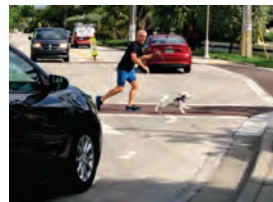
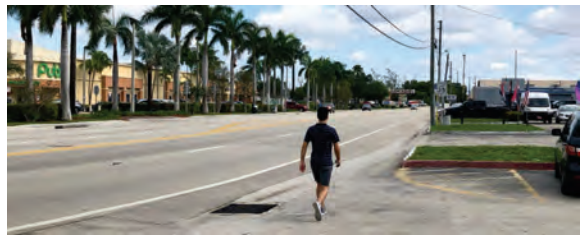


# Dixie Highway

## Recommendation 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 Highway – Recommendations Examples

**Raised Crossing (multi-lane) with Hybrid Beacon**



**Raised Crossing / 2-Lane**



**Raised Crossing with In-Road Lighting**



**Defined Sidewalk**



**Raised Intersection**



**Quick Build Speed Table**



**Painted Bike Lane**



**Bike Lane hardening**



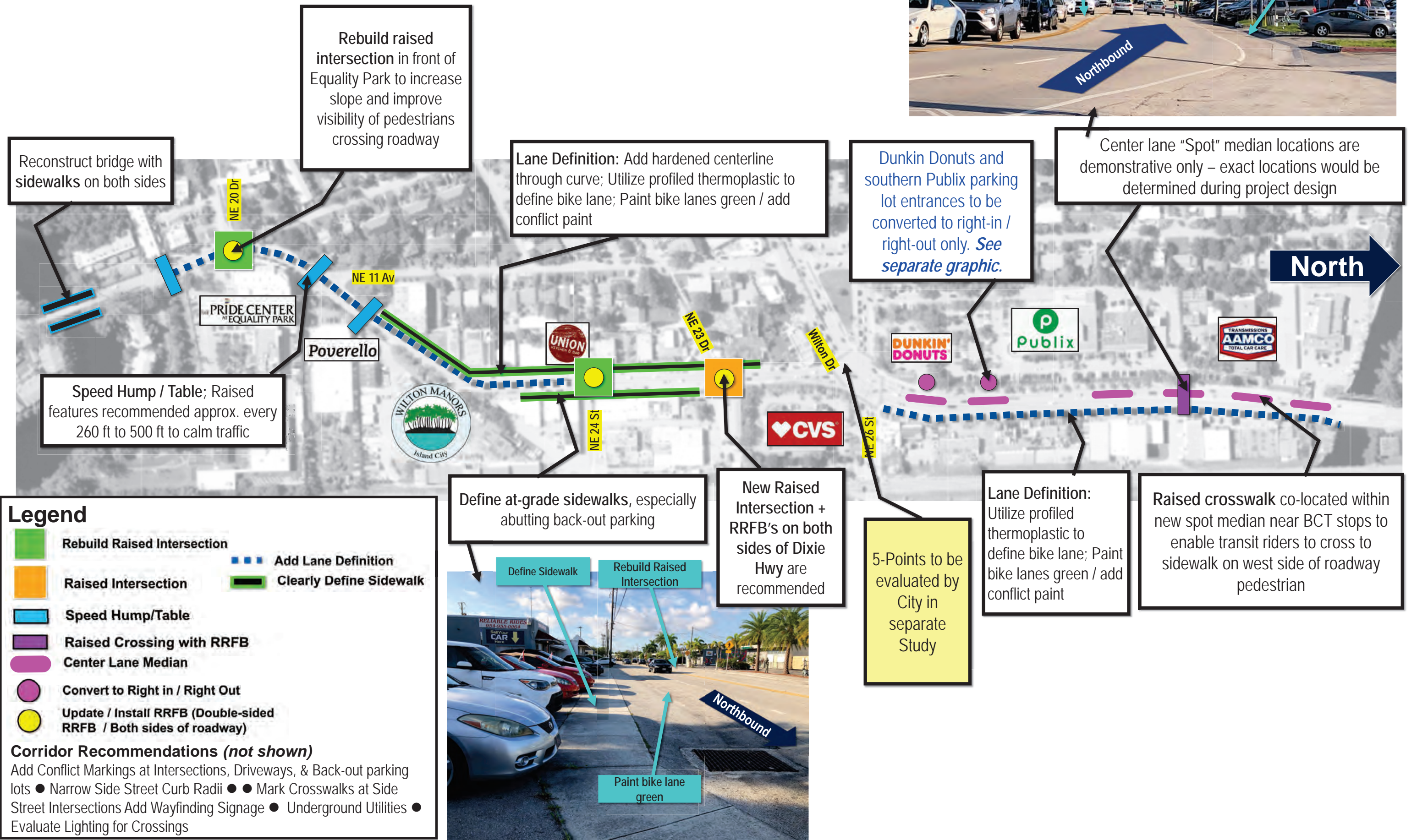
**Before / After: Center Lane Median on Andrews Av, north of Oakland Park Blvd**

**Quick Build Spot Median with Crossing**





# Dixie Highway



## Legend

- Rebuild Raised Intersection
- Raised Intersection
- Speed Hump/Table
- Raised Crossing with RRFB
- Center Lane Median
- Convert to Right in / Right Out
- Update / Install RRFB (Double-sided RRFB / Both sides of roadway)
- Add Lane Definition
- Clearly Define Sidewalk

