



Safety Action Plan

Presentation to the Board of County Commissioners

September 2025

Crashes on Palm Beach County Roads

Fatal and Serious Injury
Crashes **Decreased** by

21%

For all modes
combined

Increased by

1%

For people
walking and
biking

&

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

~2

People were
killed or
seriously injured

Every Day

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.

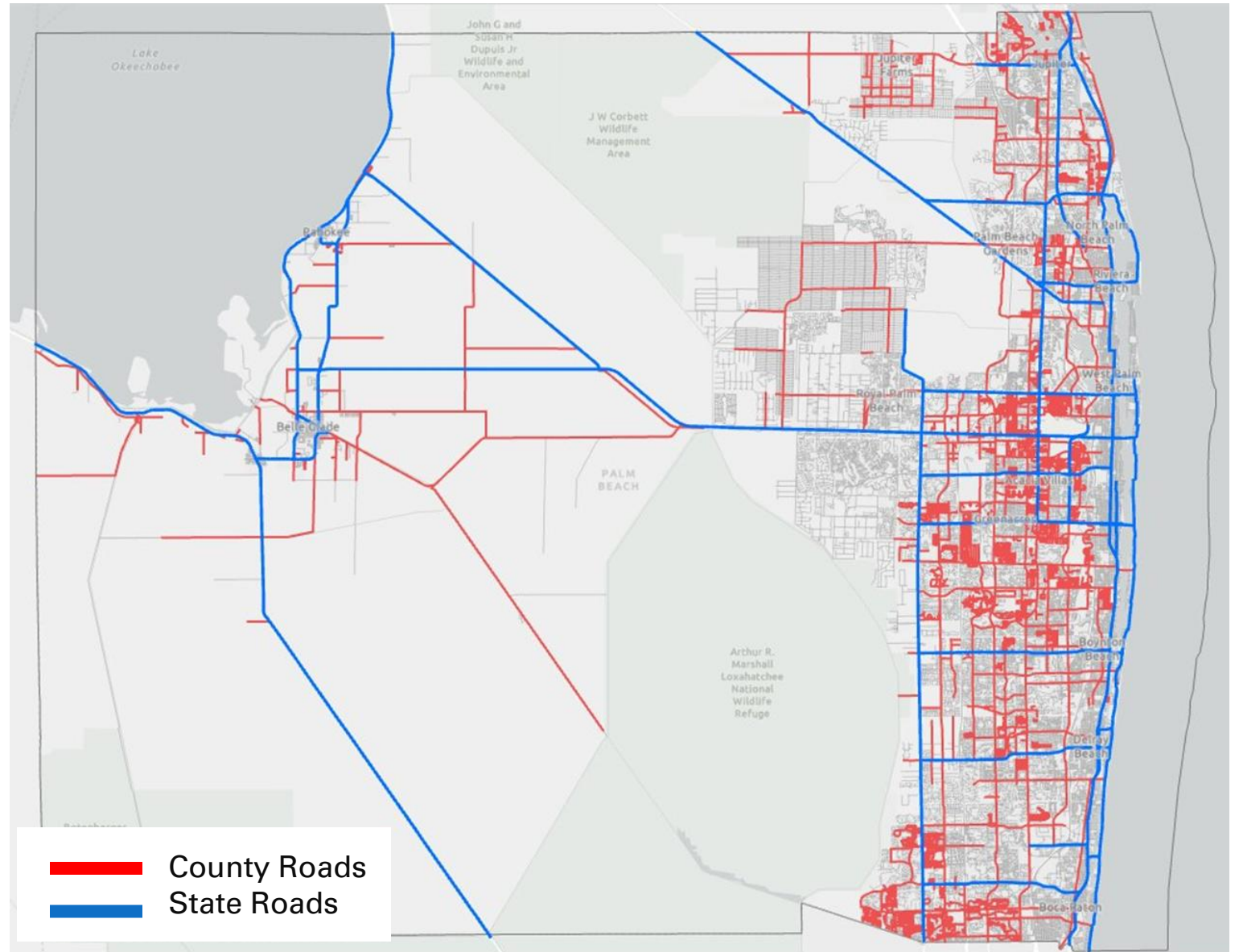


Funded by a Federal **Safe Streets and Roads 4 All** grant and local participation



Study Network

All State and
County-maintained
Roadways



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 Safety Targets & Performance Measures

04

Engage and Educate the Community

High Injury Network (HIN) Identification Methodology

- ♦ Roadway segments and intersections in Palm Beach County were ranked based on frequency of crashes, severity of crashes, and crash and severity rates (*rates consider length of road segment and traffic volumes*)
- ♦ The High Injury Network is comprised of roadway segments and intersections that ranked in the top 50%



