

Palm Beach Transportation Planning Agency

VISION ZERO

2025 ACTION PLAN



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THE PALM BEACH TRANSPORTATION PLANNING AGENCY (TPA) FORMALLY ADOPTED ITS VISION ZERO COMMITMENT IN 2019,

establishing a goal to eliminate traffic-related fatalities and serious injuries across Palm Beach County. Since that time, the TPA has continued to advance this commitment through regular monitoring of safety data, implementation of targeted strategies, and periodic updates to the Vision Zero Action Plan.

This document represents the latest update to the Action Plan. It provides an overview of current crash trends and performance metrics, assesses progress toward key objectives, and evaluates the effectiveness of existing strategies. Through this update, the TPA aims to ensure that its actions remain responsive to emerging data and aligned with its long-term safety goals.

WHAT IS VISION ZERO



A Transformative Way to Think about Traffic Safety

For too long we've accepted deaths and life-altering injuries from crashes as the price for efficient travel. Vision Zero is a mission to eliminate all traffic fatalities and severe injuries.

Vision Zero insists these tragedies are preventable, and that everyone in a community can work together to create safe and healthy roadways that serve everyone.



Another Step in the Right Direction

By aligning with national and state initiatives that have been adopted like the 5 Es, which include education, engineering, encouragement, enforcement, and evaluation; the Federal Highway Administration's Safe System Approach; the State of Florida Highway Safety Plan; and the TPA's own Transportation Improvement Plan, we can extend the ripple effects of our action plan far beyond our county's borders. Safer roads protect not just Palm Beach County residents, but anyone who visits or moves through our community.



A Way to Protect Our Community Members

Collisions impact all road users but they disproportionately impact our most vulnerable road users, people walking, bicycling, or taking transit. By improving road safety, Vision Zero builds a safer community for all.



A Complex Solution to a Complex Problem

While individual roadway users play their part in roadway safety by following laws and regulations, the responsibility isn't only in their hands. Vision Zero relies on the expertise of engineers, public health professionals, law enforcement, first responders, roadway users, and policymakers. Together, they look at safety as an interconnected system, called the Safe System Approach, in which roadway design, speeds, human behavior, vehicles, and providing post-crash care can work together to make the system safer for everyone.



HOW WE TALK ABOUT ROADWAY SAFETY INFLUENCES WHAT WE DO ABOUT IT.

In this report, we'll refer to roadway incidents as "crashes," not "accidents." Accident implies that fault lies with a single person—one of many roadway users. "Crash," on the other hand, is a more neutral term that implies a cause and, if we look for it, a solution.

THE MOMENT IS NOW

With over 2,000 square miles and a population of 1.5 million, Palm Beach County is growing.

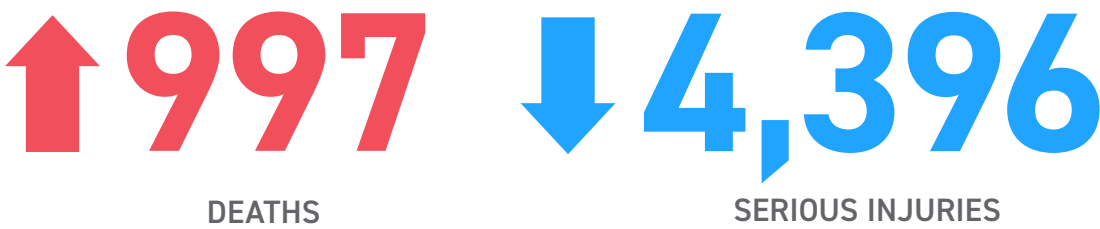
This growth means more people driving, walking, bicycling, or riding transit on our roads every day. As Palm Beach continues to grow and age (nearly 25% of our residents are 65 and older), now is our chance to make sure our roads are safe for everyone.

As part of its Vision Zero commitment, the TPA prioritizes funding for complete streets programs that provide safe, healthy, and accessible travel space for all users while boosting the local economy. For the past several years, the TPA has worked to fund projects that can help make our goal of zero a reality.

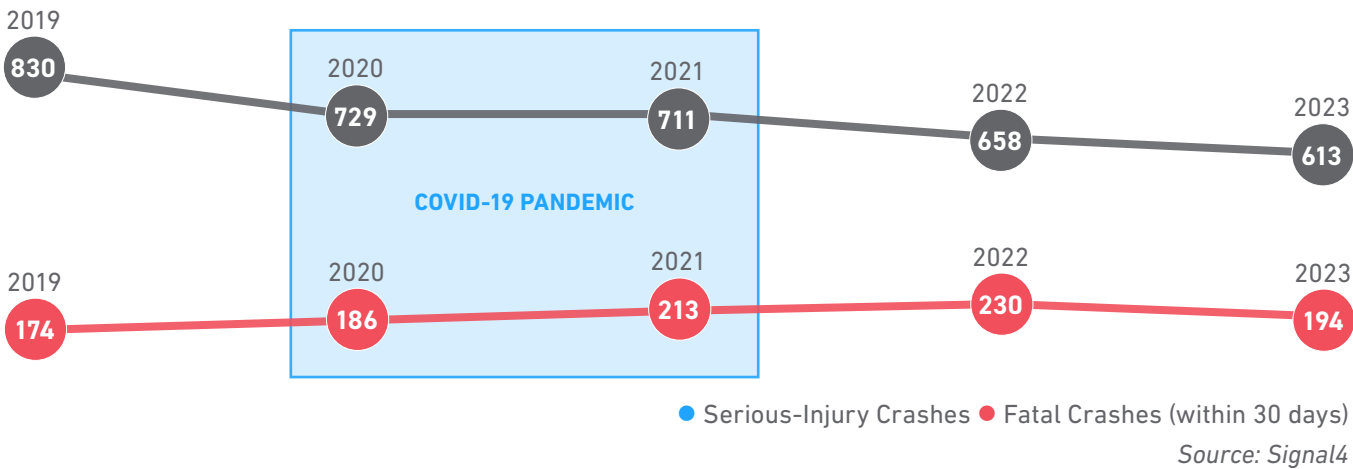
But we can do more. Despite our progress, in the past five years, traffic crashes have killed 997 people on our roads. That’s an unacceptable average of a life lost nearly every other day.

After careful evaluation of crash data, this plan is intended to help reach zero traffic-related deaths and serious injuries in Palm Beach County. This action plan reflects on the past success while laying out what’s next.

