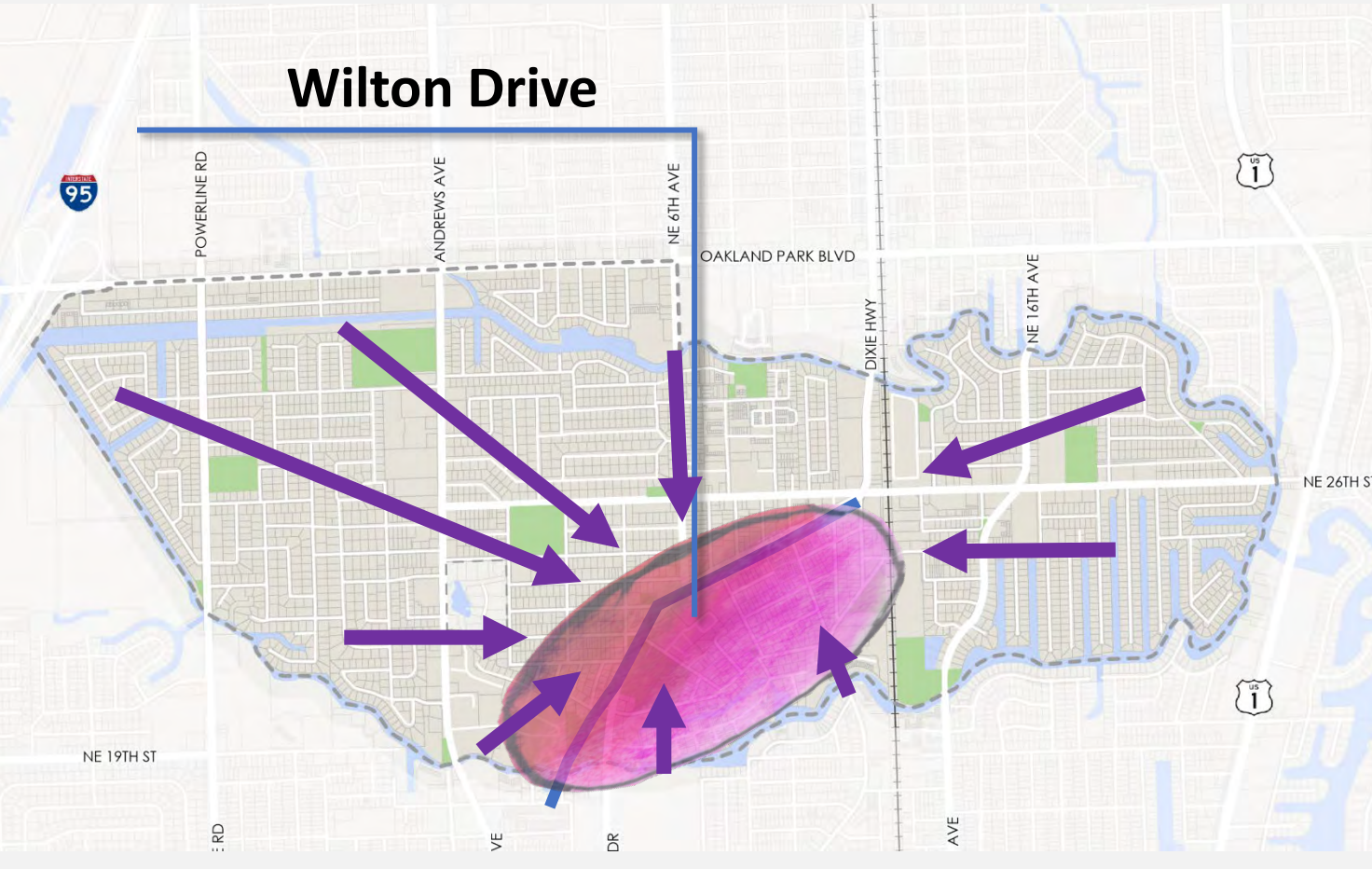




Transportation Master Plan

Existing Conditions & Issues: FDOT-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

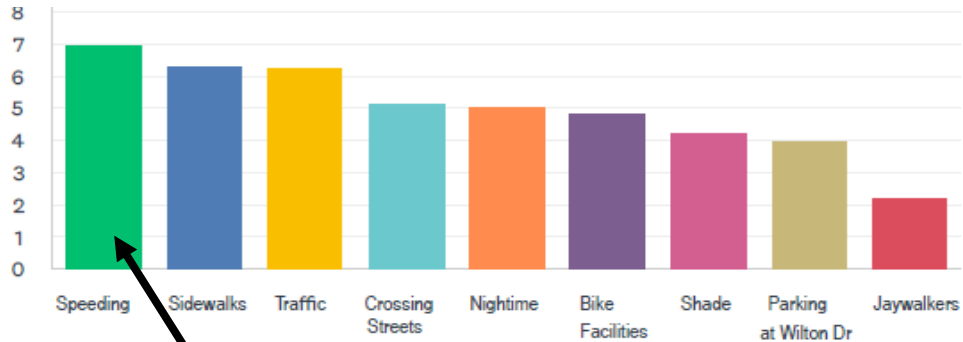
The Vision of the City of Wilton Manors Transportation Master Plan is to develop multimodal facilities that create a cohesive community and address the diverse needs of residents, visitors, and business owners. The Plan's recommended improvements are intended to improve safety, walkability, quality of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

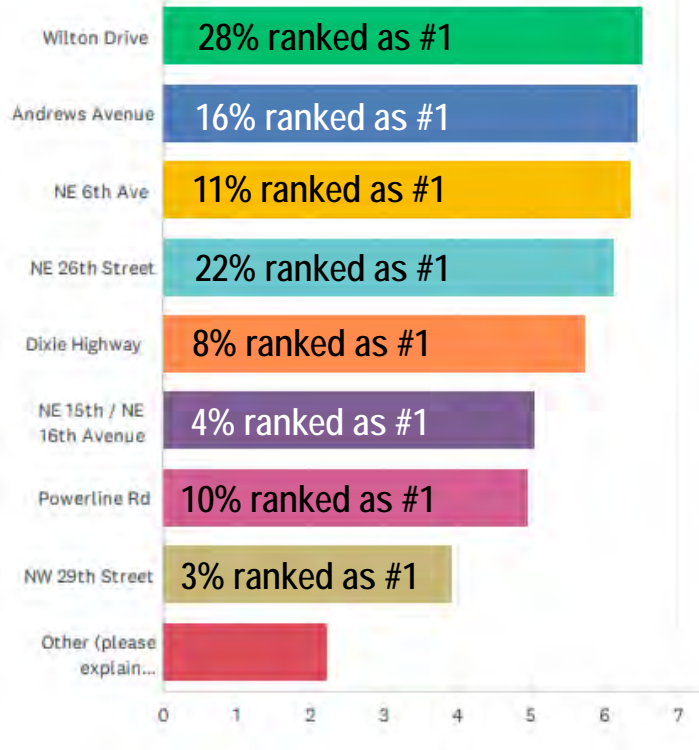
- From 2/13/2023 to 5/15/2023
- 5 Questions, plus zip codes, general comments
 - 478 Responses
 - 38% from 33305, 33% from 33334, 23% from 33311
- 204 General Comments

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

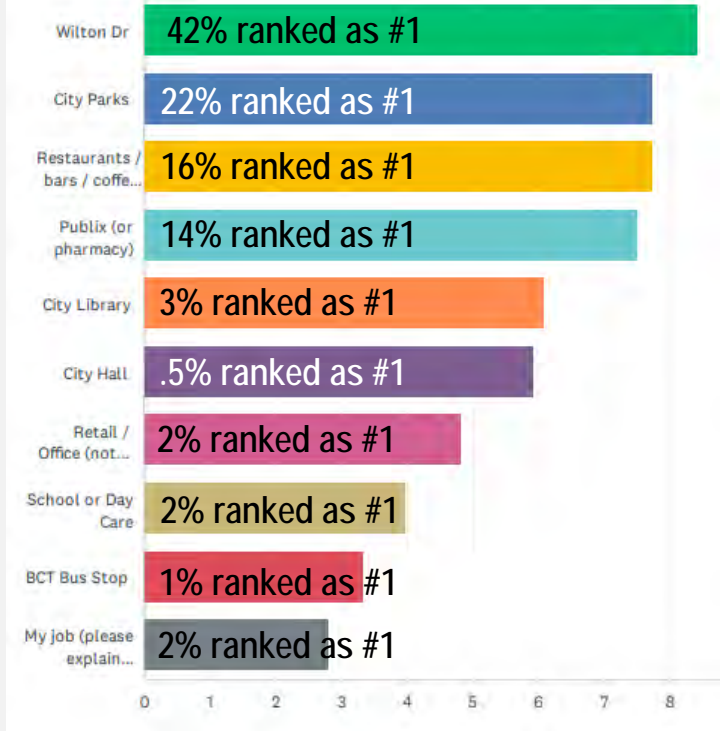


38% ranked as #1

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

Wilton Drive

- 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.

5-Points

- 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.

Powerline Rd

- 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.

Dixie Highway

- 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

Community Feedback: Community Meetings

Community Meetings:

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



Powerline Rd

- 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.

Wilton Drive

- 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.

Dixie Highway

- 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.

Powerline Rd: Plan Study Area Assessment

- Highest Injury Network (OPB to NW 30 St) / High Injury Network (OP Blvd o NW 29 St, NW 9 Te to southern City Boundary)
- Transit: BCT Route 14 (downtown Ft Laud)
- Adjacent to: City Parks: Mickel Park (Ped-Only entrance faces Powerline Rd) and Snook Creek Park ▪ Equity Area: Neighborhoods west of Powerline have equity score of 3 = High ▪ School Crossing at NW 29 St
- Prior Studies:
 - Oakland Park Blvd Transit Corridor Study (2014) improvements to intersection at Powerline Rd, plus Tier II Bike Lane Projects from OP Blvd to NW 29 St
 - Westside Neighborhood Traffic Calming Study (2022) ▪ FDOT RSA – Powerline Rd from Sunrise Blvd to OP Blvd (2021)
- Upcoming Projects:
 - PREMO - BRT on Powerline Rd (Projected Opening 2033); BRT on OP Blvd (Projected Opening EOY 2028)
- City submittal for Broward MTP 2050 Call For Projects: Add traffic calming measures on Powerline Rd

Community Feedback:

SurveyMonkey

- 10% of respondents ranked Powerline Rd as #1 roadway for walkability improvements (overall ranking was 7 (out of 9))
 - General comments: NW 29 St, Mickel park entrance, speeding, and concerns with bike lane placement
 - Westside comments: Speeding cars on Powerline Rd, lack of crosswalks
 - Overall summary: Cars are driving too fast. No one is using the new bike lanes. 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.

Community Meetings:

- Most common topics: NW 25 Ct, NW 29 St, NW 9 Te, Pedestrian facilities; Crosswalks
- Overall summary: There should be better connectivity to Mickel Park. There are a lot of pedestrian safety/crosswalk needs.



