



PALM BEACH GARDENS

# VISION ZERO

## Action Plan



OCTOBER 2025





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## GLOSSARY

**Annual Average Daily Traffic (AADT):** A transportation industry metric for analyzing and forecasting traffic volume. It represents the average number of vehicles that pass a specific point on a roadway during a 24-hour period throughout the entire year.

**Emergency Medical Services (EMS):** A system that provides immediate medical care to individuals experiencing illness or injury, typically outside of a traditional hospital setting.

**Florida Department of Transportation (FDOT):** The state agency responsible for planning, building, maintaining, and regulating all modes of transportation in Florida. This includes highways, bridges, seaports, airports, spaceports, and public transportation systems.

**High Injury Network (HIN):** Roads within a city identified as high-risk based on the number of crashes and crash severity.

**HIN Score:** A calculation to identify high injury network roadways based on crash frequency and severity. Crashes are weighted based on severity.

**High Visibility Enforcement (HVE):** An enforcement strategy that uses visible elements (e.g., electronic message boards, road signs, command posts, breath alcohol testing mobiles) to make law enforcement efforts highly noticeable to the public and deter unsafe behaviors.

**Intersection Rank:** Prioritization of high-crash intersection rankings, determined by the highest severity score.

**Metropolitan Planning Organization (MPO):** A federally-mandated agency responsible for transportation planning in urban areas with populations over 50,000.

**Palm Beach County (County):** County in which the City of Palm Beach Gardens is located.

**Palm Beach MPO:** The Palm Beach Metropolitan Planning Organization; formerly known as the Palm Beach TPA.

**Palm Beach Gardens Vision Zero Action Plan (Action Plan):** Title of this document, also known as Action Plan.

**Priority Ranking:** Project ranking based on the highest ratio of severity score per mile.

**Safe Routes to School (SRTS):** A nationwide effort and comprehensive program designed to increase the number of children who walk or bike to school by making it safer, more convenient, accessible, and affordable for them to do so, while simultaneously improving safety for those who choose to walk or bike

**Severity Score (Roadway Project tables):** The HIN score divided by the length of the project.

**Severity Score (PGA & Northlake Blvd High-Crash Intersections):** Sum of crashes on that segment. Crashes are weighted based on severity.

**Vulnerable Road Users:** Non-driving road users (e.g. pedestrians, bicyclists, motorcyclists, etc.).



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## EXECUTIVE SUMMARY

### VISION ZERO ACTION PLAN GOALS

Palm Beach Gardens is taking bold steps to make our streets safer for everyone. By adopting this **Vision Zero Action Plan (Action Plan)**, the City is making a long-term commitment to eliminate serious injuries and fatalities from traffic crashes.

#### Our Local Goals

Palm Beach Gardens has set two major targets:

- By 2030: Eliminate all serious injury and fatal crashes on city-owned roads.
- By 2040: Eliminate all serious injury and fatal crashes citywide.

#### Working Together

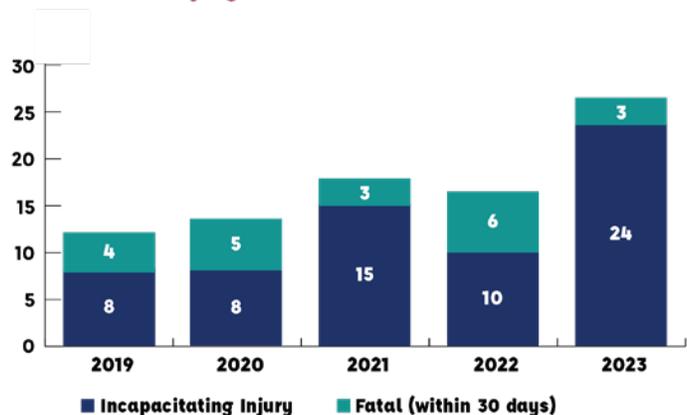
Here's the challenge: **86% of the most severe crashes happen on roads not owned by the City**, like those managed by the Florida Department of Transportation (FDOT) and Palm Beach County. These roads make up just 16% of our network but carry a high risk. That's why the City is partnering with FDOT and the County to make lasting changes.

#### Why It Matters

This plan is about more than numbers—it's about protecting our neighbors, friends, and families. Whether you walk, bike, drive, or ride transit, Vision Zero is about making sure everyone gets home safely.

**GOAL:**  
Eliminate all of the most severe crashes in Palm Beach Gardens by 2040.

Palm Beach Gardens  
Serious Injury and Fatal Crashes: 2019 to 2023





### What's the Issue?

Over the past five years, 2019 - 2023, our city has seen an average of **1,205 traffic crashes annually**—that's about **three crashes every day**. Even more concerning, there have been **86 serious injury or fatal crashes** during that time—roughly **one every month**.

### What Is Vision Zero?

Vision Zero is a global initiative aimed at eliminating traffic fatalities and serious injuries. The initiative began in Sweden in 1997 when the country adopted a national transportation policy that no one shall be killed or seriously injured because of traffic crashes. In the US, Vision Zero started as city-led initiatives committed to the same goal, and it has since spread to states and the federal government, particularly through the SS4A program.

Vision Zero acknowledges that while people make mistakes, no one should die because of them. The movement unites cities, counties, states, and transportation agencies to collaborate on safety strategies and share best practices. The goal of “zero” means eliminating traffic fatalities and serious injuries where the Vision Zero policy is adopted.

Vision Zero differs from the traditional approach to transportation safety in the following ways:

#### TRADITIONAL APPROACH

- Traffic deaths are **INEVITABLE**
- **PERFECT** human behavior
- Prevent **COLLISIONS**
- **INDIVIDUAL** responsibility
- Saving lives is **EXPENSIVE**

VS

#### VISION ZERO

- Traffic deaths are **PREVENTABLE**
- Integrate **HUMAN FAILING** in approach
- Prevent **FATAL AND SEVERE CRASHES**
- **SYSTEMS** approach
- Saving lives is **NOT EXPENSIVE**

In Palm Beach Gardens, City Staff have partnered with Palm Beach County, FDOT, and the Palm Beach MPO to develop this Vision Zero Action Plan. These agencies have also adopted similar goals, reinforcing a shared commitment to safer streets. This plan focuses on designing transportation systems that protect all users—drivers, pedestrians, and cyclists alike. Vision Zero is supported by the U.S. Department of Transportation through its' Safe Systems Approach.



## U.S. DOT Safe Systems Approach

U.S. DOT has adopted a Safe Systems Approach to transportation safety. It works by building and reinforcing multiple layers of protection to both prevent crashes from happening in the first place and minimize the harm caused to those involved when crashes do occur.

The **Palm Beach Gardens Vision Zero Action Plan** will use a Safe Systems Approach to identify projects, policies, and programs to improve transportation safety in the city.

The Safe Systems Approach principles are:

- Death and Serious Injuries are Unacceptable
- Humans Make Mistakes.
- Humans Are Vulnerable.
- Responsibility is Shared.
- Safety is Proactive.
- Redundancy is Crucial.





### ***Palm Beach Gardens' Commitment to Vision Zero***

On June 6, 2024, Palm Beach Gardens officially joined the Vision Zero movement by passing Resolution 36, 2024 that designates the City as a Vision Zero community. This resolution affirms the City's commitment to eliminating all serious injuries and fatal crashes on its roadways.

The Vision Zero Plan serves as a strategic guide for achieving this goal. It will inform policy decisions and direct investments aimed at improving traffic safety and preventing severe crashes.

Palm Beach Gardens' efforts are aligned with broader regional and state initiatives. The Palm Beach Metropolitan Planning Organization (MPO), Palm Beach County, and the Florida Department of Transportation have all adopted Vision Zero goals. As outlined in the plan, reaching zero severe crashes will require strong local action and close collaboration with these partners.

## **RESOLUTION 36, 2024**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PALM BEACH GARDENS, FLORIDA, DESIGNATING THE CITY OF PALM BEACH GARDENS AS A "VISION ZERO CITY"; ESTABLISHING THE GOAL OF ZERO SEVERE TRAFFIC INJURIES OR FATALITIES ON CITY ROADWAYS; ADOPTING VISION ZERO AS THE POLICY FOR ROAD AND TRAFFIC SAFETY FOR THE CITY OF PALM BEACH GARDENS; PROVIDING A CONFLICTS CAUSE; PROVIDING AN EFFECTIVE DATE; AND FOR OTHER PURPOSES.**

*Full Resolution can be found in Appendix D: Resolution 36,2024*



### City of Palm Beach Gardens Citywide Mobility Plan & Fee

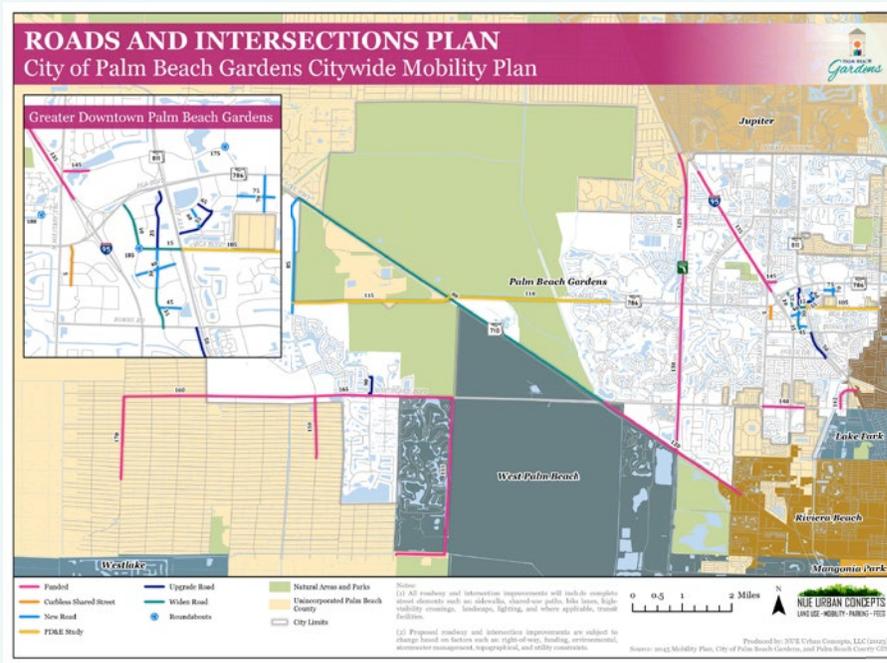
The Citywide Mobility Plan presents a long-term vision for the future of Palm Beach Gardens’ transportation network. It ensures that mobility improvements support the City’s goals for growth, land use, and development, while promoting a safe, connected, and convenient system. This system enables residents and visitors to easily access housing, jobs, shopping, recreation, and natural areas.

Adopted by ordinance on May 1, 2025, the Mobility Plan works alongside the Citywide Mobility Fee Schedule, adopted on May 1, 2025. The mobility fee is a transportation mitigation charge applied to all new development and redevelopment projects within the City consistent with state statutes and HB 479. Together, the Plan and Fee provide a framework for implementing the City’s transportation vision.

The Vision Zero Plan complements the Mobility Plan by adding a focused layer of safety enhancements. For any project listed in the Mobility Plan, the Vision Zero Plan should be consulted to incorporate safety features such as traffic calming, improved intersections, and pedestrian-friendly design—especially for projects located on the Vision Zero High Injury Network.

#### Example:

If a City street is scheduled to be widened to include new vehicle lanes, bike lanes, and sidewalks—and it falls within the High Injury Network—additional safety measures like speed management and safer pedestrian crossings should be included in the project scope.



THE CITYWIDE MOBILITY PLAN HAS IDENTIFIED THE TRANSPORTATION PROJECTS FOR THE CITY. THE MAP ABOVE IS A SAMPLE OF THE PROJECTS IDENTIFIED IN THE CITYWIDE MOBILITY PLAN. THE HIGH INJURY NETWORK SHOULD BE USED TO ADD SAFETY COMPONENTS TO THE PROJECT SCOPES FOR CITYWIDE MOBILITY PLAN PROJECTS.

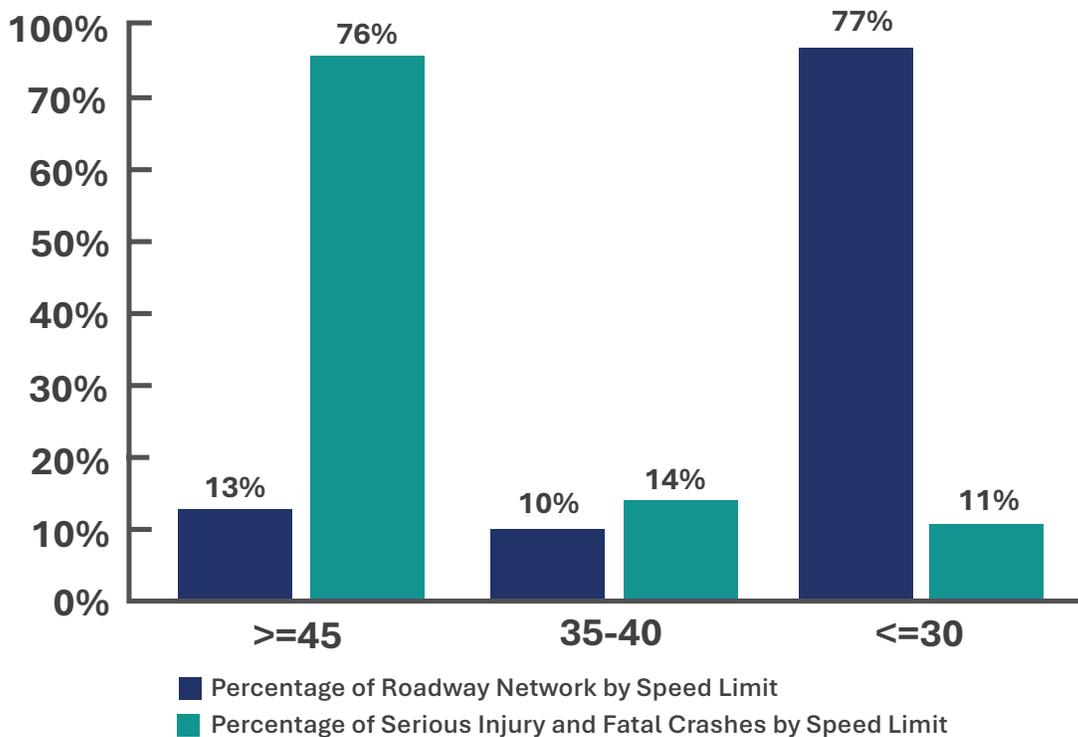


## SAFETY NEEDS AND PRIORITIES IN PALM BEACH GARDENS

In Palm Beach Gardens, most serious traffic crashes happen on a small portion of our roads. In fact, 76% of serious injury and fatal crashes occur on streets where the speed limit is 45 MPH or higher—even though these roads make up just 13% of the City’s roadway network.

The issue isn’t just the posted speed limit. Roads with higher speed limits are often designed in ways that encourage faster driving. Features like wide lanes, broad roadways, and long distances between traffic signals give drivers visual cues that it’s safe to speed up. While lowering speed limits can help, changing the physical design of roads is the most effective way to slow down traffic and reduce the severity of crashes.

### Serious Injury and Fatal Crash by Speed Limit in Palm Beach Gardens





People walking or biking in Palm Beach Gardens face a much higher risk of serious injury or death in a crash compared to people in vehicles:

- For drivers and passengers, only 1% of crashes result in serious injury or death.
- For bicyclists, that number rises to 8%.
- For pedestrians, it's even higher at 14%.

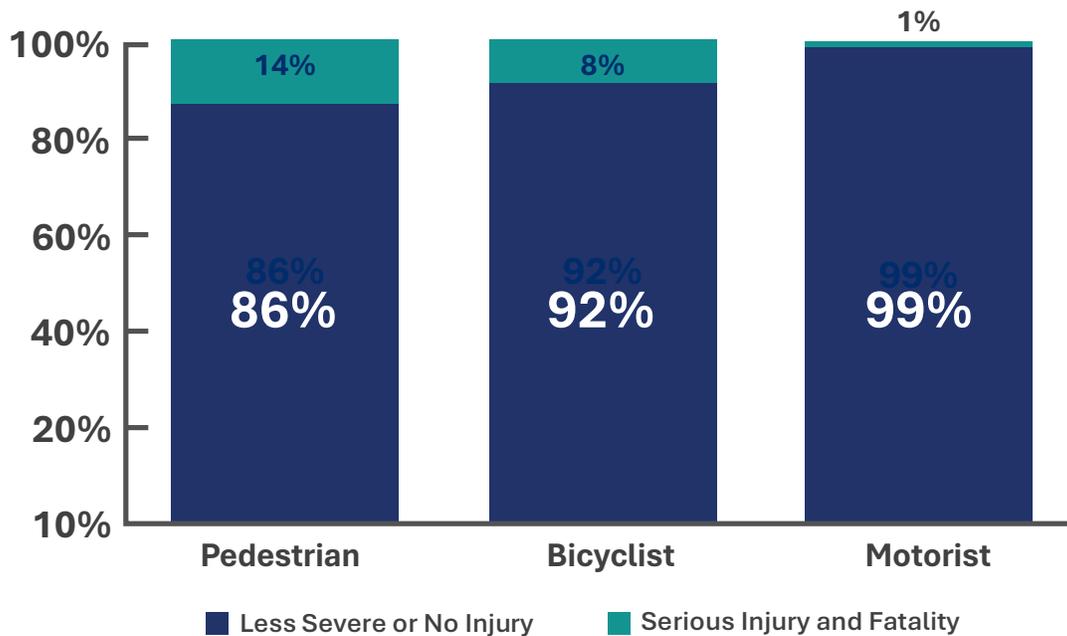
These numbers show that people outside of vehicles are far more vulnerable. That's why the Vision Zero Action Plan puts a strong focus on protecting those who walk and bike.

To make our streets safer for everyone, the Action Plan includes **three key strategies**:

- Redesigning streets to naturally slow down traffic.
- Increasing enforcement of traffic laws to encourage safer driving.
- Expanding education to build a culture of safety in our community.

By combining better street design with enforcement and education, Palm Beach Gardens is working to ensure that everyone—whether walking, biking, or driving—can travel safely.

### Severity of Crashes by Mode in Palm Beach Gardens





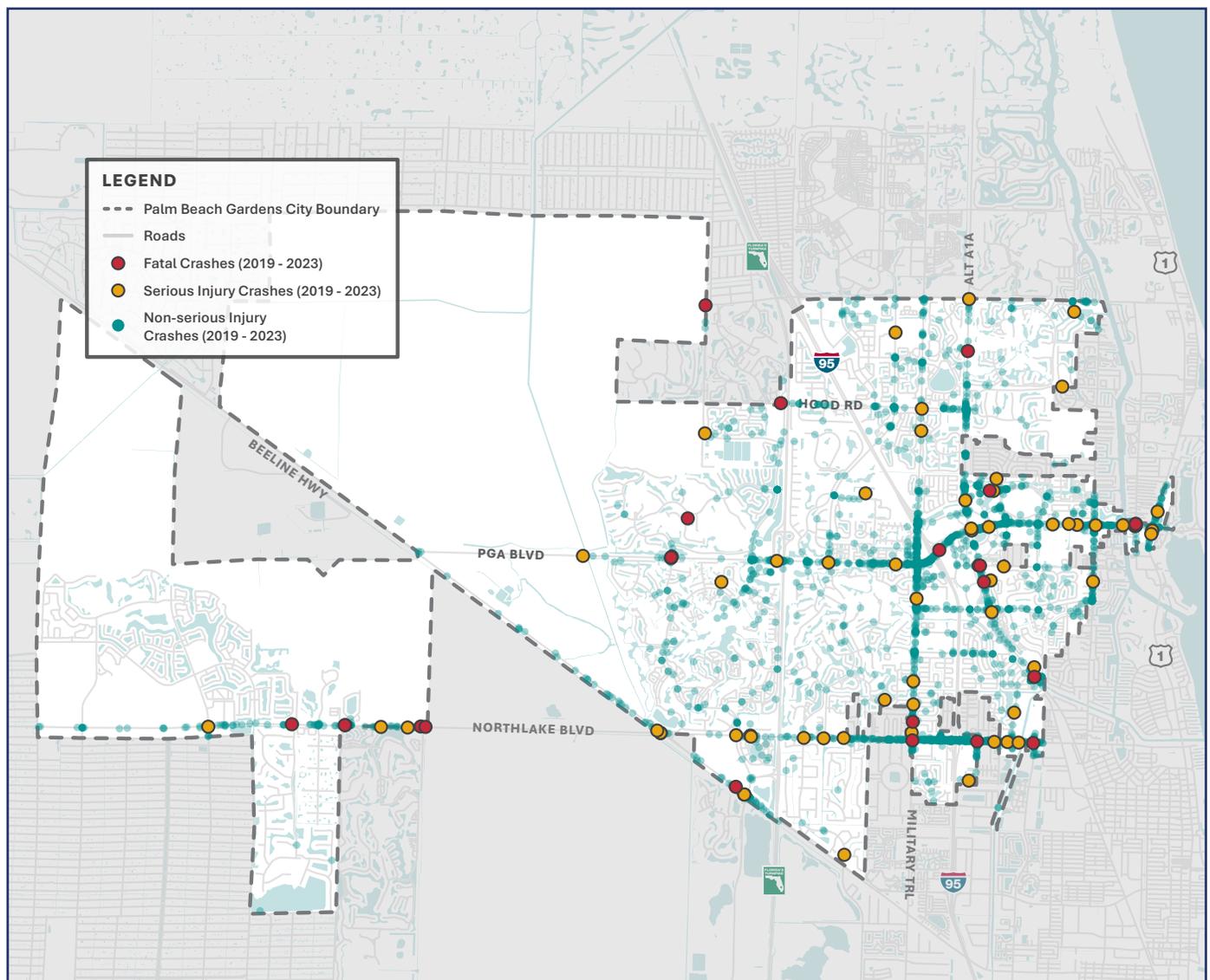
## CRASH MAP

The crash map provides a visual snapshot of where traffic crashes have occurred in Palm Beach Gardens over the past five years. Each crash is marked by a colored dot:

- Red dots show where fatal crashes occurred.
- Yellow dots indicate crashes that caused serious injuries.
- Blue dots represent crashes with no serious injuries.

One of the most important findings from this map is the clear link between crash severity and major roads. The data shows that serious injury and fatal crashes are heavily concentrated along major roadways, highlighting the need for targeted safety improvements in these areas.

Palm Beach Gardens Crash Map (2019 to 2023)





## HIGH INJURY NETWORK

As part of the Safe Streets for All federal grant, Palm Beach Gardens developed a High Injury Network (HIN)—a tool that helps the City focus safety improvements where they’re needed most.

Crashes from 2019 – 2023 were analyzed by frequency and severity and weighted based on their severity. This process of applying weight to crash severity is necessary to achieve vision zero, because vision zero is about eliminating the most severe crashes. Applying the weight allows for roads with the most severe crashes to rank higher than roads that have more frequency of less severe crashes, thus identifying them for the HIN. The High Injury Network is used to narrow the focus to have the greatest impact to reduce and eliminate the most severe crashes in the City.

The HIN includes just 12% of the city’s roads, but these roads account for a staggering 83% of all serious injury and fatal crashes.

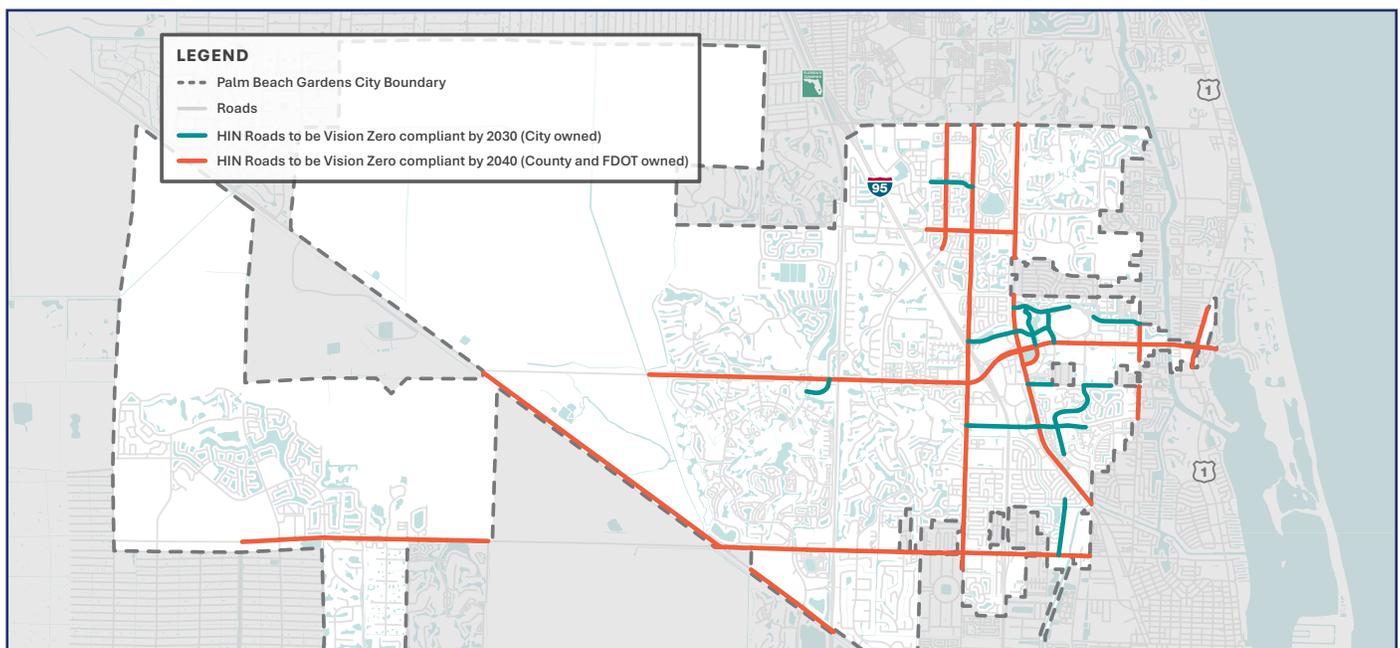
73% of serious crashes stem from only five roads:

- Northlake Boulevard and PGA Boulevard alone account for 51%.
- The remaining 22% occur on Alternate A1A, Military Trail, and Beeline Highway.

