



Transportation Advisory Board Regular Meeting Minutes

October 16, 2023 at 4:00 p.m.

City Hall, Commission Chambers
401 S. Park Avenue | Winter Park, Florida

Present

Jeffrey Osleeb, Ruben Paige, Michael Sasse, Rachel Andre, and Jennifer Adams.. Absent: Jeffrey Sievers and Katie Reischmann. Staff: Director of Public Works & Transportation Charles Ramdatt; Transportation Planner Keith Moore and Engineer II Hongmyung Lim. Assistant, Sergeant Luke Hofer and Deputy City Clerk Kim Breland.

1) Call to Order

Chairman Osleeb called the meeting to order at 4:00 p.m.

2) Consent Agenda

a. Approve meeting minutes of September 18, 2023

Motion made by Jennifer Adams to approve the meeting minutes for September 18, 2023, seconded by Rachel Andre. The motion carried unanimously with a 5-0 vote (Ms. Adams was not able to vote at the time).

3) Public Comments (for items not on the agenda): Three minutes allowed for each speaker (heard at 4:33 p.m.)

Resident Diane Almodovar, 884 Audubon Lane, spoke about issues related to ADA concerns for her neighborhood near Audubon Lane and Henkle Circle. She mentioned only one side of the street in the area has sidewalks and spoke about the safety issues and impacts to people with impairments when trying to cross the road. She asked if it was possible for the area to have sidewalks on both sides.

Mr. Lim reviewed the city's sidewalk petition policy and discussion followed. Mr. Lim will schedule time to meet with Ms. Almodovar on site to discuss options.

4) Action Items

a. Pedestrian Countdown Signal Heads

Mr. Lim presented two pedestrian signals of different material types and explained the city has received feedback that the pedestrian crossings at the existing signals on Park Avenue have been confusing for some pedestrians. When the pedestrian button is pressed, the indicator reads "go" or "stop" then flashes and reads "stop" again. Sergeant Hofer corrected that the existing pedestrian signal reads "wait" or "walk" with flashing "wait." Staff is proposing the pedestrians signals to be retrofitted to red and white hands that include the walking person icon and countdown timer as it is more pedestrian friendly.

Mr. Lim said the signal options were two different materials, one being polycarbonate,

and the other is metal/aluminum. He spoke about the costs and quality of both options: Aluminum at \$3,296 is more durable and Polycarbonate at \$2,952 is may be more aesthetically pleasing, the functionality for both options is the same.

In response to questions, Mr. Lim said the prices for both options include the internal mechanisms and noted the city has not used polycarbonate in the past, but other agencies have successfully. He will investigate to determine if there are any temperature impacts using the polycarbonate option.

Ms. Adams asked if the signal will contain an audio function. Staff explained that signals with audio are usually installed with conversations with a group like Lighthouse for the visually impaired and explained how the functionality works. Staff will research audio signals and coordinate with groups that work with serving visually impaired. Ms. Adams feels the audio signal is a better option for safety and noted the Project Vision Zero safety effort would kick-off tomorrow. Mr. Lim added the manufacturer of the proposed signals Rainbow Distributors and is one of the vendors on the FDOT's approved product list. Discussion followed on the pros and cons of metal (aluminum) signal options versus polycarbonate, opportunity to add the audible function at a later date and safety countermeasures for other areas in the city.

Additional discussion was held regarding funding for the signals. Mr. Ramdatt explained that the funding for the signals is allocated from the Transportation fund under the category of safety improvements. He noted that the Commission gave the department a directive to have the signal replaced.

Motion made by Michael Sasse to move forward with replacement of the pedestrian countdown signal heads at the intersection of Lyman and Park Avenues; seconded by Rachel Andre. There was no public comment. **Motion carried with a 6-0 vote.**

Discussion followed on which material to choose for the signal replacement. Staff's recommendation is the aluminum option as it is more durable and used throughout the majority of the city.

Motion made by Rachel Andre for staff to move forward with the aluminum signal head for the project; seconded by Ruben Paige. There was no public comment. **Motion carried with a 6-0 vote.**

Ms. Adams asked staff to research ADA audio options for the pedestrian signal heads. Agreed by consensus.

b. November & September TAB meeting

Mr. Lim explained that historically the board has opted to cancel the November and December TAB meetings due their nearness to Thanksgiving and Christmas.

Consensus was to combine the November and December meetings and hold the meeting somewhere in between those regular meeting dates. Staff will send a survey to the board with rescheduling options for 11/20, 11/27 and 12/4.

c. TAB meetings starting 2024 TAB meeting

Mr. Lim asked if there was consideration to restructuring the board meeting schedule to having meetings every other month with staff updates during the months no meetings are scheduled. He said the measure was being proposed as a way to prevent having the board meet when there are no pressing action items and prevent cancellation of meetings for lack of quorum. Consensus was to continue with monthly scheduled meetings and allowing for staff to the notice the board and cancel a meeting if/when there is no business to be heard.

