



Transportation Master Plan

Agenda

1. Since our last SWG Meeting
2. Next Steps
3. Go / No Go Discussion
 1. NE 26 St (West / East)
 2. Dixie Hwy (South / North)
 3. NE 24 St Route (West / East)
 4. NE 21 Ct Route
 5. Andrews Av
 6. Powerline Rd
4. (Time Permitting) **NEW!** Policy Recommendations:
 - A. Micromobility
 - B. Microtransit
 - C. Transit Stop amenities
 - D. 5-Points
5. FYI....
 - SurveyMonkey Results
 - Westside Route Options



Meeting Goal:

- ✓ **Go / No Go** determination for Plan Study Area recommendations

Since our last meeting....

- Also....
- ✓ Promoted SurveyMonkey
 - ✓ Reviewed comments from Broward County
 - ✓ Reviewed comments from FDOT
 - ✓ Finalized Proposed Solutions
 - ✓ Scheduled Community Meetings
 - ✓ Scheduled Broward County Complete Streets Team Meeting
 - ✓ Schedule FDOT Mtg
 - ✓ Developed Recommendations

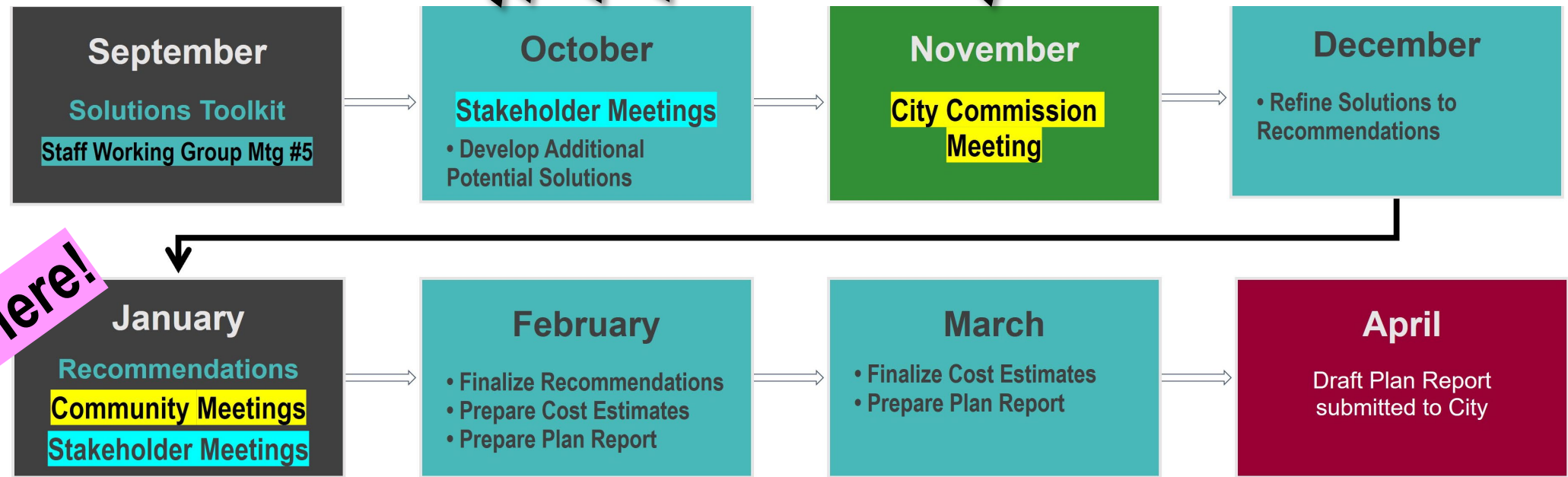
Oct 25: WAWM

Oct 17: Broward County

Oct 12: FDOT

Oct 11: CANA

Nov 14: City Commission Mtg



Next Steps




Jan 17:
1. Broward County Complete Streets
2. FDOT meeting on Recommendations

Jan 18: City Commission Workshop

Jan 29: Community Meeting (Afternoon)

Jan 30: Community Meeting (Evening)



STAY INFORMED

BrowardMPO.org/plans/city-of-wilton-manors

PLEASE JOIN US
to learn about and provide input on the recommended improvements to sidewalks, bike paths, and roadways.

COMMUNITY MEETINGS
Hagen Park Community Center

Afternoon Meeting
Monday, January 29, 2024
at 1:30 p.m.

Evening Meeting
Tuesday, January 30, 2024
at 5:30 p.m.

For more information on the Community Meetings, please contact (954) 390-2103 or PLANDI@WiltonManors.com

Here!

January
Recommendations
Community Meetings
Stakeholder Meetings

Planning Complete!

February

- Finalize Recommendations
- Prepare Cost Estimates
- Prepare Plan Report

March

- Finalize Cost Estimates
- Prepare Plan Report

April
Draft Plan Report submitted to City

Go / No Go Discussion



= Go / No Go needed

Go:

- Planning-level scope developed
- Planning-level cost estimates developed
- List of required studies identified

Additional Go Considerations.....

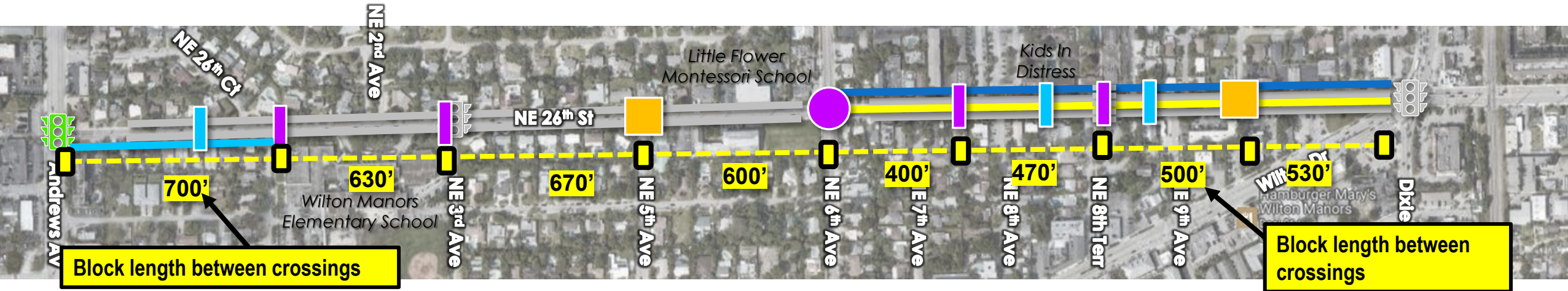
- A **Go** does not need to include all proposed components, unless they are interdependent. i.e. a bike lane can not be a “Go” if the Lane Repurposing is a “No Go”
- A **Go** may be further refined after the TMP, as part of the project design and engineering

No Go:

- ***No further information developed***
- Proposed solution will NOT be included as a TMP Recommendation
- Proposed solution will be documented in Plan’s Appendix

Go / No Go Discussion

NE 26 St: *West* of 5-Points



Corridor Wide Strategies

- Add Conflict Markings at Intersections & Driveways
- Narrow Side Street Curb Radii
- Add Wayfinding Signage
- Underground Utilities

Traffic Calming Strategies

 Construct Raised Intersection

 Evaluate for Mini Roundabout


 Construct Speed Hump/Table*

*ITE Guidelines for the Design and Application of Speed Humps recommends spacing of 260' to 500' to keep 85th percentile operating speed between 25 and 30 mph

 New Raised Crossing with RRFB

 Evaluate Potential to Widen Sidewalk to 8'

 Construct sidewalk
• Requires underground utilities

 Add Pedestrian Phase
• Including ped signals and crosswalks

 Evaluate Lighting from NE 6th Ave to 5 Points & at Crossings

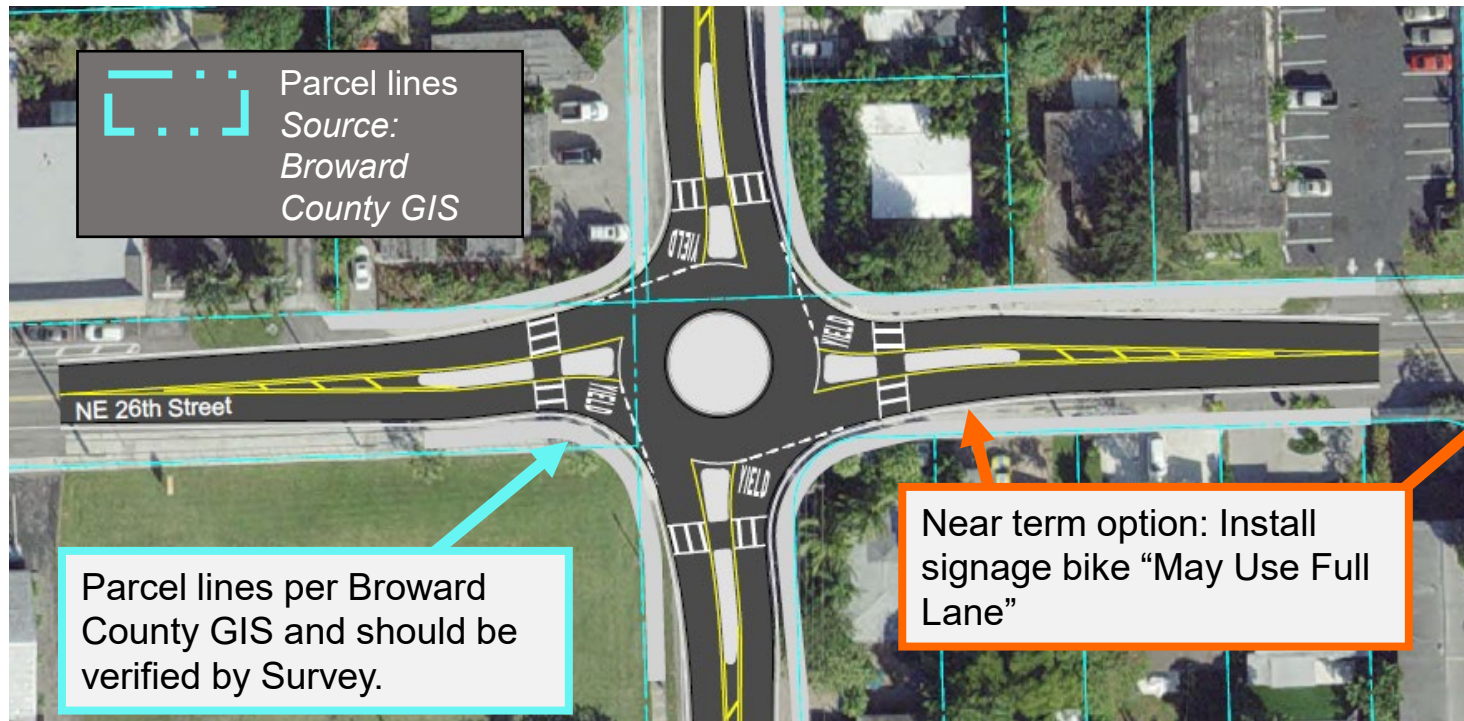
Go / No Go Discussion

NE 26 St: *West* of 5-Points

Intersection Improvements @ NE 6 Av

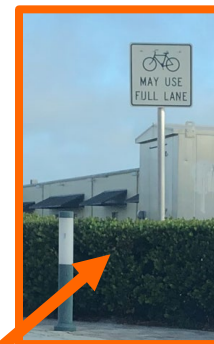


- Is it a Go on the Mini-Roundabout *even if it requires ROW acquisition?*
- If no roundabout, which alternative intersection option is a Go?



Parcel lines per Broward County GIS and should be verified by Survey.

Near term option: Install signage bike "May Use Full Lane"



Roundabout Improvements

- Likely requires small ROW purchases in NW and NE corners
- Raised crosswalks
- Mini-Roundabout, such as in Flagler Village at NE 5 Av and NE 5 St, may be better accommodated in existing ROW.

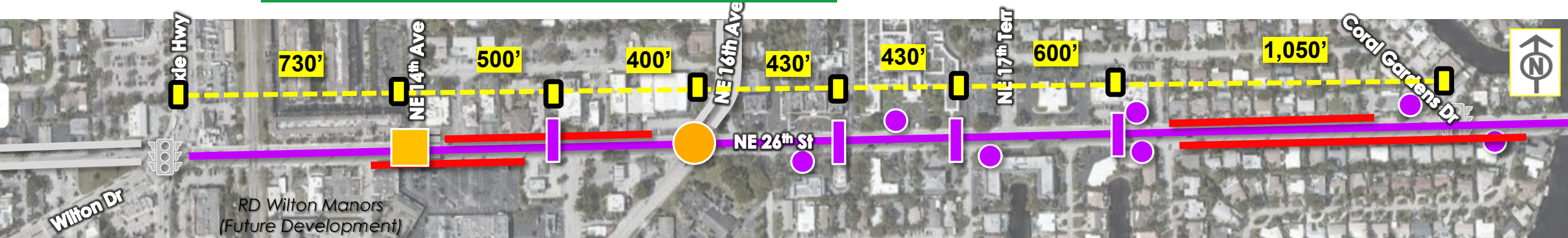
Alternative Intersection Options (No Roundabout)

1. Removal of left turn lanes on NE 26 St and repurpose additional space to provide bike lanes leading to / through the intersection
 - Add bike boxes on all legs of the intersection
2. If all lanes are required, move curb to maintain 5' bike lanes
3. Consider raising intersection

Go / No Go Discussion

NE 26 St: East of 5-Points

Lane Repurposing Option



Corridor Wide Strategies

- Add Conflict Markings at Intersections & Driveways
- Underground Utilities
- Evaluate Lighting at Crossings

Lane Repurposing Strategies ?

- Explore Lane Repurposing & Lower Design Speed
 - One 11' lane each direction + two-way left turn center lane
 - Reduce speed limit to 30 mph through redesign
 - **Extents:** 5 Points to US 1 or Middle River Drive (based on further analysis)
- Evaluate for Peanut Roundabout
- Back Out Parking/Frequent Driveway Solutions
 - Paint conflict paint across driveways
 - Add raised bike lanes & widen sidewalks (with lane repurposing)
 - Use new road space to provide space to back into
 - Long term: policy to remove during redevelopment

Speed Reduction Strategies ?

- Construct Raised Intersection*
 - Requires lane repurposing
 - Narrow Side Street Curb Radii / Eliminate Channelized Right Turn Lanes
 - New Raised Crossing with RRFB (Evaluate for PHB / Signal)*
 - Quick Build: At grade crossing
 - Convert to Bus Bulb
 - Improves stop comfort + Reduces bus / bike conflict
 - Bikeway goes behind stop
- *FDM allows raised crosswalks and raised intersections at 30 MPH or lower design speed.

Background:

1. NE 26 St east of 5-Points is owned by Broward County
2. For Lane Repurposing requests, the County requires a detailed Traffic Analysis and approval by the County Commission.
 - The Traffic Analysis assesses the impacts of a lane repurposing, including intersection capacity analysis, diversion analysis, and volume projections.
3. In 2022, Broward County Highway Construction and Engineering Division staff did a *high-level* review of a lane repurposing of NE 26 St.
 - County staff did not think the lane elimination would meet the County's criteria due to projected volume (based on the BMPO's "Roadways Capacity and LOS Analysis")
 - The County did NOT prepare a Traffic Analysis.
 - The BMPO's "Roadways Capacity and LOS Analysis" is a data point used by BMPO as an input. ***It is not intended to be a traffic analysis tool.***

Why Lane Repurposing?

