



Transportation Advisory Board Regular Meeting Minutes

November 17, 2025, at 4:00 PM

City Hall Commission Chambers
401 S. Park Avenue

Present

Peter Gottfried, 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

The Chair formally reviewed rules of decorum, public comment procedures, mobile device etiquette, and explicitly noted the authority to remove disruptive attendees from the chambers. One board member (Mr. Peter Gottfried) attended the meeting remotely, and this was acknowledged at the outset of the meeting.

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. Robinson noted errors found in the prior minutes and supported approval subject to corrections. Motion made by Peter Gottfried to approve September 15, 2025, regular meeting minutes, seconded by Kenneth Lineberger. Motion carried unanimously 6-0.

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

- a. James Phillips- 1765 Carollee Lane

Mr. Phillips addressed an ongoing safety concern of his: the disappearance of road markings throughout the city. This includes white lane lines, stop bars, crosswalks, and other pavement delineations that are critical for driver and pedestrian safety. In several curves and at critical crosswalks—especially near Brookshire Elementary, Cady Way and Green, and sections of Palmer—markings are almost completely gone. These conditions are genuinely safety hazards for residents, schoolchildren, and drivers. Mr. Phillips also asked about adding or repairing sidewalks that are damaged or missing. Another example of nearly deteriorated striping is at Loch Berry Road and Lakemont Avenue.

Mr. Ramdatt responded, explaining that the Public Works/Transportation Department has been working with the Police Department and has been going throughout the City to note problem areas. He explained the City has also already taken steps to start correcting some of these areas. They will also work to prioritize school zones.

In response to Mr. Phillips' question about sidewalks, Mr. Lochrane explained that the City has a policy and procedure on repairing or adding new sidewalks. Residents in some neighborhoods can request new sidewalks where none previously existed. The [Citycity](#), of

course, would go out to investigate to determine Whether it is possible to do so. The City offers several options for residents and/or business owners to report and identify sidewalk, stripping, and any ADA issues or concerns. The following are some of the options:

1. Email Public Works Director, CRamdatt@cityofwinterpark.org
2. Email Transportation Department, Transportation@cityofwinterpark.org
3. Email ADA Compliance, ADA@cityofwinterpark.com
4. Post on our City Facebook (City of Winter Park)

Stuart Bogue addressed the board to voice his opinion on the importance of [understanding current restrictions](#) when navigating through the City in a wheelchair. Mr. Bogue also described personal lived 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 Director of Communications, Ms. Clarissa, is working on a Park Avenue refresh project. Within that project, she and her consultants have been paying special attention to ADA issues. The Director and Assistant Director of Public Works have also been assisting with this task and have done a final review of some of the ADA improvements. So, the Park Avenue refresh project, which is wrapping up soon, will show some ADA improvements. Also, within the Transportation Master Plan, there are some ADA improvements. Vice Mayor Sullivan also [had made](#) some strong comments about trying to make some improvements on Morse. The Transportation Department's new hire, Mr. [Sartorio](#), and Mr. Ramdatt will look more comprehensively into that area and others 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

- a. No action items

5. Non-Action Items

- a. ADA Transition Plan Update

The ADA Transition plan provides the status for ADA improvements from the previous fiscal year. The annual ADA update is federally required, and the City of Winter Park normally provides these updates every October. In addition to providing our own data, the City also gives residents the opportunity to report ADA-related issues in the public right-of-way. This feedback will help guide future ADA improvement projects and keep everyone informed. The public is notified through Facebook and emails. The City reported fiscal year 2024 sidewalk replacement of approximately 7,666 Linear Feet and fiscal year 2025 replacement of approximately 6,291 Linear Feet and explained that reductions were due to curb-heavy projects. Mr. Ramdatt confirmed the City prioritizes prompt response once constructive notice is received for ADA-related hazards, particularly to avoid trip-and-fall risks. Emphasis was placed on prioritizing locations affecting elderly residents, wheelchair users, and areas near hospitals, rehab centers, schools, and senior housing. 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 utility bill insert as an enhancement. Mr. Ramdatt discussed refreshing

coordination with Lighthouse Central Florida, particularly to support visually impaired users and audible pedestrian signal improvements.

Mr. Lochrane suggested that staff separate the [Citycity](#) 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. The timing seems too short and does not allow enough time for pedestrians to cross without having to hurry. He's asking if staff can investigate this issue. Mr. Ramdatt acknowledged the concern and confirmed this location has already 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 [Citycity](#) is working on interconnecting all traffic signals. The Public Works/Transportation department has been discussing with FDOT and other vendors what can be done to improve our connectivity, not only to facilitate this but also to monitor it.

b. Technology Integration: Flow Labs Software

The Florida Department of Transportation is working to leverage technology to optimize signal operations and help avoid the need to add more traffic lanes or incur additional costs from lane additions. One of the problems, or issues, that many agencies are experiencing is obtaining accurate real-time traffic data. This is what's needed for agencies to conduct studies to make smart, data-driven decisions, and that's the approach that the [Citycity](#) trying to go with, which will align with the Transportation Master Plan and smart mobility goals. It's been reported that a company called Flow Labs has found a solution to the issues [withby](#) obtaining accurate real-time traffic data. The method they use to solve this problem is continuous real-time optimization using on-road sensors and anonymized TomTom vehicle probe data. Vehicle probe data represents a data point where, if you're on a transportation network, on a roadway, your point is being tracked, and the information collected from that point includes the location, direction you are traveling, and your speed. This information is used to fuse with traffic signal sensor data. That combination eliminates gaps in the transportation network for data collection and minimizes the amount [ifof](#) inaccurate data being retrieved. This data is all collected without your privacy being shared and/or violated. The [Citycity](#) now has access to this technology at no cost and will evaluate the benefits it provides. We're able to determine if the reports that are provided to us can help us align the needs of the Transportation Master Plan to what we actually need to do to improve safety, mobility, accessibility in the City of Winter Park. After the evaluation is complete, [we—generatewe generate](#) reports, and potentially present the results to the board in future meetings.

6. Staff Updates

a. Police Department Update

Sergeant Combas presented crash data collected from June 1 ~~to~~ September 16, 2025, and provided an update on speeding reports along Aloma Avenue.

Sergeant Combas provided a breakdown of the guidelines they go by to

monitor and regulate e-bikes.

Speed analyses were conducted, specifically for the roads mentioned in the last meeting: Railroad, Calhan, Via Tuscany, Tuscany Place, and County Club Drive. 18,000 cards were registered, with a tolerance of 15 mph; they documented only 33 violations. So, the department doesn't consider speed to be an issue in these areas. The Police Department will continue to monitor these areas. Data collection will be conducted next at Rippling Lane, Lake Drive, Blossom Lane, and Carver Street. 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

The City is looking to facilitate some improvements at this intersection. The improvements will include widening the 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

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

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

The public expressed concerns that there was no clear pedestrian crosswalk between the garage and the Knowles Avenue sidewalk. In response to those concerns, the City completed an assessment that determined that it was necessary to install 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

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 he can inquire with one

of his colleagues to find out. He will then 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 also brought up the concerns of the recently reconstructed guardrail at Brewer's Curve. Mr. Ramdatt plans to speak to the 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