


Section D

Web Surveys

Wilton Manors - Transportation Master Plan

Thursday June 1, 2023

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478

Total Responses

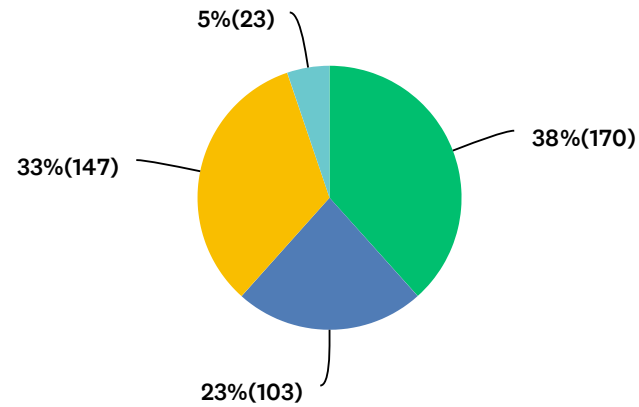
Date Created: Monday, January 30, 2023

Complete Responses: 478

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Q1 In what ZIP code is your home located?

Answered: 443 Skipped: 35

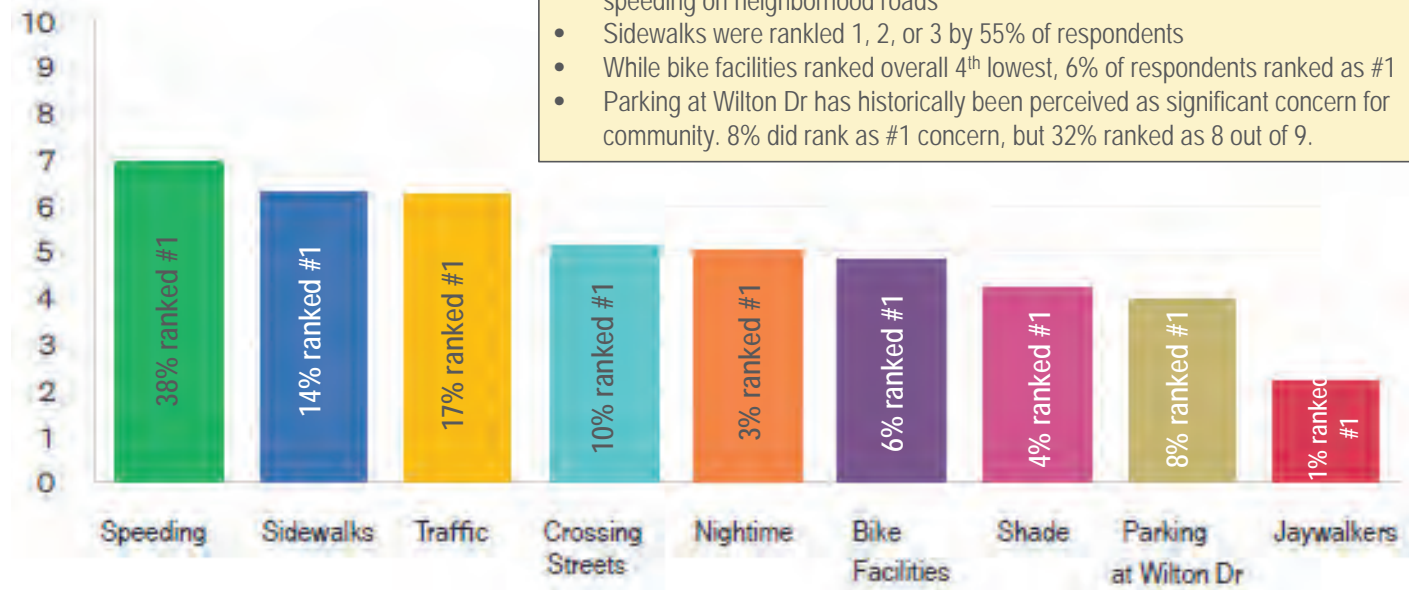


■ 33305
 ■ 33311
 ■ 33334
 ■ Other (plea...

ANSWER CHOICES	RESPONSES	
33305	38%	170
33311	23%	103
33334	33%	147
Other (please specify)	5%	23
TOTAL		443

Q2: Please rank in order your biggest concerns about transportation in Wilton Manors (1 is biggest concern)

Answered: 476 Skipped: 2



Takeaways:

- More than 1/3 of respondents marked speeding as #1 concern. This would include concerns about roadways with high posted speed limits as well as drivers speeding on neighborhood roads
- Sidewalks were ranked 1, 2, or 3 by 55% of respondents
- While bike facilities ranked overall 4th lowest, 6% of respondents ranked as #1
- Parking at Wilton Dr has historically been perceived as significant concern for community. 8% did rank as #1 concern, but 32% ranked as 8 out of 9.

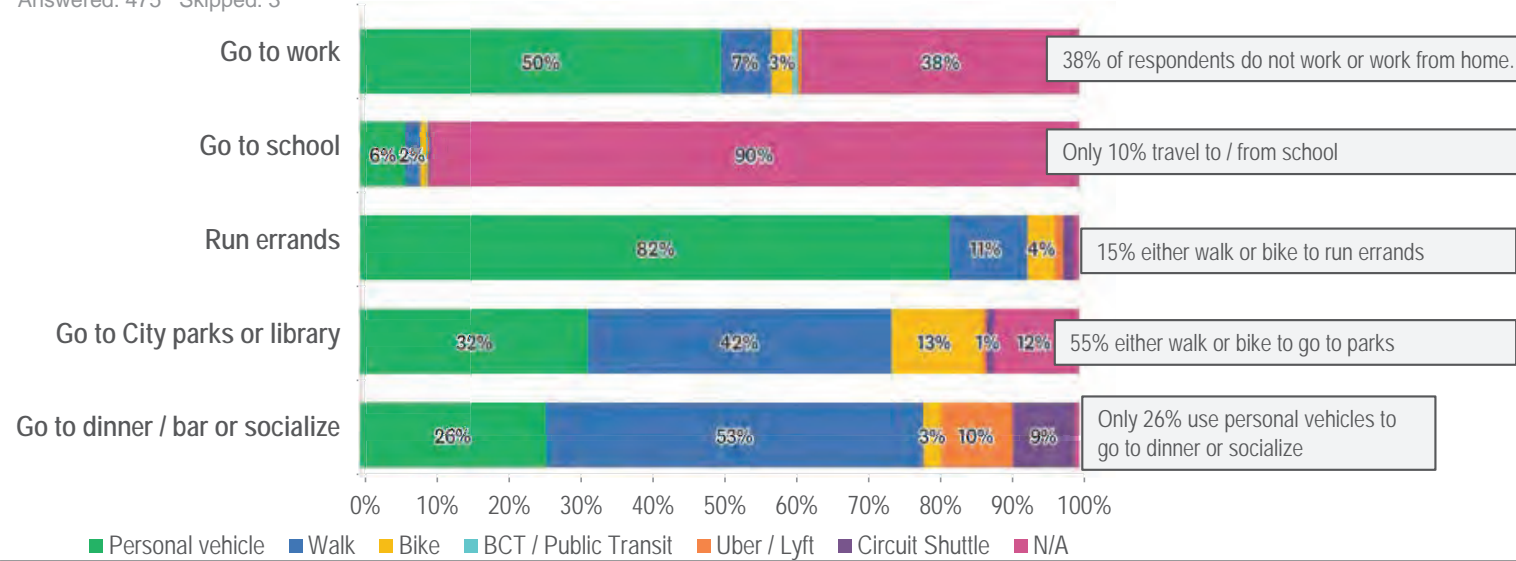
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Wilton Manors - Transportation Master Plan

	1	2	3	4	5	6	7	8	9	TOTAL	SCORE
Speeding	37.82% 180	13.66% 65	11.76% 56	11.13% 53	7.35% 35	9.87% 47	4.62% 22	2.31% 11	1.47% 7	476	6.95
Sidewalks	14.50% 69	19.54% 93	20.59% 98	13.45% 64	13.03% 62	8.61% 41	4.83% 23	3.36% 16	2.10% 10	476	6.34
Traffic	16.81% 80	23.53% 112	11.97% 57	10.29% 49	10.71% 51	12.61% 60	9.03% 43	3.15% 15	1.89% 9	476	6.24
Crossing streets	9.66% 46	9.87% 47	12.82% 61	11.97% 57	13.24% 63	10.71% 51	19.54% 93	8.82% 42	3.36% 16	476	5.16
Nighttime	2.73% 13	7.77% 37	13.45% 64	15.34% 73	19.96% 95	18.49% 88	14.29% 68	6.30% 30	1.68% 8	476	5.04
Bike Facilities	6.09% 29	8.19% 39	10.92% 52	15.55% 74	13.24% 63	13.03% 62	14.29% 68	13.03% 62	5.67% 27	476	4.83
Shade	3.99% 19	6.51% 31	7.98% 38	10.71% 51	11.76% 56	14.08% 67	17.23% 82	16.39% 78	11.34% 54	476	4.19
Parking at Wilton Dr	7.56% 36	8.82% 42	6.93% 33	7.56% 36	7.14% 34	6.72% 32	8.82% 42	32.77% 156	13.66% 65	476	4.01
Jaywalkers	0.84% 4	2.10% 10	3.57% 17	3.99% 19	3.57% 17	5.88% 28	7.35% 35	13.87% 66	58.82% 280	476	2.23

Q3: For each of the listed reasons, please mark the transportation mode you most frequently use (you can only select one mode per purpose)

Answered: 475 Skipped: 3



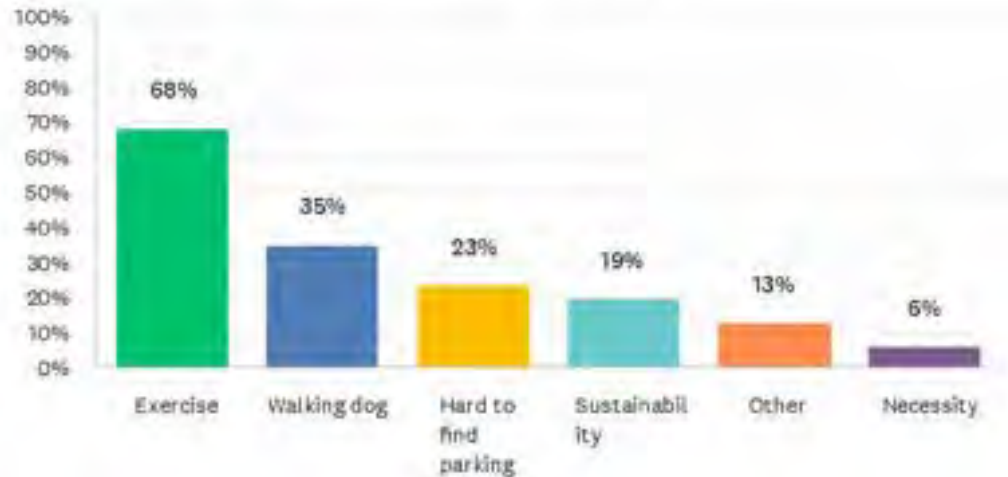
- Takeaways:**
- 38% of respondents do not work, or work from home → They may have more flexibility about their travel patterns (outside of peak commute times)
 - Parks are significant ped / bike destinations. → Plan Study Area should include routes to / from parks
 - Almost 75% respondents do not frequently drive to dinner / social destinations → Plan Study Area should include routes with access to Wilton Dr, south portion of Dixie Hwy, and future redevelopment on NE 26 St and Andrews Av

Wilton Manors - Transportation Master Plan

	PERSONAL VEHICLE	WALK	BIKE	BCT / PUBLIC TRANSIT	UBER / LYFT	CIRCUIT SHUTTLE	N/A	TOTAL	WEIGHTED AVERAGE	
Go to work	50% 234	7% 34	3% 13		1% 3	1% 3	0% 1	38% 178	466	1.30
Go to school	6% 29	2% 9	1% 4		0% 1	0% 1	0% 1	90% 410	455	1.64
Run errands	82% 389	11% 51	4% 18		0% 0	1% 5	2% 8	0% 2	473	1.31
Go to City parks or library	32% 149	42% 197	13% 60		0% 0	1% 3	1% 4	12% 55	468	1.85
Go to dinner / bar or socialize	26% 123	53% 249	3% 12		0% 0	10% 47	9% 41	0% 2	474	2.41

Q4: On a daily basis, what is your main purpose for walking?(select all that apply)

Answered: 466 Skipped: 12



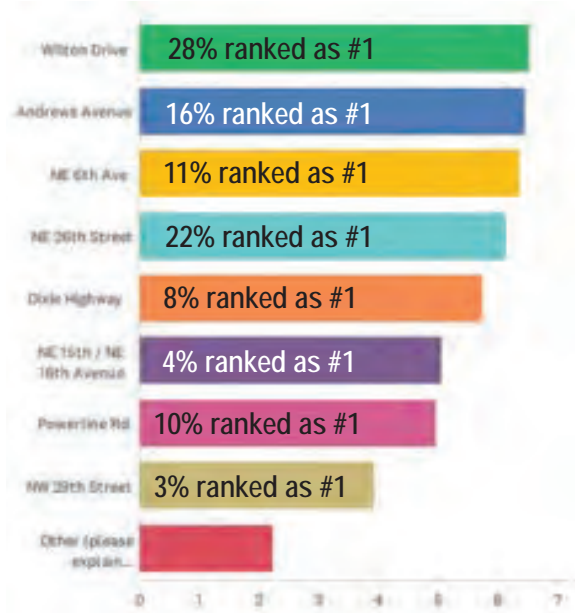
Takeaways:

- Walking for exercise may not need a destination, or a park may be the destination → Plan Study Area should include low stress bike / ped routes and routes to parks
- Walking dogs typically occurs in residential areas, and may require wider sidewalks → Plan Study Area should include routes in residential neighborhoods and areas missing sidewalks
- Almost all respondents walk on a daily basis → Plan Study Area should include barriers to safe, comfortable, and convenient walking (i.e. roadways with few or high stress crossing locations and critical sidewalk gaps)

ANSWER CHOICES	RESPONSES	
Exercise	68%	317
Walking dog	35%	163
Hard to find parking	23%	107
Sustainability	19%	90
Other	13%	60
Necessity	6%	26
Total Respondents: 466		

Q5 Please rank in order the streets you would like to have better walkability (1 being highest priority). Walkability means streets that have facilities for pedestrians and might include wider sidewalks, shade, improved crosswalks, pedestrian lighting, slower vehicle speeds.

Answered: 462 Skipped: 16



Takeaways:

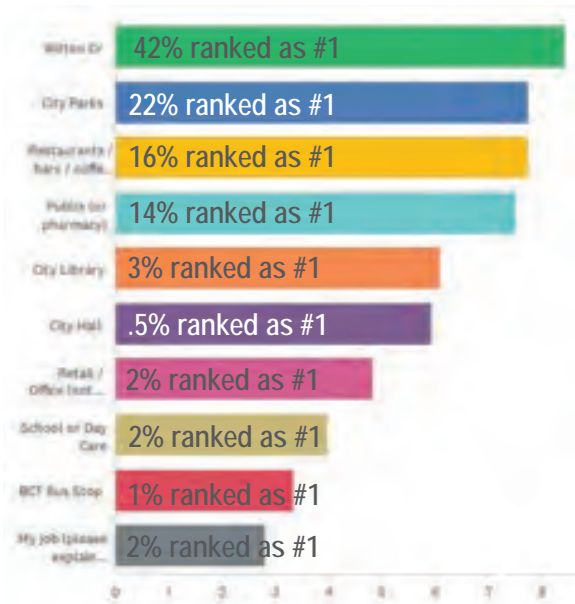
- Despite recent improvements, Wilton Dr ranked as #1 overall roadway and had the highest % of ranking as #1. → Plan Study Area should include areas of Wilton Dr needing additional improvements.
- Despite planned Surtax improvements, 22% of respondents selected NE 26 St as #1 roadway → Need to review comments to understand lingering concerns about this roadway.
- NE 6 Av and Dixie Hwy are similarly situated in City (north / south roadways in central area of City) and have similar rankings. → Plan Study Area should include one of these roadways
- While ranking 7 out of 8, 10% of respondents ranked Powerline Rd as #1. → Powerline Rd only impacts most western portion of City but was ranked #1 by more respondents than three other roadways.

Wilton Manors - Transportation Master Plan

	1	2	3	4	5	6	7	8	9	N/A	TOTAL	SCORE
Wilton Drive	26.09% 114	16.93% 74	10.76% 47	10.76% 47	9.84% 43	8.47% 37	4.12% 18	7.09% 31	1.14% 5	4.81% 21	437	6.52
Andrews Avenue	15.53% 66	18.35% 78	15.06% 64	12.71% 54	12.00% 51	7.76% 33	5.41% 23	2.82% 12	0.24% 1	10.12% 43	425	6.47
NE 6th Ave	11.24% 47	15.55% 65	18.66% 78	19.14% 80	13.40% 56	6.22% 26	5.98% 25	0.96% 4	0.48% 2	8.37% 35	418	6.37
NE 26th Street	21.92% 96	15.07% 66	14.38% 63	9.13% 40	8.68% 38	6.62% 29	5.48% 24	12.56% 55	1.60% 7	4.57% 20	438	6.14
Dixie Highway	8.12% 35	14.85% 64	16.71% 72	14.39% 62	7.89% 34	13.69% 59	10.44% 45	6.26% 27	0.93% 4	6.73% 29	431	5.73
NE 15th / NE 16th Avenue	4.33% 18	5.77% 24	10.10% 42	16.59% 69	16.83% 70	17.55% 73	14.90% 62	5.05% 21	0.96% 4	7.93% 33	416	5.05
Powerline Rd	10.41% 43	10.17% 42	7.75% 32	5.81% 24	9.69% 40	10.17% 42	9.20% 38	14.04% 58	6.30% 26	16.46% 68	413	4.97
NW 29th Street	3.12% 13	5.28% 22	6.00% 25	3.84% 16	8.63% 36	11.99% 50	22.54% 94	21.82% 91	3.12% 13	13.67% 57	417	3.95
Other (please explain location in question #7 / general comment)	5.26% 19	1.66% 6	1.66% 6	0.83% 3	1.11% 4	1.94% 7	3.32% 12	6.09% 22	52.08% 188	26.04% 94	361	2.23

Q6 Please rank in order the locations in Wilton Manors you would like to be able to walk or bike to. (1 being highest priority)

Answered: 447 Skipped: 31



- Takeaways:**
- Wilton Dr is overwhelming desired destination. → Plan Study Area should include roads / routes that provide direct or crossing access to Wilton Dr.
 - City parks are 2nd most desired destination (both in overall and #1 ranking) → Plan Study Area should include roads / routes that provide direct or crossing access to City parks.
 - 3rd emphasis area for Plan Study Area should be roads / routes that provide or crossing access to 5-Points, and redevelopment areas (restaurants / shopping) along Andrews Av and NE 26 St.

Wilton Manors - Transportation Master Plan

	1	2	3	4	5	6	7	8	9	10	N/A	TOTAL	SCORE
Wilton Dr	42.14% 177	18.10% 76	9.29% 39	8.10% 34	6.90% 29	7.38% 31	3.57% 15	0.48% 2	0.24% 1	0.00% 0	3.81% 16	420	8.42
City Parks	22.25% 91	16.38% 67	14.43% 59	13.94% 57	13.45% 55	8.56% 35	1.96% 8	0.73% 3	1.22% 5	0.00% 0	7.09% 29	409	7.74
Restaurants / bars / coffee shops (not Wilton Dr)	16.27% 68	30.14% 126	18.42% 77	7.18% 30	6.46% 27	6.94% 29	8.13% 34	2.87% 12	0.00% 0	0.00% 0	3.59% 15	418	7.74
Publix (or pharmacy)	13.51% 55	15.97% 65	21.13% 86	17.69% 72	12.78% 52	9.09% 37	2.70% 11	0.98% 4	0.25% 1	0.25% 1	5.65% 23	407	7.51
City Library	3.32% 13	10.20% 40	10.46% 41	10.46% 41	12.50% 49	16.58% 65	13.52% 53	3.57% 14	1.79% 7	1.02% 4	16.58% 65	392	6.10
City Hall	0.50% 2	4.77% 19	13.07% 52	17.84% 71	16.58% 66	16.33% 65	13.57% 54	4.52% 18	1.76% 7	0.50% 2	10.55% 42	398	5.93
Retail / Office (not Publix or Pharmacy)	2.29% 9	4.33% 17	9.92% 39	16.79% 66	8.65% 34	6.87% 27	6.87% 27	5.09% 20	5.34% 21	20.87% 82	12.98% 51	393	4.82
School or Day Care	1.57% 6	0.79% 3	0.79% 3	1.84% 7	6.82% 26	6.82% 26	12.60% 48	10.24% 39	7.09% 27	6.30% 24	45.14% 172	381	3.99
BCT Bus Stop	1.32% 5	0.53% 2	0.79% 3	1.84% 7	2.89% 11	2.63% 10	10.00% 38	23.42% 89	14.21% 54	5.79% 22	36.58% 139	380	3.34
My job (please explain location in question #7 / general comment)	1.84% 7	0.79% 3	1.05% 4	0.79% 3	2.11% 8	0.79% 3	2.63% 10	9.74% 37	22.11% 84	12.37% 47	45.79% 174	380	2.81

Survey Monkey: 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. 	

Survey Monkey – General Comments By Location / Topic

Location – 21 Ct	Topic	Survey Monkey Comments
21 Ct	Bike/Pedestrian, Connectivity	extend sidewalks and bikeways on NW 25 Street and 21 Court to encourage walking and biking to rest of Wilton Manors
21 Ct	Pedestrian	I live in West WM. The only safe crossing to the east is on 21st Court. This limits where I walk to and how often I walk to the east side and the drive.
21 Ct	Priority	7. 21st Ct
21 Ct	Priority	21st Ct. FOR # 5
21 Ct	Priority	NE 21st Ct. between Andrews Ave. and Wilton Dr.
21 Ct	Priority	21 Ct. It is dark and the sidewalks start and stop.
21 Ct	Priority	My 'other' choice of most in need of walkability is NE 21st Court. The streets you list as options are THE MOST walkable in town. The sidewalk problems are NOT on those streets. It's the rest of town where there are problems. We do the 21st Shuffle when walking to Wilton West from the Drive. From one side of the street to the other. Lighting is really bad on all the other streets as well and NOT on the streets on your list.
21 Ct	Priority	NE 21st Court, people speed as if it's a racetrack. Especially between Andrews and Wilton Drive and many frequently run the stop sign.
21 Ct	Priority	21st street. It'll help connect the west side to the drive.
21 Ct	Priority	Question 5: #2 = NW 21st Ct
21 Ct	Priority	21 court (sidewalk area around and across from 26 St)
21 Ct	Sidewalks	NE 21 Court has a high level of pedestrian traffic and is missing sidewalks in many places. In particular the house at 72 NE 21 Court has installed poles and shrubs in the right of way where a sidewalk should be. People are forced to walk on the road or uneven grass/right of way because of this issue.
21 Ct	Sidewalks	some blocks on NE 21st Ave don't have sidewalks
21 Ct	Sidewalks	21st Ct does not have sidewalks or bike lanes between Andrews and Wilton Dr
21 Ct (@ NW 5 Av)	Sidewalks	Sidewalk on NW 21st Ct and NW 5th Ave. Curve. Completed sidewalks on NW 21st Ct between Wilton Dr. and Andrews Ave.
21 Ct (@ NW 5 Av)	Sidewalks	Sidewalks on NW 21 Court and NW 5 Avenue
21 Ct	Signals, Sidewalks	The light at Andrews and 21 ct needs to give more time to cross Andrews when coming from NW. Also it is impossible to walk on the south side of 21ct because of hedges on the swale and no sidewalk.
21 Ct	Signals/Vehicular, Pedestrian	I live on NW 21st CT and the light at Andrews is TOO short for someone to cross to the NE side if slow or elderly, especially with a dog. The concern is also with red light runners which often happens at this intersection.
Summary		<ul style="list-style-type: none"> • Number of comments 18 • List of intersections mentioned: Andrews Ave, NW 25th St, Wilton Drive, NW 5th Ave • Most common topics: Signal issues, sidewalk gaps • Overall summary: NE 21st Ct should be a priority roadway. There are a lot of sidewalk gaps

Location – 5 Points	Topic	Survey Monkey Comments
5 Points	Bike/Pedestrian/Sidewalk	1) PLEASE stop designing sidewalks with light/power poles in the middle of them. 2) Crossing any road at Five Points is a nightmare. 3) Design more shared bicycle/walking paths - they can easily be 6' wide and fully protected from vehicle traffic. 4) Anyone designing sidewalks or bike paths should be required to use the existing ones to understand their poor design choices.
5 Points	Pedestrian	5 Corners is hard for pedestrians
5-Points	Pedestrian	Getting from Wilton Station to the drive is a mess. 5 points is very unsafe. Crosswalks don't work because no one will stop for pedestrians.
5 Points	Pedestrian/Intersection safety	There should be a pedestrian elevated walkway at 5 points over east side of NE 26th street and north side of N. Dixie highway and they should be connected at NE intersection of NE 26th street and N. Dixie highway.
5 Points	Shade, Pedestrian	We ought to be able to walk to most places from 5 points to Richardson Park. However, the shade trees are just too small and with the summer coming we are in for very hot weather. I'm not sure who made the decision on the size of trees but I don't think it was a wise one. I plant large trees on my property for that reason. Some of the newly planted trees are dead or dying. I don't think the Parks Department is doing a very good job of proactively replacing dead or stunted trees. Please plant much LARGER shade trees. Thank you.
5 Points	Signals, Vehicular, Parking	Sync the traffic lights at 5 points to allow traffic to clear on both north and southbound lanes of Dixie Hwy. When the signal cycle is too short, or the train comes through blocking 26th and 24th streets, or road construction reroutes traffic onto Dixie, this road becomes a nightmare for everyone. The Wells Fargo entrance on Dixie and their subsequent lack of parking, create issues which stops traffic on Dixie especially on Fridays. There is limited parking on Dixie south of 5 points for the businesses on both sides ie; theater, animal hospital, gym, etc. Drivers pull out in front of moving cars, pedestrians walk in the road, Pride Center and Poverello traffic add to this area's problems. The crosswalk at 24th St. creates confusion with the signage and cars stop at the crosswalk when they shouldn't.
5 Points	Transit, Pedestrian	Easy public transport to the beach and to downtown Ft Lauderdale. The biggest improvement for my area would be a pedestrian overpass at five points!!!
5 Points	Vehicular/Traffic Calming	PUT IN A ROUNDABOUT AT FIVE POINTS ASAP
Summary		<ul style="list-style-type: none"> • Number of comments 8 • 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.

Survey Monkey – General Comments By Location / Topic

Location – Dixie Hwy	Topic	Survey Monkey Comments
Dixie Hwy	Bike/Pedestrian	More bike lanes especially down 6Th ave and dixie. Reduce Dixie to one lane from downtown Oakland park to Wilton dr. Have no turn on red at major crosswalk areas like Wilton and 6th since people want to run you over and care less if you walking while they are turning.
Dixie Hwy	Bike/Pedestrian, Lighting	Better bike lanes down new 6th ave coming from Oakland park with better lighting and wider sidewalks and also on Dixie Hwy coming for Downtown Oakland Park. I want to be able to enjoy dinner and drinks in both cities but currently it is not safe to walk or ride a bike or any other mode. Maybe take out lane on Dixie from OPB to 5 points and slow 6th ave to a crawl. Make people get out of their cars. People just get crazy once they get in their car and have no regard for anyone. They lose patience and respect for thy neighbor.
Dixie Hwy	Crosswalks/Pedestrian	Not enough crosswalks on Wilton drive and Dixie Highway
Dixie Hwy	Misc	Combine and create a connection with Oakland Park. Specifically Dixie with both downtown areas and Andrews from Prospect to 26th Street
Dixie Hwy	Sidewalks, Speeding	Concerned about plans for expansion of multi units and our limited transport zones - 26th (too narrow of sidewalks today), Dixie highway traffic too fast and road to curvy
Dixie Hwy	Speeding/Bike/Lighting/Connectivity	Cars go way to fast down NE 6th AV and down dixie AV. There is no real bike lane. It should be made more friendly for people to get from Oakland park BLVD to connect to wilton. These roads could use some lighting as well. The lights aren't close enough for you to feel safe. Some canopy trees or shade trees need to be planted too. The sun is way to hot here. Connect with Oakland Park. So many gay people live there since they have been priced out of Wilton Manors. Make it easier for them to enjoy the city. Currently that little golf cart thing doesn't even go there. Think how much connecting the 2 downtown areas would be for business. Reduce dixie down to 1 lane from downtown Oakland park to wilton drive. It will make more walkable and enjoyable experience for people. Probably increase better retail on dixie by the bridge. Maybe make it a bike only road? Something needs to be done. Soon Oakland park will get that train stop and Wilton Manors will be left behind. It is time to start now with connecting the cities. Autonomous cars maybe?
Summary	<ul style="list-style-type: none"> Number of comments 6 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 	

Location – NE 6 Av	Topic	Survey Monkey Comments
NE 6 Av	Bike/Pedestrian	More bike lanes especially down 6Th ave and dixie. Reduce Dixie to one lane from downtown Oakland park to Wilton dr. Have no turn on red at major crosswalk areas like Wilton and 6th since people want to run you over and care less if you walking while they are turning.
NE 6 Av	Bike/Pedestrian, Lighting	Better bike lanes down new 6th ave coming from Oakland park with better lighting and wider sidewalks and also on Dixie Hwy coming for Downtown Oakland Park. I want to be able to enjoy dinner and drinks in both cities but currently it is not safe to walk or ride a bike or any other mode. Maybe take out lane on Dixie from OPB to 5 points and slow 6th ave to a crawl. Make people get out of their cars. People just get crazy once they get in their car and have no regard for anyone. They lose patience and respect for thy neighbor.
NE 6 Av	Sidewalks	We love ride share codes and circuit when it's too hot, bad weather and late night. It would be nice to have better sidewalks, landscaping, and markers on 6th.
NE 6 Av (OP Blvd)	Signals, Vehicular, Congestion	The light at 6th Ave and Oakland Park. It's too long for Oakland Park direction. Turning left should remain an option from Oakland Park to 6th, rather than the arrow going red. There are no right turn lanes from 6th to Oakland Park. The addition of the new condos and stores around the Sprouts is going to be a traffic nightmare. It's already a problem because traffic backs up on 6th waiting for the light and people can't turn into or exit from the Sprouts parking lot onto 6th. People go through the parking lot or the 7-11 parking lot to make right hand turns from 6th to Oakland Park. Please do a better traffic study of this. I have already complained about the increasing issues at this intersection and was told traffic studies have already been done.
NE 6 Av	Speeding/Bike/Lighting	Cars go way to fast down NE 6th AV and down dixie AV. There is no real bike lane. It should be made more friendly for people to get from Oakland park BLVD to connect to wilton. These roads could use some lighting as well. The lights aren't close enough for you to feel safe. Some canopy trees or shade trees need to be planted too. The sun is way to hot here. Connect with Oakland Park. So many gay people live there since they have been priced out of Wilton Manors. Make it easier for them to enjoy the city. Currently that little golf cart thing doesnt even go there. Think how much connecting the 2 downtown areas would be for business. Reduce dixie down to 1 lane from downtown Oakland park to wilton drive. It will make more walkable and enjoyable experience for people. Probably increase better retail on dixie by the bridge. Maybe make it a bike only road? Something needs to be done. Soon Oakland park will get that train stop and Wilton Manors will be left behind. It is time to start now with connecting the cities. Autonomous cars maybe?
Summary	<ul style="list-style-type: none"> Number of comments 5 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. 	

Survey Monkey – General Comments By Location / Topic

Location – Wilton Dr	Topic	Survey Monkey Comments
Wilton Dr	Crosswalk	Not enough crosswalks on Wilton drive and Dixie Highway
Wilton Dr	Crosswalk	We need MANY more crosswalks and connectivity with existing bus lines . Wilton Drive could use 2-3 more as does NE 26th east of Five Points
Wilton Dr (NE 7 Av)	Crosswalk, Priority	7th and Wilton needs top priority. ESP If they're adding WilMa Vacation Palace.. Please revamp and make an official crossing there. People constantly just cut across and it's not safe
Wilton Dr	Crosswalk/Pedestrian, Shade	Cars run red light on Powerline at NW 29 St. Need crosswalk over Powerline leading to pedestrian entrance of Mickel Park. I do not like to walk to Publix b/c sidewalk on Andrews is too close to road AND lots of crime / strange people at shopping center. Also no shade! Need crosswalks over Wilton Dr. esp at 7th St.
Wilton Dr	Misc	The drive road reduction started in 2018 and took 6 years to complete and it was only a cheap haphazard half done project that helped center drive but left areas near 5 points with literally no real change. If any other projects are going to be successful they need true financial backing and a different approach ~ we can't go thru 6 years of shabby infrastructure half done projects because of government incompetence
Wilton Dr	Misc	Add additional Fast Chargers for EVs At City hall or along Wilton Drive
Wilton Dr	Misc	I listed speeding as the biggest issue because you didn't have car noise as an option. The last year Wilton Drive has been inundated with noise polluters in cars i.e. blasting music and enhanced mufflers, motorcycles revving engines. The new law that makes it a crime to create noise that can be heard more than 25 feet from your vehicle is being completely ignored by WM police. The drive is turning into South Beach in the worst possible way.
Wilton Dr	Pedestrian	It's time that Wilton Drive be made into a pedestrian only outdoor space. much like they did in South Beach. or Pearl street mall in Boulder Colorado. It is a matter of time before a drive-by shooting occurs.
Wilton Dr	Shade	More shade on Wilton drive would be great.
Wilton Dr	Shade	The revisions to Wilton Drive are a disaster. There should be more medians through the drive with a considerable amount of trees in them. WILTON DRIVE NEEDS SHADE LIKE LAS OLAS!
Wilton Dr	Shade	Wilton drive landscape is a big improvement but it needs more large shade trees and traffic speed bumps or further ways to slow traffic .. it looks deserted during day time with only dog walkers
Wilton Dr	Sidewalks, Pedestrian	Enhance the environmental protections along the Drive and stop the businesses from dumping in to our storm drains. Ensure that pedestrians have room to walk down sidewalk and that spaces is not overcrowded by the restaurants. Consider burying utilities so sidewalks at intersections have room for people to gather and wait for the crosswalk light. Move crosswalks to areas people currently run across the street, path of least resistance is a good way to look at the crosswalk locations (out of the closet amd village pub crossings come to mind).
Wilton Dr	Sidewalks, Speeding	The streets leading to the drive which many people use such as 7th, 8th and 9th on both sides of the drive have no sidewalks and can feel dangerous at night with speeding cars. There should be sidewalks there and the police should monitor speeding.
Wilton Dr	Speeding	#5 Isn't Wilton Drive all done? It is scary to ride my bike - people speed and are on the phone and not paying attention anymore. As much as the city planners think WM is a walking city, it is much too hot to walk without driving "there" first. I would walk to the Drive if there was a public restroom somewhere on my way home!
Wilton Dr	Speeding, Safety	HOMELESS NEED TO GO , TRAFFIC ENFORCEMENT FROM POLICE , MORE POLICE PRESENCE AT ALL TIMES ON THE DRIVE
Wilton Dr	Speeding, Traffic Calming, Vehicular	The two ends of the drive need speed bumps and more signs. Eastbound traffic entering wilton drive needs clear boundaries for traffic to slow down and speed bumps. Cars coming over bridge enter at high speed right into pedestrian area. The other area is in front of The Foundry and Island City Stage. Northbound traffic towards 5 points. Speed bumps needed and additional signs. Traffic is oblivious to pedestrians and theatre patrons.
Wilton Dr	Speeding, Traffic Calming, Vehicular	speed no 1 issue..add speed bumps..more frequently changing lights to slow traffic..add speed traps.. add more drop off/pick up areas for uber/lift/circuit/food dlvry on drive why are there no trees on the median across from gym bar? why are there no trees in median across from shades of past.? more trees..ones added good but a lot more can be added.. add more medians with trees and low level/mntc ground cover. add trees in median across from city hall extend median in front of city hall east .. no left turn on to the drive from ne 7th ave.. add more/better lighting on ne2nd/3rd ave..3rd terrace..4th av add rainbow sidewalks
Wilton Dr	Speeding, Vehicular	Somewhat related, please consider a 25 MPH limit on The Drive.
Summary		<ul style="list-style-type: none"> • Number of comments 18 • 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.

Survey Monkey – General Comments By Location / Topic

Location – NE 26 St	Topic	Survey Monkey Comments
NE 26 St	Bike/Pedestrian	Having an east-west bike facility connecting from powerline Rd to US-1 would be incredible. NE 26th St feels unsafe on a bike and as a pedestrian due to small sidewalks, no bike lanes, pull out parking, and very little shade.
NE 26 St	Bike/Pedestrian, Traffic Calming	26th Street needs dedicated bike lanes and more crosswalks. Traffic should be calmed
NE 26 St	Crosswalk	We need MANY more crosswalks and connectivity with existing bus lines. Wilton Drive could use 2-3 more as does NE 26th east of Five Points
NE 26 St	Crosswalk	Desperately need a crosswalk from 14th Ave (Wilton Station) across 26th St. ... Buttons for pedestrian crossing lights need to be better labeled.
NE 26 St	Crosswalk	26th street needs a crosswalk east of the railroad tracks. Someone is going to get killed there, heaven forbid.
NE 26 St @ Wilton Station	Crosswalk	I would like to see a pedestrian crossing on NE 26th St at Wilton Station.
NE 26 St (at NE 14 Av)	Crosswalk, Pedestrian	A crosswalk is desperately needed on North E. 26th St. and NE. 14th Ave. with a yellow caution light that can be pressed by pedestrians when trying to cross the street.
NE 26 St	Crosswalk/Pedestrian	We seriously need a pedestrian crossing on 26th at or near Wilton Station. Very hazardous jaywalking is required there.
NE 26 St	Crosswalk/Pedestrian, Speeding	I live at Wilton Station, and crossing the street on NE 26th near our home is nearly impossible. Vehicles speed by in excess of the speed limit; virtually none stop for pedestrians. We truly need a crosswalk and signaling for walkers.
NE 26 St (at NE 14 Av)	Crosswalk/Pedestrian, Speeding	26th street needs more pedestrian crosswalks, the distance between crossings is to far and traffic does not obey the speed limit. We desperately need a cross walk at 26th st and 14th ave.
NE 26 St	Misc	Make over 26 St in East End like Wilton Drive. Drivers WILL get used to it; watch the public come out!
NE 26 St	Ped / Bike Safety	26th Street is a disaster for pedestrians and cyclists. It must be improved. It connects Wilton Manors to East Ft Laud and the beach. Residents need a way to safely commute by foot/bike without being ran over.
NE 26 St	Ped / Bike Safety	Traffic on 26th St between 5 points and Federal is extremely dangerous for bike riders, walkers and local traffic
NE 26 St	Ped / Bike Safety, Priority	26th street is a dangerous nightmare for pedestrians and cyclists. It should be top priority for solutions or rerouting pedestrians safely to east ft laud.
NE 26 St	Sidewalks/Pedestrian, Traffic Calming	Concerned about plans for expansion of multi units and our limited transport zones - 26th (too narrow of sidewalks today), Dixie highway traffic too fast and road to curvy
NE 26 St	Sidewalks/Pedestrian, Traffic Calming	26th needs to be reduced to one lane each way we also need wider sidewalks and crosswalks
NE 26 St	Speeding	26th street, between Andrews Ave and 6th Ave needs traffic lights or at least, speed humps, to control the speed of vehicles. As a resident who lives literally across from the elementary school, I see speeders every day. I see vehicles pass each other, every day. There are accidents at least once a month on 26th St and 2nd Ave, or 26th St and 6th Ave. I have witnessed people are stretchers, taken from each location, sure to accidents. This HAS TO STOP. This is a residential area. People don't need to be passing 2 schools, filled with children, or a library, or a church, 50-60mph, at all hours of the day.
NE 26 St	Speeding, Shade	Car speeding and lack of shaded walkways are the biggest priorities to us in my household... NE 26th Ave west of 5 points has become a speeding hot spot... where is the police? Also, Kids In Distress loading and unloading right on 26th street where they have plenty of private space in the parking area creates a traffic nightmare with people just parking on the street!
Summary		<ul style="list-style-type: none"> Number of comments 18 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

Survey Monkey – General Comments By Location / Topic

Location – Powerline Rd	Topic	Survey Monkey Comments
Powerline Rd	Bike	The bike lane put in on Powerline was not smart because it made traffic worse and no one bikes in that lane because it's too dangerous.
Powerline Rd	Bike/Ped Safety, Vehicular	Cars run red light on Powerline at NW 29 St. Need crosswalk over Powerline leading to pedestrian entrance of Mickel Park. I do not like to walk to Publix b/c sidewalk on Andrews is too close to road AND lots of crime / strange people at shopping center. Also no shade! Need crosswalks over Wilton Dr. esp at 7th St.
Powerline Rd	Positive	The current addition of the Wilton Manors Police Vehicle on Powerline has already shown signs of change. Drivers are slowing, not all, but there's a positive difference.
Powerline Rd	Speeding, Bike	Need to get rid of the bike lanes on power line road because cars are using them to bypass traffic. Many accidents since the lane was put in. MORE POLICE PRESENCE TO ENFORCE TRAFFIC SPEED ON POWERLINE
Powerline Rd	Speeding, Bike, Pedestrian, Vehicular	Bike lane expenditures are really a waste of public funds when the speed of vehicles isn't controlled. Too many cars run stop signs especially at NW 7 Ave and NW 26 St-especially when there is a ball game at Mickel Park and people are late. Never see police ever monitoring or issuing tickets. Powerline Rd continues to be race track even though reduced speed limit- never enforced!
Powerline Rd	Speeding, Vehicular	Lowering the Powerline speed limit to 35 was just plain stupid. There is NO police intervention of speeders and poor driving and drivers FLY on both Powerline and Andrews. Drivers go in the bike lane ALL THE TIME and nothing is done about them. Not having decent delineation of the lanes is a big mistake.
Summary	<ul style="list-style-type: none"> • Number of comments 6 • 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. 	

Location – Westside	Topic	Survey Monkey Comments
Westside	Connectivity	The West side has been sorely neglected. Wilton Drive is fine, getting there is the problem.
Westside	Crosswalks	Westside Crosswalks!!!!!! Need more and repaired on Andrews Ave and Powerline Rd.
Westside	Pedestrian, Bike/Ped Safety, Connectivity	Walking from Westside to Wilton drive is lacking safe routes.
Westside	Sidewalks	NE 21st Ct from Andrews to the Drive needs a sidewalk. The Westside should be able to walk to and from the drive on a sidewalk. The new commercial building (Green Dragon) on corner of NW 20th and Andrews should have been forced to build a sidewalk on NW 20th. Really the city only required a sidewalk on Andrews. Cars and pedestrians are forced into the narrow NW 20th street together at that corner as it is a divided road and the church across the street has a large hedge forcing you into NW 20th on that side. So at a minimum, the city code should require that any new commercial building on a corner on Andrews Ave must install sidewalks on the side street as well as on Andrews. Please do this.
Westside	Sidewalks, Pedestrian, Speeding, Lighting, Safety	Sidewalks are almost nonexistent on the Westside. Lots of cut through fast traffic especially during rush hour. And a blind curve at NW 21st Ct. and 5th Ave is very dangerous. We need better lighting throughout the neighborhood and speed reducing mechanisms at the aforementioned curve.
Westside	Speeding, Bike	Bike lane expenditures are really a waste of public funds when the speed of vehicles isn't controlled. Too many cars run stop signs especially at NW 7 Ave and NW 26 St-especially when there is a ball game at Mickel Park and people are late. Never see police ever monitoring or issuing tickets. Powerline Rd continues to be race track even though reduced speed limit- never enforced!
Westside	Speeding, Vehicular, Connectivity	The westside needs more connectivity to other areas of WM...especially the areas west of Powerline. Even the circuit shuttle is not effective for us west of Powerline. Powerline is not a safe mode for Westside residents. There is no control or mitigation to unlawful and wreckless driving on Powerline. We maybe be less in number of residents but we have the same safety and traffic concerns that other areas have and the impact to our quality of life is still the same as others. Do not ignore us.....quick to seek our votes but also quick to disappear until election time returns!
Summary	<ul style="list-style-type: none"> • Number of comments 7 • 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. 	

Survey Monkey – General Comments By Location / Topic

Location – Misc	Topic	Survey Monkey Comments
Andrews Av	Bike, Pedestrian, Connectivity	Need greater cross-City connectivity for cyclists and pedestrians, including dedicated multipurpose or bike lanes and safer/expanded crossing of major roads that divide our neighborhood like Andrews Ave.
Andrews Av	Connectivity	Combine and create a connection with Oakland Park. Specifically Dixie with both downtown areas and Andrews from Prospect to 26th Street
Andrews Av	Misc	please clean up Andrews Ave. Ignored by the city, Not pretty. City focus too much attention on Wilton Drive
Andrews Av	Vehicular, Speeding	Lowering the Powerline speed limit to 35 was just plain stupid. There is NO police intervention of speeders and poor driving and drivers FLY on both Powerline and Andrews. Drivers go in the bike lane ALL THE TIME and nothing is done about them. Not having decent delineation of the lanes is a big mistake.
NE 1 Av	Speeding, Vehicular	NE 1st Ave is the Autobahn in the mornings and afternoons as parents race to drop off and pick up their kids from the elementary school. NE 5th Ave between the library and the liquor store is equally dangerous as people use it as a cut through and there are no speed mitigation efforts or stop signs.
NE 13 Av	Sidewalks	13th Ave dead end sidewalk. I hate dead end sidewalks.
NE 20 St	Priority, Connectivity	NE 20TH St, from Wilton Drive to Wilton Tower. We have to risk our lives daily and walk in the street. The sidewalk that runs beside Hagen Park should be extended all the way to Wilton Dr beside Tropics. Eliminate the 4-5 parking spots, lay a sidewalk, and lay a grassy area between the sidewalk and the road. Almost 200 residents live in Wilton Tower, and we all have to walk in the street to get to the Drive.
NE 22 St	Sidewalks, Vehicular, Lighting	NE 22nd should be one way with a sidewalk on one side. NE 23rd could go the other direction with a sidewalk on one side. Also, it is incredibly dark at night and unsafe. Please add lighting.
NE 24 St	Priority	NE 24 st
NE 24 St	Sidewalks	Sidewalks on 24th street east of 15th Ave.
NE 24 St	Sidewalks, Pedestrian	On NE 24th Street, the new sidewalk on the south side of the street is nice but ends abruptly at the railroad tracks, where another sidewalk appears on the north side of the street. This forces pedestrians in an unsafe situation to either walk in the middle of traffic or jaywalk to cross the street to get to the other sidewalk.
NE 5 Av	Speeding, Traffic Calming	5th Ave needs speed bumps ASAP between NE 26th St and NE 21st Ct. It is only 5 blocks long but people drive way too fast in this stretch. Parked cars, garbage cans, trees, etc. are constantly getting hit. We need traffic calming around the Drive in general so bikers/walkers are safer on the side streets.
NE 5 Av	Speeding, Vehicular	NE 1st Ave is the Autobahn in the mornings and afternoons as parents race to drop off and pick up their kids from the elementary school. NE 5th Ave between the library and the liquor store is equally dangerous as people use it as a cut through and there are no speed mitigation efforts or stop signs.
NE 9 Av	Pedestrian, Connectivity, Sidewalks	Sidewalks need to connect Wilton drive and 26th Ave on NE 9th Ave, as there is a lot of foot traffic on that short strip but the sidewalks just end. In addition a crosswalk on 26th at 9th terrace or 10th Ave for the neighbors that cross 26th on the way to the drive and for the workers of Rosie's that park on 10th Ave and cross 26th to go to work at Rosie's
NW 25 St	Pedestrian, Bike, Sidewalks	extend sidewalks and bikeways on NW 25 Street and 21 Court to encourage walking and biking to rest of Wilton Manors
NW 28 Ct	Lighting, Sidewalks	I've recently moved here and in some places in west Wilton manors there are no sidewalks and the street lighting is lacking. I live in nw 28th court . People like to walk in the neighborhood but it is very dark at night
Oakland Park Blvd	Connectivity	We need to connect with Ft. Lauderdale. Laudertrail and also Oakland Park's plans
Oakland Park Blvd	Pedestrian, Transit	1) Would be great to have a shuttle from Wilton Drive to Sebastian St. Beach. 2) South side of Oakland Park Blvd is not walkable. 3) 26th St East of Dixie Highway is unwalkable. 4) Many people here, like myself, do not own a vehicle at all. One amazing benefit is that I never have to complain about looking for parking. Seems to be the first topic brought up at dinner parties and it is really quite trite. How can we convince more locals to take fewer trips by car?
Oakland Park Blvd	Priority	Oakland Park Blvd
Oakland Park Blvd	Priority	Oakland Park Blvd, ne 9th ave
Summary		<ul style="list-style-type: none"> • Number of comments 20 • 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.

Survey Monkey – General Comments By Location / Topic

General Comments	Topic	Survey Monkey Comments
General	Bike	I believe the bike lanes on the drive and dixie NEED TO BE TOTALLY PAINTED green. the lanes are very confusing on the drive. Andrews north of Oakland pk are painted totally green helping to say we want riders and care for your safety.
General	Bike	Biking was my main mode of transport in many previous cities I lived. Here it is too unsafe. Cars aren't respectful, bike lanes aren't protected, everyone rides on the sidewalks which is tough when walking my dog.
General	Bike	Cars should be given tickets for not respecting bike lanes
General	Bike	I think more bike parking and facilities would be great. I often don't bike around town because there are no places to lock my bike up. I mean I use signs and stuff sometimes but it's not ideal.
General	Bike	It would be great to have more dedicated bike lines throughout Wilton Manors as well as a connection to bike La es that lead to the beach.
General	Bike	It would be nice if bike paths could be developed away from or separated from motor vehicle paths.
General	Bike	More bike lanes. Automatic walk signals without pressing button
General	Bike	More bike racks
General	Bike	Need bike racks.
General	Bike	Need bike racks/bike parking.
General	Bike	Need more bike lanes and trails
General	Bike	Paint our bike lanes green
General	Bike	Protected bike lanes would be helpful. More ticketing if speeders/cell one use/right turn abuse
General	Bike	wish you could bike safely without worry off traffic
General	Bike	Would like to see more speed bumps and bike lanes.
General	Bike	multimodal transportation system that prioritizes cycling can help reduce congestion, improve air quality, and promote physical activity and health in a city. It can also provide greater accessibility and transportation options for residents and visitors, making the city more livable and sustainable.
General	Bike	Work with Fort Lauderdale to enhance safer bike lanes from Wilton Manors to the beach
General	Circuit	Please add more circuit ride vehicles, job postings, expand hours for nightlife scene especially Wicked Manors, Pride, theme says etc. Add bike paths. Example vacant fenced park on NE 21st Street Colahatchie park extension. Corner NE 14th Ave. East side.
General	Circuit	although i like the concept of Circuit, the vehicles look unsafe. i would never go anywhere near Andrews or Powerline in one of those because of the speeders and red-light-runners.
General	Circuit	Circuit has been a great addition to the community
General	Circuit	Circuit is great addition.
General	Circuit	Circuit is great, but needs to run until bars close. Also, sometimes cannot get it to work.
General	Circuit	Circuit ride is great, but should run much later on weekends, to at least 1am.
General	Circuit	Circuit shuttle needs to run later
General	Circuit	Circuit-like transportation is helpful
General	Circuit	I like circuit but it's not available all the time
General	Circuit	I like the Circuit option.
General	Circuit	I truly appreciate circuit as an option. It would be great if the hours of operation ran a little later.
General	Circuit	I was very pleased with the introduction of the Circuit vehicles. However; the tipping policy (do or don't) needs to be clarified and updated in their App.
General	Circuit	Increase circuit availability and hours
General	Circuit	It would help out a lot if Circuit was able to go to Coral Ridge Mall
General	Circuit	the circuit is a great addition. i think the hours could be shifted later.
General	Circuit	The Circuit is a welcome service to WM to reduce traffic, congestion, impaired driving, etc. I would like to see it continued and expanded.
General	Circuit	The Circuit shuttle has been a fantastic addition to the city.
General	Circuit	The Electric Shuttle is a fabulous idea and I am looking forward to taking it. However, I heard someone took it recently and there was no Shuttle available to take back home. I firmly believe all available funding should be used to invest in enough Shuttles that there is always one available.
General	Circuit	Love the little green taxi service.
General	Circuit	it'd be great to have a shuttle to take us around the various spots of interest
General	Circuit, Connectivity	Simple connections (pref free) to downtown Ft Lauderdale and the beach would be helpful. Car free direct to major destinations without the complex routes that the bus system uses would be a delightful goal. Circuit is a great addition!
General	Circuit, Micromobility	Love circuit and love scooters!

