



City Commission Regular Meeting

Agenda

July 24, 2024 @ 3:30 PM

City Hall Commission Chambers
401 S. Park Avenue

welcome

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assistance & appeals

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please note

Times are projected and subject to change.

1. Meeting Called to Order**2. Invocation****3. Pledge of Allegiance****4. Approval of Agenda****5. Mayor's Report**

- a. Proclamation: Winter Park High School Girl's Crew Team 10 minutes
- b. Recognition: Summer Youth Enrichment Program participants 5 minutes

6. Citizen Budget Comments**7. City Manager's Report**

- a. Parks and Recreation Department - Update 5 minutes

8. City Attorney's Report**9. Non-Action Items****10. Public Comments | 5 p.m. or soon thereafter**

(If the meeting ends earlier than 5 p.m., public comments will be at the end of the meeting. Three minutes are allowed for each speaker.)

11. Consent Agenda

- a. Approve the minutes of the strategic planning session, June 27, 2024 1 minute
- b. Approve the minutes of the regular meeting, July 10, 2024 1 minute
- c. Approve the minutes of the work session, July 11, 2024. 1 minute
- d. Approve the following formal solicitations: 1 minute
 - 1. Ovation Construction Company, Inc. - RFP16-24 - MLK Jr. Park Community Playground Project; Amount: \$2,596,209.25
 - 2. Semco Electric Company - IFB14-24 - Electrician Services; Amount: \$150,000
 - 3. Respalcorp Electric, LLC - IFB14-24 - Electrician Services; Amount: \$150,000
 - 4. Fortune Painters of Florida, LLC - IFB15-24 - Painting Services; Amount: \$150,000
 - 5. Five12 Painting & Remodeling, LLC - IFB15-24 - Painting Services;

Amount: \$150,000

- e. Approve the following piggyback contracts: 1 minute

1. EarthBalance - Lee County Contract #9466 - Environmental Maintenance; for services on an as-needed basis during the term of the agreement through June 6, 2025; Amount: \$200,000
2. CDW Government, LLC - Sourcewell Contract #121923-CDW - Technology Products and Services; for goods and services on an as-needed basis during the term of the agreement through February 27, 2028; Amount: \$400,000
3. Dell Marketing LP - Midwestern Higher Education Compact Contract #MHEC-04152022 - Dell Technology Solutions; for goods on an as-needed basis during the term of the agreement through June 30, 2025; Amount: \$200,000

- f. Approve the following contracts: 1 minute

1. IFB22-22 - LaFleur Nurseries and Garden Center, LLC - Landscape and Tree Installation Services - Amendment 2; for services on an as-needed basis during the term of the agreement through August 29, 2025; Amount: \$400,000
2. IFB20-22 - Tom's Sod Services, Inc. - Purchase, Delivery & Installation of Sod - Amendment 2; for goods and services on an as-needed basis during the term of the agreement through July 13, 2025; Amount: \$350,000

12. Action Items Requiring Discussion

- a. Budget Discussion & Set Tentative Millage Rate 10 minutes

13. Public Hearings: Quasi-Judicial Matters

(Public participation and comment on these matters must be in-person.)

- a. Request of William Keegan for subdivision approval to split the properties at 1760 and 1780 Bryan Avenue into three single-family lots, zoned R-1A. Each proposed lot would have 66.8 feet of lot width and 8,466 square feet of lot area in lieu of the 75 feet of lot width and 8,500 square feet of lot area required by R-1A zoning. 10 minutes

14. Public Hearings: Non Quasi-Judicial Matters

(Public participation and comment on these matters may be virtual or in-person.)

- a. Request of the City of Winter Park for an Ordinance amending Chapter 10 minutes

10 "Alcoholic Beverages" Section 10-33 "hours during which sales, consumption and service are prohibited" so as to establish uniform hours of sale and consumption of alcoholic beverages. (1st reading)

b. Ordinances amending pension plans (1st reading) 5 minutes

- Amending Firefighters' Pension Plan
- Amending Police Officers' Pension Plan

c. Resolution 2289-24 - Adopting Vision Zero Action Plan 20 minutes

15. Department Budget Presentations

a. Department Budget Presentations 60 minutes

16. City Commission Reports

17. Summary of Meeting Actions

18. Adjournment



City Commission

agenda item 5.a

item type

Mayor's Report

meeting date

July 24, 2024

prepared by

Craig O'Neil, Assistant Director of Communications

approved by

Michelle del Valle, Assistant City Manager

subject

Proclamation: Winter Park High School Girl's Crew Team

motion | recommendation**background****alternatives | other considerations****fiscal impact****attachments**

None



City Commission

agenda item 5.b

item type

Mayor's Report

meeting date

July 24, 2024

prepared by

Anne Sallee, CRA Coordinator

approved by

Michelle del Valle, Assistant City Manager

subject

Recognition: Summer Youth Enrichment Program participants

motion | recommendation

n/a

background

The Community Redevelopment Agency funds the Summer Youth Enrichment Program and focuses on preparing future generations of this community for both the challenges and rewards of hard work and education. The mission of this program is: ***"To provide teenage CRA residents with enriching summer experiences that will introduce them to the business world, further their sense of responsibility, provide an educational experience, and expose them to new life experiences, leading to stronger character and understanding of the world around them."***

The program has been in place since 2008, and including tonight's honorees, over 200 students have participated as paid interns to local non-profits and businesses as well as the City of Winter Park. Allen Graham ably manages the program from the Community Center.

alternatives | other considerations

fiscal impact

attachments

None



City Commission

agenda item 7.a

item type

City Manager's Report

meeting date

July 24, 2024

prepared by

Rene Cranis, City Clerk

approved by**subject**

Parks and Recreation Department - Update

motion | recommendation**background**

Parks and Recreation Director Jason Seeley will give a presentation on department events and programs.

alternatives | other considerations**fiscal impact****attachments**

None



City Commission

agenda item 11.a

item type

Consent Agenda

meeting date

July 24, 2024

prepared by**approved by**

Michelle del Valle, Assistant City Manager

subject

Approve the minutes of the strategic planning session, June 27, 2024

motion | recommendation**background****alternatives | other considerations****fiscal impact****attachments**

1. Strategic Planning Minutes - DRAFT



City Commission Strategic Planning Session Minutes

June 27, 2024 at 8:00 AM

City Hall Commission Chambers
401 S. Park Avenue

Present

Mayor Sheila DeCiccio, Commissioners Marty Sullivan, Craig Russell, Kris Cruzada, and Todd Weaver, City Manager Randy Knight, Assistant City Manager Michelle del Valle, and City Clerk Rene Cranis.

Also Present

Director of Communications Clarissa Howard, Director of Finance Wes Hamil, Director of Natural Resources and Sustainability Gloria Eby, Director of Building and Permitting Gary Hiatt, Director of Planning and Zoning Allison McGillis, Director of IT Parsram Rajaram, Director of Human Resources Pam Russell, Director of Parks and Recreation Jason Seeley, Director of Water and Wastewater Utility David Zusi, Acting Director of Electric Utility Mourad Belfakih, Assistant Director of Economic Development/CRA Kyle Dudgeon, Police Chief Tim Volkerson, Fire Chief Dan Hagedorn, Transportation Engineer Hong Lim

1. Meeting Called to Order

City Manager Knight called the meeting to order at 8:13 a.m.

2. Discussion Item (s)

Discussion was held on the following:

- Resident survey results, conducting a statistically valid survey, challenges and developing unbiased questions.
- Vision statement, relevant and accurate description of the city's values. Mayor DeCiccio suggested another visioning committee.
- Pennsylvania Avenue – current condition and options to rebrick entirely or repave with brick (at intersections). It was agreed that this is a high-priority item with need for community involvement. Staff to look at design options and cost. Currently no funding exists and staff will have to get creative without grant funding.
- Transportation Projects - road conditions and rating, bike paths, Lakemont Avenue, curbs (challenge with trees/curbs/sidewalks/bike paths), funding, grants. Consideration of new sidewalk location requirements for new construction.
- Stormwater Basin study and resulting projects, funding/grants.
- Parking garage over Harper. Electric undergrounding along Harper to Morse to allow for parking garage and meet distance requirements from transmission lines.

- Electric – Connection of Interlachen and Canton/17-92 substations. Will not need Duke cooperation since the transmission lines would be the city's.
- Connection between Mead Garden-Seven Oak Park-MLK and Central Park. Elements missing are from MLK to Central Park to Mead Garden. St. Andrews Trail.
- Parks - potential improvements, personnel and cost for expansion/addition of parks, acquisition of S.R. 436 property adjacent to WP18 (designated as high priority), addition of park west 17-92. Conversion of tree farm (public/private partnerships)
- Parks Maintenance – Look at parks that are underutilized and need for additional personnel to maintain existing parks and potential additional parks.
- MLK parking lot – Consider more temporary solution (gravel) to allow for longer-term goals. Look at options for parking garage (underground power lines along Harper, redesign parking garage to extend over Harper).
- Aloma Avenue revitalization from Lakemont east to the city limits - compatibility/transition to Winter Park. Start with owners' meeting to develop vision.
- Aligning Transportation Master Plan with MPO - closely monitor and coordinate projects with MPO. State funding for projects.
- Denning/Fairbanks - Property west of Denning is under contract but new owner may sell a portion of property to provide for turn lane on Fairbanks and property around Lake Rose. Staff is negotiating with property owner east of Denning as part of redevelopment project. Designated as high priority.
- West Fairbanks at I-4 triangle: lack of incentives to building inside the city with lower FAR, conversion from septic to sewer. Next steps: updates to LDC to comply with new comp plan policy. Possibility of abandoning portions of roads (Kentucky). Waiting on decision on expansion/extension of CRA. Hold a community meeting following CRA expansion/extension.
- Enhance electric service to non-Winter Park customers - Work with Public Safety Commission to buy additional areas. Poll customers on Duke and/or OUC. Staff to look at reliability measurements.
- Statistically valid citizen survey - questions (work with consultant to develop questions – level of service and expectations). Staff to bring back options and cost in future work session.
- Strategic land acquisition list:
 - Post Office property.
 - 250 N. Interlachen.
 - St. Andrews Church (end of St. Andrews/parking lot)- for park expansion.
 - 501 N. Virginia - potential parking garage and/or shuttle parking.
 - 1425-1431 Howell Branch Road (in front of compound)
 - New England – Parking lot behind Pottery Barn (Remove from list.)
 - 158 E. New England – parking lot.

- First Baptist Church, New York Avenue - cemetery, golf course, pro shop, parking.
 - 520 N. Monroe at Eatonville/WP boundary for stormwater outfall to Lake Bell. (former Otey property)
 - FDOT property off Wymore and swapping with some Eatonville property to help with stormwater that flows into Lake Ball and Lake Wilderness.
 - Part of gas station site near on Solano. Bike path connector
 - 436 Property adjacent to WP18. (High Priority)
 - Denning/Fairbanks (High Priority)
- Work Session on parking (7/25) – Major refresh of Park Avenue that includes a one-way north with angled parking. Full analysis of tree wells, sidewalks, wiring.
 - Resident incentive programs – promote and track participation. Eliminate barriers on forms and improve visibility and access on website.

Future Challenges

- Alternative transportation modes, location of bike racks, parking. shuttle from WP Village to Park Avenue, unmanned shuttle, parking leases with downtown churches.
- Robotic Surveillance, Artificial Intelligence (developing policy)
- Employee recruitment and retention – flex schedules, competitive pay and benefits.

3. Adjournment

The session adjourned at 4:14 p.m.

Mayor Sheila DeCiccio

ATTEST:

City Clerk Rene Cranis



City Commission

agenda item 11.b

item type

Consent Agenda

meeting date

July 24, 2024

prepared by**approved by**

Michelle del Valle, Assistant City Manager

subject

Approve the minutes of the regular meeting, July 10, 2024

motion | recommendation**background****alternatives | other considerations****fiscal impact****attachments**

1. CC-min-2024-07-10 DRAFT



City Commission Regular Meeting Minutes

July 10, 2024 at 3:30 PM

City Hall Commission Chambers
401 S. Park Avenue

Present

Mayor Sheila DeCiccio, Commissioners Marty Sullivan, Craig Russell (virtual), Kris Cruzada and Todd Weaver; City Manager Randy Knight; Assistant City Manager Michelle del Valle; City Attorney Kurt Ardaman and City Clerk Rene Cranis.

1. Meeting Called to Order

Mayor DeCiccio called the meeting to order at 3:31 p.m.

2. Invocation - Pastor Bruce Mayhew, Gateway Church

3. Pledge of Allegiance

4. Approval of Agenda

Motion made by Commissioner Sullivan to approve the agenda, seconded by Commissioner Cruzada. The motion carried unanimously by a 5-0 vote.

5. Mayor's Report

6. City Manager's Report

a. FY 25 Budget Presentation

Assistant City Manager Michelle del Valle gave a presentation on the proposed FY 25 budget including economic impacts, personnel costs, rate impacts, revenue growth and expenditures. She reviewed the ten-year pro forma and said unfunded projects total approximately \$126m over a 25-year period and options to raise user fees or adjust millage rate. The tentative millage rate will be set in the July 24 meeting.

Mr. Knight reported the following: the new Director of Electric Utility, Jamie England, starts Monday, new streetlights have been installed at Lake Knowles and Lake Wilbur, and he and Mayor DeCiccio will be part of the WP Playhouse presentation for TDT funding at Orange County Commission Chambers on Friday.

7. City Attorney's Report

Mr. Ardaman said the Orange County Commission will consider the proposed charter amendment regarding rural boundaries on July 30th and the voluntary annexation charter amendment on August 13. He will provide a report on the use of golf carts in the next meeting.

8. Non-Action Items

9. Public Comments | 5 p.m. or soon thereafter (Heard after Item 12a)

10. Consent Agenda

- a. Approve the minutes of the regular meeting, June 26, 2024
- b. Approve the following piggyback contracts:
 1. Ten-8 Fire Equipment Company - Lake County Contract #22-730K - Fire Equipment, Supplies, & Services; for services on an as-needed basis during the term of the agreement through July 31, 2025; Amount: \$100,000
 2. Lytx, Inc. - GSA Contract #GA-35F-0623S - Video Subscription Services for Fleet Vehicles - Renewal; for services during the term of the agreement through September 7, 2026; Amount: \$100,000
- c. Approve the following contracts:
 1. AVI-SPL, LLC - RFP18-19 - Design, Install, Configure & Maintain A/V Systems; Task Order for enterprise managed services on existing hardware; Amount: \$71,081

Motion made by Commissioner Weaver to approve the Consent Agenda, seconded by Commissioner Cruzada. The motion carried unanimously by a 5-0 vote.

11. Action Items Requiring Discussion

- a. Board Appointments:
 - Winter Park Firefighters' Pension Board (2)
 - Winter Park Police Officers' Pension Board (1)
 - Civil Service Board (1)

Motion made by Mayor DeCiccio to reappoint Tony Gray and appoint Michael Baldwin to the Firefighters' Pension Board and appoint Linda Lindsey to the Police Officers' Pension Board, seconded by Commissioner Weaver. The motion carried unanimously by a 5-0 vote.

Motion made by Commissioner Russell, seconded by Commissioner Cruzada to appoint Ansley Butts to the Civil Service Board. The motion carried unanimously by a 5-0 vote.

- b. S.R. 426 Coalition Project - Potential Brick intersections

Transportation Engineer Hong Lim gave a summary of meetings with residents and FDOT to improve safety, access and walkability on 426. He reviewed the options for raised intersections with the typical ladder design. The city's commitment of \$1.8m toward the project would be reduced by using asphalt instead of brick and allow reallocation of funds for safety improvements, which is supported by Fix 426 members. He responded to questions and discussion followed on maintenance, costs and design. He noted that staff is coordinating with FDOT for the traffic signal at 426/Cortland.

There were no public comments. **Motion made by Commissioner Weaver to approve asphalt raised intersections with ladder crosswalks, seconded by Commissioner Cruzada. The motion carried unanimously by a 5-0 vote.**

12. Public Hearings: Quasi-Judicial Matters

a. Vesting of certain West Fairbanks properties under C-3 zoning.

City Planning Consultant Jeff Briggs reviewed the proposed plan to redevelop the south side of Fairbanks for retail and restaurants with parking and retention pond in the rear. The developers are asking to develop under C-3 zoning requirements that exist for C-3 properties not in the OAO. He spoke about the applicability of Bert Harris Act and the city's liability if regulations significantly reduce the economic value of property, which, in this case, could be the reduction of square footage due to the open space requirements under the OAO. Under the terms of a community development agreement, the applicant has committed to a maximum height of three stories; no parking garages; donation of land for the left-turn lane on Fairbanks at Denning, to widen Fairbanks travel lanes and for stormwater retention. The City's commitment is vesting under C-3 zoning, giving credit on transportation impact fees in return for land donations, vacating the north six feet of Holt Avenue, and construction of the joint stormwater retention and flood control area. The question for the commission is whether to allow redevelopment under C-3 or OAO regulations before taking it to the Planning and Zoning Board in August.

Commissioner Sullivan suggested a condition that they adhere to all other requirements of the OAO, particularly walkability, interconnected streets, block configuration, and building massing. He would also like to see ten-foot sidewalks with a five-foot setback from curbs.

Commissioner Cruzada asked if architectural standards of the OAO could be applied. Mr. Briggs said the project on the north side of Fairbanks has already been reviewed and revised based on recommendations of the OAO Architectural Review Board. Mr. Briggs said conditional use approval is required for buildings over 10,000 square feet and conditions could be imposed by the Planning and Zoning Board.

Frank Hamner, attorney representing the applicant, thanked the city staff for their collaborative efforts. He clarified that the applicant had not considered filing a Bert Harris Act claim.

There were no public comments. **Motion made by Mayor DeCiccio to approve the vesting under C-3 zoning with the commitments noted and subject to an acceptable development/community benefit agreement, seconded by Russell. Upon a roll call vote, Commissioners Sullivan, Russell, Cruzada and Weaver and Mayor DeCiccio voted yes. The motion carried unanimously by a 5-0 vote.**

9. Public Comments | 5 p.m. or soon thereafter

Gigi Papa, 1440 Hibiscus Avenue, advised that the new lights on Lake Knowles were flickering and asked staff to look at brighter lighting for people with mobility issues.

Mary Jane Fries, 1123 Fairway Drive, thanked the city for their efforts to alleviate flooding; however, a recent rain event caused near flooding of her home which caused her to contact city staff again for assistance.

A recess was held from 5:14 to 5:22 p.m.

13. Public Hearings: Non Quasi-Judicial Matters

- a. RESOLUTION 2288-24 - A RESOLUTION OF THE CITY OF WINTER PARK, FLORIDA, ELECTING TO NOT EXEMPT CERTAIN PROPERTY UNDER SECTION 196.1978(3)(0) AS ENACTED BY CHAPTER 2024-158, LAWS OF FLORIDA, AND PROVIDING FOR AN EFFECTIVE DATE.

Attorney Ardaman read the resolution by title. Mr. Briggs said this resolution exercises the city's right to not allow properties to opt out of the property tax exemption provided by the Live Local Act. There were no public comments.

Motion made by Commissioner Sullivan to adopt the resolution, seconded by Mayor DeCiccio. Upon a roll call vote, Commissioners Russell, Sullivan, Cruzada and Weaver and Mayor DeCiccio voted yes. The motion carried unanimously with a 5-0 vote.

- b. ORDINANCE 3302-24: AN ORDINANCE OF THE CITY OF WINTER PARK, FLORIDA, APPROVING AND AUTHORIZING THE LEASE OF CERTAIN PROPERTY TO BLUE BAMBOO CENTER FOR THE ARTS, INC., FOR THE OPERATION OF AN ARTS FACILITY, WHICH PROPERTY IS LOCATED AT 460 EAST NEW ENGLAND AVENUE, WINTER PARK, FLORIDA; PROVIDING FOR CONFLICTS, CODIFICATION, AND AN EFFECTIVE DATE. (2nd reading)

Attorney Ardaman read the ordinance by title. He noted the last sentence of Section 2 on Page 2, was corrected to read "...at a minimum is subject to the limitations..." A brief discussion was held on the provisions regarding approval of lessees by the city manager and parking requirements. There were no public comments.

Motion made by Commissioner Sullivan to adopt the ordinance, seconded by Commissioner Cruzada. Upon a roll call vote, Commissioners Sullivan, Russell, Cruzada and Weaver voted yes. Mayor DeCiccio voted no. The motion carried by a 4-1 vote.

Mrs. McGillis explained that the current R-4 zoning does not allow for commercial use and with this approval, staff needs direction on rezoning before taking it to the Planning and Zoning Board and commission. The first option is to keep institutional land use and rezone to PQP. Because commercial operation is not a permitted use, a zoning text amendment is needed specifically to allow commercial use, but only on city-owned property. The second option is to keep R-4 zoning, and add commercial as a permitted use in city-owned buildings; however, the city has never allowed commercial use in R-4 zoning. The third option is to rezone to commercial, which requires land use change to commercial because C-3 zoning is not permitted for institutional land use. All options would include a clause to revert to R-4 zoning if Blue Bamboo vacates the premises. Staff recommends the first option. After discussion, Attorney Ardaman recommended proceeding with rezoning/zoning text amendment rather than changing land use. The public will be able to comment on these changes during public hearings before the Planning and Zoning Board and Commission.

Motion made by Commissioner Weaver to move forward with the PQP zoning and the text amendment to allow this use for nonprofits only in a government building, seconded by Commissioner Cruzada. (Withdrawn).

Phil Anderson, 1621 Roundelay Lane, feels this is a dramatic change and urged the commission not to deprive residents of clarity and transparency about the impact of this change.

Gigi Papa, 1440 Hibiscus Avenue, said she feels residents would not be deprived since reuse has been discussed at length.

After additional comments, the motion was withdrawn and consensus was to direct staff to proceed with rezoning from R-4 to PQP with zoning text amendment and a reverter clause.

- c. ORDINANCE 3301-24 - AN ORDINANCE OF THE CITY OF WINTER PARK, FLORIDA ESTABLISHING CHAPTER 58, "LAND DEVELOPMENT CODE", ARTICLE III, "ZONING" SECTION 58-97 "COMMUNITY ENGAGEMENT", PROVIDING FOR CODIFICATION, SEVERABILITY, CONFLICTS AND AN EFFECTIVE DATE. (2nd Reading)

Attorney Ardaman read the ordinance by title. There were no public comments.

Motion made by Commissioner Sullivan to adopt the ordinance, seconded by Commissioner Cruzada. Upon a roll call vote, Commissioners Sullivan, Russell, Cruzada and Weaver and Mayor DeCiccio voted yes. The motion carried unanimously by a 5-0 vote.

- d. Request of City of Winter Park for:
 - ORDINANCE 3303-24 - AN ORDINANCE OF THE CITY OF WINTER PARK, FLORIDA AMENDING CHAPTER 58, "LAND DEVELOPMENT CODE", ARTICLE I "COMPREHENSIVE PLAN" FUTURE LAND USE MAP SO AS TO CHANGE THE FUTURE LAND USE DESIGNATION OF OFFICE TO INSTITUTIONAL FUTURE LAND USE ON THE PROPERTY AT LOCATED AT 655 N. WYMORE ROAD, MORE PARTICULARLY DESCRIBED HEREIN. (2nd Reading)
 - ORDINANCE 3304-24 - AN ORDINANCE OF THE CITY OF WINTER PARK, FLORIDA AMENDING CHAPTER 58, "LAND DEVELOPMENT CODE", ARTICLE III, "ZONING" AND THE OFFICIAL ZONING MAP SO AS TO CHANGE FROM OFFICE (O-1) ZONING TO PUBLIC, QUASI-PUBLIC (PQP) ZONING ON THE PROPERTY AT 655 N. WYMORE ROAD, MORE PARTICULARLY DESCRIBED HEREIN. (2nd Reading)

Attorney Ardaman read the ordinances by title. A simultaneous public hearing was held. There were no public comments.

Motion made by Commissioner Weaver to adopt both ordinances, seconded by Commissioner Cruzada. Upon a roll call vote, Commissioners Sullivan, Russell, Cruzada and Weaver and Mayor DeCiccio voted yes. The motion carried unanimously by a 5-0 vote.

- e. Request of City of Winter Park for:
- ORDINANCE 3305-24 - AN ORDINANCE OF THE CITY OF WINTER PARK, FLORIDA AMENDING CHAPTER 58, "LAND DEVELOPMENT CODE", ARTICLE I "COMPREHENSIVE PLAN" FUTURE LAND USE MAP SO AS TO CHANGE THE FUTURE LAND USE DESIGNATION OF COMMERCIAL TO INSTITUTIONAL FUTURE LAND USE ON THE PROPERTY AT LOCATED AT 1401 HOWELL BRANCH ROAD, MORE PARTICULARLY DESCRIBED HEREIN. (2nd Reading)
 - ORDINANCE 3306-24 - AN ORDINANCE OF THE CITY OF WINTER PARK, FLORIDA AMENDING CHAPTER 58, "LAND DEVELOPMENT CODE", ARTICLE III, "ZONING" AND THE OFFICIAL ZONING MAP SO AS TO CHANGE FROM COMMERCIAL (C-3) ZONING TO PUBLIC, QUASI-PUBLIC (PQP) ZONING ON THE PROPERTY AT 1401 HOWELL BRANCH ROAD, MORE PARTICULARLY DESCRIBED HEREIN. (2nd Reading)

Attorney Ardaman read the ordinances by title. A simultaneous public hearing was held. There were no public comments.

Motion made by Commissioner Weaver to adopt both ordinances, seconded by Commissioner Sullivan. Upon a roll call vote, Commissioners Sullivan, Russell, Cruzada and Weaver and Mayor DeCiccio voted yes. The motion carried unanimously by a 5-0 vote.

14. Department Budget Presentations

Director of Communications Clarissa Howard, Director of Planning and Zoning Allison McGillis and Director of Building and Permitting Services Gary Hiatt gave presentations on their department's mission statement, organizational chart, levels of service, key performance indicators, current year's accomplishments, spending and FY 25 goals.

15. City Commission Reports

Commissioner Sullivan –

- Advised the Prep for the Polls program started this evening at the Library and ends at 7:30 p.m.

Commissioner Russell –

- Reported the Chamber of Commerce's Meet the Candidate event is August 8th.

Commissioner Cruzada –

- Reported the appointment of Ivan Lys Dobradin to the Economic Development Advisory Board.

Commissioner Weaver –

- Spoke about Sunrail and the need for a link to the airport and for local governments to pressure counties to fund.

Mayor DeCiccio –

- Received a request from Whole Foods to allow the sale of liquor on Sunday morning. Consensus was to put an amendment on an upcoming agenda.

- Addressed the ordinance that allows restaurants in office buildings on the first floor. She suggested reconsidering the ordinance because no existing buildings can meet residential distance requirement. Commissioner Weaver expressed concern about adding more competition for existing restaurants.
- Reported the Winter Park Crew Team lost in the regatta in England.
- Read an e-mail suggesting the city honor home town heroes by adding names of service members on flags on Park Avenue. Approved by consensus to have staff present a plan.

16. Summary of Meeting Actions

- Received FY 25 budget presentation
- Received report on the installation of dark sky lighting Lake Wilbur and Lake Knowles.
- Received notice that the presentation on TDT funding application/Winter Park Playhouse will be on Friday.
- Received report that Orange County will be discussing rural boundary amendment on July 30th and voluntary annexation amendment on August 13th
- Approved the Consent Agenda.
- Appointed members to the Firefighters' and Police Officers' Pension Boards, and the Civil Service Board.
- Approved asphalt and ladder intersection crossings on 426.
- Adopted resolution on Live Local Act opt-out provision.
- Adopted ordinance authorizing library lease and proceeding with rezoning to PQP.
- Adopted ordinance on community engagement.
- Adopted land use and rezoning ordinances on 655 N. Wymore Road.
- Adopted land use and rezoning ordinances on 1401 Howell Branch Road.
- Received department budget presentations.
- Received report of appointment of Ivan Lys-Dobradrin to EDAB.
- Bring back amendment to Blue Laws
- Bring back amendment to allowing first floor restaurants in office buildings
- Bring back policy/amendment to existing flag policy to allow flags for service members.

17. Adjournment

The meeting was adjourned at 6:54 p.m.

Mayor Sheila DeCiccio

ATTEST:

City Clerk Rene Cranis



City Commission

agenda item 11.c

item type

Consent Agenda

meeting date

July 24, 2024

prepared by**approved by**

Michelle del Valle, Assistant City Manager

subject

Approve the minutes of the work session, July 11, 2024.

motion | recommendation**background****alternatives | other considerations****fiscal impact****attachments**

1. Minutes WS 07-11-24 DRAFT



City Commission Work Session Minutes

July 11, 2024 at 2:00 PM

City Hall Commission Chambers
401 S. Park Avenue

Present

Mayor Sheila DeCiccio, Commissioners Marty Sullivan, Kris Cruzada, and Todd Weaver, City Manager Randy Knight; Assistant City Manager Michelle del Valle and City Clerk Rene Cranis.

Absent

Commissioner Craig Russell

1. Meeting Called to Order

Mayor DeCiccio called the meeting to order at 2:03 p.m.

2. Discussion Item (s)

a. City Department Budget Presentations

Presentations were given by Fire Chief Dan Hagedorn, Police Chief Tim Volkerson, Director of Public Works and Transportation Charles Ramdatt and Director of Parks and Recreation Jason Seeley. Presentations included department, summary of spending, level of service, key performance indicators, FY 24 accomplishments and FY 25 goals. Additional topics addressed include:

Fire Department - plans for Wymore Road for a training facility and a new fire station.

Police Department – crime statistics, calls for service, pay increases to remain competitive in salary, training and equipment.

Public Works - capital improvement projects, Transportation Master Plan projects, strategic items, potential grants or funding partnerships to complete projects.

Parks and Recreation - completed and planned capital projects.

3. Adjournment

The meeting was adjourned at 3:43 p.m.

Mayor Sheila DeCiccio

ATTEST:

City Clerk Rene Cranis



City Commission

agenda item 11.d

item type

Consent Agenda

meeting date

July 24, 2024

prepared by**approved by****subject**

Approve the following formal solicitations:

motion | recommendation**background****alternatives | other considerations****fiscal impact****attachments**

None

**item type**

Consent Agenda

meeting date

July 24, 2024

prepared by

Rebecca Watt, Procurement Agent

approved by

Michelle del Valle, Assistant City Manager

subject

1. Ovation Construction Company, Inc. - RFP16-24 - MLK Jr. Park Community Playground Project; Amount: \$2,596,209.25
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3. Respalcorp Electric, LLC - IFB14-24 - Electrician Services; Amount: \$150,000
4. Fortune Painters of Florida, LLC - IFB15-24 - Painting Services; Amount: \$150,000
5. Five12 Painting & Remodeling, LLC - IFB15-24 - Painting Services; Amount: \$150,000

motion | recommendation

Commission approve items as presented and authorize Mayor to execute.

background

1. A formal solicitation was issued on April 8, 2024, with responses due on May 29, 2024, and we received two (2) responsive submittals. Staff received presentations from the two (2) firms and is recommending award and to authorize Procurement to enter into negotiations.
- 2-3. A formal solicitation was issued on April 4, 2024, with responses due on May 28, 2024, and we received four (4) submittals. Staff is recommending award to the two (2) lowest responsive and responsible bidders.
- 4-5. A formal solicitation was issued on April 4, 2024, with responses due on May 20, 2024, and we received nine (9) responsive submittals. Staff is recommending award to the two (2) selected vendors as it is the best value and most advantageous to the City.

alternatives | other considerations

N/A

fiscal impact

Total expenditures included in the following approved budgets:

1. CRA Fund
- 2-5. General Fund

attachments

None



City Commission

agenda item 11.e

item type

Consent Agenda

meeting date

July 24, 2024

prepared by**approved by****subject**

Approve the following piggyback contracts:

motion | recommendation**background****alternatives | other considerations****fiscal impact****attachments**

None



City Commission

agenda item 11.e.1

item type

Consent Agenda

meeting date

July 24, 2024

prepared by

Rebecca Watt, Procurement Agent

approved by

Rene Cranis, City Clerk

subject

1. EarthBalance - Lee County Contract #9466 - Environmental Maintenance; for services on an as-needed basis during the term of the agreement through June 6, 2025; Amount: \$200,000
2. CDW Government, LLC - Sourcewell Contract #121923-CDW - Technology Products and Services; for goods and services on an as-needed basis during the term of the agreement through February 27, 2028; Amount: \$400,000
3. Dell Marketing LP - Midwestern Higher Education Compact Contract #MHEC-04152022 - Dell Technology Solutions; for goods on an as-needed basis during the term of the agreement through June 30, 2025; Amount: \$200,000

motion | recommendation

Commission approve items as presented and authorize Mayor to execute.

background

1. The Originating Agency (Lee County) issued a formal solicitation to award this contract in FY22.
2. The Cooperative Purchasing Agency (Sourcewell) issued a formal solicitation to award this contract in FY24.
3. The Cooperative Purchasing Agency (MHEC) issued a formal solicitation to award this contract in FY22.

alternatives | other considerations

N/A

fiscal impact

Total expenditures included in the following approved budgets:

1. Stormwater Fund, Grant Fund
2. Purchases against this contract use various City Department funds
3. General Fund

attachments

None



City Commission

agenda item 11.f

item type

Consent Agenda

meeting date

July 24, 2024

prepared by**approved by****subject**

Approve the following contracts:

motion | recommendation**background****alternatives | other considerations****fiscal impact****attachments**

None



City Commission

agenda item 11.f.1

item type

Consent Agenda

meeting date

July 24, 2024

prepared by

Rebecca Watt, Procurement Agent

approved by

Michelle del Valle, Assistant City Manager

subject

1. IFB22-22 - LaFleur Nurseries and Garden Center, LLC - Landscape and Tree Installation Services - Amendment 2; for services on an as-needed basis during the term of the agreement through August 29, 2025; Amount: \$400,000
2. IFB20-22 - Tom's Sod Services, Inc. - Purchase, Delivery & Installation of Sod - Amendment 2; for goods and services on an as-needed basis during the term of the agreement through July 13, 2025; Amount: \$350,000

motion | recommendation

Commission approve items as presented and authorize Mayor to execute.

background

1-2. A formal solicitation was issued in FY22 and has been renewed in accordance with the original executed Agreement.

alternatives | other considerations

N/A

fiscal impact

Total expenditures included in the following approved budgets:

1. General Fund, Electric Utility Fund
2. General Fund

attachments

None

**item type**

Action Items Requiring Discussion

meeting date

July 24, 2024

prepared by

Peter Moore, Director of Office of Management and Budget

approved by

Michelle del Valle, Assistant City Manager

subject

Budget Discussion & Set Tentative Millage Rate

motion | recommendation

Adopt a tentative millage rate of 4.0923 mills. Adopt a voted debt service millage of 0.2207 required to service debt on the General Obligation Bonds, Series 2017 & 2020 (Library and Events Center Bonds).

background

The Commission must adopt and submit the tentative millage rate to the Property Appraiser by July 31st. This is the rate that the Property Appraiser will use in preparing the "Notice of Proposed Property Taxes" to all property owners in August 2024. Once the tentative millage rate is set, it may not be exceeded unless an extensive notification to property owners is undertaken. The final millage may be lower than the tentative millage without additional notification requirements.

The proposed budget presented to the Commission on July 12th was based on keeping the current operating millage at 4.0923. This would mark the 17th year that the rate has remained unchanged. The combined operating and debt service millage represents a decrease (from 4.3302 to 4.3130 or a decrease of -0.40%) from the combined millage in FY24 as taxable values have risen, which reduces the millage necessary to fund the debt payments. Winter Park currently holds the lowest operating millage (including accounting for library millage) of any major jurisdiction in Orange County, and is the only municipality not to raise its millage since the great recession.

alternatives | other considerations

If the Commission chooses, it can adjust the millage rate within certain voting approval requirements at various millage thresholds. Below are the rolled-back rate, simple majority, super majority, and unanimous voting thresholds. Dollars are expressed as gross tax revenue and do not include discounts, collection loss, or interest.