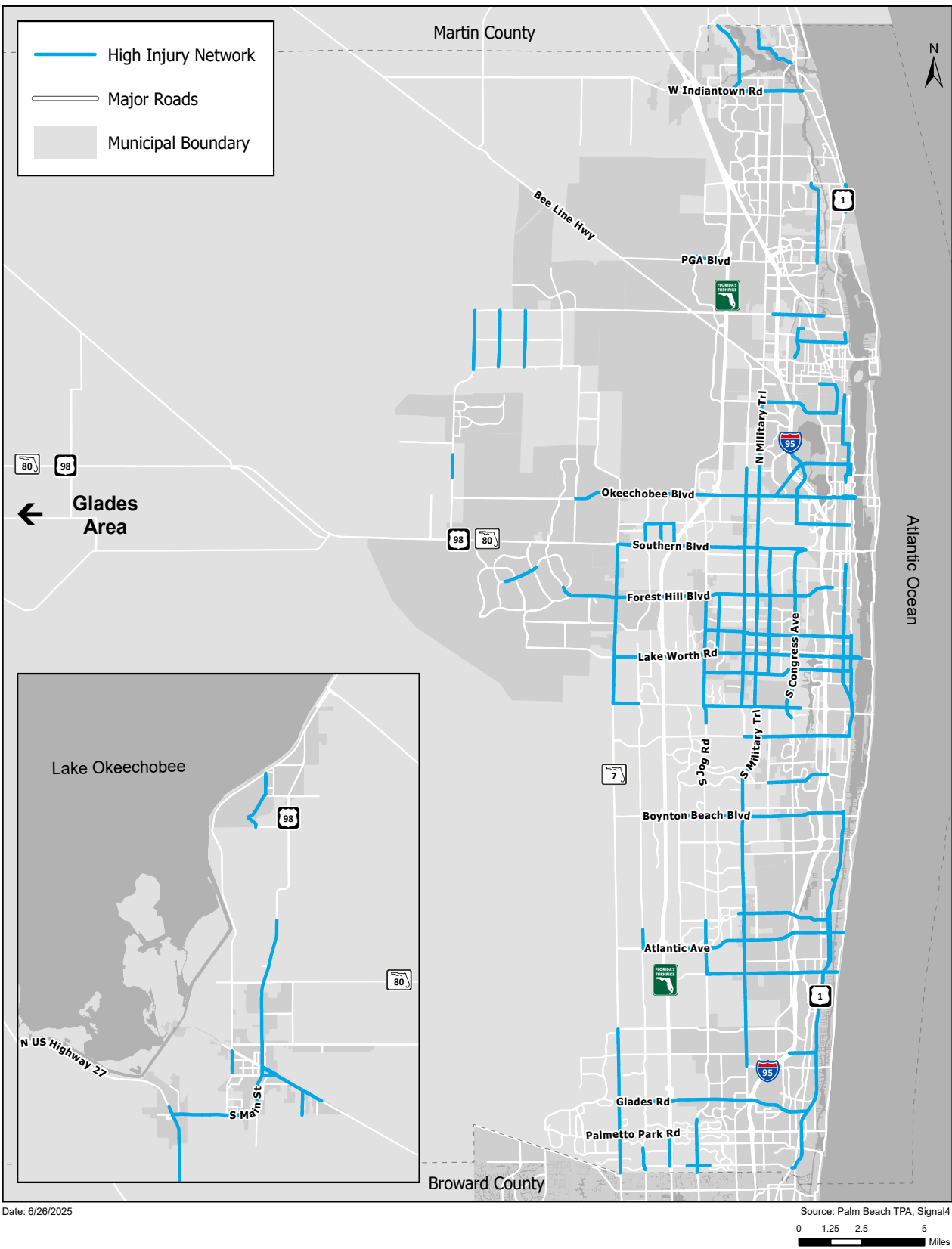
In the Past Five Years



FATAL AND SERIOUS INJURY TRAFFIC CRASHES BY YEAR IN PALM BEACH COUNTY



Deaths and Severe Injuries in Palm Beach County



SLOWING DOWN SAVES LIVES

Regardless of how you travel, speed is a major factor in crash severity and a fundamental predictor of crash survival. For example, a pedestrian struck by a vehicle traveling at 50 mph has almost no chance of surviving, while survival rates increase dramatically when speeds are reduced to 30 mph or lower.

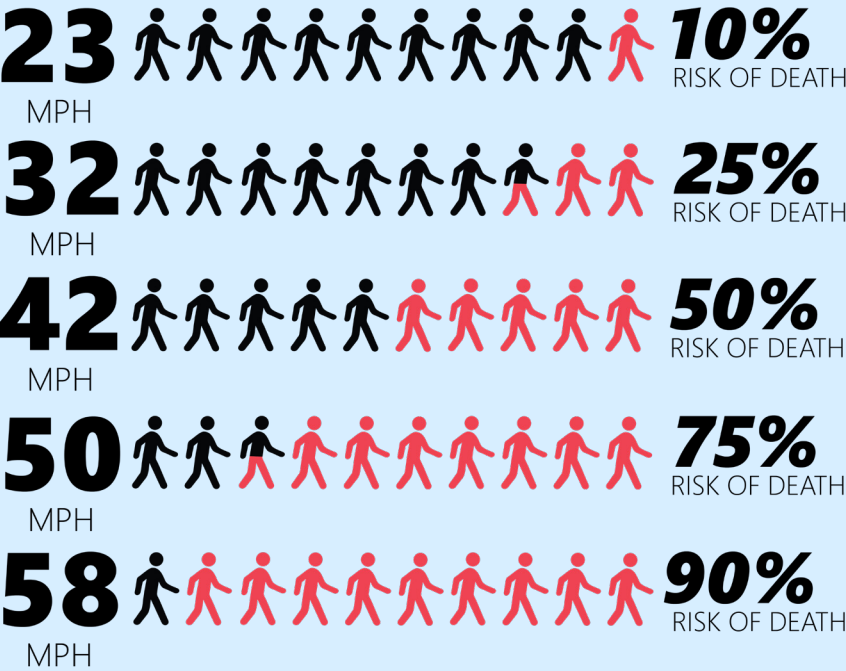
Designing for safer speeds is not just about setting speed limits; it's about aligning roadway design, function, and surrounding context. This is a core principle of Vision Zero. Roads should reflect the needs and expectations of all users, including people walking, biking, and using mobility devices. When street design encourages slower, more appropriate speeds in areas with higher levels of pedestrian activity or multimodal use, it significantly reduces the likelihood and severity of crashes. That is why transportation professionals must carefully match road speed to road context to create safer, more forgiving environments for everyone.