The HIN was developed using a data-driven approach:

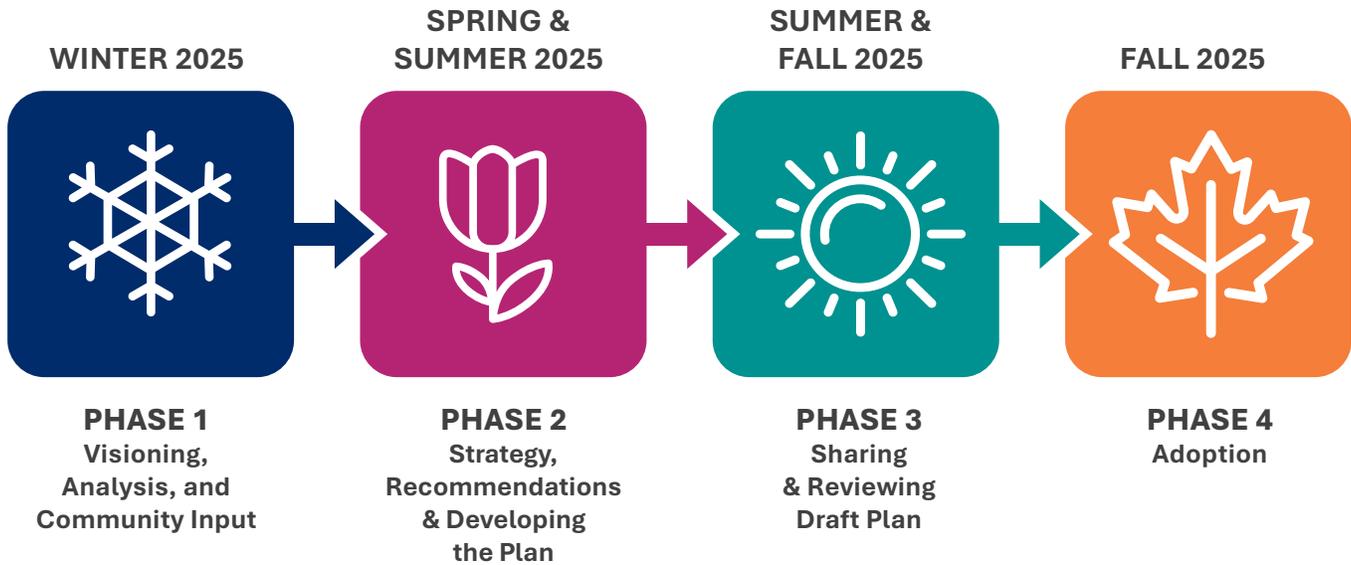
- Every road segment in the city was scored based on the frequency and severity of crashes.
- The map was refined using engineering judgment, and important feedback from key stakeholders such as community members, regional partners.
- The HIN will guide the City in identifying and prioritizing infrastructure projects, as well as education and enforcement efforts aimed at improving transportation safety.

**Palm Beach Gardens High Injury Network Map**



## VISION ZERO ACTION PLAN PLANNING PROCESS

The Palm Beach Gardens Vision Zero Action Plan was built on a strong foundation of data analysis and community input. Over several months, the City followed a four-phase process to shape the plan and its recommendations:



The community provided plan input at several in-person events and meetings including Palm Beach Gardens Public Safety Day (upper left), Gardens Greenmarket (upper right), regional partner and City department meeting (lower right), and Community Meeting at the City Council Chambers (lower left).



**PHASE 1:**

**Understanding the Problem**

The first step was to gather and analyze crash data to identify trends and high-risk areas. At the same time, the City reached out to the community for input:

- A public project kickoff event was held at Palm Beach Gardens Public Safety Day in January 2025.
- An online survey was launched to gather feedback from residents.
- Community input meetings were held in March 2025
  - Community Meeting #1 – March 13, 2025 at the Palm Beach Gardens City Hall, Council Chambers from 6pm – 7:30pm
  - Community Meeting#2 – March 16, 2025 at the Gardens GreenMarket from 8am – 1pm
  - Community Meeting#3 – March 19, 2025 at Palm Beach County Library, Gardens Branch from 10am – 12pm

Stakeholder meetings in the winter and spring brought together city departments, regional partners, including FDOT, Palm Beach County, and the Palm Beach Metropolitan Planning Organization (MPO).

All this information helped shape the first draft of the Action Plan.

**Key Themes from Community Input**

Community Safety Concerns	Community Safety Priorities
<ul style="list-style-type: none"> <li>• Distracted/reckless driving, speeding, red-light running, failure to yield.</li> <li>• Lack of sidewalks and safe infrastructure for walking and biking.</li> <li>• Dangerous biking conditions due to lack of protected lanes and high vehicle volumes.</li> <li>• Traffic congestion and poor road design</li> <li>• Limited public transportation options and unsafe bus stops.</li> <li>• Neighborhood safety concerns, such as speeding, cut-through traffic.</li> <li>• Concerns about safety on major roads, particularly PGA Boulevard and Northlake Boulevard.</li> </ul>	<ul style="list-style-type: none"> <li>• Improved biking and walking safety.</li> <li>• Wider sidewalks, buffered bike lanes, protected intersections.</li> <li>• Better lighting and separation between vehicles and pedestrians/cyclists.</li> <li>• Traffic calming strategies (e.g., roundabouts), better signage, improved signal timing.</li> <li>• Expanded and improved public transit options.</li> <li>• Greenspace and shaded walking paths.</li> <li>• Integration of technology for traffic management, enforcement, and emergency response.</li> <li>• More traffic enforcement, especially in high-risk areas</li> </ul>



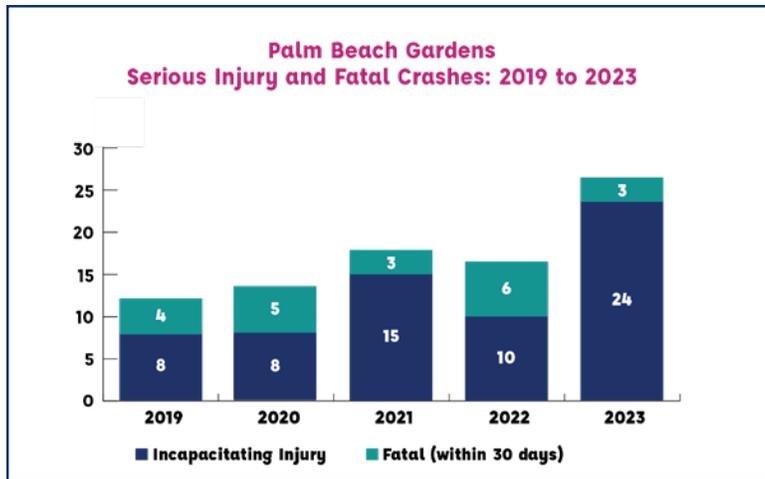
**PHASE 2:**

**Developing Strategies**

Combining crash data and safety analysis with community-reported experiences and perceptions of transportation safety in Gardens provided necessary insights to develop strategies for the Action Plan. This draft was reviewed and refined with input from City departments and regional transportation partners.

**Crash Analysis**

**Example**



**Community Input**

**Example**



**Recommendations**

- Program Strategies
- Enforcement Strategies
- Emergency Response Strategies
- Projects





**PHASE 3:**

**Sharing the Draft Plan**

In Summer and Fall 2025, the draft Action Plan was shared with the public for review. A community open house was held on August 20th, 2025 at the Burns Road Community Center, to give residents a chance to learn more about the plan and provide feedback on the proposed strategies.

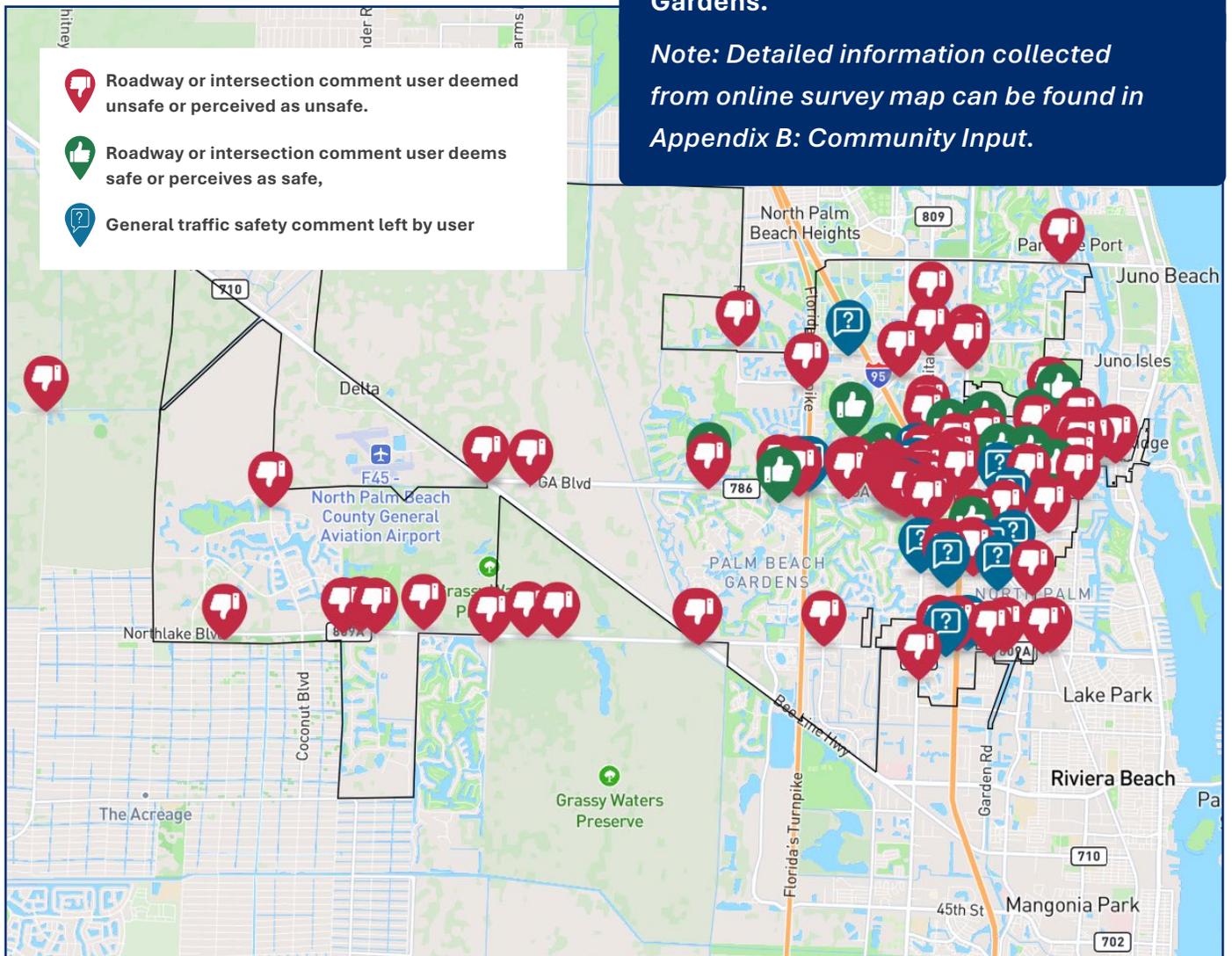
**PHASE 4:**

**Making It Official**

The final step is the adoption of the Action Plan by the City. This formal adoption marks Palm Beach Gardens' continued commitment to investing in safer streets and working toward the Vision Zero goal of eliminating serious injuries and fatalities from traffic crashes.

**The community provided 245 online survey and map contributions about safety needs and priorities in Palm Beach Gardens.**

*Note: Detailed information collected from online survey map can be found in Appendix B: Community Input.*





## RECOMMENDATIONS OVERVIEW

To effectively reduce traffic-related deaths and serious injuries, the Palm Beach Gardens Vision Zero Action Plan is organized into two main parts.

### **PART 1:**

#### **City of Palm Beach Gardens Strategies**

These are actions the City can take directly on City-owned roads, including street redesigns, signage upgrades, targeted speed enforcement, local safety programs

These strategies are fully within the City's control and can be implemented independently.

### **PART 2:**

#### **Regional Partner Strategies**

These recommendations target roads owned by:

- Florida Department of Transportation (FDOT)
- Palm Beach County

Since the City does not own these roads, implementation will require collaboration and coordination with regional partners.

### **Why This Structure Matters**

86% of serious injury and fatal crashes in Palm Beach Gardens occur on roads not owned by the City. This structure ensures that both the City and its partners can focus efforts where they'll have the greatest impact.

### **Special Focus Corridors**

- PGA Boulevard (FDOT)
- Northlake Boulevard (Palm Beach County)

Together, these two corridors account for 51% of all serious injury and fatal crashes in the City. Improving safety on just these roads could achieve half of the City's Vision Zero goal. They are addressed in detail in Part 2.



# PART 1

## CITY FOCUS





## PART 1: CITY FOCUS

The recommendations in the Vision Zero Action Plan are based on the U.S. Department of Transportation’s Safe System Approach but tailored specifically for the needs of Palm Beach Gardens.

This approach works by creating multiple layers of protection—to help prevent crashes from happening and to reduce the severity of injuries when crashes do occur.

Using crash data and community feedback, the City identified four key focus areas to guide safety improvements:

- **Programs.** These efforts aim to promote safe travel behavior through education and outreach. Examples include teaching the “rules of the road” and running public safety campaigns (e.g., encouraging seatbelt use or safe driving habits).
- **Enforcement.** Focused on reducing dangerous driving behaviors, especially those that increase crash severity like speeding. These efforts involve stronger enforcement of traffic laws to help prevent serious crashes.
- **Emergency Response.** These strategies aim to improve outcomes after a crash by maintaining efficient emergency response times, enhancing on-scene care, and ensuring first responders are safe while assisting crash victims.
- **Projects.** This includes infrastructure improvements on high-risk roads identified in the High Injury Network (HIN), especially those owned by the City. It also includes system-wide changes that can be applied across all city streets to improve safety.

By focusing on these four areas, Palm Beach Gardens is taking a phased and targeted approach to reach its Vision Zero goal: eliminating serious injuries and fatalities on our roads.





## PROGRAMS

### *Why programs targeting driving behavior matter.*

A truly effective Vision Zero strategy combines road design, data insights, and behavior-focused programs to create a safer transportation system for everyone. Too often, efforts to influence driver behavior—like public education and enforcement—are overlooked. But these strategies can be powerful tools for reducing crashes and saving lives.

To be effective, these programs must go beyond simply sharing information. They should actively engage the community and address key risk factors like:

- Distracted driving (e.g., texting or using phones)
- Aggressive driving
- Driving under the influence

Partnering with schools, businesses, law enforcement, and community organizations can make these efforts even more impactful.

### *What the Data Tells Us.*

Based on crash data and community feedback in Palm Beach Gardens, the City will focus its education and outreach efforts on:

- Aggressive driving
- Driver awareness of pedestrians and cyclists
- Distracted driving, especially phone use and texting
- Youth and teen education, to build safe habits early

By targeting these behaviors, Palm Beach Gardens can create a stronger culture of safety and move closer to its Vision Zero goal.



### **What do educational programming and marketing campaigns entail?**

When it comes to roadway safety, educational programming and marketing campaigns should be focused on specific behaviors and targeted audiences.

#### **EDUCATIONAL**

**PROGRAMMING** could include a combination of curriculum development, interactive activities, online or in-person classes, webinars, strategic material dispersal or workshops.

#### **MARKETING CAMPAIGNS**

might incorporate signage, billboards, commercials, news segments or interviews, materials development such as flyers, pamphlets, or toolkits, and website development.



## Effective Transportation Safety Campaigns

An effective transportation safety campaign blends data-driven planning, community engagement, and multi-channel messaging to promote safer behaviors and reduce traffic-related injuries and fatalities. Safety campaigns can be done annually, such as outreach and messaging every year at the start of a new school year, or be targeted, such as focusing enforcement and messaging to reduce speeding on a particular road.

Below is a summary of the core principles and components of effective transportation safety campaigns. Resources and examples are provided on the next page.

- 1. Define Clear Objectives and Target Audiences.** Identify the specific safety issue (e.g., speeding, distracted driving, pedestrian safety) and the audience most affected (e.g., youth, seniors, commuters). Use crash data, surveys, and community feedback to guide this process. A common framework is to identify the focus area(s) (e.g. reducing speeding), target audience (e.g. drivers), and measurable goals (e.g. reduce speeding by 25% on the target road).
- 2. Use Multi-Channel Messaging.** Deploy a campaign across various platforms to maximize reach and impact. Examples include the city website and social media, temporary signage and posters, school and community events, and radio and news broadcasts.
- 3. Develop Compelling Messaging.** Use simple, relatable language and emotional appeal. Also, include real-life stories, statistics and visuals to make the messaging relatable and ensure messages are culturally and linguistically appropriate.
- 4. Leverage Local Partnerships.** Collaborate with city departments, law enforcement, schools, senior centers, and advocacy groups. These partnerships help amplify messaging and ensure relevance.
- 5. Monitor and Evaluate.** Track a campaign's reach, engagement, and impact. Use surveys, traffic data, and feedback to assess its effectiveness. Adjust strategies based on results.
- 6. Align with Broader Safety Frameworks.** Integrate a campaign with national or regional initiatives like the National Highway Traffic Safety Administration (NHTSA) seasonal campaigns. These initiatives often offer toolkits, funding opportunities, and proven strategies for scaling local efforts.
- 7. Make It Regular and Adaptive.** Sustain momentum by making the campaign a recurring event (e.g., during Public Safety Week or back-to-school season) and adapting content based on emerging trends and feedback. Refresh messaging periodically to maintain interest and celebrate milestones and success stories.



## Safety Campaign Resources

Transportation safety campaigns often utilize a combination of funding sources to support their efforts. These campaigns can be financed through local resources and staff time, and may also leverage state and federal funding to expand their reach and impact. Successful strategies frequently include in-kind contributions—such as support from local advocacy groups—and private funding from businesses or business associations.

Below is a sample of common funding sources for transportation safety campaigns.

### Federal

- Road to Zero Community Traffic Safety Grants. Funded by the National Highway Traffic Safety Administration (NHTSA) and administered by the National Safety Council. Supports innovative programs aimed at achieving zero traffic fatalities.

### State (Florida)

- FDOT Traffic Safety Subgrants. These grants are administered by the FDOT State Safety Office. They support local agencies, law enforcement, schools, and nonprofits.
- Florida Law Enforcement Liaison (LEL) Program. Coordinates law enforcement participation in statewide safety campaigns, such as “Click It or Ticket”.

## Example: FDOT Alert Today Alive Tomorrow

Alert Today Alive Tomorrow is part of FDOT’s Pedestrian and Bicycle Focused Initiative. The program provides both funding and resources for local safety campaigns, including:

- High-visibility education and enforcement activities
- Outreach materials such as safety tip cards
- Support for community engagement and awareness efforts.

Below are sample tip cards FDOT makes available for local safety campaign efforts across the state.

BE IN THE KNOW

## RIGHT ON RED RULES

Florida Statute 316.075 Traffic Control Signal Devices

### WHAT FLORIDA LAW SAYS

- Must come to a complete stop at clearly marked stop line.
- Must remain stopped to allow pedestrians, with a permitted signal, to cross the road.
- Must yield the right-of-way to pedestrians and other traffic proceeding as directed by the signal at the intersection.
- Must not proceed when a “NO TURN ON RED” sign is displayed.

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### THE MORE YOU KNOW

- In Florida, bicycles are legally vehicles and are required to obey all traffic laws.

To learn more  
AlertTodayFlorida.com

### RIGHT ON RED RULES

<p>Failure to stop at marked line</p> <p><b>X</b></p>	<p>Full stop at marked line</p> <p><b>✓</b></p>
<p>Failure to stop for pedestrians</p> <p><b>X</b></p>	<p>Remain stopped to allow crossing</p> <p><b>✓</b></p>
<p>Failure to obey “No Turn on Red”</p> <p><b>X</b></p>	<p>Stop and wait for green light</p> <p><b>✓</b></p>

To learn more  
AlertTodayFlorida.com



### Palm Beach Gardens Program Strategies

Action	Partners	Cost	Intent of Action
<b>1. Develop safety campaigns focused on high-risk groups that address key crash trends and community priorities.</b>			
1.1 Create a city-wide safety campaign.	Planning and Zoning, Public Communications	\$	Create a safety campaign that can be coordinated annually. The campaign can be coordinated as part of Public Safety Day to promote safe travel behavior. The focus for this work can be shared using the City’s media channels and online outlets for information. Bicycle helmets may be distributed as a part of a safety campaign.
1.2 Create a school-specific safety campaign.	Planning and Zoning, Public Communications	\$	Create a school specific safety campaign. The focus should be on safe travel around schools. Typical times to deploy school specific safety campaigns are around the start of each school year. Bicycle helmets may be distributed as a part of a safety campaign.
1.3 Continue annual Public Safety Day event	Planning and Zoning, Public Communications, Police Department	\$	Public Safety Day continues to be a successful way for the City to promote safe travel in the City. Continue to promote safe travel, particularly for children and young adults, at Public Safety Day.
1.4 Continue existing safe driving programs.	Police Department, Parks and Recreation	\$	Continue to offer teen driver and older adult driving education programs. Currently, Parks and Recreation and the Police Department lead these classes.
<b>2. Implement policies and initiatives that support safety improvements while continuing the work of priority transportation initiatives.</b>			
2.1 Implement Mobility Plan.	Planning and Zoning	\$	Leverage funding from the Citywide Mobility Plan and Fee to implement safety improvements identified in this plan.
2.2 Develop train station for commuter and inter-city services.	Planning and Zoning, SFRTA, Palm Beach MPO, Brightline	\$\$\$	Establishing a train station in Palm Beach Gardens would significantly expand travel options for residents, workers, and visitors. The City should actively pursue opportunities to develop a station along the Florida East Coast (FEC) rail line that can accommodate both inter-city rail service, such as Brightline, and regional train service connecting nearby cities. A local train station would support the City’s broader mobility and safety goals by offering alternatives to driving, reducing roadway congestion, and enhancing access to sustainable transportation options.
2.3 Create safe routes to future transit station.	Planning and Zoning, Engineering, Public Works	\$	As part of planning for a future train station in Palm Beach Gardens, ensure routes to the future train station are safe, walkable, and accommodate people walking, biking, taking transit to the station, and driving.

\$ = Small investment, use existing departments budget

\$\$ = Moderate investment, request funding during annual budget planning and primarily City funded

\$\$\$ = Significant capital investment, with use of Palm Beach County, State, and/or Federal funding required



Action	Partners	Cost	Intent of Action
2.4 Pursue grant funding for safety projects and programs.	Planning and Zoning, Engineering	\$	To achieve the goals outlined in the City’s Transportation Safety Plan, Palm Beach Gardens should regularly apply for safety-related grants. These funding opportunities can support a wide range of initiatives, including infrastructure improvements (e.g., crosswalks, bike lanes, traffic calming), safety education programs for all age groups, targeted enforcement efforts in high-risk areas, and enhancements to emergency response resources and services. By proactively pursuing grant funding, the City can accelerate progress toward its mobility and safety objectives while maximizing the impact of local investments.
2.5 Conduct community safety audits along City HIN locations.	Planning and Zoning, Engineering, Public Works	\$	Conduct one safety audit within five years on a specific City street on the HIN. The goal is to use the safety audit to identify specific safety investments on a street or at an intersection.
2.6 Develop Complete Streets policy.	Planning and Zoning, Engineering, Public Works	\$	Write and adopt a Complete Streets policy . The purpose of a Complete Streets policy is to ensure safety and multimodal accommodations are considered for transportation projects and transportation maintenance work in the City.
2.7 Conduct school safety audits near City HIN locations.	FDOT, Planning and Zoning, Engineering, Public Works	\$	Conduct one safety audit within five years for a school in Palm Beach Gardens near a City HIN location.
2.8 Conduct community safety audits along FDOT HIN locations.	FDOT, Planning and Zoning, Engineering, Public Works	\$	Conduct one safety audit within five years on a specific FDOT-owned roadway on the HIN. The goal is to use the safety audit to identify specific safety investments on a street or at an intersection.
2.9 Conduct community safety audits along County HIN locations.	Palm Beach County, Planning and Zoning, Engineering, Public Works	\$	Conduct one safety audit every year on a specific Palm Beach County-owned roadway on the HIN. The goal is to use the safety audit to identify specific safety investments on a street or at an intersection.
2.10 Continue City department Vision Zero Steering Committee.	Planning and Zoning, Engineering, Public Works, Parks and Recreation, Police Department, Fire Rescue, GIS	\$	The City has used a working group from multiple departments to coordinate transportation safety initiatives, including the development of this Plan. The groups work should continue to ensure consistent and regular implementation of this Plan.
2.11 Create permanent traffic garden	Planning and Zoning, Parks and Recreation, Community Services	\$\$	Palm Beach Gardens has successfully implemented a pop-up traffic garden, which is used for community events such as Public Safety Day. This interactive space provides hands-on education for children and adults on how to walk and bike safely. Building on its success, the City aims to establish a permanent traffic garden at a local park. The long-term goal is to expand opportunities for recurring safety events and instructional programs that promote safe travel behavior for all ages.

