Resolution No. 116-2026

CITY OF
Boca Raton

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DATE: September 2, 2026

TO: Mayor and City Council

FROM: Mark D. Sohaney
City Manager

SUBJECT: Resolution Adopting the Vision Zero Action Plan and Authorizing the City Manager to Execute Grant Agreements and Implement FY 2024 and FY 2025 Safe Streets and Roads for All (SS4A) Grant-Funded Projects.

RECOMMENDATION: I recommend approval of a resolution adopting the Vision Zero Action Plan and authorizing the City Manager to execute grant agreements and implement FY 2024 and FY 2025 Safe Streets and Roads for All (SS4A) Grant-funded projects.

BACKGROUND: The City of Boca Raton has demonstrated a longstanding commitment to improving transportation safety and reducing traffic-related fatalities and serious injuries. In 2022, the City Council adopted Resolution No. 122-2022, designating the City of Boca Raton as a "Vision Zero City" and directing the City Manager to develop a Vision Zero Action Plan.

Vision Zero is a Safe System approach to transportation safety that recognizes that people will make mistakes and that the transportation system should be designed and operated to prevent those mistakes from resulting in death or serious injury. The United States Department of Transportation ("USDOT") established the Safe Streets and Roads for All ("SS4A") Grant Program to provide funding to metropolitan planning organizations, local governments, and other eligible entities to develop and implement comprehensive safety plans and projects designed to prevent roadway fatalities and serious injuries.

The City was awarded FY 2022 SS4A grant funding to support development of its Vision Zero Action Plan. The Action Plan was developed using an evaluation of six years of citywide historical crash data, covering the period from 2018 through 2023. The completed Vision Zero Action Plan, attached to the accompanying resolution as Exhibit "A," establishes a framework for identifying and addressing roadway safety issues through a data-driven Safe System approach. Adoption of the Action Plan will satisfy the applicable requirements associated with the City's FY 2022 SS4A grant award.

In addition to the FY 2022 award, the City has been awarded FY 2024 and FY 2025 SS4A grant funding to support supplemental safety analysis and safety demonstration projects. The FY 2024

award is in an amount not to exceed $4,000,000 with a local match of $ 1,000,000, and the FY 2025 award is in an amount not to exceed $1,500,000, with a local match of $500,000.

FISCAL IMPACT: There is no additional fiscal impact associated with adoption of the Vision Zero Action Plan.

The total estimated cost of the FY 2024 SS4A grant-funded projects is $5,000,000, consisting of a federal grant award of $4,000,000 and a City local share of $1,000,000. The total estimated cost of the FY 2025 SS4A grant-funded projects is $2,000,000, consisting of a federal grant award of $1,500,000 and a City local share of $500,000.

The FY 2024 and FY 2025 SS4A grant-funded projects are anticipated to be implemented in phases, including design and construction/implementation activities, over the next six years. The projects are planned and budgeted as part of the City's Capital Improvement Program (CIP), Project No. 1440326 – Vision Zero Demonstration Projects, utilizing the following accounts: 141.44.11601.56300001.541.1440326.0000 and 142.44.11601.56300001.541.1440326.0000

STRATEGIC IMPACT: The Agreement will support the City's Strategic Focus Area of World Class Services.

Document prepared by: Naresh Machavarapu, City Traffic Engineer
Public Works & Engineering Department

RESOLUTION

116-2026

A RESOLUTION OF THE CITY OF BOCA RATON ADOPTING THE VISION ZERO ACTION PLAN PREPARED PURSUANT TO THE FEDERAL FISCAL YEAR 2022 SAFE STREETS FOR ALL (SS4A) GRANT PROGRAM OF THE UNITED STATES DEPARTMENT OF TRANSPORTATION (USDOT); AUTHORIZING AND DIRECTING THE CITY MANAGER TO COMPLY WITH THE TERMS AND CONDITIONS OF THE FEDERAL FISCAL YEARS 2024 AND 2025 SS4A GRANT AWARDS TO THE CITY AND EXECUTE GRANT AGREEMENTS TO CONDUCT SUPPLEMENTAL PLANNING AND SAFETY DEMONSTRATION PROJECTS; PROVIDING FOR SEVERABILITY; PROVIDING FOR REPEALER; PROVIDING AN EFFECTIVE DATE

WHEREAS, Vision Zero is a safe systems approach and strategy that starts with the ethical belief that everyone has the right to move safely in their communities; and

WHEREAS The City has previously adopted a resolution 122-2022 designating the City as a "Vision Zero City", and directing the City Manager to create a Vision Zero Action Plan; and

WHEREAS, the City has applied for and been awarded federal financial assistance from the United States Department of Transportation ("USDOT") under the Federal Fiscal Years ("FY") 2022, FY 2024, and FY 2025 Safe Streets and Roads for All ("SS4A") Grant Program for the development of a Vision Zero Action Plan using FY 2022 grant funds and for supplemental analysis and safety demonstration projects using FY 2024 and FY 2025 grant funds; and

WHEREAS The City has completed the development of the Vision Zero Action Plan, attached hereto as Exhibit "A" which is based upon an evaluation of six (6) years of citywide historical crash data from 2018 through 2023, consistent with the requirements of the FY 2022 SS4A grant award; and

WHEREAS adoption of the Vision Zero Action Plan satisfies the applicable requirements of the FY 2022 SS4A grant award and supports the City's continued eligibility to implement supplemental analysis and safety demonstration projects utilizing the FY 2024 and FY 2025 SS4A grant awards; and

WHEREAS adoption of the Vision Zero Action Plan further demonstrates the City's commitment to working toward the elimination of traffic-related fatalities and serious injuries through the implementation of a data-driven Safe System approach, with a goal of achieving zero traffic-related fatalities and serious injuries by the year 2050; now therefore

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF BOCA RATON:

Section 1. That the City Council hereby adopts the Vision Zero Action Plan, attached hereto as Exhibit "A".

Section 2. That the City Manager is hereby authorized to accept financial assistance awards under the USDOT FY 2024 SS4A program, in an amount not to exceed Four Million Dollars ($4,000,000), and under the USDOT FY 2025 SS4A Program in an amount not to exceed One Million Five Hundred Thousand Dollars ($1,500,000), and to execute such grant agreements, amendments, and other documents as are necessary to evidence such acceptance and implement the applicable grant awards; provided, however, the City Manager shall have the discretion to refuse the financial assistance in those circumstances where he determines it is in the best interests of the City to do so in which case, he shall advise the City Council of his intention to refuse the financial assistance.

Section 3. That the City Manager is hereby authorized and directed to comply with the terms and conditions of the FY 2024 and FY 2025 SS4A grant awards, including, as applicable, providing or designating required local matching funds (of $1,000,000 for the FY 2024 grant and $500,000 for the FY 2025 grant), complying with applicable federal, state, and local requirements, and following all applicable procurement procedures in connection with the supplemental analysis and safety demonstration projects funded, in whole or in part, by such grant awards.

Section 4. If any section, subsection, clause, or provision of this resolution is held invalid, the remainder shall not be affected by such invalidity.

Section 5. All resolutions or parts of resolutions in conflict herewith shall be and hereby are repealed.

Section 6. This resolution shall take effect 10 days after adoption.

PASSED AND ADOPTED by the City Council of the City of Boca Raton this _____ day of _____, 2026.

CITY OF BOCA RATON, FLORIDA

ATTEST:

_____
Andy Thomson, Mayor

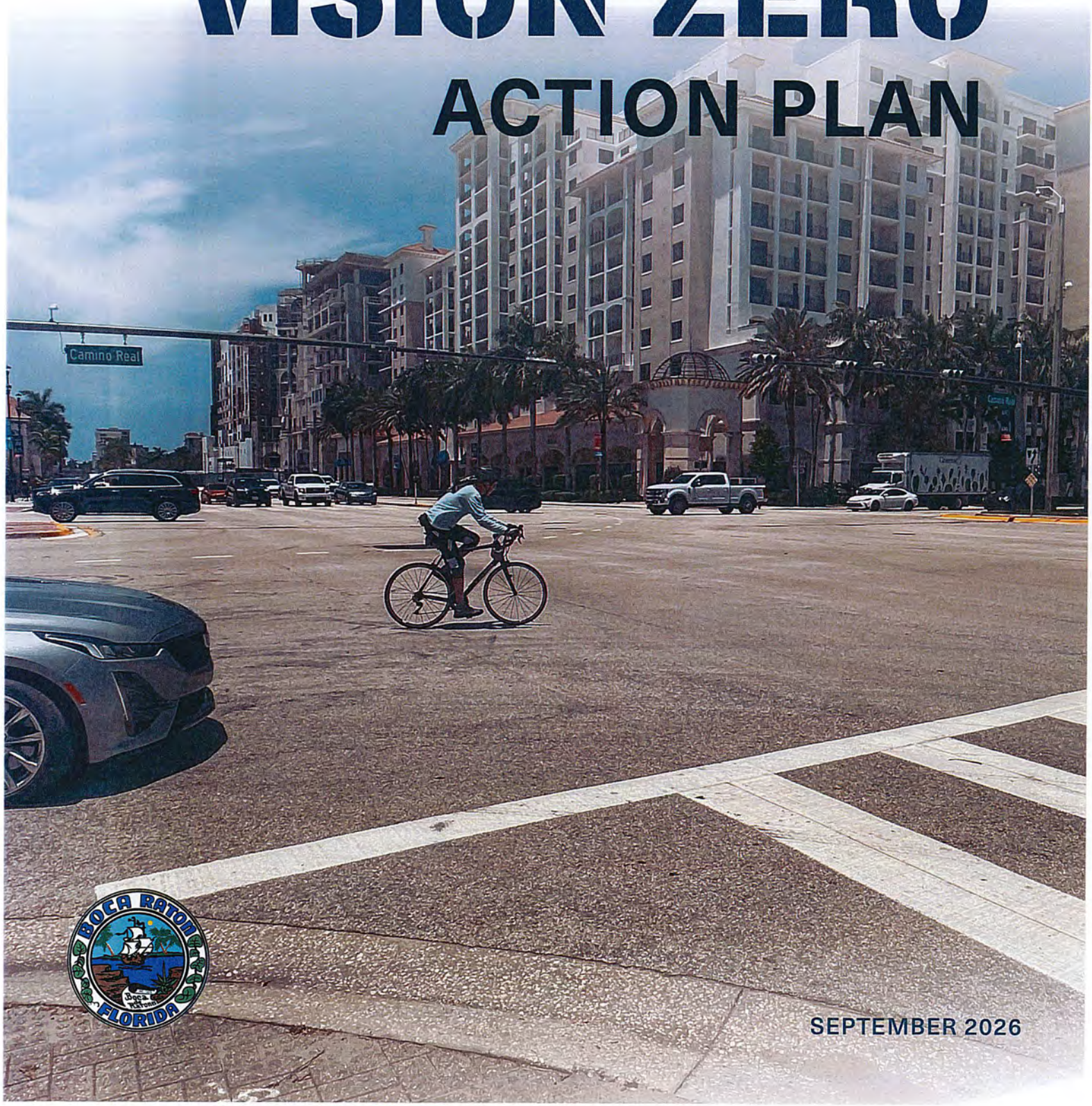
_____
Mary Siddons, City Clerk

COUNCIL MEMBERS	YES	NO	ABSTAINED
MAYOR ANDY THOMSON			
COUNCIL MEMBER MICHELLE GRAU			
COUNCIL MEMBER YVETTE DRUCKER			
COUNCIL MEMBER JON PEARLMAN			
COUNCIL MEMBER STACY L. SIPPLE			

CITY OF BOCA RATON

VISION ZERO

ACTION PLAN



SEPTEMBER 2026

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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.

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.

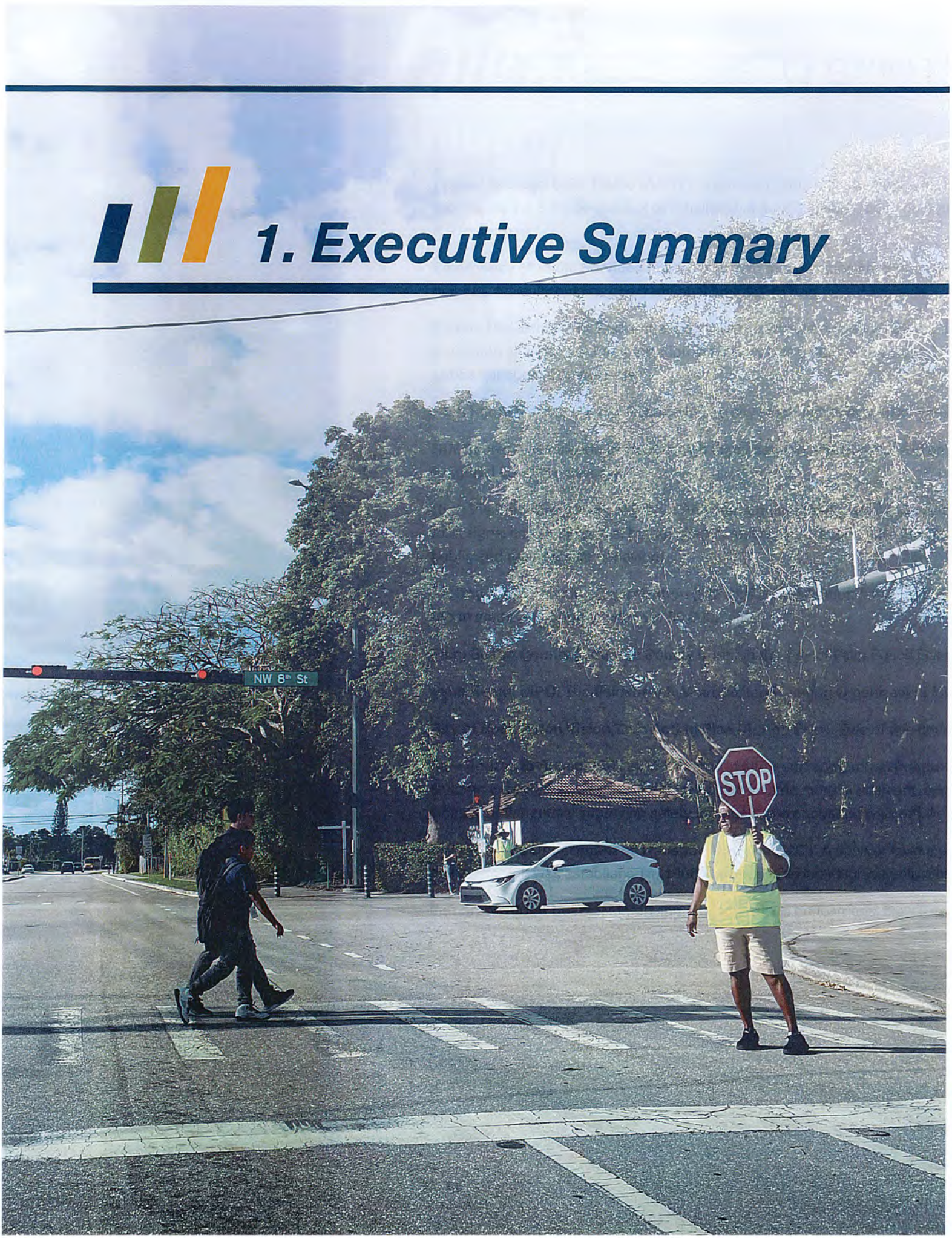
City of Boca Raton Vision Zero Action Plan (Action Plan): Title of this document, also known as Action Plan.

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.

United States Department of Transportation (USDOT): A cabinet-level executive department of the US federal government. It was established in 1966. It oversees federal highway, air, railroad, and maritime safety.

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

1. Executive Summary



A Commitment to Safer Streets for Everyone

The City of Boca Raton is committed to eliminating traffic-related fatalities and serious injuries on its streets by 2050. On October 25, 2022, the Boca Raton City Council unanimously approved Resolution 122-2022, formally designating the City of Boca Raton as a Vision Zero City. The resolution directs City staff to develop a Vision Zero Action Plan that establishes a clear goal of zero severe traffic injuries and fatalities and advances a systemic, data-driven approach to transportation safety.

Traffic deaths and serious injuries are preventable. Vision Zero represents a shift away from accepting crashes as inevitable and toward designing a transportation system that anticipates human error and prioritizes safety over speed and convenience. This Action Plan provides the framework for translating the City Council's commitment into coordinated action across policies, programs, and capital investments. The Vision Zero target year is 2050, with annual reduction targets designed to steadily decrease traffic fatalities and serious injuries until they reach zero.

The Plan focuses on the streets, behaviors, and conditions most strongly associated with severe crashes, while embedding safety considerations into everyday City decision-making. It emphasizes a Safe System approach, in which roadway design, speed management, policies, education, enforcement, and data work together to reduce the likelihood that mistakes result in serious harm—especially for the most vulnerable roadway users.

Through implementation of this Vision Zero Action Plan, the City of Boca Raton will proactively improve safety outcomes, increase accountability, and align transportation decisions with the community's shared expectation that no one should be killed or seriously injured while traveling on City streets.

GOAL

Reduce and eliminate serious injury and fatal crashes in Boca Raton by 2050.

TRADITIONAL APPROACH VS. VISION ZERO APPROACH TO TRANSPORTATION SAFETY

TRADITIONAL APPROACH		VISION ZERO APPROACH
Traffic deaths are **INEVITABLE**	→	Traffic deaths are **PREVENTABLE**
PERFECT human behavior	→	Integrate **HUMAN FAILING** in approach
Prevent **COLLISIONS**	→	Prevent **FATAL AND SEVERE CRASHES**
INDIVIDUAL responsibility	→	**SYSTEMS** approach
Saving lives is **EXPENSIVE**	→	Saving lives is **NOT EXPENSIVE**

Safety Trends

This Action Plan identifies the City of Boca Raton's transportation safety needs using a combination of crash data analysis and community input. These insights informed the development of performance measures and guided the plan's recommendations. Full details are available in ***Appendix C: Safety Assessment.***

KEY FINDINGS

Over the past six years, the City of Boca Raton has averaged:

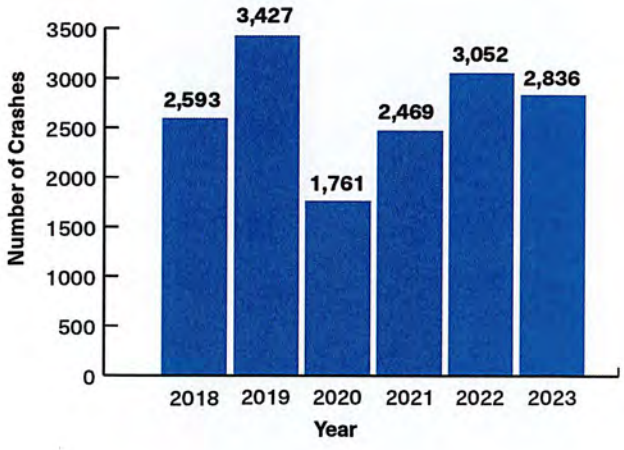
7
CRASHES PER DAY

4
SERIOUS INJURY OR FATAL CRASHES PER MONTH

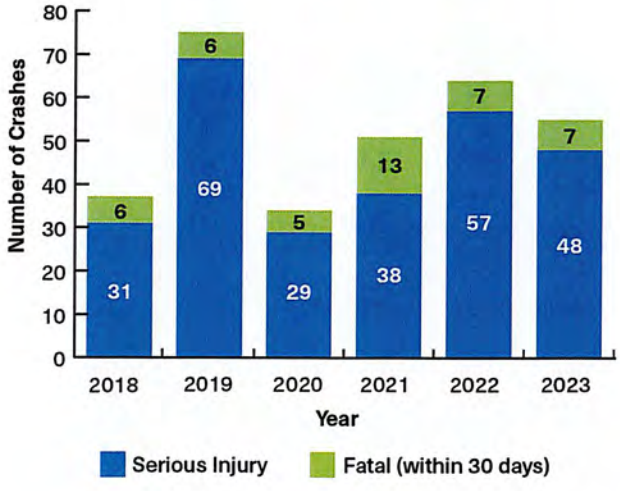
Crashes are a persistent and preventable issue in the city.

The goal of this plan is to reduce both the frequency and severity of crashes each year, with the long-term vision of eliminating serious injuries and fatalities entirely.

City of Boca Raton Annual Crashes: 2018 to 2023



City of Boca Raton Serious Injury and Fatal Crashes: 2018 to 2023



Public Input and Community Engagement

Community input was essential to shaping this Vision Zero Action Plan. Residents shared lived experiences, safety concerns, and priorities related to traveling on Boca Raton streets, providing critical local insight. This feedback directly informed the Plan's recommendations and helped ensure strategies reflect community needs.

The City also coordinated closely with regional partners—including the Florida Department of Transportation (FDOT), Palm Beach County, and the Palm Beach Transportation Planning Organization (MPO)—to align Vision Zero goals across jurisdictions. This collaboration supports consistent safety policies, complementary investments, and a coordinated approach to improving transportation safety throughout the region.

KEY THEMES FROM COMMUNITY FEEDBACK

Aggressive and distracted driving creates both real and perceived safety risks.

Walking and biking, especially along major roads, often feels unsafe.

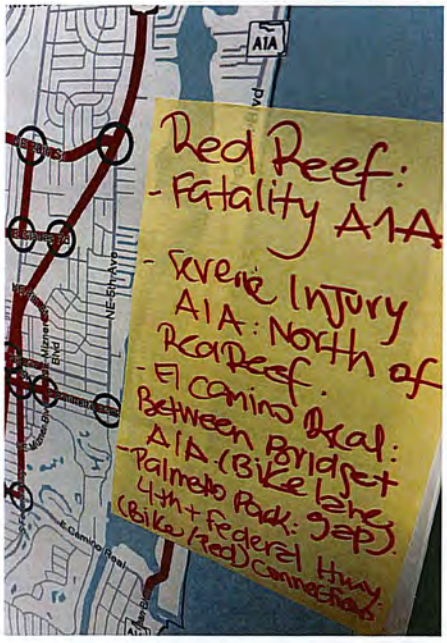
Traffic law violations—such as speeding, red-light running, and failure to yield—are common and concerning.

