



# PEDESTRIAN & BICYCLE QUARTERLY CRASH REPORT



**QUARTER**

**1**

**2023**

## Quarter 1 (Q1) 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

- January 1 to March 31 (Q1, 2023) had a total of 69 serious injury or fatality related crashes involving people walking or people bicycling, an increase of 10 crashes from Q4 2022 and an increase of 7 over the previous year.
- 57% of the crashes were on roads with posted speed limits of 35 mph or above.
- Crashes involving pedestrians primarily occurred on arterial roads.
- A significant proportion of crashes involving people walking occurred mid-block (72%) while crashes involving people bicycling largely occurred at intersections (59%).
- There was a notable number of ageing drivers involved in crashes and this is consistent with previous quarters (16).
- 30% 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".

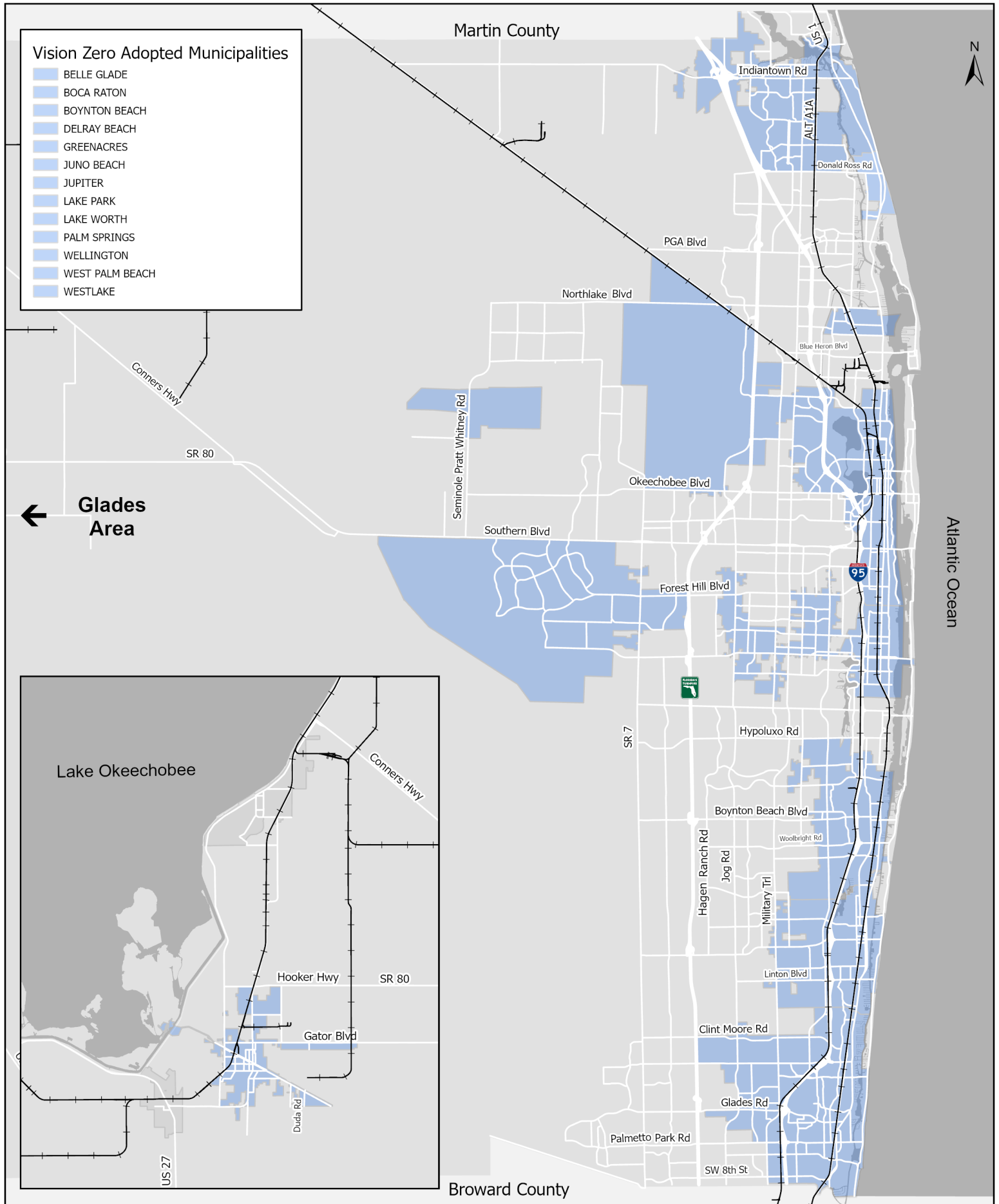
### D. Local Governments

To date, 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 Q1 Crashes

This table displays crashes occurring in Quarter 1 from January 1<sup>st</sup> to March 31<sup>st</sup>, 2023. More than half of the total crashes took place in the incorporated areas of the county, with a total of 48 crashes, whereas unincorporated areas had a total of 21 crashes. There was a decrease in fatal crashes accounting for 29% of the total crashes when compared to the previous quarter at 32%.

Pedestrian			Bicyclist		
Crash Report #	Jurisdiction	Crash Severity	Crash Report #	Jurisdiction	Crash Severity
25534888	Unincorporated	Serious Injury	25534890	Unincorporated	Fatality
25533830	Unincorporated	Serious Injury	25494988	Delray Beach	Serious Injury
25535227	Greenacres	Fatality	25145261	Boca Raton	Fatality
25156389	Palm Beach Gardens	Serious Injury	25456917	Jupiter	Serious Injury
25791929	Wellington	Serious Injury	25456941	Jupiter	Serious Injury
25494948	Delray Beach	Serious Injury	25533831	Unincorporated	Serious Injury
