SAFE STREETS FOR ALL ACTION PLAN

PREPARED FOR THE CITY OF GREENACRES

DRAFT

JUNE 2025

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PREPARED BY

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ABBREVIATIONS & TERMS COMMONLY USED IN THIS REPORT:

AADT	Annual Average Daily Traffic
FDOT	Florida Department of Transportation
TCRPC	Treasure Coast Regional Planning Council
FHWA	Federal Highway Administration
PBC	Palm Beach County
PB TPA	Palm Beach Transportation Planning Agency
Palm Tran	Palm Tran Public Transportation
PBCSD	Palm Beach County School District

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services, please contact cityclerk@greenacresfl.gov or call (561) 642-2000. Hearing impaired individuals are requested to telephone the Florida Relay System at #711.

I. EXECUTIVE SUMMARY

PURPOSE

The City of Greenacres is a vibrant, thriving city in central Palm Beach County advancing its branding as "a good place to live." With a population nearing 45,000 people in its six square mile jurisdiction, the City is known as a desirable family-oriented community with well-established neighborhoods, popular schools, extensive parks and recreational facilities, and an array of local and national commercial establishments. Greenacres residents tend to represent larger, younger families on average as compared to Palm Beach County with more modest incomes. This translates into more children, especially elementary school-age and younger, and more transit riders per capita versus other municipalities. The City's central location also creates a busy transportation network, with an array of high-speed State and County roadways that bisect the City carrying high volumes of commuters. This produces a high rate of crashes across the transportation network between vehicles, bicyclists, and pedestrians.

To address these safety challenges and advance Greenacres' sustainability, livability, and desirability, the City commissioned the development of a Safety Action Plan to assess conditions, engage the community and stakeholders, evaluate alternatives, and provide recommended actions to improve the transportation network. The Plan includes a detailed "catalog of improvements" that illustrates various types of interventions that can be applied by the City independently and collaboratively through partnerships. An "Arrive Greenacres" roadway typology is included that identifies desired design approaches for a dozen roads of various sizes along with a "Bike Greenacres" premium bicycle network. Finally, the Plan includes a series of "Complete Streets Micro-Improvements" for implementation of strategic quick victories to add safety, traffic calming, and placemaking within the City's transportation network.

Figure 1 Existing and improved conditions where Sherwood Forest Blvd. meets Biscayne Drive at the heart of the Bike Greenacres premium bicycle network - an opportunity to safely connect the City's schools, parks, neighborhoods, and destinations.

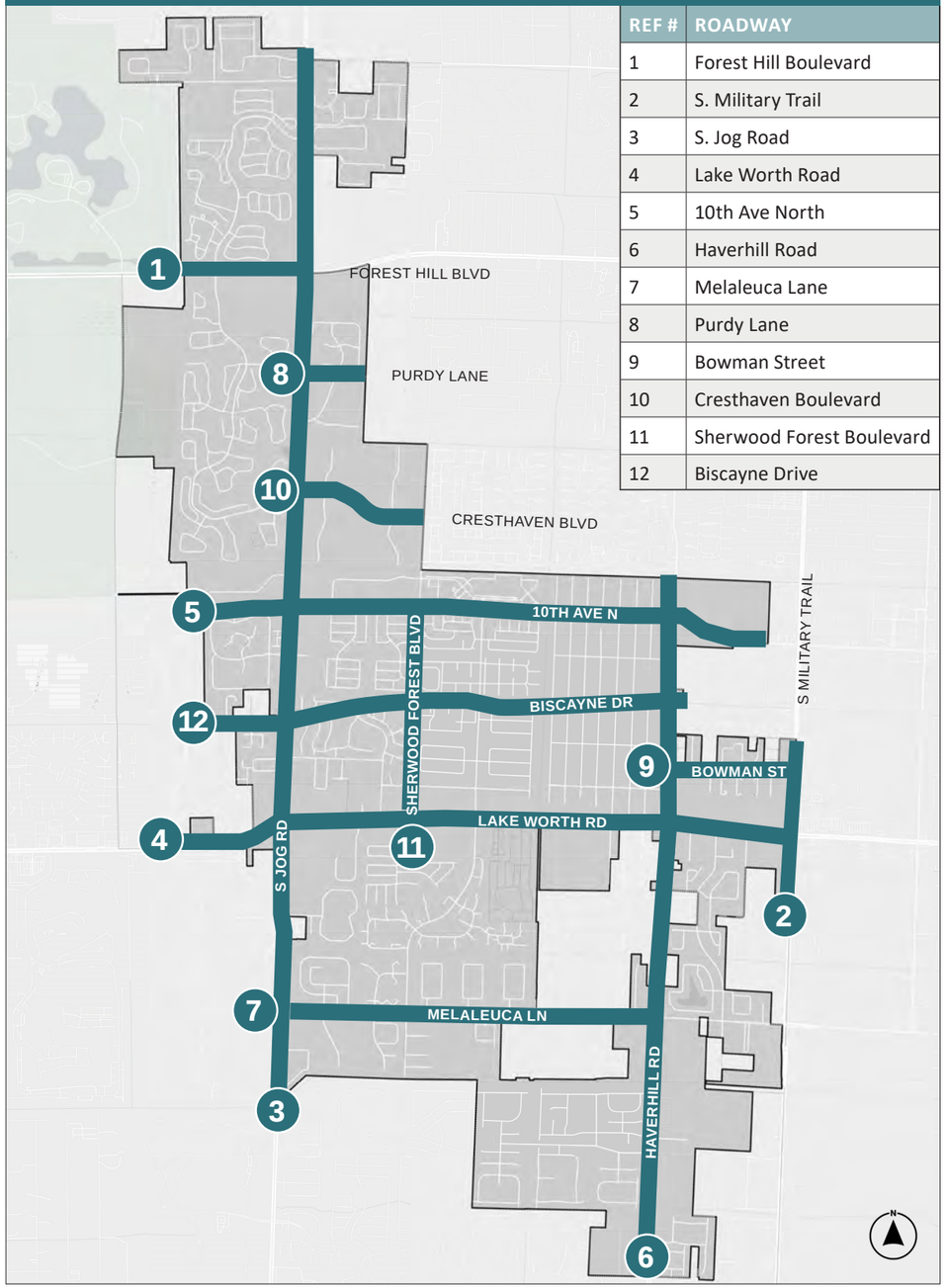
Figure 2 The Greenacres traveling public reflects the diverse composition of the community.

PROCESS

To develop the Safety Action Plan, an extensive stakeholder and public engagement process was undertaken that included meetings and workshops with City staff, City planning and zoning board, adjacent local governments, partner agencies, and the community. Field work was conducted to catalog and evaluate the existing conditions of the transportation network and adjacent properties. A review of background documentation was undertaken with consideration of City, County, and State planned roadway modifications. The process also utilized a quantitative assessment of location criteria to highlight areas of emphasis. Along with public input, these criteria considered the locations of residential development; schools; parks, community facilities, and other destinations; transit stops and routes; and high-crash locations to inform recommended improvement locations.

I. EXECUTIVE SUMMARY

"ARRIVE GREENACRES" - ROADWAY TYPOLOGY & DESIGNS



REF #	ROADWAY
1	Forest Hill Boulevard
2	S. Military Trail
3	S. Jog Road
4	Lake Worth Road
5	10th Ave North
6	Haverhill Road
7	Melaleuca Lane
8	Purdy Lane
9	Bowman Street
10	Cresthaven Boulevard
11	Sherwood Forest Boulevard
12	Biscayne Drive

Figure 3 Map depicting location of key roadways included in "Arrive Greenacres" typology

"BIKE GREENACRES" - PREMIUM BICYCLE NETWORK

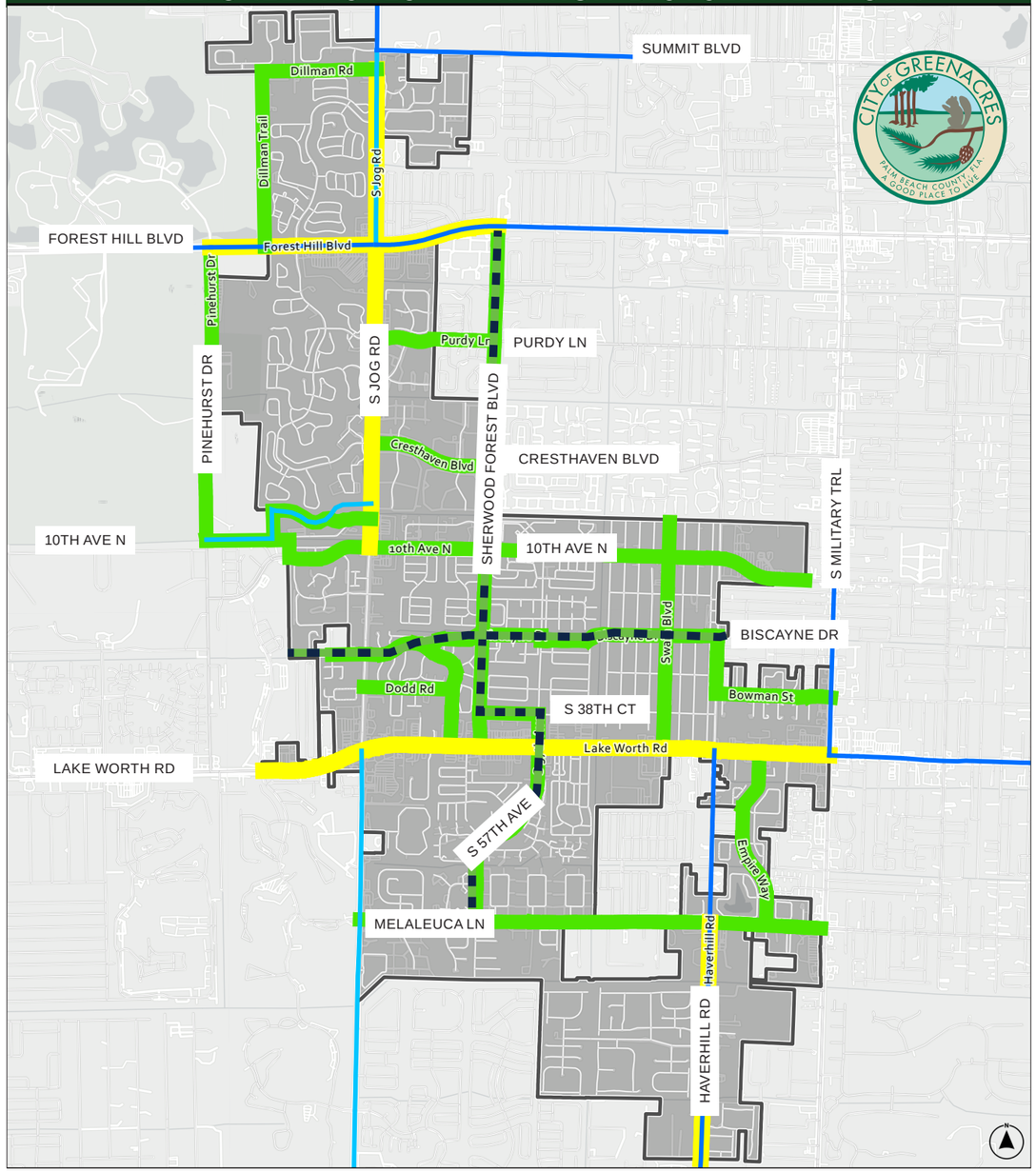


Figure 4 "Bike Greenacres" map indicating 25-mile bicycle network map.

I. EXECUTIVE SUMMARY

ROADWAY DESIGN APPROACH & COMPLETE STREETS "MICRO-PROJECTS"

To implement the safety action vision, the Plan includes a Catalog of Improvements that details various types of roadway improvements appropriate for the Greenacres context. A recommended design approach is detailed for each of the dozen roads in the Arrive Greenacres typology with long-term phased projects to implement over time opportunistically with regular maintenance, resurfacing, and other infrastructure projects. Additionally, a series of Complete Streets "Micro-Projects" are provided for quick victories in neighborhoods and near schools to improve safety, access, and connectivity in the transportation network.

Examples of each of the following types of interventions are included in the Catalog of Improvements:

Roadway Realm

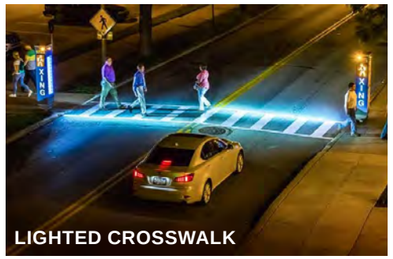
- Traffic calming elements
- Bicycle elements
- Transit elements

Non-Motorized Travel Realm

- Pedestrian zone
- Furnishing zone
- Recreational elements
- Frontage zone
- Intersection elements
- Landscape improvements

TYPICAL INTERVENTIONS


DESIGNATED BICYCLE LANE


LIGHTED CROSSWALK


ROUNDABOUT


CURB EXTENSION


SPEED TABLE


LANDSCAPED MEDIAN

Figure 6 Above, typical safety interventions as detailed in the Catalog of Improvements

RECOMMENDED SAFETY ACTIONS

Figure 5 Recommended improvements at the intersection of 10th Avenue North and Swain Boulevard.

I. EXECUTIVE SUMMARY

SUMMARY OF FINDINGS & RECOMMENDATIONS

The safety challenges of the City's transportation network are perpetual and widespread. Because the City is positioned between major arterials (e.g., I-95, Florida Turnpike) and population centers, the roadway network is burdened with high volumes of fast-moving commuter traffic, which creates safety conflicts for residents traversing the community internally. The volume of vehicles moving through, but not to Greenacres, has created a widespread distribution of crashes across the transportation network, now approaching 1,500 crashes annually. To improve safety, connectivity, and access, the Plan recommends a strategic series of deliberate roadway enhancements that include traffic calming, multimodal enhancements, improved accessibility, and a premium bicycle network. A summary of the key recommendations is provided in Figure 8. By remedying safety deficiencies and improving the transportation network over time, the City can complete its streets and enhance its ability to be "A Good Place to Live" - and Learn, Work, and Play - today and for the generations that follow.

Figure 7 Recommended improvements for Biscayne Drive, which is a central east/west spine of the Bike Greenacres network.

SUMMARY OF KEY RECOMMENDATIONS

1. ADOPT THE SAFETY ACTION PLAN AS A POLICY GUIDANCE DOCUMENT.
2. ADOPT "ARRIVE GREENACRES" TYPOLOGY AND ROADWAY IMPROVEMENT DESIGN CONCEPTS AS ASPIRATIONAL DESIGN STANDARDS.
3. ADOPT "BIKE GREENACRES" BICYCLE NETWORK PLAN AND PRIORITIZE SHERWOOD FOREST BOULEVARD/S 57TH AVENUE AND BISCAYNE DRIVE AS PHASE 1 PREMIUM ROUTES.
4. INITIATE COMPREHENSIVE PLAN AMENDMENTS TO REFERENCE SAFETY ACTION PLAN, "ARRIVE GREENACRES" ROADWAY TYPOLOGY, AND "BIKE GREENACRES" BICYCLE NETWORK.
5. INITIATE ZONING CODE AMENDMENTS TO ADD STANDARDS FOR ROADWAY DESIGNS AND PROPERTY FRONTAGE, LANDSCAPING, AND CONNECTIVITY AS CONCEPTUALIZED IN ROADWAY TYPOLOGY.
6. ESTABLISH GREENACRES SAFETY ACTION TASK FORCE FOR ANNUAL REVIEW OF SAFETY DATA, LAND USE AND TRANSPORTATION PATTERNS, AND IMPLEMENTATION APPROACH.
7. INITIATE TRANSPORTATION PLANNING PROTOCOL WITH PALM BEACH COUNTY, INCLUDING ANNUAL MEETING SCHEDULE TO REVIEW 5-YEAR ROAD PLAN.
8. INITIATE AMENDMENT TO COUNTY FIVE-YEAR ROAD PLAN TO REVISE SHERWOOD FOREST BOULEVARD PROJECT AS DETAILED IN THE TYPOLOGY.
9. INITIATE TRANSPORTATION PLANNING PROCESS WITH FDOT REGARDING LAKE WORTH ROAD, INCLUDING ROAD SAFETY AUDIT AND CORRIDOR DESIGN.
10. INITIATE DISCUSSIONS WITH PALM-TRAN TO ACCELERATE INSTALLATION OF TRANSIT SHELTERS AND BENCHES AT HIGH-RIDERSHIP STOPS.
11. ADOPT PHASED IMPLEMENTATION APPROACH WITH SHORT-TERM, MID-TERM, AND LONG-TERM PROJECT PRIORITIES AS DETAILED IN THIS PLAN.
12. DEVELOP 5-YEAR FUNDING STRATEGY INCLUDING ANTICIPATED GRANT AVAILABILITY AND CORRESPONDING CANDIDATE PROJECTS

Figure 8 Summary of key recommendations

II. BACKGROUND

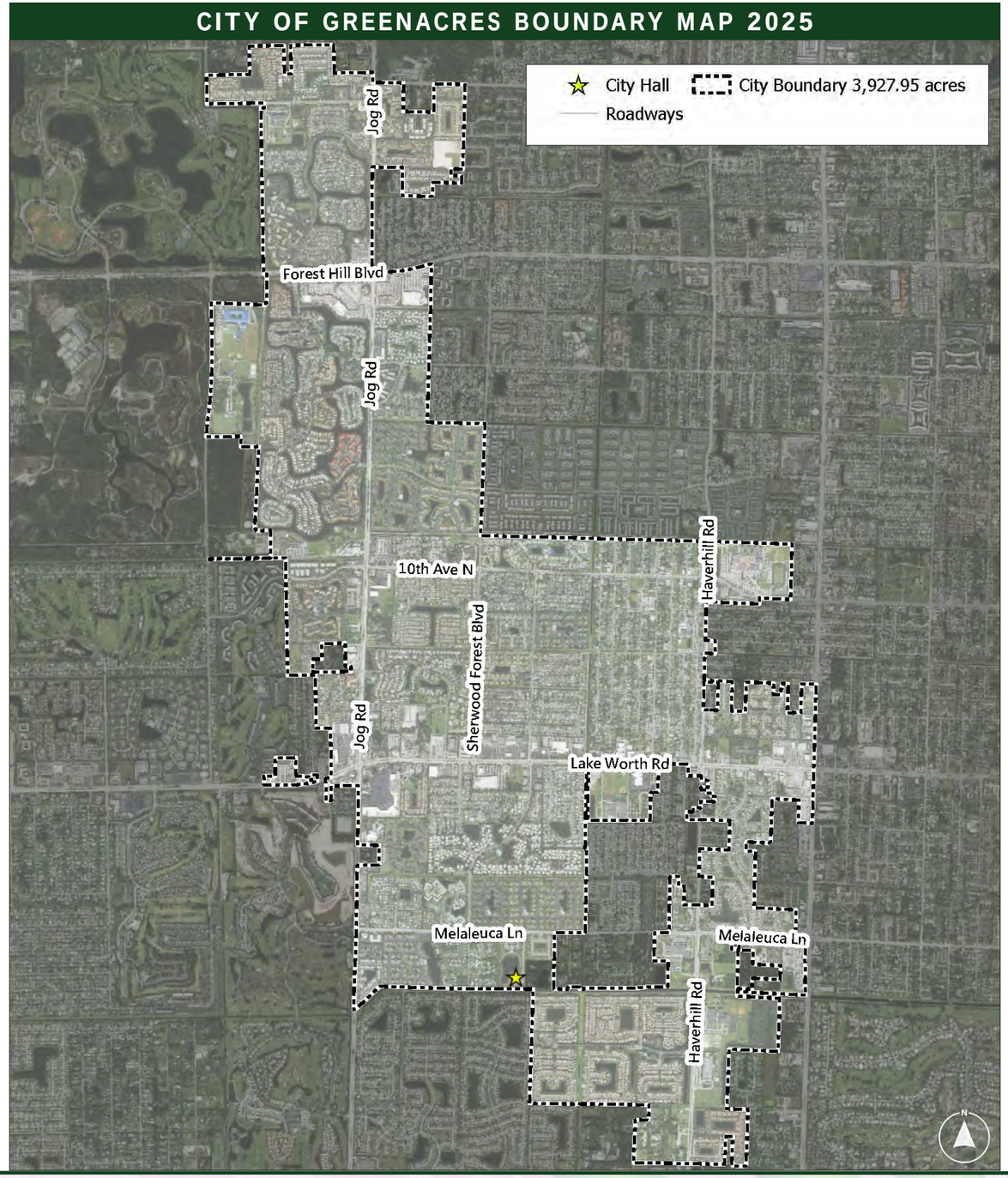
INTRODUCTION

The City of Greenacres, Florida was founded by Lawrence Carter Swain in 1923, becoming officially incorporated as "Greenacres City" in 1926. In the 1920's, Palm Beach County was thriving as an influx of wealthy people moved in to enjoy the coast. However, Mr. Swain saw a need for a community designed for the middle class. He slowly started accumulating land, which is today known as the "Original Section" of the City of Greenacres.

Once officially incorporated in 1926, "Greenacres City," as it was called at the time, chose the slogan "A Good Place to Live," which remains the tag-line for the City to this day.

Despite facing several devastating hurricanes over the years (1926 and 1928), Greenacres continued to grow and thrive as a city – briefly losing its municipality status in 1947 but then being quickly reincorporated. In the 1960s, a City Hall complex and Community Hall were built. In the 1970s, Greenacres' own police and fire department were officially established and up and running.[1]

By the 1980s, Greenacres was the seventh largest municipality overall in Palm Beach County and the fastest growing. This growth led to the construction of a new City Hall, a Public Safety Complex, and recreational facilities. In the 1990s, growth continued to surge as the City experienced both infill development and expansion through the annexation of land in unincorporated Palm Beach County. This is also around the time in which "City of Greenacres City" officially had its name changed to today's "City of Greenacres." [2]



1 https://greenacresfl.gov/community/page/greenacres-historical-events=
2 http://www.pbchistoryonline.org/page/greenacres

Figure 9 Top right, 1923 Lawrence C. Swain

Figure 10 Bottom right, City Seal from 1945

Figure 11 Far right, boundary map of City of Greenacres

II. BACKGROUND

INTRODUCTION

The City of Greenacres' Comprehensive Plan was originally adopted in 1989 and has since been adapted to meet the ever-changing needs of the City. In addition to the Comprehensive Plan, the City of Greenacres has also undertaken regular efforts to improve the City's long-term planning.

In the 2000s, City officials worked hard to create a long-term vision for the City, culminating in the improvement of parks, a new Public Safety Station and Municipal Complex, and construction of the Community Center on Swain Boulevard. This long term-visioning also contributed to increased programming and activities for residents to enrich their lives in the community.

In 2019, the City took these efforts further with the creation of a Vision and Strategic Action Plan. This outlined several strategy areas for Greenacres including economic development prosperity, sustainability and mobility, community connectivity, and market positioning. This is further complimented by the City's Comprehensive Plan (revised in 2024) and a partnership with the Urban Land Institute in 2024 to create a vision for the downtown. These recent efforts, more fully described below, are designed to tailor to the City's continued growth and goal to remain true to their slogan of Greenacres as, "A Great Place to Live, Learn, Work, and Play."

2019 STRATEGIC ACTION PLAN

In 2019, the City of Greenacres undertook the task of creating a Vision and Strategic Action Plan for the City. The strategic plan was developed based on market analysis, economic development assessment, and stakeholder input. The plan presents five strategy areas aimed at supporting economic development in the City. These include economic development prosperity, redevelopment facilitation, sustainability and mobility, community connectivity, and market positioning. The Safety Action Plan helps implement this prior effort, with recommendations that are aligned to help advance the "strategic areas" emphasized at its core.

URBAN LAND INSTITUTE – VISION FOR A DOWNTOWN

To meet the needs of the City's growing population and the desire to keep true to Greenacres' slogan of "A Good Place to Live," the Urban Land Institute (ULI) led a visioning process in 2023/24 for a new downtown area in Greenacres. The primary goals of this effort were to identify a site for downtown and provide guidance to the City for successful redevelopment. The process focused on the Swain Boulevard corridor as the new downtown area, home to the Community Center, incoming infrastructure improvements, historical significance, and a central location. The effort provided recommendations regarding branding, place-making, transportation, public art, and expanded community facilities.

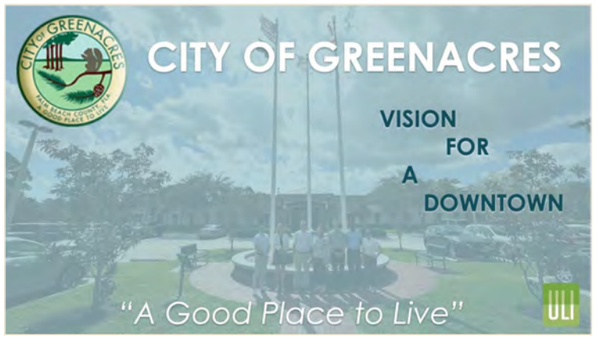


Figure 12 Right, cover from City of Greenacres Vision for a Downtown

Figure 13 Top right, Greenacres Community Center

Figure 14 Bottom right, cover page from the City of Greenacres 2019 Vision & Strategic Plan

II. BACKGROUND

DEMOGRAPHIC ANALYSIS

INTRODUCTION

As the 8th largest city in Palm Beach County, the City of Greenacres is a full-service municipality with a population of 44,000 people per the 2024 population estimates. Spanning just over 6 square miles, the City is centrally positioned in the County, roughly 20 miles north of Boca Raton, 20 miles south of Tequesta, and slightly west of the midpoint between Lake Okeechobee and the Atlantic Ocean.

POPULATION CHARACTERISTICS

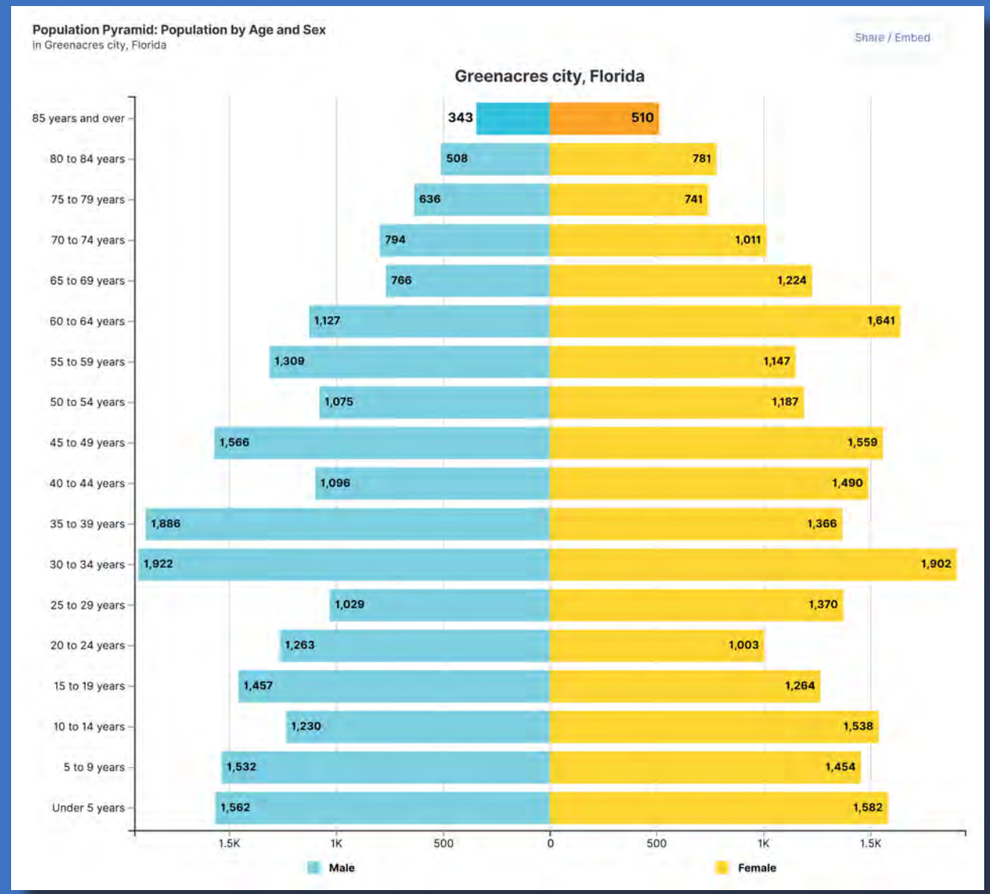
While Palm Beach County's population is older on average than the state of Florida, Greenacres' population is considerably younger. With a balanced distribution of men and women in the City, the median age of Greenacres residents is 38 years, considerably younger than the state's median of nearly 43 years or the County's median age that is approaching 46 years. Consistent with these statistics, more than 26% of the City's population is aged 19 years and younger, considerably higher than the County's roughly 21% of residents in this age cohort. Within the youngest age bracket, the City's population is expanding more rapidly in the 9 years and younger range versus the County's tendency towards older children. This is consistent with the general lower price of housing in Greenacres and the inclusion of 5 public elementary schools among the 9 public schools nestled within the City Limits.

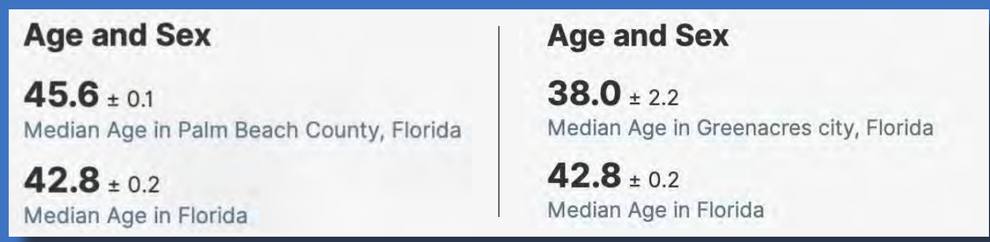
Greenacres age demographics are consistent with the community's vitality and the high activity levels of the City's population, with lots of school-aged children attending the dozen Greenacres schools. In recent years, the City has considerably expanded its community and recreational programming to serve this younger population segment. For transportation impacts, these statistics also point towards the high volumes of non-motorized travelers in the City. Greenacres has thousands of school-aged children walking, riding, and rolling to and from City schools twice per day on sidewalks and corridors that also carry an above-average number of babies in strollers and toddlers on training wheels. These statistics also reinforce the need for safer streets, as this exposed segment of the traveling public is less visible and much more vulnerable than the drivers that circulate through the City's streets.

Figure 15 Above, Greenacres is a city for all ages.

Figure 16 Right, City demographic data from the American Communities Survey, www.census.gov.

AVERAGE AGE: GREENACRES





II. BACKGROUND

DEMOGRAPHIC ANALYSIS

HOUSEHOLD SIZE

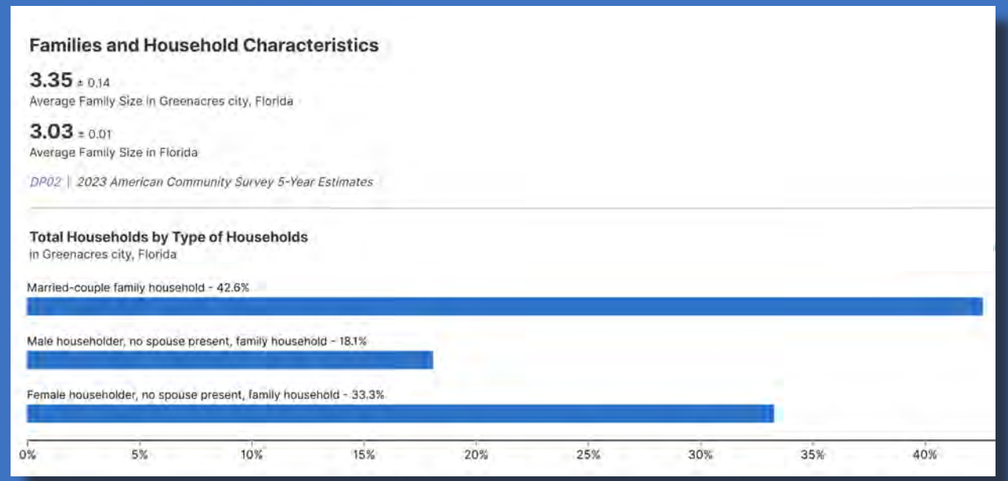
Given the younger age characteristics of the Greenacres population, with more school-aged children than the typical Palm Beach County community, it is not surprising to find the City also has larger household sizes than typically found in the County or across the state. While the average Florida household contains 3.03 people per unit, with 3.09 persons per dwelling unit on average across Palm Beach County, Greenacres households tend to be 10% larger on average, containing 3.35 persons per unit. Data on these statistics is provided in Figure 18 and Figure 19. For Greenacres, larger household sizes translate into increased population densities in the City's neighborhoods, especially in the more densely developed Original Section and near the City's schools, where housing values tend to be more affordable. With a higher concentration of young children in the City, and closer proximity of larger household sizes closer to schools, this data amplifies the need for safety improvements in and near the City's neighborhoods where more individuals would be expected to be on foot, bicycle, scooter, and stroller along the roadway network.

Figure 17 Above, students riding home from school in the Original Section.

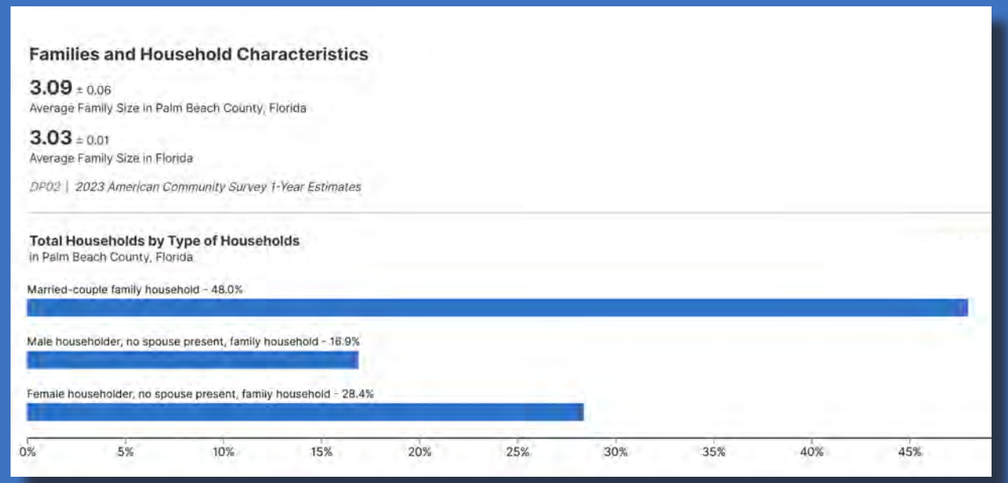
Figure 18 Right, upper image, demographic data related to City average household size from www.census.gov.

Figure 19 Right, lower image, demographic data related to County average household size from www.census.gov..

AVERAGE HOUSEHOLD SIZE: GREENACRES



AVERAGE HOUSEHOLD SIZE: PALM BEACH COUNTY



II. BACKGROUND

ACS DATA

AVERAGE HOUSEHOLD INCOME

Throughout the City's history, Greenacres has been known as a "good place to live," with a keen focus on creating quality, stable neighborhoods for families. Consistent with this family focus, the City's income demographics reflect the relative affordability of its residential housing stock, especially as compared to the County overall. The City of Greenacres has average household incomes of $62,917, 16% lower than the average Florida household incomes and fully 35% less than Palm Beach County's $84,921. With a generally younger population that tends towards more modest incomes, Greenacres residents would be expected to have greater multi-modal demands, with more transit riders along with pedestrians and cyclists. The increased volume of "exposed users" on the transportation network, combined with high volumes of fast-moving traffic through the City, creates inherent vulnerability for those users, raising the priority for safety interventions and a need to rethink how the City is connected.

Figure 20 Above left, cyclist on Haverhill Road.

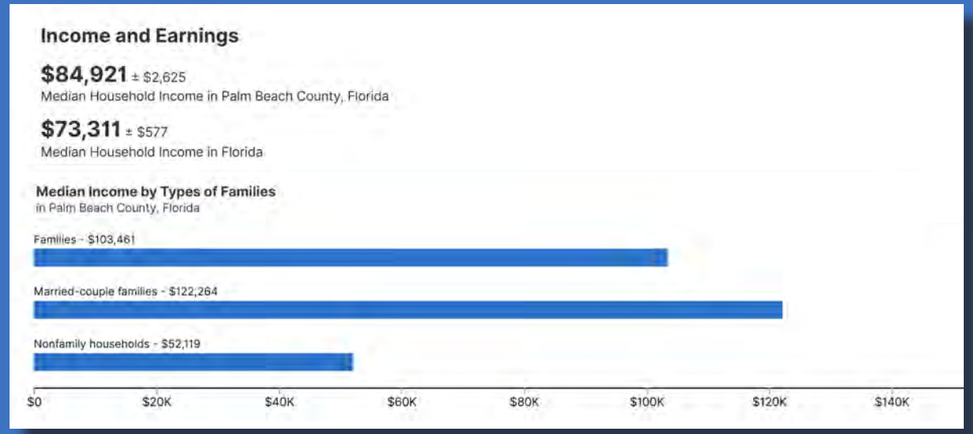
Figure 21 Above right, pedestrian jaywalking on 10th Avenue North.

Figure 22 Right upper image, demographic data related to City average household income from www.census.gov.

Figure 23 Right bottom image, demographic data related to County average household income from www.census.gov.

AVERAGE HOUSEHOLD INCOME: GREENACRES

AVERAGE HOUSEHOLD INCOME: PALM BEACH COUNTY



II. BACKGROUND

ROADWAY JURISDICTION

The City of Greenacres contains a multi-modal transportation network that includes facilities under the jurisdiction of the City, county, and state. The transportation network is ingrained in a rich land use context that contains both suburban and urban uses and patterns. The primary transportation network includes several categories of roadways: (1) principal and minor arterials, which are the largest roadways carrying the highest volumes of traffic; (2) major and minor collectors, which are smaller roadways connecting internal districts to the arterials; and (3) neighborhood streets, which are the smallest roadways, dispersing traffic within neighborhoods to individual parcels. A map of roadway jurisdiction is provided in Figure 25.

FUTURE LAND USE

The City's future land use designations reflect a mix of predominately residential use which constitutes nearly 75% of the City, followed by commercial/mixed-use properties that represent just under 13% of the total land area. Greenacres strong commitment to parks and recreation is evidenced by the more than 125 acres of land dedicated to this use. A future land use summary and map are provided in Figure 24 and Figure 26.

ZONING

Complementing the City's future land use designations, the City's zoning map, provided in Figure 27, indicates the predominance of residential use within the City limits. Commercial zoning districts are concentrated along major county and state roads, while City streets provide the greatest access to and within residential neighborhoods. The zoning map helps illustrate the broad distribution of park and recreational facilities across the City, which highlights their proximity to neighborhoods as well as the separation between parks, recreational facilities, and Greenacres residents.

Future Land Use	Acres
RESIDENTIAL LOW DENSITY	733.48
RESIDENTIAL MEDIUM DENSITY	1,672.60
RESIDENTIAL HIGH DENSITY	232.10
RECREATION OPEN SPACE	126.15
COMMERCIAL	394.13
MIXED USE	59.73
PUBLIC INSTITUTION	258.60
No FLU (Canals & Rights-of-way)	57.78
Total Future Land Use Acres	**3,534.57**

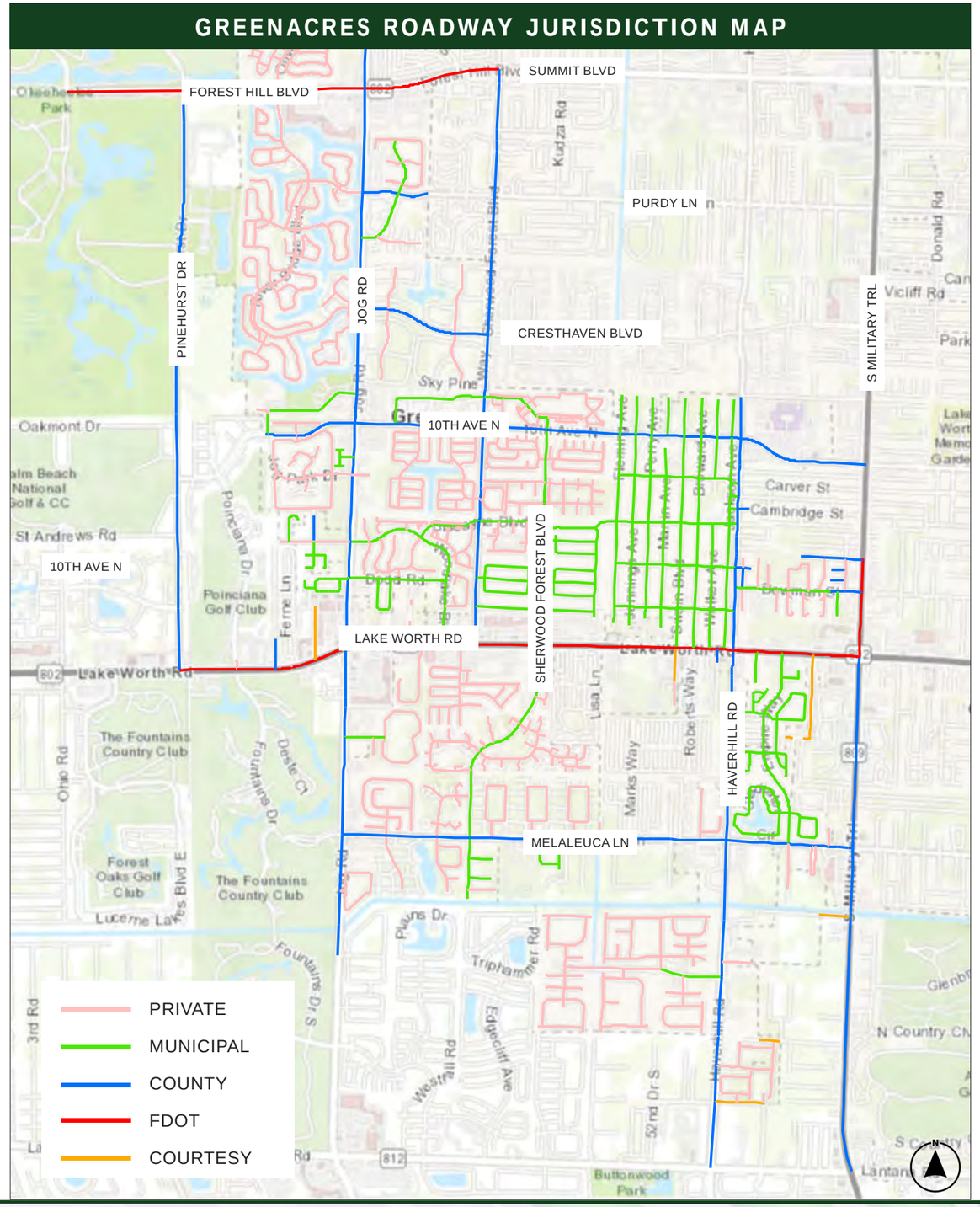
Source: Greenacres GIS, 2024

Figure 24 Above, distribution of future land use by category

Figure 25 Right, map of right-of-way jurisdiction

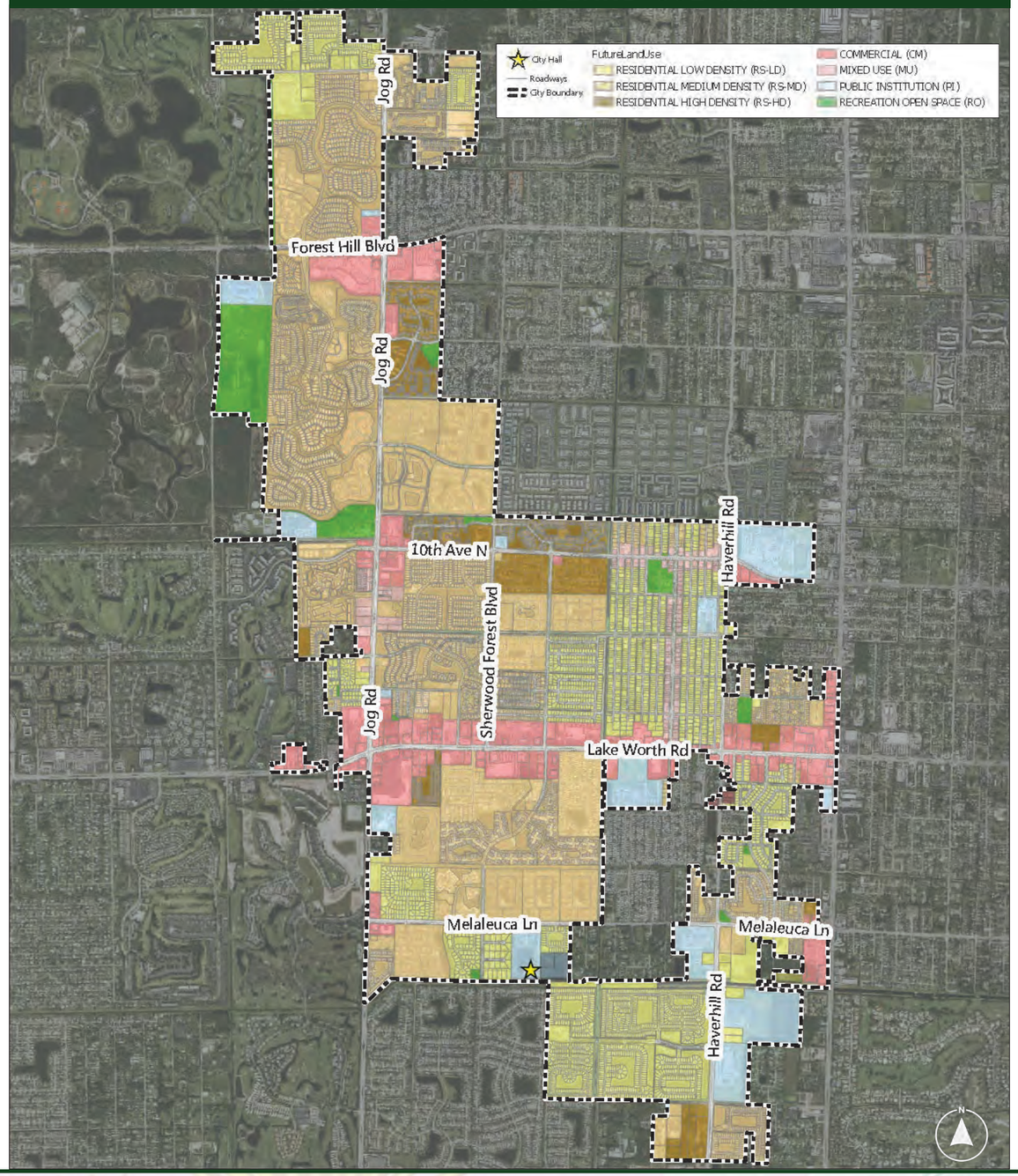
Figure 26 Next page left, Future Land Use Map of Greenacres

Figure 27 Next page right, Zoning Map of Greenacres

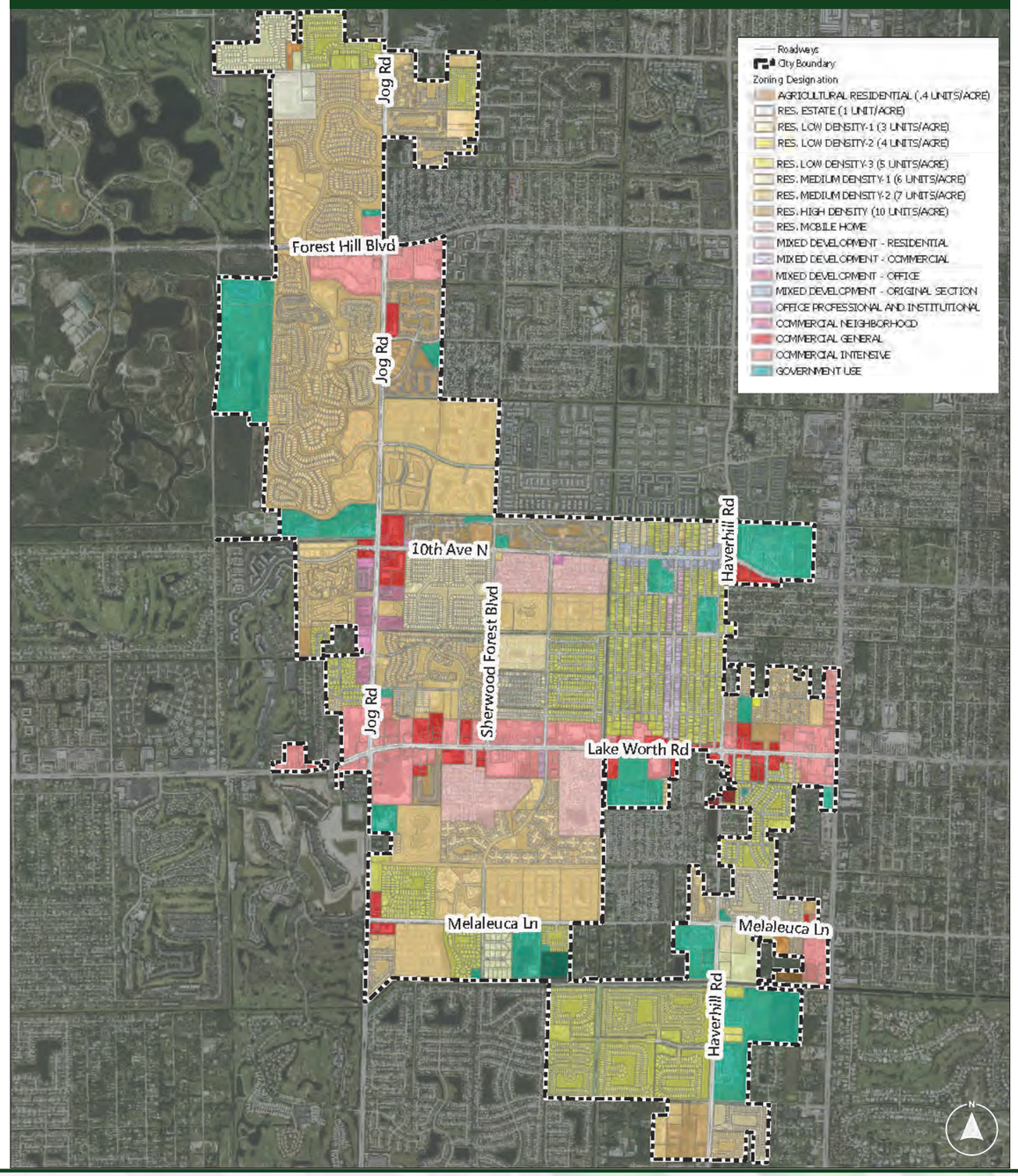


II. BACKGROUND

GREENACRES FUTURE LAND USE MAP



GREENACRES ZONING MAP



II. BACKGROUND

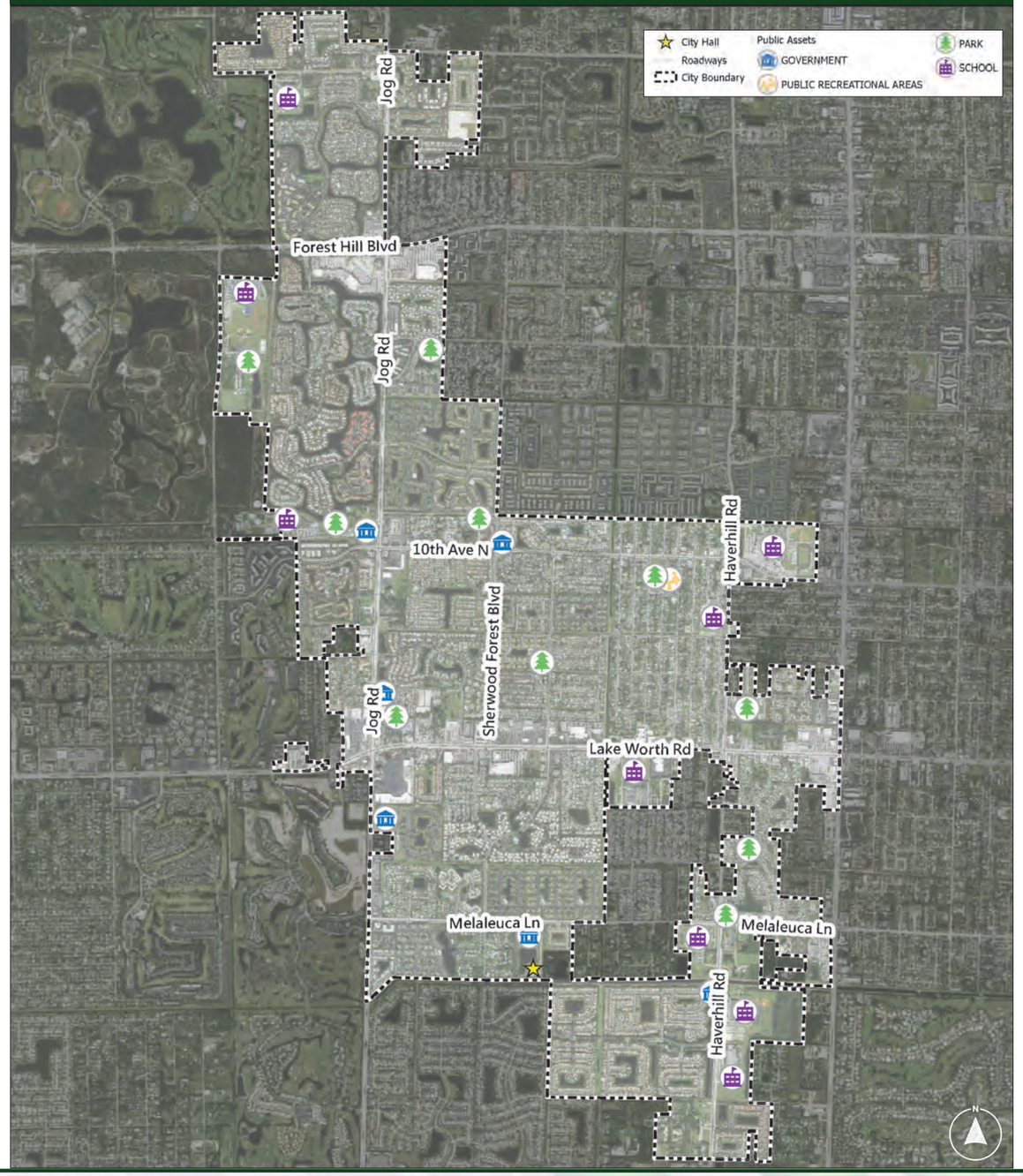
PARKS & PUBLIC ASSETS

Among the many factors that add to Greenacres desirability is its considerable inventory and distribution of public assets. Greenacres contains a dozen schools within the City Limits, 9 of which are public schools along with 3 private schools. The City boasts 125 acres of parks and recreational property, including a full-service community center on Swain Boulevard, as well as a Greenacres branch of the County library system and a US Post Office. The City Hall campus, which includes municipal and other governmental functions, is adorned with public art and a wooded walking trail. Additionally, the City contains a full-time Women, Infants and Children (WIC) center, which adds to the services and resources conveniently available to City residents.

Figure 28 Above, image of lake trail at City Hall

Figure 29 To the right, Public Assets Map

PUBLIC ASSETS MAP



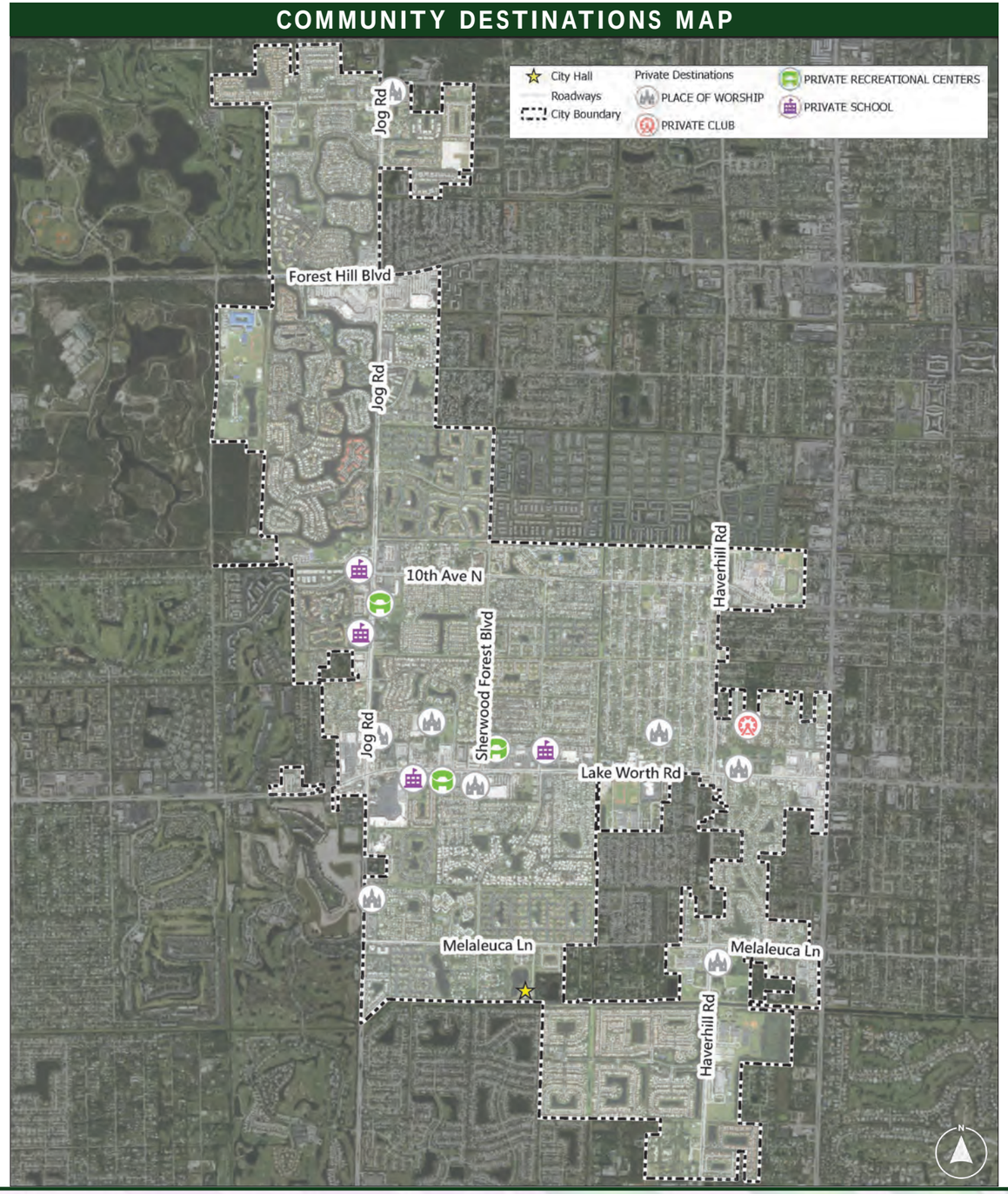
II. BACKGROUND

OTHER COMMUNITY DESTINATIONS

Adding to the public destinations throughout the community and as illustrated in Figure 31, Greenacres also contains an array of private destinations that add to its livability. The City has a variety of places of worship, many of which are walking distance from neighborhoods. Commercial and professional centers contain both national franchise, regional, and local “mom and pop” businesses that cater to Greenacres residents. Many communities try to accomplish a mix of land uses that establishes a “15-minute city,” wherein the basic needs of daily life are ideally and potentially attainable within a 15-minute travel distance (see Figure 30). With the range of goods, services, and experiences available throughout the community, most of the daily needs for residents appear available within 15 minutes of most homes in the City, underscoring the importance of improving connectivity within the City to allow Greenacres residents to benefit from this proximity.

Figure 30 Above-left, diagram illustrating ideal resources available in a 15-minute city

Figure 31 To the right, map indicating location of community destinations within Greenacres



PEDESTRIAN FACILITIES

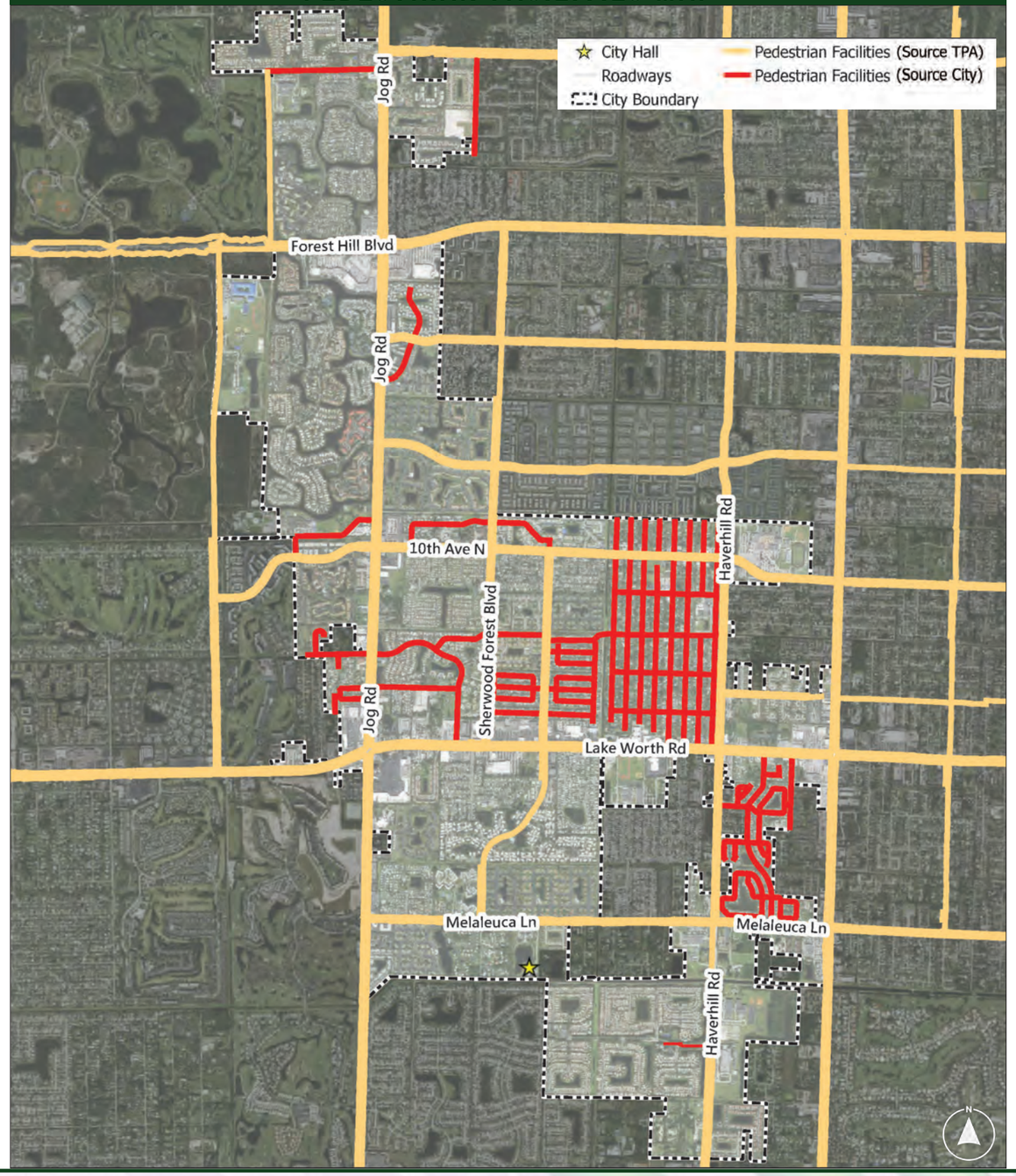
The City's pedestrian network is extensive and contains a mix of smaller sidewalks and several wider multi-use paths (see Figure 33). County and state roads tend to contain mostly 5-6-foot sidewalks, many of which parallel grassed utility strips located between the edge of sidewalk and roadway curbs. City streets tend to contain 4-5-foot sidewalks, with the greatest sidewalk concentration in the City's Original Section. The Dillman and Ferreri Park Trail, located in the northwest quadrant of Greenacres, provide wider, grade-separated shared-use paths bringing users near the County's Okeeheelee Park, located north of Forest Hill Boulevard, and Samuel J. Ferreri Community Park, which is located along Jog Road.

