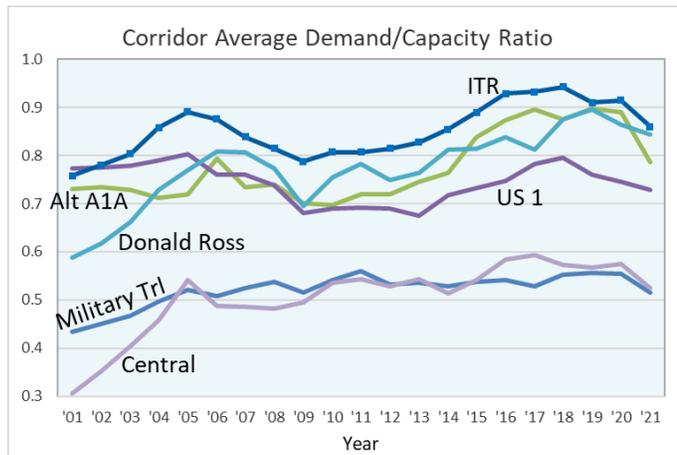
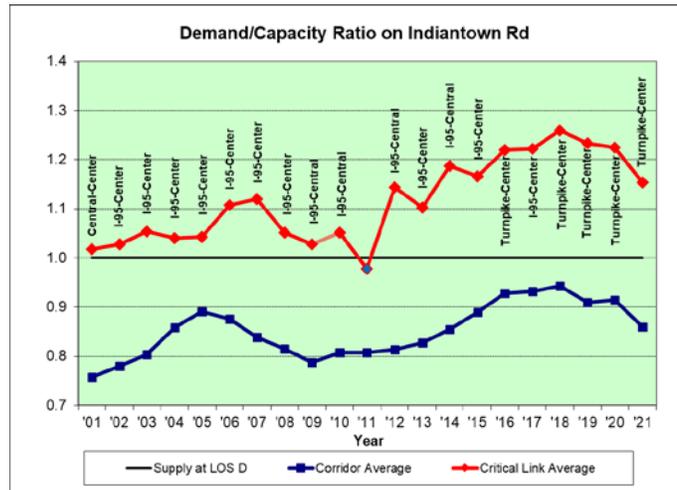


Section Summary

- A total of 288.4 annual million vehicle miles travelled is recorded on the entire arterial system within the Town in 2021, which accounts for 74.5% of LOS D service volume on the average, continuing the downward trend after the statewide lockdown due to Covid-19 pandemic. All other arterials in town have a similar trend.
- Traffic on Indiantown Rd *between Turnpike and Center St.* exceeds LOS D daily service volume. The volume-to-capacity (v/c) ratios on this critical link and the whole Indiantown Rd corridor are 1.15 and 0.86, respectively. None of other arterial corridors has critical links with the v/c ratio ≥ 1 .
- The critical link on Indiantown Rd carries over 64,000 daily and 5,900 two-way peak period traffic and remains as the *busiest* arterial over six lanes in terms of the v/c ratios during weekdays (1.28) and peak hours (1.22) in Palm Beach County. The peak hour traffic on the most critical segment exceeds the practical (LOS E) capacity, causing recurrent congestion on a daily basis. Such a congestion effect was much more pronounced when the arterial progression is interrupted by queue, emergency vehicle preemption or pedestrian crossing.



- Failed signalized intersections in Town: Several major signalized intersections are failed. The progression on Indiantown Rd was often observed interrupted due to queue spillover during peak periods.

Intersection		Total entering volume in peak hour (vph)	Critical intersection v/c* (LOS)
Major Rd	Cross Rd		
Indiantown Rd	Central Blvd	7630 (AM), 7140 (PM)	1.1 (F;AM), 0.93 (E;PM)
Indiantown Rd	Island Way	6350 (PM)	0.96 (F;PM)
Indiantown Rd	Alt. A1A	6345 (PM)	0.89 (E)

Note: *Defined as the sum of critical flow ratios divided by (1-Total lost time/Cycle length). A ratio of 0.85 or less corresponds to LOS D or better, and a ratio of 0.85 to 0.95 corresponds to LOS E.

Quick Facts on Town-wide Crashes in FY2021

- A total of 1681 crashes were reported during the period from 10/01/2020 to 09/30/2021, which include 9 fatal crashes, 31 incapacitated injuries, 331 injuries and 1310 PDO (property damage only) events.
- The frequency of the reported crashes occurred in FY2021 is approximately 55% more than FY2020, rapidly restored its pace back to the level prior to Covid-19 pandemic with only 17% lower than FY2019.

- The crash pattern from FY2019 to FY2021 provides a longitudinal perspective on how traffic crashes evolve over time prior to, during and post lockdown. In terms of crash frequency, as expected the frequencies of all crash types decrease significantly during lockdown due to less traffic exposure. While the PDO and overall crashes were down, the number of fatal and severe injury crashes increase significantly after lockdown, even exceeding FY2019 prior to lockdown. The adverse effect of pandemic on the major ill driving behaviors that contribute to the fatal and severe injury crashes still persists, including DUI, aggressive driving (e.g. speeding) and distraction.
- The unrestrained occupant is also a major contributing factor to fatality and sever injury crashes but does not increase during pandemic.
- The crash rates, defined as *crashes per million capita per day*, of all crash types increase by a significant margin during lockdown. Fatality and severe injury crash rates continue increasing after lockdown, while the non-severe injury, PDO and overall crash rates drop below the pre-pandemic level.