Millage Thresholds	Rate	Tax Revenue
Tentative Millage Rate (Proposed rate for adoption of FY25 budget)	4.0923	37,477,709
Rolled-Back Rate	3.8526	35,282,512
Majority Vote	6.7758	62,053,481
Super Majority Vote	7.4534	68,259,013
Unanimous Vote	10.0000	91,581,040

fiscal impact

Property tax revenue is the single largest contributor to General Fund revenues (44% of total revenues) and is the historical driver of revenue growth rates for the General Fund. Historically, Winter Park's property tax revenue has grown at a rate that is slower than its neighbors, who may have more room to add development and grow the tax base. Small adjustments to the rate can have large impacts on total revenues. As a simple way of considering incremental changes, every 1/4 mill increase or decrease in the rate would change total annual property tax revenue by about \$2.2 million. Of the typical property owner's annual property tax bill, about 27% of what is paid comes to support city services. The remaining 3/4 is dedicated to Orange County Schools, St. Johns Water Management District, and to the County.

attachments

None

**item type**

Public Hearings: Quasi-Judicial Matters

meeting date

July 24, 2024

prepared by

Nicholas Lewis, Planner II

approved by

Michelle del Valle, Assistant City Manager

subject

Request of William Keegan for subdivision approval to split the properties at 1760 and 1780 Bryan Avenue into three single-family lots, zoned R-1A. Each proposed lot would have 66.8 feet of lot width and 8,466 square feet of lot area in lieu of the 75 feet of lot width and 8,500 square feet of lot area required by R-1A zoning.

motion | recommendation

Staff and the Planning & Zoning Board recommendation is for approval subject to the following condition(s):

- (1) that the final front elevations of the homes be of varied architectural styles to each other to provide diversity to the neighborhood;
- (2) that invasive landscape species be removed from the properties; and
- (3) that the existing, dilapidated wood fence along the rear property line be removed and replaced with a quality, 6-foot white vinyl privacy fence, installed in a manner that does not damage the neighbor's existing podocarpus landscaping.

background

The applicant and property owner, William Keegan, is requesting lot split approval to divide the properties at 1760 and 1780 Bryan Avenue into three single-family lots. The property is zoned R-1A. Each proposed lot will have 66.8 feet of lot width and 8,466 square feet of lot area. The property is currently developed with two single-family homes that will be demolished.

During the City's review process of subdivisions and lot split requests, there are two criteria that are reviewed. First is the "Zoning Test" as to conformance with the zoning criteria. The next is the "Subdivision Code Test" which is conformance to the neighborhood character. This request previously received unanimous approval from the Planning and Zoning Board at the February 4th, 2020 meeting. The applicant then pulled the request before being heard by the City Commission and the project was placed on the back-burner due to the COVID-19 pandemic. The applicant's request was heard again by the Planning and zoning Board at the July 2nd, 2024 meeting and was unanimously approved with the provided conditions.

Zoning Test

As indicated above, each lot is proposed to be 66.8 feet wide and 8,466 square feet in size. R-1A zoning requires a minimum lot width of 75 feet and a minimum of 8,500 square feet of lot area. Thus, variances are requested from the R-1A lot dimension standards.

Lot Conformance to Subdivision Code Test

There are many neighborhoods in the city that are zoned R-1A and R-1AA, but the existing character may be significantly different from the zoning code minimums. As a result, the practice outlined in the Subdivision Code (attached) is to look at the surrounding neighborhood to compare the standard lot sizes. The Code during the applicant's previous Submittal, dictated that the review area be within a 500-foot radius of the subject property, and limited to those similarly zoned properties. The average lot width was 71.5 feet and the median lot width was 75 feet. In addition, the average lot area was 10,129 square feet and the median lot area was 9,496 square feet.

In light of recent lot split and subdivision applications, staff was tasked with amending the comprehensive plan policies to better reflect the specific character of the street as opposed to the neighborhood. The 2023 comprehensive plan included an amendment to the relevant policy (attached) narrowing the review area to those properties within a 300-foot radius and that are part of the same block. Based on this new test, the application has an average lot width of 67.5 feet and a median lot width of 66.25 feet. Additionally, the average lot area is 8,464.2 square feet and the median lot area is 8,414.5 square feet.

The proposed lot widths are greater than the median lot width and just under the average lot width established by the review area. The proposed lots are also greater in size than both the average and median lot areas.

Impact Upon Neighbors

As it exists now, each of the two existing properties of 12,700 square feet in size can be redeveloped with a new home of a maximum of 5,000 square feet under the applicable maximum floor area ratio (FAR). As three lots of 8,466 square feet each, the maximum size of each home could be 3,386 square feet, respectively, under the applicable maximum 40% FAR. Currently, a total of 10,000 square feet of home structures can be built on the two existing lots. With the proposed split, a total of 10,158 square feet of home structures can be built on the three proposed lots.

The lot split would alter the side setbacks to the two adjacent neighbors. As 100-foot wide lots, the first-floor side setback is 15-feet and as 66.8-foot lots, the new first-floor side setbacks would be 10 feet. The two adjacent homes at 1740 and 1790 Bryan Avenue are 50 feet and 62.5 feet wide, so their respective side setbacks are slightly smaller than what would be allowed in this case.

Applicable Codes

The applicable Comprehensive Plan policy and Subdivision Code section governing lot splits are attached.

Development Plans

The applicant has provided a generalized front elevation for the type of homes that they plan to build, and general site plans for the layout of the proposed new homes. The applicant will comply with the normal single-family development standards including FAR, setbacks, impervious coverage, etc.

Summary

Although the lot split request does not meet the R-1A zoning dimension requirements, no variances outside the lot dimension variances are requested, and the request passes the Comprehensive Plan test. Therefore, staff's recommendation is for approval subject to the provided conditions.

alternatives | other considerations

fiscal impact

attachments

1. Subdivision Policies
2. 1760 & 1780 Bryan Ave - Location Map 1
3. 1760 & 1780 Bryan Ave - Location Map 2
4. 1760 & 1780 Bryan Ave - 2020 Subdivision Test Map
5. 1760 & 1780 Bryan Ave - Original Plat
6. 1760 & 1780 Bryan Ave - Site and Concept Plans
7. 1760 & 1780 Bryan Ave - Neighbor Letters



RELEVANT COMPREHENSIVE PLAN POLICIES:

Policy 1-5.2.8: Subdivision of Land and Lot Splits for Non-Lakefront Single Family & Low Density Multi-Family Property. The City shall consider approving subdivision and lot split applications, which are not lakefront properties and which are not estate lots in areas designated single family, low density or multi-family residential, when the proposed new lots are designed at size and density that meet adopted subdivision regulations. In cases of variance requests for lot dimensions, the City shall not approve such lot dimension variances unless the proposed lot sizes are equal to or exceed the median lot size as established for the properties with the same zoning classifications within 300 feet of the subject property in same block as the subject property. The City Commission in consideration of lot consolidation requests may limit the applicable floor area ratio and approve other limitations on the scale and character of the proposed development as a condition of approval in order to preserve neighborhood scale and character.

ARTICLE VI. - SUBDIVISION AND LOT CONSOLIDATION REGULATIONS

Sec. 58-377. - Conformance to the comprehensive plan.

(a) In the City of Winter Park, as a substantially developed community, the review of lot splits, lot consolidations, plats, replats or subdivisions within developed areas of the city shall insure conformance with the adopted policies of the comprehensive plan as a precedent to the conformance with other technical standards or code requirements.

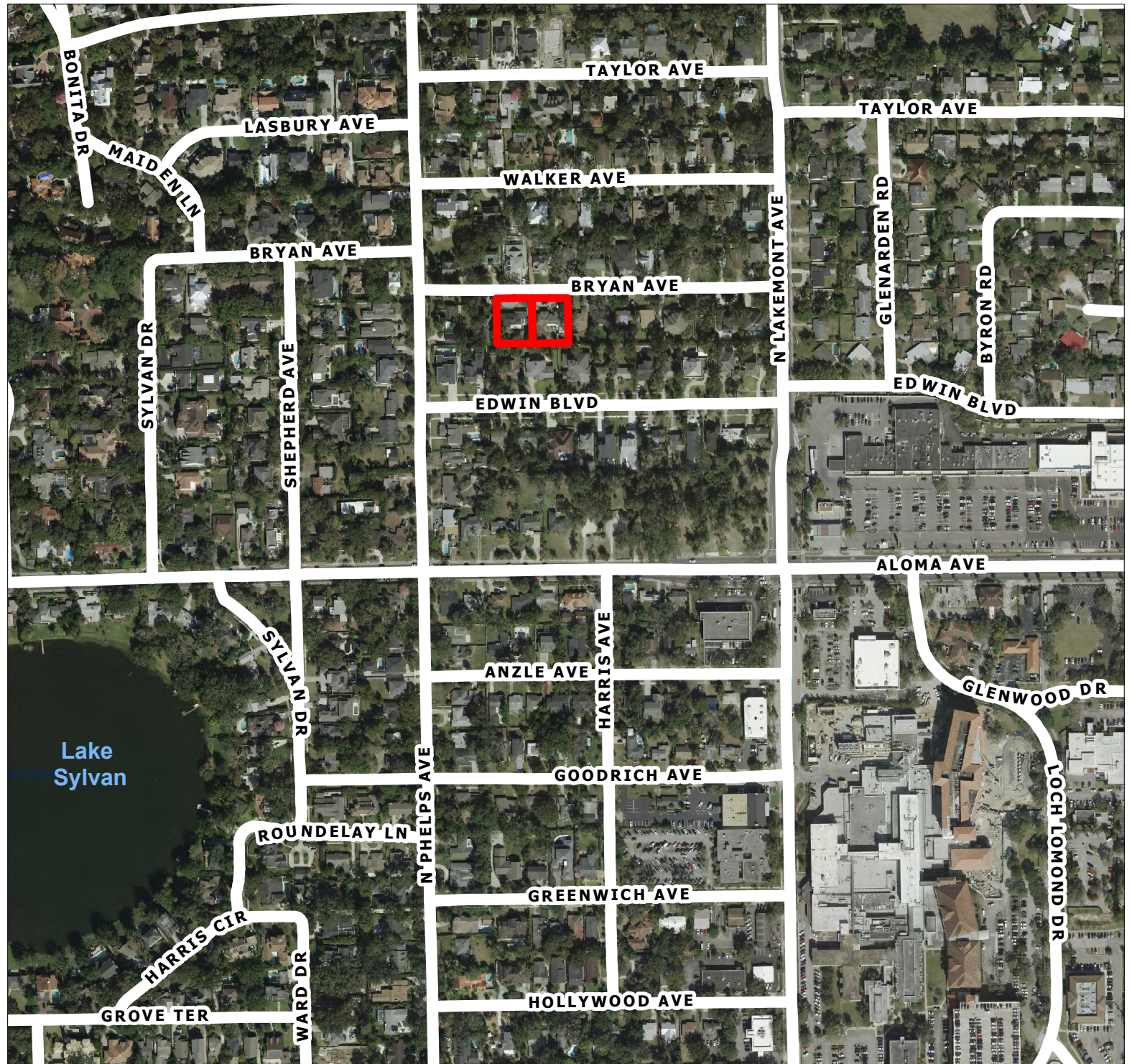
(b) In existing developed areas and neighborhoods, all proposed lots shall conform to the existing area of neighborhood density and layout. The proposed lot sizes, widths, depths, shape, access arrangement, buildable areas and orientation shall conform to the neighborhood standards and existing conditions. This provision is specifically intended to allow the denial or revision by the city of proposed lot splits, lot consolidations, plats, replats or subdivisions when those are not in conformance with the existing neighborhood density or standards, even if the proposed lots meet the minimum technical requirements of the zoning regulations.

(c) In determining the existing area or neighborhood density and standards, for the consideration of lot splits, plats, replats or subdivision of other than estate lots or lakefront lots, the planning and zoning commission and city commission shall consider the frontage and square foot area of home sites and vacant properties with comparable zoning within an area of 500-foot radius from the proposed subdivision.

(d) In order to implement the policies of the comprehensive plan, the city commission may also impose restrictions on the size, scale, and style of proposed building, structures, or other improvements. This provision shall enable the city commission to impose restrictions on the size, height, setback, lot coverage, impervious area or right-of-way access such that proposed building and other improvements match the dimension and character of the surrounding area or neighborhood.

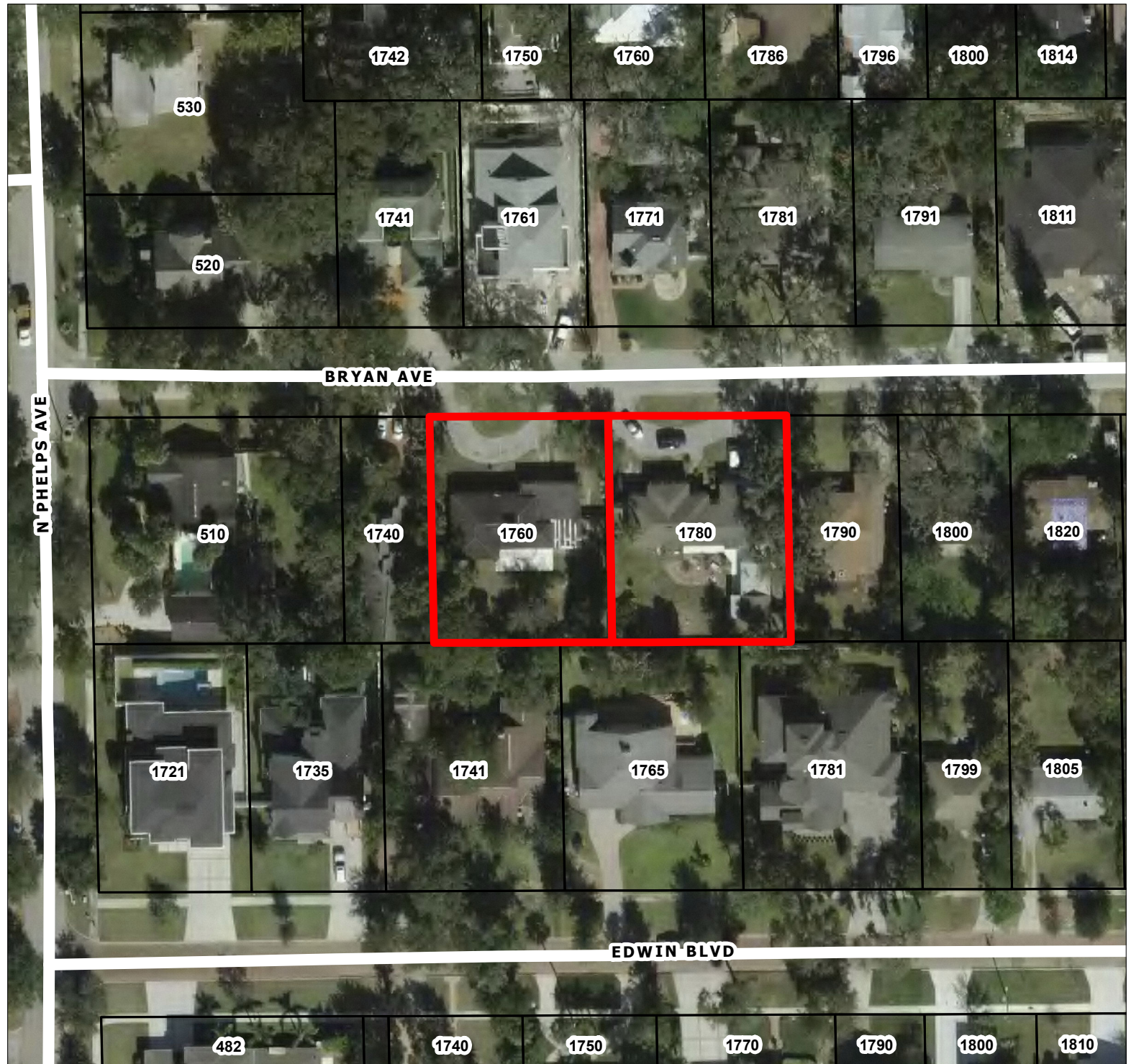


LOCATION MAP
1760 & 1780 Bryan Ave
City of Winter Park
Florida





LOCATION MAP
1760 & 1780 Bryan Ave
City of Winter Park
Florida





LOT CONFORMANCE TO SUBDIVISION CODE TEST

1760 & 1780 Bryan Ave

City of Winter Park
Florida

LEGEND

- Subject Site
- Single-Family Lots Within 500' of Site (117 total)

NOTES

Average Lot Width = 71.54 ft
Median Lot Width = 75 ft
Average Lot Size = 10129.01 sq ft
Median Lot Size = 9496.08 sq ft



LAKEVIEW TERRACE

DESCRIPTION

LOT 25 OF ORDINANCE OF LAKEVIEW AS RECORDED IN DEED BOOK J, PAGE 141, ORANGE COUNTY RECORDS
SIGNED: [Signature] NOTARY
DATE: April 1925

OWNER'S CERTIFICATE

STATE OF FLORIDA
COUNTY OF ORANGE

I HEREBY APPEARED BEFORE MR. H. H. HAWARD, CIVIL ENGINEER, WHO BEING FULLY SWORN, DEPOSED AND SAID: THAT THE PLAT HEREON IS A TRUE AND CORRECT REPRESENTATION OF THE TRACT AND SUBDIVISION OF THE LAND DESCRIBED IN THE CAPTION.

SUBSCRIBED AND SWORN TO before me this 17th day of April A.D. 1925.
My commission expires July 17-1928.
[Signature] Notary Public

ENGINEER'S CERTIFICATE

STATE OF FLORIDA
COUNTY OF ORANGE

I HEREBY APPEARED BEFORE MR. E. W. WHITE, CIVIL ENGINEER, WHO BEING FULLY SWORN, DEPOSED AND SAID: THAT THE PLAT HEREON IS A TRUE AND CORRECT REPRESENTATION OF THE TRACT AND SUBDIVISION OF THE LAND DESCRIBED IN THE CAPTION.

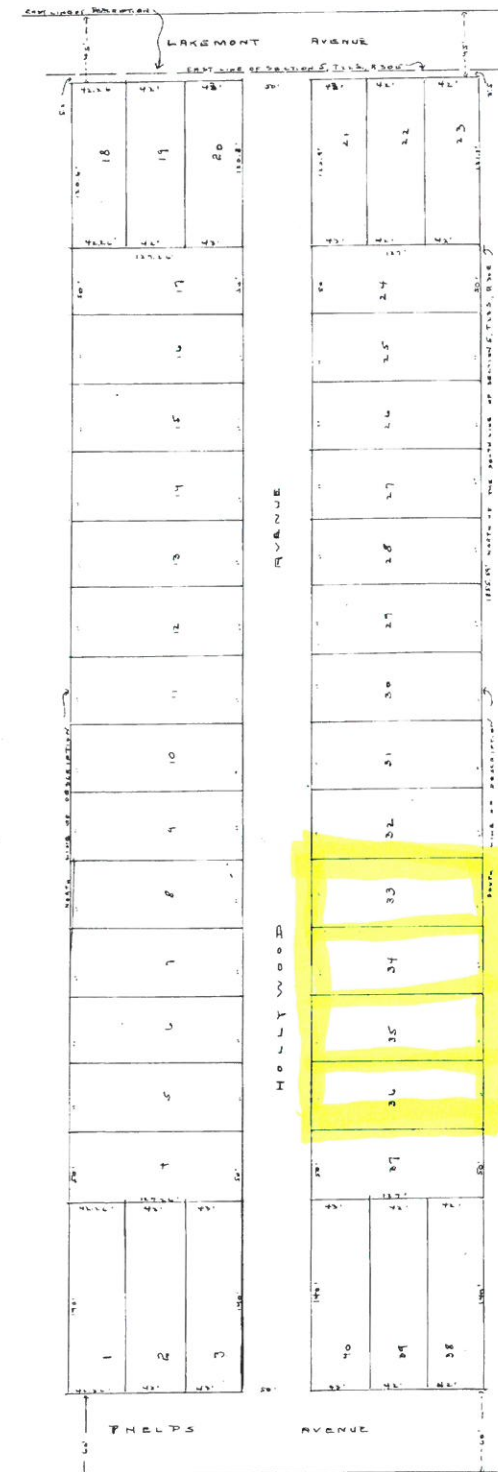
SUBSCRIBED AND SWORN TO before me this 4th day of April A.D. 1925.
My commission expires March 5, 1929.
[Signature] Notary Public

N.S.

NOTARY SEAL

[Signature]
President of Council
TOWN CLERK

N.S.



Filed and Recorded May 13-1925 at 4:45 p.m.
By [Signature] Clerk
[Signature] D.C.

FIELD N.M.T.
OFFICE N.M.D.
COUNTY N.M.T.

BK 109
D

PROPOSED CUSTOM HOMES

1760, 1770, 1780
BRYAN AVENUE



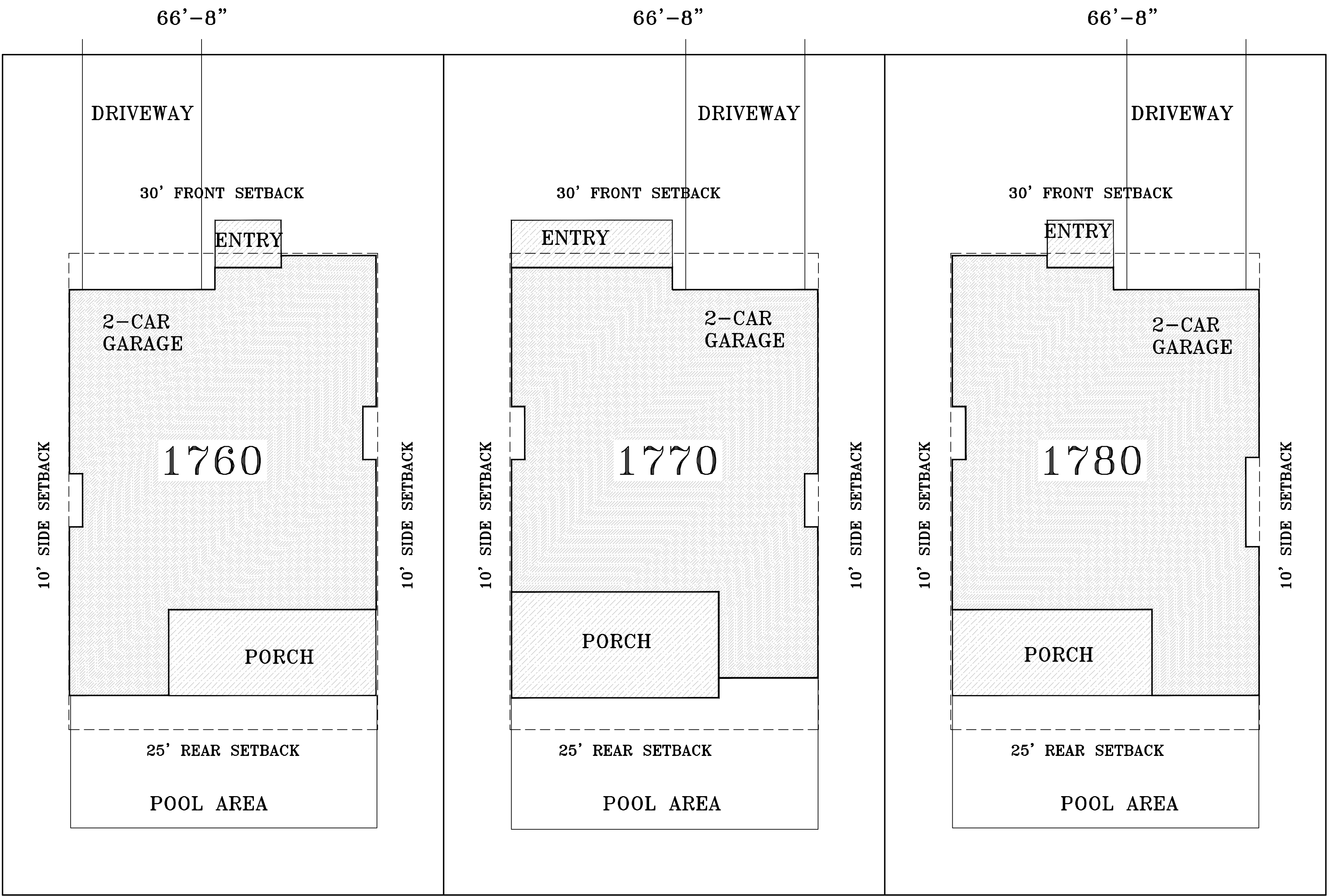
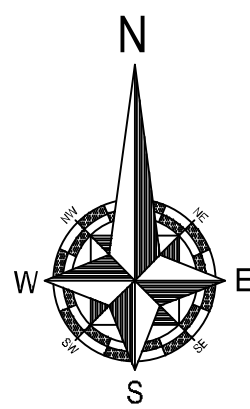
ELEVATION CONCEPTS

LOT DIMENSIONS: 127' X 66'-8"
LOT AREA: 8,466 SQ. FT
FAR (MAX): 3,640 SQ.FT
IMPERVIOUS (MAX): 4,233 SQ.FT.



EXISTING SITE PLAN

NTS



PROPOSED SITE PLAN

NTS

WRITTEN DIMENSIONS SHALL HAVE PRECEDENCE OVER SCALE DIMENSIONS. Contractors shall verify and be responsible for dimensions and conditions of the job and shall notify in writing "ARACE DESIGNS, LLC." of any variation from the dimensions, conditions and specifications appearing on these plans.

REVISIONS :

CUSTOM HOMES
1760, 1770, 1780 BRYAN AVE.

ARACE DESIGNS
3563 TERRA OAKS CT.
LONGWOOD, FLORIDA 32779
(407) 774-2468
www.aracedesigns.com

AD
ARACE DESIGNS
AMERICAN INSTITUTE
OF BUILDING DESIGN

JOB NUMBER

DATE
1/1/20
DRAWN
D.A.A.
SHEET

1

OF 2 SHEETS

SITE PLAN

Mr. William and Gail Keegan
1631 Lake Knowles Circle
Winter Park, FL 32789
p. 407-310-6349

June 24th, 2024

Dear Nick:

Thank you for considering and presenting our lot split application for 1760 & 1780 Bryan Avenue in Winter Park.

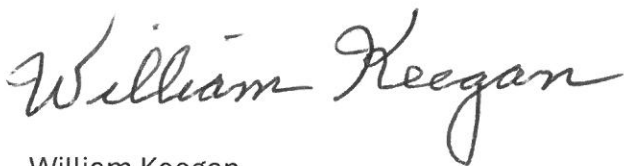
Please find attached 19 letters from neighboring properties expressing their support for our application to split our 4 platted lots into 3 equally sized lots.

It's worth noting that our previous submission in 2020 was met with no objections from our neighbors and members of the Planning & Zoning board, which we believe is a testament to the soundness of our proposal.

We would also like to point out that although the properties are currently identified by two street addresses, they were platted as four continuous 50-foot lots. Instead of proposing the construction of four new homes on the four platted 50-foot lots (lots 33, 34, 35 & 36), we are asking for three 66' 2/3" lots to better conform to the neighborhood's character.

We look forward to working with you through this application process.

With Kind Regards,

A handwritten signature in black ink that reads "William Keegan". The signature is written in a cursive, flowing style with a large initial 'W' and 'K'.

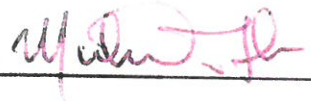
William Keegan

To whom it concerns.

I have been made aware that the Builders/Owners of lots 1760 and 1780
Bryan Avenue, Winter Park, FL 32789 would like to split their original 2 lots
into 3 lots. I live at 1791 Bryan Ave, Winter Park, FL 32789 and I
support this lot split.

Name Lahr Construction LLC

Address 1791 Bryan Avenue, Winter Park, FL 32789

Signature  - Mike Lahr

To whom it concerns.

I have been made aware that the Builders/Owners of lots 1760 and 1780 Bryan Avenue, Winter Park, FL 32789 would like to split their original 2 lots into 3 lots. I live at OWN- 1790 BRYAN AVE WINTER PARK FL 32789 and I support this lot split.

Name KNIGHT FAMILY KEYS, LLC

Address 1900 E ADAMS DR MAITLAND FL32751

DocuSigned by:
Signature KNIGHT FAMILY KEYS LLC 6/11/2021 4:35 PM EDT
C8DE596FD4074E9...

To whom it concerns.

I have been made aware that the Builders/Owners of lots 1760 and 1780
Bryan Avenue, Winter Park, FL 32789 would like to split their original 2 lots
into 3 lots. I live at OWN-1781 BRYAN AVE WINTER PARK FL 32789 and I
support this lot split.

Name KNIGHT FAMILY KEYS, LLC

Address 1900 E ADAMS DR MAITLAND FL 32751

Signature KNIGHT FAMILY KEYS LLC 4:35 PM EDT
DocuSigned by:
C8DE596FD4074E9...

To whom it concerns.

I have been made aware that the Builders/Owners of lots 1760 and 1780 Bryan Avenue, Winter Park, FL 32789 would like to split their original 2 lots into 3 lots. I live at 1771 Bryan Ave. and I support this lot split.

Name Ryan Johns

Address 1771 Bryan Ave.

Signature 

To whom it concerns.

I have been made aware that the Builders/Owners of lots
1760 and 1780 Bryan Avenue, Winter Park, FL 32789 would
like to split their original 2 lots into 3 lots. I live at
_____ and I
support this lot split.

Name

Jan Lina

Address

1881 Bryan Ave WP FL 32789

Signature

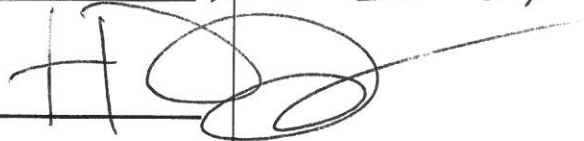
Jan Lina

To whom it concerns.

I have been made aware that the Builders/Owners of lots
1760 and 1780 Bryan Avenue, Winter Park, FL 32789 would
like to split their original 2 lots into 3 lots. I live at
1851 Bryen Ave, Winter Park, FL and I
support this lot split. 32789

Name Holly + Erik Smedal

Address 1851 Bryen Ave Winter Park, FL 32789

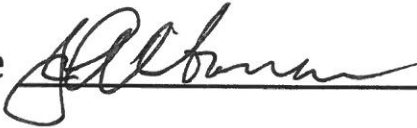
Signature Erik Smedal 

To whom it concerns.

I have been made aware that the Builders/Owners of lots 1760 and 1780 Bryan Avenue, Winter Park, FL 32789 would like to split their original 2 lots into 3 lots. I live at _____ and I support this lot split.

Name JOHN ALDMAN

Address 1840 BRYAN AVE

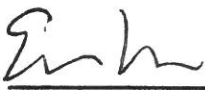
Signature 

To whom it concerns.

I have been made aware that the Builders/Owners of lots
1760 and 1780 Bryan Avenue, Winter Park, FL 32789 would
like to split their original 2 lots into 3 lots. I live at
1741 BRYAN AVE and I
support this lot split.

Name EWAN WOLFF

Address 1741 BRYAN AVE WINTER PARK

Signature 

To whom it concerns.

I have been made aware that the Builders/Owners of lots 1760 and 1780 Bryan Avenue, Winter Park, FL 32789 would like to split their original 2 lots into 3 lots. I live at 1761 BRYAN AVE WP FL 32789 and I support this lot split.

Name DARIO & HEIDI DEBENEDETTI

Address 1761 BRYAN AVE

Signature 

To whom it concerns.

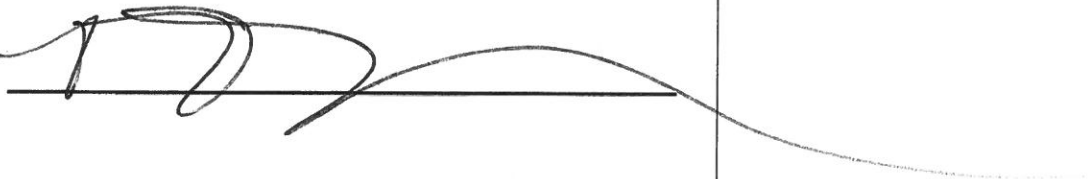
I have been made aware that the Builders/Owners of lots 1760 and 1780 Bryan Avenue, Winter Park, FL 32789 would like to split their original 2 lots into 3 lots. I live at

1871 Bryan Ave and I support this lot split.

Name Milette Webber

Address 1871 Bryan Ave W.P., FL 32789

Signature

A handwritten signature in black ink, appearing to be 'Milette Webber', written over a horizontal line. The signature is stylized with a large, sweeping loop.

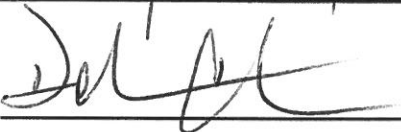
To whom it concerns.

I have been made aware that the Builders/Owners of lots 1760 and 1780 Bryan Avenue, Winter Park, FL 32789 would like to split their original 2 lots into 3 lots. I live at

1811 Bryan Ave and I support this lot split.

Name Deborah Covington

Address 1811 Bryan Ave, Winter Park, FL 32789

Signature 

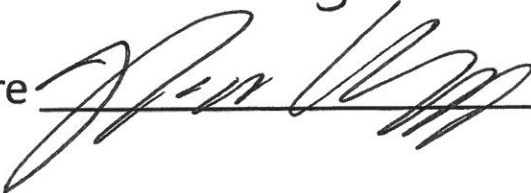
To whom it concerns.

I have been made aware that the Builders/Owners of lots 1760 and 1780 Bryan Avenue, Winter Park, FL 32789 would like to split their original 2 lots into 3 lots. I live at

_____ and I support this lot split.

Name Kristopher Mupher

Address 1035 Bryan Ave

Signature 

To whom it concerns.

I have been made aware that the Builders/Owners of lots 1760 and 1780 Bryan Avenue, Winter Park, FL 32789 would like to split their original 2 lots into 3 lots. I live at

_____ and I support this lot split.

Name Tracy Robinson

Address 1891 Bryan Ave

Signature 

To whom it concerns.

I have been made aware that the Builders/Owners of lots
1760 and 1780 Bryan Avenue, Winter Park, FL 32789 would
like to split their original 2 lots into 3 lots. I live at _____ and I
support this lot split.

Name Ben McCloy

Address 1430 Bryan Ave

Signature 

To whom it concerns.

I have been made aware that the Builders/Owners of lots
1760 and 1780 Bryan Avenue, Winter Park, FL 32789 would
like to split their original 2 lots into 3 lots. I live at
1740 Bryan Avenue and we
support this lot split.

Arthur R Blumenthal
Name x Arthur + Karen Blumenthal

Address 1740 Bryan Ave, W.P. 32789

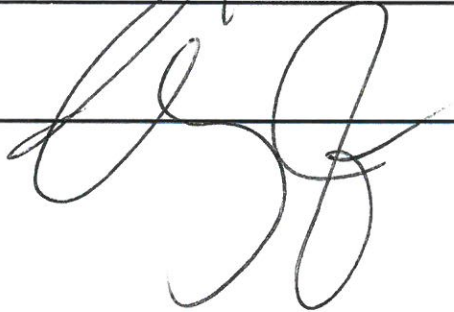
Signature x Arthur R Blumenthal
x Karen Blumenthal

To whom it concerns.

I have been made aware that the Builders/Owners of lots
1760 and 1780 Bryan Avenue, Winter Park, FL 32789 would
like to split their original 2 lots into 3 lots. I live at _____ and I
support this lot split.