As visible in the pedestrian facilities map, the City's network is somewhat gridded, with generally half-mile spacing between major corridors except for the primarily unincorporated area between Sherwood Forest Boulevard and Haverhill Road where there are roughly one-mile blocks without internal sidewalk connections from Summit Boulevard south to 10th Avenue North. Although a drainage canal is positioned in the center of these blocks, Lake Worth Drainage District regulations currently preclude the installation of a pedestrian trail along the canal banks. Through redevelopment, there could be opportunities to introduce new pedestrian connectivity over time.

Figure 32 Above, image of kids walking from school along Biscayne Drive

Figure 33 To the right, Pedestrian Facilities Map

PEDESTRIAN FACILITIES MAP



II. BACKGROUND

BICYCLE FACILITIES

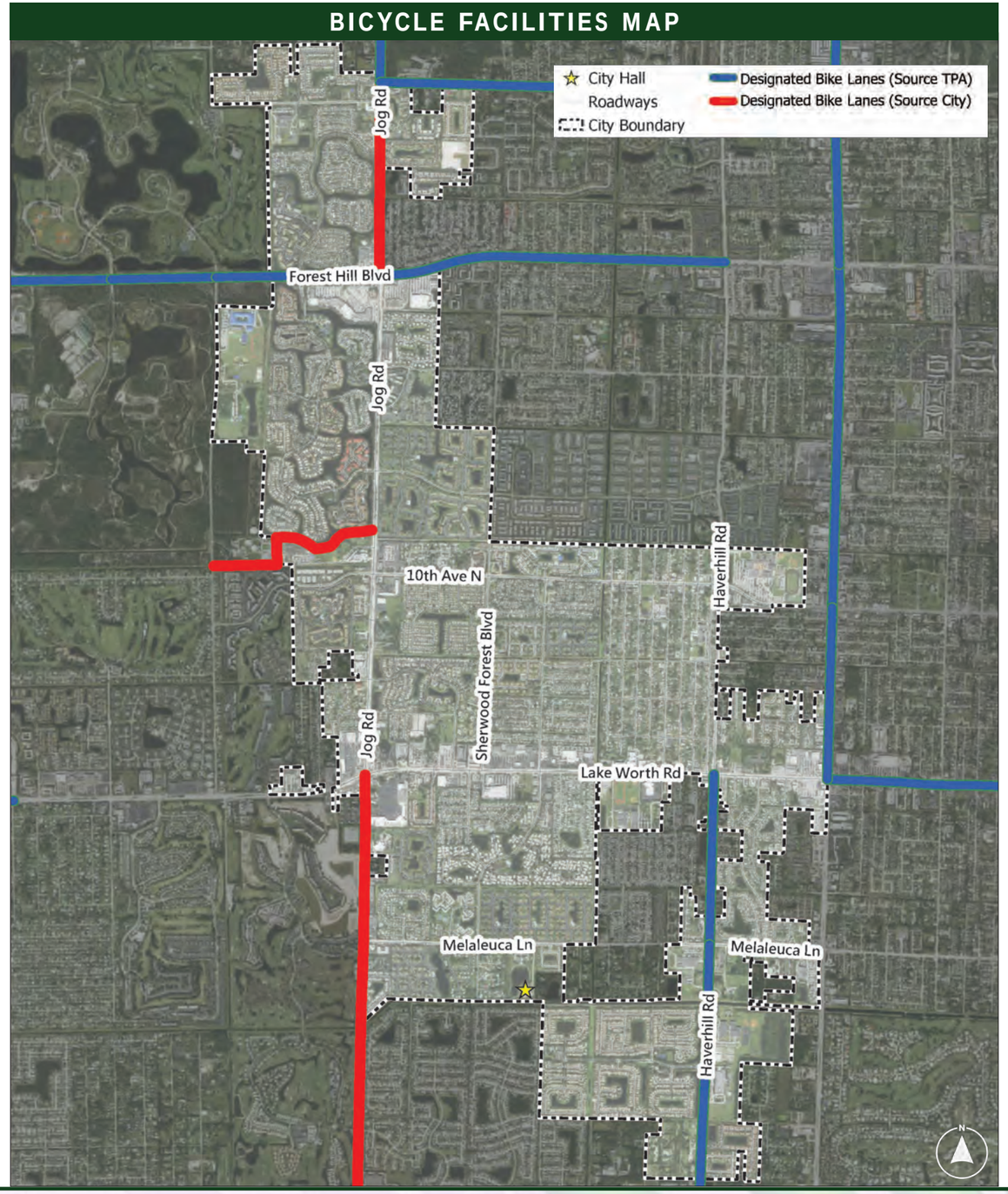
Unlike the City's pedestrian network, the City's bicycle network has severe deficiencies, with a lack of consistent and connected bicycle facilities available to residents (see Figure 35). The few roadways that contain bicycle lanes are disconnected, with isolated segments along Summit Boulevard, Jog Road, Forest Hill Boulevard, S. Military Trail, and Haverhill Road. There are unmarked paved shoulders along most county and state roads; however, these facilities offer no protection for cyclists who, instead, tend to ride on sidewalks to distance themselves from fast-moving traffic. With the high crash rates in the city limits and population demographics, it is desired that routine resurfacing of county and state roads will include appropriate modifications to address this bicycling deficiency over time, either with the inclusion of bicycle lanes or wider sidewalks and shared-use paths, to improve the safety and functionality of these corridors.

The introduction of a formal bicycle network, with the delineation of premium corridors, offers a significant safety enhancement for the City of Greenacres. Given typical design speeds of 25 MPH, many City streets are eligible for sharrow markings, which could function safely and appropriately if complemented by appropriate traffic calming to slow cut-through traffic traveling between county and state arterials.

Figure 34 Above, image of cyclist on narrow Lake Worth Road sidewalk.

Figure 35 To the right, Bicycle Facilities Map.

BICYCLE FACILITIES MAP



III. CATALOG OF IMPROVEMENTS

OVERVIEW

To develop a Greenacres Safety Action Plan, a Catalog of Improvements has been developed to improve the safety, accessibility, mobility, and connectivity of the City's transportation network. Considering the land use composition of the City, the Catalog provides examples of various interventions for the different types of roadways in Greenacres, designed to improve the motorized and non-motorized realms that comprise the transportation network.

Since the early 2000s, the idea of a transportation network as a series of "complete streets" has become a national trend and industry standard. A core principle in the design of Complete Streets is the equal and equitable consideration of all members of the traveling public, including motorists as well as pedestrians, cyclists, transit riders, and other non-motorized users. Florida adopted an official Complete Streets policy in 2014, followed by the adoption of design guidelines 2018 reinforced by complementary supportive actions at the county and local level. Most recently, the Palm Beach Transportation Planning Agency adopted updated Complete Streets design guidelines in 2023.

To better calibrate land use/transportation planning, FDOT established a "Context Classification" that differentiates rural, suburban, and urban land use conditions by density, scale, and composition (see Figure 36). Rather than a "one size fits all" approach to transportation planning, the land use context is integral to help put "the right street in the right place." Design of transportation systems that better correspond to the land use conditions in which they exist, and respectively, the types of travelers in those conditions, enables networks that have greater safety, connectivity, accessibility, and functionality.

FDOT CONTEXT CLASSIFICATIONS

C1-Natural	C2-Rural	C2T-Rural Town	C3R-Suburban Residential	C3C-Suburban Commercial	C4-Urban General	C5-Urban Center	C6-Urban Core
Lands preserved in a natural or wilderness condition, including lands unsuitable for settlement due to natural conditions.	Sparsely settled lands; may include agricultural land, grassland, woodland, and wetlands.	Small concentrations of developed areas immediately surrounded by rural and natural areas; includes many historic towns.	Mostly residential uses within large blocks and a disconnected or sparse roadway network.	Mostly non-residential uses with large building footprints and large parking lots within large blocks and a disconnected or sparse roadway network.	Mix of uses set within small blocks with a well-connected roadway network. May extend long distances. The roadway network usually connects to residential neighborhoods immediately along the corridor or behind the uses fronting the roadway.	Mix of uses set within small blocks with a well-connected roadway network. Typically concentrated around a few blocks and identified as part of a civic or economic center of a community, town, or city.	Areas with the highest densities and building heights, and within FDOT classified Large Urbanized Areas (population >1,000,000). Many are regional centers and destinations. Buildings have mixed uses, are built up to the roadway, and are within a well-connected roadway network

Figure 36 Overview of Context Classifications, Florida Department of Transportation Context Classification Guide, October 2024

LAND USE CONTEXT

The consideration of land use context and the design approach for both motorized and non-motorized travelers is a foundational component of well planned transportation networks. The different types of travel modes provide different levels of protection for those travelers, with personal vehicles offering the greatest personal protection while bicyclists and pedestrians have the greatest exposure (see Figure 39). Awareness of this safety challenge elevates the need to consider roadway design differently in modern transportation systems.

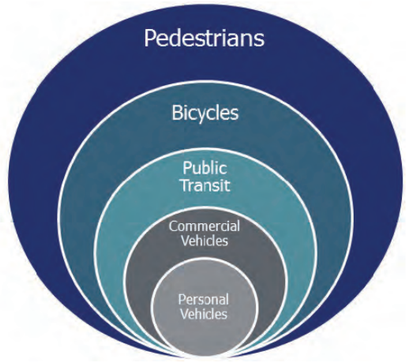


Figure 39 Travel modes and exposure risk diagram

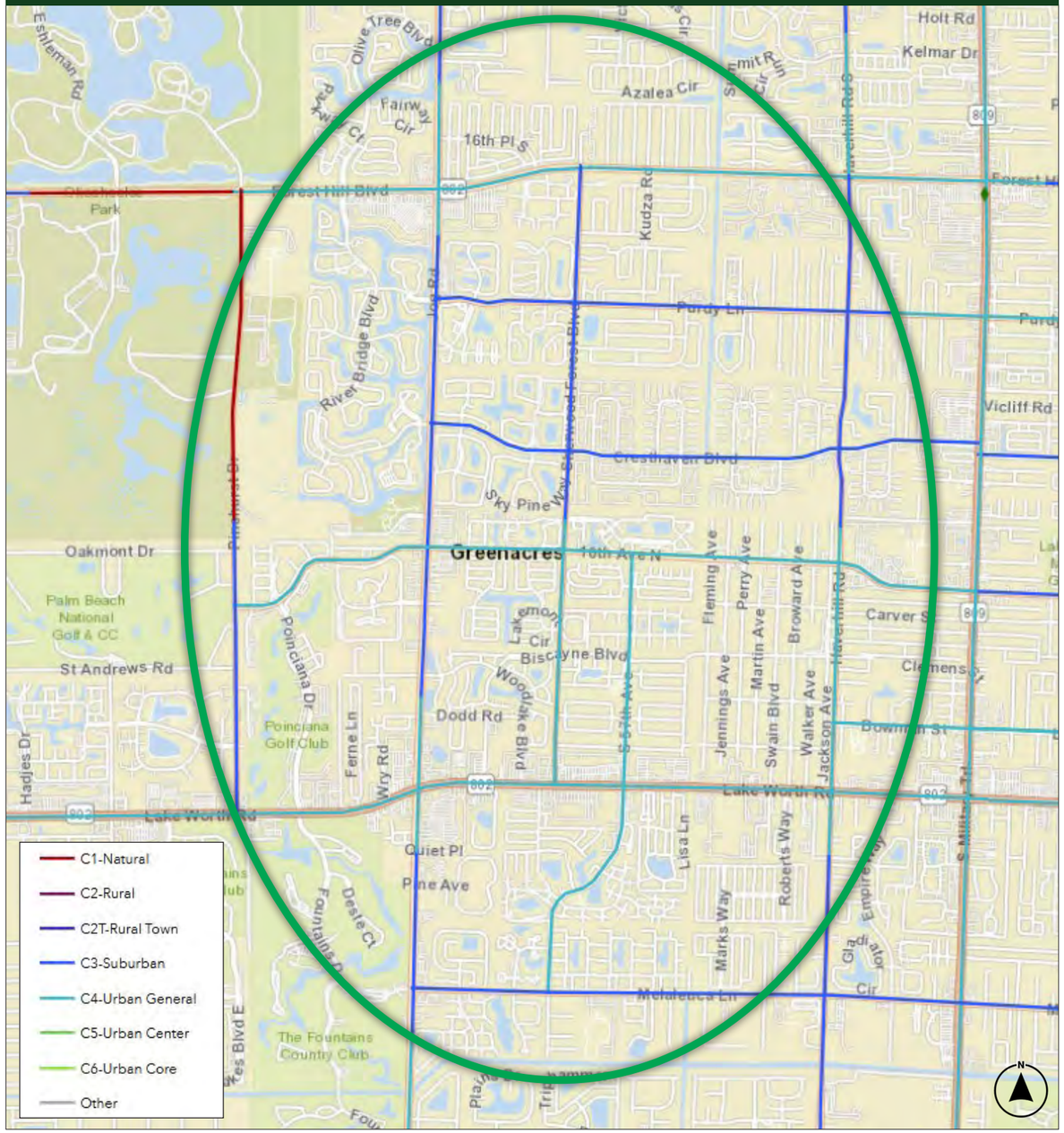
Land development patterns in the City of Greenacres are a mix of suburban and urban. FDOT assigns context classifications to select roadways in the transportation network. As depicted in the excerpt from the FDOT Context Classification Map, FDOT has classified most roadways in the City as C3 (Suburban) or C4 (Urban General), with a C1 (Natural) classification assigned to Pinehurst Drive where it is adjacent to Okeeheelee Park (see Figure 40).

- Considering the land use context for transportation facilities is a core component of Complete Streets networks such that streets can be built or retrofitted to optimize how they complement adjacent activities and can best serve all members of the traveling public, regardless of mode.
- Similar to many suburban communities, the City's roadway network has been designed to primarily accommodate vehicular needs. However, Complete Streets are proactively designed to equally accommodate the needs of all users, elevating the safety design emphasis for pedestrians, bicyclists, and transit users equally with the needs of motorists.
- Non-motorized users are the most exposed in the transportation network and have historically been given less design emphasis than motorists. Complete Streets elevates the design priority for pedestrians, bicyclists, and transit riders such that safety, accessibility, and mobility are equally and equitably considered in roadway design. Transportation facilities are intentionally designed with consideration of both the roadway and non-motorized realms.
- The catalog of improvements provided in this chapter offers a menu of best practice improvements for both the "roadway realm" and "non-motorized travel realm" along with examples of various intersection treatments to improve safety, efficiency, and flows.
- Considering the specific roadways in the City's transportation network, a roadway typology is provided in Chapter 5 that provides specific design recommendations for a select dozen Greenacres roads that represent the different types of facilities in the City. These recommendations consider land use context, roadway configuration, right-of-way, and safety challenges.

Figure 37 The diagram above indicates the transportation design focus by degree of exposure and vulnerability.

Figure 38 To the right, Greenacres excerpt from the FDOT Context Classification map. Source: https://fdot.maps.arcgis.com

FDOT CONTEXT CLASSIFICATION MAP - GREENACRES EXCERPT



STREET DESIGN

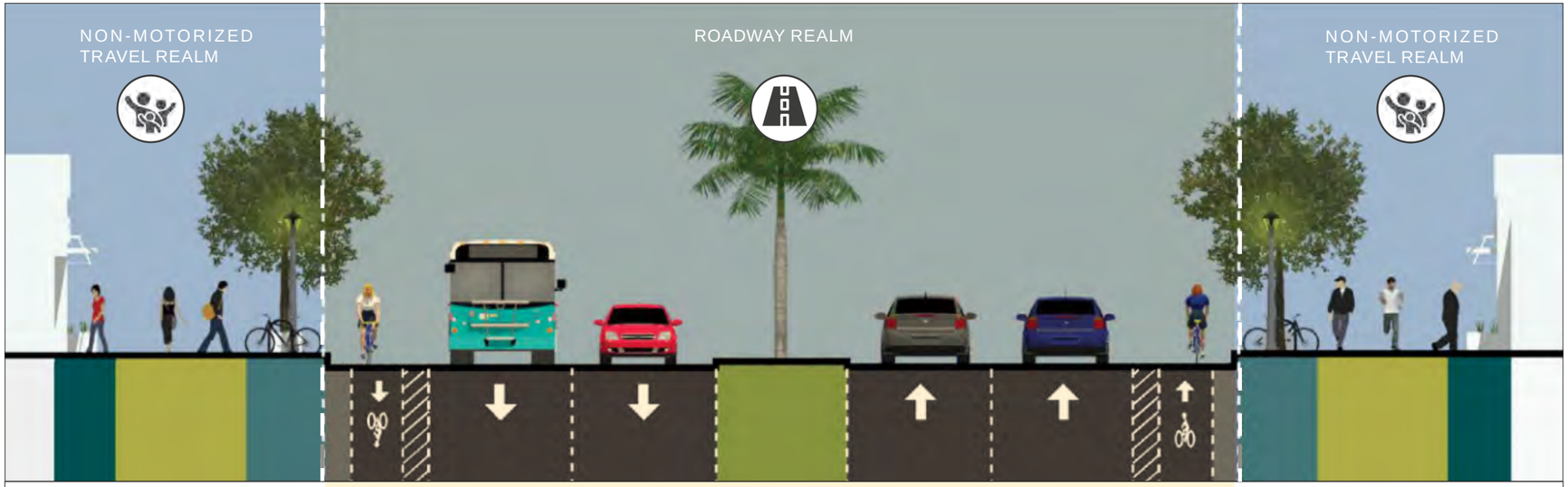


Figure 40 Roadway cross-section graphic, Credit: PB TPA

To organize the elements of Complete Streets, roadway design is considered as a combination of the "roadway realm" wherein both motorized and non-motorized travel occurs, and the "non-motorized travel realm," which the area that can accommodate street amenities and components immediately adjacent to land use frontage. The safety, comfort, convenience, and accessibility of non-motorized users can be advanced through the application of intentional design elements to better protect these users. Additionally, by raising the visibility and safety of non-motorized users, conflicts between vehicles and non-motorized users can be reduced, which raises the safety, efficiency, and functionality of roads for drivers as well. Figure 40 provides a roadway cross-section graphic depicting the relationship between the motorized and non-motorized realms along with typical design elements of each. On the following pages, typical dimensions for these realms are provided for the various roadway classifications found in the City. Additionally, best practice examples of the various design components that are appropriate to the Greenacres context are provided in this chapter.

According to the crash data from the Palm Beach TPA, the Greenacres transportation network has been averaging nearly 1,500 crashes annually over the past five years, with crashes distributed across the entire City. Given the rush hour flows on the county and state arterial network, the City's neighborhood streets frequently are used as cut-through routes for drivers seeking alternatives. This "through traffic" creates inherent safety conflicts for Greenacres residents. There is a relationship between the speed of drivers and driver perspective, wherein faster-moving drivers tend to focus further in the distance with a narrowed field of vision. In that higher vehicle speeds result in high-injury crashes and fatalities, traffic calming is an essential component of a safer Greenacres. A depiction of vehicle speeds and driver perspective is provided in Figure 41, with the relationship between vehicle speeds and fatality rates depicted in Figure 42.

Figure 41 . As driver perspective narrows with higher speeds, people adjacent to roadways become less visible, priming potential safety conflicts in the City.

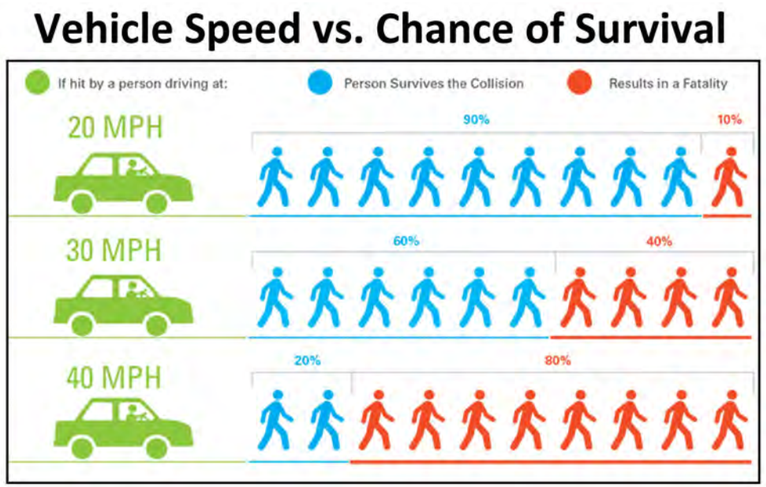


Figure 42 Above, diagram indicating the exponential increase of fatalities in crashes with higher vehicle speeds

Figure 43 Images to right, younger students move less predictably on the transportation network, reinforcing the need to slow traffic especially through neighborhoods,

THE IMPORTANCE OF STREET TREES & THE "SENSE OF ENCLOSURE"

Landscape elements as a component of Complete Streets provide multiple benefits. For more than 30 years, the City of Greenacres has been designated as a "Tree City, USA" by the Arbor Day Foundation, reflecting the City's commitment to beautification and place-making. Tree-lined roadways are signature elements of communities, raising property values, adding shade to mitigate heat effects, and providing safety by buffering pedestrians and cyclists from adjacent traffic. Trees also provide a vertical design element along roadways to help narrow driver perspective. The "height-to-width" ratio is an underlying planning principle wherein the relationship of vertical elements to the width of spaces corresponds to the sense of place and comfort of users at ground level. A ratio of 1:3 is considered the ideal relationship between these elements to enclose the space for ground-level users. This ratio creates an appropriately scaled setting for users in the "outdoor room" of roadways. Wider ratios reduce the "sense of enclosure," leaving spaces empty and undesirable for pedestrians.

The sense of enclosure also relates to driver behavior. Smaller height-to-width ratios tend to slow drivers, who shift to a shallower focal point, closer to front of moving vehicles. Conversely, wider ratios broaden driver focus, distancing focal points which reduces driver awareness of activity along the roadway. Images illustrating the ratios as applied in a Greenacres example are provided in Figure 44 and Figure 45.

Figure 44 . Typical street tree planting along collector roadway; Sherwood Forest Boulevard pictured as City example

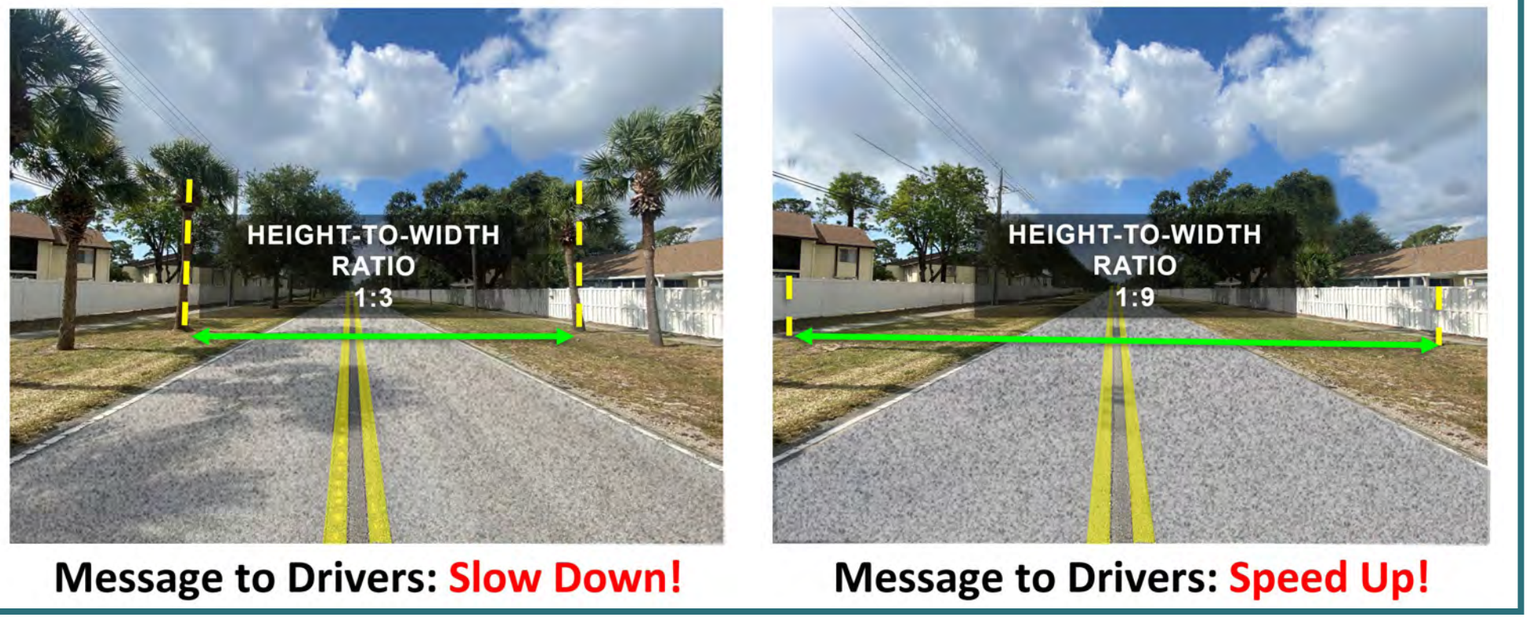


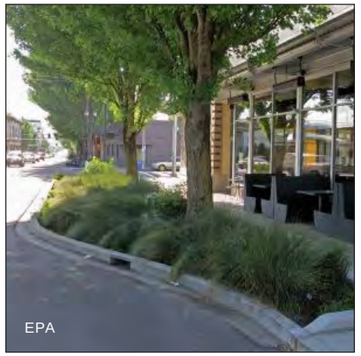
Figure 45 Height-to-width comparison of the relationship between street trees and a sense of enclosure; Sherwood Forest Boulevard modeled as typical Greenacres condition

III. CATALOG OF IMPROVEMENTS

ROADWAY REALM

DESIGN ELEMENTS

BIOSWALE WITH SHADE TREES



CENTER LANDSCAPED MEDIAN WITH SHADE TREES

SOFT SHOULDER

PINCH POINT

TRAFFIC CIRCLE

PRIVACY WALL WITH PUBLIC ART

PERMEABLE ON-STREET PARKING

PERMEABLE PAVEMENT

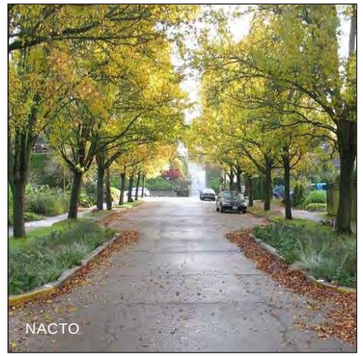
CURB EXTENSIONS

ROADWAY REALM

TRAFFIC CALMING ELEMENTS

SPEED HUMP

BIOSWALE BULB-OUTS



TEXTURED & LIGHTED CROSSWALKS

RUMBLE STRIPES

SPLITTER ISLAND (MEDIAN ISLAND)

CROSSWALK WITH BIOSWALE

TEXTURED CROSSWALKS

LIGHT BOLLARDS

EXTENDED CURB BULB-OUT PAINTED

III. CATALOG OF IMPROVEMENTS

ROADWAY REALM

BICYCLE ELEMENTS

BIKE RACK

BICYCLE REPAIR STATION

BICYCLE BOX

INTERSECTION CONDITION

BUFFERED BICYCLE LANE

PROTECTED BICYCLE LANE

DESIGNATED BICYCLE LANE

SEPARATED BICYCLE LANE

2 -WAY SEPARATED BICYCLE LANE

NON-MOTORIZED TRAVEL REALM

TRANSIT ELEMENTS

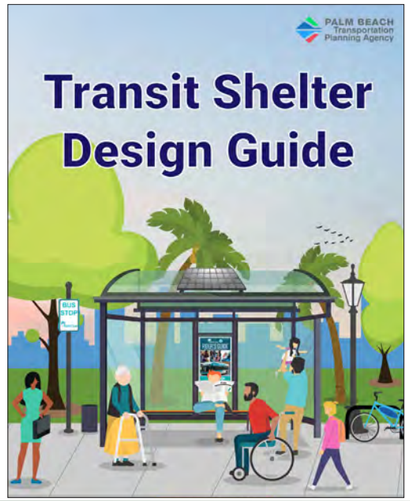
TRANSIT SHELTER, LIGHTING, SEATING & GARBAGE RECEPTACLE

Transit provides important connections to the larger community, and transit shelters are a distinctive opportunity to showcase a community's identity. Properly designed transit shelters are typically complemented with signage, lighting, and seating. There are numerous other enhancements which may be appropriate for a transit stop, including bicycle racks, garbage receptacles, and public art. The Palm Beach TPA provides shelter guidelines in its Transit Shelter Design Guide and the City has had a number of shelters installed.

SOLAR CHARGING STATION

SIMME-SEAT

TRANSIT SHELTER DESIGN GUIDE



III. CATALOG OF IMPROVEMENTS

NON-MOTORIZED TRAVEL REALM

PEDESTRIAN ZONE

SIDEWALK 6'+
(ASPHALT/CONCRETE)


CITY OF CINCINNATI

PATHWAY 8'+
(ASPHALT)


MIAMI SAFE STREETS SUMMIT

SHARED USE PATH 10'+
(FLEXIBLE SURFACE)


RUBBERWAY

SHARED-USE PATH 8' +
(ASPHALT/CONCRETE)


FT. LAUDERDALE, FL

SHARED-USE PATH 10'
(ASPHALT)


PB TPA

SHARED-USE PATH 12'
(CONCRETE)

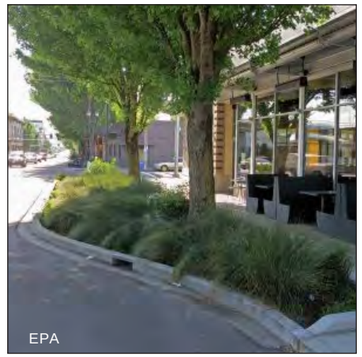

PB TPA

FURNISHING ZONE

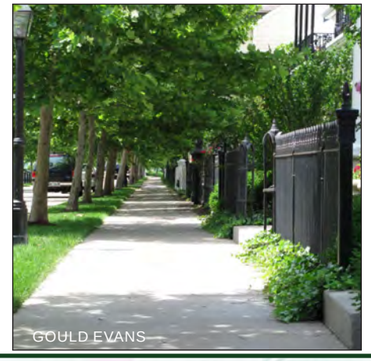
PATH LIGHTING


LUCEPLAN FIENILE

BIOSWALE RAIN GARDEN


EPA

SHADE TREES


GOULD EVANS

NON-MOTORIZED TRAVEL REALM

RECREATIONAL ELEMENTS

EXERCISE FITNESS


FT. PIERCE, FL

PAVILION & BENCHES


FREEDOM PARK, GREENACRES

WATER FOUNTAIN


CIVIQ

FRONTAGE ZONE

PARKLET


STUART MAIN STREET, FL

PUBLIC ART


STUART, FL

SEATING & LANDSCAPING

PALM BEACH TPA

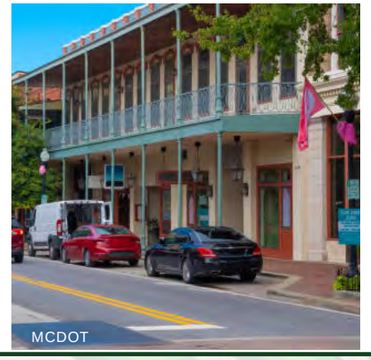
CAFE SEATING


WINTER PARK, FL

PLANTERS & LANDSCAPING


WEST PALM BEACH, FL

OVERHANGS & ARCADES


MCDOT

III. CATALOG OF IMPROVEMENTS

INTERSECTIONS

TYPICAL CONDITIONS

ARTERIAL ROADWAY EXAMPLE DIAGRAM

COLLECTOR ROADWAY EXAMPLE DIAGRAM

INTERSECTIONS

MULTI-MODAL INTERACTION AT INTERSECTIONS

BICYCLE SIGNAL

PEDESTRIAN SIGNAL

INTERSECTION SAFETY

BIKE BOX AT INTERSECTION, ASSIGNING PRIORITY TO CYCLIST

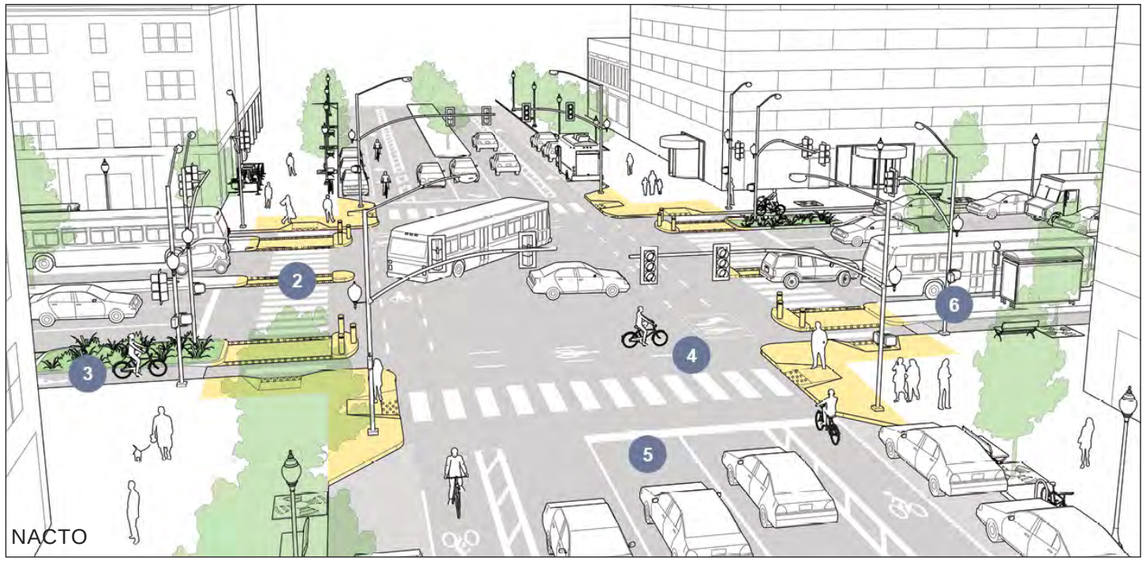
HAWK SIGNAL MID-BLOCK PROVIDING PEDESTRIAN REFUGE & ACCESS

III. CATALOG OF IMPROVEMENTS

INTERSECTIONS

INTERSECTION ELEMENTS

PROTECTED INTERSECTION



NACTO

PROTECTED INTERSECTION EXAMPLE DIAGRAM

NACTO

INTERSECTIONS

INTERSECTION ELEMENTS

ROUNDABOUT

US DOT

TRAFFIC CIRCLE

US DOT

OVAL-ABOUT

US DOT

III. CATALOG OF IMPROVEMENTS

LANDSCAPE IMPROVEMENTS

SHRUBS & BUSHES

SAND CHORD GRASS,
SPARTINA BAKERI

HORIZONTAL COCOPLUM,
CHRYSOBALANUS ICAS

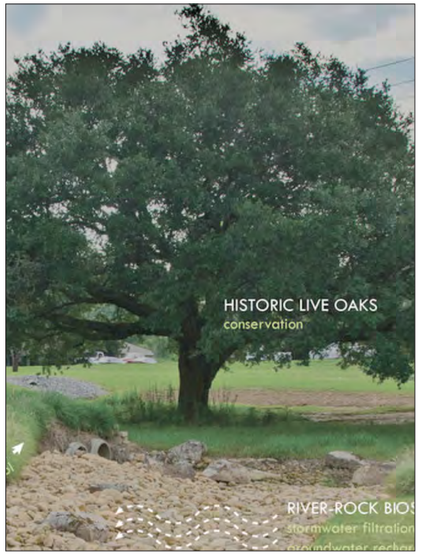
NATIVE FIREBUSH,
HAMELIA PATENS

SHADE TREES

GREEN BUTTONWOOD,
CONOCARPUS ERECTUS

SABAL PALM,
SABAL PALMETTO

LIVE OAK,
QUERCUS VIRGINIANA



FLORIDA RED MAPLE,
ACER RUBRUM

POND CYPRESS,
TAXODIUM ASCENDENS

BALD CYPRESS,
TAXODIUM DISTICHUM

Figure 46 Images from University of Florida Institute of Food & Agricultural Sciences.

IV. METHODOLOGY & ANALYSIS

METHODOLOGY & PRIORITIZATION PROCESS

To analyze the data and conditions relative to the Greenacres transportation network, a comprehensive assessment was undertaken through the course of the project that included both qualitative and quantitative analysis. Background documents from the city, county, and state were analyzed, with consideration of roadway configurations, functional classification, right-of-way dimensions, and planned improvements.

To identify, evaluate, and inform the prioritization of locations recommended for improvements, five location assessment criteria were developed tailored to the unique characteristics and conditions in Greenacres. Data sources were varied, including the city, county, Palm Beach County School District, and state. Evaluation maps were developed in GIS indicating the locations of residential densities; schools and attendance radii; where residents work, play, and recreate among various public and private destinations; and where residents access and ride transit. Additionally, GIS maps were developed to illustrate the nearly 7,500 crashes on the transportation network in the past five years, highlighting the transportation safety challenges for the Greenacres traveling public. The maps include buffers around destinations to indicate the typical access sheds for pedestrians (quarter- to half-mile, representing a 10 to-15-minute walk for a typical individual) and bicyclists (two miles, representing a 15-minute ride for an average cyclist).

This data was then synthesized in GIS using a 100-point scale to highlight key locations with greater priority for improvement. A summary of the assessment criteria is provided in *Figure 47*, with further detail provided in this chapter.

Figure 48 Images of the existing conditions in Greenacres.

GREENACRES SAFETY ACTION PLAN
PROJECT EVALUATION CRITERIA

EVALUATION CRITERIA		MEASUREMENT	DATA SOURCE	APPROACH	MAX POINTS
1	Live	Residential Density	Property Appraiser	Lots with 0-5 du/acre = 1 point Lots with 6-10 du/acre = 5 points Lots with 11+ du/acre = 10 points	10
2	Learn	School Locations & Access	PBC School District	School location = 25 points	25
3	Enjoy	Community Destinations (Public = Parks, Community Center, Other = Churches, Noted Retail)	Greenacres GIS	Public Sites = 15 points Private Sites = 5 points	15
4	Ride	Transit Stop Locations	Palm-Tran	Transit Stops = 20 points	20
5	Safety	High Crash Locations (5-year trend)	PB TPA	Crash Site with 5+ crashes = 30 points Crash Site with 1-4 crashes = 15 points	30
				TOTAL POSSIBLE POINTS	100

Figure 47 Summary of location assessment criteria

In addition to the quantitative GIS analysis, the Plan also utilized qualitative assessments of field conditions and stakeholder input derived through interviews and public workshops. Additional detail regarding the public engagement efforts is also provided in this chapter. As presented in Chapter 3, transportation best practices were analyzed to identify the appropriate types of safety interventions for the scale and conditions in the City.

IV. METHODOLOGY & ANALYSIS

LIVE

WHERE PEOPLE LIVE: RESIDENTIAL DENSITY

Overall, Greenacres is a predominately residential community with resident-serving uses that include schools, parks and recreational facilities, places of worship, and neighborhood-serving retail and workplaces. As residences provide both the origin and destination for trips within the City, the design of transportation facilities is influenced by areas of greater population density. To analyze this criterion, data from the Palm Beach County Property Appraiser was utilized to estimate the residential density of individual parcels within the City. For evaluation purposes, lots with 0-5 dwelling units per acre (du/acre) were assigned 1 point, lots with densities of 6-10 du/acre were assigned 5 points, and lots with densities of 11 du/acre and higher were assigned 10 points, which are depicted in *Figure 50*.

Figure 49 Image of neighborhood street with improved sidewalk and crosswalk.

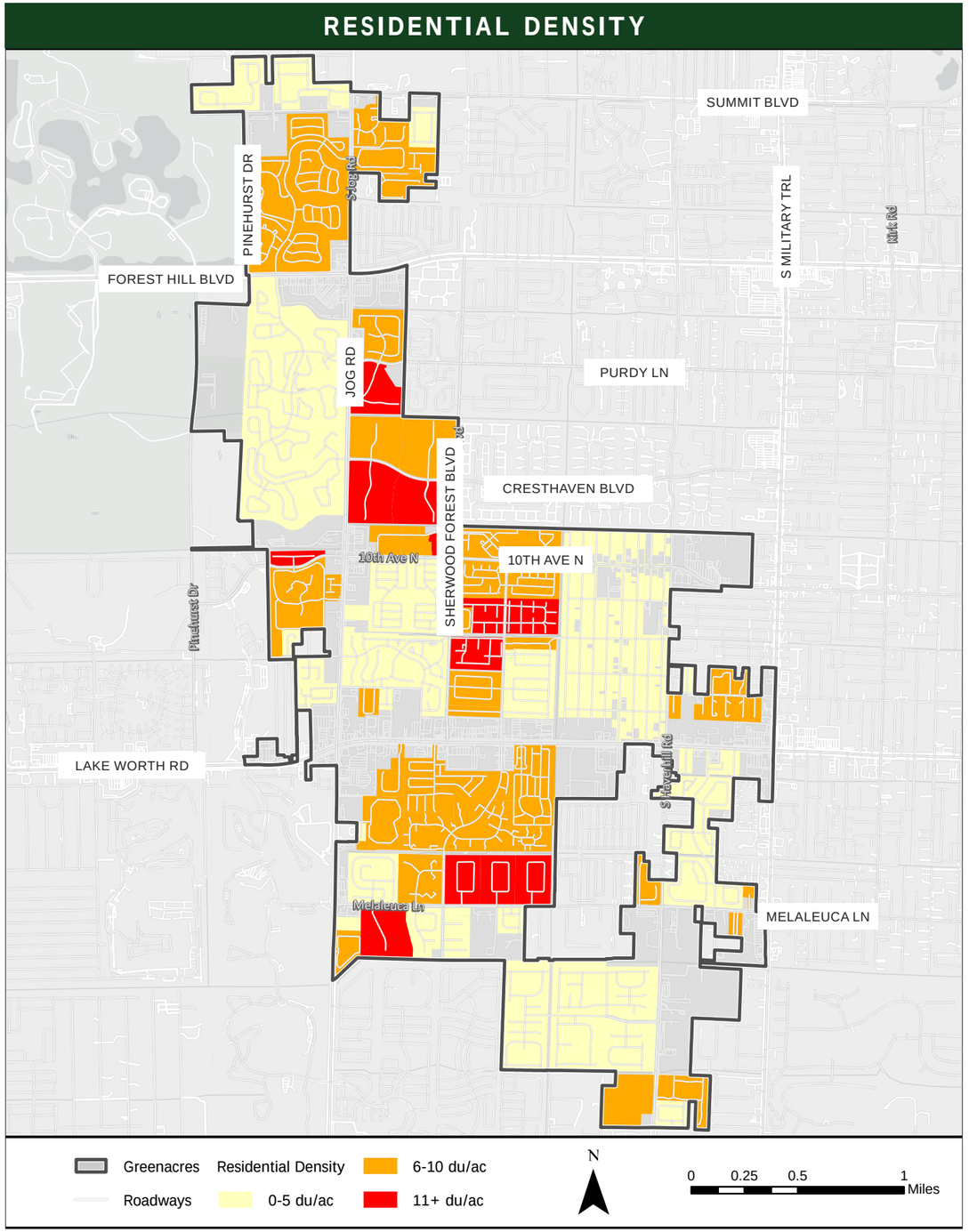


Figure 50 Map illustrating the locations of residential densities in the City.

IV. METHODOLOGY & ANALYSIS

LEARN

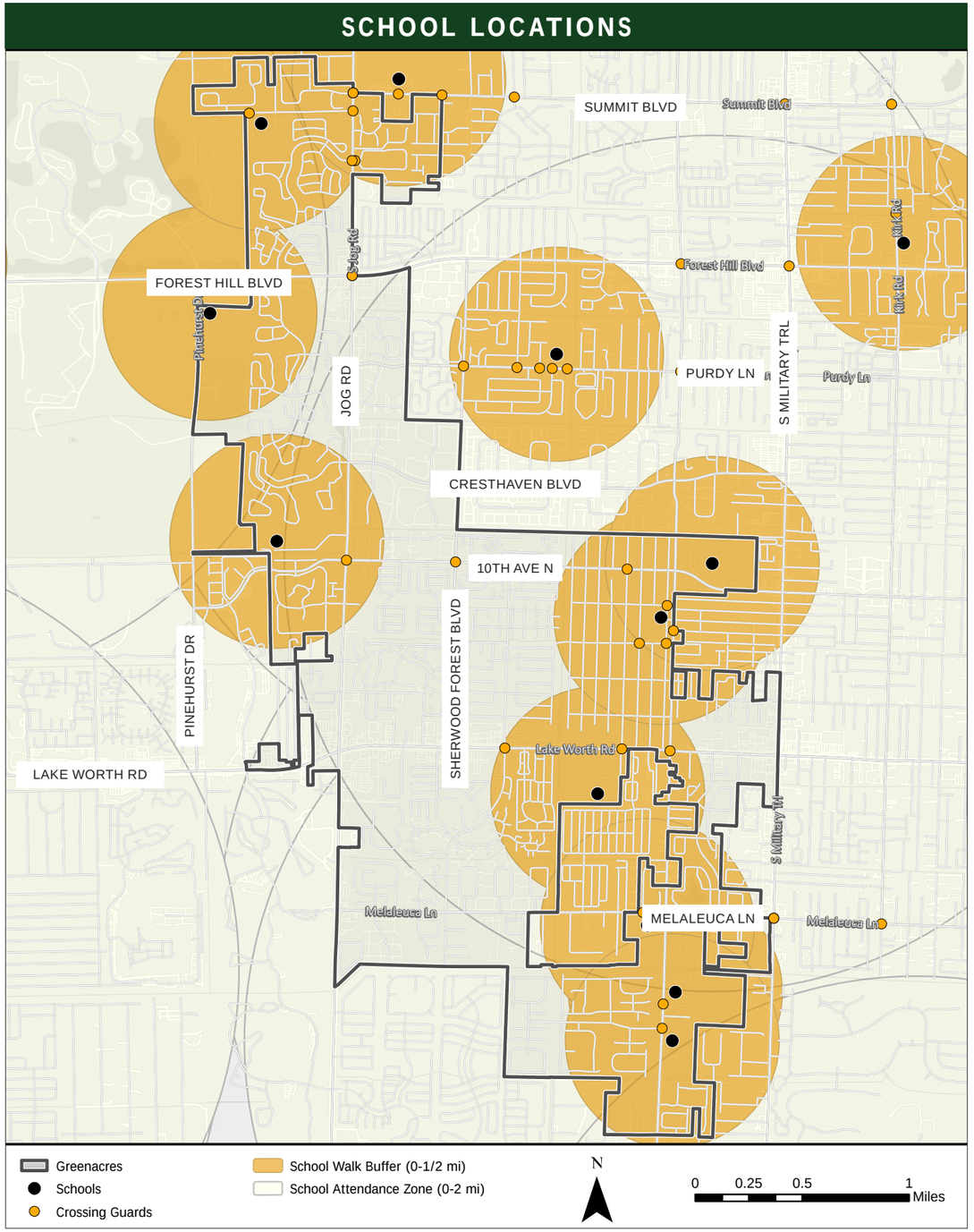
WHERE PEOPLE LEARN: SCHOOL LOCATIONS & ACCESS

With a predominately residential base, there are a considerable number of public and private schools in the City that are daily destinations for students traveling to and from home and school. Greenacres has 9 full-service public schools and 3 private schools within the City Limits, which are valuable assets for the City's population. While Palm Beach County overall has roughly 18% of its population aged 18 and below, Greenacres has more than 26% of its residents in the school-aged cohort. In-city access to schools is a complement to the City's sustainability, reinforcing its sense of community and helping achieve the livability implied in the City's historic slogan - "A Good Place to Live." However, school-aged children are among the most vulnerable members of the City's traveling public, often traveling on foot, bicycle, and scooter as they travel from home to school along roadway corridors that have been designed without proper modern multimodal safety features and accommodations.

To analyze school locations as related to the City's transportation network, the City's GIS includes information related to the location of public and private schools, crossing guards, and school crosswalks, and Palm Beach County School District data identifies attendance zones within which there is a greater likelihood of students walking and biking to school. To emphasize safe access to schools, a half-mile buffer was mapped around school locations where the most transportation activity occurs. A map illustrating these elements is provided in *Figure 52*. To integrate school locations into the quantitative analysis, school locations were assigned 25 points.

Figure 51 Right, L.C. Swain Middle School students flood Lake Worth Road at dismissal, with hundreds walking home into the "Original Section" neighborhoods that are a few blocks from the school's entrance.

Figure 52 Far right, map illustrating the locations of schools, walk buffers, and conceptual attendance zones in the City.



IV. METHODOLOGY & ANALYSIS

ENJOY

WHERE PEOPLE ENJOY GREENACRES: COMMUNITY ASSETS & DESTINATIONS

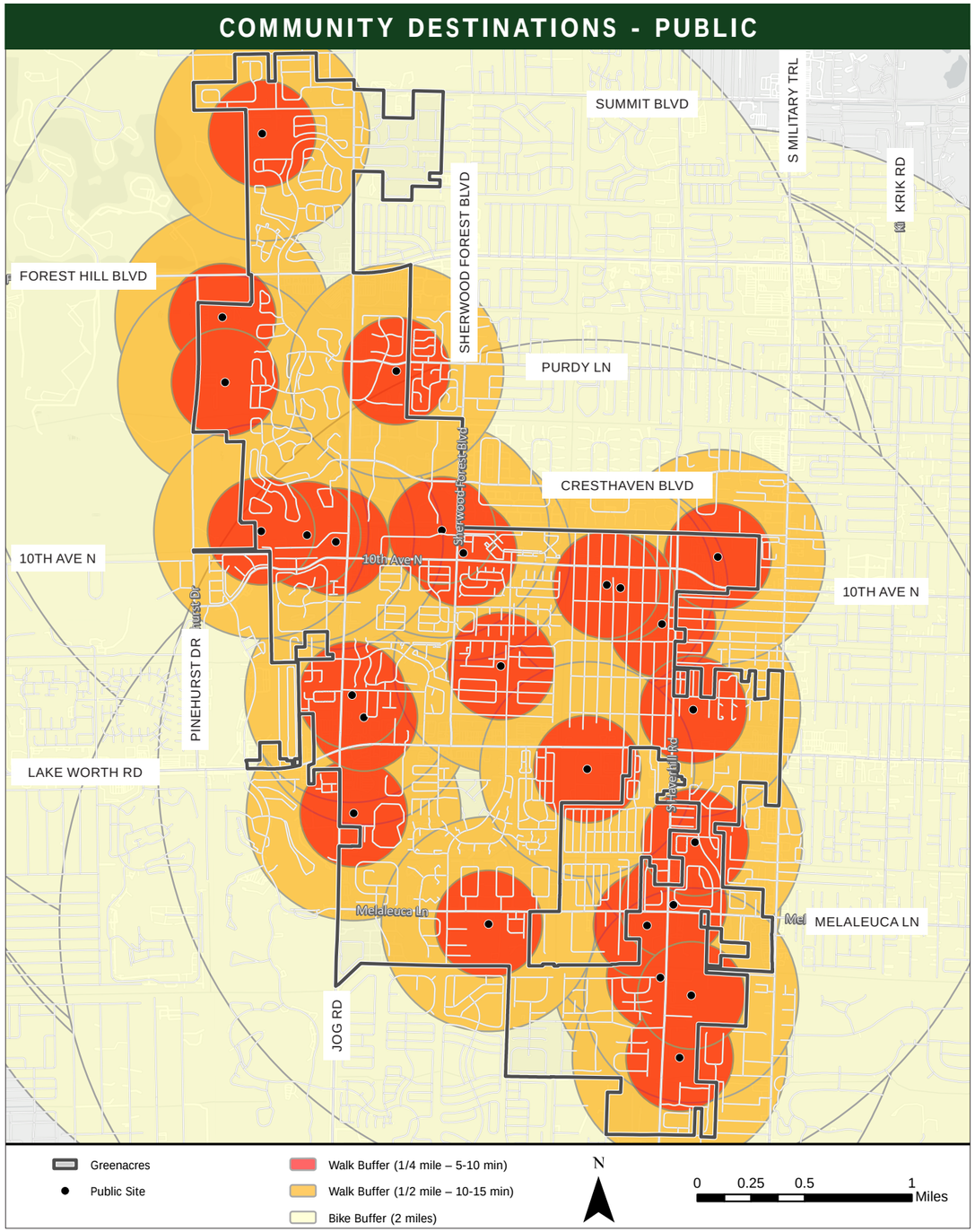
As a full-service community and in addition to the dozen schools in the City, Greenacres has an extensive inventory of other public and private destinations that generate activity on the transportation network. The City has more than 100 acres of parks and recreational areas along with a busy community center along Swain Boulevard in the historic heart of Greenacres. Additionally, Greenacres residents, employees, and patrons are benefited by a public library, numerous places of worship, and hundreds of neighborhood-serving commercial centers and businesses that are popular destinations within the community. Given the travel patterns in the community, multimodal accessibility to these destinations is paramount to the City's sustainability.

To illustrate the relationship of these destinations along the City's transportation network, *Figure 55* and *Figure 57* provide maps indicating the locations of these City assets along with the pedestrian and bicycle catchment areas that surround them, which encompass the entire City Limits and its environs. To analyze To integrate the transportation access to these destinations as part of the qualitative assessment, 5 points were assigned to the private destinations, and 15 points to the public sites.

Figure 53 Clockwide from top left: Greenacres City Hall; Samuel J. Ferreri Community Park; WIC Center providing essential services to women, infants, and children.

Figure 54 To the left, the Greenacres Community Center.

Figure 55 Far Right, map illustrating the locations of public destinations in the City.



ENJOY

Shopping and Dining

Discover the charm of shopping and dining in Greenacres!

- Barclay Square
  2902-2990 Jog Road
- Buttonwood Plaza
  3074 Jog Road
- Green Acres Plaza
  3905-3985 Jog Road
- Lake Worth Plaza
  7203 Lake Worth Road
- Liberty Plaza
  6295 Lake Worth Road
- Mil Lake Plaza
  4617 Lake Worth Road
- Pines Plaza
  2150 Jog Road
- River Bridge Centre
  6802 Forest Hill Blvd.
- Trafalgar Square
  6300 Forest Hill Blvd.
- Woodbridge Plaza
  6635 Forest Hill Blvd.
- Woodlake Boulevard Plaza
  6153 Woodlake Blvd.
- Woodlake Plaza
  5801 Lake Worth Road

Figure 56 Clockwise from top: Greenacres is a an award winning community with new business opening celebrations and an array of well-located shopping plazas.

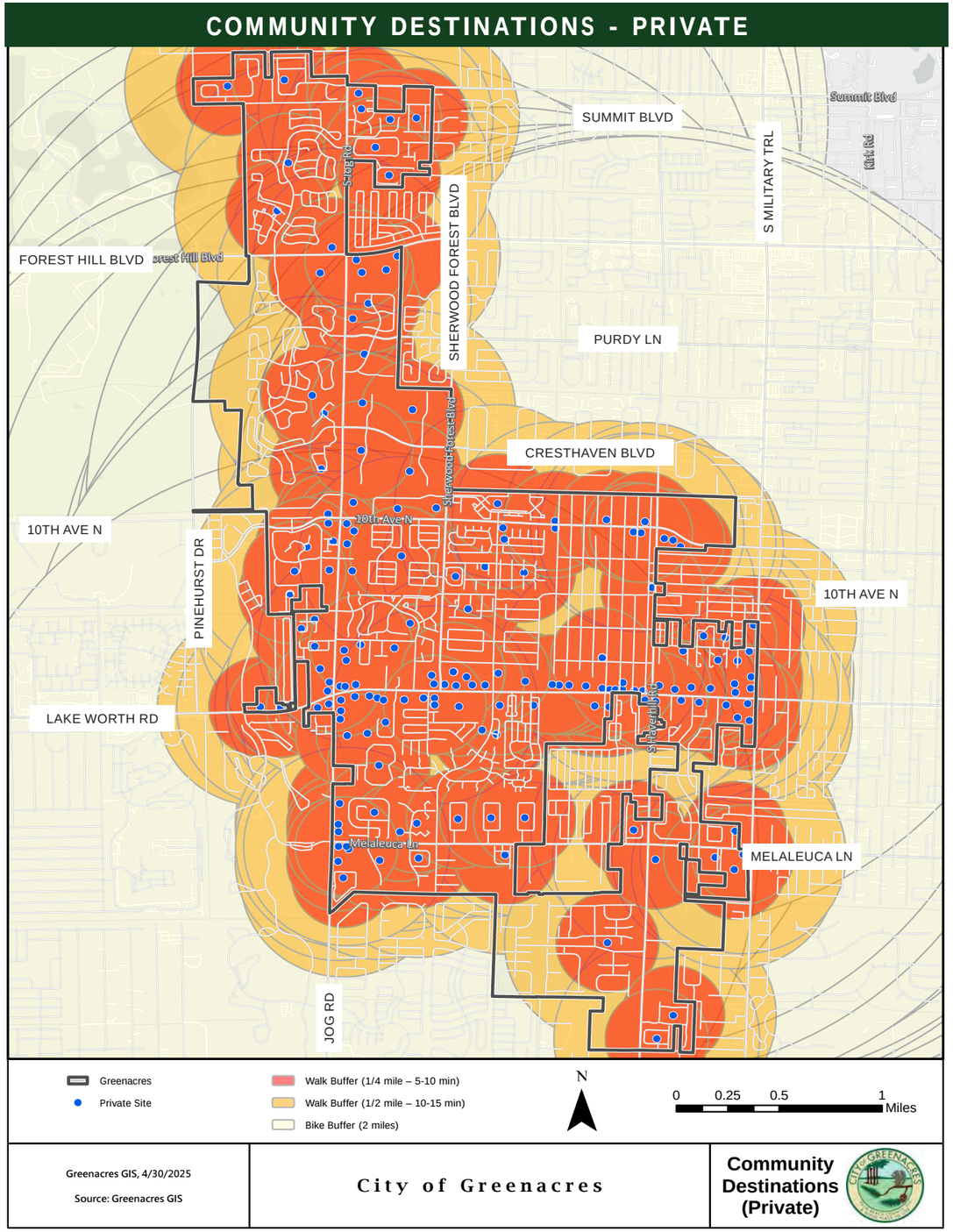


Figure 57 Far right, map illustrating the location of private destinations within the City.

IV. METHODOLOGY & ANALYSIS

RIDE

WHERE PEOPLE RIDE: TRANSIT-STOP LOCATIONS

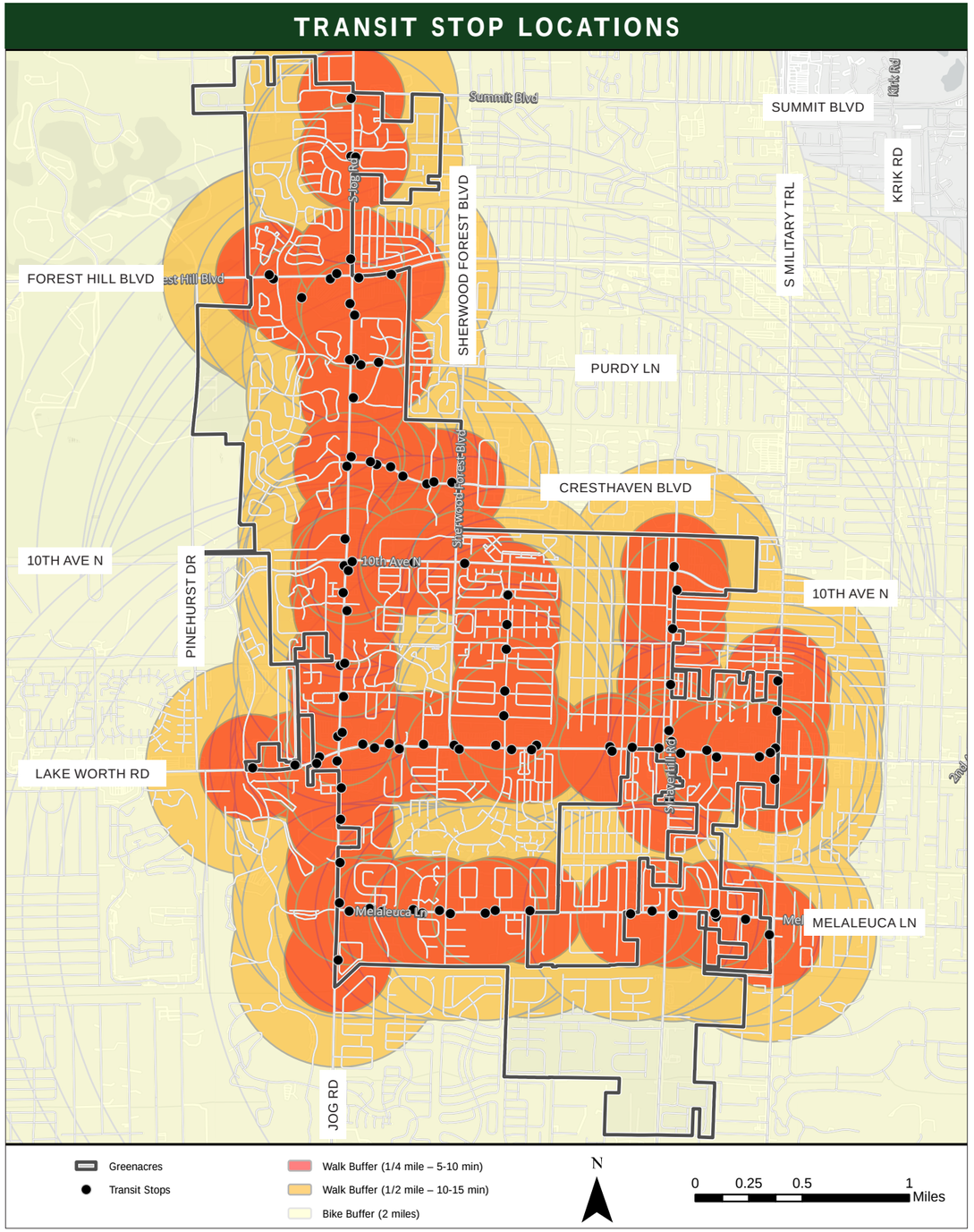
The City of Greenacres is among the strongest transit ridership communities within Palm Beach County, and Palm-Tran service is provided throughout the City. There are nearly 100 transit stops dispersed along nine fixed routes in the City, and Palm-Tran stops in the City generate almost 650,000 annual trips (boardings plus alightings), averaging nearly 1,800 transit riders daily. The map provided in *Figure 60* indicates the location of transit stops with quarter-mile and half-mile buffers illustrated to highlight the core pedestrian catchment areas around them. These buffers represent a 10-15-minute walk for a typical pedestrian. Given the dispersion of transit service in Greenacres, the entire City Limits is included within the pedestrian catchment for transit, which raises the importance of safety on the transportation network. Additionally, a two-mile bicycle catchment area is highlighted around the transit stops, which represents a 10-to-15-minute bicycle ride for a typical cyclist, further reinforcing the multimodal safety demands on the transportation network.

Safe access to and from transit stops, typically referred to as the "last mile" connection for transit, is directly related to the efficiency, effectiveness, desirability, and safety of transit use. To analyze this criterion, Palm-Tran provided GIS data indicating the location of transit routes and stops in the City, and 20 points were assigned to stops in the quantitative analysis. Transit infrastructure is lacking in the City, with a handful of transit shelters while the majority of stops are limited to a just a bus stop sign, leaving transit users open to the elements.

Figure 58 Above left, bus stop on Lake Worth Road with the city's standard shelter, bench, and trash can design.

Figure 59 Above right, an example of a typical deficient transit stop on Jog Road stop, which lacks a shelter and seating for Palm-Tran riders.

