

2025-2026 John M. DeGrove Webinar Series

RETHINKING ROADS:

A Complete Streets Approach to Safer Communities

Image: "Dedicated bus lane with far-side bus bulb (colored)" by NACTO/Flickr



December 10, 2025

1000FOF.ORG



Audio Troubleshooting

- **No sound?** Check if your speakers/headphones are plugged in, not muted, and connected properly.
- **Using Bluetooth?** Ensure it's turned on and paired correctly.
- **Test audio** in Zoom: Settings > Audio > Test Speaker & Microphone.
- **Update permissions:** Ensure Zoom can access your microphone.
- **Need help?** Visit zoom.us/support for more troubleshooting.

Professional Certification Credits



- **Reminder:** We only offer professional certification credits for participants who attend the live webinar!

Building Better Communities, Saving Special Places

We are Florida's leading nonprofit advocate for sustainable communities

Work with citizens, community and state leaders, conservation and business groups

Educate, advocate and negotiate to protect Florida's high quality of life



Dr. John M. DeGrove

May 4, 1924 – April 13, 2012



Icon of comprehensive planning both in Florida and across the nation

Co-founder of 1000 Friends of Florida

To find out more, please visit:

1000friendsofflorida.org/dr-degrove



John M. DeGrove Webinar Sponsors

FLORIDA STEWARD

Robert L. Parks, P.L.

NATHANIEL REED SOCIETY

Susan Trevarthen

DIAMOND CLUB

J. Crayton Pruitt Foundation

FRIEND

Kimberly A. DeGrove & Clyde Partin

Dickman Law Firm

Richard Levey/Levey Consulting

Robert M. Rhodes

*Become a
webinar
sponsor*



John M. DeGrove Webinar Sponsors

SPONSOR

Thomas J. Baird
Ned and Carolynn Cooper
William M. DeGrove
Harmony Institute
James M. Jackson, Jr.
Jim Nicholas
Nancy Stroud
Laurilee Thompson

ANNIVERSARY CLUB

Donna Bosold
David M. Orshefsky
Galina Tachieva,
DPZ |CoDesign

SUPPORTER

American Planning Association,
Florida Chapter
Terrell Arline
David Flinchum, ASLA, AICP
Vivienne Handy
Cindy Lerner
Saralee Morrissey
James Murley
Tom Peterson, ASLA,
Landscape Architecture
Alan Reynolds/Reynolds
Advisors, LLC

Megan Sladek
Jane West

*Become a
webinar
sponsor*



Professional Certification Credits

For those that attend the **live** event, this webinar has been approved for credits for:

- American Institute of Certified Planners (1.5 AICP CM, [#9321017](#))
- Florida Attorneys (2.0 General Credits, #2515929N)
- Certified Floodplain Managers (1 CEC)

1000 Friends has not applied for credits for those who view this broadcast at a later time.

Find credits for past webinars at 1000fof.org/upcoming-webinars/credits



Follow-up Survey, Certificate of Attendance

In the follow up email for the **LIVE WEBINAR** you will receive:

- A link to a **brief survey** to help us improve future webinars

You will also receive a **certificate of attendance** for this webinar, emailed to you within a couple of days post-webinar. Please email **friends@1000fof.org** if you do not receive a certificate within a week.

Information on professional certification credits for past webinars are available at ***1000fof.org/upcoming-webinars/credits***

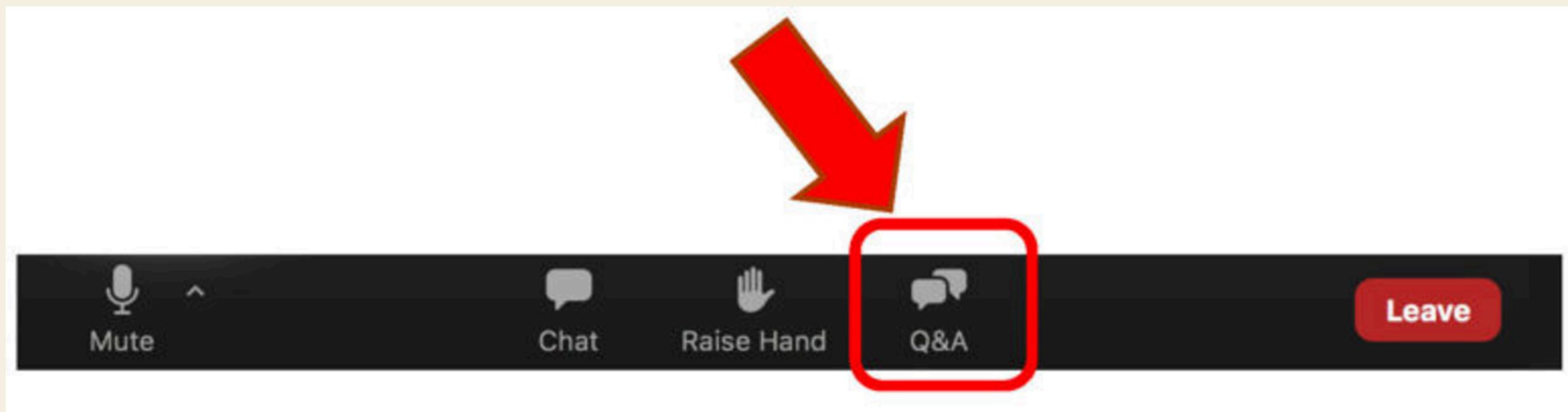
Email **friends@1000fof.org** with any questions about credits or your certificate.



Questions & Answers

Please submit questions for speakers using the Q&A button on your Zoom control panel.

Keep questions succinct and, if possible, indicate who your question should be directed to.





Beth Osborne



Valerie Neilson



Fran Nachlas

Beth Osborne



Beth is the President and CEO of Smart Growth America, a national nonprofit that helps create healthy, prosperous, and resilient places to live for all people through research, advocacy, and direct community support. Before being appointed to this role, she served as Vice President of Transportation and Thriving Communities, where she led Smart Growth America's transportation program.

Beth previously served at the U.S. Department of Transportation as Acting Assistant Secretary and Deputy Assistant Secretary for Transportation Policy. Earlier, she advised Sen. Tom Carper (DE) on transportation, trade, and labor issues and led environmental policy for the Southern Governors' Association. She also held legislative roles in the U.S. House of Representatives for Rep. Ron Klink (PA) and Rep. Brian Baird (WA-03). Originally from New Orleans, Beth now lives in Washington, DC.

Valerie Neilson, AICP



Valerie Neilson is the Executive Director of the Palm Beach Metropolitan Planning Organization (MPO), leading efforts to plan, prioritize, and fund a safe, efficient, and connected transportation system in Palm Beach County. She brings over 17 years of urban planning experience, including leadership roles with the City of Greenacres Planning Commission and the Miami-Dade Health & Built Environment Committee. A Leadership Palm Beach County alumna, she holds degrees in Environmental Studies and Urban & Regional Planning from Florida State University and is fluent in English and Spanish.

Fran Nachlas



Deputy Mayor Fran Nachlas serves on the Boca Raton City Council, where she champions Vision Zero and leads efforts to advance Complete Streets and micromobility initiatives. Her recent work includes Boca on the Move: Micro-Mobility Safety Symposium, the opening of the Bicycle Safety Traffic Garden, and community engagement on the U.S. 1 lane-repurposing (6-to-4) project and related multimodal improvements.

A member of the 2025 Smart Growth America Complete Streets Champions Institute, Deputy Mayor Nachlas collaborates closely with the Palm Beach MPO, FDOT, and local stakeholders to deliver safer, people-centered streets and expand mobility options for residents and visitors.



Rethinking Roads

Beth Osborne, President & CEO
Smart Growth America

OUR MISSION

Smart Growth America envisions a country where no matter where you live, or who you are, you can enjoy living in a place that is healthy, prosperous, and resilient.

We empower communities through technical assistance, advocacy, and thought leadership to realize our vision of livable places, healthy people, and shared prosperity.

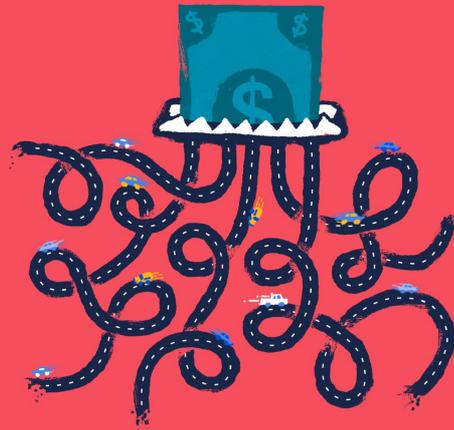


Transportation for America is a national non-profit working to create a transportation system that safely and affordably connects everyone to jobs, services, and opportunities through diverse travel options.

PRINCIPLE #2

Fix It First

If your house has a leaky roof, you fix that before remodeling your kitchen. The federal transportation program should do the same and prioritize existing maintenance needs ahead of building new things which require decades of additional repair costs.



PRINCIPLE #1

Design for Safety Over Speed

Any serious effort to reduce deaths on our streets and roads requires slower speeds. Federal funding should require approaches and street designs that put safety first.



PRINCIPLE #3

Invest in the Rest

For 60 years we've invested hundreds of billions of dollars in highways. Now it's time to invest in the rest to create a complete transportation network so more Americans can safely travel by foot, bike, bus, or train.



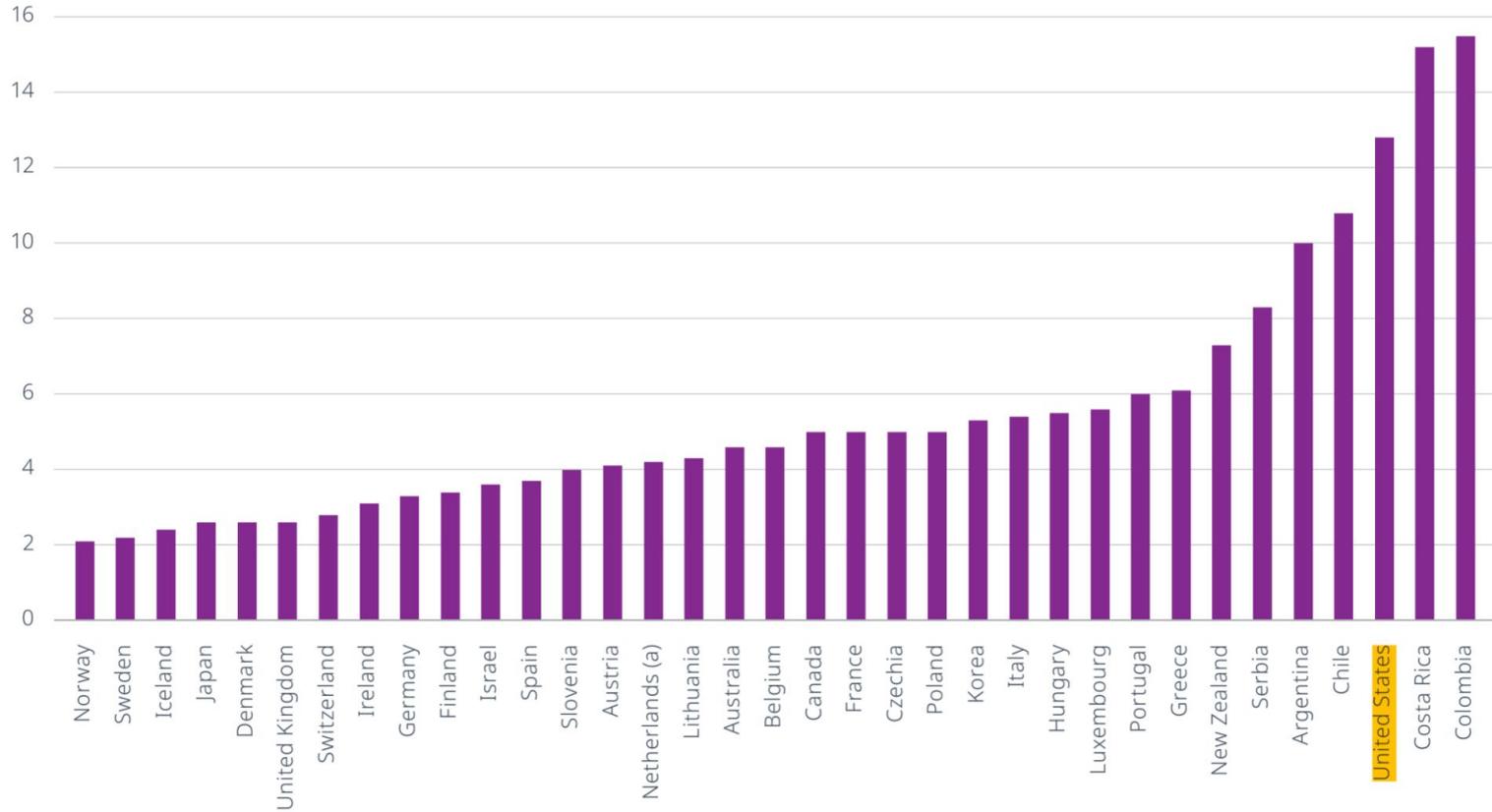
U.S. Roadway Safety Record





Figure 6:

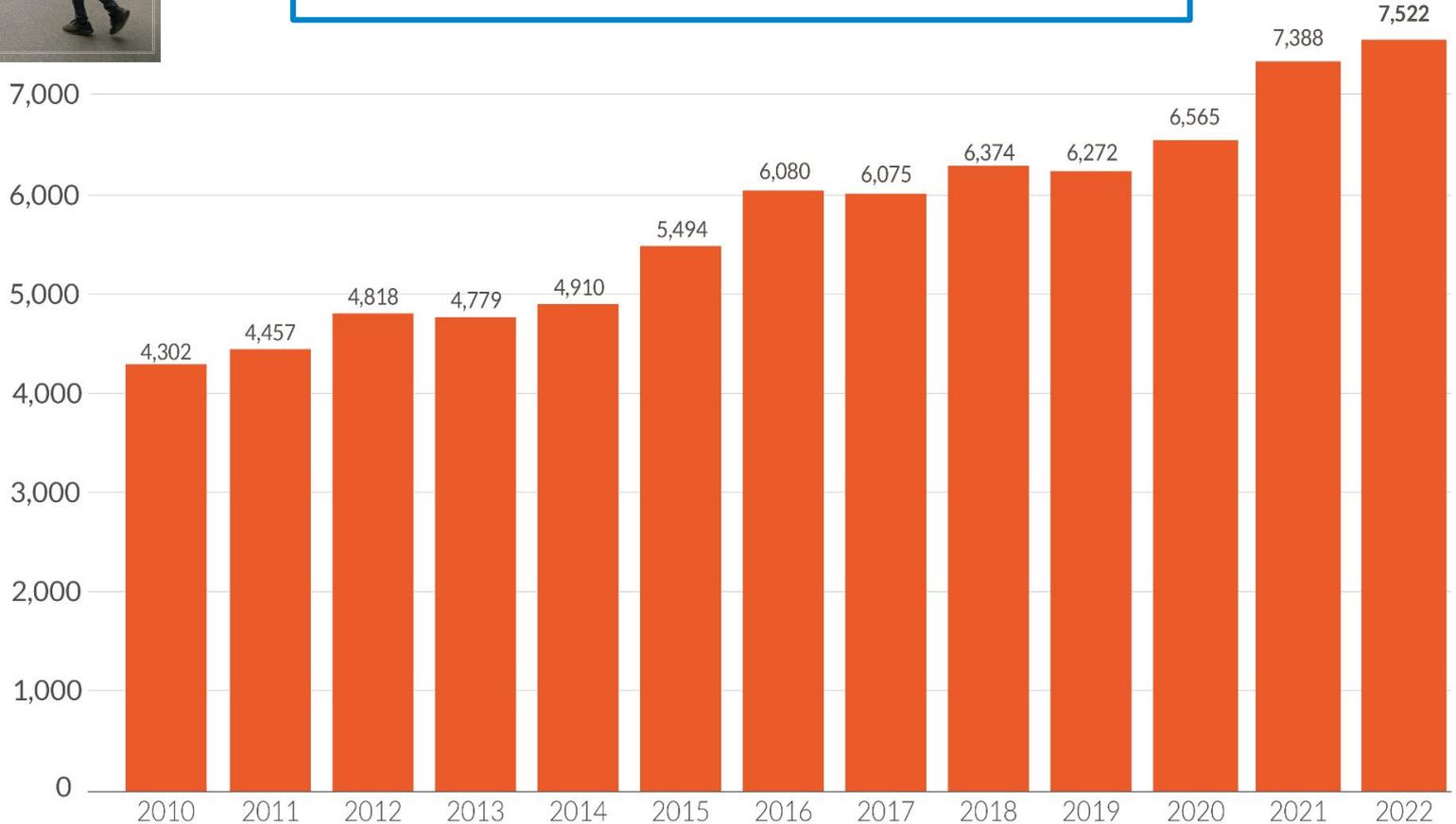
Road fatalities per 100 000 inhabitants, 2022