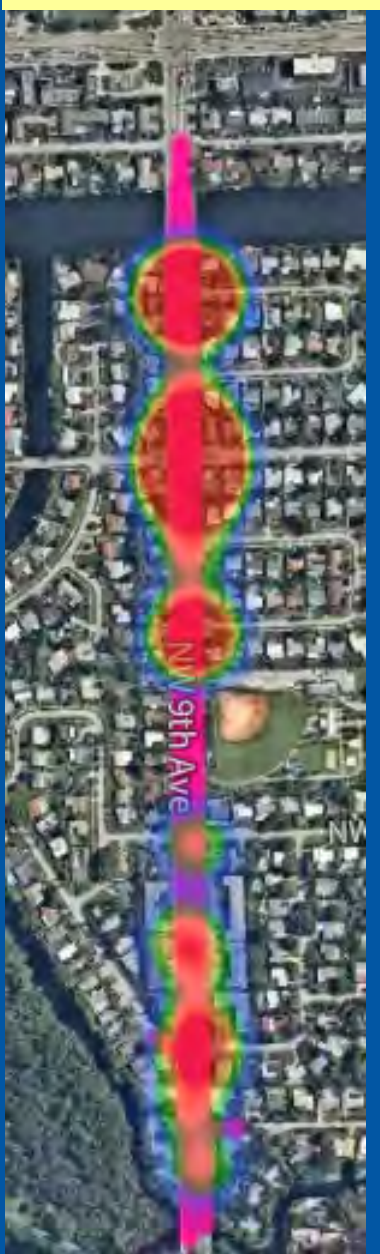
Major Concerns:

- ✓ Access to Mickel Park from west side of Powerline Rd
- ✓ Address existing Crash Trends ✓ Improve Bike Facilities
- ✓ Improve comfort of E/W crossings

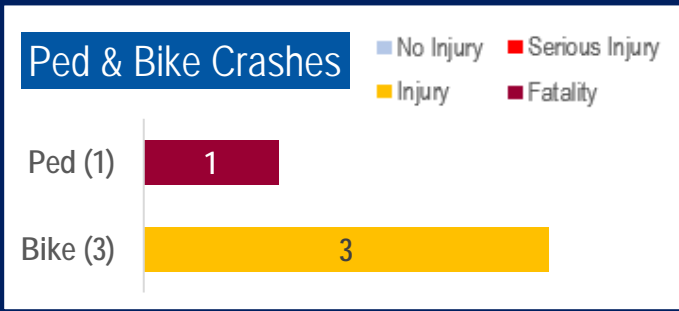
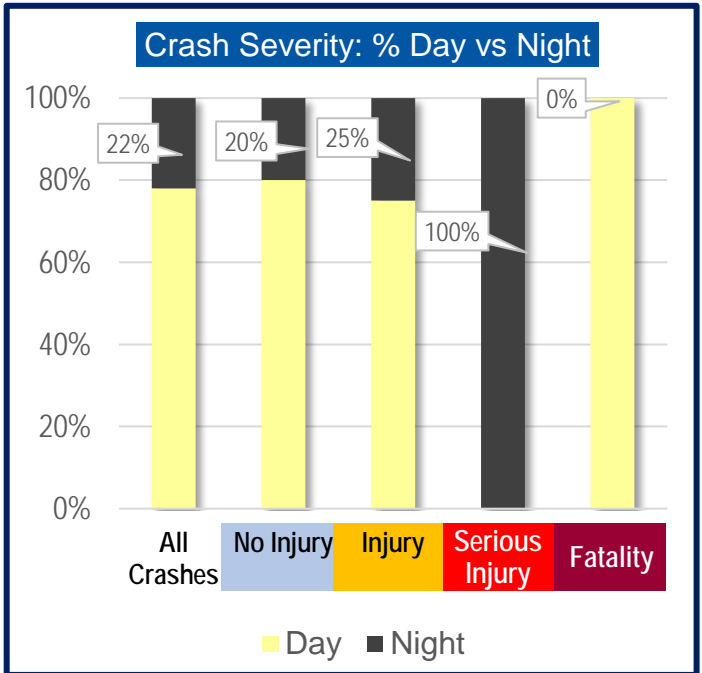
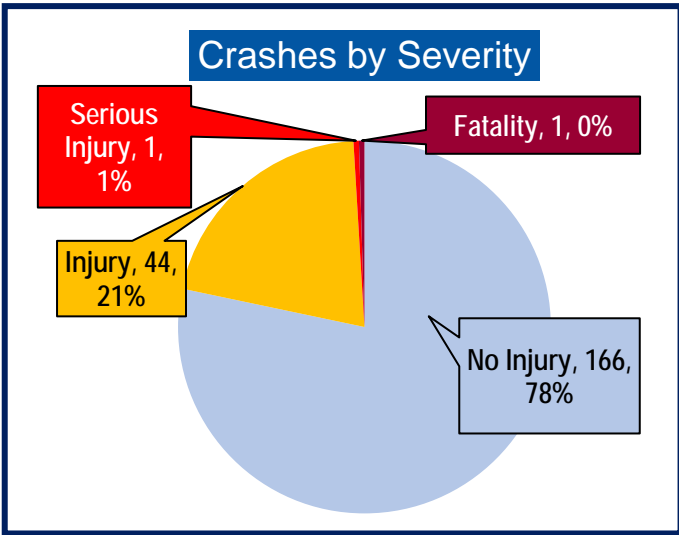
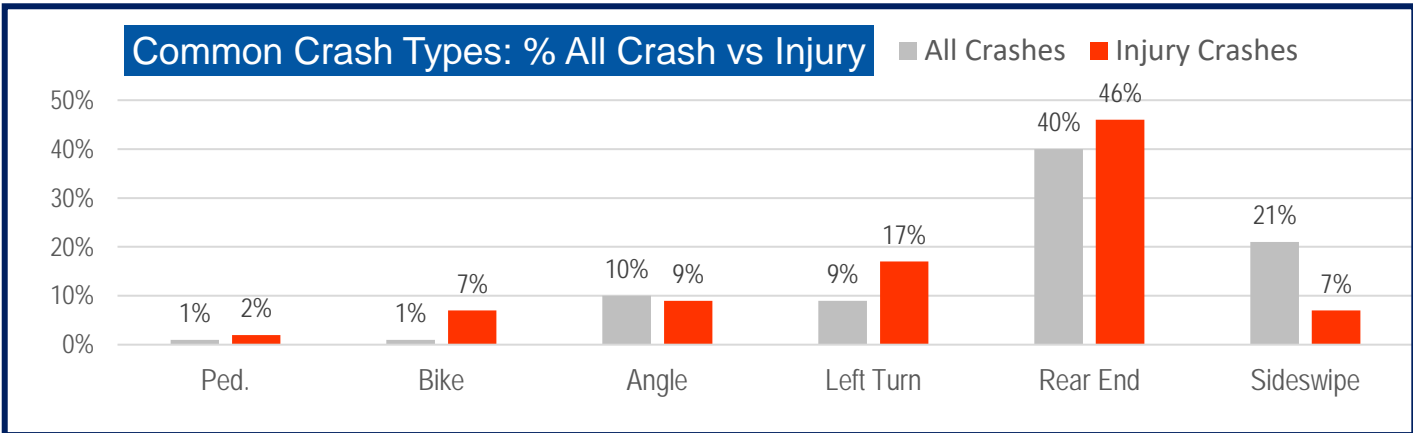
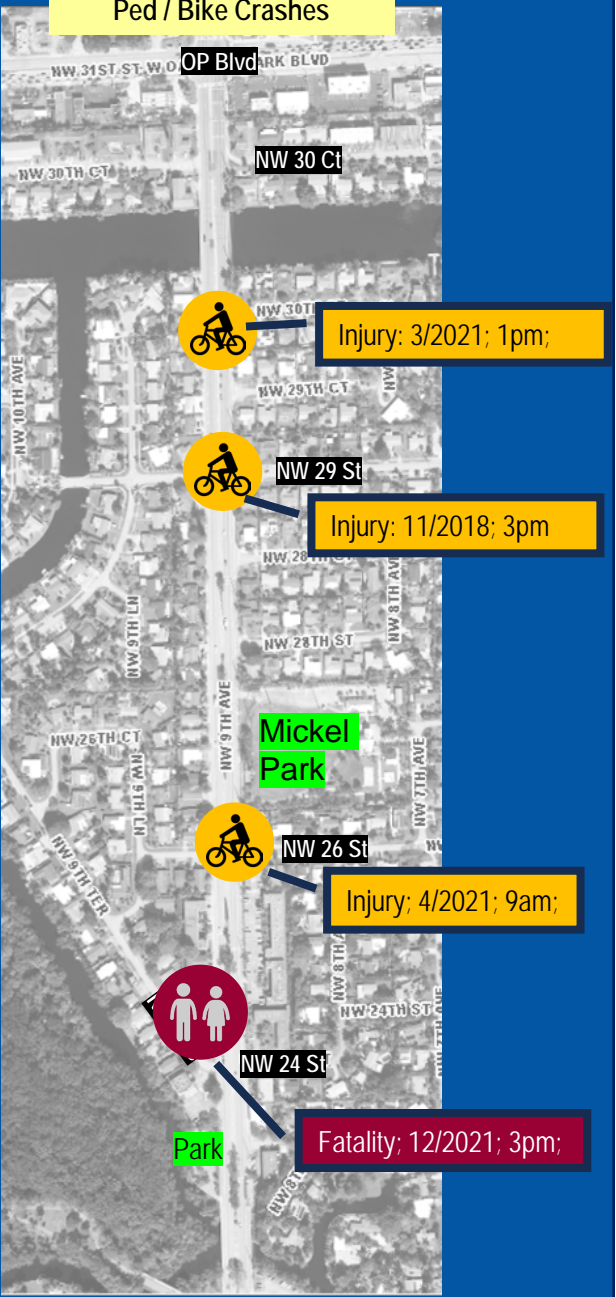
Powerline Rd: Crash Trends


2018 to 2022: 212 Total Crashes

Injury Crashes - Heatmap



Ped / Bike Crashes

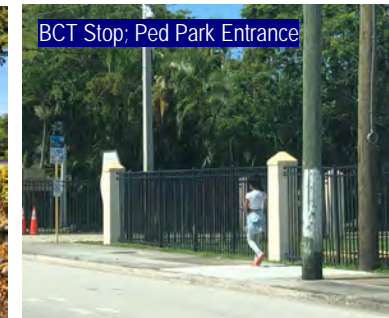
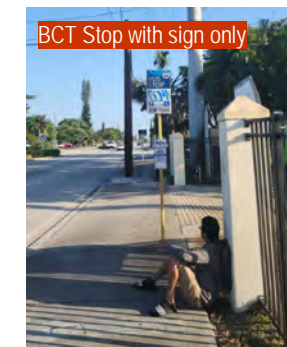
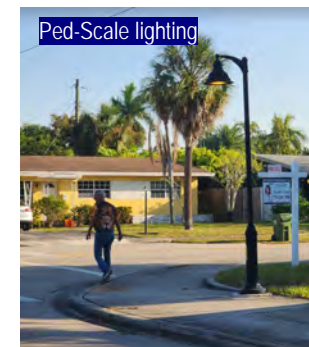
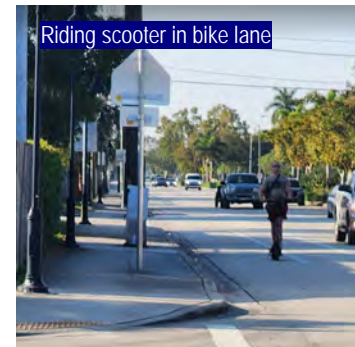
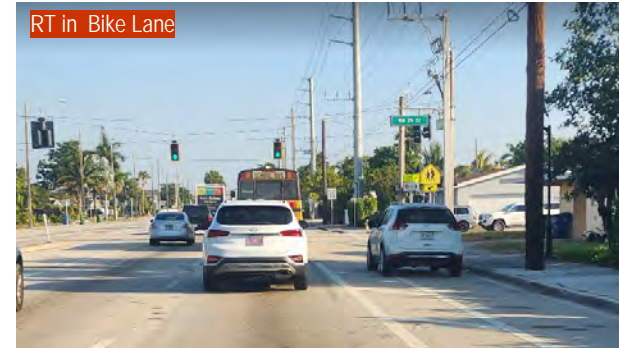
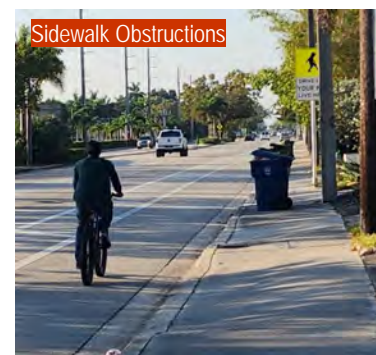
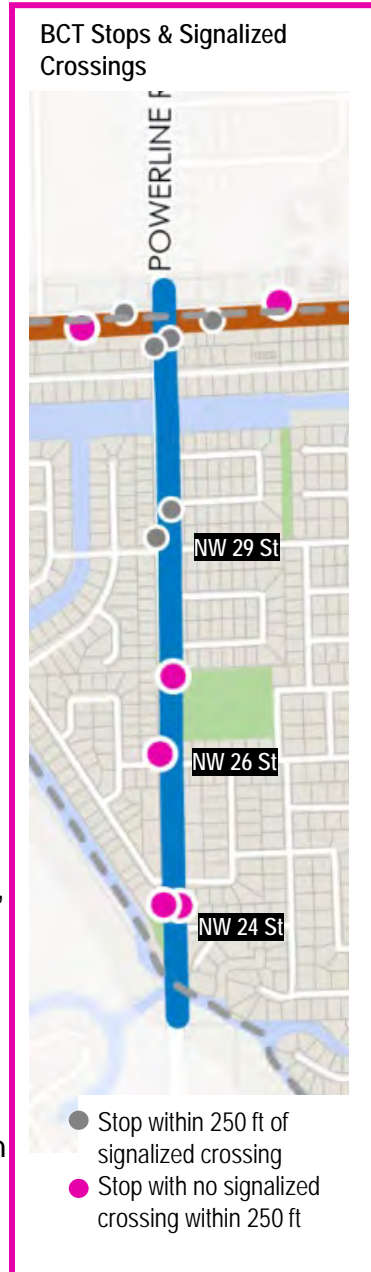


