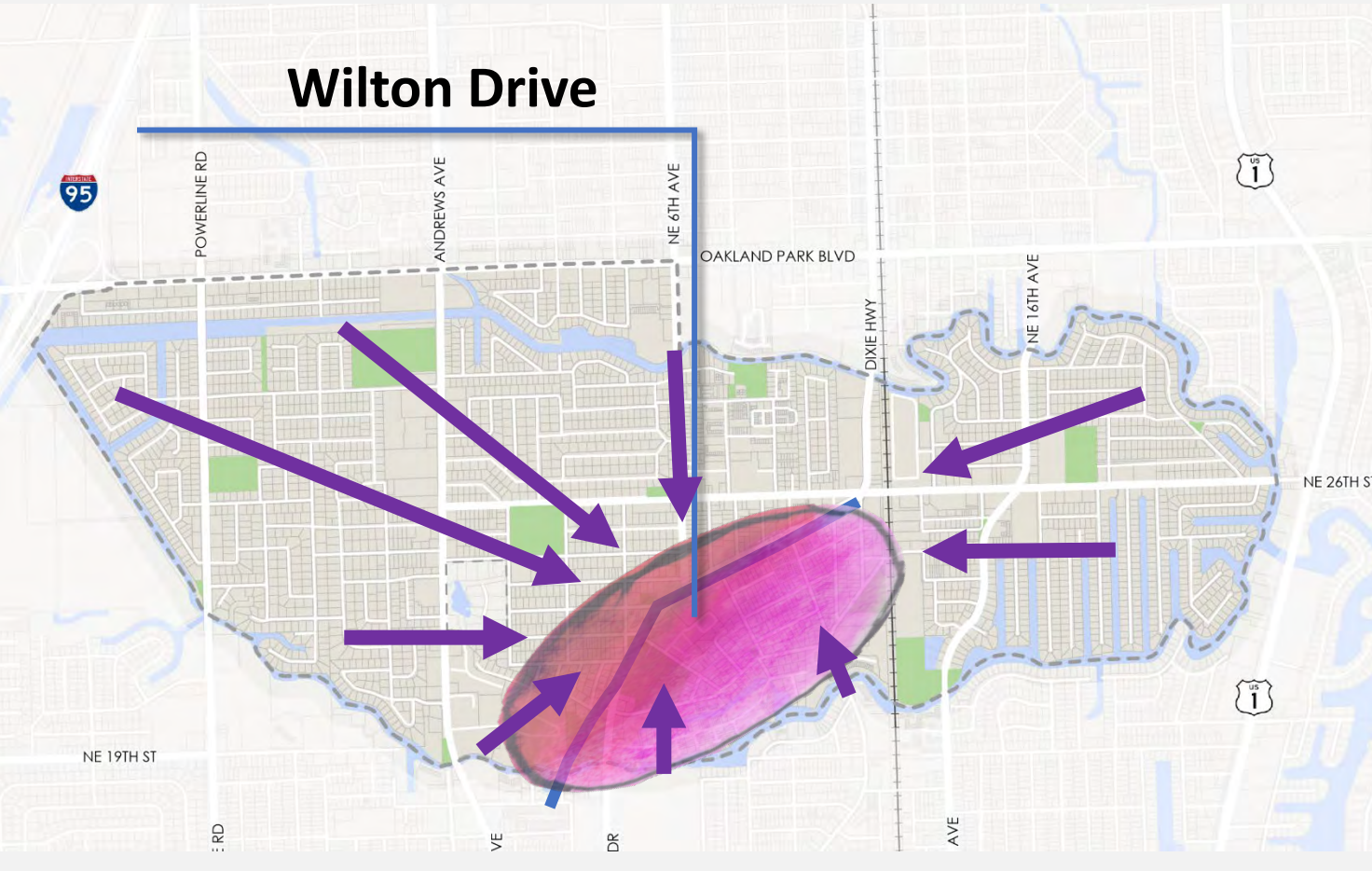




Transportation Master Plan

Existing Conditions & Issues: County-Owned Roads

Plan Vision



- Wilton Dr is a major local and regional destination
- Some roadways make it difficult to traverse the City and *in particular* walk or bike to Wilton Dr
- Existing intersections are not comfortable for people walking and biking
- Existing walking and biking networks are not comfortable for some users
- The transportation network has resulted in a disjointed, disconnected city.



The City of Wilton Manors TRANSPORTATION MASTER PLAN

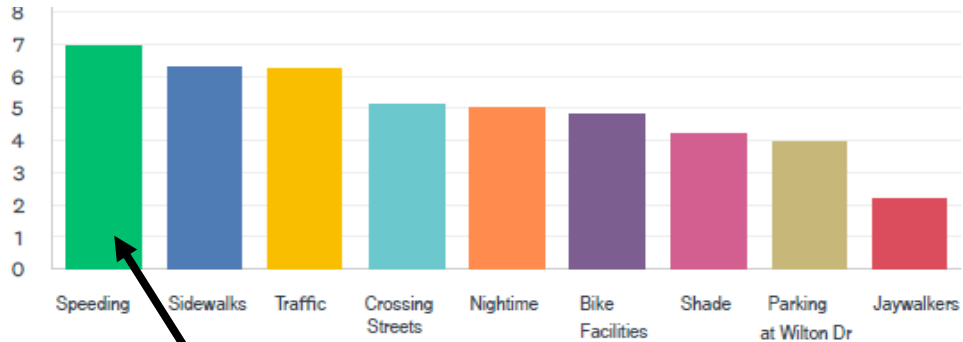
The Vision of the City of Wilton Manors Transportation Master Plan is to develop multimodal facilities that create a cohesive community and address the diverse needs of residents, visitors, and business owners. The Plan's recommended improvements are intended to improve safety, walkability, quality of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

Community Feedback: Survey Monkey

Survey Monkey:

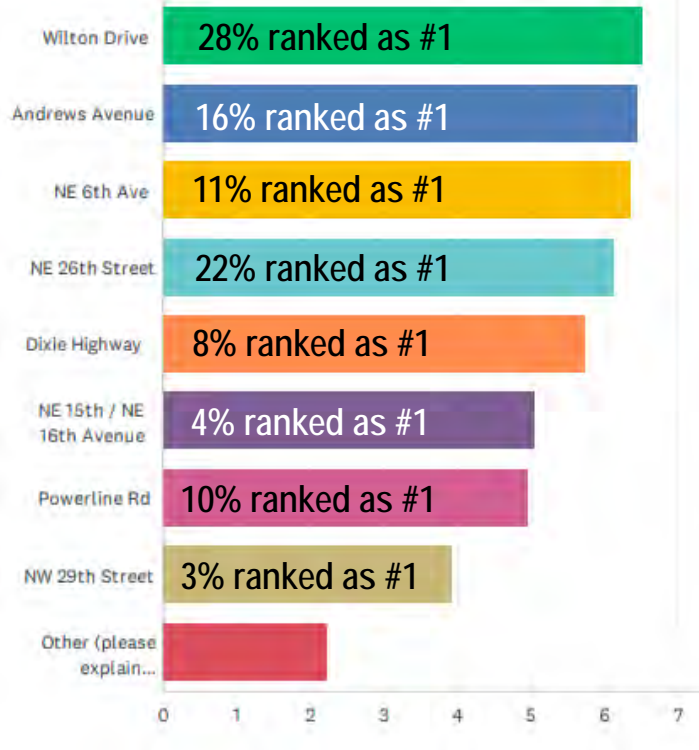
- From 2/13/2023 to 5/15/2023
- 5 Questions, plus zip codes, general comments
 - 478 Responses
 - 38% from 33305, 33% from 33334, 23% from 33311
- 204 General Comments

Q2: Please rank in order your biggest concerns about transportation in Wilton Manors

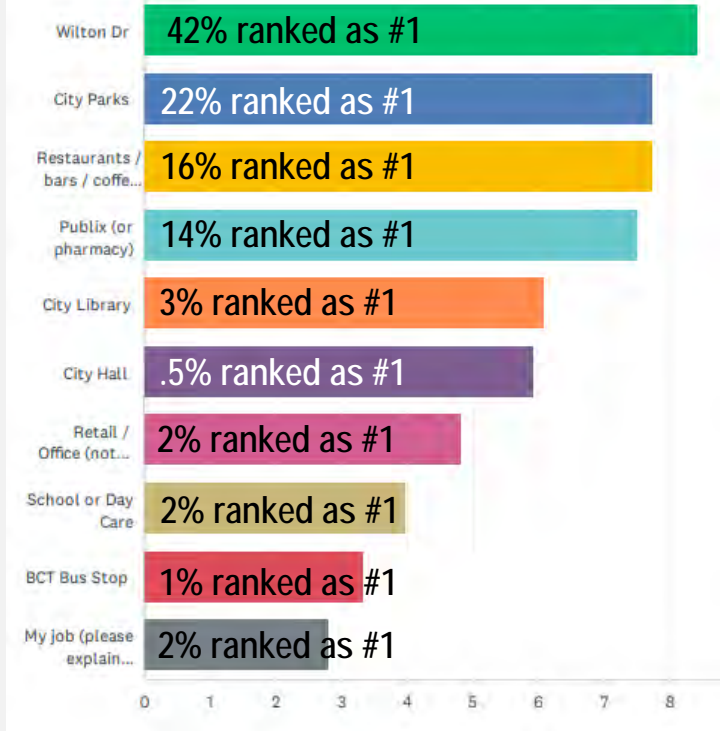


38% ranked as #1

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.



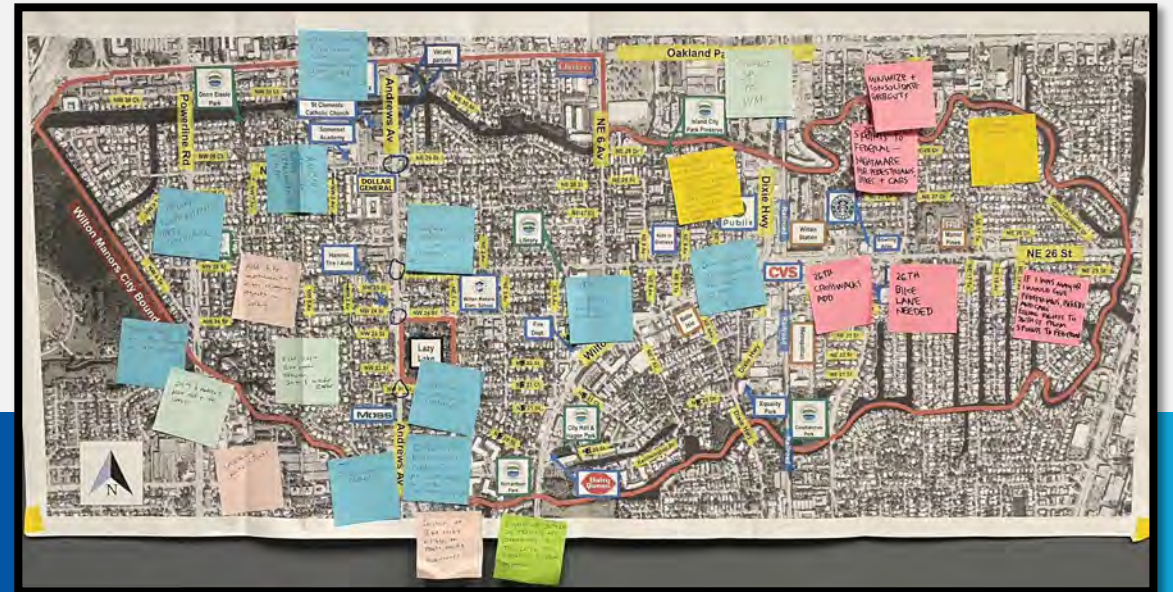
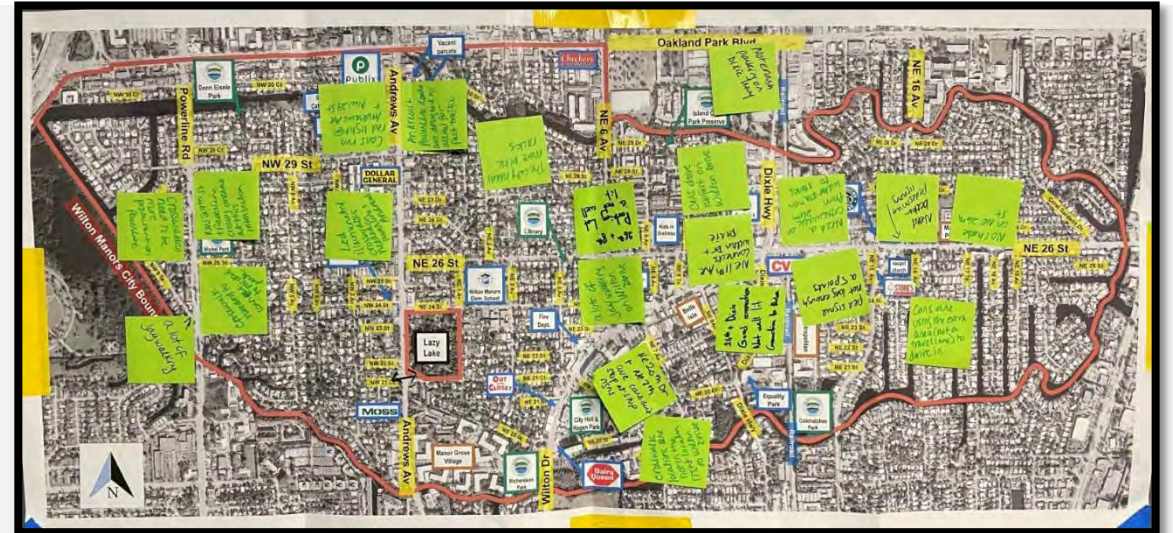
Survey Monkey: Q7 General Comments Summary

<p>NW / NE 21 Ct</p> <ul style="list-style-type: none"> • 18 comments • Intersections mentioned: Andrews Ave, NW 25th St, Wilton Drive, NW 5th Ave • Most common topics: Signal issues, sidewalk gaps • Overall summary: Should be a priority roadway. There are a lot of sidewalk gaps. 	<p>Wilton Drive</p> <ul style="list-style-type: none"> • 18 comments • List of intersections mentioned: NE 7th Ave, 5 Points • Most common topics: Lack of shade, sidewalk gaps, pedestrian safety • Overall summary: More crosswalks and shade trees are needed. Cars are speeding. 	<p>NE 26 Street</p> <ul style="list-style-type: none"> • 18 comments • List of intersections mentioned: by Wilton Station, 5 Points, Federal Highway, NE 14th Ave • Most common topics: Speeding cars, lack of crosswalks, pedestrian safety issues • Overall summary: More crosswalks and sidewalks are needed 	<p>5-Points</p> <ul style="list-style-type: none"> • 8 comments • Most common topics: 5 points feels unsafe/difficult to cross • Overall summary: 5 Points intersection is hard to cross. There are signal timing issues. A pedestrian elevated walkway should be installed at 5 Points.
<p>Powerline Rd</p> <ul style="list-style-type: none"> • 6 comments • List of intersections mentioned: NW 29th St, Mickel Park entrance • Most common topics: Speeding, issues with bike lane placement • Overall summary: Cars are driving too fast on Powerline Road. No one is using the new bike lanes. 	<p>Dixie Highway</p> <ul style="list-style-type: none"> • 6 comments • List of intersections mentioned NE 26th St, Oakland Park Blvd • Overall summary: Need better connectivity to the city Oakland Park. Bike facilities are needed on Dixie Hwy 	<p>NE 6 Avenue</p> <ul style="list-style-type: none"> • 5 comments • List of intersections mentioned: Oakland Park Blvd • Most common topics: Bike facilities are lacking, pedestrian issues (lighting, sidewalks) • Overall summary: Need better bike facilities. More lighting should be installed. The sidewalks need to be wider. 	<p>Westside</p> <ul style="list-style-type: none"> • 7 comments • List of intersections mentioned: NW/NE 21st Ct (Andrews to Wilton Dr), NW 20th St and Andrews, NW 21st Ct and NW 5th Ave • Most common topics: Lack of sidewalks, speeding cars on Powerline Rd, lack of crosswalks in the area. • Overall summary: There needs to be better connectivity from the Westside to Wilton Drive. Pedestrian safety is a big concern. There are many sidewalk gaps and a lack of safe crossing locations.
<p>Misc. Locations</p> <ul style="list-style-type: none"> • 20 comments • List of intersections mentioned : NE 5th Ave between the library and the liquor store, NE 24th St at the FEC tracks, NE 20th St,(from Wilton Drive to Wilton Tower), NE 9th Ave (Wilton Dr to NE 26th St), NE 5th Ave needs speed bumps ASAP between NE 26th St and NE 21st Ct. • Most common topics: Traffic calming, speeding, Connectivity • Overall summary: Vehicles are speeding on Powerline Road, NE 1st Avenue, NE 5th Avenue. There are several sidewalk gaps and connectivity to Wilton Drive should be a priority. 		<p>General (No Locations)</p> <ul style="list-style-type: none"> • 102 comments • Summary about sidewalks: Sidewalk gaps should be filled in. There is a concern for pedestrian safety. • Summary about biking: Biking needs to be safer in the City. More bike racks are needed. • Summary about Speeding: More police enforcement is needed to address speeding. Traffic calming is needed in some areas. • Summary about Circuit: It is a great addition to the City. The boundaries should be expanded. • Other: More transit options are needed. 	

