



# PEDESTRIAN & BICYCLE QUARTERLY CRASH REPORT



## Quarter 2 (Q2) 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

- This quarter reflects the typical end of the seasonal population swell that occurs between Winter and Spring in Florida, a decrease in crashes is expected during this timeframe based on established crash trends.
- April 1 to June 30 (Q2, 2022) had a total of 39 crashes, a decrease of 23 crashes from Q1.
- Lane departure crashes remained the same from Q1 while other roadway conditions decreased. Mid-block intersections increased by one crash for bicyclists at intersections.
- Distracted driving crashes remains the highest of all human behavior, but lower than Q1—as well as aging drivers for socioeconomic conditions.
- 22 out of the 35 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

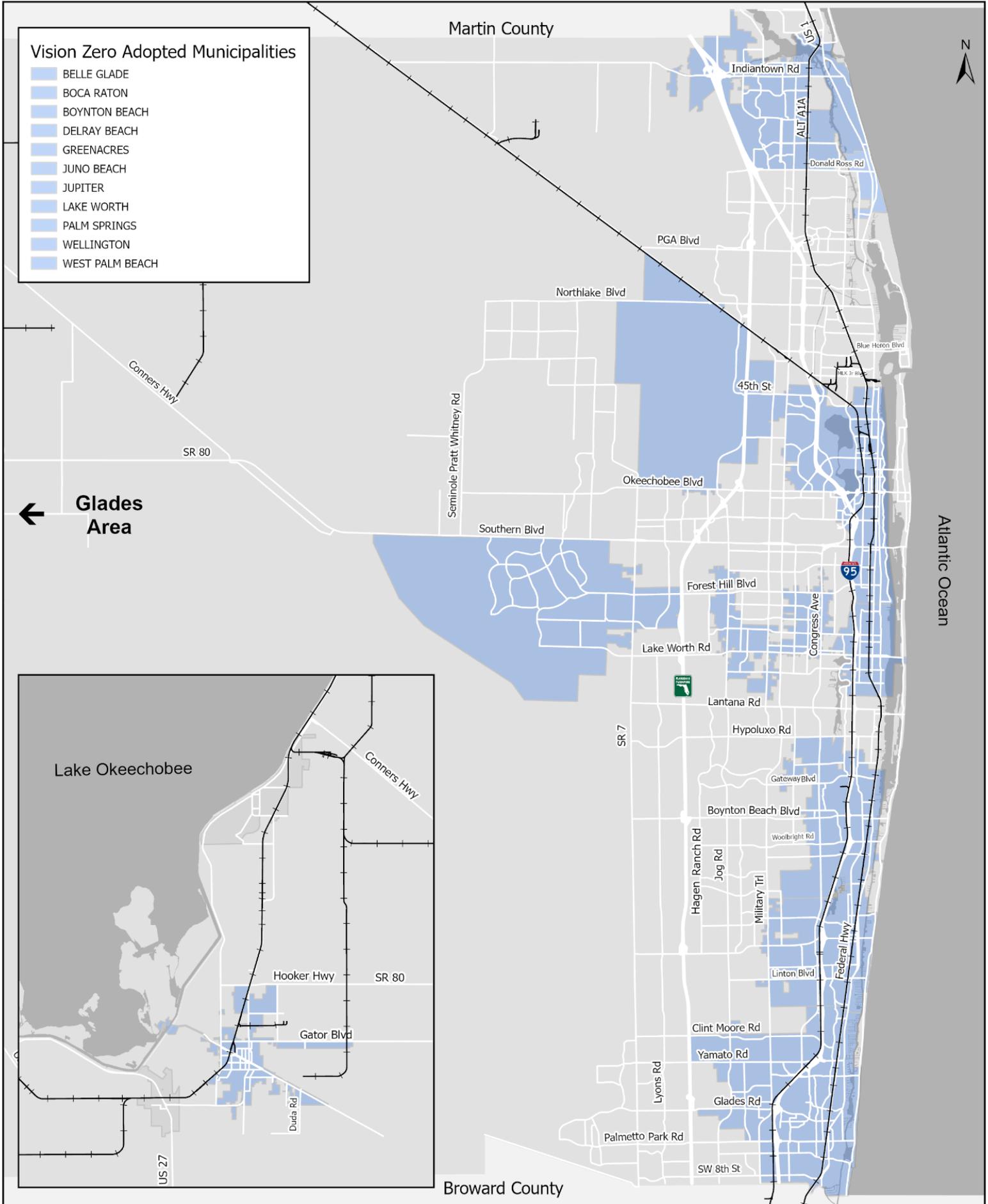
The Palm Beach County Local Road Safety Plan (LRSP) is a comprehensive plan that provides a framework for reducing the number of fatalities and serious injuries associated with crashes that occur on Palm Beach County's (hereafter, "the County's") roadway system. The information in this LRSP draws on 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, 11 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 Q2 Crashes

