



Transportation Advisory Board Minutes

January 24, 2022 at 04:00 p.m.

Virtual Meeting
Winter Park, Florida

Call to Order

Chairman Alexander Trauger called the virtual meeting to order at 4:01 p.m. Present: Michael Sasse, Jeffrey Osleeb, Katie Reischmann, and Jeffrey Sievers. Absent: Rachel Andre and Mira Lines. Also Present: Michael Woodward with Kimley-Horn. Staff: Transportation Manager Sarah Walter, Engineer I Hongmyung Lim, Lieutenant Tim Scott Williams, Planner I Nicholas Lewis, Planning Technician Aaron Hull, and Recording Secretary Mary Bush.

Consent Agenda

Motion made by Jeffrey Osleeb, seconded by Jeffrey Sievers to approve the October 18, 2021 meeting minutes.

Motion carried unanimously with a 5-0 vote. (Rachel Andre and Mira Lines were not present for the meeting.)

Motion made by Jeffrey Osleeb, seconded by Katie Reischmann to approve the November 15, 2021 meeting minutes.

Motion carried unanimously with a 5-0 vote. (Rachel Andre and Mira Lines were not present for the meeting.)

Staff Updates

a) Winter Park Police Department

- a. Lieutenant Tim Scott Williams provided data on the traffic crashes in the last quarter and updated the Board on the conducted DUI enforcement campaign. Lieutenant Williams emphasized that the DUI campaign resulted in multiple arrests and citations being handed out.

Chairman Trauger had a question if the installation of speed response signs or other traffic calming solutions impacted speeds in the Brewers Curve area. Lieutenant Williams replied that there had not been a study done in the recent quarter, but the police department has seen a decrease in ticketing around that area which Lieutenant Williams cannot conclude is a result of the installation of calming traffic measures. Sarah Walter added that the City of Winter Park would be hosting a special meeting with the community around the Brewers Curve area or any citizens concerned on February 10, 2022, and notices will be sent out shortly for all residents in a quarter-mile radius. Lieutenant Williams stated that there is typically an officer assigned to watch that area daily.

b) Multi-Modal Transportation Impact Fee

- a. Mrs. Walter wanted to give feedback on the Multi-Modal Transportation impact fee and what has happened since the city commission adopted the impact fee. Mrs. Walter informed the Board that the Planning & Transportation Department is now working with the Building Department when approving permits to assess if transportation impact fees apply.

c) New York Avenue Streetscape - Phase 1

- a. Mr. Lim updated the Board on the New York Avenue Streetscape - Phase 1 project by first showing pictures of the intersection to show the installation of the new mast arms. Mr. Lim stated that

after the mast arms are installed, the last steps are tidying up the intersection. The completion of Phase 1 should be at the end of February unless there are any delays. Mr. Lim cited Mrs. Walter's idea to move back the stop bar striping at the intersection as a good idea, and Mrs. Walter thanked Mr. Lim for the appreciation.

Chairman Trauger asked if the eastbound New York to Fairwinds turning radius be increased so that more oversized vehicles can make a right-hand turn? Mr. Lim states that the cabinet on that point of the intersection will be moved, and the concrete pole will be moved to prevent more oversized vehicles from having to hop the curb. Chairman Trauger asked to clarify if the curb is being reinforced or the turn radius fixed. Mr. Lim stated that they would be increasing the turn radius to help with the bigger trucks' turns. Discussion ensued about finding a balance between all modes of transportation when making decisions and the positive benefits of the New York Avenue Streetscape project.

d) Rectangular Rapid Flashing Beacons (RRFBs)

- a. Mrs. Walter reported that the RRFBs in front of the new library is now working and showed pictures of the newly installed RRFBs at their recent locations. Mrs. Walter explained the installation's benefits on pedestrian safety when crossing Morse Boulevard to the library. Mrs. Walter explained that the city has finished installing the RRFBs at Denning Drive between New England Avenue and Morse Boulevard. Mrs. Walter explained the benefits of this installation at the local park.