Community Feedback: Community Meetings

Community Meetings:

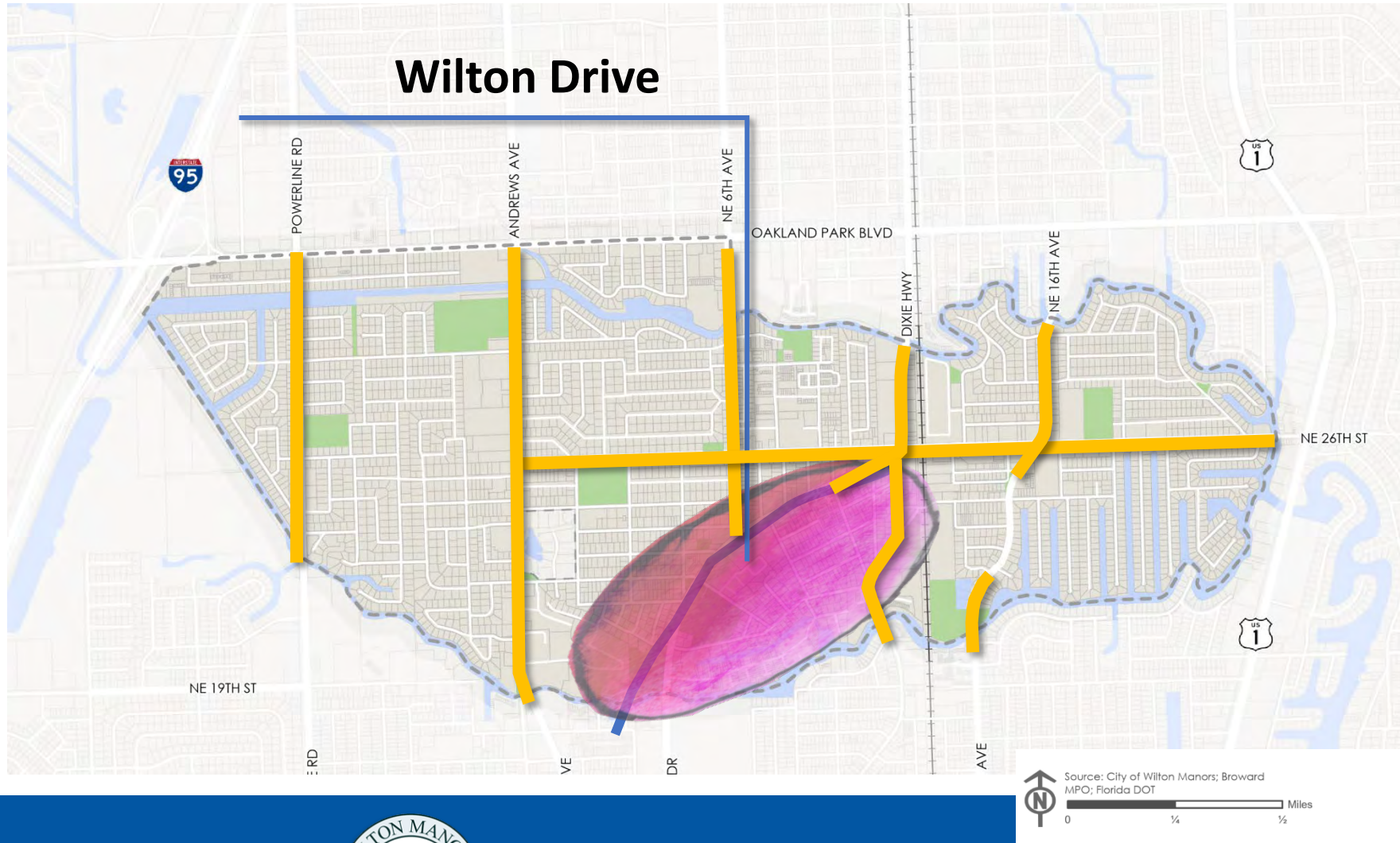
- 11 Attendees at 4/19/2023 Afternoon Meeting
- 19 Attendees at 4/24/2023 Evening Meeting



Community Meetings: Comments Summary

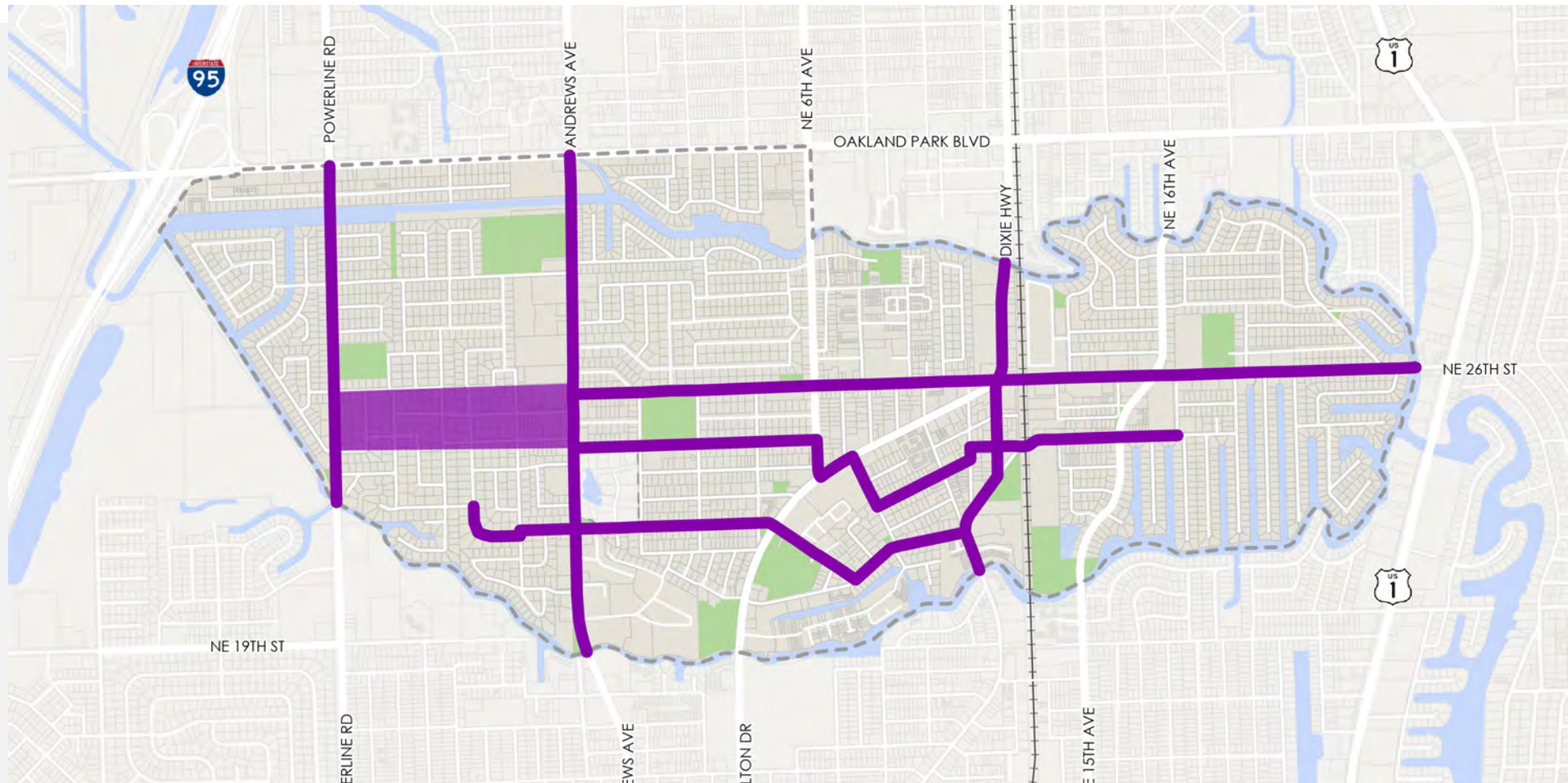
<p>Andrews Avenue</p> <ul style="list-style-type: none"> • 43 comments • List of intersections: NE 24th St, NE 26th St, NW 20th St, NW 21st Ct, NW 25th St, NW 29th St • Most common topics: Priority, pedestrian/crosswalk, intersection safety • Overall summary: Andrews Ave should be a priority roadway. There are lack of crosswalks and intersection safety concerns for pedestrians. 	<p>NE 26 Street</p> <ul style="list-style-type: none"> • 35 comments • List of intersections: 5 Points (east, Andrews Ave, NE 6th Ave, NE 8th Ave • Most common topics: Priority, Shade, Pedestrian • Overall summary: A lot of pedestrian safety concerns and crosswalk needs,. NE 26th St is lacking shade and should be a priority roadway 	<p>General Comments</p> <ul style="list-style-type: none"> • 41 comments • Most common topics: Bike facilities; Routes • Overall summary: More off-street bike improvements are needed, additional bike racks are needed, cut through traffic is an ongoing
<p>Powerline Rd</p> <ul style="list-style-type: none"> • 22 comments • List of intersections: NW 25th Ct, NW 29th St, NW 9th Terr • Most common topics: Pedestrian, Crosswalk • Overall summary: There should be better connectivity to Mickel Park. There are a lot of pedestrian safety/crosswalk needs. 	<p>Wilton Drive</p> <ul style="list-style-type: none"> • 18 comments • List of intersections: City Hall, Belle Isle to 5 points, NE 20th St, NW 7th Ave • Most common topics: Pedestrian, Crosswalk, Signals • Overall summary: There is a lot of jaywalking, due to crosswalk placement. Signals take too long. 	
<p>Dixie Highway</p> <ul style="list-style-type: none"> • 15 comments • List of intersections: 5 points, NE 24th St, NE 26th St • Most common topics: Safety, Pedestrian • Overall summary: There are several safety comments. There are crosswalk needs and pedestrian safety issues. 	<p>Misc. Locations</p> <ul style="list-style-type: none"> • 16 comments • Locations: NE 15 Av; NE 21 Ct; NE 6 Av; NW 29 St • Overall summary: There are a lot of sidewalk gaps/needs. Due to vehicles speeding, there are bike/ped safety concerns 	

Roadways acting as Barriers.....

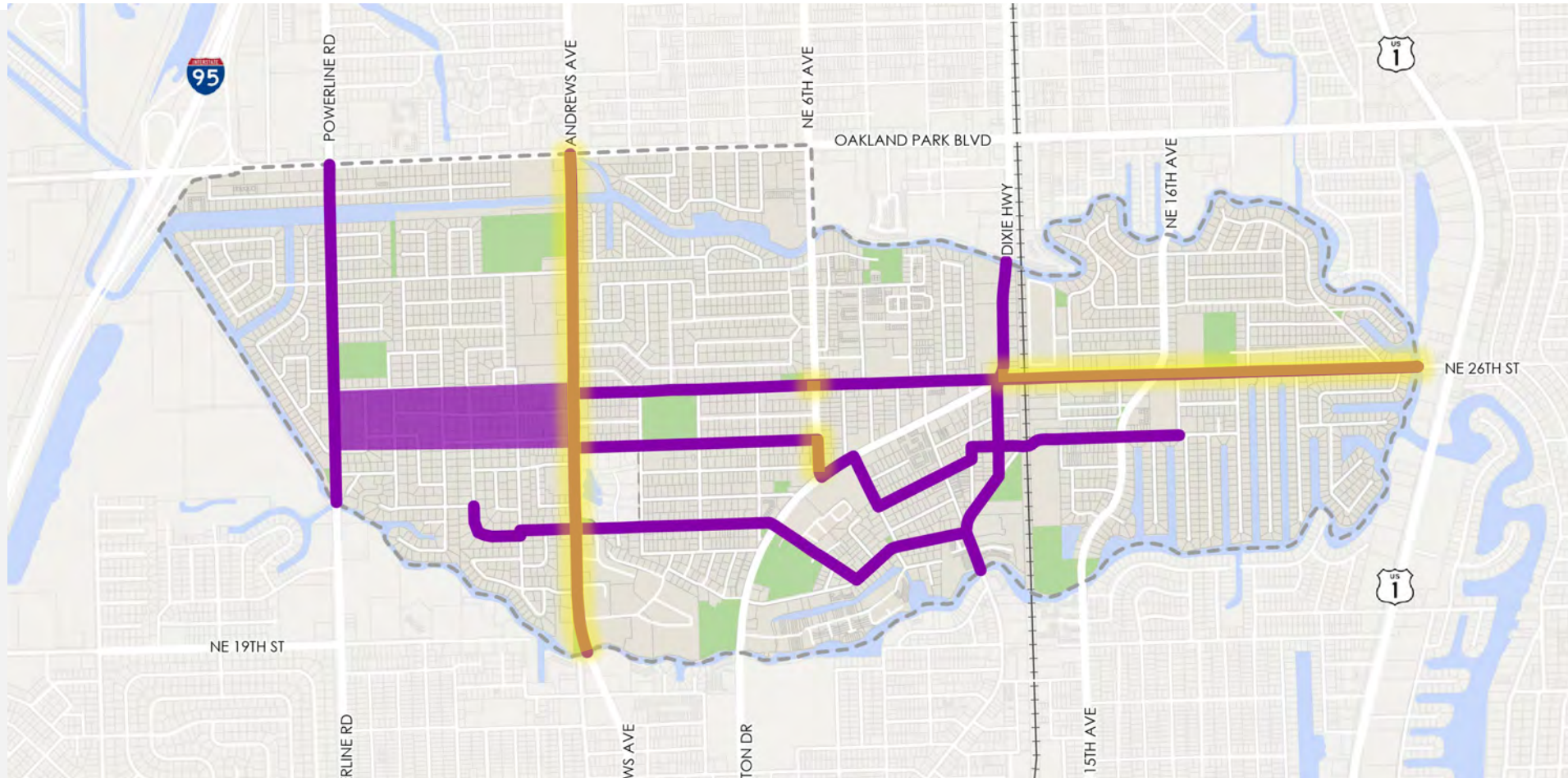


- It is not comfortable to traverse along “barrier” roadways
- In order to travel to Wilton Dr residents will need to either travel along or cross the barrier roadways
- There are few signalized crossing opportunities along these roadways.
- With few signalized crossings (as well as off-set intersections) residents must travel along barrier roadways

