

Welcome



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

FAQ #1:



The City of Wilton Manors

TRANSPORTATION MASTER PLAN

Q. What is a Transportation Master Plan (“TMP”)?

The TMP will identify *multimodal* facilities that improve safety, comfort, and convenience for *all* roadway users, including pedestrians, bicyclists, transit riders, and automobile users.

Q. Why is the City developing a Transportation Master Plan ?

The City wants to ensure roadways are safe for all roadway users. It will also help the City prioritize improvements.

Q. What type of recommendations will the TMP have?

The recommendations include wide sidewalks, shared-use paths, raised crosswalks, raised intersections, center medians, bicycle facilities, ADA-compliant curb ramps, intersection safety improvements, roundabouts, pedestrian-scale lighting, and other improvements to improve safety, comfort, and convenience.

Q. Where will the projects be located?

Recommendations have been identified for the “Plan Study Area”, which consists of six roadways / routes: Powerline Rd, Andrews Av, NE 26 St, Dixie Highway, NE 24 St “Route”, and NE 21 Ct “Route”.

Q. Why does the plan not include every road in the City?

The TMP focuses on six roadways / routes considered critical for multimodal improvements. Many of the roads in the City have similar conditions and the recommendations may be applicable for other locations in the City.



FAQ #2:

Q. The TMP shows a new median in front of my property – is that correct?

The TMP recommendations are conceptual. During project design locations of recommendations, such as new center lane medians, will be refined. The TMP also recommends “testing” recommendations by first installing quick build projects.

Q. When will the TMP be complete?

The Plan will be completed by Spring 2024.

Q. What happens after the TMP is complete / when will projects be built?

The TMP is not a construction document or a funding plan. After the TMP is complete, the recommendations will need to be designed, and in some cases additional studies are required. Also, project funding will need to be secured.

Q. How much will the projects cost?

The TMP will include planning-level cost estimates. These are required for the City to apply for grants.

Q. How can I find out more information?

There is a dedicated project website with the project information.

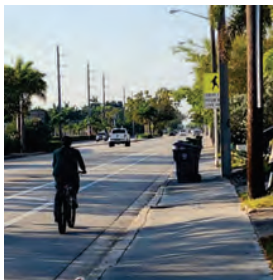
<https://www.browardmpo.org/plans/city-of-wilton-manors>



Powerline Rd

Recommendation 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 – Recommendations Examples

Raised Crossing with Hybrid Beacon



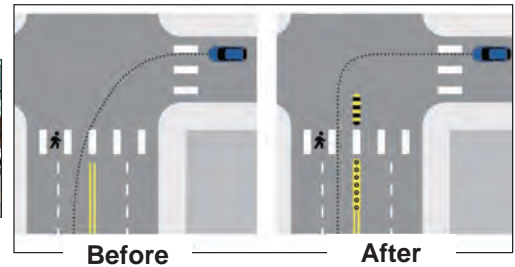
Raised Crossing with In-Road Lighting



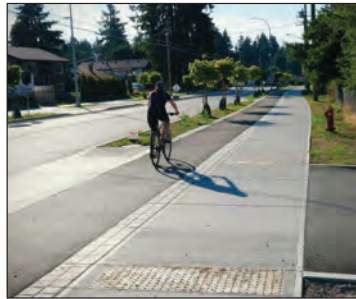
Crossing with Refuge & Pedestrian Signal



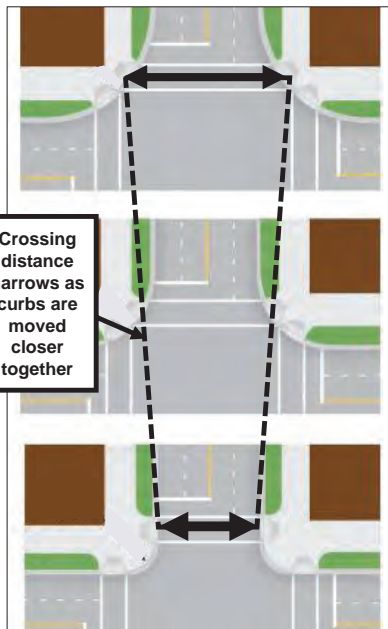
Centerline Hardening + Left Turn Calming



Raised Bike Lanes



Narrowed Side Street Curb Radii



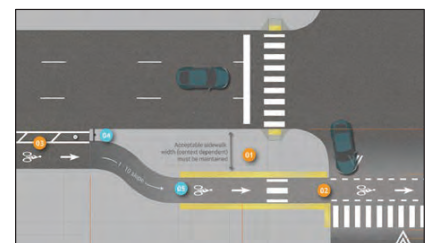
“Ride Bike with Traffic” Sign



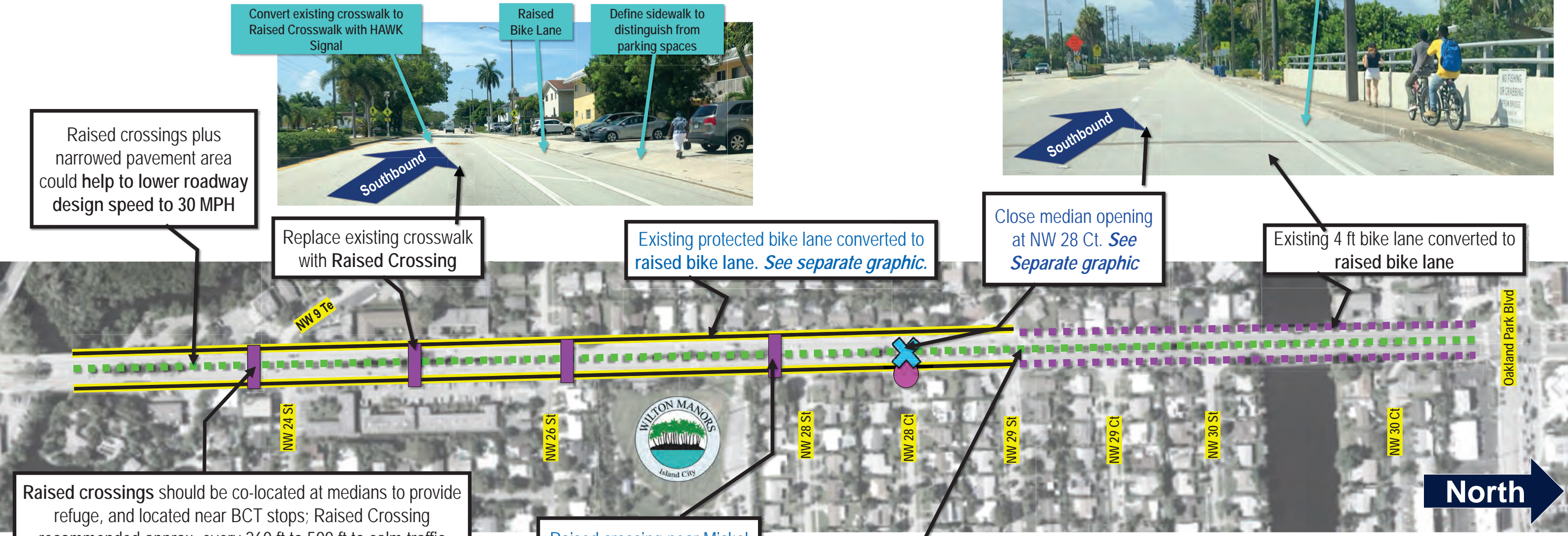
Define Sidewalk abutting Back-Out Parking



Protected Intersection or Bike Bend Out



Powerline Rd



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

Replace existing crosswalk with Raised Crossing

Existing protected bike lane converted to raised bike lane. *See separate graphic.*

Close median opening at NW 28 Ct. *See Separate graphic*

Existing 4 ft bike lane converted to raised bike lane

Raised crossings should be co-located at medians to provide refuge, and located near BCT stops; Raised Crossing recommended approx. every 260 ft to 500 ft to calm traffic

