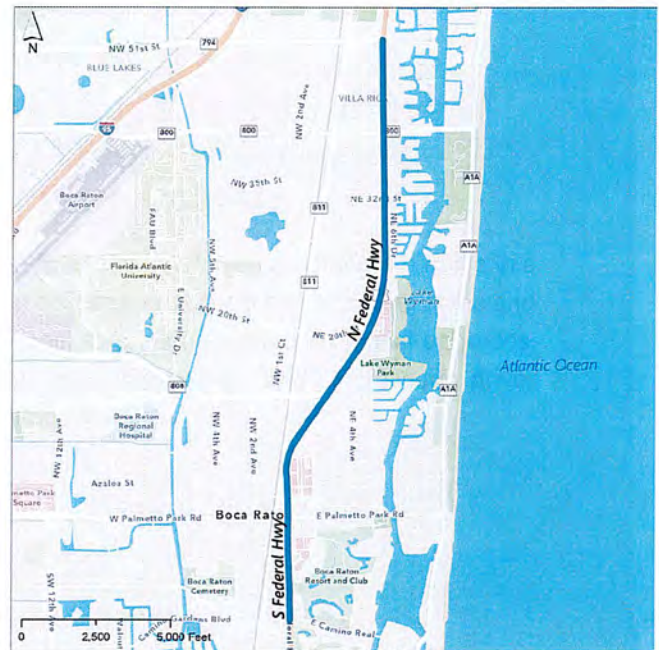


MAP ID 12

N Federal Highway from E Camino Real to W Yamato Road

N Federal Highway is a high-volume arterial under FDOT jurisdiction with a high number of total crashes and the highest fatal crash count on the list. The corridor would benefit from systemic safety countermeasures including access management, barrier protection, and intersection control upgrades.



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)	27,500
Functional Classification	Arterial
Posted Speed (MPH)	40

CRASH STATISTICS (2018 TO 2023)

Total Crashes	1,541
Serious Crashes	38
Fatal Crashes	5

MAP ID 13

S Jog Road/Powerline Road from Via Firenze/City Limits to Equestrian Drive

This Palm Beach County arterial corridor serves multiple residential and commercial areas. Its crash profile reflects frequent turning conflicts and sideswipe events, pointing to the need for stricter access control and speed moderation.



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

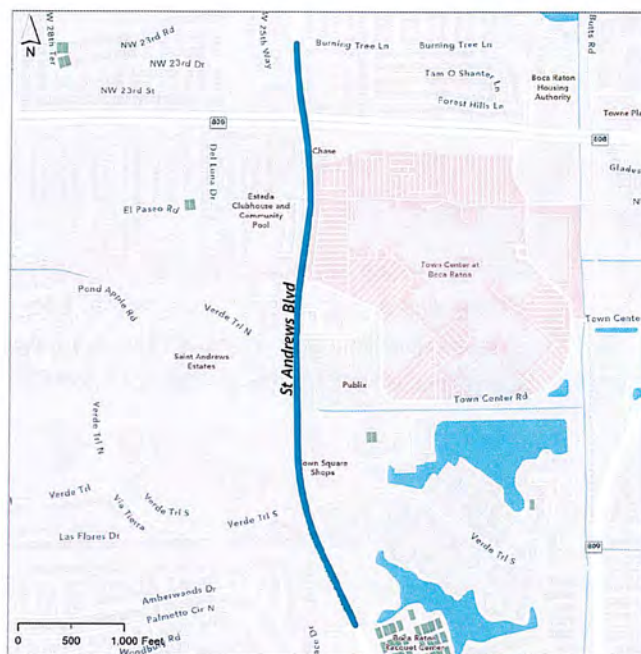
CRASH STATISTICS (2018 TO 2023)

Total Crashes	452
Serious Crashes	6
Fatal Crashes	5

MAP ID 14

St Andrews Boulevard from Town Club Boulevard to NW 23rd Drive

St Andrews Boulevard is a lower-volume collector in the City of Boca Raton with recurring crash patterns that involve rear-end and sideswipe collisions. Rumble strips and better lane edge definition would support improved driver behavior on this corridor.



TOP 5 CRASH TYPES

- + Angle
- + Left-Turn
- + Right-Turn
- + Rear-End
- + Sideswipe

POTENTIAL COUNTERMEASURES

- + Road Diets
- + Median Barriers
- + 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)	4,562
Functional Classification	Collector
Posted Speed (MPH)	35 - 45

CRASH STATISTICS (2018 TO 2023)

Total Crashes	426
Serious Crashes	9
Fatal Crashes	0

**NE/NW 20th Street
from Federal Highway
to NW 20th Street**

A detailed map of Northwest 20th Street in Broward County, Florida. The street is highlighted in blue and runs diagonally across the map. Key landmarks include the French American International School off Boca Lagoon at the northwest end, Boca Raton Spanish SDA Church, and various schools like J.C. Mitchell Elementary and Kingsbridge Hall. Major roads shown include NW 1st Ave through NW 15th Ave, NE 1st Ave through NE 28th St, and F Glades Rd. A scale bar at the bottom left indicates distances up to 1,000 feet, and a north arrow is located in the top left corner.

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

- + 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

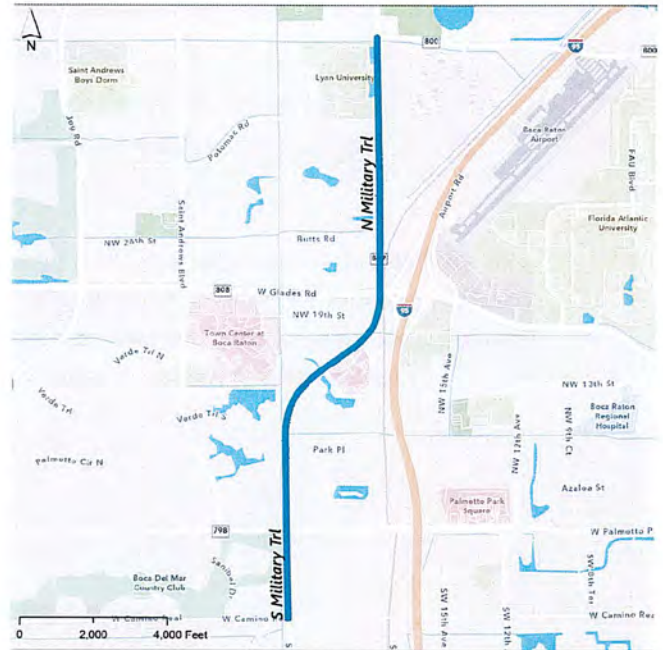
ROADWAY CONTEXT	
Ownership	Boca Raton
Context Classification	C4
Vehicle Volume (Vehicles per day)	17,300
Functional Classification	Collector
Posted Speed (MPH)	30 - 35

CRASH STATISTICS (2018 TO 2023)	
Total Crashes	439
Serious Crashes	11
Fatal Crashes	1

MAP ID 16

N Military Trail from W Camino Real to NW Spanish River Boulevard

This arterial corridor handles high volumes and features repeated run-off and turning crashes. Speed control and improved signal coordination are recommended to address the severity and crash types seen along this segment.



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/C4
Vehicle Volume (Vehicles per day)	31,500
Functional Classification	Arterial
Posted Speed (MPH)	40 - 45

CRASH STATISTICS (2018 TO 2023)

Total Crashes	1,095
Serious Crashes	27
Fatal Crashes	3

MAP ID 17

W Glades Road from Federal Highway to S Jog Road

A major FDOT-owned arterial, W Glades Road has one of the highest total crash and fatal crash counts in the dataset. Crash patterns point to the need for systemic corridor treatments, including barriers, intersection redesigns, and pedestrian protection features.



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	C3R/C4/C3C
Vehicle Volume (Vehicles per day)	47,000
Functional Classification	Arterial
Posted Speed	45

CRASH STATISTICS (2018 TO 2023)

Total Crashes	2,454
Serious Crashes	27
Fatal Crashes	5

MAP ID 18

NW 19th Street from N Military Trail to Butts Road

This low-volume local road in the City of Boca Raton sees a surprising number of severe crashes for its size. The presence of head-on crashes indicates alignment issues or uncontrolled conflict points that could benefit from traffic calming or one-way treatments.



TOP 5 CRASH TYPES

- + Angle
- + Left-Turn
- + Rear-End
- + Head-on
- + Sideswipe

POTENTIAL COUNTERMEASURES

- + Road Diets
- + Backplates with Retroreflective Boarders
- + Corridor Access Management
- + Dedicated Left and Right Turn Lanes
- + Roundabout
- + Yellow Change Intervals
- + Pavement Friction Management

ROADWAY CONTEXT

Ownership	Boca Raton
Context Classification	NA (C4)
Vehicle Volume (Vehicles per day)	849
Functional Classification	Local
Posted Speed	25

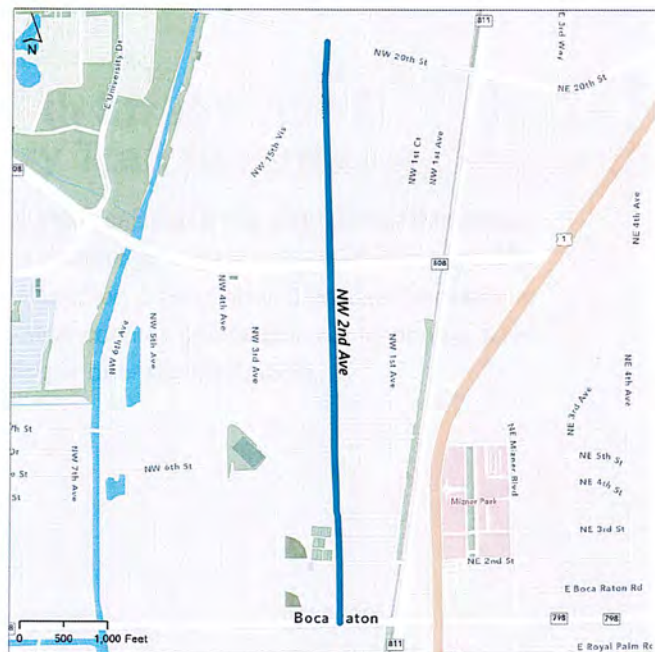
CRASH STATISTICS (2018 TO 2023)

Total Crashes	191
Serious Crashes	3
Fatal Crashes	0

MAP ID 19

NW 2nd Avenue from Palmetto Park Road to NW 20th Street

NW 2nd Avenue is a collector road with consistent crash activity involving turning and run-off types. Safety strategies should emphasize improved delineation, access control, and possibly roundabouts at key intersections.



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	C4
Vehicle Volume (Vehicles per day)	10,100
Functional Classification	Collector
Posted Speed	30

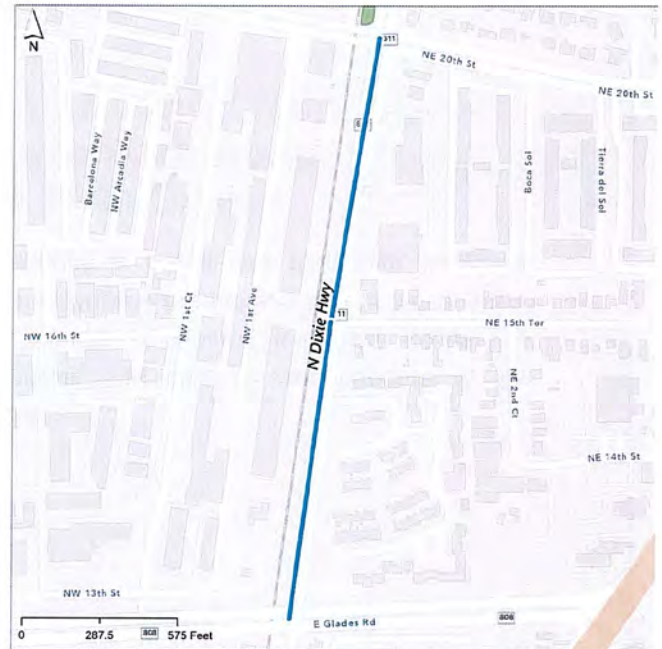
CRASH STATISTICS (2018 TO 2023)

Total Crashes	331
Serious Crashes	7
Fatal Crashes	0

MAP ID 20

N Dixie Highway from W Glades Road to NE 20th Street

This arterial corridor shows moderate crash activity and would benefit from access management and medians. The context and crash types suggest high potential for corridor-wide safety countermeasures.



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)	12,800
Functional Classification	Arterial
Posted Speed	40

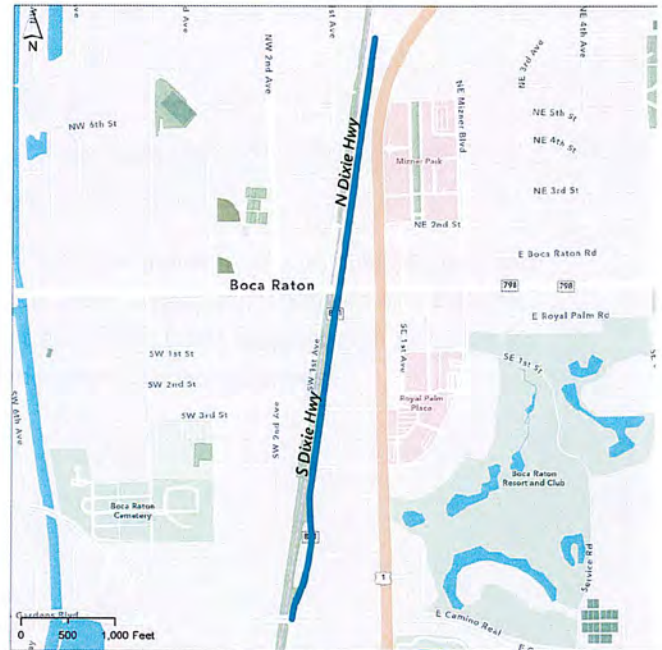
CRASH STATISTICS (2018 TO 2023)

Total Crashes	221
Serious Crashes	2
Fatal Crashes	0

MAP ID 21

N Dixie Highway from E Camino Real to NE 8th Street

Another segment of N Dixie Highway, this stretch has a high number of fatal crashes. It needs targeted improvements such as speed enforcement, pedestrian refuge areas, and clearer signal visibility to address crash severity.



TOP 5 CRASH TYPES

- + Angle
- + Left-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

ROADWAY CONTEXT

Ownership	Palm Beach County
Context Classification	C4
Vehicle Volume (Vehicles per day)	18,000
Functional Classification	Arterial
Posted Speed	40

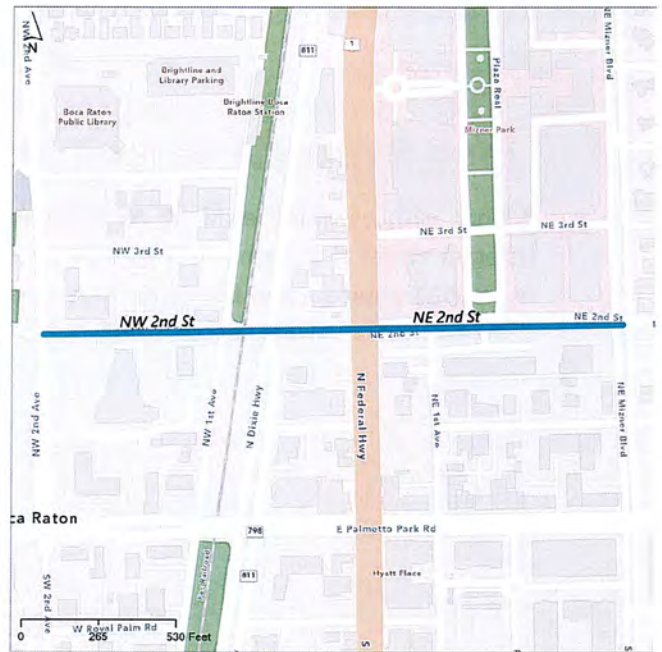
CRASH STATISTICS (2018 TO 2023)

Total Crashes	505
Serious Crashes	3
Fatal Crashes	3

MAP ID 22

NE 2nd Street from NE Mizner Boulevard to NE 2nd Avenue

A lower-volume local road with recurring turning crashes, NE 2nd Street could benefit from roundabouts or other intersection controls. Better lane markings and reduced turning conflicts would also enhance safety.



TOP 5 CRASH TYPES

- + Angle
- + Left-Turn
- + Right-Turn
- + Rear-End
- + Sideswipe

POTENTIAL COUNTERMEASURES

- + Road Diets
- + 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	NA (C4)
Vehicle Volume (Vehicles per day)	2,502
Functional Classification	Local
Posted Speed	25

CRASH STATISTICS (2018 TO 2023)

Total Crashes	210
Serious Crashes	7
Fatal Crashes	0

W Palmetto Park Road from NW 12th Avenue to Boca del Mar Drive

A map of the area around W Palmetto Park Rd. The map shows several streets including NW 8th St, N Conference Dr, Park Pl, Bethel Blvd, Bonnie St, Sharon St, NW 7th St, NW 4th St, NW 3rd St, NW 2nd St, NW 1st St, SW 4th St, SW 5th St, SW 6th St, SW 7th St, SW 8th St, SW 9th St, SW 10th St, SW 11th St, SW 12th St, SW 13th St, SW 14th St, SW 15th St, SW 16th St, SW 17th St, SW 18th St, SW 19th St, SW 20th St, SW 21st St, SW 22nd St, SW 23rd St, SW 24th St, SW 25th St, SW 26th St, SW 27th St, SW 28th St, SW 29th St, SW 30th St, SW 31st St, SW 32nd St, SW 33rd St, SW 34th St, SW 35th St, SW 36th St, SW 37th St, SW 38th St, SW 39th St, SW 40th St, SW 41st St, SW 42nd St, SW 43rd St, SW 44th St, SW 45th St, SW 46th St, SW 47th St, SW 48th St, SW 49th St, SW 50th St, SW 51st St, SW 52nd St, SW 53rd St, SW 54th St, SW 55th St, SW 56th St, SW 57th St, SW 58th St, SW 59th St, SW 60th St, SW 61st St, SW 62nd St, SW 63rd St, SW 64th St, SW 65th St, SW 66th St, SW 67th St, SW 68th St, SW 69th St, SW 70th St, SW 71st St, SW 72nd St, SW 73rd St, SW 74th St, SW 75th St, SW 76th St, SW 77th St, SW 78th St, SW 79th St, SW 80th St, SW 81st St, SW 82nd St, SW 83rd St, SW 84th St, SW 85th St, SW 86th St, SW 87th St, SW 88th St, SW 89th St, SW 90th St, SW 91st St, SW 92nd St, SW 93rd St, SW 94th St, SW 95th St, SW 96th St, SW 97th St, SW 98th St, SW 99th St, SW 100th St. Landmarks include the Boca Center, Boca Branch Community Mail Substation, and Palmetto Park Square. A scale bar at the bottom indicates 0, 1,000, and 2,000 Feet. A north arrow is located in the top left corner.

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

- + 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

Ownership	Palm Beach County
Context Classification	C3R
Vehicle Volume (Vehicles per day)	50,000
Functional Classification	Arterial
Posted Speed	50

Total Crashes	1,011
Serious Crashes	10
Fatal Crashes	3

E Palmetto Park Road from S Ocean Boulevard to SW 7th Avenue

[illegible]

- + Angle
- + Left-Turn
- + Rear-End
- + Sideswipe
- + Fixed Object

- + 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

Ownership	Boca Raton/Palm Beach County
Context Classification	C4
Vehicle Volume (Vehicles per day)	50,000
Functional Classification	Arterial
Posted Speed	30 - 40

Total Crashes	933
Serious Crashes	7
Fatal Crashes	2

MAP ID 25

W Camino Real from SW 19th Avenue to S Military Trail

W Camino Real has relatively low volume but a high percentage of serious crashes. The recurring crash types support implementation of traffic calming, better edge treatments, and lane delineation improvements.



TOP 5 CRASH TYPES

- + Left-Turn
- + Right-Turn
- + Rear-End
- + Run-Off Road
- + 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	Palm Beach County
Context Classification	C3R
Vehicle Volume (Vehicles per day)	12,600
Functional Classification	Collector
Posted Speed	35

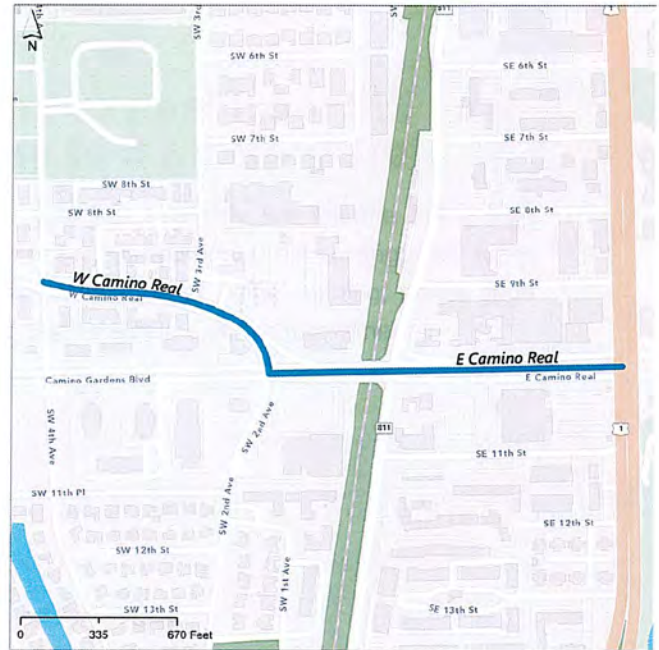
CRASH STATISTICS (2018 TO 2023)

Total Crashes	137
Serious Crashes	7
Fatal Crashes	1

MAP ID 26

E Camino Real from Federal Highway to SW 4th Avenue

E Camino Real handles similar volumes to its western counterpart but has a higher crash count. The corridor context suggests a need for consistent access control and improved intersection geometry.



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	Palm Beach County
Context Classification	C4
Vehicle Volume (Vehicles per day)	12,600
Functional Classification	Collector
Posted Speed	30 - 35

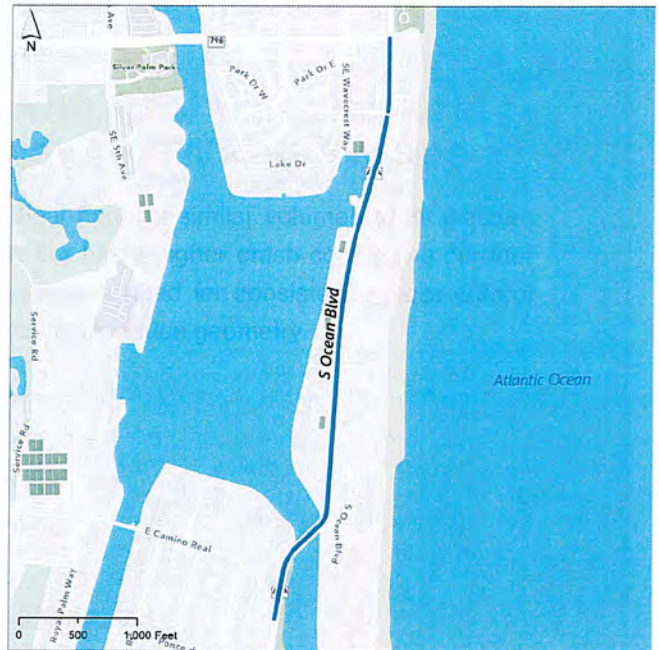
CRASH STATISTICS (2018 TO 2023)

Total Crashes	355
Serious Crashes	5
Fatal Crashes	0

MAP ID 27

S Ocean Boulevard from E Camino Real to E Palmetto Park Road

This FDOT-owned collector corridor is notable for its multimodal conflict crashes, particularly involving pedestrians and cyclists. Bicycle facilities, pedestrian signals, and enhanced crosswalk visibility are key needs.



