

12/24

Village of Palm Springs

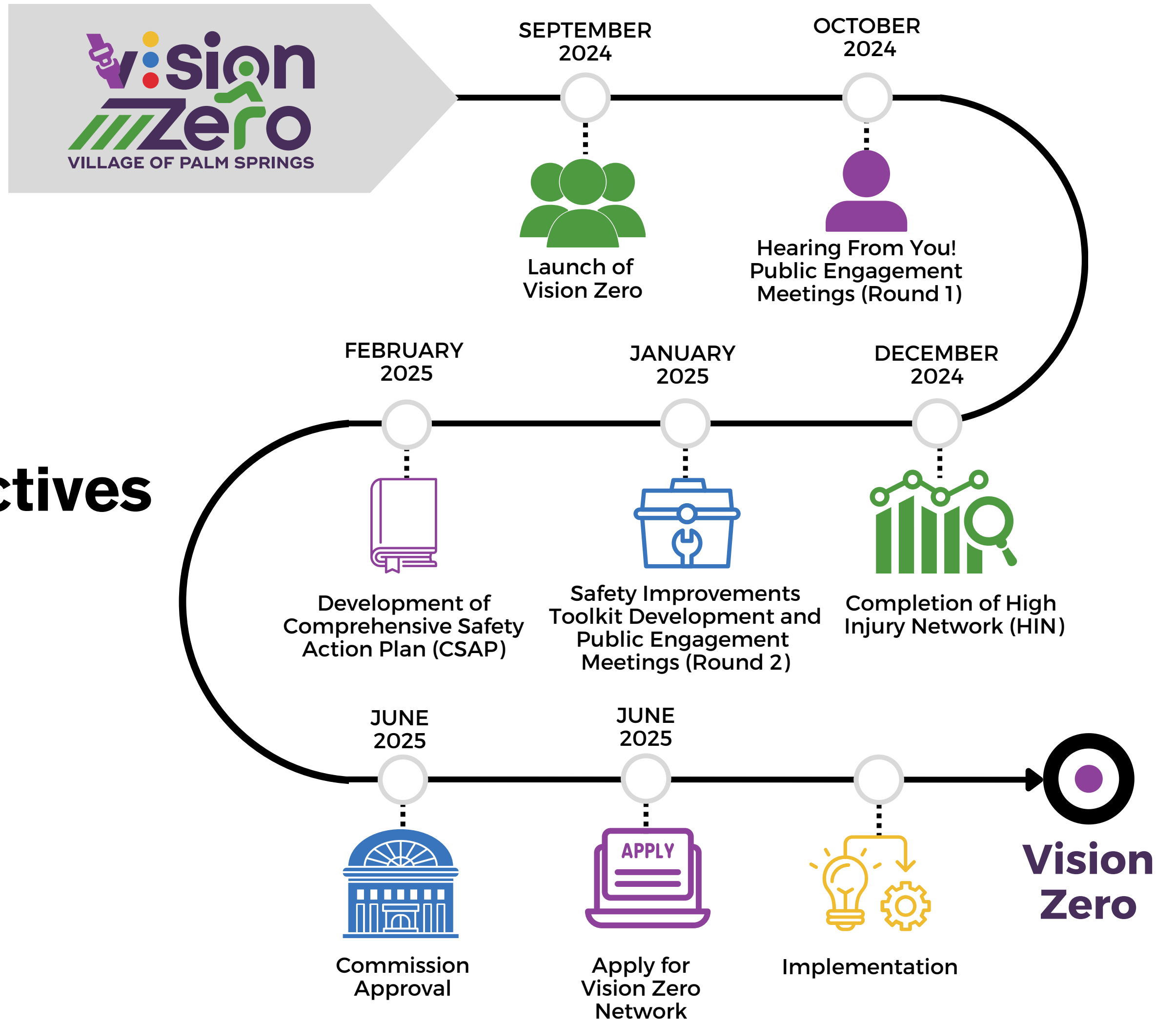
Vision Zero Task Force

Meeting 2: Goal Setting and Strategy Development



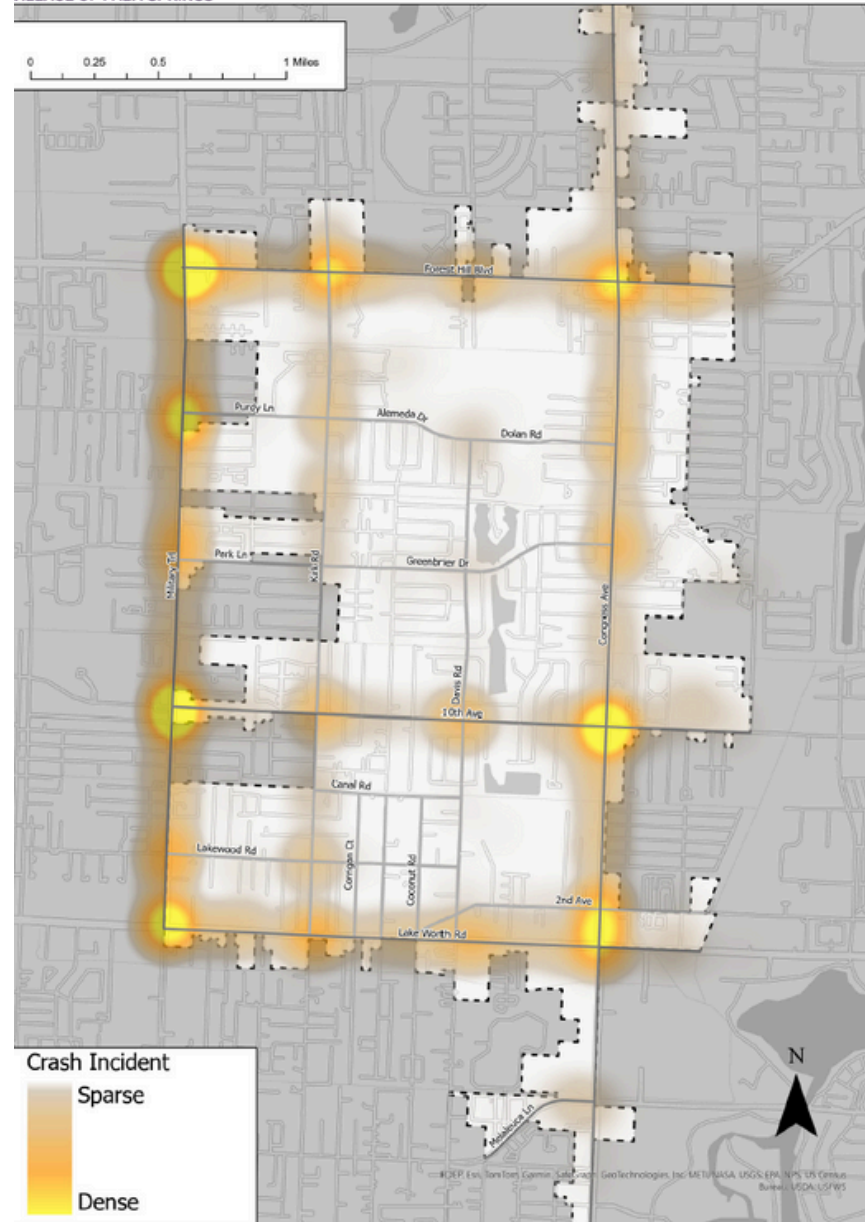
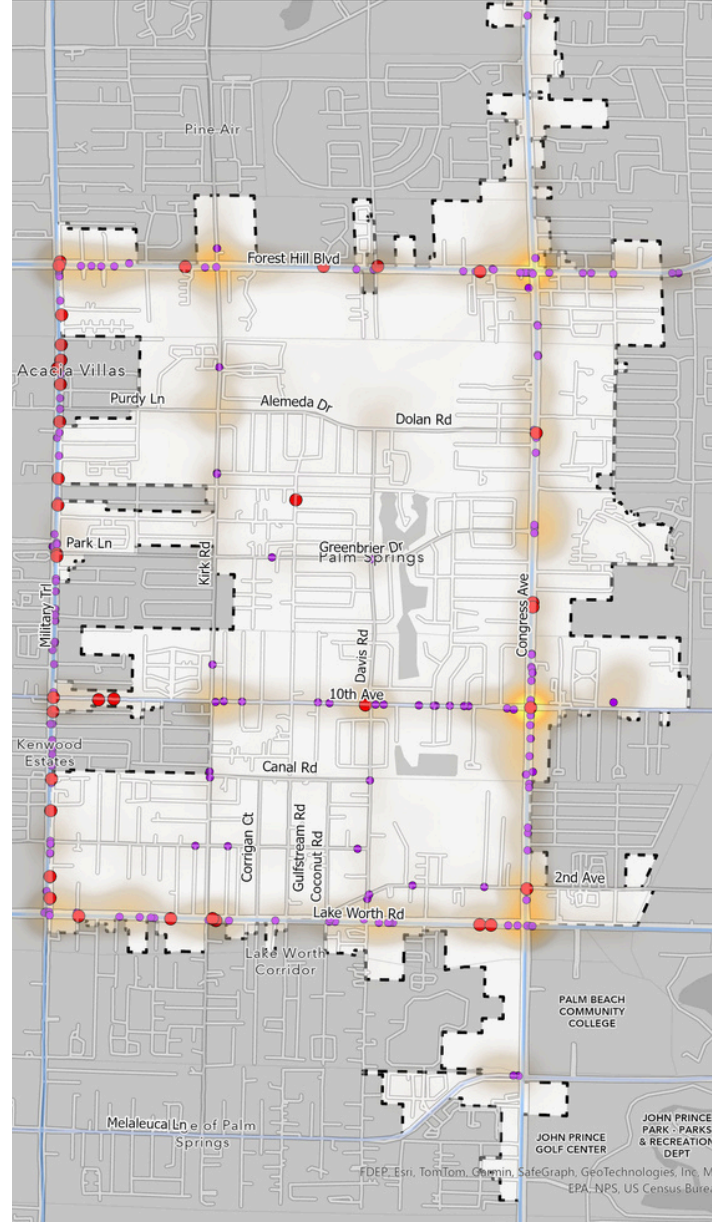
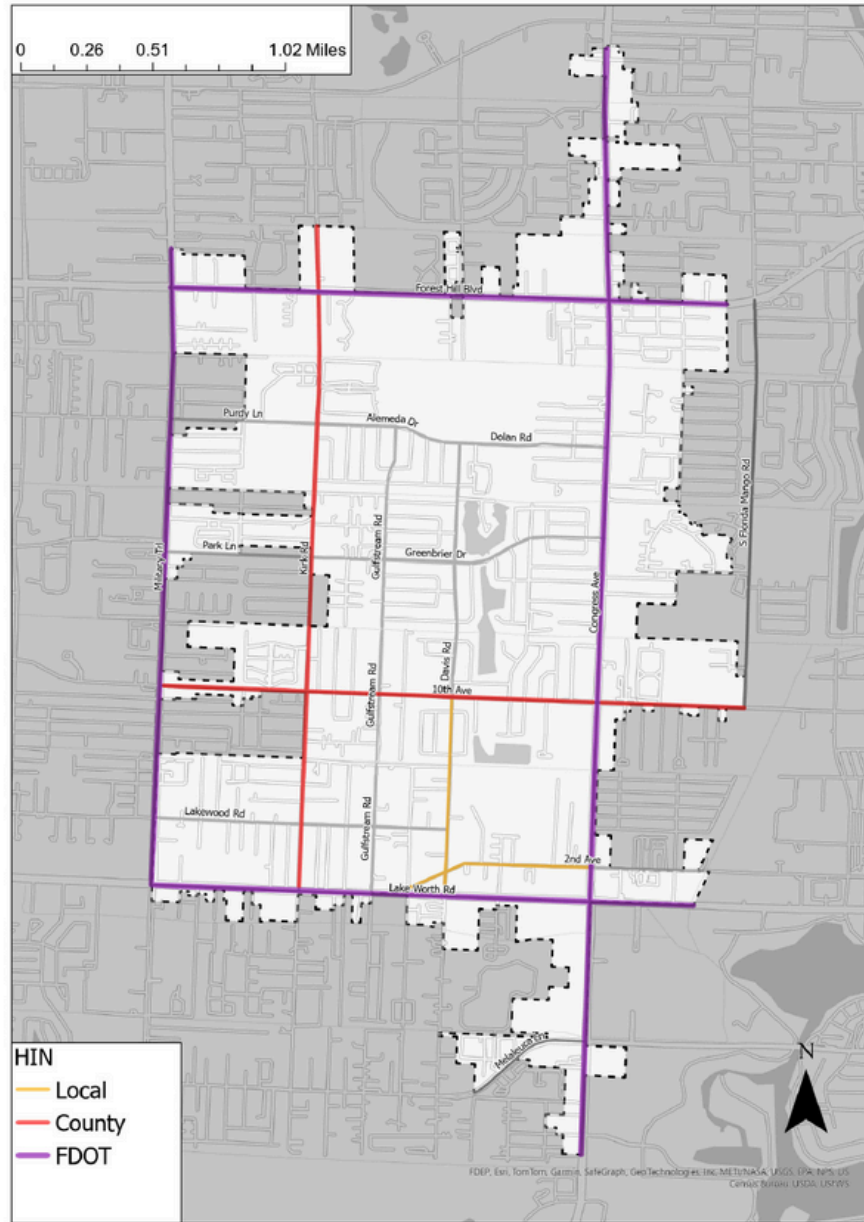
Agenda

- Introduction
- Timeline
- Meeting objectives
- Polling




Why Vision Zero?




- Total Crashes- 18,101
- KSI - 262



VULNERABLE TRAVELERS


Most crashes involve vehicles, but people walking or biking are much more likely to be injured or killed in crashes.





94.4%
Motor Vehicle

 **2.4%**  **1.2%**  **2.0%**
Pedestrian Motorcycle Bicyclist


 **18,101**
Total Crashes




48.1%
Motor Vehicle

 **22.9%**  **18.7%**  **10.3%**
Pedestrian Motorcycle Bicyclist

Crash Comparison - 10 Years

	# of Crashes	# of Injuries	# of Fatalities
Riviera Beach	4,999	1,243	34
Village of Palm Springs	18,101	2,949	37
City of Greenacres	15,216	3,658	44

Public Engagement Update

- 12/9/2024 - Tree Lighting
- 118 Signatures Collected



<https://vzfla.com/palmsprings>

Your Safety is important to us!
Please take a moment to complete this Safety Pledge!

