



The City of Wilton Manors
**TRANSPORTATION
MASTER PLAN**



Learn more today!

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



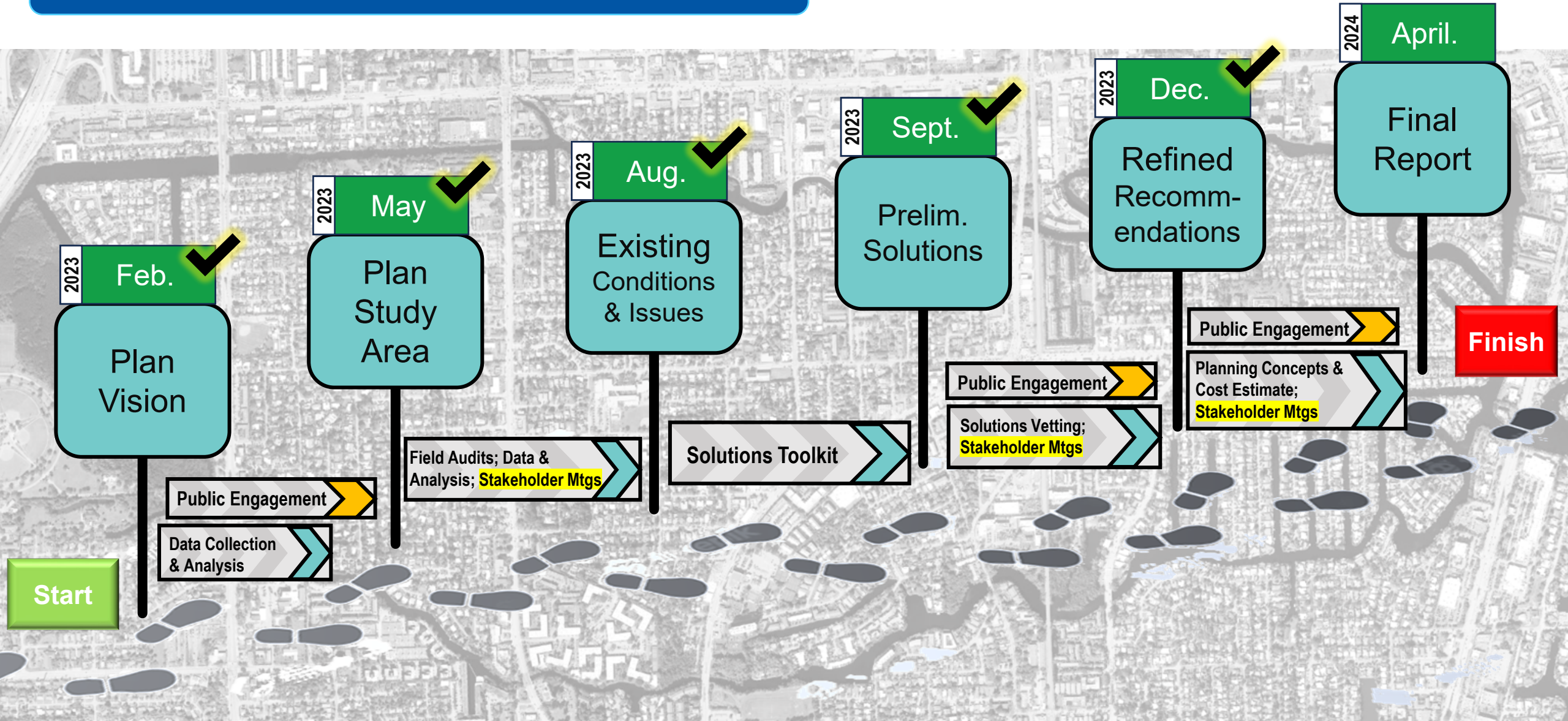
Agenda

- Introduction
- **Milestone 1: Plan Vision**
- **Milestone 2: Plan Study Area**
- **Milestone 3: Existing Conditions and Issues**
- **Milestone 4: Potential Solutions**
- **Milestone 5: Recommendations for County-Owned Roads**
- Next Steps
- Discussion



TMP Schedule & Major Milestones

- The Wilton Manors TMP has 6 major Milestones

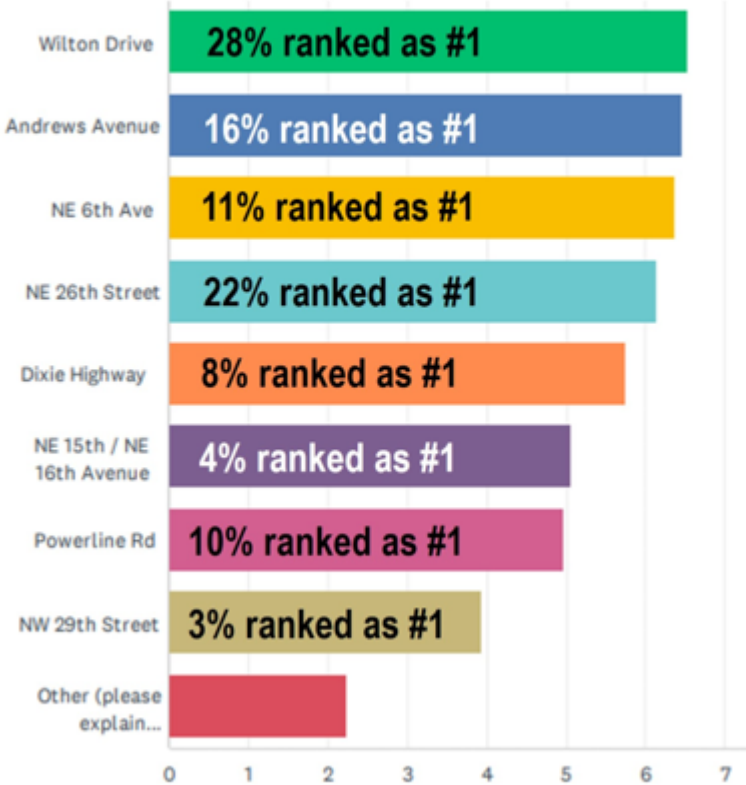


Public + Stakeholder Engagement

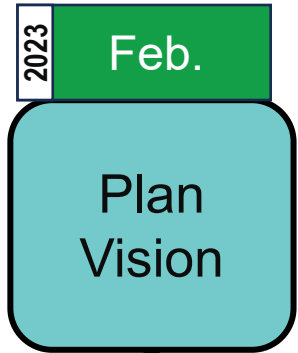
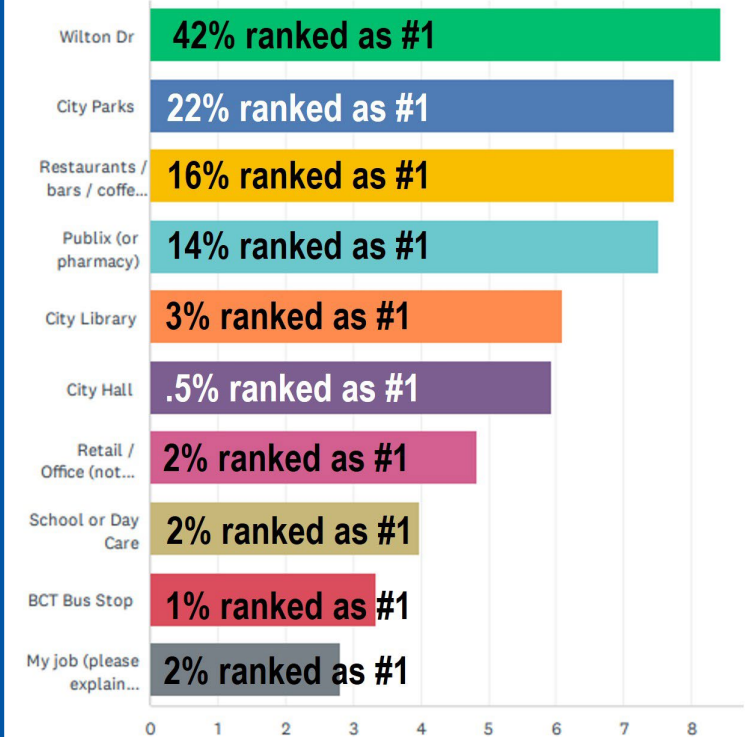
- **SurveyMonkey** with 5 questions
- Feb 2023 to May 2023
- 478 Responses (204 General Comments)
- 38% from 33305, 33% from 33334, 23% from 33311

- **Public Involvement is essential to developing a Plan that responds to community concerns and priorities**

Q5 Please rank in order the streets you would like to have better walkability



Q6 Rank in order the locations in Wilton Manors you would like to be able to walk or bike to.