TOP 5 CRASH TYPES

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

POTENTIAL COUNTERMEASURES

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

ROADWAY CONTEXT

Ownership	FDOT
Context Classification	C3R
Vehicle Volume (Vehicles per day)	11,300
Functional Classification	Collector
Posted Speed	35

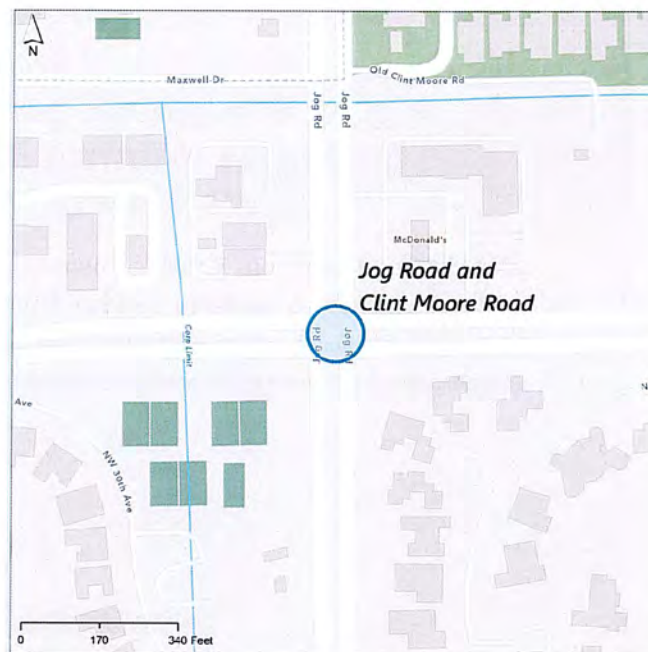
CRASH STATISTICS (2018 TO 2023)

Total Crashes	103
Serious Crashes	2
Fatal Crashes	1

MAP ID 28

Jog Road and Clint Moore Road

This arterial intersection experiences moderate crash volumes, primarily involving left-turn and rear-end conflicts. The current geometry and signalization may benefit from targeted improvements to reduce turning conflicts and improve intersection efficiency.



TOP 5 CRASH TYPES

- + Angle
- + Left-Turn
- + Rear-End
- + Run-off
- + Sideswipe (Same direction)

POTENTIAL COUNTERMEASURES

- + Backplates with Retroreflective Borders
- + Corridor Access Management
- + Dedicated Left and Right Turn Lanes
- + Reduced Left-Turn Conflict Intersections
- + Roundabout
- + Yellow Change Intervals

ROADWAY CONTEXT

Ownership	Palm Beach County
Context Classification	C3R
Vehicle Volume (Vehicles per day)	35,000
Functional Classification	Arterial

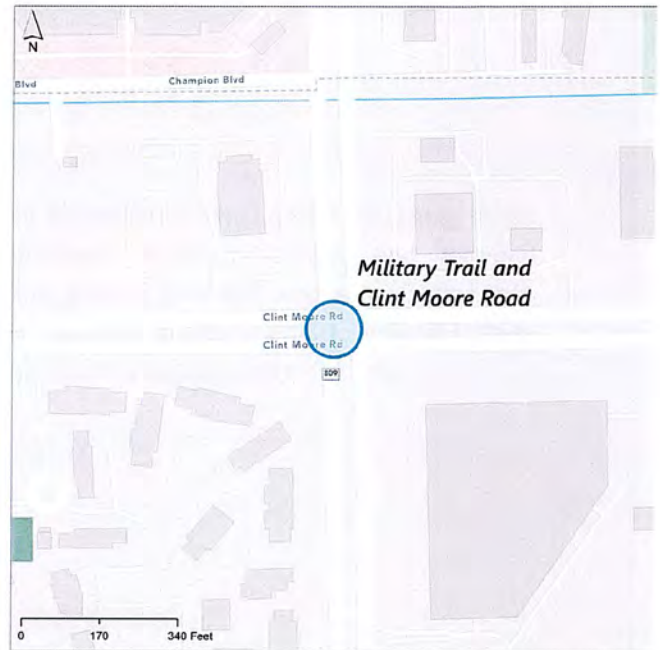
CRASH STATISTICS (2018 TO 2023)

Total Crashes	145
Serious Crashes	1
Fatal Crashes	0

MAP ID 29

Military Trail and Clint Moore Road

A key arterial intersection serving high traffic volumes in Palm Beach County, this location experiences a mix of rear-end and angle crashes. Improved lane guidance and access control are recommended to address operational and safety concerns.



TOP 5 CRASH TYPES

- + Angle
- + Left-Turn
- + Rear-End
- + Run-off
- + Sideswipe (Same direction)

POTENTIAL COUNTERMEASURES

- + Backplates with Retroreflective Borders
- + Corridor Access Management
- + Dedicated Left and Right Turn Lanes
- + Reduced Left-Turn Conflict Intersections
- + Roundabout
- + Yellow Change Intervals

ROADWAY CONTEXT

Ownership	Palm Beach County
Context Classification	C3R/C4
Vehicle Volume (Vehicles per day)	37,500
Functional Classification	Arterial

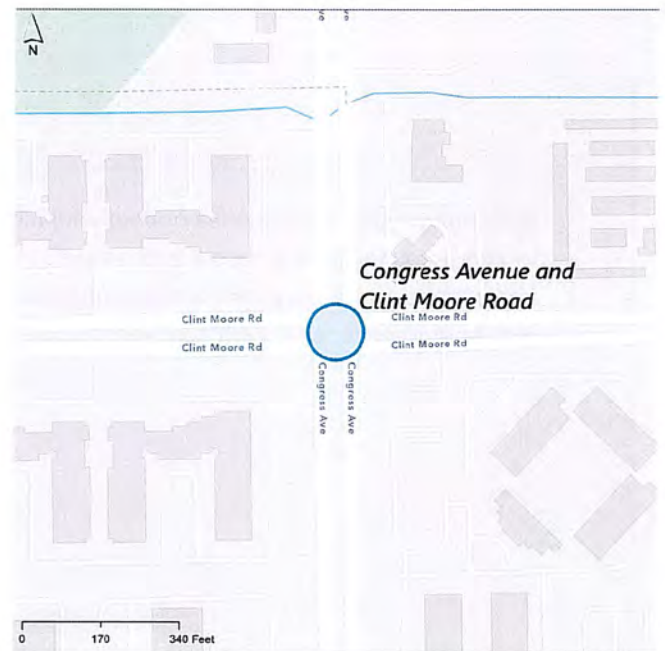
CRASH STATISTICS (2018 TO 2023)

Total Crashes	166
Serious Crashes	2
Fatal Crashes	0

MAP ID 30

Congress Avenue and Clint Moore Road

This intersection at the boundary of collector and arterial roads sees a moderate crash frequency with consistent same-direction conflict patterns. Minor geometric upgrades and enhanced signal backplates may help reduce crash recurrence.



TOP 5 CRASH TYPES

- + Angle
- + Left-Turn
- + Rear-End
- + Run-off
- + Sideswipe (Same direction)

POTENTIAL COUNTERMEASURES

- + Backplates with Retroreflective Borders
- + Corridor Access Management
- + Dedicated Left and Right Turn Lanes
- + Reduced Left-Turn Conflict Intersections
- + Roundabout
- + Yellow Change Intervals

ROADWAY CONTEXT

Ownership	Palm Beach County
Context Classification	C3C
Vehicle Volume (Vehicles per day)	32,500
Functional Classification	Arterial/Collector

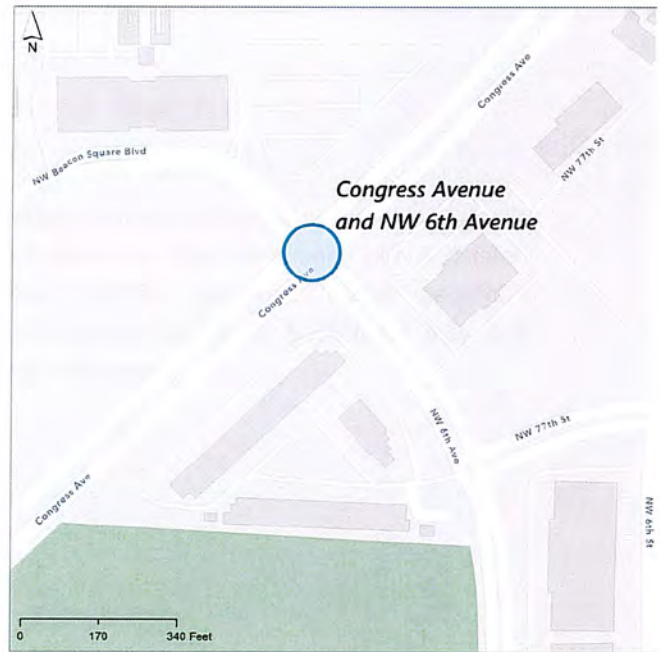
CRASH STATISTICS (2018 TO 2023)

Total Crashes	109
Serious Crashes	0
Fatal Crashes	0

MAP ID 31

Congress Avenue and NW 6th Avenue

Located within a transitional context, this lower-volume intersection shows sporadic but serious crashes. Traffic calming and better visibility through retroreflective treatments could enhance safety outcomes.



TOP 5 CRASH TYPES

- + Angle
- + Left-Turn
- + Rear-End
- + Run-off
- + Sideswipe (Same direction)

POTENTIAL COUNTERMEASURES

- + Backplates with Retroreflective Borders
- + Corridor Access Management
- + Dedicated Left and Right Turn Lanes
- + Reduced Left-Turn Conflict Intersections
- + Roundabout
- + Yellow Change Intervals

ROADWAY CONTEXT

Ownership	Palm Beach County
Context Classification	C3C
Vehicle Volume (Vehicles per day)	28,500
Functional Classification	Arterial/Local

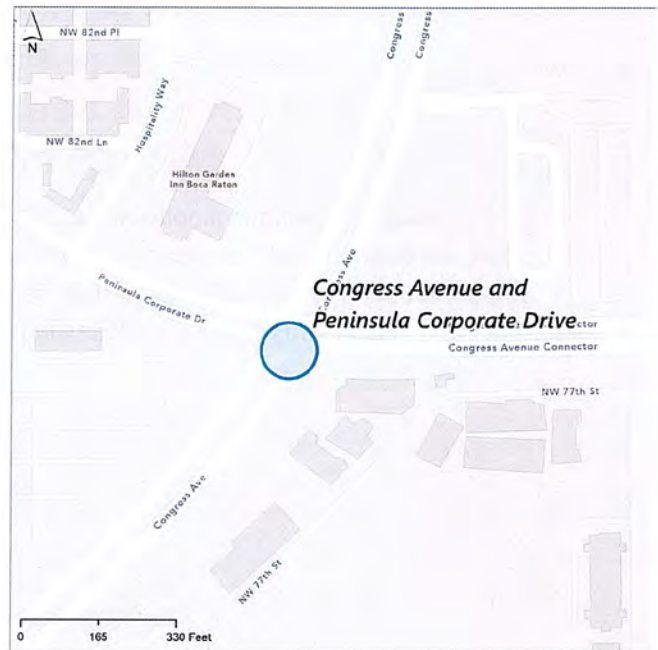
CRASH STATISTICS (2018 TO 2023)

Total Crashes	40
Serious Crashes	2
Fatal Crashes	0

MAP ID 32

Congress Avenue and Peninsula Corporate Drive

Serving a commercial access point, this intersection experiences moderate crash volume driven by frequent turning movements. Signal enhancements and turn restrictions should be considered to manage conflict points.



TOP 5 CRASH TYPES

- + Angle
- + Left-Turn
- + Rear-End
- + Run-off
- + Sideswipe (Same direction)

POTENTIAL COUNTERMEASURES

- + Backplates with Retroreflective Borders
- + Corridor Access Management
- + Dedicated Left and Right Turn Lanes
- + Reduced Left-Turn Conflict Intersections
- + Roundabout
- + Yellow Change Intervals

ROADWAY CONTEXT

Ownership	Palm Beach County
Context Classification	C3C
Vehicle Volume (Vehicles per day)	23,500
Functional Classification	Arterial/Local

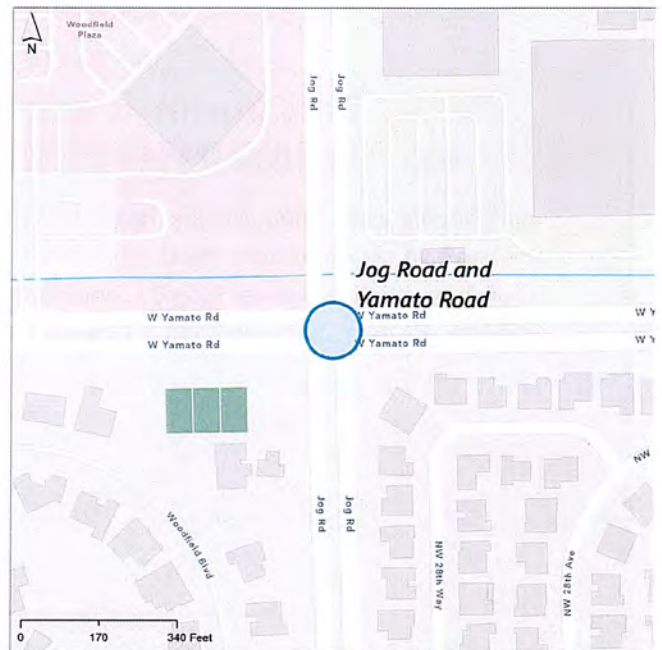
CRASH STATISTICS (2018 TO 2023)

Total Crashes	117
Serious Crashes	2
Fatal Crashes	0

MAP ID 33

Jog Road and Yamato Road

This high-volume intersection connects major arterials and shows a variety of same-direction crash types. Improved signal visibility and access management would enhance traffic operations and safety.



TOP 5 CRASH TYPES

- + Angle
- + Left-Turn
- + Rear-End
- + Run-off
- + Sideswipe (Same direction)

POTENTIAL COUNTERMEASURES

- + Backplates with Retroreflective Borders
- + Corridor Access Management
- + Dedicated Left and Right Turn Lanes
- + Reduced Left-Turn Conflict Intersections
- + Roundabout
- + Yellow Change Intervals

ROADWAY CONTEXT

Ownership	Palm Beach County
Context Classification	C3R
Vehicle Volume (Vehicles per day)	37,500
Functional Classification	Arterial

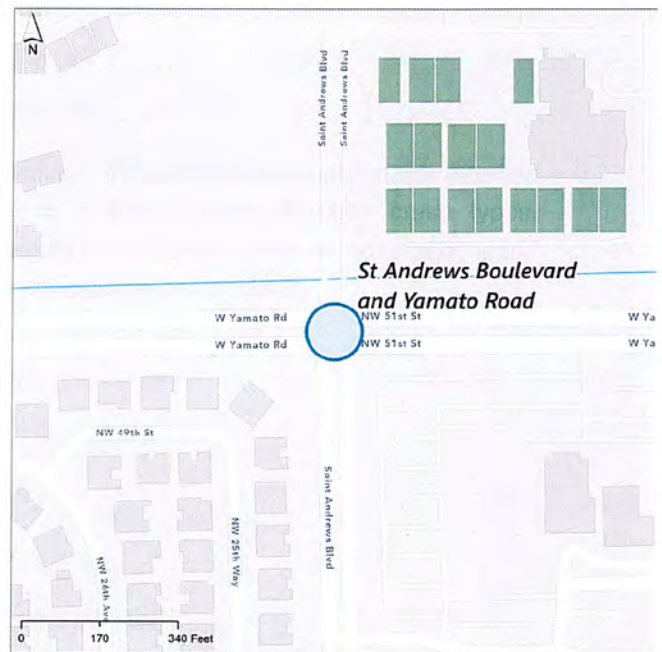
CRASH STATISTICS (2018 TO 2023)

Total Crashes	163
Serious Crashes	4
Fatal Crashes	0

MAP ID 34

St Andrews Boulevard and Yamato Road

A multimodal intersection within a high-traffic area, this location exhibits moderate crash activity. Enhancing pedestrian visibility and upgrading signal hardware could support a safer operating environment.



TOP 5 CRASH TYPES

- + Angle
- + Left-Turn
- + Rear-End
- + Run-Off
- + Sideswipe (Same direction)

POTENTIAL COUNTERMEASURES

- + Backplates with Retroreflective Borders
- + Corridor Access Management
- + Dedicated Left and Right Turn Lanes
- + Reduced Left-Turn Conflict Intersections
- + Roundabout
- + Yellow Change Intervals

ROADWAY CONTEXT

Ownership	Palm Beach County/ Boca Raton
Context Classification	C3R
Vehicle Volume (Vehicles per day)	37,500
Functional Classification	Arterial/Collector/Local

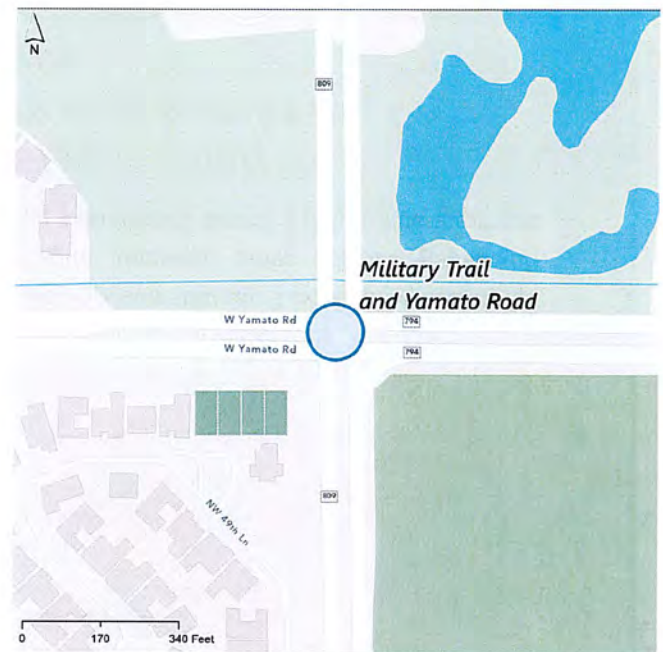
CRASH STATISTICS (2018 TO 2023)

Total Crashes	77
Serious Crashes	0
Fatal Crashes	0

MAP ID 35

Military Trail and Yamato Road

This signalized intersection is one of the busiest in the corridor and features a range of crash types. The frequency of rear-end crashes suggests opportunities for signal timing optimization and advanced warning signage.



TOP 5 CRASH TYPES

- + Angle
- + Left-Turn
- + Rear-End
- + Run-off
- + Sideswipe (Same direction)

POTENTIAL COUNTERMEASURES

- + Backplates with Retroreflective Borders
- + Corridor Access Management
- + Dedicated Left and Right Turn Lanes
- + Reduced Left-Turn Conflict Intersections
- + Roundabout
- + Yellow Change Intervals Here

ROADWAY CONTEXT

Ownership	Palm Beach County/ Boca Raton
Context Classification	C3R
Vehicle Volume (Vehicles per day)	41,000
Functional Classification	Arterial

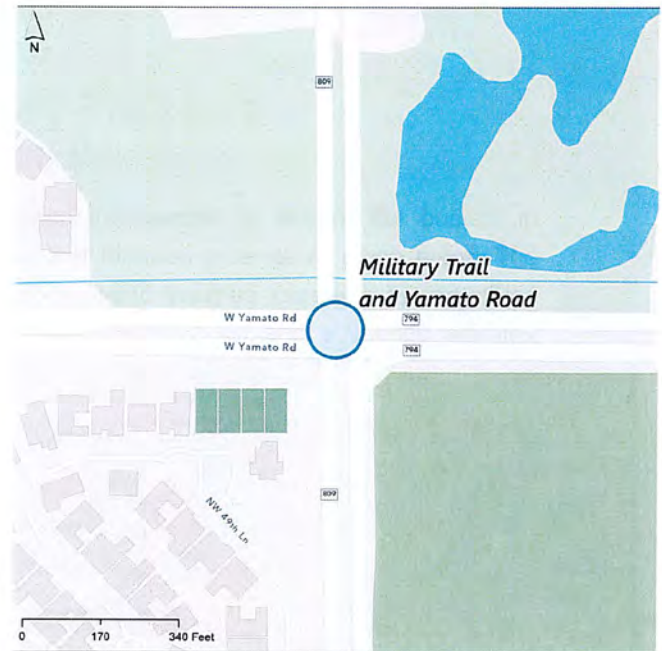
CRASH STATISTICS (2018 TO 2023)

Total Crashes	184
Serious Crashes	6
Fatal Crashes	0

MAP ID 36

NW 2nd Avenue and Yamato Road

A key collector-arterial intersection, this segment experiences higher-than-average crash volume including rollovers. Geometric modifications and speed reduction measures may be necessary.



TOP 5 CRASH TYPES

- + Angle
- + Left-Turn
- + Rear-End
- + Run-off
- + Rollover

POTENTIAL COUNTERMEASURES

- + Backplates with Retroreflective Borders
- + Corridor Access Management
- + Dedicated Left and Right Turn Lanes
- + Reduced Left-Turn Conflict Intersections
- + Roundabout
- + Yellow Change Intervals

ROADWAY CONTEXT

Ownership	Palm Beach County/ Boca Raton
Context Classification	C3R/C4
Vehicle Volume (Vehicles per day)	50,500
Functional Classification	Arterial/Collector

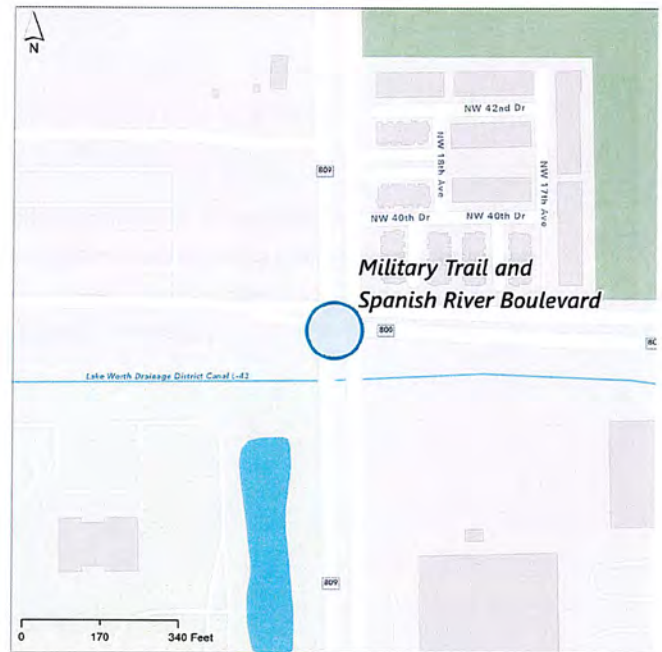
CRASH STATISTICS (2018 TO 2023)

Total Crashes	192
Serious Crashes	4
Fatal Crashes	0

MAP ID 37

Military Trail and Spanish River Boulevard

Located near major destinations, this intersection has a moderate number of crashes with notable left-turn conflicts. Intersection control upgrades and median improvements should be prioritized.