Survey Monkey – General Comments By Location / Topic

General	Circuit, Micromobility	promote golf carts, circuit shuttle uber service
General	Congestion, Vehicular	Traffic congestion has gotten too heavy after reducing the lanes on several of the major streets in area. Only to get worse with all the new construction projects planned. Concentrate on keeping the traffic moving.
General	Connectivity	My main walking routes to Wilton Drive are 21st, 24th & 26th. More consistent sidewalks would help safety.
General	Crosswalk	Crosswalks are desperately needed on the west side!
General	Crosswalk	Crosswalks need to be painted at EVERY corner. More parking is critical. Schedules need to be posted at every bus stop...electric arrival time screens would be ideal. City Hall traffic light was never needed.
General	Crosswalk	In general I'd like to see safer crosswalks. I've seen in some cities Florescent orange flags are at a crosswalk, pedestrian grabs flag to stop traffic when crossing street. Maybe more crosswalks on drive
General	Crosswalk, Parking	We desperately need a parking structure where City Hall is 3-4 levels first level for Uber, Lyft circuit. Also a crosswalk where Pub Bar Is to cross to parking lot across the street . Very dangerous there.
General	Lighting, Pedestrian, Sidewalks, Transit	We need more sidewalks and lights at night. A train station in Wilton Manors would be great.
General	Micromobility	Stand up electric scooter
General	Micromobility	You never consider scooters as a great way to move people in small towns, not everybody physically can or wants to bike, and scooters are efficient, cheap, take little room and some are even electric or have a minimal impact in the ecosystem.
General	Misc	Depending on the area which one life. I'm sure for many people where they live would be on the top of the list
General	Misc	Need to be more modern. We look like were stuck in the 80s
General	Misc	Unreliable
General	Misc	I don't see that we can move from a car centric model, considering the age, gender and socioeconomic situation of the majority of residents.
General	Misc	I don't walk or ride a bike.
General	Misc	WM needs to go through suburban detox in order to fix its transportation problems. As long as driving is the transportation focus, it will only get worse. Car oriented transportation has very limited capacity and won't handle future growth. The sooner we realize the importance of walkability in creating an efficient transportation system, the less costly the change will be.
General	Misc	Please stop. Less than .01% of people walk and/or bike to work, shop, or otherwise. Stop ruining Wilton Manors with overdevelopment. Time to start protecting our Island City. It's polluted and overpopulated. Just stop.
General	Misc	Ride share needs specific spots to stop
General	Misc	My job is on State Road 7. I can't walk or bike to that location.
General	Misc	I do not work
General	Misc	I work at Hunter's. I ride a scooter.
General	Misc	Microsoft
General	Misc	Work location is Wilton Manors Elementary School
General	Misc	Work on the drive
General	Misc	I live in town and work at the high school. I drive to the school and mostly walk to the Drive.
General	Misc	People who doesn't live in our city doesn't respect the signs, signs and education has to be Expose in better way
General	Parking	I do deliveries. No place to pull over or park for a few minutes to do deliveries.
General	Parking	Parking is the worst ,we need a parking garage that can have a attractive facial aspect to match near buildings
General	Ped / Bike Safety	I would walk or bike everywhere if it was safer to do. Please make our city more welcoming to multimodal transportation. Also, consider a tree canopy assessment and tree planting campaign.
General	Ped / Bike Safety	Make Wilton Manors more pedestrian and biking safely
General	Ped / Bike Safety	Need safer walkability for residents, including children.
General	Ped / Bike Safety	Please make the city more bike and pedestrian friendly. Do not prioritize traffic except on main through roads like sunrise or Oakland blvd
General	Ped / Bike Safety	Prioritizing pedestrians over cars in a small city can have significant benefits such as reducing traffic congestion, enhancing public safety, improving air quality, and promoting a more livable and sustainable community. By providing safe and accessible walking paths, crosswalks, and bike lanes, people can easily move around without relying on cars. This encourages active transportation, which not only reduces the dependence on fossil fuels but also promotes physical activity and overall well-being.
General	Pedestrian	There many good sidewalks in Wilton Manors, but I often find that pedestrians would rather walk in the street. Also there are many crosswalks in the area, but residents (Gables) I find often cross in the middle of the road. Many pedestrians do not obey the traffic lights that are their for their protection.
General	Priority	2300 NE 7th Ave from NE 10th Ave
General	Safety, Sidewalks	You need to have police walk up and down the drive and police the sidewalks. There are areas now where the businesses have taken most of the room up leaving only a small opening for people to actually use for the purpose of walking on them now. How did this occur where the business make it seem as though the new sidewalks are controlled by them?
General	Shade	More trees. A shady walkway is much more inviting on a sultry summer day.
General	Shade, Lighting, Bike	shade and more lighting is mostly needed and more safer bike lanes
General	Shade, Pedestrian	There is no shade for walking. Too many jaywalkers!
General	Shade, Pedestrian	Wilton Manors is one of the only communities that has such a wonderful build out for a gay community but yet no one walks there during the day because it's too damn hot. The sidewalk should be lined with beautiful, shaded trees and lots of shading everywhere. We live in Florida, and since this community is very much here around, and still growing rapidly, we would like to see shade trees planted in much more walkability. You guys could take a lot of lessons from a city, such as Saint Petersburg, Florida, where we own another home, and the lifestyle there is fantastic because of the walkability to everything and it's so well planned and well done .

Survey Monkey – General Comments By Location / Topic


General	Sidewalks	Connected Sidewalks throughout the area would be a huge improvement!
General	Sidewalks	Should have sidewalks on every street
General	Sidewalks, ADA	I happen to use a mobility scooter as I can't not use my legs to walk and I use the scooter to get around some of the roads get a little tight. This is quite bumpy and it's all right. It's a lot of crack sidewalks it's better than most, but there's some repairs that need to be done.
General	Sidewalks, Pedestrian, Bike	More sidewalks in general , more sidewalks that are shaded with arcaded buildings like Wilton Station retail or trees . More crosswalks and more safe bike lanes
General	Speeding	I keep taking surveys and participating in feedback about speeding and stop sign running and almost getting killed, and the city refuses to do anything about it. Why is that?
General	Speeding, Bike	Need police officers to control and enforce traffic laws! Need bike locker boxes - bike was stolen.
General	Speeding, Crosswalks, Transit	more police enforcement, more crosswalks, more public transport options, lower speed limits, more speed bumps, more left-turn arrows.
General	Speeding, Cut through Traffic, Traffic Calming	Would like to see more speed bumps in residential back roads with heavy cut through traffic.
General	Speeding, Pedestrian, Ped/Bike Safety	1. Now that they are beginning work on NW 29th Street, 28th Court between 7th and 3rd has become a drag strip. We need temporary or permanent speed bumps installed. Historically, ANYTIME there is any kind of closure on 29th Street, vehicles RACE down 28th court for those 2 blocks. 2. We are disappointed with the results of the landscaping on Wilton Drive. You planted large trees next to mature trees and young saplings in the wrong location. Regarding the coreopsis and gallardia they were the wrong choice as they are now going to seed and someone has to be paid to maintain those beds. This is the gayest city in America and the appearance of Wilton Drive is an embarrassment. 3. You do need a street light to fully illuminate the crossing at Andrews and 29th Street. I've seen vehicles try to beat the southbound traffic on Andrews and nearly hit pedestrians crossing at the corners of 29th Street. 4. Even college educated people can't even figure out how to use the parking meters, when they are lucky enough to find a parking meter. 5. My husband and I bike a lot in the city and feel fairly safe riding on the secondary roads. We ride on the sidewalks on the major streets only because we don't want to become some distracted driver's (texting, phoning, speeding) roadkill.
General	Speeding, Pedestrian, Signals, Safety	I'll speak on behalf of many of us who just moved here to south Florida and don't have a vehicle because, among other reasons, mostly everything is within walking distance. 1] Pedestrians: It's true that 26th Avenue, Dixie Highway and even Wilton Drive is notoriously known for speeding vehicles and are, therefore, not so pedestrian friendly. It unfortunately leads people to run across the street when there isn't any traffic. On the other hand, many drivers have a complete disregard for the STOP sign and it puts pedestrian lives at risk. Even the pedestrian signs/lights in front of the Poverello have proven to be completely inefficient and are ignored by drivers. 2] Lighting: There are many areas and streets which need extra lighting especially at nighttime, such as NE 20th Street, NE 20th Drive, NE 21st Court, NE 9th Avenue and some parts along Dixie Highway. 3] Waiting time: It should be said that the waiting time at street lights such as at around 26th/Wilton Drive/Dixie Highway is very, very long and, as a result, many people get frustrated. They just jaywalk to reach their final destination. 4] Street emergency buttons. Yes, many Wilton Drive residents pride themselves in saying that "nothing bad happens around here", but no one should be overly confident. Incidents can and will happen and these should not catch people off guard. It is worth having a conversation to have some street emergency buttons that, in case of danger, residents can press and the police can immediately be of assistance. 5] CIRCUIT buses: One option to consider is to make these buses also go beyond Wilton Manors and even into Middle River Terrace (in Fort Lauderdale) where many residents live. The fact that the furthest southern stop is at Riverside/Dixie can be quite inconvenient for many residents.
General	Speeding, Transit, Connectivity, Vehicular	Want to have speed lowered on sixth ave to about 15 miles per hour. Stop giving priority to cars. We need real transportation. We need light rail. We need commuter. We can't keep going the way we are. We need lighted streets. Coming from Oakland park blvd down Dixie Hwy is so dark and scary. Lighting needs to be closer together. Also coming from Oakland park blvd down ne 6th is dark and scary. Put the lights closer together. Update the lights on the bridge. Update the welcome sign. Hook up with Oakland park. The new hopper won't even come to spouts because it's not Wilton manors but will go to scandals. Come on. You need to work with other cities and develop some real transportation. Why is the hopper \$2 per person. Should be free. Raise all the rates on the parking. Parking is part of the luxury of owning a car. I live close enough to walk and don't need to. Also, don't allow any right turns on red lights at 6Th Ave and Wilton drive and maybe even other intersections. No one wants to stop for you when you're walking. I don't know how many times I have almost been ran over there. So close where I could actually reach out and hit the car. It's ridiculous. Put up some real canopy trees on ne 6th ave. It's so hot. Some real biking lanes. Same with Dixie hwy coming from Oakland park. Can you beauty the entrance streets. People coming from i95 turn down ne 6th ave to enter city and it's a boring street with an old outdated entry sign. All of the street on Oakland park is ugly and gross. Oakland park blvd is just so trashy looking. Work with Oakland park to beautify the street. Think about it. That's where people are first coming from 95 to get to Wilton. Look like entering the hood. Why is there no way to get to the Tri-Rail or brightline from the city except by car or Uber? What about a water taxi around the "island city". Could work with Oakland park and Fort Lauderdale on this too. So many things we could do. We need to do them now while the money is there with the current government! Do it now.
General	Transit	The frequency the busses run makes them not usable.
General	Transit	There should be some kind of bus line going east to west across the city.
General	Transit	Cooperation with surrounding cities like Oakland Park for late night transportation. Circuit does not run here and Wilton Drive parking can be problematic.
General	Transit	The more of it the better. Hopefully, one day, we will get the Broward commuter train.
General	Transit	Would love a Brightline stop
General	Transit, Pedestrian	1) Would be great to have a shuttle from Wilton Drive to Sebastian St. Beach. 2) South side of Oakland Park Blvd is not walkable. 3) 26th St East of Dixie Highway is unwalkable. 4) Many people here, like myself, do not own a vehicle at all. One amazing benefit is that I never have to complain about looking for parking. Seems to be the first topic brought up at dinner parties and it is really quite trite. How can we convince more locals to take fewer trips by car?
General	Vehicular	Account for the need of residents to be able to drive
General	Vehicular	Cars do not make a full stop at red lights, when turning right.
General	Vehicular	Please stop the nonsense with walkability and bike lanes. Wilton Drive is the only street that is travelled by pedestrians and it's fine. Stop shrinking vehicular lanes. Traffic is getting worse. A very tiny percentage of people ride bikes and when they do, they're traveling the wrong direction in bike lanes or riding on the sidewalk. Please stop the lunacy of this idea that we need "traffic calming". Please do your jobs. Protect what we have left and stop kowtowing to developers. It's egregious.

Survey Monkey – General Comments By Location / Topic

General	Vehicular	Please stop turning 2 lanes streets into 1 lane streets. You're slowing the speed in which people can go places and it's making for very aggravated humans out in the world.
General	Vehicular, Bike	You should have never narrowed the lanes. You created a traffic nightmare and no one uses the useless bike lanes.
General	Vehicular, Transit, Pedestrian	Circuit and Uber vouchers are a great way to cut down on traffic but need to run later to catch people who go to late night clubs. The primary reason people don't walk or bike in this tiny city is a complete lack of police enforcement of traffic laws. I have 3 friends that have been seriously injured by vehicles while walking or biking. People drive 60 down 25 mph streets. Police are only ever seen at schools in the morning or with an empty car in the median.
Summary		<ul style="list-style-type: none"> • Number of Comments: 102 • Summary of comments about sidewalks: Sidewalk gaps should be filled in. There is a concern for pedestrian safety. • Summary of comments about biking Biking needs to be safer in the City. More bike racks are needed. • Summary of comments about Speeding: More police enforcement is needed to address speeding. Traffic calming is needed in some areas. • Summary of comments about Circuit: It is a great addition to the City. The boundaries should be expanded. • Other: More transit options are needed.

Wilton Manors Transportation Master Plan - Six Roadways Survey

Monday, December 04, 2023

Powered by  SurveyMonkey

151

Total Responses

Date Created: Tuesday, September 05, 2023

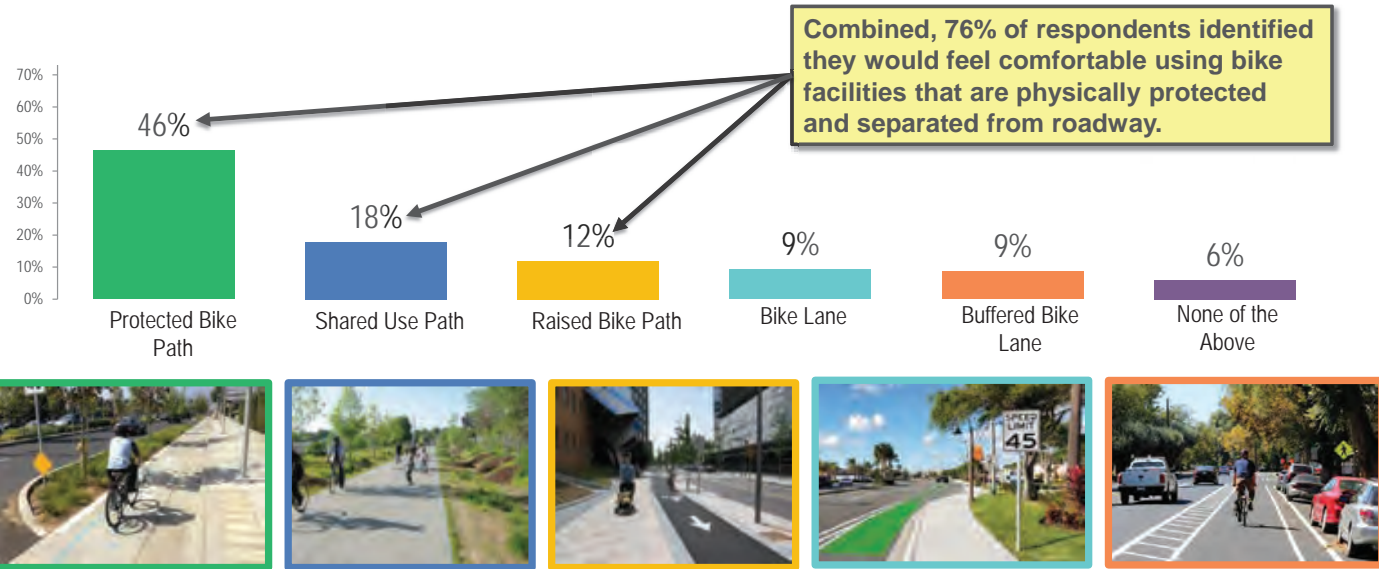
Complete Responses: 151

Powered by  SurveyMonkey

SurveyMonkey Results

- Sept 5 – Dec 1, 2023
- 151 responses
- 3 questions plus general comment
- 80 general comments

Q1: For Powerline Rd, Andrews Av, NE 26 St, and Dixie Hwy: Please select the **bike facilities** you would feel comfortable using (select all that apply) Answered: 151 Skipped: 0



Q1: For Powerline Rd, Andrews Av, NE 26 St, and Dixie Hwy: Please select the bike facilities you would feel comfortable using (select all that apply)

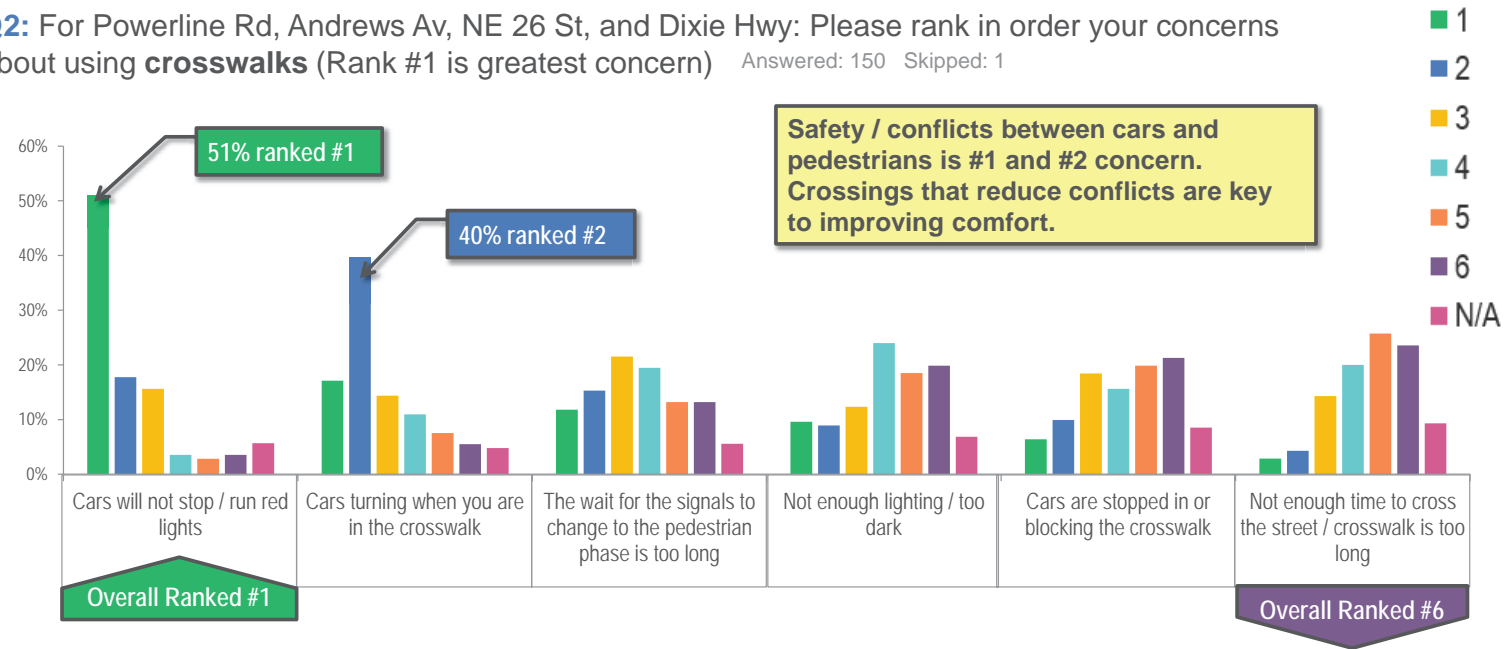
Answered: 151 Skipped: 0

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

SurveyMonkey Results

- Sept 5 – Dec 1, 2023
- 151 responses
- 3 questions plus general comment
- 80 general comments

Q2: For Powerline Rd, Andrews Av, NE 26 St, and Dixie Hwy: Please rank in order your concerns about using **crosswalks** (Rank #1 is greatest concern) Answered: 150 Skipped: 1



Q2: For Powerline Rd, Andrews Av, NE 26 St, and Dixie Hwy: Please rank in order your concerns about using crosswalks (Rank #1 is greatest concern)

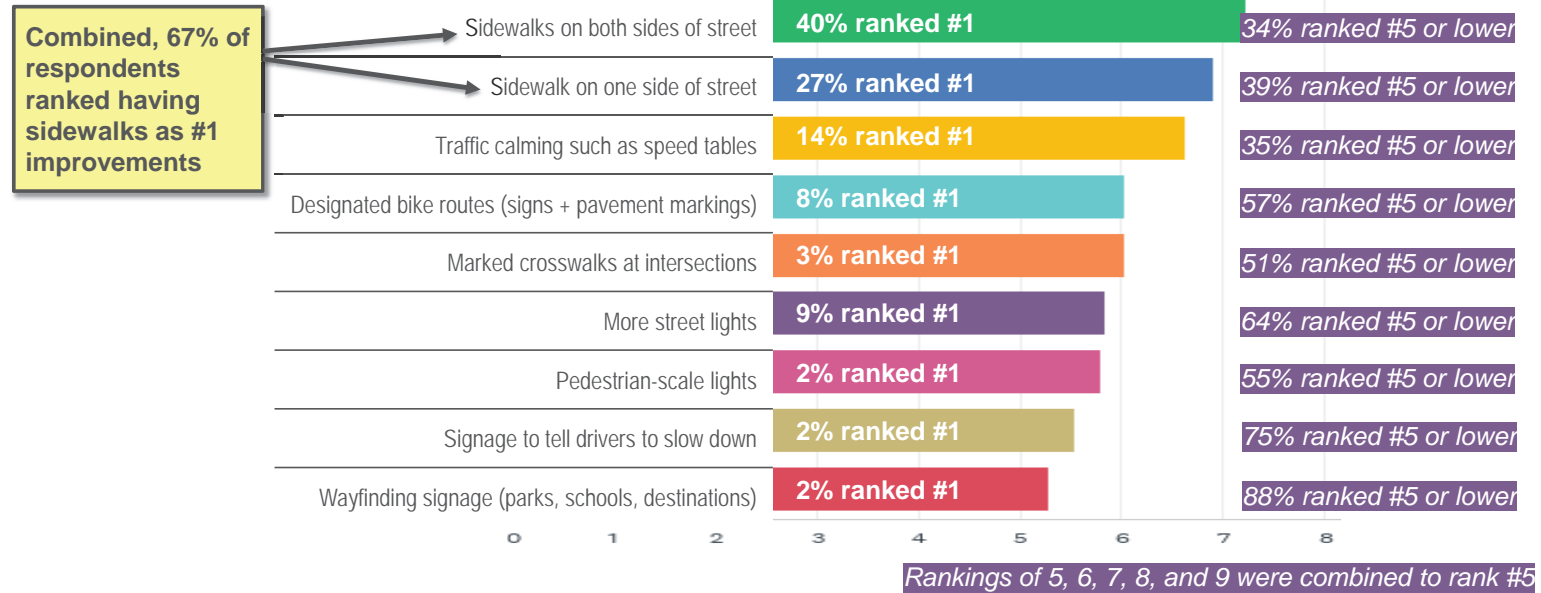
Answered: 150 Skipped: 1

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

SurveyMonkey Results

- Sept 5 – Dec 1, 2023
- 151 responses
- 3 questions plus general comment
- 80 general comments

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



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

Answered: 146 Skipped: 5

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

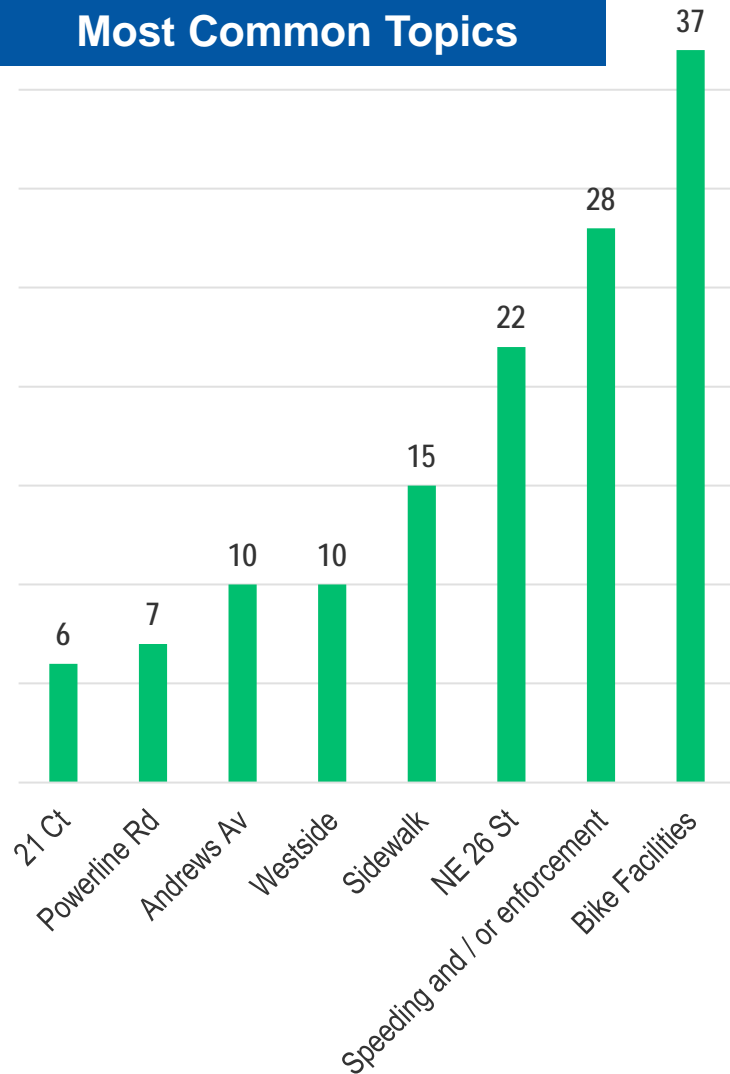
Rankings of 5, 6, 7, 8, and 9 were combined to rank #5

SurveyMonkey Results

- Sept 5 – Dec 1, 2023
- 3 questions plus general comment

- 151 responses
- 80 general comments

Most Common Topics



Topic	Frequent comments
21 Ct	Sidewalk gaps ● Sharp curve on NW 21 Ct ● Bike / Ped improvements needed for crossing at Andrews Av
Powerline Rd	Speeding / Safety ● Need for protected Bike Lanes
Andrews Av	Speeding / Safety ● Running Red Lights ● Improve crossings over roadway ● Landscaped center lane medians
Westside	Sharp curve on NW 21 Ct ● Bike / Ped improvements needed for westside residents crossing at Andrews Av @ 21 Ct ● Traffic calming needed ● Bike / Ped improvements may increase crime
Sidewalk	NE 26 St: needs wide sidewalks ● NE 21 Ct: Sidewalk gaps ● Westside: Sidewalks for southern end or NW 21 Ct ● Citywide: Want sidewalks on all streets ● Citywide: existing sidewalk conditions or width
NE 26 St	Speeding / Safety ● More Crossings (NE 14 Av, from NE 6 Av to 5-Points) ● Bike: Want separate / protected bike facilities (Lane Reduction) ● Dark to cross roadway at night ● Opposed to Lane Reduction
Speeding / Enforcement	Need to slow cars ● Speed enforcement needed ● NE 26 St ● Andrews Av ● Powerline Rd ● Westside
Bike Facilities	Andrews Av: dangerous for bicyclists / separated & protected bike lanes ● NE 26 St: separated & protected bike lanes ● NE 26 St: uniform bike lanes ● Powerline Rd: dangerous for bicyclists / separated & protected bike lanes ● Citywide: Safe bike paths / lanes needed

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

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

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

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

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

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

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

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

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

Comments	Andrews Av Comments	Powerline Rd Comments	NE 26 St Comments	21 Ct Comments	Westside Comments	Bike Comments	Sidewalk Comments	Speeding / Enforcement Comments	Other Comments
ne 26 Street and all of the blocks to walk to Wilton Drive (ex 7th ave) are extremely dark at night. Wilton Drive needs more shade and protection from sun			Very dark to cross roadway between NE 6 Av an 5-Points						
NE 26 Street W of 5Pts - Needs more lighting between NE 6th-9th Needs additional Ped crosswalk at NE 8th Ave 5Pts needs longer pedestrian cross times and more frequent NE 26 Street E of 5Pts needs additional Ped crosswalk at NE 14th Ave			Very dark to cross roadway between NE 6 Av an 5-Points; Crossings east and west of 5-Points including at NE 14 Av (Wilton Station)						
Not enough places to cross 26 Street			More crossings						
Please do not make NE 26 Street one lane after Dixie Hwy. This will cause major traffic issues for our town. The light at Federal already gets backed up when people are turning left, right or going straight. We need that stretch of road to stay as two lanes each way.			Do not reduce lanes east of 5-Points (traffic back-up to federal hwy)						
There needs to be a crosswalk over 26 street at Wilton Station There needs better guideline road lane indicators on 26 Street westbound. As cars merge into the left lane they start way too soon in the multi turn lane making it impossible for cars to turn left onto 14th street. Have had near head on collisions many times. It's a free fir all right now			Crossing at NE 14 Av (Wilton Station)						
Andrews Avenue - a lot of speeding and going through red lights make the area hazardous for pedestrians, cyclists and other drivers. I feel unsafe whenever I need to cross that street.	Dangerous / unsafe, especially because speeding and running red lights					Andrews Av - dangerous for bicyclists		Andrews Av	
I think plants (trees or shrubs) in center islands on Andrews would help to slow traffic and make Andrews a more attractive roadway (similar to Andrews Avenue in Oakland Park) 2. The wait for a green light at 24th street/Andrews Avenue is far too long -- cars often give up and drive through the red light from 24th street.	add landscaped medians; running red lights at 24 St signal							Andrews Av	
Keep Andrews 4 lanes, don't eliminate the ability to turn left onto ne 19 ct when traveling south on Andrews	Keep roadway at 4 lanes								
About the six rounds always. westside needs more speed bump's specially on 25th street due to a lot of cut through traffic					Traffic calming needed, especially on NW 25 St			Westside / NW 25 St	
Have circuit increase drivers Sunday 5-9 so that west side residence don't have to walk					Increase Circuit on Sundays for westside				
westSide is NOT well represented on this survey!					Survey does not represent westside				
PLEASE - NO painted bike lanes... I will use the sidewalk before riding my 2 wheeled bike with 2 TON trucks going 50 mph.						Citywide - No painted bike lanes because speeding		Citywide - speeding is why bicyclists ride on sidewalks	
All roadways need more traffic law enforcement-for both drivers and bikers. bikers are probably even worse than the drivers. More citations need to be issued.						Bicyclists speeding			
bike lanes that aren't protected are used by cars to illegally pass those driving at/below speed limit in the city.						Cars drive in unprotected bike lanes		Speeding; drive through painted bike lanes	

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

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

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

Comments	Andrews Av Comments	Powerline Rd Comments	NE 26 St Comments	21 Ct Comments	Westside Comments	Bike Comments	Sidewalk Comments	Speeding / Enforcement Comments	Other Comments
People will not slow down due to signage alone. It is a real threat to human life. Red light cameras, speeding cameras, and police enforcement are going to be the only real way to keep people safe outside of putting in speed bumps so high that a vehicle will have to slow down. The current bumps are too gentle to be effective.								Speed Enforcement needed	
safety walking is key, but slowing traffic down is right behind it.								Need to slow cars	
Need enforcement								Speed Enforcement needed	
This is the third or fourth survey I've done about this topic and the city continues to refuse to enforce traffic rules. Everything is useless until we make people slow down and stop at stop signs. Perhaps we could hire a police force?								Speed Enforcement needed	
No amount of signs will change these terrible behaviors, people running stop signs, driving the wrong direction to pass, running red lights etc will ONLY be stopped by police enforCEMENT. Where are the police???								Speed Enforcement needed	
Lower speed. Add speed humps..better st lighting								Need to slow cars	
We need help on NW 26 Street , people are using this as a through route , mickel field is right there , often times ducks and animals are hit by speeders , we need to do something before a child gets hit or some one walking their dog gets hit , signage or speedreader , something								Westside / NW 26 St	
Space? Slow down the driver's of the cars.								Need to slow cars	
speeding is a big problem								Need to slow cars	
speeding is a concern on all roads and intersections								Need to slow cars	
Looking at the map, NE 24th also appears to include 6th, 7th, and NE 22nd Dr. NE 22nd Dr has -0- sidewalks, little lighting, and sees a lot of vehicular and pedestrian traffic on weekends and during events. This cut thru traffic will likely be exacerbated by the planned redevelopment of the Alibi plaza and the construction of the hotel on Dixie.									NE 22 Dr - Roadway has no bike / ped facilities and cut thru traffic from Alibi redevelopment
Need to fix the flooding caused by king tides and further made bad by the existing speed hump that have been installed and act as dams to water movement.									Flooding, Speed humps increase street flooding
24 th and 16th getting impossible to enter or turn, 26 Street at 17th Terrace getting impossible to enter.									Left turns are difficult at NE 24 St @ NE 15 Av and NE 26 St @ NE 17 Te
5 points and Dixie Hwy - cars do not make a full stop at red lights. Rolling thru turns. Drivers get frustrated waiting for RR crossing and run lights.									5-Points - Rolling right turns, running red lights
Add pedestrian crosswalks where people already walk- 1. Btwn alibi plaza and gym bar. 2. Btwn chic optic and the eagle. Make the intersection of NE 23rd ST and 6th a cul de sac/ dead end, so you cannot enter 6th from NE 23rd st and vice versa.									Wilton Dr - put new crosswalks where people are already crossing
Busses need more areas to pull OUT of traffic instead of blocking a lane									BCT Busses blocking lanes

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

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

Section E

Community Meetings

April 2023 Community Meetings

Photos from 4/19/2023 Community Meeting



Photos from 4/23/2023 Community 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 	

Community Meetings: Transcribed Comments by Location / Topic

Aerial	Location: Andrews Av	Topic	Comment
Aerial 2	Andrews Av	Bike	Bike lanes needed
Aerial 2	Andrews Av	Bike	Location of Bike racks visible to people inside businesses
Notebook	Andrews Av	Bike	Need protected with a curb bike lane or a shared use path on Andrews Ave
Notebook	Andrews Av	Intersection safety	Intersections are problematic due to off-set / jog in the east-west alignment of roads (e.g. vehicles make illegal left-turn movements from side streets on to Andrews Ave)
Aerial 1	Andrews Av	Lighting	Pedestrian Lighting needed
Notebook	Andrews Av	Misc.	Andrews, 1964 extension, look at history of the road
Notebook	Andrews Av	Misc.	Residents want City to work with Fort Lauderdale since it is mostly residential going south between Sunrise and OPB
Notebook	Andrews Av	Misc.	Residents want Andrews Ave to feel like Wilton Drive as a "Main St"
Notebook	Andrews Av	Pedestrian	There are no lights on Andrews (meant pedestrian lights)
Aerial 3	Andrews Av	Pedestrian/Crosswalk	LED illuminated crosswalks needed
Notebook	Andrews Av	Pedestrian/Crosswalk	No crosswalks / pedestrians do not feel safe on segments or at intersections
Notebook	Andrews Av	Priority	Answer to "If they were mayor, two roadways they would fix"
Notebook	Andrews Av	Priority	Answer to "If they were mayor, two roadways they would fix"
Notebook	Andrews Av	Priority	Answer to "If they were mayor, two roadways they would fix"
Notebook	Andrews Av	Priority	Answer to "If they were mayor, two roadways they would fix"
Notebook	Andrews Av	Priority	Answer to "If they were mayor, two roadways they would fix"
Notebook	Andrews Av	Priority	Answer to "If they were mayor, two roadways they would fix"
Notebook	Andrews Av	Priority	Answer to "If they were mayor, two roadways they would fix"
Notebook	Andrews Av	Priority	Answer to "If they were mayor, two roadways they would fix"
Notebook	Andrews Av	Priority	Answer to "If they were mayor, two roadways they would fix" (#1)
Notebook	Andrews Av	Priority	Answer to "If they were mayor, two roadways they would fix" (#1)
Notebook	Andrews Av	Priority, Connectivity	Intersection 21 st is preferred route and must be shared use path
Aerial 1	Andrews Av	Speeding	Speed / dangerous = Curve south of NW 21 Ct
Aerial 1	Andrews Av	Speeding	Speed / dangerous = Hill between NE 24 St and NE 21 Ct
Aerial 3	Andrews Av	Speeding	Designed to allow for fast traffic
Notebook	Andrews Av	Speeding	Speeding (Powerline Rd too)
Notebook	Andrews Av	Speeding	Traffic speed
Aerial 2	Andrews Av	Vehicular	Vehicles exiting Publix onto Andrews who attempt to go North block traffic
Notebook	Andrews Av	Vehicular	Pavement markings are faded / nonexistent
Notebook	Andrews Av (Intersection @ NE 24 St	Misc.	24 th ST not used, Old School route
Aerial 2	Andrews Av (Intersection @ NE 24 St	Pedestrian	Not safe to cross
Notebook	Andrews Av (Intersection @ NE 24 St	Pedestrian/Crosswalk	Would like better crosswalk
Aerial 1	Andrews Av (Intersection @ NE 24 St	Sidewalk	Zig zag sidewalk
Notebook	Andrews Av (Intersection @ NE 24 St	Signals	Light not triggered
Notebook	Andrews Av (Intersection @ NE 26 St	Crosswalk	No crosswalk
Notebook	Andrews Av (Intersection @ NE 26 St	Misc.	County plan
Aerial 2	Andrews Av (Intersection @ NW 20 St	Pedestrian/Sidewalk	Corner of Andrews and NW 20 th - no sidewalk or safe pedestrian path
Aerial 1	Andrews Av (Intersection @ NW 21 Ct	Sidewalk	No sidewalk on one side
Notebook	Andrews Av (Intersection @ NW 25 St	Vehicular	Right only but can't make right turns
Aerial 3	Andrews Av (Intersection @ NW 29 St	Vehicular	Cars run red light
Notebook	Andrews Av (Intersection @ NW 29 St	Vehicular	Running light
Notebook	Andrews Av (Intersection @ NW 29 St	Vehicular	too much space between sign and light causing issues; "Stop on Red"; Can you move light back to Stop Point; Cars N/S on Andrews run light; Cause Crossing issues. Sign and signal light obstruction
Summary	<ul style="list-style-type: none"> Number of comments 43 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. 		

Community Meetings: Transcribed Comments by Location / Topic

Aerial	Location: Dixie Highway	Topic	Comment
Aerial 1	Dixie Hwy	Bike	They feel like it is slowed down but still rides bike on sidewalks
Aerial 2	Dixie Hwy	Crosswalk	Better visibility for crosswalk to alert drivers
Notebook	Dixie Hwy	Intersection safety	Curve at equality park is dangerous
Aerial 1	Dixie Hwy	Misc.	Has great continuous flow in Ft Laud
Aerial 3	Dixie Hwy	Parking	Not enough parking
Aerial 2	Dixie Hwy	Pedestrian/Crosswalk	Crosswalks should be more visible to cars, bikes, and pedestrians. Lights in pavement, lights on poles over roadway. These could be activated by pedestrian button on pole.
Notebook	Dixie Hwy	Pedestrian/Crosswalk	Flashing RRFB by Senior center
Notebook	Dixie Hwy	Priority	Answer to "If they were mayor, two roadways they would fix"
Notebook	Dixie Hwy	Priority	Answer to "If they were mayor, two roadways they would fix"
Notebook	Dixie Hwy	Safety	Increasingly dangerous
Notebook	Dixie Hwy	Safety	(from bridge to bridge) is unsafe for all – vehicles, pedestrians, bicyclists (hard to backout of businesses, not space for pedestrians and bicyclists / also area gets congested with long freight trains.
Aerial 1	Dixie Hwy (Intersection @ 5-Points	Signals	5 points timing
Aerial 3	Dixie Hwy (Intersection @ NE 24 St	Lighting	Good connection, not well lit connection to drive
Aerial 1	Dixie Hwy (Intersection @ NE 24 St)	Safety	They use the pedestrian access at the parking lot at Dixie Hwy and NE 24 St to walk to Wilton Dr
Mayor Map	Dixie Hwy (Intersection @ NE 26 St	Intersection safety	(31) 5 points railroad needs to be elevated so traffic is not affected. 5 points needs to be painted and marked well for each direction
Summary	<ul style="list-style-type: none"> • Number of comments 15 • 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. 		

Community Meetings: Transcribed Comments by Location / Topic

Aerial	Location: NE 26 St	Topic	Comment
Aerial 2	NE 26 St	Bike	Bike lane needed
Notebook	NE 26 St	Bike	Use this road for leisure bike rides
Notebook	NE 26 St	Bike, Connectivity	Wants bike / walk route to 7-11 on NE 15 Av
Aerial 2	NE 26 St	Bike/Pedestrian safety	If I was mayor I would give pedestrians, bikers, and cars equal rights to 26 th St from 5 points to Federal
Mayor Map	NE 26 St	Congestion	(3 not on map) By narrowing Wilton Dr, this dumped all traffic on to NE 26 St, which is packed now. NE 6th Ave is hard to make a left at NE 26th St because traffic on 6th is crowded
Aerial 2	NE 26 St	Crosswalk	Add crosswalks
Aerial 2	NE 26 St	Crosswalk	Crosswalks
Aerial 3	NE 26 St	Crosswalk	Need a crosswalk on from 26 th Wilton Station to Storks
Notebook	NE 26 St	Crosswalk	Crosswalks needed behind Rosie's to go to Publix
Notebook	NE 26 St	Crosswalk	Crosswalks needed from Starbucks to Storks
Aerial 3	NE 26 St	Lighting	Need better pedestrian lighting
Aerial 1	NE 26 St	Pedestrian	Jaywalking near Starbucks
Aerial 2	NE 26 St	Pedestrian/Bike safety, Vehicular	5 points to federal – nightmare for pedestrians, bikes, and cars
Aerial 1	NE 26 St	Pedestrian/Crosswalk, Connectivity	To walk from the Coral Gardens neighborhood to Wilton Dr, they cross at either NE 16 Av or NE 17 Te (and walk along NE 24 St); They would like crosswalks at both locations
Notebook	NE 26 St	Priority	Answer to "If they were mayor, two roadways they would fix"
Notebook	NE 26 St	Priority	Answer to "If they were mayor, two roadways they would fix"
Notebook	NE 26 St	Priority	Answer to "If they were mayor, two roadways they would fix"
Aerial 1	NE 26 St	Safety, Shade, Speeding	Curb cuts, shade, speed
Aerial 3	NE 26 St	Shade	No shade
Notebook	NE 26 St	Shade	Very hot
Aerial 3	NE 26 St	Signals	Pedestrian signal not long enough at 5 points
Aerial 2	NE 26 St	Vehicular	Minimize and consolidate curb cuts
Aerial 3	NE 26 St	Vehicular	Cars are using the extra area (not a travel lane) to drive in
Notebook	NE 26 St (5-Points east)	Bike/Pedestrian	Not walkable or bikeable
Notebook	NE 26 St (5-Points east)	Bike/Pedestrian/Safety	Road should be designed for all ages and abilities (noted many senior living facilities and motorized mobility scooter / wheelchair and other accessibility devices are used on roadway)
Notebook	NE 26 St (5-Points east)	Priority	Answer to "If they were mayor, two roadways they would fix"
Notebook	NE 26 St (5-Points east)	Priority	Answer to "If they were mayor, two roadways they would fix"
Notebook	NE 26 St (5-Points east)	Safety	Too many curb-cuts / eliminate them and install landscaping
Notebook	NE 26 St (5-Points east)	Safety, Vehicular	Hard to back-out of driveways
Notebook	NE 26 St (5-Points east)	Shade	Needs shade trees (e.g., Live Oak trees)
Notebook	NE 26 St (Intersection @ 5-Points)	Misc	Make 5-Points better
Notebook	NE 26 St (Intersection @ 5-Points)	Vehicular, Traffic Calming	Not a roundabout at 5-points
Aerial 2	NE 26 St (Intersection @ Andrews Av	Sidewalk	Complete sidewalks on South side to Andrews
Aerial 2	NE 26 St (Intersection @ NE 6 Ave	Pedestrian/Sidewalk	Vegetation blocking sidewalks
Aerial 3	NE 26 St (Intersection @ NE 8 Av	Lighting	Parking lot is not well lit
Summary	<ul style="list-style-type: none"> • Number of comments 35 • 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 		

Community Meetings: Transcribed Comments by Location / Topic

Aerial	Location: Powerline Rd	Topic	Comment
Aerial 3	Powerline Rd	Crosswalk	Crosswalks need to be more prominent
Aerial 3	Powerline Rd	Crosswalk, Connectivity	Crosswalk needed to connect to Mickel Park
Notebook	Powerline Rd	Intersection Safety	Need to focus on intersections
Aerial 2	Powerline Rd	Misc	The city needs an East West road
Notebook	Powerline Rd	Pedestrian	Have a designated pedestrian-only cross time over Powerline Rd
Aerial 2	Powerline Rd	Pedestrian/Crosswalk	Crosswalks too far apart
Aerial 3	Powerline Rd	Pedestrian/Crosswalk	LED illuminated crosswalks needed
Notebook	Powerline Rd	Pedestrian/Crosswalk	Upgrade existing crosswalk with RRFB
Notebook	Powerline Rd	Pedestrian/Crosswalk, Connectivity	Need crosswalk by Mickel Park with a signal
Notebook	Powerline Rd	Pedestrian/Crosswalk, Connectivity	Crosswalks needed leading to Mickel,
Notebook	Powerline Rd	Priority	Answer to "If they were mayor, two roadways they would fix"
Notebook	Powerline Rd	Safety	Most pedestrian deaths on Powerline are children
Aerial 2	Powerline Rd	Speeding	Speeding write tickets
Notebook	Powerline Rd	Vehicular	Powerline redesigned as a residential road. Need short term solutions
Notebook	Powerline Rd	Vehicular	Powerline was a test, FDOT never came back for a Permanent installation
Aerial 1	Powerline Rd (Intersection @ NW 25 Ct	Bike	Bike lanes end
Aerial 1	Powerline Rd (Intersection @ NW 29 St	Bike	New bike lane on NW 29 th St will end at intersection
Notebook	Powerline Rd (Intersection @ NW 29 St	Crosswalk	Crosswalks need to be upgraded
Aerial 3	Powerline Rd (Intersection @ NW 29 St	Pedestrian/Intersection Safety	Crossing concerns at this intersection
Notebook	Powerline Rd (Intersection @ NW 9 Te	Bike	Need curb / landscape island between vehicle lane and bike lane (Vehicles use the marked buffer and bike lane to pass other vehicles)
Aerial 3	Powerline Rd (Intersection @ NW 9 Te	Pedestrian	A lot of jaywalking
Mayor Map	Powerline Rd (Intersection @ NW 9 Te	Speeding, Traffic Calming	(5) Speed bumps or beds to slowdown traffic on Powerline Rd
Summary	<ul style="list-style-type: none"> • Number of comments 22 • 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. 		

Community Meetings: Transcribed Comments by Location / Topic

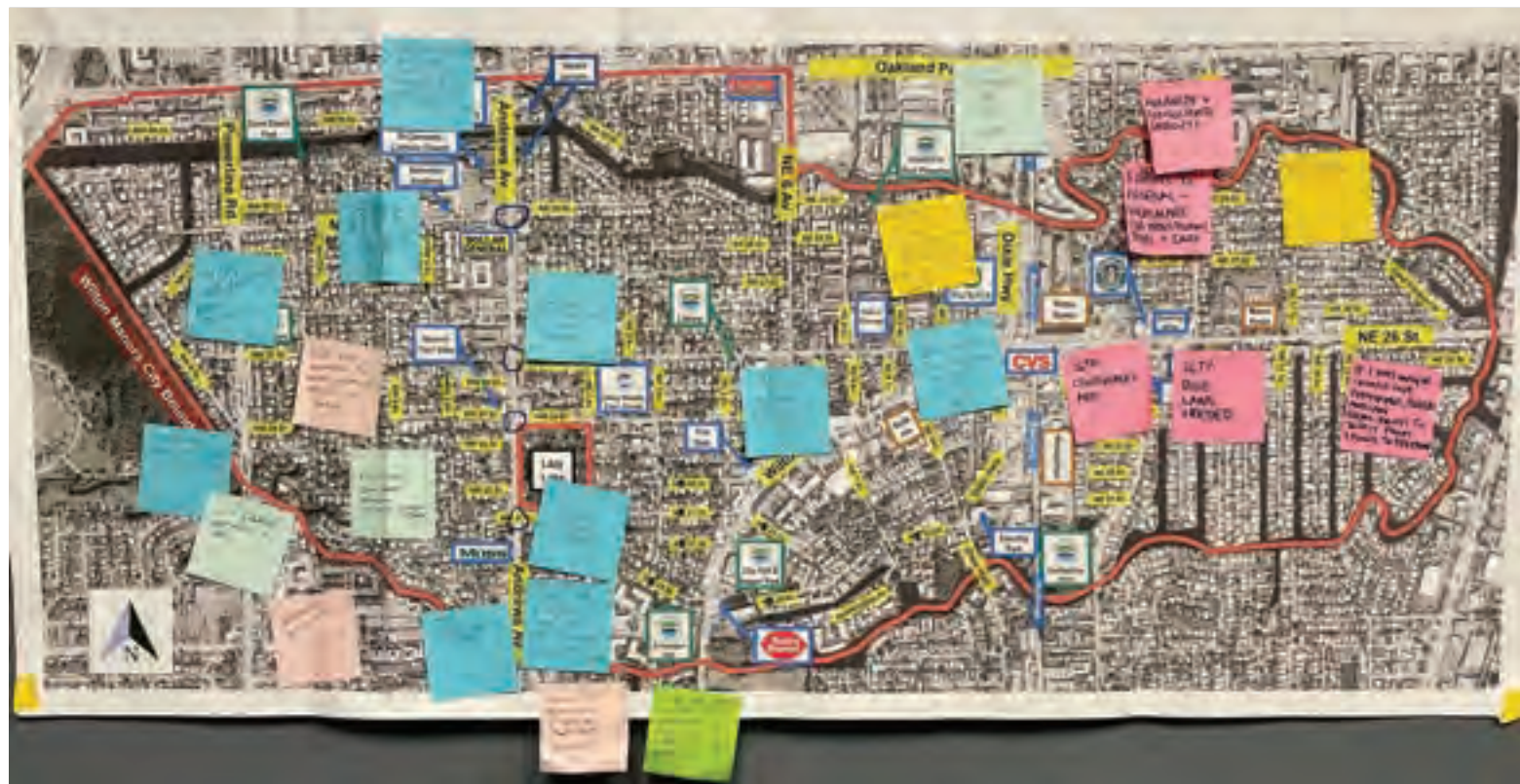
Aerial	Location: Wilton Dr	Topic	Comment
Aerial 3	Wilton Dr	Crosswalk	Crosswalk locations are not in the right location
Notebook	Wilton Dr	Crosswalk	Crosswalk locations
Mayor Map	Wilton Dr	Misc	(2) Hagen Park parking lot should not face Wilton Drive, should be park land
Mayor Map	Wilton Dr	Parking	(1) Remove all parking lots on Wilton Drive, build hidden garages
Aerial 3	Wilton Dr	Pedestrian	A lot of Jaywalking
Notebook	Wilton Dr	Pedestrian	Jaywalking
Notebook	Wilton Dr	Pedestrian/Safety	Vehicles don't yield to pedestrians at intersections and at crosswalks – especially the one in front of Bona restaurant (NE 11 Ave) - (residents suggested speed bump or raised crosswalk, improved pedestrian lighting, in-road lighting)
Notebook	Wilton Dr	Safety	Remove bus turnouts (bus bays)– vehicles use them to pass other vehicles making it dangerous for bicyclists and pedestrians
Notebook	Wilton Dr	Signals	Ped “WALK” signals take too long / most people jaywalk or cross the street on “red” due to long vehicle green signal – Wilton Drive signals should be prioritized for pedestrians, not vehicles.
Aerial 3	Wilton Dr	Speeding	Cars drive too fast
Notebook	Wilton Dr	Speeding	Cars driving too fast
Notebook	Wilton Dr	Speeding, Traffic Calming	Slow down traffic
Notebook	Wilton Dr	Speeding, Traffic Calming	Vehicles still speed on The Drive (e.g., need additional speed management countermeasures)
Mayor Map	Wilton Dr (at City Hall / Hagen Park)	Bike/Pedestrian, Wayfinding	(4) A detailed bike map/pedestrian walk as a tour of the city with featured stops at the parks. A bike tour path through all the parks. Tourist will love it too!
Notebook	Wilton Dr (Belle Isle to 5-Points)	Priority	Answer to “If they were mayor, two roadways they would fix”
Aerial 2	Wilton Dr (Intersection @ NE 20 St	Signals	Light at 20 th St by Tropics for pedestrians is too long to cross, I rather jaywalk
Notebook	Wilton Dr (Intersection @ NE 20 St	Signals	Signal is too long for pedestrians
Notebook	Wilton Dr (Intersection @ NW 7 Av	Crosswalk	Crosswalks needed
Summary	<ul style="list-style-type: none"> • Number of comments 18 • 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. 		

