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

Transportation Master Plan

Proposed Solutions / FDOT Roadways

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

Broward MPO Metropolitan Planning Organization

October 12, 2023 | Meeting with FDOT

BrowardMPO.org

Agenda

1. Project Schedule / Current Status

Existing Conditions & Key Issues (recap) + Proposed Solutions:

2. Powerline Rd
3. Dixie Hwy
4. Wilton Dr

5. Next Steps

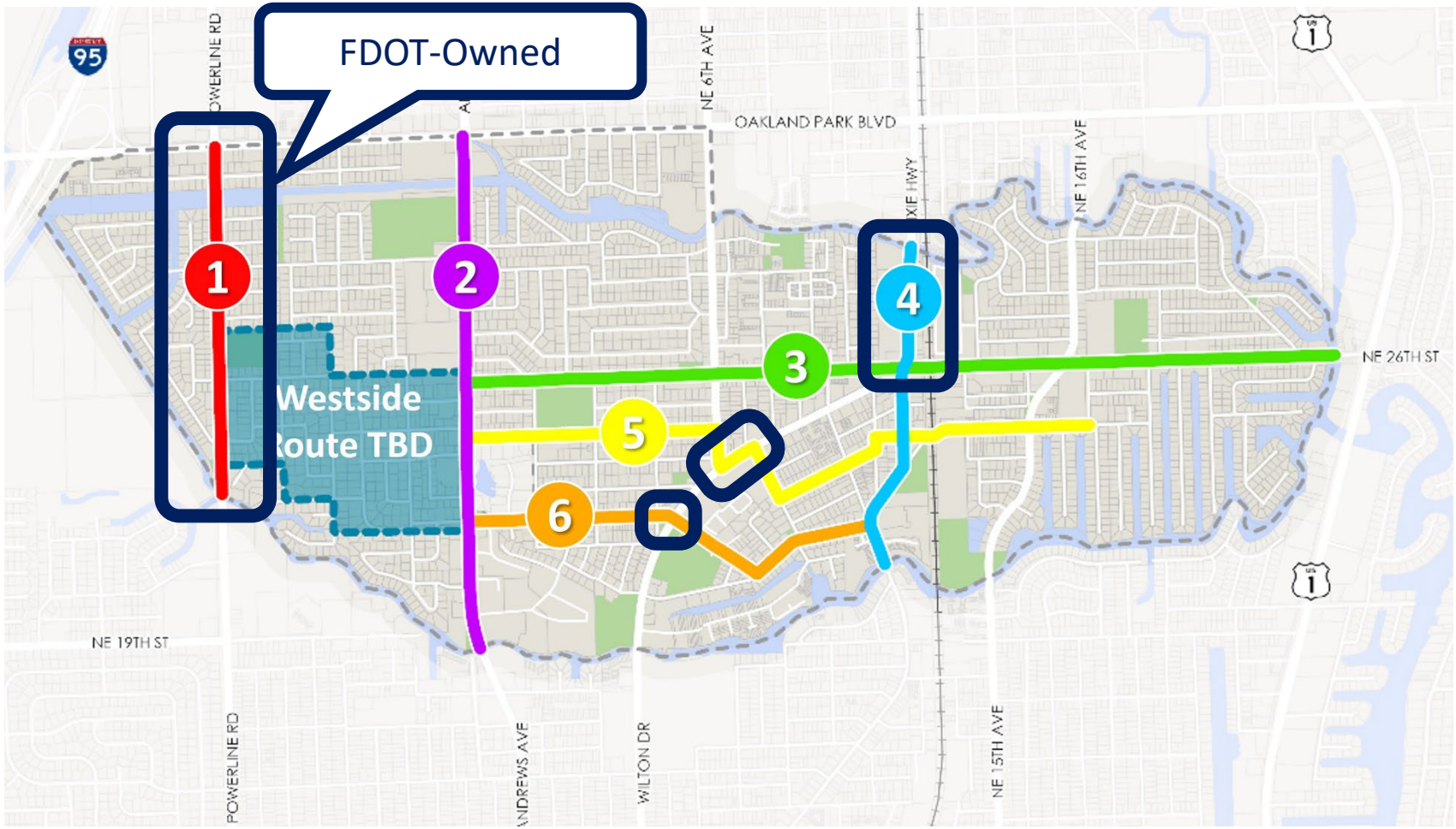
Meeting Goals:

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

Not Final Recommendations / For Discussion Purposes Only

Plan Study Area

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



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

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

Meeting with FDOT (7/24): Present Existing Conditions & Issues for WM TMP

Meeting with FDOT (8/31): Collaboration discussion with BMPO on developing local plans

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

Here!

October
Stakeholder Meetings

November
City Commission Meeting

December
Recommendations
Staff Working Group Mtg #6

2024

January
Community Meetings
Stakeholder Meetings

February
Community Meetings

March
- Finalize Recommendations
- Prepare Cost Estimates
- Prepare Plan Report

April
Draft Plan Report submitted to City

Not Final Recommendations / For Discussion Purposes Only

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

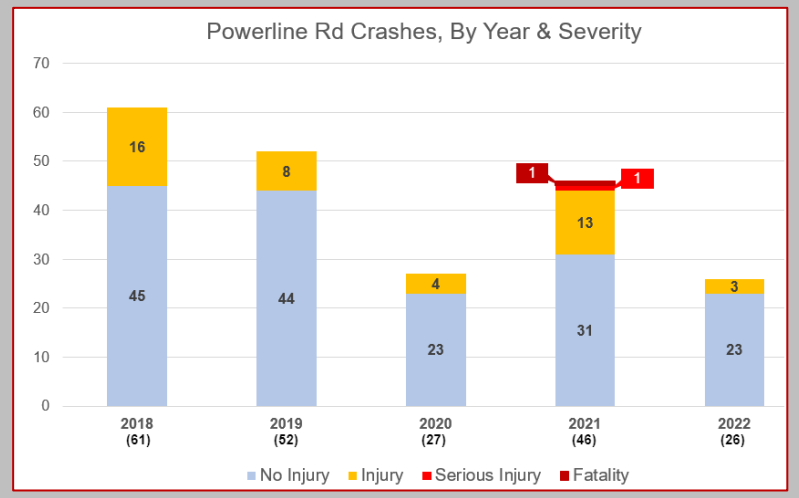
Not Final Recommendations / For Discussion Purposes Only