## 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



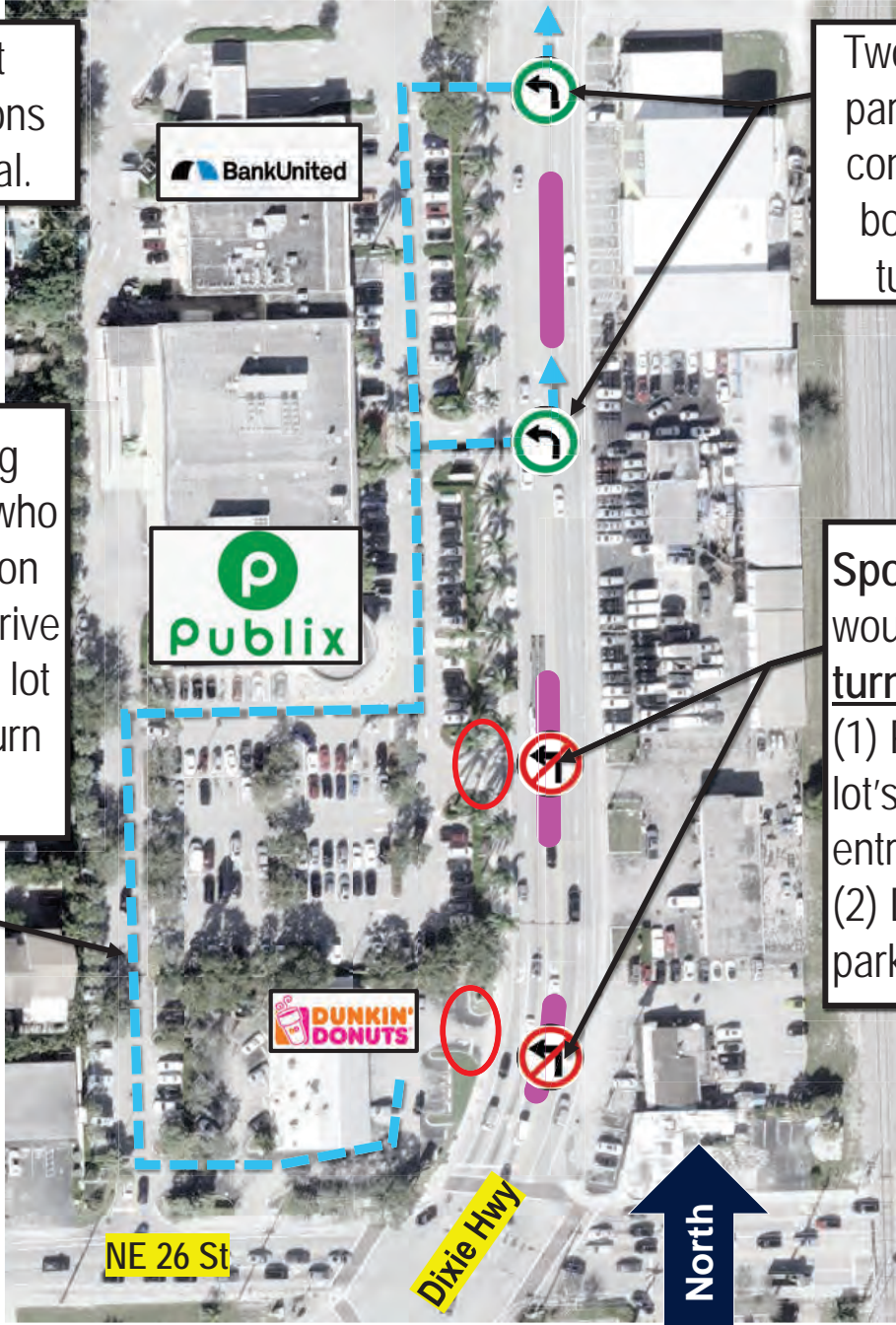
# Dixie Highway: Access Management

NOTE: Spot Median locations are conceptual.

Two entrances to parking lot would continue to allow both right & left turns in & out

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

Spot Medians would prohibit left turns in and out of (1) Publix parking lot's southern entrance and (2) Dunkin Donuts parking lot







## Dixie Hwy

**Q. Why is there no recommendation for new sidewalks on the east side Dixie Hwy, north of 5-Points?**

Due to a lack of ROW and roadway drainage, the TMP does not include a recommendation for sidewalks in this area.

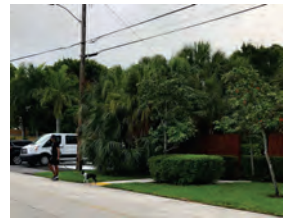
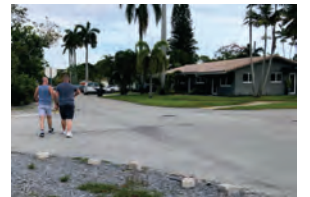
However, the TMP Report will include long-term strategies for the City to require during redevelopment of the parcels. The strategies include requiring developers to construct sidewalks along Dixie Hwy.