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

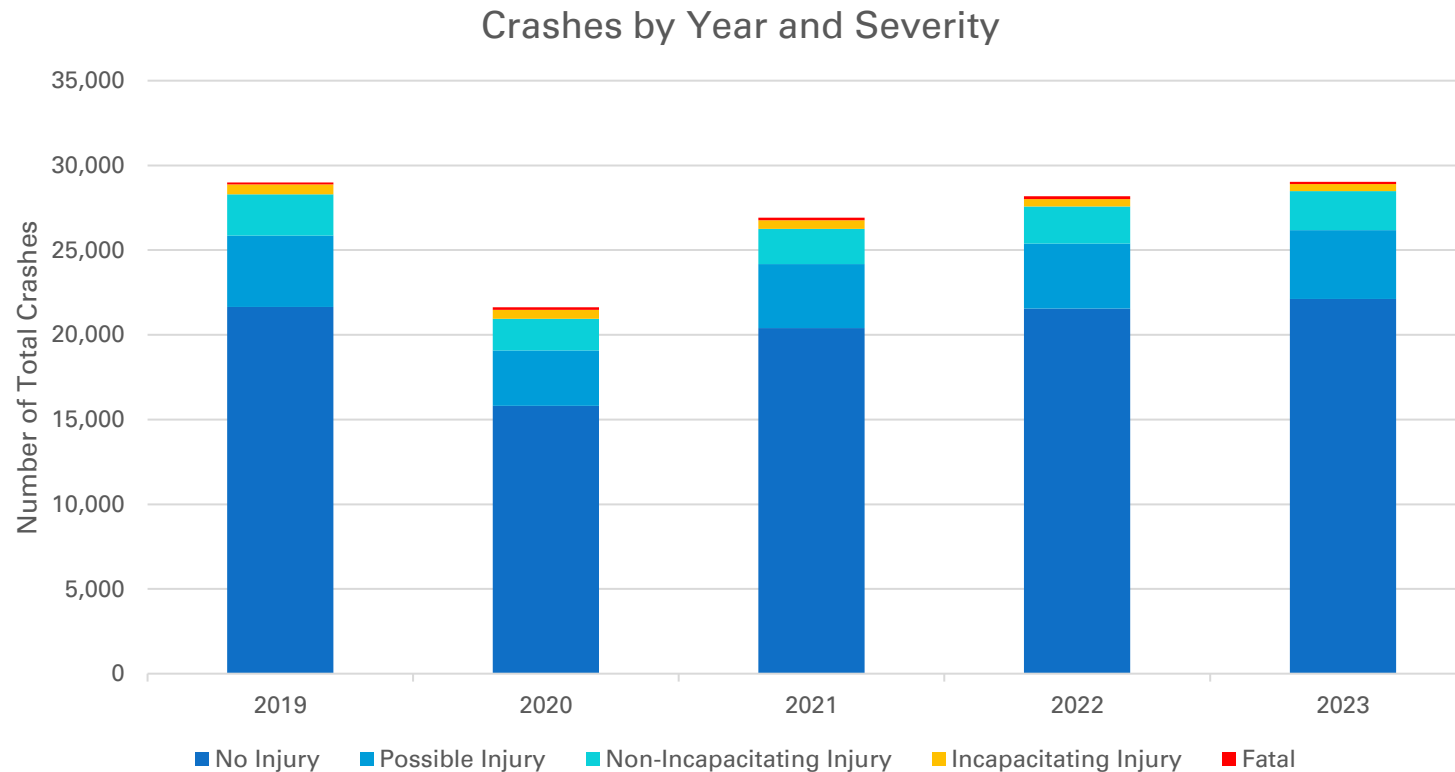
Safety Action Plan Development Process



All Crashes (2019- 2023)