VILLAGE OF PALM SPRINGS VISION ZERO PLEDGE

I pledge to support Vision Zero in the Village of Palm Springs, where, on average, we lose more than three (3) lives each year. Every life lost is one too many, and it could just as easily be someone I cherish.

I pledge to...

- Follow all of the rules all of the time.
- Obey the speed limit.
- Watch for pedestrians and cyclists.
- Pay attention to the road.

Name: _____

Phone #: _____

E-Mail: _____



3P (Policies, Programs and Projects)

Best Practices

To identify the most relevant peer cities for Palm Springs, we focused on communities that share these key characteristics:

- Population range: 20,000-40,000 residents
- Significant Hispanic/Latino population (Palm Springs: 61.3%)
- Suburban character within larger metropolitan area
- High proportion of state/county-owned roads
- Similar equity challenges

Hoboken, NJ

Hoboken achieved zero traffic deaths for four consecutive years through systematic street design changes and policy updates.

City of Alameda, California

The City of Alameda has implemented systematic safety improvements since adopting Vision Zero in 2019.

Key Initiatives

Policy

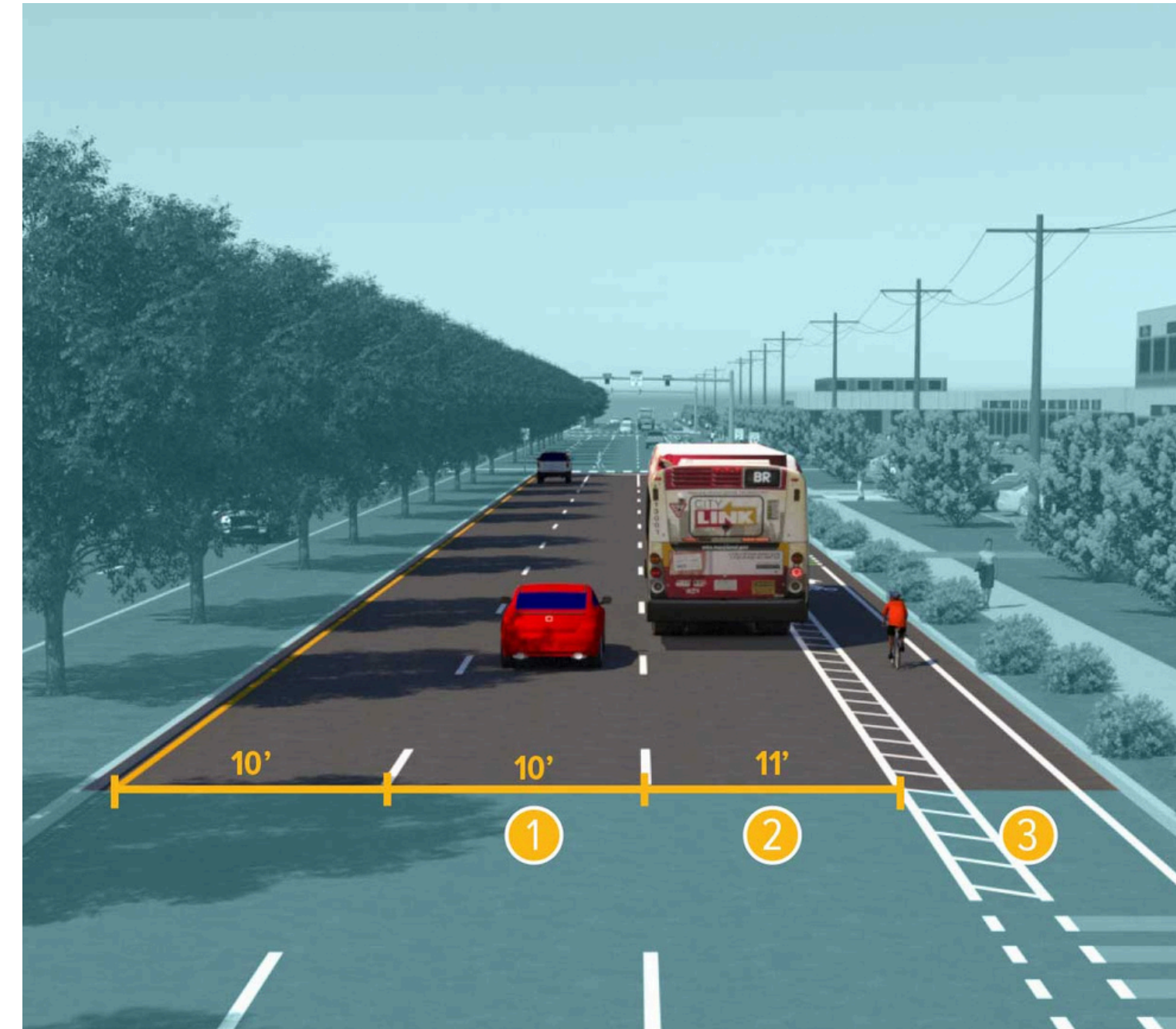
- Standard 10-foot travel lanes to reduce speeds
- Quick-build project approval process

Infrastructure Projects

- Systematic crosswalk upgrades at uncontrolled crossings
- Protected bike lane network
- Leading Pedestrian Intervals at all signals
- Enhanced street lighting program

Community Programs

- Multilingual safety ambassador program
- School walking audits
- Senior mobility workshops
- Monthly project updates to community



Maryland.gov Lane Width reduction

Strategy Development - Policy

Regulatory Framework

- Speed management policy focusing on 25mph or lower on local streets
- Traffic impact study requirements incorporating multimodal analysis for new and existing developments

Development Standards

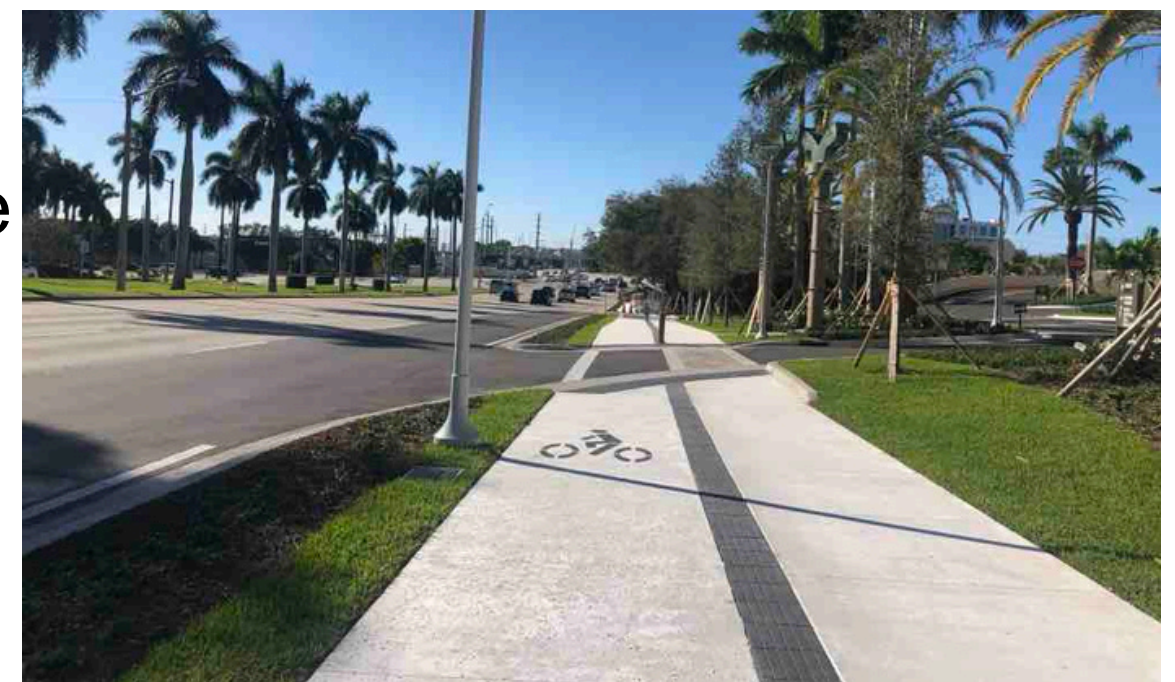
- Enhanced sidewalk and bicycle facility design standards
- Pedestrian-scale lighting standards

