



Palm Beach Transportation Planning Agency

VISION ZERO

2021 ACTION PLAN

CONTENTS

WHAT IS VISION ZERO	4	HIGH INJURY NETWORK	12
A New Way to Think about Traffic Safety	4	Determining Where Crashes Happen.....	12
Protecting Our Most Vulnerable Community Members	4	Palm Beach County's High Injury Network.....	13
Complex Problems Require Complex Solutions.....	4	Streets Experiencing the Most Fatal and Severe Injury Crashes	13
Doing Our Part	4	Equity	14
Deaths and Severe Injuries in Palm Beach County..	5		
WHY NOW?	7	ACTION PLAN	18
Our County is Changing, and Our Plan Must Change with It.....	7	What Makes a Safer Street?	18
Even One Death is One Too Many	7	Protecting the Most Vulnerable Users	18
		Collaboration is Key	18
CRASH FACTORS—ENVIRONMENT	8	Policy	23
Slowing Down Saves Lives.	8	Funding	26
Weather & Light	8	Culture.....	27
What Causes Crashes Here?	8		
		REFERENCES	32
CRASH FACTORS—HUMAN BEHAVIOR	10		
Speeding & Aggressive Driving.....	10		
Distracted Driving	10		
Driving While Intoxicated	10		
Young & Aging Road Users.....	11		

A **SAFE**, EFFICIENT, AND CONNECTED MULTIMODAL TRANSPORTATION SYSTEM



To the people of Palm Beach County,

Last year, 185 people were killed on our roads.

Each of these tragic losses represents a human life cut short, potentially by unsafe road conditions. The Palm Beach Transportation Planning Agency has a duty to make our transportation system as safe as possible for everyone—whether they are walking, biking, riding transit, or traveling by car or motorcycle. And because fatal and severe injury crashes often disproportionately impact traditionally underserved communities, we also play a vital role in protecting our most vulnerable community members.

Since 2018, the Palm Beach County TPA has adopted a Vision Zero commitment to eliminate traffic-related fatalities and severe injuries. I am honored to lay out this updated Vision Zero framework that outlines how we will progress in this Vision Zero commitment. The work in this plan reflects months of collaboration with a team of experts in planning, engineering, and data analysis.

To implement the plan, we have identified actions that will help the TPA:

- Enhance our policies, processes, and programming
- Promote safe speeds
- Foster a safe streets culture
- Expand and improve data
- Promote transparency, responsibility, and accountability

With the support of our governing board, we have a clear path forward and a plan to bring about real change in Palm Beach County. But we can't do it alone. Only by coming together as a community, prioritizing equity, and making safety our top priority, can we reduce fatalities and severe injuries on our roadways to zero.

Mayor Fred Pinto

TPA Chair

Village of Royal Palm Beach

WHAT IS VISION ZERO

A New Way to Think about Traffic Safety

Vision Zero challenges us to eliminate **all** traffic fatalities and severe injuries. Deaths and life-altering injuries from crashes are not the price for efficient travel. These tragedies are preventable, and with commitments from leadership and the community, we can create safe, healthy, and equitable mobility for everyone.

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

Protecting Our Most Vulnerable Community Members

Collisions disproportionately impact marginalized groups, lower income neighborhoods, people with disabilities, older adults, and children. By improving road safety, Vision Zero builds more equitable and inclusive communities.

Complex Problems Require Complex Solutions

Vision Zero relies on the expertise of engineers, public health professionals, law enforcement, first responders, roadway users, and policymakers. Together, they look at safety as an interconnected system in which roadway design, speed limits, human behavior, technology, and policy can work together to make the system safer for everyone.

Individuals play their part by following laws and regulations. Only together can we realize our goal of zero fatal and severe injury crashes.