Board member Michael Sasse asked if the RRFBs on Morse Boulevard has a two-stage crossing; when the pedestrian hits the button to cross, the pedestrians have to hit the button again on the median to continue crossing. Mrs. Walter explained that the two-stage cross buttons should work, and Hong Lim explained that the flashing lights on the RRFBs should be set up for two-stage. Mrs. Walter asked Nick Lewis if it had correctly worked this weekend when he used the crosswalk. Nick Lewis explained that it was set-up up to allow you only to hit the button once to cross.

Board member Katie Reischmann asked about the projections for future installations of RRFBs in the city. Mrs. Walter explained that there would be one installed near the hospital on South Lakemont, and one will be installed on Phelps and Palmer as well. Mrs. Walter mentioned that Keith Moore would be identifying potential locations for new ones once he returned from vacation. Mrs. Walter emphasized that the department has a goal to install five in total this year. Mrs. Walter further explained that they will be installing RRFBs by Winter Park Village but additional modifications appeared necessary and these would need to be addressed before the RRFBs can be installed. Mrs. Reischmann asked if Phelps and Aloma would be getting one installed, and Mrs. Walter explained that since it is a signaled intersection, an RRFB is not necessary or allowed.

Public Comments (for items not on Agenda)

The Board heard public comment from the following resident:

Kathinka Kiep, 1100 S Orlando Ave, addressed the Board and explained that she has lived in the area for three years now. Mrs. Kiep explained that she is an avid cyclist in the community and wanted to share her experiences in the region so far. Mrs. Kiep asked if there was a pedestrian-bicyclist circulation plan for the community and explained her observations in the community as a bicyclist. Mrs. Kiep asked who maintained the sidewalks in the community and who takes care of the trash cans left out. Mrs. Kiep explained different methods and offered her help making Winter Park an example of a pedestrian-bike-friendly community.

Chairman Trauger responded, thanking Mrs. Kiep for her comment and clarifying the specific roads she was having issues with. Mrs. Kiep clarified that the roads that she meant were Palmer, Park, and Webster. Chairman Trauger mentioned that Mrs. Walter would reach out to her to find solutions for her comments and discussed what should be done with trash cans on the curb/sidewalk. Discussion ensued about the safety of the sidewalks, pedestrian-bicycle safety, and how to reach out to the Planning & Transportation Department for any comments.

Chairman Trauger asked Mrs. Walter if the City of Winter Park owned the sidewalk milling machine. Mr. Lim responded that it is typically contracted out. Chairman Trauger expressed interest in looking into trees' effect on pedestrians' safety on sidewalks.

No one else from the public wished to speak. The public hearing was closed.

Non-Action Items

1. Orlando Avenue Operational Analysis

Sarah Walter introduced Michael Woodward from Kimley-Horn, presenting the Orlando Avenue Analysis and its findings. Michael Woodward discussed the purpose of the analysis on Orlando Avenue to quantify the capacity for vehicles, identify intersection deficiencies, and identify feasible improvements for the road. Mr. Woodward explained the study area of the analysis and the other projects being completed in the local area of Orlando Avenue. Mr. Woodward discussed the existing conditions of the intersections in the study and the peak hour capacity results. Mr. Woodward spoke about the travel patterns found during the analysis, how the majority of them originated from outside the City of Winter Park, and the everyday occurrences noticed about travel patterns from the analysis. Mr. Woodward discussed the improvements that could be done for Orlando Avenue at Fairbanks Avenue, Orlando Avenue at Lee Road, Fairbanks Avenue at Orange Avenue, Clay Street at Minnesota Avenue, Webster Avenue at Denning Drive, Orange Avenue at Denning Drive/Minnesota Avenue, Fairbanks Avenue at Denning Drive, and Morse Boulevard in general showing examples of improvements that could be completed for these different intersections. Mr. Woodward further explained the recommended improvements and the possible benefits of each improvement. Mr. Woodward explained that during the Orange Avenue Overlay road analysis, they looked into adding a roundabout to the intersection of Orange Avenue, Denning Drive, and Minnesota Avenue and the benefits of the roundabout compared to just a stoplight at that intersection. Mr. Woodward gave examples of other 6-leg roundabouts as well. Mr. Woodward went into the costs of the recommended improvements on the intersections and then opened the presentation up for open discussion among the Board.