The table below displays a summary of crashes occurred in Quarter 2 from April 1<sup>st</sup> to June 30<sup>th</sup>, 2022.

Nearly half of the total crashes took place in the incorporated areas of the county, with a total of 15 crashes, whereas the unincorporated areas had a total of 14 crashes. There was a decrease in fatal crashes accounting for 30% of the total crashes from the previous quarter at 40%. Seasonal weather patterns and population movements in Florida can influence the number of people using streets and may coincide with crash frequency throughout a particular time of the year.

Pedestrian			Bicyclist		
Crash Report #	Jurisdiction	Crash Severity	Crash Report #	Jurisdiction	Crash Severity
25265089	Unincorporated	Serious Injury	25267288	Unincorporated	Serious Injury
24718625	Palm Beach Gardens	Serious Injury	25264796	Greenacres	Serious Injury
25265396	Lake Worth	Serious Injury	25265077	Unincorporated	Serious Injury
25266197	Unincorporated	Serious Injury	24603204	West Palm Beach	Serious Injury
25266417	Lake Worth	Serious Injury	25265895	Unincorporated	Serious Injury
25267347	Unincorporated	Serious Injury	25267216	Unincorporated	Serious Injury
25266786	Greenacres	Serious Injury	90107706	Palm Springs	Serious Injury
24603071	West Palm Beach	Serious Injury	25267253	Lake Park	Serious Injury
24603747	West Palm Beach	Serious Injury	25270195	Unincorporated	Serious Injury
25142053	Boca Raton	Serious Injury	25268927	Unincorporated	Fatality
24539189	Jupiter	Serious Injury			
25142258	Boca Raton	Serious Injury			



25142285	Boca Raton	Serious Injury	
25269264	Unincorporated	Serious Injury	
24603998	West Palm Beach	Serious Injury	
25269314	Lake Worth	Serious Injury	
25269711	Unincorporated	Serious Injury	
90107825	Palm Springs	Serious Injury	
24804373	Lake Worth	Fatality	
25264891	Belle Glade	Fatality	
25179951	Boynton Beach	Fatality	
25268062	Unincorporated	Fatality	
25268339	Lake Worth	Fatality	
88510846	Unincorporated	Fatality	
25265810	Belle Glade	Fatality	
25268897	West Palm Beach	Fatality	
24914678	Delray Beach	Fatality	
25268001	Unincorporated	Fatality	
24603994	West Palm Beach	Fatality	
<b>Total Mapped/Unmapped</b>		26/3	<b>Total Mapped/Unmapped</b> 9/1

\*Crash data pulled 9/2/2022



## 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 Q2's crash conditions with the following three maps:

- **Pedestrian and Bicycle Crashes:** An overall analysis of the pedestrian and bicycle crashes occurred during the second 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.

