



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



Learn more today!

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



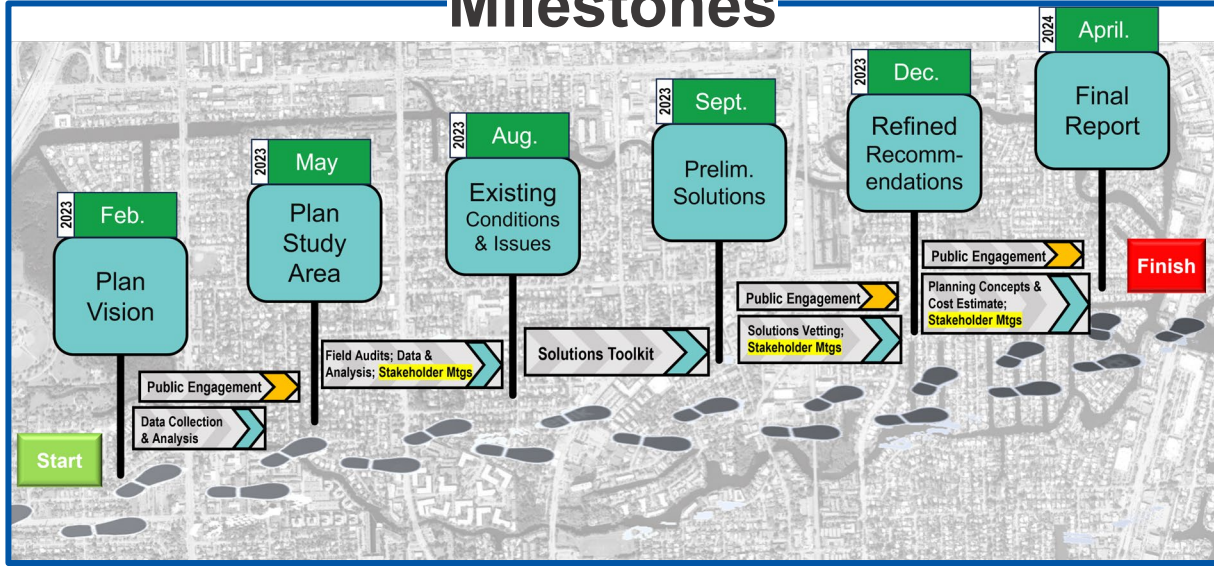
Agenda

- **TMP: Brief Refresher**
- **Since we last met....**
- **Workshop Discussion:**
 1. **Plan Study Area Recommendations**
 2. **Westside Route**
- **Community Meetings + Next Steps**

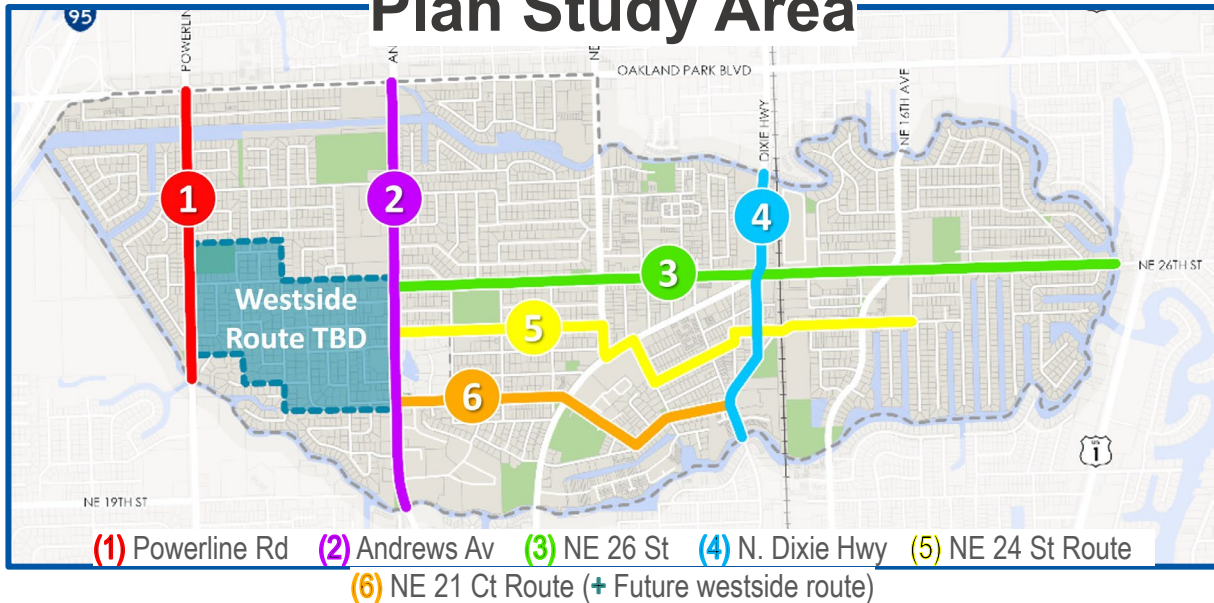


TMP: Brief Refresher

Milestones



Plan Study Area



Vision

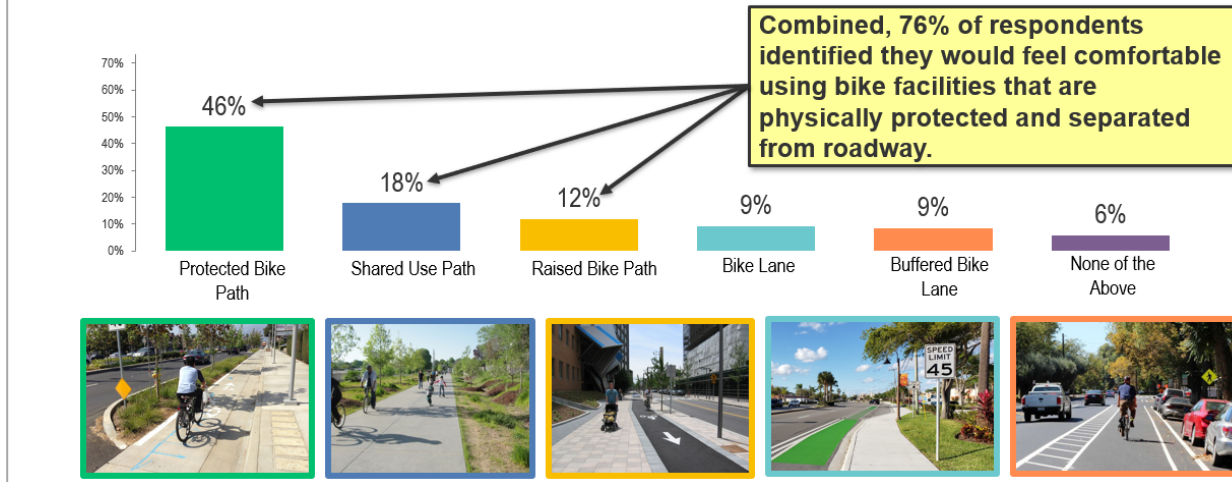
The Vision of the City of Wilton Manors Transportation Master Plan is to develop multimodal facilities that create a **cohesive community** and **address the diverse needs** of residents, visitors, and business owners. The Plan's recommended improvements are intended to improve **safety**, walkability, 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.

Since we last met... Survey Monkey

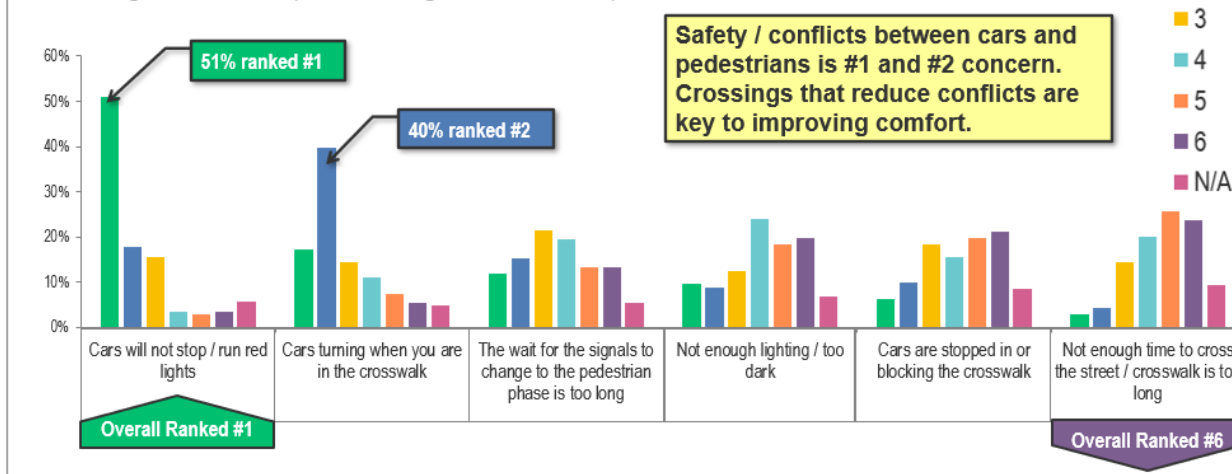
- Sept 5 – Dec 1, 2023
- 3 questions plus general comment

- 151 responses
- 80 general comments

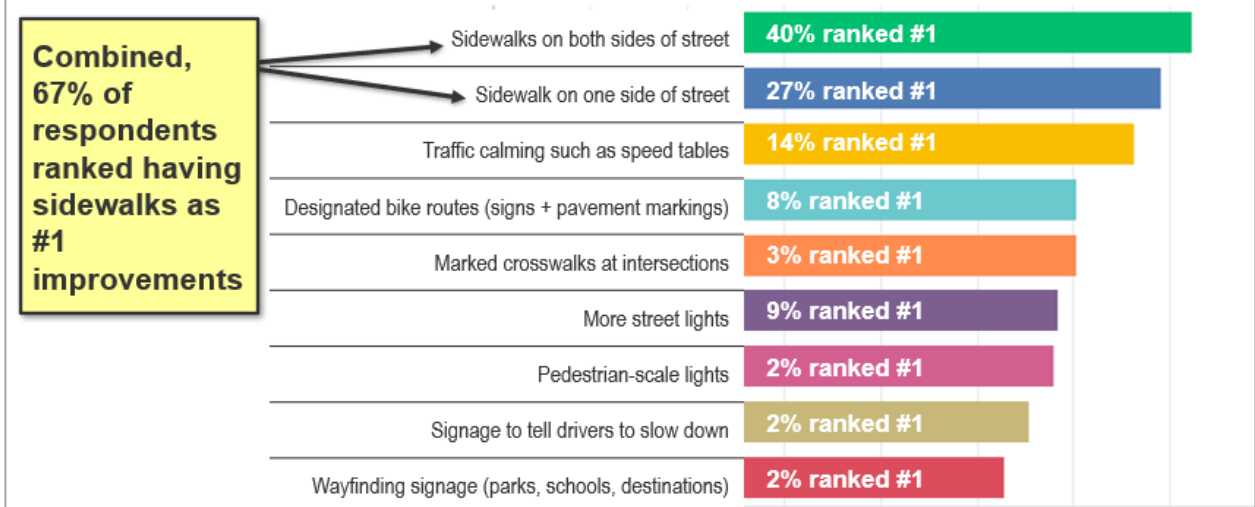
Q1: For Powerline Rd, Andrews Av, NE 26 St, and Dixie Hwy: Please select the **bike facilities** you would feel comfortable using (select all that apply) Answered: 151 Skipped: 0



