

**\*\*Not Final Recommendations / For Discussion Purposes Only\*\***

# Transportation Master Plan

## Proposed Solutions / County Roadways

# Agenda

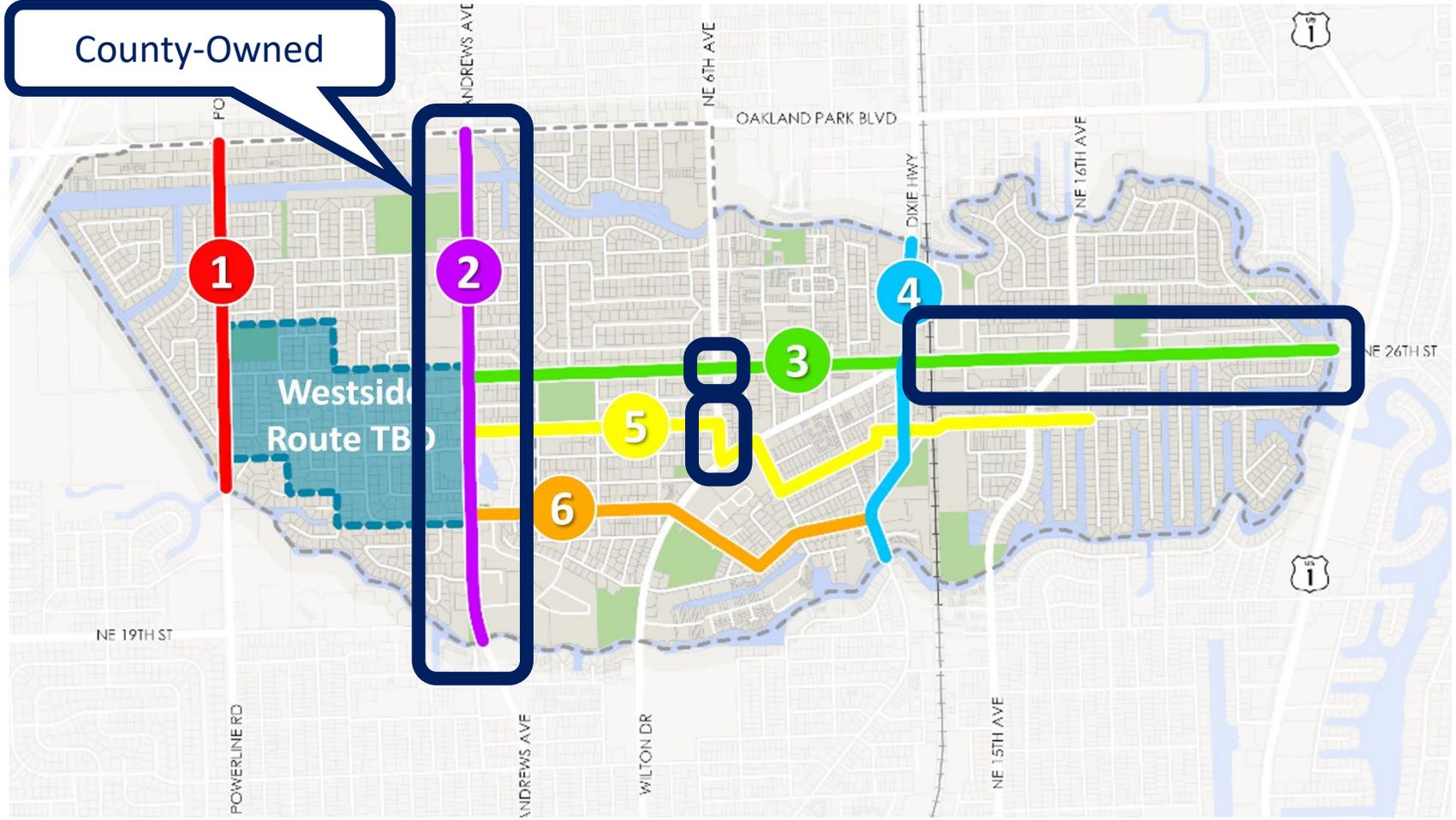
1. **Project Schedule / Current Status**  
**Existing Conditions & Key Issues (recap) +  
Proposed Solutions:**
2. **Andrews Av**
3. **NE 26 St**
4. **NE 6 Av**
  
5. **Next Steps**

## **Meeting Goals:**

- ✓ Keep County staff informed on project status and next steps
- ✓ Provide *brief* recap of Existing Conditions and Significant Issues
- ✓ Present Potential Solutions for County-owned roadways
- ✓ Hear from **COUNTY** Staff: Feedback on Potential Solutions
- ✓ Hear from **COUNTY** Staff: Path forward for “approval” of TMP
- ✓ Hear from **COUNTY** Staff: Status of roadway projects in Wilton Manors



# Plan Study Area



**Plan Study Area:** Six roadways to be assessed for existing conditions / needs and have specific transportation projects identified.

- Traverse the City (3 N/S roadways + 3 E/W roadways)
- Varying roadway classifications / intensities
- Abut diverse land use categories / densities
- Focus on both corridors and intersections

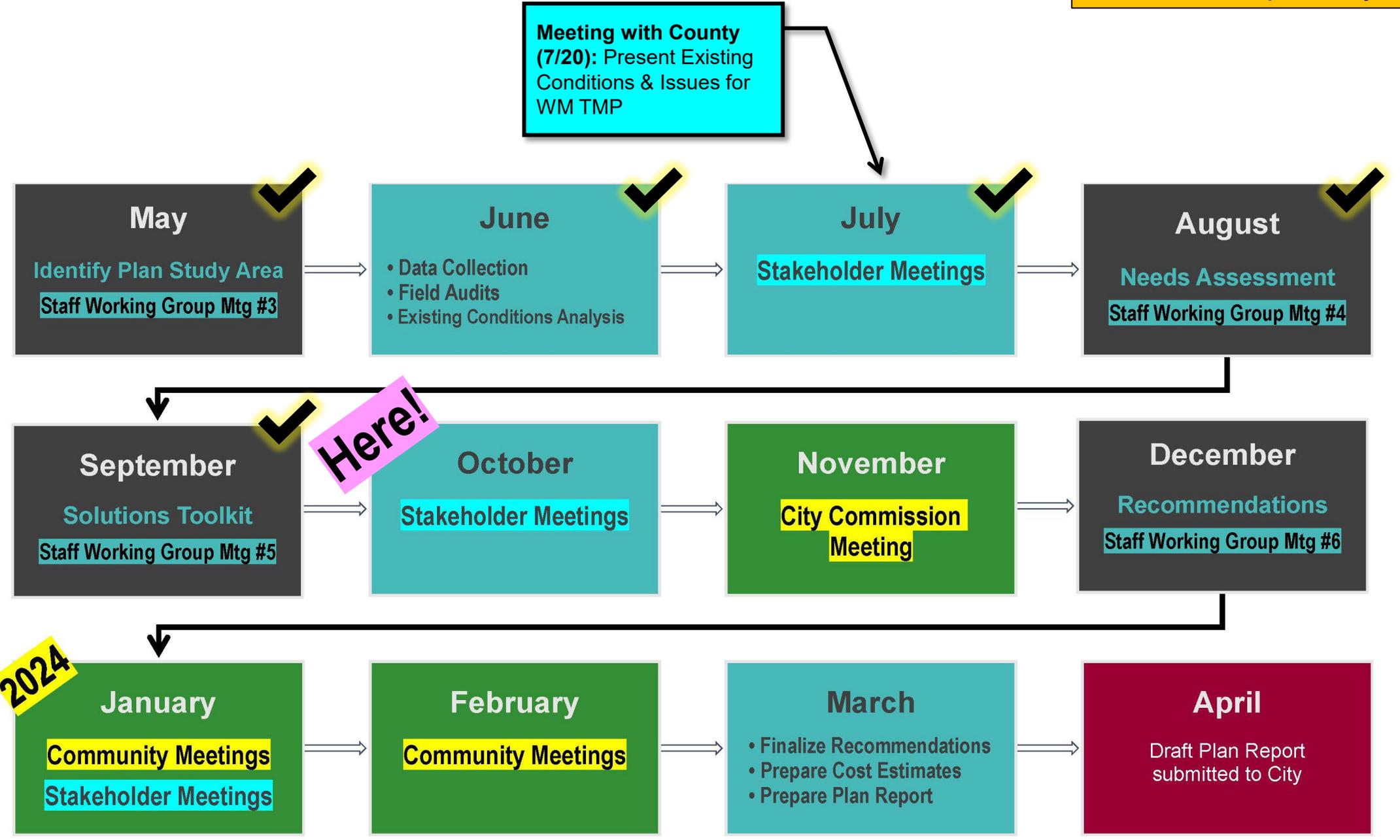
(1) Powerline Rd (2) Andrews Av (3) NE 26 St (4) N. Dixie Hwy (5) NE 24 St Route (6) NE 21 Ct Route (+ Future westside route)