Name ANDREW JAUBERT

Address 1860 BRYAN AVE. W.P. 32789

Signature 

To whom it concerns.

I have been made aware that the Builders/Owners of lots
1760 and 1780 Bryan Avenue, Winter Park, FL 32789 would
like to split their original 2 lots into 3 lots. I live at
1860 Bryan Avenue, Winter Park, and I
support this lot split. FL, 32789

Name Dena Talbert

Address 1860 Bryan Ave, W.P., FL, 32789

Signature Dena Talbert

To whom it concerns.

I have been made aware that the Builders/Owners of lots 1760 and 1780 Bryan Avenue, Winter Park, FL 32789 would like to split their original 2 lots into 3 lots. I live at 1880 Bryan Ave Winter Park, FL and I support this lot split.

Name Kelly Sims

Address 1880 Bryan Ave Winter Park, FL 32789

Signature 

To whom it concerns.

I have been made aware that the Builders/Owners of lots
1760 and 1780 Bryan Avenue, Winter Park, FL 32789 would
like to split their original 2 lots into 3 lots. I live at
1781 Edwin Blvd and I
support this lot split.

Name James Garrett

Address 1781 Edwin Blvd.

Signature James J. Garrett

**item type**

Public Hearings: Non Quasi-Judicial Matters

meeting date

July 24, 2024

prepared by

Jeffrey Briggs

approved by

Michelle del Valle, Assistant City Manager

subject

Request of the City of Winter Park for an Ordinance amending Chapter 10 "Alcoholic Beverages" Section 10-33 "hours during which sales, consumption and service are prohibited" so as to establish uniform hours of sale and consumption of alcoholic beverages. (1st reading)

motion | recommendation

Recommendation to approve the Ordinance.

background

This Ordinance is intended to provide consistency in the hours of sale and consumption of alcoholic beverages every day of the week. Currently, alcohol sales and consumption can begin at 7:00 am on all days except Sunday, when this is limited to an 11:00 am start.

Background: The 11:00 am beginning time on Sundays for sale and consumption of alcoholic beverages dates back many decades and is a vestige of the "blue laws" that were intended to restrict sale and consumption of alcoholic beverages on Sundays. For many years, Winter Park had a 12:00 beginning time on Sundays, but that was changed to 11:00 am to accommodate Sunday brunch. In today's business environment, there are many breakfast establishments that offer alcoholic beverages, such as a champagne toast or a bloody Mary, etc. The two First Watch restaurants and the Briarpatch are examples of such breakfast restaurants with liquor licenses. The supermarkets and convenience stores struggle with the current Sunday sale hours for customers shopping for beverages when heading to the beach or planning for afternoon activities, especially during the football season.

Establishing Consistency of Hours on Sundays: The proposal is to establish consistency of a 7:00 am beginning time each day of the week. There is consistency of a 7:00 am beginning on all other days except Sunday in Orange County, Seminole County, Orlando and Maitland. For the beginning on Sundays, there is no total consistency among the other governmental jurisdictions, as Seminole County, Orange County and Maitland are at 7:00 am, but Orlando is 9:00 am.

alternatives | other considerations

fiscal impact

attachments

1. Ordinance for Alcoholic Beverage Hours rev

ORDINANCE NO. _____

**AN ORDINANCE OF THE CITY OF WINTER PARK, FLORIDA,
AMENDING CHAPTER 10 "ALCOHOLIC BEVERAGES" SECTION
10-33 "HOURS DURING WHICH SALES, CONSUMPTION AND
SERVICE ARE PROHIBITED" SO AS TO ESTABLISH UNIFORM
HOURS OF SALE AND CONSUMPTION OF ALCOHOLIC
BEVERAGES CITY-WIDE, PROVIDING FOR CONFLICTS,
SEVERABILITY AND AN EFFECTIVE DATE.**

WHEREAS, the City Commission recognizes that providing for uniform hours for the sale and consumption of alcoholic beverages city-wide in an equitable manner on every day of the week is desirable to promote the public health, safety and general welfare.

NOW THEREFORE, BE IT ENACTED BY THE CITY OF WINTER PARK:

SECTION 1. AMENDMENT TO SECTION 10-33. That Chapter 10 "Alcoholic Beverages", Section 10-33 "Hours during which sales, consumption and service are prohibited" of the Code of Ordinances is hereby amended within Section 10-33 (a) and (h) as shown below (underlined language are additions; ~~stricken through~~ language are deletions; provisions not shown are not being amended):

Sec. 10-33. - Hours during which sales, consumption and service are prohibited.

(a) Prohibited hours of sale, consumption and service. No vendor, convenience store, club, nightclub, cocktail bar, hotel bar, package store, bottle club, restaurant bar, or other person or entity (referred to hereinafter collectively as "vendors"), licensed under the state beverage laws to sell beers, wines or alcoholic beverages, shall sell or offer for sale, or serve or offer to serve, any beers, wines, or alcoholic beverages of any kind, regardless of alcoholic content, on any week day ~~or Saturday~~ between the hours of 11:00 p.m. and 7:00 a.m. the following day (~~provided, however, that sales may not begin before 11:00 a.m. on Sundays~~). Any such beverage ordered by a patron from a vendor and served prior to 11:00 p.m. may be consumed on licensed premises by a patron until no later than midnight. Sale, service or consumption after the applicable hour is prohibited.

(h) When St. Patrick's Day (March 17) falls on a Sunday, the hours shall be extended so that alcoholic beverages may be sold, consumed or served in any licensed premises between the hours of 7:00 ~~11:00~~ a.m. on March 17 and 2:00 a.m. on March 18.

SECTION 2. CONFLICTS. If any Ordinances or parts of Ordinances are in conflict herewith, this Ordinance shall control to the extent of the conflict.

SECTION 3: SEVERABILITY. If any section, subsection, sentence, clause, phrase, provision, or word of this Ordinance is held to be invalid or unconstitutional by a court of competent jurisdiction, then such invalidity or unconstitutionality shall not be held to invalidate or impair the validity, force, or effect of any other remaining provisions of this Ordinance.

SECTION 4: CODIFICATION. Section 1 of this Ordinance shall be codified and made a part of the City of Winter Park Code of Ordinances, and the sections of this Ordinance may be renumbered or re-lettered to accomplish this intention. The word "Ordinance" may be changed to "Section," "Article," or other appropriate word. The City Clerk is given liberal authority to ensure proper codification of this Ordinance, including the right to correct scrivener's errors.

SECTION 5: EFFECTIVE DATE. This Ordinance shall become effective immediately following approval by the City Commission at its second reading.

ADOPTED at a regular meeting of the City Commission of the City of Winter Park, Florida, held in City Hall, Winter Park, on this _____ day of _____, 2024.

Mayor Sheila DeCiccio

ATTEST:

Rene S. Cranis, City Clerk

**item type**

Public Hearings: Non Quasi-Judicial Matters

meeting date

July 24, 2024

prepared by

Wes Hamil, Director of Finance

approved by

Michelle del Valle, Assistant City Manager

subject

Ordinances amending pension plans (1st reading)

- Amending Firefighters' Pension Plan
- Amending Police Officers' Pension Plan

motion | recommendation

Approve proposed modifications to fire and police pension ordinances

background

The purpose of the proposed amendments to the fire and police pension ordinances is to provide clarification regarding the vested status of a member of the pension plans who retires and is later re-employed for purposes of the Share Plans.

The Share Plans are a supplemental component of the pension plans and are funded entirely by a defined portion of the Florida Statute Chapters 175 (Fire) and 185 (Police) premium tax monies received each year from the State of Florida. The assets of the Share Plans are allocated based on each member's years and fractional parts of years of credited service.

Retirees receive a lump sum distribution of their allocation of the Share Plans upon termination of employment.

Re-employed retirees are considered new employees for purposes of the Share Plans and receive allocations based solely on credited service in the reemployment period. The attached ordinances clarify that such a member is considered vested for purposes of these allocations.

alternatives | other considerations**fiscal impact**

These ordinance modifications will not increase costs to the city. Please see the attached

actuarial impact studies prepared by pension actuaries GRS.

attachments

1. Share Plan Ordinance Amendment re Reemployment (10July2024) FIRE
2. No Cost AIS Share Plan re-employment - Fire
3. Share Plan Ordinance Amendment re Reemployment (8July2024) POLICE
4. No Cost AIS Share Plan re-employment - Police

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY OF WINTER PARK, FLORIDA, AMENDING CHAPTER 74, PERSONNEL, ARTICLE V, RETIREMENT AND PENSION PLANS, DIVISION 3, FIREFIGHTERS, OF THE CODE OF ORDINANCES OF THE CITY OF WINTER PARK; AMENDING SECTION 74-180, SUPPLEMENTAL BENEFIT COMPONENT FOR SPECIAL BENEFITS; CHAPTER 175 SHARE ACCOUNTS, PROVIDING FOR IMMEDIATE VESTING IN SHARE PLAN; PROVIDING FOR CODIFICATION; PROVIDING FOR SEVERABILITY OF PROVISIONS; REPEALING ALL ORDINANCES IN CONFLICT HERewith AND PROVIDING AN EFFECTIVE DATE.

BE IT ENACTED BY THE CITY OF WINTER PARK, FLORIDA, AS FOLLOWS:

SECTION 1: That Chapter 74, Personnel, Article V, Retirement and Pension Plans, Division 3, Firefighters, of the Code of Ordinances of the City of Winter Park, is hereby amended by amending Section 74-180, Supplemental benefit component for special benefits; chapter 175 share accounts, by amending subsection 3.A.(3) to read as follows:

Sec. 74-180. - Supplemental benefit component for special benefits; chapter 175 share accounts.

3. *Allocation of Monies to Share Accounts.*

A. *Allocation of Chapter 175 Contributions.*

- (3) Re-employed Retirees shall be deemed new employees and shall receive an allocation based solely on the Credited Service in the reemployment period. Notwithstanding, any Retiree who is retired pursuant to this System and who is reemployed as a Firefighter and, by virtue of that reemployment, is eligible to participate in this System, shall upon being reemployed be deemed to be fully vested in the Share Plan.

Ordinance No. _____

SECTION 2: Specific authority is hereby granted to codify and incorporate this Ordinance in the existing Code of Ordinances of the City of Winter Park.

SECTION 3: All Ordinances or parts of Ordinances in conflict herewith be and the same are hereby repealed.

SECTION 4: If any section, subsection, sentence, clause, phrase of this ordinance, or the particular application thereof shall be held invalid by any court, administrative agency, or other body with appropriate jurisdiction, the remaining section, subsection, sentences, clauses, or phrases under application shall not be affected thereby.

SECTION 5: This Ordinance shall become effective upon passage; however, the provisions of this Ordinance that are specified to take effect as of a date certain shall take effect as of the date specified herein.

ADOPTED at a regular meeting of the City Commission of the City of Winter Park, Florida, held at City Hall, Winter Park, Florida, on the 14th day of August, 2024.

By: _____
Mayor Sheila DeCiccio

ATTEST:

Rene Cranis, City Clerk

Ordinance No. _____



July 11, 2024

Mr. Jeff Templeton
Retirement Plan Administrator
Winter Park Firefighters' Retirement System
9154 Lake Burkett Drive
Orlando, Florida 32817

Re: Proposed Ordinance No. XXX

Dear Jeff:

As requested, we have performed an actuarial review of the attached proposed Ordinance under the Winter Park Firefighters' Retirement System.

Based upon our review, the proposed Ordinance:

1. Amends Section 74-180 to clarify immediate vesting in the Share Plan for re-employed retirees
2. Provides for codification
3. Repeals all Ordinances or parts of Ordinances in conflict herewith
4. Provides for severability
5. Provides for an effective date

In our opinion, based upon the actuarial assumptions and methods employed in the October 1, 2023 Actuarial Valuation, the proposed Ordinance is a *no cost* Ordinance under State minimum funding requirements.

Please forward a copy of the Ordinance upon passage at second reading to update our records.

We are available to respond to any questions concerning the above.

Sincerest regards,
Gabriel, Roeder, Smith & Company

A handwritten signature in black ink that reads "Jennifer Borregard". The signature is written in a cursive, flowing style.

Jennifer M. Borregard, E.A.
Consultant and Actuary

Enclosure

cc: Pedro Herrera, Esq.

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY OF WINTER PARK, FLORIDA, AMENDING CHAPTER 74, PERSONNEL, ARTICLE V, RETIREMENT AND PENSION PLANS, DIVISION 4, POLICE OFFICERS, OF THE CODE OF ORDINANCES OF THE CITY OF WINTER PARK; AMENDING SECTION 74-230, SUPPLEMENTAL BENEFIT COMPONENT FOR SPECIAL BENEFITS; CHAPTER 185 SHARE ACCOUNTS, PROVIDING FOR IMMEDIATE VESTING IN SHARE PLAN; PROVIDING FOR CODIFICATION; PROVIDING FOR SEVERABILITY OF PROVISIONS; REPEALING ALL ORDINANCES IN CONFLICT HERewith AND PROVIDING AN EFFECTIVE DATE.

BE IT ENACTED BY THE CITY OF WINTER PARK, FLORIDA, AS FOLLOWS:

SECTION 1: That Chapter 74, Personnel, Article V, Retirement and Pension Plans, Division 4, Police Officers, of the Code of Ordinances of the City of Winter Park, is hereby amended by amending Section 74-230, Supplemental benefit component for special benefits; chapter 185 share accounts, by amending subsection 3.A.(4) to read as follows:

Sec. 74-230. - Supplemental benefit component for special benefits; chapter 185 share accounts.

3. *Allocation of Monies to Share Accounts.*

A. *Allocation of Chapter 185 Contributions.*

- (4) Re-employed Retirees shall be deemed new employees and shall receive an allocation based solely on the Credited Service in the reemployment period. Notwithstanding, any Retiree who is retired pursuant to this System and who is reemployed as a Police Officer and, by virtue of that reemployment, is eligible to participate in this System, shall upon being reemployed be deemed to be fully vested in the Share Plan.

Ordinance No. _____

SECTION 2: Specific authority is hereby granted to codify and incorporate this Ordinance in the existing Code of Ordinances of the City of Winter Park.

SECTION 3: All Ordinances or parts of Ordinances in conflict herewith be and the same are hereby repealed.

SECTION 4: If any section, subsection, sentence, clause, phrase of this ordinance, or the particular application thereof shall be held invalid by any court, administrative agency, or other body with appropriate jurisdiction, the remaining section, subsection, sentences, clauses, or phrases under application shall not be affected thereby.

SECTION 5: This Ordinance shall become effective upon passage; however, the provisions of this Ordinance that are specified to take effect as of a date certain shall take effect as of the date specified herein.

ADOPTED at a regular meeting of the City Commission of the City of Winter Park, Florida, held at City Hall, Winter Park, Florida, on the 14th day of August, 2024.

By: _____
Mayor Sheila DeCiccio

ATTEST:

Rene Cranis, City Clerk

Ordinance No. _____



July 11, 2024

Mr. Jeff Templeton
Retirement Plan Administrator
Winter Park Police Officers' Retirement System
9154 Lake Burkett Drive
Orlando, Florida 32817

Re: Proposed Ordinance No. XXX

Dear Jeff:

As requested, we have performed an actuarial review of the attached proposed Ordinance under the Winter Park Police Officers' Retirement System.

Based upon our review, the proposed Ordinance:

1. Amends Section 74-230 to clarify immediate vesting in the Share Plan for re-employed retirees
2. Provides for codification
3. Repeals all Ordinances or parts of Ordinances in conflict herewith
4. Provides for severability
5. Provides for an effective date

In our opinion, based upon the actuarial assumptions and methods employed in the October 1, 2023 Actuarial Valuation, the proposed Ordinance is a *no cost* Ordinance under State minimum funding requirements.

Please forward a copy of the Ordinance upon passage at second reading to update our records.

We are available to respond to any questions concerning the above.

Sincerest regards,
Gabriel, Roeder, Smith & Company

A handwritten signature in black ink that reads "Jennifer Borregard". The signature is written in a cursive, flowing style.

Jennifer M. Borregard, E.A.
Consultant and Actuary

Enclosure

cc: Pedro Herrera, Esq.



City Commission

agenda item 14.c

item type

Public Hearings: Non Quasi-Judicial Matters

meeting date

July 24, 2024

prepared by

Hongmyung Lim, Engineer II

approved by

Michelle del Valle, Assistant City Manager

subject

Resolution 2289-24 - Adopting Vision Zero Action Plan

motion | recommendation

Approve

background

MetroPlan Orlando secured a \$3.8 million Safe Streets for All (SS4A) federal grant in 2023. These funds were utilized to cover the cost of coordinating Vision Zero Action Plans in the tri-county area, including the City of Winter Park, with the goal of reducing traffic fatalities and severe injuries, and creating safer roads. This Action Plan was developed using data-driven analysis to understand where the City of Winter Park should strategically focus and deploy countermeasures to reduce the fatalities and severe injuries in the City's transportation network. The Vision Zero Action Plan went through several work sessions and meetings with the City of Winter Park Transportation Advisory Board (TAB) and a working group of city staff members from Public Works, Planning, Police, Fire, as well as one representative from TAB. On Monday, June 17, TAB recommended approval of the Vision Zero Action Plan, which is attached.

alternatives | other considerations**fiscal impact****attachments**

1. Resolution 2289-24 Vision Zero
2. Winter Park VZAP_Final DRAFT_20240716

RESOLUTION 2289-24

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF WINTER PARK, FLORIDA, ADOPTING A VISION ZERO ACTION PLAN; PROVIDING FOR SEVERABILITY, NON-LIMITATION OF AUTHORITY, AND AN EFFECTIVE DATE.

WHEREAS, traffic crashes are among the leading causes of death and serious injury within the United States and the State of Florida; and

WHEREAS, traffic deaths and injuries in the United States have disproportionately impacted cyclists, and pedestrians, as well as vulnerable, underserved, disadvantaged, and low-income populations; and

WHEREAS, within the analysis period of 2018 – 2022, there was a total of 6,578 crashes in the City of Winter Park, including 7 that resulted in fatalities and 58 that resulted in serious injuries; and

WHEREAS, the City of Winter Park believes that deaths and serious injuries on our streets are unacceptable, and fatal and serious injury crashes can be reduced or even eliminated; and

WHEREAS, the City of Winter Park hereby declares that these crash statistics are unacceptable for residents, commuters, and tourists who live, work, and play in the City; and

WHEREAS, the City of Winter Park recognizes that, if these crash trends continue for the foreseeable future, they would put into jeopardy the future growth of the residential population and employment base, as well as our reputation as a desirable community for future generations; and

WHEREAS, the U.S. Department of Transportation has adopted the Safe System Approach that recognizes that people will make mistakes and roadway systems and policies should be designed to protect them through redundancies and shared responsibilities; and

WHEREAS, the City of Winter Park hereby commits to eliminating the aforementioned crash statistics by endorsing Vision Zero, which is founded on the Safe System Approach, as the strategy to eliminate all traffic fatalities and serious injuries on the transportation system, while increasing safe, healthy, and equitable mobility solutions for all; and

WHEREAS, the City of Winter Park will implement the Safe System Approach by adopting the Vision Zero Action Plan and continuing to utilize a data-driven

approach and innovation in our transportation system to enhance infrastructure resilience, and technology readiness, as well as vehicle, bicycle, and pedestrian safety; and

WHEREAS, the Vision Zero Action Plan's recommendations are in alignment with the City of Winter Park's Comprehensive Plan and Transportation Master Plan for transportation safety; and

WHEREAS, the Vision Zero Action Plan has identified transportation safety countermeasures appropriate for implementation in the City of Winter Park; and

WHEREAS, the Vision Zero Action Plan has identified the City of Winter Park's highest priority corridors for safety improvements; and

WHEREAS, The City of Winter Park commits to fund, and/or seek to fund, safety improvements identified within the Vision Zero Action Plan for these highest priority corridors through 2050; and

WHEREAS, the City of Winter Park further commits to an evaluation of Vision Zero aspects and/or transportation safety countermeasures for implementation as part of all transportation capital improvement projects, development infrastructure projects, and roadway maintenance projects.

NOW THEREFORE, be it resolved by the City Commission of the City of Winter Park, Florida that:

SECTION 1: Vision Zero Action Plan. The City of Winter Park hereby adopts the Vision Zero Action Plan to achieve a goal of eliminating traffic deaths and serious injuries by 2050 and endorses Vision Zero as the strategy by which that goal will be achieved. The City further directs the City's Public Works and Transportation Department to implement the Vision Zero Action Plan in order to achieve this goal and to work comprehensively and collaboratively with all applicable City departments in the implementation of such Vision Zero Action Plan.

SECTION 2: Progress Monitoring. The City of Winter Park will regularly review crash data to measure progress and strategically adjust the approach, as needed, to meet the 2050 goal of zero traffic deaths and serious injuries.

SECTION 3: Vision Zero Priorities. The Vision Zero Action Plan prioritizes vehicle, bicycle, pedestrian roadway safety, and ADA accessibility, as well as resilience, through technology retrofits, and also addresses traffic deaths and serious injuries through a combination of engineering, enforcement, education, equity, and evaluation.

SECTION 4: Funding Commitment. The City of Winter Park commits to fund, and/or seek to fund, safety improvements identified within the Vision Zero Action Plan for the City's highest priority corridors through 2050.

SECTION 5: Vision Zero Commitment. The City of Winter Park further commits to an evaluation of Vision Zero aspects and/or transportation safety countermeasures for implementation as part of all transportation capital improvement projects, development infrastructure projects, and roadway maintenance projects.

SECTION 6. Effective date. Resolution shall take effect upon the date of its adoption.

ADOPTED at a regular meeting of the City Commission of the City of Winter Park held in City Hall, Winter Park on this 24th day of July, 2024.

Mayor Sheila DeCiccio

ATTEST:

City Clerk Rene Cranis

JULY 2024

WINTER PARK VISION ZERO ACTION PLAN



Final Draft

Final Draft

Winter Park Vision Zero

Action Plan

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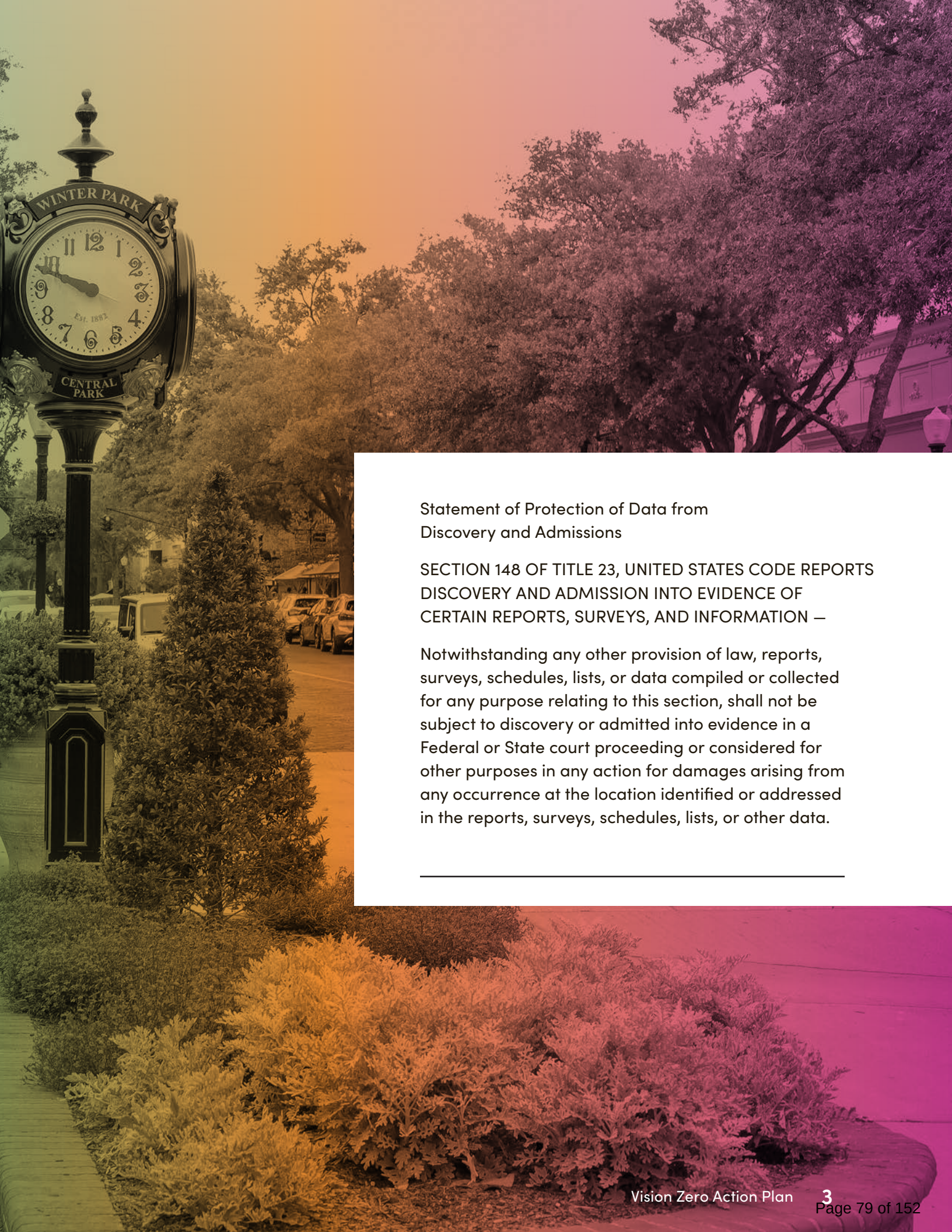
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Chapter 6: Plan Recommendations

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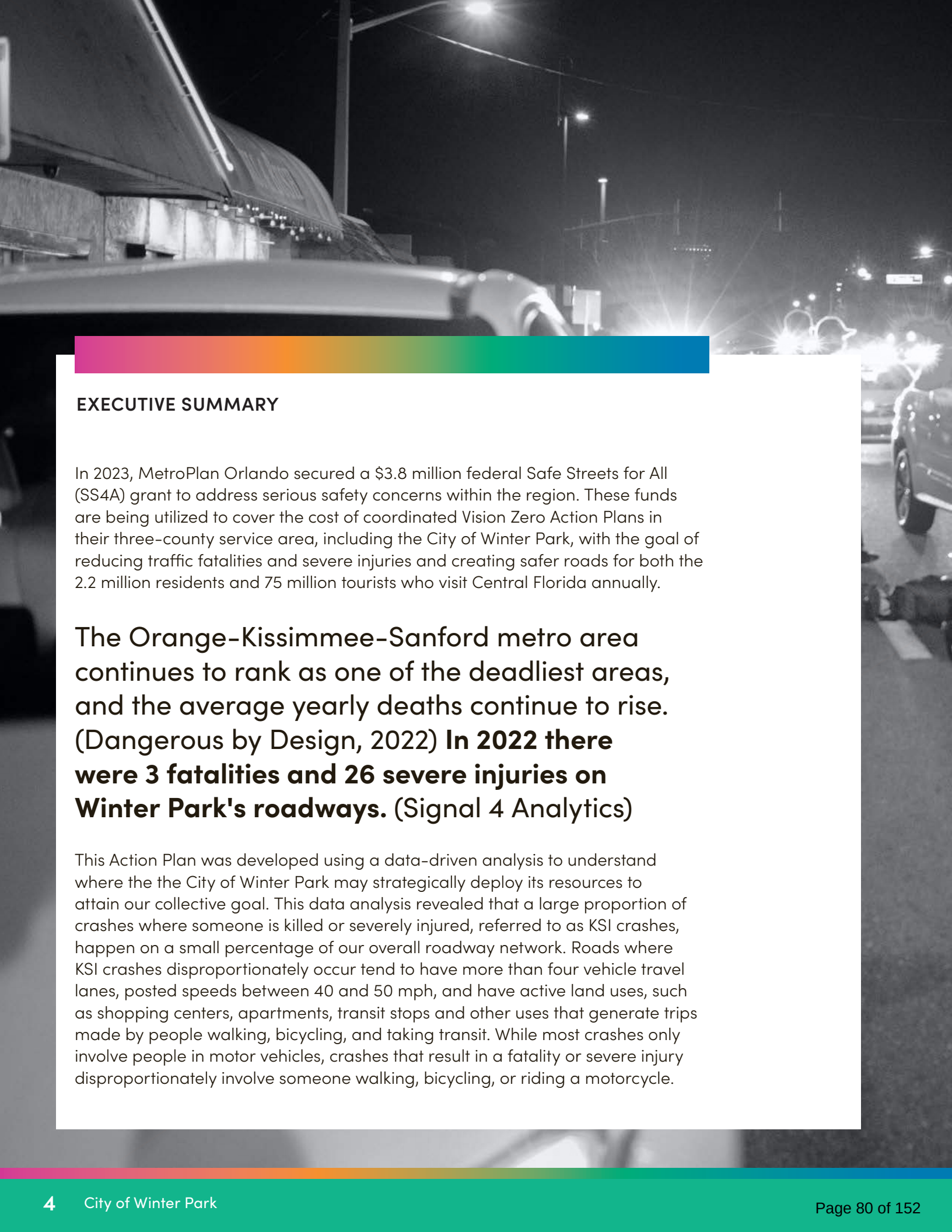
Appendices: Under separate cover



Statement of Protection of Data from Discovery and Admissions

SECTION 148 OF TITLE 23, UNITED STATES CODE REPORTS DISCOVERY AND ADMISSION INTO EVIDENCE OF CERTAIN REPORTS, SURVEYS, AND INFORMATION –

Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for any purpose relating to this section, shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at the location identified or addressed in the reports, surveys, schedules, lists, or other data.

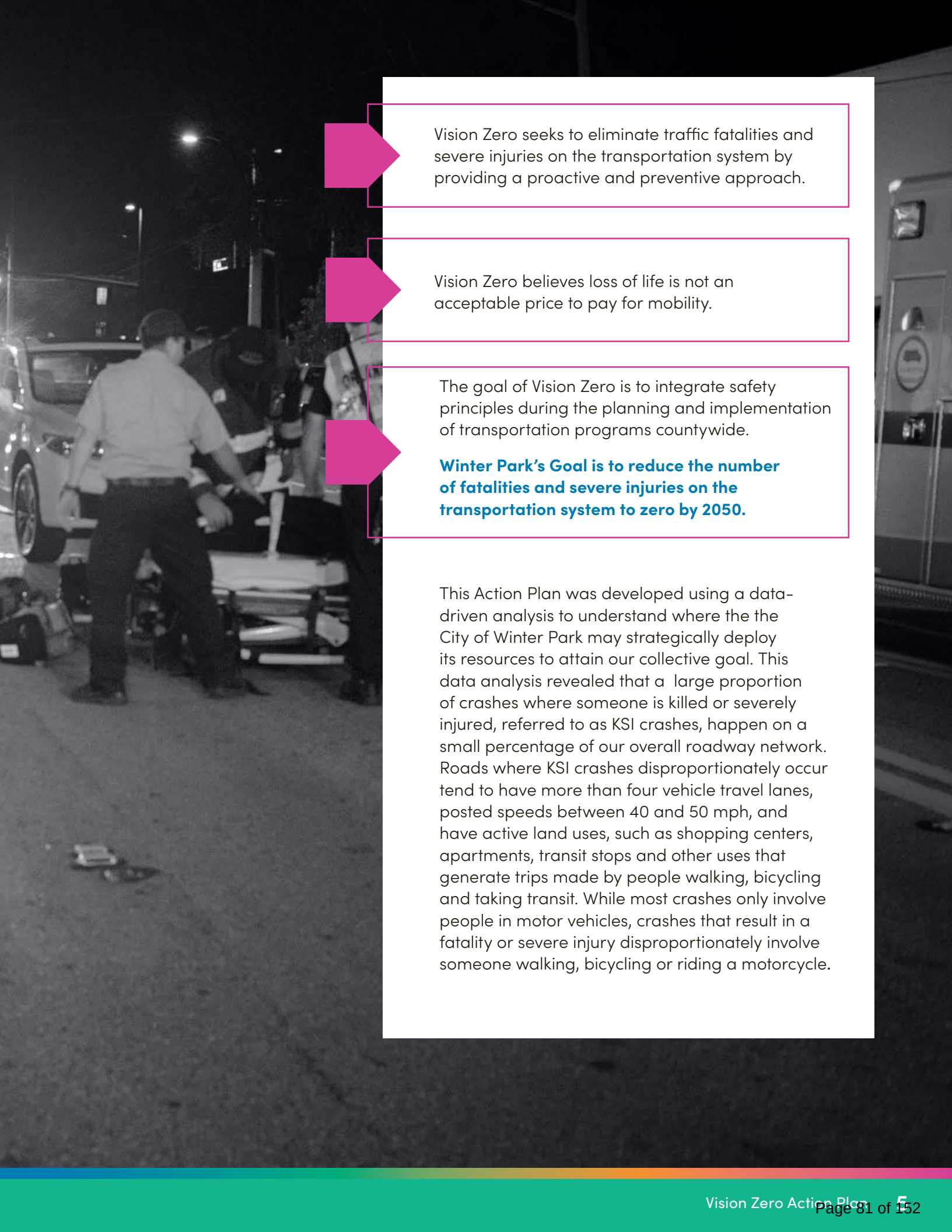


EXECUTIVE SUMMARY

In 2023, MetroPlan Orlando secured a \$3.8 million federal Safe Streets for All (SS4A) grant to address serious safety concerns within the region. These funds are being utilized to cover the cost of coordinated Vision Zero Action Plans in their three-county service area, including the City of Winter Park, with the goal of reducing traffic fatalities and severe injuries and creating safer roads for both the 2.2 million residents and 75 million tourists who visit Central Florida annually.

The Orange-Kissimmee-Sanford metro area continues to rank as one of the deadliest areas, and the average yearly deaths continue to rise. (Dangerous by Design, 2022) In 2022 there were 3 fatalities and 26 severe injuries on Winter Park's roadways. (Signal 4 Analytics)

This Action Plan was developed using a data-driven analysis to understand where the the City of Winter Park may strategically deploy its resources to attain our collective goal. This data analysis revealed that a large proportion of crashes where someone is killed or severely injured, referred to as KSI crashes, happen on a small percentage of our overall roadway network. Roads where KSI crashes disproportionately occur tend to have more than four vehicle travel lanes, posted speeds between 40 and 50 mph, and have active land uses, such as shopping centers, apartments, transit stops and other uses that generate trips made by people walking, bicycling, and taking transit. While most crashes only involve people in motor vehicles, crashes that result in a fatality or severe injury disproportionately involve someone walking, bicycling, or riding a motorcycle.



Vision Zero seeks to eliminate traffic fatalities and severe injuries on the transportation system by providing a proactive and preventive approach.

Vision Zero believes loss of life is not an acceptable price to pay for mobility.

The goal of Vision Zero is to integrate safety principles during the planning and implementation of transportation programs countywide.

Winter Park's Goal is to reduce the number of fatalities and severe injuries on the transportation system to zero by 2050.

This Action Plan was developed using a data-driven analysis to understand where the the City of Winter Park may strategically deploy its resources to attain our collective goal. This data analysis revealed that a large proportion of crashes where someone is killed or severely injured, referred to as KSI crashes, happen on a small percentage of our overall roadway network. Roads where KSI crashes disproportionately occur tend to have more than four vehicle travel lanes, posted speeds between 40 and 50 mph, and have active land uses, such as shopping centers, apartments, transit stops and other uses that generate trips made by people walking, bicycling and taking transit. While most crashes only involve people in motor vehicles, crashes that result in a fatality or severe injury disproportionately involve someone walking, bicycling or riding a motorcycle.

Need for a safety plan

Within the analysis period of 2018–2022 there were 7 fatalities and 58 serious injuries on Winter Park’s roadways (Signal 4 Analytics). With these realities in mind, designing mobility in cities with safety and variance in mind is a key component towards systematically eliminating fatalities and promoting a higher quality of life in Winter Park, and across the Central Florida region. To understand where and why crashes that result in fatalities and serious injuries are most likely to occur and how to reduce the severity and frequency of these crashes, Winter Park Vision Zero Action Plan has been developed, rooted in the core elements of **Vision Zero** and the **Safe System Approach**.