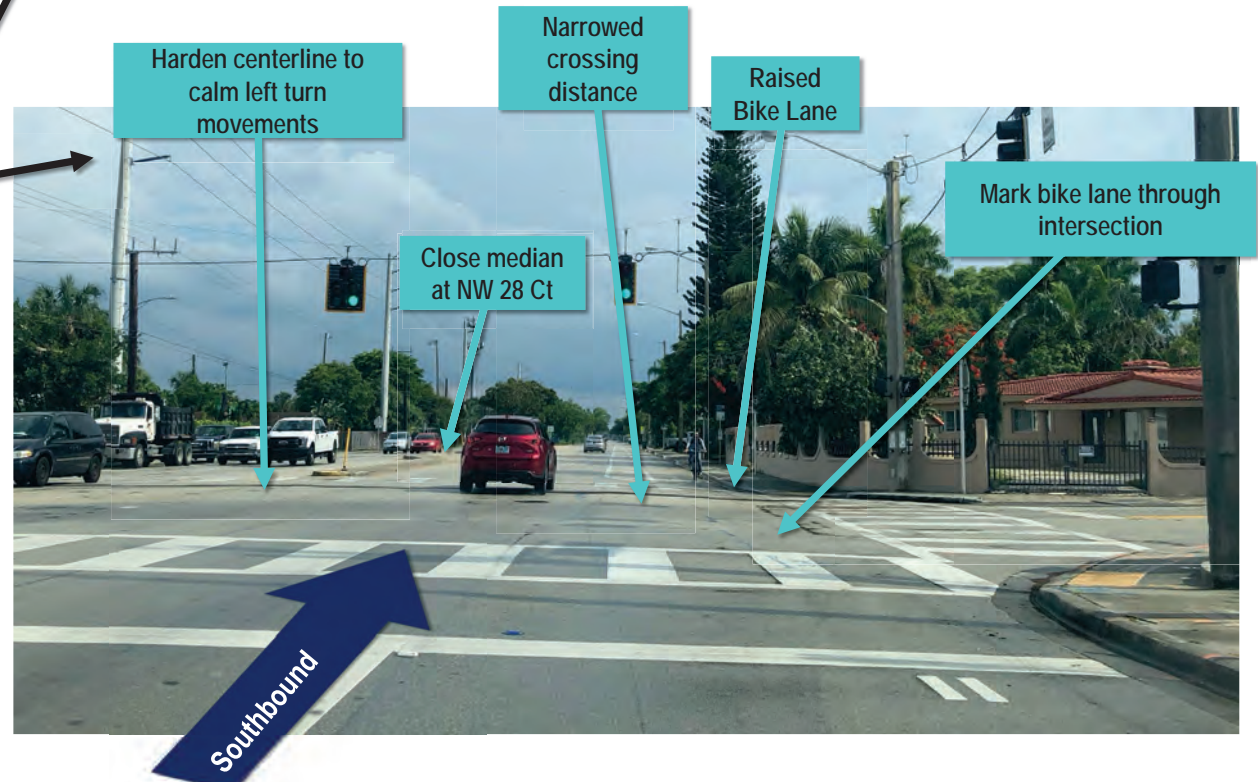
Raised crossing near Mickel Park's pedestrian entrance. *See Separate graphic*

Legend

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

Corridor 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 for Crossings

- NW 29 St Intersection Recommendations**
- Implement Protected / permissive left turn signal phase for all directions
 - Add hardened centerlines to calm left turns
 - Add green conflict paint for bike lanes
 - Construct protected intersection or install bend outs
 - Upgrade to directional curb ramps
 - Construct median refuge (as space permits)