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



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**Meeting with County (7/20):** Present Existing Conditions & Issues for WM TMP



**Here!**

**2024**

**May**  
 Identify Plan Study Area  
 Staff Working Group Mtg #3

**June**  
 • Data Collection  
 • Field Audits  
 • Existing Conditions Analysis

**July**  
 Stakeholder Meetings

**August**  
 Needs Assessment  
 Staff Working Group Mtg #4

**September**  
 Solutions Toolkit  
 Staff Working Group Mtg #5

**October**  
 Stakeholder Meetings

**November**  
 City Commission Meeting

**December**  
 Recommendations  
 Staff Working Group Mtg #6

**January**  
 Community Meetings  
 Stakeholder Meetings

**February**  
 Community Meetings

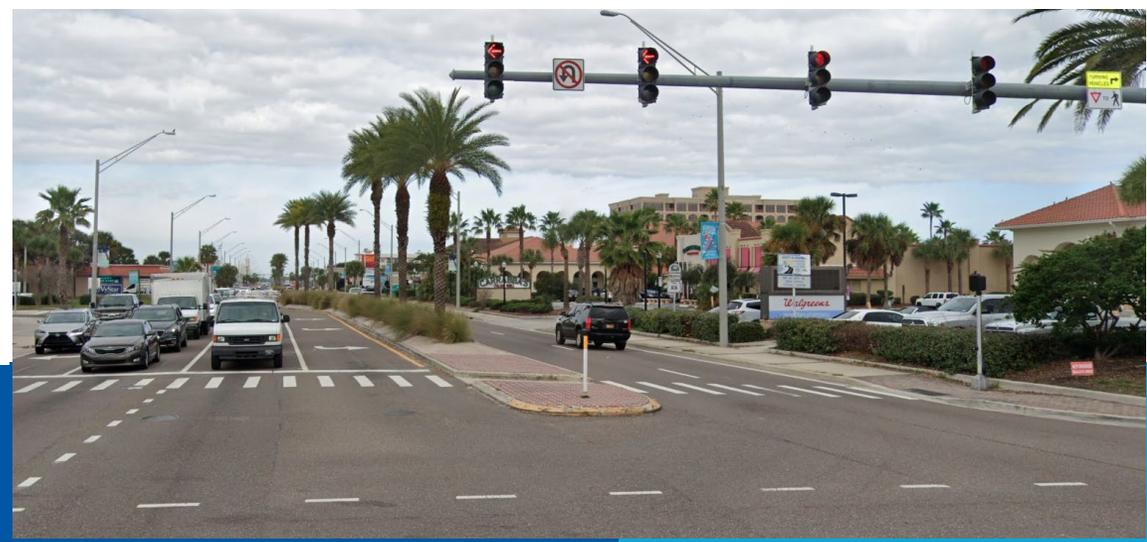
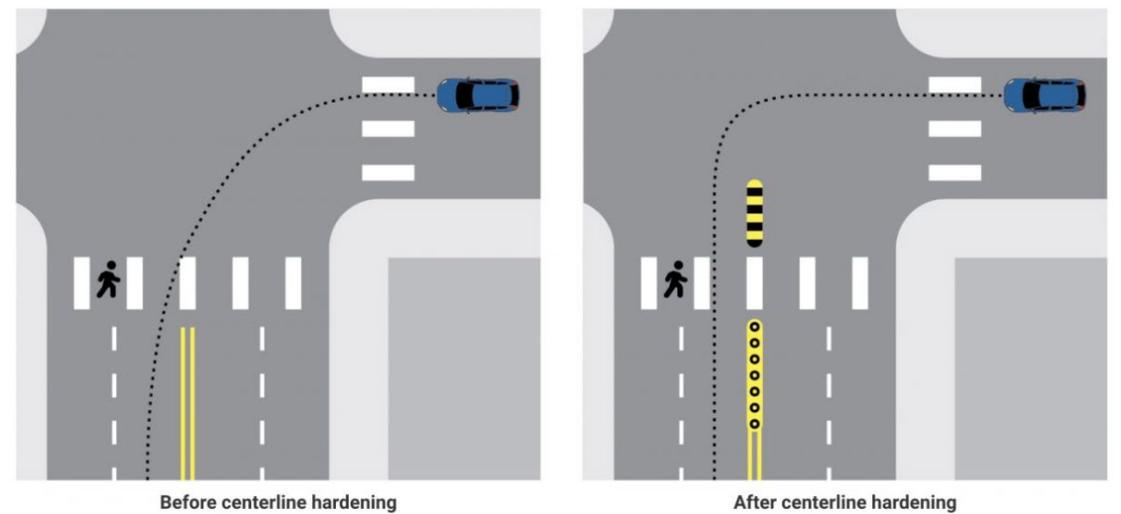
**March**  
 • Finalize Recommendations  
 • Prepare Cost Estimates  
 • Prepare Plan Report

**April**  
 Draft Plan Report submitted to City

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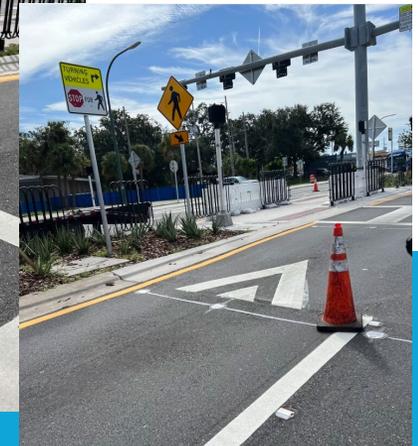
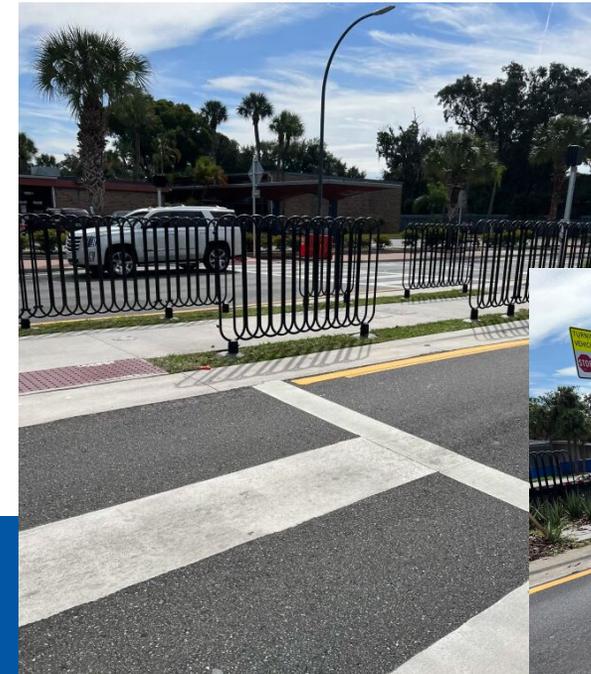
# Citywide Proposed Solutions: All Signalized Intersections

- ✓ **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
- ✓ **Lighting** should be evaluated for both drivers and pedestrians
- ✓ Signals will be evaluated for **no right turn on red** treatments