On State & County Maintained Roads

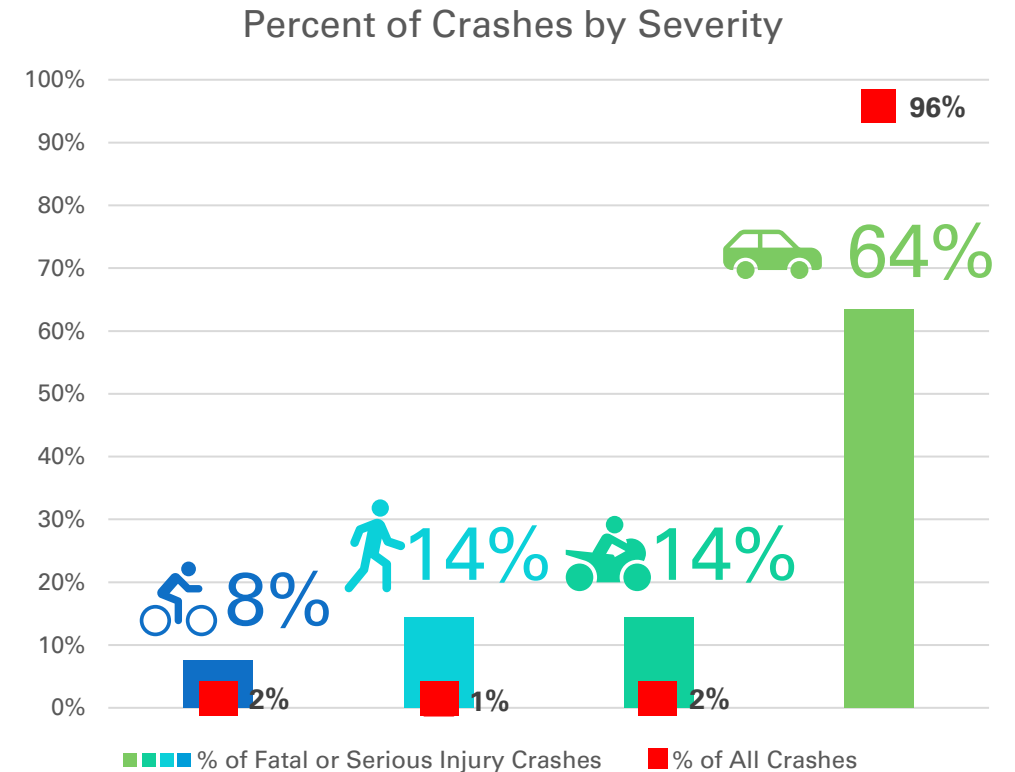
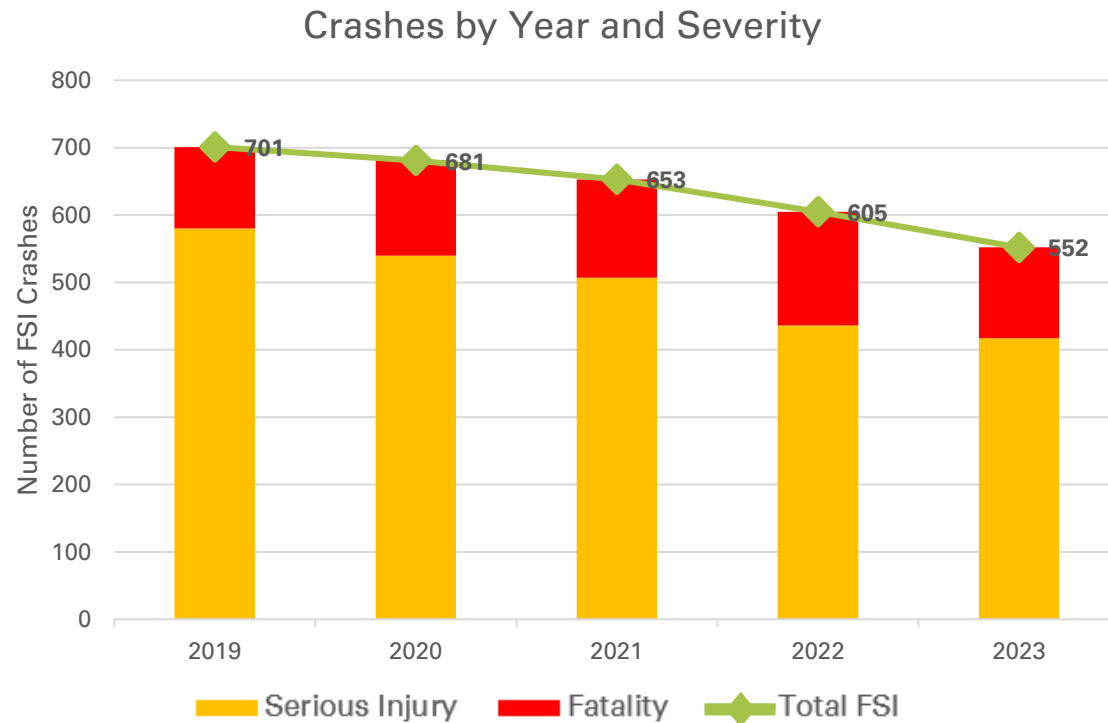
134,735 Total Crashes



Fatal & Serious Injury Crashes (2019- 2023)