Doing Our Part

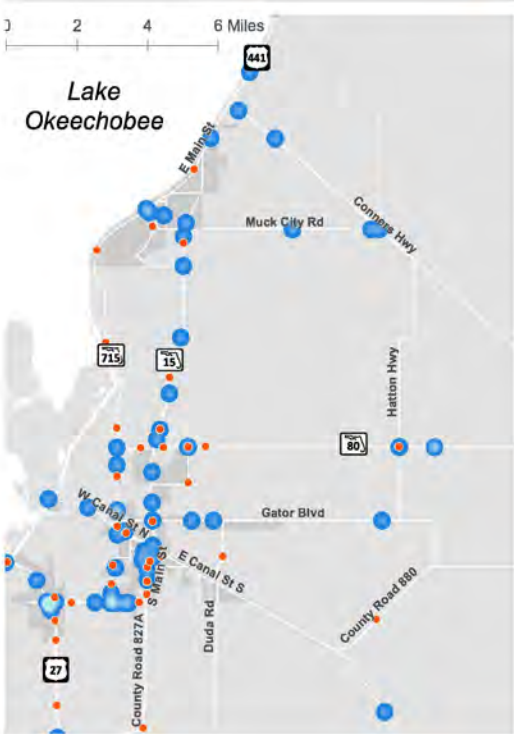
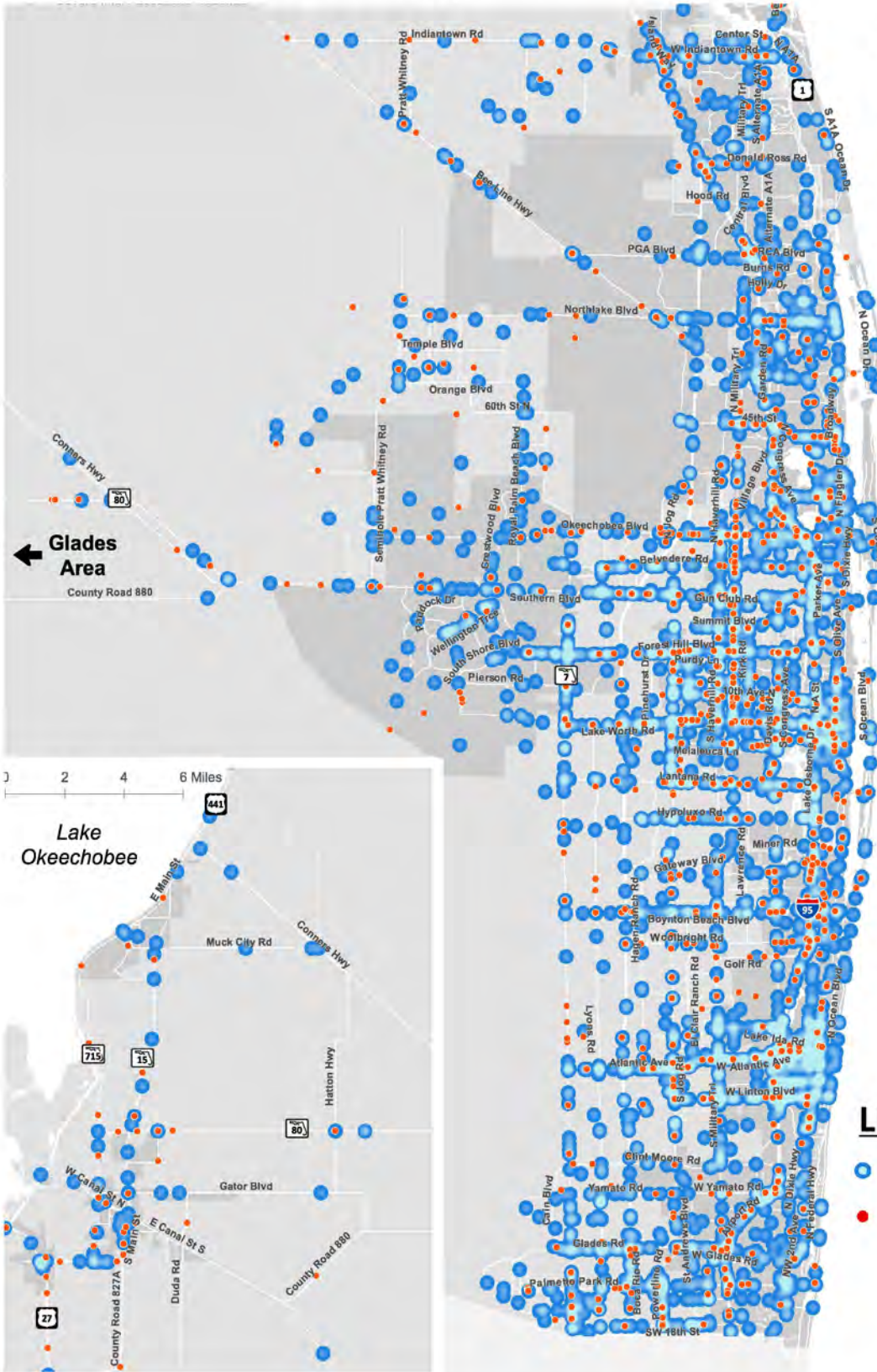
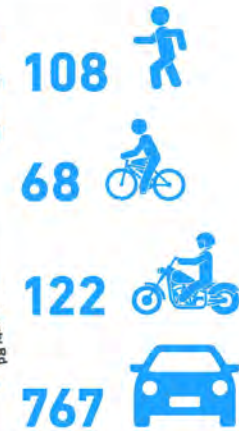
Vision Zero is a state, national, and international movement. Sweden pioneered Vision Zero in 1997 and has since reduced traffic fatalities by nearly 50%. Inspired by Sweden's success, 49 cities in the US have adopted Vision Zero plans.

By aligning with state and national safety initiatives like the State of Florida Highway Safety Plan and the TPA's own Transportation Improvement Plan, we can extend the ripple effects of our action plan far beyond our county's borders. Safer roads protect not just Palm Beach County residents, but anyone who visits or moves through our community.

Deaths and Severe Injuries in Palm Beach County

Each dot represents a human life cut short or changed forever in Palm Beach County

DEATHS & SEVERE INJURIES IN 2020



LEGEND

- Severe Injury Locations Heatmap
- Fatal Crash Locations



Words Matter

How we talk about these events shapes how we think about them. **ACCIDENT** implies that we have no control over severe traffic injuries and deaths—they are mere accidents and can't be helped. **CRASH**, on the other hand, better characterizes an event with a cause and a solution. If we can identify causes, we can find solutions.

WHY NOW?

Our County is Changing, and Our Plan Must Change with It

With over 2,000 square miles and a population rapidly approaching 1.5 million, Palm Beach County is seeing tremendous growth. Increasing numbers of individuals and families are moving to western suburbs, expanding the number of vehicles that must travel safely across our roads each day. Palm Beach County also has more people who want to walk or bike or take transit. Our population is also aging. Nearly 25% of our residents are 65 and older, and therefore more vulnerable to traffic related death or injury.² Problems with our roads contribute to concerning state and national level crashes. In 2019, Florida had the highest number of traffic fatalities for adults 65 and older in the country.³

Even One Death is One Too Many

In the past five years, traffic crashes have killed 887 people on our roads. That’s an unacceptable average of a life lost nearly every other day. The TPA has the important job of funding the very projects that can help make our goal of zero a reality.

As one part of this effort, the TPA prioritizes funding for complete streets programs. A complete street provides safe and accessible travel space for people driving, walking, cycling, and riding transit. For the past six years, the TPA has sought programs that ensure all road users have access to these kinds of streets. Complete streets programs also build more equitable spaces by considering how safe transportation options improve people’s health and their access to community resources. TPA-funded complete streets also boost the local economy and help reduce environmental impact.

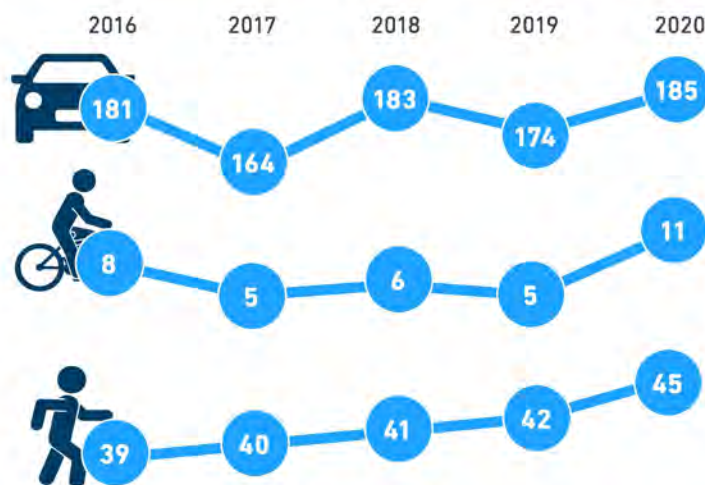
But we can do more.

After careful evaluation of data gathered from the Florida Department of Transportation and the University of Florida, we have drafted a plan to help get Palm Beach County to zero.⁴ A living document, this action plan will grow and change along with our community’s needs.

In the past 5 Years



TRAFFIC FATALITIES IN PALM BEACH COUNTY ARE INCREASING



CRASH FACTORS— ENVIRONMENT

Slowing Down Saves Lives.