Community Meetings: Transcribed Comments by Location / Topic

Aerial	Location: Misc.	Topic	Comment
Aerial 3	NE 11 Av	Positive, Connectivity	Connects Wilton Drive and Dixie
Notebook	NE 15 Av	Bike / Ped Safety	Remove bus turnouts (bus bays)– vehicles use them to pass other vehicles making it dangerous for bicyclists and pedestrians
Aerial 1	NE 15 Av	Positive	Like 15 th raised intersections
Aerial 3	NE 20 Dr (Intersection @ NE 7 Av)	Vehicular	Cars don't stop at stop signs
Notebook	NE 21 Ct	Priority	Answer to "If they were mayor, two roadways they would fix" (Both NW and NE 21 Ct)
Aerials	NE 21 Ct	Sidewalk	No sidewalk on southside
Notebook	NE 21 Ct	Sidewalk	Fill in sidewalk gaps on the south side.
Notebook	NE 24 St	Connectivity	Takes NE 24 th St to Wilton Dr
Notebook	NE 6 Av	Vehicular	Heavy Trucks use road, even though they are prohibited
Notebook	NE 6 Av (Intersection @ OP Blvd)	Signals	Needs flashing yellow for turn, not red. And longer green
Notebook	NE 7 Av	Vehicular, Cut through traffic	A lot of cut through traffic and concerned there will be more
Aerial 2	NW 24 Ct	Sidewalk	Continue sidewalks to Andrews
Notebook	NW 29 St	Congestion, Vehicular	A lot of east / west roads were closed and pushes everyone onto 29th (same as Andrews)
Notebook	NW 29 St	Sidewalk	Sidewalk issues
Aerial 2	NW 3 Av	Bike/Pedestrian, Connectivity	Low stress alternate N-S bike / ped route
Notebook	NW 9 Te	Speeding, Vehicular, Cut through traffic	A lot of cut through traffic and are speeding; Also there is no left turn onto 9th from Powerline
Summary	<ul style="list-style-type: none"> • Number of comments 16 • 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 		

Community Meetings: Transcribed Comments by Location / Topic

Aerial	General Comments	Comment
Aerial 1	General	Like streetscape of NE 13 th St in Ft Laud
Notebook	General	Be mindful of the city demographics
Notebook	General	I'm on a cul-de-sac and LIFT, UBER drivers go fast
Notebook	General	Landscaping to slow folks
Notebook	General	Narrow lane to slow
Notebook	General	Overpass for trains
Notebook	General	Passing on marked areas
Notebook	General	Seem to prefer essential destination
Notebook	General	This is a neighborhood. Who cares about one pass through. This is "our" home.
Notebook	General	Train traffic is an increasing issue
Notebook	General	WM is a pass-through city
Notebook	General	Works for city
Notebook	General	Residents stated all of the bridges into WM are too dangerous to cross for pedestrian and bicyclists.
Notebook	General	Circuit should not use bike lanes as drop off – City should make them stop in traffic lanes to let people out, use side streets or designate drop-off locations.
Notebook	General	Code enforcement needs to make sure all sidewalks are clear (a lot of vegetation and vehicles block sidewalks)
Notebook	General	Trees – residents feel the existing roads city-wide are too wide and need to be narrow and replace concrete with grass and trees for shade (Live Oaks)
Notebook	General	Prohibit truck through traffic on residential streets (residents said semitrucks cut-through neighborhood streets to avoid Sunrise, US1, & OPB) – including: NW 29 St from Powerline to Andrews; NE 26 St from Andrews to 5-Points; NE 15 & 16 Aves; NE 24 St; NE 20 St
Notebook	General	West side neighborhood survey resulted in high number of people want more street lighting.
Notebook	General	Residents provided examples of walkable areas: Cleveland Heights, OH and Golden Beach, FL – speed management (residents said that when you enter Golden Beach, vehicles slow down because they know the City is strict on speeding)
Notebook	General	Recommended engaging directly with business / tourism community: Wilton Drive Improvement District and LGBTQ+ Business Coalition (wiltondrivevoice.com / https://infiniteunitypride.org) Jude Belanger is the contact and on WM P&Z Board
Aerial 2	General - Bike	Add bike improvements with repaving projects in 2024
Aerial 3	General - Bike	The city needs more bike racks
Notebook	General - Bike	Bike lanes are dangerous, likes the shared use path idea
Notebook	General - Bike	Bike on NE 24 th Street Coral Gardens
Notebook	General - Bike	Fun to bump around the parks – Bike Tour
Notebook	General - Bike	Only rides his bike on sidewalks
Notebook	General - Bike	Ride on low stress routes, neighborhood streets
Notebook	General - Bike	Wish I could bike, west side resident, I would ride to the beach
Notebook	General - Bike	Need designated bike route with signage and map throughout the city.
Notebook	General - Bike	Bike racks should be in front of business within eye-view of people inside businesses (now, the bike racks are in the back of business behind dumpster where it makes it less visible and easier for theft)
Notebook	General - Route	West route to Wilton Dr = Answer to "If they were mayor, two roadways they would fix"
Notebook	General - Route	East route to Wilton Dr = Answer to "If they were mayor, two roadways they would fix"
Aerial 2	General - Route	Need East West bike paths in between NW 29 St and the Middle River
Aerial 2	General - Route	Connect Oakland Park to Wilton Manors
Notebook	General - Route	Publix access critical to any plan
Notebook	General - Route	Would like a path from Jenada Isle to City Hall
Notebook	General - Route	Would like a path from Mickel Park to Hagen Park
Notebook	General - Route	Would like to be able to walk to Publix and CVS
Notebook	General - Route	Want better ways for pedestrians and bicyclists to reach destinations in Oakland Park, Fort Lauderdale (downtown), and beaches. Also, make better east / west connections from Powerline to Andrews via NW 26 St and / or NW 21 Ct. Residents said it is difficult since there is no direct connection south of NW 29 th St.
Notebook	General - Route	Island City park Preserve - Add a pedestrian / bicycle bridge to connect to OP's BLYS boardwalk along the Middle River
Notebook	General - Route	Would like a path from Mickel Park to 5-Points
Summary	<ul style="list-style-type: none"> Number of comments 41 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 issue 	







THE CITY OF WILTON MANORS TRANSPORTATION MASTER PLAN



JOIN US to learn more and share your thoughts about proposed improvements to sidewalks, bike paths, and roadways in your community.



STAY INFORMED

Learn more about the Transportation Master Plan, sign up for updates, and leave a comment.

Visit BrowardMPO.org/plans/city-of-wilton-manors

COMMUNITY MEETINGS

Held at Hagen Park Community Center

Afternoon Meeting
Thursday, April 13, 2023
at 1:30pm

Evening Meeting
Monday, April 24, 2023
at 5:30pm

For more information on Community Meetings or other planned events please Contact (954) 390-2103 or PLANDI@WiltonManors.com

Event Details

View Map

RESCHEDULED: Transportation Mobility Master Plan Public Outreach Meeting

Wednesday, April 19, 2023

Date: April 19, 2023

Time: 1:00 PM - 3:00 PM

Location: Hagen Park Community Center

Address: 2020 Wilton Drive
Wilton Manors, FL 33305

Due to flooding in the City, the Transportation Master Plan Public Outreach Meeting has been tentatively rescheduled for April 19, 2023, at 1 p.m.

Select Language

Google Translate



THE CITY OF WILTON MANORS TRANSPORTATION MASTER PLAN



STAY INFORMED



COMMUNITY MEETINGS

Held at Hagen Park Community Center

Afternoon Meeting **NEW DATE!!**
Wednesday, April 19, 2023 at 1:00pm

Evening Meeting
Monday, April 24, 2023 at 5:30pm

Visit: BrowardMPO.org/plans/city-of-wilton-manors

Event Details

View Map

Wilton Manors Transportation Mobility Plan Public Outreach

Monday, April 24,
2023

Date: April 24, 2023

Time: 5:30 PM - 7:30 PM

Location: Hagen Park Community Center

Address: 2020 Wilton Drive
Wilton Manors, FL 33305

Contact: 954-390-2103

Email: Email
(mailto:plandi@wiltonmanors.com)

ADA: Yes

The City is partnering with the Broward MPO to create a Transportation Mobility Plan.

The study will consider ways to improve pedestrian and bicyclist access and walkability on major corridors around the city. This meeting

will provide some preliminary information and solicit your feedback in making the future Wilton Manors an easier place to walk, bike or utilize other alternate methods of transportation. This is one of two meetings where content will be the same--just choose whether April 19 at 1 pm until 3 pm or April 24 at 5:30 p.m. works best for you.



THE CITY OF WILTON MANORS TRANSPORTATION MASTER PLAN



STAY INFORMED



COMMUNITY MEETINGS

Held at Hagen Park Community Center

Afternoon Meeting **NEW DATE!!**
Wednesday, April 19, 2023 at 1:00pm

Evening Meeting
Monday, April 24, 2023 at 5:30pm

Visit: BrowardMPO.org/plans/city-of-wilton-manors



Karen Friedman <kbfatwork@gmail.com>

City Commission Meeting Recap

1 message

City of Wilton Manors <info@wiltonmanors.com>
Reply-To: info@wiltonmanors.com
To: kbfatwork@gmail.com

Wed, Apr 12, 2023 at 2:05 PM



Click here to email
Mayor Scott
Newton.



Click here to email
Vice Mayor Mike
Bracchi.



Click here to email
Commissioner
Chris Caputo.



Click here to email
Commissioner
Don D'Arminio.



Click here to email
Commissioner
Paul Rolli.

April 12, 2023

Here are the highlights from the April 11 City Commission Meeting:



As a reminder, the first Transportation Master Plan Public Outreach Meeting is tomorrow, April 13, 2023, from 1:30 to 3:30 p.m. at the Hagen Park Community Center (2020 Wilton Drive). During this meeting, we will discuss future bike lanes, sidewalks, and roadway improvement projects here in the Island City.

[Click here for more information on the Wilton Manors Transportation Master Plan.](#)

[Click here to view city commission meeting agendas, videos, and minutes.](#)

Wilton Manors is a Certified Community Wildlife Habitat
 2020 Wilton Drive, Wilton Manors, FL 33305
 www.wiltonmanors.com
 (954) 390-2100



City of Wilton Manors | 2020 Wilton Drive, Wilton Manors, FL 33305

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Karen Friedman <kbfatwork@gmail.com>

Weekly News & Updates from the City of Wilton Manors

City of Wilton Manors <info@wiltonmanors.com>

Tue, Apr 4, 2023 at 4:30 PM

Reply-To: info@wiltonmanors.com
 To: kbfatwork@gmail.com



April 4, 2023

Upcoming Public Outreach Meetings: Transportation Master Plan



Join us for one of two public outreach meetings on the Transportation Master Plan to discuss future bike lanes, sidewalks, and roadway improvement projects here in the Island City. All residents are encouraged to attend one of the two meetings to provide feedback and ask questions. Both meetings will be held at the Hagen Park Community Center ([2020 Wilton Drive](#)).

Meeting dates:

April 13, 2023, from 1:30 p.m. to 3:30 p.m.

April 24, 2023, from 5:30 p.m. to 7:30 p.m.



The latest edition of the Town Crier, our quarterly newsletter, is now available online. This quarter's edition offers a wealth of information on city updates, upcoming events, spring cleaning tips, and more.

[Click here to read the latest edition of the Town Crier.](#)

Submit Your Nomination for the Skip Stadnik Community Spirit Award

To take the survey, scan the QR code above or click the link below.

[Click here to take the Wilton Manors Transportation Master Plan survey.](#)

Upcoming Meetings and Events



City Commission Meeting

Tonight at 7 p.m.

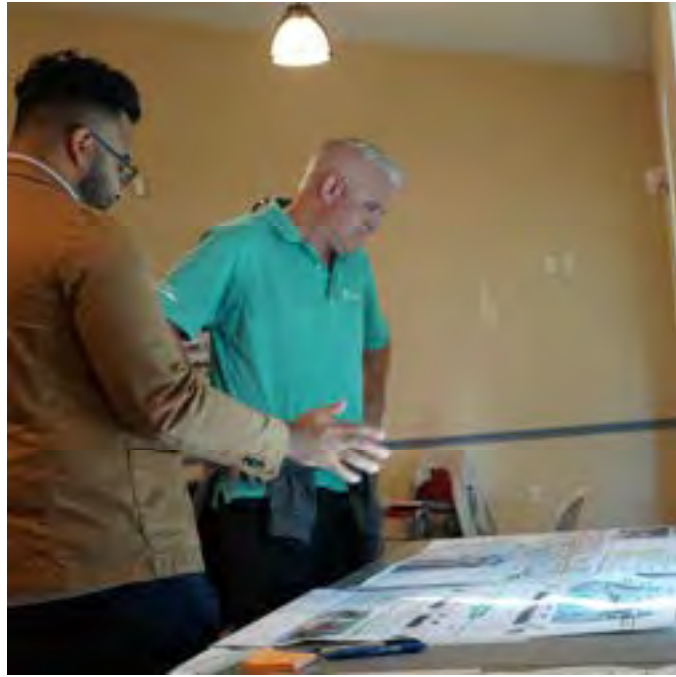
Tonight's City Commission Meeting will be held in-person in the Commission Chambers at City Hall (2020 Wilton Drive).

If you are unable to attend and would like to submit a public comment, email it to publiccomment@wiltonmanors.com before the start of the meeting. Please include your name and address in the email. All comments submitted by email shall be, if read orally, three (3) minutes or less. Public comments received by 6 p.m., before the start of the meeting, will be delivered to the Commission before the meeting and be part of the public record.

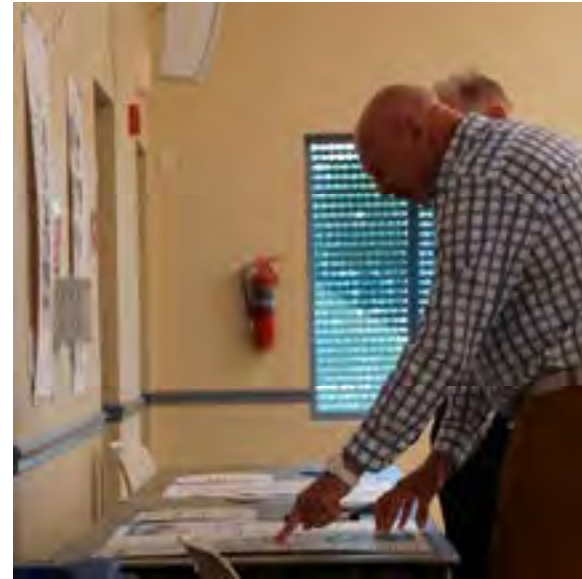
[Click here to view City Commission Meeting agendas, videos, and minutes.](#)

January 2024 Community Meetings

Photos from 1/29/2024 Community Meeting



Photos from 1/30/2024 Community Meeting



Wilton Manors - Community Meeting - 1/29/2024 (Morning Meeting)

SIGN-IN SHEET

NAME - Please Print	Resident	Other	Zip Code
Bob McClure (council)		✓	33304

Wilton Manors - Community Meeting - 1/29/2024 (Afternoon Meeting)

SIGN-IN SHEET

NAME - Please Print	Resident	Other	Zip Code
LAILA KITCHEN (Boarding)		✓	
FRANK SWEET	✗		33305
Jim ...	✗		33311

Wilton Manors - Community Meeting - 1/29/2024 (Afternoon Meeting)

SIGN-IN SHEET

NAME - Please Print	Resident	Other	Zip Code
Lee Beckman	✓		33311
John ...	✓		33334
alan lester	✓		33334
MAT Gill	✓		33334
HUNTER STEPHENS	✓		33311
Jose Celero	✓		33311
Roger Crutten	✓		33306
Bill ...	✓		33305
Bert Fisher (CWM)		✓	

Wilton Manors - Community Meeting - 1/30/2024 (Evening Meeting)

SIGN-IN SHEET

NAME - Please Print	Resident	Other	Zip Code
Daniel Brassloff		✓	33496
David Maughan		✓	33334
Jay Mallon	✓		33305
Bruce Connolly	✓		33305
JONATHAN GRAF	✓		33334
Hunter Stearns	✓		33311
James Powell		✓	33311
ROBERT MOESIUS	✓		33311

Wilton Manors - Community Meeting - 1/30/2024 (Evening Meeting)

SIGN-IN SHEET

NAME - Please Print	Resident	Other	Zip Code
Randy Fair	Yes		33305
Audrey Hoffman	Yes		33305
Shirley Walsh	Yes		33311
John Foor	Yes		33334
Bill VauBRECHT	✓		33305
Ashley Turner	✓		33305 X 2
Patricia Bradley (business name)	✓		33334

Wilton Manors - Community Meeting - 1/30/2024 (Evening Meeting)

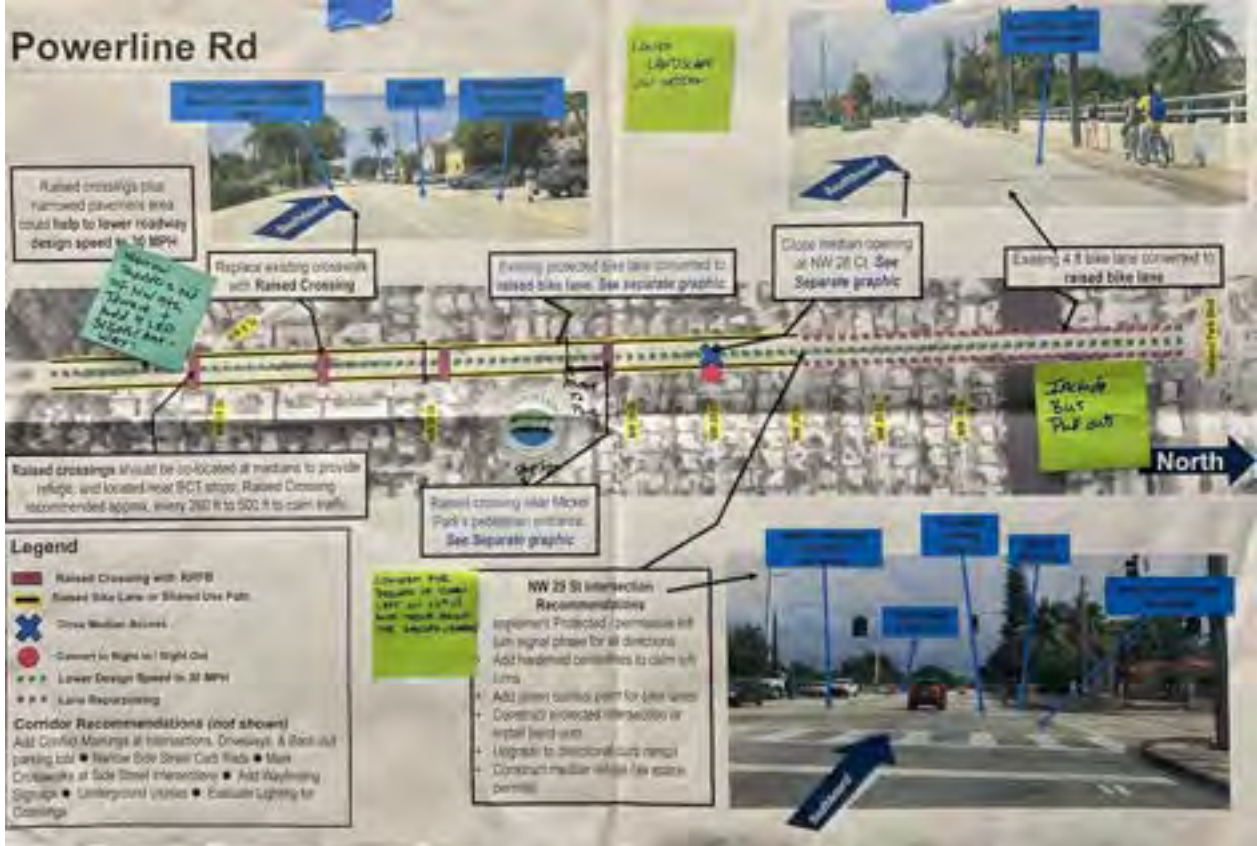
SIGN-IN SHEET

NAME - Please Print	Resident	Other	Zip Code
Robert Whelan	✓		33305
ANTHONY WERLANDO	✓		33334
Art Gull + 2	✓		33334
Jim Hughes	✓		33334
Mike Sansone	✓		33305
LARRY FARVER	✓		33311
Dustin Scarron			
Jaime Trayulla	✓		33334
Mike Arison	✓		33311

Powerline Rd Comments

Graphic	Location	Comment
Aerial	All	Lower landscape on median
Aerial	All	Include Bus Pullouts
Aerial-1	All	Cut through Andrews
Recommendations	All	I love the crosswalks with lights on Powerline. Thank you!
Aerial	NW 24 St - Proposed raised crossing	Concern for driver to turn left on NW 24 St and think about the raised crossing too.
Intersection	NW 28 Ct	South and North U turn to be maintained there.
Intersection	NW 28 Ct	Ineffective left turn at NW 28 Ct
Intersection	NW 9 Terr	Narrow Shoulders end of NW 9 Terrace and add 4 LED signs cone-way
Intersection	NW 9 Terr	(Add) LED (Lights) on the 1-way only signs at the end of NW 9 Te, and narrow the entry
Aerial	Oakland Park Blvd	Signal timing? Congestion at light with new configuration?
Street Mix	Proposed Raised Bike Lane	Why don't narrow the travel lanes? That's one of the best proven ways to safely effectively lower speeds.
From MPO Staff	<i>"Generally, everyone liked the concept...there were very little complaints or critiques, so they didn't write much. There was a request to ensure all the applications were consistent (size/colors/plant material) to give a "vibe" of Wilton Manors. One resident that lived on the horseshoe road was against the blocked left turn. But did say there were a lot of accidents at that intersection. He blamed people using the existing bike lane as a drive lane for those crashes. Another resident that said it was a great idea, but no one was going to slow down regardless of what was done."</i>	

Comments on Graphics: Powerline Rd



Andrews Av Comments

Graphic	Location	Comment
Aerial	All	Would love to see median trees!
Aerial	All	Do the 2 most north medians take account the 2 new developments at the northern part of Andrews on the east side.
Aerial	NE 26 St intersection	(Comment about proposed crosswalk over northern leg) I came here to ask this, so that's good to hear! It really needs the crosswalk.
Intersection-1	NW / NE 21 Ct intersection	21 Ct is a good candidate for raised crosswalks. 21 Ct. Is a main walking corridor.
Intersection-1	NW / NE 21 Ct intersection	More emphasis on raised crosswalk at 21 Ct or raised intersection
Aerial-1	NW 20 St to NW 21 St	Recommend moving NW 20 St raised crosswalk to NE 21 Ct. Raised crossing/raised intersections.
Aerial	NW 24 St intersection	Very concerned about illegal EB to NB from NW 24 St to Andrews
Intersection-1	NW 24 St intersection	Add cross walk
Intersection-1	NW 24 St intersection	NW 24 St west is major entrance into the neighborhood. May want to relocate at prohibiting left turns into neighborhoods.
Aerial	NW 29 St intersection	NW 29 ST an important access for pedestrian + bikes from East to Mickel Park, recommend raised intersection, weird crossing needs safer improvement
Aerial	NW 29 St intersection	Crosswalk button is not functioning at NW 29 St., long wait for crosswalk
Aerial-1	NW 29 St to NE 29 St intersection	Look at installing porkchops to prevent high speed turnouts at side streets.
Aerial	Oakland Park Blvd intersection	Issue: a pork chops vertical separator to eliminate/prevent left turns out or Publix to go north.
Street Mix	Proposed Shared Use Path	Verify sidewalk width and sodded area.
Street Mix	Proposed Shared Use Path	Yes! To median
Street Mix	Proposed Shared Use Path	Median will beautify this ugly road. Thank you!
Street Mix	Proposed Shared Use Path	Thank you narrowing drive lanes!!
Street Mix	Proposed Shared Use Path	Love wide sidewalks for bikes & humans! With limited obstructions of course.
Street Mix-1	Proposed Shared Use Path	All good.
Street Mix-1	Proposed Shared Use Path	Shade trees are needed.
From MPO Staff	<i>"The comments listed in this table account for what was heard".</i>	

Comments on Graphics: Andrews Av

Andrews Av

Center Lane "Spot" medians

- Center lane medians would improve access management by limiting free flow left turn and U-turn movements.
- Center lane medians should be collocated with new crossings, to provide pedestrian refuge.
- Center lane medians can provide space for landscaping and other gateway features.
- Locations shown are demonstrative only - locations of medians would be determined during project design.
- Quick Build medians can build community support and ensure design meets expectations.

Legend

- Increased Pedestrian Phase
- Raised Crossing with BRFB
- Center Lane Median
- Add Lane Definition
- Raised Bike Lane or Shared Use Path
- Relocate BCT Stop

Corridor Recommendations (not shown)

- Add Conflict Markings at Intersections
- Driveways & Back-out parking lots
- Narrow Side Street Curb Radii
- Mark Crossovers at Side Street Intersections
- Add Wayfinding Signage
- Underground Utilities
- Evaluate Lighting for Crossings

Intersection improvements at NW / NE 21 Ct. See separate graphic.

Intersection improvements at NW / NE 24 St. See separate graphic.

Raised crossing recommended in proximity to BCT Stop at NE 27 Dr. Crossing should be collocated with new center median to provide refuge.

Recurved / Curve reconstruction to widen sidewalk to Shared Use Path on both sides of roadway. See separate graphic.

North

Andrews Av @ NW / NE 24 St

NOTE: Spot Median locations are conceptual.

Shared Use Path

Intersection Reconfigured with new center lane median to prohibit Left Turns FROM Andrews Av. Intersection would remain signalized.

Replace existing crosswalk with raised crosswalk, collocate with Spot Median to allow for pedestrian refuge.

Signalized Left Turns would be permitted from NW 24 St.

Centerline hardening to calm left turns.

High visibility pavement markings will enhance visibility of crosswalks.

Implement protected & permitted left turn signal phase for SB to NB LT's.

North

Andrews Av: Shared Use Path

Existing Conditions

Recommendations

- Travel lanes are narrowed
- Existing sidewalk and excess pavement area converted to Shared Use Path
- Recommend utility placed underground to limit obstructions

Shared Use Path Examples

Andrews Av

Center Lane "Spot" medians

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- Mark Crossovers at Side Street Intersections
- Add Wayfinding Signage
- Underground Utilities
- Evaluate Lighting for Crossings

NE 28 St to be improved by County in separate project. Including crosswalk over northern leg. Construction in 2024.

Intersection improvements at NW / NE 21 Ct. See separate graphic.

Intersection improvements at NW / NE 24 St. See separate graphic.

Raised crossing recommended in proximity to BCT Stop at NE 27 Dr. Crossing should be collocated with new center median to provide refuge.

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North

Andrews Av: Shared Use Path

Existing Conditions

Recommendations

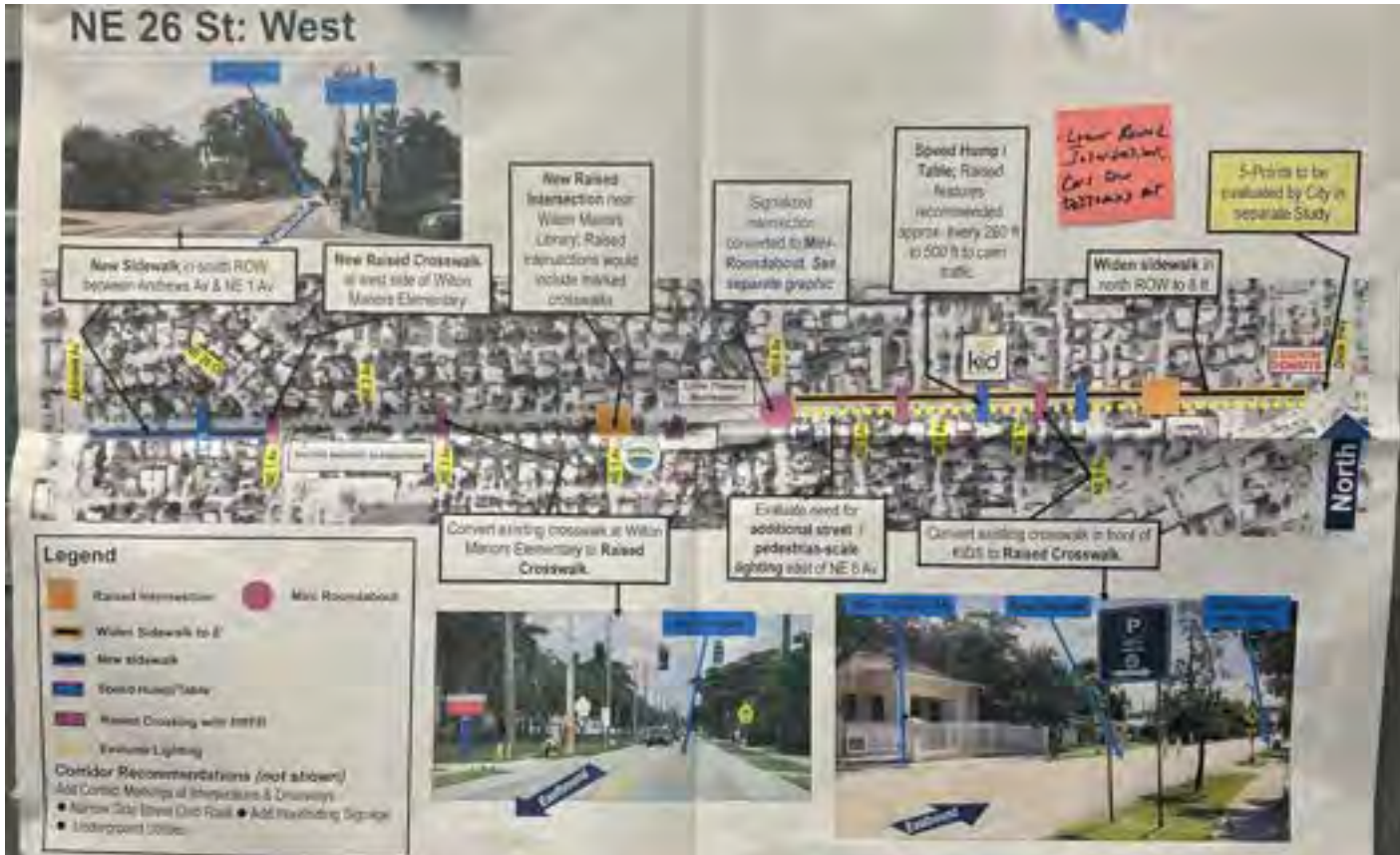
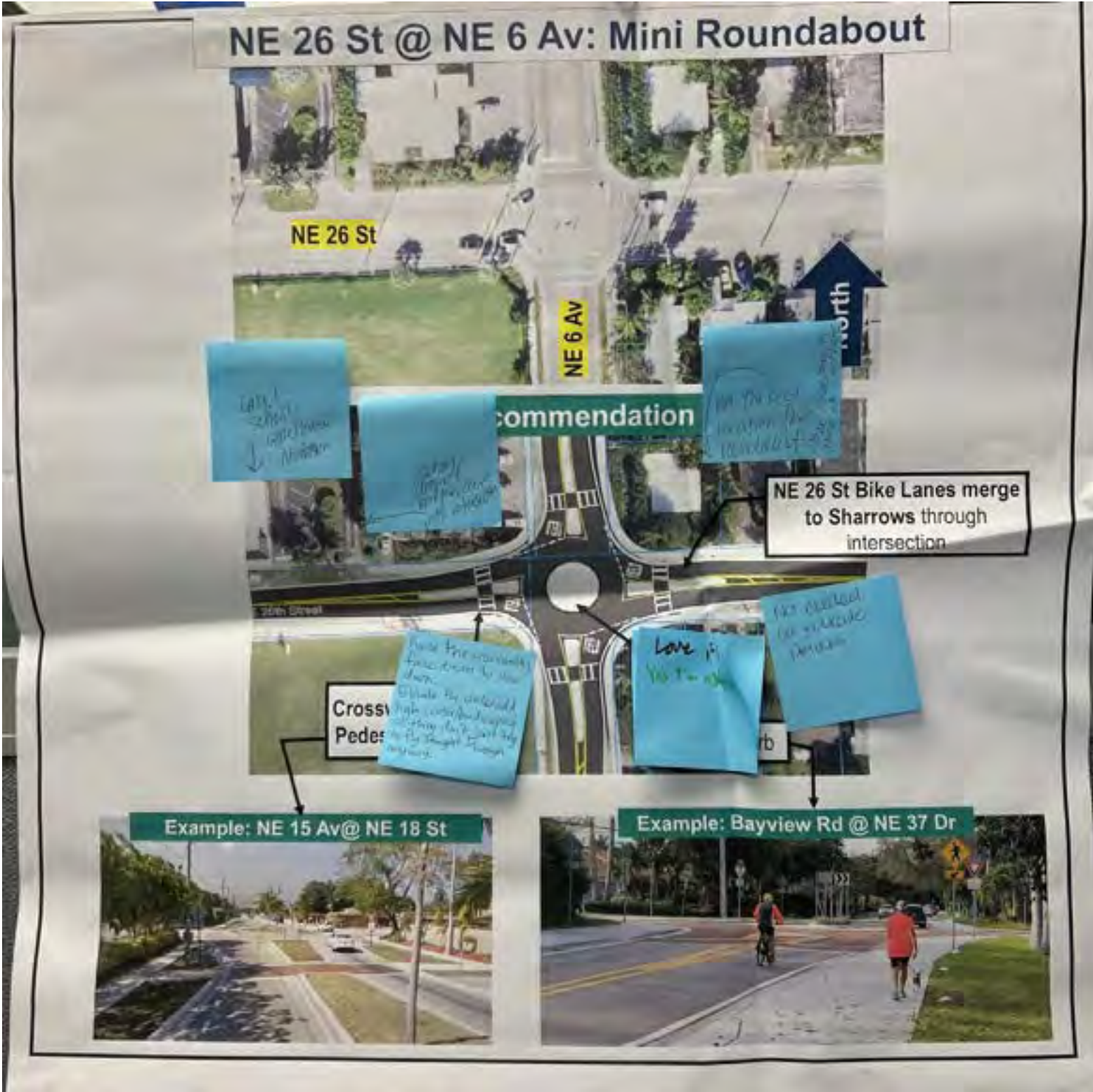
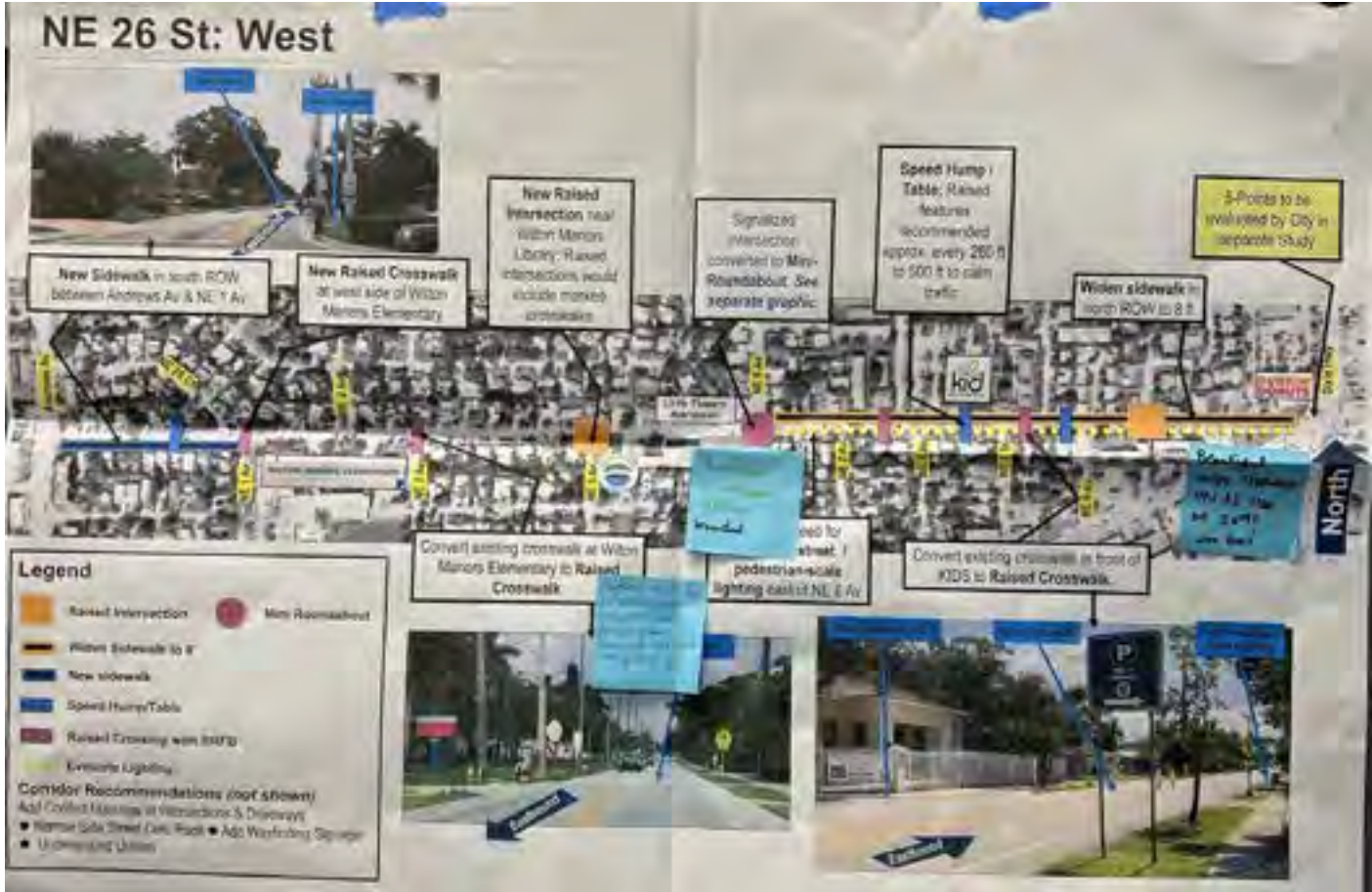
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- Existing sidewalk and excess pavement area converted to Shared Use Path
- Recommend utility placed underground to limit obstructions

Shared Use Path Examples

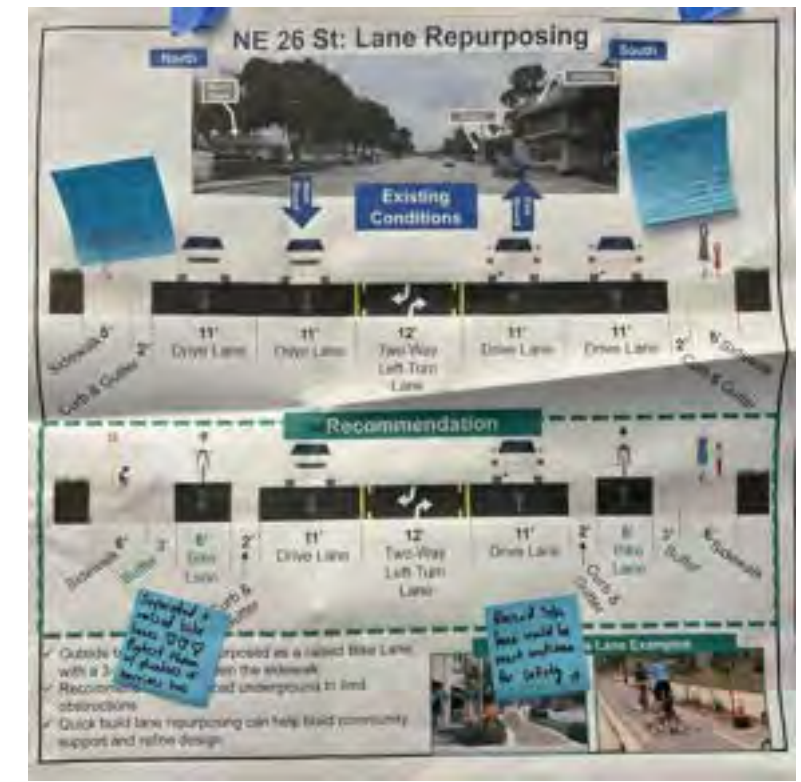
NE 26 St Comments

Graphic	Location	Comment
Aerial-1 – Option 2	Coral Gardens Dr Intersection	Don't waste a raised platform where there is existing signal or stop (4 way).
Aerial- Option 1	East of 5-Points	The more crosswalks here, the better (heart symbol)
Aerial- Option 1	East of 5-Points	We need bike lanes on NE 26 St
Aerial - Option 1	East of 5-Points (Lane Repurposing Option)	I favor the raised crosswalks with beacons rather than raised intersections in Option B.
Aerial-1 – Option 1	East of 5-Points (Lane Repurposing Option)	Make all new raised crosswalks consistent throughout; i.e. all set to speed limit for typical vehicle.
Street Mix	East of 5-Points (Lane Repurposing Option)	Raised bike lane would be most welcome for safety (heart symbol)
Street Mix	East of 5-Points (Lane Repurposing Option)	Separated raised bike lanes (heart symbol) Protect them with planter or barriers too
Street Mix	East of 5-Points (Lane Repurposing Option)	2 lanes! Median strip with royal palms and/or plantings. No one ever seen waiting at Bus stops here: that is an insignificant concern. Despise 3 ft buffer prefer bike lanes instead.
Street Mix	East of 5-Points (Lane Repurposing Option)	NE 26 should have bicycle facility. If do 4 lanes, then make one sidewalk wider plus multimodal and take (space) from the other sidewalk.
Aerial - Option 2	East of 5-Points (No bike lane option)	No, No, No, No, No, & No! Most have bike safe infrastructure
Aerial – Option 2	East of 5-Points (No bike lane option)	Absolutely not! This road is overbuilt for cars, and we need protected bike lanes.
Aerial- Option 1	NE 14 Av intersection	Consider full signal at NE 14 Ave
Aerial- Option 1	NE 14 Av intersection	Yes to crossing at NE 14 Ave
Aerial- Option 1	NE 14 Av intersection	Traffic signal, light, and crosswalk (at raised intersection)
Aerial-1 – Option 2	NE 14 Av Intersection	Holy Cross Building obstructs view to see on-calming traffic when turning left (WB)
Aerial- Option 1	NE 15 / 16 Av Intersection	Blind Corner behind Manor Lanes to max turn onto 6 Ave
Aerial- Option 1	NE 15 / 16 Av Intersection	Add Pedestrian activated signal at peanut roundabout
Aerial– Option 1	NE 15 / 16 Av Intersection	I support the peanut circle!
Aerial- West	NE 6 Av intersection	A roundabout is welcomed addition. <i>This was "seconded".</i>
Intersection	NE 6 Av intersection	Love it! I'm a big fan!
Intersection	NE 6 Av intersection	Raise the crosswalks, force drivers to slow down. Elevate the circle, add high curbs / landscaping so they don't just try to fly straight through anyway.
Intersection	NE 6 Av intersection	Label School Little Flower Montessori
Intersection	NE 6 Av intersection	School drop-off backs car into intersection
Intersection	NE 6 Av intersection	Not the best location for roundabout, other locations plan ok-not here
Intersection	NE 6 Av intersection	Not needed. Or educate drivers.
Aerial- West	NE 6 Av to 5-Points	Beautiful wide sidewalk on N. side of 26! Woo Hoo!
Aerial-1 – Option 2	US-1 Intersection	At 26 St and US-1 EB, recommend, LT, TL,RT at intersection because one east side of US-1 thru lanes reduce from 2 lanes to 1 lane.
Aerial - Option 1	West of 5-Points	Investigate school traffic management
Aerial- West	West of 5-Points	Anything we can do to better protect bicyclist here?! At least better demarcate bike lanes from gutters? lol
Aerial-1	West of 5-Points	Lower raised intersections. Cars are bottoming out
From MPO Staff	For west of 5-Points: <i>"The general feedback I received was very positive, particularly for the roundabout and the wide sidewalk on the north side of the road east of 6th. There was a concern that drivers might drive straight through the roundabout, so there was discussion about vertical elements included in the center of the roundabout (I saw that included in one comment, but it was verbally mentioned more often)."</i>	

Comments on Graphics: NE 26 St - West



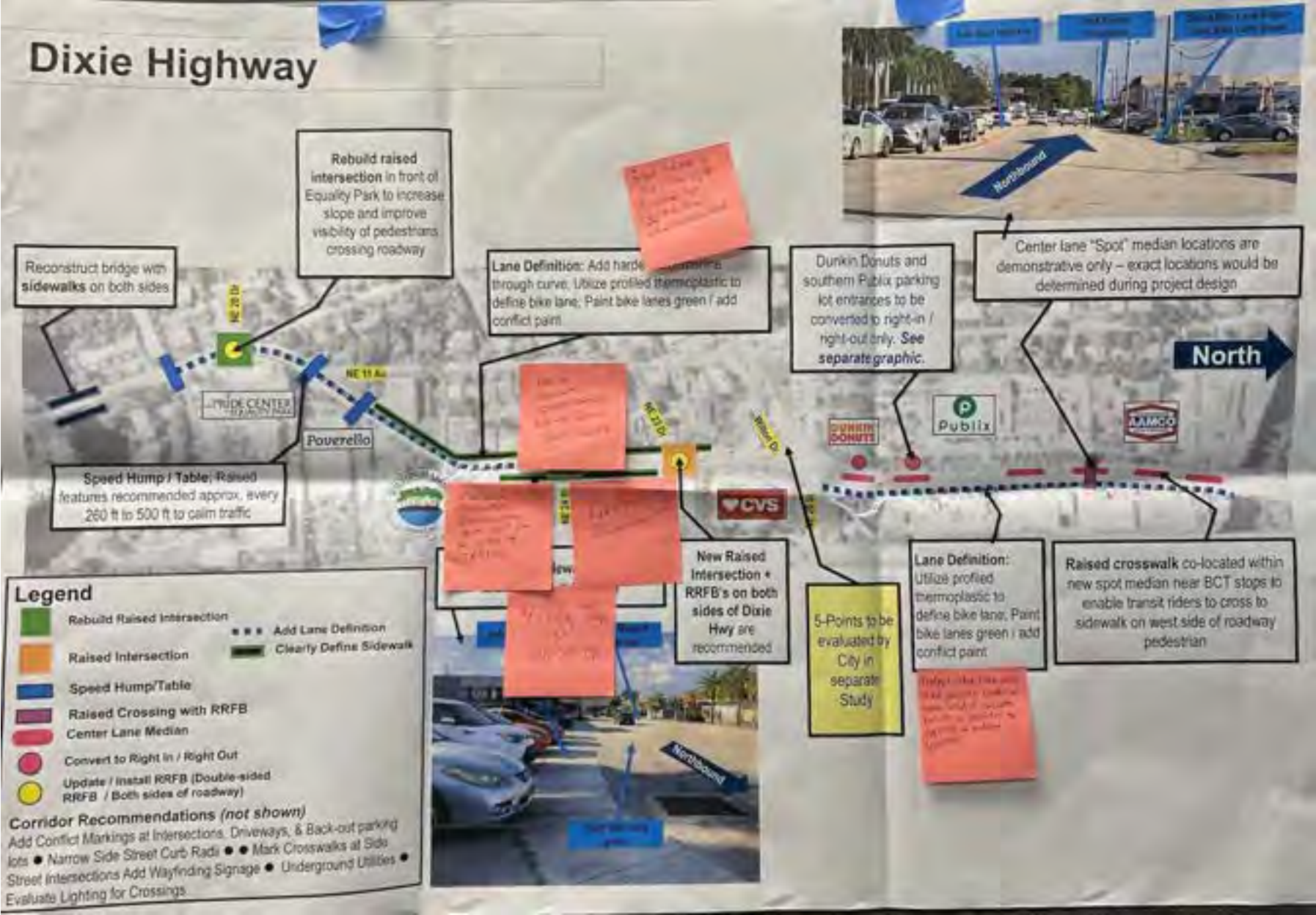
Comments on Graphics: NE 26 St - East



Dixie Hwy Comments

Graphic	Location	Comment
Aerial	All	Glad to see a step in the right direction for bike/pedestrian infrastructure here.
Aerial	NE 24 St intersection	Consider sidewalk continuity onto NE 24 St – At least to (FEC) tracks.
Aerial	NE 24 St intersection	4-way Stop (needed) at NE 24 St.
Aerial	North of 5-Points	Protect the bike lanes. Add periodic curbs or some kind of concrete barrier or planters to sperate + protect cyclist.
Intersection	North of 5-Points	(Publix parking lot's south entrance and Dunkin Donuts parking lot) - Agreed dangerous!
Intersection	North of 5-Points	East ROW - Underdeveloped parcels, ripe for development with a clean vision.
Intersection	North of 5-Points	Relocate bus stops to align with new pedestrian crossing
Aerial	South of 5-Points	Yes to sidewalk improvements, yes to green bike lanes
Aerial	South of 5-Points	Lighting? Plantings?
From MPO Staff	<p><i>"The overall tone of the comments on recommendations south of 5-Points was very positive. Residents liked the traffic control enhancements designed to reduce operating speed and in particular the speed tables. The area was noted by several residents as having good potential for redevelopment and becoming more of an activity center given the residential development adjacent to NE 24 Street east of the FEC. For this reason, the recommendations for better defined/continuous sidewalk were seen positively."</i></p> <p>For area north of 5-Points: <i>"General agreement on proposal to modify access to Dunkin Doughnuts to right turn in/out; Saw value in having sidewalk on the east side of Dixie Highway but recognized the infeasibility providing a sidewalk without significant redevelopment.; Saw value in establishing a signalized midblock pedestrian crosswalk at the south end of the bridge that is designed to force pedestrian traffic traveling southbound on the east side of Dixie Highway to cross over to the west side (where continuous sidewalk exists).; Skepticism about the viability of medians due to their impact on business access and potential for Dixie Highway traffic stopping in a through lane to attempt a left or u-turn at a median opening."</i></p>	

Comments on Graphics: Dixie Hwy



NE 24 St Route Comments

Graphic	Location	Comment
Aerial	All	Yes to bike lanes! Please separate and protect them is possible.
Aerial	All	There are too many traffic calming treatments
Aerial	All	Can there be a connection to Lauder trail?
Aerial	Dixie Hwy east	Separated protected bike lanes please!
Aerial	Dixie Hwy east to NE 14 Ave	Lauder trail route will end here.
Aerial	Dixie Hwy intersection	Need 4-way stop
Aerial	NE 14 Av	Recently approved apt building – Generations – 170 Units
Aerial	NE 15 Av Intersection	Need 4 way stops at NE 15 Ave and NE 24 St - the raised intersection backs up traffic
Aerial	NE 22 Dr through NE 11 Av	Why can't there be a connection thru Dixie Hwy here? (Instead of thru the alley?)
Intersection	NE 23 St at NE 6 Av	Beware of illegal left turn here! Eagle patrons getting excited?
Aerial	NE 7 Av	Need pedestrian lighting on NE 7 Av
Intersection-1	NE 7 Av	NE 7 Av needs sidewalks on both sides
Intersection	Wilton Dr / crosswalk from Gym Sport bar to Shoppes of Wilton Manors parking lot	Will new crosswalk at NE 8 St be too close to this one?
Intersection	Wilton Dr / crosswalk from Gym Sport bar to Shoppes of Wilton Manors parking lot	Number 1 priority for crosswalk
Intersection	Wilton Dr / crosswalk from Gym Sport bar to Shoppes of Wilton Manors parking lot	Residents prefer this location for crosswalk than NE 8 Av
Intersection-1	Wilton Dr / Shoppes of Wilton Manors	Will be 252 residential units. (approved by board)
Intersection	Wilton Dr / Shoppes of Wilton Manors parking lot	This parking lot will be redeveloped to a mixed used.
Intersection	Wilton Dr at NE 6 Av	Vehicles are using the bus lane to turn right
Intersection-1	Wilton Dr at NE 6 Av	Positive addition of scramble for the amount of peds in area.
Intersection-1	Wilton Dr at NE 8 Av	FDOT is adding a crosswalk in the next few months by the creamery.
From MPO Staff	<i>"No comments regarding the school. Received a lot of positive feedback regarding the scramble. No comments regarding the sharrows"</i>	

NE 21 Ct Route Comments


Graphic	Location	Comment
Examples	All	When building speed tables, use more graded slopes / not so sharp – I love the traffic calming but do it right
Examples	All	When projects are constructed, please consider maintenance of lane markings, and keep city (???)
Examples	All	Great concepts – Love the ideas of slowing down traffic
Examples	All	(at Quick Build Speed table) Looks good!
Examples	All	What in sharrow (shared lane markings)
Recommendations	All	Love It!!!!!!
Recommendations	All	Lighting safety is a concern along NE 21 Ct.
Recommendations	All	NE 21 Ct Missing sidewalks on both sides. Speed humps make too much noise.
Recommendations	Andrews Av To Wilton Dr.	Streetlights needed all along roadway through Wilton Dr.
Recommendations	NE 20 Dr	Suspiciously dark along NE 20 Dr, starting at NE 7 Av
Recommendations	NE 20 St	Propose 1-way on part of NE 20 St with two streets, and possibly sidewalks for the end closest to Wilton Drive. Safety is an issue because little room for two cars to pass and no room for pedestrians.
Recommendations	NE 5 Av on southside	Sidewalk gap on southside of roadway.
Examples	Wilton Dr	Bus stops and ride share drop off – are they accommodated (like Circuit)
Intersection	Wilton Dr	Ramp (needed) on curb extension from the bike lane on Wilton Dr
Recommendations	Wilton Dr	Pedestrian Crossing times are too short at intersection. Bollards at intersection corners.
Recommendations	Wilton Dr	Curb extensions are a great idea!
Recommendations	Wilton Dr	Love a good scramble! So progressive!
Recommendations	Wilton Dr	Turn on red concern. Make sure safety is a priority.
Recommendations	Wilton Dr	Awesome proposal! Love the scramble! Recommend (2) bike/peds options (NE& NW 21 + 24 streets)
Examples	Wilton Dr	I love this idea. Great Corner. Scramble

Comments on Graphics: NE 21 Ct Route

NE 21 Ct Route

Recommendation Goals

- ✓ Create cohesive bike / pedestrian route on NE 21 Ct from Andrews Av to Dixie Hwy (including NE 20 St)
- ✓ Provide comfortable, safe, and convenient bike / pedestrian access to City Hall, Hagen Park, Wilton Drive, Pocket Park and Equality Park
- ✓ Fill in critical sidewalk gaps
- ✓ Identify bike route
- ✓ Traffic calming on residential streets
- ✓ Reduce crash severity, especially on Wilton Drive



Give better signage use more green than not so sharp. Time the traffic lights but do it right. 2/18/22

I love this idea. Great concept (Scramble) 2/18/22

Why parks are constructed, please consider importance of bike & walking and how city can help. 2/18/22

But stops first slow down off. Area for intersection? City Council 2/18/22

Great concept. Love the idea of shared lane markings. 2/18/22

Look at some solutions! 2/18/22

2/18/22

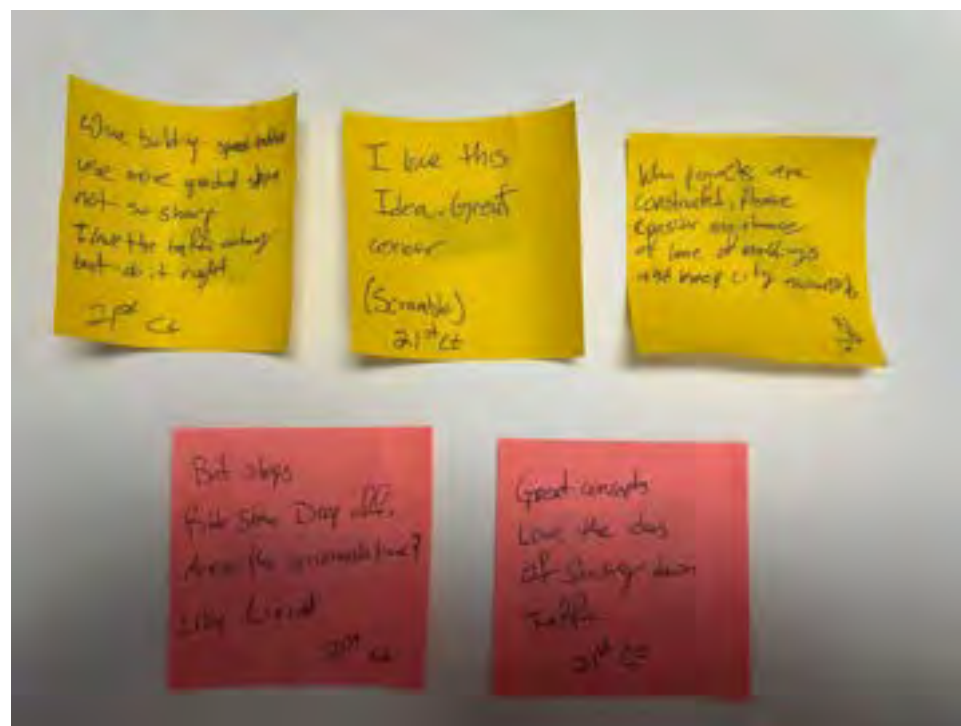
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2/18/22

2/18/22

2/18/22



Give better signage use more green than not so sharp. Time the traffic lights but do it right. 2/18/22

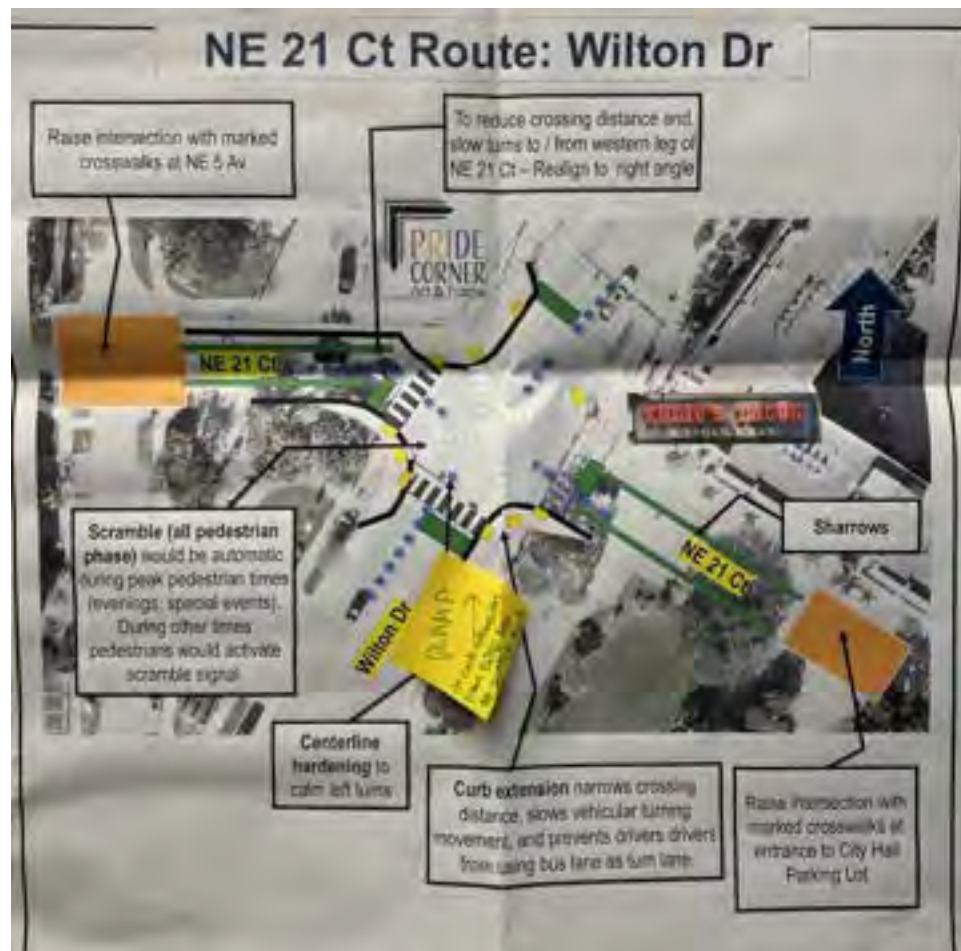
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But stops first slow down off. Area for intersection? City Council 2/18/22

Great concept. Love the idea of shared lane markings. 2/18/22

NE 21 Ct Route: Wilton Dr



Annotations on the map include:

- Raise intersection with marked crosswalks at NE 5 Av
- To reduce crossing distance and slow turns to / from western leg of NE 21 Ct - Realign to right angle
- Scramble (all pedestrian phase) would be automatic during peak pedestrian times (evenings, special events). During other times pedestrians would activate scramble signal.
- Centerline hardening to calm left turns
- Curb extension narrows crossing distance, slows vehicular turning movement, and prevents drivers from using bus lane as turn lane.
- Raise intersection with marked crosswalks at entrance to City Hall Parking Lot
- Sharrows

NE 21 Ct Route - Recommendations Examples

Raised Intersection 	Raised Crosswalk 	Quick Build Raised Crosswalk 
Raised Crossing with In-Road Lighting 	Scramble Intersection 	
Shared Lane Markings 	Share the Road Signage 	Bike / Ped Route Signage 
Green Bike Lanes 	Curb Extension 	Quick Build Curb Extension 
Street Lighting 	Defined Sidewalk 	Quick Build Speed Table 

Westside Route Comments

Graphic	Location	Comment
Aerial	Andrews Av	Need Andrews Crosswalks / Elementary School
Aerial	Andrews Av at NW 24 St	(NW 24 St) Update & verify the crosswalk signal button is operational since it has not be working
Aerial	Andrews Av at NW 25 St	Will there be additional connection to continue eastward down NE 26 St
Aerial-1	Andrews Av at NW 25 St	Andrews and 25 th need to coordinate lights for EB 25 th to turn left of right more easily.
Aerial-1	Andrews Av at NW 25 St	NW 25 St - Signal light change to blinking on Andrews Av is dangerous for crosswalk at night
Aerial	NW 21 Ct to NW 5 Ave (north corner)	Would work better
Aerial	NW 22 St with NW 6 Ave	Connect
Aerial	NW 24 St	Option 1: Would it be better to do NW 24 St?
Aerial-1	NW 24 St to NW 21 Ct	1 sticker voting for this option (Mtg #2)
Aerial	NW 24 St to Powerline Rd and NW26 St to Powerline Rd	Dangerous intersections
Aerial-1	NW 25 St	(City) ignored requests for traffic calming along NW 25 St – Serious speeding issue between NW 6 Av and NW 7 Av
Aerial-1	NW 25 St	Put roundabout @ NW 25 St and NW 6 Av (Not at NW 26 St and NW 6 Av)
Aerial	NW 26 St & NW 25 St	If the NW 26 St / NW 25 St Route connection is complete, consider upgrading the transit stops on Powerline Rd and Andrews Av at each end.
Aerial-1	NW 26 St & NW 25 St	Option 1 – major cut through and feels very unsafe
Aerial-1	NW 26 St & NW 25 St	1 sticker voting for this option (Mtg #1) and 5 stickers voting for this option (Mtg #2)
Aerial-1	NW 29 St	Asked about NW 29 St- bike lanes
Aerial-1	NW 3 Av (or NW 6 Av)	Potential north / south routes connecting the two route options (On NW 3 Av or NW 6 Av)
Aerial	NW 5 Ave (south corner)	Dangerous blind corner
Aerial	Options	Prefer NW 24 St if no NB left off Andrews to NW 25 St (traffic calming on 25 th less necessary then) Otherwise 25 th Option 1
Aerial	Powerline Rd	What will the connection north to bus stop look like?
Aerial	Westside	sidewalks more connectivity & safety to move away from car culture
Aerial	Westside	Would like to know what is happening with NW 29 St to really feel an informed decision can be made
Aerial-1	Westside	City pushing traffic thru.
Examples	Westside	No quick build, just build.
Examples	Westside	Please no quick builds. They look very cheap and too bumpy.
Examples	Westside	Sharrows better for an existing neighborhood vs cement sidewalks not fair to those owners on sidewalk street
Recommendations	Westside	Three voted for sidewalk option (green sticker)

Comments on Graphics: Westside Route

Westside Route Recommendations

Sidewalks

Speed Pump / Table: Raised features recommended along with 200 ft to 500 ft to 100 ft buffer between the sidewalk and the road.