TOP 5 CRASH TYPES

- + Left-turn
- + Right-Turn
- + Rear-End
- + Run-off
- + Sideswipe (Same direction)

POTENTIAL COUNTERMEASURES

- + Backplates with Retroreflective Borders
- + Corridor Access Management
- + Dedicated Left and Right Turn Lanes
- + Roundabout
- + Yellow Change Intervals

ROADWAY CONTEXT

Ownership	Palm Beach County/ Boca Raton
Context Classification	C4/C3C
Vehicle Volume (Vehicles per day)	41,000
Functional Classification	Arterial/Collector

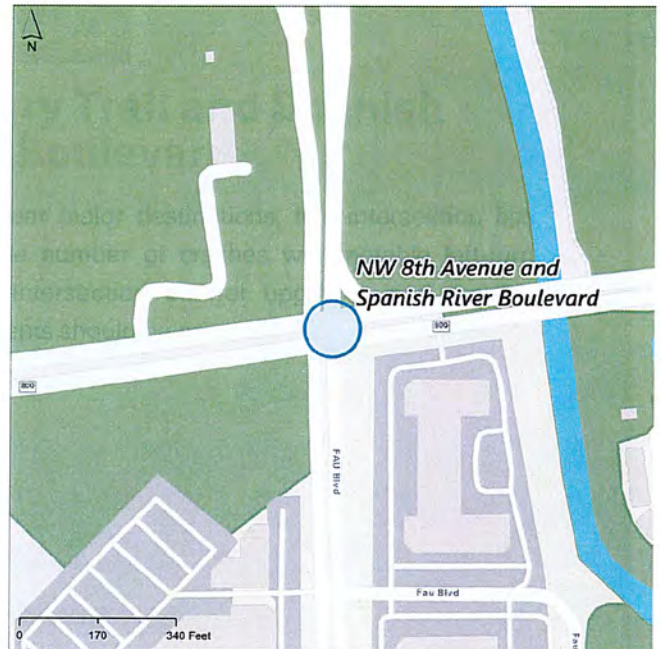
CRASH STATISTICS (2018 TO 2023)

Total Crashes	135
Serious Crashes	2
Fatal Crashes	0

MAP ID 38

NW 8th Avenue and Spanish River Boulevard

This collector-level intersection has low to moderate crash volume, mostly involving angle and rear-end types. Signal retrofits and intersection redesign could improve sightlines and reduce conflict severity.



TOP 5 CRASH TYPES

- + Angle
- + Left-Turn
- + Rear-End
- + Run-off
- + Sideswipe (Same direction)

POTENTIAL COUNTERMEASURES

- + Backplates with Retroreflective Borders
- + Corridor Access Management
- + Dedicated Left and Right Turn Lanes
- + Roundabout
- + Yellow Change Intervals

ROADWAY CONTEXT

Ownership	Boca Raton
Context Classification	C4
Vehicle Volume (Vehicles per day)	29,863
Functional Classification	Collector

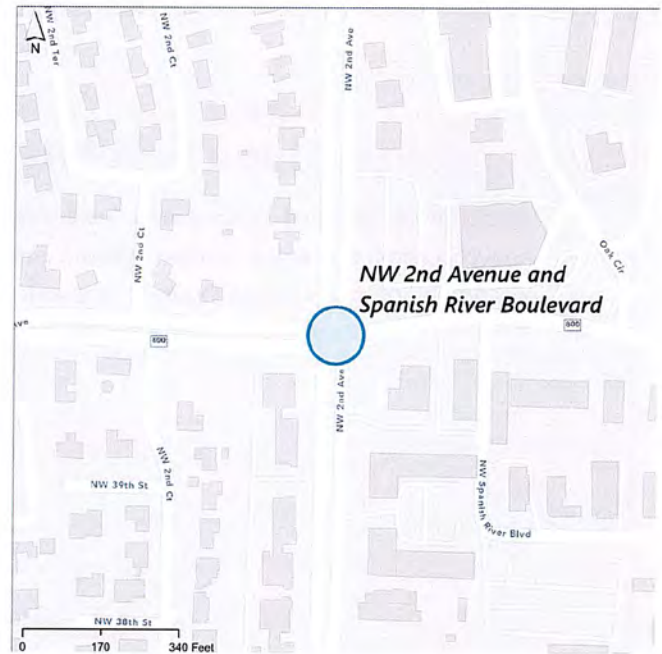
CRASH STATISTICS (2018 TO 2023)

Total Crashes	79
Serious Crashes	0
Fatal Crashes	0

MAP ID 39

NW 2nd Avenue and Spanish River Boulevard

Although not a high-crash location, this intersection consistently reports crash types tied to turning maneuvers. Minor safety upgrades like striping adjustments and backplate retrofits are appropriate.



TOP 5 CRASH TYPES

- + Angle
- + Left-Turn
- + Rear-End
- + Run-off
- + Sideswipe (Same direction)

POTENTIAL COUNTERMEASURES

- + Backplates with Retroreflective Borders
- + Corridor Access Management
- + Dedicated Left and Right Turn Lanes
- + Roundabout
- + Yellow Change Intervals

ROADWAY CONTEXT

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

CRASH STATISTICS (2018 TO 2023)

Total Crashes	69
Serious Crashes	0
Fatal Crashes	0

MAP ID 40

Dixie Highway and Spanish River Boulevard

A high-volume intersection with documented multimodal conflicts, including one fatality. Bicycle and pedestrian infrastructure should be improved to separate modes and enhance safety.



TOP 5 CRASH TYPES

- + Angle
- + Left-Turn
- + Rear-End
- + Pedestrian/Bicycle
- + Sideswipe (Same direction)

POTENTIAL COUNTERMEASURES

- + Backplates with Retroreflective Borders
- + Corridor Access Management
- + Dedicated Left and Right Turn Lanes
- + Reduced Left-Turn Conflict Intersections
- + Roundabout
- + Yellow Change Intervals

ROADWAY CONTEXT

Ownership	Palm Beach County/ Boca Raton
Context Classification	C4
Vehicle Volume (Vehicles per day)	24,500
Functional Classification	Arterial/Collector

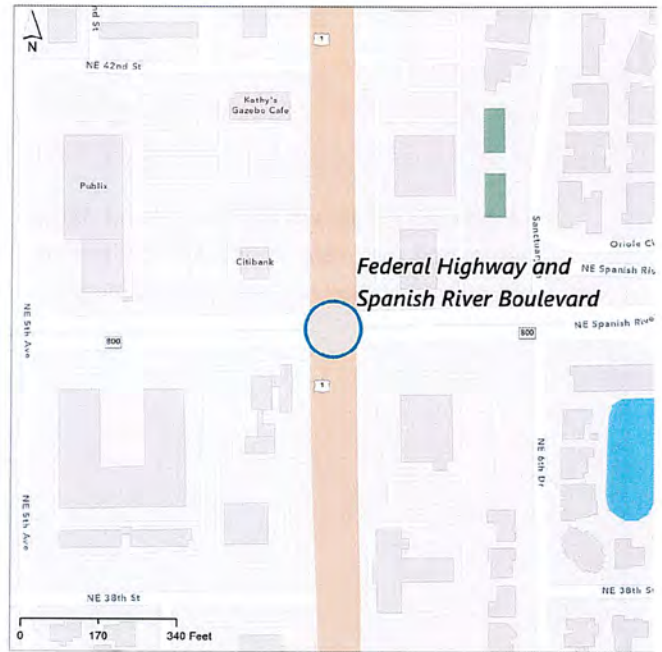
CRASH STATISTICS (2018 TO 2023)

Total Crashes	83
Serious Crashes	0
Fatal Crashes	1

MAP ID 41

Federal Highway and Spanish River Boulevard

This major intersection serves regional traffic and shows elevated crash frequency, especially involving turning vehicles and pedestrians. Intersection enhancements should include refuge islands, pedestrian signals, and crosswalk upgrades.



TOP 5 CRASH TYPES

- + Angle
- + Left-Turn
- + Rear-End
- + Run-off
- + Sideswipe (Same direction)

POTENTIAL COUNTERMEASURES

- + Bicycle Lane, Roundabout
- + Crosswalk Visibility Enhancements
- + Leading Pedestrian Interval
- + Medians & Pedestrian Refuge Islands
- + Pedestrian Hybrid Beacons
- + Backplates with Retroreflective Borders
- + Corridor Access Management
- + Dedicated Left and Right Turn Lanes
- + Reduced Left-Turn Conflict Intersections
- + Yellow Change Intervals
- + RRFBs, Road Diets, and Walkways

ROADWAY CONTEXT

Ownership	FDOT/BocaRaton
Context Classification	C4
Vehicle Volume (Vehicles per day)	28,500
Functional Classification	Arterial/Collector

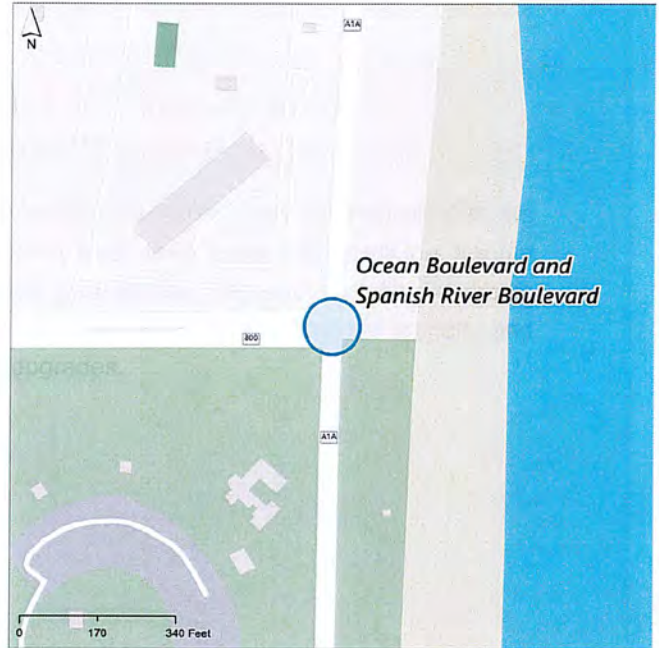
CRASH STATISTICS (2018 TO 2023)

Total Crashes	152
Serious Crashes	3
Fatal Crashes	0

MAP ID 42

Ocean Boulevard and Spanish River Boulevard

This collector-level intersection includes significant pedestrian and bicycle activity, with a recorded fatality. Multimodal enhancements and access control are necessary to reduce crash risk.



TOP 5 CRASH TYPES

- + Left-Turn
- + Rear-End
- + Pedestrian/Bicycle
- + Run-off
- + Sideswipe (Same direction)

POTENTIAL COUNTERMEASURES

- + Bicycle Lane
- + Crosswalk Visibility Enhancements
- + Leading Pedestrian Interval
- + Medians & Pedestrian Refuge Islands
- + Pedestrian Hybrid Beacons
- + Backplates with Retroreflective Borders
- + Corridor Access Management
- + Dedicated Left and Right Turn Lanes
- + Roundabout
- + Yellow Change Intervals
- + RRFBs, Road Diets, Walkways

ROADWAY CONTEXT

Ownership	FDOT/BocaRaton
Context Classification	C3R/C2
Vehicle Volume (Vehicles per day)	18,300
Functional Classification	Collector

CRASH STATISTICS (2018 TO 2023)

Total Crashes	41
Serious Crashes	0
Fatal Crashes	1

MAP ID 43

Jog Road and Potomac Road

This local intersection has a relatively low crash volume but includes pedestrian and bicycle conflicts. Targeted improvements should include crosswalk visibility and refuge treatments.



TOP 5 CRASH TYPES

- + Left-Turn
- + Rear-End
- + Pedestrian/Bicycle
- + Run-off
- + Sideswipe (Same direction)

POTENTIAL COUNTERMEASURES

- + Bicycle Lane
- + Crosswalk Visibility Enhancements
- + Leading Pedestrian Interval
- + Medians & Pedestrian Refuge Islands
- + Pedestrian Hybrid Beacons
- + Backplates with Retroreflective Borders
- + Corridor Access Management
- + Dedicated Left and Right Turn Lanes
- + Reduced Left-Turn Conflict Intersections
- + Yellow Change Intervals
- + Walkways, Roundabout , RRFBs and Road Diets

ROADWAY CONTEXT

Ownership	Palm Beach County/ Boca Raton
Context Classification	C3R/C4
Vehicle Volume (Vehicles per day)	31,500
Functional Classification	Arterial/Collector

CRASH STATISTICS (2018 TO 2023)

Total Crashes	39
Serious Crashes	3
Fatal Crashes	0

St Andrews Boulevard and Potomac Road

N

NW 31st St

NW 25th Ter

NW 25th Way

Saint Andrews Blvd

Potomac Rd

***Saint Andrews Boulevard
and Potomac Road***

Pine Haven Cir

Potomac R

NW 29th Dr

NW 25th Ter

NW 25th Way

NW 29th St

0 170 340 Feet

- + Angle
- + Left-Turn
- + Rear-End
- + Pedestrian/Bicycle
- + Sideswipe (Same direction)

- + Bicycle Lane
- + Crosswalk Visibility Enhancements
- + Leading Pedestrian Interval
- + Medians & Pedestrian Refuge Islands
- + Pedestrian Hybrid Beacons
- + Backplates with Retroreflective Borders
- + Corridor Access Management
- + Dedicated Left and Right Turn Lanes
- + Yellow Change Intervals
- + RRFBs, Road Diets, Walkways, and Roundabout

ROADWAY CONTEXT	
Ownership	Boca Raton
Context Classification	C3R/C4
Vehicle Volume (Vehicles per day)	20,300
Functional Classification	Collector

CRASH STATISTICS (2018 TO 2023)	
Total Crashes	31
Serious Crashes	2
Fatal Crashes	0

MAP ID 45

Military Trail and Potomac Road

This intersection shows moderate crash activity including a fatality, with turning and head-on crashes indicating geometric or sight distance issues. Safety improvements should focus on enhanced delineation, intersection control, and pedestrian safety elements.



TOP 5 CRASH TYPES

- + Left-Turn
- + Rear-End
- + Head-On
- + Run-off
- + Sideswipe (Same direction)

POTENTIAL COUNTERMEASURES

- + Backplates with Retroreflective Borders
- + Corridor Access Management
- + Dedicated Left and Right Turn Lanes
- + Reduced Left-Turn Conflict Intersections
- + Roundabout
- + Yellow Change Intervals

ROADWAY CONTEXT

Ownership	Palm Beach County/ Boca Raton
Context Classification	C3R/C3C
Vehicle Volume (Vehicles per day)	34,500
Functional Classification	Arterial/Collector

CRASH STATISTICS (2018 TO 2023)

Total Crashes	75
Serious Crashes	2
Fatal Crashes	1

MAP ID 46

Jog Road and Glades Road

A major intersection with high traffic volumes and one fatality, this location experiences frequent angle and rear-end crashes. Upgrades such as signal enhancements, protected turn lanes, and backplates with retroreflective borders are warranted.



TOP 5 CRASH TYPES

- + Angle
- + Left-Turn
- + Rear-End
- + Run-off
- + Sideswipe (Same direction)

POTENTIAL COUNTERMEASURES

- + Backplates with Retroreflective Borders
- + Corridor Access Management
- + Dedicated Left and Right Turn Lanes
- + Reduced Left-Turn Conflict Intersections
- + Roundabout
- + Yellow Change Intervals

ROADWAY CONTEXT

Ownership	Palm Beach County/FDOT
Context Classification	C3R
Vehicle Volume (Vehicles per day)	54,500
Functional Classification	Arterial

CRASH STATISTICS (2018 TO 2023)

Total Crashes	231
Serious Crashes	2
Fatal Crashes	1

MAP ID 47

St Andrews and Glades Road

This signalized intersection experiences a high number of serious crashes, largely from turning conflicts. Adjustments to turn phasing, striping, and median control would support safer navigation through the intersection.



TOP 5 CRASH TYPES

- + Angle
- + Left-Turn
- + Right-Turn
- + Rear-End
- + Sideswipe (Same direction)

POTENTIAL COUNTERMEASURES

- + Backplates with Retroreflective Borders
- + Corridor Access Management
- + Dedicated Left and Right Turn Lanes
- + Reduced Left-Turn Conflict Intersections
- + Roundabout
- + Yellow Change Intervals

ROADWAY CONTEXT

Ownership	Boca Raton/FDOT
Context Classification	C3R
Vehicle Volume (Vehicles per day)	58,360
Functional Classification	Arterial/Collector

CRASH STATISTICS (2018 TO 2023)

Total Crashes	235
Serious Crashes	5
Fatal Crashes	0

MAP ID 48

Butts Road and Glades Road

This intersection functions as a key access point to commercial areas and has a mix of crashes, including fatalities. A review of signal visibility and access control is recommended to mitigate existing conflict points.



TOP 5 CRASH TYPES

- + Angle
- + Left-Turn
- + Right-Turn
- + Rear-End
- + Sideswipe (Same direction)

POTENTIAL COUNTERMEASURES

- + Backplates with Retroreflective Borders
- + Corridor Access Management
- + Dedicated Left and Right Turn Lanes
- + Reduced Left-Turn Conflict Intersections
- + Roundabout
- + Yellow Change Intervals

ROADWAY CONTEXT

Ownership	Boca Raton/FDOT
Context Classification	C4
Vehicle Volume (Vehicles per day)	54,000
Functional Classification	Arterial/Collector

CRASH STATISTICS (2018 TO 2023)

Total Crashes	151
Serious Crashes	2
Fatal Crashes	1

MAP ID 49

Renaissance Way and Glades Road

Renaissance Way intersects with a high-speed corridor and experiences crash types including rollovers. This context supports the need for geometric modifications and friction treatments to reduce departure crashes.



TOP 5 CRASH TYPES

- + Angle
- + Left-Turn
- + Rear-End
- + Sideswipe (Same direction)
- + Rollover

POTENTIAL COUNTERMEASURES

- + Backplates with Retroreflective Borders
- + Corridor Access Management
- + Dedicated Left and Right Turn Lanes
- + Roundabout
- + Yellow Change Intervals

ROADWAY CONTEXT

Ownership	Boca Raton/FDOT
Context Classification	C4
Vehicle Volume (Vehicles per day)	54,000
Functional Classification	Arterial/Collector

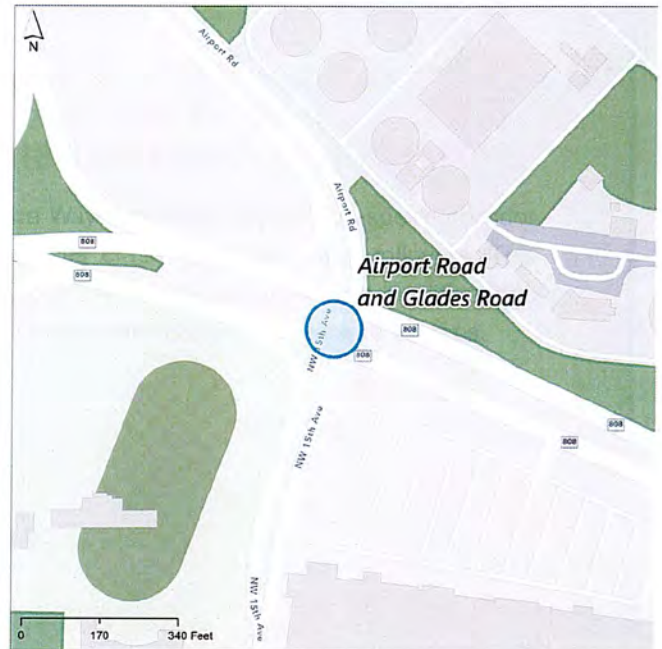
CRASH STATISTICS (2018 TO 2023)

Total Crashes	120
Serious Crashes	0
Fatal Crashes	0

MAP ID 50

Airport Road and Glades Road

This is a high-volume arterial intersection with consistent crash patterns, mostly rear-end and left-turn related. Intersection control and signal backplate enhancements are recommended to improve safety outcomes.



TOP 5 CRASH TYPES

- + Angle
- + Left-Turn
- + Rear-End
- + Run-off
- + Sideswipe (Same direction)

POTENTIAL COUNTERMEASURES

- + Backplates with Retroreflective Borders
- + Corridor Access Management
- + Dedicated Left and Right Turn Lanes
- + Reduced Left-Turn Conflict Intersections
- + Roundabout
- + Yellow Change Intervals

ROADWAY CONTEXT

Ownership	Boca Raton/FDOT
Context Classification	C3C
Vehicle Volume (Vehicles per day)	54,000
Functional Classification	Arterial/Collector

CRASH STATISTICS (2018 TO 2023)

Total Crashes	228
Serious Crashes	1
Fatal Crashes	0

MAP ID 51

W University Drive and Glades Road

This intersection includes multimodal conflicts involving pedestrian and bicycle movements. Although crash totals are moderate, infrastructure upgrades should prioritize vulnerable users through crossing enhancements.



TOP 5 CRASH TYPES

- + Left-Turn
- + Rear-End
- + Pedestrian/Bicycle
- + Run-off
- + Sideswipe (Same direction)

POTENTIAL COUNTERMEASURES

- + Bicycle Lane
- + Crosswalk Visibility Enhancements
- + Leading Pedestrian Interval
- + Medians & Pedestrian Refuge Islands
- + Pedestrian Hybrid Beacons
- + Backplates with Retroreflective Borders
- + Corridor Access Management
- + Dedicated Left and Right Turn Lanes
- + Reduced Left-Turn Conflict Intersections
- + Yellow Change Intervals
- + Roundabout, RRFBs, Road Diets, and Walkways

ROADWAY CONTEXT

Ownership	Private/FDOT
Context Classification	C3R/C3C
Vehicle Volume (Vehicles per day)	47,000
Functional Classification	Arterial/Local

CRASH STATISTICS (2018 TO 2023)

Total Crashes	151
Serious Crashes	1
Fatal Crashes	0

MAP ID 52

E University Drive and Glades Road

This intersection shows a moderate number of crashes within a commercial context. Safety could be improved with backplates, protected left-turns, and better delineation at curb return radii.



TOP 5 CRASH TYPES

- + Angle
- + Left-Turn
- + Rear-End
- + Run-off
- + Sideswipe (Same direction)

POTENTIAL COUNTERMEASURES

- + Backplates with Retroreflective Borders
- + Corridor Access Management
- + Dedicated Left and Right Turn Lanes
- + Reduced Left-Turn Conflict Intersections
- + Roundabout
- + Yellow Change Intervals

ROADWAY CONTEXT

Ownership	Private/FDOT
Context Classification	C4
Vehicle Volume (Vehicles per day)	47,000
Functional Classification	Arterial/Collector

CRASH STATISTICS (2018 TO 2023)

Total Crashes	99
Serious Crashes	1
Fatal Crashes	0

MAP ID 53

NW 2nd Avenue and Glades Road

Despite its smaller scale, this intersection exhibits multimodal crash involvement. Walkability upgrades, crossing visibility, and access management should be part of a systemic improvement approach.



TOP 5 CRASH TYPES

- + Angle
- + Left-Turn
- + Right-Turn
- + Rear-End
- + Sideswipe (Same direction)

POTENTIAL COUNTERMEASURES

- + Bicycle Lane
- + Crosswalk Visibility Enhancements
- + Leading Pedestrian Interval
- + Medians & Pedestrian Refuge Islands
- + Pedestrian Hybrid Beacons
- + Backplates with Retroreflective Borders
- + Corridor Access Management
- + Dedicated Left and Right Turn Lanes
- + Reduced Left-Turn Conflict Intersections
- + Yellow Change Intervals
- + Roundabout, RRFBs, Road Diets, and Walkways

ROADWAY CONTEXT

Ownership	Boca Raton/FDOT
Context Classification	C4
Vehicle Volume (Vehicles per day)	26,000
Functional Classification	Arterial/Collector

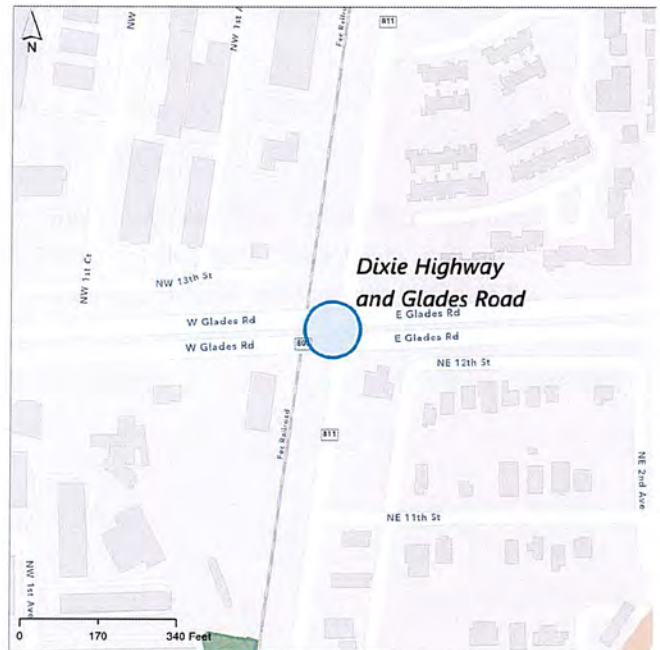
CRASH STATISTICS (2018 TO 2023)

Total Crashes	78
Serious Crashes	1
Fatal Crashes	0

MAP ID 54

Dixie Highway and Glades Road

This busy arterial intersection is prone to angle and turning crashes. High-visibility signal upgrades and turning movement restrictions should be explored to reduce crash exposure.