Project Delivery

- Quick-build project guidelines
- Maintenance of traffic requirements prioritizing vulnerable users

Implementation Tools

- Annual safety targets and monitoring
- Mobility fee and safety funding allocation criteria



Strategy Development - Programs

Safe Routes Program

- Walk/bike to school route maps
- Bicycle education in PE classes
- Safety education at community centers

Traffic Calming

- Neighborhood traffic management program and request process
- Street painting/tactical urbanism program
- -Automated speed feedback signs

Safety Enforcement

- High-visibility crosswalk enforcement
- School zone speed enforcement

Education/Outreach

- Multilingual safety campaigns
- Safety ambassador program

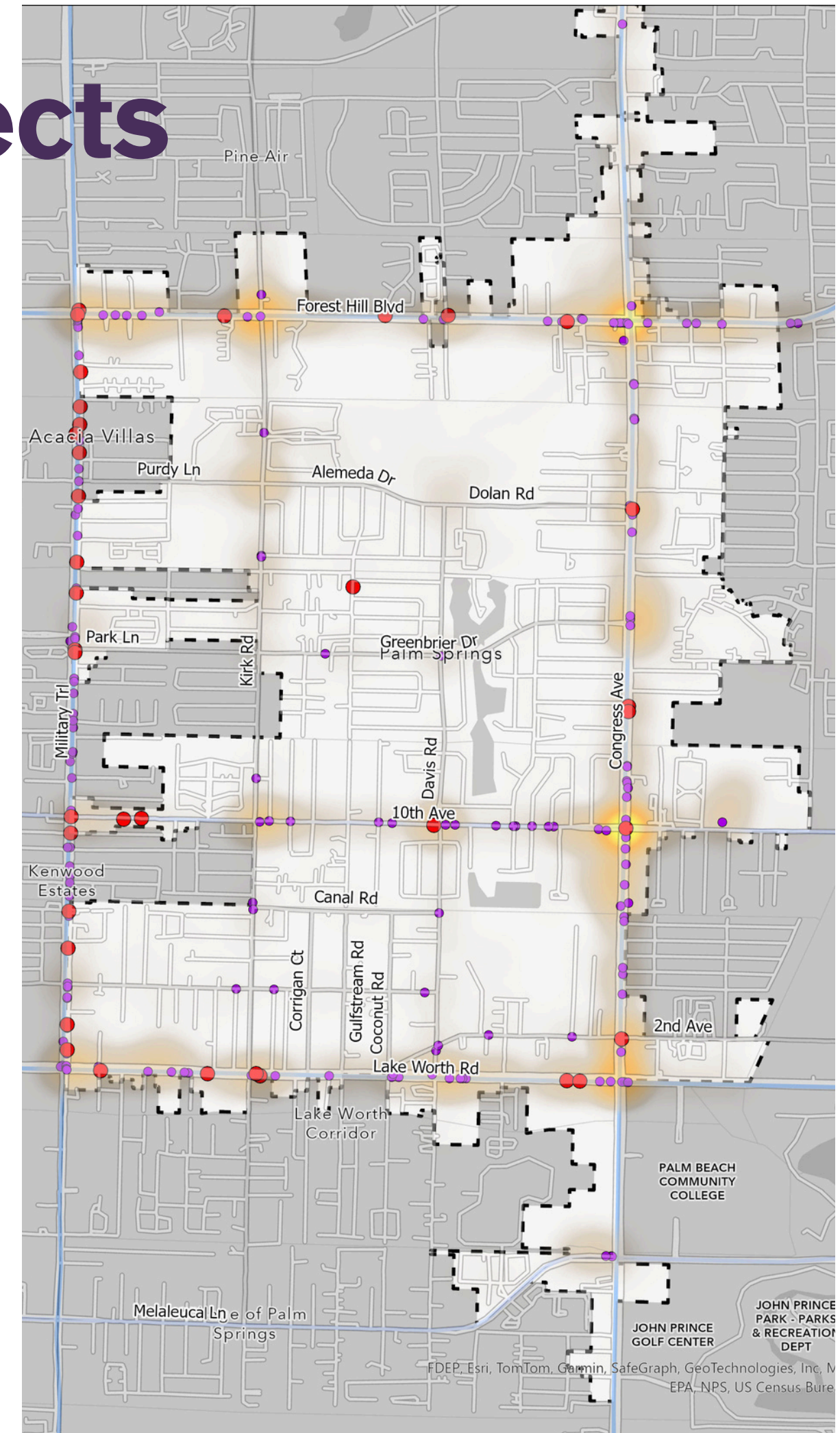


Strategy Development - Projects

Collision Profile -

A collision profile for a Vision Zero action plan analyzes crash data to identify patterns, high-risk areas, and contributing factors to serious injuries and fatalities.

- Crash Data Analysis
- User Type Analysis
- Contributing Factors
- Priority Areas





Collision Profile Statistics

Collision Profiles	Percentage of all KSI crashes	Percentage of all auto KSI crashes	Percentage of motorcycle KSI crashes	Percentage of bicycle KSI crashes	Percentage of pedestrian KSI crashes
Failure to yield right-of-way	24% (62)	11% (28)	8% (21)	3% (7)	2% (6)
Improper presence on roadway	18% (48)	0% (0)	0% (0)	3% (7)	16% (41)
DUI	10% (26)	8% (20)	2% (4)	0% (1)	0% (1)
Careless driving	8% (21)	6% (17)	1% (3)	0% (0)	0% (1)
Following too closely	6% (16)	5% (13)	1% (3)	0% (0)	0% (0)
Speeding	5% (12)	2.5% (6)	2.5% (6)	0% (0)	0% (0)
Running red light/stop sign	10% (26)	7% (18)	2% (4)	1% (2)	1% (2)
Nighttime crashes	47% (124)	19% (50)	9% (23)	3% (9)	15% (38)
40+ MPH road	87% (228)	42% (110)	15% (40)	8% (22)	16% (51)
Left-turn crashes at intersections	13% (35)	9% (23)	3% (9)	0% (1)	1% (2)

Please note: Due to some crashes occurred in plazas, the figures in the table does not add up to total KSI crashes for the corresponding profile.