Powerline Rd: Raised Bike Lane

West

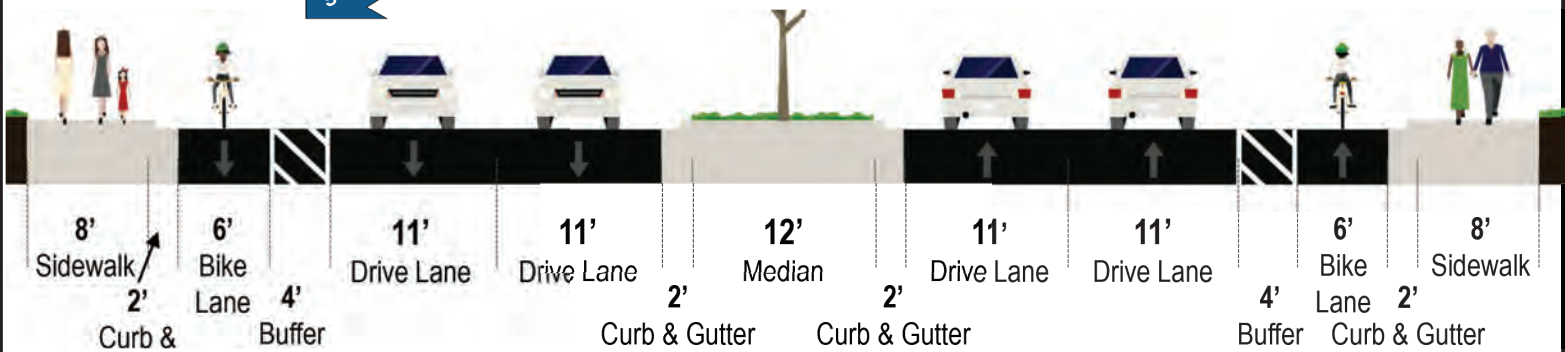
East

Existing Conditions

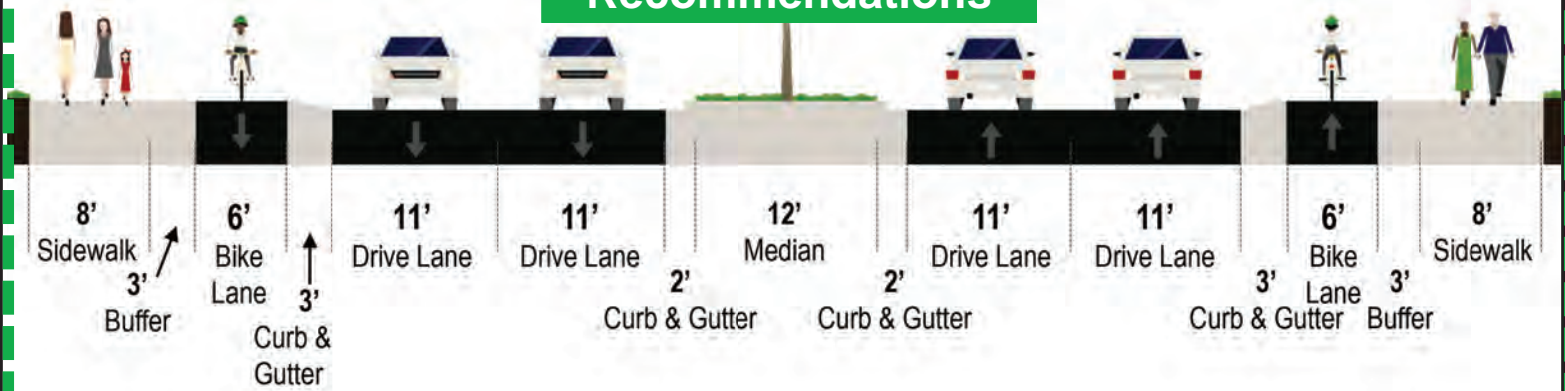
NW 29 St

Southbound

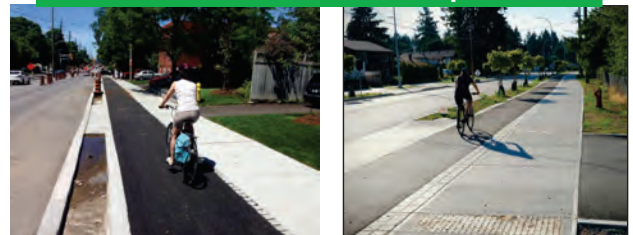
Northbound



Recommendations

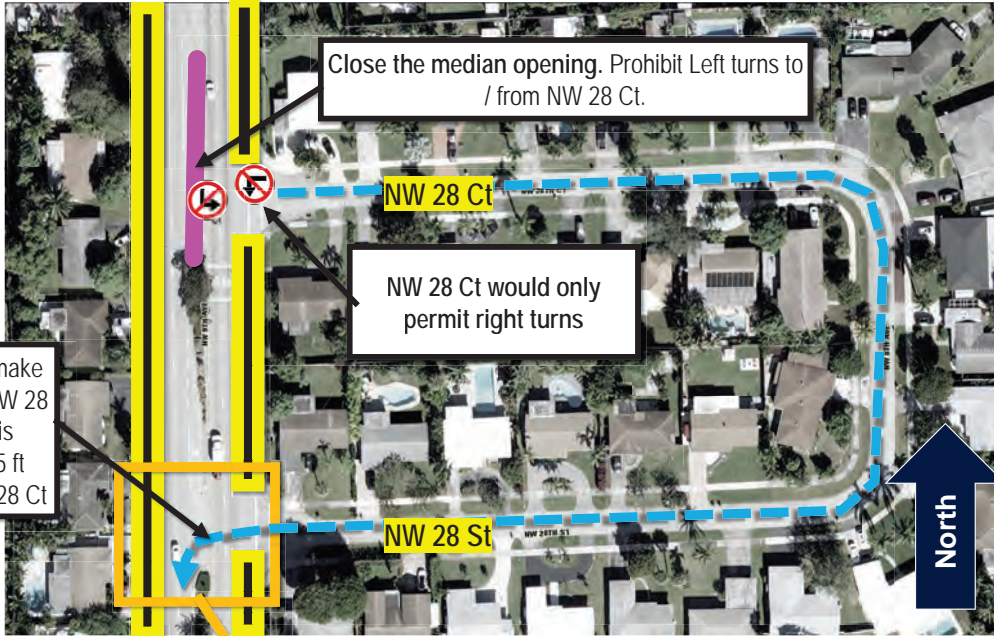


Raised Bike Lane Examples



- ✓ No changes to travel lanes
- ✓ Existing bike lane and buffer converted to raised bike lane
- ✓ Recommend utilities placed underground to limit obstructions

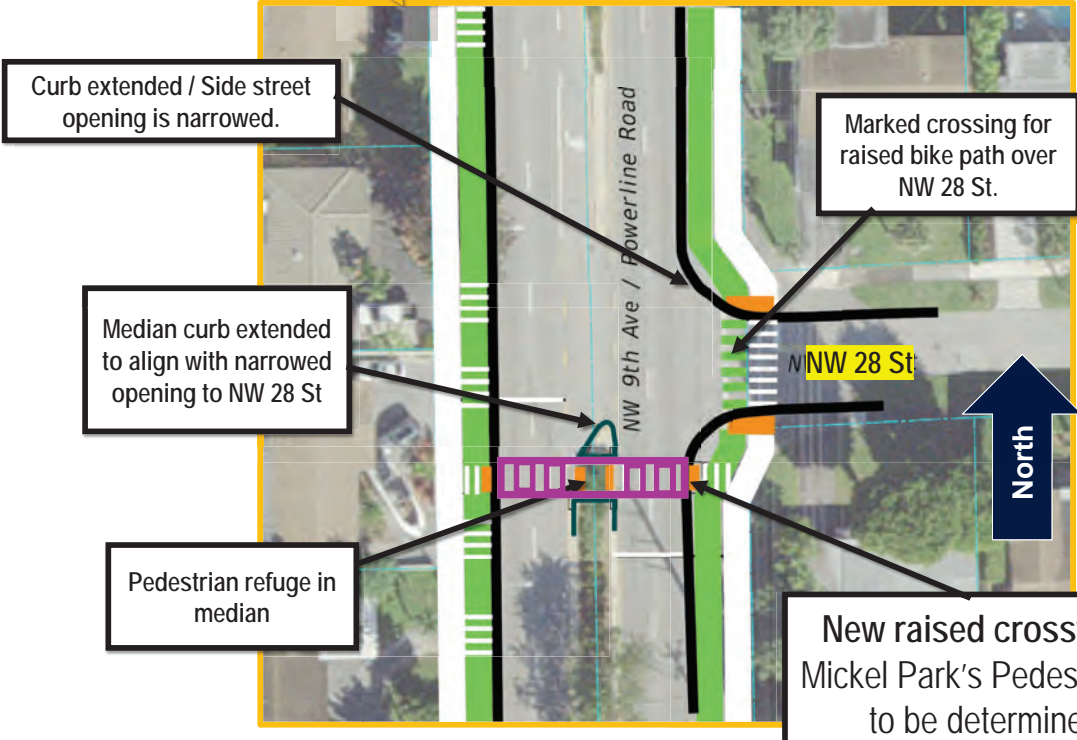
Powerline Rd @ NW 28 Ct & NW 28 St



- NW 28 Ct is approx. 225 ft south of the NW 29 St signalized intersection
- Closing the median would reduce potential conflicts with northbound drivers from uncontrolled left turns from NW 28 Ct
- Benefit for Northbound Ped & Bike activity: Drivers leaving NW 28 Ct will focus more on northbound car, ped & bike activity

Drivers can make left turns at NW 28 St, which is approx. 275 ft south of NW 28 Ct

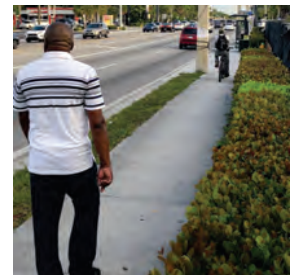
NW 28 Ct would only permit right turns



Andrews Av

Recommendation 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 – Recommendations Examples

Raised Crossing with Hybrid Beacon



Crossing with Refuge & Pedestrian Signal



Raised Crossing with In-Road Lighting



Quick Build Spot Median with Crossing



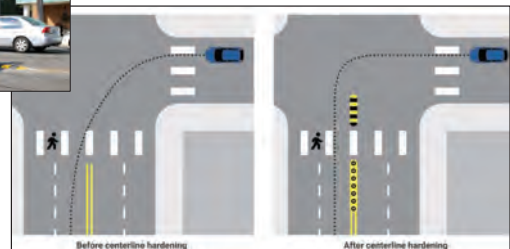
Shared Use Path (with Street Trees + Ped-Scale Lighting)