# NE 24 St Route

## Recommendation 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 – Recommendations Examples

**Raised Intersection**



**Raised Crosswalk**



**Quick Build Raised Crosswalk**



**Raised Crossing with In-Road Lighting**



**Scramble Intersection**



**Shared Lane Markings**



**Share the Road Signage**



**Bike / Ped Route Signage**



**Green Bike Lanes**



**Curb Extension**



**Quick Build Curb Extension**



**Street Lighting**



**Defined Sidewalk**

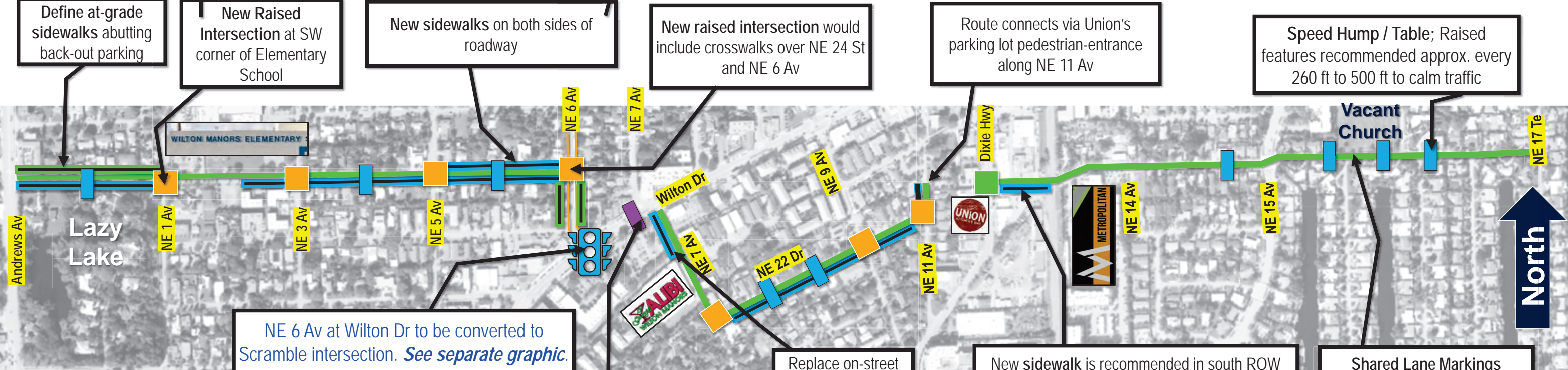
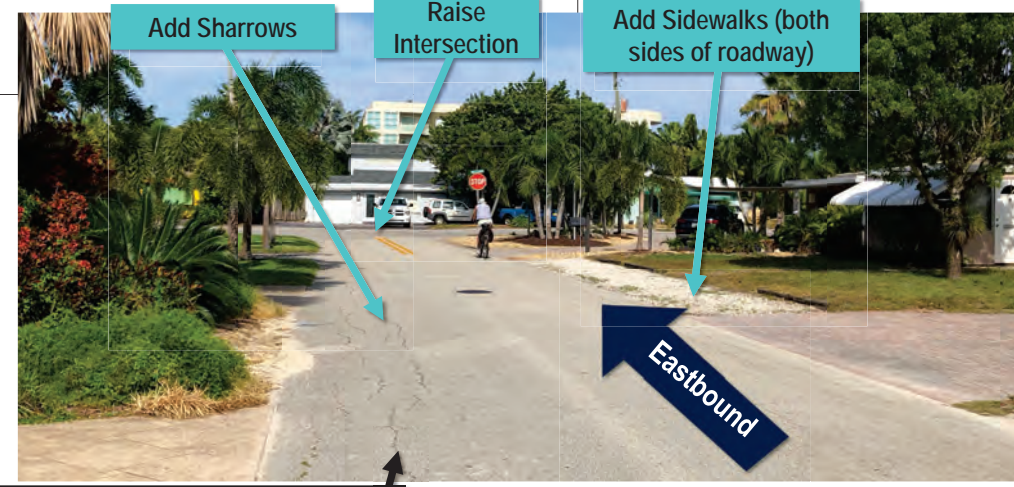
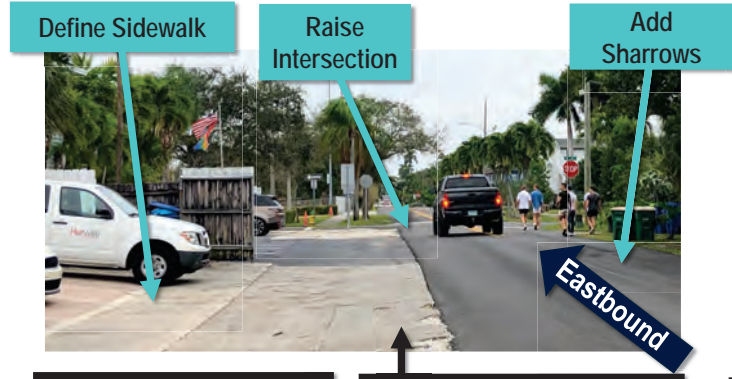