SPEED MANAGEMENT PLAN SPOTLIGHT

High vehicle speeds are often a factor for fatal and life altering crashes. Reducing speeds, even by a few miles per hour, has been proven to save lives and reduce the severity of injuries. The Speed Management Plan takes a proactive approach by identifying preliminary Target Speeds for roadways in Palm Beach County. Target Speed is the highest speed at which vehicles should travel and considers the activity and land uses along the road. By taking this first step to identify a preliminary Target Speed, we have a starting point when planning, designing, and constructing our roads.

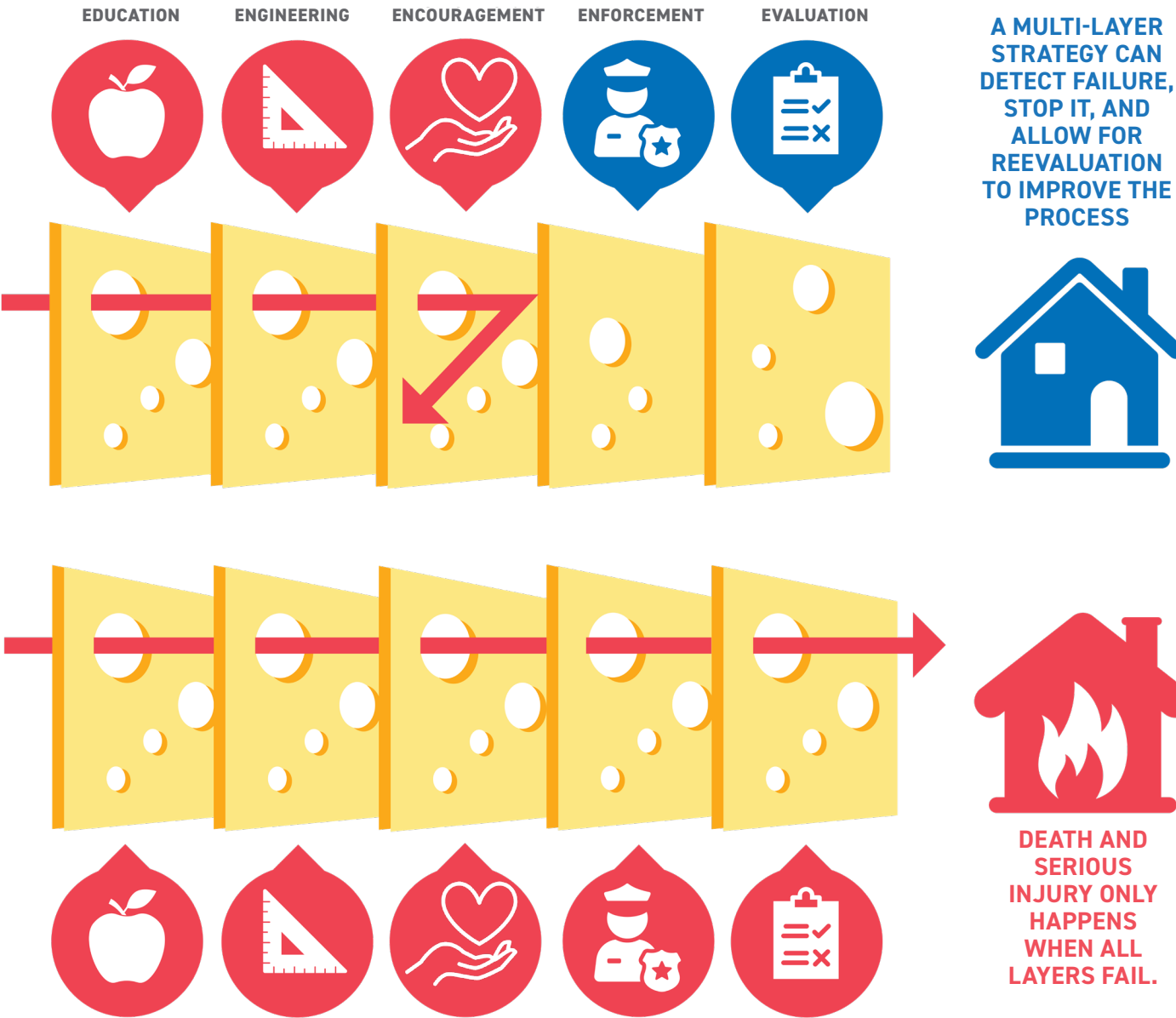
Sources (graphic at left): Fatality Analysis Reporting System; Early Estimates of Motor Vehicle Traffic Fatalities and Fatality Rate by Sub-Categories in 2020, DOT HS 813 118, June 2021; AAA Foundation for Traffic Safety, Impact Speed and a Pedestrian's Risk of Severe Injury or Death; National Traffic Speeds Survey III: 2015, DOT HS 812 485, March 2018.

HIT BY A VEHICLE TRAVELING AT...



Layering strategies to prevent death and injury

Palm Beach TPA's Vision Zero Action Plan is governed by the 5Es: education, engineering, encouragement, enforcement, and evaluation. By layering these different strategies, we ensure there is a backup when one of them fails. Like a block of Swiss cheese, no single hole goes all the way through. Having multiple strategies, like following the 5Es, provides redundancy so that we can detect failure, stop it, and allow for reevaluation to improve the process.



CRASH FACTORS

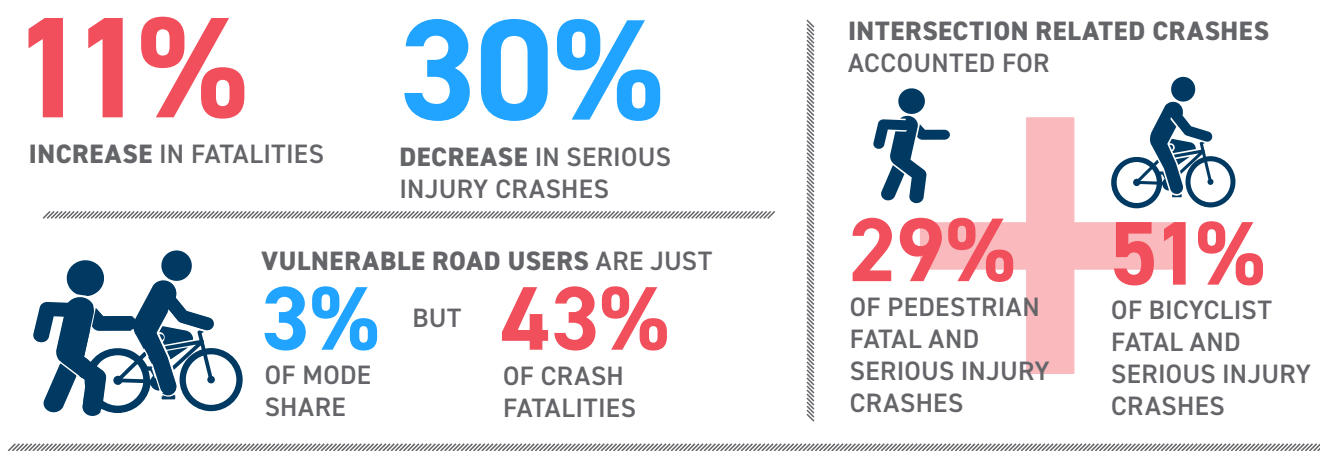
What Causes Crashes Here?