**DANGEROUS
BY DESIGN**
2024

75 percent increase since 2010

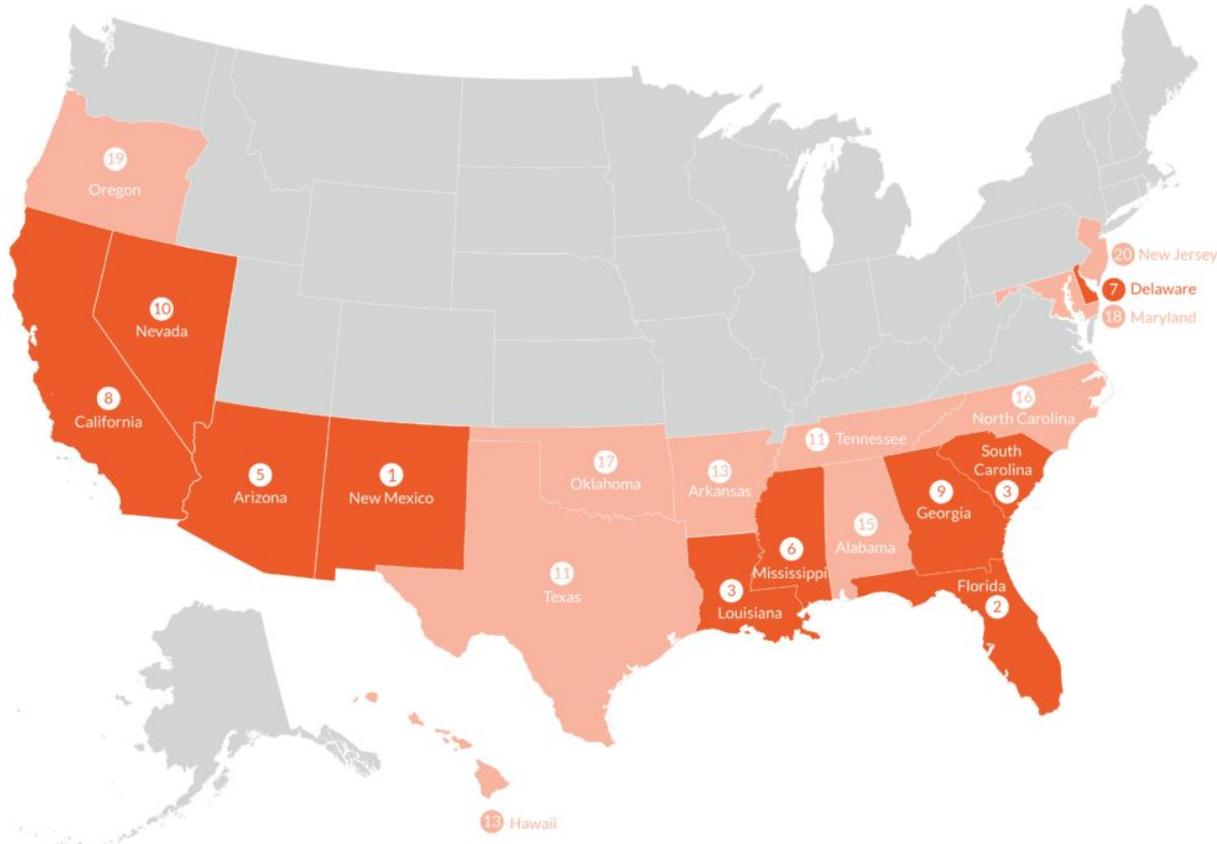


U.S. pedestrian deaths (2010-2022)



The top 20 most deadly states for people walking

By number of deaths per 100,000 people, 2018-2022



Rankings shift, but the most deadly states are far worse than ten years ago

- (#1) New Mexico - 4.17
- (#2) Florida - 3.43
- (#3) South Carolina - 3.41
- (#3) Louisiana - 3.41
- (#5) Arizona - 3.38
- (#6) Mississippi - 2.93
- (#7) Delaware - 2.82
- (#8) California - 2.68
- (#9) Georgia - 2.66
- (#10) Nevada - 2.49
- (#11) Tennessee - 2.44
- (#11) Texas - 2.44
- (#13) Hawaii - 2.41
- (#13) Arkansas - 2.41
- (#15) Alabama - 2.27
- (#16) North Carolina - 2.25
- (#17) Oklahoma - 2.20
- (#18) Maryland - 2.10
- (#19) Oregon - 2.09
- (#20) New Jersey - 2.00

Every state above this line is more deadly than the highest rate ten years ago.

(2.83 per 100k people in Dangerous by Design 2014)

Pedestrian deaths per 100,000 people



The top 20 most deadly metro areas for pedestrians

By number of deaths per 100,000 people, 2018-2022

● Top 1-10 ● Top 11-20



Why are US roads so unsafe?

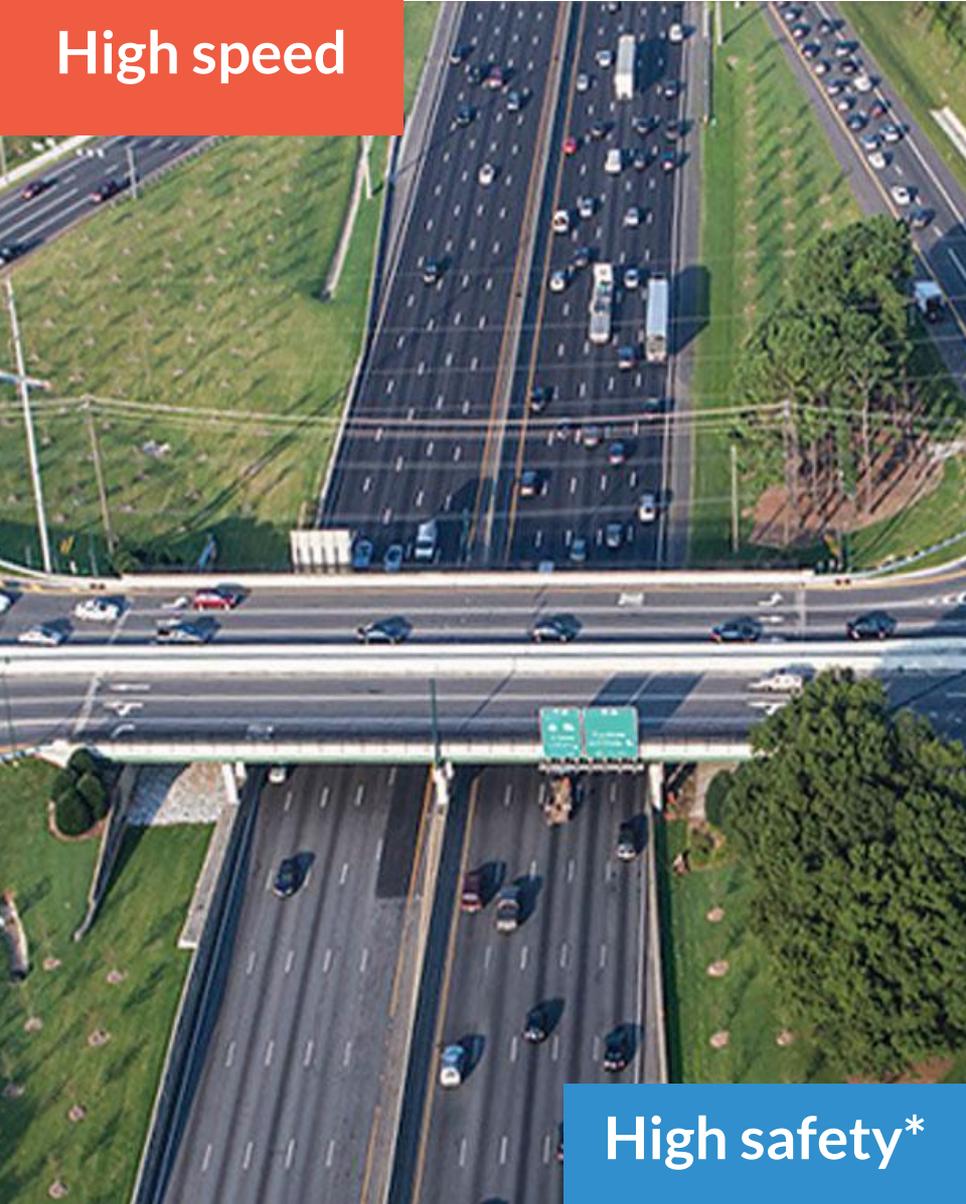


Low speed



High safety

High speed



High safety*

High speeds

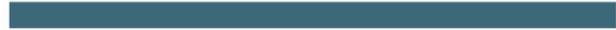


Low safety



As a driver's speed increases, his peripheral vision narrows severely.³

10-15 MPH



Driver's peripheral vision



Stopping distance



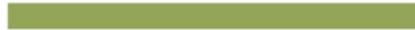
Crash risk



40+ MPH



Driver's peripheral vision



Stopping distance



Crash risk

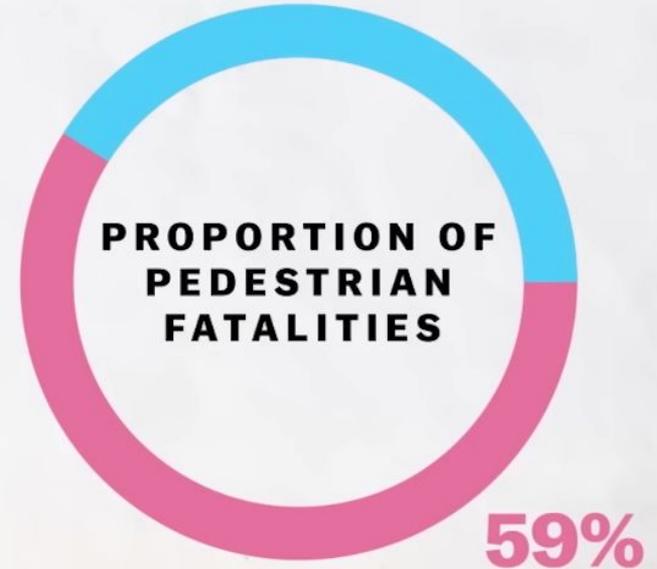
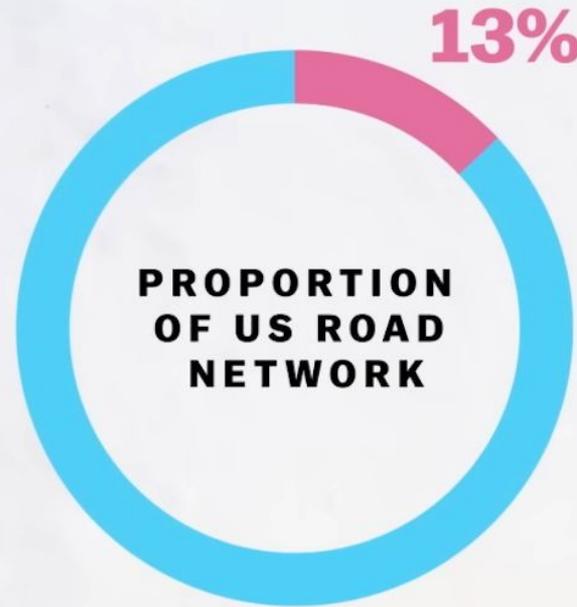