# Citywide Proposed Solutions: All Mid-block Crossings

- ✓ All mid-block crossings are intended to include **Rectangular Rapid Flashing Beacons (RRFBs)**
- ✓ Prior to installation, all identified mid-block crossing locations should be evaluated to see if they meet **MUTCD warrants for Pedestrian Hybrid Beacons (PHBs) or signals.\***
- ✓ **On 2-Lane roads**, mid-block crossings should also be **raised**
- ✓ **On roads with 3 or more lanes**, **pedestrian refuge islands** should be included where space permits
- ✓ **Lighting** should be evaluated for both **drivers and pedestrians**



# Andrews Av

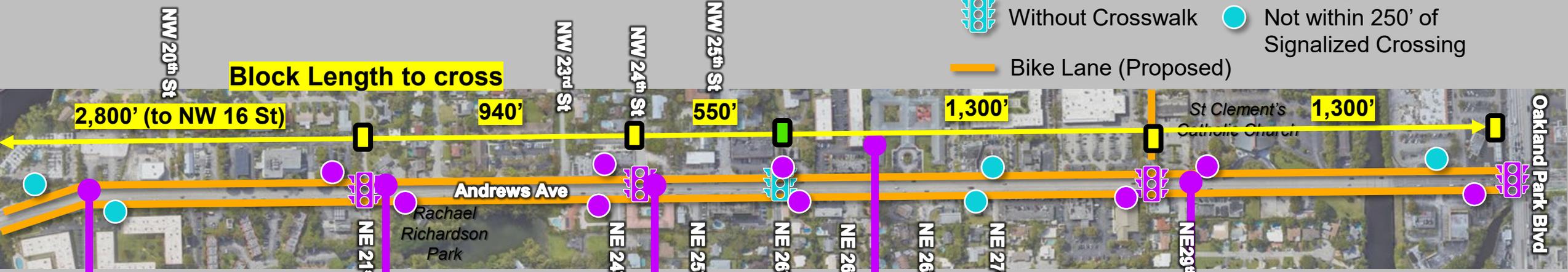
## Summary of Key Findings

- Biking LTS = 4
- Ped LTS = 3

- Signals
- With Crosswalk
  - Without Crosswalk
- Bike Lane (Proposed)

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- Not within 250' of Signalized Crossing



Undefined roadway space

Left turns are not protected

Signal timing is too short to allow a person walking at an average speed (3.5 ft / sec) to fully cross Andrews Ave

Long distances between ped. crossings & bus stops far from crossings; encourages people to cross outside of crosswalks

Fatal crash involving people walking across the street

### Other General Issues

- Minimum-width sidewalks
- Frequent sidewalk obstructions
- Offset intersections limit east / west crossings

- Drivers observed speeding
- Proposed bike lanes are LTS 3
- Limited lighting at night

- Bus stops missing amenities
- No access control / median and frequent driveways

Only two 4-way signalized intersections, all other intersections are off-set:

- Oakland Park Blvd
- NW/NE 21 Ct



**361 Total Crashes (2018 to 2022) excluding OP Blvd**

- 4 Serious Injury + 1 Fatality (Ped)
- 41% of Injury Crashes caused by Rear End collisions
- 7 Bike crashes
- 2 Ped crashes (incl. 1 Fatality)
- Nighttime Crashes: 37% of Injury, 60% of Serious Injury, & fatality
- 35% of nighttime crashes result in injuries

# Andrews Av

## Summary of Potential Corridor Treatments

### • Re/Connecting Wilton Manors

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○ Bus Stop



- Add Pedestrian Phase**
  - Including ped signals and crosswalks
- Increase Pedestrian Phase**
  - Allow enough time for average and slower users to cross Andrews Ave

- New Mid-Block Crossing with PHB**
  - RRFB if does not meet warrant
  - Improves access to bus stops and across Andrews Ave
  - Encourages crossing at designated locations

**Underground Utilities**

- Limits sidewalk obstructions

**Narrow Lanes to 10' – 11'**

- Provides additional space for bike or walking infrastructure

**Options to Explore for Walk & Bike Infrastructure**

- Widen sidewalks to create multi-use paths *(may not require reconstruction)*
- Build protected bike lanes *(requires reconstruction)*
- Paint conflict markings at intersections and driveways

- Define Roadway Space**
  - May help slow traffic
  - Placemaking opportunity
- Evaluate Relocating Stop**
  - Far side stops preferred for bus operations

## Corridor-wide Strategies

- Construct Pedestrian Refuge Islands (Mid-Block Crossings)**
  - Shortens crossing distance
- Evaluate Lighting at Crossings**
  - Address nighttime crashes

- Add Spot Medians**
  - Limits turning conflicts
  - Permits left turns at designated locations



# Andrews Av: Lane Narrowing

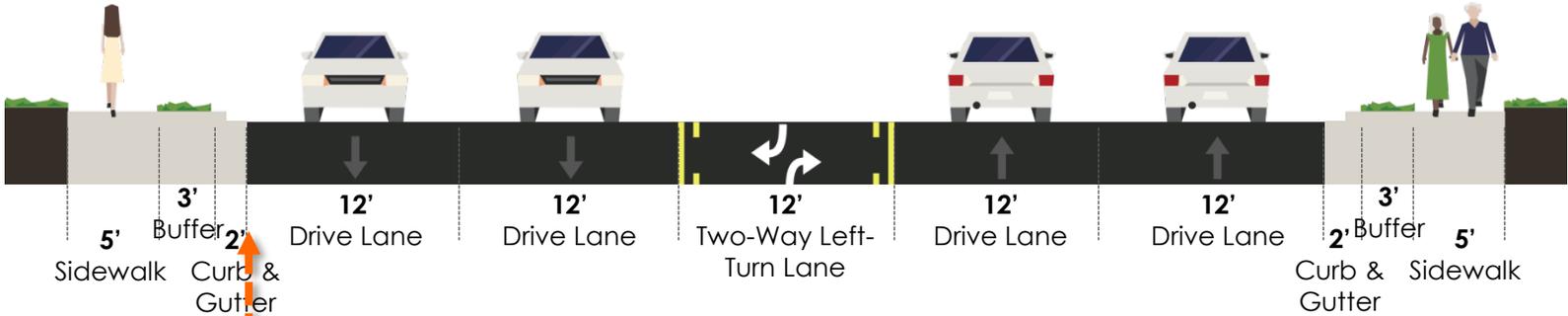
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## Potential Treatments

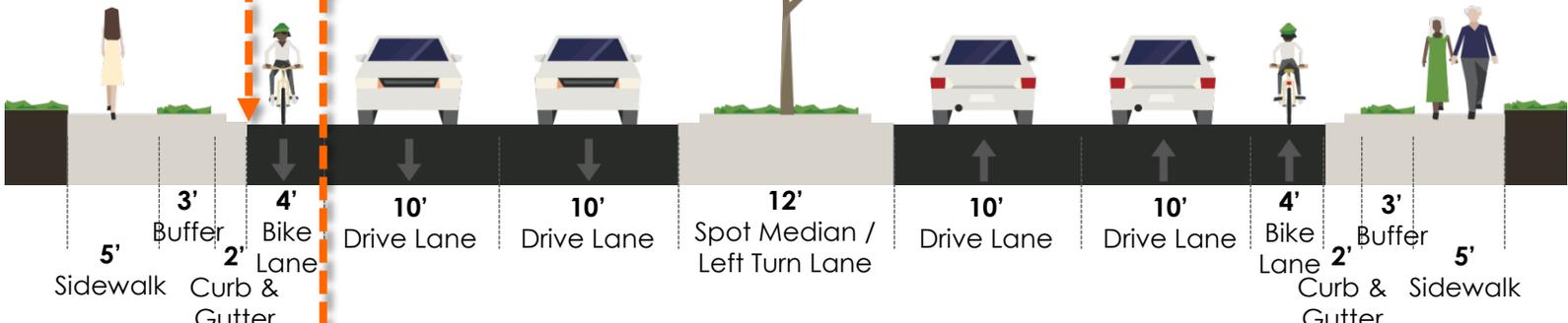
- Redesign Andrews Av to support lower roadway speeds.
  - Introduce spot medians and pedestrian refuge islands to improve crossings
  - Raised bicycle facility
  - **Option:** Underground utilities to improve / increase space for walking and biking
- City previously identified Lane Repurposing as part of Andrews Av Land Use Study (2015)