In Palm Beach County, fatal and serious injury crashes most commonly occur at intersections or involve vulnerable road users – people who are walking, bicycling, or riding a motorcycle and face greater risk due to limited physical protection. Fridays and weekends, when there are fewer cars on the road, see a greater number of fatal and serious injury crashes. In the past five years, from 2019 to 2023, there has been an increase in the number of people dying from crashes.

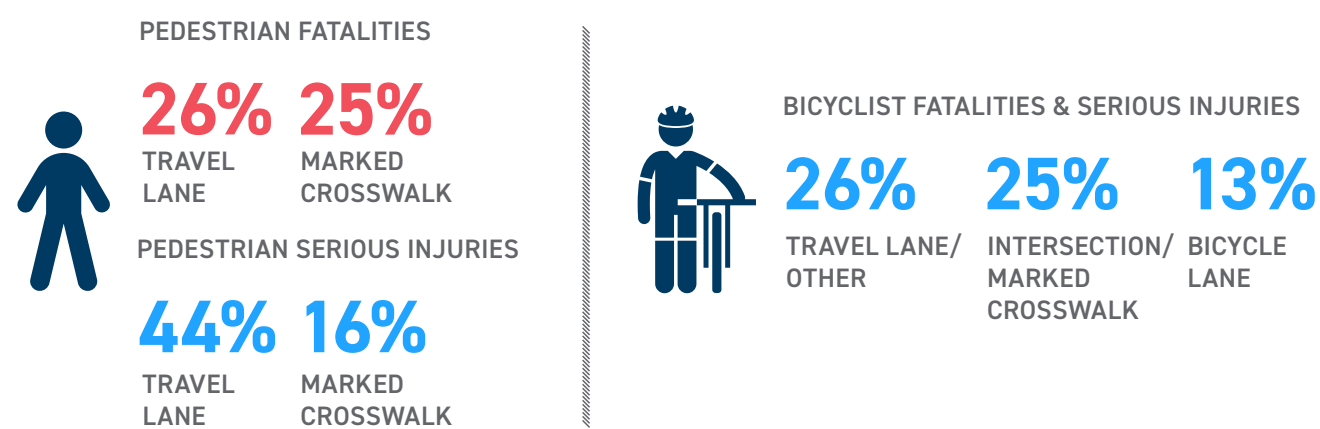
Pedestrians and bicyclists are disproportionately more likely to be involved in fatal or serious crashes. Fatal pedestrian crashes make up nearly a quarter of Palm Beach County’s total fatal crashes. Pedestrian and bicycle crashes make up 2% of the total number of crashes but are 19% of the fatal and serious injury crashes.

The most common fatal and serious injury crash types involved pedestrians, vehicles hitting a fixed object, rear end crashes, and left turn crashes.

CRASH ANALYSIS FINDINGS FROM 2019 TO 2023

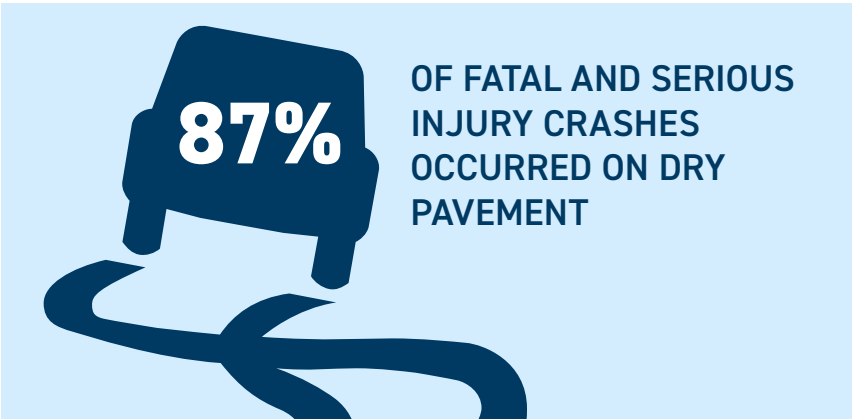


TOP LOCATIONS FOR FATALITIES AND INCAPACITATING INJURIES



Environment

Crashes are influenced by the environment and things going on outside a person’s control. Weather, lighting, and road conditions impact the likelihood of a crash occurring. Even driving at the speed limit can be unsafe during bad weather, when a road is under repair, or at nighttime in an area that is poorly lit.



LIGHTING

In Palm Beach County, nighttime crashes account for more than half of all traffic fatalities.

Although nighttime hours account for roughly the same proportion of daily time as nighttime crashes, the risk during these hours is disproportionately high. Fewer people are typically on the road at night, yet crashes that occur during dark conditions are more likely to result in fatalities or serious injuries. This elevated risk is often linked to factors such as reduced visibility, higher travel speeds, impaired driving, and lower levels of enforcement or surveillance.

Adding lighting helps people see road conditions, identify hazards, and react accordingly. Adequate lighting makes it easier to see other vehicles and people walking or biking.



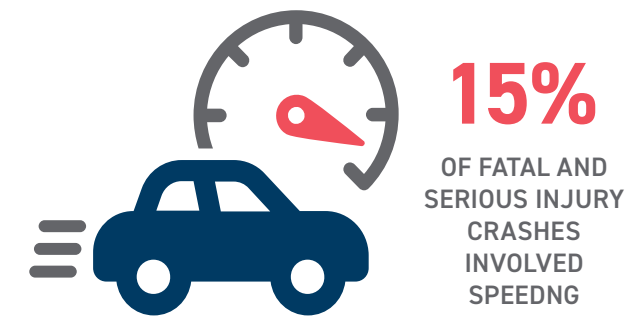
CRASH FACTORS

Human Behavior

Risky driving behaviors contribute to serious and fatal crashes. Enforcing traffic laws and educating people about the dangers of these behaviors is critical to reducing them. It's challenging to capture the human behavior that contributes to a crash as it is often self reported. That's why crash data often underestimates how much behaviors such as speeding, aggressive, or distracted driving impact crashes. Enforcement and education can raise awareness and encourage safer behaviors.

