

Section A

Staff Working Group Meetings Presentations

Transportation Master Plan



January 24, 2023 | Kick-off Meeting

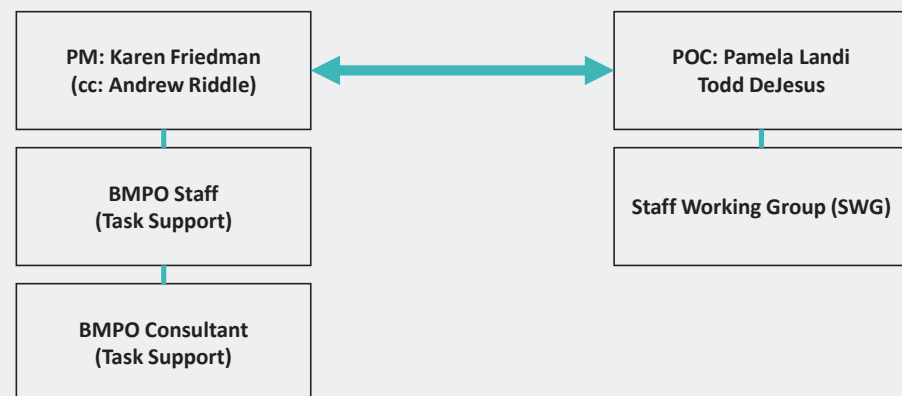
browardmpo.org

Agenda

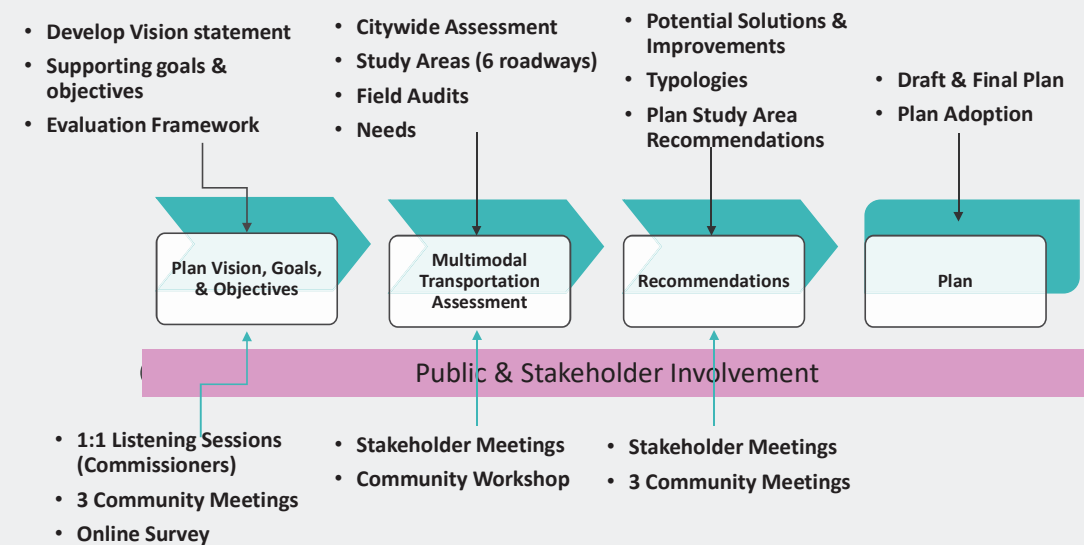
1. Plan Administration
2. Plan Scope: Overview
3. Project Schedule
 - Public & Stakeholder Involvement
4. Visioning Discussion
5. Next Steps / Action Items



Plan Administration



Plan Scope: Overview



WM-TMP | 1/24/2023 | Kick-off Meeting

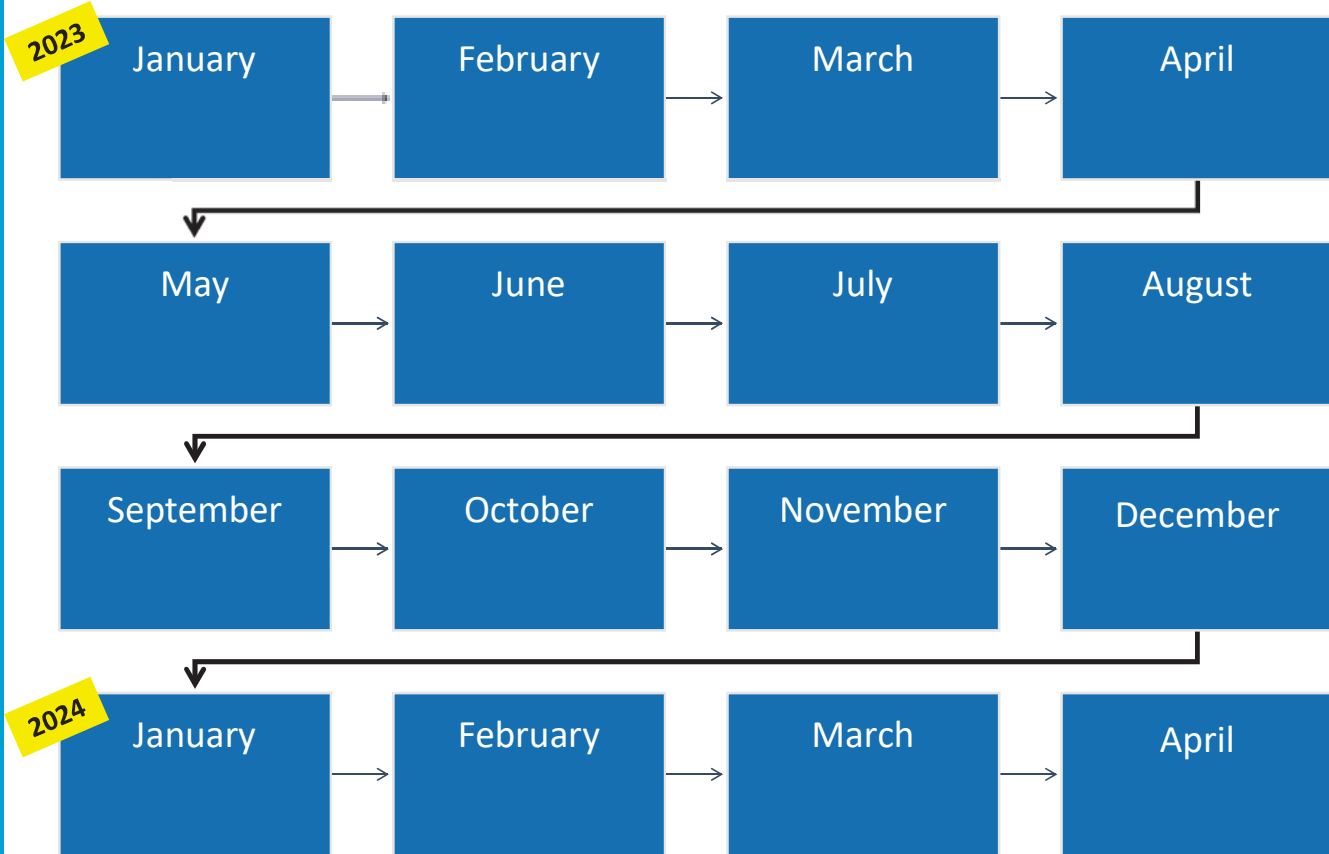
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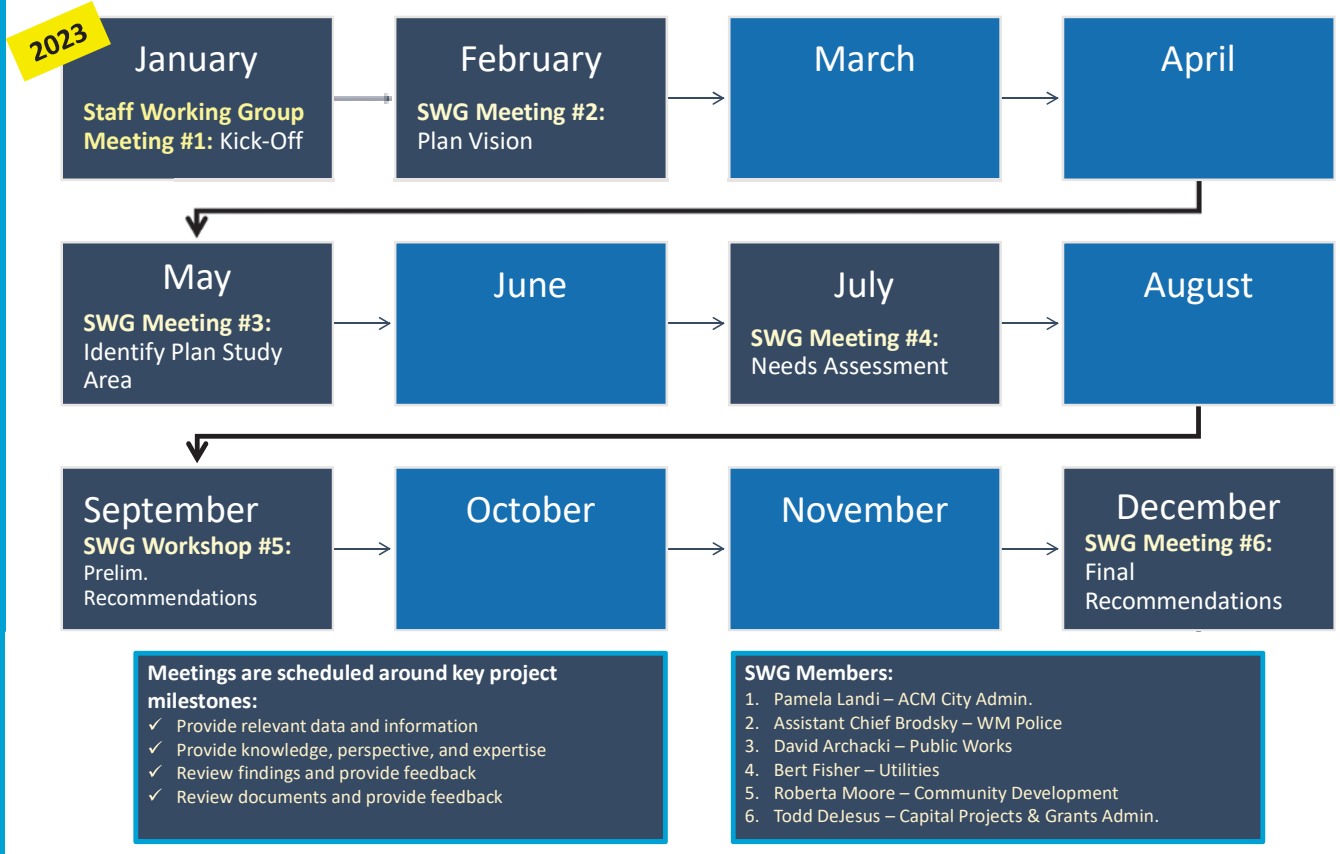
WM-TMP | 1/24/2023 | Kick-off Meeting

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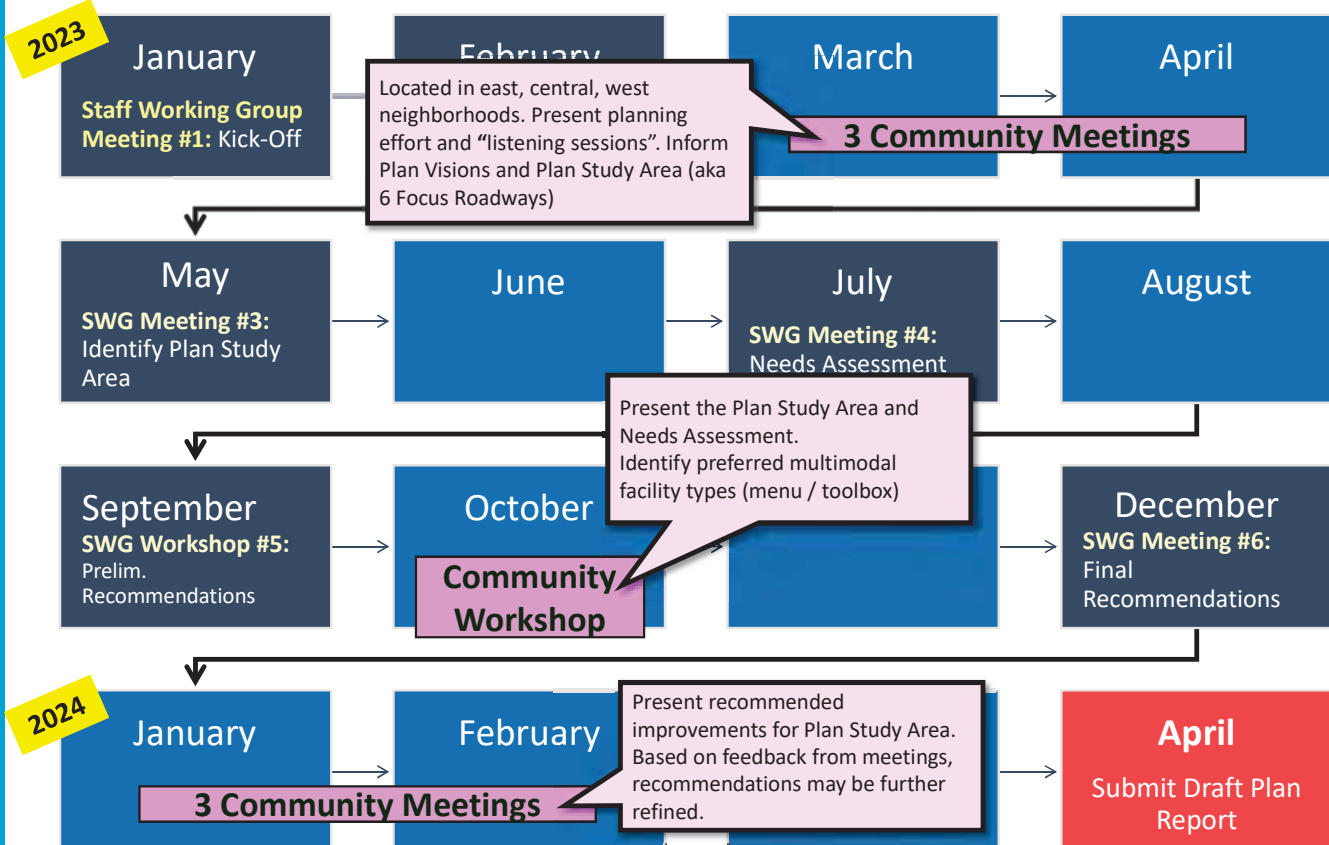
Project Schedule



Project Schedule: SWG Meetings



Project Schedule: Community Meetings



Public & Stakeholder Involvement

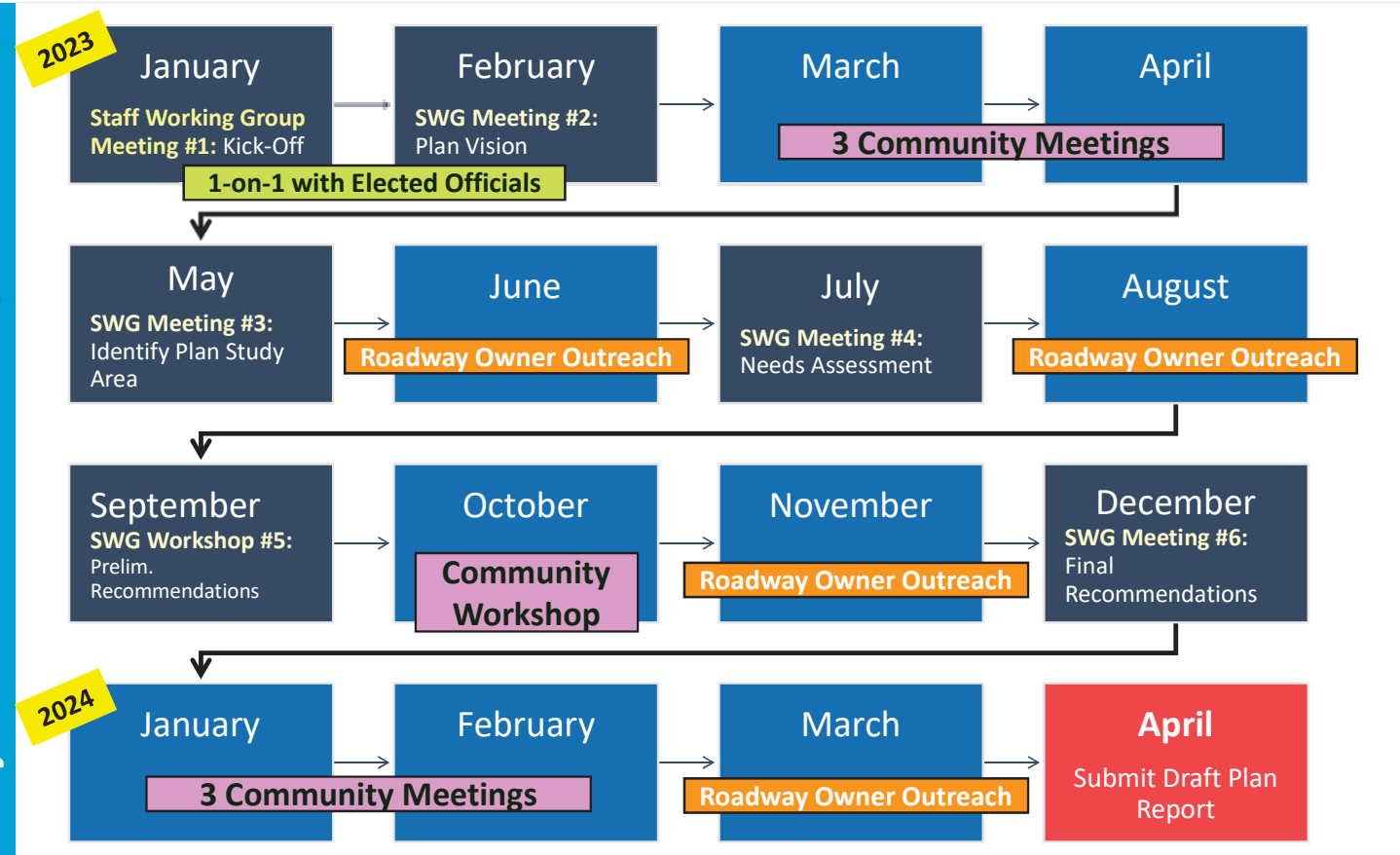
MPO Role & Responsibilities:

- ✓ Prepare SurveyMonkey Content
- ✓ Prepare Community Meeting "flyers" in digital format ONLY
- ✓ Attend all Community and Stakeholder meetings
- ✓ Prepare / provide aerials and technical documents for meetings
- ✓ Provide technical information at meetings
- ✓ Coordinate meetings with Broward County and FDOT

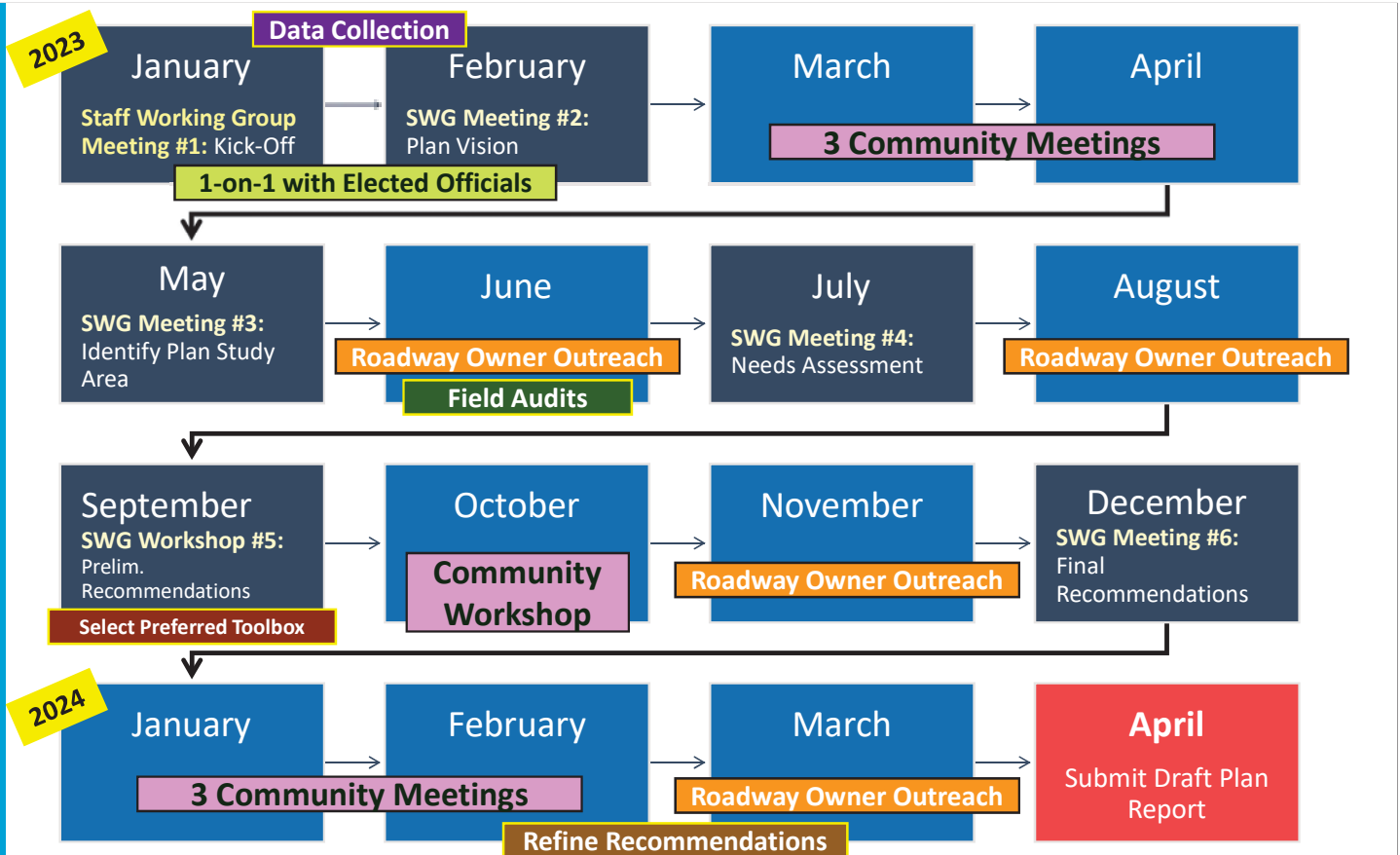
City Role & Responsibilities:

- ✓ Publicize Survey Monkey
- ✓ Schedule / coordinate all Community Meetings: dates, locations, logistics
- ✓ Publicize all Community Meetings
- ✓ Attend all Community Meetings for room set up, to address non-technical questions, assist with note taking, meet n greet, etc...
- ✓ Print any forms / flyers needed for Community Meetings (except aerials or other technical documents)
- ✓ Schedule / coordinate additional stakeholder meetings (HOAs, business groups, etc...)

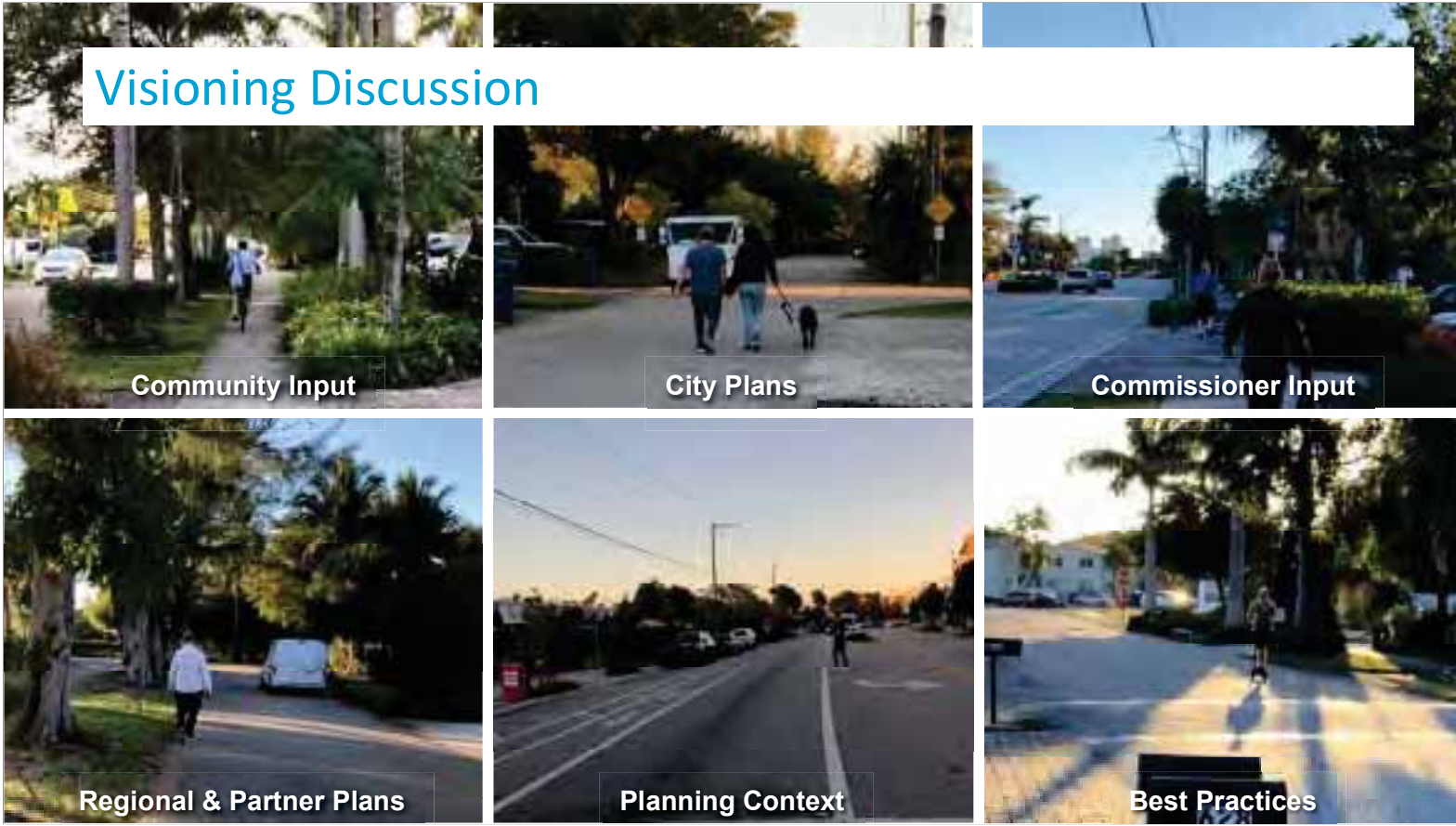
Project Schedule: Roadway Owner Outreach



Project Schedule



Visioning Discussion



Visioning Discussion: Example Statements

The Village of Riverdale will be a vibrant and healthy community with a safe, well lit, and complete bicycle and pedestrian network that links to schools, parks and businesses. Walking and biking will be a viable means of transportation and a fun activity for people of all ages. People will be able to walk or bike to businesses along major commercial corridors, Inverhoe and Riverdale Metra Stations, local parks and forest preserves, Riverdale Public Library and connect to the Cal-Sag Trail. The Village will utilize connections along the forest preserve trails and roadways to foster travel between neighboring communities like Dalton, Blue Island, and Harvey.

PURPOSE FOR THE PLAN

Based on these efforts, the purpose of this Plan is to set a framework to develop priorities for improving safety and connectivity around the City of Duneen for all types of users that encourages seamless travel between places where people live, work, and play. The focus of the Plan is to develop a network that encourages economic development, growth, safety, and livability. The Plan will identify high priority projects, programs, and policies to help to integrate all modes of transportation including roads, transit, bicycle, and pedestrian facilities with the intent of making travel easier, safer, and more efficient. The goal is to develop and prioritize a list of implementable improvements and transportation opportunities to serve as a guide to monitor and seek transportation investment.

Vision for Transportation

In 2035, Fairfax is a city with options for residents to easily, safely, and efficiently move within and between neighborhoods either by walking, bicycling, taking public transportation, or driving.

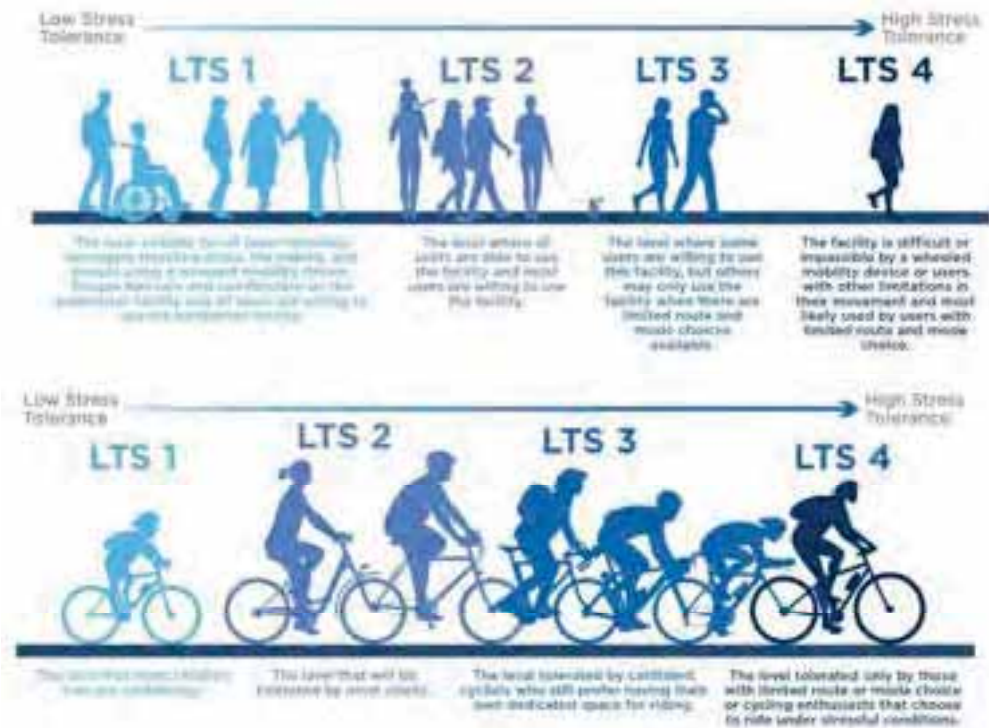
The Village of Brookfield will be a leader in the suburban Chicagoland region for walking, biking and access to transit. The community will have innovative infrastructure, programs and policies that enable residents and visitors to access local and regional destinations on foot or by bike. Active transportation will be so easy, safe and fast that it's the first option people think of for either daily needs or weekend recreation.

Visioning Discussion: Facility Examples



Raised Crosswalks • Roundabouts • Pedestrian Bridges • Separated bicycle facilities • Shared Use Paths • Shared Use Roadways • Alternate Bike Routes • Quick-Build • Curb Extensions • Pedestrian Scale Lighting

Visioning Discussion: Facility Goals



Visioning Discussion: City Plans

Goal A. Advance Infrastructure Improvements

Key Objectives

1. Improve State, Metropolitan and Municipal Infrastructure
2. Increase Regional Planning and Coordination
3. Identify Opportunities for Improving Transportation Plan

Goal C. Enhance Quality of Life and Livability

Key Objectives

1. Enhance Beautification through Progressive City Codes and Proactive Enforcement
2. Support Proactive Public Safety
3. Promote the Public Health and Welfare of City Residents
4. Access and Adapt to the Changing Needs of Residents
5. Support Recreation and Open Space Programs and Initiatives
6. Develop a Public Arts and Culture Policy

GOAL, OBJECTIVES AND PURPOSES

GOAL:

To be the City of Wilton Manors' partner with its residents and visitors for all their life and work activities for a sustainable and vibrant future for all.

OBJECTIVES:

1. To provide an excellent quality of life for all residents and visitors.
2. To ensure a safe and secure environment for all residents and visitors.
3. To provide a high quality of life for all residents and visitors.
4. To ensure a sustainable and vibrant future for all residents and visitors.
5. To provide a high quality of life for all residents and visitors.

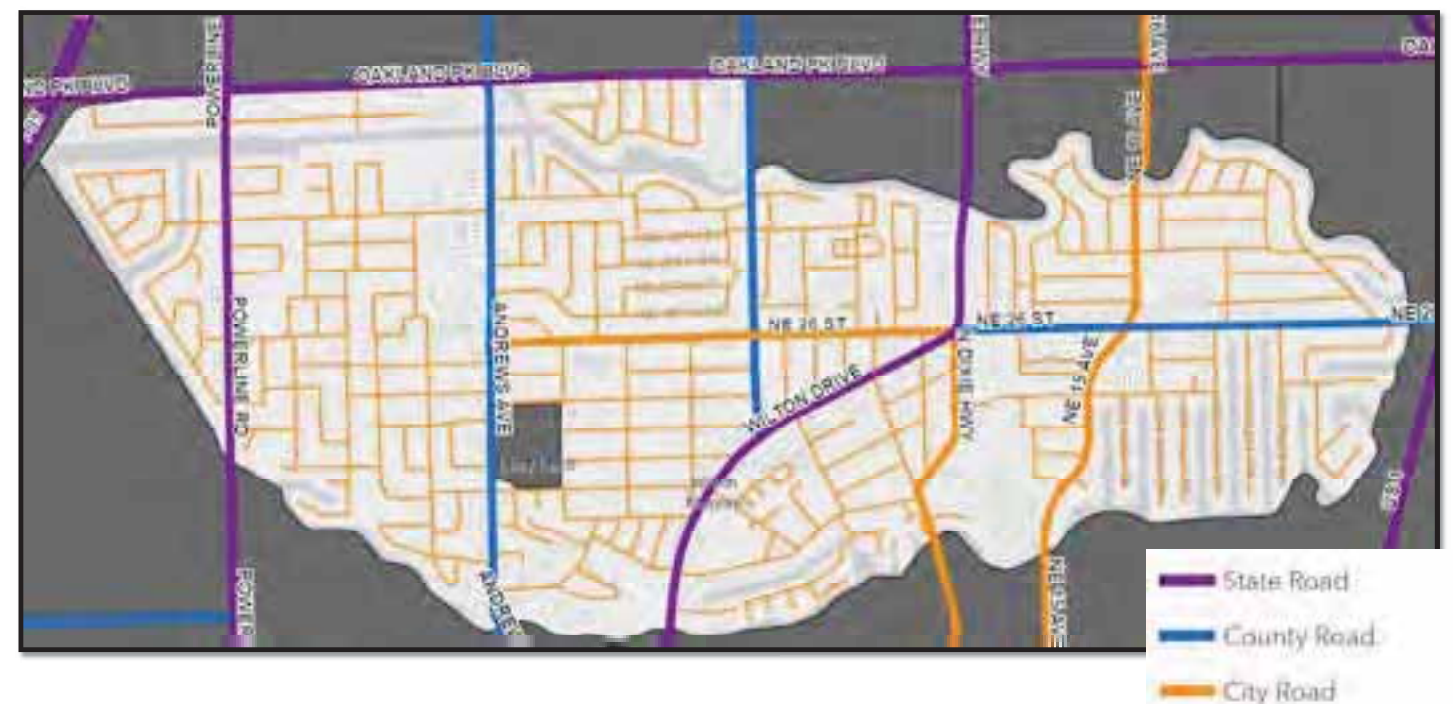
Wilton Manors

Linking it Just Better Here

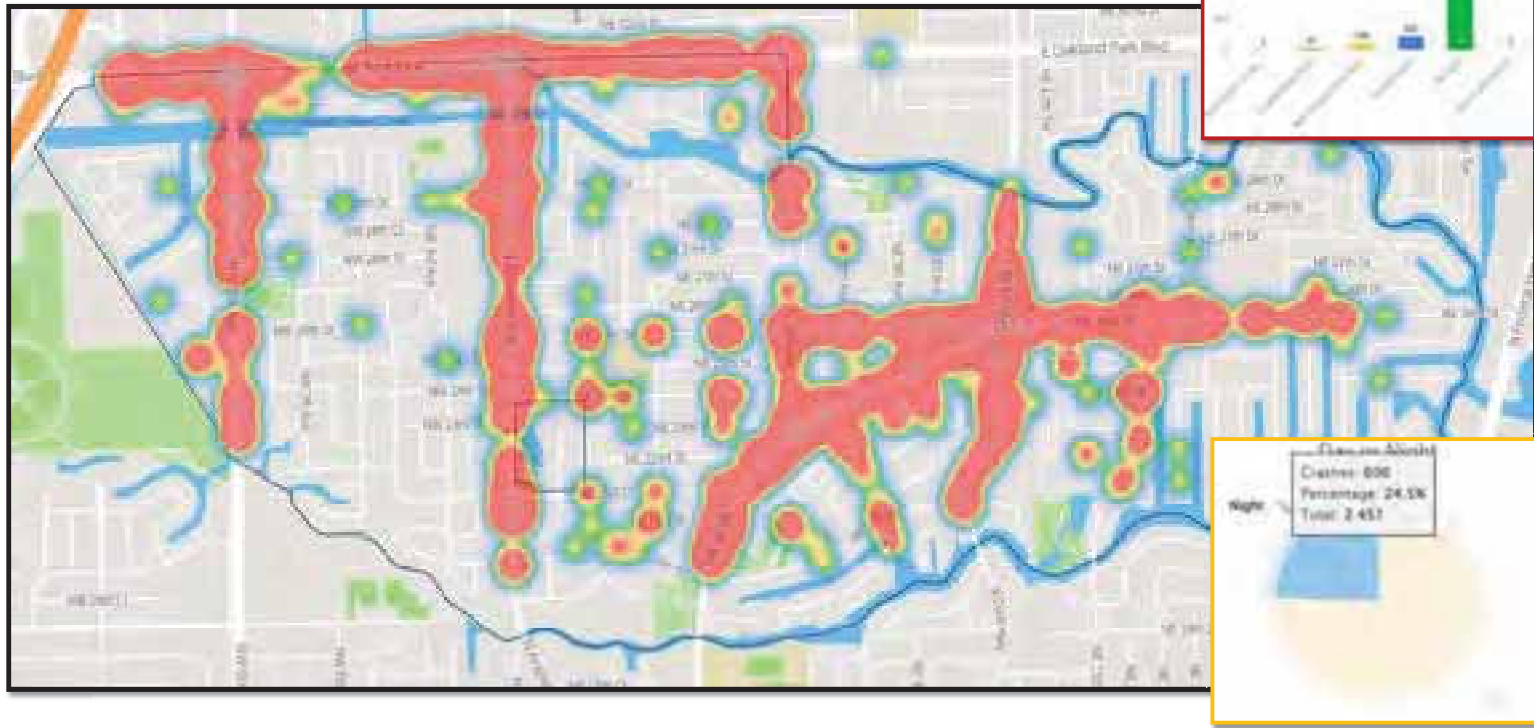
CHALLENGE

Linking it Just Better Here

Visioning Discussion: Roadway Ownership



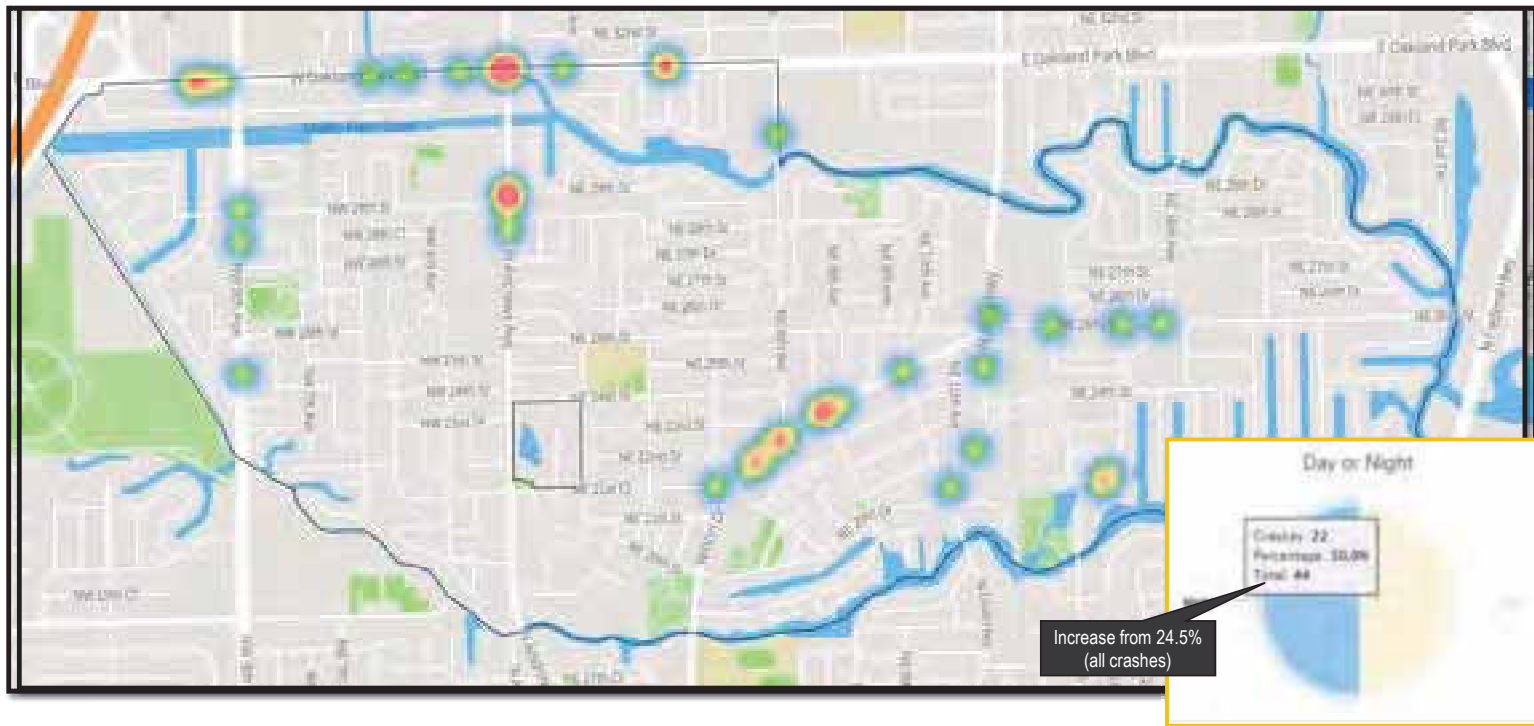
Visioning Discussion All Crashes – 2018 - 2022