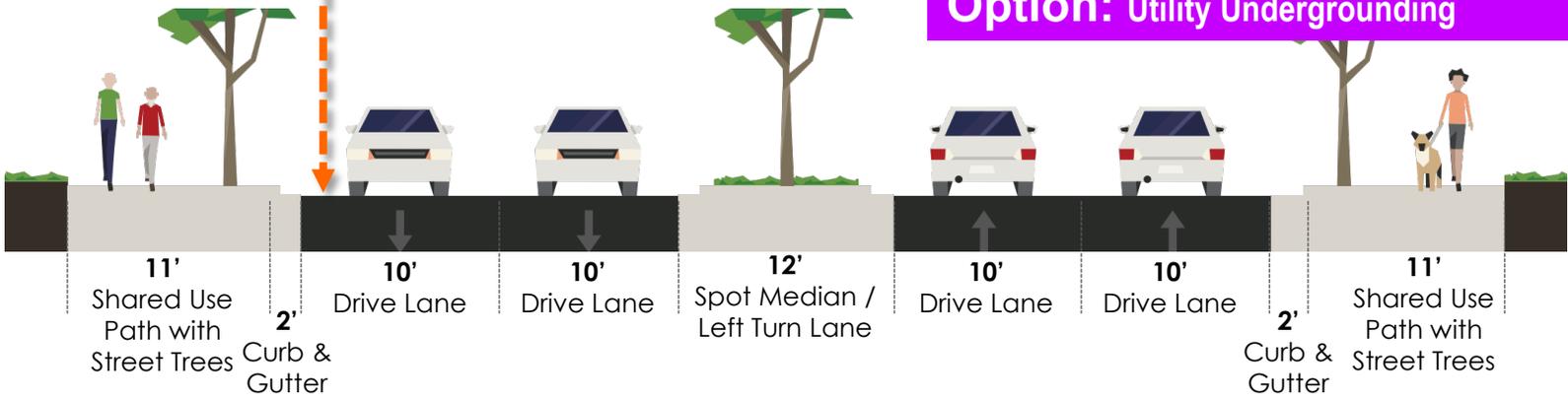
### Existing (Wilton Manors)



### Existing (North of OP Blvd)



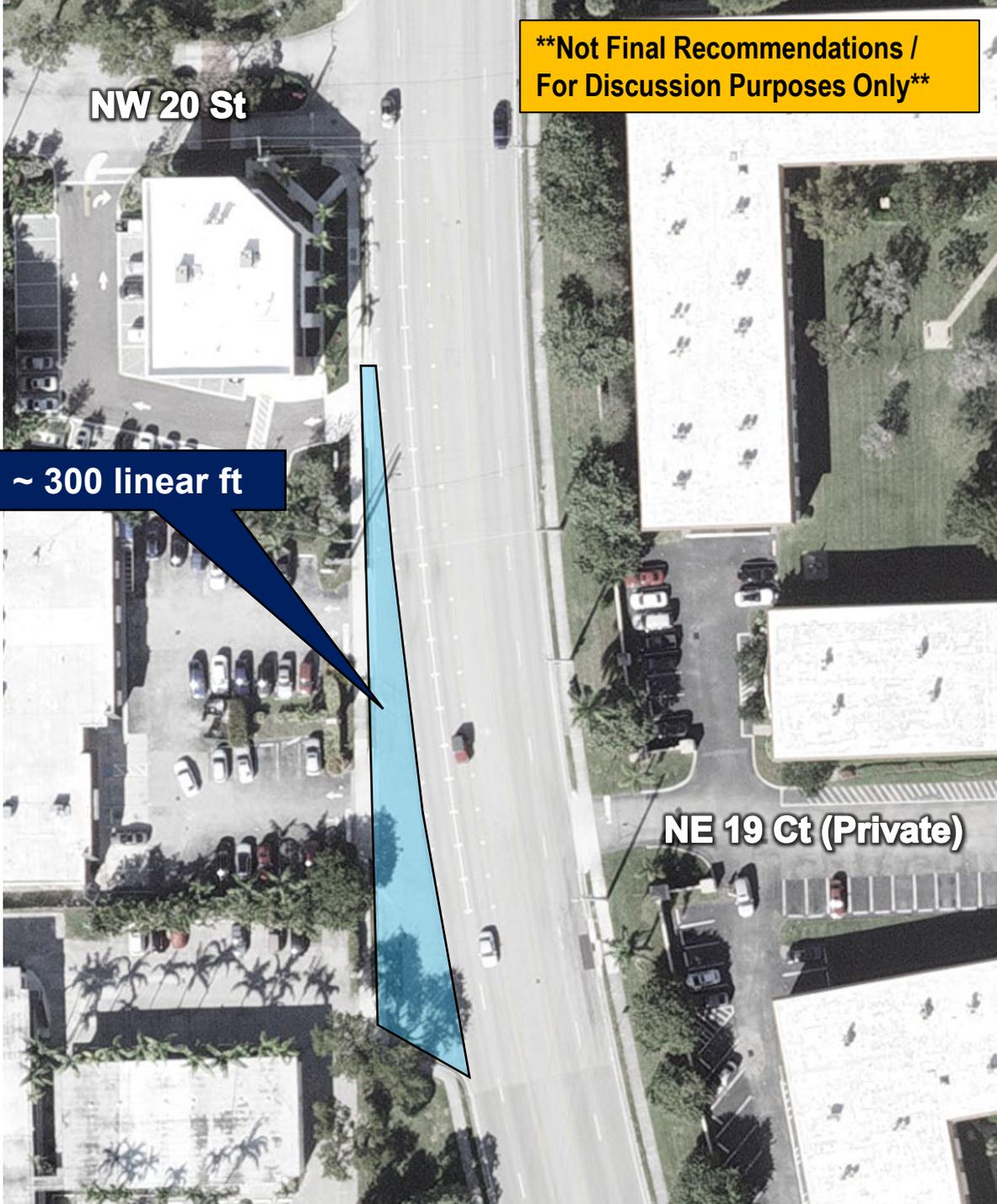
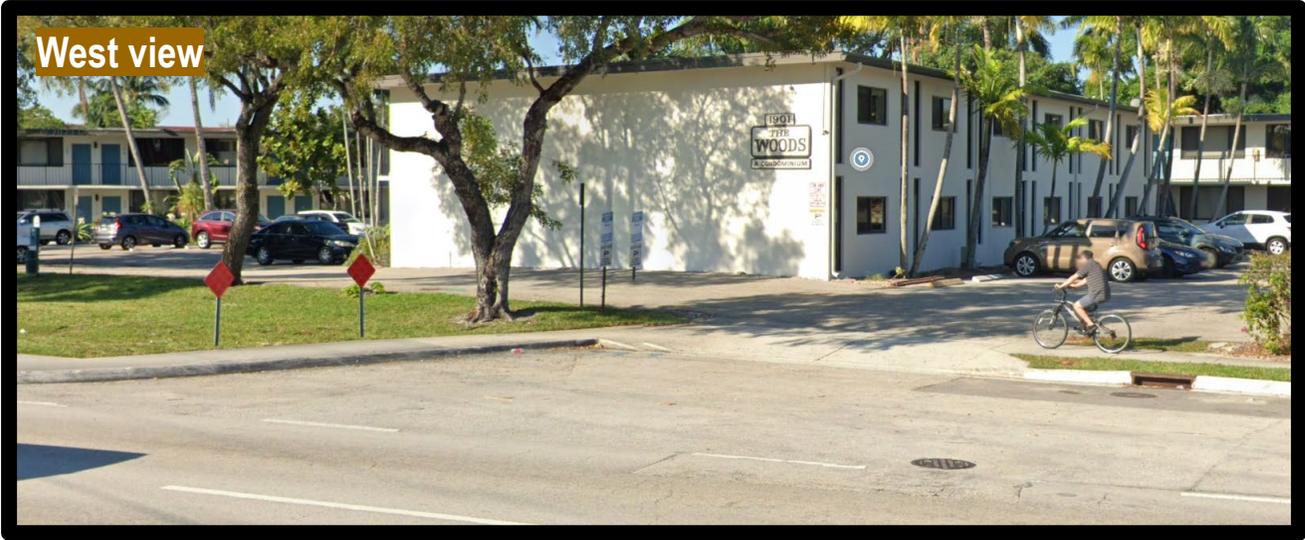
### Option: Utility Undergrounding