Vision Zero is a road safety philosophy which states that no loss of life or incapacitating injury due to traffic crashes is acceptable. How we can reach zero in the region is through following the core elements of Vision Zero within the Safe System Approach, which acknowledges the vulnerability of the human body when designing and operating a transportation network to minimize serious consequences of crashes. Creating a Safe System means shifting some responsibility from road users to those who plan and design the transportation system. More information about Vision Zero and the Safe System approach is provided in [Chapter 1](#).

What are the transportation safety issues?

A large proportion of crashes where someone is killed or severely injured, referred to as KSI crashes, happen on a small percentage of our overall roadway network. Roads where KSI crashes disproportionately occur tend to have more than 4 vehicle travel lanes, posted speeds between 40 and 50 mph, and have active land uses, such as shopping centers, apartments, transit stops and other uses that generate trips made by people walking, bicycling and taking transit. While most crashes only involve people in motor vehicles, crashes that result in a fatality or severe injury disproportionately involve someone walking, bicycling, or riding a motorcycle. Additional details about crash trends in the City are provided in [Chapter 2](#).

Community outreach was a core component of identifying transportation safety issues within the County and developing a consistent foundation for all local agencies in the region. City staff and leadership advocated for the Vision Zero Action Plan by supporting the plan development process and educating the public about the importance of traffic safety and the goal of reducing traffic fatalities to zero. [Chapter 3](#) describes the public engagement that was conducted as a part of this plan, and how that feedback was incorporated.

How will we get to zero traffic deaths and serious injuries?

There is no one solution to reach zero traffic deaths and serious injuries. Rather, it will require a multidisciplinary and collaborative approach. **Chapters 4, 5 and 6** provide details on the engineering and non-engineering countermeasures, where improvements will be prioritized and recommendations for specific actions that Winter Park can take in collaboration with other agencies in the region.

This Action Plan is firmly grounded on a rigorous and comprehensive data-driven approach and vetted in feedback received from regional partners community stakeholders. A foundational element of developing this plan lies in analyzing crash trends, community and roadway characteristics to understand road user behavior and elements of the built environment that are leading to severe crashes. Data was compiled, analyzed, and mapped to more identify causal relationships and then corresponding solutions to empower decision makers to thoroughly understand safety concerns and take action to mitigate them. By identifying and focusing on high-incidence locations or recurring types of accidents, Winter Park can pinpoint areas where investment of resources will have the most significant impact in terms of lives saved and injuries prevented. In addition to physical changes to the roadway system including lighting upgrades, intersection improvements, pedestrian or bicycle improvements, additional behavioral interventions like public safety campaigns are shared in this report.

How will we track our progress?

Monitoring our progress is an important part of the process. On an annual basis, we will reflect on our progress towards zero through an assessment of the crash trends from the prior year and comparing them to the trends documented in the action plan. Progress will be shared at an Annual Safety Summit hosted by MetroPlan Orlando where best practices and lessons learned from across the region will be shared.

What action does the City need to take?

This Action Plan is firmly grounded on a rigorous and comprehensive data-driven approach and vetted in feedback received from important stakeholders of the community and City staff. Through the data-driven process and conversations with key stakeholders of the community, the City of Winter Park has identified priority areas and design-appropriate safety countermeasures across the state roadway system's most dangerous corridors, as outlined in next table. By identifying specific countermeasures and focusing on high-incidence locations, the City of Winter Park is well-equipped to pinpoint areas where investment of resources will have the most significant impact in terms of lives saved and injuries prevented. These solutions will help empower decision makers to thoroughly understand safety concerns and take action to mitigate them.



Proposed Engineering Countermeasures

Assess a reduction in posted speed limits

Employ speed feedback signs for short recurring periods

Propose lane narrowing or lane reduction

Implement speed sensitive red on red at nighttime

Conduct sight line reviews and evaluate need to remove obstructions at driveways or stop signs

Update worn pavement markings

Evaluate opportunities to consolidate driveways

Consider median installation

Reduce curb radii / turning radii

Install backplates with retroreflective borders where needed

Consider the installation roundabouts at intersections

Consider opportunities for intersection reconstruction

Consider prohibition of specific turning movement

Extend median nose into crosswalk at non-signalized and signalized locations

Provide separated bicycle lanes or provide additional buffer to existing bicycle lanes

Add "Bicycle May use Full Road" signage

Reconfigure crosswalk or upgrade to high-emphasis crosswalks at intersections

Upgrade crosswalk striping

Complete sidewalk gaps or widen sidewalks where right-of-way permits

Install median islands with dedicated crosswalks at strategic locations

Install midblock crossings with visibility enhancements and pedestrian refuge islands with key community assets

Install PHBs, RRFBs, or other pedestrian signalization at midblock crossings

Upgrade to audible push button ped crossing signals

Co-locate bus stops with crosswalks at midblock crossings and intersections, locate bus stops to far side of signalized intersections

Consider transit infrastructure (benches, shelters, etc.)

Prohibit turns when ped signal is activated

Install leading pedestrian intervals

Address lighting upgrades at segments and intersections

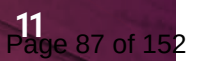
Conduct Road Safety Audit to identify safety countermeasures

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Introduction





CHAPTER 1: INTRODUCTION

The purpose of the City of Winter Park's Vision Zero Action Plan is to articulate its commitment towards achieving zero road fatalities and serious injuries in Winter Park and continue to collaborate with Orange County and neighboring municipalities to accomplish the same. This plan outlines a comprehensive, data-driven approach to improving road safety for all users, utilizing the **Safe System Approach**. We acknowledge that every life is valuable, and no loss of life is acceptable on our roads. Our vision is not just to reduce but to systematically eliminate fatalities and serious injuries (KSI) caused by road traffic crashes. We pledge to put safety at the core of our decision-making processes, working collaboratively with local partners, stakeholders, and the community to achieve our collective goal.

No one entity or agency can fix road safety problems alone. This **Vision Zero Action Plan** results from a coordinated planning effort led by **the City of Winter Park's Public Works and Transportation Department** in partnership with Orange County, MetroPlan Orlando, the Florida Department of Transportation, and other local stakeholder groups. With this Action Plan, Winter Park has joined communities around the world that are working to stop traffic deaths through the Safe System Approach. This plan:

- **Identifies High Injury Networks** –roads with the highest risk of death and serious injury crashes. **The identified High Injury Network Roadways are comprised of approximately 14.8 centerline miles and includes 68.6% of all crashes and 84.6% of KSI crashes that occurred in Winter Park.**

- **Layers a qualitative analysis** by engaging stakeholders and the community and incorporating their feedback and review of the HIN and safety concerns.

- **Identifies barriers and opportunities** to reaching zero in reviewing existing and proposed policy.

- **Accounts for transportation underserved communities** that have been disproportionately affected by traffic crashes. **The percent of pedestrian crashes that resulted in a KSI at nighttime was near equal to those pedestrian crashes resulting in KSIs during daytime lighting. Additionally, pedestrian KSIs occurred most substantially on four-lane roads with 35 – 40 mph speeds.**

- **Prioritizes feasible projects** that will have the greatest safety impacts. Winter Park will work with our regional partners to implement changes and monitor long-term progress on safety.

Safe System Principles

The Safe System Approach acknowledges the vulnerability of the human body when designing and operating a transportation network to minimize serious consequences of crashes. Creating a Safe System means shifting some responsibility from road users to those who plan and design the transportation system. While road users are responsible for their own behavior, there is a shared responsibility with those who design, operate, and maintain the transportation network, including the automotive industry, law enforcement, elected officials, and government agencies. In a Safe System, road system designers and operators take on the highest level of ethical responsibility to design and build our transportation system in a way that encourages safer behavior and provides redundancies.

The Safe System Is Built On The Following Principles:

DEATH AND SERIOUS INJURY ARE UNACCEPTABLE

This plan focuses on eliminating crashes resulting in death and serious injuries in Winter Park by 2050.



HUMANS MAKE MISTAKES

Everyone (people walking, bicycling, driving, etc.) makes mistakes that can lead to a crash. The goal of the SSA is to design and operate our transportation system to ensure these mistakes don't have life-altering impacts.



HUMANS ARE VULNERABLE

Human bodies can only withstand a limited amount of impact from a crash before death or serious injuries occur.



RESPONSIBILITY IS SHARED

Every person in the transportation system, from elected officials to everyday users, to planners and engineers, has a role to play in reaching zero fatalities and serious injuries.



SAFETY IS PROACTIVE

Rather than waiting for a crash to occur, transportation agencies should seek to proactively identify and address dangerous situations.



REDUNDANCY IS CRUCIAL

Redundancy means making sure there are multiple layers of the transportation system working together towards safer outcomes so that if one layer fails, people are still protected.



CHAPTER 1: INTRODUCTION

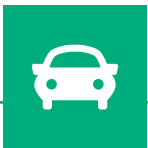
Five Elements of the Safe System Approach

The SSA addresses the five elements of a safe transportation system—safer people, safer vehicles, safer speeds, safer roads, and post-crash care—in an integrated manner, through a wide range of interventions.



SAFER PEOPLE

Encourage safe, responsible driving and behavior by people who use our roads and create conditions that prioritize their ability to reach their destination unharmed.



SAFER VEHICLES

Proactively plan for a connected and autonomous vehicle fleet and encourage the purchase of vehicles that feature crash prevention technology.



POST-CRASH CARE

Partner with law enforcement and emergency response to identify strategic investments in crash response, crash assessment, and crash reporting.



SAFER ROADS

Prioritize roadway design changes throughout the MetroPlan Orlando region that address the factors contributing to severe injury and fatal crashes.



SAFER SPEEDS

Use a multidisciplinary approach that induces drivers to travel at speeds appropriate for the context that will reduce injuries even when human error leads to crash.

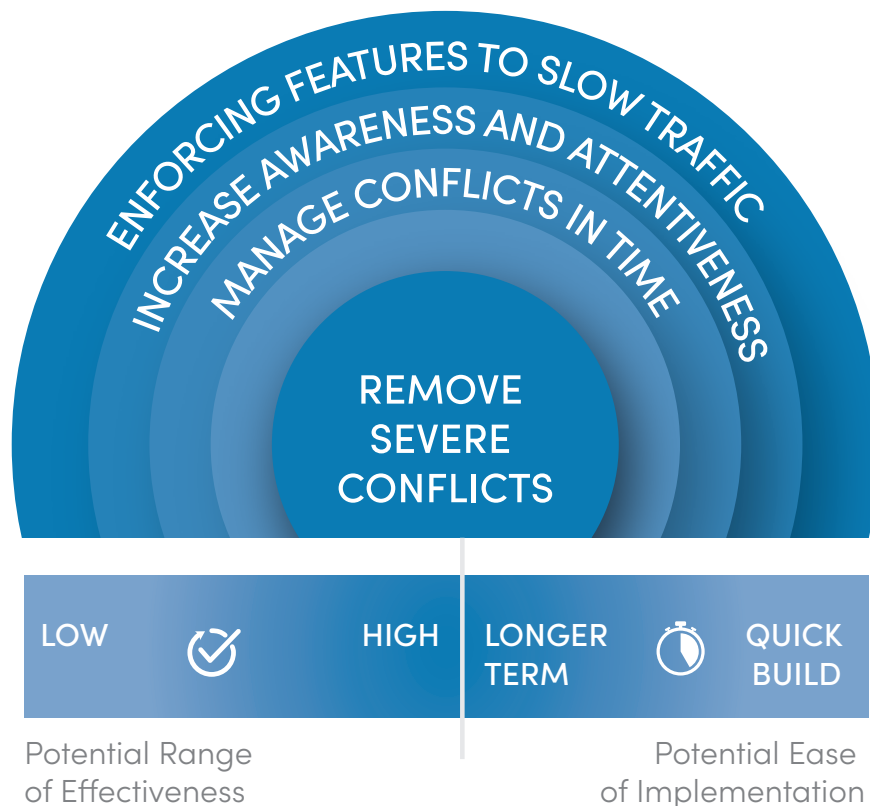
Source: Adapted from Federal Highway Administration, 2024.

Safe System Strategy

Consistent with the Safe System Approach Framework, the planning, design, and operation of facilities within the City of Winter Park should anticipate human error and consider human vulnerabilities. The Institute of Transportation Engineers (ITE) and the Road to Zero Coalition's Safe Systems Explanation and Framework articulate that to anticipate human mistakes, a Safe System seeks to:

- ⦿ Separate users in space by providing road users moving at different speeds or different directions, such as turning vehicles, dedicated space to minimize conflicts with other road users.
- ⦿ Separate users in time when road users need to occupy the same space on the roadway, such as an exclusive pedestrian crossing phase or a dedicated turn phase.
- ⦿ Alert users to potential hazards – through strategies that increase visibility and increase attentiveness, as well as reducing impairment.
- ⦿ Accommodate human injury tolerance through interventions that reduce speed or impact force, like physical design treatments and occupant protection.

These elements provide a system with built-in redundancies to eliminate or greatly reduce the likelihood of death or serious injury when a crash occurs. However, strategies have varying levels of effectiveness, feasibility, and implementation timeframes. FHWA has further developed a draft Safe Systems Solutions Hierarchy (January 2024) within the Safe System elements of Safe Roads. Following this framework, the most effective strategies are those that remove severe conflicts and minimize conflict and speed, providing adequate reaction time for drivers to make adjustments and save lives.





Crash Trends and Analysis





WINTER PARK CRASH TRENDS

The following represents an overview of the crash trends on the roadway network in Winter Park:

YEARS OF CRASH DATA: 2018-2022	TOTAL CRASHES: 6,578	TOTAL FATAL CRASHES: 7	TOTAL SERIOUS INJURY CRASHES: 65
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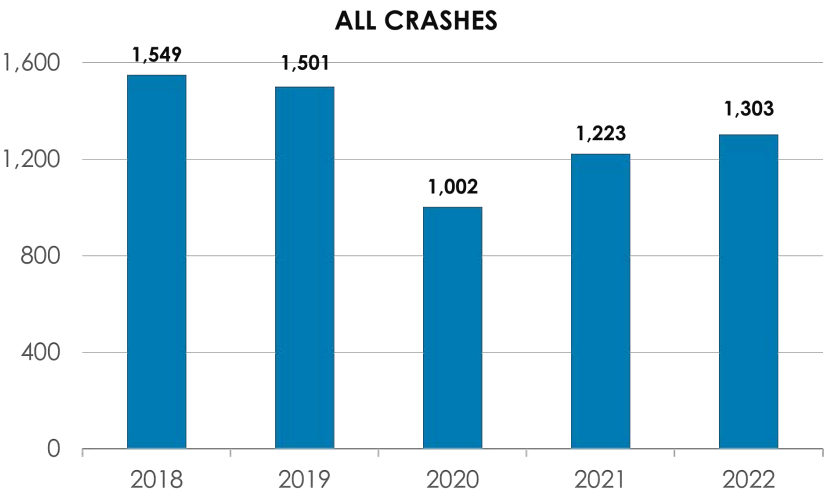
A comprehensive strategy to improve roadway safety requires an understanding of local crash trends and the various factors contributing to such incidents. The primary data was for this analysis was sourced from the University of Florida’s Signal Four (S4) Analytics crash data, offering a solid foundation for the Project Team’s research. This crash data was supplemented with data from the Florida Injury Surveillance System (FISS) and the Florida Department of Transportation (FDOT) Modal Office, to provide more detailed injury information for non-motor vehicle injuries.

Other relevant contextual information was incorporated with the base data. This involved factors such as road conditions, aspects of the constructed surroundings, or social vulnerability factors which can influence both traffic accidents and guide the demand for specific measures. These layers of data helped to understand crash patterns better and sort different crashes into a group of 'collision profiles' that show the factors most common for crashes resulting in fatalities or serious injuries.

CRASHES BY YEAR:

Overall, the city has seen progress in the last 5 years towards lowering total crashes, while simutanously seen setbacks with KSI crashes increasing.

Over the 5-year analysis period, the total number of crashes varied slightly with the highest number of crashes (1,549) occurring in 2018. The lowest number of annual crashes (1,002) was in 2020, likely due to the lower number of trips that occurred in the pandemic year. In review of KSI crashes, a different trend is noted, with the highest number of KSI crashes (15) occurring in 2021 and the lowest number of KSI crashes in 2018 (9).

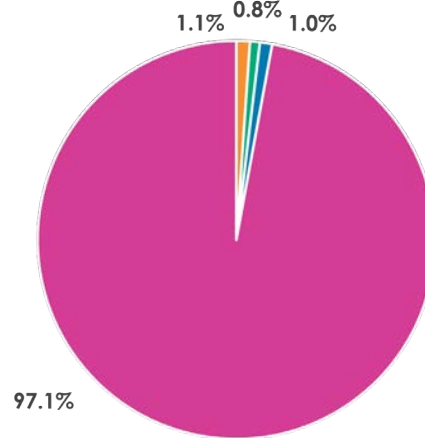


There has been a 15.9% decrease in overall crashes in the five year period.

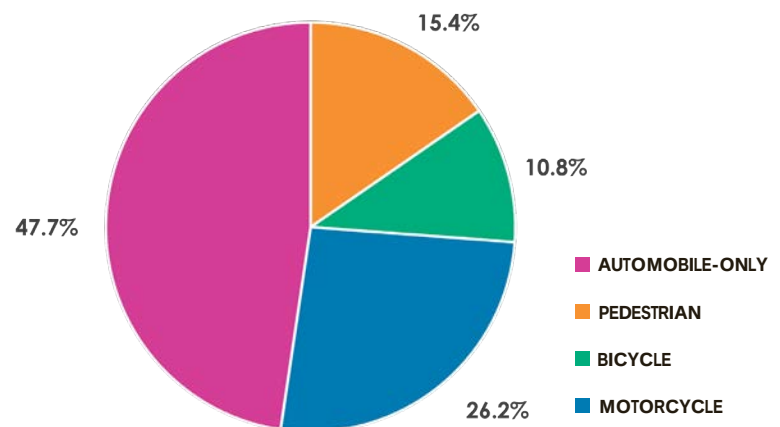
CRASHES BY MODE:

- Pedestrian:** Pedestrian-involved crashes made up 1.1% of all crashes, but 15.4% of KSI crashes, and 14.1% of every pedestrian-involved crash resulted in a fatality or serious injury.
- Bicycle:** Bicycle-involved crashes made up 0.8% of all crashes and 10.8% of KSI crashes, but 13.2% of every bicycle-involved crash resulted in a fatality or serious injury.
- Motorcycle:** Motorcycle-involved crashes made up 1.0% of all crashes, but 26.2% of KSI crashes, and 27.0% of every motorcycle-involved crash resulted in a fatality or serious injury.
- Automobile-Only:** crashes involving automobiles made up 97.2% of all crashes and 47.7% of KSI crashes, but only 0.5% of automobile-only crashes resulted in a fatality or serious injury.

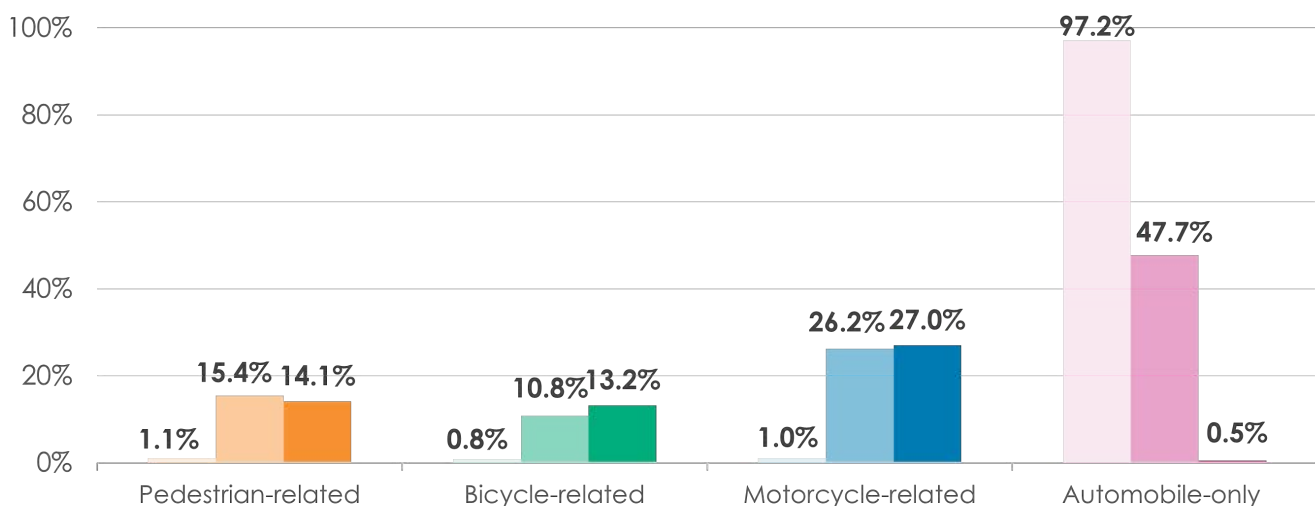
PERCENT SHARE OF CRASHES



PERCENT SHARE OF KSI CRASHES



CRASHES BY TYPE:



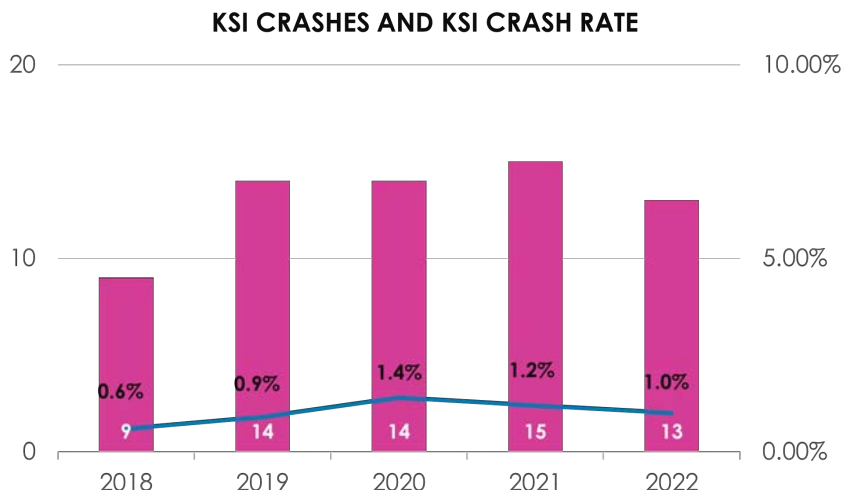
PERCENT OF CRASHES RESULTING IN KSI CRASHES

PERCENT OF KSI CRASHES BY MODE

PERCENT OF ALL CRASHES

CRASHES BY INJURY SEVERITY:

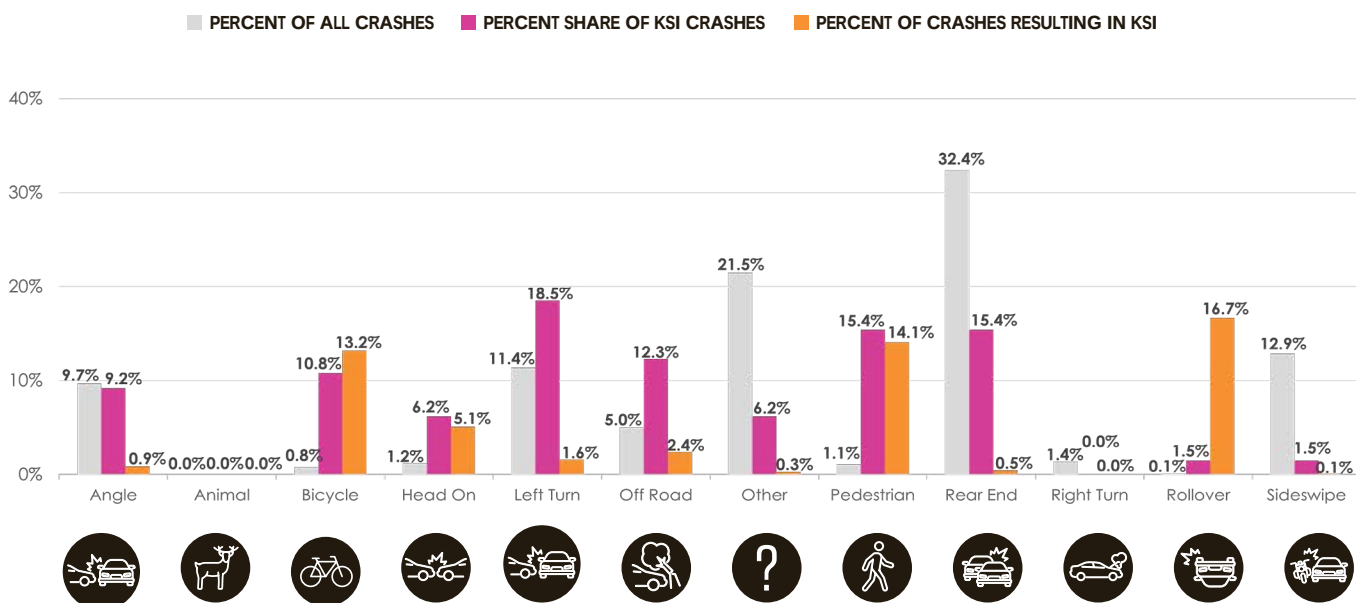
KSI crashes accounted for just 1% of all crashes in the city; however, as shared in the crash analysis by mode of transportation, pedestrians, bicyclists, or motorcyclists are much more at risk of a fatality or serious injury in instance of a crash.



*There has been a **44.4% increase** in KSI crashes in the five year period.*

Rear end crashes were the most common type of crash with 32.4% of the crashes. Left turn crashes, while comprising 17.1% of total crashes, were the most common to result in a fatality or serious injury, constituting 18.5% of all KSI crashes. The second and third crash types most likely to result in a KSI crash were rear end crashes (15.4%) and pedestrian crashes (15.4%). The top two

crash types to occur that result in a KSI are both motorcycle and then pedestrian crashes, which have an increased likelihood of resulting in a KSI, with 27.0% and 14.1% of this crash type resulting in a KSI, respectively.

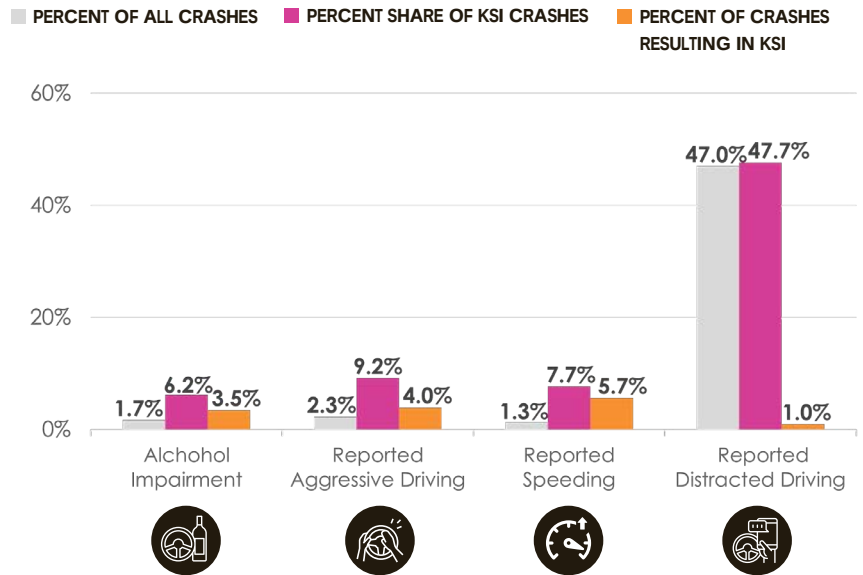


BEHAVIORAL FACTORS:

⊙ **ALCOHOL IMPAIRMENT:** Crashes that involved alcohol impairment comprised 1.7% of all crashes, however, comprised 6.2% of KSI crashes, and 3.5% of every alcohol-involved crash resulted in a fatality or serious injury.

⊙ **SPEEDING:** Crashes that reported speeding comprised 1.3% of all crashes and comprised 7.7% of KSI crashes, and 5.7% of speeding-involved crashes resulted in a fatality or serious injury.

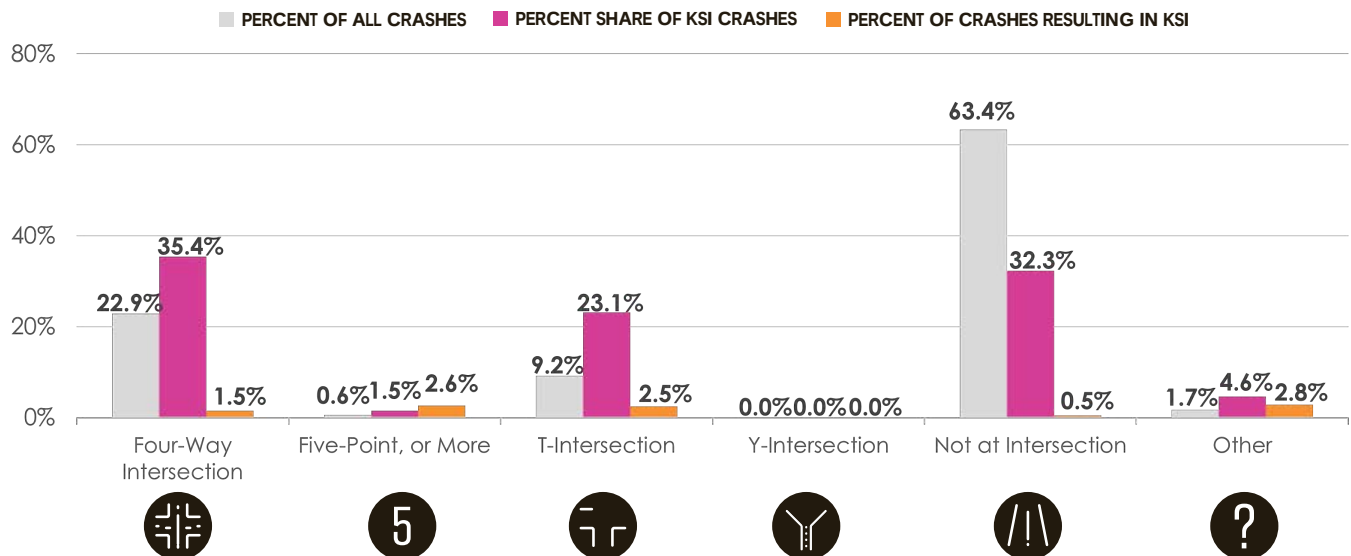
⊙ **AGGRESSIVE DRIVING:** Crashes with reported aggressive driving comprised 2.3% of total crashes and 9.2% of KSI crashes. 4.0% of reported aggressive-driving crashes resulted in a fatality or serious injury.



⊙ **Distracted Driving:** crashes with reported distracted driving comprised 47.0% of all crashes and 47.7% of KSI crashes, 1.0% of reported distracted driving crashes resulted in a fatality or serious injury.

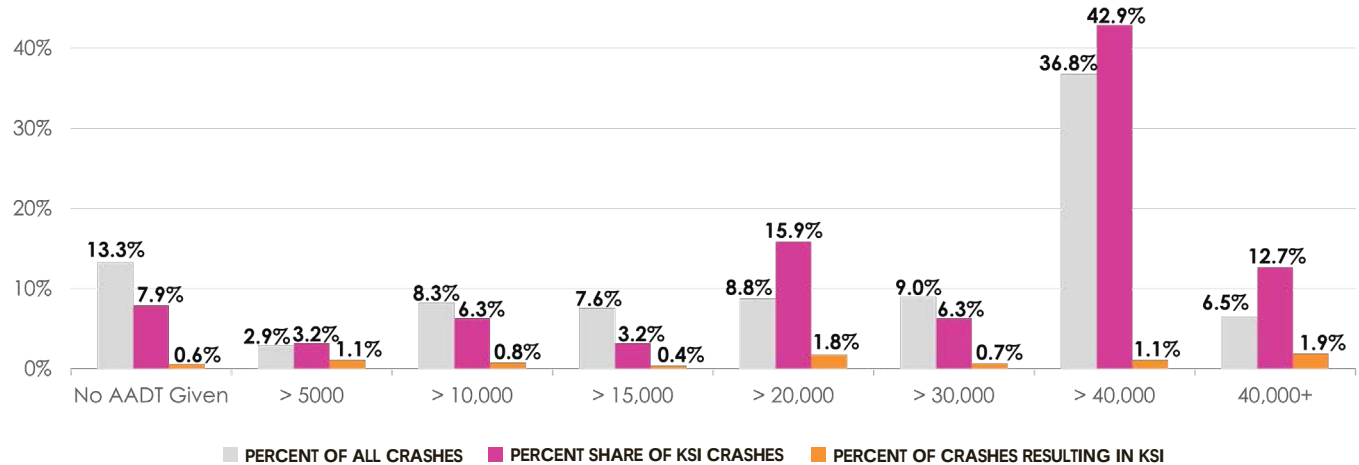
CRASHES BY LOCATION:

⊙ 36.6% of all crashes occurred at an intersection, with crashes occurring at 4-way or T-intersections disproportionately resulting in a serious injury or fatality (approximately 35% and 23% respectively). 63.4% of crashes in Winter Park occurred outside of intersections.



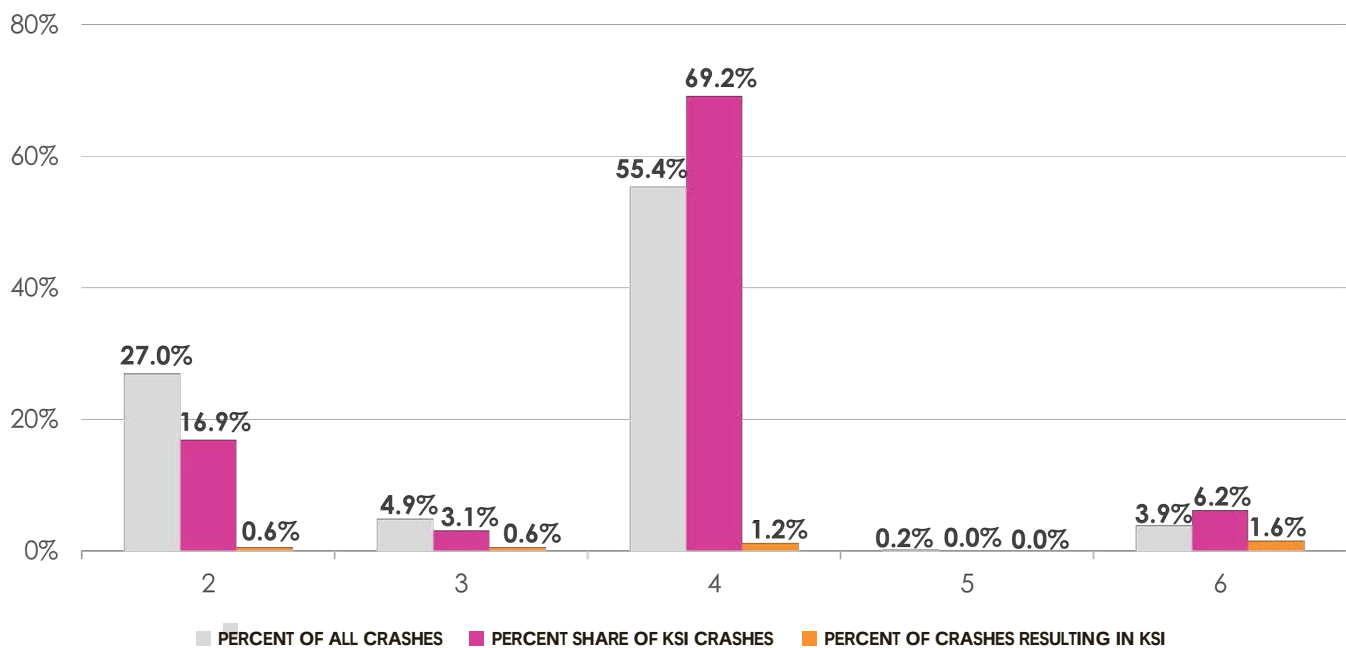
ROADWAY VOLUME (AADT):

Approximately 36.8% of all crashes occurred on roadways with traffic volumes between 30,000 and 40,000 daily trips.