 **26%** of Crashes at Night result in **Injuries**

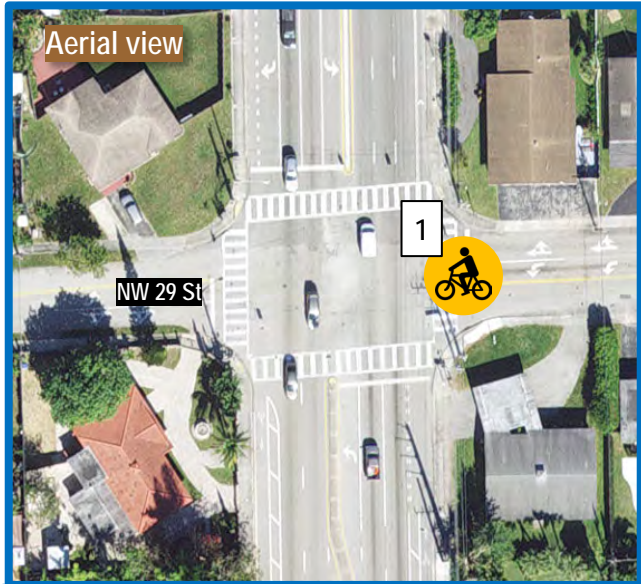
Powerline Rd: Conditions & Observations

Observations:

- **Bike Lanes**
 - Unprotected bike lanes
 - Many bicyclists observed riding on sidewalks; some against traffic
- **Sidewalks:**
 - Continuous curb and gutter sidewalks on both sides of roadway
 - Numerous obstructions; utility poles, signage poles, and street lighting poles
 - Residential garbage cans placed on sidewalk
- **Crosswalks:**
 - Crosswalks over side streets at unsignalized intersections
 - Crosswalks over all intersection legs at NW 29 St, with Special emphasis pavement markings and LPI
 - Mid-block crosswalk, with RRFB, located between NW 26 St and NW 24 St
- **BCT stops** with signs only
- K-12 students, crossing at NW 29 St (school crossing guard)
- Crossing Road not at Crosswalks observed, esp south of NW 29 St
- Pedestrian entrance to Mickel Park
- Frequent signage for "Drive Like your Kids Live Here" and "Speed Monitored Area"
- Pavement markings for 35 MPH
- Back-out parking for several multi-family properties on west side of roadway between NW 28 St and NW 9 Te
- Pedestrian scale lighting throughout entire corridor



Focus Location #1: @ NW 29 St



1. Injury: 11/2018; 3pm; NW 29 St; Bicyclist rode SB in eastern sidewalk / crosswalk (against traffic); struck by WB to NB RT vehicle

56	Crashes from 2018 to 2022, within 150 ft of intersection (all directions)	
16	Injury Crashes, including 1 serious injury (29% of all crashes)	
5 Injury Crashes as a result of NB Rear End crashes	5 Injury Crashes as a result of LT crashes (3 WB/SB & 2 SB/EB)	4 Injury Crashes occurred at night (incl 1 Serious Injury)

Bicyclist riding against traffic – SB in east crosswalk to sidewalk



Bicyclist riding against traffic – NB in west Bike Lane to crosswalk



Large group of ped's cross from western neighborhood



Crossing Road not at Crosswalks north of



Field Audit Observations:

- Bike Lanes**
 - Unprotected bike lanes begin / end at the south end of intersection
 - Bicyclists observed riding on sidewalks and in bike lanes; some against traffic
 - NB drivers observed driving through east bike lane (either to turn right or drive thru intersection)
- Crosswalks:**
 - Special Emphasis pavement markings on all crosswalks
 - School Crossing Guard on southern crosswalk during morning and afternoon
 - LPI on southern crosswalk
 - Pedestrians observed waiting to cross at the southern crosswalk
- Sidewalks:**
 - On all corners / ROW
- K-12 students**
 - School Crossing Guard at south crosswalk during morning and afternoon
 - K-12 students observed
 - Ped scale lighting at SE and NE corners
 - Some Crossing Road not at Crosswalks observed

NB traffic backs-up from OP Blvd to NW 29 St



NB to EB RT car drives through bike lane



K-12 students cross in south crosswalk / designated school crossing



Bicyclist riding in south crosswalk

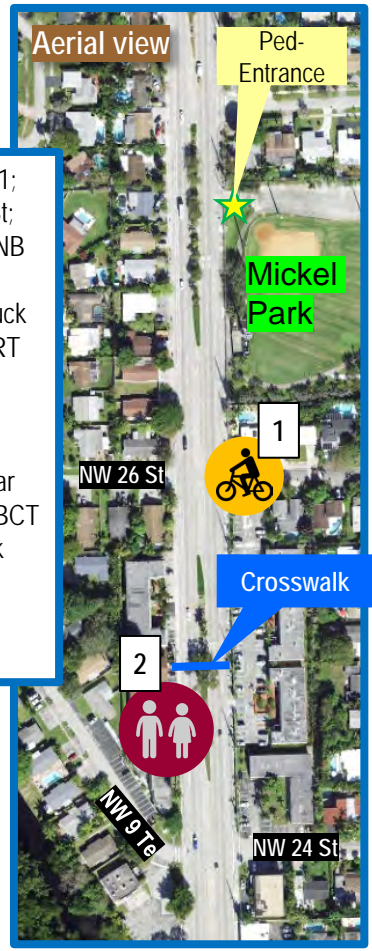
Focus Location #2: @ Mickel Park area

40	Crashes from 2018 to 2022	
14	Injury Crashes, including 1 fatal crash (35% of all crashes)	
3 Injury Crashes	as a result of illegal WB to SB LT from NW 26 St	5 Injury Crashes as a result of SB Rear End collisions
		4 Injury Crashes occurred at night

Field Audit Observations:

- Bike Lanes**
 - Unprotected bike lanes
 - Bicyclists observed riding on sidewalks and in bike lanes; some against traffic
- Crosswalks:**
 - Marked crosswalks over all side streets
 - Mid-block crosswalk, with RRFB, located between NW 26 St and NW 24 St
 - Observed pedestrians use crosswalk, but not with activating the RRFB, instead waiting for break in traffic
- Sidewalks:**
 - Widened on east ROW
 - Obstructed by utility poles, signage poles, light poles, residential garbage cans, and back-out parking
 - In west ROW, starting at the 2700 block (just south of Mickel Park Ped-Entrance), all residential properties have back-out parking. In areas of back-out parking the sidewalk is sloped.
- K-12 students**
 - K-12 students observed walking along roadway and waiting at BCT Stop near Mickel Park's Ped-Only Entrance
 - Pedestrian scale lighting along eastern ROW of corridor
 - Crossing Road not at Crosswalks observed near NW 26 St
 - NW 9 Te is a SB / EB one-way roadway.
 - LT from NW 26 St is not permitted (restrictive median)
 - Observed WB to SB LT from NW 26 St
 - Observed frequent U-turn movements

1. Injury: 4/2021; 9am; NW 26 St; Bicyclist rode NB in eastern crosswalk; struck by WB to NB RT vehicle
 2. Fatality: 12/2021; 3pm; 2400 Block; Car drove around BCT Bus and struck pedestrians (children) on sidewalk



E-Scooter rider in east bike lane; Sidewalk obstructed by poles



Bike riding in west bike lane; West sidewalk obstructed by garbage cans



E-Scooter riding against traffic in west sidewalk / crosswalk



One-way / No RT signage for NW 9 Te; Car making NB to SB U-Turn



New traffic calming signage



View of roadway from Mickel Park Ped-Only entrance



Ped using mid-block crosswalk without activating RRFB



Sloped sidewalk abutting back-out parking; vehicle parked in bike lanes



Crossing Road not at Crosswalks south of NW 26 St

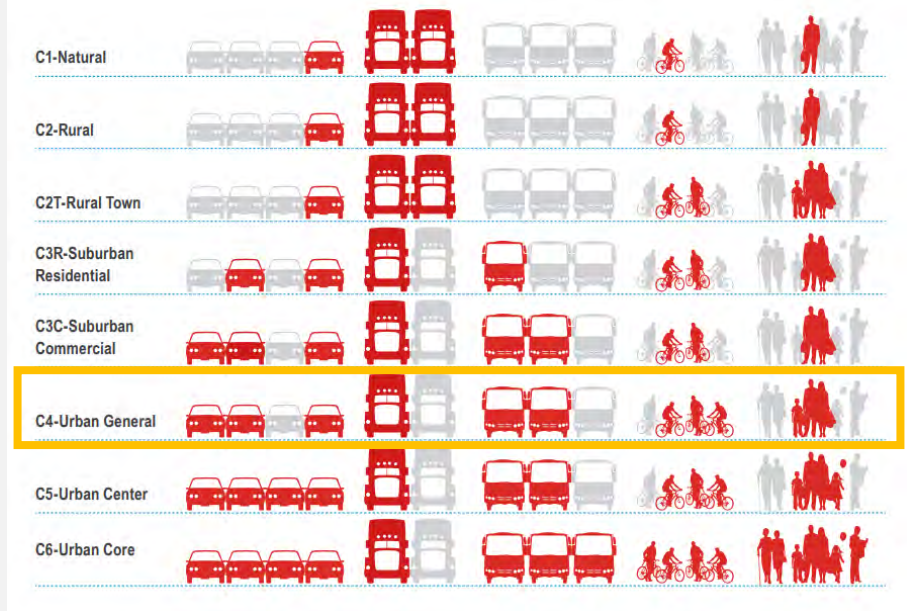


Powerline Rd: Summary of Issues

- Speeding vehicles
- Unprotected bicycle facilities
- Vehicles parking in bicycle facilities
- No bicycle facilities at signalized intersection
- (West ROW) Narrow sidewalks, with steep slope and obstructions
- Long block length to cross to other side of street
- Access Management issues (conflict points, prohibited turn movements)
- BCT Stops are missing pedestrian amenities and are not ADA compliant
- Long crossing distance at crosswalks
- Crossing Road not at Crosswalks
- Pedestrian / Vehicle conflicts at crosswalks
- No wayfinding signage

FDOT Context Classification Guide

FIGURE 15 EXPECTED USER TYPES IN DIFFERENT CONTEXT CLASSIFICATIONS



Major Concerns:

- ✓ Access to Mickel Park from west side of Powerline Rd
- ✓ Address existing Crash Trends ✓ Improve Bike Facilities
- ✓ Improve comfort of E/W crossings

