



The City of Wilton Manors TRANSPORTATION MASTER PLAN



Learn more today!

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



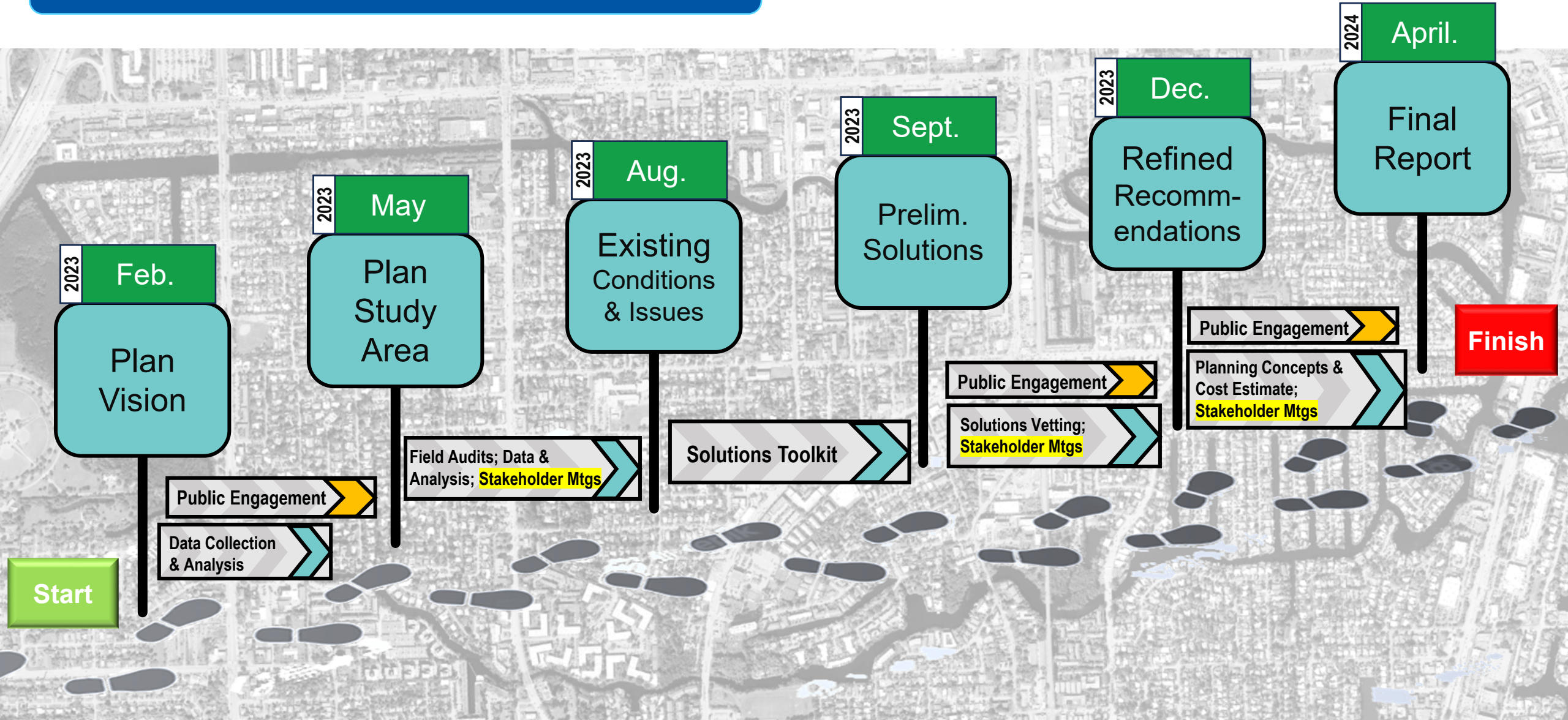
Agenda

- Introduction
 - Project Schedule
 - **Public and Stakeholder engagement**
 - Project Website
- **Milestone 1: Plan Vision**
- **Milestone 2: Plan Study Area**
- **Milestone 3: Existing Conditions and Issues**
- **Milestone 4: Potential Solutions**
- Next Steps
- Discussion