Figure 60 To the right, map illustrating the locations of the City's transit stops and their "last mile" pedestrian and bicycle catchment zones.



IV. METHODOLOGY & ANALYSIS

SAFETY

WHERE CRASHES OCCUR: SAFETY "HOT SPOTS"

The safety of a transportation network is reflected in part by the number and intensity of crashes, which typically correspond to safety deficiencies. The City's "high injury network" includes locations with a history of crashes resulting in severe injuries or fatalities. To analyze this criterion, the Palm Beach Transportation Planning Agency GIS provided longitudinal data for crash locations, differentiated by user type (e.g., pedestrian, bicyclist, vehicle) and severity of crash. Across the City's transportation network, crash data indicates there were nearly 7,500 crashes from 2020-2024, averaging nearly 1,500 crashes per year. A map indicating all crash locations in the City, with highlights on the high crash locations, is provided in *Figure 62.* Given the total volume of annual crashes in Greenacres, the map clearly illustrates that crashes are distributed across the entire transportation network. Every major intersection along the City's arterial and collector roadways is a high-crash location, with more than 5 crashes in the past 5 years. To apply this criterion quantitatively in the evaluation process, locations with 1-4 crashes over the past five years were assigned 15 points, and those with 5+ crashes over the past five years were assigned 30 points.

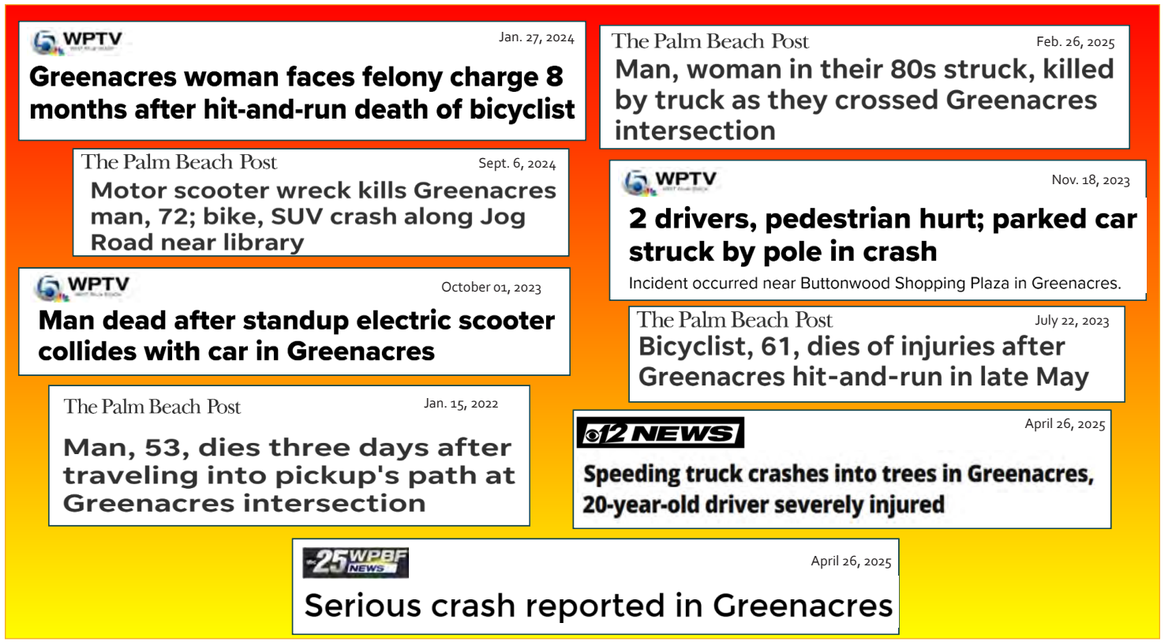


Figure 61 Above, recent headlines from various news sources regarding the numerous and severe crashes in Greenacres.

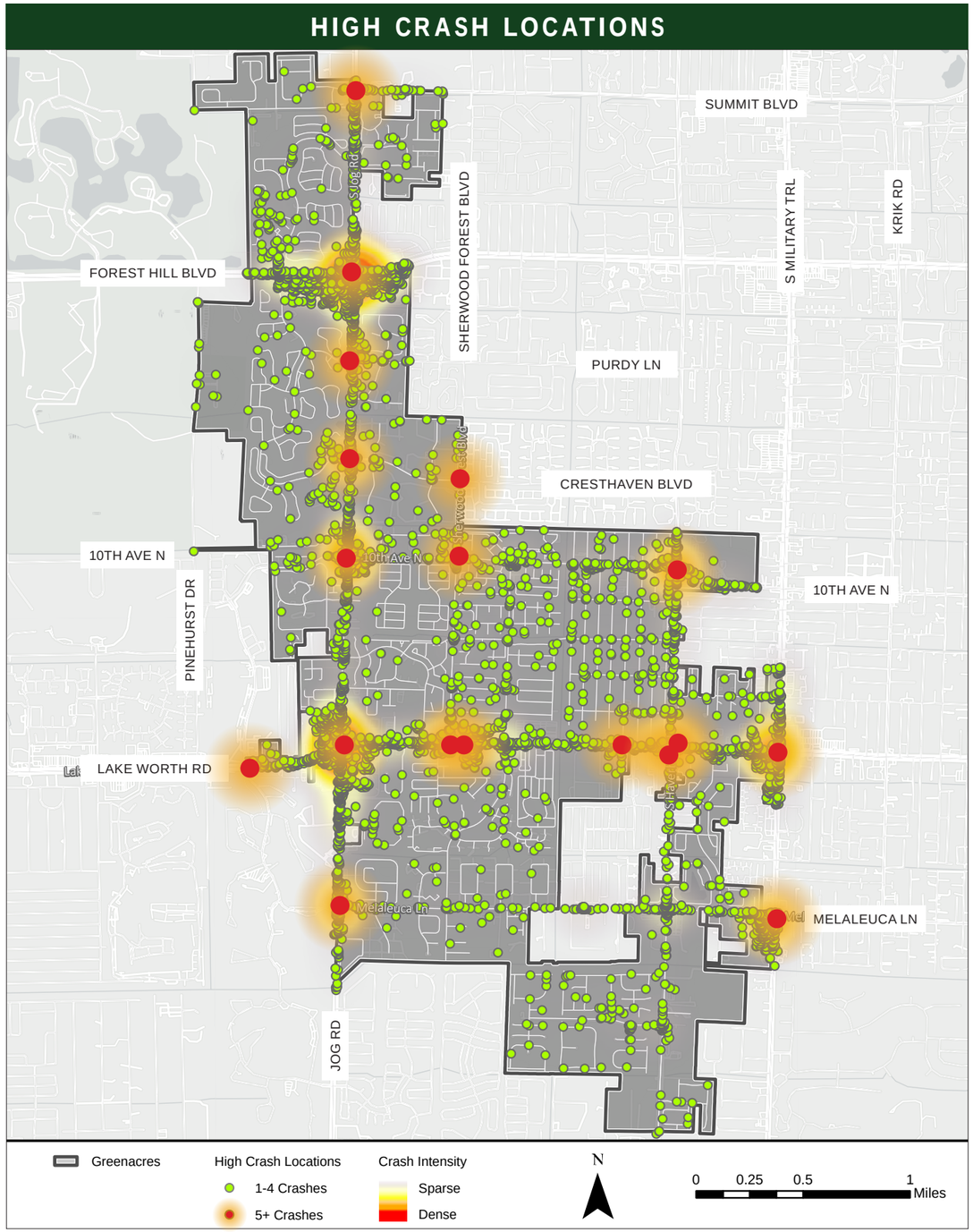


Figure 62 To the right, map illustrating the dispersion of crashes across the City's transportation network.

IV. METHODOLOGY & ANALYSIS

AGGREGATED LOCATION ANALYSIS

APPLICATION OF SELECTION CRITERIA

To better understand the safety challenges in the Greenacres transportation network and help inform the recommended location and priority of improvements, GIS analysis was undertaken to collectively apply the five evaluation criteria to the City's transportation network. The composite map illustrating this analysis is provided in *Figure 64*. Based on the analysis, almost the entire City is identified as either medium or high priority for improvement, with a few isolated low priority pockets that are somewhat disconnected from the transportation network. The highest priority locations are centered around the highest-volume commuter corridors -- Forest Hill Boulevard, Jog Road, Haverhill Road, and Lake Worth Road, which are the most difficult to tame. The many local-serving streets that intersect these major corridors are also highly prioritized, which is critical given their jeopardy for cut-through traffic. These findings indicate a City-wide approach is needed to address the safety challenges that exist across the entire Greenacres landscape.

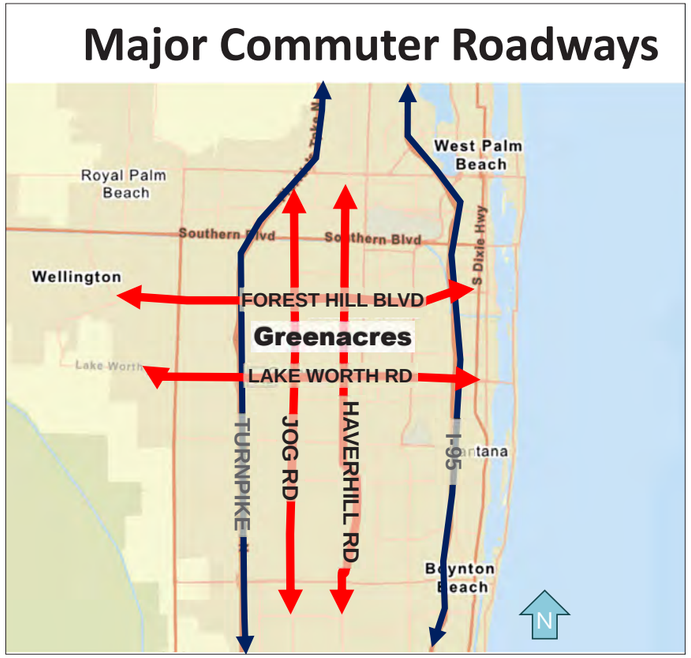
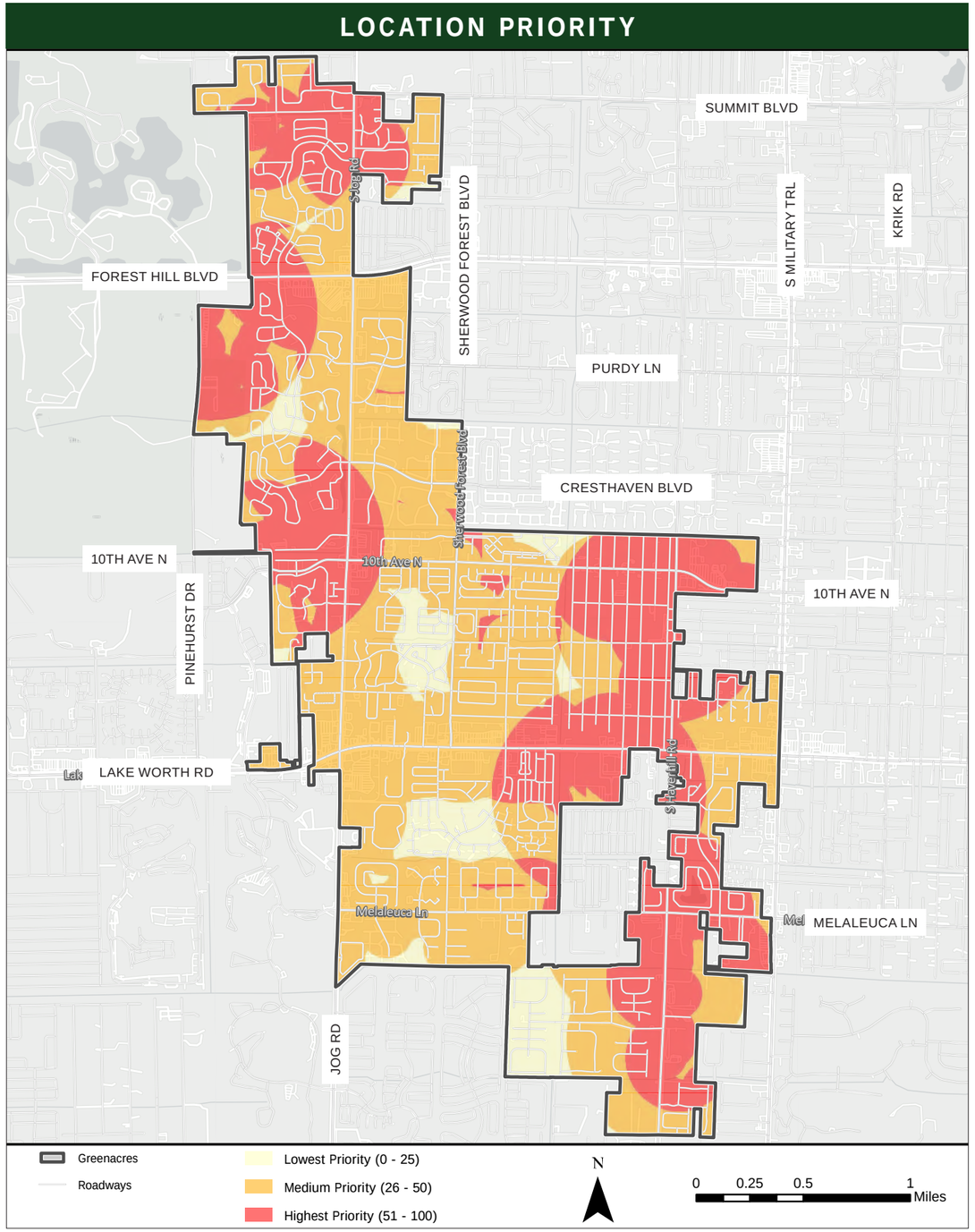


Figure 63 Major commuter corridors controlled by the County and FDOT carry high volumes of high-speed commuters through the City daily, as depicted to the left . This volume adds to the safety challenges of the transportation network, sadly resulting in memorials like the one pictured above on Lake Worth Road.

Figure 64 To the right, map illustrating the results of the quantitative application of the five assessment criteria.



IV. METHODOLOGY & ANALYSIS

ADDITIONAL PUBLIC INPUT

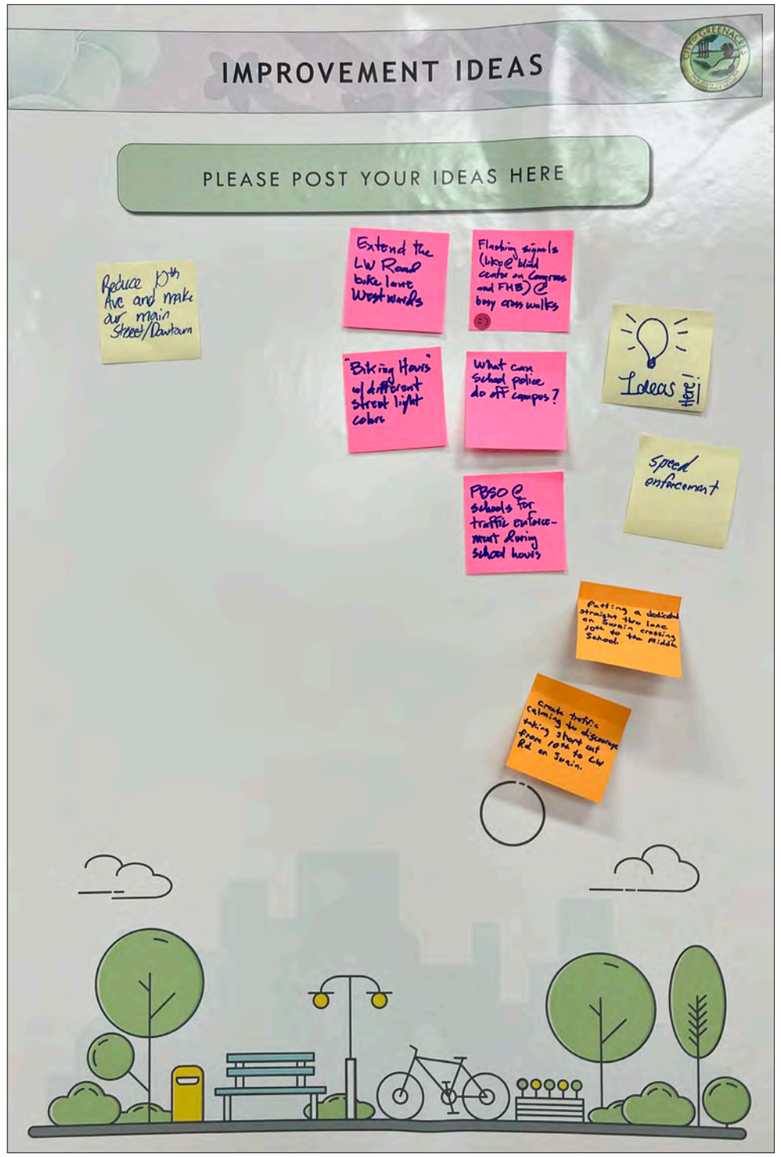
To further inform the plan recommendations and highlight the types and location of desired interventions, an extensive public engagement process was undertaken that included interviews, workshops, and field work. The composition of community participants was varied and included residents, property and business owners, and individuals employed within the City Limits.

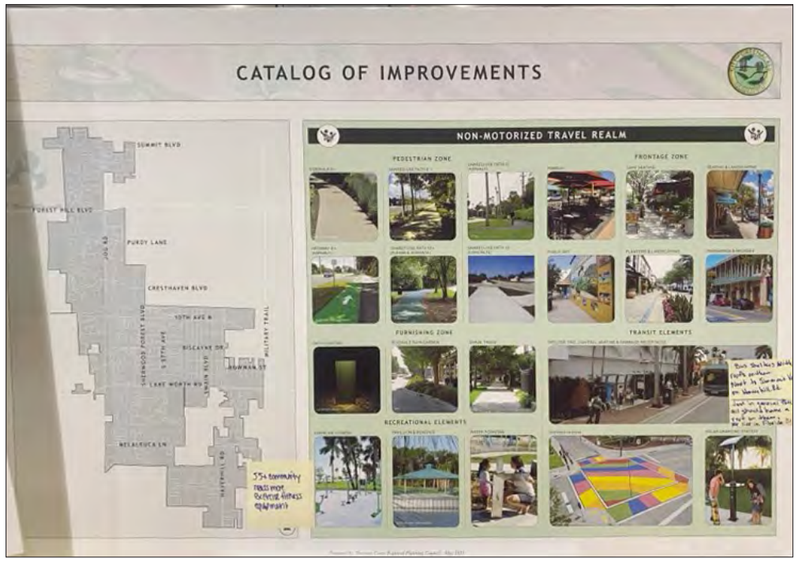
In addition to open public workshops, a City employee workshop was conducted as well. Notably, nearly 20% of the City's municipal employment is comprised of Greenacres residents. A series of public input posters were developed for both informational and data gathering purposes. Posters were available for input at the three plan workshops as well as available to the public at City Hall for several weeks prior to Plan adoption. A series of photos documenting the public process and input posters are included in this section.

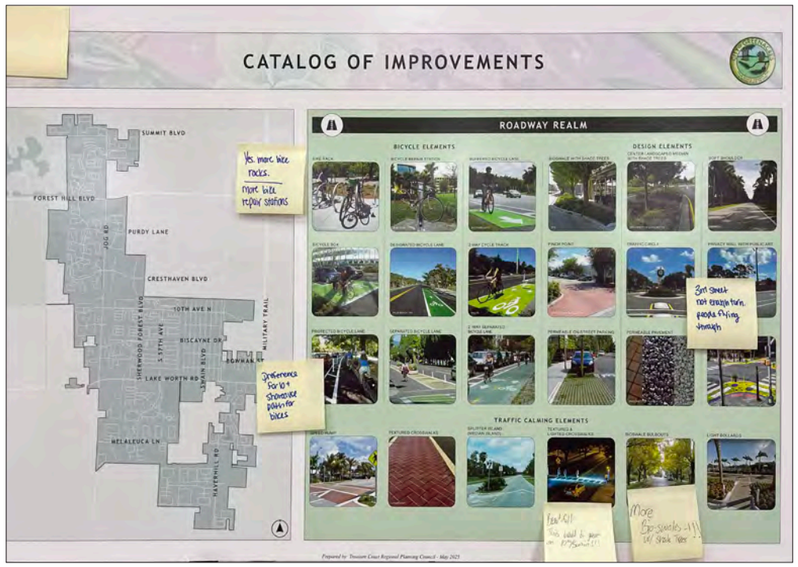
Figure 65 Images from the City Employee Workshop hosted on May 13, 2025.

Figure 66 Images from the Public Workshop hosted on May 14, 2025.

ADDITIONAL PUBLIC INPUT







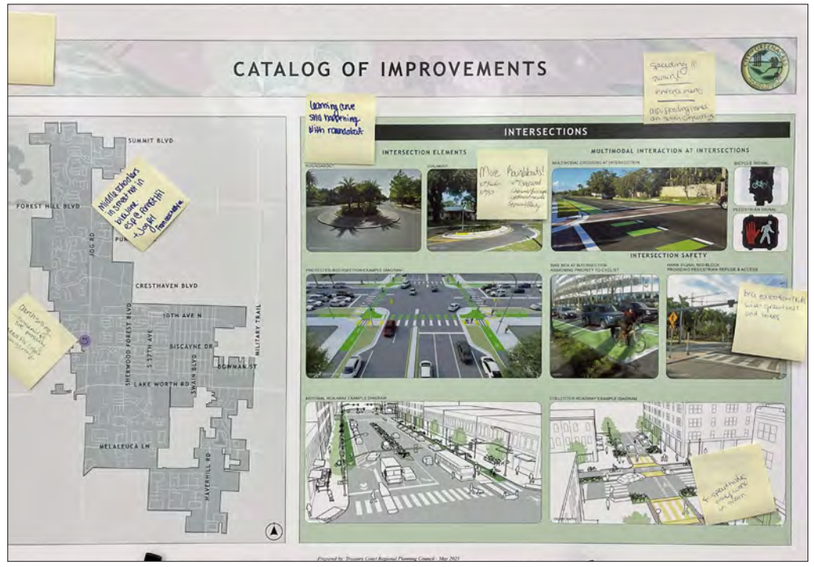


Figure 67 Images of the public input posters from the workshop hosted on May 14, 2025. The posters on this page each included a theme with a menu of potential elements or features. The poster themes included the non-motorized travel realm, roadway realm, and intersections. Participants were encouraged to review the and provide feedback on the posters.

Figure 68 The image to the far left is of an open ended poster where the public was encouraged to leave additional comments.

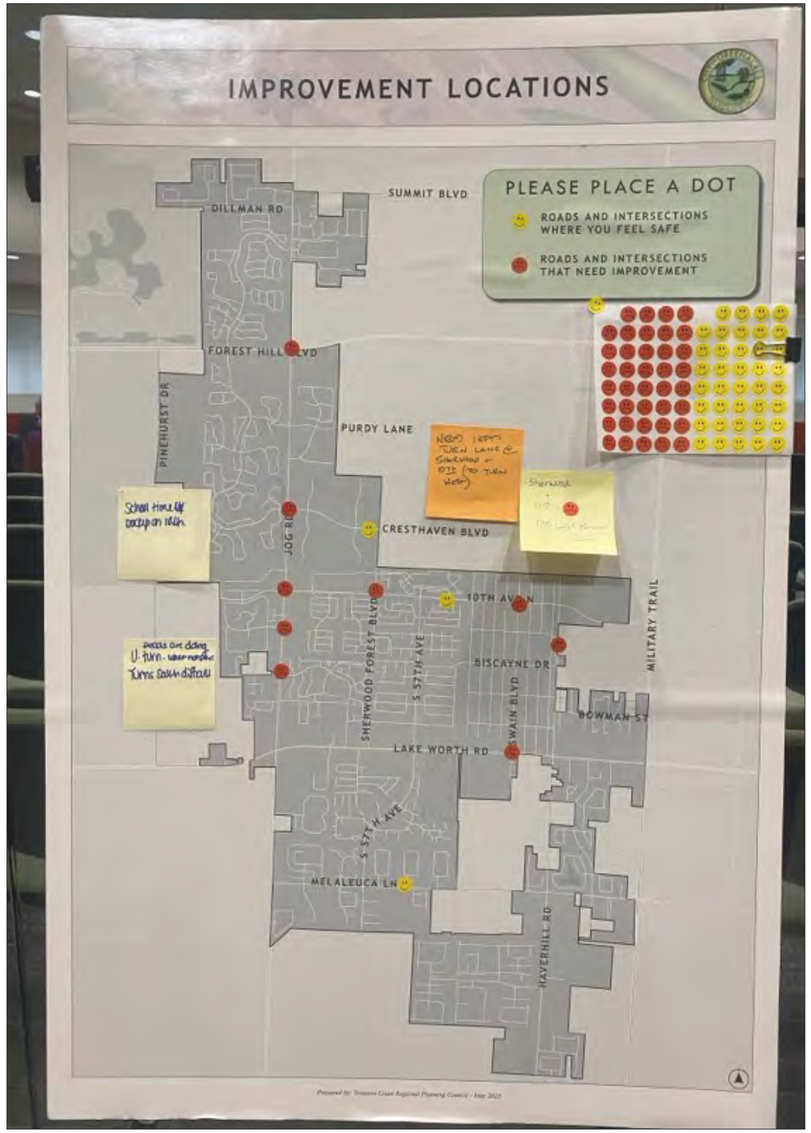


Figure 69 Public input posters related to community destinations and the Bike Greenacres premium bicycle network.

V. RECOMMENDED SAFETY ACTIONS

INTRODUCTION

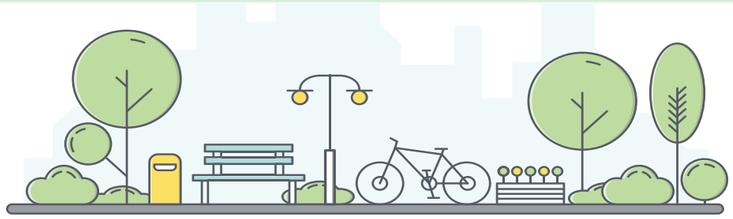
A community's transportation network creates the first impression for residents, visitors, business owners, investors, and the broader public. Todays' Greenacres transportation network is inconsistent with the City's vision for a livable, sustainable, economically competitive City. With nearly 1,500 crashes annually and daily commuter surges traveling through but not to the community, the transportation network needs to be repaired and modernized with safety improvements, bicycle/pedestrian amenities, transit infrastructure, streetscape and landscape elements, and traffic calming features to more appropriately serve the City. This chapter provides a new design approach for the City's transportation network to improve safety, mobility, connectivity, and create a sense of arrival. Accordingly, this chapter provides three categories of recommended improvements:

(1) "Arrive Greenacres" - a roadway typology that utilizes twelve key roadways of various types to illustrate a recommended roadway design approach for the City. The typology considers roadway ownership, right-of-way dimensions, functional classification, traffic volumes, and the application of various interventions as a repair manual for the transportation network. It is anticipated that recommended improvements would be advanced incrementally over time as funding allows and opportunistically in conjunction with maintenance, resurfacing, and other infrastructure projects within or adjacent to the roadway right-of-way.

(2) "Bike Greenacres" - a premium citywide bicycle network that represents a roughly 25-mile network of on- and off-road bicycle facilities and related transportation interventions to better connect the City, enhance its livability, and provide safer bike routes parallel to the higher-speed arterials.

(3) "Complete Streets Micro-Projects" - a collection of smaller safety enhancement projects designed for neighborhood-scale quick victories that package various traffic calming, beautification, and intersection improvements for implementation by the City incrementally.

With a focused and determined implementation approach as provided in Chapter 6, these improvements can help the City's transportation network evolve into one that operates more safely, consistently, and equitably to accommodate motorists as well as pedestrians, cyclists, transit users, and other members of the Greenacres traveling public.



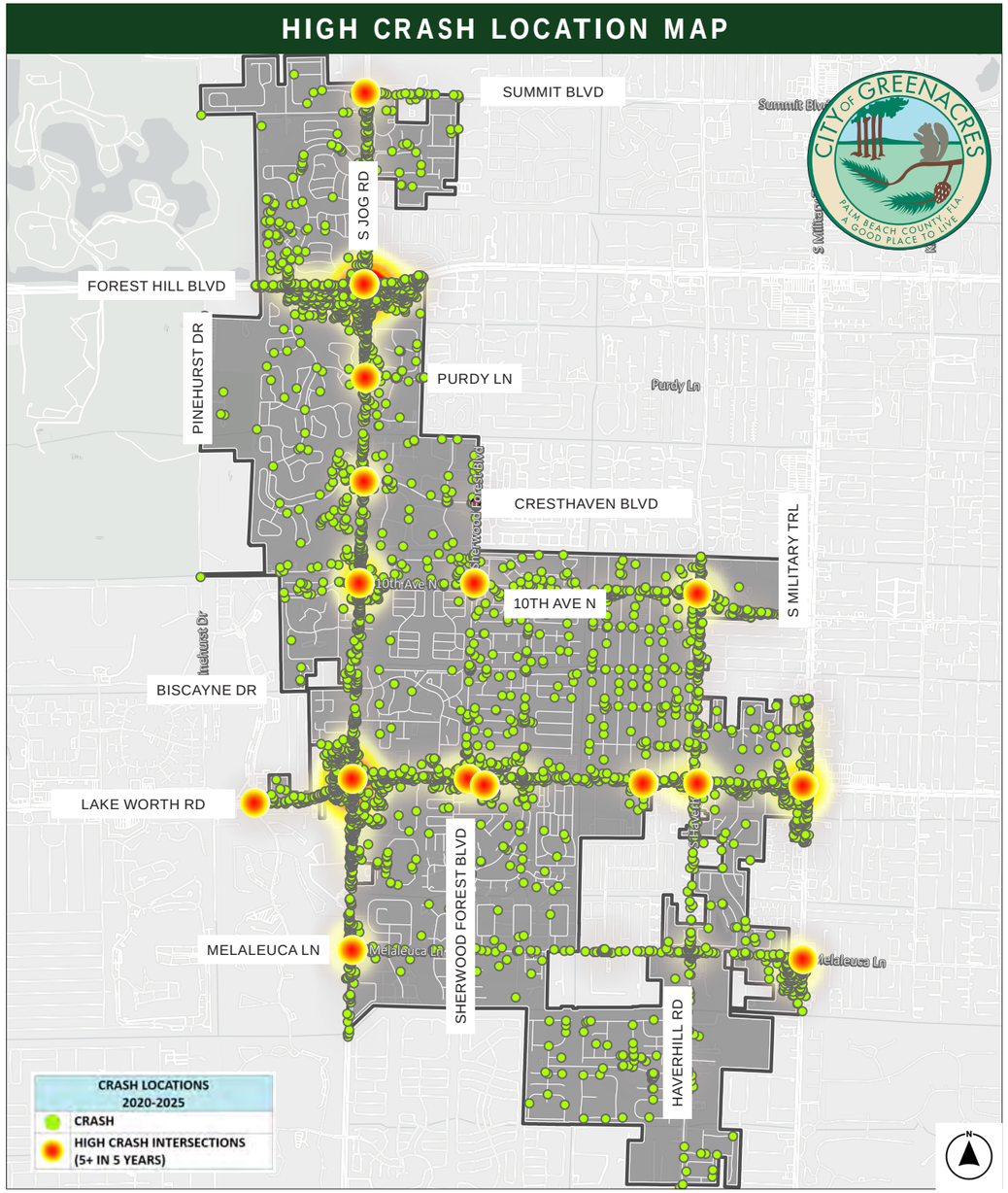


Figure 70 Distribution of crashes across the Greenacres transportation network

V. RECOMMENDED SAFETY ACTIONS

ARRIVE GREENACRES: STREET TYPOLOGY & RECOMMENDED ROADWAY DESIGN APPROACH

Considering the elements of the roadway and non-motorized realms and the public input derived through the plan development process, a series of roadway cross-sections and renderings have been developed for 12 representative roadways that illustrate recommended roadway designs as compared to existing conditions. These roadways also reflect the priority locations for improvements.

There are four typical roadway classifications found in the City, which vary in dimension, capacity, features, function, and number of lanes. These include major and minor arterials, which are the largest roadways, and major and minor collectors, which include smaller roadways and local roads. (see Figure 71). The Greenacres Street Typology Map provided in Figure 71 indicates the location of the selected representative roadway types in the City. The typical section dimensions detailed in the table on the following page correspond to the most common right-of-way widths for each roadway type. As most of the listed roadways are controlled by Palm Beach County, the right-of-way widths and number of lanes are based on Palm Beach County Engineering's typical roadway sections. Where referenced in this chapter, estimates of Average Annual Daily Traffic (AADT) have been included from the FDOT's Florida Traffic Online (2024), which is available online at https://tdaappsprod.dot.state.fl.us/fto.

ROADWAY FUNCTIONAL CLASSIFICATION MAP

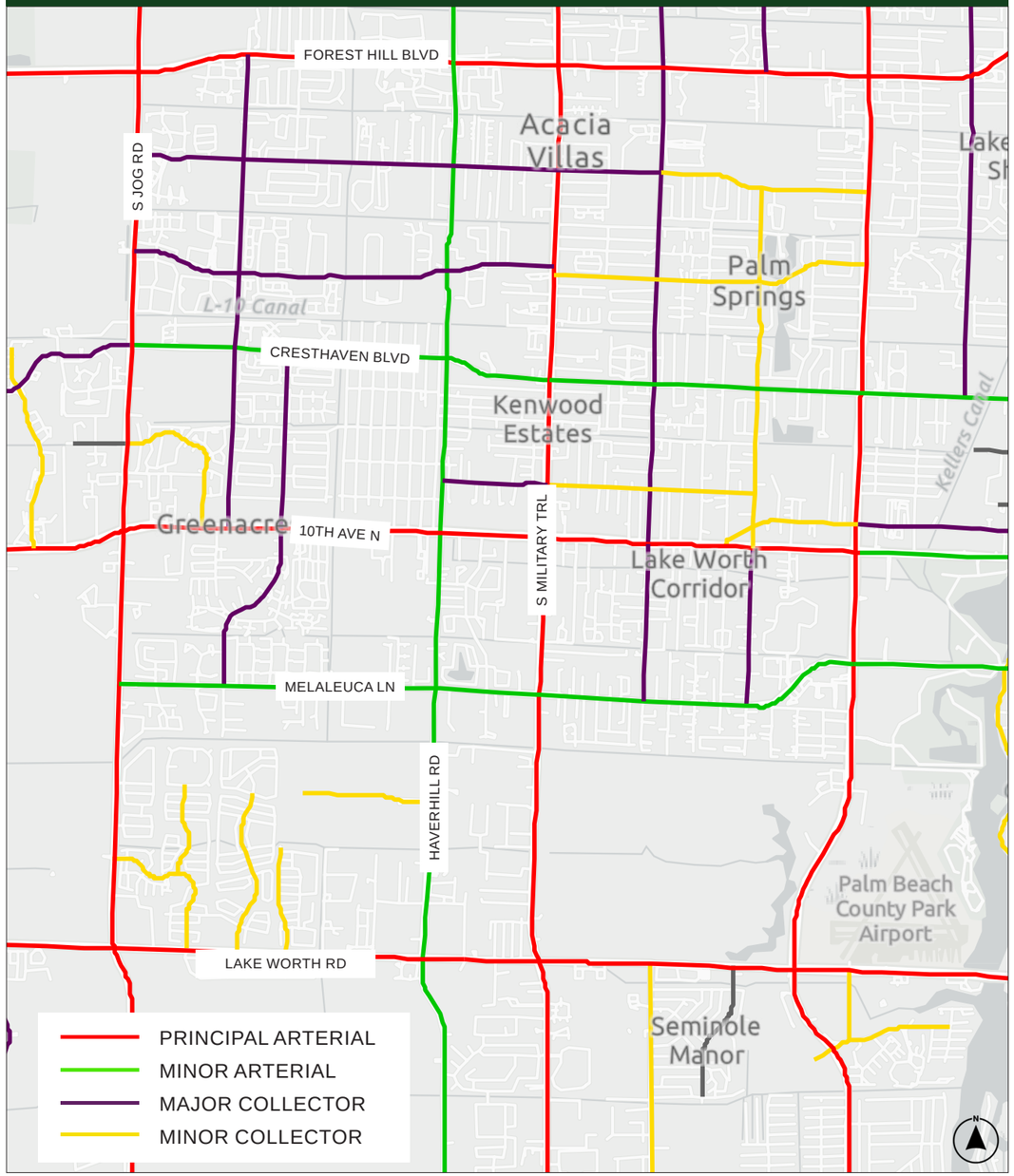


Figure 71 SOURCE: https://palmbeachtpa.maps.arcgis.com/

V. RECOMMENDED SAFETY ACTIONS

"ARRIVE GREENACRES" ROADWAY TYPOLOGY - REPRESENTATIVE ROADS

REF #	ROADWAY	FUNCTIONAL CLASSIFICATION	OWNERSHIP	ROW	# LANES
1	Forest Hill Boulevard	Principal Arterial	FDOT	120'-130'	6-Lane
2	South Military Trail	Principal Arterial	FDOT	120'-130'	6-Lane
3	South Jog Road	Principal Arterial	Palm Beach County	110'-120'	6-Lane
4	Lake Worth Road	Principal Arterial	FDOT	120'-130'	6-Lane
5	10th Ave North	Minor Arterial	Palm Beach County	80'-110'	4-Lane/ 5-Lane
6	Haverhill Road	Minor Arterial	Palm Beach County	80'	4-Lane/ 5-Lane
7	Melaleuca Lane	Minor Arterial	Palm Beach County	110'	5-Lane
8	Purdy Lane	Major Collector	Palm Beach County	80'	2-Lane
9	Bowman Street	Major Collector	City of Greenacres Palm Beach County	60'	2-Lane
10	Cresthaven Boulevard	Major Collector	Palm Beach County	80'	2-Lane
11	Sherwood Forest Boulevard	Major Collector	Palm Beach County	80'	2-Lane
12	Biscayne Drive	Minor Collector	City of Greenacres	50'	2-Lane

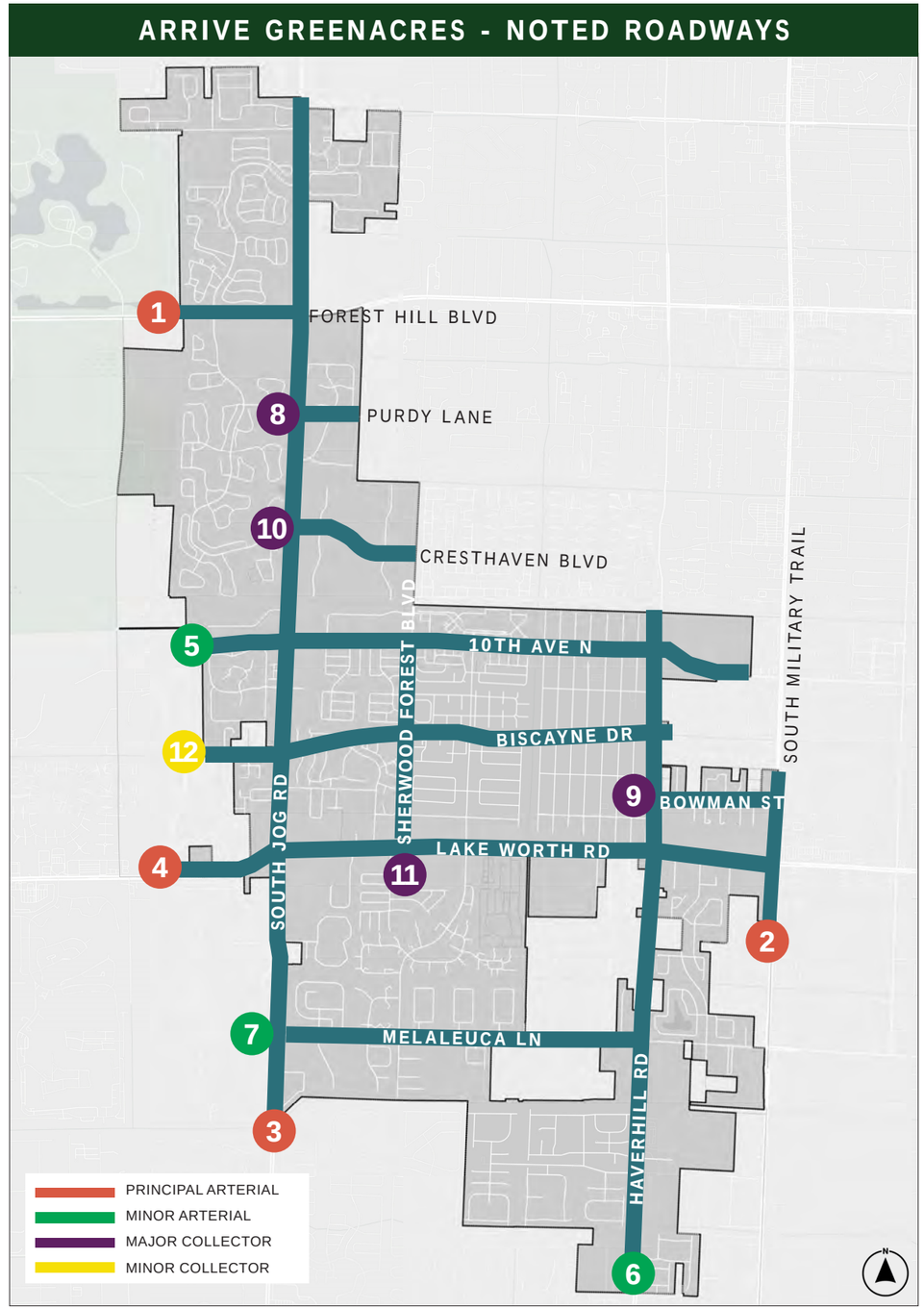


Figure 72 Greenacres Roadway Typology location map

V. RECOMMENDED SAFETY ACTIONS

ROADWAY DESIGN APPROACH

EXISTING CONDITIONS ALONG FOREST HILL BLVD. IN THE CITY OF GREENACRES

CONCEPT: SHADE TREES

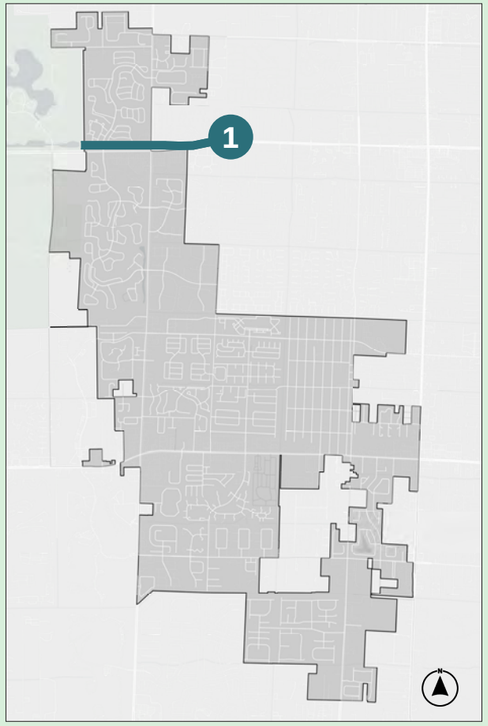
CONCEPT: SHARED-USE PATH

PRINCIPAL ARTERIAL 1

FOREST HILL BOULEVARD

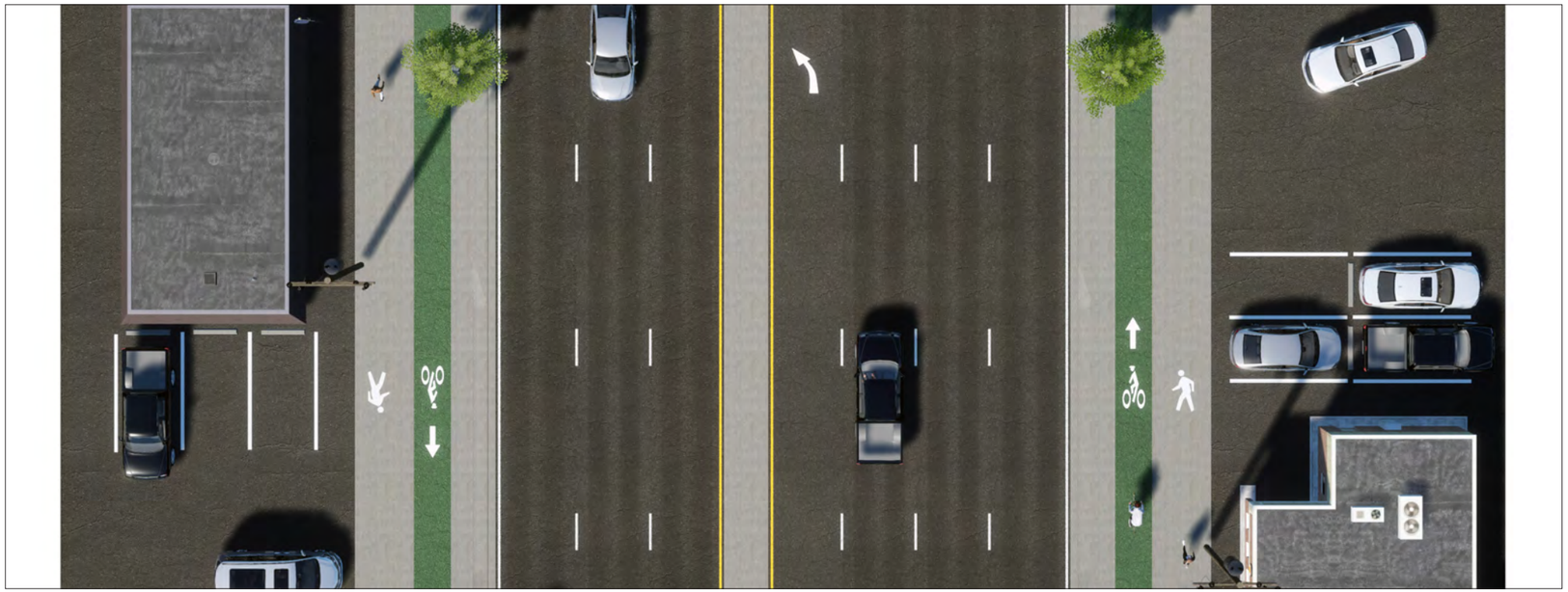
As a principal arterial under FDOT jurisdiction, Forest Hill Boulevard is a busy commercial corridor with an AADT averaging 40,000 cars per day. The 6-lane corridor has a posted speed limit of 45 MPH with unprotected bicycle lanes, 6' sidewalks, and center landscaped medians.

Ownership	FDOT
Configuration	6-Lane
Right-of-Way	120-130'



V. RECOMMENDED SAFETY ACTIONS

ROADWAY DESIGN APPROACH



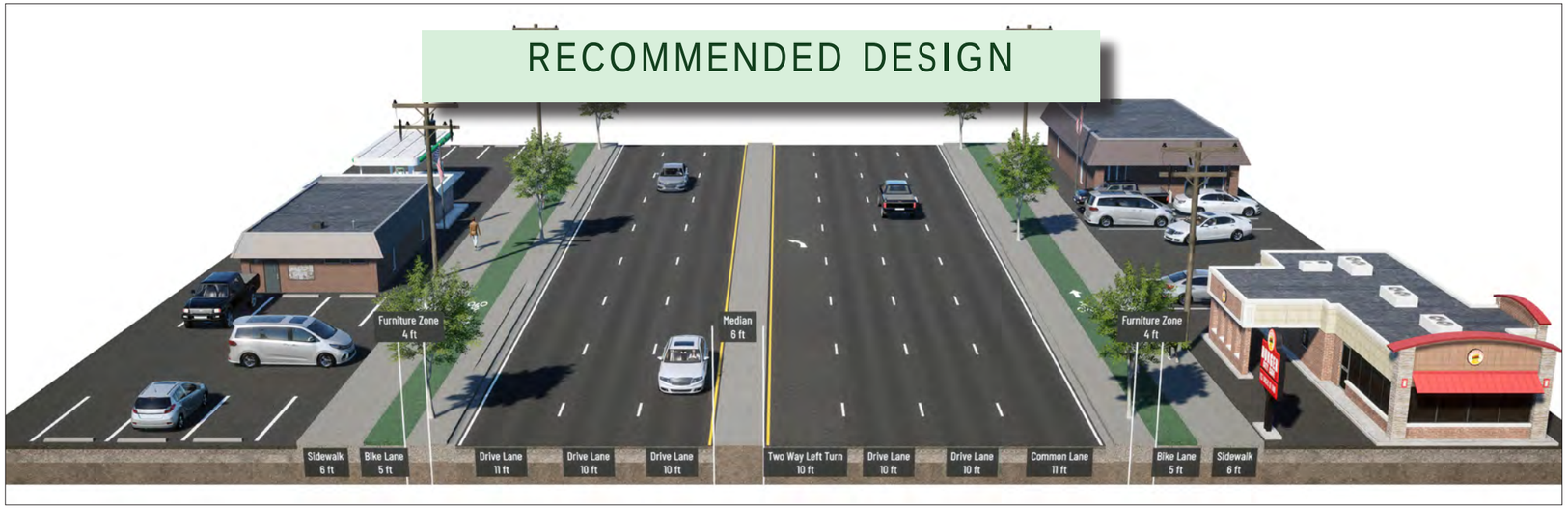


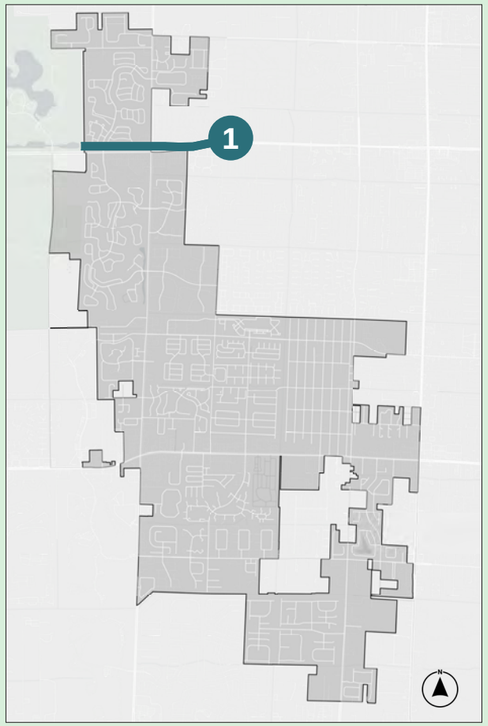
Figure 73 Images of improvements proposed for Forest Hill Boulevard by the Village of Palm Springs. Credit: DDEC LLC.

PRINCIPAL ARTERIAL 1

FOREST HILL BOULEVARD

A reconfiguration is recommended for Forest Hill Boulevard, consistent with adopted roadway plans in neighboring Palm Springs. By narrowing travel lanes, curbs can be extended to accommodate a protected (raised) bicycle lane adjacent to the sidewalk, buffered by street tree plantings in the separation buffer. Additional transit shelters are also recommended at high-ridership stops.

Recommended Design Elements	Extend curbs to create grade-separated (raised) 5' bike lanes adjacent to 6' sidewalks Add transit shelters at high ridership stops Add street trees in separation buffer



V. RECOMMENDED SAFETY ACTIONS

ROADWAY DESIGN APPROACH

EXISTING CONDITIONS ALONG SOUTH MILITARY TRAIL IN THE CITY OF GREENACRES

CONCEPT: SHARED-USE PATH

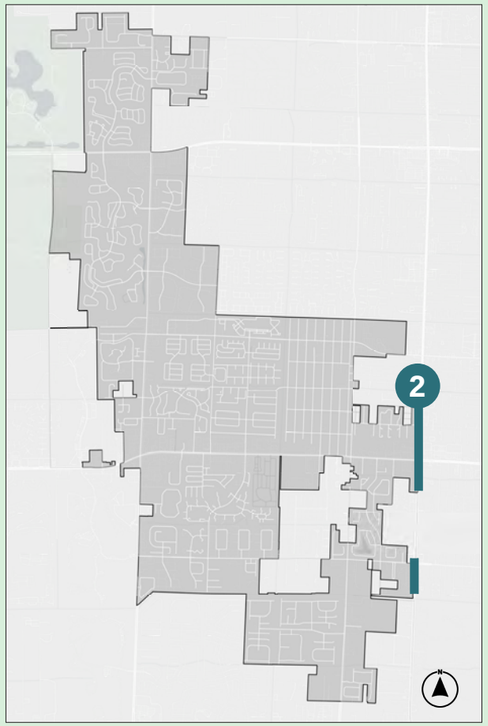
CONCEPT: TRANSIT SHELTER

PRINCIPAL ARTERIAL 2

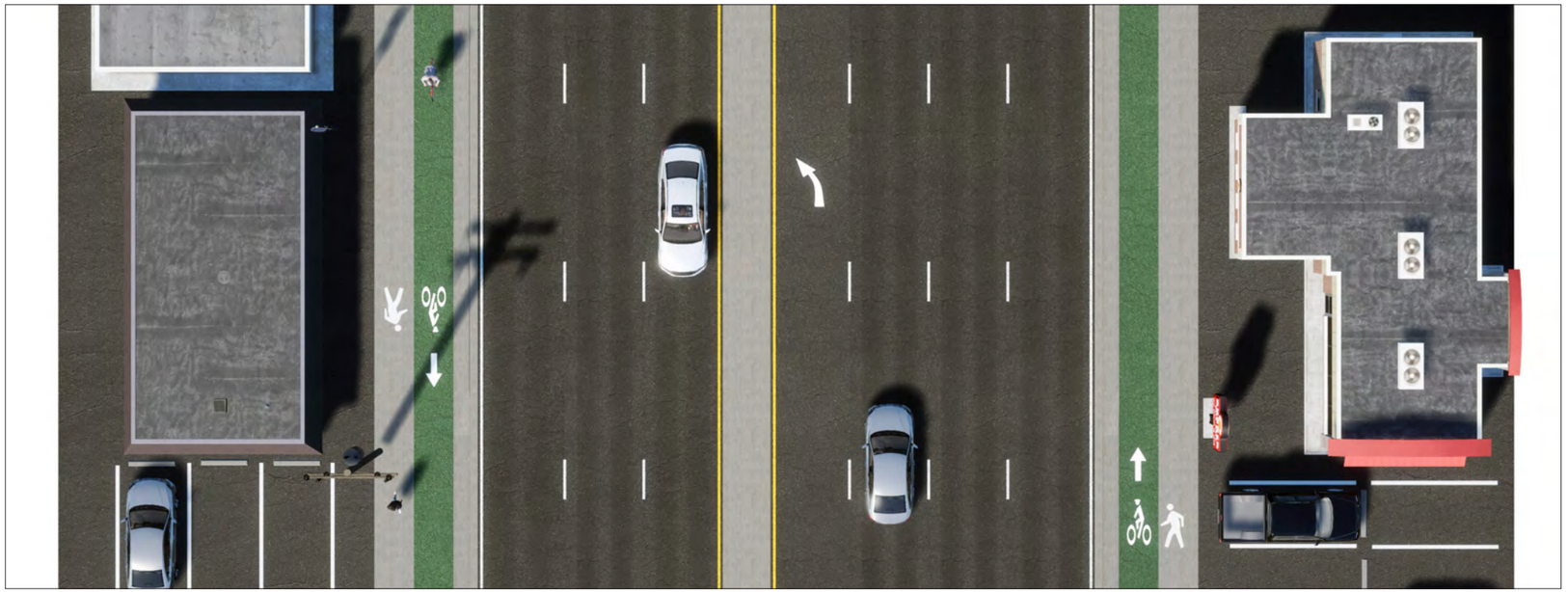
SOUTH MILITARY TRAIL

Similar to Forest Hill Boulevard, South Military Trail is also a busy commercial corridor, under FDOT jurisdiction, with an AADT of nearly 40,000 cars per day. The 6-lane corridor has a posted speed limit of 45 MPH with unprotected bicycle lanes, 6' sidewalks, and center medians with occaisional plantings.

Ownership	FDOT
Configuration	6-Lane
Right-of-Way	120-130'



ROADWAY DESIGN APPROACH



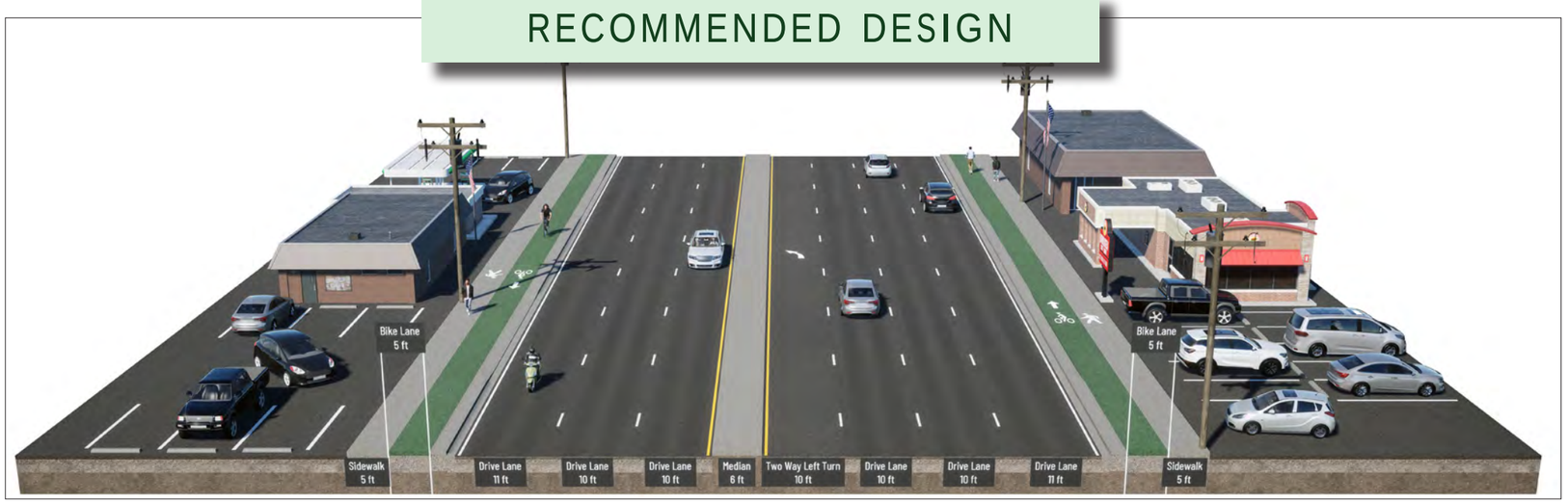


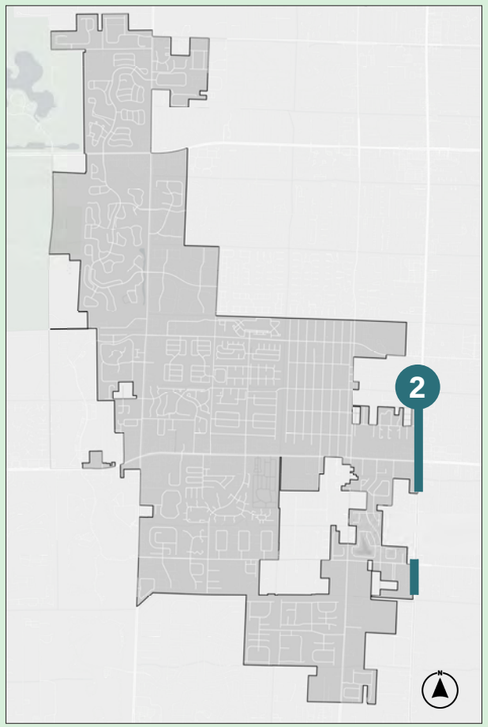
Figure 74 Images of improvements proposed for South Military Trail by the Village of Palm Springs. Credit: DDEC LLC.

PRINCIPAL ARTERIAL 2

SOUTH MILITARY TRAIL

A reconfiguration is also recommended for this road, consistent with adopted roadway plans in neighboring Palm Springs (see Figure 74). By narrowing travel lanes, curbs can also be extended on South Military Trail, enabling a grade--separated (raised) bike lane adjacent to the sidewalk with street trees buffering the nonmotorized facilities. Additional transit shelters at high ridership stops should also be added.

Recommended Design Elements	Extend curbs to create grade-separated (raised) 5’ bike lanes adjacent to 6’ sidewalk Add transit shelters at high ridership stops



ROADWAY DESIGN APPROACH

EXISTING CONDITIONS ALONG SOUTH JOG ROAD IN GREENACRES


EXISTING CONDITIONS ALONG SOUTH JOG ROAD IN GREENACRES

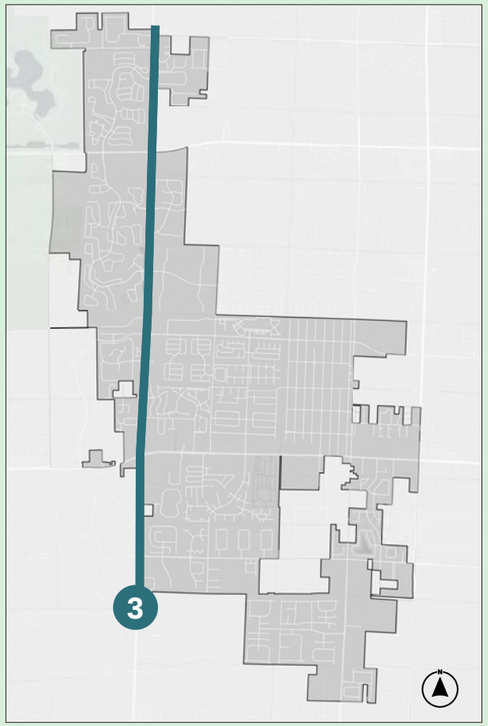
Figure 75 Composite of design improvement concepts for South Jog Road

PRINCIPAL ARTERIAL 3

SOUTH JOG ROAD

Carrying up to 55,000 cars according to AADT data, South Jog Road is one of the busiest corridors in Palm Beach County and one of the highest-crash corridors in the City. The 6-lane corridor has a posted speed limit of 45 MPH with a mix of unprotected bicycle lanes (north of Lake Worth Road) and unmarked shoulders (south of Lake Worth Road), 6' sidewalks, and planted center medians.

Ownership	FDOT
Configuration	6-Lane
Right-of-Way	120-130'



V. RECOMMENDED SAFETY ACTIONS

ROADWAY DESIGN APPROACH

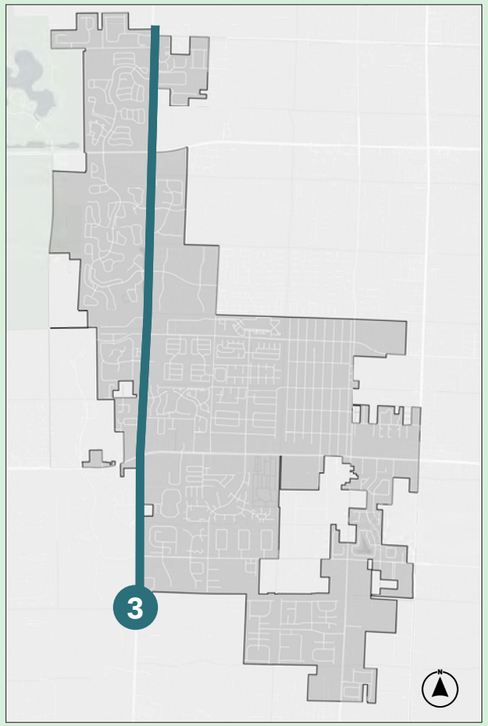
EXISTING CONDITIONS ALONG SOUTH JOG ROAD

PRINCIPAL ARTERIAL 3

SOUTH JOG ROAD

Given the available right-of-way, a modest design option for South Jog Road (Option 1) entails filling the utility strip to create 8-10' sidewalks on both sides of the road, adding bicycle lane markings with green striping at conflict points (e.g., driveways, intersections) and adding green bicycle boxes at major intersections. Transit shelters are recommended at high-ridership stops. The addition of traffic calming at side streets would further enhance the safety of this corridor.