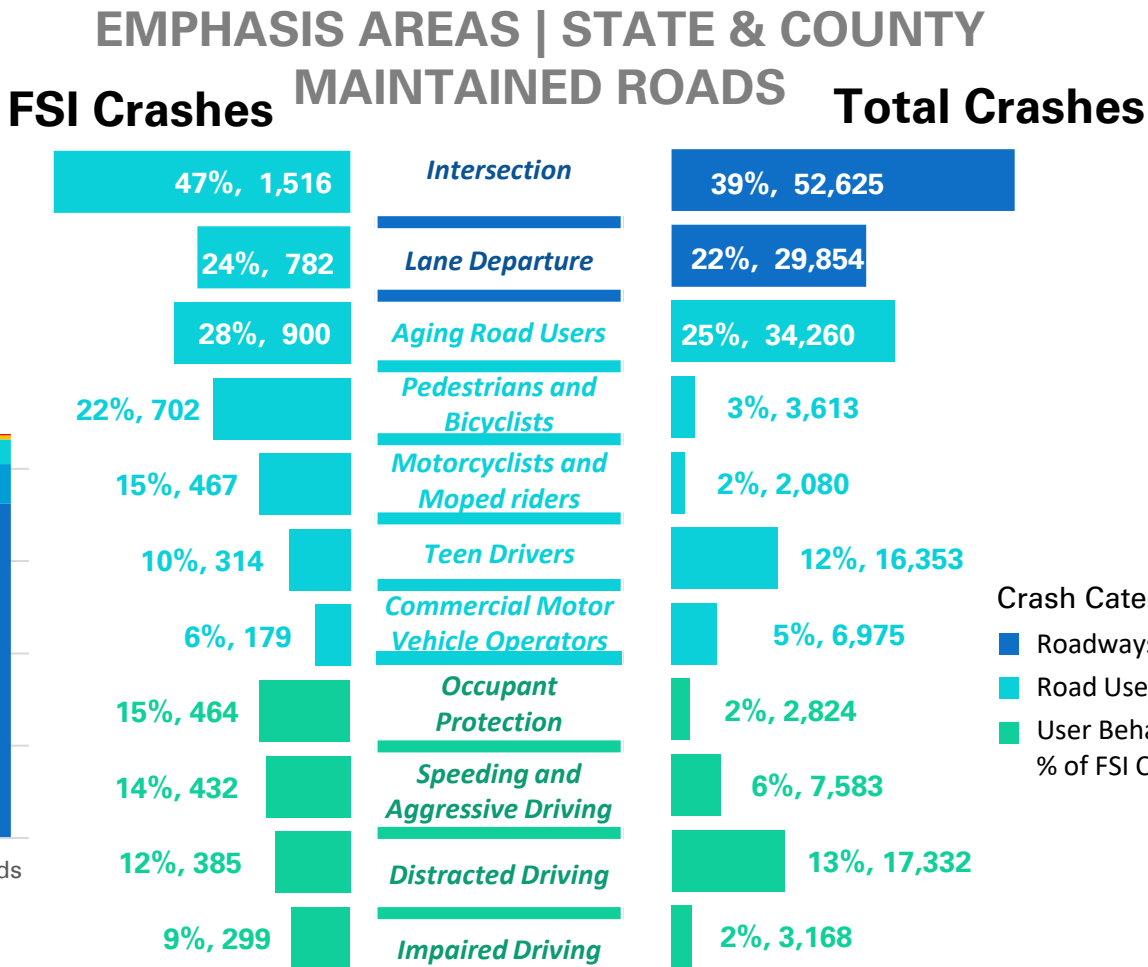
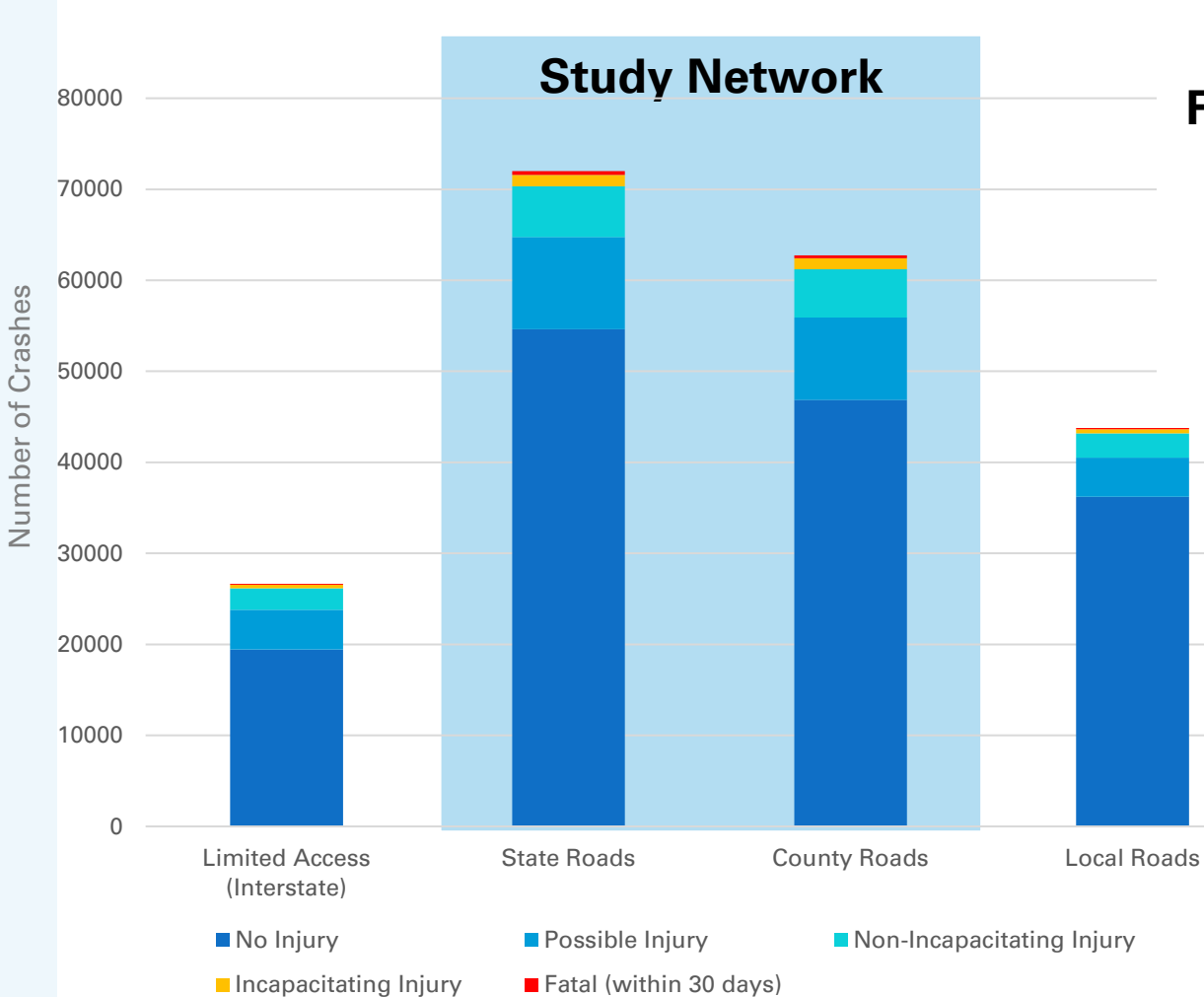
On State & County Maintained Roads

134,735 Total Crashes | **2,480** Serious Injury Crashes & **712** Fatal Crashes



All Crashes (2019- 2023)