- ✓ 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**

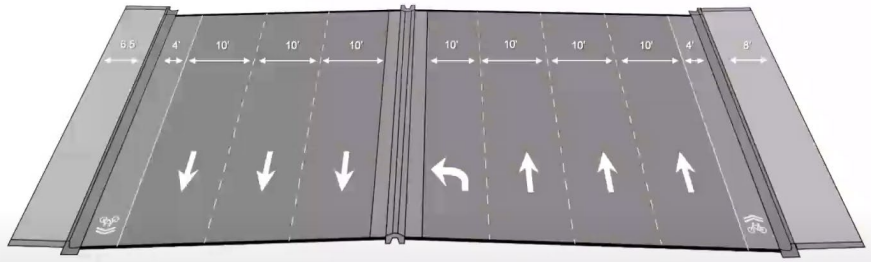
Powerline Rd

- Biking LTS = 4
- Ped LTS = 4

212 Total Crashes (2018 to 2022) *excluding OP Blvd*
● 46% of Injury Crashes caused by Rear End collisions ● 3 Bike crashes (all Injury) ● 1 Ped crash (fatality) ● All Ped & Bike crash occurred during daytime ● 29% of crashes at NW 29 St resulted in Injuries

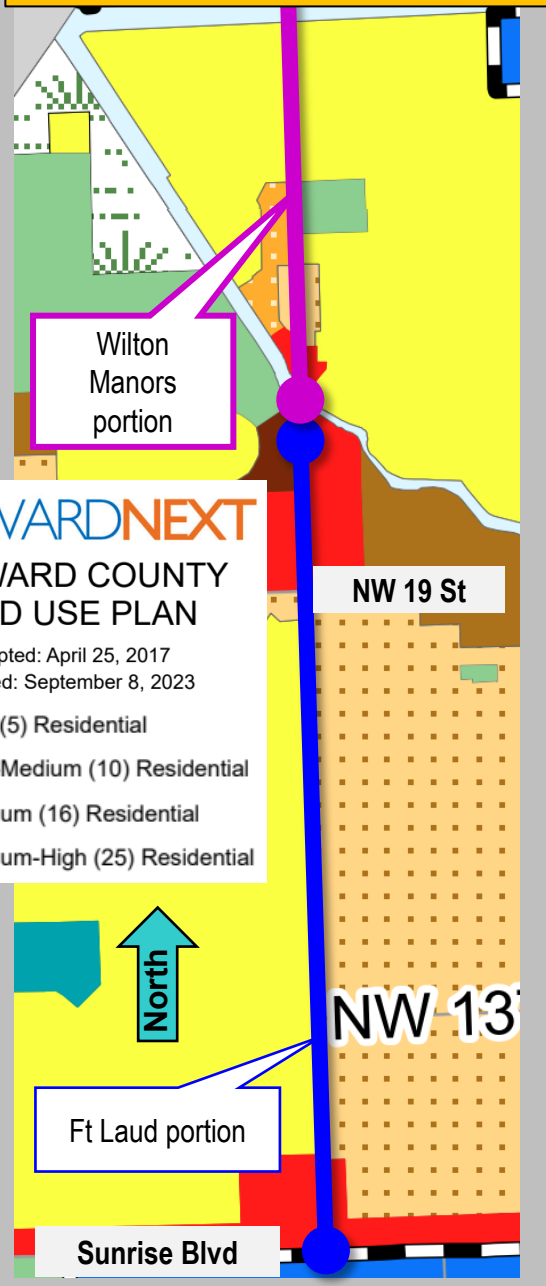


Recent Improvements (North of NW 29 St)



Powerline Road from W Oakland Park Boulevard to NW 29th Street

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



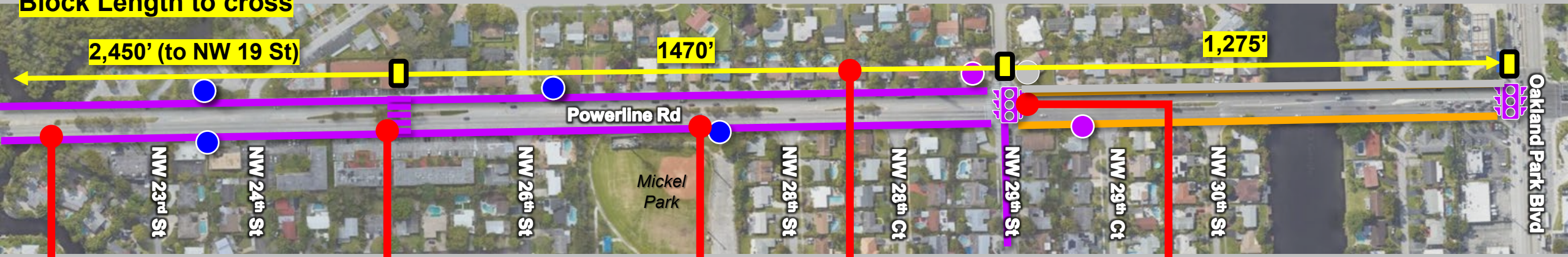
Powerline Rd

Summary of Key Findings

Buffered Bike Lane
Bike Lane
Mid-Block Crossing (RRFB)
Signal
Not within 250' of Signalized Crossing

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

Block Length to cross



Existing buffered bike lanes are too wide (12') & drivers drive / park in them

Fatal crash: driver killed two children on sidewalk passing a bus

No crossing at pedestrian only entrance to Mickel Park

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

Signal timing is too short to allow a person walking at an average speed (3.5 ft / sec) to fully cross Powerline Road and left turns are not protected

Other General Issues

Drivers observed speeding

Limited lighting at night

Buses stop in bike lane

Bus stops missing amenities

Driveways & back out parking onto Powerline Rd creates conflict points (generally on the west side)

Bike facilities are not comfortable for all ages and abilities

Powerline Rd

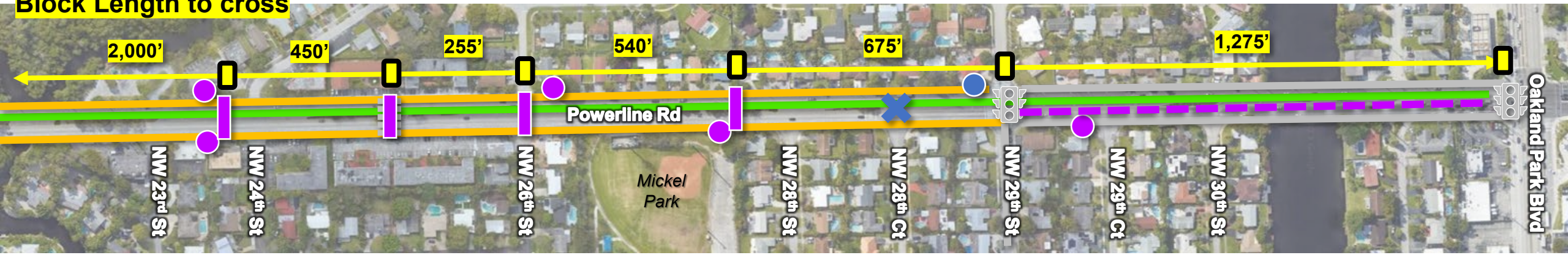
Summary of Potential Corridor Treatments

- **Redesigning Road for 30 MPH to Better Match Context**

Existing/Committed
Bike Lane
Signal
Bus Stop

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

Block Length to cross



Redesign Road to Lower Speed to 30 MPH
- Realigns road to context
- Addresses speed & crashes

New Raised Crossing with RRFB (Evaluate for PHB / Signal)*
- Access to bus stops, Mickel Park, & across Powerline Rd
- Encourages crossing at designated locations

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

Convert to Raised Bike Lane or Shared Use Path
- Deters parking in bike lane
- Slows traffic
- Improves comfort

Near term: protected bike lanes on east side, bollards at intersections on west side.