Plan Study Area



Wilton Manors Transportation Plan: County-Owned Roadways



Roadway Assessments

1. Plan Study Area Considerations
2. 5-year Crash Trends (2018 – 2022)
3. Corridor Conditions / Observations
4. Focus Location Assessments
5. Roadway Summary



Andrews Av: Plan Study Area Considerations

- High Injury Network (+ Bike / Ped)
- FDOT Content Classification: C4 – Urban General
- Transit: ▪ BCT Route 60 (downtown Ft Laud) + PREEMO Hub at OP Blvd
- Adjacent Uses: ▪ Wilton Manors Elementary; Charter K-8; PACE Center (6 – 12) ▪ Publix & Dollar General ▪ City Park ▪ Assisted Living Facility
- Redevelopment opportunity: ▪ TOC West ▪ Several vacant parcels on east side, north of NE 29 St
- Prior Studies:
 - FDOT - Oakland Park Blvd Transit Corridor Study (2014), incl. intersection at Andrews Av, plus Bike Lane Projects on Andrews Av from OP Blvd to NW 29 St
 - City of Wilton Manors - Land Use Study for Andrews Ave and OP Blvd Corridors (2015)
 - City of Wilton Manors - Westside Neighborhood Traffic Calming Study (2022)
- Upcoming Broward County Projects:
 - Project 2164: Andrews Av & NE 26 St Intersection Improvements ▪ Andrews Av Corridor Project: Complete Streets ▪ PREMO (Intersection at OP Blvd)

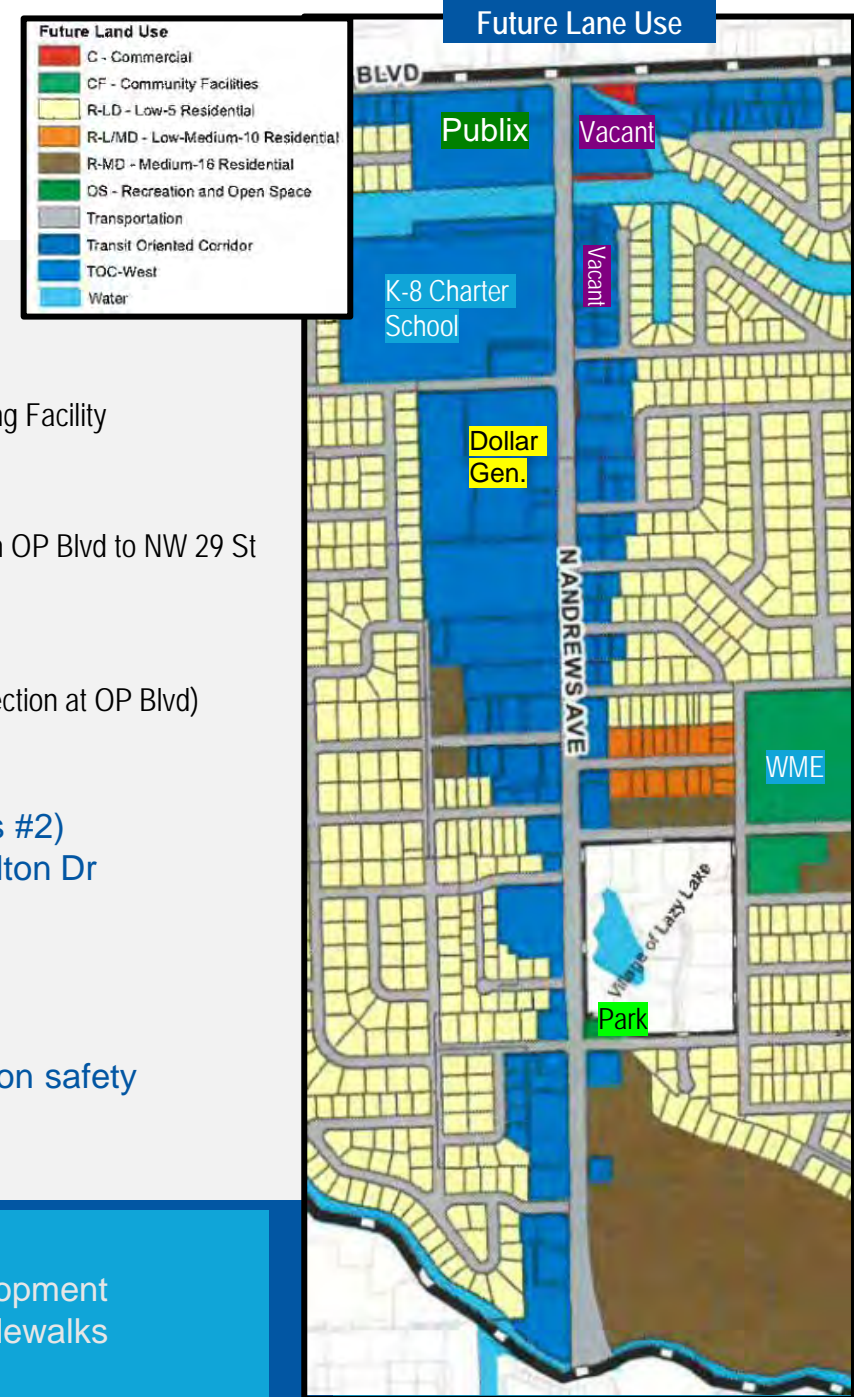
Community Feedback:

Survey Monkey: 16% ranked Andrews Av as #1 roadway for walkability improvements (overall ranking was #2)

- Comments: Intersection at NW / NE 21 Ct, Residents west of Andrews Av want better connectivity to Wilton Dr

Community Meetings:

- Intersections discussed: NE 24th St, NE 26th St, NW 20th St, NW 21st Ct, NW 25th St, NW 29th St
- Most common topics: Priority, pedestrian/crosswalk, intersection safety
- Overall summary: Andrews Av should be a priority roadway. There are lack of crosswalks and intersection safety concerns for pedestrians.



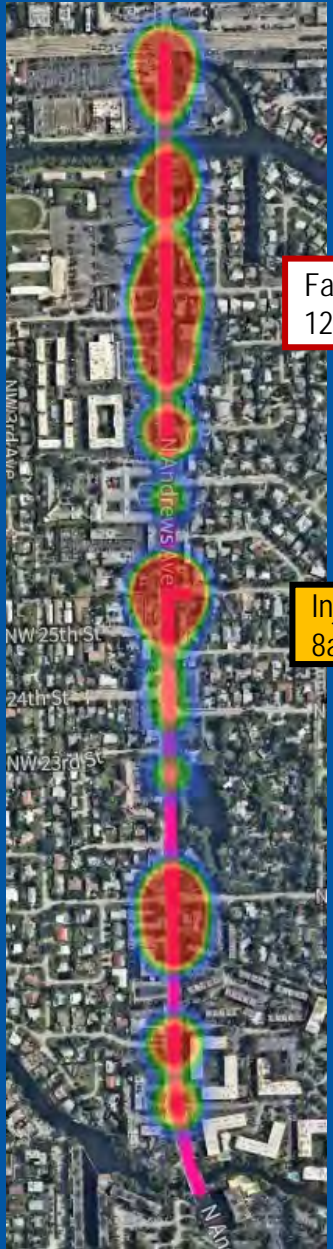
Major Concerns:

- ✓ Multimodal improvements in anticipation of future redevelopment
- ✓ Address existing Crash Trends ✓ Bicyclists riding on sidewalks
- ✓ Missing or sub-par multimodal facilities for E/W crossings

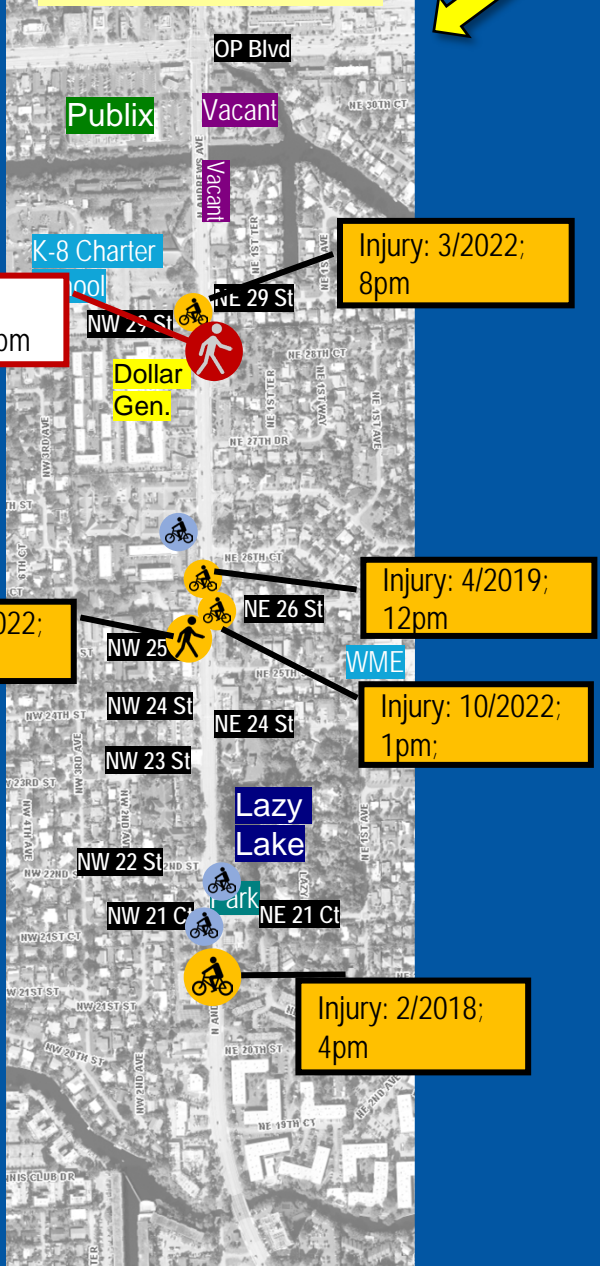
Andrews Av: Crash Trends

2018 to 2022: 361 Total Crashes

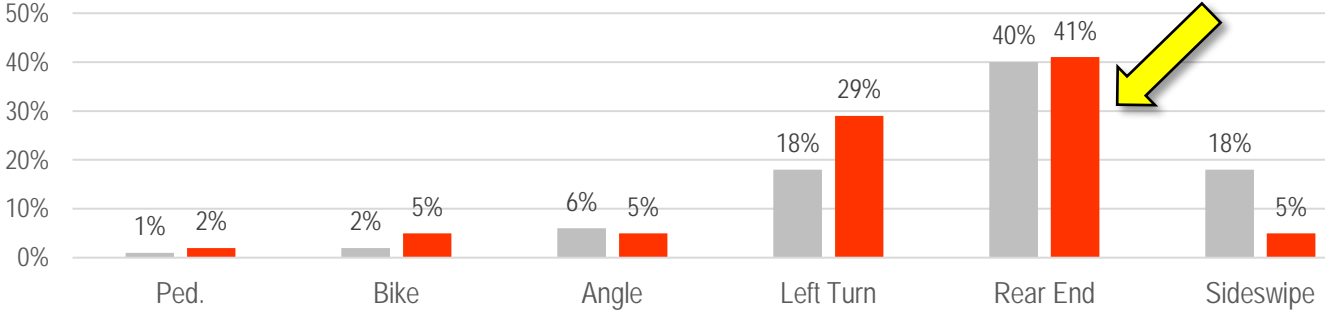
Injury Crashes - Heatmap



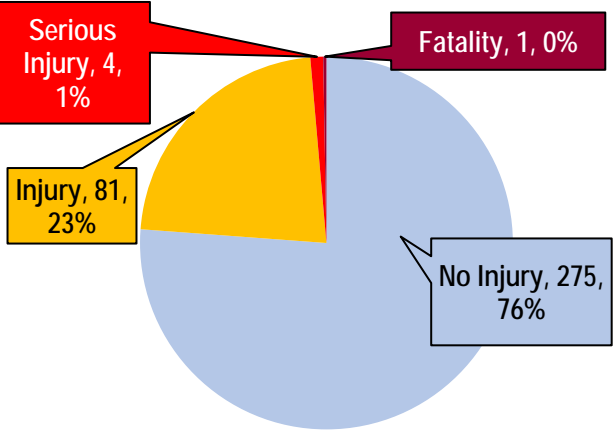
Ped / Bike Crashes



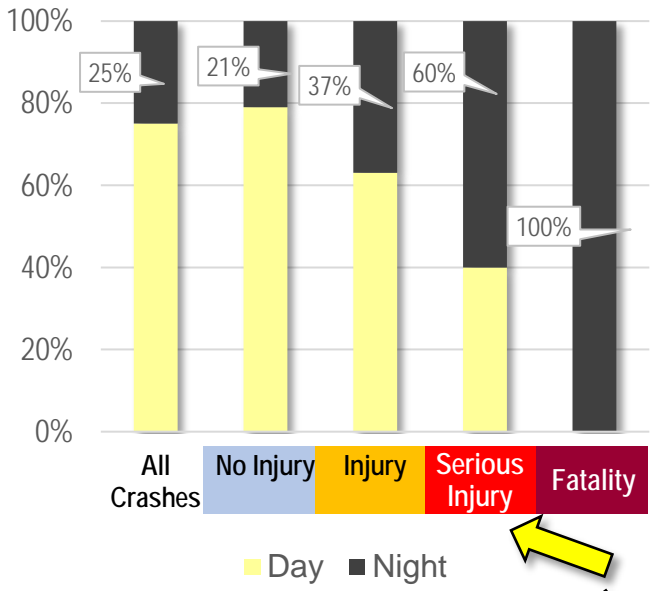
Common Crash Types: % All Crash vs Injury