# Andrews Av @ 1901 Block

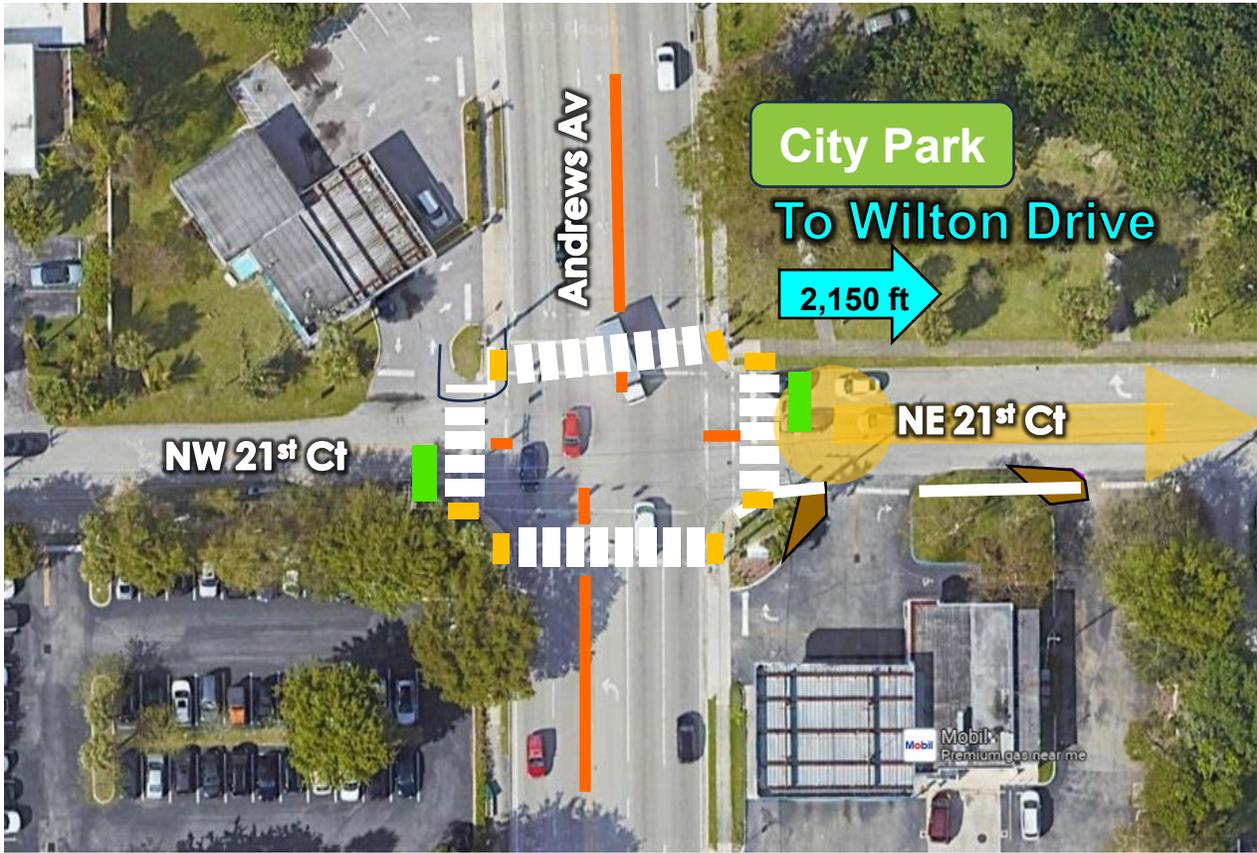
## Potential Treatments

- Define roadway space**
- May help slow traffic
  - Placemaking opportunity



# Andrews Av @ NW / NE 21 Ct

**Potential Treatment** **\*\*Not Final Recommendations / For Discussion Purposes Only\*\***



## Biking Improvements

- Add green conflict paint (intersections & driveways)
- Install bend outs and/or bike boxes on NE 21<sup>st</sup> Ct to support left turns

## Walking Improvements

- Restripe crosswalks
- Lengthen signal for pedestrian crossing
- Add leading pedestrian intervals
- Ped-scale lighting at all intersection corners
- Tighten curb radii (may require drainage improvements)
- As space permits; construct median refuge islands
- SE ROW NE 21 Ct:
  - Add sidewalk
  - Narrow gas station's driveway openings
  - Narrow roadway / RT Lane (currently is 13.5 ft wide)

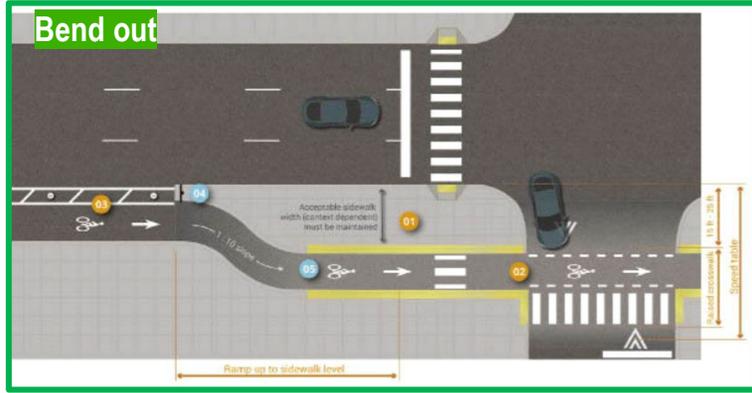
## Addressing Turning Movements

- Add hardened centerlines / left-turn calming
- Permitted / Protected left turn phases
- Pedestrian crossing advanced signage

**Hardened Centerline**



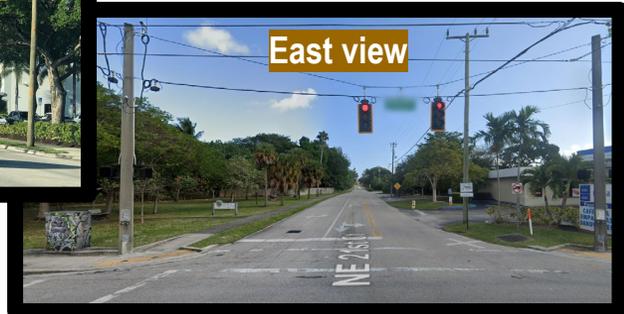
**Bend out**



**South view**



**East view**



# Andrews Av @ NW / NE 24 St

## Potential Treatments



### Biking Improvements

- Install bend outs and/or bike boxes to support left turns
- Add green conflict paint (intersections & driveways)
- Options to facilitate east / west bike movement through the intersection:
  - Paint bike lanes in intersection

### Walking Improvements

- ❖ **Remove existing one crosswalk and Place two crosswalks (1- north leg of NW 24 St and 2 - south leg of NE 24 St)**
- Mark crosswalks over NE 24 St and NW 24 St
- Lengthen signal for pedestrian crossing
- Add leading pedestrian intervals
- Upgrade to directional curb ramps
- Ped-scale lighting at all intersection corners
- As space permits; construct median refuge islands

### Permit Left Turns to/from NE 24 St

- Permit / Signalize SB to EB left turns from Andrews Av to NE 24 St *by bringing the extra leg into the signal*
- Permit / Signalize WB to SB left turns from NE 24 St to Andrews Av