Recommended Design Elements (Option 1)	Fill utility strip to create 8-10' sidewalks Add bike lane markings, green striping at conflict points, and bike boxes at major intersections Add transit shelters at high ridership stops



V. RECOMMENDED SAFETY ACTIONS

ROADWAY DESIGN APPROACH

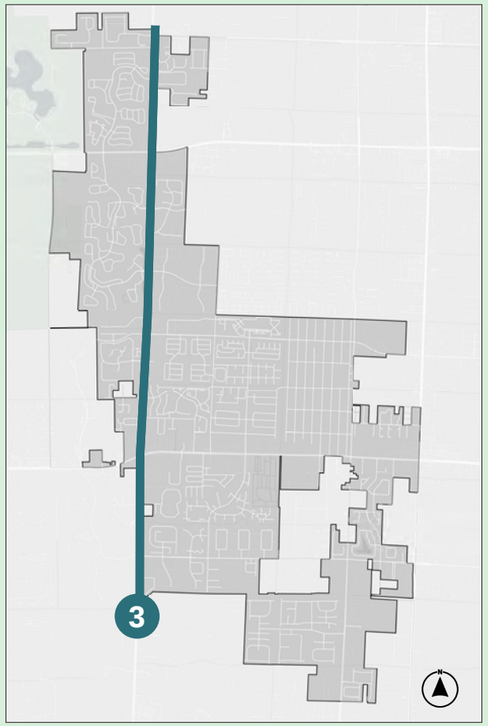
RECOMMENDED DESIGN ALONG SOUTH JOG ROAD (OPTION 1)

PRINCIPAL ARTERIAL 3

SOUTH JOG ROAD

Alternatively, similar to the designs recommended for South Military Trail and Forest Hill Boulevard, a more elaborate South Jog Road improvement (Option 2) could include narrowing travel lanes and extending curbs to create a grade-separated bike lane adjacent to the sidewalk with street trees in the separation buffer.

Recommended Design Elements (Option 2)	Extend curb to create grade-separated (raised) 5' bike lane adjacent to 6' sidewalk Add transit shelters at high ridership stops Add street trees in separation buffer



V. RECOMMENDED SAFETY ACTIONS

ROADWAY DESIGN APPROACH

EXISTING CONDITIONS

STUDENTS WALKING HOME FROM SCHOOL NEAR THE INTERSECTION OF LAKE WORTH ROAD AND SWAIN BLVD

LAKE WORTH ROAD JAYWALKING DUE TO DISTANCE BETWEEN CROSSWALKS AT LIGHTED INTERSECTIONS

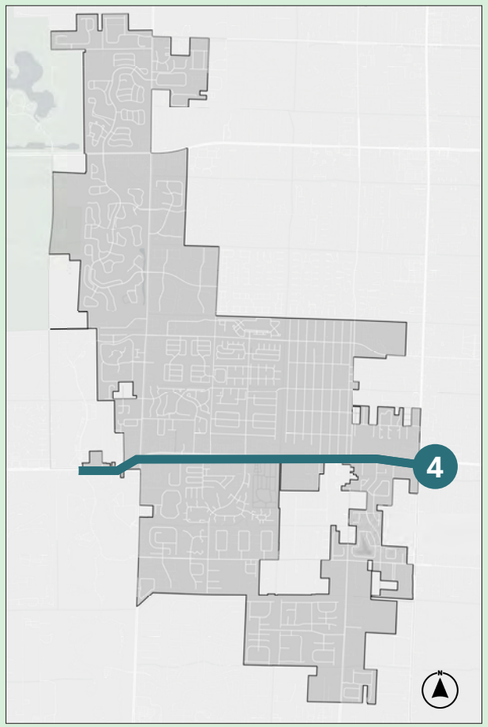
IMAGE OF EXISTING TRANSIT, BICYCLE AND SIDEWALK CONDITIONS ON LAKE WORTH ROAD

PRINCIPAL ARTERIAL 4

LAKE WORTH ROAD

Controlled by FDOT, Lake Worth Road is a heavily traveled road carrying up to 44,500 cars per day according to FDOT estimates. With a posted speed of 45 MPH, the corridor has mostly 6' with some 8' sidewalks and paved shoulders instead of bike lanes. The road includes center landscaped medians and a number of transit shelters.

Ownership	FDOT
Configuration	6-Lane
Right-of-Way	120-130'



ROADWAY DESIGN APPROACH

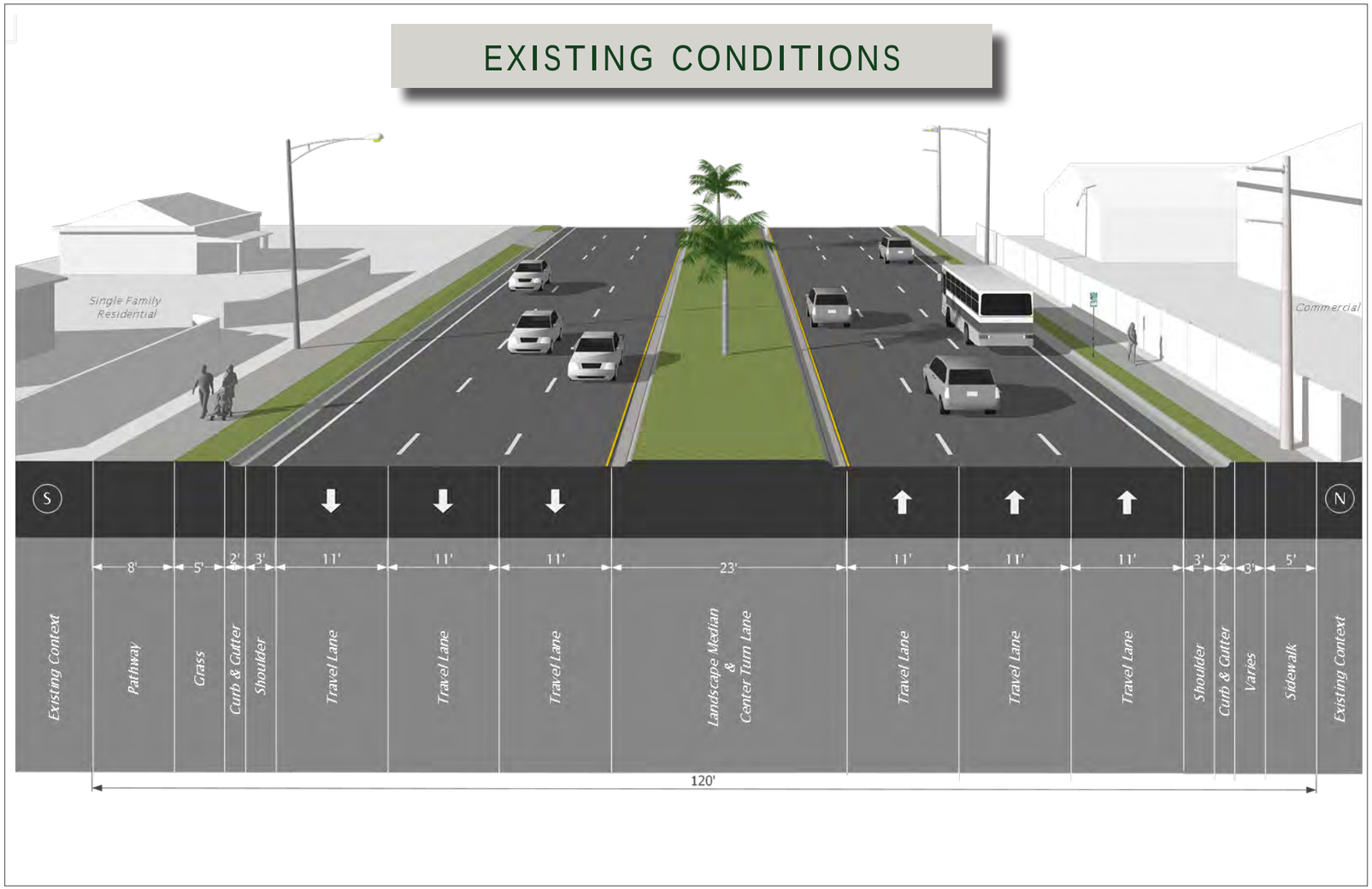


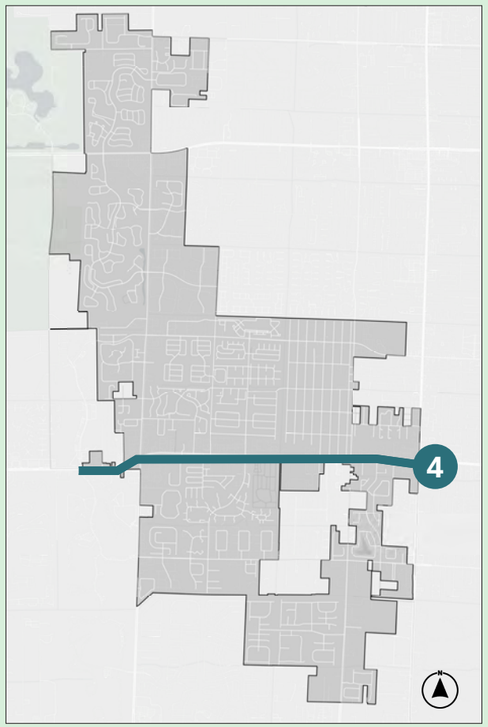
Figure 76 Diagram of existing conditions on Lake Worth Road

PRINCIPAL ARTERIAL 4

LAKE WORTH ROAD

Lake Worth Road is of heightened concern as it is also a primary connector to L.C. Swain Middle School, which daily dismisses hundreds of students walking and biking home after school primarily into the City's Original Section, to the north across the road. Three crossing guards are stationed on the corridor to help protect students.

The diagram provided in Figure 76 illustrates the width of the median as compared to the travel lanes and inadequate bicycle facilitates. Narrowing the width of the median would create the opportunity to bring the bicycle lanes up to an appropriate standard for a corridor with high traffic volumes and high speeds.



ROADWAY DESIGN APPROACH

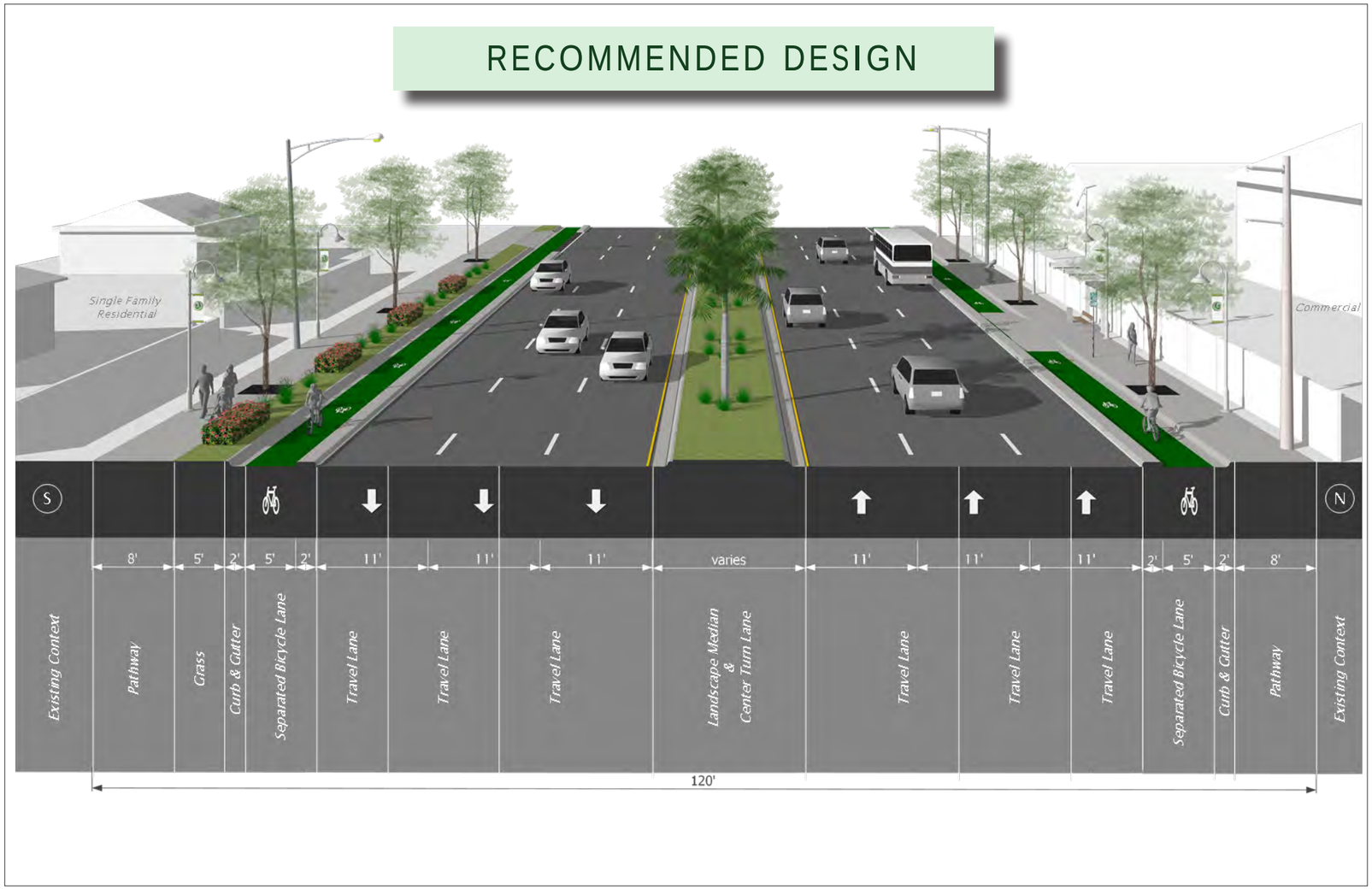


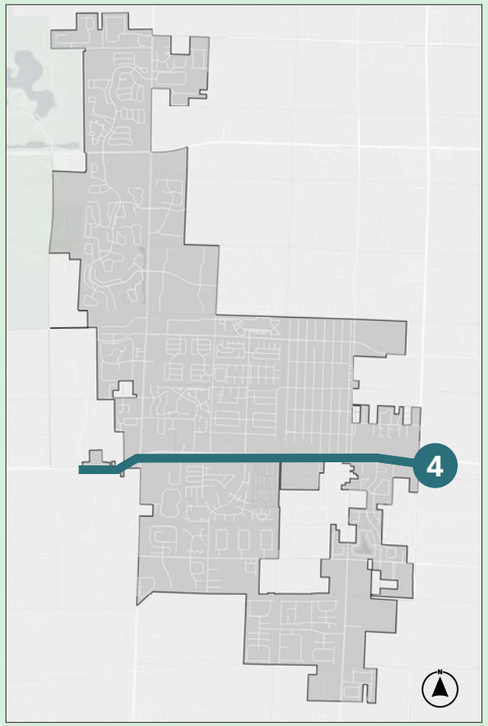
Figure 77 Diagram of recommended design for Lake Worth Road

PRINCIPAL ARTERIAL 4

LAKE WORTH ROAD

A reconfiguration is recommended for Lake Worth Road with design elements similar to those recently completed by FDOT on Lake Worth Road east of the city. By narrowing the median and filling the utility strip, separated or protected bicycle lanes with concrete separators, 8-10' sidewalks, and street trees can be provided. Upgraded lighting and additional transit shelters are also recommended.

Recommended Design Elements	Fill utility strip to create 8-10' sidewalks Narrow median to add separated or protected bike lanes with green markings at conflict points and bike boxes at major intersections Add transit shelters at high ridership stops Add LED lighting



V. RECOMMENDED SAFETY ACTIONS

ROADWAY DESIGN APPROACH

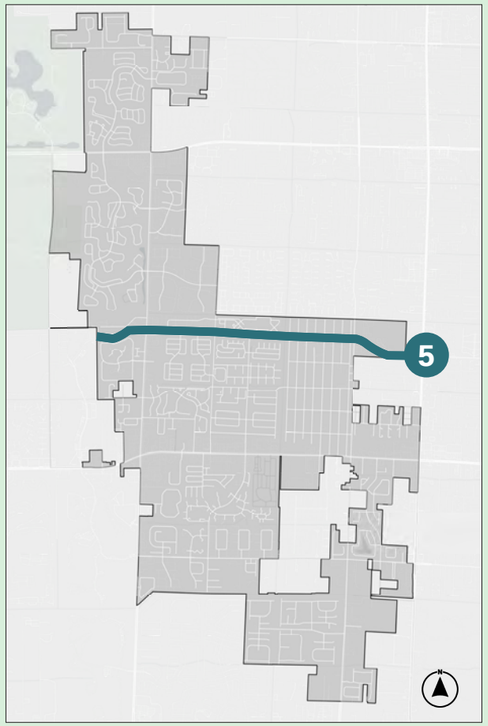
Figure 78 Composite of design improvement concepts for 10th Avenue North

MINOR ARTERIAL 5

10TH AVENUE NORTH

Controlled by Palm Beach County, 10th Avenue North is 4-lane and 5-lane mixed-use corridor east of Jog Road and a 2-lane residential road west of Jog Road. Carrying 21,000 daily cars, the corridor is posted 40 MPH and contains paved shoulders, 5-6' sidewalks, and several center landscaped medians west of the Original Section (E-3 Canal). Notably, 10th Avenue North connects to Swain Boulevard, with entry signage and monuments highlighting the entry to the City's Original Section.

Ownership	Palm Beach County
Configuration	4-Lane and 5-Lane (east of Jog Road) 2-Lane (east of Jog Road)
Right-of-Way	80-110'



V. RECOMMENDED SAFETY ACTIONS

ROADWAY DESIGN APPROACH

EXISTING CONDITIONS 10TH AVENUE NORTH IN THE ORIGINAL SECTION, LOOKING EAST

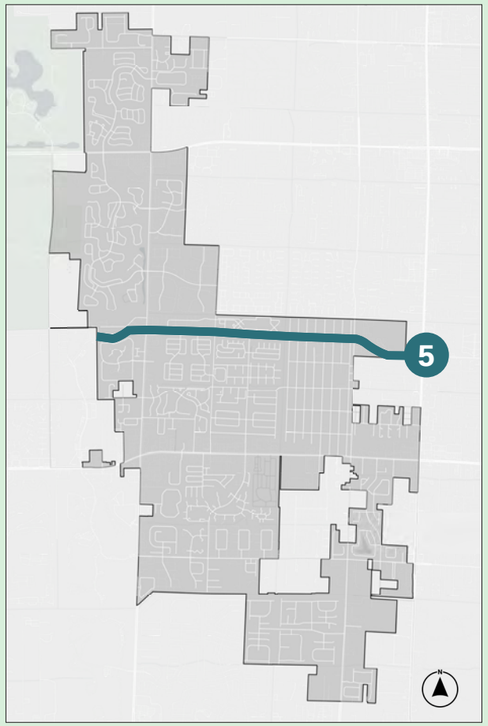
MINOR ARTERIAL 5

10TH AVENUE NORTH

Among the City's minor arterial roadways, the 10th Avenue North corridor is a strong redevelopment opportunity for the City. Land use patterns along the road have a fairly local feel, with John I. Leonard High School directly fronting 10th Avenue North at its Haverhill Road intersection. Other key public uses include the Community Center, WIC Center, and Ira Van Bullock Park, with Samuel J. Ferreri Park within a half-block of the west end of the road.

With substantial residential uses immediately abutting the corridor on both sides, the scale of development is quite, walkable.

Given the corridor's destinations and accessibility, it is recommended as part of the Bike Greenacres network.



V. RECOMMENDED SAFETY ACTIONS

ROADWAY DESIGN APPROACH

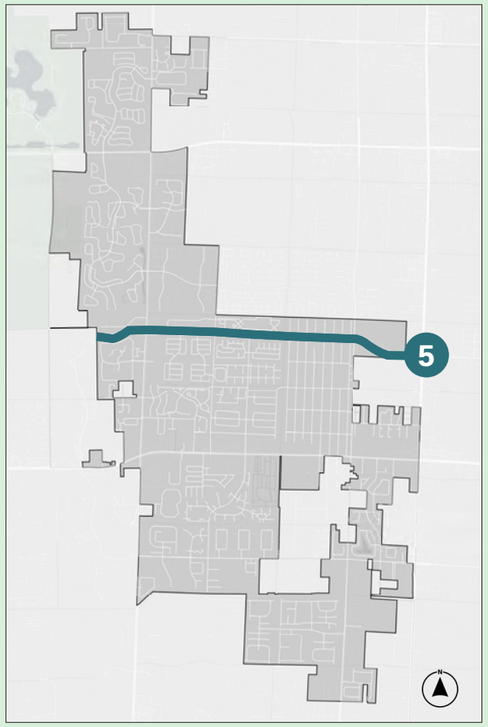
EXISTING CONDITIONS 10TH AVENUE NORTH AND SWAIN BLVD, LOOKING EAST

MINOR ARTERIAL 5

10TH AVENUE NORTH

Given the extensive public uses along the corridor and its noteworthy connection to Swain Boulevard, 10th Avenue North is recommended as a significant placemaking opportunity. Recommendations include additional center landscaped medians, enhanced crosswalks and intersection treatment at Swain Boulevard, and lighting and street tree upgrades. A pedestrian signal should be explored west of Swain Blvd and crosswalks enhanced, notably at the high school. Street tree planting should be encouraged collaboratively with private property owners.

Recommended Design Elements	Create 8' sidewalks wherever possible Add bike lane markings with green striping at conflict points Add lighting, enhanced crosswalks and additional center landscaped medians Enhance Swain Boulevard intersection



V. RECOMMENDED SAFETY ACTIONS

ROADWAY DESIGN APPROACH

EXISTING CONDITIONS ALONG HAVERHILL ROAD IN GREENACRES

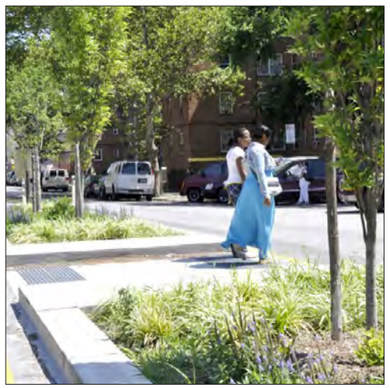


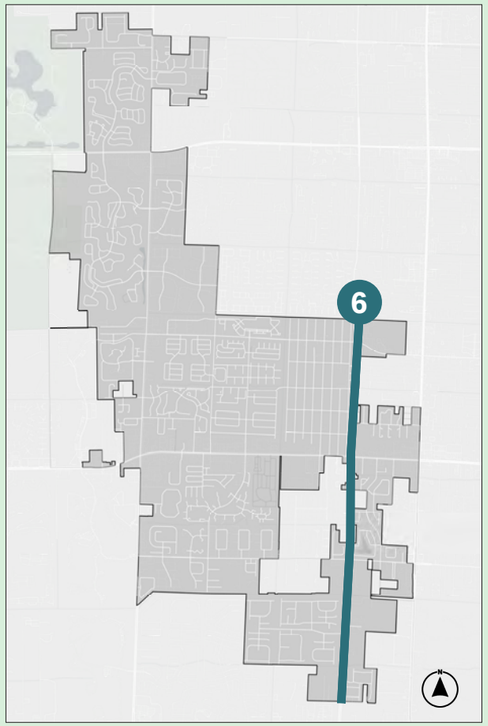
Figure 79 Composite of design improvement concepts for Haverhill Road

MINOR ARTERIAL 6

HAVERHILL ROAD

Controlled by Palm Beach County, Haverhill Road is a 5-lane north/south corridor with segments that carry between 16,000 daily trips (south of Melaleuca Lane) and more than 30,000 daily trips at its northern end approaching Forest Hill Boulevard. With a posted 40 MPH speed, Haverhill Road has 4-5' sidewalks, paved shoulders in some portions, and occasional center landscape medians. There are five schools within a block of the road, and a mid-block pedestrian refuge provides access to the Greenacres Christian Academy.

Ownership	Palm Beach County
Configuration	5-Lane
Right-of-Way	80'



V. RECOMMENDED SAFETY ACTIONS

ROADWAY DESIGN APPROACH

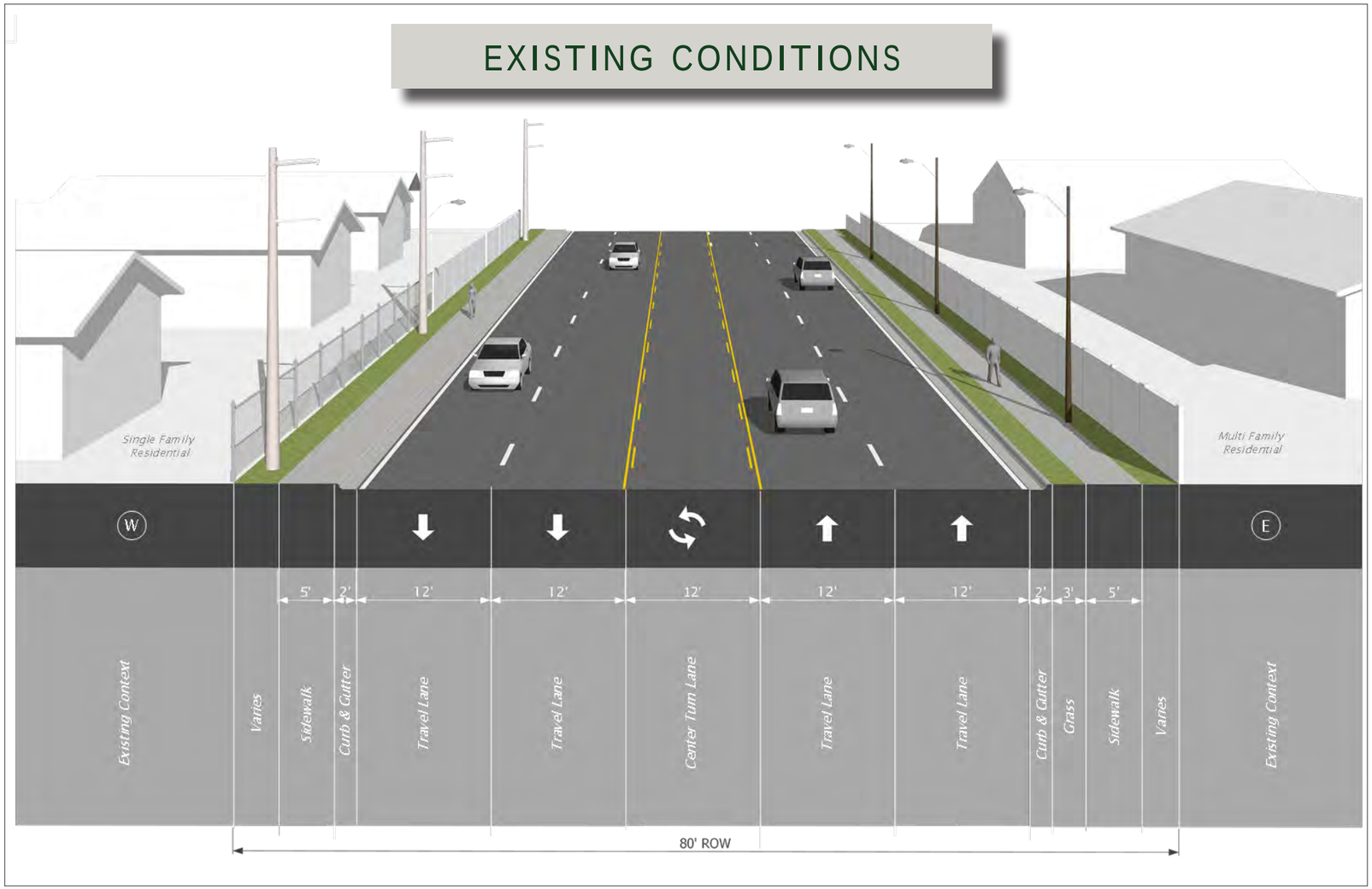
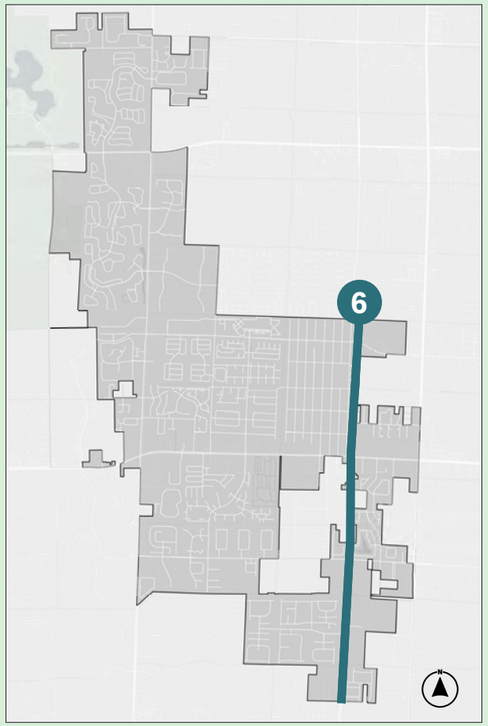


Figure 80 Diagram of existing conditions on Haverhill Road.

MINOR ARTERIAL 6

HAVERHILL ROAD

Given the narrow 80' right-of-way for the corridor, a modest design option for Haverhill Road entails filling the utility strip to create 6-8' sidewalks on both sides wherever possible, adding bicycle lane markings where sufficient area exists with green striping at conflict points (e.g., driveways, intersections), additional median landscaping, and transit shelters and benches at high-ridership stops.



V. RECOMMENDED SAFETY ACTIONS

ROADWAY DESIGN APPROACH

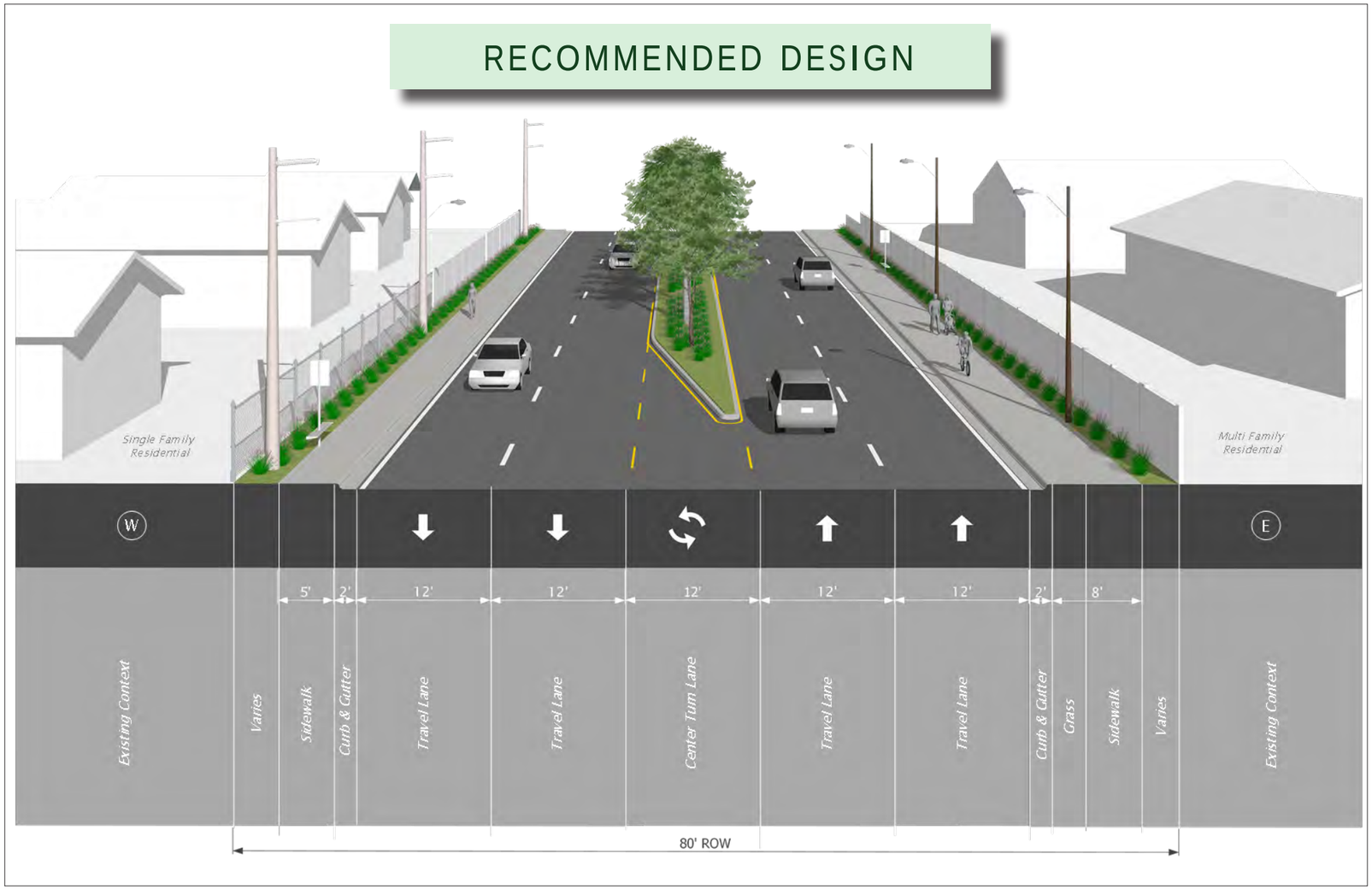


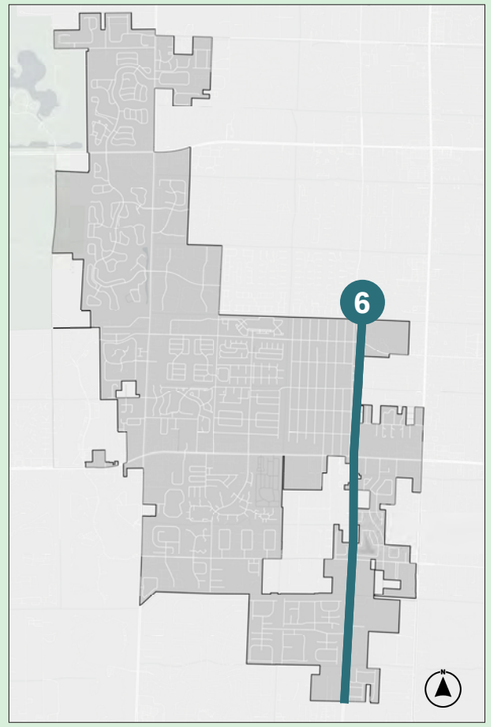
Figure 81 Diagram of recommended design for Haverhill Road.

MINOR ARTERIAL 6

HAVERHILL ROAD

The addition of traffic calming at side streets is strongly recommended to help slow cut-through traffic between Haverhill Road and parallel collector roads

Recommended Design Elements	Fill utility strip where present to create 6-8' sidewalks
	Add bike lane markings where possible, green striping at conflict points
	Add transit shelters at high ridership stops
	Add additional median landscaping



V. RECOMMENDED SAFETY ACTIONS

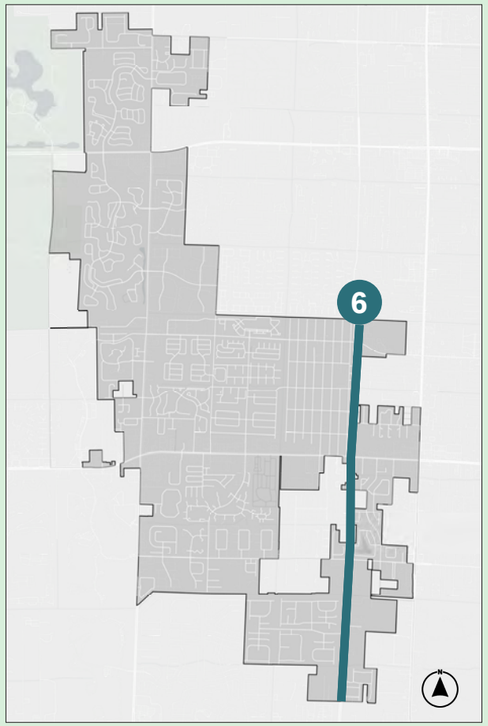
ROADWAY DESIGN APPROACH

EXISTING CONDITIONS AT HAVERHILL ROAD, PEDESTRIAN CROSSING

MINOR ARTERIAL 6

HAVERHILL ROAD

To facilitate access to the Greenacres Christian Academy, a pedestrian-activated crossing with limited infrastructure exists just north of Biscayne Drive. Improvements to this crossing would improve visibility of users and add a traffic calming element to the roadway.



V. RECOMMENDED SAFETY ACTIONS

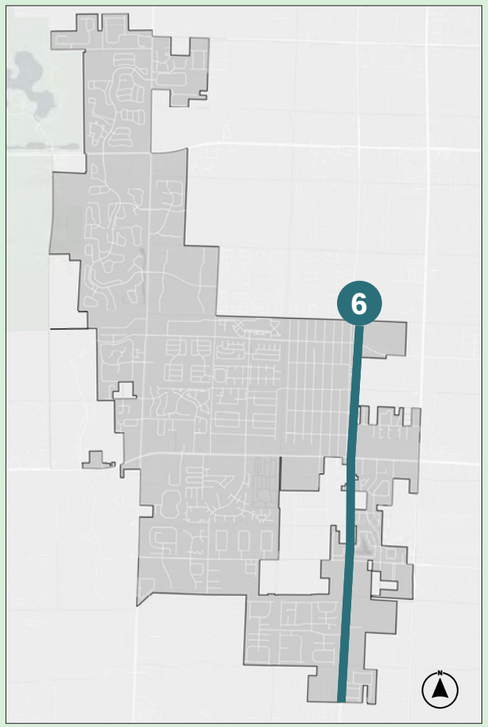
ROADWAY DESIGN APPROACH

IMPROVED CONDITIONS AT HAVEHILL ROAD, PEDESTRIAN CROSSING

MINOR ARTERIAL 6

HAVERHILL ROAD

As illustrated on this page, enhancements to the existing pedestrian crossing could include new mast arms and lighting with additional signage, textured crosswalk, removing abandoned driveways, and improved median with landscaping and a pedestrian refuge.



V. RECOMMENDED SAFETY ACTIONS

ROADWAY DESIGN APPROACH

EXISTING CONDITIONS

EXISTING CONDITIONS ALONG MELALEUCA LANE

EXISTING CONDITIONS ALONG MELALEUCA LANE AND SHERWOOD FOREST BLVD

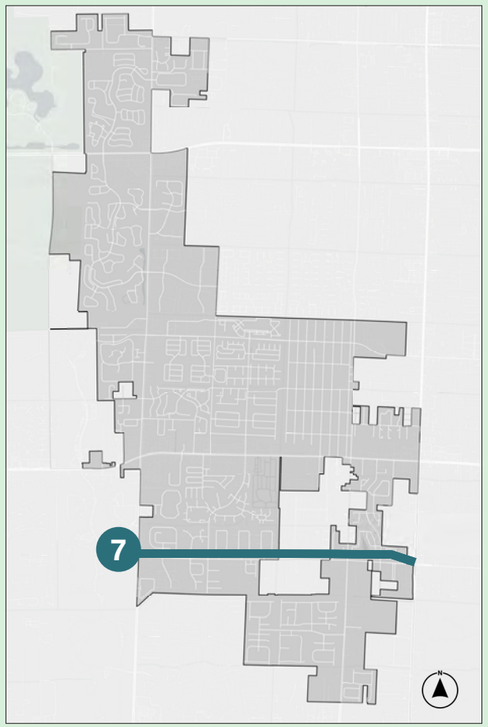
EXISTING CONDITIONS ALONG MELALEUCA LANE

MINOR ARTERIAL 7

MELALEUCA LANE

Controlled by Palm Beach County, Melaleuca Lane is a fairly wide corridor, with 5 lanes in a 110'-right-of-way that carries only 18,000 to 25,000 daily trips. Traffic volumes are low compared to its configuration. The corridor includes the Greenacres City Hall as well as intersections with several north/south roads prioritized in the Bike Greenacres network. Melaleuca Lane has 6' sidewalks, 5' unprotected bike lanes, and a limited number of center landscaped medians.

Ownership	Palm Beach County
Configuration	5-Lane
Right-of-Way	110'



ROADWAY DESIGN APPROACH

EXISTING CONDITIONS

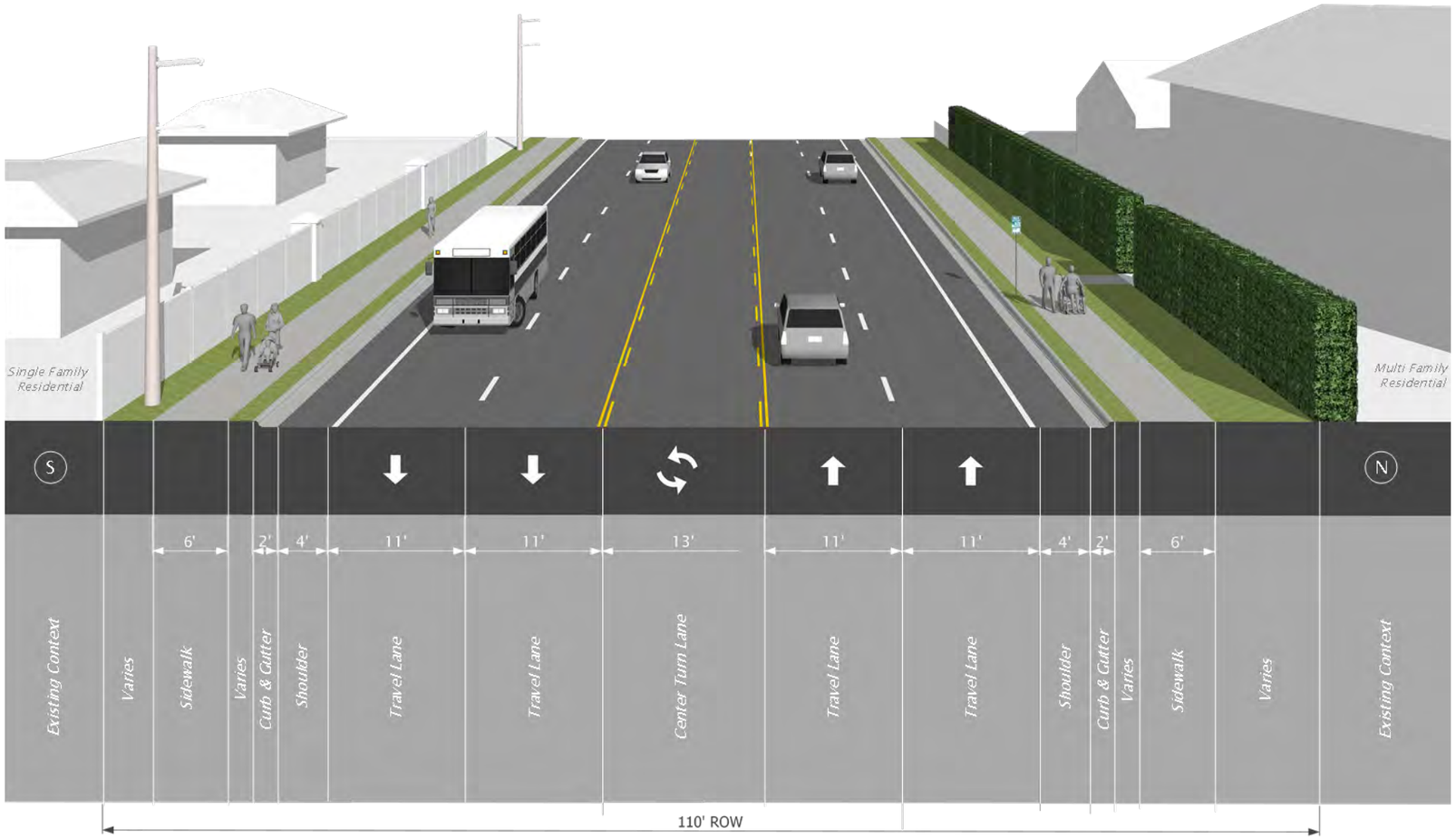


Figure 82 Diagram illustrating of existing conditions on Melaleuca Lane.

MINOR ARTERIAL 7

MELALEUCA LANE

Due to the modest traffic volumes as compared to the roadway width, the Palm Beach TPA has identified Melaleuca Lane as a possible lane re-purposing candidate. Within the 110' right-of-way, the road currently has 65' in width of asphalt, with turn-lane segments expanding to 76' at its widest dimension.

ROADWAY DESIGN APPROACH

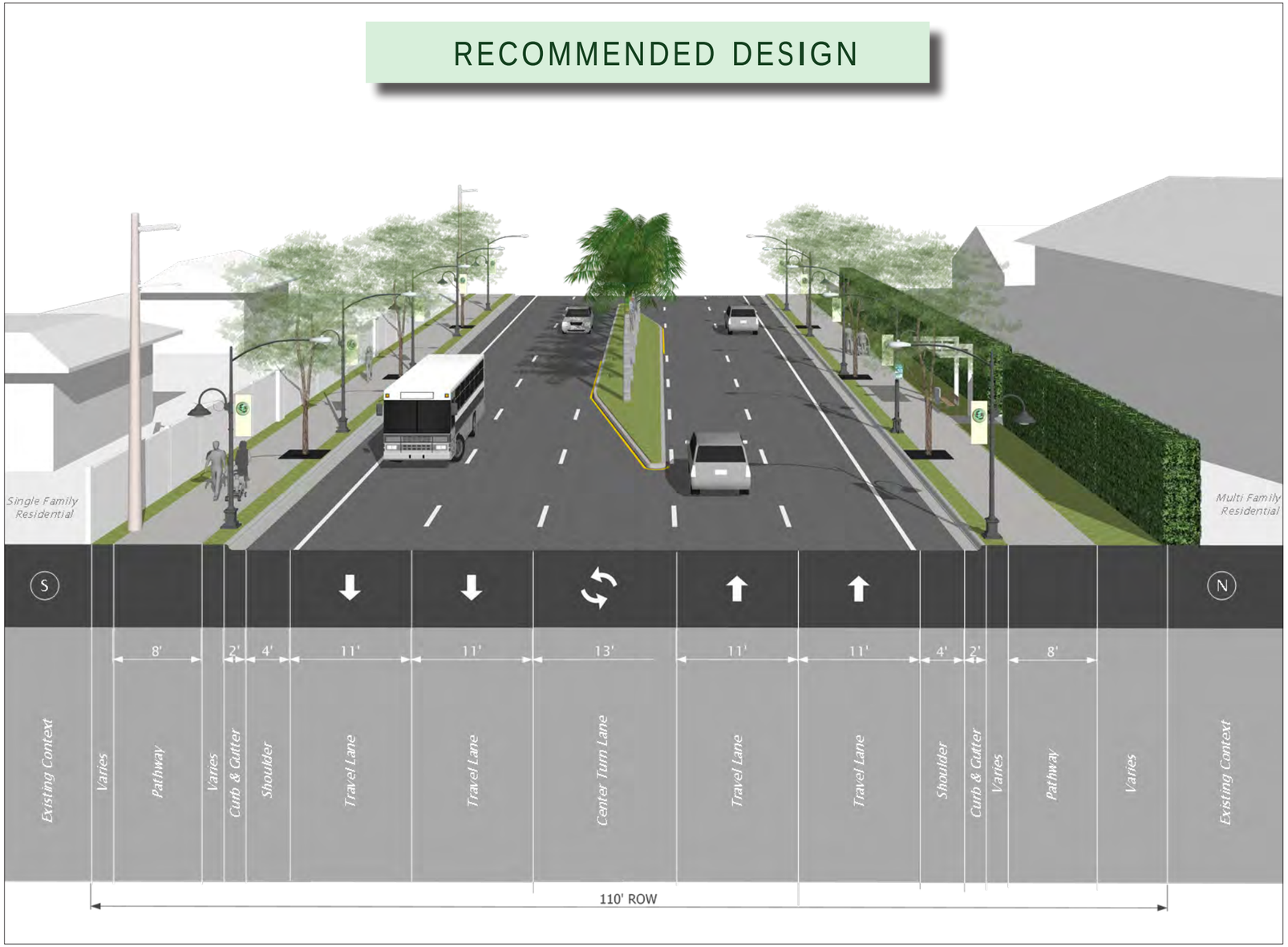


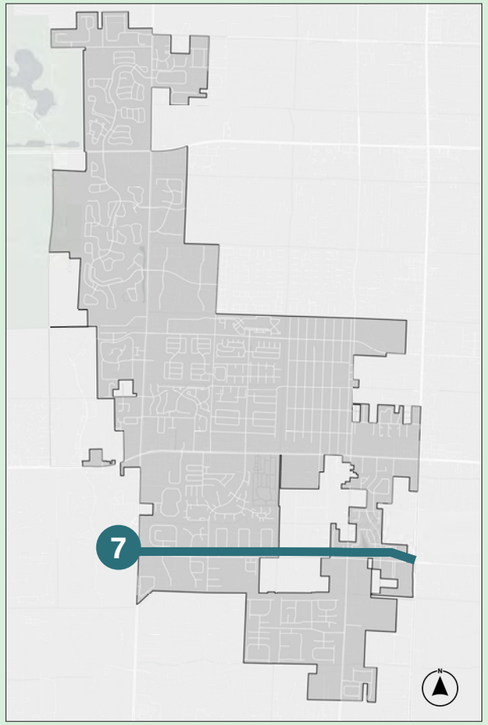
Figure 83 Diagram illustrating of recommended improvements for Melaleuca Lane.

MINOR ARTERIAL 7

MELALEUCA LANE

The design recommendations for Melaleuca Lane could enable the corridor to become a showpiece for the community, and the road is recommended for inclusion in the Bike Greenacres premium network. Sidewalks could be expanded to 8-10' shared-use pathways on both sides, with street trees and decorative streetlights in the separation buffer. Transit shelters are also recommended at high-ridership stops.

Recommended Design Elements	Wide sidewalk Landscaping Transit shelters and decorative streetlights



V. RECOMMENDED SAFETY ACTIONS

ROADWAY DESIGN APPROACH

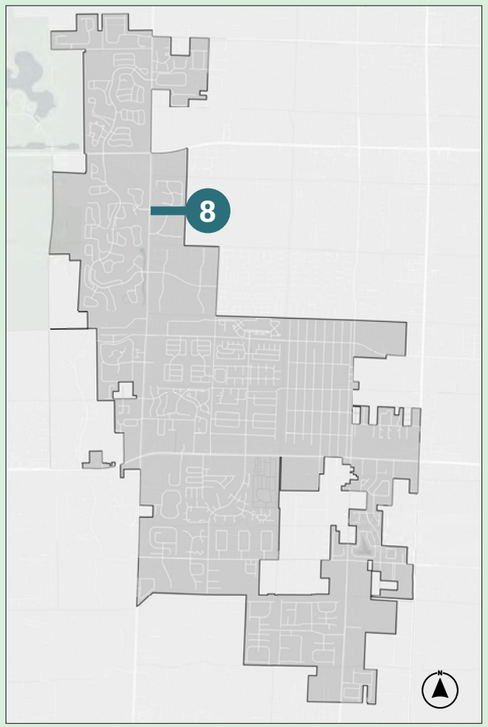
Figure 84 Composite of design improvement concepts for Purdy Lane.

MAJOR COLLECTOR 8

PURDY LANE

Under Palm Beach County's jurisdiction, Purdy Lane is a quiet neighborhood street serving low- to modest-density residential uses. With a posted 30 MPH speed, FDOT AADT data indicates the corridor only carries 8,900 daily trips, making it an important candidate for the Bike Greenacres premium network. The corridor has 4-5' sidewalks and is lacking bicycle and transit infrastructure.

Ownership	Palm Beach County
Configuration	2-Lane
Right-of-Way	80'



V. RECOMMENDED SAFETY ACTIONS

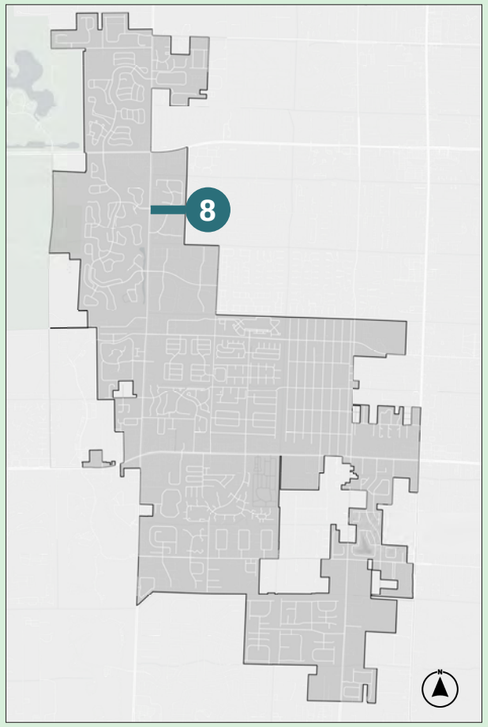
ROADWAY DESIGN APPROACH

EXISTING CONDITIONS ALONG PURDY LANE

MAJOR COLLECTOR 8

PURDY LANE

As evident in the existing conditions photo, Purdy Lane is without appropriate bicycle and pedestrian infrastructure to support transit stop access, with narrow sidewalks tending to have to accommodate both pedestrians and cyclists.



V. RECOMMENDED SAFETY ACTIONS

ROADWAY DESIGN APPROACH

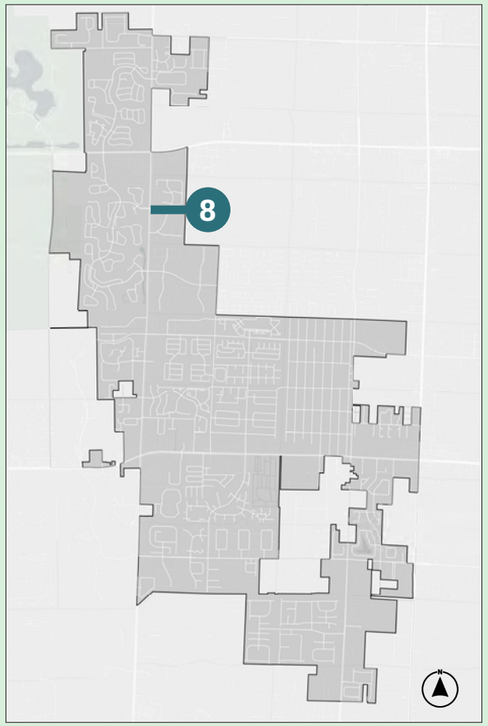
DESIGN RECOMMENDATIONS FOR PURDY LANE

MAJOR COLLECTOR 8

PURDY LANE

Purdy Lane is positioned to serve as an important component of the Bike Greenacres network. Accordingly, recommended improvements to this roadway include replacing one sidewalk with a wider, shared-use path and the addition of native shade trees, street lighting, and transit shelters at high-ridership stops. Additionally, traffic calming improvements such as splitter islands with landscaping should be added to enhance safety along the corridor.

Recommended Design Elements	Add shared-use path on one side Add transit shelters at high ridership stops and decorative streetlights Add street trees and traffic calming



V. RECOMMENDED SAFETY ACTIONS

ROADWAY DESIGN APPROACH

EXISTING CONDITIONS ALONG BOWMAN STREET IN GREENACRES

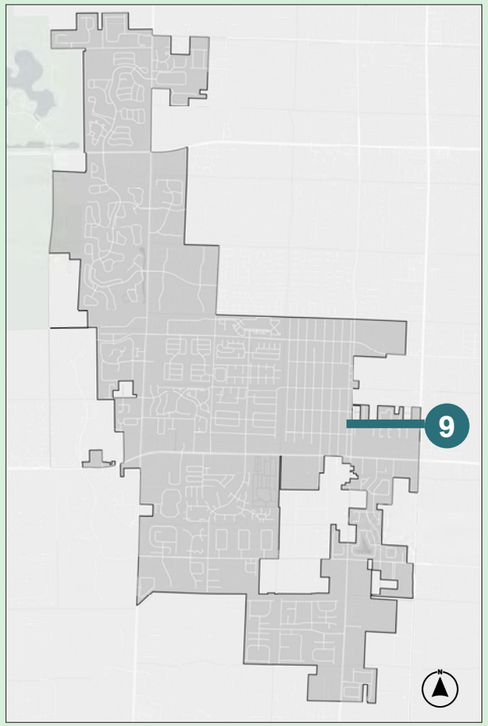
Figure 85 Composite of improvements for Bowman Street

MAJOR COLLECTOR 9

BOWMAN STREET

Controlled by Palm Beach County and Greenacres, Bowman Street is a quiet neighborhood street serving low- to modest-density residential uses as well as Bowman Park. With a posted 25 MPH speed, the road only carries 4,300 daily trips according to FDOT AADT data, making it an important candidate for the Bike Greenacres premium network. The corridor has 4-5' sidewalks and is lacking bicycle and transit infrastructure.

Ownership	Palm Beach County and Greenacres
Configuration	2-Lane
Right-of-Way	60'



V. RECOMMENDED SAFETY ACTIONS

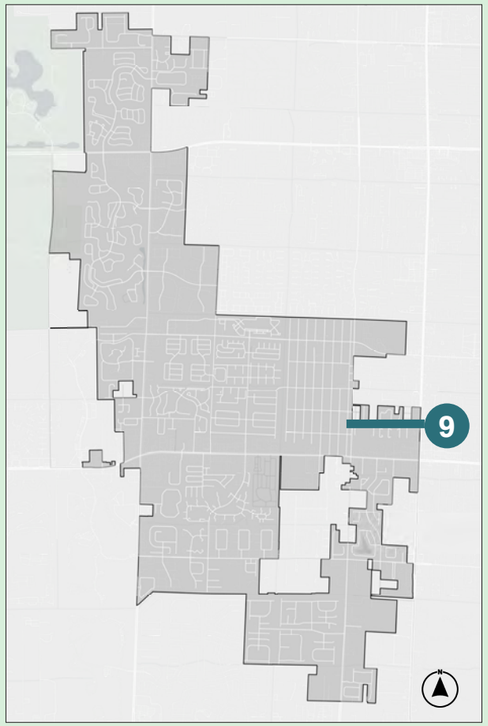
ROADWAY DESIGN APPROACH

EXISTING CONDITIONS ALONG BOWMAN STREET

MAJOR COLLECTOR 9

BOWMAN STREET

Because Bowman Street has a series of power poles on the North side, which creates a conflict for sidewalk widening. Street trees exist sporadically on the south side of the road.



V. RECOMMENDED SAFETY ACTIONS

ROADWAY DESIGN APPROACH

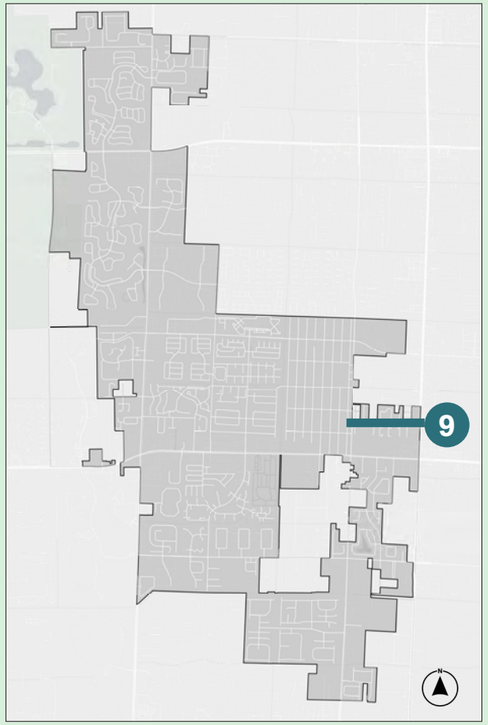
RECOMMENDED IMPROVEMENTS ALONG BOWMAN STREET

MAJOR COLLECTOR 9

BOWMAN STREET

With a posted speed of 25 MPH, the addition of traffic calming such as speed tables as depicted could help Bowman Street function appropriately as a “bike street” with sharrow markings raising driver awareness as to the anticipated presence of bicyclists. Recommended improvements to the corridor include the installation of a wider, shared-use path on the south side along with street tree plantings and improved lighting.

Recommended Design Elements	Add shared-use path on one side Add traffic calming (e.g., speed tables) and sharrow markings Add street trees and enhanced lighting



ROADWAY DESIGN APPROACH

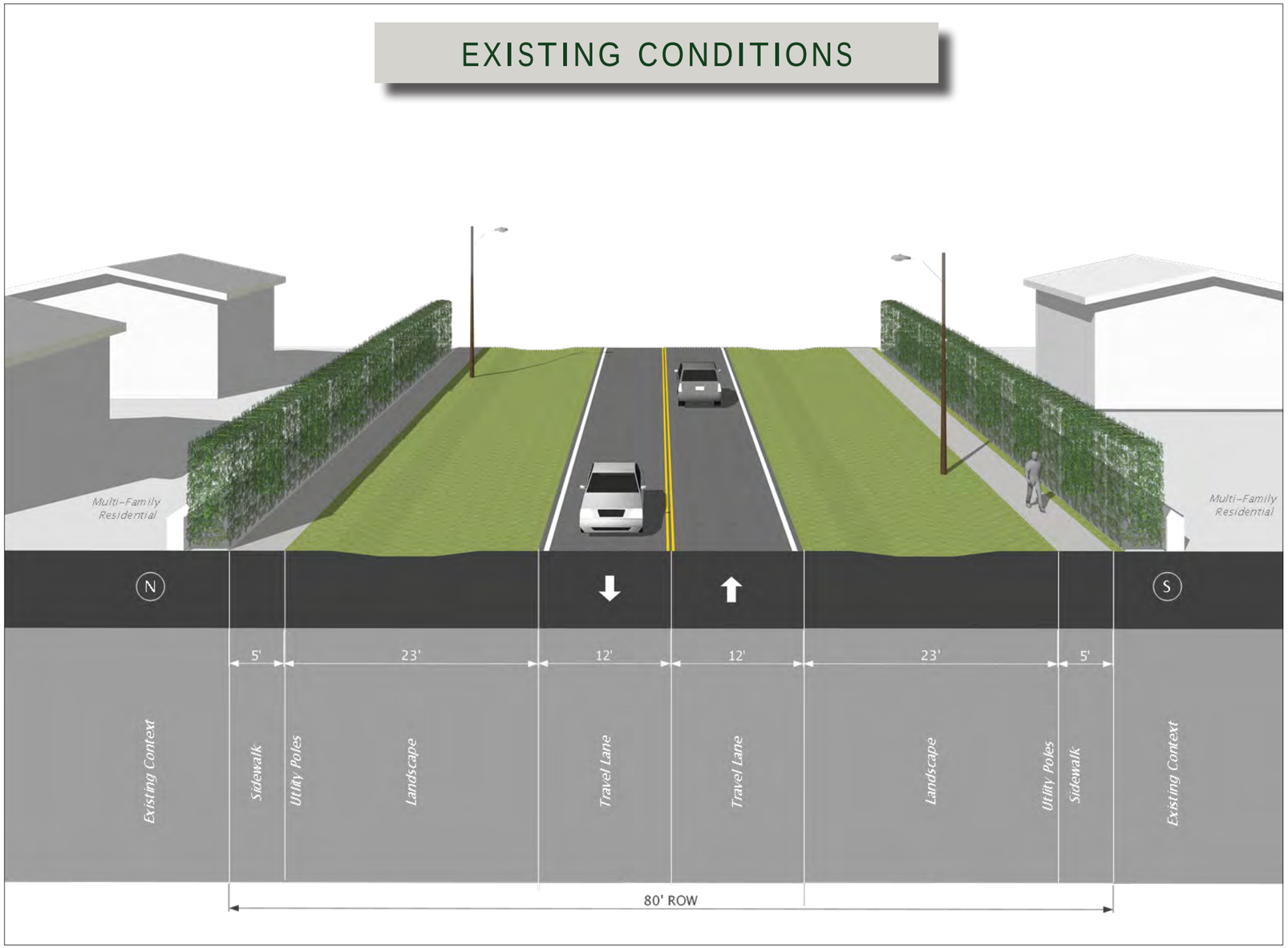


Figure 86 Diagram of existing conditions of Cresthaven Boulevard.