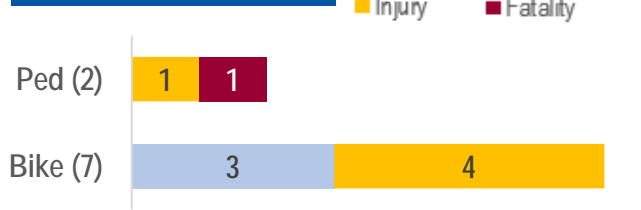
Crashes by Severity



Crash Severity: % Day vs Night



Ped & Bike Crashes



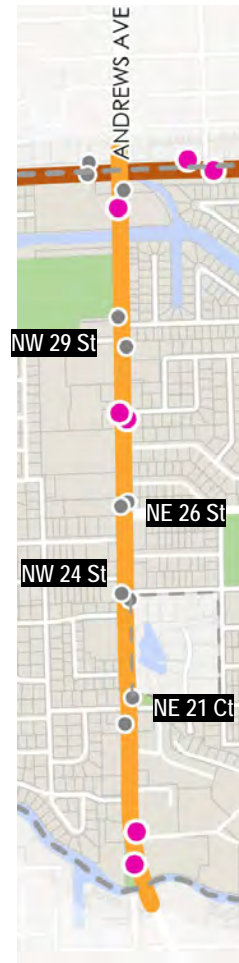
35% of Crashes at Night result in **Injuries**

Andrews Av: Conditions & Observations

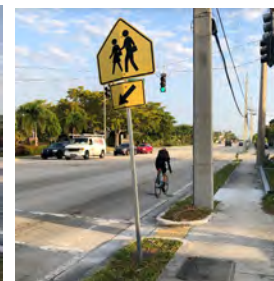
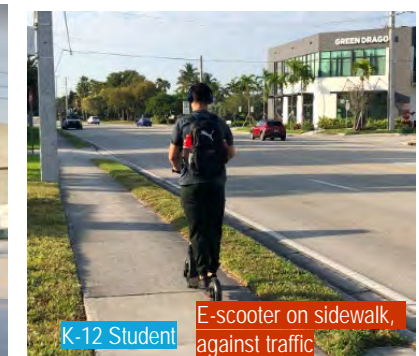
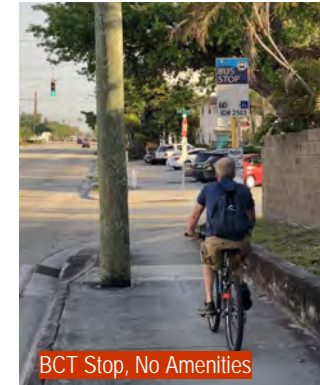
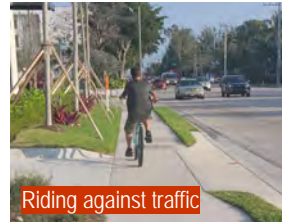
Observations:

- North of NE 24th St:
 - Frequent turn movements (center lane has no curb / median, mid-block left-turns, off-set intersections, narrow commercial lots / frequent driveways)
 - Heavy pedestrian activity, both along and crossing the roadway (shopping centers / retail, adjacent schools)
- Roadway south of NE 24 St:
 - Fewer turning vehicles: East side of roadway has few driveways and only one commercial use; West side is mostly offices and residential uses
 - Much less pedestrian activity (except at NE 21 Ct)
- **Bike Lanes**
 - No bike lanes on entire corridor
 - Almost all bicyclists observed riding on sidewalks; some against traffic
- **Sidewalks:**
 - Continuous, 5-ft wide, curbed on both sides of roadway
 - Numerous obstructions: mechanical equipment, utility poles, and vegetation in area adjacent to Lazy lake
- **Crosswalks:**
 - No crosswalks over side streets at un-signalized intersections
 - Only 3 crosswalk locations over Andrews Av (1 - south leg at NW 29 St; 2 - south leg NW 24 St; & 3 - both north & south legs NW/ NE 21 Ct)
- **BCT stops** with few amenities & missing ADA facilities
 - No adjacency to crosswalks
- Numerous off-set intersections
- K-12 students esp. between NW 29 St to NE 24 St
- Observed Ped & Bike crossing roadway not at crosswalks
- No Ped-Scale Lighting on entire corridor
- Several side streets prohibit left-turns onto Andrews Av; but no restrictive median and turns frequently observed

BCT Stops & Signalized Crossings



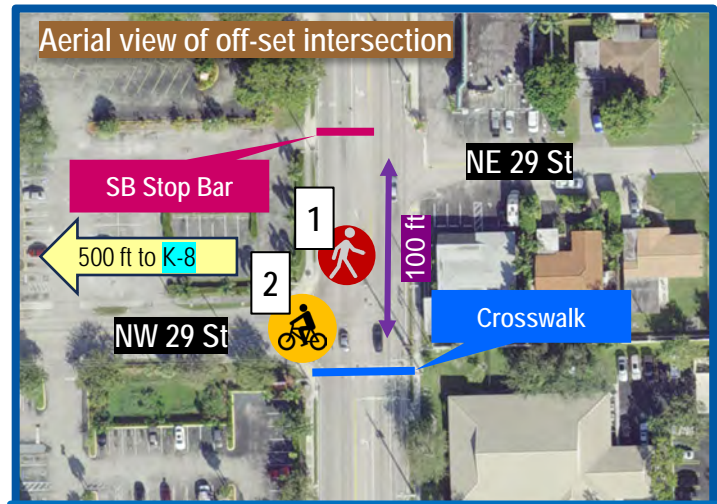
- Stop within 250 ft of signalized crossing
- Stop with no signalized crossing within 250 ft



Focus Location #1: @ NW 29 St

Field Audit Observations:

- T / Off-set intersection:
 - NE 29 St is one-block north
 - No signalization at NE 29 St
- NW 29 St SB Stop Bar set back, adjacent to NE 29 St (to allow LT out of NE 29 St)
- **Crosswalks:**
 - 1 crosswalk: southern leg of NW 29 St. High-visibility pavement markings (refurbished in 2023)
 - No Crosswalks at NE 29 St
- **Sidewalks:**
 - No sidewalk in south ROW, west of intersection – CSLIP project includes sidewalk.
- **BCT Stops:**
 - NB BCT stop located at NB Stop Bar for NW 29 St (sign-only)
 - SB BCT Stop located at SB Stop Bar for NE 29 St (sign-only)
- K-12 students
 - K-8 Charter school located 500 ft west of intersection: school zone starts approx. 230 ft west of intersection
 - K-12 students observed (waiting for parents, BCT, School bus)
- NB to WB LT permitted both on protected and unprotected phase



1. Fatality: 12/2019; 8pm; Ped crossed over Andrews Av while SB / NB traffic had green light; struck by SB vehicle
 2. Injury: 3/2022; 8pm; E-Scooter rider rode in W crosswalk; struck by NB to WB LT vehicle

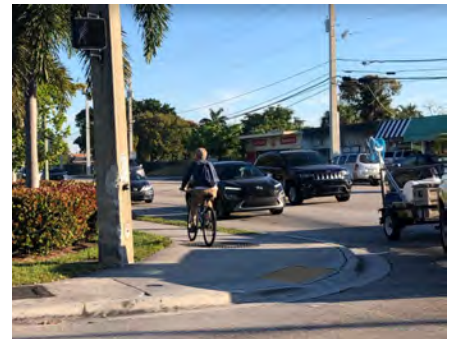
24	Crashes from 2018 to 2022, within 150 ft of intersection (all directions)		
10	Injury Crashes, including 1 serious injury and 1 fatality (42% of all crashes)		
4 Injury Crashes:	2 Injury Crashes:	5 Injury Crashes:	
NB to WB LT crashes (incl E-scooter rider)	SB Rear End crashes (Incl. Serious Injury)	occurred at night (incl Serious Injury)	

Transit riders, including students, wait at NB BCT Stop in afternoon. There is no shade or bench at the stop.

View of NB BCT Stop



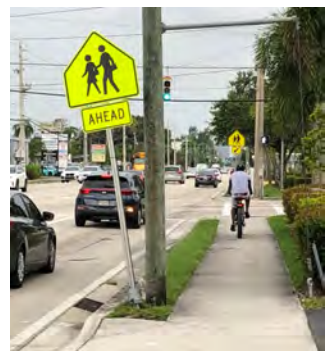
SB Stop Bar is located 100 ft north of intersection, adjacent to NE 29 St. While some cars wait at the stop bar, most stop at NW 29 St.



Bicyclist riding on sidewalk against traffic (NB on west sidewalk), after crossing over west crosswalk



Bicyclist riding on crosswalk / sidewalk against traffic (SB on east sidewalk), at NE 29 St



Bicyclist riding SB on west sidewalk, approaching intersection with NW 29 St

Focus Location #2: @ NE 26 St

Field Audit Observations:

- T-Intersection; west side of intersection is commercial properties with driveway entrances at intersection
- Coin Laundry property (west side of intersection) is for sale
- NB to WB LT prohibited

Crosswalks**:

- No crosswalks over Andrews Av
- No marked crosswalk over NE 26th St

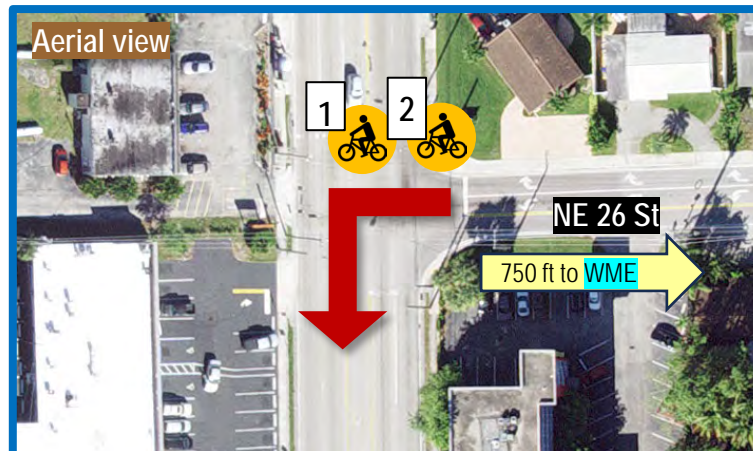
Sidewalks:

- No sidewalk in southern ROW, east of intersection
- Sidewalk obstructions

BCT Stops:

- NB and SB BCT Transit Stops located approx. 50 ft north of intersection
- K-12 students
- Wilton Manors Elementary is approx. 1,000 ft east of intersection
- Ped crossing Andrews Av at intersection (no crosswalks)

** Broward County Project includes crosswalk over northern leg and raised median in center of intersection. Crosswalks will have standard markings, no ped-scale lighting, and no walk to school signage or markings.



1. Injury: 10/2022; 1pm; Bicyclist rode SB in E sidewalk (against traffic); struck by WB to NB RT vehicle
2. Injury: 4/2019; 12pm; Bicyclist rode WB over roadway during SB green light; struck by SB vehicle

Bicyclist riding NB on east sidewalk; approaching NB BCT stop



NE 26 St terminates at Andrews Av; Driveway entrance to coin laundry at west side of intersection (property is for sale)



45	Crashes from 2018 to 2022, within 150 ft of intersection (all directions)		
15	Injury Crashes (33% of all crashes)		
9 Injury Crashes	2 Injury Crashes	4 Injury Crashes	
as a result of WB to SB LT crashes	involved Bicyclists	occurred at night	

No sidewalk in NE 26 St south ROW; Pedestrian walking in roadway approaching Andrews Av



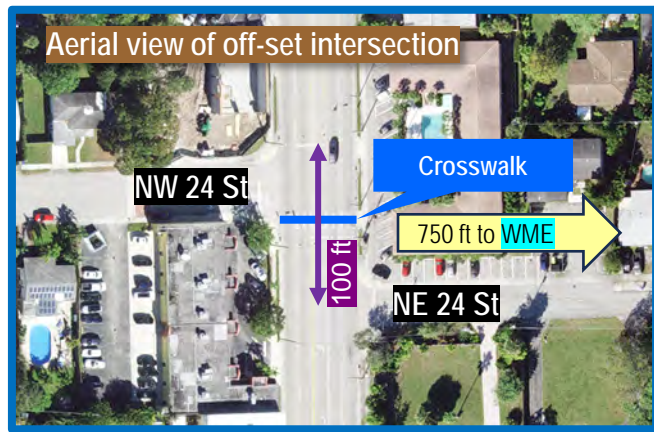
No crosswalk over NE 26 St; Obstructions in south sidewalk



Large group of pedestrians crossing over north end of intersection (on NB green light)



Focus Location #3: @ NW / NE 24 St



13	Crashes from 2018 to 2022, within 150 ft of intersection (all directions)
1	Injury Crash (SB Rear End at NW 24 St)

Field Audit Observations:

- Off-set intersections
- NW 24 St is signalized T-intersection
 - Westside Neighborhood Traffic Calming Study recommends Neighborhood Gateway Feature at NW 24 St
- NE 24 St is un-signalized intersection, prohibiting LT in / out
- No LT Signage on SE corner is completely blocked by trees
- No LT Signage on west side of intersection has low visibility
- Observed many SB to EB left turns esp. during AM drop-off for WME

Crosswalks:

- There is one crosswalk located between the two intersections
- The crosswalk is the designated school crossing location for WME, with high-visibility markings and a school crossing guard
- Several students observed crossing at this location

Sidewalks:

- NE 24 St - No sidewalk on south ROW, east of intersection (leading to WME)

BCT Stops:

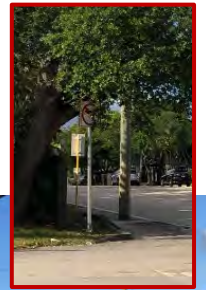
- NB BCT stop located directly before NE 24 St (sign-only)

K-12 Students:

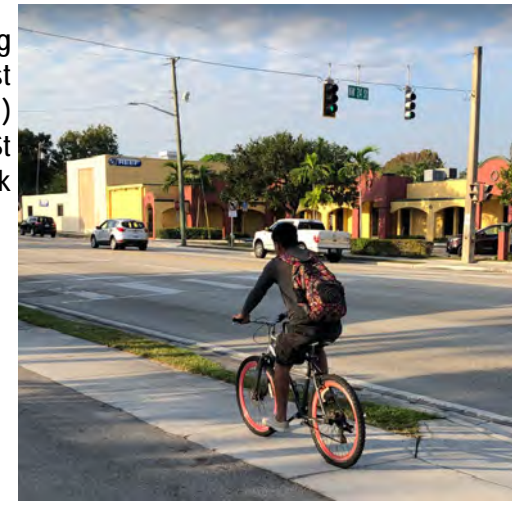
- NE 24 St leads directly to the WME drop-off and pick-up locations
- Observed WME students crossing just north of crosswalk (to NE 25 St)
- PACE Center for Girls (8 – 12) located 1 block south of NE 24 St

K-12 Bicyclist riding on sidewalk against traffic (SB on east) approaching NW 24 St crosswalk

Obstructed LT prohibited sign



At NE 24 St both LT in and out are prohibited; LT (in) prohibited sign is fully obstructed by tree; Frequent SB to EB LTs observed during WME AM drop-off; No crosswalk over NE 24 St; No sidewalk in south ROW of NE 24 St



Bicyclist riding in parking lot abutting sidewalk



WME Student: School Crossing Guard for walk to WME at crosswalk located between NW and NE 24 St



