



PEDESTRIAN & BICYCLE QUARTERLY CRASH REPORT



QUARTER

3

2023

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.

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, 2023) had a total of 41 serious injury or fatality related crashes involving people walking or bicycling, a decrease of 5 crashes from Q2 (April 1 to June 30).
- 7 crashes involved pedestrians in railroad rights-of-ways.
- 70% of the crashes were on roads with posted speed limits of 35 mph or above.
- 56% of crashes occurred on arterial roads, 19% on collector roads, 24% on local roads.
- Crashes involving pedestrians occurring at mid-block were 68%, which is consistent with the previous quarter. Crashes involving people bicycling were higher at midblock (78%) than at intersections (22%).
- 27% of crashes involved ageing drivers, which is consistent with previous quarters.
- 49% of the mapped crashes were on the Palm Beach TPA’s High Injury Network (HIN).
- 71% 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

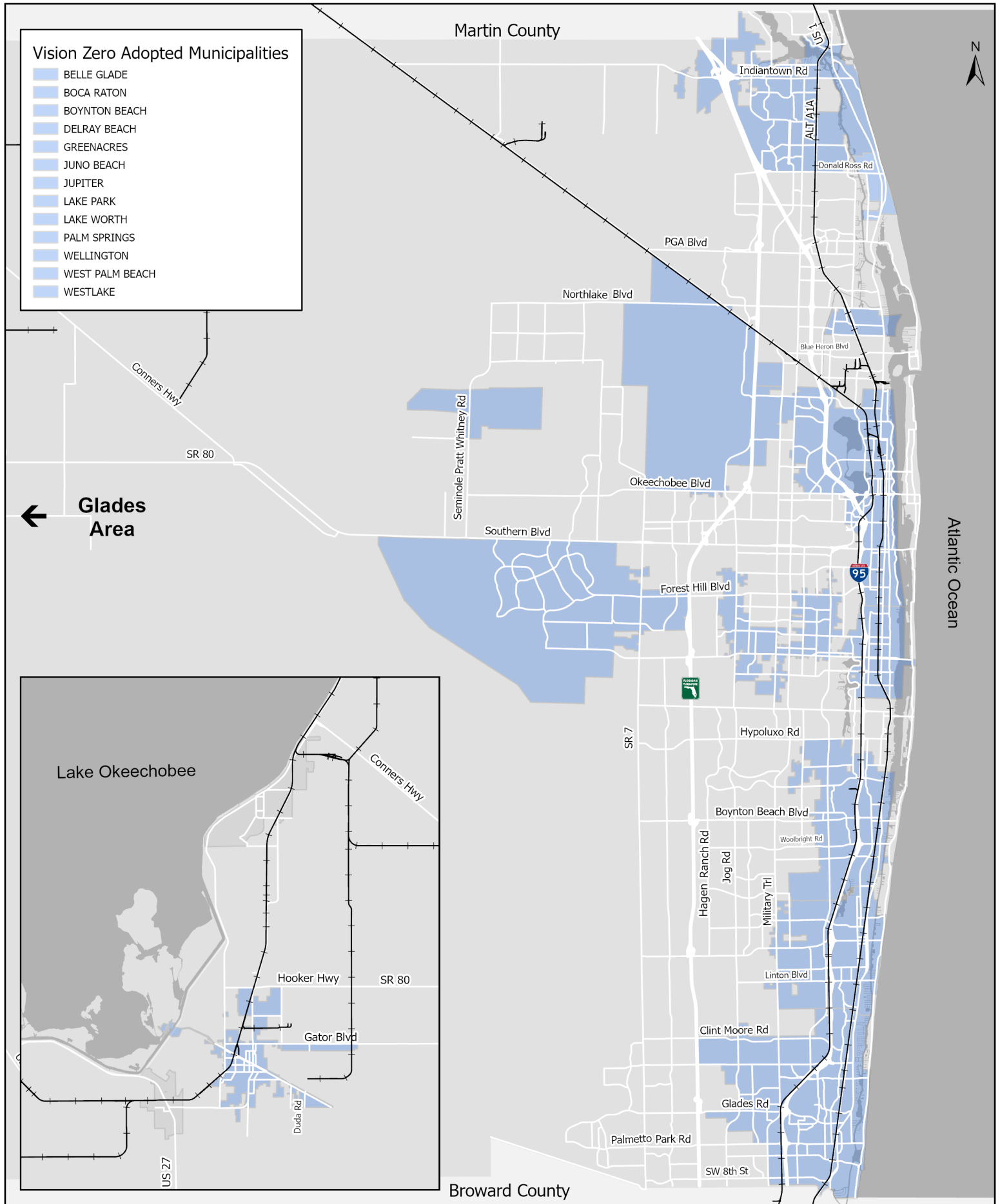
The Palm Beach County Local Road Safety Plan (LRSP) is a comprehensive plan that provides a framework for reducing the number of fatalities and serious injuries associated with crashes that occur on Palm Beach County's (hereafter, "the County's") roadway system. The information in this LRSP draws on 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 Q3 Crashes

This table displays crashes occurring in Quarter 3 from July 1st to September 30th, 2023. During this time, 36% of crashes were in unincorporated areas of the county, whereas 63% of crashes occurred in incorporated areas.

