PALM BEACH COUNTY
SAFETY ACTION PLAN

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FINAL

April 13, 2026

CREDITS

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Palm Beach County Office of Community Revitalization
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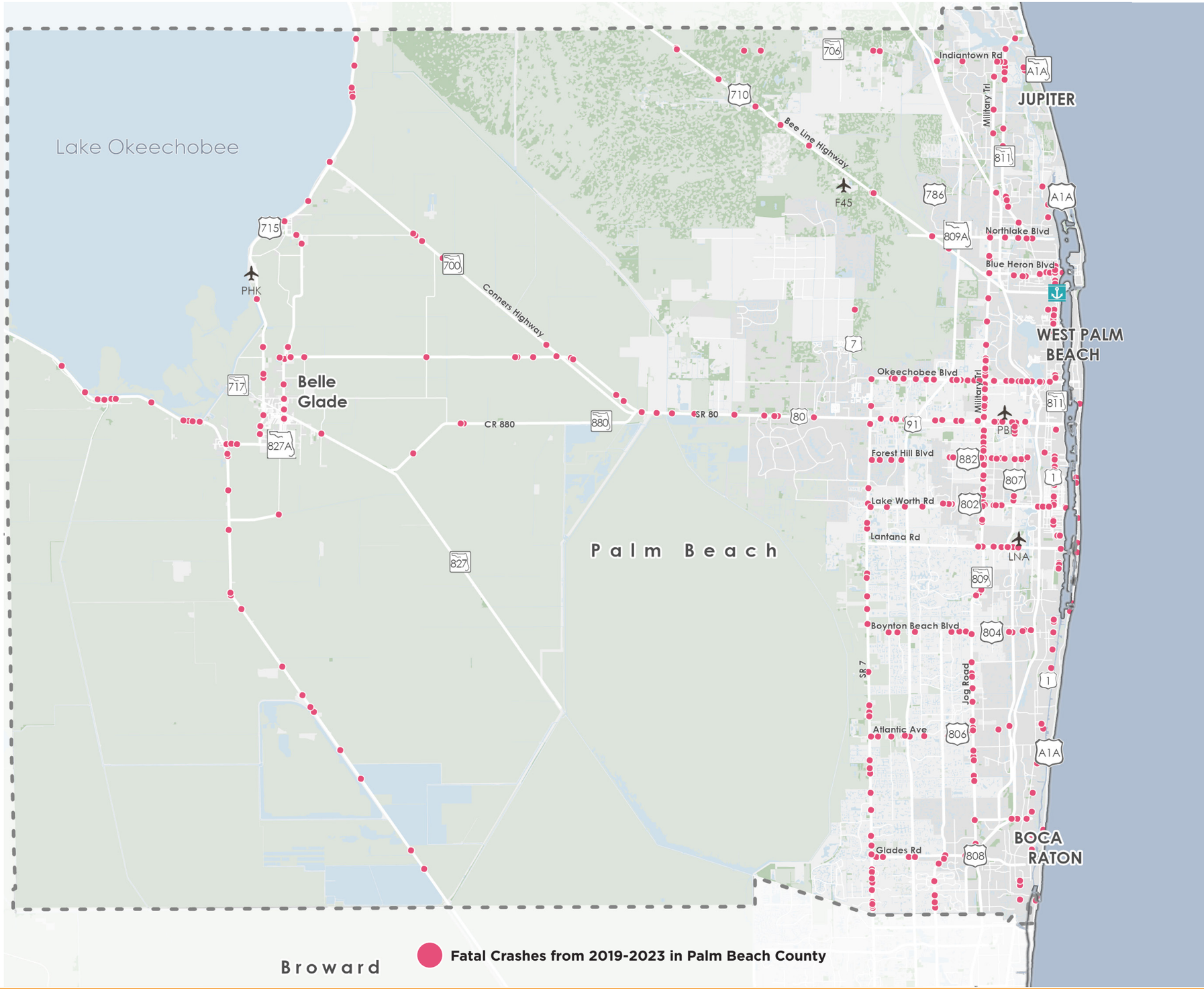
EXECUTIVE SUMMARY

Every trip in Palm Beach County — whether driving to work, walking to school, biking to the store, or riding transit — should begin and end safely. Yet every year, preventable traffic crashes result in the loss of life and life-changing injuries on roads throughout the county. These crashes are not random. They tend to occur in predictable locations, involve similar roadway conditions, and disproportionately affect people walking, biking, and riding motorcycles.

The Palm Beach County Safety Action Plan (referred to as the "Plan") lays out a clear path to change this. The Plan identifies where safety risks are highest, outlines proven strategies to reduce serious crashes, and explains how safety improvements can move from planning to implementation over time. It is designed to support near-term action while building a foundation for lasting safety improvements across the county.

A FOUNDATION FOR SAFER TRAVEL

From 2019 to 2023, Palm Beach County recorded 712 fatal crashes and 2,480 serious injury crashes on State- and County-maintained roads. These numbers reflect the experiences of real people traveling our roads every day: neighbors, coworkers, students, and families. Palm Beach County, together with its regional partners and the support of the U.S. Department of Transportation's Safe Streets and Roads for All program, developed this Plan to better understand where and why severe crashes occur, and to chart a data-informed course toward safer travel for everyone in the county.



Leadership Commitment

Palm Beach County is committed to eliminating traffic fatalities and serious injuries on State- and County-maintained roadways. This commitment reflects a shared understanding that traffic deaths are preventable and that no loss of life on our transportation system is acceptable.

Through this Plan, the County commits to:

- Focusing safety investments where risk is highest
- Applying proven safety strategies consistently across the roadway network
- Coordinating with partner agencies, jurisdictions, and the community
- Tracking progress and adjusting strategies over time

LONG-TERM SAFETY GOAL

Eliminate traffic fatalities and serious injuries on State- and County-maintained roadways.

WHY THIS PLAN EXISTS AND HOW IT IS FUNDED

The Palm Beach County Safety Action Plan was developed with funding from the U.S. Department of Transportation's **Safe Streets and Roads for All (SS4A)** program. SS4A is a federal initiative created to help communities prevent roadway deaths and serious injuries by supporting data-informed planning and implementation.

Because this Plan was funded through SS4A, it follows national guidance that shapes what the Plan includes. SS4A requires communities to:

- Commit to eliminating traffic fatalities and serious injuries
- Use a Safe System Approach that designs roads to account for human error
- Analyze crash data to understand where and why severe crashes occur
- Identify a High Injury Network (HIN) to focus attention on the most dangerous locations
- Recommend systemic safety strategies, not just one-off fixes
- Provide a clear path from planning to implementation

These requirements ensure that Safety Action Plans focus on prevention and long-term impact, rather than reacting only after crashes occur.

A SAFE SYSTEM APPROACH TO ROADWAY SAFETY

This Plan is guided by the **Safe System Approach**, which recognizes that people make mistakes and that the transportation system should be designed so those mistakes do not result in death or serious injury. Instead of relying on a single solution, the Safe System Approach layers protections across the roadway environment.

While safety involves many partners, this Plan focuses on areas where Palm Beach County can have the greatest influence:

- **Safer roads** through design and operations
- **Safer speeds** through context-appropriate speed management
- **Safer road users** through better crossings, visibility, and supportive programs

SYSTEMIC SAFETY STRATEGIES

Rather than addressing safety one location at a time, the Plan uses a systemic approach to reduce serious crashes across the roadway network. This approach focuses on common crash patterns and roadway contexts so improvements can be applied consistently and efficiently.

Two key tools guide this work:

- **High Injury Network:** Identifies roadway segments and intersections with a disproportionate number of fatal and serious injury crashes.
- **Systemic Countermeasure Matrix:** Matches Palm Beach County's most common severe crash types with proven safety treatments that can be applied across similar roadway conditions.

Together, these tools help the County move from understanding risk to selecting effective safety solutions.

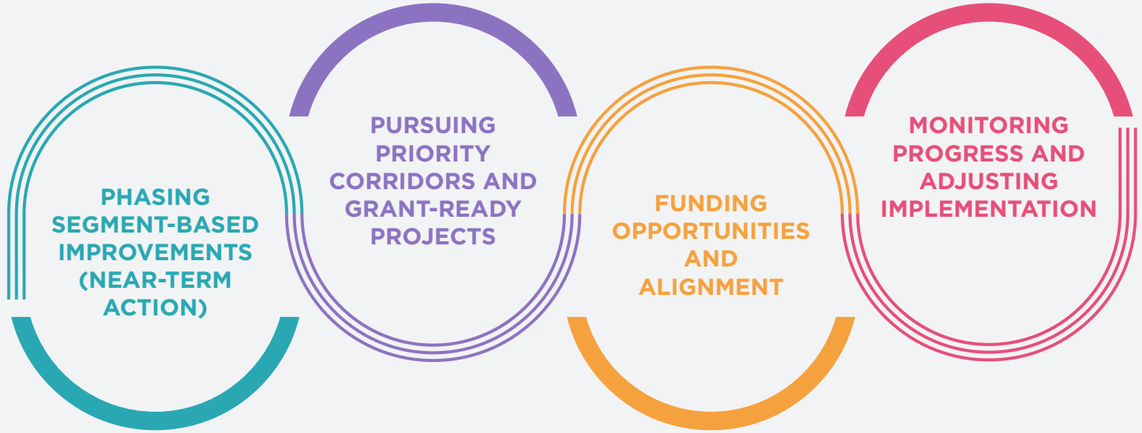
HOW THE PLAN SUPPORTS IMPLEMENTATION

The Safety Action Plan is a planning and prioritization document. It identifies where risk is concentrated and what strategies are most effective, but it does not replace project-level engineering, traffic analysis, or design.

To support implementation, the Plan:

- Identifies near-term safety countermeasures that can move quickly from planning to action
- Highlights priority corridors that are positioned for grant funding and coordinated investment
- Proposes policy and program changes for systemic countywide safety improvements countywide
- Outlines a practical approach to implementation, monitoring progress, and sharing updates with the public

By clearly defining how recommendations move forward, the Plan helps Palm Beach County turn analysis into action while remaining flexible as projects advance.



COLLABORATION IS KEY TO A CULTURE OF SAFETY

Through close coordination with state- and countywide agencies such as of the Florida Department of Transportation, the Palm Beach Metropolitan Planning Organization, the Sherrif's Office, and the School District, Palm Beach County is working towards a future where every road user regardless of age, ability, income, or mode of travel can safely move through our community.

Together, we can all work to reach zero fatalities and serious injuries in Palm Beach County.

Key Partners for a Safe System Include:

SECTION 1. INTRODUCTION

Safety Action Plan Background and Purpose

Crashes that result in death or serious injury are not random events. They tend to happen in the same places, under similar conditions, and often involve the same types of roadway design challenges. By understanding where these patterns exist and how people experience the roadway every day, communities can take action before tragedies occur.

The Palm Beach County Safety Action Plan brings together data, local knowledge, and proven safety strategies to focus attention on where it can make the greatest difference. It is designed to help the County move from understanding risk to delivering safety improvements that reduce the likelihood and severity of crashes over time.

PURPOSE OF THE PLAN

Palm Beach County commits to a strategy to eliminate all traffic fatalities and severe injuries, while increasing healthy, safe mobility for all.

50% reduction in fatal and serious injury crashes by 2035 on the High Injury Network and to achieve a goal of zero fatal and serious injury crashes by 2045.

Achieve zero fatal and serious injury crashes within Palm Beach County.

Reassess data and targets to make significant and continuous progress in achieving zero fatal and serious injury crashes.

Palm Beach County's Safety Commitment

The Safe System Approach

The Safe System Approach includes five key areas: Safer Roads, Safer Speeds, Safer Vehicles, Safer Road Users, and Post-Crash Care that together create a layered approach to roadway safety. This plan focuses on Safer Roads, Safer Speeds, and Safer Road Users, since Palm Beach County can most directly influence these areas through planning, engineering, and coordination with partners. The other areas, Safer Vehicles and Post-Crash Care, are addressed through efforts led by other agencies such as law enforcement, emergency response, and state and federal partners.

The SS4A grant program is guided by the Safe System Approach, and Safety Action Plans that receive SS4A grant funding are required to follow the Safe System Approach framework. The Safe System Approach influences this plan through its focus on reducing fatal and serious injuries, designing for human error, and emphasizing safer speed and safer crossings. The Safe System Approach has also guided the crash analysis, the High Injury Network development, the systemic strategies, and corridor exploration and prioritization sections of this plan.

SAFE SYSTEM APPROACH ELEMENTS

Safer Roads

Design streets to reduce the chance and severity of crashes.

Safer Speeds

Set speed limits and manage speeds to protect people in the event of a crash.

Safer Vehicles

Use technology and design features that protect drivers, passengers, and people outside the vehicle.

Safer Road Users

Support safe behavior through education, enforcement, and encouragement.

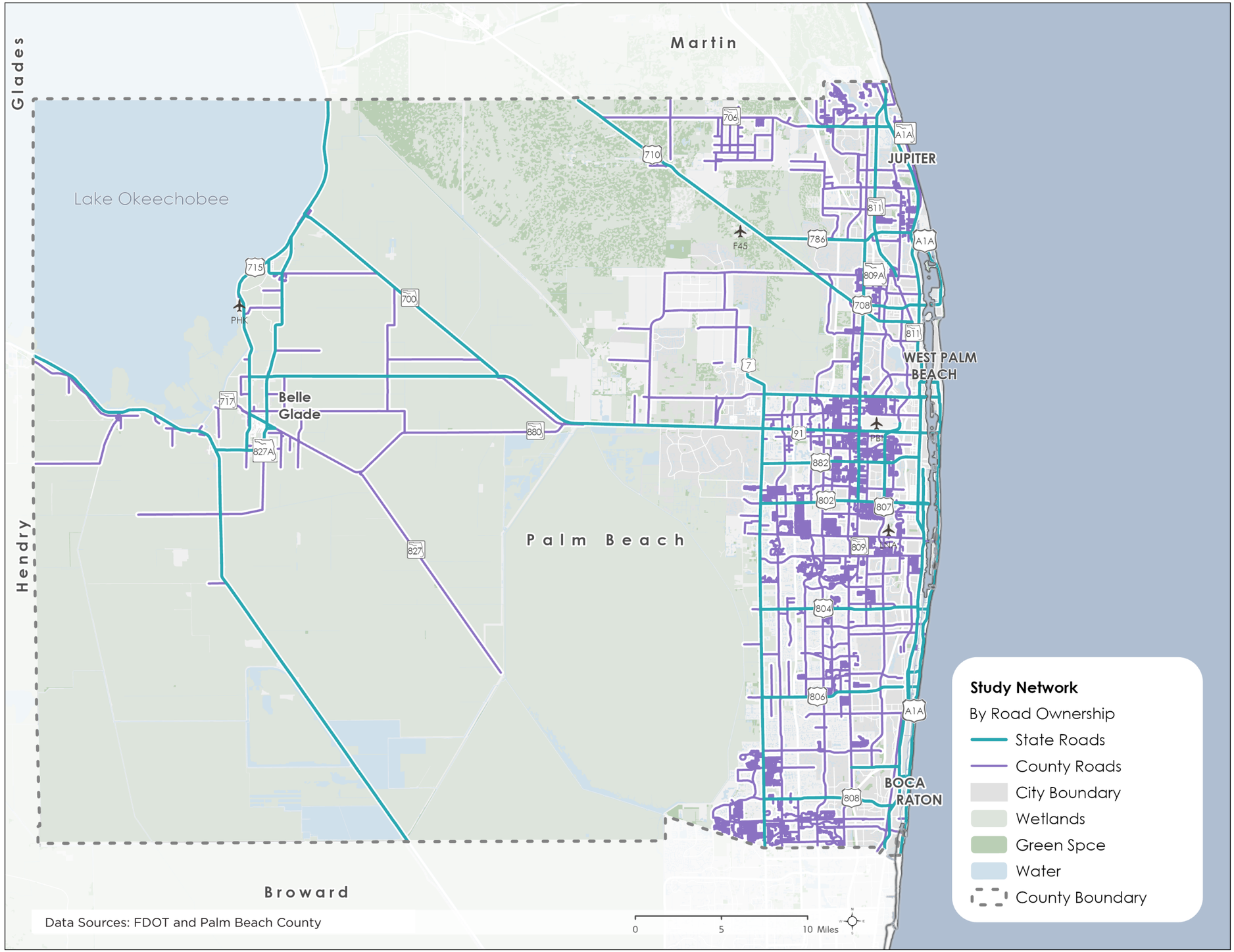
Post-Crash Care

Ensure fast, effective emergency response and medical care after a crash.

