

Wilton Manors Transportation Master Plan - Six Roadways Survey

Monday, December 04, 2023

151

Total Responses

Date Created: Tuesday, September 05, 2023

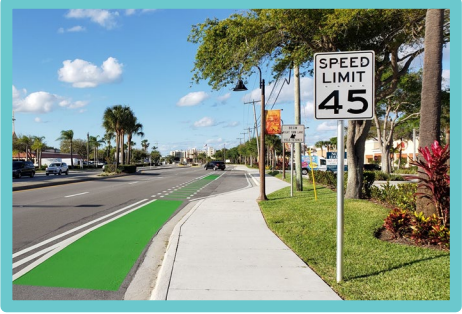
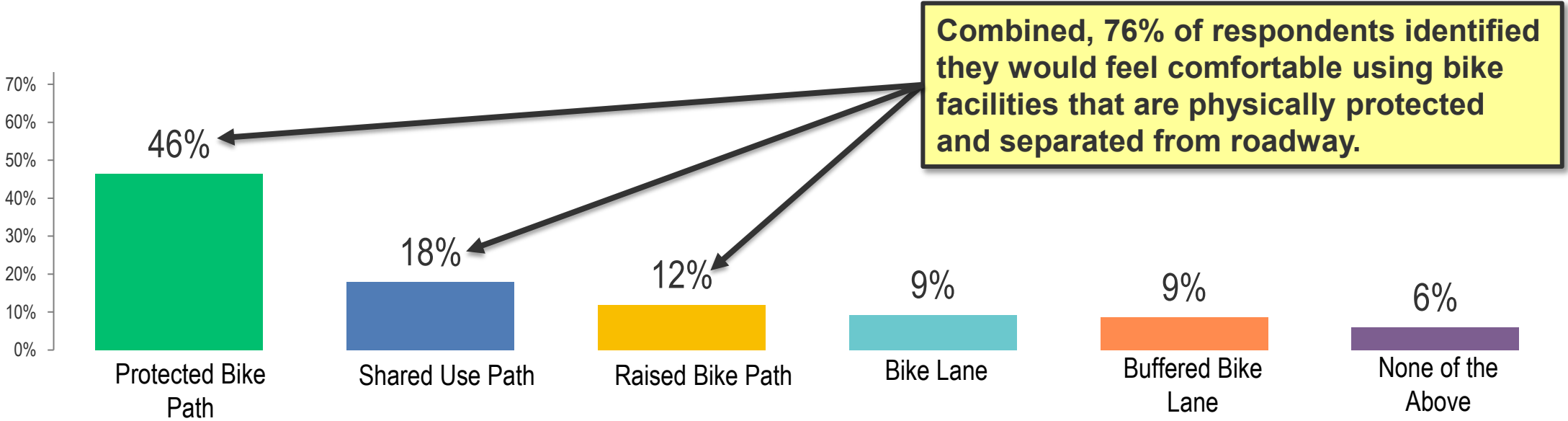
Complete Responses: 151

SurveyMonkey Results

- 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



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

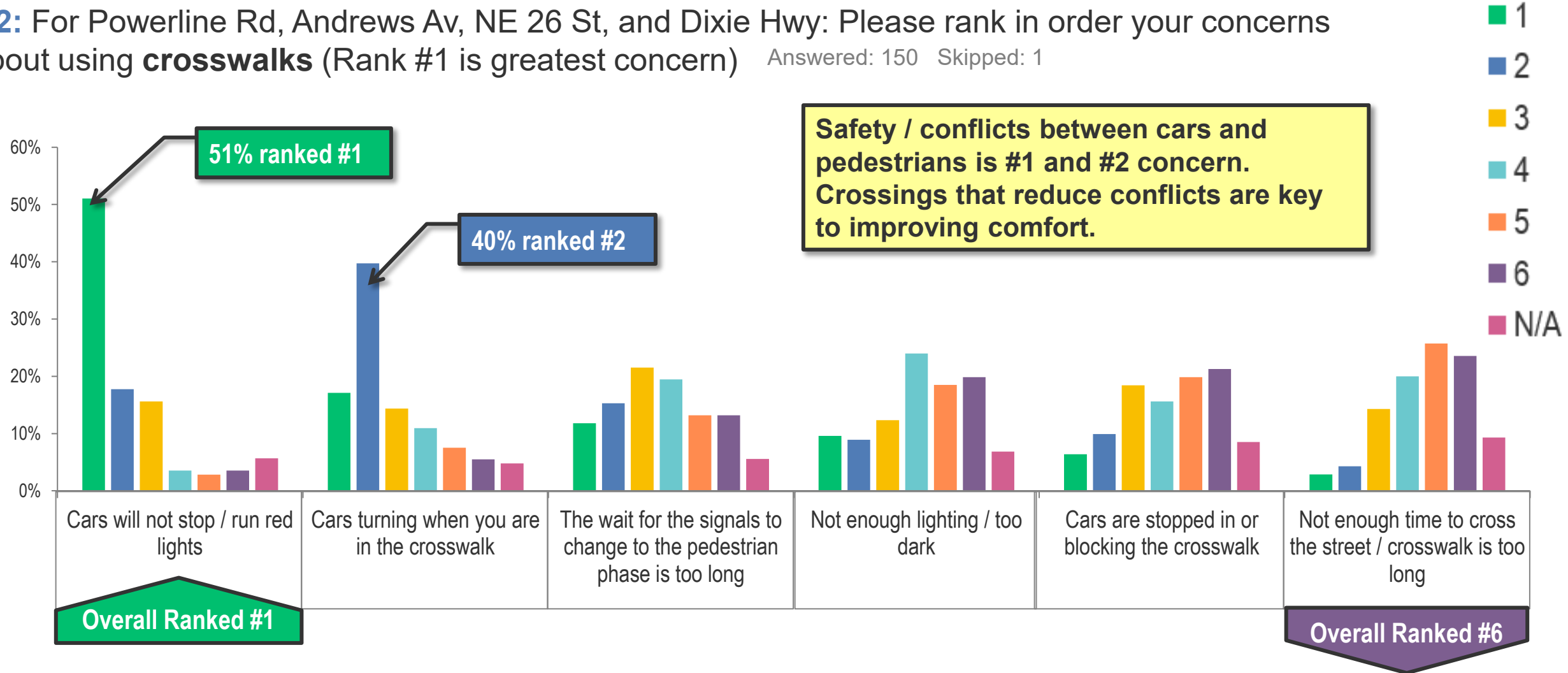
ANSWER CHOICES	RESPONSES	
Protected Bike Path	46.36%	70
Shared Use Path	17.88%	27
Raised Bike Path	11.92%	18
Bike Lane	9.27%	14
Buffered Bike Lane	8.61%	13
None of the above	5.96%	9
TOTAL		151