TMP Schedule & Major Milestones

- The Wilton Manors TMP has 6 major Milestone

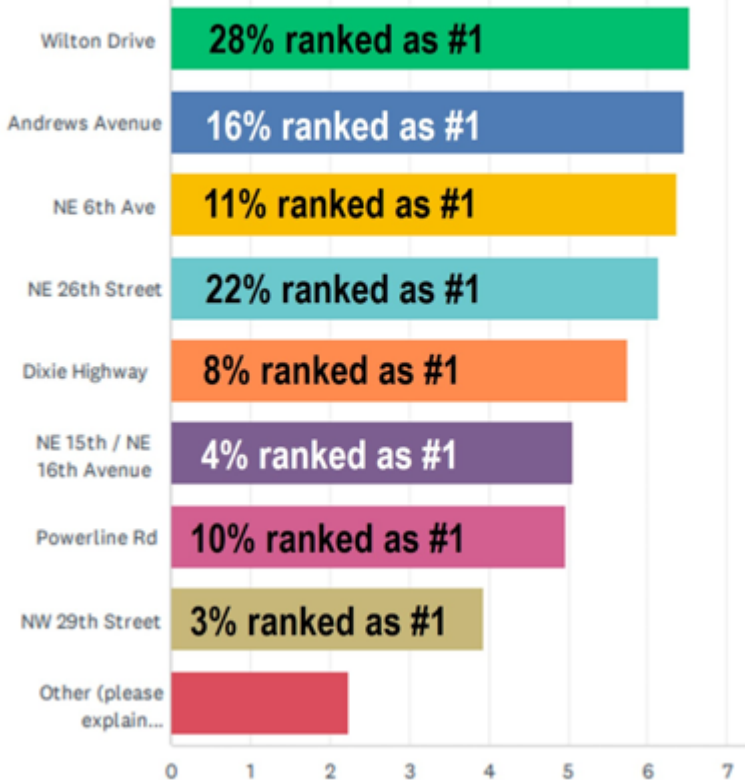


Public + Stakeholder Engagement

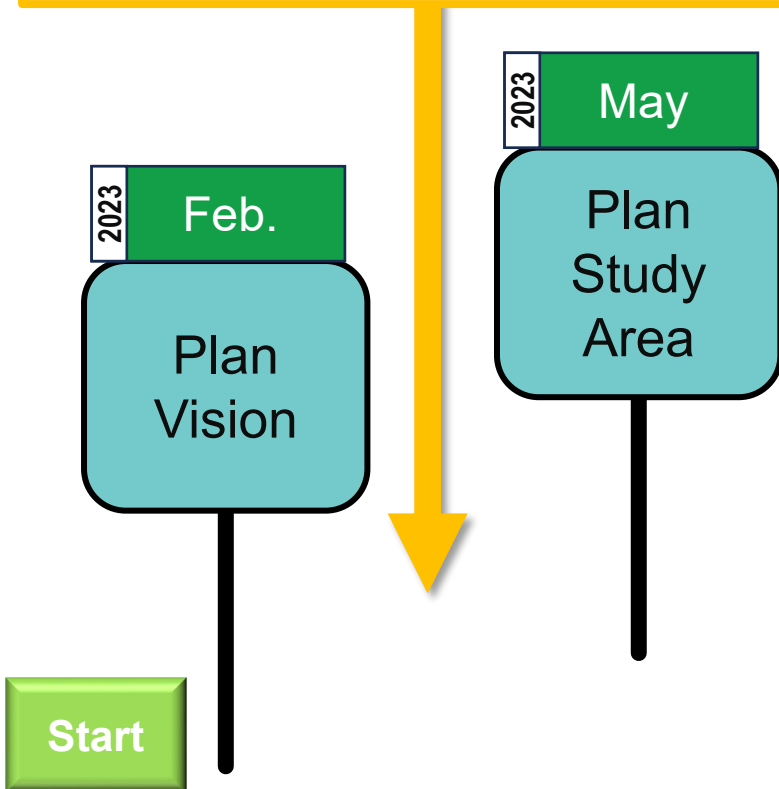
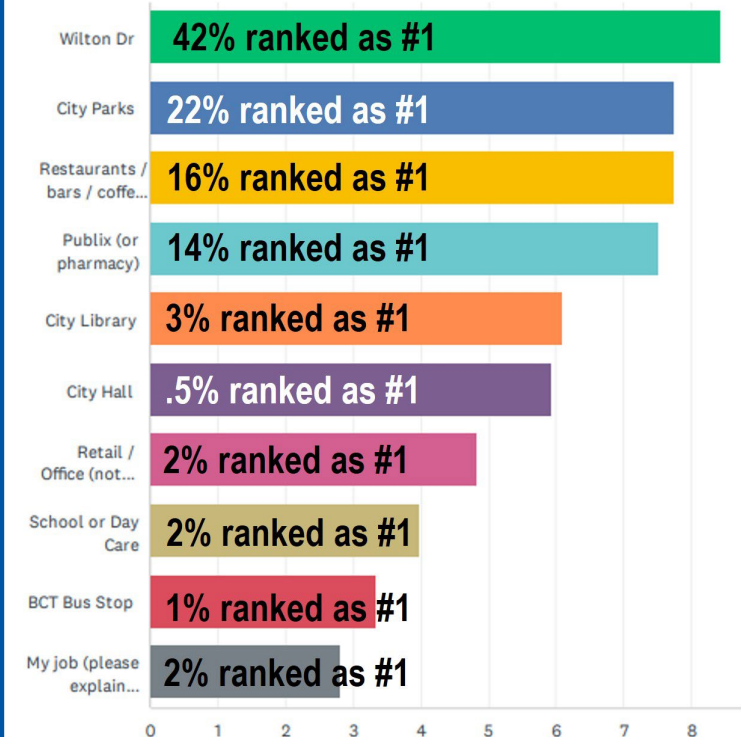
- **SurveyMonkey** with 5 questions
- Feb 2023 to May 2023
- 478 Responses (204 General Comments)
- 38% from 33305, 33% from 33334, 23% from 33311

- **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.



