



THE Seacrest CORRIDOR PLAN



REIMAGINING SEACREST BOULEVARD:

SAFER. SMARTER. MORE CONNECTED.
From Woolbright Road to Boynton Beach Blvd.



10/15/2025



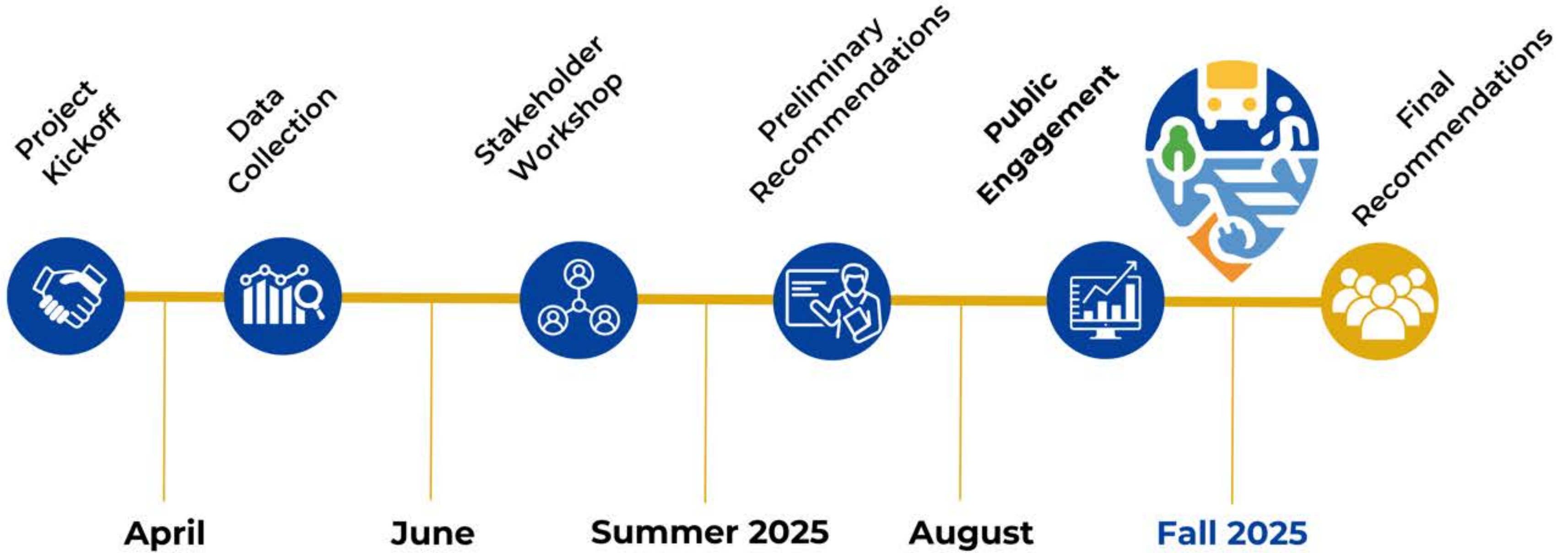
Agenda



1. **Seacrest Corridor Plan Project Overview**
2. **Stakeholder Workshop**
3. **Preliminary Concept**
4. **Public Engagement**
5. **Survey Summary**
6. **Proposed Concept Design**
7. **Next Steps**
 - a. **Project Website**