Feedback was collected through an online survey, a project website, and in-person meetings and events. More details can be found in the Community Engagement chapter and ***Appendix B: Community Input.***

69
PEOPLE ATTENDED IN-PERSON MEETINGS

332
ONLINE SURVEYS COMPLETED

1,054
GEOGRAPHIC-SPECIFIC FEEDBACK PINS INSERTED ON THE ONLINE SURVEY MAP



Recommendations

This Action Plan presents a comprehensive set of strategies, actions, and projects tailored to the City of Boca Raton's most pressing transportation safety needs. While no single intervention will eliminate serious crashes, consistent and coordinated implementation over time can significantly reduce their frequency and severity.

KEY RECOMMENDATIONS

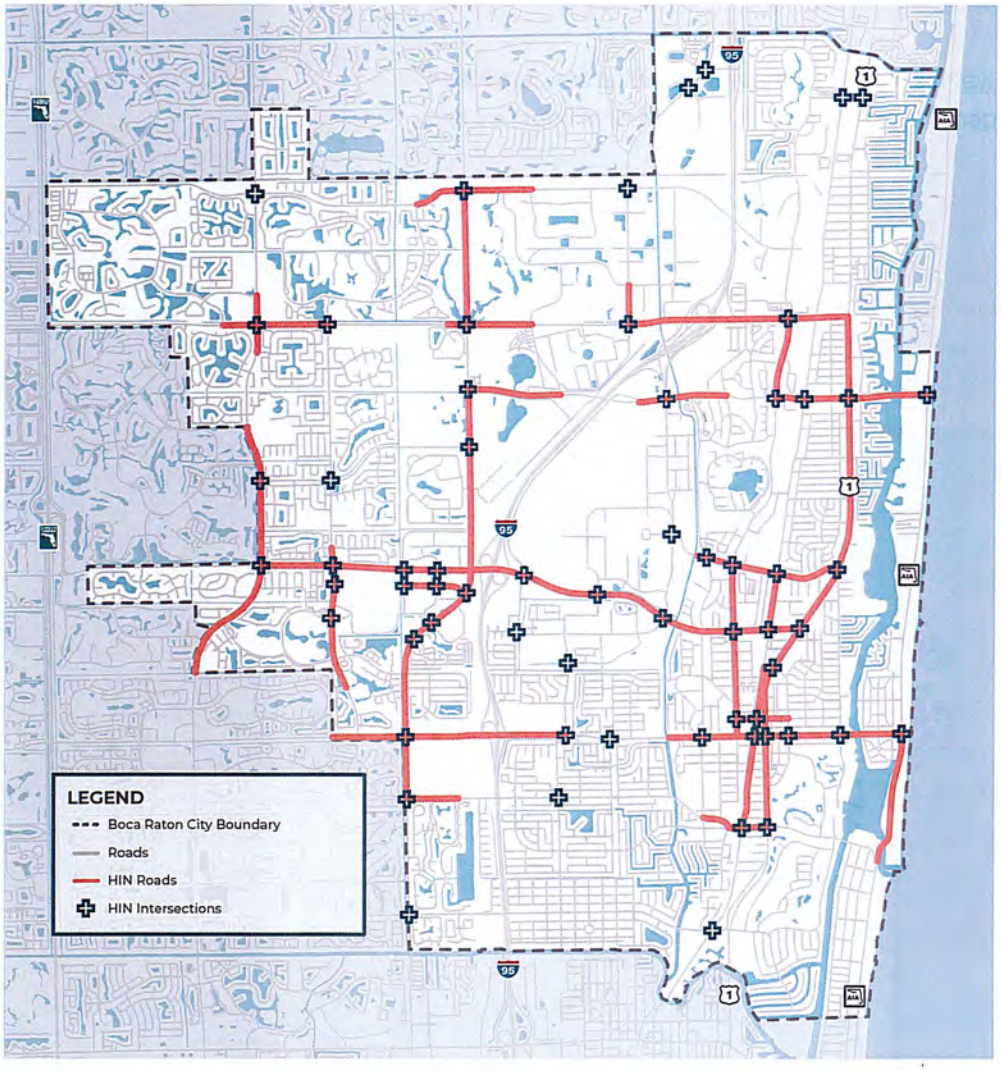
Implement 5 policies and 5 programs to guide citywide safety improvements.

Advance 27 corridor projects and 63 intersection improvements to address high-risk locations.

Develop and implement a capital improvement program focusing on roadway safety and vision zero improvements.

Close critical gaps and connections to create an integrated, low-stress network for walking and biking.

CITY OF BOCA RATON HIGH INJURY NETWORK AND INTERSECTION MAP



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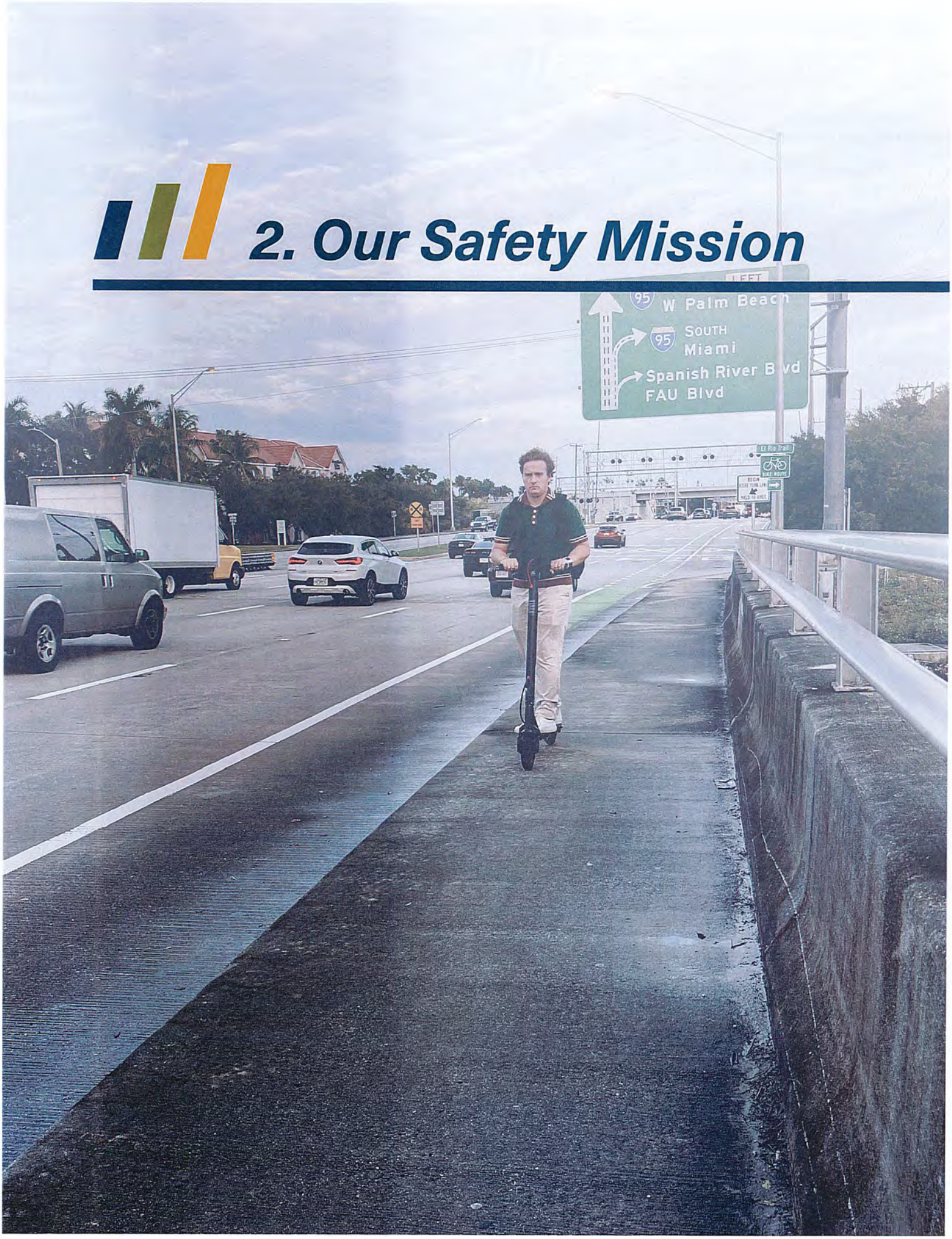
2. Our Safety Mission



What is Vision Zero?

Vision Zero is a global initiative to eliminate traffic deaths and serious injuries. It's based on a simple but powerful belief: no one should be harmed while using the road—whether walking, biking, driving, or taking transit.

In 2022, the City of Boca Raton joined this movement by adopting a Vision Zero resolution, committing to safer streets for all. The following year, the City deepened this commitment by adopting a Complete Streets resolution, supporting roadway designs that serve all users—not just drivers.

These actions represent a meaningful shift in the City's transportation policies and priorities. This Action Plan builds on that momentum, identifying specific projects, policies, and programs that promote safer travel behavior and guide the implementation of safety-focused improvements citywide.

Vision Zero is closely aligned with the Safe System Approach, a framework developed by the U.S. Department of Transportation. While Vision Zero defines the goal—zero traffic deaths—the Safe System Approach provides the method to achieve it.

More details on the Safe System Approach are provided on the next page.

TRADITIONAL APPROACH VS. VISION ZERO APPROACH TO TRANSPORTATION SAFETY

TRADITIONAL APPROACH		VISION ZERO APPROACH
Traffic deaths are **INEVITABLE**	→	Traffic deaths are **PREVENTABLE**
PERFECT human behavior	→	Integrate **HUMAN FAILING** in approach
Prevent **COLLISIONS**	→	Prevent **FATAL AND SEVERE CRASHES**
INDIVIDUAL responsibility	→	**SYSTEMS** approach

Safe Systems Approach

The Safe System Approach, developed by the U.S. Department of Transportation, is a strategy to prevent serious crashes and reduce harm when crashes do happen. This Action Plan uses that approach to guide the selection of projects, policies, and programs that improve transportation safety in City of Boca Raton.

PRINCIPALS

The Safe System Approach is built on six key principles:

- **Death and serious injuries are unacceptable.** No loss of life on our roads is acceptable.
- **Humans make mistakes.** The system should account for human error.
- **Humans are vulnerable.** Our bodies have limits in surviving crashes.
- **Responsibility is shared.** Everyone plays a role in road safety.
- **Safety is proactive.** We should prevent risks before crashes happen.
- **Redundancy is crucial.** Multiple layers of protection help keep people safe.

These principles shaped the recommendations in this Action Plan by combining proven safety strategies with local needs and community input.

OBJECTIVES

The Safe System Approach also includes five main objectives. These objectives are used to organize this Action Plan's recommendations.

- **Safer Streets.** Design roads that reduce crash risks and protect vulnerable users like pedestrians and cyclists.
- **Safer People.** Promote responsible behavior and help everyone travel safely.
- **Safer Speeds.** Encourage safe driving speeds through design, education, and enforcement.
- **Safer Vehicles.** Support technologies that prevent crashes and reduce harm.
- **Post-Crash Care.** Improve emergency response and protect first responders at crash scenes.

Why Target the Most Severe Crashes?

The Safe System Approach recognizes a fundamental truth: people make mistakes. Rather than focusing solely on preventing crashes, this approach aims to reduce the severity of crashes when they do occur—because while vehicles can be repaired, lives cannot be replaced.

WHY IT MATTERS

- Only 2% of crashes in the City of Boca Raton result in serious injuries or fatalities.
- Yet these crashes account for 55% of the total economic cost of all crashes.
- Over the past six years, these severe crashes have cost the community an estimated $965 million—or about $441,000 per day.

These numbers highlight the individual and community-wide impact of serious crashes, from personal trauma to financial strain.

WHAT IS A SEVERE CRASH?

In this plan, a severe crash is any traffic crash that results in a serious injury or a death. These crashes often have life-changing impacts on individuals, families, and the community. Serious injuries may include broken bones, head or spinal injuries, internal injuries, or other harm that requires hospitalization and long-term recovery.

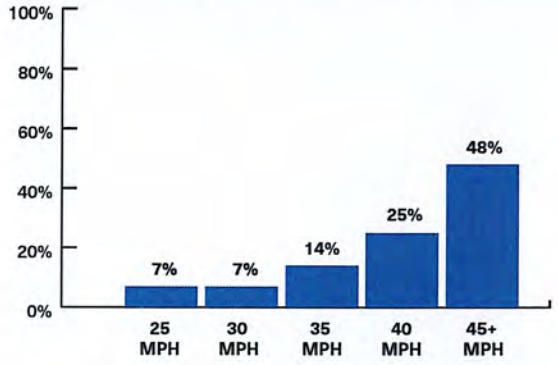
THE ROLE OF SPEED IN CRASH SEVERITY

Speed is a major factor in how severe a crash is:

- Higher speeds reduce driver reaction time.
- They narrow the field of vision.
- And they increase the force of impact—making crashes more likely to result in serious injury or death.

In the City of Boca Raton, most serious crashes occur on wide, high-speed roads. To reach the goal of zero traffic deaths and serious injuries, the City must focus on improving safety on major corridors where speeds are highest.

Fatal Crashes in the City of Boca Raton by Posted Speed

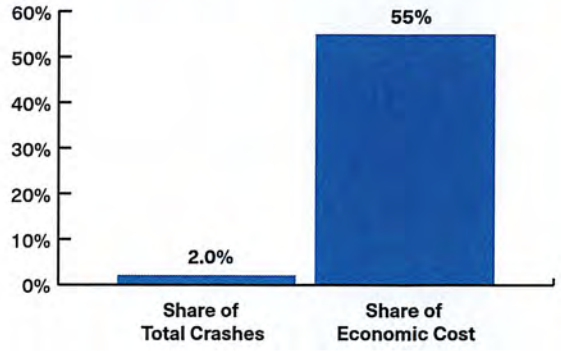


SEVERE AND FATAL CRASHES COST LIVES AND MONEY

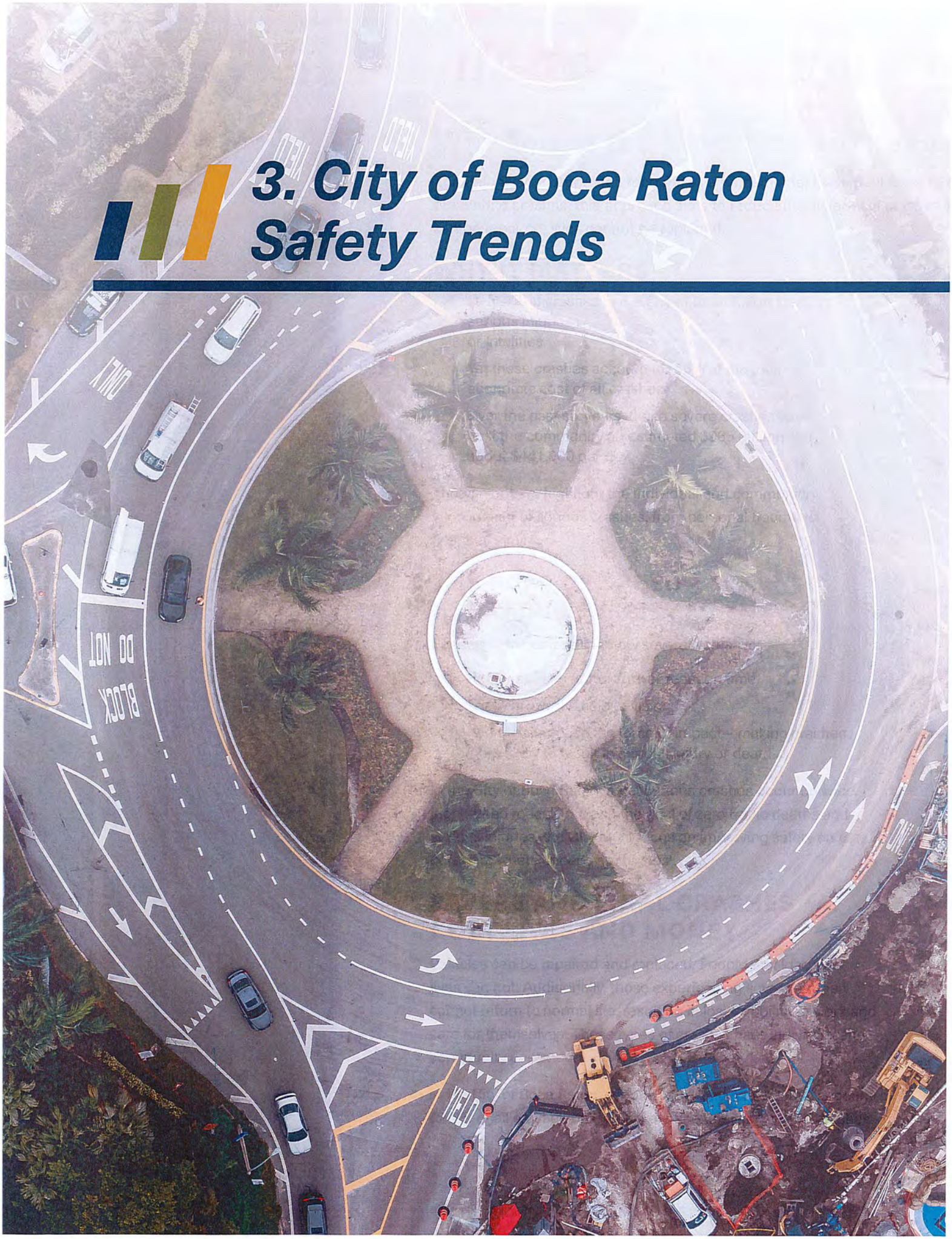
Vehicles can be repaired and replaced. People that lose their lives can not. Additionally, those experiencing severe injuries cannot return to normal life, resulting in loss of ability to work and care for themselves. These types of crashes have individual and community costs.

In the City of Boca Raton, serious injury and fata crashes account for 2% of all crashes but 55% of the economic cost of all crashes.

City of Boca Raton Serious Injury and Fatal Crashes: Share of Total Crashes vs. Share of Economic Cost



3. City of Boca Raton Safety Trends



How does the City of Boca Raton Compare?

To better understand local safety trends, crash data from the City of Boca Raton was compared to West Palm Beach, Palm Beach County, and the State of Florida. The results reveal a concerning pattern:

KEY FINDINGS

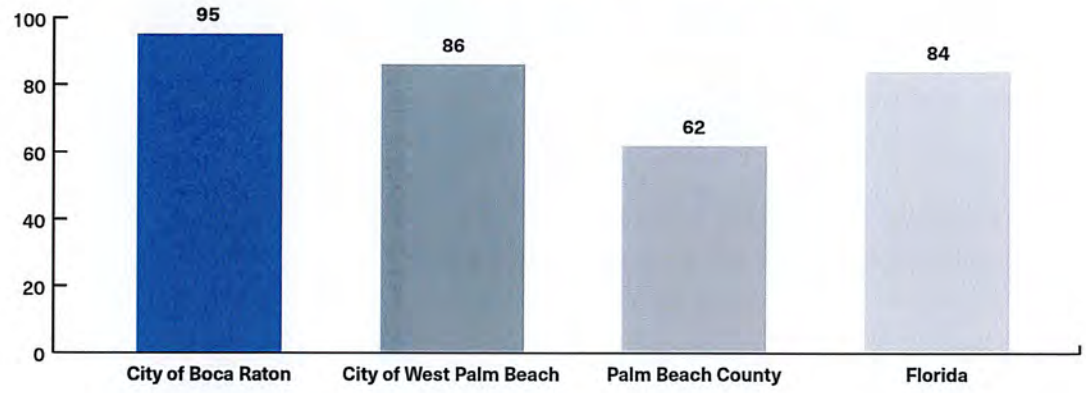
the City of Boca Raton has a higher crash rate per 100,000 people than both Palm Beach County and the state.

The city also experiences a higher rate of serious injury and fatal crashes than all three comparison areas.

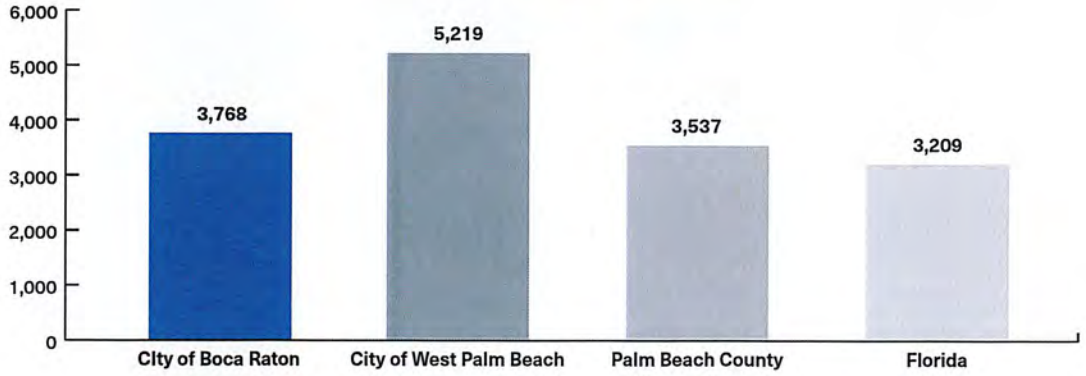
Improving transportation safety in the City of Boca Raton isn't just about reducing crash numbers—it's about saving lives and enhancing quality of life for everyone who lives in, works in, or visits the city.

