



Transportation Advisory Board Regular Meeting

Agenda

January 20, 2026 @ 4:00 PM

City Hall Commission Chambers
401 S. Park Avenue

welcome

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please note

Times are projected and subject to change.

1. Call to Order

2. Approval of Minutes

- a. Approve the minutes for the November 17, 2025 regular meeting 1 minute

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

4. Action Items

5. Non-Action Items

- a. E-Mobility Injury Rates Research - University of South Florida 10 minutes
- b. E-Mobility Regulatory Framework Research - Florida State University 10 minutes

6. Staff Updates

- a. Police Department Update 5 minutes
- b. Shores of Lake Killarney Speed Data Analysis 5 minutes
- c. South Lakemont Shores Paving 5 minutes
- d. Lakemont Ave. & Mizell Ave. Pedestrian Signal Timing 5 minutes
- e. School Zone Crosswalk Refresh 5 minutes
- f. Heritage Market Trail Feasibility Assesment 5 minutes

7. Board Comments

- a. TAB Member Update 5 minutes

8. Upcoming Agenda Items

9. Adjournment



Transportation Advisory Board Regular Meeting Minutes

November 17, 2025, at 4:00 PM

City Hall Commission Chambers
401 S. Park Avenue

Present

Peter Gottfried (virtual), Kenneth Lineberger, Andrew Irvin, Jeffrey Sievers, Thomas Lochrane, and Benjamin Robinson. Ruben Paige was absent.

Staff: Director of Public Works Charles Ramdatt, Transportation Manager Jamel Hibbert, Transportation Planner Jason Sartorio, Sergeant Combas, and Recording Secretary Noemi Schudel.

1. Call to Order

Board Chair Jeffrey Sievers called the meeting to order at 4:00 p.m.

2. Approval of Minutes

- a. Approve September 15, 2025, regular meeting minutes

Mr. Sievers noted the prior minutes listed Mr. Robinson as being present twice. Mr. Robinson noted that Callahan St. was misspelled several times. Motion made by Peter Gottfried to approve September 15, 2025, meeting minutes subject to corrections, seconded by Kenneth Lineberger. Motion carried unanimously 6-0.

3. Public Comments (for items not on the agenda)

James Philips 1765 Carollee Lane, addressed his ongoing safety concern: the disappearance of road markings throughout the city, including white lane lines, stop bars, crosswalks, and other pavement delineations that are critical for driver and pedestrian safety. He named several areas where markings have faded or disappeared: near Brookshire Elementary, Cady Way and Green Street, and sections of Palmer Avenue, crosswalk at Loch Berry Road and Lakemont Avenue. These conditions are safety hazards for residents, schoolchildren, and drivers. He asked about adding or repairing sidewalks that are damaged or missing.

Director of Public Works and Transportation Charles Ramdatt explained that the Public Works/Transportation Department and Police Department have been going throughout the city noting problem areas and that the city has also already taken steps to correct some of these areas. They will work to prioritize school zones.

In response to Mr. Philips' question about sidewalks, Mr. Lochrane explained the city's policy and procedures for repairing or adding new sidewalks. Residents in some neighborhoods can request new sidewalks where none previously existed and can report and identify sidewalk, stripping, and any ADA issues or concerns by email city staff.

Stuart Bogue, Northwood Terrace, voiced his opinion on the importance of understanding current restrictions when navigating through the city in a wheelchair. He described personal experience navigating Park Avenue in a wheelchair, emphasized peak Sunday conditions, and suggested Board members attempt to travel the corridor using a wheelchair to better understand constraints.

Mr. Ramdatt explained that the city is working on a Park Avenue refresh project and has been paying special attention to ADA issues. Staff have also been assisting with this task and have done a final review of some of the ADA improvements and will look more comprehensively and discuss how to prioritize them going forward.

Mr. Lochrane also suggested possibly setting up a workshop to include city residents to offer some insight.