Evaluate Lane Repurposing
- Allows for protected bike lanes and bus islands

Close Median Access
- Limits turning conflicts
- NW 28th Ct becomes right in / right out

Evaluate Relocating Stop
- Far side stops preferred for bus operations

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

Corridor Wide Strategies

Paint Conflict Markings at Intersections & Driveways
- Limits turning conflicts
- Alerts drivers and bicyclists to potential for conflict

Evaluate Lighting at Crossings
- Address nighttime crashes

Narrow Side Street Curb Radii
- Slows drivers
- Limits turning conflicts

Construct Turning Wedges at Unsignalized Left Turns
- Slows drivers
- Limits turning conflicts

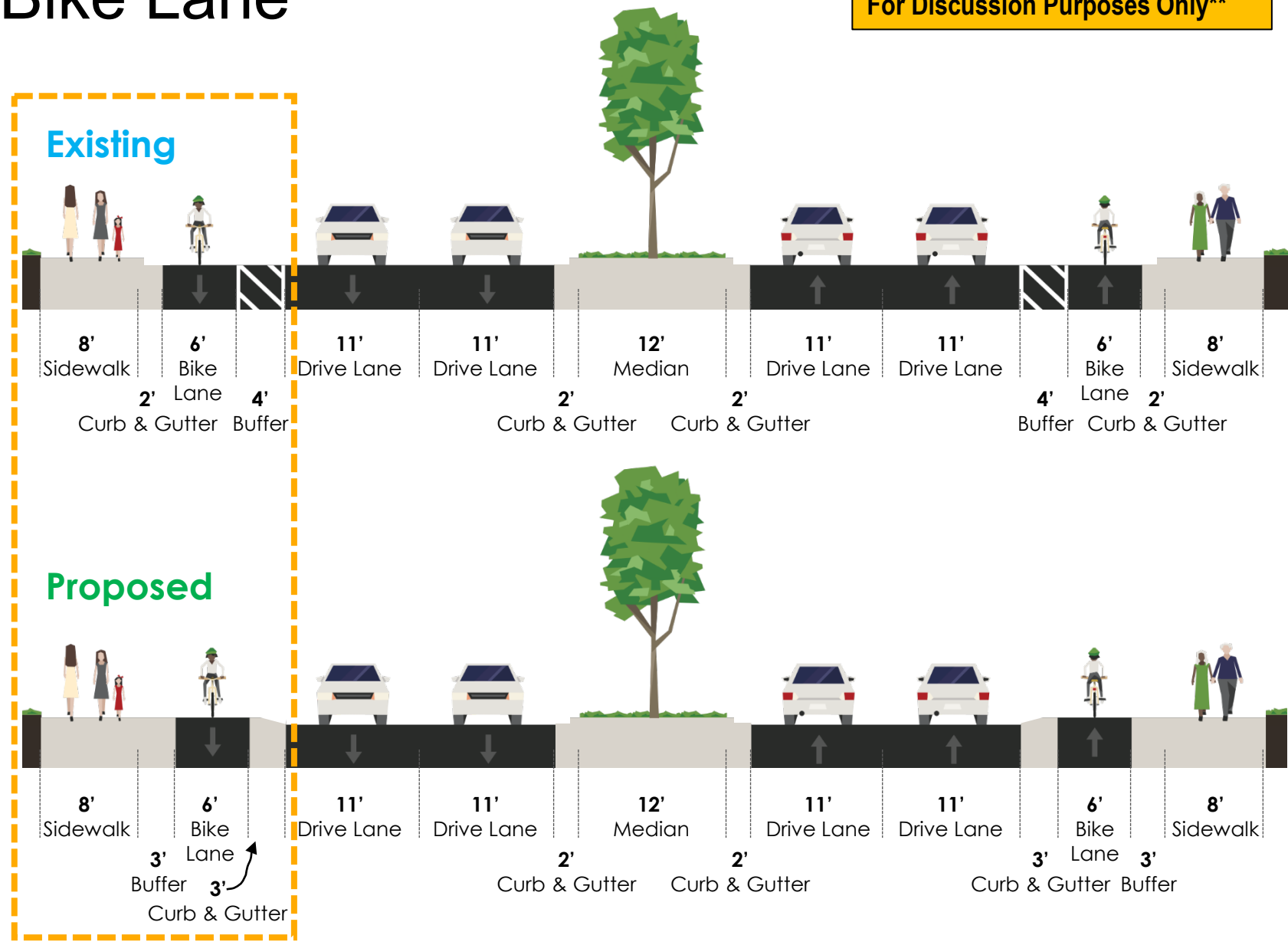
*FDM allows raised crosswalks at 30 MPH or lower design speed. Roadway redesign would support existing and future residential land use context.