Regardless of how you travel, speed is a major factor in crash severity and a fundamental predictor of crash survival. Struck by a vehicle going 50 mph, a pedestrian has almost no chance of surviving. Reducing speed to 30 mph improves their survival chances to 60%. And if we bring that speed down to 20 mph, that person walking has a 95% of surviving. (NHTSA)

Because matching road speed to road context is a core principle of Vision Zero, transportation professionals must design roads and set appropriate speed limits to create a safe environment for all users.

Weather & Light

Nationwide, approximately 21% of crashes are weather-related. Most weather-related crashes happen on wet pavement (70%) and during rainfall (46%).⁵ Other top environmental factors leading to collisions are glare, obstructed view, speed, and animals.

77% 
OF PALM BEACH COUNTY'S
PEDESTRIAN & BICYCLIST
CRASHES OCCURRED AT NIGHT

More than half of all traffic fatalities occur at night, even though nighttime traffic represents only 25% of the total travel on the nation's roadway system.⁶ Even with high-beam headlights on, visibility is limited to between 250 and 500 feet, allowing less time for a driver to react to something in the road, especially when traveling at higher speeds.⁷ Nighttime fatal crashes are more common on unlit roadways.⁸

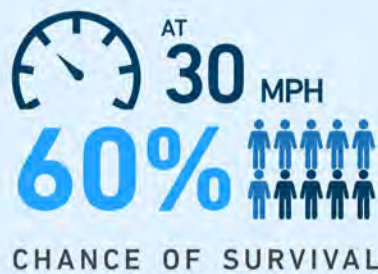
What Causes Crashes Here?

In Palm Beach County, the most fatal and severe injury crashes occur when drivers leave their designated lane, at intersections, and when older adults are behind the wheel. Fridays and weekends see a greater number of fatal and severe injury crashes, which is especially concerning because there are often fewer cars on the roads during these times. Fatal crash rates peak between the 7-11 p.m. hour due to drowsy or distracted driving during evening commutes and low-visibility at night. Late-night hours also see higher rates of driving under the influence.

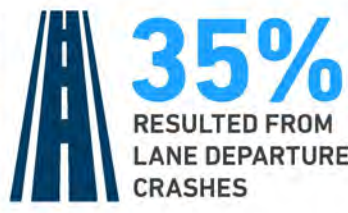
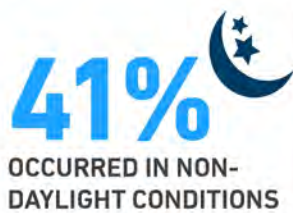
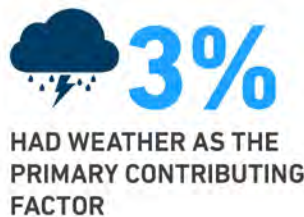
Pedestrians and bicyclists are disproportionately more likely to be involved in fatal or severe crashes. Fatal pedestrian crashes make up nearly 25% of Palm Beach County's total fatal and severe injury crashes. The most common locations for bike crashes are in marked crosswalks, bike lanes, and travel lanes, while pedestrians are most often hit while in marked crosswalks, on the shoulder, or in travel lanes.

Because drivers often do not self-report speeding, aggressive, or distracted driving, the incidence of these crash-causing events is likely much higher.

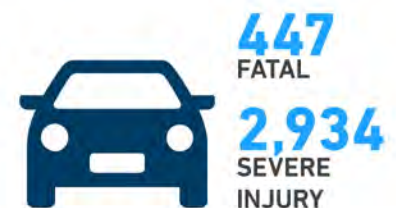
WHEN A PERSON IS HIT BY A DRIVER, THEIR CHANCE OF SURVIVAL DEPENDS ON SPEED.



OTHER FACTORS IMPACTING FATAL AND SEVERE-INJURY CRASHES IN PALM BEACH COUNTY, 2016–2020¹⁰



PALM BEACH COUNTY FATAL AND SEVERE INJURY CRASHES BY MODE¹¹



CRASH FACTORS— HUMAN BEHAVIOR

Risky driving behaviors are among the biggest contributors to severe and fatal crashes. Educating people about the dangers of these behaviors is the first step to reducing their prevalence.

Speeding & Aggressive Driving

Speeding—traveling too fast for conditions or in excess of the posted speed limits—was a contributing factor in more than a quarter of all traffic fatalities in 2019. And dangerous speeding is increasing; from 2019 to 2020, the number of fatal speeding crashes rose by 11%.¹²

Even driving at the speed limit can be unsafe during bad weather, when a road is under repair, or at nighttime in an area that is poorly lit. Young male drivers (ages 15 to 20) and people driving while intoxicated are more likely to be involved in speeding crashes. Drivers involved in speeding crashes are also less likely to be wearing safety belts at the time of the crash.¹³

Distracted Driving

Any activity that takes a driver's attention away from the road is a dangerous distraction. This includes talking on your phone, texting, checking email or social media, eating or drinking, talking to people in your car, or trying to work the stereo or navigation system.

Driving While Intoxicated

Alcohol, some over-the-counter and prescription drugs, and illegal drugs can affect your ability to drive. Mixing drugs, including alcohol, can amplify the negative effects of each drug a person has taken. Impaired drivers are unable to tell how impaired they are. People should not drive after using any substance that could impair their judgment or reflexes.

Though illegal for recreational use, marijuana has been legal in Florida for medicinal use since 2016. Many people wrongly believe that marijuana won't affect their ability to drive safely or even think that it will make them a safer driver. Because marijuana, along with alcohol and other drugs, slow coordination, judgment, and reaction times, drivers under the influence are less responsive and exceptionally dangerous to themselves and others on the road. Cocaine and methamphetamine, on the other hand, can make drivers more aggressive and reckless.¹⁴



NAMES NOT NUMBERS

Steve Brown

In April 2014, Steve Brown was killed riding his bike on the shoulder outside Boca Raton when a 68-year-old lost control and hit him from behind. "It affects us every day," one of Steve Brown's sons told West Palm Beach writer, Joe Capozzi. "He was head of the family, head of the business. My mom and he had been happily married for many years. They were high school and college sweethearts. My sister was pregnant at the time of the accident, so he never got to see his first grandchild. It was devastating on the family."⁹

IN THE PAST FIVE YEARS, SPEEDING CONTRIBUTED TO



13%

OF ALL FATAL & SEVERE INJURY CRASHES IN PALM BEACH COUNTY

FROM 2019 TO 2020, FATAL SPEEDING CRASHES INCREASED

11%⁴



NATIONWIDE

SPEED LIMIT 35

MATCHING ROAD SPEED TO ROAD CONTEXT IS A CORE PRINCIPLE OF VISION ZERO.