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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



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

	1	2	3	4	5	6	N/A	TOTAL	WEIGHTED AVERAGE
Cars will not stop / run red lights	51.06% 72	17.73% 25	15.60% 22	3.55% 5	2.84% 4	3.55% 5	5.67% 8	141	5.06
Cars turning when you are in the crosswalk	17.12% 25	39.73% 58	14.38% 21	10.96% 16	7.53% 11	5.48% 8	4.79% 7	146	4.33
The wait for the signals to change to the pedestrian phase is too long	11.81% 17	15.28% 22	21.53% 31	19.44% 28	13.19% 19	13.19% 19	5.56% 8	144	3.51
Not enough lighting / too dark	9.59% 14	8.90% 13	12.33% 18	23.97% 35	18.49% 27	19.86% 29	6.85% 10	146	3.01
Cars are stopped in or blocking the crosswalk	6.38% 9	9.93% 14	18.44% 26	15.60% 22	19.86% 28	21.28% 30	8.51% 12	141	2.95
Not enough time to cross the street / crosswalk is too long	2.86% 4	4.29% 6	14.29% 20	20.0% 28	25.71% 36	23.57% 33	9.29% 13	140	2.54

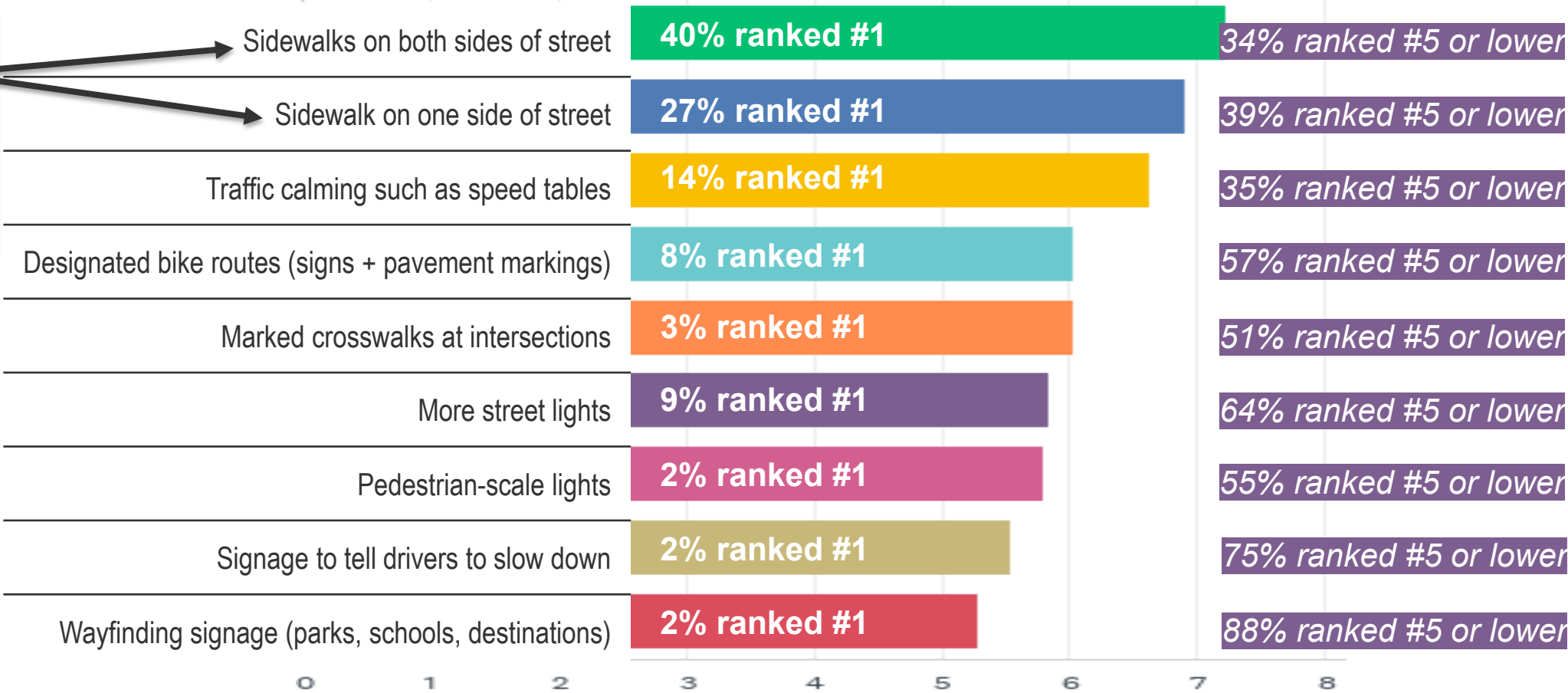
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Q3: For the "residential" roads (NE 24 St, NE 21 Ct, or westside route): Please rank in order the improvements you think are most important (Rank #1 is most important) Answered: 146 Skipped: 5