Study Area and Why It Was Selected

The Palm Beach County Safety Action Plan applies countywide, with a focus on **County-maintained** roadways where the County has direct authority over planning, design, operations, and investment decisions. Safety priorities and strategies identified in this Plan are informed by local context, surrounding land uses, and travel patterns throughout the study area. For added context, **State-maintained** roadways were reviewed within the existing conditions crash analysis phase and results were shared with the County's transportation partner – the Florida Department of Transportation (FDOT).

This Plan complements a countywide Vision Zero Action Plan, last update completed in 2025, by the County's regional partner - the Palm Beach Metropolitan Planning Organization's (MPO). The MPO boundary and County boundary are identical and include 39 local municipalities. The MPO Vision Zero Action Plan considered all streets in the region. This plan builds on that work by guiding the County in identifying safety needs and opportunities unique to roads they have influence over. Although local roads were not a focus of this Plan, coordination occurred with the municipalities to gain input and feedback on the system as a whole.



What the Plan Includes

1. **Introduction:** Introduces the Palm Beach Safety Action Plan, the Safe Streets for All program, and the Safe System Approach.
2. **By and For Palm Beach County:** Describes the community engagement activities conducted, as well as key takeaways and learnings that informed the development of the Plan.
3. **Safety Analysis:** Summarizes the Countywide crash analysis and findings, and highlights people-focused insights from the analysis.
4. **High Injury Network:** Outlines the High Injury Network methodology and shows the mode-specific HIN maps.
5. **Systemic Safety Countermeasures:** Describes the Countermeasures Matrix, a tool to address recurring crash patterns by both segments and corridors.
6. **Priority Corridor Screening, Prioritization, and Deep Dives:** Summarizes the corridor screening and prioritization methodology, and reports details of select key safety corridors.
7. **Policies and Programs:** Highlights the policy review findings and additional non-engineering and technology strategies.
8. **What Happens Next:** Describes the Implementation Framework and the Dashboard for Performance Tracking of the Safety Action Plan.

Project Development, Coordination, and Oversight

The Palm Beach County Safety Action Plan was developed under the direction of the County's Traffic Engineering Division. Additionally, a multi-agency Task Force comprised of County departments, Palm Beach MPO, Florida Department of Transportation (FDOT) District 4, the Sheriff's Office, Office of Community Revitalization (OCR), and the School District provided input at key milestones. Other safety-related countywide plans available at the time this Plan was developed include:

Palm Beach MPO's Vision Zero Action Plan (2025)

The countywide action plan update supports its commitment to eliminate traffic-related fatalities and serious injuries across Palm Beach County.

Palm Beach MPO's Long Range Transportation Plan (LRTP): Vision 2050 (2024)

Palm Beach Countywide Transportation Master Plan (CTMP) (in development)

The goal of the CTMP is to establish a planning framework that provides for a countywide vision for transportation and mobility that safely connects people to places and provides for a multijurisdictional process. The CTMP was being developed at the time this Plan was being developed. Coordination occurred throughout the process and follow-up coordination will occur prior to any projects being implemented.

The 25-year vision for transportation in Palm Beach County, updated every five years. It forecasts where people will live and work, evaluates the existing transportation network, and identifies projects that will serve the needs of county residents in the future.

Coordination between these partners supported data sharing, review of findings, and refinement of strategies in the creation of this plan. Additional collaboration is expected during implementation and through the development of the Palm Beach Countywide Transportation Master Plan.

The plan was developed with the following workflow:

1

COUNTYWIDE CRASH ANALYSIS

Conducting People-Focused and Mode-Specific analysis to understand the state of roadway safety in the County.

2

HIGH INJURY NETWORK AND CRASH RATE DEVELOPMENT

Identifying segments and intersections by mode based on where the most frequent and severe crashes are happening.

3

SYSTEMIC STRATEGIES MATRIX

Compiling a universe of safety countermeasures that are specific to crash-types, roadway context, mode, cost, and implementation difficulty.

4

CORRIDOR EXPLORATION AND PRIORITIZATION

Consolidating the HIN into fourteen key corridors, and focusing on the top five safety corridors and relevant countermeasures to guide actionable improvements.

5

IMPLEMENTATION TOOLS

Outlining of tools and reporting platforms to move plans to projects.

SECTION 2. BY AND FOR PALM BEACH COUNTY

Data-driven analysis plays a critical role in identifying safety issues, but it does not fully reflect the experiences of those who use the roads in Palm Beach County every day. As a result, the County prioritized meaningful public engagement during plan development to better understand community needs, lived experiences, and safety concerns.

Engagement Activities

Various forms of engagement activities with the community members and organizations were conducted throughout plan development. They included:

Stakeholder Interviews, held during September and October 2025. More than **20 interviews with 36 participants** from municipalities and agencies throughout Palm Beach County, including Commission Districts, Palm Beach County MPO, the School District of Palm Beach County, and Palm Beach Sheriff's Office. They took place in the form of direct interviews, district level meetings, or follow-up coordination.

Task Force Meetings, held twice during the Plan's development, that included representation from Palm Beach County Engineering and Public Works Department, Palm Tran, Palm beach County School District, Palm Beach County Sheriff's Office, Palm Beach County Office of Community Revitalization, Palm Beach MPO, and the Florida Department of Transportation.

- **Meeting #1** - This meeting was virtually held on June 17, 2025 and covered an Safety Action Plan Overview, Task Force Roles & Expectations, Existing Conditions & Data Review, Understanding Barriers to Safety, Related Efforts & Initiatives, and Next Steps & Action Items.
- **Meeting #2** - This meeting was virtually held on November 13, 2025 and covered an Outreach Update, Overview of Recommendations, Systemic Safety Recommendations, Priority Corridor Recommendations, and Next Steps.

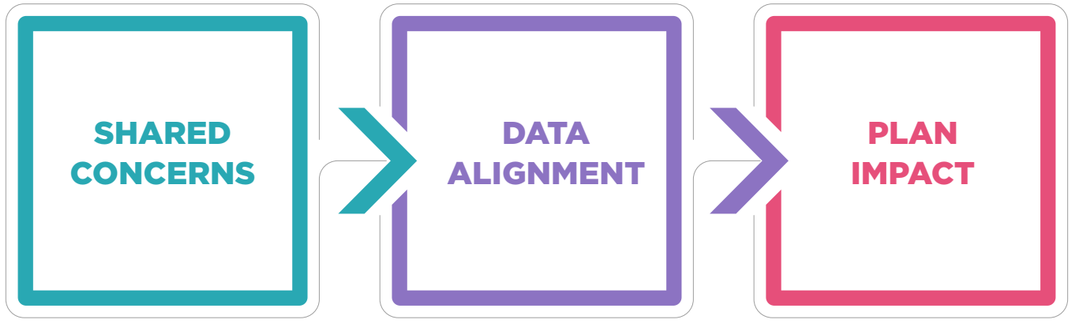
An **Online Open House** launched October 24, 2025, which was publicly available to all residents and received 60+ responses from the following components:

- A **5-minute online survey**, asking residents about multi-modal safety priorities and concerns.
- An **online map**, which allows residents to place pins to highlight locations where safety improvements are needed.
- A **Pledge** to do one's part to be a safer traveler in Palm Beach County.

APPENDIX A contains the Task Force Meeting agendas and presentations, the stakeholder interview notes, and the open house map comments.

What We Heard and How it Informed the Plan

Public and stakeholder engagement identified consistent safety concerns across Palm Beach County. These themes generally aligned with crash data findings and directly informed the systemic strategies and priority corridors described in sections 3, 5, and 6.



SAFE CROSSINGS AND INTERSECTIONS ARE A COUNTYWIDE PRIORITY

Community members consistently cited difficult crossings, wide intersections, high speeds, and inadequate lighting. These concerns were especially common on multi-lane arterials with long crossing distances.

- **Data alignment:** Nearly half of fatal and serious injury crashes occurred at intersections, and most severe pedestrian crashes occurred either midblock or at wide, high-speed intersections.
- **How it informed the Plan:** Intersection safety improvements were emphasized through the development of the High Injury Network and targeted countermeasures.

HIGH SPEEDS AND AGGRESSIVE DRIVING INCREASE CRASH SEVERITY

Speeding and aggressive driving were among the most frequently raised concerns, particularly along major arterials throughout the County.

- **Data alignment:** While a small share of total crashes, speeding-related crashes account for a disproportionate share of fatalities and serious injuries. Additionally, speeding is not consistently reported as a crash factor; many more crashes are likely related to speeding.
- **How it informed the Plan:** Context-appropriate speed management strategies were incorporated into recommended countermeasures and policy and program changes.

GAPS IN SIDEWALK AND BICYCLE NETWORKS LIMIT SAFE TRAVEL

Participants identified missing sidewalks, incomplete bicycle facilities, and a lack of physical separation from traffic, especially near schools, parks, transit stops, and older suburban areas.

- **Data alignment:** Most fatal and serious pedestrian and bicyclist crashes occurred on high-speed, multi-lane roads, and many bicyclist crashes occurred where no bike facility was present.
- **How it informed the Plan:** Multiple countermeasures include the improvement of pedestrian and bicycle facilities to increase visibility and comfort on the pedestrian and bicycle network.

SCHOOL ZONES FACE ONGOING SAFETY AND MOBILITY CHALLENGES

Communities noted congestion, complex pick-up and drop-off patterns, limited walking and biking infrastructure, and increased micromobility activity around schools.

- **Data alignment:** Crashes in school zones were assessed spatially, with clusters in coastal areas and along major east–west corridors.
- **How it informed the Plan:** School zone safety and access improvements were incorporated into policy and program recommendations.

ADDITIONAL SYSTEMIC SAFETY CONCERNS

Stakeholders also highlighted broader issues that affect safety and implementation across the County. These issues shaped recommended policies, partnerships, and implementation strategies to improve systemic safety and support long-term project delivery:

Rail safety: Ongoing concerns related to fencing, crossings, and pedestrian conflicts near rail corridors.

Flooding and drainage: Stormwater and king tide flooding affecting roadway safety and reliability, particularly in coastal and western areas.

Coordination and funding: A need for clearer processes, stronger interagency coordination, and support securing safety funding.

Micromobility: Rapid growth in e-bikes, scooters, and golf carts outpacing existing policies and infrastructure.

Freight movement: Balancing essential freight activity with community safety and roadway constraints.

PALM BEACH COUNTY SAFETY ACTION PLAN

SECTION 3. SAFETY ANALYSIS

Countywide Crash Findings

To improve safety for all roadway users in Palm Beach County, it is critical to understand where and why crashes occur. Analyzing crash locations and contributing factors allows the County to proactively identify effective safety solutions.

Crash data from 2019 through 2023 were analyzed to identify crash patterns and common trends on State- and County-maintained roads in Palm Beach County. The analysis considered multiple factors including demographics, modes, roadway characteristics, crash movements, and crash causes. The full report with detailed analysis can be found in **APPENDIX B**.

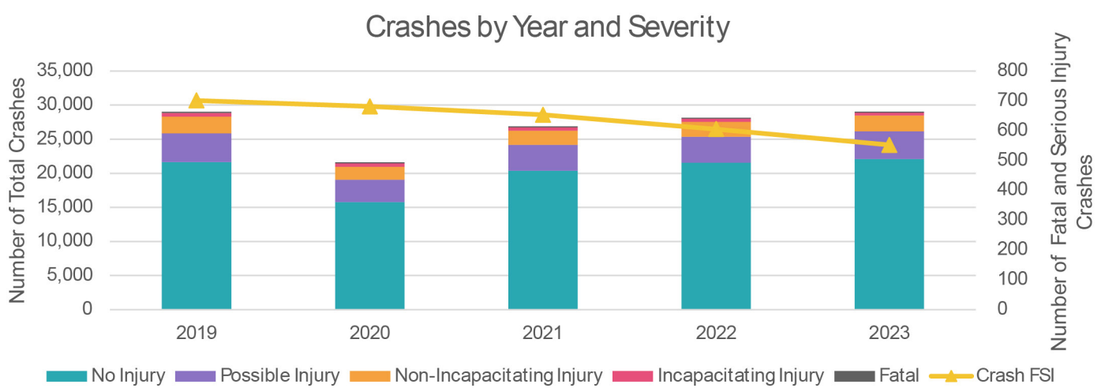
From **2019-2023**, over 205,000 crashes occurred on streets in Palm Beach County and **135,000** crashes occurred on State- and County-maintained roads. Of these, **3,192** crashes resulted in fatalities or serious injuries. This means that every day, **2 people** are killed or seriously injured on State- and County-maintained roads in Palm Beach County. This impact is experienced disproportionately by the road's most vulnerable users: while pedestrians, motorcyclists, and bicyclists are involved in **5%** of total crashes, they account for **37%** of total fatal and severe injury crashes.

135,000
TOTAL CRASHES
(ON STATE- AND COUNTY-MAINTAINED ROADS)

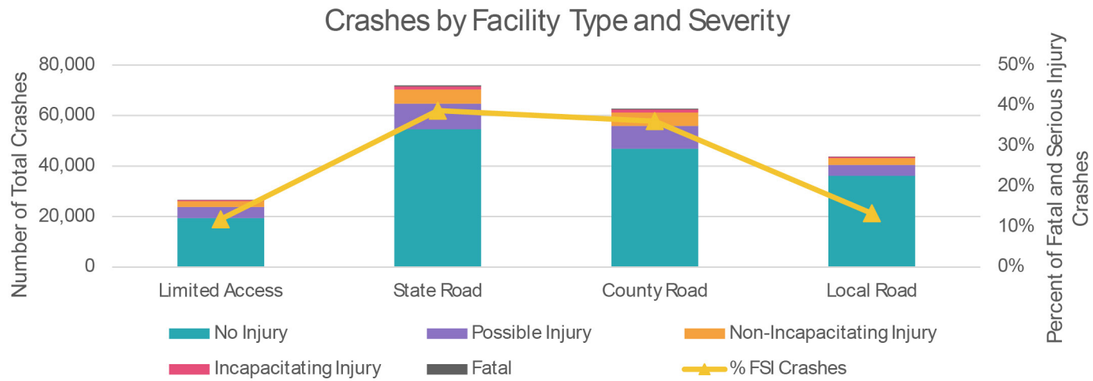
712 FATAL

2,480 SERIOUS INJURY

Total Crashes on all Streets in Palm Beach County by year and severity



Total Crashes on only State- and County-maintained roads by facility type and severity



Modal percentage of all crashes on State- and County-maintained roads

1.6% BICYCLING

8% of fatal or serious injury crashes

1.2% WALKING

14% of fatal or serious injury crashes

1.5% MOTORCYCLING

14% of fatal or serious injury crashes

95.7% DRIVING

64% of fatal or serious injury crashes

Florida's Strategic Highway Safety Plan (SHSP), authored by FDOT, identifies emphasis areas based on crash types, roadway characteristics, and behaviors most often associated with fatal and serious injury crashes. These emphasis areas help align local safety analysis and strategies with state and federal priorities. In Palm Beach County, intersection-related crashes represent the leading emphasis area. Crashes involving aging road users are the most common road user–related concern. While distracted driving is the most frequent behavioral factor across all crashes, lack of occupant protection such as improper seatbelt use is the leading contributing factor in fatal and serious injury crashes.