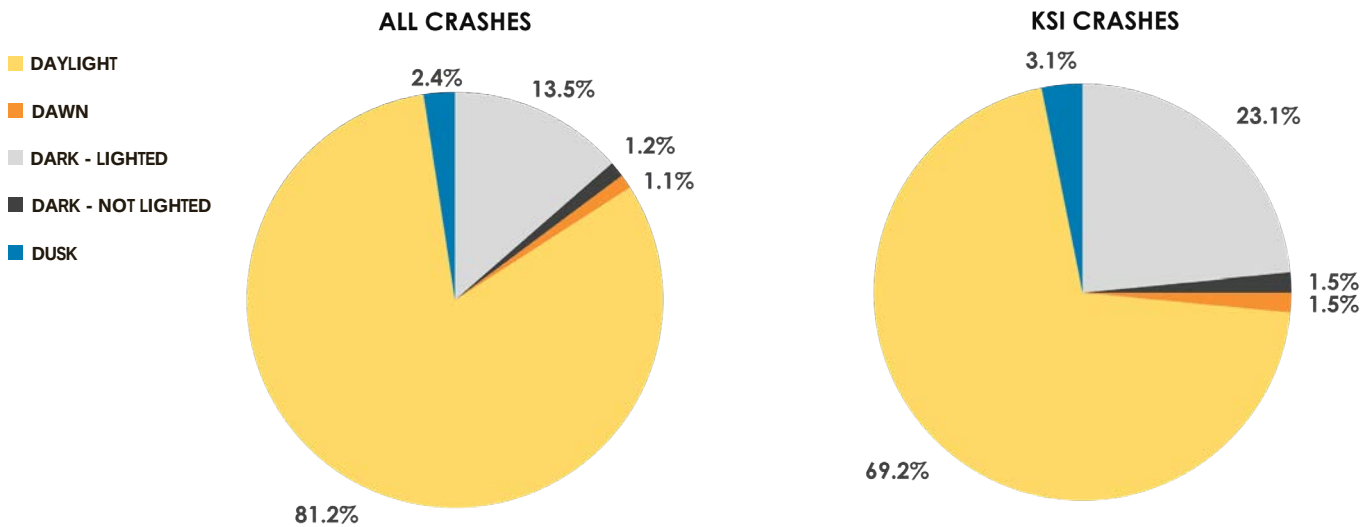
NUMBER OF LANES:

Approximately 55.4% of all crashes in the city of Winter Park occur on roadways with 4 travel lanes. The proportion of KSI crashes also increased as the number of lanes increased, with approximately 69.2% of KSI crashes occurring on roadways with 4 travel lanes.



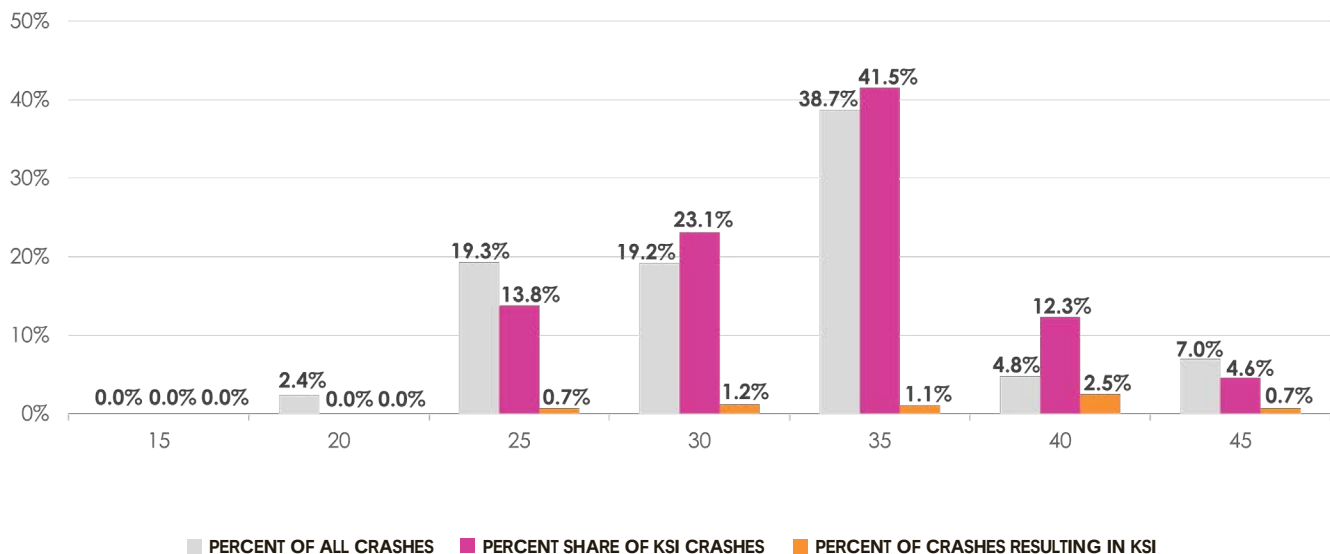
LIGHTING CONDITIONS:

Most crashes occurred during daylight hours (81.2%); however, crashes that occurred during dark conditions were more likely to result in a serious injury or fatality. Dark – lighted conditions were reported for 23.1% of KSI crashes in Winter Park, and dark – not lighted conditions were reported for 1.5% of KSI crashes.



POSTED SPEED LIMIT:

Crashes disproportionately occurred on roadways with higher speeds. With 38.7% of crashes in the County occurring on roadways with a posted speed limit of 35 mph. 58.4% of the County's KSI crashes occur on roadways where the posted speed is 35 mph or greater. Review of both the countywide and unincorporated crash trends reveals that as speeds increase, there was a higher chance that the crash resulted in a KSI, with speeds of <25 miles per hour resulting in less than a 0.7% chance of a KSI; whereas 2.5% of crashes resulted in a fatality or serious injury where the speed limit was 40 mph.



High injury network

The next step in creating the Vision Zero Action Plan was to identify the High-Injury Network (HIN) for the roadways in Winter Park. The HIN is a key tool for prioritizing countermeasures and helps Winter Park target safety improvements where they are most needed. The HIN for Winter Park was based on a thorough review and analysis of crash data to find locations with a high number of severe injuries and fatalities in the past five years (2018-2022). The Project Team also checked the quality and accuracy of crash citation records to verify the location of crashes only on the state roadway system. The approach to developing the HIN, along with a tie the associated collision profiles from the crash analysis, intentionally excludes limited access (LA) facilities such as Interstate 4, or other tolled roadways and corresponding on-off ramps. The top 13 HIN corridors are identified below:

Overall Rank Worst Segment)	Road Name	From	To	Length (mi)	Total Crashes (KSI Crashes)	Automobile Crashes (KSI Crashes)	Pedestrian Crashes (KSI Crashes)	Bicycle Crashes (KSI Crashes)	Motorcycle Crashes (KSI Crashes)
1	SR-527	Berkshire Ave	S. Park Ave	1.41	404 (3)	396 (1)	2 (0)	2 (1)	4 (1)
2	Orlando Ave	Norfolk Ave	Elvin Ave	1.96	844 (9)	814 (4)	8 (3)	10 (1)	12 (1)
3	W Fairbanks Ave	Driver Ave	Pennsylvania Ave	1.75	520 (9)	508 (1)	3 (2)	0	9 (6)
4	Fairbanks / Osceola /Aloma	S Park Ave	Balfour Dr	2.27	638 (7)	619 (0)	5 (1)	1 (0)	13 (6)
5	Pennsylvania Ave	Melrose Ave	SR. 527	0.67	59 (2)	57 (2)	0	1 (0)	1 (0)
6	Lakemont Ave	Glenridge Way	Pine Ave	2.24	218 (3)	211 (2)	4 (0)	3 (1)	0
7	N Denning Dr	Minnesota Ave	SR. 17	1.43	53 (2)	52 (2)	0	0	1 (0)
8	Howell Branch Rd	Horatio Ave	N. Lakemont Ave	0.92	102 (1)	99 (1)	1 (0)	1 (0)	1 (0)
9	Lee Rd	Gloriosa Ave	SR. 17	1.07	202 (1)	198 (0)	2 (0)	2 (1)	0
10	Morse Ave	Denning Dr	S. Park Ave	0.68	69 (0)	65 (0)	3 (0)	1 (0)	0
11	Canton Ave	US 17-92	N. Virginia Ave	0.63	26 (0)	26 (0)	0	0	0

However, many of these crashes occurred on FDOT-controlled roadways where Winter Park has a limited ability to intervene regarding roadway design or function. To prioritize safety projects to locally controlled segments, and encourage local engagement with safety projects, the top 4 non-FDOT roadway segments were identified. Safety improvements at these locations have the most potential to provide the highest crash reductions and enhanced safety for the most vulnerable users, these segments are identified in Chapter 6 of this plan, as these roadways are given the greatest priority for safety improvements.

Crash Profiles

After analyzing the crash trends and the HIN, the Project Team identified 12 collision profiles that show the main causes of fatal and serious injuries on Winter Park's roads. These profiles give more information about the highest risk factors for crashes in Winter Park.

VHB used a decision tree analysis to examine other factors that contributed to the specific cases of KSI crashes for each of the collision profiles identified. A decision-tree analysis is a useful tool that can help understand the complicated interactions between different factors, such as roadway features, socioeconomic factors, and community needs like school proximity and park access. By finding common elements and situations that cause severe crashes, Winter Park can better recognize patterns and trends that allow us to focus on and address specific behaviors, locations, types of road users, and/or times that have higher risks. If a collision profile shows a pattern of left turn accidents in areas without turn lanes, a proposed change could be made for signalization timing or adding protected turn lanes. Instead of treating crashes as separate incidents, the collision profiles show where dangerous collisions are a conjoining of a multitude of factors, allowing us to use resources effectively to deal with systemic issues and offer targeted solutions.

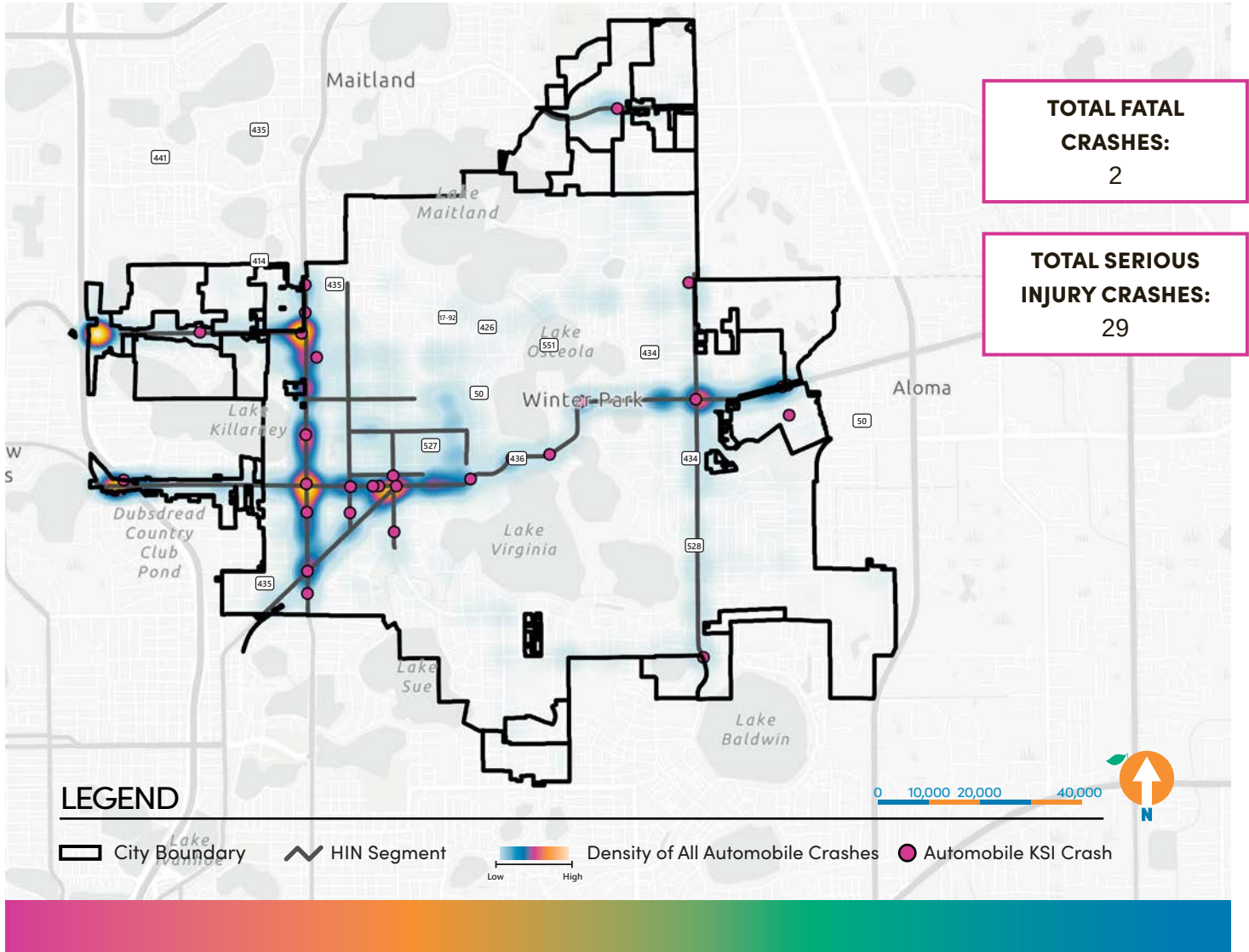
#	Crash Profile	Total Crashes	Percent of Total Winter Park Crashes	KSI	Percent of Total Winter Park KSI Crashes	Percent of Crashes Resulting in KSI
1	Angle	635	9.70%	6	9.20%	0.90%
2	Left Turn	747	11.40%	12	18.50%	1.60%
3	Rear End	2,128	32.40%	10	15.40%	0.50%
4	Bicycle	53	0.80%	7	10.80%	13.20%
5	Motorcycle	63	1.00%	17	26.20%	27.00%
6	Pedestrian	71	1.10%	10	15.40%	14.10%
7	Speed Related	88	1.30%	5	7.70%	5.70%
8	Distract Driving	3,091	47.00%	31	47.70%	1.00%
9	Aging Driver	1,325	20.10%	9	13.80%	0.70%
10	Context Classification C4	4,055	61.60%	45	69.20%	1.10%

Modal Crash Trends

This section provides an overview of crash trends by mode that occurred in the city, revealing the most common factors specific to pedestrian, bicycle, motorcycle, and automobile-only crashes, with emphasis placed on identifying the contributing factors most likely to result in a fatality or serious injury. The maps on the following pages share an HIN specific to each mode, as well as the top contributing factors leading to these crashes.

AUTOMOBILE-ONLY HIN AND CRASH TRENDS

The following represents an overview of the **6,391** automobile-only crashes that occurred in the City of Winter Park.

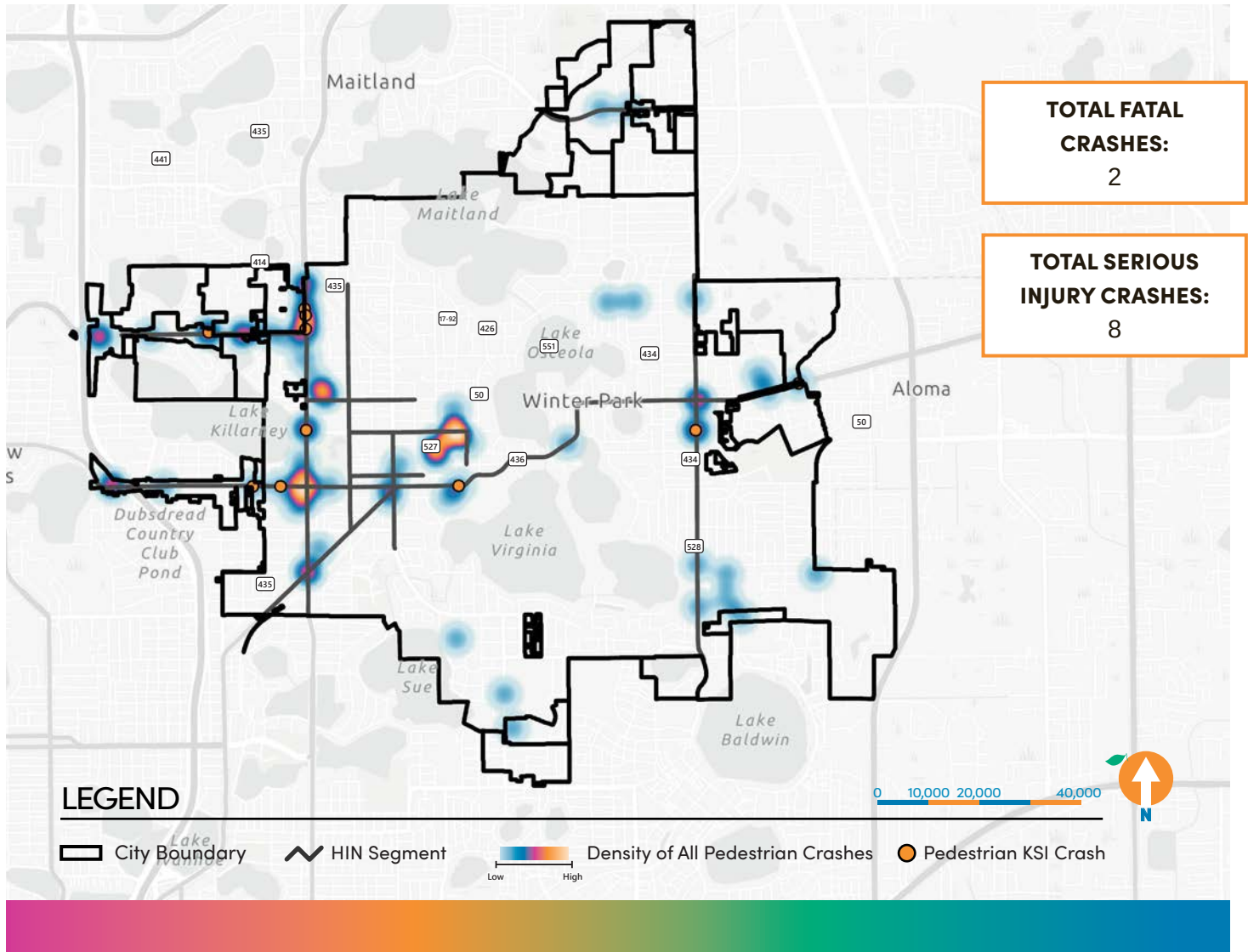


TOP CONTRIBUTING FACTORS FOR AUTOMOBILE-ONLY KSI CRASHES

- Without bicycle lanes, comprising **100%** of all automobile-only KSI crashes
- In the C4 Context Classification, comprising **67.7%** of all automobile-only KSI crashes
- In locations without presence of median, comprising **54.8%** of all automobile-only KSI crashes
- With reported aggressive driving, comprising **51.6%** of all automobile-only KSI crashes
- In locations with posted speed limit of 35 mph, comprising **41.9%** of all automobile-only KSI crashes
- At four-way intersections, comprising **41.9%** of all automobile-only KSI crashes

PEDESTRIAN HIN AND CRASH TRENDS

The following represents an overview of the **71** pedestrian-involved crashes that occurred in the City of Winter Park.

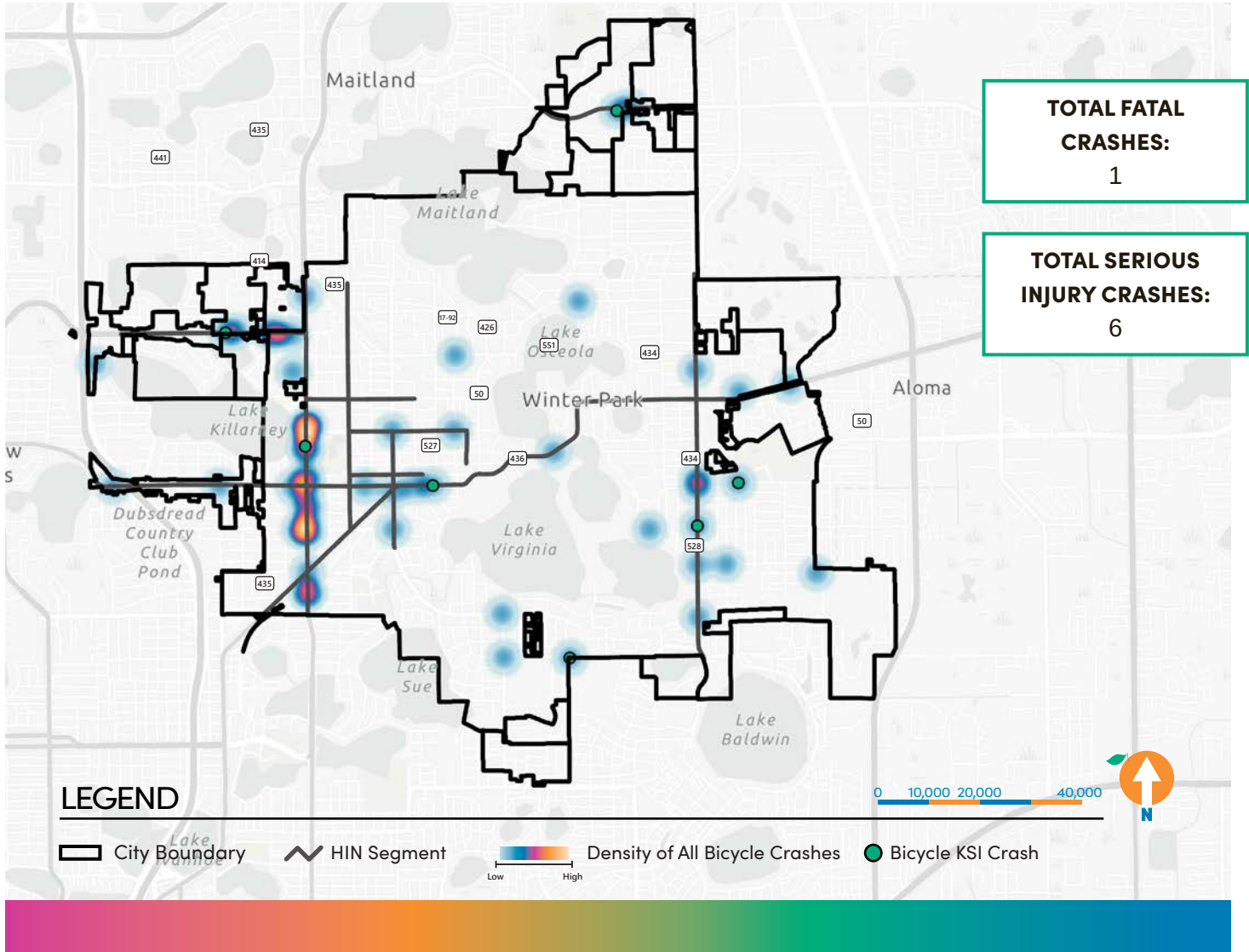


TOP CONTRIBUTING FACTORS FOR PEDESTRIAN-INVOLVED KSI CRASHES:

- on roads with the C5 Context Classification, with **100%** of these crashes resulting in a KSI
- In dark-unknown or dark-lighted conditions, with **66.7%** of these crashes resulting in a KSI
- In locations with posted speed limit of 40 mph, with **57.1%** of these crashes resulting in a KSI
- When a motorist failed to yield, comprising **50.0%** of all pedestrian KSI crashes
- On roads with 5 lanes, comprising **50.0%** of all pedestrian KSI crashes
- On a roadway segment, comprising **40.0%** of all pedestrian KSI crashes

BICYCLE HIN AND CRASH TRENDS

The following represents an overview of the **53** bicycle-involved crashes that occurred in the City of Winter Park.

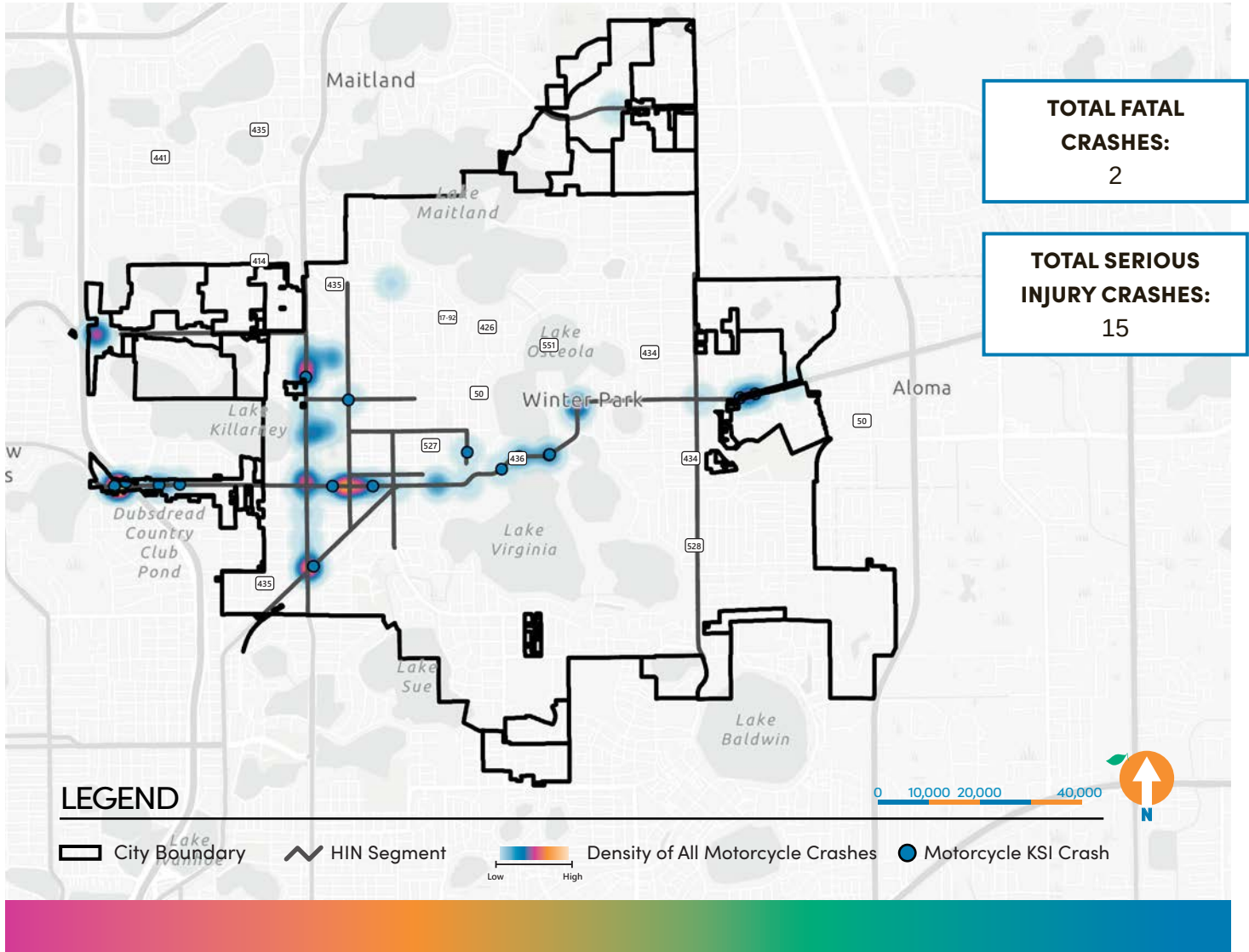


TOP CONTRIBUTING FACTORS FOR BICYCLE-INVOLVED KSI CRASHES

- ◉ In locations with one bicycle lane, with **100%** of these crashes resulting in a KSI
- ◉ With reported aggressive driving, with **100%** of these crashes resulting in a KSI
- ◉ In dark not-lighted conditions, with **33.3%** of these crashes resulting in a KSI
- ◉ On roads with 3 lanes, with **33.3%** of these crashes resulting in a KSI
- ◉ On roads with volumes between 10,000-15,000 AADT, with **33.3%** of these crashes resulting in a KSI
- ◉ At t-intersections, with **30.0%** of these crashes resulting in a KSI

MOTORCYCLE HIN AND CRASH TRENDS

The following represents an overview of the **63** motorcycle-involved crashes that occurred in the City of Winter Park.



TOP CONTRIBUTING FACTORS FOR MOTORCYCLE-INVOLVED KSI CRASHES:

- Without bicycle lanes, comprising **94.1%** of all motorcycle KSI crashes
- With reported speeding, with **80.0%** of these crashes resulting in a KSI
- With reported aggressive driving, with **66.7%** of these crashes resulting in a KSI
- At t-intersections, with **66.7%** of these crashes resulting in a KSI
- Between the hours of 9 PM to 12 AM, with **62.5%** of these crashes resulting in a KSI
- On roads with volumes between 30,000-40,000 AADT, comprising **47.1%** of all motorcycle KSI crashes

Public Engagement

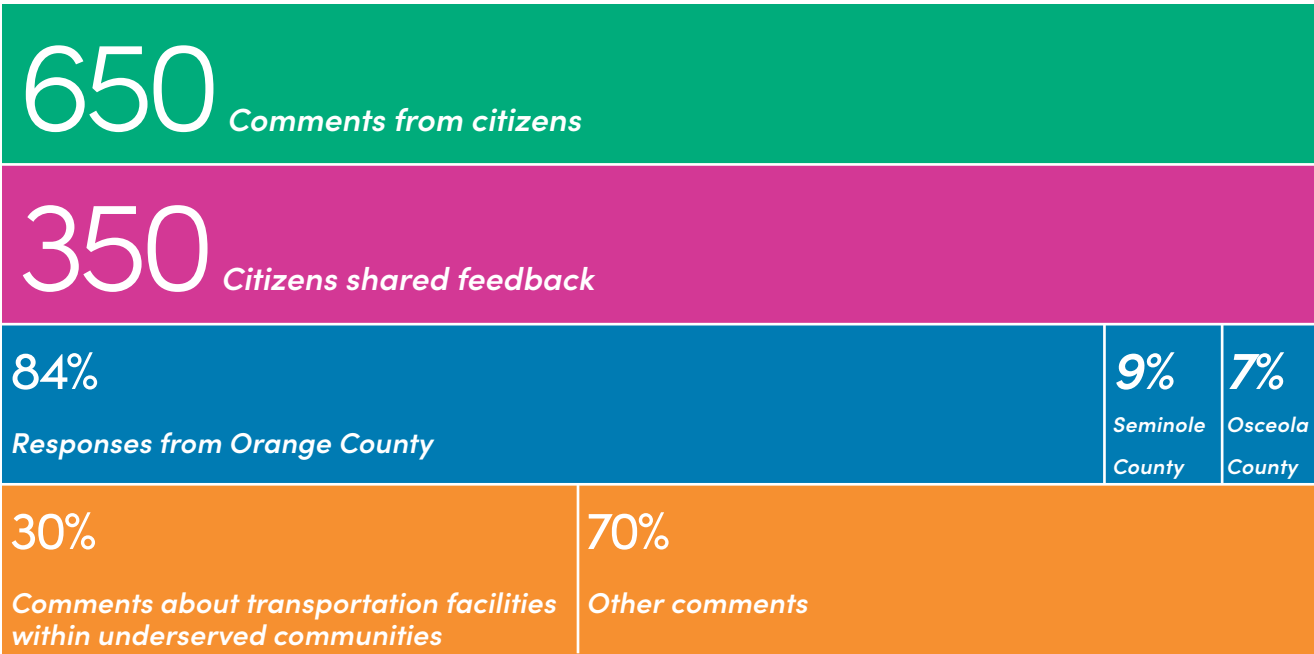


CHAPTER 3: PUBLIC ENGAGEMENT

The Action Plan’s **public engagement plan** is organized around an incremental and layered approach, where members of the project team, established a Working Group made up of key stakeholders, and collaborated with community partners and elected officials. **In-person engagement** was supplemented by **virtual** and **digital campaigns** designed to bring awareness to the plan itself, as well as engagement related activities.

Brand Development

The vision zero brand helps to generate visibility and familiarity in an effort to achieve campaign participation community wide. The Winter Park brand is easily recognizable, incorporating the character of the city into the larger vision zero goal: **to reduce the number of fatalities and severe injuries on the transportation system to zero by 2050.**



Source: Central Florida Regional Vision Zero Action Plan

Project Team

The Project Team was responsible for facilitating the development of the Action Plan and initiating the ongoing implementation of the plan. The Project Team was comprised of City leadership and key staff along with the Consultant Team, creating a successful platform for coordinated efforts and cross-collaboration from a diverse range of perspectives.

Vision Zero Working Group

The Winter Park Working Group consisted of a core group of stakeholders tasked with guiding the implementation of the Action Plan and acting as plan ambassadors to ensure the principles of Vision Zero are at the forefront of future transportation planning decisions. These stakeholders should include local agency staff, elected officials, and additional members that represent different perspectives and interests within the City of Winter Park. The outcome of successful engagement strategy encourages ongoing commitment from key elected official and local agency leaders.

The Vision Zero Working Group members are key champions who:

- Provide overall guidance on the Action Plan's development
- Facilitate engagement with community members, advocacy groups, and other relevant stakeholders
- Collaborate with the project team to develop strategies and policies that align with Vision Zero goals
- Take ownership of Final Action Plan to ensure ongoing commitment and coordination in the implementation of the action plan.



The Working Group convened in five interactive working sessions over the course of the plan development process, providing insight on the following topics:

Meeting 1

Introductions and Overview of the Scope, Vision Zero, and Safe System Approach

Meeting 2

Review of Crash Trends, Draft High Injury Network, and Public Engagement Activities

Meeting 3

Review of Revised High Injury Network and Collision Profiles, and Updates on Public Engagement

Meeting 4

Updates on Policy Review, Review of MetroPlan Orlando Countermeasures Toolkit, and Consideration of Draft Prioritization CriteriaPublic Engagement

Pop-up Events

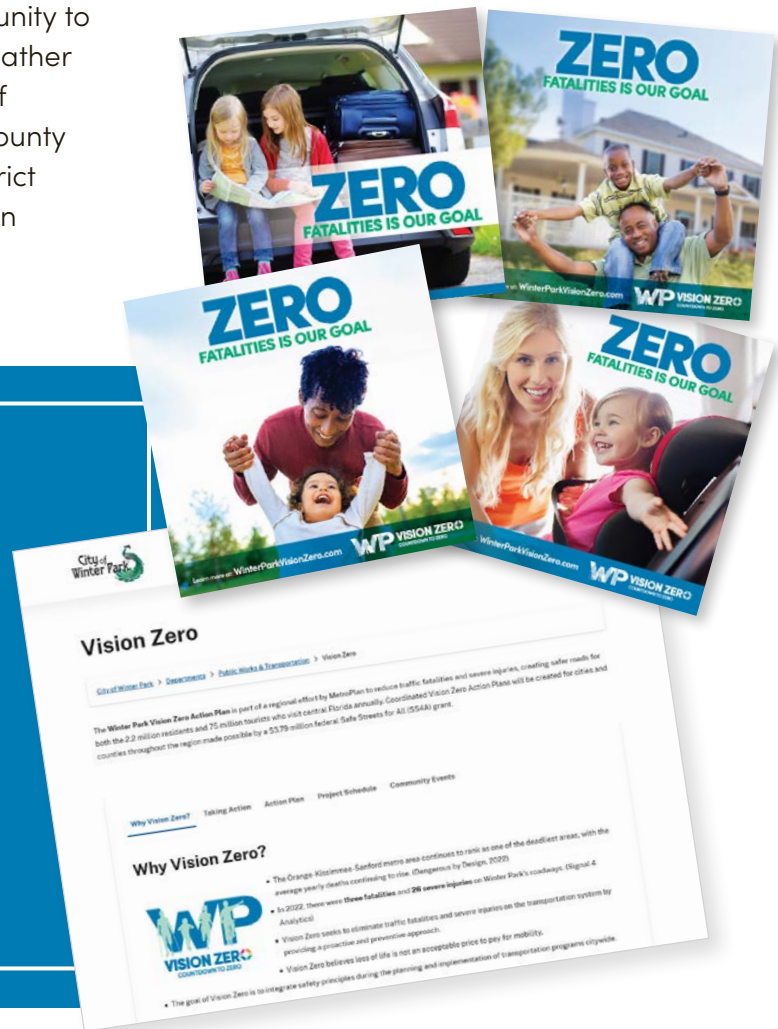
A variety of pop-up events were done throughout the City to further engage the community to inform them about the Action Plan and gather feedback on safety concerns. As a part of these efforts, the City participated in a County led community workshop, led by the District Commissioner Bonilla, and hosted its own "hybird" Town Hall Meeting.