Shared Lane Markings recommended along with route.

No Sidewalks

Speed Pump / Table: Raised features recommended along with 200 ft to 500 ft to 100 ft buffer between the sidewalk and the road.

Shared Lane Markings recommended along with route.

Legend

- Orange circle: Round Intersection
- Red circle: New Roundabout
- Blue circle: New Roundabout
- Green circle: Shared Lane Markings

Route Recommendations (not shown)

- Remove Side Drive Curb Cuts
- Mark Crosswalks at Side Drive Intersections
- Add Wayfinding Signage
- Enhance Lighting

Westside Route

Legend

- Option 1 (Yellow)
- Option 2 (Blue)

Option 1:

- 2,850 ft route / shortest route
- Few turn movements
- Almost 2 blocks in eastern portion are fronted by multi-family developments which may have less opposition to sidewalks
- Closest to Mickel Park
- No direct access to signalized crosswalk over Andrews Av
- 1 block south of new crosswalk at NW 26 St, with access to existing bike lanes
- 1 block north of existing crosswalk at NW 24 St, with access to WM Elementary

Option 2:

- 3,800 ft route / longest route
- Circuitous route / many turn movements
- Directly leads to signalized crosswalks over Andrews Av
- Sidewalk in southern ROW within 1 block of Andrews Av
- Provides most direct access to Wilton Dr

Handwritten notes on map: "CONNECTIONS", "dedicated pedestrian/bicycle route intended to better connect the residents west of Powerline Rd to destinations east of Andrews Av", "intended to better connect residents east of Andrews Av to Mickel Park and Snook Park", "would include traffic calming features plus pedestrian and bicycle amenities".

Westside Route

Legend

- Option 1 (Yellow)
- Option 2 (Blue)

Option 1:

- 2,850 ft route / shortest route
- Few turn movements
- Almost 2 blocks in eastern portion are fronted by multi-family developments which may have less opposition to sidewalks
- Closest to Mickel Park
- No direct access to signalized crosswalk over Andrews Av
- 1 block south of new crosswalk at NW 26 St, with access to existing bike lanes
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- Directly leads to signalized crosswalks over Andrews Av
- Sidewalk in southern ROW within 1 block of Andrews Av
- Provides most direct access to Wilton Dr

Handwritten notes on map: "A dedicated pedestrian/bicycle route", "intended to better connect the residents west of Powerline Rd to destinations east of Andrews Av", "intended to better connect residents east of Andrews Av to Mickel Park and Snook Park", "would include traffic calming features plus pedestrian and bicycle amenities".

Handwritten note at bottom: "Access and 25th need to coordinate lights for EB and to turn left or right more easily".

Westside Route - Recommendations Examples

Raised / Mini-Roundabout in Residential Neighborhoods

Quick build Mini-Roundabout

Quick Build Speed Table

Defined Sidewalk

Speed Pump / Route Signage

Sharrows

Graphics presented at 1/29/2024 & 1/30/2024 Community Meetings

FAQ #1:  **TRANSPORTATION MASTER PLAN**


Q. What is a Transportation Master Plan ("TMP")?
The TMP will identify *multimodal* facilities that improve safety, comfort, and convenience for *all* roadway users, including pedestrians, bicyclists, transit riders, and automobile users.

Q. Why is the City developing a Transportation Master Plan?
The City wants to ensure roadways are safe for all roadway users. It will also help the City prioritize improvements.

Q. What type of recommendations will the TMP have?
The recommendations include wide sidewalks, shared-use paths, raised crosswalks, raised intersections, center medians, bicycle facilities, ADA-compliant curb ramps, intersection safety improvements, roundabouts, pedestrian-scale lighting, and other improvements to improve safety, comfort, and convenience.

Q. Where will the projects be located?
Recommendations have been identified for the "Plan Study Area", which consists of six roadways / routes: Powerline Rd, Andrews Av, NE 26 St, Dixie Highway, NE 24 St "Route", and NE 21 Ct "Route".

Q. Why does the plan not include every road in the City?
The TMP focuses on six roadways / routes considered critical for multimodal improvements. Many of the roads in the City have similar conditions and the recommendations may be applicable for other locations in the City.

FAQ #2:  **TRANSPORTATION MASTER PLAN**


Q. The TMP shows a new median in front of my property – is that correct?
The TMP recommendations are conceptual. During project design locations of recommendations, such as new center lane medians, will be refined. The TMP also recommends "testing" recommendations by first installing quick build projects.

Q. When will the TMP be complete?
The Plan will be completed by Spring 2024.

Q. What happens after the TMP is complete / when will projects be built?
The TMP is not a construction document or a funding plan. After the TMP is complete, the recommendations will need to be designed, and in some cases additional studies are required. Also, project funding will need to be secured.

Q. How much will the projects cost?
The TMP will include planning-level cost estimates. These are required for the City to apply for grants.

Q. How can I find out more information?
There is a dedicated project website with the project information: <https://www.browardmpo.org/plans/city-of-wilton-manors>




FAQ: **Westside Route**

Q. What is the Westside Route?
The Westside Route will be a designated pedestrian / biking route in the neighborhood west of Andrews Av, east of Powerline Rd, and south of NW 29 Av.


Q. Where will the Route be located?
The City has identified two potential route location options. The City can proceed with one at a time or both, depending on funding availability.

Q. Will the Route have sidewalks?
The Westside Route has two recommendation alternatives. One recommendation includes sidewalks, while the other has no sidewalks. The recommendation without sidewalks would include more speed tables.


Q. When will the Route be built?
That is to be determined. After the TMP is complete, the city will need to secure funding for project design and construction.

 **5-Points**

Q. Why are there no recommendations for 5-Points?
Through the Broward County Mobility Advancement Program (aka "Surtax" program) the City of Wilton Manors was awarded an intersection redesign of 5-Points to improve traffic flow and pedestrian/bicyclist safety.
While the TMP does not include recommendations for 5-Points, the report will include (1) the feedback from the community about 5-Points and (2) the existing conditions.

 **Andrews Av @ NE 26 St**

Q. Why are there no recommendations for the intersection of Andrews Av & NE 26 St?
Broward County designed Traffic Signal System upgrade for this intersection. The project also includes a new marked crosswalk over Andrews Av, on the north side of the intersection. The design for the project is complete and is expected to be under construction in 2024.

 **Dixie Hwy**

Q. Why is there no recommendation for new sidewalks on the east side Dixie Hwy, north of 5-Points?
Due to a lack of ROW and roadway drainage, the TMP does not include a recommendation for sidewalks in this area.
However, the TMP Report will include long-term strategies for the City to require during redevelopment of the parcels. The strategies include requiring developers to construct sidewalks along Dixie Hwy.

Graphics presented at 1/29/2024 & 1/30/2024 Community Meetings

Powerline Rd

Recommendation Goals

- ✓ Redesign Roadway to better match surrounding Residential Land Use
- ✓ Lower Speeds to 30 MPH
- ✓ Limit turning conflicts
- ✓ Improved Access Management
- ✓ Reduce severity of crashes
- ✓ Improve Comfort and Safety of Pedestrian and Bicycle facilities along roadway
- ✓ Improve Comfort, Safety, and Convenience of Crossings over Powerline Rd

Powerline Rd

• Close median opening at NW 28 Ct. See Separate graphic.
 • Existing 4 ft bike lane converted to raised bike lane.
 • Replace existing crosswalk with Raised Crossing.
 • Existing protected low speed corridor to raised bike lane. See separate graphic.
 • Raised crossings plus narrowed pavement area could help to lower roadway design speed to 30 MPH.
 • New raised crosswalk at NW 28 St.

Legend
 ■ Raised Crossing with Hybrid Beacon
 ■ Raised Bike Lane or Shared Use Path
 ■ Close Median Access
 ■ Crosswalk or Right of Way Sign
 ■ Lower Design Speed to 30 MPH
 ■ Lane Repurposing

NW 28 St Intersection Recommendations
 • Implement Protected / permissive left turn signal phase for all directions
 • Add hardened centerlines to calm left turns
 • Add green conflict point for bike lanes
 • Diverted protected intersection or small bend path
 • Upgrade to directional curb ramps
 • Convert median refuge (at least 20 ft)

Corridor Recommendations (not shown)
 Add Traffic Markings at Intersections, Driveways, & Bikes and parking lots • Narrow Side Street Curb Paths • Mark Crosswalks at Side Street Intersections • Add Wayfinding Signs • Underground Utilities • Street Lighting for Crossing

Powerline Rd – Recommendations Examples

Raised Crossing with Hybrid Beacon

Raised Crossing with In-Road Lighting

Crossing with Refuge & Pedestrian Signal

Centerline Hardening + Left Turn Calming

Raised Bike Lanes

Raised Bike Lanes

Raised Bike Lanes

Narrowed Side Street Curb Radii

"Ride Bike with Traffic" Sign

Define Sidewalk abutting Back-Out Parking

Protected Intersection or Bike Bend Out

Powerline Rd @ NW 28 Ct & NW 28 St

- NW 28 Ct is approx. 225 ft south of the NW 29 St signalized intersection
- Closing the median would reduce potential conflicts with northbound drivers from uncontrolled left turns from NW 28 Ct.
- Benefits for Northbound Ped & Bike activity: Drivers leaving NW 28 Ct will focus more on northbound car, ped & bike activity

• Create curb ramp left turn at NW 28 Ct, which is approx. 275 ft south of NW 28 Ct.
 • Close the median opening. Permitted left turn to (from NW 28 Ct).
 • NW 28 Ct would left turn right turns.
 • Curb extended / Side street opening is narrowed.
 • Median curb extended to align with narrowed opening to NW 28 St.
 • Blockout crossing the raised bike path over NW 28 St.
 • Pedestrian refuge in median.
 • New raised crosswalk approx. 150 ft north of Mickel Park's Pedestrian entrance (exact location to be determined during project design).

Powerline Rd: Raised Bike Lane

Existing Conditions
 8' Sidewalk / 2' Curb & Buffer / 6' Bike Lane / 11' Drive Lane / 11' Drive Lane / 12' Median / 11' Drive Lane / 11' Drive Lane / 4' Buffer / 2' Curb & Outer / 8' Sidewalk

Recommendations
 8' Sidewalk / 3' Buffer / 11' Drive Lane / 11' Drive Lane / 12' Median / 11' Drive Lane / 11' Drive Lane / 2' Buffer / 2' Curb & Outer / 8' Sidewalk

Notes:
 • No changes to travel lanes
 • Existing bike lane and buffer converted to raised bike lane
 • Recommend utilities placed underground to limit obstructions

Graphics presented at 1/29/2024 & 1/30/2024 Community Meetings

Andrews Av

Recommendation Goals

- ✓ Re/Connect "west" & "east" Wilton Manors
- ✓ Redesign Roadway to better match planned mixed-use redevelopment
- ✓ Limit turning conflicts
- ✓ Improved Access Management
- ✓ Reduce severity of crashes
- ✓ Improve Comfort and Safety of Pedestrian and Bicycle facilities along roadway
- ✓ Improve Comfort, Safety, and Convenience of Crossings over Andrews Av

Andrews Av

Legend

- Increase Pedestrian Phase
- Raised Crossing with BMBE
- Center Lane Median
- Add Lane Definition
- Retain Bicyclist Lane or Shared Use Path
- Retain BCT Stop

Corridor Recommendations (not shown)

- Add Conflict Markings at Intersections, Driveways, & Back-out parking lots
- Narrow Side Street Curb Rake
- Mark Crosswalks at Side Street Intersections
- Add Wayfinding Signage
- Underground utilities
- Evaluate Lighting for Corridor

Andrews Av - Recommendations Examples

Andrews Av @ NW / NE 24 St

NOTE: Spot Median locations are conceptual

Andrews Av @ NW / NE 21 Ct

NOTE: Spot Median locations are conceptual

Andrews Av: Shared Use Path

Graphics presented at 1/29/2024 & 1/30/2024 Community Meetings

NE 26 St

Recommendation Goals

- ✓ Redesign Roadway to better match adjacent land use (School / Childcare, Community Facilities, Retirement Homes, Low / Medium Density Residential, and Redevelopment / Mixed-use).
- ✓ Redesign east portion of NE 26 St to have consistent (30 MPH) speed limit as west portion
- ✓ Provide dedicated Bike Facilities along entire roadway
- ✓ Limit turning conflicts
- ✓ Improve Access Management
- ✓ Reduce severity of crashes
- ✓ Improve Comfort and Safety of Pedestrian facilities along entire roadway
- ✓ Improve Comfort, Safety, and Convenience of for crossing over NE 26 St

NE 26 St @ NE 6 Av: Mini Roundabout

Recommendation

- NE 26 St Bike Lanes merge by Sharrow through Roundabout
- Crosswalks lead to Pedestrian Refuge
- Mountable curb

Examples: NE 15 Av @ NE 18 St | Example: Skyview Hl @ NE 21 St

NE 26 St: West – Recommendations Examples

Raised Crosswalk with RRFB

Raised Intersections

Mini-Roundabouts

Pedestrian Scale Lighting

Quick Build Speed Table

NE 26 St: West

Legend

- Orange square: Raised Intersection
- Yellow square: Widened Sidewalk to 8'
- Blue square: New sidewalk
- Green square: Speed Hump/Table
- Purple square: Raised Crossing with RRFB
- Yellow star: Evaluate Lighting
- Pink circle: Mini Roundabout

Corridor Recommendations (not shown)

- Add Corbel Markings at Intersections & Driveways
- Narrow Side Street Curb Radii
- Add Playfading Signage
- Underground Utilities

Key recommendations on map:

- New Raised Intersection near Wilson Menors Library; Raised intersections would include marked crosswalks
- Signalized intersection converted to Mini-Roundabout. See separate graphic
- Speed Hump / Table; Raised features recommended approx. every 200 ft to 500 ft to calm traffic
- 5-Points to be evaluated by City in separate Study
- Widen sidewalk in north ROW to 8 ft
- Convert existing crosswalk at Wilson Menors Elementary to Raised Crosswalk
- Evaluate need for additional street / pedestrian-scale lighting west of NE 6 Av
- Convert existing crosswalk in front of KIDS to Raised Crosswalk

Graphics presented at 1/29/2024 & 1/30/2024 Community Meetings

NE 26 St: East – Option 1: Lane Repurposing / Bike Lanes

Legend

- Raised Intersection
- Peanut Roundabout
- Raised Crossing with RRFB
- Lane Repurposing
- Lower Design Speed to 30 MPH
- Convert to Bus Bells

Corridor Recommendations (not shown)
 Add Conflict Markings at Intersections, Driveways, & Back-out parking lots ● Narrow Side Street Curb Park ● Add Reflecting Signage ● Underground Utilities ● Street Lighting for Crossings

NE 26 St: East – Recommendations Examples

Raised Intersections

Raised Crosswalk

Raised Bike Lane

Protected Bike Lane

Quick Build Lane Repurposing / Bike Lane

Before / After: Center Lane Median on Andrews Av, north of Oakland Park Blvd

Peanut Roundabout

Convert Slip Lane to Curb Extension

Define Sidewalk abutting Back-Out Parking

NE 26 St: Lane Repurposing

North
South

Existing Conditions:

Recommendation:

- Outside travel lane is repurposed as a raised bike lane, with a 3-foot buffer between the sidewalk
- Recommend utilities placed underground in limit obstructions
- Quick build lane repurposing can help build community support and refine design

Raised Bike Lane Example

NE 26 St: East – Option 2: Spot Medians / No Bike Lanes

Center lane "Spot" medians

- Center lane medians would improve access management by limiting free flow left turn and right movements
- Clear lane medians drive to collision with new crossings, to provide pedestrian refuge
- Center lane medians can provide space for landscaping and other greenery features
- Landscaping shown are decorative only - locations of medians would be determined during project design
- Quick build medians can build community support and ensure design meets expectations

Legend

- Raised Intersection
- Center Lane Median
- Lower Design Speed to 30 MPH
- Add Lane Definition
- Convert to Bus Bells

Corridor Recommendations (not shown)
 Add Conflict Markings at Intersections, Driveways, & Back-out parking lots ● Narrow Side Street Curb Park ● Add Reflecting Signage ● Underground Utilities ● Street Lighting for Crossings

Graphics presented at 1/29/2024 & 1/30/2024 Community Meetings

Dixie Highway

Recommendation Goals

- ✓ Redesign Roadway to improve access from Wilton Manors to Oakland Park
- ✓ Create cohesive Dixie Hwy character (from Fort Lauderdale to Oakland Park)
- ✓ Lower Speeds to 30 MPH
- ✓ Limit turning conflicts
- ✓ Improved Access Management
- ✓ Reduce severity of crashes
- ✓ Improve Comfort and Safety of Pedestrian and Bicycle facilities along roadway
- ✓ Improve Comfort, Safety, and Convenience of Crossings over Dixie Hwy

Dixie Highway: Access Management

Dixie Highway – Recommendations Examples

Raised Crossing (multi-lane) with Hybrid Beacon

Raised Crossing / 2-Lane

Raised Crossing with In-Road Lighting

Defined Sidewalk

Raised Intersection

Quick Build Speed Table

Painted Bike Lane

Bike Lane hardening

Before / After: Center Lane Median on Andrews Av, north of Oakland Park Blvd

Quick Build Spot Median with Crossing

Dixie Highway

Legend

- Rebuild Raised Intersection
- Raised Intersection
- Speed Hump/Table
- Raised Crossing with RRFB
- Center Lane Median
- Convert to Right in / Right Out
- Update / Install RRFB (Double-sided RRFB / Both sides of roadway)
- Add Lane Definition
- Clearly Define Sidewalk

Corridor Recommendations (Not shown): Add Conflict Markings at Intersections, Downways, & Back out parking lots; Narrow Side Street Curb Radii; Mark Crosswalks at Side Street Intersections; Add Yielding Signs; Underground Utilities; Evaluate Lighting for Crossings

Graphics presented at 1/29/2024 & 1/30/2024 Community Meetings

NE 24 St Route

Recommendation Goals

- ✓ Create cohesive bike / pedestrian route on NE 24 St from Andrews Av to NE 17 Ter (connecting via NE 6 Av, Wilton Dr, NE 7 Av, NE 22 Dr, & pedestrian entrance at Union parking lot)
- ✓ Provide comfortable, safe, and convenient bike / pedestrian access to Wilton Manors Elementary School, Wilton Drive, and Dixie Hwy
- ✓ Reduce crossings at unmarked locations (near / at Wilton Dr)
- ✓ Fill in critical sidewalk gaps
- ✓ Identify bike route
- ✓ Traffic calming on residential streets
- ✓ Reduce crash severity. (near / at Wilton Dr)



NE 24 St Route: Wilton Dr



To reduce crossing distance and slow turns to / from NE 7 Av - Northern leg realigned to T-Intersection & remove center 'pork chop'

Green bike lanes on NE 6 Av

Marked crossings (not at side streets)

Raised Crosswalk with pedestrian refuge island

Curb extension (works) - drivers from using bus lane as turn lane

Replace on-street parking with sidewalk















Curb extension (works) - crossing distance and slows vehicular turning movement

Centerline hardening to calm left turns

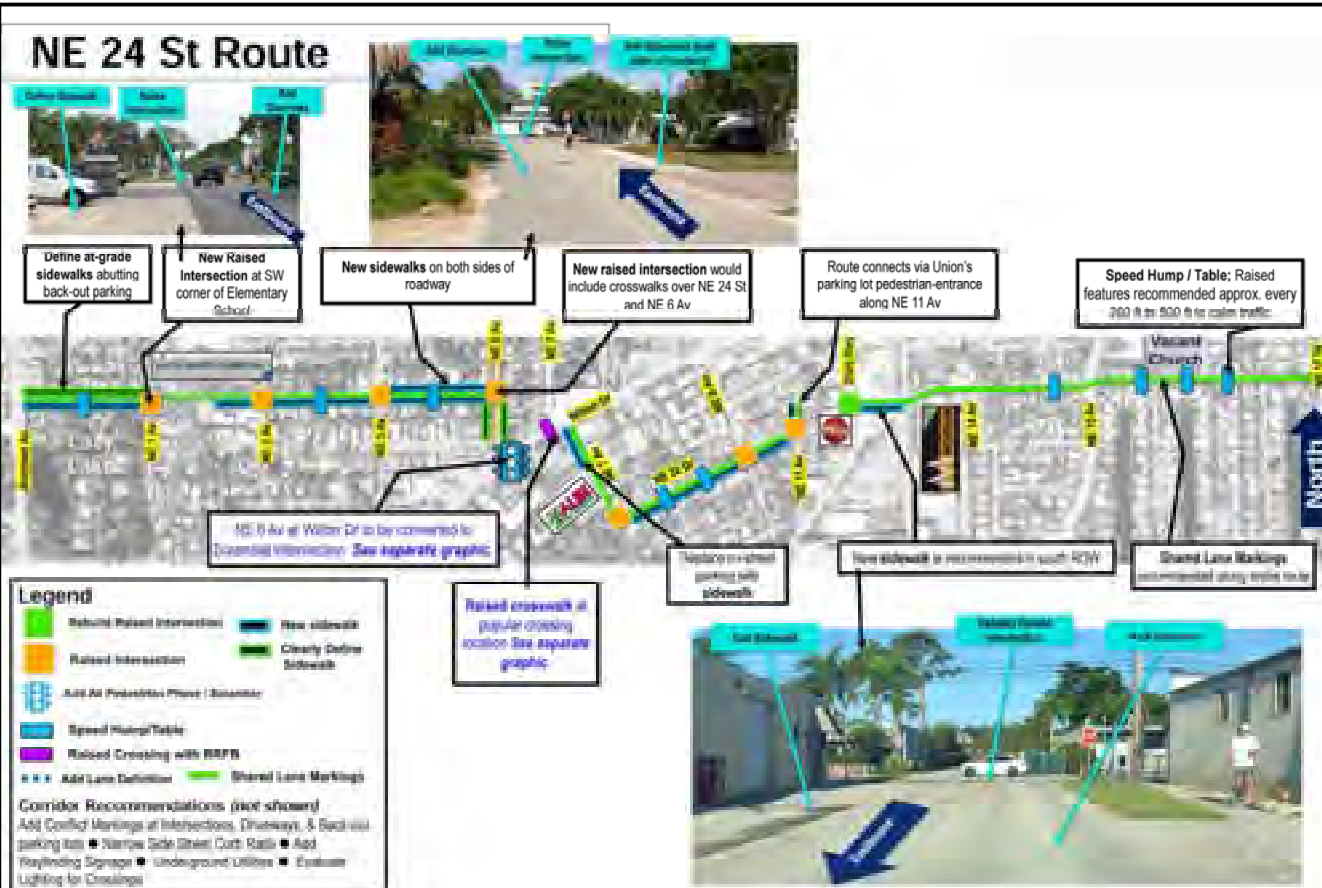
Scramble (all pedestrian phase) could be automatic during peak pedestrian times (evenings, special events). During other times pedestrians would activate scramble signal.

North

NE 24 St Route – Recommendations Examples

<h3>Raised Intersection</h3> 	<h3>Raised Crosswalk</h3> 	<h3>Quick Build Raised Crosswalk</h3> 
<h3>Raised Crossing with In-Road Lighting</h3> 	<h3>Scramble Intersection</h3> 	
<h3>Shared Lane Markings</h3> 	<h3>Share the Road Signage</h3> 	<h3>Bike / Ped Route Signage</h3> 
<h3>Green Bike Lanes</h3> 	<h3>Curb Extension</h3> 	<h3>Quick Build Curb Extension</h3> 
<h3>Street Lighting</h3> 	<h3>Defined Sidewalk</h3> 	<h3>Quick Build Speed Table</h3> 

NE 24 St Route



Define at-grade sidewalks abutting back-out parking

New Raised Intersection at SW corner of Elementary School

New sidewalks on both sides of roadway

New raised intersection would include crosswalks over NE 24 St and NE 6 Av

Route connects via Union's parking lot pedestrian-entrance along NE 11 Av

Speed Hump / Table: Raised features recommended approx. every 200 ft to 500 ft for calm traffic

NE 6 Av at Wilton Dr to be converted to T-Intersection. See separate graphic

Replace on-street parking with sidewalk

New sidewalk is recommended in south ROW

Shared Lane Markings recommended along entire route

Raised crosswalk at popular crossing location (see separate graphic)

Legend

- Rebuild Raised Intersection
- New sidewalk
- Raised Intersection
- Clearly Define Sidewalk
- Add All Pedestrian Phase / Disamber
- Speed Hump/Table
- Raised Crossing with BFB
- Add Lane Definition
- Shared Lane Markings

Corridor Recommendations (not shown)

- Add Conflict Markings at Intersections, Driveways, & Back-out parking lots
- Narrow Side Street Curb Radii
- Add Realigning Signage
- Underground Utilities
- External Lighting for Crossings

Graphics presented at 1/29/2024 & 1/30/2024 Community Meetings

NE 21 Ct Route

Recommendation Goals

- ✓ Create cohesive bike / pedestrian route on NE 21 Ct from Andrews Av to Dixie Hwy (including NE 20 St)
- ✓ Provide comfortable, safe, and convenient bike / pedestrian access to City Hall, Hagen Park, Wilton Drive, Pocket Park and Equality Park
- ✓ Fill in critical sidewalk gaps
- ✓ Identify bike route
- ✓ Traffic calming on residential streets
- ✓ Reduce crash severity, especially on Wilton Drive

NE 21 Ct Route: Wilton Dr

- Raise intersection with marked crosswalks at NE 5 Av
- To reduce crossing distance and slow turns to / from western leg of NE 21 Ct - Realign to right angle
- Scramble (all pedestrian phase) would be automatic during peak pedestrian levels (evenings, special events). During other times pedestrians would activate to enter signal.
- Centerline narrowing to calm left turns
- Curb extension narrows crossing distance, slows vehicular turning movement, and prevents drivers from using bus lane as turn lane
- Raise intersection with marked crosswalks at entrance to City Hall Parking Lot
- Shoulders

NE 21 Ct Route - Recommendations Examples

<h4>Raised Intersection</h4>	<h4>Raised Crosswalk</h4>	<h4>Quick Build Raised Crosswalk</h4>
<h4>Raised Crossing with In-Road Lighting</h4>	<h4>Scramble Intersection</h4>	
<h4>Shared Lane Markings</h4>	<h4>Share the Road Signage</h4>	<h4>Bike / Ped Route Signage</h4>
<h4>Green Bike Lanes</h4>	<h4>Curb Extension</h4>	<h4>Quick Build Curb Extension</h4>
<h4>Street Lighting</h4>	<h4>Defined Sidewalk</h4>	<h4>Quick Build Speed Table</h4>

NE 21 Ct Route

- New sidewalks is recommended in south ROW
- New raised intersection would include crosswalks over NE 21 Ct and NE 5 Av
- New Raised intersection with marked crosswalks is recommended outside entrance to City Hall Parking Lot
- New raised intersection
- New raised crosswalks adjacent to entrance to Hagen Park / Tennis Courts
- Closest intersection to Scramble. See separate graphic.
- Recommend to rebuild raised intersections at entrance to Hagen Park and adjacent to tennis courts
- Speed Hump / Table; Raised features recommended approx. every 200 ft to 500 ft to calm traffic
- Shared Lane Markings recommended along entire road

Legend

- Rebuild Raised Intersection
- New Sidewalk
- Raised Intersection
- Clearly Define Sidewalk
- Add All Pedestrian Phase / Scramble
- Speed Hump/Table
- Raised Crossing with RRFB
- Shared Lane Markings

Consider Recommendations (not shown): Add Conical Markings at Intersections, Driveways, & Backlot parking lots • Narrow Side Street Curb Radii • Add Wayfinding Signage • Underground Utilities • Evaluate Lighting for Coverage

Graphics presented at 1/29/2024 & 1/30/2024 Community Meetings

Westside Route

Goals

- ✓ Create a dedicated bike / pedestrian route in the neighborhood west of Andrews Av, east of Powerline Rd, & south of NW 29 St
- ✓ Re/Connect "west" & "east" Wilton Manors
- ✓ Traffic calming on residential streets
- ✓ Fill in critical sidewalk gaps
- ✓ Identify a bike / ped route to Mickel Park and Snook Park
- ✓ Identify a bike / ped route to Wilton Dr and Wilton Manors Elementary



Westside Route



Legend

- Option 1
- Option 2

- A dedicated pedestrian/bicycle route
- Intended to better connect the residents west of Powerline Rd to destinations east of Andrews Av
- Intended to better connect residents area of Andrews Av to Mickel Park and Snook Park
- Would include traffic calming features plus pedestrian and bicycle amenities

Option 1:

- 2,300 ft route / shared route
- Future improvements
- Around 7 blocks as resident junction are framed by multi-family developments which may have less opposition to sidewalks
- Closest to Mickel Park
- No direct access to signposted crosswalk from Andrews Av
- 1 block south of new crosswalk at NE 26 St, with access to existing bike lanes
- 1 block north of existing crosswalk at NW 24 St, with access to WM Elementary

Option 2:

- 3,400 ft route / shared route
- Crosswalks added / heavy built intersections
- Density leads to signposted crosswalks over Andrews Av
- Sidewalk in southern ROW with 1 block of Andrews Av
- Provides most direct access to Wilton Dr

Westside Route

Westside Neighborhood Traffic Calming Study



Legend

- Option 1
- Option 2

Exceeds Livability Threshold

Cut Through Route

85% Speed Limits

85% Speeds within 5 mph of 25 MPH speed limit

Speed limits shown: 24 MPH, 27 MPH, 25 MPH, 24 MPH.

Westside Traffic Calming Study identifies excessive volumes on local roads as exceeding Livability Thresholds

Westside Route Recommendations

Sidewalks

- Speed Hump / Table: Future features recommended approx every 200 ft to 500 ft to calm traffic
- Shared Lane Markings recommended along public route
- Speed Hump / Table: Future features recommended approx every 200 ft to 500 ft to calm traffic

No Sidewalks

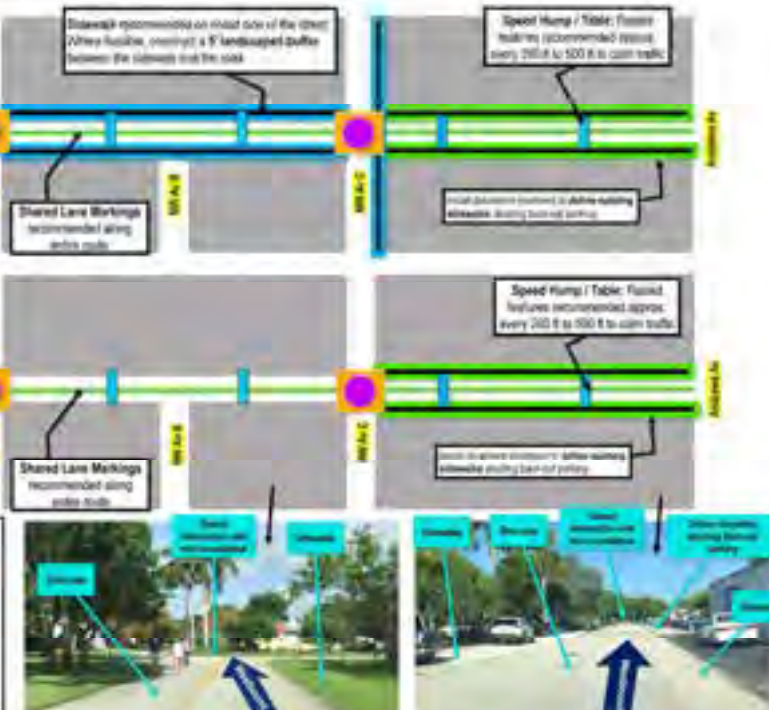
- Additional Traffic Calming Features recommended
- Shared Lane Markings recommended along public route
- Speed Hump / Table: Future features recommended approx every 200 ft to 500 ft to calm traffic

Legend

- Raised Intersection
- Mini Roundabout
- New sidewalk
- Shared Lane Markings

Route Recommendations (not shown)

- Remove Side Street Curb Park
- Mark Crosswalks at Side Street Intersections
- Add Wayfinding Signage
- Exclude Lighting



Westside Route - Recommendations Examples

Raised / Mini-Roundabout in Residential Neighborhoods




Quick build Mini-Roundabout



Quick Build Speed Table



Defined Sidewalk



Share the Road / Route Signage



Sharrows



Karen Friedman

Subject: FW: Weekly News & Updates from the City of Wilton Manors

----- Forwarded message -----

From: **City of Wilton Manors** <info@wiltonmanors.com>

Date: Tue, Jan 2, 2024 at 4:40 PM

Subject: Weekly News & Updates from the City of Wilton Manors



January 2, 2024

Christmas Tree Collection



Post-holiday cleaning can be a hassle, but it doesn't need to be. You may leave your undecorated Christmas tree curbside during your regularly scheduled bulk pick-up day this month and we'll take care of disposing it.

[Click here to view the 2024 bulk collection schedule.](#)

Live@Mickel Returns this Month

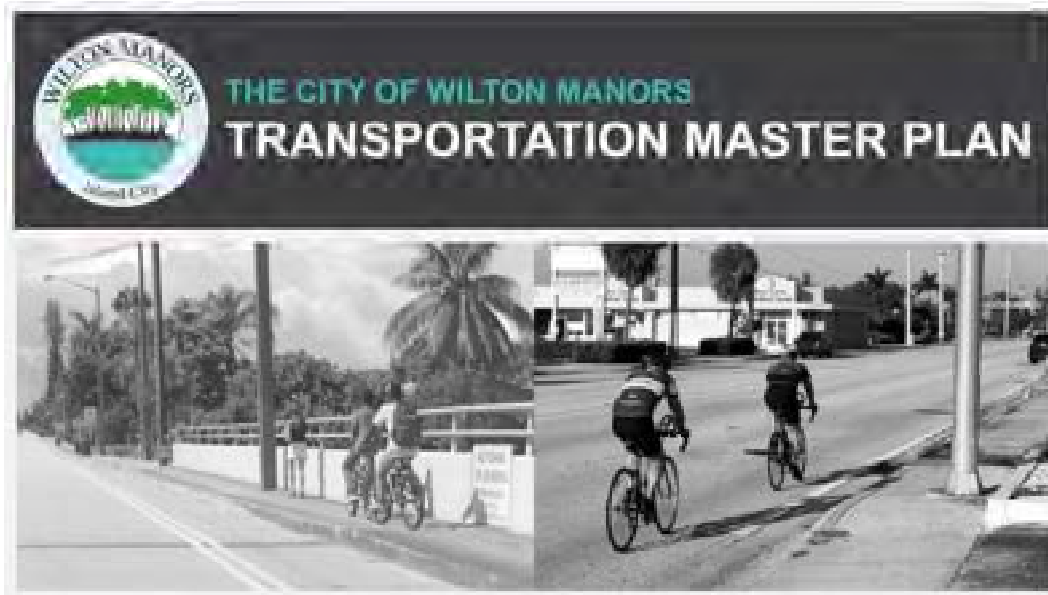


Live@Mickel is returning to Mickel Park ([2675 NW 7th Ave.](#)) from 7:30 p.m. to 9:30 p.m. on January 19, 2024. Join your Island City neighbors as Hot Legs kicks off the free concert series with their "Simply The Best: Tina Turner Tribute" show. All concerts are free to the public and food trucks will be available.

Please see the schedule below for this year's concert dates:

- January 19, 2024: Hot Legs
- February 16, 2024: SPEKTORA
- March 15, 2024: The Petty Hearts
- April 19, 2024: Karina Inglesias

Save the Dates: Transportation Master Plan Public Meetings



The City Commission will be hosting a Transportation Master Plan Workshop on January 18, 2024, at 6:30 p.m. in the Commission Chambers at City Hall ([2020 Wilton Drive](#)) to discuss possible transportation improvements in the City.

Two additional public meetings with city staff and representatives from the Broward MPO will be held on January 29, 2024, at 1:30 p.m. and January 30, 2024, at 5:30 p.m. at the Hagen Park Community Center ([2020 Wilton Drive](#)).

These meetings will provide information about recommended improvements to sidewalks, bike paths, and roadways in the Island City and offer opportunities to provide feedback on the plan.

[Click here for more info on the Broward MPO's Transportation Master Plan public meetings.](#)

Women's History Month Nominations



Karen Friedman

Subject: FW: Add to WM TMP files - Weekly News & Updates from the City of Wilton Manors



WEEKLY NEWS & UPDATES
FROM THE CITY OF WILTON MANORS

December 19, 2023

Wilton Art's artsquare 12x12.2024 Call for Submissions



All local artists are invited to create one-of-a-kind artwork that will be featured in Wilton Art's artsquare 12x12.2024 pop-up gallery from February 2 to February 25, 2024. All artwork will be auctioned off as part of Wilton Art's fifth annual silent auction fundraising event. If you're interested in participating, you must complete the submission form at the link below by January 4, 2024. All entries should be 12"x12".

[Click here for more info on Wilton Art's artsquare 12x12.2024.](#)

[Click here to view the artsquare 12x12.2024 submission form.](#)

Submit Your Yard for NatureScape Broward's Emerald Awards



NatureScape Broward is accepting applications for its 2024 NatureScape Emerald Awards. If you've created a landscape with local flora and fauna, you may submit an application for the awards at the link below. All submissions must be received by 5 p.m. on January 5, 2024.

[Click here for more info on NatureScape Broward's Emerald Awards.](#)

[Click here to submit your application for the Emerald Awards.](#)

Kids Night Out: Holiday Edition



Treat your children to a special evening with their friends at Kids Night Out on December 23, 2023, from 6 p.m. to 9 p.m. at the Island City Park Preserve ([823 NE 28th Street](#)). The holiday-inspired evening will be complete with crafts, cookies, and a movie.

For more information and to register, please call the Leisure Services Department at (954) 390-2130.

Register Today for Our Winter Camp



Winter Camp registration is now open. This year's camp will run from December 26, 2023, through January 5, 2024, (closed on New Year's Day) from 8 a.m. to 6 p.m. at the Island City Park Preserve ([823 NE 28th Street](#)). Register today at the Hagen Park Community Center. Limited spots are available.

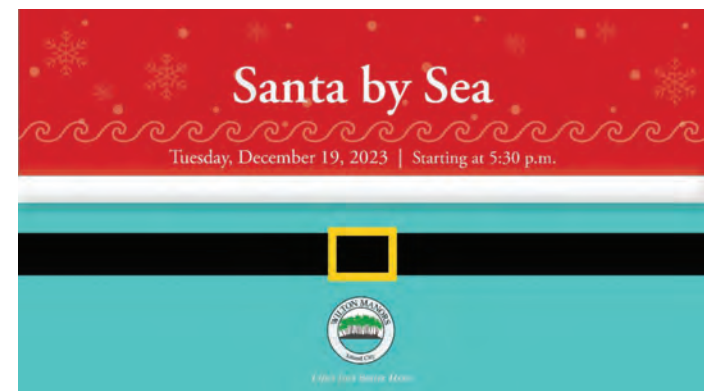
[Click here for more info on Winter Camp.](#)

Stuff a Plush at the Richard C. Sullivan Public Library

Noah's Ark Animal Workshop is making a special appearance at the Richard C. Sullivan Public Library ([500 NE 26th Street](#)) on December 30, 2023, at 11 a.m. Stop by with your kiddos to stuff their very own plush pal to bring home.

Please note, you must pre-register, and there's a maximum of two children, ages four to eight, per family. To pre-register, please call the library at (954) 390-2195.

Upcoming Meetings and Events



Santa by Sea
Tonight at 5:30 p.m.

If you blink you may miss him... Santa that is! He'll be riding around the Middle River, starting at the Colohatchee Boat Ramp ([1975 NE 15th Avenue](#)), with his elves today beginning at 5:30 p.m. Be sure to bring the little ones out to the boat ramp to see Santa before he takes to the waterways, or if you live on the water, come out and say hello as Santa passes by.



Regular City Commission Meeting
January 10, 2024, at 7 p.m.

Please note, the December 26, 2023, City Commission Meeting has been cancelled for the holiday recess.

The upcoming City Commission Meeting will be held at 7 p.m. in the Commission Chambers at City Hall ([2020 Wilton Drive](#)).

If you are unable to attend and would like to submit a public comment, email it to publiccomment@wiltonmanors.com before the start of the meeting. Please include your name and address in the email. All comments submitted by email shall be, if read orally, three minutes or less. Public comments received by 6 p.m., before the start of the meeting, will be delivered to the Commission before the meeting and be part of the public record.

[Click here to view City Commission Meeting agendas, minutes, and videos.](#)



Woof & Wine

January 11, 2024, from 4 p.m. to 6 p.m.

Is your New Year's resolution to meet new friends and their pups? Have we got the perfect opportunity for you- mark your calendar for the first Woof & Wine event of the year on January 11, 2024, from 4 p.m. to 6 p.m. at Colohatchee Dog Park ([1975 NE 15th Avenue](#)).



Movies on the Drive

January 12, 2024, at 7 p.m.

Grab your lawn chairs and favorite snacks for a free screening of "Hairspray" on Friday, January 12, 2024, at 7 p.m. at Hagen Park ([2020 Wilton Drive](#)).



Island City Yard Sale

January 13, 2024, from 8 a.m. to 2 p.m.

The first Island City Yard Sale of 2024 is on January 13, 2024, from 8 a.m. to 2 p.m. at the City Hall/Hagen Park parking lot. Whether you come every month or this is your first time, there's always new-to-you pre-loved treasures to find.



Live@Mickel

January 19, 2024, from 7:30 p.m. to 9:30 p.m.

Join your Island City neighbors for the first free Live@Mickel concert of the series, "Hot Legs: Tina Turner Tribute," on January 19, 2024, from 7:30 p.m. to 9:30 p.m. at Mickel Park ([2675 NW 7th Ave.](#)).



Transportation Master Plan Public Meetings

January 29, 2024, at 1:30 p.m.
January 30, 2024, at 5:30 p.m.

You may city staff and representatives from the Broward MPO to learn about and provide input on the recommended improvements to sidewalks, bike paths, and roadways in the Island City during one of two public input meetings. Both meetings will be held at the Hagen Park Community Center.

[Click here for more info on the Broward MPO's Transportation Master Plan public meetings.](#)

Wilton Manors is a Certified Community Wildlife Habitat
[2020 Wilton Drive, Wilton Manors, FL 33305](#)
www.wiltonmanors.com
(954) 390-2100



City of Wilton Manors | [2020 Wilton Drive, Wilton Manors, FL 33305](#)

Unsubscribe_kbfatwork@gmail.com

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Section F

Public Meetings

Photos
from
CANA
Mtg



Photos
from
WAWM
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**CENTRAL AREA NEIGHBORHOOD ASSOCIATION
Of Wilton Manors**

General Membership Meeting Agenda

October 11th, 2023, 7 PM, at Hagen Park Community Center

SOCIAL Wine & Cheese 6:30 pm to 7:00 pm, Meeting commences at 7:00 pm sharp.

1. Introduction and Rules for Comments.
2. Updates: Road Improvements underway and coming soon to CANA area.
3. Updates: Major project updates from recent approvals to termination.
4. Todd DeJesus, Capital Projects & Grant Administrator SURTAX and NE 26th Street improvements planned.
5. Gary Van Horn, WMBA President and founder of Harmony Waves
6. Michelle Parks, Leisure Service Department Director
7. **Karen Friedman, Broward MPO (Metropolitan Planning Organization)**
8. Closing Remarks

Important dates:

- 1) CANA's next quarterly meeting is Wednesday January 10th at this meeting we will be elected board members, if interested talk to us NOW!!!
- 2) Central Area Neighborhood Association 2024 Kickoff soiree at Richardson Park on the evening of January 17th, with food, cocktails, and live music.

CANAWM P. O. Box 70045, Ft. Lauderdale, FL 33307 www.CANAWM.org Board of Directors: Bill Desautels - President, Matt Gill - Vice President/Secretary, Daniel Rahm - Treasurer, and Jonathan Duffield board member.

Agenda

1. Project Background
2. Milestone 1: Plan Vision
 - Public Engagement
3. Milestone 2: Plan Study Area
 - Field Audits
 - 5-Year Crash Data
 - Existing Facilities Assessment
4. Milestone 3: Existing Conditions and Issues
5. Next Steps
6. Discussion

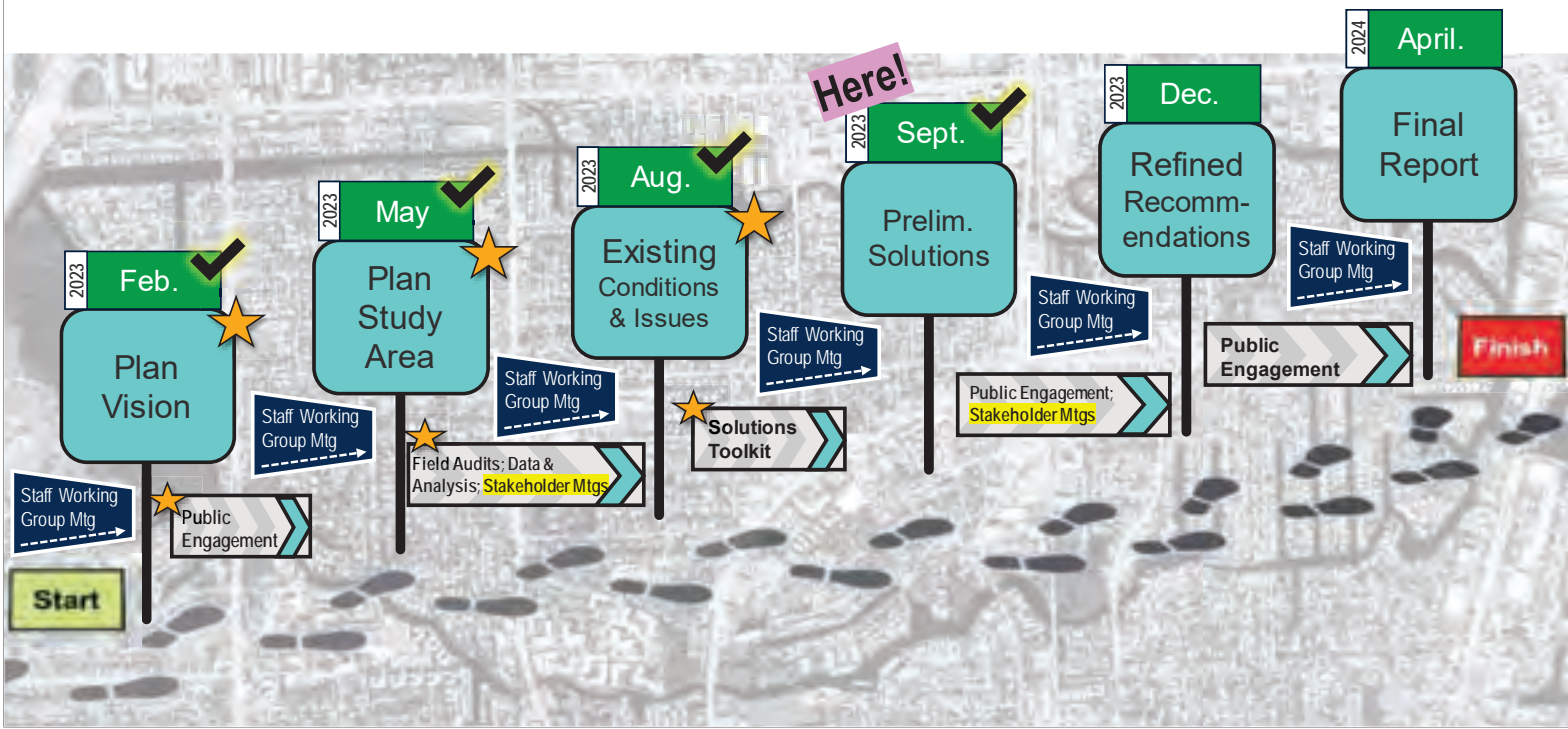


Introduction: Broward MPO

- Broward MPO's City Services team offers technical assistance directly to local governments to develop Multimodal Transportation Plans.
 - ✓ Establishing planning goals
 - ✓ Assessing needs
 - ✓ Evaluating options
 - ✓ Engaging with stakeholders
 - ✓ Developing project planning concepts
 - ✓ Preparation of planning-level cost estimates.
- Since January 2023, Broward MPO has been providing technical assistance to the **City of Wilton Manors** with the development of a **Transportation Master Plan (TMP)**.
- Broward MPO Project Manager is Karen Friedman
- For more information on the Wilton Manors TMP visit: <https://www.browardmpo.org/plans/city-of-wilton-manors>



TMP Schedule & Major Milestones



Milestone #1: Plan Vision

Create a cohesive community

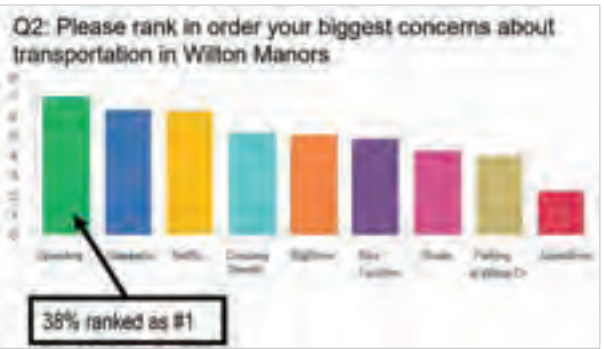
Address

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.