Pedestrian Refuge at Signalized Intersection



Centerline Hardening + Left Turn Calming

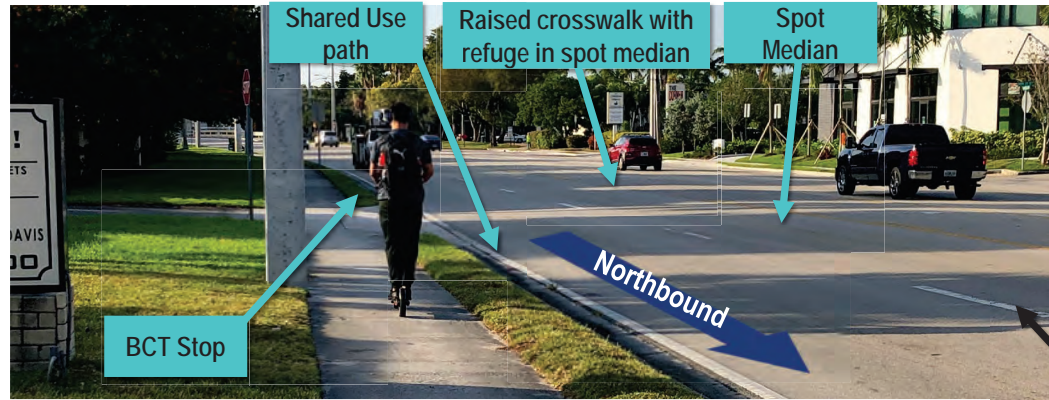


Before / After: Center Lane Median on Andrews Av, north of Oakland Park Blvd

Shared Use Path Crosswalk over side street

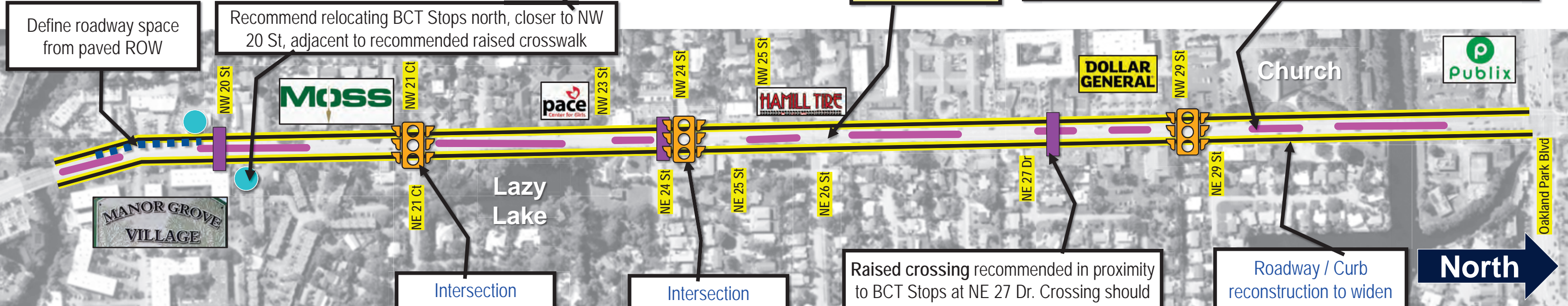


Andrews Av



NE 26 St to be improved by County in separate project. Including crosswalk over northern leg. Construction in 2024.

- ### Center lane "Spot" medians
- Center lane medians would improve access management by limiting free flow left turn and U-turn movements
 - Center lane medians show be collocated with new crossings; to provide pedestrian refuge
 - Center lane medians can provide space for landscaping and other gateway features
 - Locations shown are demonstrative only – locations of medians would be determined during project design
 - Quick Build medians can build community support and ensure design meets expectations



Legend

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

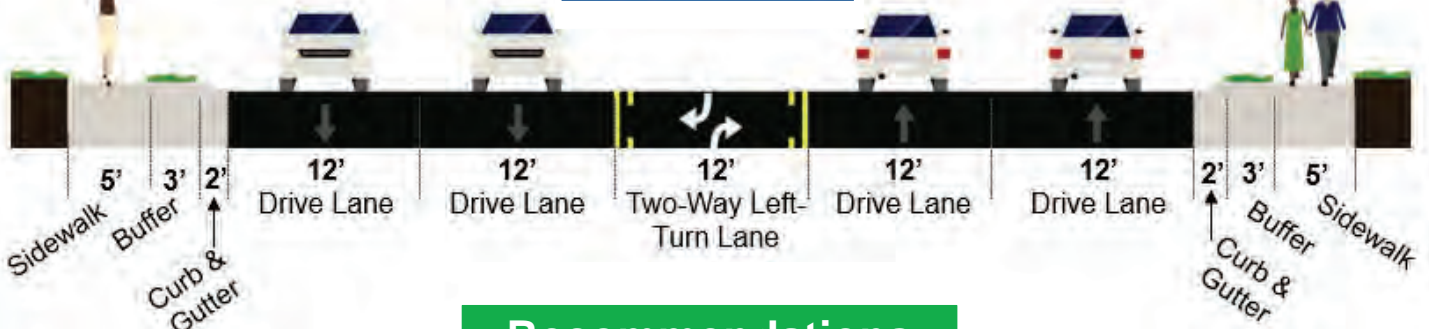
Corridor Recommendations (not shown)

- 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 for Crossings



Roadway / Curb reconstruction to widen sidewalk to Shared Use Path on both sides of roadway. See separate graphic.

Andrews Av: Shared Use Path



Recommendations



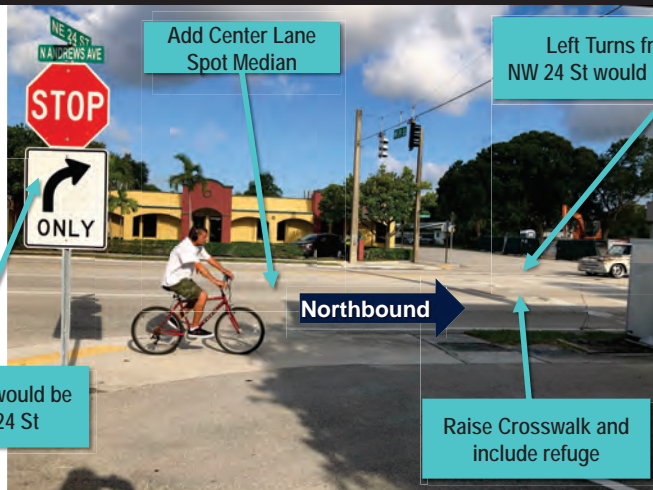
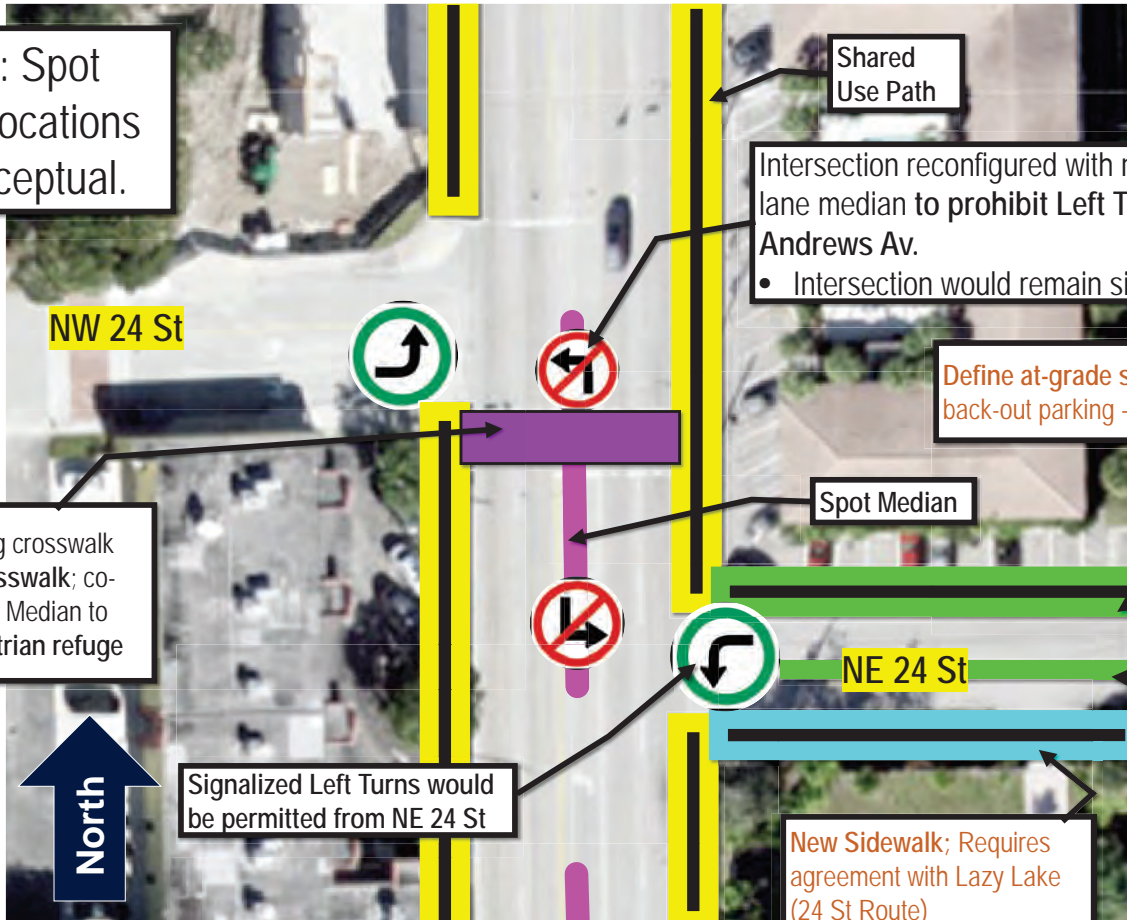
- ✓ Travel lanes are narrowed
- ✓ Existing sidewalk and excess pavement area converted to Shared Use Path
- ✓ Recommend utilities placed underground to limit obstructions