4. Action Items

5. Non-Action Items

- a. ADA Transition Plan Update – Presentation by the Transportation Manager, Mr. Jamel Hibbert

Mr. Hibbler gave an update on the ADA Transition plan which is updated annual as is federally required. As part of the update, the city gives residents the opportunity to report ADA-related issues in the public right-of-way which will help guide future ADA improvement projects and keep everyone informed. He reported fiscal year 2024 sidewalk repair and replacement data. Mr. Ramdatt stated the city maintains sufficient operational flexibility to address ad-hoc ADA hazards (e.g., lifted sidewalks, missing domes) even when larger neighborhood projects are underway. The board questioned whether Facebook and email outreach alone sufficient and suggested a utility bill insert as an enhancement. Mr. Ramdatt discussed re-establishing coordination with Lighthouse Central Florida, particularly to support visually impaired users and to seek help in prioritizing improvements such as audible pedestrian signal improvements.

Mr. Lochrane suggested that staff separate the city into quadrants to identify and prioritize heavily traveled streets, in hopes of obtaining more personalized information. Mr. Ramdatt confirmed this approach was used previously and acknowledged it may be appropriate to update and re-evaluate the quadrant inventory.

Mr. Gottfried mentioned an ADA issue with the signal timing at Lakemont Avenue and Mizell Avenue traffic light which he feels seems too short and does not allow enough time for pedestrians to cross without having to hurry and asked staff can investigate this issue. Mr. Ramdatt advised this location has been evaluated and addressed within the ADA Transition Plan framework, with broader plans to improve signal connectivity and pedestrian timing near hospitals and senior facilities. The city is working on interconnecting all traffic signals.

- b. Technology Integration: Flow Labs Software – Presentation by the Transportation Manager, Mr. Jamel Hibbert

Mr. Hibbler spoke about the Florida Department of Transportation work to leverage technology to optimize signal operations and help avoid the need to add more traffic

lanes or incur additional costs from lane additions. He outlined issues in obtaining accurate real-time traffic data which the city needs to make smart, data-driven decisions, to ensure consistency with the Transportation Master Plan and smart mobility goals. He noted that Flow Labs has found a solution to some of the issues with obtaining accurate real-time traffic data using in-road sensors and anonymous TomTom vehicle probe data which eliminates gaps in the transportation network for data collection and minimizes the amount of inaccurate data being retrieved. The city now has access to this technology at no cost and will evaluate the benefits provided. and will generate reports and potentially present the results to the board in future meetings.

6. Staff Updates

a. Police Department Update – Presented by Sergeant John Combas

Sergeant Combas presented crash data collected from June 1 to September 16, 2025, and provided an update on speeding reports along Aloma Avenue. He also provided a breakdown of the guidelines used by the City of Winter Park's Police Department to monitor and regulate e-bikes and reported on the speed analyses conducted on road identified in the board prior meeting.

Sergeant Combas clarified enforcement thresholds distinguishing E-bikes from electric motorcycles (speed, wattage, pedals vs. pegs, emphasized an education-first enforcement approach, especially for minors., and anticipated seasonal increases in incidents following holidays (e.g., Christmas). The presentation and discussion also included a rationale for 10–15 mph enforcement tolerance, perception versus data conflicts, and acknowledgement that residents are often the primary violators.

b. Fairbanks Ave. and Denning Dr. Intersection Modification – Presented by Director of Public Works and Transportation, Mr. Charles Ramdatt

The city is contemplating improvements at this intersection. The improvements will include adding left-hand turn lanes on the Eastbound and Westbound approaches. The city is advocating at the District-5 FDOT level and legislative levels to secure funding. Mr. Gottfried mentioned that the city's consultants may investigate an overhead pedestrian bridge at Denning/Fairbanks Avenue.

c. Golfside Dr. Sidewalk, Curb, & Repaving Project – Presented by the Transportation Manager, Mr. Jamel Hibbert

Mr. Hibbert gave a presentation on recent ADA repair work completed at Golfside Drive and explained plans for continued work on Golfside Drive. The additional work is scheduled to begin January 2026. The scope of this project includes curb replacement, driveway, sidewalks, root removal, regrading, and street resurfacing.

d. Webster Ave. Roadway Improvement – Presented by the Transportation Manager, Mr. Jamel Hibbert

This project will assess pavement conditions and underlying utilities to develop a roadway improvement plan. This will take place from Denning Drive to Pennsylvania Avenue.

e. Lyman Ave. Crosswalk – Presented by the Transportation Manager,

Mr. Jamel Hibbert

In response to public concerns, the city installed pedestrian curb ramps and highly visible crosswalk striping, along with a pedestrian paddle, between the garage and the Knowles Avenue parking lot.