MAJOR COLLECTOR 10

CRESTHAVEN BOULEVARD

Controlled by Palm Beach County, Cresthaven Boulevard is a quiet neighborhood street serving considerable residential development on both sides of the road. With 2 lanes in an 80' right-of-way and up to 9,900 trips per day and only 5' sidewalks without bicycle facilities, Palm Beach County is underway with design plans to add buffered bike lanes and intersection improvements beginning in 2025.

Ownership	Palm Beach County
Configuration	2-Lane
Right-of-Way	80'

V. RECOMMENDED SAFETY ACTIONS

ROADWAY DESIGN APPROACH

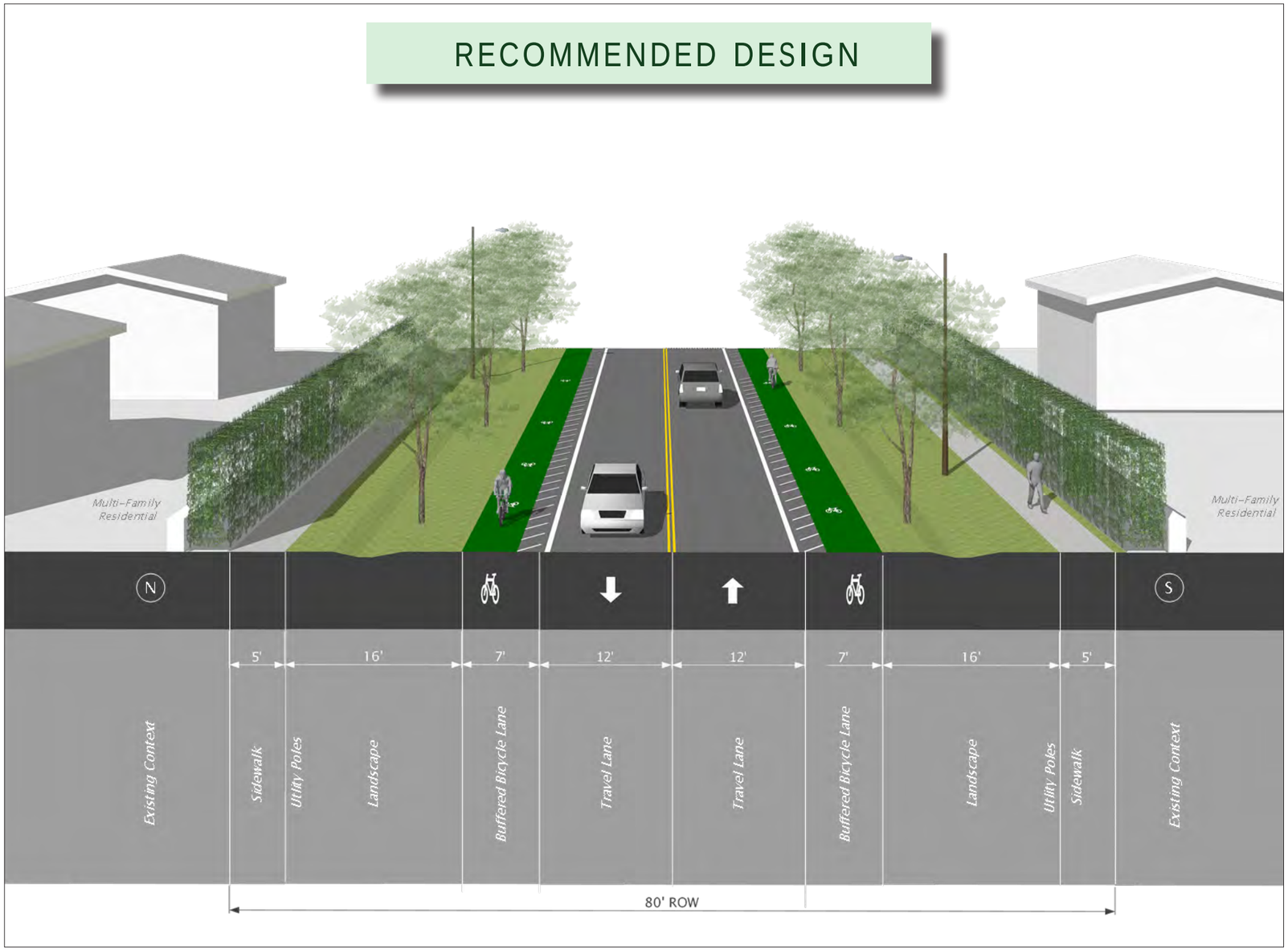


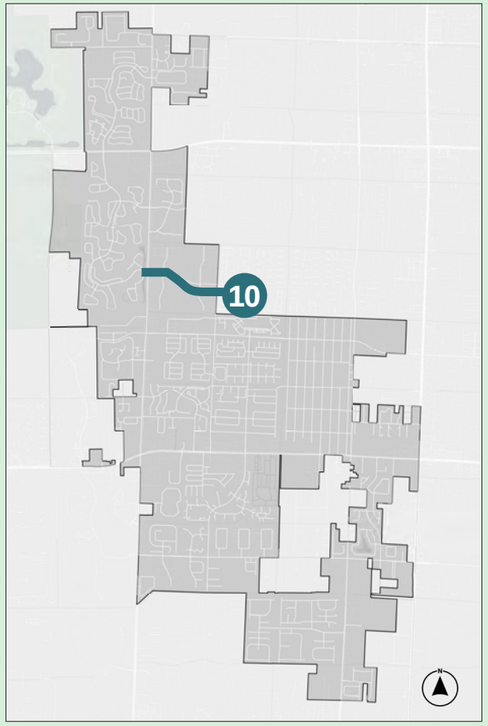
Figure 87 Diagram of recommended improvements for Cresthaven Boulevard.

MAJOR COLLECTOR 10

CRESTHAVEN BLVD.

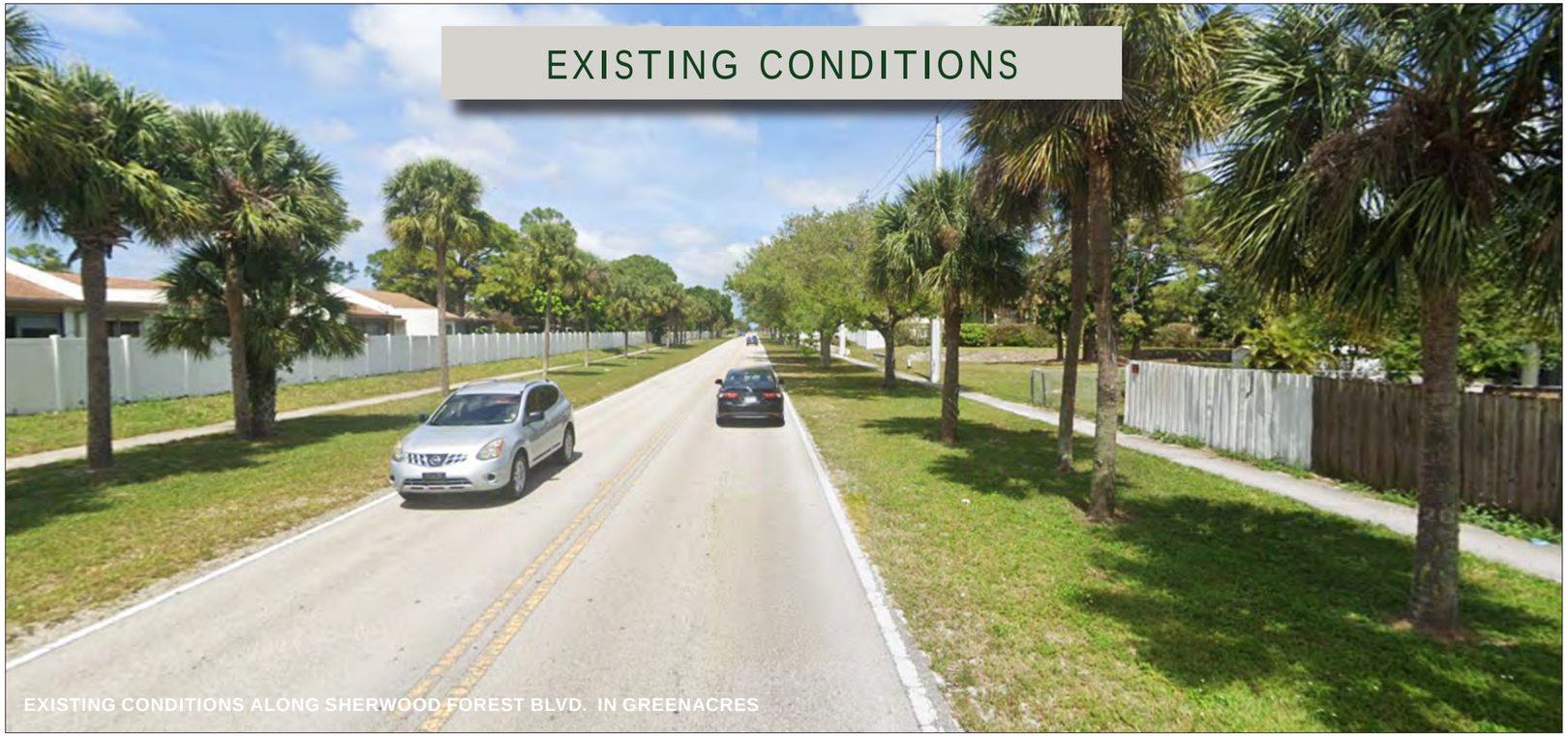
Cresthaven Boulevard is an important component of the Bike Greenacres premium network, and the recommended improvements include the installation of bike lanes along with street trees and traffic calming to slow cut-through traffic.

Recommended Design Elements	Add buffered bike lanes Add street trees Add traffic calming



V. RECOMMENDED SAFETY ACTIONS

ROADWAY DESIGN APPROACH



EXISTING CONDITIONS ALONG SHERWOOD FOREST BLVD. IN GREENACRES

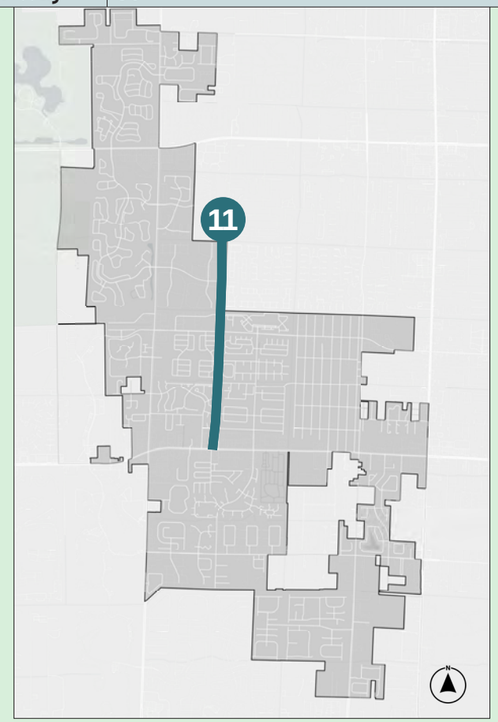
Figure 88 Composite of recommended improvements for Sherwood Forest Boulevard.

MAJOR COLLECTOR 11

SHERWOOD FOREST BOULEVARD

Under Palm Beach County's jurisdiction, Sherwood Forest Boulevard is one of the City's most picturesque roads, lined with street trees consistent with the City's Tree City USA designation. Due to its central location, Sherwood Forest Boulevard is identified as the top priority north/south corridor in the Bike Greenacres premium network. The road has 2 lanes in an 80' right-of-way, carrying up to 10,000 daily trips. With a posted 40 MPH speed, the road has 5' sidewalks on both sides but no bicycle facilities. Although the corridor is currently being evaluated by the County for the addition of a continuous center turn lane, there are very few driveways and intersecting streets between signalized intersections, and the need for a continuous turn lane is unclear.

Ownership	Palm Beach County
Configuration	2-Lane (current) 3-lane (proposed)
Right-of-Way	80'



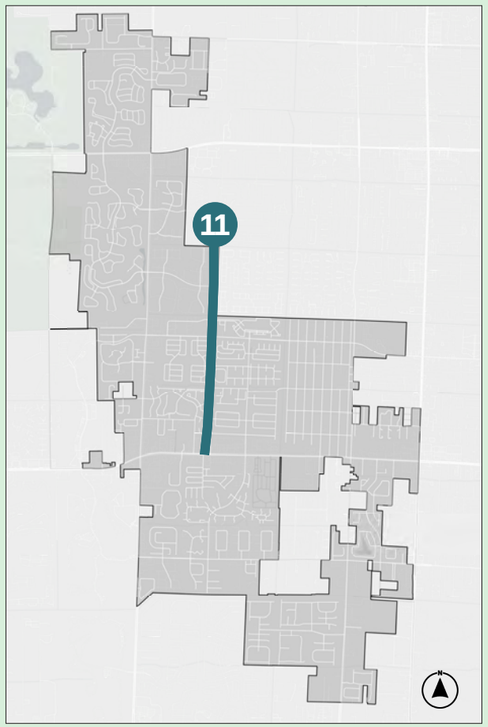
ROADWAY DESIGN APPROACH

Figure 89 Diagram of existing conditions along Sherwood Forest Boulevard.

MAJOR COLLECTOR 11

SHERWOOD FOREST BOULEVARD

As a central north/south corridor that provides a safe, quiet parallel alternative to the City's higher-speed arterials like Jog Road and Military Trail, Sherwood Forest Boulevard serves mostly residential uses that generate consistent pedestrian and bicycle activity on the tree-lined corridor. As depicted in Figure 89, a mix of palms and oaks are planted at the edges of the right-of-way, shading the sidewalks and providing a sense of enclosure.



ROADWAY DESIGN APPROACH

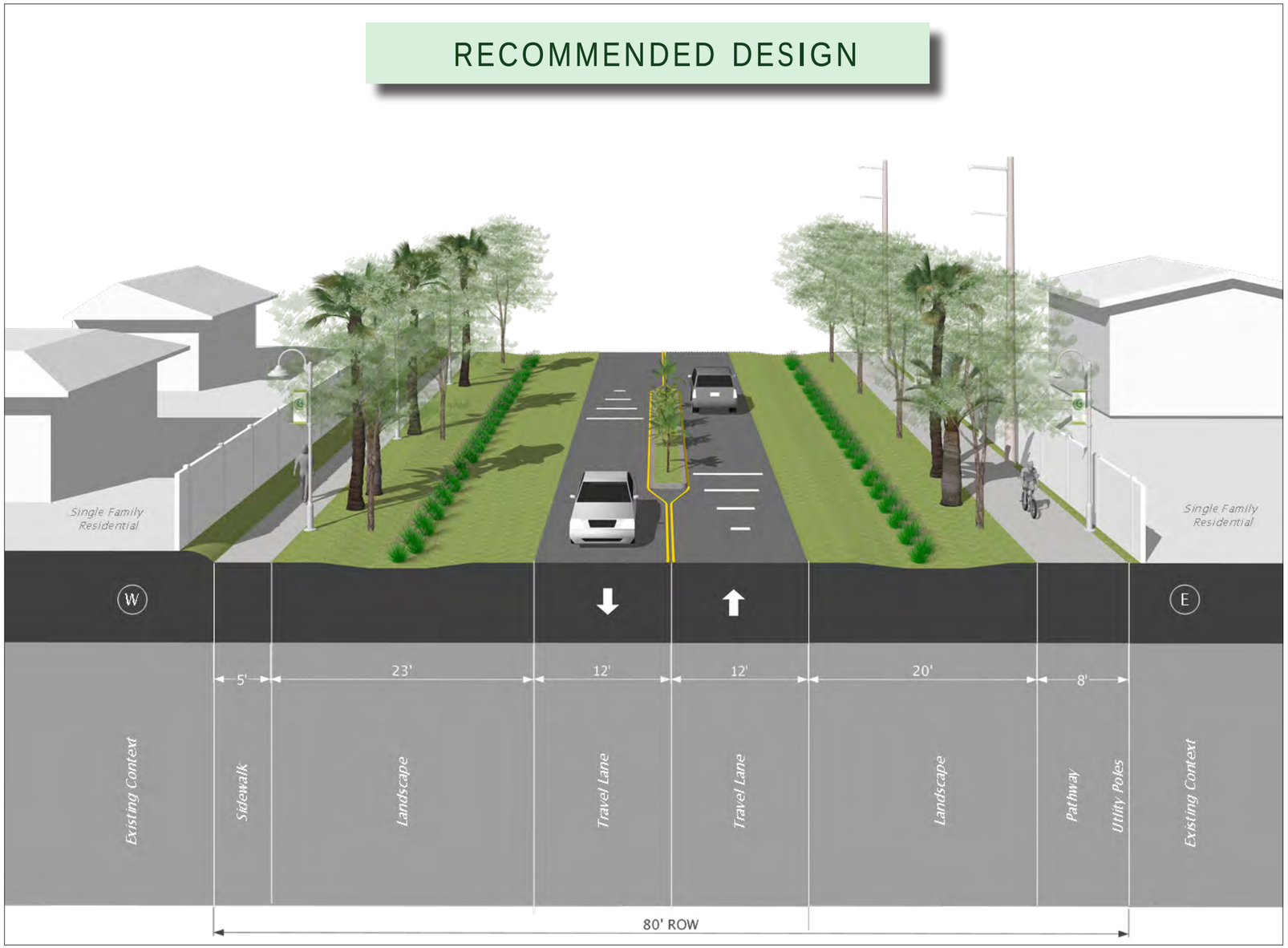


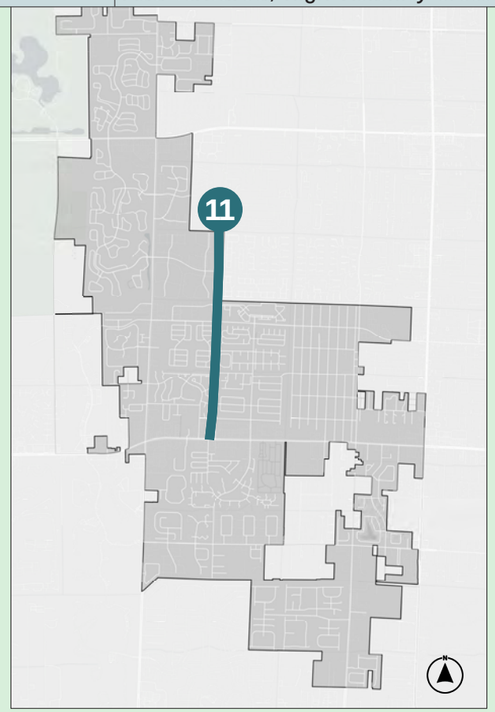
Figure 90 Diagram of recommended improvements for Sherwood Forest Boulevard.

MAJOR COLLECTOR 11

SHERWOOD FOREST BOULEVARD

Sherwood Forest Boulevard represents a significant placemaking opportunity for the City to emphasize its tree coverage, residential character, and attention to detail. Recommended improvements to the road include the planting of additional canopy trees to continue the City's landscaping theme, replacing one sidewalk with a shared-use path, enhancing crosswalks, and adding landscaped traffic calming features such as splitter islands and roundabouts.

Recommended Design Elements	Add shared-use path on one side Add additional canopy trees, palms, and landscaped traffic calming features, especially at intersections Add textured, high-visibility crosswalks



V. RECOMMENDED SAFETY ACTIONS

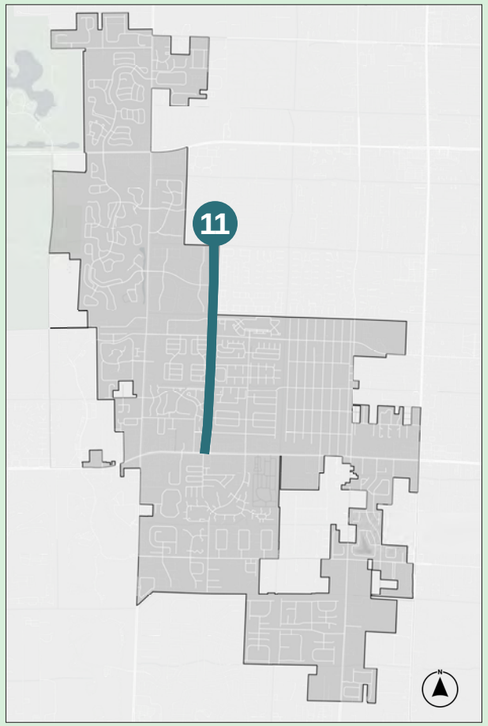
ROADWAY DESIGN APPROACH

EXISTING CONDITIONS ALONG SHERWOOD FOREST BLVD

MAJOR COLLECTOR 11

SHERWOOD FOREST BLVD

Existing tree plantings on Sherwood Forest Boulevard have begun to establish a canopy comprised of shade trees in the right-of-way and those on adjacent residential properties. The regular tree planting provides additional traffic calming by influencing drivers to maintain a tighter visual perspective, which naturally slows vehicles through driver behavior.



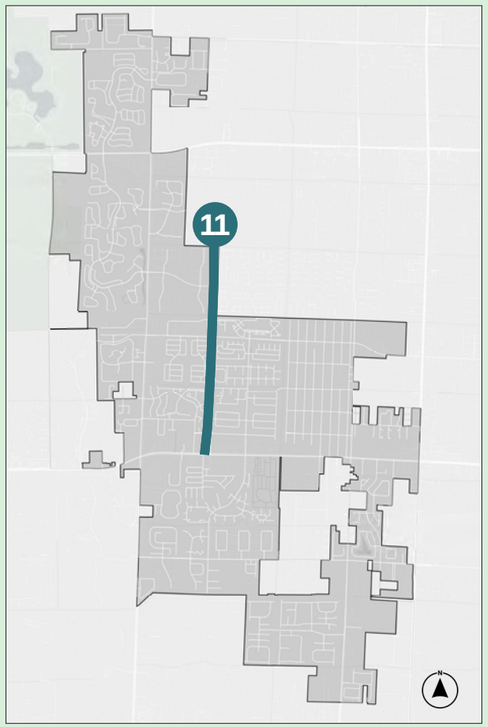
V. RECOMMENDED SAFETY ACTIONS

ROADWAY DESIGN APPROACH

MAJOR COLLECTOR 11

SHERWOOD FOREST BLVD

Although turn lanes can appropriately add capacity where needed, it is recommended the City avoid a design scenario that produces a wide expanse of asphalt and/or removal of the street trees. As depicted in the image on this page, a continuous center turn lane and either on-road shoulders or bike lanes would create a barren condition that would encourage driver speeding instead of calming, creating a safety hazard for the corridor's pedestrians and bicyclists.



V. RECOMMENDED SAFETY ACTIONS

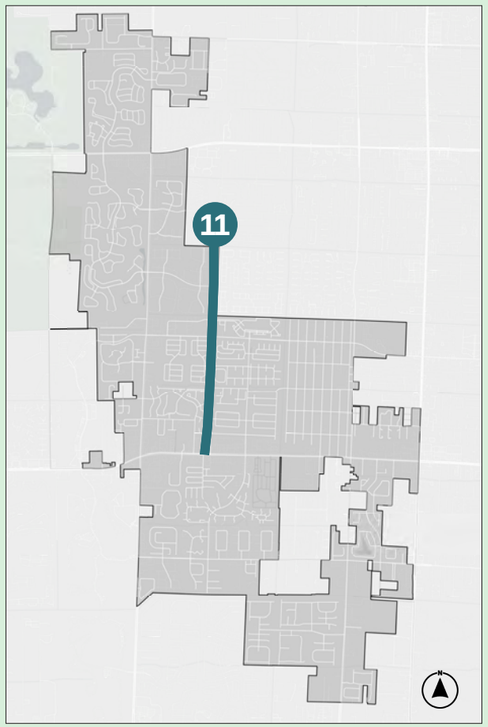
ROADWAY DESIGN APPROACH

EXISTING CONDITIONS ALONG SHERWOOD FOREST BLVD AT THE INTERSECTION OF BISCAYNE DRIVE.

MAJOR COLLECTOR 11

SHERWOOD FOREST BLVD

Complementing Sherwood Forest Boulevard as the primary north/south premium bike route, Biscayne Boulevard has been identified as the primary east/west premium bike route to maximize access to the Bike Greenacres network. These primary spines intersect. Existing conditions along Sherwood Forest Blvd at the intersection with Biscayne Drive are represented in the photo to the left.



V. RECOMMENDED SAFETY ACTIONS

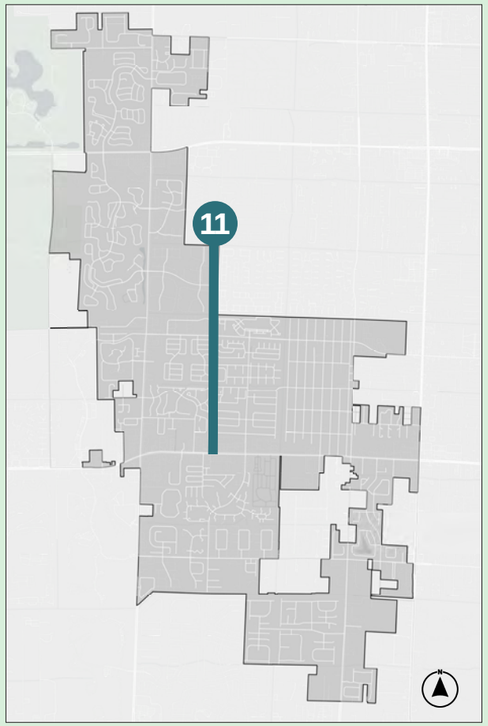
ROADWAY DESIGN APPROACH

IMPROVED CONDITIONS ALONG SHERWOOD FOREST BLVD AT ITS INTERSECTION WITH BISCAYNE DRIVE.

MAJOR COLLECTOR 11

SHERWOOD FOREST BOULEVARD

Intersections along Sherwood Forest Boulevard provide prime opportunities for traffic calming and beautification. The road's intersection with Biscayne Drive is especially important, as Biscayne is the highest priority east/west route in the Bike Greenacres network. As illustrated in the "Recommended Design" image on this page, improvements at this intersection should include traffic calming, pedestrian enhancement, and beautification. The intersection could potentially accommodate a small roundabout and high-visibility crosswalks, with splitter islands complementing the enhancement.



V. RECOMMENDED SAFETY ACTIONS

ROADWAY DESIGN APPROACH

EXISTING CONDITIONS ALONG BISCAYNE DRIVE IN GREENACRES

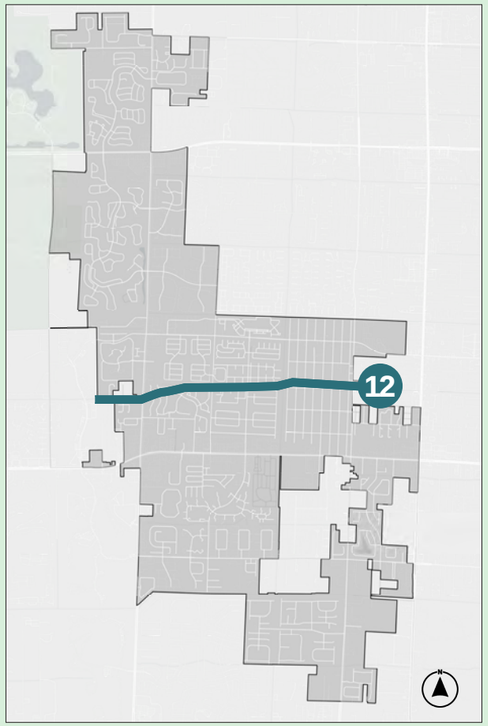
Figure 91 Composite of conceptual design improvement concepts for Biscayne Drive.

MINOR COLLECTOR 12

BISCAYNE DRIVE

As one of the few City roads that traverses the City from east to west, Biscayne Drive has 2 lanes in a 50' right-of-way, with an alignment just south of the (L-11 CANAL) Canal. With direct connections to Greenacres Elementary School and Swain Boulevard in the center of the Original Section and a posted speed of 25 MPH, Biscayne Drive is identified as the primary east/west spine in the Bike Greenacres network.

Ownership	City of Greenacres
Configuration	2-Lane
Right-of-Way	50'



ROADWAY DESIGN APPROACH

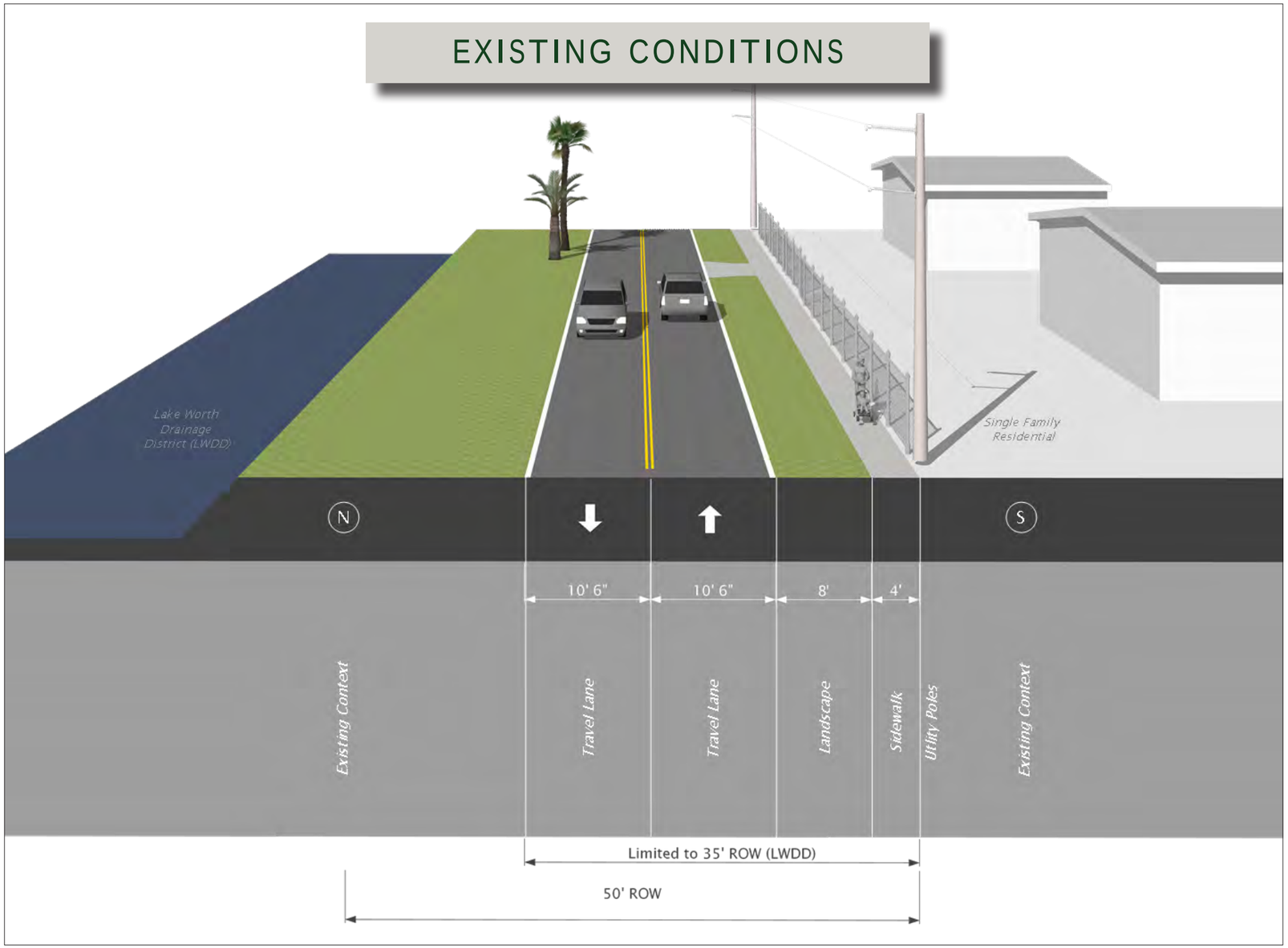
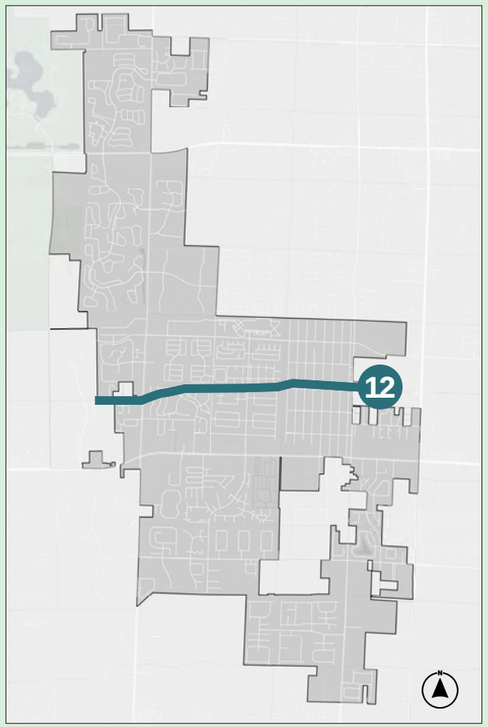


Figure 92 Diagram illustrating existing conditions along Biscayne Drive.

MINOR COLLECTOR 12

BISCAYNE DRIVE

As a smaller City road, Biscayne Drive offers direct connections to residential neighborhoods and individual houses, with dozens of driveways intersecting the road. Consistent with the demographics of the community, the corridor hosts a significant number of school-aged children on foot, bike, and scooter, which raises the concern for safety features. Through the Original Section, the available right-of-way is very constrained due to the Lake Worth Drainage District L-11 Canal immediately abutting road and the LWDD rules prohibition paths and landscaping within their right-of-way due to maintenance concerns.



V. RECOMMENDED SAFETY ACTIONS

ROADWAY DESIGN APPROACH

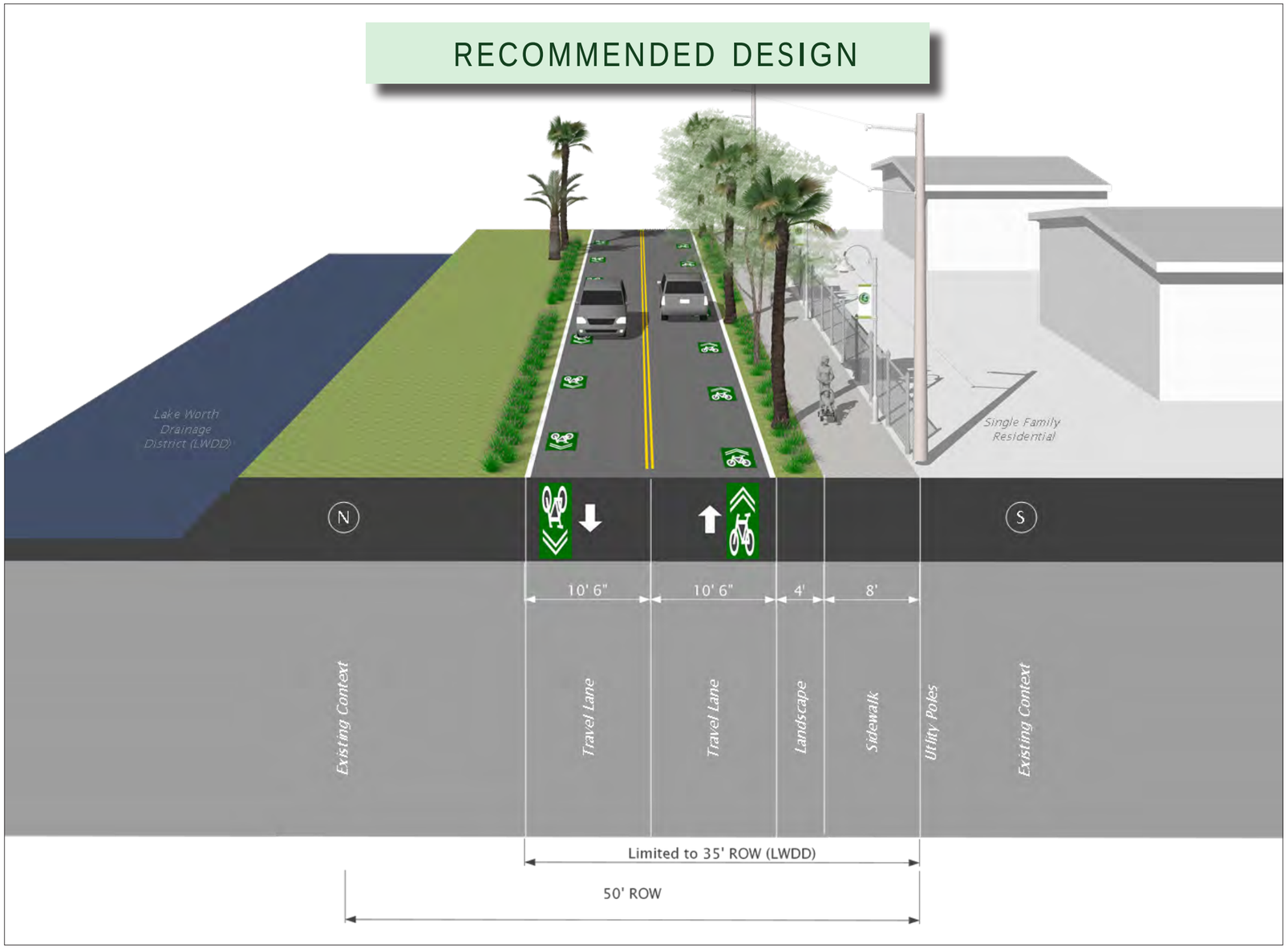


Figure 93 Diagram illustrating of recommended improvements for Biscayne Drive.

MINOR COLLECTOR 12

BISCAYNE DRIVE

Given the importance of Biscayne Drive for multimodal travel in the City, the recommended design includes extensive traffic calming, with mid-block and intersection treatments as well as raised crosswalks, to slow cut-through traffic. Sharrow markings are recommended along with a lighted shared-use path on one side, complemented by lighting, street tree planting, and if possible, low plantings along the edge of the canal bank.

Recommended Design Features	Shared-use path on one side with sharrow markings Addition of street trees, canal-bank plantings (if possible), and street lighting Extensive traffic calming (e.g., roundabouts, speed tables, raised crosswalks)

V. RECOMMENDED SAFETY ACTIONS

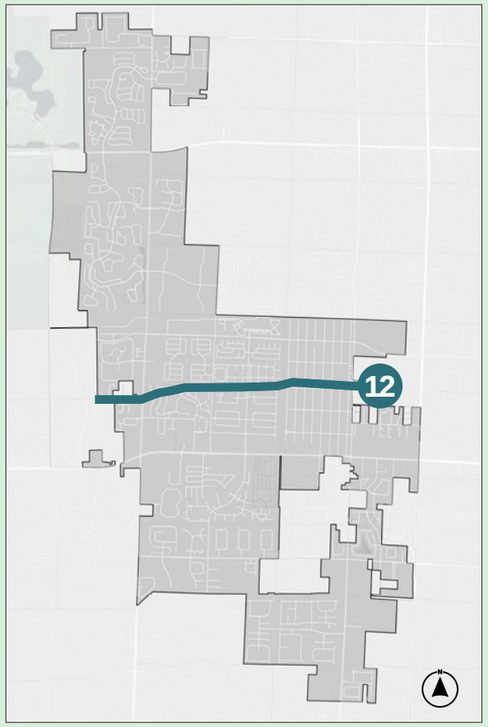
ROADWAY DESIGN APPROACH

EXISITNG CONDITIONS ALONG BISCAYNE DRIVE

MINOR COLLECTOR 12

BISCAYNE DRIVE

As evident in the existing conditions photo on this page, the lack of tree plantings and width between vertical elements encourages drivers to cast their view at a distance that limits awareness of side-street activity, such as children running into the road, and encourages higher speeds than desired.



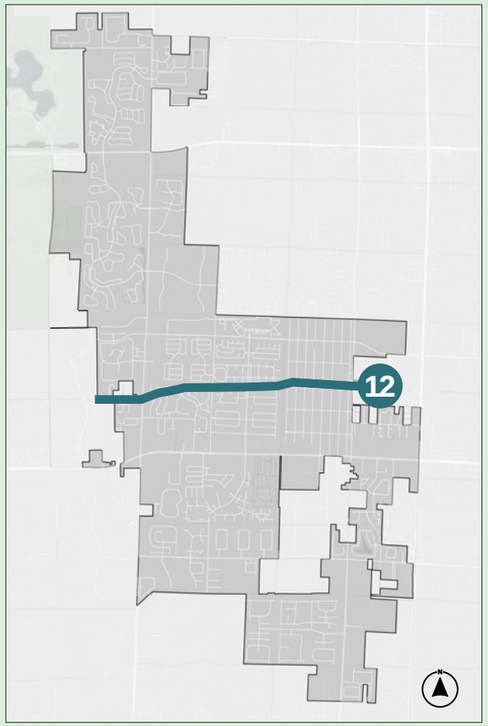
ROADWAY DESIGN APPROACH

RECOMMENDED IMPROVEMENTS BISCAYNE DRIVE

MINOR COLLECTOR 12

BISCAYNE DRIVE

With thoughtful traffic calming and street tree plantings, an improved Biscayne Drive can naturally slow drivers by influencing a shallower perspective view. At the same time, traffic calming elements such as those pictured can add to the ambiance and residential character of the roadway and thereby the community.



V. RECOMMENDED SAFETY ACTIONS

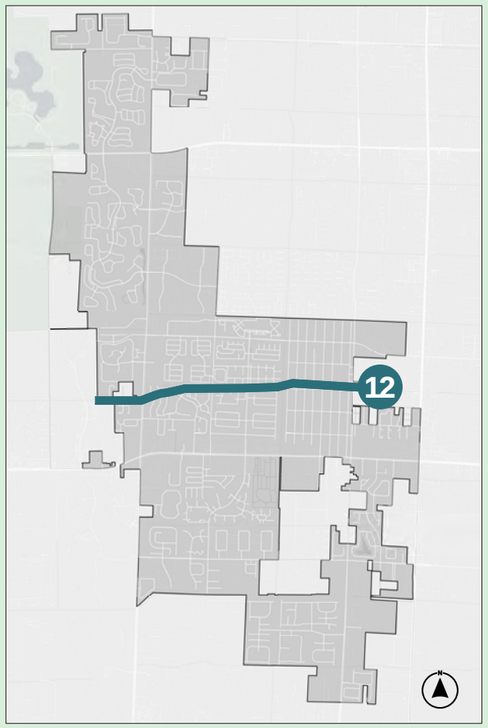
ROADWAY DESIGN APPROACH

IMPROVED CONDITIONS AT INTERSECTION OF BISCAYNE DRIVE AND SWAIN BLVD.

MINOR COLLECTOR 12

BISCAYNE DRIVE

Among the significant Biscayne Drive features is its intersection with Swain Boulevard in the heart of the Original Section. The canal crossing barrier structure in this location is a potential pubic art canvas that can add to the placemaking opportunity in this location.



V. RECOMMENDED SAFETY ACTIONS

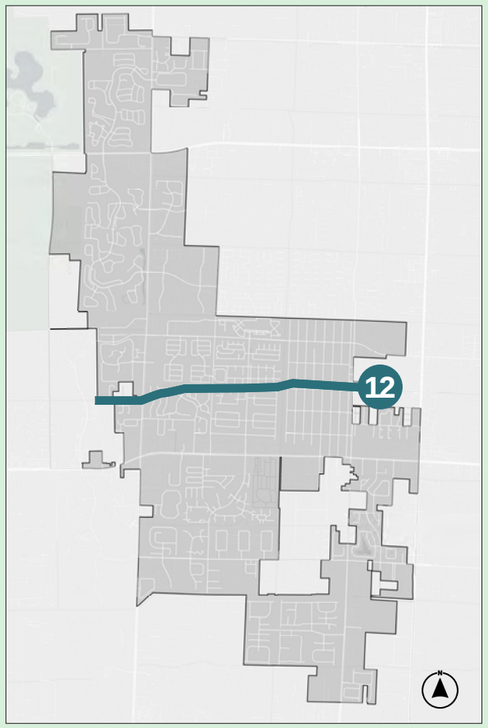
ROADWAY DESIGN APPROACH

RECOMMENDED DESIGN IMPROVEMENT AT THE INTERSECTION OF BISCAYNE DRIVE & SWAIN BLVD.

MINOR COLLECTOR 12

BISCAYNE DRIVE

In this central and highly visible location, the addition of raised, colored crosswalks and landscaped splitter islands can add traffic calming, beautification, and boost pedestrian visibility. Additionally, a mural added to the canal barrier structure can contribute to the sense of community, raising the sense of pride in the neighborhood, which can have an added benefit of natural surveillance.



V. RECOMMENDED SAFETY ACTIONS

“BIKE GREENACRES” PREMIUM BICYCLE NETWORK

To complement the “Arrive Greenacres” roadway typology and recommended design approach, a “Bike Greenacres” bicycle network has been developed that enables cyclists to traverse the City on routes that generally avoid the higher-speed principal arterial roadways. The existing bicycle network in the City contains approximately 5 miles of designated bicycle facilities, many of which are isolated segments that lack connectivity. Conversely, the Bike Greenacres network identifies nearly 25 miles of bicycle facilities, of which nearly 18 miles are “premium bicycle facilities,” with roughly 7 miles identified as “bicycle network connectors” on higher-speed roads where cyclists would be advised to use with caution (see Figure 94). For the premium facilities, it is envisioned these routes would have sufficient bicycle infrastructure such that they could safely and comfortably accommodate even the most cautious cyclists in Greenacres.

To establish the network, is it recommended the City place the greatest priority on improving the premium facilities as these routes can be designed to carry both cycling-dependent riders who must utilize bicycles for mobility as well as cycling-choice riders who could use other modes if desired. Among the premium routes, the greatest near-term priority should be establishing the central spines of the network ~ Sherwood Forest Boulevard/S 57th Avenue running north/south and Biscayne Drive running east/west. Once these corridors are established, additional routes can be added to this spine to build the network.

Ultimately, it would be expected that all county and state roads, including the network connectors among the inventory of principal and minor arterials, would include designated bicycle facilities over time, which will expand the City’s bicycle connectivity. However, given the high traffic volumes and speeds especially along the principal arterials, it is recommended the City consistently denote these as to be used with caution, as inherent conflicts will perpetuate for cyclists on these corridors given their heavy vehicular use.

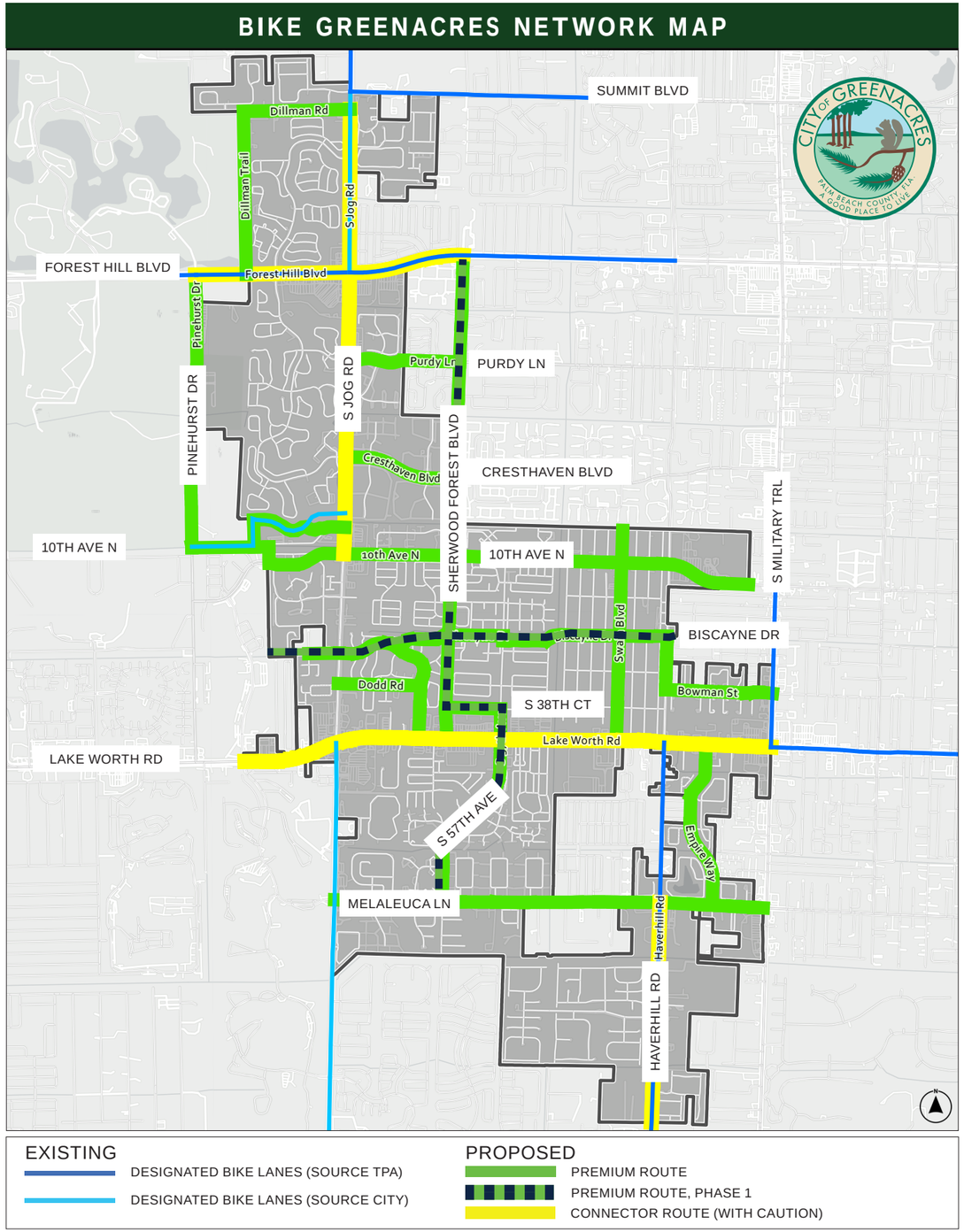


Figure 94 To right, “Bike Greenacres” Network Map illustrating premium routes, network connectors, and designated bike lanes in the City. .

V. RECOMMENDED SAFETY ACTIONS

COMPLETE STREETS MICRO-PROJECTS

The implementation of the Greenacres Safety Action Plan is anticipated to occur over a ten-year timeframe, with additional actions that will continue beyond that time horizon. Many of the Arrive Greenacres projects are large-scale and may require a full decade or longer to secure funding and accomplish planning, design, engineering, and construction. To enable the City to also achieve strategic quick victories incrementally, five types of Complete Streets "Micro-Project" examples have been developed to enable the City to achieve manageable projects to improve the transportation network. Each of these project examples includes a description of the various design elements and location for the installation of safety upgrades near schools or within neighborhoods as well as traffic calming neighborhood gateway entries, speed tables, and roundabouts. A listing of the micro-project examples is provided in Figure 95, and these types of projects are referenced in the implementation approach detailed in Chapter 6.

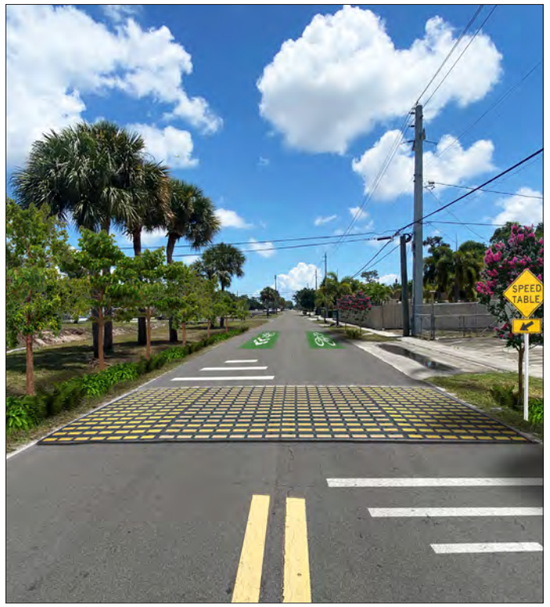


Figure 96 Images above depict typical Complete Streets Micro-Projects, including a "neighborhood intersection safety upgrade" upper-left and a "traffic calming speed table" upper-right.

MICRO-PROJECT EXAMPLES	ELEMENTS	TYPICAL LOCATION
School Intersection Safety Upgrade	Bioswale bulb-out at intersection Splitter island Lighted crosswalk Rumble strips and advance warning signage	Select intersections generally within a half-mile of schools
Neighborhood Intersection Safety Upgrade	Bioswale bulb-out at intersection Splitter island Textured crosswalk Rumble strips and advance warning signage	Select intersections generally one-half to two miles from schools
Traffic Calming Neighborhood Gateway	Splitter island, with landscaping where feasible Rumble strips and advance warning signage	Select intersections of Greenacres roads with County roads
Traffic Calming Speed Table	Mid-block speed table Rumble strips and advance warning signage May include culvert replacement/ enhancement if located at canal crossing May include splitter island and landscaping	Select locations of excess-speed traffic within road network
Traffic Calming Roundabout	Roundabout Advance warning signage Includes landscaping where feasible	Select intersections of high-traffic, high-speed roads

Figure 95 Complete Streets Micro-Project Examples to assist the City in achieving quick victories to enhance the transportation network.

VI. IMPLEMENTATION & NEXT STEPS

INTRODUCTION

Based on the analysis and the significant crash history across the City's transportation network, there are three types of recommended safety actions described in Chapter 5:

(1) **Arrive Greenacres** - a roadway typology that identifies recommended design approaches for the four different types of roads in the City with specific designs for a dozen select roadways studied in this Plan. Recommended designs consider roadway dimensions and configuration, ownership, traffic volumes, posted speeds, and existing design features. The projects identified pursuant to the typology are generally larger-scale, comprehensive projects that will likely require phased implementation over time as funding allows.

(2) **Bike Greenacres** - a comprehensive 25-mile bicycle network plan that identifies more than 15 miles of premium bicycle routes (considered to be the safest routes) along low-volume, slower roads with nearly 10 miles of connector routes (to use with caution) along wider, higher-speed roads. Two key routes ~ Sherwood Forest Boulevard/S 57th Avenue and Biscayne Drive ~ are identified as the core spine of this network and should be afforded the greatest priority as the City advances this concept.

(3) **Complete Streets Micro-Projects** - a series of small-scale "quick victory" project examples than can be implemented by the City rapidly as visible, attractive victories over its transportation challenges. Thes projects provide safety upgrades and traffic calming within Greenacres neighborhoods and near schools.

This chapter provides a recommended implementation approach to assist the City in its efforts to repair, restore, and modernize its transportation network over time. To maximize efficiency, it is recommended the City align transportation improvements with regularly scheduled resurfacing, reconstruction, and major maintenance activities as well as other infrastructure projects such as water, wastewater, stormwater, and resiliency improvements. This chapter also includes a series of recommended policy actions to assist the City in its implementation of the Safety Action Plan for its residents today and into the future.

SUMMARY OF KEY RECOMMENDATIONS

1. ADOPT THE SAFETY ACTION PLAN AS A POLICY GUIDANCE DOCUMENT.
2. ADOPT "ARRIVE GREENACRES" TYPOLOGY AND ROADWAY IMPROVEMENT DESIGN CONCEPTS AS ASPIRATIONAL DESIGN STANDARDS.
3. ADOPT "BIKE GREENACRES" BICYCLE NETWORK PLAN AND PRIORITIZE SHERWOOD FOREST BOULEVARD/S 57TH AVENUE AND BISCAYNE DRIVE AS PHASE 1PREMIUM ROUTES.
4. INITIATE COMPREHENSIVE PLAN AMENDMENTS TO REFERENCE SAFETY ACTION PLAN, "ARRIVE GREENACRES" ROADWAY TYPOLOGY, AND "BIKE GREENACRES" BICYCLE NETWORK.
5. INITIATE ZONING CODE AMENDMENTS TO ADD STANDARDS FOR ROADWAY DESIGNS AND PROPERTY FRONTAGE, LANDSCAPING, AND CONNECTIVITY AS CONCEPTUALIZED IN ROADWAY TYPOLOGY.
6. ESTABLISH GREENACRES SAFETY ACTION TASK FORCE FOR ANNUAL REVIEW OF SAFETY DATA, LAND USE AND TRANSPORTATION PATTERNS, AND IMPLEMENTATION APPROACH.
7. INITIATE TRANSPORTATION PLANNING PROTOCOL WITH PALM BEACH COUNTY, INCLUDING ANNUAL MEETING SCHEDULE TO REVIEW 5-YEAR ROAD PLAN.
8. INITIATE AMENDMENT TO COUNTY FIVE-YEAR ROAD PLAN TO REVISE SHERWOOD FOREST BOULEVARD PROJECT AS DETAILED IN THE TYPOLOGY.
9. INITIATE TRANSPORTATION PLANNING PROCESS WITH FDOT REGARDING LAKE WORTH ROAD, INCLUDING ROAD SAFETY AUDIT AND CORRIDOR DESIGN.
10. INITIATE DISCUSSIONS WITH PALM-TRAN TO ACCELERATE INSTALLATION OF TRANSIT SHELTERS AND BENCHES AT HIGH-RIDERSHIP STOPS.
11. ADOPT PHASED IMPLEMENTATION APPROACH WITH SHORT-TERM, MID-TERM, AND LONG-TERM PROJECT PRIORITIES AS DETAILED IN THIS PLAN.
12. DEVELOP 5-YEAR FUNDING STRATEGY INCLUDING ANTICIPATED GRANT AVAILABILITY AND CORRESPONDING CANDIDATE PROJECTS

Figure 97 Summary of key recommendations

VI. IMPLEMENTATION & NEXT STEPS

"ARRIVE GREENACRES" ROADWAY TYPOLOGY

The Safety Action Plan provides a roadway typology that establishes desired design approaches for four different types of roadways in the City (e.g., principal and minor arterials, major and minor collectors). A dozen representative roads are analyzed (see Figure 98), and comprehensive design improvements have been identified for each that improve safety, connectivity, access, and help create a "sense of arrival" for Greenacres residents, workers, visitors, and investors Representative images of the various roadway improvements are provided throughout this chapter.

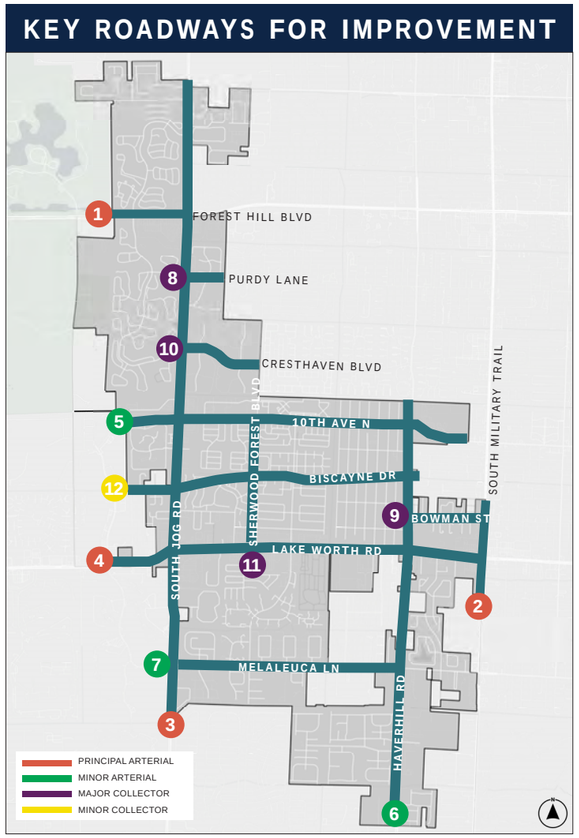


Figure 98 Key roadways utilized in establishing Arrive Greenacres typology and identified for design improvements

"BIKE GREENACRES" BICYCLE NETWORK

The Safety Action Plan provides a recommended bicycle network with approximately 25 miles of bicycle routes, including more than 15 miles of premium routes along roadways that can be reasonably improved with bicycle facilities appropriate for even the most cautious bicyclists. The premium routes are located on slower-speed roads, avoiding the City's largest roadways that carry the highest volumes of fast-moving commuter traffic. Complementing the Arrive Greenacres roadway typology, the premium routes are anticipated to include sharrows and bicycle lanes on generally 2-lane neighborhood streets and either protected bicycle lanes or shared-use paths on generally 2-4-lane collector streets. Extensive traffic calming, beautification, and placemaking elements are recommended along premium routes to improve safety and enhance the cycling itinerary.

In addition to the premium routes, to expand the connectivity of the bicycle network, roughly 10 miles of bicycle routes along arterial roadways are identified as "connector routes,"

Figure 101 Sharrow recommended for the 25-MPH Biscayne Drive with traffic calming enhancement.

with cyclists advised to use with caution as these corridors tend to carry larger volumes of faster-moving traffic.

Two key corridors serve as the foundation of the Bike Greenacres Network: Sherwood Forest Boulevard/S 57th Avenue as the core north/south premium route and Biscayne Drive as the core east/west premium route (see Figure 99). It is recommended the City prioritize these routes with a "cyclist-first" design to establish a strong foundation and instill confidence among residents that premium routes are safe, reliable, and enjoyable. That will allow the City to grow the user base and add to the network intuitively over time.

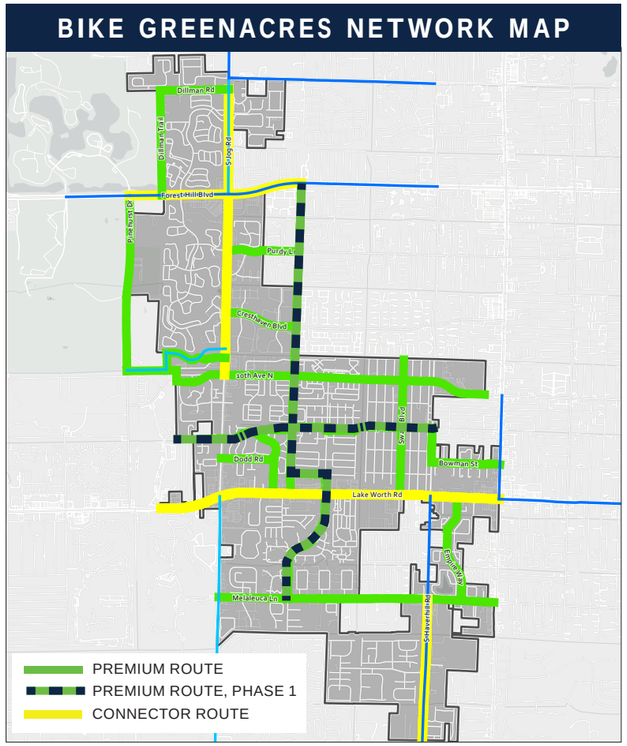


Figure 99 Above, Bike Greenacres network map highlighting priority phase 1 premium routes in blue/green dashed line

Figure 100 Below, recommended configuration for Sherwood Forest Boulevard to elevate cyclist safety and comfort as premium route

VI. IMPLEMENTATION & NEXT STEPS

PROJECT PRIORITIZATION

Given the volume of recommended roadway improvement projects, a phased implementation approach has been developed that groups projects into short-term (1-5 years), mid-term (6-10 years), and long-term (beyond 10 years). Projects listed in the recommended project phasing list include: (1) the recommended improvements to the twelve Arrive Greenacres corridors, which are described in project phases that include planning/design, engineering, and construction; (2) improvements to advance the Bike Greenacres network; and (3) a selection of Complete Streets Mini-Projects to advance the City's transportation safety efforts within neighborhoods.

To maximize efficiency, it is recommended the City seek opportunities to capitalize on routine resurfacing, maintenance, and other infrastructure projects (e.g., water, wastewater, stormwater, utilities) for transportation enhancements commensurate with those other construction activities. Additionally, it is anticipated that project phasing will be affected by funding availability, grant programs, and private sector investments. A high-level summary of recommended project scheduling is provided in Figure 102, organized by roadway typology number (see Chapter 5) and suggested timeframe to initiate the project.