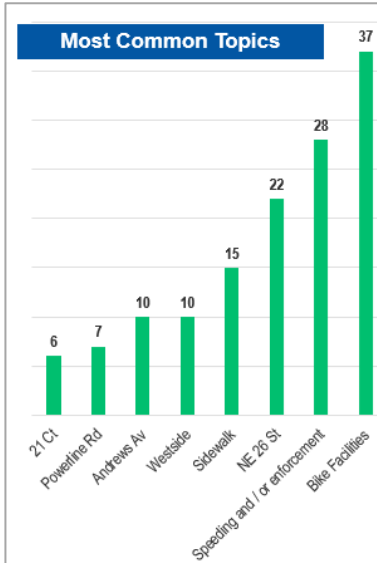
Q2: For Powerline Rd, Andrews Av, NE 26 St, and Dixie Hwy: Please rank in order your concerns about using **crosswalks** (Rank #1 is greatest concern) Answered: 150 Skipped: 1



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



- PLUS! Stakeholder Meetings**
- ✓ 1/3/2024: **City Staff Working Group Meeting** - Recommendations
 - ✓ 1/17/2024: **Broward County Complete Streets Team Meeting**
 - ✓ 1/17/2024: **FDOT** – Recommendations for FDOT Roadways



| 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 |

Workshop Discussion

- **Part 1: Plan Study Area Recommendations**

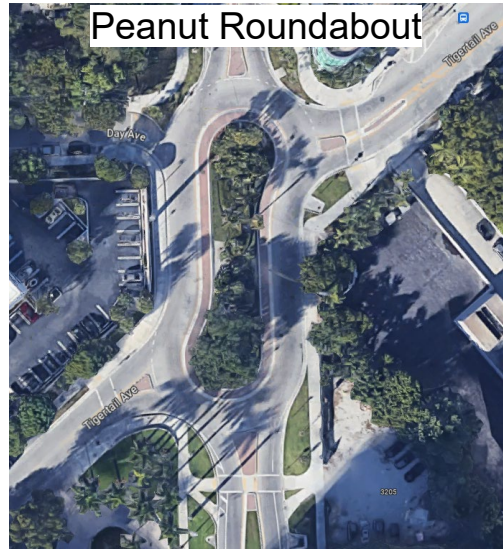
- Recommendations are based on the TMP's Vision, Existing Conditions, Public Engagement Feedback, Stakeholder Meetings, and Best Practices of Mobility and Safety Countermeasures
- Recommendations are *Planning-Level Concepts*. They reflect roadway and surrounding conditions but are not based on roadway 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.

- **Part 2: Westside Route**

- Two potential bike / pedestrian routes have been identified in the neighborhood located between Powerline Rd and Andrews Av, south of NW 29 St.
- Recommendations for improvements include an option with sidewalks and an option without sidewalks.
- The TMP will include cost estimates, scope of work, and list of additional studies needed.



Recommendations: Legend & Examples



Rebuild Raised Intersection



Raised Intersection



Mini Roundabout



Peanut Roundabout



Add Pedestrian Phase



Increase Pedestrian Phase



Add All Pedestrian Phase / Scramble



Speed Hump/Table



Raised Crossing with RRFB



Center Lane Median



Close Median Access



Convert to Right in / Right Out



Update / Install RRFB (Double-sided RRFB / Both sides of roadway)

Recommendations: Legend & Examples



- ■ ■ Lane Repurposing
- ■ ■ Lower Design Speed to 30 MPH
- ■ ■ Add Lane Definition
- ▬ Raised Bike Lane or Shared Use Path
- ▬ Widen Sidewalk to 8'
- ▬ New sidewalk
- ▬ Clearly Define Sidewalk
- ▬ Paint 5' Bike Lane
- ▬ Shared Lane Markings
- ■ ■ Evaluate Lighting
- Relocate BCT Stop
- Convert to Bus Bulb



Recommendations: General Solutions for Plan Study Area

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 Improvements

- ✓ 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

Pedestrian Refuge at Signalized Intersection



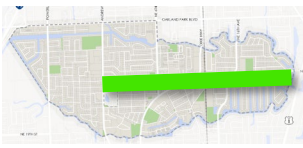
Quick Build Curb Extension



Shared Use Path Conflict Markings



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 - East

Lane Repurposing Option

Background:

1. NE 26 St east of 5-Points is owned by Broward County
2. For Lane Repurposing requests, the County requires a Traffic Analysis and approval by the County Commission.
 - A 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 (2045)")
 - 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?

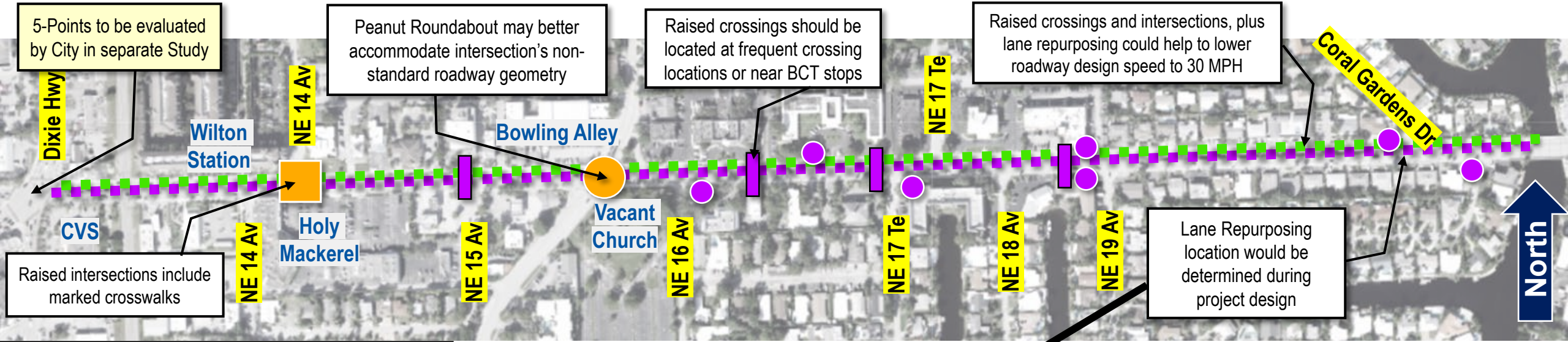
- Public feedback during the TMP indicates a desire for bicycle facilities along NE 26 St, as well as a slower roadway with overall improved pedestrian comfort
- NE 26 St is a collector, not an arterial, indicating a street which mainly provides access to destinations as opposed to a through street providing 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)
 - This forecast is inconsistent with existing roadway volumes.
 - 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.**

NE 26 St - East

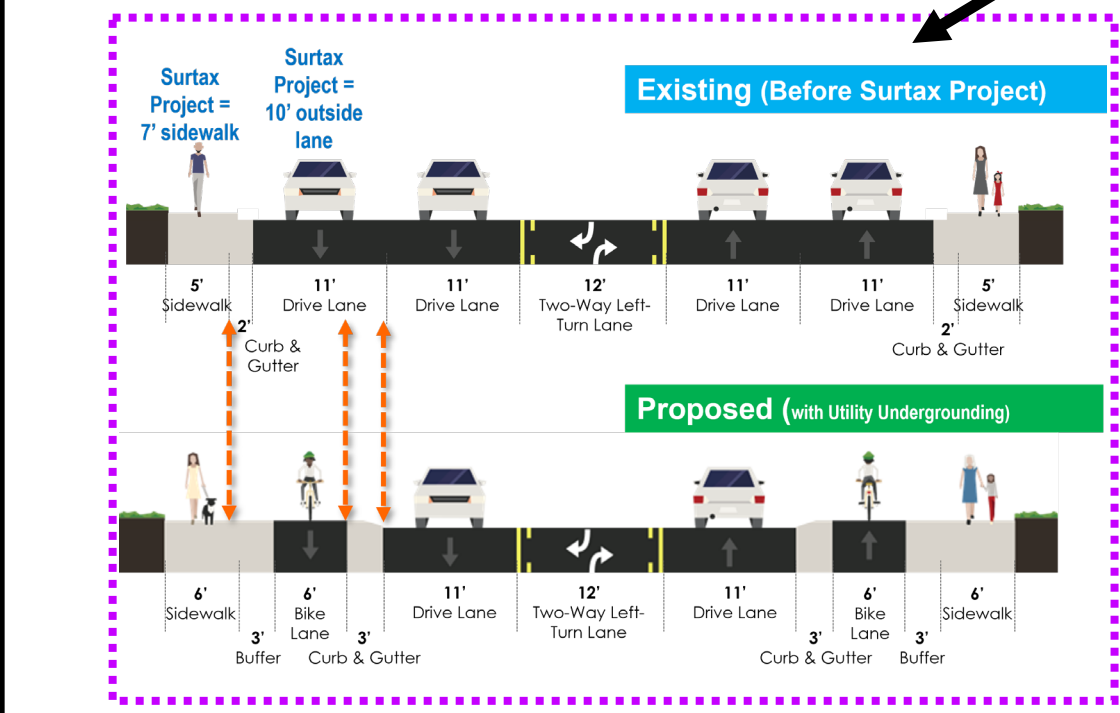
Lane Repurposing Option



- 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)