Start

Public + Stakeholder Engagement

- In-person engagement improves understanding of community concerns

✓ Two Community Meetings:
4/19/2023 & 4/24/2023

2023 Feb.

2023 May
Plan Study



Finish



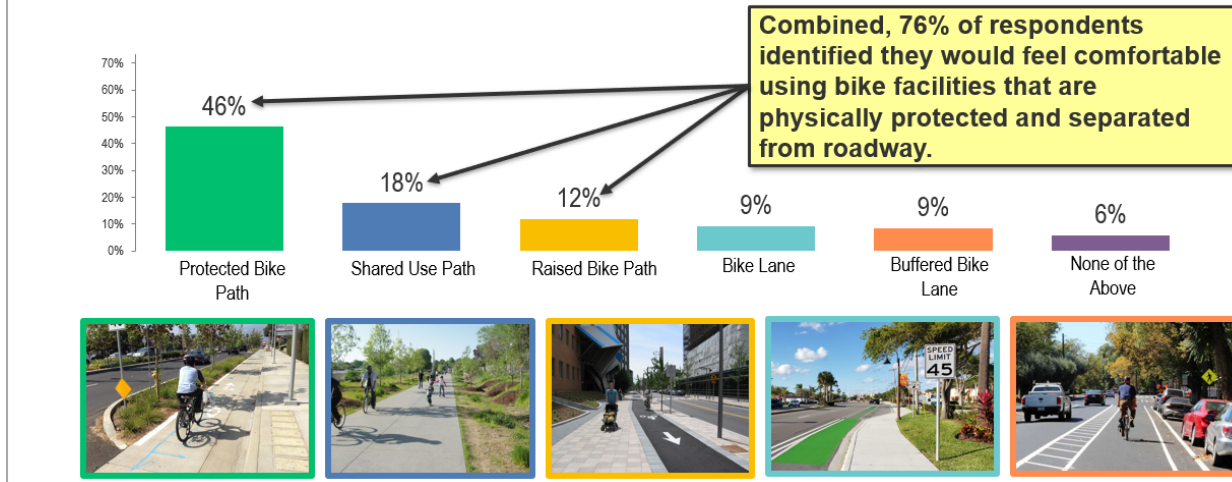
- ✓ 10/11/2023: CANA
- ✓ 10/25/2023: WAWM
- ✓ 11/14/2023: City Commission Meeting

Public + Stakeholder Engagement

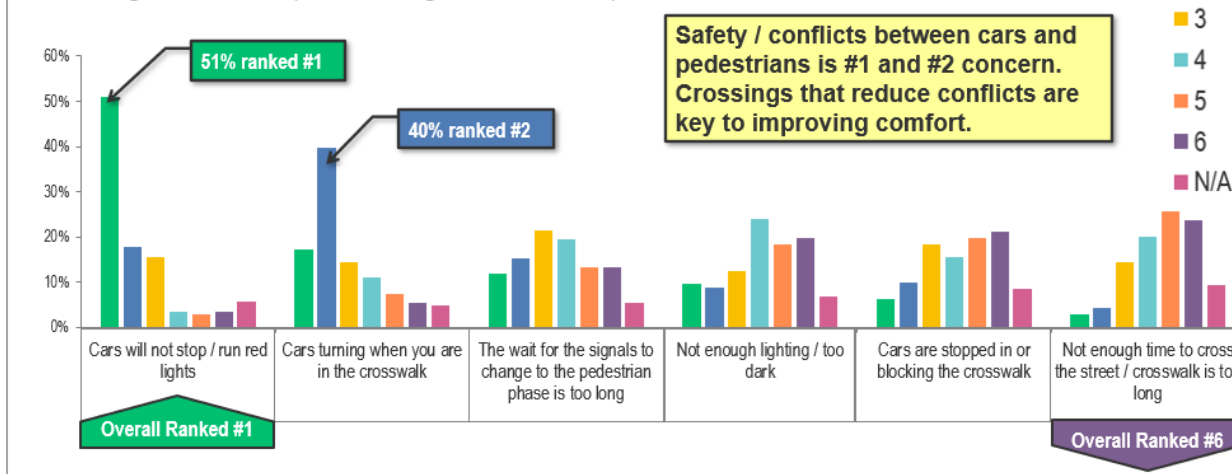
Survey Monkey #2

- Sept 5 – Dec 1, 2023
- 151 responses
- 3 questions plus general comment
- 80 general comments

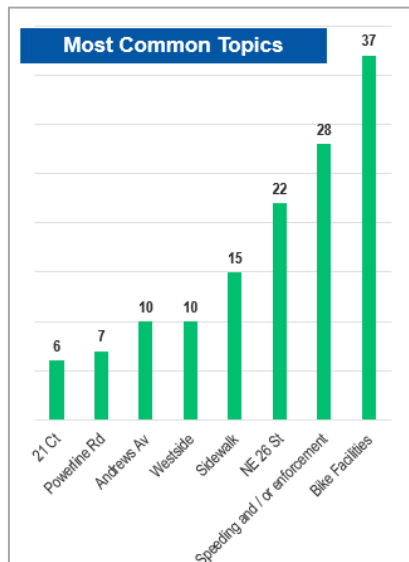
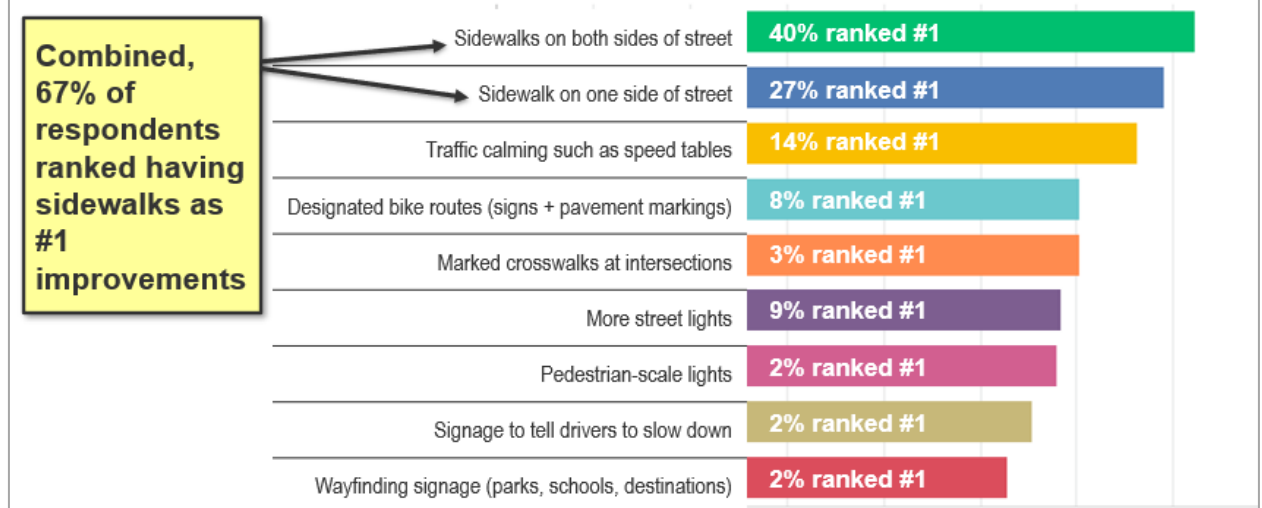
Q1: For Powerline Rd, Andrews Av, NE 26 St, and Dixie Hwy: Please select the **bike facilities** you would feel comfortable using (select all that apply) Answered: 151 Skipped: 0