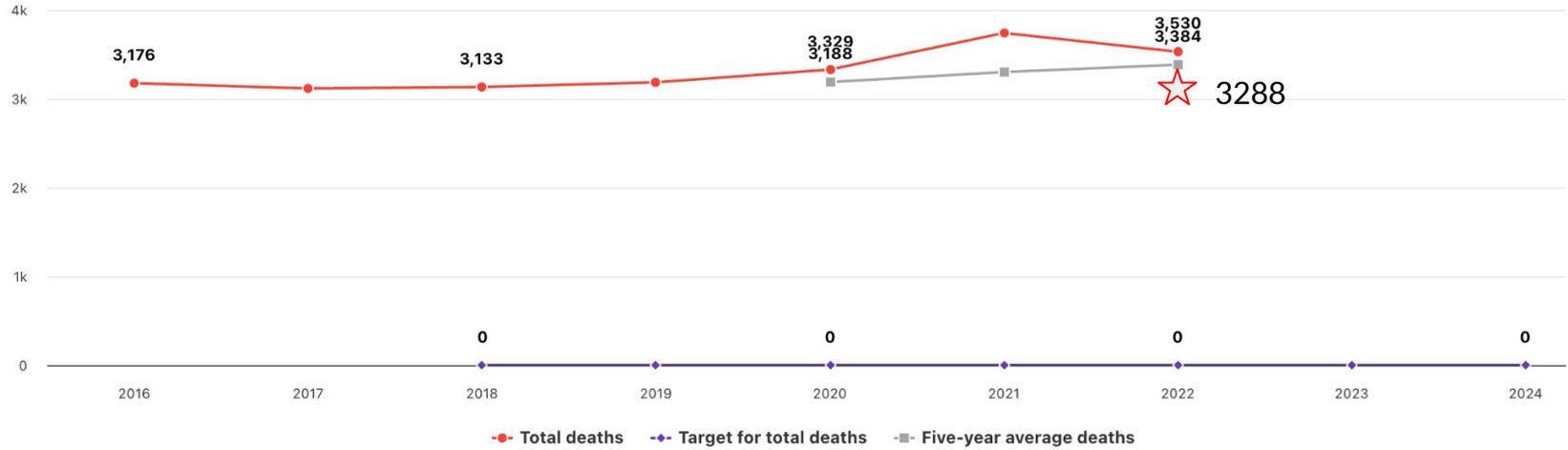
US arterial roads

GHSA, 2019

-  Non-interstate Arterial
-  Other roads

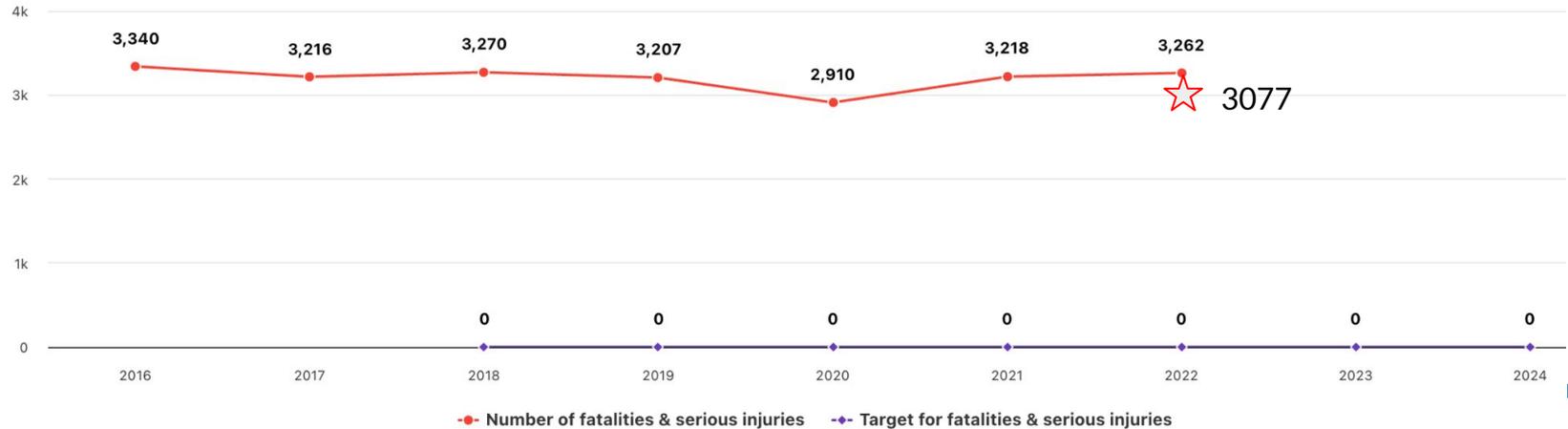


All traffic deaths versus performance targets

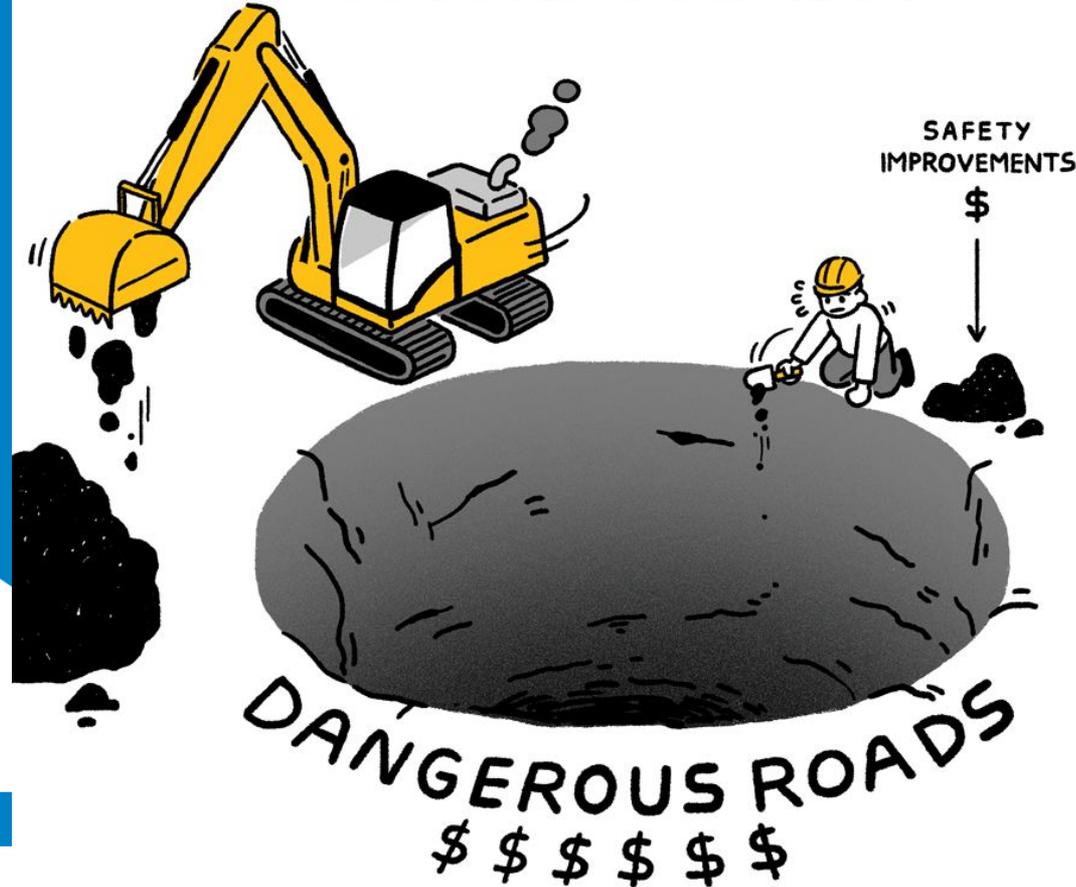


Non-motorized fatalities & injuries versus performance targets

FHWA TPM data compilation & NHTSA HSIP Report compilation



U.S. APPROACH TO ROAD SAFETY



What can we do?

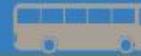


5 Policies for Roadway Safety

- 
- 1) Require grantees to improve roadway safety with **funding connected to performance**.
 - 2) Conduct research and provide **evidence-backed guidance for roadway design** in order to maintain sovereign immunity.
 - 3) Establish **accountability and transparency** to prevent waste, fraud, and abuse. Publish safety data more quickly. Collect and analyze safety countermeasures and results.



4) Give professionals the freedom to **experiment**. Localities know their transportation systems best.





Demonstration Projects

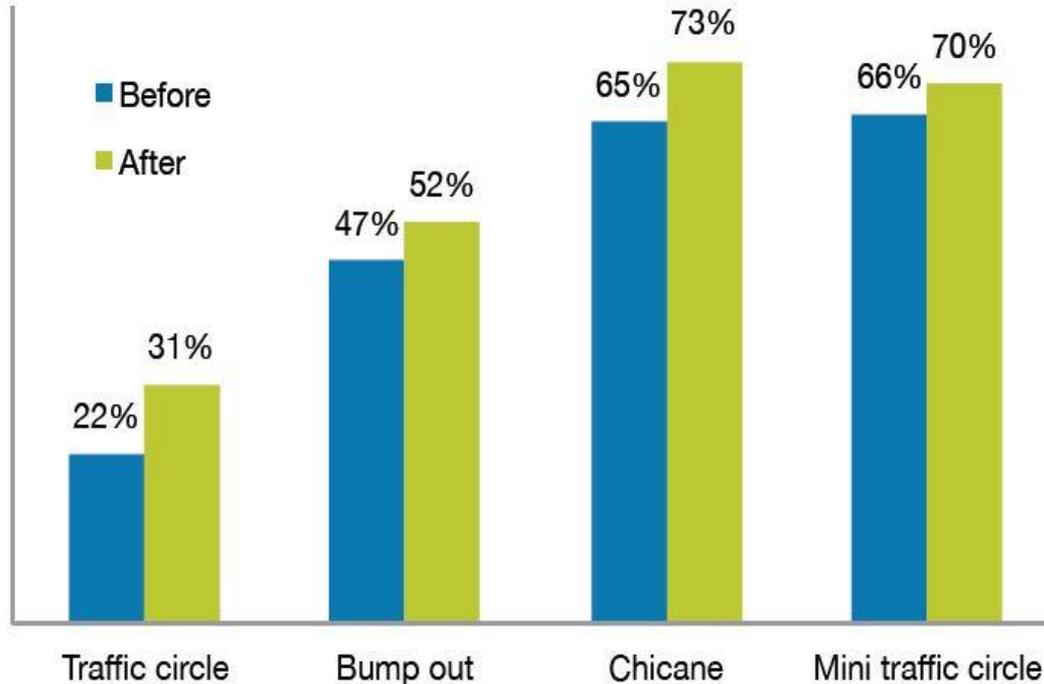


[South Bend, Indiana](#)



Demonstration Projects

Percentage of people driving 25 miles per hour or less before and after South Bend's demonstration project





Demonstration Projects



215-277 West Street (CT 69) between Meadow St and Ward St

—
LOCATION



Improved pedestrian crossing

—
TYPE



\$15,000

—
BUDGET



September 29, 2023
- November 2, 2023

—
DURATION



[Waterbury, CT](#)

Grand Street Waterbury, CT

Complete Streets Academy Pilot Safety Enhancement Project

PRELIMINARY TRAFFIC SPEEDS UPDATE

Data collected in August 2023 reveals an 11% drop in traffic speeds, a critical move for community safety.



April 2023
85th Percentile
Speeds



August 2023
85th Percentile
Speeds



April 2023
85th Percentile
Speeds



August 2023
85th Percentile
Speeds



Safety Demonstration Projects

Case studies from Orlando, FL, Lexington, KY, and South Bend, IN



Safety Demonstration Projects

Case studies from Durham, NC, Huntsville, AL, and Pittsburgh, PA



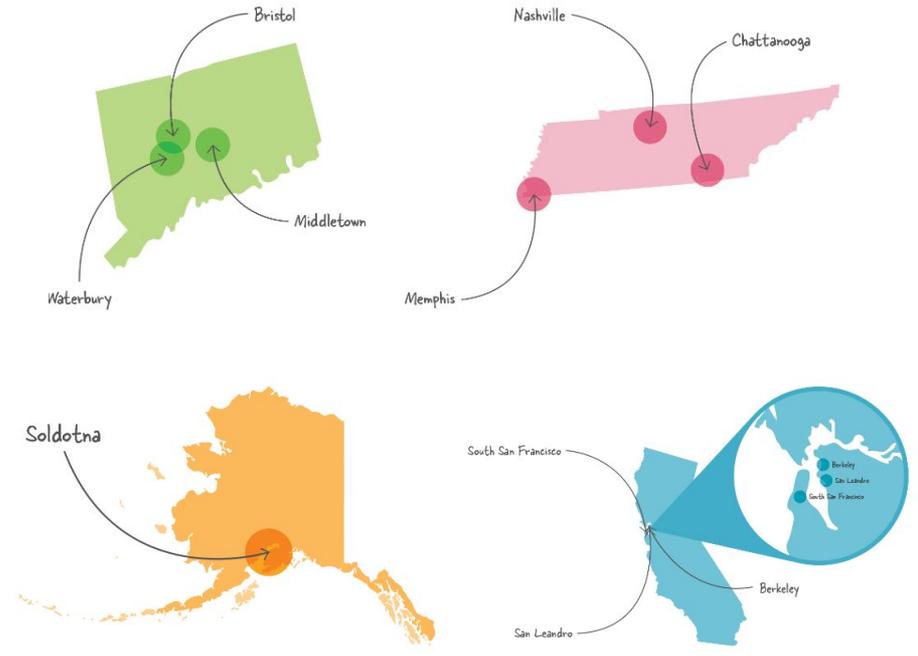
MARYLAND COMPLETE STREETS LEADERSHIP ACADEMY

Smart Growth America National Complete Streets Coalition

APRIL 2025

Safety Demonstration Projects

Washington State Complete Streets Leadership Academy
Airway Heights, Arlington, and Wenatchee



5) Vehicles are getting taller and heavier, posing an increased danger to all road users. Require safer designs with **high driver visibility** or driver licensing for major blind spots.



THANK
YOU

Any Questions?



Palm Beach MPO



PALM BEACH
Metropolitan Planning
Organization

1000 Friends of Florida

DECEMBER 10, 2025



About the Palm Beach MPO



Plan & Prioritize
Federal & State Transportation Funds



Three Advisory Committees:
Technical, Citizens, and Vision Zero



Governing Board of 21 Local
Elected Officials

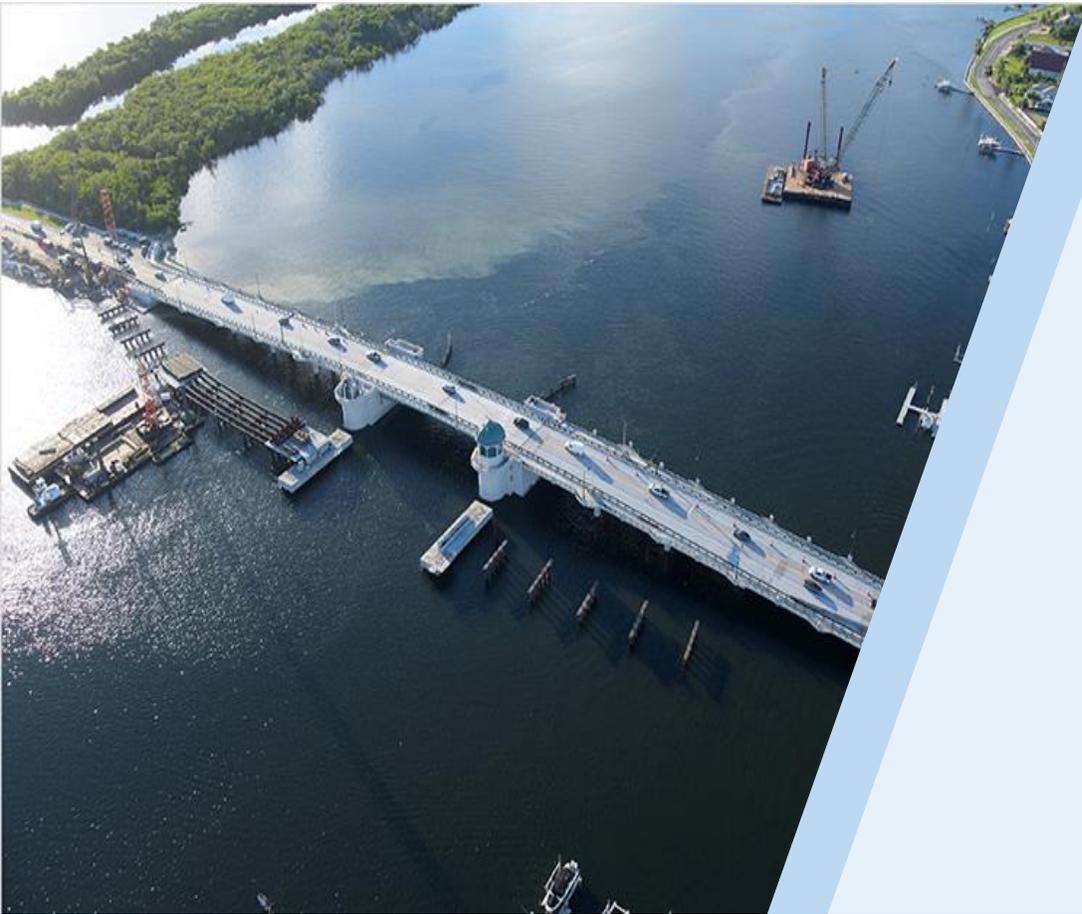


13 Staff





Mission & Vision



MISSION

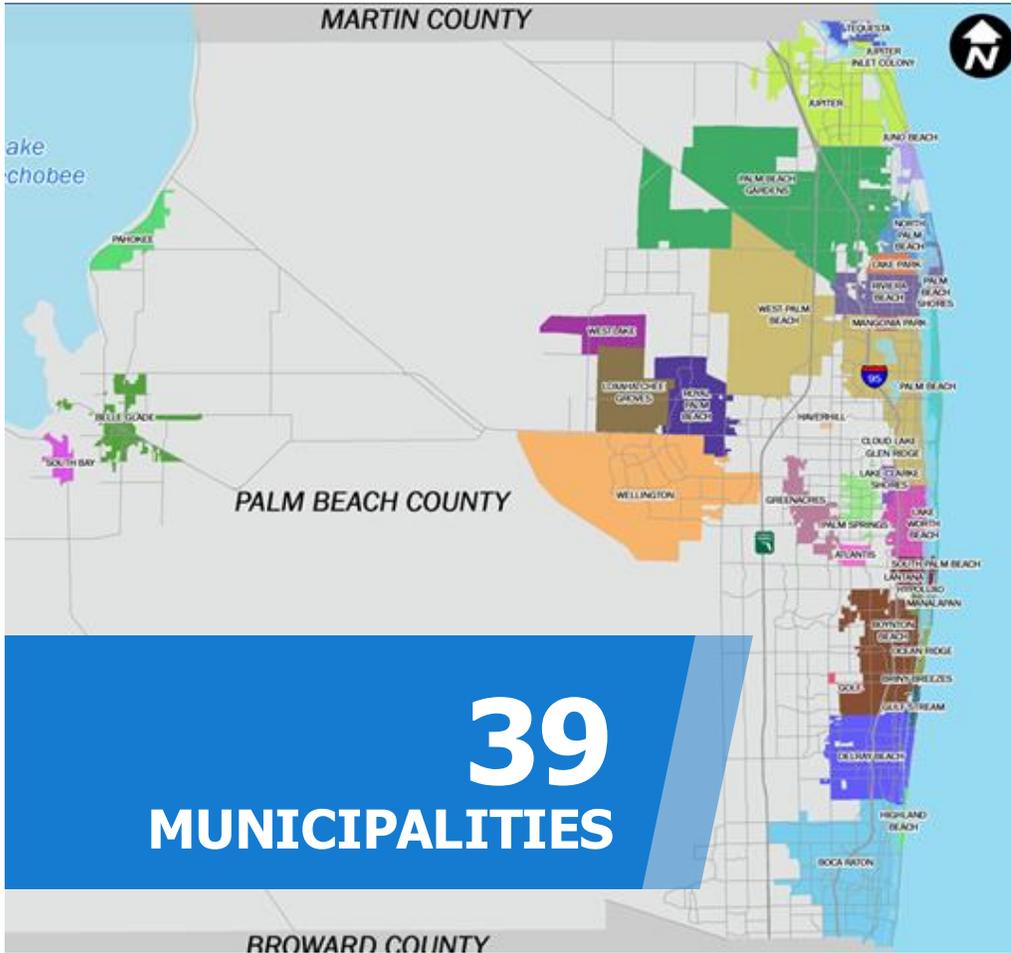
Collaboratively plan, prioritize and fund the transportation system.