Combined, 67% of respondents ranked having sidewalks as #1 improvements



Rankings of 5, 6, 7, 8, and 9 were combined to rank #5

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

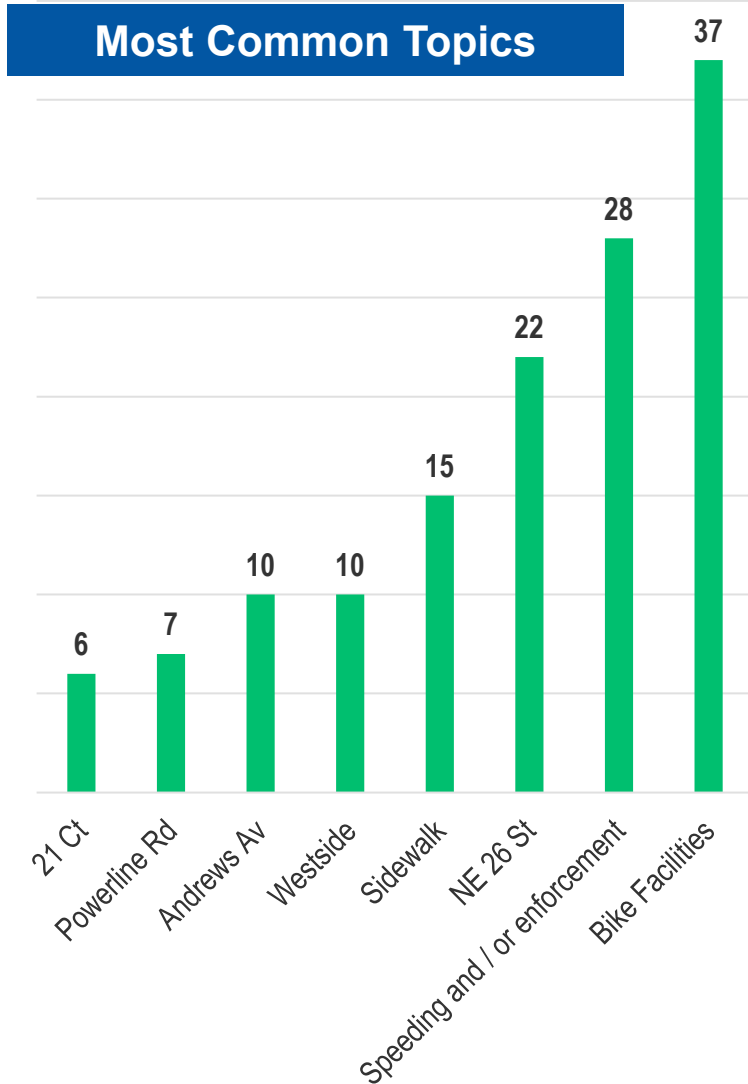
	1	2	3	4	5	TOTAL	SCORE
Sidewalks on both sides of street	40% 53	15% 20	5% 6	6% 8	34% 44	131	7.23
Sidewalks on one side of street	27% 36	19% 25	10% 14	5% 7	39% 52	134	6.90
Traffic calming such as speed tables	14% 20	17% 24	20% 27	14% 19	35% 48	138	6.63
Designated bike routes (using signs and pavement markings)	8% 10	14% 19	10% 13	11% 15	57% 76	133	6.04
Marked crosswalks at intersections	3% 4	12% 16	21% 29	13% 18	51% 69	136	6.03
More street Lights	9% 12	7% 10	8% 11	12% 16	64% 87	136	5.85
Pedestrian-scale lights	2% 2	6% 8	16% 21	21% 27	55% 70	128	5.79
Signage to tell drivers to slow down	2% 3	8% 10	7% 9	8% 11	75% 99	132	5.54
Wayfinding signage for parks, schools, or other community destinations	2% 2	5% 6	2% 3	4% 5	88% 116	132	5.28