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

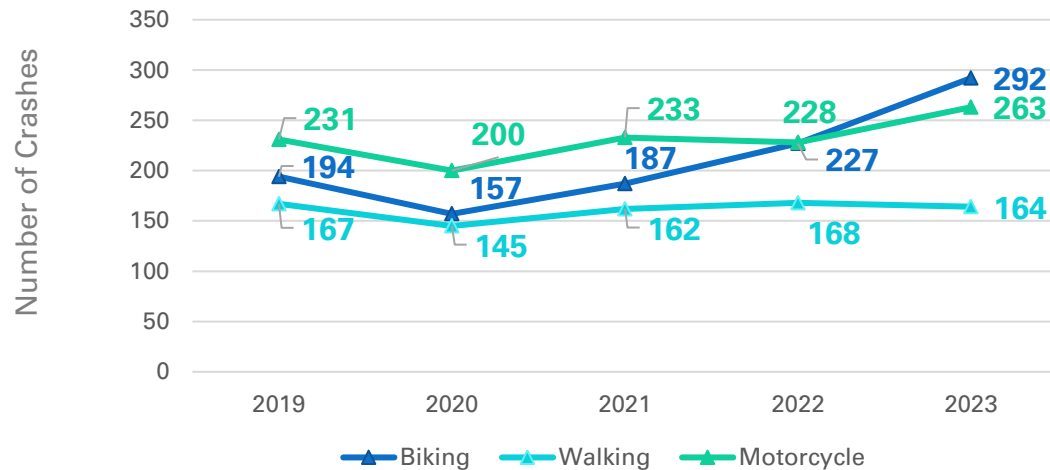


All Crashes (2019- 2023)