WME Student: crossing just north of crosswalk; leading to NE 25 St (more direct route to WME entry)

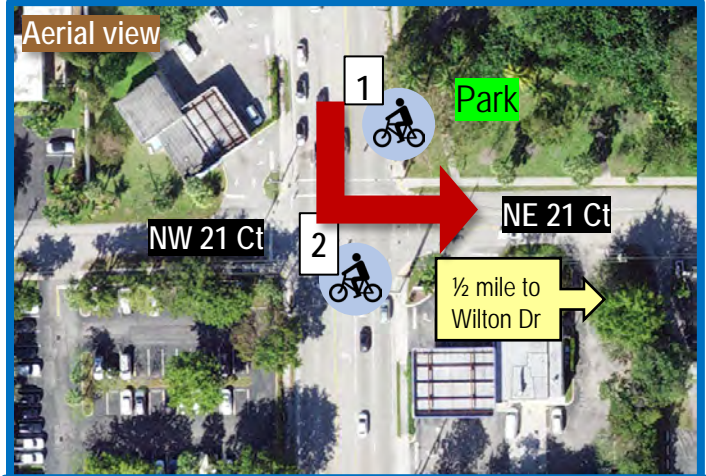
Bicyclist riding NB on east sidewalk approaching NB BCT stop (sign only) and NE 24 St; Lazy Lake wall abuts east sidewalk;



Focus Location #4: @ NW / NE 21 Ct

Field Audit Observations:

- 4-way intersection
 - 1st 4-way intersection south of OP Blvd
- Permissive only left-turn phases for all approaches
- **Crosswalks:**
 - Located at all intersection legs
 - Standard markings
 - Observed LT vehicles not yielding to ped's in crosswalks
 - Observed most pedestrians waiting for pedestrian phase to cross; Some ped's crossing into oncoming traffic
- **Sidewalks:**
 - No sidewalk in southern ROW, east of intersection
 - No sidewalk in northern ROW, west of intersection
- Intersection is ~2,170 feet (less than 1/2 mile) from Wilton Dr
 - Most direct route to Wilton Dr from westside WM
 - No wayfinding signage
- Rachel Richardson pocket park at NE corner
- Observed some pedestrian activity to/from convenience store at SE corner



1. No Injury: 5/2019; 11 pm; Bicyclist rode NB in right shoulder; Struck by NB driver just north of intersection
 2. No Injury: 9/2018; 5 pm; Bicyclist in south crosswalk; struck by WB to SB LT vehicle

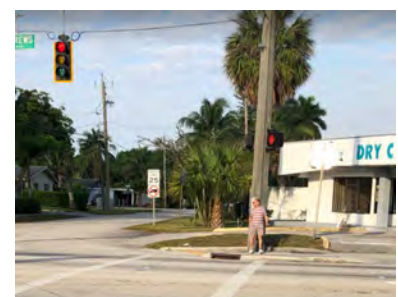
18	Crashes from 2018 to 2022, within 150 ft of intersection (all directions)		
9	Injury Crashes (50% of all crashes)		
5 Injury Crashes as a result of SB to EB LT collisions	5 Injury Crashes involved NB vehicles	2 Injury Crashes occurred at night	



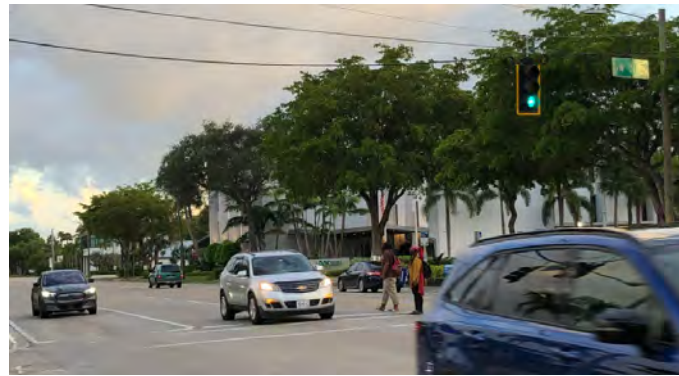
Ped in south crosswalk; LT vehicles not yielding to ped's during ped signal phase



Bicyclist riding NB on east sidewalk



E-Bicyclist riding NB on east sidewalk; Rachel Richardson Park at NE corner



Crossing during oncoming traffic



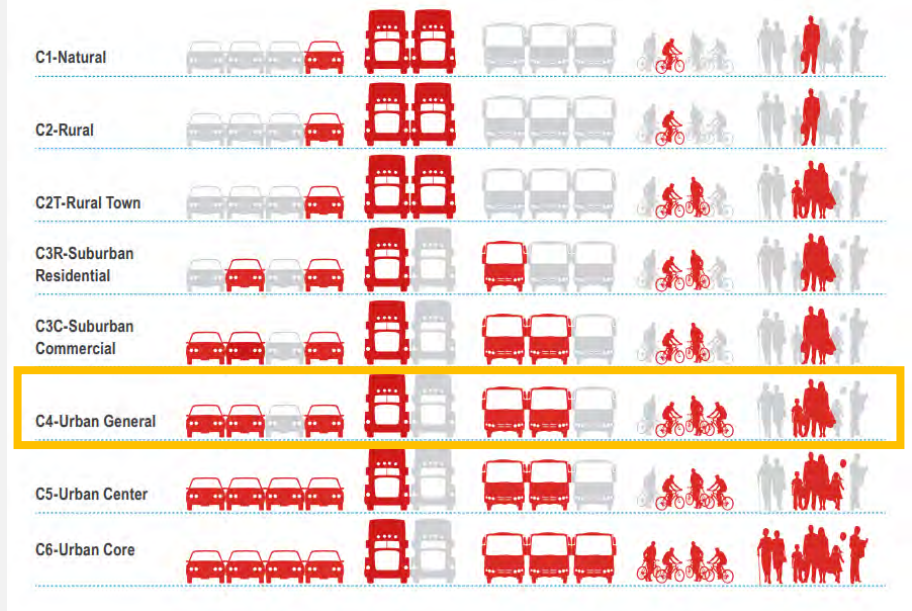
Most pedestrians wanting to cross E/W over Andrews Av were observed waiting for ped signal phase (incl bicyclists)

Andrews Av: Summary of Issues

- Speeding vehicles
- No bicycle facilities
- Narrow sidewalks, with obstructions
- Dark at night, especially for pedestrians
- Long block length to cross to other side of street
- Access Management issues (turning opportunities, conflict points, prohibited turn movements)
- BCT Stops are missing pedestrian amenities and are not ADA compliant
- Long crossing distance at crosswalks
- Pedestrian / Vehicle conflicts at crosswalks
- Insufficient crossing time for E/W crosswalks
- No wayfinding signage
- No school crossing signage or pavement markings

FDOT Context Classification Guide

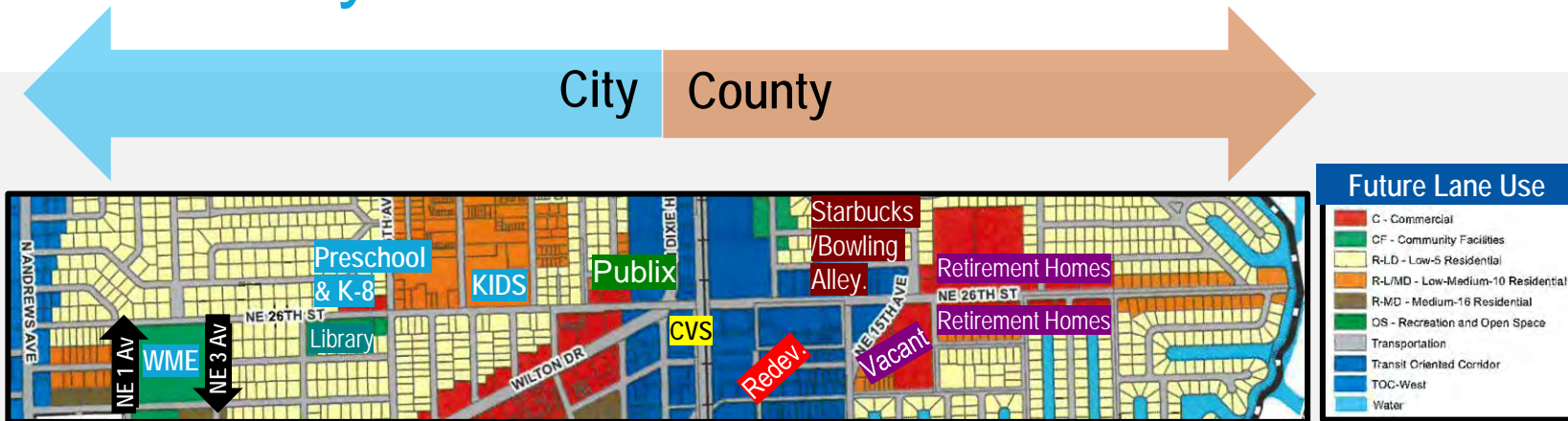
FIGURE 15 EXPECTED USER TYPES IN DIFFERENT CONTEXT CLASSIFICATIONS



Major Concerns:

- ✓ Multimodal improvements in anticipation of future redevelopment
- ✓ Address existing Crash Trends
- ✓ Bicyclists riding on sidewalks
- ✓ Missing or sub-par multimodal facilities for E/W crossings

NE 26 St: Plan Study Area Assessment



- High Injury Network
- Transit: BCT Route 20 (Downtown Ft Lauderdale)
- Adjacent to: ▪ Wilton Manors Elementary School ▪ Little Flowers Montessori (Preschool & K-8) ▪ KIDS in Distress (daycare + K-5 aftercare) ▪ Publix ▪ CVS ▪ Wilton Drive ▪ Assisted Living facilities / Retirement homes
- Redevelopment opportunity: ▪ TOC ▪ TOC West ▪ “Holy” site ▪ Bowling Alley site ▪ Vacant “Church” parcel
- Prior Studies: TOD Master Plan (2018) ▪ First, Last Mile (ongoing)
- Upcoming Broward County Projects:
 - Project 2164: Andrews Av & NE 26 St Intersection Improvements
 - MAP Broward NE 26 Street Roadway Improvements

Community Feedback:

Survey Monkey:

- 22% of respondents ranked NE 26 St as #1 roadway for walkability improvements (overall ranking was #4)
- General comments (many!):
 - Most common topics: Speeding cars, lack of crosswalks, pedestrian safety issues
 - Overall summary: More crosswalks and sidewalks are needed

Community Meetings:

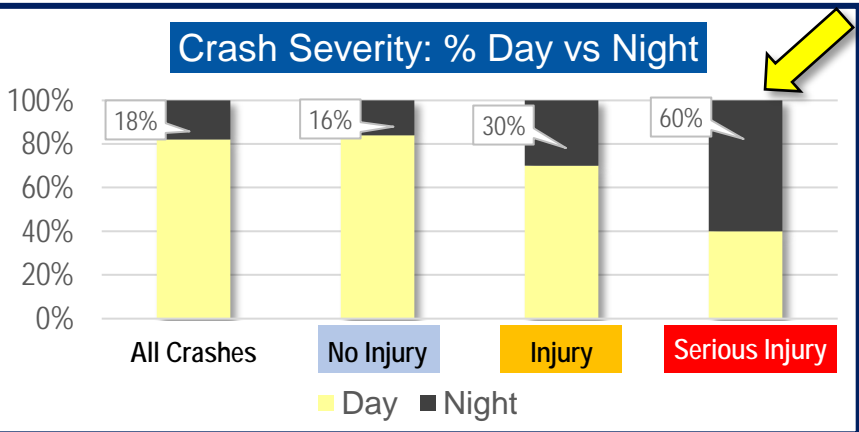
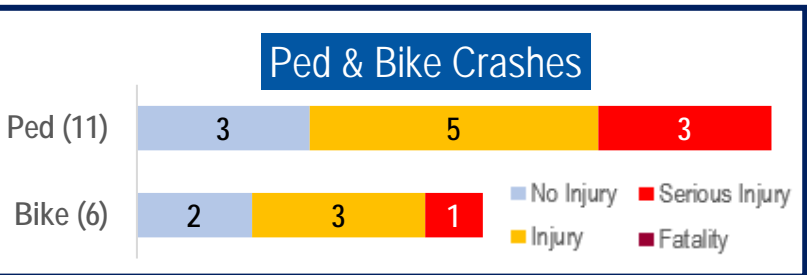
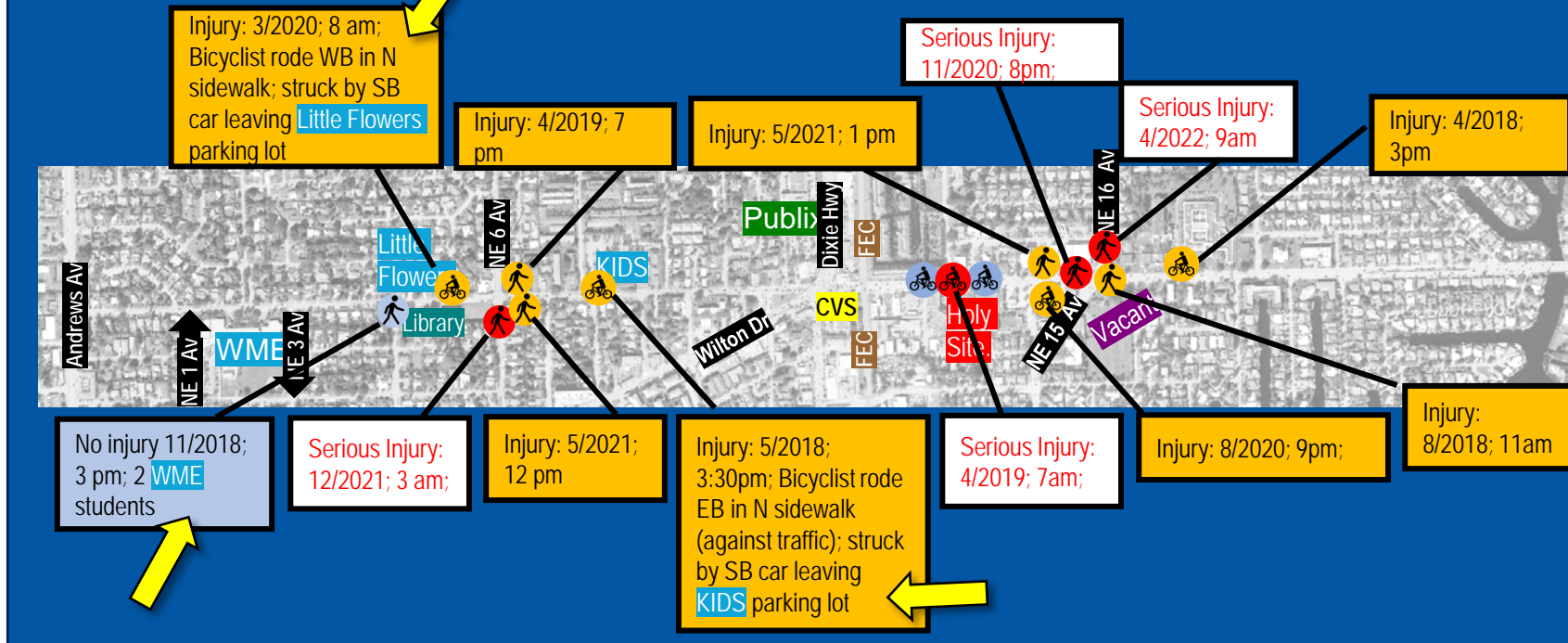
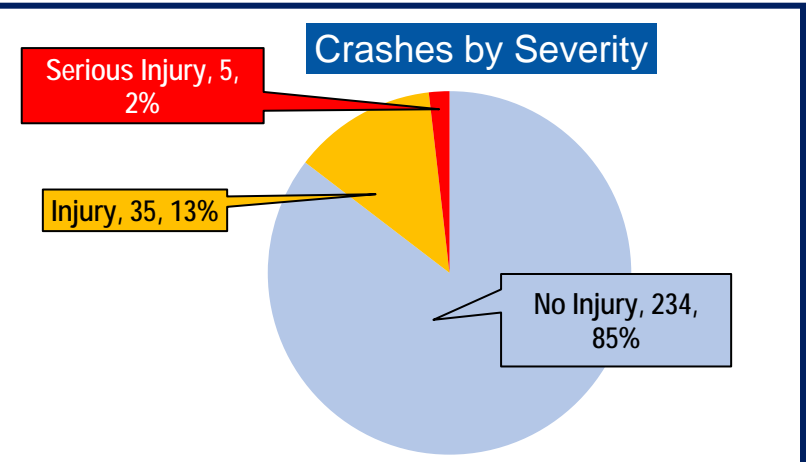
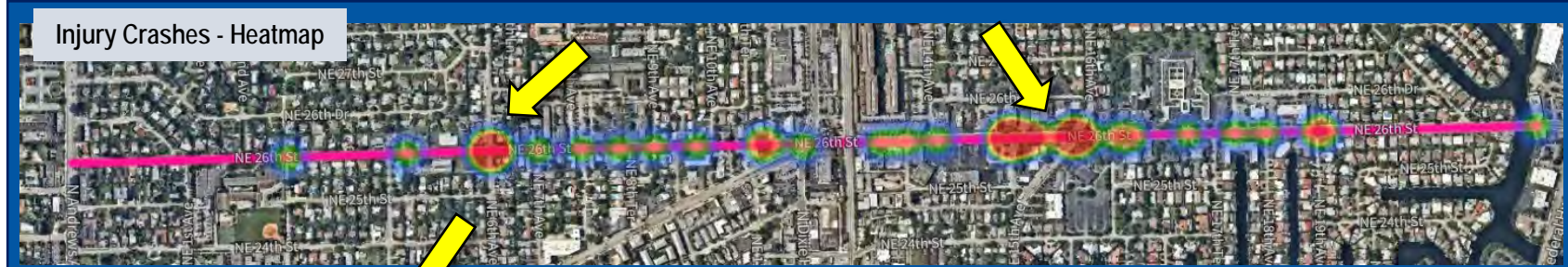
- Most common topics: Priority, Shade, Pedestrian
- Overall summary: A lot of pedestrian safety concerns and crosswalk needs; NE 26th St is lacking shade and should be a priority roadway.