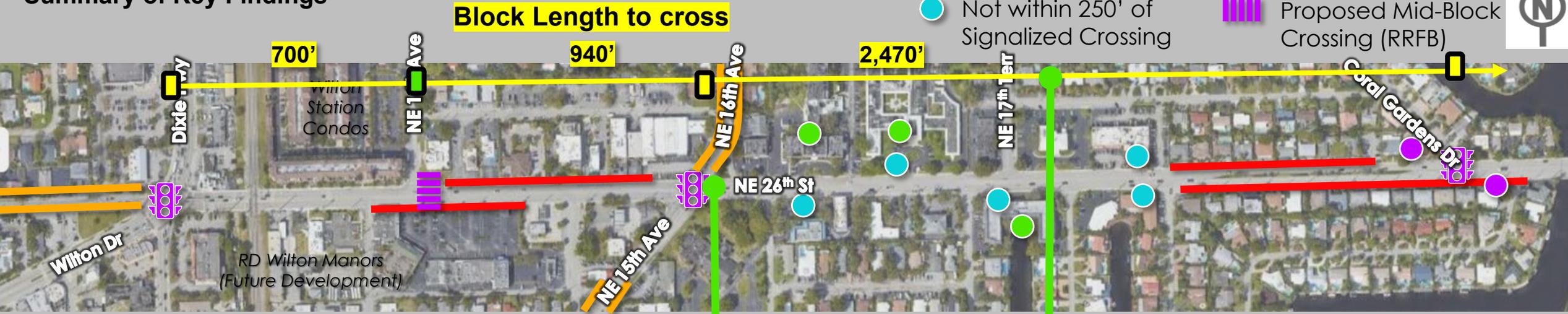
# NE 26 St (East of 5-Points)

- Biking LTS = 4
- Ped LTS = 4

- Bus Stops
- Within 250' of Signalized Crossing
  - Not within 250' of Signalized Crossing

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## Summary of Key Findings



— Driveways & back out parking onto NE 26<sup>th</sup> St creates conflict points

● Signal timing is too short to allow a person walking at a slower speed (2.8 ft / sec) to cross NE 15<sup>th</sup> Ave

● Long distances between ped. crossings & bus stops far from crossings; encourages people to cross outside of crosswalks

● Several severe injury crashes involving people walking and biking occurred in this segment

● Senior housing suggests need to meet the needs of slower pedestrians



### Other General Issues

- Drivers observed speeding
- No Bike Infrastructure
- Minimum-Width Sidewalks
- Frequent Sidewalk Obstructions

Surtax project includes expansion of sidewalks from 5' to 7', but no bike facilities

- Bus stops missing amenities
- No access control / median (w of NE 19 Av)

Intersection design encourages high speed movements (free rights, wide curb radii)

# NE 26 St (East of 5-Points)

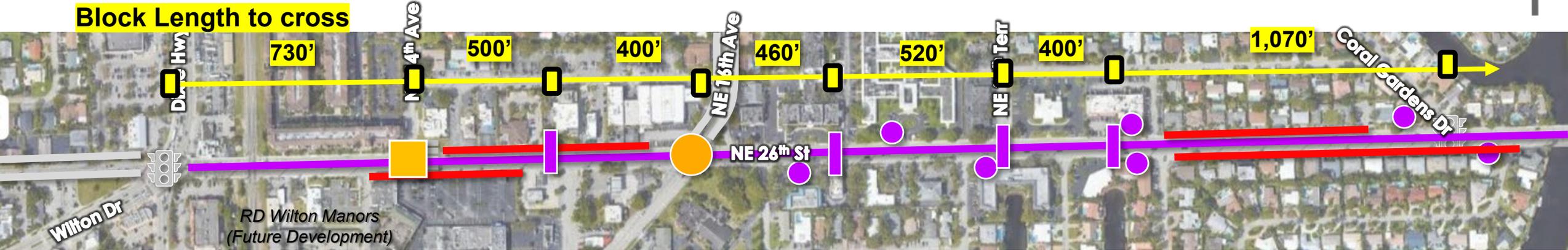
## Summary of Potential Corridor Treatments

- Bike Access + Traffic Calming**

Existing/Committed

- Bike Lane
- Signal

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- Potential Back Out Parking 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

- Evaluate Lighting at Crossings**
  - Address nighttime crashes & visibility

- Construct Raised Intersection\***
  - Slows traffic & supports pedestrian crossing (with lane repurposing)

- New Raised Crossing with RRFB (Evaluate for PHB / Signal)\***
  - Encourages crossing at designated locations

*Can only be implemented with speed reduction; near term: at grade crossing*

- Evaluate for Peanut Roundabout**
  - Slows traffic
  - Improves safety

*Alternative: see intersection slide*

- Explore Lane Repurposing & Lower Design Speed via Redesign**
  - Current volumes same or lower than 2-lane segment
  - One 11' lane in each direction, spot medians, left turn lanes
  - Slows traffic
  - Adds space for bike, walking, and bus infrastructure
  - Adds space to address back out parking

- Convert to Bus Bulb**
  - Improves stop comfort
  - Bikeway goes behind stop
  - Reduces bus / bike conflict

- Underground Utilities**
  - Limits sidewalk obstructions

- Add Spot Medians**
  - Limits turning conflicts
  - Permits left turns at designated locations

- Narrow Side Street Curb Radii / Eliminate Free Right Turn Lanes**
  - Slows drivers
  - Limits turning conflicts

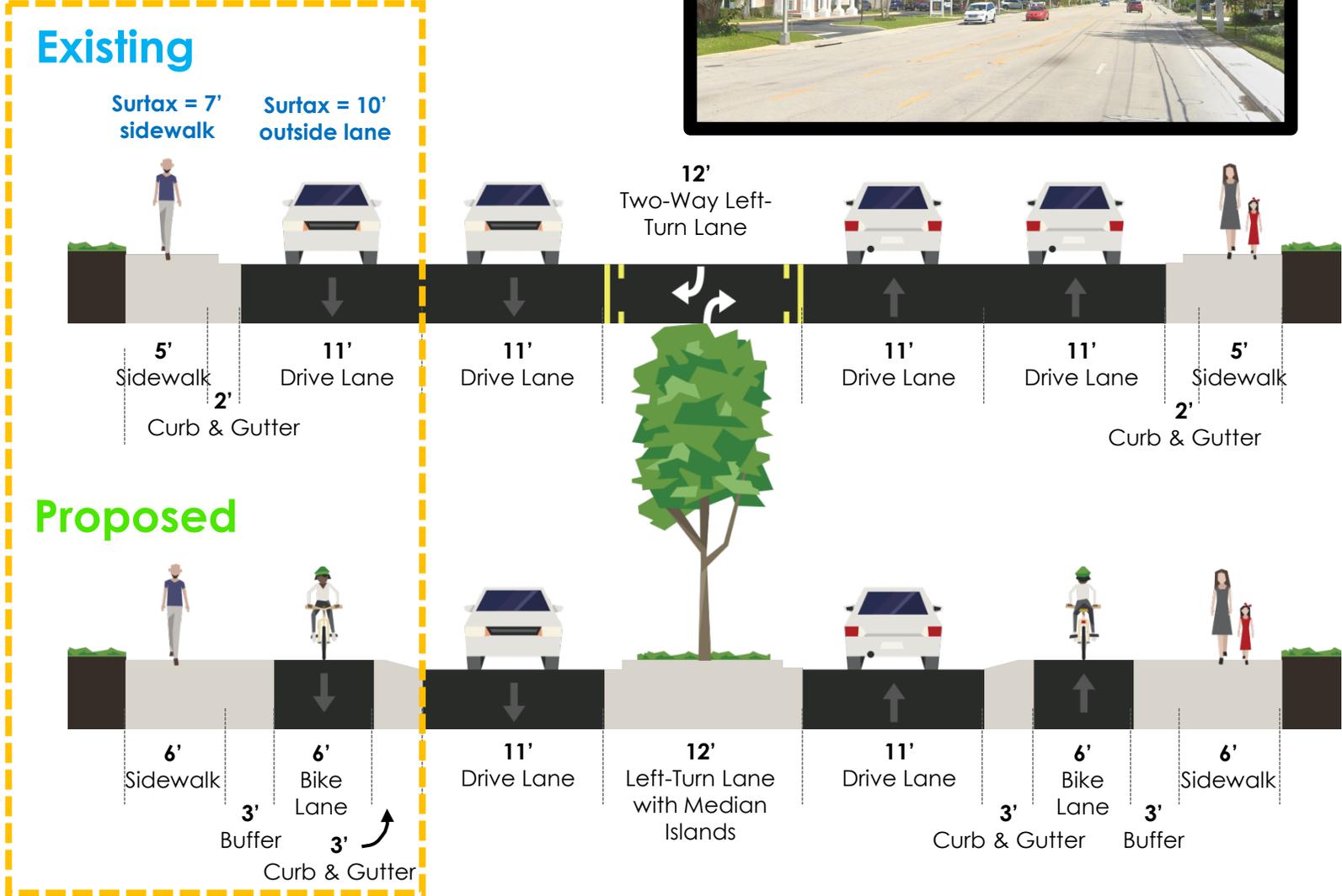
# NE 26 St: Lane Repurposing east of FEC

