



# PEDESTRIAN & BICYCLE QUARTERLY CRASH REPORT



**QUARTER**

**2**

**2023**

## 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.

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

- April 1 to June 30 (Q2, 2023) had a total of 46 serious injury or fatality related crashes involving people walking or bicycling, a decrease of 23 crashes from Q1 (Jan. 1 to Mar. 31).
- Q1 to Q2 crash patterns typically decline due to seasonal South Florida residents returning to other regions. Nevertheless, 7 more crashes occurred in Q2 in 2023 than in 2022,
- 63% of the crashes were on roads with posted speed limits of 35 mph or above.
- 55% of vulnerable road users crashes occurred on arterial roads, 25% on local roads.
- A significant proportion of crashes involving people walking occurred mid-block (70%) while crashes involving people bicycling were split between midblock (55%) and intersections (44%).
- 24% of crashes involved ageing drivers, which is consistent with previous quarters.
- 46% of the mapped crashes were on the Palm Beach TPA's High Injury Network (HIN).
- 28% of crashes were within the medium to very high range of the Traditionally Underserved Index in 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".

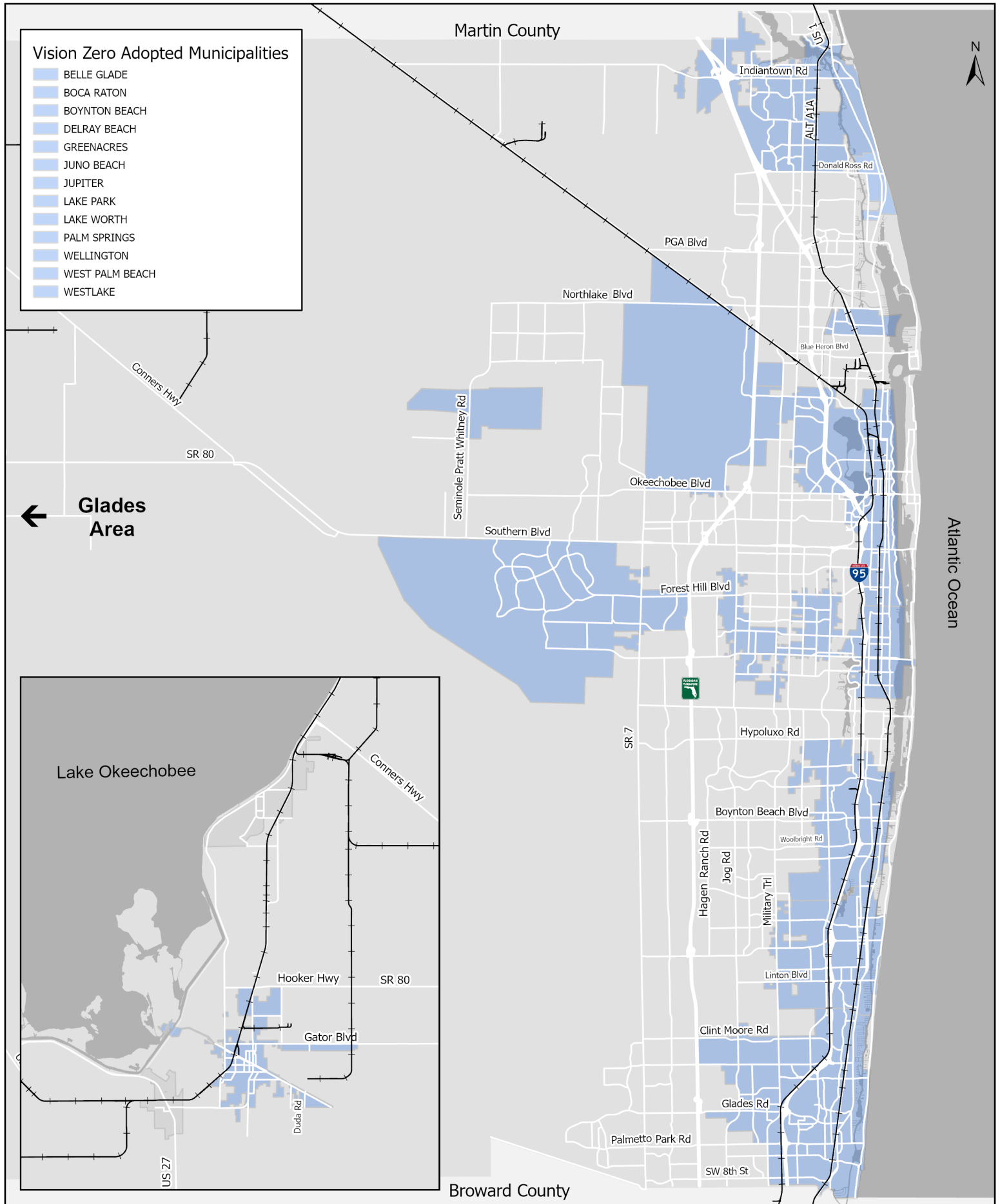
### D. Local Governments

To date, 13 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



Date: 7/20/2023

## Summary Table of Q2 Crashes

This table displays crashes occurring in Quarter 2 from April 1<sup>st</sup> to June 30<sup>th</sup>, 2023. 43% of crashes took place in unincorporated areas of the county, whereas 53% of crashes occurred in incorporated areas.

Pedestrian			Bicyclist		
Crash Report #	Jurisdiction	Crash Severity	Crash Report #	Jurisdiction	Crash Severity