ANY ACTIVITY IN PALM BEACH COUNTY

THAT TAKES A DRIVER'S ATTENTION AWAY FROM THE ROAD IS A DANGEROUS DISTRACTION

DISTRACTED DRIVING CONTRIBUTED TO

10%

OF FATAL AND SEVERE INJURY CRASHES.



IMPAIRED DRIVERS CAUSED

10%

OF FATAL AND SEVERE INJURY CRASHES.



10%

OF FATAL AND SEVERE INJURY CRASHES HAD TEEN DRIVERS.¹⁵



NATIONWIDE

28 PEOPLE DIE EVERY DAY IN DRUNK-DRIVING CRASHES

THAT'S ONE PERSON EVERY

52 MINUTES



45%

OF THE TEENAGERS KILLED IN 2019

WERE UNBUCKLED



NHTSA

THESE DEATHS WERE ALL PREVENTABLE

Young & Aging Road Users

Less mature, experienced, and skilled than older drivers, teenage drivers have a higher rate of fatal crashes. They are especially prone to distracted driving from texting and having friends in the car. Of all age groups, teenagers are more likely to speed, most likely to be involved in an alcohol-related crash, and least likely to wear their seatbelts. Of the teenagers killed in 2019 US crashes, 45% were unbuckled. (NHTSA)

Older adults also have a higher rate of fatal and severe injury crashes. Age-related conditions like Alzheimer's, arthritis, cataracts, glaucoma, Parkinson's, and sleep apnea can affect older adults' ability to safely react and navigate behind the wheel. As crash victims, older people are more likely than young people to have severe injuries. (NHTSA)

HIGH INJURY NETWORK

34% of traffic deaths occur on just **5%** of our streets.

Determining Where Crashes Happen

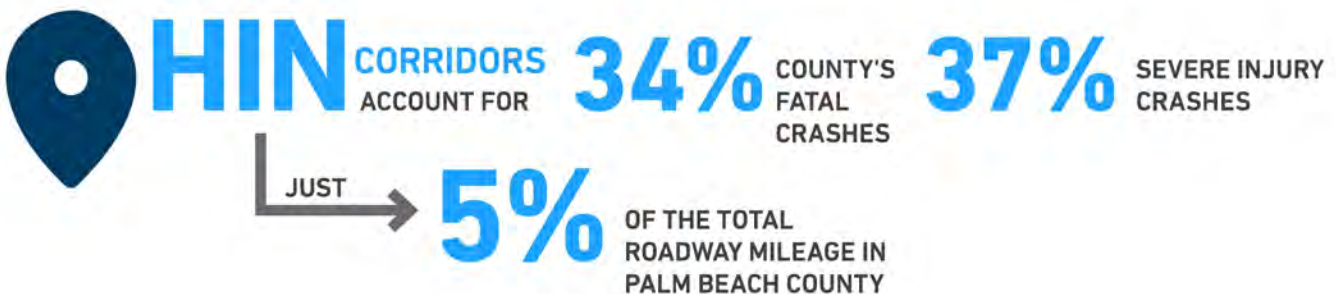
To make the greatest possible impact on decreasing fatal and severe injury crashes, a Vision Zero approach targets safety efforts at the locations with the most severe crashes. To identify Palm Beach County's High Injury Network (HIN), we used the Highway Safety Manual's Equivalent Property Damage Only methodology to calculate a crash severity score for intersections and corridors. The higher the crash severity score, the more fatal and severe injury crashes occur at that location.

Crashes in the Palm Beach County HIN

Considering all transportation modes, Palm Beach County's HIN has 20 intersections and approximately 50 corridors. These 20 intersections account for 10% of the fatal and severe injury crashes at Palm Beach County intersections. And while these 50 corridors only account for 5% of the total centerline roadway miles, these stretches of road account for 34% of the county's fatal and 37% of its severe injury crashes.

Some of the streets with the highest number of pedestrian and cyclist fatalities—Glades Road, Boynton Beach Boulevard, and Okeechobee Boulevard—are arterials, generally wider streets with higher speeds.