**Quick Build Speed Table**





# NE 24 St Route

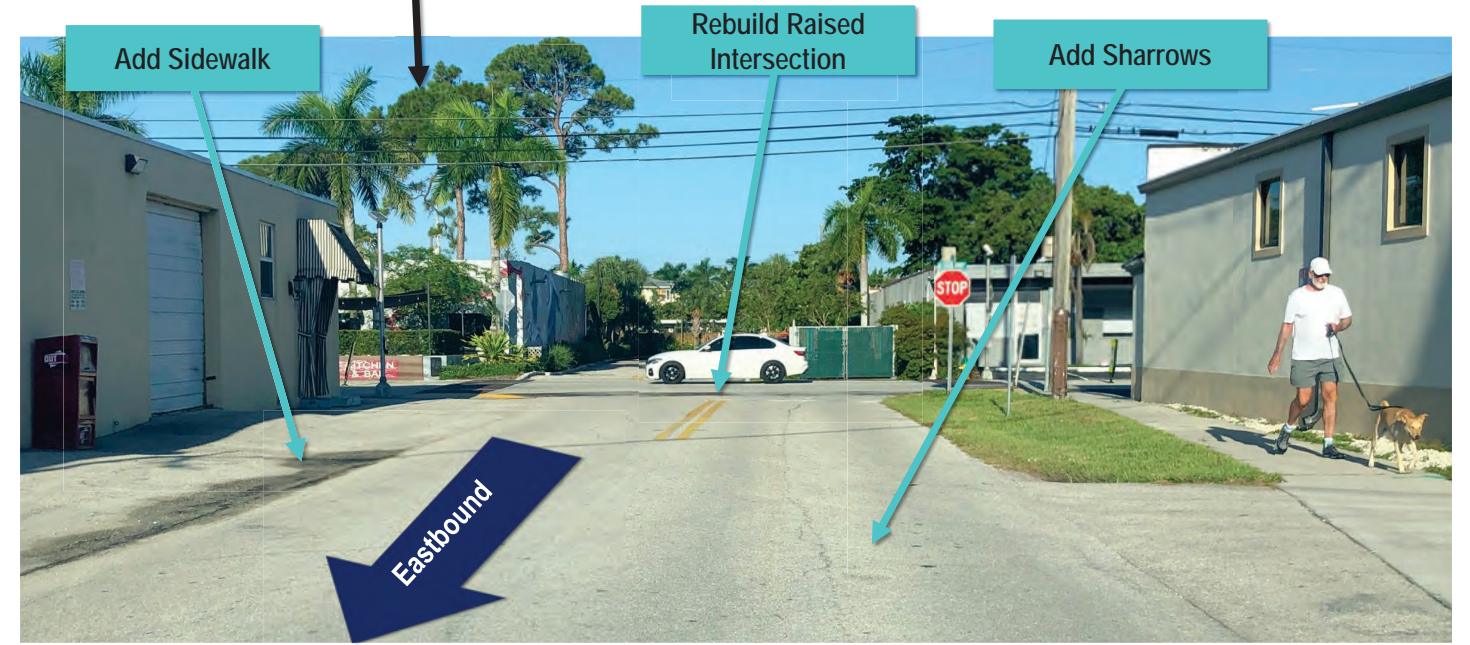


**Legend**

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

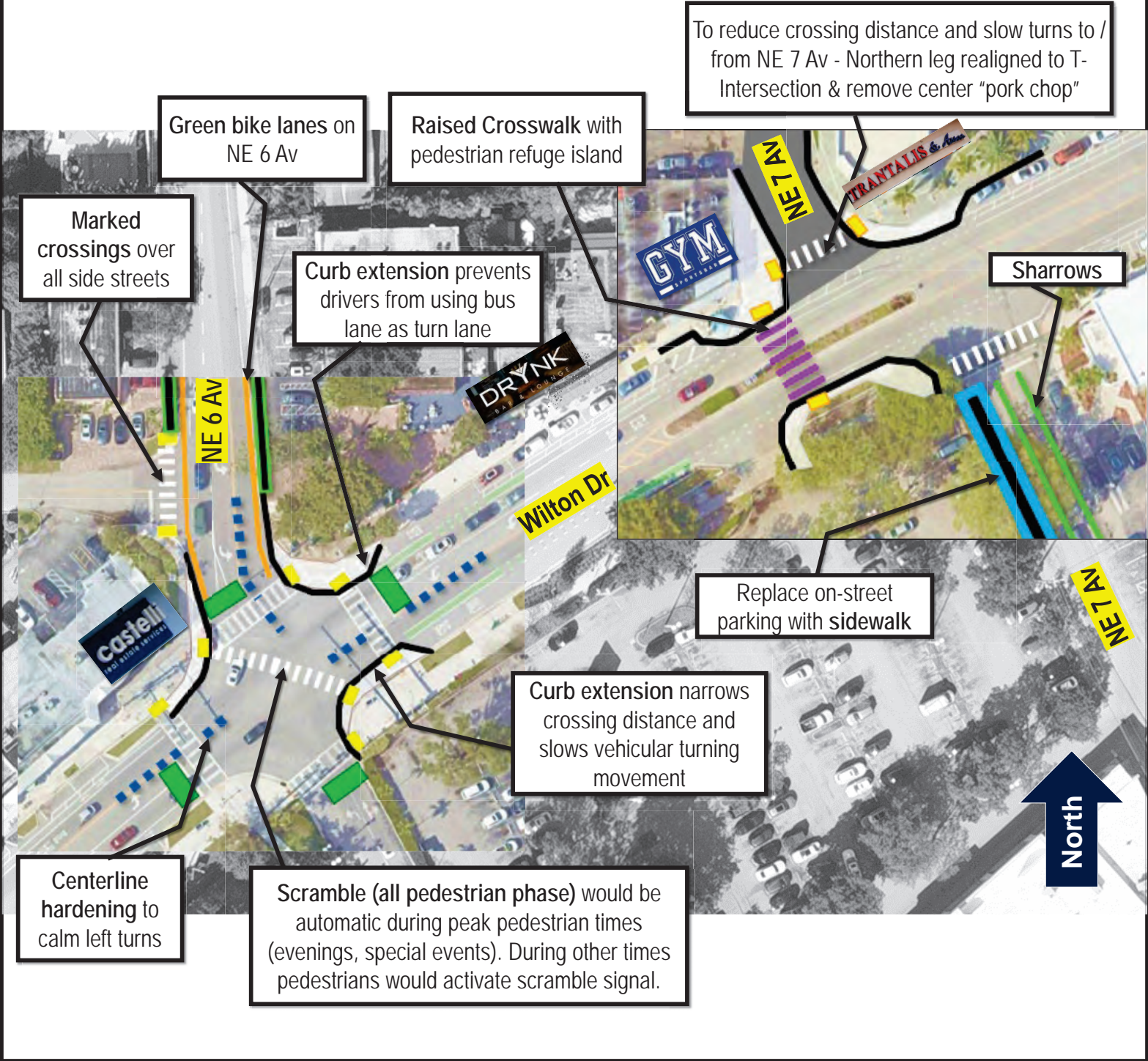
**Corridor Recommendations (not shown)**