Virtual Events

- Project Website
- Social Media Campaign
- Event Flyers

"Pop-Up" Events

- Run4Love 5K- February 10
- Orange County D5 Community Workshop - February 29
- Farmers Market - March 23
- Hybrid Town Hall - March 36



Virtual Events

WINTER PARK VISION ZERO ACTION PLAN BRAND & WEBSITE

As part of the Public Engagement Process, a website was created for the Vision Zero Action Plan. The website details project background, data analysis and links, and provides important project updates. This website will also be an important avenue for continued engagement with the public after plan implementation.

SOCIAL MEDIA MARKETING CAMPAIGN

In coordination with the Winter Park Communications Department, social media content was generated for spreading awareness of the public meetings on the county's various outlets. The Social Media package is included in the Appendix. Future use of these assets may include ongoing educational and awareness campaigns and notification of public on important project updates and implementation measures.

What we heard...

Would like to see wider bike lanes overall – need the safe space; Weatherbee bike lanes.

Palm Avenue is dangerous – there is cut through traffic and speeding

Palmer and Temple – landscaping overgrown

West Fairbanks between 17-92 is dangerous – no buffer on the sidewalks and the Fairbanks curves.

A good program may be to kickoff safety programs with HOAs – Examples: Toscano drives with respect – stop at stop signs, drive 18 miles per hour, and stop for pedestrians.

Glenridge near Winter Park Road - there is a cross walk, but no speed bumps and traffic moves very quickly. Schools nearby.

Speeding problem on Lockberry Road in between Pine and YMCA.

Palmer and Terrace intersection issues.

As a best practice, would like to see more narrowing of lanes, complete streets, and RRFBs.

Winter Park road towards Corrine Drive. No bike lanes and kids are riding on sidewalks.

Fairbanks/Formosa – lighting and sidewalks needed.

Dartmouth/Pinewood- sidewalks needed.



CHAPTER 4

Policy Review



CHAPTER 4: POLICY REVIEW

In preparing this policy review, the project team conducted a thorough examination of various local policies and plans. The focus was on identifying opportunities to strengthen consistency between these documents and the Vision Zero initiative, as well as pinpointing any barriers to achieving zero fatalities and severe injuries.

The Comprehensive Plan's Transportation Element, Transportation Master Plan, the Land Development Code, and the Intersection Analysis were selected for review because they are relevant to the current and future transportation conditions and challenges in the City of Winter Park. These documents provide guidance and regulations for how the city plans, designs, builds, operates, and maintains its transportation network and facilities. They also reflect the city's vision, goals, objectives, and policies for mobility, accessibility, connectivity, and safety.

These documents were chosen with input from local staff who are familiar with the city's context and needs. They also represent different levels of planning and design, from the broad and long-term perspective of the Comprehensive Plan to the specific and short-term analysis of the intersection. By reviewing these documents, we aim to assess how well they incorporate the principles and practices of a safe systems approach to transportation planning and identify gaps and opportunities for improvement.

Comprehensive Plan Transportation Element–

The City of Winter Park's Transportation Element of the Comprehensive Plan provides a framework for developing and maintaining a balanced and safe transportation system that promotes a walkable, bicycle-friendly environment while also

ensuring efficiencies along the roadway network.

Transportation Master Plan– The Winter Park Transportation Master Plan (TMP) is a comprehensive framework aimed at enhancing the city's transportation infrastructure and services. The plan emphasizes multimodal transportation, safety, and efficiency, while addressing current and future transportation needs. Key features include roadway reconfiguration, pedestrian and cyclist safety improvements, technology enhancements, and policies for speed management and traffic calming. The plan also integrates the goals of the city's Comprehensive Plan and aligns with regional and federal transportation initiatives.

Land Development Code– Winter Park's Land Development Code (LDC) Article 3 focuses on zoning regulations. The LDC establishes guidelines and requirements for land use, building specifications, and the overall development process within Winter Park. This includes conditional use approvals, public hearing procedures, and specific standards for various types of land development and use. Regulations within the LDC also outline the processes and standards for subdividing and consolidating lots within Winter Park, including procedural steps for securing approvals, conformance to comprehensive plans, specifications for preliminary and final plats, design standards for lots, blocks, streets, alleys, and easements, as well as parks and recreation dedications. The LDC emphasizes conformance with existing neighborhood standards and comprehensive plans, detailing requirements for lot sizes, street design, utilities, and environmental considerations.

Policy Recommendations

LAND DEVELOPMENT CODE (ZONING)



Parking Regulations that Support Safe Systems (Sec. 58-86 / Individual District Sections):

Revise parking regulations to discourage excessive reliance on cars. This could involve reducing minimum parking requirements and encouraging the development of car-free zones or areas with limited parking availability, especially in densely populated or pedestrian-heavy areas.



Incorporate Vision Zero Goals into Conditional Use Criteria (Sec. 58-90/ Individual District Sections):

When evaluating conditional use permits, include criteria that assess how the proposed use contributes to Vision Zero goals. For example, developments should demonstrate how they will mitigate additional traffic and enhance safety for all road users.



Require Safe Pedestrian and Cycling Connectivity (Section on Connectivity and Subdivision Design):

Implement regulations that require new developments to provide safe and direct pedestrian and bicycle connections to nearby amenities, transit stops, and other neighborhoods. This could involve mandating the construction of sidewalks, bike paths, and safe crossing points in new subdivisions.



Integrate Safe Streets Design (Individual District Sections):

Amend zoning categories to include requirements for street designs that prioritize pedestrian and cyclist safety. This could involve mandating features like wide sidewalks, protected bike lanes, street lighting, and pedestrian crossings within certain zoning districts, especially in areas with high pedestrian activity.

Countermeasures

The City of Winter Park implements a variety of countermeasures to address safety issues. The Land Development Code, the Comprehensive Plan's Transportation Element, and the Transportation Master Plan, are all documents that contain countermeasures or have the capability to contain countermeasures.



LAND DEVELOPMENT CODE

The reviewed LDC sections do not explicitly list traffic safety countermeasures.

Zoning regulations can indirectly serve as countermeasures by promoting safer community layouts and land uses that reduce conflict points and encourage non-motorized transportation.

Integration of explicit traffic safety countermeasures and design principles in future revisions could strengthen its alignment with Vision Zero.

TRANSPORTATION MASTER PLAN



Quick-Build Capital Projects: Allocate funding for quick build traffic safety improvements. Identify high impact, low cost, and scalable solutions.



Speed Feedback Signs: Implemented in school zones and other critical areas to regulate speed.



Safe Speeds Initiatives: Include broader strategies for speed management beyond targeted areas, possibly integrating automated speed enforcement with equitable enforcement policies.



Pedestrian Countdown Signals and Accessible Pedestrian Signals: Enhance pedestrian safety at intersections.



Enhanced Post-Crash Care Policies: Develop strategies for improving emergency response and post-crash care systems.



Leading Pedestrian Intervals: Provide pedestrians a head start at traffic signals to reduce conflicts with turning vehicles.



Safe Vehicles Promotion: Introduce initiatives encouraging the use of advanced safety features in vehicles.



Traffic Management Center: City is actively developing a Traffic/Event Management Center (TMC.)



Complete Streets and Safe Road Design: Emphasizes designs accommodating all modes of transport, especially in high-traffic areas.

COMPREHENSIVE PLAN



Adopt a citywide Vision Zero Policy:

A citywide Vision Zero Policy could commit to eliminating traffic fatalities and serious injuries by 2030.



Enforcement countermeasures:

Involve the use of law enforcement to deter and enforce traffic violations.



Develop a Complete Streets Policy:

A Complete Streets Policy could ensure that all new and existing streets are designed and operated to accommodate the needs of all users, regardless of age, ability, or mode of travel.



Education countermeasures: Involve raising awareness of traffic safety issues and teaching people how to be safe users of the transportation system.



Implement a Network of Low-stress

Bikeways: These bikeways could connect key destinations and provide safe and comfortable facilities for cyclists of all skill levels.



Technology countermeasures: Involve the use of technology to improve safety, such as using red light cameras and speed cameras.



Engineering countermeasures: Include physical changes to the roadway or environment, such as installing traffic signals, crosswalks, and bike lanes.



CHAPTER: 5

Toolkit and Prioritization





The **Non-Engineering** and **Engineering Countermeasure Toolkits** were developed to help inform various safety solutions around the region. The toolkits are provided in the appendix with a high-level summary provided in this chapter.

NON-ENGINEERING COUNTERMEASURES

aim to influence users by changing the social environment to encourage or enforce the desired behavior. Strategies can be employed at scale to influence large segments of the community via marketing campaigns, high-visibility enforcement and publicized

The toolkit presents non-engineering countermeasures organized into the five categories of the Safe System Approach, which include Safe Road Users, Safe Speeds, Safe Roads, Post Crash Care, and Safe Vehicles.

The non-engineering countermeasures included in the toolkit are not intended to be an exhaustive list of strategies but serve as a framework for identification of non-engineering countermeasures as a part of Action Plan development. As agencies implement non-engineering countermeasures, they should consider how they will reach the most vulnerable populations. The toolkit provides references to source documents and users of the guide are encouraged to review applicable source documents related to their specific safety issues and goals.

Non-engineering countermeasure toolkit organization

**Safer people**

- Public information, social marketing, and educational campaigns
- Enforcement

**Safer speeds**

- Speed limit setting
- High-visibility enforcement
- Automated enforcement

**Safer vehicles**

- Emergency technology
- Vehicle maintenance

**Safer roads**

- Improved data sharing
- Pilot and demonstration projects
- Road maintenance and maintenance of traffic
- Policies and standards
- Grant opportunities

**Post-crash care**

- Emergency medical services
- Trauma care
- Fatal crash response team
- Traffic incident management
- Post-crash strategies

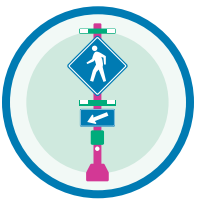
ENGINEERING COUNTERMEASURES

The purpose of the Engineering Countermeasure Toolkit is to establish a shared understanding of key strategies available to address roadway safety issues in our community that align with the Safe System strategy. The key objectives of the Toolkit are to:

1. Inform partner jurisdictions about safety treatment options and their appropriate uses and contexts,
2. Communicate safety tools using easy-to-understand language and graphics,
3. Facilitate coordination between staff, contractors, developers, and the community when discussing transportation safety improvements, and
4. Create a shared understanding and realistic

expectations around safety treatments.

The Toolkit describes a variety of engineering countermeasures, how they can be applied to address safety, and their expected effectiveness i.e., crash reduction, when available. The expected crash reduction is based on Crash Modification Factors from the Federal Highway Administration's (FHWA) Crash Modification Clearinghouse or other published studies. The Toolkit also includes general information about each tool's application, typical placement, estimated costs, and delivery timelines. The Engineering Countermeasure Toolkit is not intended to be a menu from which community members can request safety tools for their street. Before a specific countermeasure



Signing and Striping

Pedestrian safety countermeasures are crucial in creating safe roadways for all users. The implementation of engineering solutions such as crosswalk enhancements (high-visibility crosswalk markings), signal improvements (pedestrian countdown timers, lead pedestrian intervals) together will help to save lives. The introduction of suitable signage and striping to enhance visibility and integration of advanced technology can also support ongoing pedestrian and bicycle safety. Alongside these, education programs and enforcement of traffic laws contribute to cultivating safer behaviors. These countermeasures, when executed in a comprehensive and context-sensitive manner, can significantly improve vulnerable roadway user safety on City of Winter Park streets.

WINTER PARK SIGNING AND STRIPING SAFETY SPOTLIGHT: DENNING DRIVE

The Denning Drive Complete Street project intends to enhance mobility and safety for people outside of cars, through the widening sidewalks, improved pedestrian crossings with signage, and improved connectivity of neighborhoods, parks, and civic destinations. This investment has helped to improve the experience for pedestrians, cyclists, transit users, and drivers alike.





Speed Management

Addressing speed is fundamental to the Safe System Approach to making streets safer, and a growing body of research shows that speed limit changes alone can lead to measurable declines in speeds and crashes. The first step to identifying appropriate speeds involves identifying potential conflicts on the road, which may include sharp bends, high-traffic zones, location of community assets such as schools, or areas with a large number of vulnerable roadway users. Once these potential safety concerns have been identified, comprehensive analyses need to be carried out to identify appropriate design speed and target speed.

Determined safe speeds can be implemented through continuous observation of roads, conditions, and speeds, and making necessary adjustments, thus ensuring careful and considerate driving. Continuous monitoring and enforcement may be undertaken, making sure that the selected speed is suitable for the circumstances. Regular reviewing of the effectiveness of the speed choice is essential, as it will assist in identifying necessary amendments to be made.



Other Engineering Strategies

Other engineering strategies represent cross-cutting transportation safety countermeasures that apply a broad approach to enhance safety across multiple modes of transport, addressing the needs of motorists, cyclists, and pedestrians alike. These countermeasures, implemented in an integrated manner, can contribute significantly to making transportation systems safer and more efficient such as lighting and access management.

Design speed and target speed are two critical terms that come into play when considering traffic safety and road design. Both design speed and target speed play a key role in promoting safe, efficient, and user-friendly transportation systems for all roadway users.

Design speed is essentially the maximum safe speed that can be maintained on a particular section of the roadway when conditions are most favorable. It is the speed used by engineers during the geometric design of a roadway. This encompasses the determination of features such as horizontal and vertical alignment, lane width, and separation distances.

On the other hand, target speed, also known as 'operating speed', refers to the speed at which drivers feel comfortable driving on a certain road segment under normal conditions. It is not necessarily the legal speed limit, but rather, is based on factors such as the route's physical characteristics, surrounding environment, and the vehicle's capabilities.

While design speed ensures the road is constructed to cater to a certain speed, the target speed is essential to understand driver behavior and safety. Therefore, the setting of appropriate target speeds must consider the road environment, roadside development, vulnerable road users, and the function of the road to help traffic move smoothly and safely.

In an ideal scenario, the design speed and target speed should be closely aligned to ensure that the road infrastructure can safely cope with the speeds at which drivers choose to travel. However, if there's a significant disparity between the two, it may lead to increased risks of crashes, necessitating modifications to the road design or adjustments to speed limits and other traffic management measures to enhance safety.



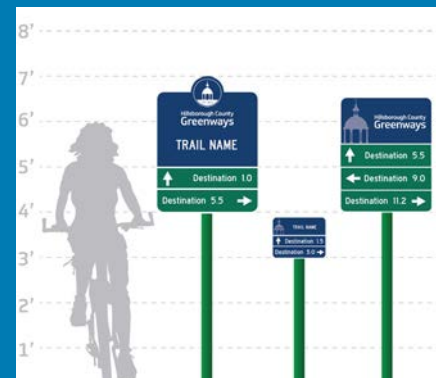
Pedestrian Facilities

Pedestrian safety countermeasures are crucial in creating safe roadways for all users. The implementation of engineering solutions such as crosswalk enhancements (high-visibility crosswalk markings, raised crosswalks, pedestrian refuge islands), signal improvements (pedestrian countdown timers, lead pedestrian intervals) together will help to save lives. The introduction of suitable signage and lighting to enhance visibility and integration of advanced technology can also support ongoing pedestrian safety.

Alongside these, education programs and enforcement of traffic laws contribute to cultivating safer behaviors among drivers and pedestrians alike. These countermeasures, when executed in a comprehensive and context-sensitive manner, can significantly improve pedestrian safety on City of Winter Park's streets.

WINTER PARK BIKEWAY SAFETY SPOTLIGHT: GREENWAY ROUTES MASTER PLAN

The City of Winter Park has established a Greenway Routes Master Plan that outlines flexibility with various facilities like sidewalks, shared use paths, and on-street bicycle routes catering to diverse rider needs through the city. These bikeways offer low-speed, low-traffic roads and connect key destinations without needing exclusive bicycle lanes, while also supporting traffic calming efforts and minimizing pass-through traffic in neighborhoods and elevators for accessibility, the bridge is designed to alleviate traffic control needs during large events and serve as a gateway to International Drive.



Bikeways

Ensuring bicycle safety is an essential part of building safer roads. Deploying countermeasures such as the creation of dedicated bike lanes, bike boxes, and bicycle-specific traffic signals can help cater to the need of cyclists on the road and better protect them from harm. Intersection improvements, enhanced signage, and protected paths particularly along popular biking routes are important to ensure good visibility for both cyclists and motorists. Innovative technology and regular road maintenance together can also help to ensure direct, smooth and obstacle-free bike travel to substantially foster safer bike travel. By incorporating these bicycle safety improvements in a comprehensive transportation safety framework, City of Winter Park can become more bike-friendly and safer for all road users.



Intersection and Roadways

Intersection enhancements are a crucial aspect of enhancing road safety since intersections frequently serve as points of conflict among pedestrians, cyclists, and motorized vehicles. Measures such as enhancing lighting, using larger or reflective signage, creating high visibility crosswalks, and removing sight obstructions at intersections can significantly minimize collisions. The geometric design of the intersection, too, plays a pivotal role in road safety. Configurations such as roundabouts, traffic islands, raised intersections, and adequate turning lanes streamline traffic flow and minimize points of conflict.

Roadway countermeasures can be designed specifically to prevent roadway departures, where a vehicle unintentionally strays away from its designated lane. Roadway departures account for over half of all traffic fatalities in the United States. If drivers cannot clearly identify the edge of the travel lanes and see the road alignment ahead, the risk of roadway departure may be greater. Tools such as roadside barriers, which include guardrails and median barriers, play an essential role in preventing vehicles from colliding with fixed objects or veering off steep slopes. Furthermore, the utilization of rumble strips or wider edge lines offer effective methods to alert possibly distracted or fatigued drivers when their vehicle begins to divert out of its lane and space to react accordingly.

WINTER PARK INTERSECTION SAFETY SPOTLIGHT: ORANGE AVENUE IMPROVEMENTS

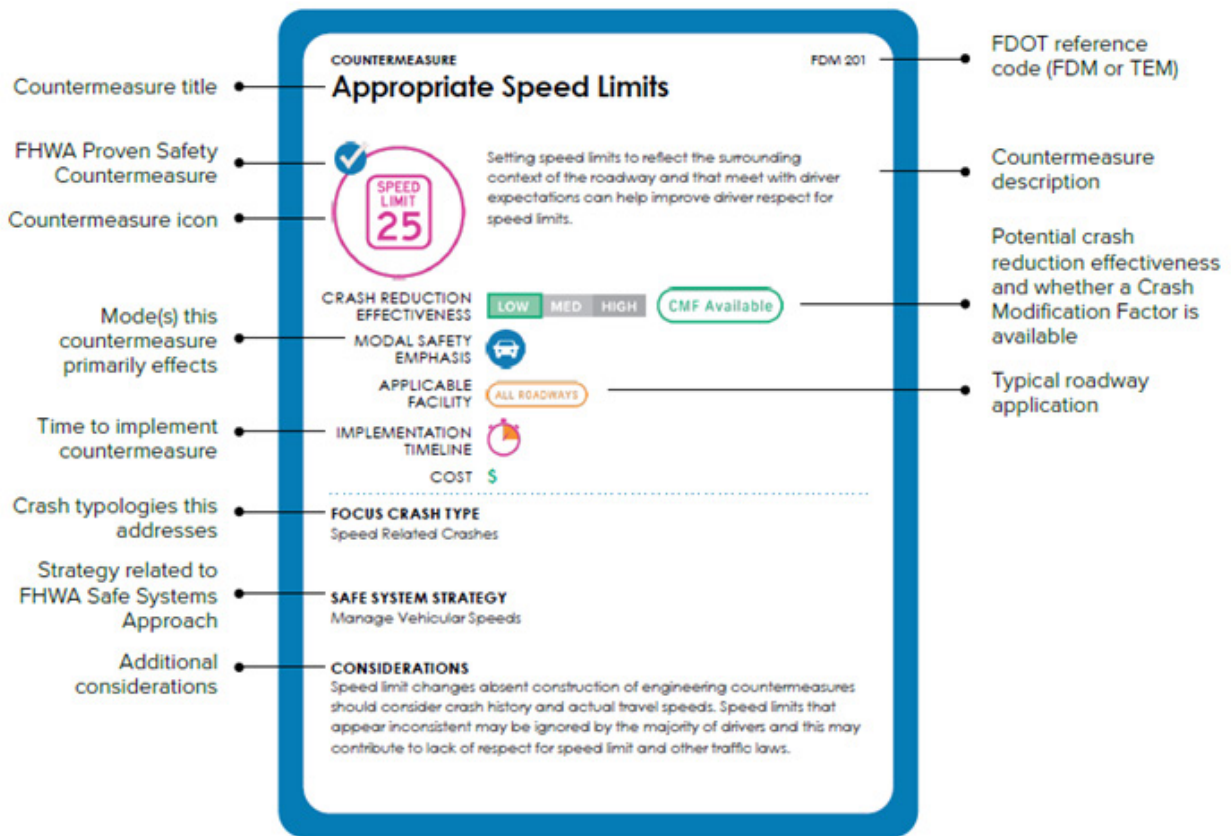
The City of Winter Park will be providing improvements on the Orange Avenue corridor between US 17/92 and Pennsylvania Ave, which has been studied for a complete streets' reconfiguration. Future improvements include lane re-allocation for a center turn lane, along with enhanced pedestrian crossings. The study also includes consideration of a roundabout at the intersection with Denning Drive and Minnesota Avenue.



Signals

Improvements in signalization are a significant factor in ensuring safer roadways. Enhancing elements of traffic control can considerably impact driver behavior, reducing confusion, uncertainty, and errors that may lead to accidents. Safe roadways rely heavily on clear, visible signage and signalization. Updated signs providing drivers with information about road conditions, speeds, and directions are crucial in helping them make informed decisions. Implementing dynamic signs that change based on real-time conditions, such as digital warning signs can further enhance safety.

What You'll See Inside:



Project Prioritization

Road safety interventions are more effective when they are strategically planned to optimize the use of resources. Corridor prioritization is essential as it helps to achieve the highest possible crash reduction, which in turn saves more lives, reduces more injuries, and lowers economic losses due to crashes. The prioritization of specific corridors for safety projects helps ensure that countermeasures are both meaningful and cost-effective. Moreover, a focus on corridors with high crash rates along with considerations for vulnerable populations can significantly improve community well-being and ensure that the benefits of improved safety are fairly distributed.

This plan ranked road segments based on a scoring system that considered safety and equity factors. It assigned higher scores to segments that had more crashes per mile and higher crash rates, which accounts for roadways with differing traffic volumes. It also favored those segments with more KSI crashes, as well as those roadways with more crashes involving pedestrians, bicyclists, and motorcyclists. These roadways are depicted in this section as aerials that display the location of each crash, the crash type, and top factors associated with crashes in this section. These crash data visualized on these cut sheets, combined with the available roadway information, helps to visualize what specific interventions will be most valuable as well as where they should be located.

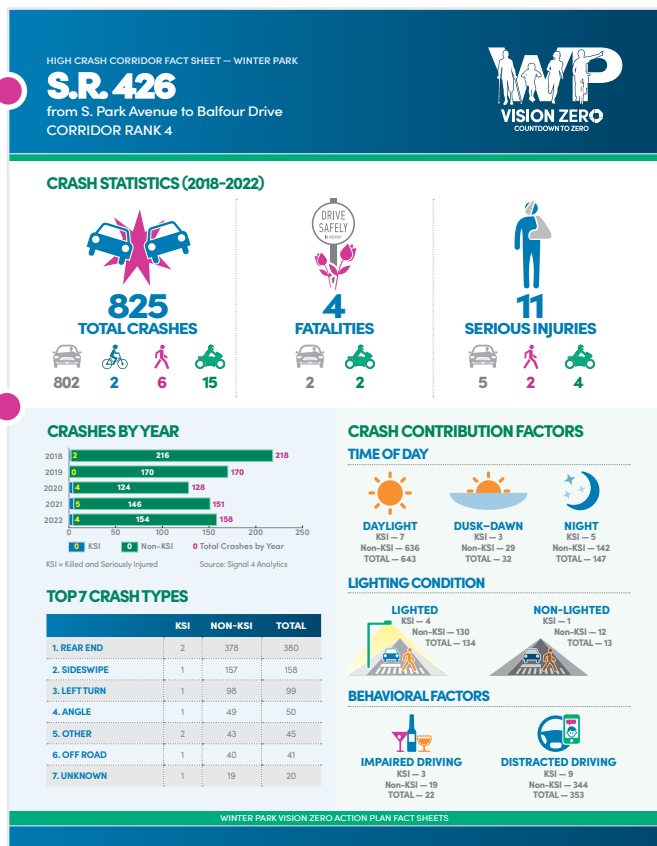
Rank (worst Corridor)	Corridor (Local Name)	Length (mi)	Total KSI	Total Crashes	Auto-Only Crashes	Pedestrian Crashes	Bicycle Crashes	Motorcycle Crashes	CMV Crashes
1	SR-527	1.41	3	404	396	2	2	9	43
2	Orlando Ave	1.96	9	844	814	8	10	12	22
3	W Fairbanks Ave	1.75	9	520	508	3	0	9	24
4	Fairbanks / Osceola / Aloma Ave	2.27	7	638	619	5	1	13	23
5	S Knowles Ave	.19	1	17	15	1	0	1	1
6	Pennsylvania Ave	.67	2	59	57	0	1	1	3
7	Lakemont Ave	2.24	3	218	211	4	3	0	13
8	N Denning DR	1.43	2	53	52	0	0	1	7
9	Howell Branch Rd	.92	1	102	99	1	1	1	4
10	Lee Rd	1.07	1	202	198	2	2	0	8
11	Morse Ave	.68	0	69	65	3	1	9	6
12	Canton Ave	.63	0	26	0	0	0	0	0
13	W Comstock Ave	.42	0	3	3	0	0	0	0

HIN CORRIDOR PROFILES AND PROPOSED COUNTERMEASURES

The following roadway profile pages provide a comprehensive summary of the characteristics, crash data, rankings, and prioritized countermeasures identified in this Vision Zero Action Plan. The pages highlight specific elements of each corridor, such as length, location, design, traffic volume, and other physical characteristics. An overview of crash type data and crash profile

data offers vital insight into the frequency, type and severity of accidents that have occurred on these corridors, along with determining high-risk zones. The profile pages are organized to reflect the rankings, a measure of corridor safety that takes into account various elements identified in the corridor prioritization framework. Lastly, a prioritized list of countermeasures has been identified for future improvement of safety along each corridor.

Roadway Profile and HIN Ranking



Crash Statistics and Contribution Factors

Map With Location of Crashes



Roadway Characteristics

Proposed Countermeasures



CHAPTER: 6

Plan Recommendations



S.R. 527

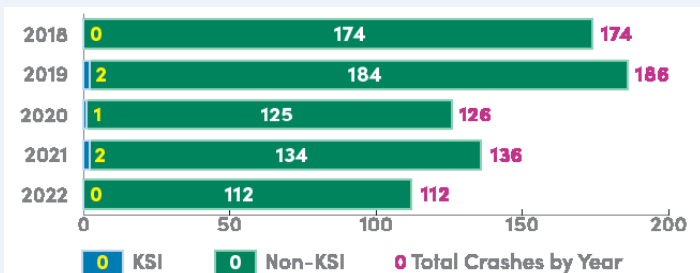
from Berkshire Avenue to S. Park Avenue
CORRIDOR RANK 1



CRASH STATISTICS (2018-2022)



CRASHES BY YEAR



KSI = Killed and Seriously Injured

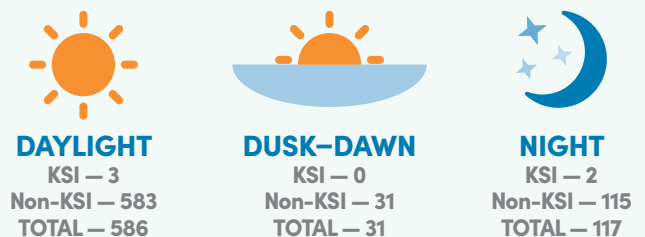
Source: Signal 4 Analytics

TOP 7 CRASH TYPES

	KSI	NON-KSI	TOTAL
1. REAR END	1	277	278
2. SIDESWIPE	0	123	123
3. RIGHT ANGLE	1	86	87
4. PARKED VEHICLE	0	45	45
5. LEFT ENTERING	0	37	37
6. LEFT LEAVING	0	30	30
7. LEFT REAR	0	16	16

CRASH CONTRIBUTION FACTORS

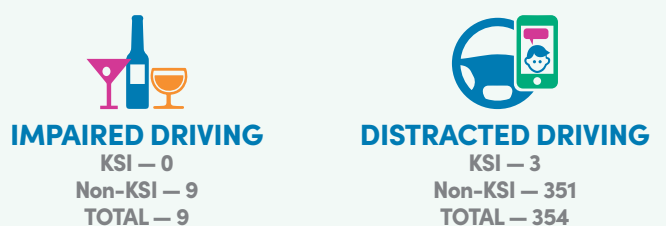
TIME OF DAY

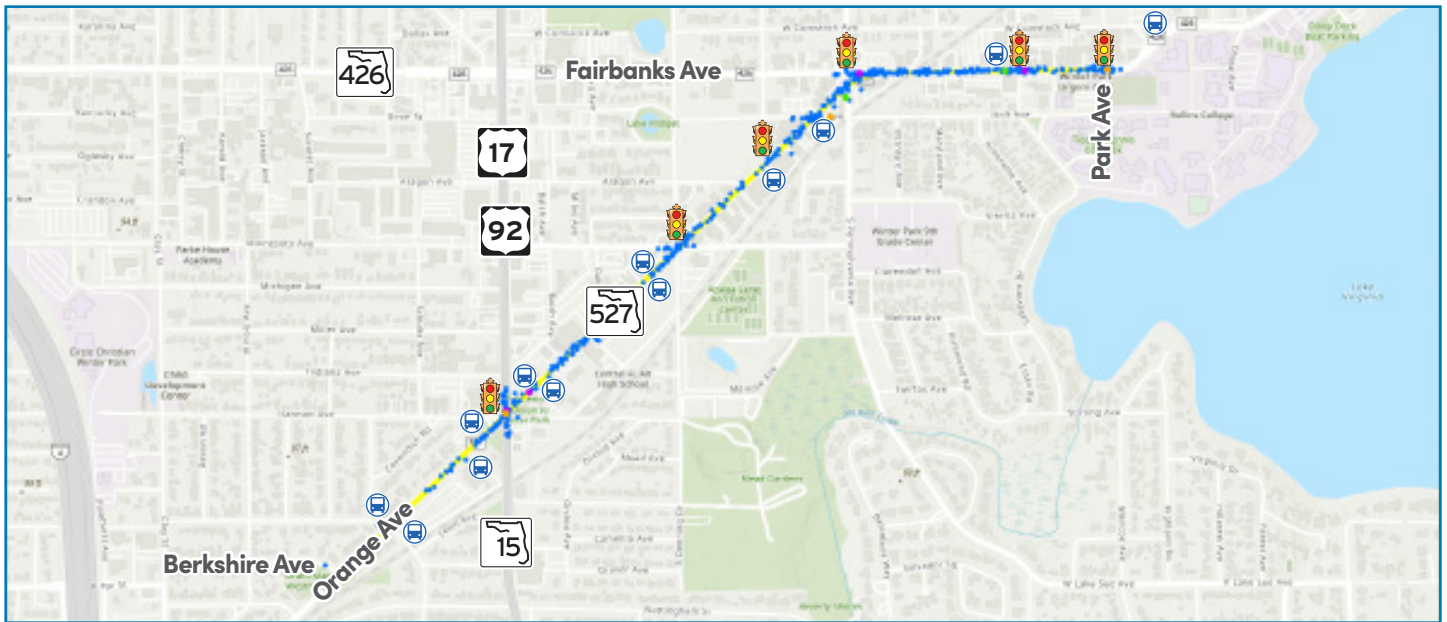


LIGHTING CONDITION



BEHAVIORAL FACTORS

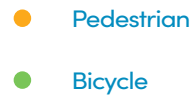




LEGEND



KSI Crashes by Mode



HIGH INJURY NETWORK (HIN) FACTS

JURISDICTION
WINTER PARK

FUNCTIONAL CLASSIFICATION
PRINCIPAL ARTERIAL

CONTEXT CLASSIFICATION
URBAN GENERAL (C4)

CORRIDOR LENGTH
1.41 MILES

AVERAGE POSTED SPEED
30 MPH

AVERAGE PREVAILING SPEED
39 MPH

% OF CORRIDOR IN TRANSPORTATION DISADVANTAGED AREA
55%

TRANSIT ROUTES /ANNUAL BOARDINGS & ALIGHTINGS (2022)
LINK 1,9,23 AND 102 / 29,065

TRAVEL LANES / MEDIAN TYPE
4 LANES / UNDIVIDED

Note: Not for construction purposes. All projects will require more detailed planning, engineering and community engagement.