Powerline Rd: Raised Bike Lane

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

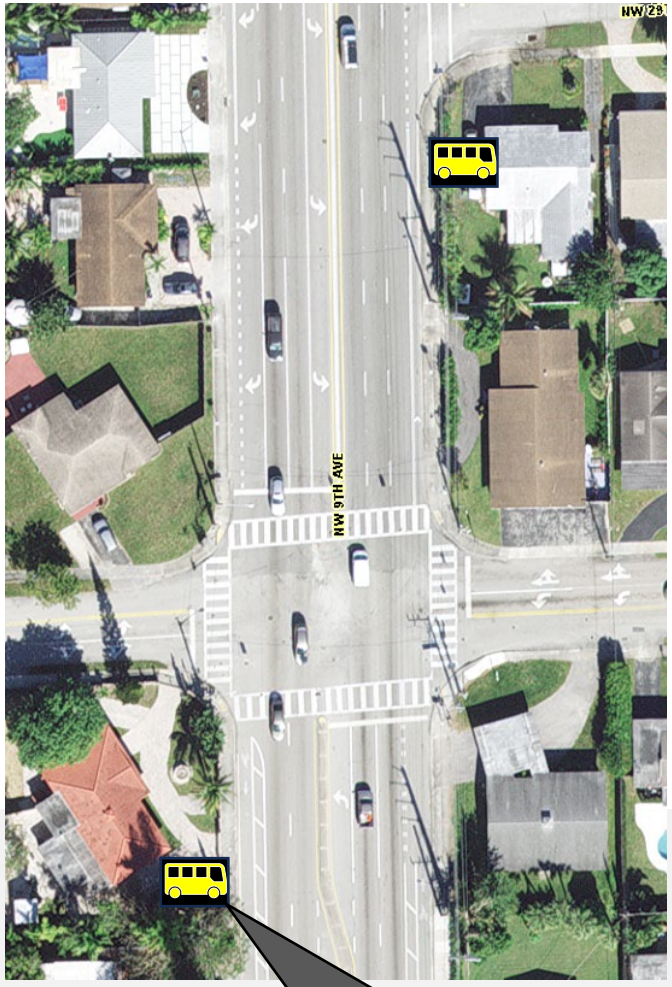
Recommendations

- **Redesign Powerline Road to reduce vehicle speeds to 30 MPH.**
- Better match low-density residential context from New River to Oakland Park Blvd.
- Sample treatments: raised crossings, narrowed roadways with vertical elements, defined space for nonmotorized users.



Powerline Rd @ NW 29 St

Not Final Recommendations / For Discussion Purposes Only



Addressing Traffic Speed

- Evaluate lane repurposing
- Implement protected left turn signal phase
- ➢ **Consider removing SB right turn lane**
- ➢ **Add hardened centerlines on Powerline Rd**

Biking Improvements

- Add green conflict paint in bike lanes at intersections and driveways
- ➢ **Construct protected intersection or install bend outs and bike boxes**

Supporting Transit Riders

- Consider relocating stops (to allow for bus bulbs)
- ➢ **Construct bus bulbs** *(shared bus stop option or conflict striping at bus stop options for constrained areas)*

Walking Improvements

- Restripe crosswalks
- Lengthen signal for pedestrian crossing
- Add leading pedestrian intervals
- Upgrade to directional curb ramps
- ➢ **Construct median refuge islands (as space permits)**

Bus Bulb with Bike Lane

Shared Bus Stop

Protected Intersection

Bend Out

Powerline Rd @ NW 28 Ct

Not Final Recommendations / For Discussion Purposes Only

Close median opening at NW 28 Ct to prohibit LT in / Out

NW 28 Ct converted to Right In / Right Out only

Residents living on NW 28 Ct would be able to make LT in and out of NW 28 St

- NW 28 Ct in close proximity to NW 29 St signalized intersection (~225 ft)
- Reduce potential conflicts with NB drivers from uncontrolled left turns
- Benefit for NB Ped / Bike activity (NB / Right turn drivers will focus more on NB activity – including NB ped & bike activity)

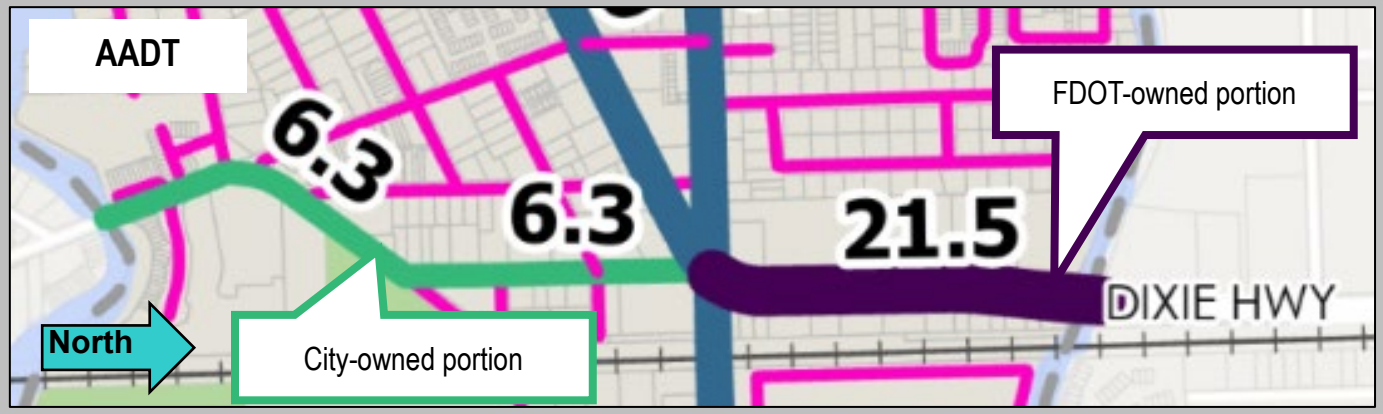
Next LT (both in / out) is 275 ft south (@ NW 28 St)

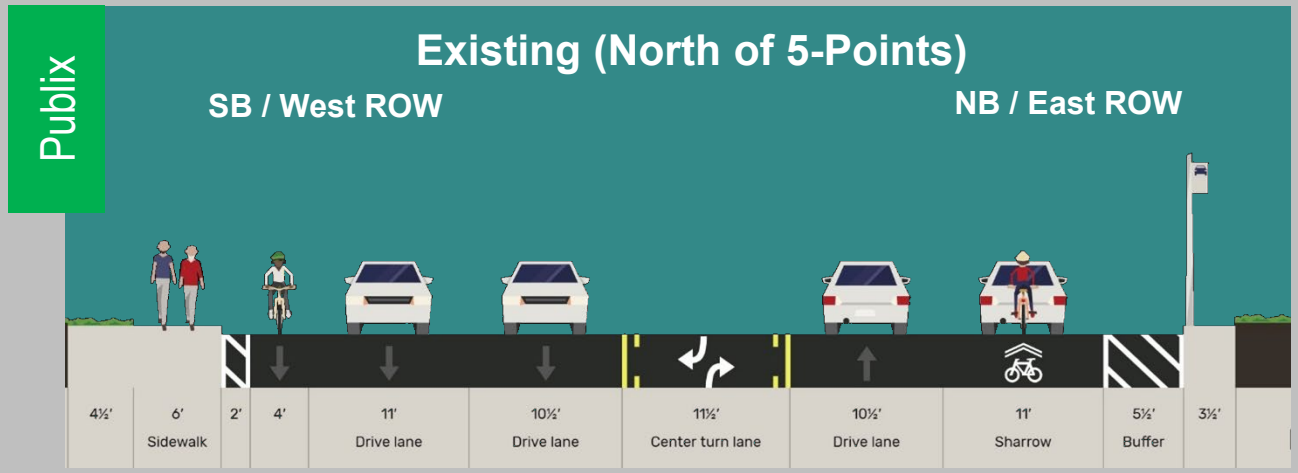
Dixie Hwy

- Biking LTS = 3
- Ped LTS = 3

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

134 Total Crashes (2018 to 2022) *including City-owned roadway*
● 4 Serious Injury (3 Ped's) ● 20% of crashes involved pedestrians ● 1 ped (Serious Injury) & 1 Bike (Injury) crash occurred at entrance to Dunkin Donuts parking lot ● Lower than average nighttime crashes