Shared Use Path Examples



Andrews Av @ NW / NE 24 St

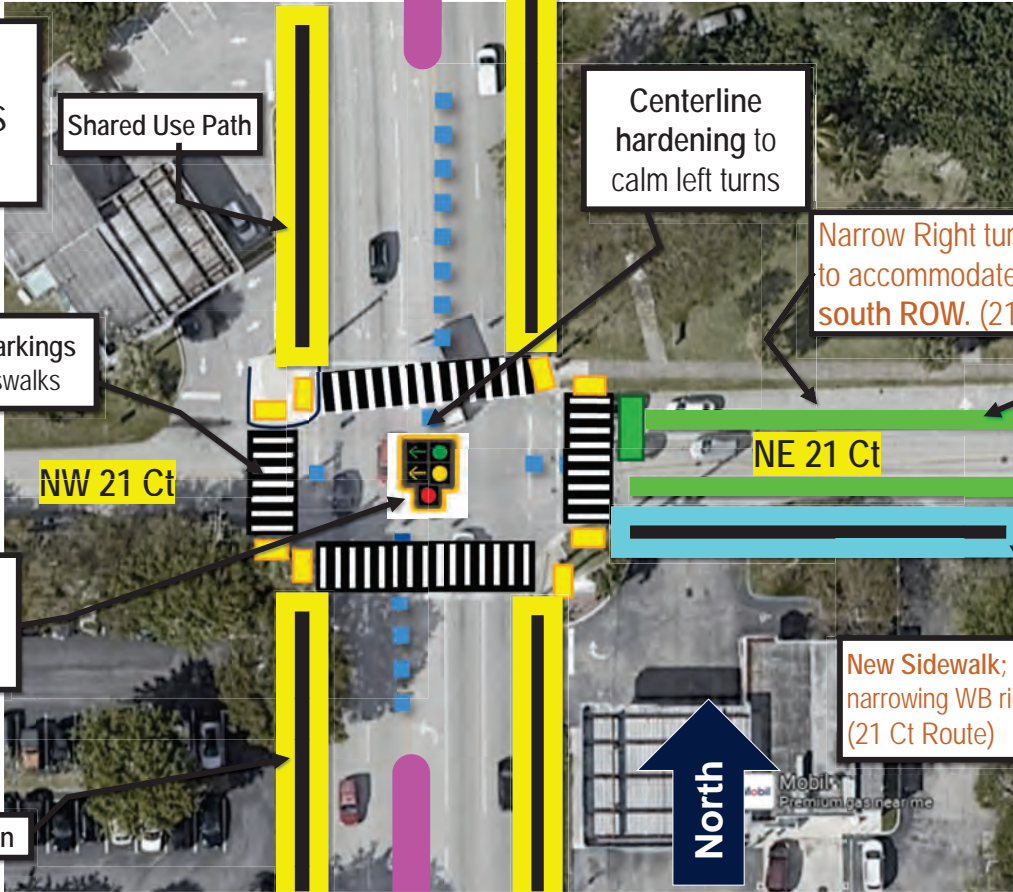
NOTE: Spot Median locations are conceptual.



Signalized Left Turns would be permitted from NE 24 St

Andrews Av @ NW / NE 21 Ct

NOTE: Spot Median locations are conceptual.



High visibility pavement markings will enhance visibility of crosswalks

Centerline hardening to calm left turns

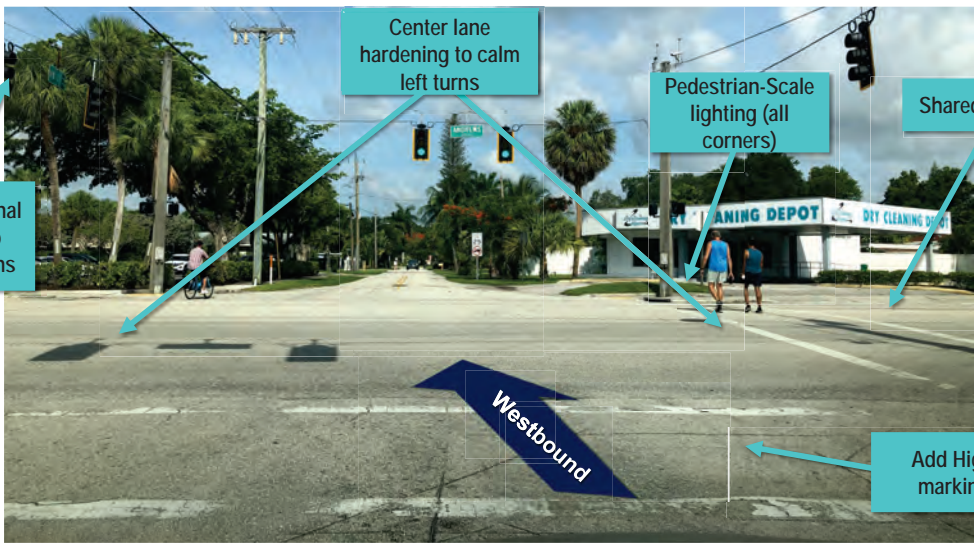
Narrow Right turn lane in order to accommodate sidewalk in south ROW. (21 Ct Route)

Sharrows (21 Ct Route)

Implement protected / permissive left turn signal phase for SB to EB LT's

New Sidewalk; May require narrowing WB right turn lane (21 Ct Route)

Spot Median



Add in Left Turn signal for southbound to eastbound Left Turns

Center lane hardening to calm left turns

Pedestrian-Scale lighting (all corners)

Shared Use Path

Add High Visibility Pavement markings for all crosswalks





Andrews Av @ NE 26 St

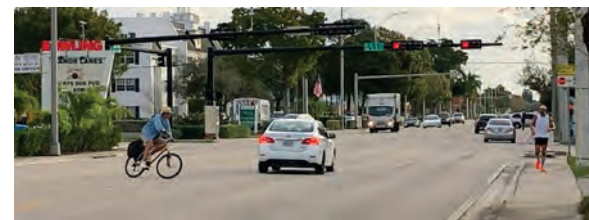
Q. Why are there no recommendations for the intersection of Andrews Av & NE 26 St?

Broward County designed Traffic Signal System upgrade for this intersection. The project also includes a new marked crosswalk over Andrews Av, on the north side of the intersection. The design for the project is complete and is expected to be under construction in 2024.