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





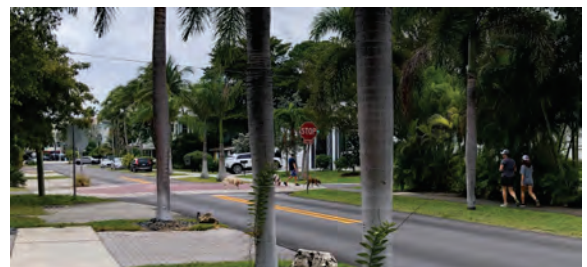
# NE 24 St Route: Wilton Dr



# NE 21 Ct Route

## Recommendation 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 – Recommendations Examples

**Raised Intersection**



**Raised Crosswalk**



**Quick Build Raised Crosswalk**



**Raised Crossing with In-Road Lighting**



**Scramble Intersection**



**Shared Lane Markings**



**Share the Road Signage**



**Bike / Ped Route Signage**



**Green Bike Lanes**



**Curb Extension**



**Quick Build Curb Extension**



**Street Lighting**



**Defined Sidewalk**



**Quick Build Speed Table**

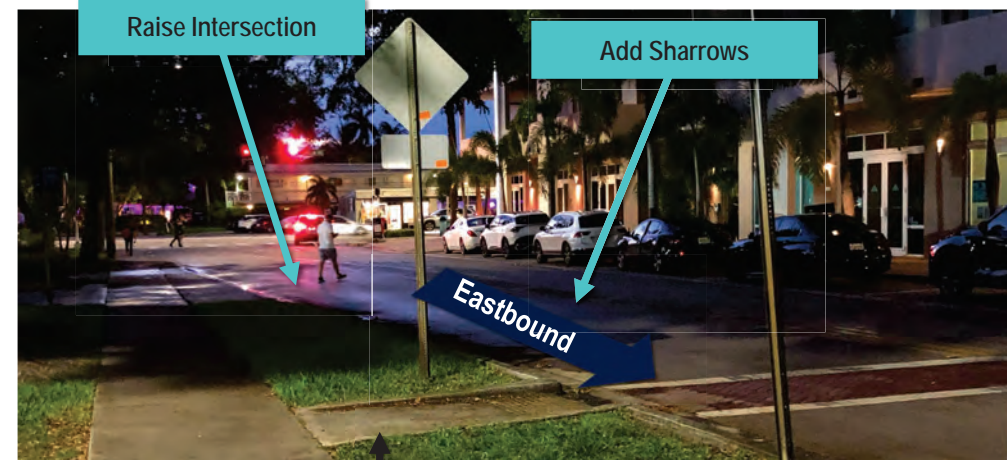




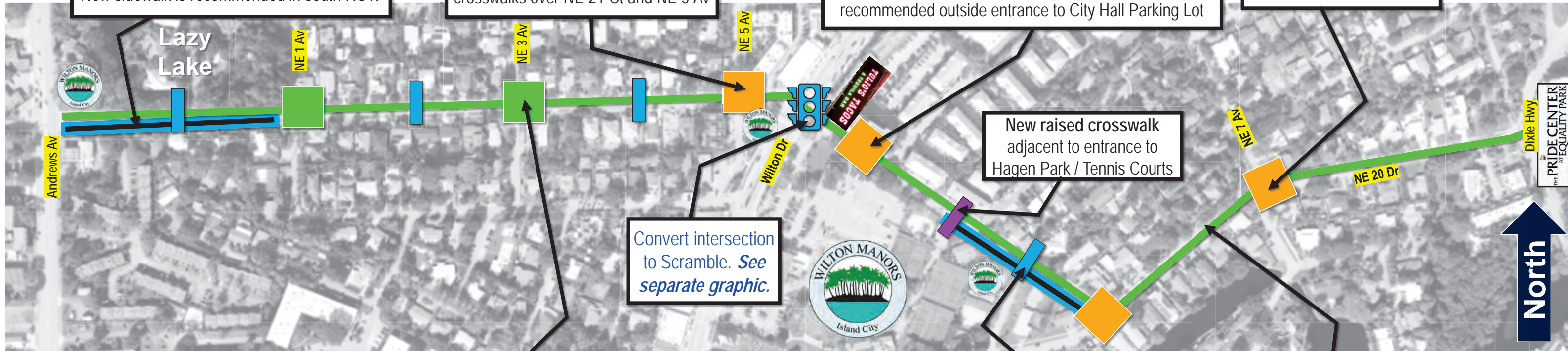
# NE 21 Ct Route



New sidewalk is recommended in south ROW