## Potential Treatments

- Redesign road to reduce vehicle speeds to 30 MPH.
- Underground utilities to improve / increase space for walking and biking.
- Add spot medians, raised elements, and crossings to improve multimodal environment
- City previously identified lane elimination as part of TOD Master Plan Study (2019)



Improvements to NE 26th Street east of the FEC Railway.



# NE 26 St @ NE 15 / 16 Av

## Potential Treatments

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### Option 1: Peanut Roundabout

- Slows traffic and eliminates high speed right turns
- Bikes share road with vehicles
- Pedestrian crossings include RRFBs
- Can be mountable for emergency vehicles
- Addresses issues brought on by skew of intersection

### Option 2: Geometry Changes

- Eliminates high speed right turns
- Provides space for raised bikeways or bend outs
- Straightens and shortens pedestrian crossings
- Provides directional pedestrian crossings
- Provides space for pocket park or placemaking treatments



**2018-2022**

1. Serious Injury: 11/2020; 8pm; Ped crossing over 26 St in front of Bowling Alley; struck by EB car
2. Serious Injury: 4/2022; 9am; Ped in north crosswalk; struck by EB to NB LT car
3. Injury: 8/2018; 11am; Ped in east crosswalk; struck by SB to EB LT car

# NE 26 St @ Coral Gardens Dr

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## Potential Treatments



### Raised Bikeway and/or Bike Bend Outs

- Facilitate crossings for people biking
- Protected intersections could also be considered

### Directional Curb Ramps

- Improve walking experience for people with disabilities

### Lane Repurposing

- Slows traffic
- Narrows crossings
- Provides space for bike infrastructure

### Curb Extensions & Reduced Curb Radii

- Slows traffic
- Narrows crossings
- Provides space for bike bend outs

### Pedestrian Refuge Island

- Provides space to wait
- Can help slow turning vehicles

### Median / Hardened Centerline

- Helps slow turning vehicles

### Back Out Parking Treatments

- Conflict striping at driveways
- Potential to raise bikeway to slow drivers backing out
- Bikeway and sidewalk dimensions could be constrained at driveways to provide roadway space for drivers to back into\*

9-10' Back Out Space

4' Raised Bikeway (constrained minimum) with Conflict Markings

5' Sidewalk

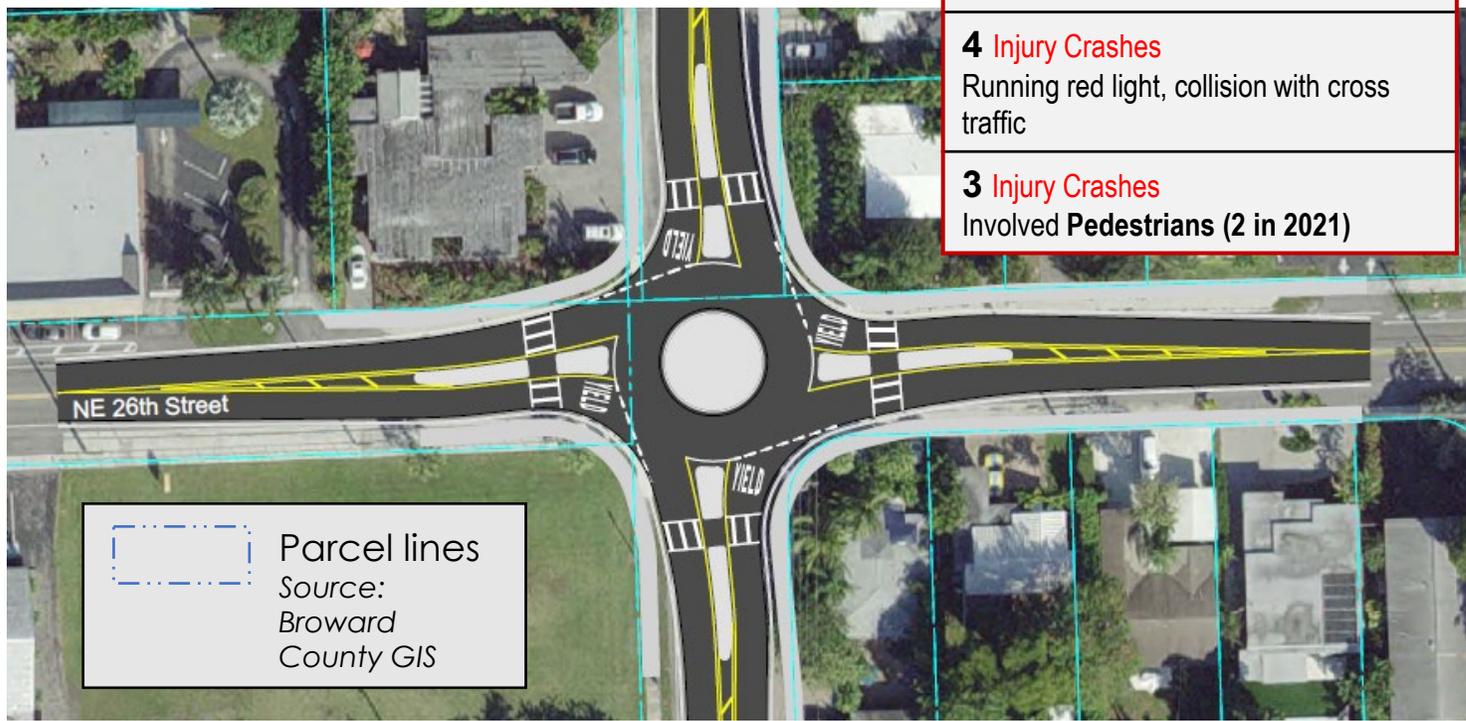


**\*Concept Only.** Further design required to determine feasibility at individual properties. Space allocation could also be reversed.

# NE 6 Av @ NE 26 St

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## Potential Treatm



- 7 Injury Crashes ('18 – '22)**  
(24% of all crashes) *within 150 ft of intersection*
- 4 Injury Crashes**  
Running red light, collision with cross traffic
- 3 Injury Crashes**  
Involved **Pedestrians** (2 in 2021)

### Option 1: Roundabout

- Likely requires small ROW purchases
- Provides a signature element + slows traffic in all directions
- Raised crosswalks
- Lighting to be evaluated and improved as needed

### Option 2: Signalized – Lane Narrowing

- Removal of left turn lanes on NE 26 St (traffic study required)
- Repurpose roadway space for extension of bike lanes (leading to the intersection)
- Add bike boxes on all legs of the intersection
- Consider raising intersection
- Lighting to be evaluated and improved as needed

### Option 3: Signalized – Sidewalk Narrowing

- Narrow widened sidewalk (move curb)
- Repurpose space for extension of bike lanes (leading to the intersection)
- Add bike boxes on all legs of the intersection
- Consider raising intersection
- Permitted / Protected left turn phases
- Lighting to be evaluated and improved as needed