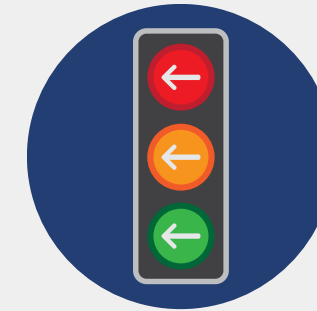
Failure to Yield Right of Way

5 of 6

Pedestrian, Bicycle, and Motorcycle fatal crashes

- **24% (62) KSI crashes**
- **50% (31) of these crashes involved left turns**
- **52% (32) at intersections with 14 being signalized**
- **Motorcycle crashes: 34% (21) of crashes related to this cause.**
- **Roadways with most crashes:**
 - **Military Trl: 13 crashes (1 fatal)**
 - **Congress Ave: 13 crashes (1 fatal)**
 - **Forest Hill Blvd: 10 crashes**
 - **10th Ave: 8 crashes (1 fatal)**

FHWA Countermeasures



Protected left turn signals



Appropriate speed limit
Speed Study



Educational campaign



High visibility enforcement

Failure to Yield Right of Way

VILLAGE OF PALM SPRINGS VISION ZERO TASK FORCE



Improper Presence on Roadway

14 of 14 Pedestrian and Bicycle fatal crashes

- 18% (48) KSI crashes
- Roadways with most crashes:
 - Military Trl: 16 crashes (7 fatal)
 - Congress Ave: 11 crashes
 - Lake Worth Rd: 9 crashes (2 fatal)
- Pedestrian crashes: 85% (41), including 13 fatal pedestrian crashes
- Age group 35-64 accounts for 56% (27)

FHWA Countermeasures



Appropriate speed limit
Speed Study



Pedestrian refuge Islands



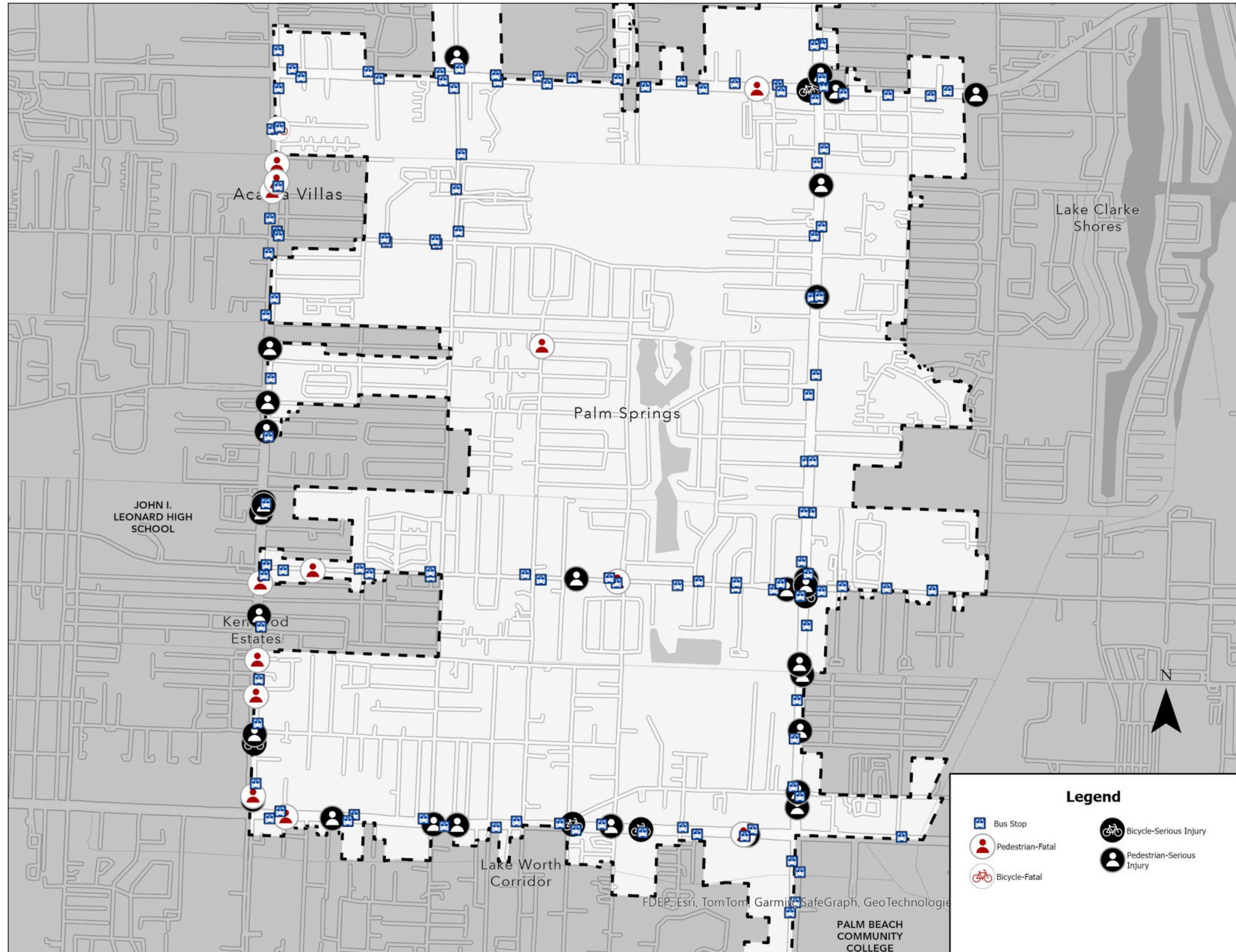
Rectangular rapid flashing beacons



Educational campaign

Improper Presence on Roadway

VILLAGE OF PALM SPRINGS VISION ZERO TASK FORCE



40+ MPH road

27 of 36 Pedestrian, Bicycle, and Motorcycle fatal crashes

- **87% (228) KSI crashes**
- **Roadways with most crashes:**
 - **Military Trl: 87 crashes (17 fatal)**
 - **Congress Ave: 40 crashes (4 fatal)**
 - **Lake Worth Rd: 31 crashes (6 fatal)**
 - **Forest Hill Blvd: 31 crashes (2 fatal)**
- **Failure to yield: 22% (51)**
- **Improper presence on roadway: 20% (45)**
- **19% (49) of crashes involved left turn - 28 crashes at intersection**