Dixie Hwy: Plan Study Area Assessment

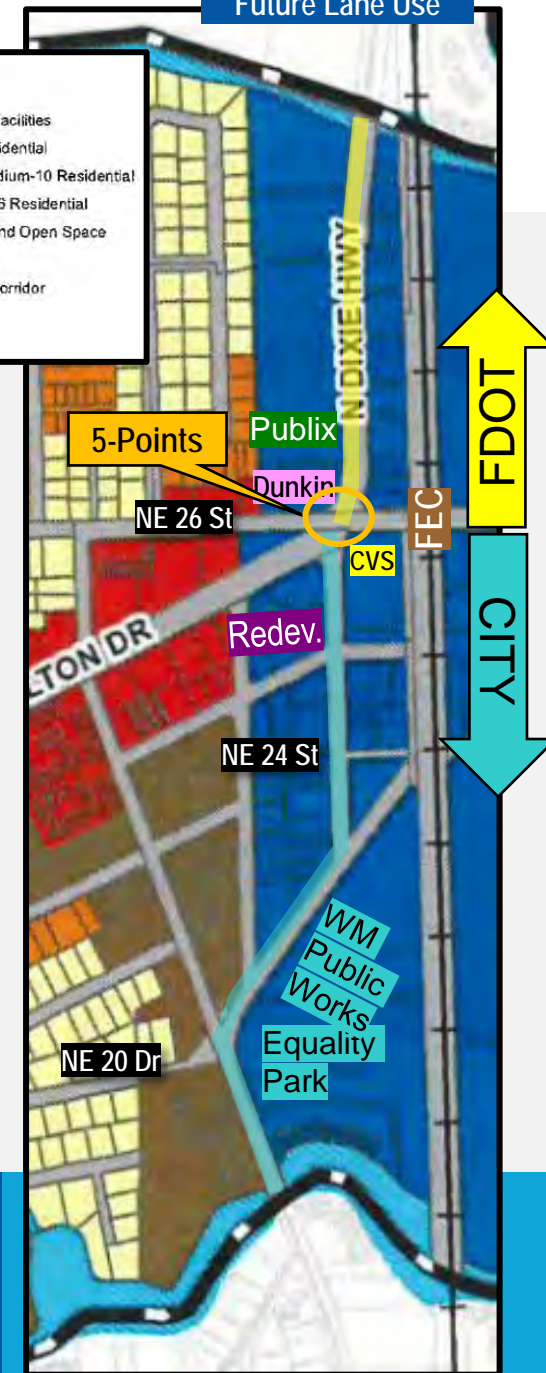
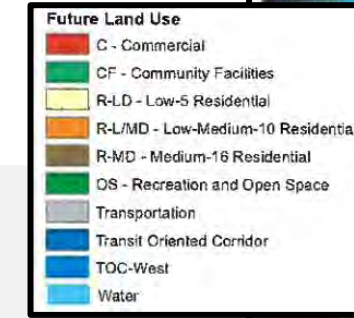
- Highest Injury Network (5-Points to northern City Boundary) / High Injury Network (NE 25 St to northern City Boundary)
- Transit: BCT Route 50 (downtown Ft Laud) (north of 5-points)
- Adjacent to: Wilton Dr ▪ Publix & CVS ▪ Busy Bees Day Care ▪ Equality Park + Senior Citizen Affordable Housing ▪
- Prior Studies: TOD Master Plan (2018) ▪ Broward MPO 2022 Bicycle and Pedestrian Count (Dixie and NE 24 St) ▪ First, Last Mile (ongoing)
- Upcoming Projects:
 - BCT PREMO - BRT on OP Blvd (Projected Opening EOY 2028)
 - Broward Commuter Rail station
- City submittal for Broward MTP 2050 Call For Projects: Bridge over South Fork of Middle River (replace bridge, all lighting)
- Redevelopment opportunity: TOC ▪ Funeral home parcel

Community Feedback: SurveyMonkey

- 8% of respondents ranked Dixie Hwy as #1 roadway for walkability improvements (overall rank was 5 (out of 9))
 - 42% of respondents ranked “Wilton Dr” as #1 destination to walk or bike to (overall rank was #1)
 - 14% of respondents ranked Publix or pharmacy as #1 destination to walk or bike to (overall rank was 4 (out of 10))
 - General comments for Dixie Hwy: Need better connectivity to the city Oakland Park. Bike facilities are needed on Dixie Hwy
 - General Comments for 5-Points: 5 points feels unsafe/difficult to cross; 5 Points intersection is hard to cross. There are signal timing issues. A pedestrian elevated walkway should be installed at 5 Points.

Community Meetings:

- List of intersections: 5 points, NE 24th St, NE 26th St
- Overall summary: There are several safety comments. There are crosswalk needs and pedestrian safety issues.



Major Concerns:

- ✓ Multimodal improvements in anticipation of future redevelopment
- ✓ Significantly improve ped-crossing at 5-Points
- ✓ Mitigate Back-out parking
- ✓ Address Existing Crash Trends

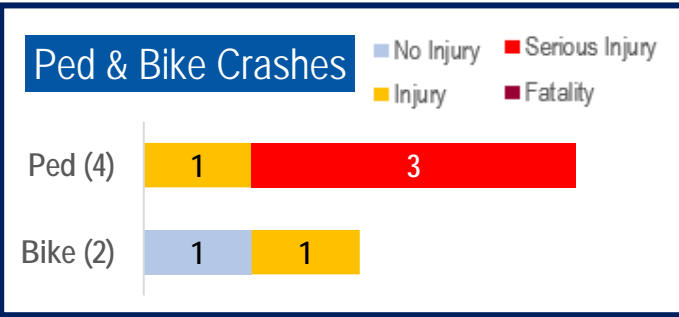
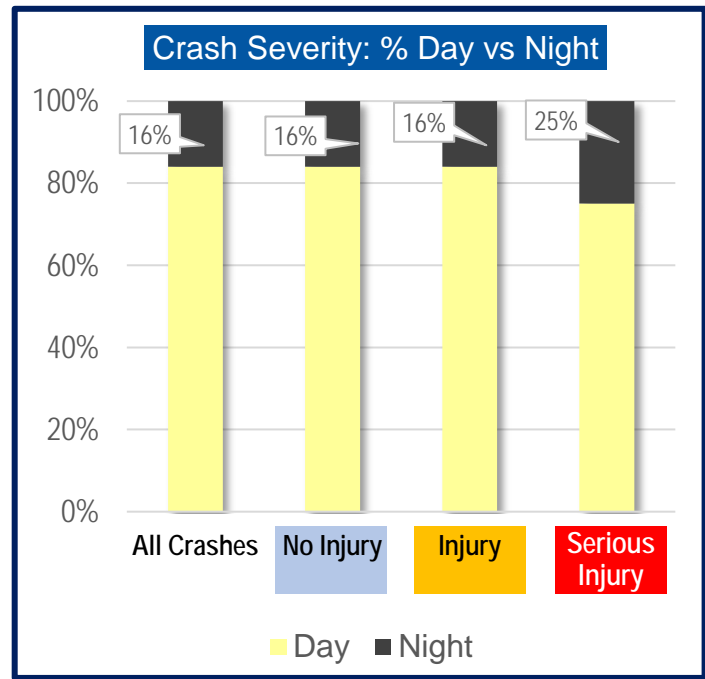
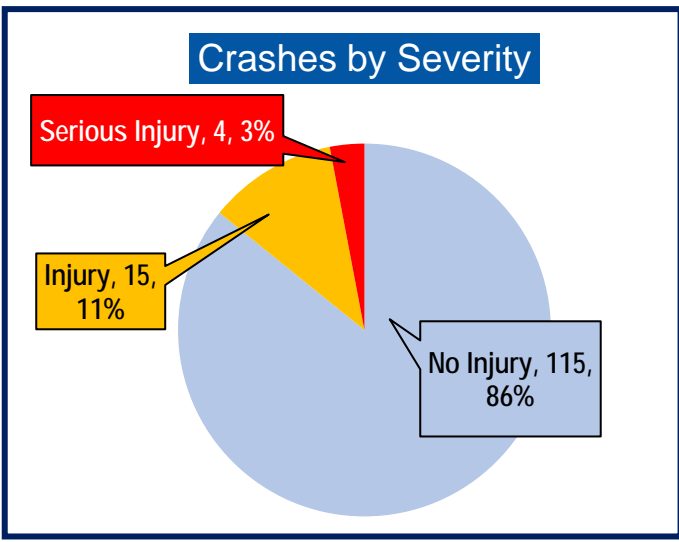
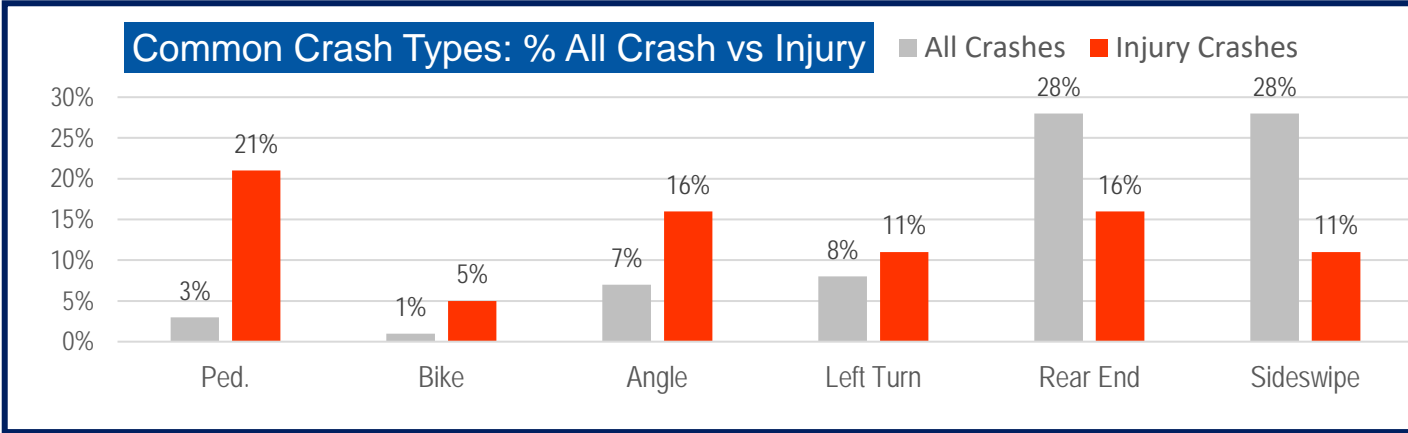
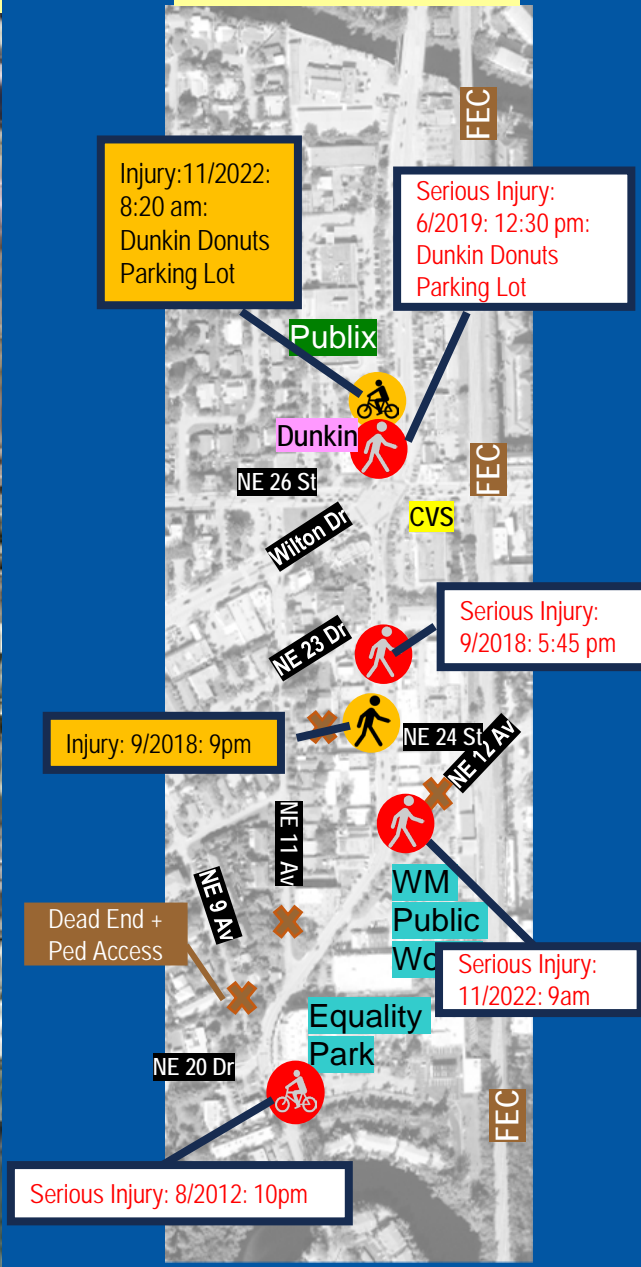
Dixie Highway: Crash Trends