Rankings of 5, 6, 7, 8, and 9 were combined to rank #5

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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

Wilton Manors TMP – SurveyMonkey Oct 2023 to Dec 2023 – General Comments

Comments	Andrews Av Comments	Powerline Rd Comments	NE 26 St Comments	21 Ct Comments	Westside Comments	Bike Comments	Sidewalk Comments	Speeding / Enforcement Comments	Other Comments
Andrews Avenue crossing for pedestrians and cyclists needs greater attention. All current crossings are dangerous to both. Complete sidewalk access along 21st court is needed. Pedestrians currently must cross the street two or three times to rain on a sidewalk and out of the roadway.	Improve safety of crossings over Andrews Av			Sidewalk gaps		Andrews Av - Need improvements for bike crossings over	NE 21 Ct - sidewalk gaps		
The 21st Court " 90 degree curve" between 3rd and 5th Avenue desperately needs a sidewalk on south/west side of the curve (involves 3 or 4 properties) at a minimum. It is dangerous to walk that stretch.				Dangerous curve at west end	21 Ct sharp curve		NW 21 Ct Curve - need sidewalk		
When walking to the drive it's difficult when there are not continuous sidewalks on 21 st between Andrew's and Wilton drive				Fill in sidewalk gaps			NE 21 Ct - Sidewalk gaps		
Andrews needs wider sidewalks, raised intersections at major pedestrian crossings, protected or raised bikelanes, and planted median. Protected or raised bike lanes on both powerline and 26 Street	Wide sidewalks, separated bike facilities, landscaped medians	Protected or raised bike lanes	Protected or Raised bike lanes			Andrews Av - protected bike lanes	Andrews Av - wide sidewalks		
On all the major arterials: powerline, Andrews, Dixie...one of the things this survey does not address is simply narrowing the lanes. This is a proven, data-backed strategy that requires very minimal cost to improve because it only requires repainting the lines. Narrower lanes are a proven, effective strategy to naturally slow traffic (compared to signs and speed limits which don't really change drive behavior if the design of the road itself doesn't change) and increase pedestrian safety. This is one of the BEST and EASIEST improvements we could make to these roads that has the added benefit of creating more room to add protected bike lanes!! Win-win-win solution for all road users. Especially on the more residential streets: The fact we do not have sidewalks on both sides of all our streets is astonishing to me as a new resident to the area. All streets: I would also love to see curb bumpouts at intersections to increase pedestrian safety and daylight the intersections. Also for question 1 on the bike infra, I'm also ok with shared-use or raised/grade-separated bike lanes, but only as a backup if there is truly not enough space to add fully separated & protected bike lanes from the roads/sidewalks.	narrow the lanes to slow speeds and add separated / protected bike lanes	narrow the lanes to slow speeds and add separated / protected bike lanes				Powerline Rd, Andrews Av, Dixie - Narrow lanes to build protected bike lanes	Citywide - sidewalks on both sides of street		
Additional development along 26 Street will increase traffic in an already busy street. Planned changes in lane narrowing and sidewalk widening are very unlikely to make the street pedestrian and bike friendly.			additional development will bring more traffic; no changes can make bike friendly			NE 26 St - Sidewalk widening will not make road bike friendly	NE 26 St - Planned sidewalk widening will not be enough		
NE 26 Street. Needs more ,armed crosswalks. Reduce traffic to 1 lane each way to accommodate bike lanes, wider sidewalks, shade trees similar to 15th Ave in Poinsettia Heights.			Reduce lanes (one lane each direction) for bike lanes and wide sidewalks			NE 26 St - reduce to one lane for bike lanes	NE 26 St - Reduce to one lane to make wider sidewalks		
Pls make NE 26St (east) a priority. Urgently needs wider sidewalks & separate bike path!!			east of 5-Points - separated bike lanes and wide sidewalks			NE 26 St - separated bike lanes	NE 26 St - Needs wide sidewalks		