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Action	Partners	Cost	Intent of Action
2.12 Continue high quality maintenance of City roadways.	Streets and Stormwater Division, Planning and Zoning, Engineering	\$\$	Regular roadway maintenance projects present valuable opportunities to implement safety enhancements throughout the City. These improvements can be integrated into routine activities such as repaving, restriping, signage upgrades, and landscaping. To maximize impact, scheduled maintenance projects should be reviewed consistently to determine whether they fall within the City’s High Injury Network (HIN) or align with the Mobility Plan. Projects located on these networks should be prioritized for mobility and safety upgrades that can be incorporated into standard maintenance efforts. By aligning routine maintenance with strategic safety goals, the City can cost-effectively improve roadway conditions and reduce traffic-related injuries.
2.13 Continue to provide input to FDOT for 3R projects.	Planning and Zoning, Engineering	\$	The Florida Department of Transportation (FDOT) regularly requests input from the City regarding upcoming 3R (Resurfacing, Restoration, and Rehabilitation) projects scheduled in Palm Beach Gardens. The City should continue to actively participate in this process by providing timely feedback and recommendations. These requests for comment offer a valuable opportunity to advocate for safety improvements that align with the priorities identified in the City’s Transportation Safety Plan. By leveraging FDOT’s 3R project cycle, the City can implement targeted enhancements—such as improved signage, lane configurations, and pedestrian infrastructure—within the scope of routine roadway upgrades.
<b>3. Share progress related to metrics and achievement of Vision Zero-related goals.</b>			
3.1 Complete an annual report card to evaluate what has been completed and in progress related to the plan.	Planning and Zoning	\$	Publishing an annual report will allow the City to track progress towards achieving the safety goals established in this Plan and be transparent about the work that has been completed each year to support the City’s safety goals. See Appendix C: Safety Scorecard for annual safety data template.
3.2 Annually update Vision Zero webpage with city-specific safety information.	Planning and Zoning, Public Communications	\$	The City’s website, and particularly its webpage for Vision Zero, should be a central place of information about safety investments and initiatives the City is leading. They should be updated regularly to ensure the information is relevant.

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## ENFORCEMENT

### *Why enforcement targeting driving behavior matters.*

Partnering with local law enforcement is essential to the success of the Vision Zero Action Plan. Police officers play a critical role in enforcing traffic laws, which helps deter dangerous driving and reduce crashes. Their daily experience on the roads also gives them valuable insight into local safety concerns.

### *What the Data Tells Us.*

Through surveys and in-person feedback, residents shared a wide range of concerns about:

- Speeding
- Running red lights
- Aggressive driving

Safety data analyzed also supports these concerns, with these factors contributing to the types of crashes occurring in the city.



### **The Palm Beach Gardens Police Department is already supporting Vision Zero through:**

- High Visibility Enforcement campaigns
- Driver feedback signs that alert speeding drivers
- Collaboration with regional partners to improve roadway safety



As part of this planning effort, the project team met with the Palm Beach Gardens Police Department to discuss roadway safety. Officers and staff highlighted the importance of community education and the need for campaigns that:

- Engage residents
- Promote safe driving habits
- Encourage shared responsibility for road safety

## Community Feedback Comments



- “All major roads are just unsafe for bikes. Limited choices for long bike rides”
- “Alt A1A is a literal speedway from Northlake Blvd. to Indiantown Rd. into Jupiter”
- [Valencia Gardens Ave] “Love taking walks along this beautiful road.”
- “Right turns from PGA Commons on Hickory to PGA NEVER look for pedestrians and left turns from PGA to Hickory Dr. often get stuck in the middle or cut across oncoming traffic”
- “Cars travel at excess speeds through neighborhoods”
- [Delivery drivers & city buses] “consistently run solid red lights & exceed posted speeds.”
- “Relatively safe with thoughtful improvements.”
- “Drivers are distracted & unsafe on the roads. Most do not use signals. Higher enforcement should be provided on those drivers.”
- “Need for education of safe practices for drivers and pedestrians”
- “PBG Police are top notch. Mostly very safe.”
- [Lake Victoria walking paths] “Great walking paths around the lake.”



### Palm Beach Gardens Enforcement Strategies

Action	Partners	Cost	Intent of Action
<b>4. Enhance law enforcement-related actions that specifically focus on specific areas of concern related to crashes in Palm Beach Gardens.</b>			
4.1 Pursue High Visibility Enforcement (HVE) grant funding and other state grants that support traffic law enforcement activities.	Police Department	\$\$	Regularly apply for grant funding to expand traffic enforcement activities. Focus this work on the City's HIN.
4.2 Target enforcement to traffic laws related to speeding, seat belt use, distracted driving, and aggressive driving.	Police Department	\$\$	Speeding and aggressive driving were two of the top community concerns shared during public input opportunities for this Plan. Regularly focus on speeding, distracted driving, and aggressive driving to improve safety outcomes.
4.3 Focus on bicycle and pedestrian safety enforcement.	Police Department	\$\$	Focus on bicycle and pedestrian safety as part of traffic enforcement. Use opportunities to educate people about Right-of-Way laws and safe travel behavior. Provide particular focus on the use of ebikes, particularly by children and young adults.
4.4 Enhance the presence of law enforcement at high-risk locations including PGA Blvd and Northlake Blvd.	Police Department	\$\$	PGA Boulevard and Northlake Boulevard are the source of 50% of the severe crashes in the City. When prioritizing traffic enforcement, conduct regular enforcement activities on these roadways.
4.5 Pursue grant funding to install speeding cameras in areas with high incidence of crashes consistent with speeding.	Police Department	\$\$\$	Leverage speeding cameras to slow down drivers. State laws guide the deployment of automatic speeding cameras. While automated, using speeding cameras requires a significant investment to operate, enforce, and administer. Funding sources such as HVE grants can assist in this.
4.6 Pursue grant funding to enhance school zone enforcement through the use of speed cameras and additional officers as appropriate.	Police Department	\$\$	The goal is to improve safety for everyone around schools, particularly when school is in session. Focus speed enforcement and other traffic violation enforcement at the beginning of the school year.
<b>5. Engage with local communities to promote Vision Zero from a law enforcement perspective.</b>			
5.1 Coordinate with local schools and community organizations to have first responders share their experience and importance of Vision Zero.	Police, Fire Rescue, K-12 schools (public and private schools)	\$	Create opportunities for police officers and fire rescue to speak at schools about transportation safety. Elementary school grades should focus on learning travel safety basics. Middle school should focus on how to travel safely on their own and with groups. High school discussions should focus on driving safety and understanding traffic laws.
5.2 Work with partners to coordinate Safety Fairs at local events.	Police, Fire Rescue	\$	Create opportunities at school and city events, to promote safe travel behavior and learning the "rules of the road."

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## EMERGENCY RESPONSE

### *Why improving emergency response matters.*

Palm Beach Gardens is a leader in emergency response, consistently ranking among the top in Palm Beach County for response times. The City's Fire Rescue Department continues to invest in advanced life-saving tools and training to improve outcomes for crash victims.

Some of these innovations include whole blood use in ambulances to treat severe trauma and advanced surgical training that allows first responders to perform critical procedures at the scene or en route to the hospital.

Emergency response priorities are:

- On-site care for crash victims
- Rapid response times to reach victims quickly
- Safety for first responders working in dangerous crash environments

### *What the Data Tells Us.*

The importance of emergency response in traffic safety is backed by national research:

- 40% of fatal crash victims are still alive when first responders arrive, according to the National Highway Traffic Safety Administration (NHTSA). This shows how critical fast, effective care can be.
- A Washington, DC EMS study found that pre-hospital blood transfusions led to a 92% survival rate in non-cardiac arrest patients and 77% in cardiac arrest cases, based on research by the American College of Surgeons.
- EMS clinicians are four times more likely to be injured on the job than the average U.S. worker, according to the U.S. Department of Labor.

Emergency response strategies are about more than fast arrival—they're about saving lives and protecting the people who save lives. By continuing to invest in emergency care and responder safety, Palm Beach Gardens is making our community safer for everyone.



### **Palm Beach Gardens Fire Rescue Performance Metrics**

Palm Beach Gardens Fire Rescue has some of the best performance metrics of any fire rescue service in Palm Beach County. Below are some of the performance measures that have Palm Beach Gardens Fire Rescue ranked among the top services in the county.

- Average response time: 6 minutes & 7 seconds
- 68% of emergency calls are EMS calls
- 7% of emergency calls are technical rescue calls which include car crashes

Palm Beach Gardens continues to invest in Fire Rescue resources to improve response times, on-site care, and the safety of first responders when at crash scenes.



**Palm Beach Gardens Emergency Response Strategies**

Action	Partners	Cost	Intent of Action
<b>6. Maintain response times to crash scenes.</b>			
6.1 Coordinate with Palm Beach County on the implementation of signal preemption for Palm Beach Gardens EMS vehicles.	Fire Rescue, Palm Beach County	\$\$\$	The goal with signal preemption is to reduce travel time to and from crash scenes. By reducing travel times, care can be administered faster to people involved in crashes.
6.2 Annually review response times to identify operational changes or technology to improve response times to crash scenes.	Fire Rescue, Police	\$	Palm Beach Gardens already has some of the best response times in Palm Beach County. The goal for this initiative is to regularly identify opportunities to improve response times. Reducing response times should not come at the expense of safe street design.
<b>7. Enhance on-site care.</b>			
7.1 Conduct annual training for first responders to administer trauma care on-site at crash scenes.	Fire Rescue, Police	\$\$	On-site care, including advance trauma procedures and techniques, can increase the chance of survival after a crash. Palm Beach Gardens is a leader in trauma training for first-responders, and this work should continue.
7.2 Invest in technology and other resources to improve patient survivability and health outcomes.	Fire Rescue, Police	\$\$	Palm Beach Gardens should continue to leverage new technology that can increase patient survivability and health outcomes.
<b>8. Improve safety at crash scenes for everyone.</b>			
8.1 Annually review on-site safety protocols with Police and Fire to identify operational changes or new technology that can improve on-site safety for first responders and crash victims.	Fire Rescue, Police	\$\$	Use this annual review as an opportunity to identify operational changes or new technology that can improve on-site safety for first responders and crash victims.

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## PROJECTS

### *Why investing in safety projects matters.*

A successful Vision Zero Action Plan depends on turning data into action. That means identifying key projects and implementing them effectively. As part of this plan, the City developed a High Injury Network (HIN)—a map of the most dangerous road segments and intersections in Palm Beach Gardens.

Each of these locations presents opportunities to improve not only the frequency and severity of crashes, but also the perception of safety for people walking, biking, or driving.

There are two types of project recommendations:

**Localized Priority Projects.** These are specific to City-owned roads within the HIN. Each location includes tailored design strategies to address known safety issues. They also note where coordination is needed with larger mobility projects identified in the City’s Mobility Plan.

**Systemic Projects.** These guide how safety improvements are applied across the City. These strategies focus on slowing people driving down, making space for people walking and biking, improving intersections, and coordinating with regional partners like Palm Beach County and FDOT.



### **The Citywide Mobility Plan elements are:**

- Mobility
- Opportunity
- Accessibility
- Connectivity
- Visibility
- Continuity
- Safety
- Comfort
- Social Value

Citywide Mobility Plan projects should incorporate the recommendations from this Vision Zero Plan to ensure the multimodal element of safety is addressed and safety outcomes are improved in the City.

The graphic to the left from the Citywide Mobility Plan summarizes the multimodal focus and priorities for Palm Beach Gardens.



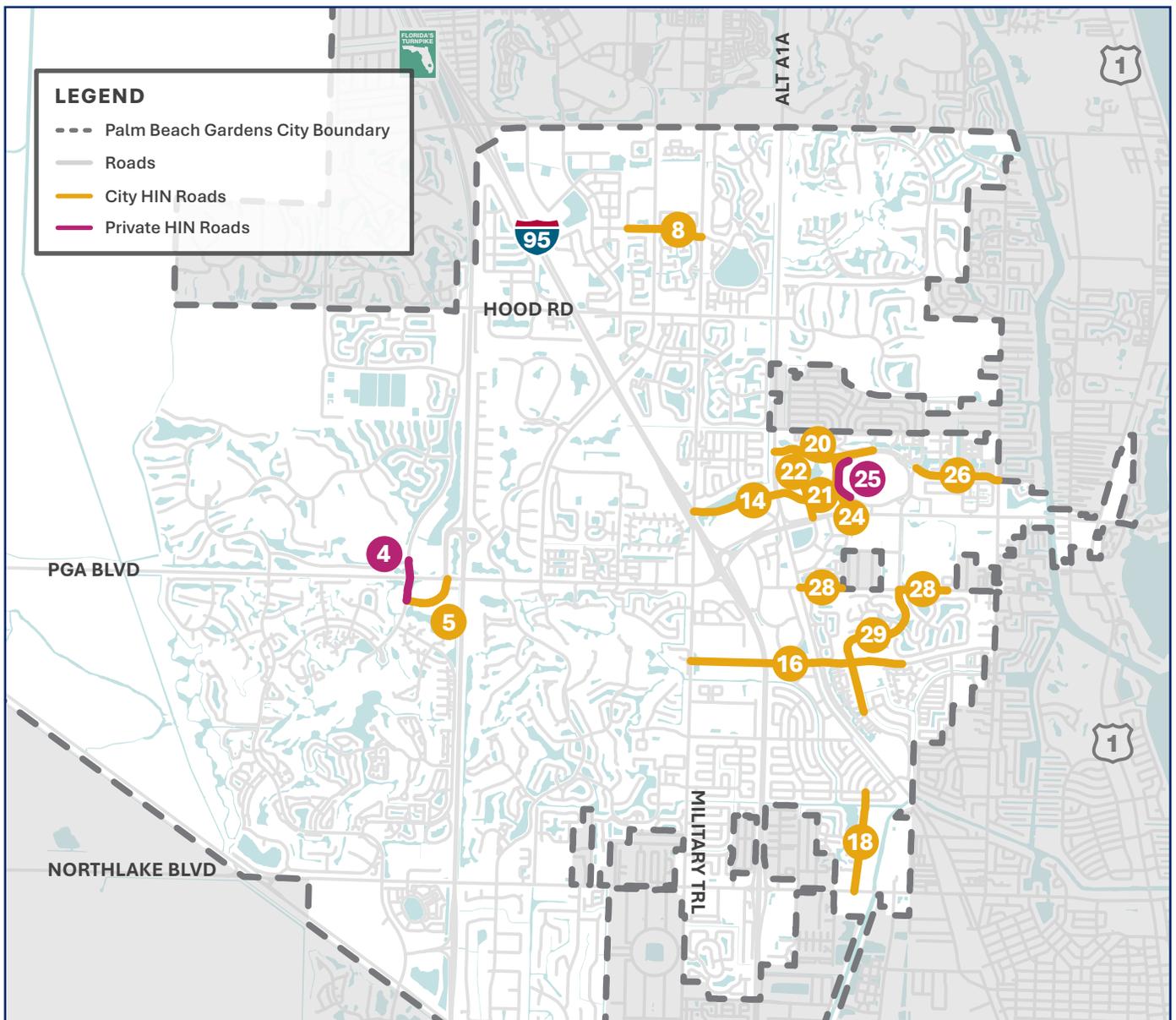
**Why these projects were chosen.**

Project locations were selected based on crash data from the HIN, which highlights where the most severe crashes occur. In addition to data, community feedback played a key role. Residents identified areas that may not show up in crash statistics but still feel unsafe. They also called for improvements to:

- Signage and lighting
- Sidewalks and crosswalks
- Traffic calming features

By combining data with local insight, the City is prioritizing projects that make the biggest impact on safety.

**City-Owned Roadway HIN Safety Projects**





### Palm Beach Gardens City-Owned Roadway Projects

Mobility Plan Project #	Action Plan Project #	Roadway	To	From	Ownership	Length (Miles)	Total Crashes	Total FSI	HIN Score	Severity Score	Priority Rank
104, 102, 105	28	RCA Boulevard	Oakway Circle	Alternate A1A	Palm Beach County	0.60	80	3	2,232	3,697	6
58, 60, 65, 70	20	Gardens Parkway	Taylor Drive	Alternate A1A	City	0.68	155	2	2,213	3,260	11
76, 77, 78	22	Lake Victoria Gardens Avenue	Gardens Parkway	PGA Boulevard	City/FDOT	0.52	321	2	1,387	2,671	14
62,80, 175	24	Fairchild Gardens Avenue	Gardens Parkway	PGA Boulevard	City	0.39	188	0	766	1,952	18
98	4	Avenue of the Champions	Fairway Drive	Jog Road	Private Road	0.27	71	0	447	1,643	19
	5	Fairway Drive	PGA Boulevard	Avenue of the Champions	City	0.37	82	1	495	1,333	21
47	18	Macarthur Boulevard	Lighthouse Drive	Northlake Boulevard	City	0.67	141	3	854	1,281	22
118, 120, 155, 160	16	Burns Road	Sandalwood Circle	Military Trail	City	1.41	333	1	1,750	1,237	23
145, 54,56, 73	14	Kyoto Gardens Drive	Alternate A1A	Military Trail	City	0.57	114	0	640	1,115	25
175, 75	21	Kyoto Gardens Drive	Fairchild Gardens Avenue	Alternate A1A	City	0.42	61	0	319	754	27
8, 54	8	Grandiflora Road	Military Trail	Buccaneer Way	City	0.51	42	0	326	641	28
58, 60, 65, 70	26	Gardens Parkway	Prosperity Farms Road	Kew Gardens Avenue	City/FDOT	0.57	35	0	212	373	30
70	25	Gardens Mall	Gardens Mall	Gardens Mall	Private Road	0.31	18	0	116	373	31
128,124, 126	29	Gardens East Drive	RCA Boulevard	Sandalwood Drive	City	1.12	43	0	236	211	32

Note: The table above displays identified HIN roadway projects owned by the City of Palm Beach Gardens. "Total Crashes" refers to the number of crashes recorded on each segment from 2019 to 2023, while "Total FSI" indicates the total number of serious injury and fatal crashes for each roadway during that period. "HIN Score" is calculated using both crash frequency and severity, assigning greater weight to severe crashes. "Severity Score" adjusts for road segment length by dividing the HIN Score by the project's length. "Priority Rank" shows the overall ranking of all HIN projects (including those owned by the City, Palm Beach County, and FDOT) based on Severity Score; projects with higher Severity Scores receive a higher priority ranking.

## Campus Drive Case Study

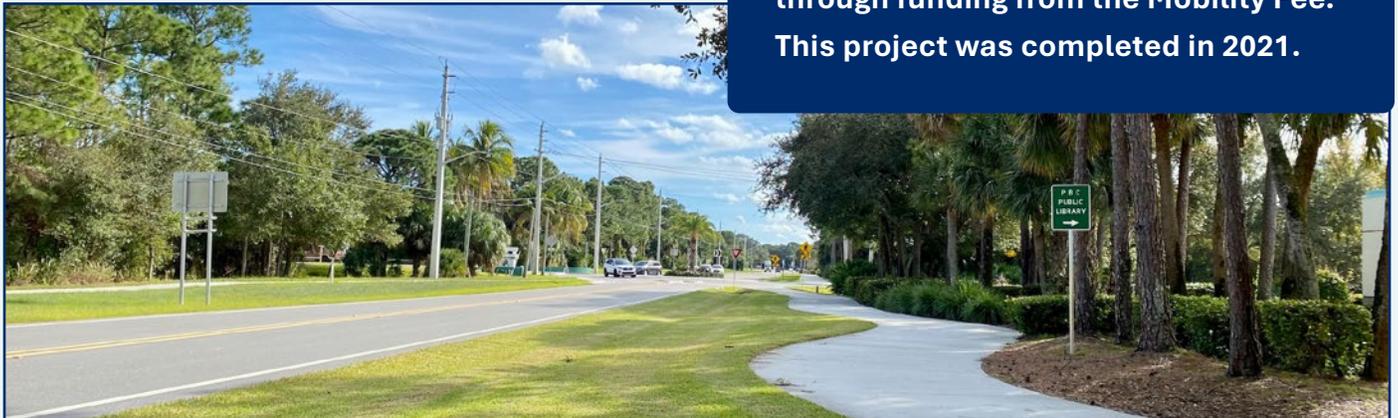
The Campus Drive project demonstrates how roadway improvements can enhance both safety and multimodal access. Campus Drive serves as a vital connection to key civic destinations such as the North County Government Center, Gardens Library and Palm Beach State College. It also links neighborhoods south of RCA Boulevard and PGA Boulevard to the Gardens Mall.

Enhancements along Campus Drive included:

- Widened sidewalks converted into shared-use paths on both sides of the road
- A new roundabout to calm traffic
- Upgraded lighting and landscaping
- New bus shelters for Route 33 transit service

These improvements make Campus Drive safer and more accessible for all users—whether walking, biking, driving, or taking transit.

**The Campus Drive project exemplifies the successful execution of a 2019 City Mobility Plan initiative, made possible through funding from the Mobility Fee. This project was completed in 2021.**





### ***Palm Beach Metropolitan Planning Organization (MPO) Participation and Funding for Palm Beach Gardens***

The Palm Beach Metropolitan Planning Organization (MPO) is responsible for distributing federal transportation funds allocated to Palm Beach County. By combining federal, state, and local resources, the MPO supports the implementation of regionally and locally significant transportation projects.

Palm Beach Gardens actively participates as a voting member of the Palm Beach MPO's governing board, as well as on key advisory committees such as the Technical Advisory Committee (TAC) and Vision Zero Advisory Committee (VZAC). Engagement with these boards and committees offers valuable opportunities to influence regional transportation safety policy and collaborate with partners across Palm Beach County on coordinated investments and initiatives that benefit both Palm Beach Gardens and the wider community. Ongoing participation and leadership within the MPO will remain essential for Palm Beach Gardens as it continues to advance and implement its Vision Zero Action Plan

Palm Beach Gardens has successfully secured federal funding through the MPO for several priority transportation initiatives within the city.

#### **Transportation Improvement Program (TIP)**

The MPO allocates funding annually using its Transportation Improvement Program (TIP) and List of Priority Projects (LOPP). The TIP is a rolling five-year plan that guides the distribution of federal and state funds for transportation projects across Palm Beach County.

#### **MPO-Funded Project Overview**

The table below highlights TIP-funded projects in Palm Beach Gardens that are:

- Recently completed
- Currently under construction
- Scheduled for future implementation

The City of Palm Beach Gardens has active and completed projects in Palm Beach MPO's Transportation Improvement Program (TIP) List of Priority Projects (LOPP) for the fiscal year 2025 – 2029. The Transportation Improvement Program is a five year initiative that allocated federal and state funding for transportation projects of all modes in Palm Beach County. The table on the next page displays recently completed or future funded TIP funded projects period from the fiscal year 2025-2029



**Palm Beach MPO TIP Projects in Palm Beach Gardens**

Funding Cycle	Program	Right-of-Way	Project Description	Funding	Design Year	Construction Year
<b>Recently Completed</b>						
2019	Transportation Alternatives	Various locations along Holly Drive	Pedestrian mid-block crossings with flashers	\$887,784	2021	2022
2020	Transportation Alternatives	Kyoto Gardens Drive	Sidewalk and bike lane on north side	\$1,459,913	2022	2023
<b>In Construction</b>						
2021	Transportation Alternatives	Burns Road	2-way cycle track on south side	\$848,261	2023	2024
2022	Transportation Alternatives	Fairchild Avenue	Sidewalk and bike lane on the south side	\$1,000,000	2024	2025
<b>Upcoming Project</b>						
2022	Local Initiatives	Gardens Parkway	Sidewalk and bike lane on the south side	\$3,610,000	2026	2027
2025	Transportation Alternatives	North Military Trail	Share-use path on east side of Palm Beach County right-of-way	\$1,425,748	2026	2027

# PART 2

## REGIONAL PARTNER STRATEGIES





## PART 2: REGIONAL PARTNER STRATEGIES

### OVERVIEW

The Palm Beach Gardens Vision Zero Action Plan is built on the U.S. Department of Transportation’s Safe System Approach—a nationally recognized framework for improving roadway safety. This approach is based on six core principles:

- Death and serious injuries are unacceptable
- Responsibility is shared
- Humans make mistakes
- Safety is proactive
- Humans are vulnerable
- Redundancy is crucial

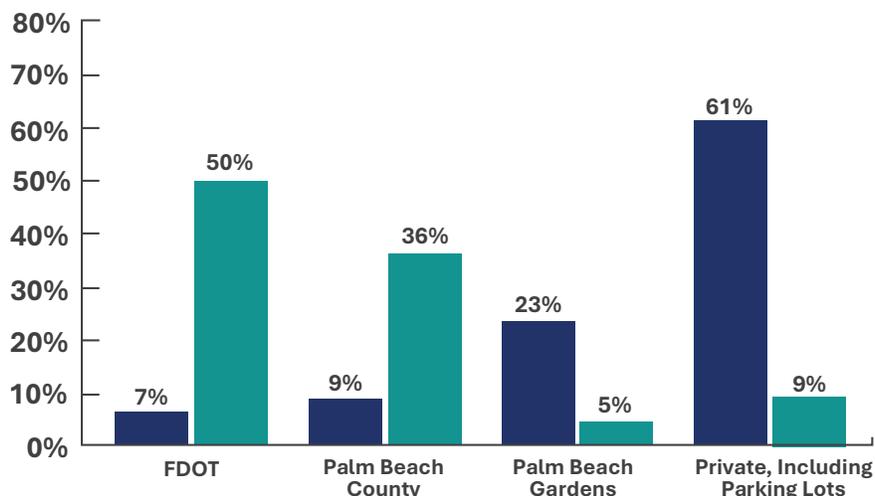
While all six principles are important, the last three are especially relevant to Palm Beach Gardens’ Vision Zero goals:

- Shared responsibility means everyone—planners, engineers, law enforcement, and road users—has a role in making streets safer.
- Proactive safety means identifying and addressing risks before crashes happen.
- Redundancy means building multiple layers of protection into the system, so if one layer fails, others can help prevent serious harm.