PROPOSED SAFETY COUNTERMEASURES



SIGNALS

- » Install leading pedestrian intervals (\$)
- » Install retroreflective back plates (\$)
- » Prohibit turns when ped signal is activated (\$)
- » Upgrade to audible push button pedestrian crossing signals (\$)



INTERSECTION AND ROADWAYS

- » Reconfigure crosswalks at Orange/Orlando Ave. intersection to shorten ped crossing distances (\$)
- » Consider intersection reconstruction and tightening at Orlando Ave. (\$\$\$)



PEDESTRIAN/BICYCLE FACILITIES

- » Evaluate installing midblock crosswalks with pedestrian hybrid beacons every 660-800 feet. (\$\$\$)
- » Co-locate bus stops with crosswalks at midblocks and intersections (\$)



OTHER ENGINEERING STRATEGIES

- » Lighting upgrades at segments and intersections (\$\$)
- » Relocate bus stops to far side of signalized intersections (\$)
- » Evaluate need to remove obstructions/foliage at driveways (\$)
- » Employ distracted driving awareness and night time visibility limitations through street pop-up events and community events (\$)

ORLANDO AVENUE

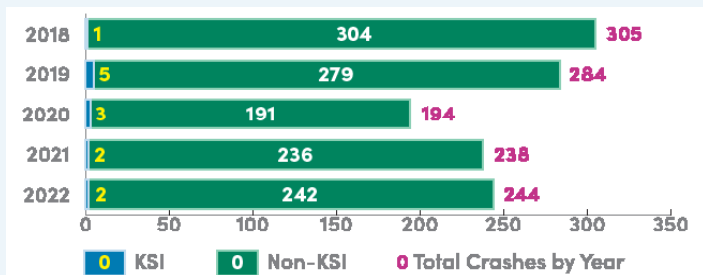
from Norfolk Avenue to Elvin Avenue
CORRIDOR RANK 2



CRASH STATISTICS (2018-2022)



CRASHES BY YEAR



KSI = Killed and Seriously Injured

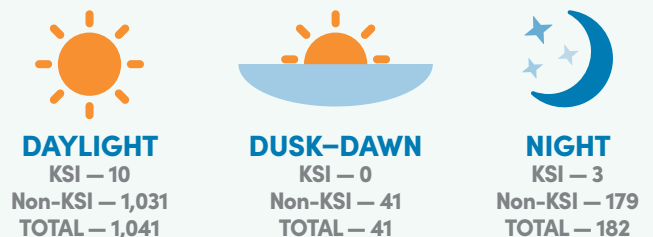
Source: Signal 4 Analytics

TOP 7 CRASH TYPES

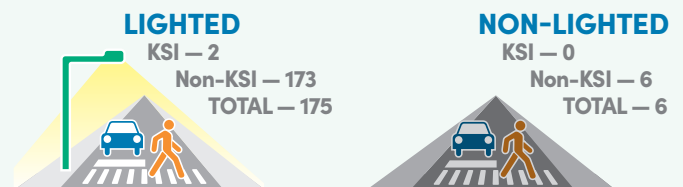
	KSI	NON-KSI	TOTAL
1. REAR END	3	572	575
2. SIDESWIPE	0	177	177
3. RIGHT ANGLE	1	101	102
4. LEFT ENTERING	0	78	78
5. LEFT LEAVING	2	61	63
6. LEFT REAR	0	49	49
7. BACKED INTO	0	45	45

CRASH CONTRIBUTION FACTORS

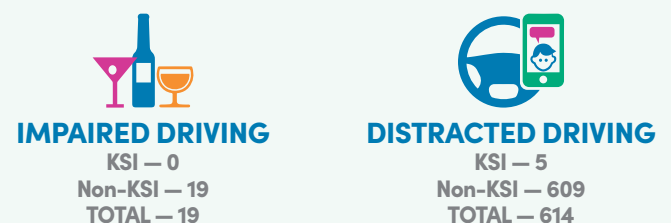
TIME OF DAY



LIGHTING CONDITION



BEHAVIORAL FACTORS



HIGH INJURY NETWORK (HIN) FACTS

JURISDICTION

WINTER PARK

FUNCTIONAL CLASSIFICATION

PRINCIPAL ARTERIAL

CONTEXT CLASSIFICATION

URBAN GENERAL (C4)

CORRIDOR LENGTH

1.96 MILES

AVERAGE POSTED SPEED

35 MPH

AVERAGE PREVAILING SPEED

45 MPH

% OF CORRIDOR IN TRANSPORTATION DISADVANTAGED AREA

92%

TRANSIT ROUTES / ANNUAL BOARDINGS & ALIGHTINGS (2022)

LINK 1, 9 AND 102 / 22,700

TRAVEL LANES / MEDIAN TYPE

4 LANES / TWO-WAY LEFT TURN LANE

PROPOSED SAFETY COUNTERMEASURES



SIGNALS

- » Upgrade to audible push button ped crossing signals (\$)
- » Prohibit turns when ped signal is activated (\$)



INTERSECTION AND ROADWAYS

- » Consider permanent channelization alternatives at RR crossing — raised median on both sides of crossing (\$)
- » Ensure crossing is adequately lit and verify all signs and pavement markings are MUTCD compliant (\$)
- » Tighten curb radii at intersections (\$\$\$)
- » Evaluate opportunities to consolidate driveways (\$)
- » Extend median nose into crosswalk at non-signalized and signalized locations (\$)



PEDESTRIAN/BICYCLE FACILITIES

- » Install median islands with dedicated crosswalks at strategic locations (\$\$\$)



SPEED MANAGEMENT

- » Implement speed sensitive rest on red at nighttime (\$)



OTHER ENGINEERING STRATEGIES

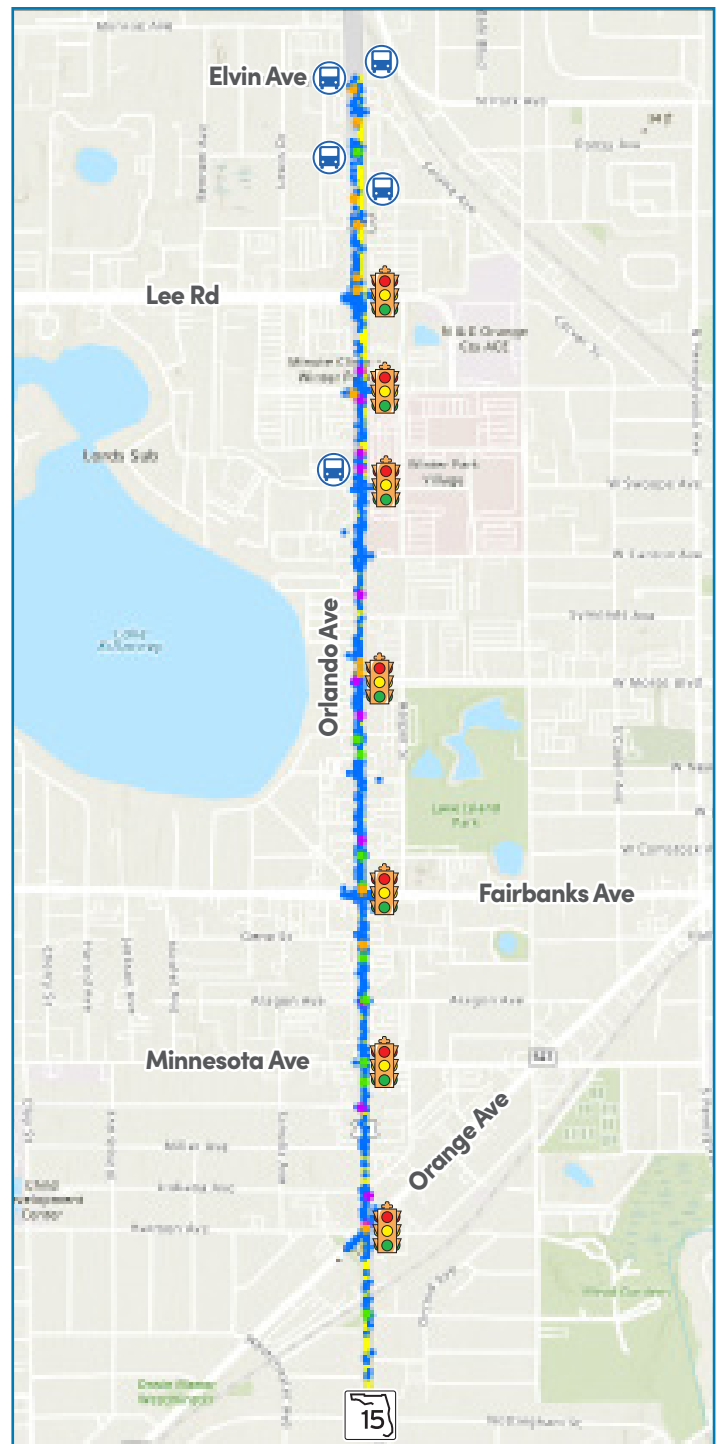
- » Coordinate with FDOT and Winter Park CRA on streetscape improvements (\$)



SIGNING AND STRIPING

- » Update worn pavement markings throughout corridor (\$)

Note: Not for construction purposes. All projects will require more detailed planning, engineering and community engagement.



LEGEND

■ HIN Corridor



Bus Stop



Traffic Signal

KSI Crashes by Mode



Pedestrian



Bicycle

● Motorcycle



Motor Vehicle

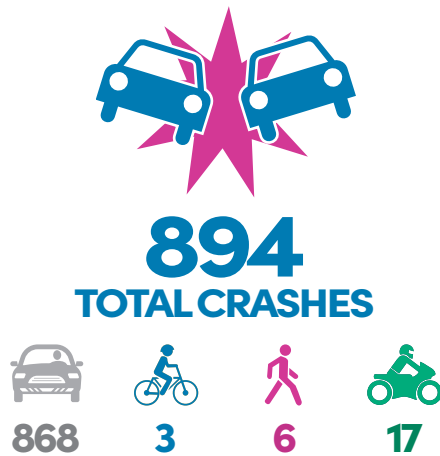


W. FAIRBANKS AVENUE

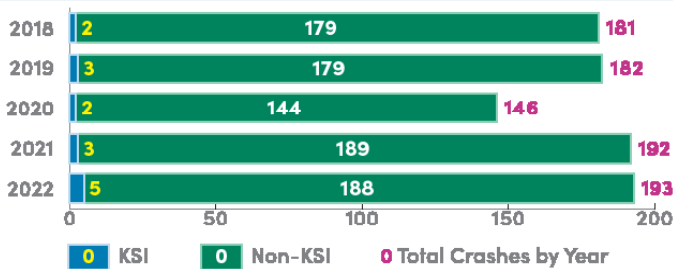
from Driver Avenue to Pennsylvania Avenue
CORRIDOR RANK 3



CRASH STATISTICS (2018-2022)



CRASHES BY YEAR



KSI = Killed and Seriously Injured

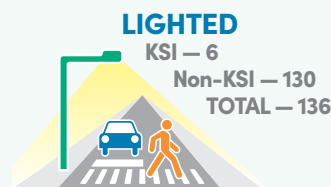
Source: Signal 4 Analytics

CRASH CONTRIBUTION FACTORS

TIME OF DAY



LIGHTING CONDITION

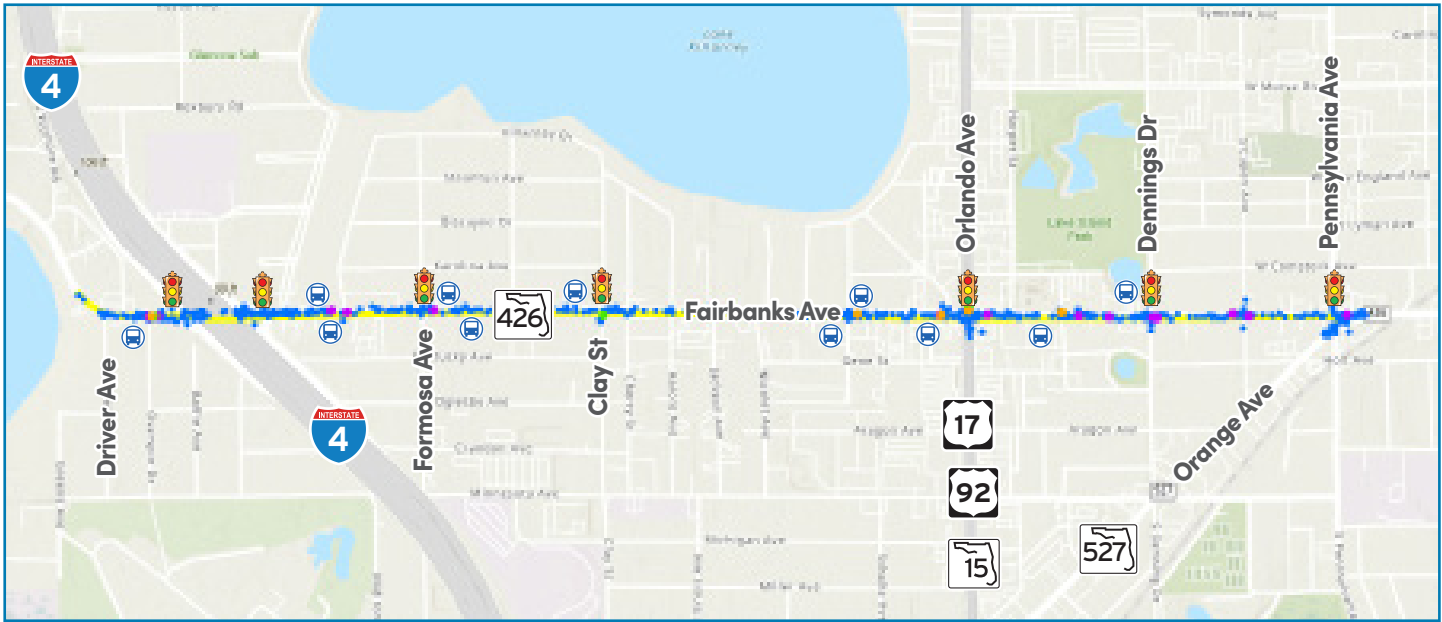


BEHAVIORAL FACTORS



TOP 7 CRASH TYPES

	KSI	NON-KSI	TOTAL
1. REAR END	2	338	340
2. SIDESWIPE	0	156	156
3. RIGHT ANGLE	2	96	98
4. LEFT ENTERING	5	70	75
5. LEFT REAR	2	41	43
6. LEFT LEAVING	0	36	36
7. BACKED INTO	0	19	19



LEGEND



 HIN Corridor



Bus Stop



Traffic Signal

KSI Crashes by Mode



Pedestrian



Bicycle



Motorcycle



Motor Vehicle

HIGH INJURY NETWORK (HIN) FACTS

JURISDICTION

WINTER PARK

FUNCTIONAL CLASSIFICATION

PRINCIPAL ARTERIAL

CONTEXT CLASSIFICATION

URBAN GENERAL (C4)

CORRIDOR LENGTH

1.75 MILES

AVERAGE POSTED SPEED

35 MPH

AVERAGE PREVAILING SPEED

45 MPH

% OF CORRIDOR IN TRANSPORTATION DISADVANTAGED AREA

30%

TRANSIT ROUTES / ANNUAL BOARDINGS & ALIGHTINGS (2022)

LINK 1, 9 AND 23 / 11,724

TRAVEL LANES / MEDIAN TYPE

4 LANES / TWO-WAY LEFT TURN LANE

PROPOSED SAFETY COUNTERMEASURES



SIGNALS

- » Install Leading Pedestrian Intervals (\$)
- » Install retroreflective back plates (\$)
- » Prohibit turns when ped signal is activated (\$)



INTERSECTION AND ROADWAYS

- » Extend median nose into crosswalk (\$)
- » Evaluate opportunities to consolidate driveways (\$)
- » Conduct sight line reviews at driveways and side streets (\$)
- » Install median islands with dedicated crosswalks at strategic locations (\$\$\$)



PEDESTRIAN/BICYCLE FACILITIES

- » West of Orlando Avenue, install high visibility mid-block crosswalks with PHBs at attractors/generators near transit stops (\$\$\$)
- » Buffer bicycle lanes or add separator such as zebra zippers (\$\$)
- » East of Orlando Avenue, install crosswalks at midblocks, advanced warning signs and yield markings (\$)



OTHER ENGINEERING STRATEGIES

- » Conduct Road Safety Audit to identify safety countermeasures (\$)
- » Lighting upgrades at segments and intersections (\$)

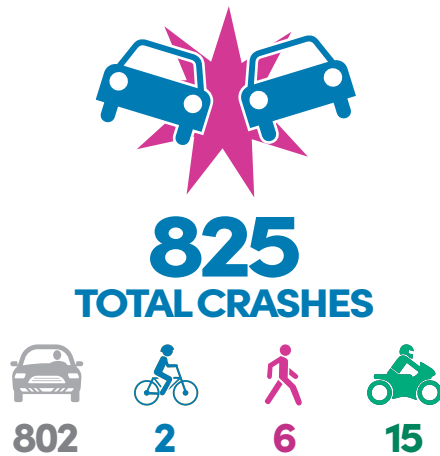
Note: Not for construction purposes. All projects will require more detailed planning, engineering and community engagement.

S.R. 426

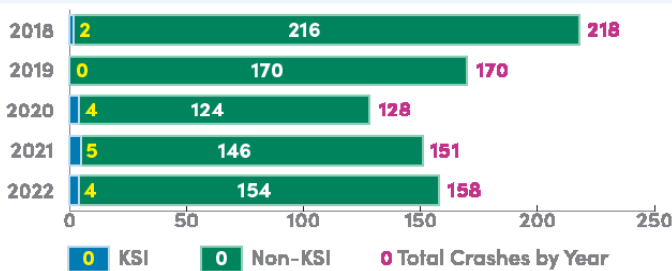
from S. Park Avenue to Balfour Drive
CORRIDOR RANK 4



CRASH STATISTICS (2018-2022)



CRASHES BY YEAR



KSI = Killed and Seriously Injured

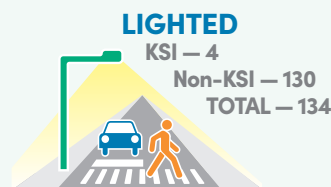
Source: Signal 4 Analytics

CRASH CONTRIBUTION FACTORS

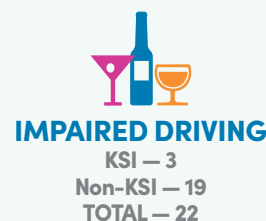
TIME OF DAY



LIGHTING CONDITION

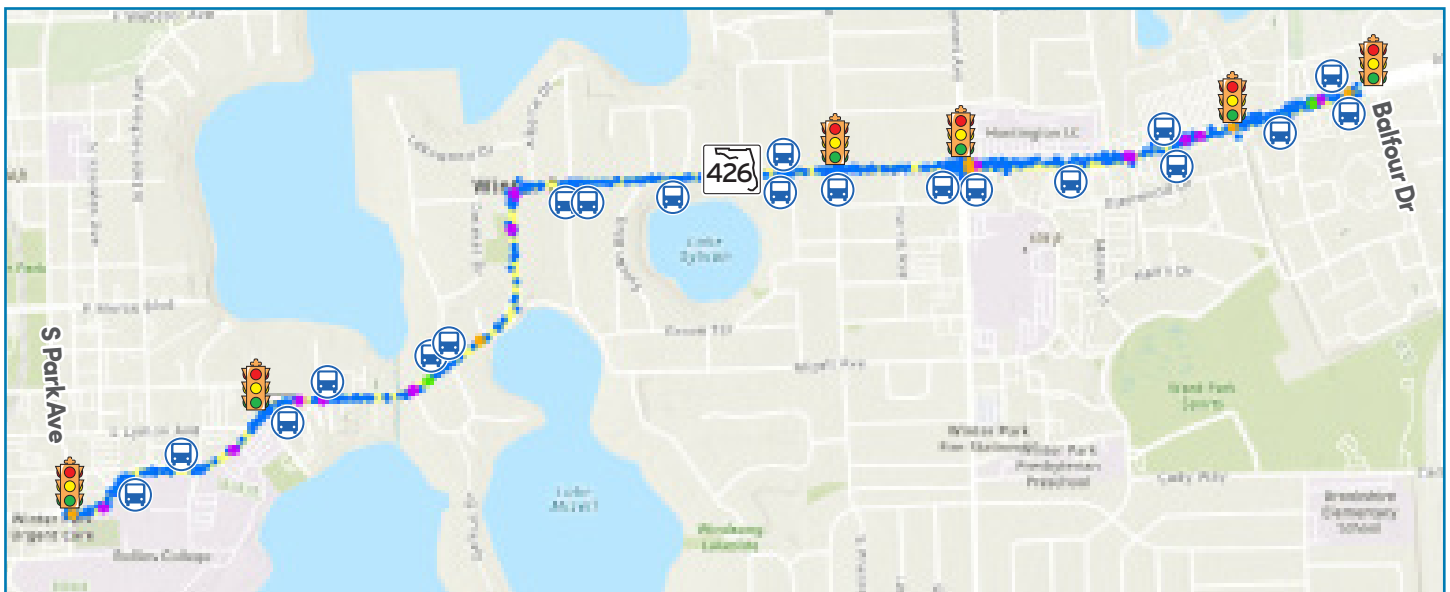


BEHAVIORAL FACTORS



TOP 7 CRASH TYPES

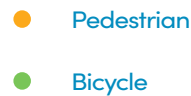
	KSI	NON-KSI	TOTAL
1. REAR END	2	378	380
2. SIDESWIPE	1	157	158
3. LEFT TURN	1	98	99
4. ANGLE	1	49	50
5. OTHER	2	43	45
6. OFF ROAD	1	40	41
7. UNKNOWN	1	19	20



LEGEND



KSI Crashes by Mode



Motorcycle



HIGH INJURY NETWORK (HIN) FACTS

JURISDICTION

WINTER PARK

FUNCTIONAL CLASSIFICATION

URBAN PRINCIPAL ARTERIAL

CONTEXT CLASSIFICATION

SUBURBAN COMMERCIAL (C3C)

CORRIDOR LENGTH

2.27 MILES

AVERAGE POSTED SPEED

33.6 MPH

AVERAGE PREVAILING SPEED

44.8 MPH

% OF CORRIDOR IN TRANSPORTATION DISADVANTAGED AREA

67%

TRANSIT ROUTES / ANNUAL BOARDINGS & ALIGHTINGS (2022)

LINK 13, 443 / 14,649

TRAVEL LANES / MEDIAN TYPE

4 LANES / PAVED

Note: Not for construction purposes. All projects will require more detailed planning, engineering and community engagement.

PROPOSED SAFETY COUNTERMEASURES



SIGNALS

- » Install leading pedestrian intervals (\$)
- » Install retroreflective back plates (\$)
- » Prohibit turns when ped signal is activated (\$)



INTERSECTION AND ROADWAYS

- » Extend median nose into crosswalk (\$)
- » Install raised midblock crosswalks with pedestrian hybrid beacons at Henkel Circle, Trismen Park, and west of Fletcher Place, and raised crosswalk at Interlachen Avenue (FDOT project) (\$\$\$)
- » Install raised intersections with high visibility crosswalks at Chase Avenue, Cortland Avenue, Shepherd Avenue, and North Phelps Avenue (FDOT project) (\$\$\$)
- » Install median islands where possible (\$\$\$)
- » Evaluate opportunities to consolidate driveways (\$\$\$)



PEDESTRIAN/BICYCLE FACILITIES

- » Provide high visibility midblock crosswalks with pedestrian hybrid beacons, in-ground lighting, advanced warning signs and yield markings east of Lakemont Avenue (\$\$\$)
- » Co-locate bus stops with crosswalks at midblocks and intersections (\$)



OTHER ENGINEERING STRATEGIES

- » Lighting upgrades at segments and intersections (\$\$)
- » Employ distracted driving campaign (\$)
- » Create awareness of night time visibility limitations (\$)

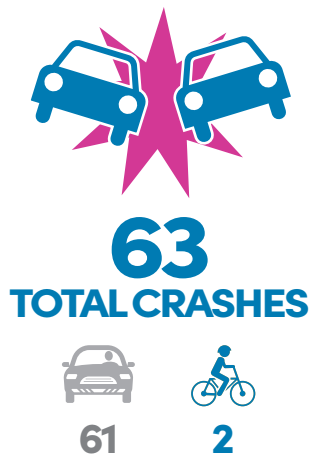
PENNSYLVANIA AVENUE

Melrose Avenue to S.R. 527

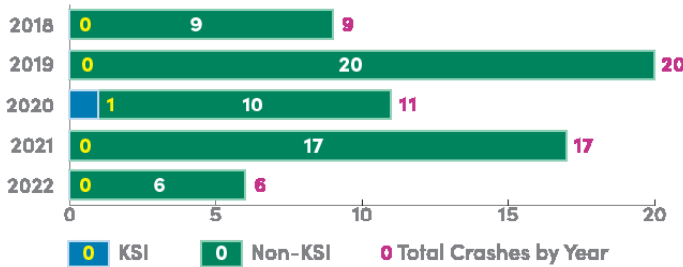
CORRIDOR RANK 6



CRASH STATISTICS (2018-2022)



CRASHES BY YEAR



KSI = Killed and Seriously Injured

Source: Signal 4 Analytics

TOP 5 CRASH TYPES

	KSI	NON-KSI	TOTAL
1. REAR END	1	23	24
2. ANGLE	0	17	17
3. OTHER	0	7	7
4. OFF ROAD	0	5	5
5. SIDESWIPE	0	3	3

CRASH CONTRIBUTION FACTORS

TIME OF DAY



DAYLIGHT
KSI — 1
Non-KSI — 49
TOTAL — 50

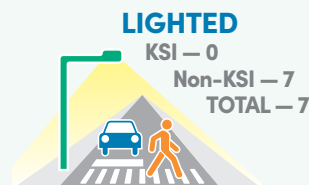


DUSK-DAWN
KSI — 0
Non-KSI — 4
TOTAL — 4

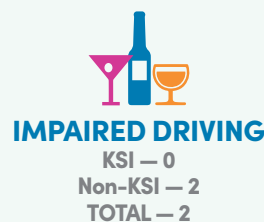


NIGHT
KSI — 0
Non-KSI — 9
TOTAL — 9

LIGHTING CONDITION



BEHAVIORAL FACTORS



HIGH INJURY NETWORK (HIN) FACTS

JURISDICTION

WINTER PARK

FUNCTIONAL CLASSIFICATION

URBAN MINOR COLLECTOR

CONTEXT CLASSIFICATION

SUBURBAN COMMERCIAL (C3C)

CORRIDOR LENGTH

0.34 MILES

AVERAGE POSTED SPEED

25 MPH

AVERAGE PREVAILING SPEED

31.7 MPH

% OF CORRIDOR IN TRANSPORTATION DISADVANTAGED AREA

62.4%

TRANSIT ROUTES / ANNUAL BOARDINGS & ALIGHTINGS (2022)

NONE

TRAVEL LANES / MEDIAN TYPE

4 LANES / PAVED

PROPOSED SAFETY COUNTERMEASURES



SIGNALS

- » Install Leading Pedestrian Intervals (\$)
- » Install retroreflective back plates (\$)
- » Prohibit turns when ped signal is activated (\$)



PEDESTRIAN/BICYCLE FACILITIES

- » In combination with proposed tennis trail on the south side of Melrose Avenue, install high visibility and raised midblock crosswalk with rectangular rapid flashing beacons, in-ground lighting, advanced warning signs and yield markings at the Melrose Avenue intersection (\$\$\$)
- » Upgrade existing midblock crossings with high visibility and raised midblock crosswalk with rectangular rapid flashing beacons, in-ground lighting, advanced warning signs and yield markings (\$\$)



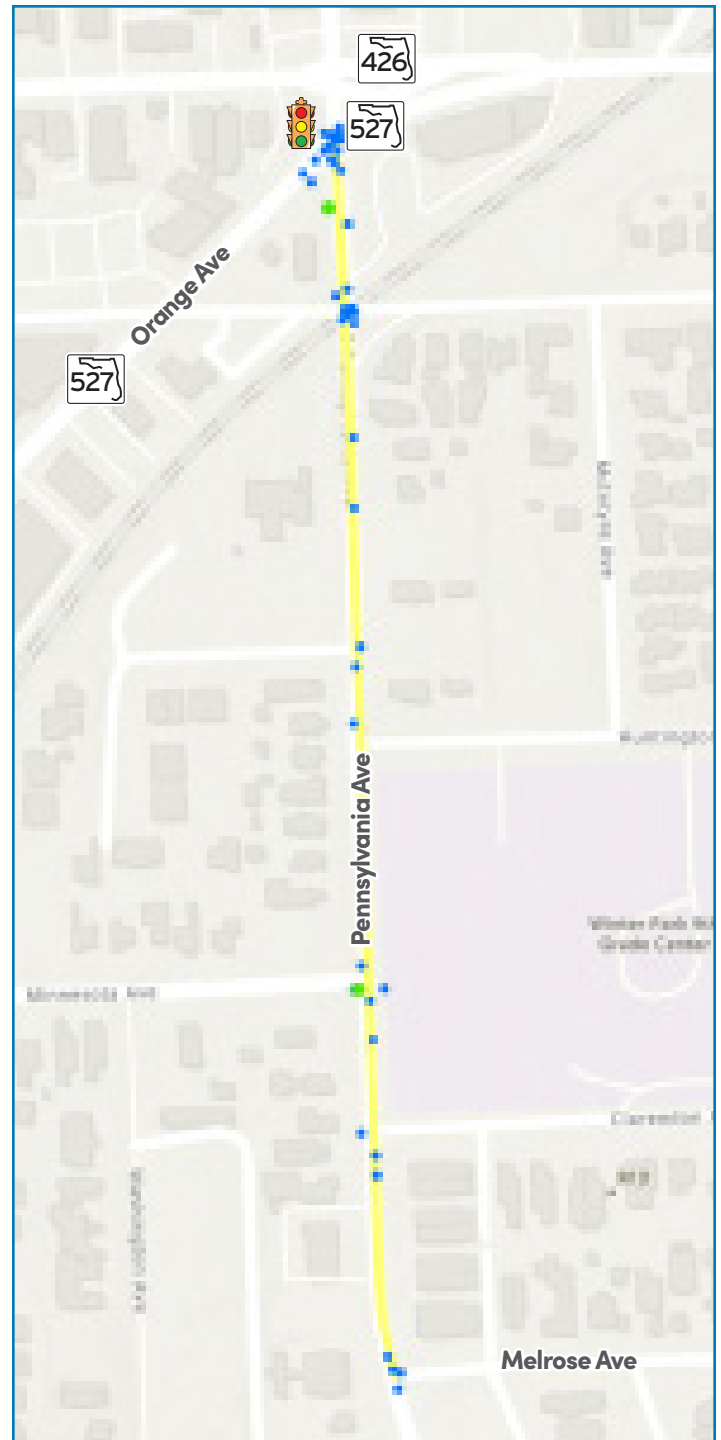
OTHER ENGINEERING STRATEGIES

- » Lighting upgrades at segments and intersections (\$\$)



SIGNING AND STRIPING

- » Clear stop sign obstructions/foliage (\$)



LEGEND

HIN Corridor



Bus Stop



Traffic Signal

KSI Crashes by Mode



Pedestrian



Bicycle

● Motorcycle

● Motor Vehicle



Note: Not for construction purposes. All projects will require more detailed planning, engineering and community engagement.

LAKE MONT AVENUE

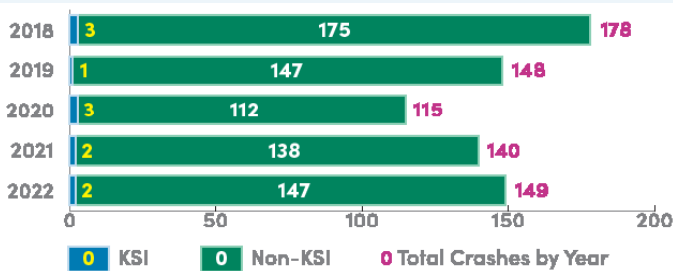
from Glenridge Way to Pine Avenue
CORRIDOR RANK 6



CRASH STATISTICS (2018-2022)



CRASHES BY YEAR



KSI = Killed and Seriously Injured

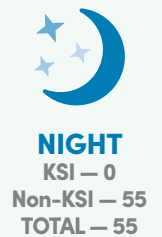
Source: Signal 4 Analytics

TOP 7 CRASH TYPES

	KSI	NON-KSI	TOTAL
1. REAR END	2	347	349
2. SIDESWIPE	3	87	90
3. OTHER	1	137	138
4. OFF ROAD	1	40	41
5. LEFT TURN	0	30	30
6. BICYCLE	0	31	31
7. HEAD ON	0	20	20

CRASH CONTRIBUTION FACTORS

TIME OF DAY



LIGHTING CONDITION



BEHAVIORAL FACTORS



HIGH INJURY NETWORK (HIN) FACTS

JURISDICTION

WINTER PARK

FUNCTIONAL CLASSIFICATION

URBAN MAJOR COLLECTOR

CONTEXT CLASSIFICATION

SUBURBAN COMMERCIAL (C3C)

CORRIDOR LENGTH

2.24 MILES

AVERAGE POSTED SPEED

30 MPH

AVERAGE PREVAILING SPEED

38.8 MPH

% OF CORRIDOR IN TRANSPORTATION DISADVANTAGED AREA

67.4%

TRANSIT ROUTES / ANNUAL BOARDINGS & ALIGHTINGS (2022)

LINK 6, 13 / 32,956

TRAVEL LANES / MEDIAN TYPE

4 LANES / PAVED TURN LANE

PROPOSED SAFETY COUNTERMEASURES



SIGNALS

- » Install Leading Pedestrian Intervals (\$)
- » Install retroreflective back plates (\$)
- » Prohibit turns when ped signal is activated (\$)



INTERSECTION AND ROADWAYS

- » North of Aloma, consider lane repurposing (4 to 3 lanes), with buffered/separated bike lanes and pedestrian paths (\$\$)



PEDESTRIAN/BICYCLE FACILITIES

- » South of Whitehall Drive, install median islands with dedicated crosswalks at strategic locations (\$\$\$)
- » Install raised crosswalks at midblocks, advanced warning signs and yield markings (\$)
- » Widen sidewalks where available right-of-way (\$\$\$)
- » Upgrade existing crosswalk with high visibility markings, advanced warning signs and yield markings (\$\$)



OTHER ENGINEERING STRATEGIES

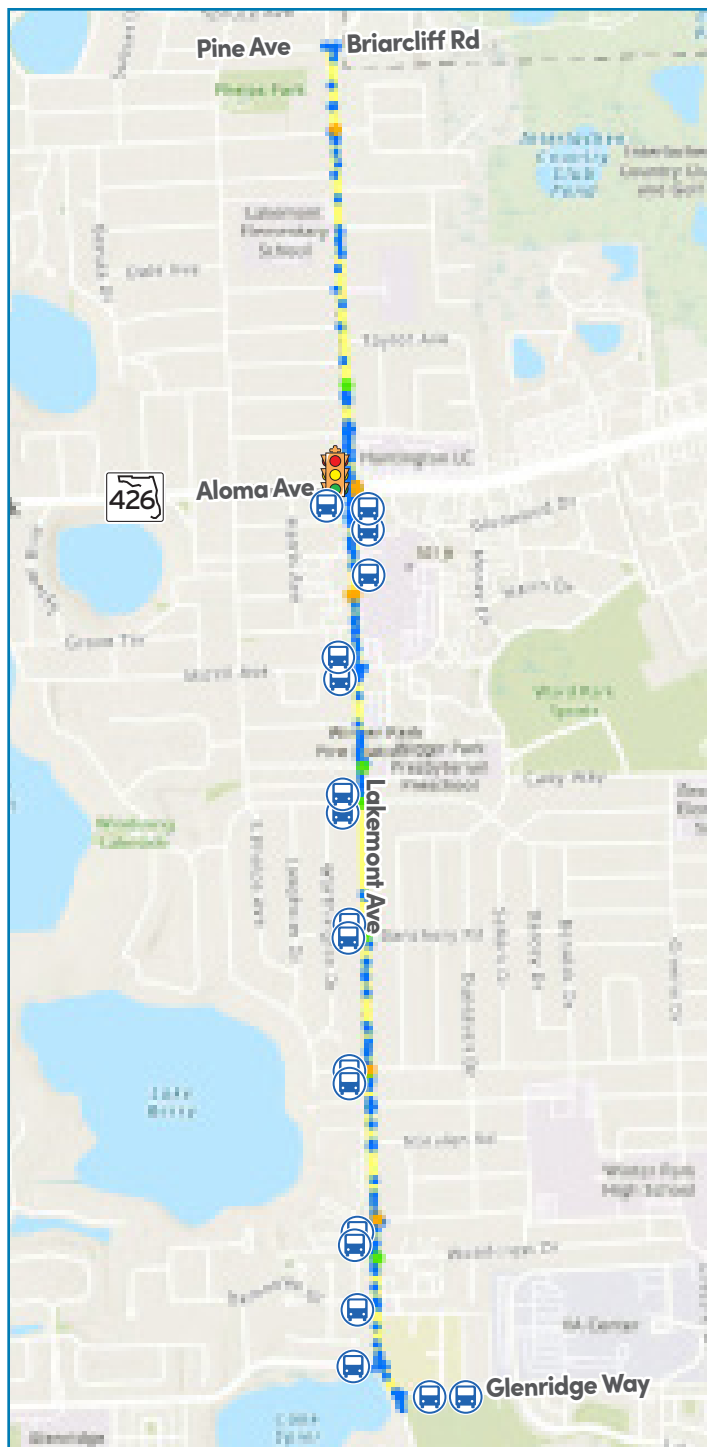
- » Consider transit infrastructure (benches, shelters, etc.) (\$)
- » Consider far side bus top placement (\$)



SIGNING AND STRIPING

- » Update worn pavement markings throughout corridor (\$)

Note: Not for construction purposes. All projects will require more detailed planning, engineering and community engagement.