- Public feedback during the TMP indicates a desire for bicycle facilities along NE 26 St, as well as a slower roadway with overall improved pedestrian comfort
- NE 26 St is a collector, not an arterial, indicating a street which mainly provides access to destinations as opposed to a through street providing regional mobility
- NE 26 St between Dixie Hwy and NE 19 Av scores in the top 25% for weighted walking and biking crashes per mile in the City.
- Plans for future development (particularly between Dixie Hwy and NE 15 / 16 Av) suggest a more urban environment similar to Wilton Dr which will increase demand for walking and biking along and across NE 26 St
- The Broward County Surtax project does not include bicycle facilities for NE 26 St.
- **The only method to construct bike facilities along NE 26 St would be through a Lane Repurposing**

Technical Feasibility:

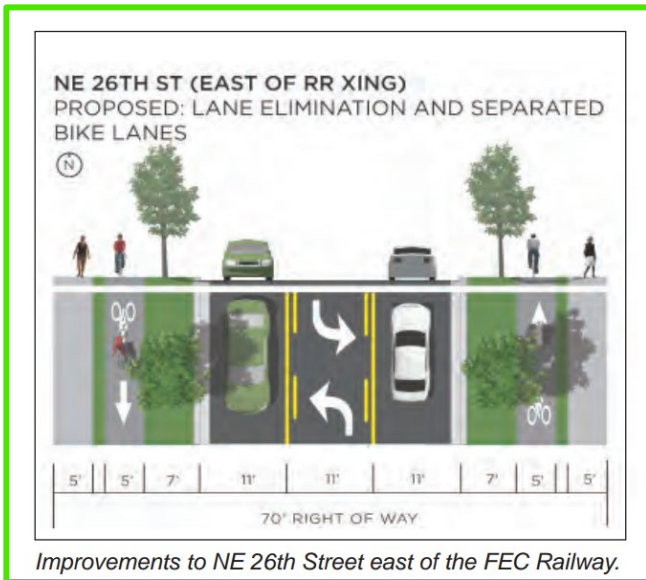
- Current AADT (roadway volumes) are:
 - Andrews Av to NE 15 / 16 Av: 14,300
 - NE 15 / 16 Av to US1: 12,000
- The BMPO's "Roadways Capacity and LOS Analysis" (2045) forecasts NE 26 St *west of 5-Points will decrease* in volume (14,500 to 11,300) ***BUT east of 5-Points will increase*** in volume (12,200 to 21,000)
- The subarea of NE 26 St east of Dixie Hwy has not been validated to predict future forecasted volumes and local travel patterns.
- A Traffic Analysis would assess how this portion of NE 26 St may operate in the future given its limited distance.
 - Factors which should be considered include: Recent future development; The impact of the rail crossing and increasing train activity; The impact of a potential future rail stop; Network connectivity (or lack thereof); Origin / Destination patterns for existing trips
- The BMPO's Scope for the TMP does **NOT** include a Traffic Analysis
- **County Staff have confirmed that the County will evaluate a Lane Repurposing request based on a Traffic Analysis.**

Go / No Go Discussion

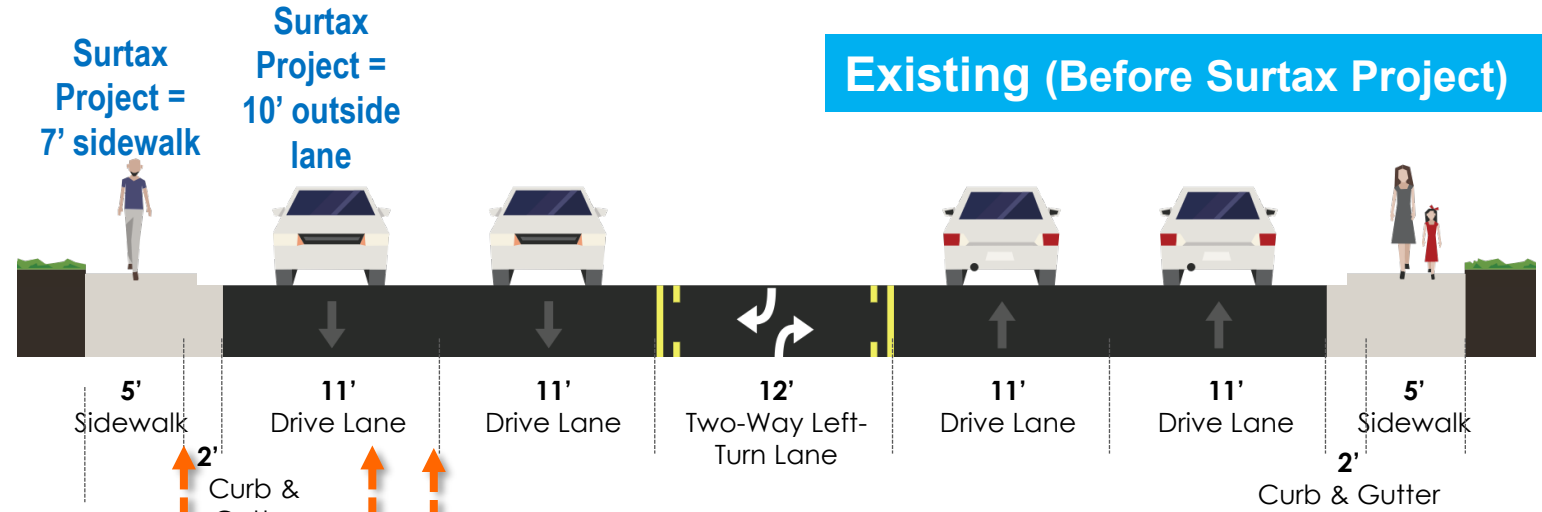
NE 26 St: East of 5-Points

Lane Repurposing Option

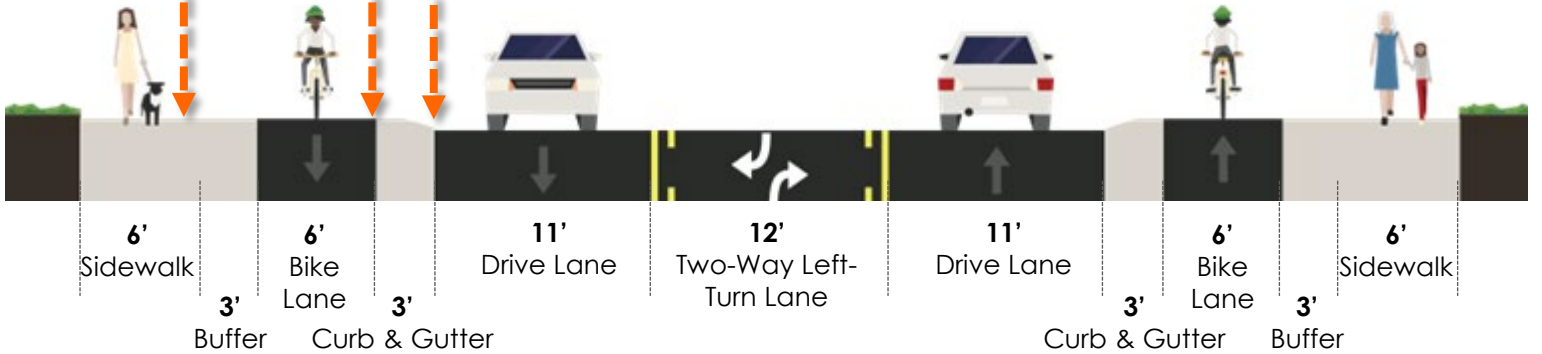
- Redesign road to reduce vehicle speeds to 30 MPH.
- Includes raised, protected bike facilities (*Surtax project does not include bicycle facilities*)
- Underground utilities to improve / increase space for walking and biking.
- Add raised elements and crossings to improve multimodal environment
- City previously identified lane elimination as part of TOD Master Plan Study (2019)



Existing (Before Surtax Project)



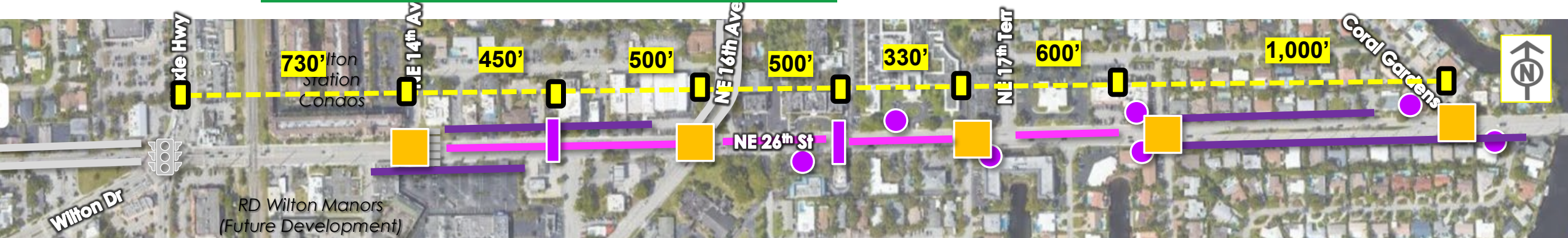
Proposed (with Utility Undergrounding)



Go / No Go Discussion

NE 26 St: East of 5-Points

5-Lane Option



Corridor Wide Strategies

- Add Conflict Markings at Intersections & Driveways
- Underground Utilities
- **Evaluate Lighting at Crossings**

Speed Reduction Strategies

 Construct Raised Intersection*

Narrow Side Street Curb Radii / Eliminate Channelized Right Turn Lanes

 New Raised Crossing with RRFB (Evaluate for PHB / Signal)*

*FDM allows raised crosswalks and raised intersections at 30 MPH or lower design speed.

 Convert to Bus Bulb

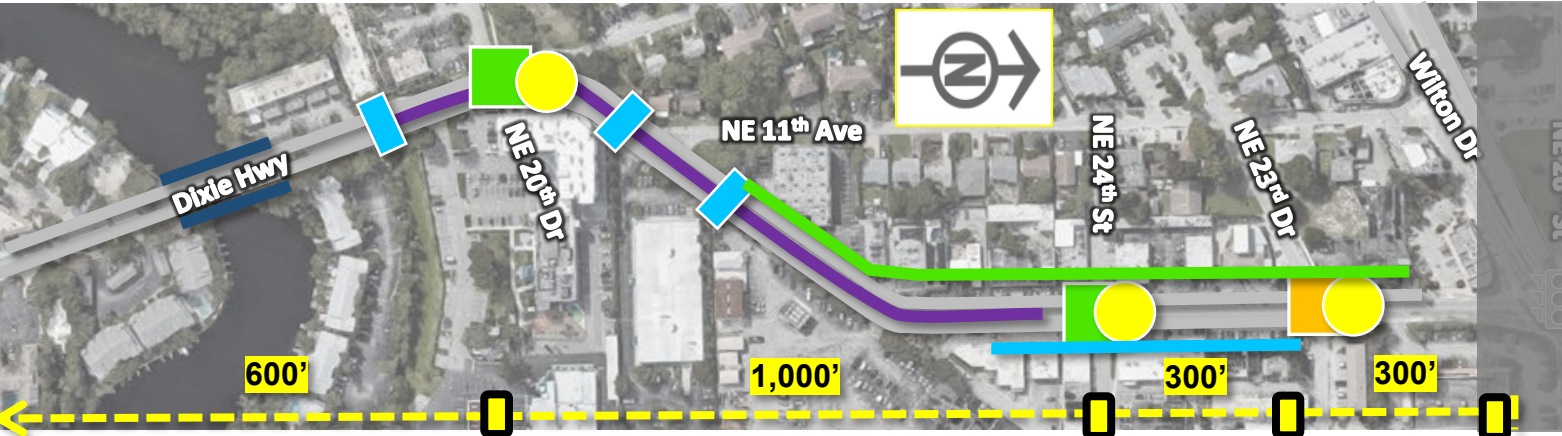
 Add Spot Medians

 Add Lane Definition

- Utilize profiled thermoplastic to define space
- Long term: policy to remove back out parking / frequent driveways during redevelopment

Go / No Go Discussion

Dixie Hwy: South of 5-Points



Corridor Wide Strategies

- Narrow Side Street Curb Radii
- Add Wayfinding Signage
- **Evaluate Lighting**
- Add Crosswalks & Conflict Markings at Intersections & Driveways

- **Update / Install RRFB** ?
- Install double-sided RRFBs on both sides of roadway
- Verify lighting meets current FDM criteria for RRFB crossings

- **Reconstruct Bridge with Sidewalk on Both Sides** ?

Traffic Calming Strategies ?

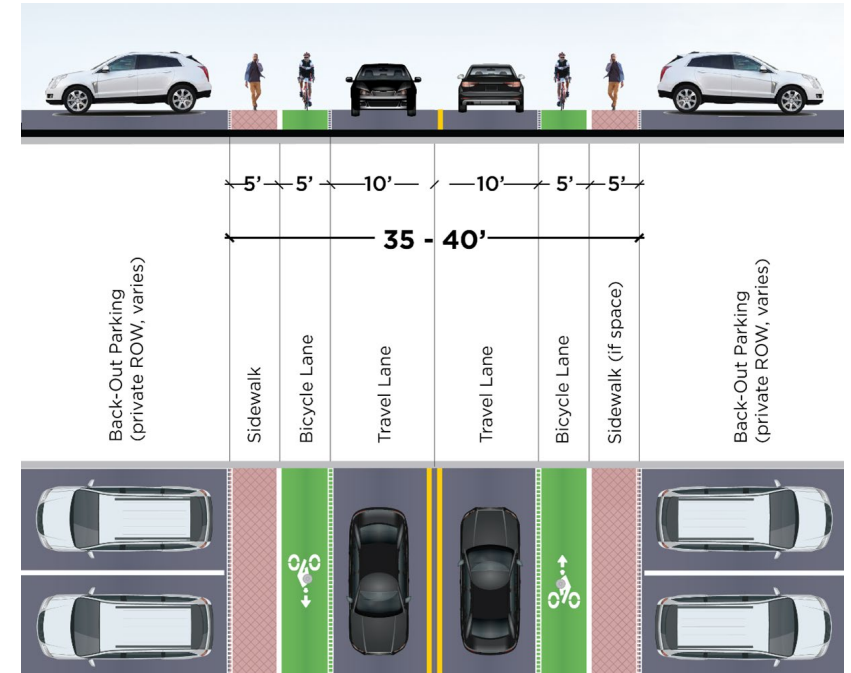
- **Rebuild Raised Intersection**
 - Utilize current best practice as seen at Dixie Hwy & NE 16th St
- **Construct Raised Intersection**
- **Construct Speed Hump/Table***

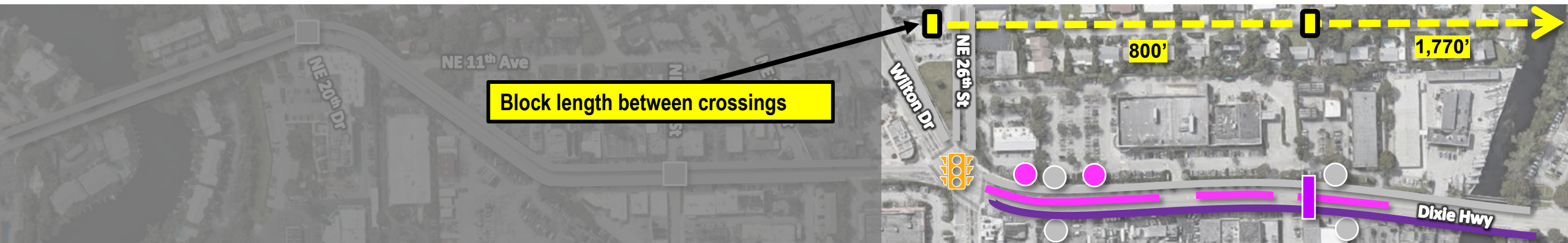
*ITE Guidelines for the Design and Application of Speed Humps recommends spacing of 260' to 500' to keep 85th percentile operating speed between 25 and 30 mph

- **Add Lane Definition**
 - Add hardened centerline through curve
 - Utilize profiled thermoplastic to define bike lane
 - Paint bike lanes green / add conflict paint

Sidewalk Strategies ?

- **Construct / Clearly Define Sidewalk in west ROW - NEW**
 - Based on BCPA Parcel data, there appears to be enough space for sidewalk in west ROW.
 - Sidewalk would be at-grade
 - Install duratherm treatment between bikeway and sidewalk to define space
 - Paint green conflict markings in bike lane





Corridor Wide Strategies

- Add Conflict Markings at Intersections & Driveways
- Add Wayfinding Signage
 - Direct pedestrians to use sidewalk on west side
- Underground Utilities
- Evaluate Lighting at Crossings

Traffic Calming Strategies ?

- Construct Median + Convert to Right in / Right Out
- Add Lane Definition
 - Utilize profiled thermoplastic to define space
 - Utilize profiled thermoplastic to define bike lane
 - Paint bike lanes green / add conflict paint
- New Mid-Block Crossing with PHB
 - RRFB if does not meet warrant
 - Improves access to bus stops and across Dixie Hwy

Long Term Strategies (eastern parcels redevelopment)

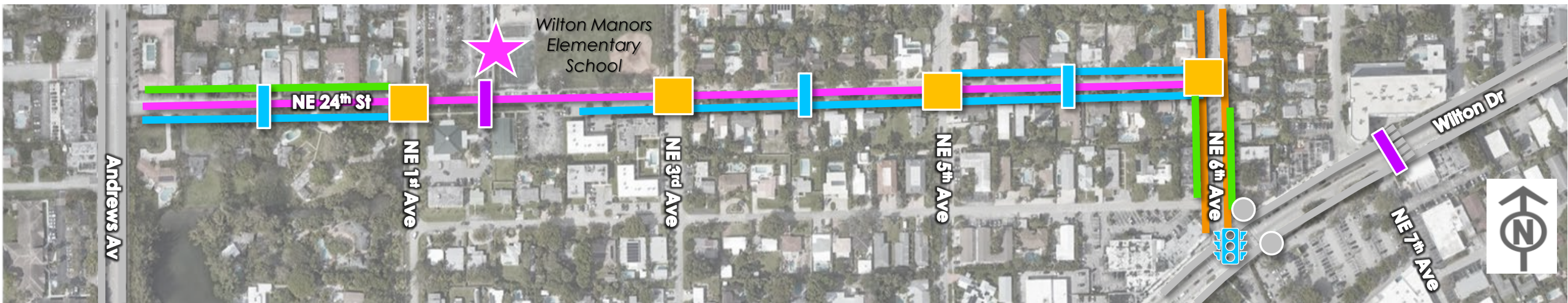
- Require parking to be provided on site with designated driveway access
- Construct sidewalk on east side
- Construct sidewalk level separated bike lanes with conflict markings
- Construct new marked crossings with PHBs at additional locations east of the bridge and at main entrance to Publix Shopping center
- Construct Bus Islands
- Redesign road to 30 MPH design speed and add raised crosswalks

⚡ Increase Pedestrian Phase

- Allow enough time for average and slower users to cross Dixie Hwy
- 5-Points to be separately designed
- See "5-Points" recommended guidance (NEW!)