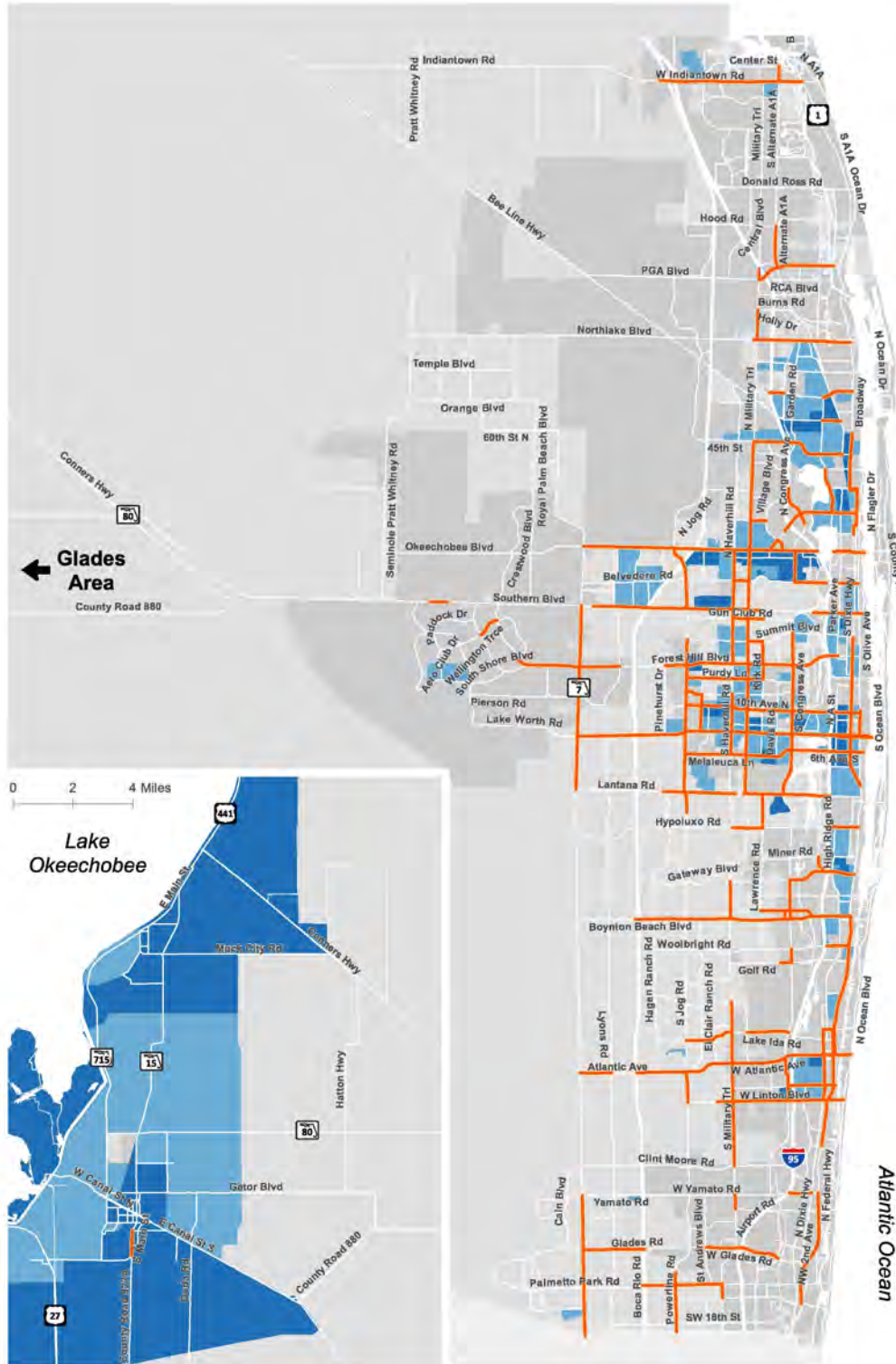
ON THE HIN IN THE PAST 5 YEARS



Palm Beach County's High Injury Network

Streets Experiencing the Most Fatal and Severe Injury Crashes

Fatalities and Severe Injuries in Crashes Occurring on the HIN Corridors
PALM BEACH COUNTY
2016-2020



LEGEND
Traditionally Underserved Index

- High
- Very High
- High Injury Network Corridors
- City Boundaries

Source: FDOT CARS 2016-2020, Signal Four Analytics 2016-2020

Equity

Accessible and affordable transportation options are a vital part of an inclusive, equitable, and just community. People from communities of color, older adults, those with disabilities, and people experiencing poverty are disproportionately impacted by traffic crashes.

The TPA has a duty to provide a safe transportation network for all members of our community. By prioritizing our traditionally underserved communities—areas whose residents likely lack transportation access due to demographic conditions, low income, or a historical lack of services—we are actively working toward a more equitable and accessible Palm Beach County.

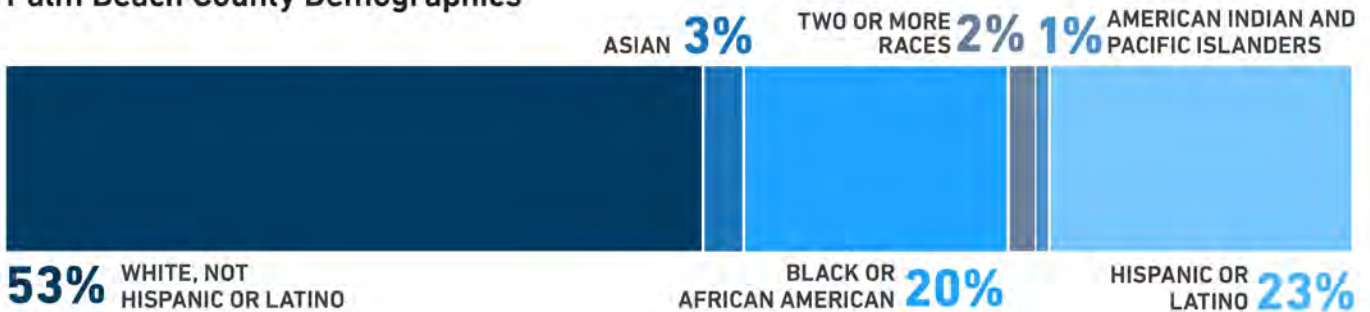
Younger people from minoritized groups are disproportionately affected by fatal traffic crashes. Of children and teenagers 15 and younger killed in crashes, 83% of them come from minoritized populations. Of teenagers and young adults aged 16 to 24 killed in crashes, 65% are from minoritized populations.

Crashes are an equity issue.



A SIGNIFICANT PORTION OF THE HIN IS IN A TRADITIONALLY UNDERSERVED COMMUNITY.

Palm Beach County Demographics



OF HOMES SPEAK A LANGUAGE OTHER THAN ENGLISH



OF HOUSEHOLDS DO NOT HAVE BROADBAND INTERNET



ARE EXPERIENCING POVERTY



WERE BORN OUTSIDE THE US



DO NOT HAVE HEALTH INSURANCE

US Census Bureau QuickFacts: Palm Beach County, Florida.



NAMES NOT NUMBERS

Elizabeth Stewart

In October 2009, Elizabeth Stewart was preparing for a triathlon with her riding partner, Brandon. That morning, the pair had gone out west of Boca Raton to the quieter traffic of Palmetto Park Road. While riding on the shoulder, Elizabeth was hit from behind and killed by a pickup truck. She was 27.

Brandon near the spot on Palmetto Park Road where Elizabeth was killed. Credit: South Florida Sun Sentinel, 17 May, 2014.



SAFETY IS OUR TOP PRIORITY



PUTTING SAFETY FIRST TODAY AND TOMORROW.

TO PUT PALM BEACH COUNTY'S SAFETY FIRST, THE TPA:

- Adopted a Complete Streets Policy in 2016 and Complete Street Design Guidelines in 2017.
- Adopted Vision Zero in 2018 and a Vision Zero Action Plan in 2019.
- Integrates safety, including lighting, into the scoring of Local Initiatives and Transportation Alternatives funding programs.
- Conducts walk-bike safety audits to understand how safe different spaces feel and to empower community members to “see” street safety problems and solutions.
- Reviews and evaluates upcoming FDOT and Palm Beach County maintenance projects for opportunities to include safer design, especially for our most vulnerable users.
- Promotes bike literacy and helps provide equitable access to multimodal transit to traditionally underserved communities by outfitting kids with helmets, educating families on how to safely cross streets, use bike lanes, and read traffic signals and signs.
- Shares Vision Zero and safety funding opportunities through our website, social media, and newsletter.
- Shares safety grant opportunities, including high visibility enforcement (HVE) grants, with local organizations.