Dixie Hwy Summary of Key Findings

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

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

Raised In
Bike Lane

Block Length to cross

RRFBs only have beacons on one side of road

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

Bike facilities LTS 4 (north of 5 Points)

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

Other General Issues

- Senior housing suggests need to meet the needs of slower pedestrians
- Driveways & back out parking onto Dixie Hwy creates conflict points
- Missing sidewalk
- Undefined roadway space
- Bus stops missing amenities
- Buses stop in bike lane *(SB / West ROW)*
- 3 serious injury crashes involving people walking south of 5 Points
- No center median / undefined turn locations
- Drivers observed speeding (especially on curves)
- Limited lighting at night

Dixie Hwy *North of 5 Points*

Existing/Committed
Bike Lane
Signal
Bus Stop

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

Summary of Potential Corridor Treatments

- **Adding Medians and Lane Definition to Improve User Experience**

Add Lane Definition
- Slow traffic & increase driver alertness
- Utilize profiled thermoplastic to define space

Construct Median + Convert to Right in / Right Out
- Slow traffic
- Direct crossings to desired locations

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

Increase Pedestrian Phase
- Allow enough time for average and slower users to cross Dixie Hwy

Corridor Wide Strategies

Underground Utilities
- Limits sidewalk obstructions

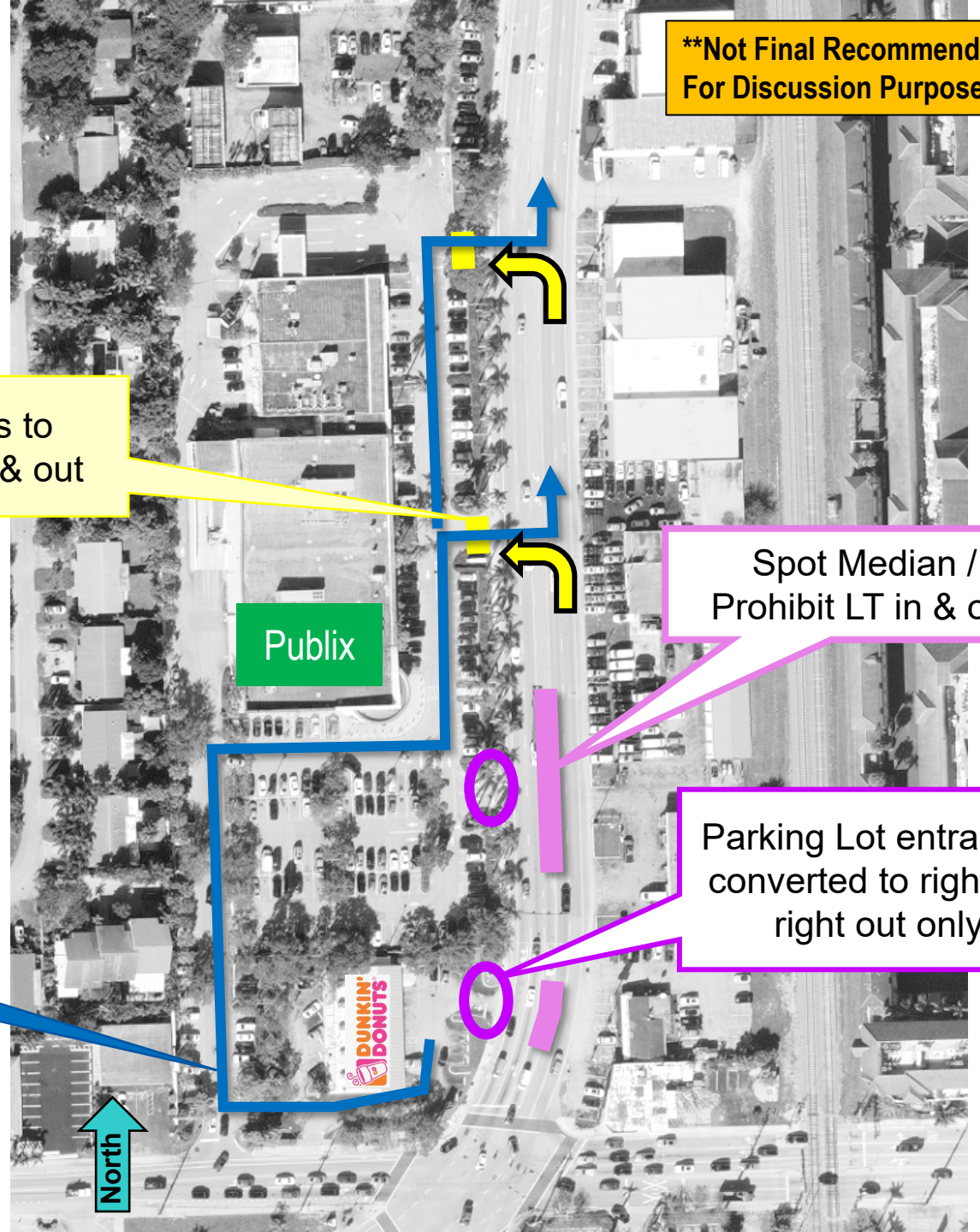
Evaluate Lighting
- Address nighttime crashes & visibility