- f. Northwood Blvd. & Northwood Terr. Dr. Parking Zone Update – Presented by the Transportation Manager, Mr. Jamel Hibbert

In efforts to address ongoing confusion about “No Parking” zones, the city collaborated with residents, relocating certain signs and installed additional signage where needed.

7. Board Comments

Mr. Gottfried asked for the estimated start date for the Corrine Drive Project. Mr. Ramdatt explained that the project is a City of Orlando project but will inquire and send a response to each board member individually.

Mr. Robinson informed the Board that FDOT is planning to replace the Reverend Crossman Bridge in Maitland, located at the northern terminus of Winter Park. The project was noted for regional awareness and future coordination implications such as including pedestrian facilities. Mr. Robinson expressed concerns of the recently reconstructed guardrail at Brewer’s Curve. Mr. Ramdatt will speak with FDOT maintenance leadership about the design to make it sturdier.

Mr. Irvin would like the board to revisit the E-bike discussion and spend more time understanding the law to be able to provide a recommendation to the commission.

A work session on this topic was suggested.

8. Upcoming Agenda Items

- Discussion on planning work session on E-bikes
- January meeting tentatively planned to be moved to Tuesday, January 20, 2026
- Investigate speaking with FDOT about adding signage on the pavement or overhead at Westbound SR 426 at the split to go South on Orange Avenue or continue Westward on SR 426

9. Adjournment

The meeting adjourned at 6:05 p.m.

Respectfully, Noemi Schudel, Board Secretary



Transportation Advisory Board

agenda item 5.a

item type

Non-Action Items

meeting date

January 20, 2026

prepared by

Jamel Hibbert, Transportation Manager

approved by

Noemi Schudel, Administrative
Coordinator II

subject

E-Mobility Injury Rates Research - University of South Florida

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

1. E-Mobility Injury Research
2. E-Mobility Injury Research

E-Mobility Injury Rate Research

University of South Florida



E-Scooter & E-Bike Safety

Overview of Data Trends and Research

Leomar White, MPH, CPH | January 20th, 2026

Conflicts of Interest

- There are no conflicts of interest to report regarding this presentation.

Why This, Why Now

- E-scooter/e-bike injuries **increased** by **21%** in 2022
- Approximately **360,800** micromobility **ED visits** from 2017-2022
- About **15%** of injured micromobility users in emergency departments were **hospitalized** in 2021-2022.
- **No federal safety** standards exist for e-scooters

Sources: CSPC, 2023; Younes et al., 2025

A photograph of a modern, multi-story building with a curved facade and large glass windows. The building is partially obscured by a semi-transparent teal overlay. In the foreground, a large bronze sculpture of a bull is running through a shallow pool of water. Another smaller bull sculpture is visible in the background near the building's entrance. The sky is clear and blue.

Who's Getting Hurt: The Youth Problem

2021 Nationwide Emergency Department Sample

Characteristics	E-Scooters (N = 17, 723)	Bicycles (N= 186,275)
Under 18	47.7%	38.2%
Female	46.5%	24.9%
Public Insurance	43.2%	37.7%
Motor Vehicle Collisions	7.9%	16.6%

Factors That Increase Risks from E-Devices

Motor vehicle collisions are the severity multiplier:

- Overall injury severity is comparable between e-scooters and bikes
- BUT: When a **car is involved**, e-scooter riders have **55% higher** odds of hospital admission (OR = 1.55)

Injury pattern differences:

- E-scooter: More distal extremity trauma (wrists, ankles)—consistent with high-speed falls
- Bicycle: More internal injuries and proximal fractures
- **Different devices = different injury mechanisms = need for tailored prevention**

The Helmet Gap

What we know works:

Helmet use reduces head injury odds by 51%, serious head injury by 69%, fatal head injury by 65%

What is happening:

- Helmet use among injured e-scooter riders: 0-4.4% (Cohen et al., 2021)
- Among college students who commute by e-scooter/bike: only 9.3% always/usually wear helmets

The parental factor (Research among USF students):

- Kids whose parents encouraged helmet use are 6x more likely to wear helmets later
- *Implication:* Early intervention works—but we're not doing it systematically

A photograph of Marshall University's modern glass and metal building, with a large bronze sculpture of a running bull in the foreground. The scene is overlaid with a semi-transparent teal filter. The text 'Experts Recommendations' is centered in white. The words 'MARSHALL UNIVERSITY' are visible on the building's facade.