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



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

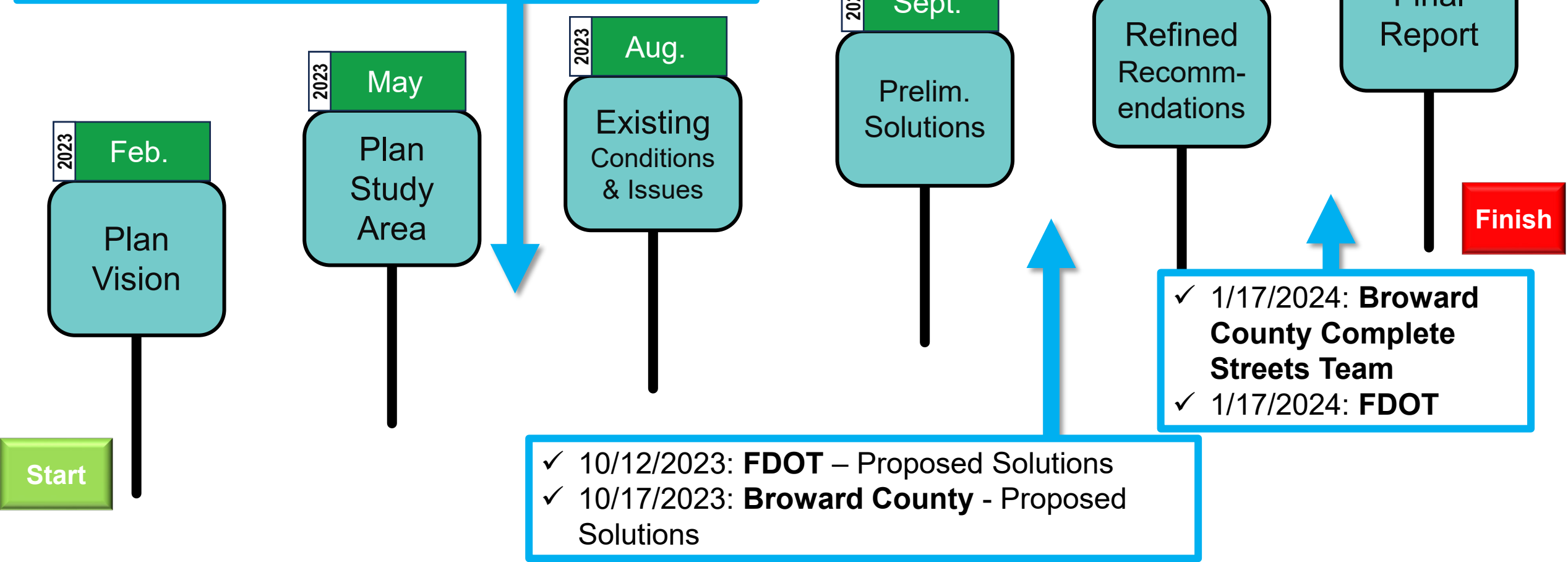


Topic	Frequent comments
21 Ct	Sidewalk gaps ● Sharp curve on NW 21 Ct ● Bike / Ped improvements needed for crossing at Andrews Av
Powerline Rd	Speeding / Safety ● Need for protected Bike Lanes
Andrews Av	Speeding / Safety ● Running Red Lights ● Improve crossings over roadway ● Landscaped center lane 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

Facility Owner Engagement

• Early and frequent collaboration with FDOT & Broward County is essential to developing a Plan that facility owners will support

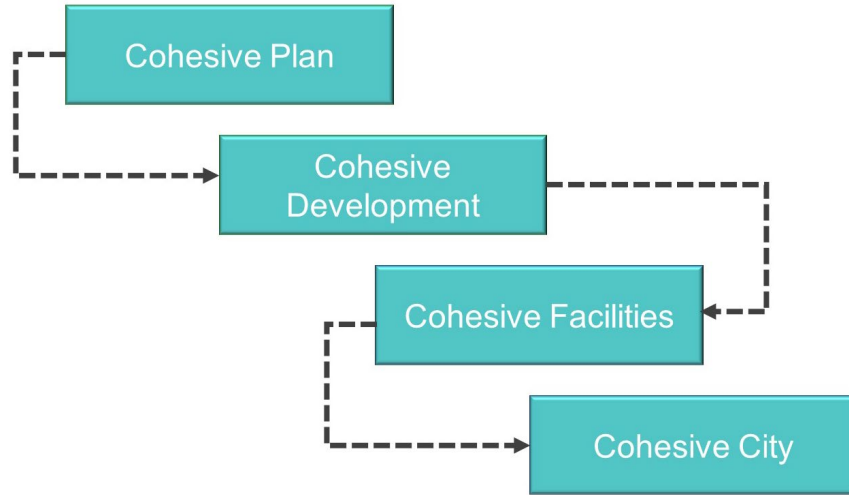
- ✓ 7/20/2023: **Broward County** - Existing Conditions
- ✓ 7/24/2023: **FDOT** - Existing Conditions
- ✓ 8/31/2023: **FDOT** – Planning Collaboration on FDOT Roadways



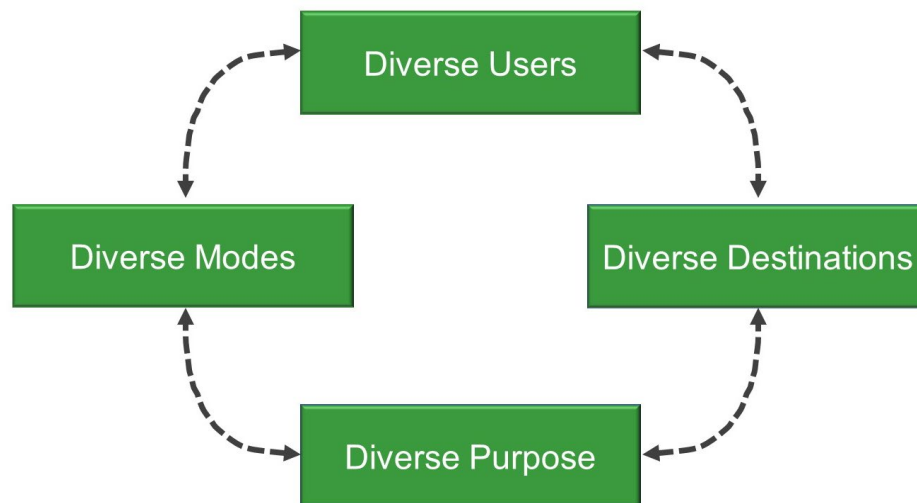
Milestone #1: Plan Vision

- TMP Vision focuses on safety plus Wilton Manor's unique characteristics and priorities