Visioning Discussion Injury



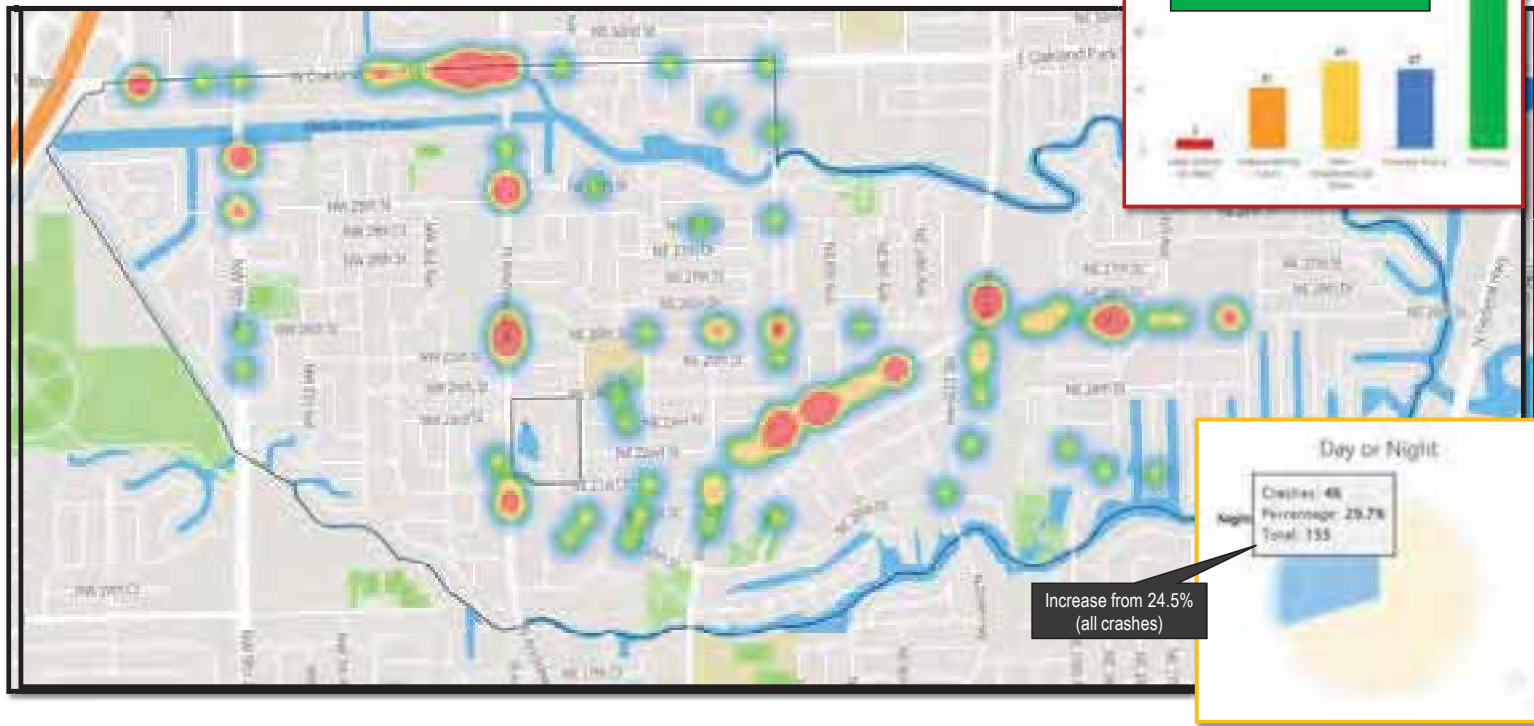
Visioning Discussion Severe Injury



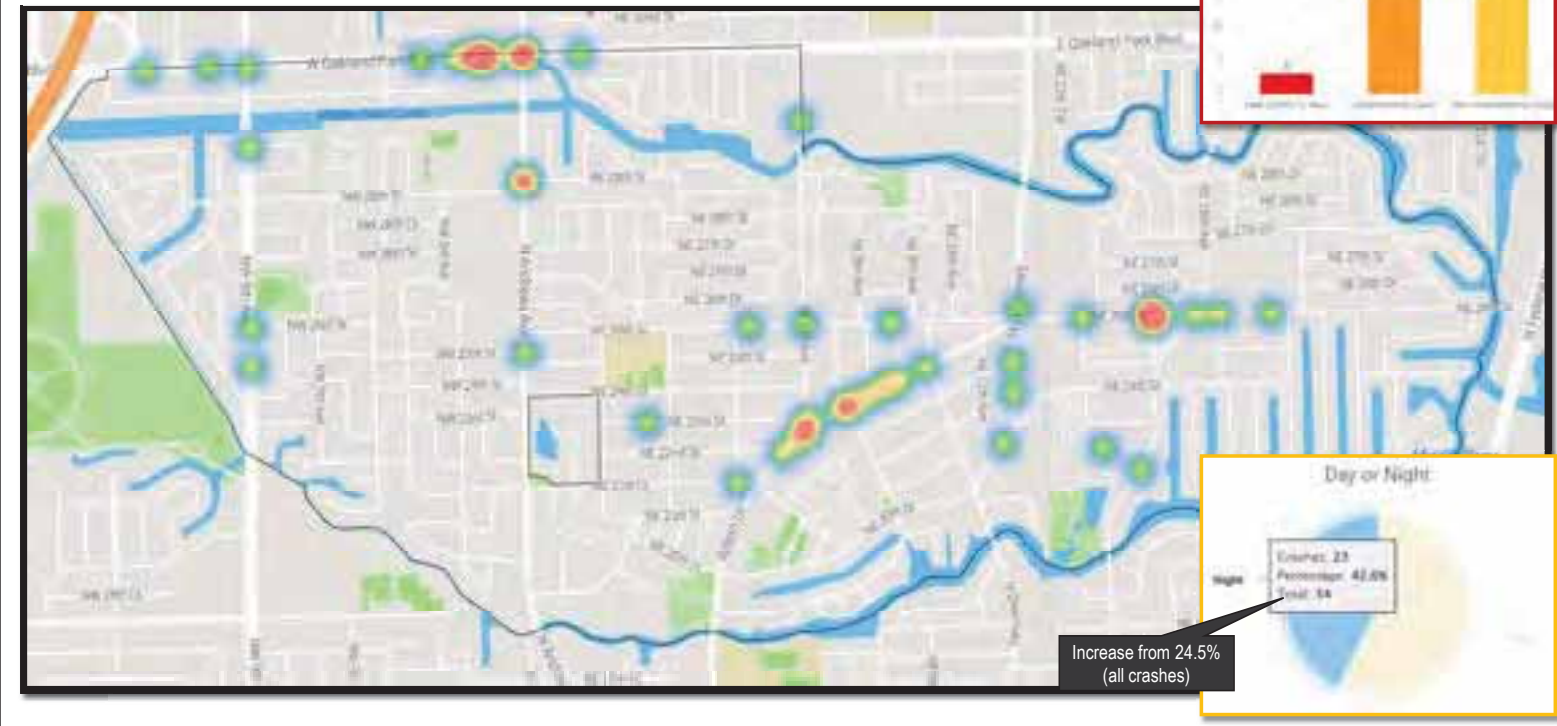
Visioning Discussion Nighttime Crashes



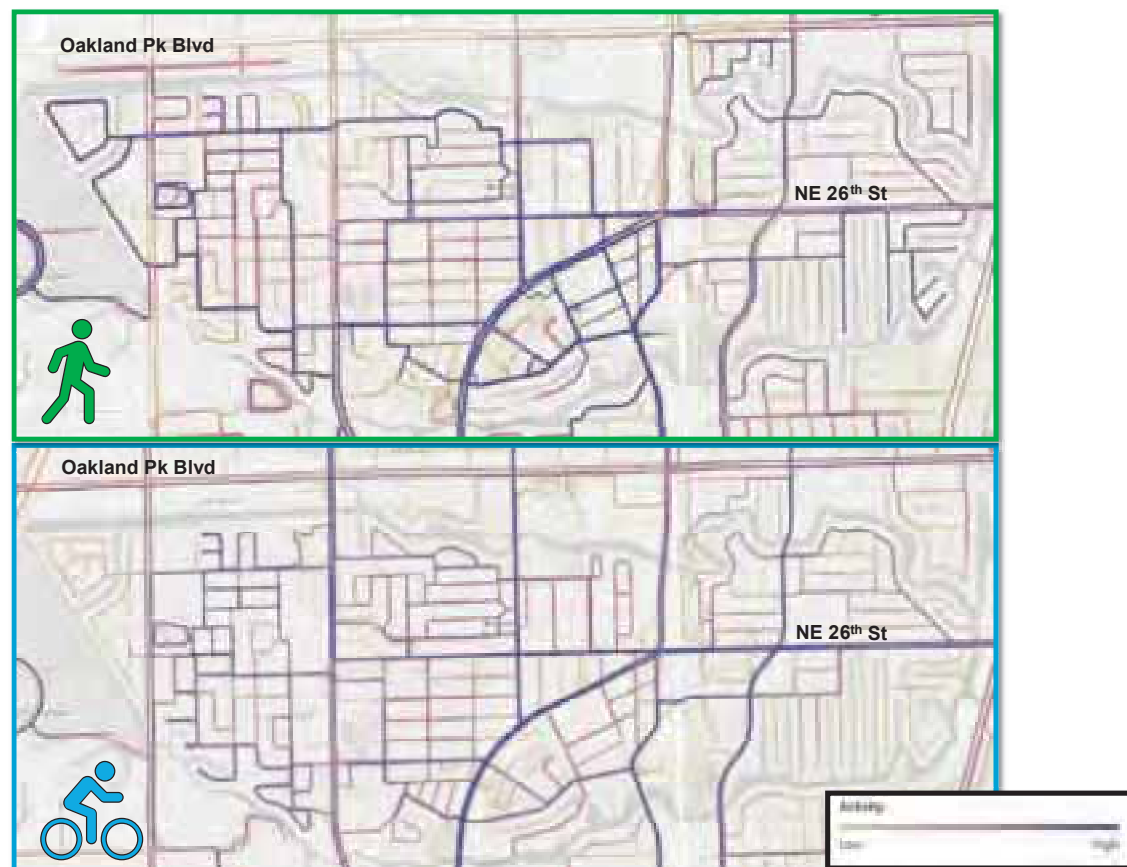
Visioning Discussion Ped / Bike



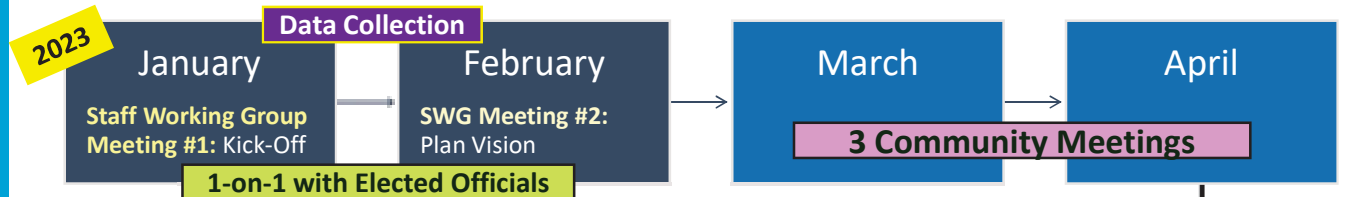
Visioning Discussion Ped / Bike - Injury



Visioning Discussion: Strava Metro Data (2022)



Project Schedule



MPO Next Steps:

1. Email list of data needed and set up share drive folder
2. Prepare draft Vision Statement / identify Vision "themes"
3. Prepare project schedule
4. Submit listening session materials
5. Prepare Survey Monkey questions
6. Prepare flyers for Community Meetings

City Next Steps:

1. Schedule SWG meeting dates
2. Coordinate 1-on-1 listening sessions with Mayor and Commissioners
3. Prepare Public Participation Plan
4. Schedule 3 Community Meetings

Transportation Master Plan



February 22, 2023 | Staff Working Group Meeting #2 (Vision)

BrowardMPO.org

Agenda

1. Current Status (3 minutes)
2. Vision Discussion
 - What we heard (5 minutes)
 - Recommended Guiding Principles (15 minutes)
 - Potential Vision Statement (5 minutes)
 - Consensus Discussion (45 minutes)
3. Next Steps / Action Items (15 minutes)

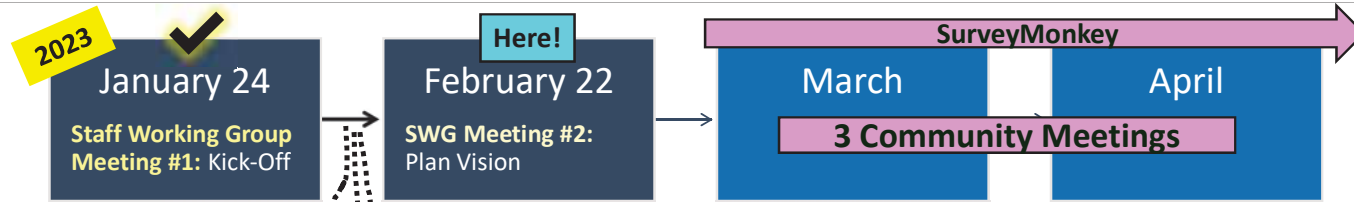
- Also attached:
- Follow up questions re recent planning efforts
 - Highlights from SurveyMonkey responses

Meeting Goal:

- ✓ Consensus on Plan Vision
- ✓ Discuss Community Meetings
- ✓ Confirm Action Items



Project Schedule: Current Status



1-on-1 with Elected Officials

- Feb 14: Comm. Rolli, Vice Mayor Bracchi, Comm. Caputo
- Feb 15: Mayor Newton
- Feb 16: Comm. D'Arminio

Data Collection

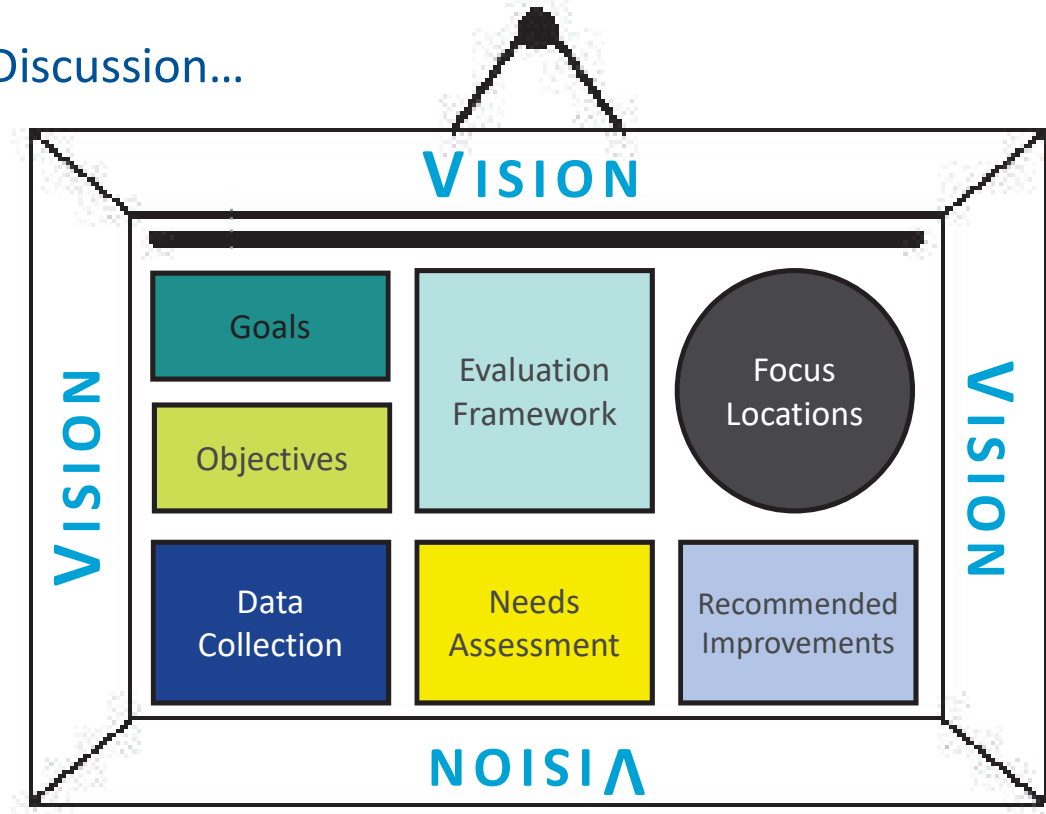
- Ongoing...
- Need GIS Shape Files
- Need current status on specific recent planning efforts

SurveyMonkey

- Survey approved by City Staff
- Survey promoted in "Commission Recap" on 2/15/2023
- Anticipated to stay "live" until May 1st
- 63 responses as of 2/17/2023



Vision Discussion...



Vision Discussion: What we heard @ SWG Kick-Off Meeting

Identify improvements needed adjacent to redevelopment parcels / developer "asks"	Focus on locations with <i>less constraints</i>	Identify solutions with <i>no / minimal impact to SF properties</i>
Identify both <i>quick fixes</i> (active site plans) and <i>long-term improvements</i>	Identify <i>low-stress</i> ped / bike routes	Identify <i>alternate bike routes</i> in order to maintain auto-oriented roadways.
Engineering solutions to <i>decrease reliance on police resources</i> : Reduce speeding & Reduce Jaywalking	Need to prevent jay walking / <i>improve pedestrian behavior</i>	A lot of discussion about <i>walkers / walkability</i> (vs bicyclists)
They are OK with Roundabouts (but prior engineering guidance was insufficient ROW)	Ped / bike facilities should be in <i>convenient</i> locations	<i>Employees</i> are encouraged to walk / bike to work one day a week

Vision Discussion: What We Heard @ 1-on-1 Listening Sessions

Redevelopment Areas

- Andrews Avenue
- NE 26th Street
- Dixie Highway / 5-Points

Walkability

- Comfortable
- Need sidewalks in appropriate places

Raised Crosswalks

- Supports raised crosswalks

Roundabouts

- Supports roundabouts

Bike Facilities

- Supports protected bike lanes

Speed Reduction

- Supports speed reduction

Speed Enforcement

- Supports increased speed enforcement

Guiding Principles

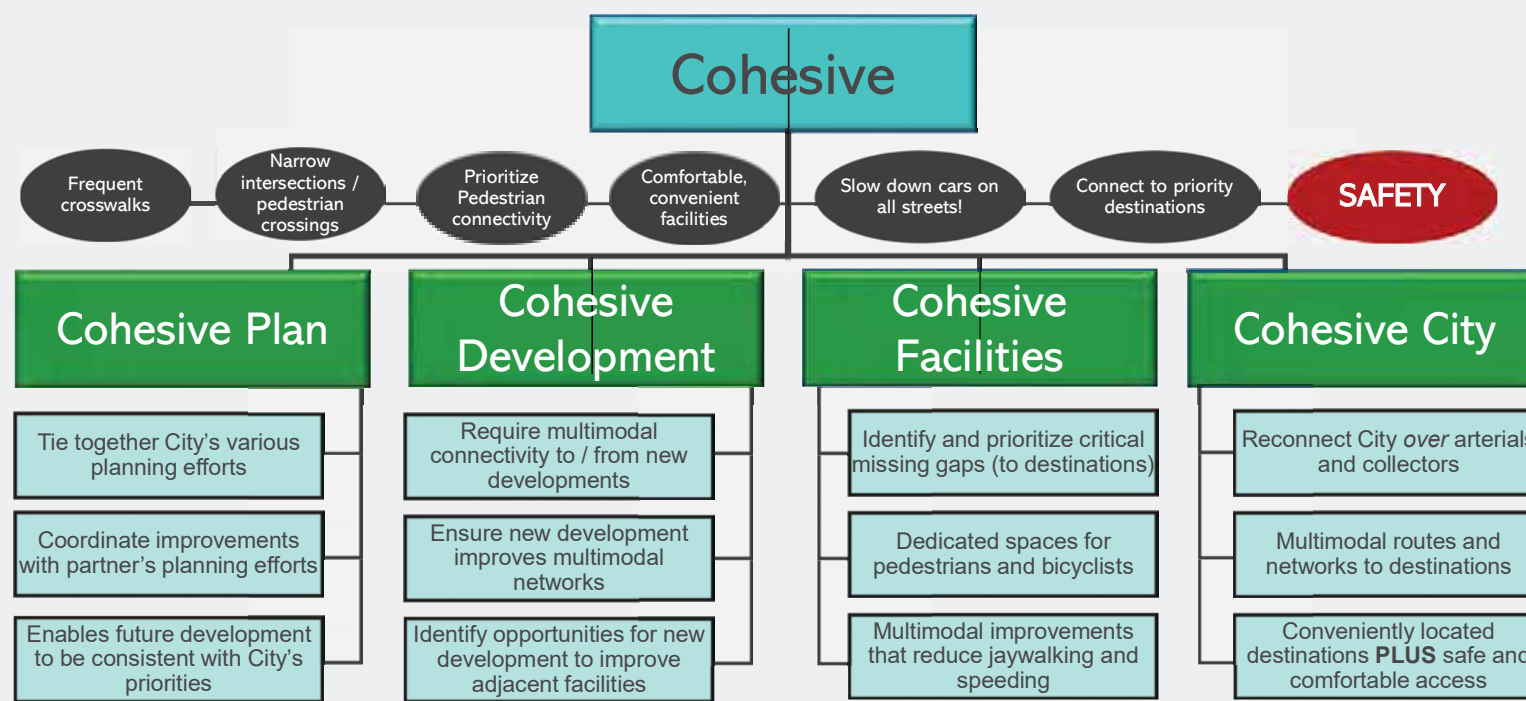
- Supports guiding principles

Vision Statement

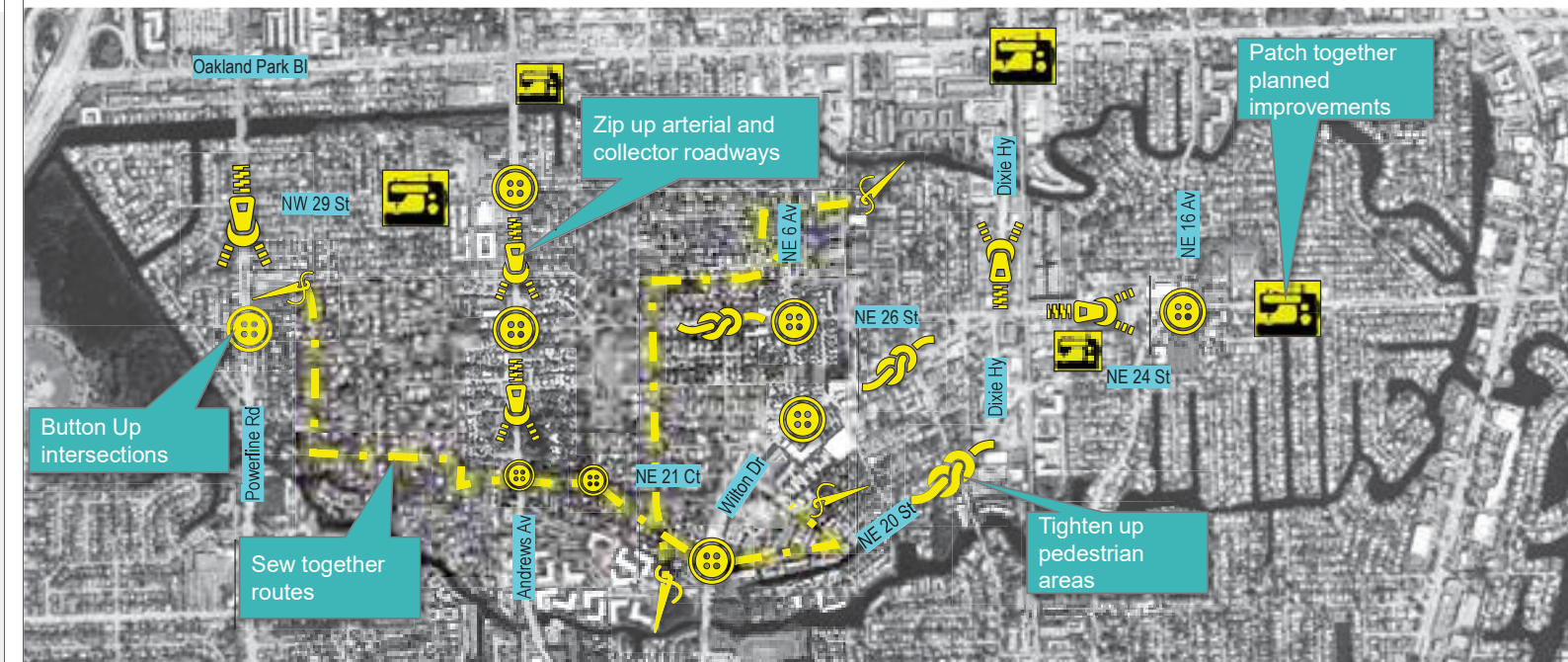
- Supports Vision Statement



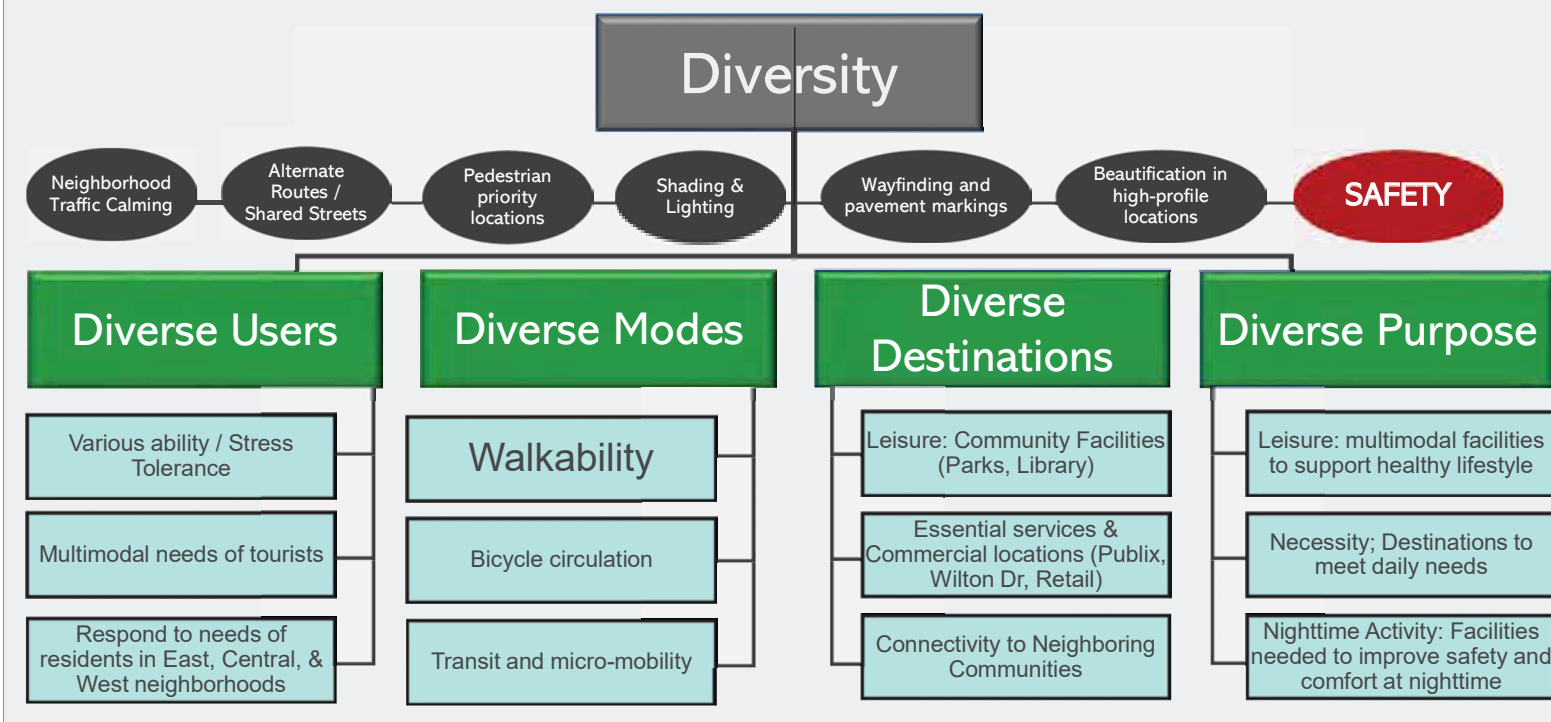
Vision Discussion: Recommended Guiding Principle #1



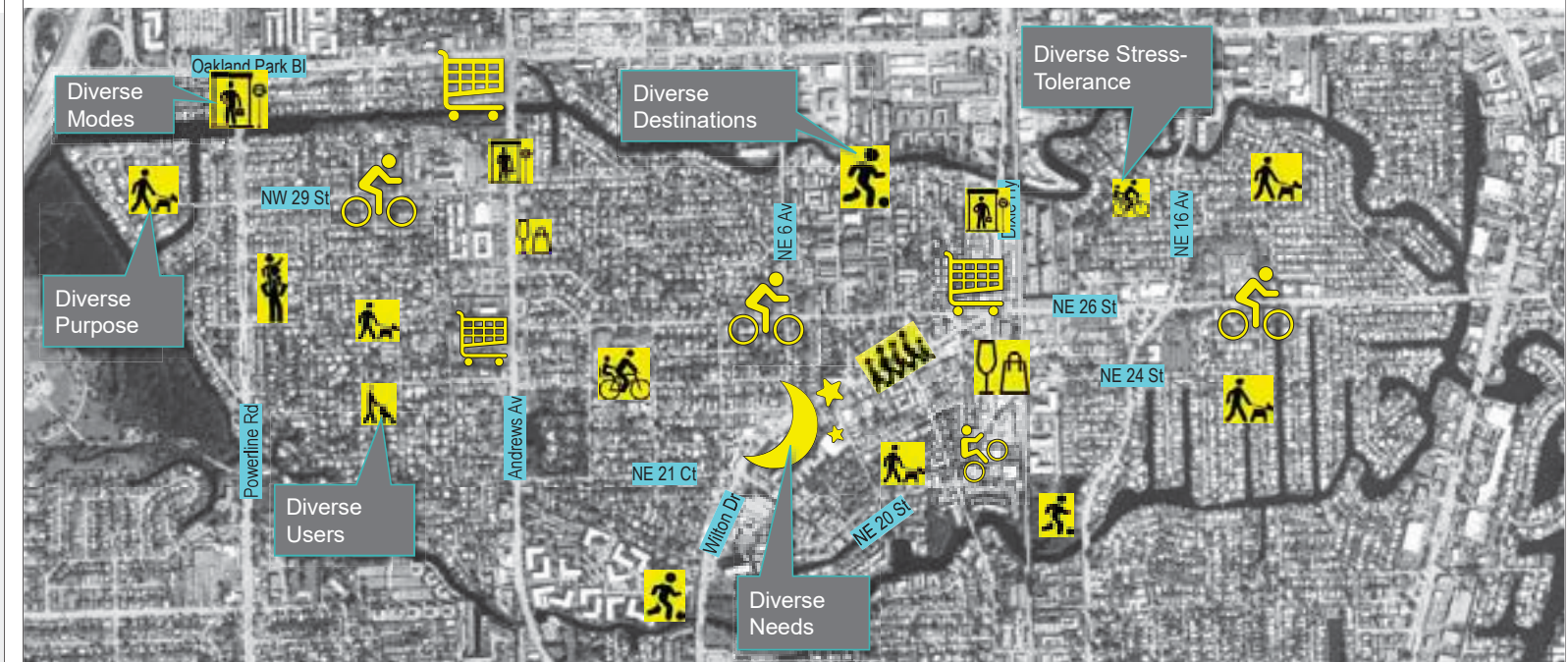
Vision Discussion: Cohesive



Vision Discussion: Recommended Guiding Principle #2



Vision Discussion Diversity

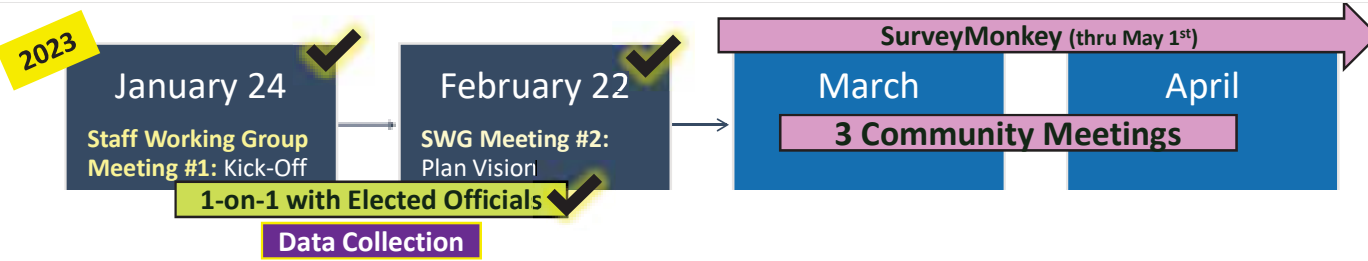


Potential Vision Statement

The Vision of the City of Wilton Manors Transportation 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. Further, specific consideration is given to facilities needed for both daytime and nighttime usage.

Consensus Discussion

- ✓ Do you agree with the recommended Guiding Principles?
 - ✓ Cohesive?
 - ✓ Diversity?
- ✓ If not, what Guiding Principles do you think should be considered?
- ✓ Do you want an additional Guiding Principle?