Pedestrian			Bicyclist		
Crash Report #	Jurisdiction	Crash Severity	Crash Report #	Jurisdiction	Crash Severity
25800088	Jupiter	Serious Injury	24562558	Juno Beach	Serious Injury
25901405	Delray Beach	Serious Injury	25447453	Palm Beach Gardens	Fatality
25901406	Palm Beach Gardens	Serious Injury	25447465	Boca Raton	Serious Injury
25902059	West Palm Beach	Fatality	25447515	Delray Beach	Serious Injury
25902090	West Palm Beach	Serious Injury	25447760	Unincorporated	Fatality
25980079	Boca Raton	Serious Injury	25457915	Unincorporated	Serious Injury
26046432	Boca Raton	Serious Injury	25496638	West Palm Beach	Serious Injury
26048116	Unincorporated	Serious Injury	25496729	West Palm Beach	Serious Injury
26048182	Unincorporated	Serious Injury	25497253	Unincorporated	Serious Injury
26048693	Riviera Beach	Fatality	Total Mapped/ Unmapped	9/0	
26048910	Belle Glade	Serious Injury			
26048955	West Palm Beach	Fatality			
26048985	Greenacres	Serious Injury			
26049241	Greenacres	Serious Injury			
26049288	Unincorporated	Serious Injury			
26049493	Lake Worth	Serious Injury			
26049577	Unincorporated	Serious Injury			
26049581	West Palm Beach	Fatality			



26049972	Boca Raton	Serious Injury
26050027	Unincorporated	Serious Injury
26050164	Lake Worth	Fatality
25794275	West Palm Beach	Serious Injury
25446311	Unincorporated	Serious Injury
89657252	Wellington	Serious Injury
25798739	Palm Beach	Serious Injury
25797301	Unincorporated	Serious Injury
25799438	Delray Beach	Serious Injury
25799607	Unincorporated	Serious Injury
25799745	Unincorporated	Serious Injury
25799406	Unincorporated	Fatality
25799244	Unincorporated	Fatality
25447353	Unincorporated	Fatality
175438	Delray Beach/FEC	Fatality
176160	Boca Raton/SFRC	Serious Injury
20233319	Boca Raton/SFRC	Serious Injury
07092023	West Palm Beach/FEC	Fatality
08282023	Boca Raton/FEC	Fatality
T26072623	West Palm Beach/SFRC	Fatality
T27073023	West Palm Beach/SFRC	Fatality
Total Mapped/ Unmapped	38/1	

*Crash data retrieved 12/19/2023



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 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 are 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.