Crashes by emphasis area

FSI Crashes			Total Crashes	
47%	1,517	INTERSECTION	39%	52,668
25%	783	LANE DEPARTURE	22%	29,866
28%	900	AGING ROAD USERS	25%	34,292
22%	713	PEDESTRIANS AND BICYCLISTS	3%	3,702
14%	459	MOTORCYCLISTS AND MOPED RIDERS	2%	2,082
10%	314	TEEN DRIVERS	12%	16,363
6%	179	COMMERCIAL MOTOR VEHICLE OPERATORS	5%	6,977
15%	464	OCCUPANT PROTECTION	2%	2,824
14%	432	SPEEDING AND AGGRESSIVE DRIVING	6%	7,584
12%	385	DISTRACTED DRIVING	13%	17,367
9%	300	IMPAIRED DRIVING	2%	3,172

CRASH CATEGORY LEGEND

- Roadways
- Road Users
- User Behavior

RAIL NETWORK

From 2019–2024, there were **24 rail-car–involved crashes countywide**. Of these, 16 were intersection-related and occurred at signalized intersections, spanning 14 unique intersections. Two intersections experienced multiple crashes: US 1/S Dixie Hwy & Hypoluxo Rd and US 1/S Dixie Hwy & 12th Ave S, each with two crashes.

Intersection-related rail-car crashes averaged 2–3 per year from 2019 through 2023, followed by a notable increase to 7 crashes in 2024. Among these signalized intersection crashes, 7 resulted in fatal or serious injuries (FSI), leading to 4 fatalities and 6 injuries, while 9 involved no reported injuries. Aging drivers were involved in approximately half of the intersection crashes, and half occurred during nighttime conditions. In addition, five intersection crashes involved distracted driving.

Overall, these patterns highlight signalized intersections on the rail network as priority locations for further evaluation, particularly with respect to nighttime visibility, driver attention, and aging-driver considerations.

How Severe Crashes Happen

Crashes resulting in deaths and serious injuries often follow typical patterns or occur in areas with similar characteristics. The following pages provide a summary of key findings related to the types of crashes that often result in deaths and serious injuries, systemic trends found in the data, and common profiles that describe factors most often associated with fatal and serious injury crashes.

LANE DEPARTURES

30% of fatal and serious vehicle and motorcycle crashes are lane departures

LEFT TURNS

40% of fatal and serious intersection crashes involve left turns

PEDESTRIAN

73% of fatal and serious pedestrian segment crashes occur midblock

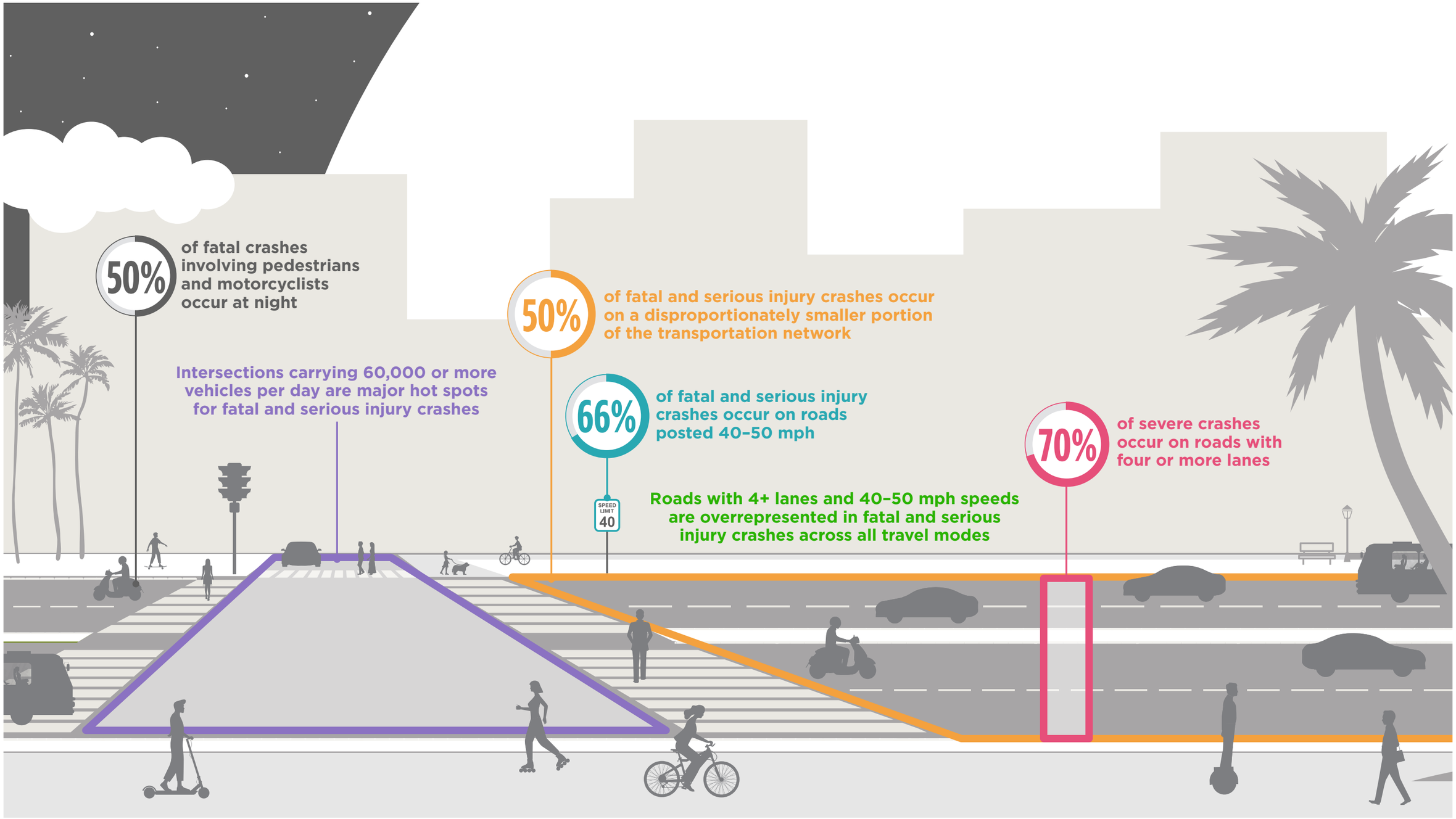
BICYCLE

Over 50% of severe bicycle crashes occur where no bike facility is present

FAILURE TO YIELD

is one of the most common contributing factors across modes

Systemic Risk Context



Common Crash Profiles

MOTOR VEHICLE CRASH PROFILES

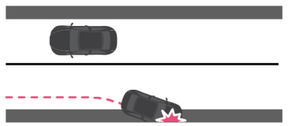
Lane Departure on High-Speed Roads

30%

of fatal and serious injury motor vehicle crashes are lane-departure (run-off-road) crashes.

WHAT IT LOOKS LIKE

A single driver leaves the travel lane and strikes a curb, median, tree, or fixed object.



WHERE IT MOST OFTEN HAPPENS

4–7 lane roads posted 40–50 mph, often at night, with AADT between 20,000 and 40,000.

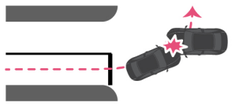
Left-Turn Conflicts at Wide Intersections

40%

of fatal and serious injury crashes at intersections involve left-turn movements.

WHAT IT LOOKS LIKE

A left-turning vehicle collides with opposing through traffic.



WHERE IT MOST OFTEN HAPPENS

Signalized intersections with wide approaches, especially where 6+ lane roads intersect other 4–5 lane roads and entering traffic volumes are 60,000 or more.

BICYCLE CRASH PROFILES

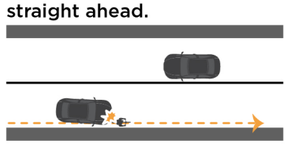
High-Speed Roads Without Bike Facilities

50%

of fatal and serious injury bicycle crashes occur on roads with no dedicated bike facility.

WHAT IT LOOKS LIKE

A person biking straight ahead is struck by a person driving straight ahead.



WHERE IT MOST OFTEN HAPPENS

40–50 mph arterials with 4+ lanes and lacking physical separation for people biking.

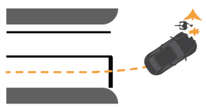
Turning Conflicts at Intersections

25%

of fatal and serious injury bicycle crashes that happen at an intersection involve a turning motor vehicle.

WHAT IT LOOKS LIKE

A turning driver strikes a person biking through the intersection.



WHERE IT MOST OFTEN HAPPENS

Signalized intersections on multi-lane roads, especially when one or more road has a posted speed of 40–50 mph.

PEDESTRIAN CRASH PROFILES

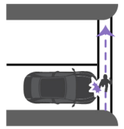
Midblock Crossings on Wide Roads

73%

of fatal and serious injury pedestrian segment crashes occur midblock.

WHAT IT LOOKS LIKE

A person crossing between intersections is struck by a driver traveling straight ahead.



WHERE IT MOST OFTEN HAPPENS

4+ lane roads posted 40–50 mph, often where marked crossings are spaced far apart.

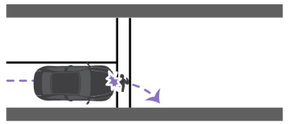
Turning Conflicts at Large Intersections

58%

of fatal and serious injury pedestrian intersection crashes occur at signalized locations with wide approaches.

WHAT IT LOOKS LIKE

A turning driver strikes a person walking in the crosswalk.



WHERE IT MOST OFTEN HAPPENS

Wide, high-volume intersections, especially where 6+ lane roads intersect other roadways of where there are complex turning movements.

MOTORCYCLE CRASH PROFILES

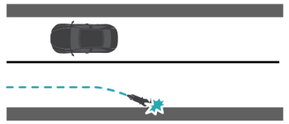
Run-Off-Road Motorcycle Crashes

31%

of fatal and serious injury motorcycle crashes are run-off-road crashes.

WHAT IT LOOKS LIKE

A motorcyclist leaves the roadway and crashes without another vehicle involved.



WHERE IT MOST OFTEN HAPPENS

4–7 lane roads posted 40–50 mph, often at night, and frequently involving single-vehicle crashes.

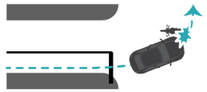
Motorcycle Left-Turn Conflicts at High-Volume Intersections

30%

of fatal and serious injury motorcycle intersection crashes involve left-turn movements.

WHAT IT LOOKS LIKE

A motorcyclist traveling straight is struck by a turning driver.



WHERE IT MOST OFTEN HAPPENS

Signalized intersections where 6+ lane roads intersect ≤3-lane roads, especially with entering traffic volumes of 60,000 or greater.

People-Focused Insights

Every person, whether walking to school, riding transit, or traveling through their neighborhood, deserves to reach their destination safely. By understanding where crashes happen and who is most at risk, the County can prioritize safety improvements, reduce disproportionate impacts on vulnerable populations, and focus resources where they will make the greatest difference.

SCHOOL ZONES

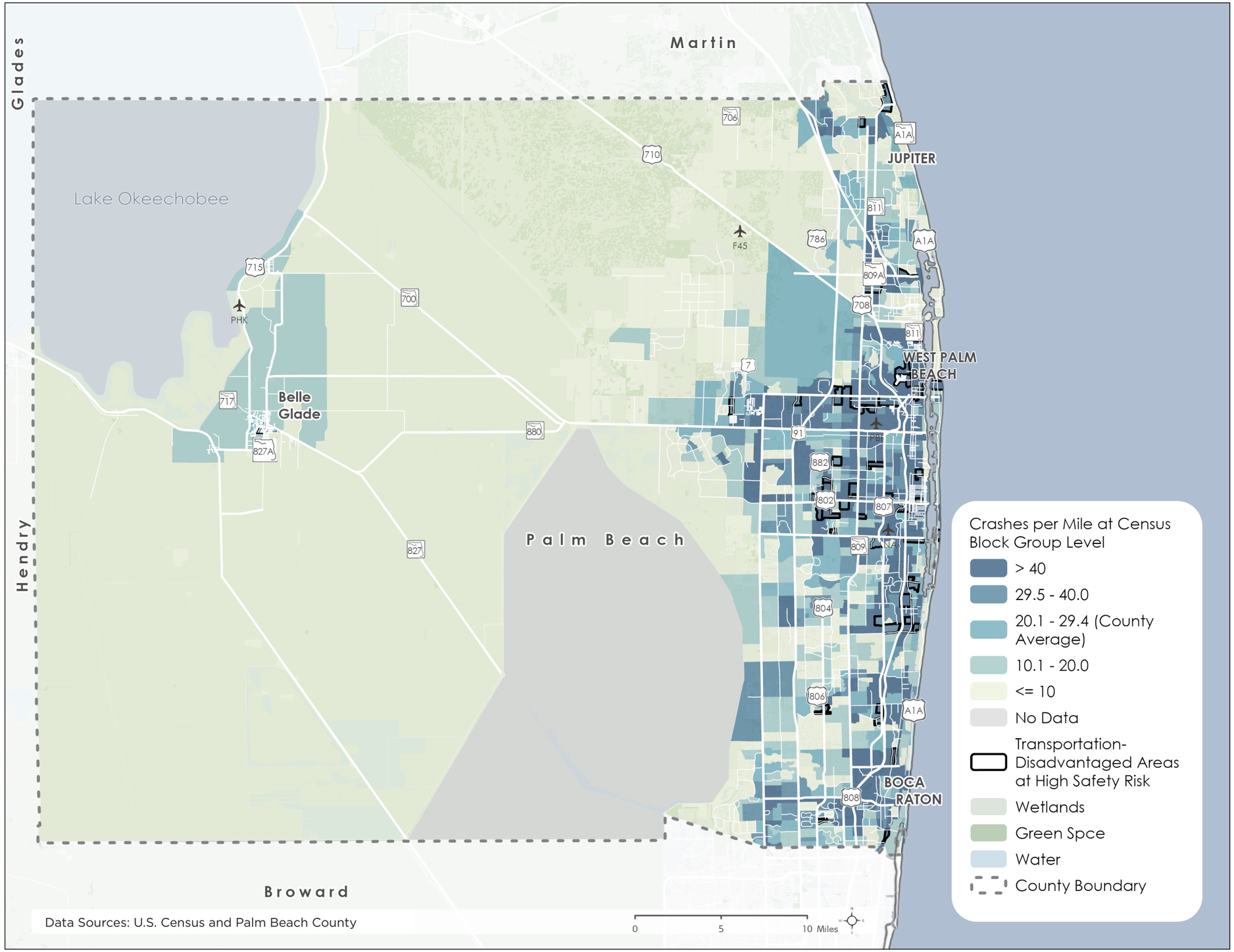
Safer access to schools was a top concern in public engagement. Most children who walk to school live within two miles of their school, so the analysis focused on two-mile school zones around public and private schools. Compared to the countywide average of 29.4 crashes per square mile, the highest-risk zones (over 40 crashes per square mile) were located along the coastline from North Palm Beach to Boca Raton and in clusters along both sides of Southern Boulevard.

TRANSIT STOPS

Public feedback also highlighted safety challenges near transit stops, including high traffic volumes, limited crossings, and roadway design features that put vulnerable users at risk. Within half-mile transit buffers, most roadway segments exceeded the countywide average of 29.4 crashes per mile. The highest-risk areas are concentrated along major corridors in denser urban centers, including downtown West Palm Beach, Palm Springs, and Lake Worth Beach.

