



Palm Beach MPO
Pedestrian and Bicycle Safety Study

Pedestrian and Bicycle Safety Performance Measures and Targets

Objective	Current Value (2014) ⁽¹⁾	2025 Target	Vision ⁽²⁾
Reduce the number of...			
Pedestrian Injuries	323	≤ 160	0
Pedestrian Fatalities	32	≤ 15	0
Bicyclist Injuries	268	≤ 130	0
Bicyclist Fatalities	9	≤ 4	0
Pedestrian and Bicyclists Injuries and Fatalities that occurred within the hot spots and high crash corridors	159	≤ 79	0
Juvenile (Age 0-18) Bicycle and Pedestrian Crashes	82	≤ 41	0
Reduce pedestrian and bicyclist crashes that occur under dark conditions and between 10pm and 6am	57 ⁽³⁾	≤ 28	0

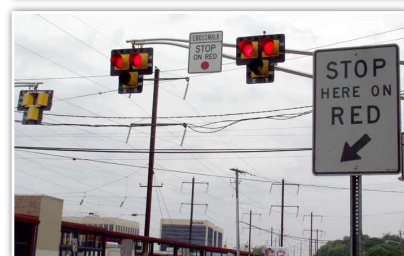
⁽¹⁾The current value (2014) are obtained from FDOT UBR data.

⁽²⁾Palm Beach MPO strives towards Vision Zero; where no pedestrians and bicyclists are injured or killed.

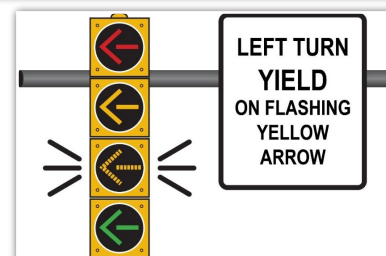
⁽³⁾Accounts for the number of crashes occur under dark conditions where street lights are both present and not present.

Safety Initiatives

Initiative	Lead Agency	Partners	Goal
Provide complete streets/safety education workshops	Palm Beach MPO	Local Municipalities, Palm Beach County Engineering, FDOT, FHWA, and FAU Center for Urban & Environmental Solutions (CUES)	At least 1 Workshop annually
Conduct road safety audits (RSAs) for hot spots & high crash corridors identified in this plan	Palm Beach MPO	FDOT, Local Municipalities, and Palm Beach County Engineering	At least 1 RSA annually
Conduct crosswalk safety campaigns in hot spots in this plan	Local Law Enforcement	FDOT Community Traffic Safety Team (CTST) and Alert Today Alive Tomorrow, Local Municipalities, Palm Beach County Engineering, FDOT, FHWA, South Florida Regional Transportation Authority (SFRTA) and Palm Tran.	At least 1 Campaign annually
Educate children on pedestrian and bicycle safety skills	Palm Beach County School District	FDOT Safe Routes to School, SafeKids, WalkSafe, BikeSafe, Palm Beach YMCAs, and FAU CUES	All K-12 Schools Implement Curriculum annually
Educate adults on bicycle safety skills	League of American Bicyclists	Adult Education Organizations, FDOT, Palm Beach MPO, Local Municipalities, and AARP	At least 1 Training annually
Implement bike light safety campaigns to educate and distribute bike lights to cyclists in each hot spot and corridor identified in this plan	Local Law Enforcement and FDOT	Local Municipalities FDOT CTST and Alert Today Alive Tomorrow, and League of American Cyclists	At least 1 Campaign annually