Walk Bike Audits

Led by the Palm Beach TPA Pedestrian and Bicycle Coordinator, walk bike audits help the TPA understand the on-the-ground safety perspective of community streets and paths. Alyssa and her team walk alongside stakeholders and community members to spot potential safety problems and brainstorm solutions. A digital mapping tool collects images during the audit and helps the team organize and plan next steps.

This exchange of skills and perspectives empowers residents to better see opportunities and advocate for changes in their neighborhoods. This collaboration also helps the TPA match projects and funding with partnering organizations responsible for these areas.

These walk bike audits can also be exceptionally responsive: an audit of Indiantown Road with Palm Tran in July 2021 resulted in **same-day change**. Twelve hours after the audit team identified a bus-stop problem, Palm Tran had moved the stop and installed a new Simme-Seat.



ALIGNING THE STRATEGIC PLAN WITH VISION ZERO

The TPA annually updates its strategic plan to measure progress toward achieving its mission and long-term vision. The Fiscal Year 2022 Strategic Plan calls for implementing and updating the Vision Zero Action Plan. These Strategic Plan Actions help support the TPA's larger Vision Zero efforts:

- **Promote an interactive comment map** to gather public feedback on safety concerns and other transportation ideas and issues.
- **Conduct pedestrian and bicycle safety field reviews** that focus on traditionally underserved communities and include intercept surveys of corridor users and distributing safety materials and gear.
- **Create State Road Modifications (SRM) scoring system** that prioritizes safety.
- **Establish application process for safety projects.**
- **Support accelerated project delivery by partner agencies.**
- **Assist local governments with transportation and mobility studies and plans.**
- **Modify TPA Committees to support TPA Initiatives** by including Vision Zero representation (e.g., law enforcement).

What are complete streets?

Complete streets are roadways designed provide safe access for all users: pedestrians, cyclists, motorists, and transit riders of all ages and abilities.





For more, visit <https://www.palmbeachtpa.org/CompleteStreets>.



LOOKING AHEAD

Our Long Range Transportation Plan (LRTP) aims to create a safe, efficient, and connected multimodal transportation system for all users. In addition to our other goals that move us toward a safer system, we have set a target of zero fatalities and severe injuries on our roadways.

By 2030, our LRTP aims to achieve the following goals with a focus on transit hubs, elementary schools, and traditionally underserved communities:

<p>REDUCE ROAD, BUS, AND RAIL FATALITIES TO</p> 			<p>ACHIEVE A 15% WALK/BIKE/TRANSIT MODE SPLIT</p>
<p>CONSTRUCT</p>  <p>20 OF SEPARATED BIKE LANES MILES</p>	<p>23 OF SHARED USE PATHS MILES</p> 	<p>AND 200 OF OTHER BIKE AND PEDESTRIAN FACILITIES MILES</p> 	

ACTION PLAN

Getting Palm Beach County to Zero

What Makes a Safer Street?

Safer streets balance accessible pedestrian crossings and sidewalks, bicycle facilities, and travel lanes. Street design directly influences speeds as well as driver, pedestrian, and bicyclist behavior. We recognize humans make mistakes and that we cannot predict all human behavior, but our streets should provide clear paths for all modes of travel, have safe crossings, and generally encourage safe behaviors.

Protecting the Most Vulnerable Users

A safe system is one in which different types of street users, each with different travel tendencies and speeds, are physically separated and protected such that if a crash does occur, it happens at a slow enough speed to avoid death or severe injury. It is especially important to safeguard pedestrians, bicyclists, and motorcyclists, as they lack the protections of an enclosed vehicle.

These three modes only account for 3.6% of all crashes, but pedestrians, cyclists, or motorcyclists make up 27% of all traffic deaths and severe injuries in Palm Beach County. We must shift some of our focus away from cars and toward other modes, designing streets for those who walk and ride first.

Collaboration is Key

In Palm Beach County, the TPA, the County, our cities, and FDOT share responsibility for planning, designing, building, operating, and maintaining safe streets for everyone. To move forward, we must work together.

**ALL TRANSIT PASSENGERS ARE PEDESTRIANS
AT SOME POINT DURING THEIR TRIP. THIS
INCLUDES CUSTOMERS OF PALM TRAN,
TRI-RAIL, BRIGHTLINE, AND LOCAL SERVICES.**

HOW WE GOT HERE





THREE KEY STRATEGIES

Policy

A successful Vision Zero action plan uses a data-driven approach. Data sharing helps politicians, stakeholders, and the public collaborate and implement effective policy change.

Funding

TPA-administered funding is a powerful tool for improving safety in Palm Beach County. By allocating our funding, pursuing future funding opportunities; and helping other agencies obtain funding, we can implement action items and safety improvements throughout our community. And by combining the TPA's funding expertise with the Transportation Plan, the TIP and other TPA plans and programs, we can better provide a complete transportation system for all users.

Culture

Improving street safety also requires changing how we think and talk about our transportation system. We can change the narrative by establishing ongoing and improved data collection and reporting, prioritizing vulnerable road users, institutionalizing Vision Zero principles, and building a stronger coalition between our organization, local stakeholders, and all members of our community.

VISION ZERO ACTION PLAN OVERVIEW

NUMBER	POLICY ACTION	OUTCOME	STATUS
1.1	Produce a Vision Zero annual report and proactively seek feedback and research latest Vision Zero best practices.	Annual Report in June	
1.2	Include safety changes in TPA legislation and policy positions.	Federal and State Law Changes	
1.3	Identify target speeds for high crash corridors based on context classification and safety.	Map of High Crash Corridors with Identified Target Speed	
1.4	Collaborate with State partners to create a consistent process for displaying the safety analysis included in TIP projects.	Safety Analysis Checklist	
1.5	Work with the School District of Palm Beach County to require safe walking, biking, and driving curriculums in elementary, middle, and high schools.	New Regulations	

NUMBER	FUNDING ACTION	OUTCOME	STATUS
2.1	Work with signal maintaining agencies to make signalized intersection crossings more pedestrian friendly.	5 Intersections Modified Per Year	
2.2	Evaluate safety aspects of TPA-funded projects one to five years after construction completion.	Before/After Studies	

NUMBER	CULTURE ACTION	OUTCOME	STATUS
3.1	Provide reviews of fatal pedestrian and bicycle crash reports, including observations and potential actions.	Quarterly Fatal Crash Reports	
3.2	Collaborate with roadway owners to maintain a detailed data inventory for federal-aid eligible roadways that includes typical section attributes to provide more effective analysis of complete streets opportunities.	Established Data Inventory Structure by June 2022	
3.3	Implement a Vision Zero media and public education campaign.	Vision Zero Outreach Toolkit by June 2022	
3.4	Host an annual Vision Zero workshop for local communities and agencies.	Workshop Held	
3.5	Host Vision Zero safety events and/or participate in other local events to encourage safety, with emphasizing traditionally underserved communities.	Participation in One Safety Event Per Year	



NAMES NOT NUMBERS

Timothy Baxter

Beloved Boynton Beach community member Timothy Baxter was crossing South Seacrest Boulevard in March 2017 when he was hit and killed by a car. His neighbors remembered him as a kind, sweet person—and someone who always was cautious crossing the road.