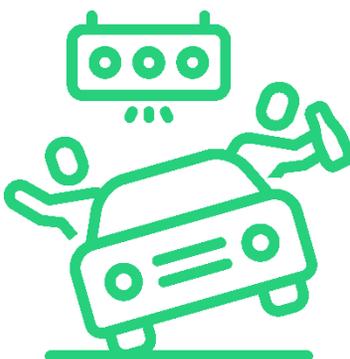
### ROADWAY

### CONDITIONS



### HUMAN

### BEHAVIOR



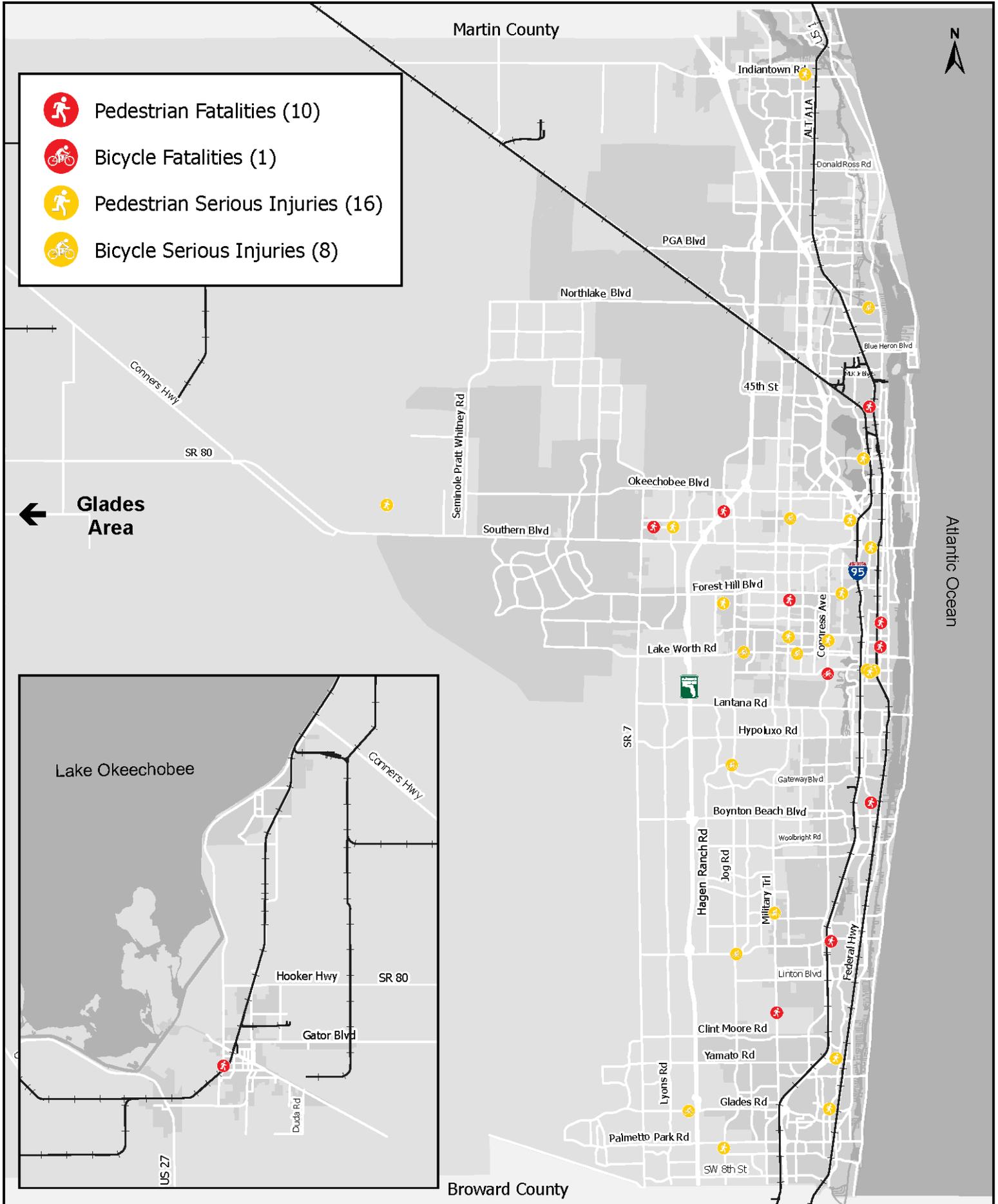
### SOCIOECONOMIC

### CONDITIONS

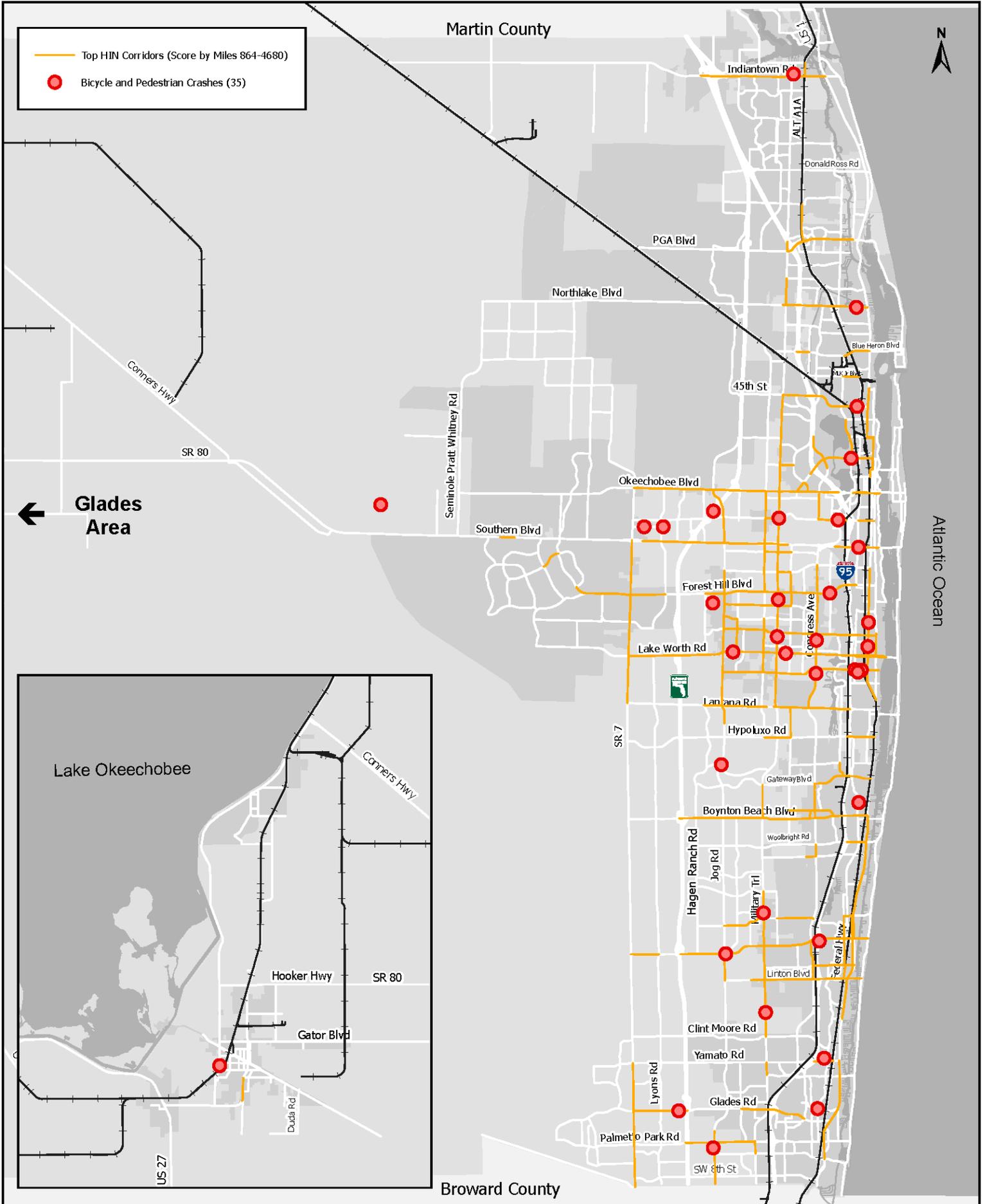


# Ped/Bike Crashes - Apr 1 to Jun 30, 2022

-  Pedestrian Fatalities (10)
-  Bicycle Fatalities (1)
-  Pedestrian Serious Injuries (16)
-  Bicycle Serious Injuries (8)