Create a cohesive community

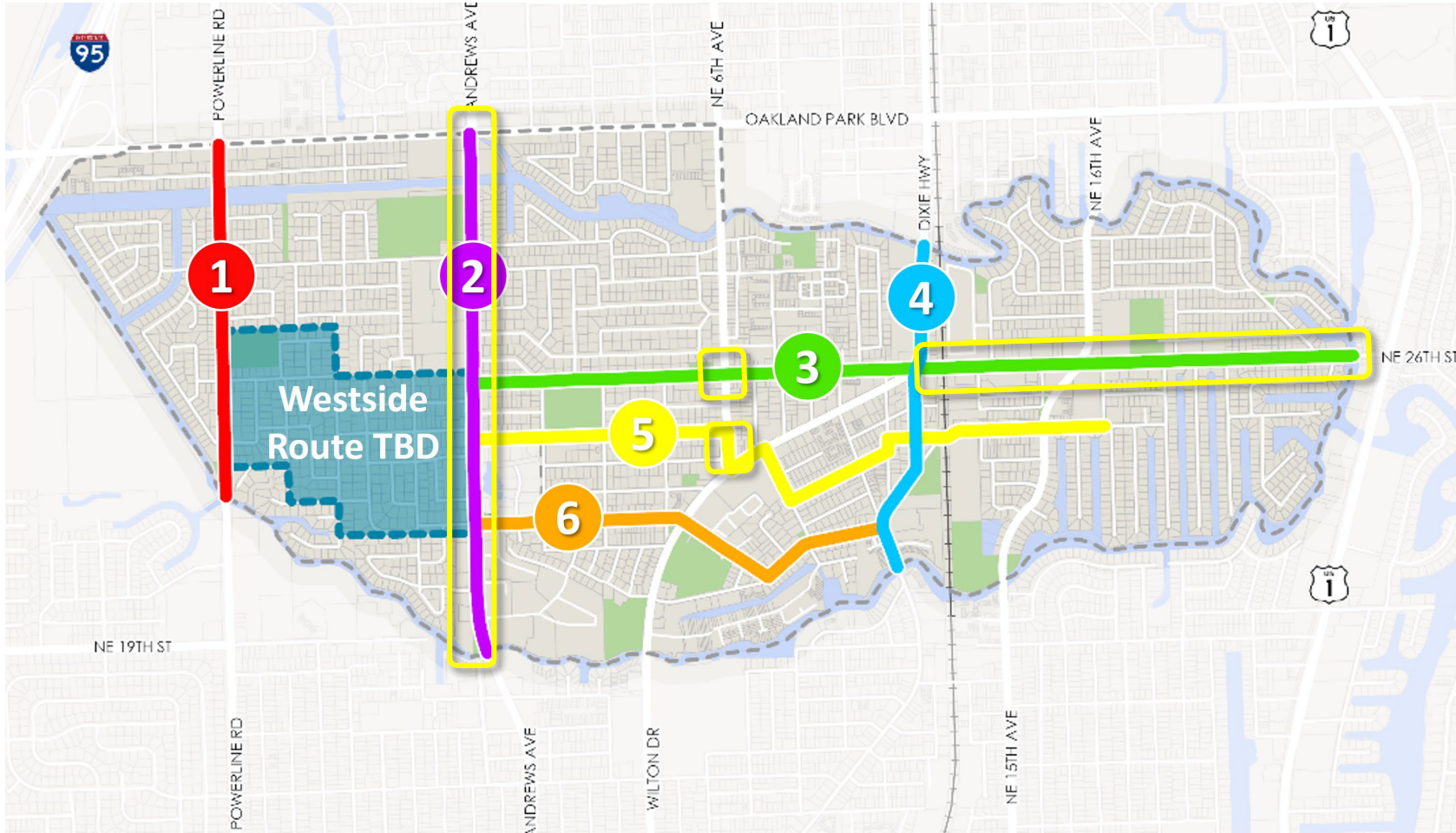


Address the community's diverse needs



The Vision of the City of Wilton Manors Transportation Master Plan is to develop multimodal facilities that create a **cohesive community** and **address the diverse needs** of residents, visitors, and business owners. The Plan's recommended improvements are intended to improve **safety**, walkability, quality of life, and economic development through the provision of **safe**, comfortable, and convenient **walking and biking networks**. Specific consideration is given to facilities needed for both **daytime and nighttime usage**. By identifying **specific transportation projects**, the plan is intended to assist the City in **prioritizing effective transportation investments** in the short, mid, and long term.

Milestone #2: Plan Study Area



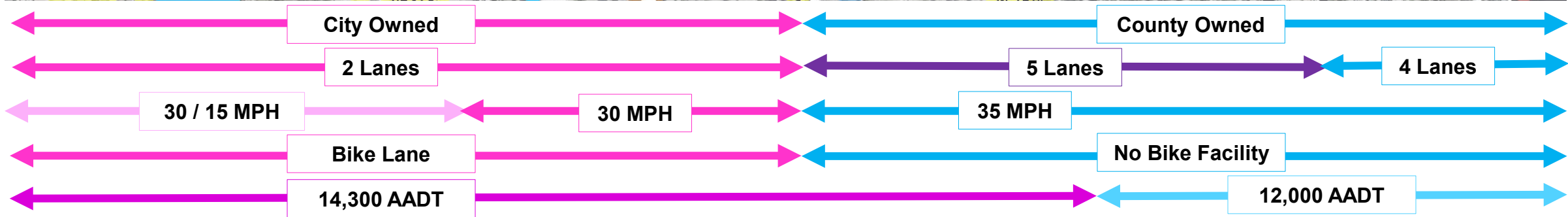
Plan Study Area:

- Six roadways
 - 3 fully or partially owned by Broward County
- Transportation projects will be identified for these roadways
- Identify improvements to both corridors and intersections
 - Traverse the City (3 N/S roadways + 3 E/W roadways)
 - Varying roadway classifications / intensities
 - Abut diverse land use categories / densities

(1) Powerline Rd (2) Andrews Av (3) NE 26 St (4) N. Dixie Hwy (5) NE 24 St Route (6) NE 21 Ct Route (+ Future westside route)

Milestone #3: Existing Conditions & Issues

Example - NE 26 St



Missing bike facilities: Bike Lanes end east of Andrews Av; No bike lanes at NE 6 Av; No bike lanes at / east of 5-Points. Surtax project does not include bike facilities.
Bike riding on sidewalks: Esp at / east of 5-Points, incl. E-Scooter
Bike riding against traffic
Missing sidewalks: South ROW between Andrews Av and NE 1 Av
Narrow sidewalks: East of 5-Points (Surtax project widens to 7 ft)
Sidewalk Obstructions: Mechanical equip & poles. East of NE 19 Av – garbage cans
Long block length to cross to other side of street: No crossings between 5-Points and NE 15/ 16 Av and Coral gardens Dr

Peds crossing not at crosswalks: NE 1 Av (WME), e/w of 5-Points, NE 14 Av, Starbucks, east of NE 15/16 Av
Long crossing distance at crosswalks: NE 15/16 Av, Coral Gardens Dr
Ped / Vehicle conflicts at crosswalks: 5-Points, NE 15/16 Av
Insufficient crossing time for crosswalks
Dark at night, especially for Peds: NE 6 Av and east to 5-Points
Access Management issues: 1-way cross streets at WME; NE 6 Av - Permissive only left-turn phases for all approaches; East of 5-Points - No center lane median; numerous driveway openings, wide side street radii
BCT Stops are missing Ped amenities / not ADA compliant
No wayfinding signage

Milestone #3: 5-Year Crash Trends

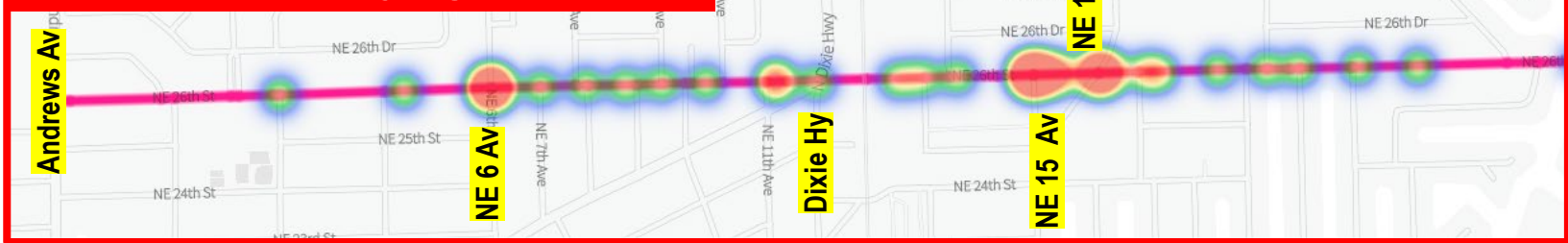
Example - NE 26 St



2018 to 2022: 274 Crashes
(not including Andrews Av)

35 Injury Crashes

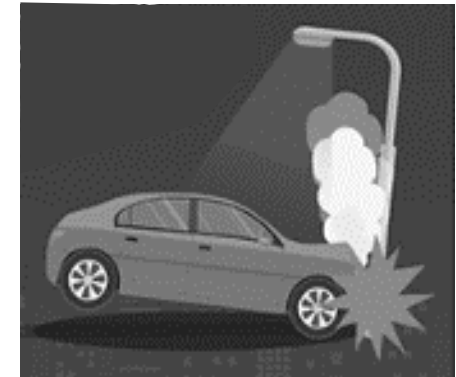
Heat Map of Injury Crashes



20% of Injury Crashes involved Peds

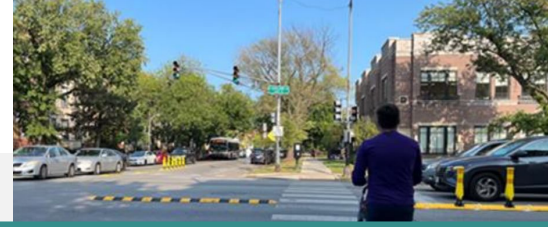
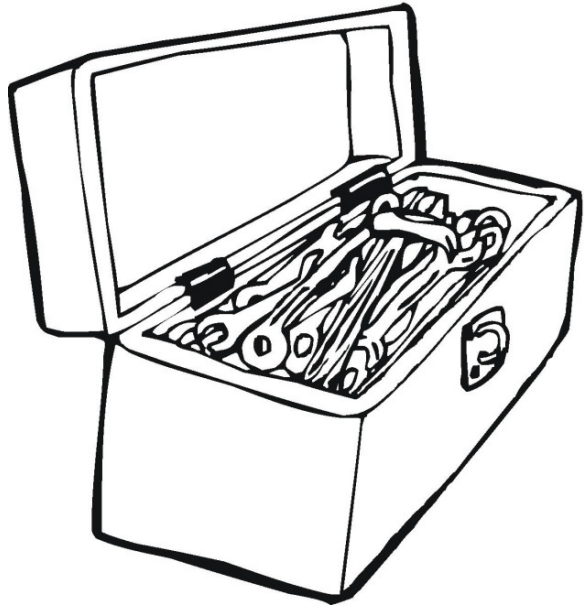