Potential Countermeasure: Pedestrian Hybrid Beacons



Potential Countermeasure: Flashing Yellow Arrow



Potential Countermeasure: Speed Monitoring Devices



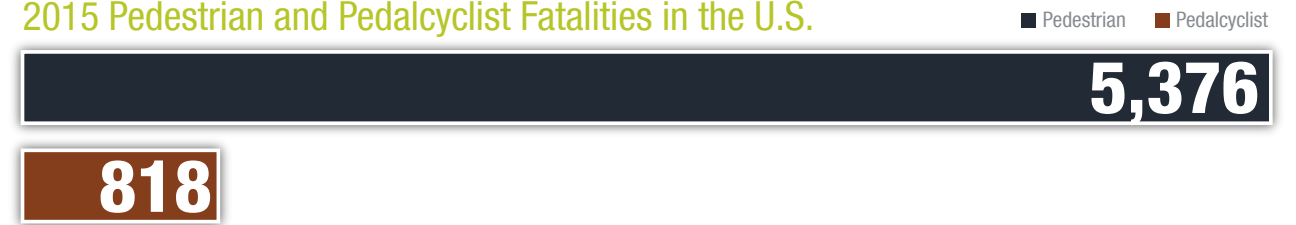
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At a Glance

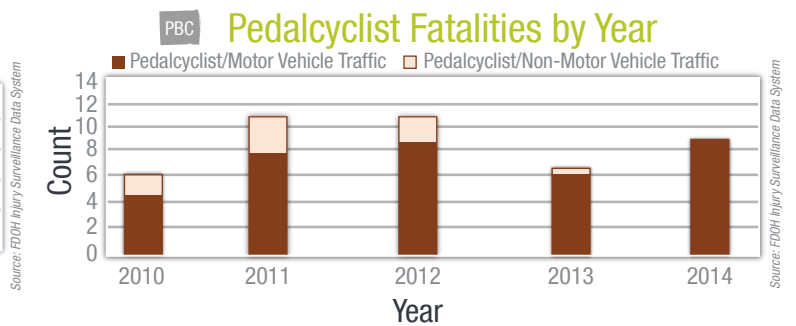
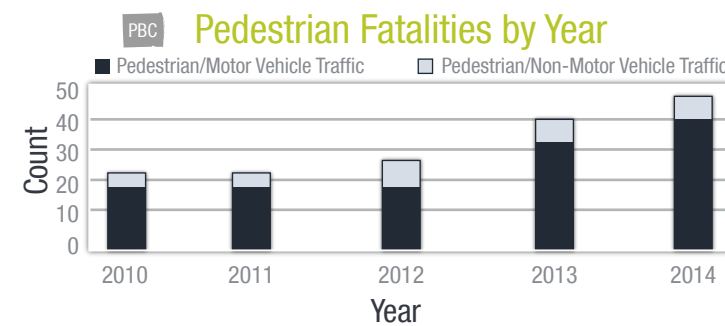
Pedestrian and bicyclist crashes and the resulting deaths and injuries are a serious problem on our nation's roadways, and Palm Beach County is no exception. Over 25% of all traffic related fatalities in Florida and Palm Beach County involved a motor vehicle hitting a pedestrian or pedalcyclist⁽¹⁾.

2015 Pedestrian and Pedalcyclist Fatalities in the U.S.



Source: National Highway Traffic Safety Administration (NHTSA)

The Palm Beach MPO conducted the Pedestrian and Bicycle Safety Study to formally analyze five years of pedestrian and bicyclist crash data in Palm Beach County and develop evidence-based recommendations for safety countermeasures, educational strategies, and performance targets. Crash data from 2010 to 2014 were obtained and analyzed from the Florida Department of Transportation's (FDOT) Unified Basemap Repository (UBR). A total of 1,743 traffic collisions with pedestrians and 1,534 traffic collisions with bicyclists were recorded from the timeframe studied. Hospital data from the Florida Department of Health's (FDOH) Florida Injury Surveillance Data System provided unique insights into injuries that are not recorded in the traffic collision data, particularly juvenile bicyclist crashes.