TOP 5 CRASH TYPES

- + Angle
- + Left-Turn
- + Right-Turn
- + Rear-End
- + Sideswipe (Same direction)

POTENTIAL COUNTERMEASURES

- + Backplates with Retroreflective Borders
- + Corridor Access Management
- + Dedicated Left and Right Turn Lanes
- + Reduced Left-Turn Conflict Intersections
- + Roundabout
- + Yellow Change Intervals

ROADWAY CONTEXT

Ownership	Palm Beach County/FDOT
Context Classification	C4
Vehicle Volume (Vehicles per day)	26,000
Functional Classification	Arterial/Collector

CRASH STATISTICS (2018 TO 2023)

Total Crashes	112
Serious Crashes	2
Fatal Crashes	0

MAP ID 55

Federal Highway and Glades Road

With high volumes and pedestrian conflicts, this intersection requires countermeasures such as refuge islands and leading pedestrian intervals to improve non-motorized user safety.



TOP 5 CRASH TYPES

- + Left-Turn
- + Rear-End
- + Pedestrian/Bicycle
- + Run-off
- + Sideswipe (Same direction)

POTENTIAL COUNTERMEASURES

- + Bicycle Lane
- + Crosswalk Visibility Enhancements
- + Leading Pedestrian Interval
- + Medians & Pedestrian Refuge Islands
- + Pedestrian Hybrid Beacons
- + Backplates with Retroreflective Borders
- + Corridor Access Management
- + Dedicated Left and Right Turn Lanes
- + Reduced Left-Turn Conflict Intersections
- + Yellow Change Intervals
- + Roundabout, RRFBs, Road Diets, and Walkways

ROADWAY CONTEXT

Ownership	FDOT
Context Classification	C4
Vehicle Volume (Vehicles per day)	26,500
Functional Classification	Arterial

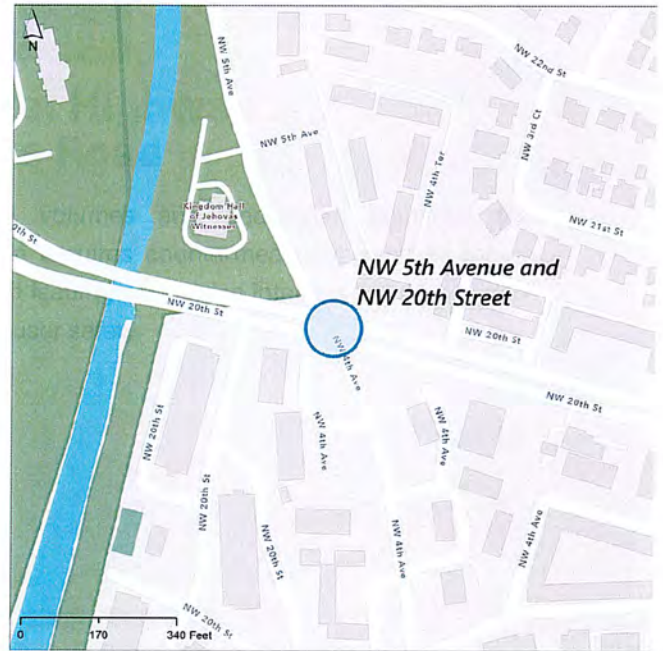
CRASH STATISTICS (2018 TO 2023)

Total Crashes	101
Serious Crashes	2
Fatal Crashes	0

MAP ID 56

NW 5th Avenue and NW 20th Street

This local intersection has moderate crash volume given its lower context classification. Narrowing and lane guidance treatments could help reduce conflict points and encourage slower speeds.



TOP 5 CRASH TYPES

- + Angle
- + Left-Turn
- + Rear-End
- + Run-off
- + Sideswipe (Same direction)

POTENTIAL COUNTERMEASURES

- + Backplates with Retroreflective Borders
- + Corridor Access Management
- + Dedicated Left and Right Turn Lanes
- + Roundabout
- + Yellow Change Intervals

ROADWAY CONTEXT

Ownership	Boca Raton
Context Classification	C3R/C4
Vehicle Volume (Vehicles per day)	17,300
Functional Classification	Local/Collector

CRASH STATISTICS (2018 TO 2023)

Total Crashes	45
Serious Crashes	1
Fatal Crashes	0

MAP ID 57

NW 2nd Avenue and NW 20th Street

Crash types at this collector intersection are typical of lower-speed urban contexts. Minor geometric changes and backplate enhancements may improve safety and visibility.



TOP 5 CRASH TYPES

- + Angle
- + Left-Turn
- + Rear-End
- + Run-off
- + Sideswipe (Same direction)

POTENTIAL COUNTERMEASURES

- + Backplates with Retroreflective Borders
- + Corridor Access Management
- + Dedicated Left and Right Turn Lanes
- + Roundabout
- + Yellow Change Intervals

ROADWAY CONTEXT

Ownership	Boca Raton
Context Classification	C4
Vehicle Volume (Vehicles per day)	17,300
Functional Classification	Collector

CRASH STATISTICS (2018 TO 2023)

Total Crashes	79
Serious Crashes	2
Fatal Crashes	0

MAP ID 58

Dixie Highway and NW 20th Street

With pedestrian crashes noted, this arterial intersection would benefit from focused multimodal safety treatments such as high-visibility crosswalks and pedestrian signals.



TOP 5 CRASH TYPES

- + Angle
- + Left-Turn
- + Rear-End
- + Pedestrian/Bicycle
- + Sideswipe (Same direction)

POTENTIAL COUNTERMEASURES

- + Bicycle Lane
- + Crosswalk Visibility Enhancements
- + Leading Pedestrian Interval
- + Medians & Pedestrian Refuge Islands
- + Pedestrian Hybrid Beacons
- + Backplates with Retroreflective Borders
- + Corridor Access Management
- + Dedicated Left and Right Turn Lanes
- + Reduced Left-Turn Conflict Intersections
- + Yellow Change Intervals
- + Roundabout, RRFBs, Road Diets, and Walkways

ROADWAY CONTEXT

Ownership	Palm Beach County/ Boca Raton
Context Classification	C4
Vehicle Volume (Vehicles per day)	18,000
Functional Classification	Arterial/Collector

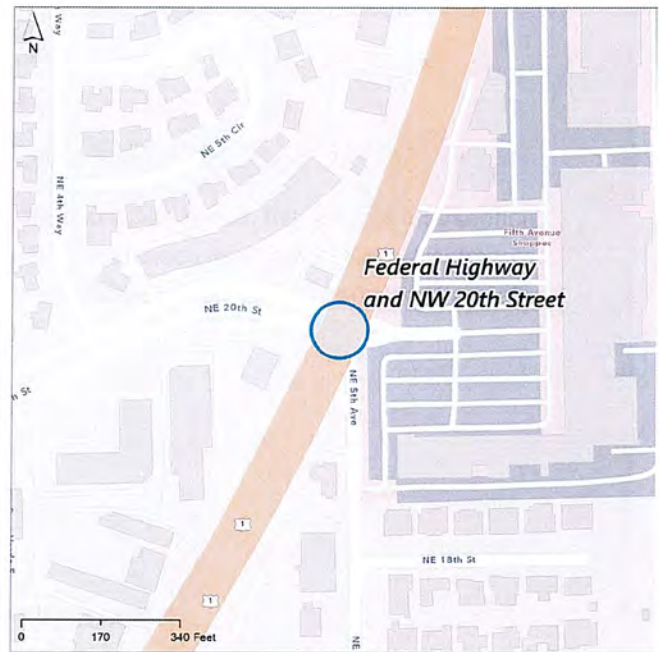
CRASH STATISTICS (2018 TO 2023)

Total Crashes	85
Serious Crashes	0
Fatal Crashes	0

MAP ID 59

Federal Highway and NW 20th Street

This segment of Federal Highway has consistent rear-end and turn-related crashes. Intersection signal and timing upgrades can help reduce delays and improve driver behavior.



TOP 5 CRASH TYPES

- + Angle
- + Left-Turn
- + Rear-End
- + Run-off
- + Sideswipe (Same direction)

POTENTIAL COUNTERMEASURES

- + Backplates with Retroreflective Borders
- + Corridor Access Management
- + Dedicated Left and Right Turn Lanes
- + Reduced Left-Turn Conflict Intersections
- + Roundabout
- + Yellow Change Intervals

ROADWAY CONTEXT

Ownership	FDOT/Boca Raton
Context Classification	C4
Vehicle Volume (Vehicles per day)	28,500
Functional Classification	Arterial/Collector

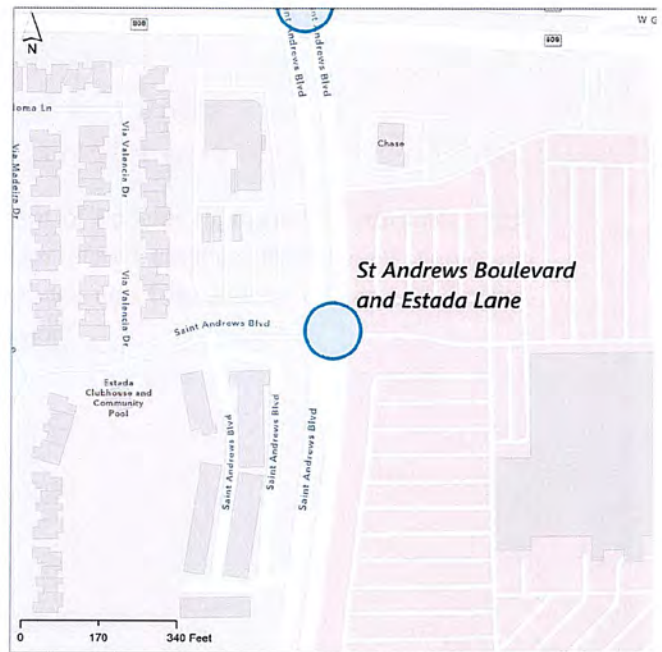
CRASH STATISTICS (2018 TO 2023)

Total Crashes	123
Serious Crashes	3
Fatal Crashes	0

MAP ID 60

St Andrews Boulevard and Estada Lane

Despite low traffic volumes, this location has pedestrian involvement. Targeted measures like striping, signage, and minor traffic calming are recommended to improve local safety.



TOP 5 CRASH TYPES

- + Left-Turn
- + Rear-End
- + Pedestrian/Bicycle
- + Sideswipe (Same direction)

POTENTIAL COUNTERMEASURES

- + Backplates with Retroreflective Borders
- + Corridor Access Management
- + Dedicated Left and Right Turn Lanes
- + Roundabout
- + Yellow Change Intervals

ROADWAY CONTEXT

Ownership	Boca Raton
Context Classification	C3R
Vehicle Volume (Vehicles per day)	20,300
Functional Classification	Collector/Local

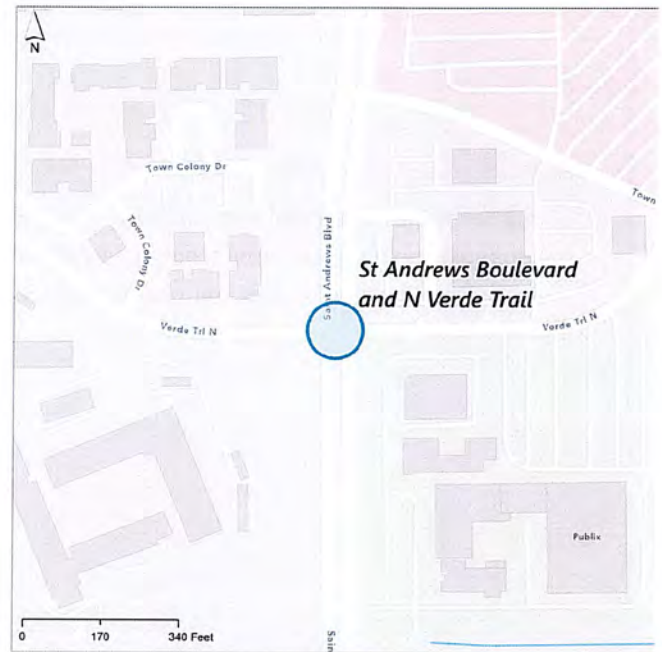
CRASH STATISTICS (2018 TO 2023)

Total Crashes	8
Serious Crashes	0
Fatal Crashes	0

MAP ID 61

St Andrews Boulevard and N Verde Trail

This collector intersection serves a residential area with moderate crash frequency, including pedestrian-involved incidents. Low-cost safety measures such as crosswalk upgrades and signal enhancements can improve visibility and reduce conflict.



TOP 5 CRASH TYPES

- + Angle
- + Left-Turn
- + Rear-End
- + Pedestrian/Bicycle
- + Sideswipe (Same direction)

POTENTIAL COUNTERMEASURES

- + Backplates with Retroreflective Borders
- + Corridor Access Management
- + Dedicated Left and Right Turn Lanes
- + Roundabout
- + Yellow Change Intervals

ROADWAY CONTEXT

Ownership	Boca Raton
Context Classification	C3R
Vehicle Volume (Vehicles per day)	20,300
Functional Classification	Collector/Local

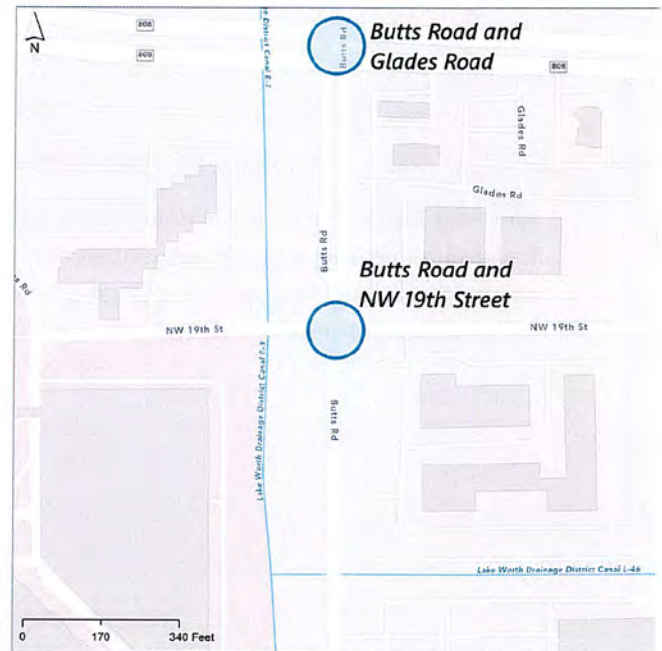
CRASH STATISTICS (2018 TO 2023)

Total Crashes	62
Serious Crashes	2
Fatal Crashes	0

MAP ID 62

Butts Road and NW 19th Street

A local connector within a commercial district, this intersection has crash types including head-on collisions. Improvements should focus on geometric refinements and calming measures at approach legs.



TOP 5 CRASH TYPES

- + Angle
- + Left-Turn
- + Rear-End
- + Head-on
- + Sideswipe (Same direction)

POTENTIAL COUNTERMEASURES

- + Backplates with Retroreflective Borders
- + Corridor Access Management
- + Dedicated Left and Right Turn Lanes
- + Roundabout
- + Yellow Change Intervals

ROADWAY CONTEXT

Ownership	Boca Raton
Context Classification	C4
Vehicle Volume (Vehicles per day)	7,100
Functional Classification	Collector/Local

CRASH STATISTICS (2018 TO 2023)

Total Crashes	53
Serious Crashes	0
Fatal Crashes	0

MAP ID 63

Renaissance Way and NW 19th Street

Despite low volumes, this intersection shows consistent crash activity. The location would benefit from clearer markings and minor intersection reconfiguration to manage turning and through movements.



TOP 5 CRASH TYPES

- + Angle
- + Left-Turn
- + Right-Turn
- + Rear-End
- + Sideswipe (Same direction)

POTENTIAL COUNTERMEASURES

- + Backplates with Retroreflective Borders
- + Corridor Access Management
- + Dedicated Left and Right Turn Lanes
- + Reduced Left-Turn Conflict Intersections
- + Roundabout
- + Yellow Change Intervals

ROADWAY CONTEXT

Ownership	Boca Raton
Context Classification	C4
Vehicle Volume (Vehicles per day)	8,831
Functional Classification	Local

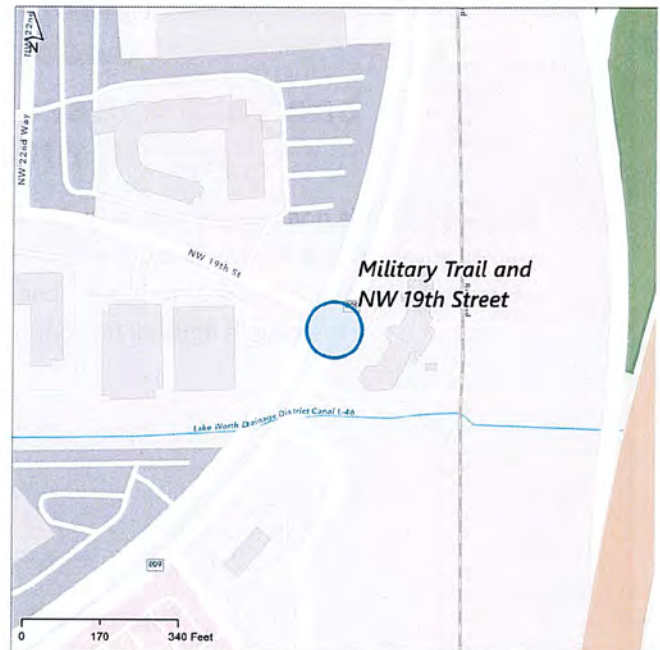
CRASH STATISTICS (2018 TO 2023)

Total Crashes	58
Serious Crashes	0
Fatal Crashes	0

MAP ID 64

Military Trail and NW 19th Street

This arterial/local intersection presents a mix of crash types, including head-on collisions. Speed control and better lane delineation may help reduce serious crashes and improve vehicle guidance.



TOP 5 CRASH TYPES

- + Angle
- + Left-Turn
- + Rear-End
- + Head-on
- + Sideswipe (Same direction)

POTENTIAL COUNTERMEASURES

- + Backplates with Retroreflective Borders
- + Corridor Access Management
- + Dedicated Left and Right Turn Lanes
- + Reduced Left-Turn Conflict Intersections
- + Roundabout
- + Yellow Change Intervals

ROADWAY CONTEXT

Ownership	Palm Beach County/ Boca Raton
Context Classification	C4
Vehicle Volume (Vehicles per day)	34,500
Functional Classification	Arterial/Local

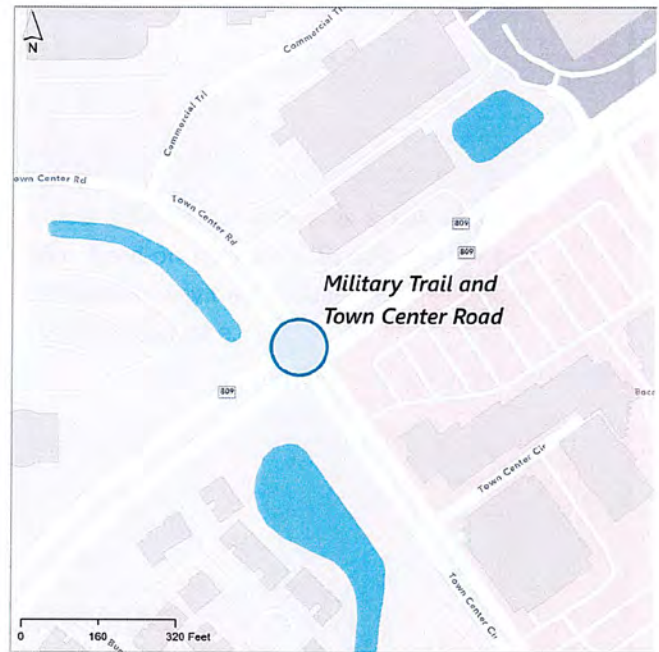
CRASH STATISTICS (2018 TO 2023)

Total Crashes	69
Serious Crashes	2
Fatal Crashes	0

MAP ID 65

Military Trail and Town Center Road

A busy intersection near retail destinations, this location has a higher proportion of serious crashes. Signal visibility, turn phasing, and access control are key to addressing operational issues.



TOP 5 CRASH TYPES

- + Angle
- + Left-Turn
- + Right-Turn
- + Rear-End
- + Sideswipe (Same direction)

POTENTIAL COUNTERMEASURES

- + Backplates with Retroreflective Borders
- + Corridor Access Management
- + Dedicated Left and Right Turn Lanes
- + Reduced Left-Turn Conflict Intersections
- + Roundabout
- + Yellow Change Intervals

ROADWAY CONTEXT

Ownership	Palm Beach County/Private
Context Classification	C4
Vehicle Volume (Vehicles per day)	31,000
Functional Classification	Arterial/Local

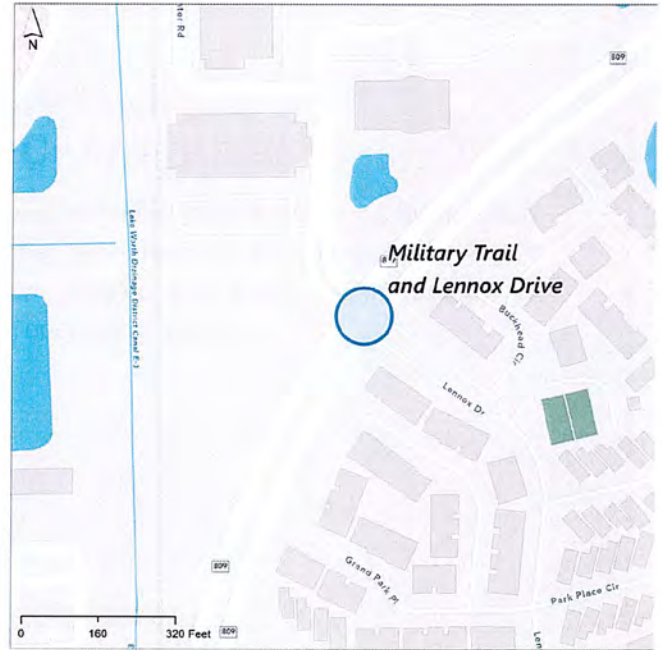
CRASH STATISTICS (2018 TO 2023)

Total Crashes	122
Serious Crashes	5
Fatal Crashes	0

MAP ID 66

Military Trail and Lennox Drive

This lower-volume intersection experiences periodic turning crashes. Minor treatments such as access restrictions and median adjustments may help address vehicle conflict points.