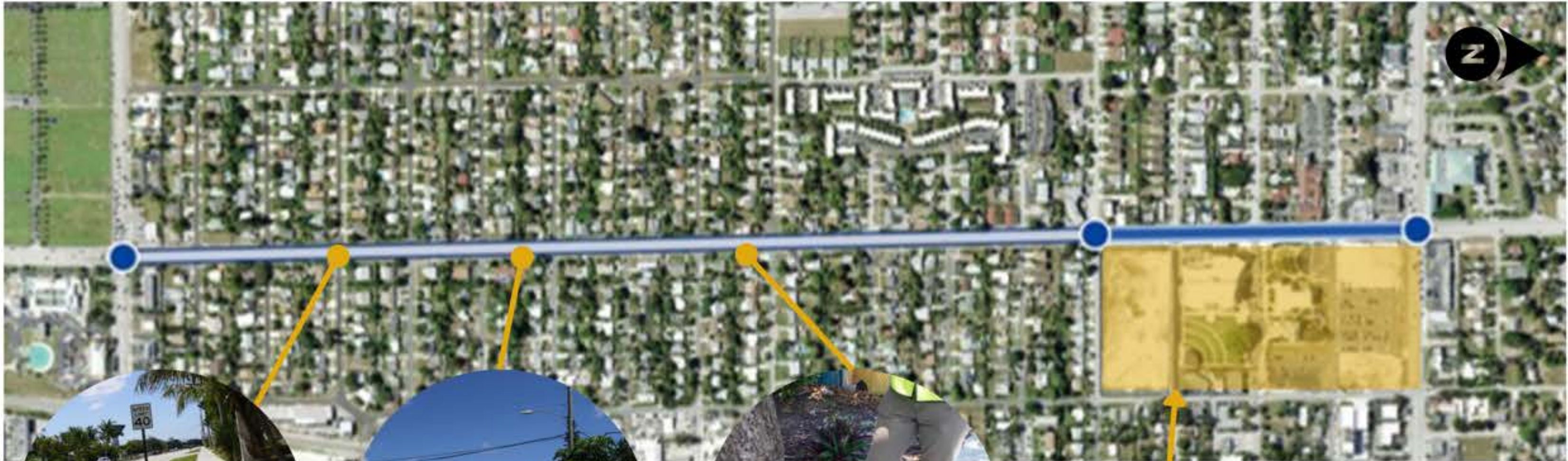
Project Schedule





Study Area Map

Location: Seacrest Blvd. from Woolbright Road to East Boynton Beach Blvd.



**Future City Hall
Redevelopment**

Existing Conditions

- **Right-of-Way:** 80'
- **Length:** Approximately 1 Mile
- **Posted Speed:** 40MPH
- **Existing Typical Section:**
 - 2nd Ave. to East Boynton Beach Blvd.: 5-lane with center turn lane and 12-foot lanes
 - Woolbright Rd. to 2nd Ave.: 4-lane undivided with 12-foot lanes
- **Sidewalks:** Varies 5' to 10' minimal buffer from traffic
- **Bicycle Facilities:** None, cyclists share lanes with vehicles
- **Lighting:** Overhead lighting, minimal pedestrian-scale lighting
- **Land Uses:** Residential, commercial, institutional, civic, vacant parcels





Crash Summary

2017 & 2019



934
Total
Crashes

15 Head On

2 Fatality

16 Serious Injury

76% of accidents happen during the daytime, and **70%** of injury-related crashes occur during the same hours.

151 Left Turn

284 Rear End

12 of 13 Pedestrian crash lead to injury

9 of 12 Cyclist crash lead to injury

20 Right Turn

166 Right Angle

Vehicle and property damages are estimated at \$5 million. According to the Federal Highway Administration (FHWA), each fatal crash is estimated to cost about \$11 million. Over the ten-year study period, the combined total cost of property damage, vehicle damage, and fatal crashes is estimated to be approximately \$27 million.

Project Goal



| Davie Road - Davie



| Banyan Blvd. - West Palm Beach



| Spanish River Blvd. - Boca Raton



Consistent with the City of Boynton Beach Complete Streets Policy, Vision Zero Policy and the Adopted Mobility Plan



Stakeholder Workshop



Who?

- City of Boynton Beach, Palm Beach County, Palm Beach TPA, Fire Rescue, Craven Thompson and DDEC



Key Discussion Points & Outcomes

- **Lane Design:** 10' inside + 11' outside lanes.
- **Multimodal:** Multi-use path (east side, City Hall connection).
- **Crossings:** New/refined crosswalks at 4th, 7th, & 10th with medians + RRFBs.
- **Roundabout:** Supported at Ocean Ave.
- **Transit:** Inventory shelters; explore compact designs.
- **Medians:** 6'-8' landscaped medians for safety & access control.
- **Access:** Relocate driveways; tighten side street radii for trees.
- **Safety:** Target 30-35 MPH; MUTCD school zones; "Do Not Block" markings.
- **Lighting/Utilities:** Undergrounding + pedestrian lighting (east side priority).
- **Aesthetics:** Gateways, landscaping, midblock crossings, beautification.