25794132	Unincorporated	Serious Injury	25797283	Unincorporated	Fatality
25795035	Unincorporated	Serious Injury	25898491	Boca Raton	Serious Injury
25446304	West Palm Beach	Serious Injury	25796271	Unincorporated	Fatality
25592969	Palm Springs	Serious Injury	25793989	Unincorporated	Serious Injury
85922082	Lake Clarke Shores	Serious Injury	25798181	Unincorporated	Serious Injury
25157065	Palm Beach Gardens	Serious Injury	25446291	West Palm Beach	Serious Injury
25796077	Lake Worth	Serious Injury	25794906	Mangonia Park	Serious Injury
25793785	Unincorporated	Serious Injury	25795804	West Palm Beach	Serious Injury
25446660	West Palm Beach	Serious Injury	25446336	West Palm Beach	Serious Injury
25794426	Unincorporated	Fatality	Total Mapped/ Unmapped		9/0
25796268	Lake Worth	Serious Injury			
25798872	Unincorporated	Serious Injury			
25798460	Unincorporated	Fatality			
25899712	Boca Raton	Serious Injury			
25798526	Unincorporated	Fatality			
25900254	Unincorporated	Serious Injury			
25799265	Unincorporated	Serious Injury			
25457672	Jupiter	Serious Injury			



25974400	Palm Springs	Serious Injury
89563625	Boynton Beach	Fatality
25797738	Greenacres	Serious Injury
25794275	Unincorporated	Fatality
25446311	West Palm Beach	Fatality
89657252	Unincorporated	Fatality
25798739	Unincorporated	Serious Injury
25797301	Lake Worth	Fatality
25799438	Unincorporated	Fatality
25799607	Lake Worth	Fatality
25799745	Unincorporated	Serious Injury
25799406	Wellington	Serious Injury
25799244	Unincorporated	Fatality
25447353	West Palm Beach	Fatality
25496486	Delray Beach	Fatality
89671289	Unincorporated	Serious Injury
T21060923	Lake Worth Beach/FEC	Fatality
20232815	Delray Beach/FEC	Fatality
20232115	Lake Worth Beach/FEC	Fatality
<b>Total Mapped/ Unmapped</b>	37/0	