TOP 5 CRASH TYPES

- + Left-Turn
- + Rear-End
- + Run-off
- + Sideswipe (Same direction)

POTENTIAL COUNTERMEASURES

- + Backplates with Retroreflective Borders
- + Corridor Access Management
- + Dedicated Left and Right Turn Lanes
- + Reduced Left-Turn Conflict Intersections
- + Roundabout
- + Yellow Change Intervals

ROADWAY CONTEXT

Ownership	Palm Beach County/Private
Context Classification	C4
Vehicle Volume (Vehicles per day)	31,000
Functional Classification	Arterial/Local

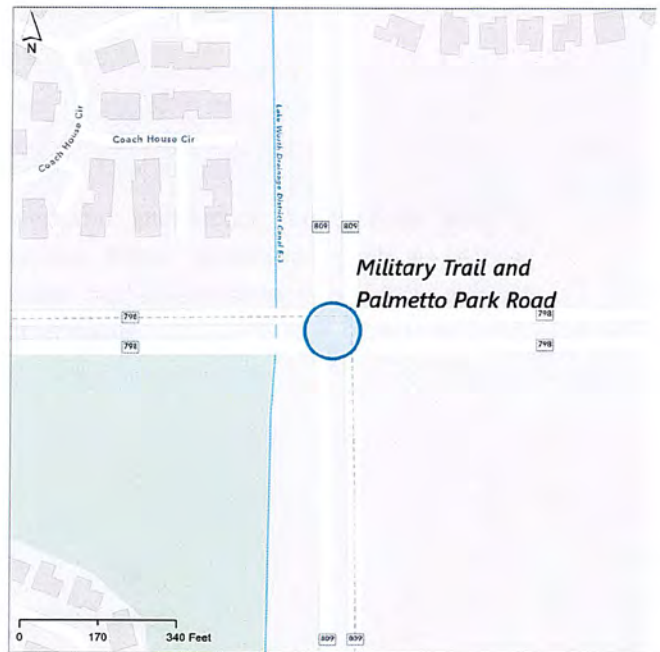
CRASH STATISTICS (2018 TO 2023)

Total Crashes	23
Serious Crashes	1
Fatal Crashes	0

MAP ID 67

Military Trail and Palmetto Park Road

This high-volume arterial intersection has elevated crash frequency and severity. Enhanced signalization, median barriers, and improved turning movement controls are recommended.



TOP 5 CRASH TYPES

- + Angle
- + Left-Turn
- + Rear-End
- + Run-off
- + Sideswipe (Same direction) Here

POTENTIAL COUNTERMEASURES

- + Backplates with Retroreflective Borders
- + Corridor Access Management
- + Dedicated Left and Right Turn Lanes
- + Reduced Left-Turn Conflict Intersections
- + Roundabout
- + Yellow Change Intervals

ROADWAY CONTEXT

Ownership	Palm Beach County
Context Classification	C3R/C4
Vehicle Volume (Vehicles per day)	45,500
Functional Classification	Arterial

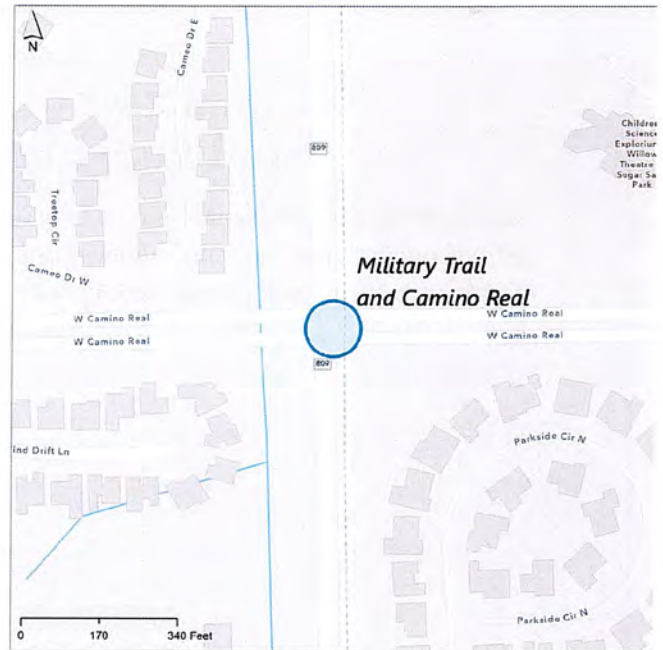
CRASH STATISTICS (2018 TO 2023)

Total Crashes	211
Serious Crashes	0
Fatal Crashes	0

MAP ID 68

Military Trail and Camino Real

This intersection connects residential and commercial areas and experiences a wide range of crash types. Signal upgrades and lane realignment could improve clarity for all users.



TOP 5 CRASH TYPES

- + Angle
- + Left-Turn
- + Right-Turn
- + Rear-End
- + Sideswipe (Same direction)

POTENTIAL COUNTERMEASURES

- + Backplates with Retroreflective Borders
- + Corridor Access Management
- + Dedicated Left and Right Turn Lanes
- + Reduced Left-Turn Conflict Intersections
- + Roundabout
- + Yellow Change Intervals

ROADWAY CONTEXT

Ownership	Palm Beach County
Context Classification	C3R/C4
Vehicle Volume (Vehicles per day)	12,600
Functional Classification	Arterial/Local

CRASH STATISTICS (2018 TO 2023)

Total Crashes	121
Serious Crashes	6
Fatal Crashes	0

MAP ID 69

Military Trail and SW 18th Street

A moderate crash location, this intersection's pattern of turning and rear-end crashes suggests the need for better signal coordination and driveway access management.



TOP 5 CRASH TYPES

- + Angle
- + Left-Turn
- + Right-Turn
- + Rear-End
- + Sideswipe (Same direction)

POTENTIAL COUNTERMEASURES

- + Backplates with Retroreflective Borders
- + Corridor Access Management
- + Dedicated Left and Right Turn Lanes
- + Reduced Left-Turn Conflict Intersections
- + Roundabout
- + Yellow Change Intervals

ROADWAY CONTEXT

Ownership	Palm Beach County/ Boca Raton
Context Classification	C3R
Vehicle Volume (Vehicles per day)	11,500
Functional Classification	Arterial/Local

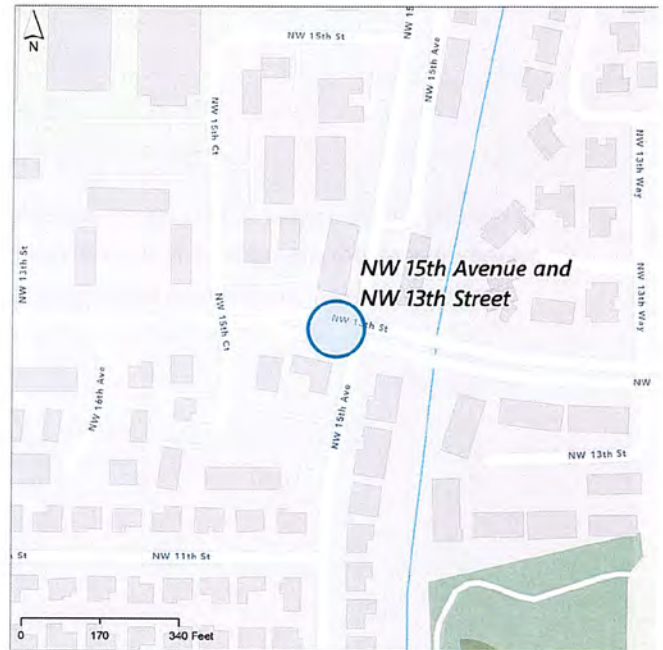
CRASH STATISTICS (2018 TO 2023)

Total Crashes	115
Serious Crashes	2
Fatal Crashes	0

MAP ID 70

NW 15th Avenue and NW 13th Street

Located in a local neighborhood, this intersection has recorded pedestrian crashes and a variety of vehicle conflicts. Walkability improvements and lighting enhancements would support safer crossings.



TOP 5 CRASH TYPES

- + Angle
- + Left-Turn
- + Rear-End
- + Pedestrian/Bicycle
- + Head-On

POTENTIAL COUNTERMEASURES

- + Bicycle Lane
- + Crosswalk Visibility Enhancements
- + Leading Pedestrian Interval
- + Medians & Pedestrian Refuge Islands
- + Pedestrian Hybrid Beacons
- + Backplates with Retroreflective Borders
- + Corridor Access Management
- + Dedicated Left and Right Turn Lanes
- + Yellow Change Intervals
- + Roundabout, RRFBs, Road Diets, and Walkways

ROADWAY CONTEXT

Ownership	Boca Raton
Context Classification	C3C
Vehicle Volume (Vehicles per day)	6,900
Functional Classification	Local/Collector

CRASH STATISTICS (2018 TO 2023)

Total Crashes	24
Serious Crashes	0
Fatal Crashes	0

University Drive and NW 20th Street

[illegible]

- + Angle
- + Left-Turn
- + Rear-End
- + Run-off
- + Sideswipe (Same direction)

- + Backplates with Retroreflective Borders
- + Corridor Access Management
- + Dedicated Left and Right Turn Lanes
- + Roundabout
- + Yellow Change Intervals

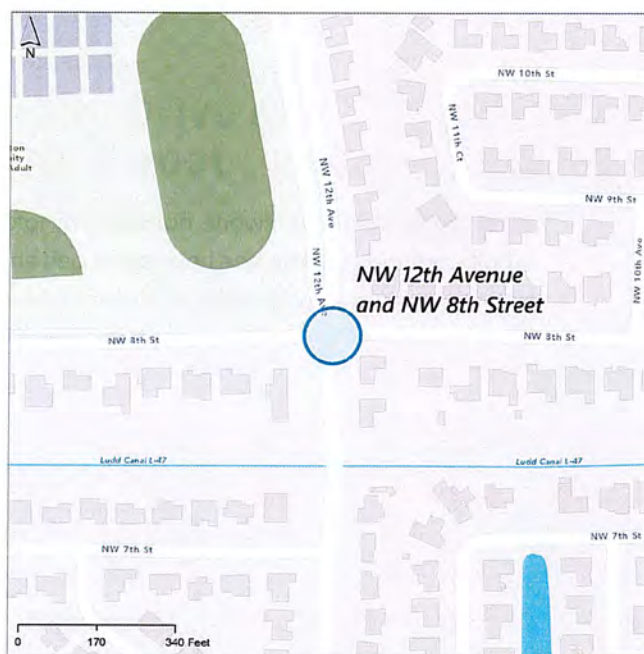
ROADWAY CONTEXT	
Ownership	Private
Context Classification	C3C/C4
Vehicle Volume (Vehicles per day)	17,300
Functional Classification	Collector

CRASH STATISTICS (2018 TO 2023)	
Total Crashes	43
Serious Crashes	0
Fatal Crashes	0

MAP ID 72

NW 12th Avenue and NW 8th Street

Although a low-volume intersection, crashes involving pedestrians suggest a need for crosswalk improvements, sidewalk continuity, and visibility enhancements.



TOP 5 CRASH TYPES

- + Angle
- + Left-Turn
- + Rear-End
- + Pedestrian/Bicycle
- + Sideswipe (Same direction)

POTENTIAL COUNTERMEASURES

- + Bicycle Lane
- + Crosswalk Visibility Enhancements
- + Leading Pedestrian Interval
- + Medians & Pedestrian Refuge Islands
- + Pedestrian Hybrid Beacons
- + Backplates with Retroreflective Borders
- + Corridor Access Management
- + Dedicated Left and Right Turn Lanes
- + Yellow Change Intervals
- + Roundabout, RRFBs, Road Diets, and Walkways

ROADWAY CONTEXT

Ownership	Boca Raton
Context Classification	C4
Vehicle Volume (Vehicles per day)	11,400
Functional Classification	Local/Collector

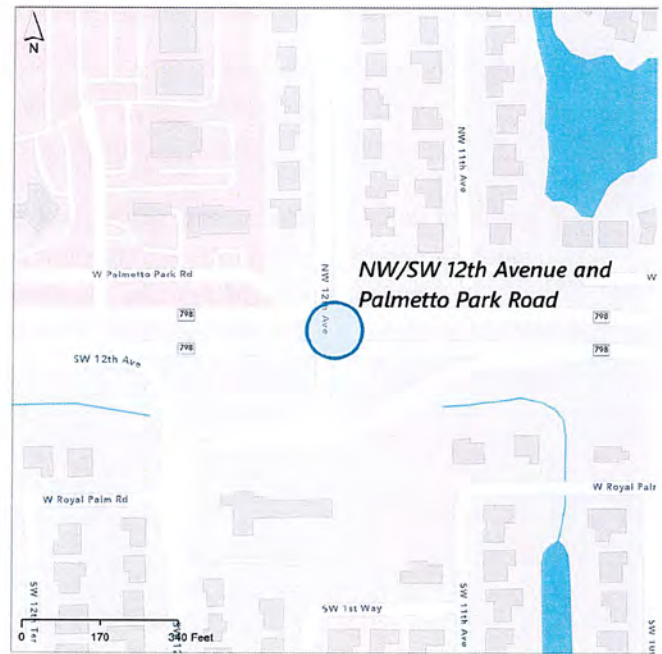
CRASH STATISTICS (2018 TO 2023)

Total Crashes	17
Serious Crashes	0
Fatal Crashes	0

MAP ID 73

NW/SW 12th Avenue and Palmetto Park Road

A high-volume intersection serving regional traffic, crash frequency suggests a need for access management, signal visibility upgrades, and protected turn phases.



TOP 5 CRASH TYPES

- + Angle
- + Left-Turn
- + Rear-End
- + Run-off
- + Sideswipe (Same direction)

POTENTIAL COUNTERMEASURES

- + Backplates with Retroreflective Borders
- + Corridor Access Management
- + Dedicated Left and Right Turn Lanes
- + Roundabout
- + Yellow Change Intervals

ROADWAY CONTEXT

Ownership	Boca Raton/Palm Beach County
Context Classification	C4
Vehicle Volume (Vehicles per day)	50,000
Functional Classification	Arterial/Collector

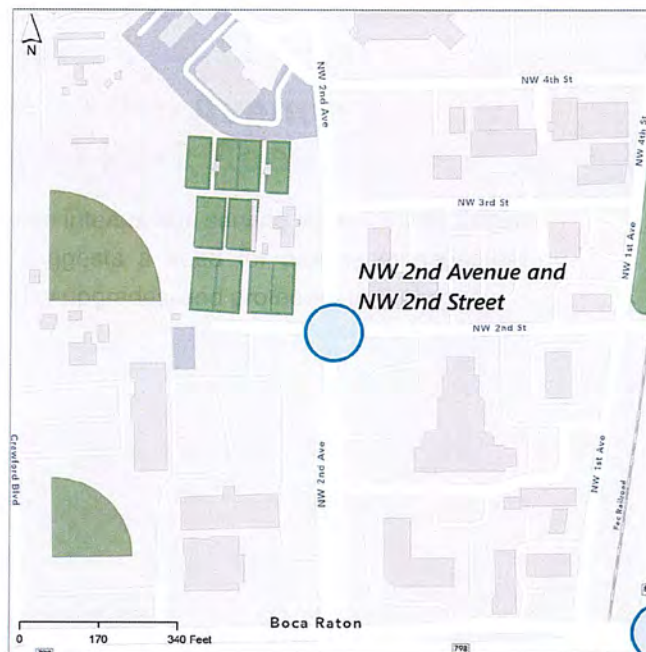
CRASH STATISTICS (2018 TO 2023)

Total Crashes	157
Serious Crashes	2
Fatal Crashes	0

MAP ID 74

NW 2nd Avenue and NW 2nd Street

This collector intersection sees a small number of turning-related crashes. Visibility improvements, signing, and possible curb adjustments may improve turning clarity.



TOP 5 CRASH TYPES

- + Angle
- + Left-Turn
- + Right-Turn
- + Rear-End
- + Sideswipe (Same direction)

POTENTIAL COUNTERMEASURES

- + Backplates with Retroreflective Borders
- + Corridor Access Management
- + Dedicated Left and Right Turn Lanes
- + Reduced Left-Turn Conflict Intersections
- + Roundabout
- + Yellow Change Intervals

ROADWAY CONTEXT

Ownership	Boca Raton
Context Classification	C4
Vehicle Volume (Vehicles per day)	14,500
Functional Classification	Local/Collector

CRASH STATISTICS (2018 TO 2023)

Total Crashes	18
Serious Crashes	1
Fatal Crashes	0

MAP ID 75

NE 2nd Street and Dixie Highway

A moderately busy intersection with recurring same-direction crashes. Safety countermeasures should include signal backplates, protected left-turn phases, and improved lane markings.



TOP 5 CRASH TYPES

- + Angle
- + Left-Turn
- + Right-Turn
- + Rear-End
- + Sideswipe (Same direction)

POTENTIAL COUNTERMEASURES

- + Backplates with Retroreflective Borders
- + Corridor Access Management
- + Dedicated Left and Right Turn Lanes
- + Reduced Left-Turn Conflict Intersections
- + Roundabout
- + Yellow Change Intervals

ROADWAY CONTEXT

Ownership	Boca Raton/Palm Beach County
Context Classification	C6
Vehicle Volume (Vehicles per day)	18,000
Functional Classification	Arterial/Local

CRASH STATISTICS (2018 TO 2023)

Total Crashes	71
Serious Crashes	1
Fatal Crashes	0

MAP ID 76

Federal Highway and Palmetto Park Road

A regional intersection with a high volume of crashes, including one fatality. Improvements should focus on protected turning movements, pedestrian crossing upgrades, and enhanced signal visibility.



TOP 5 CRASH TYPES

- + Angle
- + Left-Turn
- + Right-Turn
- + Rear-End
- + Sideswipe (Same direction)

POTENTIAL COUNTERMEASURES

- + Backplates with Retroreflective Borders
- + Corridor Access Management
- + Dedicated Left and Right Turn Lanes
- + Reduced Left-Turn Conflict Intersections
- + Roundabout
- + Yellow Change Intervals

ROADWAY CONTEXT

Ownership	FDOT/Palm Beach County
Context Classification	C4
Vehicle Volume (Vehicles per day)	50,000
Functional Classification	Arterial

CRASH STATISTICS (2018 TO 2023)

Total Crashes	138
Serious Crashes	1
Fatal Crashes	1

MAP ID 77

NW/SW 4th Avenue and Palmetto Park Road

This intersection experiences consistent crashes involving turning and rear-end movements. Geometric enhancements and signal visibility improvements are recommended to address operational conflicts.



TOP 5 CRASH TYPES

- + Angle
- + Left-Turn
- + Rear-End
- + Run-off
- + Sideswipe (Same direction)

POTENTIAL COUNTERMEASURES

- + Backplates with Retroreflective Borders
- + Corridor Access Management
- + Dedicated Left and Right Turn Lanes
- + Roundabout
- + Yellow Change Intervals

ROADWAY CONTEXT

Ownership	Boca Raton/Palm Beach County
Context Classification	C4
Vehicle Volume (Vehicles per day)	50,000
Functional Classification	Arterial/Local

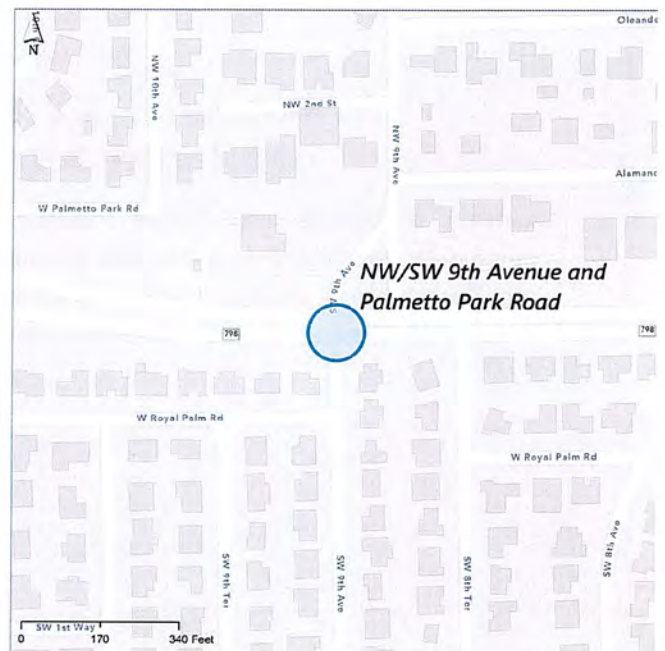
CRASH STATISTICS (2018 TO 2023)

Total Crashes	112
Serious Crashes	0
Fatal Crashes	0

MAP ID 78

NW/SW 9th Avenue and Palmetto Park Road

Located on a major corridor, this intersection shows a recurring pattern of angle and run-off crashes. Traffic signal upgrades and potential channelization may reduce crash frequency.



TOP 5 CRASH TYPES

- + Angle
- + Left-Turn
- + Rear-End
- + Run-off
- + Sideswipe (Same direction)

POTENTIAL COUNTERMEASURES

- + Backplates with Retroreflective Borders
- + Corridor Access Management
- + Dedicated Left and Right Turn Lanes
- + Roundabout
- + Yellow Change Intervals

ROADWAY CONTEXT

Ownership	Boca Raton/Palm Beach County
Context Classification	C4
Vehicle Volume (Vehicles per day)	50,000
Functional Classification	Arterial/Collector

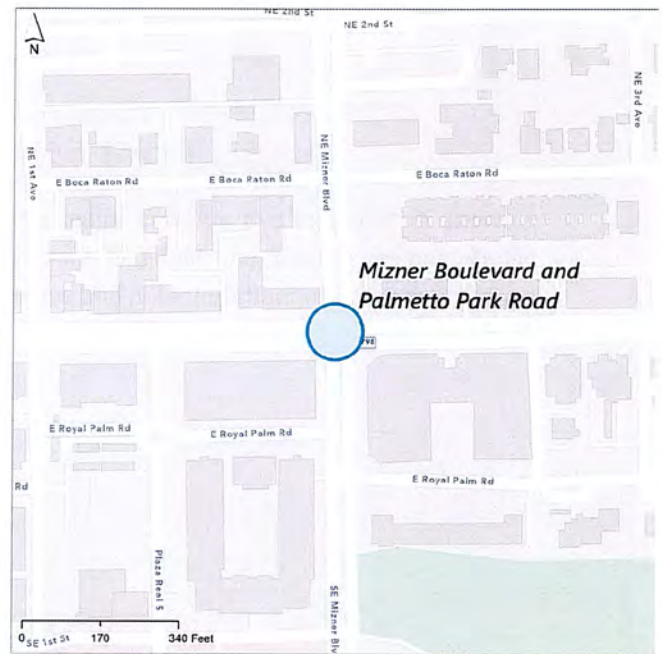
CRASH STATISTICS (2018 TO 2023)

Total Crashes	53
Serious Crashes	1
Fatal Crashes	0

MAP ID 79

Mizner Boulevard and Palmetto Park Road

Although relatively low volume, this intersection has a high severity score. Signal timing, pedestrian refuge islands, and visibility treatments are needed due to mixed-use context.



