PALM BEACH
Transportation Planning Agency
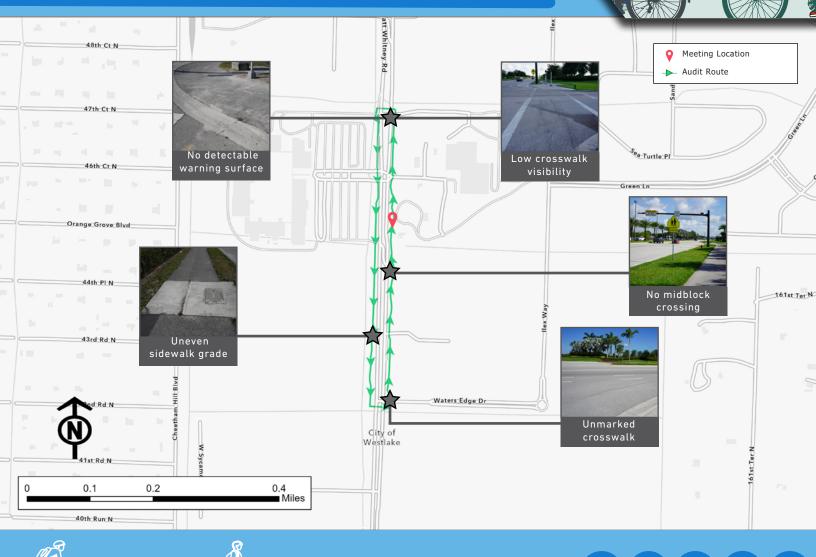
WALK BIKE
SAFETY AUDIT
Seminole Ridge High School

Date Conducted: May 23, 2024

Location: Westlake, FL

The Palm Beach TPA conducted a Walk Bike Safety Audit to improve the walking and bicycling conditions of Seminole Ridge Community High School along Seminole Pratt Whitney Rd from the Crossings at Westlake to Waters Edge Dr. The audit was conducted in collaboration with the City of Westlake, Safe Kids PBC, Palm Beach County, and the School District of Palm Beach County to improve safety and access for people of all ages and abilities.

No detectable warning surface

Low crosswalk visibility

Uneven sidewalk grade

No midblock crossing

Unmarked crosswalk

Meeting Location

Audit Route

N

0	0.1	0.2	0.4
Miles

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POTENTIAL SOLUTIONS TO CONSIDER

The table below provides recommendations in Short- (1-3 yrs), Mid- (3-7 yrs), and Long-term (7+ yrs) timeframe identified by the audit participants. For more information, visit: **PalmBeachTPA.org/Audit**.

Seminole Pratt Whitney Rd Roadway Owner: Palm Beach County	Time Frame
• Work with School District staff to obtain an easement to expand the sidewalks into shared-use paths of 12-14 feet wide and address sloping and grading of landscaping in public rights-of-way. • Construct designated separated bicycle facilities or widen shared-use paths to define a bikeway along the corridor with conflict area markings. • Repair cracked/heaved sidewalks to be ADA compliant. • Update pedestrian signal timing, add audible pedestrian signal, and program Leading Pedestrian Intervals at the Seminole Ridge High School and the Crossings at Westlake signalized intersections reduce conflicts in time. • Install detectable warning surfaces at all curb ramps and upgrade all crosswalks to the high-visibility ladder style for pedestrian visibility. • Construct pedestrian refuge islands and curb extensions at the Seminole Ridge High School and the Crossings at Westlake to provide refuge for people crossing the road. • Install speed feedback and traffic monitoring and alert systems to ease aggressive driving on the corridor and appropriately route motorists. • Evaluate midblock crossings to shorten crossing distances along the road.	Short-Term
• Consider reducing all through and turn lane widths to 11 ft, add vertical deflection, and reduce the landscaped median width if necessary to implement the short term improvements. • Evaluate feasibility of eliminating the turn lanes along the corridor to reduce turning vehicle conflicts with pedestrians. • Add pedestrian-scale lighting along the corridor where feasible to provide visibility to vulnerable road users in low-light conditions.	Mid-Term
• Scale roadway improvements and design responsiveness to address future technology and emerging modes such as golf carts, autonomous shuttles, and micromobility devices (e-scooters and e-bicycles)	Long-Term