LEGEND

- HIN Corridor
- Motorcycle
- Bus Stop
- Motor Vehicle
- Traffic Signal

KSI Crashes by Mode

- Pedestrian
- Bicycle



N. DENNING DRIVE

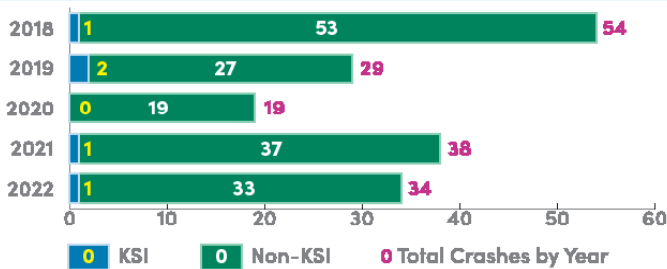
from Minnesota Avenue to N. Park Avenue
CORRIDOR RANK 8



CRASH STATISTICS (2018-2022)



CRASHES BY YEAR



KSI = Killed and Seriously Injured

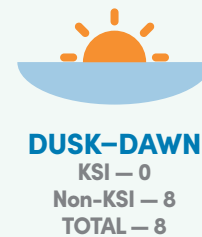
Source: Signal 4 Analytics

TOP 7 CRASH TYPES

	KSI	NON-KSI	TOTAL
1. LEFT TURN	3	47	50
2. REAR END	0	44	44
3. OTHER	2	23	25
4. SIDESWIPE	0	21	21
5. OTHER	0	14	14
6. OFF ROAD	0	7	7
7. UNKNOWN	0	5	5

CRASH CONTRIBUTION FACTORS

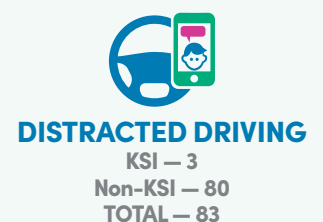
TIME OF DAY



LIGHTING CONDITION



BEHAVIORAL FACTORS



HIGH INJURY NETWORK (HIN) FACTS

JURISDICTION

WINTER PARK

FUNCTIONAL CLASSIFICATION

URBAN MAJOR COLLECTOR

CONTEXT CLASSIFICATION

SUBURBAN COMMERCIAL (C3C)

CORRIDOR LENGTH

1.43 MILES

AVERAGE POSTED SPEED

25 MPH

AVERAGE PREVAILING SPEED

36.5 MPH

% OF CORRIDOR IN TRANSPORTATION DISADVANTAGED AREA

62.4%

TRANSIT ROUTES / ANNUAL BOARDINGS & ALIGHTINGS (2022)

LINK 1, 9, 23, 102, 443 / 40,084

TRAVEL LANES / MEDIAN TYPE

2 LANES / PAVED AND GRASS

PROPOSED SAFETY COUNTERMEASURES



SIGNALS

- » Install Leading Pedestrian Intervals (\$)
- » Install retroreflective back plates (\$)
- » Prohibit turns when ped signal is activated (\$)



INTERSECTION AND ROADWAYS

- » Extend median nose into crosswalk (\$)
- » North of Webster Avenue, consider adding medians at strategic locations (\$\$\$)



PEDESTRIAN/BICYCLE FACILITIES

- » Install high visibility mid-block crosswalks with PHBs at attractors/generators near transit stops (\$\$\$)
- » Install raised crosswalks at midblocks, advanced warning signs and yield markings (\$\$)
- » Provide separated bicycle lanes (\$)
- » North of Webster Avenue, install high visibility mid-block crosswalks with RRFBs (as warranted), raised crosswalks, advanced warning signs and yield markings (\$\$\$)



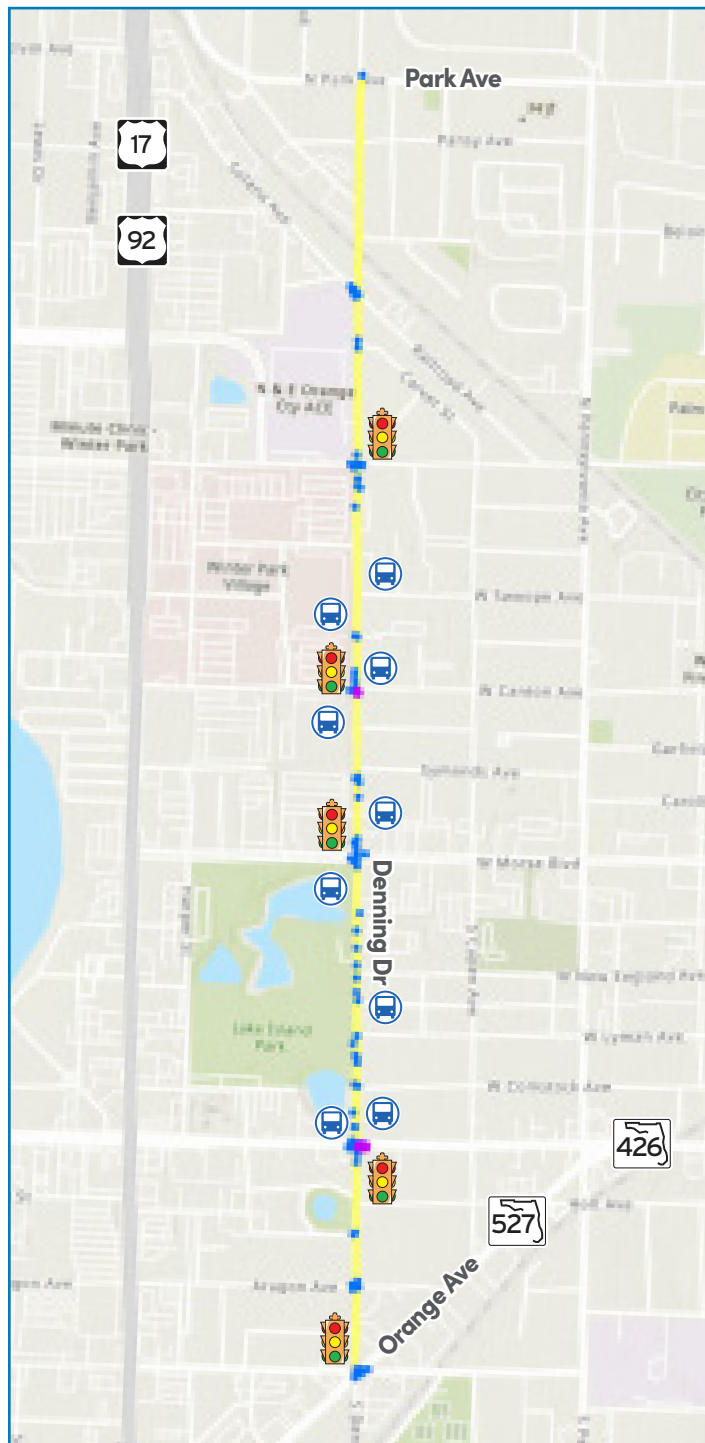
OTHER ENGINEERING STRATEGIES

- » Lighting upgrades at segments and intersections (\$\$)



SIGNING AND STRIPING

- » Clear stop sign obstructions/foliage (\$)



LEGEND

■ HIN Corridor



Bus Stop



Traffic Signal

KSI Crashes by Mode



Pedestrian



Bicycle

● Motorcycle



Motor Vehicle



Note: Not for construction purposes. All projects will require more detailed planning, engineering and community engagement.

HOWELL BRANCH ROAD

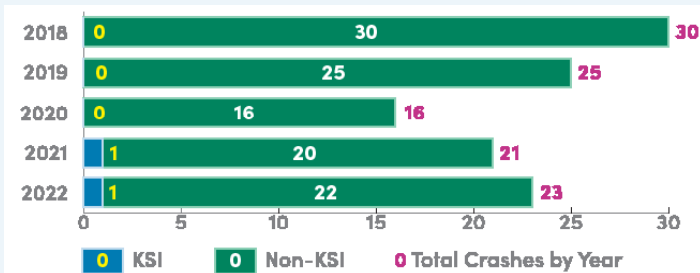
from Horatio Avenue to N. Lakemont Avenue
CORRIDOR RANK 11



CRASH STATISTICS (2018-2022)



CRASHES BY YEAR



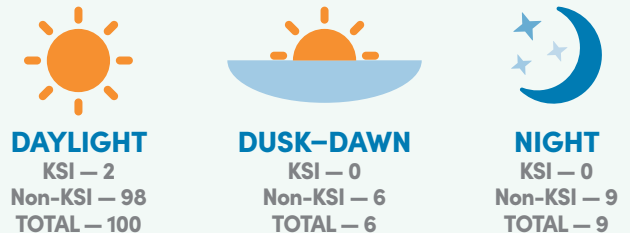
Source: Signal 4 Analytics

TOP 5 CRASH TYPES

	KSI	NON-KSI	TOTAL
1. REAR END	0	68	68
2. SIDESWIPE	0	15	15
3. LEFT TURN	0	9	9
4. OFF ROAD	1	8	9
5. OTHER	0	6	6

CRASH CONTRIBUTION FACTORS

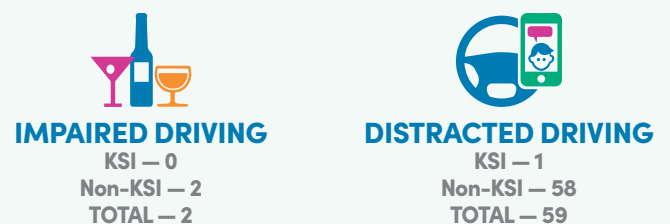
TIME OF DAY

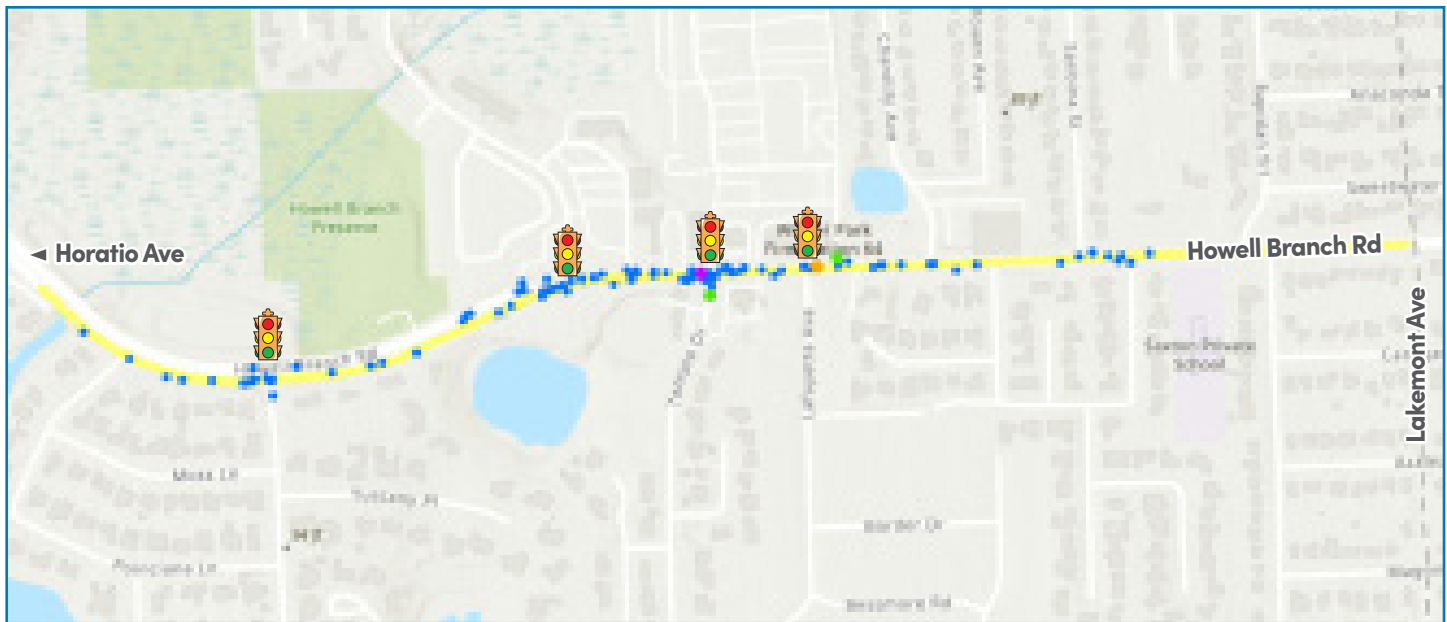


LIGHTING CONDITION



BEHAVIORAL FACTORS





LEGEND



 HIN Corridor

 Bus Stop

 Traffic Signal

KSI Crashes by Mode

 Pedestrian

 Bicycle

 Motorcycle

 Motor Vehicle

HIGH INJURY NETWORK (HIN) FACTS

JURISDICTION

WINTER PARK

FUNCTIONAL CLASSIFICATION

URBAN MINOR ARTERIAL

CONTEXT CLASSIFICATION

SUBURBAN COMMERCIAL (C3C)

CORRIDOR LENGTH

0.93 MILES

AVERAGE POSTED SPEED

40 MPH

AVERAGE PREVAILING SPEED

48 MPH

% OF CORRIDOR IN TRANSPORTATION DISADVANTAGED AREA

0%

TRANSIT ROUTES /ANNUAL BOARDINGS & ALIGHTINGS (2022)

NONE

TRAVEL LANES / MEDIAN TYPE

4 LANES / PAVED

Note: Not for construction purposes. All projects will require more detailed planning, engineering and community engagement.

PROPOSED SAFETY COUNTERMEASURES



SIGNALS

- » Install Install Leading Pedestrian Intervals (\$)
- » Install retroreflective back plates (\$)
- » Prohibit turns when ped signal is activated (\$)



INTERSECTION AND ROADWAYS

- » Reduce lane widths from 12' to 11' (\$)
- » Tighten curb radii at side streets (\$\$\$)
- » Extend median nose into crosswalk (\$)
- » Consider roundabouts at offset intersections (\$\$\$)



PEDESTRIAN/BICYCLE FACILITIES

- » Install high visibility midblock crosswalks with PHBs at attractors/generators near transit stops (\$\$\$)
- » Buffer bicycle lanes or add separator such as zebra zippers (\$\$)
- » Install crosswalks at midblocks, advanced warning signs and yield markings (\$)
- » Install median islands with dedicated crosswalks at strategic locations (\$\$\$)
- » West of Temple Trail, install high visibility, raised, midblock crosswalks with PHBs at attractors/generators (\$\$\$)
- » Widen sidewalks where ROW is available (\$\$\$)



SPEED MANAGEMENT

- » Consider speed reduction to 35 mph (\$)



OTHER ENGINEERING STRATEGIES

- » Conduct Road Safety Audit to identify safety countermeasures (\$)
- » Lighting upgrades at segments and intersections (\$)



SIGNING AND STRIPING

- » Upgrade crosswalk striping (\$)

S.R. 423 / LEE ROAD

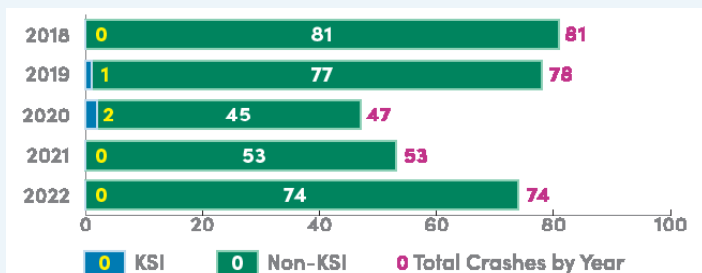
from Gloriosa Avenue to S.R. 17
CORRIDOR RANK 9



CRASH STATISTICS (2018-2022)



CRASHES BY YEAR



KSI = Killed and Seriously Injured

Source: Signal 4 Analytics

TOP 7 CRASH TYPES

	KSI	NON-KSI	TOTAL
1. REAR END	1	155	156
2. SIDESWIPE	0	72	72
3. OTHER	0	28	28
4. LEFT TURN	0	22	22
5. ANGLE	0	16	16
6. UNKNOWN	0	14	14
7. RIGHT TURN	0	8	8

CRASH CONTRIBUTION FACTORS

TIME OF DAY



DAYLIGHT
KSI — 2
Non-KSI — 287
TOTAL — 289

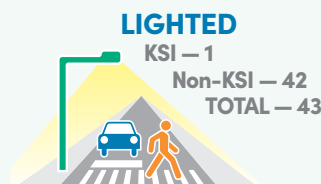


DUSK-DAWN
KSI — 0
Non-KSI — 13
TOTAL — 13

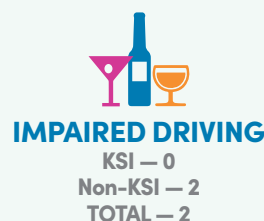


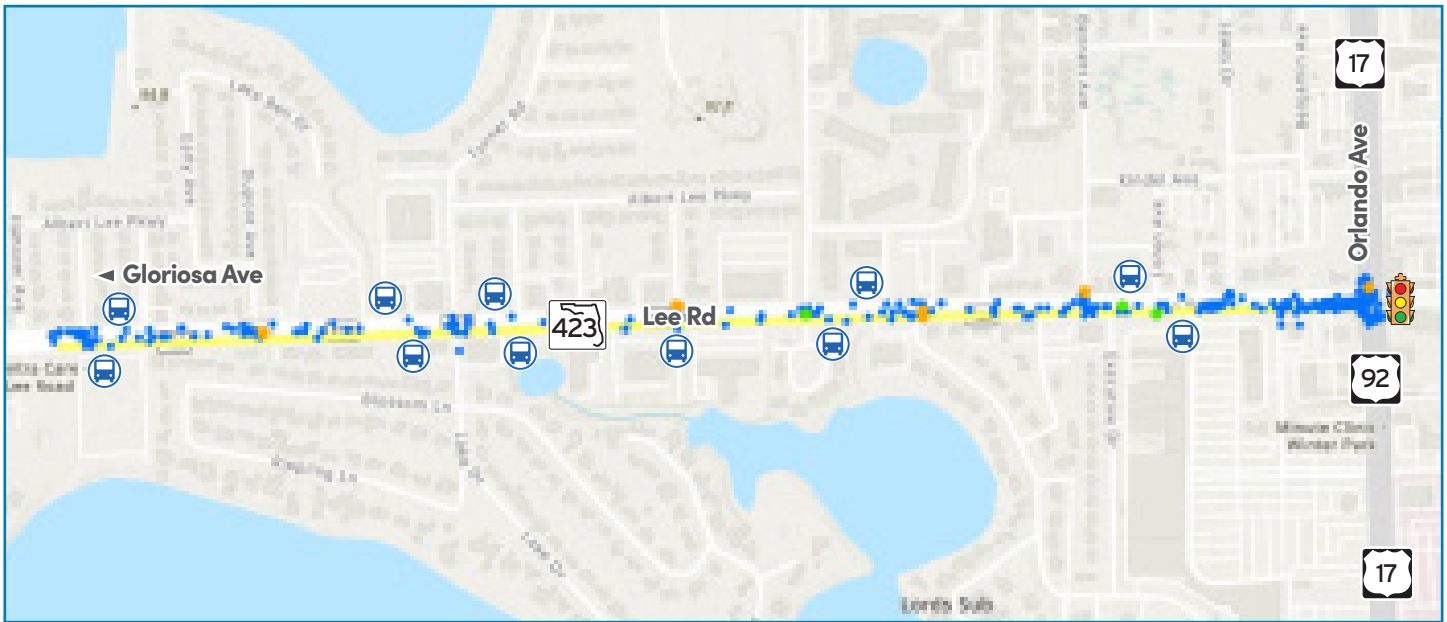
NIGHT
KSI — 1
Non-KSI — 42
TOTAL — 43

LIGHTING CONDITION



BEHAVIORAL FACTORS





LEGEND

 HIN Corridor



Bus Stop



Traffic Signal

KSI Crashes by Mode



Pedestrian



Bicycle



Motorcycle



Motor Vehicle

HIGH INJURY NETWORK (HIN) FACTS

JURISDICTION

WINTER PARK

FUNCTIONAL CLASSIFICATION

URBAN PRINCIPAL ARTERIAL

CONTEXT CLASSIFICATION

SUBURBAN COMMERCIAL (C3C)

CORRIDOR LENGTH

1.1 MILES

AVERAGE POSTED SPEED

44.4 MPH

AVERAGE PREVAILING SPEED

51.4 MPH

% OF CORRIDOR IN TRANSPORTATION DISADVANTAGED AREA

58%

TRANSIT ROUTES / ANNUAL BOARDINGS & ALIGHTINGS (2022)

LINK 443 / 13,136

TRAVEL LANES / MEDIAN TYPE

4 LANES / CURB & VEGETATION

PROPOSED SAFETY COUNTERMEASURES



SIGNALS

- » Install leading pedestrian intervals (\$)
- » Prohibit right turn on red at Orlando Ave intersection (\$)
- » Upgrade to audible push button pedestrian crossing signals (\$)



INTERSECTION AND ROADWAYS

- » Tighten curb radii at intersections (\$\$\$)
- » Prohibit left turns from select side streets (\$)
- » Extend median nose into crosswalk (\$)
- » Consider roundabouts at major, non-signalized intersections (\$\$\$)



PEDESTRIAN/BICYCLE FACILITIES

- » Install high visibility midblock crosswalks with pedestrian hybrid beacons at attractors/generators near transit stops (\$\$\$)
- » Co-locate bus stops with crosswalks (\$)



SPEED MANAGEMENT

- » Reduced speed limit to 40 mph



SIGNING AND STRIPING

- » Update worn pavement markings throughout corridor (\$)

Note: Not for construction purposes. All projects will require more detailed planning, engineering and community engagement.

MORSE BOULEVARD

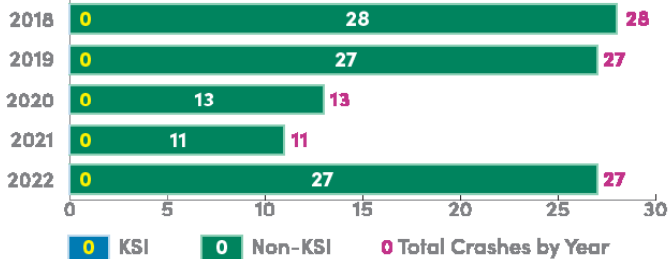
from Denning Drive to S. Park Avenue
CORRIDOR RANK 10



CRASH STATISTICS (2018-2022)



CRASHES BY YEAR



KSI = Killed and Seriously Injured

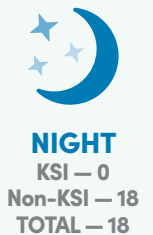
Source: Signal 4 Analytics

TOP 7 CRASH TYPES

	KSI	NON-KSI	TOTAL
1. ANGLE	0	48	48
2. LEFT TURN	0	15	15
3. REAR END	0	14	14
4. OTHER	0	14	14
5. SIDESWIPE	0	7	7
6. OFF ROAD	0	5	5
7. PEDESTRIAN	0	3	3

CRASH CONTRIBUTION FACTORS

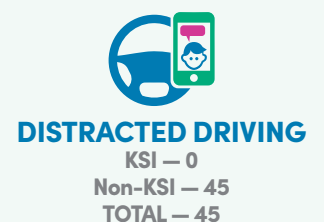
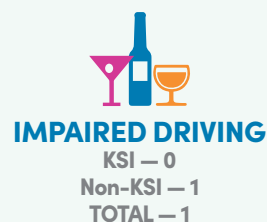
TIME OF DAY

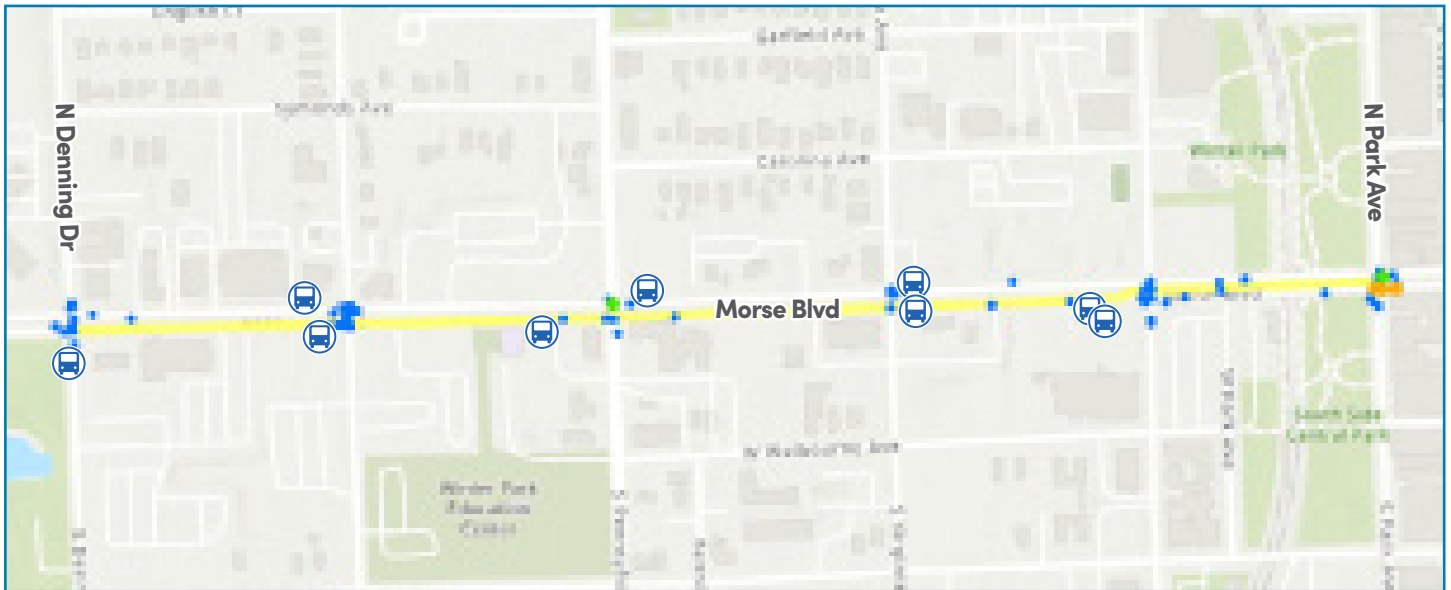


LIGHTING CONDITION



BEHAVIORAL FACTORS





LEGEND

HIN Corridor

Bus Stop

Traffic Signal

KSI Crashes by Mode

Pedestrian

Bicycle

Motorcycle

Motor Vehicle

HIGH INJURY NETWORK (HIN) FACTS

JURISDICTION

WINTER PARK

FUNCTIONAL CLASSIFICATION

URBAN MINOR COLLECTOR

CONTEXT CLASSIFICATION

SUBURBAN COMMERCIAL (C3C)

CORRIDOR LENGTH

0.86 MILES

AVERAGE POSTED SPEED

25 MPH

AVERAGE PREVAILING SPEED

35 MPH

% OF CORRIDOR IN TRANSPORTATION DISADVANTAGED AREA

62.4%

TRANSIT ROUTES / ANNUAL BOARDINGS & ALIGHTINGS (2022)

LINK 1, 9, 102, 443 / 17,985

TRAVEL LANES / MEDIAN TYPE

4 LANES / CURB & VEGETATION

Note: Not for construction purposes. All projects will require more detailed planning, engineering and community engagement.

PROPOSED SAFETY COUNTERMEASURES



SIGNALS

- » Install leading pedestrian intervals (\$)
- » Prohibit right turn on red at Orlando Ave intersection (\$)
- » Upgrade to audible push button pedestrian crossing signals (\$)
- » Install retroreflective back plates (\$)



INTERSECTION AND ROADWAYS

- » Reduce lane widths to 11' (\$)
- » Extend median nose into crosswalk at non-signalized and signalized locations (\$)



PEDESTRIAN/BICYCLE FACILITIES

- » Install raised crosswalks at midblocks, advanced warning signs and yield markings (\$\$\$)



SIGNING AND STRIPING

- » Update worn pavement markings throughout corridor (\$)
- » Clear stop sign obstructions/foliage (\$)



OTHER ENGINEERING STRATEGIES

- » Employ speed feedback signs for short recurring periods of time

CANTON AVENUE

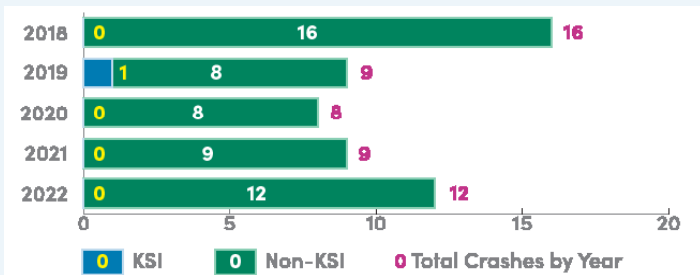
from U.S. 17 to N. Virginia Avenue
CORRIDOR RANK 12



CRASH STATISTICS (2018-2022)



CRASHES BY YEAR



KSI = Killed and Seriously Injured

Source: Signal 4 Analytics

TOP 7 CRASH TYPES

	KSI	NON-KSI	TOTAL
1. REAR END	0	15	15
2. ANGLE	1	13	14
3. LEFT TURN	0	9	9
4. OTHER	0	5	5
5. RIGHT TURN	0	3	3
6. UNKNOWN	0	3	3
7. SIDESWIPE	0	3	3

CRASH CONTRIBUTION FACTORS

TIME OF DAY



DAYLIGHT
KSI — 1
Non-KSI — 45
TOTAL — 46

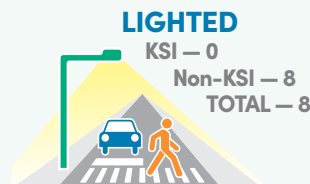


DUSK-DAWN
KSI — 0
Non-KSI — 1
TOTAL — 1



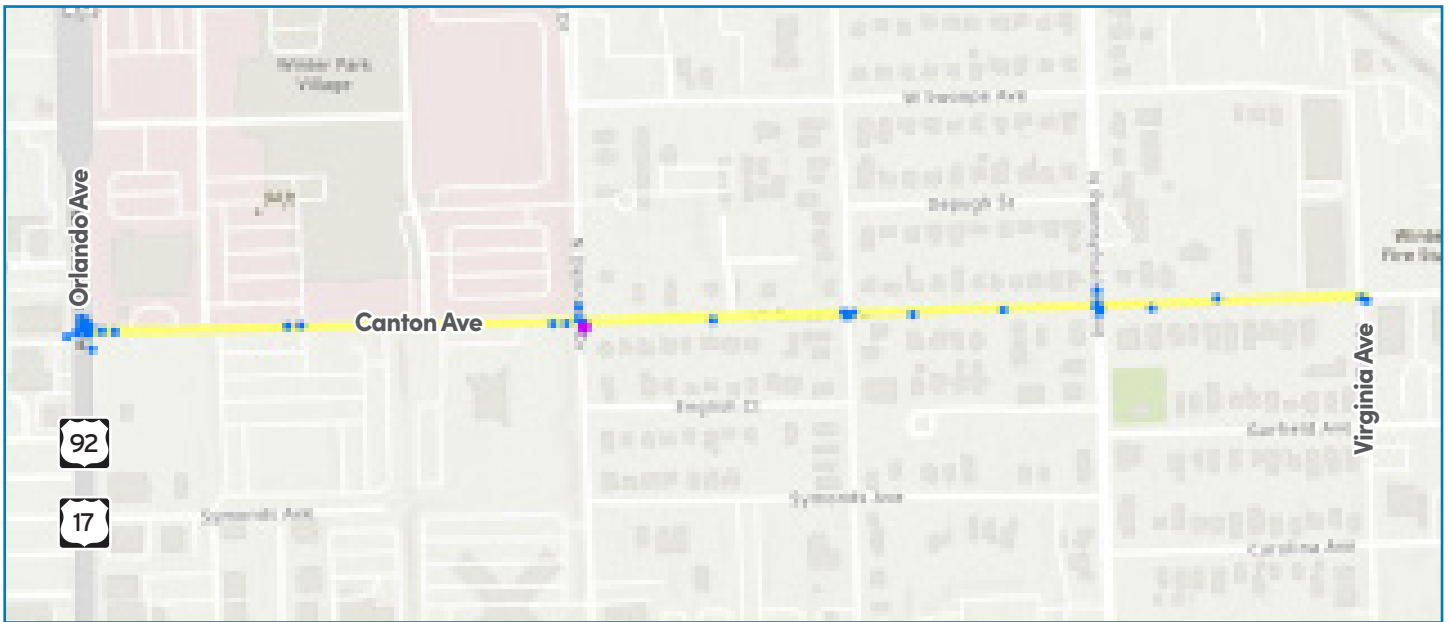
NIGHT
KSI — 0
Non-KSI — 8
TOTAL — 8

LIGHTING CONDITION



BEHAVIORAL FACTORS





LEGEND



KSI Crashes by Mode



HIGH INJURY NETWORK (HIN) FACTS

JURISDICTION

WINTER PARK

FUNCTIONAL CLASSIFICATION

URBAN LOCAL

CONTEXT CLASSIFICATION

SUBURBAN COMMERCIAL (C3C)

CORRIDOR LENGTH

0.63 MILES

AVERAGE POSTED SPEED

25 MPH

AVERAGE PREVAILING SPEED

NO DATA

% OF CORRIDOR IN TRANSPORTATION DISADVANTAGED AREA

62%

TRANSIT ROUTES /ANNUAL BOARDINGS & ALIGHTINGS (2022)

NONE

TRAVEL LANES / MEDIAN TYPE

2 LANES / PAVED (NOT TWLTL)

Note: Not for construction purposes. All projects will require more detailed planning, engineering and community engagement.

PROPOSED SAFETY COUNTERMEASURES



SIGNALS

- » Install retroreflective back plates at Denning Drive (\$)
- » Prohibit turns when ped signal is activated (\$)



INTERSECTION AND ROADWAYS

- » Feasibility study to assess impacts of prohibiting left turns from Canton Avenue onto Orlando Avenue (\$)
- » Evaluate converting 4-way stop controlled intersections to roundabouts (\$\$\$)
- » Install raised crosswalks at midblock locations (\$\$)



PEDESTRIAN/BICYCLE FACILITIES AND SPEED MANAGEMENT

- » Install high visibility midblock crosswalks with rectangular rapid flashing beacons (as warranted) advanced warning signs and yield markings (\$\$\$)
- » Add "Bicycle May use Full Road" signage (\$)



OTHER ENGINEERING STRATEGIES

- » Lighting upgrades at segments and intersections (\$\$)



SIGNING AND STRIPING

- » Clear stop sign obstructions/foilage (\$)



City Commission

agenda item 15.a

item type

Department Budget Presentations

meeting date

July 24, 2024

prepared by

Peter Moore, Director of Office of Management and Budget

approved by

Rene Cranis, City Clerk

subject

Department Budget Presentations

motion | recommendation**background**

The following departments will provide an overview of their proposed FY25 budgets:

Electric Utility
Water & Wastewater Utility
Natural Resources and Sustainability
Information Technology

alternatives | other considerations**fiscal impact****attachments**

None