# Crashes on the High Injury Network within Palm Beach County



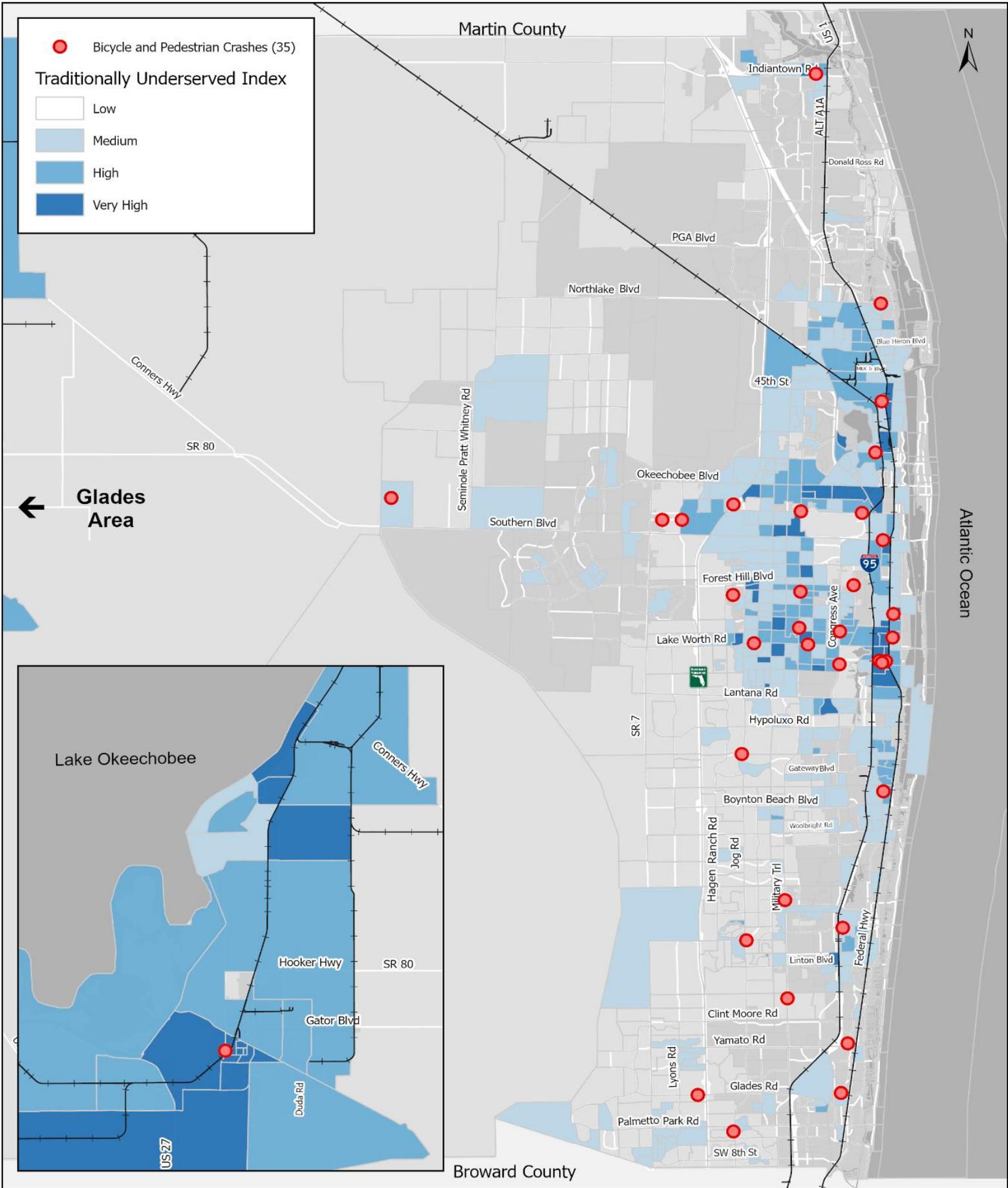
# Crashes on the Traditionally Underserved Index

**Legend**

- Bicycle and Pedestrian Crashes (35)

**Traditionally Underserved Index**

- Low
- Medium
- High
- Very High



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



## TPA Reporting

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

- Supported the adoption of the Town of Jupiter's Vision Zero Resolution to establish a commitment of the investment of projects that will help eliminate fatal and serious injuries.
- Hosted a virtual Vision Zero Workshop event to spread knowledge on best practices and funding opportunities to advance transportation safety in Palm Beach County.
- TPA staff participated in Vision Zero training webinars that focused on the following:
  - Exploring collaboration between businesses, organizations, and communities as they work together to save lives on our roadways.
  - Shifting to the Safe Systems Approach that anticipates human error and accommodates human injury tolerances with a goal of reducing fatal and serious injuries.
  - Getting to zero deaths by making every mode safe and accessible.

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 (County) 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 \(signal4analytics.com\)](#). Data for this quarter was pulled September 2, 2022.
- 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) Data for this quarter was pulled July 15, 2022.

\*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.

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