Experts Recommendations

Professional consensus (AAP, AAOS, POSNA):

- Ban e-scooters for younger riders (Under 16-year-olds)
- Implement speed limits
- Mandatory helmet laws
- Prohibit sidewalk riding
- Ban phone/headphone use while riding

What cities can do

- Clear rules on where devices can be used
 - Designated/segregated infrastructure
- Maximum speed limits and minimum user age requirements
- Parking requirements and enforcement of established rules

Thank you!

Contact: leomarwhite@usf.edu



Transportation Advisory Board

agenda item 5.b

item type

Non-Action Items

meeting date

January 20, 2026

prepared by

Jamel Hibbert, Transportation Manager

approved by

Noemi Schudel, Administrative
Coordinator II

subject

E-Mobility Regulatory Framework Research - Florida State University

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

1. E-Mobility Regulatory Research

Regulating E-Bikes and E-Scooters



Key Terms

- **Statutory Definitions**

- **Electric Bicycle**

- Bicycle (or tricycle) equipped with fully operable pedals, a seat or saddle for the use of the rider, and an electric motor of less than 750 watts
 - Three classes:
 - Class 1: Motor provides assistance only when the rider is pedaling and ceases to provide assistance when the electric bicycle reaches 20 mph.
 - Class 2: Motor may be used exclusively to propel the electric bicycle and ceases to provide assistance when the bicycle reaches the speed of 20 mph.
 - Class 3: Motor provides assistance only when the rider is pedaling, and ceases to provide assistance when the electric bicycle reaches 20 mph.

- **Micromobility Device**

- A motorized transportation device designed for individual use which is typically 20 to 36 inches in width and 50 pounds or less in weight and which operates at a speed of typically less than 15 mph but no more than 28 mph. This term includes both a human-powered and a nonhuman-powered device such as a bicycle, electric bicycle, motorized scooter, or any other device that is owned by an individual or part of a shared fleet.

- **Motorized Scooter**

- Any vehicle or micromobility device that is powered by a motor with or without a seat or saddle for the use of the rider, which is designed to travel on not more than three wheels, and which is not capable of propelling the vehicle at a speed greater than 20 miles per hour on level ground. The term does not include an electric bicycle.

Regulation of E-Bikes and E-Scooters

- Florida Stat. § 316.008(7)

- (a) A county or municipality may enact an ordinance to permit, control, or regulate the operation of vehicles, golf carts, mopeds, motorized scooters, electric bicycles, and electric personal assistive mobility devices on sidewalks or sidewalk areas when such use is permissible under federal law. The ordinance **must** restrict such vehicles or devices to a maximum speed of 15 miles per hour in such areas.

- Florida Stat. § 316.2128(7)

- A local government may adopt an ordinance providing one or more minimum age requirements to operate a motorized scooter or micromobility device and may adopt an ordinance requiring a person who operates a motorized scooter or micromobility device to possess a government-issued photographic identification while operating the motorized scooter or micromobility device.

- Florida Stat. § 316.20655

- (1) [This section] may not be construed to prevent a local government, through the exercise of its powers under s. 316.008, from:
 - adopting an ordinance governing the operation of electric bicycles on streets, highways, sidewalks, and sidewalk areas under or within the local government's jurisdiction
 - restricting or prohibiting the operation of an electric bicycle on a bicycle path, multiuse path, or trail network
- (8) A local government may adopt an ordinance providing one or more minimum age requirements to operate an electric bicycle *and* may adopt an ordinance requiring an operator of an electric bicycle to possess a government-issued photographic identification while operating the electric bicycle.