Public + Stakeholder Engagement

- In-person engagement improves understanding of community concerns

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



Finish

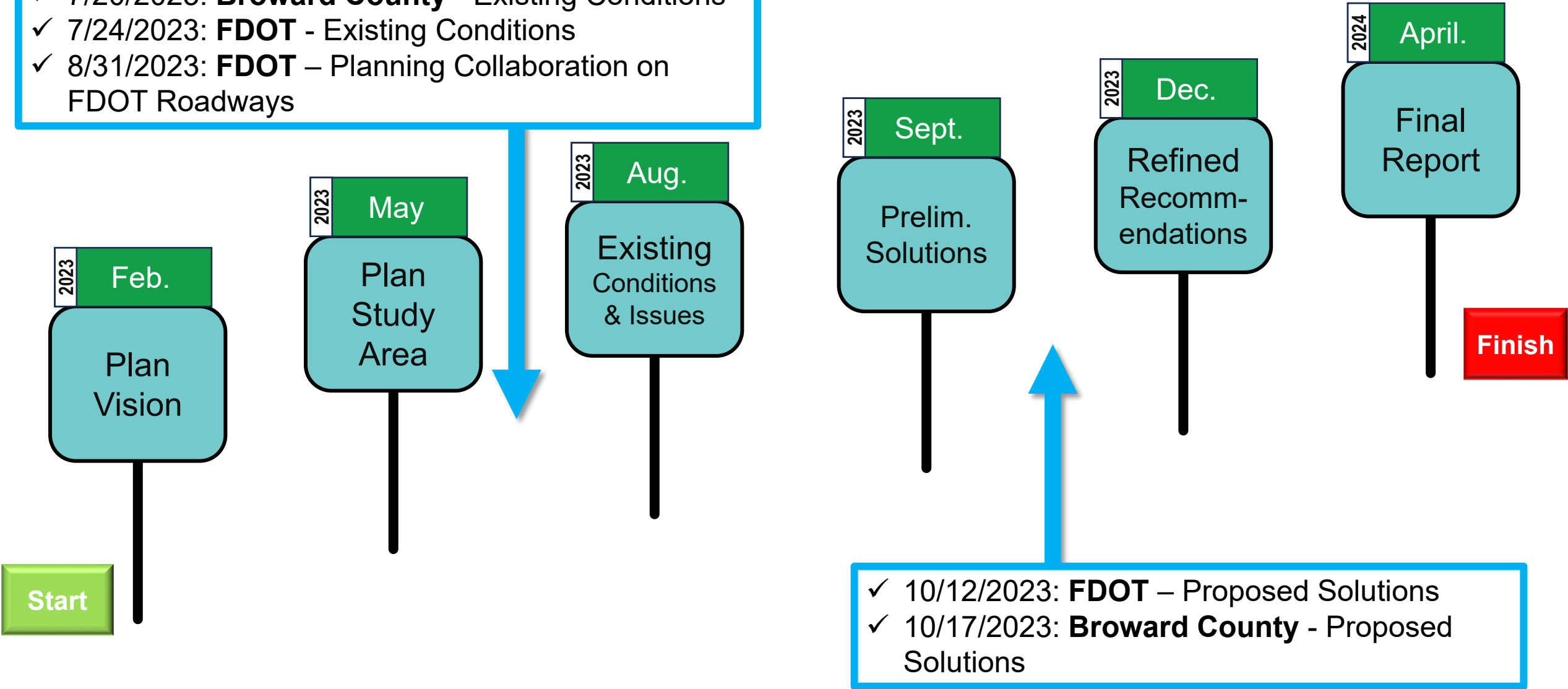


- ✓ 10/11/2023: CANA
- ✓ 10/25/2023: WAWM
- ✓ 11/14/2023: City Commission Meeting

Facility Owner Engagement

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

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



Project Website



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

- Project Vision
- Results from Public Engagement
- Link to current SurveyMonkey
- Copies of all presentations

Resources and Documents:

- [Project Schedule](#)
- [Plan Study Area Map](#)
- [Citywide Transportation – Existing Conditions](#)
- [Citywide Transportation – Key Conclusions](#)
- [Staff Working Group Meeting – January 2023](#)
- [Staff Working Group Meeting – February 2023](#)
- [Community Meeting Graphics – April 2023](#)
- [Staff Working Group Meeting – May 2023](#)
- [Staff Working Group Meeting – August 2023](#)
- [Staff Working Group Meeting – September 2023](#)
- [Broward County Roadways Meeting – July 2023](#)
-  [Broward County Roadways Meeting – October 2023](#)
- [FDOT Roadways Meeting – July 2023](#)
-  [FDOT Roadways Meeting – October 2023](#)
-  [Central Area CANA Meeting – October 2023](#)



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**TRANSPORTATION
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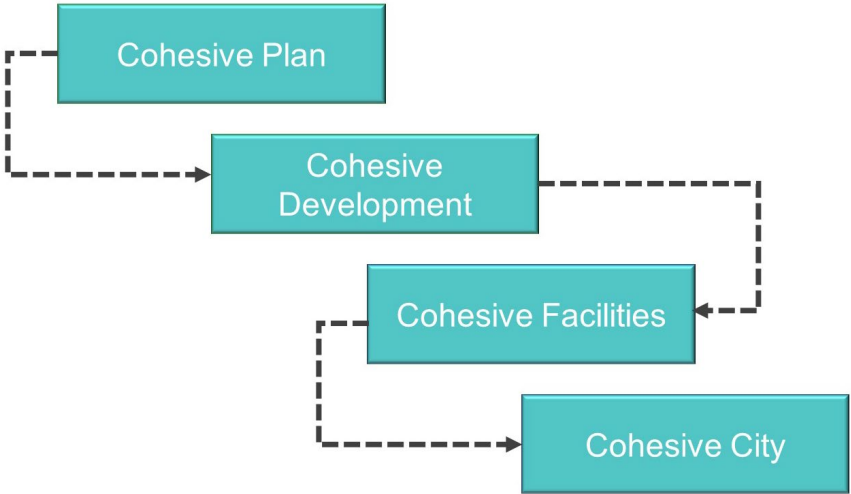
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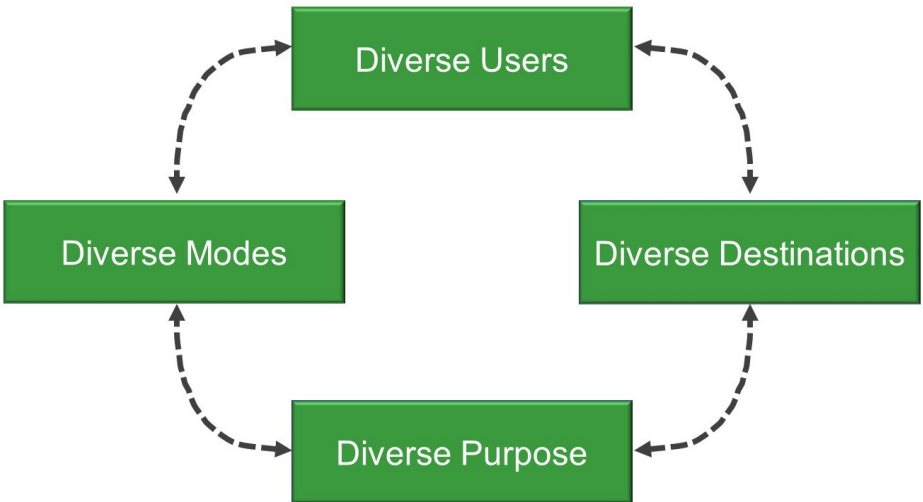
Milestone #1: Plan Vision