Public Engagement



- Feb 2023 to May 2023
- 478 Responses
- 204 General Comments
- 5 Questions, plus zip codes, general comments
- 38% from 33305, 33% from 33334, 23% from 33311



Full Results available at: https://www.browardmpo.org/images/Survey_Monkey_Results.pdf

Public Engagement

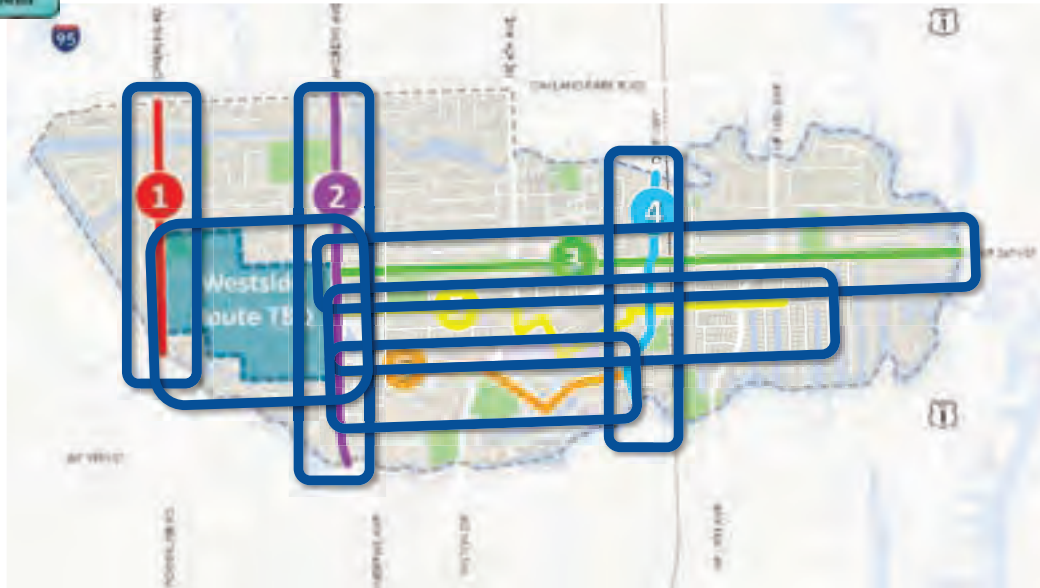


- 11 Attendees at 4/19/2023 Afternoon Meeting
- 19 Attendees at 4/24/2023 Evening Meeting

<p>Andrews Avenue / 43 comments</p> <ul style="list-style-type: none"> • List of intersections: NE 24 St, NE 26 St, NW 20 St, NW 21 Ct, NW 25 St, NW 29 St • Most common topics: Priority, pedestrian/crosswalk, intersection safety • Overall summary: Should be a priority roadway. There are lack of crosswalks and intersection safety concerns for pedestrians. 	<p>NE 26 Street / 35 comments</p> <ul style="list-style-type: none"> • List of intersections: 5 Points (east, Andrews Av, NE 6 Av, NE 8 Av • Most common topics: Priority, Shade, Pedestrian • Overall summary: A lot of pedestrian safety concerns and crosswalk needs,. NE 26 St is lacking shade and should be a priority roadway
<p>Powerline Rd / 22 comments</p> <ul style="list-style-type: none"> • List of intersections: NW 25 Ct, NW 29 St, NW 9 Te • 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 / 18 comments</p> <ul style="list-style-type: none"> • List of intersections: City Hall, Belle Isle to 5 points, NE 20 St, NW 7 Av • 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 / 15 comments</p> <ul style="list-style-type: none"> • List of intersections: 5 points, NE 24 St, NE 26 St • Most common topics: Safety, Pedestrian • Overall summary: There are several safety comments. There are crosswalk needs and pedestrian safety issues. 	<p>Misc. Locations / 16 comments</p> <ul style="list-style-type: none"> • 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
<p>General Comments / 41 comments</p> <ul style="list-style-type: none"> • 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 concern 	

Additional information is available at: https://www.browardmpo.org/images/Community_Meetings_Comments.pdf

Milestone #2: Plan Study Area



(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)

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

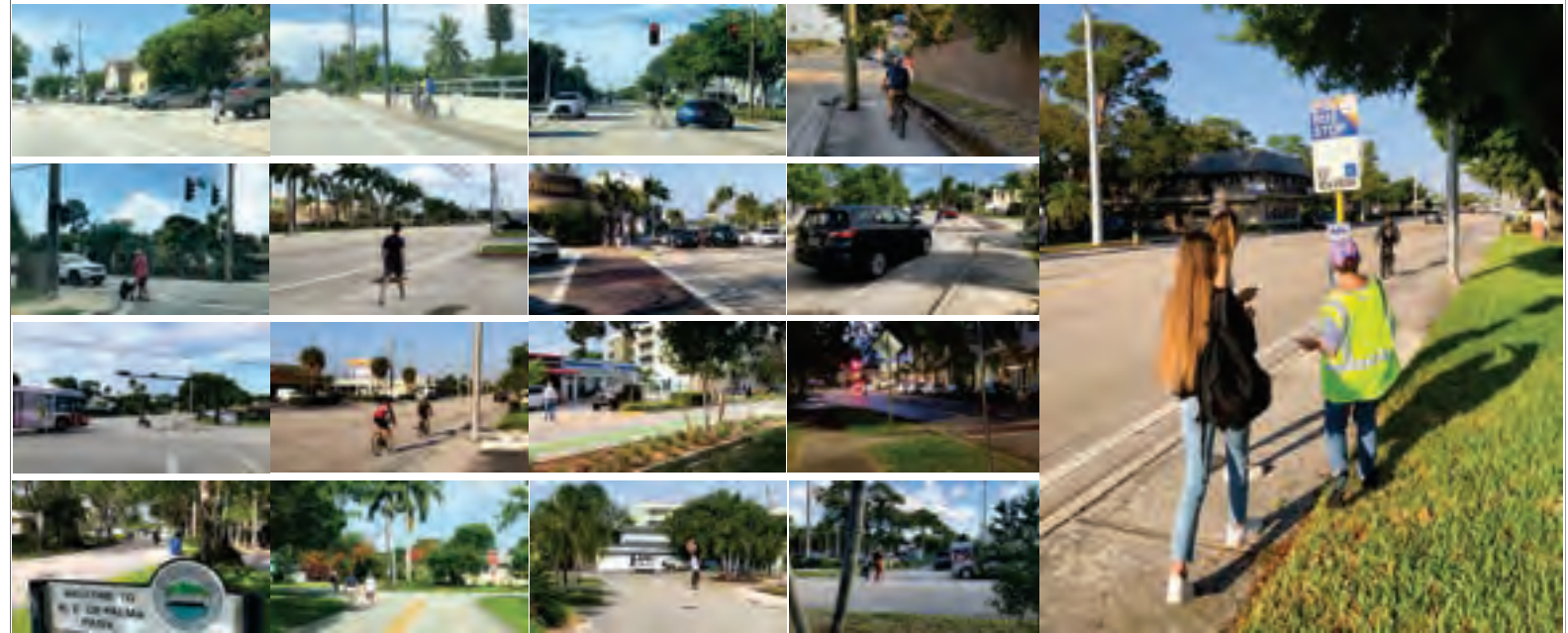


BrowardMPO.org

Additional information is available at: https://www.browardmpo.org/images/SWGMay_2023.pdf

Field Audits

Missing Facilities (crosswalks, bike lanes, sidewalk gaps) ● Facility Conditions (obstructions, visibility) ● Pedestrian / vehicle conflicts (back-out parking, pedestrian signal phasing, pedestrians walking in roadway) ● Driver behaviors (speeding, yielding, prohibited turn movements) ● Pedestrian behaviors (crossing locations, exercising, walking dogs, pushing strollers) ● Bicyclist behaviors (riding on sidewalks, riding against traffic) ● Roadway Users (K-12 students, transit riders, senior citizens, etc...) ● Transit Stops Amenities



Existing Facilities Assessment

Existing Facilities ● Existing Conditions ● 5-Year Crash Trends ● Demographics ● Traffic Data ● Observations

Intersection Control



Transit Routes and Stops



Sidewalks and Traffic Calming



Daily Traffic Volumes (AADT)



Bicycle Network



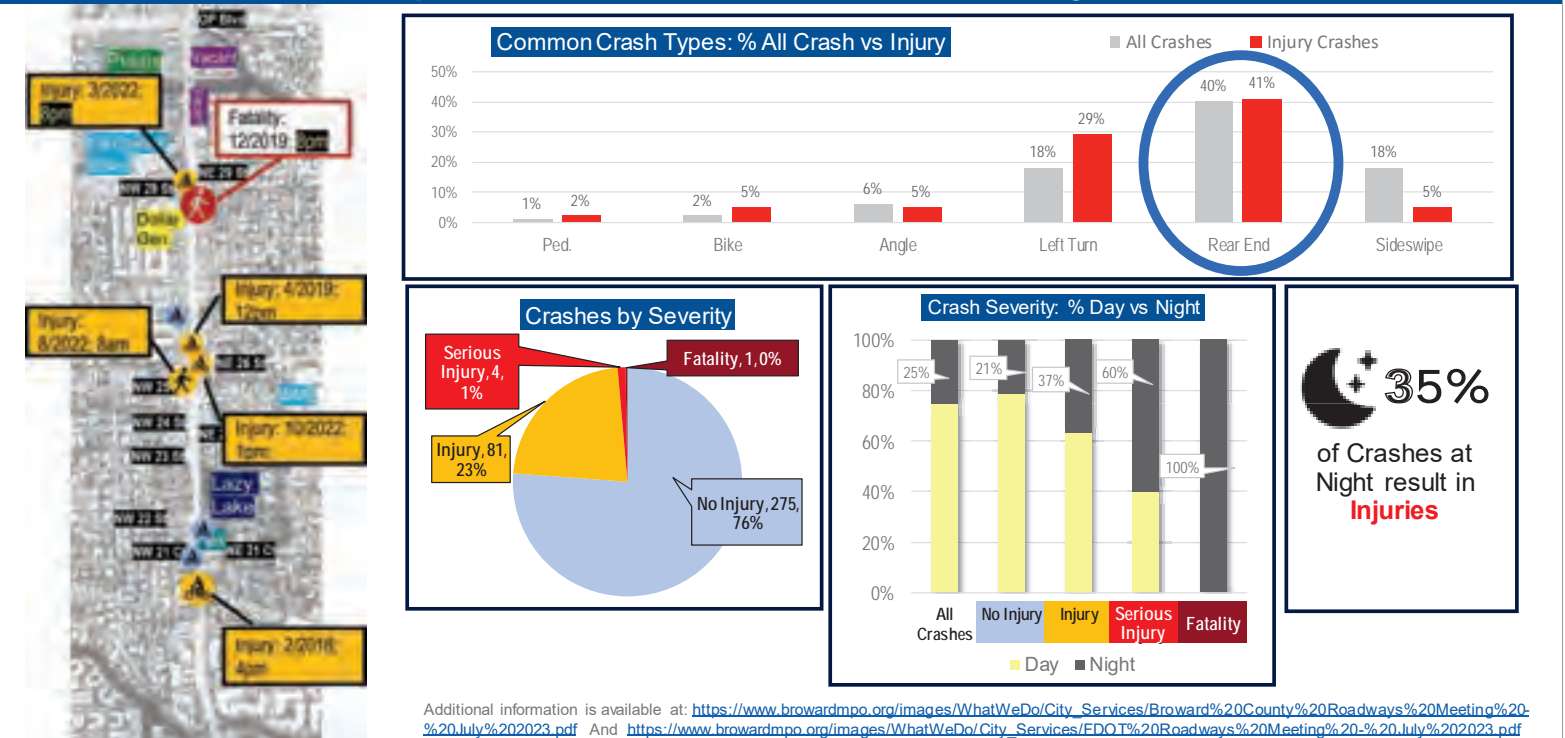
Crossing as an Elderly Person



Full set of Existing Conditions Maps are available at: https://www.browardmpo.org/images/City_Services/Citywide%20Transportation%20-%20Existing%20Conditions.pdf

5-Year Crash Data (2018 – 2022)

Example: Andrews Av = 361 Total Crashes (excluding OP Blvd)



Additional information is available at: https://www.browardmpo.org/images/WhatWeDo/City_Services/Broward%20County%20Roadways%20Meeting%20-%20July%202023.pdf And https://www.browardmpo.org/images/WhatWeDo/City_Services/EDO.T%20Roadways%20Meeting%20-%20July%202023.pdf

Milestone #3: Existing Conditions & Issues (Citywide)

Level of Traffic Stress
Measured by:
Number of travel lanes, Lane of traffic, Number of vehicles, Presence of bike or ped facilities, Width of facilities, Separation from cars.

LTS 3 & 4 Streets
Streets with a score of LTS 3 or LTS 4 put us (ped's) in walking and biking.
LTS 3 / 4 Streets for Walking Only
LTS 3 / 4 Streets for Biking Only
LTS 3 / 4 Streets for Biking and Walking.

Milestone #3: Existing Conditions & Issues (Intersection)

Example: Andrews Av @ NW/NE 21 Ct
County-owned ■ Biking LTS = 4 ■ Ped LTS = 3

Summary of Existing Issues	
X	Speeding vehicles: 1 st traffic signal north of NE 16 St / approx. 1/2 mile
X	No / Missing bicycle facilities
X	Bicyclists riding on sidewalks (including E-Scooter)
X	Bicyclists riding against traffic
X	No / Missing sidewalks: No sidewalk in south ROW east of intersection, No sidewalk in north ROW west of intersection
X	Narrow sidewalks
X	Sidewalk Obstructions: Mechanical equip, FPL or signal poles
X	Long block length to cross to other side of street: 1 st crosswalk over Andrews Av north of NE 16 St (Ft Laud)
X	Pedestrians crossing not at crosswalks
X	Long crossing distance at crosswalks: No refuge, ped's cross 5-lanes
X	Pedestrian / Vehicle conflicts at crosswalks: WB to SB LT not yielding during ped phase
X	Insufficient crossing time for crosswalks
X	Dark at night, especially for pedestrians: 1 streetlight, just south of intersection
X	Access Management issues: 1 st 4-way intersection south of OP Blvd; Only direct access from Westside neighborhood to Wilton Dr; All left turns permissive only
X	BCT Stops are missing pedestrian amenities / not ADA compliant
X	No wayfinding signage: Less than 1/2 mile to Wilton Dr & City Hall

18 Crashes from 2018 to 2022, within 150 ft of intersection (all directions) | **9 Injury Crashes** (50% of all crashes)

5 Injury Crashes due to SB to EB LT collisions | **5 Injury Crashes** involved NB vehicles | **2 Injury Crashes** occurred at night

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

SE corner & sidewalk gap
LT cars not yielding to ped's during ped signal phase
Ped & Bike crossing over Andrews Av during ped signal phase
E-Bike riding on east sidewalk
Bike riding on east sidewalk
Ped's crossing into oncoming traffic

Now & Next Steps.... Solutions Toolkit

- ✓ **Identify solutions** from toolkit to address existing conditions and key issues
- ✓ **Review solutions:**
 - City Staff Working Group (9/26)
 - FDOT (10/12)
 - Broward County (10/17)
- ✓ **Public Engagement:**
 - City Commission Meeting (Nov 14)
 - SurveyMonkey (Until Dec 1)
- ✓ **Refine Recommendations** based on feedback

- Improve Crossings of Higher Volume Roads
- Slow Traffic on Neighborhood Streets
- Redesign Streets to Match the Context
- Update & Connect the Walking, Biking, and Scooting Network
- Increase Access to Destinations (i.e. Wilton Dr & Community Parks)

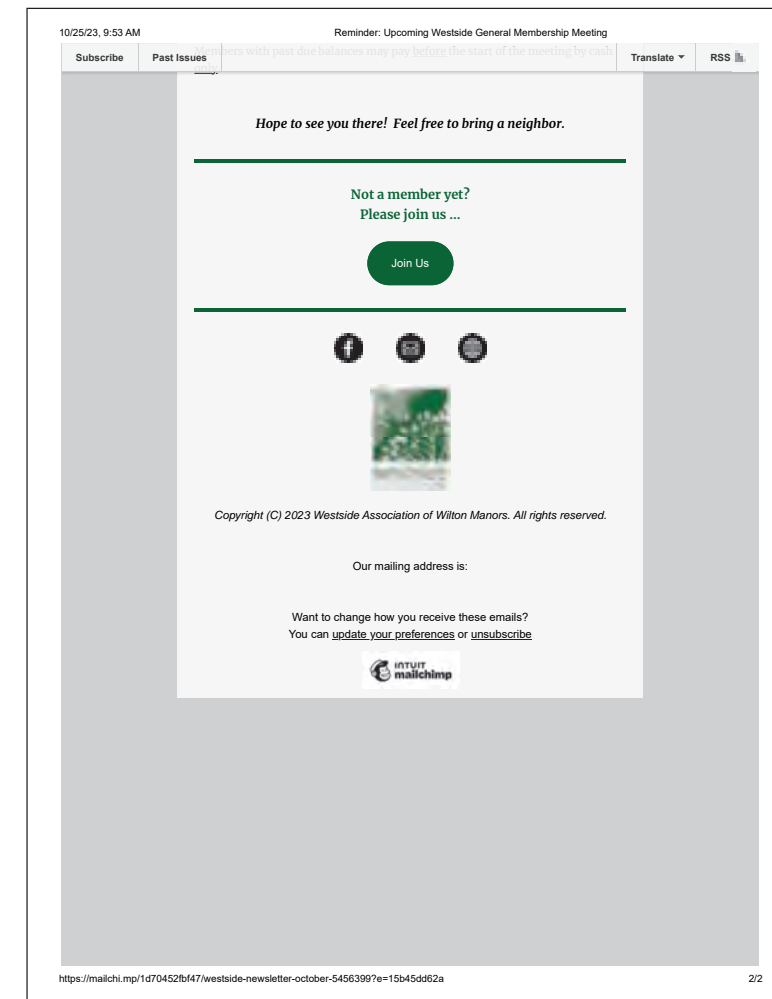
Learn More & Tell us what you think.....

The City of Wilton Manors
TRANSPORTATION MASTER PLAN

Share YOUR Comments

www.surveymonkey.com/r/WM_TMP

- ✓ Presentation at November 14th City Commission Meeting
- ✓ SurveyMonkey (close Dec 1st)
- ✓ Community Meetings in late January / early February 2024
- ✓ <https://www.browardmpo.org/plans/city-of-wilton-manors>



Transportation Master Plan

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



  October 25, 2023 | Westside Area Neighborhood Assoc. Meeting

BrowardMPO.org

Agenda

1. Project Background
2. Milestone 1: Plan Vision
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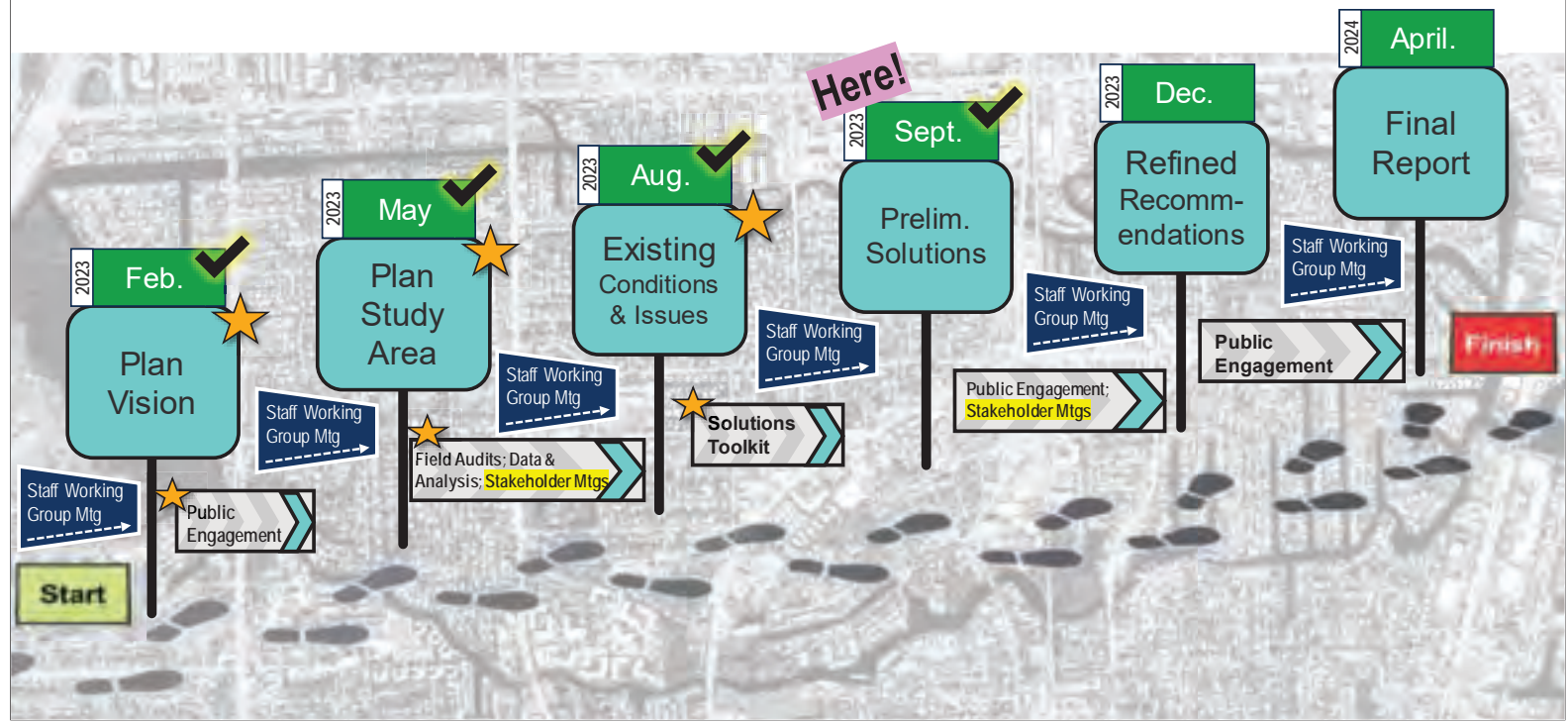
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TMP Schedule & Major Milestones



Milestone #1: Plan Vision



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.

Public Engagement



- Feb 2023 to May 2023
- 478 Responses
- 204 General Comments
- 5 Questions, plus zip codes, general comments
- 38% from 33305, 33% from 33334, 23% from 33311



Public Engagement

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



<p>Andrews Avenue / 43 comments</p> <ul style="list-style-type: none"> List of intersections: NE 24 St, NE 26 St, NW 20 St, NW 21 Ct, NW 25 St, NW 29 St Most common topics: Priority, pedestrian/crosswalk, intersection safety Overall summary: Should be a priority roadway. There are lack of crosswalks and intersection safety concerns for pedestrians. 	<p>NE 26 Street / 35 comments</p> <ul style="list-style-type: none"> List of intersections: 5 Points (east, Andrews Av, NE 6 Av, NE 8 Av) Most common topics: Priority, Shade, Pedestrian Overall summary: A lot of pedestrian safety concerns and crosswalk needs,. NE 26 St is lacking shade and should be a priority roadway
<p>Powerline Rd / 22 comments</p> <ul style="list-style-type: none"> List of intersections: NW 25 Ct, NW 29 St, NW 9 Te 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 / 18 comments</p> <ul style="list-style-type: none"> List of intersections: City Hall, Belle Isle to 5 points, NE 20 St, NW 7 Av 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 / 15 comments</p> <ul style="list-style-type: none"> List of intersections: 5 points, NE 24 St, NE 26 St Most common topics: Safety, Pedestrian Overall summary: There are several safety comments. There are crosswalk needs and pedestrian safety issues. 	<p>Misc. Locations / 16 comments</p> <ul style="list-style-type: none"> 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
<p>General Comments / 41 comments</p> <ul style="list-style-type: none"> 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 concern 	

Additional information is available at: https://www.browardmpo.org/images/Community_Meetings_Comments.pdf

Milestone #2: Plan Study Area



(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)

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



BrowardMPO.org

Additional information is available at: https://www.browardmpo.org/images/SWGMay_2023.pdf

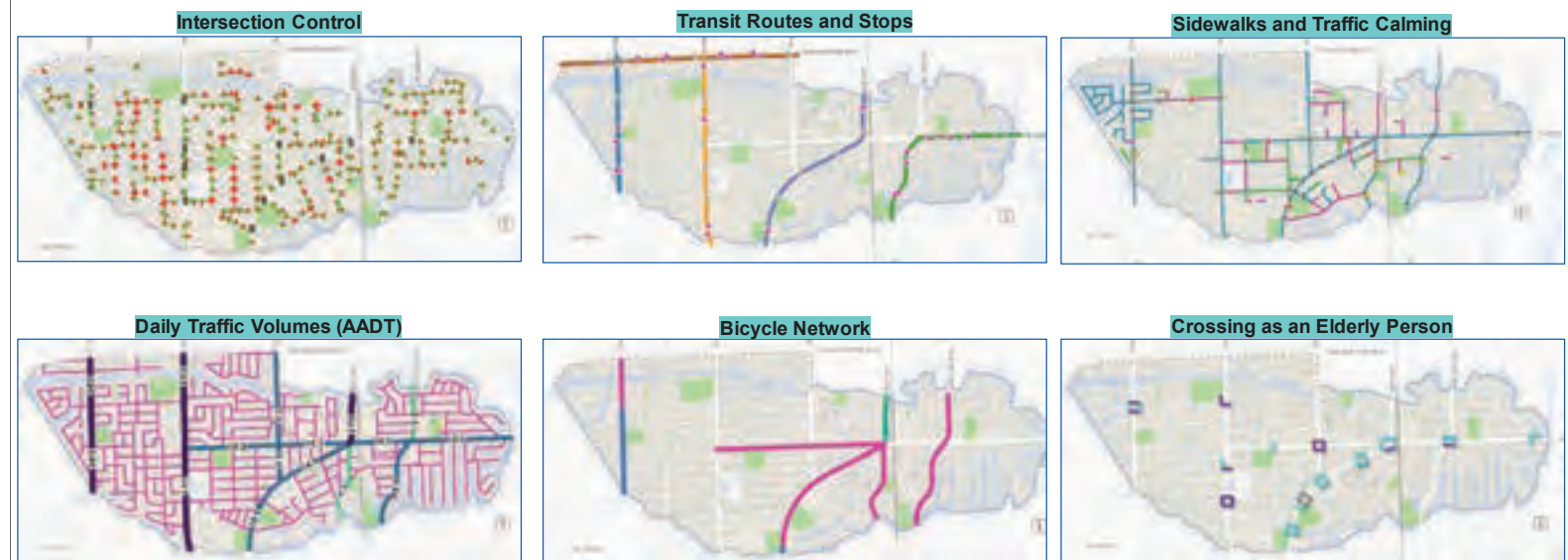
Field Audits

Missing Facilities (crosswalks, bike lanes, sidewalk gaps) • Facility Conditions (obstructions, visibility) • Pedestrian / vehicle conflicts (back-out parking, pedestrian signal phasing, pedestrians walking in roadway) • Driver behaviors (speeding, yielding, prohibited turn movements) • Pedestrian behaviors (crossing locations, exercising, walking dogs, pushing strollers) • Bicyclist behaviors (riding on sidewalks, riding against traffic) • Roadway Users (K-12 students, transit riders, senior citizens, etc...) • Transit Stops Amenities



Existing Facilities Assessment

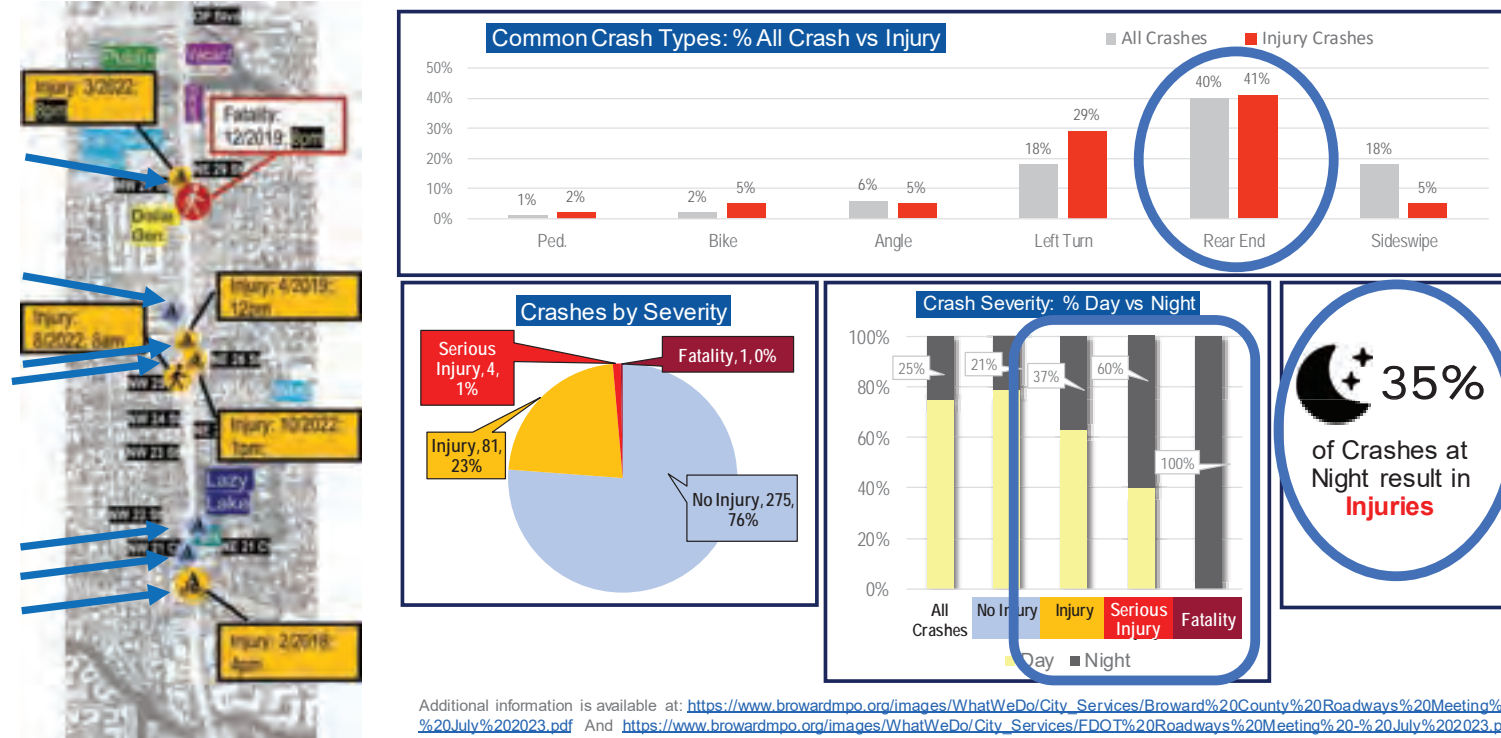
Existing Facilities • Existing Conditions • 5-Year Crash Trends • Demographics • Traffic Data • Observations



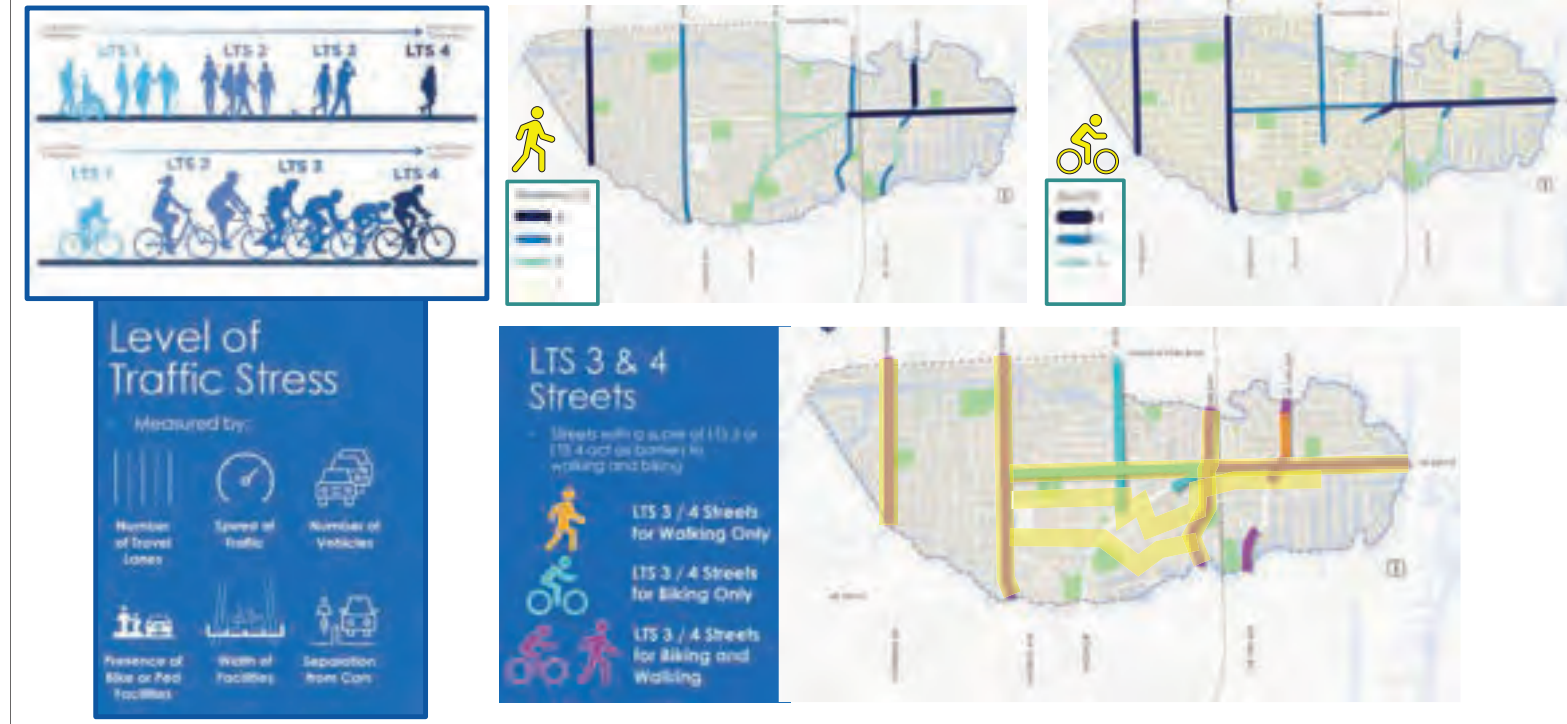
Full set of Existing Conditions Maps are available at: https://www.browardmpo.org/images/City_Services/Citywide%20Transportation%20-%20Existing%20Conditions.pdf

5-Year Crash Data (2018 – 2022)

Example: Andrews Av = 361 Total Crashes (excluding OP Blvd)



Milestone #3: Existing Conditions & Issues (Citywide)



Milestone #3: Existing Conditions & Issues (Intersection)

Example: Andrews Av @ NW/NE 21 Ct

County-owned ■ Biking LTS = 4 ■ Ped LTS = 3

Summary of Existing Issues	
X	Speeding vehicles: 1 st traffic signal north of NE 16 St / approx. ½ mile
X	No / Missing bicycle facilities
X	Bicyclists riding on sidewalks (including E-Scooter)
X	Bicyclists riding against traffic
X	No / Missing sidewalks: No sidewalk in south ROW east of intersection, No sidewalk in north ROW west of intersection
X	Narrow sidewalks
X	Sidewalk Obstructions: Mechanical equip, FPL or signal poles
X	Long block length to cross to other side of street: 1 st crosswalk over Andrews Av north of NE 16 St (Fl. Laud)
X	Pedestrians crossing not at crosswalks
X	Long crossing distance at crosswalks: No refuge, ped's cross 5-lanes
X	Pedestrian / Vehicle conflicts at crosswalks: WB to SB LT not yielding during ped phase
X	Insufficient crossing time for crosswalks
X	Dark at night, especially for pedestrians: 1 streetlight, just south of intersection
X	Access Management issues: 1 st 4-way intersection south of OP Blvd: Only direct access from Westside neighborhood to Wilton Dr: All left turns permissive only
X	BCT Stops are missing pedestrian amenities /not ADA compliant
X	No wayfinding signage: Less than ½ mile to Wilton Dr & City Hall



Now & Next Steps.... Solutions Toolkit

- Improve Crossings of Higher Volume Roads
- Slow Traffic on Neighborhood Streets
- Redesign Streets to Match the Context
- Update & Connect the Walking, Biking, and Scooting Network
- Increase Access to Destinations (i.e. Wilton Dr & Community Parks)

Identify solutions from toolkit to address existing conditions and key issues

Review solutions:

- City Staff Working Group (9/26)
- FDOT (10/12)
- Broward County (10/17)

Public Engagement:

- City Commission Meeting (Nov 14)
- SurveyMonkey (Until Dec 1)

Refine Recommendations based on feedback

Learn More & Tell us what you think.....



- ✓ Presentation at November 14th City Commission Meeting
- ✓ SurveyMonkey (close Dec 1st)
- ✓ Community Meetings in late January / early February 2024
- ✓ <https://www.browardmpo.org/plans/city-of-wilton-manors>

Section G

City Commission Meetings

AGENDA



WELCOME TO YOUR CITY COMMISSION MEETING
YOUR INPUT IS ENCOURAGED DURING “COMMENTS FROM THE PUBLIC” AND DURING
ANY SCHEDULED PUBLIC HEARING

REGULAR CITY COMMISSION MEETING Tuesday, November 14, 2023 7:00 PM – COMMISSION CHAMBERS

1. CALL TO ORDER

- a. Pledge of Allegiance

2. ROLL CALL

3. ADDITIONS/CHANGES/DELETIONS

At this time, any member of the City Commission or the City Manager may request to add, change, or delete items from the agenda.

4. PRESENTATION

- a. MPO Status Report on Transportation Master Plan
- b. Presentation by Human Resources Director Dio Sanchez and Maureen Pentland of EBS Advisors, Inc. and Motion to Approve 2024 City Insurance Renewal options

5. COMMENTS FROM THE PUBLIC

Any member of the Public may speak on any issue for three (3) minutes.

6. CONSENT AGENDA

Items listed under Consent Agenda are viewed to be routine, and the recommendation will be enacted by ONE MOTION in the form listed below. If discussion is desired, then the item(s) will be removed from the Consent Agenda and will be considered separately.

a. Minutes

1. Minutes from the following Commission Meetings:
 - September 12, 2023 Regular City Commission Meeting
 - September 13, 2023 Special City Commission Meeting Final PH on Millage and Budget

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

Learn more today!

browardmpo.org/plans/city-of-wilton-manors

November 14, 2023 | City Commission Meeting

BrowardMPO.org

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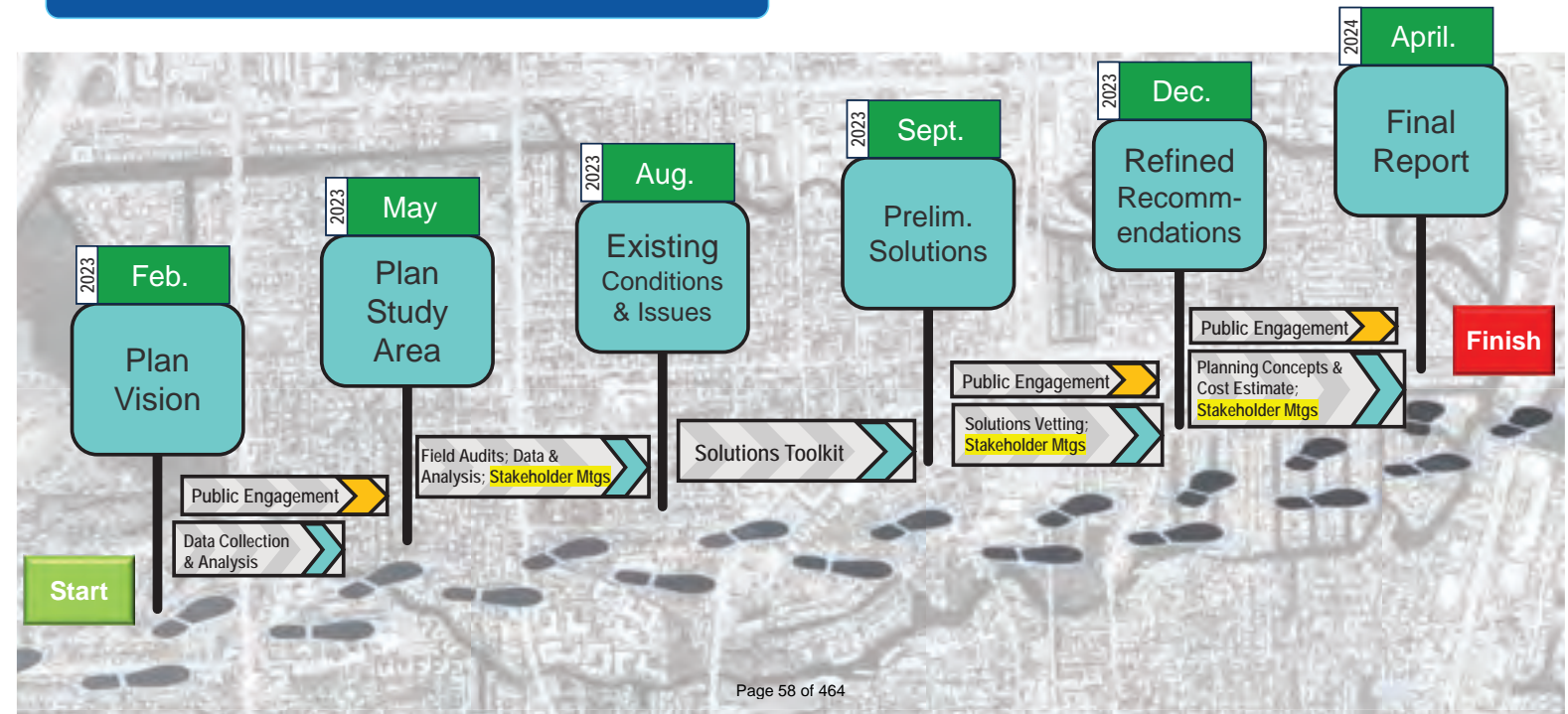
Agenda

- Introduction
 - Project Schedule
 - **Public and Stakeholder engagement**
 - Project Website
- Milestone 1: Plan Vision
- Milestone 2: Plan Study Area
- Milestone 3: Existing Conditions and Issues
- Milestone 4: Potential Solutions
- Next Steps
- Discussion



TMP Schedule & Major Milestones

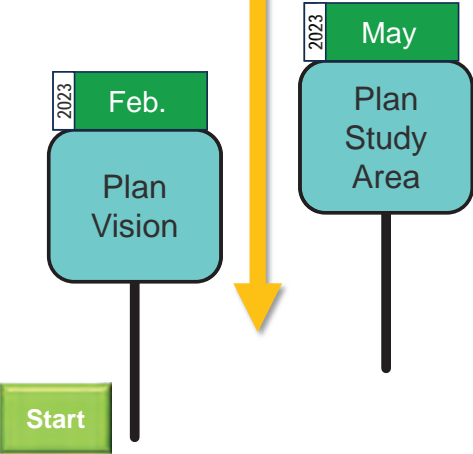
- The Wilton Manors TMP has 6 major Milestone



Public + Stakeholder Engagement

- **SurveyMonkey** with 5 questions
- Feb 2023 to May 2023
- 478 Responses (204 General Comments)
- 38% from 33305, 33% from 33334, 23% from 33311

Public Involvement is essential to developing a Plan that responds to community concerns and priorities



Public + Stakeholder Engagement

In-person engagement improves understanding of community concerns

- ✓ Two Community Meetings: 4/19/2023 & 4/24/2023



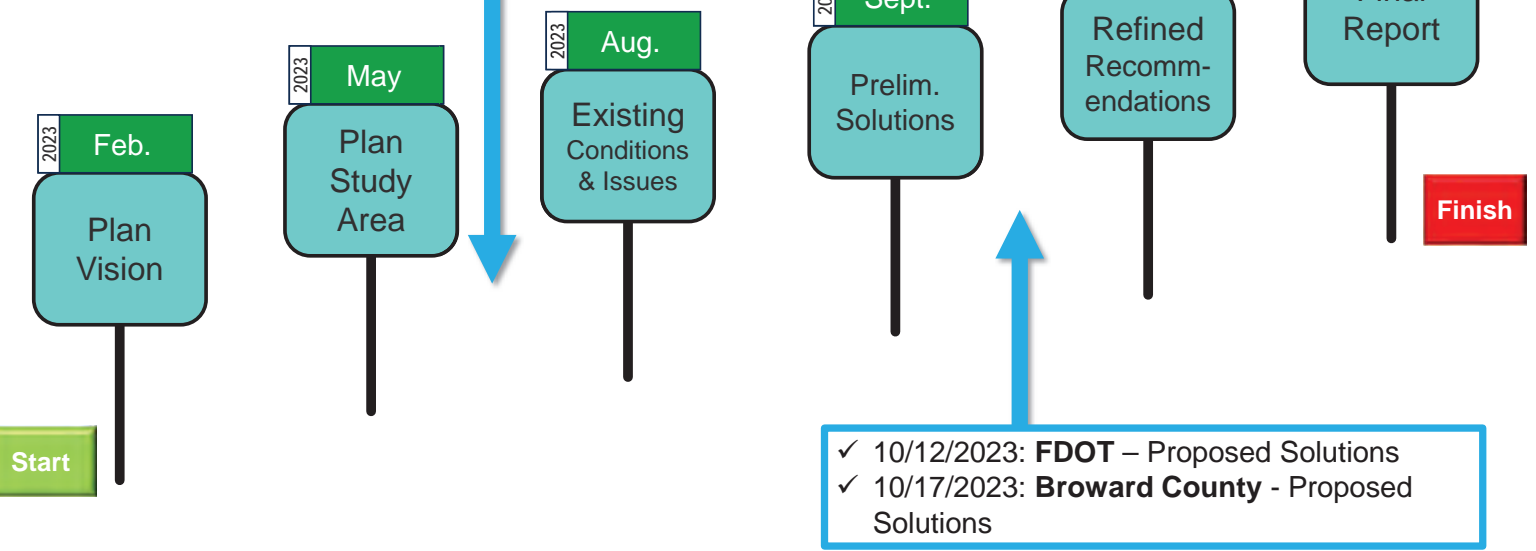
Finish



- ✓ 10/11/2023: CANA
- ✓ 10/25/2023: WAWM
- ✓ 11/14/2023: City Commission Meeting

Facility Owner Engagement

- ✓ 7/20/2023: **Broward County** - Existing Conditions
- ✓ 7/24/2023: **FDOT** - Existing Conditions
- ✓ 8/31/2023: **FDOT** – Planning Collaboration on FDOT Roadways



Project Website



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

- Project Vision
- Results from Public Engagement
- Link to current SurveyMonkey
- Copies of all presentations

Resources and Documents:

- [Project Schedule](#)
- [Plan Study Area Map](#)
- [Citywide Transportation - Existing Conditions](#)
- [Citywide Transportation - Key Conclusions](#)
- [Staff Working Group Meeting - January 2023](#)
- [Staff Working Group Meeting - February 2023](#)
- [Community Meeting Graphics - April 2023](#)
- [Staff Working Group Meeting - May 2023](#)
- [Staff Working Group Meeting - August 2023](#)
- [Staff Working Group Meeting - September 2023](#)
- [Broward County Roadways Meeting - July 2023](#)
- [Broward County Roadways Meeting - October 2023](#)
- [FDOT Roadways Meeting - July 2023](#)
- [FDOT Roadways Meeting - October 2023](#)
- [Central Area CANA Meeting - October 2023](#)

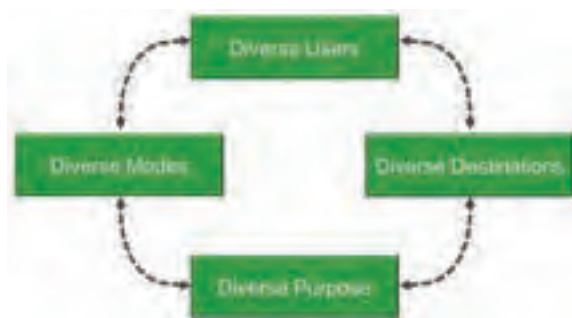


Milestone #1: Plan Vision

Create a cohesive community



Address the community's diverse needs



- TMP Vision focuses on safety plus Wilton Manor's unique characteristics and priorities

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.