A major challenge for Palm Beach Gardens is that 86% of serious injury and fatal crashes happen on roads the City does not own:

- 50% occur on FDOT roads
- 36% occur on Palm Beach County roads

**Serious Injury and Fatal Crashes by Roadway Ownership in Palm Beach Gardens**



■ Percentage of Roadway Network by Ownership   ■ Percentage of Serious Injury and Fatal Crashes by Ownership



To reach its Vision Zero goals, the City must work closely with FDOT and Palm Beach County to improve safety on these high-risk corridors. Collaboration will be key to making meaningful, citywide progress.

Each agency section includes:

**Shared Goals.**

Align safety efforts with FDOT and Palm Beach County to eliminate traffic fatalities and serious injuries.

**Safety Trends and Needs.**

Summary of crash trends and safety challenges on FDOT and County roads within Palm Beach Gardens.

**Focus Areas.**

City-identified priorities for improving safety on state and county corridors.

**Project Map.**

Visual summary of planned or proposed safety projects by agency.

**Project Table.**

Crash data and recommended countermeasures for each project location.

**Priority Corridors.**

Detailed safety needs and strategies for PGA Boulevard (FDOT) and Northlake Boulevard (Palm Beach County).



## FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT)

### *FDOT Coordination Goals*

Palm Beach Gardens aims to strengthen collaboration with FDOT to advance Vision Zero through the following goals:

- **Establish and Maintain Ongoing Partnership.** Establish and maintain a proactive relationship with FDOT to routinely address safety on High-Injury Network (HIN) corridors.
- **Data Sharing.** Receive regular safety data updates from FDOT to support annual reporting and performance tracking.
- **Project Implementation.** Launch at least one FDOT-led safety project within the five years of Vision Zero Action Plan adoption.
- **PGA Boulevard Focus.** Review police and fire rescue crash reports to conduct annual safety reviews of PGA Boulevard, targeting zero serious injuries and fatalities each year.

### *FDOT Roadway Safety Trends and Needs*

Over the past five years, 43 serious injury and fatal crashes occurred on FDOT-owned roads in Palm Beach Gardens—50% of all such crashes citywide. Notably, PGA Boulevard alone accounted for 21 of these severe crashes.

Reducing crashes on FDOT corridors is critical to achieving both the City’s Vision Zero goals and FDOT’s statewide Target Zero initiative.





## FDOT Focus Areas and Priorities

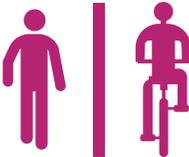
Palm Beach Gardens has identified these priorities to guide safety improvements on FDOT-owned roads. These priorities should guide all project planning and safety interventions on FDOT roads within the city.



### Speed Management

- 95% of fatal crashes occur on roads with speed limits  $\geq$  35 MPH;
- 81% occur on roads with speed limits  $\geq$  45 MPH.

The City urges FDOT to implement speed-reduction strategies on HIN corridors, such as traffic calming, speed limit reviews, and design changes.



### Protect Vulnerable Road Users

Crash severity rates:

- 1% for vehicle occupants
- 8% for bicyclists
- 14% for pedestrians
- On FDOT HIN roads, 35% of bike/ped crashes result in serious injury or death.

The City recommends:

- Physically separated facilities for walking and biking
- Dedicated signal phases for non-motorized users



### Address High-Risk Crash Types

- Focus on reducing the most common and severe crash types on FDOT HIN segments:
  - Rear-End
  - Off-Road
  - Left-Turn (Left Rear & Left Entering)
  - Bicycle and Pedestrian



### Key FDOT High-Injury Network (HIN) Roads

- Beeline Highway
- Military Trail
- PGA Boulevard
- Alternate A1A
- US-1

These HIN roads are suburban arterials with moderate to high traffic volumes and speed limits between 35–45 MPH.

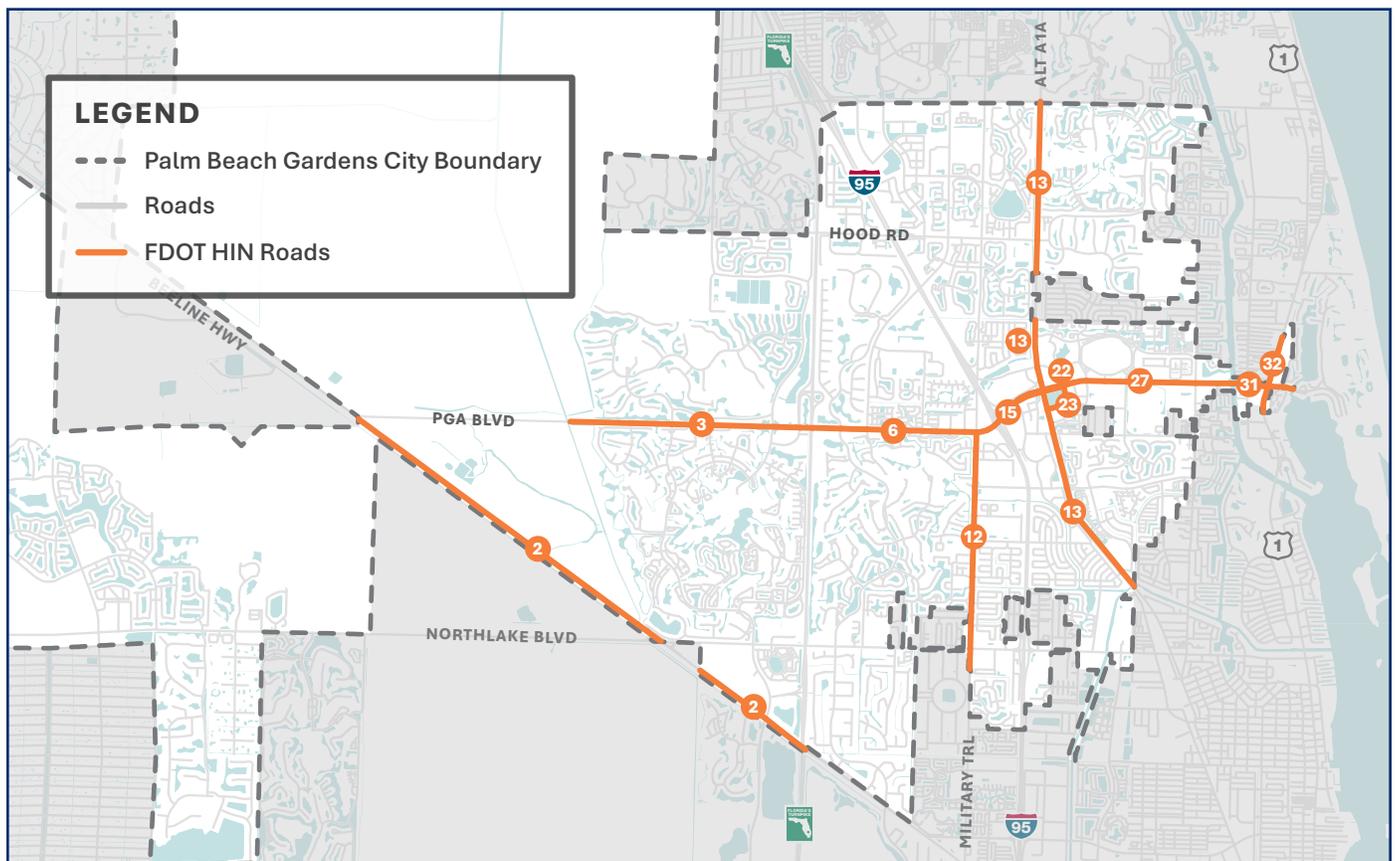
### Crash Trends on FDOT HIN Segments

- 47% of the City’s HIN mileage is FDOT-owned
- 31% of all HIN crashes occurred on FDOT roads
- 48% of HIN fatal and serious injury crashes occurred on FDOT roads
- 46% of serious bicycle and pedestrian crashes on the HIN occurred on FDOT roads

### Primary Crash Types (KSI = Killed or Seriously Injured)

- Left Rear (18% KSI)
- Left Entering (15% KSI)
- Off Road (15% KSI)
- Rear End (12% KSI)
- Bicycle-Involved and Pedestrian-Involved (9% KSI)

FDOT HIN Map





### Palm Beach Gardens FDOT-Owned Roadway Projects

Mobility Plan Project #	Action Plan Project #	Roadway	To	From	Ownership	Length (Miles)	Total Crashes	Total FSI	HIN Score	Severity Score	Priority Rank
	31	Jack Nicklaus Drive	Landing Place	Prosperity Farms Road	FDOT	0.91	701	13	7,177	7,865	3
110, 115, 86, 88	15	PGA Boulevard	Lake Victoria Gardens Ave	Military Trail	FDOT	1.43	1,319	9	10,631	7,445	4
26, 28, 30, 32, 34, 114, 116	12	N Military Trail	PGA Boulevard	Mary Circle	FDOT	2.20	1,371	9	12,765	5,796	5
100, 110	3	PGA Boulevard	Florida Turnpike	C-18 Canal	FDOT	2.25	386	7	8,260	3,668	7
35, 40, 43	13	Alternate A1A	Donald Ross Road	C-17 Canal	FDOT	4.31	939	14	14,953	3,466	9
118, 84, 86	27	PGA Boulevard	Prosperity Farms Road	Lake Victoria Gardens Ave	FDOT	1.24	724	7	3,508	2,839	12
53	32	US Highway 1	Northern City Boundary	Carolinda Drive	FDOT	0.73	398	5	1,991	2,744	13
77, 78, 76	22	Lake Victoria Gardens Avenue	Gardens Parkway	PGA Boulevard	FDOT/City	0.52	321	2	1,387	2,671	14
78, 80	23	Lake Victoria Gardens Avenue	PGA Boulevard	Alternate A1A	FDOT	0.32	172	1	767	2,372	15
105, 90, 92	6	PGA Boulevard	Military Trail	Florida Turnpike	FDOT	1.52	717	4	3,320	2,179	17
180, 120, 80	2	Beeline Highway	Florida Turnpike	PGA Boulevard	FDOT	4.72	319	8	3,588	760	26

Note: The table above displays identified HIN roadway projects owned by FDOT in the City of Palm Beach Gardens. "Total Crashes" refers to the number of crashes recorded on each segment from 2019 to 2023, while "Total FSI" indicates the total number of serious injury and fatal crashes for each roadway during that period. "HIN Score" is calculated using both crash frequency and severity, assigning greater weight to severe crashes. "Severity Score" adjusts for road segment length by dividing the HIN Score by the project's length. "Priority Rank" shows the overall ranking of all HIN projects (including those owned by the City, Palm Beach County, and FDOT) based on Severity Score; projects with higher Severity Scores receive a higher priority ranking.



## PGA BOULEVARD

### Crash Trends and Roadway Context

PGA Boulevard is a vital regional corridor in northern Palm Beach County, connecting residents and visitors to key destinations including shopping centers, schools, employment hubs, beaches, and major highways like the Florida’s Turnpike, North Military Trail, Alternate A1A, and US-1.

### Crash Trends

- 24% of all serious injury and fatal crashes in Palm Beach Gardens occur on PGA Boulevard.
- Eliminating severe crashes on this corridor would reduce citywide serious injury and fatal crashes by 1 in 4.
- Crash hotspots are concentrated between Military Trail and Prosperity Farms Road, where traffic volumes are highest.

### PGA Boulevard Roadway Context

Roadway Segment	Lanes	Speed Limit	Vehicle Volume
Western Segment	2 lanes	55mph	3,800 vehicles/day
I-95 Interchange Area	Widest and busiest section of the road	45mph	70,500 vehicles/day
Eastern Segment (US-1)	6-lane divided roadway	35mph	30,000 vehicles/day
<b>Land Use Context:</b>	Primarily suburban on the western segment, with denser residential and commercial zoning as you continue east along the corridor.		





PGA Boulevard Roadway Context and Safety Metrics				
Total Crashes	% of All HIN Crashes	Fatal Crashes	Serious Injury Crashes	% of HIN Serious Injury and Fatal Crashes
1,516	29%	3	18	30%
Functional Roadway Classification: Urban – Arterial		HIN Weighted Score: 31,646		
AADT Range: 3,800 – 70,500 vehicles		Speed Limit Range 35 – 55 MPH		
Number of Signals: 18 (including one signalized pedestrian crossing)		Total Length in the City: 8.6 miles HIN Segment Length: 7.1 miles		
Existing Projects		2025 Mobility Plan – Project Development and Environment (PD&E) study of rising water levels from C-18 canal, Corridor Study		



### TOP 5 CRASH TYPES

- Rear End – 47%
- Sideswipe – 19%
- Angle – 19%
- Fixed Object – 3%
- Left Turn – 2%



### TOP 5 CONTRIBUTING CAUSES

- Careless or Negligent Manner – 48%
- Failed to Yield ROW – 14%
- Followed too Closely – 14%
- Failure to Stay in Lane – 5%
- Ran Red Light – 3%



### **PGA Boulevard Areas of Focus**

Crashes along PGA Boulevard are primarily concentrated at and near intersections, driven by a mix of factors both at and between intersections.

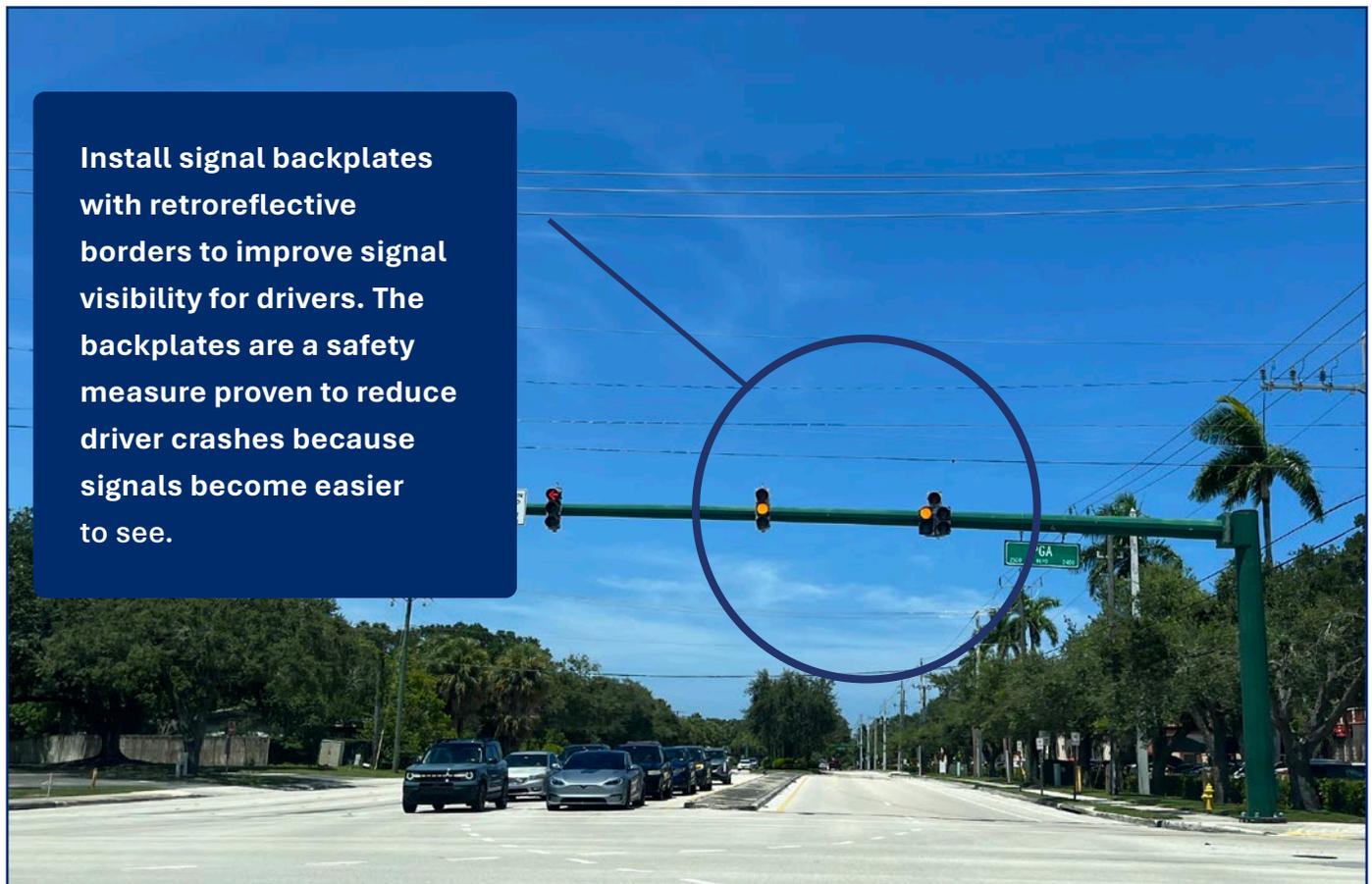
Between intersections, key strategies are:

- **Speed Management:** Implement traffic calming and speed-reduction measures.
- **Protected Facilities:** Create physically separated and protected space for people walking and biking.
- **Access Management:** Reduce conflict points by limiting unsafe driveways and turning movements.

At intersections, key strategies for drivers are:

- Dedicated turn lanes
- Yellow change intervals
- Signal backplates with retroreflective borders

### **PGA Boulevard Intersection at Prosperity Farms Road**



At intersections, key strategies for people walking and biking are:

- High-visibility crosswalks
- Separated bikeways through intersections
- Refuge islands
- Leading pedestrian intervals (LPIs)

### PGA Boulevard Intersection at Prosperity Farms Road





Many of these treatments are already in place, but regular evaluations are needed to identify gaps and opportunities. Investment in infrastructure and signal operations should be paired with consistent enforcement to reinforce safe travel behavior.

The following page provides a summary of corridor-wide safety needs and opportunities along PGA Boulevard, including strategies for both mid-block segments and intersections.

Additionally, a focused review of high-crash intersections is included. These locations were selected based on:

- Crash frequency, and
- Intersections where PGA Boulevard crosses another High-Injury Network (HIN) segment.

This analysis helps prioritize targeted improvements at the most critical locations along the corridor.



**Recent pavement marking upgrades along PGA Boulevard have improved visibility and safety for people walking and biking. However, additional safety measures are still needed—particularly for drivers, who are involved in the majority of severe crashes along this corridor. Targeted improvements for motorists will be essential to reducing crash severity and enhancing overall roadway safety.**



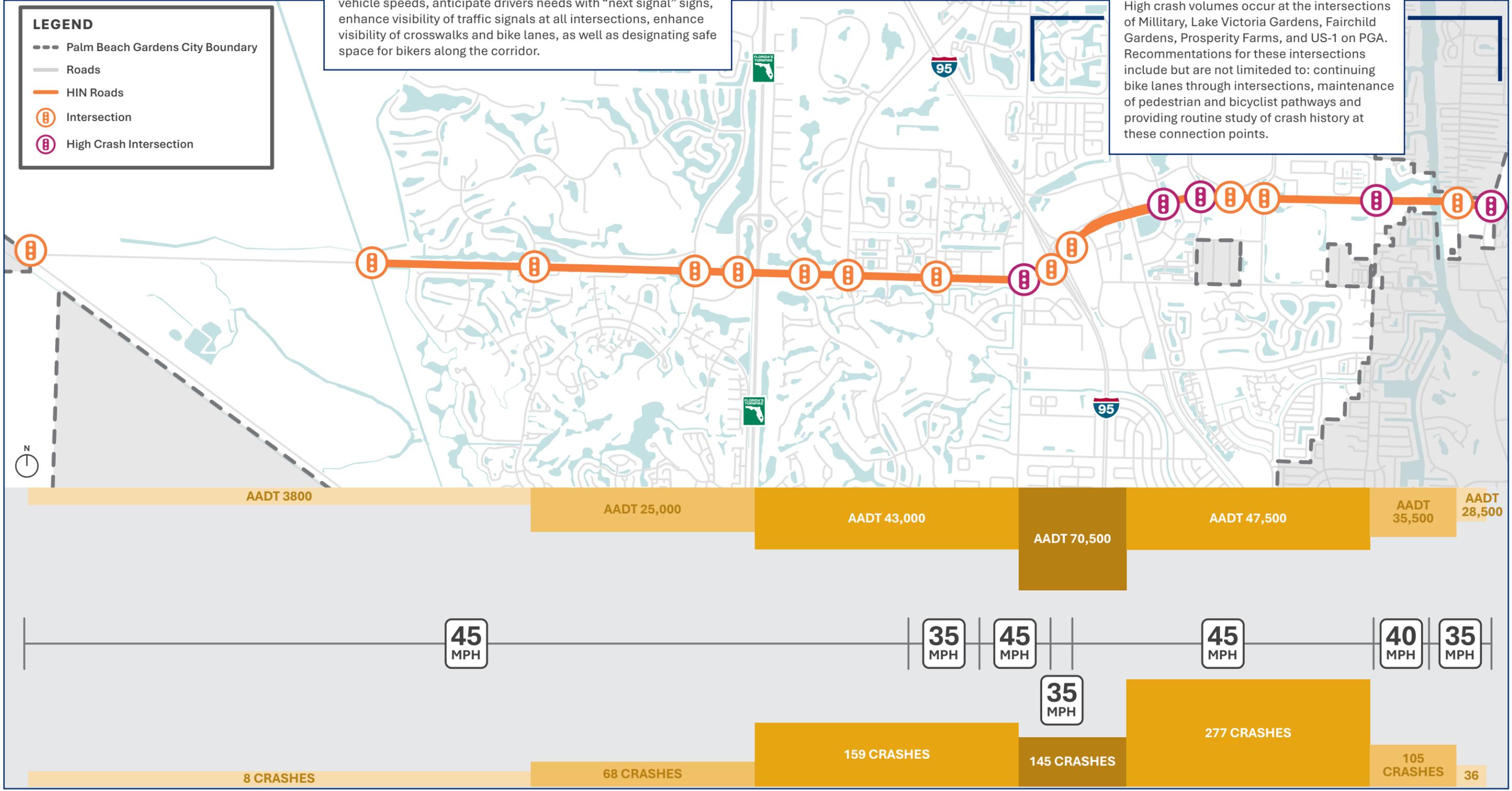
### PGA Boulevard Corridor Map

**PGA Boulevard – Recommendations Summary**  
Crash trends along this corridor express the need to slow vehicle speeds, anticipate drivers needs with “next signal” signs, enhance visibility of traffic signals at all intersections, enhance visibility of crosswalks and bike lanes, as well as designating safe space for bikers along the corridor.

**PGA Boulevard Intersections – Recommendations Summary**  
High crash volumes occur at the intersections of Military, Lake Victoria Gardens, Fairchild Gardens, Prosperity Farms, and US-1 on PGA. Recommendations for these intersections include but are not limited to: continuing bike lanes through intersections, maintenance of pedestrian and bicyclist pathways and providing routine study of crash history at these connection points.