Add Wayfinding
- Direct pedestrians to use sidewalk on east side

Long Term Strategies

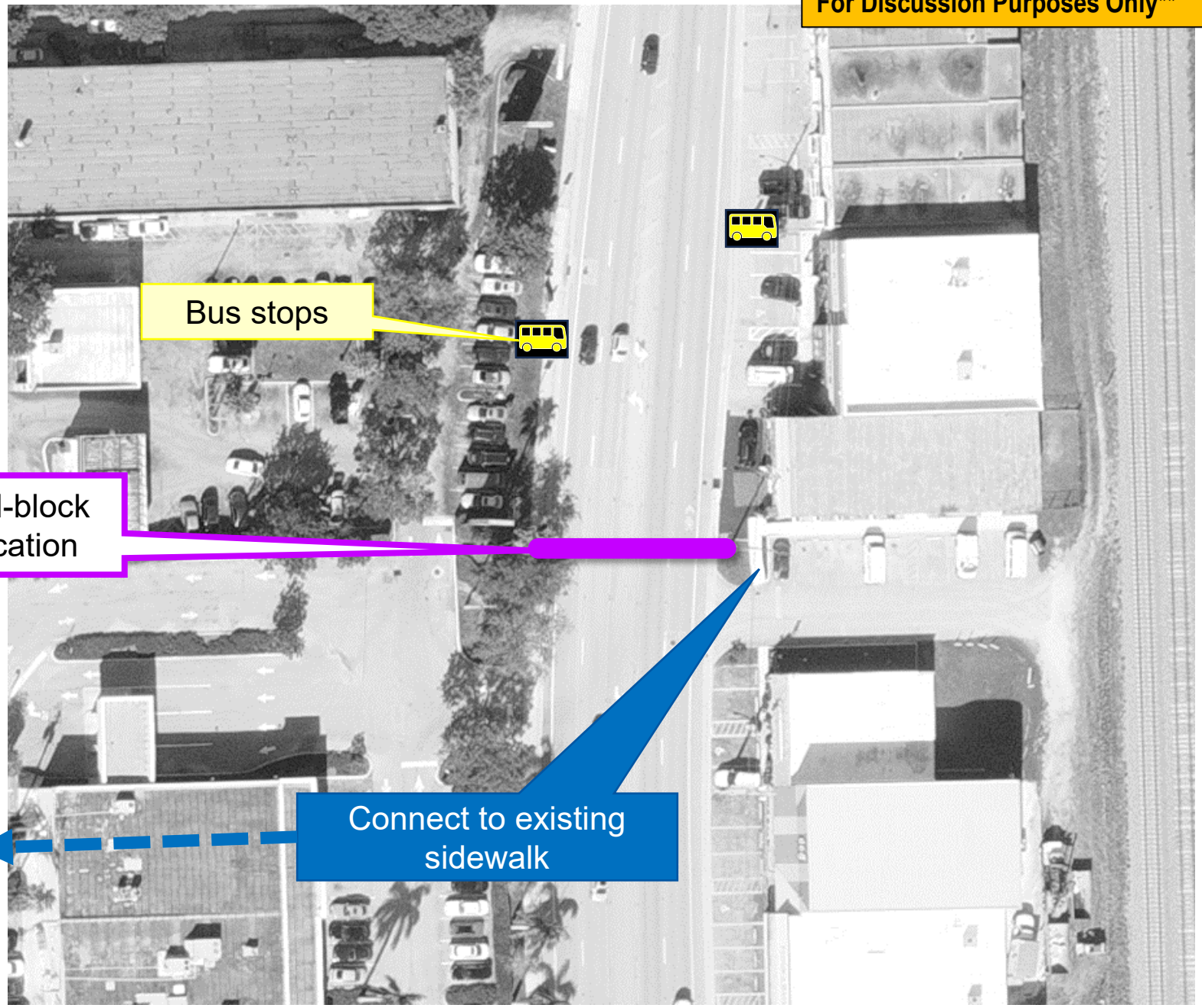
As Redevelopment Occurs…
- Require developers to provide parking on site with designated driveway access
- Construct sidewalk on east side
- Construct sidewalk level separated bike lanes with conflict markings
- Construct new marked crossings with PHBs at additional locations south of the bridge and at main entrance to Publix Shopping center
- Construct Bus Islands
- Redesign road to 30 MPH design speed and add raised crosswalks

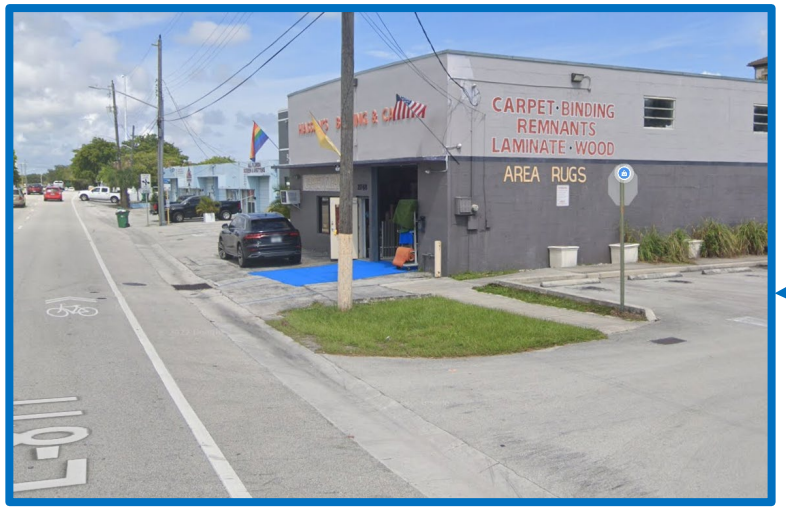
Dixie Hwy @ Spot Medians at Publix & Dunkin Donuts parking lots