Milestone #2: Plan Study Area

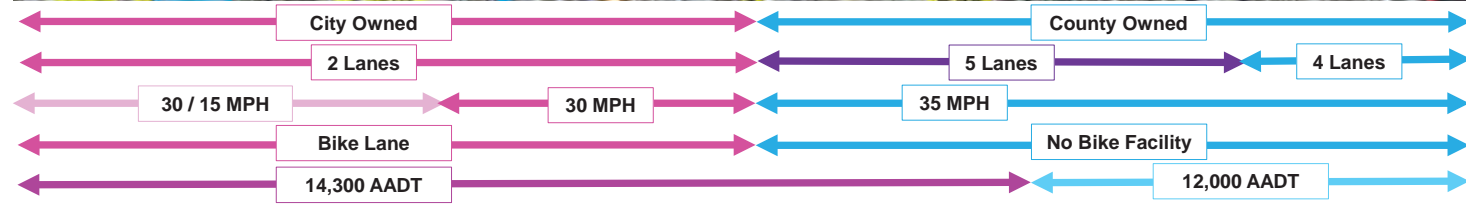


(1) Powerline Rd (2) Andrews Av (3) NE 26 St (4) N. Dixie Hwy (5) NE 24 St Route (6) NE 21 Ct Route (+ Future westside route)

Plan Study Area:

- Six roadways
- Transportation projects will be identified for these roadways
- Identify improvements to both corridors and intersections
 - Traverse the City (3 N/S roadways + 3 E/W roadways)
 - Varying roadway classifications / intensities
 - Abut diverse land use categories / densities

Milestone #3: Existing Conditions & Issues Example - NE 26 St

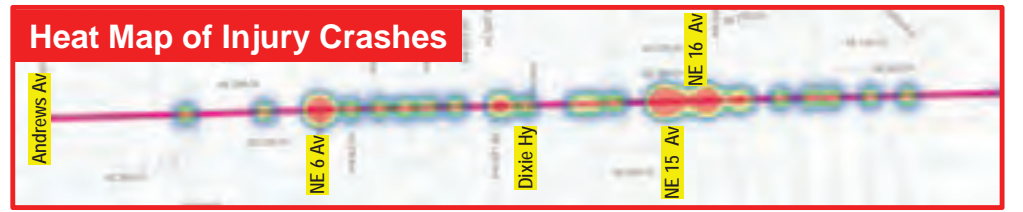


Missing bike facilities: Bike Lanes end east of Andrews Av; No bike lanes at NE 6 Av; No bike lanes at / east of 5-Points. Surtax project does not include bike facilities.
Bike riding on sidewalks: Esp at / east of 5-Points, incl. E-Scooter
Bike riding against traffic
Missing sidewalks: South ROW between Andrews Av and NE 1 Av
Narrow sidewalks: East of 5-Points (Surtax project widens to 7 ft)
Sidewalk Obstructions: Mechanical equip & poles. East of NE 19 Av – garbage cans
Long block length to cross to other side of street: No crossings between 5-Points and NE 15/ 16 Av and Coral gardens Dr

Peds crossing not at crosswalks: NE 1 Av (WME), e/w of 5-Points, NE 14 Av, Starbucks, east of NE 15/16 Av
Long crossing distance at crosswalks: NE 15/16 Av, Coral Gardens Dr
Ped / Vehicle conflicts at crosswalks: 5-Points, NE 15/16 Av
Insufficient crossing time for crosswalks
Dark at night, especially for Peds: NE 6 Av and east to 5-Points
Access Management issues: 1-way cross streets at WME; NE 6 Av - Permissive only left-turn phases for all approaches; East of 5-Points - No center lane median; numerous driveway openings, wide side street radii
BCT Stops are missing Ped amenities / not ADA compliant
No wayfinding signage

Milestone #3: 5-Year Crash Trends Example - NE 26 St

2018 to 2022: 274 Crashes
(not including Andrews Av)
35 Injury Crashes



20% of Injury Crashes involved Peds



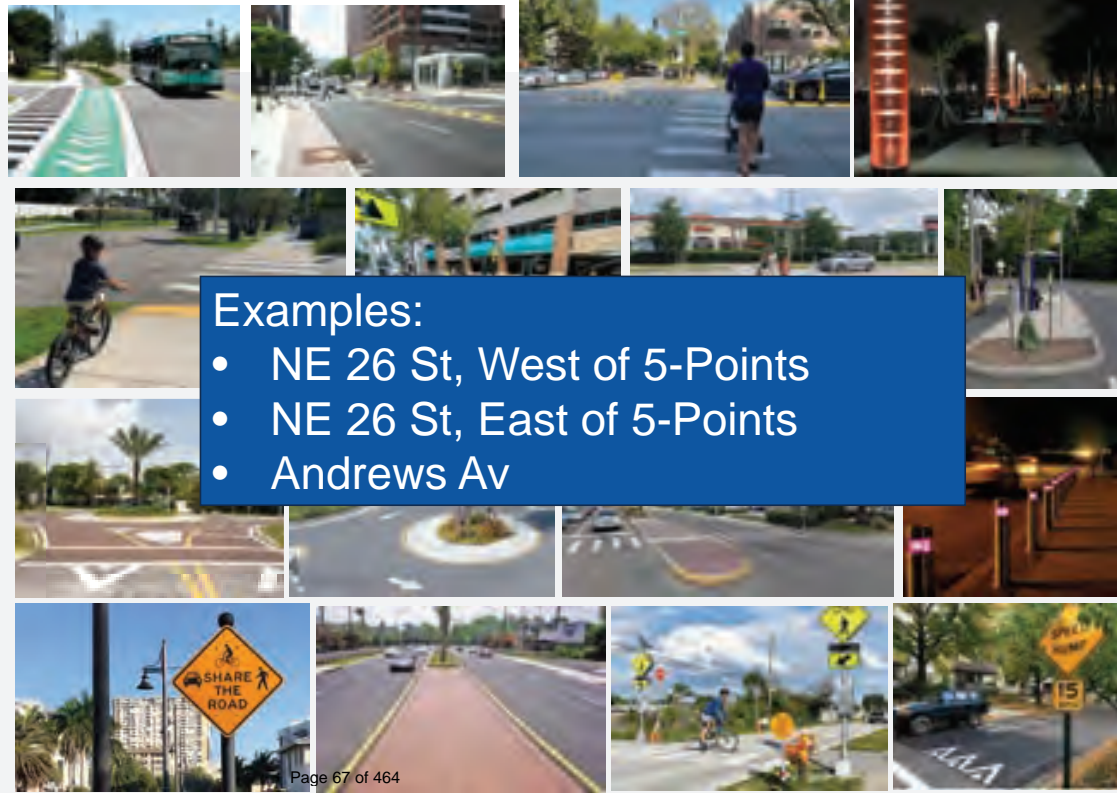
5 crashes resulted in Serious Injuries



60% of Serious Injury crashes occurred at night vs 18% of all Crashes



Milestone #4: Potential Solutions



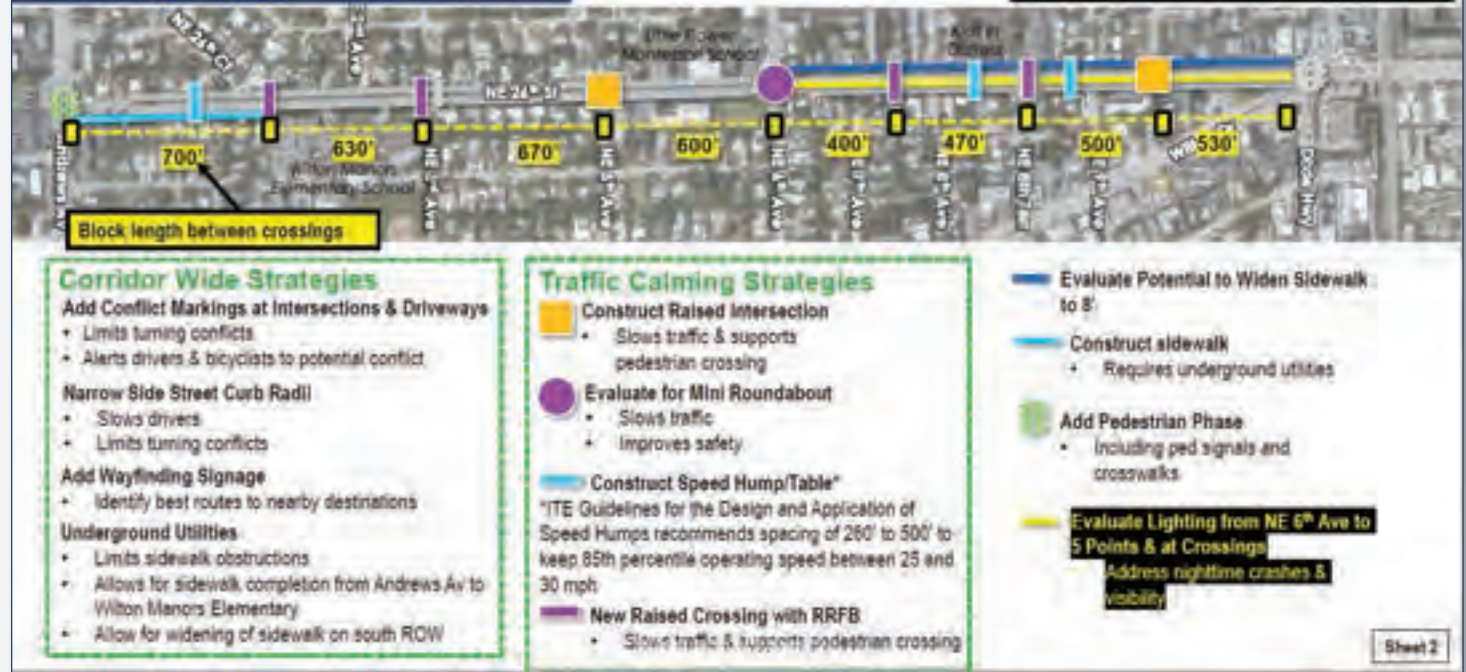
- Examples:**
- NE 26 St, West of 5-Points
 - NE 26 St, East of 5-Points
 - Andrews Av

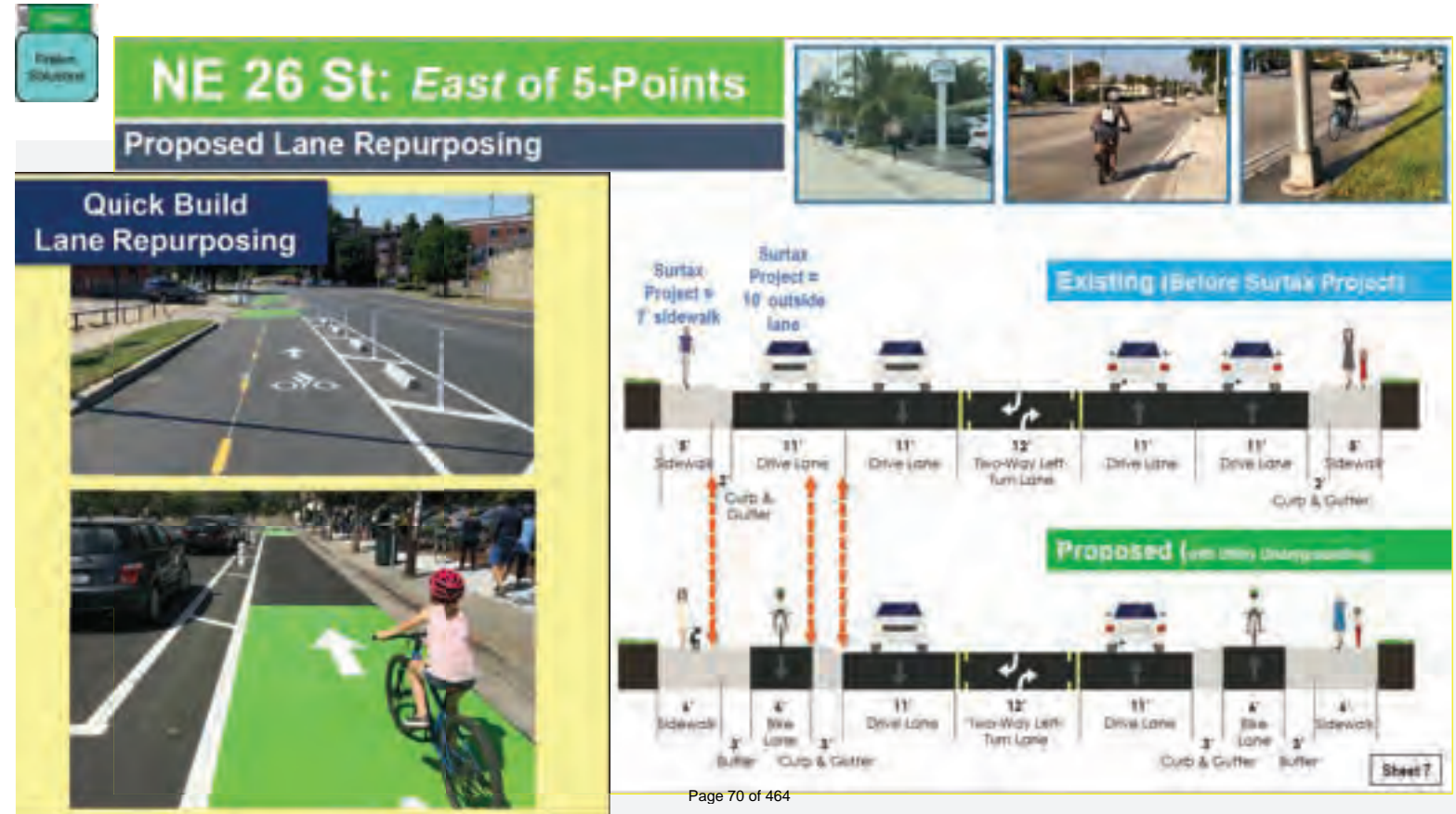
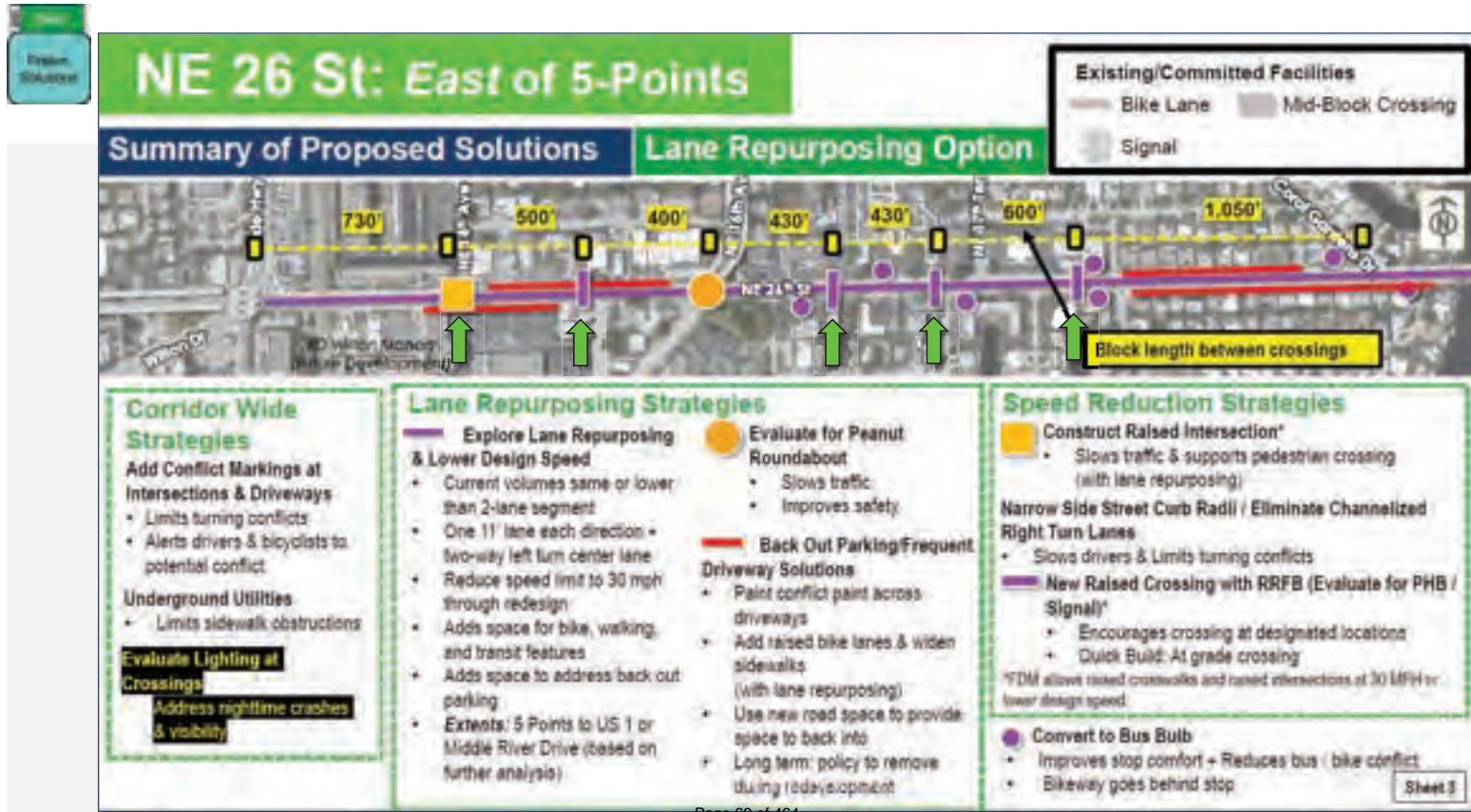
- ✓ Reduce crash severity
- ✓ Enhance visibility of Peds
- ✓ Improve comfort of walking / biking along roadways
- ✓ Improve comfort & convenience of crossing roadways
- ✓ Better match roadway design to surrounding context
- ✓ Improve resident's quality of life
- ✓ Accommodate all roadway users

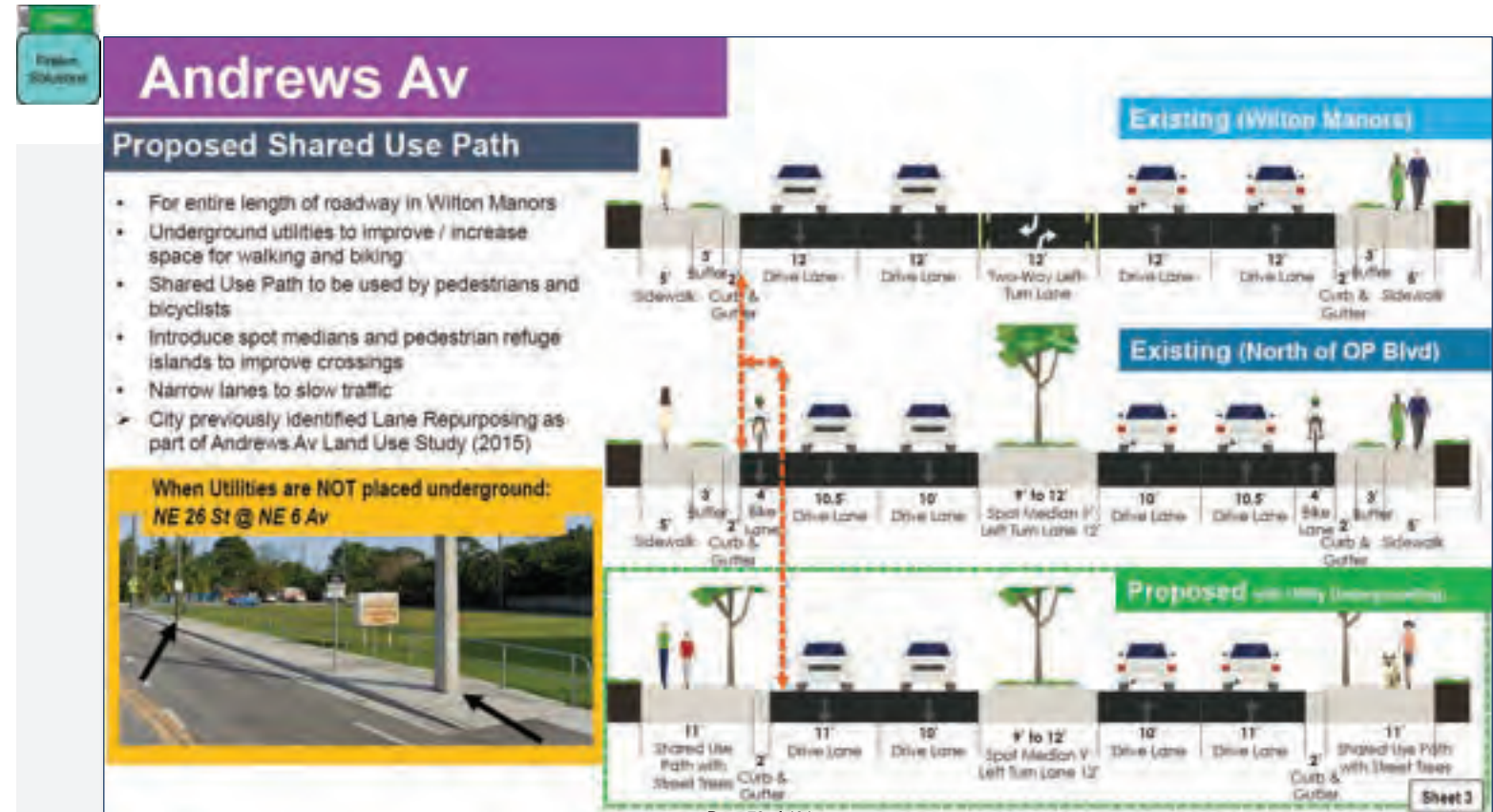
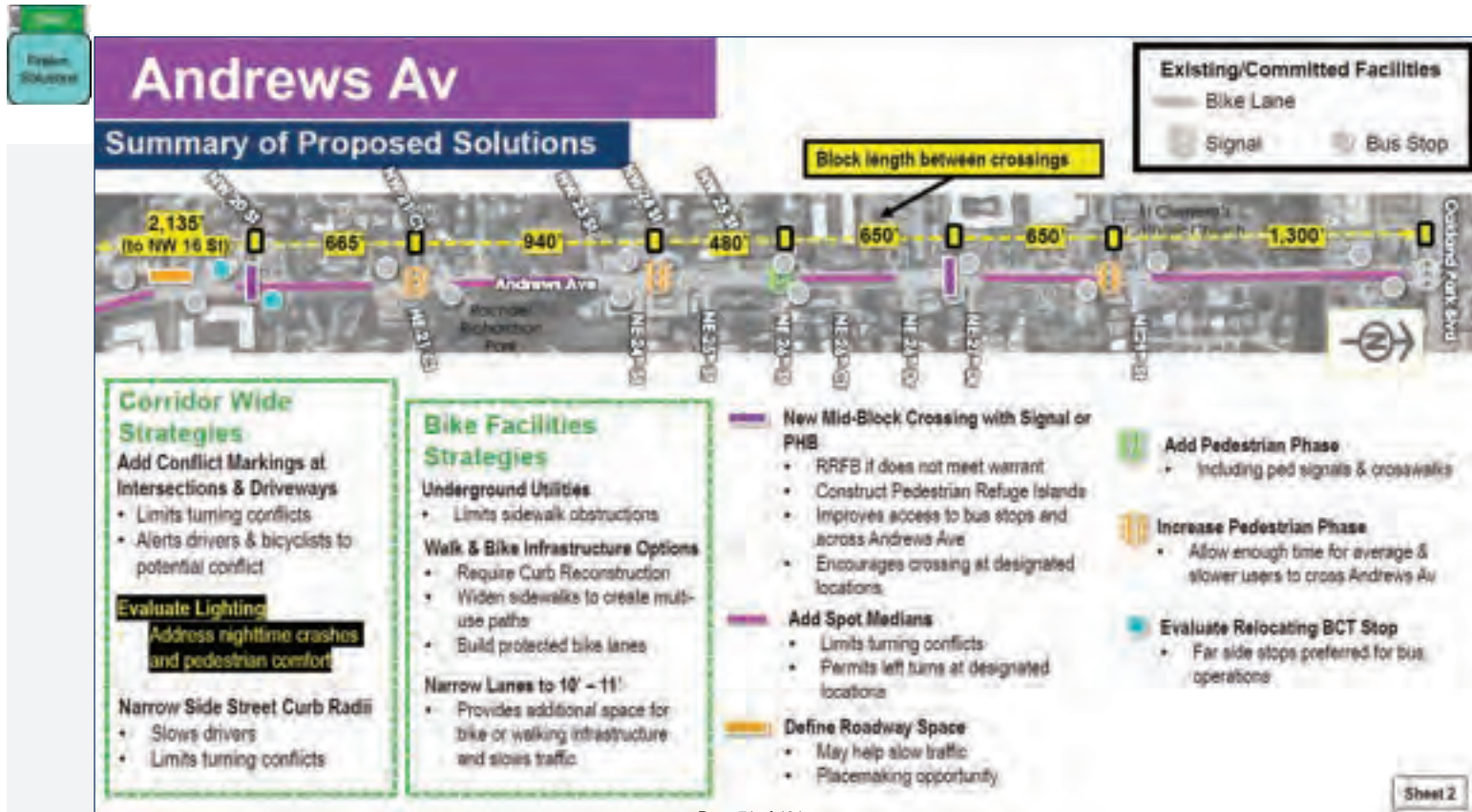


NE 26 St: West of 5-Points

Summary of Proposed Solutions









Tell us what you think



- Closes Dec 1st
- 4 questions:

1. Identify bike facilities you would feel comfortable using on Powerline Rd, Andrews Av, NE 26 St, and Dixie Hwy
2. Rank in order your concerns about using crosswalks on Powerline Rd, Andrews Av, NE 26 St, and Dixie Hwy
3. Rank in order the improvements you think are most important for the "residential" roads (NE 24 St, NE 21 Ct, or westside route)
4. General Comment

- Proposed Solutions for Plan Study Area available as part of City Commission Agenda Item
- <https://www.browardmpo.org/plans/city-of-wilton-manors>

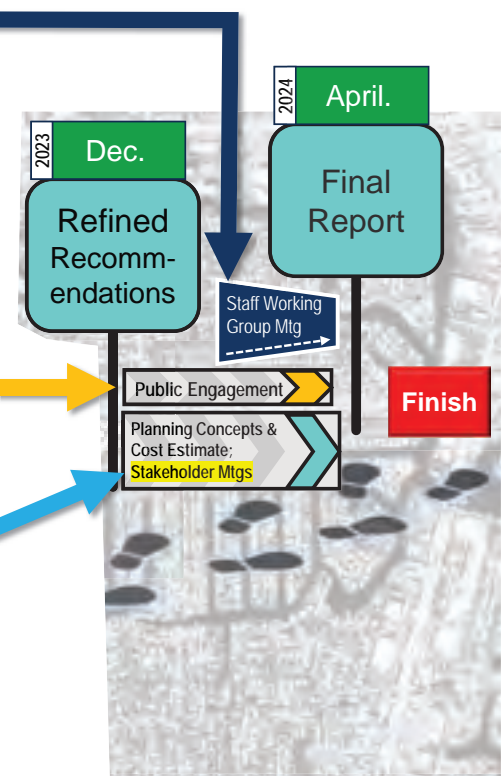


Milestone #5: Next Steps.....

- Refine Potential Solutions based on feedback from community (SurveyMonkey), feedback from FDOT, & Broward County.
- 12/11/2023: **City SWG Meeting**

- 1/24 & 1/25/2024: **Community Meetings for Recommendations** (Date TBD)

- 1/17/2024: **Broward County Complete Streets Team**
- 2/2024: **FDOT – Final Recommendations** (Date TBD)
- 2/2024: **Broward County – Final Recommendations** (Date TBD)






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**Transportation
 Master Plan**
**Proposed Solutions –
 Plan Study Area**

Contents:

1. Proposed Solution Examples

- Bicycle Facilities
- Intersections
- Crossings
- Other / Miscellaneous

2. General Solutions for Plan Study Area (Signalized Intersections & New Crossings)

3. Proposed Solutions for the Plan Study Area Roadways

- Powerline Rd
- Andrews Av
- NE 26 St
- Dixie Hwy
- NE 24 St Route
- NE 21 Ct Route
- Westside Route (generic location)

Proposed Solutions Examples

The following pages have examples of Proposed Solutions.

The examples are intended to provide a general depiction of transportation features and terminology listed in the Proposed Solutions for the Plan Study Area Roadways.

Examples labeled as “Quick-Build” are those constructed of low-cost modular materials and are recommended for the City to quickly implement on a temporary basis.

Additional information can be found at the following websites:

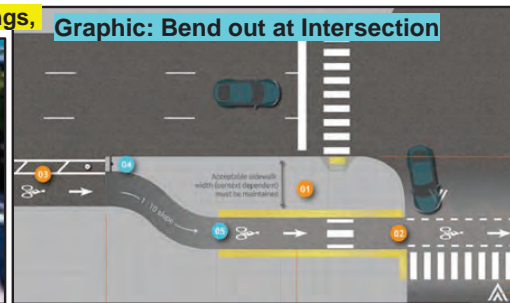
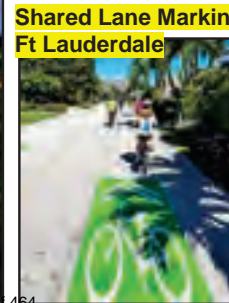
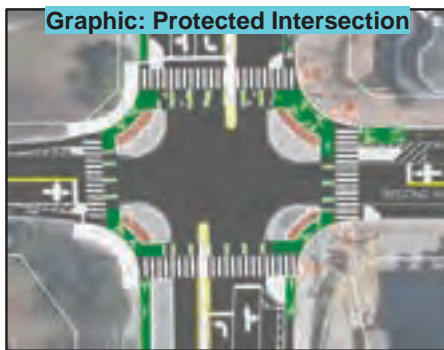
National Association of City Transportation Officials Urban Street Design Guide:

<https://nacto.org/publication/urban-street-design-guide/>

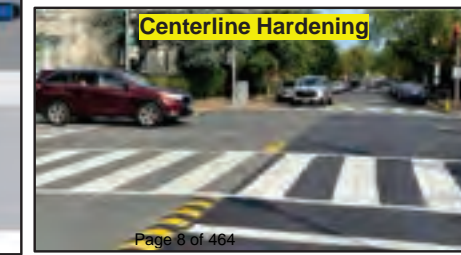
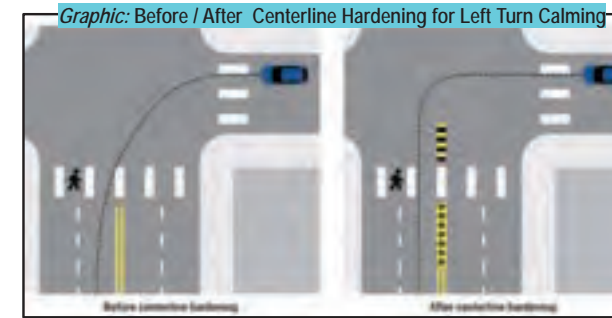
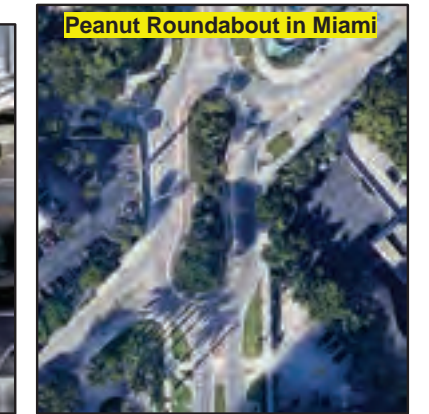
USDOT, Federal Highway Administration “Proven Safety Countermeasures”:

<https://highways.dot.gov/safety/proven-safety-countermeasures>

Proposed Solutions Examples: Bicycle Facilities



Proposed Solutions Examples: Intersections



Proposed Solutions Examples: Crossings



Raised Midblock Crossing with RRFB*



Intersection with All Pedestrian Crossing Phase (+ Diagonal crosswalk), Orlando



Raised Midblock Crossing with PHB**, Orlando



Crossing with Median Refuge, Jacksonville Beach



Raised Intersection with Crossing Markings



Directional Curb Ramps



Quick-Build: Midblock Crossing + Median Refuge

*RRFB = Rapid Rectangular Flashing Beacon
 **PHB = Pedestrian Hybrid Beacon

Proposed Solutions Examples: Other



Pedestrian-Scale Lighting



Spot Medians - Before / After on Andrews Av



Defined At-Grade Sidewalk



Median fencing (restrict crossings)



Quick-Build Speed Table



Defined Roadway Space

General Solutions for Plan Study Area

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

New Crossings

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

Powerline Rd

Proposed Solutions Sheets:

1. Goals
2. Summary of Proposed Solutions
3. Raised Bike Lane
4. Intersection Improvements at NW 29 St
5. Closed Median Access at NW 28 Ct
6. New Crosswalk at NW 28 St

Powerline Rd

Goals

- ✓ Redesign Roadway to better match surrounding Residential Land Use
- ✓ Lower Speeds to 30 MPH
- ✓ Limit turning conflicts
- ✓ Improved Access Management
- ✓ Reduce severity of crashes
- ✓ Improve Comfort and Safety of Pedestrian and Bicycle facilities along roadway
- ✓ Improve Comfort, Safety, and Convenience of Crossings over Powerline Rd

Biking LTS = 4
Ped LTS = 4

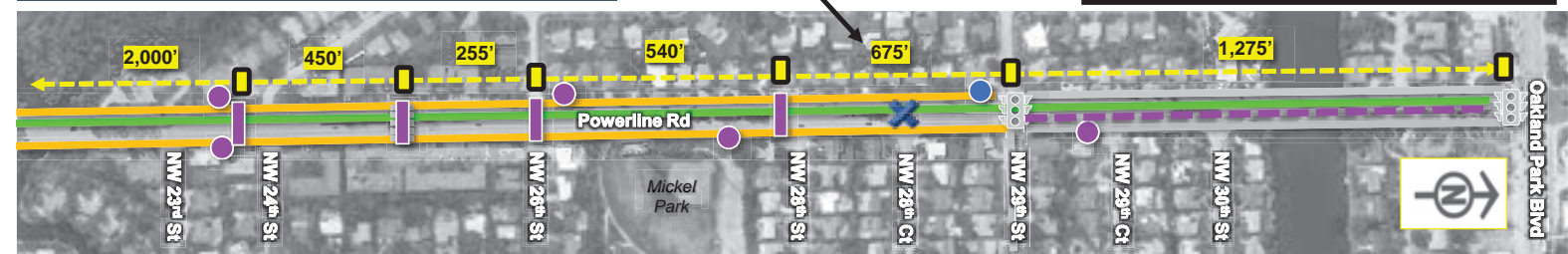


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Sheet 1

Powerline Rd

Summary of Proposed Solutions



Corridor Wide Strategies

- Add Conflict Markings at Intersections & Driveways**
 - Limits turning conflicts
 - Alerts drivers & bicyclists to potential conflict
- Evaluate Lighting at Crossings**
 - Address nighttime crashes
- Narrow Side Street Curb Radii**
 - Slows drivers
 - Limits turning conflicts
- Turning Wedges at Unsignalized Left Turns**
 - Slows drivers
 - Limits turning conflicts

Speed Reduction Strategies

- Lower Speed to 30 MPH**
 - New Raised Crossing with RRFB (Evaluate for PHB / Signal)***
 - At bus stops, Mickel Park, & across Powerline Rd
 - Quick-Build at grade crossing
- *FDM allows raised crosswalks at 30 MPH or lower design speed.
- Convert to Raised Bike Lane or Shared Use Path**
 - South City Limits to NW 29 St
 - Deters parking in bike lane
 - Slows traffic
 - Quick-Build protected bike lanes on east side, bollards at intersections on west side.

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Existing/Committed Facilities

- Bike Lane
- Mid-Block Crossing
- Signal
- Bus Stop

- Close Median Access at NW 28 Ct**
 - Limits turning conflicts
 - Access becomes right in / right out
- Evaluate Lane Repurposing**
 - NW 29 St to Oakland Park Blvd
 - Allows for protected bike lanes and bus islands
- Evaluate Relocating BCT Stop**
 - Far side stops preferred for bus operations
- Convert to Bus Bulb**
 - Improves stop comfort
 - Bikeway goes behind stop
 - Reduces bus / bike conflict

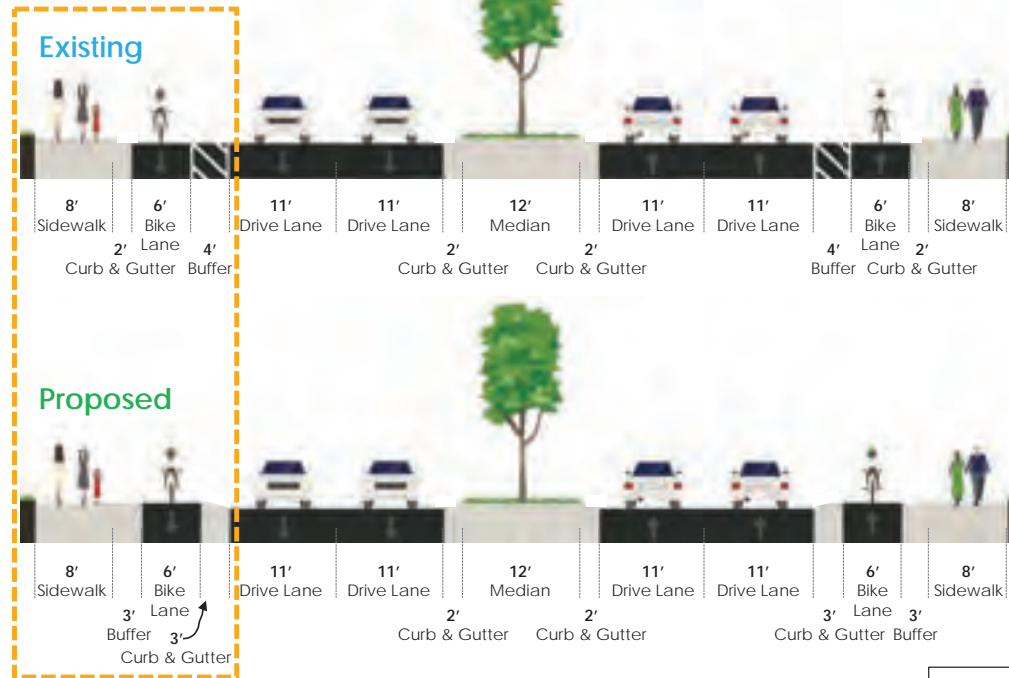
Sheet 2

Powerline Rd

Raised Bike Lane

Recommendations

- Redesign Powerline Road to reduce vehicle speeds to 30 MPH.
- Better match 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

Intersection Improvements @ NW 29 St

- Proposed Raised Bike Lane starts at southern end of intersection
- Proposed Lane Repurposing starts at northern end of intersection
- Only 4-way crossing on Powerline Rd



Existing BCT Stop location

Proposed Raised Bike Lane

Addressing Turning Movements Traffic Speed

- Implement protected / permissive left turn signal phase for all directions
- 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)

Evaluate Lighting and improve as needed

Powerline Rd

Close Median Access @ NW 28 Ct

Access Management Improvements

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

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

NW 28 Ct entrance 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

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



Powerline Rd

New Crosswalk @ NW 28 St

Walking Improvements

- Location is approximately 150 ft to Mickel Park's pedestrian-only entrance
- Construct Raised crosswalk over Powerline Rd
- Construct median refuge islands
- Curb extension via raised bikeway shortens crossing distance
- Directional curb ramps improve walking experience for people with disabilities
- Evaluate lighting and improve as needed

Biking Improvements

- Bikeway bends away from the road at intersection to increase visibility
- Add green conflict paint in bike lanes at intersections and driveways
- Raised bikeway is more comfortable for users



- Graphic depicts proposed Raised Bike Lane
- All new crossings to include RRFB's, also be evaluated for PHB's

Andrews Av

Proposed Solutions Sheets:

1. Goals
2. Summary of Proposed Solutions
3. Proposed Shared Use Path
4. Intersection Improvements at NW / NE 24 St
5. Intersection Improvements at NW / NE 21 Ct
6. Define Roadway Space at 1901 block

Andrews Av

Goals

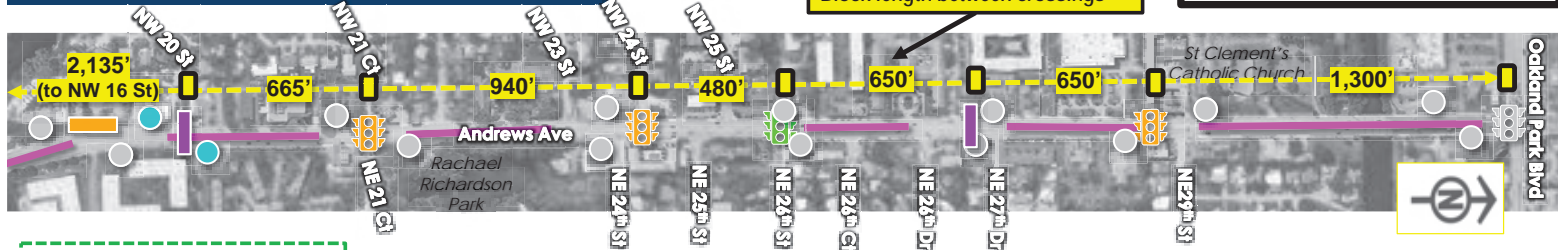
- ✓ Re/Connect “west” & “east” Wilton Manors
- ✓ Redesign Roadway to better match planned mixed-use redevelopment
- ✓ Limit turning conflicts
- ✓ Improved Access Management
- ✓ Reduce severity of crashes
- ✓ Improve Comfort and Safety of Pedestrian and Bicycle facilities along roadway
- ✓ Improve Comfort, Safety, and Convenience of Crossings over Andrews Av

Biking LTS = 4
Ped LTS = 3



Andrews Av

Summary of Proposed Solutions



Corridor Wide Strategies

- Add Conflict Markings at Intersections & Driveways**
- Limits turning conflicts
 - Alerts drivers & bicyclists to potential conflict

Evaluate Lighting

- Address nighttime crashes and pedestrian comfort

Narrow Side Street Curb Radii

- Slows drivers
- Limits turning conflicts

Bike Facilities Strategies

Underground Utilities

- Limits sidewalk obstructions

Walk & Bike Infrastructure Options

- Require Curb Reconstruction
- Widen sidewalks to create multi-use paths
- Build protected bike lanes

Narrow Lanes to 10' - 11'

- Provides additional space for bike or walking infrastructure and slows traffic

New Mid-Block Crossing with Signal or PHB

- RRFB if does not meet warrant
- Construct Pedestrian Refuge Islands
- Improves access to bus stops and across Andrews Ave
- Encourages crossing at designated locations

Add Spot Medians

- Limits turning conflicts
- Permits left turns at designated locations

Define Roadway Space

- May help slow traffic
- Placemaking opportunity

Existing/Committed Facilities

- Bike Lane
- Signal
- Bus Stop

Add Pedestrian Phase

- Including ped signals & crosswalks

Increase Pedestrian Phase

- Allow enough time for average & slower users to cross Andrews Av

Evaluate Relocating BCT Stop

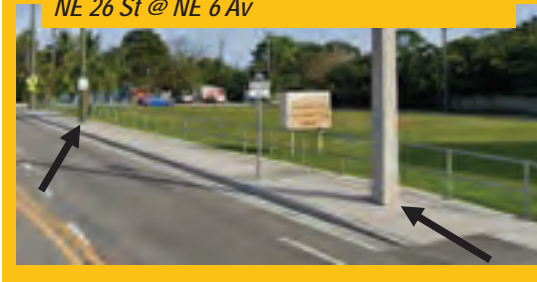
- Far side stops preferred for bus operations

Andrews Av

Proposed Shared Use Path

- For entire length of roadway in Wilton Manors
- Underground utilities to improve / increase space for walking and biking
- Shared Use Path to be used by pedestrians and bicyclists
- Introduce spot medians and pedestrian refuge islands to improve crossings
- Narrow lanes to slow traffic
- City previously identified Lane Repurposing as part of Andrews Av Land Use Study (2015)

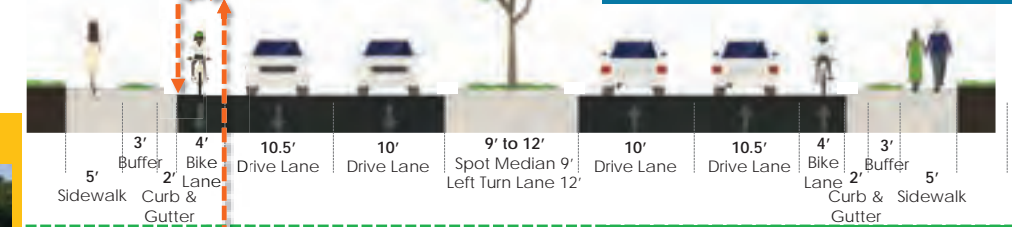
When Utilities are NOT placed underground: NE 26 St @ NE 6 Av



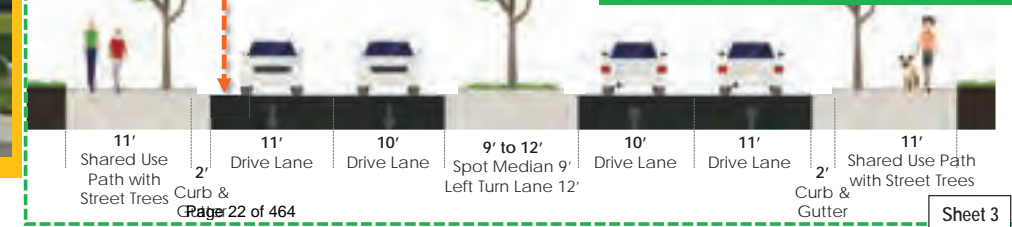
Existing (Wilton Manors)



Existing (North of OP Blvd)



Proposed with Utility Undergrounding



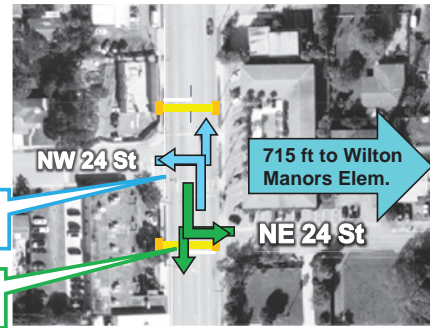
Andrews Av

Intersection Improvements @ 24 St

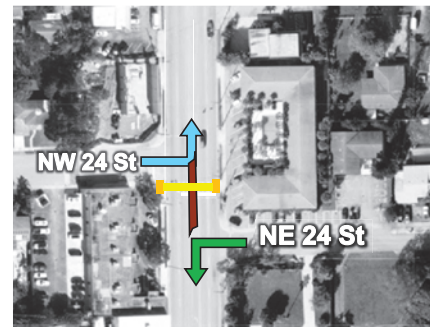
Option 1: New Left Turns to & from NE 24 St

Existing Left turns to
& from NW 24 St

New Left turns to &
from NE 24 St



Option 2: Left Turns ONLY from NW / NE 24 St.



Both Options (changes to left turns) require further study by Broward County to understand Traffic Operations

Option 1 Improvements

- The existing crosswalk removed
- Place two new crosswalks (1- north leg of NW 24 St and 2 - south leg of NE 24 St)
- Continue to allow Left Turns to / from NW 24 St
- Permit / Signalize Left Turns to / from NE 24 St by bringing the extra leg into the signal

Improvements for both Options

- Restripe crosswalks on Andrews Av and NW 24 St and NE 24 St to high visibility markings
- Lengthen signal for pedestrian crossing
- Add leading pedestrian intervals
- Upgrade to directional curb ramps
- Pedestrian crossing advanced signage
- Hardened Centerlines for Left Turns
- Add green conflict paint at intersections and driveways
- Evaluate lighting and improve as needed

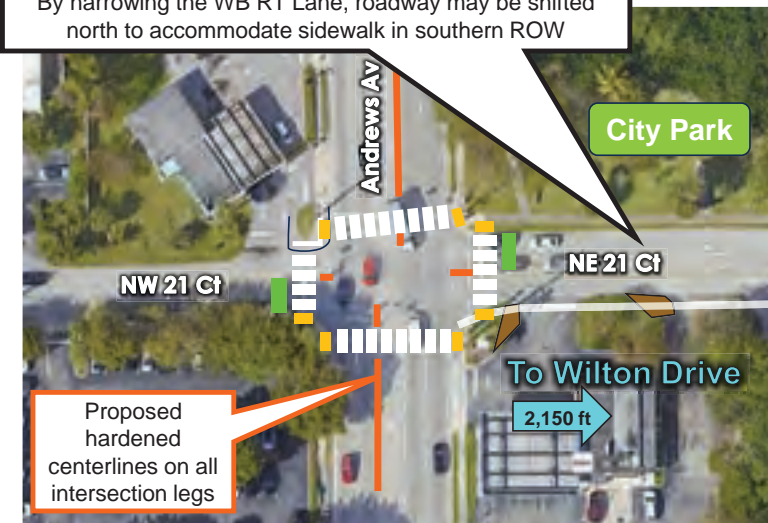
Option 2 Improvements

- The existing crosswalk improved with median refuge island
- Prohibit Left Turn from Andrews Av to NW 24 St
- Permit / Signalize Left Turns from NE 24 St (no left turn from Andrews Av to NE 24 St)

Andrews Av

Intersection Improvements @ 21 Ct

By narrowing the WB RT Lane, roadway may be shifted north to accommodate sidewalk in southern ROW



Proposed hardened centerlines on all intersection legs

Addressing Turning Movements Traffic Speed

- Implement protected / permissive left turn signal phase for SB to EB LT's
- Add hardened centerlines on all intersection legs

Walking Improvements

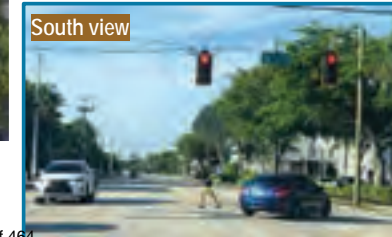
- Restripe crosswalks to high visibility markings
- Lengthen signal for pedestrian crossing
- Add leading pedestrian intervals
- Upgrade to directional curb ramps
- Pedestrian crossing advanced signage
- Tighten curb radii (may require drainage improvements)
- Construct median refuge islands (as space permits)

Biking Improvements

- Add green conflict paint (intersections and driveways)

Improvements on NE 21 Ct

- Install bend outs and/or bike boxes on NE 21st Ct to support left turns
- Narrow roadway / WB RT Lane (currently is 13.5 ft wide)
- Use space from narrow roadway to add sidewalk in south ROW
- Tighten gas station's driveway openings



South view



View of NE 21 Ct

Andrews Av

Define Roadway Space @ 1901 Block

Definition Improvements

- Approximately 300 linear feet of paved area that abruptly ends prior to swale
- Near term is add elements such as rumble strips and wider edge lines, or other proven Roadway departure treatments
- Curb can be relocated / area converted to pedestrian space in conjunction with proposed lane narrowing and shared use path



NE 26 St

Proposed Solutions Sheets:

1. Goals
2. Summary of Proposed Solutions: West of 5-Points
3. Summary of Proposed Solutions: East of 5-Points, Lane Repurposing Option
4. Summary of Proposed Solutions: East of 5-Points, 5-Lane Option
5. Intersection at NE 6 Av
6. Bike Movement from NE 8 Te to NE 9 Av
7. Lane Repurposing East of 5-Points
8. Intersection at NE 15 /16 Av with Lane Repurposing
9. Intersection at NE 15 /16 Av without Lane Repurposing

NE 26 St

Goals

- ✓ Redesign Roadway to better match adjacent land use (School / Childcare, Community Facilities, Retirement Homes, Low / Medium Density Residential, and Redevelopment / Mixed-use).
- ✓ Redesign east portion of NE 26 St to have consistent (30 MPH) speed limit as west portion
- ✓ Provide dedicated Bike Facilities along entire roadway
- ✓ Limit turning conflicts
- ✓ Improve Access Management
- ✓ Reduce severity of crashes
- ✓ Improve Comfort and Safety of Pedestrian facilities along entire roadway
- ✓ Improve Comfort, Safety, and Convenience of for crossing over NE 26 St

West of 5-Points
Biking LTS = 3
Ped LTS = 1 & 2

East of 5-Points
Biking LTS = 4
Ped LTS = 4

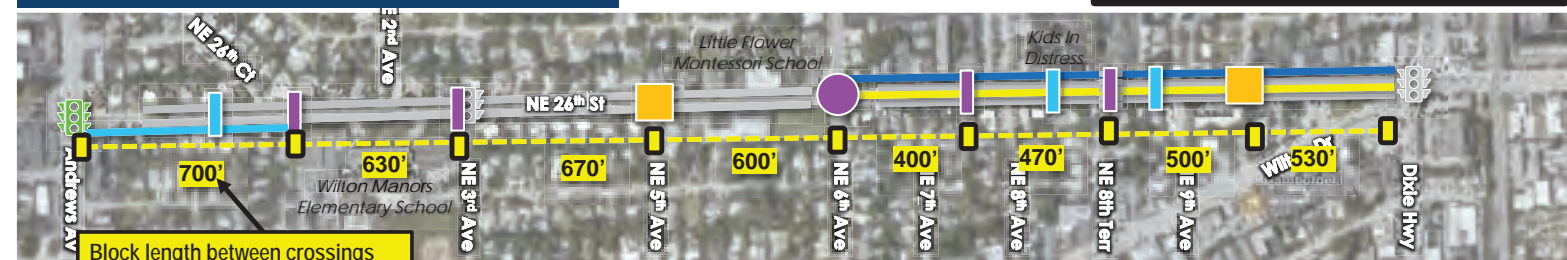


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Sheet 1

NE 26 St: West of 5-Points

Summary of Proposed Solutions



Existing/Committed Facilities

- Bike Lane
- Mid-Block Crossing
- Signal

Corridor Wide Strategies

- Add Conflict Markings at Intersections & Driveways**
 - Limits turning conflicts
 - Alerts drivers & bicyclists to potential conflict
- Narrow Side Street Curb Radii**
 - Slows drivers
 - Limits turning conflicts
- Add Wayfinding Signage**
 - Identify best routes to nearby destinations
- Underground Utilities**
 - Limits sidewalk obstructions
 - Allows for sidewalk completion from Andrews Av to Wilton Manors Elementary
 - Allow for widening of sidewalk on south ROW

Traffic Calming Strategies

- Construct Raised Intersection**
 - Slows traffic & supports pedestrian crossing
- Evaluate for Mini Roundabout**
 - Slows traffic
 - Improves safety
- Construct Speed Hump/Table***
 - *ITE Guidelines for the Design and Application of Speed Humps recommends spacing of 260' to 500' to keep 85th percentile operating speed between 25 and 30 mph
- New Raised Crossing with RRFB**
 - Slows traffic & supports pedestrian crossing

- Evaluate Potential to Widen Sidewalk to 8'**
- Construct sidewalk**
 - Requires underground utilities
- Add Pedestrian Phase**
 - Including ped signals and crosswalks
- Evaluate Lighting from NE 6th Ave to 5 Points & at Crossings**
 - Address nighttime crashes & visibility

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Sheet 2

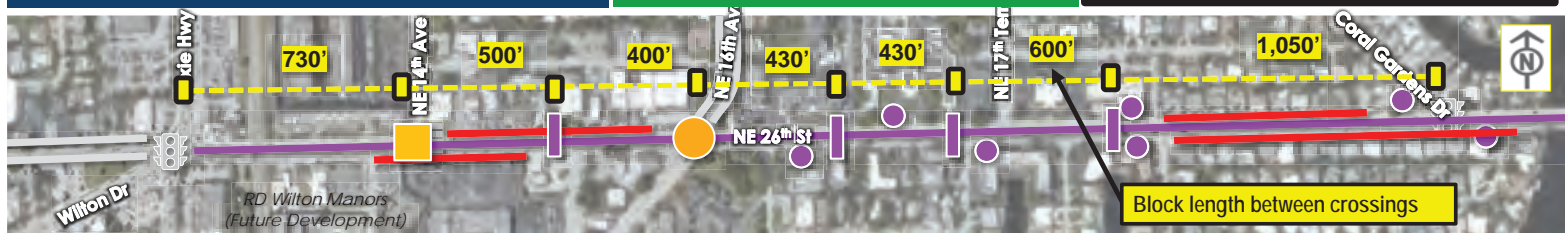
NE 26 St: East of 5-Points

Summary of Proposed Solutions

Lane Repurposing Option

Existing/Committed Facilities

- Bike Lane
- Mid-Block Crossing
- Signal



Corridor Wide Strategies

- Add Conflict Markings at Intersections & Driveways**
- Limits turning conflicts
 - Alerts drivers & bicyclists to potential conflict

- Underground Utilities**
- Limits sidewalk obstructions

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

Lane Repurposing Strategies

- Explore Lane Repurposing & Lower Design Speed**
 - Current volumes same or lower than 2-lane segment
 - One 11' lane each direction + two-way left turn center lane
 - Reduce speed limit to 30 mph through redesign
 - Adds space for bike, walking, and transit features
 - Adds space to address back out parking
 - Extents:** 5 Points to US 1 or Middle River Drive (based on further analysis)

- Evaluate for Peanut Roundabout**
 - Slows traffic
 - Improves safety
- Back Out Parking/Frequent Driveway Solutions**
 - Paint conflict paint across driveways
 - Add raised bike lanes & widen sidewalks (with lane repurposing)
 - Use new road space to provide space to back into
 - Long term: policy to remove frequent driveways during redevelopment

Speed Reduction Strategies

- Construct Raised Intersection***
 - Slows traffic & supports pedestrian crossing (with lane repurposing)
 - Narrow Side Street Curb Radii / Eliminate Channelized Right Turn Lanes**
 - Slows drivers & Limits turning conflicts
 - New Raised Crossing with RRFB (Evaluate for PHB / Signal)***
 - Encourages crossing at designated locations
 - Quick Build: At grade crossing
- *FDM allows raised crosswalks and raised intersections at 30 MPH or lower design speed.
- Convert to Bus Bulb**
 - Improves stop comfort + Reduces bus / bike conflict
 - Bikeway goes behind stop

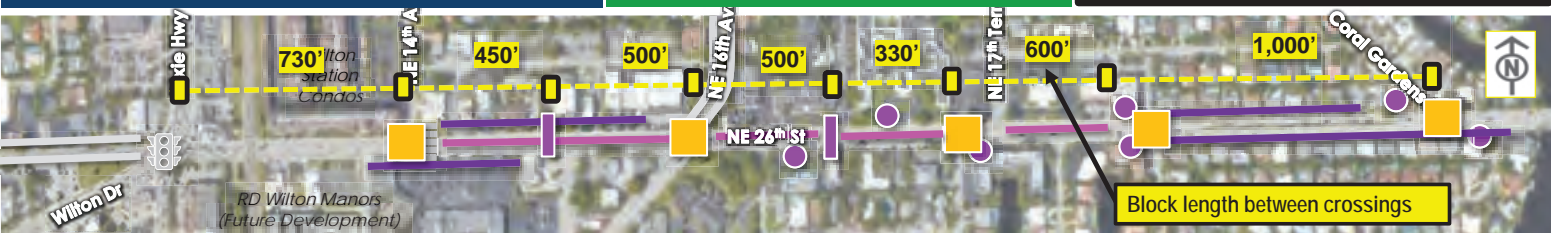
NE 26 St: East of 5-Points

Summary of Proposed Solutions

5-Lane Option

Existing/Committed Facilities

- Bike Lane
- Mid-Block Crossing
- Signal



Corridor Wide Strategies

- Add Conflict Markings at Intersections & Driveways**
- Limits turning conflicts
 - Alerts drivers & bicyclists to potential conflict

- Underground Utilities**
- Limits sidewalk obstructions

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

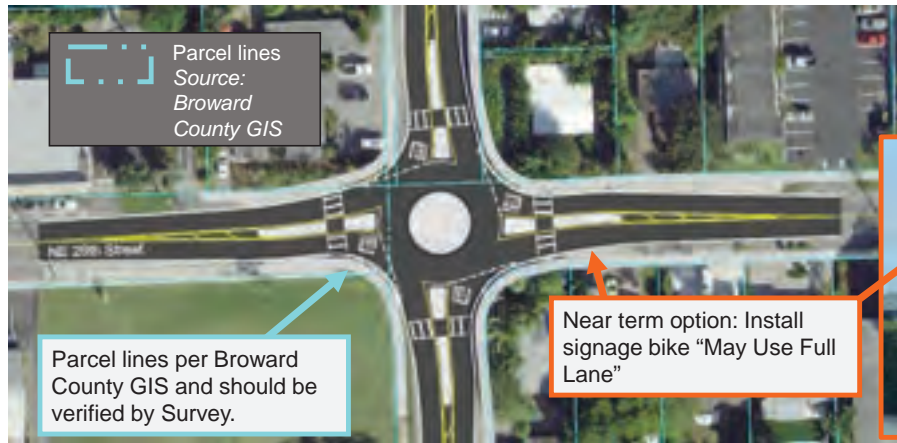
Speed Reduction Strategies

- Construct Raised Intersection***
 - Slows traffic & supports pedestrian crossing
 - Narrow Side Street Curb Radii / Eliminate Channelized Right Turn Lanes**
 - Slows drivers & Limits turning conflicts
 - New Raised Crossing with RRFB (Evaluate for PHB / Signal)***
 - Encourages crossing at designated locations
 - Quick Build: At grade crossing
- *FDM allows raised crosswalks and raised intersections at 30 MPH or lower design speed.