PERSISTENT POVERTY AREAS

Applying a Safe System Approach means prioritizing the safety of people who face higher exposure or barriers to mobility. Transportation-disadvantaged areas—where households are more likely to be low-income or without a vehicle—often have crash rates above the county average. These areas are concentrated along corridors such as Okeechobee Boulevard, Lake Worth Road, South Jog Road near Lake Worth Road, and West Woolbright Road in Boynton Beach.



Innovative Tool Application - INRIX Safety View

The INRIX Safety View tool is a cloud-based analytics tool developed by INRIX and GM that provides safety data and analytics with the goal of helping public agencies create informed safety plans. It combines crash, vehicle, vulnerable road user, and demographic data to visualize trends on roadway segments. The tool is intended to support the evaluation of safety projects and application process for safety-related funding.

Throughout the development of the Safety Action Plan, the study team along with County staff attended several training sessions to identify opportunities for application. It was anticipated that the tool would be helpful in identifying high risk locations using the hard braking, near miss, and speed data provided with the subscription.

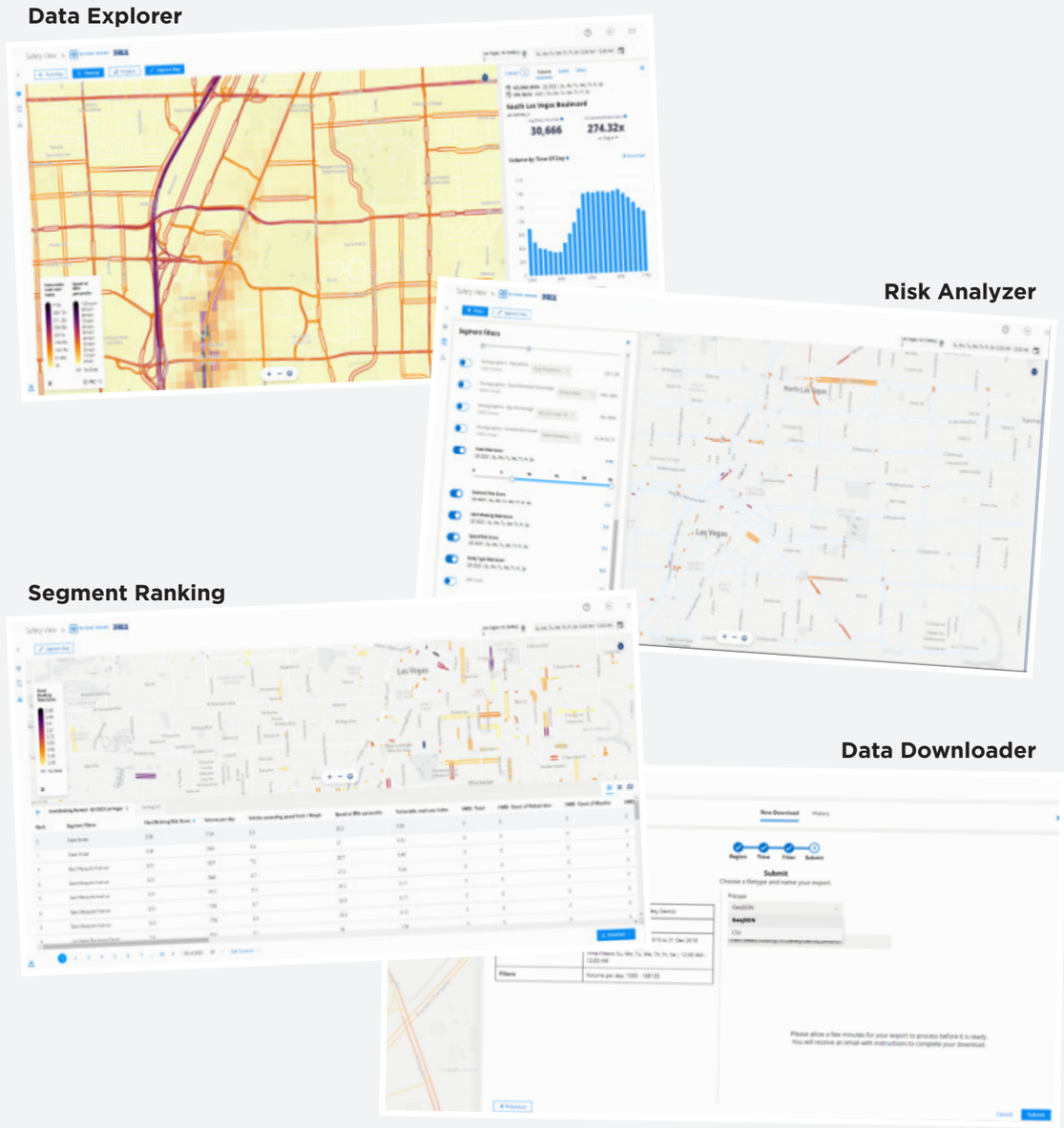
The following crash data attributes were provided by the study team and uploaded to the Safety View application to allow an overlay of the historical crash data and the additional metrics provided through Safety View:

- Total Crashes
- Crash Severity
- Crash Type
- Count of Pedestrians Involved
- Count of Bicycles Involved
- Count of Motorcycles Involved
- Count of Vehicles Involved
- Speeding Involved
- Alcohol Involved
- Drugs Involved
- Lighting Condition
- Road Surface Condition
- Weather Condition
- Intersection Related

During use of the Safety View application, it was determined that the following metrics could be extracted and overlayed with other data to support identifying trends and patterns to inform safety decisions:

- Vehicle exceeding speed limit +10mph: 0% - 100%
- Speed at 85th percentile: 0kph – 100kph
- Total Risk Score: 0 – 25
- Seatbelt Risk Score: 0 – 5
- Hard Braking Risk Score: 0 – 5
- Speed Risk Score: 0 – 5
- Body Type Risk Score: 0 – 5

Ultimately, the study team leaned more heavily on the traditional data sources to inform the development and evaluation of the High Injury Network. INRIX Safety View was used to corroborate safety risks of prioritized high injury corridors. The data from the Safety View tool available during the period purchased was downloaded and can be accessed as needed for future analysis efforts.



SECTION 4. HIGH INJURY NETWORK

Methodology and Background

Utilizing countywide crash data, the High Injury Network (HIN) identifies roadway segments and intersections in Palm Beach County using a combination of crash frequency, severity, and exposure-based measures.

The HIN is designed to be a screening tool to support segment-level improvements and corridor-level strategy development. It is not a comprehensive list of safety improvement projects for the County. The HIN will instead help to direct future studies and design work by focusing in on those segments and intersections where crashes have been most concentrated.

Separate HINs were developed for motor vehicle, pedestrian, bicycle, and motorcycle crashes, considering both segments and intersections for each mode. Each segment HIN is based on four key metrics: crash frequency, severity score, frequency rate (normalized by traffic volume) and severity rate (normalized by traffic volume). Intersection HINs are based on crash frequency and severity score only. For more information, the full methodology for the HIN development and the scoring approach can be found in **APPENDIX C. APPENDIX C** also provides a breakdown of each type of HIN by Council District.