Regulation	Non-motorized Bicycle (Sec. 316.2065, Fl. Stat.)	E-Bikes (Sec. 316.20655, Fl. Stat.)	Micromobility Devices (Sec. 316.2128 Fl. Stat.)
Age Limit to Operate	None.	None - Sec. 316.20655(8) allows local governments to set minimum age requirement.	None - Sec. 316.2128(7) allows local governments to set minimum age requirement.
Age Limit for Helmets	Under 16, helmet is mandatory (316.2065(3)(d) Fla. Stat.)	Sec. 316.20655(1) incorporates sec. 316.2065 so helmet requirement is the same	Sec. 316.2128(1) incorporates sec. 316.2065, so helmet requirement is the same
Speed	No Limit	Established by definition in sec. 316.003((23) – up to 28 mph for Class 3 e-bike. An electric bicycle capable of traveling over 28 miles per hour is regulated as an electric motorcycle	Established by definition in sec. 316.003(41) – “typically less than 15 mph but no more than 28 mph’

Local Ordinances by Municipality

- Doral, Florida
 - Ordinance 2025-35 requires all micromobility devices to be registered with the City's Police Department and to "obtain and display a City issued micro-mobility decal."
 - Violators subject to fine up to \$250.00
- Palm Beach, Florida
 - Ordinance No. 17-2025 makes it unlawful to ride an e-bike or e-scooter "upon any town sidewalk or multimodal trail."
 - Ordinance No. 18-2025 sets a minimum age of 15 to operate a micromobility device "on any public street, sidewalk, park, path, or other right-of-way within the Town", requires all operators under 16 to wear a securely fastened bicycle helmet, and to carry a government-issued ID card while operating the device.



Transportation Advisory Board

agenda item 6.a

item type

Staff Updates

meeting date

January 20, 2026

prepared by

Jamel Hibbert, Transportation Manager

approved by

Noemi Schudel, Administrative
Coordinator II

subject

Police Department Update

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

1. Police Department Update

Police Department Update





Transportation Advisory Board

agenda item 6.b

item type

Staff Updates

meeting date

January 20, 2026

prepared by

Jamel Hibbert, Transportation Manager

approved by

Noemi Schudel, Administrative
Coordinator II

subject

Shores of Lake Killarney Speed Data Analysis

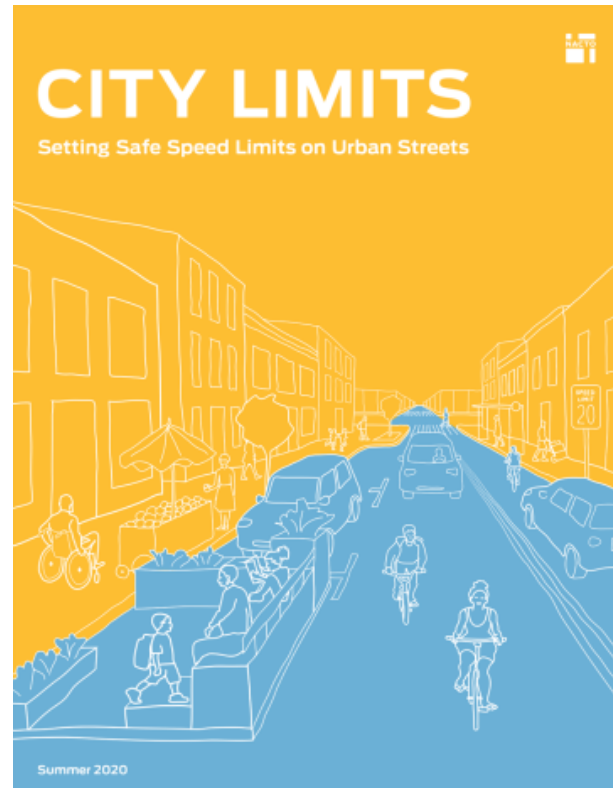
motion | recommendation**background****alternatives | other considerations****fiscal impact****attachments**

1. Speed Study

Speed Data Analysis Shores of Lake Killarney

Background

- Location: Blossom Lane, Lake Drive, Rippling Lane
- Initiated in response to a resident petition for neighborhood traffic study
- Conducted in Accordance with Winter Park's Adopted Neighborhood Speed Management and Traffic Calming Policy