		Fiscal Year		
		2019	2020	2021
Crash Frequency	Fatality	5	4	9
	Incapacitated Injury	24	12	31
	Non-Incapacitated Injury	377	229	331
	PDO	1619	843	1310
	Total crashes	2025	1088	1681
# days equivalent to ADT		333.5	165.0	309.3
Population		65,731	65,859	65,834
Crash Rate	Fatality	0.23	0.37	0.44
	Incapacitated Injury	1.09	1.10	1.52
	Non-Incapacitated Injury	17.2	21.1	16.3
	PDO	73.9	77.6	64.3
	Total crashes	92.4	100.1	82.6

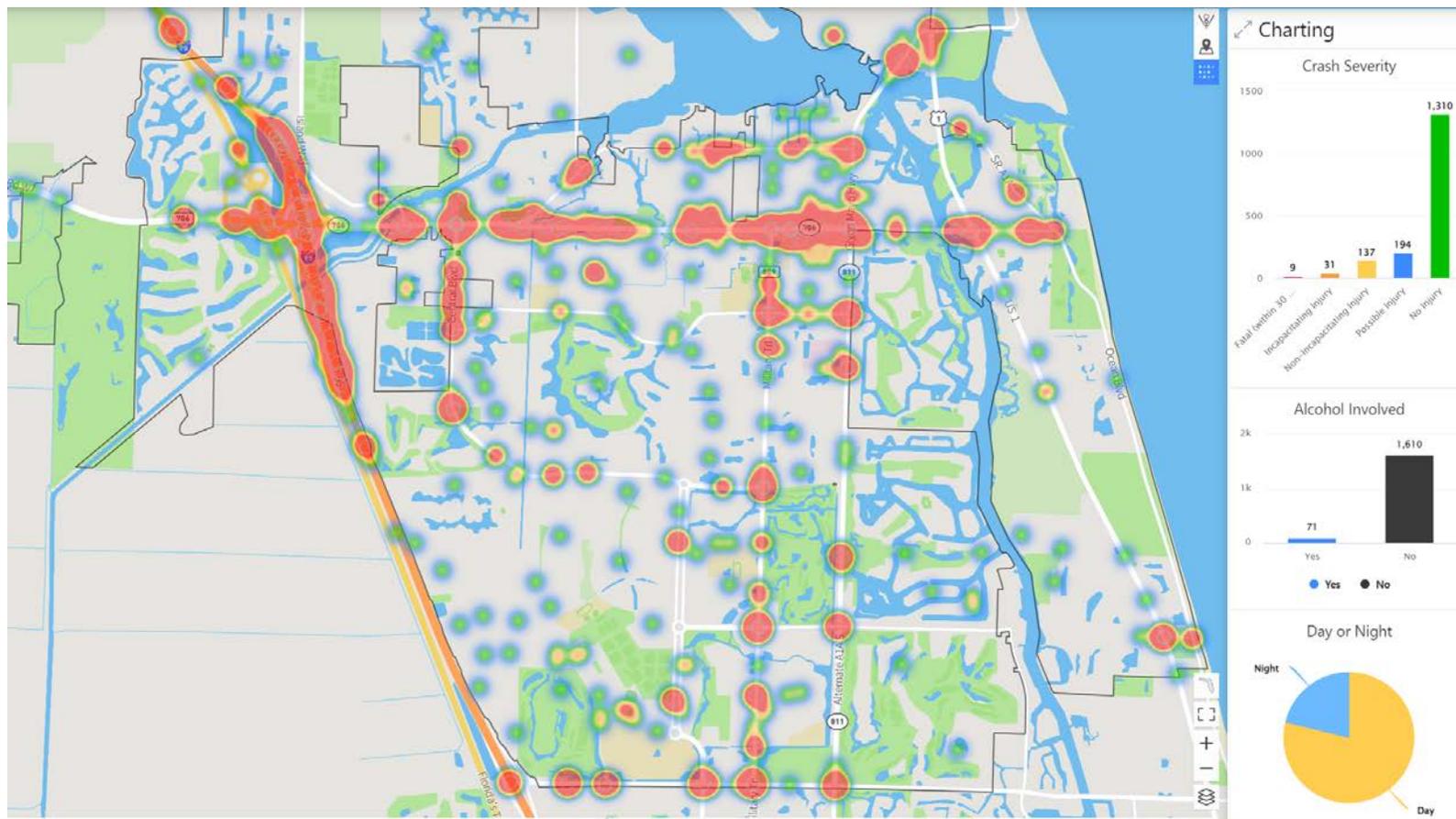


Exhibit. Heat map of traffic crashes occurred in FY2021