HIN Representation Snapshot

MOTOR VEHICLE

254 HIN INTERSECTIONS

40% Fatal Crashes
51% Serious Injury Crashes
25% of Total Intersections

427 HIN SEGMENTS

44% Fatal Crashes
52% Serious Injury Crashes
14% of Total Segments
234 Miles

MOTORCYCLE

90 HIN INTERSECTIONS

68% Fatal Crashes
48% Serious Injury Crashes
9% of Total Intersections

145 HIN SEGMENTS

70% Fatal Crashes
42% Serious Injury Crashes
5% of Total Segments
85 Miles

PEDESTRIAN

67 HIN INTERSECTIONS

55% Fatal Crashes
48% Serious Injury Crashes
6% of Total Intersections

145 HIN SEGMENTS

54% Fatal Crashes
45% Serious Injury Crashes
3% of Total Segments
44 Miles

BICYCLE

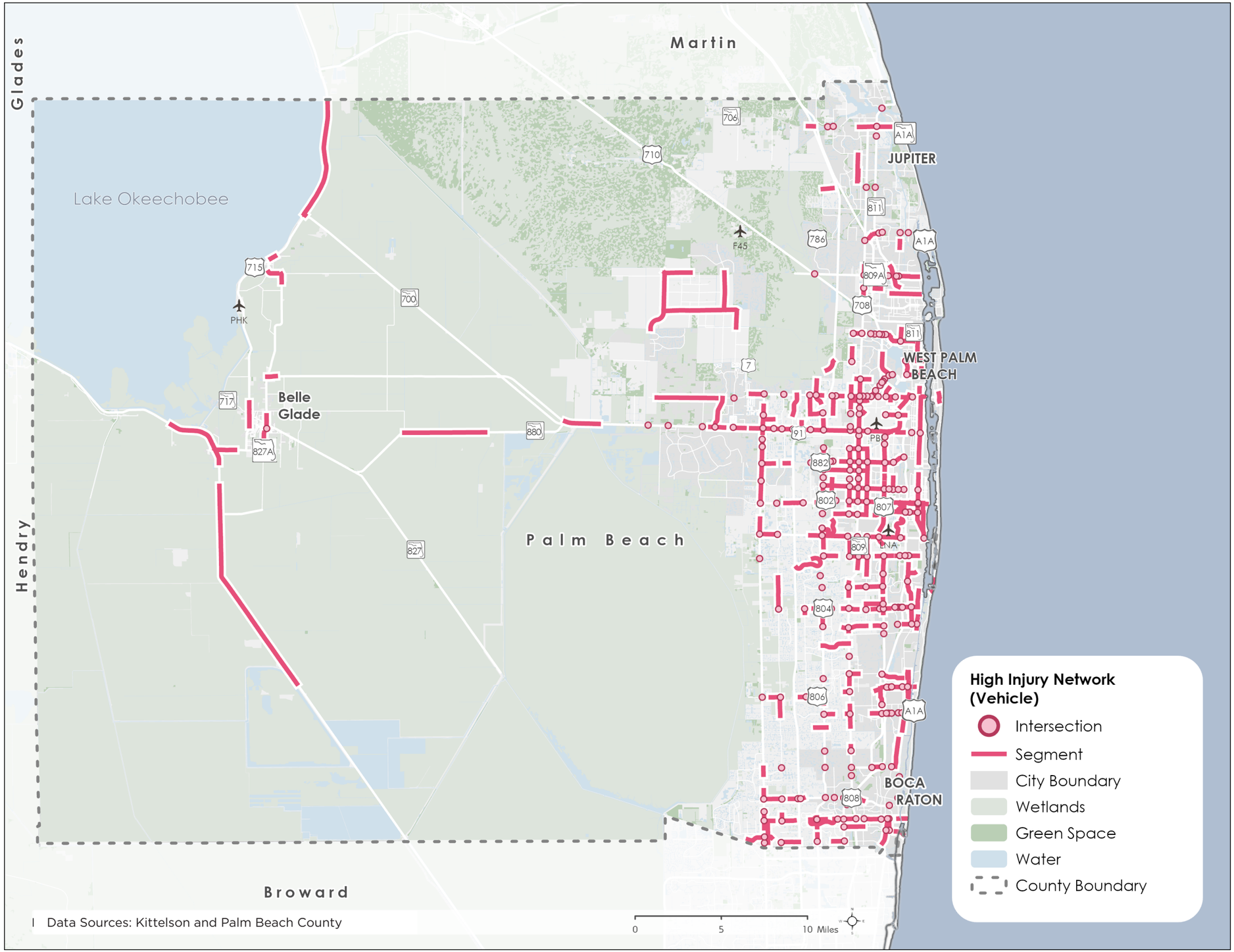
88 HIN INTERSECTIONS

60% Fatal Crashes
53% Serious Injury Crashes
9% of Total Intersections

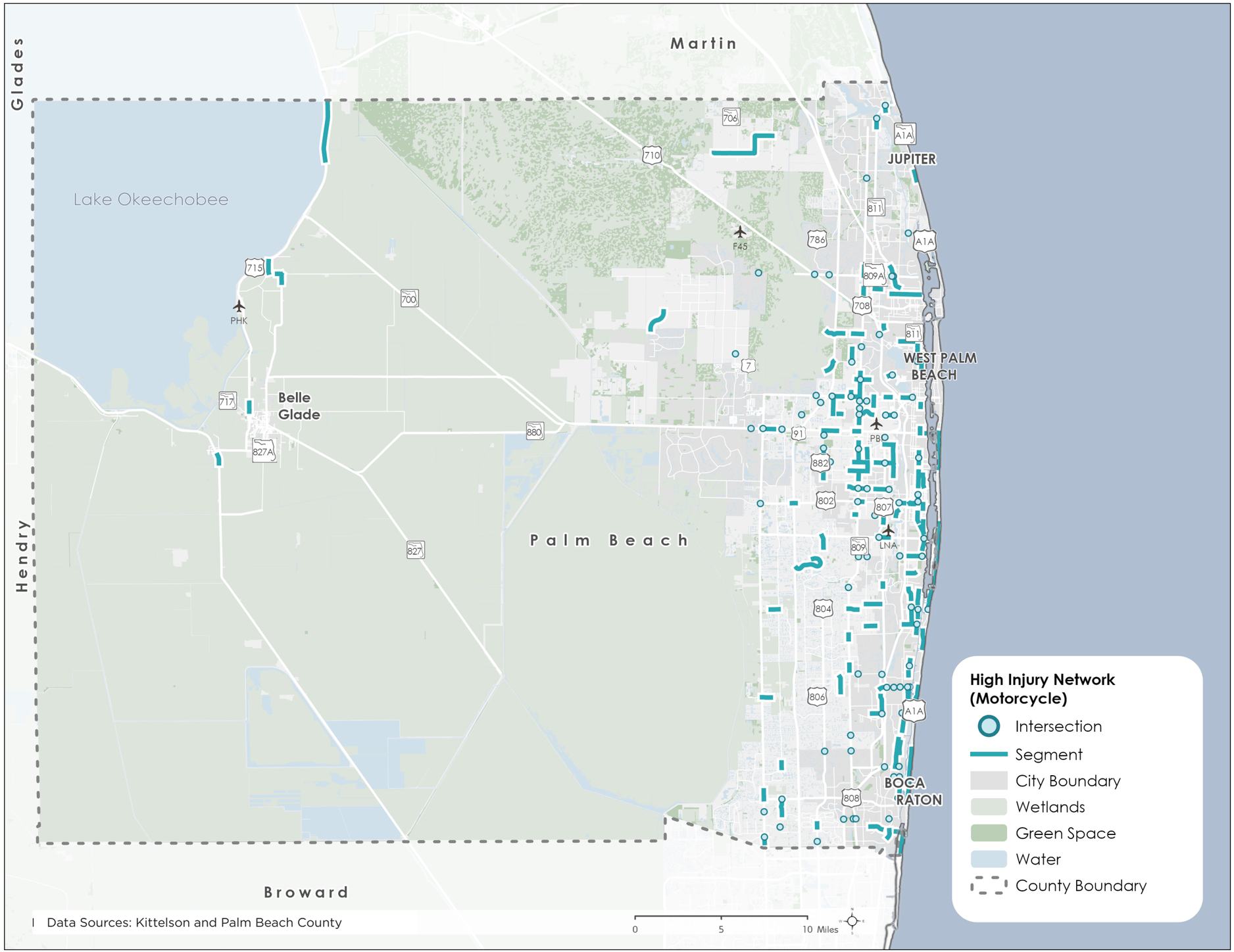
96 HIN SEGMENTS

39% Fatal Crashes
53% Serious Injury Crashes
3% of Total Segments
51 Miles

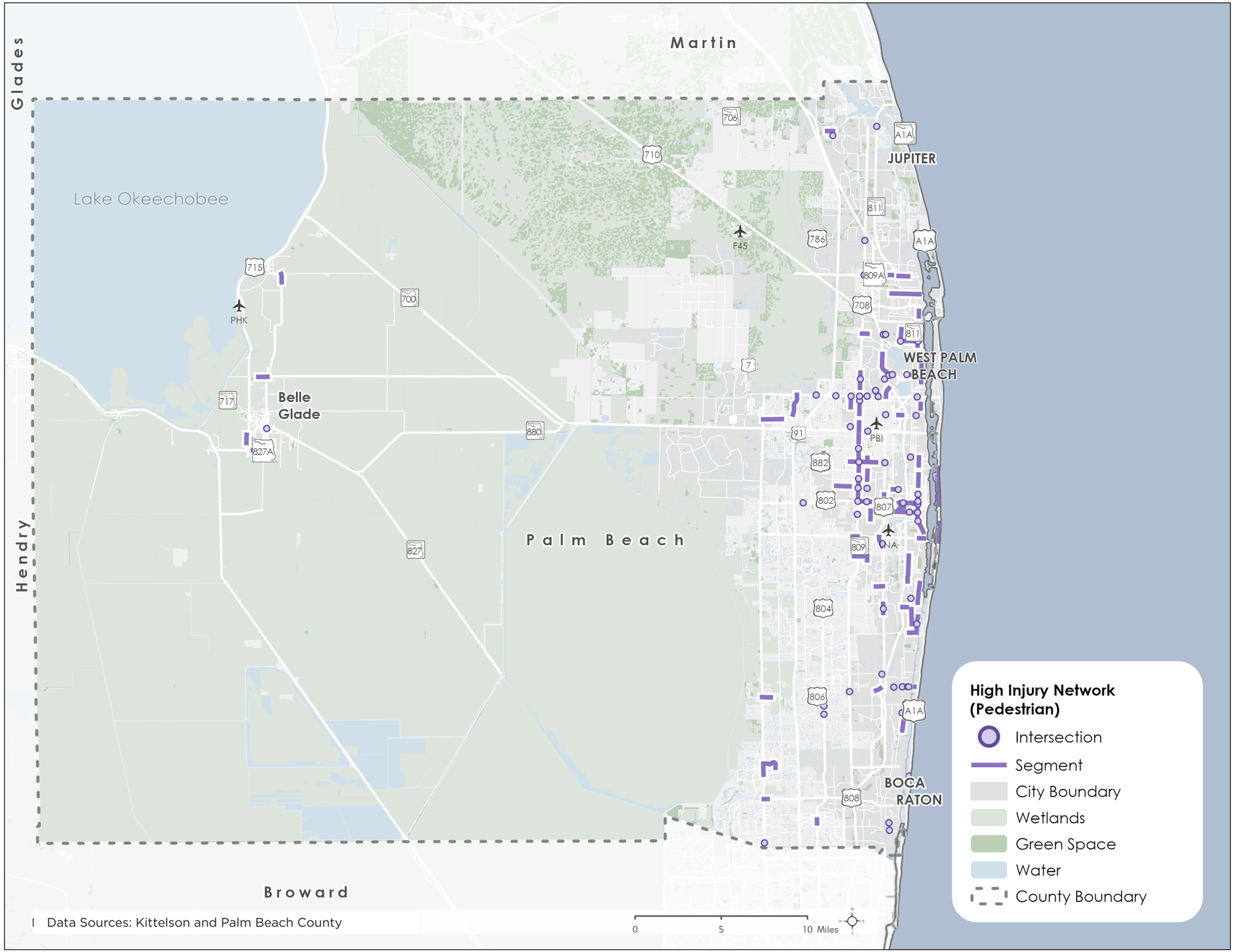
This map represents the Motor Vehicle HIN, for both segments and intersections. Each HIN segment is based on four key metrics: crash frequency, severity score, frequency rate (normalized by traffic volume) and severity rate (normalized by traffic volume). HIN intersections are based on crash frequency and severity score only.



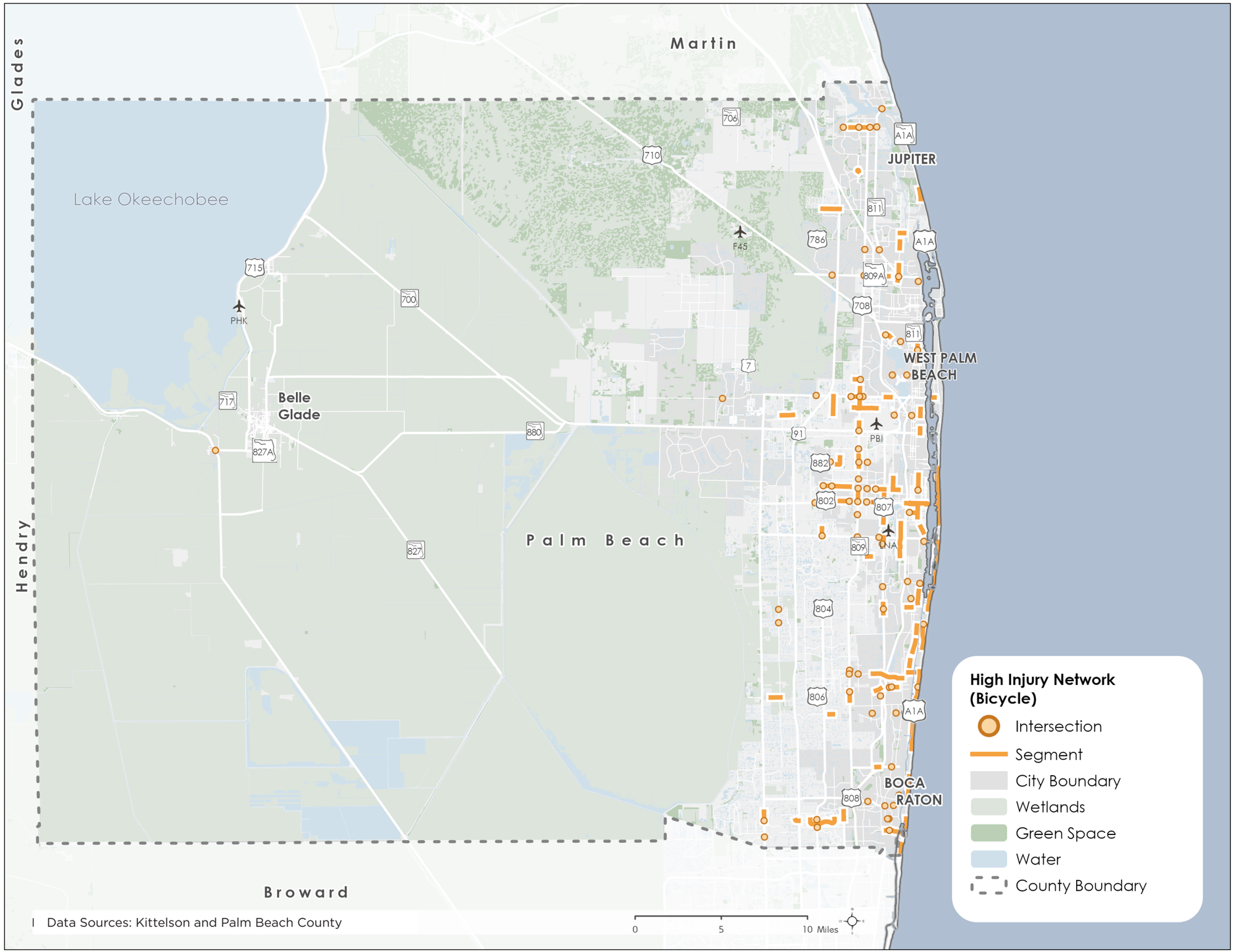
This map represents the Motorcycle HIN, for both segments and intersections. Each HIN segment is based on four key metrics: crash frequency, severity score, frequency rate (normalized by traffic volume) and severity rate (normalized by traffic volume). HIN intersections are based on crash frequency and severity score only.



This map represents the Pedestrian HIN, for both segments and intersections. Each HIN segment is based on four key metrics: crash frequency, severity score, frequency rate (normalized by traffic volume) and severity rate (normalized by traffic volume). HIN intersections are based on crash frequency and severity score only.



This map represents the Bicycle HIN, for both segments and intersections. Each HIN segment is based on four key metrics: crash frequency, severity score, frequency rate (normalized by traffic volume) and severity rate (normalized by traffic volume). HIN intersections are based on crash frequency and severity score only.



SECTION 5. SYSTEMIC SAFETY COUNTERMEASURES

Countermeasures Matrix

The Safety Analysis identifies the types of crashes occurring in Palm Beach County, while the High Injury Network shows where the most frequent and severe crashes occur. Together, these analyses inform the Systemic Countermeasures in this plan; a set of people-focused strategies to reduce serious injuries and fatalities.

These countermeasures follow the Safe System Approach, prioritizing safer roads, safer speeds, and safer road users by addressing the highest-risk conditions across the roadway network while considering feasibility and implementation.

The recommended countermeasures are grounded in research and best practices and are most effective when implemented in combination with multiple treatments and tailored to local conditions. Project-level evaluation is still required to ensure that selected treatments respond to on-the-ground context and community needs. Where available, a crash modification factor (CMF) was documented per countermeasure in **APPENDIX D**. Before implementation of any Systemic Countermeasure, a location specific crash analysis and evaluation of appropriate countermeasure is needed to ensure the best solution is provided to enhance safety.

The Systemic Countermeasure Matrix is organized by five key factors:

Crash Type: the six leading fatal and severe injury crash types across all modes and facility types

Roadway Context: Urban or Rural

Mode: Motor Vehicle, Motorcycle, Bicycle, or Pedestrian

Relative Cost: Based on infrastructure cost estimates

Implementation Difficulty:

Low: Low-cost projects funded within existing department budgets; minimal coordination; completed in under one year.

Medium: Moderately priced projects requiring local funding and advance budget planning; some coordination; completed in one to three years.

High: High-cost projects, often needing state or federal funding; significant coordination; take more than three years to complete.

For each leading crash type, associated leading crash causes (for example, operated carelessly, ran red light) were determined. Based on either an urban or rural roadway context, recommended countermeasures were compiled for each of these causes. These countermeasures comprise the following Systemic Countermeasure Matrix. The list of countermeasures are options that still require further analysis of the specific locations where projects are being recommended. Additional methodology details can be found in **APPENDIX D**.

Countermeasure	Leading Crash Types Addressed						Context	Modes Addressed				Relative Cost	Implementation Difficulty
	Rear-End	Left Turn	Fixed Object/Lane Departure	Traveling Straight	Turning Right	Angle	(Urban, Rural)	Motor Vehicle	Motorcycle	Bicycle	Pedestrian	(Low, Medium, High)	(Low, Medium, High)
Speeding Enforcement			X			X	Urban	X	X			Low	Low
Improve sign/ marking retroreflectivity/ visibility			X				Urban	X				Low	Low
Improve pavement friction			X				Rural	X				Low	Low
Install rumble strips/audible pavement markings			X				Rural	X				High	High
Remove/ relocate/shield hazards within clear zone			X				Rural	X				Low	Low
Install/Improve lighting and/ or remove obstructions to lighting such as trimming overgrown trees			X	X			Rural, Urban	X			X	Medium	Medium
Improve signal timing and coordination (reduce stop and go conditions)	X						Urban	X				Medium	Medium
Install "Next Signal" signs	X						Urban	X				Low	Low
Install warning sign (e.g., hidden driveways, signal ahead)	X						Rural	X				Low	Low
Provide a positive offset of left turn lanes		X					N/A	X	X			High	High
Remove/Improve sight line obstructions for turning vehicles		X			X		N/A	X	X	X	X	Medium	Medium
Install left turn lanes		X					N/A	X				High	High

Countermeasure	Leading Crash Types Addressed						Context	Modes Addressed				Relative Cost	Implementation Difficulty
	Rear-End	Left Turn	Fixed Object/Lane Departure	Traveling Straight	Turning Right	Angle	(Urban, Rural)	Motor Vehicle	Motorcycle	Bicycle	Pedestrian	(Low, Medium, High)	(Low, Medium, High)
Implement flashing yellow arrow (FYA) and FYA with left-turn omit for pedestrians (where applicable)		X					N/A	X			X	Medium	Medium
Add (flexible) backplates with retroreflective border						X	N/A	X				Low	Low
Provide one signal head per lane						X	N/A	X	X			Medium	Medium
Improve all red interval						X	N/A	X				Low	Low
Roadway maintenance (e.g. remove debris and repair potholes)			X				N/A		X			Medium	Medium
Safety awareness campaigns (e.g., wear helmets, bright clothing at night)	X	X		X			N/A		X	X	X	Low	Low
Confirm motorcycle detection by signal	X				X		N/A		X			Low	Low
Install Pedestrian (W11-2) warning signs				X			N/A				X	Low	Low
Relocate bus stops closer to intersections/ crosswalks				X			N/A				X	Medium	Medium
Install speed feedback signs to slowdown motorists				X			N/A				X	High	Medium

Countermeasure	Leading Crash Types Addressed						Context	Modes Addressed				Relative Cost	Implementation Difficulty
	Rear-End	Left Turn	Fixed Object/Lane Departure	Traveling Straight	Turning Right	Angle	(Urban, Rural)	Motor Vehicle	Motorcycle	Bicycle	Pedestrian	(Low, Medium, High)	(Low, Medium, High)
Install special emphasis crosswalk markings at driveways/ minor roads or intersections					X		N/A				X	Low	Low
Review pedestrian clearance interval				X			N/A				X	Low	Low
Install countdown pedestrian signals				X			N/A				X	Low	Low
Reduce delays by prioritizing pedestrian signal actuations				X			N/A				X	Low	Low
Install audible push buttons				X			N/A				X	Low	Low
Install passive detection of pedestrians				X			N/A				X	High	Medium
Improve intersection lighting				X			N/A				X	High	Medium
Install "Turning Vehicles Stop for Pedestrian/ Bicycle" (R10-15a) signs	X				X		N/A			X	X	Low	Low
Install hardened centerline	X						N/A				X	High	High
Tighten curb radius					X		N/A				X	High	High
Implement leading pedestrian interval (LPI)					X		N/A				X	Low	Low
Add sharrow pavement markings with optional black background				X	X		N/A			X		Low	Low

Countermeasure	Leading Crash Types Addressed						Context	Modes Addressed				Relative Cost	Implementation Difficulty
	Rear-End	Left Turn	Fixed Object/Lane Departure	Traveling Straight	Turning Right	Angle	(Urban, Rural)	Motor Vehicle	Motorcycle	Bicycle	Pedestrian	(Low, Medium, High)	(Low, Medium, High)
Install "Bicycles allowed use of full lane" (R9-20) sign				X	X		N/A			X		Low	Low
Install W11-15 Pedestrian/ Bicycle warning sign with "Look" plaque facing driveways to notify drivers to expect cyclists on sidewalk				X	X		N/A			X	X	Low	Low
Add green markings at conflict areas and turning lanes		X		X	X		N/A			X		Medium	Medium
Add green markings at key-hole lane		X			X		N/A			X		Low	Low
Add bike boxes		X			X		N/A			X		Low	Low
Install "Bike Lane" (R3-17) signs				X	X		N/A			X		Low	Low
Install "Begin right turn lane yield to bikes" (R4-4) signs				X	X		N/A			X		Low	Low
Add buffer between travel lane and bicycle lane				X	X		N/A			X		High	High
Extend bicycle lane markings through intersection				X			N/A			X		Low	Low
Add bicycle signals and/or detection				X			N/A			X		Low	Low

SECTION 6. PRIORITY CORRIDOR SCREENING, PRIORITIZATION, AND DEEP DIVES

Corridor Screening

To meaningfully improve roadway safety in Palm Beach County, this section focuses on actionable recommendations that move from analysis to implementation. Building on the High Injury Network and Systemic Strategies, the Plan identifies five priority corridors where targeted safety investments can deliver the greatest and most immediate impact.