On State & County-maintained Roadways

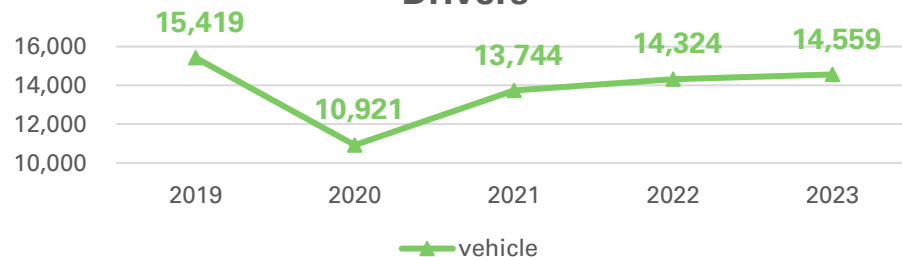
State Roadways

Vulnerable Road Users



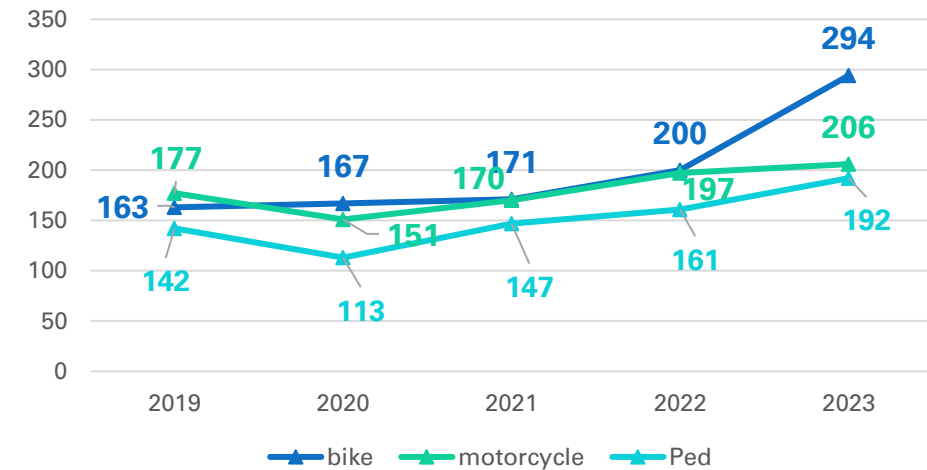
Number of Crashes

Drivers

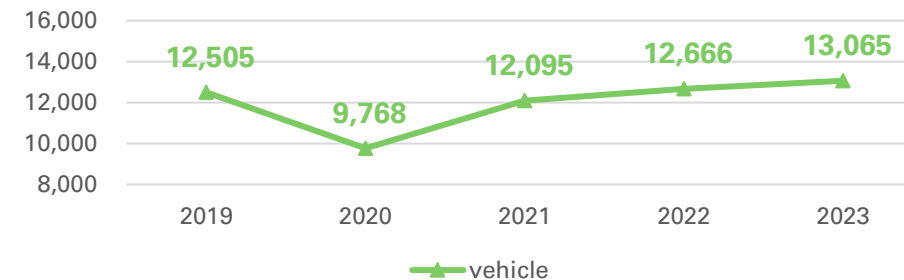


County-maintained Roadways

Vulnerable Road Users



Drivers



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

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+

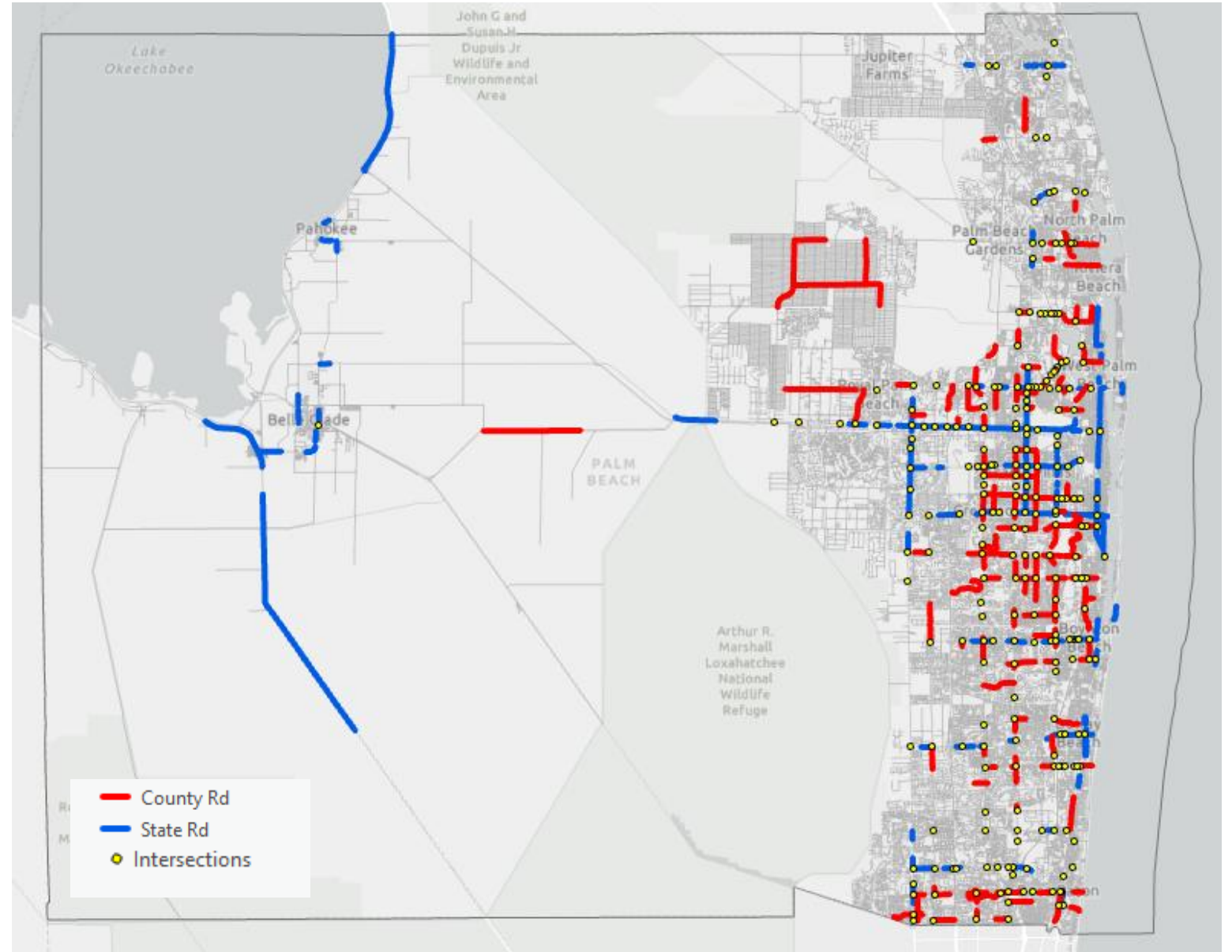
Posted Speed

Vehicular HIN Results

HIN Represents

1005 FSI* Vehicular
Crashes representing

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



*FSI = Fatal and Serious Injury Crashes

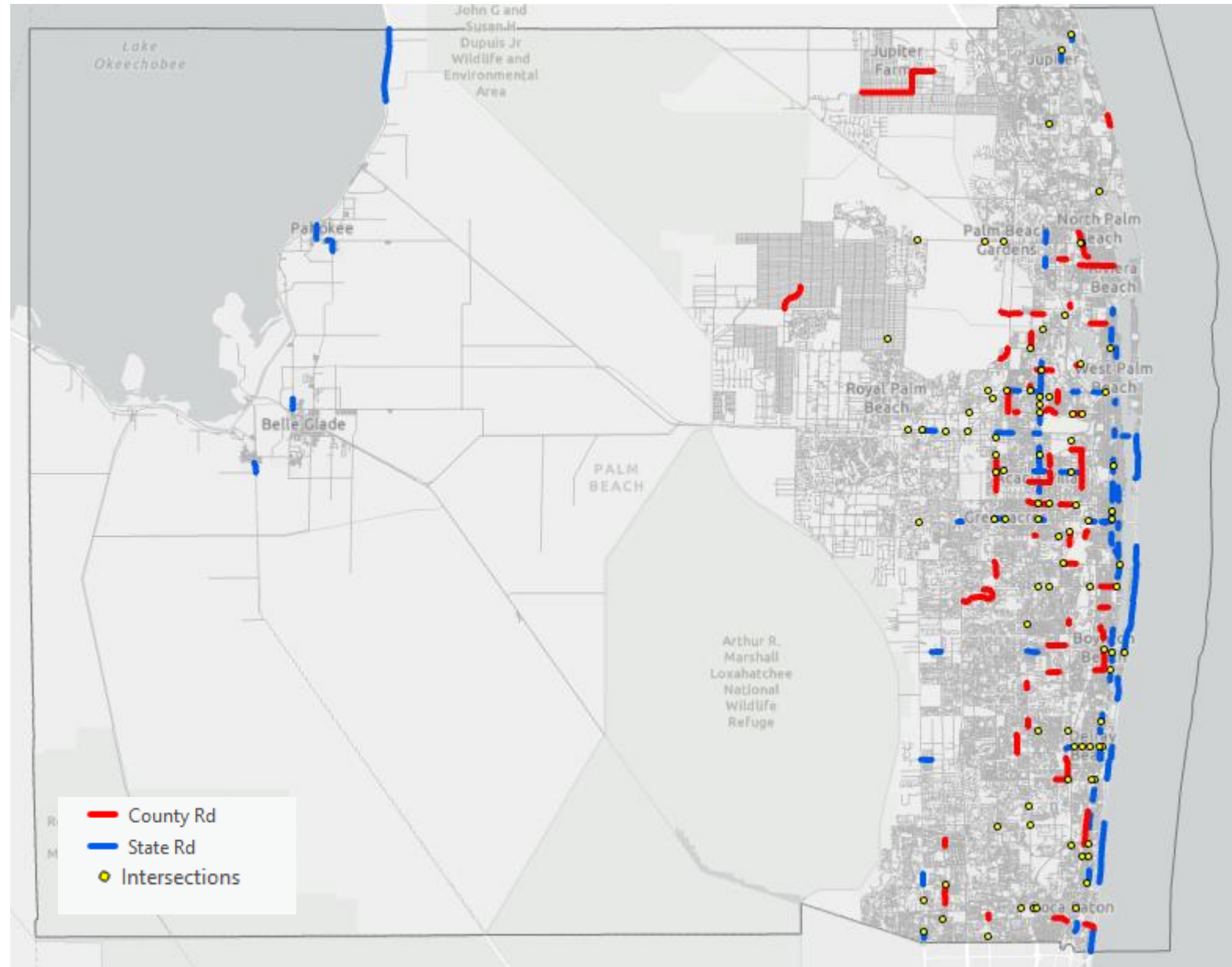
Signal Four Crash Data used from January 2019 – December 2023 ¹⁴

