

## **APPENDIX B**

### **Public Participation Process and Public Comments Summary**

*Adoption of the FY 2026-2030 TIP scheduled for June 26, 2025*

The TIP is presented as an informational item to the Palm Beach TPA committees on May 7 & 8, 2025 and to the Governing Board on May 22, 2025. A final Draft TIP is presented to the committees on June 4, 2025 and is scheduled for adoption by the TPA Governing Board at their public meeting on June 26, 2025.

The following methods are being used to solicit public comments, exceeding the 30-day public review and comment period requirements prescribed by the TPA Public Participation Plan:

- TPA Website - The following items are posted in multiple locations on the [PalmBeachTPA.org](https://PalmBeachTPA.org) website including [PalmBeachTPA.org/TIP](https://PalmBeachTPA.org/TIP), [PalmBeachTPA.org/Meeting](https://PalmBeachTPA.org/Meeting), and promotions and links from the home page:
  - Draft TIP document posted and updated
  - Advance public notice of proposed adoption at a public meeting of the TPA Governing Board held June 26, 2025
  - Online public comment forms for the Draft TIP and for each Governing Board and advisory committee meeting
  - Links to presentation slides from the May 22, 2025 and June 26, 2025 Governing Board meetings
- TPA Advisory Committees - The Draft TIP is presented for information and recommendations at the following public meetings, including opportunities for public comment:
  - Technical Advisory Committee (TAC) - May 7 and June 4, 2025
  - Citizens Advisory Committee (CAC) - May 7 and June 4, 2025
  - Vision Zero Advisory Committee (VZAC) - May 8, 2025
- TPA Governing Board - The Draft TIP is presented to the Governing Board at the following publicly noticed meetings, including opportunities for public comment:
  - May 22, 2025 – First Reading
  - June 26, 2025 – Final Adoption
- Meetings are in a hybrid format. Online public comment forms are available at [PalmBeachTPA.org/comment-form](https://PalmBeachTPA.org/comment-form), with the option to comment on a specific agenda item. This offers the public additional opportunities to submit online comment forms prior to and during each meeting, in addition to the option to speak live during meetings. For the ease of the public, a comment page link is posted under each advisory committee and TPA Governing Board meeting webpage as well as posted in the meeting agendas.

### Submitted Public Comments

The following public comments were submitted during the public review and comment period via online or by mail. Public comments received during public meetings are available in the meeting minutes and recordings.

#### Submitted public comments

<b>Name – Format – XX/XX/XXXX</b>
<b>Town of Juno Beach – Letter (attached) – 05/15/2025</b>



## TOWN OF JUNO BEACH

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Peggy Wheeler, Mayor  
John Callaghan, Vice Mayor  
Diana Davis, Vice Mayor Pro Tem  
Marianne Hosta, Councilmember  
DD Halpern, Councilmember  
Robert A. Cole, Town Manager

May 16, 2025

TPA Governing Board Chair Chelsea Reed  
Palm Beach Transportation Planning Agency  
301 Datura Street  
West Palm Beach, FL 33401

RE: Project 20230030 - DONALD ROSS RD AT US-1 (Intersection Improvements)

Dear Chair Reed and Members of the Palm Beach Transportation Planning Agency Governing Board,

On behalf of the Town of Juno Beach, I express our sincere gratitude for the vital role the Palm Beach Transportation Planning Agency (TPA) plays in guiding and shaping the transportation future of our region. Your commitment to fostering sustainable and efficient transportation solutions is deeply valued, and we appreciate the opportunity to provide input on proposed projects. We share your vision for a safe, efficient, and connected multimodal transportation system for users of all ages and abilities.

I am writing today to formally oppose inclusion of Project 20230030 – DONALD ROSS RD AT US-1 (Intersection Improvements) in the FY 2026-2030 Transportation Improvement Program (TIP). Recognizing the TPA's statutory responsibility to demonstrate explicit consideration and response to public input received during the development of the metropolitan transportation plan and the TIP, as well as TPA's demonstrated record of regional partnership and collaboration, we trust that our concerns will receive appropriate attention.

While we recognize that Project 20230030's purpose is to address intersection operating efficiency for motor vehicles, we are deeply concerned about both the project's need, and most importantly, its adverse consequences. The deleterious effects of the project will decrease public safety, erode local quality of life, and undermine other existing infrastructure, both current and envisioned. We respectfully request meaningful consideration of our concerns regarding this project, as briefly outlined below:

1. **Negative Safety Impacts:** Safety is – *and should be* – the highest regional transportation priority. However, adding *third* eastbound left and southbound right turn lanes at the intersection of Donald Ross Road and US 1 makes the intersection much *less safe* for the heavy volume of pedestrians and

bicyclists using the intersection. The number of potential conflicts will only grow as the adjacent Carretta and Pulte Homes mixed-use projects come online soon.