Go / No Go Discussion

NE 24 St Route: West






Corridor Wide Strategies

- Narrow Side Street Curb Radii
- Add Wayfinding Signage
- **Evaluate Lighting**
- **Mark Crosswalks at Side Street Intersections**
 - North / south only at NE 23rd St

 Evaluate School Circulation Needs

Traffic Calming Strategies

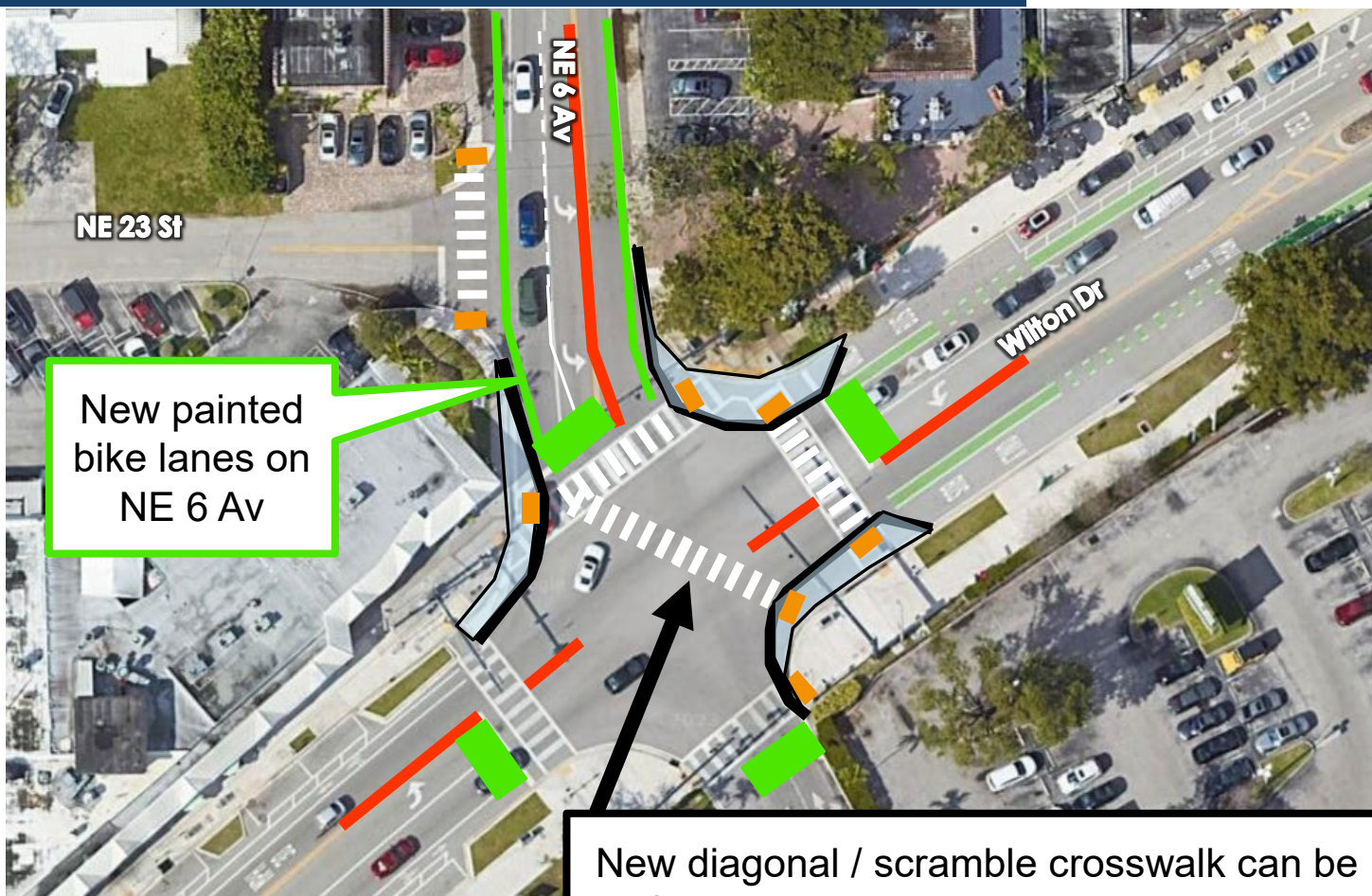
-  **Construct Raised Intersection**
-  **Construct Speed Hump/Table***
 - *ITE Guidelines for the Design and Application of Speed Humps recommends spacing of 260' to 500' to keep 85th percentile operating speed between 25 and 30 mph
-  **Raised Crossing with RRFB**
 - Proposed enhancement to crossing currently in design

Ped / Bike Facilities

-  **Construct Sidewalk***
 - *Sidewalk in Lazy Lake requires coordination with City
-  **Paint 5' Bike Lane (NE 6 Av)**
-  **Clearly Define Sidewalk**
 - Install duratherm treatment to define space
-  **Shared Lane Markings (NE 24 St)**
 - Sign as bike boulevard
-  **Add All Pedestrian Phase**
 - Phase exclusively for pedestrians; all directions cross at once
 - See intersection slide for additional suggested improvements



Improvements at NE 6 Av & Wilton Dr



New painted
bike lanes on
NE 6 Av

New diagonal / scramble crosswalk can be
functionable during heavy pedestrian
periods (evenings, special events)

Addressing Left Turns

- Add hardened centerlines to guide and slow left turns

Addressing Right Turns

- Realign intersection
- Install curb extensions and reduce curb radius on SW, NE, and NW corner to slow drivers and prevent drivers from using bus lane as turn lane
- Shift SB bus stop north to provide space for curb extension

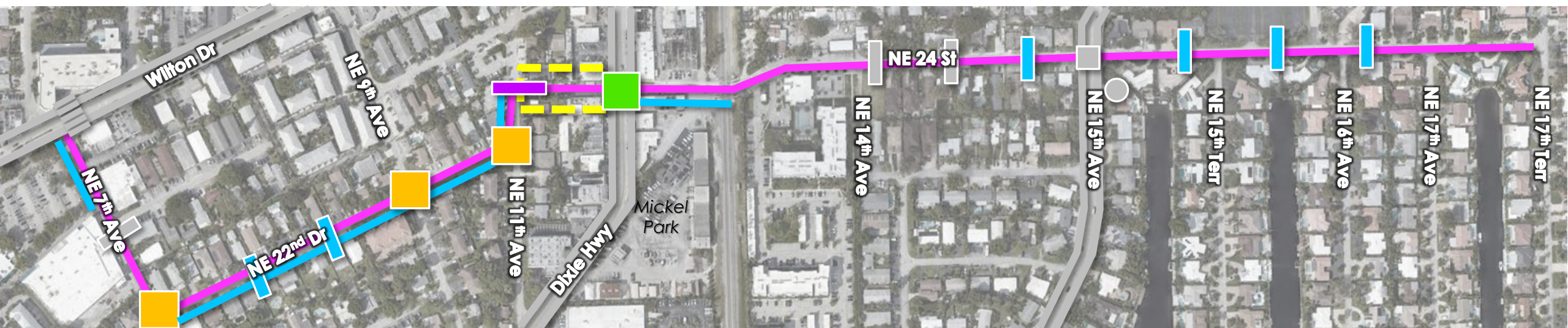
Walking Improvements

- Implement all pedestrian phase
- Add in scramble crosswalk across intersection
- Build curb extensions to reduce pedestrian crossing distance
- Evaluate lighting and improve as needed

Biking Improvements

- Add green conflict paint (intersections and driveways)
- Allow bikes to use all pedestrian phase
- Install bike boxes on all legs of intersection or construct protected intersection

NE 24 St Route: East



Corridor Wide Strategies

- Narrow Side Street Curb Radii
- Add Wayfinding Signage
- **Evaluate Lighting**
- Mark Crosswalks at Side Street Intersections

Traffic Calming Strategies

 Construct Raised Intersection

 Rebuild Raised Intersection

 Construct Speed Hump/Table*

*ITE Guidelines for the Design and Application of Speed Humps recommends spacing of 260' to 500' to keep 85th percentile operating speed between 25 and 30 mph

 Raised Crossing

Ped / Bike Facilities

 Construct Sidewalk

- Only on noted side of the street
- Remove on street parking to make space for sidewalk with curb on NE 7 Ave

 Shared Lane Markings

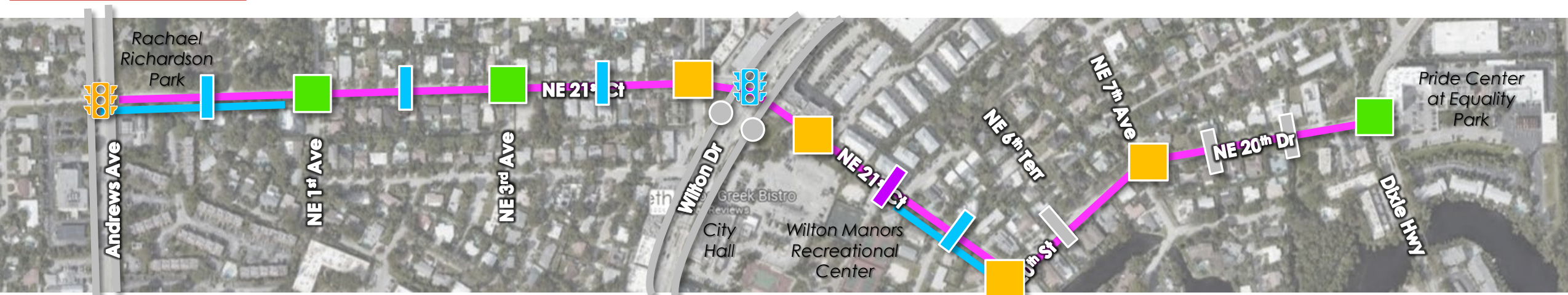
- Sign as bike boulevard

Purchase New Access Easement

- Allows people to walk and bike through property

Go / No Go Discussion

NE 21 Ct Route






Corridor Wide Strategies


- Narrow Side Street Curb Radii
- Add Wayfinding Signage
- **Evaluate Lighting**
- Mark Crosswalks at Side Street Intersections
- Underground Utilities

Increase Pedestrian Phase




- See Andrews Av for additional suggested improvements

Traffic Calming Strategies

-  **Construct Raised Intersection**
-  **Rebuild Raised Intersection**
 - Include crosswalks and appropriate markings
-  **Construct Speed Hump/Table***

*ITE Guidelines for the Design and Application of Speed Humps recommends spacing of 260' to 500' to keep 85th percentile operating speed between 25 and 30 mph
-  **Raised Crossing with RRFB**

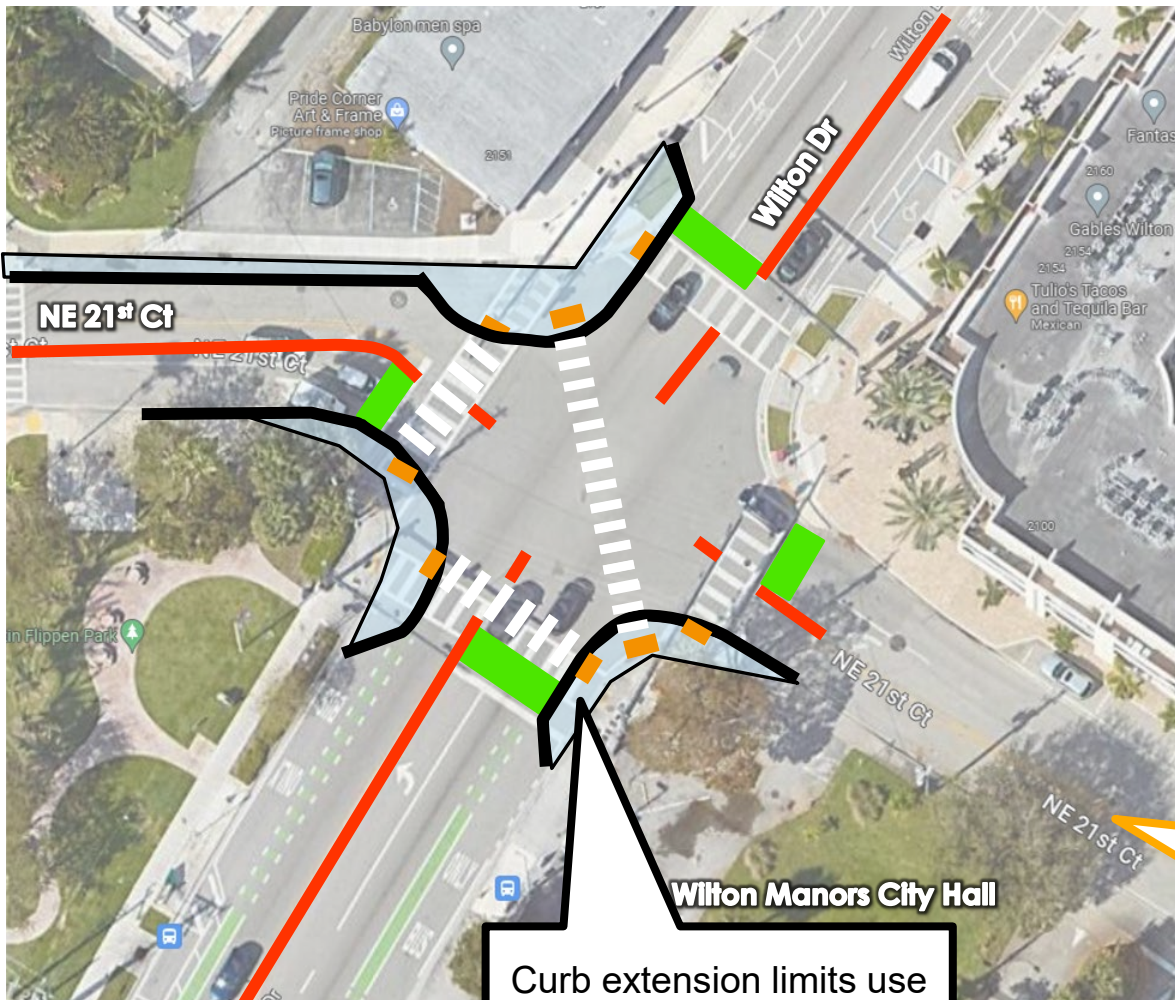
Ped / Bike Facilities

-  **Construct Sidewalk**
 - Only feasible with utility undergrounding
-  **Shared Lane Markings**
 - Sign as bike boulevard
 - Alerts drivers to presence of people biking
 - Provides wayfinding
- Widen Existing Sidewalk to 8 ft (where feasible)**
-  **Add All Pedestrian Phase**
 - Phase exclusively for pedestrians; all directions cross at once
 - See intersection slide for additional suggested improvements

Go / No Go Discussion

NE 21 Ct Route

Intersection Improvements at Wilton Dr



Curb extension limits use of Bus Lane for right turns

Addressing Left Turns

- Add hardened centerlines to guide and slow left turns

Addressing Right Turns

- Install curb extensions and reduce curb radius on NW and SE corners to slow drivers and prevent drivers from using bus lane as turn lane
- Realign NE 21 Ct western approach to a right angle

Walking Improvements

- Implement all pedestrian phase
- Add in scramble crosswalk across intersection
- Build curb extensions to reduce pedestrian crossing distance
- Widen sidewalk on north side of western leg of NE 21 Ct
- New raised intersection with pedestrian crossing at driveway entrance to City Hall parking lot
- Evaluate lighting and improve as needed

Biking Improvements

- Allow bikes to use all pedestrian phase
- Install bike boxes on all legs of intersection or construct protected intersection

Construct a raised intersection at driveway entrance to Parking Lot, a frequent crossing location

Go / No Go Discussion

Andrews Av



Corridor Wide Strategies

- Add Conflict Markings at Intersections & Driveways
- Narrow Side Street Curb Radii
- **Evaluate Lighting**
- Mark Crosswalks at Side Street Intersections

Bike Facilities Strategies

- Underground Utilities**
 - Limits sidewalk obstructions
- Walk & Bike Infrastructure Options**
 - Require Curb Reconstruction
 - Widen sidewalks to create multi-use paths
 - Build protected bike lanes
- Narrow Lanes to 10' – 11'**
 - Provides additional space for bike or walking infrastructure and slows traffic

New Mid-Block Crossing with Signal or PHB

- RRFB if does not meet warrant
- Construct Pedestrian Refuge Islands
- Improves access to bus stops and across Andrews Ave
- Encourages crossing at designated locations