**LEGEND**

- Palm Beach Gardens City Boundary
- Roads
- HIN Roads
- ⊗ Intersection
- ⊗ High Crash Intersection





PGA Boulevard High-Crash Intersections

Intersection Rank	Intersection Name	Speed Limit	Total Crash Number	KSI Crash Number	Severity Score
1	Military Trail	45	346	1	348
	<b>Functional Road Classification:</b> Urban - Arterial		<b>Length in Miles:</b> 5.24 mi		
<b>Existing Projects</b>	2025 Mobility Plan – sidewalk continuation				
<b>Recommendations</b>	Striping in crosswalks, buffered bike lanes at intersections, hard corners at intersections, yearly intersection study to evaluate further treatment, variable speed limit at intersection, ROW signage for vehicles and nonmotorists, red light warning flasher before intersection				
2	Prosperity Farms Rd	45	155	2	159
	<b>Functional Road Classification:</b> Urban - Collector		<b>Length in Miles:</b> 0.82		
<b>Existing Projects</b>	2025 Mobility Plan – construct a boardwalk on west side ROW, bike lane				
<b>Recommendations</b>	Repainting and striping crosswalks, curb extensions, backplates on all traffic signals, continue bike lane through intersection, ROW signs for vehicles and nonmotorists, wayfinding signs				
3	Lake Victoria Gardens Ave	25 - 35	157	1	159
	<b>Functional Road Classification:</b> Local		<b>Length in Miles:</b> 0.67 mi		
<b>Existing Projects</b>	2025 Mobility Plan – bike lanes, transit circulator				
<b>Recommendations</b>	Repainting outline of crosswalks, continue bike lane at intersections, bike route wayfinding sign				
4	Fairchild Gardens Ave	35	130	0	130
	<b>Functional Road Classification:</b> Local		<b>Length in Miles:</b> 0.39 mi		
<b>Existing Projects</b>	2025 Mobility Plan – bike lanes, transit circulator				
<b>Recommendations</b>	Repainting and striping crosswalks, bike route wayfinding signs				
5	US-1	45	114	1	116
	<b>Functional Road Classification:</b> Urban – Arterial		<b>Length in Miles:</b> 0.73 mi		
<b>Existing Projects</b>	2025 Mobility Plan – bike lanes, transit circulator				
<b>Recommendations</b>	Backplates on traffic signals, striping inside crosswalks, new street name signs, buffered bike lanes through intersections, ROW signage for vehicles and nonmotorists, traffic signals for each lane, larger directional signs				

\*The severity score is calculated by giving additional weight to more severe crashes.  
 Total number of crashes + (# of fatal crashes × 3 + # of serious injury crashes × 2)



## PALM BEACH COUNTY

### *Palm Beach County Coordination Goals*

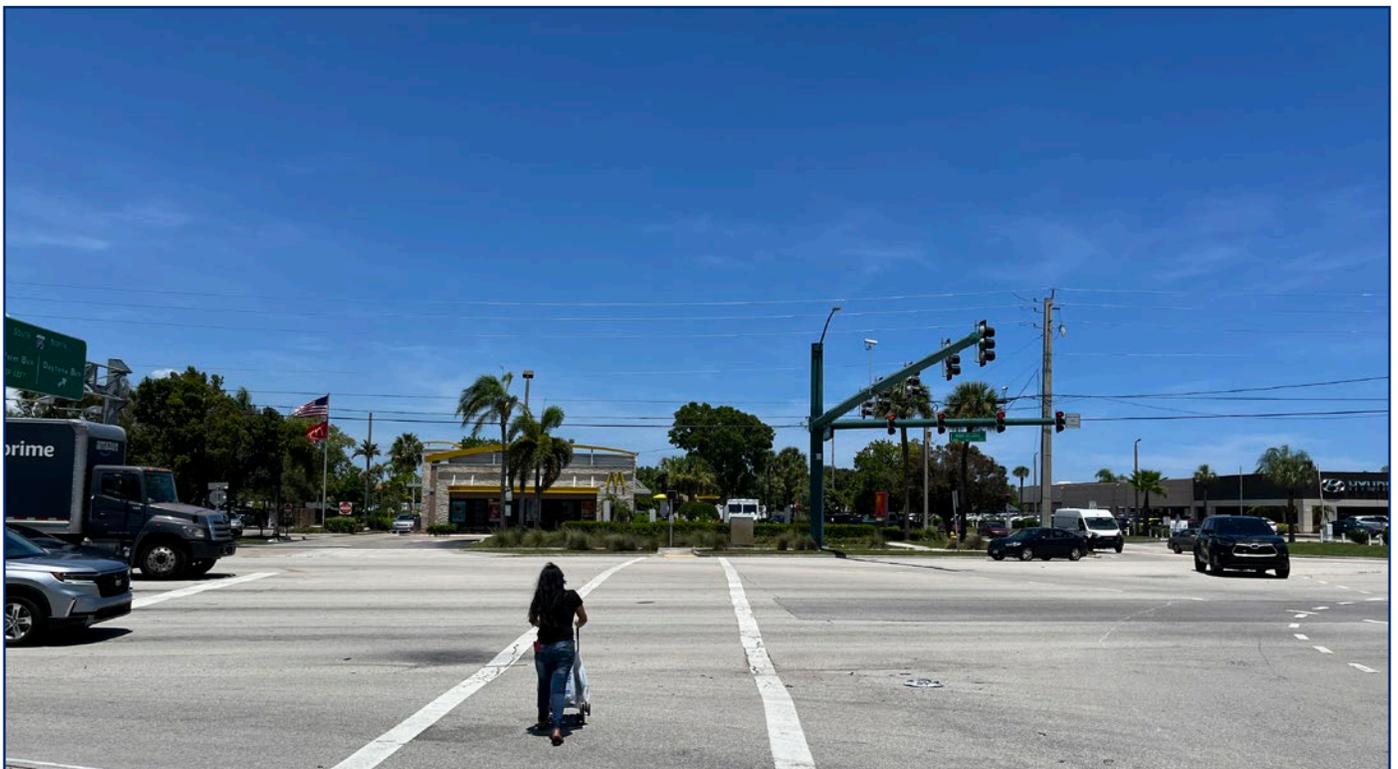
Palm Beach Gardens aims to strengthen collaboration with Palm Beach County to advance Vision Zero through the following goals:

- **Establish Ongoing Partnership.** Maintain a proactive relationship with Palm Beach County to routinely address safety on High-Injury Network (HIN) corridors.
- **Data Sharing.** Receive regular safety data updates from Palm Beach County to support annual reporting and performance tracking.
- **Project Implementation.** Launch at least one Palm Beach County-led safety project within the first year of Vision Zero Action Plan adoption.
- **Northlake Boulevard Focus.** Conduct annual safety reviews of Northlake Boulevard, targeting zero serious injuries and fatalities each year.

### *Palm Beach County Roadway Safety Trends and Needs*

Over the past five years, 31 serious injury and fatal crashes occurred on Palm Beach County-owned roads in Palm Beach Gardens—36% of all such crashes citywide. Notably, Northlake Boulevard alone accounted for 23 of these severe crashes.

Reducing crashes on Palm Beach County corridors is critical to achieving both the City’s Vision Zero goals and Palm Beach County’s transportation safety goals.





**Key Palm Beach County High-Injury Network (HIN) Roads**

- Northlake Boulevard
- Hood Road
- Central Boulevard
- RCA Boulevard
- Prosperity Farms Road

These HIN roads are suburban arterials and collectors with moderate to high traffic volumes and speed limits between 35–45 MPH.

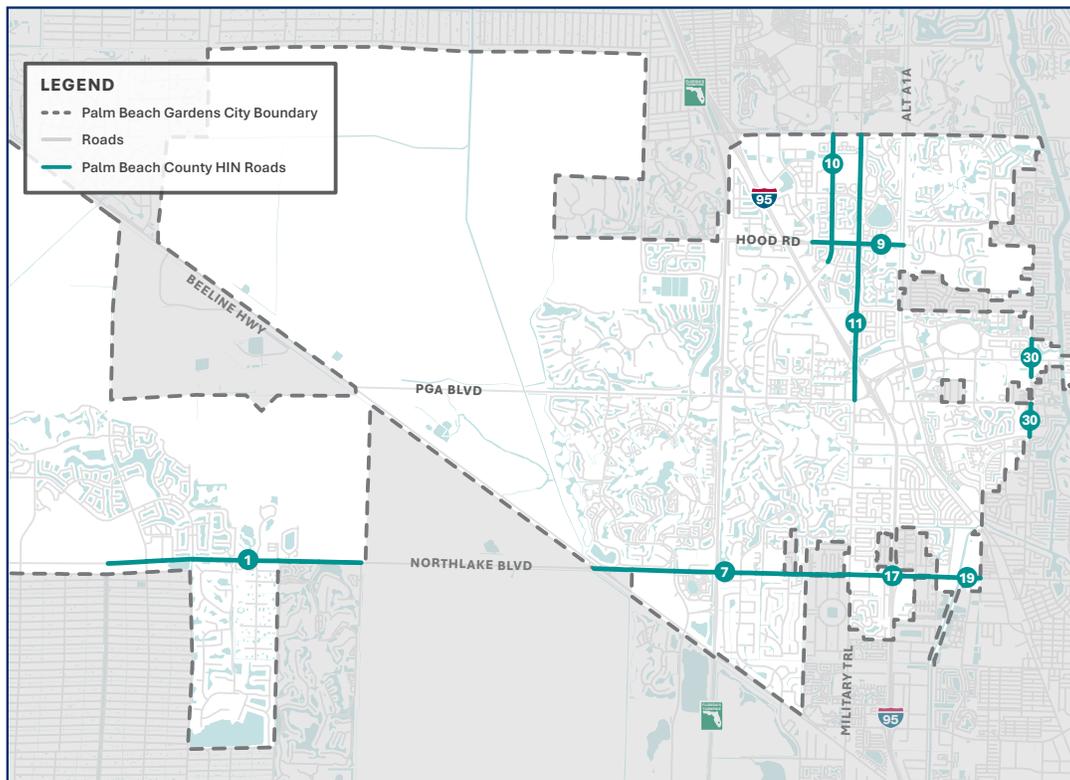
**Crash Trends on Palm Beach County HIN Segments**

- 34% of the City’s HIN mileage is on Palm Beach County roads
- 30% of all HIN crashes occurred on Palm Beach County roads
- 32% of HIN fatal and serious injury crashes occurred on Palm Beach County roads
- 31% of serious bicycle and pedestrian crashes on the HIN occurred on Palm Beach County roads

**Primary Crash Types (KSI = Killed or Seriously Injured)**

- Left Entering (26% KSI)
- Rear End (13% KSI)
- Off-Road (13% KSI)
- Bicycle (13% KSI)
- Left Rear (9% KSI)

**Palm Beach County HIN Map**





### Palm Beach Gardens County-Owned Roadway Projects

Mobility Plan Project #	Action Plan Project #	Roadway	To	From	Ownership	Length (Miles)	Total Crashes	Total FSI	HIN Score	Severity Score	Priority Rank
174, 47	19	Northlake Boulevard	Eastern City Boundary	MacArthur Boulevard	Palm Beach County	0.37	493	4	5,072	13,608	1
170, 172	17	Northlake Boulevard	MacArthur Boulevard	Military Trail	Palm Beach County	1.14	1,643	7	14,037	12,357	2
165	1	Northlake Boulevard	North State Road 7	130th Avenue	Palm Beach County	2.92	369	11	10,350	3,545	8
162	7	Northlake Boulevard	Military Trail	Beeline Highway	Palm Beach County	2.94	1,079	18	10,287	3,496	10
70, 74	30	Prosperity Farms Road	Burns Road	Gardens Pkwy	Palm Beach County	0.81	398	4	1,824	2,243	16
30 (Off-Street Multimodal Plan, 15	11	N Military Trail	Donald Ross Road	PGA Boulevard	Palm Beach County	3.06	881	4	4,464	1,460	20
12, 14, 16	9	Hood Road	Alternate A1A	Alton Road	Palm Beach County	1.05	239	2	1,261	1,199	24
6,5	10	Central Boulevard	Donald Ross Road	Victoria Falls Boulevard	Palm Beach County	1.48	95	2	771	521	29

*Note: The table above displays identified HIN roadway projects owned by Palm Beach County in the City of Palm Beach Gardens. "Total Crashes" refers to the number of crashes recorded on each segment from 2019 to 2023, while "Total FSI" indicates the total number of serious injury and fatal crashes for each roadway during that period. "HIN Score" is calculated using both crash frequency and severity, assigning greater weight to severe crashes. "Severity Score" adjusts for road segment length by dividing the HIN Score by the project's length. "Priority Rank" shows the overall ranking of all HIN projects (including those owned by the City, Palm Beach County, and FDOT) based on Severity Score; projects with higher Severity Scores receive a higher priority ranking.*



## *Palm Beach County Focus Areas and Priorities*

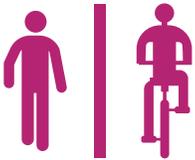
Palm Beach Gardens has identified the following priorities to guide safety improvements on Palm Beach County-owned roads:



### **Speed Management**

- 95% of fatal crashes occur on roads with speed limits  $\geq$  35 MPH;
- 81% occur on roads with speed limits  $\geq$  45 MPH.

The City urges Palm Beach County to implement speed-reduction strategies on HIN corridors, such as traffic calming, speed limit reviews, and design changes.



### **Protect Vulnerable Road Users**

Crash severity rates:

- 1% for vehicle occupants
- 8% for bicyclists
- 14% for pedestrians
- On Palm Beach County HIN roads, 35% of bicycle and pedestrian crashes result in serious injury or death.

The City recommends:

- Physically separated facilities for walking and biking
- Dedicated signal phases for non-motorized users



### **Address High-Risk Crash Types**

Focus on reducing the most common and severe crash types on Palm Beach County HIN segments:

- Left Entering
- Rear End
- Off Road
- Bicycle
- Left Rear

These priorities should guide all project planning and safety interventions on Palm Beach County roads within the city.



## NORTHLAKE BOULEVARD

### Crash Trends and Roadway Context

Northlake Boulevard is a vital regional corridor in northern Palm Beach County, connecting residents and visitors to key destinations including shopping centers and major highways like Military Trail, Alternate A1A, and US-1.

#### Crash Trends

- 27% of all serious injury and fatal crashes in Palm Beach Gardens occur on PGA Boulevard.
- Eliminating severe crashes on this corridor would reduce citywide serious injury and fatal crashes by 1 in 4.
- Crash hotspots are concentrated between Military Trail and Congress Avenue, where traffic volumes are highest.

#### Northlake Boulevard Roadway Context

Roadway Segment	Lanes	Speed Limit	Vehicle Volume
Western Segment	2 lanes	55mph	15,00 vehicles/day
I-95 Interchange Area	Widest and busiest section of the road	45mph	60,000 vehicles/day
Eastern Segment (US-1)	6-lane divided roadway	45mph	43,500 vehicles/day
<b>Land Use Context:</b>	Primarily suburban on the western segment, with denser residential and commercial zoning as you continue east along the corridor.		



**Northlake Boulevard Roadway Context and Safety Metrics**

Crashes	% of All HIN Crashes	% of County Roadway HIN Total Crashes	Fatal Crashes	Serious Injury Crashes	% of All-HIN KSI Crashes	% of County Roadway HIN KS
1,797	34%	88%	5	19	23%	88%
Functional Road Classification: Urban – Arterial			HIN Weighted Score: 39,746			
AADT Range: 15,000 – 60,000 vehicles			Speed Limit Range 35 – 55 MPH			
Number of Signals: 18			Road Length in Miles: 14.67 mi HIN Segment: 7.36 mi			
Existing Projects	2025 Mobility Plan – Corridor Study, On-street bike lanes, Transit Study, Road widening, Sidewalk widening					

**TOP 5 CRASH TYPES**

- Rear End – 46%
- Angle – 22%
- Sideswipe – 16%
- Left Turn – 4%
- Fixed Object – 3%



**TOP 5 CONTRIBUTING CAUSES**

- Careless or Negligent Manner – 38%
- Failed to Yield ROW – 17%
- Followed too Closely – 17%
- Ran Red Light – 5%
- Failure to Stay in Lane – 4%



### Northlake Boulevard Areas of Focus

Crashes along Northlake Boulevard are primarily concentrated at and near intersections, driven by a mix of factors both at and between intersections.

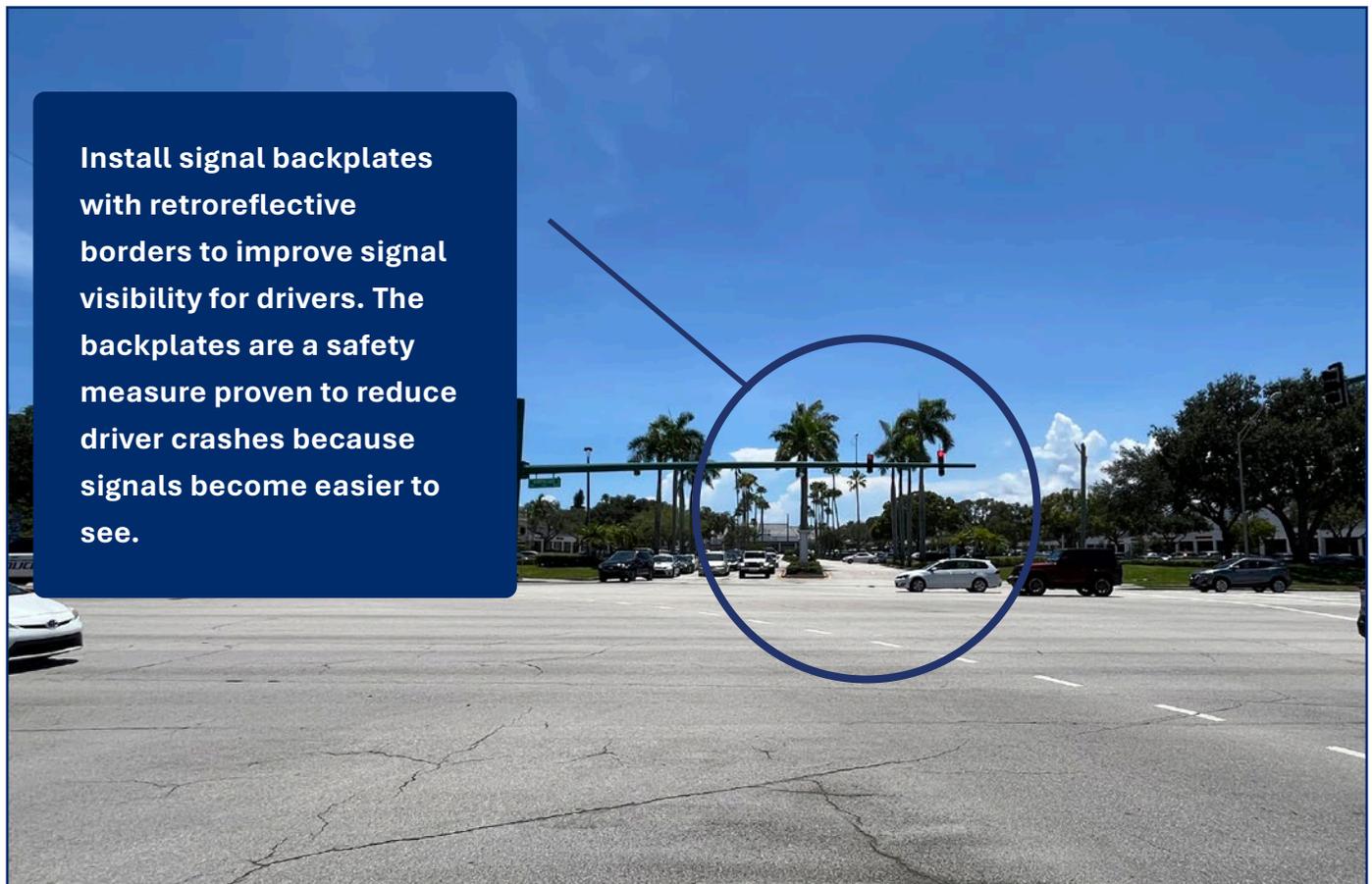
Between intersections, key strategies are:

- **Speed Management:** Implement traffic calming and speed-reduction measures.
- **Protected Facilities:** Create physically separated and protected space for people walking and biking.
- **Access Management:** Reduce conflict points by limiting unsafe driveways and turning movements.

At intersections, key strategies for drivers are:

- Dedicated turn lanes
- Yellow change intervals
- Signal backplates with retroreflective borders

### Northlake Boulevard Intersection at Keating Drive





At intersections, key strategies for people walking and biking are:

- High-visibility crosswalks
- Separated bikeways through intersections
- Refuge islands
- Leading pedestrian intervals (LPIs)

### Northlake Boulevard Intersection at Sandtree Drive





Many of these treatments are already in place, but regular evaluations are needed to identify gaps and opportunities. Investment in infrastructure and signal operations should be paired with consistent enforcement to reinforce safe travel behavior.

The following page provides a summary of corridor-wide safety needs and opportunities along Northlake Boulevard, including strategies for both mid-block segments and intersections.

Additionally, a focused review of high-crash intersections is included. These locations were selected based on:

- Crash frequency, and
- Intersections where Northlake Boulevard crosses another High-Injury Network (HIN) segment.

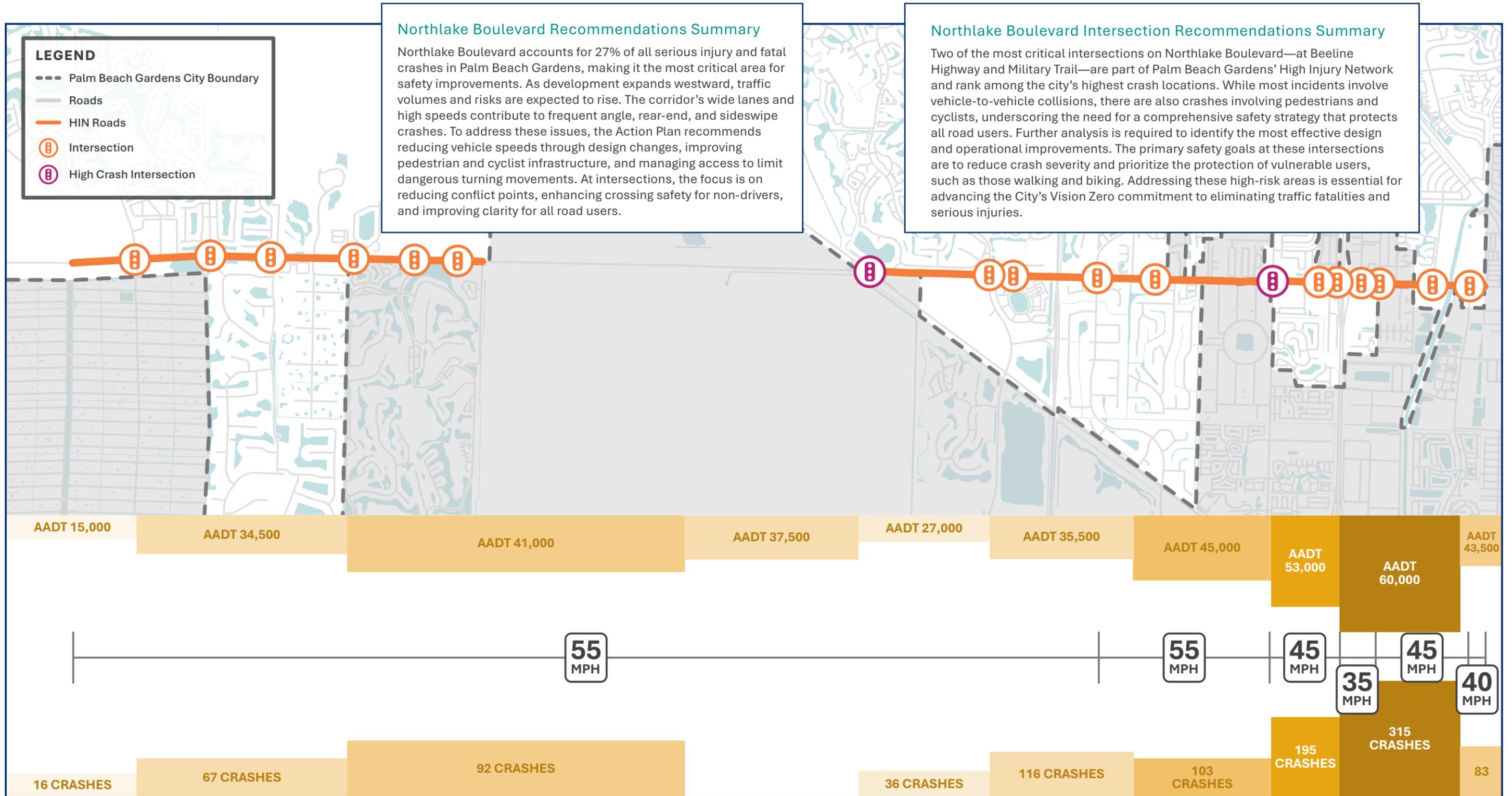
This analysis helps prioritize targeted improvements at the most critical locations along the corridor.

**Northlake Boulevard High Crash Intersections**

Intersection Rank	Intersection Name	Speed Limit	Total Crash Number	KSI Crash Number	Severity Score
<b>1</b>	Military Trail	45	250	1 (2024)	252
	<b>Functional Road Classification: Urban – Arterial</b>		Length in Miles: 5.24 mi		
<b>Existing Projects</b>	2025 Mobility Plan – Separated bike lane installations, Transit ways, Closing sidewalk gaps				
<b>Recommendations</b>	Protected bike crossings at intersection, LPIs				
<b>2</b>	Beeline Highway	55	165	1	173
	<b>Functional Road Classification: Urban - Arterial</b>		Length in Miles: 4.73mi		
<b>Existing Projects</b>	2025 Mobility Plan – Buffered bike lane installations				
<b>Recommendations</b>	Backplates on traffic lights, restriping crosswalks, LPIs				



### Northlake Boulevard Corridor Map



# IMPLEMENTATION





## IMPLEMENTATION

To achieve Vision Zero, Palm Beach Gardens will align budgeting and funding strategies with safety priorities. Progress will be reviewed annually to track outcomes and adjust efforts as needed.

## FUNDING STRATEGIES

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- **In Kind Resources.** Allocate Staff time toward safety initiatives, such as continuing the Vision Zero Working Group.
- **Pursue Grants.** Actively seek external funding through programs like Safe Streets and Roads for All (SS4A) and other federal/state safety grants.
- **Leverage Regional Partnerships.** Collaborate with Palm Beach County and FDOT to co-fund improvements on HIN segments under their jurisdiction. Safety is a shared responsibility.





## FIVE-YEAR STRATEGY

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Building momentum and sustaining safety work is critical for long-term success. The following strategies will guide Palm Beach Gardens in launching and sustaining its Vision Zero efforts:

### CONTINUE VISION ZERO WORKING GROUP

- Continue cross-agency team to lead implementation.
- Meet regularly to review progress, coordinate efforts, and engage community stakeholders.

### PURSUE FDOT SAFETY PROGRAM FUNDS

- Apply for:
  - Safe Routes to School (SRTS) funding
  - High Visibility Enforcement grants
- Launch SRTS and Targeted Enforcement programs.

### APPLY FOR FEDERAL AND STATE GRANTS

- Leverage the completed Action Plan to apply for:
  - Safe Streets and Roads for All (SS4A) grants
  - Other federal and state safety funding opportunities.See grant resources table on the next page for potential grant funding programs.

### IMPLEMENT TRAFFIC CALMING PROJECTS

- Deliver a quick-build or low-cost traffic calming project (e.g., lane restriping, crosswalk enhancements).

### LAUNCH SAFETY PROJECT ON PGA BOULEVARD

- Begin implementation of a safety improvement on this top-priority FDOT corridor.

### LAUNCH SAFETY PROJECT ON NORTHLAKE BOULEVARD

- Begin implementation of a safety improvement on this top-priority Palm Beach County corridor.

### PUBLISH ANNUAL SAFETY REPORT

- Evaluate all annual initiatives.
- Report on progress toward Vision Zero goals, using data to guide future actions.