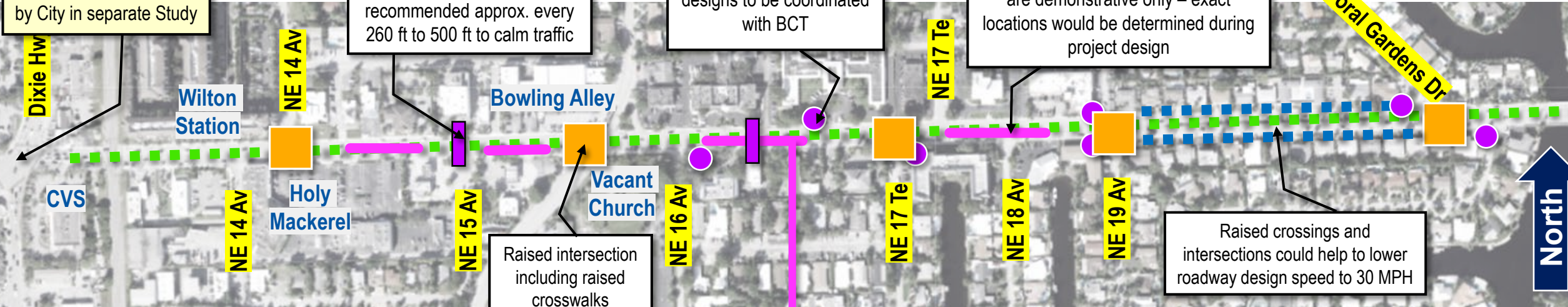
5-Points to be evaluated by City in separate Study

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

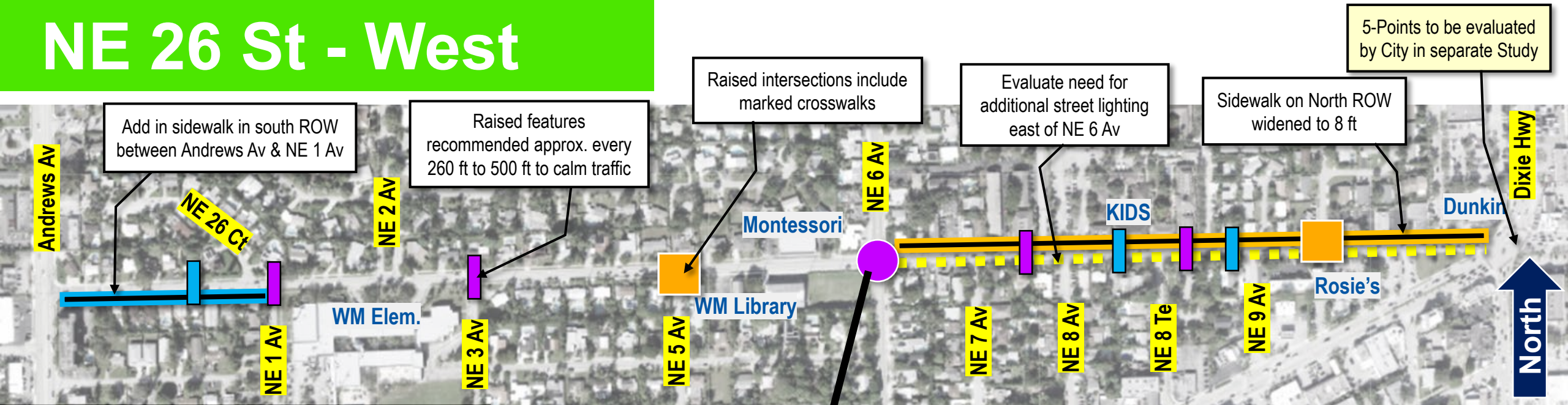
- Corridor-wide Recommendations (not shown)**
- Add Conflict Markings at Intersections, Driveways & back-out parking lots
 - Narrow Side Street Curb Radii
 - Add Wayfinding Signage
 - Underground Utilities
 - Evaluate Lighting at Crossings



- 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 26 St - West



5-Points to be evaluated by City in separate Study





Evaluate need for additional street lighting east of NE 6 Av

Sidewalk on North ROW widened to 8 ft

Add in sidewalk in south ROW between Andrews Av & NE 1 Av

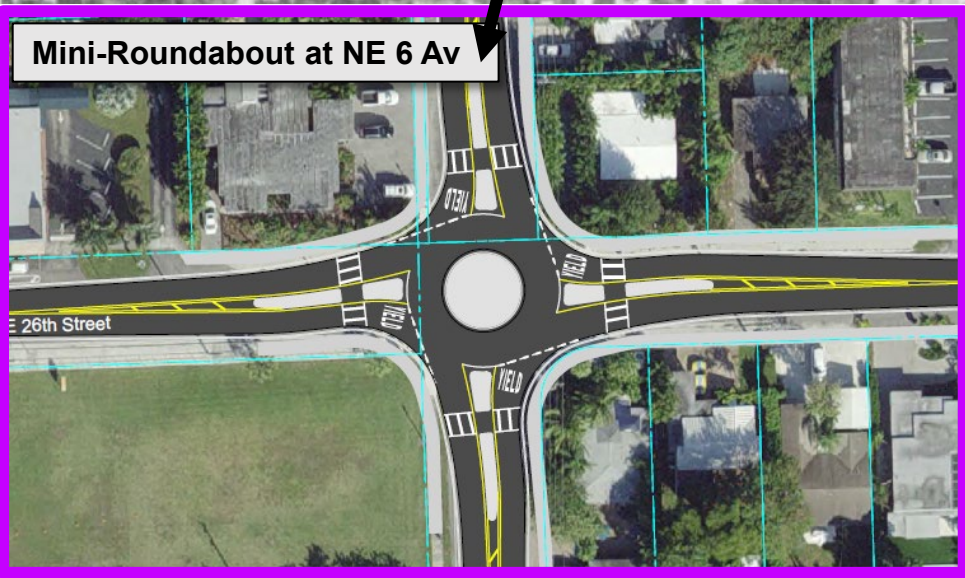
Raised features recommended approx. every 260 ft to 500 ft to calm traffic

Raised intersections include marked crosswalks

-  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



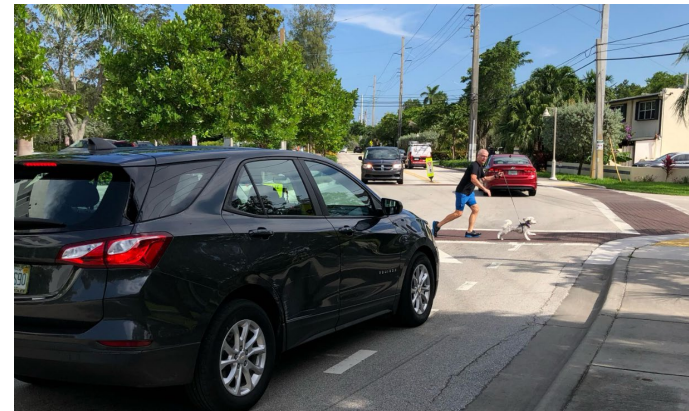
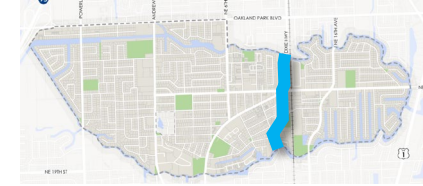
NE 6 Av: No Roundabout Options

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

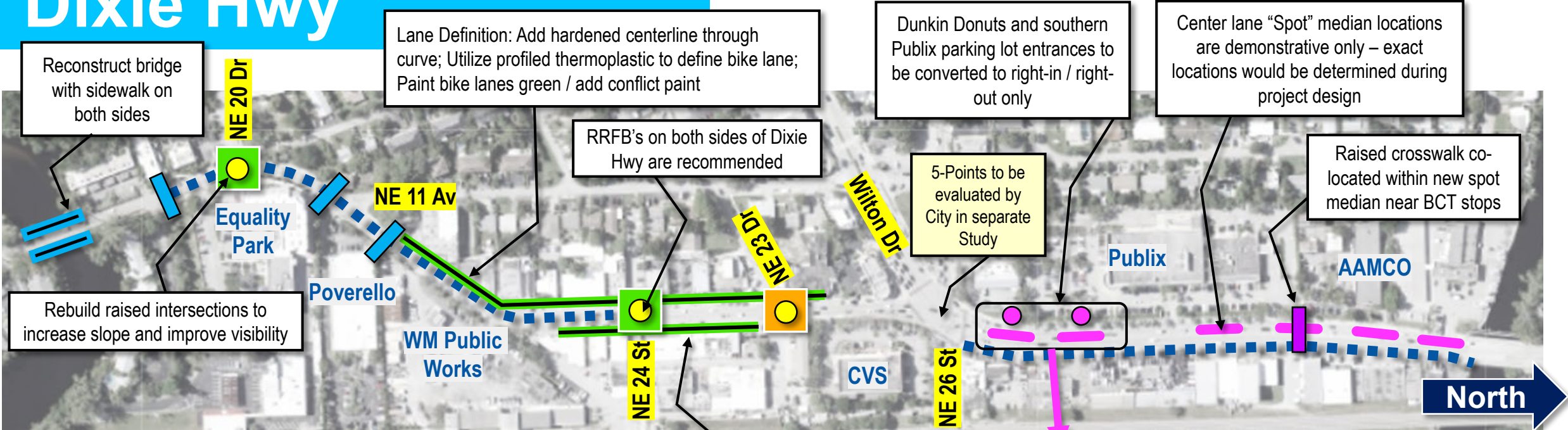
Dixie Hwy

Goals

- ✓ Redesign Roadway to improve access from Wilton Manors to Oakland Park
- ✓ Create cohesive Dixie Hwy character (from Fort Lauderdale to Oakland Park)
- ✓ Lower Speeds to 30 MPH
- ✓ 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 Dixie Hwy



Dixie Hwy



| | | | |
|--|---|---|-------------------------|
| | Rebuild Raised Intersection | | New sidewalk |
| | Raised Intersection | | Clearly Define Sidewalk |
| | Speed Hump/Table | Corridor-wide Recommendations | |
| | Raised Crossing with RRFB | <ul style="list-style-type: none"> • 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 Median | | |
| | Close Median Access | | |
| | Convert to Right in / Right Out | | |
| | Update / Install RRFB (Double-sided RRFB / Both sides of roadway) | | |
| | Add Lane Definition | | |



Access Management at 5-Points Plaza

Drivers leaving Dunkin Donuts who want to go NB on Dixie Hwy can drive through parking lot to access left turn openings

Two Parking Lot entrances to continue to allow Left Turns to & from Dixie Hwy

New Spot Medians would Prohibit LT in & out; Median locations shown are demonstrative only - exact locations would be determined during project design

Recommendations: 5-Points Future Redesign

- **Confluence of some of the most heavily utilized, multimodal corridors** in the City
- Influenced by the **Florida East Coast Railway**
- **Many people walking and biking** through the area daily.