25445820	West Palm Beach	Serious Injury	25535903	Lake Worth	Serious Injury
25791269	Unincorporated	Serious Injury	25092314	North Palm Beach	Serious Injury
88371767	Boca Raton	Fatality	25494979	Delray Beach	Serious Injury
89597950	Lantana	Fatality	25790541	Unincorporated	Serious Injury
25358410	Lantana	Serious Injury	25535641	Lake Worth	Fatality
25534209	Unincorporated	Fatality	25535657	Unincorporated	Serious Injury
25070230	Boca Raton	Fatality	25445782	West Palm Beach	Fatality
25495266	Delray Beach	Serious Injury	25793397	Unincorporated	Serious Injury
25156466	Palm Beach Gardens	Serious Injury	25495519	Delray Beach	Serious Injury
25534771	Lake Worth	Serious Injury	82218935	Ocean Ridge	Serious Injury
25536205	Unincorporated	Serious Injury	25792342	Unincorporated	Serious Injury
25534273	Wellington	Serious Injury	25145321	Boca Raton	Serious Injury



25536390	Lake Worth	Serious Injury	25793646	Lake Worth	Serious Injury
25790430	Wellington	Serious Injury	25156794	Palm Beach Gardens	Serious Injury
25534106	Unincorporated	Serious Injury	25898515	Boca Raton	Serious Injury
25535898	Unincorporated	Fatality	25792088	Unincorporated	Fatality
88555462	Marathon	Serious Injury	Total Mapped/Unmapped		22/0
25791518	Unincorporated	Serious Injury			
25791205	Unincorporated	Serious Injury			
25791791	Pahokee	Fatality			
25059970	Jupiter	Fatality			
25791850	Unincorporated	Serious Injury			
25495450	Delray Beach	Serious Injury			
25592633	Palm Springs	Serious Injury			
25813145	Florida Atlantic University	Serious Injury			
25145319	Boca Raton	Serious Injury			
25792696	Unincorporated	Serious Injury			
25792879	Pahokee	Serious Injury			
25898483	Boca Raton	Serious Injury			
25793593	Unincorporated	Serious Injury			
89617618	Unincorporated	Fatality			
25592854	Palm Springs	Serious Injury			
25535361	Unincorporated	Fatality			
25445680	West Palm Beach	Serious Injury			
Total Mapped/Unmapped		47/0			

\*Crash data retrieved 7/20/2023 (Table excludes railroad crashes)