1. Confirm dates, times, locations for Community Meetings **City**
2. Prepare for Community Meetings **MPO**
3. Schedule SWG Meetings (May and July) **City**
4. Update project schedule as more dates are provided by the City **MPO**
5. Continue data collection **City**
6. Modify Plan Vision (if applicable) **MPO**
7. Develop Goals, Objectives, and Evaluation Criteria **MPO**
8. Continue to promote / distribute Survey Monkey **City**

Recent Plans - Questions:

1. **City of Wilton Manors TOD Master Plan (Sept 2019)**
 - In this Plan are conceptual renderings, proposed streetscapes for several roads (5-Points p. 46, NE 6th St p. 70, NE 24th St p. 70, NE 26th St p. 71, and N. Dixie Hy p. 72)
 - ? What is the status of this proposed improvements?
2. **Westside Neighborhood Traffic Calming Study (June 2022)**
 - This plan recommends four Traffic Calming Techniques (Speed tables, Raised Intersections, Textured Pavement, and Neighborhood gateway Feature)
 - The City's Traffic Calming Management Manual lists many more techniques (over 13 pages).
 - ? Why does the Westside Plan only recommend four Traffic Calming Techniques?
 - ? What is the status of this proposed improvements?
3. **Oakland Park Train Station / First Last Mile Plan**
 - The Plan includes a Sidewalk GAP Map with numerous sidewalks listed as "Potential Future Sidewalks"
 - ? Is there a map of all future sidewalks?
4. **Trafficways Amendment for Andrews Ave**
 - ✓ Please submit a copy of the application and / or latest documents
5. **NE 26th Avenue, Transportation Surtax Project (WILT-003)**
 - ✓ Please submit a copy of the latest documents
6. **Andrews Ave Bike Lanes, Transportation Surtax Project (B37)**
 - ✓ Please submit a copy of the latest information / communication from the County

Transportation Master Plan



May 15, 2023 | Staff Working Group Meeting #3 (Plan Study Area)

BrowardMPO.org

Agenda

1. Current Status (5 minutes)
2. Recap of Public Engagement (10 minutes)
 - a) Survey Monkey Results
 - b) Community Meeting feedback
3. Plan Study Area Go / No Go Discussion (60 minutes)
4. Next Steps / Action Items (10 minutes)

- Also attached:
- Complete responses from SurveyMonkey
 - Highlights from SurveyMonkey responses

Meeting Goal:

- ✓ Select Plan Study Area's six roadways
- ✓ Confirm Action Items

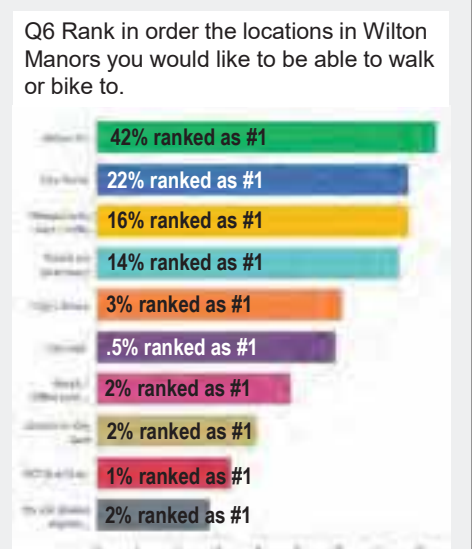
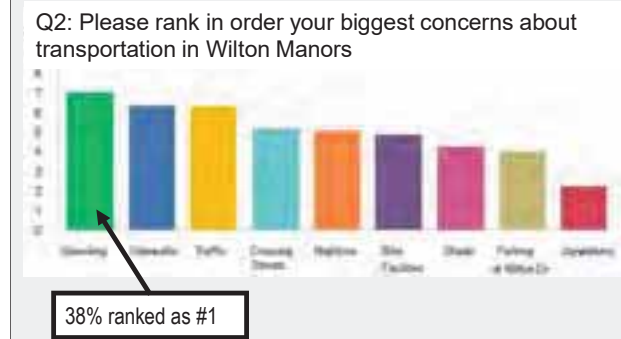


Project Schedule: Current Status



Public Engagement Recap: Survey Monkey

- Survey Monkey:**
- From 2/13/2023 to 5/15/2023
 - 478 Responses:
 - 38% from 33305, 33% from 33334, 23% from 33311
 - 204 General Comments
- Full Results attached separately



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Survey Monkey: Comments Summary

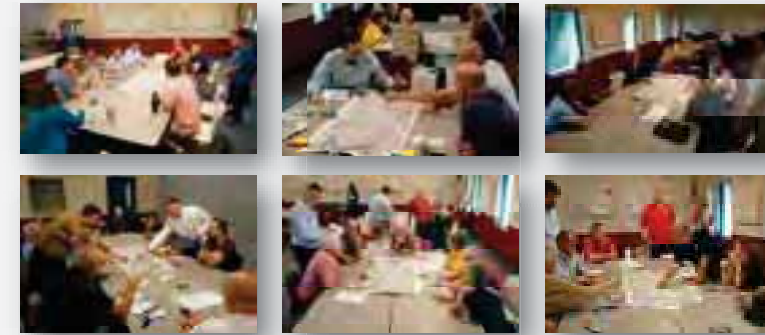
<p>NW / NE 21 Ct</p> <ul style="list-style-type: none"> • 18 comments • Intersections mentioned: Andrews Ave, NW 25th St, Wilton Drive, NW 5th Ave • Most common topics: Signal issues, sidewalk gaps • Overall summary: Should be a priority roadway. There are a lot of sidewalk gaps. 	<p>Wilton Drive</p> <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. 	

Public Engagement Recap: Community Meetings

Community Meetings:

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

Copy of Meeting Graphics, Sign-In Sheets, Photos of Aerials, and Transcribed Comments attached



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 	

Plan Study Area: Go / No Go Discussion

Plan Study Area:

- 6 Roadways will be assessed for needs and multimodal improvements
- Planning-level concepts and cost estimates will be produced for the 6 Roadways

Go / No Go Considerations Plan's Guiding Principles

Cohesive:

- How is this road limiting multimodal connectivity and reducing walking and biking in the City?
- Is this road uncomfortable, unsafe, or inconvenient to cross?
- What is the potential for this roadway to improve access to desired destinations?
- What is the potential for this roadway to become a multimodal route?

Diversity:

- Does this road impact residents in the western, central, and eastern neighborhoods?
- Does this road have access to Broward County transit or planned premium transit?
- Who uses this road?
- Can this road provide access to a variety of destinations?

10 Roadways reviewed: high-level analysis of qualitative / quantitative data

- Review intended to assist Go / No Go Discussion
- Not a data & needs assessment
- Suggested locations are noted, but should not be considered formal recommendations
- Final Plan Study Area may be further refined based on feedback from facility owners

5 North / South Roadways

- Powerline Rd; Andrews Av; NE 6 Av; Wilton Dr; and N. Dixie Hwy
- Tend to be greatest deterrent for citywide multimodal activity
- They are wider, tend to have higher posted and actual speeds, some are regional roadways designed to move cars quickly, they have fewer crosswalks
- Crossing these streets is inconvenient, uncomfortable, and perceived as unsafe.

✓ 3 North/ South Roadways suggested as Go Roadways

5 East / West Roadways

- NW 29 St; NE 26 St; NW/NE 24 St; NW/NE 21 Ct; and NE 20 St
- Tend to be narrower with lower stress facilities
- But they are often lacking sidewalks, bike facilities, and similar multimodal facilities
- Have the greatest potential for establishing citywide routes

✓ 3 East / West Roadways suggested as Go Roadways

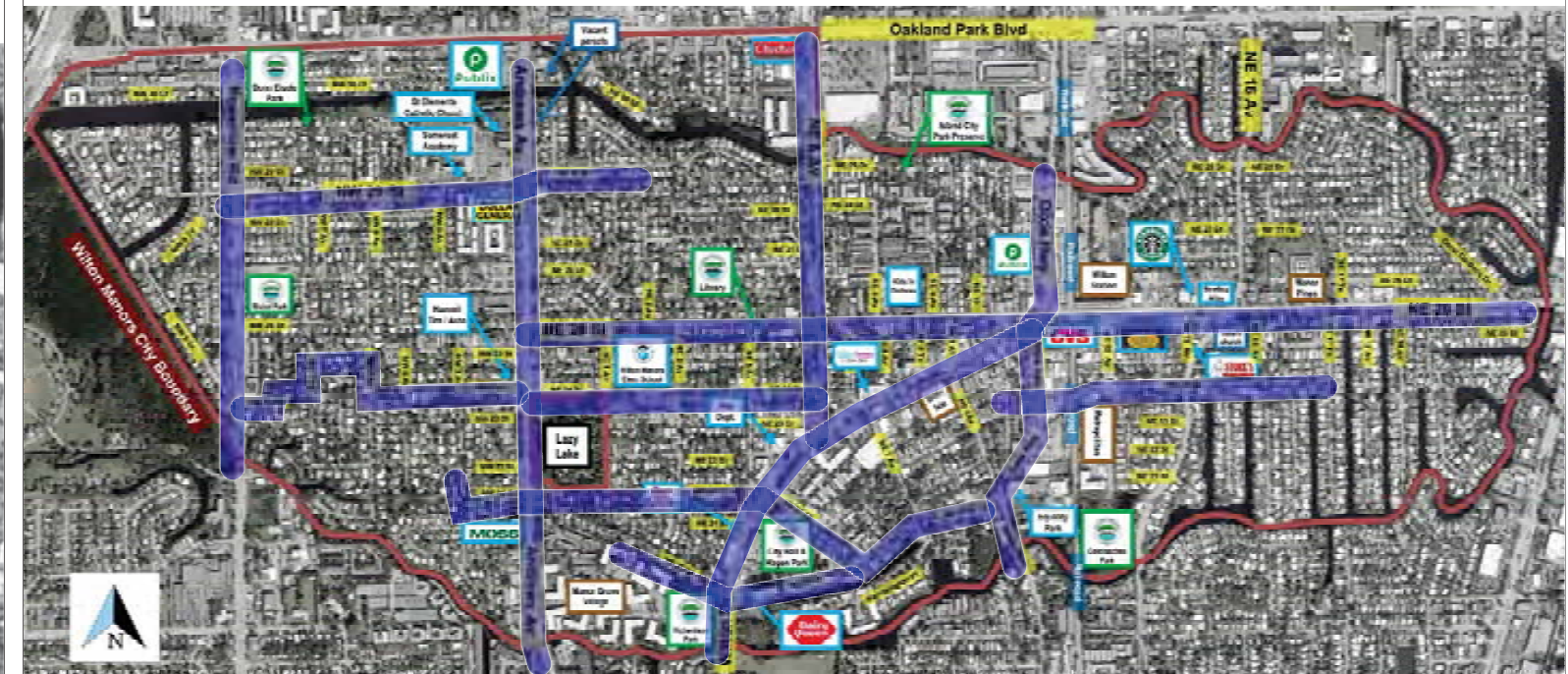
Plan Study Area: Go / No Go Discussion

Assessed Roadways



Plan Study Area: Go / No Go Discussion

Assessed Roadways: Points of Interest



Plan Study Area: Go / No Go Discussion

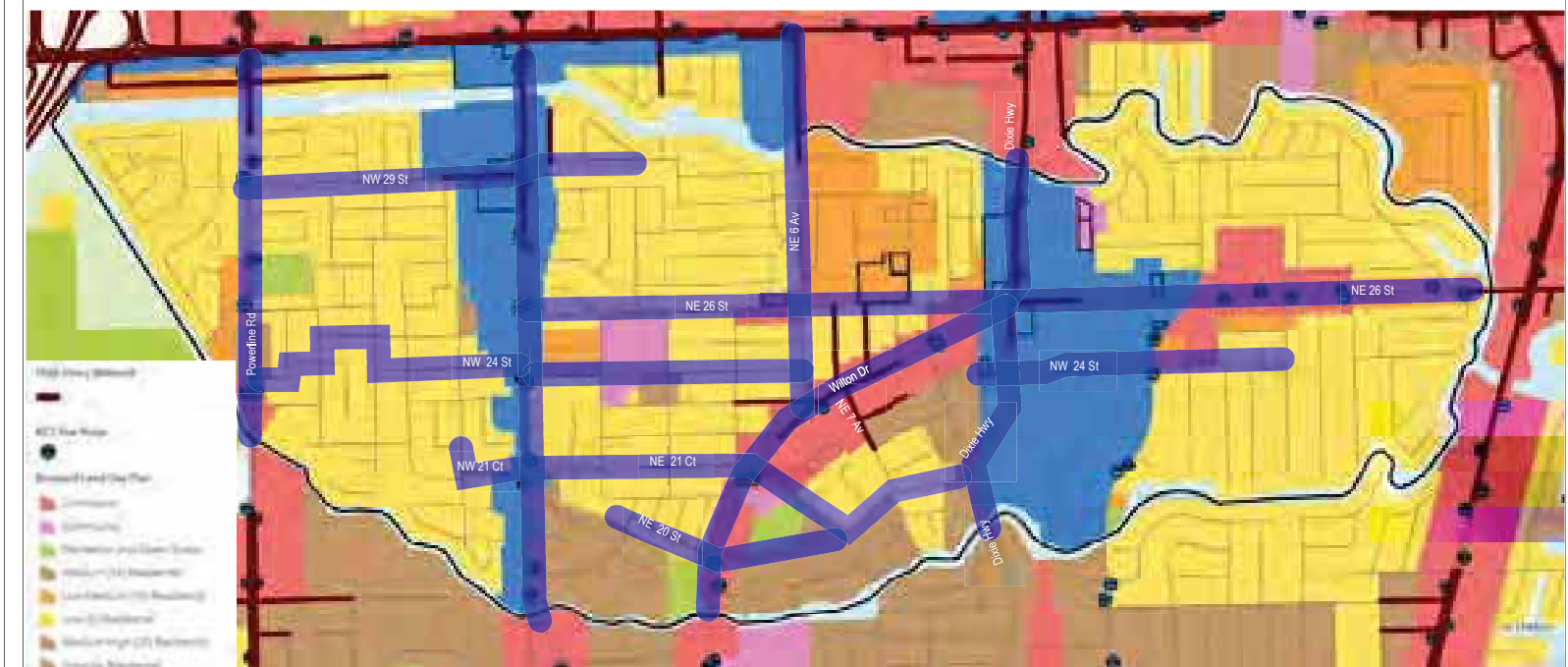
Assessed Roadways: High Injury Network, Transit, Major Destinations



The high injury network map (2016 – 2020) was created by aggregating fatal and serious injury crashes to each street segment (where a single street segment is an undivided roadway between its intersections with other streets).

Plan Study Area: Go / No Go Discussion

Assessed Roadways: High Injury Network, Land Use



Plan Study Area Discussion – Roadway Assessment

Roadway Ownership / Safety		North/South					East/West				
		Powerline Rd	Andrews Av	NE 6 th Av	Wilton Dr	N. Dixie Hwy	NW 29 th St	NE 26 th St	NW / NE 24 th St	NW / NE 21 st Ct	NE 20 th St
Roadway Owner		FDOT	Broward County	Broward County	FDOT	South of 5-Points = City North of 5-Points = FDOT	City	West of 5-Points = City East of 5-Points = Broward County	City	City	City
High Injury Network 2017-2021	All – High	Yes OPB to NW 29 St NW 9 Te to southern city boundary	Yes OPB to NW 27 Dr	No	Yes NE 22 St to NE 9 Av	Yes NE 25 St to northern city boundary	Yes NW 3 Av to Andrews Av	Yes NE 14 Av to 5-Points	No	No	No
	All – Highest	Yes OPB to NW 30 St	Yes OPB to NW 29 St	No	Yes NE 6 Av to NE 9 Av	Yes 5-Points to northern city boundary	No	No	No	No	No
	Bike / Ped	No	Yes OPB to NW 29 St	No	Yes NE 6 Av to NE 9 Av	No	No	No	No	No	No

Cohesive		North/South					East/West				
		Powerline Rd	Andrews Av	NE 6 th Av	Wilton Dr	N. Dixie Hwy	NW 29 th St	NE 26 th St	NW / NE 24 th St	NW / NE 21 st Ct	NE 20 th St
Cohesive Facilities	Close to Park / Community Facility	<ul style="list-style-type: none"> Mickel Park (Ped Entrance) Snook Creek Park 	<ul style="list-style-type: none"> Andrews Av Park Rachel Richardson Park 	<ul style="list-style-type: none"> WM Library Island City Park Preserve 	<ul style="list-style-type: none"> Richardson Park City Hall / Hagen Park Jaycee Park 	Equality Park	<ul style="list-style-type: none"> Donn Eisele Park ICPP 	WM Library	WM Library	<ul style="list-style-type: none"> City Hall / Hagen Park Richardson Park ME Depalma Park Equality Park 	<ul style="list-style-type: none"> City Hall / Hagen Park Richardson Park Equality Park
	Close to School	School crossing guard at NW 29 th St	<ul style="list-style-type: none"> Somerset Academy School crossing guard at NW 24th Av 	<ul style="list-style-type: none"> KIDS Little Flowers Montessori School Speed Zone 	FLHS	Busy Bees Day Care	<ul style="list-style-type: none"> Somerset Academy School Speed Zone 	<ul style="list-style-type: none"> WM Elem School Little Flowers Montessori KIDS School Speed Zone 	<ul style="list-style-type: none"> WM Elem School School Crossing Guard at Andrews Av FLHS 	FLHS	FLHS
Cohesive City	Roadway cross-access (number of lanes, frequency of crosswalks)	<ul style="list-style-type: none"> 4-lane Arterial (Principal) Crosswalks located only at OP Blvd, NW 29th St, and mid-block south of NW 26 St Regional roadway extending from Sunrise Blvd past northern County Boundary 	<ul style="list-style-type: none"> 4-lane Arterial (Minor) Many intersections are off-set, several missing crosswalks Regional roadway with access to downtown Ft Lauderdale 	<ul style="list-style-type: none"> 2-lane Collector (Major) All intersections have crosswalks Roadway terminates at Wilton Dr 	<ul style="list-style-type: none"> 2-lane Arterial (Minor) Frequent crosswalks from NW 20th St to NW 6 Av Roadway transitions to NE 4th St, with access to downtown Ft Lauderdale 	<ul style="list-style-type: none"> Transitions from 2-lane to 4-lane at 5-Points Signalized crosswalks at Powerline Rd and Andrews Av, as well as signalized mid-block crosswalk. Numerous raised crosswalks 	<ul style="list-style-type: none"> 2-lane local road Signalized crosswalks at Powerline Rd and Andrews Av, as well as signalized mid-block crosswalk. Numerous raised crosswalks 	<ul style="list-style-type: none"> Transitions from 2-lane to 4-lane Collector (Major) at 5-Points Infrequent crosswalks (none east of NE 15th Av) and frequent jaywalking observed. Roadway terminates at Andrews Av 	2-lane local road in residential neighborhoods	2-lane local road in residential neighborhoods	2-lane local road in residential neighborhoods

Plan Study Area Discussion – Roadway Assessment

Diversity		North/South					East/West				
		Powerline Rd	Andrews Av	NE 6 th Av	Wilton Dr	N. Dixie Hwy	NW 29 th St	NE 26 th St	NW / NE 24 th St	NW / NE 21 st Ct	NE 20 th St
Diverse Users	Transit Riders	Yes	Yes	Indirect / Stops on crossroads	Yes	Yes	Indirect / Stops not on roadway	Yes	Indirect / Stops on crossroads	Yes	Indirect / Stops on crossroads
	Students	Yes	Yes	Yes	Yes	No	Yes	Yes	No	No	
	Seniors	No	Yes (Hidden Palms)	No	No	Yes (Equality Park)	No	Yes (Manor Pines, Williamsburg Landing, Windsor Place)	Yes (Manor Pines)	Yes (Equality Park)	No
	Tourists	No	No	Yes	Yes	Yes	No	Yes	No	No	No
	Western Residents	Yes	Yes	No	No	No	Yes	No	Yes	Yes	No
	Central Residents	No	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes
Diverse Modes	BCT Stop	Yes (BCT Route 14)	Yes (BCT Route 60)	Intersections (OPB and Wilton Dr)	Yes (BCT Route 50)	Yes, north of 5-Points (BCT Route 50)	Intersections (Powerline and Andrews Av)	Yes, east of 15 th Av (BCT Route 20)	Intersections (at Andrews Av & Wilton Dr)	Intersections (at Andrews Av & Wilton Dr)	Intersections (at Wilton Dr)
	Planned Premium Transit	Yes	Yes (OPB)	Yes (OPB)	No	Yes (OPB)	No	No	No	No	No
	Broward Commuter Rail	No	No	No	No	Yes (Direct route to OP Station)	No	No	No	No	No
Diverse Destinations	Parks / Community Facility	<ul style="list-style-type: none"> Mickel Park Snook Creek Park 	<ul style="list-style-type: none"> Andrews Avenue Park Rachel Richardson Park 	<ul style="list-style-type: none"> WM Library ICPP 	<ul style="list-style-type: none"> Richardson Park City Hall / Hagen Park Jaycee Park 	Equality Park	<ul style="list-style-type: none"> Donn Eisele Park ICPP 	WM Library	<ul style="list-style-type: none"> City Hall / Hagen Park Richardson Park ME Depalma Park Equality Park 	<ul style="list-style-type: none"> City Hall / Hagen Park Richardson Park Equality Park 	
	Grocery Store / Pharmacy	No	<ul style="list-style-type: none"> Publix Dollar General 	Sprouts	Publix	Publix	Dollar General	<ul style="list-style-type: none"> Publix CVS 	CVS	No	No
	Entertainment / Nighttime Areas	No	No	<ul style="list-style-type: none"> Scandals Wilton Dr 	Wilton Dr	Theater District	No	From NE 6 th Av to NE 15 Av	<ul style="list-style-type: none"> Wilton Dr Dixie Hwy 	<ul style="list-style-type: none"> Wilton Dr Dixie Hwy 	<ul style="list-style-type: none"> Wilton Dr Dixie Hwy
	Schools	School crossing guard at NW 29 th St	<ul style="list-style-type: none"> Somerset Academy School crossing guard at NW 24th Av 	<ul style="list-style-type: none"> KIDS Little Flowers Montessori 	FLHS	Busy Bees	Somerset Academy	<ul style="list-style-type: none"> WM Elem. School Little Flowers Montessori KIDS 	<ul style="list-style-type: none"> WM Elem. School School Crossing Guard at Andrews Av Busy Bees 	FLHS	FLHS

Plan Study Area Discussion – Roadway Assessment

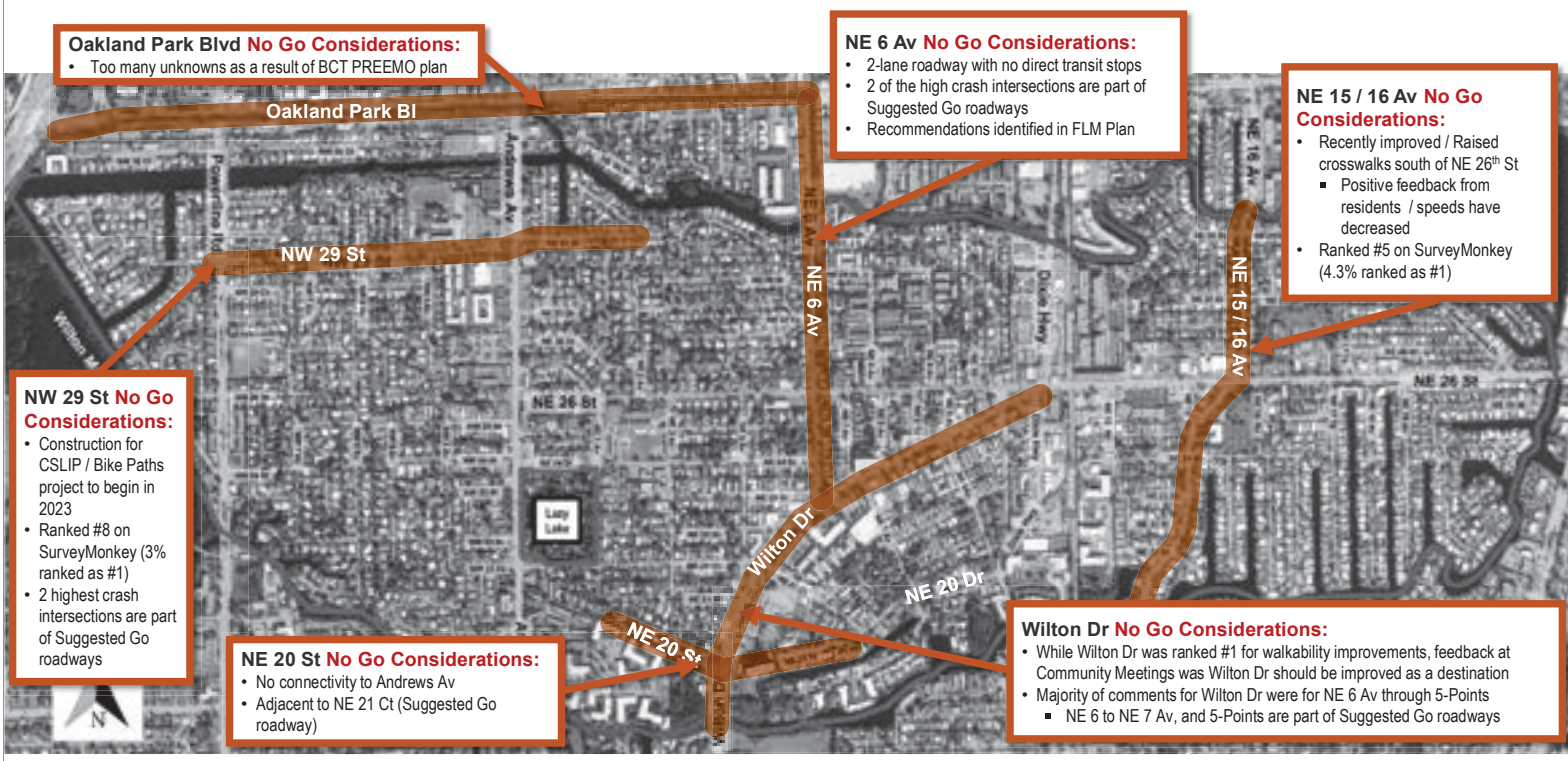
Redevelopment / Roadway Improvements		North/South					East/West				
		Powerline Rd	Andrews Av	NE 6 th Av	Wilton Dr	N. Dixie Hwy	NW 29 th St	NE 26 th St	NW / NE 24 th St	NW / NE 21 st Ct	NE 20 th St
Planned Redevelopment / TOC Land Use		No	<ul style="list-style-type: none"> TOC West Vacant Properties north of 29th St 	<ul style="list-style-type: none"> TOC West (between river and OPB) Adjacent – Sprouts property 	<ul style="list-style-type: none"> Activity Center WILMA 	TOC	TOC West	<ul style="list-style-type: none"> TOC West Holy Mackerel Site Vacant property at 15th Av 	<ul style="list-style-type: none"> TOC Holy Mackerel Site 	No	No
Planned / Roadway Improvements		<ul style="list-style-type: none"> FDOT recently posted reduced speed limit signs MTP 2050 Call For Projects: Add traffic calming measures 	<ul style="list-style-type: none"> Surtax Project: Mobility Improvements Broward County improvements for intersection at NE 26 St (new crosswalk) MTP 2050 Call For Projects: Redesign to add medians, lighting, and landscaping 	<ul style="list-style-type: none"> FLM Study "Bicycle Blvd" WDID requested FDOT for Scramble Intersection at Wilton Dr MTP 2050 Call For Projects: Wilton Dr / Roundabout 	<ul style="list-style-type: none"> FDOT presented Protected Intersection at City Commission WDID requested FDOT for Scramble Intersection at NE 6 Av MTP 2050 Call For Projects: NE 6 Av / Roundabout 	MTP 2050 Call For Projects: Bridge over South Fork of Middle River (replace bridge, all lighting)	<ul style="list-style-type: none"> CSLIP project Westside Neighborhood Traffic Calming Study – Misc Improvements 	<ul style="list-style-type: none"> Surtax project, east of 5-points Broward County improvements for intersection at Andrews Av (new crosswalk) FLM Study 	<ul style="list-style-type: none"> (NE) Intersection at NE 15 Av converted to raised intersection (NW) Westside Neighborhood Traffic Calming Study – Neighborhood Gateway Feature 	(NW) Westside Neighborhood Traffic Calming Study	<ul style="list-style-type: none"> FDOT presented Protected Intersection at City Commission

Plan Study Area Discussion – Roadway Assessment

Public Engagement		North/South					East/West				
		Powerline Rd	Andrews Av	NE 6 th Av	Wilton Dr	N. Dixie Hwy	NW 29 th St	NE 26 th St	NW / NE 24 th St	NW / NE 21 st Ct	NE 20 th St
Survey Monkey	Q5: Streets to have better walkability (Rank)	7 10% Rank as #1	2 15% Rank as #1	3 11% rank as #1	1 26% rank as #1	4 8% rank as #1	8 3% rank as #1	4 22% rank as #1	Not Listed	Not Listed; 9 General Comments selecting this roadway for Priority	Not Listed
	Q7: General Comments (approx. # of comments & General themes)	<ul style="list-style-type: none"> 6 comments Intersections noted: NW 29th St, Mickel Park entrance Most common topics: Speeding, issues with bike lane placement Overall summary: Cars are driving too fast on Powerline Rd. No one is using the new bike lanes. 	<ul style="list-style-type: none"> 4 comments (Additional 7 comments about Westside) 	<ul style="list-style-type: none"> 5 comments Intersections noted: OP Blvd Most common topics: Bike facilities are lacking, ped issues (lighting, sidewalks) Overall summary: Need better bike facilities. More lighting should be installed. The sidewalks need to be wider. 	<ul style="list-style-type: none"> 18 comments Intersections noted: 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. 	<ul style="list-style-type: none"> 6 comments Intersections noted: NE 26 St, OP Blvd Overall summary: Need better connectivity to the city Oakland Park. Bike facilities are needed on Dixie Hwy 	<ul style="list-style-type: none"> 7 comments for the Westside 	<ul style="list-style-type: none"> 18 comments Intersections noted: 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 	<ul style="list-style-type: none"> 2 comments 	<ul style="list-style-type: none"> 18 comments Intersections noted: Andrews Av, NW 25 St, Wilton Dr, NW 5 Av Most common topics: Signal issues, sidewalk gaps Overall summary: NE 21st Ct should be a priority roadway. There are a lot of sidewalk gaps 	<ul style="list-style-type: none"> 1 comment
Community Meeting Feedback (approx. # of comments & General themes)		<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. 	<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. 	<ul style="list-style-type: none"> 2 comments, though often discussed in conjunction with Wilton Dr 	<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. 	<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. 	<ul style="list-style-type: none"> 2 comments 	<ul style="list-style-type: none"> 35 comments List of intersections: 5 Points (east), Andrews Ave, NE 6th Av, 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 	<ul style="list-style-type: none"> 1 comments; though often discussed in conjunction with Andrews Av 	<ul style="list-style-type: none"> 3 comments; though often discussed in conjunction with Andrews Av 	<ul style="list-style-type: none"> Discussed in conjunction with Andrews Av

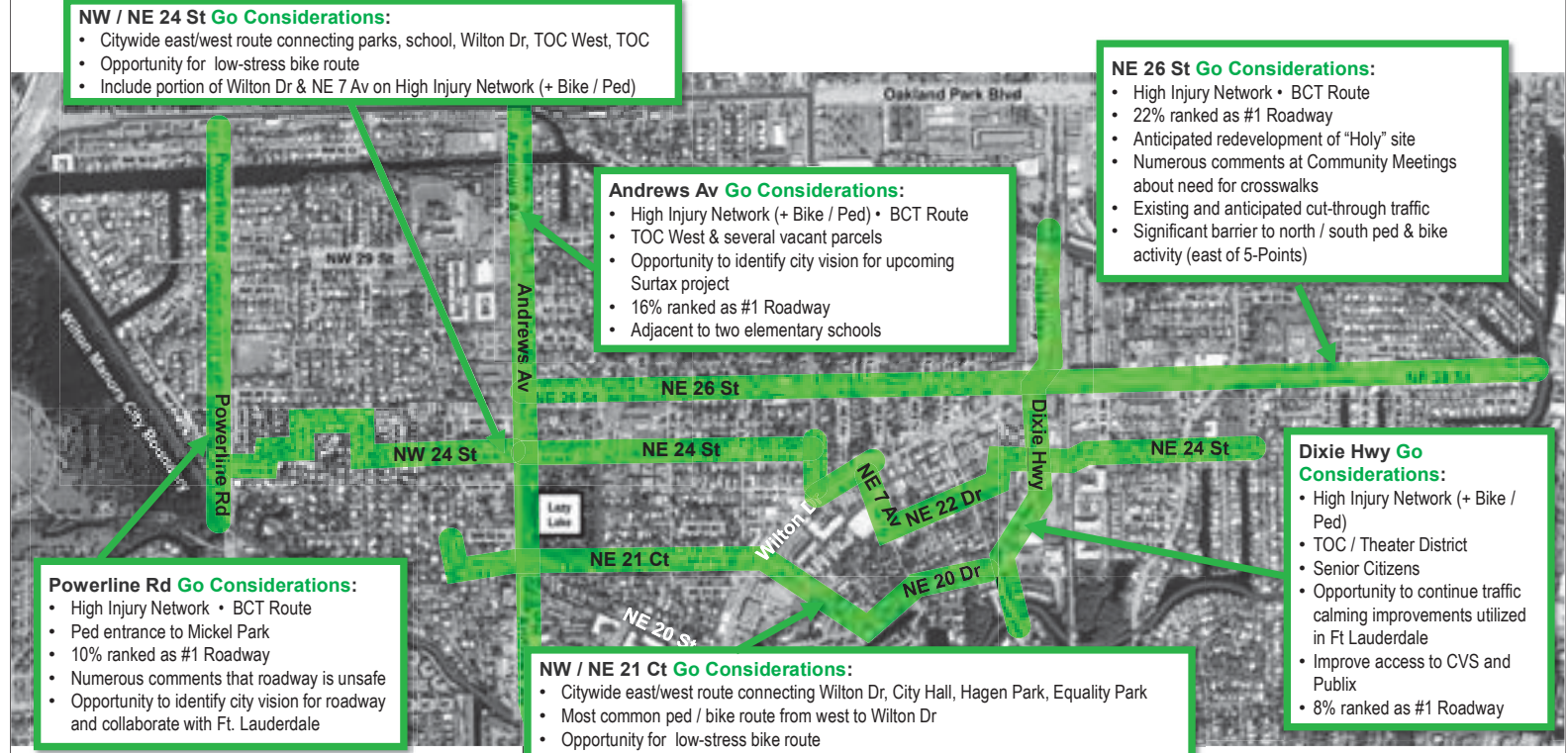
Plan Study Area: Go / No Go Discussion

Suggested: No Go Roadways



Plan Study Area: Go / No Go Discussion

Suggested: Go Roadways



Plan Study Area: Go / No Go Discussion

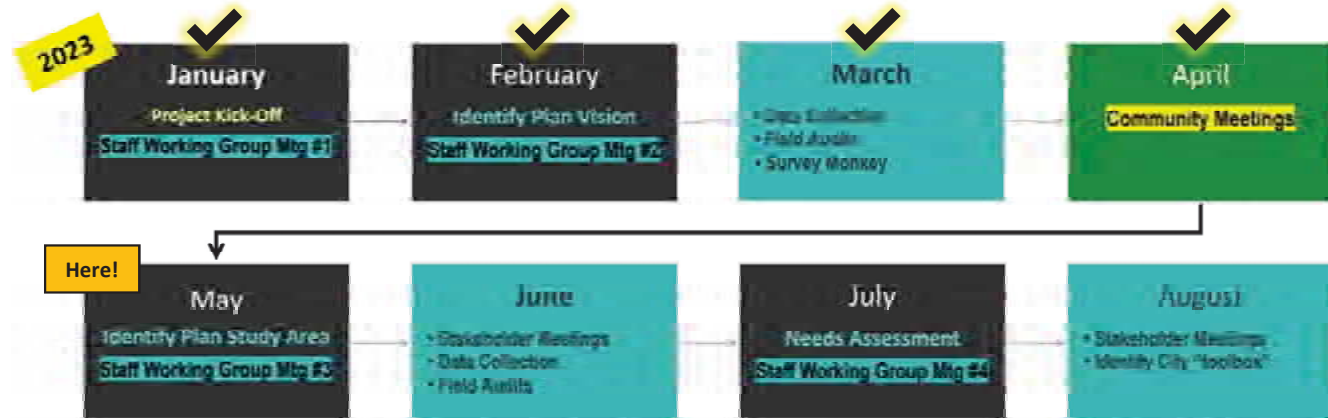
Suggested: Plan Study Area



Plan Study Area: Go / No Go Discussion

Go / No Go Discussion





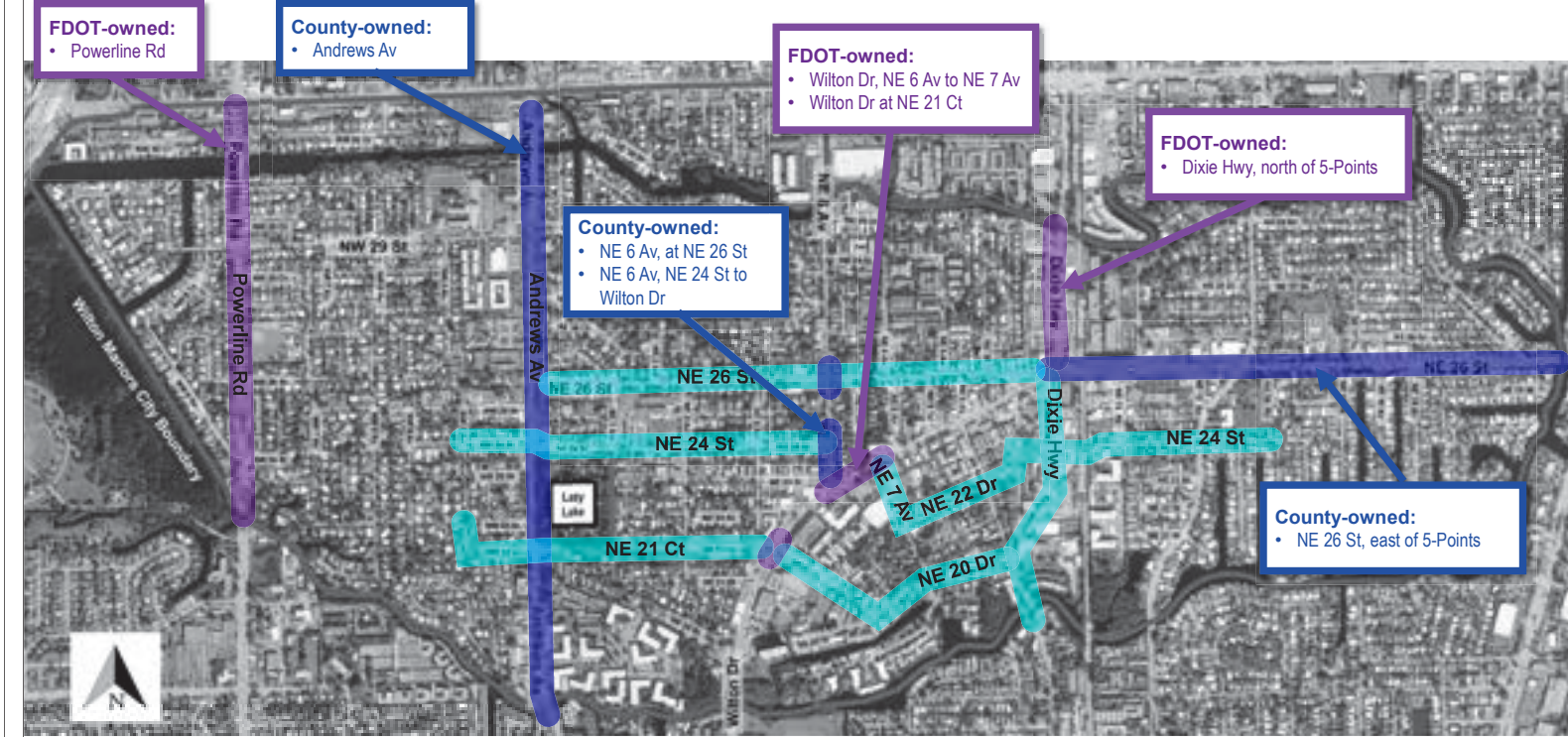
Next Steps

1. Update Project website with Map of Plan Study Area
2. Kick-Off consultant resources
3. Stakeholder Meetings: Broward County, FDOT, City of Fort Lauderdale, etc...
4. In-depth 5-year crash assessment of Plan Study Area
5. Field Audits with Broward County and FDOT
6. Prepare Needs Assessment

City Action items

1. Schedule July SWG Meeting
2. Provide latest status of roadway projects and development approvals along Plan Study Area roadways

Suggested: Plan Study Area



Transportation Master Plan



August 15, 2023 | Staff Working Group Meeting #4 (Plan Study Area Existing Conditions)

BrowardMPO.org

Agenda

1. **Current Status** (5 minutes)
2. Citywide Multimodal Conditions Assessment (5 minutes)
3. Plan Study Area Roadways: County & FDOT-Owned (10 minutes)
4. Plan Study Area Roadways: City-Owned (30 minutes)
5. Westside Neighborhood Route (5 minutes)
6. **Next Steps** (5 minutes)
7. **Discussion** (30 minutes)

Attachments:

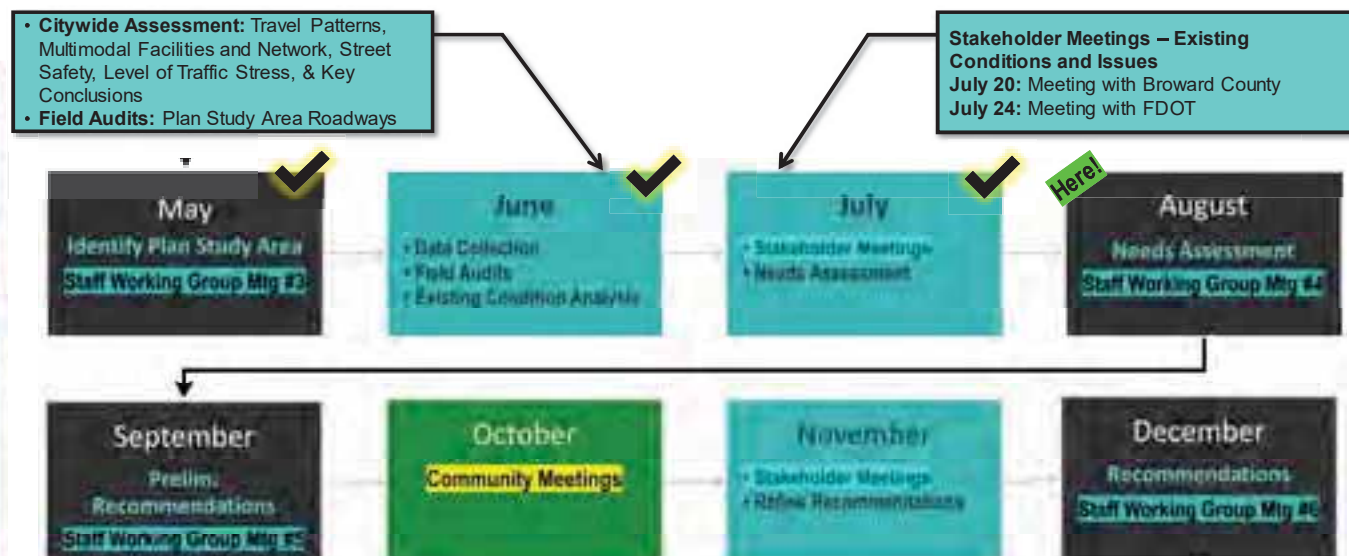
1. Citywide Assessment of Existing Conditions
2. Citywide Assessment: Key Conclusions
3. Presentation: Existing Conditions and Issues for County-Owned Roadways
4. Presentation: Existing Conditions and Issues for FDOT-Owned Roadways
5. City Routes - NE 24 St, NW/NE 21 CT – Field Audit Observations



Meeting Goal:

- ✓ Inform about the Citywide Assessment
- ✓ Confirm Existing Conditions for Plan Study Area roadways (County / FDOT owned)
- ✓ Discuss Existing Conditions of City-owned Plan Study Area roadways
- ✓ Confirm Westside Neighborhood Route
- ✓ Confirm Action Items

Project Schedule: Current Status

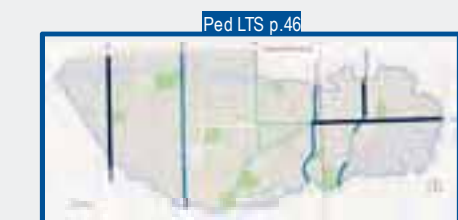
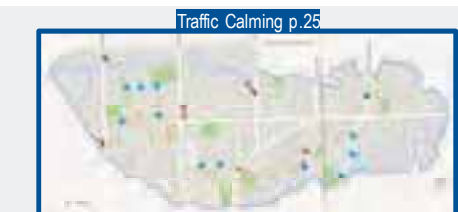
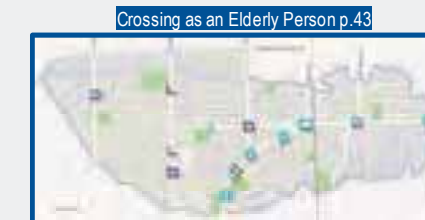
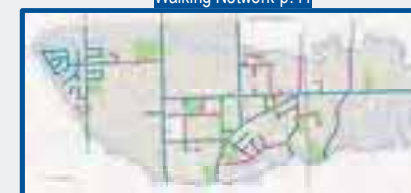


Existing Conditions: Citywide Assessment

- Demographic information
- Land use and destinations
- Roadway characteristics
- Biking conditions (incl. Level of Traffic Stress)
- Walking conditions (incl. Level of Traffic Stress)
- Crosswalk / Crossings
- Transit locations



Walking Network p.41



Street Safety

- Highest crash corridors:
 - Powerline Road
 - Andrews Avenue
 - NE 26th Street
 - Wilton Drive
 - NE 15th Ave
 - Dixie Highway
- ...Are generally the only streets that provide access into and out of Wilton Manors



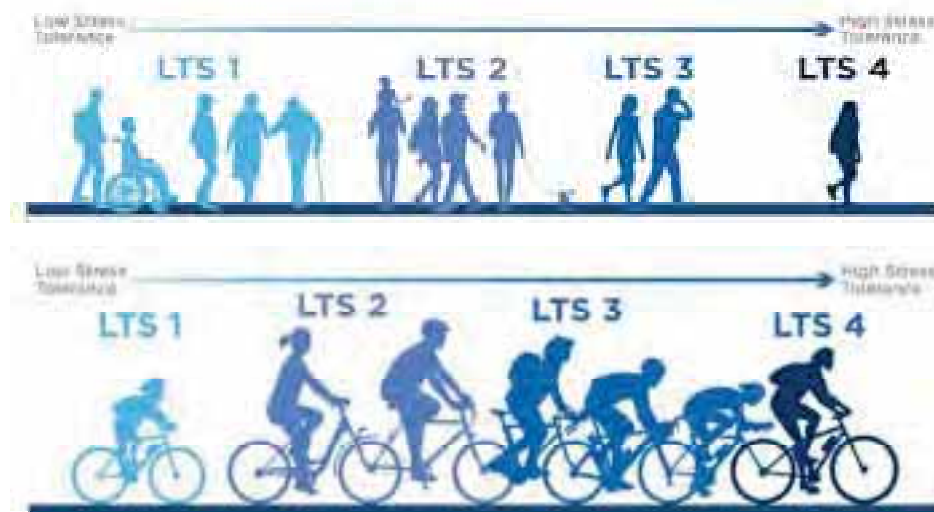
Walking & Biking Safety

- East / West Crossings
 - Powerline Road
 - Andrews Avenue
 - Dixie Highway
- North / South Crossings
 - Wilton Drive
 - NE 26th Street



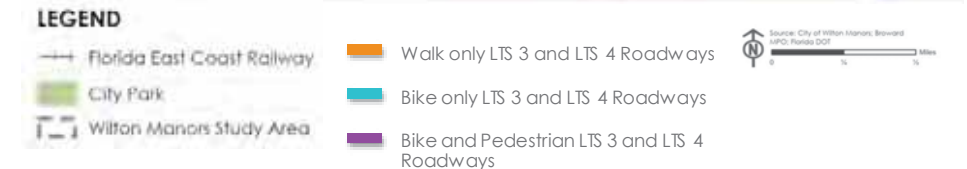
Level of Traffic Stress

- Measured by:



LTS 3 & 4 Streets

- Streets with a score of LTS 3 or LTS 4 act as barriers to walking and biking



Addressing Issues on 6 Key Corridors

- **East / West Crossings**
 - Powerline Road
 - Andrews Ave
 - Dixie Hwy
- **North / South Crossings**
 - NE 26th St
 - Wilton Drive
- **LTS 3 & 4 Walking / Biking Facilities**
 - Powerline Road
 - Andrews Ave
 - Dixie Hwy
 - Wilton Drive
 - NE 26th St
- **Neighborhood Connections**
 - NE / NW 24th St
 - NE / NW 21st Ct



Addressing Issues on 6 Key Corridors

- **East / West Crossings**
 - Powerline Road
 - Andrews Ave
 - Dixie Hwy
- **North / South Crossings**
 - NE 26th St
 - Wilton Drive
- **LTS 3 & 4 Walking / Biking Facilities**
 - Powerline Road
 - Andrews Ave
 - Dixie Hwy
 - Wilton Drive
 - NE 26th St
- **Neighborhood Connections**
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Addressing Issues on 6 Key Corridors

- **East / West Crossings**
 - Powerline Road
 - Andrews Ave
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Addressing Issues on 6 Key Corridors

- **East / West Crossings**
 - Powerline Road
 - Andrews Ave
 - Dixie Hwy
- **North / South Crossings**
 - NE 26th St
 - Wilton Drive
- **LTS 3 & 4 Walking / Biking Facilities**
 - Powerline Road
 - Andrews Ave
 - Dixie Hwy
 - NE 26th St
- **Neighborhood Connections**
 - NE / NW 24th St
 - NE / NW 21st Ct



Plan Study Area & Roadway Jurisdiction



Roadway Jurisdiction



FDOT

- Powerline Rd
- Dixie Hwy, from 5-Points north
- Wilton Dr

Broward County

- Andrews Av
- NE 26 St, east of 5-Points
- NE 6 Av

City

- Dixie Hwy, south of 5-Points
- NE 26 St, west of 5-Points
- NW 21 Ct • NW 25 St • NE 7 Av
- NE 11 Av • NE 20 St • NE 20 Dr
- NE 21 Ct • NE 22 Dr • NE 24 St



Powerline Rd

- FDOT-owned
- Biking LTS = 4
- Ped LTS = 4

Summary of Existing Issues

X	Speeding vehicles		
	No / Missing bicycle facilities	X	Bicyclists riding on sidewalks
X	Bicyclists riding against traffic	X	Bike: Unprotected bike lanes; Vehicles parked in bike lanes; No bike facilities at intersections
	No / Missing sidewalks	X	Narrow sidewalks (West ROW)
X	Sidewalk Obstructions	X	Sidewalk: (West ROW) Sloped / Abuts back-out parking
X	Long block length to cross to other side of street		
X	Pedestrians crossing not at crosswalks		
X	Long crossing distance at crosswalks		
X	Pedestrian / Vehicle conflicts at crosswalks		
X	Insufficient crossing time for crosswalks		Dark at night, especially for pedestrians
X	Access Management issues: Conflict points; prohibited turn movements; back-out parking		
X	BCT Stops are missing pedestrian amenities / not ADA compliant		
X	No wayfinding signage		
	No school crossing signage or pavement markings for adjacent K-12 Schools		

Focus Locations

- Intersection @ NW 29 St
- Multiblock area adjacent to Mickel Park

- ### 5-Year Crash Trends (2018 to 2022) excluding OP Blvd
- 212 Total Crashes
 - 46% of Injury Crashes caused by Rear End collisions
 - 30% of crashes at NE 29 St intersection resulted in injuries
 - 1 Ped Crash (Fatality) + 3 Bike crashes (Injury) = All occurred during daytime

Riding on sidewalks, against traffic



BCT Stop, No Amenities



Crossing not at Crosswalks



Sidewalk Obstructions



Parking in Bike Lane



Traffic Calming Signage



Dixie Hwy

- FDOT-owned
- Biking LTS = 3
- Ped LTS = 3

Summary of Existing Issues for FDOT-Owned Roadway

X	Speeding vehicles		
X	No / Missing bicycle facilities: Share the road markings on NB Lanes	X	Bicyclists riding on sidewalks
X	Bicyclists riding against traffic	X	Bike: Share the road markings on NB Lanes
X	No / Missing sidewalks (East ROW)		Narrow sidewalks
X	Sidewalk Obstructions		Sidewalk:
X	Long block length to cross to other side of street		
X	Pedestrians crossing not at crosswalks		
X	Long crossing distance at crosswalks		
X	Pedestrian / Vehicle conflicts at crosswalks		
X	Insufficient crossing time for crosswalks		
X	Dark at night, especially for pedestrians		
X	Access Management issues: Frequent turn movements; No center lane median; back-out parking; LT in / out of Publix and Dunkin Donuts parking lots		
X	BCT Stops are missing pedestrian amenities / not ADA compliant		
X	No wayfinding signage		
	No school crossing signage or pavement markings for adjacent K-12 Schools		

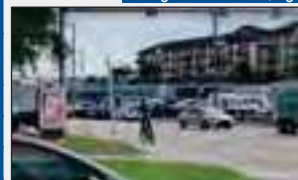
Focus Locations

- 5-Points
- Multiblock area north of 5-Points

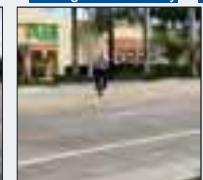
5-Year Crash Trends (2018 to 2022) including City-owned roadway

- 134 Total Crashes
- Majority of Injury Crashes occurred at 5-Points and 1-block north
- 26% of Injury Crashes were ped or bike crashes
- 4 Ped Crash + 2 Bike crashes = 2 occurred at entrance to Dunkin Donuts parking lot

Riding on sidewalks, against traffic



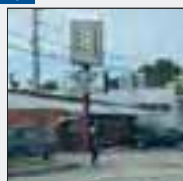
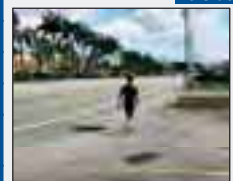
Darting into roadway



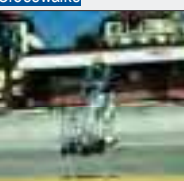
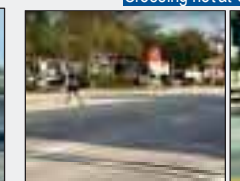
BCT Stop, No Amenities



No Sidewalk



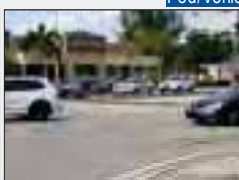
Crossing not at Crosswalks



Crossing at 5-Points



Ped/Vehicle Conflicts



Wilton Dr

- FDOT-owned
- Biking LTS = 1
- Ped LTS = 2

Summary of Existing Issues

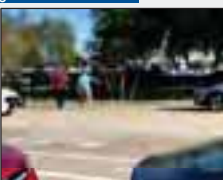
	Speeding vehicles		
	No / Missing bicycle facilities	X	Bicyclists riding on sidewalks (a.m.)
	Bicyclists riding against traffic	X	Bike: Large group of bicyclists
	No / Missing sidewalks		Narrow sidewalks
X	Sidewalk Obstructions	X	Sidewalk: Large groups of pedestrians / Crowding
X	Long block length to cross to other side of street (NE 7 Av)		
X	Pedestrians crossing not at crosswalks		
X	Long crossing distance at crosswalks		
X	Pedestrian / Vehicle conflicts at crosswalks		
	Insufficient crossing time for crosswalks		
X	Dark at night, especially for pedestrians (NE 21 Ct, NE 7 Av)		
X	Access Management issues: RT slip lanes at NE 7 Av; Cut-through traffic at NE 7 Av		
	BCT Stops are missing pedestrian amenities / not ADA compliant		
	No wayfinding signage		

Focus Locations

- NE 21 Ct
- Multiblock area NE 6 Av to NE 7 Av

- ### 5-Year Crash Trends (2018 to 2022) 1 block south of NE 21 Ct to 1 block east of NE 7 Av, plus NE 6 Av from Wilton Dr to NE 24 St, and approx. 1 block east and west of NE 21 Ct.
- 46% of Injury Crashes caused involved Ped or Bike
 - Crashes occurring at night: 65% of Injury & 71% of Serious Injury; 28% of crashes at night result in injuries
 - 3 Injury & 6 Serious Injury Crashes involved Ped or Bike

Crossing not at Crosswalks



Crowded Sidewalks



Ped/Vehicle Conflicts



Andrews Av

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

5-Year Crash Trends (2018 to 2022) excluding OP Blvd

- 361 Total Crashes
- 41% of Injury Crashes caused by Rear End collisions
- Crashes occurring at night: 37% of Injury, 60% of Serious Injury, & 100% of fatality; 35% of crashes at night result in injuries
- 2 Ped + 7 Bike crashes

Summary of Existing Issues	
X	Speeding vehicles
X	No / Missing bicycle facilities
X	Bicyclists riding against traffic
	No / Missing sidewalks
X	Sidewalk Obstructions
X	Long block length to cross to other side of street
X	Pedestrians crossing not at crosswalks
X	Long crossing distance at crosswalks
X	Pedestrian / Vehicle conflicts at crosswalks
X	Insufficient crossing time for crosswalks
	Dark at night, especially for pedestrians
X	Access Management issues: No center lane median; numerous driveway openings; off-set intersections; conflict points; prohibited turn movements
X	BCT Stops are missing pedestrian amenities / not ADA compliant
X	No wayfinding signage
X	No school crossing signage or pavement markings for adjacent K-12 Schools (WME, K-8 Charter)



- Focus Locations**
- Intersection @ NW 29 St
 - Intersection @ NE 26 St
 - Off-Set Intersection @ NW / NE 24 St
 - Intersection @ NW/NE 21 Ct

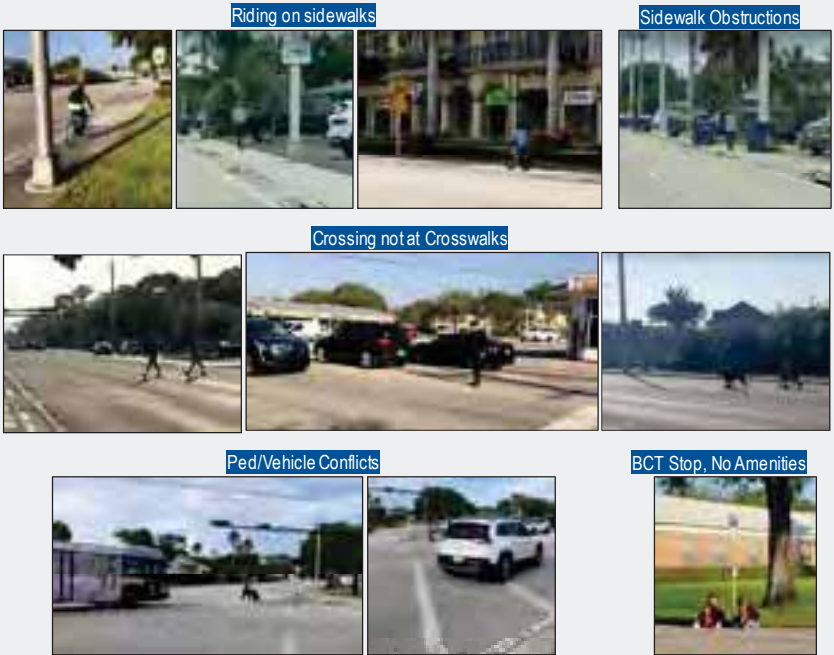
NE 26 St

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

5-Year Crash Trends (2018 to 2022) including City-owned roadway

- 274 Total Crashes
- Majority of injury crashes near NE 6 Av or near NE 15 to NE 16 Av
- Crashes occurring at night: 30% of Injury, 60% of Serious Injury
- 30% of Injury Crashes were Ped / Bike crashes; 6 Ped + 11 Bike crashes

Summary of Existing Issues for County-Owned Roadway	
X	Speeding vehicles
X	No / Missing bicycle facilities
X	Bicyclists riding against traffic
	No / Missing sidewalks
X	Sidewalk Obstructions (incl. residential garbage cans)
X	Long block length to cross to other side of street
X	Pedestrians crossing not at crosswalks (especially in the morning: Near 5-Points, Ne 14 Av, Starbucks, Mid-block east of NE 16 Av)
X	Long crossing distance at crosswalks
X	Pedestrian / Vehicle conflicts at crosswalks
X	Insufficient crossing time for crosswalks
X	Dark at night, especially for pedestrians
X	Access Management issues: No center lane median; numerous driveway openings; conflict points
X	BCT Stops are missing pedestrian amenities / not ADA compliant
X	No wayfinding signage
	No school crossing signage or pavement markings for adjacent K-12 Schools



- Focus Locations**
- 5-Points
 - Intersection @ NE 15/16 Av
 - Multiblock adjacent to Holy Site
 - Multiblock east of NE 15/16 Av

FDOT / County-Owned Roadways

Discussion



QUESTION: Additional existing conditions or issues for these roadways?

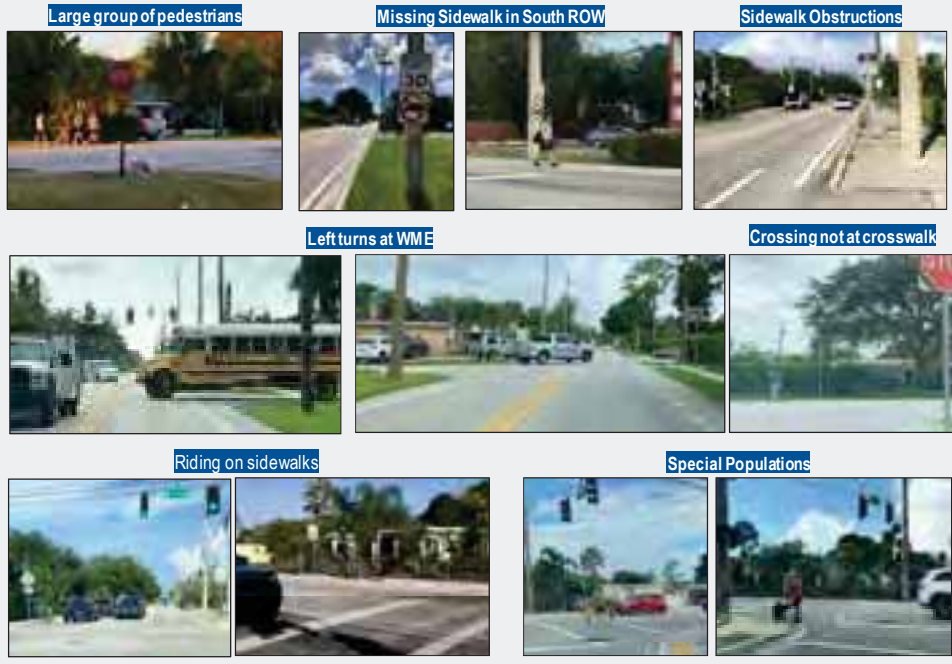
NE 26 St

- City-owned
- Biking LTS = 3
- Ped LTS = 1 west of NE 6 Av / 2 @ NE 6 Av and east

5-Year Crash Trends (2018 to 2022)

- 1 Injury Crash near WME (WB to SB LT from NE 26 St to NE 3 Av)
- 7 Injury Crash within 150 ft of NE 6 Av intersection (all directions)
- NE 6 Av: 4 injury crashes caused by running red light
- NE 6 Av: 3 Injury crashes involving pedestrians (including in crosswalk)

Summary of Existing Issues: City-Owned Roadway	
X	Speeding vehicles: WME School Speed Limit (15 MPH) 7:30 - 8:30 am & 2:30 - 3:30 pm from Andrews Av to NE 6 Av
X	No / Missing bicycle facilities: Bike Lanes begin/end ~ 250 ft east of Andrews Av; No bike lane within 100 ft of NE 6 Av intersection
X	Bicyclists riding against traffic
	Bike
X	No / Missing sidewalks southern ROW, from Andrews Av to NE 1 Av
X	Narrow sidewalks
X	Sidewalk Obstructions: near NE 6 Av
X	Long block length to cross to other side of street
X	Pedestrians crossing not at crosswalks at NE 1 Av
	Long crossing distance at crosswalks
X	Pedestrian / Vehicle conflicts at crosswalks NE 6 Av
	Insufficient crossing time for crosswalks
X	Dark at night, especially for pedestrians NE 6 Av
X	Access Management issues: NE 1 Av is 1-way NB; NE 3 Av is 1-way SB; Left Turns near WME during drop-off / pick-up; NE 6 Av - Permissive only left-turn phases for all approaches
X	No wayfinding signage NE 6 Av
X	No school crossing signage or pavement markings for adjacent K-12 Schools (Little Flowers, KIDS)

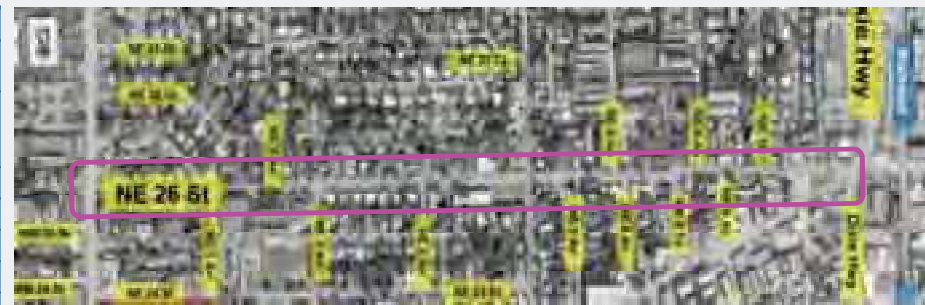


- Focus Locations**
- WME Multiblock Area
 - Intersection at NE 6 Av

NE 26 St

Discussion

Summary of Existing Issues: City-Owned Roadway		
X	Speeding vehicles: <i>WME School Speed Limit (15 MPH) 7:30 - 8:30 am & 2:30 - 3:30 pm from Andrews Av to NE 6 Av</i>	
X	No / Missing bicycle facilities: <i>Bike Lanes begin/end ~ 250 ft east of Andrews Av; No bike lane within 100 ft of NE 6 Av intersection</i>	X Bicyclists riding on sidewalks
X	Bicyclists riding against traffic	
	Bike: <i>Unprotected</i>	
X	No / Missing sidewalks <i>southern ROW, from Andrews Av to NE 1 Av</i>	
X	Narrow sidewalks	
X	Sidewalk Obstructions: <i>near NE 6 Av</i>	Sidewalk
X	Long block length to cross to other side of street	
X	Pedestrians crossing not at crosswalks at <i>NE 1 Av</i>	
	Long crossing distance at crosswalks	
X	Pedestrian / Vehicle conflicts at crosswalks <i>NE 6 Av</i>	
	Insufficient crossing time for crosswalks	
X	Dark at night, especially for pedestrians <i>NE 6 Av</i>	
X	Access Management issues: <i>NE 1 Av is 1-way NB; NE 3 Av is 1-way SB; Left Turns near WME during drop-off / pick-up; NE 6 Av - Permissive only left-turn phases for all approaches</i>	
X	No wayfinding signage <i>NE 6 Av</i>	
X	No school crossing signage or pavement markings for adjacent K-12 Schools (<i>Little Flowers, KIDS</i>)	



QUESTION: Additional existing conditions or issues for this roadway?

Focus Locations

- WME Multiblock Area
- Intersection at NE 6 Av

Dixie Hwy

- City-owned
- Bike LTS = 1
- Ped LTS = 3

Summary of Existing Issues: City-Owned Roadway		
X	Speeding vehicles	
X	Missing bicycle facilities: <i>at Bridge</i>	X Bicyclists riding on sidewalks
X	Bicyclists riding against traffic	
	Bike: <i>Unprotected</i>	
X	Missing sidewalks <i>East ROW from 2300 to 2200 & at Bridge; West ROW from 2200 to 2110; No sidewalk in City parking lot @ 24 St</i>	
X	Narrow sidewalks: <i>East Row on bridge</i>	
X	Sidewalk Obstructions	X Sidewalk: <i>West ROW sidewalk is at-grade & abuts back-out parking from 2400 to 2200</i>
X	Long block length to cross to other side of street	
X	Pedestrians crossing not at crosswalks	
	Long crossing distance at crosswalks	
X	Pedestrian / Vehicle conflicts at crosswalks: <i>Cars not yielding to Ped's at mid-block crosswalks; crosswalks not marked at side streets</i>	
	Insufficient crossing time for crosswalks	
X	Dark at night, especially for pedestrians	
X	Access Management issues: <i>Back-In Parking, Large Driveway openings;</i>	
X	No wayfinding signage	
	No school crossing signage or pavement markings for adjacent K-12 Schools	

Focus Locations

- Multiblock area south of 5-Points

5-Year Crash Trends (2018 to 2022)

- 36 Total Crashes
- 31% of crashes resulted in Injuries
- 2 Injury crashes as a result of back-in parking
- 3 Ped/E-Scooter Serious Injury Crashes + 1 Ped Injury Crash (2 crashes at night)

Missing Sidewalk



Riding Against Traffic

Sidewalk Obstructions



Ped / Vehicle Conflicts



Dixie Hwy

Discussion

Summary of Existing Issues: City-Owned Roadway		
X	Speeding vehicles	
X	Missing bicycle facilities: <i>at Bridge</i>	X Bicyclists riding on sidewalks
X	Bicyclists riding against traffic	
	Bike: <i>Unprotected</i>	
X	Missing sidewalks <i>East ROW from 2300 to 2200 & at Bridge; West ROW from 2200 to 2110; No sidewalk in City parking lot @ 24 St</i>	
X	Narrow sidewalks: <i>East Row on bridge</i>	
X	Sidewalk Obstructions	X Sidewalk: <i>West ROW sidewalk is at-grade & abuts back-out parking from 2400 to 2200</i>
X	Long block length to cross to other side of street	
X	Pedestrians crossing not at crosswalks	
	Long crossing distance at crosswalks	
X	Pedestrian / Vehicle conflicts at crosswalks: <i>Cars not yielding to Ped's at mid-block crosswalks; crosswalks not marked at side streets</i>	
	Insufficient crossing time for crosswalks	
X	Dark at night, especially for pedestrians	
X	Access Management issues: <i>Back-In Parking, Large Driveway openings;</i>	
X	No wayfinding signage	
	No school crossing signage or pavement markings for adjacent K-12 Schools	



QUESTION: Additional existing conditions or issues for this roadway?

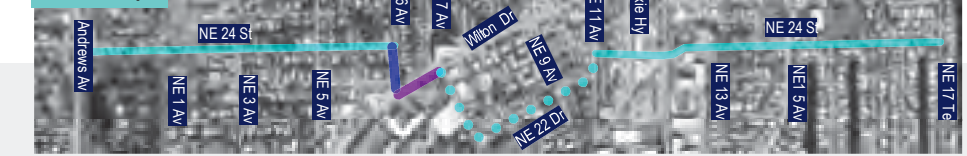
Focus Locations

- Multiblock area south of 5-Points

NE 24 St Route

- Includes the two areas of NE 24 St
 1. NE 24 St from Andrews Av to NE 6 Av
 2. NE 24 St from Dixie Hwy to NE 17 Te
- Route is connected by NE 6 Av (County-owned), Wilton Dr (FDOT-owned), NE 7 Av, NE 22 Dr, NE 11 Av, and ped-access to city-owned parking lot
- Bike LTS: 1, except: NE 6 Av = 3, Crossing at NE 15 Av = 2
- Ped LTS: NE 6 Av = 2, Wilton Dr = 2, Crossing at Dixie Hwy = 3, Crossing at NE 15 Av = 2

Route Map



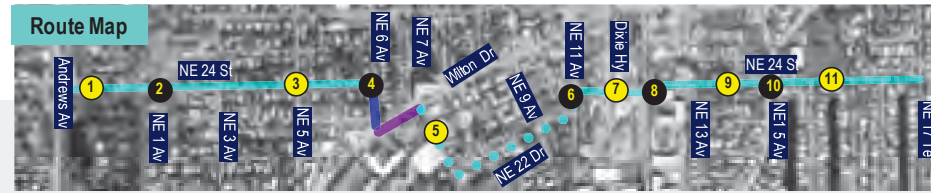
Walking Network



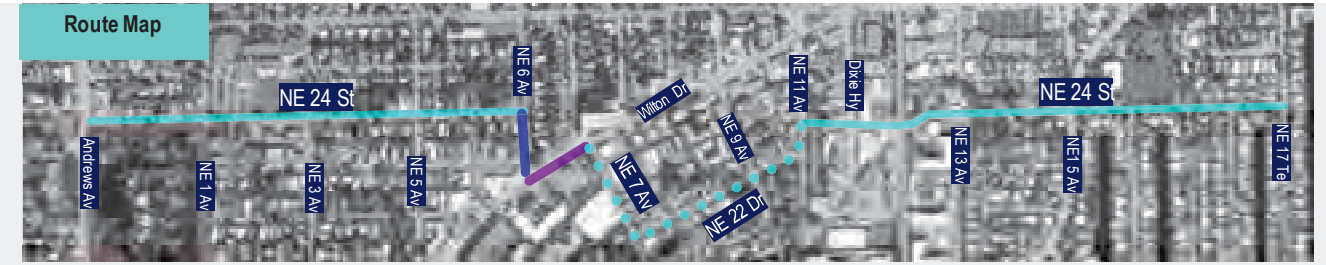
Summary of Existing Issues		
	Speeding vehicles	
X	Missing bicycle facilities: <i>No bike facilities for entire route except along Wilton Dr</i>	Bicyclists riding on sidewalks
X	Bicyclists riding against traffic	
X	No sidewalks on either side of roadway: (1) Between NE 5 Av and NE 6 Av, (2) NE 7 Av, (3) NE 22 Dr, (4) NE 11 Av, (5) City-owned Parking Lot, and (5) between NE 15 Av and NE 17 Te	
X	Narrow sidewalks	
X	Sidewalk Obstructions	X Sidewalk: <i>At-grade sidewalks abutting back-out parking from Andrews Av to NE 1 Av, and along NE 6 Av</i>

X	Long block length to cross to other side of street: <i>Local road intersections have no marked crosswalks; NE 24 St from Dixie Hwy to NE 15 Av</i>
X	Pedestrians crossing not at crosswalks
X	Long crossing distance at crosswalks: <i>Wilton Dr @ NE 6 Av; NE 24 St @ Dixie Hwy; NE 24 St at NE 15 Av</i>
X	Pedestrian / Vehicle conflicts at crosswalks: <i>Wilton Dr @ NE 6 Av; NE 24 St @ Dixie Hwy; NE 24 St at NE 15 Av</i>
X	Insufficient crossing time for crosswalks: <i>Wilton Dr @ NE 6 Av; NE 24 St @ Dixie Hwy; NE 24 St at NE 15 Av</i>
X	Dark at night, especially for pedestrians
X	Access Management issues: <i>Back-In Parking; On-street parking</i>
X	No wayfinding signage
	No school crossing signage or pavement markings for adjacent K-12 Schools

NE 24 St Route



NE 24 St Route Discussion

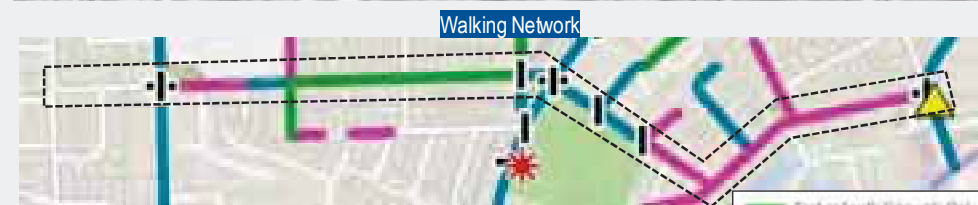
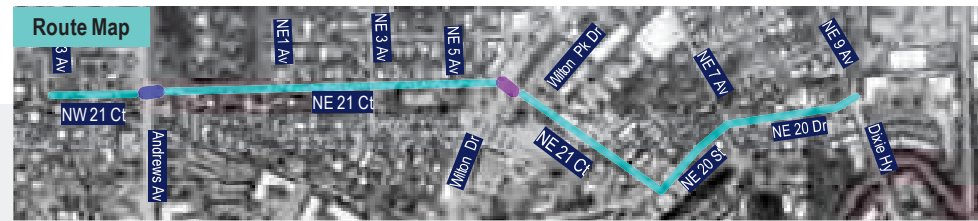


QUESTION: Additional existing conditions or issues for this roadway?