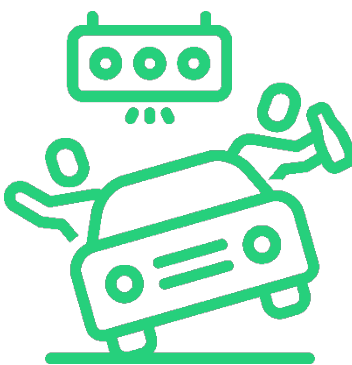
ROADWAY

CONDITIONS



HUMAN

BEHAVIOR

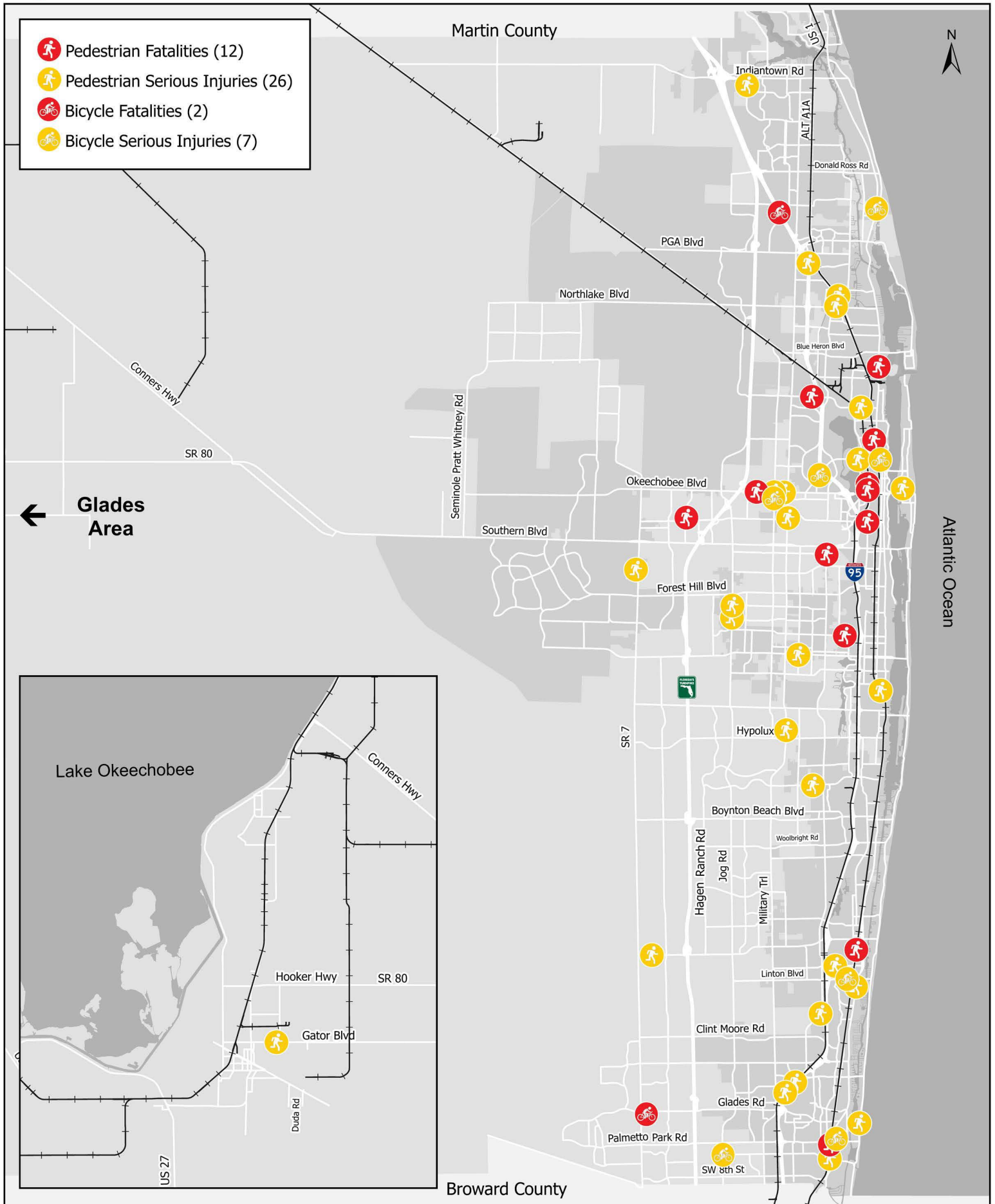


SOCIOECONOMIC