SAFER
CROSSINGS



ADA
ACCESSIBILITY



BETTER
TRANSIT
ACCESS



PROTECTED
BIKE LANES



GREENER,
HEALTHIER
STREETS



LIGHTING &
VISIBILITY



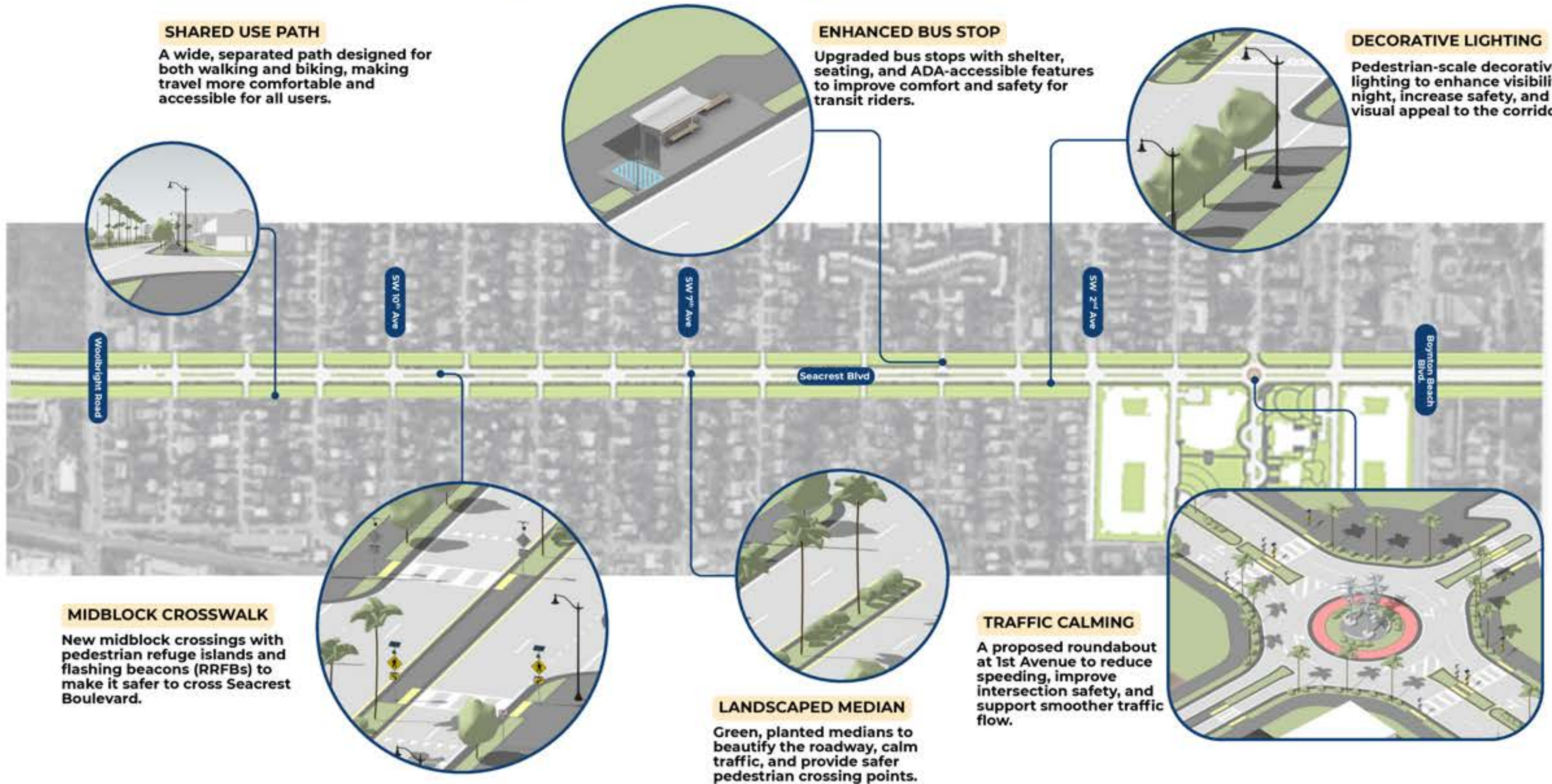
TARGET
SPEEDS



WAYFINDING &
CONNECTIVITY



Preliminary Concept





Traffic Calming