## 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 Q1'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.

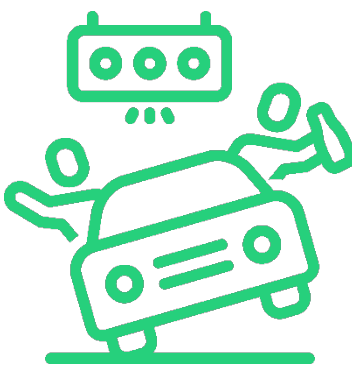
### ROADWAY

### CONDITIONS



### HUMAN

### BEHAVIOR

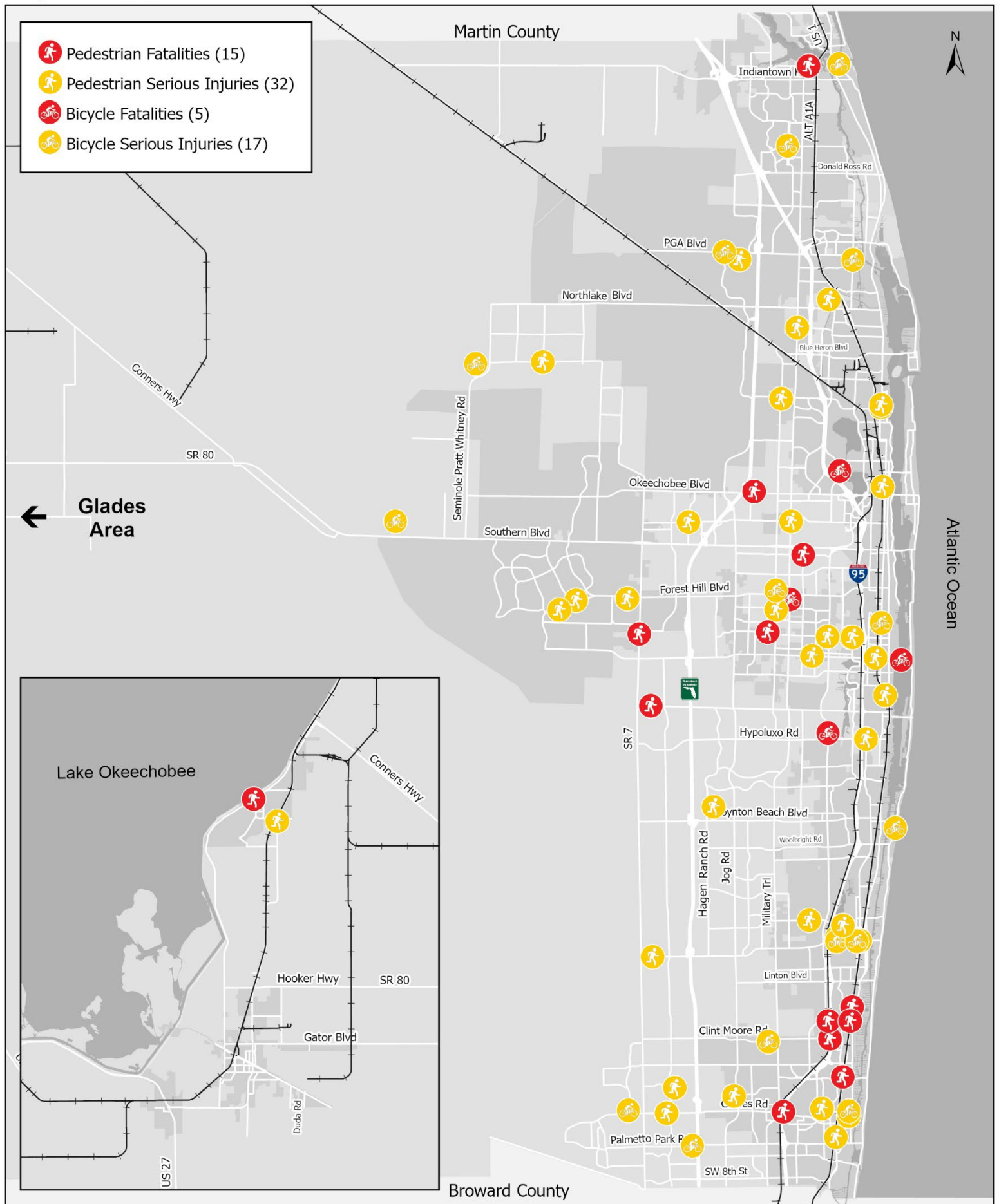


### SOCIOECONOMIC

### CONDITIONS

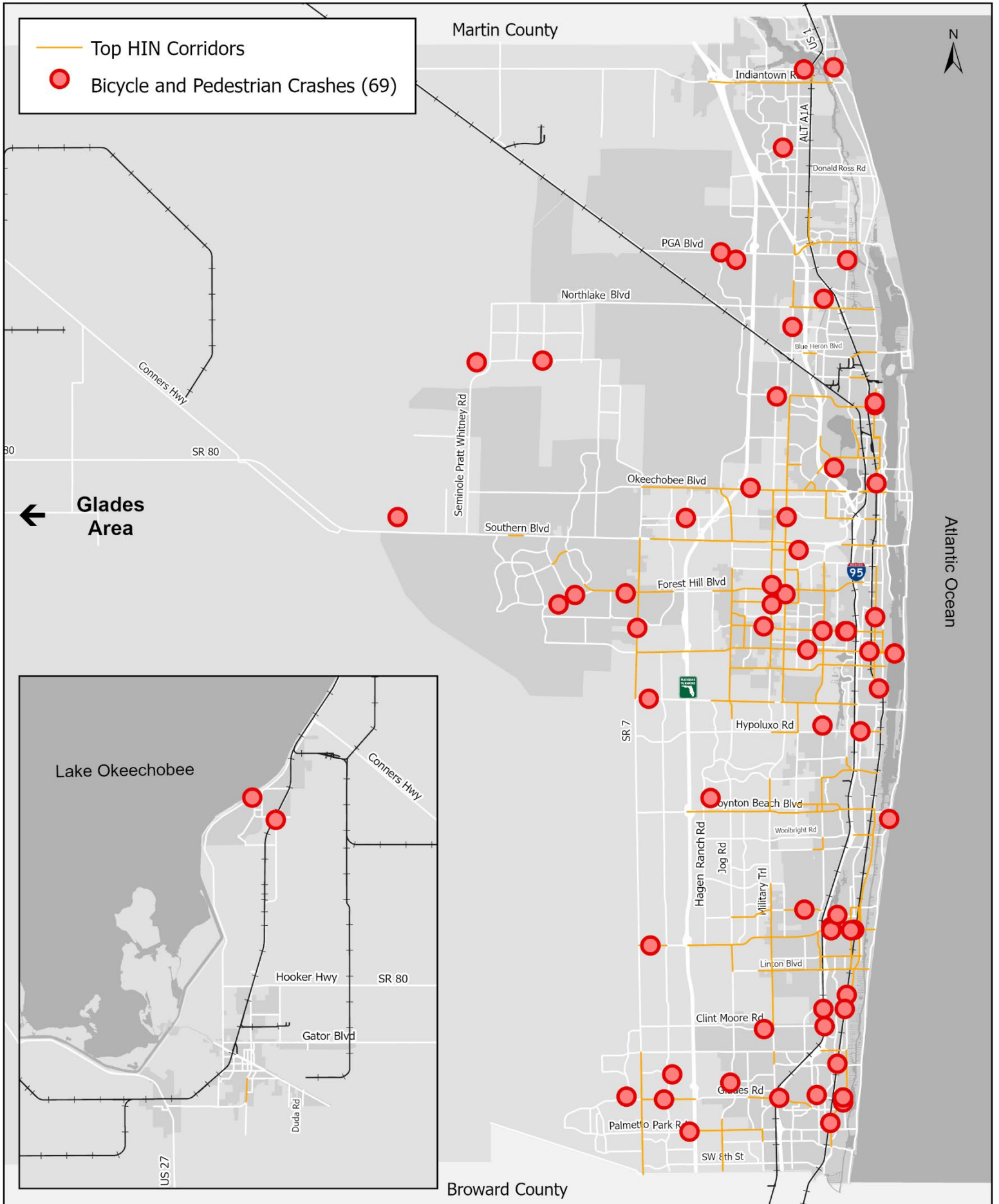


# Ped/Bike Crashes - January 1 to March 31, 2023





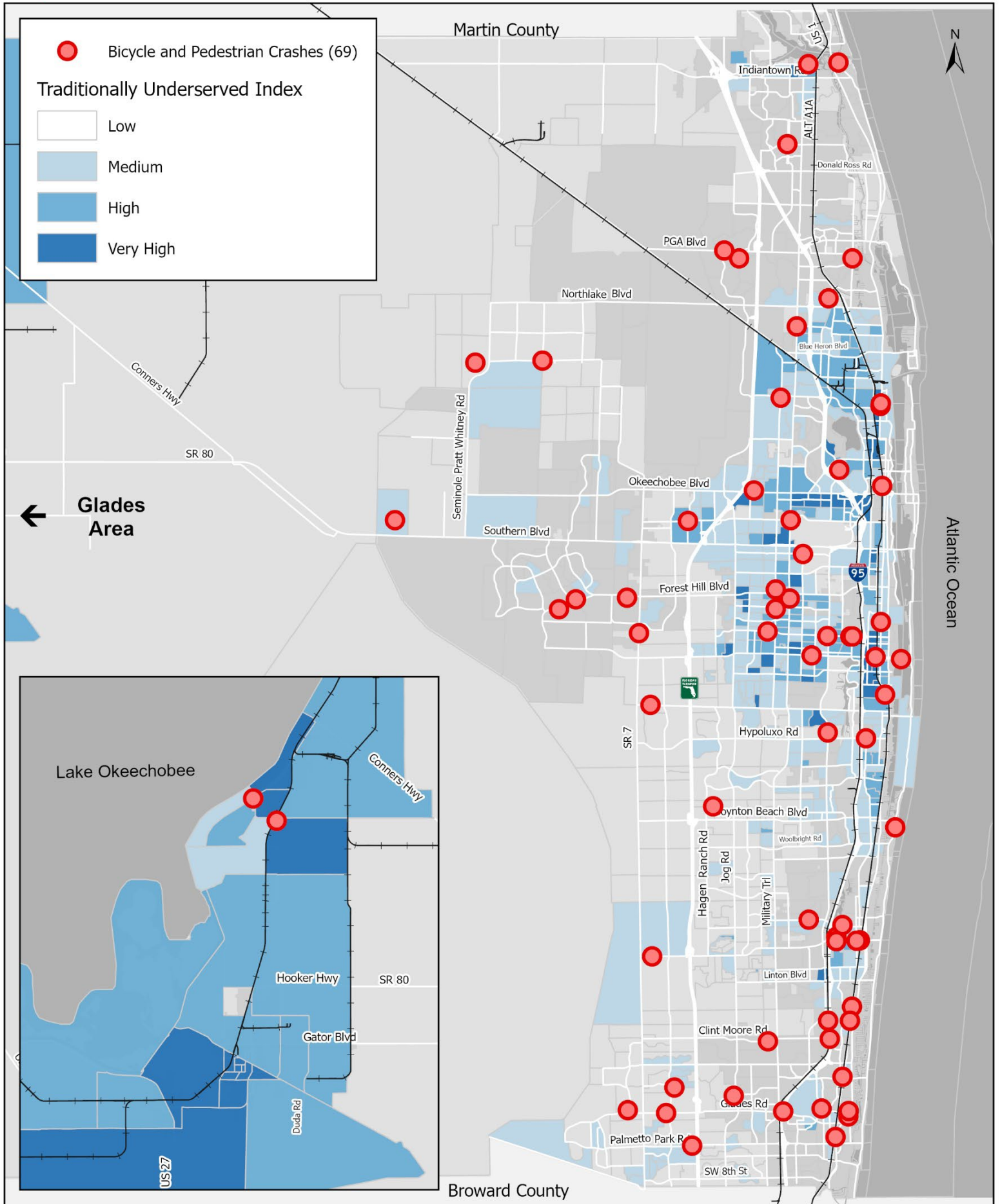
# Crashes on the High Injury Network within Palm Beach County



Date: 7/24/2023

Source: Signal Four Analytics

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



## TPA Reporting

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

- Supported the adoption of the City of Westlake and Town of Lake Park's Vision Zero Resolution to establish a commitment of the investment of projects that will help eliminate fatal and serious injuries.
- Supported the adoption of the City of Westlake's Complete Streets Policy to establish a commitment of using a flexible, context-sensitive, and multimodal approach when designing and planning for transportation infrastructure.
- TPA staff attended Florida's Pedestrian and Bicycle Safety Coalition meeting to stay up to date on latest pedestrian and bicycle state laws, data reporting, and statewide Vision Zero efforts
- Hosted the following events/activities during Florida Bicycle Month:
  - Complete Streets Workshop to encourage municipalities to adopt a Complete Streets policy and use the TPA's updated Complete Streets Design Guidelines 2.0 for guidance on designing more inclusive and connected roads.
  - Safe Bicycling Webinar to educate the public on the benefits of bicycling and bicycle safety laws.
  - The TPA's Annual Bicycle Ride to encourage the public to use alternative modes of transportation
  - Supported the adoption of 17 local government's that declared March 2023 as Florida Bicycle Month to raise awareness on bicycle safety

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 July 20, 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 July 20, 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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