The corridors were identified using the HIN, incorporating segments and intersections across all four travel modes: walking, biking, motorcycling, and driving. These segments were grouped into logical project extents, and each corridor was ranked based on the total number of serious injury and fatal crashes to target locations with the highest concentration of severe crashes.

Fourteen corridors were initially identified. Then, the five highest-ranked corridors were selected for detailed analysis and the development of targeted safety countermeasures. The top five priority corridors are:

- 10th Ave North
- South Jog Road
- Linton Boulevard
- 6th Ave / Melaleuca Lane
- South Military Trail

These five corridors account for approximately **20%** of all FSI crashes on State- and County-maintained roads in Palm Beach County.

For each of the top five priority corridors, safety countermeasures were formulated in response to crash types, contributing factors,and the needs of diverse road users. The recommendations encompass both intersectionand segment-based interventions as well as systemic and long-term initiatives. Moving forward, it is recommended that each corridor undergo more detailed design and analysis to determine the appropriate timing and methods for implementing both short-term and long-term measures. The analysis is to include an operational analysis and a thorough crash analysis to verify the crash trend and appropriate countermeasures are selected.

Lastly, a single corridor, 10th Avenue North, was selected as the top-ranked corridor for grant application consideration. Notably, the scores across all corridors were closely aligned, signifying comparable levels of priority. This final step was done using three key criteria:

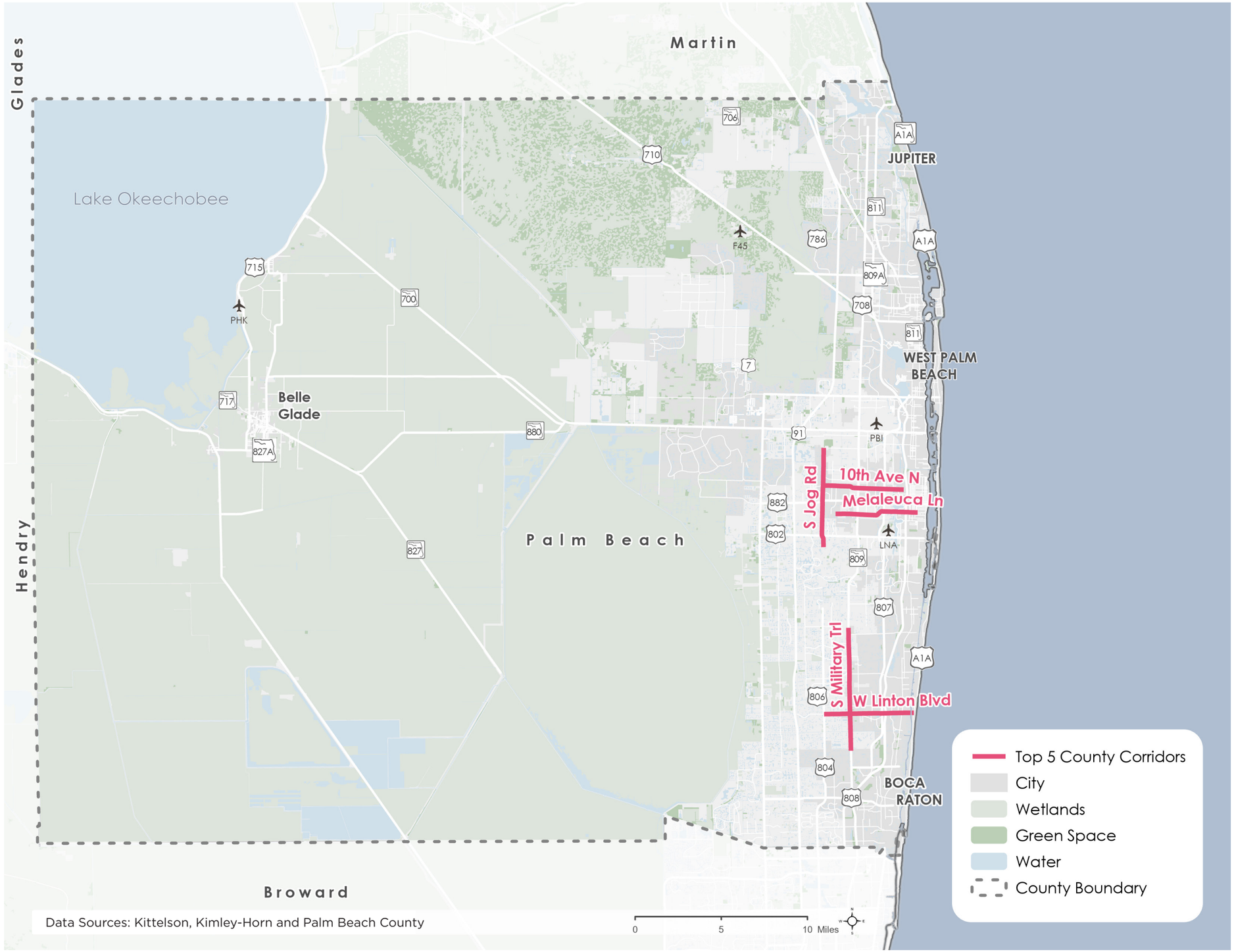
- **Safety Opportunity:** Evaluates the extent to which a project addresses fatal and serious injury (FSI) crashes involving both drivers and vulnerable road users.
- **Community Benefit:** Assesses the corridor's proximity and access to community assets such as parks, schools, transit stops, and places of worship.
- **Benefit-Cost:** Measures the anticipated return on investment for proposed countermeasures.

The map and corridor summaries that follow provide detailed analysis for the five highestranked priority corridors. Looking ahead, Palm Beach County may submit a single corridor for grant funding or consolidate all five projects into one comprehensive grant application. Selection of projects for submission should be strategically informed by alignment with grant funding criteria to maximize competitiveness. By focusing on these corridors, the Plan aims to maximize impact and effectiveness in reducing and ultimately eliminating severe crashes in the County.

Corridor Summaries

Each 2-page spread includes the following (refer to **APPENDIX D** for full details).

- Corridor context map and description.
- Crash hot spots.
- Key issues and opportunities map.
- Recommended countermeasures map.
- Implementation notes.



6TH AVENUE/MELALEUCA LANE

Corridor Description

6th Avenue/Melaleuca Lane serves as a principal east-west thoroughfare in central Palm Beach County. The corridor connects multiple residential neighborhoods and provides connections to major north-south routes, including Military Trail, Congress Avenue, I-95, and US-1. The surrounding land use is primarily residential in nature, with main entrances to cul-de-sacs and neighborhood enclaves feeding into the roadway. These residential communities often intersect with the roadway at unsignalized intersections that provide turning movements in all directions. Along the corridor, notable civic destinations and substantial job destinations are present, such as churches, K-12 public and private schools, Select Specialty Hospital, Palm Beach State College, and several parks, including John Prince Park. Unlike most of the other priority corridors, 6th Avenue/Melaleuca Lane does not contain many commercial attractors. Rather, the corridor represents a commuter and workforce traffic route.

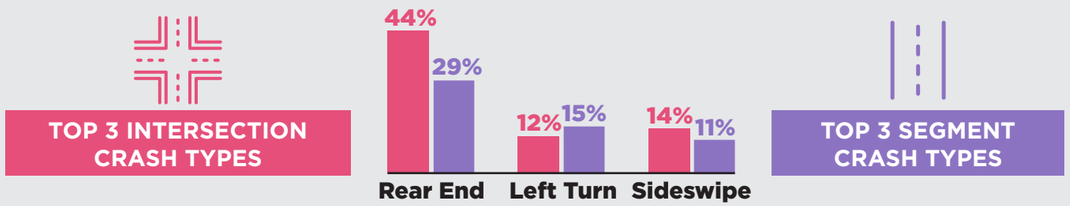
Crash Profile (2019 to 2023)

- **Total Crashes:** 2,066
- **FSIs:** 62
- **Fatalities:** 12
- **Vulnerable Road User Crashes:** 113

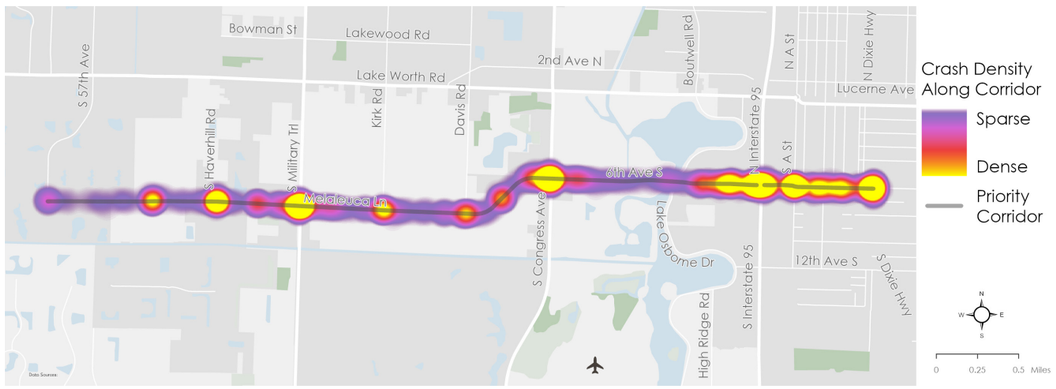
Corridor Context

- **Extent:** Pine Hov Circle to US 1
- **Corridor Length:** 4.8 miles
- **Roadway Classification:** Urban, Major Arterial
- **# of Lanes:** 4-5 Lanes
- **Road Width:** 80-110 feet
- **Posted Speed:** 35 to 45 MPH posted speed
- **AADT:** 12,400 to 34,000 AADT (FDOT, 2024)

Top Crash Types



6th Avenue/Melaleuca Lane Crash Heatmap



Recommendations Summary

The top safety concerns for segments along this corridor are rear end, left turn and angle crashes. Intersections along this corridor experience similar crashes with the addition of sideswipe crashes. The following safety recommendations were identified to resolve safety concerns with these crash types experienced on this corridor. To enhance safety at intersections, the implementation of high visibility crosswalks and Leading Pedestrian Intervals are proposed for pedestrian and bicyclist safety, while retroreflective backplates on signals would help increase signal visibility. Updating signal timing for protected left-turn phasing aims to minimize left entering crashes.

Between intersections, directional median conversions are proposed to restrict vehicle turning movements at specific locations.

Standalone and long-term projects include hardened centerlines at one key intersection to protect pedestrians and cyclists, construction of new lighting infrastructure along the corridor to decrease nighttime crashes, and separated bike lanes to reduce conflicts between cyclists and vehicles.

Short-Term Projects

INTERSECTIONS

- **High Visibility Crosswalk** for pedestrian and bicyclist safety (CMF: 0.60). Cost: $395,000. Locations: 7.
- **Leading Pedestrian Intervals** for bicyclist and pedestrian safety (CMF: 0.41). Cost: $18,000. Locations: 7.
- **Update signal timing** with protected left-turn phasing to prevent left entering crashes (CMF: 0.45). Cost: $203,000. Locations: 5.
- **Backplates with retroreflective borders** to increase signal visibility and prevent rear end crashes (CMF: 0.85). Cost: $72,000. Locations: 7.

SEGMENTS

- **Directional Median Conversions** to restrict vehicle turning movements at specific locations and prevent left turn and angle crashes (CMF:0.43). Cost: $569,000. Locations: 13.

Standalone and Long-Term Projects

INTERSECTIONS*

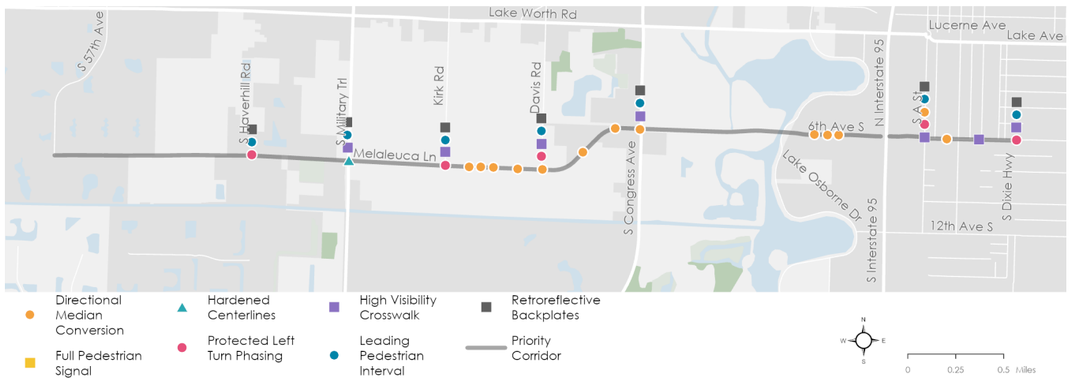
- **Hardened Centerlines** evaluate effectiveness and benefits of implementation at key intersections to reduce risk for pedestrians and cyclists within the crosswalk. Cost: $143,000. Locations: 1.
- **Intersection Control Evaluation** for 6 key intersections on corridor that are also on County HIN. Locations: 6.

SEGMENTS

- **Installation and construction of new lighting infrastructure** evaluate existing lighting along the length of the corridor to identify any new lights needed to reduce frequency of nighttime crashes.
- **Separated Bike Lane** evaluate for where to implement along the length of the corridor to reduce cyclist and vehicle conflict. Cost: $26,362,000.

Note: Costs do not include right-of-way

6th Avenue/Melaleuca Lane Recommendations Map



** A **hardened centerline** is a type of left turn hardening that uses **modular curbs, barriers, or other vertical delineators** placed where the **centerline meets the intersection** to **reduce left turning vehicle speeds and prevent "corner cutting"***

*An **Intersection Control Evaluation (ICE)** is a **data-driven, performance-based framework** used to objectively screen and compare different intersection control alternatives, with the goal of identifying the **optimal geometric and control solution** for a given location*

10TH AVENUE NORTH

Corridor Description

10th Avenue North serves as a principal east-west thoroughfare within central Palm Beach County. This corridor links residential neighborhoods and connects to major north-south routes, such as Jog Road, Military Trail, Congress Avenue, and I-95. Bus transit service is also along the corridor.

The adjacent land use is predominantly residential but contains many civic and commercial uses. Notably, the corridor differs from other priority corridors by passing through three school zones: John I. Leonard High School, Palm Springs Elementary School, and Lake Worth Middle School. These schools often contribute to high amounts of multimodal traffic during peak commute times. In addition, the corridor features several commercial and retail clusters, including Walmart and ALDI. The commercial clusters are located at major intersections with north/south roadways, creating a strong attraction of traffic. Another unique aspect of 10th Avenue North is that there are many minor north/south through roads that offer alternate routes or connect residential neighborhoods, representing a wider opportunity for cross travel along the corridor.