- Convert to Bus Bulb**
 - Improves stop comfort + Reduces bus / bike conflict
 - Bikeway goes behind stop
- Add Spot Medians**
 - Limits turning conflicts
 - Permits left turns at designated locations
- Add Lane Definition**
 - Slow traffic & increase driver alertness
 - Utilize profiled thermoplastic to define space
 - Long term: policy to remove back out parking / frequent driveways during redevelopment

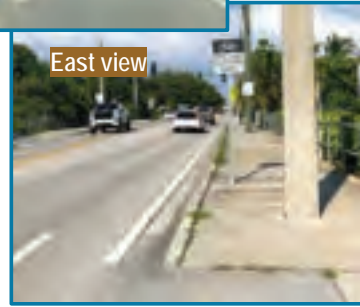
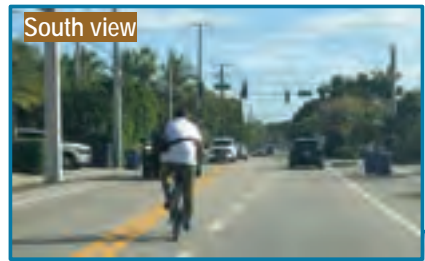
NE 26 St: West of 5-Points

Intersection Improvements @ NE 6 Av



Roundabout Improvements

- Likely requires small ROW purchases in NW and NE corners
- Provides a signature element + slows traffic in all directions
- Raised crosswalks
- Mini-Roundabout, such as in Flagler Village at NE 5 Av and NE 5 St, may be better accommodated in existing ROW.

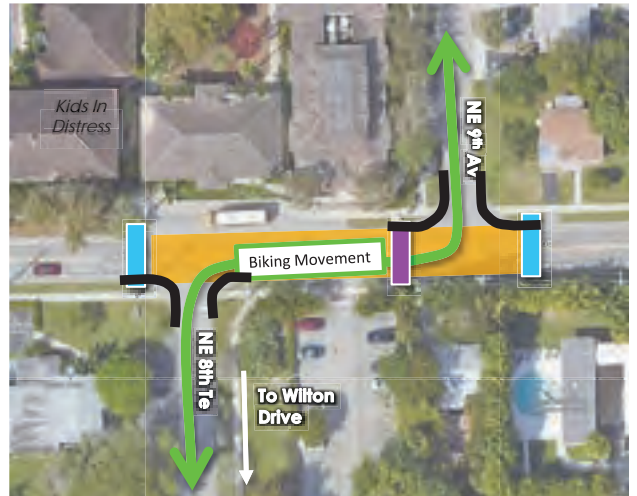


Alternative Intersection Options (No Roundabout)

- Removal of left turn lanes on NE 26 St and repurpose additional space to provide bike lanes leading to / through the intersection
- Add bike boxes on all legs of the intersection
- If all lanes are required, move curb to maintain 5' bike lanes
- Consider raising intersection

NE 26 St: West of 5-Points

Biking Improvements - NE 8 Te to NE 9 Av



- Speed Hump / Table
- Raised Crosswalk with RRFB
- Slow Zone
- Curb Extension

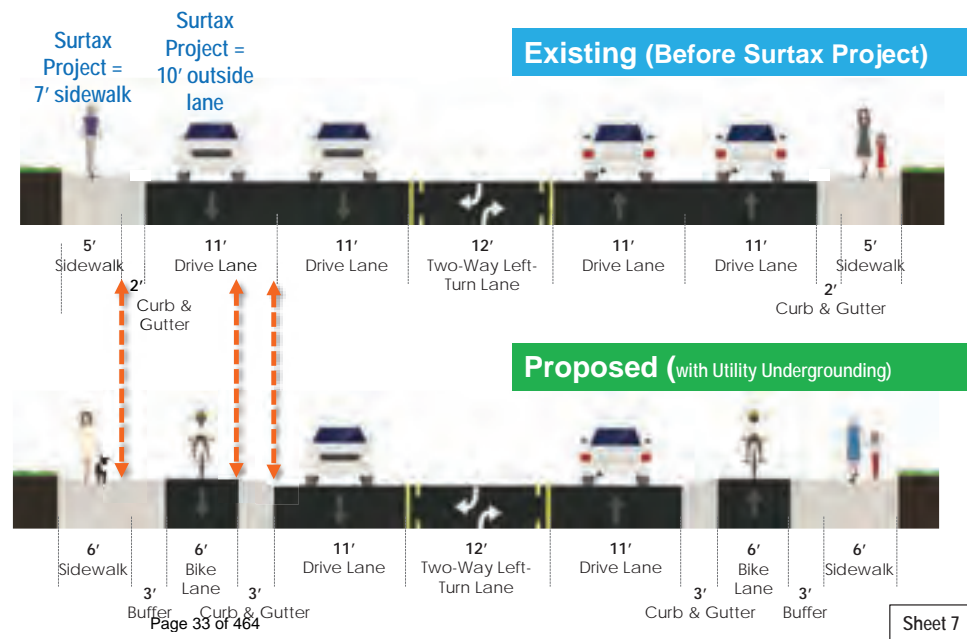
Biking Movement Improvements

- Raised features, including speed tables and raised crosswalks, placed at frequent intervals to calm traffic
- Side Street curbs are widened to slow car turn movements and reduce crossing distance for pedestrians
- Improves comfort for bicyclists crossing roadway, especially at off-set intersections
- Quickbuild speed tables and curb extensions can be implemented in the near term

NE 26 St: East of 5-Points

Proposed Lane Repurposing

- Redesign road to reduce vehicle speeds to 30 MPH.
- Includes raised, protected bike facilities (*Surtax project does not include bicycle facilities*)
- Underground utilities to improve / increase space for walking and biking.
- Add raised elements and crossings to improve multimodal environment
- City previously identified lane elimination as part of TOD Master Plan Study (2019)

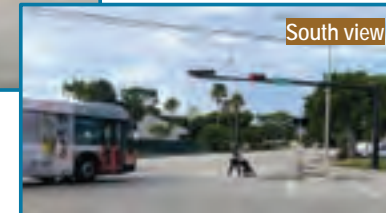
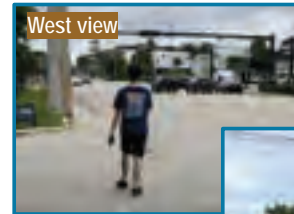


Sheet 7

NE 26 St: East of 5-Points

Intersection Improvements @ NE 15 / 16 Av

Lane Repurposing Option



Option 1: Peanut Roundabout

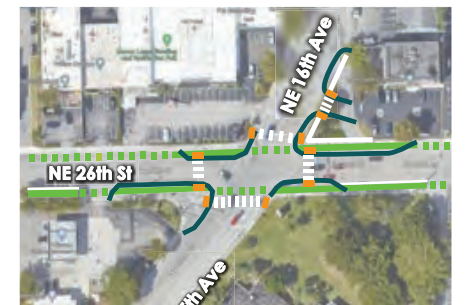
- Slows traffic and eliminates high speed right turns
- Bikes share road with vehicles
- Pedestrian crossings include RRFBs
- Can be mountable for emergency vehicles
- Addresses issues brought on by skew of intersection

Peanut Roundabout in Miami @ Tigertail Av & SW 17 Av



Option 2: Geometry Changes

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

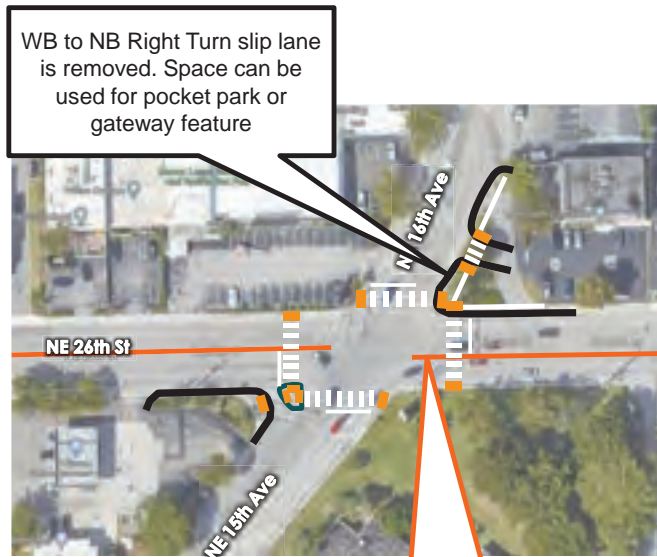


Sheet 8

NE 26 St: East of 5-Points

Intersection Improvements @ NE 15 / 16 Av

5-Lane Option



Addressing Turning Movements Traffic Speed

- Add hardened centerlines on NE 26 St intersection legs
- Remove WB to NB Right turn slip lane (from NE 26 St to NE 16 Av); Limits high speed right turns

Geometry Improvements

- Straighten and shorten pedestrian crossing
- Stop Bar moved behind crosswalks

Walking Improvements

- Implement no right turn on red for turns from NE 15 Ave and NE 16 Ave to NE 26th Street to allow for protected pedestrian crossing
- Restripe crosswalks to high visibility markings
- Add leading pedestrian intervals
- Upgrade to directional curb ramps
- Pedestrian crossing advanced signage
- Tighten curb radii at EB to SB Right Turn Slip Lane
- Construct median refuge islands (as space permits)

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Sheet 9

Dixie Hwy

Proposed Solutions Sheets:

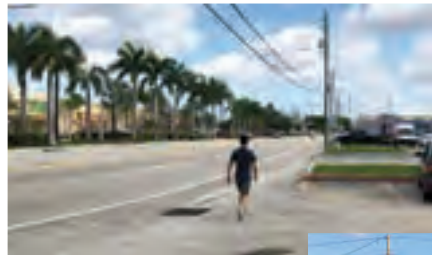
1. Goals
2. Summary of Proposed Solutions: South of 5-Points
3. Summary of Proposed Solutions: North of 5-Points
4. Proposed Spots Medians near Publix & Dunkin Donuts
5. Proposed Midblock Crossing @ 2748

Dixie Hwy

Goals

- ✓ Redesign Roadway to improve access from Wilton Manors to Oakland Park
- ✓ Create cohesive Dixie Hwy character (from Fort Lauderdale to Oakland Park)
- ✓ Lower Speeds to 30 MPH
- ✓ Limit turning conflicts
- ✓ Improved Access Management
- ✓ Reduce severity of crashes
- ✓ Improve Comfort and Safety of Pedestrian and Bicycle facilities along roadway
- ✓ Improve Comfort, Safety, and Convenience of Crossings over Dixie Hwy

North of 5-Points
Biking LTS = 3
Ped LTS = 3



South of 5-Points
Biking LTS = 1
Ped LTS = 3



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Sheet 1

Dixie Hwy: South of 5-Points

Summary of Proposed Solutions

Existing/Committed Facilities
 Bike Lane Raised Intersection



Corridor Wide Strategies

- Add Crosswalks and Conflict Markings at Intersections & Driveways**
- Limits turning conflicts
 - Alerts drivers, bicyclists, and pedestrians to potential conflict

- Evaluate Lighting at Crossings**
- Address nighttime crashes & improve pedestrian comfort

Narrow Side Street Curb Radii

- Slows drivers
- Limits turning conflicts

Add Wayfinding Signage

- Identify best routes to nearby destinations

Traffic Calming Strategies

- Rebuild Raised Intersection**
 - Utilize current best practice as seen at Dixie Hwy & NE 16th St
- Construct Raised Intersection**
 - Slows traffic & supports pedestrian crossing
- Construct Speed Hump/Table***

*ITE Guidelines for the Design and Application of Speed Humps recommends spacing of 260' to 500' to keep 85th percentile operating speed between 25 and 30 mph

- Add Lane Definition**
 - Slows traffic and increases driver alertness
 - Add hardened centerline through curve
 - Utilize profiled thermoplastic to define bike lane
 - Paint bike lanes green / add conflict paint

Sidewalk Strategies

- Clearly Define Sidewalk**
 - Install duratherm treatment between bikeway and sidewalk to define space
 - Paint green conflict markings in bike lane
- Construct sidewalk**
 - To be completed as properties redevelop
- Reconstruct Bridge with Sidewalk on Both Sides**

- Update / Install RRFB**
 - Install double-sided RRFBs on both sides of roadway
 - Verify lighting meets current FDM criteria for RRFB crossings

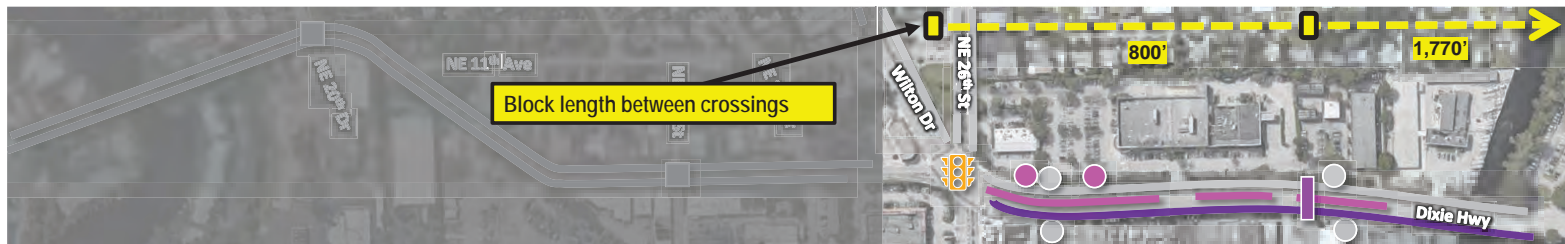
Sheet 2

Dixie Hwy: North of 5-Points

Summary of Proposed Solutions

Existing/Committed Facilities

- Bike Lane
- Bus Stop



Corridor Wide Strategies

- Underground Utilities**
 - Limits sidewalk obstructions
- Evaluate Lighting at Crossings**
 - Address nighttime crashes & improve pedestrian comfort
- Add Wayfinding Signage**
 - Direct pedestrians to use sidewalk on west side

Traffic Calming Strategies

- Construct Median + Convert to Right in / Right Out**
 - Slow traffic
 - Direct crossings to desired locations
- Add Lane Definition**
 - Slows traffic and increases driver alertness
 - Utilize profiled thermoplastic to define space
 - Utilize profiled thermoplastic to define bike lane
 - Paint bike lanes green / add conflict paint
- 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

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Long Term Strategies (eastern parcels redevelopment)

- Require parking to be provided 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 east 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

- Increase Pedestrian Phase**
 - Allow enough time for average and slower users to cross Dixie Hwy
 - 5-Points to be separately designed

Sheet 3

Dixie Hwy: North of 5-Points

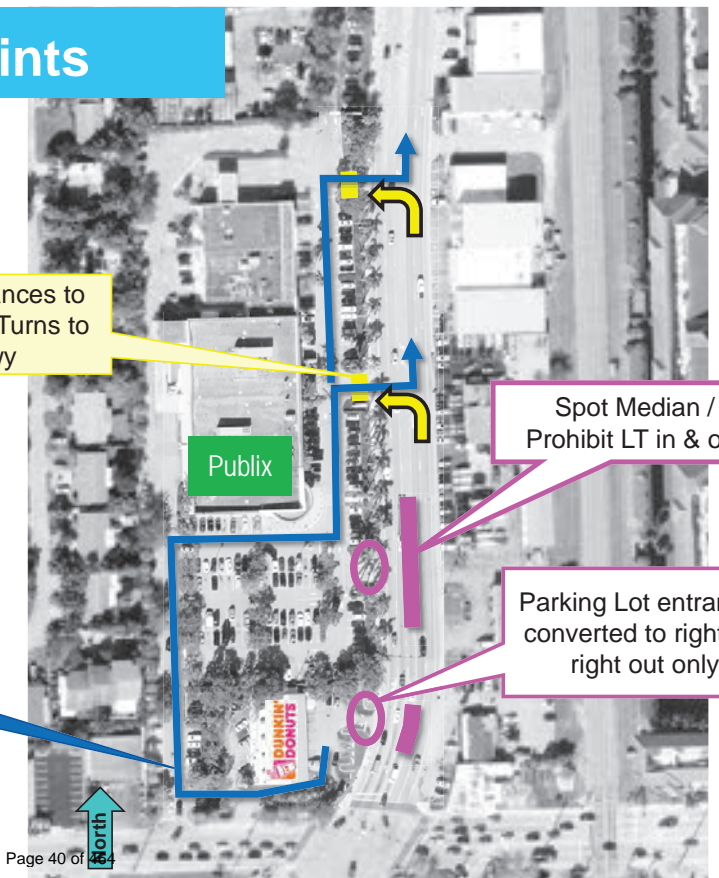
Spot Medians at Publix & Dunkin Donuts

Drivers leaving Dunkin Donuts who want to go NB on Dixie Hwy can drive through parking lot to left turn access openings

Two Parking Lot entrances to continue to allow Left Turns to & from Dixie Hwy

Spot Median / Prohibit LT in & out

Parking Lot entrances converted to right in / right out only

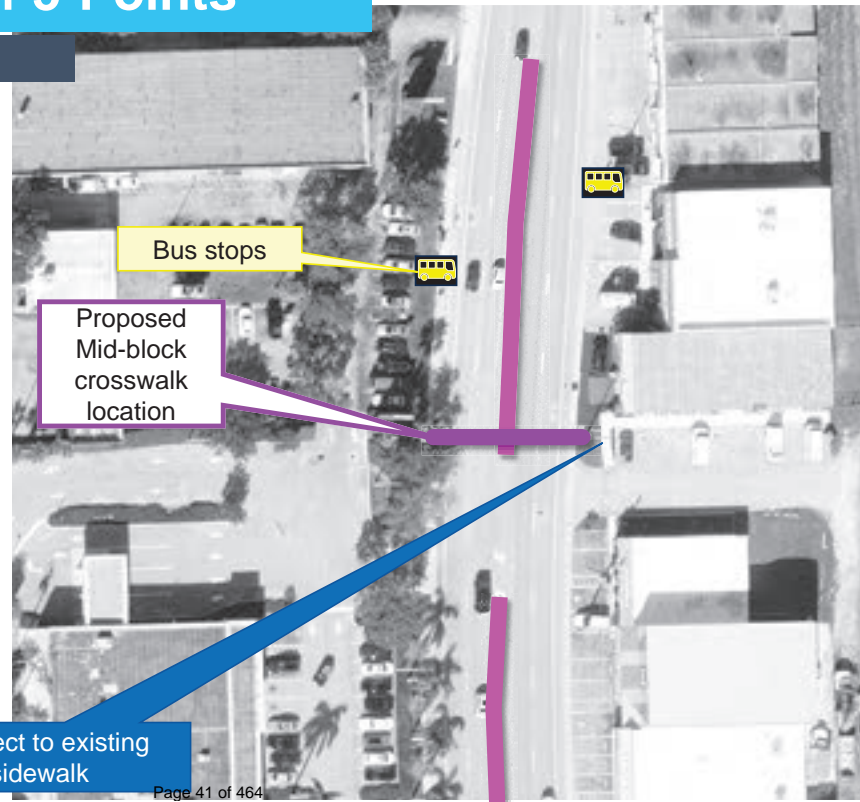


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Sheet 4

Dixie Hwy: North of 5-Points

New Midblock Crossing @ 2748



Sheet 5

NE 24 St Route

Proposed Solutions Sheets:

1. Goals
2. Summary of Proposed Solutions: Route West
3. Summary of Proposed Solutions: Route East
4. Proposed Improvements at NE 6 Av
5. Proposed Improvements at Wilton Dr

Ne 24 St Route

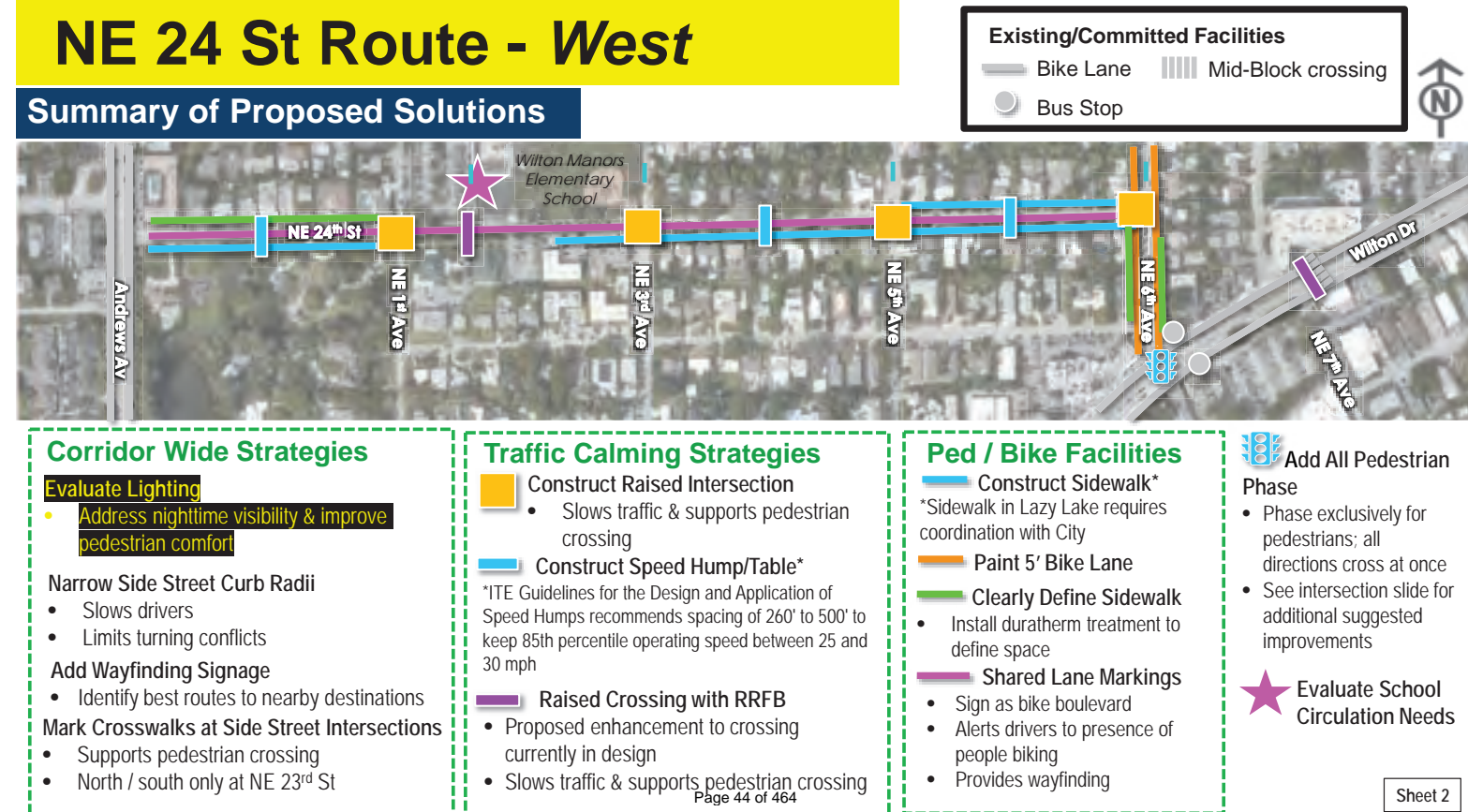
Goals

- ✓ Create cohesive bike / pedestrian route on NE 24 St from Andrews Av to NE 17 Te (connecting via NE 6 Av, Wilton Dr, NE 7 Av, NE 22 Dr, & pedestrian entrance at Union parking lot)
- ✓ Provide comfortable, safe, and convenient bike / pedestrian access to Wilton Manors Elementary School, Wilton Drive, and Dixie Hwy
- ✓ Reduce crossings at unmarked locations (near / at Wilton Dr)
- ✓ Fill in critical sidewalk gaps
- ✓ Identify bike route
- ✓ Traffic calming on residential streets
- ✓ Reduce crash severity, (near / at Wilton Dr)



NE 24 St Route - West

Summary of Proposed Solutions



Corridor Wide Strategies

- Evaluate Lighting**
 - Address nighttime visibility & improve pedestrian comfort
- Narrow Side Street Curb Radii**
 - Slows drivers
 - Limits turning conflicts
- Add Wayfinding Signage**
 - Identify best routes to nearby destinations
- Mark Crosswalks at Side Street Intersections**
 - Supports pedestrian crossing
 - North / south only at NE 23rd St

Traffic Calming Strategies

- Construct Raised Intersection**
 - Slows traffic & supports pedestrian crossing
- Construct Speed Hump/Table***
 - *ITE Guidelines for the Design and Application of Speed Humps recommends spacing of 260' to 500' to keep 85th percentile operating speed between 25 and 30 mph
- Raised Crossing with RRFB**
 - Proposed enhancement to crossing currently in design
 - Slows traffic & supports pedestrian crossing

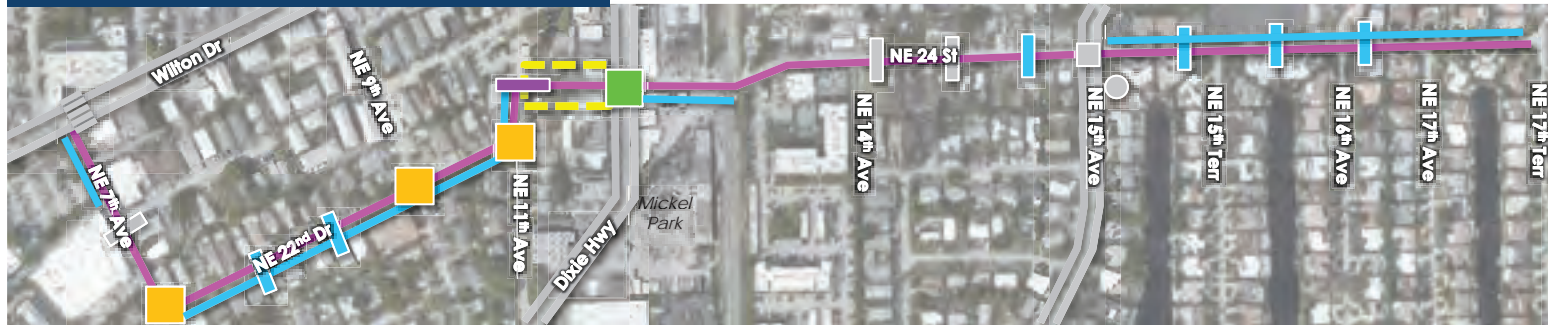
Ped / Bike Facilities

- Construct Sidewalk***
 - *Sidewalk in Lazy Lake requires coordination with City
- Paint 5' Bike Lane**
- Clearly Define Sidewalk**
 - Install duratherm treatment to define space
- Shared Lane Markings**
 - Sign as bike boulevard
 - Alerts drivers to presence of people biking
 - Provides wayfinding

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

NE 24 St Route - East

Summary of Proposed Solutions



Existing/Committed Facilities

- Bike Lane
- Bus Stop
- Mid-Block crossing
- Raised Intersection
- Speed Hump

Corridor Wide Strategies

- Evaluate Lighting**
- Address nighttime visibility & improve pedestrian comfort
- Narrow Side Street Curb Radii**
- Slows drivers
 - Limits turning conflicts
- Add Wayfinding Signage**
- Identify best routes to nearby destinations
- Mark Crosswalks at Side Street Intersections**
- Supports pedestrian crossing
 - North / south only at NE 23rd St

Traffic Calming Strategies

- Construct Raised Intersection**
 - Slows traffic & supports pedestrian crossing
- Rebuild Raised Intersection**
 - Includes RRFB
 - See Dixie Hwy Projects
- Construct Speed Hump/Table***
 - *ITE Guidelines for the Design and Application of Speed Humps recommends spacing of 260' to 500' to keep 85th percentile operating speed between 25 and 30 mph
- Raised Crossing**
 - Slows traffic & supports pedestrian crossing

Ped / Bike Facilities

- Construct Sidewalk**
 - Only on noted side of the street
 - Remove on street parking to make space for sidewalk with curb on NE 7 Ave
 - Shared Lane Markings**
 - Sign as bike boulevard
 - Alerts drivers to presence of people biking
 - Provides wayfinding
- Purchase New Access Easement**
- Allows people to walk and bike through property

NE 24 St Route - West

Improvements at NE 6 Av & Wilton Dr



New diagonal / scramble crosswalk can be functional during heavy pedestrian periods (evenings, special events)

Addressing Left Turns

- Add hardened centerlines to guide and slow left turns

Addressing Right Turns

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

Walking Improvements

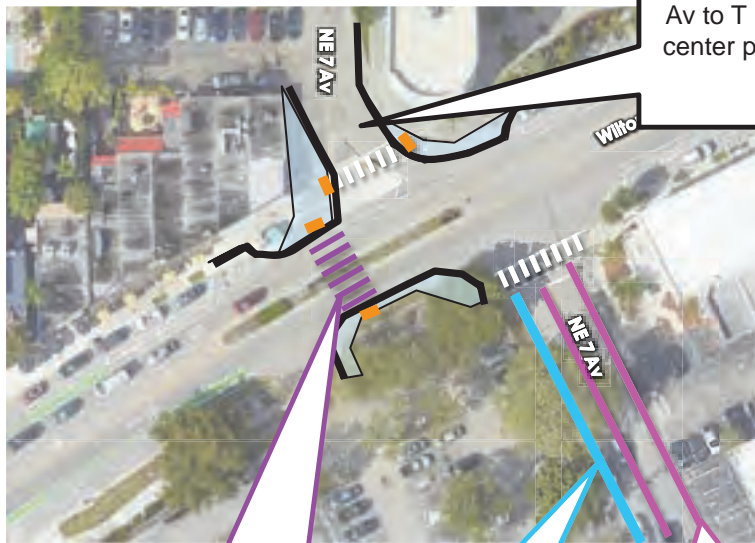
- Implement all pedestrian phase
- Add in scramble crosswalk across intersection
- Build curb extensions to reduce pedestrian crossing distance
- Evaluate lighting and improve as needed

Biking Improvements

- Add green conflict paint (intersections and driveways)
- Allow bikes to use all pedestrian phase
- Install bike boxes on all legs of intersection or construct protected intersection

NE 24 St Route - West

Improvements at NE 6 Av & Wilton Dr



Realign northern leg of NE 7 Av to T Intersection; remove center pork chop; Raise new crosswalk



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

- Move proposed crosswalk to pedestrian desire line south of NE 7th Ave
- Convert proposed crosswalk with RRFB and median refuge to raised crosswalk with RRFB and median refuge
- On NE 7 Av north of Wilton Dr, construct raised crosswalk in new T-Intersection
- Build curb extensions to reduce pedestrian crossing distance
- On NE 7 Av south of Wilton Dr, replace on-street parking with sidewalk
- Evaluate lighting and improve as needed

Proposed Mid-block crosswalk location at popular crossing location

Replace on-street parking with sidewalk

Shared lane markings direct bicyclists along NE 24 St Route

Sheet 5

NE 21 Ct Route

Proposed Solutions Sheets:

1. Goals
2. Summary of Proposed Solutions
3. Proposed Improvements at Wilton Dr

NE 21 Ct Route

Goals

- ✓ Create cohesive bike / pedestrian route on NE 21 Ct from Andrews Av to Dixie Hwy (including NE 20 St)
- ✓ Provide comfortable, safe, and convenient bike / pedestrian access to City Hall, Hagen Park, Wilton Drive, Pocket Park and Equality Park
- ✓ Fill in critical sidewalk gaps
- ✓ Identify bike route
- ✓ Traffic calming on residential streets
- ✓ Reduce crash severity, especially on Wilton Drive

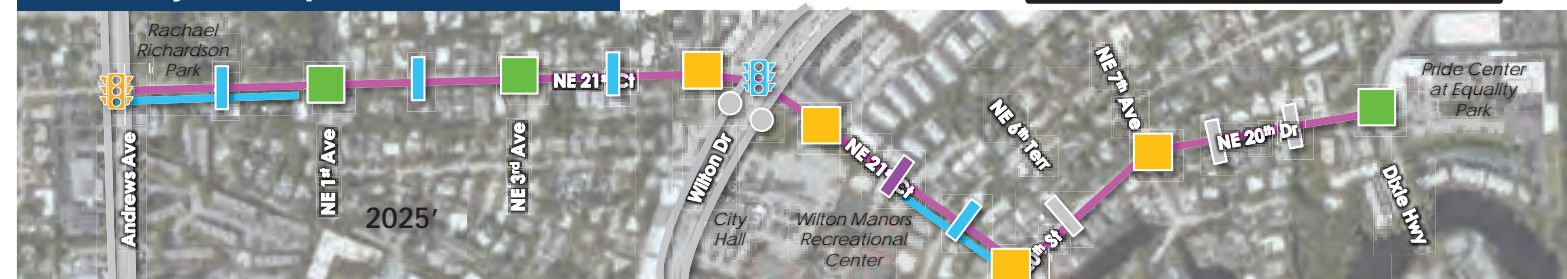


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Sheet 1

NE 21 Ct Route

Summary of Proposed Solutions



Corridor Wide Strategies

- Evaluate Lighting**
 - Address nighttime visibility & improve pedestrian comfort
- Narrow Side Street Curb Radii**
 - Slows drivers + Limits turning conflicts
- Add Wayfinding Signage**
 - Identify best routes to nearby destinations
- Mark Crosswalks at Side Street Intersections**
 - Supports pedestrian crossing
- Underground Utilities**
 - Limits sidewalk obstructions

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Traffic Calming Strategies

- Construct Raised Intersection**
 - Slows traffic & supports pedestrian crossing
- Rebuild Raised Intersection**
 - Include crosswalks and appropriate markings
 - Slows traffic & supports pedestrian crossing
- Construct Speed Hump/Table***
 - *ITE Guidelines for the Design and Application of Speed Humps recommends spacing of 260' to 500' to keep 85th percentile operating speed between 25 and 30 mph
- Raised Crossing with RRFB**
 - Slows traffic & supports pedestrian crossing

Ped / Bike Facilities

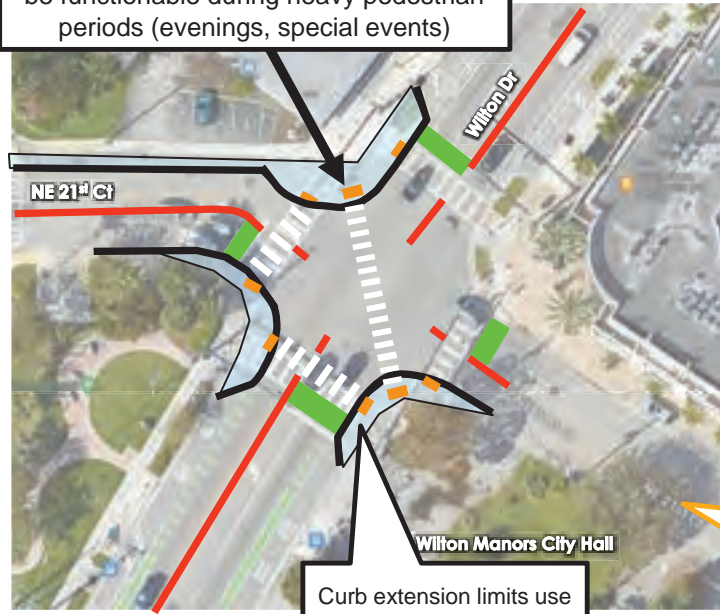
- Construct Sidewalk**
 - Only feasible with utility undergrounding
- Widen Existing Sidewalk to 8 ft (where feasible)**
- Add All Pedestrian Phase**
 - Phase exclusively for pedestrians; all directions cross at once
 - See intersection slide for additional suggested improvements
- Shared Lane Markings**
 - Sign as bike boulevard
 - Alerts drivers to presence of people biking
 - Provides wayfinding
- Increase Pedestrian Phase**
 - Allow enough time for average and slower users to cross Andrews Av
 - See Andrews Av for additional suggested improvements

Sheet 2

NE 21 Ct Route

Intersection Improvements at Wilton Dr

New diagonal / scramble crosswalk can be functionable during heavy pedestrian periods (evenings, special events)



Curb extension limits use of Bus Lane for right turns

Addressing Left Turns

- Add hardened centerlines to guide and slow left turns

Addressing Right Turns

- Install curb extensions and reduce curb radius on NW and SE corners to slow drivers and prevent drivers from using bus lane as turn lane
- Realign NE 21 Ct western approach to a right angle

Walking Improvements

- Implement all pedestrian phase
- Add in scramble crosswalk across intersection
- Build curb extensions to reduce pedestrian crossing distance
- Widen sidewalk on north side of western leg of NE 21 Ct
- New raised intersection with pedestrian crossing at driveway entrance to City Hall parking lot
- Evaluate lighting and improve as needed

Biking Improvements

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

Construct a raised intersection at driveway entrance to Parking Lot, a frequent crossing location



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Sheet 3

Westside Route

Proposed Solutions Sheets:

1. Goals
2. Summary of Proposed Solutions: With Sidewalk
3. Summary of Proposed Solutions: Without Sidewalk

Westside Route

Goals

- ✓ Traffic calming
- ✓ Create a cohesive bike / pedestrian route in the neighborhood east of Powerline Rd, west of Andrews Av, and south of NW 29 St
- ✓ Create an extension of the NE 24 St or NE 21 Ct Route
- ✓ Provide comfortable, safe, and convenient bike / pedestrian access to Mickel Park
- ✓ Identify bike route



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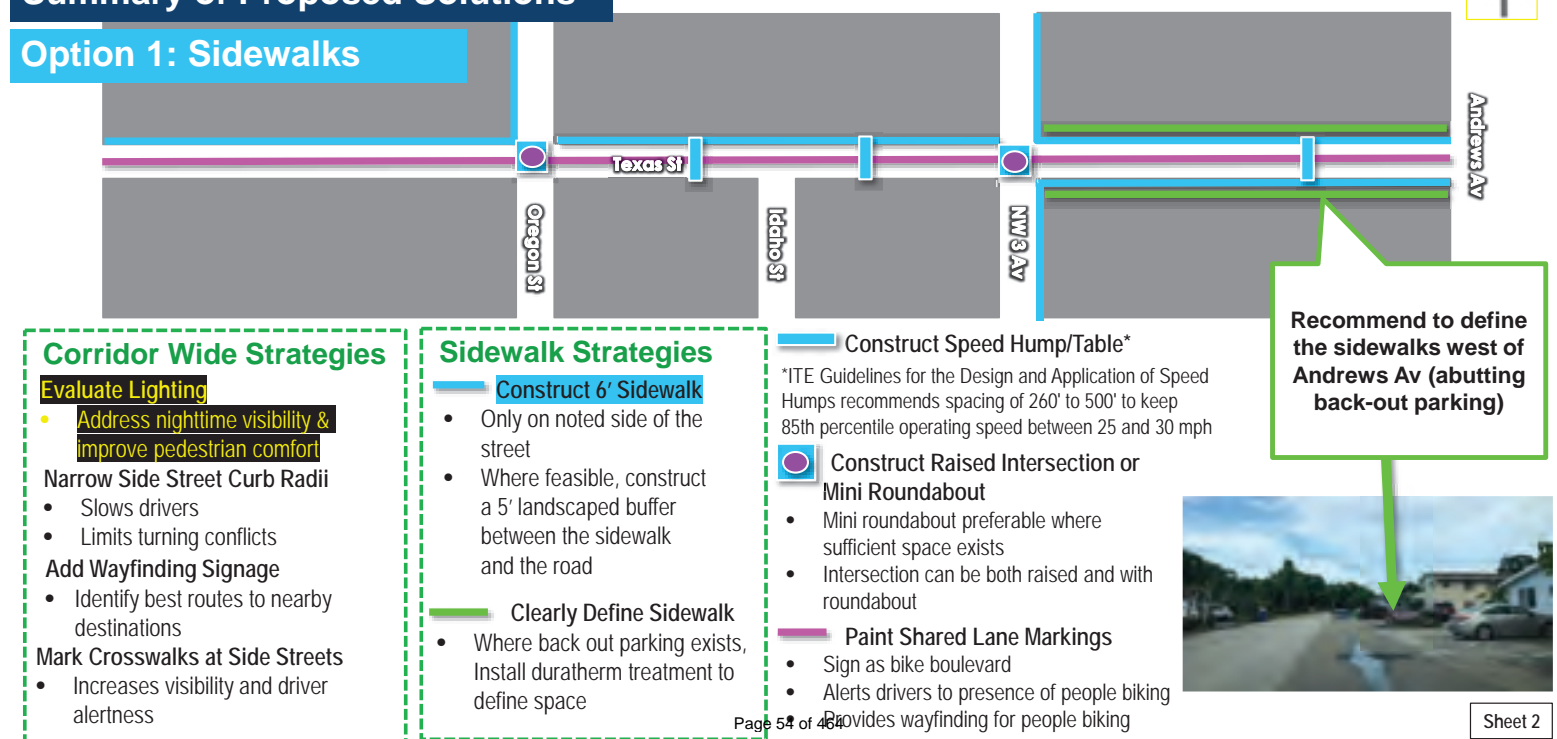
Sheet 1

Westside Route

Summary of Proposed Solutions

Option 1: Sidewalks

- Route has not been identified
- Solutions are based on existing conditions throughout neighborhood



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Sheet 2

AGENDA



Life's Just Better Here

WELCOME TO YOUR CITY COMMISSION MEETING
YOUR INPUT IS ENCOURAGED DURING "COMMENTS FROM THE PUBLIC" AND DURING ANY SCHEDULED PUBLIC HEARING

CITY COMMISSION WORKSHOP ON TRANSPORTATION MASTERPLAN Thursday, January 18, 2024 6:30 PM – COMMISSION CHAMBERS

1. CALL TO ORDER
 - a. Pledge of Allegiance
2. ROLL CALL
3. PRESENTATION
 - a. Transportation Masterplan Workshop
4. COMMENTS FROM THE PUBLIC
Any member of the Public may speak on any issue for three (3) minutes.
5. COMMISSION DISCUSSION
6. ADJOURNMENT

Pursuant to FS. 286.0105, if a person decides to appeal any decision made by the Board, Agency or Commission with respect to any matter considered at such meeting, or hearing, he/she will need a record of the proceedings and that for such purposes he/she may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is based. Any person requiring Auxiliary Aids and Services for the Meeting may call the ADA Coordinator at (954) 390-2120 at least two working days prior to the meeting. If you are Hearing or Speech impaired, please contact the Florida Relay Services by using the following phone numbers: 1-800-955-8770 (Voice) 1-800-955-8771 (tdd)

Westside Route

Summary of Proposed Solutions

Option 2: No Sidewalks

- Route has not been identified
- Solutions are based on existing conditions throughout neighborhood



More speed humps are recommended when no sidewalk exists

Corridor Wide Strategies

Evaluate Lighting

- Address nighttime visibility & improve pedestrian comfort

Narrow Side Street Curb Radii

- Slows drivers
- Limits turning conflicts

Add Wayfinding Signage

- Identify best routes to nearby destinations

Add Shared Road Signage

- Increases visibility and driver alertness

Mark Crosswalks at Side Streets

- Increases visibility and driver alertness

Sidewalk Strategies

Clearly Define Existing Sidewalk

- Where back out parking exists, Install duratherm treatment to define space

Require new development to construct 6' sidewalks

Paint Shared Lane Markings

- Alerts drivers to presence of people biking
- Provides wayfinding for people biking

Construct Speed Hump/Table*

*ITE Guidelines for the Design and Application of Speed Humps recommends spacing of 260' to 500' to keep 85th percentile operating speed between 25 and 30 mph

Construct Raised Intersection or Mini Roundabout

- Mini roundabout preferable where sufficient space exists
- Intersection can be both raised and with roundabout

Temporary "Shared Road" signage can be installed



Sheet 3

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

Learn more today!

browardmpo.org/plans/city-of-wilton-manors

Agenda

- TMP: Brief Refresher
- Since we last met....
- **Workshop Discussion:**
 1. Plan Study Area Recommendations
 2. Westside Route
- Community Meetings + Next Steps



TMP: Brief Refresher

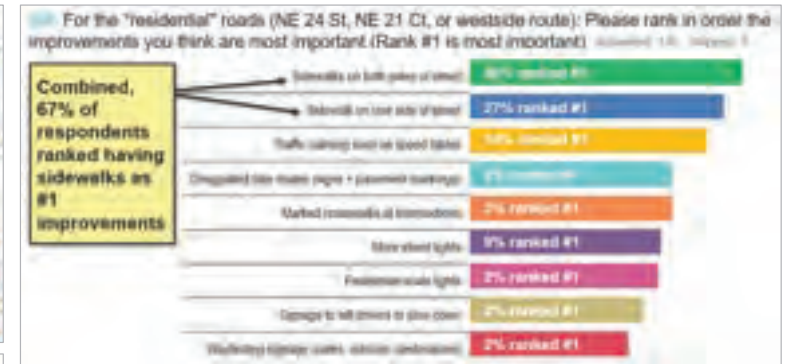
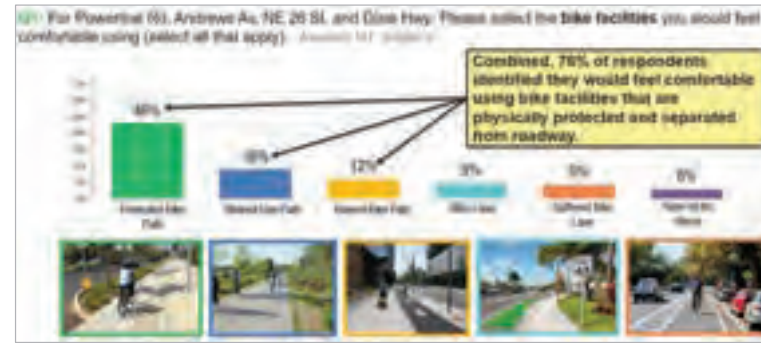


Vision

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.

Since we last met... Survey Monkey

- Sept 5 – Dec 1, 2023
- 3 questions plus general comment
- 151 responses
- 80 general comments



Most Common Topics

Topic	Trigger comments
21 Ct	Sidewalk gaps • Streetlights on 21 Ct • Lane width improvements needed for crossing at intersections
Powerline Rd	Spacing / Safety • Roundabouts on Powerline Rd • Lane width improvements needed for crossing at intersections
Andrews Av	Spacing / Safety • Roundabouts on Andrews Av • Lane width improvements needed for crossing at intersections
NE 26 St	Spacing / Safety • Roundabouts on NE 26 St • Lane width improvements needed for crossing at intersections
NE 24 St	Spacing / Safety • Roundabouts on NE 24 St • Lane width improvements needed for crossing at intersections
NE 21 Ct	Spacing / Safety • Roundabouts on NE 21 Ct • Lane width improvements needed for crossing at intersections
Westside	Spacing / Safety • Roundabouts on Westside • Lane width improvements needed for crossing at intersections
NE 24 St	Spacing / Safety • Roundabouts on NE 24 St • Lane width improvements needed for crossing at intersections
NE 21 Ct	Spacing / Safety • Roundabouts on NE 21 Ct • Lane width improvements needed for crossing at intersections
Westside	Spacing / Safety • Roundabouts on Westside • Lane width improvements needed for crossing at intersections

- PLUS! Stakeholder Meetings**
- ✓ 1/3/2024: City Staff Working Group Meeting - Recommendations
 - ✓ 1/17/2024: Broward County Complete Streets Team Meeting
 - ✓ 1/17/2024: FDOT - Recommendations for FDOT Roadways

Workshop Discussion

Part 1: Plan Study Area Recommendations

- Recommendations are based on the TMP's Vision, Existing Conditions, Public Engagement Feedback, Stakeholder Meetings, and Best Practices of Mobility and Safety Countermeasures
- Recommendations are *Planning-Level* Concepts. They reflect roadway and surrounding conditions but are not based on roadway surveys. Specific locations, materials, signalization, and similar details would be refined during project design.
- The TMP will include for the Recommendations: cost estimates, scope of work, and list of additional studies needed.

Part 2: Westside Route

- Two potential bike / pedestrian routes have been identified in the neighborhood located between Powerline Rd and Andrews Av, south of NW 29 St.
- Recommendations for improvements include an option with sidewalks and an option without sidewalks.
- The TMP will include cost estimates, scope of work, and list of additional studies needed.



Recommendations: Legend & Examples

Legend:

- Rebuild Raised Intersection
- Raised Intersection
- Mini Roundabout
- Peanut Roundabout
- Add Pedestrian Phase
- Increase Pedestrian Phase
- Add All Pedestrian Phase / Scramble
- Speed Hump/Table
- Raised Crossing with RRFB
- Center Lane Median
- Close Median Access
- Convert to Right in / Right Out
- Update / Install RRFB (Double-sided RRFB / Both sides of roadway)

Examples:

- Raised Intersection
- Peanut Roundabout
- Raised Crossing with RRFB
- Raised Intersection
- Scramble Intersection
- Before / After: Center Lane Median

Recommendations: Legend & Examples



- ■ ■ Lane Repurposing
- ■ ■ Lower Design Speed to 30 MPH
- ■ ■ Add Lane Definition
- ■ ■ Raised Bike Lane or Shared Use Path
- ■ ■ Widen Sidewalk to 8'
- ■ ■ New sidewalk
- ■ ■ Clearly Define Sidewalk
- ■ ■ Paint 5' Bike Lane
- ■ ■ Shared Lane Markings
- ■ ■ Evaluate Lighting
- ■ ■ Relocate BCT Stop
- ■ ■ Convert to Bus Bulb



Recommendations: General Solutions for Plan Study Area

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

Other Improvements

- ✓ All mid-block crossings are intended to include **Rectangular Rapid Flashing Beacons (RRFBs)** (or signals)
- ✓ On 2-Lane roads, **mid-block crossings** should also be raised
- ✓ **Conflict Markings** should be added at Intersections, Driveways & Back-out parking lots
- ✓ **Side Street Curb Radii** should be narrowed (Curb Extension)
- ✓ Add **Wayfinding Signage**
- ✓ Underground Utilities
- ✓ Evaluate **Lighting** for safety and comfort



NE 26 St

Goals

- ✓ Redesign Roadway to better match adjacent land use (School / Childcare, Community Facilities, Retirement Homes, Low / Medium Density Residential, and Redevelopment / Mixed-use).
- ✓ Redesign east portion of NE 26 St to have consistent (30 MPH) speed limit as west portion
- ✓ Provide dedicated Bike Facilities along entire roadway
- ✓ Limit turning conflicts
- ✓ Improve Access Management
- ✓ Reduce severity of crashes
- ✓ Improve Comfort and Safety of Pedestrian facilities along entire roadway
- ✓ Improve Comfort, Safety, and Convenience of for crossing over NE 26 St



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NE 26 St - East

Lane Repurposing Option

Background:

1. NE 26 St east of 5-Points is owned by Broward County
2. For Lane Repurposing requests, the County requires a Traffic Analysis and approval by the County Commission.
 - A Traffic Analysis assesses the impacts of a lane repurposing, including intersection capacity analysis, diversion analysis, and volume projections.
3. In 2022, Broward County Highway Construction and Engineering Division staff did a *high-level* review of a lane repurposing of NE 26 St.
 - County staff did not think the lane elimination would meet the County's criteria due to projected volume (based on the BMPO's "Roadways Capacity and LOS Analysis (2045)")
 - The County did NOT prepare a Traffic Analysis.
 - The BMPO's "Roadways Capacity and LOS Analysis" is a data point used by BMPO as an input. ***It is not intended to be a traffic analysis tool.***

Why Lane Repurposing?