Motorcycle HIN Results

HIN Represents

233 FSI* Motorcycle
Crashes

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



*FSI = Fatal and Serious Injury Crashes

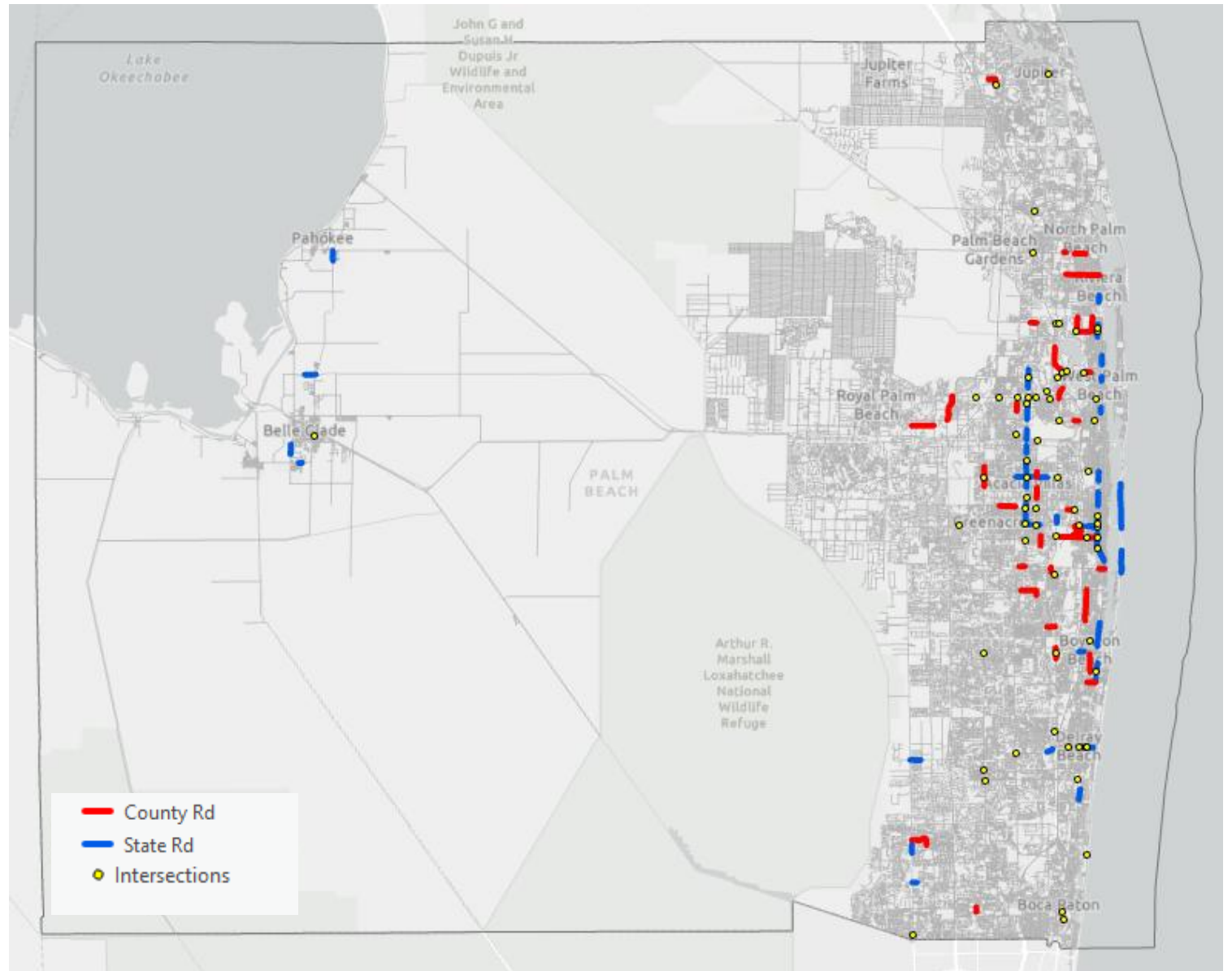
Signal Four Crash Data used from January 2019 – December 2023 15