The most alarming trend is the elevated rate of severe and fatal crashes. Florida is already one of the most dangerous states for road users—especially for people walking and biking. In the City of Boca Raton, the risk is even greater.

Severe Injury and Fatal Crashes per 100k Population



Total Crashes per 100k Population



Note: The crash totals represented in these charts were retrieved using Signal4 data and include crashes on I-95. Crash rates are calculated based on population and crashes in 2023.

Safety Trends

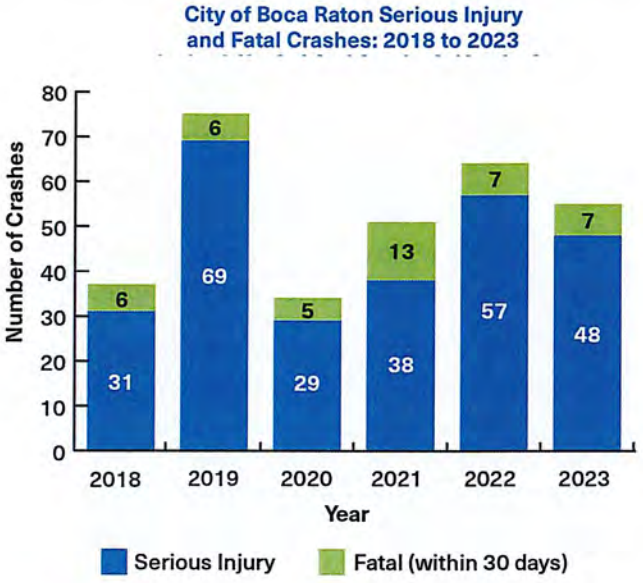
The data in this section summarizes all crashes on all roads: City, County, and State. Additional the data excludes crashes that occur on I-95 and the Turnpike.

ANNUAL TRENDS

Between 2018 and 2023, the City of Boca Raton experienced an average of:

- 2,600 crashes per year—roughly 7 crashes per day
- 316 serious injury and fatal crashes total—averaging 4 per month

These numbers show that traffic crashes—especially severe ones—are a regular part of daily life in the city. This underscores the urgent need for targeted safety improvements to reduce both the frequency and severity of crashes.



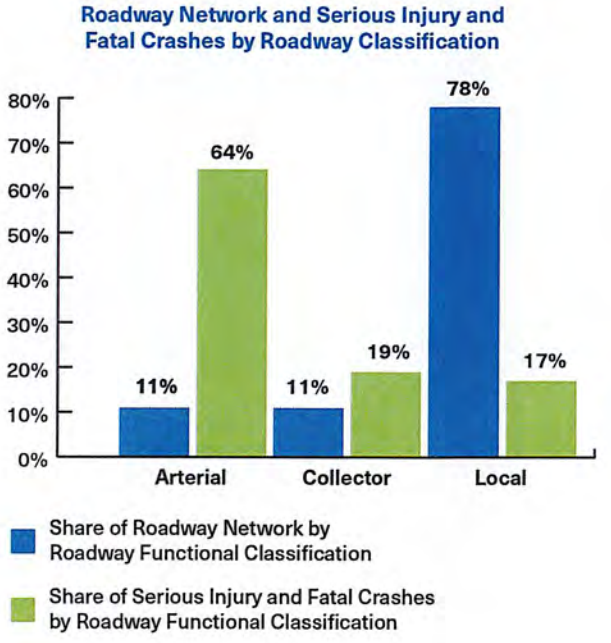
CRASHES BY ROADWAY FUNCTIONAL CLASSIFICATION

Most severe crashes in the City of Boca Raton occur on major roads like arterials (e.g. Glades Road). Although these roads make up just 11% of the city's road network within the city limits (city, county, and FDOT roads, as well as private roads), they account for a staggering 64% of serious injury and fatal crashes.

This disproportionate impact is due to common arterial characteristics:

- More lanes
- Higher speeds
- Greater traffic volumes

These factors significantly increase the likelihood and severity of crashes. In short, road design and speed are major determinants of crash outcomes—and must be central to any strategy aimed at improving safety.



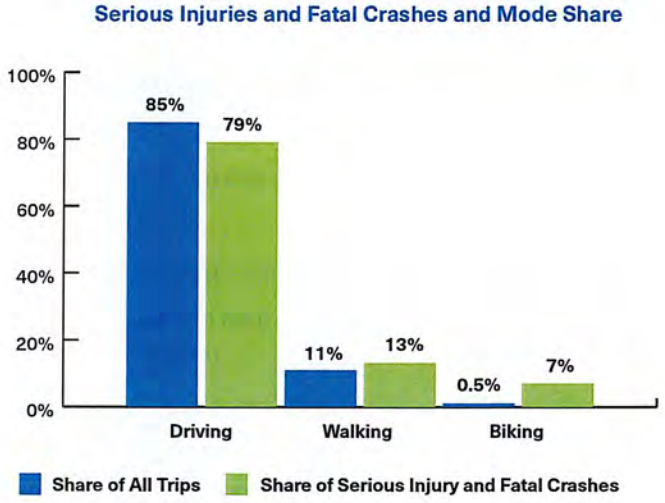
CRASHES BY MODE

The chart to the right highlights two facts:

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

The serious injury and fatal crash rate for people walking is 18% higher than their share of all trips. For people biking, the serious injury and fatal crash rate is 1,300% higher than their share of all trips.

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

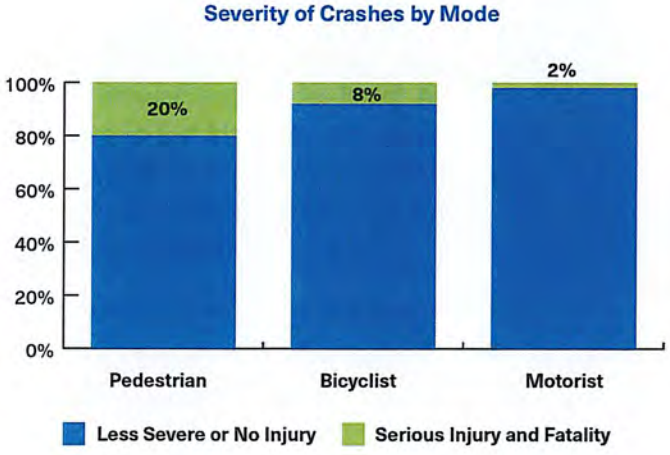


VULNERABLE ROAD USERS

In the City of Boca Raton, people walking or biking face a significantly higher risk of serious injury or death in a crash compared to those in vehicles:

- Only 2% of vehicle crashes result in serious injury or death
- 8% of crashes involving people biking result in serious injury or death
- 20% of crashes involving people walking result in serious injury or death

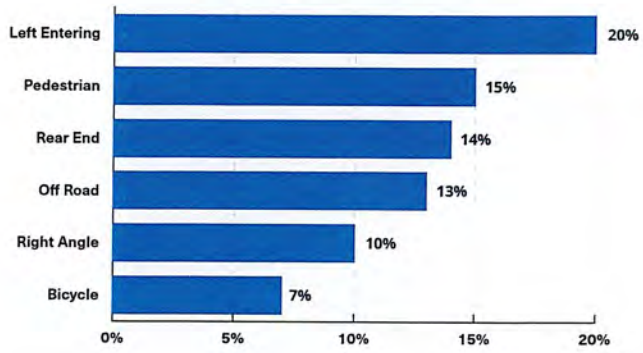
This stark disparity highlights the urgent need to prioritize the safety of people outside of vehicles—a core principle of the Safe System Approach. Designing streets that protect vulnerable road users through lower speeds, separated facilities, and safer crossings is essential to achieving Vision Zero.



CRASH TYPES

Six crash types account for 79% of all serious injury and fatal crashes in the City of Boca Raton. By focusing o n these common crash types and the conditions that cause them, the City can take a data-driven and proactive approach to improve safety—targeting high-risk areas and making changes before more crashes happen.

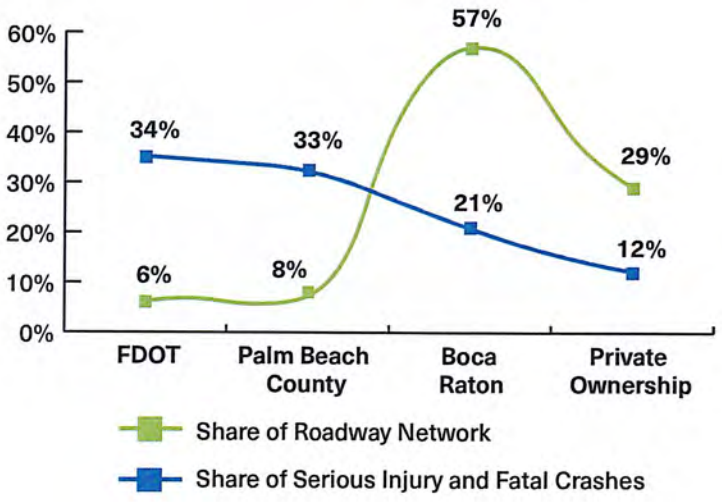
City of Boca Raton Crash Types



ROADWAY OWNERSHIP AND CRASH SEVERITY

Most severe crashes in the City of Boca Raton happen on roads not owned by the City. Although FDOT and Palm Beach County own just 14% of the roads, they account for 67% of serious injury and fatal crashes. In contrast, City-owned roads make up 57% of the network but only see 21% of these crashes. The City of Boca Raton also has many privately owned roads—such as those in gated communities, university campuses, and shopping centers—making coordination with state, county, and private partners essential to improving safety citywide.

City of Boca Raton Serious Injury and Fatal Crashes by Roadway Ownership



CRASHES BY TIME OF DAY

In the City of Boca Raton, 70% of serious crashes occur during daylight hours—a trend that sets the city apart from many others where severe crashes are more common at night.

- 41% of serious crashes happen between 10 a.m. and 3 p.m.
- 29% occur during morning and afternoon commutes

This pattern suggests that driver behavior, rather than poor visibility or weather conditions, is a major contributing factor to crash severity in the city. The data points to the need for daytime-focused safety strategies, such as speed management, intersection improvements, and public education campaigns targeting distracted and aggressive driving.

Severe Crashes by Time of Day and Day of Week: 2018 to 2023

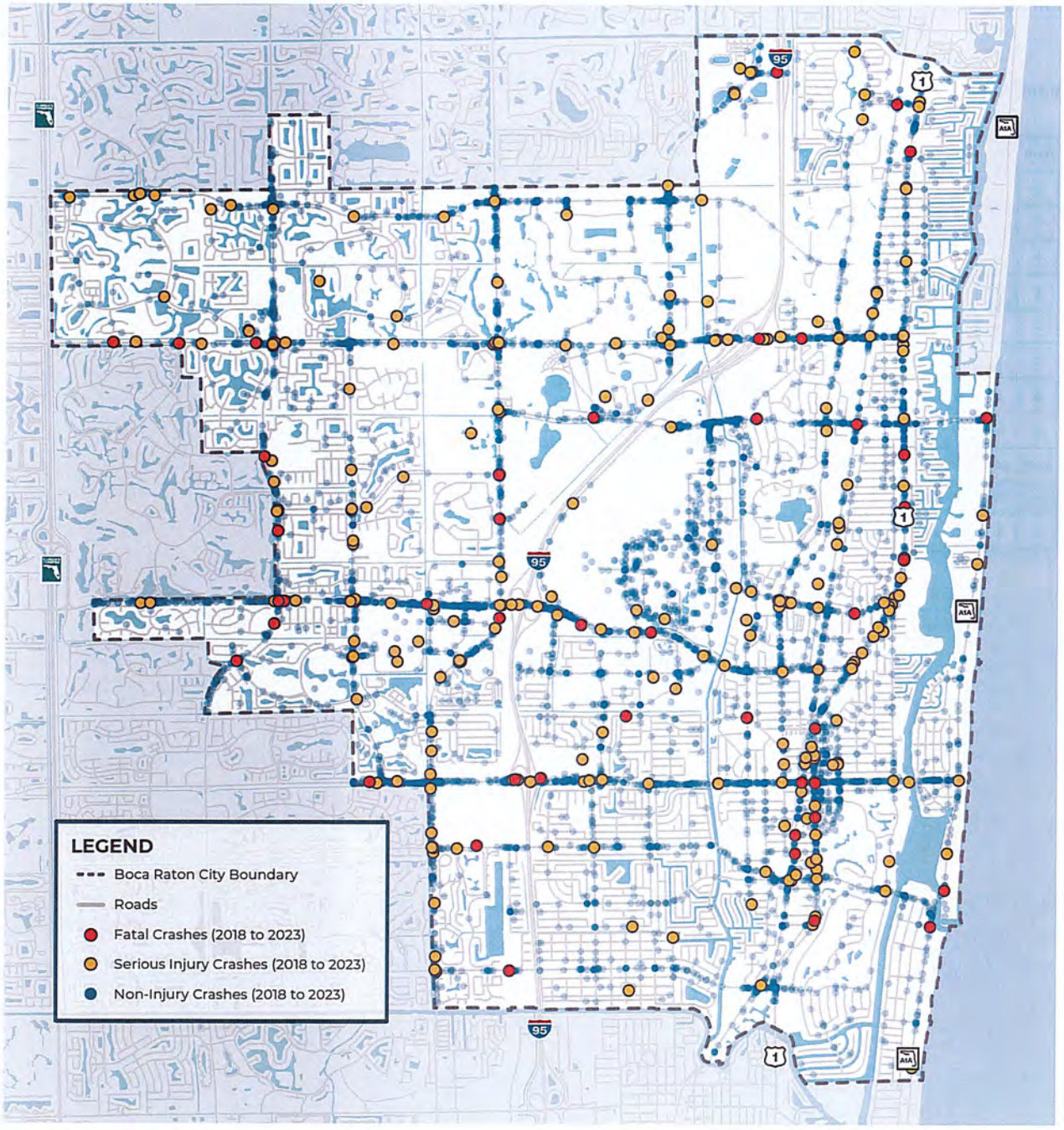
Day / Time	0:00	1:00	2:00	3:00	4:00	5:00	6:00	7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total
Sunday	1	1	0	0	1	3	1	0	0	1	5	3	3	1	4	1	3	1	5	1	2	1	1	0	39
Monday	1	2	2	0	0	0	2	3	2	3	3	3	4	5	2	2	1	3	5	2	4	2	1	1	53
Tuesday	0	0	0	1	0	0	0	2	3	4	4	0	6	2	4	5	1	3	1	1	2	2	1	2	44
Wednesday	1	1	0	0	0	0	3	3	2	7	2	2	5	2	2	2	1	3	0	5	1	2	2	1	47
Thursday	1	2	1	0	1	0	1	1	5	0	4	4	7	8	3	5	4	2	4	5	2	1	1	0	62
Friday	1	2	1	0	0	0	1	2	3	1	2	1	5	2	3	3	1	5	0	1	1	2	2	0	39
Saturday	1	1	4	1	0	2	1	1	0	0	0	3	1	1	4	0	0	1	3	2	2	2	0	2	32
Total	6	9	8	2	2	5	9	12	15	16	20	16	31	21	22	18	11	18	18	17	14	12	8	6	316
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	4	7	4	1	1	0	7	11	15	15	15	10	27	19	14	17	8	16	10	14	10	9	7	4	245
Weekend	2	2	4	1	1	5	2	1	0	1	5	6	4	2	8	1	3	2	8	3	4	3	1	2	71

Crash Map

This map shows where crashes occurred in the City of Boca Raton from 2018 to 2023. Non-serious injury crashes are shown in blue, serious injury crashes in yellow, and fatal crashes in red.

Crashes are spread throughout the city but are concentrated along major roads. In contrast, few serious injury and fatal crashes occur on neighborhood streets, highlighting the greater risk on high-speed, high-traffic corridors.

CITY OF BOCA RATON CRASH MAP (2018 TO 2023)



High Injury Network

The High Injury Network (HIN) highlights the roads in the City of Boca Raton where serious injury and fatal crashes are most concentrated. Although the HIN makes up just 9% of the city's road network, it accounts for 67% of all serious injury and fatal crashes over the past six years.

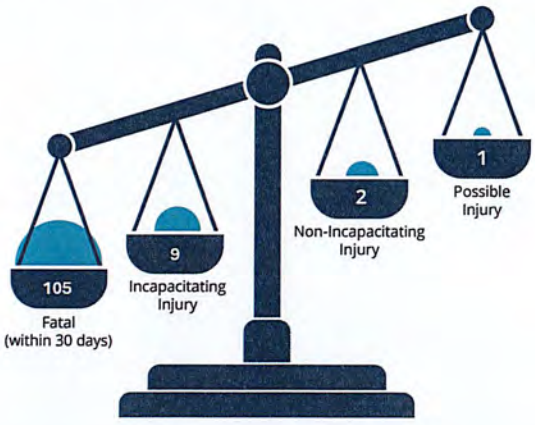
Creating the HIN is a requirement of the USDOT grant, but more importantly, it helps the City focus safety improvements where they're needed most.

The HIN was developed using a combination of:

- **Crash data analysis:** Roads were scored based on crash frequency and severity, using economic cost weights from the FDOT Design Manual.
- **Hotspot identification:** Additional data was used to highlight areas with frequent pedestrian, bicycle, and high-risk crash types.
- **Community input:** Public feedback helped identify areas of concern that may not have shown up in the data.
- **Engineering judgment:** Used to refine the network and define logical start and end points for each HIN segment.

This data-driven and community-informed approach ensures that safety investments are targeted and effective.

WEIGHTED SCORING COMPARISON BY CRASH SEVERITY



Crash Sevrity	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

Source: FDOT Design Manual;. Costs Updated to 2024 Dollars Using US Bureau of Labor Statistics Consumer Print Index (CPI) Inflation Calculator.

The City of Boca Raton HIN covers 34 centerline miles of roads in the city, which covers 9% of the total roadway network in the city.

The HIN segments were identified based on need, and then organized by roadway ownership for implementation purposes. See the Projects chapter of this Action Plan for detailed HIN breakdown by roadway ownership. The table below summarizes the HIN breakdown by roadway ownership and share of serious injury and fatal crashes on the City of Boca Raton HIN.

HIGH INJURY NETWORK SUMMARY TABLE

Ownership	HIN Miles	% of HIN Network	Serious Injury and Fatal Crashes on the HIN	Share of HIN Serious Injury and Fatal Crashes
FDOT	19	57%	102	49%
Palm Beach County	5	14%	75	36%
City of Boca Raton	9	26%	31	15%
Private	1	3%	0	0%
TOTAL	34	100%	208	100%

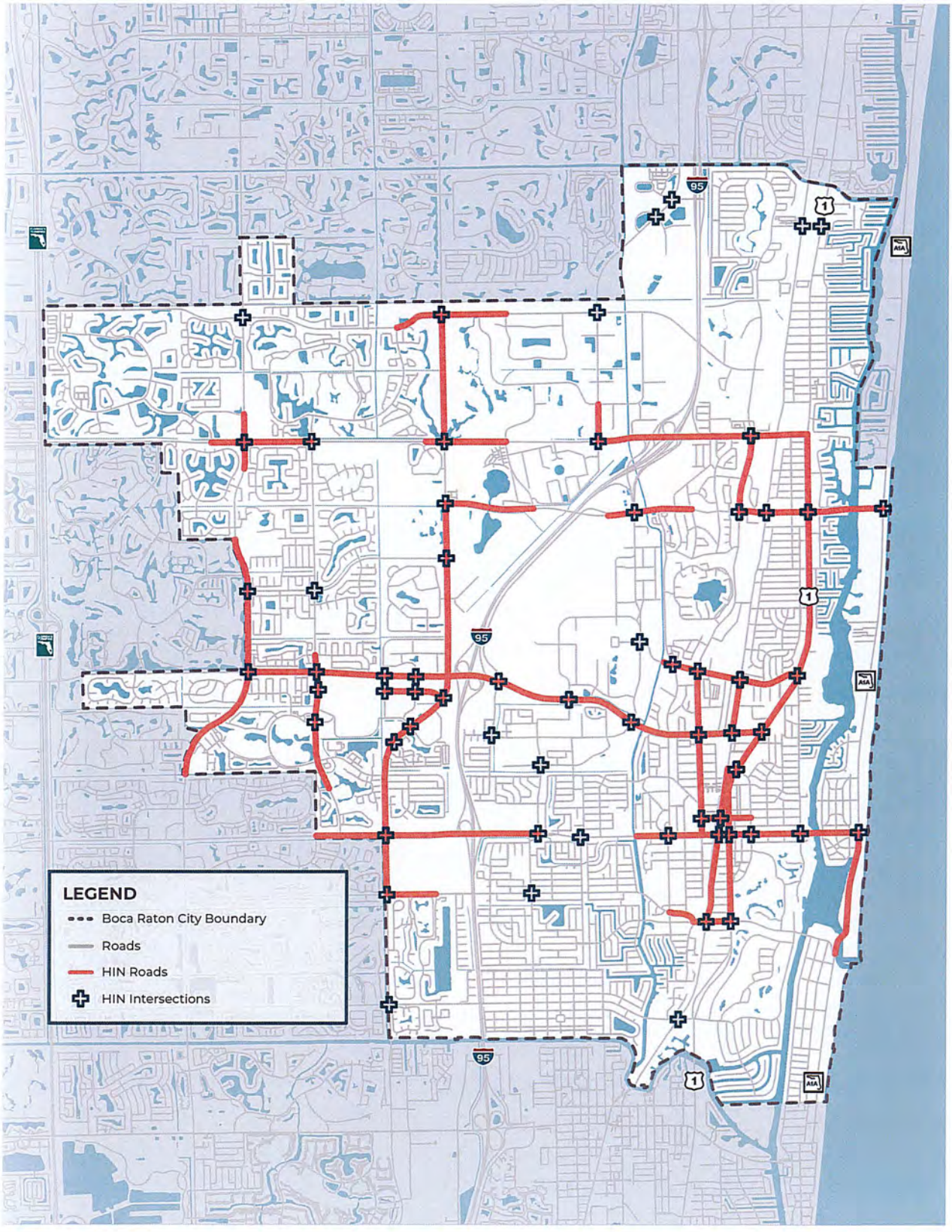
The City of Boca Raton also includes 63 priority intersections. Intersections are a major focus for improving roadway safety in Boca Raton. Over the past six years:

- 34% of all crashes occur at intersections
- 52% of serious injury and fatal crashes were at intersections.