Add Spot Medians

- Limits turning conflicts
- Permits left turns at designated locations

Define Roadway Space

- May help slow traffic
- Placemaking opportunity



Add Pedestrian Phase

- Including ped signals & crosswalks



Increase Pedestrian Phase

- Allow enough time for average & slower users to cross Andrews Av



Evaluate Relocating BCT Stop

- Far side stops preferred for bus operations

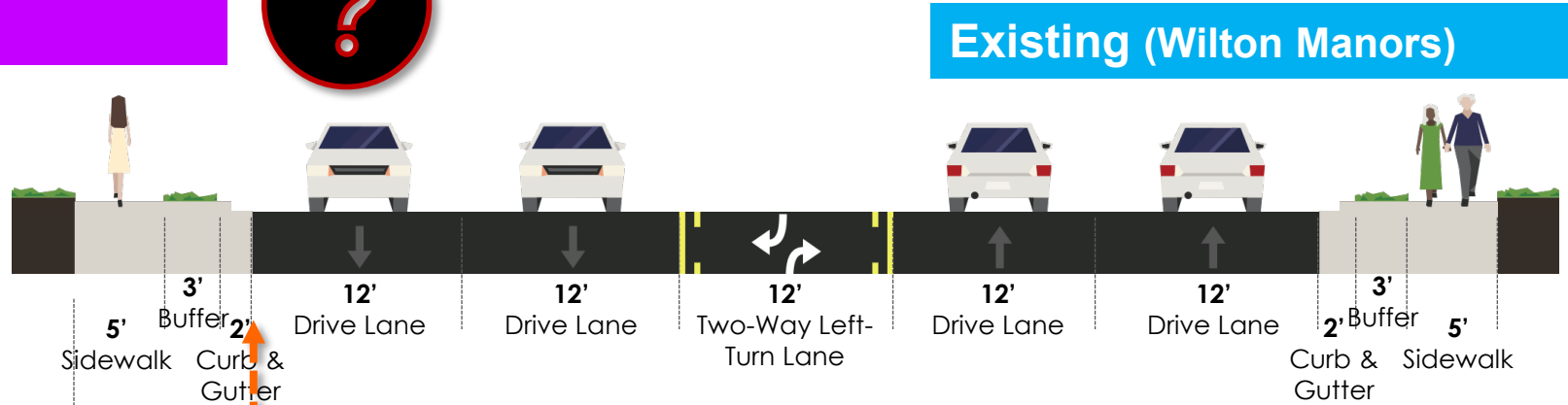
Go / No Go Discussion

Andrews Av

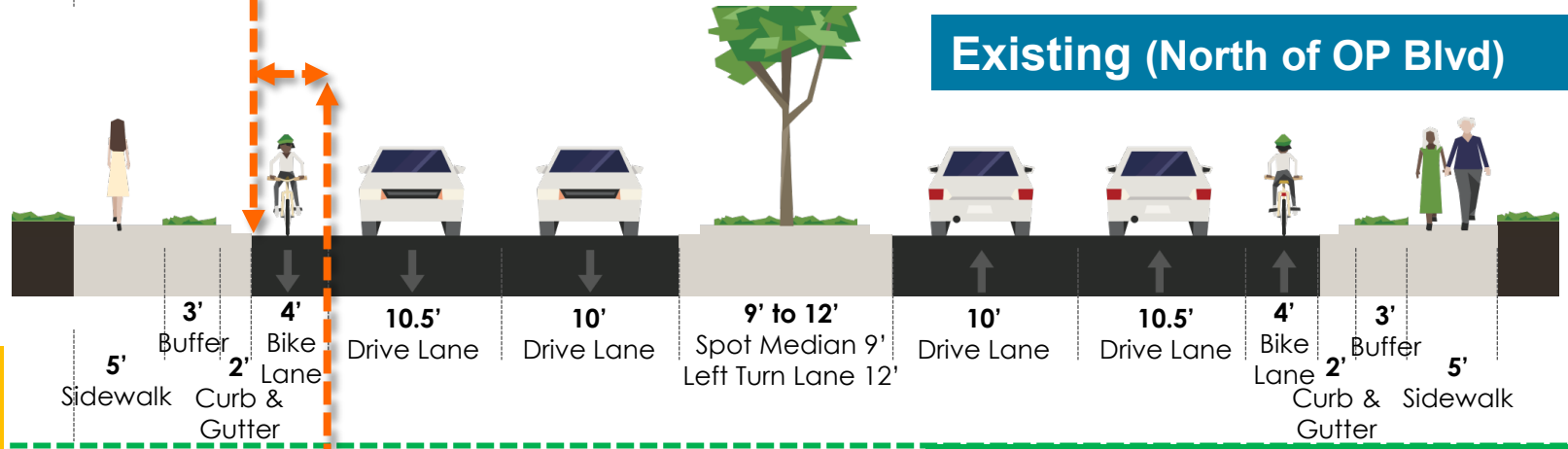


Proposed Shared Use Path

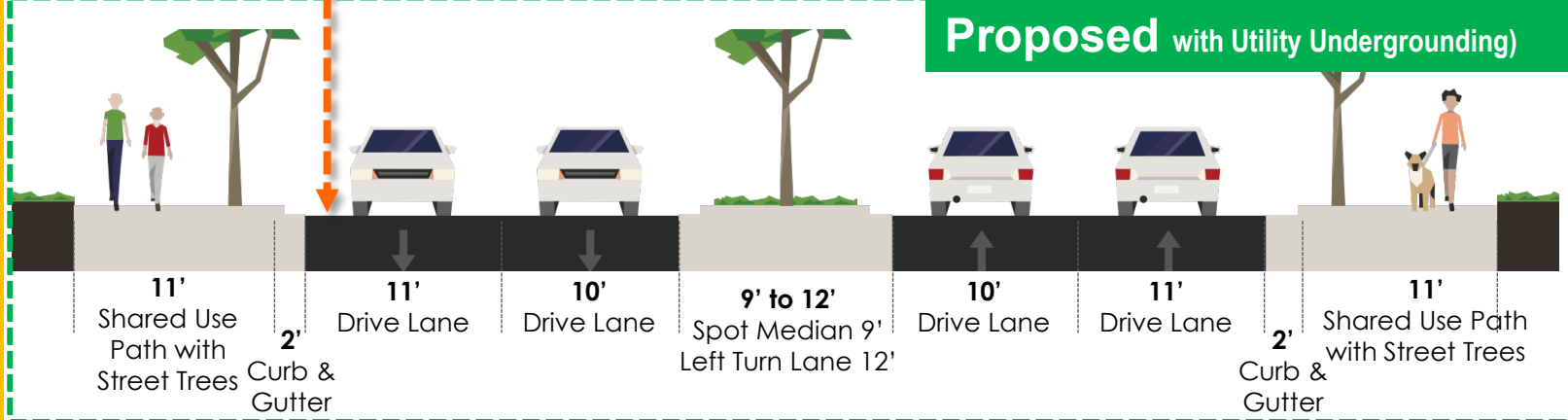
- For entire length of roadway in Wilton Manors
- Underground utilities to improve / increase space for walking and biking
- Shared Use Path to be used by pedestrians and bicyclists



Existing (Wilton Manors)

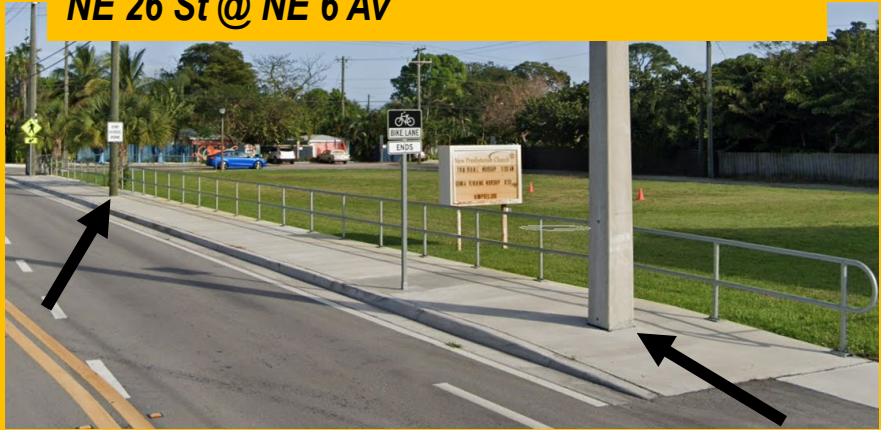


Existing (North of OP Blvd)



Proposed with Utility Undergrounding

When Utilities are NOT placed underground:
NE 26 St @ NE 6 Av



Go / No Go Discussion

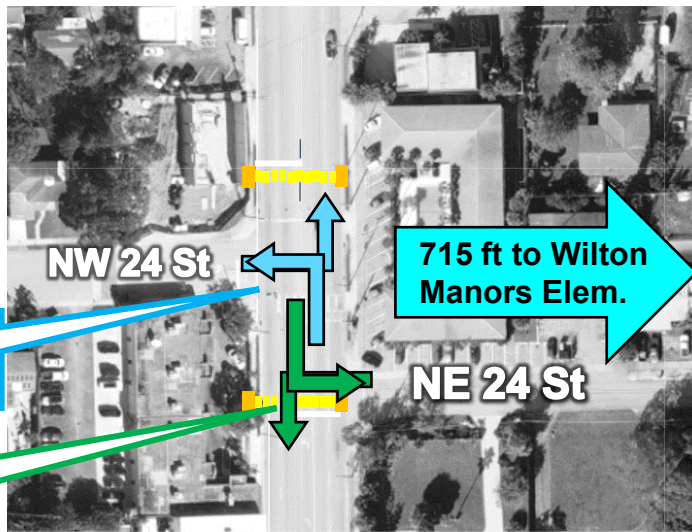
Andrews Av

Intersection Improvements @ 24 St

Both Options (changes to left turns) require further study by Broward County to understand Traffic Operations



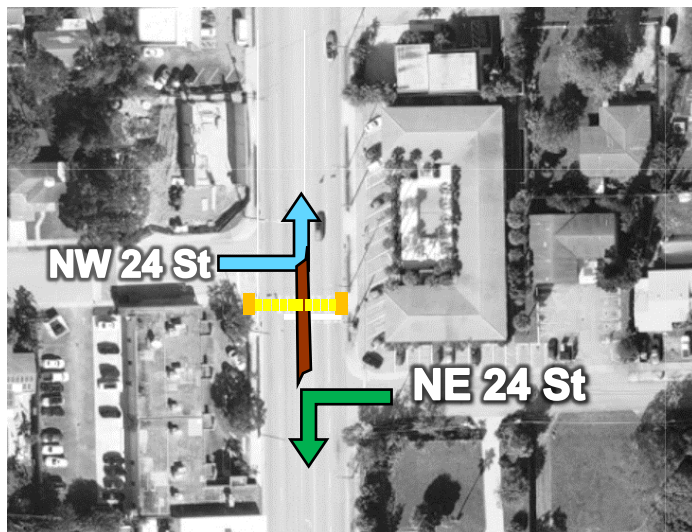
Option 1: New Left Turns to & from NE 24 St



Existing Left turns to & from NW 24 St

New Left turns to & from NE 24 St

Option 2: Left Turns ONLY from NW / NE 24 St.



Option 1 Improvements

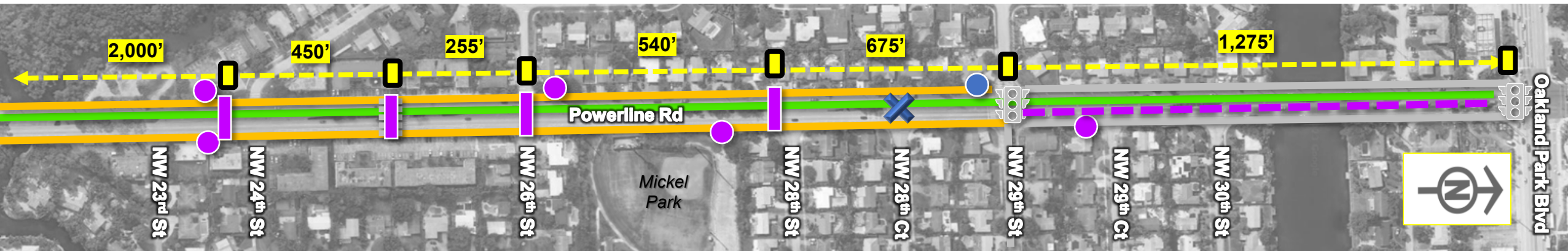
- The existing crosswalk removed
- Place two new crosswalks (1 - north leg of NW 24 St and 2 - south leg of NE 24 St)
- Continue to allow Left Turns to / from NW 24 St
- Permit / Signalize Left Turns to / from NE 24 St by bringing the extra leg into the signal

Option 2 Improvements

- The existing crosswalk improved with median refuge island
- Prohibit Left Turn **from** Andrews Av to NW 24 St
- Permit / Signalize Left Turns from NE 24 St (no left turn **from** Andrews Av to NE 24 St)

Improvements for both Options

- Restripe crosswalks on Andrews Av and NW 24 St and NE 24 St to high visibility markings
- Lengthen signal for pedestrian crossing
- Add leading pedestrian intervals
- Upgrade to directional curb ramps
- Pedestrian crossing advanced signage
- Hardened Centerlines for Left Turns
- Add green conflict paint at intersections and driveways
- Evaluate lighting and improve as needed



Corridor Wide Strategies

- Add Conflict Markings at Intersections & Driveways
- Narrow Side Street Curb Radii
- **Evaluate Lighting**
- Add Turning Wedges at Unsignalized Left Turns

Speed Reduction Strategies

- Lower Speed to 30 MPH
- New Raised Crossing with RRFB (Evaluate for PHB / Signal)*
 - At bus stops, Mickel Park, & across Powerline Rd
 - *Quick-Build at grade crossing*

*FDM allows raised crosswalks at 30 MPH or lower design speed.
- Convert to Raised Bike Lane or Shared Use Path
 - South City Limits to NW 29 St
 - *Quick-Build protected bike lanes on east side, bollards at intersections on west side.*

- Close Median Access at NW 28 Ct
 - Limits turning conflicts
 - Access becomes right in / right out
- Evaluate Lane Repurposing
 - NW 29 St to Oakland Park Blvd
 - Allows for protected bike lanes and bus islands
- Evaluate Relocating BCT Stop
- Convert to Bus Bulb
 - Bikeway goes behind stop

Go / No Go Discussion

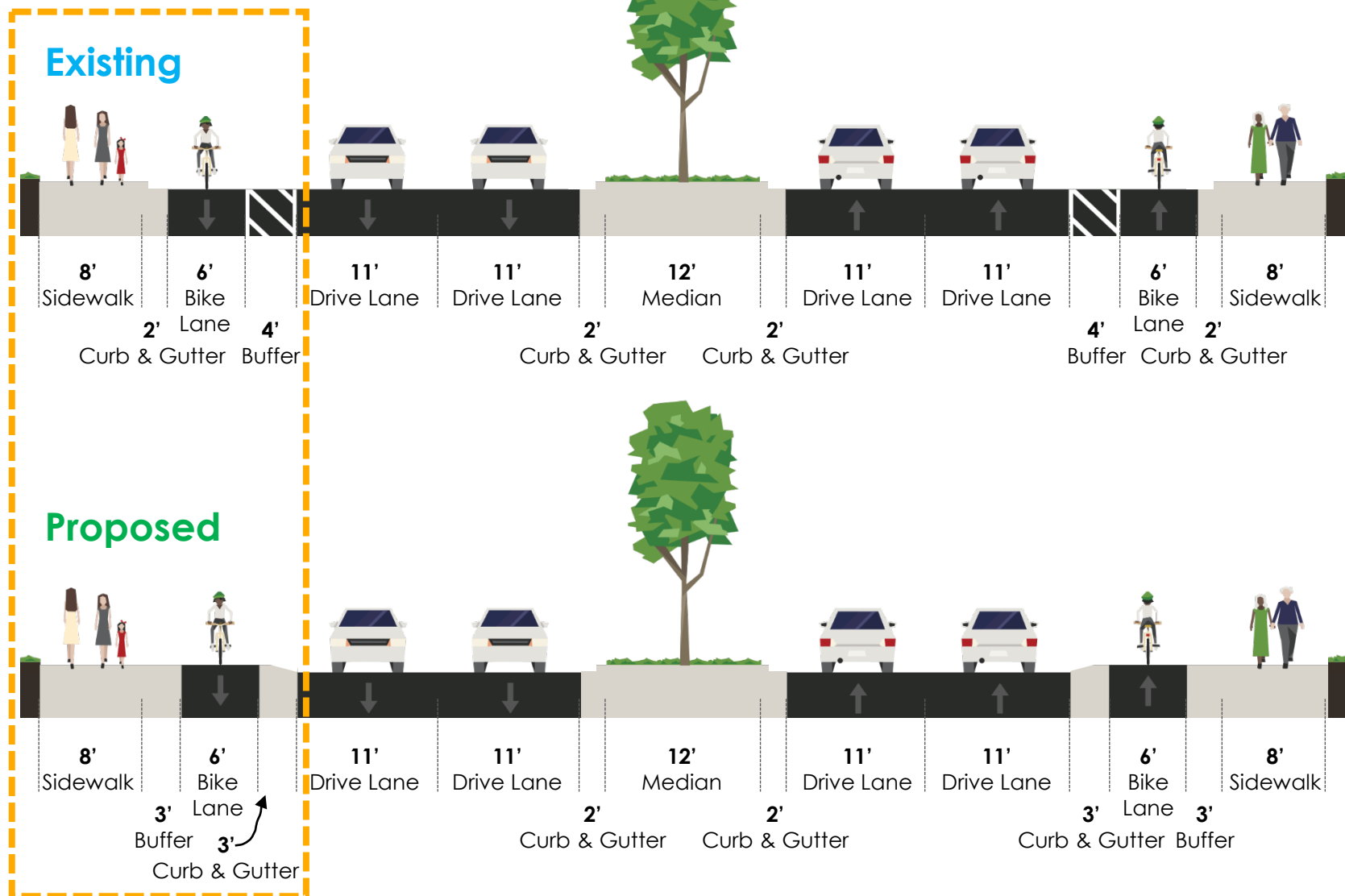
Powerline Rd

Raised Bike Lane



Recommendations

- Redesign Powerline Road to reduce vehicle speeds to 30 MPH.
- Better match residential context form New River to Oakland Park Blvd.
- Sample treatments: raised crossings, narrowed roadways with vertical elements, defined space for nonmotorized users.



NEW! Policy Recommendations

- A. Micromobility**
- B. Microtransit**
- C. Transit Stop amenities**
- D. 5-Points**



Recommendations: Micromobility (Shared and Personal)

The City should consider the following to support personal and (potential future) shared micromobility devices.

- **Shared Micromobility (Bike Share) Pilot Program:** The City could implement a pilot program inviting shared micromobility companies (bike share) to operate for one year within the City. The program should be closely monitored for metrics such as utilization and safety, and the results of monitoring should inform the development of policies and regulations. The City should coordinate with adjacent jurisdictions to ensure connectivity.
- **Shared Micromobility (Bike Share) Policies and Regulations:** Wilton Manors should develop and adopt policies and a permitting process for shared micromobility companies which may operate in the City in the future. Policies could focus on safety, equity, accessibility, age restrictions, data sharing, number of vehicles provided, vehicle speed, and/or maintenance and monitoring.
- **Bicycle & Micromobility Parking:** Convenient parking will help people biking and using personal-owned scooters have a better end-to-end trip experience and encourage increased use. Parking should be located in high visibility locations near desirable destinations.
- **E-bike and e-scooter Policies and Regulations:** Wilton Manors should develop and adopt ordinances that establish regulations for the operations of personally owned e-scooters and e-bikes within the City limits, including the use of these vehicles in bike lanes, on sidewalks, and in shared use paths.



Recommendations: Microtransit

The City may consider the following to support existing and future microtransit.

- **Identify pick up / drop off Designated Stops.** While microtransit can pick up or drop off in any location, identifying designated stops can help to improve service and create safe areas for people to wait for, board, or exit vehicles. These designated stops could be located at high density residential areas, parks, commercial destinations, and higher demand transit stops.
- **Evaluate the service.** Wilton Manors should consider the development of metrics to assess microtransit and how well it meets transportation needs including affordability, environmental sustainability, and safety, among others.