- Public feedback during the TMP indicates a desire for bicycle facilities along NE 26 St, as well as a slower roadway with overall improved pedestrian comfort
- NE 26 St is a collector, not an arterial, indicating a street which mainly provides access to destinations as opposed to a through street providing regional mobility
- NE 26 St between Dixie Hwy and NE 19 Av scores in the top 25% for weighted walking and biking crashes per mile in the City.
- Plans for future development (particularly between Dixie Hwy and NE 15 / 16 Av) suggest a more urban environment similar to Wilton Dr which will increase demand for walking and biking along and across NE 26 St
- The Broward County Surtax project does not include bicycle facilities for NE 26 St.
- **The only method to construct bike facilities along NE 26 St would be through a Lane Repurposing**

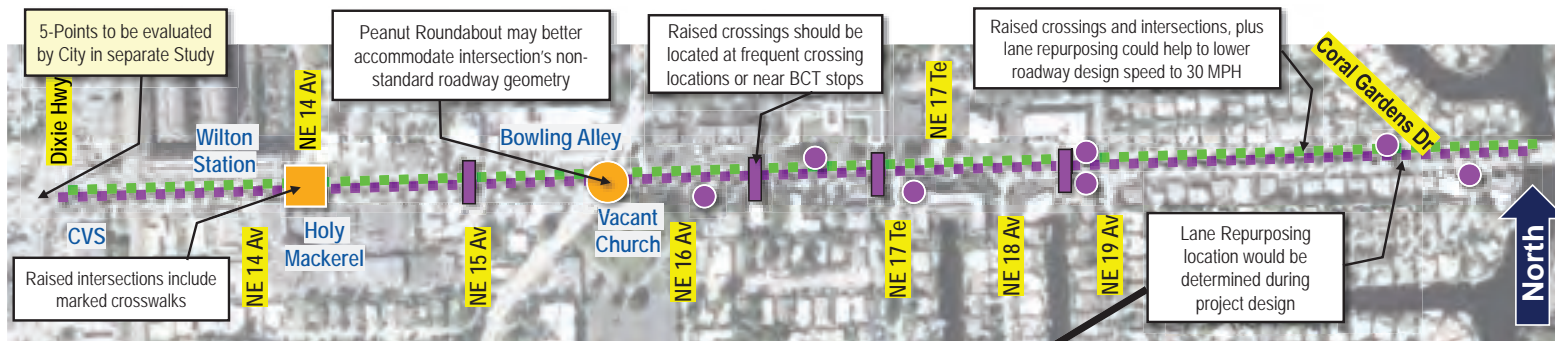
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Technical Feasibility:

- Current AADT (roadway volumes) are:
 - Andrews Av to NE 15 / 16 Av: 14,300
 - NE 15 / 16 Av to US1: 12,000
- The BMPO's "Roadways Capacity and LOS Analysis" (2045) forecasts NE 26 St west of 5-Points will decrease in volume (14,500 to 11,300) **BUT east of 5-Points will increase in volume (12,200 to 21,000)**
 - This forecast is inconsistent with existing roadway volumes.
 - The subarea of NE 26 St east of Dixie Hwy has not been validated to predict future forecasted volumes and local travel patterns.
- A Traffic Analysis would assess how this portion of NE 26 St may operate in the future given its limited distance.
 - Factors which should be considered include: Recent future development; The impact of the rail crossing and increasing train activity; The impact of a potential future rail stop; Network connectivity (or lack thereof); Origin / Destination patterns for existing trips
- The BMPO's Scope for the TMP does NOT include a Traffic Analysis
- **County Staff have confirmed that the County will evaluate a Lane Repurposing request based on a Traffic Analysis.**

NE 26 St - East

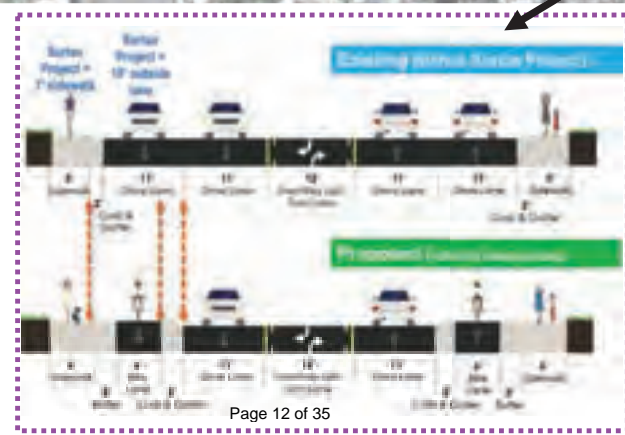
Lane Repurposing Option



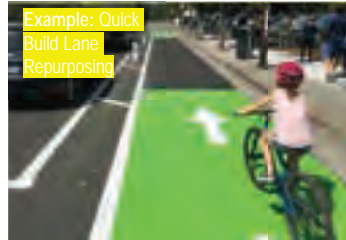
- Raised Intersection
- Peanut Roundabout
- Raised Crossing with RRFB
- Lane Repurposing
- Lower Design Speed to 30 MPH
- Convert to Bus Bulb

Corridor-wide Recommendations (not shown)

- Add Conflict Markings at Intersections, Driveways & back-out parking lots
- Narrow Side Street Curb Radii
- Add Wayfinding Signage
- Underground Utilities
- Evaluate Lighting at Crossings

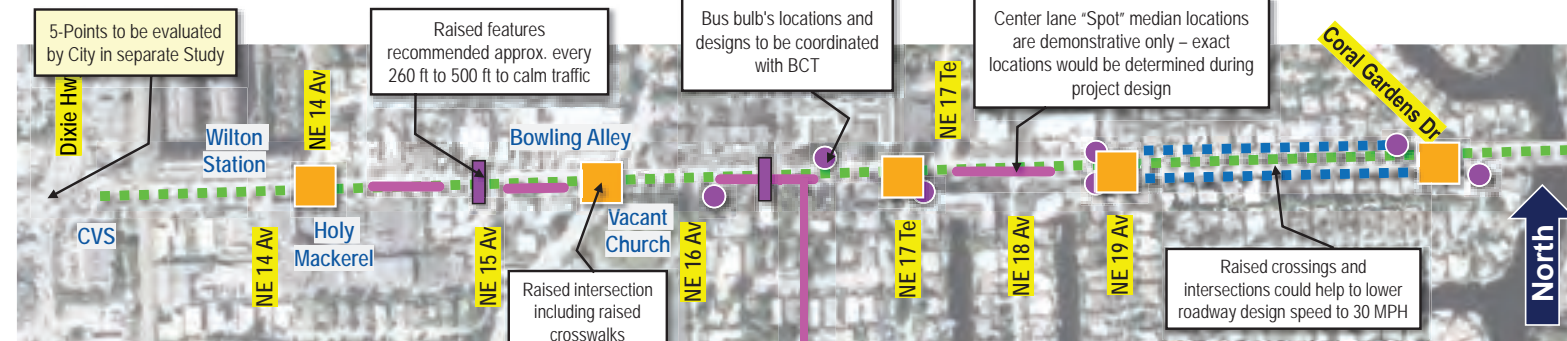


- Outside drive lane converted to raised, protected bike facilities
- Start / stop location would be determined during project design
- Quick Build Repurposing can build community support and ensure design meets expectations



NE 26 St - East

5-Lane Option (No Bike Facilities)



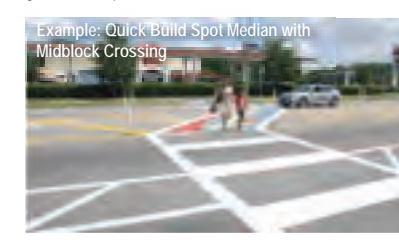
- Raised Intersection
- Raised Crossing with RRFB
- Center Lane Median
- Lower Design Speed to 30 MPH
- Add Lane Definition
- Convert to Bus Bulb

Corridor-wide Recommendations (not shown)

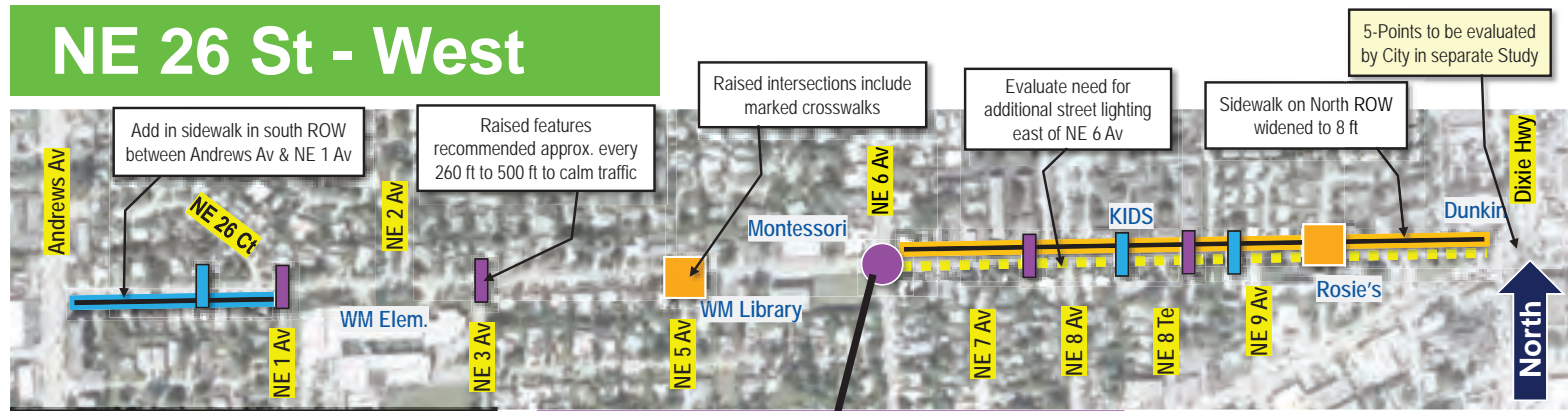
- Add Conflict Markings at Intersections, Driveways & back-out parking lots
- Narrow Side Street Curb Radii
- Add Wayfinding Signage
- Underground Utilities
- Evaluate Lighting at Crossings



- Center lane medians would improve access management by limiting free flow left turn and U-turn movements
- Center lane medians also provide locations for new crosswalks
- Locations of medians would be determined during project design
- Quick Build medians can build community support and ensure design meets expectations



NE 26 St - West



Legend

- Orange square: Raised Intersection
- Purple circle: Mini Roundabout
- Blue rectangle: Speed Hump/Table
- Purple rectangle: Raised Crossing with RRFB
- Yellow rectangle: Widened Sidewalk to 8'
- Black rectangle: New sidewalk
- Yellow dashed line: Evaluate Lighting

Corridor Recommendations (not shown)

- Add Conflict Markings at Intersections & Driveways
- Narrow Side Street Curb Radii
- Add Wayfinding Signage
- Underground Utilities



Mini-Roundabout at NE 6 Av

- Likely requires small ROW purchases in NW and NE corners
- Includes Raised crosswalks
- Bike Lanes merge to Sharrows through roundabout

Example: Dixie Hwy @ NE 16 St

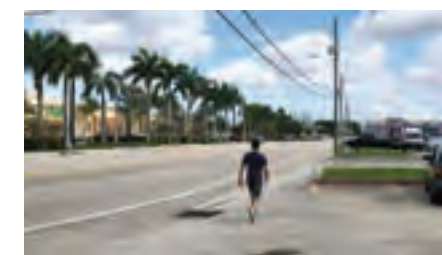
NE 6 Av: No Roundabout Options

1. Removal of left turn lanes on NE 26 St and repurpose additional space to provide bike lanes leading to / through the intersection
 - Add bike boxes on all legs of the intersection
2. If all lanes are required, maintain 5' bike lanes

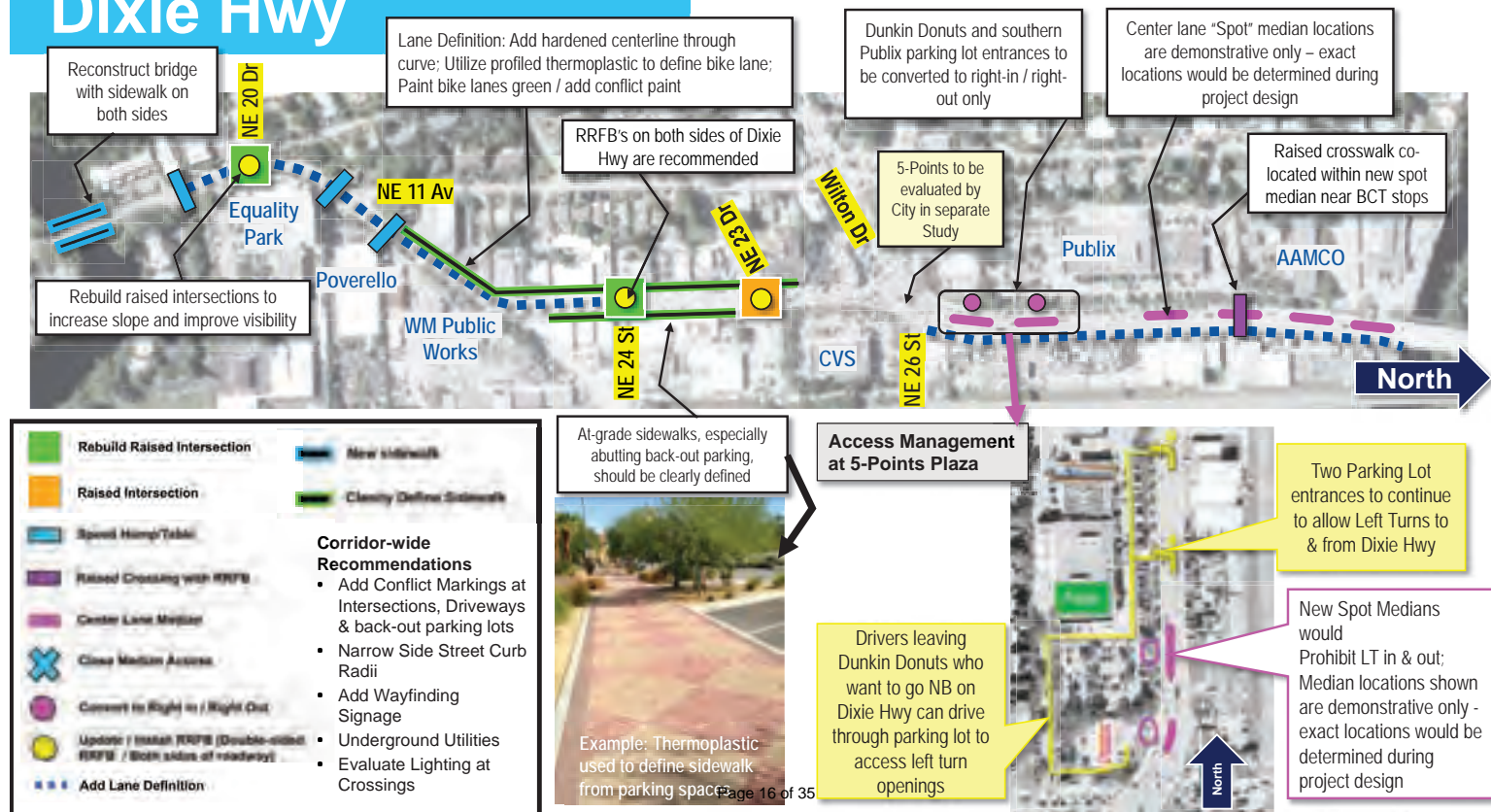
Dixie Hwy

Goals

- ✓ Redesign Roadway to improve access from Wilton Manors to Oakland Park
- ✓ Create cohesive Dixie Hwy character (from Fort Lauderdale to Oakland Park)
- ✓ Lower Speeds to 30 MPH
- ✓ Limit turning conflicts
- ✓ Improved Access Management
- ✓ Reduce severity of crashes
- ✓ Improve Comfort and Safety of Pedestrian and Bicycle facilities along roadway
- ✓ Improve Comfort, Safety, and Convenience of Crossings over Dixie Hwy



Dixie Hwy



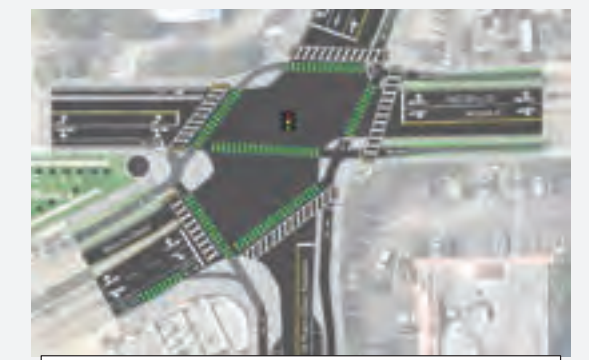
Recommendations: 5-Points Future Redesign

- Confluence of some of the most heavily utilized, multimodal corridors in the City
- Influenced by the Florida East Coast Railway
- Many people walking and biking through the area daily.

Community members noted 5-Points is uncomfortable to cross due to long crossing distances, difficulty navigating the multiple legs of the intersection, and long signal cycles / wait times.

The following should be considered as the City pursues a preferred design:

- Reduce speed and number of conflicts.** Wilton Manors should consider intersection improvements and redesigns that **slow vehicular traffic** and **minimize the number of vehicle-to-vehicle, vehicle-to-micromobility, and vehicle-to-pedestrian conflict points.** This may include:
 - Signal cycle modifications, including considering an all-pedestrian phase.
 - Limiting or eliminating turn movements (i.e. right turns on red).
 - Alternative intersection designs (i.e. roundabout or a protected intersection).
 - Realigning one or more legs of the intersection to reduce the number of intersection legs.
- Increase visibility of conflict zones** (i.e. green cross-bike striping for biking and high visibility crosswalks for walking).
- Consider access.** The City should consider the implementation of access management projects near the intersection.

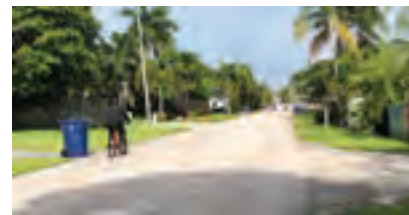


Source: Five Points Intersection Concept - Wilton Manors TOD Master Plan

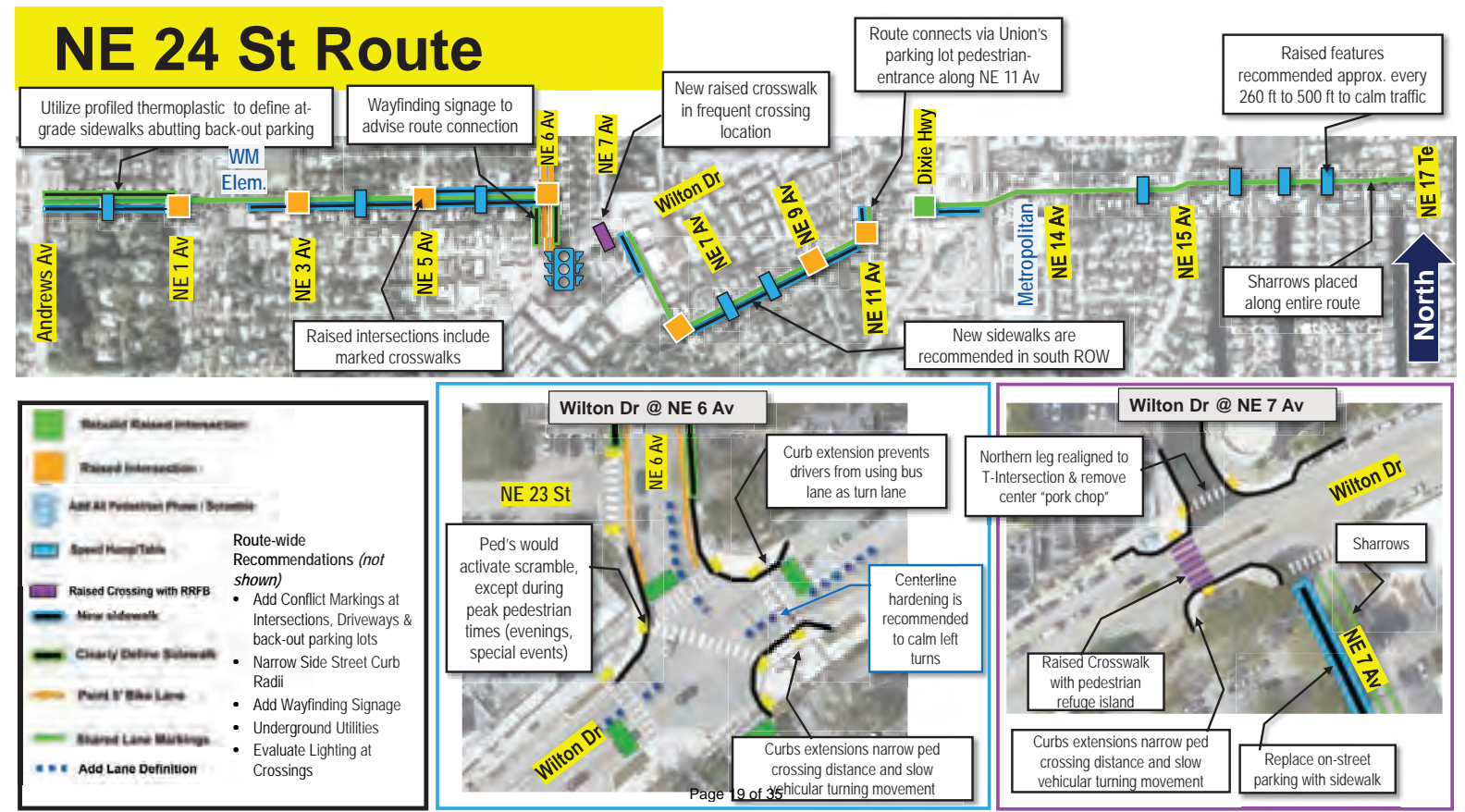
NE 24 St Route

Goals

- ✓ Create cohesive bike / pedestrian route on NE 24 St from Andrews Av to NE 17 Ter (connecting via NE 6 Av, Wilton Dr, NE 7 Av, NE 22 Dr, & pedestrian entrance at Union parking lot)
- ✓ Provide comfortable, safe, and convenient bike / pedestrian access to Wilton Manors Elementary School, Wilton Drive, and Dixie Hwy
- ✓ Reduce crossings at unmarked locations (near / at Wilton Dr)
- ✓ Fill in critical sidewalk gaps
- ✓ Identify bike route
- ✓ Traffic calming on residential streets
- ✓ Reduce crash severity, (near / at Wilton Dr)



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NE 21 Ct Route

Goals

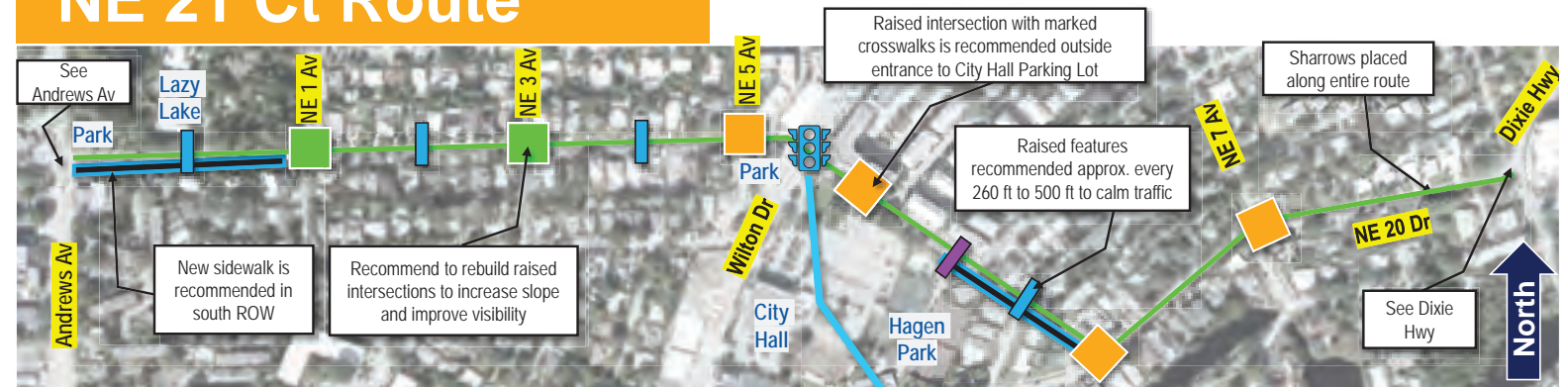
- ✓ Create cohesive bike / pedestrian route on NE 21 Ct from Andrews Av to Dixie Hwy (including NE 20 St)
- ✓ Provide comfortable, safe, and convenient bike / pedestrian access to City Hall, Hagen Park, Wilton Drive, Pocket Park and Equality Park
- ✓ Fill in critical sidewalk gaps
- ✓ Identify bike route
- ✓ Traffic calming on residential streets
- ✓ Reduce crash severity, especially on Wilton Drive



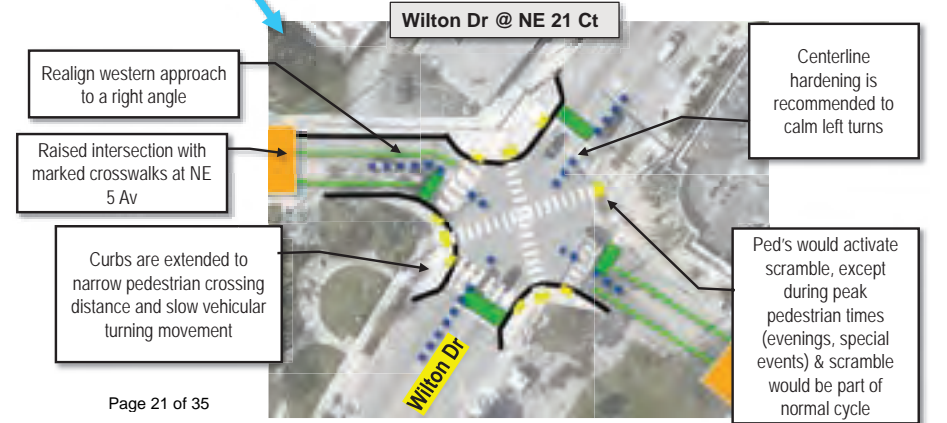
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NE 21 Ct Route



	Rebuild Raised Intersection	Corridor-wide Recommendations (not shown) <ul style="list-style-type: none"> • Add Conflict Markings at Intersections, Driveways & back-out parking lots • Narrow Side Street Curb Radii • Add Wayfinding Signage • Underground Utilities • Evaluate Lighting at Crossings
	Raised Intersection	
	Add All Pedestrian Phase / Scramble	
	Speed Hump/Table	
	Raised Crossing with RRFB	
	New sidewalk	
	Shared Lane Markings	
	Add Lane Definition	



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Andrews Av

Goals

- ✓ Re/Connect “west” & “east” Wilton Manors
- ✓ Redesign Roadway to better match planned mixed-use redevelopment
- ✓ Limit turning conflicts
- ✓ Improved Access Management
- ✓ Reduce severity of crashes
- ✓ Improve Comfort and Safety of Pedestrian and Bicycle facilities along roadway
- ✓ Improve Comfort, Safety, and Convenience of Crossings over Andrews Av



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Andrews Av

Define roadway space from paved ROW

Recommend relocating BCT Stops north, closer to NW 20 St

Center lane “Spot” median locations shown are demonstrative only – exact locations would be determined during project design

Roadway / Curb reconstruction to widen sidewalk to Shared Use Path on both sides of roadway

Raised crossings should be co-located with new center median to provide refuge, and located near BCT stops

North

Legend:

- Increase Pedestrian Phase
- Raised Crossing with RRFB
- Center Lane Median
- Add Lane Definition
- Raised Bike Lane or Shared Use Path
- Relocate BCT Stop

Corridor-wide Recommendations (not shown)

- Add Conflict Markings at Intersections, Driveways & back-out parking lots
- Narrow Side Street Curb Radii
- Mark Crosswalks at Side Street Intersections
- Add Wayfinding Signage
- Underground Utilities
- Evaluate Lighting

Existing (North at OP Blvd)

Proposed Shared Use Path

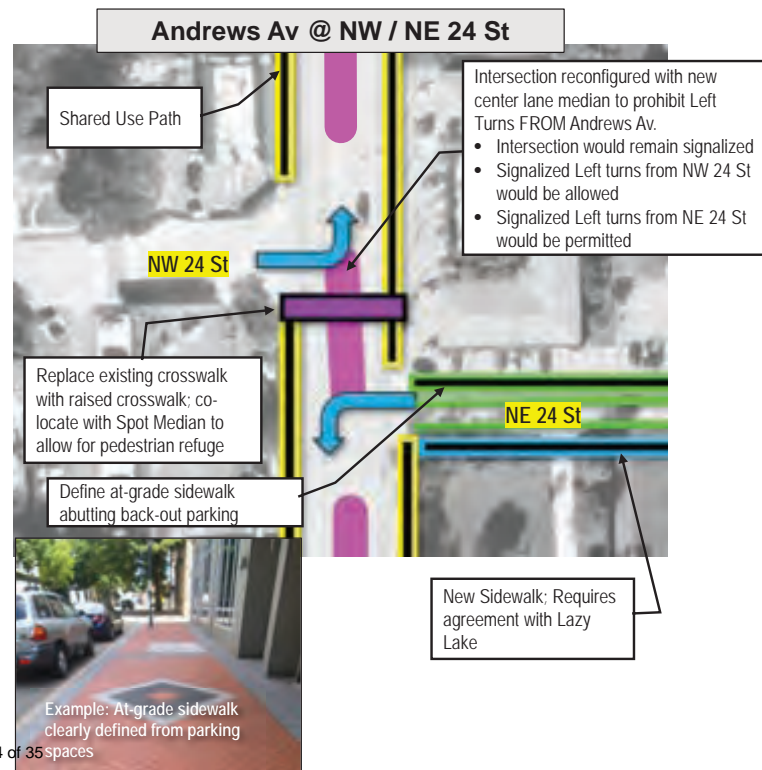
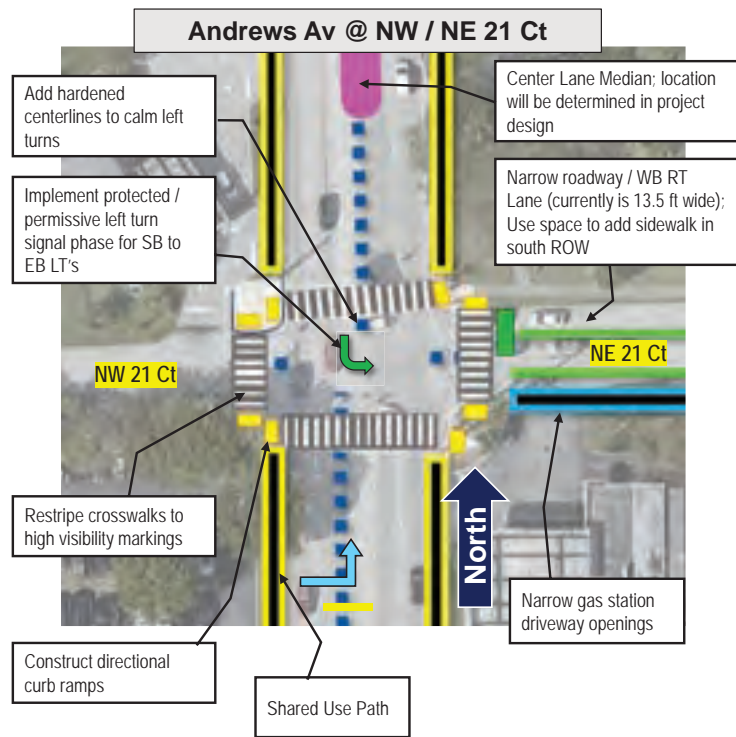
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- Curb would be reconstructed approximately 3 ft to widen sidewalk to Shared Use Path
- Shared Use path would have 8 ft of clear space, plus 3 additional feet for landscaping
- Utilities should be moved or placed underground to limit obstructions
- Trees and pedestrian scale lights are recommended to improve comfort for both day-time and night-time activity

Example: Shared Use Path with Trees & Lights

Andrews Av

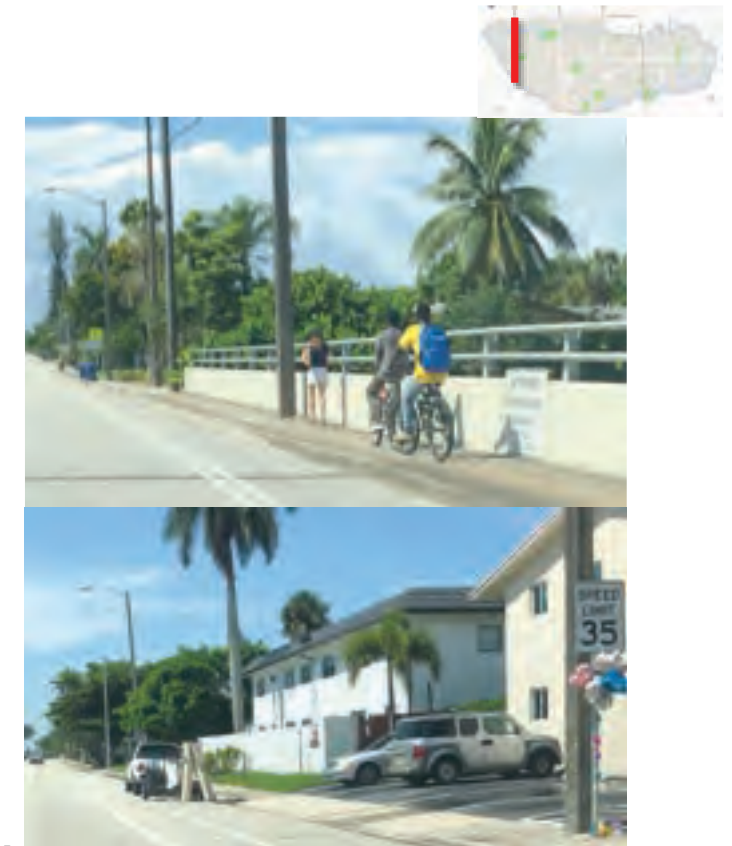
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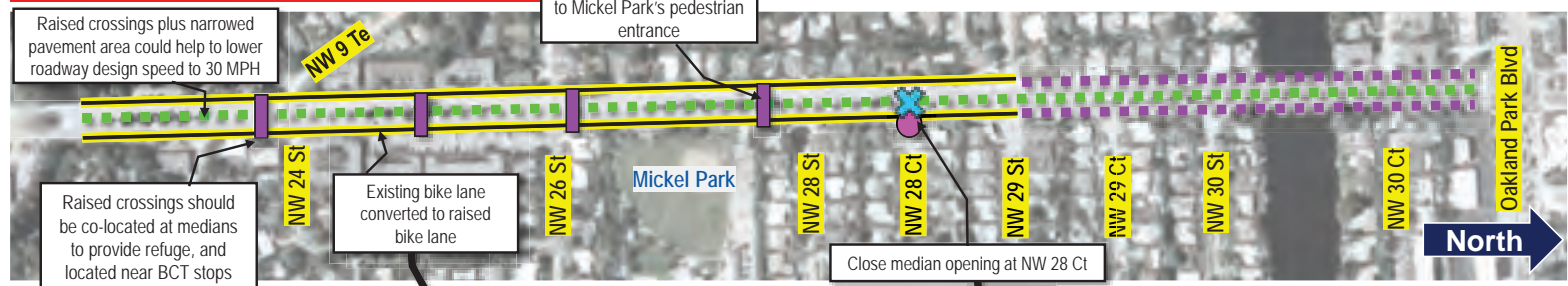
Powerline Rd

Goals

- ✓ Redesign Roadway to better match surrounding Residential Land Use
- ✓ Lower Speeds to 30 MPH
- ✓ Limit turning conflicts
- ✓ Improved Access Management
- ✓ Reduce severity of crashes
- ✓ Improve Comfort and Safety of Pedestrian and Bicycle facilities along roadway
- ✓ Improve Comfort, Safety, and Convenience of Crossings over Powerline Rd



Powerline Rd

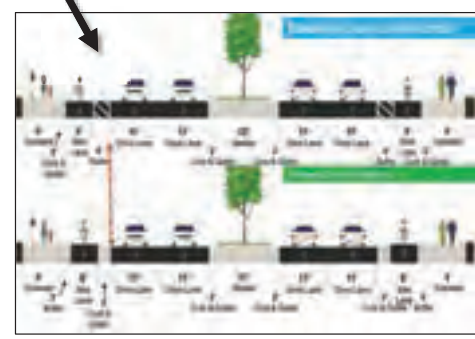


Legend

- Raised Crossing with RRFB
- ⊗ Close Median Access
- Convert to Right In / Right Out
- ▬ Lane Repurposing
- ▬ Lower Design Speed to 30 MPH
- ▬ Raised Bike Lane or Shared Use Path

Corridor-wide Recommendations (not shown)

- Add Conflict Markings at Intersections, Driveways & back-out parking lots
- Narrow Side Street Curb Radii
- Mark Crosswalks at Side Street Intersections
- Add Wayfinding Signage
- Underground Utilities
- Evaluate Lighting



Access Management at NW 28 Ct

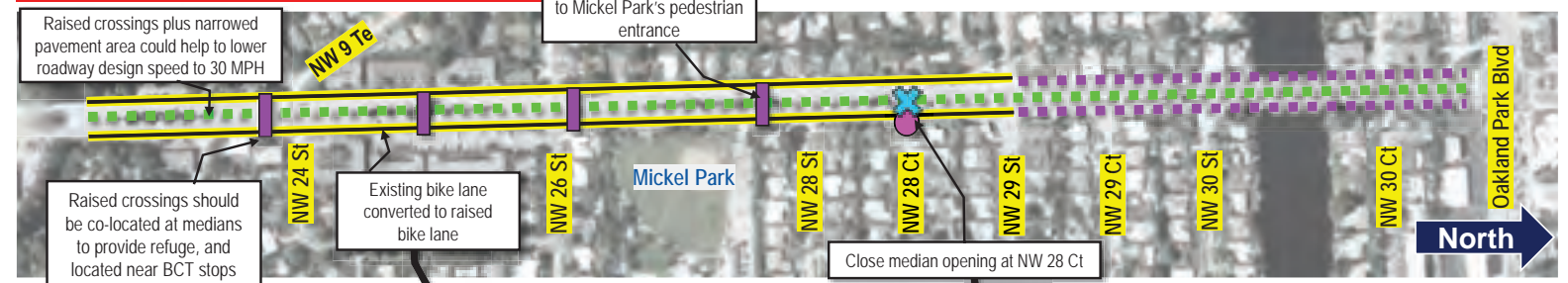
NW 28 Ct entrance converted to Right In / Right Out only

Median opening closed

- NW 28 Ct is ~ 225 ft south of NW 29 St signalized intersection
- Reduce potential conflicts with NB drivers from uncontrolled left turns from NW 28 Ct
- Benefit for NB Ped & Bike activity: Drivers leaving NW 28 Ct will focus more on NB car, ped & bike activity

Residents living on NW 28 Ct would be able to make left turns in and out 275 ft south at NW 28 St

Powerline Rd

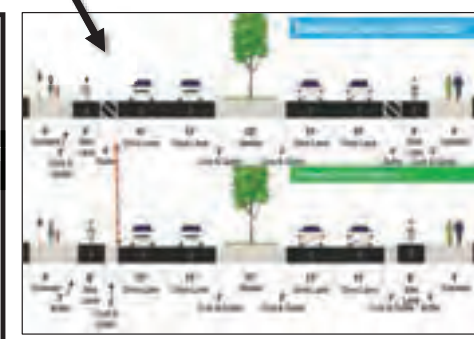


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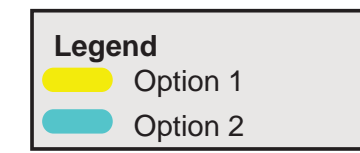
Westside Route

Discussion



Westside Route

2 Route Options / Considerations



Option 1:

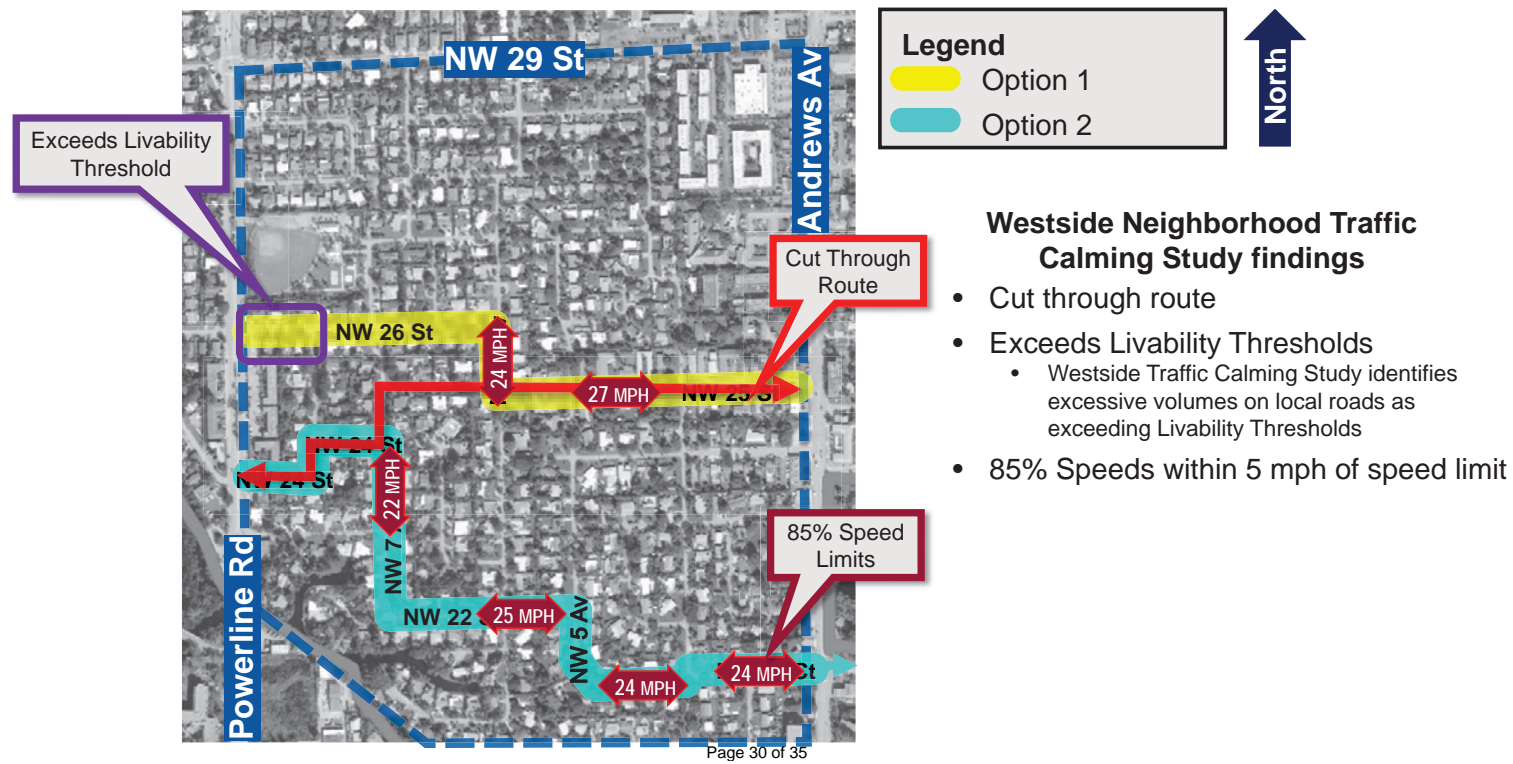
- 2,850 ft route / shortest route
- Few turn movements
- Almost 2 blocks in eastern portion are fronted by multi-family developments which may have less opposition to sidewalks
- Closest to Mickel Park
- **No direct access to signalized crosswalk over Andrews Av**
- 1 block south of new crosswalk at NE 26 St, with access to existing bike lanes
- 1 block north of existing crosswalk at NW 24 St, with access to Wilton Manors Elementary

Option 2:

- 3,800 ft route / longest route
- **Circuitous route / many turn movements**
- Directly leads to signalized crosswalks over Andrews Av
- Sidewalk in southern ROW within 1 block of Andrews Av
- Provides most direct access to Wilton Dr

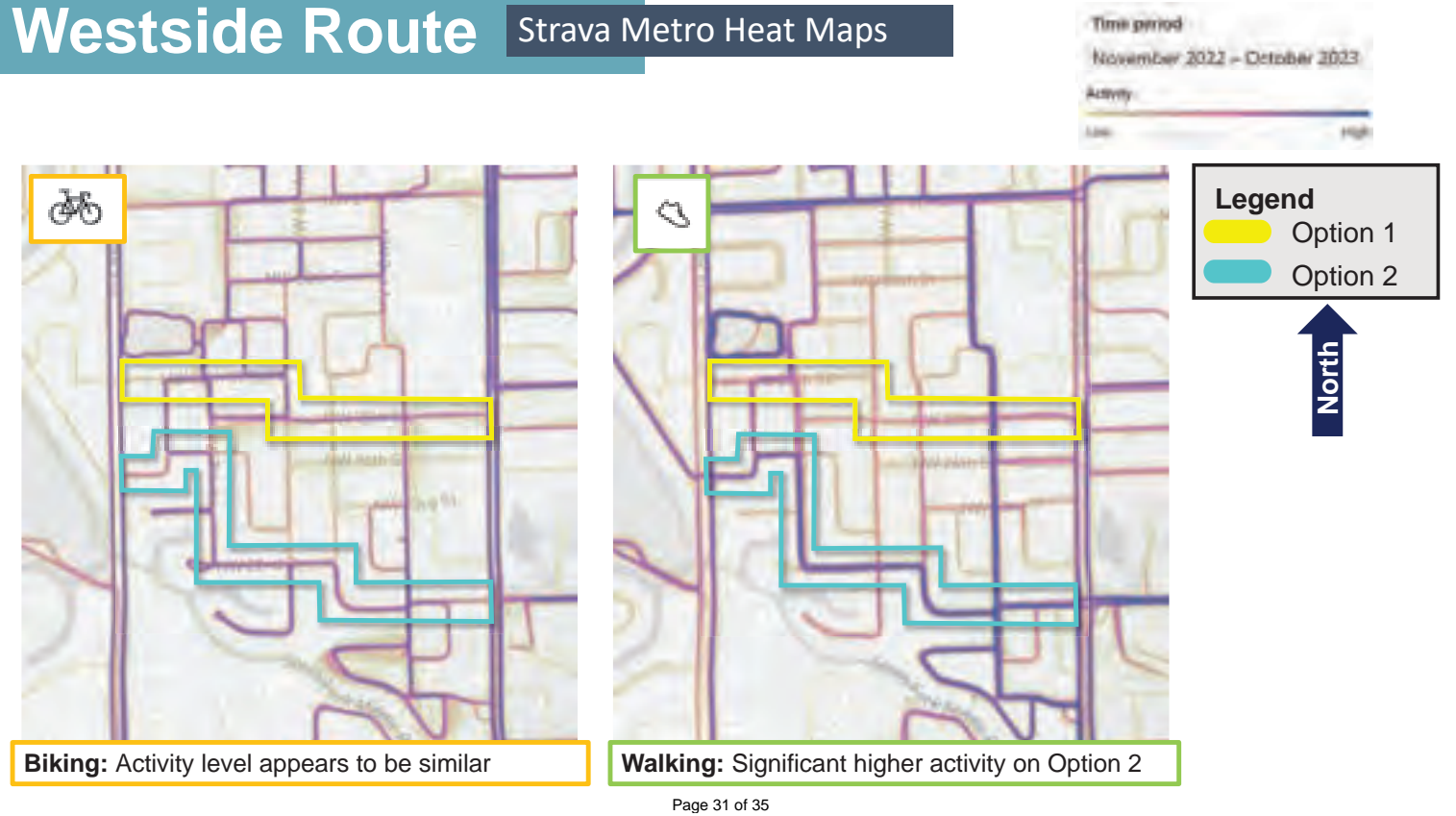
Westside Route

Westside Neighborhood Traffic Calming Study



Westside Route

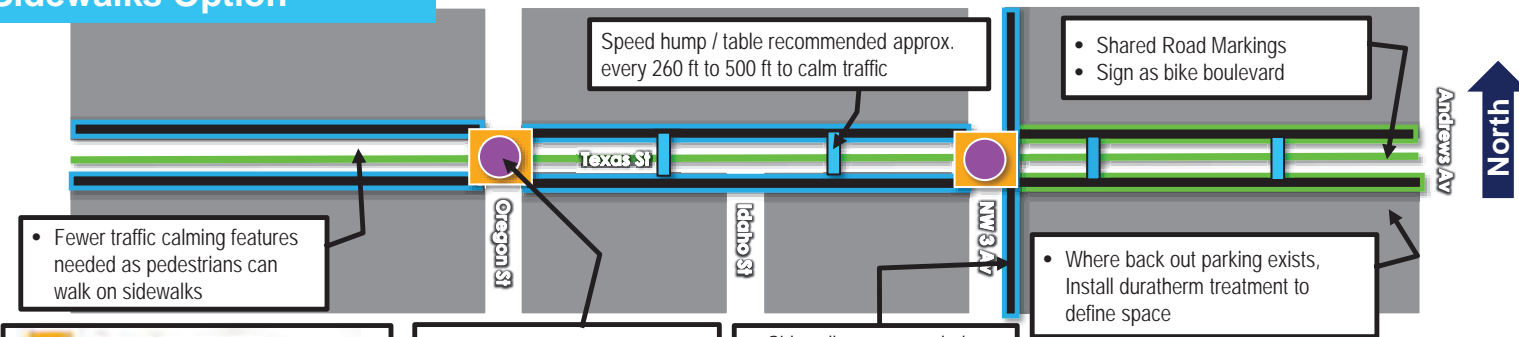
Strava Metro Heat Maps



Westside Route

Sidewalks Option

- Route has not been identified
- Solutions are based on existing conditions throughout neighborhood



- Raised Intersection
- Mini Roundabout
- New sidewalk
- Clearly Define Sidewalk
- Shared Lane Markings
- Speed Hump/Table

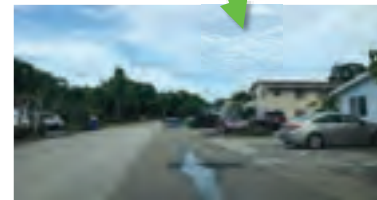
Westside Recommendations (not shown)

- Narrow Side Street Curb Radii
- Mark Crosswalks at Side Street Intersections
- Add Wayfinding Signage
- Evaluate Lighting

- Mini roundabout preferable where sufficient space exists
- Intersection can be both raised and with roundabout

- Sidewalk recommended on noted side of the street
- Where feasible, construct a 5' landscaped buffer between the sidewalk and the road

- Where back out parking exists, Install duratherm treatment to define space

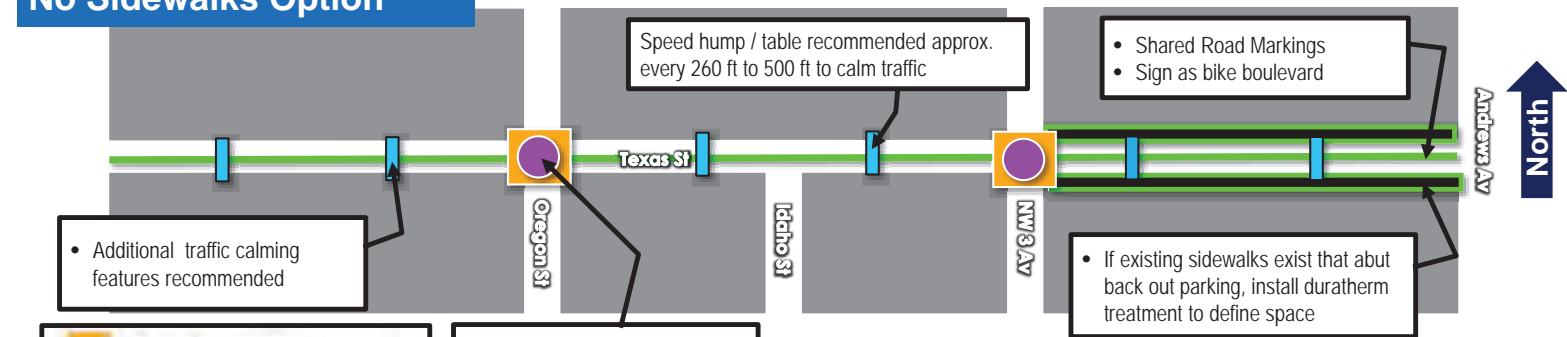


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Westside Route

No Sidewalks Option

- Route has not been identified
- Solutions are based on existing conditions throughout neighborhood



- Raised Intersection
- Mini Roundabout
- Clearly Define Sidewalk
- Shared Lane Markings
- Speed Hump/Table

Westside Recommendations (not shown)

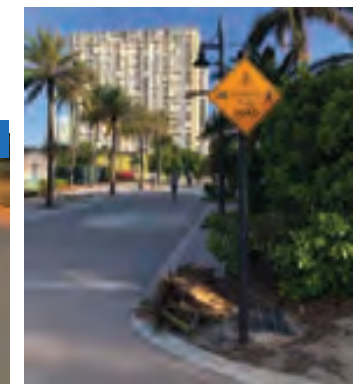
- Narrow Side Street Curb Radii
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- Mini roundabout preferable where sufficient space exists
- Intersection can be both raised and with roundabout

- If existing sidewalks exist that abut back out parking, install duratherm treatment to define space



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Community Meetings

- 2 Community Meetings
 - ✓ View Roadway Recommendations
 - ✓ Ask questions of BMPO Staff
 - ✓ Provide comments

- After the meetings
 - Recommendations Refined
 - Cost Estimates and Scopes of Work
 - April 2024 = Draft Plan submitted to City

THE CITY OF WILTON MANORS
TRANSPORTATION MASTER PLAN

COMMUNITY MEETINGS
Hagen Park Community Center

Afternoon Meeting
Monday, January 29, 2024
at 1:30 p.m.

Evening Meeting
Tuesday, January 30, 2024
at 5:30 p.m.

PLEASE JOIN US to learn about and provide input on the recommended improvements to sidewalks, bike paths, and roadways.

For more information on the Community Meetings, please contact (854) 590-2103 or PLANNING@WiltonManors.com

The City of Wilton Manors
TRANSPORTATION MASTER PLAN

Learn more today!

browardmpo.org/plans/city-of-wilton-manors