In-depth discussion followed on the role and responsibility of the board to the city and residents, and concerns regarding staff response/follow up to issues raised by the board. Mr. Ramdatt reiterated the function of the board is to make recommendations to the commission who will intern direct staff. Mr. Ramdatt ensured that issues are being addressed and going forward staff will document any issues/concerns raised by the board and provide updates at subsequent meetings if possible or as soon as possible thereafter.

5) Non-Action Items

6) Staff Updates

a. Police Department Update

Sgt. Hofer informed due to a new regulation, Signal 4 analytics, the company the police department uses to obtain crash data, has changed their timeframe to release crash to 60 days. Because of this change, the police department update to the board will only have half of the monthly statistics it normally would with every other report going forward. Sgt. Hofer reported that July 1 thru August 15:

281 crashes in city; 0 ped/bike incidents; 0 serious body injury crashes; 3 non-incapacitating injury crashes, 18 possible injury crashes; *and 103 crashes with no injuries reported.

Sgt Hofer noted that the reduction in incidents could be the time of year due to schools being out, people being on vacation and less traffic on the roads.

In response to questions Sgt. Hofer explained that anytime a person involved in a vehicle incident in the city, they are transported by a Winter Park ambulance to the hospital. Discussion followed on how the number of crashes impacts city resources. Sgt. Hofer noted that the city does not incur a lot of fatalities because the average speed of roadways in the city is 35 mph with the exception of Howell Branch at 40 mph and Lee Road at 45mph.

Chair Osleeb said he would like to see a report on how much time the police dept. spends on crashes to understand the expense it is costing tax payers. Sgt. Hofer explained compiling the data is difficult because every crash is different; a fatality could take 3 – 10 hours to investigate, but minor traffic incidents can be as quick as 30 minutes. He will provide the board with estimate based on a quarterly timeframe to give idea of time.

The board readdressed the topic of the new law affecting crash reports. Sgt. Hofer explained the city's crash reports are stored in the software TRACS (Traffic and Criminal Software) and is uploaded to another software, CAFÉ, which is managed by Seminole County. The only way the city can use criteria for crash statistics is through Signal 4 analytics other than reading through hundreds of reports to identify the cause of a crash. Discussion followed on why the law was passed and what it entails and how crash data will be delivered to the board.

c. Winter Park Rd Speed Cushions

Mr. Moore reported the speed cushions installed on Winter Park Road are working well and a follow up study will be conducted in the near future. He noted some drivers are trying to bypass the cushions by swerving around them which is a traffic violation. He showed photos of the project and spoke of positive feedback from residents. Staff will report back on this item once the follow up study has been completed.

e. Next RRFBS (Rectangular Rapid Flashing Beacons)

Mr. Moore reported that RRFBS have been installed or will be installed at the following locations near the hospital, Mizell Avenue, East of Lakemont Avenue, between Goodrich and Greenwich Avenues, and at Edwin and Goodwin Avenues. Additional RRFBS are being installed on Canton Avenue between Denning Drive and Orlando Ave (near Publix).

Mr. Paige stressed the need for an RRFB outside of Mount Moriah Missionary Baptist Church. He spoke safety concerns for people trying to cross the street to and from the church. He said the pedestrian crossing installed by the city is not effective. Mr. Moore said staff will need to look at the area again to determine what solution is best for the area.

d. Morse Boulevard/Capen Ave – All Way Stop

Mr. Lim said the Morse Boulevard/Capen Avenue intersection will be converted to an "ALL Way" stop on November 2nd. Beginning October 19, variable message boards will be located in the area to notify of the upcoming altered traffic pattern, the signs will remain on site for two weeks after the conversion stating "Stop Ahead" as an additional measure to alert drivers. The Communications department is taking steps to notify the community of the change as well. He noted the conversion was warranted based on the amount of correctable crashes through the MUTCD (Manual on Uniform Traffic Control Devices for Streets and Highways).

Mr. Paige said he supports this conversion and spoke about the number of accidents he's seen in the area over the years. Mr. Lim said staff is hoping the conversion will address some of the correctable crashes.

In response to questions, Mr. Lim reviewed the protocol and criteria used by the MUTCD for an "All Way" stop. Discussion followed on criteria for stops for wider intersections, speed concerns, and pedestrian crossing solutions. Mr. Ramdatt noted that the Transportation Master Plan mentions a future project to change the cross-section of Morse to a greenway to create a friendlier ped/bike environment.

7) Board Comments

The board commended staff's ongoing efforts.

8) Upcoming Agenda Items

9) Adjournment

The meeting adjourned at 5:24 p.m.

Respectfully,
Kim Breland

Minutes approved by the board on 12/4/2023.

/s/ Recording Secretary Kim Breland