Wilton Manors TMP – SurveyMonkey Oct 2023 to Dec 2023 – General Comments

Comments	Andrews Av Comments	Powerline Rd Comments	NE 26 St Comments	21 Ct Comments	Westside Comments	Bike Comments	Sidewalk Comments	Speeding / Enforcement Comments	Other Comments
There is a major security issue if additional sidewalks or bike paths are added on the west side: even more of the current roaming crime element will more often and more readily enter from the powerline Rd side. It would be dangerous to add more access with sidewalks and bike paths, from the powerline Rd side, to enter into the west side neighborhood. The NW 29th St project will already establish sufficient sidewalks and bike paths thru the west side of Wilton Manors. Owners anywhere from the west side may already walk or bike up to or down to NW 29th St, using the sidewalks that line powerline Rd and Andrews Ave. Also, please do not disturb the west side any further. Again, the NW 29th St is sufficient in fulfilling any need for sidewalks and bike paths. Also, by being satisfied with the NW 29th St project and that it is a sufficient west-east pedestrian and bike route through the west side of Wilton Manors, tremendous money will be saved for other projects.					Concerned new sidewalks or bike lanes would increase crime	Westside - concerned new bike lanes would increase crime in neighborhood.	Westside - does not need anymore sidewalks		
If an additional bike path or sidewalk is added on the westside, it should be at the far southern end					New sidewalks or bike path should be in southern end	Westside - new bike lanes should be at southern end	Westside - put new sidewalks on southern end		
Please stop with this nonsense. How often do you people see bikes lanes being used? Pedestrians? Maybe on a small section of Wilton Drive on the weekend. bike lanes and sidewalks are already woefully underutilized and there are plenty of these byways already. There is absolutely NO need for more.						No need for more bike lanes	Citywide - no more sidewalks are needed		
Would love to have a city where everyone felt comfortable with bicyclists off the sidewalks. Walking my very good dog on main roads often become dangerous when a cyclist would whiz by. I also understand their hesitancy to ride on the streets as drivers don't seem to understand sharing with cyclists and are often hostile, even when riding in a designated bike lane. I no longer ride my bike in WM and it is very inconvenient and costly. Love seeing this city get better!						Citywide - bicyclists ride on sidewalks	Citywide - concerned about bicyclists riding on sidewalks		
sidewalks and more trees in median will slow down traffic.								Need to slow cars	
sidewalks sidewalk sidewalks on all streets!							Citywide - sidewalks on all streets		
The current sidewalks need someone to actually walk them and fix the problems. Just because there is a sidewalk does not make it usable.							Citywide - condition of existing sidewalks		
21 Ct crossing Andrews Ave is the most popular pedestrian-bike crossing for westside residents, and is very dangerous, especially weekend eves. Please add lighting, dedicated vehicle turn lane traffic signals on Andrews and well marked crosswalks. There needs to be police enforcement as I see cars racing the yellow-running the red routinely & have never seen any police presence there.	Safety & improvements for bike / ped crossing at NE 21 Ct				Crossing at Andrews Av - improvements for bike / peds	21 CT @ Andrews Av - Most popular crossing for westside	21 CT @ Andrews Av - Most popular crossing for westside		21 CT @ Andrews Av - Speed Enforcement needed
21 Ct dangerous curve at the western end of 21 Court.				Dangerous curve at west end	21 Ct sharp curve				
We need to make sure the improvements on the residential corridor streets such as 21st and 24 doesn't increase traffic and speed.				Concerned improvements on NE 21 Ct could increase traffic or speed					

Wilton Manors TMP – SurveyMonkey Oct 2023 to Dec 2023 – General Comments

Comments	Andrews Av Comments	Powerline Rd Comments	NE 26 St Comments	21 Ct Comments	Westside Comments	Bike Comments	Sidewalk Comments	Speeding / Enforcement Comments	Other Comments
<p>powerline and Andrews both need the following: 1) Raised speed tables - Multiple locations (Crosswalks combination with LED makes sense). 2) More Crosswalks on both roads - powerline multiple to get to Mickel and streets through westside on foot/biking. 2) LED lights on ground and crosswalks 3) LED Lights 24x7 on the front and sides of the one way signs and one way intersection of powerline with NW 9th Terrace (Near USA market) - Many cars enter on my street this way and have become confrontational or almost caused accidents. 4) Stop lights at speed tables and crosswalk combos with LEDs. This will cause drivers to slow down. 5) Cameras 6) More destination signs to Points of interest 7) Welcome to the westside - Garden District signs on all roads off powerline and Andrews... Suggest adding the "Welcome to the westside Garden District" theme to all street signs. 8) Water taxis from all Boat ramps including the west side - Snooks Landing, etc. 9) Raised speed tables: A) Two along NW 9th Terrace Leading to powerline - People speed down to the oneway out since a long straight road B) By Publix on Andrews entrance C) NW 29th Street and Andrews D) NW 26 Street powerline with Crosswalk addition and LEDs E) NW 24th Street and powerline with Crosswalk Addition and LEDs 10) Adopt a Highway signs for both Neighborhood Associations on the major roads and an invite also for local town businesses to Adopt a Highway also. 11) Welcome to the "Welcome to the westside Garden District" signs at both town boundaries entering Wilton Manors with a reminder in the sign to Drive like your loved ones are present.</p>	<p>List of numerous recommendations to slow traffic and improve comfort & safety of crossing roadway; Also general concerns about Westside</p>	<p>List of numerous recommendations to slow traffic and improve comfort & safety of crossing roadway; Also general concerns about Westside</p>			<p>Welcome to Westside Garden District signage; Traffic calming on NW 9 Te</p>				
<p>Andrews and powerline are NOT pedestrian or bike friendly AT ALL. they are extremely dangerous to pedestrians, bicyclists and drivers alike. no one in their right mind would ever be walking on those roads and they will never be safe until police begin patrolling and doing traffic stops. no amount of sidewalks, bike lanes or ground-floor retail spaces will ever make these roads walkable until cars are forced to slow down.</p>	<p>Dangerous / unsafe for bike or ped activity, especially because speeding</p>	<p>Dangerous / unsafe for bike or ped activity, especially because speeding</p>				<p>Andrews Av and Powerline Rd - dangerous for bicyclists</p>		<p>Andrews Av and Powerline Rd</p>	
<p>Traffic off powerline continues to be a hazard as. Traffic filter into our neighbors west of powerline at high speeds. Intersection at powerline and NW 29 St very dangerous for resident on westside and bikes and pedestrians</p>		<p>Speeding; Bike / Ped safety</p>			<p>Cars speed from Powerline Rd into neighborhood</p>	<p>Powerline RD @ NW 29 St - dangerous for bicyclists</p>		<p>Powerline Rd; Westside</p>	
<p>Autos drive very fast on these roads. I use the bike lane on powerline often but it can be frightening. Id feel safer with a protected lane or shared sidewalk. speed enforcement would be nice but doesnt seem to be a viable option. Could it be done remotely with cameras/radar?</p>		<p>Speeding and safety, especially riding bike; separated / protected bike lanes</p>				<p>Powerline Rd - bike lane is dangerous</p>		<p>Powerline Rd / Bike Riding</p>	
<p>power line has cars going too fast</p>		<p>Speeding</p>							
<p>26 Street and along Andrews Ave. bicycles must be physically separated from motorized vehicles; road markings are inadequate because they are ignored</p>	<p>Need separated bike facilities</p>		<p>Need separated bike facilities</p>			<p>NE 26 St, Andrews Av - need separated bike lanes</p>			
<p>NE 26 Street (East of Dixie) Needs major safety upgrades for pedestrians and bicyclists. More shading (trees), protected bike lanes, more crosswalks (in between manors lanes and wilton station), as well as speed reducing tactics to slow cars down.</p>			<p>Safety and speeding, more crossings</p>			<p>NE 26 St, east of 5-Points - protected bike lanes</p>		<p>NE 26 St east of 5-Points</p>	