RECOMMENDED PROJECT PHASING

PROJECT			OWNER	NEAR-TERM (1-5 YRS)	MID-TERM (6-10 YRS)	LONG-TERM (10+ YRS)
1	Forest Hill Blvd	Reconfiguration	FDOT	-	Planning/Design Engineering	Construction
2	S. Military Trail	Reconfiguration	FDOT	-	Planning/ Design, Engineering	Construction
3.1	S. Jog Road	Ph.1: Widen Sidewalks, Bike Lanes (Segment TBD)	County	Planning/Design	Engineering, Construction	-
3.2	S. Jog Road	Ph.2: Widen Sidewalks, Bike Lanes (Segment TBD)	County	-	Planning/Design Engineering	Construction
4	Lake Worth Road	RRR & Complete Streets (RRR anticipated 2031)	FDOT	Road Safety Audit, Public Outreach, Planning/Design	Engineering	Construction
5.1	10th Ave North	Ph.1: Crosswalks at Swain Blvd & S 57th Ave	County	Planning/Design Engineering	Construction	`
5.2	10th Ave North	Ph.2: Medians, Lighting, Intersection Upgrade (Swain Blvd)	County			
6.1	Haverhill Road	Ph.1: Mid-Block Pedestrian Crossing Enhancement	County	Planning/Design	Engineering, Construction	
6.2	Haverhill Road	Ph.2: Widen Sidewalk (with resurfacing)	County		All Phases TBD	
7.1	Melaleuca Lane	Ph.1: Street Trees, Bike Lane Marking	County	Planning/Design	Engineering, Construction	
7.2	Melaleuca Lane	Ph.2: Shared-Use Path	County		All Phases	
7.3	Melaleuca Lane	Ph.3: Sherwood Forest Intersection (crosswalks)	County		All Phases	
7.4	Melaleuca Lane	Ph.4: Neighborhood Gateway at Empire Way	City, County		All Phases	
8.1	Purdy Lane	Ph.1: Neighborhood Entry at Jog Rd	County	All Phases		
8.2	Purdy Lane	Ph.2: Traffic Calming, Street Trees	County		All Phases	
9.1	Bowman Street	Ph.1: Neighborhood Gateway at Haverhill Rd	City, County	Planning/Design	Engineering, Construction	
9.2	Bowman Street	Ph.2: Traffic Calming, Street Trees	City, County		All Phases	
10	Cresthaven Blvd	Traffic Calming Upgrade, Street Trees	County		Planning/Design	Engineering, Construction
11.1	Sherwood Forest Blvd	Ph.1: Shared-Use Path, High-Visibility Crosswalks (Bike Network Phase 1)	County	All Phases		
11.2	Sherwood Forest Blvd	Ph.2: Purdy Lane Intersection Upgrade	County		All Phases	
11.3	Sherwood Forest Blvd	Ph.3: S 37th Ave Intersection Upgrade/ Roundabout	County			All Phases
12.1	Biscayne Drive	Ph.1: Intersection Upgrades/Roundabouts at Sherwood Forest Blvd, S 37th Ave, Swain Blvd (Bike Network Phase 1)	City	All phases		
12.2	Biscayne Drive	Ph.2: Traffic Calming (locations TBD)	City		All phases	
COMPLETE STREETS MINI-PROJECTS						
Empire Way		Neighborhood Gateway at Lake Worth Road	City, State		All phases	
Empire Way		Street Trees	City		All phases	
S 57th Avenue		Street Trees	City	All Phases		
Pinehurst Drive		Street Trees	County			All phases

Figure 102 Above and left, summary of recommended project phasing

VI. IMPLEMENTATION & NEXT STEPS

CITY REGULATORY DOCUMENTS

To advance the implementation of the Safety Action Plan, it is recommended the City initiate amendments to its regulatory documents. For the Comprehensive Plan, amendments should incorporate the Plan as a guidance document, with appropriate references in the Future Land Use, Transportation, and Capital Improvements Elements. In the Zoning Code, amendments should be considered to improve transportation/land use relationships, such as street tree planting along property frontages, consolidation of driveways to improve safety and reduce conflicts, and building setbacks that contribute to walkability and the sense of enclosure.

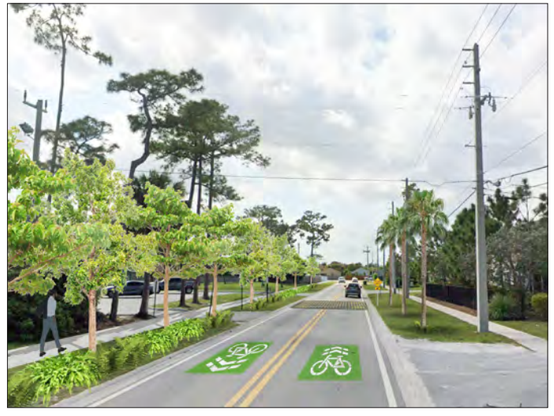


Figure 104 Bowman Street concept to broaden the utility of the corridor for multimodal users

SAFETY ACTION TASK FORCE

To develop the Safety Action Plan, the City established a multi-disciplinary staff working group who provided background data, participated in field assessments and stakeholder outreach, and identified transportation safety challenges and solutions. The high degree of City staff engagement was invaluable in identifying representative roads for the typology and their associated design improvements as well as the bicycle network. To implement the plan, it is recommended the City establish a formal Safety Action Task Force with an annual work program. Suggested focal areas for the task force could be reviews of annual safety and crash data, land use and transportation activity, and an assessment of anticipated resurfacing, maintenance and other major infrastructure projects (e.g., water, wastewater, stormwater, utilities) to identify "opportunity locations" for transportation enhancements. Annually as part of the City's budget process, the task force should consider improvement locations and timing based on this assessment and prepare CIP projects for City roads as part of the budget process annually each spring.

APPROACH WITH PALM BEACH COUNTY

Because most of the major roads in the City are controlled by Palm Beach County, it will be essential for the City to advance its transportation planning relationship with the County to accomplish the improvements envisioned on County facilities. Accordingly, the City should initiate an annual City/County transportation planning work session aligned with the County's annual update to its 5-year Road Plan. Coordination topics should include reviews of traffic and safety data, anticipated resurfacing and major infrastructure projects related to the transportation network, and opportunities for collaboration in advancing the safety actions detailed in this Plan. Because of its importance to the proposed bicycle network and the pending expansion to a 3-lane section, Sherwood Forest must be the first opportunity undertaken to align County actions with the City's vision. In addition, the City may want to explore taking over ownership and jurisdiction of Sherwood Forest Boulevard within and adjacent to the City Limits in order to control what happens there in the future. A similar approach to local streets such as Bowman Street may also be appropriate.

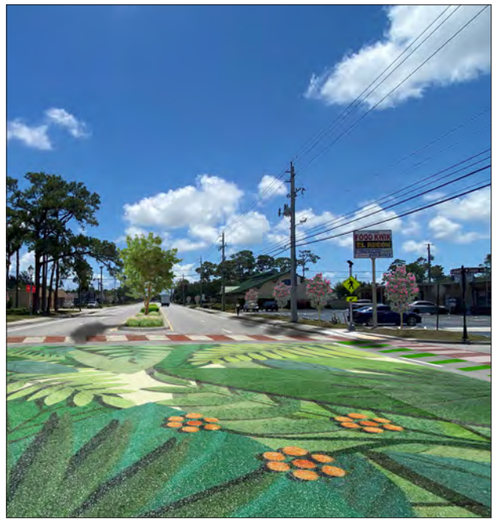


Figure 103 10th Avenue North concept at its intersection with Swain Boulevard

APPROACH WITH FDOT

There are three significant FDOT roads in the City, and each has been prioritized for improvements in the Arrive Greenacres typology. Given its location in the City's transportation network, Lake Worth Road is the most impactful of the three, and FDOT has indicated the road is being evaluated for a Resurfacing, Restoration, and Rehabilitation (RRR) project in the FY 2031/32 timeframe. This major infrastructure upgrade provides an opportunity to integrate other roadway design enhancements as described in this Plan. This is the approach used successfully east of S. Military Trail in the Village of Palm Springs. Accordingly, the City should engage with FDOT in a "road safety audit" to evaluate Lake Worth Road's conditions and safety challenges to advance improvements to the corridor. This process should also be followed for Forest Hill Boulevard and S. Military Trail over time as RRR projects are scheduled for those corridors.

APPROACH WITH PALM-TRAN

Transit service in the City is an essential part of the overall mobility, connectivity, and accessibility of Greenacres. With nearly 100 transit stops and a ridership approaching 2,000 daily transit trips, the comfort of transit users through the installation of transit shelters and benches is a growing need. The roadway design approaches identified in the Arrive Greenacres typology identifies key corridors that should be prioritized for the installation of this transit infrastructure, with a focus on Palm-Tran stops with the highest ridership. The City should advance coordination with Palm-Tran to confirm locations for this infrastructure, assist with planning activities as needed, and celebrate the Palm-Tran system upgrades with ribbon-cuttings and notices to the community to help raise community awareness and utilization of this important service.

VI. IMPLEMENTATION & NEXT STEPS

LONG-TERM SAFETY ACTION FUNDING STRATEGY

As described in this Plan, the form, scale, and extent of recommended improvements to the Greenacres transportation network are transformational. They provide the opportunity to completely modernize the Greenacres experience for City's diverse traveling public - residents and workers traversing Greenacres to access home, work, play, or the basic daily needs; kids traveling to and from home, school, parks, and other important community destinations; visitors experiencing the City for the first time or repeat customers seeing the City in a new light; and business owners and investors interested in growing the City's economy. To accommodate these needs and advance the evolution of the transportation system, implementation will require a long-term commitment, both administratively with the staff coordination responsibilities detailed in the Plan as well as financially to advance projects directly and leverage City resources to secure grants and other funding.

There are a number of different grant and other funding sources the City can utilize for plan implementation. Three primary funding sources are the Palm Beach TPA, which oversees grant programs like the Transportation Alternatives and Local Initiatives programs geared towards non-motorized transportation enhancements; FDOT, which manages multiple state and federal funding resources for all phases of transportation projects with specific funding allocations for safety, lighting, and landscaping enhancements; and the Federal Highway Administration, which manages multiple grant programs to advance safety, connectivity, mobility, and other transportation elements. Additional appropriate grant programs are available through state and federal agencies as well as foundations like Smart Growth America and the Arbor Day Foundation. The City should develop and maintain an ongoing inventory of eligible grant programs, with an annual review of project priorities as related to grant eligibility. Additionally, the City should establish an annual financial commitment to advance projects through early project development (e.g. planning, design) to competitively position them as grant funding candidates.

Through steady, ongoing commitment to improving the City and elevating the importance of safety, connectivity, mobility, and access, Greenacres can reposition its transportation network from one of the City's greatest challenges to a signature welcome to "A Good Place to Live" - and Learn, Work, and Play - today and for the generations that follow.

Figure 106 A typical street scene on Biscayne Boulevard with the most vulnerable members of the City's traveling public.

Figure 105 Clockwise from upper-left: composite of recommended design concepts for collector roads like Purdy Lane, arterial roads like Jog Road, and neighborhood streets like Swain Boulevard.

APPENDIX A

PRESENTATION

Greenacres
Safety Action Plan

GREENACRES SAFETY ACTION PLAN

Public Workshop
June 2, 2025

Project Facilitated by

Treasure Coast Regional Planning Council

On behalf of the City of Greenacres

Funding from the US DOT Safe Streets for All Program

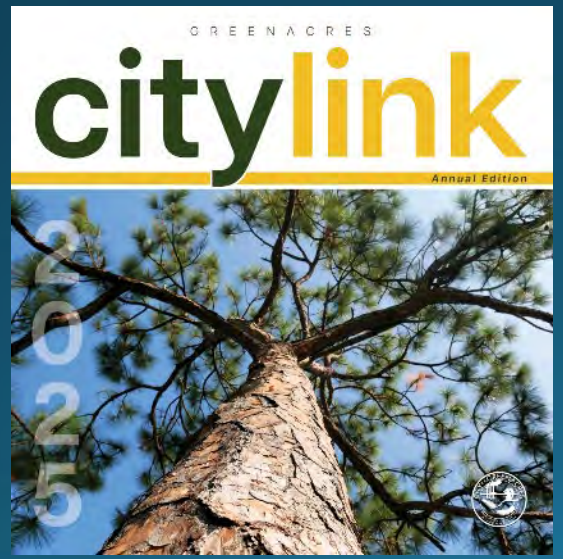
DRAFT 6-11-2025

City of
GREENACRES
Live • Learn • Work • Play

Greenacres Centennial!
1926-2026

Little Free Library
Take a Book. Share a Book.

TREE CITY USA



AMERICA'S PROMISE ALLIANCE

100 Best Communities for Young People

Eat Local
#EatGreenacres

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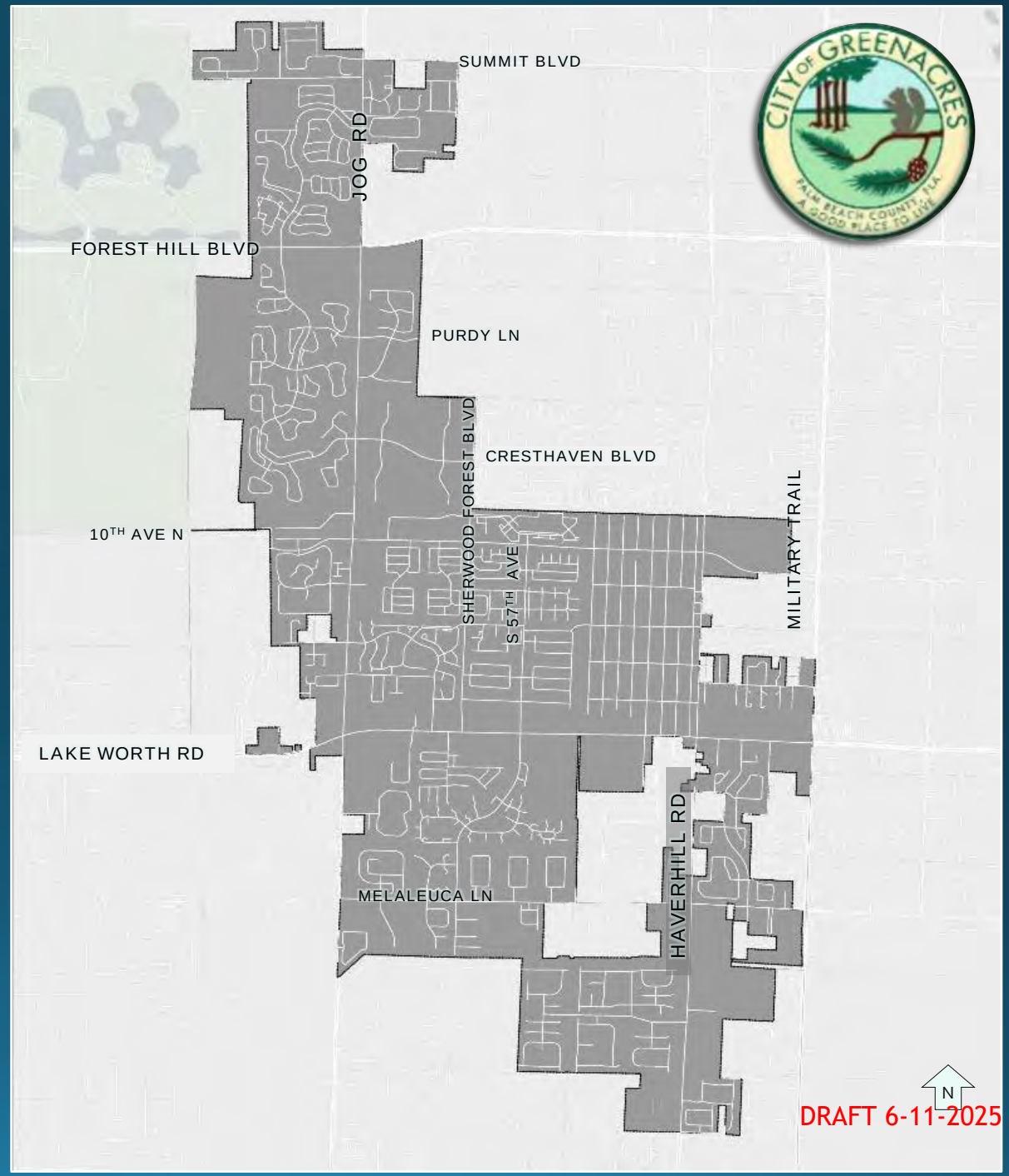
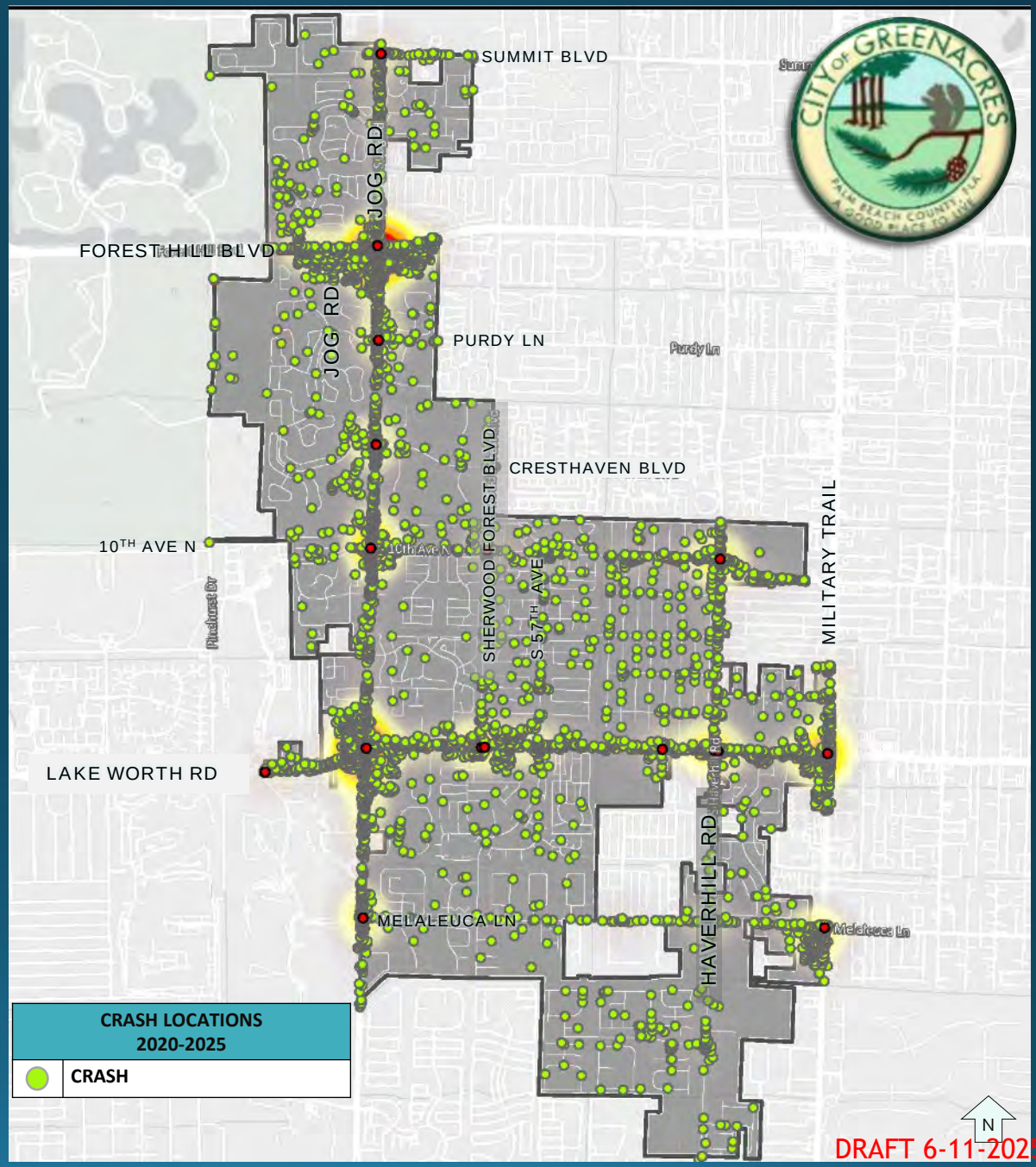
Why Develop a Safety Action Plan?

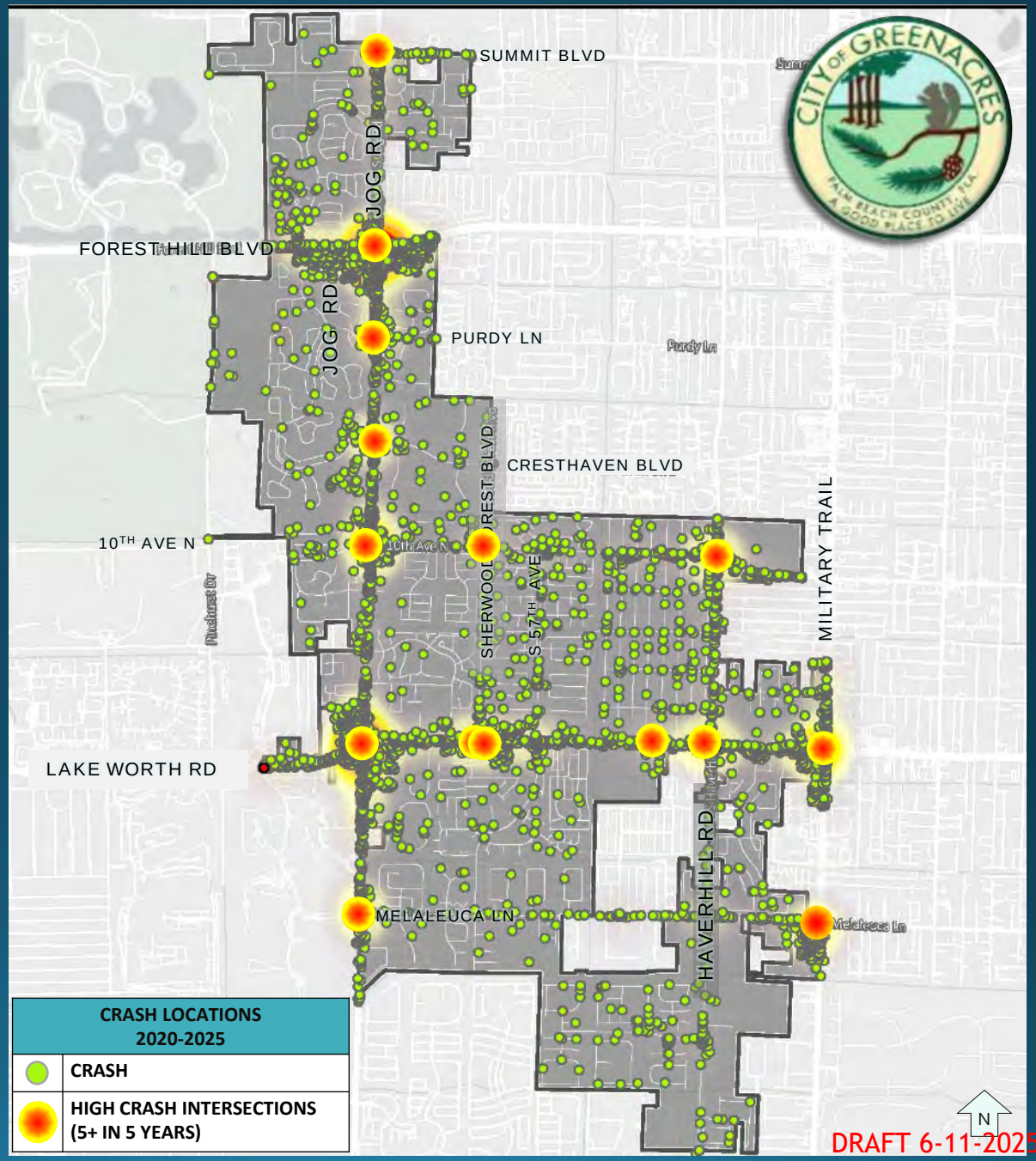


Why Develop a Safety Action Plan?



Why Develop a Safety Action Plan?

SPEED KILLS



WPTV

Jan. 27, 2024

Greenacres woman faces felony charge 8 months after hit-and-run death of bicyclist

The Palm Beach Post

Feb. 26, 2025

Man, woman in their 80s struck, killed by truck as they crossed Greenacres intersection

The Palm Beach Post

Sept. 6, 2024

Motor scooter wreck kills Greenacres man, 72; bike, SUV crash along Jog Road near library

WPTV

Nov. 18, 2023

2 drivers, pedestrian hurt; parked car struck by pole in crash

Incident occurred near Buttonwood Shopping Plaza in Greenacres.

WPTV

October 01, 2023

Man dead after standup electric scooter collides with car in Greenacres

The Palm Beach Post

July 22, 2023

Bicyclist, 61, dies of injuries after Greenacres hit-and-run in late May

The Palm Beach Post

Jan. 15, 2022

Man, 53, dies three days after traveling into pickup's path at Greenacres intersection

12 NEWS

April 26, 2025

Speeding truck crashes into trees in Greenacres, 20-year-old driver severely injured

25 WPBF NEWS

April 26, 2025

Serious crash reported in Greenacres

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What is a Safety Action Plan?

A comprehensive plan, funded by US DOT, focused on reducing and eliminating roadway fatalities and serious injury crashes for all road users.

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Vision Zero

#1: New Way to Think About Traffic Safety

Traditional approach		Safe System approach
Prevent crashes	→	Prevent death and serious injuries
Improve human behavior	→	Design for human mistakes/limitations
Control speeding	→	Reduce system kinetic energy
Individuals are responsible	→	Share responsibility
React based on crash history	→	Proactively identify and address risks

Vision Zero

A commitment to **ZERO** traffic fatalities and serious injuries.

People make mistakes, but roads should protect users when the system operates perfectly—and when it doesn't.

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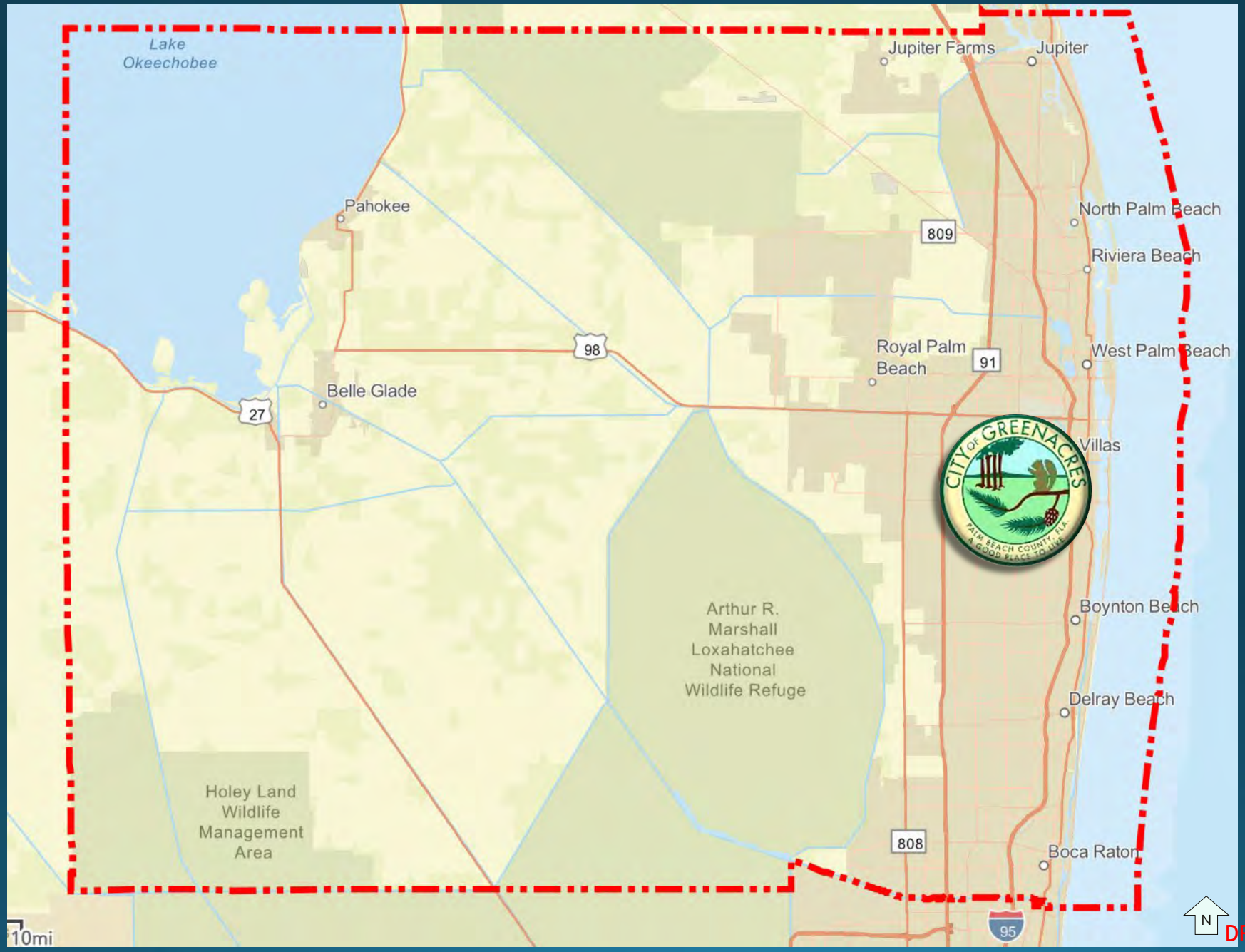
What are Complete Streets?

Complete Streets are streets for everyone.

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

DRAFT 6-11-2025



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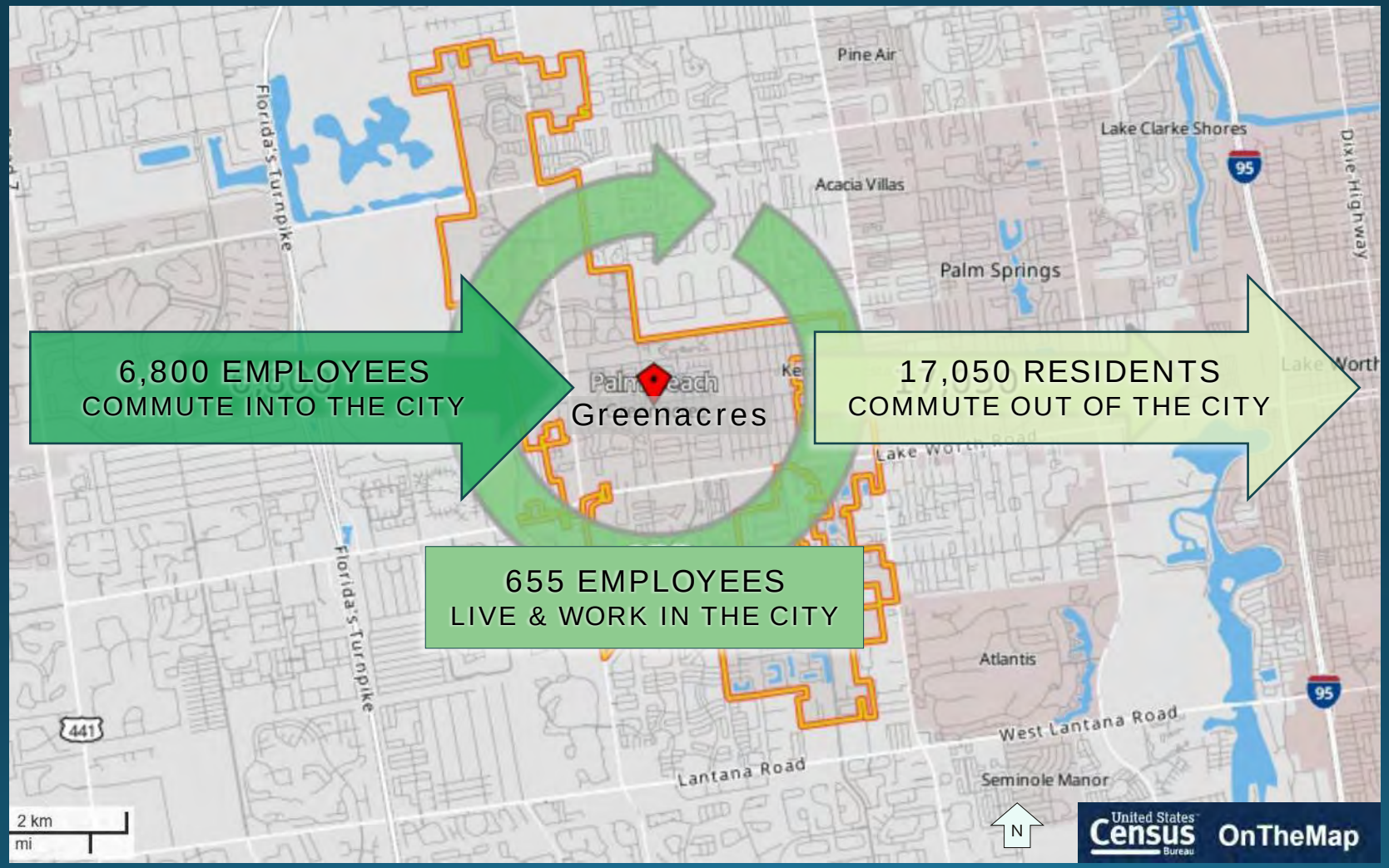
Commuter Flows by Greenacres Residents*

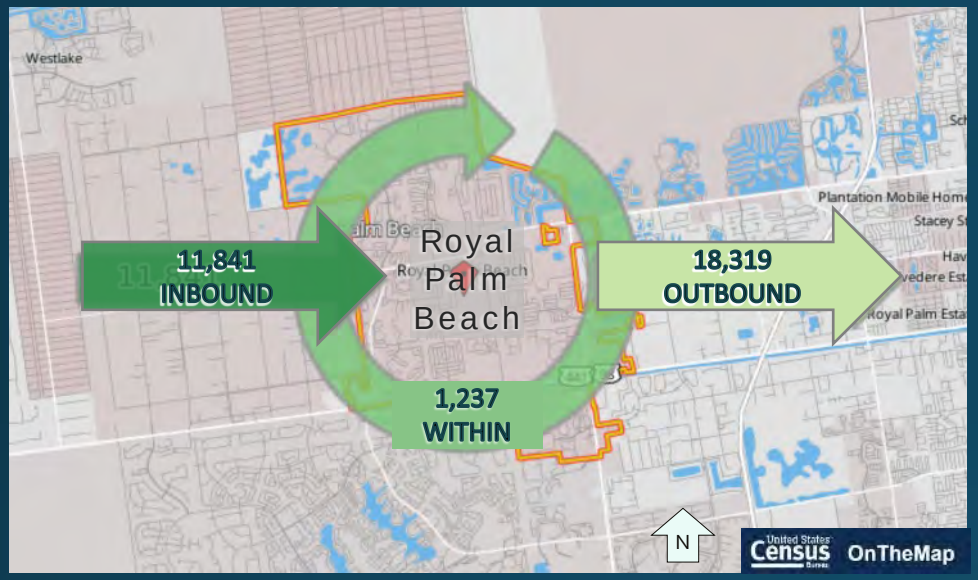


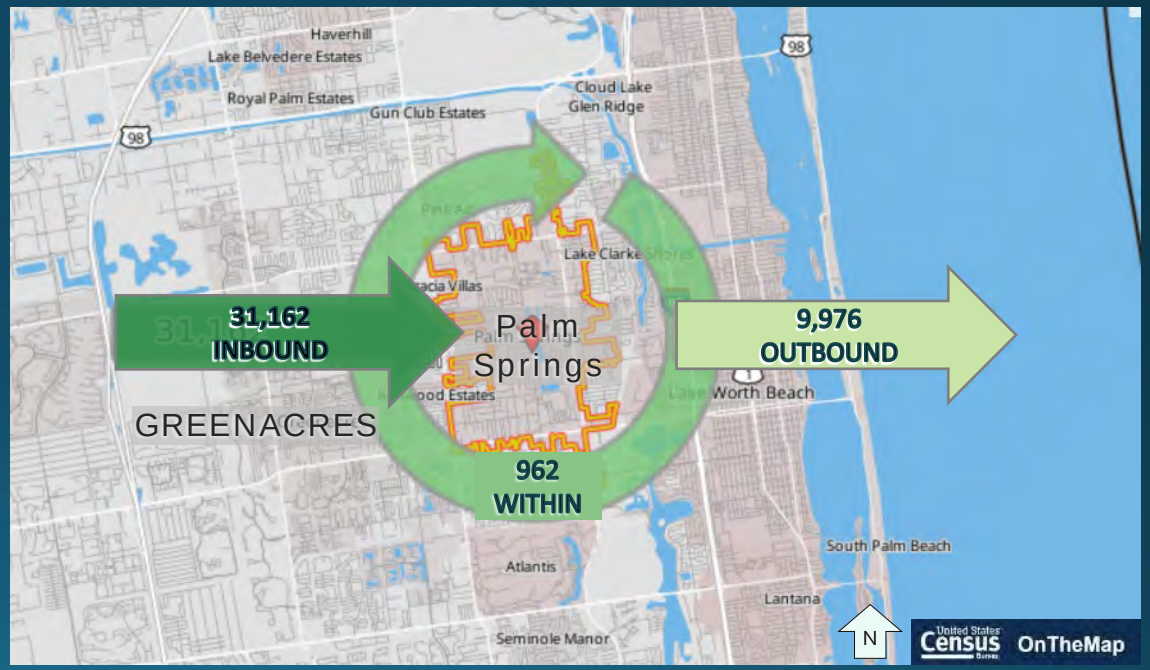
https://onthemap.ces.census.gov/

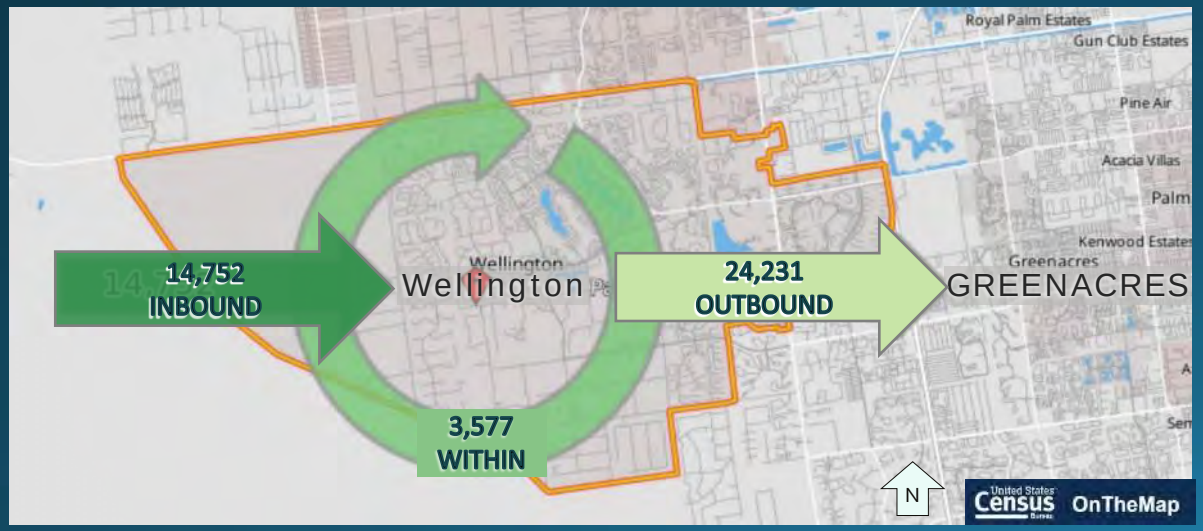
*2022 data

DRAFT 6-11-2025

Commuter Flows by Nearby Residents*







https://onthemap.ces.census.gov/

*2022 data

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Major Commuter Roadways

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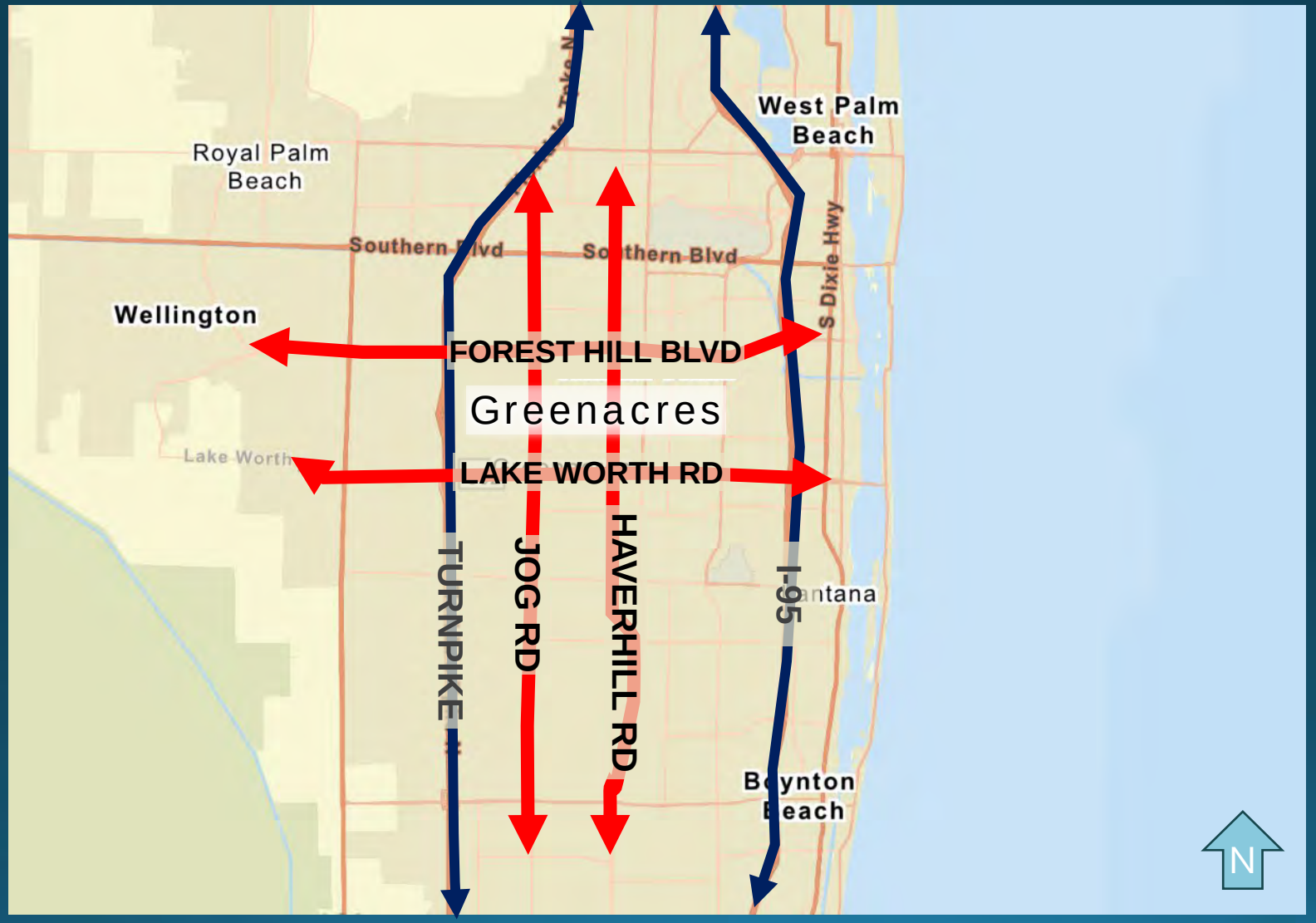
Major Commuter Roadways

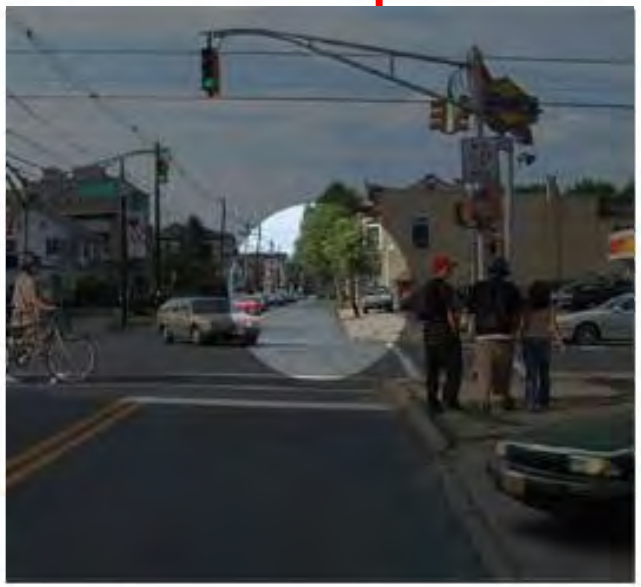


DRAFT 6-11-2025

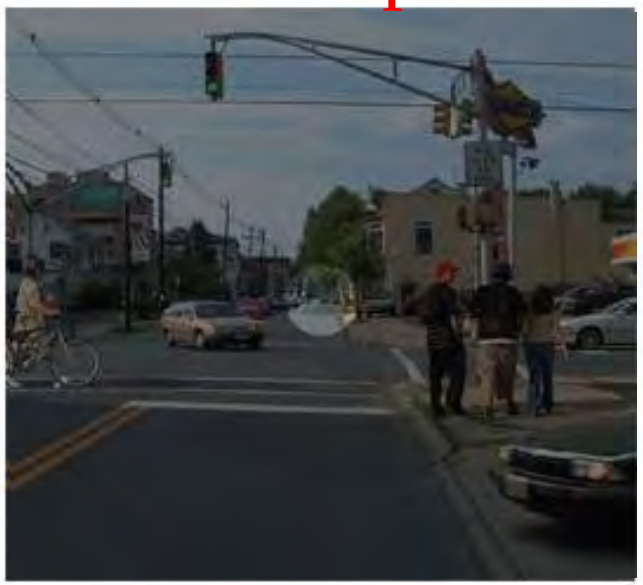
What Drivers See …

20 mph

30 mph



35 mph



40 mph

What Drivers See …

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What Drivers See …

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What Drivers See …

25 mph

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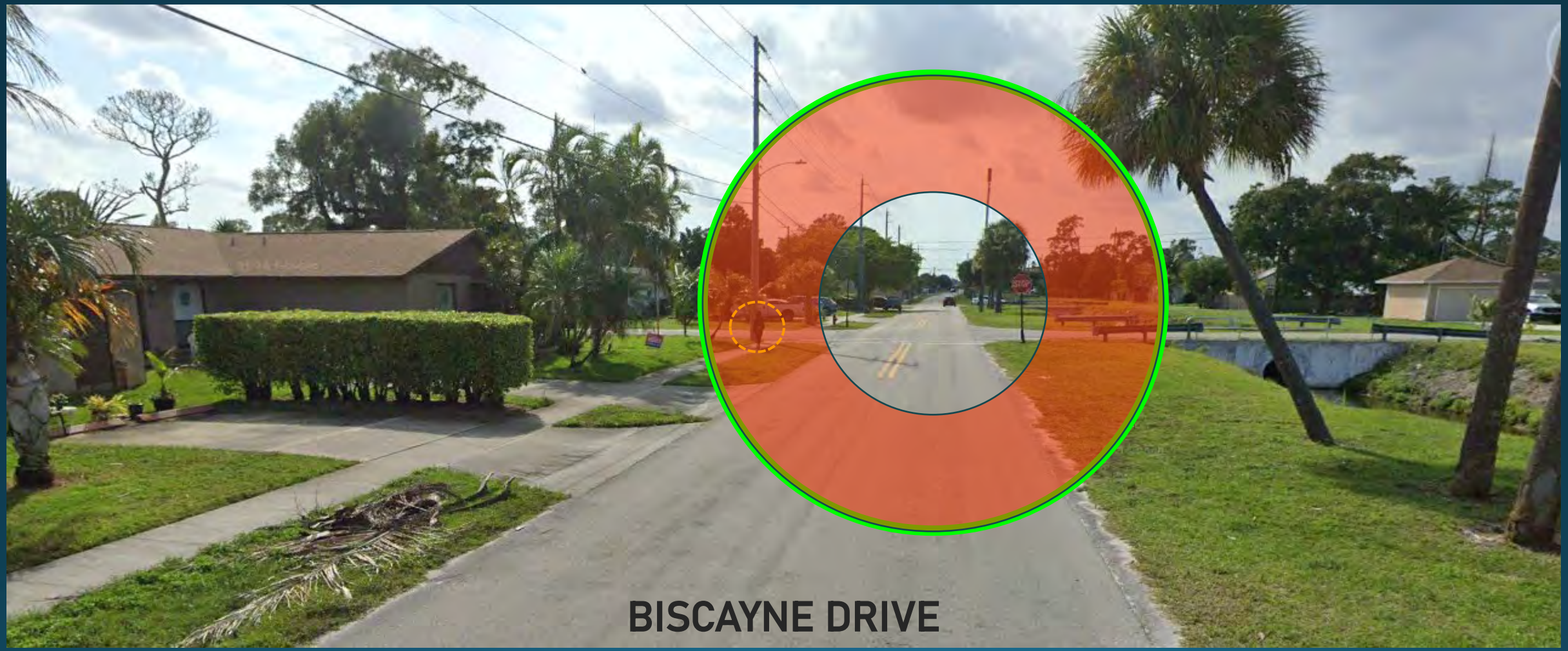
What Drivers See …



25 mph 35 mph

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What Drivers See …

25 mph 35 mph 40 mph

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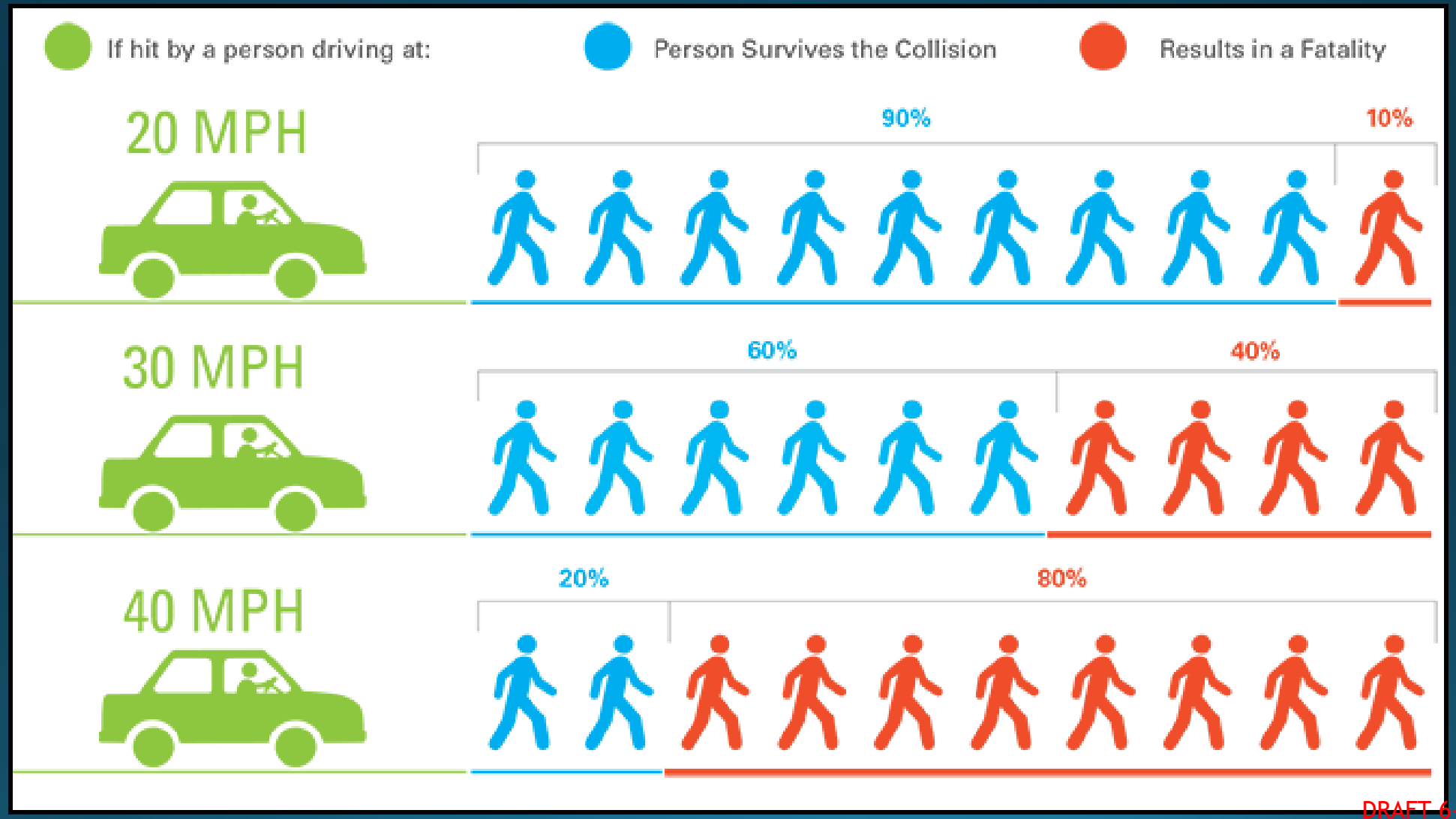
Vehicle Speed vs. Chance of Survival



TURNS OUT **THE ROAD TO HEALTHIER NEIGHBORHOODS** IS LITERALLY **A BETTER ROAD.**

American Heart Association. | Robert Wood Johnson Foundation

TAKING ACTION TO PREVENT OBESITY

Voices for Healthy Kids

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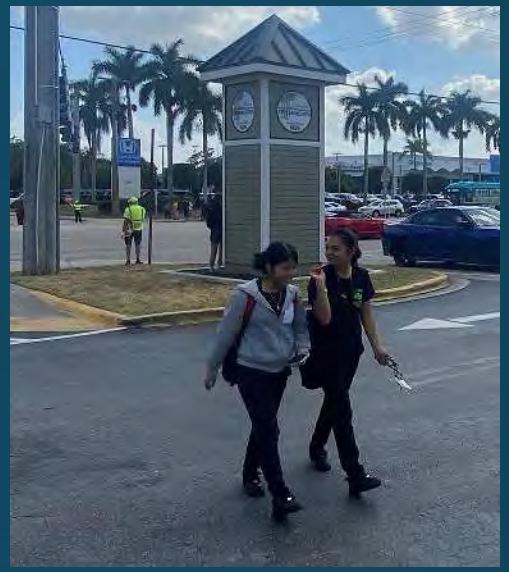
The Traveling Public …



Safety for Students

Public Engagement Activities

Stakeholder & Public Outreach

Fall 2024 – Spring 2025

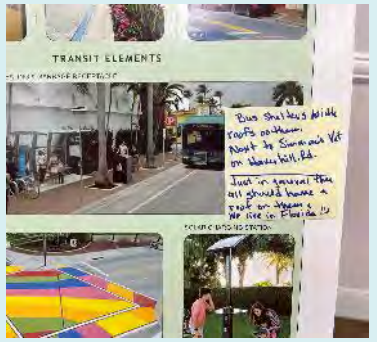
- City of Greenacres – All Departments, City Council
- Florida Department of Transportation
- Lake Worth Drainage District
- Palm Beach County
- Palm Beach County School District
- Palm Beach Transportation Planning Agency
- Palm-Tran
- Village of Palm Springs
- Village of Wellington
- Residents, Business & Property Owners

City Staff Workshop

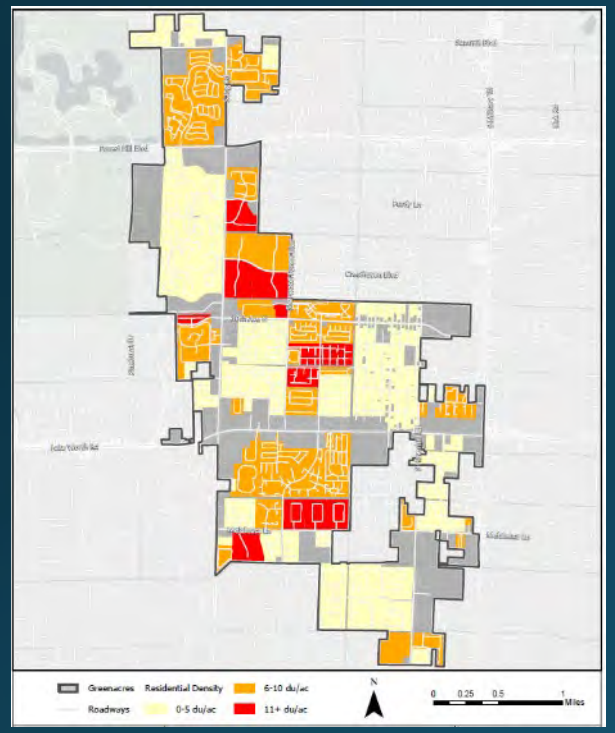
May 13, 2025

Evening Public Workshop

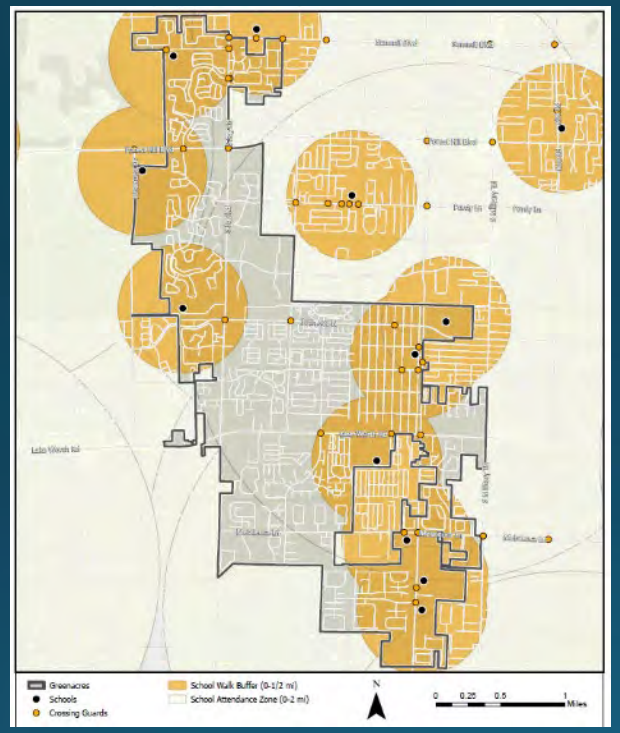
May 14, 2025



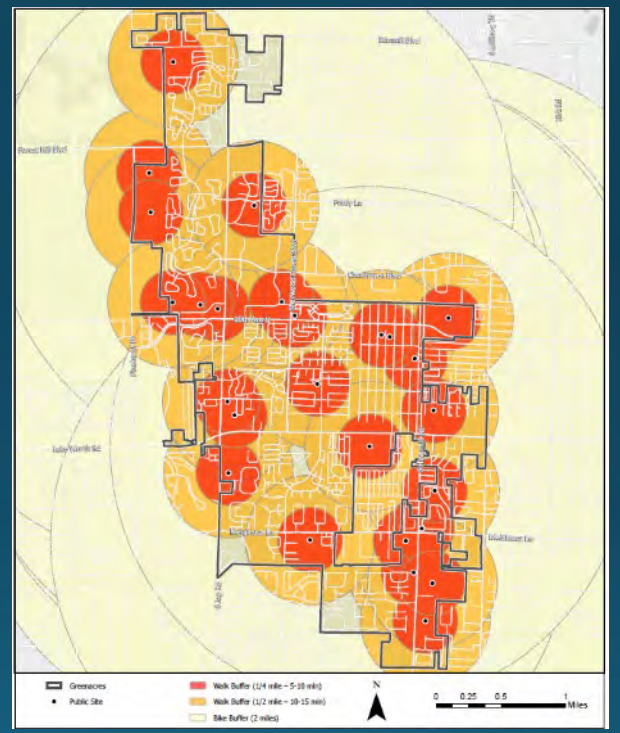
Analysis of where Greenacres residents ….