Making intersection improvements is essential to achieving the City's Vision Zero goals.

Intersections were ranked using a severity score, based on the ratio of serious injury and fatal crashes to total crashes. The location of the priority intersections is show on the HIN map on the next page.

CITY OF BOCA RATON HIGH INJURY NETWORK AND INTERSECTION MAP

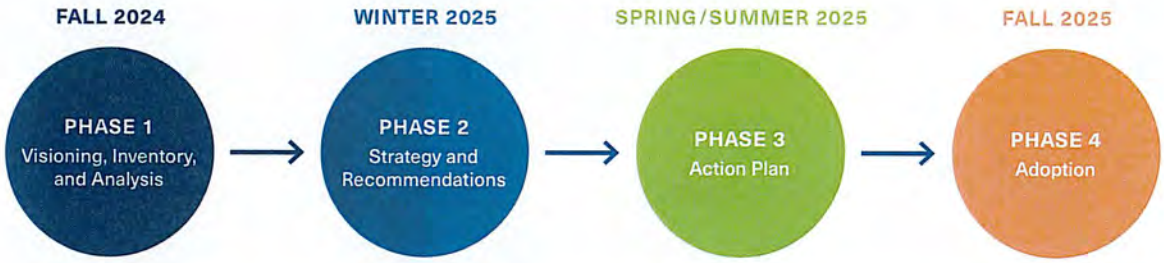


4. Public Input & Community Engagement

Planning Process

The City of Boca Raton's Vision Zero Action Plan was developed through a collaborative effort between the City, the community, and regional partners. The process began with a data-driven analysis of crash trends, followed by community meetings, an online survey, and technical discussions with agencies like FDOT and the Palm Beach MPO. By combining data with community input, the plan reflects the real needs and priorities of the City of Boca Raton.

PLANNING PROCESS



COMMUNITY ENGAGEMENT

IN-PERSON MEETINGS

In-person meetings included:

- **Public kickoff meeting in October 2024**
- **Three neighborhood meetings in January 2025**

ONLINE SURVEY

The online survey was open from October 2024 to January 2025. The survey included a series of questions, as well as an interactive map where people can place points at specific locations. Participation included 332 responses to survey questions and 146 comments on the interactive map.

REGIONAL & TECHNICAL COLLABORATION

A series of technical coordination meetings were held over the course of the planning process. Participants included city departments, public safety officials, Florida Department of Transportation, Palm Beach County, and Palm Beach MPO.

Key Themes

Community members were given multiple opportunities and avenues to provide input on what and where the traffic safety issues are in the City of Boca Raton. Lists of key concerns and highly named streets were derived from the collection of online surveys, in-person meetings, and map comments collected during the community engagement process. See Appendix B: Community Input Details for more detailed information from the online survey.

KEY DRIVING SAFETY CONCERNS

- Distracted Driving
- Speeding & Red-Light Running
- Aggressive Driving
- More Police Enforcement
- Confusing & Unsafe Intersections (lack of ROW clarity)
- Blindspots
- Unsafe U-Turns & Left-Turns
- Blocked Traffic Flow (because of illegal turns)
- Cyclist Ignoring Traffic Laws

KEY PED/BIKE CONCERNS

- Unsafe Crossings (not enough time to cross)
- Obstructed Visibility (drivers seeing pedestrians)
- Push Button Accessibility
- Speeding Concerns
- Bike Lane Gaps
- Incomplete Sidewalk Infrastructure
- Trail Expansion
- Sidewalk & Trail Connectivity
- High Traffic Areas Lacking Safe/Protected Ped/Bike Infrastructure
- More Pedestrian Infrastructure (RRFBs, refuge islands)

KEY INFRASTRUCTURE CONCERNS

- Roundabout Design Issues (too narrow causing vehicles to shift off-road)
- Ineffective Traffic Controls (ignored signage/lack of consequences)
- Inadequate Public Transportation & Alternatives
- Better Lighting Along Roadways, Bus Stops, & High Pedestrian Areas
- Adequate & Increased ADA Accessibility
- High Traffic Congestion

Top Streets Named For Safety Concerns

- **Glades Road:** Heavy traffic, especially near I-95 and major intersections, inconsistent bike lanes, difficult pedestrian crossings
- **Palmetto Park Road:** Constant speeding, dangerous pedestrian conditions, high traffic volume, risky intersections and red-light running, and roadside parking issues
- **Military Trail:** High speeds, aggressive driving, unsafe biking conditions, not pedestrian friendly
- **A1A:** Unsafe for biking, speeding and aggressive driving, lack of protective bike/ped infrastructure, high crass volume
- **Dixie Highway:** Dangerous pedestrian crossings, high speed and minimal enforcement, poor visibility at intersections, and unsafe biking conditions
- **Federal Highway (US1):** Heavy traffic, poor pedestrian safety, and dangerous turns
- **NW 2nd Avenue:** Speeding, unsafe intersections, and high-risk pedestrian areas
- **Camino Real:** Narrow lanes, unsafe for bike/ped, speeding, and problematic bridge crossing
- **Spanish River Boulevard:** Dangerous crosswalks, speeding unsafe for beachgoers, limited pedestrian protection, and high traffic near FAU and I-95
- **SW 18th Street:** Difficult roadway – curved road, narrow lanes, and speeding drivers, push buttons ignored, cars don't stop
- **Yamato Road:** High speed, unsafe crossings, and poor bike infrastructure
- **Congress Avenue:** Poor lighting, high traffic volume, and dangerous intersections

Quotes

"All major roads are not safe for bicyclists."

[Describe Your City] "Beautiful but not friendly for pedestrians."

[Clint Moore Rd.] "Bad walkability."

"More police presence – ticketing is not enough. People just pay the fine and continue poor driving practices."

[Describe Your City] "Beautiful but not accessible friendly for wheelchairs & mobility scooters."

"Drivers do not respect pedestrians, and they also speedy."

"Numerous times traffic has been disrupted by a gang on bicycles and motorbikes. Young kids. They have no regard for the traffic, nor the safety of themselves. Riding dangerously and recklessly."

"Create shared use trail from Camino to Palmetto."

"Folks always ignore the no turn on red here. It is a crazy intersection for pedestrians." [N Federal Hwy.]

"No sidewalk on Camino Real!"

"Crack down on drivers who block the intersection!"

"Needs a pedestrian triggered light." [NE 5th Ave.]

[Boca Raton Transportation Safety in 10 years] "Walkable streets can connect communities, major intersections are reconfigured to be safer for drivers and pedestrians. Pedestrians in some places have exclusive phasing or have automatic walk signals per light cycle. Protected and dedicated cyclepaths and sidewalks connect communities to retail and other resources."

"It's impossible to walk or bike safely anywhere in the city."

"Slow down vehicular traffic."

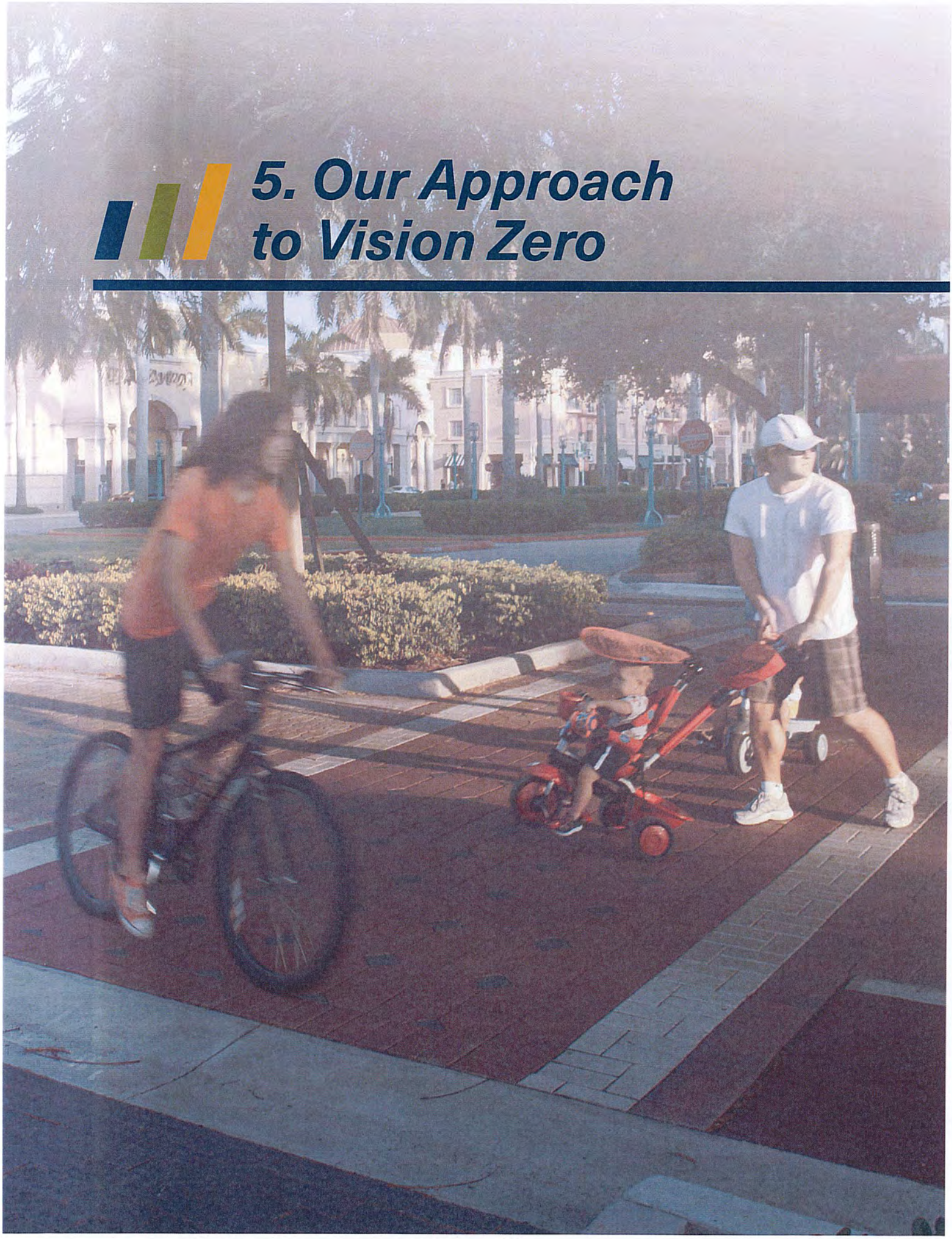
"Daily traffic backups, drivers passing in no passing zones."

"Dedicated legit bike lanes so that bicyclists and motorists are no longer fighting for the same piece of pavement."

"Busy intersection, drivers speeding, drivers running red lights, drivers not paying attention to pedestrians." [North Dixie Hwy]

"Walking is dangerous."

5. Our Approach to Vision Zero



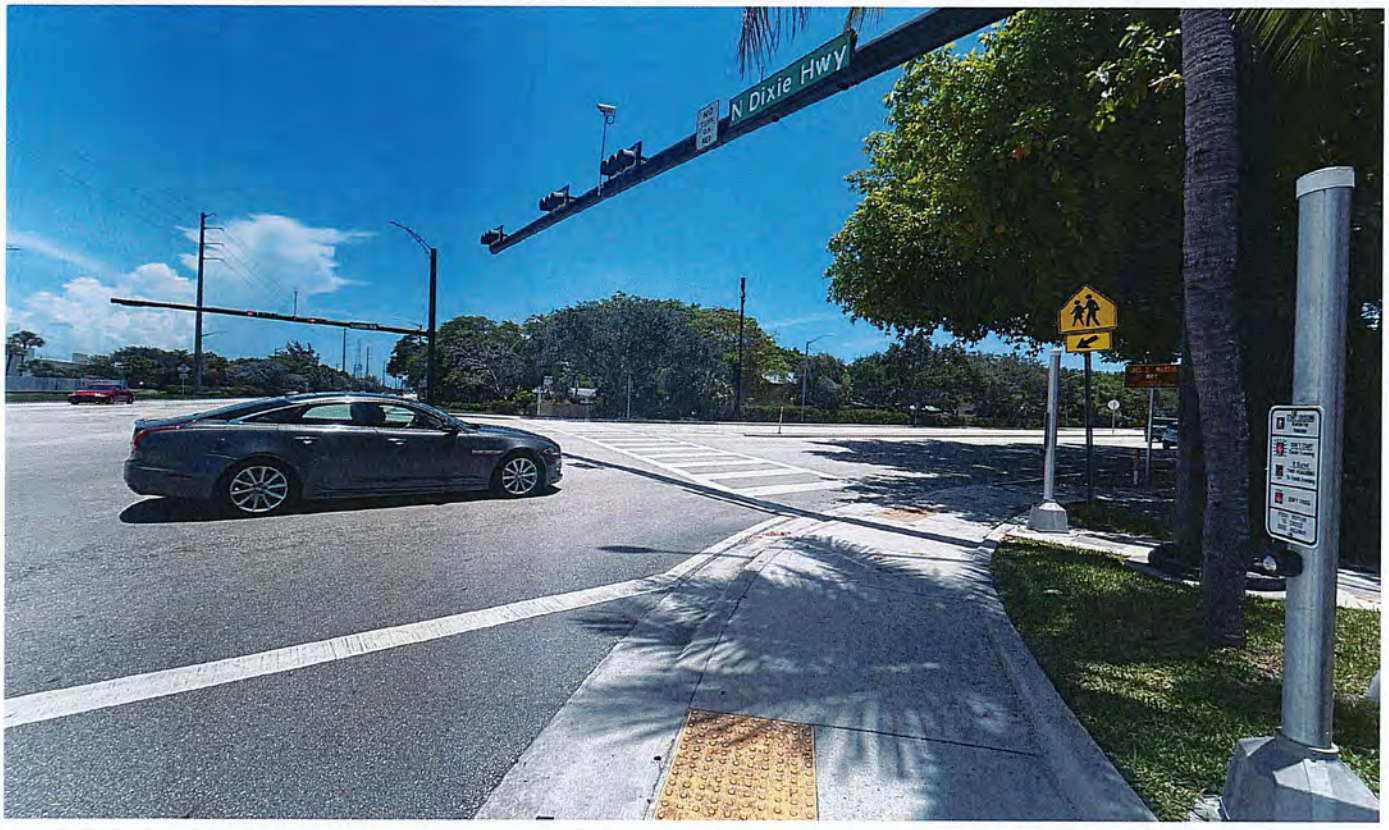
Chapter Introduction

Policies and programs are essential to translating Boca Raton's Vision Zero commitment into consistent, long term safety outcomes. While projects deliver physical safety improvements on specific streets, **policies establish the rules and expectations that guide decisions,** and **programs provide the mechanisms to deliver, prioritize, and sustain safety investments over time.** Together, they ensure that traffic safety is embedded into everyday City operations—not addressed only when crashes occur.

The policies in this chapter focus on institutionalizing safety across planning, design, operations, enforcement, and emergency response. They are designed to align City practices with the **Safe System Approach and Vision Zero principles,** prioritize vulnerable roadway users, focus resources on high-risk locations such as the **High-Injury Network (HIN),** and strengthen coordination with regional agencies. These policy actions help ensure that safety considerations are consistently applied across departments, projects, and development decisions.

The programs outlined in this chapter provide the structure needed to implement policies in a measurable and predictable way. These programs move Boca Raton from a reactive approach to a **proactive, data-driven strategy** that delivers targeted safety improvements, education, enforcement, and emergency response enhancements year after year. Programs emphasize coordination across City departments and with external partners, while allowing flexibility to adapt to new data and emerging best practices.

Together, the recommended policies and programs create the foundation for achieving Vision Zero in Boca Raton. They support safer street design, reinforce behavior change, improve accountability, and ensure that life saving strategies are applied consistently—maximizing the impact of both near term actions and long term investments.



Grounded in Data and Community Input

The recommended policies and programs are informed by crash analysis and community feedback collected during the planning process.

KEY FINDINGS

Arterial roads represent 11% of the street network but account for 67% of fatal and serious injury crashes, highlighting the need for targeted safety strategies on major corridors.

People walking face a 20% higher risk of serious injury or death, and **people biking face an 8% higher risk,** reinforcing the importance of prioritizing vulnerable roadway users.

87% of severe crashes occur on roads with speed limits of 35 mph or higher, underscoring the critical role of speed management.

Boca Raton experiences an average of **seven crashes per day,** including approximately **four fatal or serious injury crashes each month.**

IMPORTANCE OF POST CRASH CARE

Crash data and national research also emphasize the role of emergency response:

- **40% of people who die in crashes are still alive when first responders arrive,** demonstrating the life saving potential of faster and more effective post crash care.
- **EMS workers are injured at four times the national average,** highlighting the need to improve responder safety while enhancing response effectiveness.

Community Priorities

Community input reinforced data findings, with residents consistently expressing concerns about:

- Unsafe conditions on major roadways
- Gaps in sidewalk and bicycle infrastructure
- Aggressive and reckless driving behavior

These policies and programs provide the framework and actions needed to achieve lasting reductions in fatal and serious injury crashes in Boca Raton.

CITY OF BOCA RATON VISION ZERO POLICIES AND PROGRAMS

	Recommendation	Purpose	Implementation
POLICIES			
Policy 1: Safe Streets & Speed Management	Adopt a unified Safe Streets and speed management policy that prioritizes safety, accessibility, and lower vehicle speeds through design, operations, and work zone practices.	Reduce fatal and serious injury crashes by aligning street design and speed decisions with Safe System and Vision Zero principles, especially on high-risk corridors.	Update design standards and speed policies, review and update safe pedestrian and bike access requirements during construction, and use regular speed studies to guide speed management actions.
Policy 2: Vulnerable Road User Priority	Institutionalize priority for people walking, biking, and using mobility devices in all transportation planning and development approvals.	Address the disproportionate risk faced by vulnerable road users and ensure accessibility and safety are core decision-making criteria.	Update codes and standards (sidewalks, bikeways, ADA), require walkable site design in new development, establish slow zones near schools and parks, and coordinate rail safety efforts.
Policy 3: High Injury Network (HIN) Integration	Formally integrate the High Injury Network into all capital project planning and development review processes.	Ensure limited resources are focused where severe crashes are most concentrated for maximum life-saving impact.	Require HIN screening for all City projects and development applications, and use annual safety data updates to guide priorities and refinements.
Policy 4: Data-Driven Enforcement & Regional Coordination	Support equitable, data-informed enforcement and strengthen coordination with regional and state partners.	Target high-risk behaviors and locations while improving consistency across jurisdictional boundaries.	Pursue enforcement grants annually, focus enforcement on HIN locations, align messaging with education campaigns, and coordinate with regional partners including FDOT, Palm Beach County, and the Palm Beach MPO.
Policy 5: Post-Crash Care & Emergency Response	Adopt a comprehensive post-crash response policy to reduce response times and improve survivability after severe crashes.	Recognize emergency response as a critical component of traffic safety, not just an operational function.	Deploy signal preemption, improve crash notification and dispatch procedures, review and update trauma routing, and integrate emerging response technologies where feasible.
PROGRAMS			
Program 1: High Injury Network Safety Investment Program	Deliver annual, data-driven safety improvements on High Injury Network corridors and intersections.	Move from reactive projects to a predictable, systematic approach to reducing severe crashes.	Develop an annual HIN work plan, coordinate improvements across City, County, and FDOT roadways, and apply proven safety treatments with measurable outcomes.
Program 2: Vulnerable Road User Infrastructure & Pilot Program	Advance permanent and pilot infrastructure improvements that protect people walking, biking, and accessing transit.	Improve safety and comfort for vulnerable users while testing innovative solutions before wider deployment.	Close sidewalk gaps, improve lighting at high-risk locations, implement quick-build pilots, and conduct safety audits at transit hubs.
Program 3: Community Safety Education & Behavior Change	Operate a coordinated safety education program focused on high-risk audiences and seasons.	Address aggressive and unsafe driving behaviors through consistent, targeted outreach and education.	Deliver safety campaigns for students, seniors, and campus users; support Safe Routes to School; and distribute safety materials at City events.
Program 4: Coordinated Enforcement & Safety Campaigns	Align targeted enforcement with education and communications to reinforce safe travel behavior.	Increase compliance and transparency while focusing enforcement where safety benefits are greatest.	Conduct quarterly HIN-focused enforcement campaigns, secure enforcement grants, and pair enforcement efforts with public messaging.
Program 5: Emergency Response & Responder Safety	Improve first responder readiness, safety, and operational efficiency during crash response.	Reduce preventable deaths and protect emergency personnel through faster, better-coordinated response.	Provide Vision Zero–aligned training, optimize response times, review and update priority trauma routes, and enhance on-scene medical capabilities.