**Transportation Safety Grant Funding Resource**

Funding Source	Description
<b>Federal Sources</b>	
Road to Zero Community Traffic Safety Grant	The National Safety Council’s Road to Zero Grants support initiatives to improve road safety and prevent traffic fatalities, using the Safe System Approach targeting people, vehicles, speeds, roads, and emergency response.
Better Utilizing Investments to Leverage Development Grant (BUILD)	The BUILD grant program from the U.S. Department of Transportation provides funding for transportation projects that serve local or regional communities, such as roads, transit systems, and ports. The program supports multi-modal and multi-jurisdictional initiatives that may not fit other funding criteria and is available to governmental entities, transit agencies, and port authorities. Initially introduced in 2009 as TIGER, later renamed RAISE, and currently referred to as BUILD, the program administers grants through annual federal appropriations.
Highway Safety Improvement Program (HSIP)	The Highway Safety Improvement Program (HSIP) is a federal initiative to lower traffic fatalities and serious injuries on all public roads, including non-state and tribal routes, using data-driven strategies to enhance road safety nationwide.
Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation Program (PROTECT)	The PROTECT Grant Program, established by the Bipartisan Infrastructure Law, provides funding for communities to enhance the resilience of their transportation systems against natural hazards such as flooding, sea level rise, extreme weather, and climate change. The program funds planning activities, infrastructure upgrades, improvements to evacuation routes, and initiatives to protect coastal areas. It offers both formula and discretionary grants, including categories for planning, resilience enhancements, community evacuation routes, and coastal infrastructure projects.
Railway Highway Crossing Program (RHCP)	The Railway-Highway Crossings (Section 130) Program allocates funding to mitigate hazards at public railway-highway crossings. The Section 130 Program has been associated with a notable reduction in fatalities at these grade crossings. According to the most recent data available, fatalities at such crossings declined by 41 percent from 2000 to 2023. These reductions have been achieved despite increases in both roadway vehicle miles traveled and passenger and freight activity on the railways.
High Visibility Enforcement Grant (HVE)	These grants facilitate clearly defined law enforcement activities, including increased patrols, sobriety checkpoints, and focused enforcement measures to address specific safety concerns such as excessive speed, impaired driving, and failure to yield to pedestrians or cyclists.
Federal Transit Administration (FTA) Capital Investment Grants (CIG)	The Federal Transit Administration’s Capital Investment Grants (CIG) program allocates funds for large-scale transit projects including heavy rail, light rail, commuter rail, streetcars, and bus rapid transit. To be eligible, transit agencies must complete a structured, multi-year process involving planning, development, and evaluation prior to the awarding of construction grants.



Funding Source	Description
<b>State Sources</b>	
Safe Routes to School (SRTS)	Florida’s Safe Routes to School (SRTS) program provides support for communities to improve student travel to school by encouraging walking and biking. The program offers funding for projects aimed at increasing the safety and accessibility of walking and cycling for students from kindergarten through high school, including those with disabilities. It also seeks to lower traffic congestion, reduce fuel consumption, and decrease air pollution near schools, while considering the safety needs of students who already face challenging travel conditions.
FDOT Traffic Safety Subgrants	The Florida Department of Transportation’s State Safety Office offers annual subgrants to reduce traffic crashes, injuries, and fatalities. These grants fund new or expanded safety programs and address gaps, and are open to organizations like government agencies, law enforcement, schools, universities, emergency service providers, and qualified nonprofits such as MADD and SADD. Funding comes from National Highway Traffic Safety Administration formulas, with occasional extra funds for projects targeting specific safety problems.
Florida Law Enforcement Liaison (LEL) Program	The Florida Law Enforcement Liaison Program, funded by FDOT and NHTSA, collaborates with law enforcement agencies throughout the state to address traffic safety. The program provides support for initiatives such as “Click It or Ticket,” supplies safety materials and equipment loans, and organizes events like the Traffic Safety Challenge to acknowledge participants. Its main objective is to decrease the number of crashes, injuries, and fatalities on Florida’s roads.
Alert Today, Alive Tomorrow Campaign Program	The Florida Department of Transportation funds the “Alert Today, Alive Tomorrow” campaign to improve pedestrian and bicycle safety, using state and federal highway grants. FDOT works with the University of North Florida’s IPTM, which awards contracts and grants to local law enforcement for targeted enforcement and educational outreach in high-crash areas.
<b>Regional Sources</b>	
Transportation Alternatives (TA) program	The Palm Beach MPO’s Transportation Alternatives program offers annual federal grants for projects such as sidewalks, bike lanes, and Safe Routes to School. Operated with FDOT as a cost-reimbursement competition, it allows local governments and eligible groups to apply for funding to enhance walking and biking infrastructure. The application period is October to February, with around \$5.1 million available each year.

# APPENDIX A

## SAFETY ASSESSMENT





## APPENDIX A: SAFETY ASSESSMENT



### Improving transportation safety will require a Safe Systems Approach.

U.S. DOT has adopted a Safe Systems Approach to transportation safety. It works by building and reinforcing multiple layers of protection to both prevent crashes from happening in the first place and minimize the harm caused to those involved when crashes do occur.

The **Palm Beach Gardens Vision Zero Action Plan** will use a Safe Systems Approach to identify projects, policies, and programs to improve transportation safety in the city.

The Safe Systems Approach principles are:

- Death and Serious Injuries are Unacceptable.
- Humans Make Mistakes.
- Humans Are Vulnerable.
- Responsibility is Shared.
- Safety is Proactive.
- Redundancy is Crucial.

This safety assessment provides the baseline measures for safety trends in Palm Beach Gardens. The results of this assessment will be used to identify projects, policies, and programs to improve transportation safety in the city.





## Crash Trends and Crash Rate Comparisons



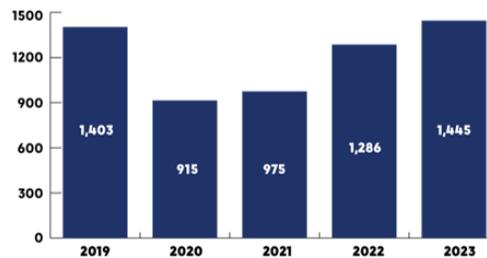
### Traffic crashes are a persistent and regular part of daily life in Palm Beach Gardens.

Over the past five years in Palm Beach Gardens, excluding I-95 and the Turnpike:

- Over **1,205** crashes occur annually
- **3** crashes occur per day
- A total of **86** serious and fatal crashes occurred
- **1** serious and fatal crash occurred every month
- The rate of crashes now exceeds pre-pandemic levels

The goal of Vision Zero is to eliminate all serious injury and fatal crashes.

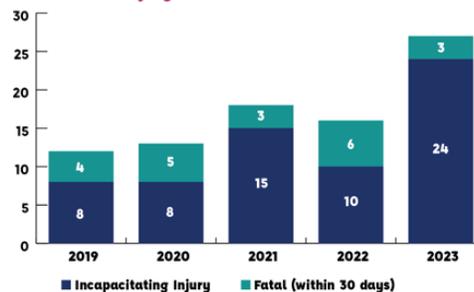
Palm Beach Gardens Annual Crashes: 2019 to 2023



3

Average number of crashes per day over past five years

Palm Beach Gardens Serious Injury and Fatal Crashes: 2019 to 2023



1

Average number of serious and fatal crashes per month over past five years



Source: Florida Department of Transportation

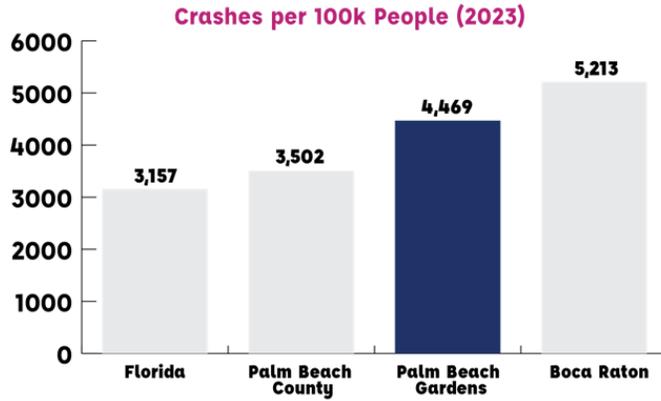


## Palm Beach Gardens has a higher crash rate than the county and state.

For all crashes, Palm Beach Gardens has a crash rate that is:

- **42% higher** than the state of Florida
- **28% higher** than Palm Beach County
- **16% lower** than peer city Boca Raton

These rates mean that crashes are occurring more frequently in Palm Beach Gardens. If you live, work or visit Palm Beach Gardens, your chance of being involved in a crash is significantly higher than the county and the state.



Source: Florida Department of Transportation



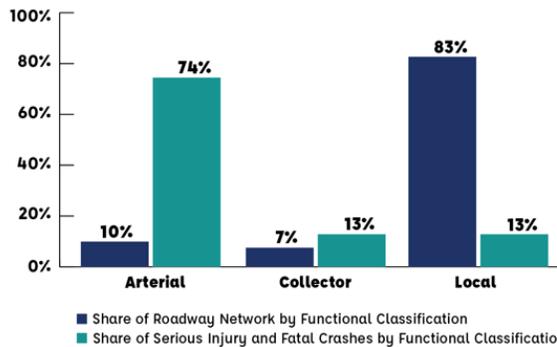
## Crashes by Roadway and Land Use Context



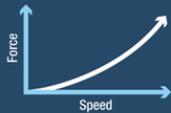
### The type of road significantly influences the severity of crashes.

- **87%** of serious injury and fatal crashes occur on arterial and collector roads (excluding I-95 and the Turnpike)
- **17%** of roads in Palm Beach Gardens are arterial and collector roads (excluding I-95 and the Turnpike)

Serious Injury and Fatal Crashes by Roadway Classification in Palm Beach Gardens

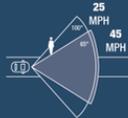


**1** Crashes at higher speeds are more forceful and thus more likely to be fatal

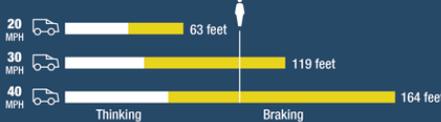


Source: NACTO City Limits: Setting Safe Speed Limits on Urban Streets, 2020

**2** Drivers traveling at higher speeds have a narrower field of vision



**3** Drivers traveling at higher speeds travel further before they can react



**4** Drivers traveling at higher speeds travel further before they can react

Traveling on roadways with higher vehicle speeds is more likely to result in serious injury or death. This is the result of more force from a vehicle, drivers having narrower fields of vision at higher speeds, and drivers traveling further before being able to slow or stop.

The safety data for Palm Beach Gardens illustrates the increase in severity as vehicle speeds increase.



Source: Florida Department of Transportation



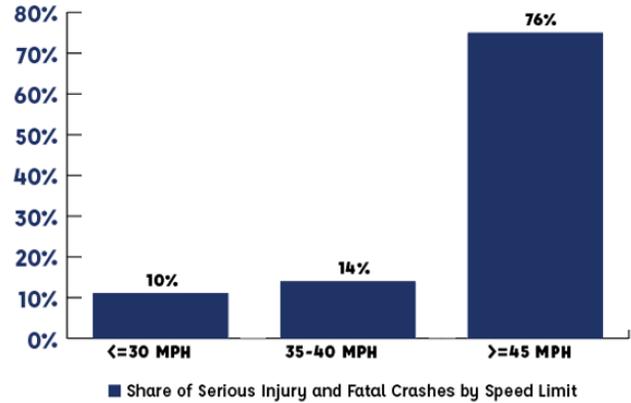
## Higher posted speeds correlate with more severe crashes.

75% of serious injury and fatal crashes occur on roadways with a posted speed of 45 MPH or higher. These roads also account for just 13% of the roadway network.

Along roadways with higher posted speed limits, it is not the posted speed but how the roadway is designed that is contributing to the higher speeds. Major roads with higher posted speed limits often have wider roadways, wider lanes, and longer distances between traffic signals. These factors give visual cues for drivers to go faster.

While changing the posted speed has shown to lower vehicle speeds, ultimately changing the design of the roadway is the primary strategy to change driver behavior and reduce the severity of crashes.

Serious Injury and Fatal Crashes by Speed Limit in Palm Beach Gardens



Source: Florida Department of Transportation

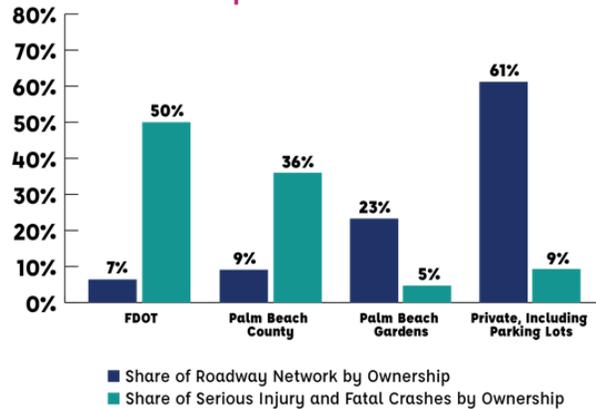


## Working with regional partners is key to reduce serious injury and fatal crashes in Palm Beach Gardens

- 86% of serious injury and fatal crashes occur on FDOT and County roads (excluding I-95 and the Turnpike), yet they account for 16% of the roadway network.
- The City of Palm Beach Gardens owns 23% of the roadways in the city, and 5% of the serious and fatal crashes occur on city-owned streets.

Most of the serious injury and fatal crashes in Palm Beach Gardens are occurring on roadways that the city does not own. Coordination with the state, county, and private roadway owners will be necessary to reduce and eliminate the most severe crashes in the city.

Serious Injury and Fatal Crashes by Roadway Ownership in Palm Beach Gardens



Source: Florida Department of Transportation



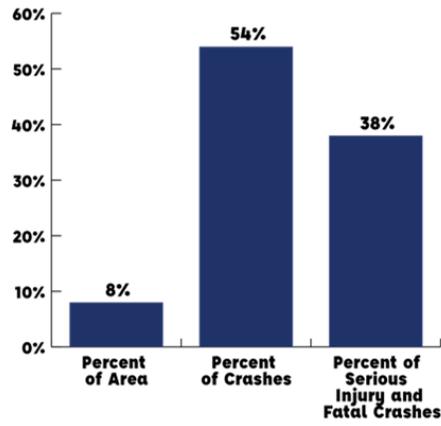
## A significant number of crashes are occurring in designated mobility hubs in Palm Beach Gardens.

As part of Palm Beach Garden’s 2019 Mobility Plan, 14 Mobility Hubs were identified. These mobility hubs are 8% of the total area of the city, yet:

- **54%** of all crashes in Palm Beach Gardens occur in a mobility hub.
- **38%** of serious injury and fatal crashes in Palm Beach Gardens occur in a mobility hub.

These areas are where the most social and economic activity is occurring in the city. Improving safety in these areas will also contribute to improvements to quality of life.

Crashes in Mobility Hubs in Palm Beach Gardens



Source: Florida Department of Transportation



## Crashes by Mode





## How one chooses to travel impacts their safety risk in Palm Beach Gardens.

The chart highlights two facts.

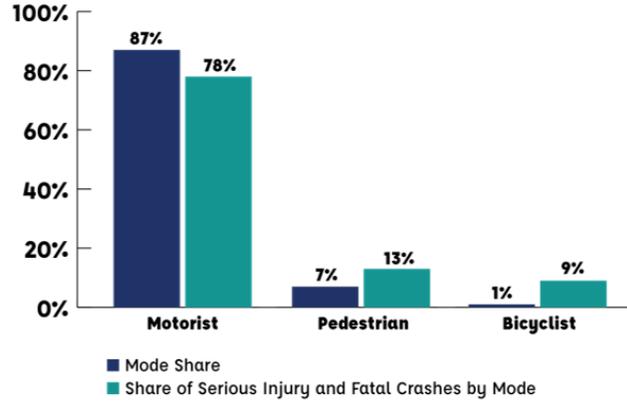
- Most of the serious injury and fatal crashes are the result of people driving crashing into other people driving.
- People walking and biking are disproportionately involved in serious injury and fatal crashes.

The serious injury and fatal crash rate for people walking is 85% higher than their share of all trips in the city.

For people biking, the serious injury and fatal crash rate is 800% higher than their share of all trips in the city.

These facts highlight the need to focus on slowing drivers down and protect those more vulnerable to serious injuries and fatalities.

Serious Injury and Fatal Crashes by Mode Share in Palm Beach Gardens



Source: Florida Department of Transportation



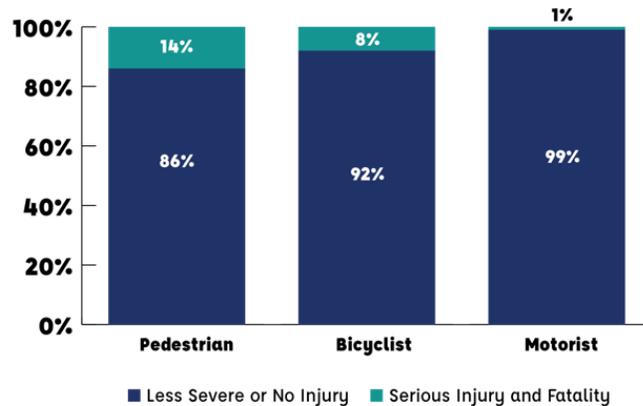
## People walking and biking have a greater chance of being seriously injured or killed when traveling in Palm Beach Gardens.

When someone is in a vehicle and involved in a crash in Palm Beach Gardens, they are seriously injured or killed 1% of the time. For people biking, it is 8%. For people walking it is 14%.

These facts highlight that people outside of vehicles are more vulnerable to being seriously injured or killed when traveling in Palm Beach Gardens.

One of the key principles of the Safe Systems Approach to transportation safety is that humans are vulnerable. This fact is particularly true when they are outside of a vehicle.

Severity of Crashes by Mode in Palm Beach Gardens





## Crashes by Time of Day and Day of Week



### Severe crashes occur throughout the day and week in Palm Beach Gardens.

Unlike other peer cities, like Boca Raton, Palm Beach Gardens has serious and fatal crashes spread evenly across day and evening hours.

Similarly, serious injury and fatal crashes occur on weekdays and weekends at almost the same rate.

Many communities experience crash peaks for serious injury and fatal crashes during the AM and PM commute times. Palm Beach Gardens does not experience this trend in the same way.

These trends are likely the result of so many serious injury and fatal crashes occurring on regional roadways like Alternate A1A and Military Trail. These roads have high vehicle speeds and volumes throughout the day and evening hours.

### Serious Injury and Fatal Crashes By Time of Day and Day of Week (2019 to 2023)

56%

Of serious injury and fatal crashes occur between 7am and 7pm

Day / Time	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total
Sunday	0	1	0	0	0	1	0	0	1	1	1	0	0	0	0	0	0	1	2	0	1	1	0	0	10
Monday	0	0	0	0	1	0	2	1	0	0	0	0	1	2	0	1	1	2	0	0	0	0	0	0	11
Tuesday	0	0	0	0	0	1	1	1	0	0	0	1	0	2	1	1	2	0	0	4	0	1	0	0	15
Wednesday	0	0	0	0	0	0	1	0	0	0	3	0	0	2	1	0	1	1	0	1	0	0	0	0	10
Thursday	0	0	0	0	1	1	0	0	0	0	1	1	0	1	0	1	1	3	0	1	0	1	0	0	12
Friday	3	0	0	0	0	1	1	0	0	0	0	0	2	1	0	2	0	1	2	1	0	0	2	0	16
Saturday	1	0	0	1	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	4	1	2	12
Total	4	1	0	1	1	2	5	4	3	1	2	4	3	4	6	3	5	6	7	4	7	5	4	4	86

Day / Time	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total
Weekday	3	0	0	0	1	1	5	4	1	0	0	4	3	4	6	3	5	6	5	2	7	0	2	2	64
Weekend	1	1	0	1	0	1	0	0	2	1	2	0	0	0	0	0	0	0	2	2	0	5	2	2	22



Source: Florida Department of Transportation



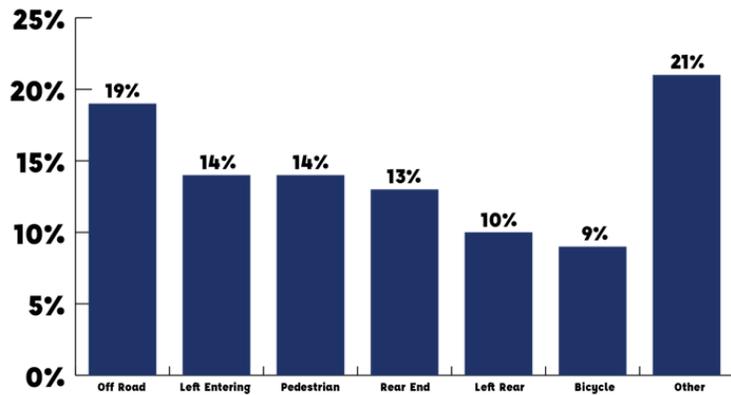
## Crash Types



### There are six predominant serious injury and fatal crash types in Palm Beach Gardens.

- In Palm Beach Gardens, six types of crashes account for 79% of all serious injury and fatal crashes.
- These six crash types are:
  - Off Road (19%)
  - Left Entering (14%)
  - Pedestrian (14%)
  - Rear End (13%)
  - Left Rear (10%)
  - Bicycle (9%)

Serious Injury and Fatal Crashes by Type in Palm Beach Gardens



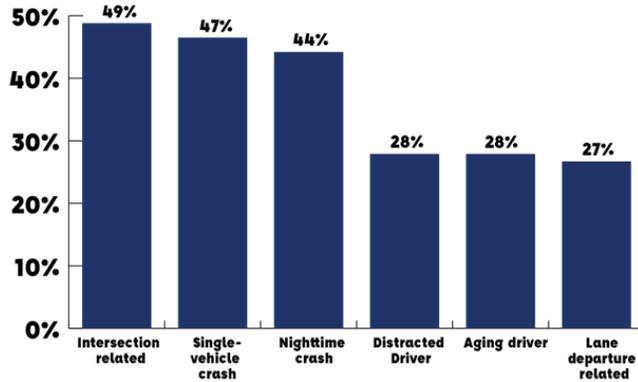
Source: Florida Department of Transportation



## Serious injury and fatal crashes are rarely influenced by a single factor.

- In Palm Beach Gardens, the six leading contributing factors to serious injury and fatal crashes are:
  - Intersection Related (48.8%)
  - Single-Vehicle (46.5%)
  - Nighttime (44.2%)
  - Distracted Driver (27.9%)
  - Aging Driver (27.9%)
  - Lane Departure (26.7%)

Top Contributing Factors for Serious Injury and Fatal Crashes in Palm Beach Gardens



Source: Florida Department of Transportation



## Economic Cost of Crashes

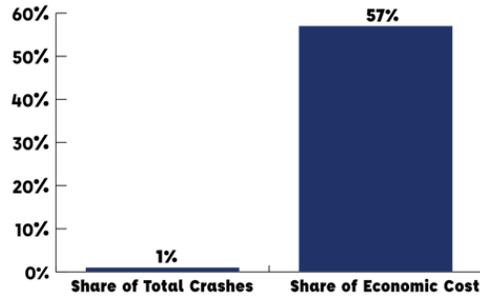




### Severe and fatal crashes cost lives and money.

- Over the past 5 years in Palm Beach Gardens, serious injury and fatal crashes account for 1% of all crashes, but account for 57% of the economic cost of crashes.
- Focusing on serious injury and fatal crashes will save lives and money.

**Serious Injury and Fatal Crashes:  
Share of Total Crashes vs. Share of Economic Cost  
in Palm Beach Gardens**



**\$383 Million**  
Economic cost of serious injury and fatal crashes over past five years

**\$77 Million**  
Annual economic cost of serious injury and fatal crashes over past five years

**\$211 Thousand**  
Daily economic cost of serious injury and fatal crashes over past five years



Source: Florida Department of Transportation



## High Injury Network



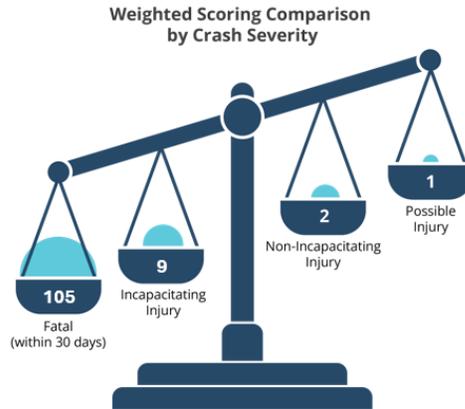


## High Injury Network (HIN)

A high-injury network is a network of roads, intersections, or other transportation infrastructure (such as multiuse trails) that has a higher-than-average rate of crashes results in injury or fatality. The network is determined by traffic crash data, considering factors such as crash frequency and severity.

For Palm Beach Gardens, a weighted score was applied to all crashes based on the economic cost associated with each type of crash. The weighted scores were then applied to the roadway segments where they occurred. Roadway segments with the highest weighted score were identified as part of the Palm Beach Gardens HIN.

The table and chart to the right summarize the weight factor applied to each crash in Palm Beach Gardens over the past five years.



Crash Severity	Economic Cost	Weighted Scoring Factor
No Injury	\$ 10,000	0
Possible Injury	\$ 139,000	1
Non-Incapacitating Injury	\$ 241,000	2
Incapacitating Injury	\$ 1,189,000	9
Fatal (within 30 days)	\$ 14,585,000	105

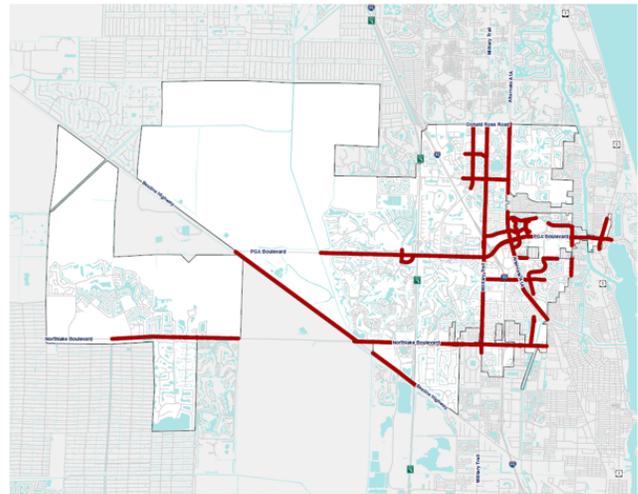


## High Injury Network (HIN)

This map identifies the corridors and intersections with a history of the most severe and frequent crash locations and compiles them into a system that is identified as a High Injury Network (HIN).