VISION

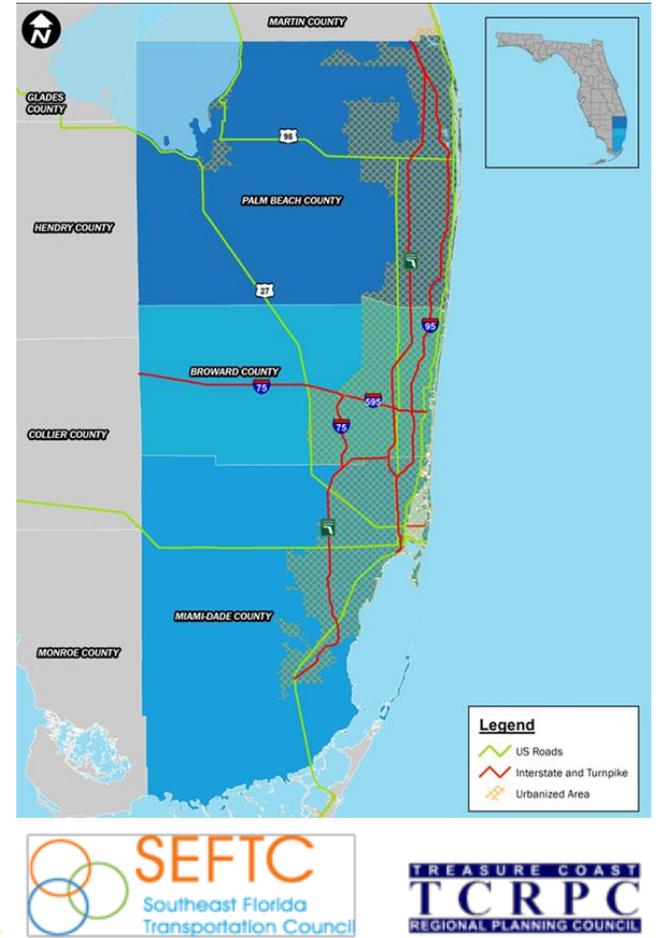
A safe, efficient, and connected multimodal transportation system.

Urbanized Area and Region



Roadway Miles

County	568
→ FDOT	563
Local	154



MPO Core Planning Products

Long Range Transportation Plan (LRTP)



- 25-year transportation plan
- Updated every 5 years
- Prioritizes projects that advance State and Federal Performance Measures

Transportation Improvement Program (TIP)



- 5-year Work Program of Funded Projects
- Updated annually for new outer year
- Developed in coordination with FDOT

Transportation Planning Process



Establish
Goals &
Objectives



Determine
Transportation
Needs



Establish
Priorities



Program & Fund
Implementation

Transportation Improvement Program (TIP)

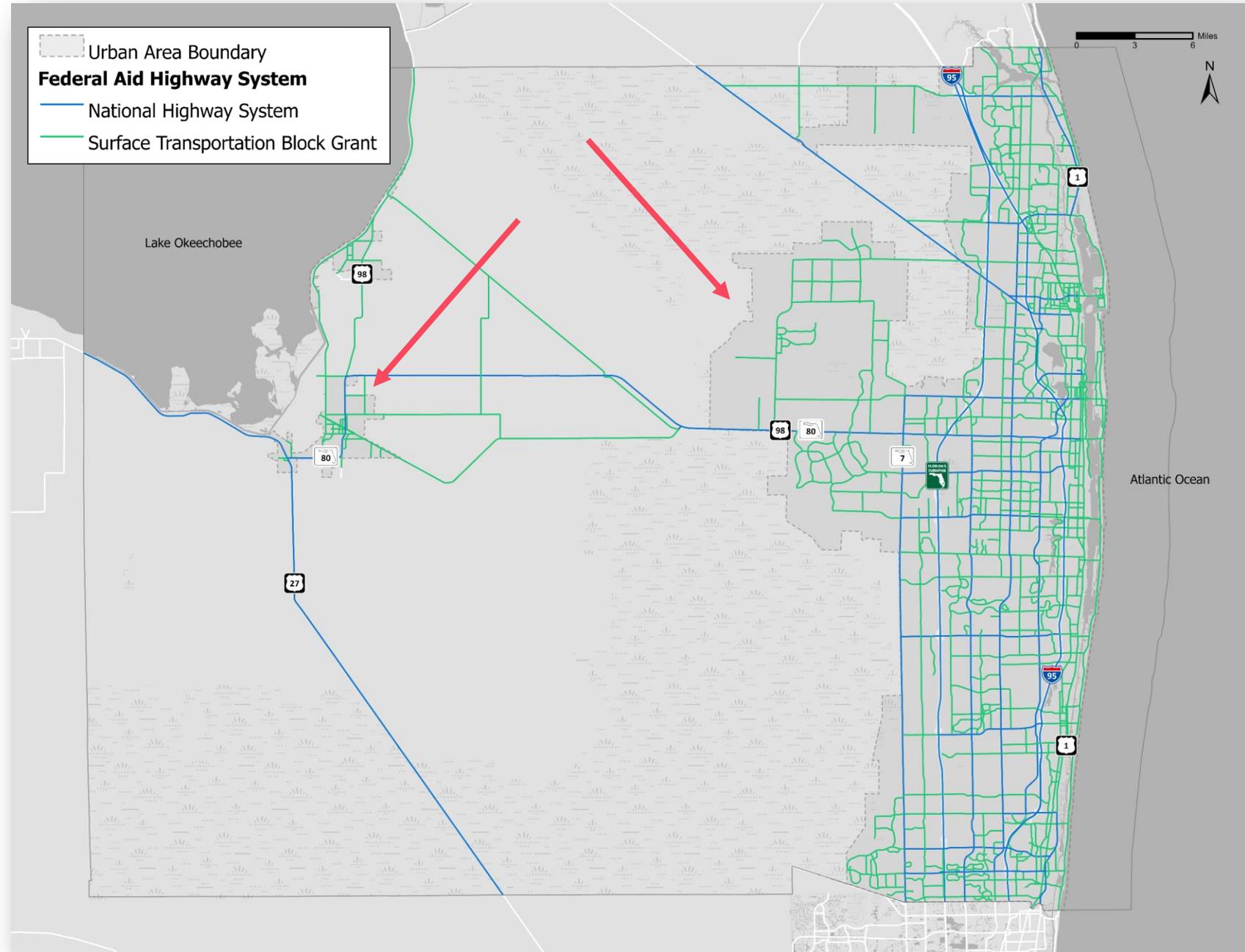
\$2.87 BILLION

5-Year Work Program

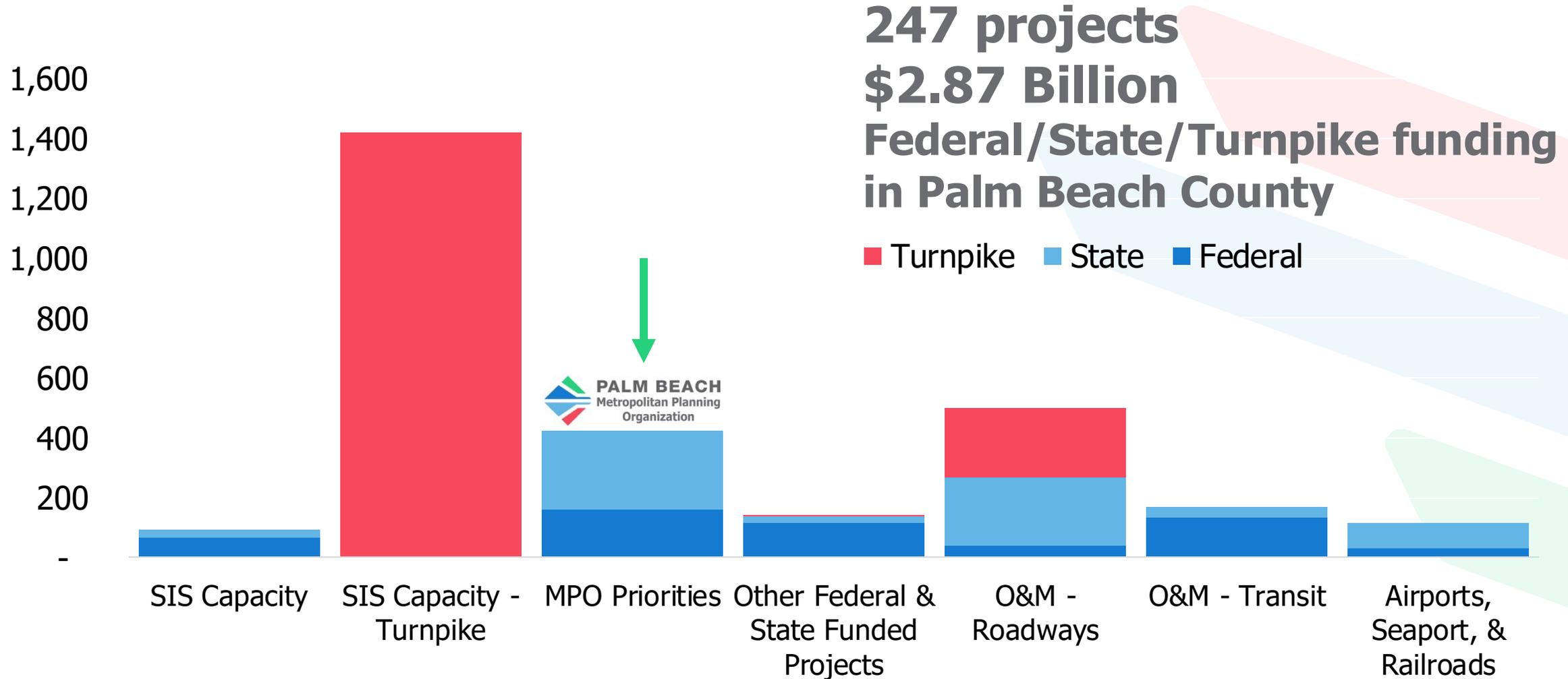


Urban Area Boundary & Federal Aid Network

- Coordinate federal & state transportation investments
- Prioritize federal funds in urban area