6. Project Chapter

Project Recommendations Overview

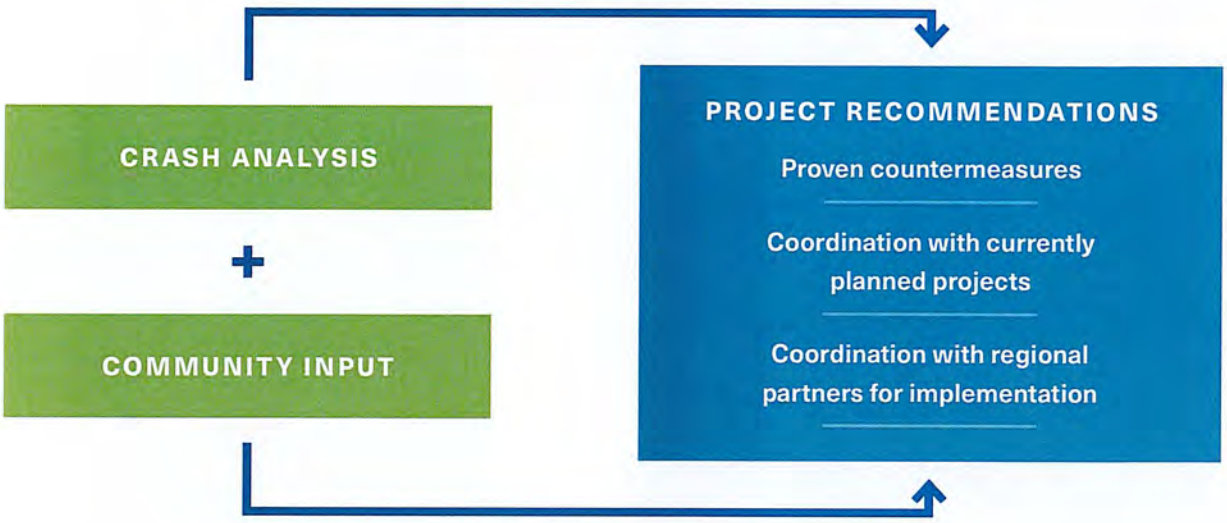
Project recommendations in this Action Plan are based on the High Injury Network (HIN) and organized by roadway ownership. Intersections with high crash frequency are highlighted separately, especially where roads owned by different agencies—like FDOT and the City—meet. These areas will require coordination between agencies.

Each jurisdiction's project summaries include:

- **Crash Trends & Contributing Factors:** A summary of the most common crash types and roadway conditions to understand what's causing the problem.
- **Recommended Safety Strategies:** Initial countermeasures selected using the USDOT Proven Safety Countermeasures Tool, tailored to the road type, traffic volume, and crash patterns. These are starting points and may be refined through further study.

Note: No single solution will fix every issue. A mix of strategies is needed to effectively reduce crash severity and improve safety.

Project Recommendations Development and Implementation Diagram

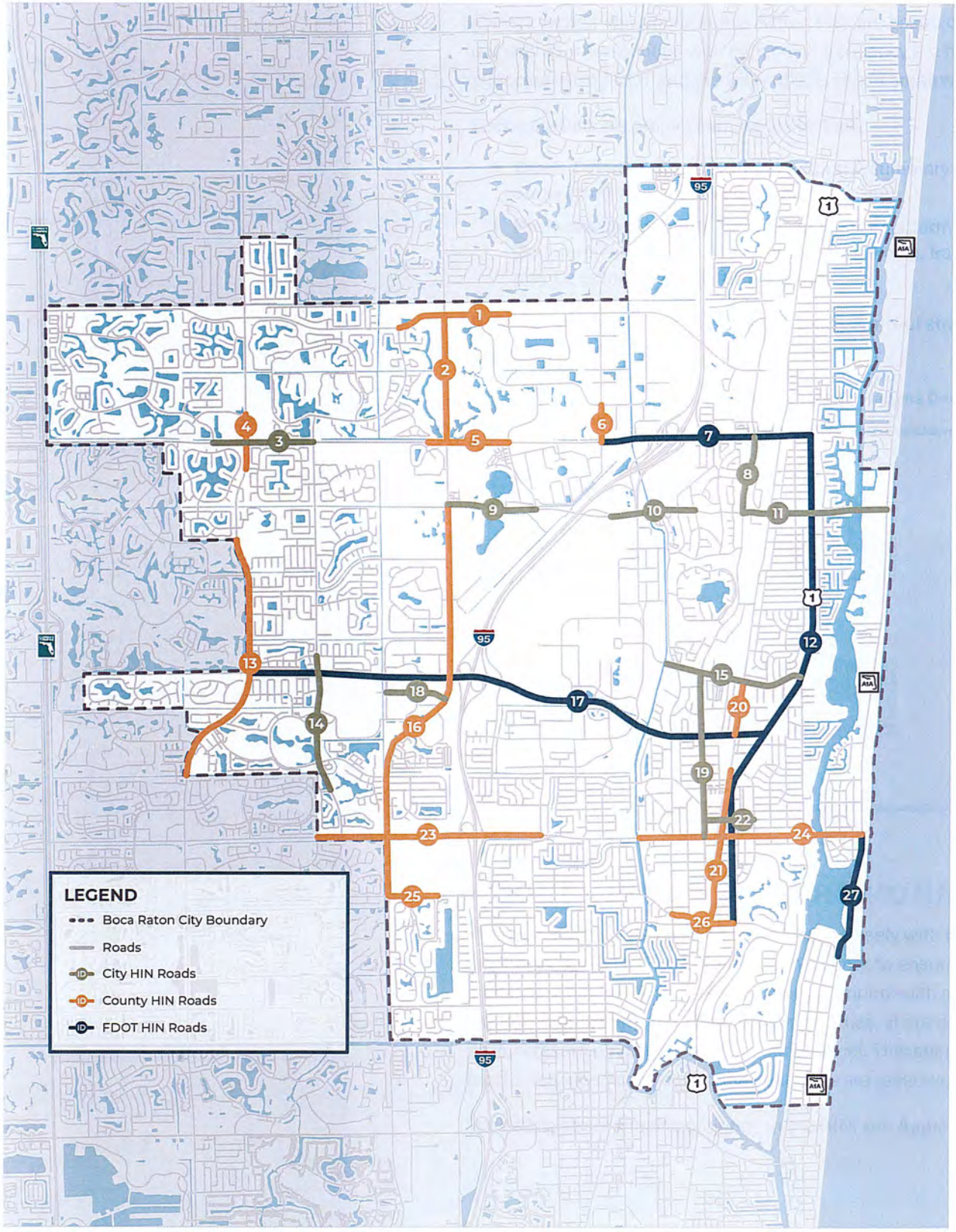


COORDINATION WITH REGIONAL PARTNERS

Project implementation will be coordinated closely with regional partners, particularly the Florida Department of Transportation (FDOT) and Palm Beach County, to ensure Vision Zero strategies are applied consistently across jurisdictional boundaries. Because many corridors with severe crashes are owned or operated by these agencies, the City will collaborate early and often to align priorities, share data, and integrate Vision Zero principles into roadway planning, design, resurfacing, and maintenance projects. This coordination will help leverage regional resources and ensure that local safety needs and community priorities are reflected in partner-led projects.

For details about specific projects on the HIN, see Appendix A: Project and Intersection Summary Sheets.

CITY OF BOCA RATON HIN PROJECT MAP (ALL PROJECTS)



CITY OF BOCA RATON HIN PROJECT LIST (ALL JURISDICTIONS)

Map ID	Roadway	To	From	Length (Miles)	Total Crashes	Total Severe Crashes
1	Clint Moore Road	Willow Springs Drive	W Rogers Circle	0.9	261	3
2	N Military Trail	Clint Moore Road	W Yamato Road	1.0	99	1
3	W Yamato Road	NW 55th Diagonal	St Andrews Boulevard	0.8	331	9
4	S Jog Road	NW 55th Street	NW 46th Street	0.4	248	4
5	W Yamato Road	NW 24th Court	Broken Sound Boulevard	0.6	296	7
6	Congress Avenue	Broken Sound Parkway	W Yamato Road	0.3	217	3
7	W Yamato Road	Congress Avenue	Federal Highway	1.6	980	18
8	NW 2nd Avenue	NW 51st Street	NW Spanish River Boulevard	0.6	283	5
9	NW Spanish River Boulevard	N Military Trail	Broken Sound Boulevard	0.7	192	3
10	NW Spanish River Boulevard	Airport Road	NW 4th Avenue	0.6	238	1
11	NE Spanish River Boulevard	NW 2nd Avenue	N Ocean Boulevard	1.1	445	5
12	N Federal Highway	W Yamato Road	E Camino Real	3.9	1,541	43
13	S Jog Road/ Powerline Road	Equestrian Drive	Via Firenze/City Limits	2.0	452	11
14	St Andrews Boulevard	NW 23rd Drive	Town Club Boulevard	1.0	426	9
15	NE/NW 20th Street	NW 20th Street	Federal Highway	1.1	439	12
16	N Military Trail	NW Spanish River Boulevard	W Camino Real	3.2	1,095	30
17	W Glades Road	S Jog Road	Federal Highway	4.0	2,454	32
18	NW 19th Street	Butts Road	N Military Trail	0.5	191	3
19	NW 2nd Avenue	NW 20th Street	W Palmetto Park Road	1.2	331	7
20	N Dixie Highway	NE 20th Street	W Glades Road	0.4	221	2
21	N Dixie Highway	NE 8th Street	E Camino Real	1.2	505	6
22	NE 2nd Street	NE 2nd Avenue	NE Mizner Boulevard	0.4	210	7
23	W Palmetto Park Road	Boca del Mar Drive	NW 12th Avenue	1.7	1,011	13
24	E Palmetto Park Road	SW 7th Avenue	S Ocean Boulevard	1.7	933	9
25	W Camino Real	S Military Trail	SW 19th Avenue	0.4	137	8
26	E Camino Real	SW 4th Avenue	Federal Highway	0.5	355	5
27	S Ocean Boulevard	E Palmetto Park Road	E Camino Real	1.0	103	3

Note: "Total Crashes" refers to the number of crashes recorded on each segment from 2018 to 2023. "Total Severe Crashes" refers to the number of serious injury and fatal crashes recorded on each segment from 2018 to 2023.

Project Jurisdiction: City of Boca Raton

City-owned streets make up 26% of the City of Boca Raton's High Injury Network (HIN) and account for nearly 30% of serious injury and fatal crashes on the HIN over the past five years. These corridors present key opportunities for the City to implement targeted safety improvements.

Primary City-Owned HIN Corridors

- Saint Andrews Boulevard
- 19th Street
- Palmetto Park Road
- 20th Street
- Spanish River Boulevard
- 2nd Avenue

These corridors include a mix of urban and suburban settings, with arterial and collector classifications, moderate to high traffic volumes, and speed limits ranging from 25 to 45 MPH.

CRASH TRENDS AND CONTRIBUTING FACTORS

Along Corridors (Midblock)

- Rear-end crashes (26% ,1,553 crashes)
- Sideswipe, same direction crashes (8%, 477 crashes)
- Left-turn crashes (8%, 474 crashes)
- Angle crashes (313) (5%, 313 crashes)
- Head-on collisions (1%, 30 crashes)

At Intersections

- Rear-end and Sideswipe, same direction crashes (18%, 1,093 crashes)
- Angle and turning (left and right turns) crashes (8%, 460 crashes)
- Crashes involving pedestrians and bicyclists (1%, crashes)

RECOMMENDED COUNTERMEASURE FOCUS

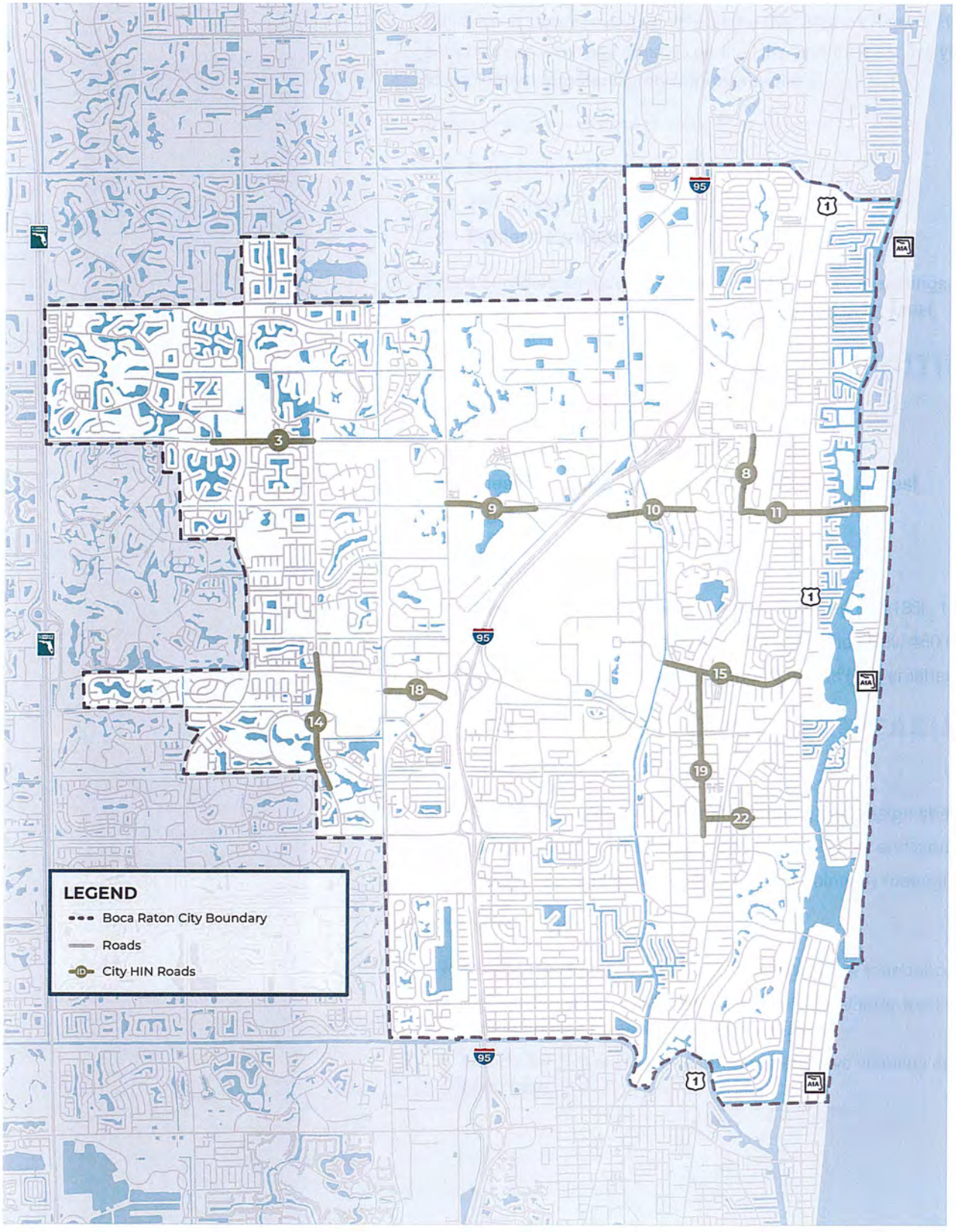
Midblock Segments

- **Speed Management:** Use traffic calming and design changes to reduce vehicle speeds.
- **Separation of Modes:** Add protected bike lanes and sidewalks to separate people walking and biking from traffic.
- **Access Management:** Reduce conflict points by managing driveways and turning movements.

Intersections

- **Conflict Reduction:** Add dedicated turn lanes, roundabouts, and improve signal timing.
- **Pedestrian & Bicycle Safety:** Install refuge islands, leading pedestrian intervals (LPIs), enhanced crosswalks, and protected bike lanes through intersections.
- **Needs for DriversDriver Guidance:** Improve visibility and clarity with signal backplates, longer yellow lights, and clear lane.

CITY OF BOCA RATON PROJECT MAP



CITY OF BOCA RATON HIN PROJECT LIST

Map ID	Roadway	To	From	Length (Miles)	Total Crashes	Total Severe Crashes
3	W Yamato Road	NW 55th Diagonal	St Andrews Boulevard	0.8	331	9
8	NW 2nd Avenue	NW 51st Street	NW Spanish River Boulevard	0.6	283	5
9	NW Spanish River Boulevard	N Military Trail	Broken Sound Boulevard	0.7	192	3
10	NW Spanish River Boulevard	Airport Road	NW 4th Avenue	0.6	238	1
11	NE Spanish River Boulevard	NW 2nd Avenue	N Ocean Boulevard	1.1	445	5
14	St Andrews Boulevard	NW 23rd Drive	Town Club Boulevard	1.0	426	9
15	NE/NW 20th Street	NW 20th Street	Federal Highway	1.1	439	12
18	NW 19th Street	Butts Road	N Military Trail	0.5	191	3
19	NW 2nd Avenue	NW 20th Street	W Palmetto Park Road	1.2	331	7
22	NE 2nd Street	NE 2nd Avenue	NE Mizner Boulevard	0.4	210	7
24	E Palmetto Park Road	SW 7th Avenue	S Ocean Boulevard	1.7	933	9

Note: "Total Crashes" refers to the number of crashes recorded on each segment from 2018 to 2023. "Total Severe Crashes" refers to the number of serious injury and fatal crashes recorded on each segment from 2018 to 2023.

Project Jurisdiction: Florida Department of Transportation (FDOT)

FDOT roadways make up 36% of the City of Boca Raton's High Injury Network (HIN) but account for 49% of all serious injury and fatal crashes over the past five years. This highlights the critical role these corridors play in improving roadway safety.

Primary FDOT HIN Corridors

- Yamato Road
- US-1 / Federal Highway
- Spanish River Boulevard
- Glades Road
- A1A / Ocean Boulevard

These are high-traffic urban and suburban arterials with speed limits between 35 and 45 MPH.

CRASH TRENDS AND CONTRIBUTING FACTORS

Midblock Segments

Crashes between intersections are often linked to speed, turning movements, and lane changes.

- Rear-end crashes (2,559 crashes)
- Sideswipe, same direction crashes (821 crashes)
- Left-turn crashes (430 crashes)
- Angle crashes (237 crashes)

Intersections

Intersections are common sites for crashes involving turning vehicles and vulnerable road users.

- Rear-end and Sideswipe, same direction crashes (808 crashes)
- Angle and turning (left and right turns) crashes (257 crashes)
- Pedestrian and bicycle-involved crashes (49 crashes)

RECOMMENDED COUNTERMEASURE FOCUS

Midblock Segments

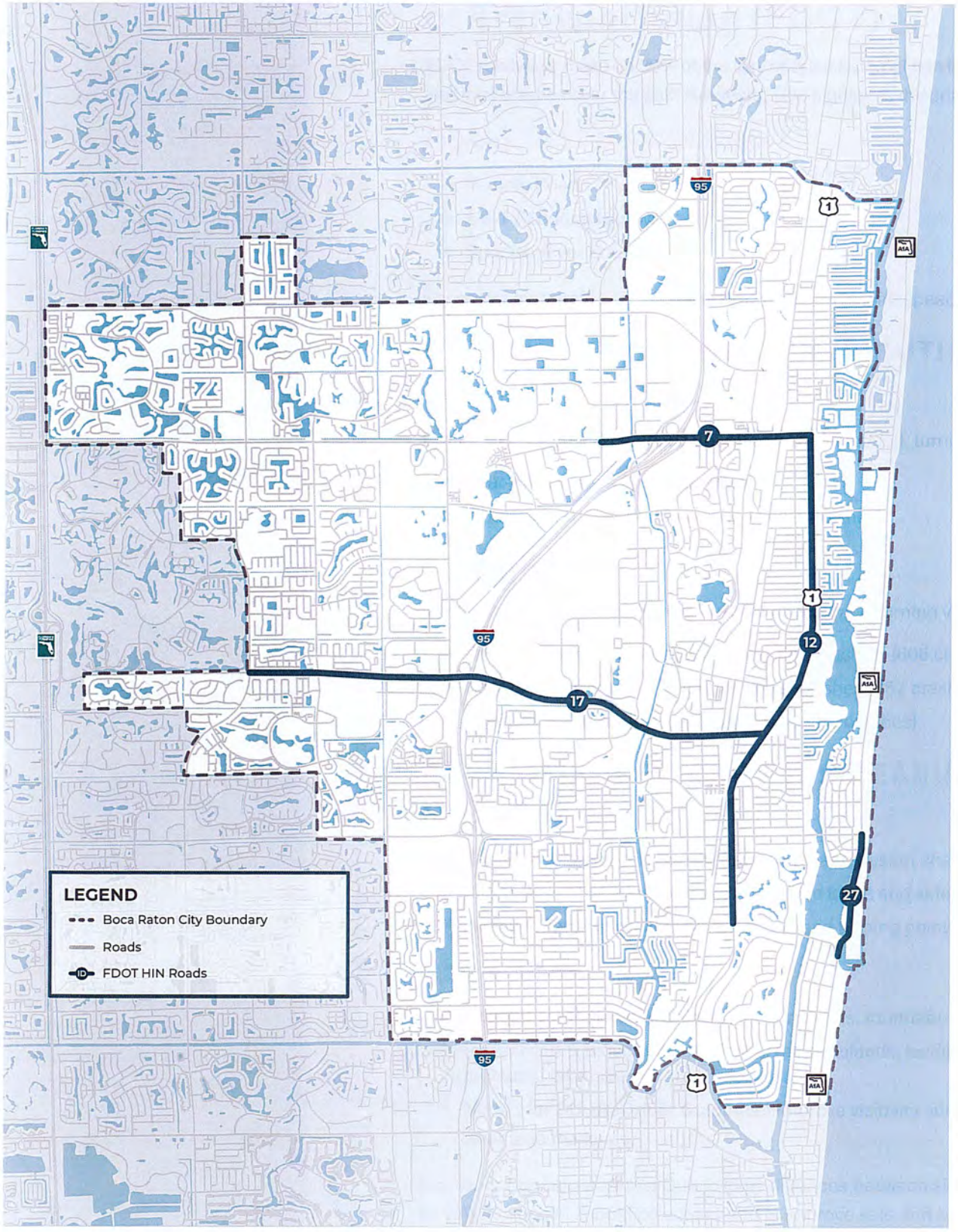
- **Speed Management:** Use traffic calming and design changes to reduce speeds.
- **Separation of Modes:** Add protected bike lanes and sidewalks.
- **Access Management:** Limit driveways and turning points to reduce conflict areas.

