



Safety Action Plan

Regular Agenda Item 611



Tuesday, May 5th, 2026



Summary

- Palm Beach County (County) received a 2022 Safe Streets and Roads for All (SS4A) grant in the amount of \$578,177 from the Federal Highway Administration (FHWA) to develop and complete the Palm Beach County Safety Action Plan (Plan)
- The Plan identified a High Injury Network (HIN) comprised of State and County road segments and intersections
- Plan provides specific recommendations for the top five (5) County corridors on the HIN
- The Plan commits to a strategy to reduce Fatal and Series Injury (FSI) crashes by 50% by 2035 and achieve a goal of zero FSI by 2045



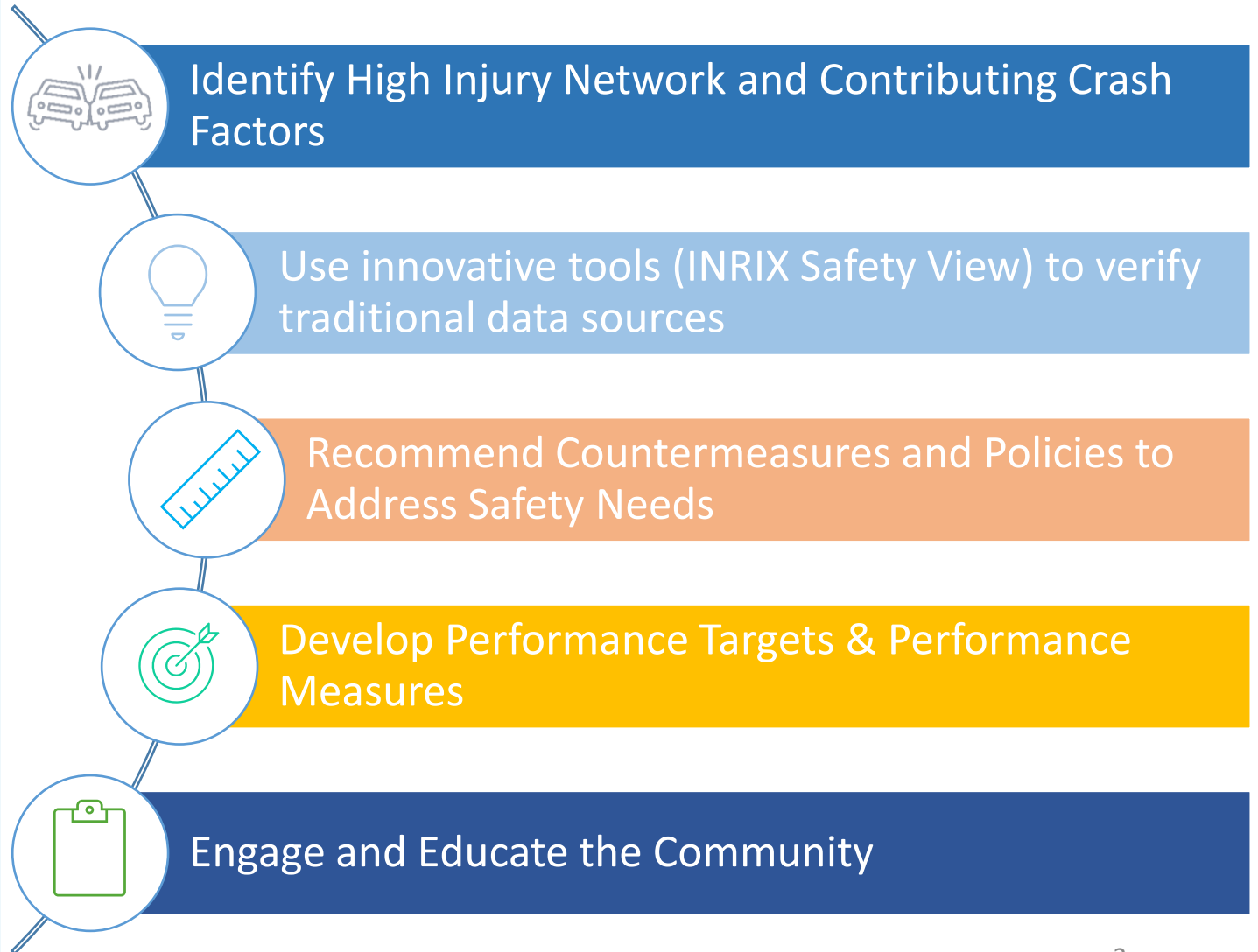
The Palm Beach Safety Action Plan is an **implementation focused** plan for **County-** and **State-Maintained** Roads in Palm Beach County to:



- Reduce the number of crashes
- Reduce the severity of crashes when they do occur



Plan Outcomes



Three Layers of Engagement

Task Force

- Two rounds of virtual meetings
 - **Meeting 1:** introduce the project, discuss objectives, outline roles and responsibilities, discuss initial findings.
 - **Meeting 2:** Evaluate progress, review findings and strategies

Stakeholder Engagement

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

Community Engagement

- Two rounds of virtual outreach/open house
- Project website with survey and StoryMap
- Social Media

TASK FORCE

- 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 Metropolitan Planning Organization (MPO)
- Florida Department of Transportation (FDOT), District Four

CONSULTANT TEAM

- Kittelson & Associates, Inc.
- Kimley-Horn
- Haskell
- The Brand Advocates
- INRIX

STAKEHOLDER INTERVIEW PARTICIPANTS

- Alliance of Delray Residential Associations
- Belle Glade
- Boca Raton
- Boynton Beach
- Coalition of Boynton West Residential Associations
- Delray Beach
- FDOT, District Four
- Florida East Coast Railway
- Golf
- Greenacres
- Haverhill
- Indian Trail Improvement District
- Jupiter
- Jupiter Inlet Colony
- Juno Beach
- Lake Worth Beach
- Lake Worth Drainage District
- Loxahatchee Groves
- Treasure Coast Regional Planning Council
- West Palm Beach
- Manalapan
- North Palm Beach
- Northern Palm Beach County Improvement District
- Ocean Ridge
- Pahokee
- Palm Beach County Planning and Zoning
- Palm Beach County School District
- Palm Beach Gardens
- Palm Beach MPO
- Palm Beach Sheriff's Office
- Palm Springs
- Port of Palm Beach
- Riviera Beach
- Royal Palm Beach
- South Florida Regional Transportation Authority
- South Palm Beach

Thank you to everyone who helped with this plan.



Data Findings & Analysis Approach

- Evaluated county-wide crash data from 2019 to 2023
 - Palm Beach County recorded 712 fatal crashes and 2480 serious injury crashes on State- and County-maintained Roads equating to approximately 2 people being killed or seriously injured daily*
 - Fatal & serious injury crashes decreased by 21% for all modes, but increased by 1% (1.4%) for people walking and biking
- Individual High Injury Networks were developed for vehicles, motorcycles, bicyclists and pedestrians that was derived from data including**:
 - high crash frequency, high crash severity scores, and average crash frequency and severity rate scores across all
- Top priority corridors selected for project recommendations was based on corridors experiencing the highest amount of fatal and serious injury crashes on the High Injury Network

* Source: FDOT Signal Four Analytics (S4) **Identified top 10 HIN segments and intersections per District