Summary of Existing Issues			
X	Speeding vehicles		X Long block length to cross to other side of street: Local road intersections have no marked crosswalks; NE 24 St from Dixie Hy to NE 15 Av
X	Missing bicycle facilities: No bike facilities for entire route except along Wilton Dr	X Bicyclists riding on sidewalks	X Pedestrians crossing not at crosswalks
X	Bicyclists riding against traffic		X Long crossing distance at crosswalks: Wilton Dr @ NE 6 Av; NE 24 St @ Dixie Hy; NE 24 St at NE 15 Av
X	No sidewalks on either side of roadway: (1) Between NE 5 Av and NE 6 Av, (2) NE 7 Av, (3) NE 22 Dr, (4) NE 11 Av, (5) City-owned Parking Lot, and (5) between NE 15 Av and NE 17 Te		X Pedestrian / Vehicle conflicts at crosswalks: Wilton Dr @ NE 6 Av, NE 24 St @ Dixie Hy, NE 24 St at NE 15 Av
X	Narrow sidewalks		X Insufficient crossing time for crosswalks: Wilton Dr @ NE 6 Av, NE 24 St @ Dixie Hy, NE 24 St at NE 15 Av
X	Sidewalk Obstructions	X Sidewalk: At-grade sidewalks abutting back-out parking from Andrews Av to NE 1 Av, and along NE 6 Av	X Dark at night, especially for pedestrians
			X Access Management issues: Back-In Parking; On-street parking
			X No wayfinding signage
			No school crossing signage or pavement markings for adjacent K-12 Schools

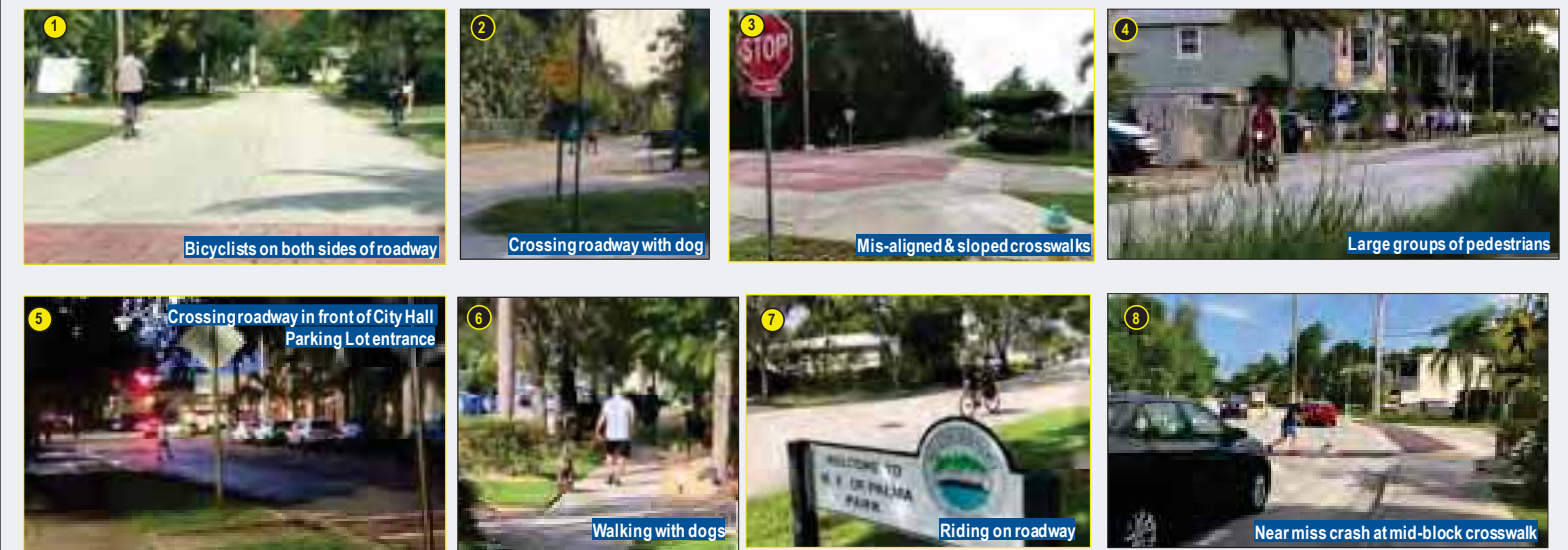
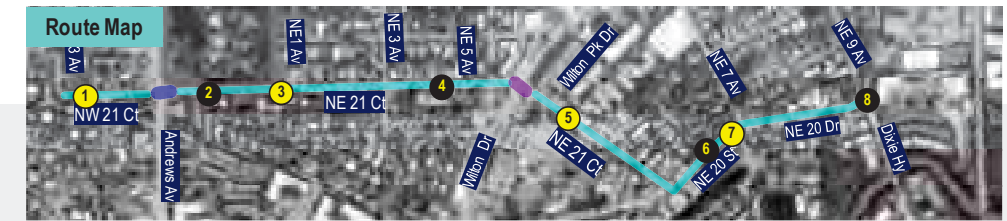
NW / NE 21 Ct Route

- Route extends from NW 3 Av to NE 20 St, and then continues east to Dixie Highway
- Route crosses over Andrews Av (County-owned) and Wilton Dr (FDOT-owned)
- Bike LTS: 1, except Crossing at Andrews Av = 4
- Ped LTS: Crossing at Andrews Av = 3, Crossing at Wilton Dr = 2, Crossing at Dixie Hwy = 3



Summary of Existing Issues			
X	Speeding vehicles		X Pedestrians crossing not at crosswalks: East of Andrews Av; City Hall Parking Lot, Ped entrance to Hagen Park (East of volleyball court)
X	Missing bicycle facilities	X Bicyclists riding on sidewalks	X Long crossing distance at crosswalks: Intersection at Andrews Av, Intersection at Dixie Hwy
X	Bicyclists riding against traffic		X Pedestrian / Vehicle conflicts at crosswalks: Intersections at Andrews Av, Wilton Dr, and Dixie Hwy
X	No sidewalks on either side of roadway: West of Andrews Av		X Insufficient crossing time for crosswalks: Intersections at Andrews Av, Wilton Dr, and Dixie Hwy
X	Narrow sidewalks		X Dark at night, especially for pedestrians
	Sidewalk Obstructions	X Sidewalk: Zig-zag sidewalks east/ west of Andrews Av and east/ west of NE 1 Av	X Intersection Operations: No dedicated Left Turn Phase at Andrews Av
X	Long block length to cross to other side of street: Wilton Dr to NE 20 St; NE 21 Ct to Dixie Hy because no marked crosswalks at NE 7 Av		X No wayfinding signage
			No school crossing signage or pavement markings for adjacent K-12 Schools

NW / NE 21 Ct Route



NW / NE 21 Ct Route

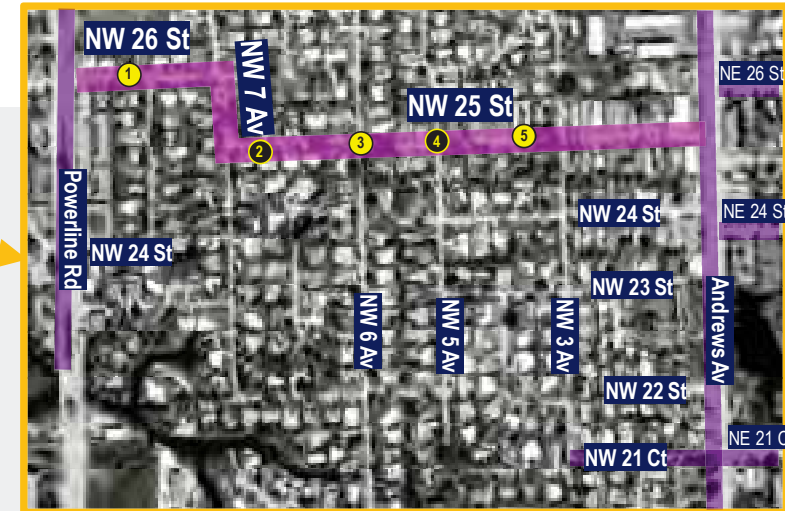
Discussion



QUESTION: Additional existing conditions or issues for this roadway?

Summary of Existing Issues		
X	Speeding vehicles	X Pedestrians crossing not at crosswalks: East of Andrews Av; City Hall Parking Lot, Ped entrance to Hagen Park (East of volleyball court)
X	Missing bicycle facilities	X Bicyclists riding on sidewalks
X	Bicyclists riding against traffic	X Pedestrian / Vehicle conflicts at crosswalks: Intersections at Andrews Av, Wilton Dr, and Dixie Hwy
X	No sidewalks on either side of roadway: West of Andrews Av	X Insufficient crossing time for crosswalks: Intersections at Andrews Av, Wilton Dr, and Dixie Hwy
X	Narrow sidewalks	X Dark at night, especially for pedestrians
	Sidewalk Obstructions	X Sidewalk: Zig-zag sidewalks east / west of Andrews Av and east / west of NE 1 Av
X	Long block length to cross to other side of street: Wilton Dr to NE 20 St; NE 21 Ct to Dixie Hwy because no marked crosswalks at NE 7 Av	X Intersection Operations: No dedicated Left Turn Phase at Andrews Av
		X No wayfinding signage
		No school crossing signage or pavement markings for adjacent K-12 Schools

Western Route

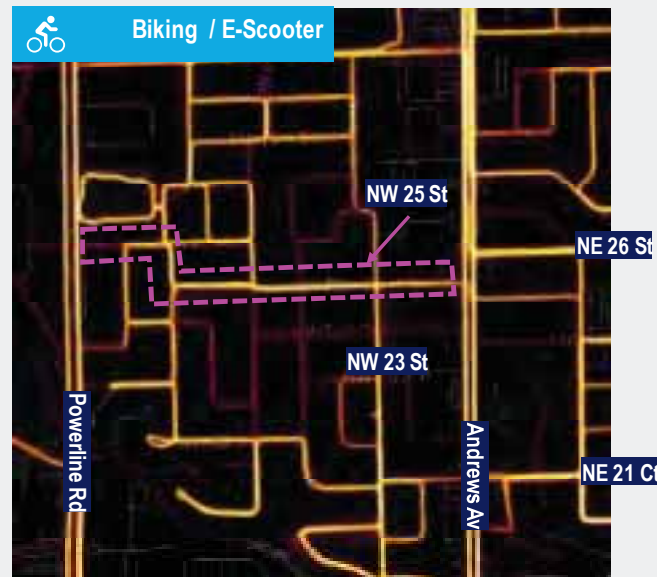
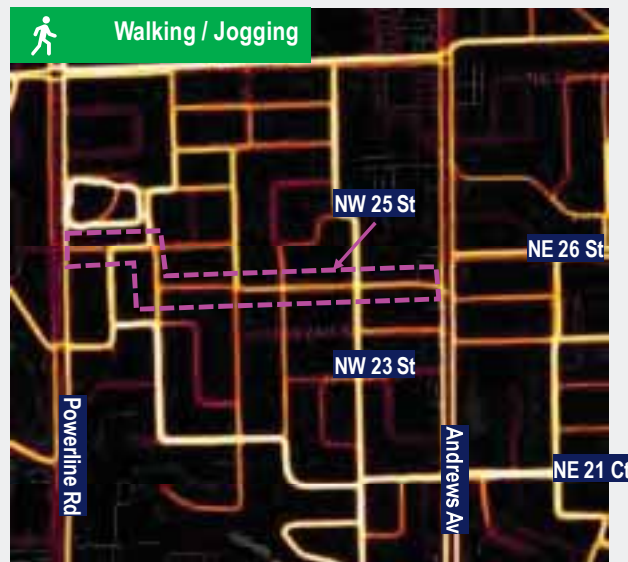


- **Strava** shows most bike activity from Powerline Rd to Andrews Av occurs using the following route:
NW 26 St → NW 7 Av → NW 25 St
- ✓ This is the most direct route to NE 26 St (future crosswalk) which also shows higher bike activity than other east-west routes
- ✓ Existing traffic calming on NW 26 St & NW 25 St helps reduce vehicle speeds and increase the comfort of cyclists



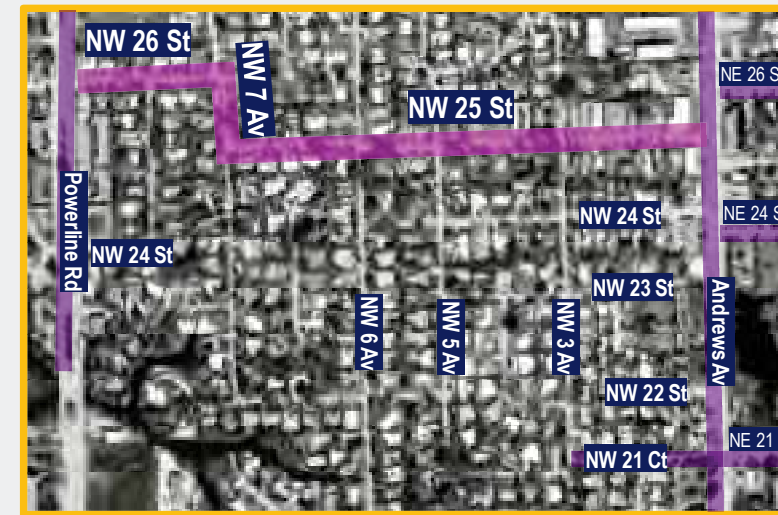
Western Route

Strava Heat Maps:
July 2022 – June 2023



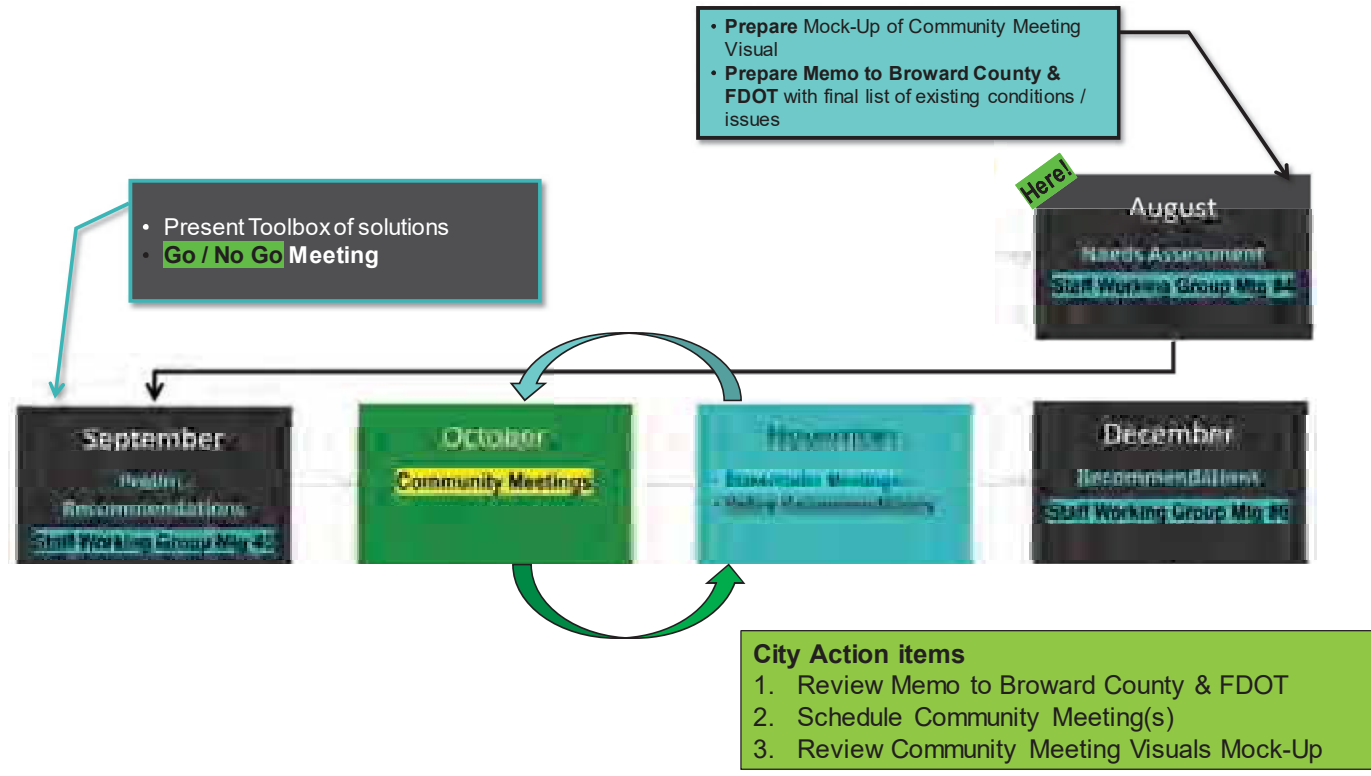
Western Route

Discussion



QUESTION: Is this the preferred western neighborhood route?

Project Schedule: Next Steps



Transportation Master Plan



September 26, 2023 | Staff Working Group Meeting #5 (Solutions Toolkit)

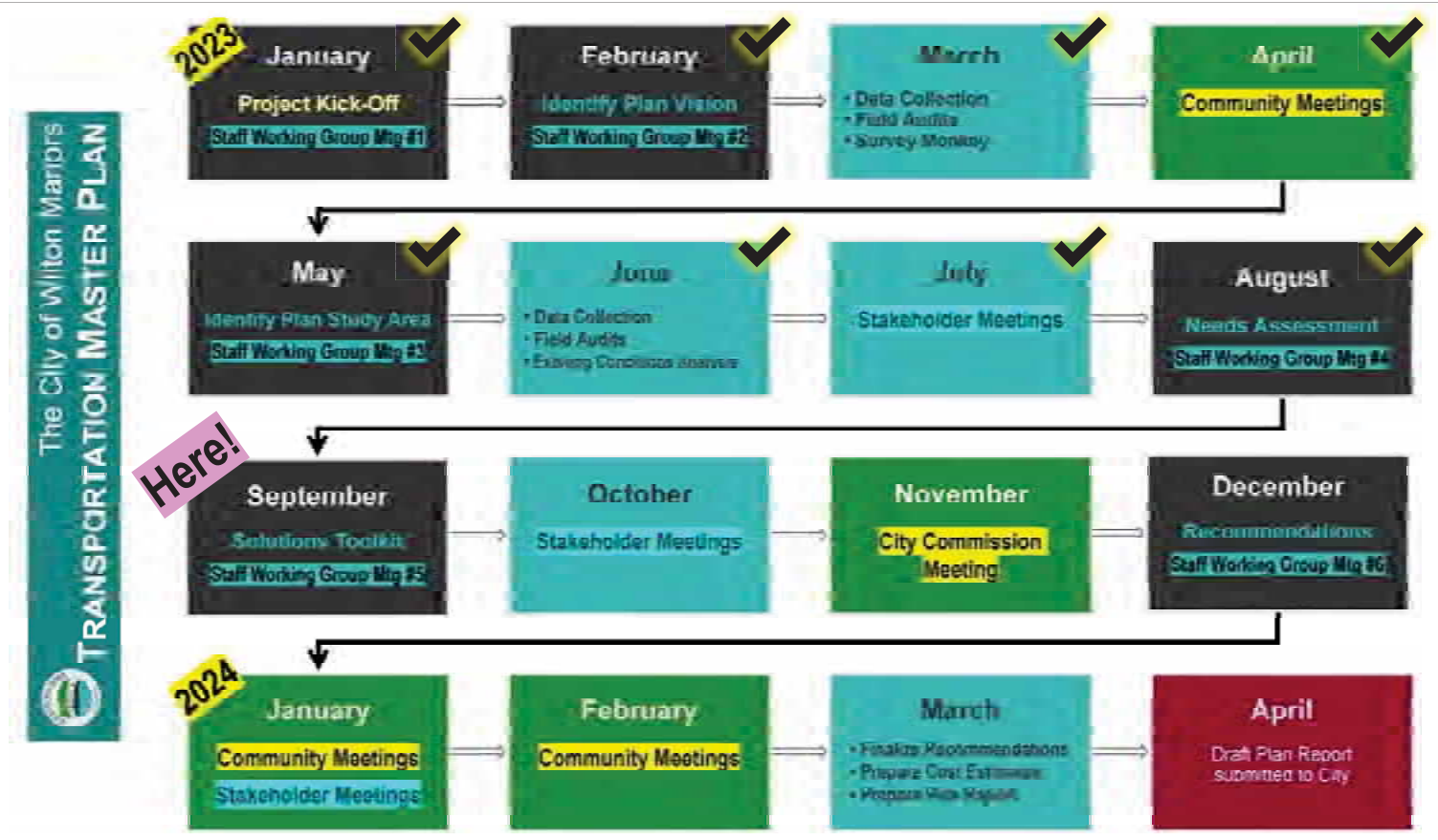
BrowardMPO.org

Agenda

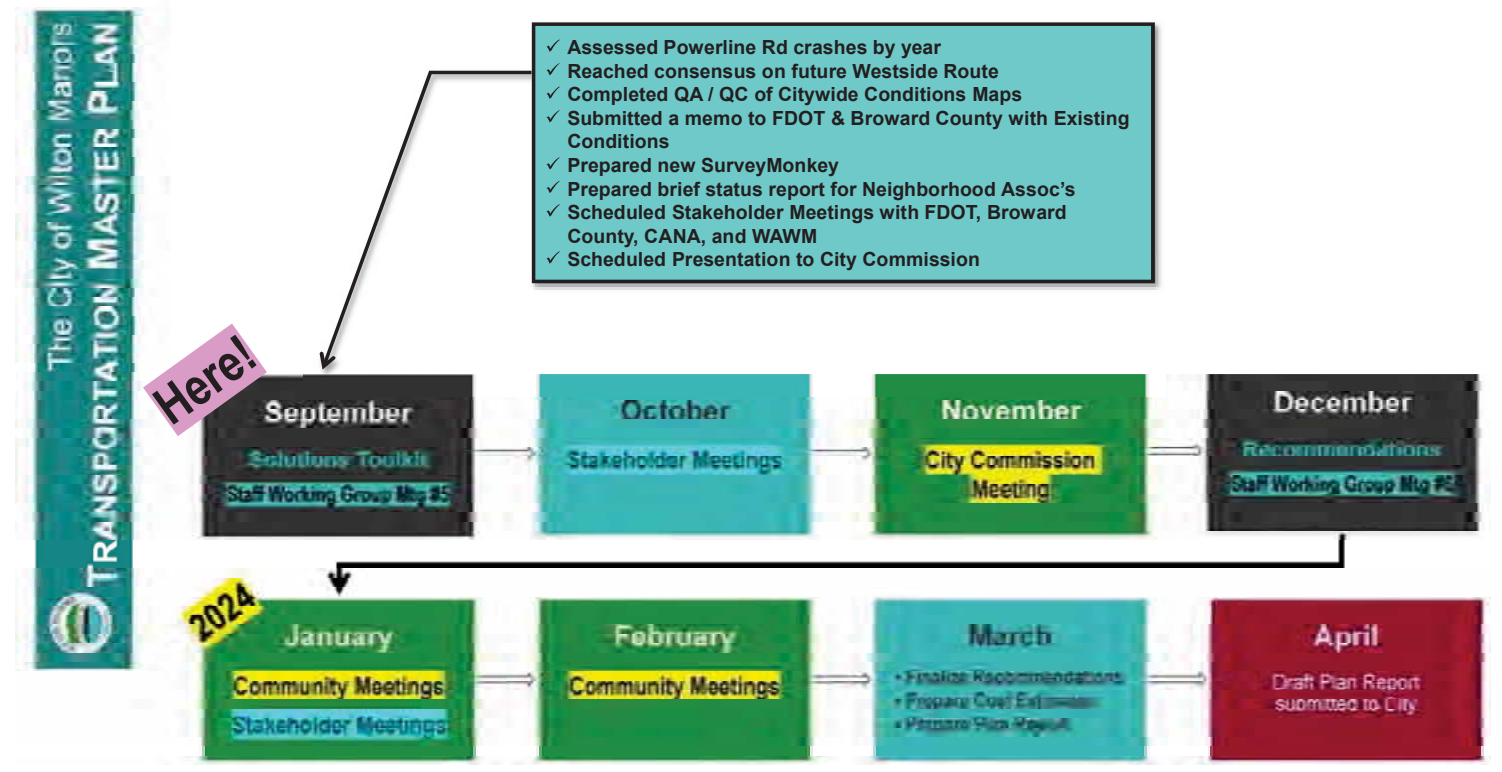
1. Current Status (5 minutes)
2. Next Steps (5 minutes)
3. Westside Pedestrian / Bicycle Route Update (10 minutes)
4. Solutions Toolkit Discussion (70 minutes)

Meeting Goal:

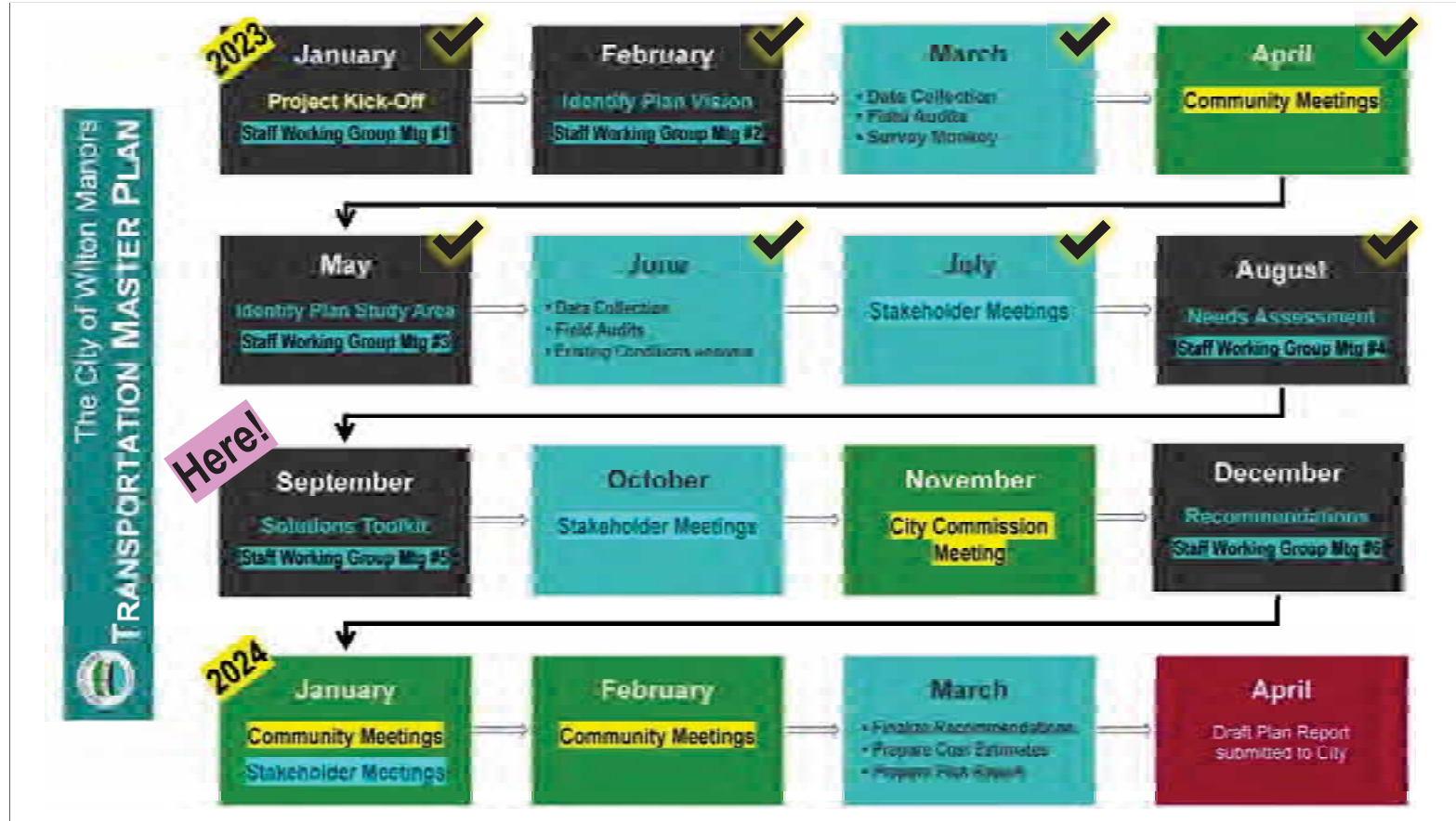
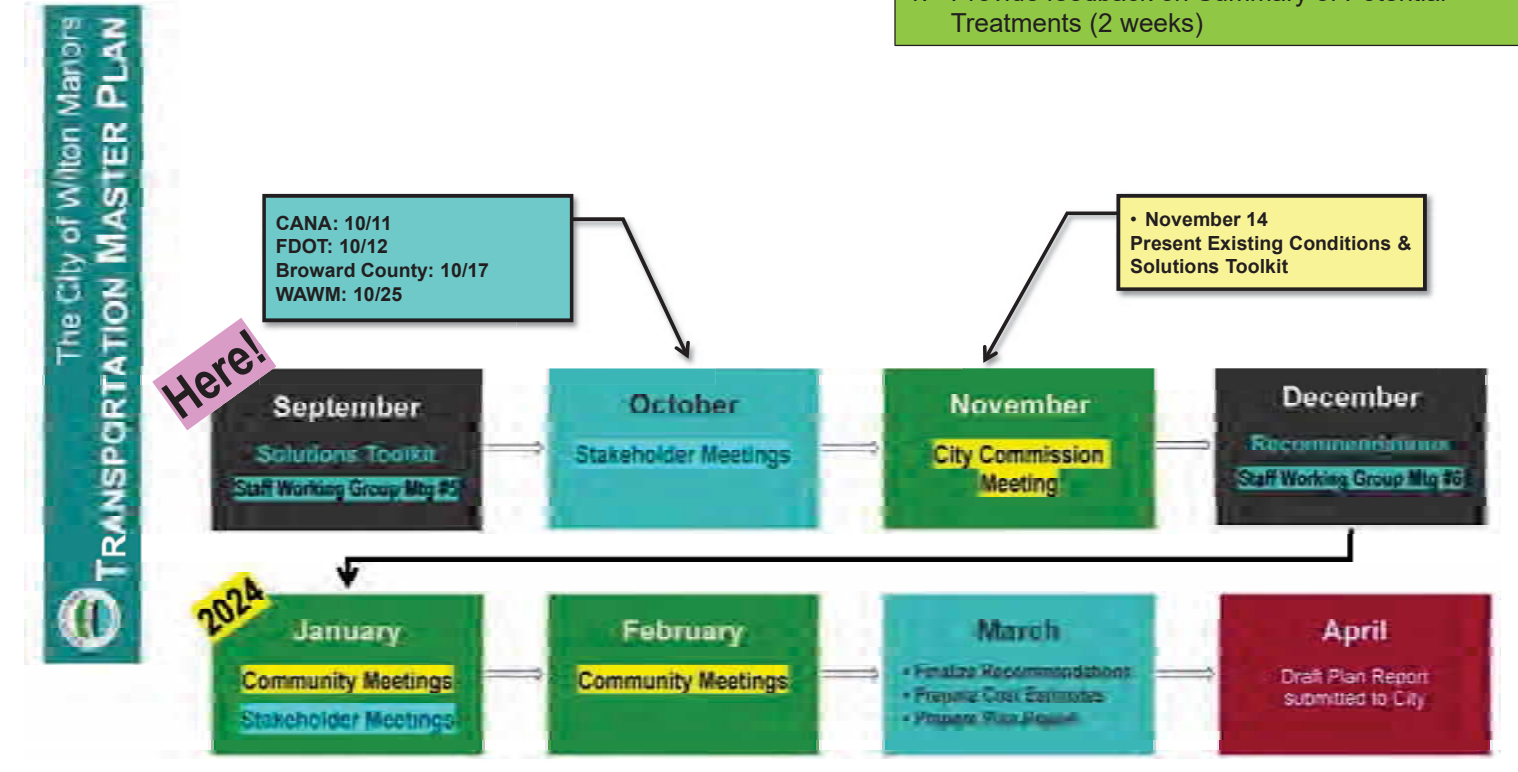
- ✓ Identify any objectionable or “no go” solutions
- ✓ Confirm recommendations are focusing on community concerns (are we solving most pressing issues?)
- ✓ Identify any “must have” solutions
- ✓ Discuss Next Steps and how the potential treatments will evolve into Recommendations



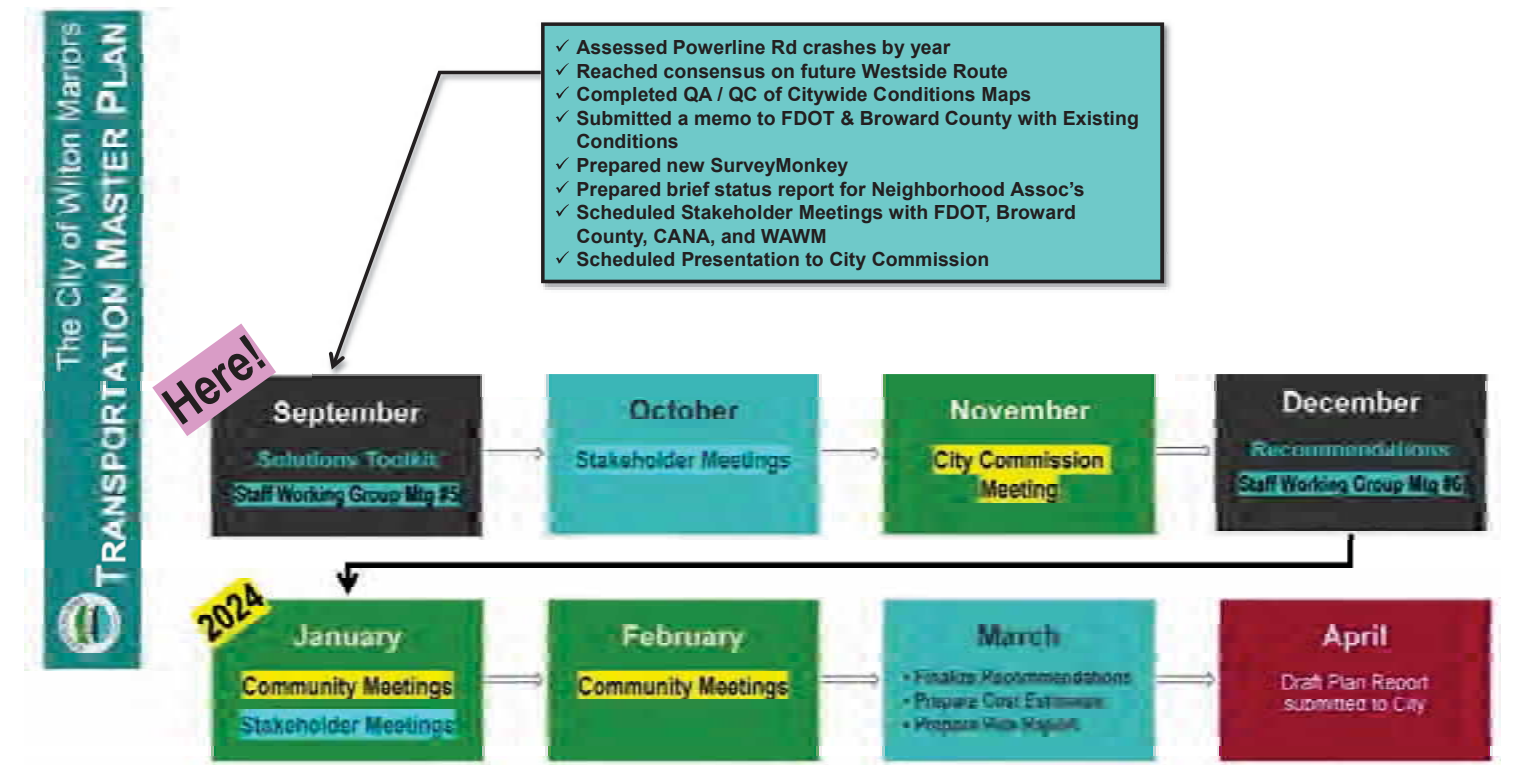
Current Status



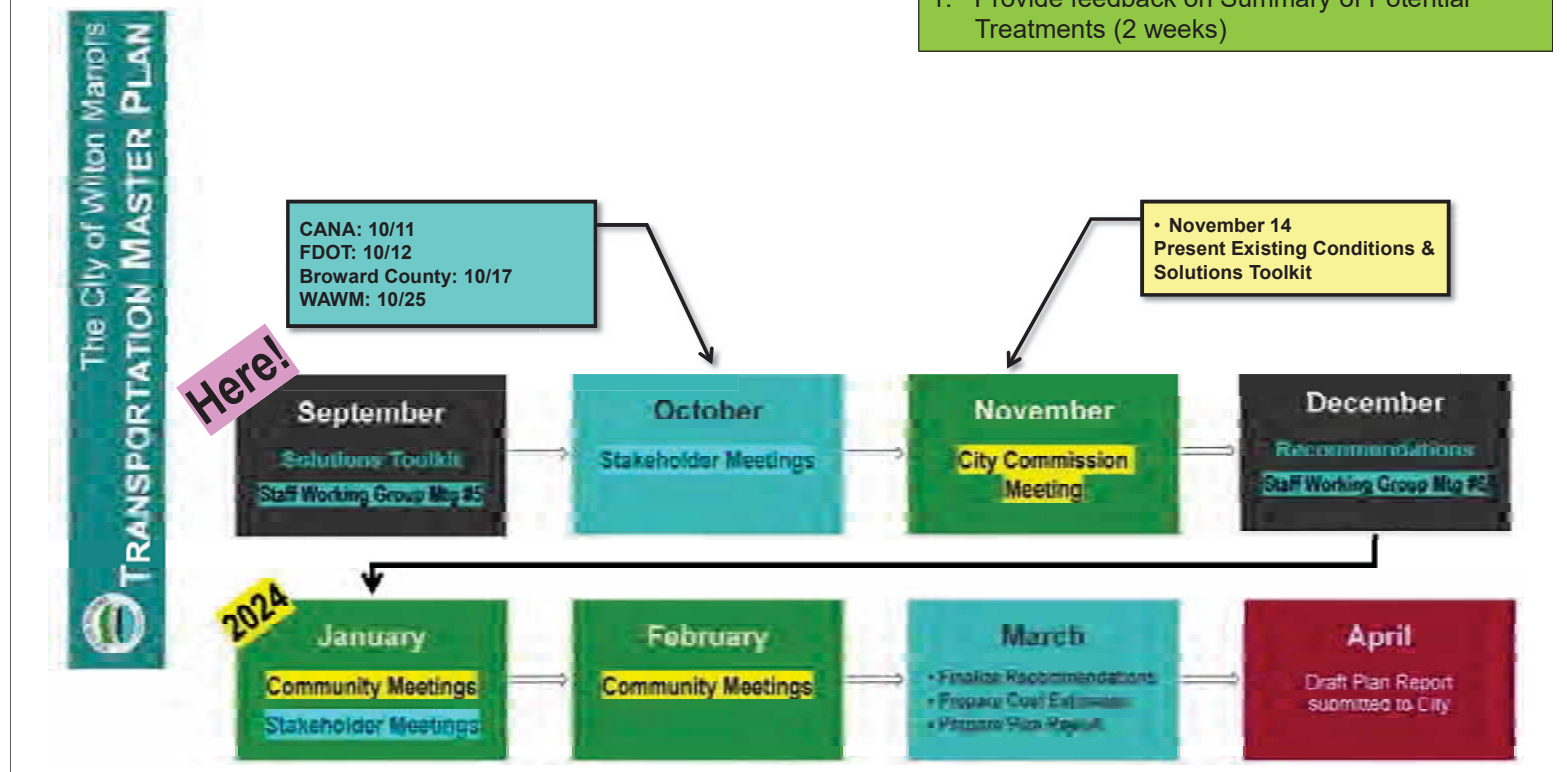
Next Steps



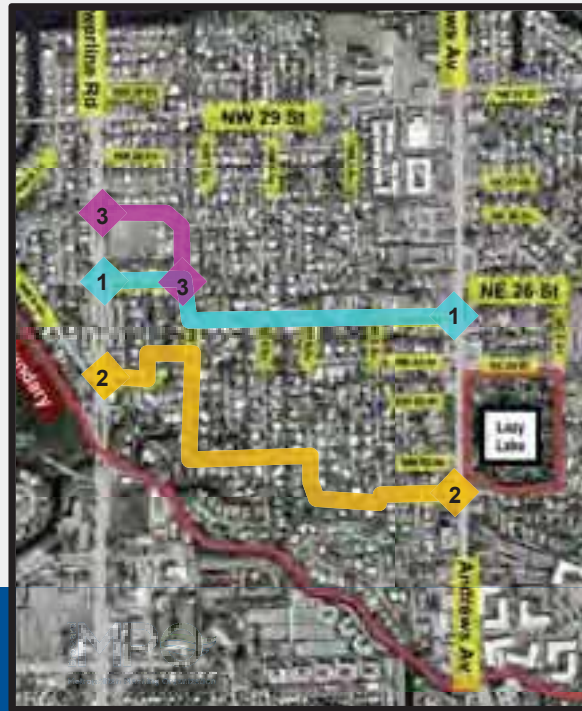
Current Status



Next Steps



Westside Ped/Bike Route - Update



- August SWG meeting presented two options:
 - Option 1:** NW 26 St to NW 25 St
 - Option 2:** NW 24 St to NW 21 Ct
- Another possible route is Mickel Park Pedestrian entrance to NW 7 Av, to either NW 25 St or NW 21 Ct (**Option 3**)
- Westside residents may prefer a combination or different route
- All routes have pro's & con's
- For all potential routes, the existing conditions and needs throughout the neighborhood are consistent:
 - ✓ No sidewalks
 - ✓ Minimal traffic calming
 - ✓ Minimal streetlights
 - ✓ No bicycle facilities
 - ✓ No wayfinding signage
 - ✓ 4-way stops
 - ✓ Need to improve crossing over Andrews Av.

BrowardMPO.org

Westside Ped/Bike Route - Update



- Instead of selecting the preferred route, the TMP will instead identify the recommended improvements that would be applicable for any route in this location
- The TMP will include a per-block cost for the improvements
- The City can identify the route during the TMP process, or it can be identified after the TMP is adopted
- Therefore, the Plan Study Area will show "Westside Route TBD" as a polygon, versus a specific route.