New Raised intersection with marked crosswalks is recommended outside entrance to City Hall Parking Lot



New raised intersection would include crosswalks over NE 21 Ct and NE 5 Av

New raised intersection

New raised crosswalk adjacent to entrance to Hagen Park / Tennis Courts

Convert intersection to Scramble. See separate graphic.

Recommend to rebuild raised intersections to increase slope and align crosswalks with adjacent sidewalks

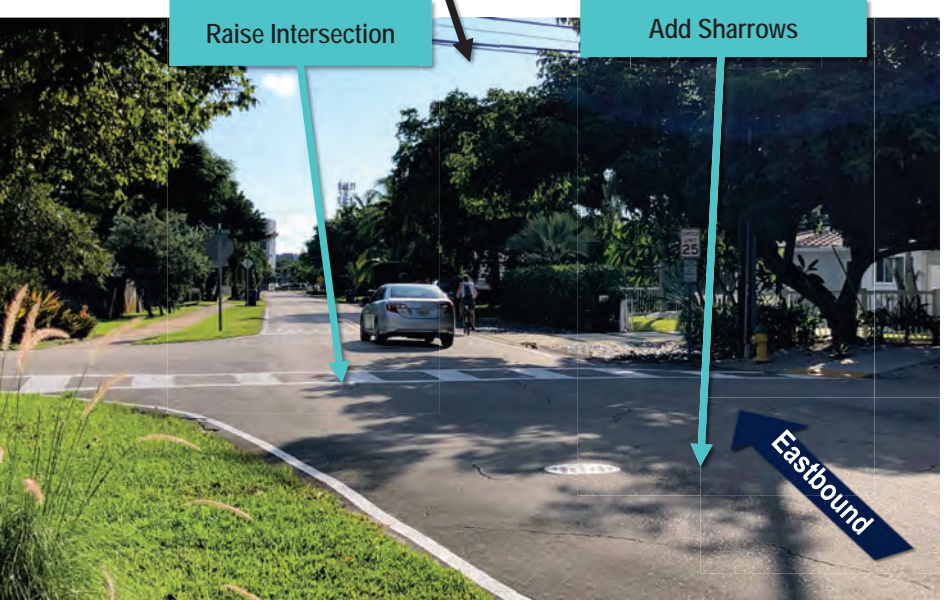
Speed Hump / Table; Raised features recommended approx. every 260 ft to 500 ft to calm traffic

Shared Lane Markings recommended along entire route

## Legend

- Rebuild Raised Intersection
- Raised Intersection
- Add All Pedestrian Phase / Scramble
- Speed Hump/Table
- Raised Crossing with RRFB
- Shared Lane Markings
- New sidewalk
- Clearly Define Sidewalk