SPEEDING & AGGRESSIVE DRIVING

Speeding, which is traveling too fast for conditions or in excess of the posted speed limits, and aggressive driving, which is a combination of 2 or more violations that endanger people, are contributors to risky driving. Speeding-related fatal and serious injury crashes hit a 5-year high in 2022, which was 10% higher than the yearly average of 73 crashes. Speeding is especially overrepresented in fatal and serious injury angle, head on, off road, and rear end crashes.



DISTRACTED DRIVING

Any activity that takes a driver's attention away from the road is a dangerous distraction. In Palm Beach County, 14% of all fatal and serious injury crashes involved distracted driving. Distracted driving-related fatal and serious crashes peaked in 2020 mirroring a national trend that occurred during the COVID-19 pandemic.



OCCUPANT PROTECTION

Seat belts are crucial for drivers and passengers because they significantly reduce the risk of serious injury or death by keeping occupants securely in place during a crash. Unrestrained occupants were involved in 13% of fatal and serious injury crashes within Palm Beach County.



IMPAIRED DRIVING

It is illegal to drive after using any substance that could impair judgment or reflexes. Alcohol-related crashes had a notable increase in 2023, resulting in an 8% increase over the five-year period. Drug-related fatal and serious crashes increased sharply in 2020 and have remained consistently higher.



12%
INVOLVED
IMPAIRED
DRIVING

AGING ROAD USERS

Older adults also have a higher rate of fatal and serious injury crashes. Age-related conditions like Alzheimer's, arthritis, cataracts, glaucoma, Parkinson's, and sleep apnea can affect older adults' ability to safely react and navigate behind the wheel. As crash victims, older people are more likely than young people to have serious injuries. Palm Beach County was ranked 2nd in large Florida counties for aging road user fatal and serious injury crashes.



26%
INVOLVED
AGING ROAD
USERS (65 OR
OLDER)

HIGH INJURY NETWORK

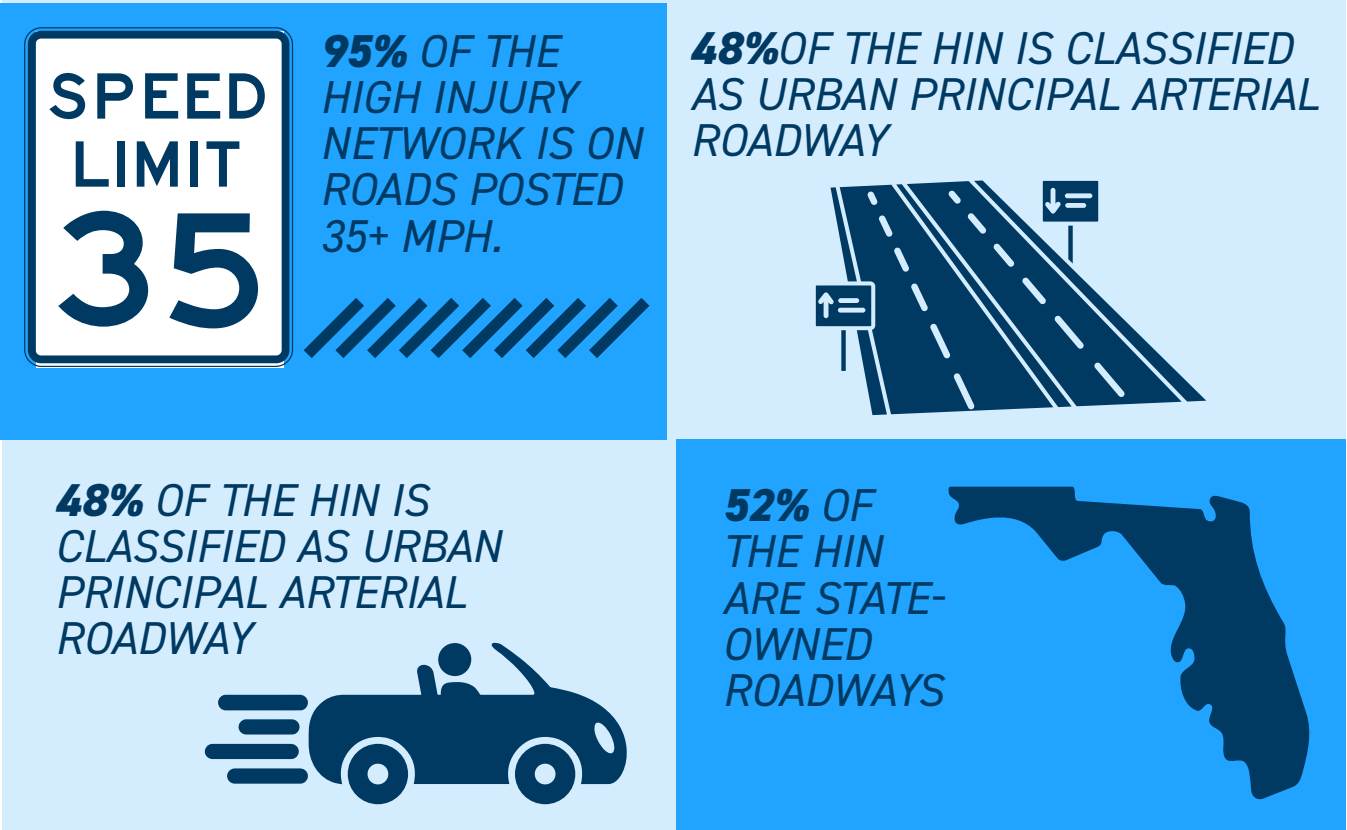
38% of all fatal and 36% of all serious injury crashes occur on just 4% of our streets.

To make the greatest possible impact on decreasing fatal and serious injury crashes, a Vision Zero approach targets safety efforts at the locations with the most severe crashes.