Dixie Hwy @ Proposed Mid-block crosswalk

Not Final Recommendations / For Discussion Purposes Only



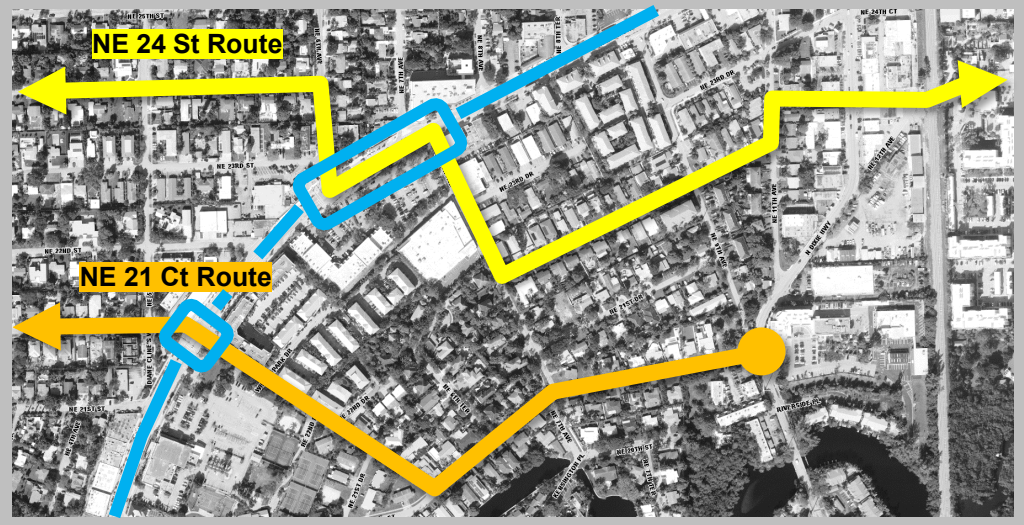


Wilton Dr: NE 6 Av to NE 7 Av & NE 21 Ct

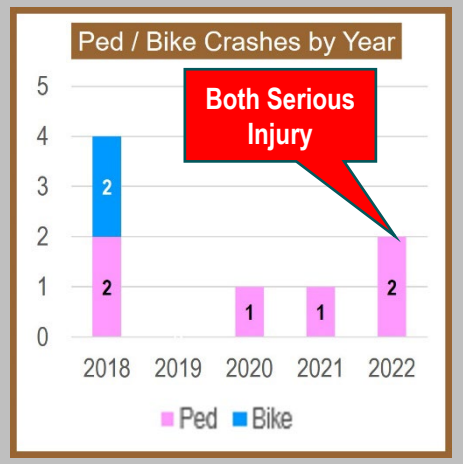
- Biking LTS = 1
- Ped LTS = 2

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

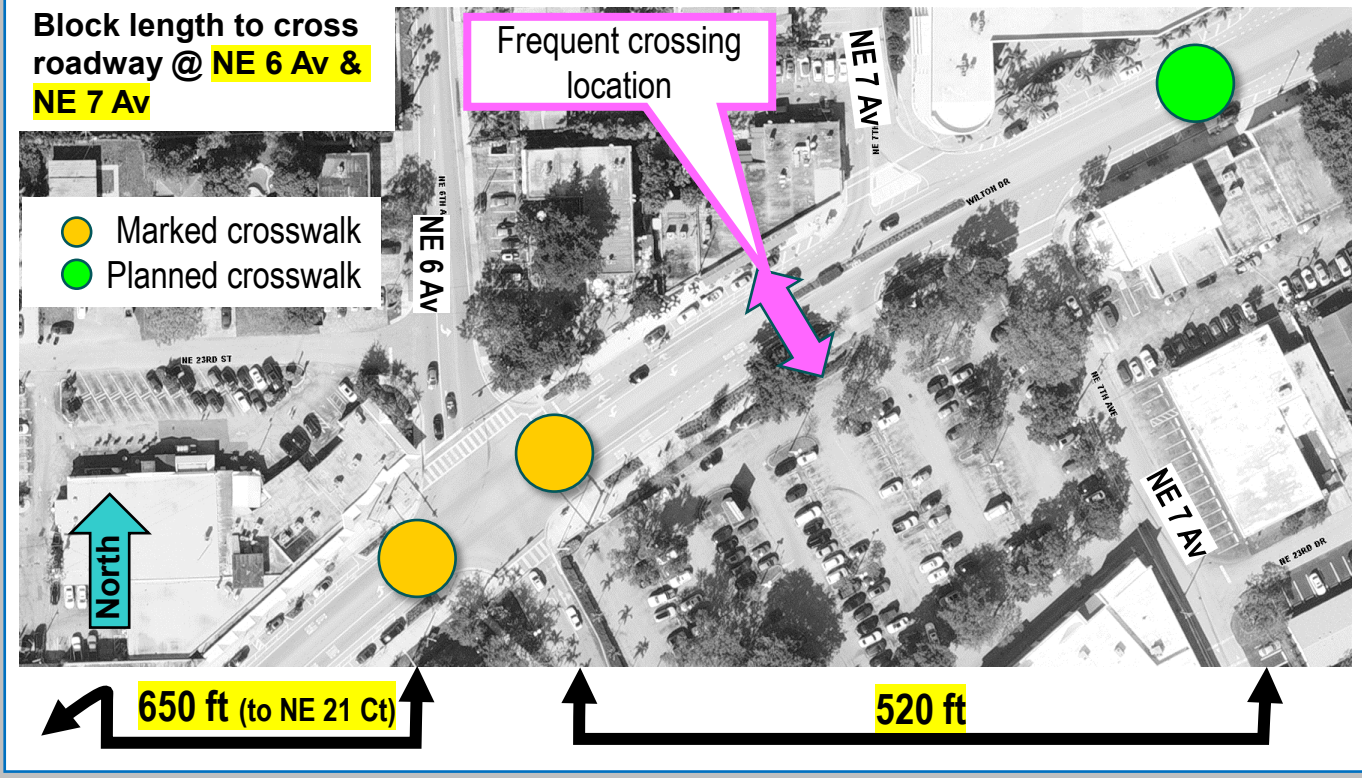
Wilton Dr connects two east-west citywide routes



