Lake Worth Road Multimodal Corridor Study

Project Status Presentation
October 2018
A Multi-Agency Approach ... for broad perspective & input
# Study Need & Purpose

## BIG MOVES
- Safer Roadway Design
- Speed Considerations
- Safer Crossings & Neighborhood Connections
- Dedicated & Enhanced Space for People Walking & Biking
- Transit Stops & Bus Bays
- Beautification, Comfort & Shade

## OTHER CONSIDERATIONS
- Clear Walkways
- Corridor Lighting
- Drainage & Flooding Remedies
- Driveway Consolidation & Clean-Up
- Building Setbacks
- Landscaping Requirements
Pedestrian hit in traffic on Lake Worth Road; headed for hospital

Sonja Isger - Palm Beach Post Staff Writer
Updated 6:52 a.m. Tuesday, April 1, 2014 Filed in Local News

A man was hit by a car on Lake Worth Road west of Congress Avenue and is being flown to the hospital, Palm Beach County Fire Rescue spokesman Capt. Albert Borroto said.

The crash was in the eastbound lanes of Lake Worth Road at Davis Road.

Lake Worth Road Considered 'Corridor Of Death'

PBC Sheriff’s Deputies, as reported on WPTV25
Corridor Context for Complete Streets

Land Use
• C4 – General Urban

Roadway Classification
• C4 – General Urban

SOURCE: FDOT D4
Corridor Context for Complete Streets

**Table 201.4.1 Design Speed**

<table>
<thead>
<tr>
<th>Area</th>
<th>Allowable Range (mph)</th>
<th>SIS Minimum (mph)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rural and Urban</td>
<td>70</td>
<td>70</td>
</tr>
<tr>
<td>Urbanized</td>
<td>50-70</td>
<td>60</td>
</tr>
</tbody>
</table>

**Table 210.2.1 – Minimum Travel and Auxiliary Lane Widths**

<table>
<thead>
<tr>
<th>Context Classification</th>
<th>Travel (feet)</th>
<th>Auxiliary (feet)</th>
<th>Two-Way Left Turn (feet)</th>
</tr>
</thead>
<tbody>
<tr>
<td>C1 Natural</td>
<td>11</td>
<td>11</td>
<td>11</td>
</tr>
<tr>
<td>C2 Rural</td>
<td>11</td>
<td>11</td>
<td>11</td>
</tr>
<tr>
<td>C2T Rural Town</td>
<td>11</td>
<td>11</td>
<td>12</td>
</tr>
<tr>
<td>C3 Suburban</td>
<td>10</td>
<td>11</td>
<td>11</td>
</tr>
<tr>
<td>C4 Urban General</td>
<td>10</td>
<td>11</td>
<td>12</td>
</tr>
<tr>
<td>C5 Urban Center</td>
<td>10</td>
<td>11</td>
<td>11</td>
</tr>
<tr>
<td>C6 Urban Core</td>
<td>10</td>
<td>11</td>
<td>11</td>
</tr>
</tbody>
</table>

**Travel Lanes:**

1. Minimum 11-foot travel lanes on designated freight corridors, SIS facilities, or when truck volume exceeds 10% with design speed 25-35 mph (regardless of context).
2. Minimum 12-foot travel lanes on all undivided 2-lane, 2-way roadways (for all context classifications and design speeds). However, 11-foot lanes may be used on 2-lane, 2-way curbed roadways that have adjacent buffered bicycle lanes.
3. 10-foot travel lanes are typically provided on very low speed roadways, but should consider wider lanes when transit is present or truck volume exceeds 10%.
4. Travel lanes should not exceed 14 feet in width.