NE 26 St

Recommendation 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 – Recommendations Examples

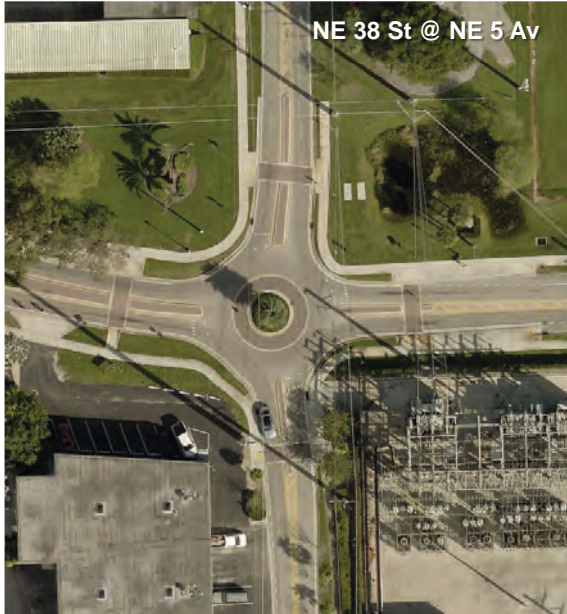
Raised Crosswalk with RRFB



Raised Intersections



Mini-Roundabouts



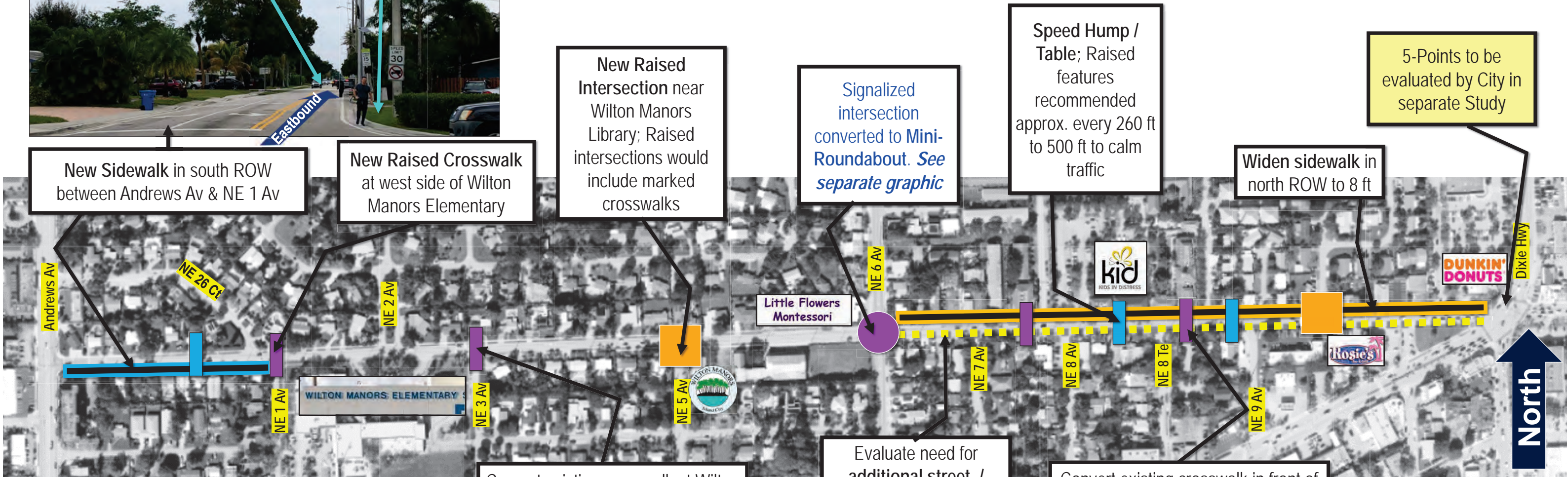
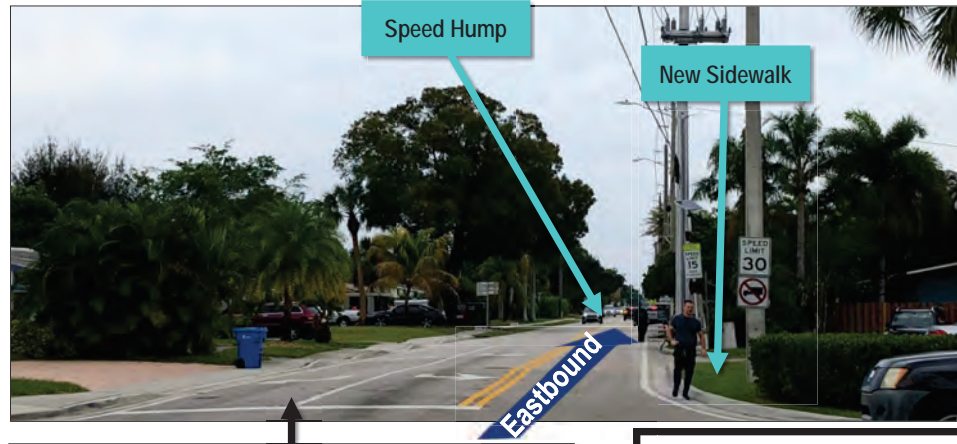
Pedestrian Scale Lighting



Quick Build Speed Table



NE 26 St: West



New Sidewalk in south ROW between Andrews Av & NE 1 Av

New Raised Crosswalk at west side of Wilton Manors Elementary

New Raised Intersection near Wilton Manors Library; Raised intersections would include marked crosswalks

Signalized intersection converted to Mini-Roundabout. *See separate graphic*

Speed Hump / Table; Raised features recommended approx. every 260 ft to 500 ft to calm traffic

Widen sidewalk in north ROW to 8 ft

5-Points to be evaluated by City in separate Study

Convert existing crosswalk at Wilton Manors Elementary to Raised Crosswalk.

Evaluate need for additional street / pedestrian-scale lighting east of NE 6 Av

Convert existing crosswalk in front of KIDS to Raised Crosswalk.

Legend

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

Corridor Recommendations (not shown)

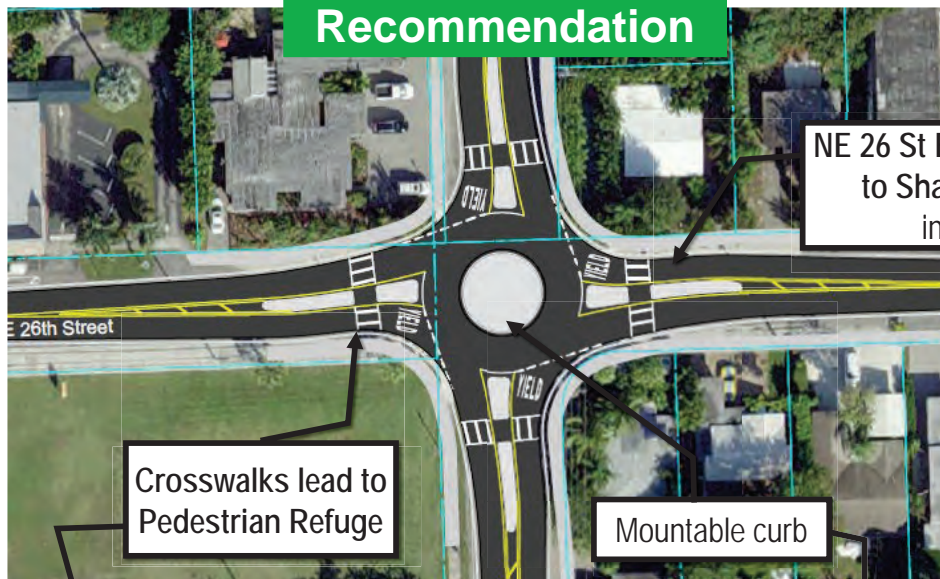
- Add Conflict Markings at Intersections & Driveways
- Narrow Side Street Curb Radii
- Add Wayfinding Signage
- Underground Utilities



NE 26 St @ NE 6 Av: Mini Roundabout



Recommendation



Example: NE 15 Av @ NE 18 St



Example: Bayview Rd @ NE 37 Dr



NE 26 St: East – Recommendations Examples

Raised Intersections



Raised Crosswalk



Raised Bike Lane



Protected Bike Lane



**Quick Build Lane
Repurposing / Bike
Lane**



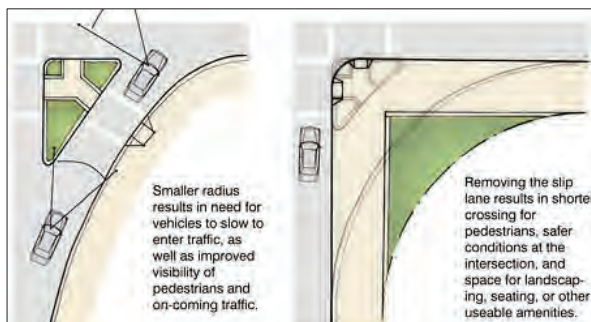
**Before / After: Center Lane Median on
Andrews Av, north of Oakland Park Blvd**