Crash Profile (2019 to 2023)

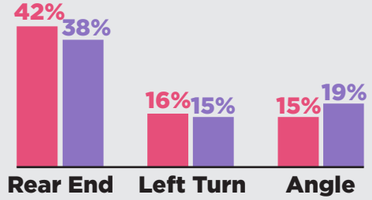
- **Total Crashes:** 2,922
- **FSIs:** 67
- **Fatalities:** 18
- **Vulnerable Road User Crashes:** 130

Corridor Context

- **Extent:** South Jog Road to Barnett Drive
- **Corridor Length:** 4.7 miles
- **Roadway Classification:** Urban, Major Arterial
- **# of Lanes:** 4-5 Lanes
- **Road Width:** 80-120 feet
- **Posted Speed:** 40 MPH posted speed
- **AADT:** 12,400 to 34,000 AADT (FDOT, 2024)

Top Crash Types

TOP 3 INTERSECTION CRASH TYPES



TOP 3 SEGMENT CRASH TYPES

10th Avenue North Crash Heatmap

Recommendations Summary

The top safety concerns for this corridor and intersections on this corridor are rear end, left turn, and angle crashes. The following safety recommendations were identified to address safety concerns with the crash types experienced on this corridor. To enhance safety at intersections, the implementation of high visibility crosswalks and Leading Pedestrian Intervals are proposed for pedestrian and bicyclist safety, while retroreflective backplates on signals would help increase signal visibility. Updating signal timing for protected left-turn phasing aims to minimize left entering crashes.

Between intersections, directional median conversions are proposed to restrict vehicle turning movements at specific locations, and a full traffic signal is recommended to lessen risks for road users at an unsignalized midblock location.

Standalone and long-term projects include hardened centerlines at four intersections to safeguard pedestrians and cyclists and the installation of new lighting infrastructure along the corridor to decrease nighttime crashes.

Short-Term Projects

INTERSECTIONS

- **High Visibility Crosswalk** for pedestrian and bicyclist safety (CMF: 0.60). Cost: $56,000. Locations: 1.
- **Leading Pedestrian Intervals** for bicyclist and pedestrian safety (CMF: 0.41). Cost: $31,000. Locations: 12.
- **Update signal timing** with protected left-turn phasing to prevent left entering crashes (CMF: 0.45). Cost: $407,000. Locations: 10.
- **Backplates with retroreflective borders** to increase signal visibility and prevent rear end crashes (CMF: 0.85). Cost: $124,000. Locations: 12.

SEGMENTS

- **Directional Median Conversions** to restrict vehicle turning movements at specific locations and prevent left turn, angle and sideswipe crashes (CMF:0.43). Cost: $657,000. Locations: 15.
- **Evaluate Pedestrian Traffic Signal** in accordance with County standards, consider installation of a pedestrian traffic signal to reduce vulnerable road user risks at unsignalized midblock location (CMF: 0.50). Cost: $1,000,000. Locations: 1.

Standalone and Long-Term Projects

INTERSECTIONS

- **Hardened Centerlines** evaluate effectiveness and benefits of implementation at key intersections to reduce risk for pedestrians and cyclists within the crosswalk. Cost: $571,000. Locations: 4.
- **Intersection Control Evaluation** for 11 key intersections on corridor that are also on County HIN. Locations: 11.

SEGMENTS

- **Installation and construction of new lighting infrastructure** evaluate existing lighting along the length of the corridor to identify any new lights needed to reduce frequency of nighttime crashes.

Note: Costs do not include right-of-way

10th Avenue North Recommendations Map

LINTON BOULEVARD

Corridor Description

Linton Boulevard functions as a key east-west thoroughfare in Southern Palm Beach County, providing connectivity between residential neighborhoods and major north-south routes including Jog Road, Military Trail, Congress Avenue, I-95, US-1, and A1A. Bus transit service is also along the corridor.

West of I-95, the corridor is primarily bordered by residential land uses, with notable institutions such as Delray Medical Center and American Heritage Schools Palm Beach located nearby. East of I-95, the area transitions to predominantly retail and commercial uses. This segment of the corridor also experiences the highest AADT for the corridor, representing a very high travel route. As the corridor approaches its terminus at the intracoastal waterway, A1A, and the beach, land use reverts to mainly residential.

The corridor represents a highly traveled commuting route as well as a vital connection to the interstate. It connects neighborhoods to shopping and job destinations in the region.

Crash Profile (2019 to 2023)

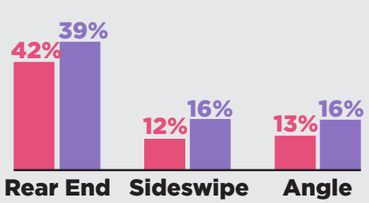
- **Total Crashes:** 2,555
- **FSIs:** 83
- **Fatalities:** 7
- **Vulnerable Road User Crashes:** 81

Corridor Context

- **Extent:** South Jog Road to A1A
- **Corridor Length:** 5.2 miles
- **Roadway Classification:** Urban, Major Arterial
- **# of Lanes:** 4-6 Lanes
- **Road Width:** 120 feet
- **Posted Speed:** 40 to 45 MPH posted speed
- **AADT:** 14,400 to 45,000 AADT (FDOT, 2024)

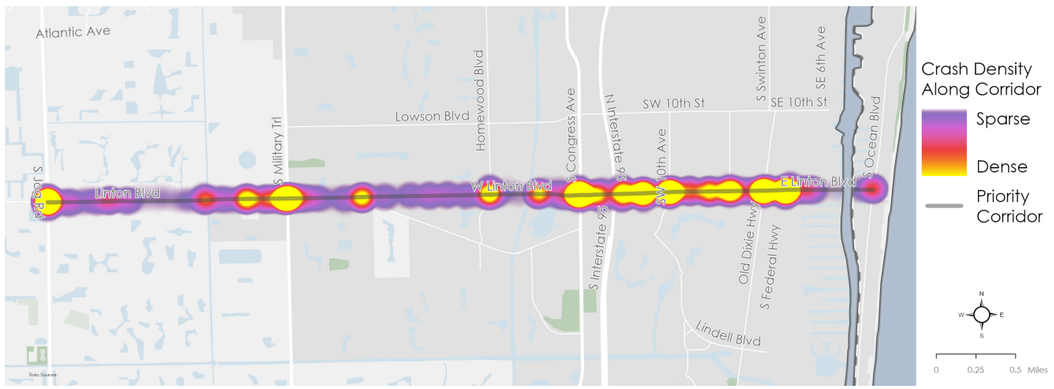
Top Crash Types

TOP 3 INTERSECTION CRASH TYPES



TOP 3 SEGMENT CRASH TYPES

Linton Boulevard Crash Heatmap



Recommendations Summary

The top safety concerns for this corridor and intersections on this corridor are rear end, angle, and sideswipe crashes. The following safety recommendations were identified to address safety concerns with the crash types experienced on this corridor. To enhance safety at intersections, the implementation of Leading Pedestrian Intervals are proposed for pedestrian and bicyclist safety, while retroreflective backplates on signals would help increase signal visibility. Updating signal timing for protected left-turn phasing aims to minimize left entering crashes.

Between intersections, directional median conversions are proposed to restrict vehicle turning movements at specific locations.

Standalone and long-term projects include hardened centerlines at nine intersections to protect pedestrians and cyclists and creating a separated bike lane to reduce conflicts between cyclists and vehicles.

Short-Term Projects

INTERSECTIONS

- **Leading Pedestrian Intervals** for bicyclist and pedestrian safety (CMF: 0.41). Cost: $31,000. Locations: 12.
- **Update signal timing** with protected left-turn phasing to prevent left entering crashes (CMF: 0.45). Cost: $366,000. Locations: 9.
- **Backplates with retroreflective borders** to increase signal visibility and prevent rear end crashes (CMF: 0.85). Cost: $124,000. Locations: 12.

SEGMENTS

- **Directional Median Conversions** to restrict vehicle turning movements at specific locations and prevent angle and sideswipe crashes (CMF:0.43). Cost: $438,000. Locations: 10.

Standalone and Long-Term Projects

INTERSECTIONS

- **Hardened Centerlines** evaluate effectiveness and benefits of implementation at key intersections to reduce risk for pedestrians and cyclists within the crosswalk. Cost: $1,285,000. Locations: 9.
- **Intersection Control Evaluation** for 12 key intersections on corridor that are also on County HIN. Locations: 12.

SEGMENTS

- **Separated Bike Lane** evaluate for where to implement along the length of the corridor to reduce cyclist and vehicle conflict. Cost: $28,559,000

COORDINATION

- Collaborate with FDOT on planned intersection improvements to A1A.

Note: Costs do not include right-of-way

Linton Boulevard Recommendations Map

SOUTH JOG ROAD

Corridor Description

South Jog Road is a key north-south route in Central Palm Beach County that links several cities and connects to major east-west roads like Lantana Road, Lake Worth Road, Forest Hill Boulevard, and Summit Boulevard. Bus transit service is also along the corridor.

The area along Jog Road features a mix of residential neighborhoods, large shopping centers, smaller retail and commercial businesses, as well as civic spaces such as the Greenacres Library. While neighborhood road connections are frequent throughout the corridor, signalized intersections tend to be spaced far apart.

The corridor is used for commuting, shopping, accessing services, and public transit. It connects several cities with major east-west roads and features a mix of residential neighborhoods, commercial businesses, and civic spaces. This route is essential for neighborhood connectivity and supports connectivity to daily destinations.

Crash Profile (2019 to 2023)

- **Total Crashes:** 3,133
- **FSIs:** 60
- **Fatalities:** 10
- **Vulnerable Road User Crashes:** 124

Corridor Context

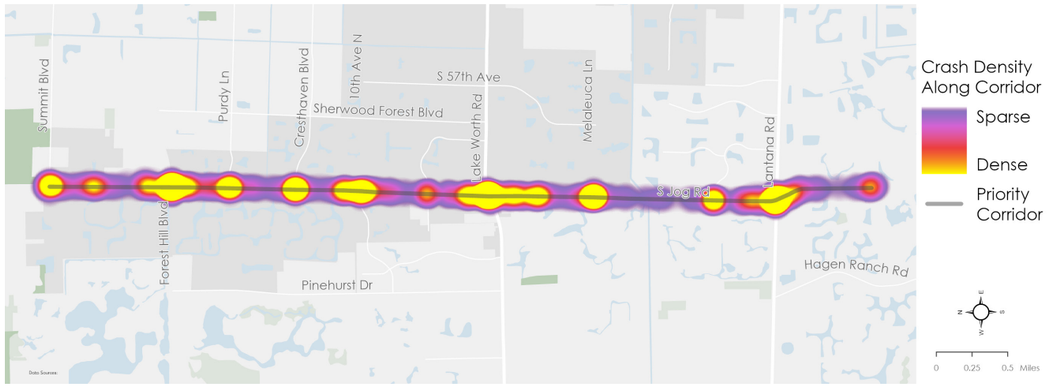
- **Extent:** Winston Trails Boulevard to Summit Boulevard
- **Corridor Length:** 5.7 miles
- **Roadway Classification:** Urban, Principal Arterial
- **# of Lanes:** 6 Lanes
- **Road Width:** 120 feet
- **Posted Speed:** 45 MPH posted speed
- **AADT:** 39,000 to 55,000 AADT (FDOT, 2024)

Top Crash Types

TOP 3 INTERSECTION CRASH TYPES

TOP 3 SEGMENT CRASH TYPES

South Jog Road Crash Heatmap



Recommendations Summary

The top safety concerns for this corridor and intersections on this corridor are rear end, sideswipe, and left turn crashes. The following safety recommendations were identified to address safety concerns with the crash types experienced on this corridor. To enhance safety at intersections, the implementation of high visibility crosswalks and Leading Pedestrian Intervals are proposed for pedestrian and bicyclist safety, while retroreflective backplates on signals would help increase signal visibility at night. Updating signal timing for protected left-turn phasing aims to minimize left entering crashes.

Between intersections, directional median conversions are proposed to restrict vehicle turning movements at specific locations, and a full traffic signal is recommended to lessen risks for vulnerable road users at an unsignalized midblock location.

Standalone and long-term projects include hardened centerlines at thirteen intersections to safeguard pedestrians and cyclists and the installation of separated bike lanes along the corridor to reduce conflicts between cyclists and vehicles.

Short-Term Projects

INTERSECTIONS

- **High Visibility Crosswalk** for pedestrian and bicyclist safety (CMF: 0.60). Cost: $56,000. Locations: 1.
- **Leading Pedestrian Intervals** for bicyclist and pedestrian safety (CMF: 0.41). Cost: $18,000. Locations: 7.
- **Update signal timing** with protected left-turn phasing to prevent left entering crashes (CMF: 0.45). Cost: $203,000. Locations: 5.
- **Backplates with retroreflective borders** to increase signal visibility and prevent rear end crashes (CMF: 0.85). Cost: $72,000. Locations: 7.

SEGMENTS

- **Directional Median Conversions** to restrict vehicle turning movements at specific locations to prevent angle and left turn crashes (CMF:0.43). Cost: $481,000. Locations: 11.
- **Evaluate Pedestrian Traffic Signal** in accordance with County standards, consider installation of a pedestrian traffic signal to reduce vulnerable road user risks at unsignalized midblock location (CMF: 0.50). Cost: $1,000,000. Locations: 1.

Standalone and Long-Term Projects

INTERSECTIONS

- **Hardened Centerlines** evaluate effectiveness and benefits of implementation at key intersections to reduce risk for pedestrians and cyclists within the crosswalk. Cost: $1,856,000. Locations: 13.
- **Intersection Control Evaluation** for 9 key intersections on corridor that are also on County HIN. Locations: 9.

SEGMENTS

- **Separated Bike Lane** evaluate for where to implement along the length of the corridor to reduce cyclists and vehicle conflict. Cost: $31,854,000.

Note: Costs do not include right-of-way

South Jog Road Recommendations Map

SOUTH MILITARY TRAIL

Corridor Description

South Military Trail is the longest of the five identified priority corridors. It is a major north-south route through Palm Beach County, and the portion identified as a priority corridor for this study is in southern Palm Beach County. The priority corridor connects to several major east-west roads like Linton Boulevard, Atlantic Avenue, and Woolbright Road. Bus transit service is also along the corridor.

The land use along the corridor is predominantly residential, with clusters of retail and commercial development at major intersections. Along the corridor, there is a pattern of long distances between intersections.

Passing through multiple cities, the corridor is a popular route that centrally bisects this region of the county. As such, the corridor is typically used to access daily services, neighborhoods, and jobs.

Crash Profile (2019 to 2023)

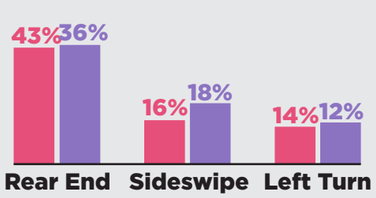
- **Total Crashes:** 2,302
- **FSIs:** 75
- **Fatalities:** 7
- **Vulnerable Road User Crashes:** 61

Corridor Context

- **Extent:** Clint Moore Road to Woolbright Road
- **Corridor Length:** 7.1 miles
- **Roadway Classification:** Urban, Principal Arterial
- **# of Lanes:** 6 Lanes
- **Road Width:** 120 feet
- **Posted Speed:** 45 MPH posted speed
- **AADT:** 39,000 to 55,000 AADT (FDOT, 2024)

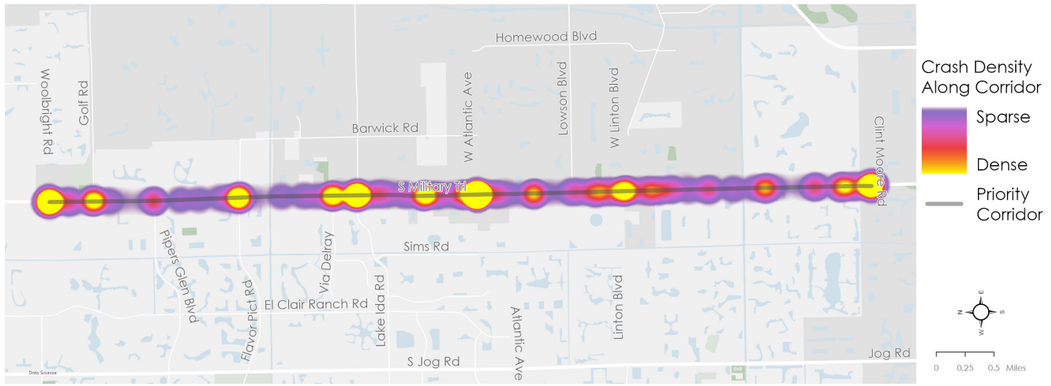
Top Crash Types

TOP 3 INTERSECTION CRASH TYPES



TOP 3 SEGMENT CRASH TYPES

South Military Trail Crash Heatmap



Recommendations Summary

The top safety concerns for this corridor and intersections along this corridor are rear end, sideswipe, and left turn crashes. The following safety recommendations were identified to address safety concerns with the crash types experienced along this corridor. To enhance safety at intersections, the implementation of Leading Pedestrian Intervals are proposed for pedestrian and bicyclist safety, while retroreflective backplates on signals would help increase signal visibility. Updating signal timing for protected left-turn phasing aims to minimize left entering crashes.