Board member Jeffery Sievers had a question about how the proposed three turn lanes on Orlando Avenue at the Lee Road intersection would work with other proposed projects on Orlando Avenue. Mr. Woodward and Mrs. Walter explained that they have shared information with FDOT on the proposed intersection improvements and requested the improvements used by FDOT when making changes to the intersection. Mr. Sievers observed that the additional turn to the Orlando Avenue at Fairbanks Avenue would be a good idea but noted his worries about the intersection's congestion typically gets on those improvements. Mrs. Walter has explained that Mr. Woodward's presentation showed all recommended improvements, even ones that are already completed or being worked on. Mr. Sievers explained his excitement for a roundabout but was worried about the effects on crosswalks and the sizing of the roundabout. Mr. Woodward explained how the crosswalks could be used safely and explained how the roads could be resized.

Board member Jeffrey Osleeb expressed his concerns about the roundabout and its effect on the bike trail leading to Mead Garden. Mr. Woodward discussed the current issues with the intersection for pedestrians and bicycles but ensured the safety of pedestrians' usage of roundabouts. Discussion ensued on the proposed roundabout's pedestrian, bicycle, and car usage and how the public could be educated on roundabout usage.

Mr. Osleeb had a question on the origins of the traffic on Orlando Avenue at Lee Road and possible trips destinations. Mr. Woodward explained that the analysis found a wide range of data for the origins that prevented them from finding specifics about these trips. Discussion ensued on the impacts the I-4 construction and improvements have had on this intersection.

Board member Michael Sasse had a question about the right-a-way lines on the proposed roundabout. Mrs. Walter has explained that the proposed roundabout was planned using the information from the Orange Avenue Overlay. Mr. Sasse asked if the proposed roundabout was the ultimate configuration that could be used for that type of intersection. Mr. Woodward explained that they did not explore roundabouts with the perimeters if they had more room to improve as they followed the parameters provided to them to provide the best-proposed roundabout. Discussion ensued about the benefits of the roundabout and the excitement for it. Mr. Sasse explained his interest in the proposed improvements to Morse Boulevard. Discussion ensued on the different proposed improvements to Morse and the benefits of these different improvements.

Mr. Woodward showed pictures of the traffic origins and destinations at Lee Road and showed the difficulties of concluding on that data. Chairman Trauger showed his interest in looking into the specific origins of this traffic and his interest in proposed improvements to Morse Boulevard. Chairman Trauger asked about the analysis and existing conditions for future analysis on future traffic predictions. Mr. Woodward explained they used current conditions due to the relatively flat growth in development they noticed in Winter Park and the fact that Winter Park is already built out, so traffic volumes should stay consistent unless roads are widened.

Chairman Trauger asked Mrs. Walter the next steps after receiving this information from the analysis. Mrs. Walter discussed the improvements that are currently being worked on and the next steps being worked on. Mr. Osleeb asked if the Fairbanks Avenue improvements could use federal grant money from ARPA. Mrs. Walter explained that the commission has already designated money for road studies to find the best solutions for road improvements in the city.

Kathinka Kiep, 1100 S Orlando Avenue, addressed how these proposed improvements could consider increasing the benefits to pedestrian-bicycle safety.

Mr. Sievers asked about any updates on the bike trail extension on Denning Drive to Mead Garden. Mrs. Walter explained that the City Surveyor is looking at Denning Drive currently and that the bike trail will connect to the Orlando Urban Trail.

Action Items

No Action Items

Board Comments

No Board Comments

Adjournment

Meeting adjourned at 5:37 p.m.

/s/ Aaron Hull

Approved by Board on February 21, 2022.