5 crashes resulted in Serious Injuries



60% of Serious Injury crashes occurred at night vs 18% of all Crashes

Milestone #4: Potential Solutions



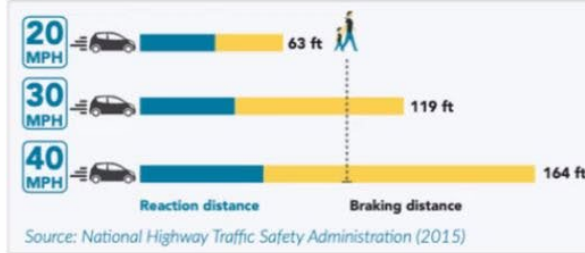
SAFETY OVER » SPEED

Higher vehicle speeds significantly increase likelihood of death

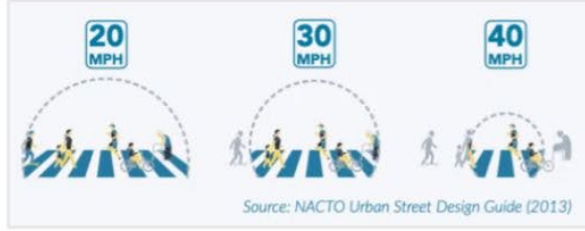


Likelihood of death for people walking if hit at these speeds

Source: AAA Foundation, Tefft, B.C. (2011)



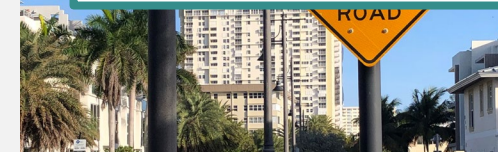
Higher speeds increase a driver's reaction time & braking distance



Higher speeds reduce a driver's field of vision

VISION 4 R ONETWORK

- ✓ Reduce crash severity
- ✓ Enhance visibility of Peds
- ✓ Improve comfort of walking / biking along roadways
- ✓ Improve comfort & convenience of crossing roadways
- ✓ Better match roadway design to surrounding context
- ✓ Improve resident's quality of life
- ✓ Accommodate all roadway users



Milestone #5: Refined Recommendations

Plan Study Area Recommendations

- Recommendations are based on the TMP's Vision, Existing Conditions, Public Engagement Feedback, Stakeholder Meetings, and Best Practices of Mobility and Safety Countermeasures
- Recommendations are Planning-Level Concepts. They reflect roadway and surrounding conditions but are not based on roadway surveys. Specific locations, materials, signalization, and similar details would be refined during project design.
- The TMP will include for the Recommendations: cost estimates, scope of work, and list of additional studies needed.

All Signalized Intersections

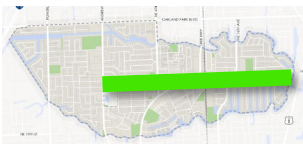
- ✓ **Signals should be retimed** to allow for pedestrians to cross at 3.5 ft / second; where senior housing is present, they should allow crossings at 2.8 ft / second
- ✓ **Leading pedestrian interval** treatments will be considered
- ✓ **Protected left turn phases** will be considered
- ✓ **Left turn calming treatments** like hardened centerlines will be considered
- ✓ **Pedestrian refuge islands** or treatments to **reduce crossing distance** will be evaluated and included as space permits

Other General Recommendations

- ✓ All mid-block crossings are intended to include **Rectangular Rapid Flashing Beacons (RRFBs)** (or signals)
- ✓ On 2-Lane roads, **mid-block crossings** should also be raised
- ✓ **Conflict Markings** should be added at Intersections, Driveways & Back-out parking lots
- ✓ **Side Street Curb Radii** should be narrowed (Curb Extension)
- ✓ Add **Wayfinding Signage**
- ✓ Underground Utilities
- ✓ Evaluate **Lighting** for safety and comfort

	Rebuild Raised Intersection		Lane Repurposing
	Raised Intersection		Lower Design Speed to 30 MPH
	Mini Roundabout		Add Lane Definition
	Peanut Roundabout		Raised Bike Lane or Shared Use Path
	Add Pedestrian Phase		Widen Sidewalk to 8'
	Increase Pedestrian Phase		New sidewalk
	Add All Pedestrian Phase / Scramble		Clearly Define Sidewalk
	Speed Hump/Table		Paint 5' Bike Lane
	Raised Crossing with RRFB		Shared Lane Markings
	Center Lane Median		Evaluate Lighting
	Close Median Access		Relocate BCT Stop
	Convert to Right in / Right Out		Convert to Bus Bulb
	Update / Install RRFB (Double-sided RRFB / Both sides of roadway)		

NE 26 St

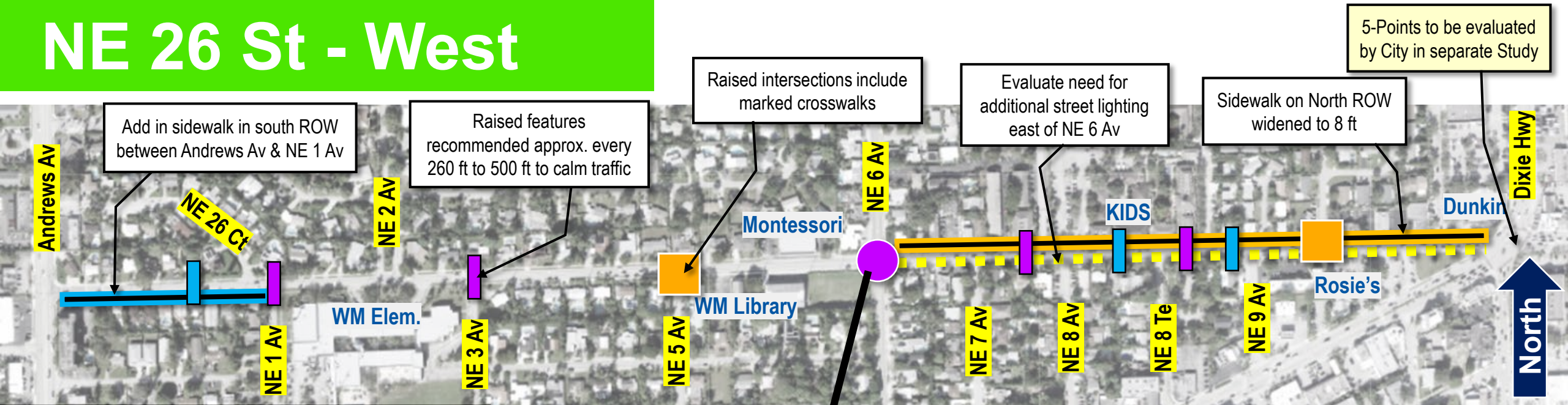




Goals

- ✓ Redesign Roadway to better match adjacent land use (*School / Childcare, Community Facilities, Retirement Homes, Low / Medium Density Residential, and Redevelopment / Mixed-use*).
- ✓ Redesign east portion of NE 26 St to have consistent (30 MPH) speed limit as west portion
- ✓ Provide dedicated Bike Facilities along entire roadway
- ✓ Limit turning conflicts
- ✓ Improve Access Management
- ✓ Reduce severity of crashes
- ✓ Improve Comfort and Safety of Pedestrian facilities along entire roadway
- ✓ Improve Comfort, Safety, and Convenience of for crossing over NE 26 St



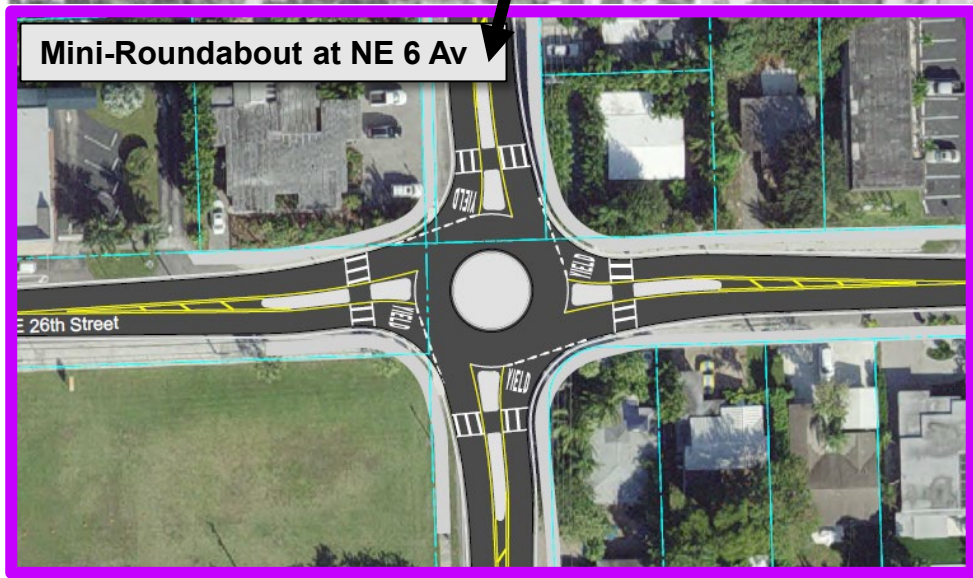
NE 26 St - West



-  Raised Intersection
-  Mini Roundabout
-  Speed Hump/Table
-  Raised Crossing with RRFB
-  Widen Sidewalk to 8'
-  New sidewalk
-  Evaluate Lighting