The following should be considered as the City pursues a preferred design:

- 1. 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, including considering an all-pedestrian phase.
 - Limiting or eliminating turn movements (i.e. right turns on red).
 - Alternative intersection designs (i.e. roundabout or a protected intersection).
 - Realigning one or more legs of the intersection to reduce the number of intersection legs.
- 2. Increase visibility of conflict zones** (i.e. green cross-bike striping for biking and high visibility crosswalks for walking).
- 3. Consider access.** The City should consider the implementation of access management projects near the intersection.

Community members noted 5-Points is **uncomfortable to cross** due to long crossing distances, difficulty navigating the multiple legs of the intersection, and long signal cycles / wait times.

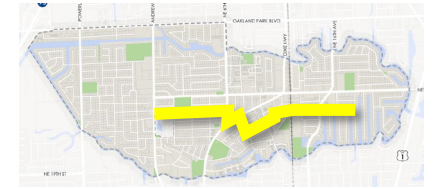


Source: Five Points Intersection Concept – Wilton Manors TOD Master Plan

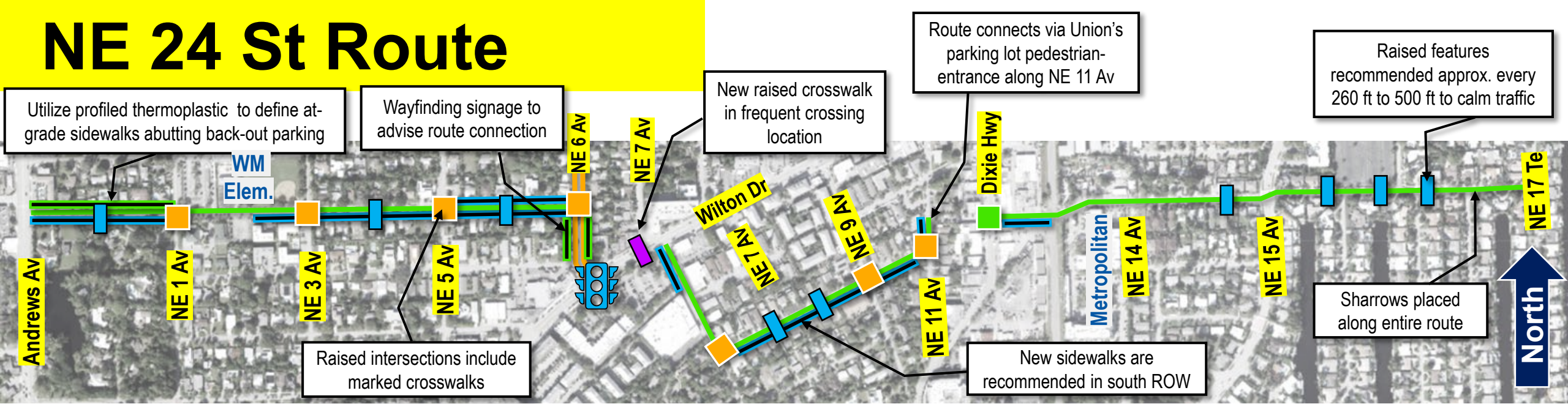
NE 24 St Route

Goals

- ✓ Create cohesive bike / pedestrian route on NE 24 St from Andrews Av to NE 17 Ter (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)



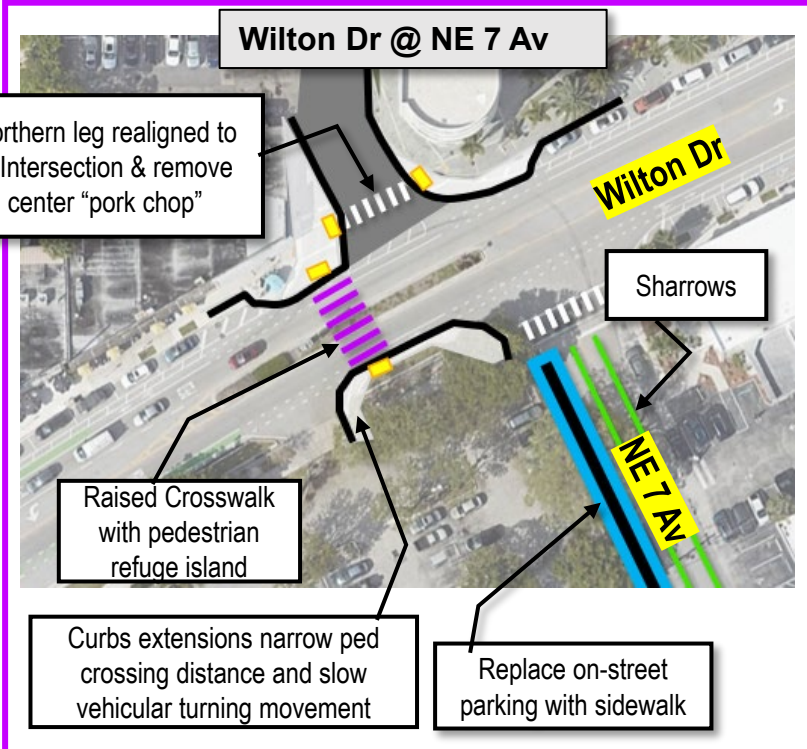
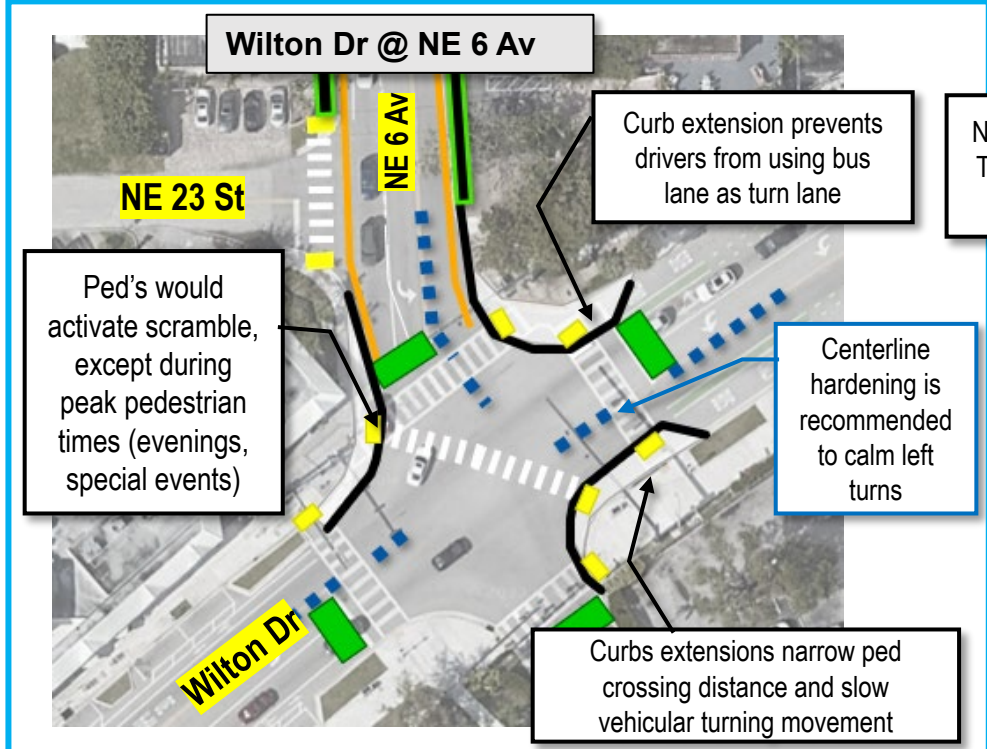
NE 24 St Route



| | |
|--|-------------------------------------|
| | 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)

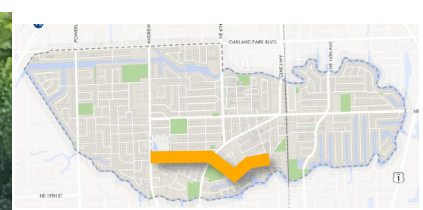
- Add Conflict Markings at Intersections, Driveways & back-out parking lots
- Narrow Side Street Curb Radii
- Add Wayfinding Signage
- Underground Utilities
- Evaluate Lighting at Crossings