FHWA Countermeasures



Appropriate speed limit
Speed Study



Pedestrian refuge Islands



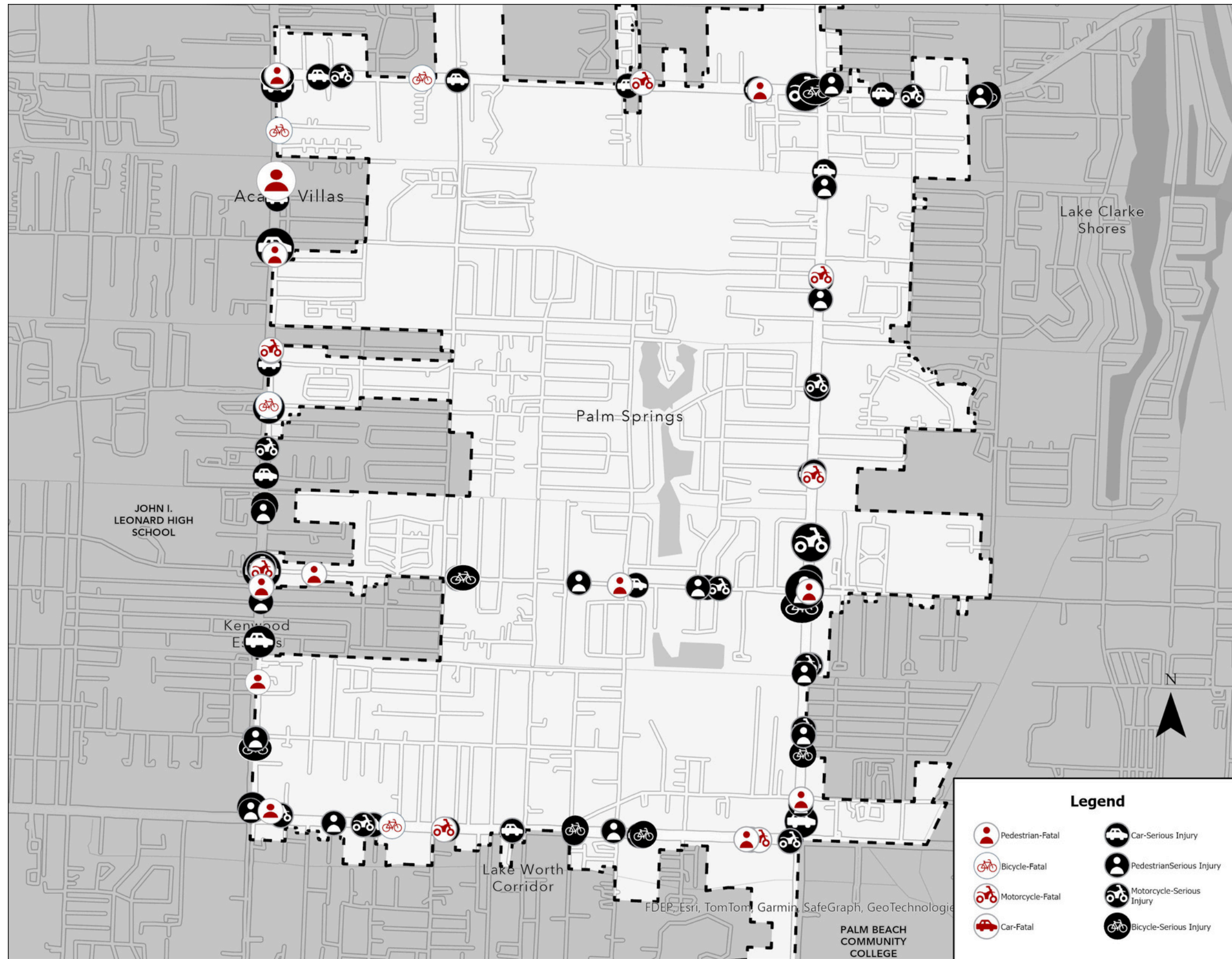
Signalized pedestrian crossings



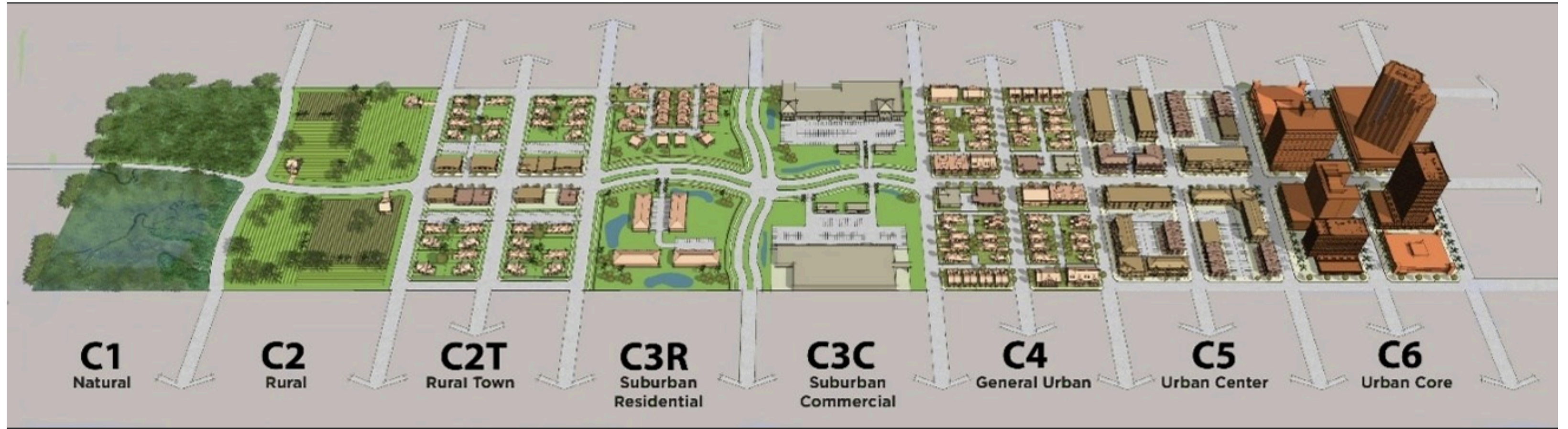
Protected left turn signals

40+ MPH road

VILLAGE OF PALM SPRINGS VISION ZERO TASK FORCE



FDOT Context Classification



55-70 MPH

Sparsely developed areas consisting primarily of natural landscapes such as wetlands, forests, or agricultural fields, with minimal human interaction.

55-70 MPH

Predominantly rural areas with low-density development, agricultural uses, and a focus on vehicular travel along higher-speed roads.

25-45 MPH

Small rural communities with modest residential, commercial, or civic centers, designed to support local travel with a mix of vehicles and pedestrians.

35-55 MPH

Predominantly residential suburban areas with separated land uses, characterized by single-family homes and automobile dependency.

35-55 MPH

Suburban areas with concentrated commercial activity, including shopping centers and office parks, designed primarily for vehicular access.

30-45 MPH

Mixed-use urban areas with moderate density, supporting pedestrian activity and multimodal transportation options, typically including public transit.

25-35 MPH

Densely developed urban cores with a high mix of residential, commercial, and civic uses, where pedestrian activity and public transit dominate.

25-30 MPH

Highly compact, vibrant downtowns or metropolitan centers with the highest density of development, prioritizing walkability and extensive transit networks.

Nighttime Crashes

20 of 24

**Pedestrian, Bicycle,
and Motorcycle
fatal crashes**

- **47% (124) KSI crashes**
- **Roadways with most crashes:**
 - **Military Trl: 43 crashes (16 fatal)**
 - **Congress Ave: 25 crashes (3 fatal)**
 - **Lake Worth Rd: 18 crashes (3 fatal)**
 - **Forest Hill Blvd: 14 crashes (1 fatal)**
- **Majority of the crashes (30 crashes or 24%)
is due to improper presence on roadway.**