Wilton Manors TMP – SurveyMonkey Oct 2023 to Dec 2023 – General Comments

Comments	Andrews Av Comments	Powerline Rd Comments	NE 26 St Comments	21 Ct Comments	Westside Comments	Bike Comments	Sidewalk Comments	Speeding / Enforcement Comments	Other Comments
26 Street. Not enough crosswalks between 5 points and Andrews major residential area. bike lane not fully painted green. not enough solar power speed limit signs			More marked crossings between Andres Av & 5-Points, also paint the bike lane			NE 26 St - paint bike lane green			
26 Street - The inconsistent bike lanes on 26 Street should be made uniform, if possible			Make bike lanes uniform			NE 26 St - need uniform bike lanes			
26 Street east of Dixie Hwy is considered an arterial road by Broward County which prevents it from getting proper bike lane treatment. Maybe it shouldn't be considered an arterial given that Oakland Park Blvd is so close and is so much more of an arterial.			Bike lane needed east of 5-Points			NE 26 St east of 5-Points - bike lanes			
26 Street east should be reduced to one lane. The same as Dixie Hwy. going toward Oakland. 5 points should have easier way to cross. Round about maybe better or raised led bridges. Need more bike lanes through out especially down NE 6th avenue. bike lanes should not share lane with car. We should have buffered lanes. Either raised with curb or on the other side of cars or planters or car stoppers separating. People too afraid to use other means of transport since cars don't pay attention.			Reduce lanes (one lane each direction); Buffered bike lanes			Bike lanes needed citywide; preferred to be separated			
Desperately need speed reduction and traffic enforcement methods on NE 26 Street and NE 24th Street, both physical methods and increased police enforcement. For example, anyone who ever drives 26 Street east of Five Points knows that many/most drivers go way over the speed limit and it's not at all uncommon to see vehicles easily going 50+ despite the 35 mph speed limit. And 24th Street east of 15th Avenue is a notorious cut-through of people trying to avoid the 15th Avenue/26 Street stoplight, with tons of vehicles speeding through a residential community with no regard for other vehicles trying to get in or out of their driveways or side streets, pedestrians, dog walkers, etc. police enforcement in both areas is almost non-existent.			Speeding, especially east of 5-Points					NE 26 St and NE 24 St	
speed and traffic enforcement in east Wilton Manors, especially 24th Street and 26 Street. Little to no existing enforcement and lots of speeding drivers going way over the speed limits, running stop lights, running through stop signs without even slowing down, and cutting through side streets/residential areas to avoid main roads.			Speeding					NE 26 St and NE 24 St	
The greatest need right now is to slow down traffic on 26 Street from Andrews Ave. to Dixie Hwy. speed humps, rotaries, additional traffic lights (not just for pedestrian crossings) are desperately needed. People constantly speed on 26 Street, ignore pedestrians in cross walks, and consistently run red lights.			Speeding between Andrews Av & 5-Points					NE 26 St between Andrews Av & 5-Points	
26 Street has NO speed control			Speeding					NE 26 St	
NE 26 Street . Wilton Station WE NEED A CROSSWALK . Cars speed after waiting for the lights and trains at 5 points .			Speeding; Crossing at NE 14 Av (Wilton Station)					NE 26 St east of 5-Points	
5 Points is a mess for pedestrians. I still run across 26 Street east of train tracks because it is safer than the actual intersection.			Concerned about 5-Points						
Concern about clear crossing signals at 26 Street and 14th by Wilton station			Crossing at NE 14 Av (Wilton Station)						