Summary of Work - Police Department Speed Studies

- Winter Park PD conducted speed studies for enforcement evaluation purposes
- Each study recorded between 1,000 and 1,600 vehicles
- Average Speed: Between 17 - 22 MPH

Summary of Work - Tube Traffic Counter Studies

- Conducted on Blossom Lane and Lake Drive
- Staff evaluated the collected data to determine the 85th percentile speed
- Results: Confirmed 85th percentile speeds that do not exceed the posted speed limit by more than 7 mph
- Conclusion: Additional traffic calming measures are not warranted at this time
- Future Steps: Continue interim speed management measures and coordinate with PD for targeted enforcement



Transportation Advisory Board

agenda item 6.c

item type

Staff Updates

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January 20, 2026

prepared by

Jamel Hibbert, Transportation Manager

approved by

Noemi Schudel, Administrative
Coordinator II

subject

South Lakemont Shores Paving

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

1. South Lakemont Shores Repaving

South Lakemont Shores Repaving



Project Locations and Completion Dates:

- **Lynwood Lane** - Completed December 12, 2025
- **Lake Spier Drive** - Completed December 16, 2025
- **Barker Drive** - Completed January 7, 2026





Transportation Advisory Board

agenda item 6.d

item type

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prepared by

Jamel Hibbert, Transportation Manager

approved by

Noemi Schudel, Administrative
Coordinator II

subject

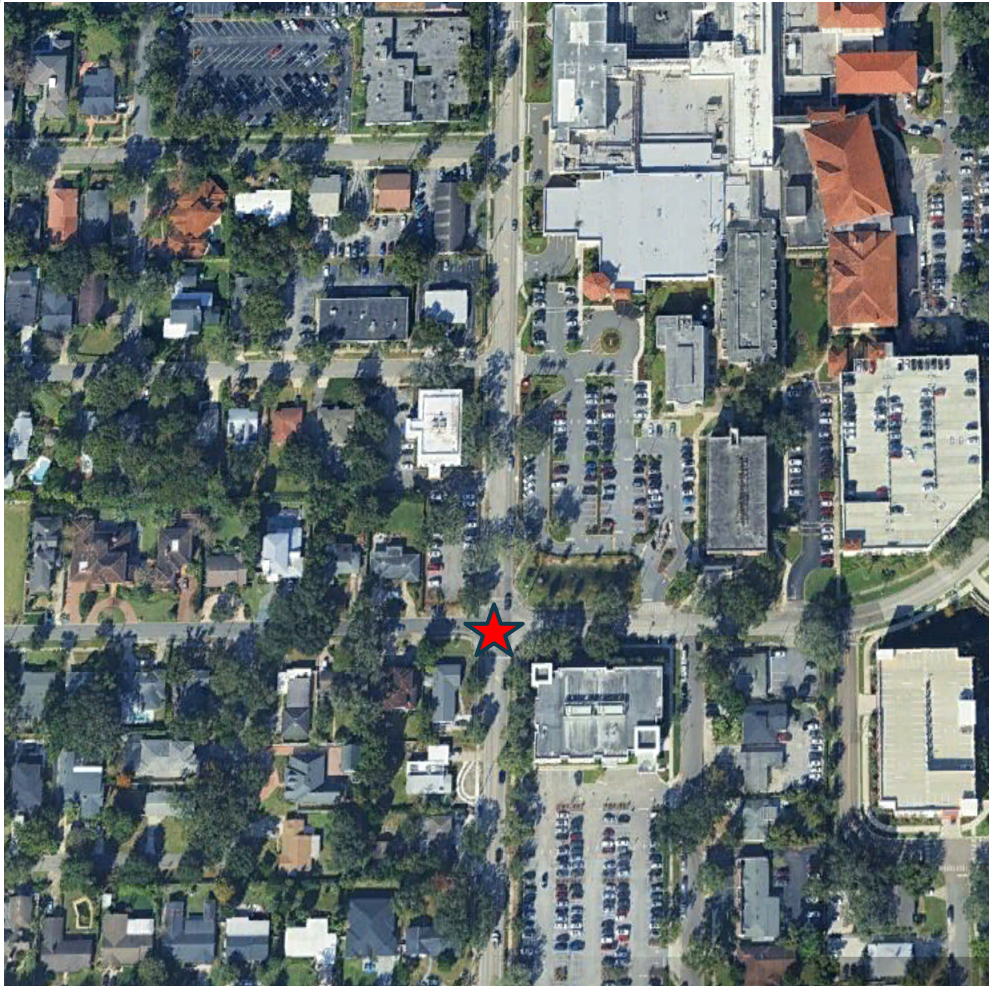
Lakemont Ave. & Mizell Ave. Pedestrian Signal Timing

