



# PEDESTRIAN & BICYCLE QUARTERLY CRASH REPORT



**QUARTER**

**3**

**2022**

## Quarter 3 (Q3) Crash Analysis

The Palm Beach Transportation Planning Agency (TPA) has adopted Vision Zero – a goal to eliminate all traffic-related fatalities and serious injuries (also referred to as “Incapacitating Injuries”) in Palm Beach County. One emphasis area of the Vision Zero Action Plan places emphasis on some of the most vulnerable and disproportionately impacted roadway users: pedestrians and bicyclists.

The TPA's Vision Zero Action Plan (VZAP) Culture Action 3.1 requires the agency to create a quarterly summary of crashes involving a pedestrian or bicyclist to provide understandable information to the public and stakeholders. This policy requires the TPA to provide observations and actions related to fatal crashes within the planning area. Serious injury crashes have been included starting in the second quarter of 2022.

An annual report is published in June of every year providing an overview of the progress towards the goal of zero fatalities and serious injuries on our roadways by 2030. The annual report includes information related to crash trends, research and feedback for future analysis by stakeholders and partners.

### Crash Trends to Watch

- July 1 to September 30 (Q3, 2022) had a total of 48 serious injury or fatality related crashes involving people walking or people bicycling, an increase of 13 crashes from Q2.
- 5 crashes involved persons walking or bicycling and rail incidents.
- Crashes involving people biking primarily occurred on arterial roads, continuing a trend of this crash type on this functional classification system.
- A large proportion of crashes involving people walking occurred mid-block (83%) while crashes involving people bicycling largely occurred at intersections (79%).
- Distracted driving continues to be a leading characteristic for drivers and there was a notable number of ageing drivers involved in crashes.
- 53% of the mapped crashes were on the Palm Beach TPA's High Injury Network (HIN).
- A strong concentration of crashes were located in the medium to very high on the high area of the Traditionally Underserved Index in Central Palm Beach County.



## Report Alignment

### A. FDOT Strategic Highway Safety Plan (SHSP)

The SHSP is a statewide safety plan developed by FDOT and its safety partners as a framework for eliminating fatalities and serious injuries on all public roads. This framework is the guide for how Florida's traffic safety partners will move toward the vision of a fatality-free transportation system during the next five years. To achieve this vision, this SHSP affirms the target of zero traffic fatalities and serious injuries.

### B. FDOT Pedestrian and Bicycle Safety Plan

This Pedestrian and Bicycle Strategic Safety Plan (PBSSP) advances this safety vision by supporting the safety of people walking and biking and aligning with the principles set forth by the Pedestrian and Bicyclist Emphasis Area of the Strategic Highway Safety Plan (SHSP). The PBSSP is charged with implementing this plan and consists of federal, state and local safety partners, stakeholders, and safety advocates.

### C. Palm Beach County Local Road Safety Plan and Municipal Safety Plans

The Palm Beach County Local Road Safety Plan (LRSP) is a comprehensive plan that provides a framework for reducing the number of fatalities and serious injuries associated with crashes that occur on Palm Beach County's (hereafter, "the County's") roadway system. The information in this LRSP draws on best practices in safety planning from documents prepared by the Federal Highway Administration (FHWA), the American Association of State Highway and Transportation Officials, the National Cooperative Highway Research Program, the National Highway Traffic Safety Administration, as well as state and local safety partners. The LRSP supports statewide goals and priorities established in the Florida Strategic Highway Safety Plan (SHSP), including Florida's vision of "A Fatality Free Roadway System".