Major Concerns:

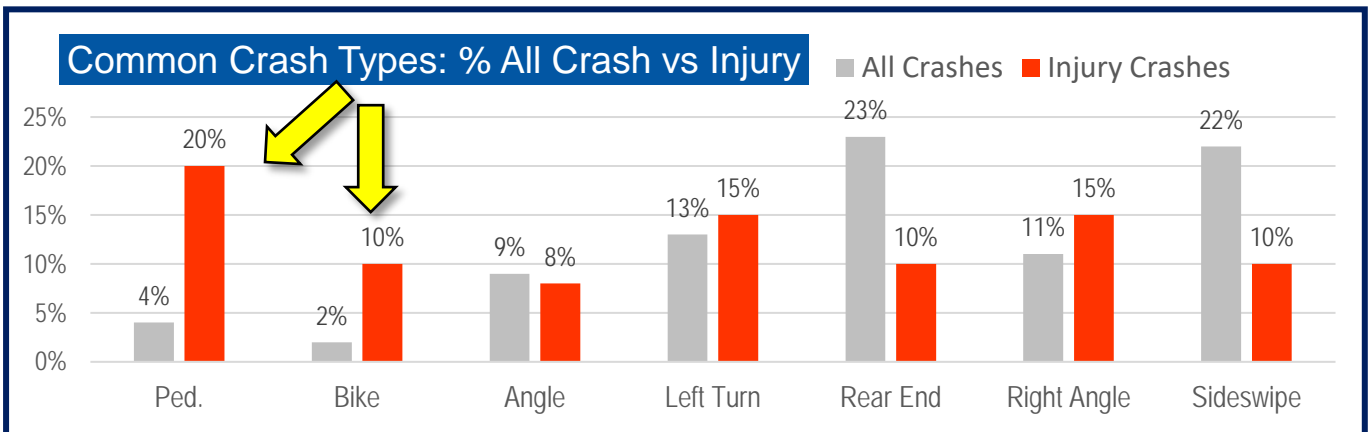
- ✓ Multimodal improvements in anticipation of future redevelopment
- ✓ Address existing Crash Trends
- ✓ Prepare for additional cut-through traffic
- ✓ Additional N/S crossing opportunities

NE 26 St: Crash Trends

2018 to 2022: 274 Total Crashes



24%
of Crashes at Night result in **Injuries**



NE 26 St: Conditions & Observations

Observations:

Crosswalks:

- Mid-block crosswalks @ NE 3 Av / east end of WME; NE 9 Av / east end of KIDS (leading to City-owned parking lot)

Sidewalks:

- No sidewalk in southern ROW from Andrews Av to NE 1 Av

Bike Lanes:

- Unprotected bike lanes from 1 block east of Andrews Av to west side of 5-Points
- No bike lanes east of 5-Points
- Bicyclists observed riding on sidewalks, especially at / east of 5-Points
- Delivery trucks parked in bike lane (rear of Rosie's)

BCT Stops:

- Route only east of NE 15 / 16 Av
- Stops have signs only
- Frequent crossings not at crosswalks observed:
 - NE 11 Av (west access to Publix)
 - east of 5-Points (at FEC)
 - between NE 14 & 15 Av (Holy site & Starbucks)

Many ped's walking dogs, esp 5-Points & west

Heavy Ped activity at:

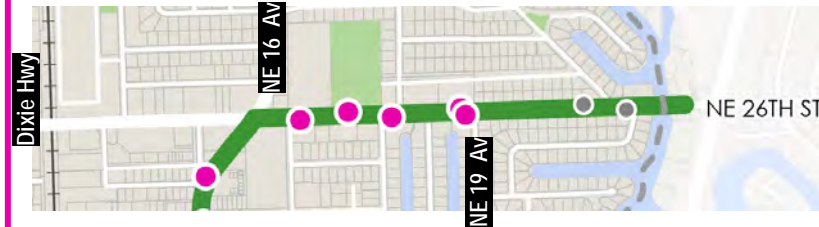
- WME
- NE 6 Av – NE 9 Av: to / from Wilton Dr
- 5-Points (crossing, plus access to Publix / Dunkin Donuts)

No Ped-Scale Lighting on entire corridor, except at 5-Points

K-12 Students:

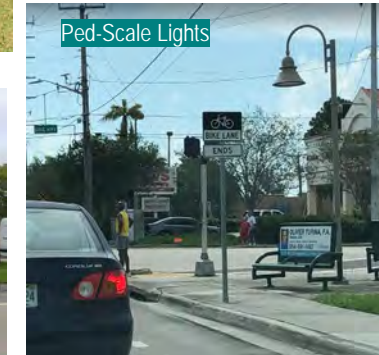
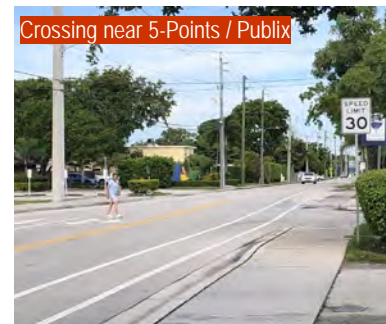
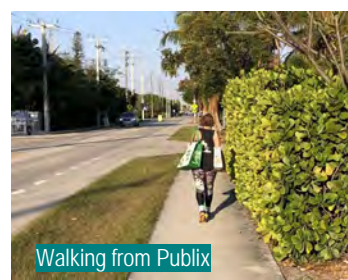
- School Speed Limit (15 MPH) 7:30 - 8:30 am & 2:30 – 3:30 pm from Andrews Av to NE 6 Av
- Many K-12 students, esp west of 5-Points

BCT Stops & Signalized Crossings



● Stop within 250 ft of signalized crossing

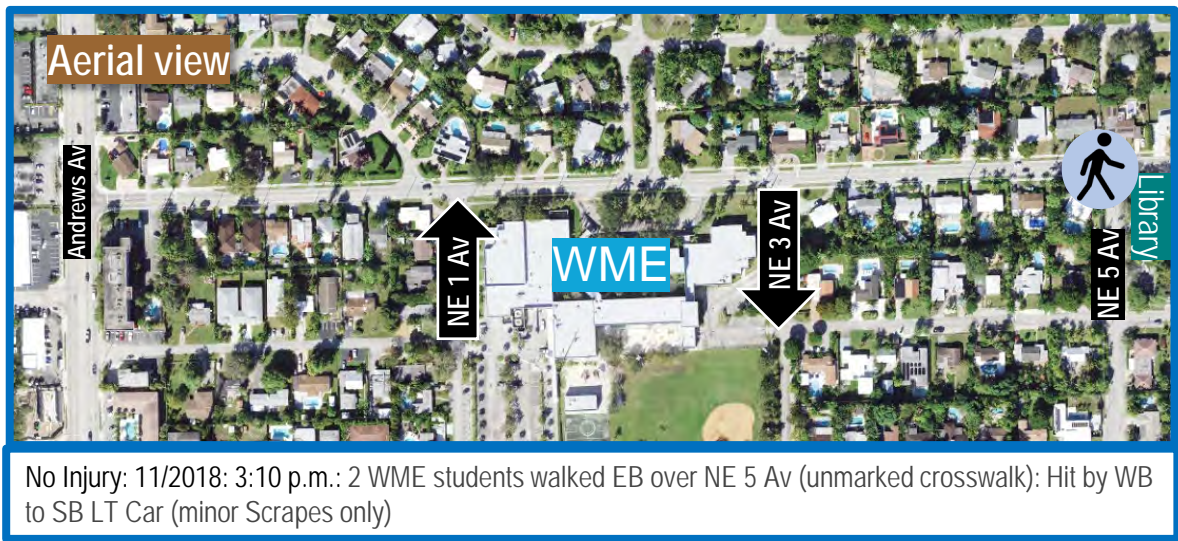
● Stop with no signalized crossing within 250 ft



Focus Location #1: @ WME *City-owned*

Field Audit Observations:

- Sidewalks:**
 - No sidewalk in southern ROW, between Andrews Av and NE 1 Av
 - Observed ped walking in bike lane
- Crosswalks:**
 - Mid-block crosswalk over NE 26 St on east side of school (NE 3 Av)
 - Except for NE 3 Av, no crosswalks over any side streets
- Bike Lanes**
 - Bike Lanes begin / end approx. 250 feet from Andrews Av intersection
- WME activity:**
 - WME School Speed Limit (15 MPH) 7:30 - 8:30 am & 2:30 - 3:30 pm from Andrews Av to NE 6 Av
 - WME School Bus Loop accessible from NE 26 St
 - Ped activity during WME morning drop-off (8 - 8:30 a.m.)
 - Frequent left turns to / from NE 26 St at NE 1 Av, School Bus Loop, and NE 3 Av during WME morning drop-off (8 - 8:30 a.m.)
 - Observed crossing over NE 26 St near west side of school (NE 1 Av)
 - NE 1 Av is one-way NB;
 - No turns from NE 26 St to NE 1 Av permitted
 - NE 3 Av is one-way SB



15	Crashes from 2018 to 2022
1	Injury Crash: WB to SB LT from NE 26 St to NE 3 Av (July, 6am)

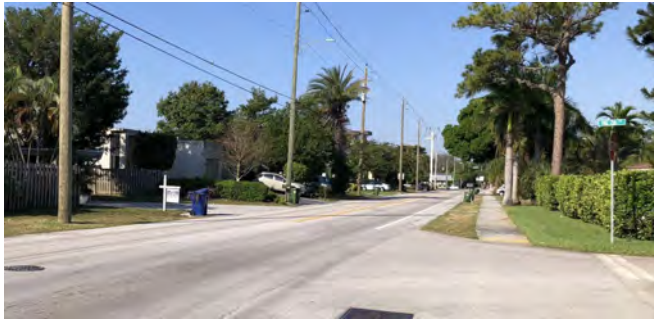
School bus turning left out of bus loop



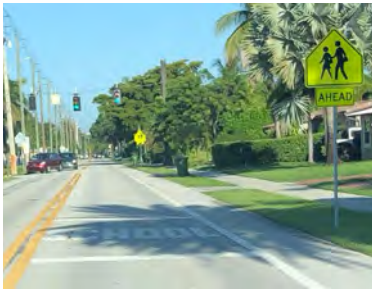
NE 1 Av is a one-way NB roadway; Frequent LT from NE 1 Av to NE 26 St during WME morning drop-off



Starting at NE 1 Av, no sidewalk in southern ROW. There is a sidewalk and bike lane in northern ROW.