Source: Luli Ortiz, "Calls for change after 'Boynton Icon' hit, killed while crossing street," CBS 12 News, 6 March, 2017.

Policy

1.1



PARTNERS
N/A



OUTCOME
Annual Report in June

PRODUCE A VISION ZERO ANNUAL REPORT

Progress requires monitoring and accountability.

Produce a Vision Zero annual report and proactively seek feedback and research latest Vision Zero best practices.

WHY THIS WORKS

Staying at the forefront of Vision Zero initiatives and research will help the TPA enact the best possible policies and fund the most effective projects for Palm Beach County. Soliciting feedback will also foster better collaboration and encourage dovetailing policies, events, and funding opportunities with peer organizations.

1.2



PARTNERS
State of Florida and other MPOs



OUTCOME
Federal and State Law Changes

INCLUDE SAFETY CHANGES IN TPA LEGISLATION AND POLICY POSITIONS

Better laws are needed to improve traffic safety.

Include safety changes in TPA legislation and policy positions, and:

- Require knowledge of pedestrian, bicycle, and motorcycle laws to obtain driver's license and renew every 5 years.
- Regulate distracted driving as primary offense.
- Regulate failure to obey crossing guard as moving violation.
- Allow automated speed enforcement/citations.
- Require helmets for all bicyclists, scooters, and motorcyclists.
- Require adaptive cruise control, lane assistance, automated emergency braking, and collision avoidance systems on all new cars by 2025.
- Require dedicated short-range communication equipment on all new cars by 2025.
- Re-evaluate legislative priorities as new safety research arises.

WHY THIS WORKS

Advocating for better and more effective traffic safety laws helps influence how people use the safer roads the TPA has funded or supported through other action items.

1.3

PARTNERS

FDOT and Palm Beach County

OUTCOME

Map of High Crash Corridors with Identified Target Speed

IDENTIFY TARGET SPEEDS FOR HIGH CRASH CORRIDORS

Road speed must match road context.

Identify target speeds for high crash corridors based on context classification and safety.

WHY THIS WORKS

Using context classification and crash data to determine road speed identifies roads that need speed reductions to function safely for all users. The combination of density, use, and crash patterns provides a more holistic picture, allowing the TPA to support more responsive speed limits.

1.4

PARTNERS

FDOT

OUTCOME

Safety Analysis Checklist

COLLABORATE WITH STATE PARTNERS

The decision-making process needs transparency.

Collaborate with State partners to create a consistent process for displaying the safety analysis included in the project development and environment and primary engineering (PD&E/PE) phases all TPA Long Range Transportation Plan (LRTP), State Road Modification projects, and FDOT Strategic Intermodal System Projects.

WHY THIS WORKS

Without consistent and comprehensive safety information on all users, the decision-making process lacks transparency. Agreeing to and memorializing required safety analyses will ensure consistency and transparency in all transportation projects and their safety impacts.

1.5

PARTNERSSchool Board of Palm
Beach County**OUTCOME**

New Regulations

WORK WITH THE SCHOOL DISTRICT OF PALM BEACH COUNTY

Young people are more vulnerable to traffic-related crashes.

Work with School District of Palm Beach County to require

- Annual safe walking and biking curriculum in elementary and middle schools.
- Walking, biking, and driving curriculum in high schools.

WHY THIS WORKS

Safety education is vital for young people because they are more at-risk for severe injury and fatal crashes. By helping the very young learn how to walk and bike safely and teenagers set safe driving habits, the TPA can help reduce crashes in the present and work toward the next generation of safe drivers, cyclists, and pedestrians.



Funding

2.1

PARTNERS



Palm Beach County and
City of Boca Raton

OUTCOME



5 Intersections Modified
Per Year

WORK WITH SIGNAL MAINTAINING AGENCIES

Pedestrians need more effective and efficient signals.

Work with signal maintaining agencies to:

- Implement hot response pedestrian phasing in areas identified as C5–Urban Center and C6–Urban Core outside of peak hour.
- Lower vehicle speeds and set intersection offsets to promote pedestrian safety and manage vehicle speeds in peak periods.
- Reduce cycle lengths as much as possible (to $v/c=1.1$ for cars) in peak periods to reduce pedestrian wait times.
- Implement leading pedestrian intervals (LPIs) in limited locations with documented high volumes of pedestrian activity (e.g. Atlantic Ave) to promote visibility and priority for pedestrians.
- Implement flashing yellow arrows (FYAs).

WHY THIS WORKS

Current signalization often prioritizes vehicles rather than pedestrians. By working with signal experts, the TPA can support safer and more pleasant crossings for people who walk in Palm Beach County. Reducing pedestrian wait times and improving pedestrian visibility discourages crossing outside of signal timing and reduces crashes. Improved signals also encourage more people to walk by helping them feel safer while doing so.

EVALUATE SAFETY IMPACTS OF TPA-FUNDED PROJECTS

We cannot improve what we do not measure.

Evaluate safety aspects of TPA-funded projects one to five years after construction.

WHY THIS WORKS

Performance measures help track the TPA's progress toward its goals and supports the organization's accountability and transparency. These metrics also help the TPA identify when and where revisions are necessary for continued progress.

2.2

PARTNERS



Roadway Owners and
Operators

OUTCOME



Before/After Studies

Culture

3.1

PARTNERS



Roadway Owners;
State and Local Agencies

OUTCOME



Quarterly Fatal Crash
Reports

PROVIDE REVIEWS OF FATAL PEDESTRIAN AND BICYCLE CRASH REPORTS

Safety reporting must be regular and continuous.

Provide reviews of fatal pedestrian and bicycle crash reports, including observations and potential actions.

WHY THIS WORKS

Regular reporting of cyclist and pedestrian crashes helps the TPA stay aware of the county's current safety situation and enables the organization to provide more timely and ultimately more effective recommendations.

3.2

PARTNERS



FDOT and Palm Beach
County

OUTCOME



Established Data
Inventory Structure by
June 2022

COLLABORATE WITH ROADWAY OWNERS

Data helps us be transparent and accountable.