\*Crash data retrieved 11/08/2023



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

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

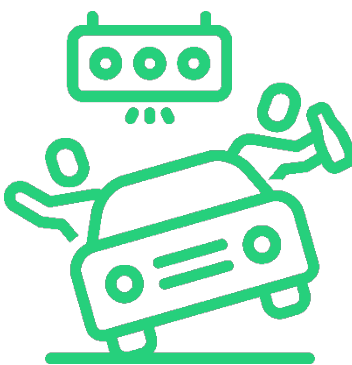
### ROADWAY

### CONDITIONS



### HUMAN

### BEHAVIOR

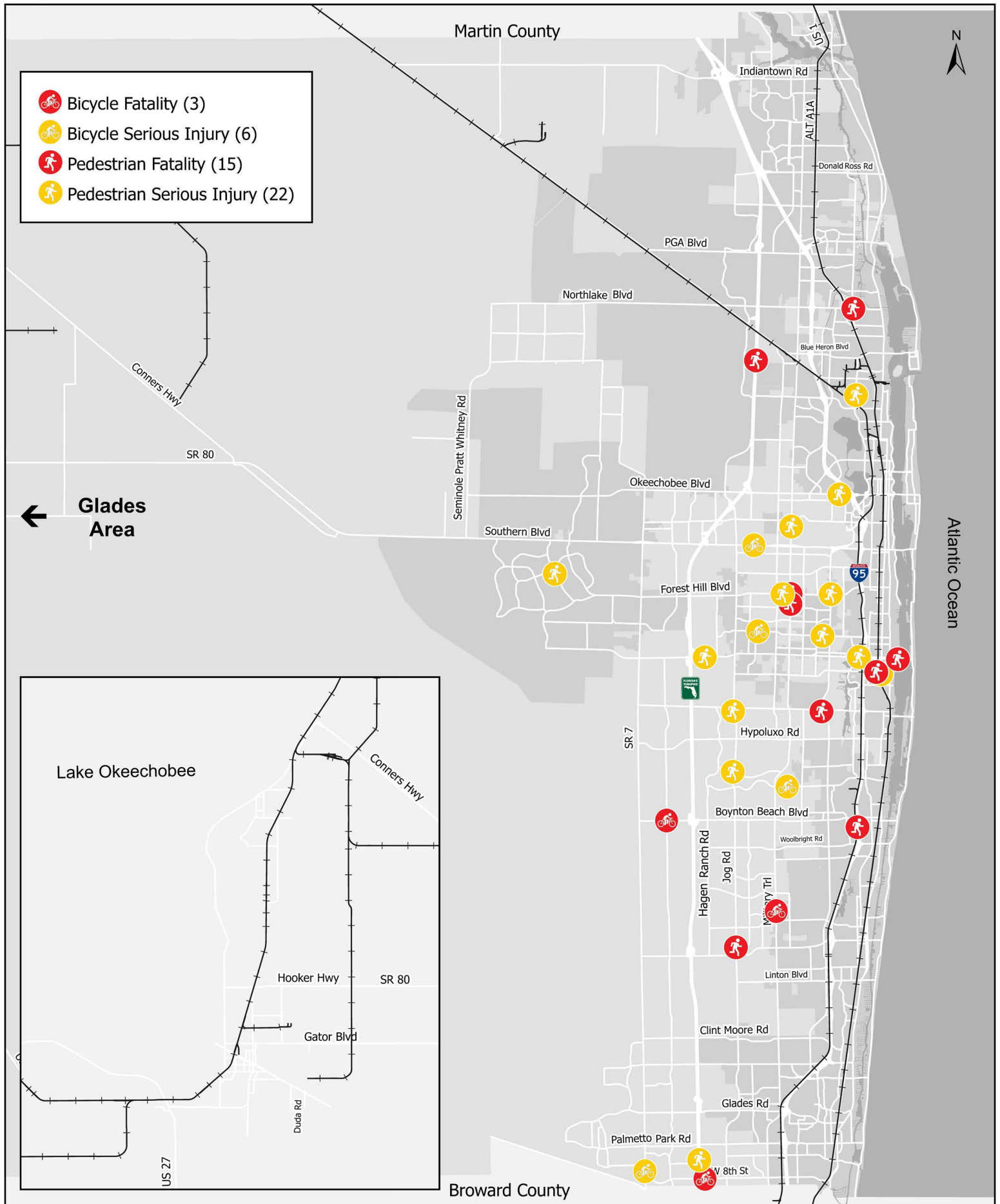


### SOCIOECONOMIC

### CONDITIONS

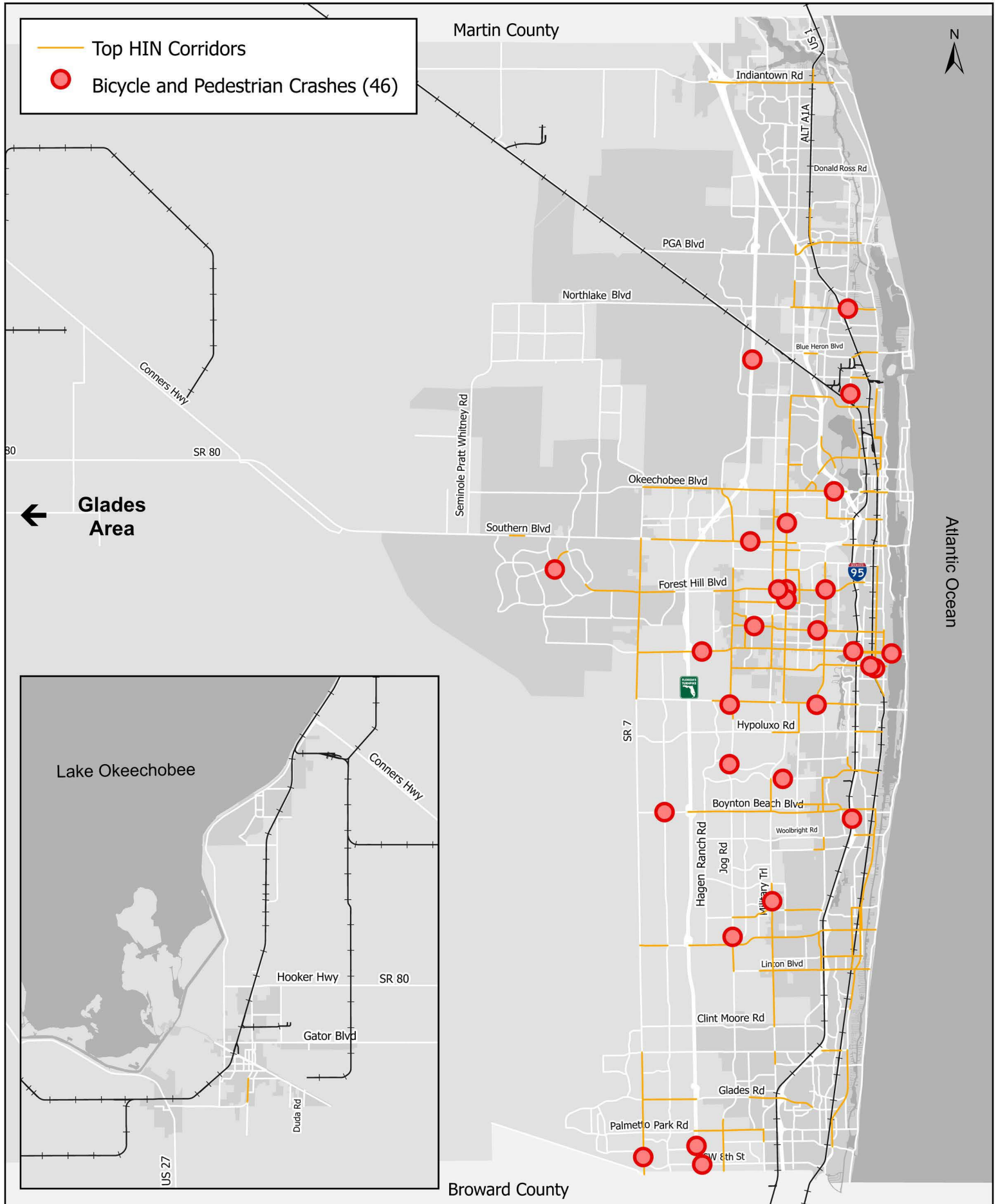


# Ped/Bike Crashes - April 1 to June 30, 2023

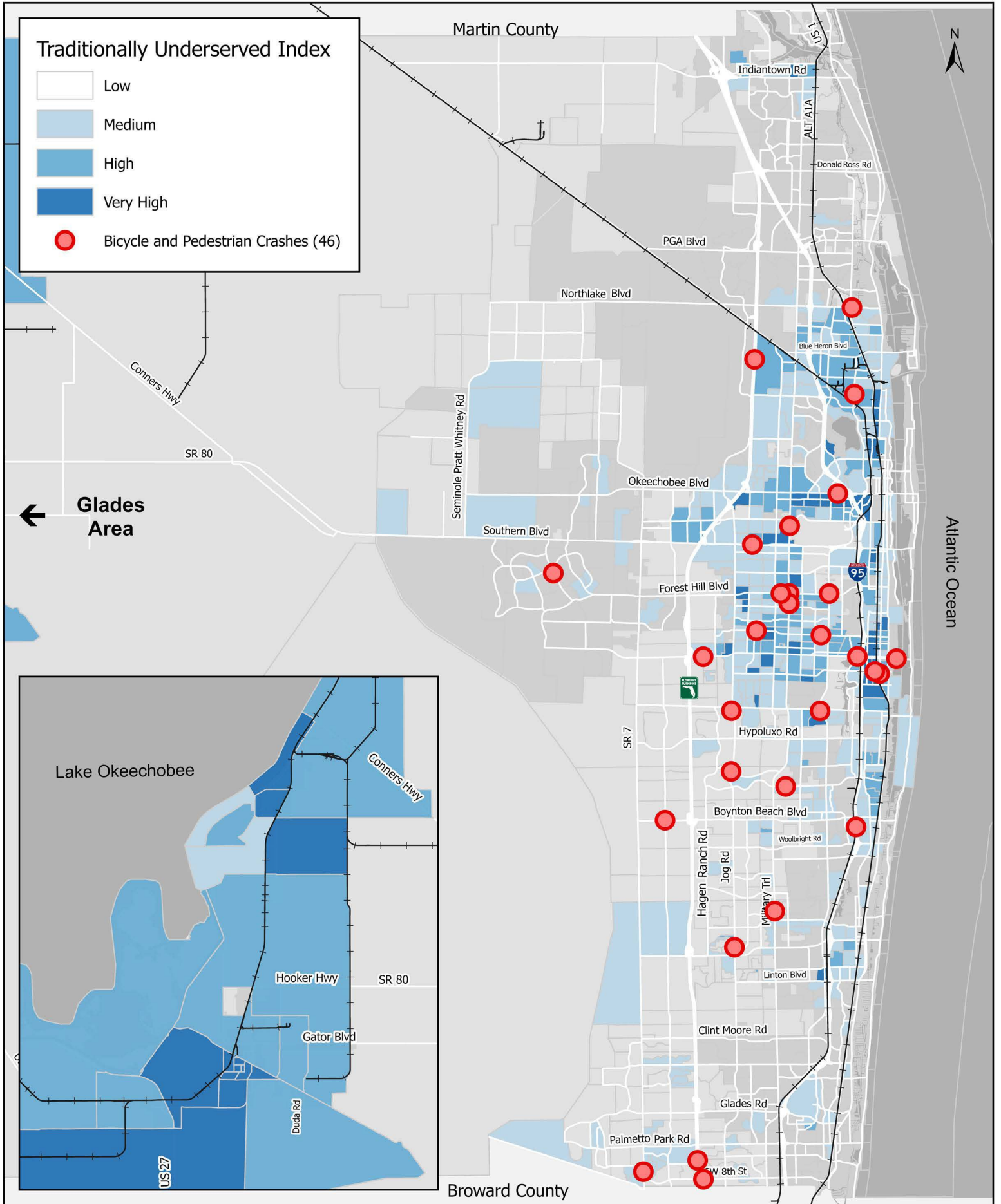




# Crashes on the High Injury Network within Palm Beach County



# 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>47</b>	<b>22</b>	<b>37</b>	<b>9</b>				
Fatalities	15	5	14	3				
Serious Injuries	32	17	23	6				
<b>Roadway Conditions</b>								
<b>Posted Speed Limit</b>								
<30	14	9	11	4				
35-40	13	11	14	1				
45<	13	2	10	4				
<b>Intersections</b>								
Mid-Block	34	9	24	5				
Intersection	13	13	10	4				
<b>Number of Lanes</b>								
2 Lane	18	12	11	5				
3-4 Lane	14	7	9	4				
5< Lane	8	3	15	0				
<b>Functional Classification</b>								
Major Arterial	9	3	16	3				
Minor Arterial	14	6	7	1				
Major Collector	6	7	1	1				
Minor Collector	5	3	0	1				