D.org

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 Like Wilton Drive and Community Parks

Achieve the WM TMP Vision:

- ✓ Cohesive Community
- ✓ Community's Diverse Needs
- ✓ Daytime & Nighttime Activity
- ✓ Safe, Comfortable, and connected ped / bike routes

Solutions Toolkit



Achieve the WM TMP Vision:

- ✓ Cohesive Community
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Solutions Toolkit



Achieve the WM TMP Vision:

- ✓ Cohesive Community
- ✓ Community's Diverse Needs
- ✓ Daytime & Nighttime Activity
- ✓ Safe, Comfortable, and connected ped / bike routes

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

*More information on warrants for PHB application can be found at <https://mutcd.fhwa.dot.gov/hm/2009/part4/part4f.htm>

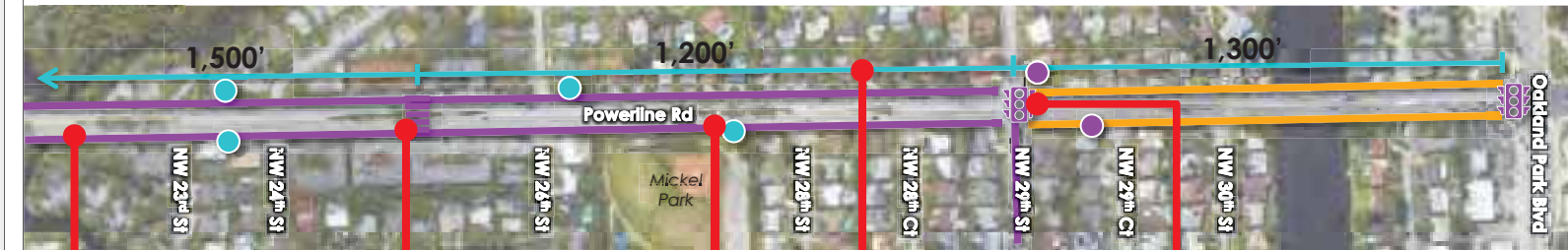
Mid-Block Crossings

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

Summary: Existing Conditions & Key Findings

1 Powerline Rd

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



- Existing buffered bike lanes are too wide (12') & drivers drive / park in them
- Fatal crash: driver killed two children on sidewalk passing a bus
- No crossing at pedestrian only entrance to Mickel Park
- Long distances between ped. crossings & bus stops far from crossings; encourages people to cross outside of crosswalks
- Signal timing is too short to allow a person walking at an average speed (3.5 ft / sec) to fully cross Powerline Road and left turns are not protected

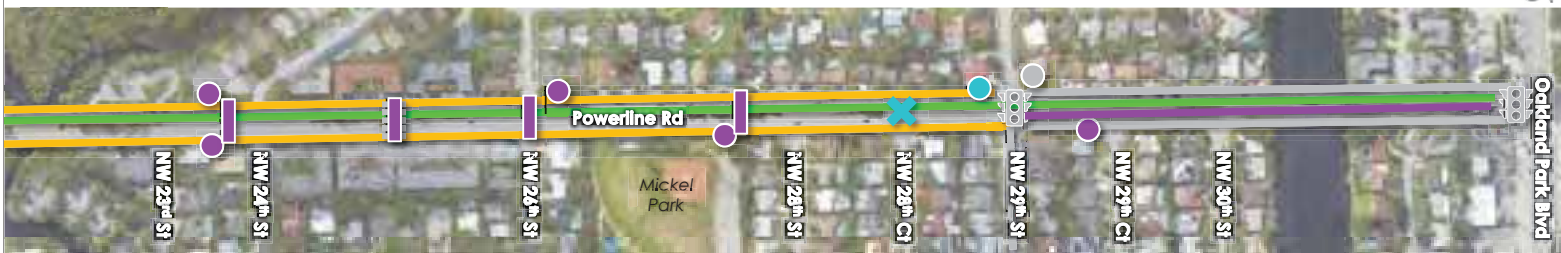
Other General Issues

- Drivers observed speeding
- Buses stop in bike lane
- Driveways & back out parking onto Powerline Rd creates conflict points (generally on the west side)
- Bike facilities are not comfortable for all ages and abilities
- Limited lighting at night
- Bus stops missing amenities

Summary: Potential Corridor Treatments

1 Powerline Rd

- Existing/Committed Facilities
 - Bike Lane
 - Mid-Block Crossing
 - Signal
 - Bus Stop



- Redesign Road to Lower Speed to 30 MPH**
 - Realigns road to context
 - Addresses speed & crashes
- Convert to Raised Bike Lane or Shared Use Path**
 - Deters parking in bike lane
 - Slows traffic
 - Improves comfort
- Evaluate Relocating Stop**
 - Far side stops preferred for bus operations
- Convert to Bus Bulb**
 - Improves stop comfort
 - Bikeway goes behind stop
 - Reduces bus / bike conflict
- New Raised Crossing with RRFB (Evaluate for PHB / Signal)***
 - Access to bus stops, Mickel Park, & across Powerline Rd
 - Encourages crossing at designated locations
- Evaluate Lane Repurposing**
 - Allows for protected bike lanes and bus islands
- Close Median Access**
 - Limits turning conflicts
 - NW 28th Ct becomes right in / right out
- Corridor Wide Strategies**
 - Paint Conflict Markings at Intersections & Driveways**
 - Limits turning conflicts
 - Alerts drivers and bicyclists to potential for conflict
 - Narrow Side Street Curb Radii**
 - Slows drivers
 - Limits turning conflicts
 - Construct Turning Wedges at Unsignalized Left Turns**
 - Slows drivers
 - Limits turning conflicts
 - Evaluate Lighting at Crossings**
 - Address nighttime crashes

Can only be implemented with speed reduction; near term: at grade crossing
 *FDM allows raised crosswalks at 30 MPH or lower design speed. Roadway redesign would support existing and future residential land use context.

Summary: Potential Intersection Treatments

1 Powerline Rd at NW 29th St



Addressing Traffic Speed

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

Biking Improvements

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

Supporting Transit Riders

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

Walking Improvements

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

Bus Bulb with Bike Lane



Shared Bus Stop



Protected Intersection

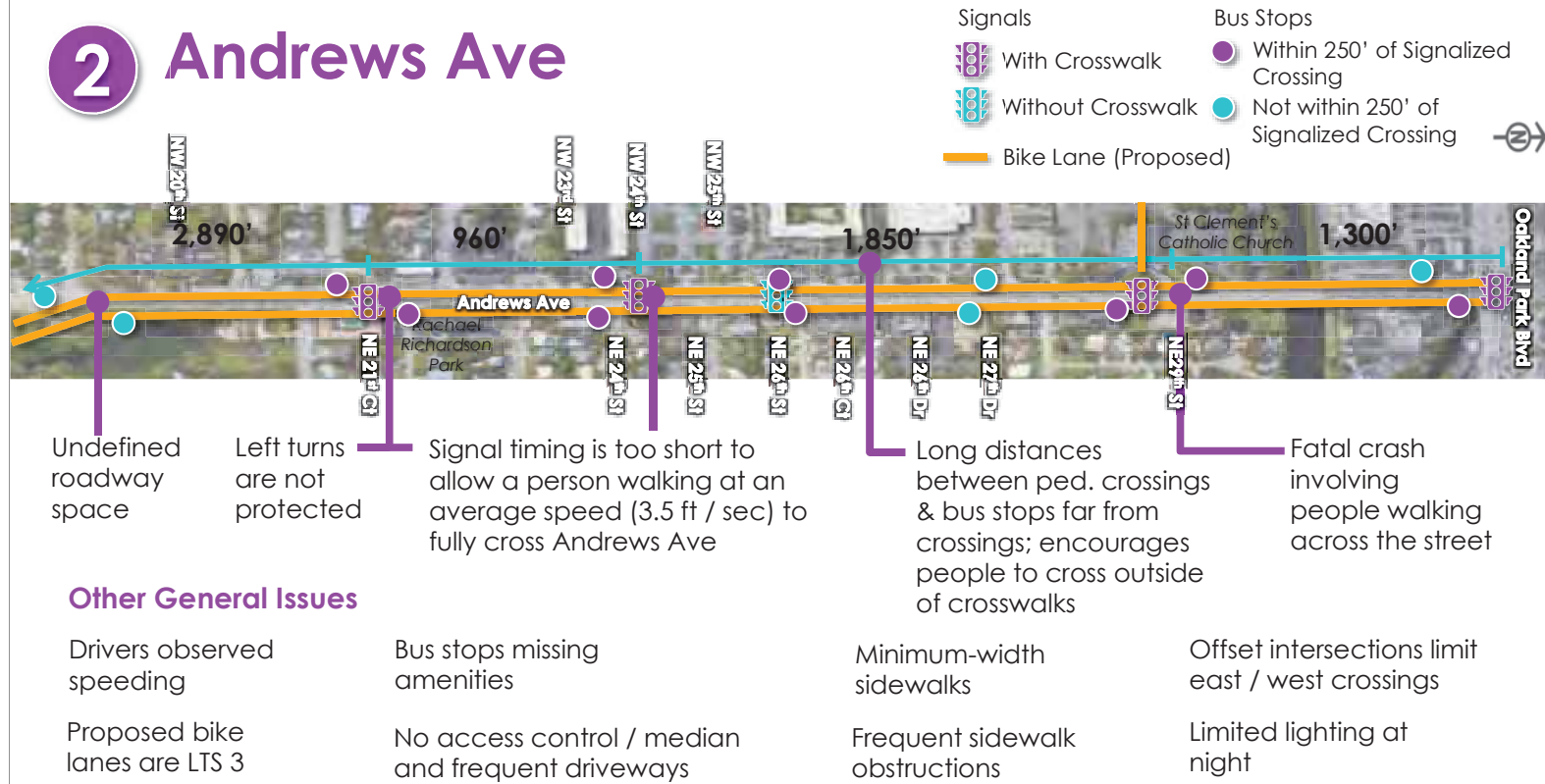


Bend Out



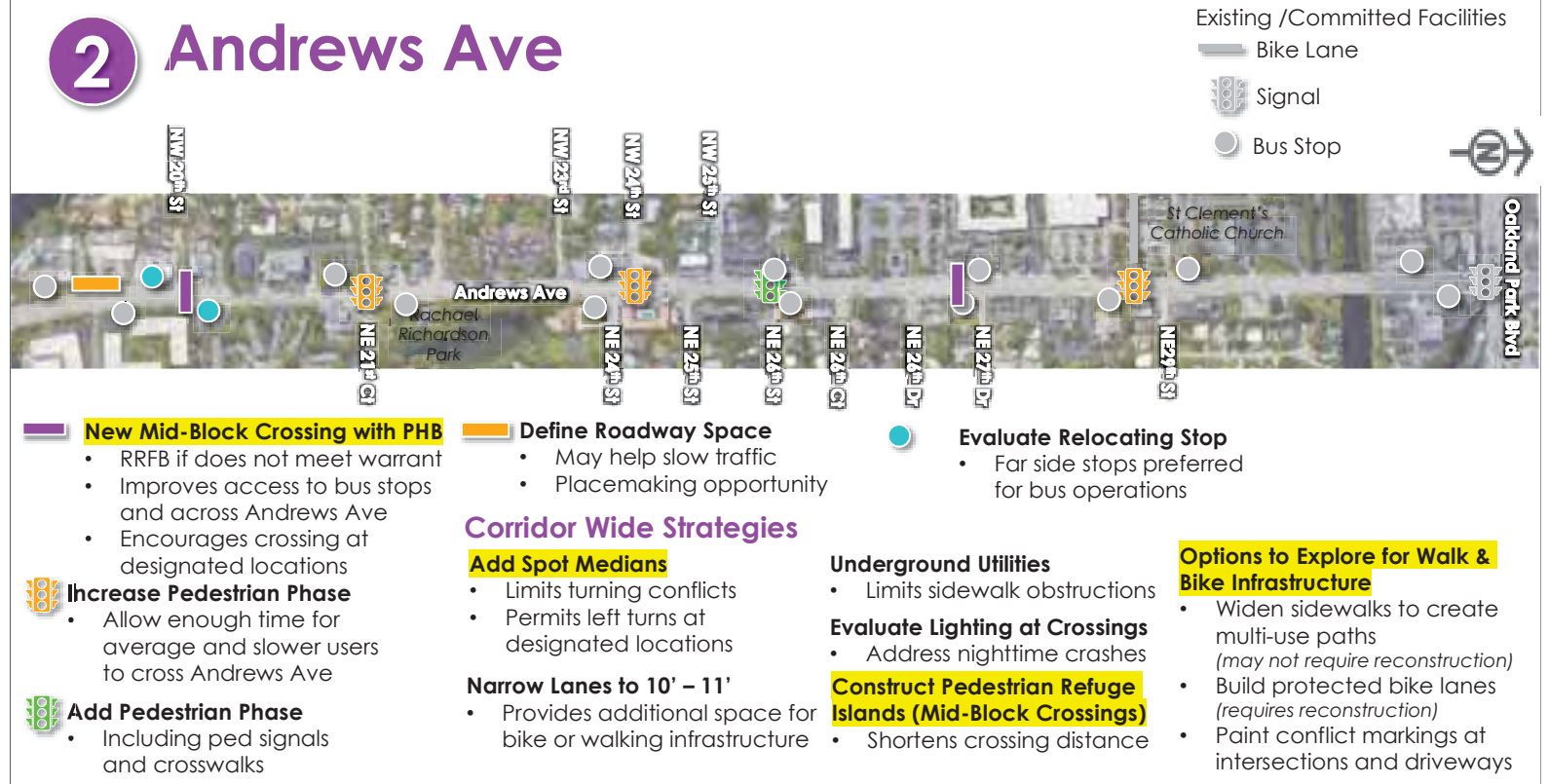
Summary: Existing Conditions & Key Findings

2 Andrews Ave



Summary: Potential Corridor Treatments

2 Andrews Ave



Summary: Potential Intersection Treatments

2 Andrews Ave at NW / NE 24th St



Walking Improvements

- Restripe crosswalks
- Lengthen signal for pedestrian crossing
- Place crosswalks on both north and south leg of the intersection
- Add leading pedestrian intervals
- Restripe crosswalks
- Upgrade to directional curb ramps
- As space permits; construct median refuge islands

Addressing Left Turns

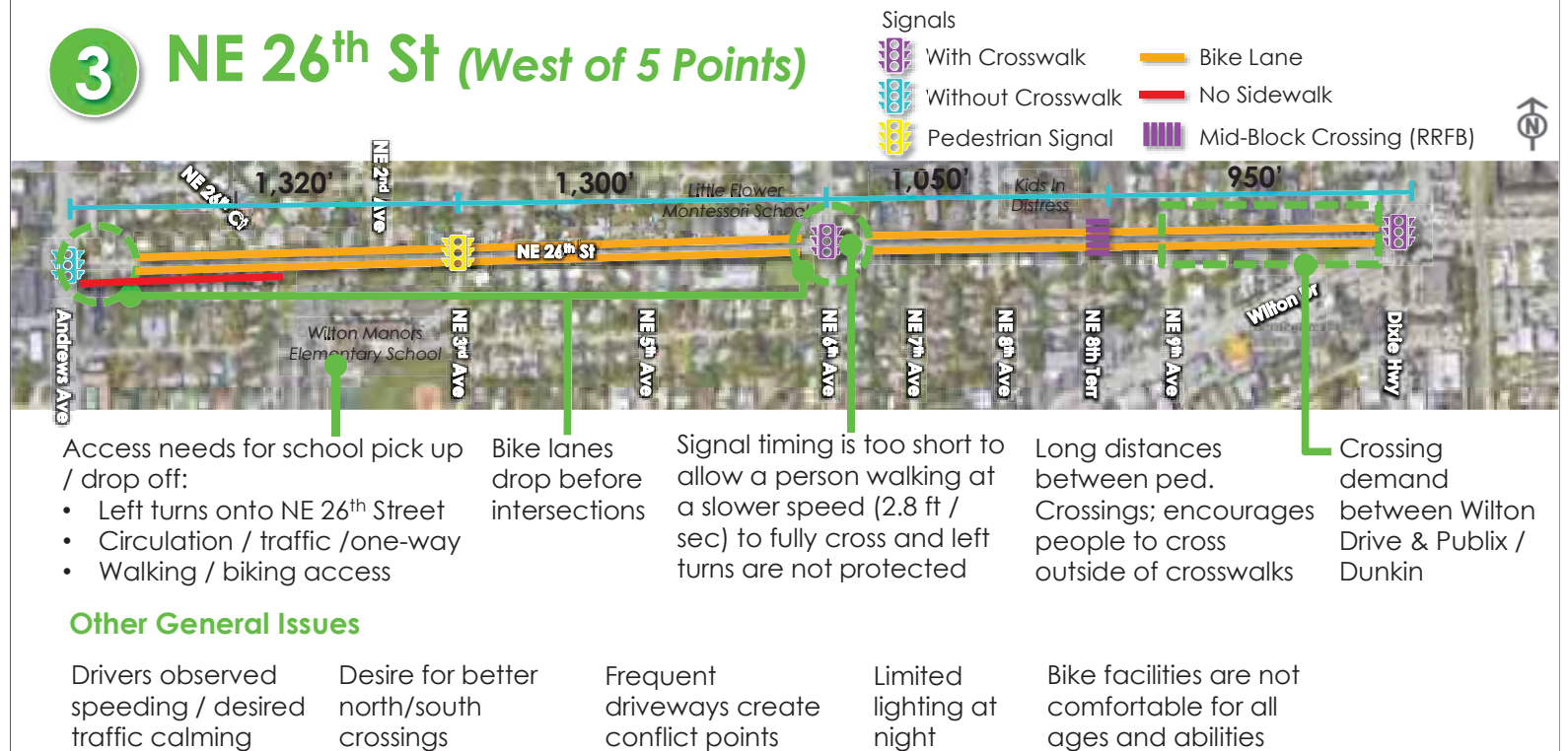
- Signalize Southbound Left to NE 24th Street by bringing the extra leg into the signal
- Permit left turns from NE 24th Street to Andrews Ave

Biking Improvements

- Install bend outs and/or bike boxes to support left turns
- Add green conflict paint in bike lanes at intersections and driveways
- Options to facilitate east / west bike movement through the intersection:
 - Paint bike lanes in intersection
 - Two-way cycle track on one side of road leading to preferred crossing point (sidewalk level)
 - Shared use path

Summary: Existing Conditions & Key Findings

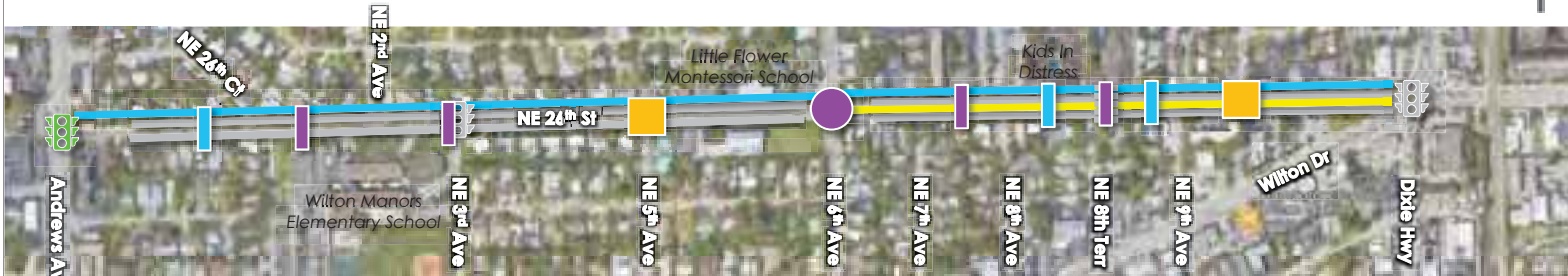
3 NE 26th St (West of 5 Points)



Summary: Potential Corridor Treatments

3 NE 26th St (West of 5 Points)

Existing/Committed Facilities
 — Bike Lane — Mid-Block Crossing
 — Signal

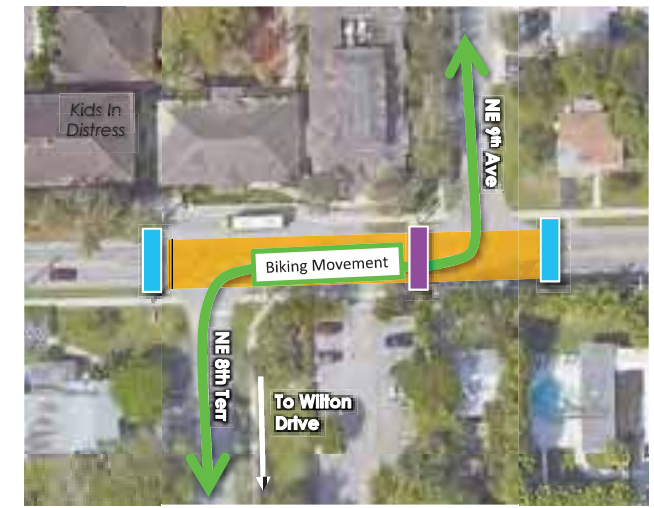


- Construct Raised Intersection**
 - Slows traffic & supports pedestrian crossing
- Construct Speed Hump/Table***
 - Slows traffic
 - Can be placed at offset intersections to facilitate bike movements
- Evaluate for Mini Roundabout**
 - Slows traffic
 - Improves safety
 - Alternative: curb extensions
- Widen Sidewalk**
 - Evaluate north side of street to widen sidewalk to 8' where feasible
- Add Pedestrian Phase**
 - Including ped signals and crosswalks
- Add Wayfinding Signage**
 - Identify best routes to nearby destinations
- Corridor Wide Strategies**
 - Paint Conflict Markings at Intersections and Driveways**
 - Limits turning conflicts
 - Alerts people biking and driving to potential for conflict
 - Narrow Side Street Curb Radii**
 - Slows drivers
 - Limits turning conflicts
- Underground Utilities**
 - Limits sidewalk obstructions
 - Allows for sidewalk completion from Andrews Ave to Wilton Manors Elementary
 - Allow for widening of sidewalk on south side of NE 26th St
- New Raised Crossing with RRFB**
 - Slows traffic & supports pedestrian crossing
- Evaluate Lighting from NE 6th Ave to 5 Points & at Crossings**
 - Address nighttime crashes & visibility

*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

Summary: Potential Intersection Treatments

3 NE 26th St between 8th Terr & 9th Ave



Example Use of Speed Humps to Provide Comfortable North-South Movements Across 26th Avenue at Offset Intersections

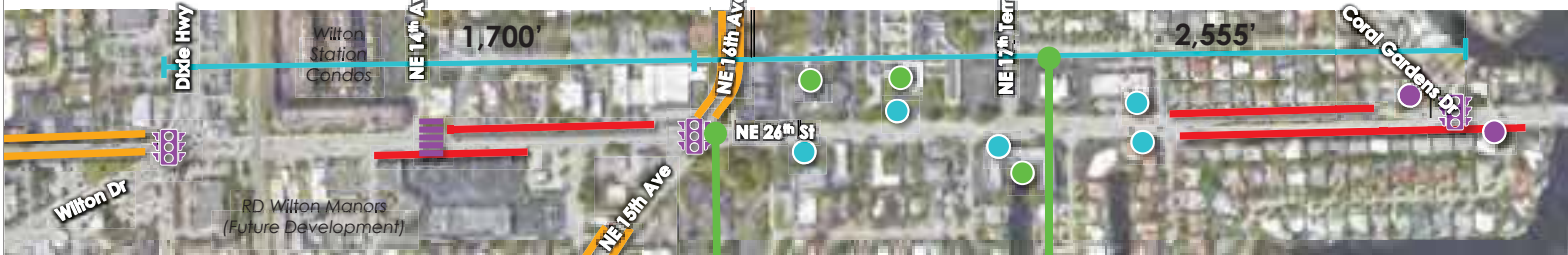
- Speed Hump / Table
- Raised Crosswalk with RRFB
- Slow Zone

Summary: Existing Conditions & Key Findings

3 NE 26th St (East of 5 Points)

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

— Bike Lane
 — Signal
 — Proposed Mid-Block Crossing (RRFB)

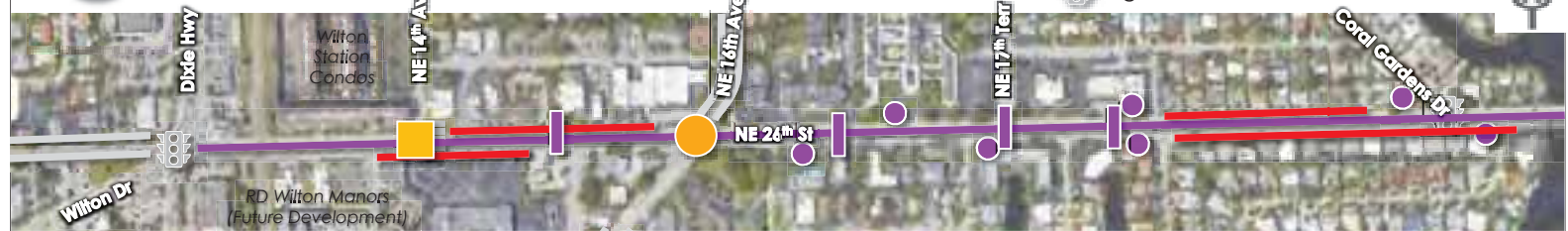


- Driveways & back out parking onto Ne 26th St creates conflict points
- Signal timing is too short to allow a person walking at a slower speed (2.8 ft / sec) to cross NE 15th Ave
- Long distances between ped. crossings & bus stops far from crossings; encourages people to cross outside of crosswalks
- Several severe injury crashes involving people walking and biking occurred in this segment
- Senior housing suggests need to meet the needs of slower pedestrians
- Other General Issues
 - Drivers observed speeding
 - Bus stops missing amenities
 - Minimum-Width Sidewalks
 - Intersection design encourages high speed movements (free rights, wide curb radii)
 - No Bike Infrastructure
 - No access control / median (w of NE 19th Ave)
 - Frequent Sidewalk Obstructions

Summary: Potential Corridor Treatments

3 NE 26th St (E of 5 Points)

Existing/Committed Facilities
 — Bike Lane — Mid-Block Crossing
 — Signal



- New Raised Crossing with RRFB (Evaluate for PHB / Signal)***
 - Encourages crossing at designated locations
 - Can only be implemented with speed reduction; near term: at grade crossing*
- Evaluate for Peanut Roundabout**
 - Slows traffic
 - Improves safety
 - Alternative: see intersection slide*
- Convert to Bus Bulb**
 - Improves stop comfort
 - Bikeway goes behind stop
 - Reduces bus / bike conflict
- Potential Back Out Parking Solutions**
 - Paint conflict paint across driveways
 - Add raised bike lanes & widen sidewalks (with lane repurposing)
 - Use new road space to provide space to back into
 - Long term: policy to remove during redevelopment
- Construct Raised Intersection***
 - Slows traffic & supports pedestrian crossing (with lane repurposing)
- Explore Lane Repurposing & Lower Design Speed via Redesign**
 - Current volumes same or lower than 2-lane segment
 - One 11' lane in each direction, spot medians, left turn lanes
 - Slows traffic
 - Adds space for bike, walking, and bus infrastructure
 - Adds space to address back out parking
- Corridor Wide Strategies**
 - Underground Utilities**
 - Limits sidewalk obstructions
 - Add Spot Medians**
 - Limits turning conflicts
 - Permits left turns at designated locations
 - Evaluate Lighting at Crossings**
 - Address nighttime crashes & visibility
 - Narrow Side Street Curb Radii / Eliminate Free Right Turn Lanes**
 - Slows drivers
 - Limits turning conflicts

*FDM allows raised crosswalks at 30 MPH or lower design speed; raised intersections at 25 MPH or lower design speed. Roadway redesign would support existing and future residential land use context.

Summary: Potential Intersection Treatments

3 NE 26th St at NE 15th Ave / NE 16th Ave



Option 1: Peanut Roundabout

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



Option 2: Geometry Changes

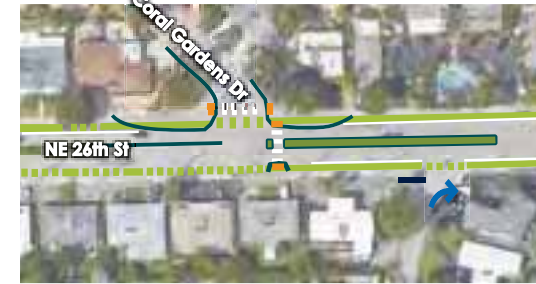
- Eliminates high speed right turns
- Provides space for raised bikeways or bend outs
- Straightens and shortens pedestrian crossings
- Provides directional pedestrian crossings
- Provides space for pocket park or placemaking treatments



Summary: Potential Intersection Treatments

3 NE 26th St at Coral Gardens Dr

At Coral Gardens Drive



Lane Repurposing

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

Curb Extensions & Reduced Curb Radii

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

Pedestrian Refuge Island

- Provides space to wait
- Can help slow turning vehicles

Median / Hardened Centerline

- Helps slow turning vehicles

Raised Bikeway and/or Bike Bend Outs

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

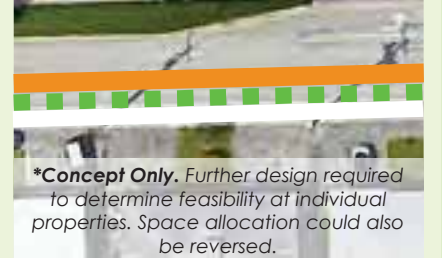
Directional Curb Ramps

- Improve walking experience for people with disabilities

Back Out Parking Treatments

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

- 9-10' Back Out Space
- 4' Raised Bikeway (constrained minimum) with Conflict Markings
- 5' Sidewalk

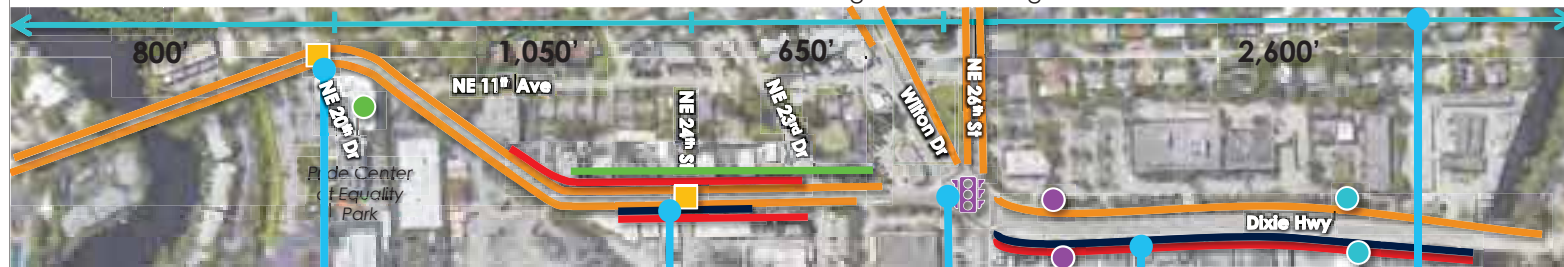


*Concept Only. Further design required to determine feasibility at individual properties. Space allocation could also be reversed.

Summary: Existing Conditions & Key Findings

4 Dixie Hwy

- Bus Stops
 - Within 250' of Signalized Crossing
 - Not within 250' of Signalized Crossing
- Raised Intersection
- Bike Lane
- Signal



Other General Issues

- Senior housing suggests need to meet the needs of slower pedestrians
- Driveways & back out parking onto Dixie Hwy creates conflict points

RRFBs only have beacons on one side of road

Missing sidewalk

Undefined roadway space

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

Bus stops missing amenities

Buses stop in bike lane

Bike facilities LTS 4 (north of 5 Points)

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

3 serious injury crashes involving people walking south of 5 Points

Drivers observed speeding (especially on curves)

Limited lighting at night

Summary: Potential Corridor Treatments

4 Dixie Hwy South of 5 Points

Existing/Committed Facilities

- Bike Lane
- Signal
- Raised Intersection
- Bus Stop



Clearly Define Sidewalk

- Install duratherm treatment between bikeway and sidewalk to define space
- Paint green conflict markings in bike lane

Rebuild Raised Intersection

- Repaint and update surface treatment to increase effectiveness

Construct Raised Intersection

- Slows traffic & supports pedestrian crossing

Update / Install RRFB

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

Construct Speed Hump/Table*

- Slows traffic
- Can be placed at offset intersections to facilitate bike movements

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

Corridor Wide Strategies

- Evaluate Lighting
 - Address nighttime crashes & visibility

- Paint Crosswalks at Side Streets & Driveways
 - Increases visibility and driver alertness

*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

Summary: Potential Corridor Treatments

4 Dixie Hwy North of 5 Points



Increase Pedestrian Phase

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

Construct Median & Convert to Right in / Right Out

- Slow traffic
- Direct crossings to desired locations

New Mid-Block Crossing with PHB

- RRFB if does not meet warrant
- Improves access to bus stops and across Dixie Hwy
- Encourages crossing at designated locations

Add Lane Definition

- Slow traffic and increase driver alertness
- Utilize profiled thermoplastic to define nonmotorized space

Corridor Wide Strategies

Underground Utilities

- Limits sidewalk obstructions

Evaluate Lighting

- Address nighttime crashes & visibility

Add Wayfinding

- Direct pedestrians to use sidewalk on east side

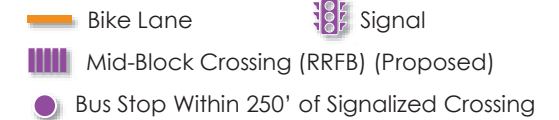
Long Term Strategies

As Redevelopment Occurs...

- Require developers to provide parking on site with designated driveway access
- Construct sidewalk on east side
- Construct sidewalk level separated bike lanes with conflict markings
- Construct new marked crossings with PHBs at additional locations 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

Summary: Existing Conditions & Key Findings

5 NE 24th St (western segment)



Long distances between ped. Crossings; encourages people to cross outside of crosswalks

No bike facilities; LTS 3

Several serious injury crashes involving people walking

Other General Issues

People biking share the roadway with people driving; additional comfort features needed

Limited wayfinding for nonmotorized users directing to destinations

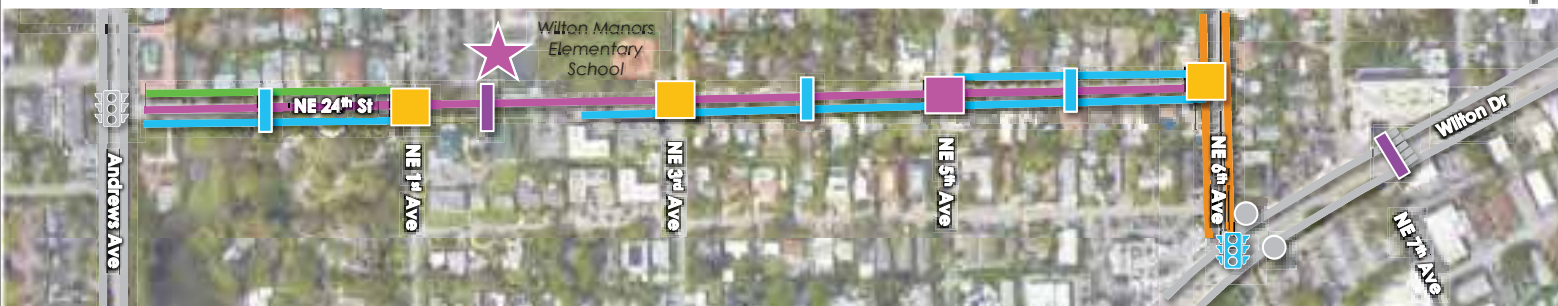
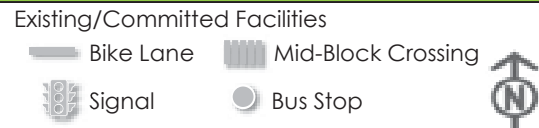
Missing sidewalk
No lighting; dark at night

Lack of marked crosswalks & faded markings at intersections

School pick up / drop off queueing

Summary: Potential Corridor Treatments

5 NE 24th St (western segment)



Construct Sidewalk*

Construct Raised Intersection

- Slows traffic & supports pedestrian crossing

Construct Speed Hump/Table**

- Slows traffic
- Can be placed at offset intersections to facilitate bike movements

Paint Bike Lane

Add All Pedestrian Phase

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

Clearly Define Sidewalk

- Install duratherm treatment to define space

Mark Crosswalks at Intersection

- Supports pedestrian crossing

Raised Crossing with RRFB

- Proposed enhancement to crossing currently in design
- Slows traffic & supports pedestrian crossing

Paint Shared Lane Markings

- Sign as bike boulevard
- Alerts drivers to presence of people biking
- Provides wayfinding for people biking

Evaluate School Circulation Needs

Corridor Wide Strategies

Evaluate Lighting

- Address nighttime visibility, especially for pedestrians

Add Wayfinding Signage

- Identify best routes to nearby destinations

*Sidewalk in Lazy Lake requires coordination with Lazy Lake

Summary: Potential Intersection Treatments

5 Wilton Dr at NE 6th Ave & NE 7th Ave



Addressing Left Turns

- Utilize hardened centerline to guide left turning drivers

Addressing Right Turns

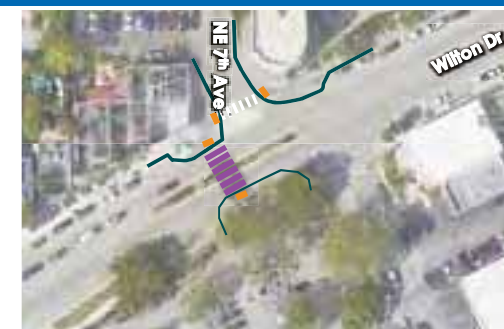
- Realign intersection and install curb extension and reduce curb radius on SW, NE, and NW corner to slow drivers and prevent drivers from using bus lane as turn lane
- Shift SB bus stop north to provide space for curb extension

Walking Improvements

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

Biking Improvements

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



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
- Consider raised crosswalk along northern leg of intersection
- Evaluate pedestrian lighting

Summary: Potential Corridor Treatments

5 NE 24th St (eastern segment)



- Construct Sidewalk**
 - Only on noted side of the street
 - Remove on street parking to make space for sidewalk with curb on NE 7th Ave
 - Construct Speed Hump/Table**
 - Slows traffic
 - Can be placed at offset intersections to facilitate bike movements
 - Construct Raised Intersection***
 - Slows traffic & supports pedestrian crossing
 - Paint Shared Lane Markings**
 - Sign as bike boulevard
 - Alerts drivers to presence of people biking
 - New Raised Crossing with RRFB**
 - Slows traffic & supports pedestrian crossing
 - Purchase New Access Easement**
 - Allows people to walk and bike through property
 - Rebuild Raised Intersection**
 - Includes RRFB
 - See Dixie Hwy Projects
- Corridor Wide Strategies**
- Evaluate Lighting**
 - Address nighttime visibility, especially for pedestrians
 - Add Wayfinding Signage**
 - Identify best routes to nearby destinations
 - Narrow Side Street Curb Radii / Eliminate Free Right Turn Lanes**
 - Slows drivers
 - Limits turning conflicts