*SOURCE: FDOT Context Classification Manual, August 2017*
Corridor Context for Complete Streets

Table 210.3.1 Median Widths

<table>
<thead>
<tr>
<th>Context Classification</th>
<th>Curbed Roadways and Flush Shoulder Roadways (feet)</th>
<th>High Speed Curbed Roadways (feet)</th>
<th>Flush Shoulder Roadways (feet)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Design Speed (mph)</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>25-35</td>
<td>40-45</td>
<td>50-55</td>
</tr>
<tr>
<td>C1 Natural</td>
<td>N/A</td>
<td>N/A</td>
<td>30</td>
</tr>
<tr>
<td>C2 Rural</td>
<td>N/A</td>
<td>N/A</td>
<td>30</td>
</tr>
<tr>
<td>C2T Rural Town</td>
<td>15.5</td>
<td>22</td>
<td>N/A</td>
</tr>
<tr>
<td>C3 Suburban</td>
<td>22</td>
<td>22</td>
<td>30</td>
</tr>
<tr>
<td>C4 Urban General</td>
<td>15.5</td>
<td>22</td>
<td>N/A</td>
</tr>
<tr>
<td>C5 Urban Center</td>
<td>15.5</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>C6 Urban Core</td>
<td>15.5</td>
<td>N/A</td>
<td>N/A</td>
</tr>
</tbody>
</table>

(1) On reconstruction projects where existing curb locations are fixed due to severe right of way constraints, the minimum median width may be reduced to 10.5 feet for design speeds = 45 mph, and to 15.5 feet for design speeds ≤ 40 mph.

(2) A minimum 6-foot median may be used within C5 and C6 context classifications only where left turn lanes are not expected.
Safety Statistics

- **Avg. 108 crashes per year over 5 years**
- **Crash approx. every 3 days**
- **7% of all crashes involve a serious injury or fatality**

![Corridor Accident Data Chart]

- **89%** of total accidents are BIKE/PED
- **61%** of total accidents are MOTOR VEHICLE
- **11%** of total accidents are BIKE/PED
- **39%** of total accidents are MOTOR VEHICLE

**% Total Accidents**

**% Accidents w/Injuries & Fatalities**
Vehicle Speed vs. Chance of Survival

- Hit by a vehicle traveling at 20 MPH: 9 out of 10 pedestrians survive.
- Hit by a vehicle traveling at 30 MPH: 5 out of 10 pedestrians survive.
- Hit by a vehicle traveling at 40 MPH: only 1 out of 10 pedestrians survives.
What Drivers See ...
Design Speed Discussion

Speed Reduction has been requested by Village of Palm Springs and City of Greenacres.

Observed Speed

Speed Reduction has been requested by Village of Palm Springs and City of Greenacres.
Pedestrian Crossings & Neighborhood Connections
• Six 11’ wide through lanes (Design Speed = 40 MPH between from Congress & Military)
• Landscaped median with left turn pockets
  (dual left turn lanes at major intersections)
• 3’ shoulders
• 5’ sidewalk with 3’ planted buffer (typical) on the north side
• 8’ sidewalk with 5’ planted buffer (typical on the south side
• 40-45,000 AADT
• Formal pedestrian crossings spaced between ¼ - ½ mile, on average
Decision 1: Roadway Speed & Design

- Reduce 4 inside lanes to 10’ (Design Speed = 35 MPH)
- Reduce center median landscape strip from 17’ to 10’
- Add 5’ bike lanes with 3’ buffer (curb or low landscaping?) for bike lanes
- Maintain 8’ sidewalk (south side)
- Expand planted buffer from 5’ to 6’ to accommodate trees (south side)
- Provide 8’ sidewalk by utilizing utility strip (north side)
- NOTE: Also add Davis Road signal & 2 pedestrian-only mid-block crossings
Decision 1: Roadway Speed & Design

Lake Worth Rd - Complete Street: Road Diet

- Reduce to 4 lanes (10’ and 11’) (Design Speed = 35 MPH)
- Maintain center landscape median
- Add 6 ½’ bike lanes with 8’ landscape buffer
- Maintain 8’ sidewalk (south side)
- Expand planted buffer from 5’ to 6’ to accommodate trees (south side)
- Provide 8’ sidewalk by utilizing utility strip (north side)
- NOTE: Also add Davis Road signal & 2 pedestrian-only mid-block crossings
Decision 2: Pedestrian Crossings (Potential Locations)

Legend:
- **EXISTING TRAFFIC SIGNAL**
- **PROPOSED TRAFFIC SIGNAL**
- **PROPOSED PEDESTRIAN CROSSING**
- **EXISTING BUS STOP**
Decision 2: Pedestrian Crossings (Design)

Pedestrian Signals
Decision 2: Pedestrian Crossings (Design)

Signalized Pedestrian Crossing Concept @ 42nd Way
FOR MORE INFORMATION:

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