Between intersections, directional median conversions are proposed to restrict vehicle turning movements at specific locations.

Standalone and long-term projects include hardened centerlines at eighteen intersections to safeguard pedestrians and cyclists and the installation of separated bike lanes along the corridor to reduce conflicts between cyclists and vehicles.

Short-Term Projects

INTERSECTIONS

- **Leading Pedestrian Intervals** evaluate for bicyclist and pedestrian safety (CMF: 0.41). Cost: $48,000. Locations: 19.
- **Evaluate signal timing** in accordance with County standards, consider protected left-turn phasing to prevent left entering crashes (CMF: 0.45). Cost: $569,000. Locations: 14.
- **Backplates with retroreflective borders** to increase signal visibility to prevent rear end crashes (CMF: 0.85). Cost: $197,000. Locations: 19.

SEGMENTS

- **Directional Median Conversions** to restrict vehicle turning movements at specific locations to prevent angle and left-entering crashes (CMF:0.43). Cost: $657,000. Locations: 15.

Standalone and Long-Term Projects

INTERSECTIONS

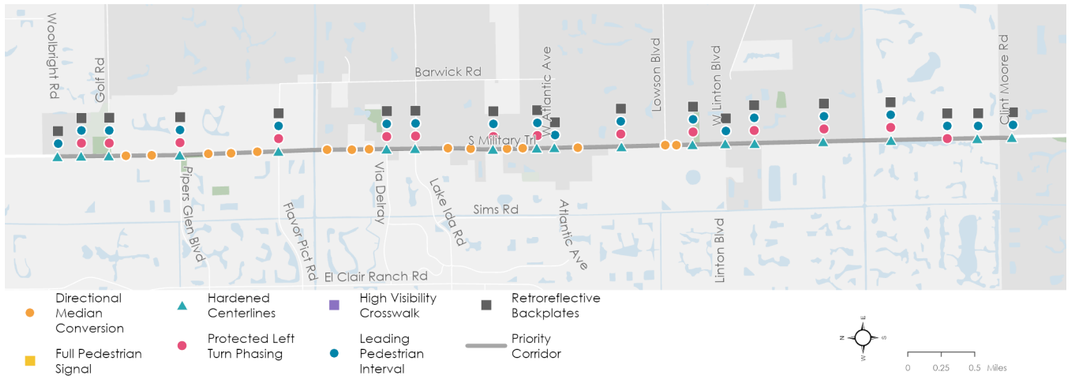
- **Hardened Centerlines** evaluate effectiveness and benefits of implementation at key intersections to reduce risk for pedestrians and cyclists within the crosswalk. Cost: $2,570,000. Locations: 18.
- **Intersection Control Evaluation** for 8 key intersections on corridor that are also on County HIN. Locations: 8.

SEGMENTS

- **Separated Bike Lane** evaluate for where to implement along the length of the corridor to reduce cyclists and vehicle conflict. Cost: $39,543,000.

Note: Costs do not include right-of-way

South Military Trail Recommendations Map



SECTION 7. POLICIES AND PROGRAMS

Why Policies and Programs Matter

Engineering projects are essential to reducing fatal and serious injury crashes, but they are not sufficient on their own. Countywide policies, procedures, and programs shape how safety decisions are made every day, influencing when and where improvements are implemented, how consistently best practices are applied, and how quickly safety issues can be addressed.

The policies and programs outlined in this section are intended to support a proactive, systemic approach to roadway safety. Together, they help ensure that the safety strategies identified in this Plan are implemented consistently across the roadway network, applied before severe crashes occur, and sustained over time. These recommendations focus on removing procedural barriers, clarifying decision-making criteria, and establishing repeatable approaches that align with the Safe System Approach and the findings of the Safety Analysis and High Injury Network.

7.1 POLICY AND PROCEDURE REVIEW SUMMARY

As part of the Palm Beach County Safety Action Plan, existing traffic engineering policies and procedures were reviewed to identify opportunities to better support systemic safety improvements. This review focused on policies that influence signal operations, speed management, pavement markings, and pedestrian and bicycle safety, particularly on State- and County-maintained roads.

The recommended updates emphasize flexibility, data-informed decision-making, and consistency in applying proven safety treatments. In several cases, the recommendations encourage allowing safety improvements to be implemented based on observed risk, roadway context, and user demand, rather than waiting for a documented crash history. This approach aligns with SS4A guidance and the Safe System principle of proactively addressing known risk factors.

Key policy and procedure recommendations are summarized below. Additional detail, including policy excerpts and supporting rationale, is provided in **APPENDIX D**.

- **Draft LPI PPM.** Consider allowing LPI based on data and observation rather than waiting for crashes. Do not recommend FYA over LPI but could recommend protected-only left turns.
- **ETO-100 Traffic Signal Installation Warrants.** Consider adding criteria for installing signals at intersections with demonstrated high pedestrian and/or bicycle volume, locations which would potentially handle significant pedestrian/bicycle, or locations with significant pedestrian/bicycle accidents.
- **ETO-105 FYA for Left Turn Movements.** Consider adding pedestrian/bicycle volumes and crash data as criteria for determining if FYA operates as protected-only during certain times of day.
- **ETO-108 Installation of Left Turn Signals.** Consider adding more restrictive criteria for allowing protected-permissive signals when pedestrian/bicycle activity may be higher.
- **ETO-300 Pavement Markings.** Require the use of thermoplastic materials with glass beads for pavement markings to enhance nighttime visibility.
- **ETO-602 Pedestrian Crosswalks at Uncontrolled Locations.** Eliminate the minimum ADT threshold and FDOT Context Classification requirements for installing pedestrian crosswalks at uncontrolled locations, prioritizing pedestrian demand and ensuring high visibility crosswalks, advanced stop markings, and pedestrian warning signs as standard applications.
- **ETO-603 Speed Limit Policy Procedure.** Ensure speed limit signs are clearly visible both day and night, revising placement strategies to align with MUTCD standards, including places speed changes and jurisdictional boundaries.
- **ETO-614 School Zones.** Reference the use of flashing beacons at school crossings in areas with higher speed limits within the policy to foster consistent safety measures.

7.2 COUNTYWIDE SAFETY PROGRAMS

To translate systemic analysis into action, Palm Beach County can advance a set of repeatable safety programs that apply proven countermeasures across multiple locations over time. These programs are designed to be data-informed, scalable, and implementable within existing County processes, while remaining flexible to local context and community needs.

Each program uses the HIN, crash trends, and roadway context to identify candidate locations on a recurring basis. Potential treatments are drawn from the Systemic Countermeasure Matrix and refined through site-level review prior to implementation.

Systemic Intersection Safety Program

This program focuses on intersections with a high concentration of fatal and serious injury crashes, including locations identified through the intersection HIN. On an annual or biennial basis, the County would screen intersections to identify candidates for near-term safety improvements.

Treatments may include signal timing modifications, Leading Pedestrian Intervals, protected-only left turn phasing, improved lighting, enhanced pavement markings, and signing. Where appropriate, the program may also incorporate quick-build geometric treatments such as curb extensions, daylighting, pedestrian refuge areas, and bike boxes to reduce crossing distances and improve visibility.

As Palm Beach County advances Transit Signal Priority (TSP) initiatives, this program provides an opportunity to coordinate safety-focused signal operations with transit performance improvements, ensuring that pedestrian and bicycle safety considerations are integrated into signal timing decisions.

Speed Management Program

The Speed Management Program addresses speeding as a systemic risk factor on high-injury corridors and segments. Candidate locations are identified using the HIN, observed operating speeds, and roadway context.

Strategies may include targeted speed limit reviews, improved sign placement, speed feedback signs, pavement marking enhancements, and coordination with enforcement partners. The program prioritizes corridors where speed reduction can meaningfully lower crash severity.

Nighttime Visibility and Lighting Program

A substantial share of fatal and serious injury crashes in Palm Beach County occur during nighttime conditions. This program would identify corridors and intersections with a high proportion of nighttime crashes using crash timing data and the HIN.

Targeted field reviews would be conducted to assess lighting and visibility needs. Based on these reviews, improvements may include enhanced roadway lighting, reflective pavement markings, upgraded signs, and other visibility-focused treatments where warranted.

School Zone Safety Program

The School Zone Safety Program would provide a consistent, countywide approach to improving safety near schools. In coordination with the School District, the County would identify priority school areas based on student exposure, observed travel patterns, community concerns, and crash risk.

Walk audits and observational reviews would be used to understand arrival and dismissal conditions, crossing challenges, and opportunities to improve access for walking and biking. Improvements may include crossing enhancements, signal timing adjustments, flashing beacons, signing, lighting, and quick-build treatments that reallocate space to shorten crossing distances and create safer, more comfortable walking and biking environments near schools.

7.3 SUPPORTING STRATEGIES BEYOND ENGINEERING

Advancing a culture of safety in Palm Beach County also requires coordination, education, and the strategic use of low-cost tools. These supporting strategies reinforce engineering improvements and help extend the reach of safety investments.

Supporting strategies include:

- **Education and Outreach:** Targeted education efforts focused on safe walking, biking, and e-bike use, particularly near schools and along high-risk corridors.
- **Partnerships and Coordination:** Continued collaboration with the Palm Beach TPA, School District, Sheriff's Office, FDOT, and community organizations to align safety efforts and share data and resources.
- **Technology and Low-Cost Tools:** Deployment of speed feedback signs, lighting improvements, and other low-cost safety tools at locations identified through the HIN and systemic analysis.
- **Micromobility Considerations:** Integrating visibility, crossings, and operating space for micromobility and e-bikes into systemic safety treatments and policy updates.

SECTION 8. WHAT HAPPENS NEXT: IMPLEMENTATION AND PROGRESS UPDATES

How Recommendations Move from Plan to Projects

This chapter explains what happens after the Safety Action Plan is adopted. Some safety improvements can happen quickly, while others require additional engineering review, design, and funding. This Plan identifies high-risk locations, priority corridors, and recommended strategies, but it does not replace project-level engineering or traffic analysis. The steps below describe how the County can move from identifying risk to delivering projects, including advancing Priority Corridors into grant applications.

Phasing Segment-Based Improvements

Segment-based improvements are intended to move quickly from plan to implementation and do not require a full corridor study. These improvements focus on discrete locations identified through the HIN and are well suited for near-term delivery, either as standalone projects or bundled across multiple locations.

This step-by-step process allows the County to make near-term safety improvements each year while reserving more detailed engineering analysis for locations that require it.

WHAT HAPPENS NEXT:

1. Annual HIN Screening List

County staff generate a short list of candidate segments and intersections using the HIN, updated crash data, and known operational concerns.

2. Site Scoping and Field Review

For each location, staff conduct a brief field review to confirm crash patterns, roadway context, and constraints. This step establishes project limits and screens out locations that require more complex study.

3. Preliminary Engineering and Feasibility Review

Candidate countermeasures from the Systemic Countermeasure Matrix are evaluated for feasibility. This may include:

- Basic operational review
- Review of signal phasing and timing
- Visibility and lighting assessment
- Identification of quick-build vs. permanent treatments

4. Implementation Pathway Selection

Locations are advanced through one of two paths:

- **Quick-build or interim installation** for low-cost, low-risk treatments
- **Capital project development** for treatments requiring design and construction

This approach allows the County to implement multiple safety improvements each year while reserving more intensive analysis for locations where it is truly needed.

Pursuing Priority Corridors and Grant-Ready Projects

Priority Corridors previously discussed are intended to be **grant-ready starting points**, not final designs. The corridor summaries and countermeasure concepts are structured to support near-term grant applications while acknowledging that additional technical work is required.

HOW PRIORITY CORRIDORS ADVANCE TO GRANTS:

1. Corridor Confirmation and Limits Refinement

The County confirms corridor extents based on grant requirements, jurisdictional limits, and logical termini.

2. Additional Engineering Review (as needed)

Depending on the funding program, corridors may require focused additional analysis, as noted below. This work is intentionally scoped to meet grant needs, not to duplicate a full corridor study.

- Traffic operations or safety analysis
- Speed and volume data collection
- Community benefit documentation

3. Countermeasure Refinement for Grant Applications

Recommended countermeasures from this Plan are refined to the level needed for grant submittals. This typically includes:

- Concept-level layouts
- Order-of-magnitude cost estimates
- Phasing strategies (quick-build first, permanent later)

4. Demonstration and Interim Projects

Where appropriate, the County may advance quick-build or interim treatments on Priority Corridors prior to or concurrent with grant applications. These projects can strengthen applications by demonstrating readiness and local commitment.

This approach allows Priority Corridors to move directly from this Plan into SS4A Implementation Grants, state safety programs, and other competitive funding opportunities.

Funding Opportunities and Alignment

The Safety Action Plan is structured to support multiple funding pathways, with an emphasis on flexibility and readiness.

NEAR-TERM FUNDING OPPORTUNITIES INCLUDE:

- **SS4A Implementation Grants**, using Priority Corridors and systemic projects identified in this Plan
- **State and federal safety programs**, including the Highway Safety Improvement Program and other competitive safety funds
- **Local and programmed funds**, particularly for quick-build and demonstration projects

HOW FUNDING IS ALIGNED WITH IMPLEMENTATION:

- Segment-based improvements can be bundled to create competitive, scalable grant applications.
- Priority Corridors can be advanced as phased projects, combining near-term safety treatments with longer-term capital improvements.
- Safety improvements can be integrated into resurfacing, signal modernization, and Transit Signal Priority projects to stretch available funding.

By clearly defining project phasing, readiness, and scope, this Plan positions the County to pursue funding opportunities efficiently while maintaining flexibility as grant requirements evolve.

Monitoring Progress and Adjusting Implementation

Tracking progress helps ensure that safety improvements are moving forward and allows the County to share results with residents, partners, and funding agencies. The approach described in this Plan is intended to be clear and practical, focusing on meaningful information rather than complex reporting tools.

The County will track a small set of key indicators that show how safety recommendations are being advanced and whether conditions are improving over time. These indicators may include:

- Safety improvements moving from identification to implementation
- Near-term safety projects delivered each year
- Priority Corridors advancing to grant applications or construction
- Trends in fatal and serious injury crashes

Progress may be shared through annual updates or simple online reporting formats, depending on available resources and reporting needs. This approach keeps the County transparent and accountable while focusing staff time on delivering safety improvements. Monitoring results will help refine priorities, strengthen future funding applications, and guide adjustments over time.

APPENDICES

APPENDIX A - Details on Engagement Activities

APPENDIX B - Crash Trends on State- and County-Maintained Roadways

APPENDIX C - High Injury Network Methodology, Top Priority Segment and Intersection Lists, and Top Priorities by County District

APPENDIX D - Project Identification, Prioritization, and Policy Recommendations