The High Injury Network (HIN) identifies the roadway segments with the highest concentration of fatal and serious injury crashes. In Palm Beach County, 38% of fatal and 36% of serious injury crashes occur on just 4% of the roadway network. The High Injury Network is comprised of 130 corridors totaling 276 miles where the most severe traffic incidents occur. Investing in projects on the High Injury Network targets limited resources where they are needed most. The most common fatal and serious injury crash types on the HIN are angle, left turn, and rear end crashes

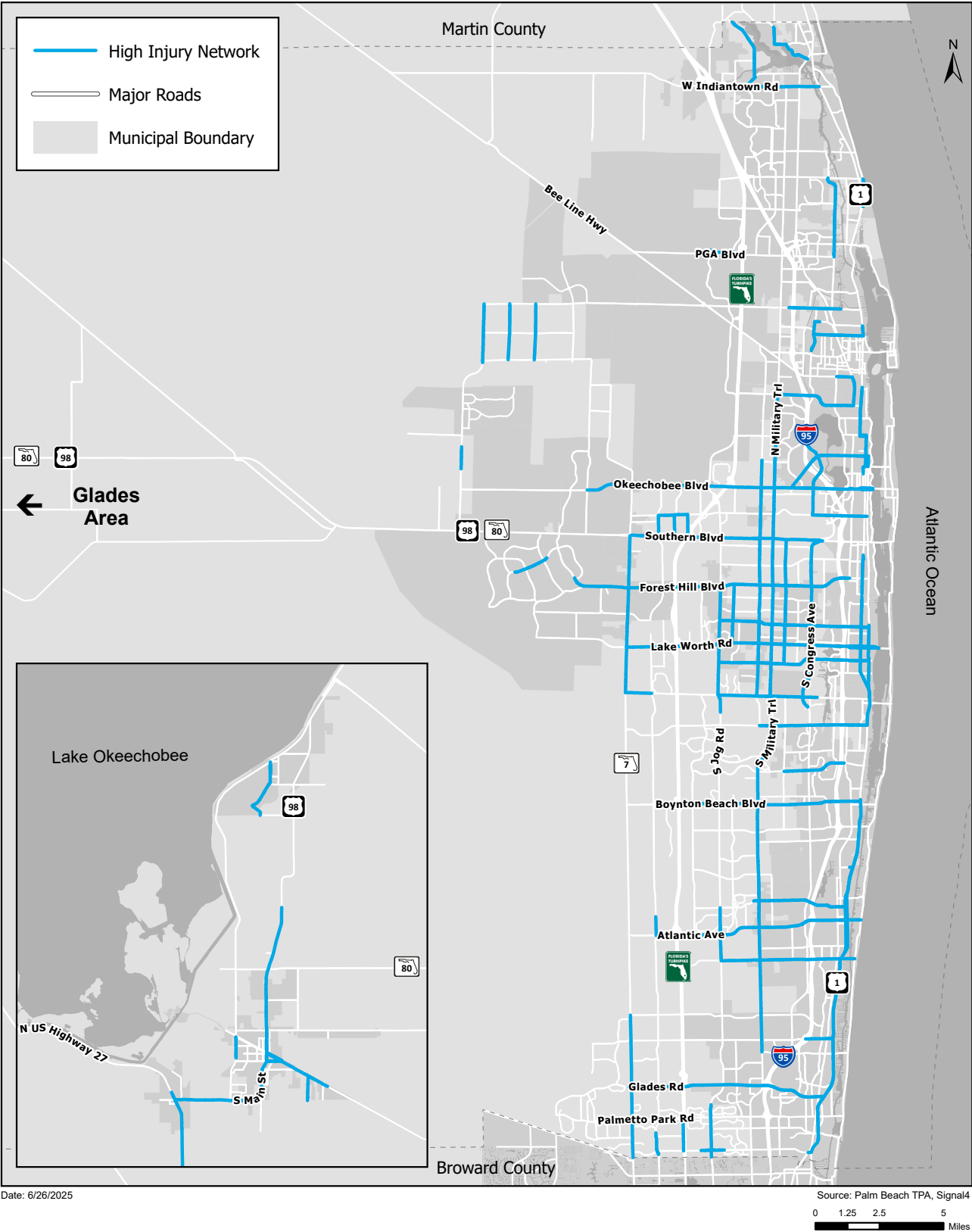
Many of the streets with the highest numbers of pedestrian and bicyclist fatalities—such as 10th Avenue, Lake Worth Road, and South Military Trail—are arterial roadways. These wider, higher-speed streets are often less accommodating to people walking or biking and are more likely to be the site of severe crashes.