Recommendations: Transit Stops

To support existing and future transit users, the City should consider the following as it implements the Transportation Master Plan.

- **Transit Stop Access:** Ensure safe and easily accessible bus stops for all, with features like ramps or other accommodation for people with mobility impairments. Surrounding sidewalks and waiting areas should be designed to accommodate expected ridership levels.
- **Pedestrian Crossings.** Place pedestrian crossings close to transit stops, *ideally behind departing transit vehicles*, to enhance visibility and safety for pedestrians.
- **Bike Parking:** Provide long-term bike and micromobility storage, such as bike cages, lockers, or shelters, at major mobility hubs or where demand for bike parking may be high such as along Wilton Drive or future premium transit locations. These storage facilities can also include charging stations for e-bikes and other plug-in vehicles.
- **Making Transit Stops Safe and Comfortable.** Within Wilton Manors, the availability of amenities that make people feel safe and comfortable at each stop varies. Along Andrews Avenue and Powerline Road, most transit stops provide a route designation sign, a bench, and a trash can and a few have transit shelters. However, some transit stops only provide a route designation sign such as at the Route 14 stop at Powerline Road and 23rd Street.
 - **At All Stops:** To feel safe and comfortable, all transit stops should provide a route designation sign, ample waiting area for the expected demand, a bench to provide a place to rest, and ADA compliant pedestrian access. In addition, adequate lighting at transit stops enhances personal safety and security, particularly during nighttime travel. Ideally, all stops would also provide refuse bins to maintain the cleanliness of the stop and contribute to a feeling of safety; but at minimum these should be provided at the highest demand stops.
 - **At High Demand Stops:** At the highest demand stops—such as along Wilton Drive—or where projected ridership is expected to increase due to increases in route service, bus shelters can help shield people from the weather by providing shade and a place to wait out storms.
- **Helping people navigate:** Posted information about arrival and departure times, routes serving the bus stop, system maps, and other system information help users find their way through the transit system. Real time information about delays or upcoming departures can help passengers make informed choices.

Recommendations: 5-Points Improvements

The 5-Points intersection is a confluence of some of the most heavily utilized, multimodal corridors in the City. While many vehicles cross the intersection daily, it is also influenced by the Florida East Coast Railway track to the east and many people walking and biking through the area daily. Community members noted the intersection is uncomfortable to cross due to long crossing distances, difficulty navigating the multiple legs of the intersection, and long signal cycles / wait times. To address this, the City will be undertaking a separate study to redesign the intersection to better match the surrounding context and support the needs of all users. The following should be considered as the City pursues a preferred design:

- **Reduce speed and number of conflicts.** Wilton Manors should consider intersection improvements and redesigns that slow vehicular traffic and minimize the number of vehicle-to-vehicle, vehicle-to-micromobility, and vehicle-to-pedestrian conflict points. This may include:
 - Signal cycle modifications to protect certain movements, including considering an all-pedestrian phase.
 - Limiting or eliminating turn movements and/or right turns on red.
 - Alternative intersection designs like a roundabout or a protected intersection.
 - Realigning one or more legs of the intersection to reduce the number of intersection legs. For example, the western leg of NE 26th Street could be rerouted to Wilton drive prior to 5 Points or Wilton Drive could be rerouted to Dixie Highway or NE 26th Street. This would allow either NE 26th Street or Wilton Drive, respectively, to be closed at the 5-Points intersection.
- **Increase visibility of conflict zones.** Use conflict striping to delineate conflict zones within the intersection, such as green crossbike striping for biking and high visibility crosswalks for walking.
- **Consider access.** The City should consider the implementation of access management projects near the intersection. For example, closing nearby driveways (as long as the business has another access point) can help to improve safety and legibility. Additionally, the City should continue to pursue access management opportunities as redevelopment occurs via development reviews.

FYI.....

- SurveyMonkey Results
- Westside Route Options

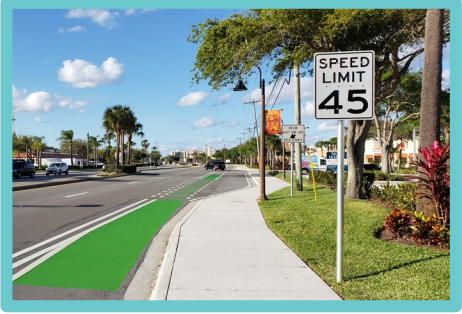
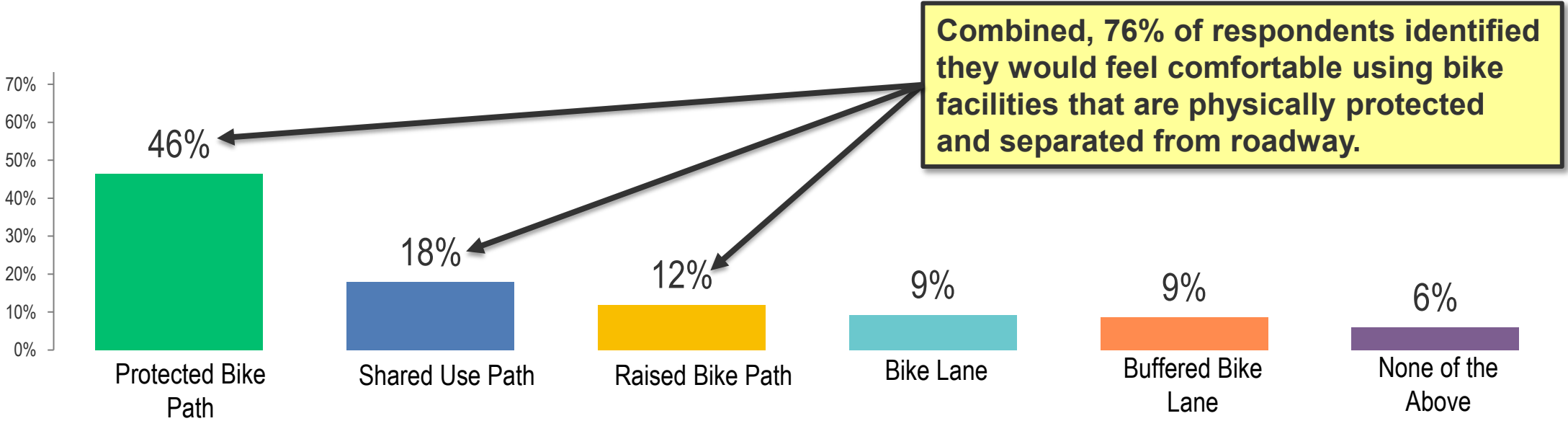


SurveyMonkey Results

- Sept 5 – Dec 1, 2023
- 3 questions plus general comment

- 151 responses
- 80 general comments

Q1: For Powerline Rd, Andrews Av, NE 26 St, and Dixie Hwy: Please select the **bike facilities** you would feel comfortable using (select all that apply) Answered: 151 Skipped: 0

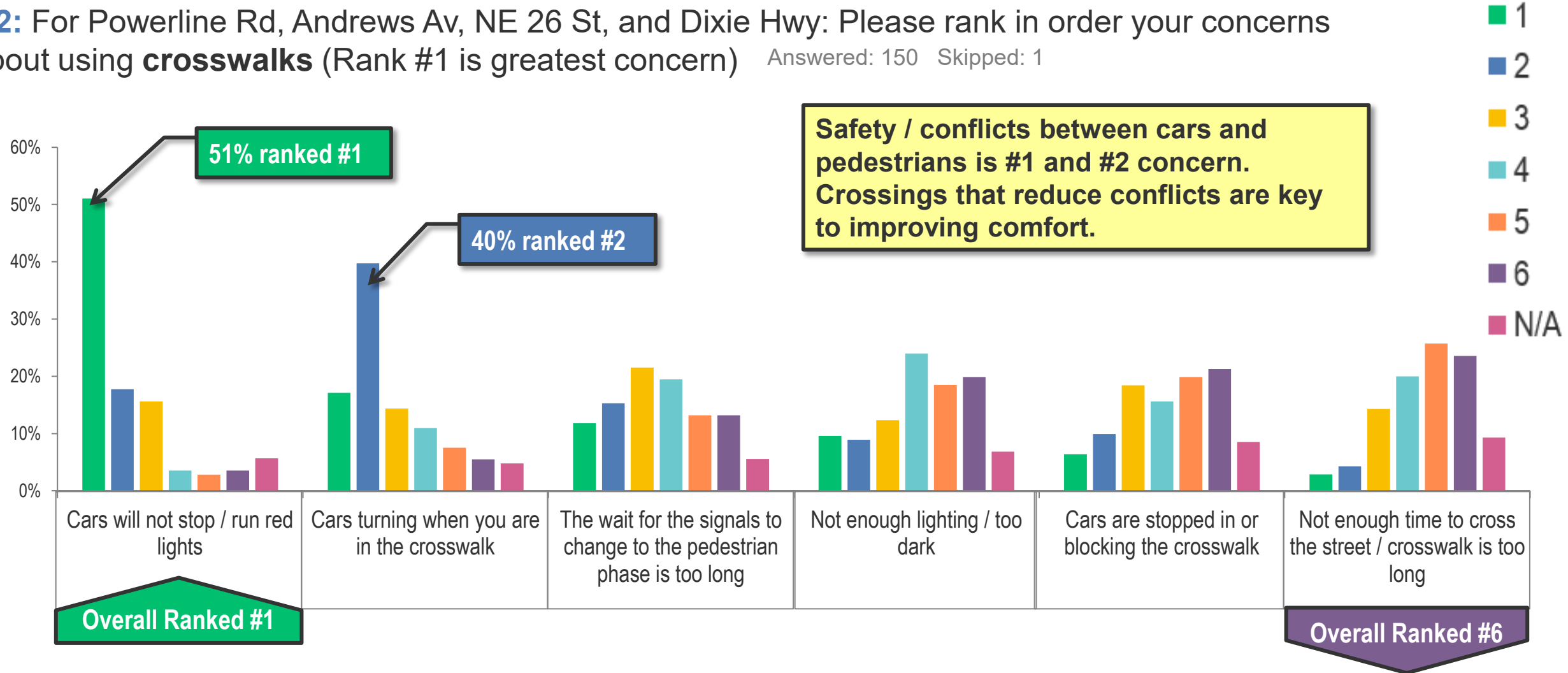


SurveyMonkey Results

- Sept 5 – Dec 1, 2023
- 3 questions plus general comment

- 151 responses
- 80 general comments

Q2: For Powerline Rd, Andrews Av, NE 26 St, and Dixie Hwy: Please rank in order your concerns about using **crosswalks** (Rank #1 is greatest concern) Answered: 150 Skipped: 1



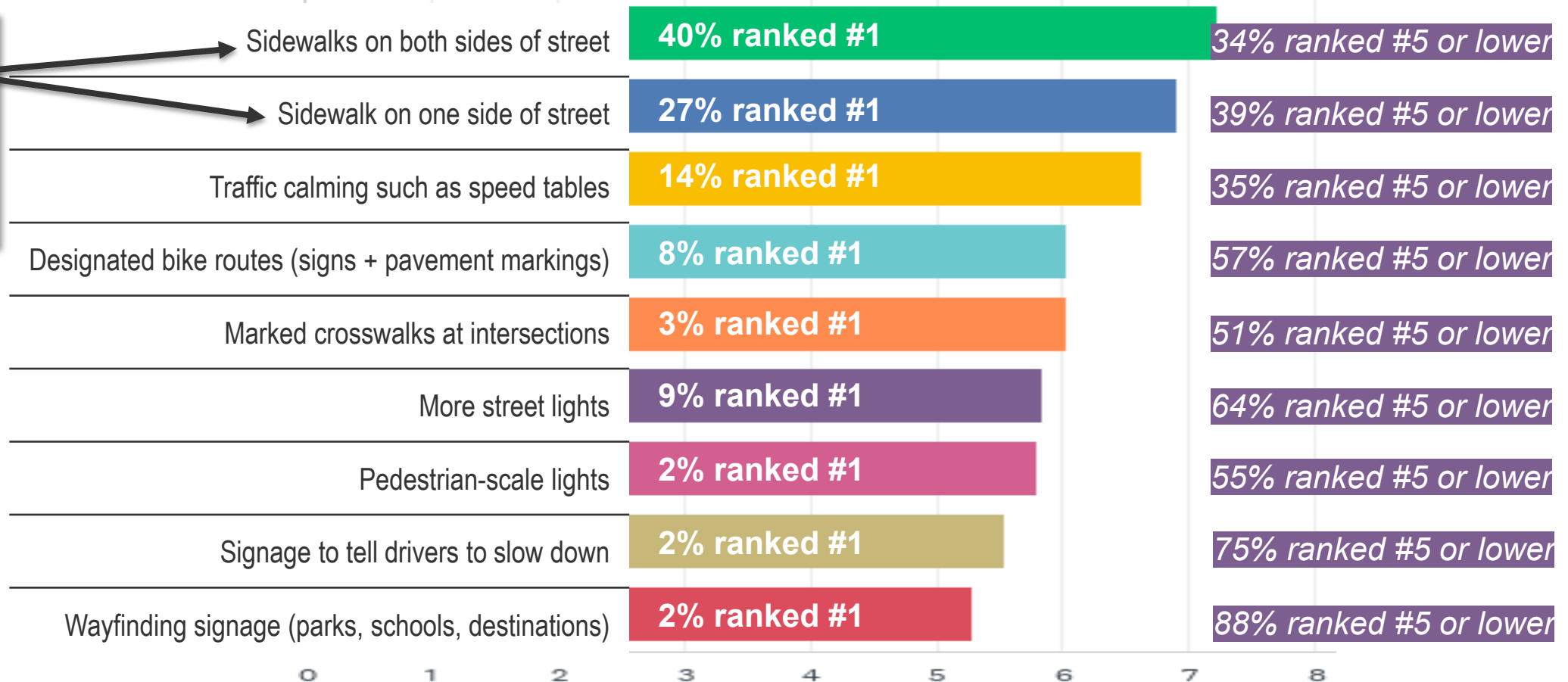
SurveyMonkey Results

- Sept 5 – Dec 1, 2023
- 3 questions plus general comment

- 151 responses
- 80 general comments

Q3: For the "residential" roads (NE 24 St, NE 21 Ct, or westside route): Please rank in order the improvements you think are most important (Rank #1 is most important) Answered: 146 Skipped: 5