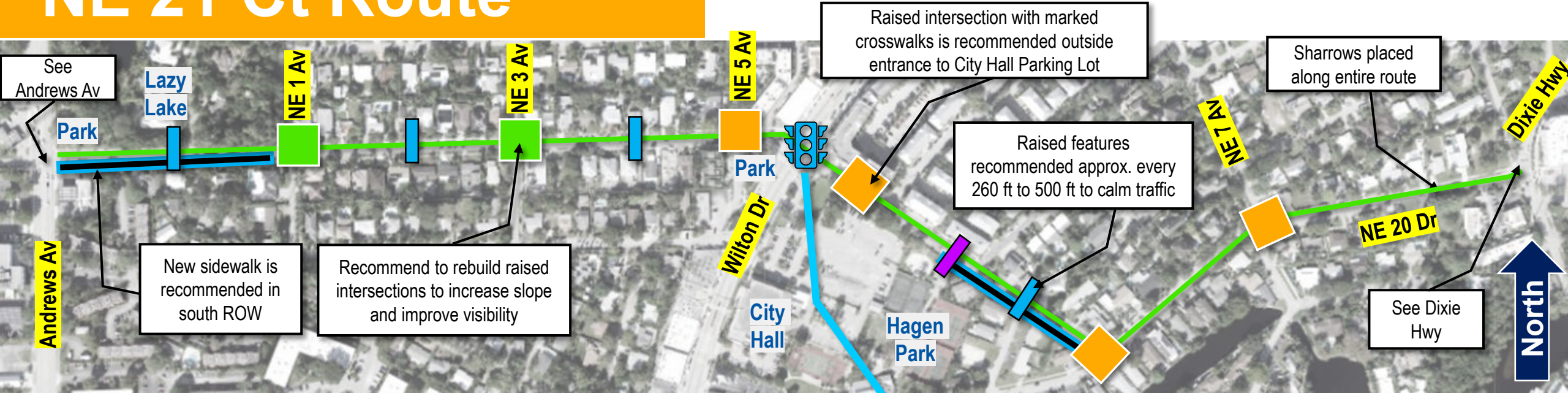
NE 21 Ct Route

Goals

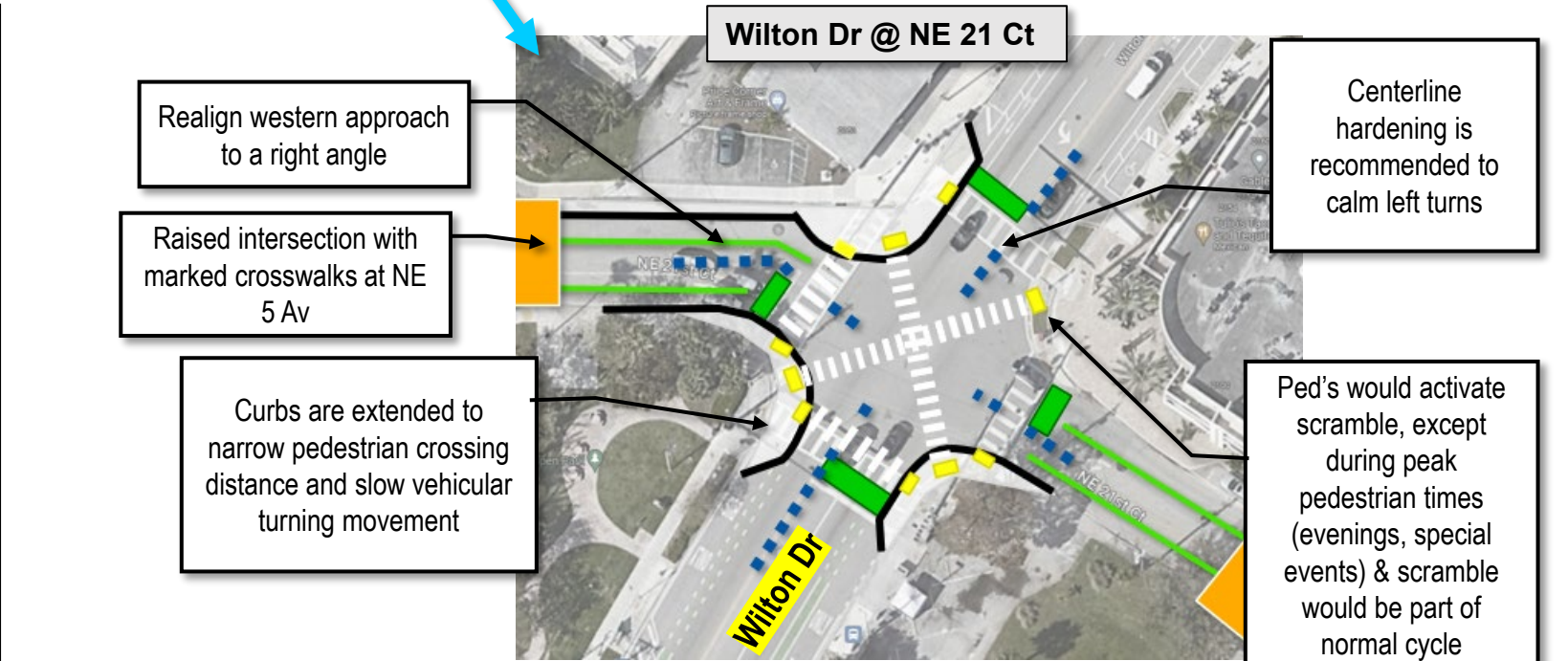
- ✓ Create cohesive bike / pedestrian route on NE 21 Ct from Andrews Av to Dixie Hwy (including NE 20 St)
- ✓ Provide comfortable, safe, and convenient bike / pedestrian access to City Hall, Hagen Park, Wilton Drive, Pocket Park and Equality Park
- ✓ Fill in critical sidewalk gaps
- ✓ Identify bike route
- ✓ Traffic calming on residential streets
- ✓ Reduce crash severity, especially on Wilton Drive



NE 21 Ct Route



| | | |
|--|-------------------------------------|--|
| | Rebuild Raised Intersection | Corridor-wide Recommendations (not shown) <ul style="list-style-type: none"> • Add Conflict Markings at Intersections, Driveways & back-out parking lots • Narrow Side Street Curb Radii • Add Wayfinding Signage • Underground Utilities • Evaluate Lighting at Crossings |
| | Raised Intersection | |
| | Add All Pedestrian Phase / Scramble | |
| | Speed Hump/Table | |
| | Raised Crossing with RRFB | |
| | New sidewalk | |
| | Shared Lane Markings | |
| | Add Lane Definition | |