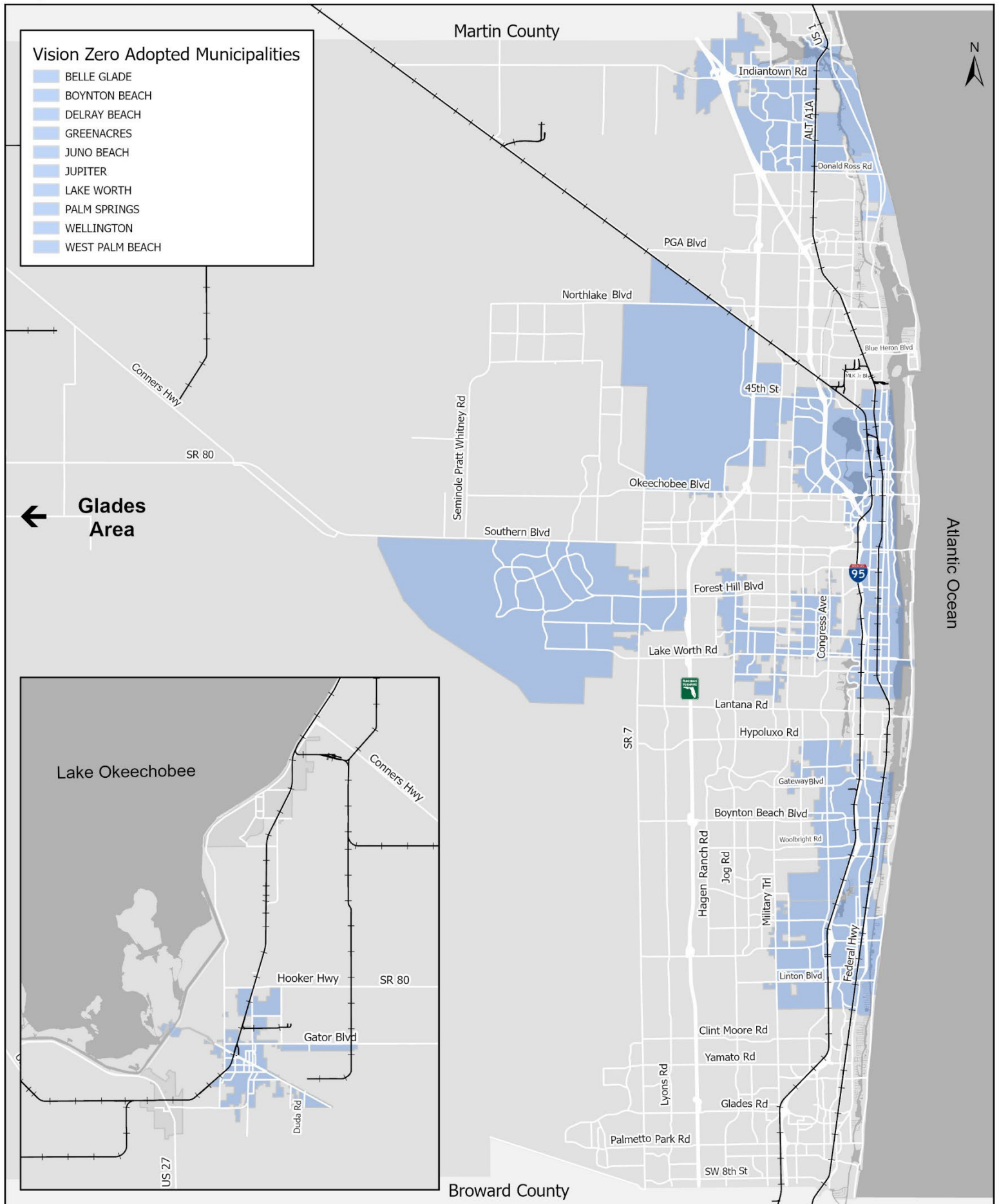
### D. Local Governments

To date, 10 Municipalities have adopted a Vision Zero Goal, including a target date to eliminate traffic fatalities and serious injuries. The map below indicates the agencies with an adopted Vision Zero Goal in Palm Beach County.





# Palm Beach County - Vision Zero Adopted Municipalities



## Summary Table of Q3 Crashes

The table below displays a summary of crashes occurred in Quarter 3 from July 1<sup>st</sup> to September 30<sup>th</sup>, 2022. More than half of the total crashes took place in the incorporated areas of the county, with a total of 30 crashes, whereas the unincorporated areas had a total of 17 crashes. There was an increase in fatal crashes accounting for 36% of the total crashes from the previous quarter at 30%.