Peanut Roundabout



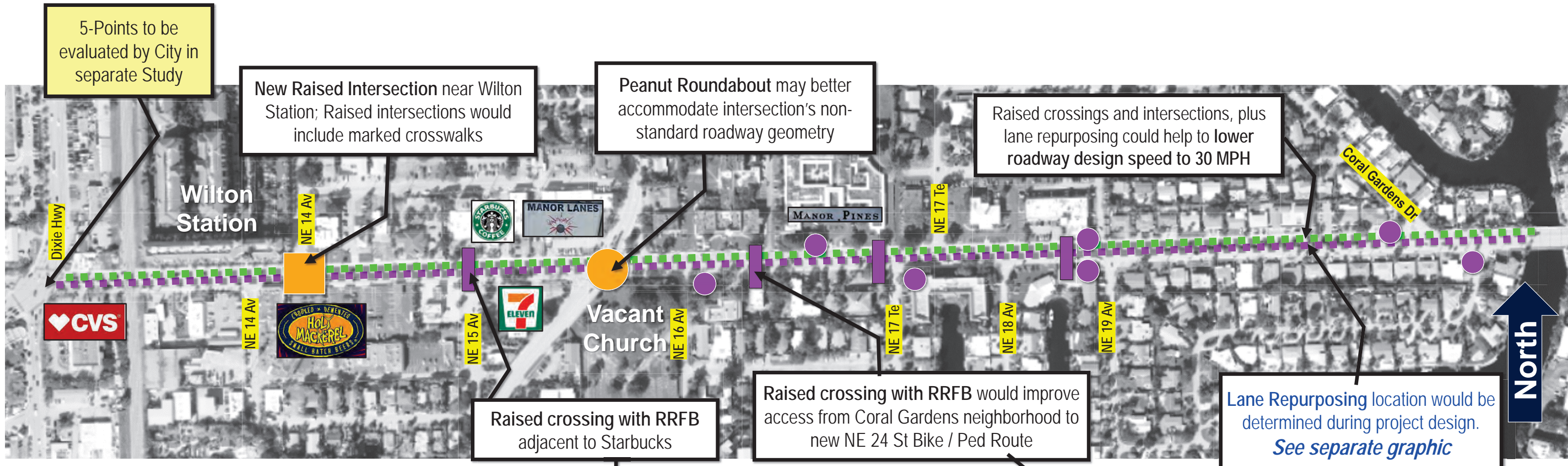
Convert Slip Lane to Curb Extension



**Define Sidewalk abutting Back-Out
Parking**



NE 26 St: East – Option 1: Lane Repurposing / Bike Lanes



Legend

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

Corridor Recommendations (not shown)

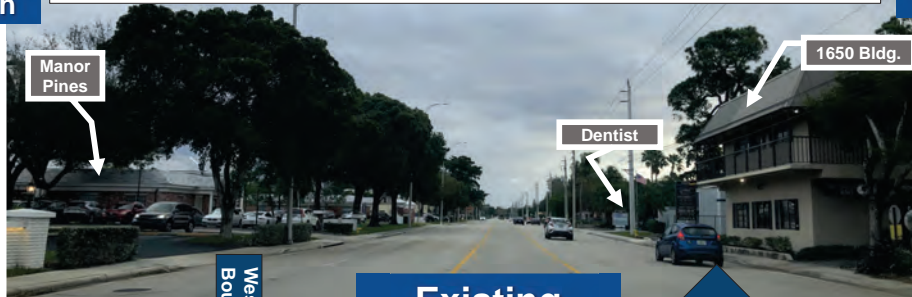
- Add Conflict Markings at Intersections, Driveways, & Back-out parking lots
- Narrow Side Street Curb Radii
- Add Wayfinding Signage
- Underground Utilities
- Evaluate Lighting for Crossings