HIGH INJURY NETWORK FACTS



Palm Beach County's High Injury Network

Streets Experiencing the Most Fatal and Severe Injury Crashes



ACTION PLAN

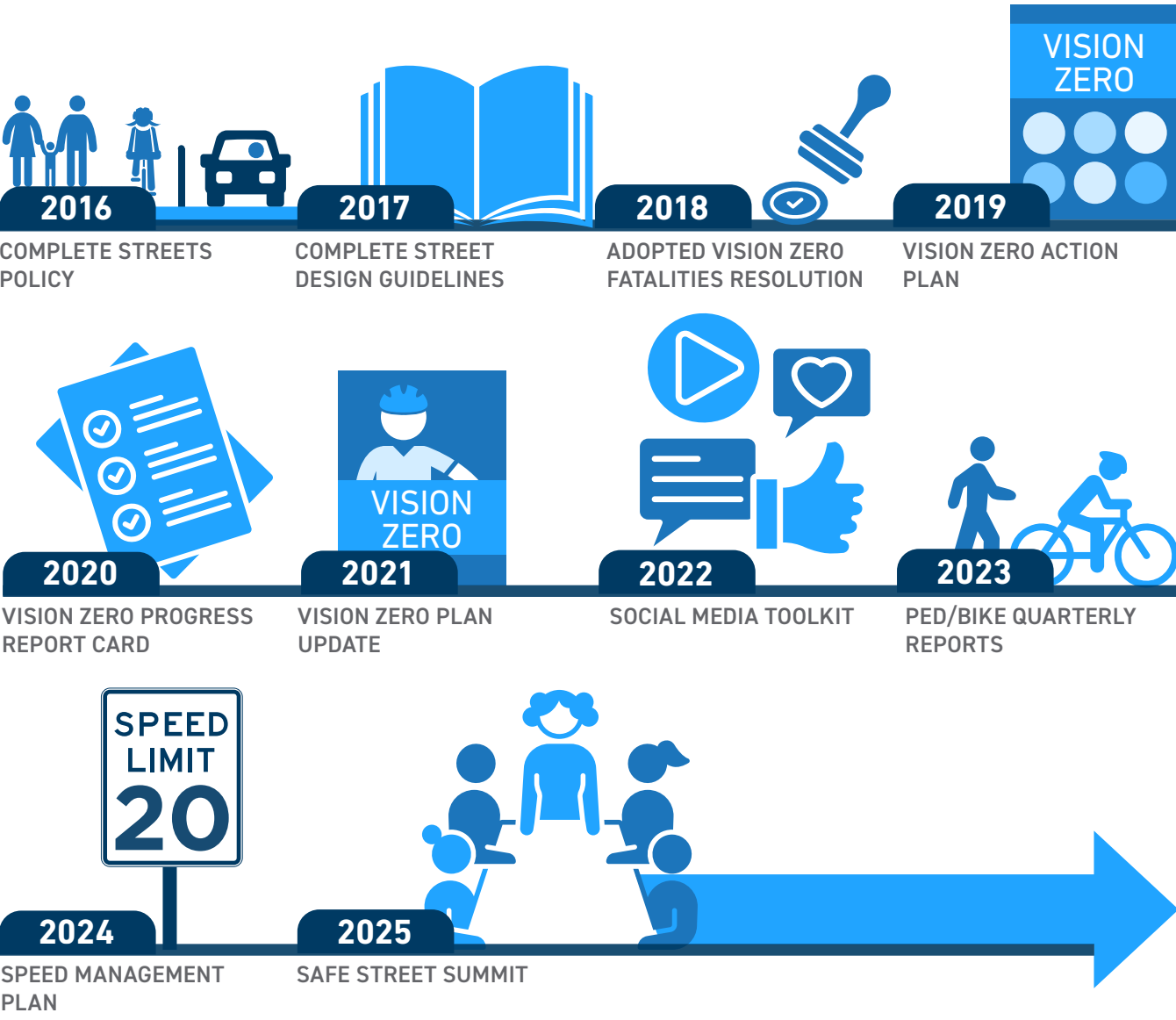



Steps Toward Zero

The TPA Governing Board adopted zero as the target for traffic-related fatalities and serious injuries in February 2018. Since then we’ve been actively working to align vision, strategies, policies, plans, standards, and outreach to reach this target.



Palm Beach TPA Road to Vision Zero





Interactive Dashboard

An interactive dashboard providing the most recent data is available at PalmBeachTPA.org/CrashDashboard.

Steps Taken

Since the 2021 Vision Zero Action Plan, the Palm Beach TPA has completed the following policy, funding, and culture actions in support of reaching Vision Zero.

- ✓ Produce annual Vision Zero report
- ✓ Identified target speeds for high crash corridors based on context classification and safety through the Speed Management Plan identifying target speeds
- ✓ Collaborated with State partners to share safety findings
- ✓ Provided resources to the School District of Palm Beach County to encourage safe walking, bicycling, and driving
- ✓ Created a user-friendly online Crash Dashboard to display information on fatal and serious injury crashes
- ✓ Conducted Multimodal Corridor Studies on on US-1, Okeechobee Boulevard, and SR-7.
- ✓ Prioritized funding for safety projects
- ✓ Created social media toolkit about Vision Zero
- ✓ Participated in Vision Zero safety events
- ✓ Created crash reporting toolkit to impact local safety culture and reframe crash reporting in the media

PROJECT SPOTLIGHT



LAKE WORTH ROAD PROTECTED BICYCLE LANES

Palm Beach TPA partnered with the Florida Department of Transportation (FDOT) on a recently completed safety project along Lake Worth Road from Raulerson Drive to entrance of Palm Beach State College.

Along this two-mile corridor, FDOT installed new seven-foot bike lanes, new signage and pavement markings, modified medians, and added lighting. This project is the first state-maintained road in Palm Beach County with protected bicycle lanes. The protected bicycle lanes separates vulnerable road users from vehicles by adding a concrete barrier between the bicycle lane and higher speed vehicle travel lanes. This project expands options for people to get around by providing a comfortable bicycle facility.

Aligning our Plans with Vision Zero

STRATEGIC PLAN

The Palm Beach TPA annually updates its strategic plan to measure progress toward achieving its mission and long-term vision. The [Fiscal Year 2025 Strategic Plan](#) serves as a guide to execute the mission and long-term vision, outlining specific steps that are initiated, monitored for progress, and reported yearly. The goals organized are by the TPA's role to engage the public, plan the system, prioritize funding, implement projects, collaborate with partners, and administer the agency. The Strategic Plan puts safety first by including actions that promote collecting community input, analyzing crash data, collaborating with local agencies, identifying Complete Streets improvements in projects, and exploring available funding sources.

LONG-RANGE TRANSPORTATION PLAN

The [Long Range Transportation Plan \(LRTP\)](#) helps us to create a safe, efficient, and connected multimodal transportation system for all users. The 2050 LRTP set the goal of zero bus, pedestrian, and bicycle fatalities and serious injuries by 2025.

TARGET YEAR GOALS



Source: Palm Beach TPA 2050 LRTP

Alignment with State Goals

Florida's [Strategic Highway Safety Plan \(SHSP\)](#) serves as the statewide blueprint for reducing serious injuries and fatalities on all public roads. Florida's SHSP sets the statewide target of zero for fatal and serious injury crashes. To get there, the SHSP outlines key emphasis areas focused on human behaviors, environmental factors, and roadway characteristics that represent the greatest opportunities for safety improvement. These emphasis areas help us focus resources and interventions where they will have the most impact.

COLLABORATION

We all have a shared responsibility in making streets safer in our community. Some of the ways the TPA is uniquely positioned to support Vision Zero is through supporting local safety action plans, prioritizing federal safety funds, facilitating collaboration, and sharing best practices and data. Local agencies can support Vision Zero through engaging the community, prioritizing local funding for safety, implementing safety projects, and enforcement. Fourteen municipalities have also committed to Vision Zero and adopted resolutions. Collaborating across agencies helps us leverage resources and identify solutions.



A DATA-INFORMED APPROACH TO VISION ZERO



STRATEGIES

Getting to Zero in Palm Beach County

Crashes are a complex problem with many confounding factors. By taking a multipronged approach, we can address the various factors that are both upstream and ones that require immediate attention.