Pedestrian			Bicyclist		
Crash Report #	Jurisdiction	Crash Severity	Crash Report #	Jurisdiction	Crash Severity
24604232	West Palm Beach	Serious Injury	25270616	Unincorporated	Serious Injury
25272342	Lake Worth	Serious Injury	25270418	Unincorporated	Fatality
24604552	West Palm Beach	Serious Injury	25270607	Unincorporated	Fatality
25270521	Royal Palm Beach	Serious Injury	24604560	West Palm Beach	Fatality
24604344	West Palm Beach	Serious Injury	24604345	West Palm Beach	Serious Injury
25272303	Unincorporated	Fatality	24849518	Delray Beach	Serious Injury
25442996	West Palm Beach	Serious Injury	25271434	Unincorporated	Serious Injury
24909917	West Palm Beach	Fatality	25272141	Delray Beach	Fatality
25270889	Unincorporated	Serious Injury	25142827	Boca Raton	Serious Injury
25270839	Boca Raton	Serious Injury	25273228	Unincorporated	Serious Injury
25271224	Unincorporated	Fatality	25274118	Unincorporated	Serious Injury
25271249	Palm Beach	Serious Injury	25456281	Jupiter	Serious Injury
25272035	Unincorporated	Serious Injury	25443722	West Palm Beach	Serious Injury
25272241	Lake Worth	Serious Injury	24849375	Delray Beach	Serious Injury
25272074	Unincorporated	Fatality			
25273703	Unincorporated	Fatality			
25180795	Boynton Beach	Fatality			
25443063	West Palm Beach	Serious Injury			
25142799	Boca Raton	Fatality			



Pedestrian			Bicyclist	
25142878	Boca Raton	Serious Injury		
25009114	Delray Beach	Fatality		
25273132	Unincorporated	Serious Injury		
25273328	Unincorporated	Fatality		
25092183	North Palm Beach	Serious Injury		
25456219	Jupiter	Fatality		
25527056	Unincorporated	Serious Injury		
25527118	Wellington	Serious Injury		
25527005	Boynton Beach	Serious Injury		
25443734	West Palm Beach	Serious Injury		
24983044	Palm Springs	Fatality		
25274249	Unincorporated	Fatality		
25526924	Unincorporated	Fatality		
24848916	Delray Beach	Serious Injury		
Total Mapped/Unmapped		30/3	Total Mapped/Unmapped	13/1

\*Crash data retrieved 1/9/2023



## Crash Trends Deep Dive

This deep dive aligns the FDOT's Florida Strategic Highway Safety Plan (SHSP) Emphasis Areas for crashes and the TPA's High Injury Network (HIN) considerations, and other trending topics to summarize the conditions in table. This information is useful when looking at long term crash trends to better determine when crash modification factors may necessitate changes to roadways.

The consecutive pages provide an analysis of Q3's crash conditions with the following three maps:

- **Pedestrian and Bicycle Crashes:** An overall analysis of the pedestrian and bicycle crashes occurred during the third quarter, broken down by crash severity.
- **Crashes on the High Injury Network within Palm Beach County:** An overlay of the crashes on the HIN within PBC. The corridors on the HIN were selected based on the roads with the most fatal and serious injuries, as identified on the TPA's 2021 Vision Zero Action Plan. The TPA's HIN has 20 identified intersections and approximately 50 corridors.
- **Crashes on the Traditionally Underserved Index:** An overlay of the crashes on the Traditionally Underserved Index. To maintain consistency with the TPA's 2021 Vision Zero Action Plan, an equity component was analyzed by prioritizing our traditionally underserved communities on areas where residents likely lack transportation access due to demographic conditions, low income, or a historical lack of services.

Moreover, FDOT conducted a review of Florida's traffic safety resources and analysis of crash data to identify the preeminent crash factors by emphasis area. The five emphasis areas identified on FDOT's SHSP are the following: Roadways, Road Users, User Behavior, Traffic Records and Information Systems, and Evolving emphasis areas. This report only includes the top three emphasis areas organized as such: Roadway, Human Behavior, and Socioeconomic Conditions. The TPA's determination for this selection was based on crash frequency and data availability.