Intersections

- **Conflict Reduction:** Add dedicated turn lanes, roundabouts, and improve signal timing.
- **Pedestrian & Bicycle Safety:** Install refuge islands, leading pedestrian intervals (LPIs), enhanced crosswalks, and protected bike lanes through intersections.
- **Needs for DriversDriver Guidance:** Improve visibility and clarity with signal backplates, longer yellow lights, and clear lane markings.

Additional Considerations: Due to long distances between signalized intersections, midblock pedestrian signals (such as HAWK signals) should be considered to improve safe and convenient crossings for people walking and biking.

FDOT HIN PROJECT MAP



FDOT HIN PROJECT LIST

Project ID	Roadway	To	From	Length (Miles)	Total Crashes	Total Severe Crashes
7	W Yamato Road	Congress Avenue	Federal Highway	1.6	980	18
12	N Federal Highway	W Yamato Road	E Camino Real	3.9	1,541	43
17	W Glades Road	S Jog Road	Federal Highway	4.0	2,454	32
27	S Ocean Boulevard	E Palmetto Park Road	E Camino Real	1.0	103	3

Note: "Total Crashes" refers to the number of crashes recorded on each segment from 2018 to 2023. "Total Severe Crashes" refers to the number of serious injury and fatal crashes recorded on each segment from 2018 to 2023.

Project Jurisdiction: Palm Beach County

Palm Beach County roadways make up 39% of the City of Boca Raton's High Injury Network (HIN) and account for 36% of serious injury and fatal crashes over the past five years. These corridors are key to improving safety outcomes in the city.

Primary County HIN Corridors

- Military Trail
- Jog Road / Powerline Road
- Spanish River Boulevard
- Glades Road
- A1A / Ocean Boulevard

These are urban and suburban arterials with high traffic volumes (over 25,000 vehicles per day) and speed limits between 35 and 45 MPH.

CRASH TRENDS AND CONTRIBUTING FACTORS

Midblock Segments

Crashes are often linked to speed, turning movements, and lane changes.

- Rear-end angle crashes (2,234 crashes)
- Sideswipe, same direction left-turn crashes (725 crashes)
- Angle and left-turn rear-end crashes (788 crashes)
- Head-on collisions sideswipe (same direction) (34 crashes)

Intersections

Crashes frequently involve turning vehicles and rear-end or sideswipe collisions.

- Rear-end and Sideswipe, same direction crashes (2,229 crashes)Angle and turning crashes (left and right turns)
- Angle and turning (right and left turns) crashes (819 crashes)Rear-end and sideswipe crashes

RECOMMENDED COUNTERMEASURE FOCUS

Midblock Segments

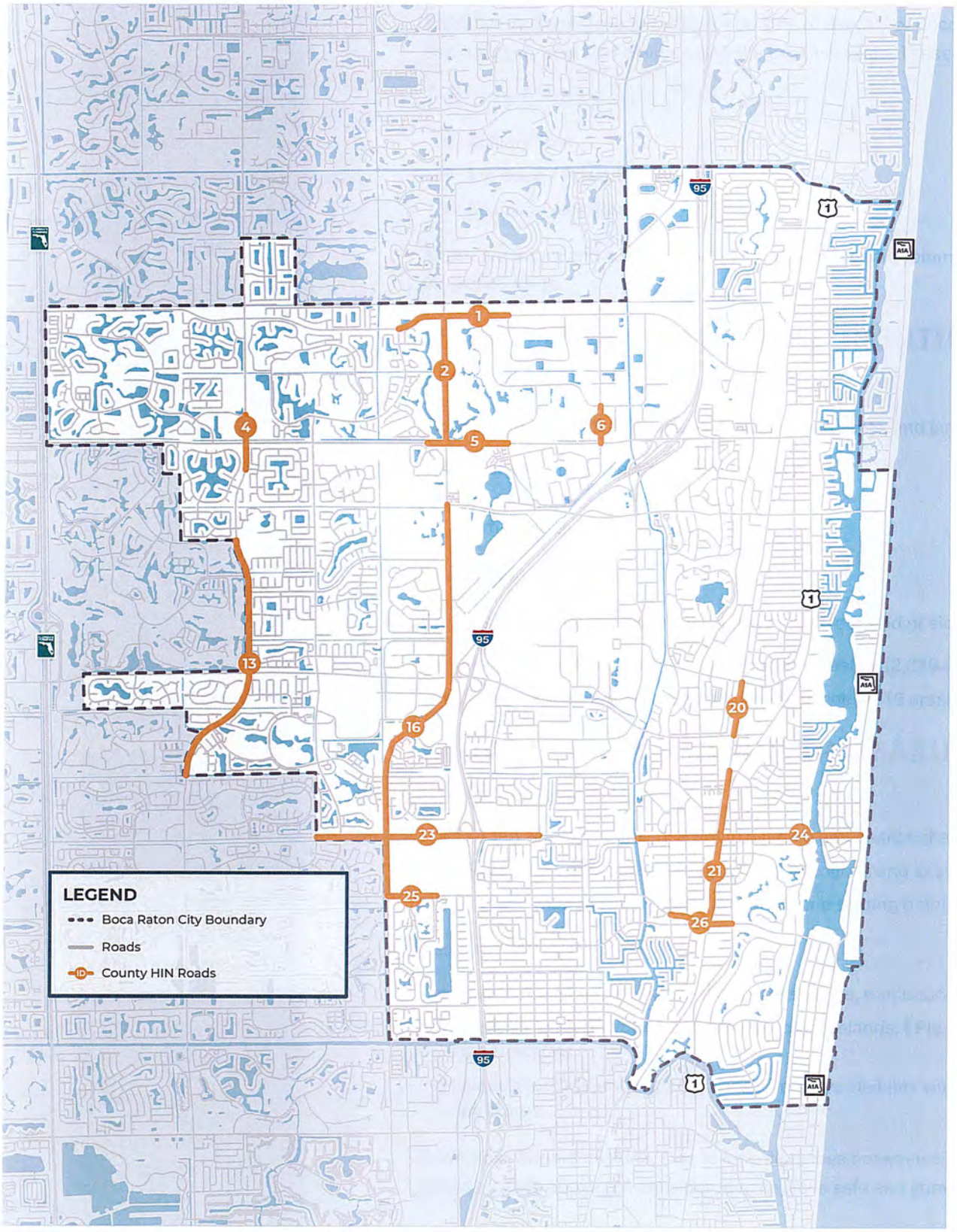
- **Speed Management:** Use traffic calming and design changes to reduce speeds
- **Separation of Modes:** Add protected bike lanes and sidewalks
- **Access Management:** Limit driveways and turning points to reduce conflicts

Intersections:

- **Conflict Reduction:** Add dedicated turn lanes, roundabouts, and improve signal timing
- **Pedestrian & Bicycle Safety:** Install refuge islands, LPIs, enhanced crosswalks, and protected bike lanes through intersections
- **Needs for DriversDriver Guidance:** Improve visibility with signal backplates, longer yellow lights, and clear lane markings

Additional Considerations: Due to long distances between signalized intersections, midblock pedestrian signals (e.g., HAWK signals) should be considered to improve safe and convenient crossings for people walking and biking.

PALM BEACH COUNTY HIN PROJECT MAP



PALM BEACH COUNTY HIN PROJECT LIST

Map ID	Roadway	To	From	Length (Miles)	Total Crashes	Total Severe Crashes
1	Clint Moore Road	Willow Springs Drive	W Rogers Circle	0.9	261	3
2	N Military Trail	Clint Moore Road	W Yamato Road	1.0	99	1
4	S Jog Road	NW 55th Street	NW 46th Street	0.4	248	4
5	W Yamato Road	NW 24th Court	Broken Sound Boulevard	0.6	296	7
6	Congress Avenue	Broken Sound Parkway	W Yamato Road	0.3	217	3
13	S Jog Road/ Powerline Road	Equestrian Drive	Via Firenze/City Limits	2.0	452	11
16	N Military Trail	NW Spanish River Boulevard	W Camino Real	3.2	1,095	30
20	N Dixie Highway	NE 20th Street	W Glades Road	0.4	221	2
21	N Dixie Highway	NE 8th Street	E Camino Real	1.2	505	6
23	W Palmetto Park Road	Boca del Mar Drive	NW 12th Avenue	1.7	1,011	13
24	E Palmetto Park Road	SW 7th Avenue	S Ocean Boulevard	1.7	933	9
25	W Camino Real	S Military Trail	SW 19th Avenue	0.4	137	8
26	E Camino Real	SW 4th Avenue	Federal Highway	0.5	355	5

Note: "Total Crashes" refers to the number of crashes recorded on each segment from 2018 to 2023. "Total Severe Crashes" refers to the number of serious injury and fatal crashes recorded on each segment from 2018 to 2023.

Priority Intersections

Intersections are a major focus for improving roadway safety in the City of Boca Raton. Over the past six years:

- 34% of all crashes occurred at intersections
- 52% of serious injury and fatal crashes were intersection-related

This makes intersection improvements essential to achieving the City's Vision Zero goals.

A total of 63 priority intersections have been identified along the High Injury Network (HIN). Many are located where roads from different jurisdictions meet, requiring interagency coordination for signal, operational, and design improvements.

These intersections are typically found on urban and suburban arterials and collectors, characterized by:

- High traffic volumes (25,000+ vehicles/day)
- Speed limits between 35–45 MPH
- Multiple lanes, which increase complexity and crash risk

Intersections were ranked using a severity score, based on the ratio of serious injury and fatal crashes to total crashes. A map and prioritized project table are included in the following pages.

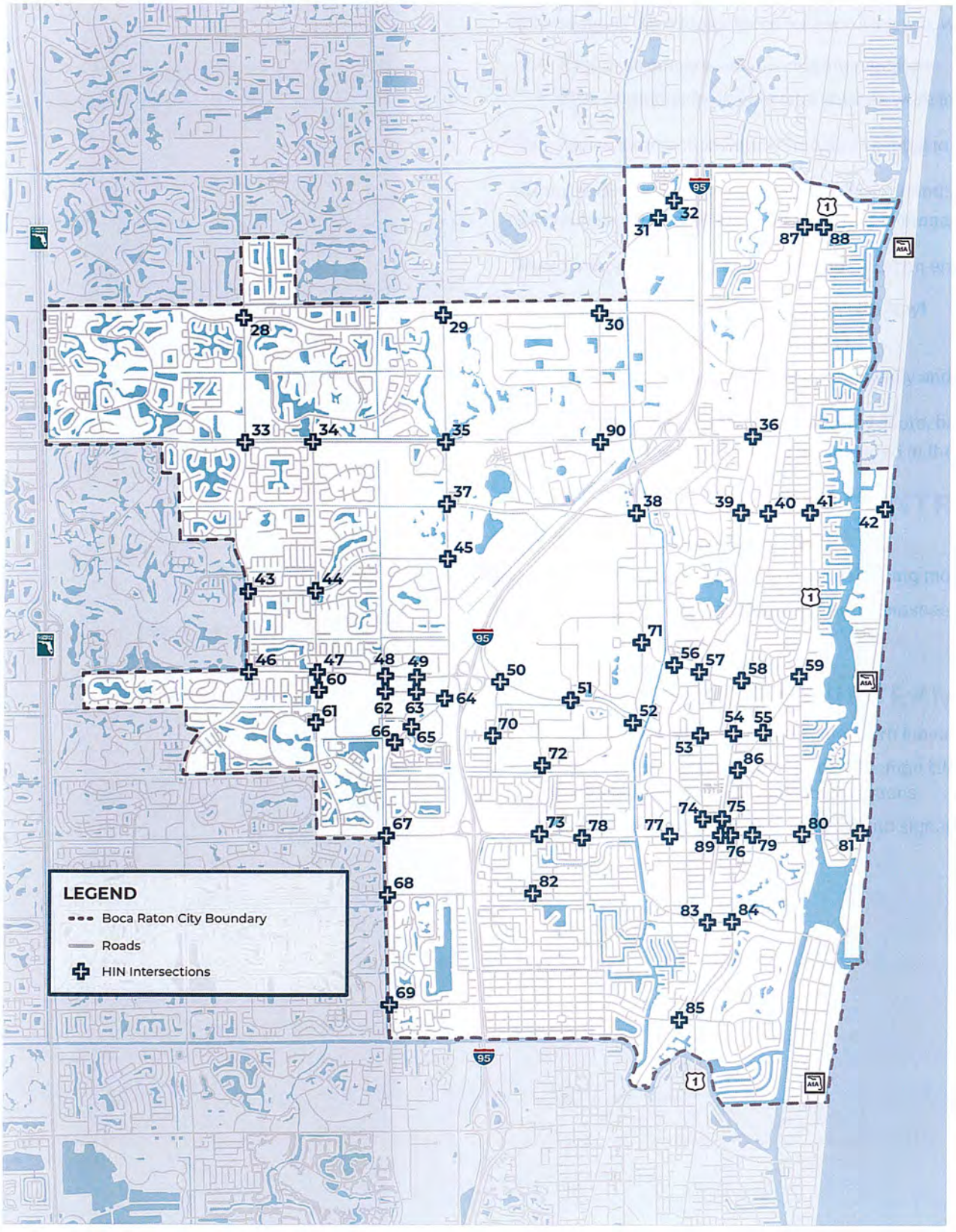
CRASH TRENDS AND CONTRIBUTING FACTORS

- Rear-end crashesAngle crashes
- Sideswipe, same direction crashesTurning movement crashes (left and right turns)
- Turning (left and right turn) and Angle crashesRear-end crashesSideswipe (same direction) crashes
- Bicycle and pedestrian crashes

RECOMMENDED COUNTERMEASURE FOCUS

- **Conflict Reduction:** Add dedicated turn lanes, roundabouts, and improve signal timing
- **Pedestrian & Bicycle Safety:** Install refuge islands, leading pedestrian intervals (LPIs), enhanced crosswalks, and protected bike lanes through intersections
- **Driver Guidance:** Improve visibility with signal backplates, longer yellow lights, and clear lane markings

CITY OF BOCA RATON HIN INTERSECTION MAP



CITY OF BOCA RATON HIN INTERSECTION LIST

Map ID	Intersection	Ownership	Total Crashes	Total Severe Crashes	Severity Rate	Severity Rank
28	Jog Road and Clint Moore Road	Palm Beach County	145	1	1%	45
29	Military Trail and Clint Moore Road	Palm Beach County	166	2	1%	40
30	Congress Avenue and Clint Moore Road	Palm Beach County	109	0	0%	48
31	Congress Avenue and NW 6th Avenue	Palm Beach County	40	2	5%	5
32	Congress Avenue and Peninsula Corporate Drive	Palm Beach County	117	2	2%	30
33	Jog Road and Yamato Road	Palm Beach County	163	4	2%	17
34	St Andrews Boulevard and Yamato Road	Boca Raton/Palm Beach County	77	0	0%	49
35	Military Trail and Yamato Road	Boca Raton/Palm Beach County	184	6	3%	11
36	NW 2nd Avenue and Yamato Road	Boca Raton/Palm Beach County	192	4	2%	22
37	Military Trail and Spanish River Boulevard	Boca Raton/Palm Beach County	135	2	1%	32
38	NW 8th Avenue and Spanish River Boulevard	Boca Raton	79	0	0%	50
39	NW 2nd Avenue and Spanish River Boulevard	Boca Raton	69	0	0%	51
40	Dixie Highway and Spanish River Boulevard	Boca Raton/Palm Beach County	83	1	1%	41
41	Federal Highway and Spanish River Boulevard	FDOT/BocaRaton	152	3	2%	25
42	Ocean Boulevard and Spanish River Boulevard	FDOT/BocaRaton	41	1	2%	18
43	Jog Road and Potomac Road	Boca Raton/Palm Beach County	39	3	8%	2
44	St Andrews Boulevard and Potomac Road	Boca Raton	31	2	6%	3
45	Military Trail and Potomac Road	Boca Raton/Palm Beach County	75	3	4%	9
46	Jog Road and Glades Road	Palm Beach County/FDOT	231	3	1%	36
47	St Andrews and Glades Road	Boca Raton/FDOT	235	5	2%	21
48	Butts Road and Glades Road	Boca Raton/FDOT	151	3	2%	23
49	Renaissance Way and Glades Road	Boca Raton/FDOT	120	0	0%	52
50	Airport Road and Glades Road	Boca Raton/FDOT	228	1	0%	47

Note: "Total Crashes" refers to the number of crashes recorded on each segment from 2018 to 2023. "Total Severe Crashes" refers to the number of serious injury and fatal crashes recorded on each segment from 2018 to 2023.

Map ID	Intersection	Ownership	Total Crashes	Total Severe Crashes	Severity Rate	Severity Rank
51	W University Drive and Glades Road	Private/FDOT	151	1	1%	46
52	E University Drive and Glades Road	Private/FDOT	99	1	1%	42
53	NW 2nd Avenue and Glades Road	Boca Raton/FDOT	78	1	1%	37
54	Dixie Highway and Glades Road	Palm Beach County/FDOT	112	2	2%	28
55	Federal Highway and Glades Road	FDOT	101	2	2%	24
56	NW 5th Avenue and NW 20th Street	Boca Raton	45	1	2%	20
57	NW 2nd Avenue and NW 20th Street	Boca Raton	79	2	3%	15
58	Dixie Highway and NW 20th Street	Boca Raton/Palm Beach County	85	0	0%	53
59	Federal Highway and NW 20th Street	FDOT/Boca Raton	123	3	2%	19
60	St Andrews Boulevard and Estada Lane	Boca Raton	8	0	0%	54
61	St Andrews Boulevard and N Verde Trail	Boca Raton	62	2	3%	12
62	Butts Road and NW 19th Street	Boca Raton	53	0	0%	55
63	Renaissance Way and NW 19th Street	Boca Raton	58	0	0%	56
64	Military Trail and NW 19th Street	Palm Beach County/ Boca Raton	69	2	3%	14
65	Military Trail and Town Center Road	Palm Beach County/Private	122	5	4%	8
66	Military Trail and Lennox Drive	Palm Beach County/Private	23	1	4%	7
67	Military Trail and Palmetto Park Road	Palm Beach County	211	0	0%	57
68	Military Trail and Camino Real	Palm Beach County	121	6	5%	6
69	Military Trail and SW 18th Street	Boca Raton/Palm Beach County	115	2	2%	29
70	NW 15th Avenue and NW 13th Street	Boca Raton	24	0	0%	58
71	University Drive and NW 20th Street	Private	43	0	0%	59
72	NW 12th Avenue and NW 8th Street	Boca Raton	17	0	0%	60
73	NW/SW 12th Avenue and Palmetto Park Road	Boca Raton/Palm Beach County	157	2	1%	38
74	NW 2nd Avenue and NW 2nd Street	Boca Raton	18	1	6%	4

Note: "Total Crashes" refers to the number of crashes recorded on each segment from 2018 to 2023. "Total Severe Crashes" refers to the number of serious injury and fatal crashes recorded on each segment from 2018 to 2023.

Map ID	Intersection	Ownership	Total Crashes	Total Severe Crashes	Severity Rate	Severity Rank
75	NE 2nd Street and Dixie Highway	Boca Raton/Palm Beach County	71	1	1%	35
76	Federal Highway and Palmetto Park Road	FDOT/Palm Beach County	138	2	1%	34
77	NW/SW 4th Avenue and Palmetto Park Road	Boca Raton/Palm Beach County	112	0	0%	61
78	NW/SW 9th Avenue and Palmetto Park Road	Boca Raton/Palm Beach County	53	1	2%	26
79	Mizner Boulevard and Palmetto Park Road	Boca Raton/Palm Beach County	60	0	0%	62
80	NE/SE 5th Avenue and Palmetto Park Road	Boca Raton/Palm Beach County	40	1	3%	16
81	Ocean Boulevard and Palmetto Park Road	FDOT/Palm Beach County	55	1	2%	27
82	SW 12th Avenue and Camino Real	Boca Raton/Palm Beach County	33	1	3%	13
83	Dixie Highway and Camino Real	Palm Beach County	128	2	2%	31
84	Federal Highway and Camino Real	FDOT/Palm Beach County	112	1	1%	44
85	Dixie Highway and SW 18th Street	Boca Raton/Palm Beach County	81	1	1%	39
86	Federal Highway and NE 8th Street	FDOT/Boca Raton	44	0	0%	63
87	Dixie Highway and Hidden Valley Boulevard	Boca Raton/Palm Beach County	28	1	4%	10
88	Federal Highway and Hidden Valley Boulevard	FDOT/Boca Raton	18	2	11%	1
89	Palmetto Park Road and Dixie Highway	Palm Beach County	99	1	1%	43
90	Yamato Road and Congress Avenue	FDOT/Palm Beach County	135	2	1%	33

Note: "Total Crashes" refers to the number of crashes recorded on each segment from 2018 to 2023. "Total Severe Crashes" refers to the number of serious injury and fatal crashes recorded on each segment from 2018 to 2023.