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


Create a cohesive community



Address the community’s diverse needs

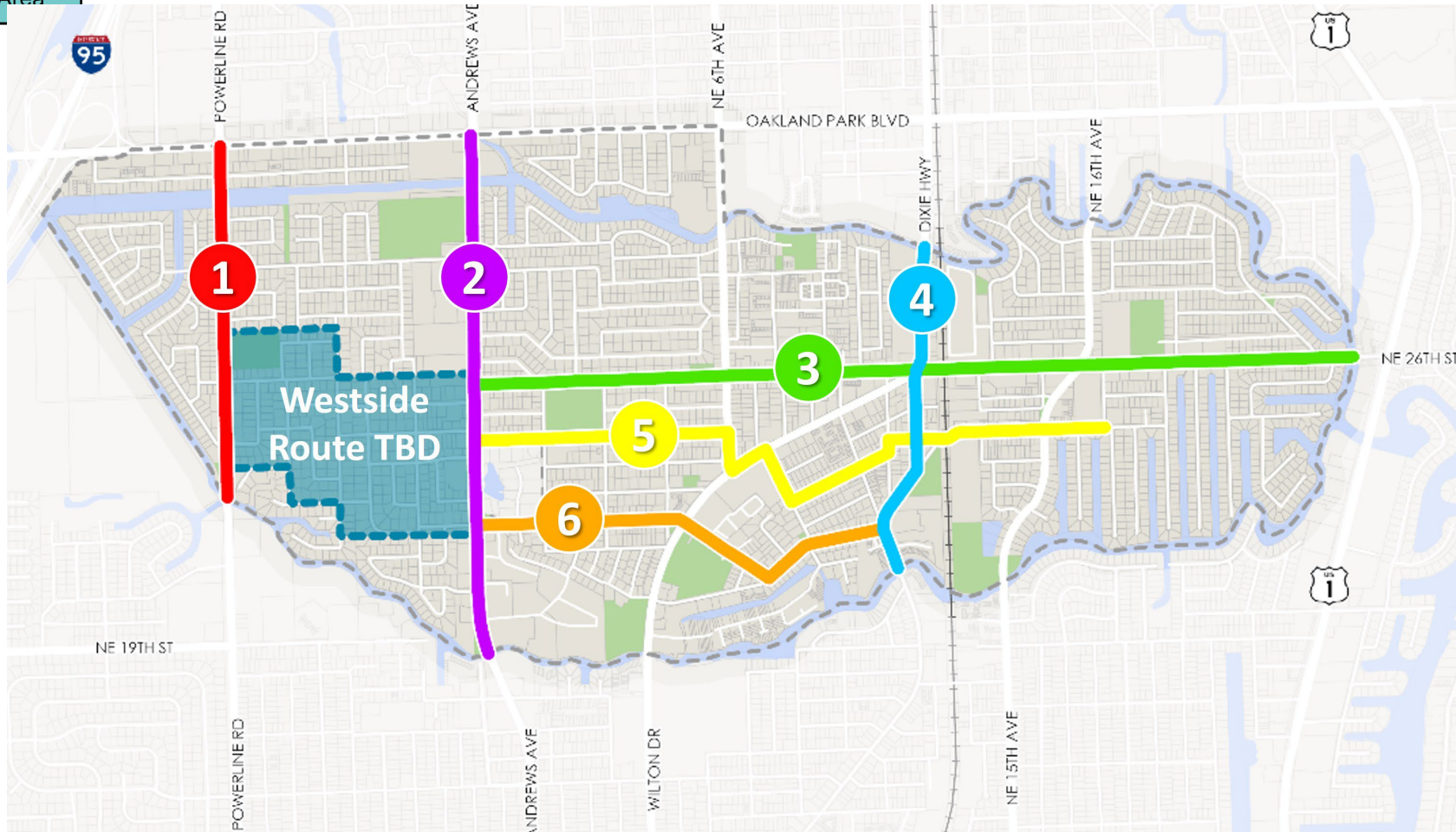


The Vision of the City of Wilton Manors Transportation Master Plan is to develop multimodal facilities that create a **cohesive community** and **address the diverse needs** of residents, visitors, and business owners. The Plan’s recommended improvements are intended to improve **safety**, walkability,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



2023 May
Plan Study Area

Milestone #2: Plan Study Area



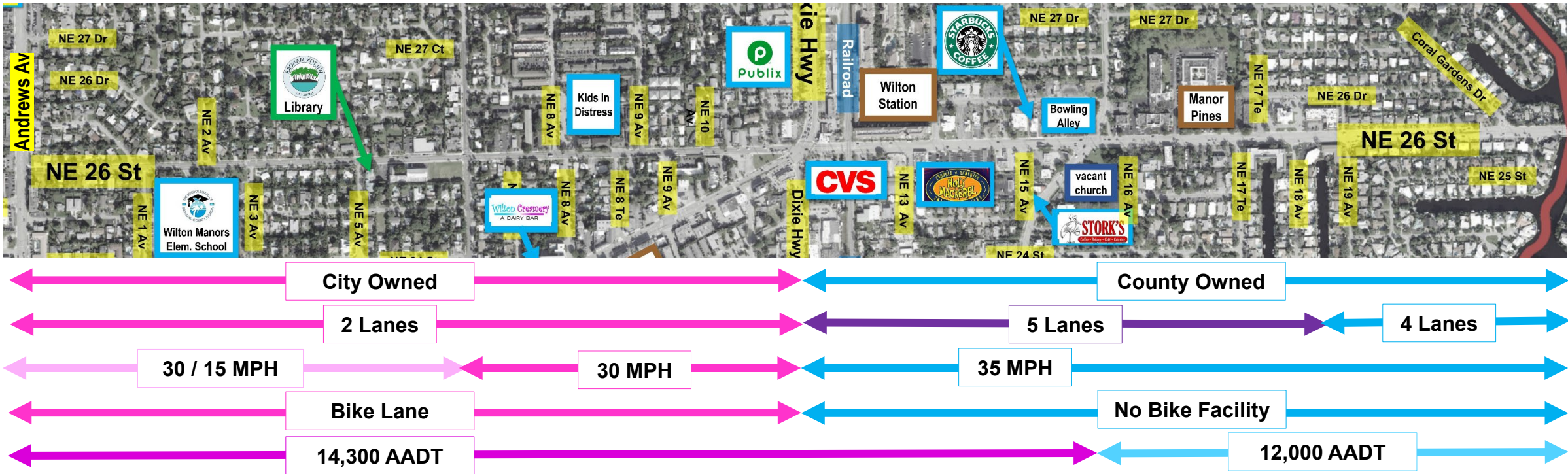
Plan Study Area:

- Six roadways
- 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



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

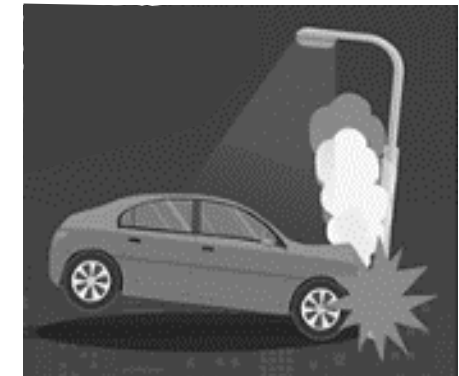
Heat Map of Injury Crashes



20% of **Injury Crashes** involved
Peds

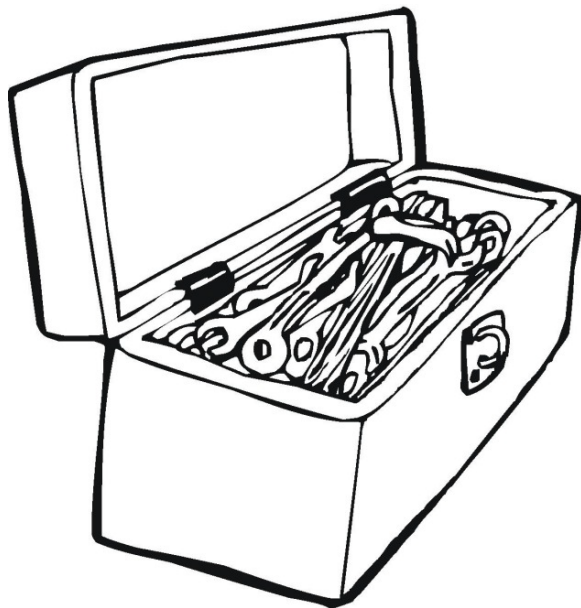


5 crashes
resulted in
Serious Injuries

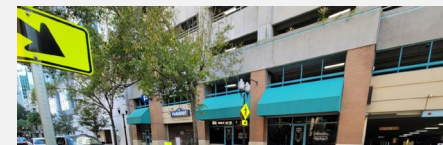
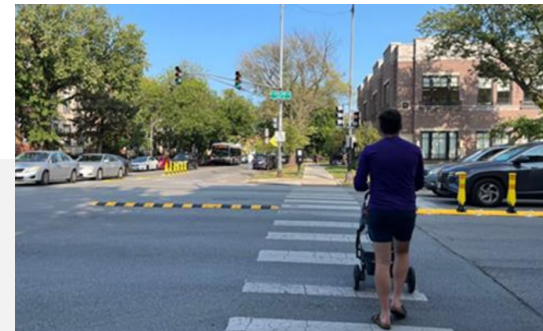


60% of **Serious Injury** crashes
occurred at night
vs 18% of all Crashes

Milestone #4: Potential Solutions



- ✓ 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



Examples:

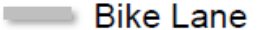
- NE 26 St, West of 5-Points
- NE 26 St, East of 5-Points
- Andrews Av





NE 26 St: West of 5-Points

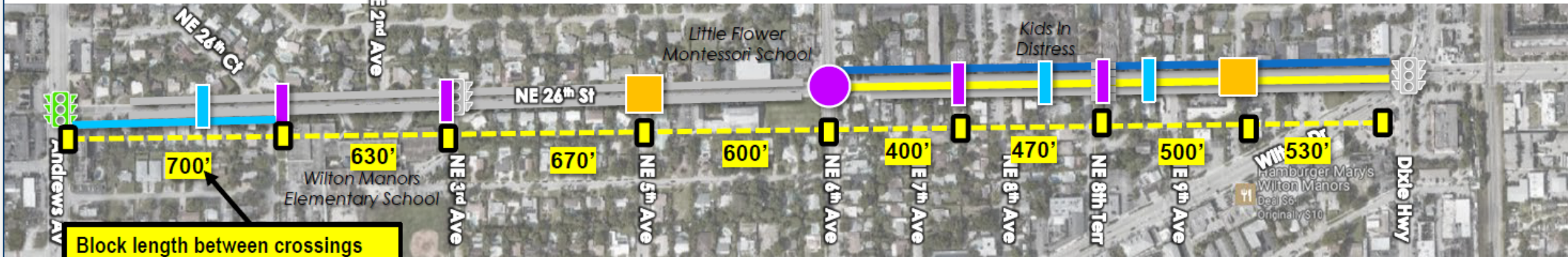
Summary of Proposed Solutions

Existing/Committed Facilities

 Bike Lane

 Mid-Block Crossing

 Signal



Corridor Wide Strategies

Add Conflict Markings at Intersections & Driveways

- Limits turning conflicts
- Alerts drivers & bicyclists to potential conflict

Narrow Side Street Curb Radii

- Slows drivers
- Limits turning conflicts

Add Wayfinding Signage

- Identify best routes to nearby destinations

Underground Utilities

- Limits sidewalk obstructions
- Allows for sidewalk completion from Andrews Av to Wilton Manors Elementary
- Allow for widening of sidewalk on south ROW