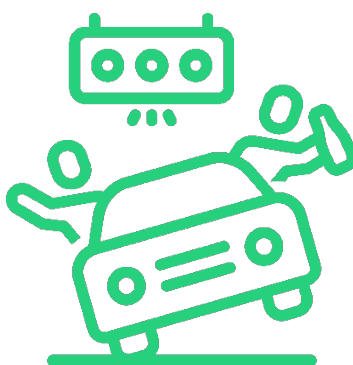
### ROADWAY

### CONDITIONS



### HUMAN

### BEHAVIOR

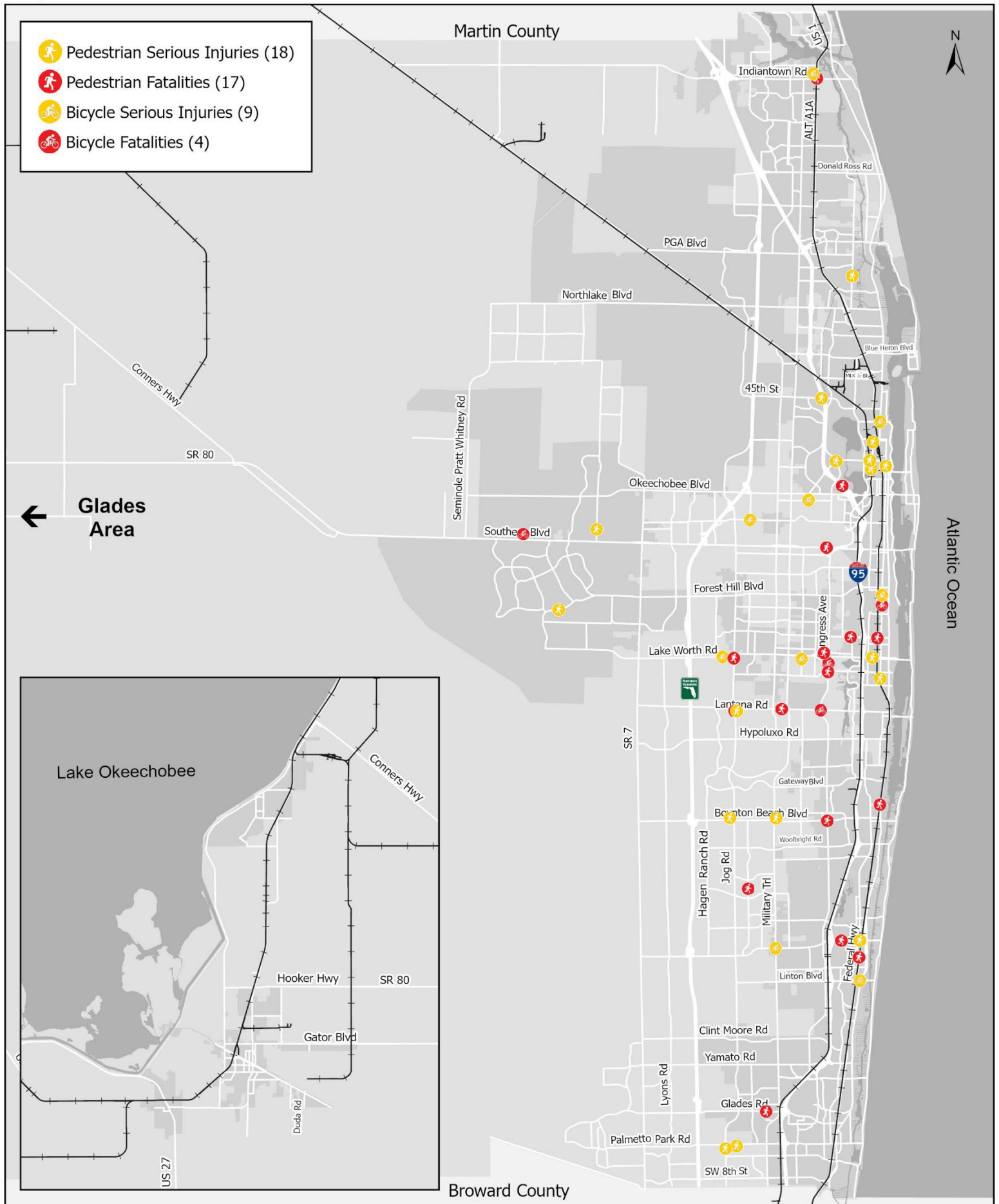


### SOCIOECONOMIC

### CONDITIONS

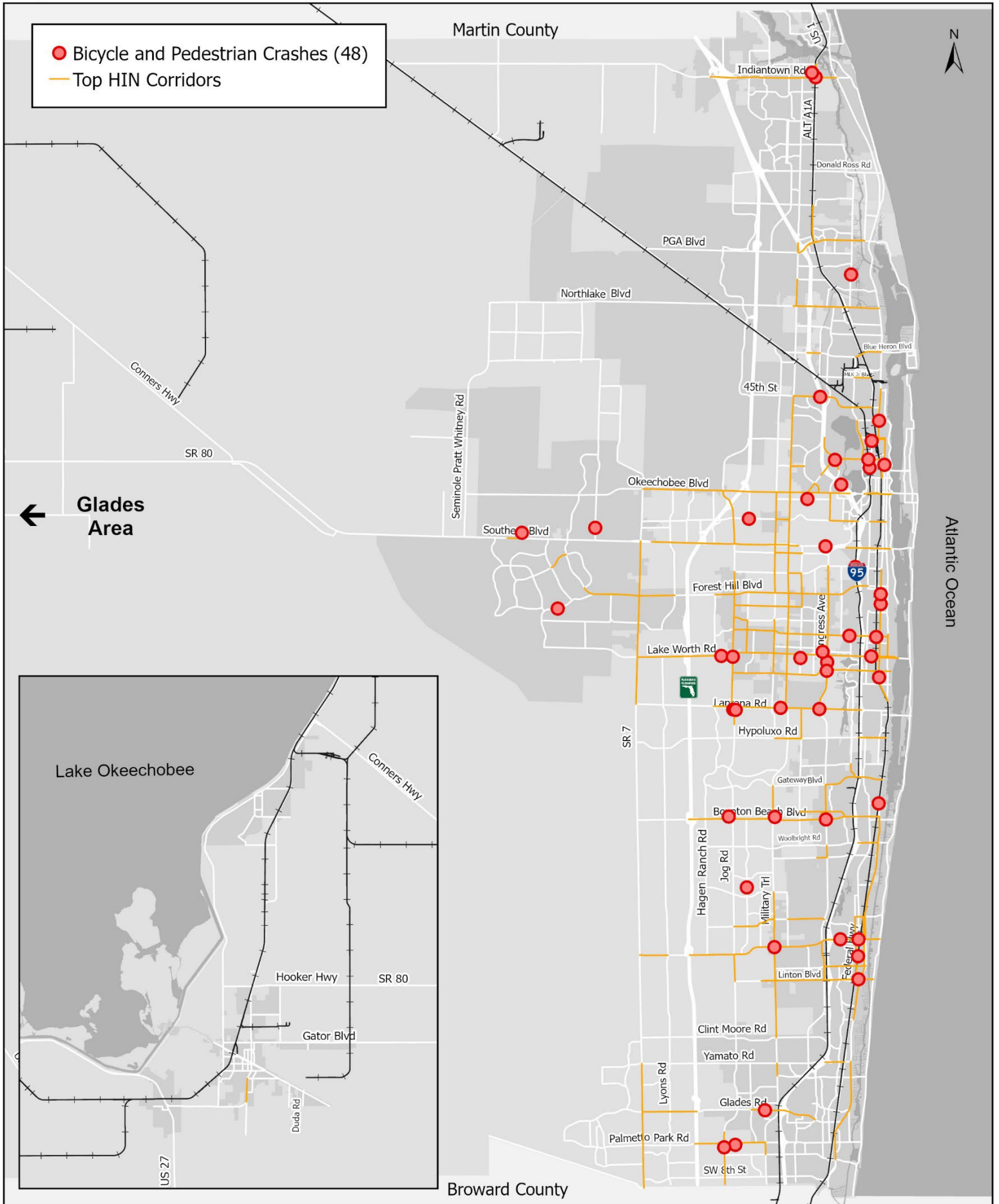


# Ped/Bike Crashes - July 1 to September 30, 2022

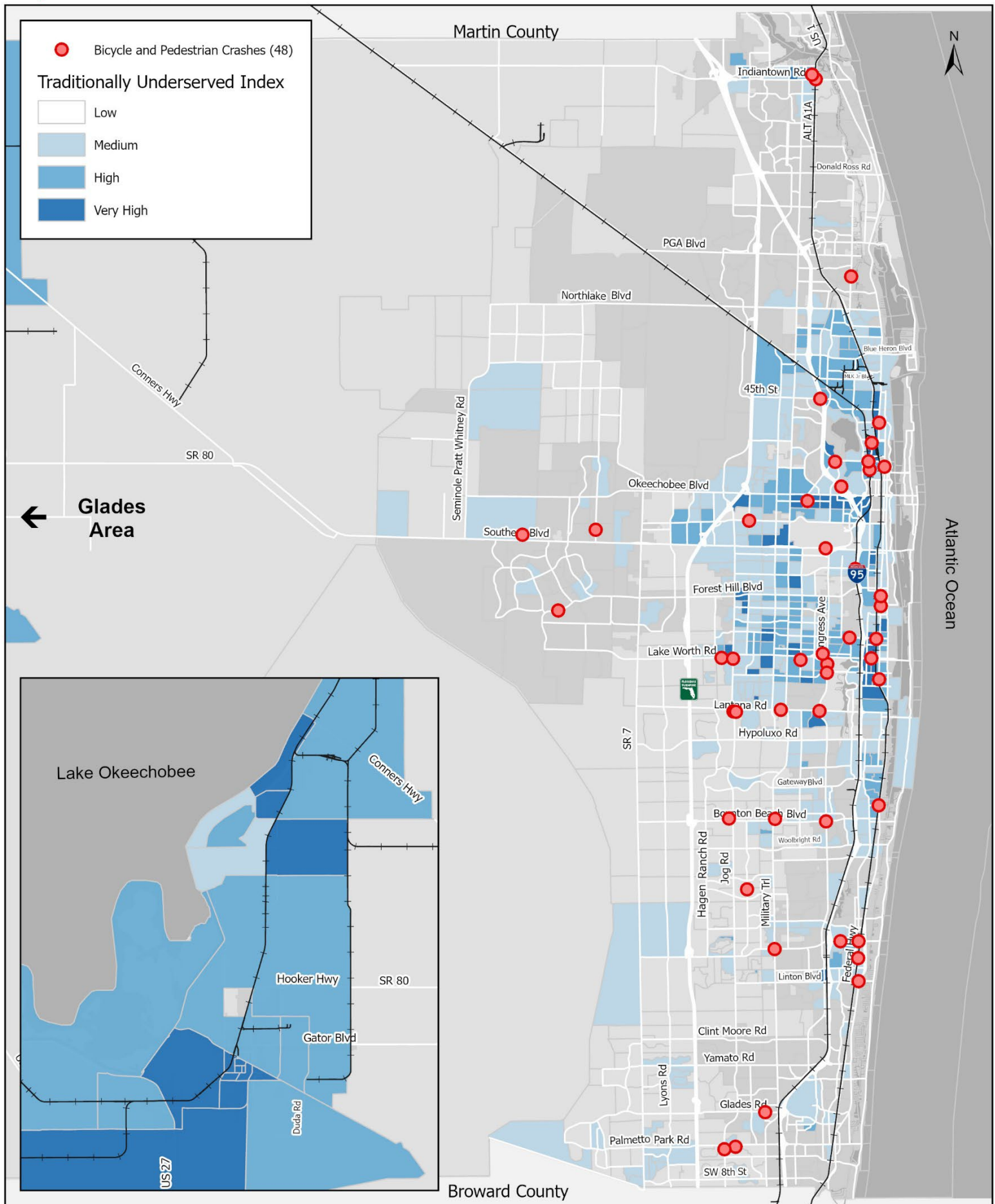




# Crashes on the High Injury Network within Palm Beach County



# Crashes on the Traditionally Underserved Index



## Roadway, Human Behavior, and Socioeconomic Conditions Analysis

	Quarter 1		Quarter 2		Quarter 3		Quarter 4	
	Pedestrian	Bicyclist	Pedestrian	Bicyclist	Pedestrian	Bicyclist	Pedestrian	Bicyclist