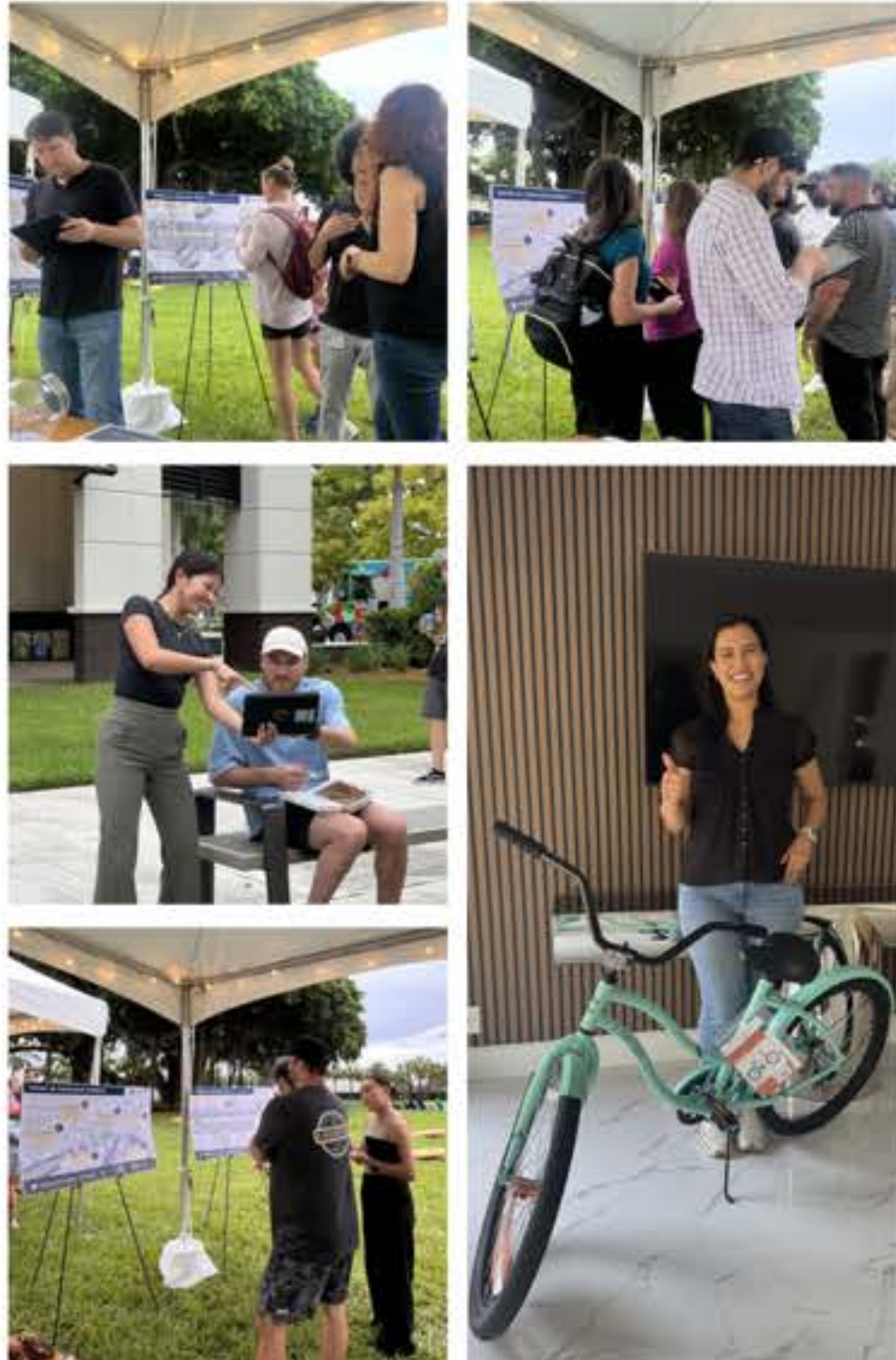




First Friday @ 5 Community Outreach



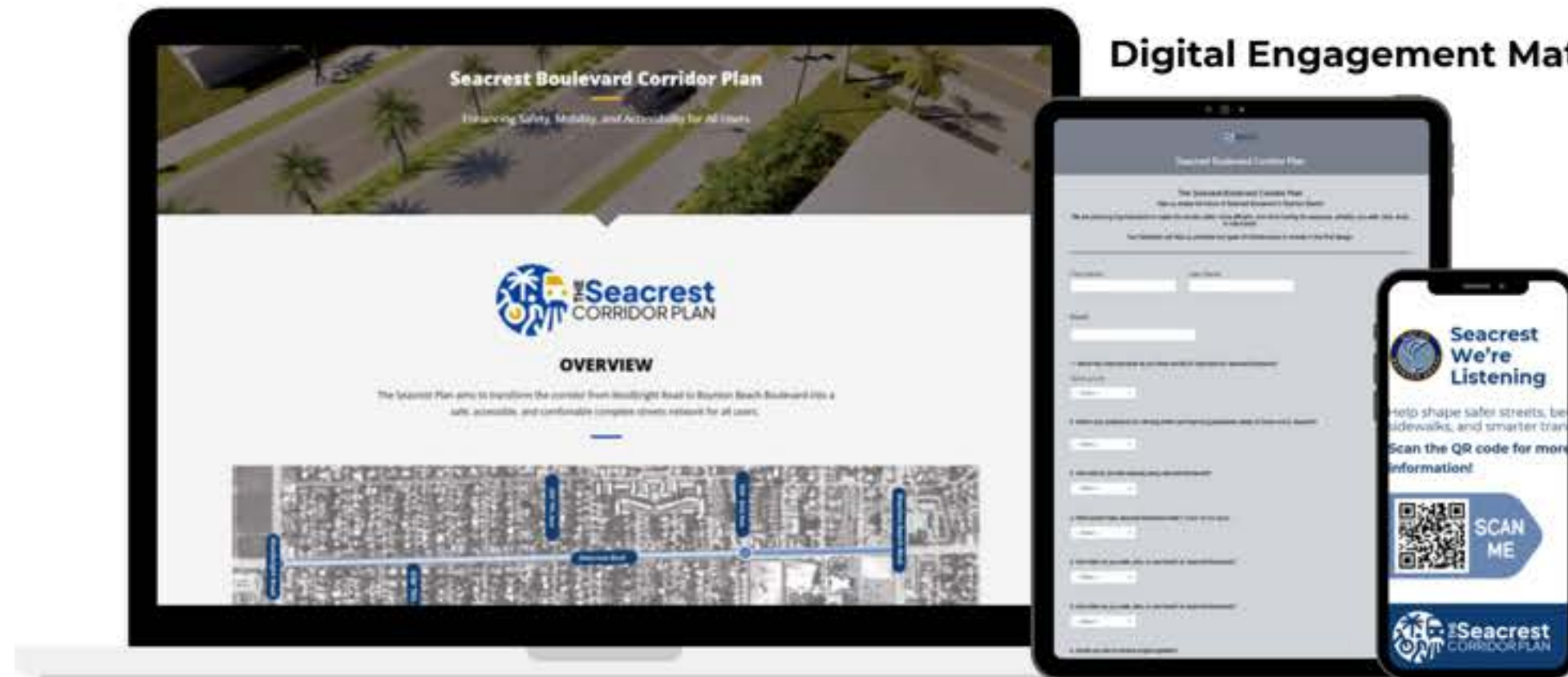
First Friday @ 5 - 9/5/25



Key Outcomes

- **94 surveys completed** strong input for the corridor plan
- **Top priorities:** bike lanes, traffic calming, better lighting
- **Community feedback:** survey, dot mapping, and notes showed what matters most
- **Bike raffle winner** announced from survey participants

Digital Engagement Materials





Survey Summary



Zoho Survey



HOW SAFE DO PEOPLE FEEL WALKING ON SEACREST BLVD?



