosswalks at driveways but the county standards are to not have them at intersections. How will some the countermeasures even fit in

the ROW, how will you assess feasibility? How will the county work with FDOT for work on the state network? (Nathan)
    - Are flashing yellows being recommended as a countermeasure? Will the separated bike lane be sidewalk level? (Yujing)

5. Next Steps
    - Discuss next steps and schedule

Palm Beach County Safety Action Plan

Stakeholder Interview Summary

Overview of the Stakeholder Outreach

As part of the Palm Beach County Safety Action Plan, the County and consultant team conducted more than 20 stakeholder interviews with 36 participants during a three-week period in **October 2025**. These discussions were designed to identify local transportation safety concerns, understand priorities from partner agencies and communities, and ensure that the Safety Action Plan reflects real conditions across the County. The interviews complement the crash analysis, systemic evaluation, and public engagement activities.

Agencies Included in the Outreach

The interview schedule was organized to reach all municipalities and agencies in Palm Beach County. The following cities, towns, and villages participated through direct interviews, district level meetings, or follow-up coordination:

North County

Jupiter, Palm Beach Gardens, North Palm Beach, Juno Beach, Palm Beach Shores, Tequesta, Jupiter Inlet Colony

Central County

West Palm Beach, Haverhill, Lake Worth Beach, Atlantis, Greenacres, Palm Springs, Lake Clarke Shores, Glen Ridge, Cloud Lake, Mangonia Park, Lake Park, Lantana, Hypoluxo

South County

Boynton Beach, Delray Beach, Boca Raton, Highland Beach, Ocean Ridge, Manalapan, South Palm Beach, Gulf Stream, Briny Breezes, Village of Golf

Western Communities

Wellington, Royal Palm Beach, Westlake, Loxahatchee Groves, Belle Glade, Pahokee, South Bay
Indian Trail Improvement District and Northern Palm Beach County Improvement District also participated as special districts.

Additional Agencies and Organizations

Along with municipalities, the outreach included:

- Palm Beach Metropolitan Planning Organization
- FDOT District 4
- Treasure Coast Regional Planning Council
- South Florida Regional Transportation Authority
- Florida East Coast Railway
- Palm Beach Sheriff's Office
- School District of Palm Beach County
- Lake Worth Drainage District
- Port of Palm Beach
- Community organizations such as Coalition of Boynton West Residential Associations (COBWRA) and the Alliance of Delray

Commission Districts were used to ensure complete geographic representation. Feedback from all interviews was synthesized at the Countywide level to identify consistent themes.

Countywide Themes

The following themes summarize the most consistent safety issues and needs identified across all interviews. While each community has its own context, these themes represent Countywide patterns that emerged across municipalities, partner agencies, and special districts.

1. Safe Crossings Are a Countywide Priority

Stakeholders described the difficulty of crossing major County and State roads. Missing or offset crosswalks, long distances between signals, high speeds, and limited lighting create challenges near schools, parks, bus stops, and neighborhood destinations. This concern was raised across all districts.

2. High Speeds and Aggressive Driving Contribute to Serious Crashes

Speeding was one of the most repeated concerns. Communities along Military Trail, Blue Heron Boulevard, A1A, Okeechobee Boulevard, Hypoluxo Road, Lyons Road, Boynton Beach Boulevard, and other major arterials noted concerns about high speeds creating challenges for all modes. The Palm Beach Sheriff's Office identified speeding and aggressive driving as major crash contributors.

3. Sidewalk and Bicycle Network Gaps Limit Safe and Comfortable Travel

Many municipalities highlighted gaps in sidewalk and bike networks and noted that limited right of way makes it challenging to retrofit safer facilities. These gaps are especially problematic near schools, parks, transit stops, and older suburban areas. Several cities requested consistent guidance on multimodal design.

4. Rail Safety Is a Significant Concern for Several Communities

Local governments, FDOT, and rail partners described recurring issues that include torn fencing, frequent pedestrian strikes, long stretches without controlled crossings, and gate timing problems. Communities with rail corridors near neighborhoods, schools, and commercial areas experience regular conflicts. Stakeholders expressed a need for coordinated improvements among the County, Brightline, FEC, SFRTA, and FDOT.

5. Stormwater, Drainage, King Tides, and Water Adjacent Roadway Safety Affect Mobility

Western communities reported frequent drainage and flooding challenges, especially along canal adjacent roads with narrow shoulders, limited lighting, and few guard rails. Coastal communities described recurring king tide flooding that can make A1A and parallel routes impassable. Communities noted these conditions affect both safety and reliability.

6. Large and Complex Intersections Create High Stress Conditions

Wide intersections with multiple turn lanes and long crossing distances were frequently identified as difficult to navigate for people walking, biking, or driving. Examples include intersections along Military Trail, Congress Avenue, Atlantic Avenue, Hypoluxo Road, Boynton Beach Boulevard, Federal Highway, Blue Heron Boulevard, and Okeechobee Boulevard.

7. Communities Need Clearer Processes, Stronger Alignment Across Agencies, and Support Securing Funding

Many municipalities said they need a more predictable process for requesting studies or improvements and a clearer understanding of how decisions are made. Stakeholders asked for closer alignment between the County, FDOT, the TPA, and local plans. Several communities also noted challenges securing funding for multimodal improvements and asked for assistance navigating grants and implementation strategies.

8. Micromobility Use Is Growing Faster Than Policies and Infrastructure

E bikes, scooters, and golf carts are creating new conflicts along sidewalks, in school zones, and at major intersections. Law enforcement partners noted that current regulations are limited and enforcement tools are unclear. Several municipalities requested guidance on micromobility management and the development of appropriate facilities.