<b>Total Crashes</b>	<b>48</b>	<b>14</b>	<b>29</b>	<b>10</b>	<b>38</b>	<b>14</b>		
Fatalities	20	5	11	1	17	4		
Serious Injuries	28	9	18	9	21	10		
<b>Roadway Conditions</b>								
<b>Posted Speed Limit</b>								
>30	13	3	8	3	14	4		
35-40	20	7	11	3	5	4		
45>	15	4	6	3	14	5		
<b>Intersections</b>								
Mid-Block	23	6	15	4	31	3		
Intersection	14	6	4	5	7	11		
<b>Number of Lanes</b>								
2 Lane	18	7	11	3	14	6		
3-4 Lane	14	6	6	1	8	3		
5 > Lane	16	1	7	5	11	4		
<b>Functional Classification</b>								
Major Arterial	14	2	6	8	11	4		
Minor Arterial	17	4	13	0	7	3		
Major Collector	6	7	4	0	4	3		
Minor Collector	6	1	2	1	3	0		
Local Road	5	0	1	0	8	3		
<b>Lane Departure</b>								
Crashes	5	1	5	1	6	0		
<b>Surface Conditions</b>								
Wet Road	5	0	5	0	3	2		
Dry Road	42	14	21	10	30	11		
<b>Lighting Conditions</b>								
Daytime	23	13	11	8	12	10		
Nighttime	25	1	18	2	21	4		
<b>Rail Crossings</b>								
Trespassers	4	0	0	0	5	0		
<b>Human Behaviors</b>								
Impaired Driving	4	1	1	0	0	0		
Distracted Driving	11	0	5	1	10	2		
Speeding and Aggressive Driving	0	0	2	1	0	1		
<b>Socioeconomic Conditions</b>								
Aging Driver	9	4	3	2	6	1		
Teen Driver	2	0	2	2	1	0		