**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

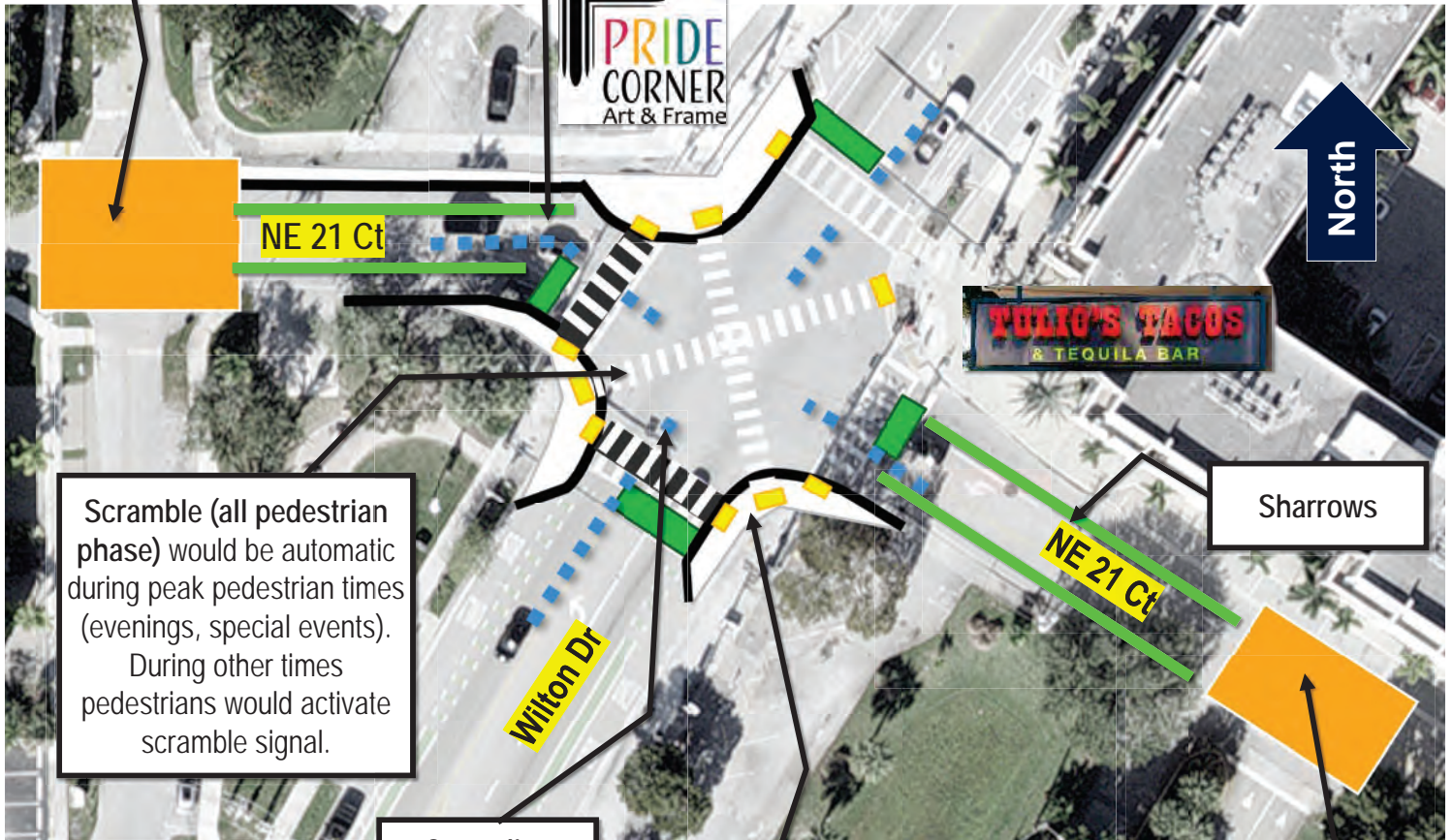




# NE 21 Ct Route: Wilton Dr

Raise intersection with marked crosswalks at NE 5 Av

To reduce crossing distance and slow turns to / from western leg of NE 21 Ct – Realign to right angle



Scramble (all pedestrian phase) would be automatic during peak pedestrian times (evenings, special events). During other times pedestrians would activate scramble signal.

Centerline hardening to calm left turns

Curb extension narrows crossing distance, slows vehicular turning movement, and prevents drivers from using bus lane as turn lane

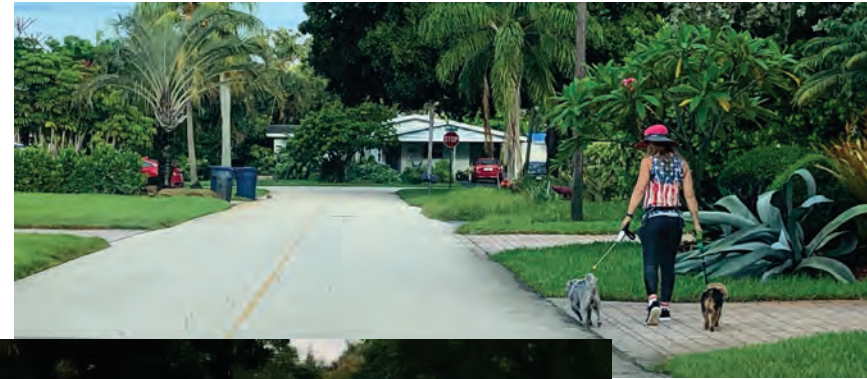
Raise intersection with marked crosswalks at entrance to City Hall Parking Lot

Sharrows

# Westside Route

## Goals

- ✓ Create a dedicated bike / pedestrian route in the neighborhood west of Andrews Av, east of Powerline Rd, & south of NW 29 St
- ✓ Re/Connect “west” & “east” Wilton Manors
- ✓ Traffic calming on residential streets
- ✓ Fill in critical sidewalk gaps
- ✓ Identify a bike / ped route to Mickel Park and Snook Park
- ✓ Identify a bike / ped route to Wilton Dr and Wilton Manors Elementary





# FAQ:

## Westside Route

### **Q. What is the Westside Route?**

The Westside Route will be a designated pedestrian / biking route in the neighborhood west of Andrews Av, east of Powerline Rd, and south of NW 29 Av

### **Q. Where will the Route be located?**

The City has identified two potential route location options. The City can proceed with one at a time or both, depending on funding availability.

### **Q. Will the Route have sidewalks?**

The Westside Route has two recommendation alternatives. One recommendation includes sidewalks, while the other has no sidewalks. The recommendation without sidewalks would include more speed tables.

### **Q. When will the Route be built?**

That is to be determined. After the TMP is complete, the city will need to secure funding for project design and construction.