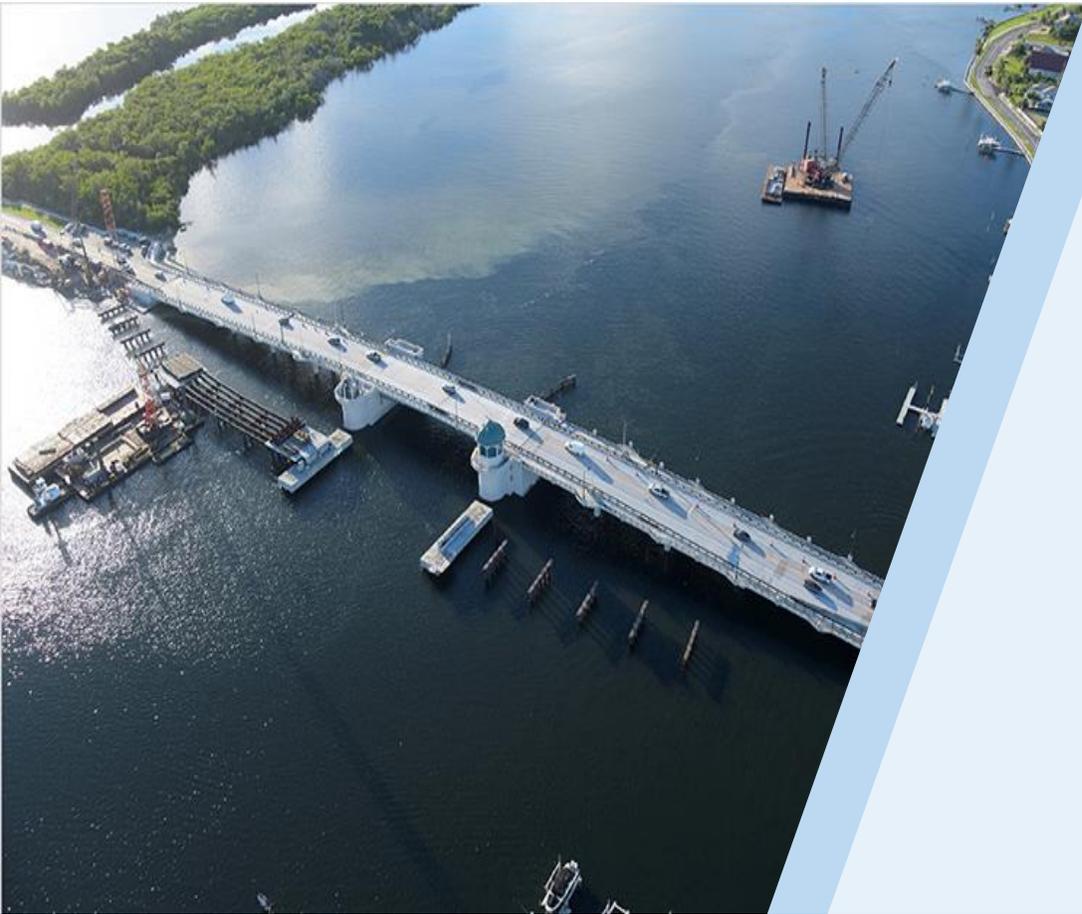


Funding Summary





MPO Priorities Summary



\$ in Millions

\$236 Roadway Capacity

\$80 Complete Streets

\$71 Signals & Intersections

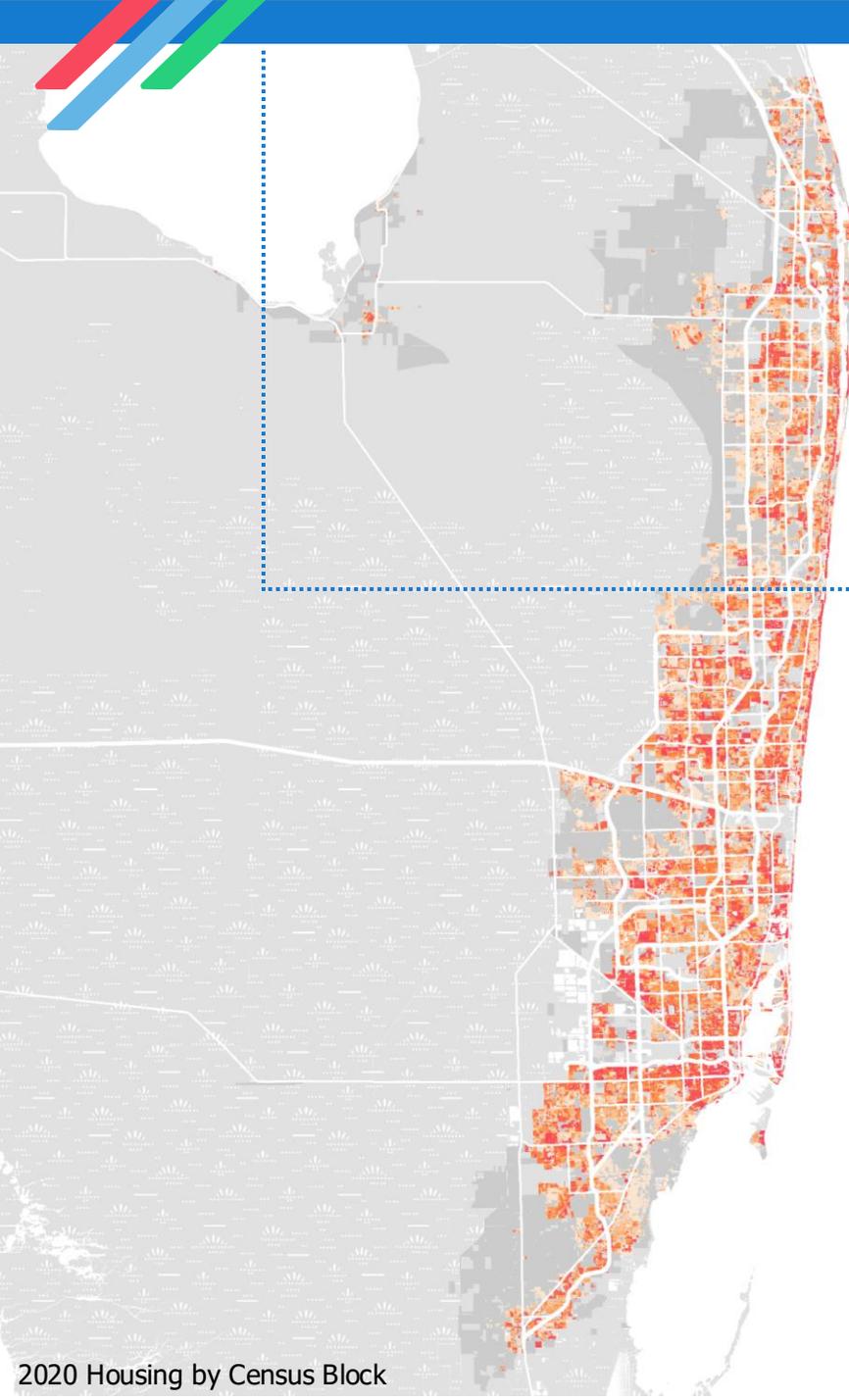
\$31 Transit & Shelters

\$14 Lighting & Safety

\$433 Total

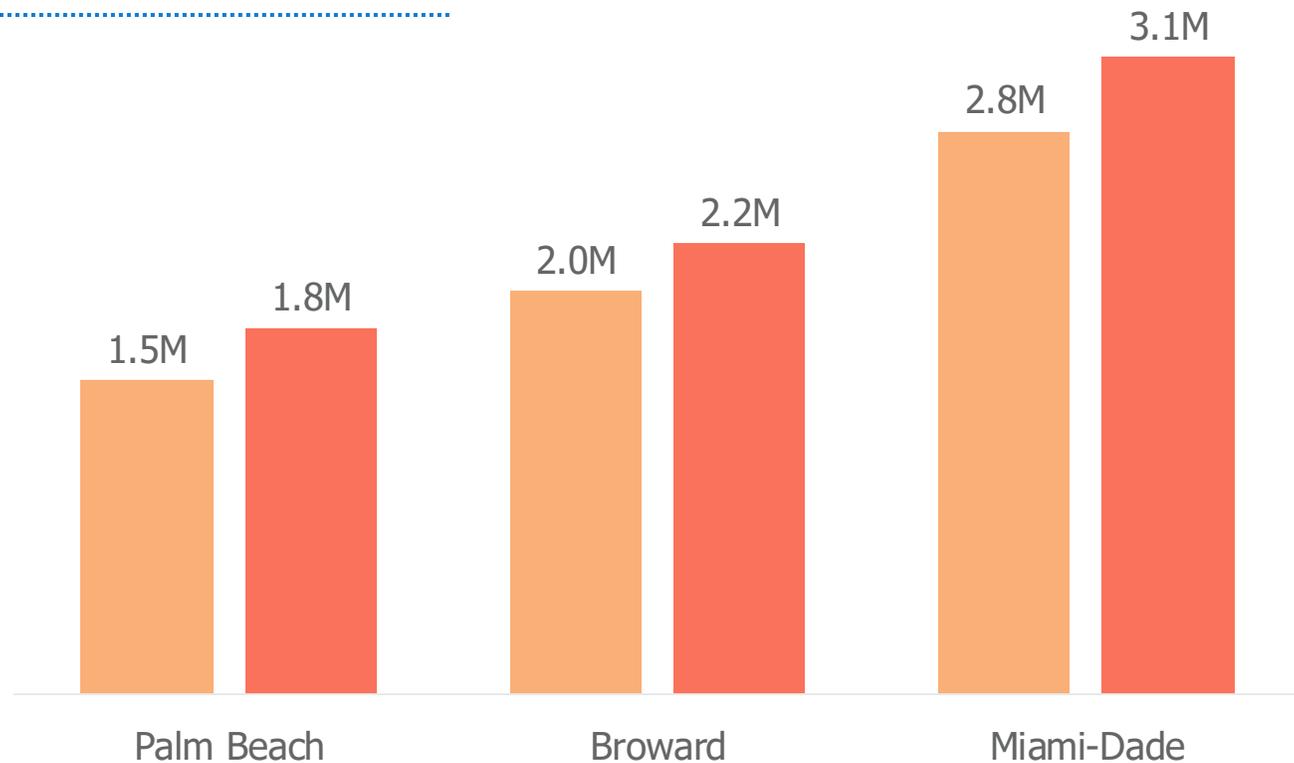


Challenges



Population Growth

Palm Beach County is expected to grow by 230,000+ people, reaching 1.8 million residents by 2050.



Housing & Transportation Costs



Palm Beach County: 35%

Florida Average: 31%

no more than 30% considered affordable



Palm Beach County: 20%

Florida Average: 24%

no more than 15% considered affordable

Why Transportation and Affordable Housing Are Inextricably Tied



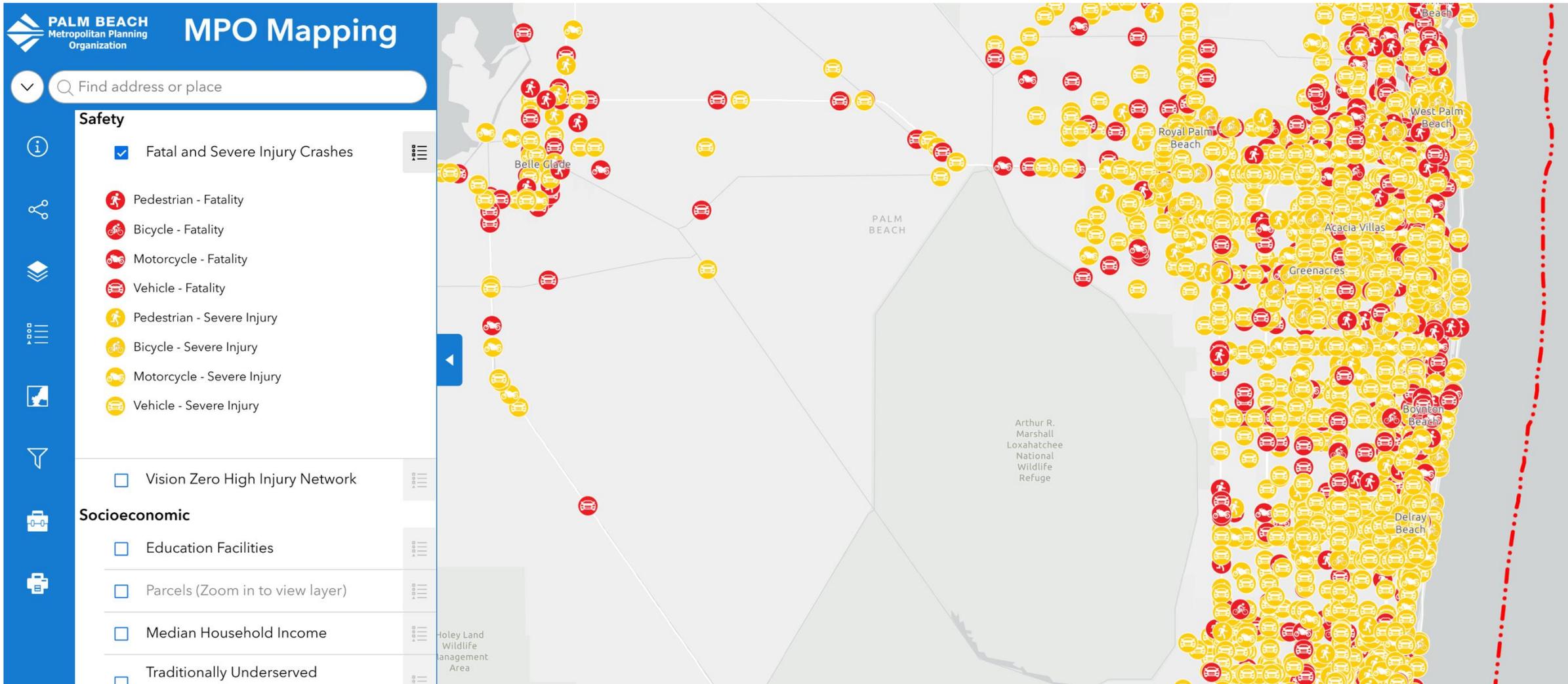
Safety

9 PEOPLE **DIE** & **42** PEOPLE ARE SERIOUSLY INJURED



**Based on daily averages between 2020 and 2024.*

Palm Beach County – Fatal & Severe Crashes



Palm Beach County Crashes



450



253



421



3.1k

219.1k

2019-2023 Crashes



244



50

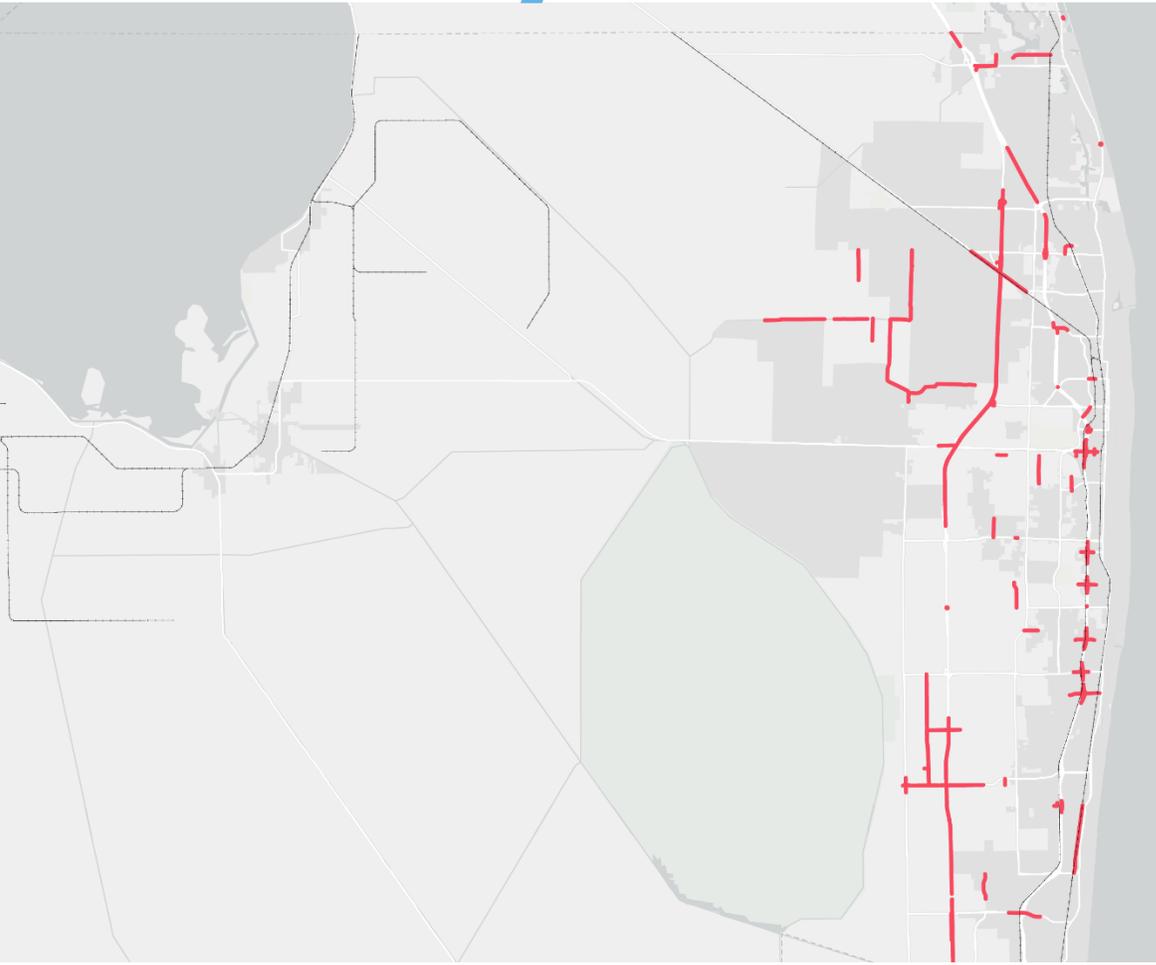


131

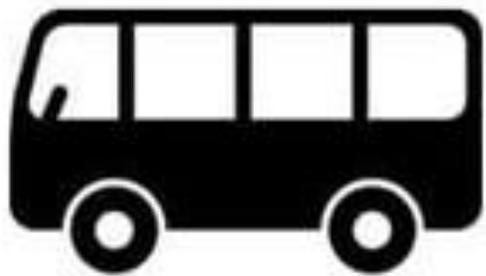
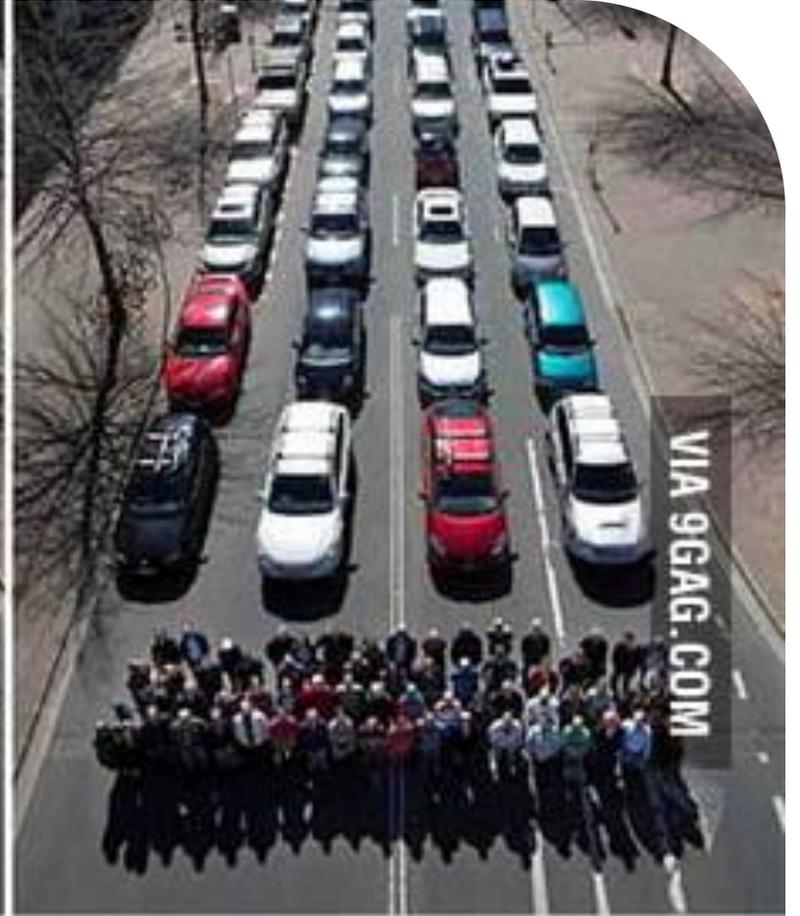


536

Today...