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ne 26 Street and all of the blocks to walk to Wilton Drive (ex 7th ave) are extremely dark at night. Wilton Drive needs more shade and protection from sun			Very dark to cross roadway between NE 6 Av an 5-Points						
NE 26 Street W of 5Pts - Needs more lighting between NE 6th-9th Needs additional Ped crosswalk at NE 8th Ave 5Pts needs longer pedestrian cross times and more frequent NE 26 Street E of 5Pts needs additional Ped crosswalk at NE 14th Ave			Very dark to cross roadway between NE 6 Av an 5-Points; Crossings east and west of 5-Points including at NE 14 Av (Wilton Station)						
Not enough places to cross 26 Street			More crossings						
Please do not make NE 26 Street one lane after Dixie Hwy. This will cause major traffic issues for our town. The light at Federal already gets backed up when people are turning left, right or going straight. We need that stretch of road to stay as two lanes each way.			Do not reduce lanes east of 5-Points (traffic back-up to federal hwy)						
There needs to be a crosswalk over 26 street at Wilton Station There needs better guideline road lane indicators on 26 Street westbound. As cars merge into the left lane they start way too soon in the multi turn lane making it impossible for cars to turn left onto 14th street. Have had near head on collisions many times. It's a free fir all right now			Crossing at NE 14 Av (Wilton Station)						
Andrews Avenue - a lot of speeding and going through red lights make the area hazardous for pedestrians, cyclists and other drivers. I feel unsafe whenever I need to cross that street.	Dangerous / unsafe, especially because speeding and running red lights					Andrews Av - dangerous for bicyclists		Andrews Av	
I think plants (trees or shrubs) in center islands on Andrews would help to slow traffic and make Andrews a more attractive roadway (similar to Andrews Avenue in Oakland Park) 2. The wait for a green light at 24th street/Andrews Avenue is far too long -- cars often give up and drive through the red light from 24th street.	add landscaped medians; running red lights at 24 St signal							Andrews Av	
Keep Andrews 4 lanes, don't eliminate the ability to turn left onto ne 19 ct when traveling south on Andrews	Keep roadway at 4 lanes								
About the six rounds always. westside needs more speed bump's specially on 25th street due to a lot of cut through traffic					Traffic calming needed, especially on NW 25 St			Westside / NW 25 St	
Have circuit increase drivers Sunday 5-9 so that west side residence don't have to walk					Increase Circuit on Sundays for westside				
westSide is NOT well represented on this survey!					Survey does not represent westside				
PLEASE - NO painted bike lanes... I will use the sidewalk before riding my 2 wheeled bike with 2 TON trucks going 50 mph.						Citywide - No painted bike lanes because speeding		Citywide - speeding is why bicyclists ride on sidewalks	
All roadways need more traffic law enforcement-for both drivers and bikers. bikers are probably even worse than the drivers. More citations need to be issued.						Bicyclists speeding			
bike lanes that aren't protected are used by cars to illegally pass those driving at/below speed limit in the city.						Cars drive in unprotected bike lanes		Speeding; drive through painted bike lanes	

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Comments	Andrews Av Comments	Powerline Rd Comments	NE 26 St Comments	21 Ct Comments	Westside Comments	Bike Comments	Sidewalk Comments	Speeding / Enforcement Comments	Other Comments
Don't see what was a bike boulevard on 6th avenue. Seems every other street getting something coming into the city except this one. The street is dark. The cars speed. They don't look when they are turning from a side street. There is no real bike lane. Why cant there be focus to connect to Oakland park. There are a lot of people who come from Oakland to visit wilton. I think you're leaving out a major player. Also Dixie west seems to be very low interest as well. Lighting is terrible. bike lane none existent to confusing and speeders. Doesnt really seem like you are working with the two cities that are so close to each other. There will some day if dean allows it to have a train stop in Oakland park. Start now with the infrastructure.						NE 6 Av - bike blvd		NE 6 Av	
focus on walkability and safe biking. Night time safe walking is extremely important.						Citywide - focus on safe biking			
For all roadways: The only way we will make it safer, more comfortable, and more welcoming to pedestrians and cyclists (ie. Attract regular currently car-driving people) is to separate people from cars wherever possible. Paint isn't enough and signs don't help. We need infrastructure that creates safety.						Citywide - Painted bike lanes are not safe, need separated facilities			
You should be making waterways cleaner for recreation and you should be making roads safer for drivers. Cyclists and pedestrians? When do you EVER see people walking and/or riding bikes? Ridiculous.						No need for more bike lanes			
bike paths needed on other roads besides Wilton Drive.						Bike paths needed citywide			
bike racks on the drive at every block.						Wilton Dr - Bike racks			
Both road ways: Drivers need to be more aware of pedestrians, as well as bikers. Signs to say look both ways prior to pulling up to street.						Citywide - signage to make drivers more aware of bicyclists			
If you want more bike usage there has to be space to park them. There are no bike racks in WM.						Citywide - need bike racks			
Please consider protected bike lanes or shared use paths. No one enjoys using unprotected/painted bike lanes. They are only for the fearless.						Citywide - protected bike lanes or shared use path			
The focus needs to be more pedestrian and bike-oriented.						Bike (and Peds) should be priority			
The question about bikes only allowed one choice. The one I don't like is buffered						Citywide - does not like buffered bike lane			
Let cars be cars. Protect walkers and cyclists by grass buffers						Citywide - separate bicyclists from roadway			
Question 1 didn't allow me to select multiple, but I would have selected Shared Use, Raised and Protected									
People will not slow down due to signage alone. It is a real threat to human life. Red light cameras, speeding cameras, and police enforcement are going to be the only real way to keep people safe outside of putting in speed bumps so high that a vehicle will have to slow down. The current bumps are too gentle to be effective.								Speed Enforcement needed	