2018 to 2022: 134 Total Crashes

Injury Crashes - Heatmap



Ped / Bike Crashes

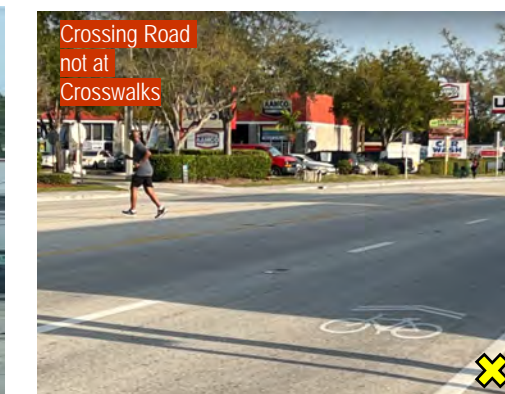
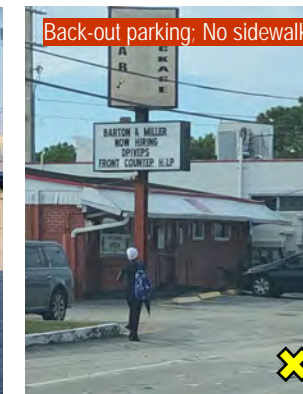
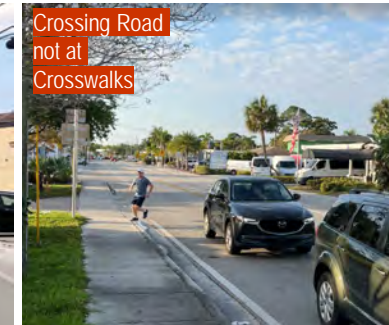
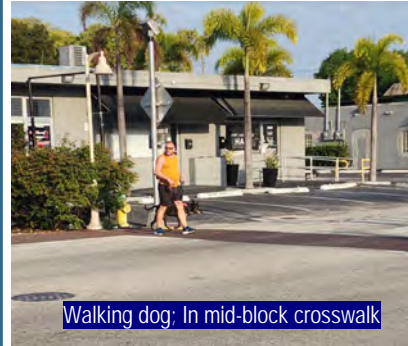
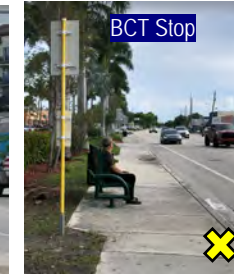
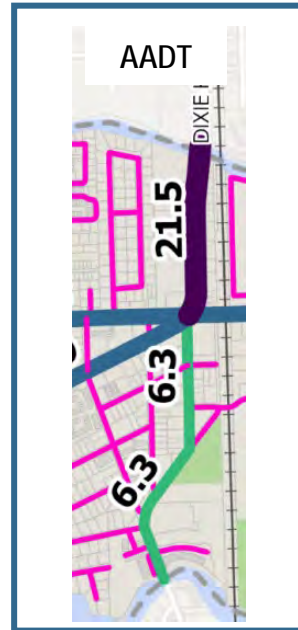


 **14%** of Crashes at Night result in **Injuries**

Dixie Hwy: Conditions & Observations

Observations:

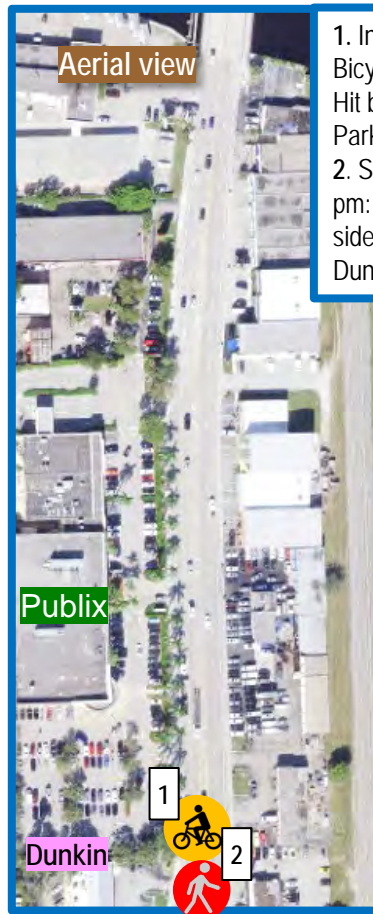
- **Bike Lanes**
 - South of 5-Points - Bike lane from S. Middle River Bridge to NW 23 Dr
 - North of 5-Points – shared roadway markings in western ROW
 - Many bicyclists riding on sidewalks, including against traffic
- **Sidewalks:**
 - South of 5-Points – No eastern sidewalk from 2300 to 2200 Block; No western sidewalk from 2400 Block to 2110 Block
 - North of 5-Points – No eastern sidewalk
 - Pedestrians observed walking in bike lane or in parking lots
- **Crosswalks:**
 - Mid-block crosswalks at NE 20 Dr and NE 24 St; both have textured pavement; NE 24 St has RRFB
 - Crosswalks at 5-Points with Textured pavement
- **BCT stops** North of 5-Points
 - East ROW – Signs only; West ROW - Bench
- K-12 students observed at 5-Points: Busy Bees Day Care approx. 750 ft south-west of intersection
- Many pedestrians walking dogs, esp at & south of 5-points
- Crossing Road not at Crosswalks observed both south and north of 5-points
- City-owned parking lot on west side of NE 24 St; Ped entrance on west end
- Dead Ends allowing ped-access only to NE 9 Av, NE 11 Av, NE 24 St, NE 12 Av
- Back-out parking throughout entire corridor
- Pedestrian scale lighting at & south of 5-points



Focus Location #1: @ North of 5-Points

Field Audit Observations:

- Bike Lanes**
 - Unprotected bike lanes along west row
 - No bike lanes in east ROW / Bicyclists are to share the road. Pavement markings in right thru lane.
 - Bicyclists observed riding on sidewalks, in bike lanes, and in roadway, including riding against traffic.
- Crosswalks:**
 - No crosswalks over Dixie Hwy in multiblock area
 - No marked crosswalks over driveway entrances or entrances to business alleys
- Sidewalks:**
 - Continuous curb and gutter sidewalks on west ROW
 - Sidewalks are recessed at stormwater drains
 - No sidewalk in east ROW
 - Pedestrians observed walking in parking lots and roadway in east ROW
 - Back-out parking along entire eastern ROW
 - Observed vehicles backing out and making WB to SB LT
 - No ped-scale lighting
 - Street lighting only in eastern ROW
 - Crossing Road not at Crosswalks observed to / from southern and northern Publix Parking lot entry points
 - BCT Stops in eastern ROW are located in parking lots



Senior citizen Crossing Road not at Crosswalks towards Publix



1. Injury: 11/2022: 8:20 am: Bicyclist riding SB in roadway: Hit by car leaving Dunkin Donuts Parking Lot
 2. Serious Injury: 6/2019: 12:30 pm: Ped walking on west sidewalk struck by car leaving Dunkin Donuts Parking Lot

60	Crashes from 2018 to 2022
6	Injury Crashes , including 1 serious injury (10% of all crashes)
2	Injury Crashes as a result of NB to WB LT into Publix parking lot (2633)
2	Injury Crashes as a result of Rear End (incl waiting to make NB to WB LT into Publix parking lot)

East ROW: No sidewalk starting at 5-Points



Bicyclist riding on west sidewalk



Riding against traffic on west sidewalk



Ped walking in east ROW



NB BCT Stop located on east side of roadway

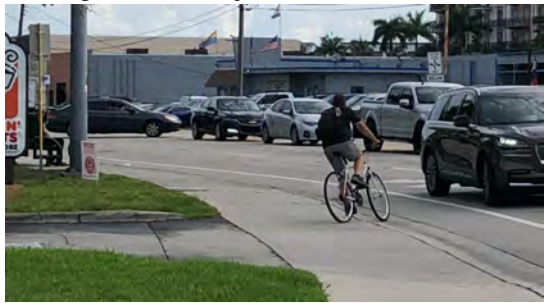
Bicyclist leaving Publix parking lot and crossing over roadway



East ROW; Back-out parking; no center lane median



Bicyclist leaving Dunkin Donuts parking lot / darting into roadway



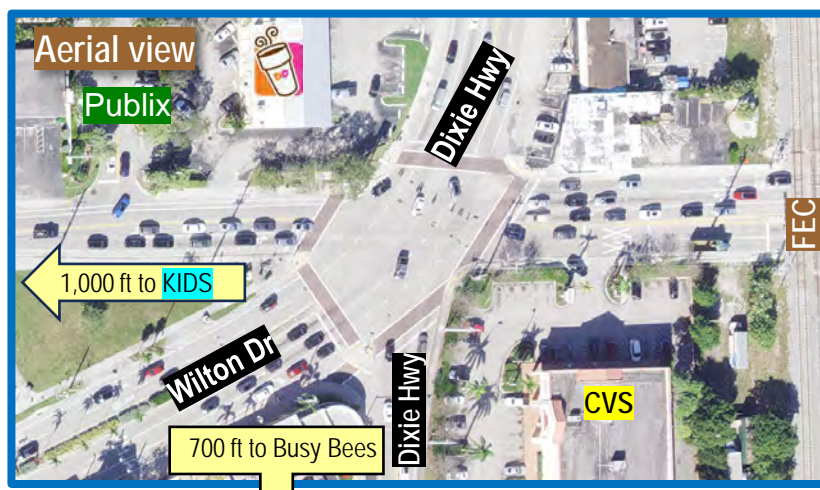
West ROW: Sidewalk is recessed at location of storm drains



Focus Location #2: @ 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 Road not at Crosswalks observed just west of 5-Points, to access Publix parking lot
- Crossing Road not at Crosswalks observed east of 5-Points at CVS



Dry cleaning business wall abuts NE sidewalk; riding on sidewalk



Crossing Road not at Crosswalks east of intersection, adjacent to CVS entrance



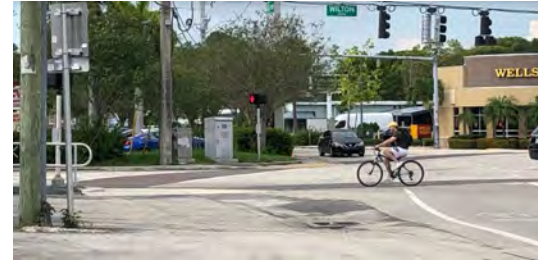
Numerous sidewalk obstructions; riding on sidewalk