- Built-out roadway network
- Prioritizes vehicle speed
- **\$2+ Billion** in roadway capacity for next 5 years
- **~1,000 lives** lost in the past 5 years
- Growing congestion





Opportunities

Mobility Options

BENEFITS OF COMPLETE STREETS

People who live in neighborhoods with sidewalks on roads are 47% more likely to be active at least 30 minutes per day.
Source: National Center for Health Promotion and Disease Prevention, 2014

Increased physical activity promotes better grades, school attendance, and classroom behavior.
Source: National Center for Health Promotion and Disease Prevention, 2014

Pedestrian street activity increases support of local businesses, expands employment opportunities, and promotes reinvestment into the local economy.
Source: New York City Department of Transportation, 2012

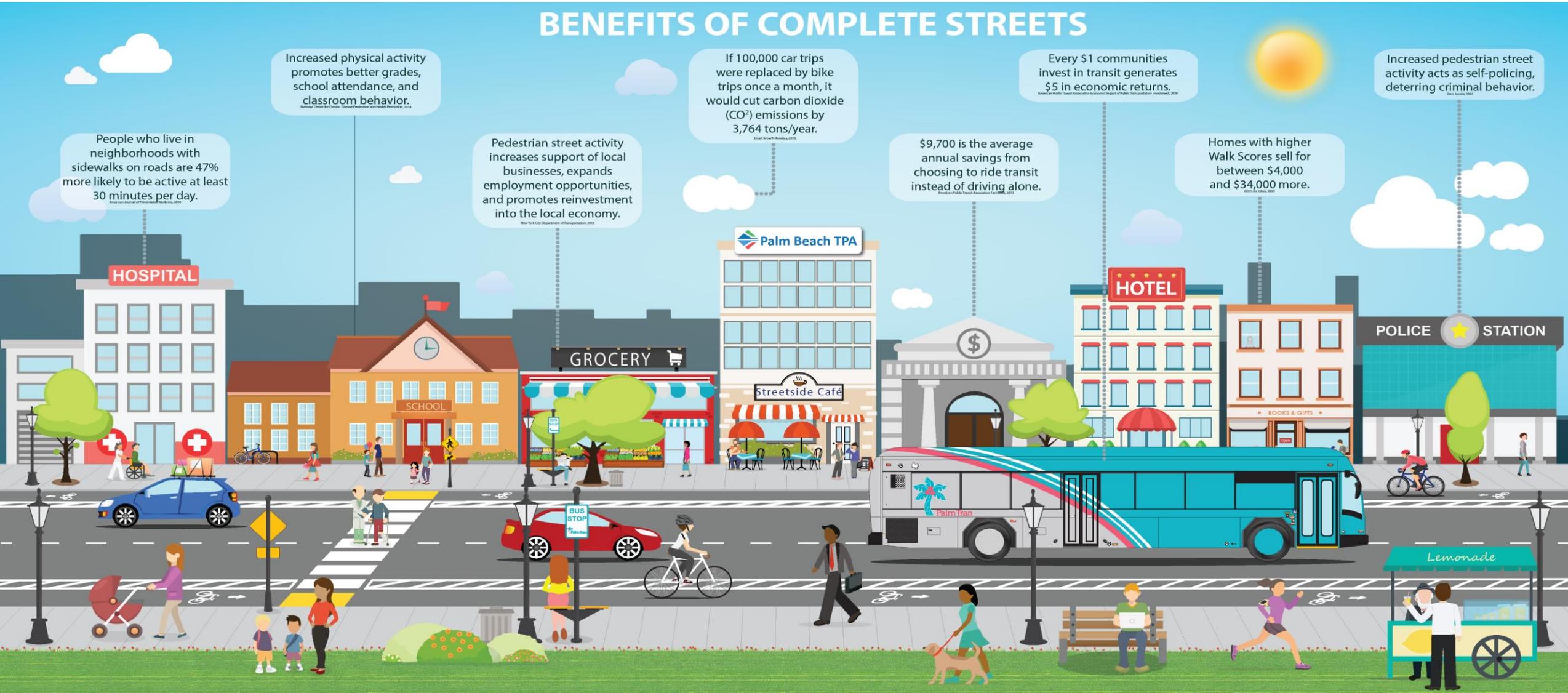
If 100,000 car trips were replaced by bike trips once a month, it would cut carbon dioxide (CO²) emissions by 3,764 tons/year.
Source: Smart Growth America, 2011

\$9,700 is the average annual savings from choosing to ride transit instead of driving alone.
Source: American Public Transportation Association, 2011

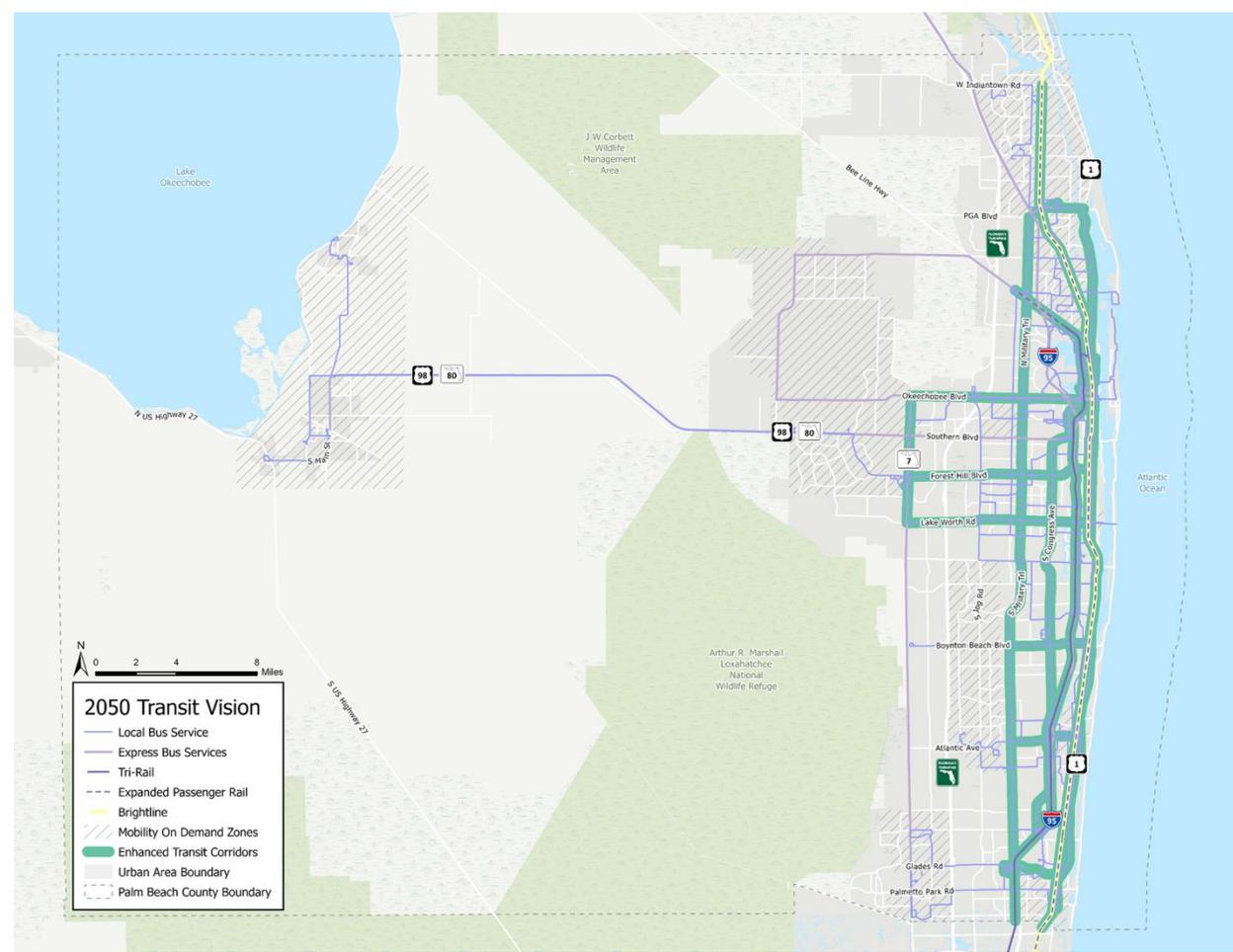
Every \$1 communities invest in transit generates \$5 in economic returns.
Source: American Public Transportation Association, 2011

Homes with higher Walk Scores sell for between \$4,000 and \$34,000 more.
Source: Walk Score, 2011

Increased pedestrian street activity acts as self-policing, deterring criminal behavior.
Source: Walk Score, 2011



Future...



- Invest in moving people/goods differently
- Prioritize safety & convenience for everyone

- Transportation & land use connection
- Tradeoffs

Military Trail at Okeechobee Blvd.

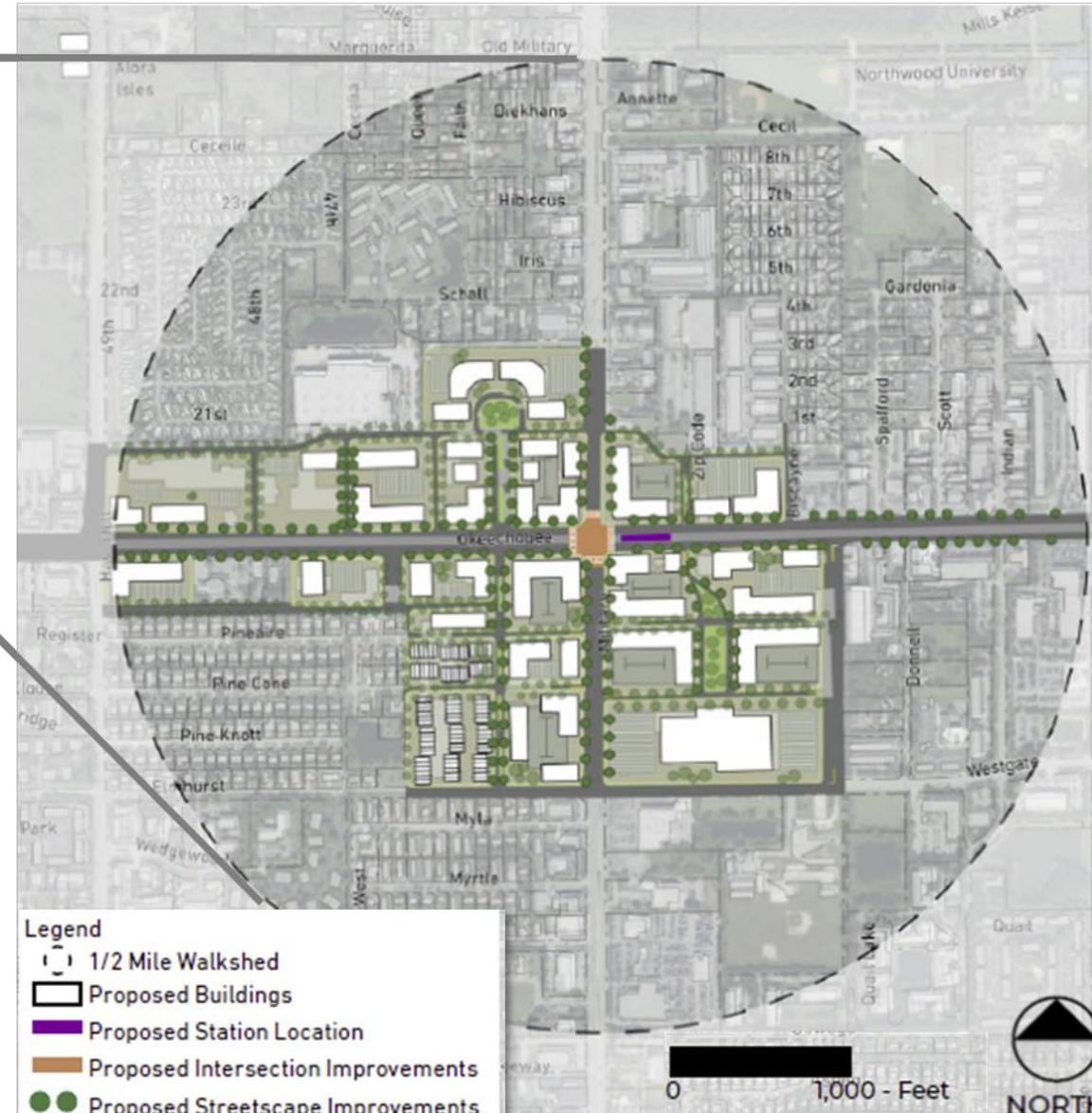
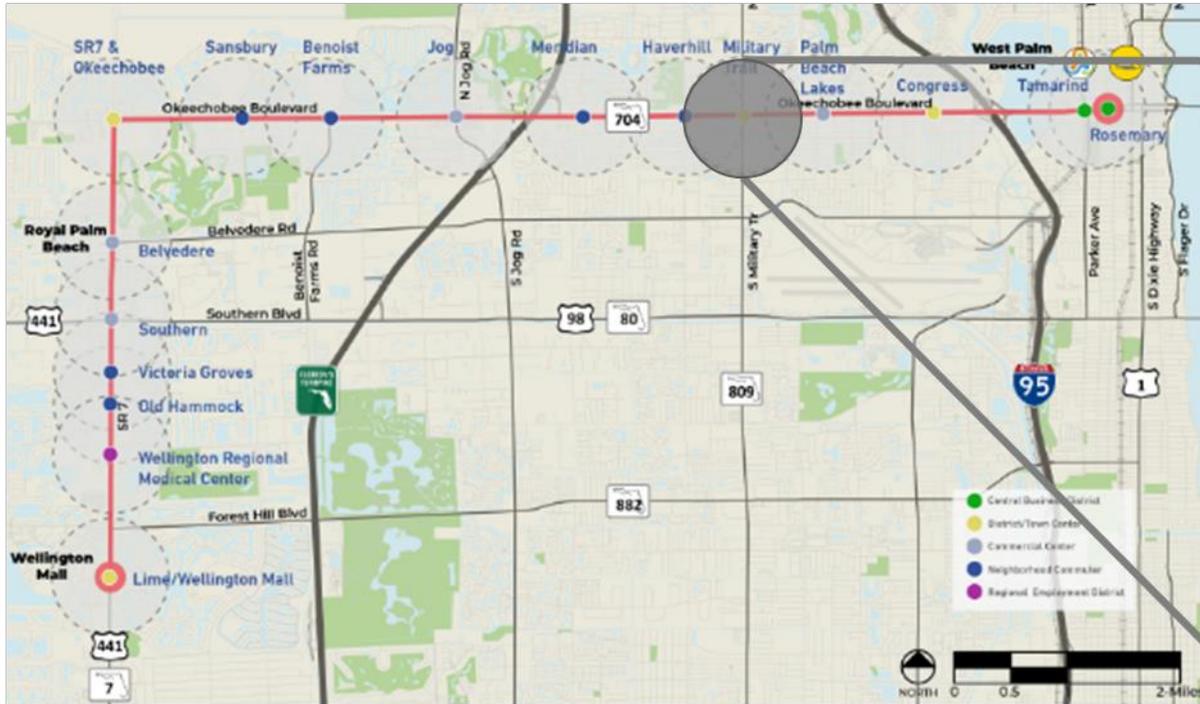




Military Trail Station Area



Station Area Planning – Military Trl



1,100 Potential New Homes 

13,200 Potential New Jobs 

76 New Affordable Units
(based on AMI assumptions) 

\$647 million Additional ad valorem 

- Legend**
-  1/2 Mile Walkshed
 -  Proposed Buildings
 -  Proposed Station Location
 -  Proposed Intersection Improvements
 -  Proposed Streetscape Improvements

First-Last Mile Connections

Scoters
(around 10 mph)



E-Bikes & Bikeshare
(20 – 28 mph)



**Low Speed Vehicles
& Golf Carts**
(20 – 25 mph, by State Law)





Types of Bicycle Facilities

Bicycle Lane – 5'



Source: FHWA, Bikeway Selection Design Guide

Separated Bicycle Lane -8'<



Shared Use Path – 10'<



Banyan Blvd – West Palm Beach

NE 2nd St. – Delray Beach



7' Buffered Bike Lanes



SR-7 – Boca Raton



El Rio Trail – Boca Raton



MPO Complete Streets Initiatives

Complete Streets Working Group

- Ad hoc working group in 2015
- Assisted in the development of
 - Complete Streets Policy
 - Complete Streets Guidelines
 - Complete Streets Policy Template



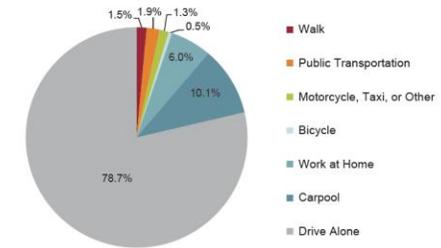
Palm Beach MPO Complete Streets Policy



1. Background

Palm Beach County has a land area of approximately 1,970 square miles and an estimated population of 1,397,710, making it the second largest and third most populous county in Florida. As displayed in Figure 1, the majority of Palm Beach County residents drive alone as a means of transportation to work. The Florida Department of Highway Safety and Motor Vehicles 2014 Traffic Crash Facts Annual Report ranked Palm Beach County fourth highest in the state of Florida for the total number of bicyclists (513) injured and fifth highest for the total number of pedestrians (564) injured. Furthermore, Palm Beach County ranked fourth highest in the state of Florida for the total number of bicycle (7) and pedestrian (35) fatalities. It is critical to reduce these numbers while promoting active transportation and community health.