Corridor Recommendations (not shown)

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



- Likely requires small ROW purchases in NW and NE corners
- Includes Raised crosswalks
- Bike Lanes merge to Sharrows through roundabout

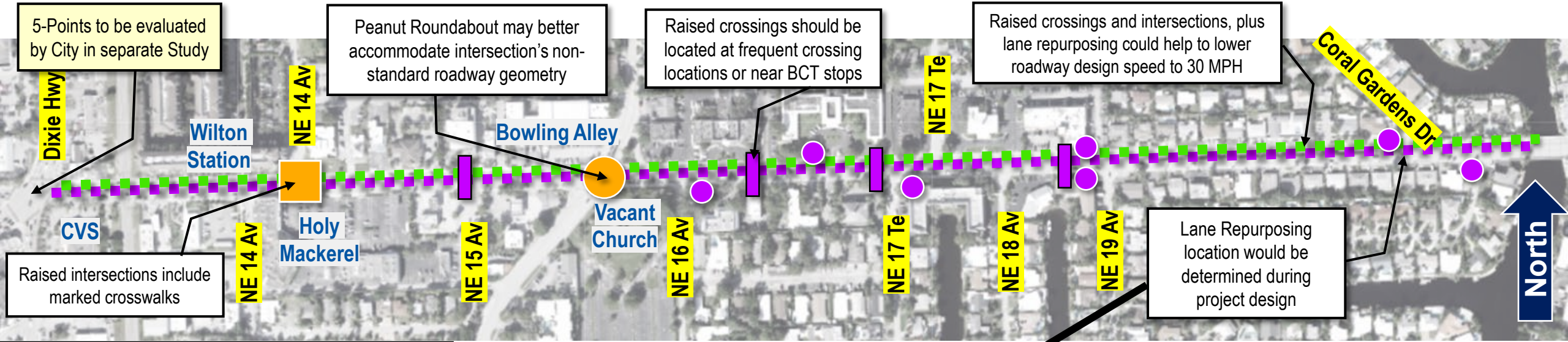


NE 6 Av: No Roundabout Options

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

NE 26 St - East

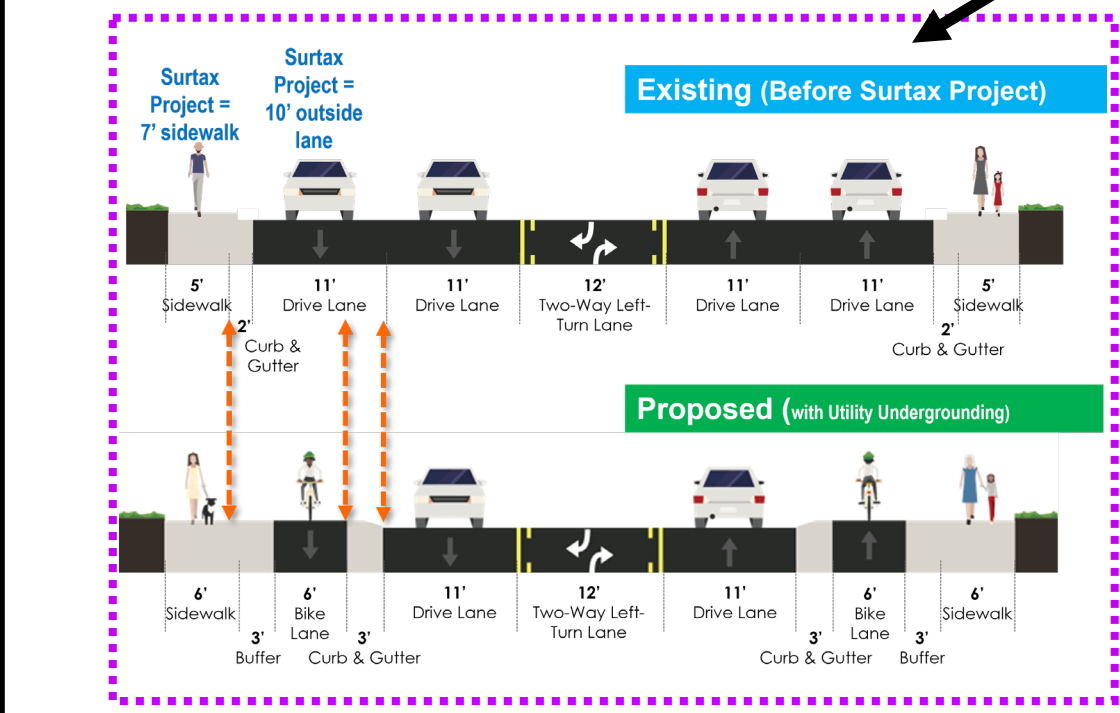
Lane Repurposing Option



- Raised Intersection
- Peanut Roundabout
- Raised Crossing with RRFB
- Lane Repurposing
- Lower Design Speed to 30 MPH
- Convert to Bus Bulb

Corridor-wide Recommendations (not shown)

- Add Conflict Markings at Intersections, Driveways & back-out parking lots
- Narrow Side Street Curb Radii
- Add Wayfinding Signage
- Underground Utilities
- Evaluate Lighting at Crossings



- Outside drive lane converted to raised, protected bike facilities
- Start / stop location would be determined during project design
- Quick Build Repurposing can build community support and ensure design meets expectations



NE 26 St - East

5-Lane Option (No Bike Facilities)

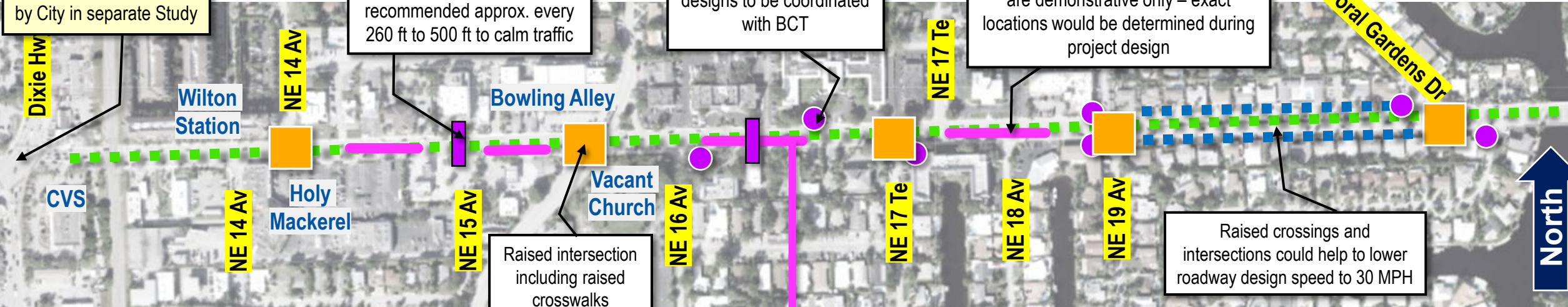
5-Points to be evaluated by City in separate Study

Raised features recommended approx. every 260 ft to 500 ft to calm traffic

Bus bulb's locations and designs to be coordinated with BCT

Center lane "Spot" median locations are demonstrative only – exact locations would be determined during project design

Raised crossings and intersections could help to lower roadway design speed to 30 MPH



- Raised Intersection
- Raised Crossing with RRFB
- Center Lane Median
- Lower Design Speed to 30 MPH
- Add Lane Definition
- Convert to Bus Bulb

- Corridor-wide Recommendations (not shown)**
- Add Conflict Markings at Intersections, Driveways & back-out parking lots
 - Narrow Side Street Curb Radii
 - Add Wayfinding Signage
 - Underground Utilities
 - Evaluate Lighting at Crossings



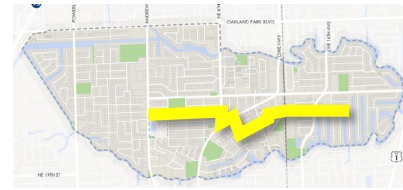
- Center lane medians would improve access management by limiting free flow left turn and U-turn movements
- Center lane medians also provide locations for new crosswalks
- Locations of medians would be determined during project design
- Quick Build medians can build community support and ensure design meets expectations



