PALM BEACH Transportation Planning Agency

WALK BIKE SAFETY AUDIT

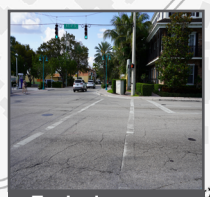
NE 4th St

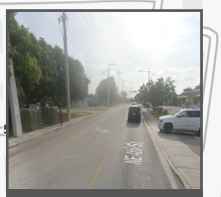
Date Conducted: April 29, 2024

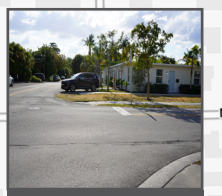
Location: Delray Beach, FL

The Palm Beach TPA conducted a Walk Bike Safety Audit to improve the walking and bicycling conditions of NE 4th St from N Swinton Ave and NE 7th Ave. The audit was conducted in collaboration with the City of Delray Beach, Safe Kids PBC, Palm Beach County, Trinity Lutheran School, DDEC, and many residents to improve safety and access for people of all ages and abilities.

Broken push-buttons


Faded cross-walk marking


Unmarked intersection


No crosswalk marking


Maintenance Necessary


Missing sidewalks

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POTENTIAL SOLUTIONS TO CONSIDER

The table below includes short-term (approx. 1-5 Year implementation timeframe) recommendations identified by the audit participants. For more information, visit: PalmBeachTPA.org/Audit.

NE 4th St

Roadway Owner: Delray Beach; Traffic Signals Require Coordination with Palm Beach County

- Upgrade cracked/heaved sidewalks to ADA compliance and replace detectable warning surfaces at ramps.
- Work with PBC on ADA push-buttons, pedestrian signals, and Leading Pedestrian Intervals.
- Implement high-visiblity crosswalks with appropriate signs and markings.
- Work with PBC to straighten the western crosswalk leg at Swinton Ave.
- Work with FEC Railroad/Brightline to create a dynamic envelope inclusive of signing and pavement markings upgrades and flexible delineators.
- Create curb extensions at city owned intersections to reduce turn speeds.
- Study adding shade by removing the eastbound right turn lane from NE 4th St to southbound NE 2nd Ave.
- Evaluate adding a marked crosswalk at the NE 3rd to reduce overall crossing distances on the corridor.
- Close sidewalk gaps between NE 5th Ave and NE 7th Ave.
- Consider the addition of shared lane markings only with the addition of traffic calming measures.
- Add pedestrian scaled lighting along the corridor where feasible to help provide visibility to vulnerable road users during low-light conditions.
- Consider widening the existing sidewalks to match land use context.
- Study corridorwide feasibility of roundabouts or traffic circles to replace traffic signals.