7. Implementation

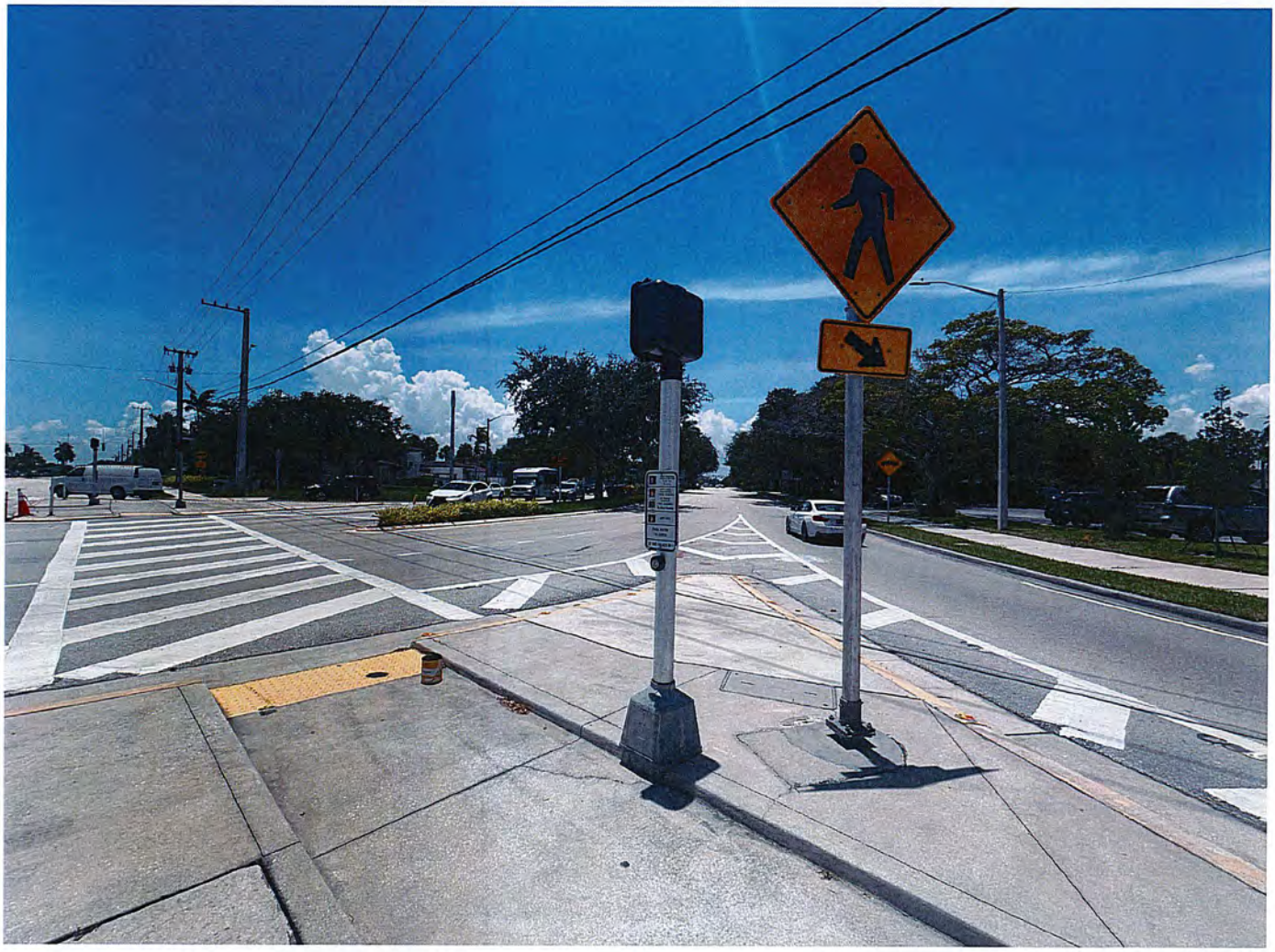
Implementation Overview

The City of Boca Raton will implement its Vision Zero Action Plan through a phased approach grounded in data-driven decision-making, cross-departmental collaboration, and strong community engagement. This chapter outlines how the City will translate strategic goals into measurable actions by focusing on staffing, funding, and performance tracking.

To ensure consistent and sustained progress toward eliminating severe crashes, the City of Boca Raton will concentrate its time and resources on the following foundational strategies:

- **Staff Capacity and Organizational Structure:** Dedicated staff will be assigned to coordinate Vision Zero initiatives, ensuring clear accountability and streamlined execution. Interdepartmental coordination—alongside collaboration with regional partners—will be essential to advancing safety improvements across the city.
- **Reporting and Performance Measures:** Regular analysis and transparent reporting of safety trends and implementation progress will enable the City to evaluate effectiveness, adjust strategies as needed, and maintain public accountability.

The overarching goal is to foster a culture of safety and deliver continuous progress toward zero traffic-related fatalities and serious injuries in the the City of Boca Raton.



Staff Strategies and Organizational Structure

Effective administration of the City of Boca Raton's Vision Zero Plan will require dedicated staff resources and strong coordination across departments. This section outlines how the City will organize its internal capacity to drive progress toward its Vision Zero goals.

STAFF STRATEGIES

To lead implementation efforts, the City will establish a dedicated Vision Zero team within the Public Works Department, consisting of two full-time equivalent (FTE) positions. These roles may be assigned to existing staff and will focus on:

- **Plan Coordination:** Overseeing the execution of Vision Zero strategies, facilitating interdepartmental collaboration, and ensuring alignment with citywide safety goals.
- **Data Analysis:** Monitoring crash trends, evaluating performance metrics, and supporting data-informed decision-making.

These roles will serve as the backbone of the City's Vision Zero efforts, ensuring consistent leadership and accountability.

ORGANIZATIONAL STRUCTURE

Internal and external coordination will be essential to achieving the City of Boca Raton's Vision Zero objectives. Internally, the City will maintain an Interdepartmental Vision Zero Working Group to align safety projects, programs, and policy changes. Led by the Vision Zero Coordinator, this group will convene regularly and include a primary and backup representative from each department to ensure continuous engagement.

The Working Group will:

- Integrate Vision Zero goals into daily operations
- Identify opportunities for joint safety initiatives
- Coordinate project timelines and resources
- Troubleshoot implementation challenges
- Share departmental updates and progress
- Review and assess Action Plan implementation

REGIONAL COORDINATION

The Vision Zero Coordinator will also lead external collaboration efforts, including:

- Active participation in the Palm Beach TPA's Vision Zero Advisory Committee
- Regular coordination meetings with FDOT to address safety improvements on state-owned roads within the City of Boca Raton's High Injury Network
- Ongoing engagement with Palm Beach County to improve safety on county-owned roads within the city's High Injury Network

Performance Measures

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. 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?

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.

CITY OF BOCA RATON BASELINE PERFORMANCE MEASURES

	Starting 5-year Average (2018-2023)	Most Recent Year: 2024	Trend
Fatalities	14	20	↑
Fatalities per 100k People	14	20	↑
Serious Injuries	73	58	↓
Serious Injuries per 100k People	73	58	↓
Total Crashes	4,993	4,898	↓
Total Crashes per 100k People	4,994	4,899	↓
Pedestrians and Bicylists Fatalities	3	6	↑
Pedestrians and Bicyclists Fatalities per 100k People	3	6	↑
Pedestrians and Bicyclists Serious Injuries	11	16	↑
Pedestrians and Bicyclists Serious Injuries per 100k People	11	16	↑
Pedestrians and Bicyclists Total Crashes	101	96	↓
Pedestrians and Bicyclists Total Crashes per 100k People	101	96	↓

First Year Strategy: Building the Foundation for Vision Zero

The first year of Boca Raton's Vision Zero Action Plan focuses on laying the groundwork to make streets safer and eliminate traffic deaths and serious injuries. Here's what the City plans to accomplish:

1 Build a Interdepartmental Working Group

Form a Vision Zero Working Group with representatives from key departments—such as Police, Fire-Rescue, Public Works, and City Council. This team will meet twice a year to coordinate efforts and track progress.

2 Track and Share Progress

Develop and publish a Year One Scorecard to highlight successes, identify challenges, and keep the public informed.

3 Pursue Federal Safety Funding

Apply for Safe Streets and Roads for All (SS4A) grants to support safety projects. With 2026 as the final year for this funding, early action is critical.

4 Launch a Pilot Safety Project

Implement at least one low-cost, quick-build project—such as a temporary street redesign—to test safety improvements and gather community feedback.

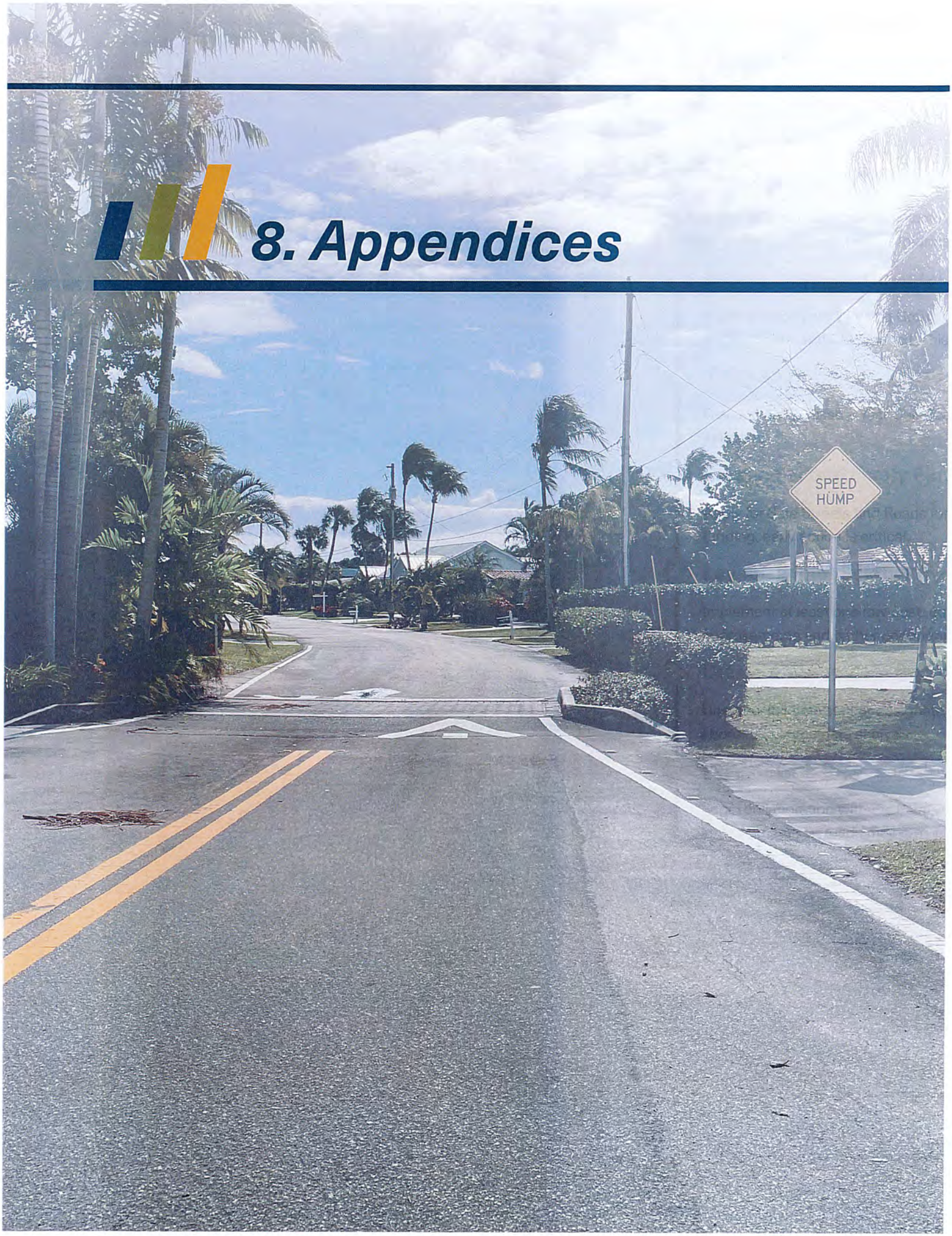
5 Create a Vision Zero Coordinator and Vision Zero Data Analyst positions

Hire new full time staff or designate existing staff to take on the responsibilities for the Vision Zero program coordination and data analysis.

6 Partner with State and County Agencies

Begin collaboration with the Palm Beach TPA, FDOT and Palm Beach County to support and align safety improvements on roads they own within Boca Raton.

8. Appendices



Appendix A: Project and Intersection Summary Sheets

To reduce fatal and serious injury crashes, the City of Boca Raton prioritizes the use of Federal Highway Administration (FHWA) Proven Safety Countermeasures. These strategies are supported by national research and real-world implementation and are widely used by jurisdictions advancing Vision Zero and Safe System approaches. Using proven countermeasures ensures projects are effective, data-driven, and focused on saving lives.

WHAT ARE FHWA PROVEN SAFETY COUNTERMEASURES?

FHWA Proven Safety Countermeasures are roadway design and traffic control treatments shown to significantly reduce the frequency or severity of crashes. They address common risk factors such as excessive speed, complex intersections, limited visibility, and conflicts between vehicles and vulnerable roadway users. These countermeasures focus on reducing crash severity—not just crash frequency—by accounting for human error and physical vulnerability.

HOW ARE THEY APPLIED IN THE CITY OF BOCA RATON?

In the City of Boca Raton, FHWA Proven Safety Countermeasures are used to translate Vision Zero principles into practical, location-specific projects. Selection is informed by a combination of crash data analysis, community input, and roadway context, with priority given to locations on the City's High-Injury Network (HIN)—corridors that account for a disproportionate share of fatal and serious injury crashes.

Countermeasures are matched to the types of crashes and risk factors present at each location, ensuring that proposed treatments directly address the underlying safety issues.

FHWA Proven Safety Countermeasures are 28 evidence-based strategies shown to reduce roadway fatalities and serious injuries. Organized by topic, each countermeasure is supported by FHWA research and implementation guidance demonstrating its safety benefits. More information is available at: highways.dot.gov/safety/proven-safety-countermeasures.

Speed Management

Appropriate Speed Limits for All Road Users

Speed Safety Cameras

Variable Speed Limits

Pedestrian/Bicyclist

Bicycle Lanes

Crosswalk Visibility Enhancements

Leading Pedestrian Interval

Medians and Pedestrian Refuge Islands in Urban and Suburban Areas

Pedestrian Hybrid Beacons

Rectangular Rapid Flashing Beacons

Road Diets (Roadway Reconfiguration)

Walkways

Roadway Departure

Enhanced Delineation for Horizonatal Curves

Longitudinal Rumble Strips and Stripes on Two-Lane Roads

Median Barriers

Roadside Design Improvements at Curves

SafetyEdge™

Wider Edge Lines

Intersections

Backplates with Retroreflective Borders

Corridor Access Management

Dedicated Left- and Right-Turn Lanes at Intersections

Reduced Left-Turn Conflict Intersections

Roundabouts

Yellow Change Intervals

Systemic Application of Multiple Low-Cost Countermeasures at Stop-Controlled Intersections

Crosscutting

Lighting

Yellow Change Intervals

Pavement Friction Management

Road Safety Audit

CITY OF BOCA RATON HIN PROJECT LIST (ALL PROJECTS)

Map ID	Roadway	Length (Miles)	Total Crashes	Fatal Crashes	Serious Injury Crashes	Total Severe Crashes
1	Clint Moore Road	0.9	261	0	3	3
2	N Military Trail	1.0	99	0	1	1
3	W Yamato Road	0.8	331	1	8	9
4	S Jog Road	0.4	248	0	4	4
5	W Yamato Road	0.6	296	0	7	7
6	Congress Avenue	0.3	217	0	3	3
7	W Yamato Road	1.6	980	3	15	18
8	NW 2nd Avenue	0.6	283	0	5	5
9	NW Spanish River Boulevard	0.7	192	1	2	3
10	NW Spanish River Boulevard	0.6	238	1	0	1
11	NE Spanish River Boulevard	1.1	445	2	3	5
12	N Federal Highway	3.9	1,541	5	38	43
13	S Jog Road/ Powerline Road	2.0	452	5	6	11
14	St Andrews Boulevard	1.0	426	0	9	9
15	NE/NW 20th Street	1.1	439	1	11	12
16	N Military Trail	3.2	1,095	3	27	30
17	W Glades Road	4.0	2,454	5	27	32
18	NW 19th Street	0.5	191	0	3	3
19	NW 2nd Avenue	1.2	331	0	7	7
20	N Dixie Highway	0.4	221	0	2	2
21	N Dixie Highway	1.2	505	3	3	6
22	NE 2nd Street	0.4	210	0	7	7
23	W Palmetto Park Road	1.7	1,011	3	10	13
24	E Palmetto Park Road	1.7	933	2	7	9
25	W Camino Real	0.4	137	1	7	8
26	E Camino Real	0.5	355	0	5	5
27	S Ocean Boulevard	1.0	103	1	2	3

Note: "Total Crashes" refers to the number of crashes recorded on each segment from 2018 to 2023. "Total Severe Crashes" refers to the number of serious injury and fatal crashes recorded on each segment from 2018 to 2023.

CITY OF BOCA RATON HIN INTERSECTION LIST

Map ID	Intersection	Ownership	Total Crashes	Fatal Crashes	Serious Injury Crashes	Total Severe Crashes
28	Jog Road and Clint Moore Road	Palm Beach County	145	0	1	1
29	Military Trail and Clint Moore Road	Palm Beach County	166	0	2	2
30	Congress Avenue and Clint Moore Road	Palm Beach County	109	0	0	0
31	Congress Avenue and NW 6th Avenue	Palm Beach County	40	0	2	2
32	Congress Avenue and Peninsula Corporate Drive	Palm Beach County	117	0	2	2
33	Jog Road and Yamato Road	Palm Beach County	163	0	4	4
34	St Andrews Boulevard and Yamato Road	Boca Raton/Palm Beach County	77	0	0	0
35	Military Trail and Yamato Road	Boca Raton/Palm Beach County	184	0	6	6
36	NW 2nd Avenue and Yamato Road	Boca Raton/Palm Beach County	192	0	4	4
37	Military Trail and Spanish River Boulevard	Boca Raton/Palm Beach County	135	0	2	2
38	NW 8th Avenue and Spanish River Boulevard	Boca Raton	79	0	0	0
39	NW 2nd Avenue and Spanish River Boulevard	Boca Raton	69	0	0	0
40	Dixie Highway and Spanish River Boulevard	Boca Raton/Palm Beach County	83	1	0	1
41	Federal Highway and Spanish River Boulevard	FDOT/BocaRaton	152	0	3	3
42	Ocean Boulevard and Spanish River Boulevard	FDOT/BocaRaton	41	1	0	1
43	Jog Road and Potomac Road	Boca Raton/Palm Beach County	39	0	3	3
44	St Andrews Boulevard and Potomac Road	Boca Raton	31	0	2	2
45	Military Trail and Potomac Road	Boca Raton/Palm Beach County	75	1	2	3
46	Jog Road and Glades Road	Palm Beach County/FDOT	231	1	2	3
47	St Andrews and Glades Road	Boca Raton/FDOT	235	0	5	5

Note: "Total Crashes" refers to the number of crashes recorded on each segment from 2018 to 2023. "Total Severe Crashes" refers to the number of serious injury and fatal crashes recorded on each segment from 2018 to 2023.

Map ID	Intersection	Ownership	Total Crashes	Fatal Crashes	Serious Injury Crashes	Total Severe Crashes
48	Butts Road and Glades Road	Boca Raton/FDOT	151	1	2	3
49	Renaissance Way and Glades Road	Boca Raton/FDOT	120	0	0	0
50	Airport Road and Glades Road	Boca Raton/FDOT	228	0	1	1
51	W University Drive and Glades Road	Private/FDOT	151	0	1	1
52	E University Drive and Glades Road	Private/FDOT	99	0	1	1
53	NW 2nd Avenue and Glades Road	Boca Raton/FDOT	78	0	1	1
54	Dixie Highway and Glades Road	Palm Beach County/FDOT	112	0	2	2
55	Federal Highway and Glades Road	FDOT	101	0	2	2
56	NW 5th Avenue and NW 20th Street	Boca Raton	45	0	1	1
57	NW 2nd Avenue and NW 20th Street	Boca Raton	79	0	2	2
58	Dixie Highway and NW 20th Street	Boca Raton/Palm Beach County	85	0	0	0
59	Federal Highway and NW 20th Street	FDOT/Boca Raton	123	0	3	3
60	St Andrews Boulevard and Estada Lane	Boca Raton	8	0	0	0
61	St Andrews Boulevard and N Verde Trail	Boca Raton	62	0	2	2
62	Butts Road and NW 19th Street	Boca Raton	53	0	0	0
63	Renaissance Way and NW 19th Street	Boca Raton	58	0	0	0
64	Military Trail and NW 19th Street	Palm Beach County/ Boca Raton	69	0	2	2
65	Military Trail and Town Center Road	Palm Beach County/Private	122	0	5	5
66	Military Trail and Lennox Drive	Palm Beach County/Private	23	0	1	1
67	Military Trail and Palmetto Park Road	Palm Beach County	211	0	0	0
68	Military Trail and Camino Real	Palm Beach County	121	0	6	6
69	Military Trail and SW 18th Street	Boca Raton/Palm Beach County	115	0	2	2

Note: "Total Crashes" refers to the number of crashes recorded on each segment from 2018 to 2023. "Total Severe Crashes" refers to the number of serious injury and fatal crashes recorded on each segment from 2018 to 2023.