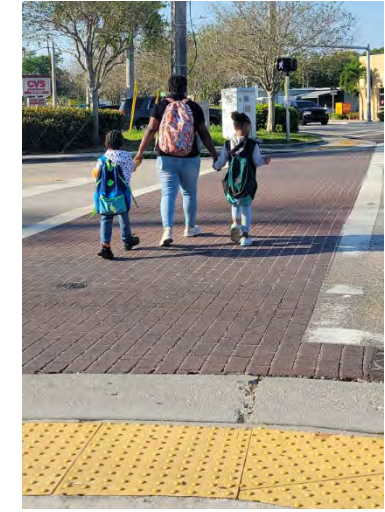
Many pedestrians walking dogs cross at intersection; Pedestrians waiting in porkchop island

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



Young children cross at intersection



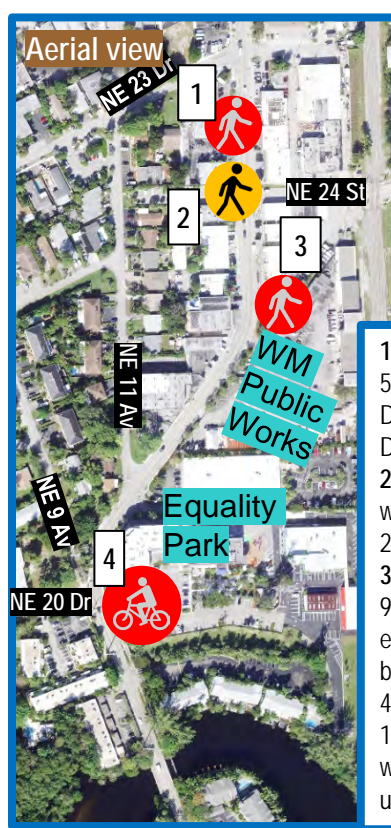
Crossing not at Crosswalks west of intersection, heading to Publix parking lot entrance



WB to NB RT vehicles not yielding to pedestrians in crosswalk



Focus Location #3: City-owned @ South of 5-Points



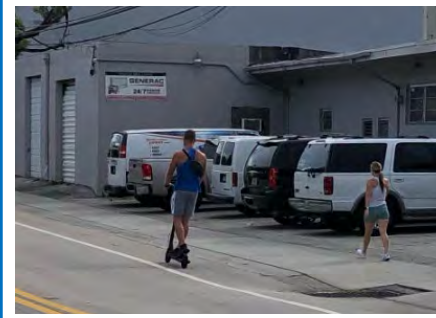
36	Crashes from 2018 to 2022		
11	Injury Crashes, including 2 serious injury (31% of all crashes)		
2 Serious Injury Crashes involved Pedestrians	2 Injury Crashes as a result of On-Street Parking	3 Injury Crashes occurred at Night	

Field Audit Observations:

- Bike Lanes**
 - Unprotected bike lanes along both east and west ROW
 - Bicyclists observed riding on sidewalks, in bike lanes, and in roadway, including riding against traffic.
- Crosswalks:**
 - Mid-block crosswalks at NE 20 Dr and NE 24 St; both have textured pavement and RRFB
 - NE 20 Dr: Raised crosswalks over Dixie, RRFB only on one side of roadway; Observed cars not stop for ped in 20 Dr crosswalk
 - No marked crosswalks over side streets
- Sidewalks:**
 - No sidewalk in east ROW from 2300 to 2200 Block
 - No sidewalk in west ROW from 2200 to 2110 Block;
 - Sidewalk between 2400 block and 2200 Block is at-grade and abutting back-out parking
 - Bridge over South Middle River has sidewalk only in western ROW (sidewalk is very narrow)
 - Observed ped's Crossing Road not at Crosswalks across bridge, riding bike in west sidewalk, and walking in east roadway
 - Back-out parking located in areas of missing sidewalks
 - Observed ped's walking in bike lanes and parking lots
 - Numerous sidewalk obstructions: utility poles & overgrown landscaping
 - Street lighting only in eastern ROW
 - Intermittent ped-scale lighting (none in areas missing sidewalks) / some lights facing away from sidewalks
 - NE 9 Av and NE 11 Av are Ped-Access Only: allowing mor direct route to Wilton Dr
 - City-owned parking lot at NE 24 St has Ped-only access on west side, allowing short-cut to Wilton Dr
 - Observed pedestrians walking with grocery bags, walking dogs, and exercising

1. Serious Injury: 9/2018: 5:45 pm: Ped crossed over Dixie Hwy and hit by SB Driver
2. Injury: 9/2018: 9pm: Ped walking in crosswalk at NW 24 St: Hit by SB car
3. Serious Injury: 11/2022: 9am: Ped was walking in east sidewalk and was struck by car that lost control
4. Serious Injury: 8/2012: 10pm: E-Scooter riding in west sidewalk (crash type unknown)

E-Scooter in bike lane; ped walking on sidewalk @ back-out parking



Walking in east ROW; No sidewalk



West ROW: Sidewalk ends; Ped Light faces away from sidewalk



Driver fails to stop for Ped in crosswalk at NE 20 Dr



Bicyclist entering from NE 11 Av (Ped-Only)



Walking dogs; No crosswalks over driveways



E-Scooter rider in bike lane, riding against traffic; Ped crossing at NE 24 St crosswalk



Walking in bridge east ROW; Bike Lane ends signage

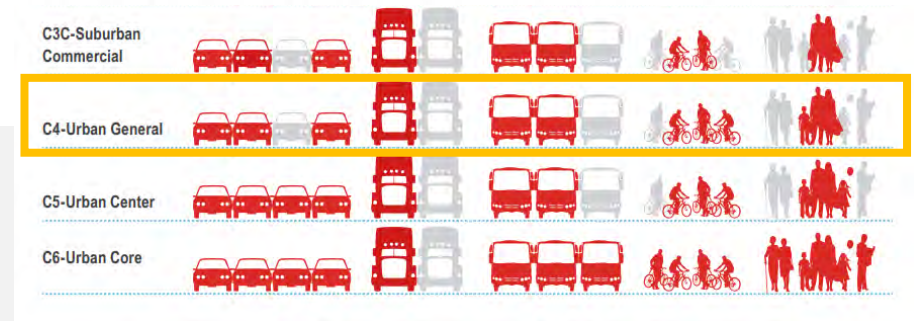


Dixie Hwy: Summary of Issues

FDOT-owned roadway issues:

- Speeding vehicles
- Crossing Road not at Crosswalks
- No bicycle facilities
- No sidewalks in eastern ROW
- Long block length to cross to other side of street
- Access Management issues (frequent turn movements, back-in parking, and conflict points)
- BCT Stops are missing pedestrian amenities and are not ADA compliant
- Long crossing distance at crosswalks
- Pedestrian / Vehicle conflicts at crosswalks
- Pedestrian / Vehicle conflicts at large driveway entrances
- Limited street lighting

FIGURE 15 EXPECTED USER TYPES IN DIFFERENT CONTEXT CLASSIFICATIONS



City-owned roadway issues:

- Speeding vehicles
- Posted roadway speed inconsistent with land-use
- Crossing Road not at Crosswalks
- Roadway curvature
- Sidewalk gaps
- At-grade sidewalks
- Pedestrian / Vehicle conflicts at crosswalks
- Unmarked crosswalks over side streets
- Access management issues (back-in parking)
- No wayfinding

Major Concerns:

- ✓ Multimodal improvements in anticipation of future redevelopment
- ✓ Significantly improve ped-crossing at 5-Points
- ✓ Mitigate Back-out parking
- ✓ Address Existing Crash Trends

Wilton Dr: Plan Study Area Assessment

- Two areas of Wilton Drive are included in the Plan Study Area:
 1. NE 21 Ct (as part of the NE 21 Ct / NE 20 Dr route)
 2. NE 6 Av to NE 7 Av (as part of the NE 24 St route)
- Highest Injury Network / High Injury Network Pedestrians
- Transit: BCT Route 50 (downtown Ft Laud)
- Adjacent to: City Hall ▪ Hagen Park ▪ Justin Flippen Pocket Park ▪ Island City Cultural Center
- Prior Studies:
 - TOD Master Plan (2018) ▪ Broward MPO 2022 Bicycle and Pedestrian Count (NE 6 Av) ▪ First, Last Mile (ongoing)
 - Protected Intersection @ NE 20 St
- Upcoming Projects:
 - New mid-block crosswalk on west end of NE 8 Av including RRFB, median refuge, and internal illumination
 - Refurbished mid-block crosswalk at NE 11 Av, incl. RRFP and internal illumination
- City submittal for Broward MTP 2050 Call For Projects: NE 6 Av Roundabout
- Redevelopment opportunity: WILMA (NE 7 Av)

Community Feedback

Survey Monkey

- 26% of respondents ranked Wilton Dr as #1 roadway for walkability improvements (overall rank was #1)
 - 42% of respondents ranked “Wilton Dr” as #1 destination to walk or bike to (overall rank was #1)
 - General comments for Wilton Dr: NE 7 Av, Lack of Shade, Sidewalks gaps, Pedestrian Safety, More crosswalks and shade trees are needed. Cars are speeding

Community Meetings:

- List of intersections: City Hall, Belle Isle to 5-Points, NE 20 St, NE 7 Av
- Overall summary: There is a lot of Crossing Road not at Crosswalks, due to crosswalk placement. Signals take too long.