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safety walking is key, but slowing traffic down is right behind it.								Need to slow cars	
Need enforcement								Speed Enforcement needed	
This is the third or fourth survey I've done about this topic and the city continues to refuse to enforce traffic rules. Everything is useless until we make people slow down and stop at stop signs. Perhaps we could hire a police force?								Speed Enforcement needed	
No amount of signs will change these terrible behaviors, people running stop signs, driving the wrong direction to pass, running red lights etc will ONLY be stopped by police enforCEMENT. Where are the police???								Speed Enforcement needed	
Lower speed. Add speed humps..better st lighting								Need to slow cars	
We need help on NW 26 Street , people are using this as a through route , mickel field is right there , often times ducks and animals are hit by speeders , we need to do something before a child gets hit or some one walking their dog gets hit , signage or speedreader , something								Westside / NW 26 St	
Space? Slow down the driver's of the cars.								Need to slow cars	
speeding is a big problem								Need to slow cars	
speeding is a concern on all roads and intersections								Need to slow cars	
Looking at the map, NE 24th also appears to include 6th, 7th, and NE 22nd Dr. NE 22nd Dr has -0- sidewalks, little lighting, and sees a lot of vehicular and pedestrian traffic on weekends and during events. This cut thru traffic will likely be exacerbated by the planned redevelopment of the Alibi plaza and the construction of the hotel on Dixie.									NE 22 Dr - Roadway has no bike / ped facilities and cut thru traffic from Alibi redevelopment
Need to fix the flooding caused by king tides and further made bad by the existing speed hump that have been installed and act as dams to water movement.									Flooding, Speed humps increase street flooding
24 th and 16th getting impossible to enter or turn, 26 Street at 17th Terrace getting impossible to enter.									Left turns are difficult at NE 24 St @ NE 15 Av and NE 26 St @ NE 17 Te
5 points and Dixie Hwy - cars do not make a full stop at red lights. Rolling thru turns. Drivers get frustrated waiting for RR crossing and run lights.									5-Points - Rolling right turns, running red lights
Add pedestrian crosswalks where people already walk- 1. Btwn alibi plaza and gym bar. 2. Btwn chic optic and the eagle. Make the intersection of NE 23rd ST and 6th a cul de sac/ dead end, so you cannot enter 6th from NE 23rd st and vice versa.									Wilton Dr - put new crosswalks where people are already crossing
Busses need more areas to pull OUT of traffic instead of blocking a lane									BCT Busses blocking lanes
Continuing an effort to plant trees... Walking in South Florida is very hot / Lighting up the inner streets of Wilton Drive should be a priority... Almost all of them are very dark... Very dangerous to walk at night...									Need more shade trees and street lights

Wilton Manors TMP – SurveyMonkey Oct 2023 to Dec 2023 – General Comments

Comments	Andrews Av Comments	Powerline Rd Comments	NE 26 St Comments	21 Ct Comments	Westside Comments	Bike Comments	Sidewalk Comments	Speeding / Enforcement Comments	Other Comments
Dixie Highway north and south of five points needs a defined curb and side walk . Figure out a way to eliminate strip center parking by giving incentives to landlords to develop their parking and provide two to three small municipal parking lots , thereby reducing the “ continuous curb cut “. Use similar guidelines on the east side of Dixie north of five points .									Dixie Highway - need continuous sidewalks
I think that more signage and clear intersections and lanes would be a faster quick fix. Adding raised intersections and/or round about does nothing but waste time and taxpayer money.									Add more signage to improve safety
Tell pedestrians to walk faster across the streets. It’s annoying									Pedestrians cross streets too slowly
The roadways have way more traffic than you realize.									there is a lot of traffic
Why is 6th Ave from Oakland park blvd to wilton drive not included in anything? This is a major street coming into the city.									NE 6 Av should be a priority