Andrews Av

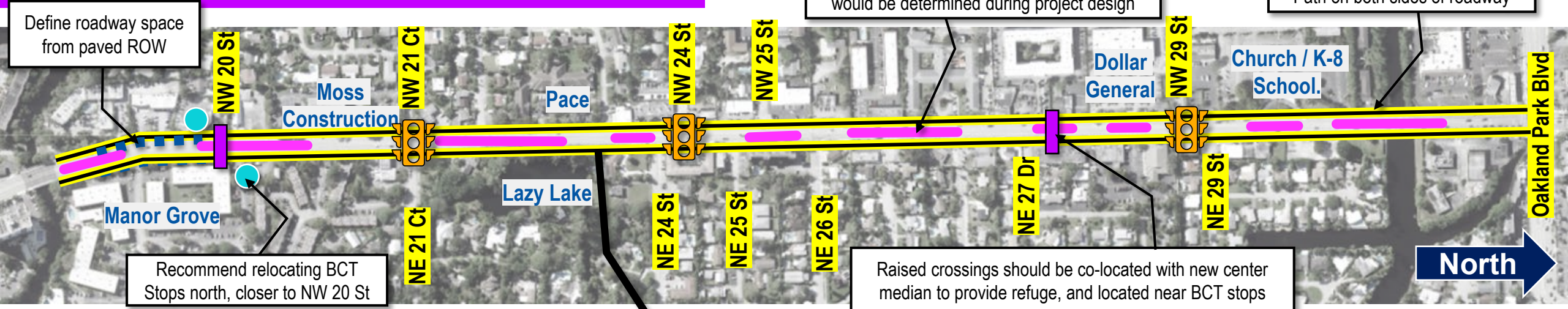








Goals

- ✓ 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



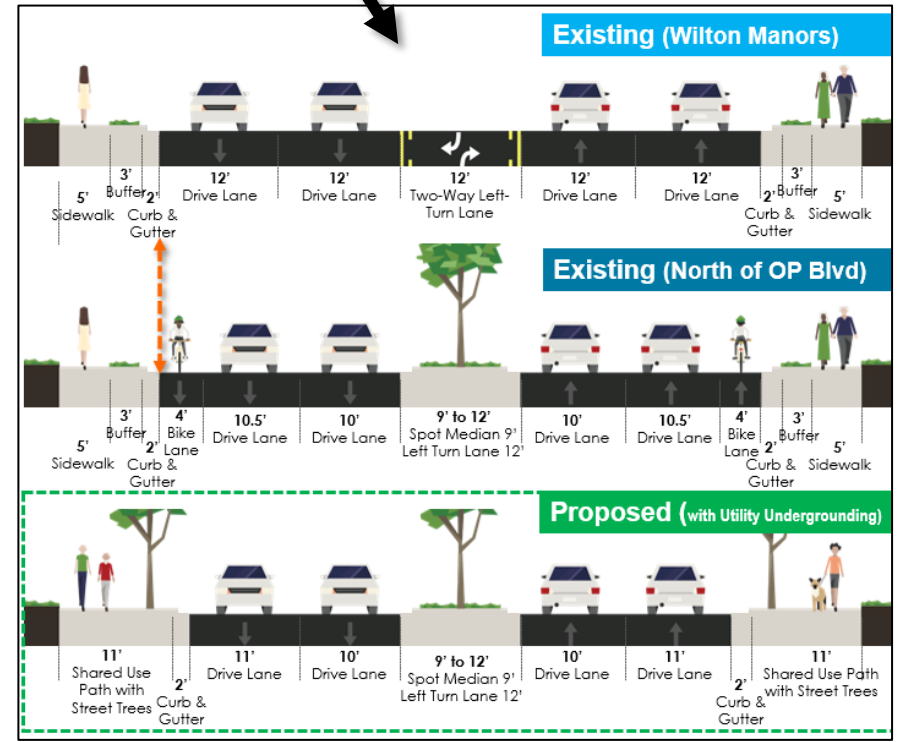
Andrews Av



-  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

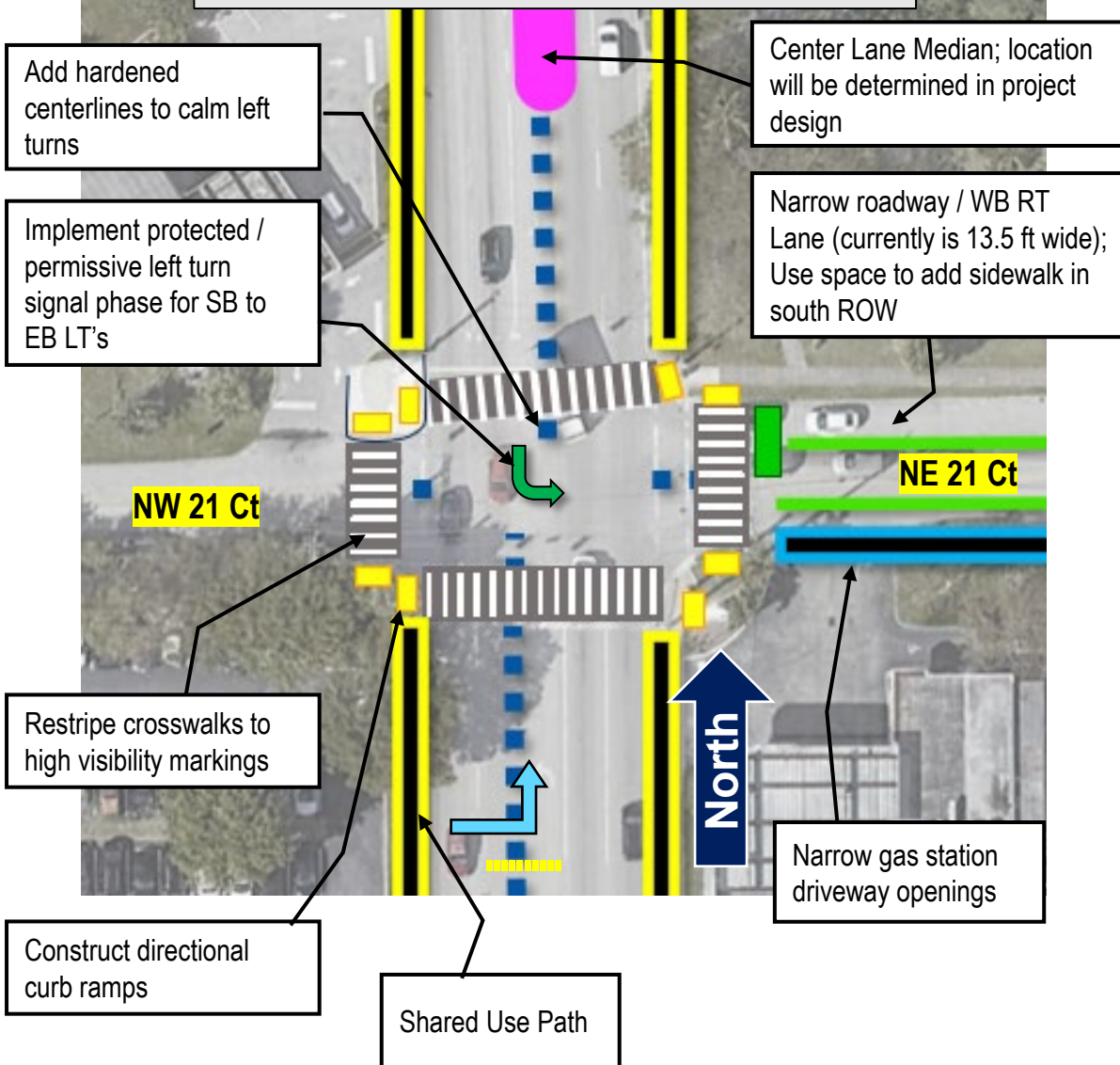


Example: Shared Use Path with Trees & Lights

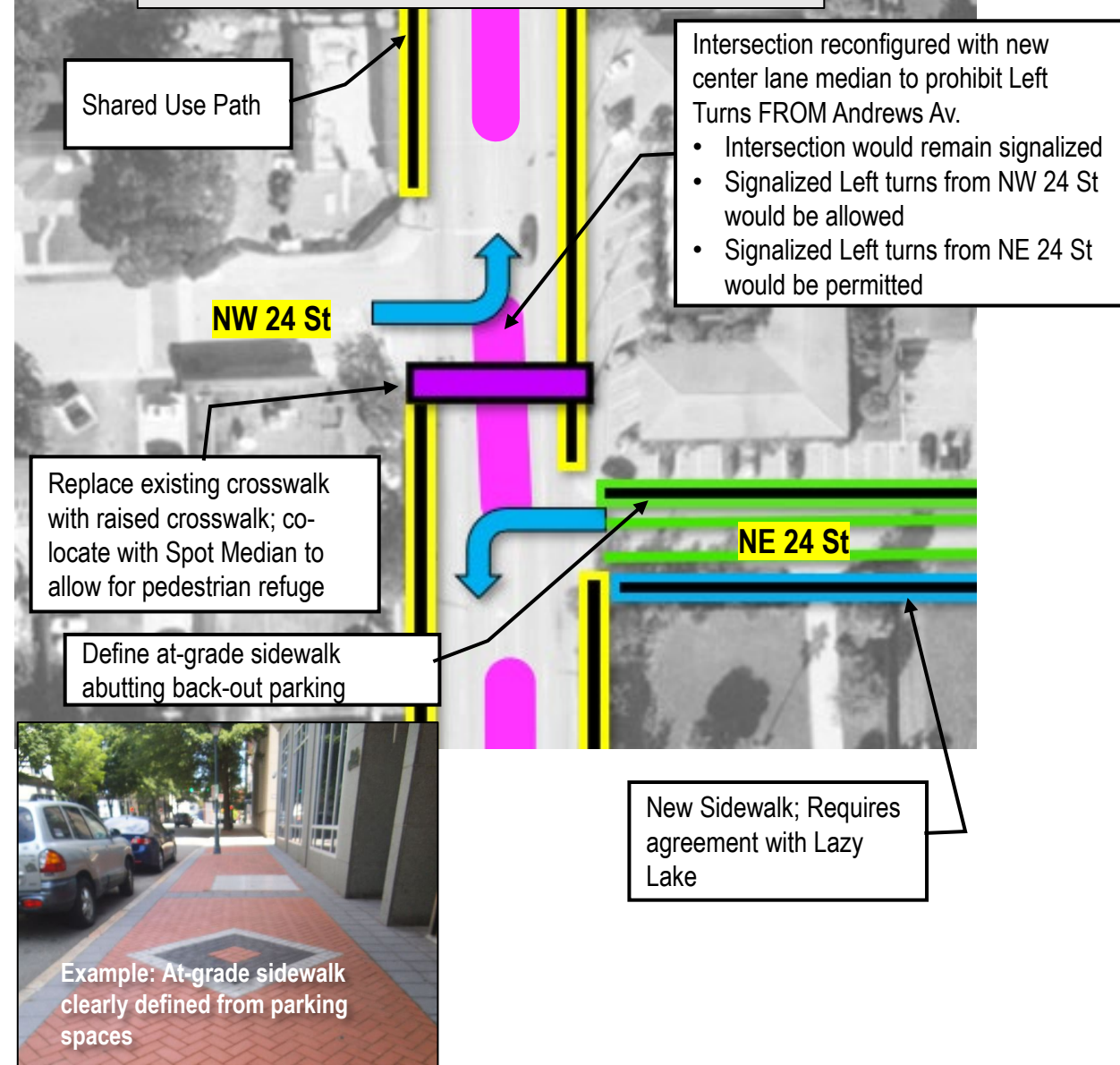
Andrews Av

continued...

Andrews Av @ NW / NE 21 Ct



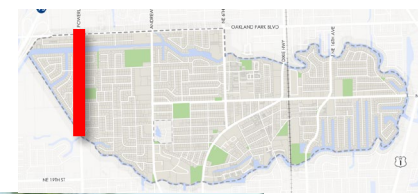
Andrews Av @ NW / NE 24 St



Powerline Rd

Goals

- ✓ Redesign Roadway to better match surrounding Residential Land Use
- ✓ Lower Speeds to 30 MPH
- ✓ 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 Powerline Rd



Powerline Rd

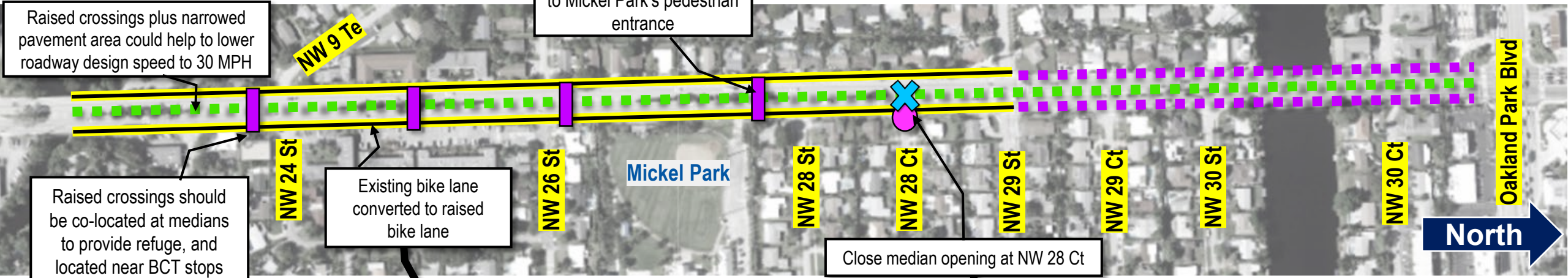
Raised crossings plus narrowed pavement area could help to lower roadway design speed to 30 MPH

Raised crossing adjacent to Mickel Park's pedestrian entrance

Raised crossings should be co-located at medians to provide refuge, and located near BCT stops

Existing bike lane converted to raised bike lane

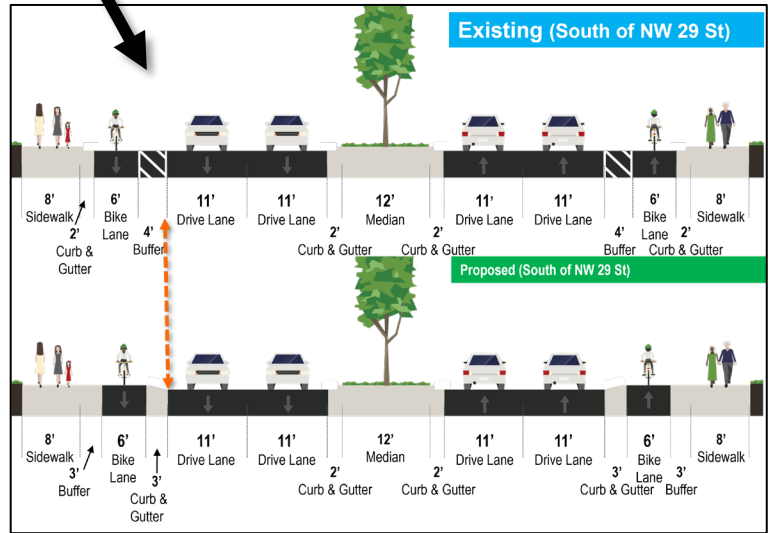
Close median opening at NW 28 Ct



- Raised Crossing with RRFB
- Close Median Access
- Convert to Right in / Right Out
- Lane Repurposing
- Lower Design Speed to 30 MPH
- Raised Bike Lane or Shared Use Path

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



Access Management at NW 28 Ct

NW 28 Ct entrance converted to Right In / Right Out only

Median opening closed

Residents living on NW 28 Ct would be able to make left turns in and out 275 ft south at NW 28 St

- NW 28 Ct is ~ 225 ft south of NW 29 St
- NW 28 Ct is ~ 225 ft south of NW 29 St signalized intersection
- Reduce potential conflicts with NB drivers from uncontrolled left turns from NW 28 Ct
- Benefit for NB Ped & Bike activity: Drivers leaving NW 28 Ct will focus more on NB car, ped & bike activity

Powerline Rd

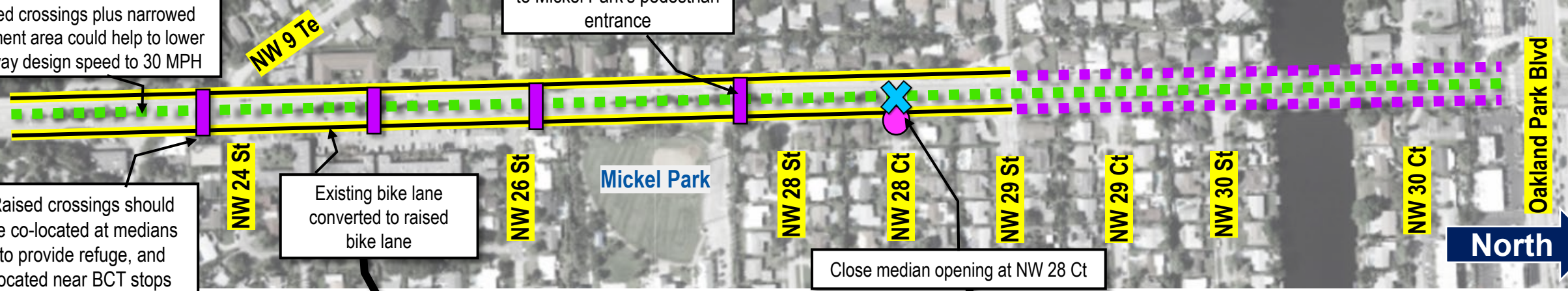
Raised crossings plus narrowed pavement area could help to lower roadway design speed to 30 MPH