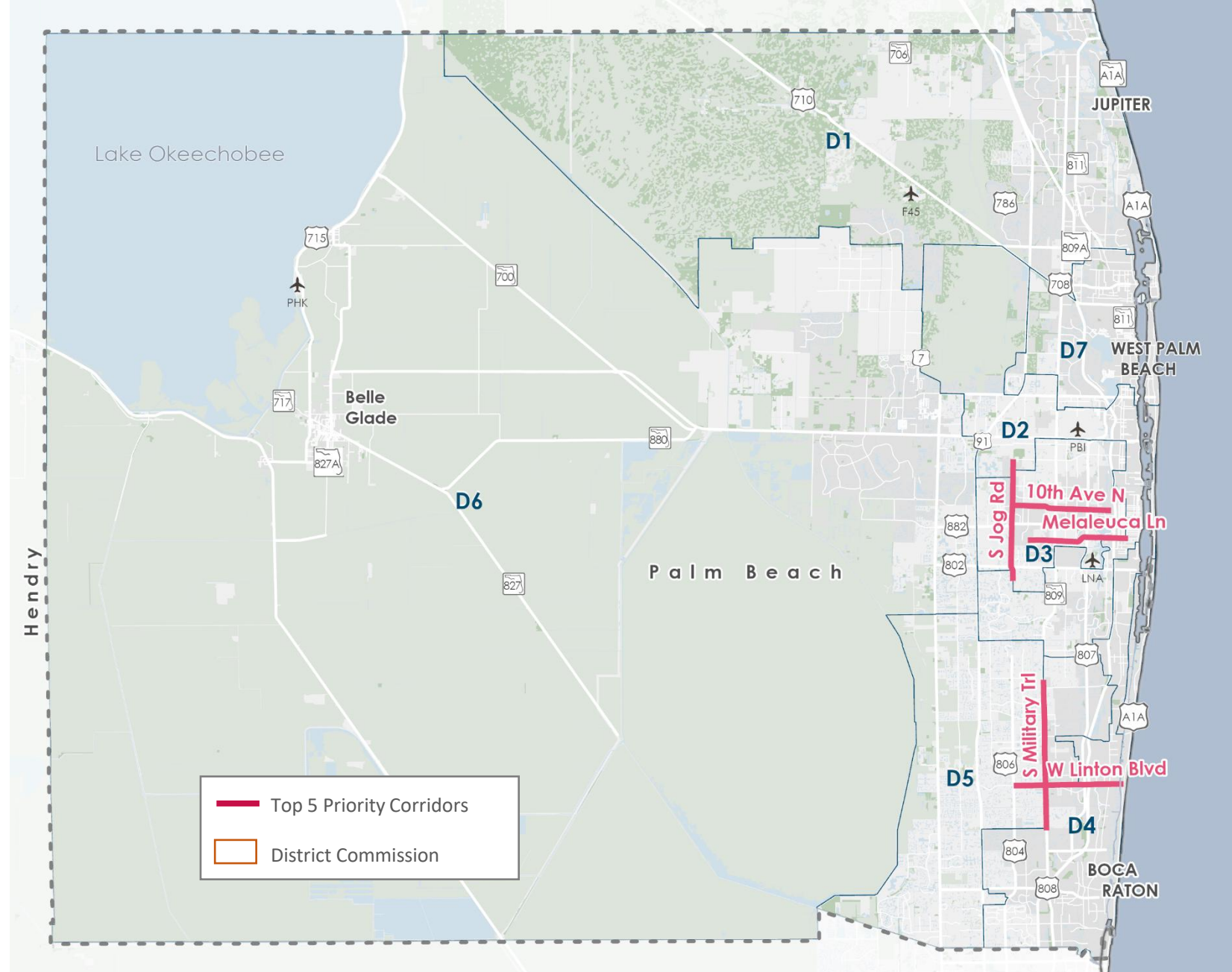


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Corridor Screening

Top 5 County Priority Corridors

- ◆ Data-driven ranking based on four-mode **High Injury Network** results
- ◆ Covers **20%** of all **Fatal and Serious Injury** crashes on **County-maintained** roads



Why Some Districts Do Not Contain a Priority Corridor?

The selection is based on **crash concentration** rather than geographic distribution

Short Term and Long Term Projects

Priority Corridors	Short-Term Projects	Short-Term Cost	Long-Term Projects	Long-Term Cost
6th Avenue/ Melaleuca Lane	<ul style="list-style-type: none"> Median Modifications Evaluate/Consider: <ul style="list-style-type: none"> High Visibility Crosswalk Protected Left Turn Phase 	\$1,257,000	<ul style="list-style-type: none"> Evaluate/Consider <ul style="list-style-type: none"> Hardened Centerlines Lighting Separated Bike Lane 	\$32,819,000
Linton Boulevard	<ul style="list-style-type: none"> Median Modifications Evaluate/Consider: <ul style="list-style-type: none"> Protected Left Turn Phase Backplates for Signals 	\$959,000	<ul style="list-style-type: none"> Evaluate/Consider <ul style="list-style-type: none"> Hardened Centerlines Separated Bike Lane 	\$29,844,000
South Military Trail	<ul style="list-style-type: none"> Median Modifications Evaluate/Consider: <ul style="list-style-type: none"> Protected Left Turn Phase Backplates for Signals 	\$1,471,000	<ul style="list-style-type: none"> Evaluate/Consider <ul style="list-style-type: none"> Hardened Centerlines Separated Bike Lane 	\$42,113,000
10th Avenue North	<ul style="list-style-type: none"> Median Modifications Evaluate/Consider: <ul style="list-style-type: none"> Protected Left Turn Phase Full Signal 	\$1,385,000	<ul style="list-style-type: none"> Evaluate/Consider <ul style="list-style-type: none"> Hardened Centerlines Lighting 	\$12,936,000
South Jog Road	<ul style="list-style-type: none"> Median Modifications Evaluate/Consider: <ul style="list-style-type: none"> Full Signal Backplates with Borders 	\$940,000	<ul style="list-style-type: none"> Evaluate/Consider <ul style="list-style-type: none"> Hardened Centerlines Separated Bike Lane 	\$33,710,000