Traffic Calming Strategies

 Construct Raised Intersection

- Slows traffic & supports pedestrian crossing

 Evaluate for Mini Roundabout


- Slows traffic
- Improves safety


 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

- Slows traffic & supports pedestrian crossing


 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

- Address nighttime crashes & visibility

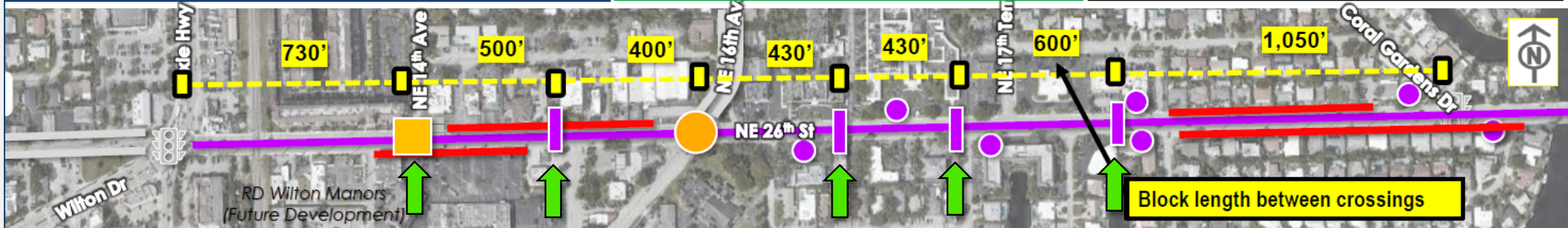
NE 26 St: *East of 5-Points*

Summary of Proposed Solutions

Lane Repurposing Option

Existing/Committed Facilities

- Bike Lane
- Mid-Block Crossing
- Signal



Corridor Wide Strategies

Add Conflict Markings at Intersections & Driveways

- Limits turning conflicts
- Alerts drivers & bicyclists to potential conflict

Underground Utilities

- Limits sidewalk obstructions

Evaluate Lighting at Crossings

- Address nighttime crashes & visibility

Lane Repurposing Strategies

Explore Lane Repurposing & Lower Design Speed

- Current volumes same or lower than 2-lane segment
- One 11' lane each direction + two-way left turn center lane
- Reduce speed limit to 30 mph through redesign
- Adds space for bike, walking, and transit features
- Adds space to address back out parking
- Extents:** 5 Points to US 1 or Middle River Drive (based on further analysis)

Evaluate for Peanut Roundabout

- Slows traffic
- Improves safety

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*

- Slows traffic & supports pedestrian crossing (with lane repurposing)

Narrow Side Street Curb Radii / Eliminate Channelized Right Turn Lanes

- Slows drivers & Limits turning conflicts

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

- Encourages crossing at designated locations
- Quick Build: At grade crossing

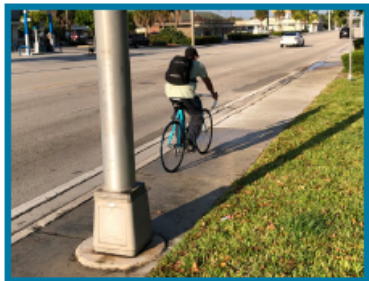
*FDM allows raised crosswalks and raised intersections at 30 MPH or lower design speed.

Convert to Bus Bulb

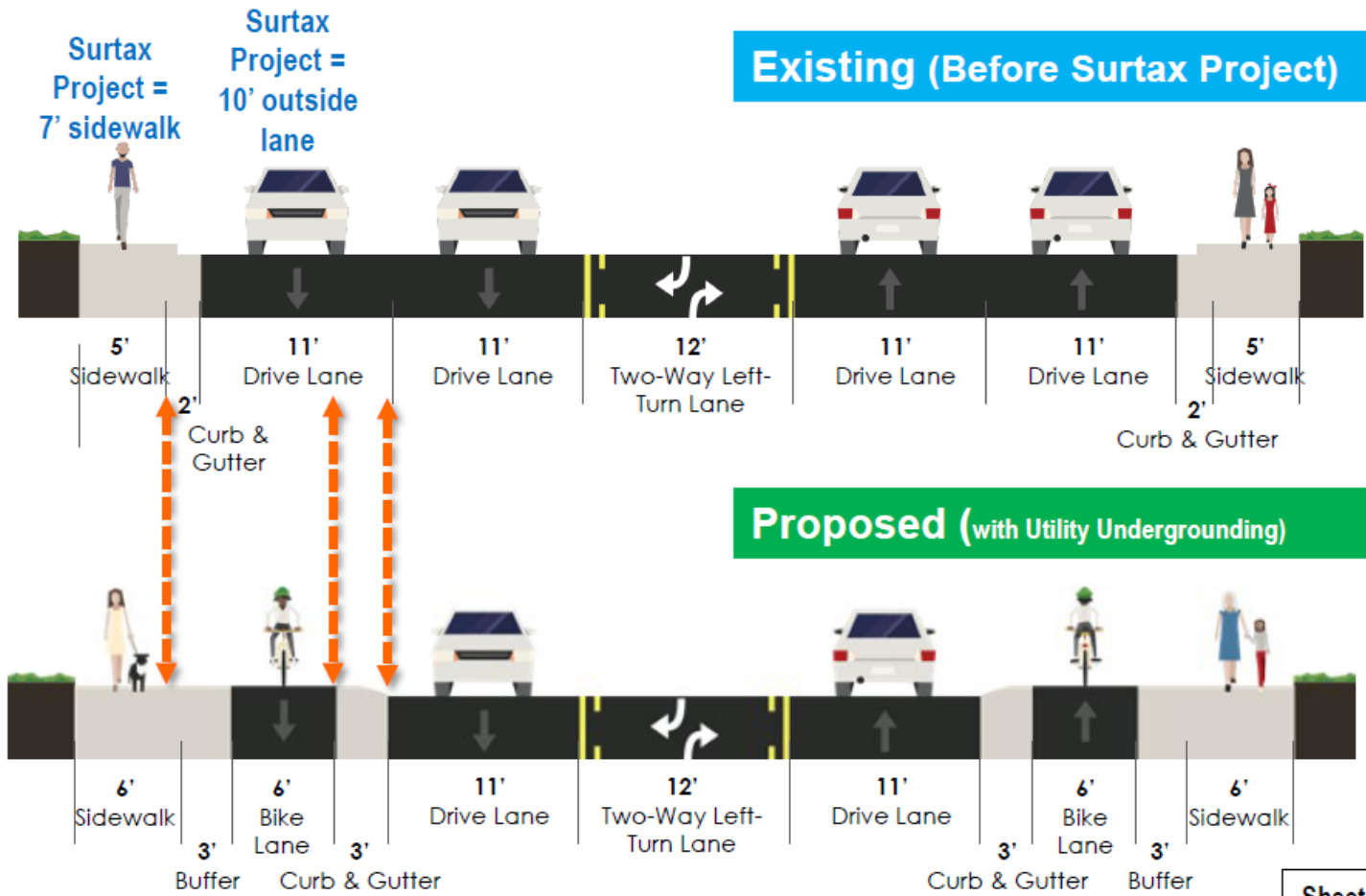
- Improves stop comfort + Reduces bus / bike conflict
- Bikeway goes behind stop