Collaborate with roadway owners to create and maintain a detailed data inventory for federal-aid eligible roadways that includes typical section attributes to provide more effective analysis of complete streets opportunities.

WHY THIS WORKS

Working with roadway owners and maintaining federal-aid data based on road context helps support a more direct route to complete streets project funding. This more efficient structure will support a more effective funding process.

3.3

PARTNERS

FDOT; Palm Beach County;
Local Agencies;
School Board of Palm
Beach County;
Community Centers;
The Public

**OUTCOME**

Vision Zero Outreach
Toolkit by June 2022



IMPLEMENT A VISION ZERO MEDIA AND PUBLIC EDUCATION CAMPAIGN

Vision Zero requires public understanding, support, and buy-in.

Implement a Vision Zero media and public education campaign that includes:

- A social media toolkit
- Website content
- Focused and consistent messaging in both English and Spanish
- FDOT Alert Today-Alive Tomorrow, Florida Senate Bill 950, and other bicycle and pedestrian safety programs
- Transportation options for elderly drivers
- Resources on under-the-influence driving and other crash fatality factors

WHY THIS WORKS

Another core principle of Vision Zero initiatives, engaging and educating the public provides critical resources for populations more vulnerable to traffic crashes, like older drivers and multilingual people. Education can help individuals walk, drive, and bike more safely wherever they go.

HOST AN ANNUAL VISION ZERO WORKSHOP

Successful Vision Zero initiatives are incorporated at the local level.

Host an annual Vision Zero workshops for local communities and agencies.

WHY THIS WORKS

In addition to providing critical opportunities for public and agency education, these workshops better prepare community members to evaluate and participate in project-specific events. Workshops help TPA staff, project leaders, and local political actors better hear the needs of the communities they work to help.

3.4

PARTNERS

Local Agencies

**OUTCOME**

Workshop Held



3.5

PARTICIPATE IN VISION ZERO SAFETY EVENTS

The TPA is a Vision Zero champion and must show its support.

Host Vision Zero safety events and/or participate in other local events to encourage safety, emphasizing traditionally underserved communities.

WHY THIS WORKS

Participating in local Vision Zero and transportation safety events helps showcase the TPA's commitment to traffic safety both internally and externally. Helping plan and promote these events helps partner organizations create more successful and influential experiences for attendants. Encouraging events in underserved communities makes sure safety leaders serve the people who need them most.

 **PARTNERS**
Local Agencies

 **OUTCOME**
Participation in One Safety Event Per Year

How many of our own family members, friends, and neighbors should lose their lives to traffic collisions?

ZERO.



NAMES NOT NUMBERS

Dori Slosberg

As teenagers in 1996, Emily Slosberg and her twin sister Dori, were crammed into the back of a Honda Civic with five other middle schoolers and two older teenagers in the front seats. The driver sped west down Palmetto Park Road at 90 mph, where they hit a median and crashed into an oncoming Acura. Ejected through the rear window, five of the young people in the back were killed: Dori, 14; Margaux Schehr, 13; Crystal Cordes, 14; Carolina Gil-Gallego, 14; and Ryan Rashidian, 15. The crash paralyzed Maribel Farinas, 14, and left Emily in critical condition with a punctured lung, broken pelvis, and ribs.

Margaux's mother, Susan Walker told the South Florida Sun Sentinel,

**“That day shattered everything.
Nothing’s ever been the same.”¹⁶**

After the devastating loss of her sister and friends, Emily's life was also irrevocably changed. “This tragedy inspired me to dedicate my life to road safety and run for the state legislature to prevent others from going through what I went through,” she said.¹⁷



Dori, left and Emily, right.

Source: State Representative Emily Slosberg's Facebook post, February 23, 2018, accessed June 29, 2021, <https://www.facebook.com/RepEmilyslosberg/photos/a.580452198793023/853111094860464/?type=3&theater>.



Representative Slosberg on the House Floor.

Photo courtesy of Representative Slosberg.

REFERENCES

- 1 "Vision Zero Communities," Vision Zero Network, accessed June 29, 2021, <https://visionzeronetWORK.org/resources/vision-zero-communities/>, and "Vision Zero Communities."
- 2 "Quick Facts: Palm Beach County, Florida," US Census Bureau, United States Department of Commerce, accessed June 29, 2021, <https://www.census.gov/quickfacts/palmbeachcountyflorida>.
- 3 National Highway Traffic Safety Administration, "Traffic Safety Facts: 2019 Data: Older Population", United States Department of Transportation, May 2021.
- 4 Signal Four Analytics and the Florida Department of Transportation Crash Analysis Reporting System, 2016–2020.
- 5 Ten-year averages from 2007 to 2016 analyzed by Booz Allen Hamilton, based on NHTSA data.
- 6 FHWA, Strategic Highway Research Program 2 (SHRP2) safety data.
- 7 "The Most Dangerous Time to Drive," Road Safety Topics, National Safety Council, accessed June 29, 2021, <https://www.nsc.org/road-safety/safety-topics/night-driving>.
- 8 FHWA Fatality Analysis Reporting System (FARS) data.
- 9 Pasanen, E. Driving Speeds and Pedestrian Safety; a mathematical model. Technical Report No. REPT-77, and Nordisk Kabel- og Traadfabriker, Copenhagen, Denmark, 41 pp., 1992. Helsinki University of Technology, Laboratory of Traffic and Transportation Engineering, Espoo, Finland.
- 10 Signal Four Analytics and the Florida Department of Transportation Crash Analysis Reporting System, 2016–2020.
- 11 Ibid.
- 12 National Highway Traffic Safety Administration, "Traffic Safety Facts: Crash Stats: Early Estimates of Motor Vehicle Traffic Fatalities and Fatality Rate by Sub-Categories in 2020", United States Department of Transportation, June 2021.
- 13 "Risky Driving: Speeding," NHTSA, United States Department of Transportation, accessed June 29, 2021, <https://www.nhtsa.gov/risky-driving/speeding>.
- 14 "Risky Driving: Drug-Impaired Driving," NHTSA, United States Department of Transportation, accessed June 29, 2021, <https://www.nhtsa.gov/risky-driving/drug-impaired-driving>, and "Risky Driving: Drunk Driving," NHTSA, United States Department of Transportation, accessed June 29, 2021, <https://www.nhtsa.gov/risky-driving/drunk-driving>.
- 15 Signal Four Analytics and the Florida Department of Transportation Crash Analysis Reporting System, 2016–2020.
- 16 Emily Slosberg, in interview with Hailey Amundson, June 2021.



PALM BEACH
Transportation
Planning Agency