A **protected left-turn phase** is a dedicated traffic signal phase in which a green arrow is displayed for left-turning vehicles, giving them exclusive right-of-way while stopping all opposing through traffic and pedestrians.

A **hardened centerline** is a traffic safety treatment that uses small rubber barriers, plastic delineators (bollards), or similar devices placed along the yellow centerline at intersections to slow and guide left-turning vehicles while improving pedestrian visibility.

A **directional median conversion** is a roadway improvement where a full median opening (a continuous gap in the median allowing vehicles to cross or turn) is changed into a directional median opening — a gap that only allows certain types of movements, typically right turns or U-turns, while restricting others such as left turns or through-flow from minor streets.

Next Steps

- **Adopt the Plan** and Goal of Eliminating Fatalities and Serious Injury-related Crashes
- Finalize the website with hosting adopted plan and interactive elements
- Pursue additional grant funding to implement recommended safety-focused projects



Leadership Commitment

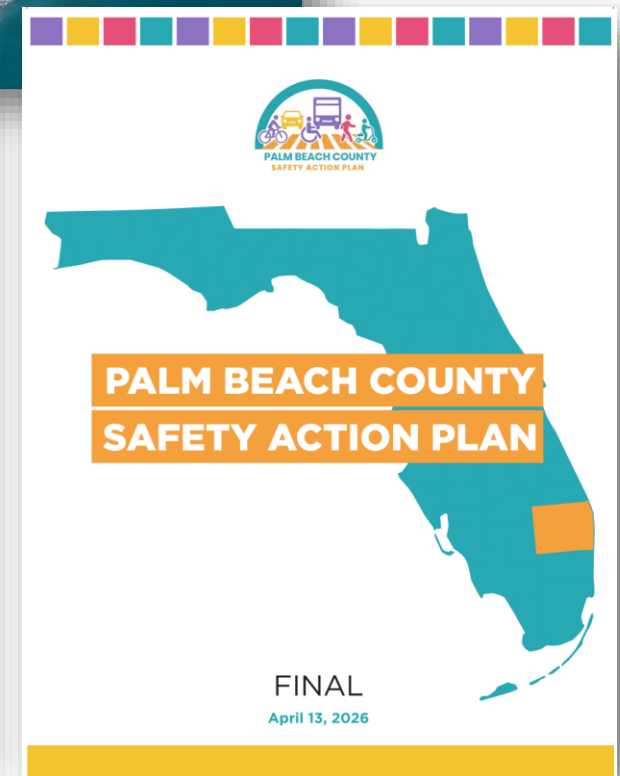
Palm Beach County is committed to eliminating traffic fatalities and serious injuries on State- and County-maintained roadways. This commitment reflects a shared understanding that traffic deaths are preventable and that no loss of life on our transportation system is acceptable.

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.



Images from Top Left, moving clockwise:

(1) Snapshot of the Plan website, (2) Plan cover page, and (3) Leadership commitment excerpt from Plan