**East views**



### Roundabout at NE 5 Av & NE 5 St – Ft Laud

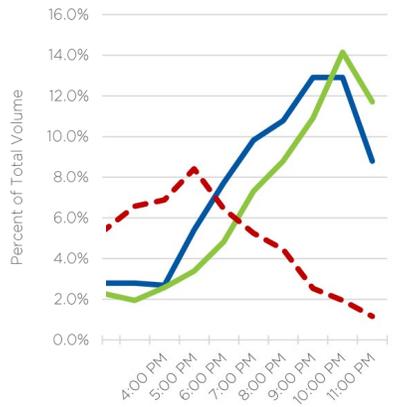


# NE 6 Av: NE 24 St to Wilton Dr

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- Bike Injury: 11/2018: **7:30 pm**: Riding in NE 6 Av **west crosswalk over NE 23 St**; Hit by EB car
- Ped Injury: 5/2021: **11:45 pm**: Walking in NE 6 Av **west crosswalk over NE 23 St**; Hit by EB car
- Ped Serious Injury: 2/2018: **10:45 pm**: Walking in **NE 6 Av east sidewalk**, walked into roadway to avoid puddle; Hit by NB car
- Ped Injury: 11/2020: **11pm**: Walking in **north crosswalk at Wilton Dr (cross over NE 6 Av)**: Hit by SB to WB RT car

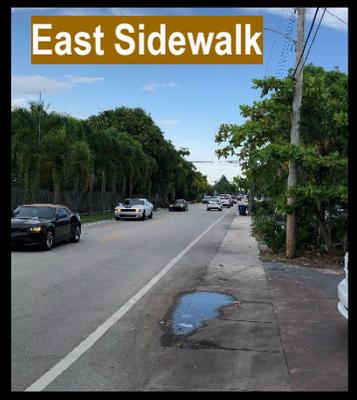
**BMPO Bike Ped Counts on Thurs. Feb 24, 2022 & Sat. Feb 26, 2022**



**Wilton Dr / NE 6 Av**



■ 6:00 AM to 6:00 PM ■ 6:00 PM to 6:00 AM



# NE 24 St (East of 5-Points)

## Summary of Potential Corridor Treatments

Existing/Committed

- Bike Lane
- Signal
- Bus Stop

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- Construct Sidewalk\***
- Paint Bike Lane**
- Construct Raised Intersection**
  - Slows traffic & supports pedestrian crossing
- Construct Speed Hump/Table\*\***
  - Slows traffic
  - Can be placed at offset intersections to facilitate bike movements

- Clearly Define Sidewalk**
  - Install duratherm treatment to define space

- Paint Shared Lane Markings**
  - Sign as bike boulevard
  - Alerts drivers to presence of people biking
  - Provides wayfinding

- Mark Crosswalks at Intersection**
  - Supports pedestrian crossing
  - All corners at NE 5th Ave
  - North / south only at NE 23rd St

- Raised Crossing with RRFB**
  - Proposed enhancement to crossing currently in design
  - Slows traffic & supports pedestrian crossing

- Add All Pedestrian Phase**
  - Phase exclusively for pedestrians; all directions cross at once
  - See intersection slide for additional suggested improvements

**Evaluate School Circulation Needs**

### Corridor Wide Strategies

- Evaluate Lighting**
  - Address nighttime visibility, especially for pedestrians
- Add Wayfinding Signage**
  - Identify best routes to nearby destinations

\*Sidewalk in Lazy Lake requires coordination with Lazy Lake

# Wilton Dr @ NE 6 Av

## Potential Treatments

- Calm Left and Right turns
- Reduce Crossing Distance
- Improve Bicycle Mobility

## Addressing Left Turns

- Utilize harder turning drivers

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## Addressing Right Turns

- Shift SB bus stop north to provide space for curb extension
- **Realign intersection and Install curb extension and reduce curb radius on SW, NE, and NW corner to slow drivers and prevent drivers from using bus lane as turn lane**

## Walking Improvements

- Implement all pedestrian phase
- **Build curb extensions to reduce pedestrian crossing distance**

## Biking Improvements

- Allow bikes to use all pedestrian phase
- **Install bike boxes on all legs of intersection or construct protected intersection**

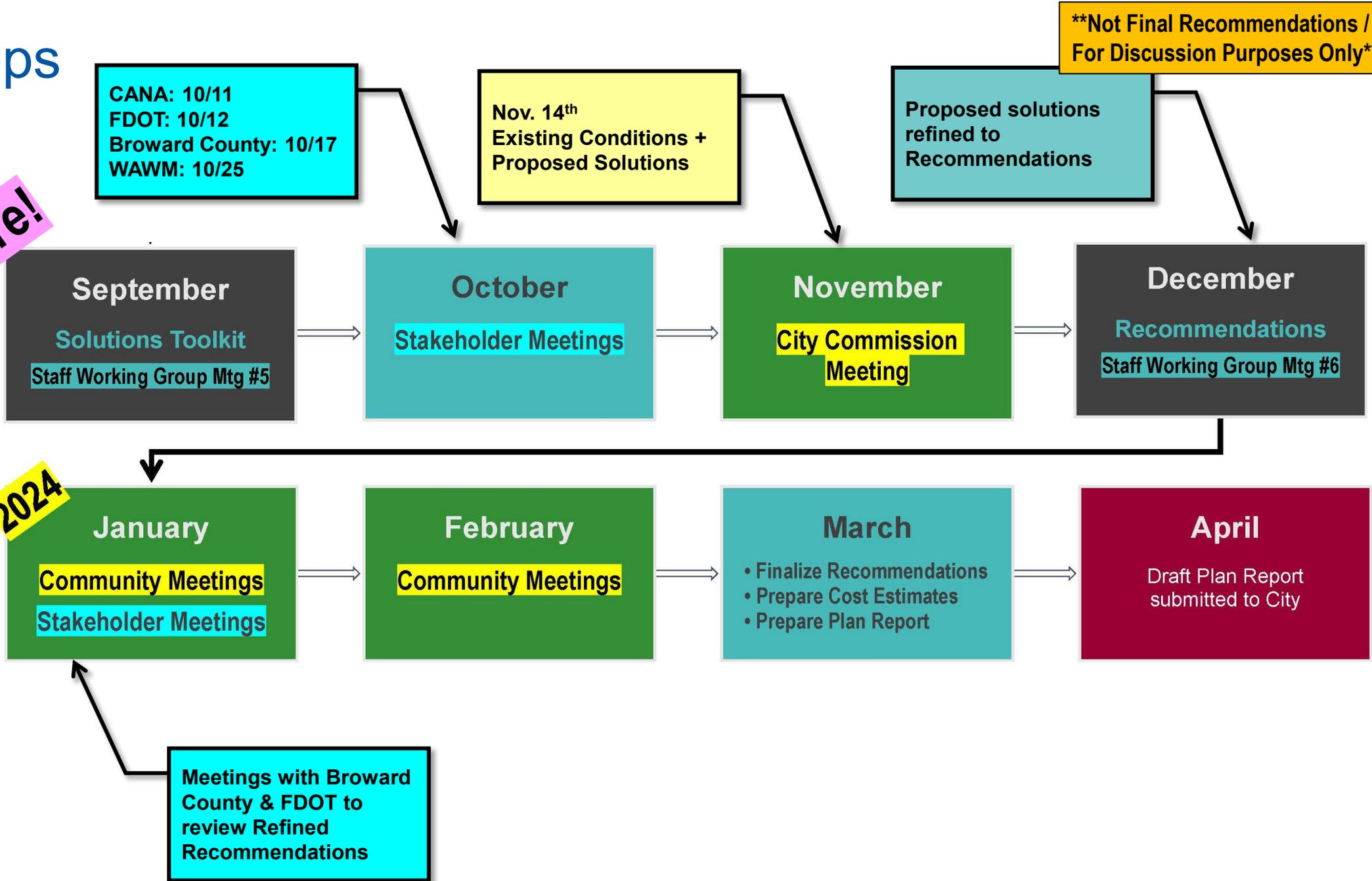


# Next Steps

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



**Here!**



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## Proposed Solutions / County Roadways