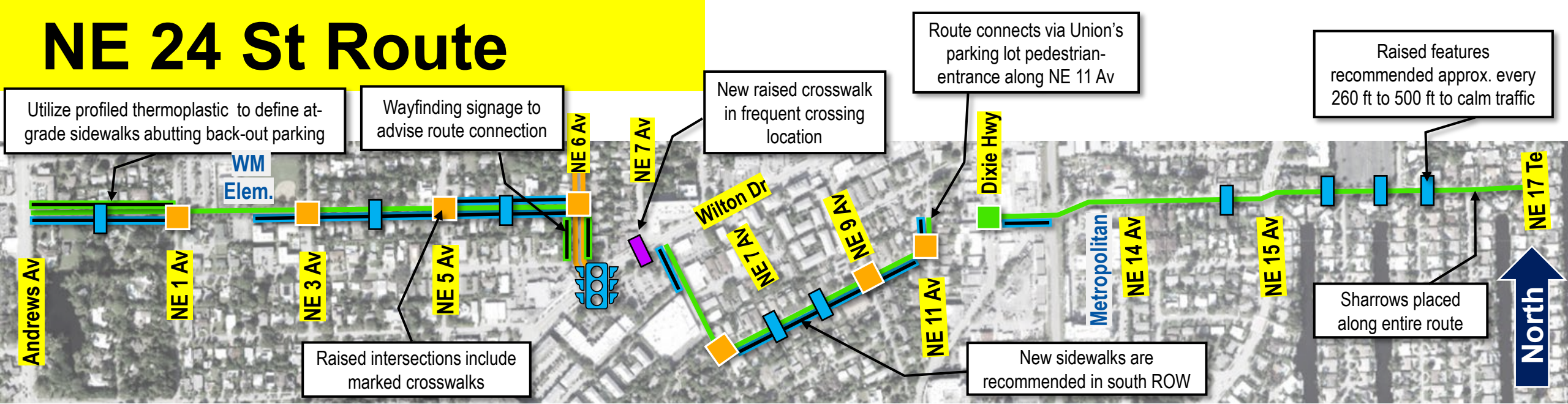
Ne 24 St Route

Goals

- ✓ Create cohesive bike / pedestrian route on NE 24 St from Andrews Av to NE 17 Te (connecting via **NE 6 Av**, Wilton Dr, NE 7 Av, NE 22 Dr, & pedestrian entrance at Union parking lot)
- ✓ Provide comfortable, safe, and convenient bike / pedestrian access to Wilton Manors Elementary School, Wilton Drive, and Dixie Hwy
- ✓ Reduce crossings at unmarked locations (near / at Wilton Dr)
- ✓ Fill in critical sidewalk gaps
- ✓ Identify bike route
- ✓ Traffic calming on residential streets
- ✓ Reduce crash severity, (near / at Wilton Dr)



NE 24 St Route



	Rebuild Raised Intersection
	Raised Intersection
	Add All Pedestrian Phase / Scramble
	Speed Hump/Table
	Raised Crossing with RRFB
	New sidewalk
	Clearly Define Sidewalk
	Paint 5' Bike Lane
	Shared Lane Markings
	Add Lane Definition

Route-wide Recommendations (not shown)

- Add Conflict Markings at Intersections, Driveways & back-out parking lots
- Narrow Side Street Curb Radii
- Add Wayfinding Signage
- Underground Utilities
- Evaluate Lighting at Crossings

Wilton Dr @ NE 6 Av

NE 23 St, NE 6 Av, Wilton Dr

Ped's would activate scramble, except during peak pedestrian times (evenings, special events)

Centerline hardening is recommended to calm left turns

Curbs extensions narrow ped crossing distance and slow vehicular turning movement

Curb extension prevents drivers from using bus lane as turn lane

Wilton Dr @ NE 7 Av

Wilton Dr, NE 7 Av

Northern leg realigned to T-Intersection & remove center "pork chop"

Sharrows

Raised Crosswalk with pedestrian refuge island

Curbs extensions narrow ped crossing distance and slow vehicular turning movement

Replace on-street parking with sidewalk

Andrews Av

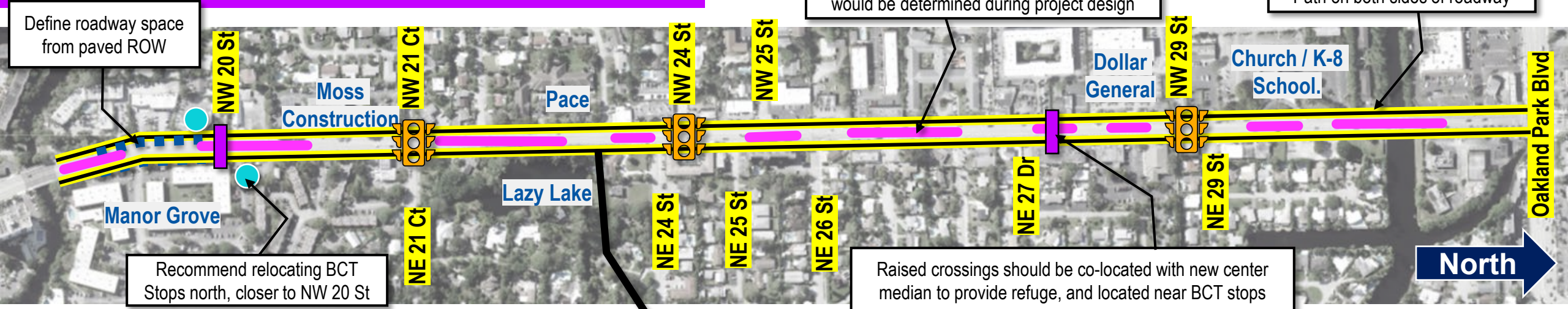


Goals

- ✓ Re/Connect “west” & “east” Wilton Manors
- ✓ Redesign Roadway to better match planned mixed-use redevelopment
- ✓ Limit turning conflicts
- ✓ Improved Access Management
- ✓ Reduce severity of crashes
- ✓ Improve Comfort and Safety of Pedestrian and Bicycle facilities along roadway
- ✓ Improve Comfort, Safety, and Convenience of Crossings over Andrews Av



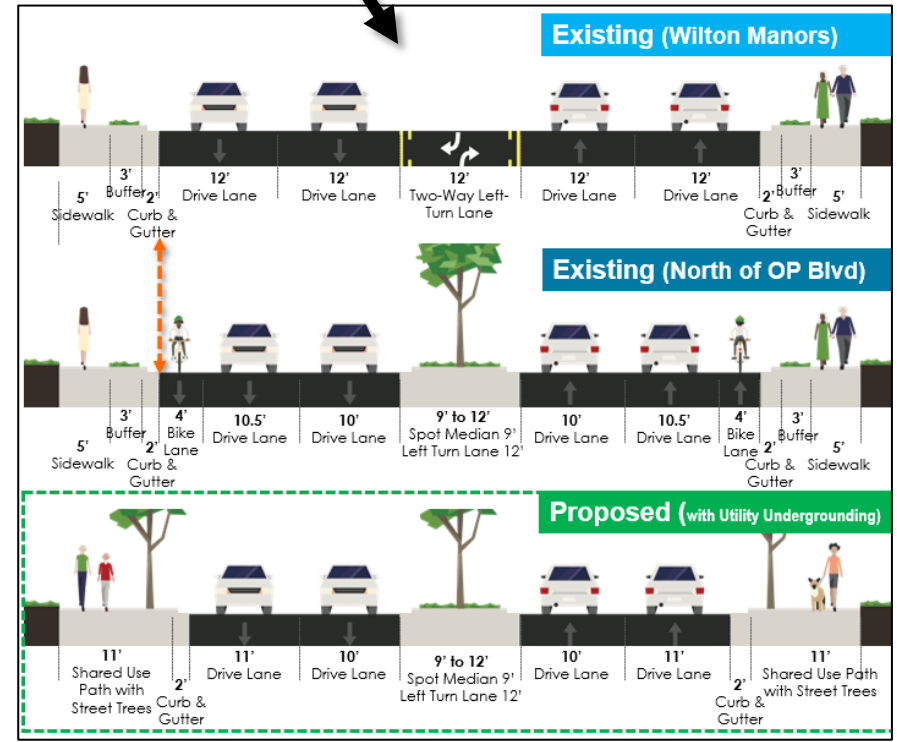
Andrews Av



- Increase Pedestrian Phase
- Raised Crossing with RRFB
- Center Lane Median
- Add Lane Definition
- Raised Bike Lane or Shared Use Path
- Relocate BCT Stop

Corridor-wide Recommendations (not shown)

- Add Conflict Markings at Intersections, Driveways & back-out parking lots
- Narrow Side Street Curb Radii
- Mark Crosswalks at Side Street Intersections
- Add Wayfinding Signage
- Underground Utilities
- Evaluate Lighting