NE 26 St: *East of 5-Points*

Proposed Lane Repurposing



Quick Build Lane Repurposing



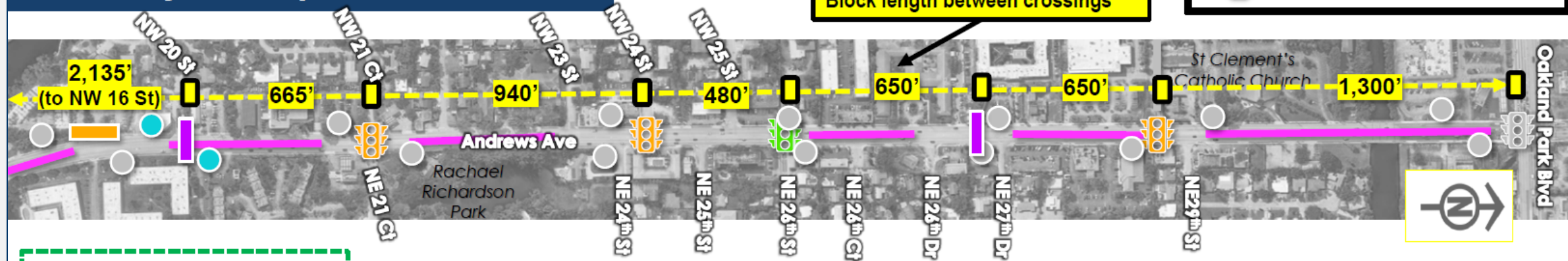
Andrews Av

Summary of Proposed Solutions

Existing/Committed Facilities

- Bike Lane
- Signal
- Bus Stop

Block length between crossings



Corridor Wide Strategies

Add Conflict Markings at Intersections & Driveways

- Limits turning conflicts
- Alerts drivers & bicyclists to potential conflict

Evaluate Lighting

- Address nighttime crashes and pedestrian comfort

Narrow Side Street Curb Radii

- Slows drivers
- Limits turning conflicts

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

Andrews Av

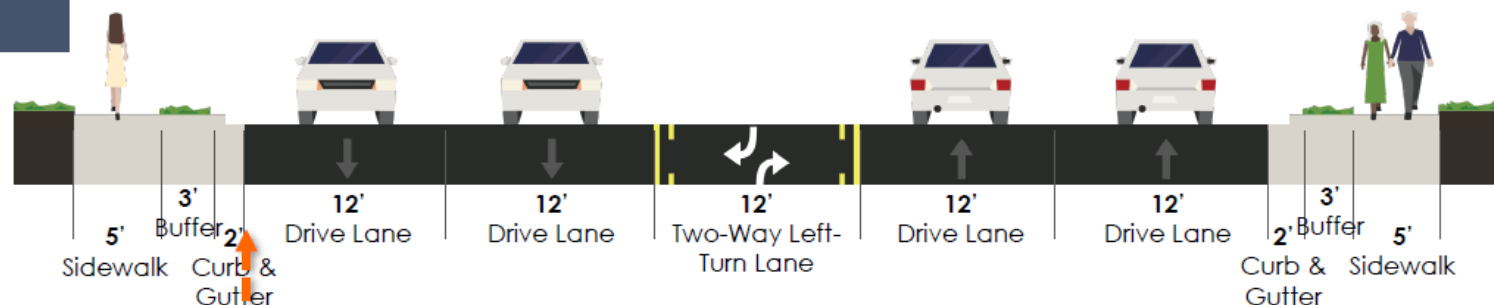
Proposed Shared Use Path

- 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
- Introduce spot medians and pedestrian refuge islands to improve crossings
- Narrow lanes to slow traffic
- City previously identified Lane Repurposing as part of Andrews Av Land Use Study (2015)

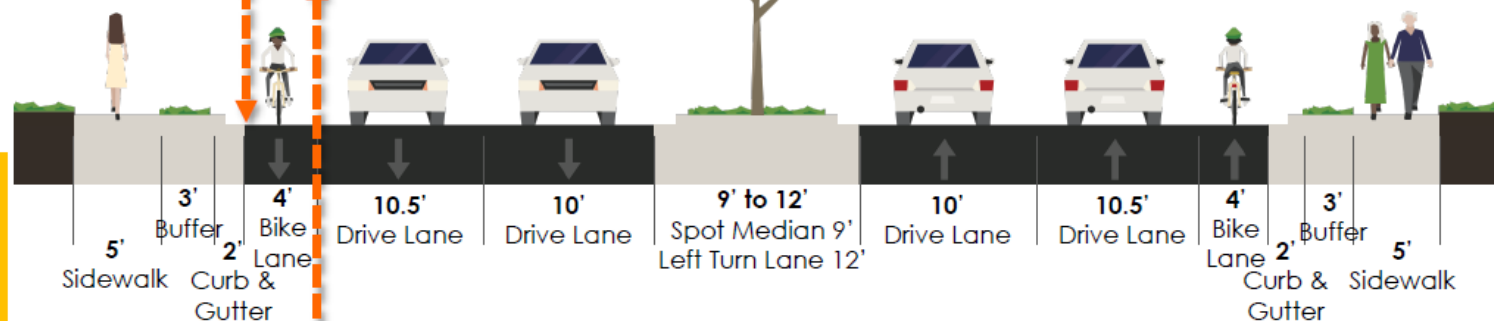
**When Utilities are NOT placed underground:
NE 26 St @ NE 6 Av**