Combined, 67% of respondents ranked having sidewalks as #1 improvements

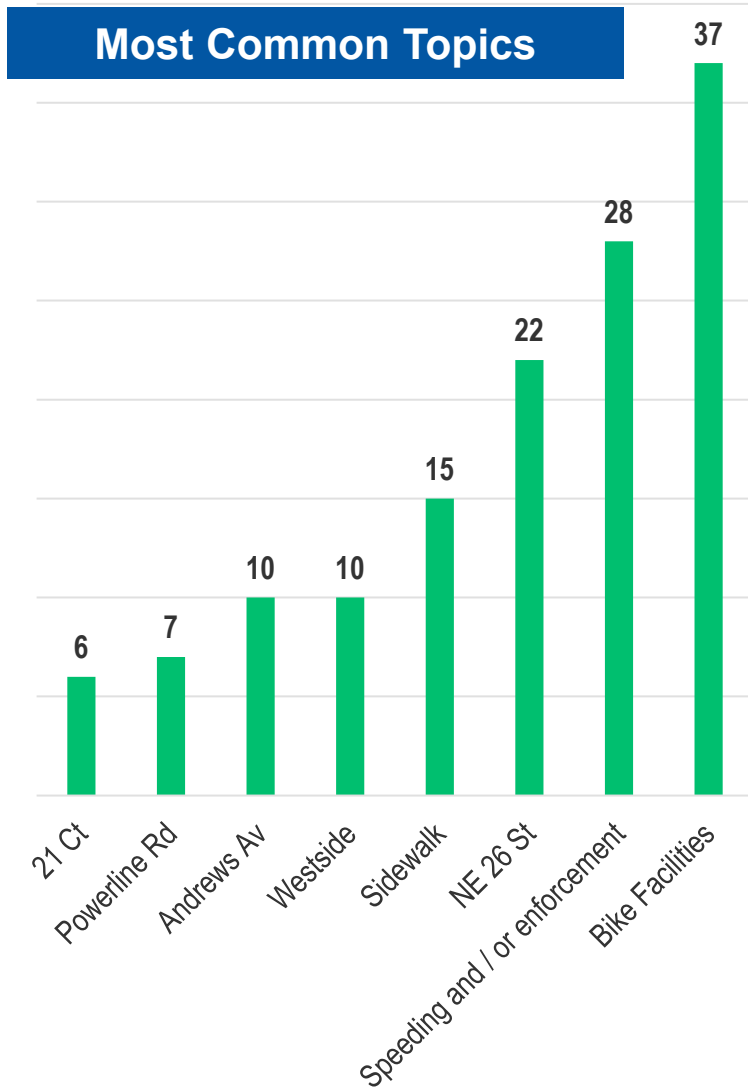


Rankings of 5, 6, 7, 8, and 9 were combined to rank #5

SurveyMonkey Results

- Sept 5 – Dec 1, 2023
- 3 questions plus general comment

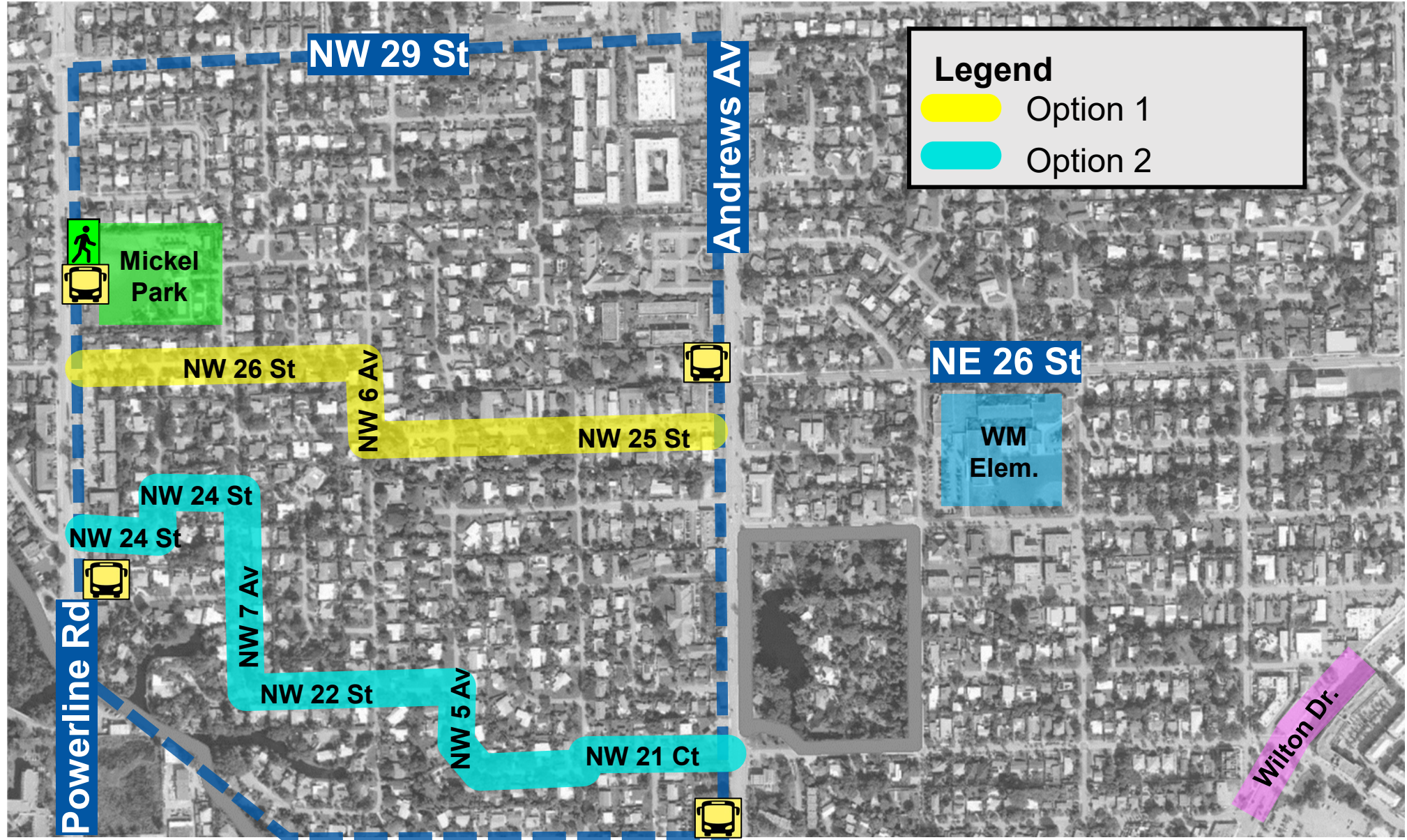
- 151 responses
- 80 general comments



Topic	Frequent comments
21 Ct	Sidewalk gaps ● Sharp curve on NW 21 Ct ● Bike / Ped improvements needed for crossing at Andrews Av
Powerline Rd	Speeding / Safety ● Need for protected Bike Lanes
Andrews Av	Speeding / Safety ● Running Red Lights ● Improve crossings over roadway ● Landscaped center lane medians
Westside	Sharp curve on NW 21 Ct ● Bike / Ped improvements needed for westside residents crossing at Andrews Av @ 21 Ct ● Traffic calming needed ● Bike / Ped improvements may increase crime
Sidewalk	NE 26 St: needs wide sidewalks ● NE 21 Ct: Sidewalk gaps ● Westside: Sidewalks for southern end or NW 21 Ct ● Citywide: Want sidewalks on all streets ● Citywide: existing sidewalk conditions or width
NE 26 St	Speeding / Safety ● More Crossings (NE 14 Av, from NE 6 Av to 5-Points) ● Bike: Want separate / protected bike facilities (Lane Reduction) ● Dark to cross roadway at night ● Opposed to Lane Reduction
Speeding / Enforcement	Need to slow cars ● Speed enforcement needed ● NE 26 St ● Andrews Av ● Powerline Rd ● Westside
Bike Facilities	Andrews Av: dangerous for bicyclists / separated & protected bike lanes ● NE 26 St: separated & protected bike lanes ● NE 26 St: uniform bike lanes ● Powerline Rd: dangerous for bicyclists / separated & protected bike lanes ● Citywide: Safe bike paths / lanes needed

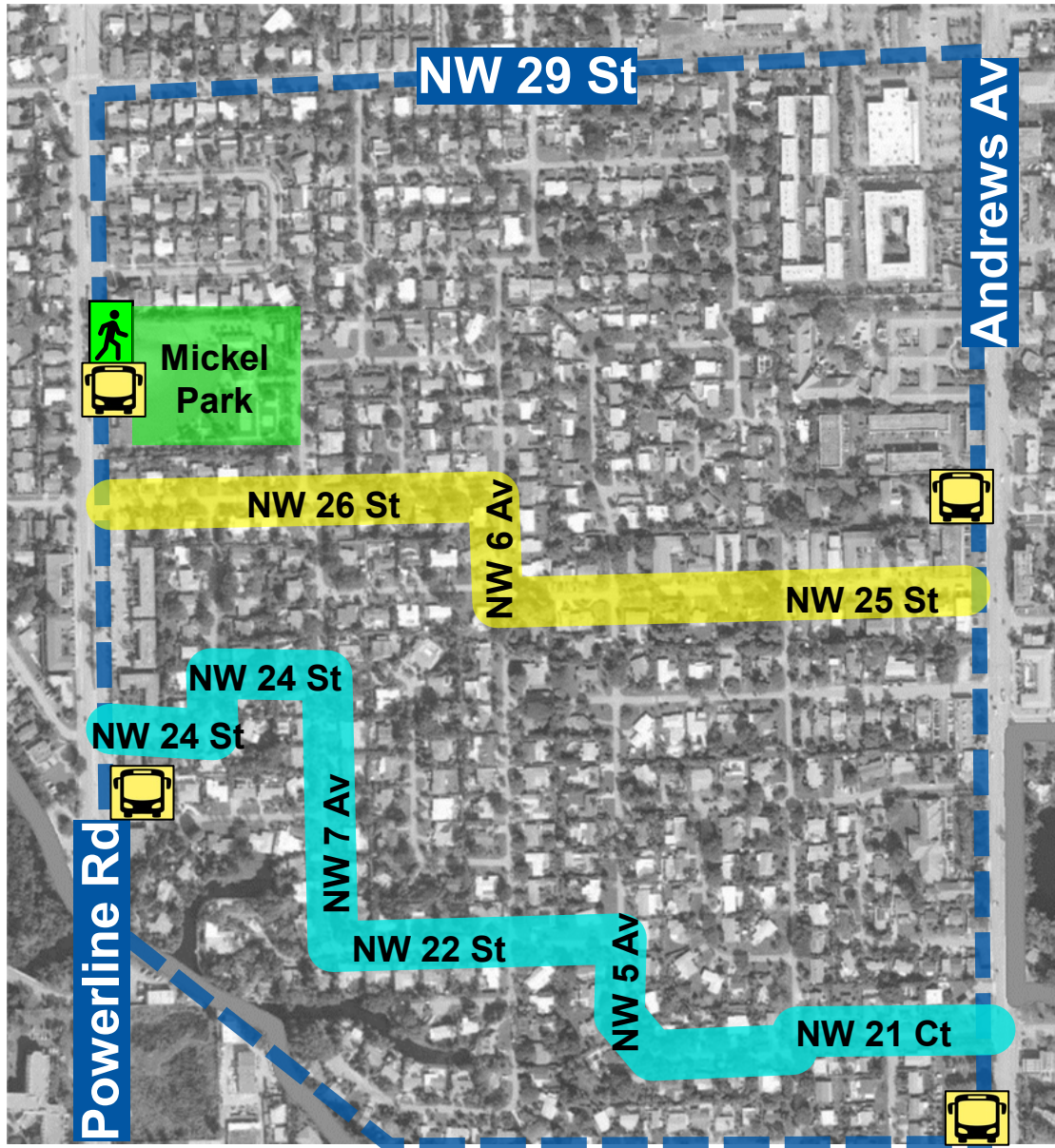
Westside Route

2 Route Options



Westside Route

Option 1 Considerations



Legend

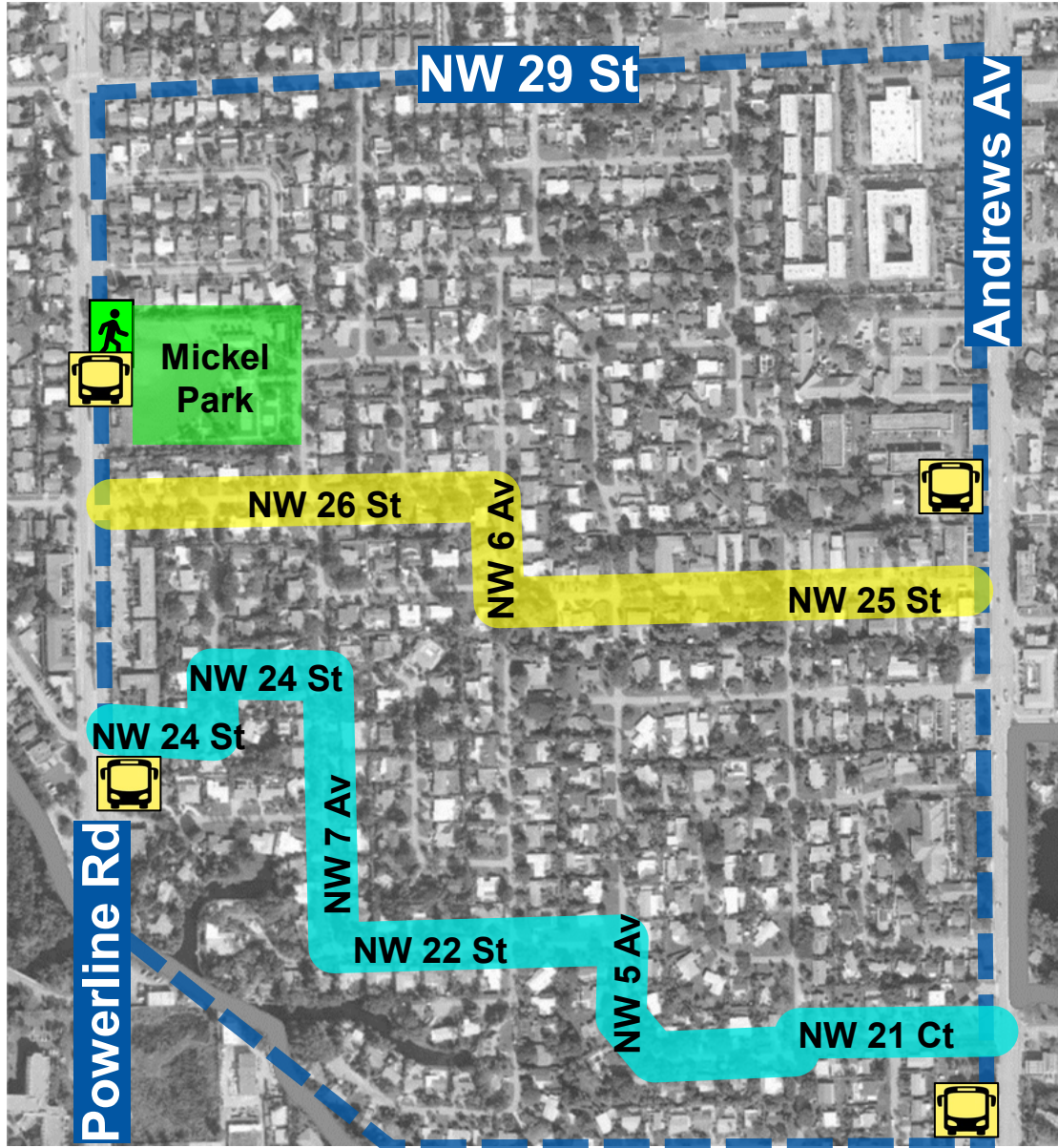
- Option 1
- Option 2

Option 1:

- 2,850 ft route / shortest route
- Few turn movements
- Almost 2 blocks in eastern portion are fronted by multi-family developments which may have less opposition to sidewalks
- Closest to Mickel Park
- No direct crosswalk over Andrews Av**
- 1 block south of new crosswalk at NE 26 St, with access to existing bike lanes
- 1 block north of existing crosswalk at NW 24 St, with access to Wilton Manors Elementary

Westside Route

Option 2 Considerations



Legend

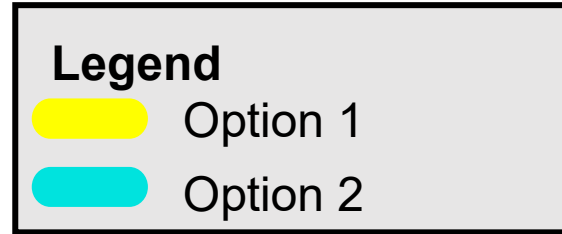
- Option 1
- Option 2

Option 2:

- 3,800 ft route / longest route
- Circuitous route
- Leads to crosswalks over Andrews Av
- Provides most direct access to Wilton Dr

Westside Route

Westside Neighborhood Traffic Calming Study



Westside Neighborhood Traffic Calming Study findings

- Cut through route
- Exceeds Livability Thresholds
- 85% Speeds within 5 mph of speed limit