Very Safe
7%



Neutral
37%



Very Unsafe
18%



Survey Visits
507



Total Responses
94 ↑

WHAT WOULD MAKE SEACREST BLVD SAFER?



27%
Better Lighting



21%
Better Crosswalks



19%
Wider Sidewalks or Paths



17%
Slower Traffic Speeds



16%
More Trees & Landscaping

TOP 3 MOST IMPORTANT IMPROVEMENTS

48%



Walking/Biking Path

47%



Safer Pedestrian Crossings

37%



Landscaped Medians

32% Roundabout

27% Bus Stops with Shade & Seating

26% Decorative Street Lights

HOW OFTEN DO PEOPLE BIKE OR WALK



HOW SHOULD WE CALM TRAFFIC AT OCEAN AVE & SEACREST?

LANDSCAPED ROUNDABOUT



KEEP EXISTING INTERSECTION



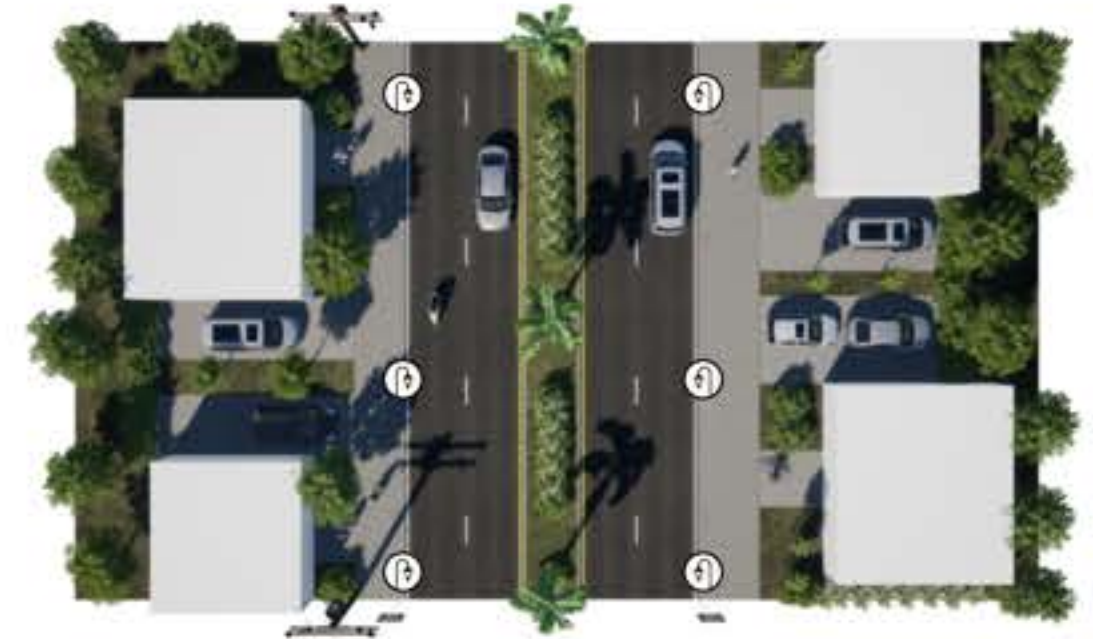


Proposed Typical Section

Median with Landscape and Wide Sidewalks

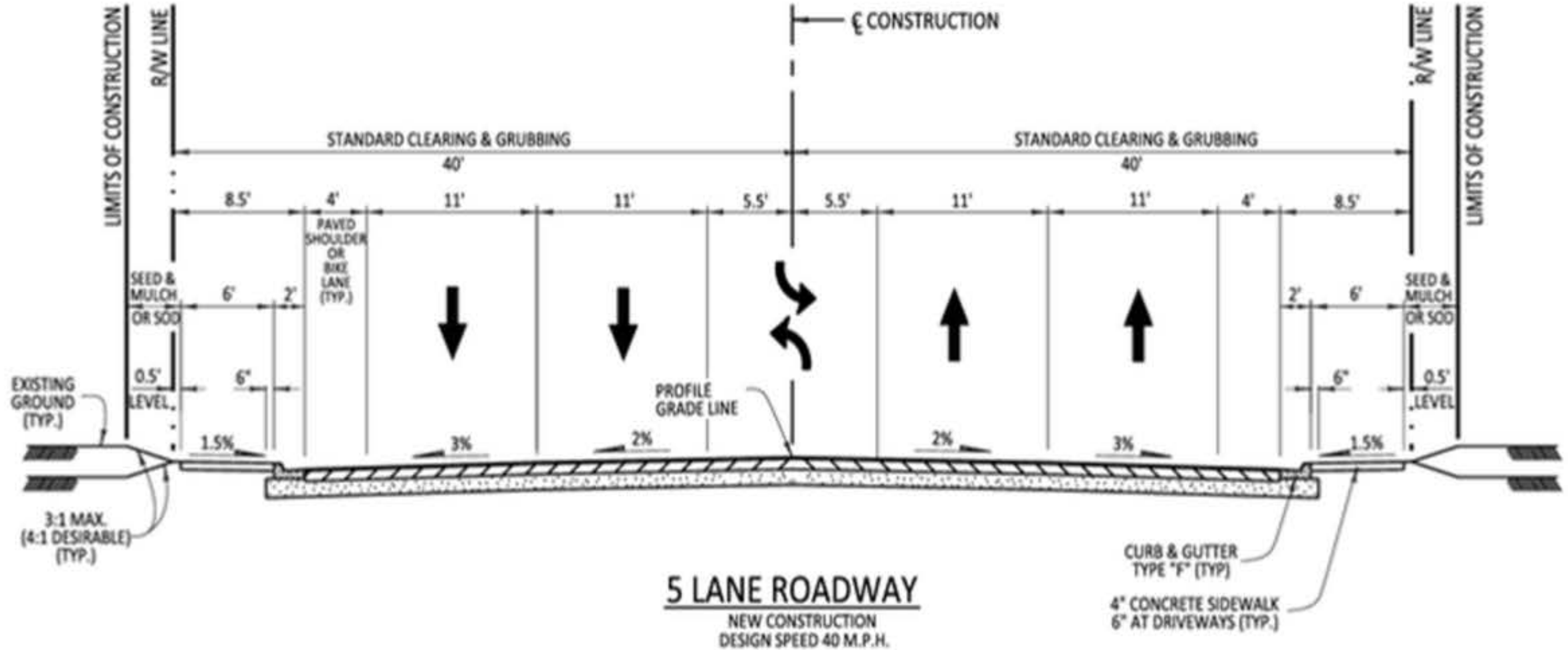


- Four travel lanes with two-way center turn lanes.
- 9 ft landscaped median enhancing aesthetics and providing a refuge area for midblock and crosswalks.
- 10' inside travel lane and 11' outside travel lane
- Shared-use paths (8 ft and 10ft) on one side to support pedestrian and bicycle activity.