FHWA Countermeasures



Lighting



**Pedestrian refuge
Islands**



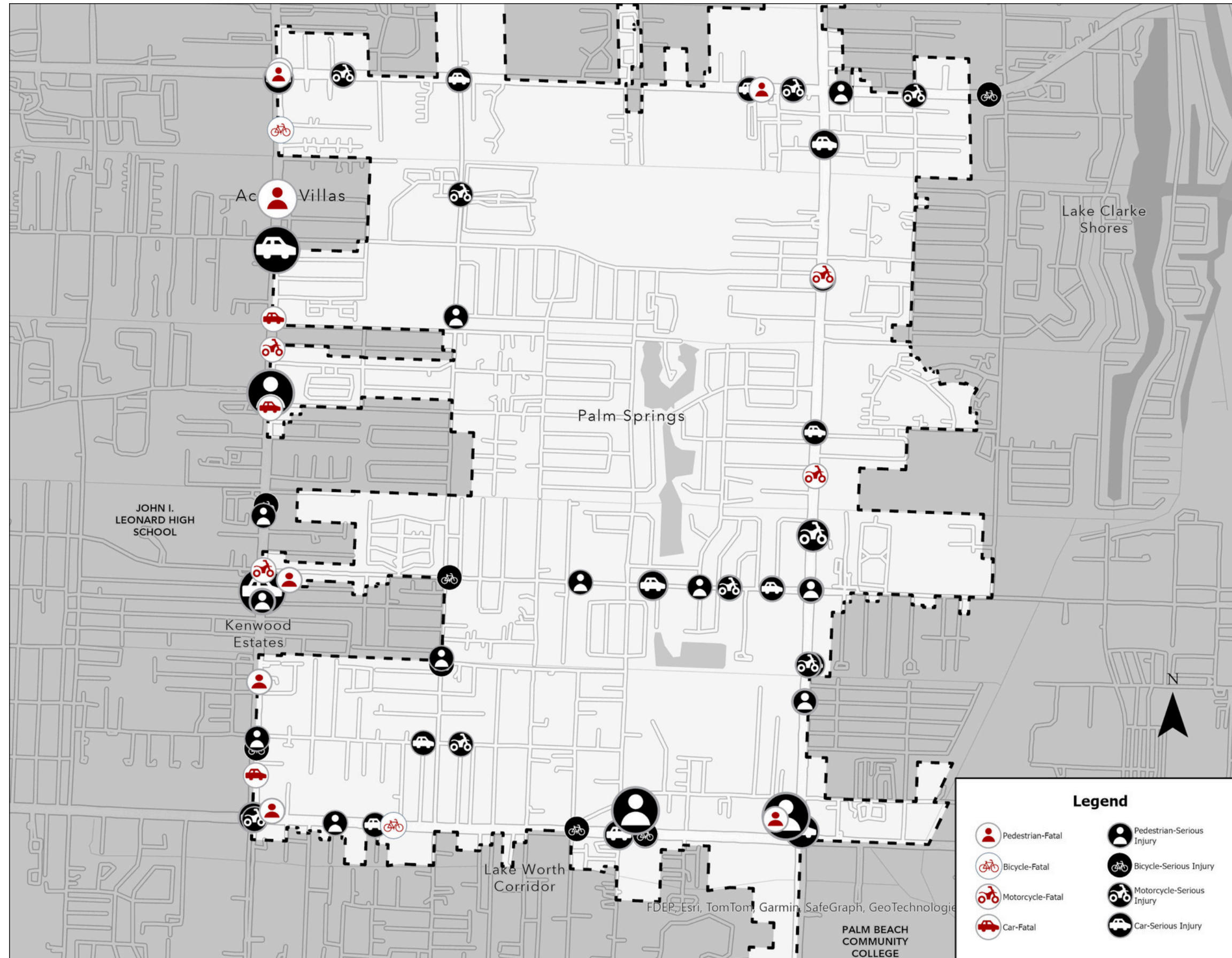
**Signalized pedestrian
crossings**



**Vehicle speed
feedback sign**

Nighttime Crashes

VILLAGE OF PALM SPRINGS VISION ZERO TASK FORCE



DUI

2 of 6

**Pedestrian and
Motorcycle fatal
crashes**

- **10% (26) of KSI crashes**
- **Age group of 35-64 accounts for 42% (11) of DUI crashes**
- **69% (18) of DUI crashes occur at nighttime**
- **Roadways with most crashes involving vulnerable roadway users (VRUs):**
 - **Military Trl - 12 crashes (4 fatal)**
 - **Lake Worth Rd - 6 crashes (1 fatal)**
 - **Congress Ave - 3 crashes (1 fatal)**