9. School Zones Face Persistent Congestion, Access, and Mobility Challenges

Schools across the County experience heavy congestion, challenges related to pick up and drop off patterns, limited shade and walking infrastructure, and increasing interactions between vehicles and micromobility. The School District emphasized the need for clearer roles and responsibilities and stronger coordination when improvements are needed.

10. Freight and Heavy Vehicles Support Key Economic Sectors but Create Localized Impacts

Freight activity near the Port of Palm Beach, along SR 715, in agricultural communities, and on major arterials is essential to the County's economy and daily operations. These movements also create turning challenges, congestion, and added pavement wear in several locations. Stakeholders noted the need for improved truck routing and more accommodating turning geometry, while recognizing that any changes must balance freight efficiency, local circulation, roadway constraints, and potential impacts to surrounding communities

Key Corridors and Locations Most Frequently Identified

The following corridors were discussed across multiple municipalities and agencies:

- Military Trail
- Blue Heron Boulevard
- A1A in Juno Beach, Ocean Ridge, South Palm Beach, and nearby towns
- Okeechobee Boulevard
- US 1 and Federal Highway
- Hypoluxo Road
- Boynton Beach Boulevard and Woolbright Road
- Atlantic Avenue
- South Jog Road
- Center Street and Indiantown Road in Jupiter
- Canal adjacent roads in Belle Glade and Pahokee

These corridors do not necessarily represent the highest crash concentrations, but they were identified by local stakeholders as areas with significant safety or operational concerns.

Key Issues by Commission District

District 1

Municipalities: Jupiter, Palm Beach Gardens, North Palm Beach, Juno Beach, Palm Beach Shores, Tequesta, Jupiter Inlet Colony

Key Issues:

- General desire to slow speeds and increase crossing opportunities throughout the area and especially on Center Street, A1A, Central Boulevard, and US 1
- Missing sidewalks near Indiantown Road and commercial activity areas
- Need for closer coordination on crosswalk placement, signal timing, and upcoming County projects
- Safety concerns near water adjacent roadways and bridge areas
- Requests for dual sided crossings at key intersections such as Island Way, Jupiter Park Drive, and Chasewood

District 2

Municipalities: West Palm Beach, Haverhill, Lake Worth Beach, Atlantis, Boynton Beach, COBWRA communities

Key Issues:

- Lighting gaps on N Haverhill Road and Belvedere Road
- Segments with higher crash activity on major County and State corridors

- Limited sidewalk and transit access near Lucerne Avenue and Dixie Highway
- Development occurring faster than infrastructure improvements
- Concerns about rail safety
- A noted desire for safe routes to schools and safe routes to transit
- Walking and biking infrastructure gaps east of I 95 in Boynton Beach

District 3

Municipalities: West Palm Beach, Greenacres, Palm Springs, Lake Clarke Shores, Glen Ridge, Cloud Lake, Lake Worth Beach

Key Issues:

- Sidewalk and bicycle network gaps near schools and Palm Tran stops
- Need for improved crossings and traffic calming on 10th Avenue North and Sherwood Forest Boulevard
- Coordination needs along Dixie Highway
- Rail corridor and drainage issues affecting multiple locations
- Concerns about wide intersections and wide lanes on corridors in Palm Springs and Greenacres

District 4

Municipalities: Boca Raton, Highland Beach, Ocean Ridge, Manalapan, South Palm Beach, Gulf Stream, Briny Breezes, Boynton Beach, Golf, Delray Beach

Key Issues:

- Speeding on Dixie Highway and Military Trail as well as general concerns about wide lanes and speeding and cut through traffic on local roads
- Flooding and king tide impacts on A1A that affect access and reliability
- Limited walking and biking connections to schools and transit, as well as limited bike facilities and narrow shoulders in coastal towns although there is a desire to increase walking and biking
- Rail corridor crossing challenges across several municipalities
- Increased mobility pressures due to growing residential density
- Desire for lighting improvements
- Walking and biking access gaps east of I 95 in Boynton Beach

District 5

Municipalities: Delray Beach, Boca Raton, Lake Worth Drainage District area, COBWRA communities, Alliance of Delray

Key Issues:

- Wide lanes and speeding on Atlantic Avenue and Hypoluxo Road
- General concerns about speeding, wide lanes, and cut through traffic
- Emergency access issues on Flavor Pict Road and Sims Road
- High e-bike and scooter activity with limited enforcement capacity
- Drainage coordination needs with Lake Worth Drainage District
- Development outpacing infrastructure in several neighborhoods

District 6

Municipalities: Indian Trail Improvement District, Wellington, Westlake, Loxahatchee Groves, Royal Palm Beach, Belle Glade, Pahokee, South Bay

Key Issues:

- Canal adjacent roads with narrow shoulders, limited lighting, and rollover incidents
- Speed management needs in equestrian and rural neighborhoods
- Concerns about high levels of crashes on Okeechobee Boulevard

- Recurring flooding and drainage maintenance challenges
- Conflicts involving trucks and agricultural vehicles in western communities
- Limited walking routes serving schools and desire for better school access and traffic management
- Need for improved north south connectivity in Loxahatchee Groves and surrounding areas

District 7

Municipalities: West Palm Beach, Riviera Beach, Mangonia Park, Palm Beach Shores, Lake Park, Lantana, Hypoluxo, Boynton Beach, Delray Beach, Port of Palm Beach

Key Issues:

- Pedestrian safety concerns on Blue Heron Boulevard and Ocean Drive
- Increasing crashes involving pedestrians and also crashes involving e-bike users
- Freight movements and turning conflicts near the Port of Palm Beach
- Multimodal connectivity gaps along Federal Highway
- Safety challenges at large intersections and active construction zones
- Requests for enhanced signals, lighting, and crossing improvements along Blue Heron Boulevard