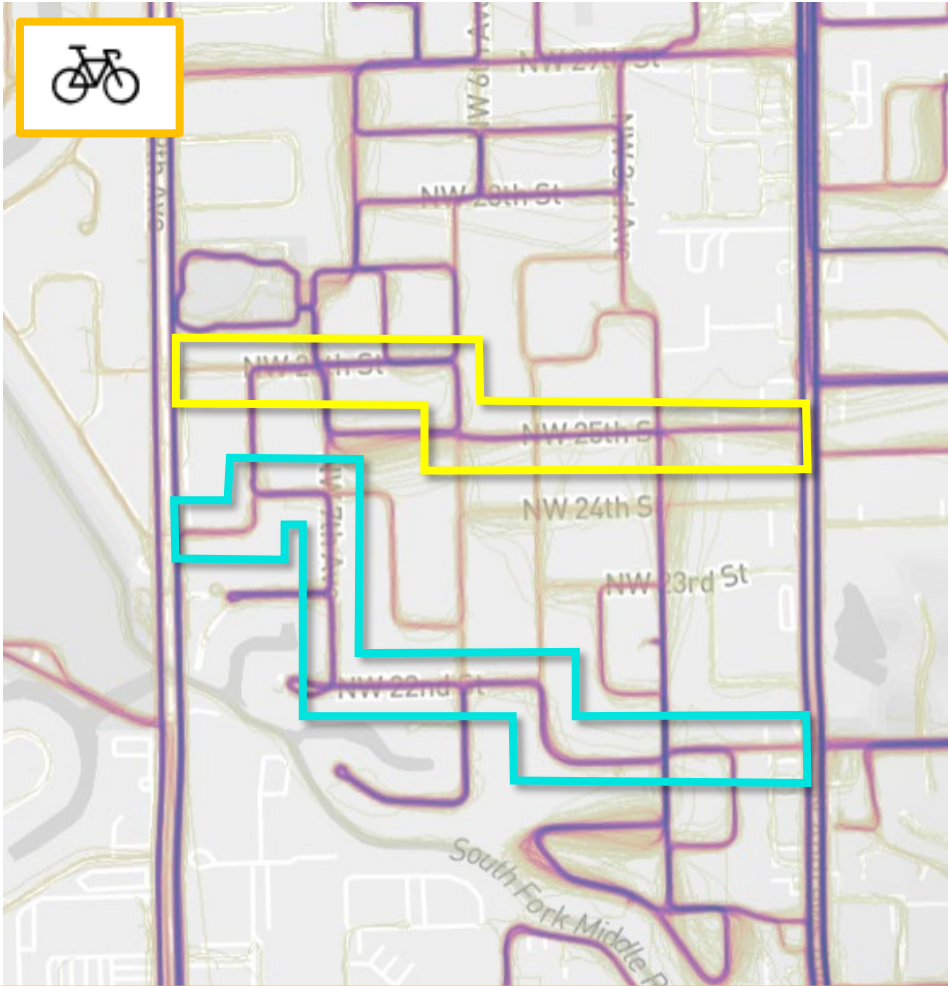
Westside Route

Strava Metro Heat Maps

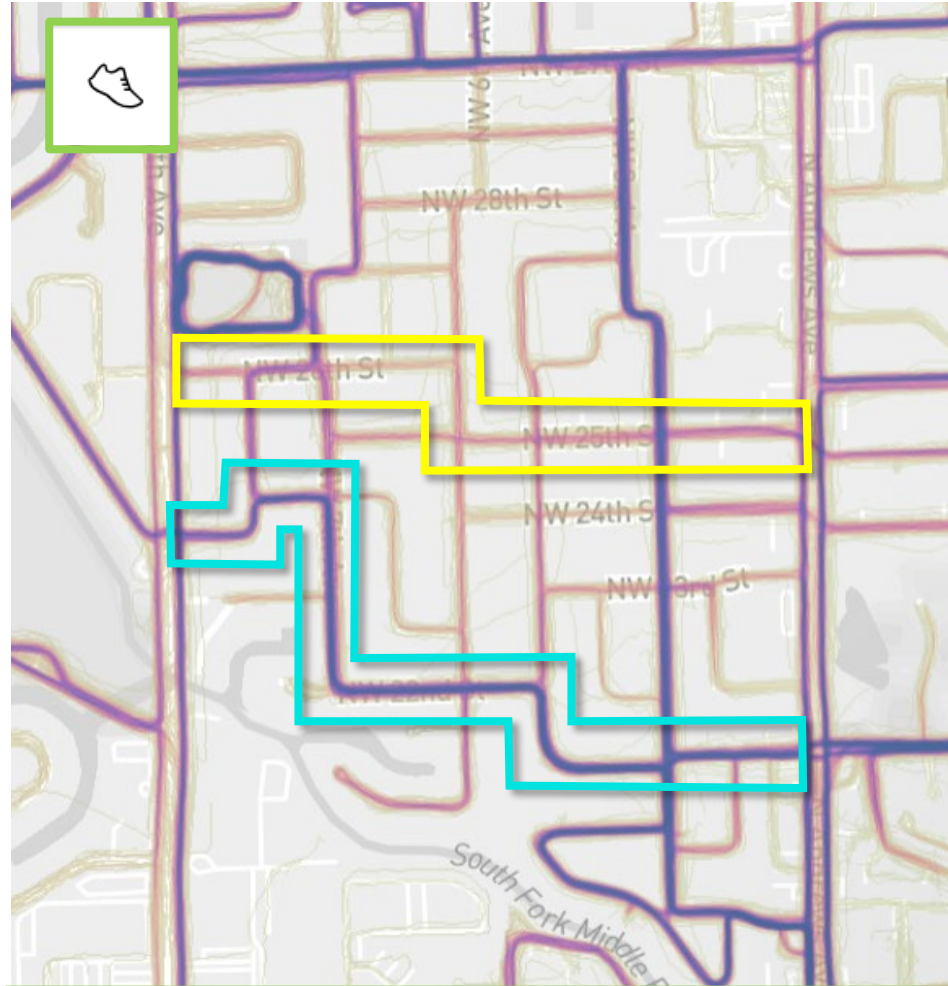
Time period

November 2022 – October 2023

Activity



Biking: Activity level appears to be similar



Walking: Significant higher activity on Option 2

Legend

- Option 1
- Option 2

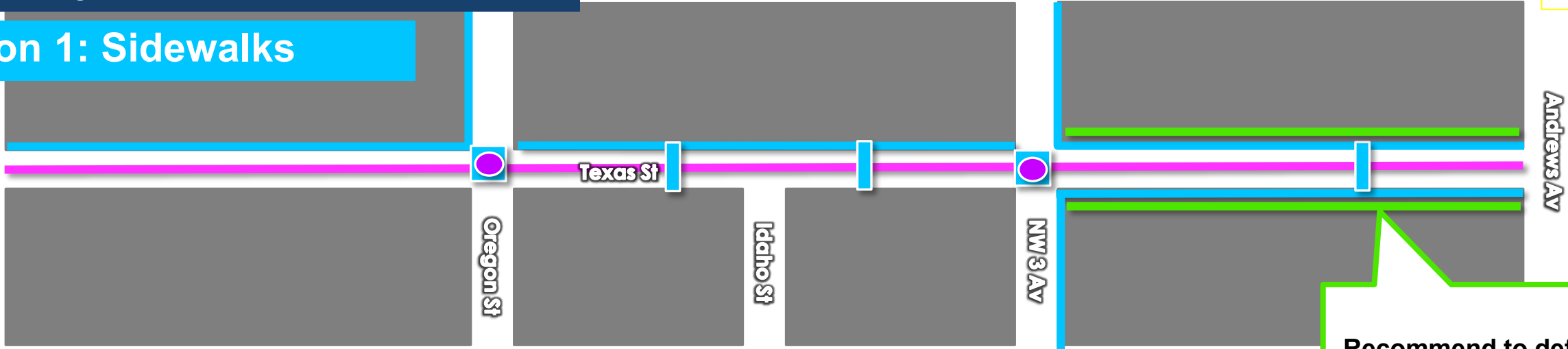
Westside Route

- Route has not been identified
- Solutions are based on existing conditions throughout neighborhood



Summary of Proposed Solutions

Option 1: Sidewalks



Corridor Wide Strategies

Evaluate Lighting

- Address nighttime visibility & improve pedestrian comfort

Narrow Side Street Curb Radii

- Slows drivers
- Limits turning conflicts

Add Wayfinding Signage

- Identify best routes to nearby destinations

Mark Crosswalks at Side Streets

- Increases visibility and driver alertness

Sidewalk Strategies

Construct 6' Sidewalk

- Only on noted side of the street
- Where feasible, construct a 5' landscaped buffer between the sidewalk and the road

Clearly Define Sidewalk

- Where back out parking exists, Install duratherm treatment to define space

Construct Speed Hump/Table*

*ITE Guidelines for the Design and Application of Speed Humps recommends spacing of 260' to 500' to keep 85th percentile operating speed between 25 and 30 mph

Construct Raised Intersection or Mini Roundabout

- Mini roundabout preferable where sufficient space exists
- Intersection can be both raised and with roundabout

Paint Shared Lane Markings

- Sign as bike boulevard
- Alerts drivers to presence of people biking
- Provides wayfinding for people biking

Recommend to define the sidewalks west of Andrews Av (abutting back-out parking)



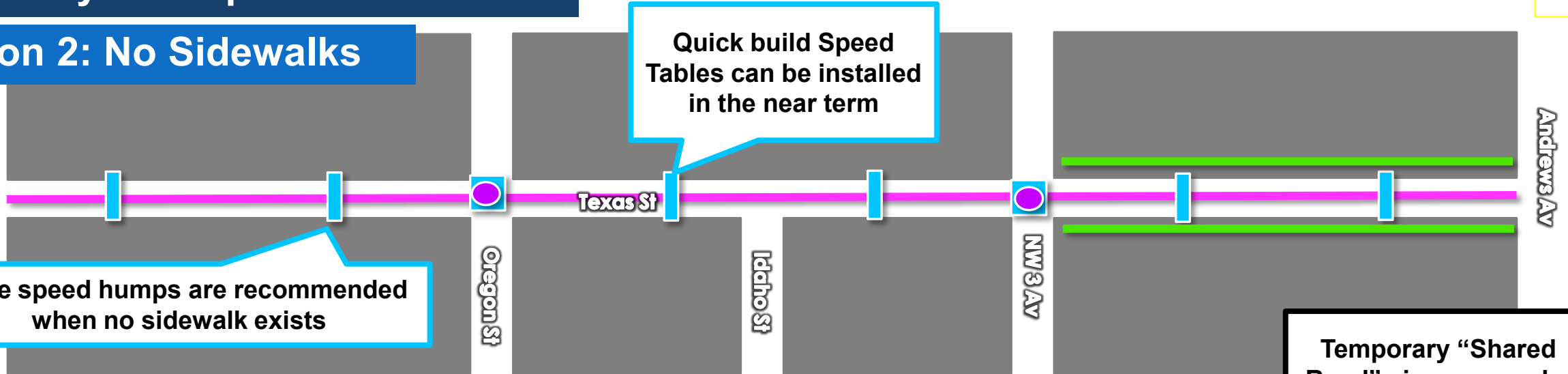
Westside Route

- Route has not been identified
- Solutions are based on existing conditions throughout neighborhood



Summary of Proposed Solutions

Option 2: No Sidewalks



More speed humps are recommended when no sidewalk exists

Quick build Speed Tables can be installed in the near term

Temporary "Shared Road" signage can be installed

Corridor Wide Strategies

Evaluate Lighting

- Address nighttime visibility & improve pedestrian comfort

Narrow Side Street Curb Radii

- Slows drivers
- Limits turning conflicts

Add Wayfinding Signage

- Identify best routes to nearby destinations

Add Shared Road Signage

- Increases visibility and driver alertness

Mark Crosswalks at Side Streets

- Increases visibility and driver alertness

Sidewalk Strategies

Clearly Define Existing Sidewalk

- Where back out parking exists, Install duratherm treatment to define space

Require new development to construct 6' sidewalks

Paint Shared Lane Markings

- Alerts drivers to presence of people biking
- Provides wayfinding for people biking

Construct Speed Hump/Table*

*ITE Guidelines for the Design and Application of Speed Humps recommends spacing of 260' to 500' to keep 85th percentile operating speed between 25 and 30 mph

Construct Raised Intersection or Mini Roundabout

- Mini roundabout preferable where sufficient space exists
- Intersection can be both raised and with roundabout





Transportation Master Plan

Wilton Manors Transportation Master Plan - Six Roadways Survey

Monday, December 04, 2023

151

Total Responses

Date Created: Tuesday, September 05, 2023

Complete Responses: 151

Q1: For Powerline Rd, Andrews Av, NE 26 St, and Dixie Hwy: Please select the bike facilities you would feel comfortable using (select all that apply)

Answered: 151 Skipped: 0

ANSWER CHOICES	RESPONSES	
Protected Bike Path	46.36%	70
Shared Use Path	17.88%	27
Raised Bike Path	11.92%	18
Bike Lane	9.27%	14
Buffered Bike Lane	8.61%	13
None of the above	5.96%	9
TOTAL		151

Q2: For Powerline Rd, Andrews Av, NE 26 St, and Dixie Hwy: Please rank in order your concerns about using crosswalks (Rank #1 is greatest concern)

Answered: 150 Skipped: 1

	1	2	3	4	5	6	N/A	TOTAL	WEIGHTED AVERAGE
Cars will not stop / run red lights	51.06% 72	17.73% 25	15.60% 22	3.55% 5	2.84% 4	3.55% 5	5.67% 8	141	5.06
Cars turning when you are in the crosswalk	17.12% 25	39.73% 58	14.38% 21	10.96% 16	7.53% 11	5.48% 8	4.79% 7	146	4.33
The wait for the signals to change to the pedestrian phase is too long	11.81% 17	15.28% 22	21.53% 31	19.44% 28	13.19% 19	13.19% 19	5.56% 8	144	3.51
Not enough lighting / too dark	9.59% 14	8.90% 13	12.33% 18	23.97% 35	18.49% 27	19.86% 29	6.85% 10	146	3.01
Cars are stopped in or blocking the crosswalk	6.38% 9	9.93% 14	18.44% 26	15.60% 22	19.86% 28	21.28% 30	8.51% 12	141	2.95
Not enough time to cross the street / crosswalk is too long	2.86% 4	4.29% 6	14.29% 20	20.0% 28	25.71% 36	23.57% 33	9.29% 13	140	2.54

Q3: For the "residential" roads (NE 24 St, NE 21 Ct, or westside route): Please rank in order the improvements you think are most important (Rank #1 is most important)

Answered: 146 Skipped: 5

	1	2	3	4	5	TOTAL	SCORE
Sidewalks on both sides of street	40% 53	15% 20	5% 6	6% 8	34% 44	131	7.23
Sidewalks on one side of street	27% 36	19% 25	10% 14	5% 7	39% 52	134	6.90
Traffic calming such as speed tables	14% 20	17% 24	20% 27	14% 19	35% 48	138	6.63
Designated bike routes (using signs and pavement markings)	8% 10	14% 19	10% 13	11% 15	57% 76	133	6.04
Marked crosswalks at intersections	3% 4	12% 16	21% 29	13% 18	51% 69	136	6.03
More street Lights	9% 12	7% 10	8% 11	12% 16	64% 87	136	5.85
Pedestrian-scale lights	2% 2	6% 8	16% 21	21% 27	55% 70	128	5.79
Signage to tell drivers to slow down	2% 3	8% 10	7% 9	8% 11	75% 99	132	5.54
Wayfinding signage for parks, schools, or other community destinations	2% 2	5% 6	2% 3	4% 5	88% 116	132	5.28

Rankings of 5, 6, 7, 8, and 9 were combined to rank #5

Wilton Manors TMP – SurveyMonkey Oct 2023 to Dec 2023 – General Comments

Comments	Andrews Av Comments	Powerline Rd Comments	NE 26 St Comments	21 Ct Comments	Westside Comments	Bike Comments	Sidewalk Comments	Speeding / Enforcement Comments	Other Comments
Andrews Avenue crossing for pedestrians and cyclists needs greater attention. All current crossings are dangerous to both. Complete sidewalk access along 21st court is needed. Pedestrians currently must cross the street two or three times to rain on a sidewalk and out of the roadway.	Improve safety of crossings over Andrews Av			Sidewalk gaps		Andrews Av - Need improvements for bike crossings over	NE 21 Ct - sidewalk gaps		
The 21st Court " 90 degree curve" between 3rd and 5th Avenue desperately needs a sidewalk on south/west side of the curve (involves 3 or 4 properties) at a minimum. It is dangerous to walk that stretch.				Dangerous curve at west end	21 Ct sharp curve		NW 21 Ct Curve - need sidewalk		
When walking to the drive it's difficult when there are not continuous sidewalks on 21 st between Andrew's and Wilton drive				Fill in sidewalk gaps			NE 21 Ct - Sidewalk gaps		
Andrews needs wider sidewalks, raised intersections at major pedestrian crossings, protected or raised bikelanes, and planted median. Protected or raised bike lanes on both powerline and 26 Street	Wide sidewalks, separated bike facilities, landscaped medians	Protected or raised bike lanes	Protected or Raised bike lanes			Andrews Av - protected bike lanes	Andrews Av - wide sidewalks		
On all the major arterials: powerline, Andrews, Dixie...one of the things this survey does not address is simply narrowing the lanes. This is a proven, data-backed strategy that requires very minimal cost to improve because it only requires repainting the lines. Narrower lanes are a proven, effective strategy to naturally slow traffic (compared to signs and speed limits which don't really change drive behavior if the design of the road itself doesn't change) and increase pedestrian safety. This is one of the BEST and EASIEST improvements we could make to these roads that has the added benefit of creating more room to add protected bike lanes!! Win-win-win solution for all road users. Especially on the more residential streets: The fact we do not have sidewalks on both sides of all our streets is astonishing to me as a new resident to the area. All streets: I would also love to see curb bumpouts at intersections to increase pedestrian safety and daylight the intersections. Also for question 1 on the bike infra, I'm also ok with shared-use or raised/grade-separated bike lanes, but only as a backup if there is truly not enough space to add fully separated & protected bike lanes from the roads/sidewalks.	narrow the lanes to slow speeds and add separated / protected bike lanes	narrow the lanes to slow speeds and add separated / protected bike lanes				Powerline Rd, Andrews Av, Dixie - Narrow lanes to build protected bike lanes	Citywide - sidewalks on both sides of street		
Additional development along 26 Street will increase traffic in an already busy street. Planned changes in lane narrowing and sidewalk widening are very unlikely to make the street pedestrian and bike friendly.			additional development will bring more traffic; no changes can make bike friendly			NE 26 St - Sidewalk widening will not make road bike friendly	NE 26 St - Planned sidewalk widening will not be enough		
NE 26 Street. Needs more ,armed crosswalks. Reduce traffic to 1 lane each way to accommodate bike lanes, wider sidewalks, shade trees similar to 15th Ave in Poinsettia Heights.			Reduce lanes (one lane each direction) for bike lanes and wide sidewalks			NE 26 St - reduce to one lane for bike lanes	NE 26 St - Reduce to one lane to make wider sidewalks		
Pls make NE 26St (east) a priority. Urgently needs wider sidewalks & separate bike path!!			east of 5-Points - separated bike lanes and wide sidewalks			NE 26 St - separated bike lanes	NE 26 St - Needs wide sidewalks		

Wilton Manors TMP – SurveyMonkey Oct 2023 to Dec 2023 – General Comments

Comments	Andrews Av Comments	Powerline Rd Comments	NE 26 St Comments	21 Ct Comments	Westside Comments	Bike Comments	Sidewalk Comments	Speeding / Enforcement Comments	Other Comments
There is a major security issue if additional sidewalks or bike paths are added on the west side: even more of the current roaming crime element will more often and more readily enter from the powerline Rd side. It would be dangerous to add more access with sidewalks and bike paths, from the powerline Rd side, to enter into the west side neighborhood. The NW 29th St project will already establish sufficient sidewalks and bike paths thru the west side of Wilton Manors. Owners anywhere from the west side may already walk or bike up to or down to NW 29th St, using the sidewalks that line powerline Rd and Andrews Ave. Also, please do not disturb the west side any further. Again, the NW 29th St is sufficient in fulfilling any need for sidewalks and bike paths. Also, by being satisfied with the NW 29th St project and that it is a sufficient west-east pedestrian and bike route through the west side of Wilton Manors, tremendous money will be saved for other projects.					Concerned new sidewalks or bike lanes would increase crime	Westside - concerned new bike lanes would increase crime in neighborhood.	Westside - does not need anymore sidewalks		
If an additional bike path or sidewalk is added on the westside, it should be at the far southern end					New sidewalks or bike path should be in southern end	Westside - new bike lanes should be at southern end	Westside - put new sidewalks on southern end		
Please stop with this nonsense. How often do you people see bikes lanes being used? Pedestrians? Maybe on a small section of Wilton Drive on the weekend. bike lanes and sidewalks are already woefully underutilized and there are plenty of these byways already. There is absolutely NO need for more.						No need for more bike lanes	Citywide - no more sidewalks are needed		
Would love to have a city where everyone felt comfortable with bicyclists off the sidewalks. Walking my very good dog on main roads often become dangerous when a cyclist would whiz by. I also understand their hesitancy to ride on the streets as drivers don't seem to understand sharing with cyclists and are often hostile, even when riding in a designated bike lane. I no longer ride my bike in WM and it is very inconvenient and costly. Love seeing this city get better!						Citywide - bicyclists ride on sidewalks	Citywide - concerned about bicyclists riding on sidewalks		
sidewalks and more trees in median will slow down traffic.								Need to slow cars	
sidewalks sidewalk sidewalks on all streets!							Citywide - sidewalks on all streets		
The current sidewalks need someone to actually walk them and fix the problems. Just because there is a sidewalk does not make it usable.							Citywide - condition of existing sidewalks		
21 Ct crossing Andrews Ave is the most popular pedestrian-bike crossing for westside residents, and is very dangerous, especially weekend eves. Please add lighting, dedicated vehicle turn lane traffic signals on Andrews and well marked crosswalks. There needs to be police enforcement as I see cars racing the yellow-running the red routinely & have never seen any police presence there.	Safety & improvements for bike / ped crossing at NE 21 Ct			Crossing at Andrews Av - improvements for bike / peds	21 CT @ Andrews Av - Most popular crossing for westside	21 CT @ Andrews Av - Most popular crossing for westside		21 CT @ Andrews Av - Speed Enforcement needed	
21 Ct dangerous curve at the western end of 21 Court.				Dangerous curve at west end	21 Ct sharp curve				
We need to make sure the improvements on the residential corridor streets such as 21st and 24 doesn't increase traffic and speed.				Concerned improvements on NE 21 Ct could increase traffic or speed					