## TPA Reporting

To track the progress made since updating the TPA's 2021 Vision Zero Action Plan, the following actions were applied during the third quarter to help reach our Vision Zero goal:

- Supported the adoption of a Vision Zero Resolution to establish a commitment of the investment of projects that will help eliminate fatal and serious injuries for the following municipalities:
  - City of Greenacres
  - City of Lake Worth Beach
  - Town of Juno Beach
  - Village of Wellington
- Supported the adoption of a Complete Streets Policy to establish a commitment of using a flexible, context-sensitive, and multimodal approach when designing and planning for transportation infrastructure for the following municipalities:
  - City of Lake Worth Beach
  - Village of Wellington
- Supported the following agencies in applying for the Safe Streets and Roads for All grant application to fund the development of a comprehensive safety action plan:
  - City of Boca Raton
  - City of Greenacres
  - City of West Palm Beach
  - Palm Beach County
  - Village of Wellington
- TPA staff attended Florida's Pedestrian and Bicycle Safety Coalition meeting to stay up to date on the latest pedestrian and bicycle state laws, crash data reporting, and statewide Vision Zero efforts
- TPA staff attended the NACTO: Designing Cities conference to learn best practices for designing and implementing street safety redesign projects

The TPA will continue to encourage agencies to develop comprehensive roadway safety action plans and utilize resources and grants available to develop such materials.





## Background Information and Sources

The TPA works collaboratively with Palm Beach County (PBC) and the Florida Department of Transportation (FDOT), as well as municipalities and other strategic partners to align strategies and funding within programs to eliminate crashes that result in a serious injury or fatality. This effort aligns the TPA's goals with those of others, identified below:

### Data Notes

The information contained within this report was downloaded from Signal Four Analytics – University of Florida GeoPlan and the Federal Railroad Administration Office of Safety Analysis data portal and reformatted for this analysis. Please note that the information provided within this report is preliminary and subject to change.

- Signal 4 Analytics: This web-based interactive tool allows government employees and consultants working on behalf of government agencies the ability to view crash reports, produce maps, and interact with data to analyze area trends. [S4Analytics \(signal4analytics.com\)](https://signal4analytics.com) More information on the data is available from the Signal 4 Analytics Data Dictionary. [S4 Data Dictionary.pdf \(signal4analytics.com\)](https://signal4analytics.com/S4_Data_Dictionary.pdf). Data for this quarter was retrieved January 9, 2023.
- US Department of Transportation: Federal Railroad Administration: This site shares railroad safety information including accident, incident, inventory, and highway-rail crossing data with the public. [FRA Safety Data & Reporting | FRA \(dot.gov\)](https://www.fra.dot.gov/FRA/SafetyData) Data for this quarter was retrieved January 9, 2023.

\*Disclaimer: Every effort has been made to provide data that is current and accurate. All data is considered preliminary until the year is reconciled and closed out by the FLHSMV, and thus certain adjustments may be made to verify the data where clerical errors are noted. The following data was not included in Signal 4 Analytics and was obtained through other means.

- Posted Speed Limit: Posted speed limit data not included in Signal 4 Analytics. Data was obtained through individual crash reports.
- Functional Classification: Functional Classification data not included in Signal 4 Analytics. Additional spatial analysis was performed to obtain this data.



- Intersection – Mid-Block Crossing: Mid-Block Crossing data not included in Signal 4 Analytics. Data was obtained through individual crash reports and further analysis of conditions.

## Important Safety Contacts

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