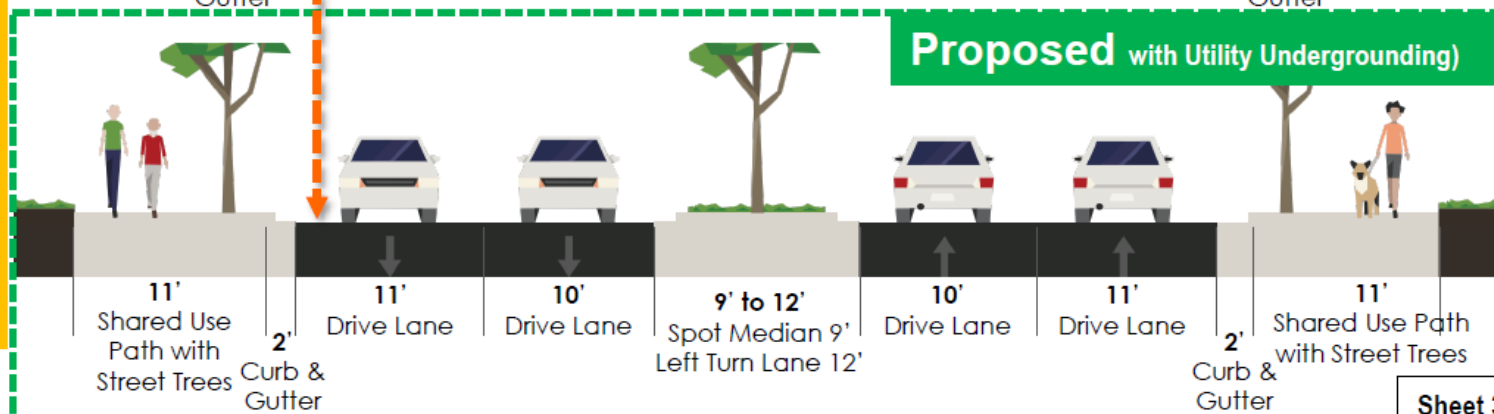
Existing (Wilton Manors)



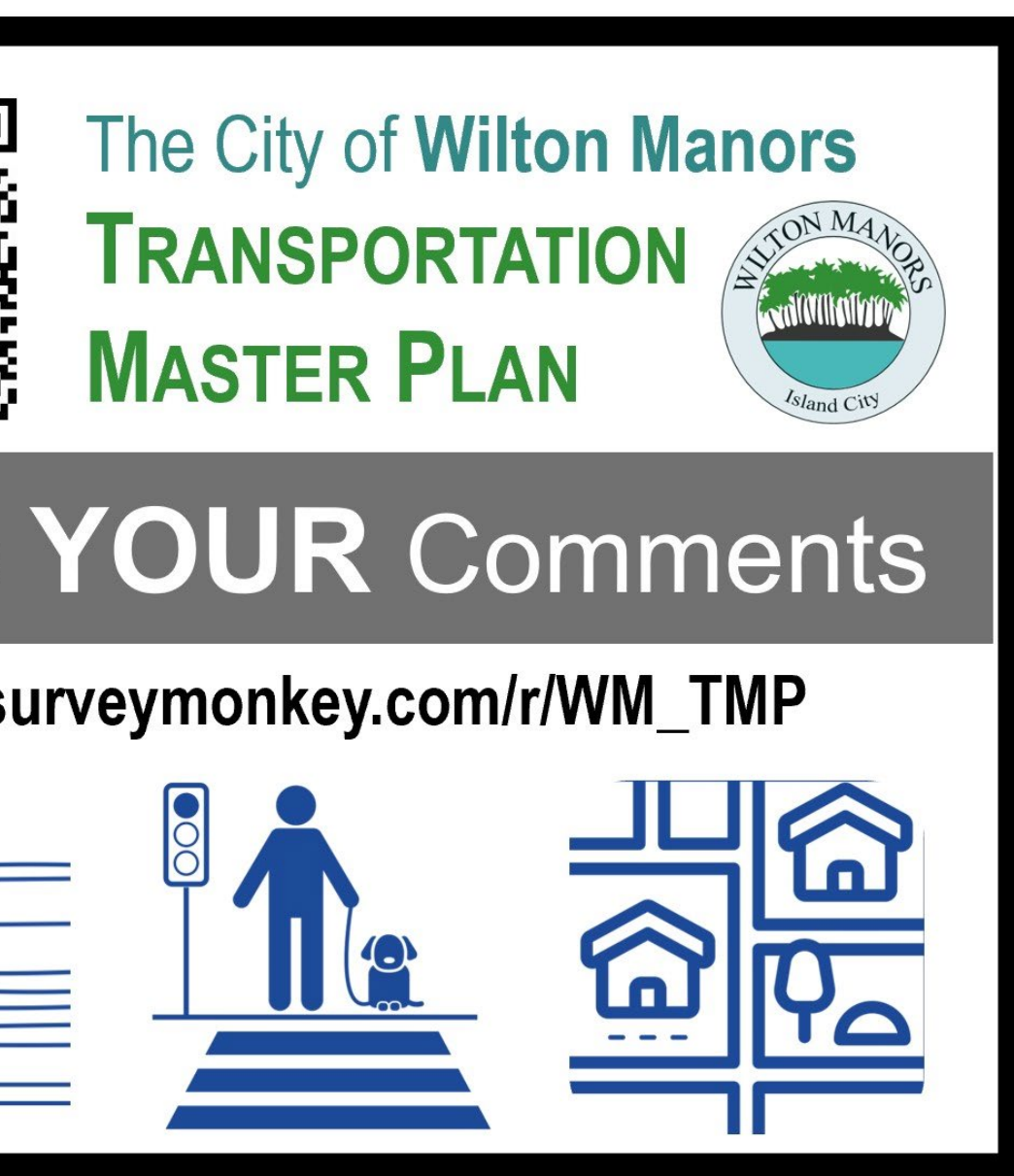
Existing (North of OP Blvd)



Proposed with Utility Undergrounding



Tell us what you think



- Closes Dec 1st
- 4 questions:
 1. Identify bike facilities you would feel comfortable using on Powerline Rd, Andrews Av, NE 26 St, and Dixie Hwy
 2. Rank in order your concerns about using crosswalks on Powerline Rd, Andrews Av, NE 26 St, and Dixie Hwy
 3. Rank in order the improvements you think are most important for the "residential" roads (NE 24 St, NE 21 Ct, or westside route)
 4. General Comment

Proposed Solutions for ALL Plan Study Area roadways are available as part of City Commission Agenda Item OR on project website

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

Milestone #5: Next Steps.....

Refine Potential Solutions based on feedback from community (SurveyMonkey), feedback from FDOT, & Broward County.
 12/11/2023: **City SWG** Meeting

1/24 & 1/25/2024: **Community Meetings for Recommendations** (Date TBD)

1/17/2024: **Broward County** Complete Streets Team
 2/2024: **FDOT** – Final Recommendations (Date TBD)
 2/2024: **Broward County** – Final Recommendations (Date TBD)





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