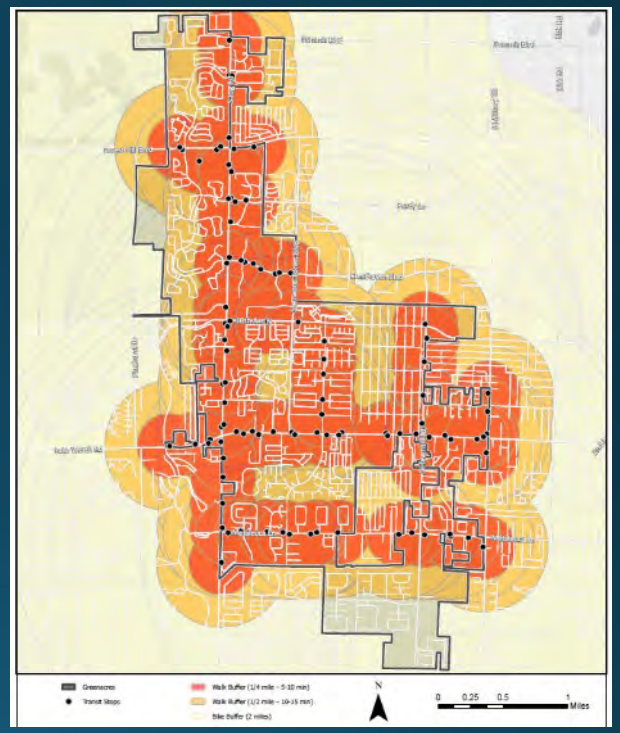
Live



Learn



Work & Play



Ride Transit

DRAFT 6-11-2025

GREENACRES SAFETY ACTION PLAN
CATALOG OF IMPROVEMENTS

STREET DESIGN

Figure 5: Roadway cross-section graphic Credit: PB TPA

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Catalog of Improvements

GREENACRES SAFETY ACTION PLAN
CATALOG OF IMPROVEMENTS

ROADWAY REALM
DESIGN ELEMENTS

BIOSWALE WITH SHADE TREES

PINCH POINT

PERMEABLE ON-STREET PARKING

ROADWAY REALM
TRAFFIC CALMING ELEMENTS

TEXTURED &

GREENACRES SAFETY ACTION PLAN
CATALOG OF IMPROVEMENTS

NON-MOTORIZED TRAVEL REALM
PEDESTRIAN ZONE

SIDEWALK 6'+ (ASPHALT/CONCRETE)

PATHWAY 8'+ (ASPHALT)

SHARED USE PATH 10'+ (FLEXIBLE SURFACE)

NON-MOTORIZED TRAVEL REALM
FURNISHING ZONE

NON-MOTORIZED TRAVEL REALM
RECREATIONAL ELEMENTS

NON-MOTORIZED TRAVEL REALM
FRONTAGE ZONE

GREENACRES SAFETY ACTION PLAN
CATALOG OF IMPROVEMENTS

ROADWAY REALM
BICYCLE ELEMENTS

BIKE RACK

INTERSECTION CONDITION

DESIGNATED BICYCLE LANE

NON-MOTORIZED TRAVEL REALM
TRANSIT ELEMENTS

GREENACRES SAFETY ACTION PLAN
CATALOG OF IMPROVEMENTS

INTERSECTIONS
TYPICAL CONDITIONS

ARTERIAL ROADWAY EXAMPLE DIAGRAM

COLLECTOR ROADWAY EXAMPLE DIAGRAM

INTERSECTIONS
MULTIMODAL INTERACTION AT INTERSECTIONS

GREENACRES SAFETY ACTION PLAN
CATALOG OF IMPROVEMENTS

INTERSECTIONS
INTERSECTION ELEMENTS

PEDESTRIAN SCRAMBLE

PROTECTED INTERSECTION EXAMPLE DIAGRAM

INTERSECTIONS
INTERSECTION ELEMENTS

ROUNDABOUT

TRAFFIC CIRCLE

OVALABOUT

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Roadway Realm Improvements


Textured Crosswalk


Rumble Strips

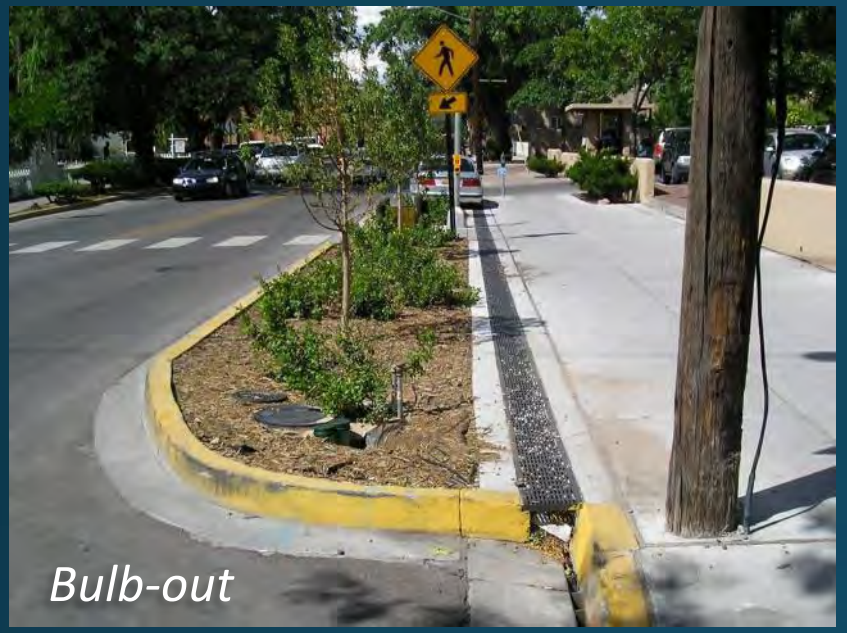
Lighted Crosswalk


Elevated Crosswalk


Protected Crosswalk

Traffic Calming Elements

Roadway Realm Improvements


Bulb-out

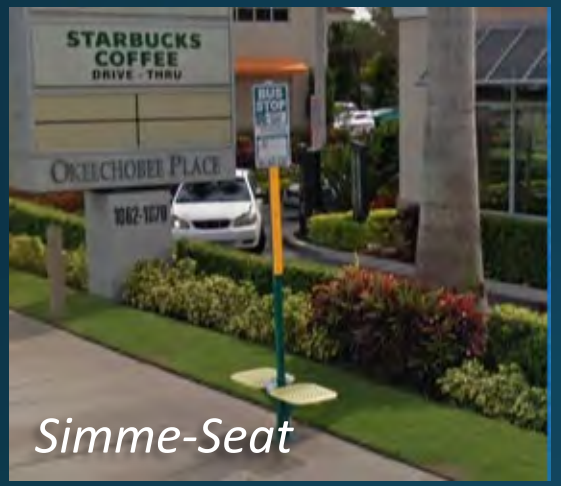

"Pinch Point"


Center Landscaped Median

Splitter Island

Design Elements

Roadway Realm Improvements



Simme-Seat


Solar Charging

Transit Shelter

Level Boarding

Transit Elements

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Roadway Realm Improvements

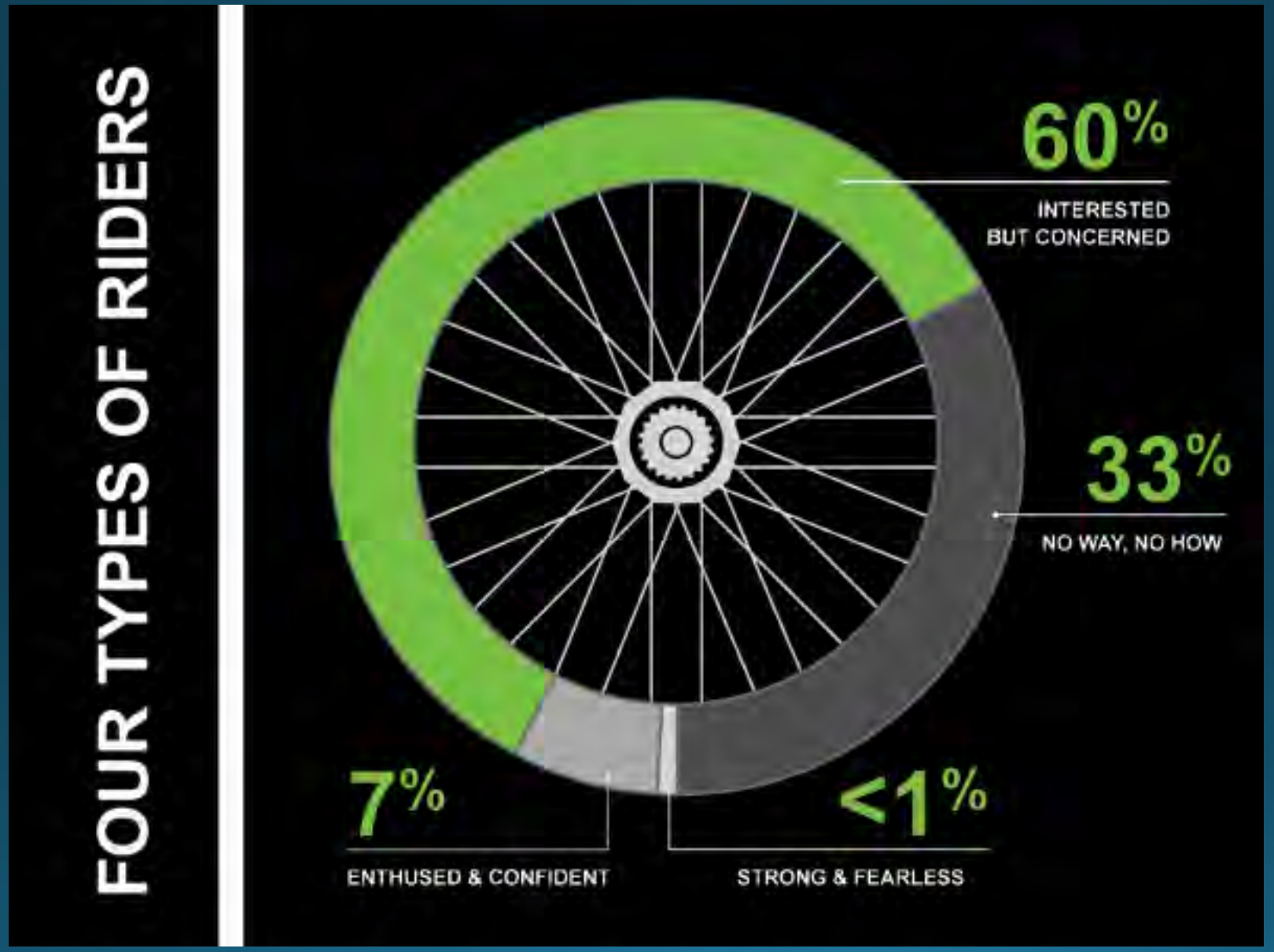

Buffered Bike Lane


Bicycle Box


Bikeway Intersection


Protected Bicycle Lane

Bicycle Elements



Different Levels of Traffic Stress

Intersection Improvements

Traffic Circle

Signalization

Roundabout

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The Importance of Street Trees

A “Sense of Enclosure”

The Importance of Street Trees

A Loss of Enclosure

The Importance of Street Trees

Message to Drivers: **Slow Down**

The Importance of Street Trees

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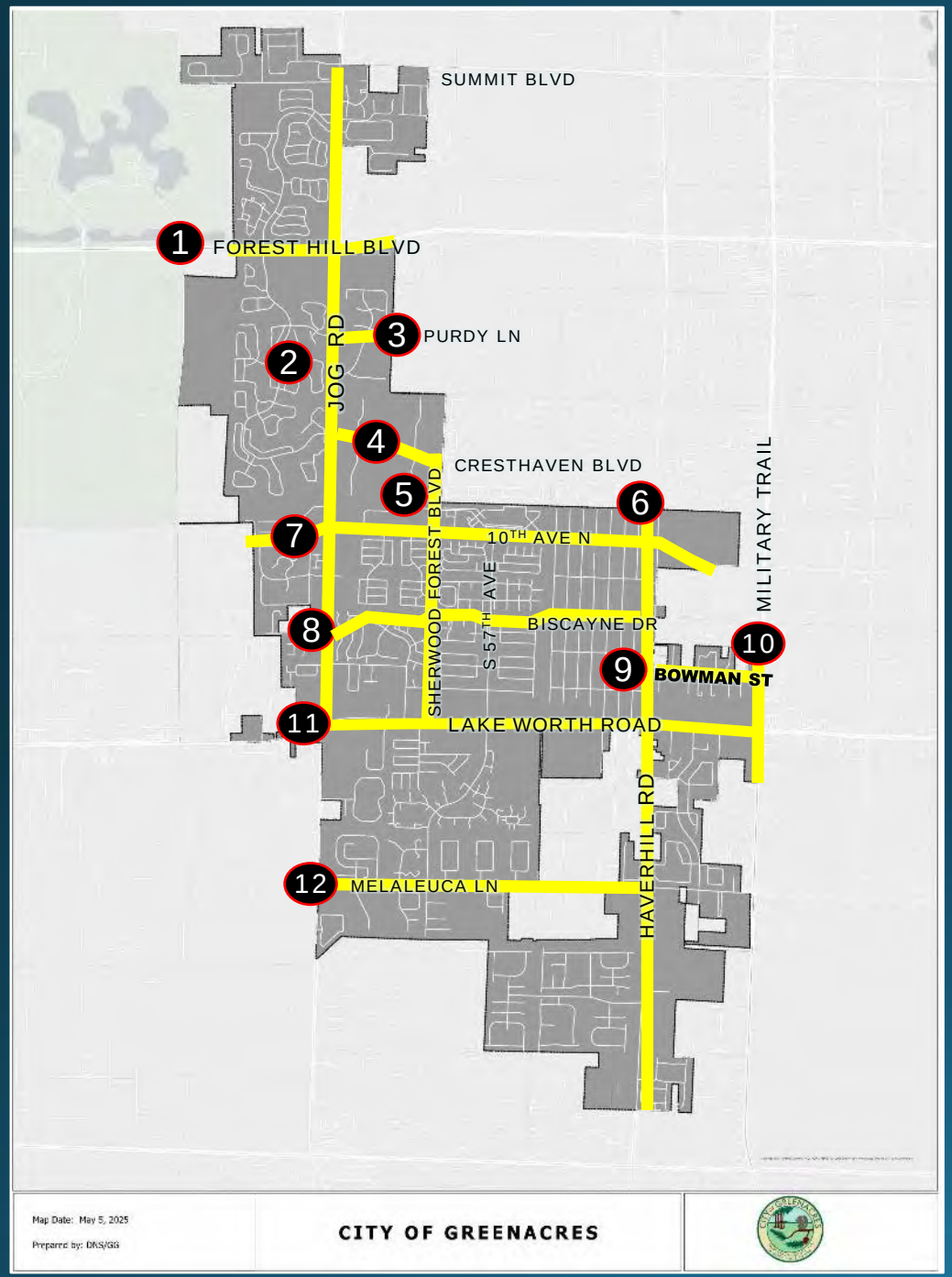
The Importance of Street Trees

Message to Drivers: **Speed Up**

KEY RECOMMENDED ROADWAY IMPROVEMENTS



REF #	DETAIL
1	Forest Hill Blvd
2	Jog Road
3	Purdy Lane
4	Cresthaven Blvd
5	Sherwood Forest Blvd
6	Haverhill Road
7	10th Avenue North
8	Biscayne Drive (& Woodlake Blvd)
9	Bowman Street
10	Military Trail
11	Lake Worth Road
12	Melaleuca Lane

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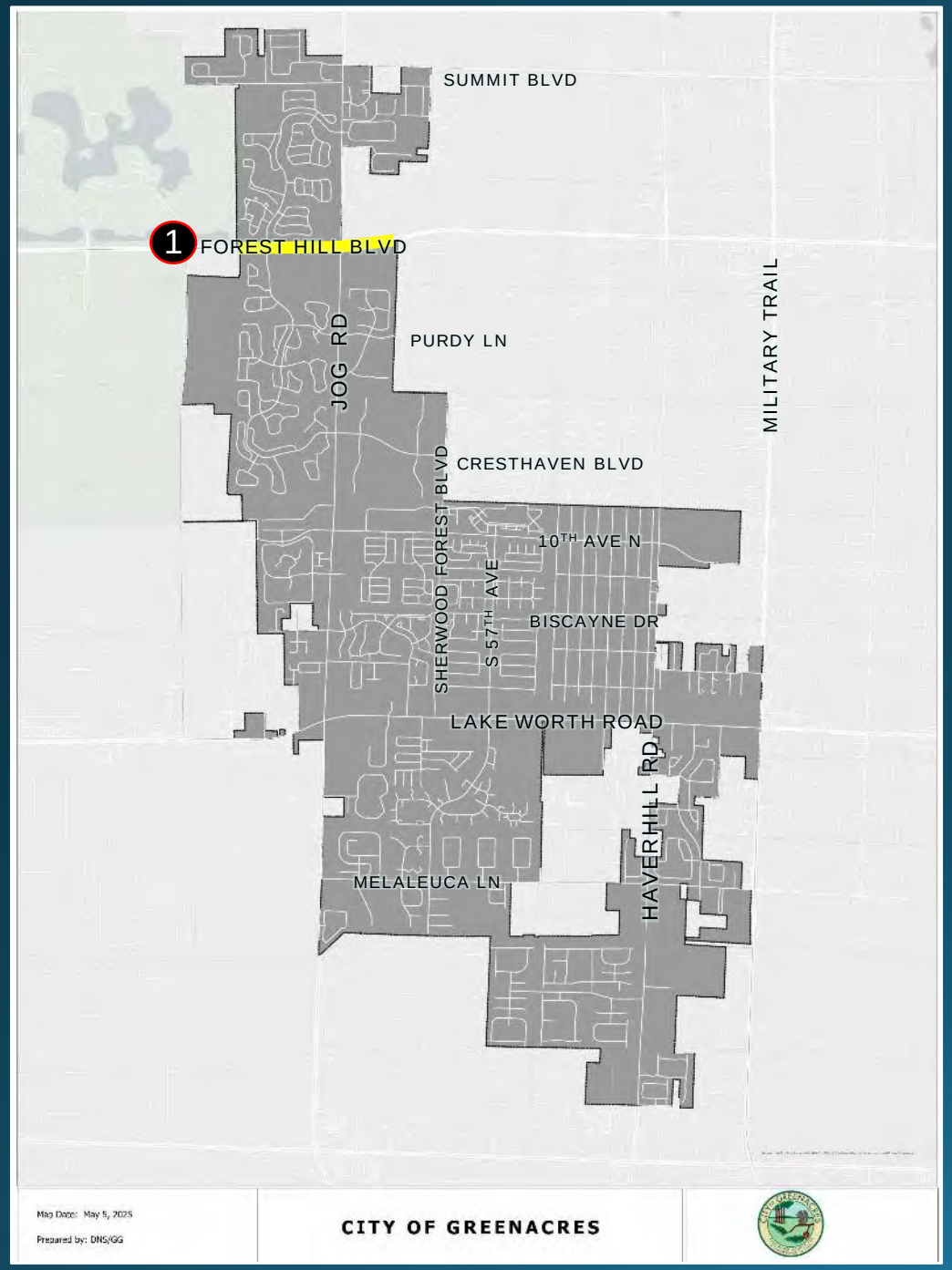
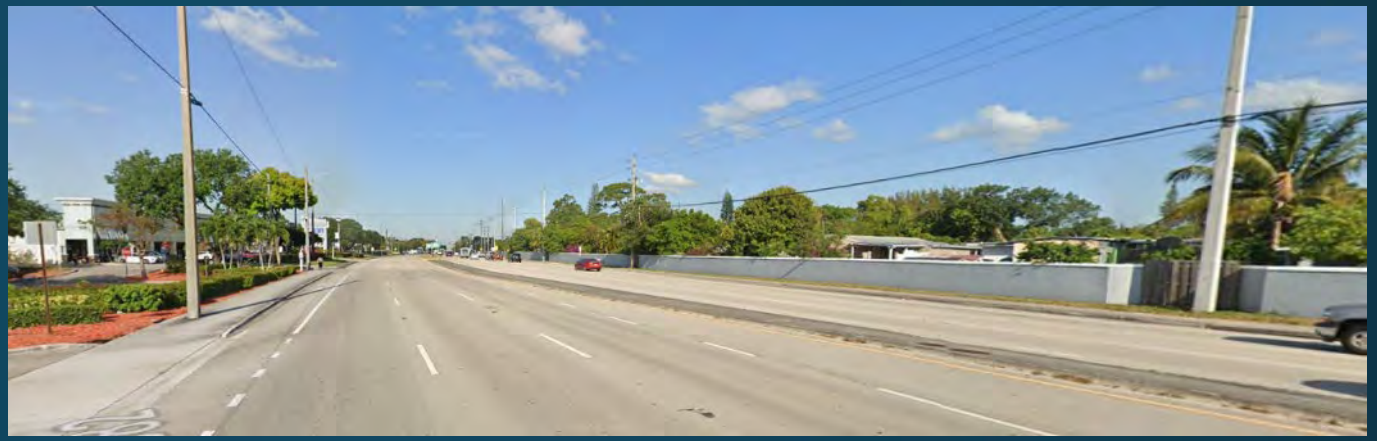
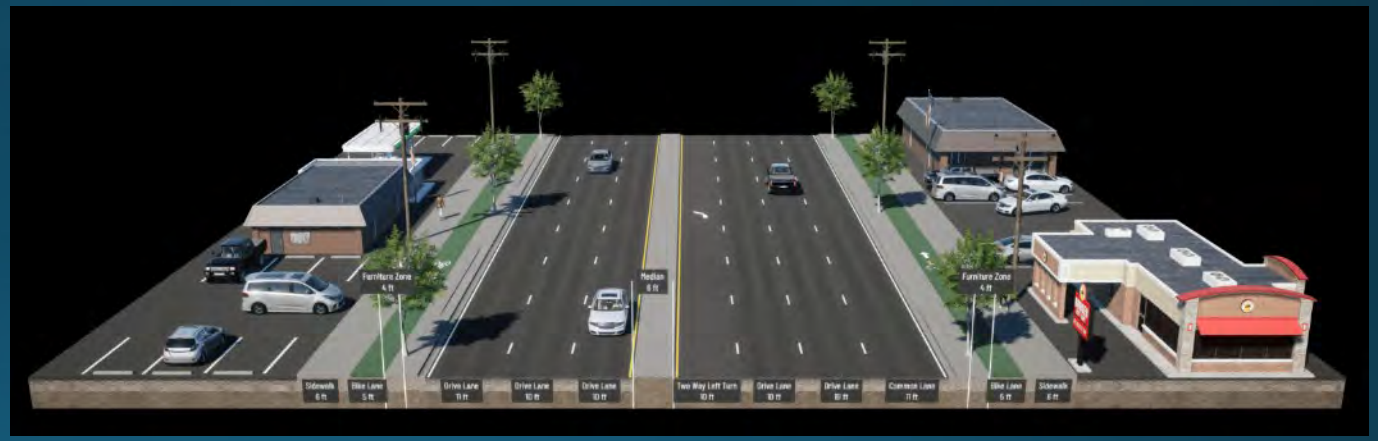
FOREST HILL BLVD

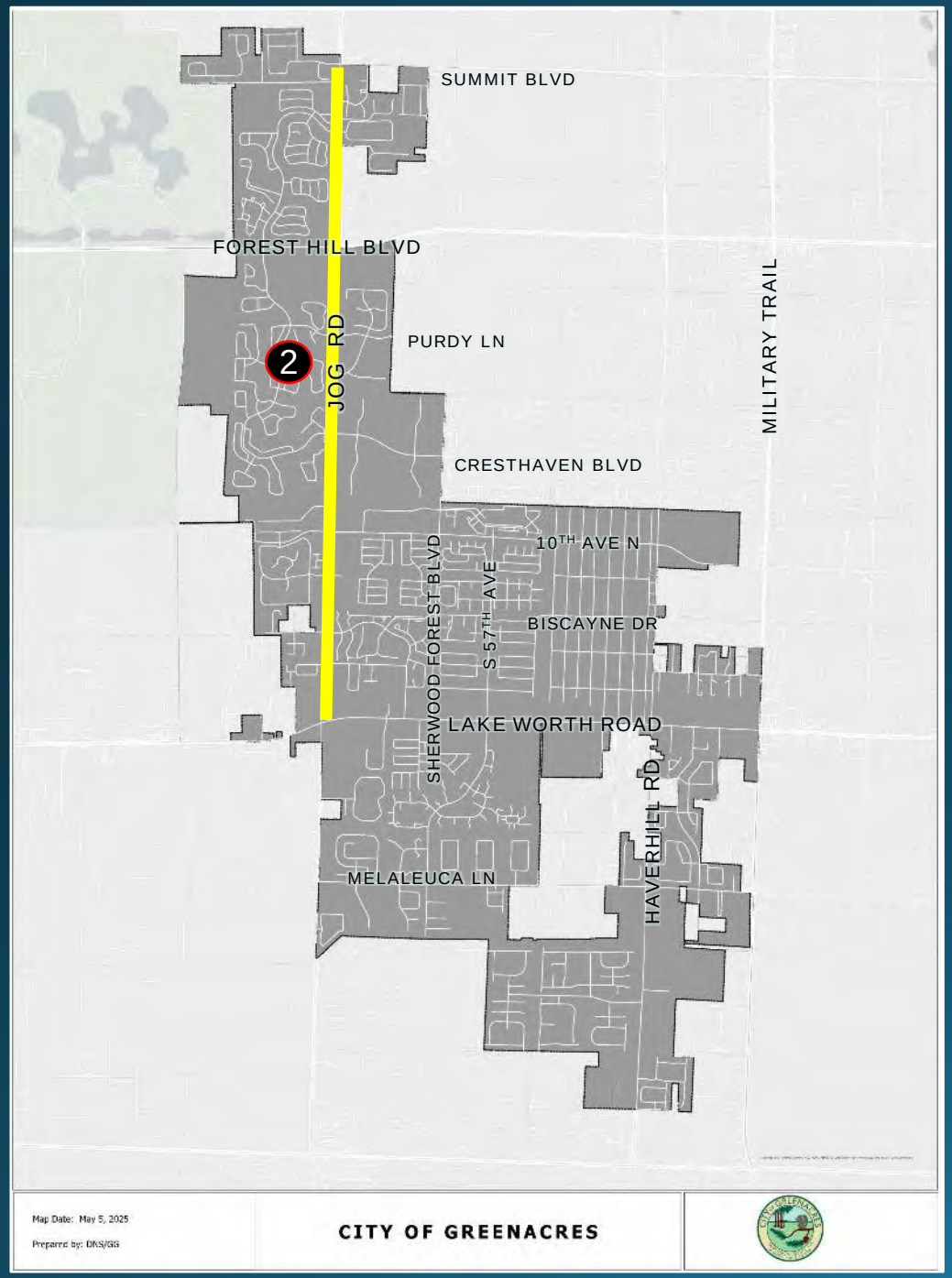






- Support Villlage of Palm Springs lane repurposing
  - Narrow travel lanes
  - Extend curbs, absorb bike lane into shared-use path
  - Add street trees to separation buffer DRAFT 6-11-2025

JOG ROAD



- Widen sidewalk (fill utility strip)

  If rebuilt, move curb to create wide shared use path
- Add transit shelters
- Add landscaped medians
- Add traffic calming at side streets (e.g., curb extensions)

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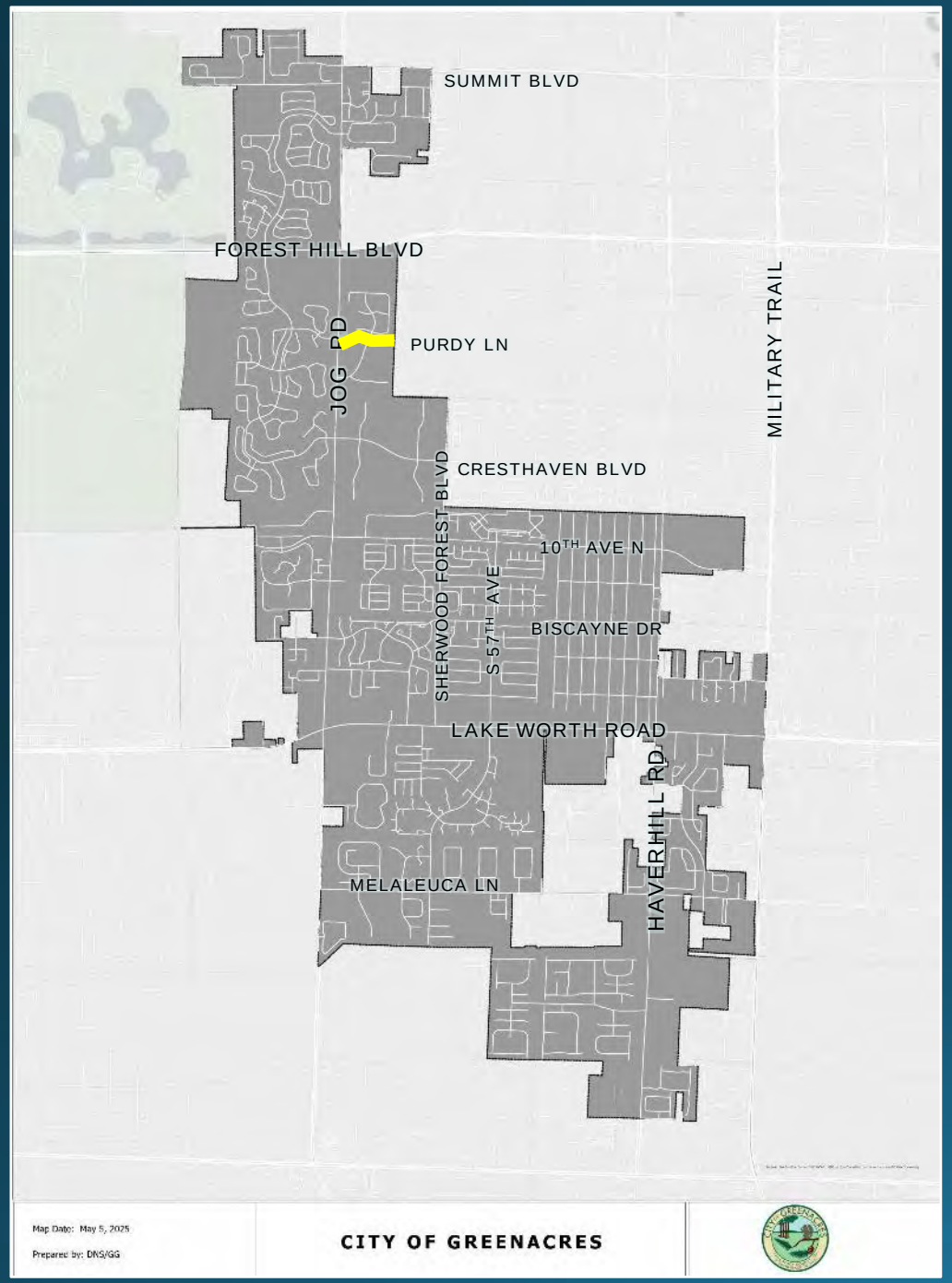
PURDY LANE



- Identify as part of premium bicycle network
- Add street trees & lights
- Add bike lanes or shared-use path
- Add traffic calming to slow cut-through traffic

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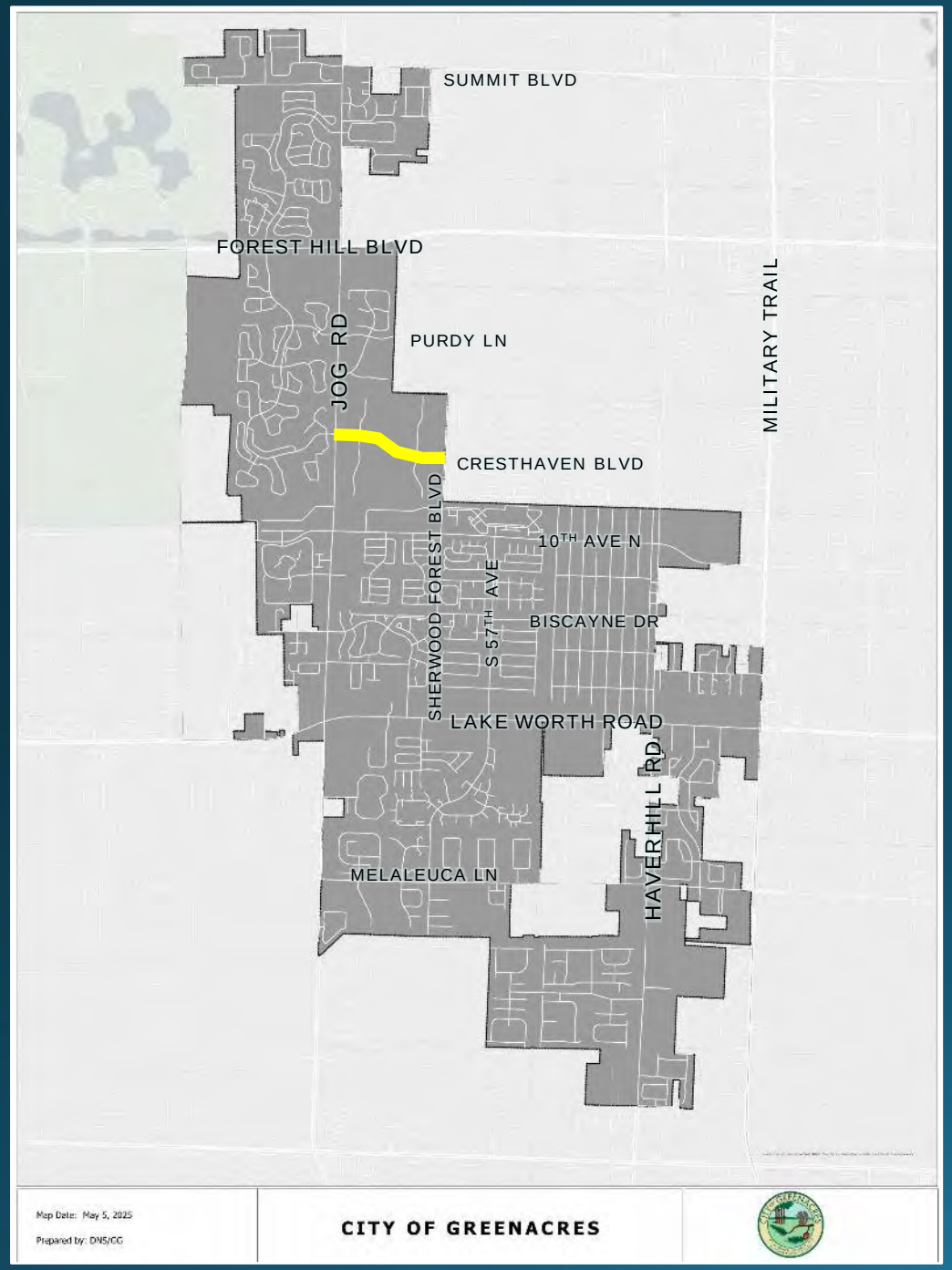
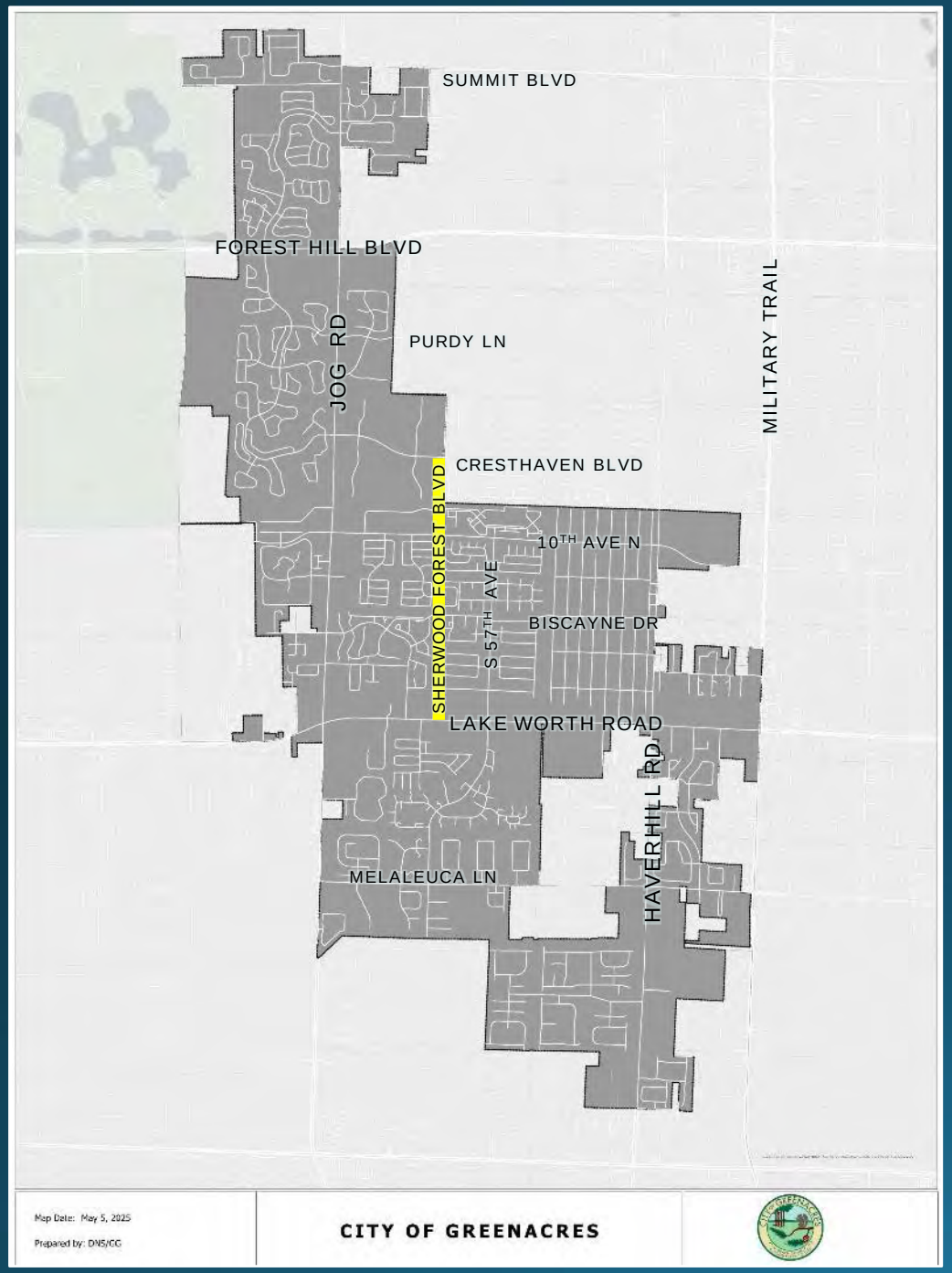
CRESTHAVEN BLVD



- Identify as part of premium bicycle network
  PBC adding buffered bike lanes
- Add traffic calming (e.g., chicanes, median planting)
- Add street trees
- Add transit shelters/seats at high volume stops

DRAFT 6-11-2025

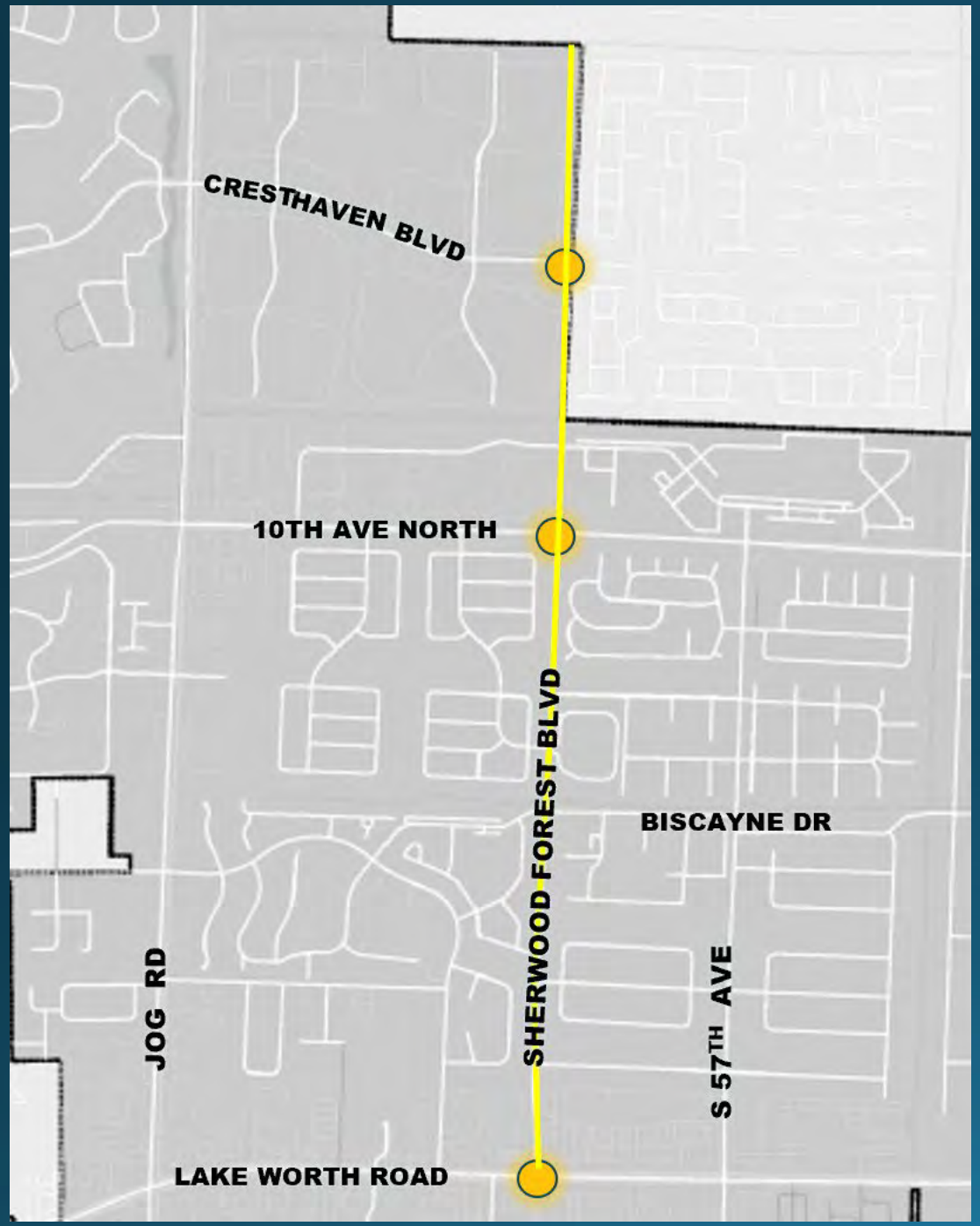
SHERWOOD FOREST BLVD



- Identify as part of premium bicycle network
- Add shared-use path on one side
- Add crosswalks & additional street trees
- Add traffic calming at key intersections
  - → S 37th Court, Biscayne Drive, 57TH Ave
- Support turn lanes **but not continuous 3-lane widening**

DRAFT 6-11-2025

SHERWOOD FOREST BLVD



- Identify as part of premium bicycle network
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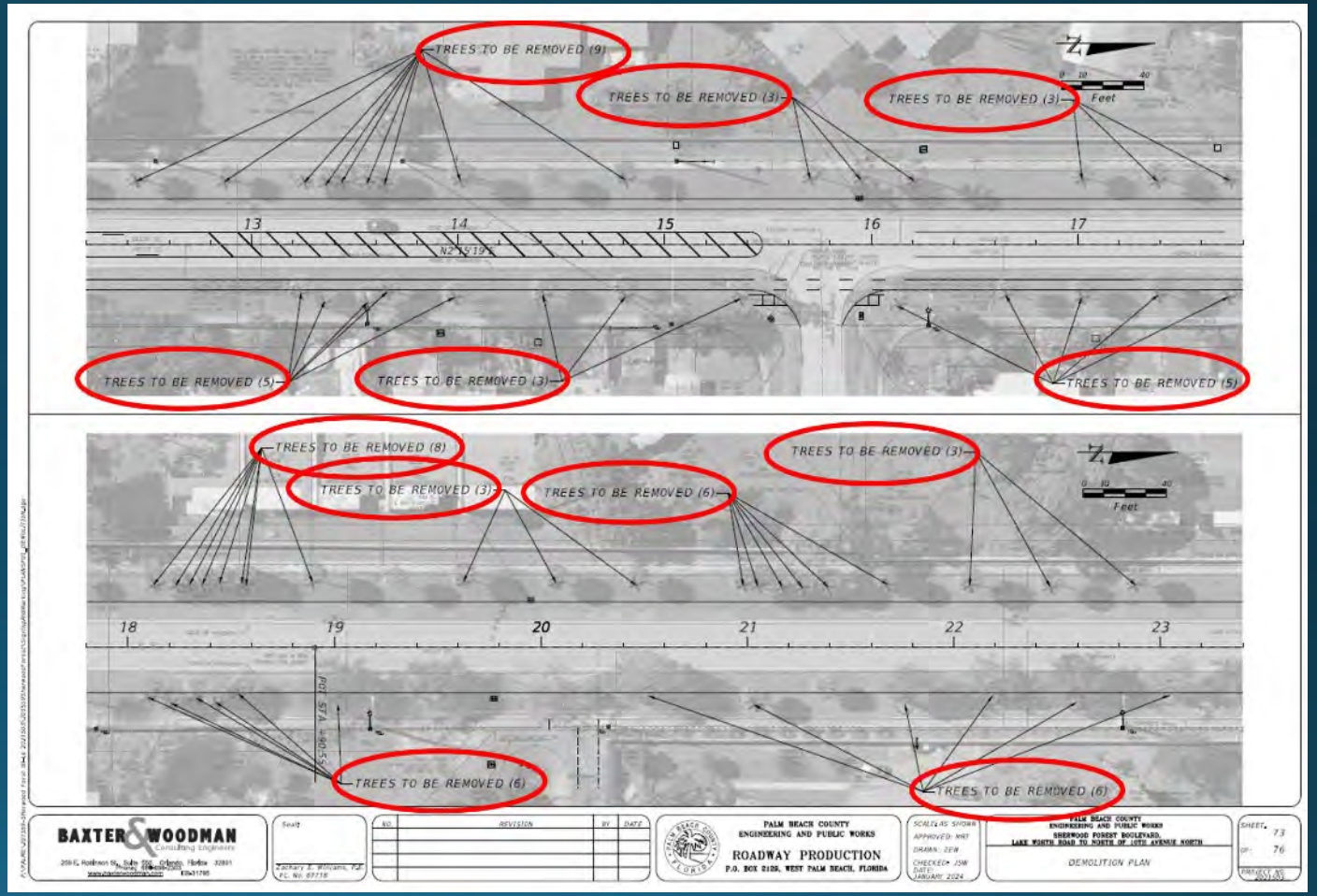
DRAFT 6-11-2025

SHERWOOD FOREST BLVD



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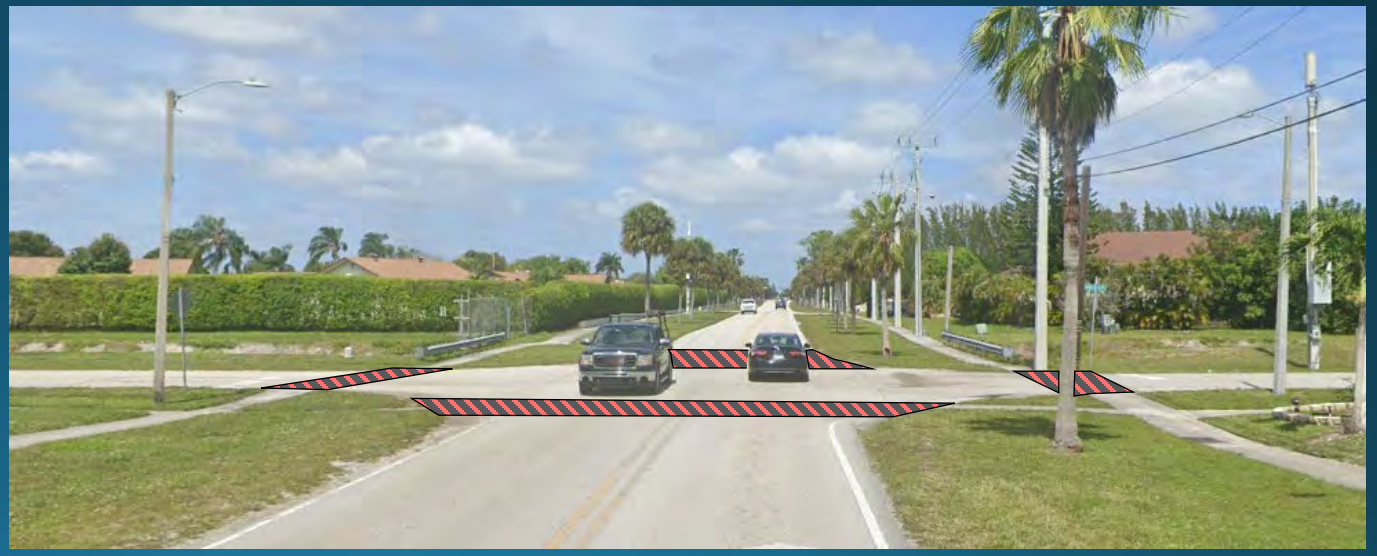
SHERWOOD FOREST BLVD

Maintain & expand street tree planting



Add crosswalks throughout the corridor

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Sherwood Forest Blvd – Existing Condition

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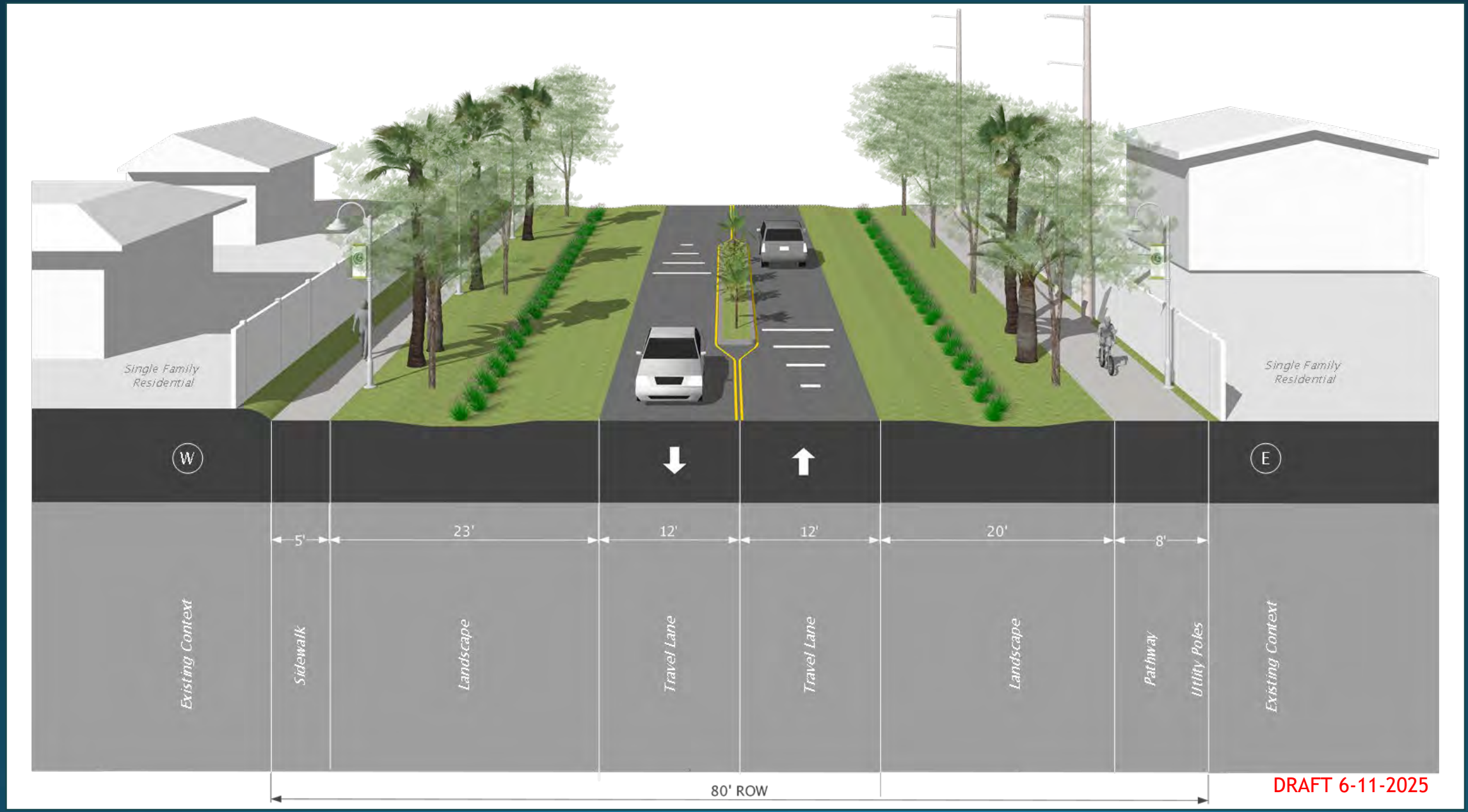
Sherwood Forest Blvd – Proposed Improvement



BISCAYNE DR & SHERWOOD FOREST BLVD

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BISCAYNE DR & SHERWOOD FOREST BLVD

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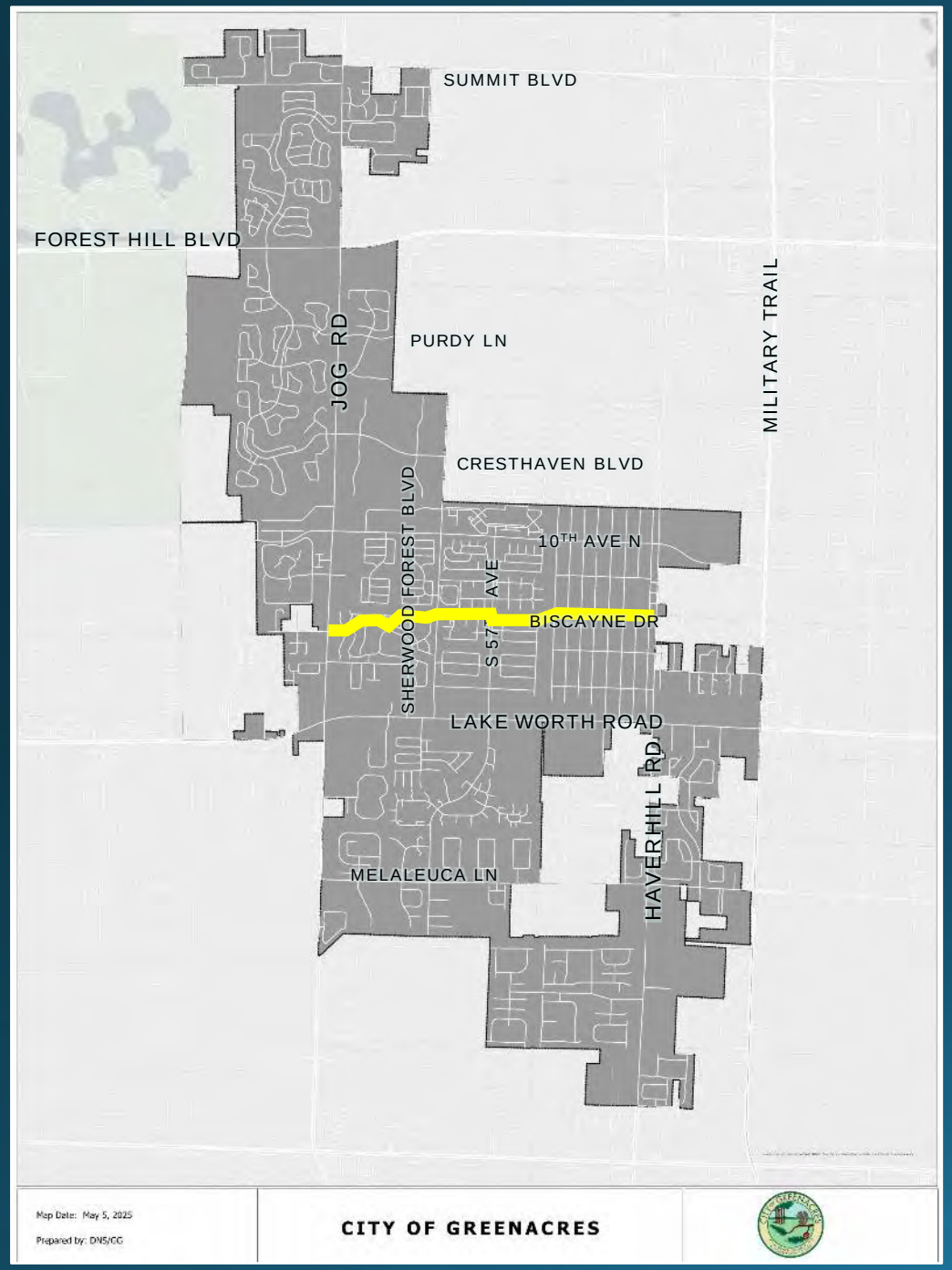
BISCAYNE DRIVE



- Identify as part of premium bicycle network
- Mark as sharrow (25 MPH posted speed)
- Add intersection improvements for traffic calming
  - → Swain Blvd, S 57th Ave
- Add traffic calming (e.g., speed tables, raised crosswalks)
- Consider multi-use path on one side
- Add street trees or ground cover adjacent to canal banks

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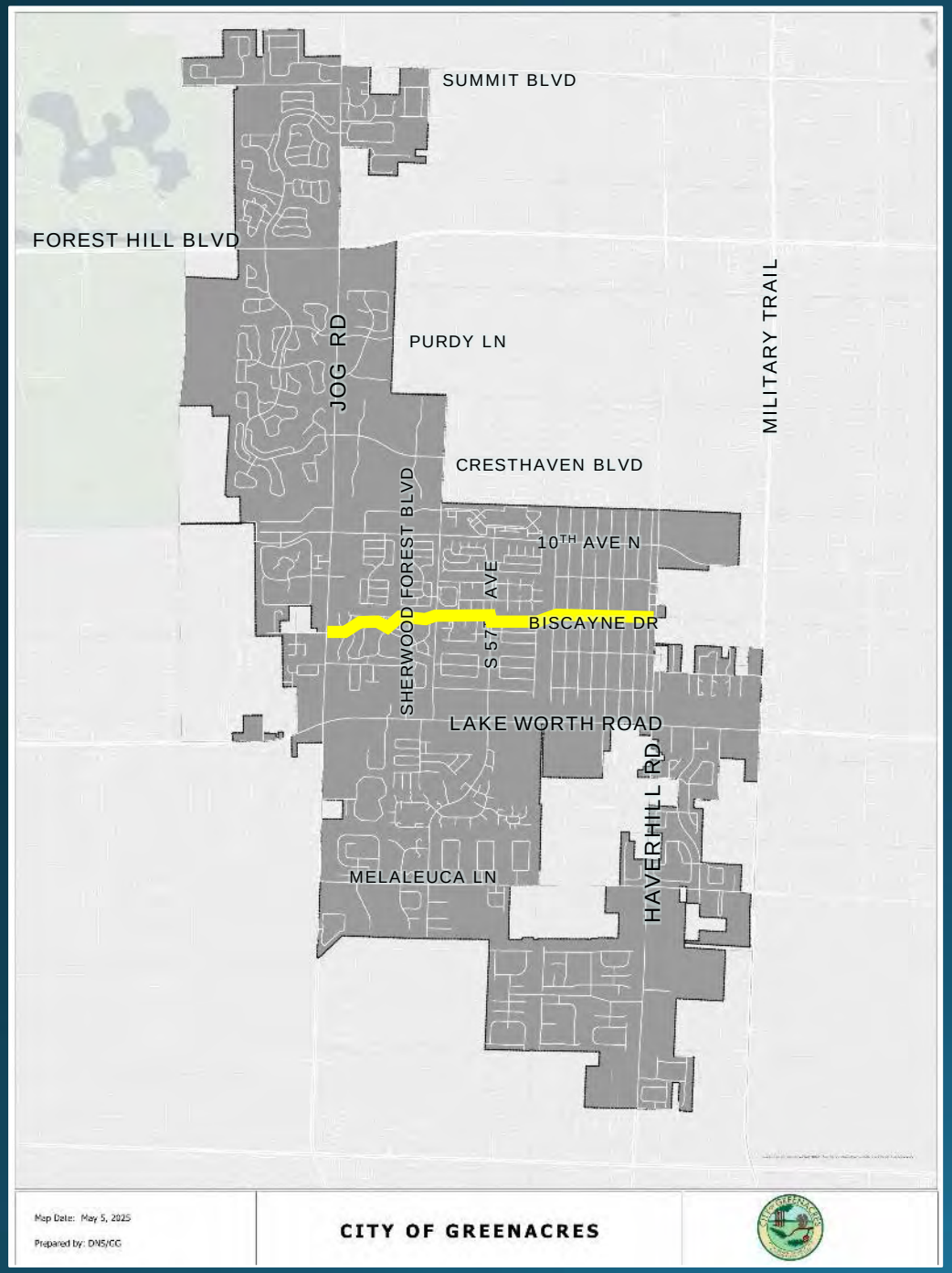
BISCAYNE DRIVE



Key intersection improvement:
Biscayne Drive and 57th Avenue

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BISCAYNE DR

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BISCAYNE DR & SWAIN BLVD

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BISCAYNE DR & SWAIN BLVD

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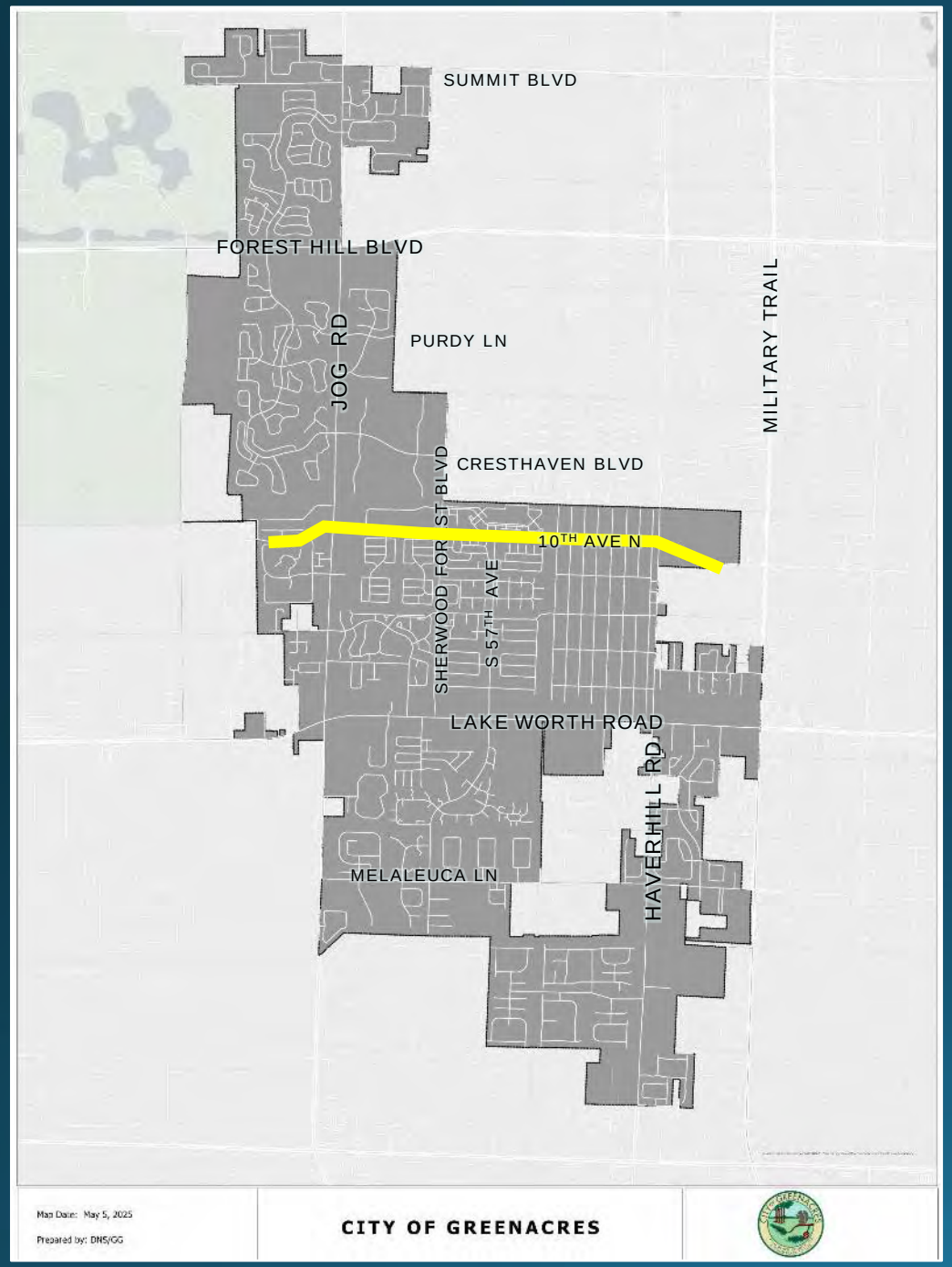
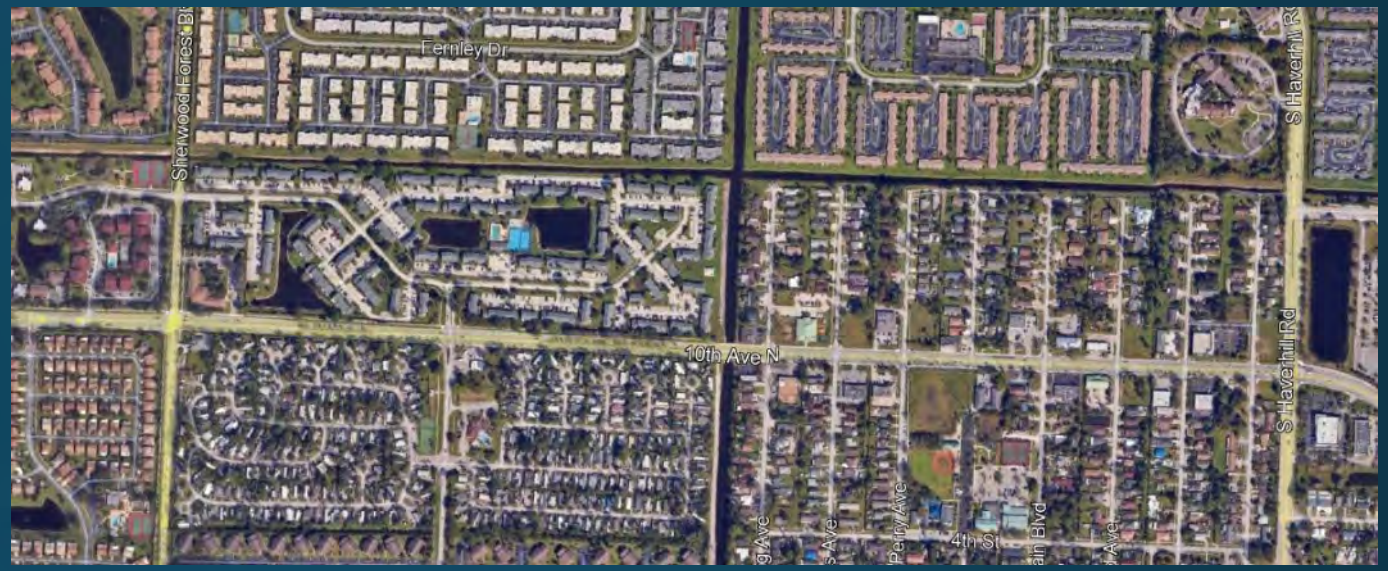
10th AVENUE NORTH





- Evaluate as new Greenacres “Main Street”
- Identify as part of premium bicycle route
- Add street trees, lighting & crosswalks
- Add traffic calming & transit shelters)
- Improve Swain Blvd. entrance
- Explore ped-activated signal west of Swain Blvd.