Palm Beach County Concept





Palm Beach County Concept



Proposed Concept Design

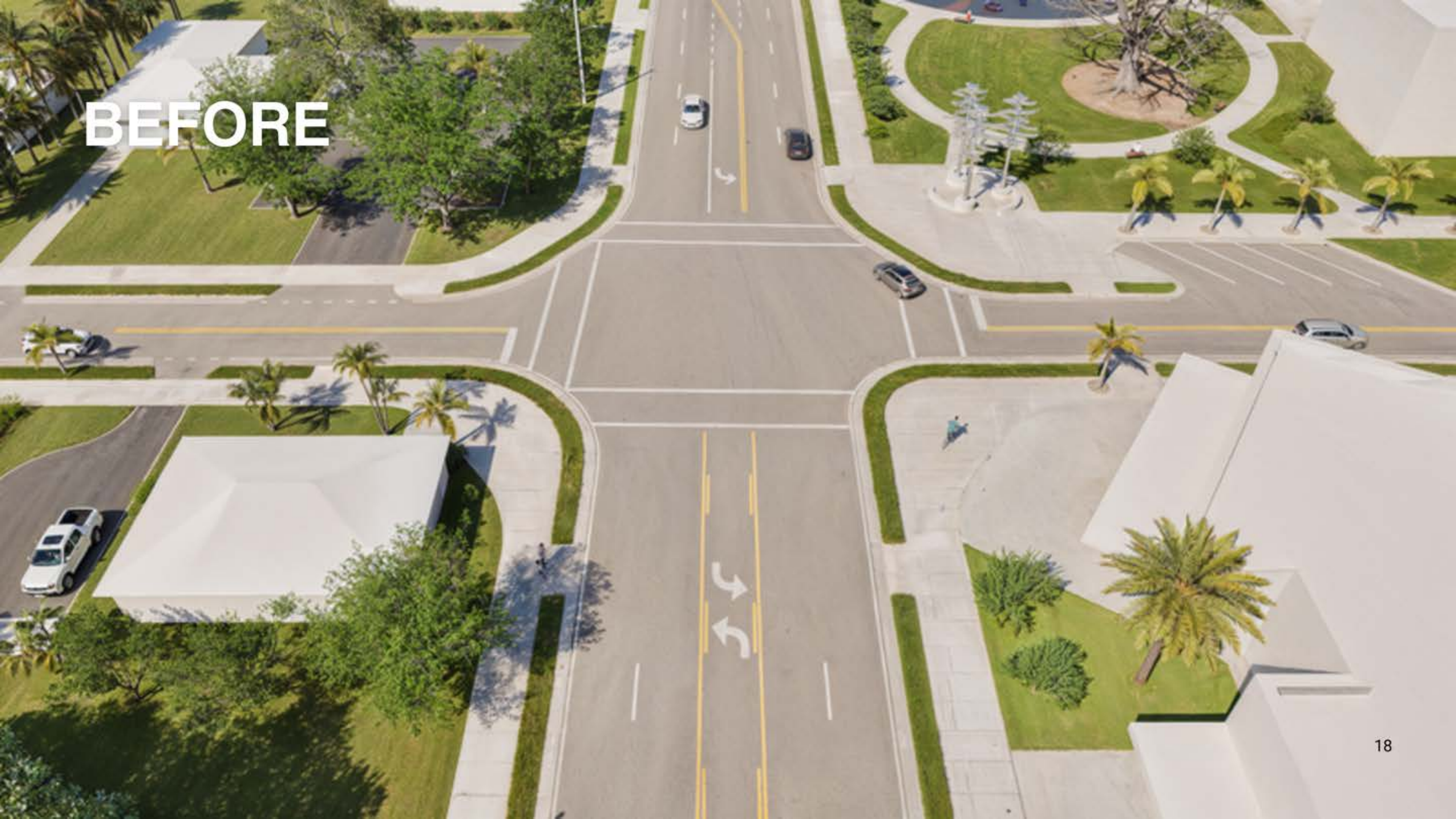


The proposed concept design for Seacrest Boulevard highlights how roadway safety, walkability, and community can be enhanced with targeted improvements

- **Roundabouts** to improve traffic flow and reduce crashes
- **Safety enhancements** such as crosswalk upgrades and traffic calming
- **Decorative lighting** to increase visibility and create a vibrant streetscape
- **Landscaped medians** that beautify the corridor and provide buffers
- **Multi-use Path**



BEFORE



AFTER



BEFORE



AFTER



BEFORE



AFTER



BEFORE



AFTER



Questions and Comments

We want to hear from you.

Share your thoughts, questions, and ideas about the Seacrest Corridor. Your input will help guide the next steps in shaping the future of this community street.

Scan the QR
code for more
information!





Next Steps

- Summarize Today's Input
- Finalize Conceptual Design
- Present to City Commission
- Budgeting for Design and Construction
- Project Implementation

For More Information:
vzfla.com/seacrest-corridor



Reimagine Sea