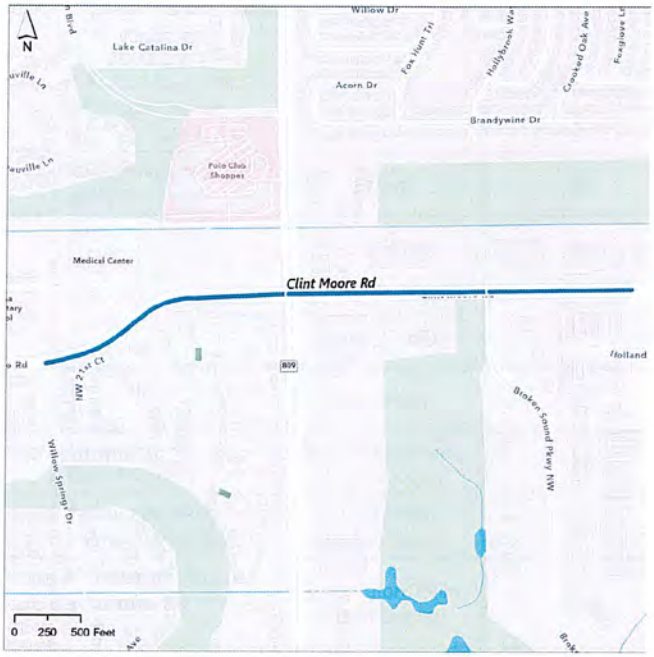
Map ID	Intersection	Ownership	Total Crashes	Fatal Crashes	Serious Injury Crashes	Total Severe Crashes
70	NW 15th Avenue and NW 13th Street	Boca Raton	24	0	0	0
71	University Drive and NW 20th Street	Private	43	0	0	0
72	NW 12th Avenue and NW 8th Street	Boca Raton	17	0	0	0
73	NW/SW 12th Avenue and Palmetto Park Road	Boca Raton/Palm Beach County	157	0	2	2
74	NW 2nd Avenue and NW 2nd Street	Boca Raton	18	0	1	1
75	NE 2nd Street and Dixie Highway	Boca Raton/Palm Beach County	71	0	1	1
76	Federal Highway and Palmetto Park Road	FDOT/Palm Beach County	138	1	1	2
77	NW/SW 4th Avenue and Palmetto Park Road	Boca Raton/Palm Beach County	112	0	0	0
78	NW/SW 9th Avenue and Palmetto Park Road	Boca Raton/Palm Beach County	53	0	1	1
79	Mizner Boulevard and Palmetto Park Road	Boca Raton/Palm Beach County	60	0	0	0
80	NE/SE 5th Avenue and Palmetto Park Road	Boca Raton/Palm Beach County	40	0	1	1
81	Ocean Boulevard and Palmetto Park Road	FDOT/Palm Beach County	55	0	1	1
82	SW 12th Avenue and Camino Real	Boca Raton/Palm Beach County	33	0	1	1
83	Dixie Highway and Camino Real	Palm Beach County	128	0	2	2
84	Federal Highway and Camino Real	FDOT/Palm Beach County	112	0	1	1
85	Dixie Highway and SW 18th Street	Boca Raton/Palm Beach County	81	0	1	1
86	Federal Highway and NE 8th Street	FDOT/Boca Raton	44	0	0	0
87	Dixie Highway and Hidden Valley Boulevard	Boca Raton/Palm Beach County	28	1	0	1
88	Federal Highway and Hidden Valley Boulevard	FDOT/Boca Raton	18	0	2	2
89	Palmetto Park Road and Dixie Highway	Palm Beach County	99	1	0	1
90	Yamato Road and Congress Avenue	FDOT/Palm Beach County	135	0	2	2

Note: "Total Crashes" refers to the number of crashes recorded on each segment from 2018 to 2023. "Total Severe Crashes" refers to the number of serious injury and fatal crashes recorded on each segment from 2018 to 2023.

MAP ID 1

Clint Moore Road from W Rogers Circle to Willow Springs Drive

This is a Palm Beach County-owned arterial roadway serving suburban, residential, and commercial environment with moderate pedestrian and transit activity. While crash severity is low, given its classification and traffic characteristics, the number of crashes suggests a need for safety improvements, especially at intersections and areas with frequent turning movement



TOP 5 CRASH TYPES

- Left-Turn
- Right-Turn
- Rear-End
- Run-Off
- Sideswipe

POTENTIAL COUNTERMEASURES

- Median Barriers
- Wider Edge Lines
- Backplates with Retroreflective Borders
- Corridor Access Management
- Dedicated Left and Right Turn Lanes
- Reduced Left-Turn Conflict Intersections
- Roundabout
- Yellow Change Intervals
- Pavement Friction Management
- Longitudinal Rumble Strips and Stripes on Two-Lane Roads

ROADWAY CONTEXT

Ownership	Palm Beach County
Context Classification	C3R
Vehicle Volume (Vehicles per day)	32,500
Functional Classification	Arterial
Posted Speed (MPH)	40

CRASH STATISTICS (2018 TO 2023)

Total Crashes	261
Serious Crashes	3
Fatal Crashes	0

MAP ID 2

N Military Trail from W Yamato Road to Clint Moore Road

This Palm Beach County-owned arterial roadway serves a suburban corridor with consistent traffic volume and numerous conflict points. While overall crash volume is lower than other high-injury corridors, the presence of recurring turning and sideswipe crashes suggests the need for improved access management and speed control strategies.

TOP 5 CRASH TYPES

- Left-Turn
- Right-Turn
- Rear-End
- Run-Off
- Sideswipe

POTENTIAL COUNTERMEASURES

- Road Diets
- Median Barriers
- Wider Edge Lines
- Backplates with Retroreflective Borders
- Corridor Access Management
- Dedicated Left and Right Turn Lanes
- Reduced Left-Turn Conflict Intersections
- Roundabout
- Yellow Change Intervals
- Pavement Friction Management

ROADWAY CONTEXT

Ownership	Palm Beach County
Context Classification	C3R
Vehicle Volume (Vehicles per day)	31,500
Functional Classification	Arterial
Posted Speed (MPH)	45

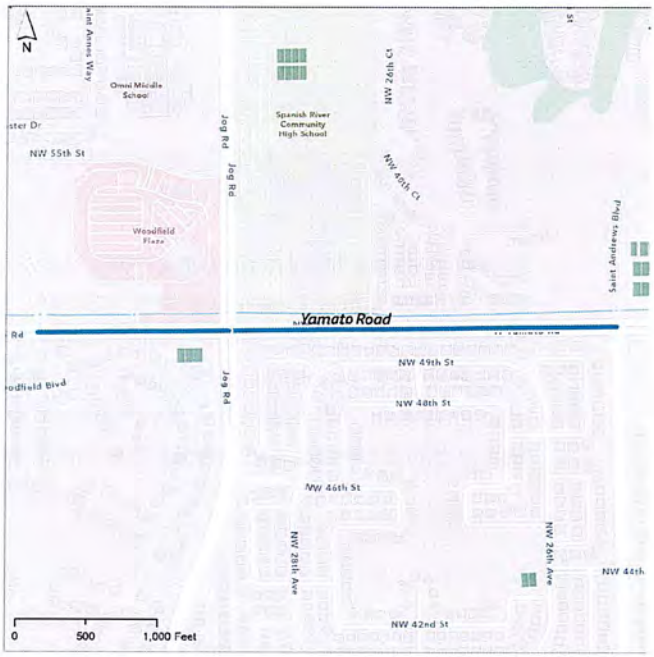
CRASH STATISTICS (2018 TO 2023)

Total Crashes	99
Serious Crashes	1
Fatal Crashes	0

MAP ID 3

W Yamato Road from St Andrews Boulevard to NW 55th Diagonal

W Yamato Road is a high-volume arterial located in the City of Boca Raton with frequent angle and run-off crashes. The corridor supports commercial and institutional uses, and the combination of turning conflicts and high speeds suggests a need for safety treatments like median control and improved lane delineation



TOP 5 CRASH TYPES

- Angle
- Left-Turn
- Rear-End
- Run-Off
- Sideswipe

POTENTIAL COUNTERMEASURES

- Road Diets
- Median Barriers
- Wider Edge Lines
- Backplates with Retroreflective Borders
- Corridor Access Management
- Dedicated Left and Right Turn Lanes
- Reduced Left-Turn Conflict Intersections
- Roundabout
- Yellow Change Intervals
- Pavement Friction Management

ROADWAY CONTEXT

Ownership	Boca Raton
Context Classification	C3R
Vehicle Volume (Vehicles per day)	50,500
Functional Classification	Arterial
Posted Speed (MPH)	45

CRASH STATISTICS (2018 TO 2023)

Total Crashes	331
Serious Crashes	8
Fatal Crashes	1

MAP ID 4

S Jog Road from NW 46th Street to NW 55th Street

S Jog Road functions as a key north-south arterial with moderate crash volume. Although severity is moderate, the mix of rear-end and run-off crashes indicates opportunities for enhanced lane markings, speed management, and possibly access restriction at high-conflict locations.

TOP 5 CRASH TYPES

- Angle
- Left-Turn
- Rear-End
- Run-Off
- Sideswipe

POTENTIAL COUNTERMEASURES

- Road Diets
- Median Barriers
- Wider Edge Lines
- Backplates with Retroreflective Borders
- Corridor Access Management
- Dedicated Left and Right Turn Lanes
- Reduced Left-Turn Conflict Intersections
- Roundabout
- Yellow Change Intervals
- Pavement Friction Management

ROADWAY CONTEXT

Ownership	Palm Beach County
Context Classification	C3R
Vehicle Volume (Vehicles per day)	31,500
Functional Classification	Arterial
Posted Speed (MPH)	40

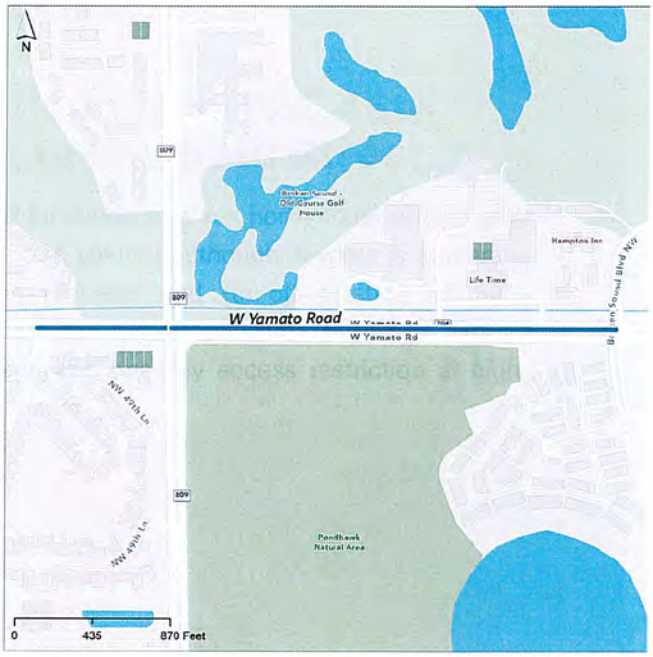
CRASH STATISTICS (2018 TO 2023)

Total Crashes	248
Serious Crashes	4
Fatal Crashes	0

MAP ID 5

W Yamato Road from Broken Sound Boulevard to NW 24th Court

This segment of W Yamato Road experiences recurring crashes due to high vehicle speeds and multiple conflict points. Though it carries substantial volumes, its current configuration lacks safety treatments to reduce side-impact and run-off road events



TOP 5 CRASH TYPES

- Angle
- Left-Turn
- Rear-End
- Run-Off
- Sideswipe

POTENTIAL COUNTERMEASURES

- Road Diets
- Median Barriers
- Wider Edge Lines
- Backplates with Retroreflective Borders
- Corridor Access Management
- Dedicated Left and Right Turn Lanes
- Reduced Left-Turn Conflict Intersections
- Roundabout
- Yellow Change Intervals
- Pavement Friction Management

ROADWAY CONTEXT

Ownership	Palm Beach County
Context Classification	C4
Vehicle Volume (Vehicles per day)	50,500
Functional Classification	Arterial
Posted Speed (MPH)	45

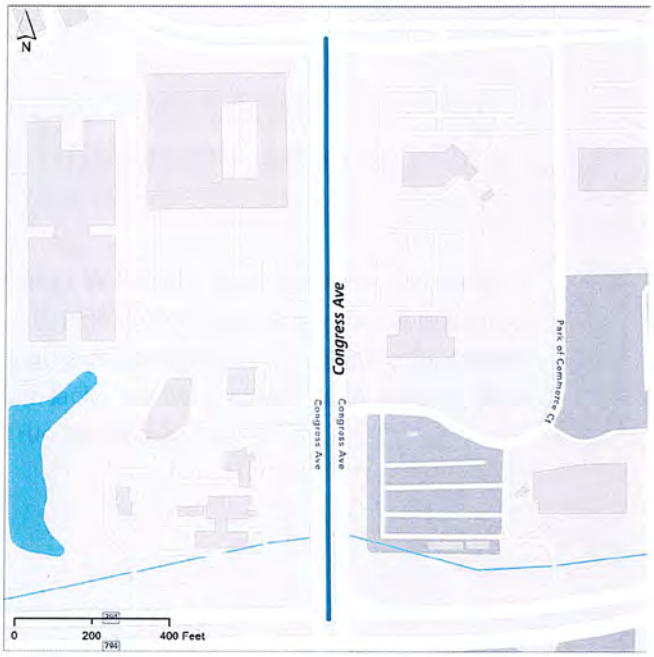
CRASH STATISTICS (2018 TO 2023)

Total Crashes	296
Serious Crashes	7
Fatal Crashes	0

MAP ID 6

Congress Avenue from W Yamato Road to Broken Sound Parkway

Congress Avenue serves a mixed-use corridor with moderate volume and crash history. Crash types suggest the need for targeted speed reduction strategies and physical separation to better manage vehicle interactions and reduce crash severity.



TOP 5 CRASH TYPES

- Angle
- Left-Turn
- Rear-End
- Run-Off
- Sideswipe

POTENTIAL COUNTERMEASURES

- Road Diets
- Median Barriers
- Wider Edge Lines
- Backplates with Retroreflective Borders
- Corridor Access Management
- Dedicated Left and Right Turn Lanes
- Reduced Left-Turn Conflict Intersections
- Roundabout
- Yellow Change Intervals
- Pavement Friction Management

ROADWAY CONTEXT

Ownership	Palm Beach County
Context Classification	C3C
Vehicle Volume (Vehicles per day)	23,500
Functional Classification	Arterial
Posted Speed (MPH)	45

CRASH STATISTICS (2018 TO 2023)

Total Crashes	217
Serious Crashes	3
Fatal Crashes	0

MAP ID 7

W Yamato Road from Federal Highway to Congress Avenue

This FDOT-owned segment of W Yamato Road sees a high number of serious crashes, including fatalities. The consistent presence of left-turn and run-off crashes points to the need for geometric improvements, access control, and pedestrian enhancements.

TOP 5 CRASH TYPES

- Angle
- Left-Turn
- Rear-End
- Run-Off
- Sideswipe

POTENTIAL COUNTERMEASURES

- Road Diets
- Median Barriers
- Wider Edge Lines
- Backplates with Retroreflective Borders
- Corridor Access Management
- Dedicated Left and Right Turn Lanes
- Reduced Left-Turn Conflict Intersections
- Roundabout
- Yellow Change Intervals
- Pavement Friction Management

ROADWAY CONTEXT

Ownership	FDOT
Context Classification	C4
Vehicle Volume (Vehicles per day)	50,500
Functional Classification	Arterial
Posted Speed (MPH)	45

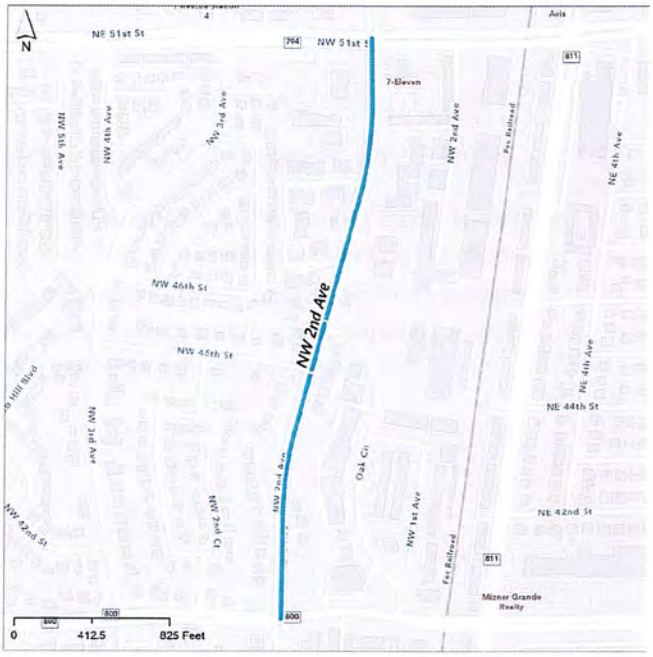
CRASH STATISTICS (2018 TO 2023)

Total Crashes	980
Serious Crashes	15
Fatal Crashes	3

MAP ID 8

NW 2nd Avenue from NW Spanish River Boulevard to NW 51st Street

NW 2nd Avenue is a collector roadway within the City of Boca Raton with moderate traffic and multiple crash types, including rollover incidents. Its design context may benefit from traffic calming and better speed transitions, particularly near curves or residential areas.



TOP 5 CRASH TYPES

- Angle
- Left-Turn
- Rear-End
- Rollover
- Sideswipe

POTENTIAL COUNTERMEASURES

- Road Diets
- Wider Edge Lines
- Backplates with Retroreflective Borders
- Corridor Access Management
- Dedicated Left and Right Turn Lanes
- Roundabout
- Yellow Change Intervals
- Pavement Friction Management

ROADWAY CONTEXT

Ownership	Boca Raton
Context Classification	C4
Vehicle Volume (Vehicles per day)	10,100
Functional Classification	Collector
Posted Speed (MPH)	35

CRASH STATISTICS (2018 TO 2023)

Total Crashes	283
Serious Crashes	5
Fatal Crashes	0

MAP ID 9

NW Spanish River Boulevard from Broken Sound Boulevard to N Military Trail

This corridor segment supports collector-level traffic and has recurring left-turn and run-off crashes. Safety enhancements should focus on longitudinal rumble strips and access management to reduce departure-related crashes.

TOP 5 CRASH TYPES

- Left-Turn
- Right-Turn
- Rear-End
- Run-Off
- Sideswipe

POTENTIAL COUNTERMEASURES

- Road Diets
- Wider Edge Lines
- Backplates with Retroreflective Borders
- Corridor Access Management
- Dedicated Left and Right Turn Lanes
- Roundabout
- Yellow Change Intervals
- Pavement Friction Management

ROADWAY CONTEXT

Ownership	Boca Raton
Context Classification	C3C
Vehicle Volume (Vehicles per day)	24,500
Functional Classification	Collector
Posted Speed (MPH)	40

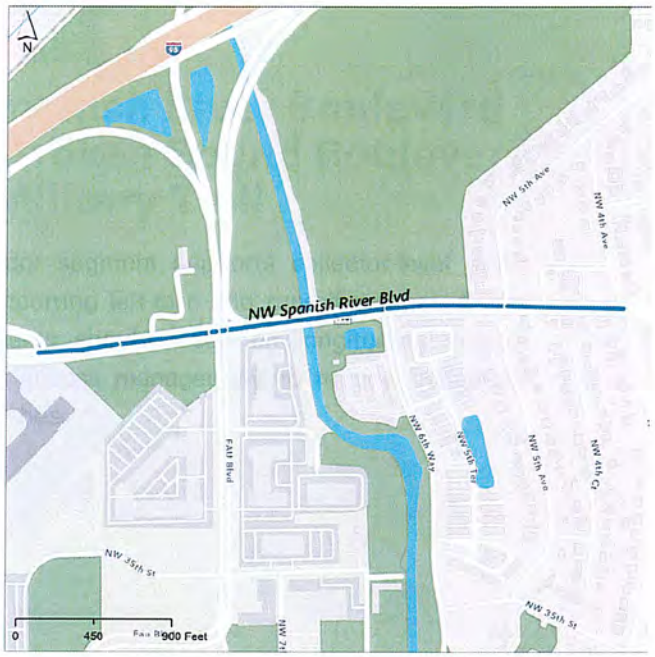
CRASH STATISTICS (2018 TO 2023)

Total Crashes	192
Serious Crashes	2
Fatal Crashes	1

MAP ID 10

NW Spanish River Boulevard from NW 4th Avenue to Airport Road

This portion of NW Spanish River Boulevard intersects with pedestrian and bicycle routes and shows a history of multimodal crashes. Enhancements like crosswalk visibility, refuge islands, and protected bike lanes are key for improving safety.



TOP 5 CRASH TYPES

- Left-Turn
- Rear-End
- Pedestrian/Bicycle
- Run-Off
- Sideswipe

POTENTIAL COUNTERMEASURES

- Bicycle Lanes, Roundabout
- Crosswalk Visibility Enhancements
- Leading Pedestrian Interval
- Medians and Pedestrian Refuge Islands
- Pedestrian Hybrid Beacons
- Wider Edge Lines
- Corridor Access Management
- Dedicated Left and Right Turn Lanes
- Yellow Change Intervals
- Pavement Friction Management
- RFBs, Road Diets, Walkways, and Backplates with Retroreflective Borders

ROADWAY CONTEXT

Ownership	Boca Raton
Context Classification	C4
Vehicle Volume (Vehicles per day)	24,500
Functional Classification	Collector
Posted Speed (MPH)	40

CRASH STATISTICS (2018 TO 2023)

Total Crashes	238
Serious Crashes	0
Fatal Crashes	1

MAP ID 11

NE Spanish River Boulevard from N Ocean Boulevard to NW 2nd Avenue

NE Spanish River Boulevard carries moderate traffic in a constrained collector corridor. It has recurring angle and run-off crashes, suggesting a need for signal upgrades, intersection reconfiguration, and increased driver awareness measures.

TOP 5 CRASH TYPES

- Angle
- Left-Turn
- Rear-End
- Run-Off
- Sideswipe

POTENTIAL COUNTERMEASURES

- Road Diets
- Wider Edge Lines
- Backplates with Retroreflective Borders
- Corridor Access Management
- Dedicated Left and Right Turn Lanes
- Roundabout
- Yellow Change Intervals
- Pavement Friction Management

ROADWAY CONTEXT

Ownership	Boca Raton
Context Classification	C3R
Vehicle Volume (Vehicles per day)	24,500
Functional Classification	Collector
Posted Speed (MPH)	35

CRASH STATISTICS (2018 TO 2023)

Total Crashes	445
Serious Crashes	3
Fatal Crashes	2