TOP 5 CRASH TYPES

- + Angle
- + Left-Turn
- + Rear-End
- + Run-off
- + Sideswipe (Same direction)

POTENTIAL COUNTERMEASURES

- + Backplates with Retroreflective Borders
- + Corridor Access Management
- + Dedicated Left and Right Turn Lanes
- + Roundabout
- + Yellow Change Intervals

ROADWAY CONTEXT

Ownership	Boca Raton/Palm Beach County
Context Classification	C4
Vehicle Volume (Vehicles per day)	10,200
Functional Classification	Arterial/Collector

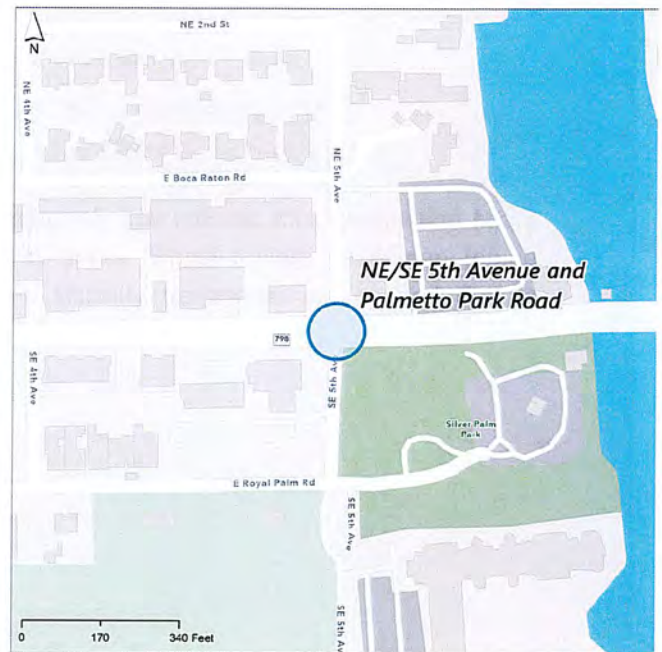
CRASH STATISTICS (2018 TO 2023)

Total Crashes	60
Serious Crashes	0
Fatal Crashes	0

MAP ID 80

NE/SE 5th Avenue and Palmetto Park Road

With pedestrian and bicycle conflicts, this location would benefit from RRFBs, curb extensions, and crossing enhancements to improve safety for non-motorized users.



TOP 5 CRASH TYPES

- + Angle
- + Left-Turn
- + Rear-End
- + Pedestrian/Bicycle
- + Run-off

POTENTIAL COUNTERMEASURES

- + Bicycle Lane
- + Crosswalk Visibility Enhancements
- + Leading Pedestrian Interval
- + Medians & Pedestrian Refuge Islands
- + Pedestrian Hybrid Beacons
- + Backplates with Retroreflective Borders
- + Corridor Access Management
- + Dedicated Left and Right Turn Lanes
- + Reduced Left-Turn Conflict Intersections
- + Yellow Change Intervals
- + Roundabout, RRFBs, Road Diets, and Walkways

ROADWAY CONTEXT

Ownership	Boca Raton/Palm Beach County
Context Classification	C4
Vehicle Volume (Vehicles per day)	10,200
Functional Classification	Arterial/Collector

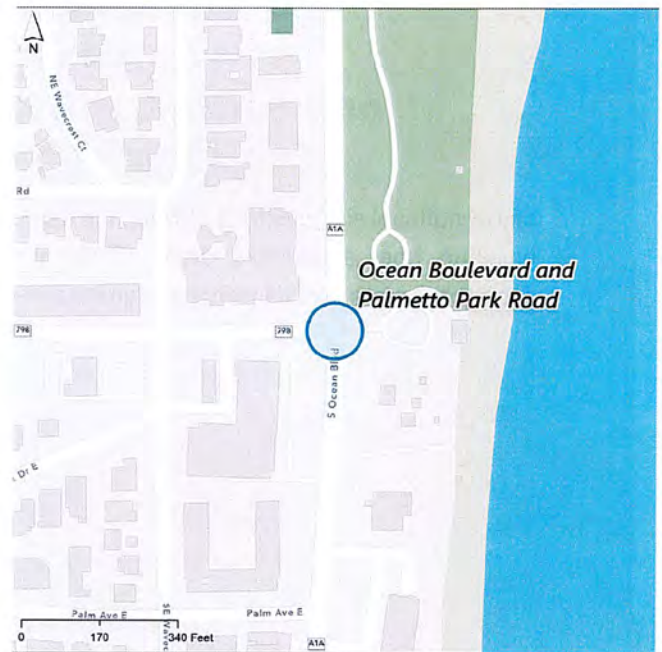
CRASH STATISTICS (2018 TO 2023)

Total Crashes	40
Serious Crashes	1
Fatal Crashes	0

MAP ID 81

Ocean Boulevard and Palmetto Park Road

This coastal collector intersection has moderate crashes with pedestrian involvement. Targeted upgrades like raised medians, enhanced crosswalks, and traffic calming are appropriate.



TOP 5 CRASH TYPES

- + Left-Turn
- + Rear-End
- + Pedestrian/Bicycle
- + Run-off
- + Sideswipe (Same direction)

POTENTIAL COUNTERMEASURES

- + Bicycle Lane
- + Crosswalk Visibility Enhancements
- + Leading Pedestrian Interval
- + Medians & Pedestrian Refuge Islands
- + Pedestrian Hybrid Beacons
- + Backplates with Retroreflective Borders
- + Corridor Access Management
- + Dedicated Left and Right Turn Lanes
- + Reduced Left-Turn Conflict Intersections
- + Yellow Change Intervals
- + Roundabout, RRFBs, Road Diets, and Walkways

ROADWAY CONTEXT

Ownership	FDOT/Palm Beach County
Context Classification	C3R/C4
Vehicle Volume (Vehicles per day)	11,700
Functional Classification	Arterial/Collector

CRASH STATISTICS (2018 TO 2023)

Total Crashes	55
Serious Crashes	1
Fatal Crashes	0

MAP ID 82

SW 12th Avenue and Camino Real

A low-volume collector intersection with limited crashes, but recurring turning conflicts. Minor signal visibility and signage improvements are recommended.



TOP 5 CRASH TYPES

- + Angle
- + Left-Turn
- + Right-Turn
- + Rear-End
- + Sideswipe (Same direction)

POTENTIAL COUNTERMEASURES

- + Backplates with Retroreflective Borders
- + Corridor Access Management
- + Dedicated Left and Right Turn Lanes
- + Reduced Left-Turn Conflict Intersections
- + Roundabout
- + Yellow Change Intervals

ROADWAY CONTEXT

Ownership	Boca Raton/Palm Beach County
Context Classification	C4
Vehicle Volume (Vehicles per day)	12,600
Functional Classification	Collector

CRASH STATISTICS (2018 TO 2023)

Total Crashes	33
Serious Crashes	1
Fatal Crashes	0

MAP ID 83

Dixie Highway and Camino Real

This arterial intersection exhibits a range of crashes with a notable number of angle and run-off incidents. Access management and lane guidance improvements are needed.



TOP 5 CRASH TYPES

- + Angle
- + Left-Turn
- + Rear-End
- + Run-off
- + Sideswipe (Same direction)

POTENTIAL COUNTERMEASURES

- + Backplates with Retroreflective Borders
- + Corridor Access Management
- + Dedicated Left and Right Turn Lanes
- + Reduced Left-Turn Conflict Intersections
- + Roundabout
- + Yellow Change Intervals

ROADWAY CONTEXT

Ownership	Palm Beach County
Context Classification	C4
Vehicle Volume (Vehicles per day)	18,000
Functional Classification	Arterial/Collector

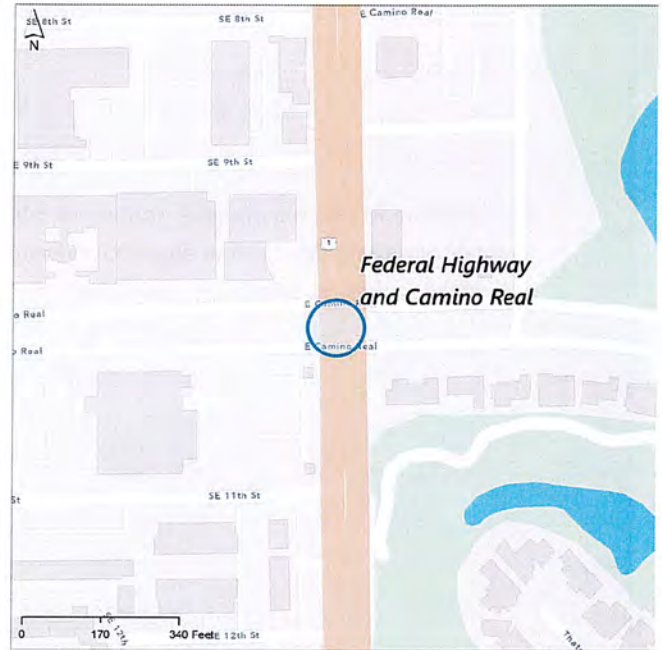
CRASH STATISTICS (2018 TO 2023)

Total Crashes	128
Serious Crashes	2
Fatal Crashes	0

MAP ID 84

Federal Highway and Camino Real

A mid-volume intersection with pedestrian and turning crashes, this location would benefit from crossing enhancements and reduced conflict turning radii.



TOP 5 CRASH TYPES

- + Angle
- + Left-Turn
- + Rear-End
- + Pedestrian/Bicycle
- + Sideswipe (Same direction)

POTENTIAL COUNTERMEASURES

- + Bicycle Lane
- + Crosswalk Visibility Enhancements
- + Leading Pedestrian Interval
- + Medians & Pedestrian Refuge Islands
- + Pedestrian Hybrid Beacons
- + Backplates with Retroreflective Borders
- + Corridor Access Management
- + Dedicated Left and Right Turn Lanes
- + Yellow Change Intervals
- + Roundabout, RRFBs, Road Diets, and Walkways

ROADWAY CONTEXT

Ownership	FDOT/Palm Beach County
Context Classification	C4
Vehicle Volume (Vehicles per day)	31,500
Functional Classification	Arterial/Collector

CRASH STATISTICS (2018 TO 2023)

Total Crashes	112
Serious Crashes	1
Fatal Crashes	0

MAP ID 85

Dixie Highway and SW 18th Street

Recurring rear-end and angle crashes highlight the need for better signal visibility and improved turning lanes. Low-cost geometric treatments could address operational issues.



TOP 5 CRASH TYPES

- + Angle
- + Left-Turn
- + Rear-End
- + Run-off
- + Sideswipe (Same direction)

POTENTIAL COUNTERMEASURES

- + Backplates with Retroreflective Borders
- + Corridor Access Management
- + Dedicated Left and Right Turn Lanes
- + Reduced Left-Turn Conflict Intersections
- + Roundabout
- + Yellow Change Intervals

ROADWAY CONTEXT

Ownership	Palm Beach County/ Boca Raton
Context Classification	C3R
Vehicle Volume (Vehicles per day)	18,000
Functional Classification	Arterial/Collector

CRASH STATISTICS (2018 TO 2023)

Total Crashes	81
Serious Crashes	1
Fatal Crashes	0

MAP ID 86

Federal Highway and NE 8th Street

Although this is a relatively low-volume intersection, crash patterns suggest signal upgrades and clearer access control would improve intersection performance.



TOP 5 CRASH TYPES

- + Angle
- + Left-Turn
- + Rear-End
- + Run-off
- + Sideswipe (Same direction)

POTENTIAL COUNTERMEASURES

- + Backplates with Retroreflective Borders
- + Corridor Access Management
- + Dedicated Left and Right Turn Lanes
- + Reduced Left-Turn Conflict Intersections
- + Roundabout
- + Yellow Change Intervals

ROADWAY CONTEXT

Ownership	FDOT/Boca Raton
Context Classification	C4
Vehicle Volume (Vehicles per day)	26,500
Functional Classification	Arterial/Local

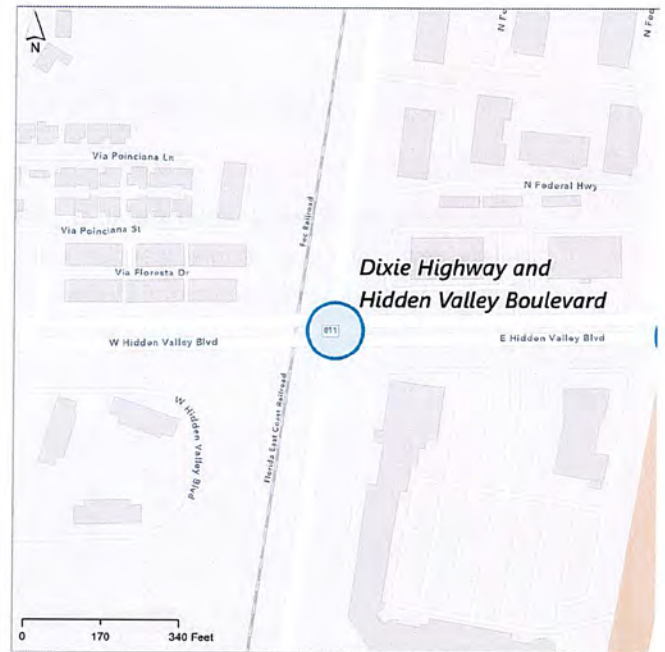
CRASH STATISTICS (2018 TO 2023)

Total Crashes	44
Serious Crashes	0
Fatal Crashes	0

MAP ID 87

Dixie Highway and Hidden Valley Boulevard

Crash severity and the presence of a fatality suggest the need for systemic improvements at this stop-controlled location, including signage upgrades and raised medians.



TOP 5 CRASH TYPES

- + Angle
- + Left-Turn
- + Rear-End
- + Sideswipe (Same direction)

POTENTIAL COUNTERMEASURES

- + Backplates with Retroreflective Borders
- + Corridor Access Management
- + Dedicated Left and Right Turn Lanes
- + Reduced Left-Turn Conflict Intersections
- + Roundabout
- + Yellow Change Intervals
- + Systemic Application of Multiple Low-Cost Countermeasures at Stop Controlled Intersections

ROADWAY CONTEXT

Ownership	Palm Beach County/ Boca Raton
Context Classification	C3R
Vehicle Volume (Vehicles per day)	13,800
Functional Classification	Arterial/Local

CRASH STATISTICS (2018 TO 2023)

Total Crashes	28
Serious Crashes	0
Fatal Crashes	1

Federal Highway and Hidden Valley Boulevard

- + Angle
- + Left-Turn
- + Rear-End
- + Head On,
- + Sideswipe (Same direction)

- + Backplates with Retroreflective Borders
- + Corridor Access Management
- + Dedicated Left and Right Turn Lanes
- + Reduced Left-Turn Conflict Intersections
- + Roundabout
- + Yellow Change Intervals
- + Systemic Application of Multiple Low-Cost Countermeasures at Stop Controlled Intersections

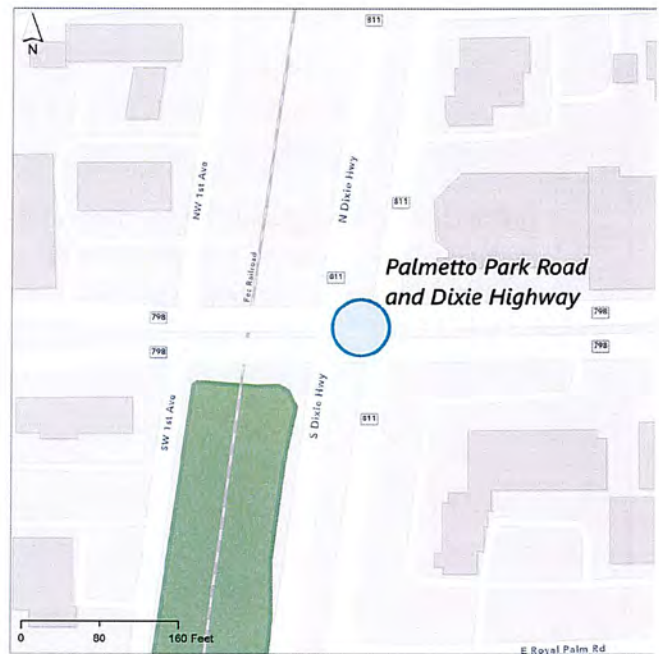
ROADWAY CONTEXT	
Ownership	FDOT/Boca Raton
Context Classification	C3R
Vehicle Volume (Vehicles per day)	30,500
Functional Classification	Arterial/Local

CRASH STATISTICS (2018 TO 2023)	
Total Crashes	18
Serious Crashes	2
Fatal Crashes	0

MAP ID 89

Palmetto Park Road and Dixie Highway

This busy collector/arterial intersection has experienced a fatal crash and repeated same-direction conflicts. Countermeasures should focus on protected turning phases and signal backplate visibility.



TOP 5 CRASH TYPES

- + Angle
- + Left-Turn
- + Rear-End
- + Head On
- + Sideswipe (Same direction)

POTENTIAL COUNTERMEASURES

- + Backplates with Retroreflective Borders
- + Corridor Access Management
- + Dedicated Left and Right Turn Lanes
- + Reduced Left-Turn Conflict Intersections
- + Roundabout
- + Yellow Change Intervals
- + Systemic Application of Multiple Low-Cost Countermeasures at Stop Controlled Intersections

ROADWAY CONTEXT

Ownership	Palm Beach County
Context Classification	C4
Vehicle Volume (Vehicles per day)	51,500
Functional Classification	Collector/Arterial

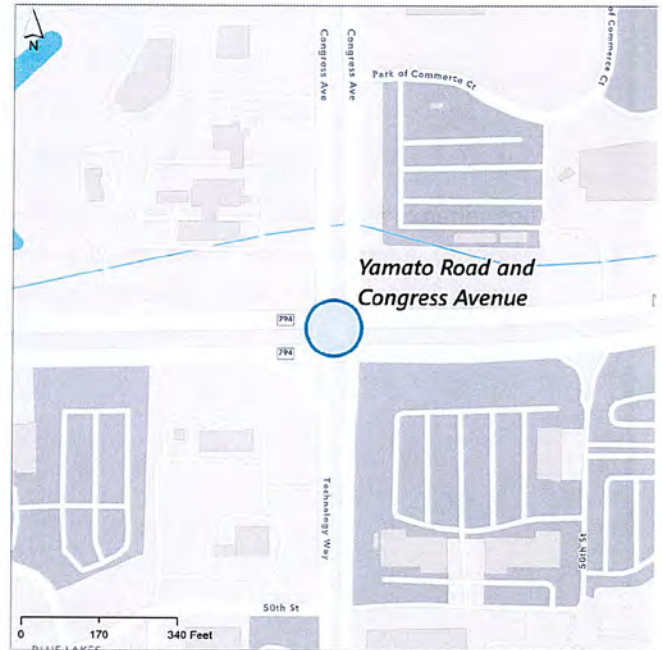
CRASH STATISTICS (2018 TO 2023)

Total Crashes	99
Serious Crashes	0
Fatal Crashes	1

MAP ID 90

Yamato Road and Congress Avenue

A major arterial intersection with a history of serious and head-on crashes. Improvements should include systemic safety upgrades, conflict point reduction, and signal timing optimization.



TOP 5 CRASH TYPES

- + Angle
- + Left-Turn
- + Rear-End
- + Head On
- + Sideswipe (Same direction)

POTENTIAL COUNTERMEASURES

- + Backplates with Retroreflective Borders
- + Corridor Access Management
- + Dedicated Left and Right Turn Lanes
- + Reduced Left-Turn Conflict Intersections
- + Roundabout
- + Yellow Change Intervals
- + Systemic Application of Multiple Low-Cost Countermeasures at Stop Controlled Intersections

ROADWAY CONTEXT

Ownership	FDOT/Palm Beach County
Context Classification	C4
Vehicle Volume (Vehicles per day)	35,500
Functional Classification	Arterial

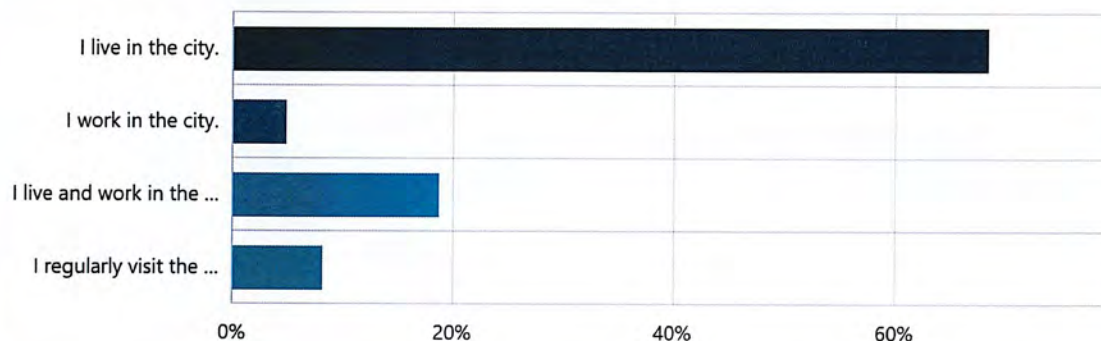
CRASH STATISTICS (2018 TO 2023)

Total Crashes	135
Serious Crashes	2
Fatal Crashes	0

Appendix B: Community Input Details

1. What is your connection to Boca Raton? Required

Multi Choice | Skipped: 0 | Answered: 332 (100%)



Answer choices

Percent

Count

I live in the city.

68.37%

227

I work in the city.

4.82%

16

I live and work in the city.

18.67%

62

I regularly visit the city to socialize or for other daily activities.

8.13%

27

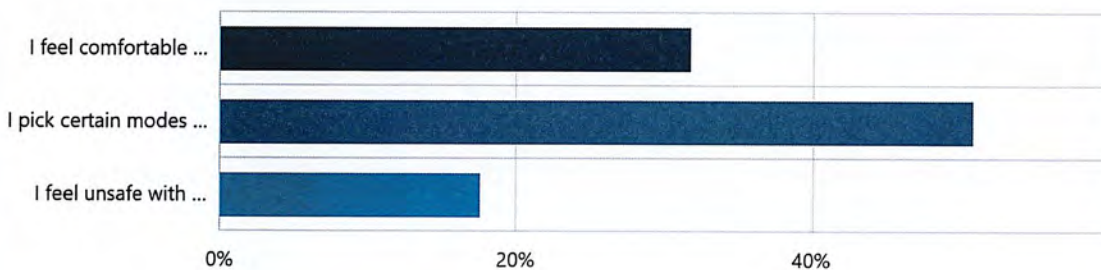
Total

100.00%

332

2. How do you perceive transportation safety in Boca Raton? Required

Multi Choice | Skipped: 1 | Answered: 331 (99.7%)



Answer choices

Percent

Count

I feel comfortable using any mode of travel and route.

31.72%

105

I pick certain modes or routes depending on how safe I feel.

50.76%

168

I feel unsafe with most routes and modes, and I am very selective with my travel choices.