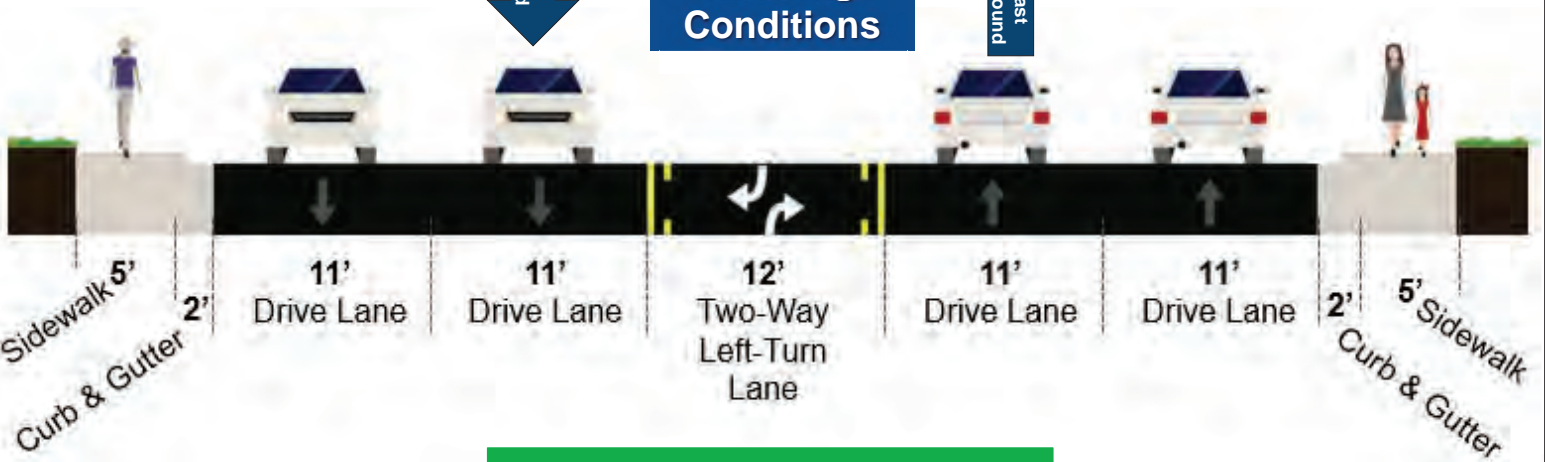
NE 26 St: Lane Repurposing

North

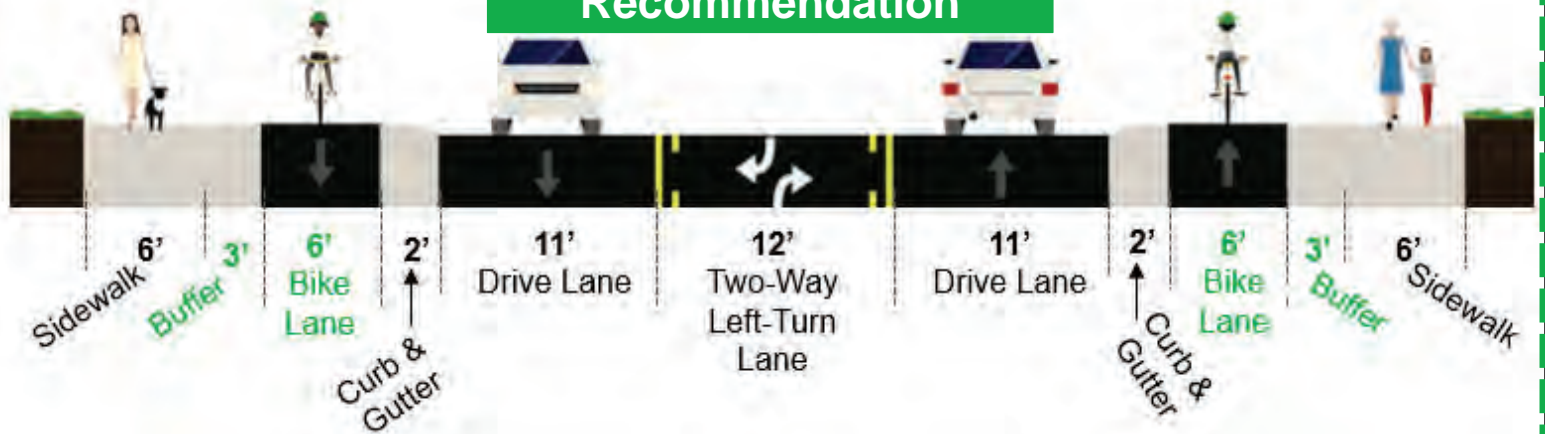
South



Existing Conditions

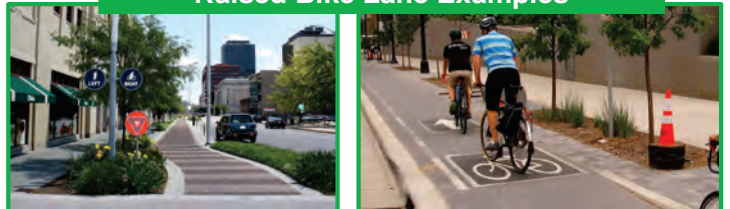


Recommendation

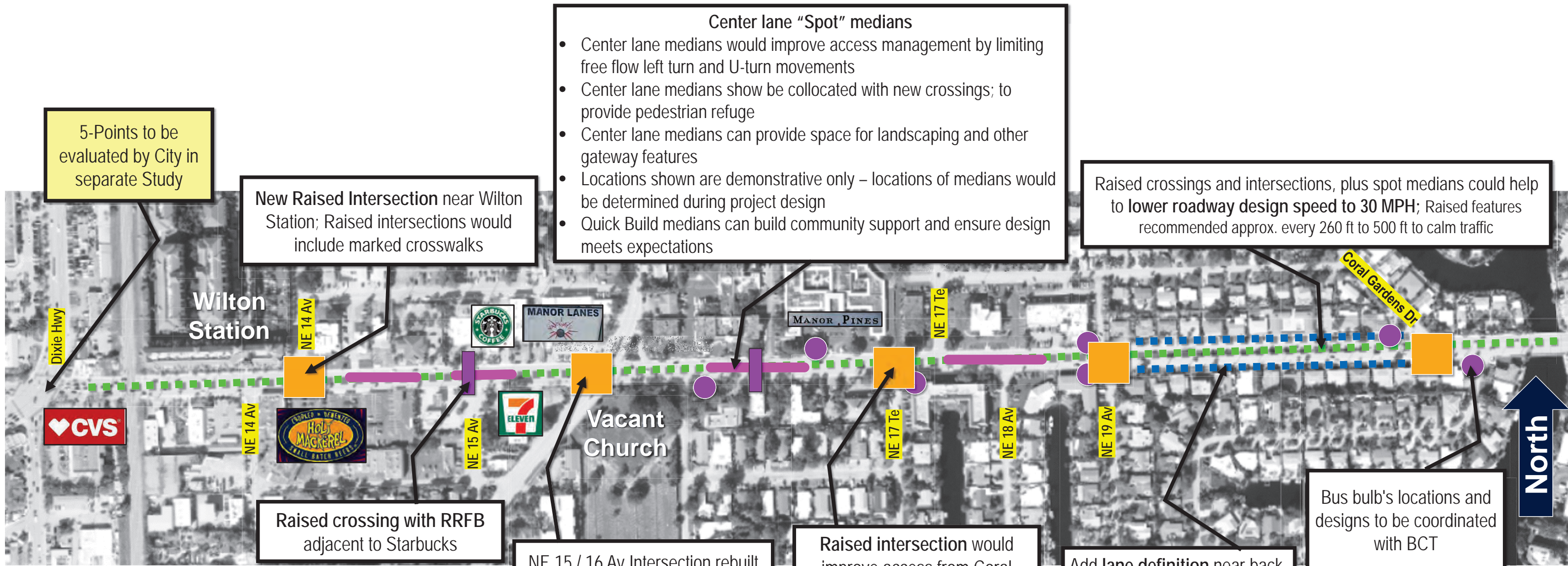


- ✓ Outside travel lane is repurposed as a raised Bike Lane, with a 3-foot buffer between the sidewalk
- ✓ Recommend utilities placed underground to limit obstructions
- ✓ Quick build lane repurposing can help build community support and refine design

Raised Bike Lane Examples



NE 26 St: East – Option 2: Spot Medians / No Bike Lanes



Legend

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

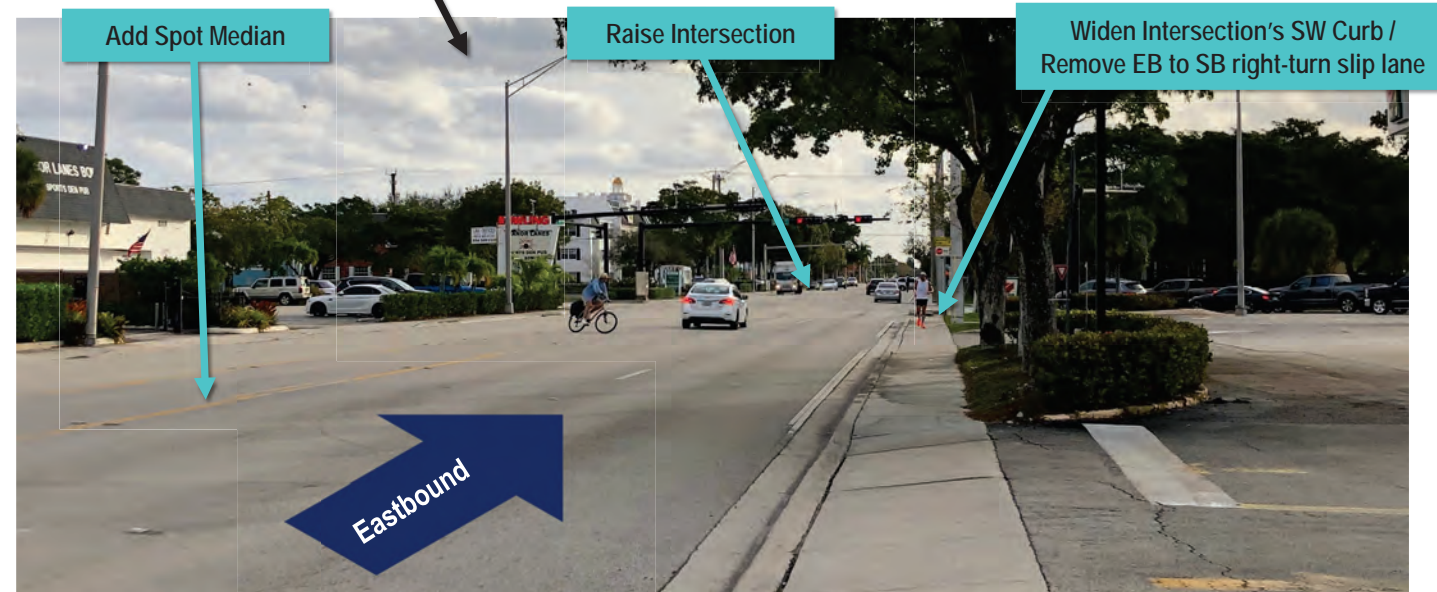
Corridor Recommendations (not shown)

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

NE 15 / 16 Av Intersection rebuilt as a **Raised Intersection** including raised crosswalks

Raised intersection would improve access from Coral Gardens neighborhood to new NE 24 St Bike / Ped Route

Add lane definition near back-out parking lots and frequent driveway openings





5-Points

Q. Why are there no recommendations for 5-Points?

Through the Broward County Mobility Advancement Program (aka “Surtax” program) the City of Wilton Manors was awarded an intersection redesign of 5-Points to improve traffic flow and pedestrian/bicyclist safety.

While the TMP does not include recommendations for 5-Points, the report will include (1) the feedback from the community about 5-Points and (2) the existing conditions.