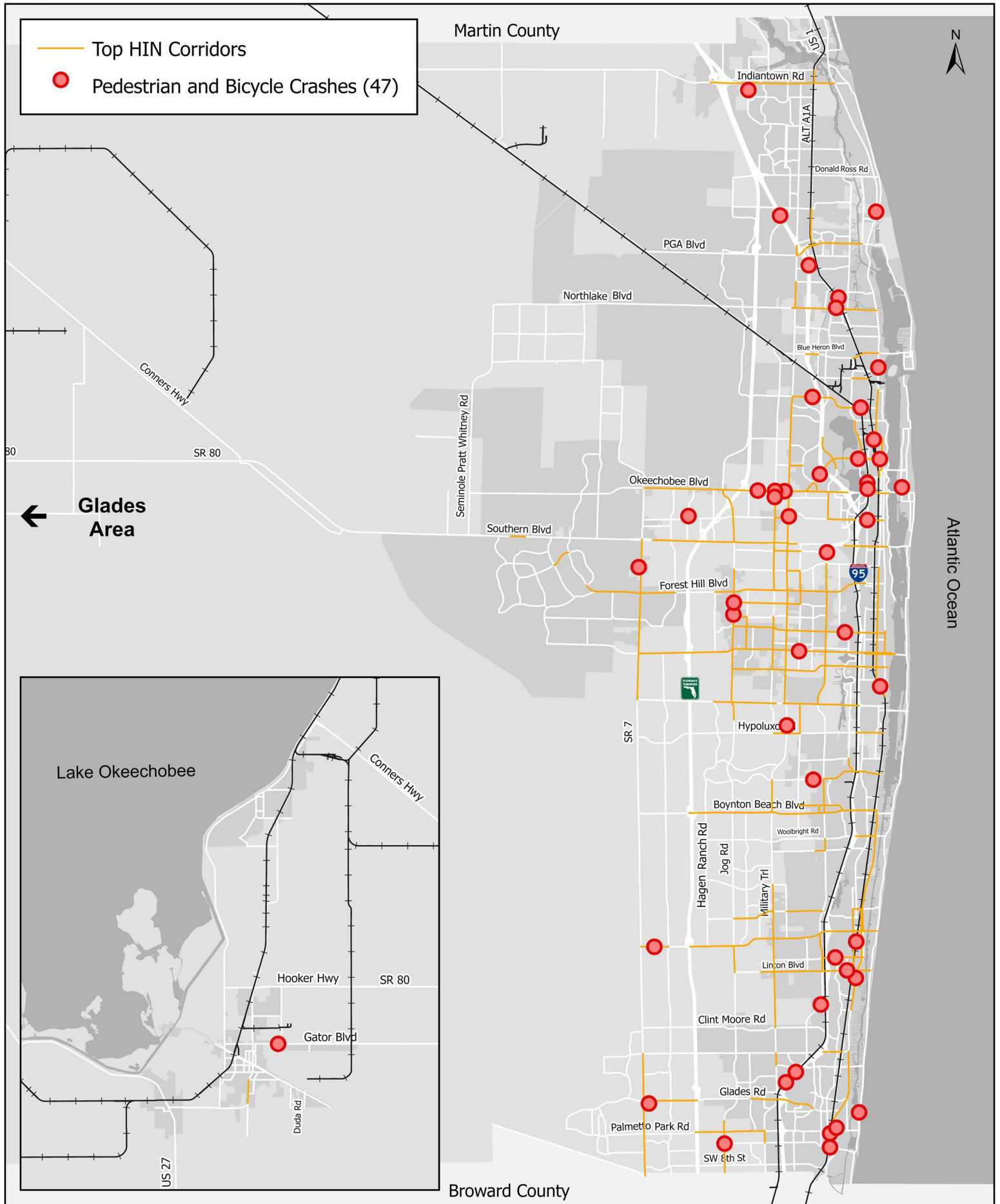
CONDITIONS



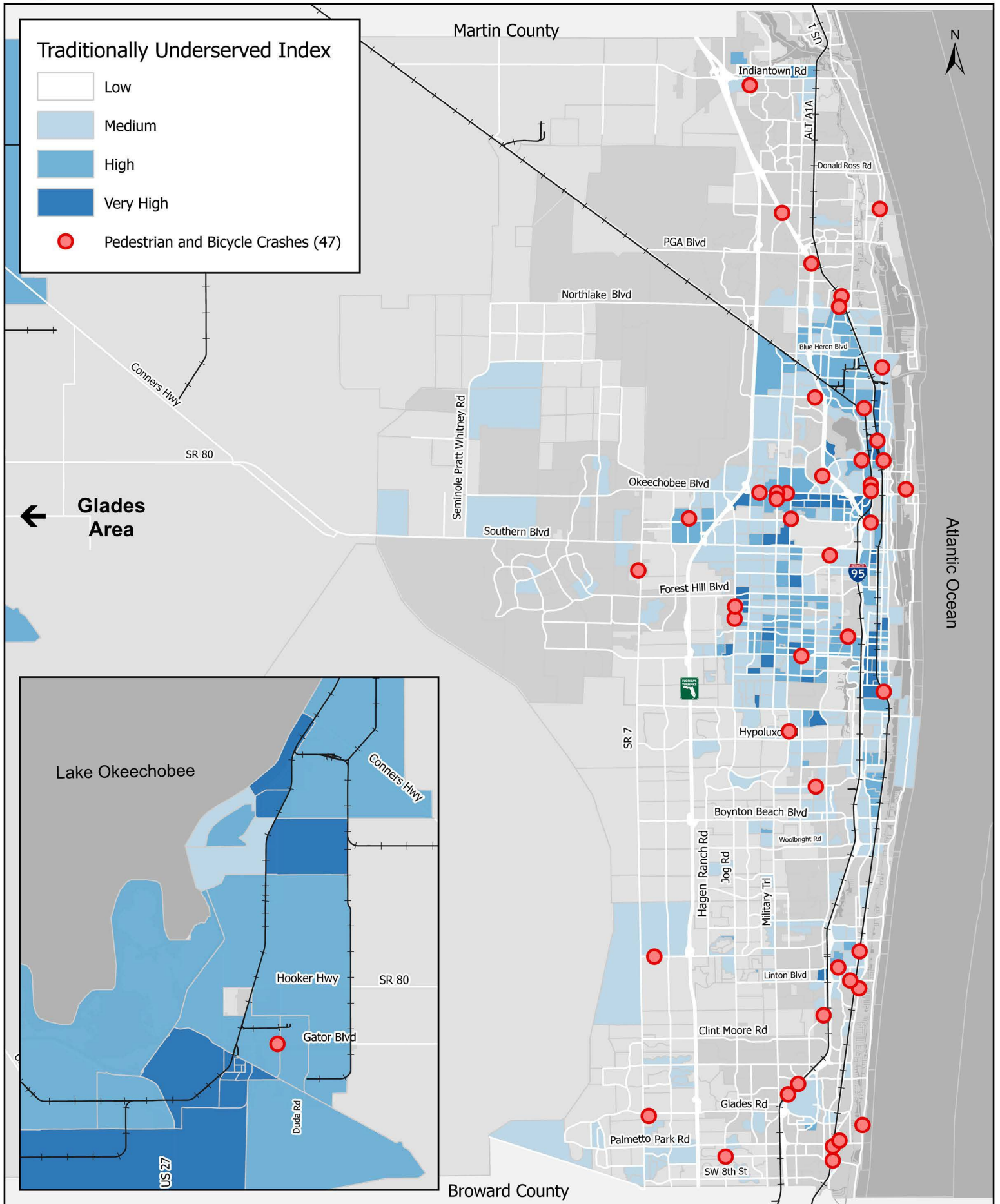
Ped/Bike Crashes - July 1 to September 30, 2023