- Curb would be reconstructed approximately 3 ft to widen sidewalk to Shared Use Path
- Shared Use path would have 8 ft of clear space, plus 3 additional feet for landscaping
- Utilities should be moved or placed underground to limit obstructions
- Trees and pedestrian scale lights are recommended to improve comfort for both day-time and night-time activity

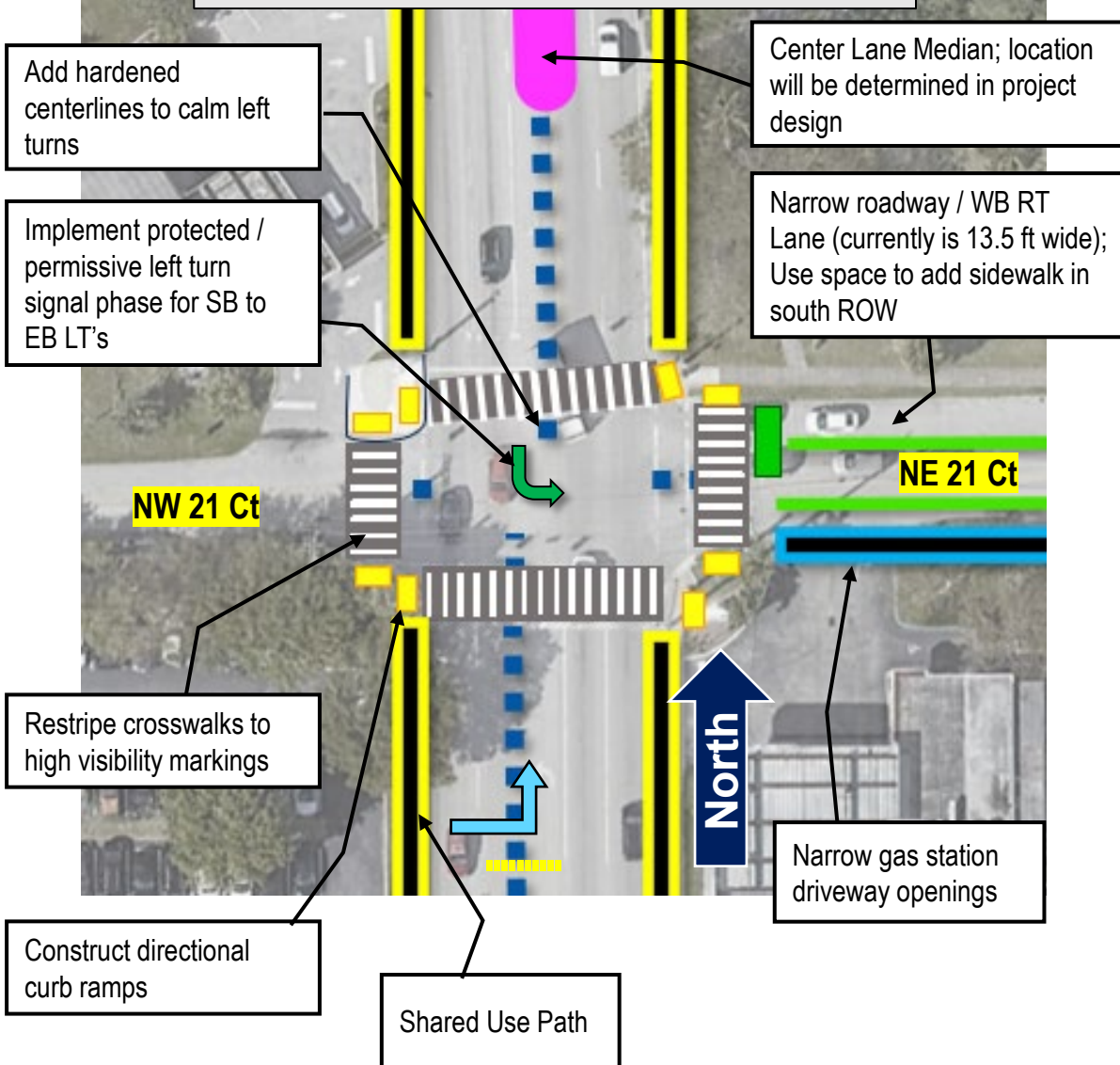


Example: Shared Use Path with Trees & Lights

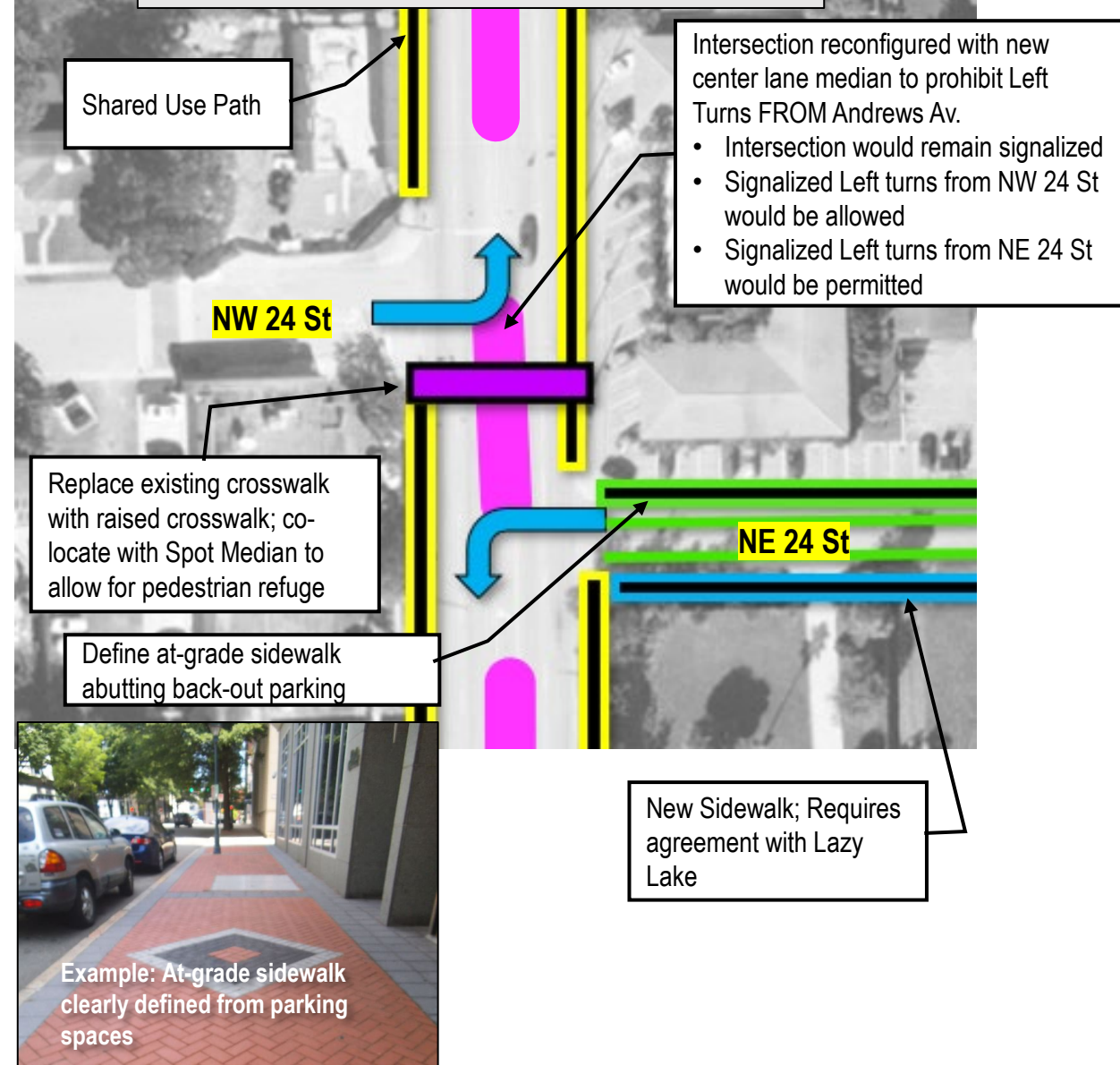
Andrews Av

continued...

Andrews Av @ NW / NE 21 Ct



Andrews Av @ NW / NE 24 St



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.

Community Meetings

- 2 Community Meetings
 - ✓ View Roadway Recommendations
 - ✓ Ask questions of BMPO Staff
 - ✓ Provide comments
- After the meetings
 - Recommendations further refined
 - Cost Estimates and Scopes of Work
 - April 2024 = Draft Plan submitted to City



THE CITY OF WILTON MANORS TRANSPORTATION MASTER PLAN



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



The City of Wilton Manors
**TRANSPORTATION
MASTER PLAN**



Learn more today!

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