Raised crossing adjacent to Mickel Park's pedestrian entrance

Raised crossings should be co-located at medians to provide refuge, and located near BCT stops

Existing bike lane converted to raised bike lane

Close median opening at NW 28 Ct

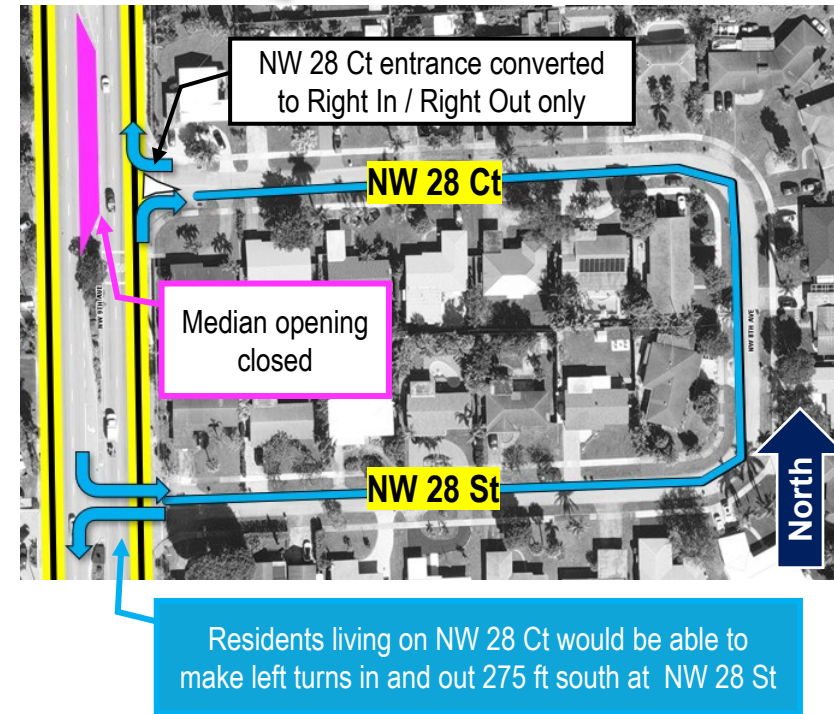
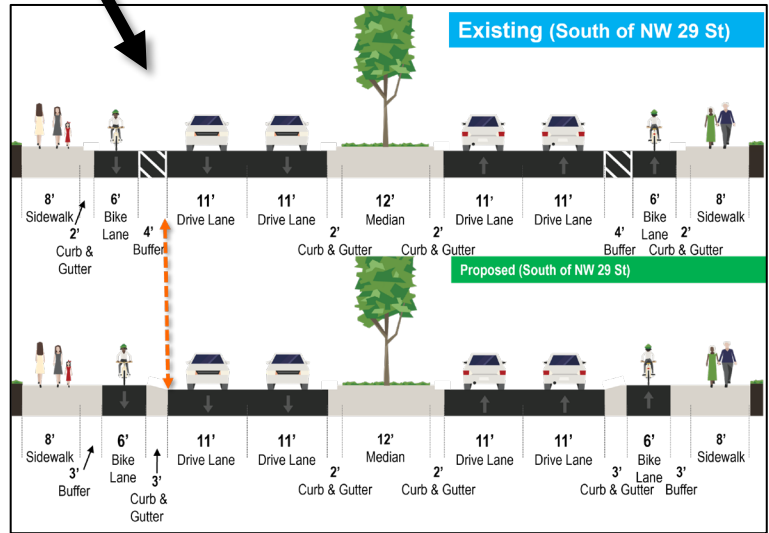


Legend:

- Raised Crossing with RRFB
- Close Median Access
- Convert to Right in / Right Out
- Lane Repurposing
- Lower Design Speed to 30 MPH
- Raised Bike Lane or Shared Use Path

Corridor-wide Recommendations (not shown)

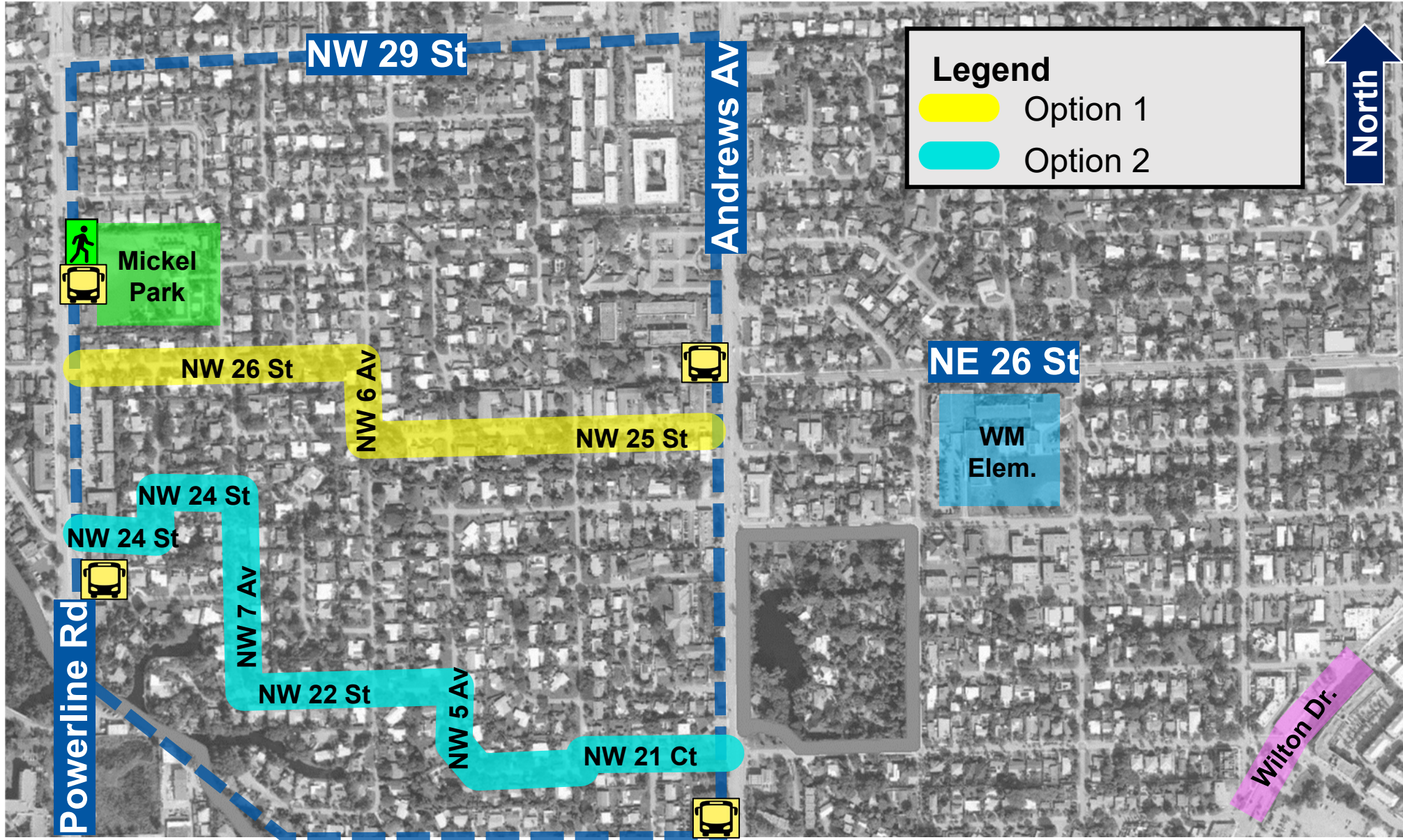
- Add Conflict Markings at Intersections, Driveways & back-out parking lots
- Narrow Side Street Curb Radii
- Mark Crosswalks at Side Street Intersections
- Add Wayfinding Signage
- Underground Utilities
- Evaluate Lighting



- NW 28 Ct is ~ 225 ft south of NW 29 St signalized intersection
- Reduce potential conflicts with NB drivers from uncontrolled left turns from NW 28 Ct
- Benefit for NB Ped & Bike activity: Drivers leaving NW 28 Ct will focus more on NB car, ped & bike activity

Westside Route

Discussion



Westside Route

2 Route Options / 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 access to signalized 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

Option 2:

- 👎 3,800 ft route / longest route
- 👎 Circuitous route / many turn movements
- 👍 Directly leads to signalized crosswalks over Andrews Av
- 👍 Sidewalk in southern ROW within 1 block of Andrews Av
- 👍 Provides most direct access to Wilton Dr

Westside Route

Westside Neighborhood Traffic Calming Study



Legend

- Option 1
- Option 2



Westside Neighborhood Traffic Calming Study findings

- Cut through route
- Exceeds Livability Thresholds
 - Westside Traffic Calming Study identifies excessive volumes on local roads as exceeding Livability Thresholds
- 85% Speeds within 5 mph of speed limit