Crashes on the High Injury Network within Palm Beach County



Crashes on the Traditionally Underserved Index



Date: 1/30/2024

1 Unmapped Pedestrian Fatality*

Document Path: C:\TPA\Palm Beach TPA\GIS - Documents\Projects\Safety\Vision Zero\Quarterly Ped Bike Crashes\2023\Q3\Crashes_on_the_TUI_Q3.aprx

Source: Signal Four Analytics

0 1.25 2.5 5 Miles

Roadway, Human Behavior, & Socioeconomic Conditions Analysis

	Quarter 1		Quarter 2		Quarter 3		Quarter 4	
	Pedestrian	Bicyclist	Pedestrian	Bicyclist	Pedestrian	Bicyclist	Pedestrian	Bicyclist
Total Crashes	47	22	37	9	39	9		
Fatalities	15	5	14	3	13	2		
Serious Injuries	32	17	23	6	26	7		
Roadway Conditions								
Posted Speed Limit								
<30	14	9	11	4	11	1		
35-40	13	11	14	1	9	3		
45<	13	2	10	4	12	5		
Intersections								
Mid-Block	34	9	24	5	22	7		
Intersection	13	13	10	4	10	2		
Number of Lanes								
2 Lane	18	12	11	5	17	1		
3-4 Lane	14	7	9	4	4	4		
5< Lane	8	3	15	0	11	4		
Functional Classification								
Major Arterial	9	3	16	3	10	0		
Minor Arterial	14	6	7	1	6	7		
Major Collector	6	7	1	1	5	2		
Minor Collector	5	3	0	1	1	0		
Local Road	6	3	10	3	10	0		
Lane Departure								
Crashes	5	0	2	1	1	2		
Surface Conditions								
Wet Road	9	0	8	1	3	2		
Dry Road	38	22	26	8	29	7		
Lighting Condition								
Daytime	27	18	15	6	11	5		
Nighttime	20	4	19	3	21	4		
Rail Crossings								
Trespassers	7	0	3	0	7	0		
Human Behaviors								
Impaired Driving	0	0	1	0	2	0		
Distracted Driving	1	1	1	0	1	1		
Speeding and Aggressive Driving	2	2	1	0	0	0		
Socioeconomic Conditions								
Aging Driver	7	4	7	4	8	3		
Teen Driver	2	3	2	0	0	0		



TPA Reporting

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

- Participated in the Back to School events at Equestrian Trails Elementary School and John I. Leonard High School to provide resources to physical education teachers on pedestrian and bicycle safety curriculums and materials.
- Hosted a Performance Measures and Targets Workshop on August 17, 2023 to educate the public on the performance measures and targets of the National Highway System, the State's role in establishing the targets and monitoring performance, and the MPO's role in the performance-based planning process as it relates to Vision Zero and Complete Streets.
- Published a transportation survey to receive feedback from the public on transportation desires for the TPA's 2050 Long-Range Transportation Plan (LRTP).
- 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.
- 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 December 19, 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 December 19, 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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