Next Steps Continued

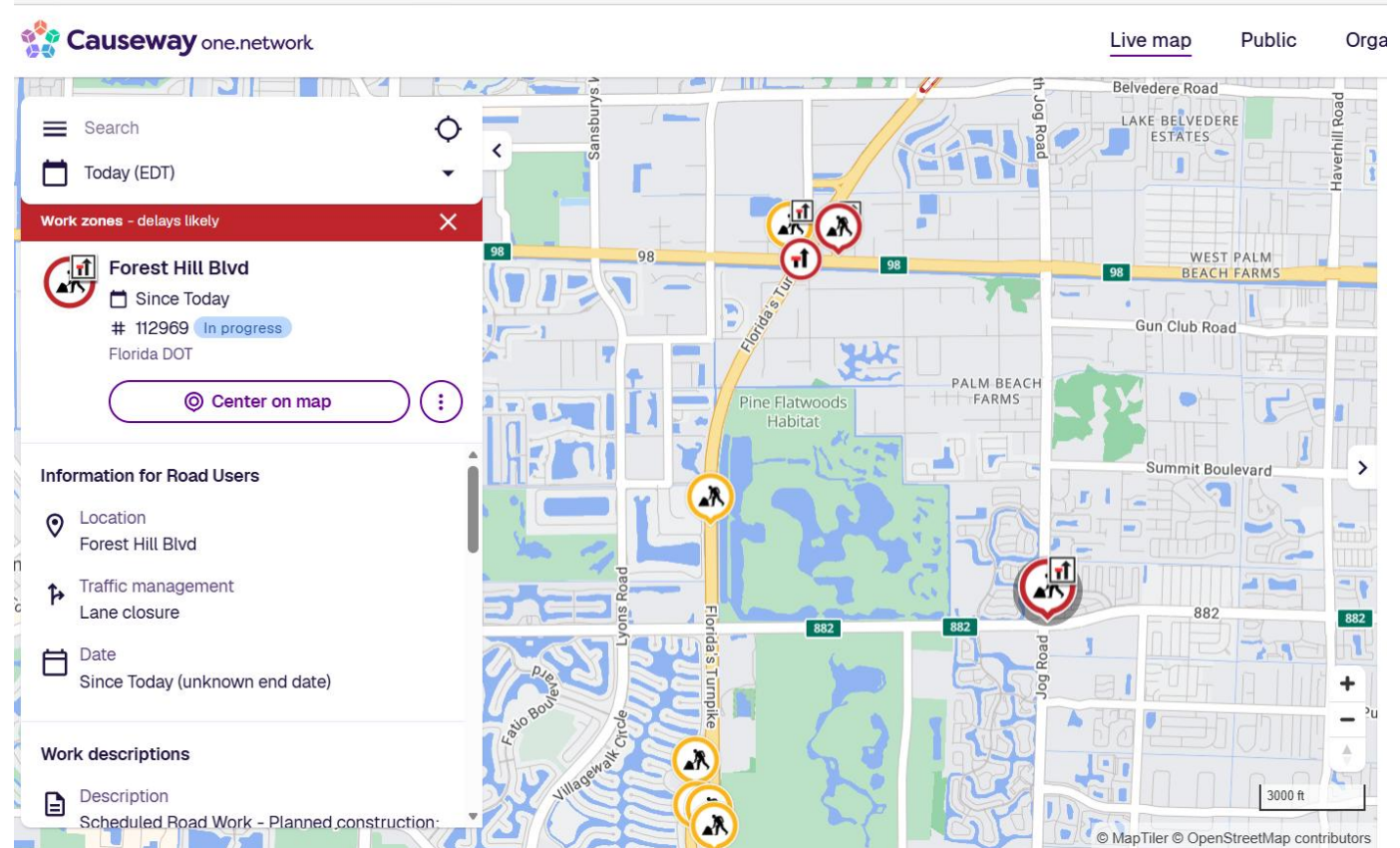
- **Develop grant application for short-term recommendations**
 - FY 2026 SS4A Implementation Grant (due May 26, 2026)
 - Application is being developed for the recommended median modifications on the top 5 County corridors
- **Conduct additional safety and operational analysis** along the priority corridors
 - Verify the recommended strategies are appropriate and effective for the identified crash trends
 - Apply for future grant applications
- **Submit the adopted Safety Action Plan** to be incorporated in the Countywide Transportation Master Plan



Other Traffic Initiatives

➔ Other Traffic Initiatives

- Causeway one.network
 - Contractors upload **real time lane zone closure information**
 - Causeway shares with **traffic map providers** like Google, Apple and Waze
 - FDOT requires in all construction projects, EPW looking to do the same