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

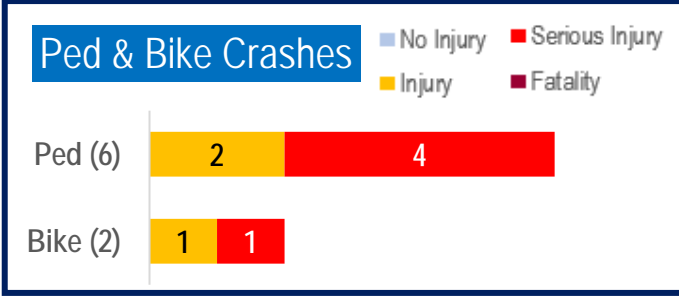
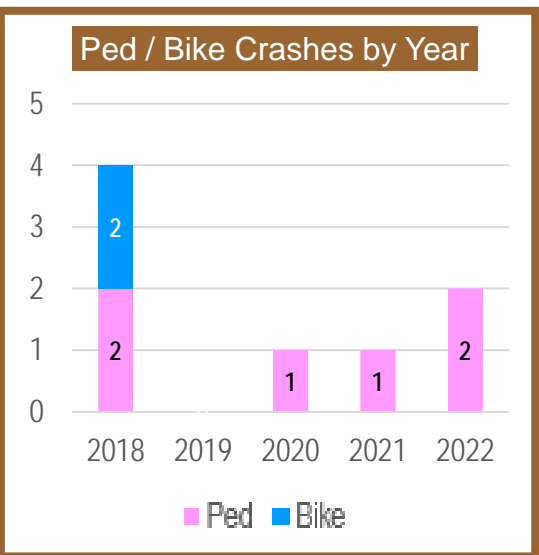
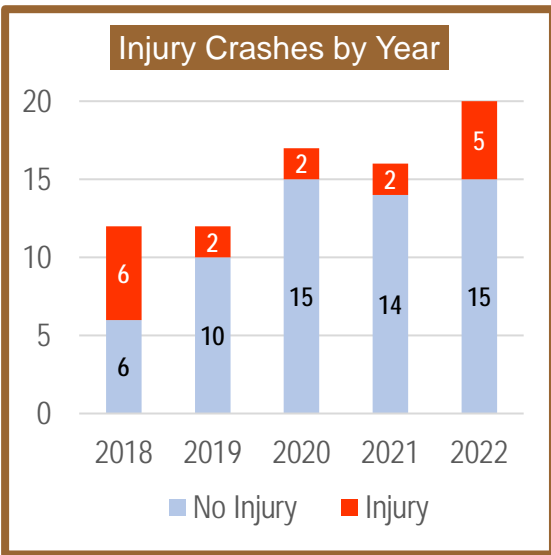
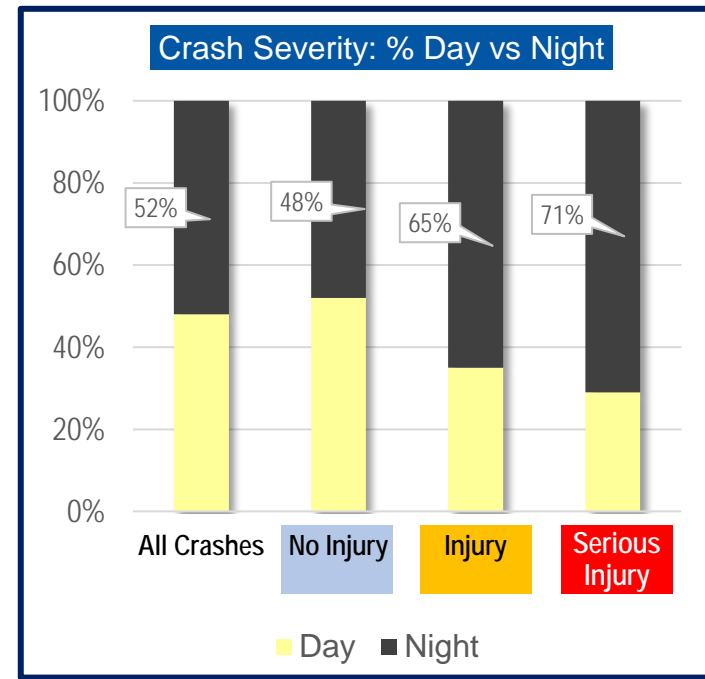
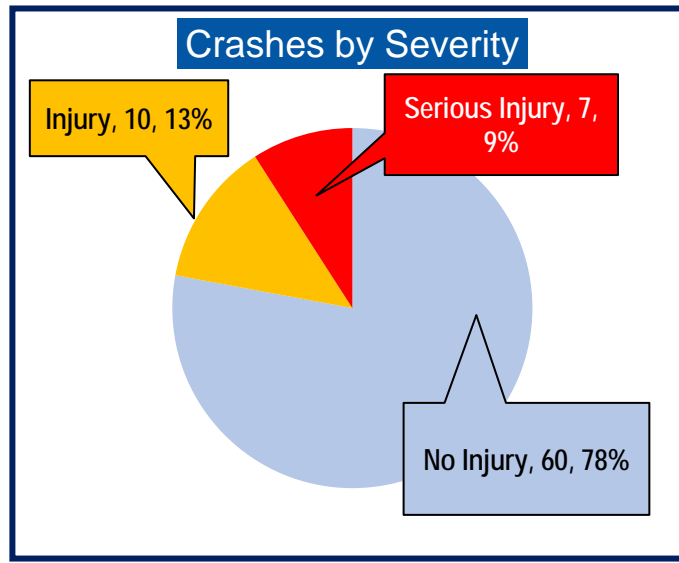
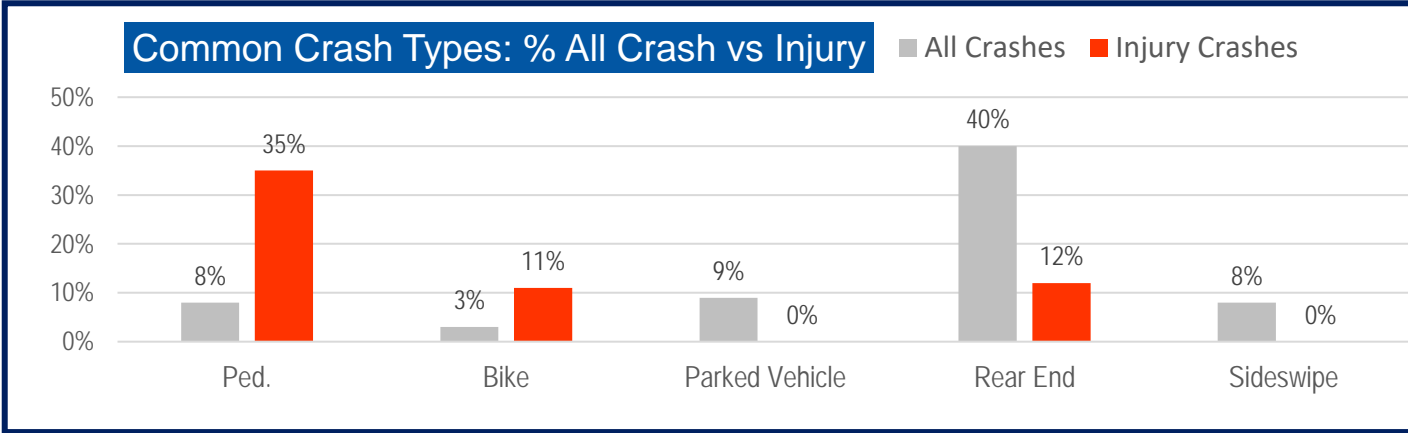


Major Concerns:

- ✓ Address Existing Crash Trends
- ✓ Reduce crossing distances
- ✓ Reduce Ped / vehicle conflicts

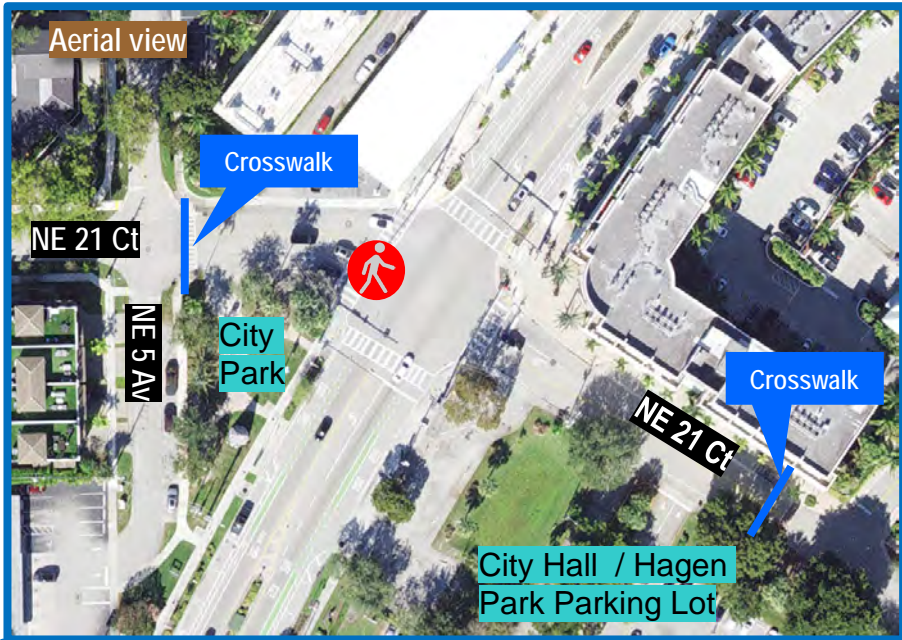
Wilton Dr – NE 21 Ct, NE 6 Av to NE 7 Av: Crash Trends

2018 to 2022: 77 Total Crashes



 **28%** of Crashes at Night result in **Injuries**

Focus Location #1: @ NE 21 Ct



1. Serious Injury: 8/2022: 11:30 am: Ped walking in west crosswalk over NE 21 Ct; Hit by WB to SB RT car

Large group of bicyclists riding SB through intersection



Riding bike on sidewalk (against traffic)



Riding in bike lane



Circuit vehicle



Large group on pedestrians crossing intersection



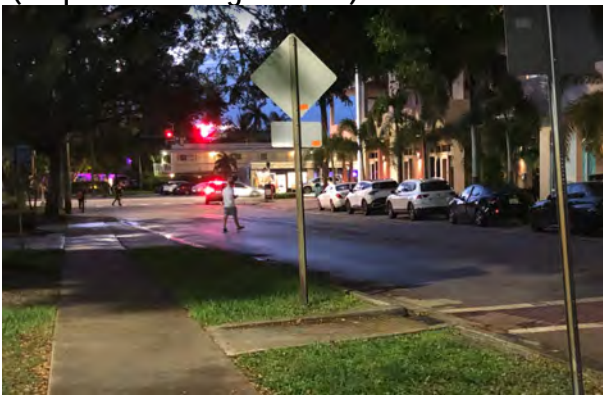
Crossing not at Crosswalks north of intersection



E-Scooter rider in mid-block crosswalk at NE 5 Av



Crossing Road not at Crosswalks east of intersection / from City Hall Parking Lot (frequent crossing location)



Riding in bike lane



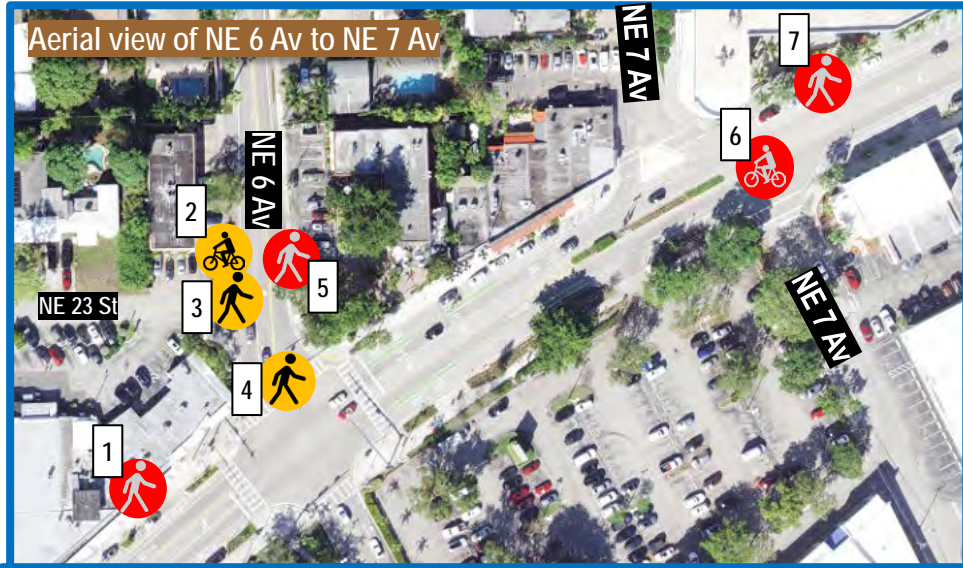
Ped crossing while cars have green light



Crossing not at Crosswalks south of intersection; adjacent to City Hall parking lot

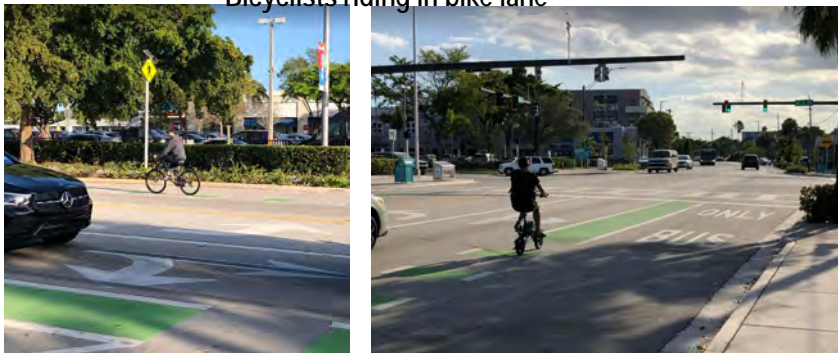


Focus Location #2: @ NE 6 Av to NE 7 Av



1. Serious Injury: 2/2022: 3 am: Ped Crossing Road not at Crosswalks 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
6. Serious Injury: 9/2018: 5:30 pm: Bicyclist rode bike over Wilton Dr from NE 7 Av
7. Serious Injury: 1/2018: 10:30 pm: Ped crossed over Wilton Dr in front of Wilton Creamery

