



Transportation Advisory Board Regular Meeting Minutes

December 2, 2024 at 4:00 p.m.

City Hall Commission Chambers
401 S. Park Avenue

Present

Jeffrey Osleeb, Catherine Reischmann, Peter Gottfried, Kenneth Lineberger, Andrew Irvin, Jeffrey Sievers. Absent: Ruben A. Paige.

Staff Present

Director of Public Works Charles Ramdatt, Transportation Manager in Training Hong Lim, Transportation Planner Keith Moore, and Deputy City Clerk Kim Breland.

1. Call to Order

Chair Reischmann called the meeting to order at 4:01 p.m.

2. Consent Agenda

- a. Approve the regular meeting minutes for October 21, 2024.

Approved by consensus.

3. Public Comments (for items not on the agenda): Three minutes allowed for each speaker

4. Action Items

5. Non-Action Items

6. Staff Updates

- a. Road Surface Life Span Discussion

At the board's request, staff researched the life cycle of asphalt and brick pavers. Mr. Lim reviewed the AASHTO (American Assoc. of State Highway and Transportation Officials) definitions for pavement types and factors including environment, drainage/utilities, and traffic conditions. He mentioned that the design is based on axle loads and presented a slide displaying typical load equivalency factors. He reviewed the FDOT guidance standard (Section 334) for Florida, explaining how traffic levels are determined based on the pavement's design life, and its application to the roads in Winter Park. He discussed the challenges of calculating the lifespan of asphalt and referenced data from the FDOT Guidance Manual regarding asphalt life expectancy for projects with and without milling.

Mr. Lim discussed a case study by Pine Hill Brick that highlighted the conversion of Park Avenue from asphalt to brick. He talked about the benefits of this conversion, including vehicle speed reduction, improved traffic calming, and the increased lifespan of the road. He noted that the bricks and pavers are engineered for durability and longevity, however, he pointed out that the maintenance issues arise from using bricks. He spoke about examples of factors that can impact the bricks, such as the type of fines used to form the roadways, the presence of underground utilities that can create potholes, and weather conditions.

Mr. Lim summarized that the typical lifespan of flexible asphalt is approximately 8-20 years and the lifespan for brick/paver (with maintenance) is 20-40 years and reviewed the cost of materials for maintenance. He mentioned that the classification of roadways, types of vehicles, and weather conditions can affect these expectations.

In response to questions, Mr. Ramdatt discussed the efforts the staff is making to enhance the road base for brick roads in the city. Discussion followed on how weather and traffic conditions impact brick roads, along with the financial aspects of their installation and maintenance.

b. Quail Hollow Paving Project Update

Mr. Lim mentioned that the city recently repaired all damaged curbs and curb ramps to in the Quail Hollow Neighborhood. The majority of neighborhood streets have been milled, with only three cul-de-sac streets left to complete this week, reaching about 90% to 95% completion. He said the original goal was to complete the project before Thanksgiving, but the paving machine needed servicing. The team is expected to return later this week, aiming for completion by Friday. Staff has maintained strong communication with the HOA, especially during recent neighborhood events and made adjustments based on their feedback.

Mr. Lim said staff is developing temporary traffic control plans and preparing to repave Lakemont to Aloma going north to the city limits. This project is expected to begin between January and March of 2025, pending clearance from the City's Water and Wastewater Department.

c. Via Tuscany neighborhood improvement project update

Mr. Lim reminded the board about the community meeting scheduled for September 17, 2024, which received substantial positive feedback regarding the installation of speed tables along Via Tuscany. The fire and police departments also expressed their support for the initiative. However, some residents to the west are concerned that it may lead to increased cut-through traffic on their streets. In response to these concerns, a thorough assessment of the entire neighborhood was conducted. The results showed that the speed limit on Via Tuscany is 25 miles per hour. However, the highest recorded 85 percentile speed was 34.2 miles per hour, which is unacceptable. Further studies conducted on Venetian Way and Moss Lane revealed that the 85th percentile speed on Venetian Way was recorded at 26.8 miles per hour, while on Moss Lane, it was recorded at 23.9 miles per hour. Mr. Lim said the results were notable considering that the speed limit for both streets is set at 20 miles per hour.

Mr. Lim noted that in addition to cut-through traffic, residents also raised concerns about the lack of sidewalks, forcing pedestrians to walk in the streets. To address this, the Public Works team assessed the area and chose a side for the proposed sidewalk that would minimize impact on vegetation. Staff shared the results with the neighborhood, receiving mixed responses. Mr. Lim announced that a petition letter (including related drawings) about the sidewalk will be sent to residents this month to assess interest and gather feedback on preferred locations. Further discussions will be held with residents if there are any concerns.

Mr. Lim emphasized two additional changes at the intersection of Tuscany Place and Via

Tuscany. He said staff reached an agreement with residents who opposed the installation of speed tables on Via Tuscany. Instead, the focus will be on filling a sidewalk gap on Tuscany Place, where there is currently a decorative wall marking the entrance to the neighborhood. Staff intends to adjust the radius at the southeast corner of the intersection. This will allow for a 5-foot, potentially 6-foot sidewalk connecting to the existing crosswalk on Via Tuscany. This change addresses complaints about limited connectivity between neighborhoods and helps reduce traffic on Via Tuscany.

Mr. Lim added staff will proceed with adding one raised crosswalk instead of two speed tables to fill the sidewalk gap and retime the signal at the Via Tuscany and Howell Branch intersection, as staff is aware of coordination issues along Howell Branch due to ongoing work on Temple Trail.

Discussion followed on pedestrian safety using the proposed crosswalk and funding for traffic calming measures in the area.

d. Traffic Study results

Mr. Moore reminded the board that, during the October 17th TAB meeting, a resident requested a traffic study for Railroad Avenue, supported by petition signatures from neighboring residents. Traffic counter hoses were installed on Railroad Avenue, which revealed a speeding problem. He reviewed the study results and said staff decided to implement traffic calming measures, including speed tables and no-parking zones, as requested by the residents.

In addition, Mr. Moore noted that board member Ruben Paige requested signage for Carver Street. He said staff recently installed two speed humps on Carver, and signage has been prepared and will be installed soon.

7. Board Comments

Staff responded to questions regarding the efficacy of speed tables on Winter Park Road and said the city has received positive feedback from the community, and further analysis and evaluation will be done at a later date. Discussion followed on speed limits, sidewalk conditions, and pedestrian safety. The issue of pedestrian mobility during construction was discussed, focusing on city ordinances and the necessity for alternate walkways when sidewalks are closed. Concerns were raised about limited space for pedestrian traffic around Seven Oaks Park, with construction expected to continue beyond January 6th. Staff will address pedestrian safety concerns at an upcoming meeting.

8. Upcoming Agenda Items

9. Adjournment

The meeting adjourned at 5:00 p.m.

Approved by the board on 02/17/2025

/s/: Kim Breland