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

1. Pedestrian Signal Timing

Pedestrian Signal Timing





Project Locations and Details

- Lakemont Avenue at Mizell Avenue
- Increased pedestrian clearance interval from 10 to 16 seconds
- Completed: January 12, 2026
- Next Steps: Monitor intersection for pedestrian safety and signal operation improvement



Transportation Advisory Board

agenda item 6.e

item type

Staff Updates

meeting date

January 20, 2026

prepared by

Jamel Hibbert, Transportation Manager

approved by

Noemi Schudel, Administrative
Coordinator II

subject

School Zone Crosswalk Refresh

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

1. Crosswalk refresh

School Zone Crosswalk Refresh



Background & Assessment

- ◆ November TAB meeting: Conditions of crosswalks along routes to school and healthcare facilities
- ◆ Internal audit identified 26 crosswalks that needed to be refreshed
- ◆ Prioritized completing as many schools as possible during Winter Break

Locations Completed

- ◆ 16 locations completed by Winter Park Streets Division over Winter Break

Corridor / Area	Specific Location	Adjacent Generator
Lee Rd	Webster Ave	Orlando Gifted Academy
Interlachen Ave	Lincoln Ave	First United Methodist Preschool
Knowles Ave	Lincoln Ave	First United Methodist Preschool
Pennsylvania Ave	Clarendon Ave	Winter Park 9th Grade Center
Pennsylvania Ave	Huntington Ave	Winter Park 9th Grade Center
Clarendon Ave	School exit crosswalk	Winter Park 9th Grade Center
Huntington Ave	Bus entry/exit	Winter Park 9th Grade Center
Lakemont Ave	Yorkshire Dr	Lakemont Elementary
Brookshire	Green Dr	Brookshire Elementary
Brookshire Elementary	Mid-block crossing	Brookshire Elementary
Green Dr	Coldstream Dr	Brookshire Elementary
Green Dr	Mid-block (school)	Brookshire Elementary
Green Dr	Mid-block (south side)	Brookshire Elementary
Green Dr	Bus & service access	Brookshire Elementary
Green Dr	Drop-off/pick-up (north)	Brookshire Elementary
Cady Way	Mid-block	Brookshire Elementary

Pending Work

- ◆ Remaining 10 locations are on higher volume roadways
- ◆ Contractor to complete work using thermoplastic road paint

Corridor / Area	Specific Location	Adjacent Generator
Denning Dr	Railroad Ave	Orlando Gifted Academy
Lakemont Ave	Oakhurst Ave	Lakemont Elementary
Lakemont Ave	Loch Berry Rd	WP Presbyterian Preschool
Lakemont Ave	Fire Station 62 (SB markings)	WP Presbyterian Preschool
Lakemont Ave	School pavement markings (NB)	WP Presbyterian Preschool
Dundee Dr	Perth Lane	WP Presbyterian Preschool
Glenridge Way	General Rees Ave	Glenridge Middle School
AdventHealth Area	Lakemont Ave	Hospital Campus
AdventHealth Area	Mizell Ave	Hospital Campus
AdventHealth Area	Edinburgh Dr	Hospital Campus

Completion Pictures





Transportation Advisory Board

agenda item 6.f

item type

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prepared by

Jamel Hibbert, Transportation Manager

approved by

Noemi Schudel, Administrative
Coordinator II

subject

Heritage Market Trail Feasibility Assesment

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

1. Heritage Market Trail

Heritage Market Trail Feasibility Assessment



KCA Scope of Services

- Cost Analysis
- Identify potential impacts to businesses and residents
- Assess constructability
- Identify funding opportunities
- Final deliverable: Technical memorandum

TAB Member Updates