Figure 1 – How do we get to work?



Source: American Community Survey 3-Year Estimates, 2011-2013

2. What are Complete Streets?

Complete Streets are facilities that are designed and operated to enable safe access for users of all ages and abilities, including pedestrians, bicyclists, transit riders, and motorists.

3. Purpose

The purpose of this Complete Streets Policy is to accommodate the users

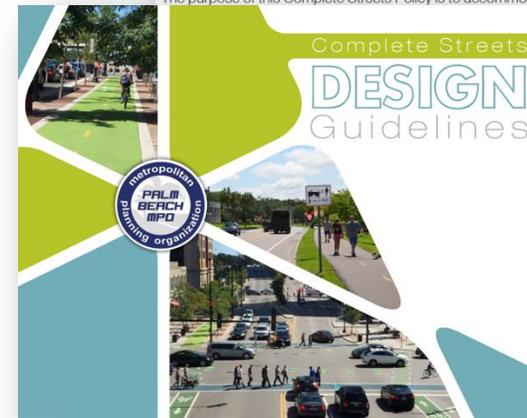
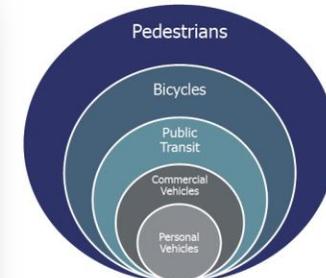
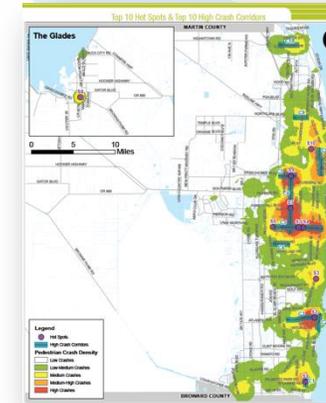


Figure 2 – Transportation User Considerations



Complete Streets Timeline

- Complete Streets Working Group and Policy – 2016, 2023
- Complete Streets Design Guidelines – 2017, 2023
- Bicycle and Pedestrian Safety Study – 2017, 2025
- Vision Zero Action Plan – 2019, 2022, 2025



Policy Achievements

7 Local Municipalities Adopted Complete Streets Policies



Top 10 Ranked Policies



2018



2025



2023

Other notable policies



Champions Institute Participants

- Fran Nachlas, City of Boca Raton (2025)
- Christy Fox, City of West Palm Beach (2023)
- Chelsea Reed, City of Palm Beach Gardens (2022)
- Andy Thompson, City of Boca Raton (2021)





PALM BEACH
Metropolitan Planning
Organization



MAJOR PROJECTS

Total Funds: ~\$23.8M/Year

Funding Range: \$500K-\$5M

Eligible On Federal Aid Eligible Roads
within the Urbanized Area

Project Examples:

- Roadway Improvements
- Safety Infrastructure
- Pedestrian & Bicycle Facilities
- Transit Capital Facilities
- Freight Facilities

TRANSPORTATION ALTERNATIVES

Total Funds: ~\$5.1M/Year

Funding Range: \$250K-\$1.5M

Eligible On and Off Roads

Project Examples:

- Pedestrian & Bicycle Facilities
- Safe Routes to School Facilities
- Safety Infrastructure

Applications Due: February 13, 2026 at 5 p.m.

PalmBeachMPO.org/Funding



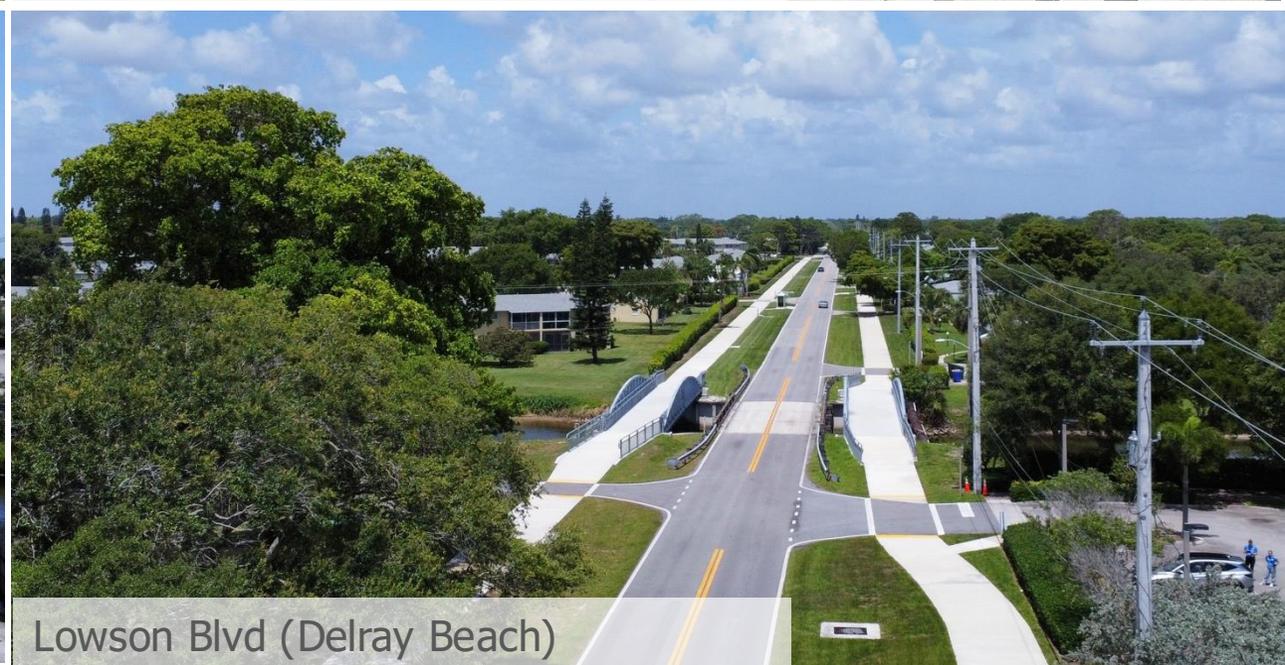
Clear Lake Trail (West Palm Beach)



Westgate Ave (Westgate CRA)



North Shore Dr (West Palm Beach)



Lawson Blvd (Delray Beach)



US-1 Multimodal Corridor Study



CONNECTINGCOMMUNITIES
In Palm Beach County

Study Overview

2017-2018 Study Purpose

Develop a comprehensive plan to identify **multimodal improvements that increase safety and access for all users** of the roadway and evaluate the potential for a **premium express bus service**



Health Impact Assessment (HIA)



Transit Assessment



Roadway Assessment

Study Area

Camino Real to Indiantown Rd (~42 Miles)

6 Sections, 14 Cities

- Section 1: Boca Raton
- Section 2: Delray Beach, Boynton Beach, Gulf Stream
- Section 3: Hypoluxo, Lantana, Lake Worth Beach
- Section 4: West Palm Beach
- Section 5: Riviera Beach, Lake Park, North Palm Beach
- Section 6: Juno Beach, Jupiter, Palm Beach Gardens



Public Involvement



450+ attendees at Workshops and Open Studio Charrettes/Open Streets Event

18 Open Studio Charrette Days

6 Workshops

1 Open Streets Event

100+ interactive Priority Pyramid Responses

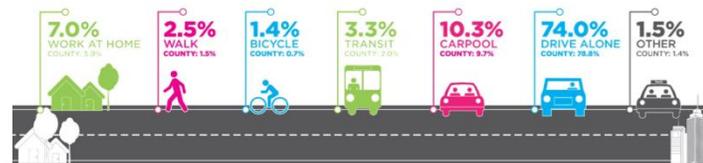


US-1 MULTIMODAL CORRIDOR STUDY

In early 2017 the Palm Beach TPA kicked off a US-1 Multimodal Corridor Study to examine the potential for new express bus service as well as facilities to improve pedestrian and bicycle safety and connectivity along the corridor. The study encompassed the US-1 corridor in Palm Beach County from Camino Real in the City of Boca Raton to Indiantown Road in the Town of Jupiter. The project corridor is approximately 42 miles in length and runs north-south across 14 local municipalities. This effort included a kickoff outreach event and 6 months of public workshops and charrettes. The project also included a Health Impact Assessment (HIA) and HIA working group with local health partners to help inform the study's recommendations and potential impacts to community health. This project is included in the Palm Beach TPA's Priority Projects List for the Transportation Improvement Program (TIP).

The US-1 Multimodal Corridor Study draft documents are available under the "Project Documents" tab and at: www.PalmBeachTPA.org/US1

PROJECT STATS



Source: U.S. Census Bureau 2011-2015 5-Year Estimates; Robert Wood Johnson Foundation County Health Rankings

PROJECT TIMELINE



9 comments to info@USIPBCorridorStudy.com

260+ likes and **130+** comments on online Comment Map

100+ survey responses

100+ Stakeholder Interviews

16+ personal interviews

Social Media included Project Facebook Page and Instagram



Health Impact Assessment Conditions

Physical-Related Issues for US-1 Corridor Residents



**Highest Ridership Route
in the County**



HIA Current Conditions

Health-Related Issues for US-1 Corridor Residents

43%

Hypertension Rate
(Higher than the County, State, and National averages)

14%

Diabetes-Related Issues
(Higher than the County, State, and National averages)

30%

Obesity-Related Issues
(Higher than the County, State, and National averages)

THE SILENT KILLER

Hypertension, even when severe, may not give rise to any symptoms. The long-term effective control of blood pressure is crucial in reducing the risks of complications of this chronic illness

FAST FACTS
In more than **90 per cent** of cases, the cause of hypertension is unknown. The remaining cases may be due to **kidney disease, narrowing of certain blood vessels or hormonal imbalance.**

Smoking, obesity and diabetes increase the chance of developing hypertension. **Older people** are at a higher risk of getting high blood pressure.

Hypertension increases the risk of developing **atherosclerosis**, which is the hardening and narrowing of the arteries. If left untreated, it can cause **coronary heart disease, heart failure, stroke, kidney failure and peripheral artery disease**, which is the narrowing of blood vessels in the limbs.

30-69 YEARS OLD
Slightly less than one in four Singapore residents aged between 30 and 69 suffer from hypertension.

Blood pressure is typically recorded as a pair of numbers. **Systolic pressure**, the first and higher of the two numbers, measures pressure in the arteries when the heart beats. **Diastolic pressure**, the second and lower of the two numbers, measures pressure in the arteries between heartbeats. **Normal pressure is less than 130/80 mm HG.** Those with hypertension should:
■ Know the target levels for blood glucose, blood pressure and blood cholesterol.
■ Lose weight if obese.
■ Take antihypertensive medication as prescribed.
■ Quit smoking and exercise regularly.

DIET TIPS
■ **Limit intake** of all types of fats. Replace saturated with unsaturated fats such as nuts, vegetable oils and fish.
■ **Limit cholesterol intake.** Foods high in cholesterol include organ meats, egg yolk, squid, fish roe, shellfish and animal fats.
■ **Increase fibre intake** as it can speed up the removal of cholesterol from the blood. Fibre is found in oats, oat bran, barley, fruits, vegetables, legumes and whole grains.

Newsweek
LIES ABOUT SOCIAL SECURITY BY ALLAN SLOAN
July 3, 2000 | \$3.50
WATER ON MARS New Hints of Life
'ME, MYSELF & IRENE' The Wild Men of Comedy

Fat for Life?
Six Million Kids Are Seriously Overweight. What Families Can Do.
By Geoffrey Cowley & Sharon Begley

HIA Current Conditions

Physical-Related Issues for US-1 Corridor Residents

321

Bike/Ped Crashes

58% Pedestrian

42% Bicyclist

82%

**Bicycle Crashes in
Areas with NO Bike
Lane**

15

Bike/Ped Fatalities

(100% at Night or at Dusk)



HIA Key Recommendations

Advance premium transit on US-1 by funding capital and operational costs for the service

Access to Jobs and Education



Access to Health and Community Services



Implement Complete Street Solutions for the US-1 Corridor



Economic Development



Bicycle and Pedestrian Safety

Transit Recommendations

PTX Yellow + PTX Blue + PTX Green

(City of Boca Raton to Town of Jupiter)

Compared to "The Bolt" current limited stop service:

229,000

Additional Riders per Year

138% 

Increase in Households and Jobs
Locations that have access to Transit

Within a 10-Minute Walk

45



Schools

217

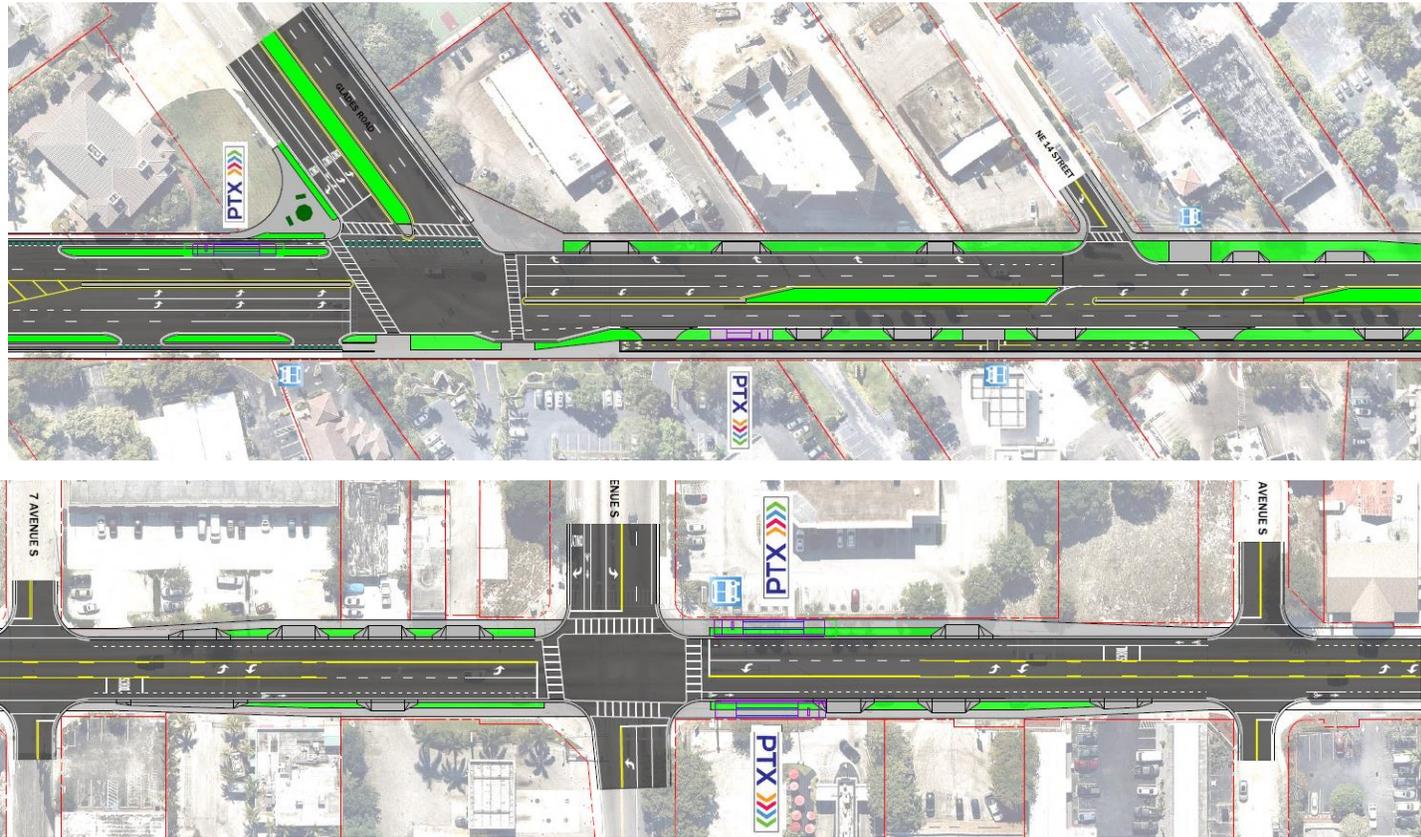


Healthcare
Facilities



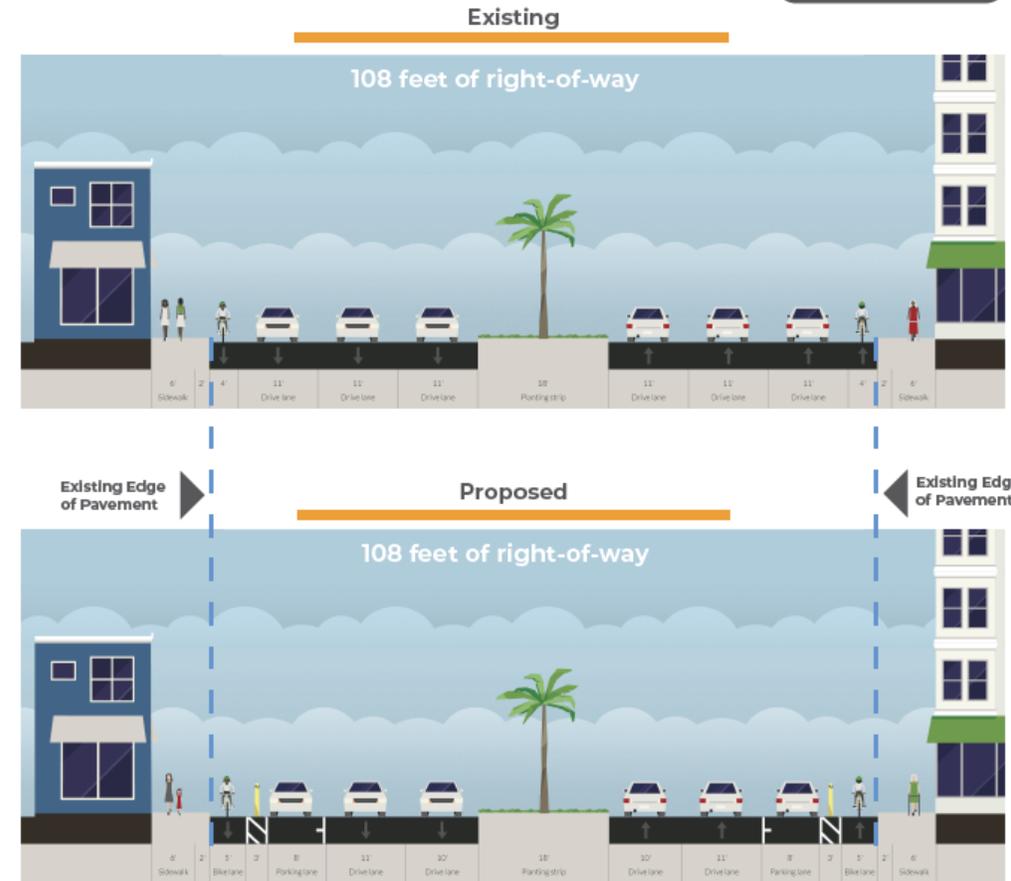
Roadway

Typical Sections and Plan Views



Camino Real to SE Mizner Boulevard

Roll Plot No. 1



FDOT Context Classification: C5-Urban Center

Existing Speed Limit: 35 mph

Length: 0.3 miles

Projected 2040 Max Peak Hour Traffic Volume: 1,400 vehicles per hour per direction (vphpd)

Proposed Recommendations: Partial reconstruction and lane repurposing from 6L to 4L; add on-street parking and separated bicycle lanes

Ongoing Efforts: The City of Boca Raton has expressed a preference for an alternate mobility strategy of converting US-1 and Dixie Highway through Downtown Boca Raton to a one-way pair concept from SW 18th Street/Royal Palm Way to NE 8th Street/NE Mizner Boulevard. Implementation would require conversion of the existing US-1 right-of-way into the northbound lanes of the one-way pair concept while using the County's Dixie Highway right-of-way for the southbound lanes.

Funded for Construction

17-1	FDOT/ Palm Tran	US-1: Camino Real Rd to Indiantown Rd	561 Plan Transit Corridor: New enhanced transit service with associated multimodal facilities							
17-1b	Palm Tran/ FDOT	US-1: Palmetto Park Rd to Northlake Blvd	Construct 14 enhanced transit shelters within existing ROW	4383864	\$7,202	\$1,153	CST	\$6,002	CST	\$48
17-1c	Boca Raton/ FDOT	US-1: Camino Real to NE 8th St/Mizner Blvd in Boca Raton	Lane Repurposing from 6L to 4L between Camino Real and SE Mizner Blvd; associated multimodal facilities	4383865	\$9,105	\$944	CST	\$8,161		
17-1d	WPB/ FDOT	US-1: 25th St to 45th St in West Palm Beach	Reconstruct roadway to include pedestrian and bicycle facilities and safety enhancements	4383866	\$14,479	\$823				
17-1f	FDOT/ N Palm Beach	US 1: Northlake Blvd to Parker Bridge in North Palm Beach	Lane Repurposing from 6L to 4L with shared-use paths, bicycle lanes, landscaping and furnishing zone	4383867	\$8,672					
17-1g	Lake Worth Beach/ FDOT	US-1: Dixie/Federal Junction to Gregory Rd in Lake Worth Beach	Speed Mitigation; Safety Improvements; Pedestrian and Bicycle Improvements; Signalization	TBD	\$5,674					

Funded: US-1 from Camino Real to NE 8th St/Mizner Blvd ~\$9.1 M

Includes: 6L to 4L Lane repurposing, traffic calming, pedestrian & bicycle facilities

Construction: FY 2026 (letting in March 2026)



PALM BEACH
Metropolitan Planning
Organization

Rethinking Roads

Local Leadership
in Action



Presented by City of Boca Raton
Deputy Mayor Fran Nachlas



A Growing City

Vision for Safety & Livability

Boca Raton is a coastal, connected, and community-focused City.

- **Leadership commitment** to safety and quality of life.
- Goal of **rethinking roads for everyone** — not just cars.



Guiding Policies

Complete Streets & Vision Zero

Boca Raton City Council adopted programs as **guiding policies for a safer City.**

Vision Zero

A policy that traffic related crashes should never result in a severe injury or loss of life.

Complete Streets

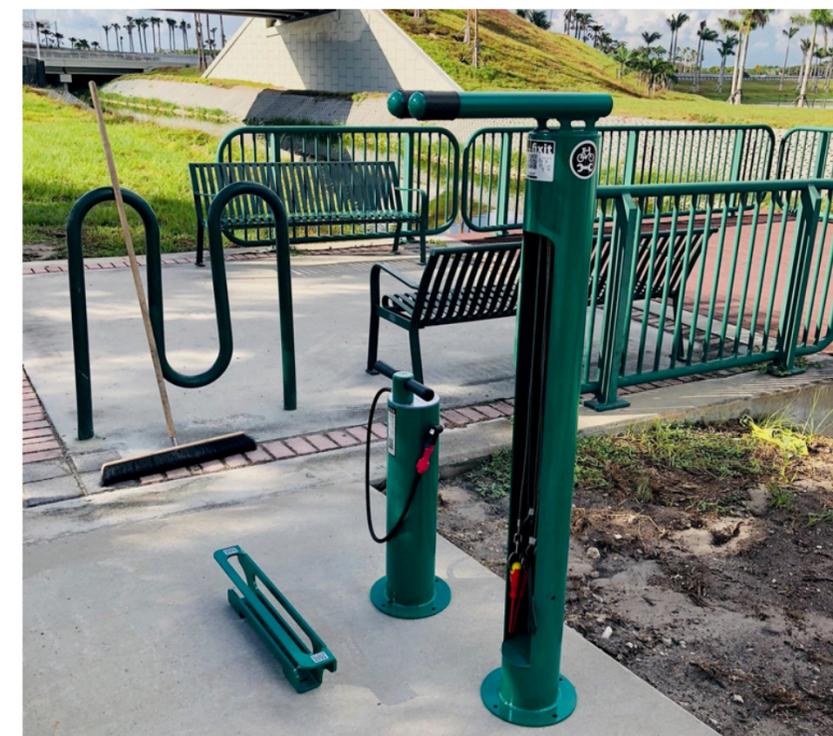
An approach to street design and maintenance that provides safe access for people, bicyclists, motorists, and transit riders of all ages and abilities.



Turning Vision Into Projects

Fostering smart initiatives that offer alternative and forward-thinking opportunities.

- **Progressive Transportation**
 - BocaConnect, MiCa Autonomous Shuttle
- **Sustainable Solutions**
 - Bike Friendly Business Incentive Program
- **Smarter and Safer Infrastructure**
 - Bike fixing stations, protected intersections
 - RRFBs, Palmetto Park Rd Pedestrian Crosswalks



Educating

The Next Generation

Actively educating the community about safe mobility through **ongoing outreach, programs, and placemaking initiatives.**

- City of Boca Raton bike map
- Community Bike Rodeo
- Traffic Garden
- Train track safety messaging
- Bike, Walk & Roll to School
- Ongoing digital communications and social media



Leading Conversations On Safe Micro-Mobility

Focusing on **evolving mobility trends** and **adapting to new ways** people move throughout the community.

2025 Micromobility Safety Symposium

Community forum aimed at educating residents about bicycle, e-bike, scooter and other micro-mobility device safety and laws.

- Active community participation
- Walking tour, helmet fittings, quick build
- Local vendors and agencies
- Media coverage



Quick Build

Testing Safer Designs, Faster

Boca Raton's first 'quick build' uses simple, low-cost materials - like paint and posts - to **test traffic improvements before they're made permanent.**

- Intersection of SE Mizner Blvd/NE 2nd St in the heart of Downtown Boca.
- Fresh paint markings help guide bicycle traffic and make the intersection safer for everyone who travels through.
- Builds public confidence and momentum.



Transforming

Major Corridors in the City

The City is **reimagining popular roadways** heavily used by drivers, cyclists, walkers, and other travelers.

- **AIA RRR Project** will add context-sensitive multimodal improvements like safer speeds, improved crosswalks, and intersection upgrades.
- **US 1/Federal Hwy Complete Streets Project** will add protected bike lanes and intersections, plus speed-targeted design changes for a downtown setting.
- **Making Connections**, a downtown mobility study for East Palmetto Park Road.



Driving Progress

Engaging with our Community

The City drives progress by **actively engaging with local partners, associations, and community groups** to advance shared goals.

- Coordination with transit partners FDOT, Palm Beach MPO and local stakeholders
- NACTO City Affiliate Member
- League of American Bicyclists Bronze Status



Smart Growth America

Deputy Mayor Nachlas one of 14 people nationwide to participate in its 2025 Champions Institute cohort.



The Road Ahead

The Future of Mobility

Boca Raton is planning ahead, for **a future where mobility is safer, more connected, and accessible** for everyone.

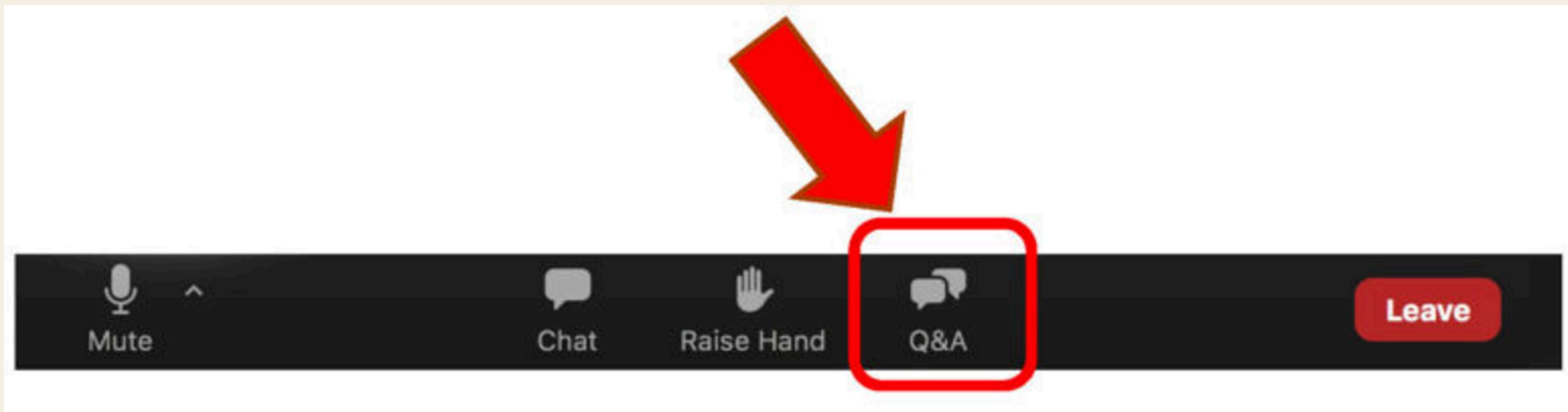
- Building safer, people-focused streets that will strengthen our community.
- Implementing technology-driven solutions like the AV Pilot and Digital Twin exploration, to improve network efficiency.
- Enhancing efforts to protect vulnerable road users and advance Vision Zero.
- Collaborating with the community, using resident feedback as a driving factor.



Questions & Answers

Please submit questions for speakers using the Q&A button on your Zoom control panel.

Keep questions succinct and, if possible, indicate who your question should be directed to.



Professional Certification Credits

For those that attend the **live** event, this webinar has been approved for credits for:

- American Institute of Certified Planners (1.5 AICP CM, [#9321017](#))
- Florida Attorneys (2.0 General Credits, #2515929N)
- Certified Floodplain Managers (1 CEC)

1000 Friends has not applied for credits for those who view this broadcast at a later time.

Find credits for past webinars at 1000fof.org/upcoming-webinars/credits



Follow-up Survey, Certificate of Attendance

In the follow up email for the **LIVE WEBINAR** you will receive:

- A link to a **brief survey** to help us improve future webinars

You will also receive a **certificate of attendance** for this webinar, emailed to you within a couple of days post-webinar. Please email **friends@1000fof.org** if you do not receive a certificate within a week.

Information on professional certification credits for past webinars are available at ***1000fof.org/upcoming-webinars/credits***

Email **friends@1000fof.org** with any questions about credits or your certificate.



Upcoming Webinars



2026 Legislative Preview

12 PM - 1:30 PM (ET)



2026 Legislative Update

12 PM - 1:30 PM (ET)



2026 Legislative Wrap Up

12 PM - 1:30 PM (ET)

Support 1000 Friends



Platinum
Transparency
2025

Candid.

DONATE

at www.1000fof.org/donate

(you may designate it for the DeGrove Webinar Fund)

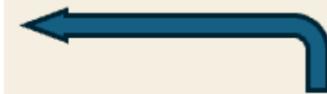
SPONSOR

\$250 to become a Webinar Sponsor

Please email friends@1000fof.org to learn more



1000FOF.ORG



Scan to donate

Questions & Answers

Please submit questions for speakers using the Q&A button on your Zoom control panel.

Keep questions succinct and, if possible, indicate who your question should be directed to.