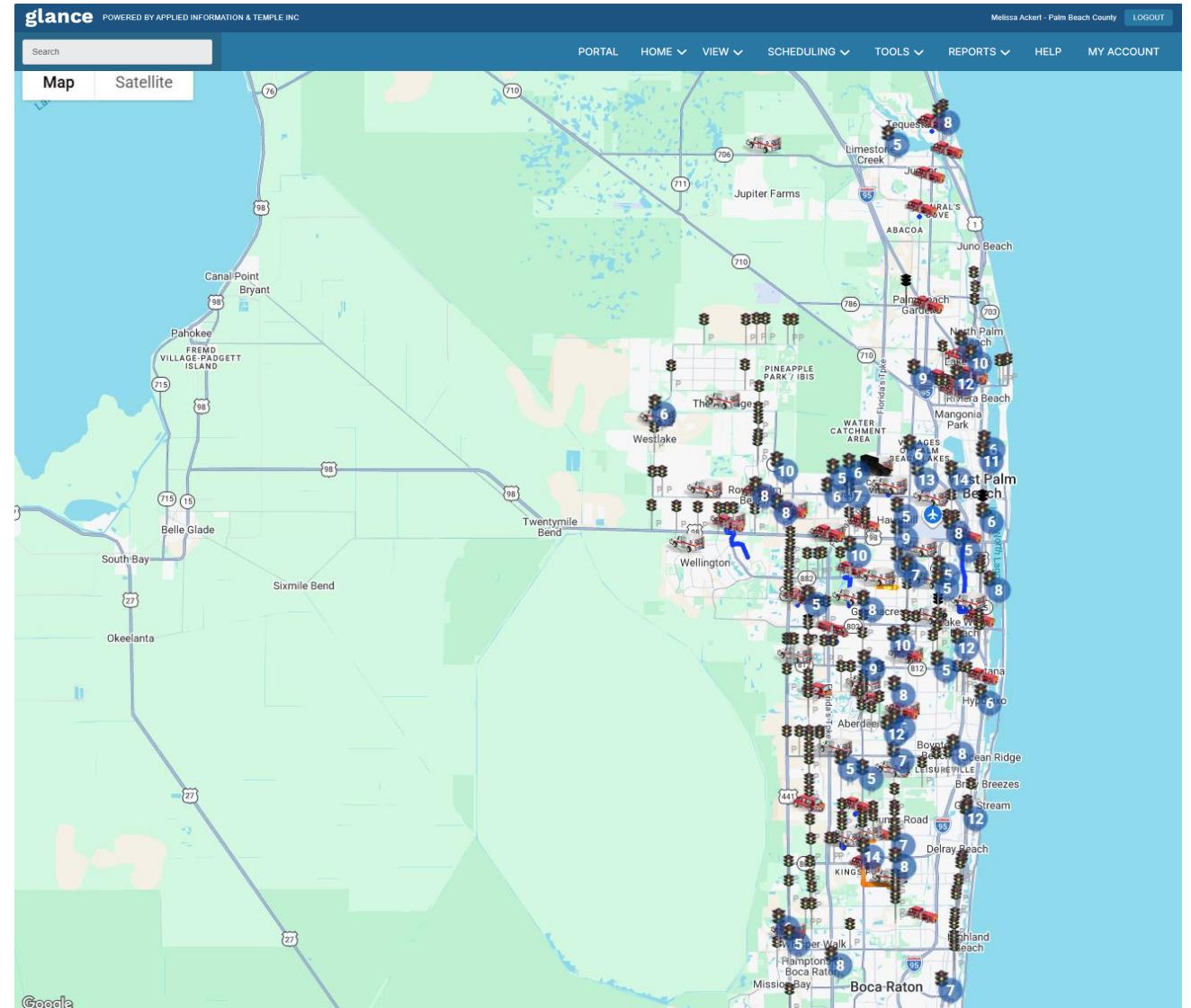




Other Traffic Initiatives Continued

Emergency Vehicle Pre-emption (EVP)

- **Completed:**
 - 78 Emergency Vehicles,
 - 412 Intersections
- **Currently Underway:**
 - 78 vehicles,
 - 110 intersections