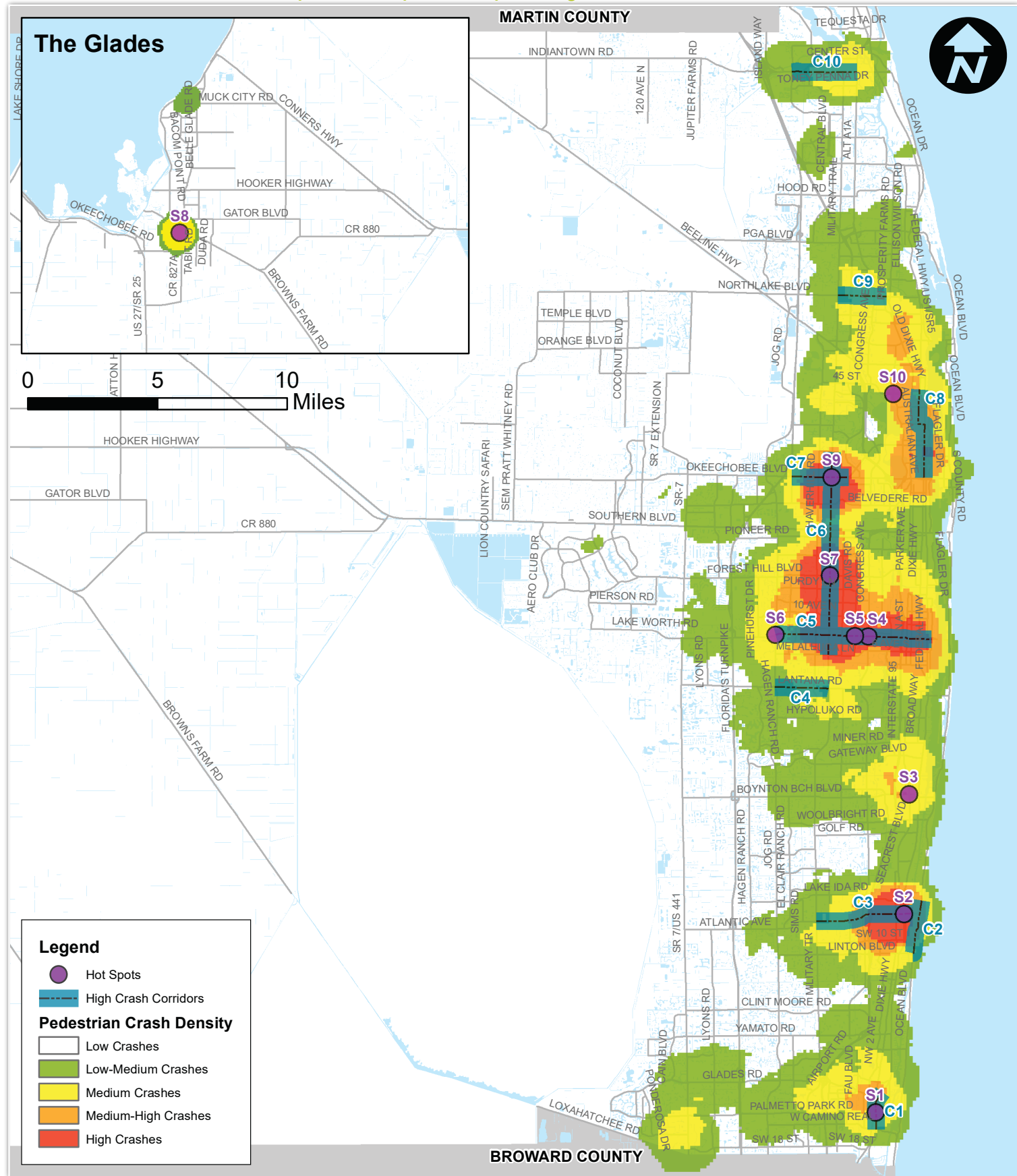


Crash density and hot spot analysis maps were prepared based on the FDOT UBR data. Ten clusters of hot spots and 10 high crash corridors were identified. The following tables show recommended countermeasures based on the crash data. Additional studies including pedestrian road safety audits may be needed to further the implementation strategy.

Quantifiable safety targets and performance measures are valuable because tracking progress will determine if the initiatives are meeting the targets. The Palm Beach MPO will monitor the Bicycle and Pedestrian Safety Performance Measures and Targets with the ultimate goal of zero incidents and will work with partner agencies to achieve the Safety Initiatives.

⁽¹⁾Pedalcyclist and bicyclist are generally interchangeable terms for this purpose, a person on a vehicle powered solely by pedals.