Mid-block crosswalk at east side of WME (NE 3 Av)



"School" pavement marking leading to NE 3 Av



Crossing adjacent to NE 1 Av



Large group of pedestrians walking EB

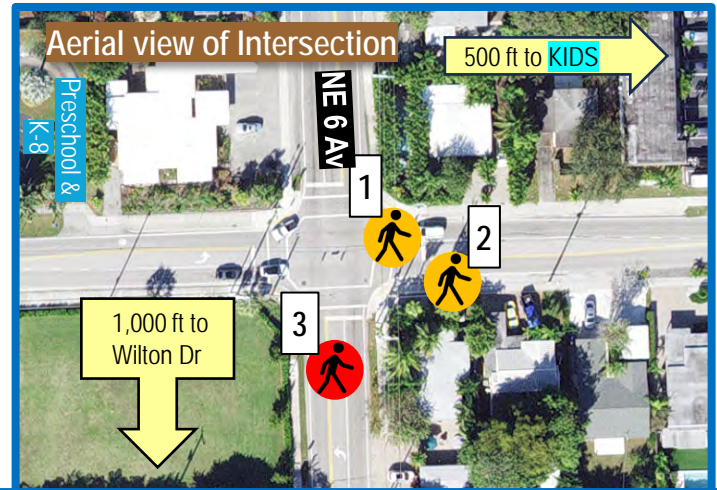


Bicyclists ride in bike lanes

Focus Location #2: @ NE 6 Av

Field Audit Observations:

- Sidewalks:**
 - Sidewalk widens to shared use path
 - Numerous sidewalk obstructions in widened sidewalk
- Crosswalks:**
 - Over all intersection legs
 - Standard markings, despite adjacency to 3 childcare facilities
- Bike Lanes:**
 - NE 26 St bike lane begins / ends within 100 ft of intersection /into widened sidewalk
 - No signage indicating if bicyclists should continue riding on roadway or should ride on sidewalk
 - Bicyclists observed riding on sidewalk and on roadway (no bike lane)
- Permissive only left-turn phases for all approaches
- Many pedestrians crossing N/S (Wilton Dr is 950 ft south of intersection)
- No Ped-Scale lights on NE 26 St
 - Pedestrian-scale lights on NE 6 Av
- K-12 Students:
 - Intersection is adjacent to 3 schools / childcare facilities
 - Observed young children crossing at intersection
 - Crosswalk does not have special emphasis pavement marking
 - WME School Speed Limit (15 MPH) 7:30 - 8:30 am & 2:30 - 3:30 pm begins / ends at west side of NE 6 Av



- Injury: 4/2019; 7 pm; Ped in east crosswalk; struck by WB car (ran red light)
- Injury: 5/2021; 12 pm; Ped in SE sidewalk hit by car after collision at NE 6 Av
- Serious Injury: 12/2021; 3 am; Ped crossing over NE 6 Av, just south of 26 St; struck by NB car

Family with young children cross in north crosswalk; several Daycare & K-5 are east & west of intersection



Pedestrians crossing south over intersection; ped-scale lights on NE 6 Av



Bike Lane and WME School Zone end west of intersection; SW sidewalk widens to shared use path; No signage telling bicyclists to ride on roadway or sidewalks; Numerous sidewalk obstructions

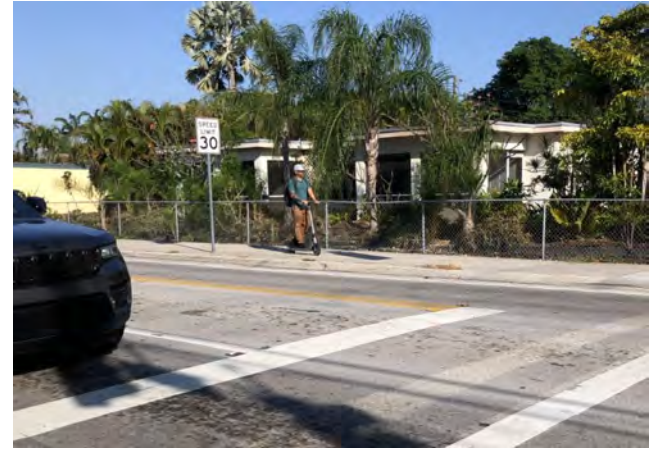


26	Crashes from 2018 to 2022, within 150 ft of intersection (all directions)	
7	Injury Crashes (24% of all crashes)	4 Injury Crashes as a result of through driver running a red light and striking vehicle traveling in other direction
		3 Injury Crashes involved Pedestrians

Bicyclist riding on NE 26 St (no bike lane at intersection)



E-scooter riding EB in NW sidewalk (against traffic)



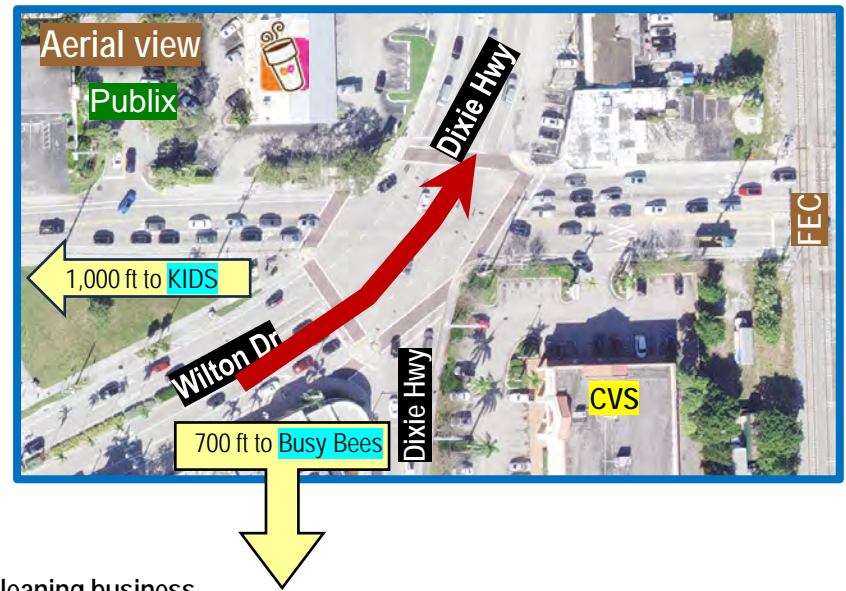
Bicyclist riding SB in western crosswalk



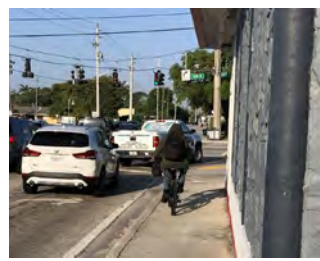
Focus Location #3: @ 5-Points

Field Audit Observations:

- Bike Lanes:**
 - Bike Lane ends at west side of 5-Points
 - Almost all bicyclists observed riding on sidewalk; including against traffic
 - EB to NB bicyclists cut-through Dunkin-Donuts or Publix parking lot to go NB on Dixie Hwy
- Crosswalks:**
 - All crosswalks have special treatment / stamped concrete
 - In SW corner, crosswalk includes raised porkchop median
- Sidewalks:**
 - Sidewalk obstructions (in NW and SE corners)
 - No sidewalk in eastern ROW north of intersection
 - Dry Clean building wall abuts sidewalk in NE corner
- Right-turn slip lane with raised porkchop island in for EB to SB RT from Wilton Dr to Dixie Hwy, Pedestrians observed walking dogs
- K-12 Students:**
 - Young children crossing at intersection (KIDS and Busy Bees daycare less than 1,000 ft from intersection)
 - Frequent crossing observed just west of 5-Points, to access Publix parking lot
 - Crossing observed east of 5-Points at CVS entrance



Dry cleaning business wall abuts NE sidewalk; riding on sidewalk



Numerous sidewalk obstructions; riding on sidewalk

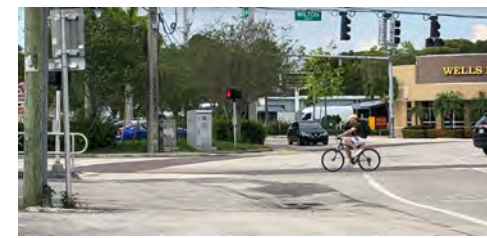
Crossing east of intersection, adjacent to CVS entrance



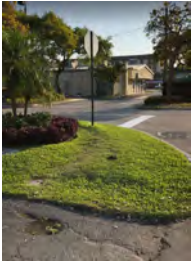
Many pedestrians walking dogs cross at intersection; Pedestrians waiting in porkchop island

68	Crashes from 2018 to 2022, within 150 ft of intersection (all directions)	
6	Injury Crashes including 1 Serious Injury (8% of all crashes)	2 Injury Crashes involved a BCT Bus (EB from Wilton Dr to NB Dixie Hwy)
		1 Injury Crash was from an EB to SB RT from NE 26 St to Dixie Hwy

Riding against traffic in north crosswalk



Riding in roadway (no bike lane)



Well worn path at entrance to Publix Parking Lot



Crossing west of intersection, heading to Publix parking lot entrance



Many pedestrians walking dogs cross at intersection

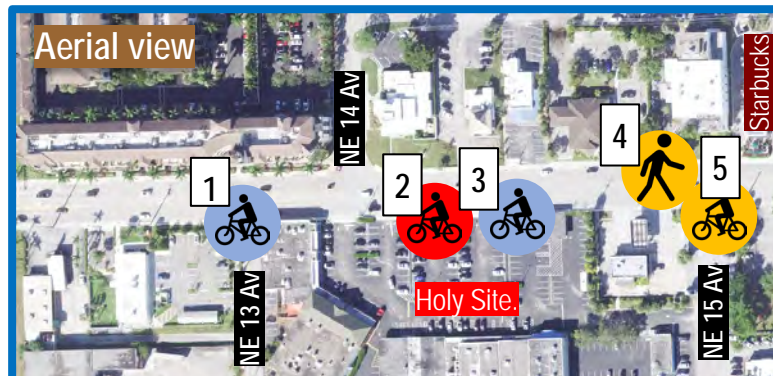


Young children crossing



WB to NB RT vehicles not yielding to pedestrians in crosswalk

Focus Location #4: @ NE 13 to 15 Av



1. No Injury: 8/2019; 1 pm; Bike riding in right shoulder hit by NB to WB LT leaving NE 13 Av
2. Serious Injury: 4/2019; 6:40 am; Bike darted out of Holy site parking lot; struck by EB car
3. No injury: 11/2021; 8 am; Bike rode WB in EB lane's shoulder; Hit by EB car
4. Injury: 5/2021; 1 pm; Ped crossing over 26 St in front of Valero; struck by EB car
5. Injury: 8/2020; 9 pm; Bicyclist rode WB in S sidewalk / crosswalk (against traffic); struck by EB to SB RT onto NE 15 Av

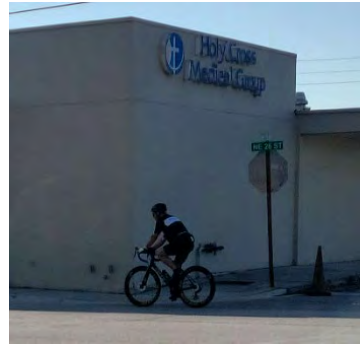
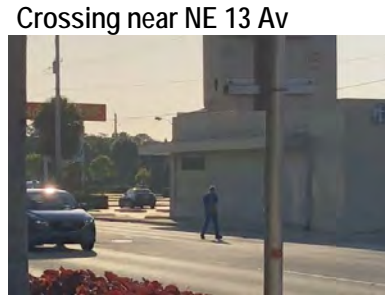
54	Crashes from 2018 to 2022, from FEC tracks to NE 15 Av	
7	Injury Crashes, including 1 Serious Injury (15% of all crashes)	1 Injury Crash with Pedestrian
		2 Injury Crashes involved Bicyclists
		3 Injury Crashes occurred at night

Field Audit Observations:

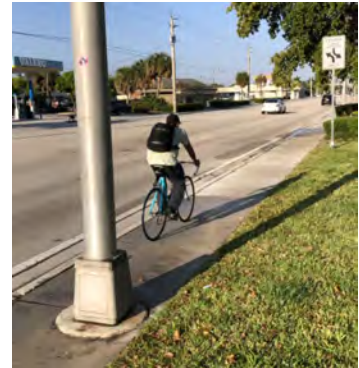
- Bike Lanes:**
 - No Bike Lanes
 - Bicyclists riding in road and on sidewalks
- Sidewalks**
 - Continuous 5-ft wide sidewalk
 - Many sidewalk obstructions (utility poles)
 - Holy Cross Medical Group Bldg wall directly abuts sidewalk east of NE 13 Av
 - Wilton Station has covered pedestrian walkway adjacent to public sidewalks
- Crosswalks**
 - No crosswalks in mid-block area
 - No crosswalks over any side streets
 - Center lane permits all turn movements
 - Frequent left turns to / from NE 26 St to / from gas stations, Starbucks, and NE 13 Av
 - A lot of ped's crossing roadway not at crosswalks observed in morning:
 - NE 13 Av (to Eucalyptus Gardens or Wilton Station)
 - To Starbucks
 - No Ped-Scale Lighting; Street lighting on north side of roadway

East view of roadway from NE 13 Av. No crosswalk over side streets and no center medians

Crossing over roadway, with dogs, near NE 13 Av



Bicyclist riding on sidewalk despite obstructions



Bicyclist riding on sidewalk adjacent to Wilton Station



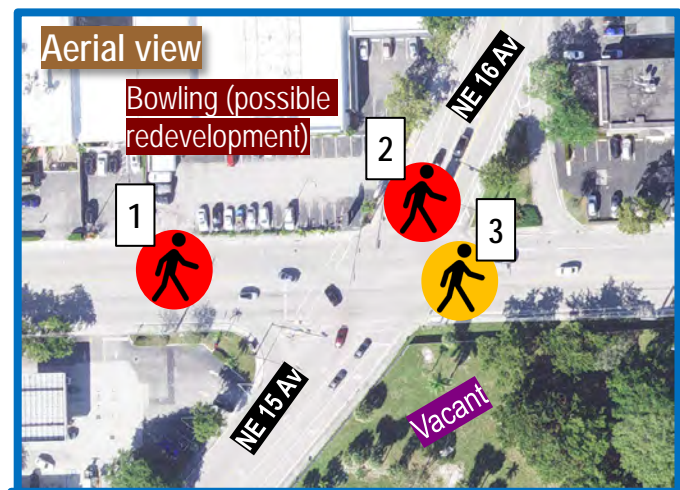
Bicyclist riding in roadway

Starbucks was a frequent destination for bicyclists & ped's

Focus Location #5: @ NE 15 / 16 Av

Field Audit Observations :

- Bike Lanes:**
 - No Bike Lanes
 - Bicyclists riding in road and on sidewalks
- Sidewalks**
 - Sidewalk obstructions
 - No sidewalk in eastern ROW north of intersection
 - Sidewalk in western ROW north of intersection is disjointed due to driveway access to Bowling Alley
- Crosswalks**
 - Crosswalks have standard / low emphasis markings
 - Southern and western crosswalks connect through porkchop island
 - BCT Buses make NB to EB LT or WB to SB LT
 - Observed Bus making WB to SB LT not yielding to pedestrians in crosswalks
 - Right-turn slip lane with raised porkchop islands in SW and NE corners
 - Island in NE corner is very elongated



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

17	Crashes from 2018 to 2022, within 150 ft of intersection (all directions)	
5	Injury Crashes including 1 Serious Injury (25% of all crashes)	3 Injury Crashes involved a Pedestrian (incl 2 Serious Injury)
		1 Injury Crash involved a BCT Bus (bus was travelling WB to SB LT)

Bicyclist riding on sidewalk against traffic, EB in north sidewalk



Trash receptacle in SW corner obstructs sidewalk



SB to WB RT vehicle not yielding to pedestrian in west crosswalk



Stop for pedestrians in crosswalk signage in SW corner RT slip lane

Bicyclist riding on south sidewalk



Overgrown landscaping in front of Bowling Alley obstructing sidewalk

WB to SB LT Bus not yielding to pedestrian in south crosswalk



Focus Location #5: @ East of NE 15 / 16 Av



1. Injury: 4/2018; 3pm; Bicyclist rode EB in N sidewalk (against traffic); struck by SB vehicle leaving 1701 parking lot

26	Crashes from 2018 to 2022	
7	Injury Crashes (27% of all crashes)	1 Injury Crashes involved a Pedestrian
		All Injury Crashes occurred between 1600 block and 1900 block (area with no center median)

- Field Audit Observations:**
- No Bike Lanes; Bicyclists riding in road and on sidewalks
 - No crosswalks over any side streets
 - No sidewalks on any side streets
 - Single family / Duplex residential properties located in eastern end of roadway.
 - Properties have back-out parking
 - Residential garbage obstructing sidewalk
 - BCT Bus stops have no amenities; signs only
 - Very high-speed traffic
 - Crossing roadway not at crosswalks observed in AM