2018 to 2022: 77 Total Crashes



Block length to cross roadway @ NE 6 Av & NE 7 Av



Wilton Dr @ NE 6 Av

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

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

Addressing Left Turns

- Utilize hardened centerline to guide left turning drivers

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**

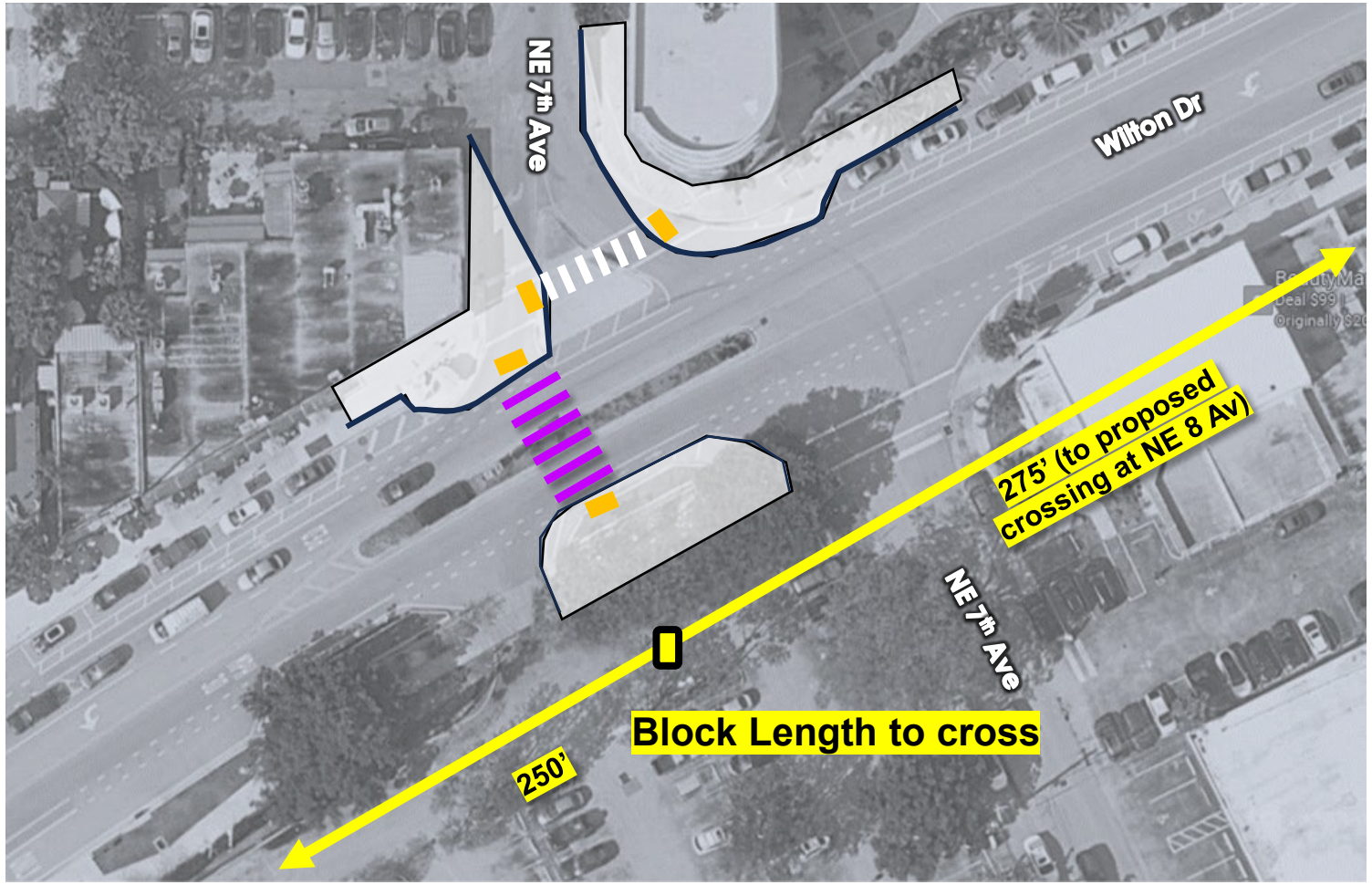
Biking Improvements

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

Wilton Dr @ NE 7 Av

- Calm Right turns
- Reduce Crossing Distance

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



Addressing Right Turns

- **Realign northern leg of NE 7th Ave intersection to a T intersection**
- **Remove porkchop and high speed Right turn lanes**

Walking Improvements

- Consider raised crosswalk along northern leg of intersection
- Evaluate pedestrian lighting
- **New raised crosswalk to line south of NE 7th Av (or move proposed crosswalk to pedestrian desire line south of NE 7th Av)**
- **Convert proposed crosswalk with RRFB and median refuge to raised crosswalk with RRFB and median refuge**

Wilton Dr @ NE 21 Ct

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

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

Addressing Left Turns

- Utilize hardened centerline to guide left turning drivers

Addressing Right Turns

- ➢ **Install curb extension and reduce curb radius on NW corner to slow drivers and reduce pedestrian crossing distance**
- ➢ **Realign NE 21st Ct approach to a right angle**

Walking Improvements

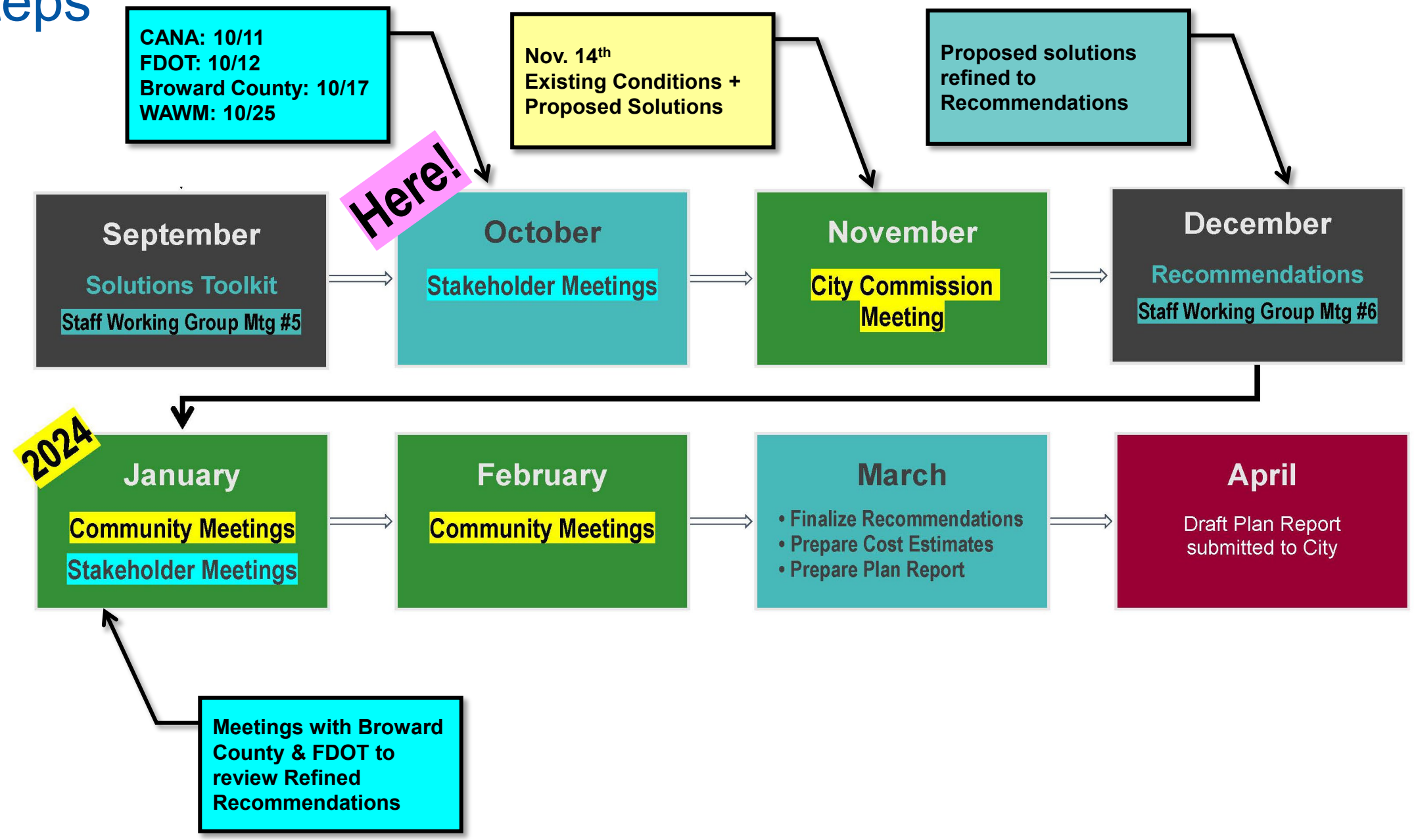
- Implement all pedestrian phase
- ➢ **Widen sidewalk on north side on NE 21st Ct**

Biking Improvements

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

Next Steps

The City of Wilton Manors TRANSPORTATION MASTER PLAN



Transportation Master Plan

Proposed Solutions

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

Broward MPO Metropolitan Planning Organization

October 12, 2023 | Meeting with FDOT

BrowardMPO.org