Summary: Existing Conditions & Key Findings

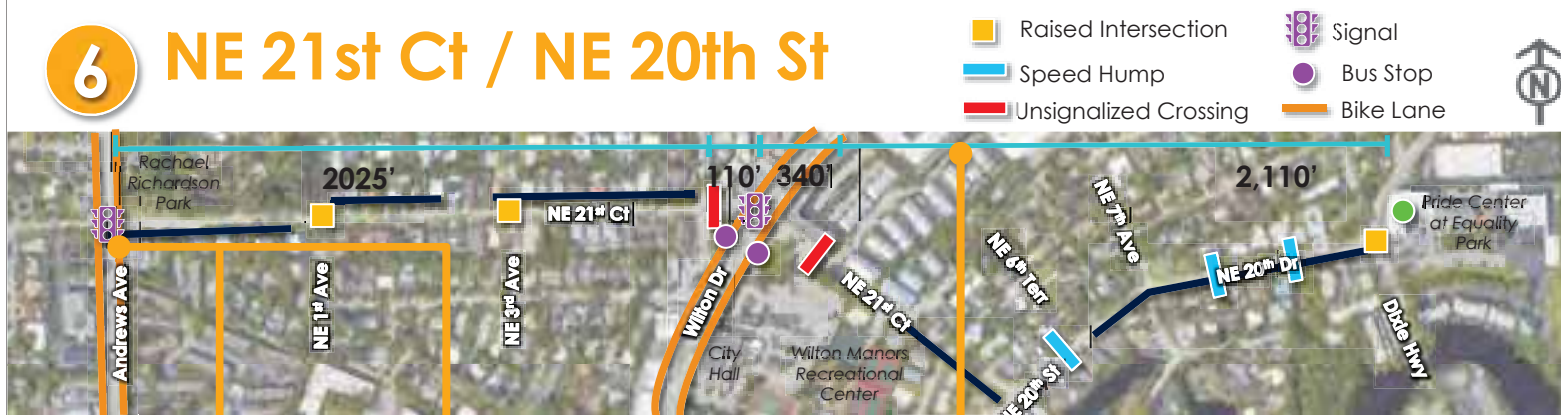
5 NE 24th St (eastern segment)



- Long distances between marked ped. Crossings; encourages people to cross outside of crosswalks
- Commonly used pedestrian path in private ROW
- Other General Issues
 - Driveways & back out parking creates conflict points
 - Missing sidewalk
 - People biking share the roadway with people driving; additional comfort features needed
 - Limited wayfinding for nonmotorized users directing to destinations
 - No lighting; dark at night
 - Lack of marked crosswalks & faded markings at intersections

Summary: Existing Conditions & Key Findings

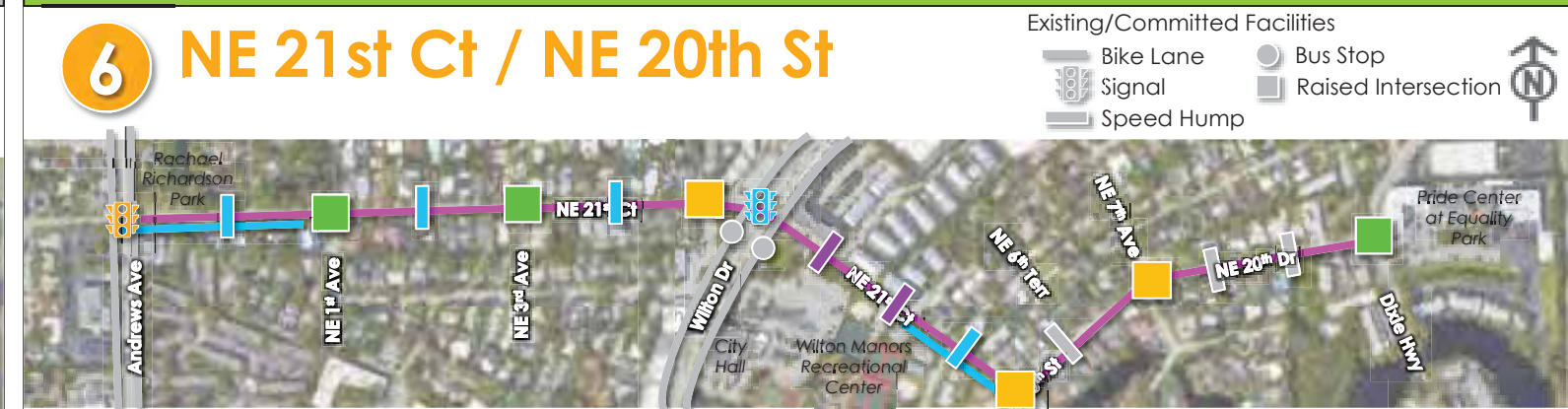
6 NE 21st Ct / NE 20th St



- Signal timing is too short to allow a person walking at an average speed (3.5 ft / sec) to fully cross Andrews Ave
- No dedicated left turn phase at Andrews Ave
- Long distances between marked ped. Crossings; encourages people to cross outside of crosswalks
- Senior housing suggests need to meet the needs of slower pedestrians
- Existing raised intersections missing pedestrian features and markings to identify grade change
- Other General Issues
 - People biking share the roadway with people driving; additional comfort features needed
 - Limited wayfinding for nonmotorized users directing to destinations
 - Missing sidewalk
 - No lighting; dark at night
 - Lack of marked crosswalks & faded markings at intersections

Summary: Potential Corridor Treatments

6 NE 21st Ct / NE 20th St



- Construct Raised Intersection**
 - Slows traffic & supports pedestrian crossing
 - Rebuild Raised Intersection**
 - Include crosswalks and appropriate markings
 - Slows traffic & supports pedestrian crossing
 - Increase Pedestrian Phase**
 - Allow enough time for average and slower users to cross Andrews Ave
 - Add All Pedestrian Phase**
 - Phase exclusively for pedestrians; all directions cross at once
 - See intersection slide for additional suggested improvements
 - Construct Sidewalk**
 - Only feasible with utility undergrounding
 - New Raised Crossing with RRFB**
 - Slows traffic & supports pedestrian crossing
 - Construct Speed Hump/Table***
 - Slows traffic
 - Can be placed at offset intersections to facilitate bike movements
 - Paint Shared Lane Markings**
 - Sign as bike boulevard
 - Alerts drivers to presence of people biking
 - Provides wayfinding for people biking
- Corridor Wide Strategies**
- Evaluate Lighting**
 - Address nighttime visibility, especially for pedestrians
 - Underground Utilities**
 - Limits sidewalk obstructions
 - Widen Sidewalk**
 - Widen to 8' where feasible
 - Narrow Side Street Curb Radii**
 - Slows drivers
 - Limits turning conflicts
 - Add Wayfinding Signage**
 - Identify best routes to nearby destinations

*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

Summary: Potential Intersection Treatments

6 NE 21st Ct at Wilton Drive



Addressing Left Turns

- Utilize hardened centerline to guide left turning drivers

Addressing Right Turns

- Install curb extension and reduce curb radius on NW corner to slow drivers and reduce pedestrian crossing distance

Walking Improvements

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

Biking Improvements

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

Summary: Existing Conditions & Key Findings

West Side Example

Summary of Key Findings

Speed Hump

Missing Sidewalk



- Driveways & back out parking creates conflict points
- Missing sidewalk

General Issues

West Side Traffic Calming Study calls for a number of traffic calming treatments

Limited lighting at night

Drivers observed speeding / desired traffic calming

Large turning radii encourage fast turning movements

No bicycle facilities

No painted crosswalks

No designated bike route

Summary: Potential Corridor Treatments

West Side Example

- Speed Hump (Existing)
- Speed Hump (Proposed)
- Raised Intersection (Proposed)
- Flashing LED Stop Sign (Proposed)



Construct Speed Hump/Table*

- Slows traffic

Reduce Curb Radii

- Slows left turning traffic

Paint Shared Lane Markings

- Sign as bike boulevard
- Alerts drivers to presence of people biking
- Provides wayfinding for people biking

Construct Raised Intersection

- Slows traffic & supports pedestrian crossing

Construct Sidewalk

- Only on noted side of the street

New Raised Crossing with RRFB

- Slows traffic & supports pedestrian crossing

Clearly Define Sidewalk

- Install duratherm treatment to define space

Corridor Wide Strategies

Evaluate Lighting

- Address nighttime visibility, especially for pedestrians

Narrow Side Street Curb Radii

- Slows drivers
- Limits turning conflicts

Add Wayfinding Signage

- Identify best routes to nearby destinations

Paint Crosswalks at Side Streets & Driveways

- Increases visibility and driver alertness

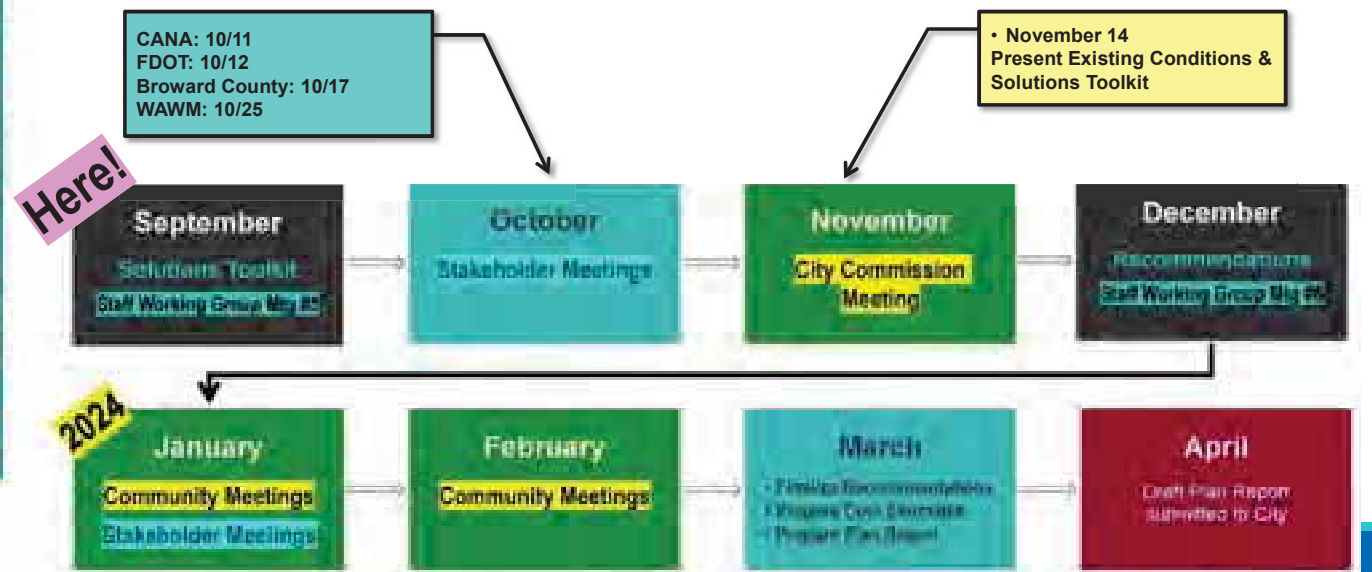
*ITE Guidelines for the Design and Application of Speed Humps recommends spacing of 260' to 500' to keep 85th percentile operating speed between 25 and 30 mph

Next Steps

City Action items

- Provide feedback on Summary of Potential Treatments (2 weeks)

The City of Wilton Manors TRANSPORTATION MASTER PLAN



Transportation Master Plan



January 3, 2024 | Staff Working Group Meeting #5 (Go / No Go)

BrowardMPO.org

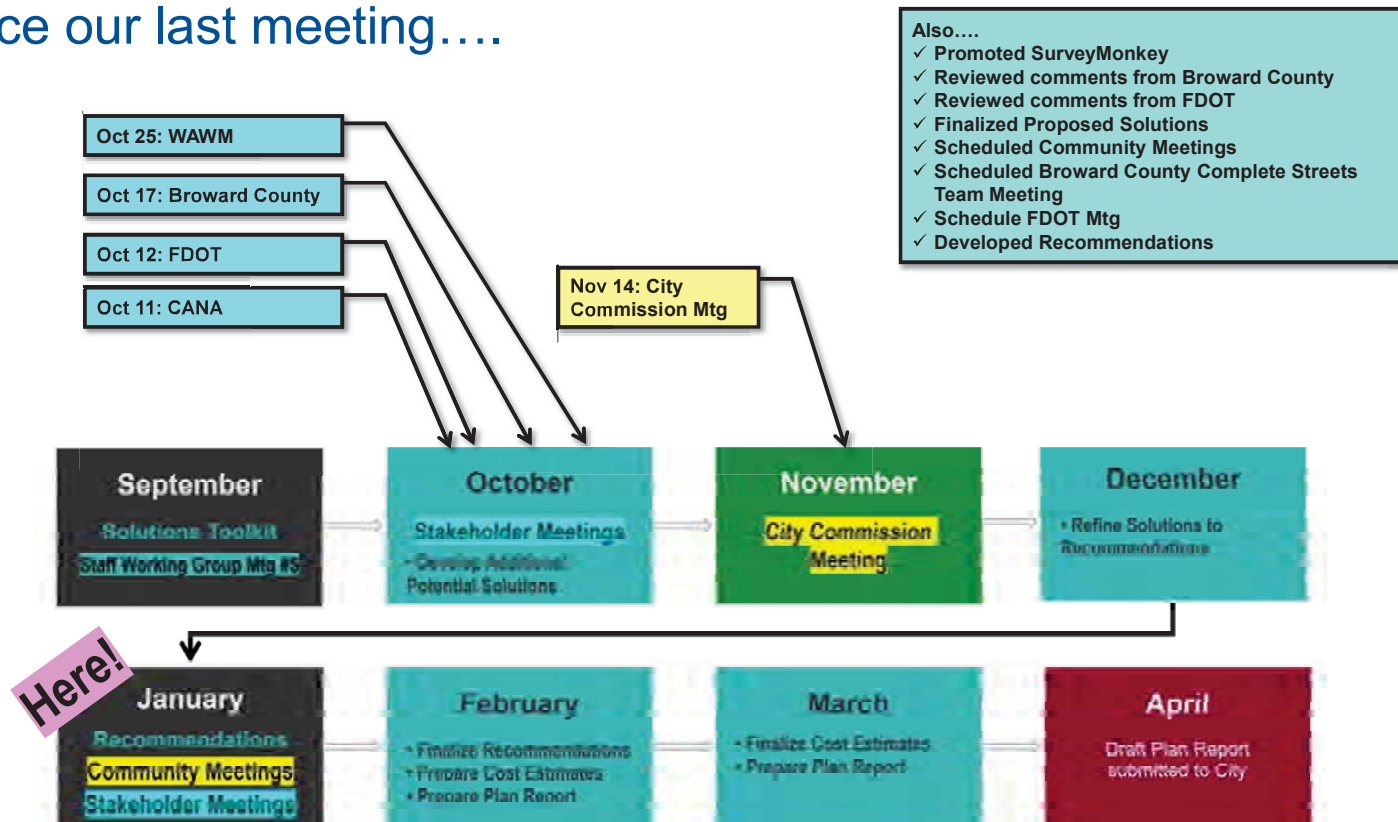
Agenda

1. Since our last SWG Meeting
2. Next Steps
3. Go / No Go Discussion
 1. NE 26 St (West / East)
 2. Dixie Hwy (South / North)
 3. NE 24 St Route (West / East)
 4. NE 21 Ct Route
 5. Andrews Av
 6. Powerline Rd
4. (Time Permitting) NEW! Policy Recommendations:
 - A. Micromobility
 - B. Microtransit
 - C. Transit Stop amenities
 - D. 5-Points
5. FYI....
 - SurveyMonkey Results
 - Westside Route Options

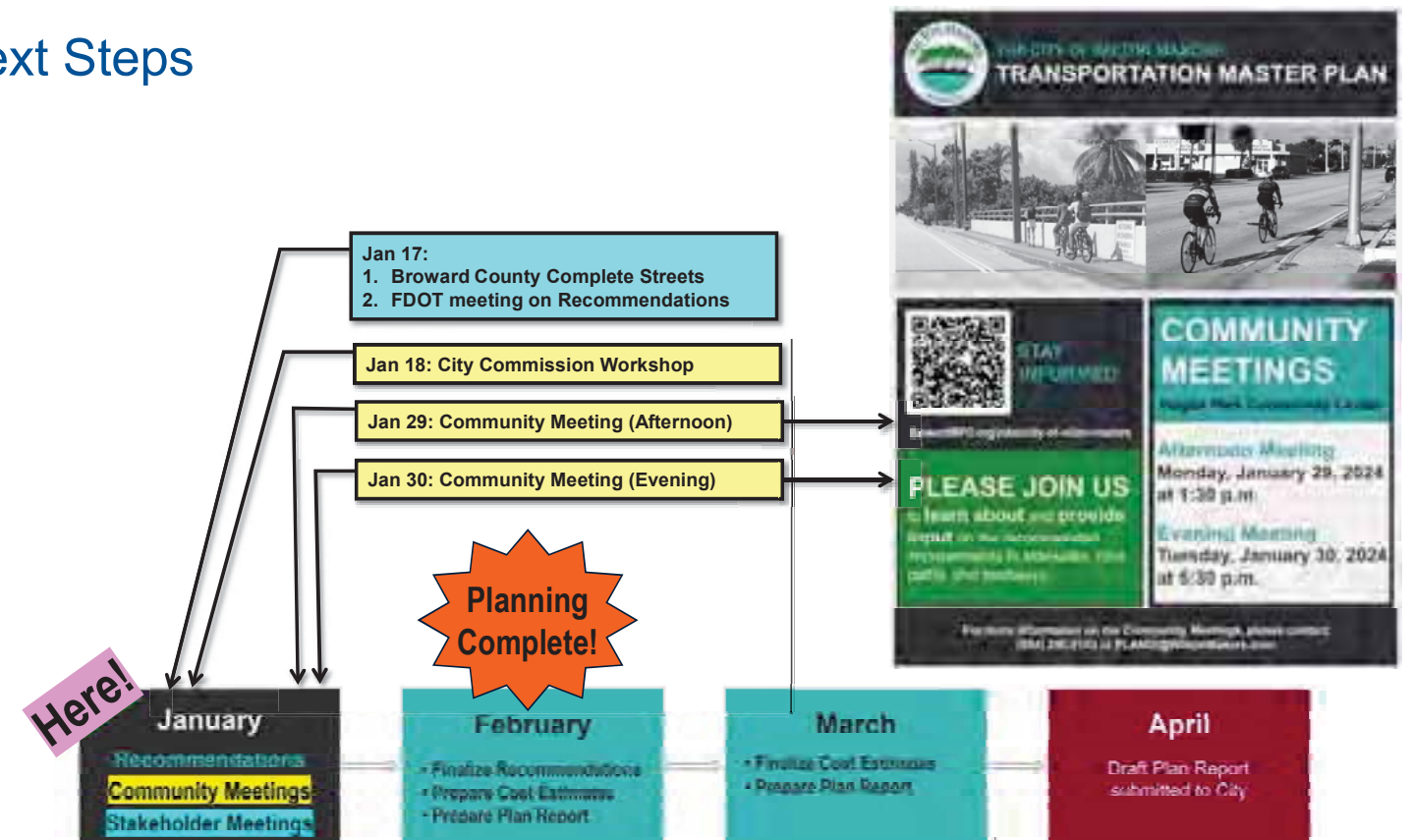


Meeting Goal:
 ✓ Go / No Go determination for Plan Study Area recommendations

Since our last meeting....



Next Steps



Go / No Go Discussion

? = Go / No Go needed

Go:

- Planning-level scope developed
- Planning-level cost estimates developed
- List of required studies identified

Additional Go Considerations.....

- A **Go** does not need to include all proposed components, unless they are interdependent. i.e. a bike lane can not be a “Go” if the Lane Repurposing is a “No Go”
- A **Go** may be further refined after the TMP, as part of the project design and engineering

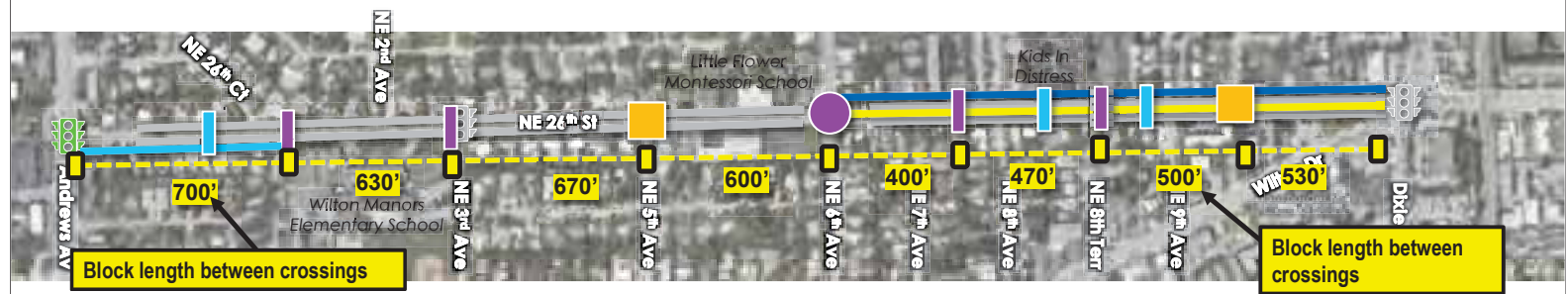
No Go:

- **No further information developed**
- Proposed solution will NOT be included as a TMP Recommendation
- Proposed solution will be documented in Plan’s Appendix



BrowardMPO.org

Go / No Go Discussion NE 26 St: West of 5-Points



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

- ### Traffic Calming Strategies
- Construct Raised Intersection
 - Evaluate for Mini Roundabout
 - 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

- 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

Go / No Go Discussion NE 26 St: West of 5-Points Intersection Improvements @ NE 6 Av

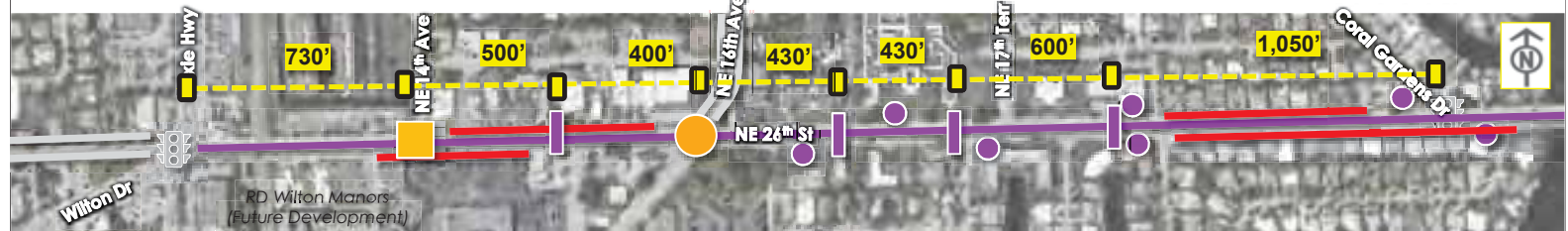


- Is it a Go on the Mini-Roundabout *even if it requires ROW acquisition?*
- If no roundabout, which alternative intersection option is a Go?

- ### Alternative Intersection Options (No Roundabout)
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, move curb to maintain 5' bike lanes
 3. Consider raising intersection

- ### Roundabout Improvements
- Likely requires small ROW purchases in NW and NE corners
 - Raised crosswalks
 - Mini-Roundabout, such as in Flagler Village at NE 5 Av and NE 5 St, may be better accommodated in existing ROW.

Go / No Go Discussion NE 26 St: East of 5-Points Lane Repurposing Option



- ### Corridor Wide Strategies
- Add Conflict Markings at Intersections & Driveways
 - Underground Utilities
 - Evaluate Lighting at Crossings

- ### Lane Repurposing Strategies
- Explore Lane Repurposing + Lower Design Speed
 - One 11' lane each direction + two-way left turn center lane
 - Reduce speed limit to 30 mph through redesign
 - Extents: 5 Points to US 1 or Middle River Drive (based on further analysis)
 - Evaluate for Peanut Roundabout
 - 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 during redevelopment

- ### Speed Reduction Strategies
- Construct Raised Intersection*
• Requires lane repurposing
 - Narrow Side Street Curb Radii / Eliminate Channelized Right Turn Lanes
 - New Raised Crossing with RRFB (Evaluate for PHB / Signal)*
 - 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

Go / No Go Discussion

NE 26 St: East of 5-Points

Lane Repurposing Option

Background:

- NE 26 St east of 5-Points is owned by Broward County
- For Lane Repurposing requests, the County requires a detailed Traffic Analysis and approval by the County Commission.
 - The Traffic Analysis assesses the impacts of a lane repurposing, including intersection capacity analysis, diversion analysis, and volume projections.
- 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")
 - 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**

Technical Feasibility:

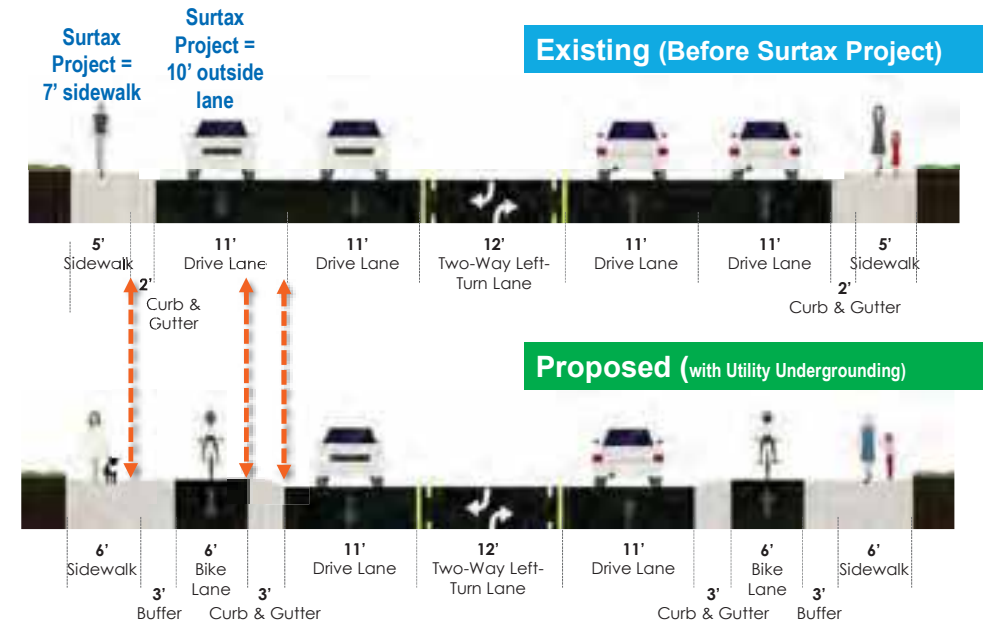
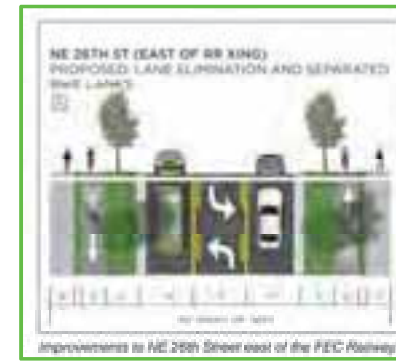
- Current AADT (roadway volumes) are:
 - Andrews Av to NE 15 / 16 Av: 14,300
 - NE 15 / 16 Av to US1: 12,000
- The BMPO's "Roadways Capacity and LOS Analysis" (2045) forecasts NE 26 St *west of 5-Points will decrease* in volume (14,500 to 11,300) *BUT east of 5-Points will increase* in volume (12,200 to 21,000)
- 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.**

Go / No Go Discussion

NE 26 St: East of 5-Points

Lane Repurposing Option

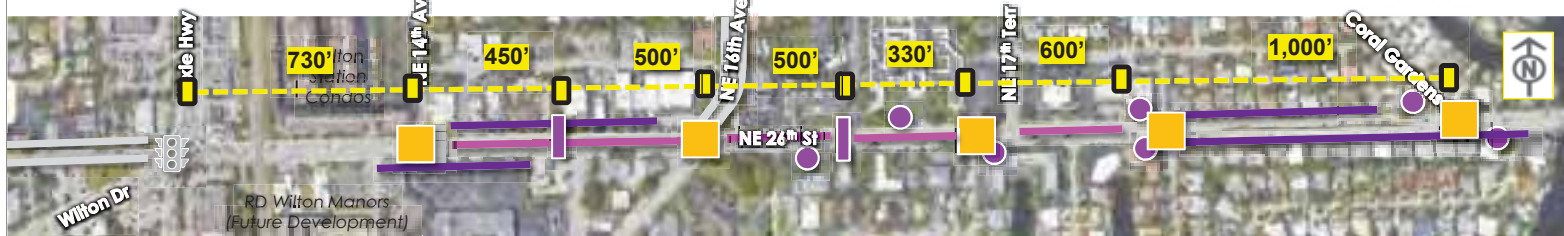
- Redesign road to reduce vehicle speeds to 30 MPH.
 - Includes raised, protected bike facilities (*Surtax project does not include bicycle facilities*)
 - Underground utilities to improve / increase space for walking and biking.
 - Add raised elements and crossings to improve multimodal environment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



Go / No Go Discussion

NE 26 St: East of 5-Points

5-Lane Option



Corridor Wide Strategies

- Add Conflict Markings at Intersections & Driveways
- Underground Utilities
- Evaluate Lighting at Crossings

Speed Reduction Strategies

- Construct Raised Intersection*
- Narrow Side Street Curb Radii / Eliminate Channelized Right Turn Lanes
- New Raised Crossing with RRFB (Evaluate for PHB / Signal)*

*FDM allows raised crosswalks and raised intersections at 30 MPH or lower design speed.

● Convert to Bus Bulb

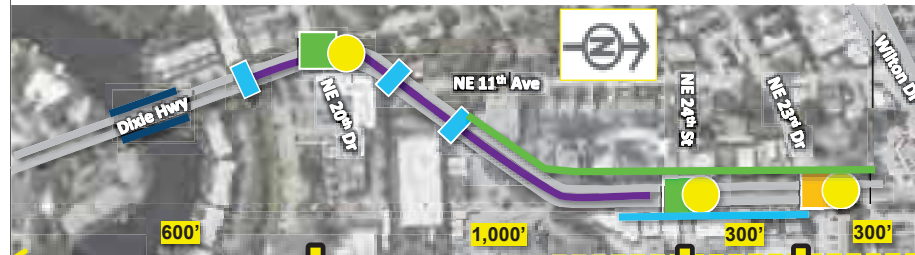
— Add Spot Medians

— Add Lane Definition

- Utilize profiled thermoplastic to define space
- Long term: policy to remove back out parking / frequent driveways during redevelopment

Go / No Go Discussion

Dixie Hwy: South of 5-Points



Corridor Wide Strategies

- Narrow Side Street Curb Radii
- Add Wayfinding Signage
- Evaluate Lighting
- Add Crosswalks & Conflict Markings at Intersections & Driveways

● Update / Install RRFB

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

— Reconstruct Bridge with Sidewalk on Both Sides

Traffic Calming Strategies

- Rebuild Raised Intersection
 - Utilize current best practice as seen at Dixie Hwy & NE 16th St
- Construct Raised Intersection
- 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

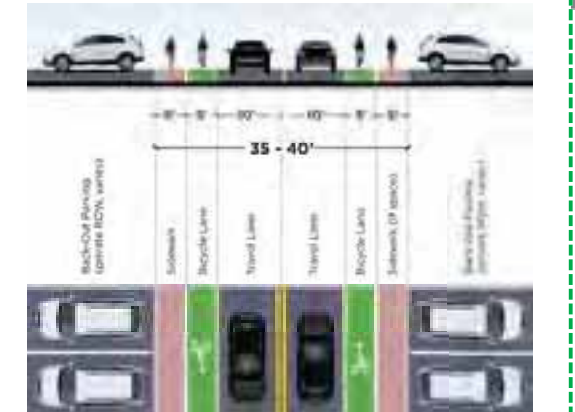
— Add Lane Definition

- Add hardened centerline through curve
- Utilize profiled thermoplastic to define bike lane
- Paint bike lanes green / add conflict paint

Sidewalk Strategies

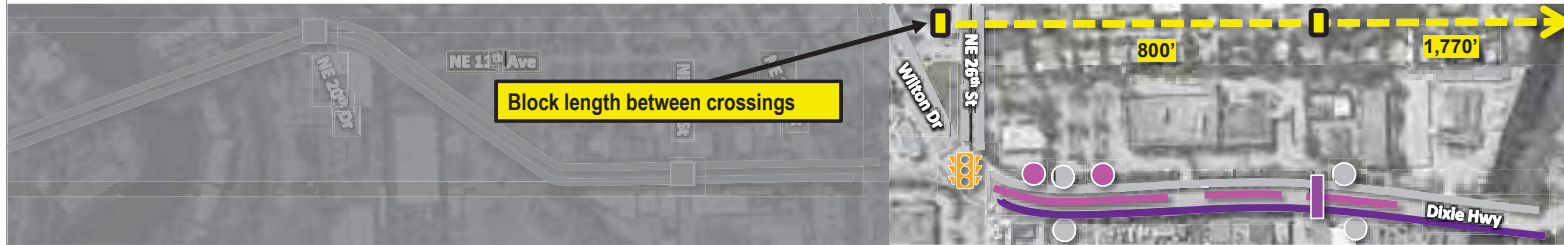
— Construct / Clearly Define Sidewalk in west ROW -NEW

- Based on BCPA Parcel data, there appears to be enough space for sidewalk in west ROW.
- Sidewalk would be at-grade
- Install duratherm treatment between bikeway and sidewalk to define space
- Paint green conflict markings in bike lane



Go / No Go Discussion

Dixie Hwy: North of 5-Points



Corridor Wide Strategies

- Add Conflict Markings at Intersections & Driveways
- Add Wayfinding Signage
 - Direct pedestrians to use sidewalk on west side
- Underground Utilities
- Evaluate Lighting at Crossings

Traffic Calming Strategies ?

- Construct Median + Convert to Right in / Right Out
- Add Lane Definition
 - 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

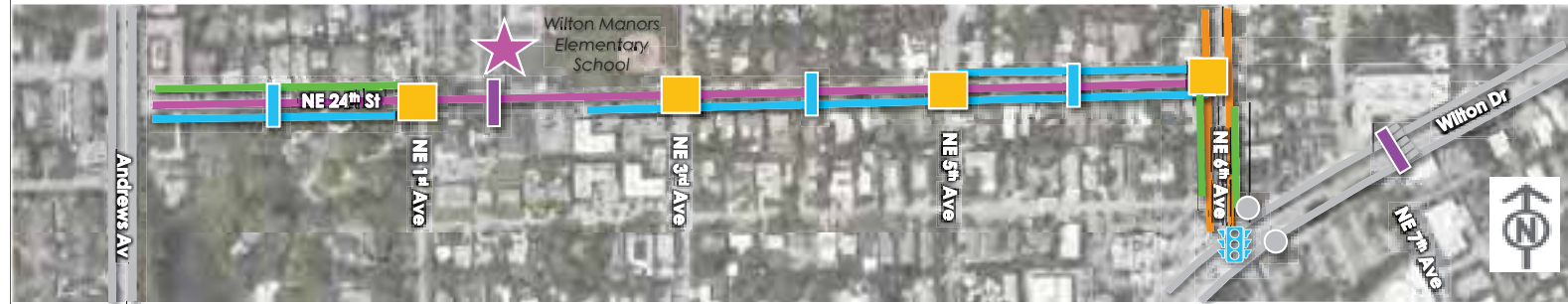
Long Term Strategies (eastern parcels redevelopment)

- 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
 - See "5-Points" recommended guidance (NEW!)

Go / No Go Discussion

NE 24 St Route: West



Corridor Wide Strategies

- Narrow Side Street Curb Radii
- Add Wayfinding Signage
- Evaluate Lighting
- Mark Crosswalks at Side Street Intersections
 - North / south only at NE 23rd St

- Evaluate School Circulation Needs

Traffic Calming Strategies ?

- Construct Raised Intersection
- 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

Ped / Bike Facilities ?

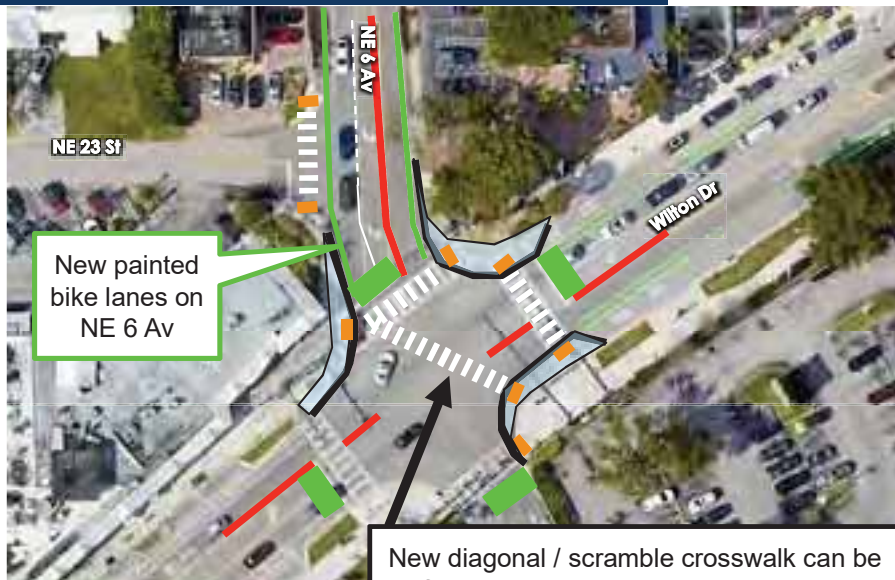
- Construct Sidewalk*
 - *Sidewalk in Lazy Lake requires coordination with City
- Paint 5' Bike Lane (NE 6 Av)
- Clearly Define Sidewalk
 - Install duratherm treatment to define space
- Shared Lane Markings (NE 24 St)
 - Sign as bike boulevard
- Add All Pedestrian Phase
 - Phase exclusively for pedestrians; all directions cross at once
 - See intersection slide for additional suggested improvements

Go / No Go Discussion

NE 24 St Route: West



Improvements at NE 6 Av & Wilton Dr



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

Go / No Go Discussion

NE 24 St Route: East



Corridor Wide Strategies

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

- Purchase New Access Easement
 - Allows people to walk and bike through property

Traffic Calming Strategies ?