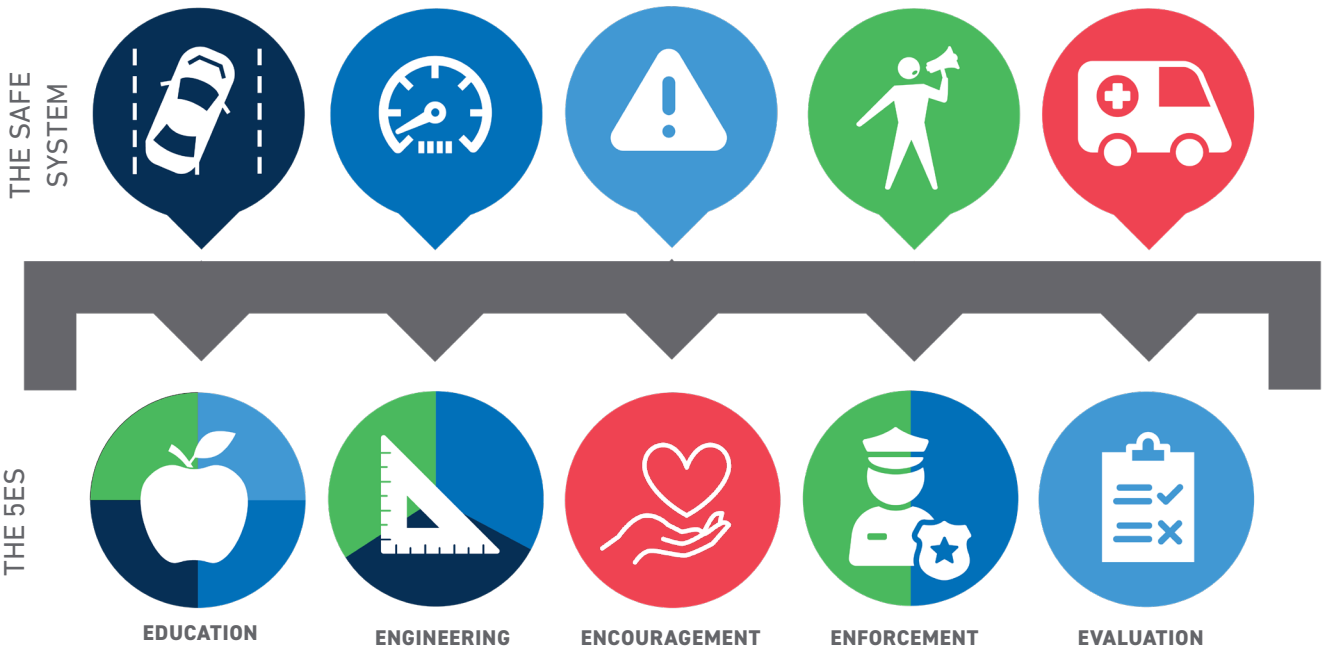
Protecting the Most Vulnerable Users

Vision Zero recognizes that all types of road users, each with different travel tendencies and speeds, can travel safely. It is especially important to safeguard pedestrians, bicyclists, and motorcyclists, as they lack the protection of an enclosed vehicle. These three modes make up 31% of all traffic fatalities and serious injury crashes in Palm Beach County. The number of people walking, bicycling, and taking transit is anticipated to continue growing, making it even more critical to put in place safety solutions that protect them.

To reduce the number of fatal and serious crashes, we must focus on designing our streets for everyone. Safe streets balance the needs for all and our design directly influences speed and behavior. We recognize humans make mistakes and that we cannot predict all human behavior, but our streets should provide clear paths for all modes of travel and encourage safe behaviors.

In the Palm Beach TPA, local agencies, and FDOT share responsibility for planning, designing, building, operating, and maintaining safe streets for everyone. To move forward, we must work together. We need to invest in initiatives in engineering, education, enforcement, encouragement, and evaluation – commonly called the 5 E's of traffic safety.

The 5 E's give us a holistic approach and recognize the need for focus across multiple areas. This framework emphasizes what we will do to foster system-level change. The strategies and outcomes to help us reach zero are organized by the 5 E's.





ENGINEERING

Engineering supports encouraging Safer People, managing Safer Speeds, and building Safer Roads.

PARTNERS
Local agencies



EVALUATION

Evaluation supports creating Safer Vehicles

PARTNERS
State and local partners

SUPPORT LOCAL AGENCIES

Support local agencies with training, technical assistance, and planning for safer street design and operations.

OUTCOMES

- Technical and agency support provided to local agencies for project development and funding applications.
- Support or lead corridor safety studies annually.

LEAD VISION ZERO IMPLEMENTATION

Lead Vision Zero implementation through coordination, policy tracking, and staff training.

OUTCOMES

- Publish an annual Vision Zero Progress Report
- Host and participate in annual safety focused workshop
- Provide new staff a Vision Zero orientation
- Share policy related updates with partners
- Participate in coalitions (e.g., Pedestrian & Bicycle Coalition) to share local insights.

USE DATA

Use data to guide decision-making, evaluate project outcomes, and support partners with shared tools and guidance.

OUTCOMES

- Crash dashboard and project tracking tools updated annually.
- Create evaluation methodology for before/after studies and share with local agencies.
- Create a central repository of safety related plans and studies in Palm Beach County.



EDUCATION

Education supports encouraging Safer People, creating Safer Vehicles, building Safer Roads and managing Safer Speeds.

PARTNERS



State and local partners
Palm Beach County School District

EDUCATION & ENGAGEMENT CAMPAIGNS

Deliver community-facing education and engagement campaigns with consistent branding and local partnerships. More people in Palm Beach County are walking and bicycling, making the focus on education more important than ever.

OUTCOMES

- Support Safe Routes to School efforts
- Distribute outreach materials at events and track number of people reached
- Provide resources to partners on the TPA website and coordinate Safety Action Plans
- Crash reporting toolkit



ENFORCEMENT

Enforcement supports encourage Safer People and managing Safer Speeds.

PARTNERS



Local Police Departments
Palm Beach Sheriff Office

ADVANCE SPEED MANAGEMENT

Advance speed management and enforcement innovation through education and technical support.

OUTCOMES

- Provide updates and developments related to speed management.



ENCOURAGEMENT

Encourage safe and healthy transportation behaviors.

PARTNERS



Local Police Departments
Palm Beach County Sheriff's Department
Office Healthcare District of Palm Beach County
Safe Kids Palm Beach County

COLLABORATE WITH ENCOURAGEMENT PARTNERS

Strengthen coordination and continue to promote safe and healthy transportation behaviors.

OUTCOMES

- Support events like Walk to School Day, Bike Month, or Open Streets.
- Incentivize active transportation by funding bike-share programs, first/last-mile connections, or employer-based commuter incentives.
- Develop marketing campaigns that highlight the benefits of walking, biking, and public transit.
- Encourage local jurisdictions to create pedestrian/bicycle master plans that align with MPO strategies.

REFERENCES

1. Signal Four Analytics and the Florida Department of Transportation Crash Analysis Reporting System, 2019-2023.
2. Swiss cheese graphic, p. 9, adapted from Reason, James (1990-04-12). "The Contribution of Latent Human Failures to the Breakdown of Complex Systems". Philosophical Transactions of the Royal Society of London. Series B, Biological Sciences. 327
3. Fatality Analysis Reporting System; Early Estimates of Motor Vehicle Traffic Fatalities and Fatality Rate by Sub-Categories in 2020, DOT HS 813 118, June 2021; AAA Foundation for Traffic Safety, Impact Speed and a Pedestrian's Risk of Severe Injury or Death; National Traffic Speeds Survey III: 2015, DOT HS 812 485, March 2018.
4. FHWA Safe System Approach.



PalmBeachTPA.org/VisionZero