Lake Worth Pedestrian Safety Improvements
Lake Worth Circle & Tri-Rail Station

2016 Palm Beach County Metropolitan Planning Organization
Transportation Alternatives Program

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Lake Worth Pedestrian Safety Improvements

- Up to 60 vehicular and pedestrian accidents each year at the Circle.
- Lake Worth has a significant bicycling community that uses bikes for commuting, shopping, and recreation.
- Significant bike usage and pedestrian traffic around Tri-Rail station.
- Heavy use of bike usage in our historic western neighborhoods where most low income households do not own a vehicle.
- Very Transit Dependent
- Heavily pedestrian trafficked area: Lake Worth High, Shopping Center, Tri-Rail Station, High Density Residential
- Partnership with SFRTA and TCRPC
  - Jan. 2009: TCRPC Citizens Master Plan Identified the Traffic Circle as an opportunity
  - Nov. 2014: SFRTA Identifies additional opportunities surrounding the Tri-Rail Station
Lake Worth Pedestrian Safety Improvements

- New or improved striping and/or rumble strips.
- Reconfigured traffic circle. Elimination of blind spots.
- Railings along Lake Ave. and in median to prevent jay-walking.
- Up to five new or rebuilt pedestrian crossings around the Lake Worth Circle.
- One new mid-block crossing across Lake Osborne Drive.
- New sidewalks along the north side of Lake Osborne Drive to connect to Erie & Cleveland Streets.
- Possibility for new crossings across Lake Worth Road west of I-95.
- Improvements will also include new directional way-finding signage.
Pedestrian Improvements
Lake Worth, FL – AERIAL
Pedestrian Improvements
Lake Worth, FL - AERIAL
EXISTING BIKE LANES
Lake Worth Traffic Circle at Lake Worth High School
Current Conditions
Lake Worth Traffic Circle at Lake Worth High School
Current Conditions
Lake Worth Traffic Circle at Lake Worth High School

Current Conditions
Lake Worth Traffic Circle at Lake Worth High School

Current Conditions
Lake Worth Traffic Circle at Lake Worth High School

Current Conditions
Lake Worth Rd.
Erie Street - Current Conditions
Lake Worth Rd.
Cleveland Street (shopping plaza)- Current Conditions
Lake Osborne Dr.
Looking North - Current Conditions (area for new mid-block crossing)
Lake Osborne Dr.
Looking South - Current Conditions (new sidewalk)
Lake Osborne Dr.
Looking North - Current Conditions (new sidewalk)
Lake Worth Bicycle Network Plan
- Comprehensive Planning Document initiated by the CRA and adopted by the City in 2009.
- New City policy requires bike lanes in all resurfacing projects.
- Set goals, guidelines, and safety education & measures for bike and ped. usage and infrastructure improvements in the City.
- The Plan recommends the creation of off-street facilities separated from motorized traffic.
- New sidewalks are recommended where possible.
- In 2011 the CRA completed Phase I of the Plan by striping and re-striping over 8 mile of new bike lanes on City streets.
- City and CRA are currently in the process of constructing new bikeways along unimproved ROW’s (5th Ave. North, 5th Ave. South, 9th Ave. South, 7th Ave. South, 11th Ave. South)
Traffic Circle Improvements
- Widening the interior radius for vehicles traveling southbound on ‘A’ Street
- 3’ lane shift for vehicles traveling westbound at Lucerne Avenue
- Sidewalk connectivity to provide pedestrian access from all approaches
- Bike lane terminus allows bicycles to access sidewalk
- New brick pavers and paved asphalt surface
- 6 roundabout crosswalks (5 new 1 relocated)

Lake Worth High School Crossing
- Upgraded LED Pedestrian Signals
- Widen curb ramps and crossing

Lake Osborne Dr. Area
- Pedestrian connectivity - 1,475 Linear Feet of new sidewalk
- 2 Lake Worth Road crosswalks (10’ wide)
- Lake Osborne Drive crosswalk connecting to Erie Street (10’ wide)
- 10 Rectangular Rapid Flash Beacons (RRFB)
- ADA compliant curb ramps and tactile surface

Project-Wide
- 12 regulatory street signs
- 4,100 Linear Feet of Reflective Striping
Lake Worth Pedestrian Improvements
Lake Osborne Dr. Section
Lake Worth Pedestrian Improvements
Lake Worth Rd. Section (west)
Lake Worth Pedestrian Improvements
Lake Worth Rd. Section (center)
Lake Worth Pedestrian Improvements
Lake Worth Rd. Section (east)

PROJECT LIMITS
WIDEN ROUNDABOUT, MATCH TYPICAL SECTION
OPTIONAL BASE GROUP 14 (75 SY)
2.75" TYPE SP 12.5 AC (12 TONS)
1" TYPE SP 9.5 AC FRICITION (RUBBER) COURSE

SAW CUT AND REMOVE EXISTING CONCRETE
CONSTRUCT 6' CONCRETE SIDEWALK (12 SY)
AND CURB (18 LF)

KEEP EXISTING TYPE F CURB AND GUTTER
CONSTRUCT 64 LF CURB AND TYPE A GUTTER

ROAD DEFLECTION BY 0.5 PERCENT SOUTH
MATCH TYPICAL SECTION
SAW CUT AND REMOVE EXISTING TYPE F CURB
CONSTRUCT TYPE F

MILL AND RESURFACE WITHIN PROJECT LIMITS
1" TYPE SP 9.5 AC (3700 SY) FRICITION (RUBBER)
COURSE

CONSTRUCT PEDESTRIAN HAND RAIL (35 LF)

SAW CUT AND REMOVE EXISTING CONCRETE
CONSTRUCT 6' CONCRETE SIDEWALK (36 SY)
AND CURB (24 LF)

SAW CUT AND REMOVE EXISTING CONCRETE
CONSTRUCT 6' CONCRETE SIDEWALK (12 SY)
AND CURB (18 LF)

LIMITS OF PROJECT

SAW CUT AND REMOVE EXISTING CONCRETE
CONSTRUCT 6' CONCRETE SIDEWALK (12 SY) AND CURB (6 LF)
Lake Worth Pedestrian Improvements
Lake Worth Rd. Section (east - Signage)
Lake Worth Pedestrian Safety Improvements

- Improvements are located near numerous small businesses, residential, places of employment and public transportation options.
- Beneficial to Lake Worth Tri-Rail Station riders.
- Palm Tran route 62
- Improved connectivity between neighborhoods east of I-95 to shopping west of I-95
Lake Worth Pedestrian Improvements

- These improvements have won the support of City Officials, Administrators, the CRA Board, TCRPC & SFRTA.
- Reduce the threat of injuries & deaths by removing pedestrians and bicyclists along Lake Osborne Dr. & Lake Worth Rd.
- Improved connectivity to the High School and Tri-Rail Station
- This project is another piece of the CRA’s Bicycle Network Plan and will provide greater connectivity to the existing network of bike lanes and sidewalks.
Thank You!

www.lakeworth.org

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