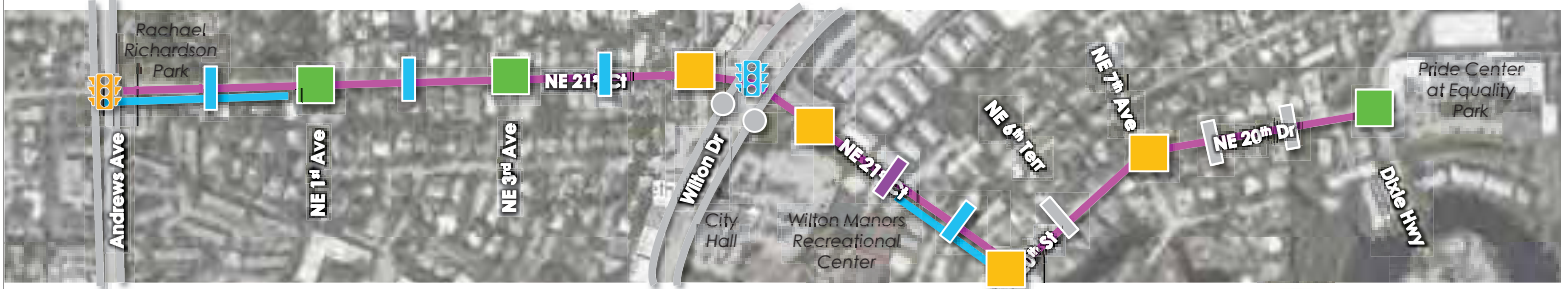
- Construct Raised Intersection
- Rebuild Raised Intersection
- Construct Speed Hump/Table*
 - *ITE Guidelines for the Design and Application of Speed Humps recommends spacing of 260' to 500' to keep 85th percentile operating speed between 25 and 30 mph
- Raised Crossing

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

Go / No Go Discussion

NE 21 Ct Route



Corridor Wide Strategies

- Narrow Side Street Curb Radii
- Add Wayfinding Signage
- Evaluate Lighting
- Mark Crosswalks at Side Street Intersections
- Underground Utilities
- Increase Pedestrian Phase
 - See Andrews Av for additional suggested improvements

Traffic Calming Strategies

- Construct Raised Intersection
- Rebuild Raised Intersection
 - Include crosswalks and appropriate markings
- 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

Ped / Bike Facilities

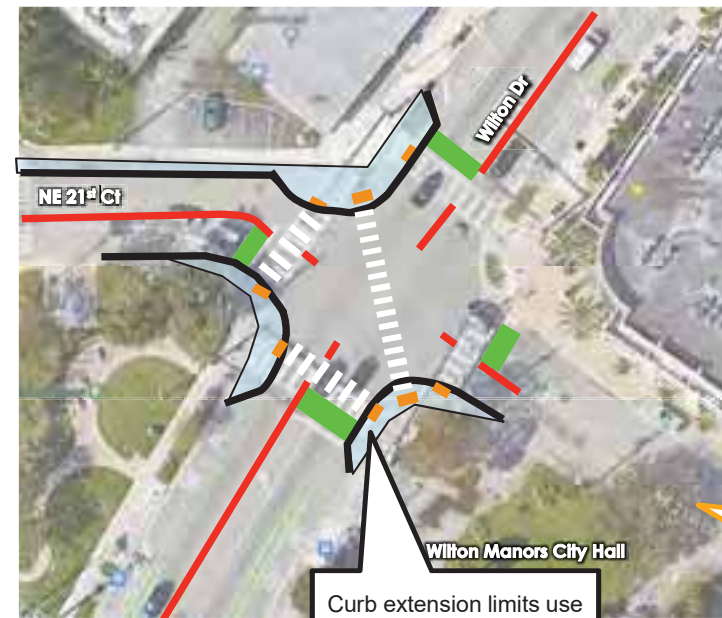
- Construct Sidewalk
 - Only feasible with utility undergrounding
- Widen Existing Sidewalk to 8 ft (where feasible)
- Add All Pedestrian Phase
 - Phase exclusively for pedestrians; all directions cross at once
 - See intersection slide for additional suggested improvements
- Shared Lane Markings
 -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

Go / No Go Discussion

NE 21 Ct Route



Intersection Improvements at Wilton Dr



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

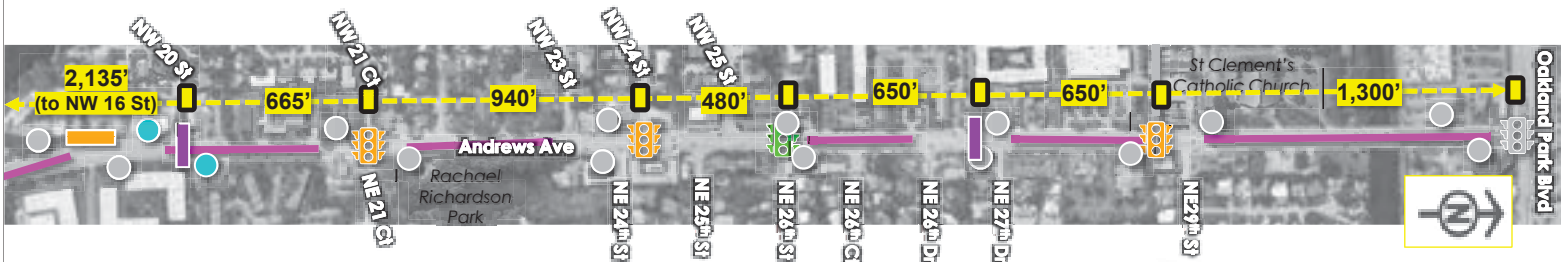
- Allow bikes to use all pedestrian phase
- Install bike boxes on all legs of intersection or construct protected intersection

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

Curb extension limits use of Bus Lane for right turns

Go / No Go Discussion

Andrews Av



Corridor Wide Strategies

- Add Conflict Markings at Intersections & Driveways
- Narrow Side Street Curb Radii
- Evaluate Lighting
- Mark Crosswalks at Side Street Intersections

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

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

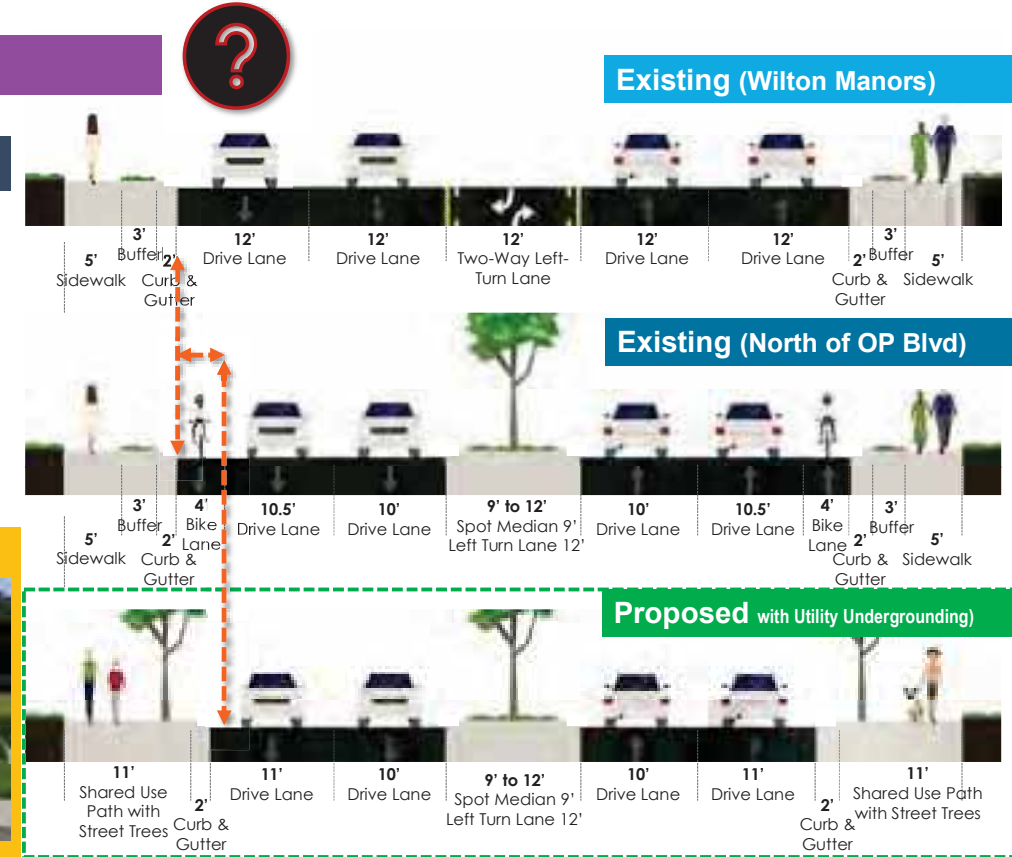
Go / No Go Discussion

Andrews Av

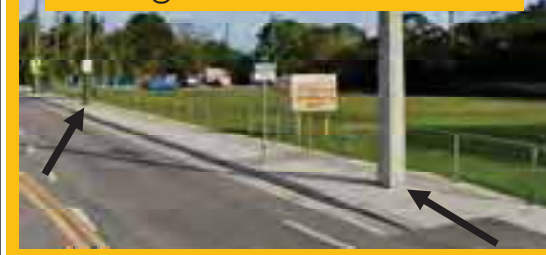


Proposed Shared Use Path

- 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



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



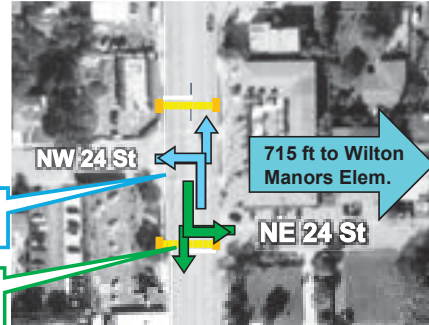
Go / No Go Discussion

Andrews Av Intersection Improvements @ 24 St

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



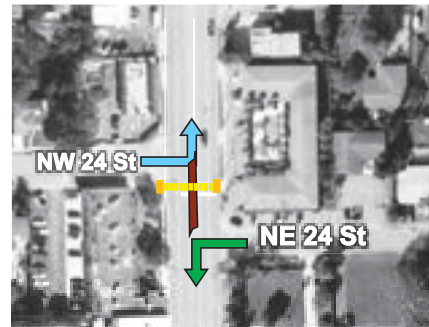
Option 1: New Left Turns to & from NE 24 St



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.



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

Option 2 Improvements

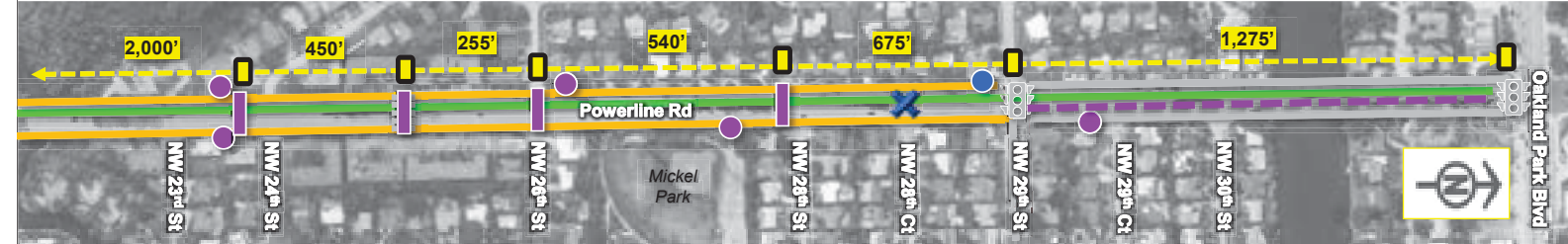
- The existing crosswalk improved with median refuge island
- Prohibit Left Turn **from** Andrews Av to NW 24 St
- Permit / Signalize Left Turns from NE 24 St (no left turn **from** Andrews Av to NE 24 St)

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

Go / No Go Discussion

Powerline Rd



Corridor Wide Strategies

- Add Conflict Markings at Intersections & Driveways
- Narrow Side Street Curb Radii
- Evaluate Lighting
- Add Turning Wedges at Unsignalized Left Turns

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
 - Quick-Build protected bike lanes on east side, bollards at intersections on west side.

- Close Median Access at NW 28 Ct
 - Limits turning conflicts
 - Access becomes right in / right out
- Evaluate Lane Repurposing
 - At NW 29 St to Oakland Park Blvd
 - Allows for protected bike lanes and bus islands
- Evaluate Relocating BCT Stop
- Convert to Bus Bulb
 - Bikeway goes behind stop

Go / No Go Discussion

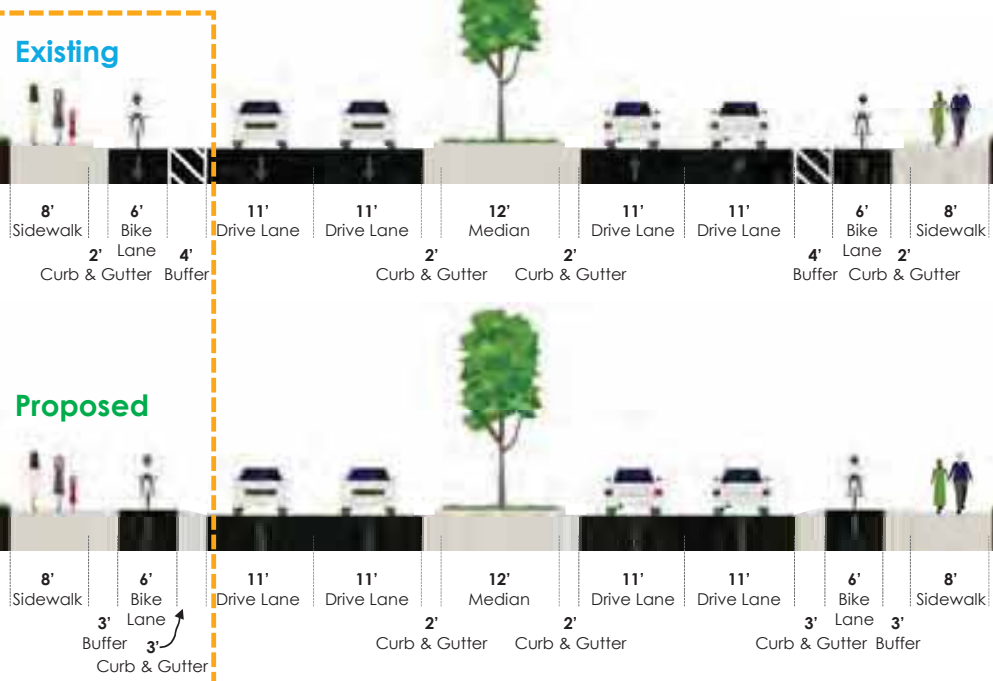
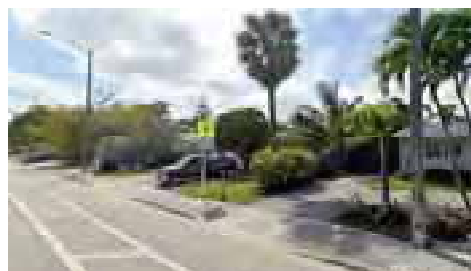
Powerline Rd

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.



NEW! Policy Recommendations

- Micromobility
- Microtransit
- Transit Stop amenities
- 5-Points



Recommendations: Micromobility (Shared and Personal)

The City should consider the following to support personal and (potential future) shared micromobility devices.



- **Shared Micromobility (Bike Share) Pilot Program:** The City could implement a pilot program inviting shared micromobility companies (bike share) to operate for one year within the City. The program should be closely monitored for metrics such as utilization and safety, and the results of monitoring should inform the development of policies and regulations. The City should coordinate with adjacent jurisdictions to ensure connectivity.
- **Shared Micromobility (Bike Share) Policies and Regulations:** Wilton Manors should develop and adopt policies and a permitting process for shared micromobility companies which may operate in the City in the future. Policies could focus on safety, equity, accessibility, age restrictions, data sharing, number of vehicles provided, vehicle speed, and/or maintenance and monitoring.
- **Bicycle & Micromobility Parking:** Convenient parking will help people biking and using personal-owned scooters have a better end-to-end trip experience and encourage increased use. Parking should be located in high visibility locations near desirable destinations.
- **E-bike and e-scooter Policies and Regulations:** Wilton Manors should develop and adopt ordinances that establish regulations for the operations of personally owned e-scooters and e-bikes within the City limits, including the use of these vehicles in bike lanes, on sidewalks, and in shared use paths.



BrowardMPO.org

Recommendations: Microtransit

The City may consider the following to support existing and future microtransit.

- **Identify pick up / drop off Designated Stops.** While microtransit can pick up or drop off in any location, identifying designated stops can help to improve service and create safe areas for people to wait for, board, or exit vehicles. These designated stops could be located at high density residential areas, parks, commercial destinations, and higher demand transit stops.
- **Evaluate the service.** Wilton Manors should consider the development of metrics to assess microtransit and how well it meets transportation needs including affordability, environmental sustainability, and safety, among others.



BrowardMPO.org

Recommendations: Transit Stops

To support existing and future transit users, the City should consider the following as it implements the Transportation Master Plan.

- **Transit Stop Access:** Ensure safe and easily accessible bus stops for all, with features like ramps or other accommodation for people with mobility impairments. Surrounding sidewalks and waiting areas should be designed to accommodate expected ridership levels.
- **Pedestrian Crossings.** Place pedestrian crossings close to transit stops, *ideally behind departing transit vehicles*, to enhance visibility and safety for pedestrians.
- **Bike Parking:** Provide long-term bike and micromobility storage, such as bike cages, lockers, or shelters, at major mobility hubs or where demand for bike parking may be high such as along Wilton Drive or future premium transit locations. These storage facilities can also include charging stations for e-bikes and other plug-in vehicles.
- **Making Transit Stops Safe and Comfortable.** Within Wilton Manors, the availability of amenities that make people feel safe and comfortable at each stop varies. Along Andrews Avenue and Powerline Road, most transit stops provide a route designation sign, a bench, and a trash can and a few have transit shelters. However, some transit stops only provide a route designation sign such as at the Route 14 stop at Powerline Road and 23rd Street.
 - **At All Stops:** To feel safe and comfortable, all transit stops should provide a route designation sign, ample waiting area for the expected demand, a bench to provide a place to rest, and ADA compliant pedestrian access. In addition, adequate lighting at transit stops enhances personal safety and security, particularly during nighttime travel. Ideally, all stops would also provide refuse bins to maintain the cleanliness of the stop and contribute to a feeling of safety; but at minimum these should be provided at the highest demand stops.
 - **At High Demand Stops:** At the highest demand stops—such as along Wilton Drive—or where projected ridership is expected to increase due to increases in route service, bus shelters can help shield people from the weather by providing shade and a place to wait out storms.
- **Helping people navigate:** Posted information about arrival and departure times, routes serving the bus stop, system maps, and other system information help users find their way through the transit system. Real time information about delays or upcoming departures can help passengers make informed choices.



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Recommendations: 5-Points Improvements

The 5-Points intersection is a confluence of some of the most heavily utilized, multimodal corridors in the City. While many vehicles cross the intersection daily, it is also influenced by the Florida East Coast Railway track to the east and many people walking and biking through the area daily. Community members noted the intersection is uncomfortable to cross due to long crossing distances, difficulty navigating the multiple legs of the intersection, and long signal cycles / wait times. To address this, the City will be undertaking a separate study to redesign the intersection to better match the surrounding context and support the needs of all users. 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 to protect certain movements, including considering an all-pedestrian phase.
 - Limiting or eliminating turn movements and/or right turns on red.
 - Alternative intersection designs like a roundabout or a protected intersection.
 - Realigning one or more legs of the intersection to reduce the number of intersection legs. For example, the western leg of NE 26th Street could be rerouted to Wilton drive prior to 5 Points or Wilton Drive could be rerouted to Dixie Highway or NE 26th Street. This would allow either NE 26th Street or Wilton Drive, respectively, to be closed at the 5-Points intersection.
- **Increase visibility of conflict zones.** Use conflict striping to delineate conflict zones within the intersection, such as green crossbike striping for biking and high visibility crosswalks for walking.
- **Consider access.** The City should consider the implementation of access management projects near the intersection. For example, closing nearby driveways (as long as the business has another access point) can help to improve safety and legibility. Additionally, the City should continue to pursue access management opportunities as redevelopment occurs via development reviews.



BrowardMPO.org

FYI....

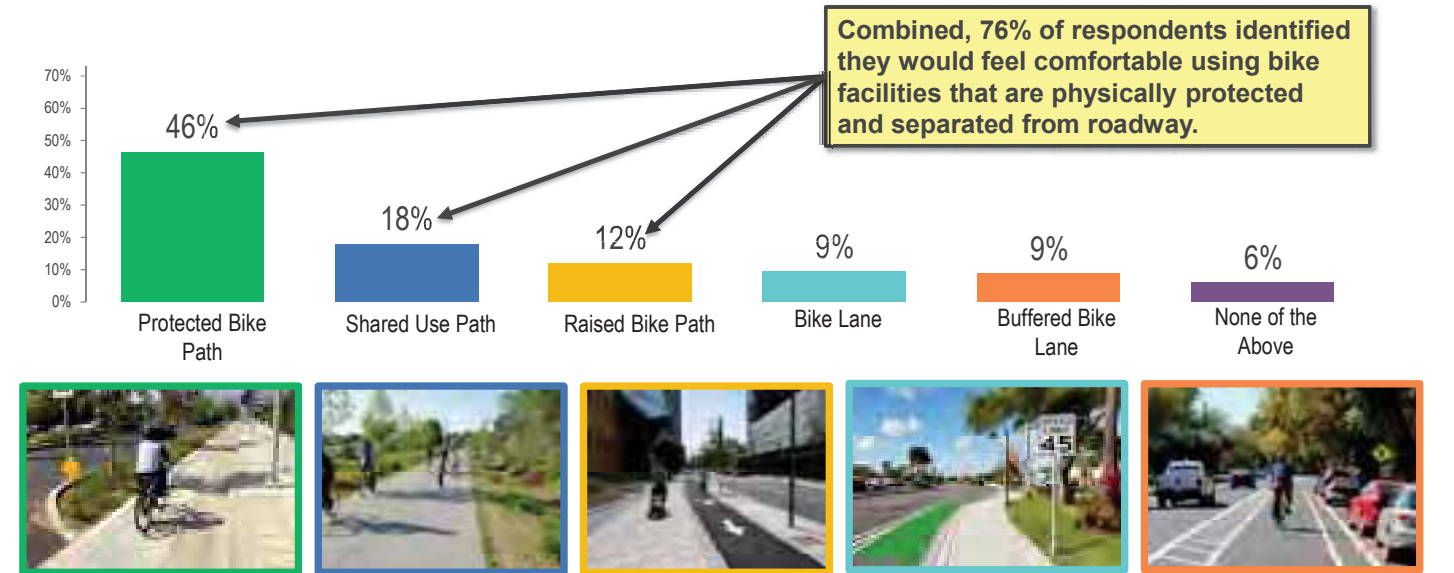
- SurveyMonkey Results
- Westside Route Options



SurveyMonkey Results

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

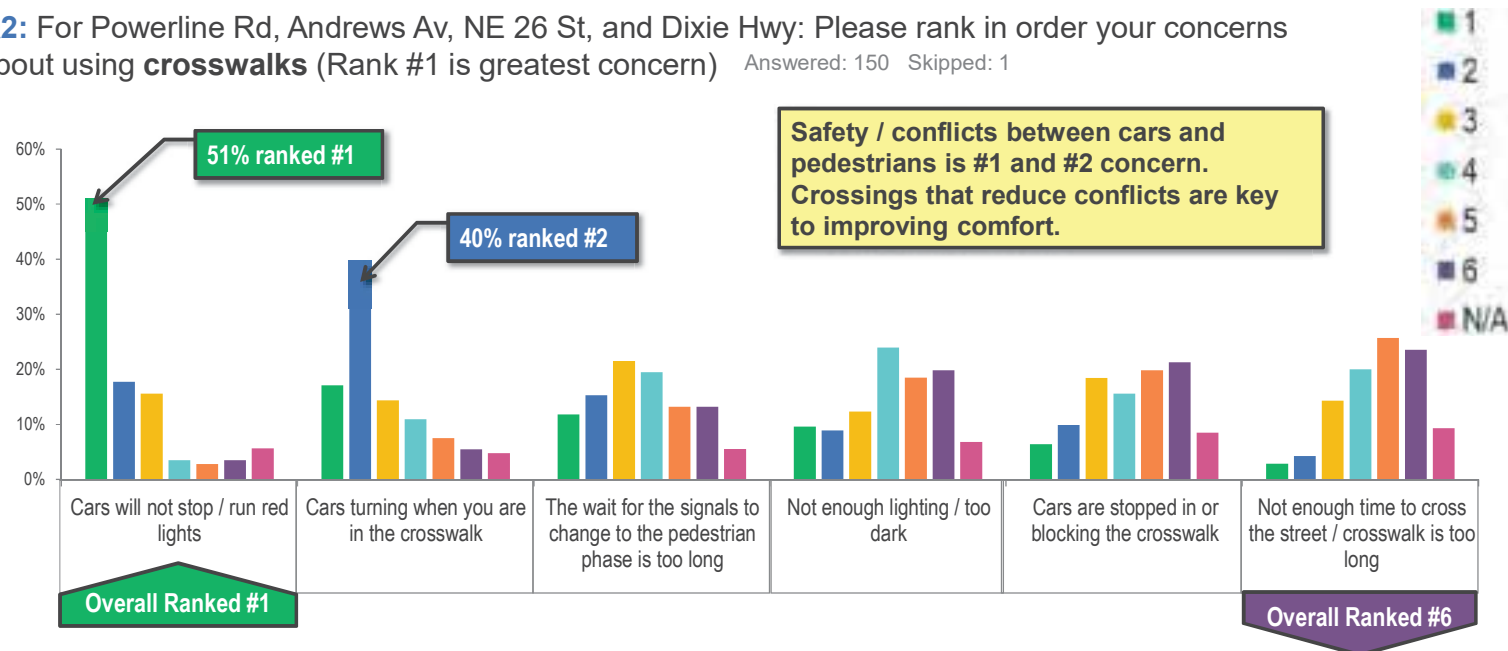
Q1: For Powerline Rd, Andrews Av, NE 26 St, and Dixie Hwy: Please select the **bike facilities** you would feel comfortable using (select all that apply) Answered: 151 Skipped: 0



SurveyMonkey Results

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

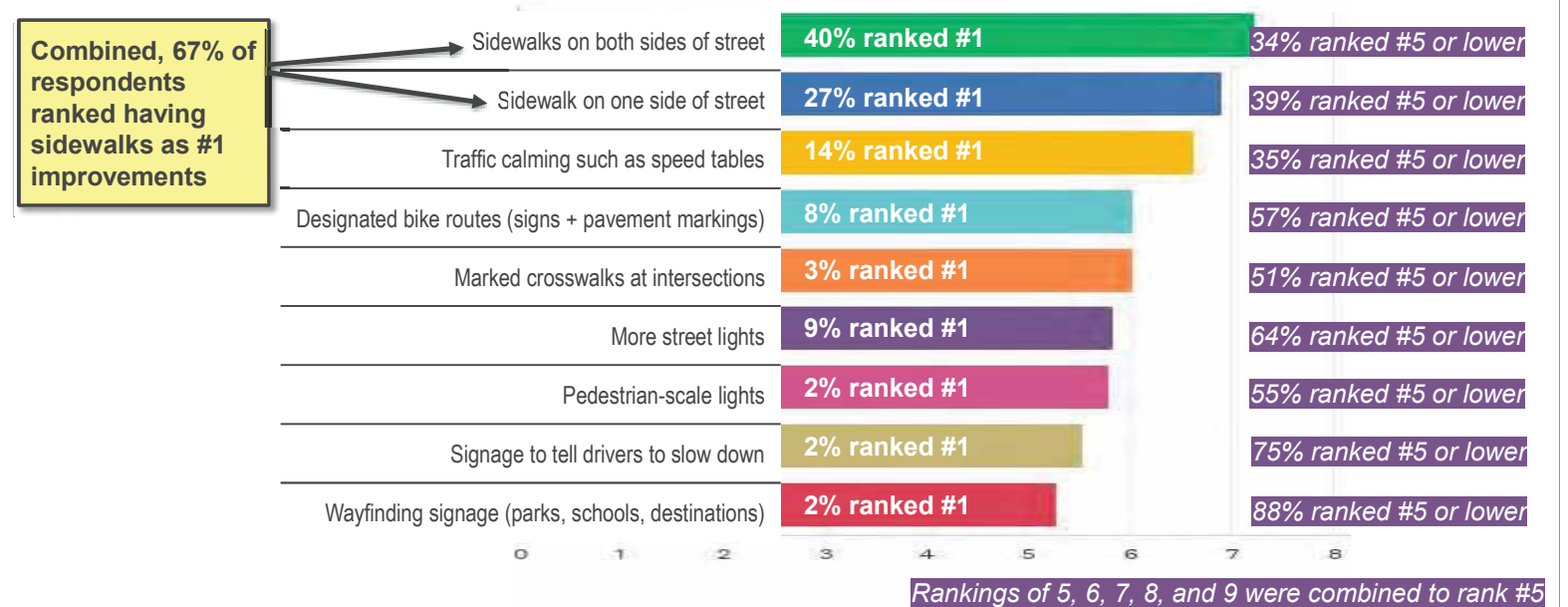
Q2: For Powerline Rd, Andrews Av, NE 26 St, and Dixie Hwy: Please rank in order your concerns about using **crosswalks** (Rank #1 is greatest concern) Answered: 150 Skipped: 1



SurveyMonkey Results

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

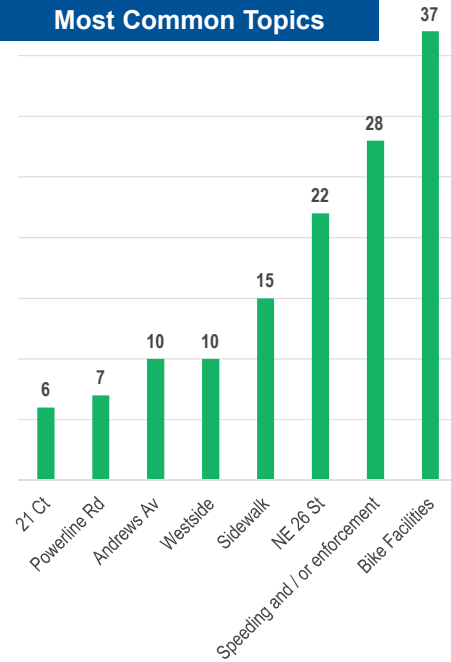
Q3: For the "residential" roads (NE 24 St, NE 21 Ct, or westside route): Please rank in order the improvements you think are most important (Rank #1 is most important) Answered: 146 Skipped: 5



SurveyMonkey Results

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

Westside Route 2 Route Options



Westside Route Option 1 Considerations



Legend

- Option 1
- Option 2

- 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 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

Westside Route Option 2 Considerations



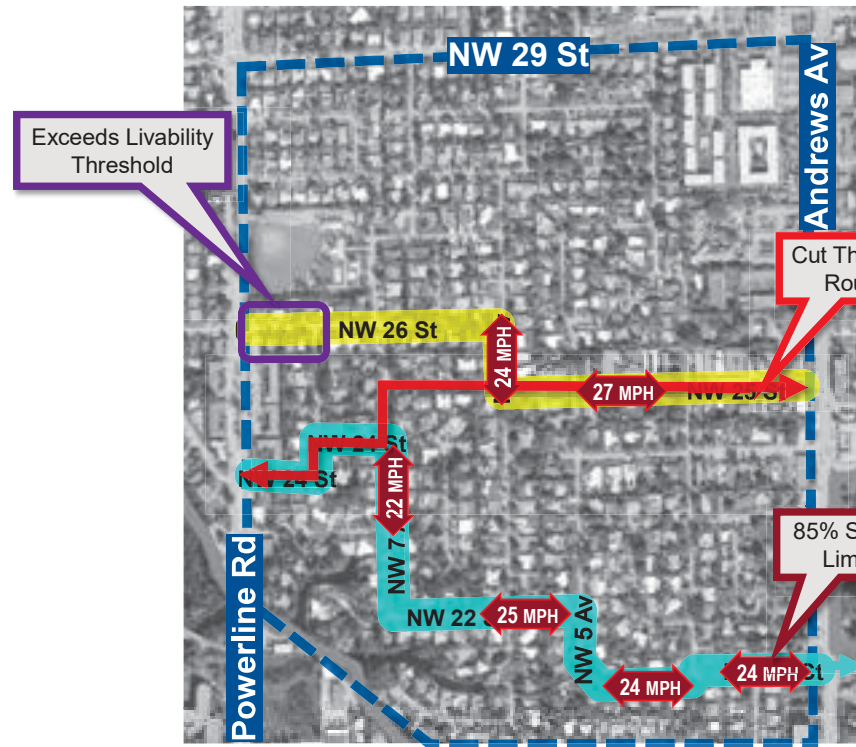
Legend

- Option 1
- Option 2

- Option 2:**
- 3,800 ft route / longest route
 - **Circuitous route**
 - Leads to crosswalks over Andrews Av
 - Provides most direct access to Wilton Dr

Westside Route

Westside Neighborhood Traffic Calming Study



Legend

- Option 1 (Yellow)
- Option 2 (Cyan)

Westside Neighborhood Traffic Calming Study findings

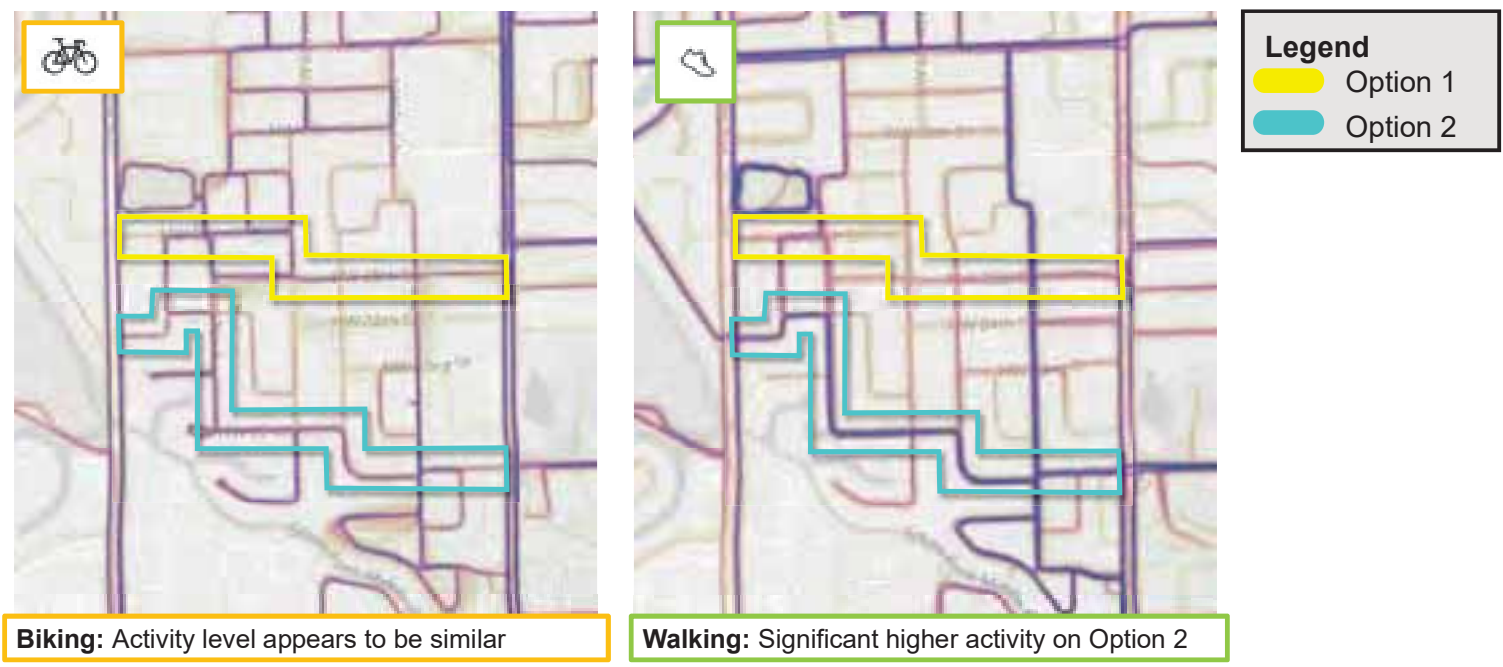
- Cut through route
- Exceeds Livability Thresholds
- 85% Speeds within 5 mph of speed limit

Westside Route

Strava Metro Heat Maps

Time period
November 2022 – October 2023

Activity
Low High



Biking: Activity level appears to be similar

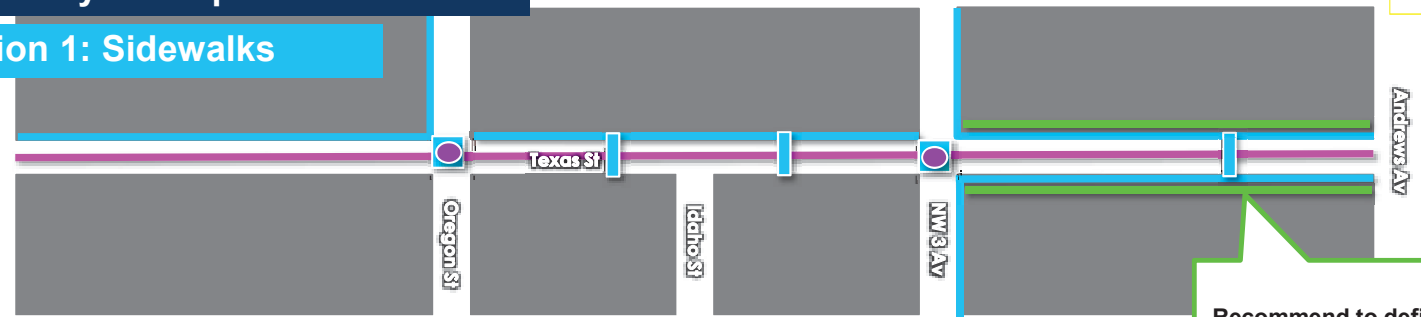
Walking: Significant higher activity on Option 2

Westside Route

Summary of Proposed Solutions

Option 1: Sidewalks

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



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 Streets**
 - Increases visibility and driver alertness

Sidewalk Strategies

- Construct 6' Sidewalk**
 - Only on noted side of the street
 - Where feasible, construct a 5' landscaped buffer between the sidewalk and the road
- Clearly Define Sidewalk**
 - Where back out parking exists, Install duratherm treatment to define space

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

Paint Shared Lane Markings

- Sign as bike boulevard
- Alerts drivers to presence of people biking
- Provides wayfinding for people biking

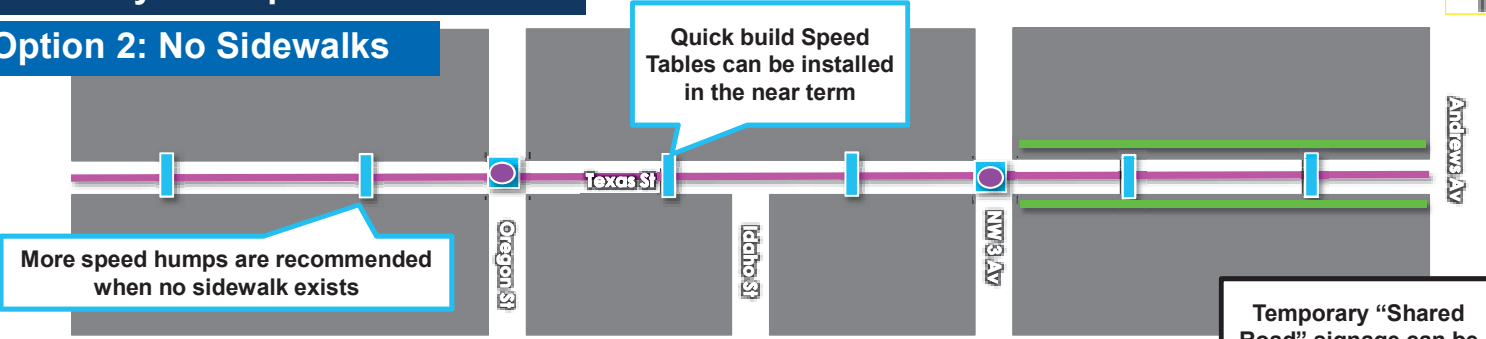


Westside Route

Summary of Proposed Solutions

Option 2: No Sidewalks

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



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

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