17.52%

58

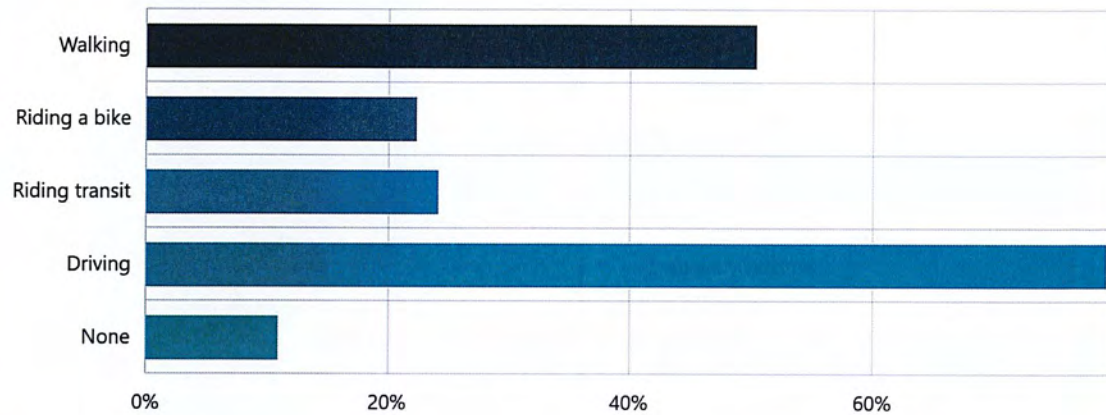
Total

100.00%

331

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

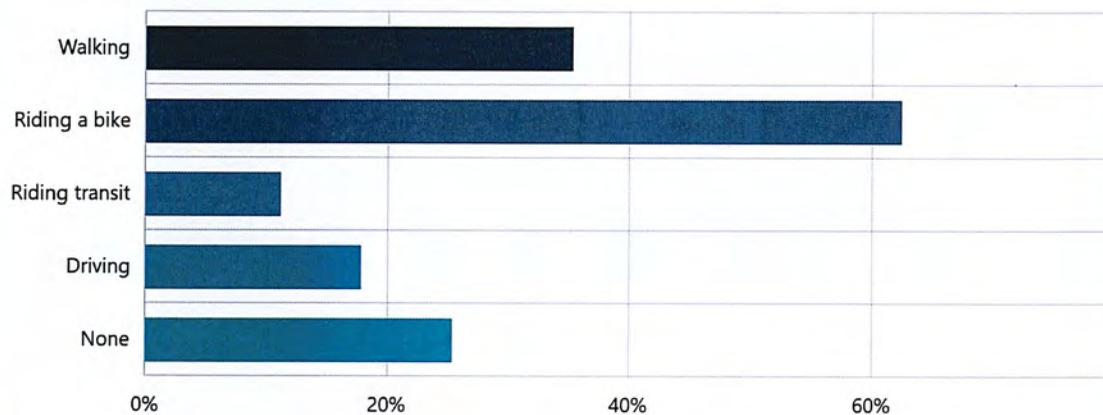
Multi Choice | Skipped: 0 | Answered: 332 (100%)



Answer choices	Percent	Count
Walking	50.30%	167
Riding a bike	22.29%	74
Riding transit	24.10%	80
Driving	79.22%	263
None	10.84%	36

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

Multi Choice | Skipped: 0 | Answered: 332 (100%)



Answer choices	Percent	Count
Walking	35.24%	117
Riding a bike	62.35%	207
Riding transit	11.14%	37
Driving	17.77%	59
None	25.30%	84

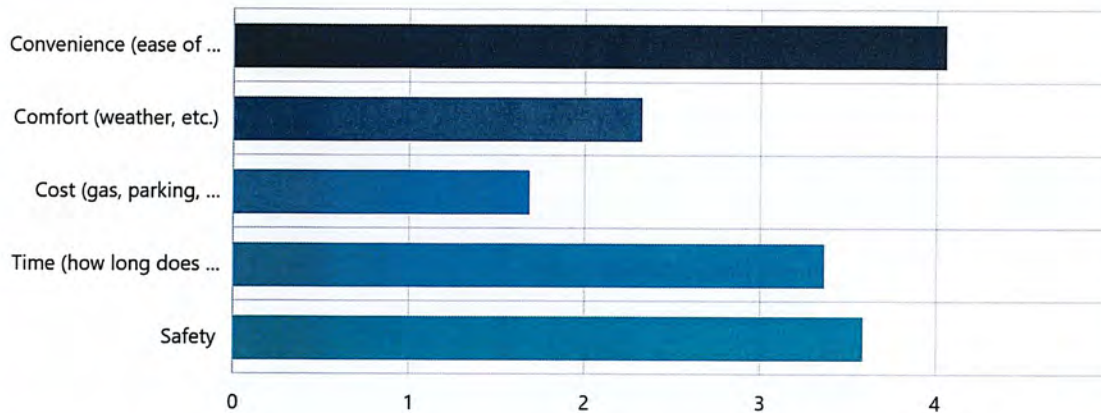
Summary of Online Survey Short Answer Question #5

Are there specific roads that feel unsafe in Boca Raton?

1. Glades Rd – heavy traffic, especially near I-95 and major intersections, inconsistent bike lanes, difficult pedestrian crossings
2. Palmetto Park Road – constant speeding, dangerous pedestrian conditions, high traffic volume, risky intersections and red-light running, and roadside parking issues
3. Military Trail – high speeds, aggressive driving, unsafe biking conditions, not pedestrian friendly
4. A1A – unsafe for biking, speeding and aggressive driving, lack of protective bike/ped infrastructure, high crash volume
5. Dixie Highway – dangerous pedestrian crossings, high speed and minimal enforcement, poor visibility at intersections, and unsafe biking conditions
6. Federal Highway (US1) – heavy traffic, poor pedestrian safety, and dangerous turns
7. NW 2nd Avenue – speeding, unsafe intersections, and high-risk pedestrian areas
8. Camino Real – narrow lanes, unsafe for bike/ped, speeding, and problematic bridge crossing
9. Spanish River Boulevard – dangerous crosswalks, speeding unsafe for beachgoers, limited pedestrian protection, and high traffic near FAU and I-95
10. SW 18th Street – difficult roadway – curved road, narrow lanes, and speeding drivers, push buttons ignored, cars don't stop
11. Yamato Road – high speed, unsafe crossings, and poor bike infrastructure
12. Congress Avenue – poor lighting, high traffic volume, and dangerous intersections

6. What factors influence your travel choices? Required

Ranking | Skipped: 58 | Answered: 274 (82.5%)



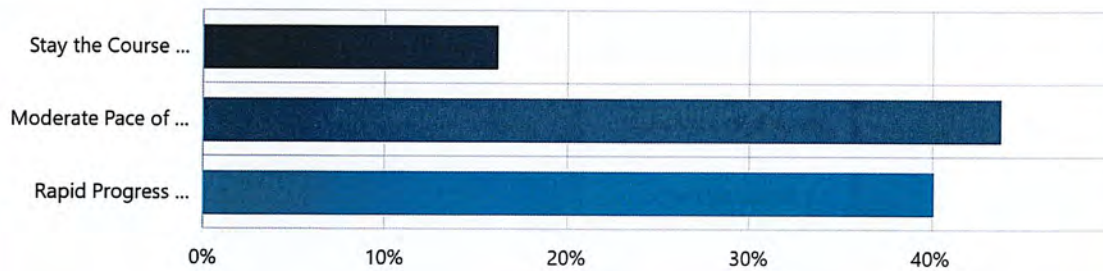
	1	2	3	4	5	Count	Score	Avg Rank
Convenience (ease of getting to destinations)	44.16% 121	27.37% 75	19.71% 54	7.30% 20	1.46% 4	274	4.05	1.95
Comfort (weather, etc.)	4.01% 11	12.41% 34	21.53% 59	35.77% 98	26.28% 72	274	2.32	3.68
Cost (gas, parking, tolls, transit tickets, owning a vehicle or device, etc.)	2.19% 6	4.38% 12	10.22% 28	25.91% 71	57.30% 157	274	1.68	4.32
Time (how long does it take to travel to my destination)	18.25% 50	31.02% 85	24.82% 68	20.44% 56	5.47% 15	274	3.36	2.64
Safety	31.39% 86	24.82% 68	23.72% 65	10.58% 29	9.49% 26	274	3.58	2.42

Score - Sum of the weight of each ranked position, multiplied by the response count for the position choice, divided by the total contributions. Weights are inverse to ranked positions.

Avg Rank - Sum of the ranked position of the choice, multiplied by the response count for the position choice, divided by the total 'Count' of the choice.

7. Please pick the scenario you support the most. Required

Multi Choice | Skipped: 35 | Answered: 297 (89.5%)



Answer choices	Percent	Count
Stay the Course (requires the least amount of investment but has the slowest rate of change) We make progress towards our goals, but many remain out of reach. We rely heavily on state and federal grants to fund our major transportation projects.	16.16%	48
Moderate Pace of Change (requires a moderate investment and has a moderate rate of change) Some of our goals may be within reach. We have moderately increased local funding for transportation projects, allowing the city to invest in priority projects.	43.77%	130
Rapid Progress (requires significant investment and has the fastest rate of change) We are best positioned to achieve our goals. We have significantly increased development fees and taxes to accelerate implementation and maintenance projects.	40.07%	119
Total	100.00%	297

Summary of Online Survey Short Answer Question #8

How would you describe Transportation Safety in Boca Raton today?

1. Distracted driving
2. Speeding/reckless driving
 - + Aggressive drivers do not yield to pedestrians ROW
 - + Fail to stop at crosswalks
 - + Drivers running red-lights, ignore traffic signs and make illegal turns
3. Traffic congestion and poor infrastructure
 - + Increased congestion in and near Downtown Boca and Mizner Park
 - + Traffic lights out of sync
 - + Poor road design and increased development
4. Poor or unsafe pedestrian and cyclist infrastructure
 - + Bike lanes too narrow not protected
 - + Lack of enforcement of bad driving behaviors
 - + Improvement needed to crosswalks and pedestrian access
 - + Need for RRFBs
 - + Enforcement for driving movements that violate pedestrian ROW
5. Need more police presence in areas of high traffic violation and high pedestrian activity
6. Inadequate public transportation and transportation alternatives
 - + Bus routes slow and infrequent
 - + Poorly maintained stops
 - + More affordable transit options
7. Improved lighting along roadways and pedestrian paths
8. ADA accessibility needed throughout the city

Summary of Online Survey Short Answer Question #9

Imagine Boca Raton ten years in the future. What's changed to improve Transportation Safety?

1. Public transportation improvements – expansion of offered transit and increased variety of transit options
2. Better education and enforcement to drivers, cyclists, and pedestrians on traffic laws and focus on ROW
3. Improved bike and pedestrian infrastructure
 - + Dedicated and protected pathways
 - + Well-lit
 - + Bike parking and security
4. More eco-friendly practices
 - + Transit & increasing infrastructure for green transportation alternatives
 - + Integrated greenway networks
 - + Incentives for electric vehicles and more charging stations
5. Reducing traffic congestion
 - + Traffic calming
6. Smart and sustainable urban development
 - + Mixed-use communities
7. Integration of AI and Smart Technologies into traffic safety infrastructure
 - + AI-driven traffic monitoring and enforcement
 - + Autonomous and electric vehicle integration
8. Increased community engagement and safety campaigns
 - + Public education on road safety and traffic laws
 - + Collaboration with schools
 - + Awareness campaigns for responsible driving, cycling, and walking

Appendix C: Safety Assessment



BOCA RATON VISION ZERO ACTION PLAN

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

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

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

The *Safe Systems Approach* principles are:

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

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



BOCA RATON VISION ZERO ACTION PLAN

Traffic crashes in Boca Raton are a persistent trend.

The goal of the Vision Zero Action Plan is to reduce transportation related crashes, particularly those that result in serious injury and death.

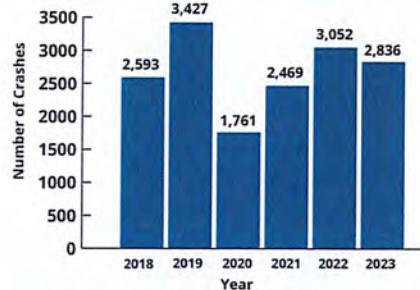
Over the past six years:

- Boca Raton community members endure on average of over 2,600 crashes annually.
- There were an average of seven crashes per day.
- 316 serious and fatal crashes occurred.
- There were an average of four serious injury and fatal crashes per month.

By any type of crash severity, crashes are a persistent and regular part of daily life in Boca Raton.

**Note crash numbers for this assessment exclude those occurring on interstates like I-95 and the Florida Turnpike.*

Boca Raton Annual Crashes: 2018 to 2023



7

Average number of crashes per day over past six years.

Boca Raton Serious Injury and Fatal Crashes: 2018 to 2023



4

Average number of fatal and serious crashes per month over the past six years.

Source: Florida Department of Transportation



BOCA RATON VISION ZERO ACTION PLAN

Severe and fatal crashes cost lives and money.

A Safety System Approach acknowledges that people will inevitably make mistakes.

Since we cannot prevent all crashes, the greatest focus is on lessening the severity of crashes.

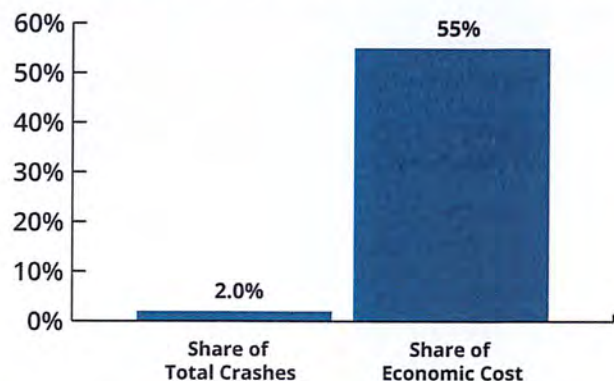
Vehicles can be repaired or replaced. People that lose their lives can not. Additionally, those experiencing severe injuries are not able to return to normal life, resulting in loss of ability to work and care for themselves.

These types of crashes have individual costs, as well as community costs.

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

Focusing on serious injury and fatal crashes will save lives and money.

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



\$965 Million

Economic cost of serious injury and fatal crashes over past six years



\$161 Million

Average annual economic cost of serious injury and fatal crashes over past six years



\$441,000

Average daily economic cost of serious injury and fatal crashes over past six years



Source: Florida Department of Transportation; National Safety Council

BOCA RATON VISION ZERO ACTION PLAN

Boca Raton has a higher rate of crashes than the county and the state.

Serious injury and fatal crashes on a population basis in Boca Raton are:

- 13% higher than the state of Florida
- 53% higher than Palm Beach County
- 10% higher than West Palm Beach

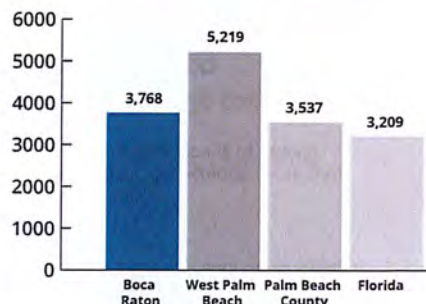
For all crashes, Boca Raton's crash rate is:

- 17% higher than the state of Florida
- 7% higher than Palm Beach County

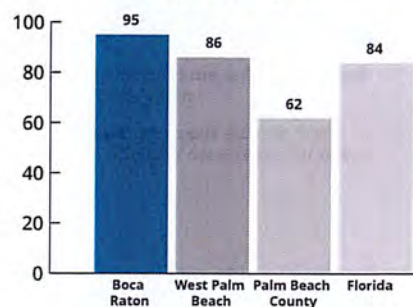
The crash rate for all crashes in West Palm Beach is 28% higher than Boca Raton.

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

Total Crashes per 100k Population



Severe Injury and Fatal Crashers per 100k Population



Source: Florida Department of Transportation

BOCA RATON VISION ZERO ACTION PLAN

The type of road significantly influences the severity of crashes.

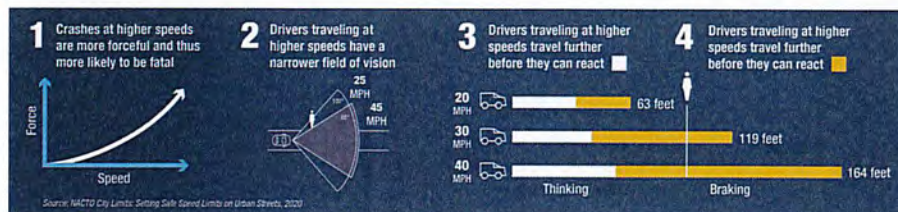
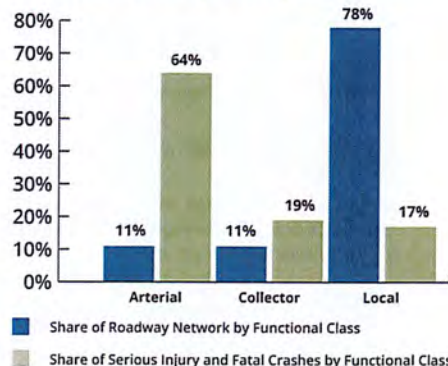
Traveling on roadways with higher vehicle speeds is more likely to result in serious injury or death. This is the result of more force from a vehicle, drivers having narrower fields of vision at higher speeds, and drivers traveling further before being able to slow or stop.

The safety data for Boca Raton illustrates the increase in severity as vehicle speeds increase.

64% of serious injury and fatal crashes in Boca Raton occur on arterial roads. These are major roads like US 1 and Glades Road. Arterial roads represent 11% of the total roadway network.

83% of serious injury and fatal crashes occur on arterial and collector roads, which represent 22% of the roadway network in Boca Raton.

Roadway Network and Serious Injury and Fatal Crashes by Roadway Classification



Source: Florida Department of Transportation



BOCA RATON VISION ZERO ACTION PLAN

Working with regional partners is key to reduce serious injury and fatal crashes in Boca Raton.

Most of the serious injury and fatal crashes in Boca Raton occur on roadways that the city does not own.

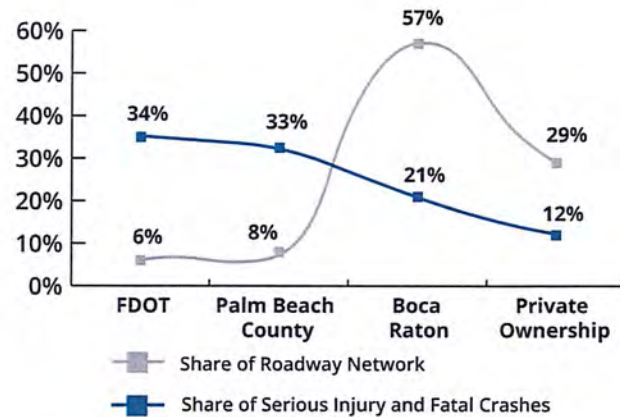
FDOT and Palm Beach County own 14% of the roadway network in the city, yet 67% of the serious injury and fatal crashes occur on their roadways.

Boca Raton owns 57% of the roadways within the city, but only 21% of the serious and fatal crashes occur on city-owned roadways.

Something that is unique to Boca Raton is the high share of roadways that are privately owned. These roadways are a mix of residential subdivisions and civic campuses, like FAU and Lynn University.

Coordination with the state, county, and private roadway owners will be necessary to reduce and eliminate the most severe crashes in Boca Raton.

Boca Raton Serious Injury and Fatal Crashes by Roadway Ownership



79%

Of serious injury and fatal crashes in Boca Raton occur on roadways that the city does not own.



Source: Florida Department of Transportation

BOCA RATON VISION ZERO ACTION PLAN

Vehicle speeds influence the likelihood of dying in a crash.

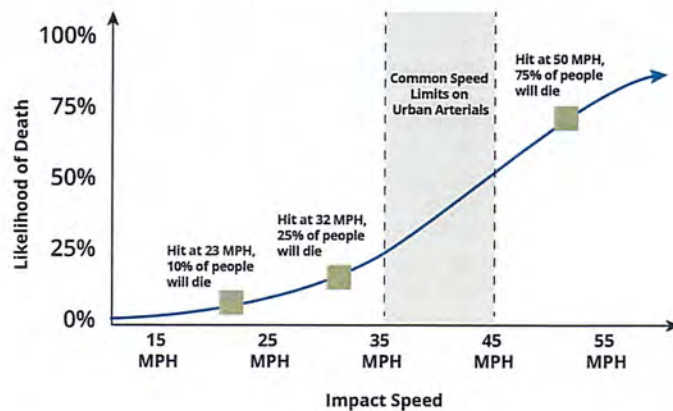
National research highlights the fact that as vehicle speeds increase, so does the chance of people involved dying.

At 23 MPH, 10% of people walking and hit by a vehicle will die.

At 32 MPH, 25% of people walking and hit by a vehicle will die.

At 50 MPH, 75% of people walking and hit by a vehicle will die.

The Likelihood of Fatality Increased Exponentially with Vehicle Speed



Source: NACTO City Limits



BOCA RATON VISION ZERO ACTION PLAN

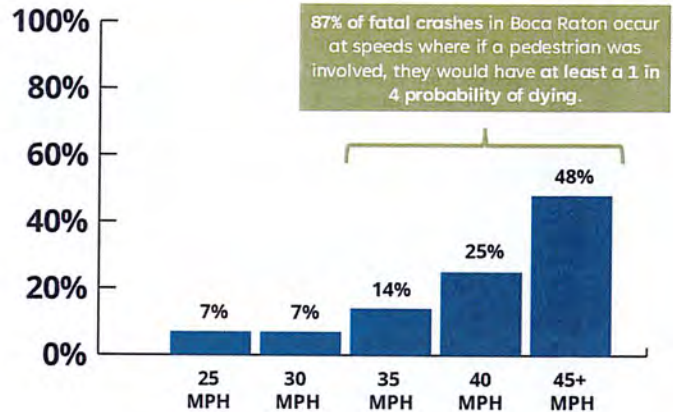
Higher posted speeds correlate with more fatalities in Boca Raton.

73% of traffic-related fatalities in Boca Raton occur on roadways with a posted speed of 40 MPH or more.

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

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

Fatal Crashes in Boca Raton by Posted Speed



Source: Florida Department of Transportation; Palm Beach County



BOCA RATON VISION ZERO ACTION PLAN

Fatal and serious injury crashes are rarely influenced by a single factor.

There are a variety of factors that influence why crashes occur. Transportation crash data includes a variety of environmental (e.g., at intersections) and human (e.g., under the influence of drugs and alcohol) factors that contribute to crashes.

The Florida Department of Transportation (FDOT) has identified 14 emphasis areas as the primary focus for Florida traffic safety improvements.

In Boca Raton, the top 5 emphasis areas for serious injury and fatal crashes are:

- Lane departures
- Intersections
- Aging Road Users
- Pedestrians and Bicyclists
- Occupant Protection

Serious Injuries and Fatalities by Emphasis Area (2018-2023)



Source: Florida Department of Transportation



Source: Florida Department of Transportation

How you choose to travel impacts your safety risk.

The chart highlights two facts.

Most of the serious injury and fatal crashes are the result of people driving crashing into other people driving.

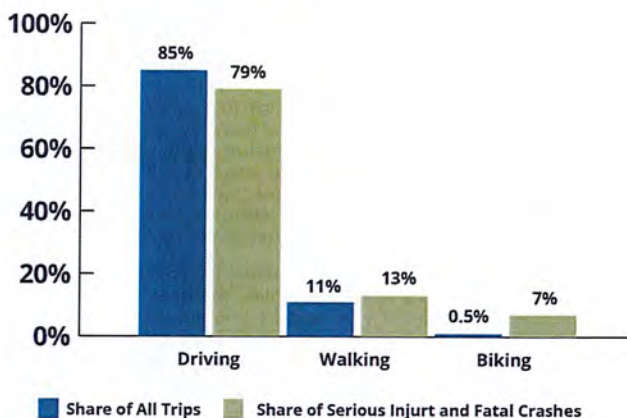
Additionally, people walking and biking are disproportionately involved in serious injury and fatal crashes.

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.

Serious Injuries and Fatal Crashes and Mode Share



Source: Florida Department of Transportation

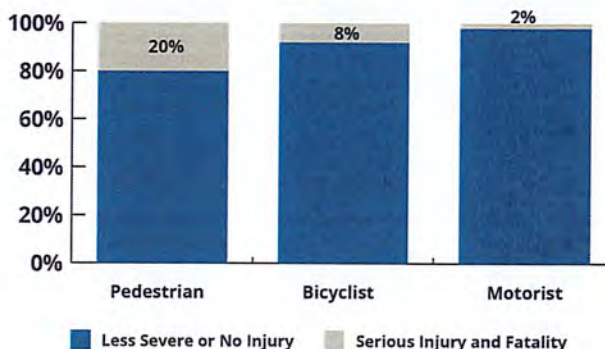
People walking and biking have a greater chance of being seriously injured or killed while traveling in Boca Raton.

When someone is in a vehicle and involved in a crash in Boca Raton, they are seriously injured or killed 2% of the time. For people biking, it is 8%. For people walking it is 20%.