# Westside Route



**Legend**

- Option 1
- Option 2



- A dedicated pedestrian/ bicycle route
- Intended to better connect the residents west of Powerline Rd to destinations east of Andrews Av
- Intended to better connect residents east of Andrews Av to Mickel Park and Snook Park.
- Would include traffic calming features plus pedestrian and bicycle amenities

**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 WM Elementary

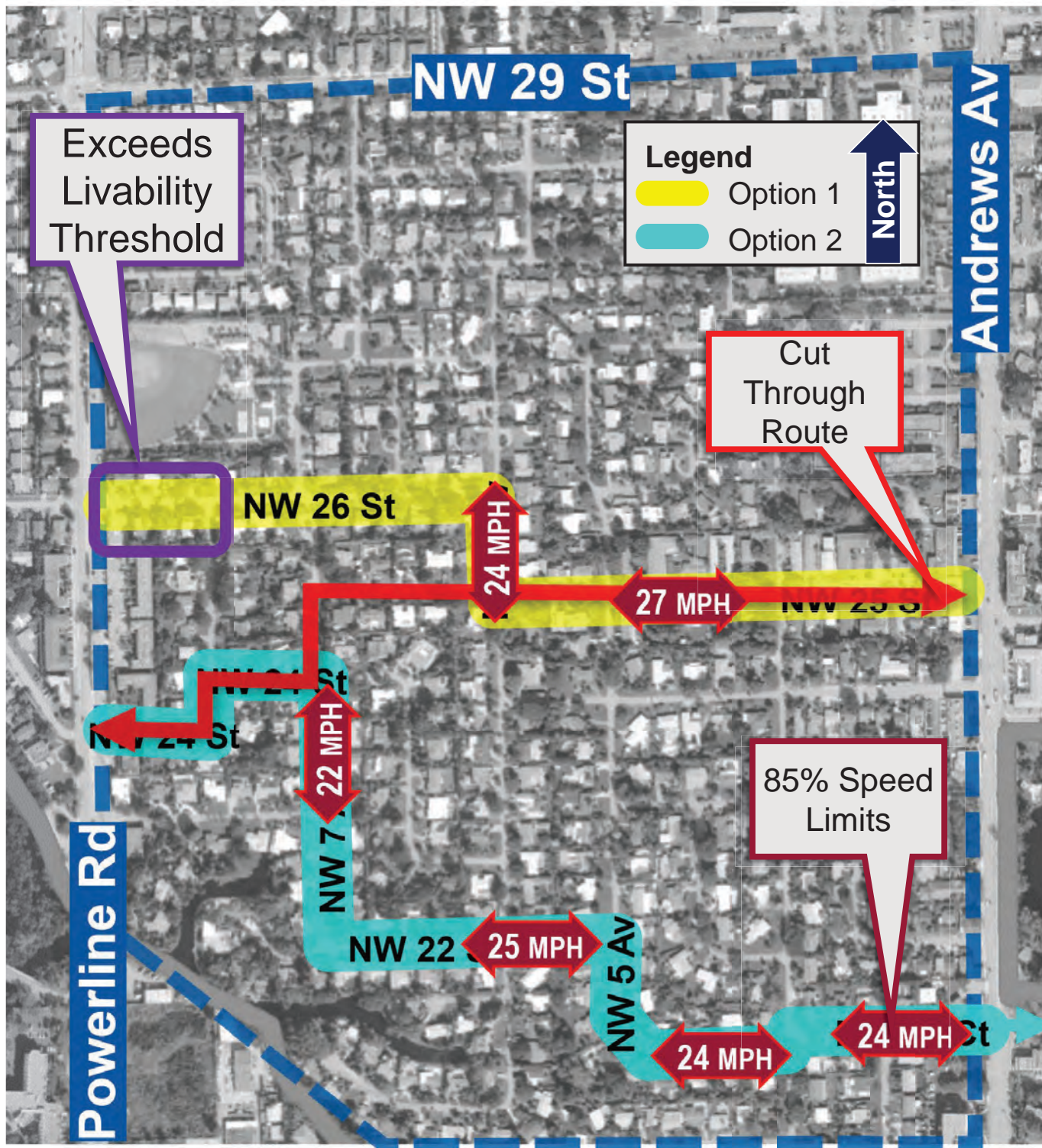
**Option 2:**

- 👉 **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



Exceeds Livability Threshold

**Legend**

- Option 1
- Option 2

North

Cut Through Route

85% Speed Limits

Westside Traffic Calming Study identifies excessive volumes on local roads as exceeding Livability Thresholds

85% Speeds within 5 mph of 25 MPH speed limit



# Westside Route – Recommendations Examples

## Raised / Mini-Roundabout in Residential Neighborhoods

Ft Lauderdale



Pompano Beach



### Quick build Mini-Roundabout



### Quick Build Speed Table



### Defined Sidewalk



## Share the Road / Route Signage



## Sharrows





# Westside Route Recommendations

## Sidewalks

Fewer traffic calming features needed as pedestrians can walk on sidewalks

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

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

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

Shared Lane Markings recommended along entire route

Install duratherm treatment to define existing sidewalks abutting back-out parking

## No Sidewalks

Additional Traffic Calming features recommended

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

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

Shared Lane Markings recommended along entire route

Install duratherm treatment to define existing sidewalks abutting back-out parking

### Legend

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

### Route Recommendations (not shown)

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