Abundant local, regional, state, and federal plans, policies, and programs prioritize pedestrian and bicyclist safety in project design and development, including the TPA's [Vision Zero Plan](#) and [Complete Streets Policy](#), yet Project 20230030 places automobiles *first*.

Ironically, the proposed project embraces the very same roadway design principles and resulting conditions that the TPA has studied, found dangerous by design, and now seeks to ameliorate on a priority basis through its designated High Injury Network (HIN) corridors program. Our region should not support planned "improvements" that direct us down a path of known failure.

The proposed *third* turn lanes addition project will, particularly when combined with known near-term growth in pedestrian and bicyclist volumes associated with nearby redevelopment, significantly increase the likelihood that the project location will be recruited into the TPA's HIN classification scheme, a public safety outcome that must be avoided.

2. **Inconsistency with Local Plans:** The Town of Juno Beach is actively collaborating with the Treasure Coast Regional Planning Council to develop a Master Plan for our commercial corridor, which includes the Donald Ross Road and US 1 intersection. The proposed *third* turn lanes project is inconsistent with our community vision, comprehensive plan, and initial results from the ongoing Master Plan, which prioritizes walkability, aesthetics, and community character.
3. **Loss of Landscaped Median:** The project proposes to reduce or eliminate the landscaped median, which serves as a critical island of refuge for pedestrians. Furthermore, the action would necessitate removal of our iconic Medjool Palms and other valued landscaping, which together define the aesthetic character of a major Juno Beach community gateway for residents and visitors, alike.

Our pedestrians should not be placed at-risk by removal of the substantial island of refuge, and our treasured Medjool Palms and community gateway aesthetic should not be paved over by unnecessary and imprudent *third* turn lanes.

4. **Existing and Planned Infrastructure Impacts:** Adding a third turn lane may drive the need for an additional US 1 northbound lane, with any such expansion eliminating the existing swale, thereby adversely impacting drainage and stormwater management in the area. Furthermore, local plans to advance Vision Zero and Complete Streets investments are undermined by the proposed project, which prioritizes cars over other transportation modes by unnecessarily consuming more right-of-way for automobile use and increasing pedestrian and bicyclist conflicts.
5. **Higher Costs Compared to Alternatives:** The proposed project imposes a more significant financial burden on taxpayers than potential viable alternatives. We believe that more cost-effective solutions exist and could achieve similar or superior benefits without the extensive adverse impacts associated with Project 20230030.

To illustrate, we believe that AI-controlled signalization could more effectively address the project's purpose and need without the adverse consequences of adding *third* turn lanes. Additionally, we question whether the unique traffic patterns caused by the Donald Ross bridge's openings and closings for marine traffic may contribute to intersection performance problems, a condition not readily solved by adding third turn lanes.

As the bridge closes to vehicles, traffic backs up westbound toward the Donald Ross and US 1 intersection, often near the intersection itself, as well eastbound on the opposite side of the bridge. When the bridge reopens to vehicles, the eastbound traffic arrives all at once to the Donald Ross and US 1 intersection. Standard signalization timing appears to struggle in this scenario, unable to adjust to such fluctuating volume.

Thus, it would seem logical to reduce bridge openings during peak traffic periods and/or implement signalization that is responsive to changing conditions, i.e., intelligent traffic control, perhaps something like [Miovision Surtrac](#) or some other similar technology already deployed within the region. Of compounding benefit, adaptive technology can also improve pedestrian and bicyclist safety by optimizing traffic signals in real-time, considering their presence and movement alongside vehicles.

In view of the foregoing concerns, we respectfully urge the Palm Beach Transportation Planning Agency to reconsider inclusion of Project 20230030 in the FY 2026-2030 TIP. We encourage the exploration of alternative solutions that maintain or enhance public safety, better align with the regional priorities, and are consistent with our Town's local planning, thereby preserving and enhancing our community's safety and character while also meeting the existing and future needs of our *multimodal* transportation network.

While the Town recognizes that the TIP is not listed as an action item on the TPA Governing Board's May 22 agenda for which these public comments were prepared, we wish to place our opposition to Project 20230030 - DONALD ROSS RD AT US-1 (Intersection Improvements) on record and encourage thoughtful reconsideration of the planned project as the TIP continues to move through the review and approval process.

Thank you for your attention to this matter and for your continued dedication to improving transportation in Palm Beach County. Please feel free to contact us to discuss our concerns further or to provide additional information.

Respectfully submitted,



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Town of Juno Beach  
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C: Juno Beach Town Council  
Palm Beach County Board of County Commissioners