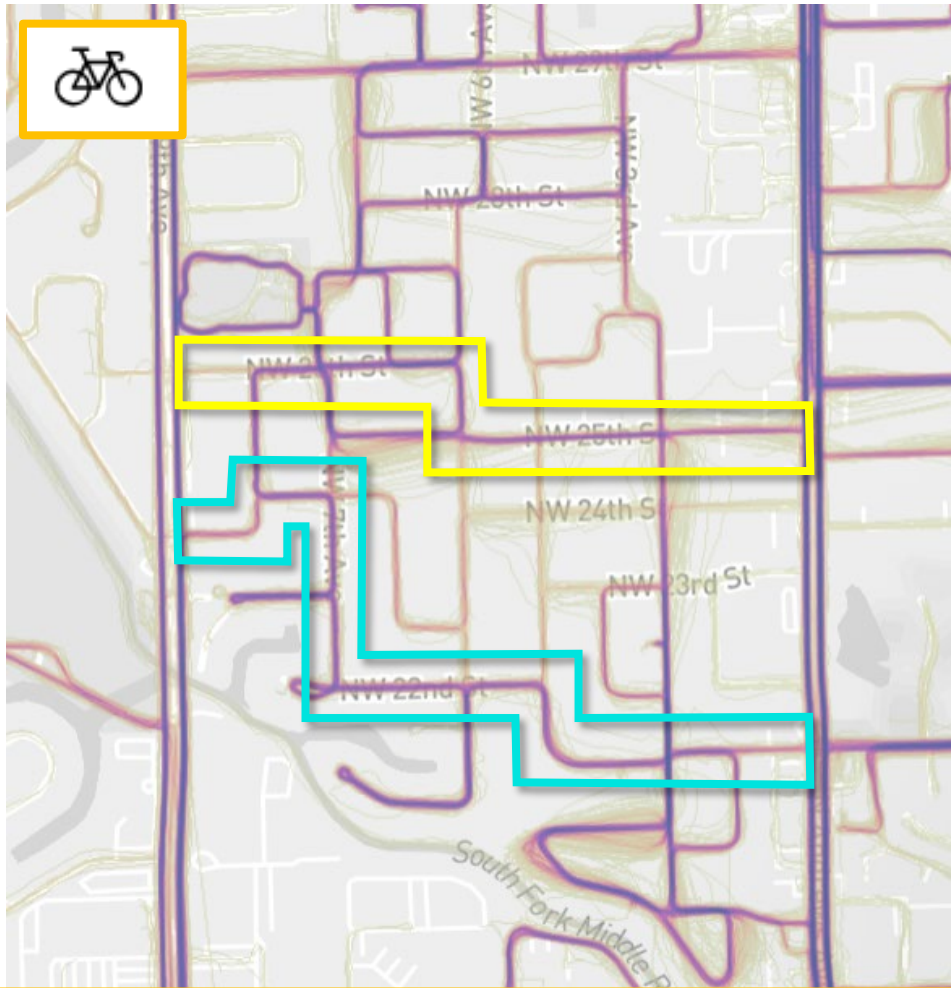
Westside Route

Strava Metro Heat Maps

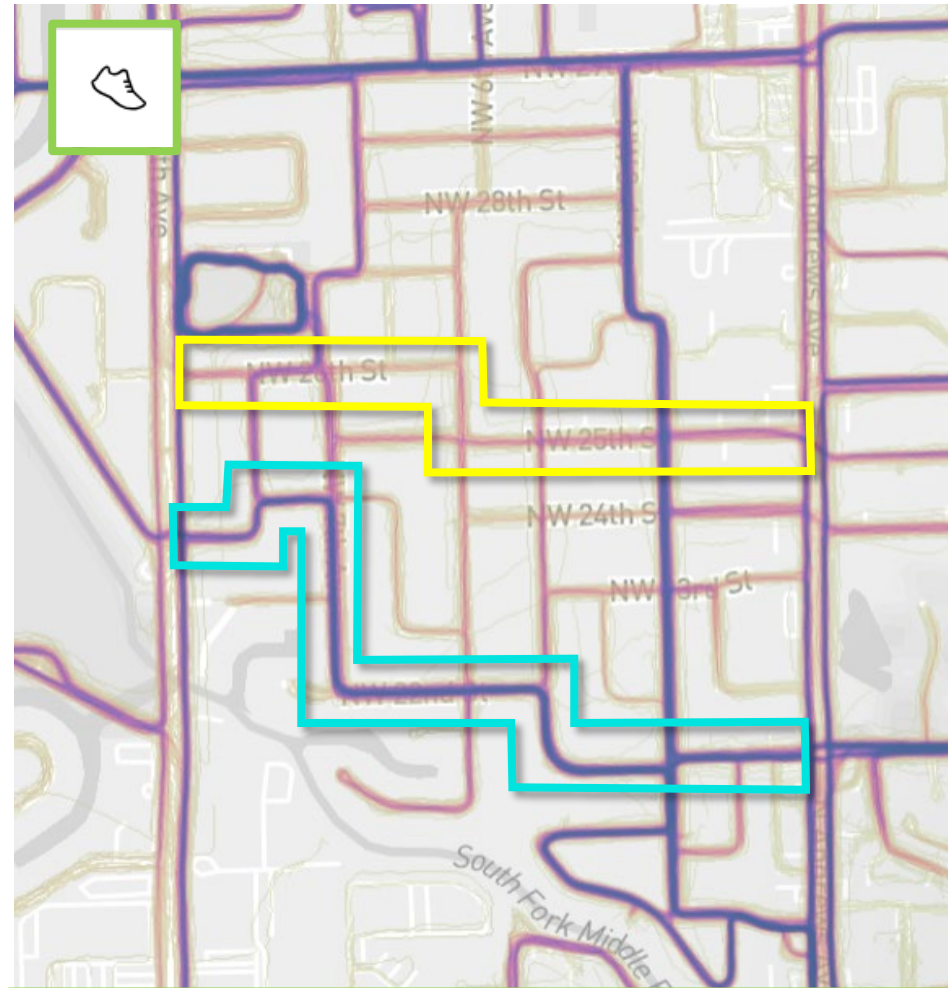
Time period

November 2022 – October 2023

Activity



Biking: Activity level appears to be similar



Walking: Significant higher activity on Option 2

Legend

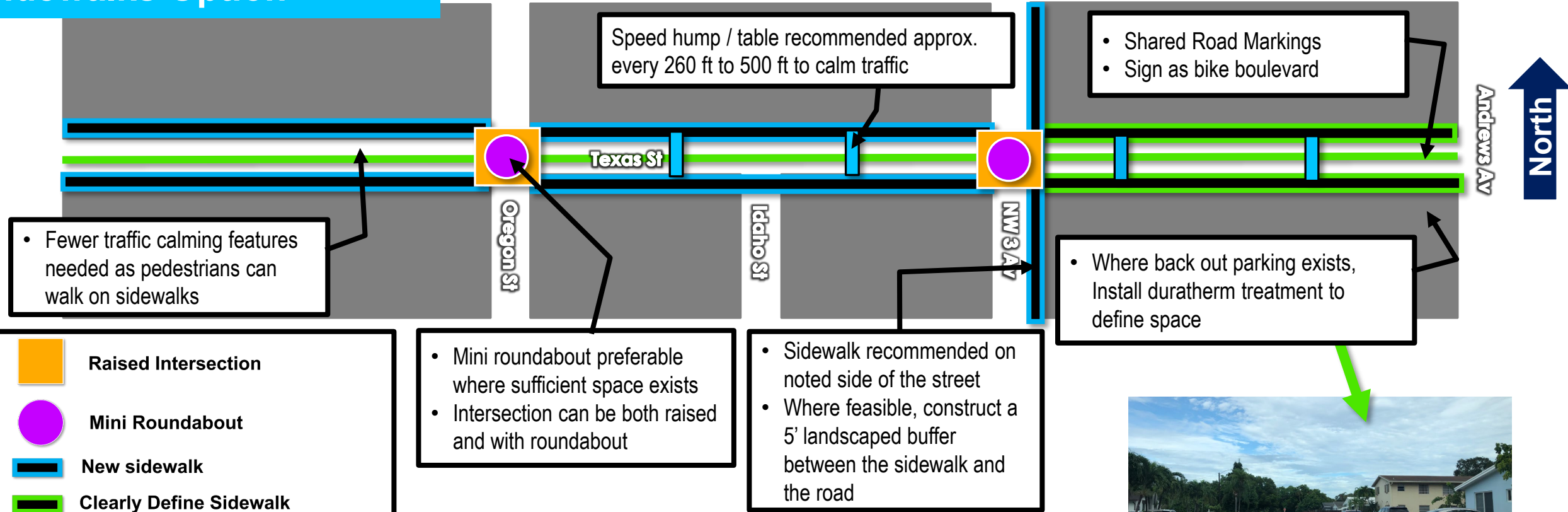
- Option 1
- Option 2



Westside Route

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

Sidewalks Option



-  **Raised Intersection**
-  **Mini Roundabout**
-  **New sidewalk**
-  **Clearly Define Sidewalk**
-  **Shared Lane Markings**
-  **Speed Hump/Table**

Westside Recommendations (not shown)

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

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

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

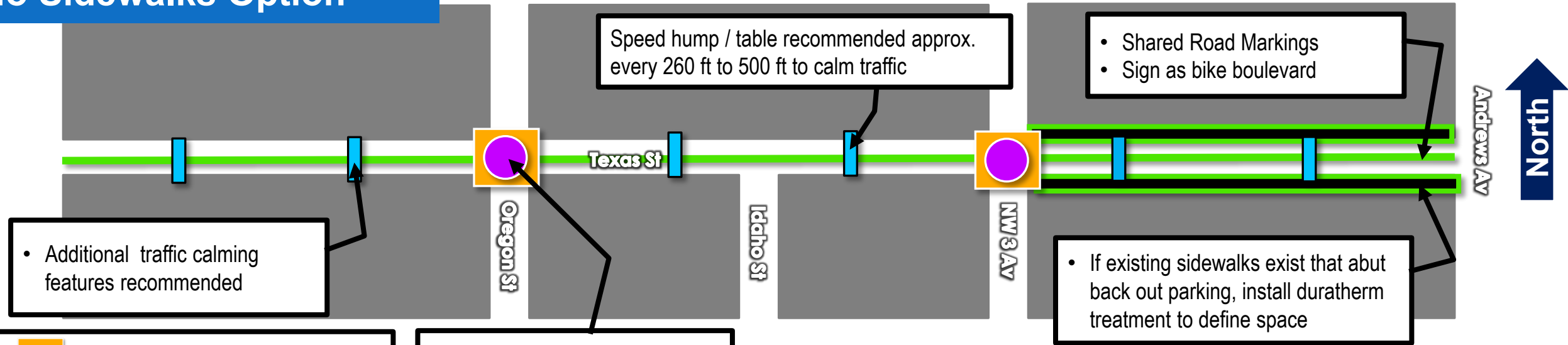
- Where back out parking exists, Install duratherm treatment to define space



Westside Route

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

No Sidewalks Option



- Raised Intersection
- Mini Roundabout
- Clearly Define Sidewalk
- Shared Lane Markings
- Speed Hump/Table

Westside Recommendations (not shown)

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

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



Community Meetings

- 2 Community Meetings
 - ✓ View Roadway Recommendations
 - ✓ Ask questions of BMPO Staff
 - ✓ Provide comments
- After the meetings
 - Recommendations 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



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