FHWA Countermeasures



High visibility enforcement

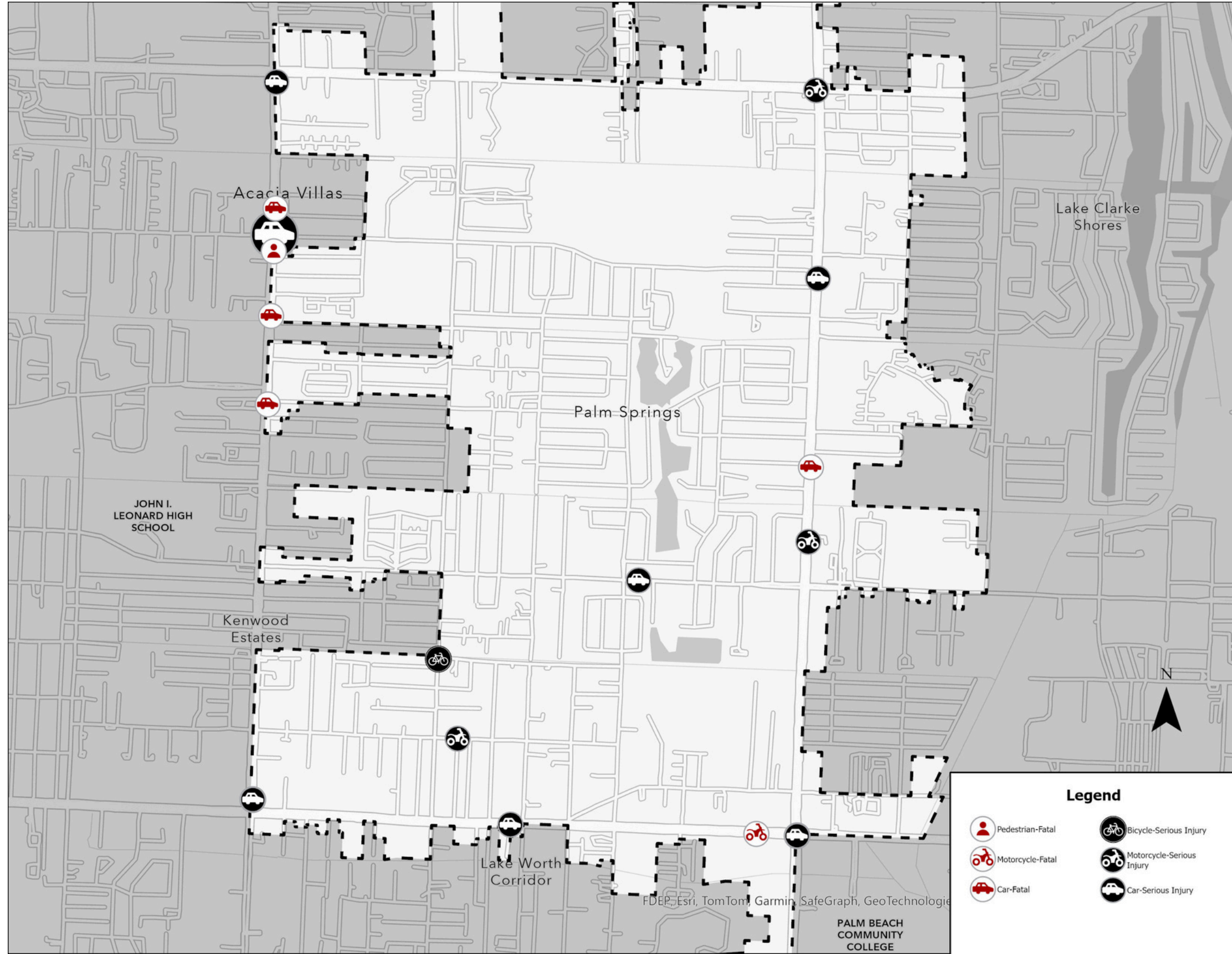


Vehicle speed feedback sign



Educational campaign

DUI



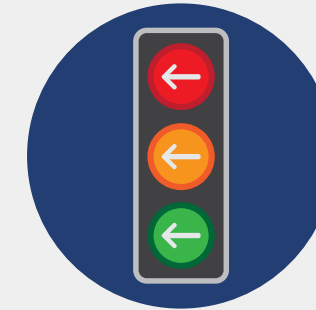
Left Turn Crashes at Intersections

2 of 2

Motorcycle fatal crashes

- 13% (35) of KSI crashes
- Intersections with most crashes:
 - Military Trl and Purdy Ln: 4 crashes
 - Military Trl and 10th Ave: 4 crashes
- 40% (14) at non-signalized intersections and 60% (21) at signalized intersections
- Failure to yield: 60% (21)
- Running red light: 23% (6)
- 49% (17) occur at nighttime

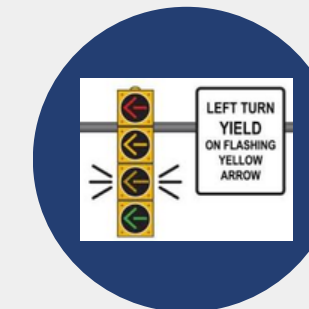
FHWA Countermeasures



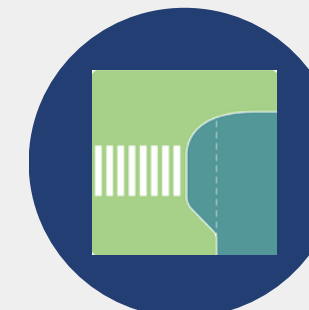
Protected left turn signals



Red light cameras



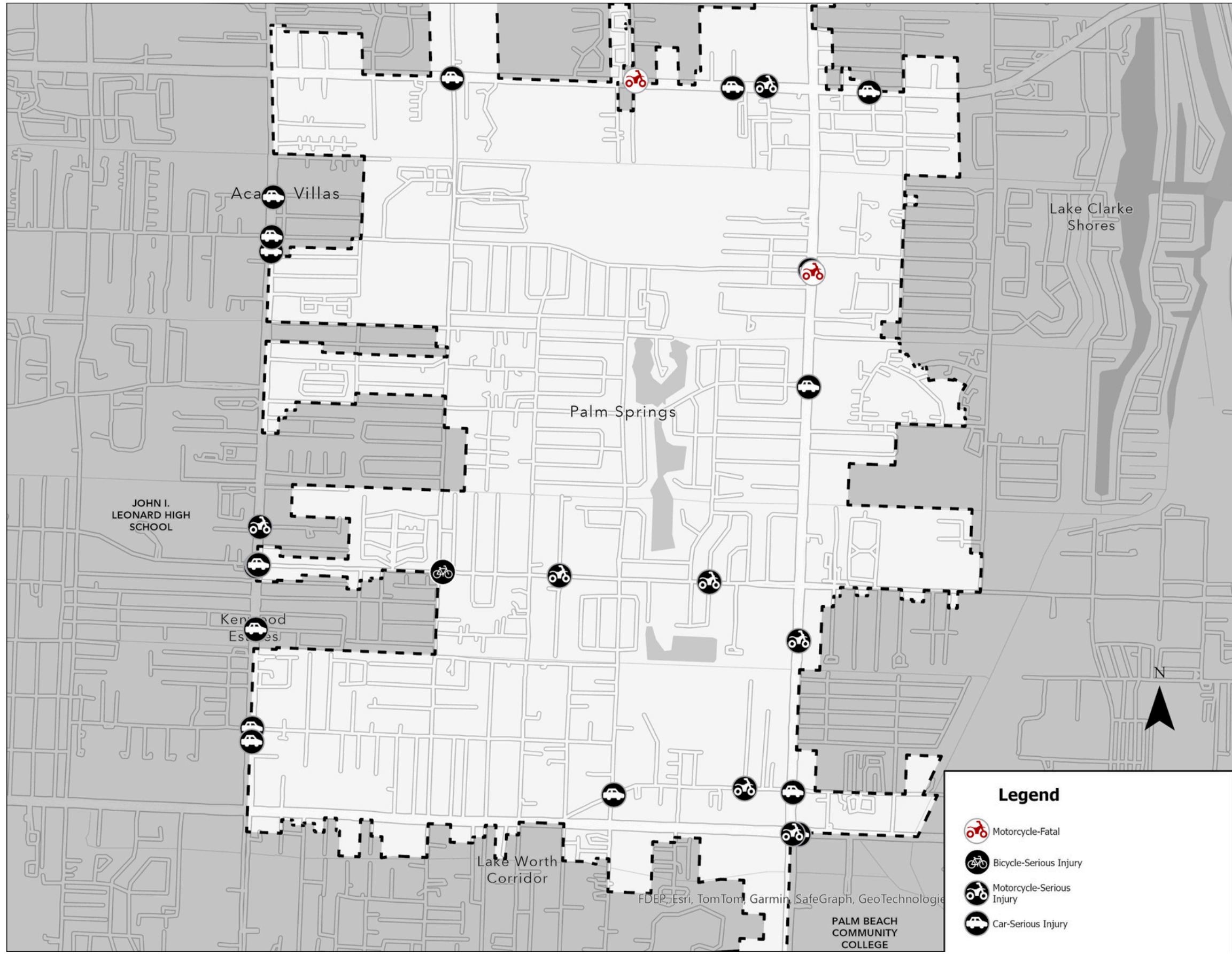
Flashing yellow arrow signals



Bulb-out and curb extension

Left Turn Crashes at Intersections

VILLAGE OF PALM SPRINGS VISION ZERO TASK FORCE



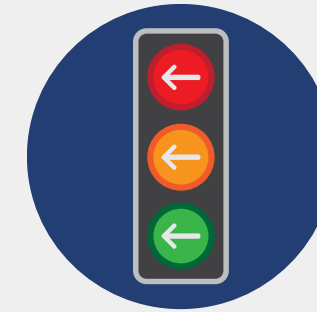
Running Red Light/Stop Sign

1 of 2

Motorcycle fatal crashes

- **10% (26) of KSI crashes: 19 running red light crashes and 7 running stop sign crashes**
- **Roadway with most crashes:**
 - **Military Trl: 12 crashes (2 fatal)**
 - **Congress Ave: 7 crashes**
- **38% (10) occur at nighttime**
- **54% (14) in age group of 18-34**

FHWA Countermeasures



Traffic signal improvement



High visibility enforcement



Stop sign visibility enhancement



Educational campaign

Running Red Light/Stop Sign

VILLAGE OF PALM SPRINGS VISION ZERO TASK FORCE



Today

VILLAGE OF PALM SPRINGS VISION ZERO TASK FORCE





Tomorrow

VILLAGE OF PALM SPRINGS VISION ZERO TASK FORCE



Future



Future



Next Steps and Q&A

- **Vision Zero Pledge**



- **Meeting 3: Project and Program Planning**



THANK YOU