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

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

Severity of Crashes by Mode



Source: Florida Department of Transportation

BOCA RATON VISION ZERO ACTION PLAN

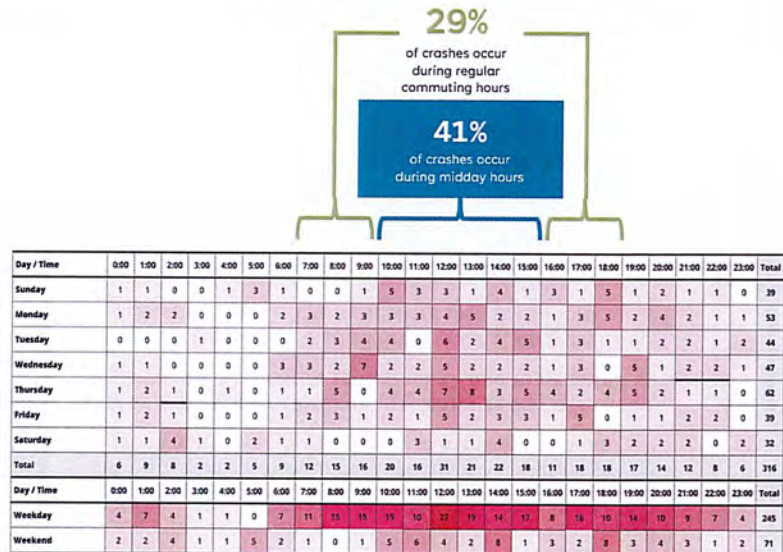
The most severe crashes occur during the day.

Serious injury and fatal crashes occur throughout the day in Boca Raton, but most occur during daytime hours.

- 29% of serious injury and fatal crashes occur during the morning and evening commute time periods.
- 41% of serious injury and fatal crashes occur midday.
- 70% of serious injury and fatal crashes occur between 7am and 7pm.

Additionally, there is no day of the week that stands out for serious injury and fatal crashes. Most of serious injury and fatal crashes are occurring during weekdays.

Severe Injury and Fatal Crashes (2018-2023)



Source: Florida Department of Transportation

BOCA RATON VISION ZERO ACTION PLAN

High Injury Network (HIN)

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

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

The table and chart to the right summarize the weight factor applied to each crash in Boca Raton over the past six years.

Weighted Scoring Comparison by Crash Severity



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



Source: National Safety Council

High Injury Network (HIN)

This map identifies the corridors and intersections with a history of serious injury and fatal crashes and compiles them into a system that is identified as a High Injury Network (HIN).

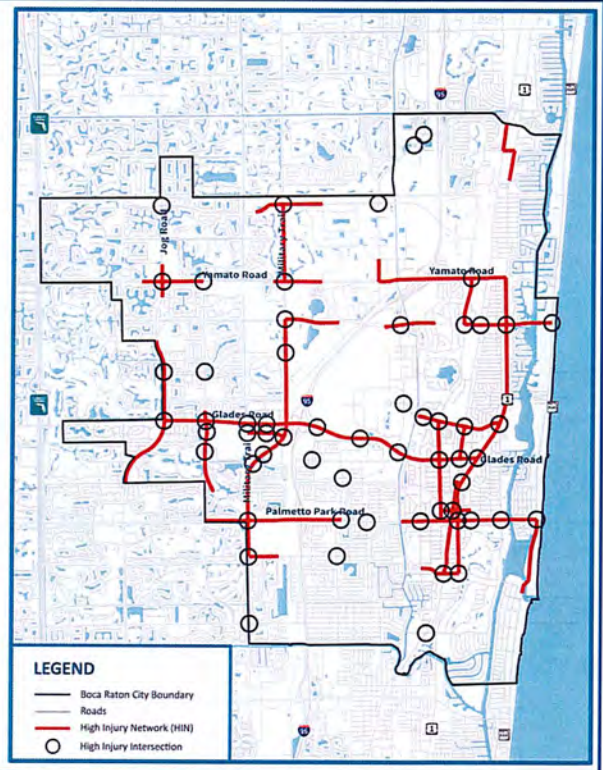
Fatal and serious injury crashes are a small percentage of total crashes in Boca Raton. However, they are concentrated on specific streets.

67% of all crashes in Boca Raton occur on the HIN.

66% of all serious injury and fatal crashes in Boca Raton occur on the HIN.

82% of fatal crashes in Boca Raton occur on the HIN.

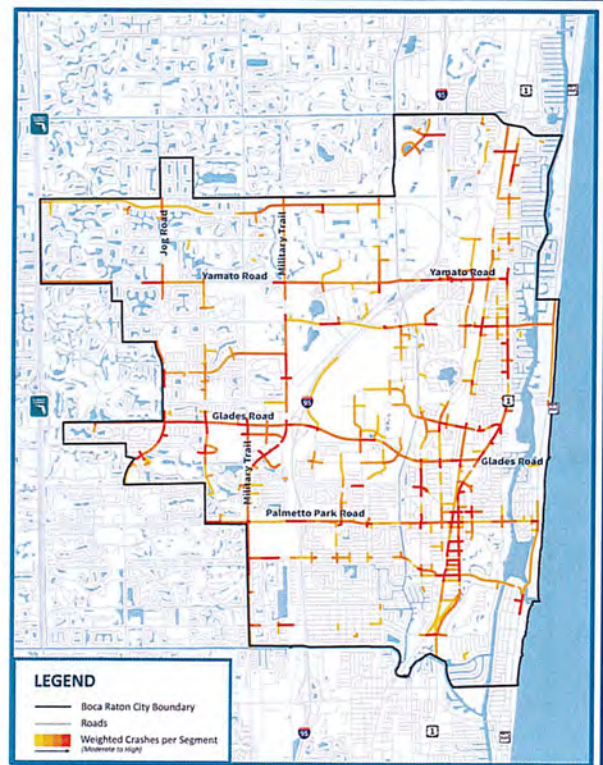
Source: Florida Department of Transportation; National Safety Council



Raw HIN Segment Ranking

This map displays the highest scoring roads in Boca Raton by total number of crashes on a segment. This crashes were weighted by their severity, with "No Injury" having the lowest weight and "Fatal" having the highest weight. This analysis is the backbone of the High Injury Network analysis.

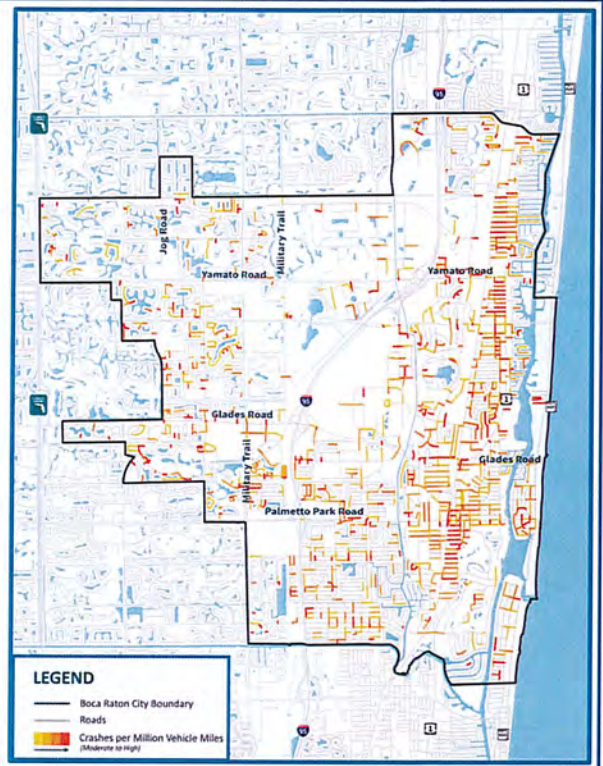
Source: Florida Department of Transportation; National Safety Council



BOCA RATON VISION ZERO ACTION PLAN

Crashes per Million Vehicle Miles

This map displays the highest scoring roads in Boca Raton by crashes per million vehicle miles. This analysis helps identify the corridors and intersections with an above average crash rate for the City of Boca Raton. Paired with the raw High Injury Network analysis, crash hotspots can easily be identified in the City.



Source: Florida Department of Transportation; Replicia; National Safety Council

BOCA RATON VISION ZERO ACTION PLAN

Land use context correlates with safety needs.

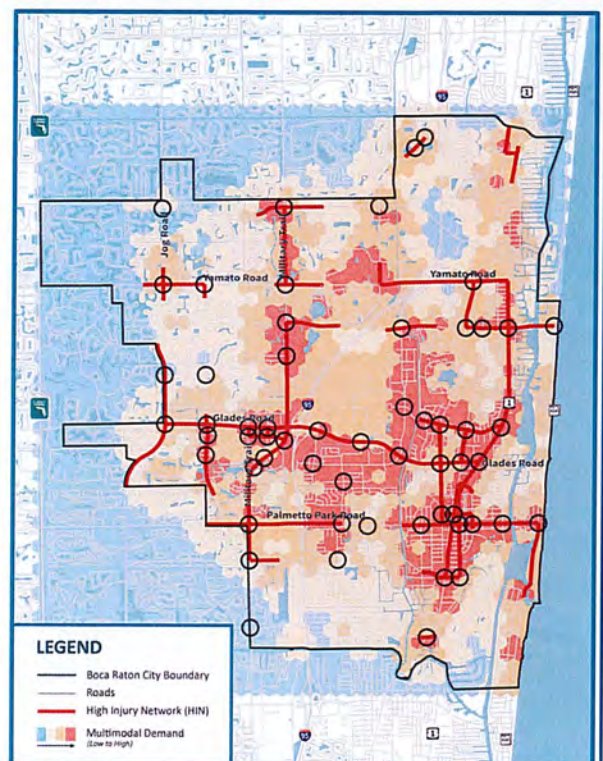
The areas with the highest trip demand and economic activity are also areas where most severe and fatal crashes occur.

The multimodal demand score is based on proximity with these activity factors:

- Where people play. (Proximity to parks)
- Where people learn (Proximity to schools)
- Where people live (Population density)
- Where people work (Employment density)
- Where people access transit. (Proximity to bus stops)

The areas of highest multimodal demand (shown in red) are 21% of the city.

43% of serious injury and fatal crashes in the city occur in the areas of highest multimodal demand.



Source: Florida Department of Transportation; Replicia; US Census; National Safety Council

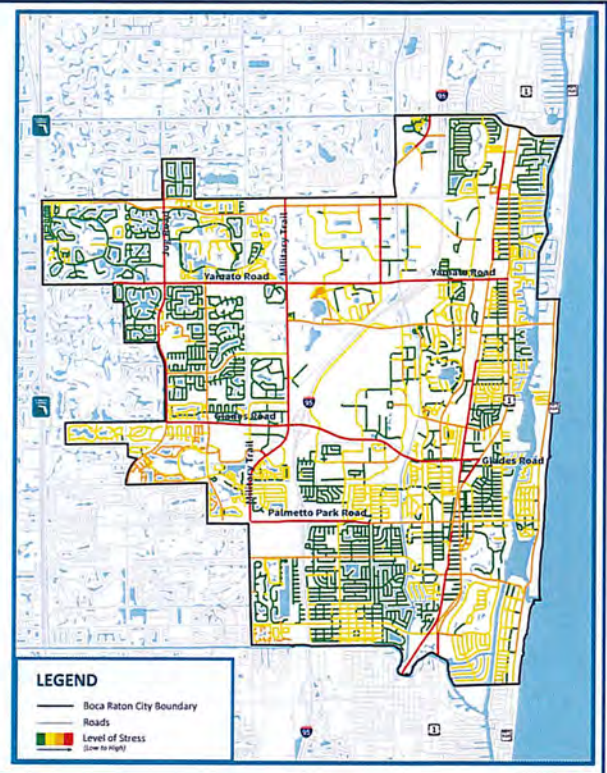
Pedestrian Level of Stress

Streets in Boca Raton were scored based on their walkability and comfort for pedestrians. This analysis shows that many streets in Boca Raton are not comfortable to walk along, indicating unsafe conditions for people walking.

The Pedestrian Level of Stress score is based on:

- Speed Limit
- Number of Lanes
- Traffic Volume
- Presence of Sidewalks/Trails

Source: Florida Department of Transportation; Replicia; National Safety Council



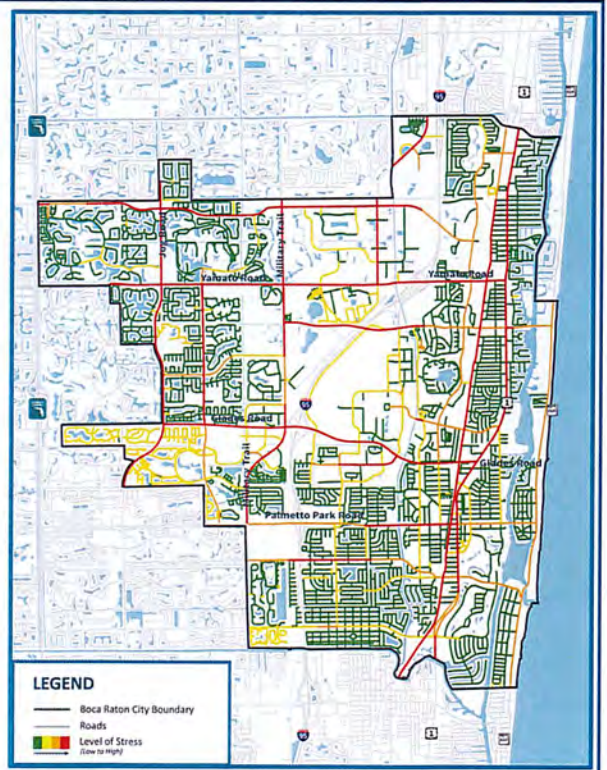
Bicycle Level of Stress

Like with walkability, streets in Boca Raton were scored based on their bikeability and comfort for bicyclists. This analysis shows that many streets in Boca Raton are not comfortable to bike, indicating unsafe conditions for people biking.

The Bicycle Level of Stress score is based on:

- Speed Limit
- Number of Lanes
- Traffic Volume
- Presence of Sidewalks/Trails
- Presence of Bicycle Infrastructure

Source: Florida Department of Transportation; Replicia; National Safety Council



Disclaimer

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

Appendix D: Safety Scorecard

	Starting 5-year Average (2020-2024)	2025	Trend
Fatalities	16.4	3	↓
Fatalities per 100k People	16.402		↓
Serious Injuries	67.6	20	↓
Serious Injuries per 100k People	67.618		↓
Total Crashes	4793.6	1417	↑
Total Crashes per 100k People	4794.846		↑
Pedestrians and Bicyclists Fatalities	3.8	1	↓
Pedestrians and Bicyclists Fatalities per 100k People	3.8		↓
Pedestrians and Bicyclists Serious Injuries	11.6	6	↓
Pedestrians and Bicyclists Serious Injuries per 100k People	11.6		↓
Pedestrians and Bicyclists Total Crashes	100	43	↑
Pedestrians and Bicyclists Total Crashes per 100k People	100.024		↑

Appendix E: Equity Assessment



BOCA RATON VISION ZERO ACTION PLAN

Equity Overview

For this analysis, the Federal Justice40 Initiative was used.

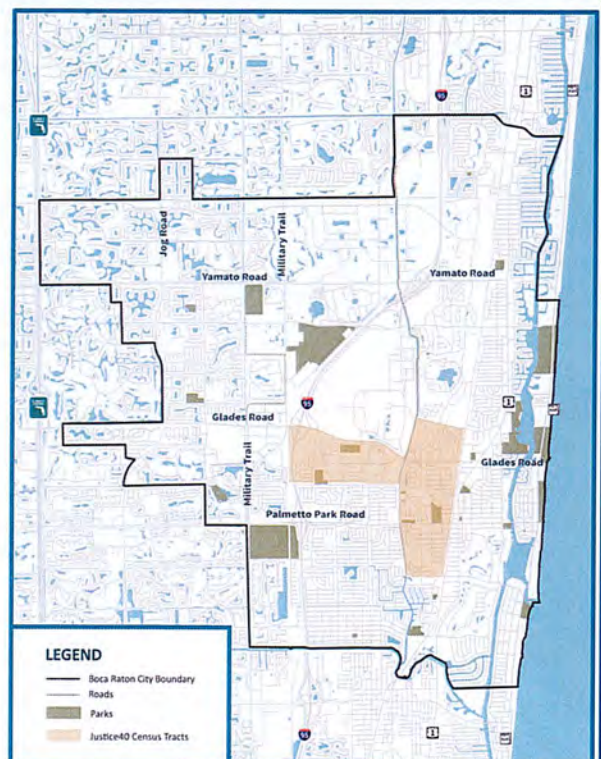
The Justice40 Initiative is a federal strategy to identify disadvantaged communities and address environmental justice issues.

Justice40 tracts are a small, but significant portion of Boca Raton.

7% of Boca Raton is part of a Justice40 tract.

10% of Boca Raton's population lives in a Justice40 tract.

12% of all crashes in the City Occur in a Justice40 Tract



Source: Florida Department of Transportation; US Census; National Safety Council

BOCA RATON VISION ZERO ACTION PLAN

Traffic crashes in Boca Raton are a persistent trend.

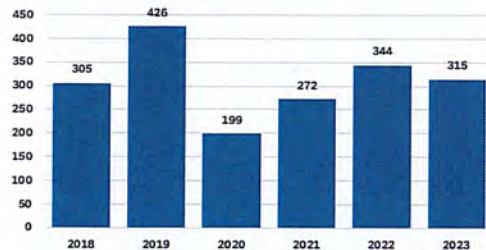
The goal of the Vision Zero Action Plan is to reduce transportation related crashes, particularly those that result in serious injury and death.

Over the past six years, there have been an average of 0.9 crashes per day in Justice40 tracts in Boca Raton.

Over the same time frame, there was an average of 0.4 serious injury and fatal crashes every month.

By any type of crash severity, crashes are a persistent and regular part of daily life in disadvantaged areas of Boca Raton.

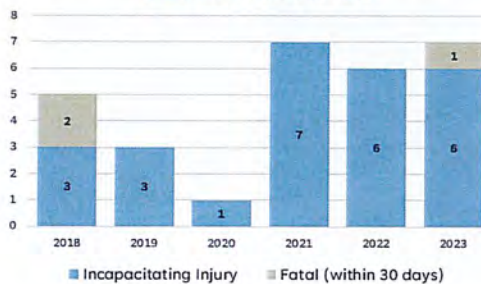
Boca Raton Annual Crashes in J40 Tracts:
2018 to 2023



0.9

Average number of crashes per day over past six years.

Boca Raton Serious Injury and Fatal Crashes in J40 Tracts: 2018 to 2023



0.4

Average number of fatal and serious crashes per month over the past six years.



Source: Florida Department of Transportation

BOCA RATON VISION ZERO ACTION PLAN

Justice40 Tracts have a disproportionate number of crashes.

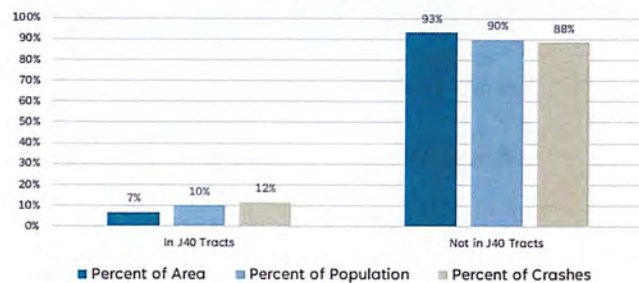
7% of Boca Raton is part of a Justice40 tract.

10% of people in Boca Raton live in a Justice40 tract.

12% of all crashes in the City Occur in a Justice40 tract.

If you live, work, or visit a part of Boca Raton that is in a Justice40 tract, your chance of being involved in a crash is higher than the rest of the City.

Crashes to Area and Population in Boca Raton Justice40 Tracts



Source: Florida Department of Transportation; US Census

BOCA RATON VISION ZERO ACTION PLAN

Crash Equity Scoring

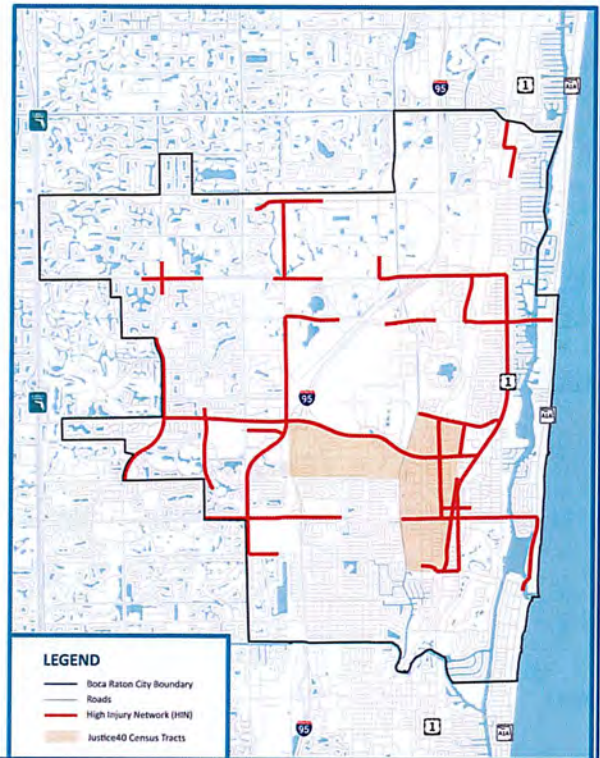
Crashes in Boca Raton are concentrated along a few roads and at a few intersections

A High Injury Network was identified as part of the Safety Assessment. The High Injury Network consists of streets with a disproportionately high percentage of crashes.

Streets that are part of the High Injury Network account for 71% of serious injury and fatal crashes in Boca Raton.

15% of the High Injury Network is in a Justice40 tract.

Source: Florida Department of Transportation; US Census; National Safety Council



BOCA RATON VISION ZERO ACTION PLAN

Crashes are concentrated along a few roads.

In addition to analyzing crash trends in Justice40 tracts, an equity score was developed for all Serious Injury and Fatal Crashes in Boca Raton. Each serious injury and fatal crash was assigned a point if they involved one of the below factors. Many crashes had multiple factors, as such, a composite score was developed.

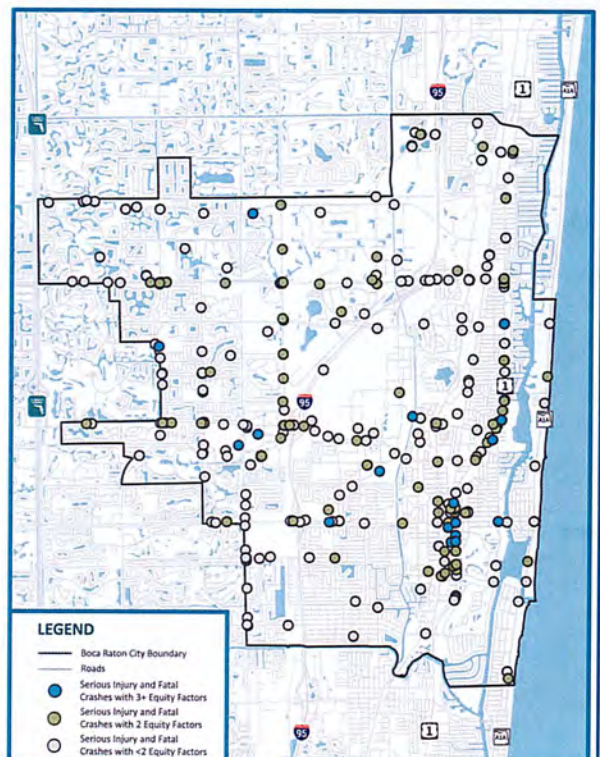
The factors considered for the equity score are:

- Pedestrian Involved – 15.4% of Serious Injury and Fatal Crashes
- Bicycle Involved – 7.5% of Serious Injury and Fatal Crashes
- Aging Road User Involved – 34.6% of Serious Injury and Fatal Crashes
- Within 1/8th mile from a transit stop – 48.7% of Serious Injury and Fatal Crashes
- Within 1/4th mile from a school – 11.9% of Serious Injury and Fatal Crashes

In total, 87.7% of all Serious Injury and Fatal crashes in Boca Raton involve a vulnerable road user.

Serious Injury and Fatal Crashes with multiple equity factors are concentrated in a few locations, particularly Downtown

Source: Florida Department of Transportation



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CITY OF BOCA RATON

VISION ZERO

ACTION PLAN