Wilton Manors TMP – SurveyMonkey Oct 2023 to Dec 2023 – General Comments

Comments	Andrews Av Comments	Powerline Rd Comments	NE 26 St Comments	21 Ct Comments	Westside Comments	Bike Comments	Sidewalk Comments	Speeding / Enforcement Comments	Other Comments
<p>powerline and Andrews both need the following: 1) Raised speed tables - Multiple locations (Crosswalks combination with LED makes sense). 2) More Crosswalks on both roads - powerline multiple to get to Mickel and streets through westside on foot/biking. 3) LED lights on ground and crosswalks 3) LED Lights 24x7 on the front and sides of the one way signs and one way intersection of powerline with NW 9th Terrace (Near USA market) - Many cars enter on my street this way and have become confrontational or almost caused accidents. 4) Stop lights at speed tables and crosswalk combos with LEDs. This will cause drivers to slow down. 5) Cameras 6) More destination signs to Points of interest 7) Welcome to the westside - Garden District signs on all roads off powerline and Andrews... Suggest adding the "Welcome to the westside Garden District" theme to all street signs. 8) Water taxis from all Boat ramps including the west side - Snooks Landing, etc. 9) Raised speed tables: A) Two along NW 9th Terrace Leading to powerline - People speed down to the oneway out since a long straight road B) By Publix on Andrews entrance C) NW 29th Street and Andrews D) NW 26 Street powerline with Crosswalk addition and LEDs E) NW 24th Street and powerline with Crosswalk Addition and LEDs 10) Adopt a Highway signs for both Neighborhood Associations on the major roads and an invite also for local town businesses to Adopt a Highway also. 11) Welcome to the "Welcome to the westside Garden District" signs at both town boundaries entering Wilton Manors with a reminder in the sign to Drive like your loved ones are present.</p>	<p>List of numerous recommendations to slow traffic and improve comfort & safety of crossing roadway; Also general concerns about Westside</p>	<p>List of numerous recommendations to slow traffic and improve comfort & safety of crossing roadway; Also general concerns about Westside</p>			<p>Welcome to Westside Garden District signage; Traffic calming on NW 9 Te</p>				
<p>Andrews and powerline are NOT pedestrian or bike friendly AT ALL. they are extremely dangerous to pedestrians, bicyclists and drivers alike. no one in their right mind would ever be walking on those roads and they will never be safe until police begin patrolling and doing traffic stops. no amount of sidewalks, bike lanes or ground-floor retail spaces will ever make these roads walkable until cars are forced to slow down.</p>	<p>Dangerous / unsafe for bike or ped activity, especially because speeding</p>	<p>Dangerous / unsafe for bike or ped activity, especially because speeding</p>				<p>Andrews Av and Powerline Rd - dangerous for bicyclists</p>		<p>Andrews Av and Powerline Rd</p>	
<p>Traffic off powerline continues to be a hazard as. Traffic filter into our neighbors west of powerline at high speeds. Intersection at powerline and NW 29 St very dangerous for resident on westside and bikes and pedestrians</p>		<p>Speeding; Bike / Ped safety</p>			<p>Cars speed from Powerline Rd into neighborhood</p>	<p>Powerline RD @ NW 29 St - dangerous for bicyclists</p>		<p>Powerline Rd; Westside</p>	
<p>Autos drive very fast on these roads. I use the bike lane on powerline often but it can be frightening. Id feel safer with a protected lane or shared sidewalk. speed enforcement would be nice but doesnt seem to be a viable option. Could it be done remotely with cameras/radar?</p>		<p>Speeding and safety, especially riding bike; separated / protected bike lanes</p>				<p>Powerline Rd - bike lane is dangerous</p>		<p>Powerline Rd / Bike Riding</p>	
<p>power line has cars going too fast</p>		<p>Speeding</p>							
<p>26 Street and along Andrews Ave. bicycles must be physically separated from motorized vehicles; road markings are inadequate because they are ignored</p>	<p>Need separated bike facilities</p>		<p>Need separated bike facilities</p>			<p>NE 26 St, Andrews Av - need separated bike lanes</p>			
<p>NE 26 Street (East of Dixie) Needs major safety upgrades for pedestrians and bicyclists. More shading (trees), protected bike lanes, more crosswalks (in between manors lanes and wilton station), as well as speed reducing tactics to slow cars down.</p>			<p>Safety and speeding, more crossings</p>			<p>NE 26 St, east of 5-Points - protected bike lanes</p>		<p>NE 26 St east of 5-Points</p>	

Wilton Manors TMP – SurveyMonkey Oct 2023 to Dec 2023 – General Comments

Comments	Andrews Av Comments	Powerline Rd Comments	NE 26 St Comments	21 Ct Comments	Westside Comments	Bike Comments	Sidewalk Comments	Speeding / Enforcement Comments	Other Comments
26 Street. Not enough crosswalks between 5 points and Andrews major residential area. bike lane not fully painted green. not enough solar power speed limit signs			More marked crossings between Andres Av & 5-Points, also paint the bike lane			NE 26 St - paint bike lane green			
26 Street - The inconsistent bike lanes on 26 Street should be made uniform, if possible			Make bike lanes uniform			NE 26 St - need uniform bike lanes			
26 Street east of Dixie Hwy is considered an arterial road by Broward County which prevents it from getting proper bike lane treatment. Maybe it shouldn't be considered an arterial given that Oakland Park Blvd is so close and is so much more of an arterial.			Bike lane needed east of 5-Points			NE 26 St east of 5-Points - bike lanes			
26 Street east should be reduced to one lane. The same as Dixie Hwy. going toward Oakland. 5 points should have easier way to cross. Round about maybe better or raised led bridges. Need more bike lanes through out especially down NE 6th avenue. bike lanes should not share lane with car. We should have buffered lanes. Either raised with curb or on the other side of cars or planters or car stoppers separating. People too afraid to use other means of transport since cars don't pay attention.			Reduce lanes (one lane each direction); Buffered bike lanes			Bike lanes needed citywide; preferred to be separated			
Desperately need speed reduction and traffic enforcement methods on NE 26 Street and NE 24th Street, both physical methods and increased police enforcement. For example, anyone who ever drives 26 Street east of Five Points knows that many/most drivers go way over the speed limit and it's not at all uncommon to see vehicles easily going 50+ despite the 35 mph speed limit. And 24th Street east of 15th Avenue is a notorious cut-through of people trying to avoid the 15th Avenue/26 Street stoplight, with tons of vehicles speeding through a residential community with no regard for other vehicles trying to get in or out of their driveways or side streets, pedestrians, dog walkers, etc. police enforcement in both areas is almost non-existent.			Speeding, especially east of 5-Points					NE 26 St and NE 24 St	
speed and traffic enforcement in east Wilton Manors, especially 24th Street and 26 Street. Little to no existing enforcement and lots of speeding drivers going way over the speed limits, running stop lights, running through stop signs without even slowing down, and cutting through side streets/residential areas to avoid main roads.			Speeding					NE 26 St and NE 24 St	
The greatest need right now is to slow down traffic on 26 Street from Andrews Ave. to Dixie Hwy. speed humps, rotaries, additional traffic lights (not just for pedestrian crossings) are desperately needed. People constantly speed on 26 Street, ignore pedestrians in cross walks, and consistently run red lights.			Speeding between Andrews Av & 5-Points					NE 26 St between Andrews Av & 5-Points	
26 Street has NO speed control			Speeding					NE 26 St	
NE 26 Street . Wilton Station WE NEED A CROSSWALK . Cars speed after waiting for the lights and trains at 5 points .			Speeding; Crossing at NE 14 Av (Wilton Station)					NE 26 St east of 5-Points	
5 Points is a mess for pedestrians. I still run across 26 Street east of train tracks because it is safer than the actual intersection.			Concerned about 5-Points						
Concern about clear crossing signals at 26 Street and 14th by Wilton station			Crossing at NE 14 Av (Wilton Station)						

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ne 26 Street and all of the blocks to walk to Wilton Drive (ex 7th ave) are extremely dark at night. Wilton Drive needs more shade and protection from sun			Very dark to cross roadway between NE 6 Av an 5-Points						
NE 26 Street W of 5Pts - Needs more lighting between NE 6th-9th Needs additional Ped crosswalk at NE 8th Ave 5Pts needs longer pedestrian cross times and more frequent NE 26 Street E of 5Pts needs additional Ped crosswalk at NE 14th Ave			Very dark to cross roadway between NE 6 Av an 5-Points; Crossings east and west of 5-Points including at NE 14 Av (Wilton Station)						
Not enough places to cross 26 Street			More crossings						
Please do not make NE 26 Street one lane after Dixie Hwy. This will cause major traffic issues for our town. The light at Federal already gets backed up when people are turning left, right or going straight. We need that stretch of road to stay as two lanes each way.			Do not reduce lanes east of 5-Points (traffic back-up to federal hwy)						
There needs to be a crosswalk over 26 street at Wilton Station There needs better guideline road lane indicators on 26 Street westbound. As cars merge into the left lane they start way too soon in the multi turn lane making it impossible for cars to turn left onto 14th street. Have had near head on collisions many times. It's a free fir all right now			Crossing at NE 14 Av (Wilton Station)						
Andrews Avenue - a lot of speeding and going through red lights make the area hazardous for pedestrians, cyclists and other drivers. I feel unsafe whenever I need to cross that street.	Dangerous / unsafe, especially because speeding and running red lights					Andrews Av - dangerous for bicyclists		Andrews Av	
I think plants (trees or shrubs) in center islands on Andrews would help to slow traffic and make Andrews a more attractive roadway (similar to Andrews Avenue in Oakland Park) 2. The wait for a green light at 24th street/Andrews Avenue is far too long -- cars often give up and drive through the red light from 24th street.	add landscaped medians; running red lights at 24 St signal							Andrews Av	
Keep Andrews 4 lanes, don't eliminate the ability to turn left onto ne 19 ct when traveling south on Andrews	Keep roadway at 4 lanes								
About the six rounds always. westside needs more speed bump's specially on 25th street due to a lot of cut through traffic					Traffic calming needed, especially on NW 25 St			Westside / NW 25 St	
Have circuit increase drivers Sunday 5-9 so that west side residence don't have to walk					Increase Circuit on Sundays for westside				
westSide is NOT well represented on this survey!					Survey does not represent westside				
PLEASE - NO painted bike lanes... I will use the sidewalk before riding my 2 wheeled bike with 2 TON trucks going 50 mph.						Citywide - No painted bike lanes because speeding		Citywide - speeding is why bicyclists ride on sidewalks	
All roadways need more traffic law enforcement-for both drivers and bikers. bikers are probably even worse than the drivers. More citations need to be issued.						Bicyclists speeding			
bike lanes that aren't protected are used by cars to illegally pass those driving at/below speed limit in the city.						Cars drive in unprotected bike lanes		Speeding; drive through painted bike lanes	

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Don't see what was a bike boulevard on 6th avenue. Seems every other street getting something coming into the city except this one. The street is dark. The cars speed. They don't look when they are turning from a side street. There is no real bike lane. Why cant there be focus to connect to Oakland park. There are a lot of people who come from Oakland to visit wilton. I think you're leaving out a major player. Also Dixie west seems to be very low interest as well. Lighting is terrible. bike lane none existent to confusing and speeders. Doesnt really seem like you are working with the two cities that are so close to each other. There will some day if dean allows it to have a train stop in Oakland park. Start now with the infrastructure.						NE 6 Av - bike blvd		NE 6 Av	
focus on walkability and safe biking. Night time safe walking is extremely important.						Citywide - focus on safe biking			
For all roadways: The only way we will make it safer, more comfortable, and more welcoming to pedestrians and cyclists (ie. Attract regular currently car-driving people) is to separate people from cars wherever possible. Paint isn't enough and signs don't help. We need infrastructure that creates safety.						Citywide - Painted bike lanes are not safe, need separated facilities			
You should be making waterways cleaner for recreation and you should be making roads safer for drivers. Cyclists and pedestrians? When do you EVER see people walking and/or riding bikes? Ridiculous.						No need for more bike lanes			
bike paths needed on other roads besides Wilton Drive.						Bike paths needed citywide			
bike racks on the drive at every block.						Wilton Dr - Bike racks			
Both road ways: Drivers need to be more aware of pedestrians, as well as bikers. Signs to say look both ways prior to pulling up to street.						Citywide - signage to make drivers more aware of bicyclists			
If you want more bike usage there has to be space to park them. There are no bike racks in WM.						Citywide - need bike racks			
Please consider protected bike lanes or shared use paths. No one enjoys using unprotected/painted bike lanes. They are only for the fearless.						Citywide - protected bike lanes or shared use path			
The focus needs to be more pedestrian and bike-oriented.						Bike (and Peds) should be priority			
The question about bikes only allowed one choice. The one I don't like is buffered						Citywide - does not like buffered bike lane			
Let cars be cars. Protect walkers and cyclists by grass buffers						Citywide - separate bicyclists from roadway			
Question 1 didn't allow me to select multiple, but I would have selected Shared Use, Raised and Protected									
People will not slow down due to signage alone. It is a real threat to human life. Red light cameras, speeding cameras, and police enforcement are going to be the only real way to keep people safe outside of putting in speed bumps so high that a vehicle will have to slow down. The current bumps are too gentle to be effective.								Speed Enforcement needed	

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safety walking is key, but slowing traffic down is right behind it.								Need to slow cars	
Need enforcement								Speed Enforcement needed	
This is the third or fourth survey I've done about this topic and the city continues to refuse to enforce traffic rules. Everything is useless until we make people slow down and stop at stop signs. Perhaps we could hire a police force?								Speed Enforcement needed	
No amount of signs will change these terrible behaviors, people running stop signs, driving the wrong direction to pass, running red lights etc will ONLY be stopped by police enforCEMENT. Where are the police???								Speed Enforcement needed	
Lower speed. Add speed humps..better st lighting								Need to slow cars	
We need help on NW 26 Street , people are using this as a through route , mickel field is right there , often times ducks and animals are hit by speeders , we need to do something before a child gets hit or some one walking their dog gets hit , signage or speedreader , something								Westside / NW 26 St	
Space? Slow down the driver's of the cars.								Need to slow cars	
speeding is a big problem								Need to slow cars	
speeding is a concern on all roads and intersections								Need to slow cars	
Looking at the map, NE 24th also appears to include 6th, 7th, and NE 22nd Dr. NE 22nd Dr has -0- sidewalks, little lighting, and sees a lot of vehicular and pedestrian traffic on weekends and during events. This cut thru traffic will likely be exacerbated by the planned redevelopment of the Alibi plaza and the construction of the hotel on Dixie.									NE 22 Dr - Roadway has no bike / ped facilities and cut thru traffic from Alibi redevelopment
Need to fix the flooding caused by king tides and further made bad by the existing speed hump that have been installed and act as dams to water movement.									Flooding, Speed humps increase street flooding
24 th and 16th getting impossible to enter or turn, 26 Street at 17th Terrace getting impossible to enter.									Left turns are difficult at NE 24 St @ NE 15 Av and NE 26 St @ NE 17 Te
5 points and Dixie Hwy - cars do not make a full stop at red lights. Rolling thru turns. Drivers get frustrated waiting for RR crossing and run lights.									5-Points - Rolling right turns, running red lights
Add pedestrian crosswalks where people already walk- 1. Btwn alibi plaza and gym bar. 2. Btwn chic optic and the eagle. Make the intersection of NE 23rd ST and 6th a cul de sac/ dead end, so you cannot enter 6th from NE 23rd st and vice versa.									Wilton Dr - put new crosswalks where people are already crossing
Busses need more areas to pull OUT of traffic instead of blocking a lane									BCT Busses blocking lanes
Continuing an effort to plant trees... Walking in South Florida is very hot / Lighting up the inner streets of Wilton Drive should be a priority... Almost all of them are very dark... Very dangerous to walk at night...									Need more shade trees and street lights

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Dixie Highway north and south of five points needs a defined curb and side walk . Figure out a way to eliminate strip center parking by giving incentives to landlords to develop their parking and provide two to three small municipal parking lots , thereby reducing the “ continuous curb cut “. Use similar guidelines on the east side of Dixie north of five points .									Dixie Highway - need continuous sidewalks
I think that more signage and clear intersections and lanes would be a faster quick fix. Adding raised intersections and/or round about does nothing but waste time and taxpayer money.									Add more signage to improve safety
Tell pedestrians to walk faster across the streets. It’s annoying									Pedestrians cross streets too slowly
The roadways have way more traffic than you realize.									there is a lot of traffic
Why is 6th Ave from Oakland park blvd to wilton drive not included in anything? This is a major street coming into the city.									NE 6 Av should be a priority