Fatal and serious injury crashes are a small percentage of all crashes in Palm Beach Gardens. However, they have an outsized social and economic impact on the community and are concentrated on along specific roadways.

- **83%** of serious and fatal crashes in Palm Beach Gardens occur on the identified HIN.
- The HIN accounts for **12%** of the roadway network.



— HIN segment





## Five roads account for 73% of all the serious and fatal crashes in Palm Beach Gardens.

Five roads account for most of the severe crashes in the city. In particular, Northlake Boulevard and PGA Boulevard account for over half of the severe crashes in the city. Combined, they account for just 6% of the roadway network in the city.

By concentrating Vision Zero efforts on these five roadways, the city can significantly reduce serious and fatal crashes on a small share of the City's overall road network.

Road	% of Serious and Fatal Crashes
Northlake Boulevard	27%
PGA Boulevard	24%
Alternative A1A	11%
Military Trail	8%
Beeline Highway	3%
Other Roads	27%



## Disclaimer

- 23 United States Code Section 407
- Discovery and admission as evidence of certain reports and surveys.
- Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential accident sites, hazardous roadway conditions, or railway-highway crossings, pursuant to sections 130, 144, and 148 of this title or for the purpose of developing any highway safety construction improvement project which may be implemented utilizing Federal-aid highway funds shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.



# APPENDIX B

## COMMUNITY INPUT

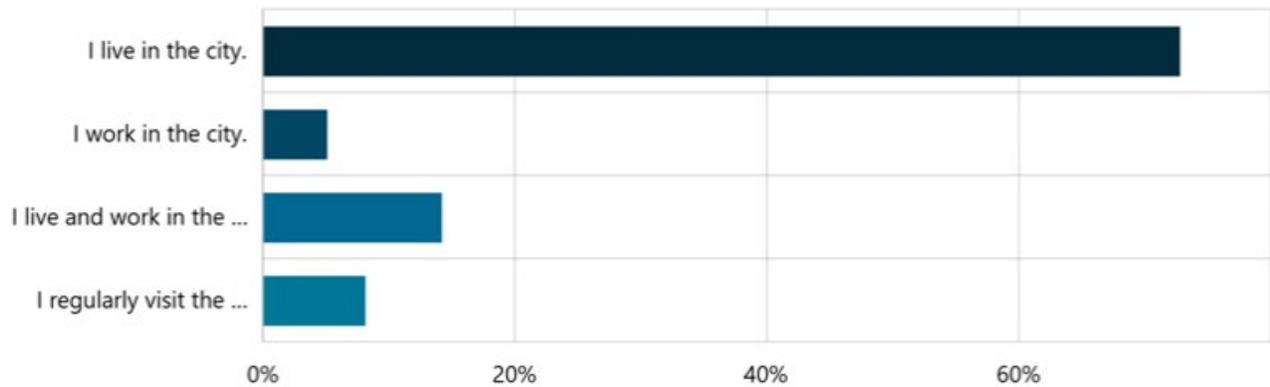




## APPENDIX B: COMMUNITY INPUT

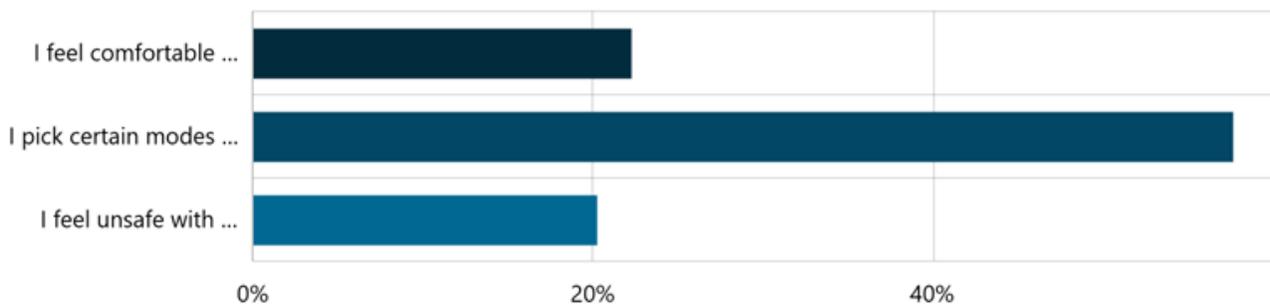
### 1. What is your connection to Palm Beach Gardens? Required

Multi Choice | Skipped: 1 | Answered: 99 (99%)



### 2. How do you perceive transportation safety in Palm Beach Gardens? Required

Multi Choice | Skipped: 1 | Answered: 99 (99%)

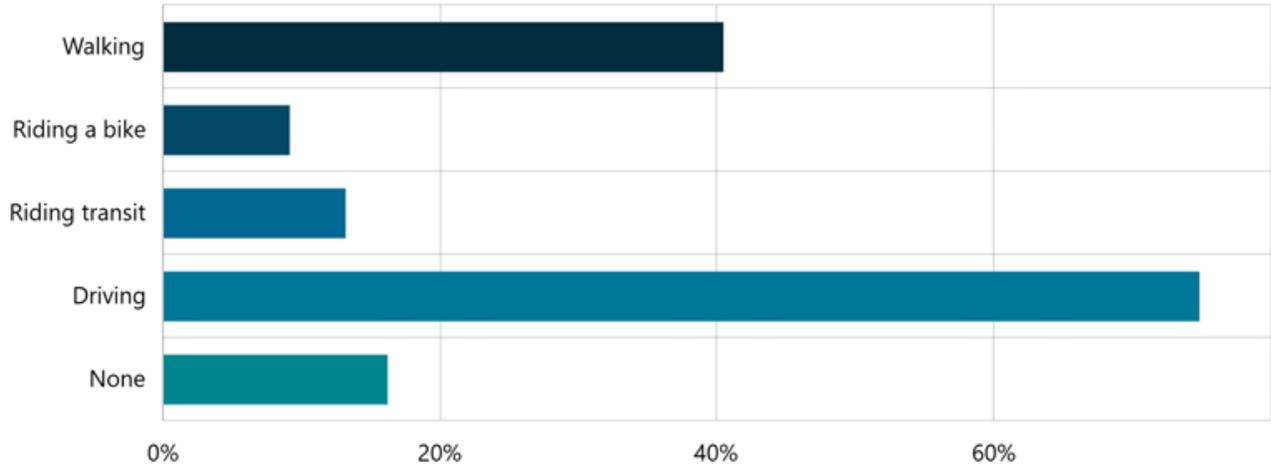


Answer choices	Percent	Count
I feel comfortable using any mode of travel and route.	22.22%	22
I pick certain modes or routes depending on how safe I feel.	57.58%	57
I feel unsafe with most routes and modes, and I am very selective with my travel choices.	20.20%	20
<b>Total</b>	<b>100.00%</b>	<b>99</b>



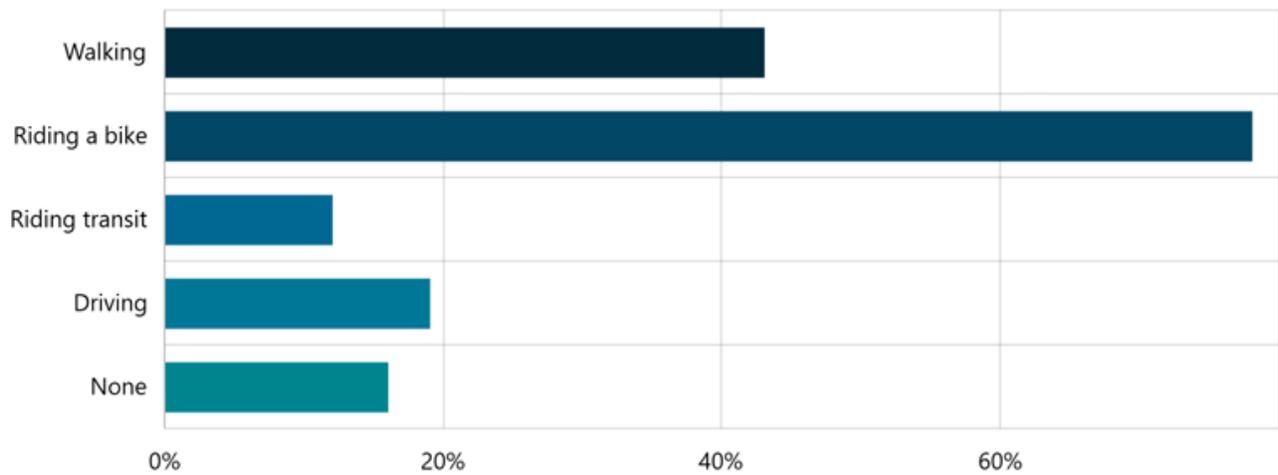
**3. I feel safe using this mode of travel.** Required

Multi Choice | Skipped: 1 | Answered: 99 (99%)



**4. I do not feel safe using this mode of travel.** Required

Multi Choice | Skipped: 0 | Answered: 100 (100%)





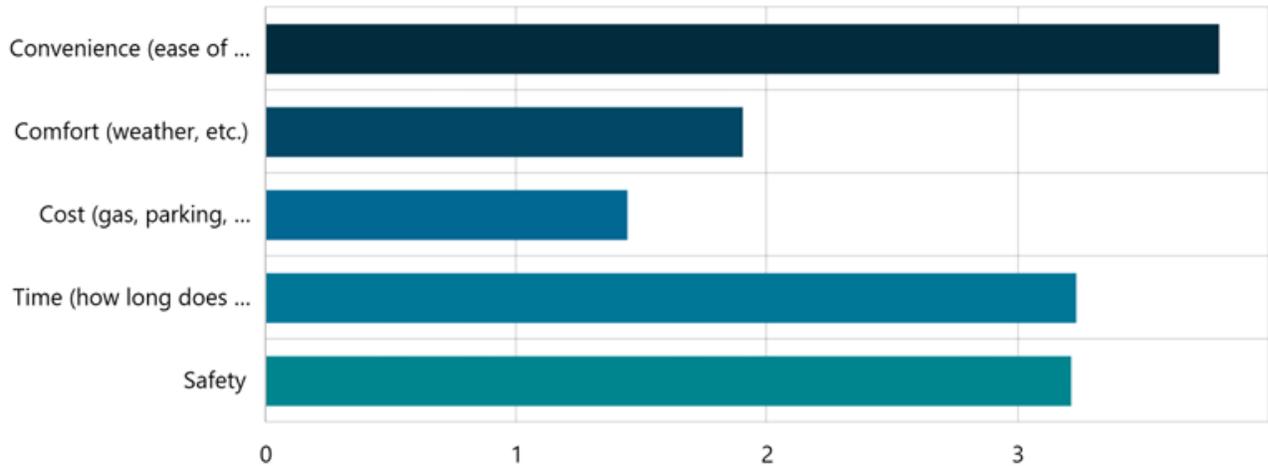
## #5 – Are there specific roads that feel unsafe in Palm Beach Gardens?

- Northlake Boulevard
  - Poor lighting
  - High-speed traffic
  - High-risk intersections (e.g., Burns Rd, Military Trl & Alt A1A)
- Military Trail
  - Heavy traffic and congestion
  - Dangerous pedestrian crossings
  - Speeding
  - Poorly timed traffic lights
- PGA Boulevard
  - Heavy traffic and congestion
  - Unsafe pedestrian crossings
  - Speeding and speeding through intersections
  - Short turning lanes with abrupt stops
- Larch Avenue & Hickory Drive
  - Speeding vehicles
  - Cut through traffic
- Central Boulevard
  - Confusion about ROW at roundabout
  - Perceived as unsafe for walkers and bikers
- Gardens East Drive
  - Speeding vehicles (including city buses)
  - Needs traffic calming implementation
- Donald Ross Road
  - High-speed traffic
  - Speeding and lack of concern for walkers and bikers at intersections
- Alt AIA
  - Poor lighting at night - unsafe for evening walks and bike rides
  - Limited bike routes intersections noted for walking and biking concerns
- Northlake Blvd & Military Trl
  - High-speed creates unsafe crossings
  - Existing bike lanes too narrow and bike lane gaps
- PGA Blvd & Military Trl
  - Poor signal timing
  - High-vehicle volume and no protected/ designated space for bikers
- PGA Blvd & Shady Lakes Dr
  - Heavy traffic and high-speeds make it difficult and unsafe to walkers and bikers crossing
- PGA Blvd & Central Blvd
  - Repainting crossings
  - Protected lanes and crossings for bikers
- Central Blvd (between I-95 & Hood Rd)
  - High-speed traffic makes it unsafe for walkers and bikers to cross
  - Traffic “is out of control”
- Alt AIA & Burns Rd
  - Poor visibility for pedestrians crossing at tracks
  - Limited bike lanes



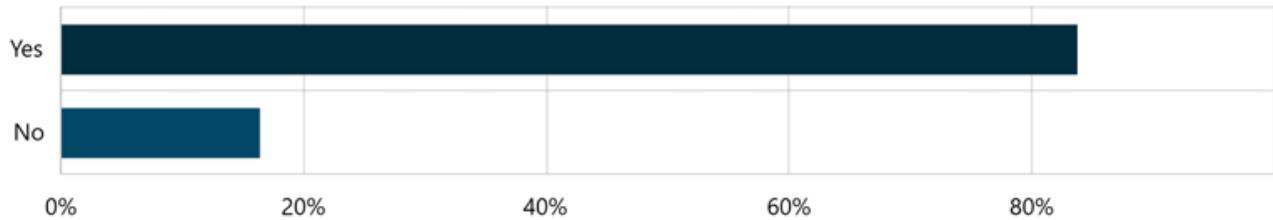
**6. What factors influence your travel choices?** Required

Ranking | Skipped: 29 | Answered: 71 (71%)



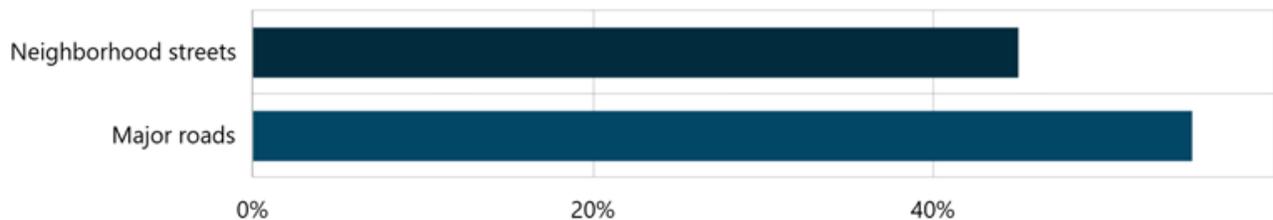
**7. Would you like to see roads designed and/or redesigned for more bicycle lanes and pedestrian amenities (including shade)?**

Multi Choice | Skipped: 2 | Answered: 98 (98%)



**8. If you can only invest in one thing, which would it be?**

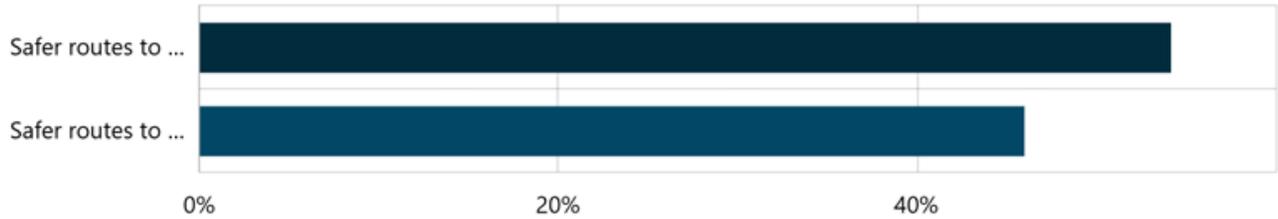
Multi Choice | Skipped: 2 | Answered: 98 (98%)





**9. If you can only invest in one thing, which would it be?**

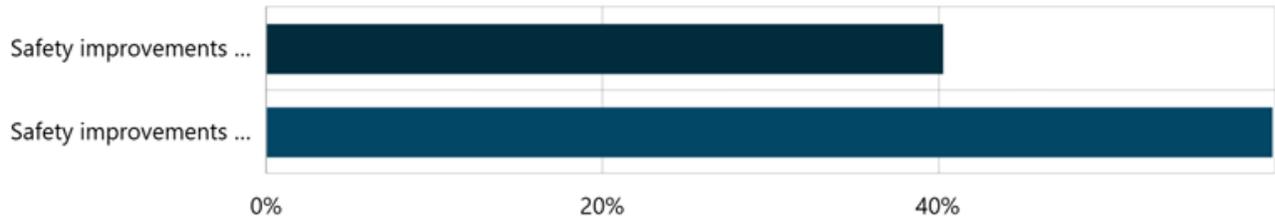
Multi Choice | Skipped: 2 | Answered: 98 (98%)



Answer choices	Percent	Count
Safer routes to schools and parks	54.08%	53
Safer routes to destinations like shopping and work	45.92%	45
<b>Total</b>	<b>100.00%</b>	<b>98</b>

**10. If you can only fund safety improvements one way, which would it be?**

Multi Choice | Skipped: 3 | Answered: 97 (97%)

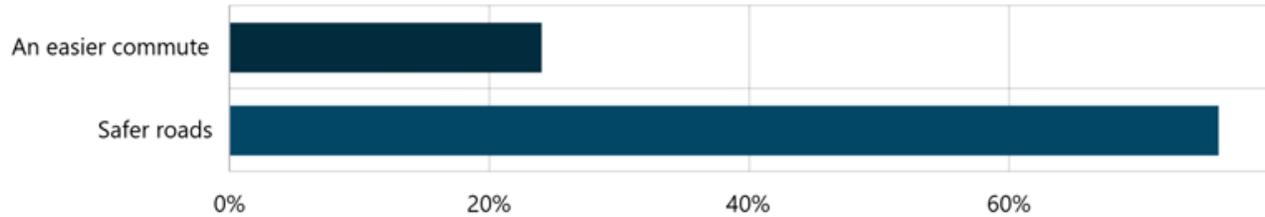


Answer choices	Percent	Count
Safety improvements utilize grant funding (Ex.-state or federal) and are completed on a longer timeframe	40.21%	39
Safety improvements utilize city budget funding and are completed more quickly	59.79%	58
<b>Total</b>	<b>100.00%</b>	<b>97</b>



### 11. If you could only pick one, would you rather have:

Multi Choice | Skipped: 4 | Answered: 96 (96%)



### 12. How would you describe transportation safety in Palm Beach Gardens today? Required

Long Text | Skipped: 0 | Answered: 100 (100%)

#### Short Answer Response: Question #12 – How would you describe transportation safety in Palm Beach Gardens today?

- **Distracted and reckless driving**
  - Excessive speed, red-light running, and failure to yield to ROW, bikers, and people walking
  - Distracted driving and improper lane changes
  - Inconsistent law enforcement and lack of penalties for bad drivers
- **Lack of sidewalks and safe infrastructure for walking and biking**
  - Many older neighborhoods lack sidewalks
  - Need for more crosswalks, better lighting, and more shade along walking paths
  - Traffic signal timing improvements to allow more time for bikers and people walking to cross
- **Dangerous biking conditions**
  - Lack of protected bike lanes and adequate shared-use paths
  - High-speed traffic and high vehicle volumes make it unsafe to bike on major roads
- **Traffic congestion and poor road design**
  - Over development without road maintenance or road expansion accompanying the builds
  - Lots of congestion on main roads (e.g., Northlake Blvd, PGA Blvd, Military Trl)
- **Public transportation accessibility issues**
  - Limited options for public transit – little to no options for aging drivers to choose alternatives to driving
  - City buses known to speed and run red-lights
  - Need safer more conveniently located bus stops
- **Concerns with traffic safety in neighborhoods**
  - Speeding vehicles using neighborhoods as cut-throughs



- Drivers failing to stop at stop signs
- Lack of enforcement in neighborhoods
- **Construction road infrastructure**
  - Construction roads causing congestion creating dangerous conditions due to unknown shifts in traffic flow
  - Roads need maintenance like resurfacing and restriping
  - Visibility issues due to overgrown vegetation
- **Inconsistent law enforcement**
  - More enforcement in high-risk areas
  - Concerns over enforcement priorities not aligning with community concerns

### 13. Imagine Palm Beach Gardens ten years in the future. What has changed to improve transportation safety?

Required

Long Text | Skipped: 0 | Answered: 100 (100%)

#### Summary of Question 13: Short Answer.

- Improved biking and walking safety
- Improvements in infrastructure – wider sidewalks, buffered bike lanes, protected intersections
- Better lighting along walking and biking paths
- Separation between moving vehicles and people walking or biking
- Better traffic management
- Improvement in signal timings
- Traffic calming strategies (e.g., more roundabouts)
- Better signage
- Expanded and improved public transit – other options aside from driving personal vehicles
- Expansion of existing roads and roadway network
- Limits on development to decrease likelihood of sprawl
- Adding greenscape and walking paths to provide shade along roadways and induce traffic calming
- Integrating technology into traffic management, enforcement, and emergency response strategies
- Utilizing technology to develop creative solutions for traffic management and safety



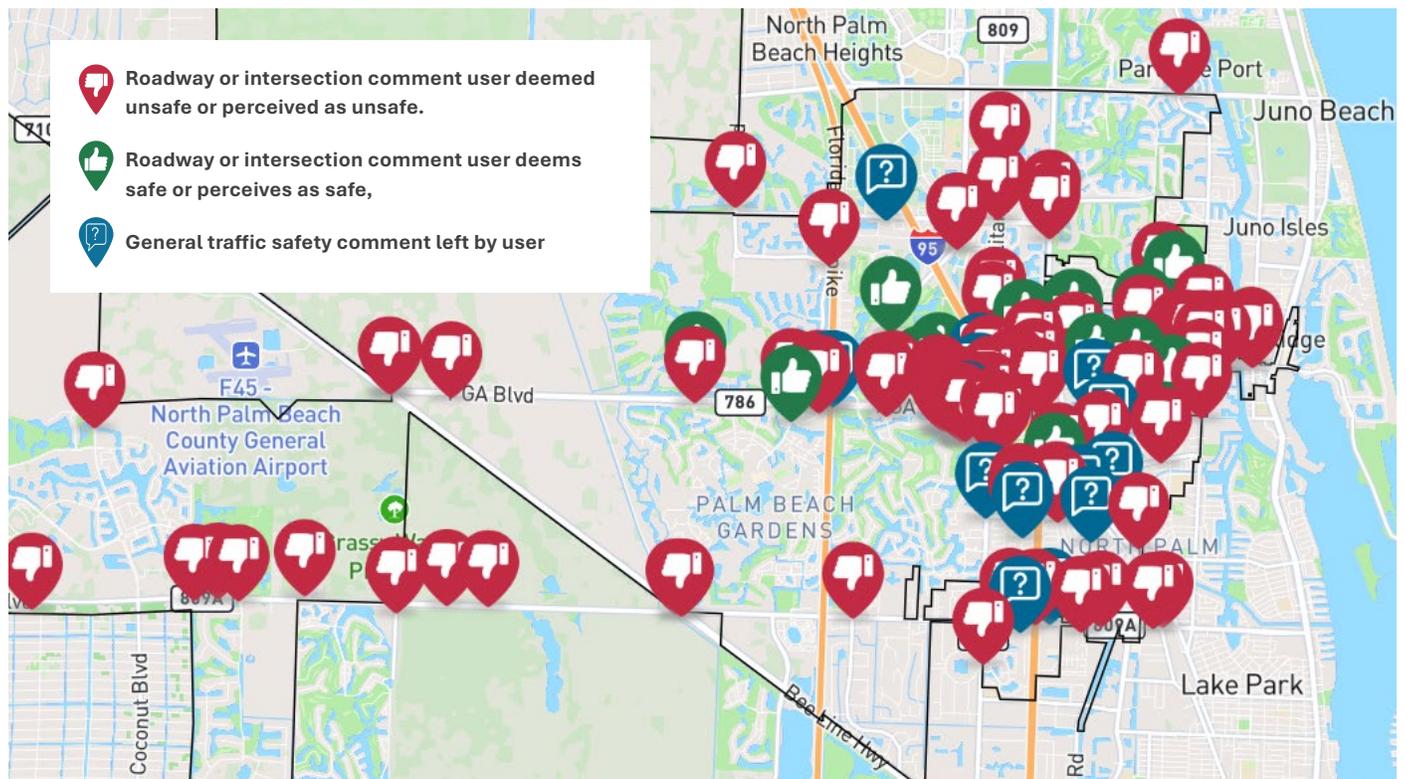
### Summary of Online Map Community Feedback

The online map was hosted on the online survey website and provided community members with the opportunity to drop a pin at any location within the City’s boundaries and leave a comment. The user could select an icon to represent a positive comment reflecting on a traffic safety implementation they liked, a negative comment reflecting on a traffic safety need that was lacking, or a general comment. User’s had the ability to see and interact with other users comments as well.

### Online Map Feedback Summary Table

Themes of Feedback
Neutral observations about changes to road operations, such as recommendations for signal adjustments at intersections, or suggestions for new infrastructure like additional roads.
Appreciation for recently completed projects, such as new roundabouts and walking paths.
Comments about issues negatively impacting the perception and experience of safe travel, including dangerous intersections, speeding, or a lack of sidewalks.