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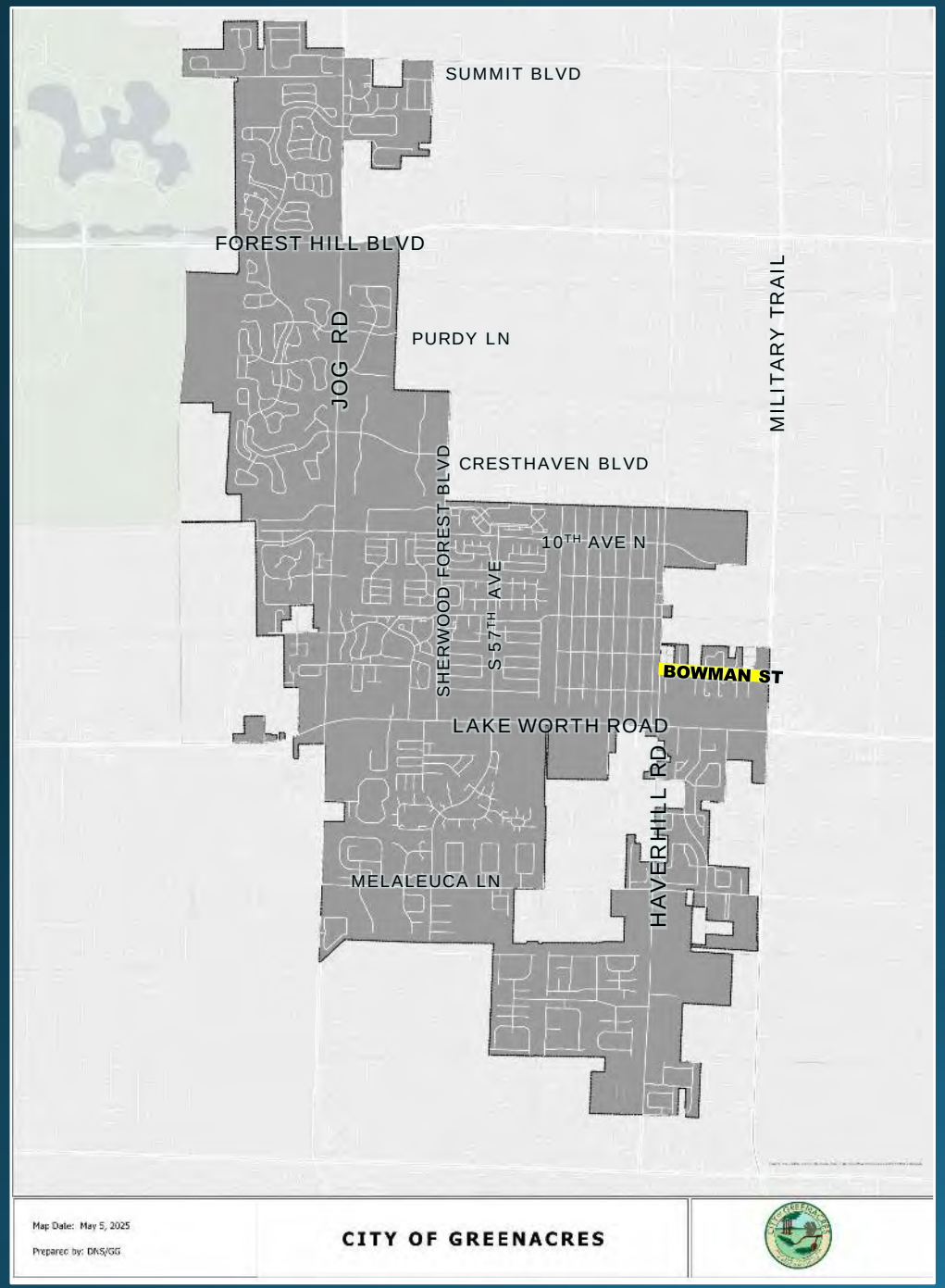
BOWMAN STREET



- Identify as part of premium bicycle network
- Mark as sharrow (25 MPH posted speed)
- Add street trees/palms below power poles
- Add street lighting
- Add traffic calming

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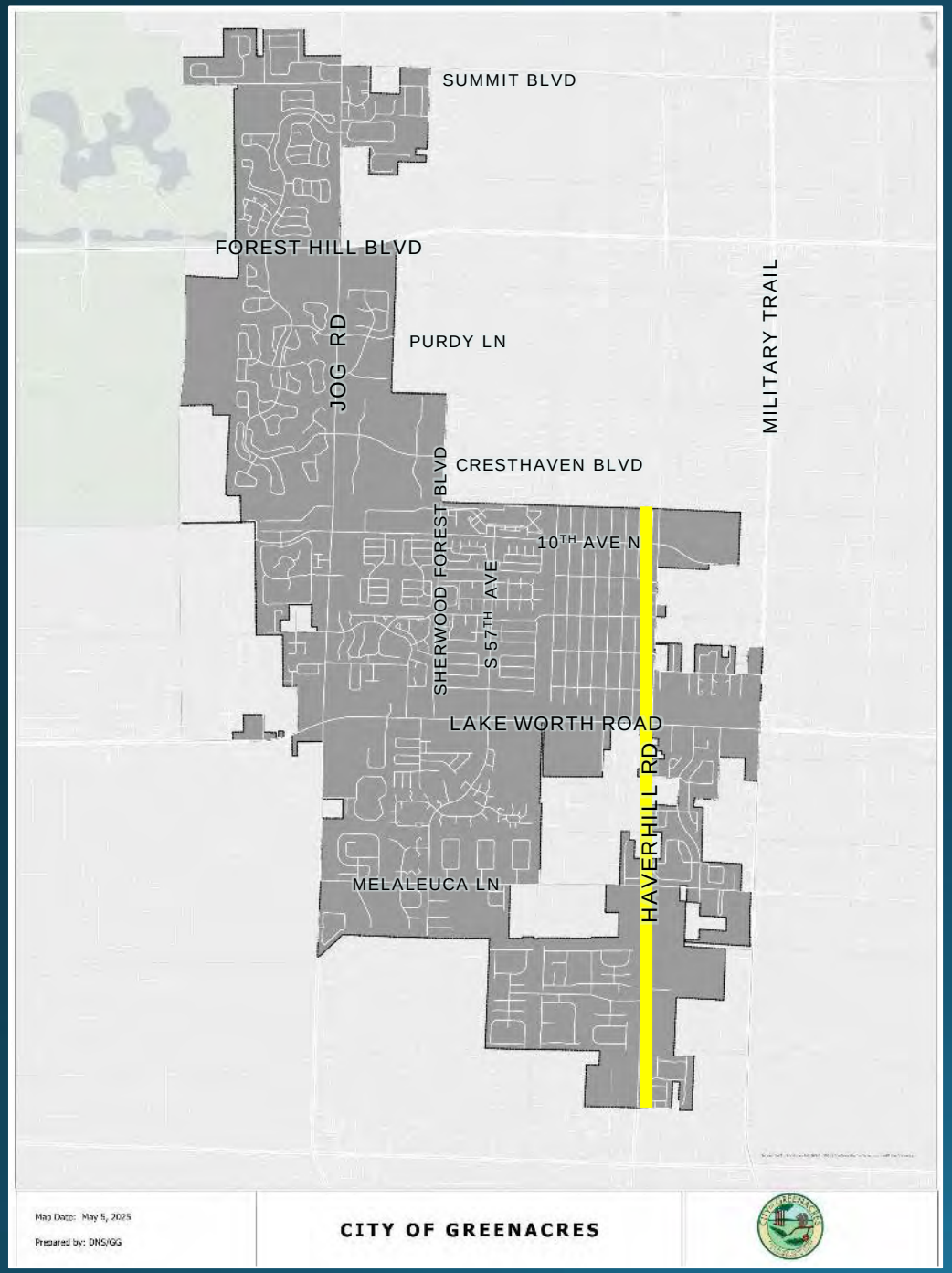
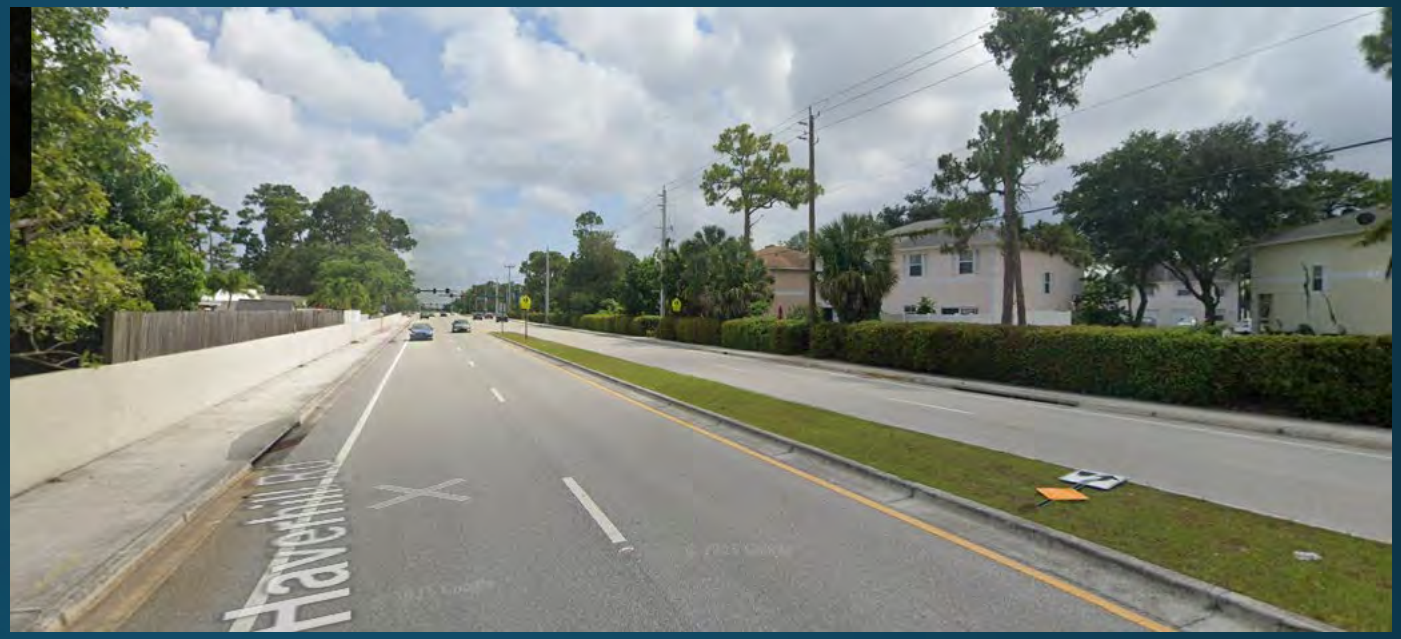
HAVERHILL ROAD





- Widen sidewalk (fill utility strip
  If rebuilt, move curb & create shared-use path
- Add median tree planting
- Add transit shelters / benches
- Improve mid-block pedestrian crossing (by Greenacres Christian Academy)

HAVERHILL BLVD

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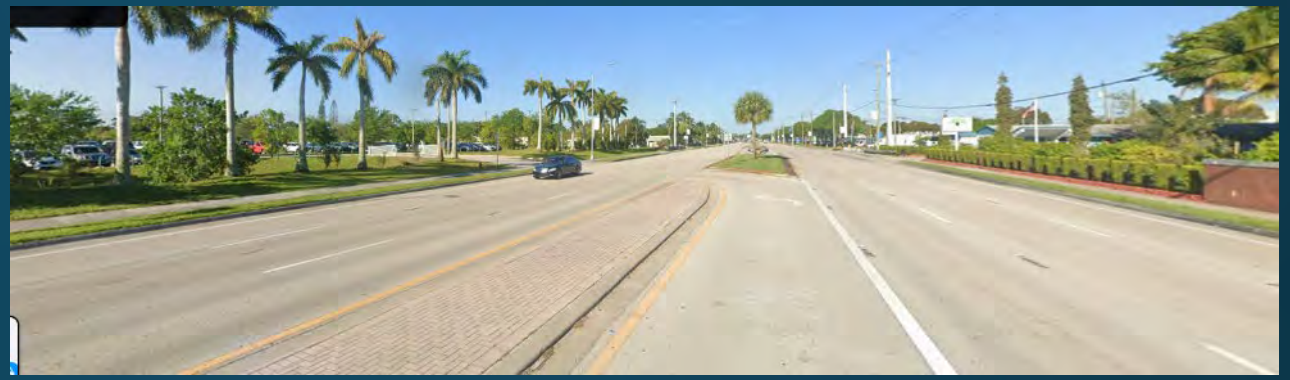
LAKE WORTH ROAD



- Work with FDOT for treatment similar to LW Road (west)
- Widen sidewalk (fill utility strip)
- Add protected bike lanes & transit shelters
- Add median landscaping & lighting upgrades
- Enhance intersections (broader landings)
- Add placemaking at Swain Blvd

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LAKE WORTH ROAD

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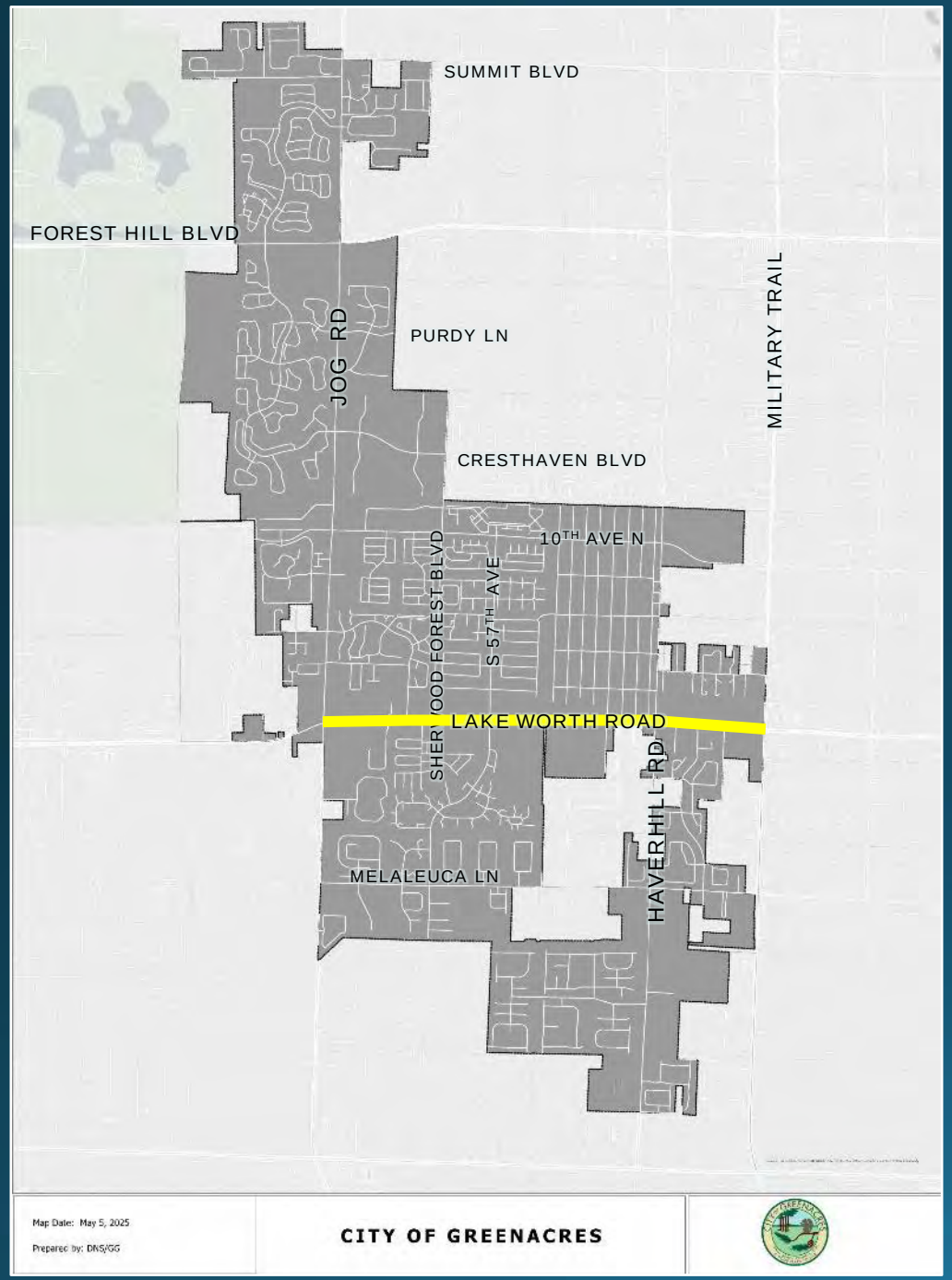
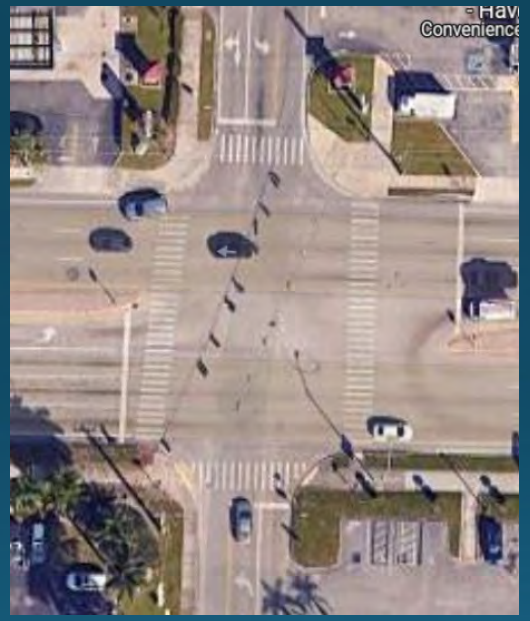
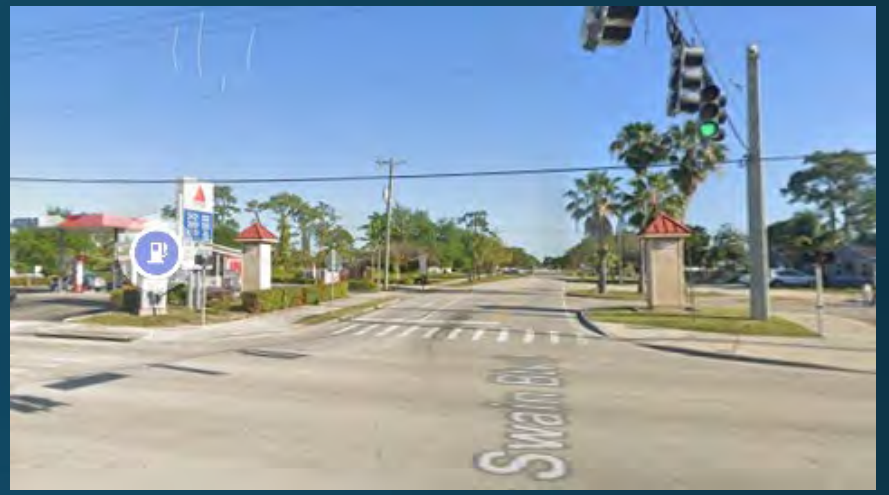
LAKE WORTH ROAD AT SWAIN BLVD







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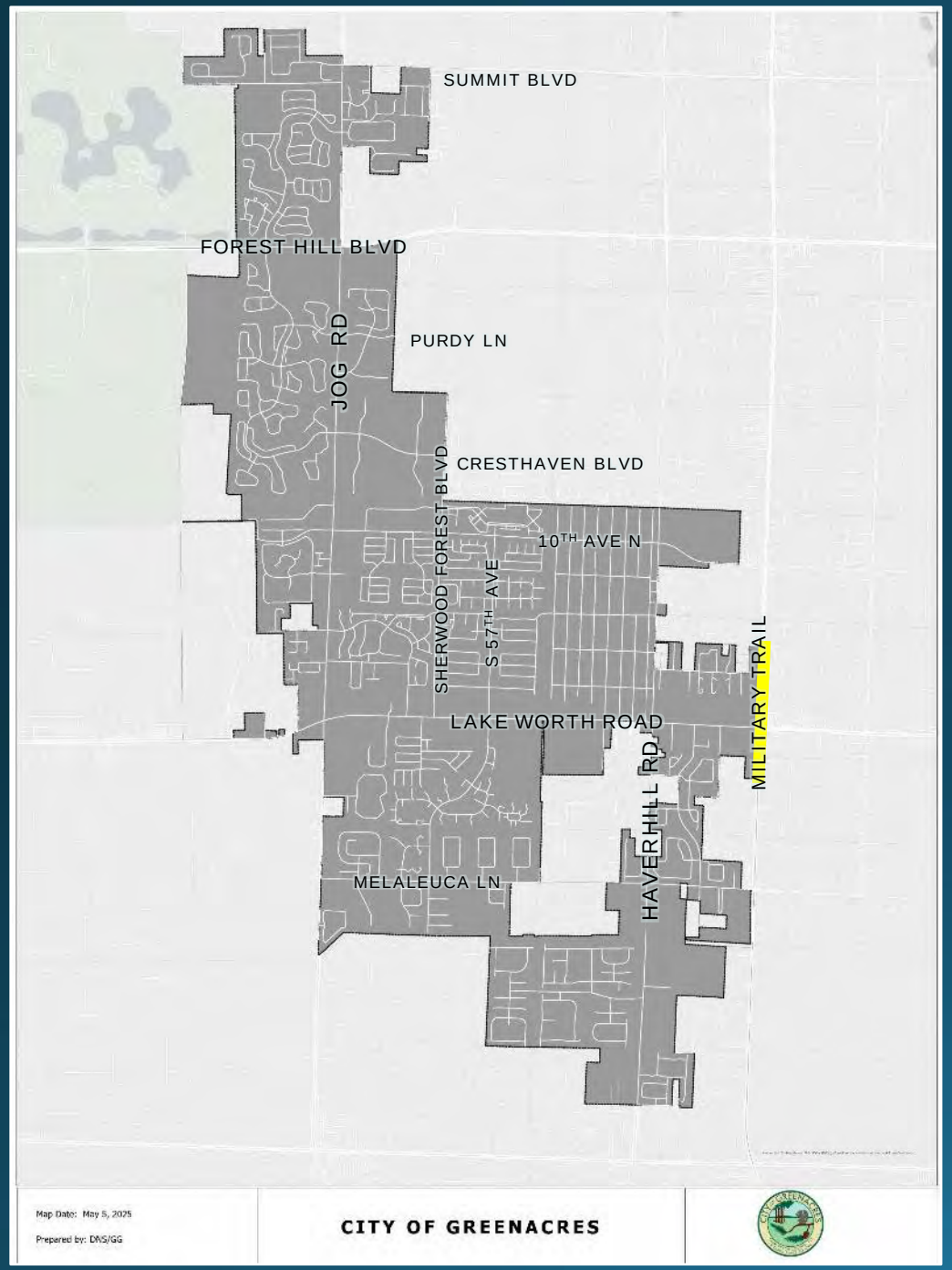
MILITARY TRAIL



- Support Village of Palm Springs lane repurposing
  - Narrow travel lanes
  - Extend curbs, absorb bike lane into multi-use path
  - Add street trees to separation buffer

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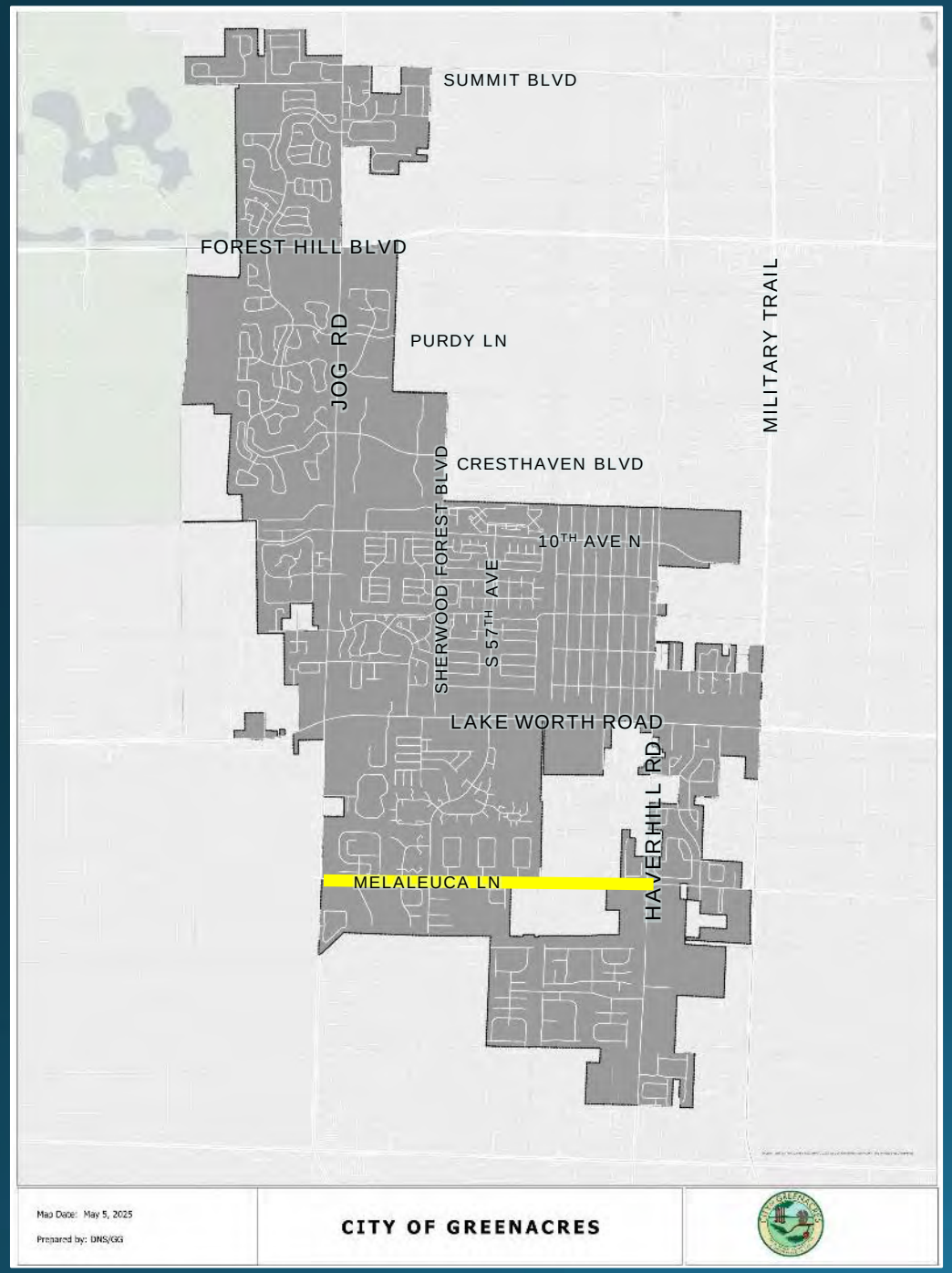
MELALEUCA LANE



- Identify as part of premium bicycle network
- Relocate sidewalk towards property line
- Add street trees in medians & separation buffer
- Add traffic calming with intersection improvements
  - → Sherwood Blvd. intersection

NOTE: TPA has identified as a lane repurposing candidate

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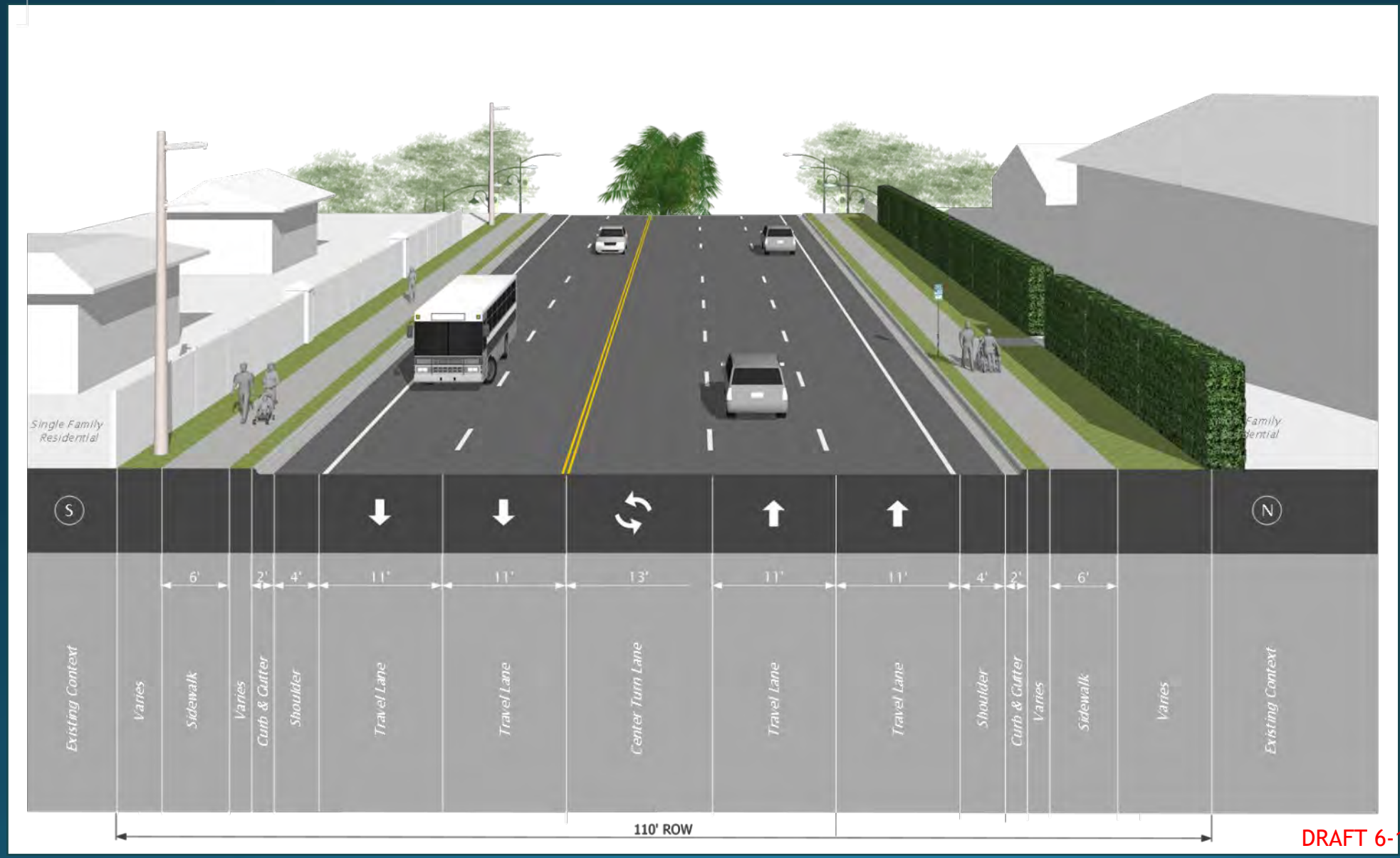
Melaleuca Lane – Existing Condition



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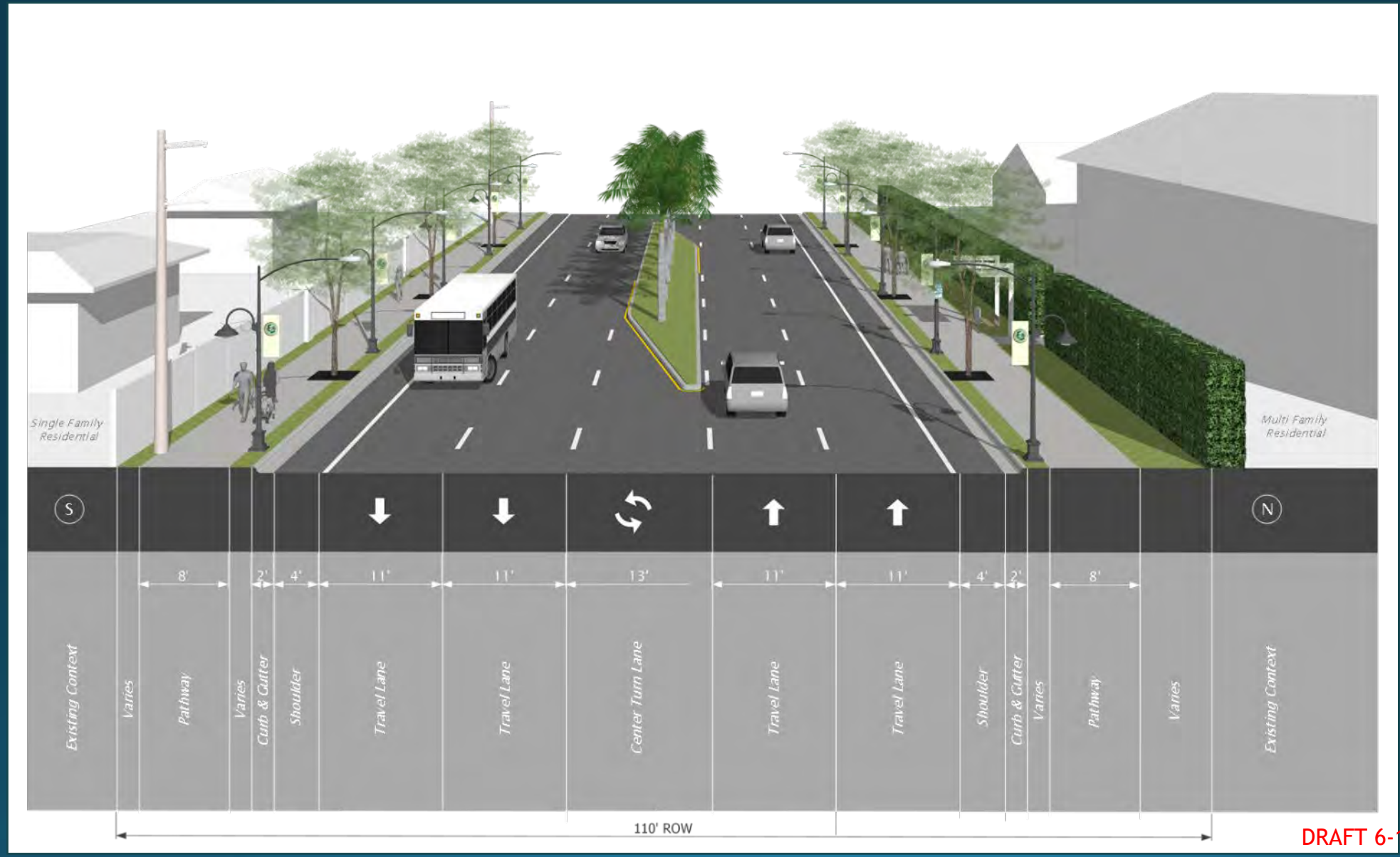
Melaleuca Lane – Proposed Improvement



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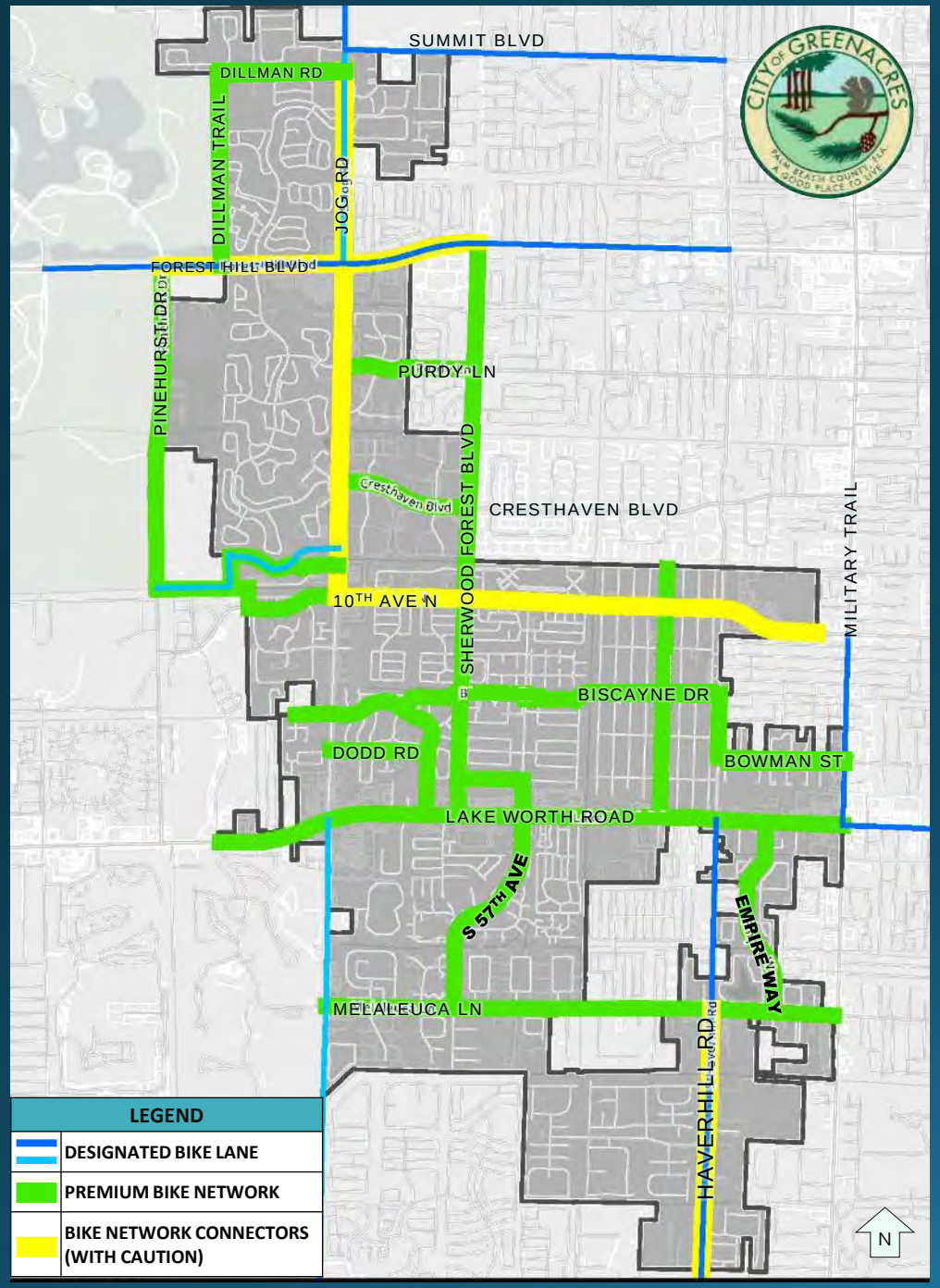
GREENACRES PREFERRED BICYCLE NETWORK



GREENACRES

LIVE MORE, DRIVE LESS

- Focus on slower-speed, calmer roads that connect the City safely and efficiently
- "Use with Caution" on higher-speed, wider roads (and encourage better design)

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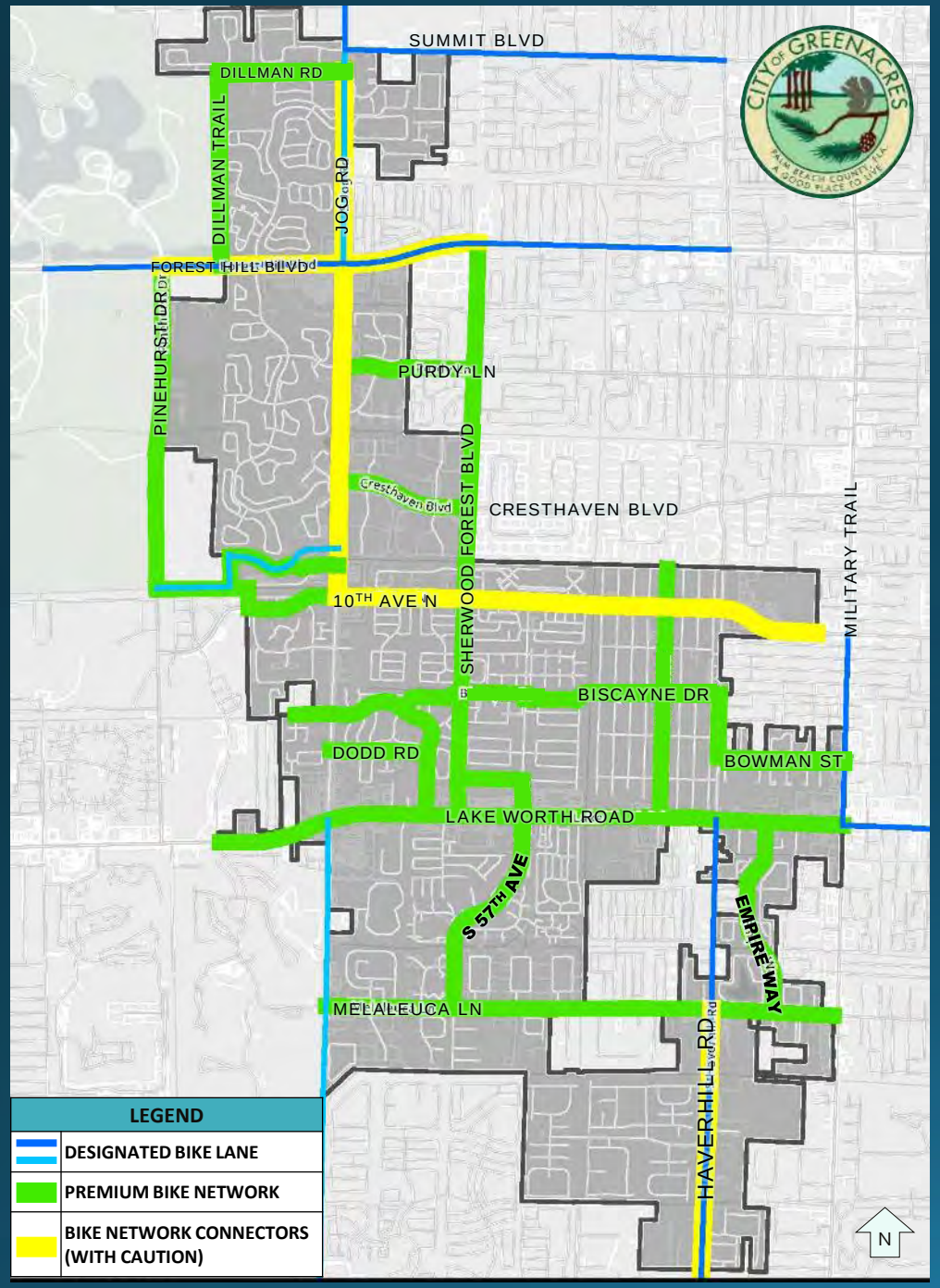
GREENACRES PREFERRED BICYCLE NETWORK



- Connect neighborhoods, schools, parks, jobs & transit
- Expand the City's bike network from 5 miles to 25 miles

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Greenacres
Safety Action Plan

Discussion

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Greenacres Safety Action Plan

PROJECT INFORMATION

www.greenacresfl.gov

EMAIL: SafeCity@greenacresfl.gov

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Greenacres Safety Action Plan

PROJECT MANAGER

KIM DELANEY, PH.D.

TREASURE COAST REGIONAL PLANNING COUNCIL

772.708.8471

WWW.TCRPC.ORG

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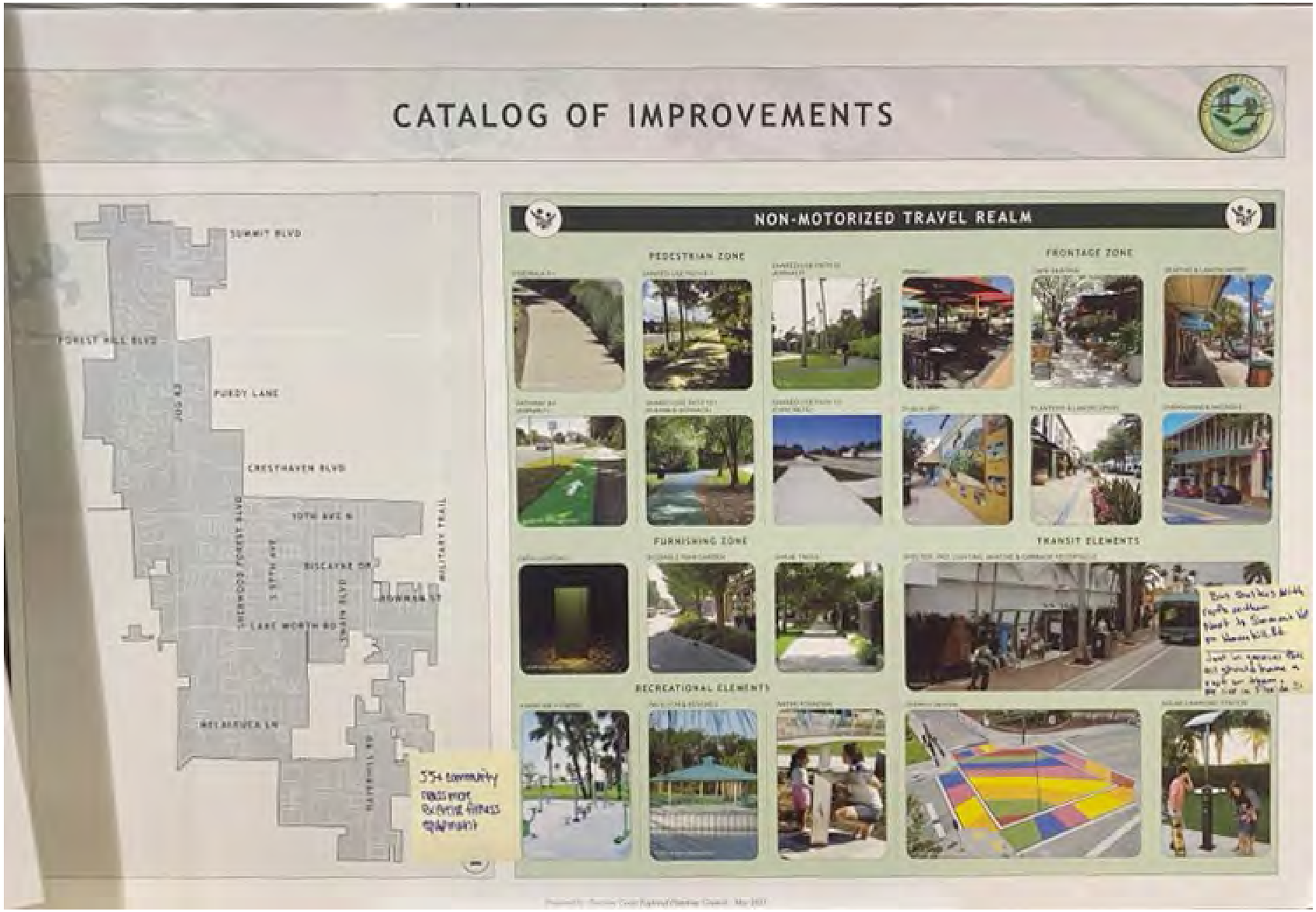
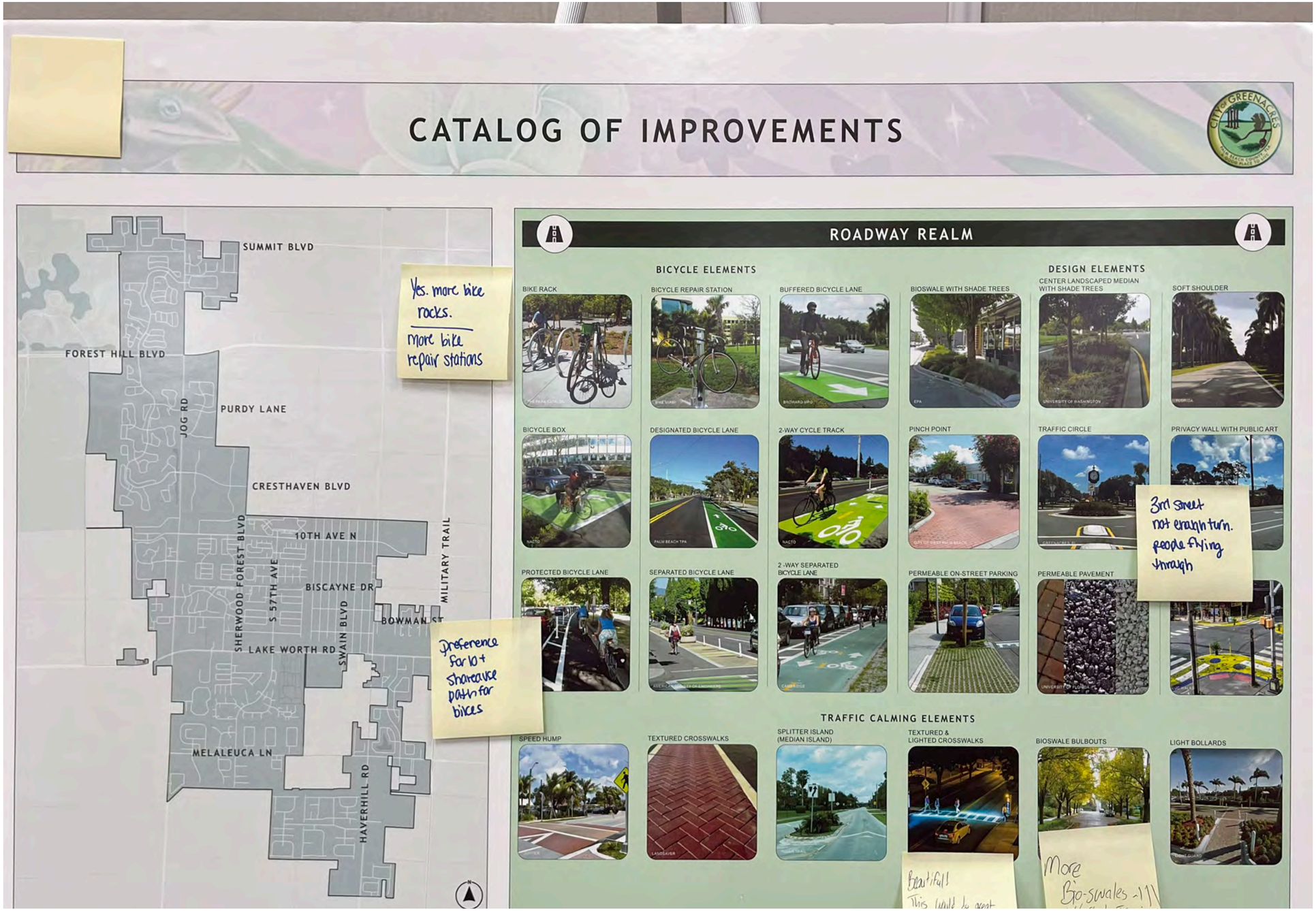
APPENDIX B

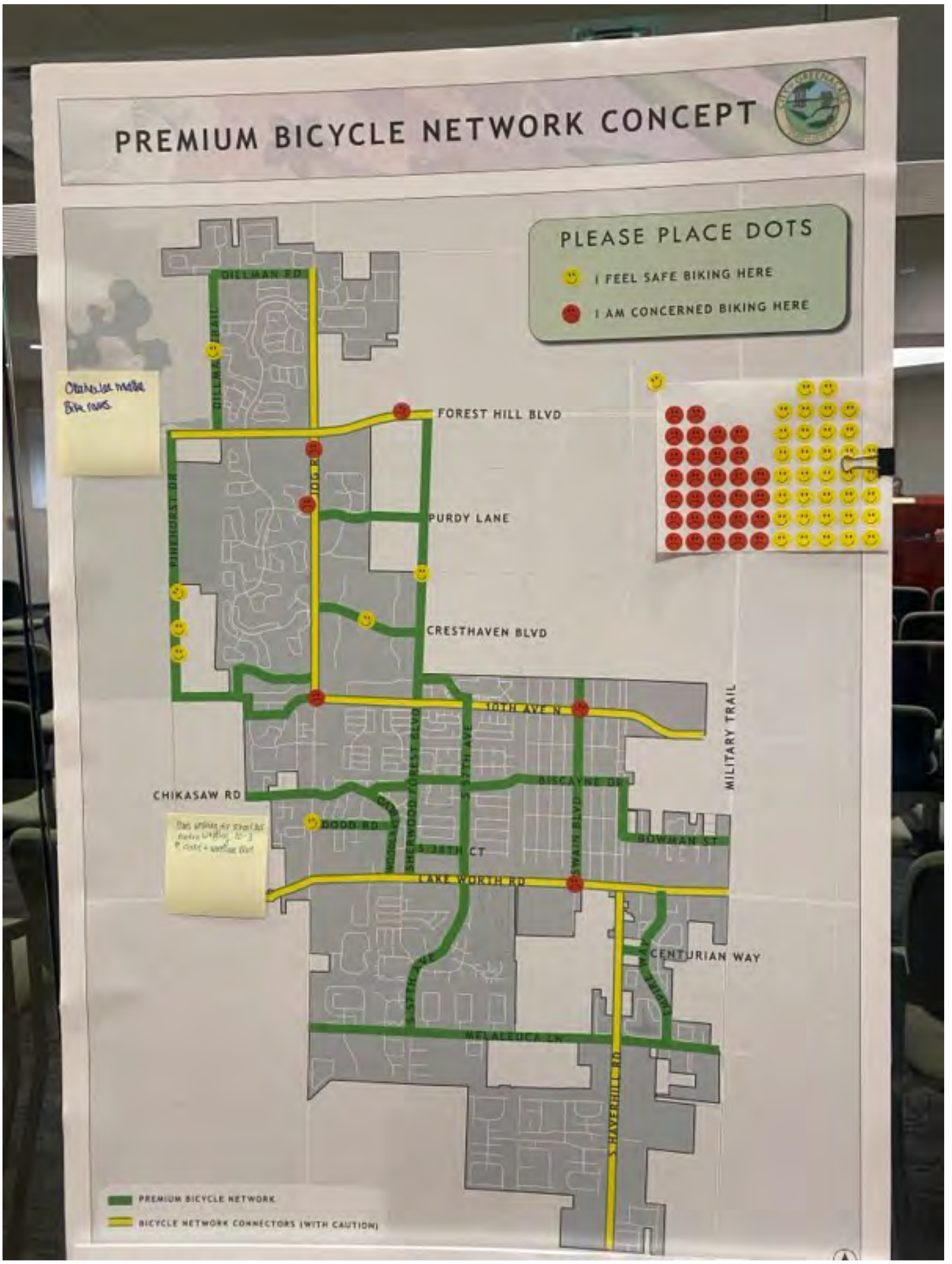
PUBLIC INPUT POSTERS

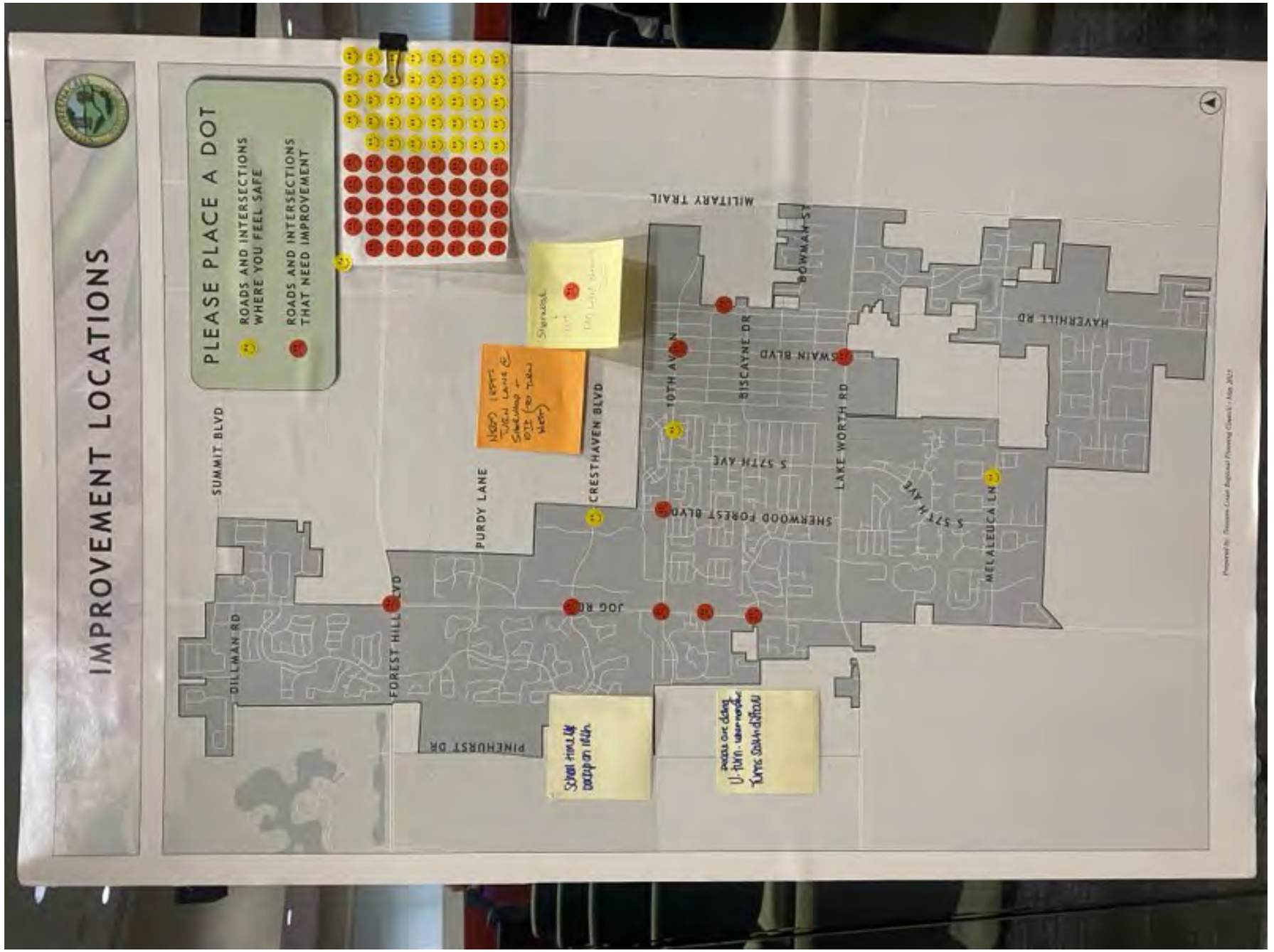

CATALOG OF IMPROVEMENTS
SUMMIT BLVD
FOREST HILL BLVD
PURDY LANE
CRESTHAVEN BLVD
10TH AVE N
BISCAYNE DR
LAKE WORTH RD
MILITARY TRAIL
NON-MOTORIZED TRAVEL REALM
PEDESTRIAN ZONE
FRONTAGE ZONE
FURNISHING ZONE
TRANSIT ELEMENTS
RECREATIONAL ELEMENTS


CATALOG OF IMPROVEMENTS
SUMMIT BLVD
FOREST HILL BLVD
PURDY LANE
JOG RD
CRESTHAVEN BLVD
10TH AVE N
SHERWOOD FOREST BLVD
S 57TH AVE
BISCAYNE DR
MILITARY TRAIL
BOWMAN ST
SWAIN BLVD
LAKE WORTH RD
MELALEUCA LN
HAVERHILL RD
Yes. more bike rocks.
More bike repair stations
Preference for 10+ shareuse path for bikes
ROADWAY REALM
BICYCLE ELEMENTS
DESIGN ELEMENTS
BIKE RACK
BICYCLE REPAIR STATION
BUFFERED BICYCLE LANE
BIOSWALE WITH SHADE TREES
CENTER LANDSCAPED MEDIAN WITH SHADE TREES
SOFT SHOULDER
BICYCLE BOX
DESIGNATED BICYCLE LANE
2-WAY CYCLE TRACK
PINCH POINT
TRAFFIC CIRCLE
PRIVACY WALL WITH PUBLIC ART
3rd street not straight turn. people flying through
PROTECTED BICYCLE LANE
SEPARATED BICYCLE LANE
2 -WAY SEPARATED BICYCLE LANE
PERMEABLE ON-STREET PARKING
PERMEABLE PAVEMENT
TRAFFIC CALMING ELEMENTS
SPEED HUMP
TEXTURED CROSSWALKS
SPLITTER ISLAND (MEDIAN ISLAND)
TEXTURED & LIGHTED CROSSWALKS
BIOSWALE BULBOUTS
LIGHT BOLLARDS
Beautiful! This would be great
More Bio-swales -!!


CATALOG OF IMPROVEMENTS
SUMMIT BLVD
FOREST HILL BLVD
JOG RD
CRESTHAVEN BLVD
10TH AVE N
SHERWOOD FOREST BLVD
S 57TH AVE
BISCAYNE DR
SWAIN BLVD
BOWMAN ST
MILITARY TRAIL
LAKE WORTH RD
MELALEUCA LN
HAVERHILL RD
INTERSECTIONS
INTERSECTION ELEMENTS
ROUNDABOUT
OVALABOUT
MULTIMODAL INTERACTION AT INTERSECTIONS
MULTIMODAL CROSSING AT INTERSECTION
BICYCLE SIGNAL
PEDESTRIAN SIGNAL
INTERSECTION SAFETY
PROTECTED INTERSECTION EXAMPLE DIAGRAM
BIKE BOX AT INTERSECTION ASSIGNING PRIORITY TO CYCLIST
HAWK SIGNAL MID-BLOCK PROVIDING PEDESTRIAN REFUGE & ACCESS
ARTERIAL ROADWAY EXAMPLE DIAGRAM
COLLECTOR ROADWAY EXAMPLE DIAGRAM
learning curve still happening with roundabout
speeding on swain enforcement
More Roundabouts!
Middle schoolers in smart not in bike lane esp @ Forest Hill + Jog Rd
bike education/kids with greenlanes and boxes
speed tables maybe work on swain


IMPROVEMENT IDEAS
PLEASE POST YOUR IDEAS HERE
Reduce 10th Ave and make our main Street/Downtown
Extend the LW Road bike lane Westwards
Flashing signals (like @ blind center on Congress and FHB) @ busy cross walks
"Biking Hours" of different street light colors
What can School police do off campus?
Ideas Here!
Speed enforcement
PBSO @ schools for traffic enforcement during school hours
Putting a dedicated straight thru lane on Swain crossing 10th to the middle School.
Create traffic calming to discourage taking short cut from 10th to LW Rd on Swain.
Prepared by: Treasure Coast Regional Planning Council - May 2025


PREMIUM BICYCLE NETWORK CONCEPT
PLEASE PLACE DOTS
I FEEL SAFE BIKING HERE
I AM CONCERNED BIKING HERE
DILLMAN RD
FOREST HILL BLVD
PURDY LANE
CRESTHAVEN BLVD
10TH AVE N
MILITARY TRAIL
CHIKASAW RD
BISCAYNE DR
DODD RD
BOWMAN ST
LAKE WORTH RD
CENTURIAN WAY
MELALEUCA LN
PREMIUM BICYCLE NETWORK
BICYCLE NETWORK CONNECTORS (WITH CAUTION)


IMPROVEMENT LOCATIONS
PLEASE PLACE A DOT
ROADS AND INTERSECTIONS WHERE YOU FEEL SAFE
ROADS AND INTERSECTIONS THAT NEED IMPROVEMENT
SUMMIT BLVD
PURDY LANE
CRESTHAVEN BLVD
MILITARY TRAIL
BOWMAN ST
HAVERHILL RD
10TH AVE N
BISCAYNE DR
SWAIN BLVD
S 57TH AVE
LAKE WORTH RD
SHERWOOD FOREST BLVD
MELALEUCA LN
JOG RD
DILLMAN RD
FOREST HILL BLVD
PINEHURST DR


NEIGHBORHOOD MAP
PLEASE PLACE A DOT
WHERE YOU LIVE
WHERE YOU WORK
WHERE YOU PLAY
MILITARY TRAIL
BOWMAN ST
EMPIRE WAY
BISCAYNE DR
SWAIN BLVD
S HAVERHILL RD
LAKE WORTH RD
CRESTHAVEN BLVD
10TH AVE N
PURDY LANE
SHERWOOD FOREST BLVD
DODD RD
S 57TH AVE
NEKATEUCA LN
PINEHURST DR