Top 10 Hot Spots & Top 10 High Crash Corridors



Legend

- Hot Spots
- High Crash Corridors

Pedestrian Crash Density

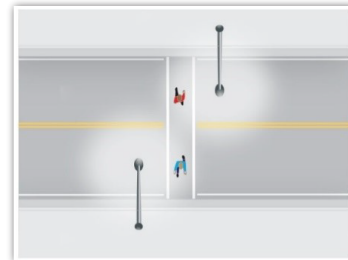
- Low Crashes
- Low-Medium Crashes
- Medium Crashes
- Medium-High Crashes
- High Crashes

Note: Pedestrian crashes, typically more prevalent than bicycle crashes, are shown in the graphic above. The complimentary bicyclist crash density map is included within the study in Figure 51.

Top 10 Hot Spot Potential Countermeasures



Potential Countermeasure: Median Crossings



Potential Countermeasure: Lighting & Illumination



Potential Countermeasure: Raised Pedestrian Crossings



Potential Countermeasure: K-12 Pedestrian and Bicycle Education



Potential Countermeasure: Lane Eliminations/Narrowing

Map ID	Location	Potential Countermeasures	ROW Ownership
S1	Palmetto Park Road at Federal Highway	Median Crossings	City of Boca Raton, FDOT
S2	Atlantic Avenue at NE 5 Avenue/Old Dixie Highway	Bus Stop Treatments	City of Delray Beach, FDOT
S3	Boynton Beach Boulevard at Seacrest Boulevard	Lane Eliminations/Narrowing	County, FDOT
S4	Lake Worth Road at Congress Avenue	Crossing Islands	County, FDOT
S5	Lake Worth Road at Davis Road	Bus Stop Treatments Speed Monitoring Devices	Village of Palm Springs, County, FDOT
S6	Lake Worth Road at Jog Road	Bus Stop Treatments	County, FDOT
S7	Military Trail at Forest Hill Road	Leading Pedestrian Interval	FDOT
S8	Dr Martin Luther King Jr Boulevard at SW 5 Street	Bus Stop Treatments Raised Pedestrian Crossings Lane Eliminations/Narrowing Pedestrian Hybrid Beacon	City of Belle Glade
S9	Okeechobee Boulevard at Military Trail	Accessible Pedestrian Signals Leading Pedestrian Interval Lighting and Illumination	FDOT
S10	45 Street at Australian Avenue	Accessible Pedestrian Signals Flashing Yellow Arrow	County

Top 10 High Crash Corridor Potential Countermeasures

Map ID	Location	Potential Countermeasures	ROW Ownership
C1	Federal Highway from Camino Real to Glades Road	Exclusive Pedestrian Phasing Speed Monitoring Devices	FDOT
C2	Ocean Boulevard from Linton Boulevard to Thomas Street	Advanced Stop Lines/Bike Boxes Leading Pedestrian Interval Speed Monitoring Devices	FDOT
C3	Atlantic Avenue from Military Trail to Ocean Boulevard	Advanced Stop Lines/Bike Boxes Shared Lane Markings Median Crossings Exclusive Pedestrian Phasing Leading Pedestrian Interval Lighting and Illumination	City of Delray Beach, FDOT
C4	Lantana Road from Jog Road to Military Trail	Bus Stop Treatments	County
C5	Lake Worth Road from Jog Road to Lakeside Drive	Leading Pedestrian Interval Flashing Yellow Arrow Prohibited Right Turn on Red Lighting and Illumination	FDOT
C6	Military Trail from Melaleuca Lane to Community Drive	Flashing Yellow Arrow Lighting and Illumination	County, FDOT
C7	Okeechobee Road from Drexel Road to Congress Avenue	Bus Stop Treatments Accessible Pedestrian Signals Lighting and Illumination	FDOT
C8	US 1 from Okeechobee Boulevard to 49 Street	Prohibited Right Turn on Red Lighting and Illumination	City of West Palm Beach, FDOT
C9	Northlake Boulevard from Military Trail to Alt A1A	Lighting and Illumination	County
C10	Indiantown Road from Central Boulevard to Alt A1A	Crossing Islands Rectangular Rapid Flashing Beacons	FDOT