### Online Map Survey





## Summary of Community Meetings

### Community Meeting #1 – Thursday, March 13, 2025 at the Palm Beach Gardens City Hall, Council Chambers, 10500 N. Military Trail, Palm Beach Gardens, FL 33410

#### Topics Discussed

- Sightline issues at The Marc on Design Center Dr. from delivery and furniture truck drivers that block the roadway
- Drivers consistently using the left-turn only lane as a passing lane making the left-turn only lane high-risk (suggested delineators or something that blocks drivers from using left-turn lane as a passing lane)
- Concerns with how the coming development in that area will increase traffic and sightline issues

### Community Meeting #2 – Sunday, March 16, 2025 at the Gardens GreenMarket, 10500 N Military Trail, Palm Beach Gardens, FL 33410

#### Topics Discussed

- Safety concerns were concentrated mainly along these roads and intersections: Northlake Blvd (Northlake & Military intersection, along commercial properties east of 95 where Home Depot and Costco are), Military Trail (intersections at major east/west corridors – Northlake and PGA), and PGA Blvd (drivers actively avoid PGA & Military intersection and chose alternate routes such as Kyoto Gardens)
- Road design, visual obstructions at entrances and maintenance of roads in private developments (neighborhoods)
- Safety concerns for nondrivers – general perception that it is unsafe to walk or bike outside of neighborhood streets, as well as poor lighting making it difficult to see pedestrians and bicyclists at night
- Improving signage around school zones (signage on Central Blvd by the Benjamin School)
- Need for educational campaigns
- General rules of the road (roundabout usage, ROW)
- Seasonal campaigns for snowbirds and students
- Defensive driving



**Community Meeting #3 – Wednesday, March 19, 2025 at Palm Beach County Library, Gardens Branch, 11303 Campus Dr, Palm Beach Gardens, FL 33410**

Topics Discussed

- Neighborhood concerns
- Cut through traffic
- Speeders
- Lack of sidewalks
- Visual obstructions
- Public distribution of information
- Writes for the Oak East Neighborhood magazine
- More fluid communication between city government and community members
- Way for public to send in transpo safety requests or concerns to city

# APPENDIX C

## SAFETY SCORECARD





## APPENDIX C: SAFETY SCORECARD

Setting performance measures is a required part of this Action Plan, but it also helps the City track progress toward its Vision Zero goals.

These measures create a baseline using the average of the past five years of crash data (2019-2023). Future crash trends will be compared to this baseline to answer key questions like:

- Are serious injury and fatal crashes going up or down?
- Are pedestrian and bicyclists serious injury and fatal crashes going up or down?
- How is the City trending towards or against Vision Zero?
- Is the City getting close?

Metrics include both the total number of crashes and crash rates per 100,000 people. Using both helps account for population growth and gives better context to safety trends.

Data comes from two main sources: the U.S. Census and FDOT’s Signal4 crash database. These were chosen because they’re easy to access, understand, and record.

The Action Plan recommends using these measures in future safety reports. One key recommendation is for the City to publish an **annual safety scorecard**. This scorecard would track progress, highlight safety investments, and keep the public informed—promoting transparency and accountability.

	Starting 5-Years Average (2020-2024)	Most Recent Year	Calendar Year 2024 Trend (10% Reduction From Previous Year)	Goal Met?
Fatalities	3.6	5	<b>3.24</b>	No
Serious Injuries	14	24	<b>12.6</b>	No
Total Crashes	1821	2,591	<b>1638.9</b>	No
Crash Total:	<a href="https://signal4analytics.com">https://signal4analytics.com</a>			
Notes:	Trend can be positives but still not meet goal			
User Instructions	Crash data from the past five years is entered on the ‘Base Data’ sheet.			
	The ‘starting Average Comparison’ sheet automatically generates figures in columns B and E using the base data. The user only needs to update cells crash counts ( once the full year’s data is available, usually 3-4 months into the new year).			
	The trend column shows whether the current year’s crashes reflect at least a 10% decrease compared to the previous five-year average. The goal is considered met only if there is a minimum 10% decrease from the prior year’s crashes.			

# APPENDIX D

RESOLUTION 36, 2024





## APPENDIX D: RESOLUTION 36, 2024

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### RESOLUTION 36, 2024

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PALM BEACH GARDENS, FLORIDA, DESIGNATING THE CITY OF PALM BEACH GARDENS AS A “VISION ZERO CITY”; ESTABLISHING THE GOAL OF ZERO SEVERE TRAFFIC INJURIES OR FATALITIES ON CITY ROADWAYS; ADOPTING VISION ZERO AS THE POLICY FOR ROAD AND TRAFFIC SAFETY FOR THE CITY OF PALM BEACH GARDENS; PROVIDING A CONFLICTS CAUSE; PROVIDING AN EFFECTIVE DATE; AND FOR OTHER PURPOSES.

**WHEREAS**, the State of Florida is the most dangerous state for pedestrians, consistently ranking number 1 on the Pedestrian Danger Index by Smart Growth America, with the Miami-Fort Lauderdale-West Palm Beach urbanized area consistently ranking as one of the worst metropolitan areas in the country for pedestrian safety; and

**WHEREAS**, 176 people in Palm Beach County and 3,189 people statewide die annually on roadways; and

**WHEREAS**, Vision Zero starts with the ethical belief that everyone has the right to move safely in their communities, and that system designers and policy makers share the responsibility to ensure safe systems for travel; and

**WHEREAS**, death and serious injuries are not acceptable for citizens, commuters, guests, or others who live, work, or play in the City of Palm Beach Gardens; and

**WHEREAS**, walking and biking are healthy, environmentally friendly transportation options; however, pedestrians and cyclists are at an inherent disadvantage when involved in traffic crashes; and

**WHEREAS**, Vision Zero is a traffic safety policy and system that provides a framework for reducing traffic deaths and serious injuries through a combination of engineering, education, and enforcement measures; and

**WHEREAS**, key elements of the Vision Zero system include: reframing traffic fatalities as preventable; focusing on system failure; reducing the impact of collisions; adopting a safe system approach for vehicles, bicycles, and pedestrians; data-driven decision making; and viewing road safety as a social equity issue; and

**WHEREAS**, a roadway system with frequent crashes causes travel delay and drains the City’s fiscal resources, creating a threat to the success of the City’s residential population and employment base, quality of life, and reputation as a desirable destination for future generations; and



Resolution 36, 2024

1       **WHEREAS**, Vision Zero takes a “Safe System” approach to road safety: a holistic  
2 view that requires people to think about the road system in its entirety, with design  
3 guidelines, infrastructure projects, public participation, policy, and vehicle regulations all  
4 influencing injuries and deaths; and  
5

6       **WHEREAS**, Vision Zero and its policies have been proven in other cities to reduce  
7 injuries and deaths from preventable traffic accidents; and  
8

9       **WHEREAS**, the City desires to use the proven methodologies of Vision Zero to  
10 keep our residents and visitors safe; and  
11

12       **WHEREAS**, it is anticipated that implementation of the Vision Zero methodologies  
13 will make the City of Palm Beach Gardens streets safer, which will encourage people to  
14 take trips by walking, bicycling, and using multiple modes, such as walking to public  
15 transportation, therefore advancing the City’s Mobility policies; and  
16

17       **WHEREAS**, a fundamental premise of Vision Zero is social equity, including the  
18 prioritization of safety improvements in areas that have been historically underserved and  
19 the building of robust engagement strategies to reach those who are most vulnerable on  
20 the roadways and who have not typically been included in traditional City planning  
21 processes; and  
22

23       **WHEREAS**, the City is the recipient of a 2023 Safe Streets for All (SS4A) Planning  
24 Grant to develop a comprehensive safety action plan, also known as a Vision Zero Action  
25 Plan; and  
26

27       **WHEREAS**, the City Council deems approval of this Resolution to be in the best  
28 interests of the health, safety, and welfare of the residents and citizens of the City of Palm  
29 Beach Gardens and the public at large.  
30

31  
32       **NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY**  
33 **OF PALM BEACH GARDENS, FLORIDA, that:**  
34

35       **SECTION 1.** The foregoing recitals are hereby affirmed and ratified.  
36

37       **SECTION 2.** The City Council hereby establishes the elimination of traffic  
38 fatalities and the reduction of serious injuries due to traffic accidents as a goal of the City  
39 of Palm Beach Gardens.  
40

41       **SECTION 3.** The City Council hereby adopts Vision Zero as the policy for road and  
42 traffic safety in the City of Palm Beach Gardens and directs near- and long-term traffic  
43 planning to be based on Vision Zero principles.  
44  
45  
46



Resolution 36, 2024

1           **SECTION 4.** The City Council directs the City Manager to proceed with the Safe  
2 Streets for All Grant and the development of a Vision Zero Action Plan for achieving the  
3 goals of eliminating traffic fatalities and reducing serious injuries due to traffic-related  
4 crashes through the adoption of a Safe System approach for vehicles, bicycles, and  
5 pedestrians, equitable engineering, enforcement, education, data-driven decision  
6 making, and social equity considerations in road safety planning and implementation.  
7

8           **SECTION 5.** All Resolutions or parts of Resolutions in conflict herewith are hereby  
9 repealed.  
10

11           **SECTION 6.** This Resolution shall become effective immediately upon adoption.  
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Resolution 36, 2024

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PASSED AND ADOPTED this 6<sup>th</sup> day of June, 2024.

CITY OF PALM BEACH GARDENS, FLORIDA

BY:   
Chelsea Reed, Mayor

ATTEST:

BY:   
Patricia Snider, CMC, City Clerk

I, Patricia Snider City Clerk  
of the City of Palm Beach Gardens  
do hereby certify that this is a true copy  
as taken from the Official records of the  
City of Palm Beach Gardens.

APPROVED AS TO FORM AND  
LEGAL SUFFICIENCY

BY:   
R. Max Lohman, City Attorney

City Clerk:   
Date: 6-10-2024

VOTE:

AYE NAY ABSENT

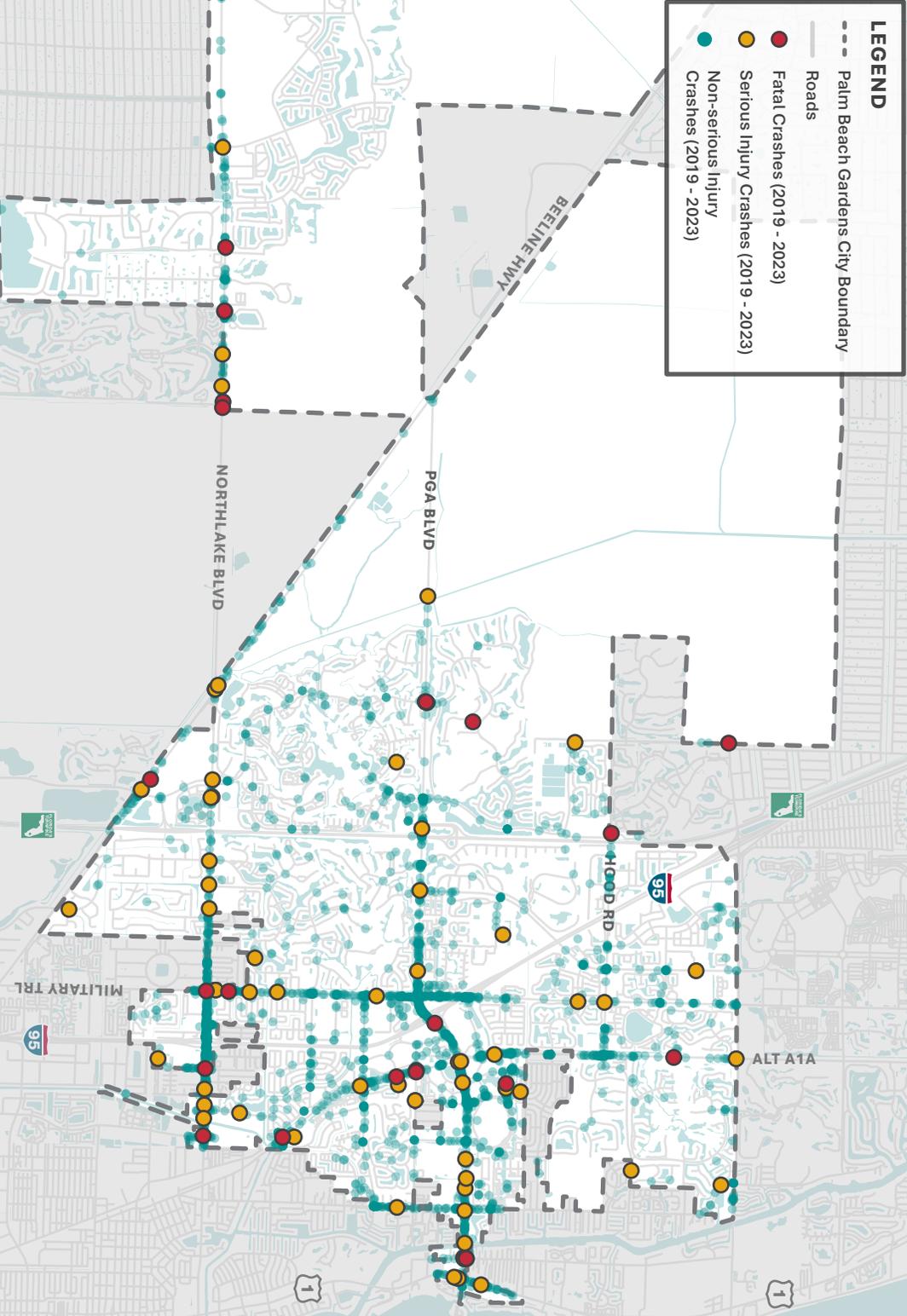
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VICE MAYOR MIDDLETON	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
COUNCILMEMBER WOODS	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
COUNCILMEMBER TINSLEY	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
COUNCILMEMBER PREMURROSO	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

# APPENDIX E

## PROJECT MAPS

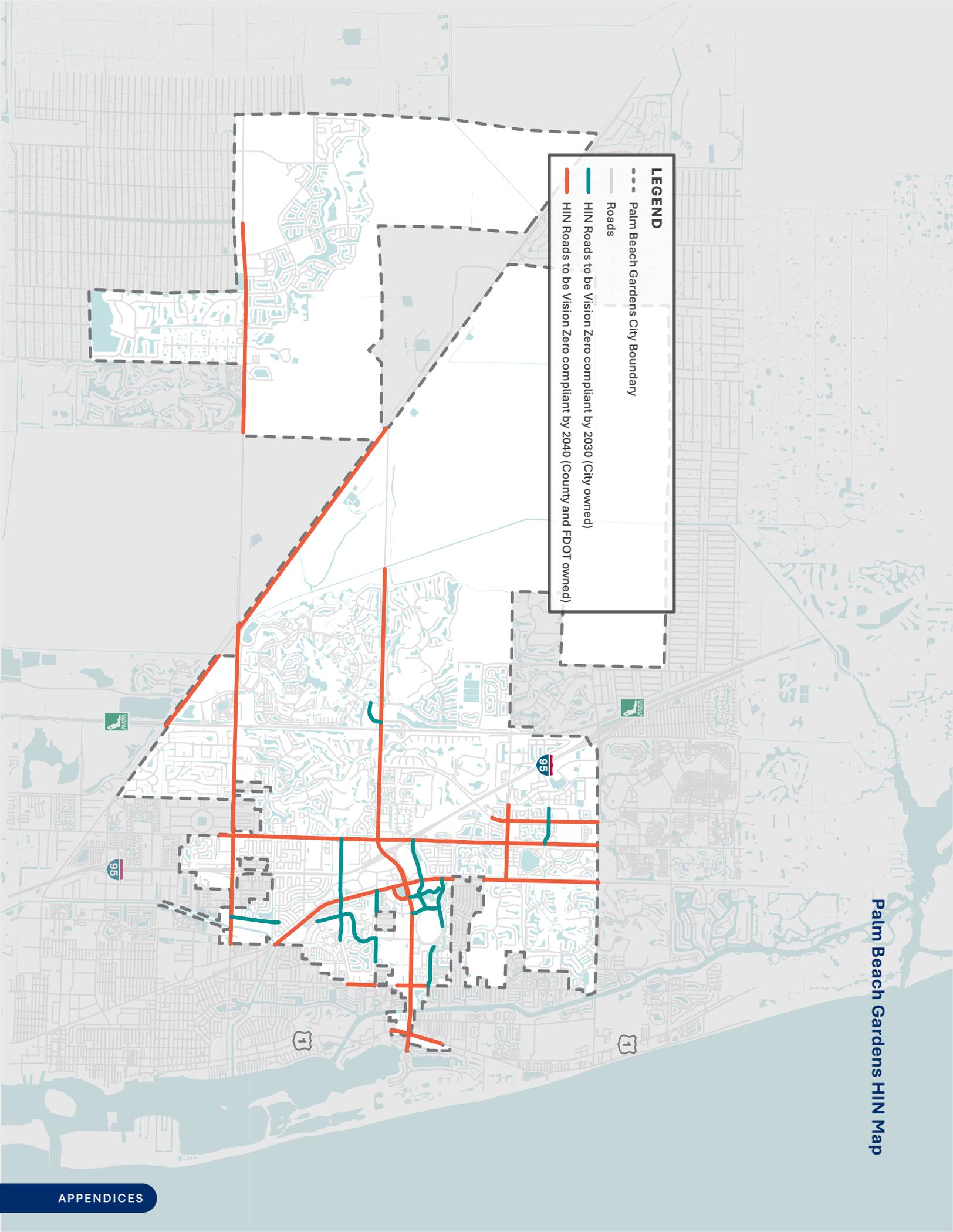


# Palm Beach Gardens All Crash Map



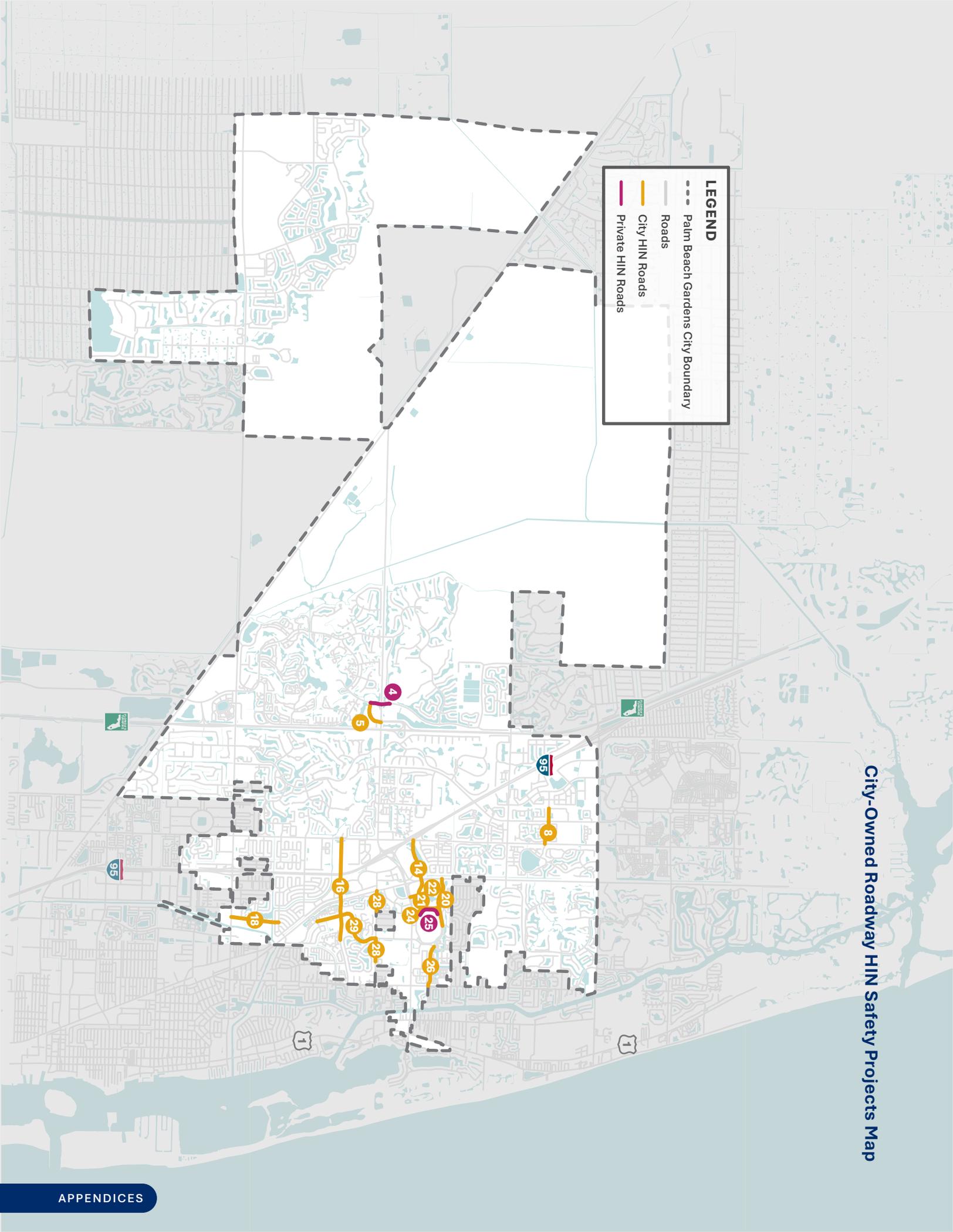
**LEGEND**

- Palm Beach Gardens City Boundary
- Roads
- HIN Roads to be Vision Zero compliant by 2030 (City owned)
- HIN Roads to be Vision Zero compliant by 2040 (County and FDOT owned)

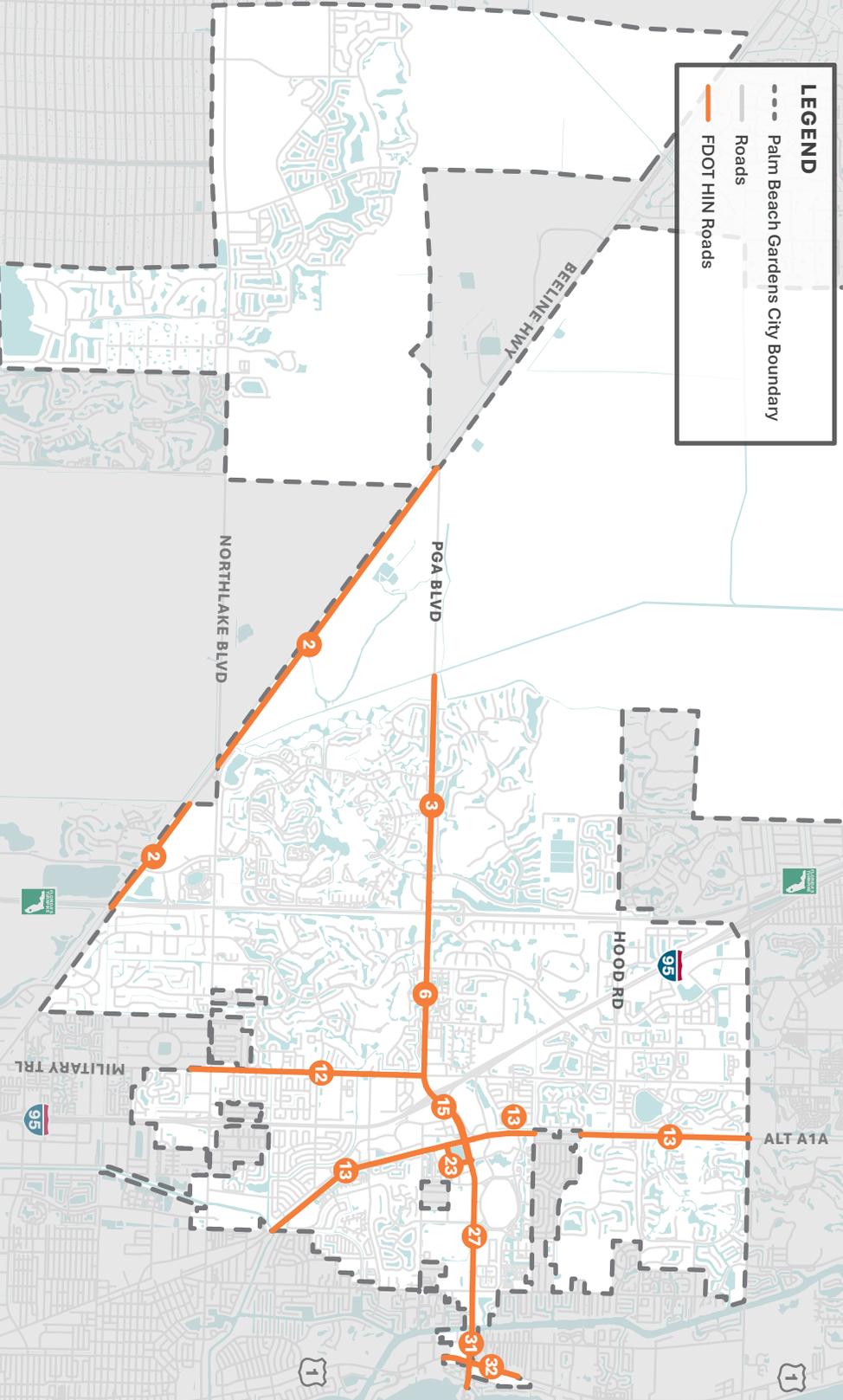


**LEGEND**

- Palm Beach Gardens City Boundary
- Roads
- City HIN Roads
- Private HIN Roads



# FDOT-Owned HIN Safety Projects Map



Palm Beach County-Owned HIN Safety Projects Map