Pedestrian HIN Results

HIN Represents

229 FSI* Pedestrian Crashes

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



*FSI = Fatal and Serious Injury Crashes

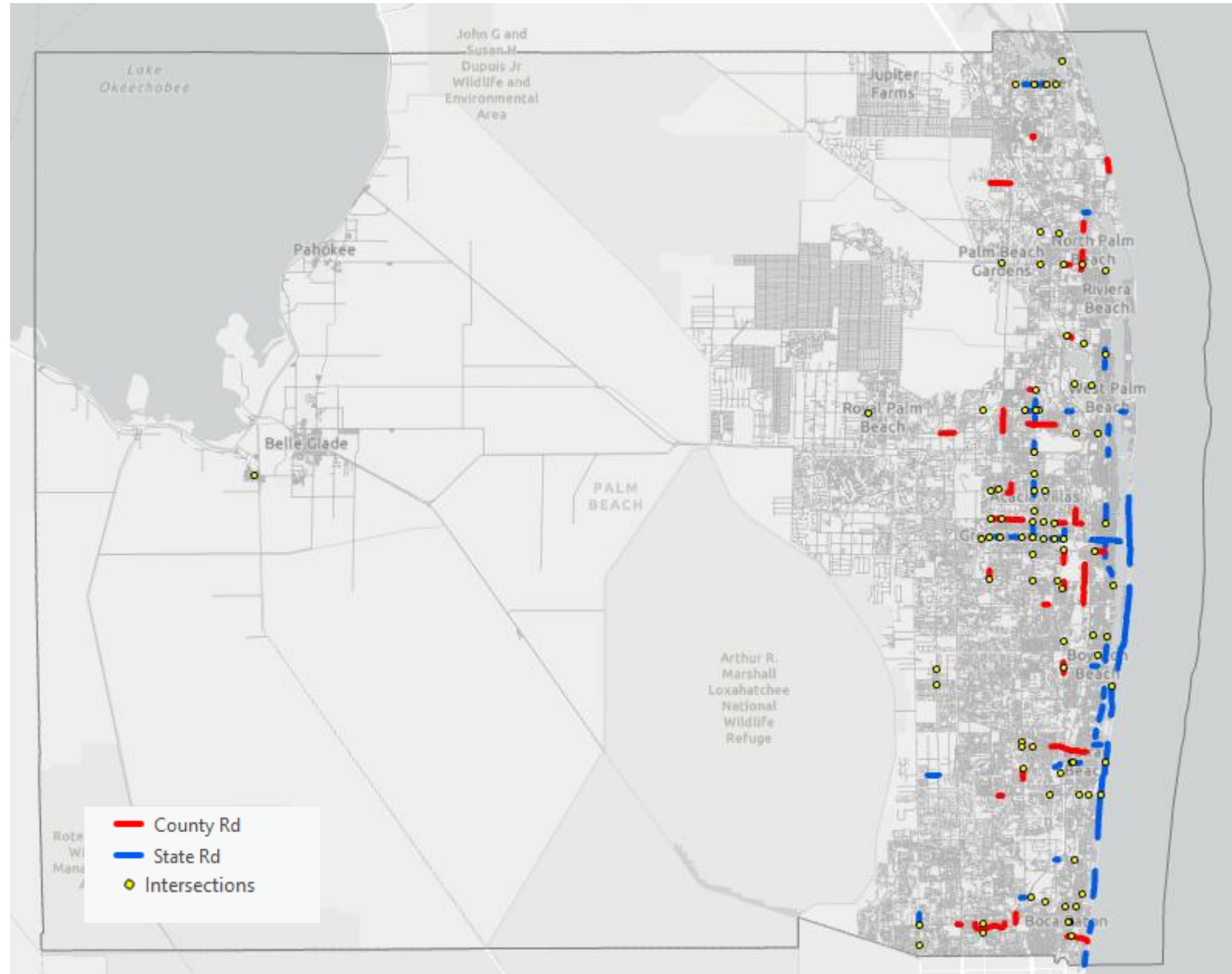
Signal Four Crash Data used from January 2019 – December 2023

Bicycle HIN Results

HIN Represents

132 FSI* Bicycle
Crashes

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



*FSI = Fatal and Serious Injury Crashes

Signal Four Crash Data used from January 2019 – December 2023

Countermeasure/Recommendation Identification Methodology

Safety Assessment

Identify Countermeasure/Recommendation

Prioritize Countermeasure/Recommendation

Phasing Approach

HIN
+
Safety
Assessment
Results

Systemic
Recommendations

Location
Recommendations
(Top 5 County and
State Roadways)

Safety Benefits

Community Benefits

Crash Rates

Benefit to Cost
Benefits

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

Top Corridor/Intersection Selection Process for Project Development

- ♦ Corridors must contain HIN segments and intersections
- ♦ Prioritized based on where fatalities and serious injuries are occurring
- ♦ Intent is to identify corridors that can provide quickest path to reduce the number of fatalities and serious injuries
 - ♦ i.e. fastest way to get to Vision Zero
- ♦ Top 5 Corridors will be identified for projects
 - ♦ Implementing 1 corridor project and 1 intersection project every year for the next 5 years will address roadways that account for 20% of all the fatal and serious injury crashes on county-maintained roadways.

Next Key Milestones

- **Countermeasure/Recommendation Identification & Prioritization** | *Summer/Fall 2025*
- **Virtual Open House** | *Summer and Fall/Winter 2025*
- **Plan Approval** | *December 2025*
- **Apply for Additional Funding** | *Spring/Summer/Fall 2026*