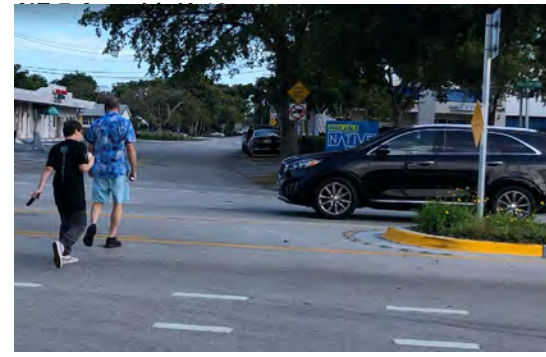
Bicyclists riding in bike lane



Crossing Road not at Crosswalks between NE 6 and NE 7 Av



Crossing Road not at Crosswalks at



Crossing Road not at Crosswalks between NE 6 Av and NE 7 Av, in front of parked WMPD vehicle



Sidewalk obstructions in SW corner of NE 6 Av intersection



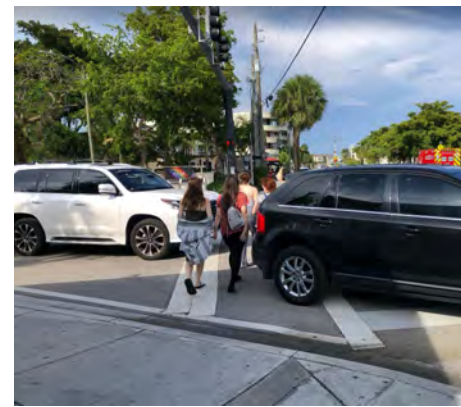
NE 7 Av – Ped's Standing in WB to NB RT lane



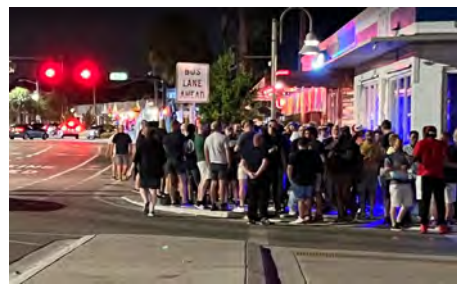
NE 6 Av - SB to WB RT car stopped in crosswalk; Bicyclist riding on sidewalk



NE 6 Av - SB to WB RT Cars blocking crosswalk



NE 7 Av - Crowded NW sidewalk



Wilton Dr: Summary

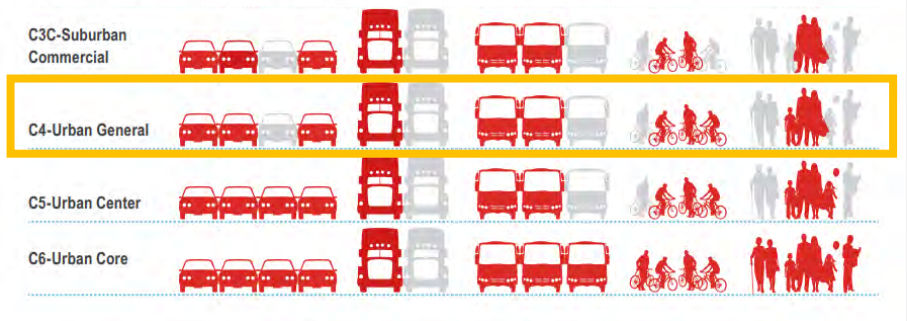
NE 21 Ct issues:

- Crossing Road not at Crosswalks
- Long crossing distance at crosswalks
- Pedestrian / Vehicle conflicts at crosswalks

NE 6 Av to NE 7 Av issues:

- Crossing Road not at Crosswalks
- Long crossing distance at crosswalks
- Pedestrian / Vehicle conflicts at crosswalks
- Long block length to cross to other side of street
- Sidewalk obstructions, including crowding

FIGURE 15 EXPECTED USER TYPES IN DIFFERENT CONTEXT CLASSIFICATIONS



Major Concerns:

- ✓ Address Existing Crash Trends
- ✓ Reduce crossing distances
- ✓ Reduce Ped / vehicle conflicts

FDOT Projects / Planned Improvements

Powerline Rd:

- **Powerline Road Mobility Improvement Project**
 - Repurposing the outside lanes from W. Oakland Park Blvd to NW 29th Street to accommodate 4-ft bicycle lanes
 - The lanes are stripped, but there are no bike lane signage or markings
- **BMPO TIP #4391721 - SR-9 / I-95 at SR-816 / Oakland Park Blvd**
 - Includes intersection at SR-845/Powerline Rd and SR-816/ Oakland Park Blvd R/W Needed
 - PDE is 2023 – 2024; PE is 2026

Dixie Hwy:

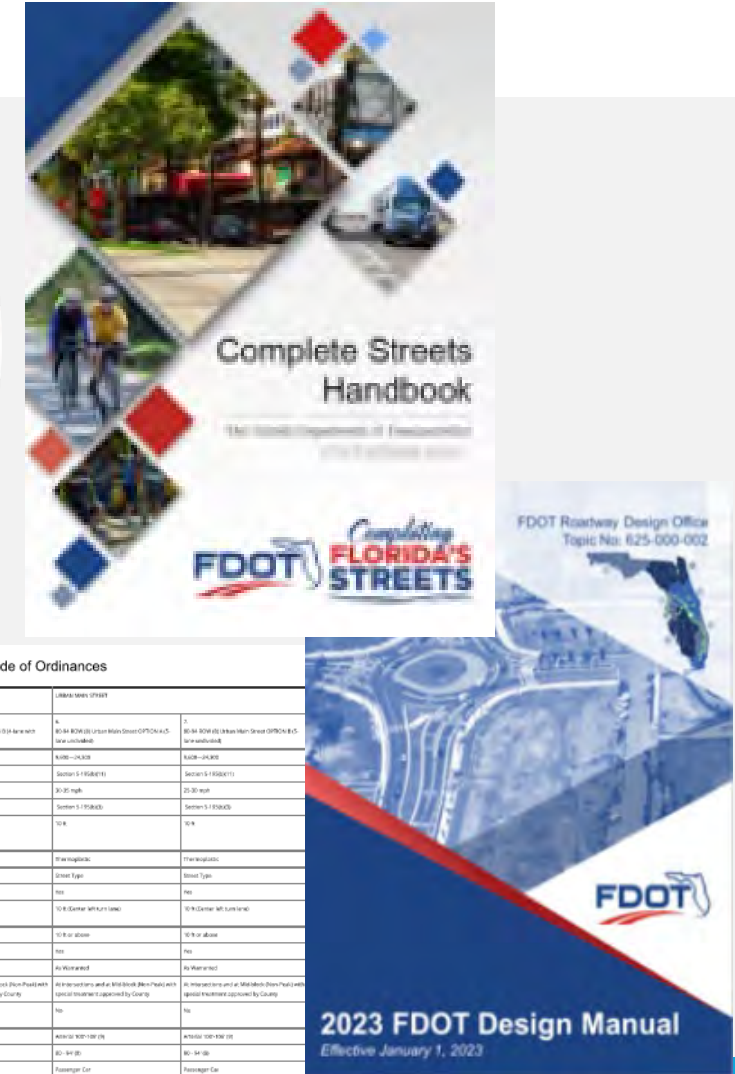
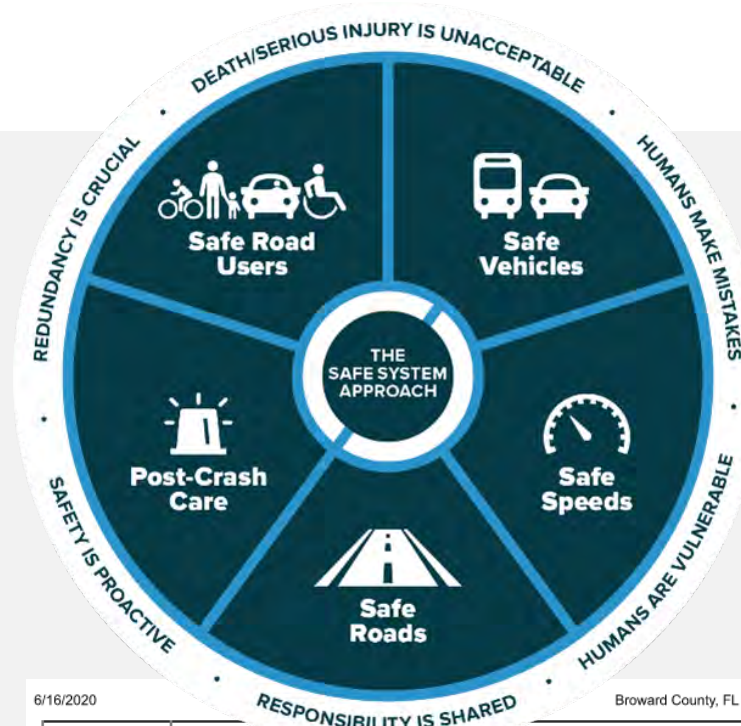
- **None**

Wilton Dr

- **New mid-block crosswalk just west of NE 8 Av**
 - Includes new center lane median with pedestrian refuge
 - New curb bulb out in NW and SW corners
 - RRFB at both ends of crosswalk
- **Improved mid-block crosswalk at NE 11 Av**
 - Crossing distance reduced; new curbed bulb out on SW corner
 - RRFB at both ends of crosswalk

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 Factor	UNBANCORP	UNBANCORP	UNBANCORP	UNBANCORP	UNBANCORP	UNBANCORP
Generalized Vehicle (GV)	100-100-110-000 Urban Core OPTON A Class with parking	100-100-110-000 Urban Core OPTON B Class with parking	100-100-110-000 Urban Core OPTON C Class with parking	100-100-110-000 Urban Core OPTON A & B with parking	100-100-110-000 Urban Core OPTON B with parking	100-100-110-000 Urban Core OPTON A, B, C with parking
Vehicle Access	Section 5-1906(1)	Section 5-1906(1)	Section 5-1906(1)	Section 5-1906(1)	Section 5-1906(1)	Section 5-1906(1)
Frontal Speed (1)	25-30 mph	25-30 mph	30-35 mph	30-35 mph	25-30 mph	25-30 mph
Typical Street Spacing	Section 5-1906(2)	Section 5-1906(2)	Section 5-1906(2)	Section 5-1906(2)	Section 5-1906(2)	Section 5-1906(2)
Minimum Frontal Area	10 ft	10 ft	10 ft	10 ft	10 ft	10 ft
Frontal Area (sq ft)	100 sq ft	100 sq ft	100 sq ft	100 sq ft	100 sq ft	100 sq ft
Driveway Design	10 ft or above	10 ft or above	10 ft or above	10 ft or above	10 ft or above	10 ft or above
Driveway Easing	Yes	Yes	Yes	Yes	Yes	Yes
Median Width at Driveway	10 ft Center left turn lane	10 ft Center left turn lane	10 ft Center left turn lane	10 ft Center left turn lane	10 ft Center left turn lane	10 ft Center left turn lane
Driveway (ft)	10 ft or above	10 ft or above	10 ft or above	10 ft or above	10 ft or above	10 ft or above
Lock Turn Lanes (2)	Yes	Yes	Yes	Yes	Yes	Yes
Traffic Signal	As Warranted	As Warranted	As Warranted	As Warranted	As Warranted	As Warranted
New proposed Pedestrian Crossings (3)	As Intersections and at Midblock (See Public with special treatment approved by County)	As Intersections and at Midblock (See Public with special treatment approved by County)	As Intersections only	As Intersections only	As Intersections and at Midblock (See Public with special treatment approved by County)	As Intersections and at Midblock (See Public with special treatment approved by County)
Median Width at Driveway	10 ft Center left turn lane	10 ft Center left turn lane	10 ft Center left turn lane	10 ft Center left turn lane	10 ft Center left turn lane	10 ft Center left turn lane
Light-of-Way (4)	100-100-110-000	100-100-110-000	100-100-110-000	100-100-110-000	100-100-110-000	100-100-110-000
Design Vehicle	Passenger Car	Passenger Car	Passenger Car	Passenger Car	Passenger Car	Passenger Car
Design Speed (5)	Yes	Yes	Yes	Yes	Yes	Yes
Design Speed (6)	Yes	Yes	Yes	Yes	Yes	Yes