Local Road	6	3	10	3				
<b>Lane Departure</b>								
Crashes	5	0	2	1				
<b>Surface Conditions</b>								
Wet Road	9	0	8	1				
Dry Road	38	22	26	8				
<b>Lighting Condition</b>								
Daytime	27	18	15	6				
Nighttime	20	4	19	3				
<b>Rail Crossings</b>								
Trespassers	7	0	3	0				
<b>Human Behaviors</b>								
Impaired Driving	0	0	1	0				
Distracted Driving	1	1	1	0				
Speeding and Aggressive Driving	2	2	1	0				
<b>Socioeconomic Conditions</b>								
Aging Driver	7	4	7	4				
Teen Driver	2	3	2	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 second quarter to help reach our Vision Zero goal:

- Hosted a Vision Zero Workshop to educate the public, transportation professionals, and elected officials on what Vision Zero is, how local governments can adopt a policy, and next steps to take after policy adoption.
- TPA staff attended Florida's Pedestrian and Bicycle Safety Coalition stay current on the latest pedestrian and bicycle laws, data reporting, and statewide Vision Zero efforts.
- Conducted Walk Bike Safety Audits to identify any pedestrian and bicycle issues at the following locations:
  - Whispering Pines Elementary School in collaboration with the City of Boca Raton and Palm Beach County
  - Palm Springs Community Middle School in collaboration with the Village of Palm Springs, FDOT, Palm Tran, and Palm Beach County
  - Dwight D. Eisenhower Elementary School in collaboration with the City of Palm Beach Gardens and Palm Beach County
  - Glades Rd and I-95 Diverging Diamond Interchange (DDI) to evaluate the effectiveness of the newly constructed interchange with a pedestrian and bicycle perspective and receive valuable feedback on how to improve the design of future DDI's programmed in FDOT's Five-Year Work Program
- TPA staff participated in FDOT D4's Community Traffic Safety Team to help solve local traffic safety concerns and promote public awareness of traffic safety best practices.

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 November 8, 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/SafetyDataReporting) Data for this quarter was retrieved November 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 review of conditions.

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