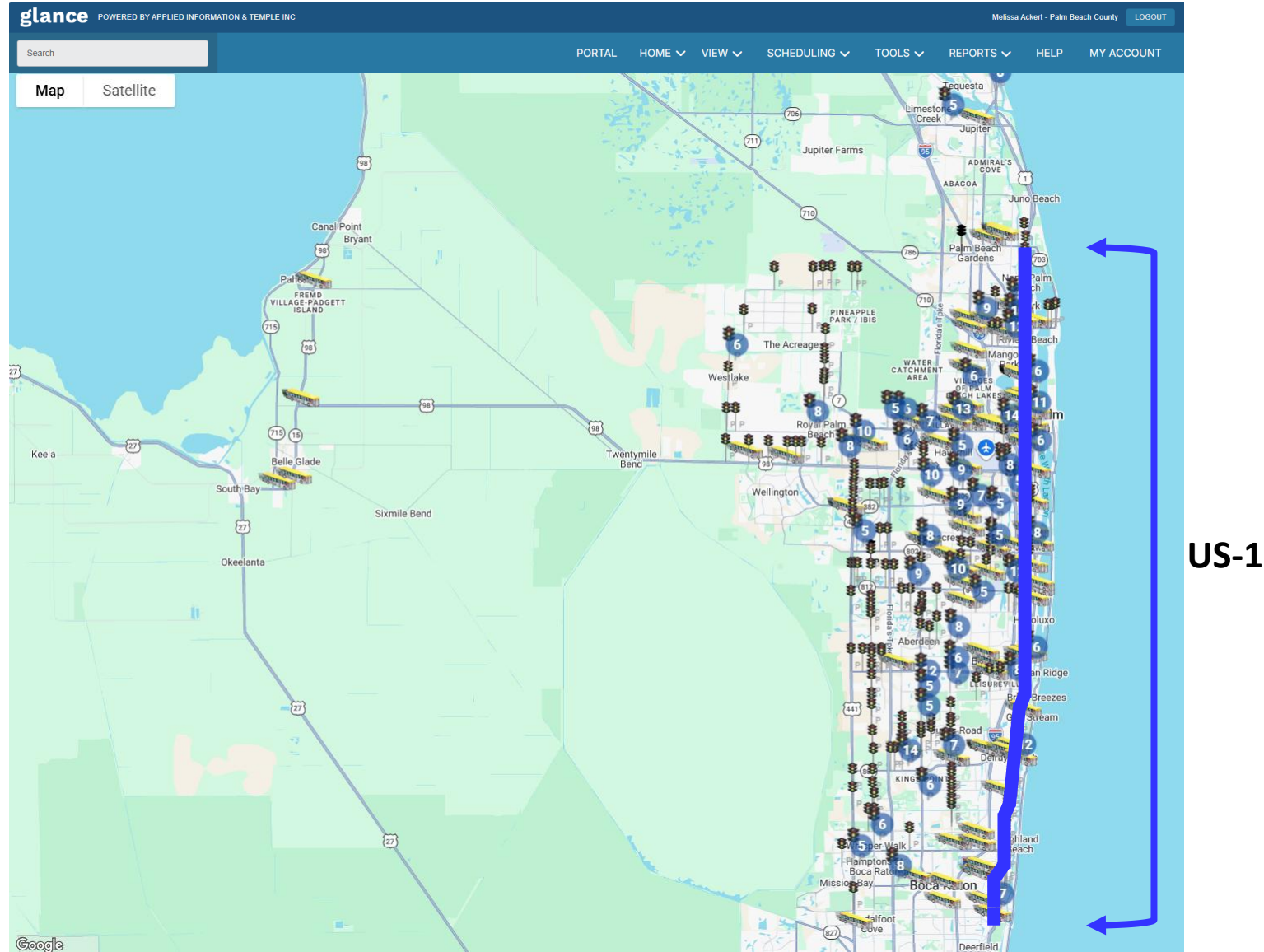




Other Traffic Initiatives Continued

Transit Signal Priority (TSP)

- **Completed** installation:
 - **125 buses**
 - **115 intersections on US-1 from Broward County to PGA Blvd.**
 - Go live anticipated before summer.
- Future Phases to add **71 intersections** along SR7, Okeechobee Blvd, Lake Worth Rd, and Forest Hill Blvd



Motion and Title: Staff Recommends Motion to

approve a Resolution approving the Palm Beach County
Safety Action Plan



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THANK YOU!



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