No crosswalks over any side streets



Crossing roadway, in center lane



Residential garbage cans placed on sidewalk and back-out parking



Bicyclist riding in center lane



Bicyclist riding in right shoulder



E-Scooter riding on sidewalk against traffic (EB in north sidewalk)



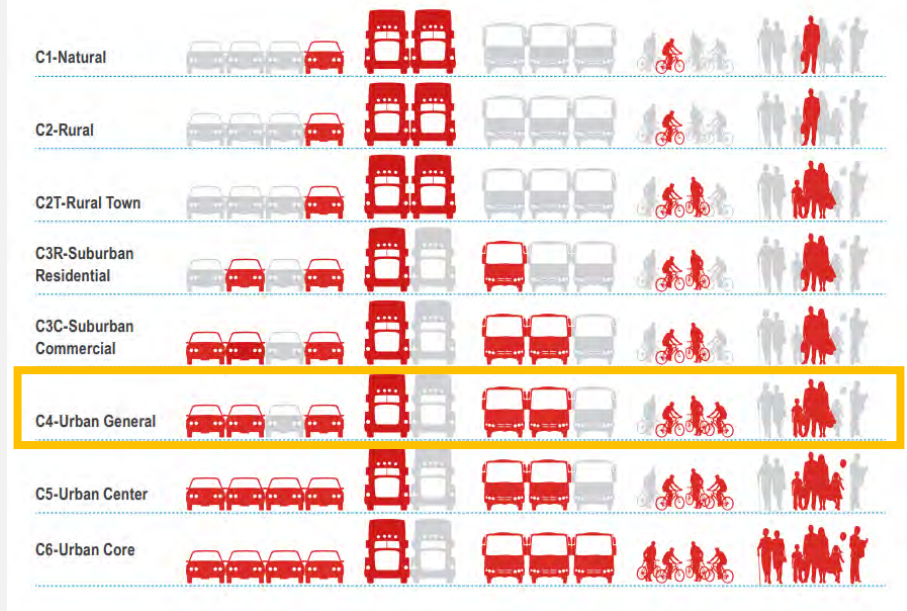
No center lane median until east of NE 19 Av

NE 26 St: Summary of Issues

- Speeding vehicles
- No bicycle facilities (5-Points east)
- Missing Sidewalks (Near WME)
- Narrow sidewalks, with obstructions
- Dark at night, especially for pedestrians
- Long block length to cross to other side of street (N/S crossings)
- Access Management issues (turning opportunities, conflict points, prohibited turn movements)
- BCT Stops are missing pedestrian amenities and are not ADA compliant
- Unmarked crosswalks
- Long crossing distance at crosswalks
- Pedestrian / Vehicle conflicts at crosswalks
- Pedestrian / Vehicle conflicts at slip lanes
- Insufficient crossing time for E/W & N/S crosswalks
- No wayfinding signage

FDOT Context Classification Guide

FIGURE 15 EXPECTED USER TYPES IN DIFFERENT CONTEXT CLASSIFICATIONS



Major Concerns:

- ✓ Multimodal improvements in anticipation of future redevelopment
- ✓ Address existing Crash Trends
- ✓ Prepare for additional cut-through traffic
- ✓ Additional N/S crossing opportunities

NE 6 Av: Briefly....



BMPO 2022 Ped Counts for NE 6 Av at Wilton Dr

Site 37 = NE 6 Av at Wilton Dr

Exhibit 21. Pedestrian Count Comparison

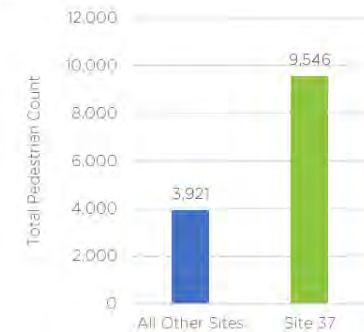


Exhibit 22. Percentage of Site 37 Pedestrian Count During Daylight Hours



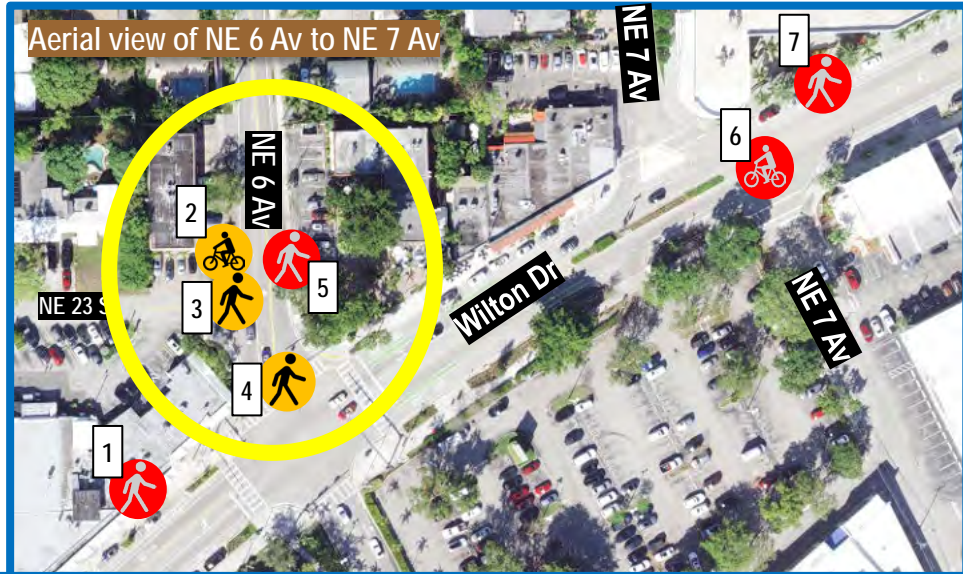
Exhibit 23. Site 37 Percent of Total Pedestrian Count Volume by Hour



Major Issues:

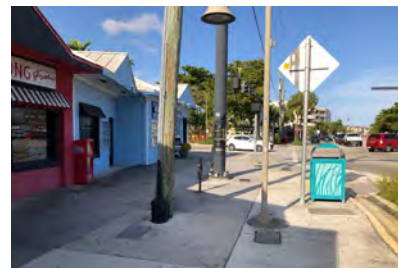
- ✓ Create seamless NE 24 St Bike / Ped Route
- ✓ Improve pedestrian safety ✓ Reduce Ped / vehicle conflicts

@ NE 6 Av



1. Serious Injury: 2/2022: 3 am: Ped crossing over Wilton Dr south of NE 6 Av
2. Injury: 11/2018: 7:30 pm: Bike riding in NE 6 Av west crosswalk over NE 23 St; Hit by EB car
3. Injury: 5/2021: 11:45 pm: Ped in NE 6 Av west crosswalk over NE 23 St; Hit by EB car
4. Injury: 11/2020: 11pm: Ped in north crosswalk over NE 6 Av: Hit by SB to WB RT car
5. Serious Injury: 2/2018: 10:45 pm: Ped walking in NE 6 Av east sidewalk, walked into roadway to avoid puddle; Hit by NB car

Obstructions in SE corner @ Wilton Dr



Bicyclist on sidewalk in NE corner @ Wilton Dr



No crosswalk over side streets, including NE 24 St



East sidewalk is at grade; ponding on sidewalk



Crossing adjacent to NE 23 St



PM traffic headed SB to Wilton Dr; residential garbage cans placed on sidewalk



@ Wilton Dr; SB to WB RT vehicles stopped in crosswalk



County Projects / Planned Improvements

Andrews Av:

- **Project 2164: Andrews Av & NE 26 St Intersection Improvements**
 - Design is complete; Const. Nov 2023
 - New crosswalk over Andrews Av @ northern leg; Convert span wire to mast arm; New raised median to prohibit NB to WB LT
- **Andrews Av Corridor Project: Complete Streets**
 - Design is Nov. 2023 – 2025

Primary Scope of Work	Location/Limits	Description
Bike Lanes/Complete Street Features	Andrews Avenue from Sunrise Boulevard to Oakland Park Boulevard	Install Bike Lanes/Complete Street Features, signing and pavement marking through road resurfacing or widening to connect existing facilities
Add southbound right turn lane	Sunrise Boulevard intersection at Andrews Avenue	Widening southbound roadway to add new right turn lane.
New mast arms and new signal equipment at the intersections.	Andrews Avenue at NW 13 th Street and NW 16 th Street	Convert traffic signal supports from span-wire to mast-arm support. Conversion may include mast-arm foundations, poles and arms, updated signals and equipment, ADA upgrades.
Drainage Improvements	Intersection of Andrews Avenue and Oakland Park Boulevard and NW 13 th Street.	Evaluate existing drainage system and, if necessary, replace/rehabilitate aging drainage piping and structures and regrade swale or pavement areas to address flooding complaints.

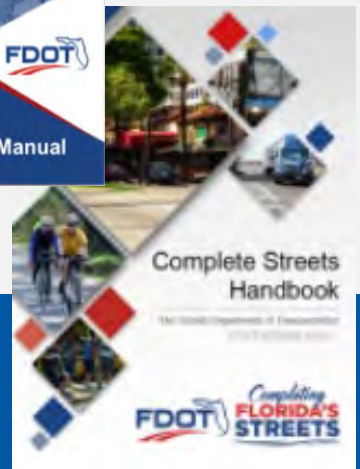
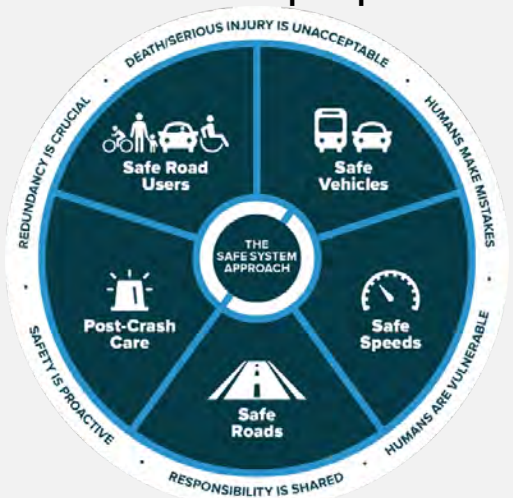
- **PREMO (Intersection at OP Blvd)**

NE 26 St

- **MAP Broward NE 26 Street Roadway Improvements**
 - East of 5-Points to eastern City boundary
 - Design is complete
 - Widened sidewalks to 7 ft
 - Lane reduction: one 11 ft lane, one 10 ft lane
 - Center lane raised median with mid-block crosswalk (and special emphasis pavement markings) at east end of NE 14 Av
 - Center lane raised medians: adjacent to east end of Holy site; east end of Independence Hall parking lot; west end of NE 18 Av; and east end of NE 18 Av.

Next Steps

- ✓ Safe System Approach
- ✓ Following County and FDOT manuals and procedures
- ✓ Seeking feedback on methodology expectations/requirements and key staff for coordination purposes



6/16/2020 Broward County, FL Code of Ordinances

Design Code	ADDITIONAL	ADDITIONAL	ADDITIONAL	ADDITIONAL	ADDITIONAL	ADDITIONAL	ADDITIONAL	ADDITIONAL	ADDITIONAL	ADDITIONAL
Generalized Vehicle (GV)	1400B—PKR3	1400A—PKR3	1400B—PKR3	1400B—PKR3	1400B—PKR3	1400B—PKR3	1400B—PKR3	1400B—PKR3	1400B—PKR3	1400B—PKR3
Vehicle Access	Section 5-1506(1)(f)	Section 5-1506(1)(f)	Section 5-1506(1)(f)	Section 5-1506(1)(f)	Section 5-1506(1)(f)	Section 5-1506(1)(f)	Section 5-1506(1)(f)	Section 5-1506(1)(f)	Section 5-1506(1)(f)	Section 5-1506(1)(f)
Control Speed (C)	25.00 mph	25.00 mph	30.00 mph	30.00 mph	30.00 mph	25.00 mph	25.00 mph	25.00 mph	25.00 mph	25.00 mph
Signal Street Design	Section 5-1506(3)	Section 5-1506(3)	Section 5-1506(3)	Section 5-1506(3)	Section 5-1506(3)	Section 5-1506(3)	Section 5-1506(3)	Section 5-1506(3)	Section 5-1506(3)	Section 5-1506(3)
Minimum Post-Crash Care	10A	10A	10A	10A	10A	10A	10A	10A	10A	10A
Post-Crash Care	10A	10A	10A	10A	10A	10A	10A	10A	10A	10A
Design Street	Street Type	Street Type	Street Type	Street Type	Street Type	Street Type	Street Type	Street Type	Street Type	Street Type
Design Boring	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Median Width (ft/ft) (M)	11.0 ft/6.0 ft (min)	11.0 ft/6.0 ft (min)	11.0 ft/6.0 ft (min)	11.0 ft/6.0 ft (min)	11.0 ft/6.0 ft (min)	11.0 ft/6.0 ft (min)	11.0 ft/6.0 ft (min)	11.0 ft/6.0 ft (min)	11.0 ft/6.0 ft (min)	11.0 ft/6.0 ft (min)
Design Width (ft)	18 ft or above	18 ft or above	18 ft or above	18 ft or above	18 ft or above	18 ft or above	18 ft or above	18 ft or above	18 ft or above	18 ft or above
L&T Type Lane (L)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Signal	As warranted	As warranted	As warranted	As warranted	As warranted	As warranted	As warranted	As warranted	As warranted	As warranted
See approved Pedestrian Crossing (S)	As warranted and at Midblock (See Post-Crash Care treatment approved by County)	As warranted and at Midblock (See Post-Crash Care treatment approved by County)	As warranted only	As warranted only	As warranted only	As warranted and at Midblock (See Post-Crash Care treatment approved by County)	As warranted and at Midblock (See Post-Crash Care treatment approved by County)	As warranted and at Midblock (See Post-Crash Care treatment approved by County)	As warranted and at Midblock (See Post-Crash Care treatment approved by County)	As warranted and at Midblock (See Post-Crash Care treatment approved by County)
Exclusive right turn lane at intersection	No	No	No	No	No	No	No	No	No	No
Minimum Lane Width (ft) (W)	Minimum 10.0 ft/6.0 ft (min)	Minimum 10.0 ft/6.0 ft (min)	Minimum 10.0 ft/6.0 ft (min)	Minimum 10.0 ft/6.0 ft (min)	Minimum 10.0 ft/6.0 ft (min)	Minimum 10.0 ft/6.0 ft (min)	Minimum 10.0 ft/6.0 ft (min)	Minimum 10.0 ft/6.0 ft (min)	Minimum 10.0 ft/6.0 ft (min)	Minimum 10.0 ft/6.0 ft (min)
Lighting (M)	T-20	T-20	T-20	T-20	T-20	T-20	T-20	T-20	T-20	T-20
Design Vehicle	Passenger Car	Passenger Car	Passenger Car	Passenger Car	Passenger Car	Passenger Car	Passenger Car	Passenger Car	Passenger Car	Passenger Car
Shoulder (S)	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Design Speed (C)	Yes (15)	Yes (15)	Yes (15)	Yes (15)	Yes (15)	Yes (15)	Yes (15)	Yes (15)	Yes (15)	Yes (15)