



May 22, 2026

Safe Streets and Roads for All (SS4A) Planning and Demonstration Grant

City of Lake Worth Beach, Florida

Project Title:

Low-Stress Bicycle Network Demonstration

Applicant Information:

City of Lake Worth Beach

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Lake Worth Beach, FL 33460

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I. Project Overview

The City of Lake Worth Beach (the “City”) is requesting **\$720,000 in federal funds** and will provide a **\$180,000 local match**, for a total project cost of **\$900,000** to plan, demonstrate, and evaluate a low-stress bicycle network demonstration project. The project will focus on identifying and testing lower-stress bicycle routes that help bicyclists avoid the City’s High Injury Network (HIN), where crash history shows the greatest concentration of severe roadway safety outcomes.

The proposed project is consistent with the Lake Worth Beach Mobility Plan, which identifies bicycle and multimodal safety strategies to improve mobility, reduce stress for vulnerable roadway users, and support a safer transportation network. While the Mobility Plan is not a stand-alone Vision Zero Action Plan, it includes several components that align with Vision Zero principles, including safety-based project identification, multimodal access, and improvements for vulnerable roadway users.

The proposed demonstration will include low-cost, quick-build bicycle safety treatments such as signing, pavement markings, channelizing devices, intersection daylighting, and visibility enhancements. These improvements are intended to

create safer and more comfortable bicycle connections on lower-stress streets, reduce the need for bicyclists to travel along HIN corridors, and improve access to schools, parks, downtown destinations, transit stops, neighborhoods, and community services.

II. **Location**

Lake Worth Beach, previously named Lake Worth, is a city in east-central Palm Beach County, Florida. The City had a 2020 population of 42,219 residents and an estimated 2024 population of 44,417 residents, representing an increase of approximately 5.2% since 2020. This population growth has increased demand on a transportation network that serves local neighborhoods, commercial corridors, schools, parks, transit, and regional traffic.

The project area will include candidate low-stress bicycle routes within the City, with priority given to locations that provide alternatives to HIN corridors and connect residents to key destinations. The project will focus on streets where quick-build improvements can improve bicyclist comfort, reduce exposure to high-risk corridors, and support safer transportation choices for short local trips.

The City will use crash history, HIN mapping, bicycle demand, roadway context, land use, transit access, and community feedback to identify suitable low-stress bicycle routes. The intent is not only to install isolated pavement markings, but to test a connected network approach that provides safer and more predictable bicycle travel

III. **Safety Context**

The proposed project is expected to advance safety planning by evaluating demonstration activities that respond directly to documented bicycle safety issues in Lake Worth Beach. Between 2019 and 2023, the City experienced 32 roadway fatalities, including 5 bicyclist fatalities. All fatal bicyclist crashes occurred on the High Injury Network (HIN), reinforcing the need to provide safer, lower-stress bicycle routes that reduce bicyclist exposure to the City's highest-risk corridors.

Demonstration treatments may include bicycle route signing, shared-lane pavement markings, wayfinding, channelizing devices, daylighting, and other visibility improvements. These treatments are intended to improve bicyclist comfort, reduce conflicts, increase visibility, and provide safer connections to schools, parks, neighborhoods, transit stops, downtown destinations, and community services.

The project also supports the traditional neighborhood development (TND) context recognized in Florida Greenbook, where lower-speed, connected street networks

are intended to support walking, bicycling, local access, and shorter trips.¹ The demonstration will allow the City to test practical bicycle treatments in a built-out urban environment before advancing permanent improvements.

The City anticipates initiating the project following grant award and federal authorization. The first year will focus on design, agency coordination, community outreach, and installation of demonstration treatments. The formal demonstration period will begin after installation and run for three years, during which the City will monitor operations, collect safety data, gather community feedback, and adjust treatments as needed. The final year will focus on evaluation, documentation of lessons learned, and incorporation of findings into future planning, mobility plan updates, and project prioritization.

IV. **Safety Impact**

According to 2019 through 2023 fatal crash data, Lake Worth Beach experienced **32** roadway fatalities. Based on the 2020 U.S. Census population of 42,219 residents, this equates to an annual fatality rate of approximately **15.16** fatalities per 100,000 residents.

The data also identifies 5 bicyclist fatalities during the same period. Because all fatal bicyclist crashes occurred on the HIN, the proposed project directly responds to the City's most severe bicycle safety issue. The project will test a low-stress bicycle network that provides safer alternatives to high-risk corridors and supports future investment in permanent bicycle safety improvements.

V. **Underserved Communities**

Several census tracts in Lake Worth Beach are identified as Areas of Persistent Poverty (APP), including Census Tracts 4401, 4402, 5101, 5102, and 45. These tracts include a combined population of approximately 32,110 people, which represents about 76% of the City's total 2020 population. This percentage may be slightly overstated because one census tract is only partially located within the City boundary.

By focusing low-stress bicycle network improvements in and near these areas, the City will direct safety investments toward communities where affordable, safe, and reliable transportation choices are especially important. The project will improve access to daily destinations, reduce exposure to high-risk corridors, and support safer mobility for residents who walk, bike, use transit, or do not have regular access to a vehicle.

¹ Florida Department of Transportation. (2023). *Manual of uniform minimum standards for design, construction and maintenance for streets and highways: Chapter 19, Traditional neighborhood development* (Florida Greenbook, Topic No. 625-000-015).

The City of Lake Worth Beach is excited for this SS4A Planning and Demonstration Grant submittal and looks forward to the process ahead.

Regards,



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