



Transportation Advisory Board Regular Meeting

Agenda

March 16, 2026 @ 4:00 PM

City Hall Commission Chambers
401 S. Park Avenue

welcome

Agendas and all backup material supporting each agenda item are accessible via the city's website at cityofwinterpark.org/meetings/ and include virtual meeting instructions.

decorum

As a courtesy to those present, please silence your mobile devices. If you must take a phone call, please excuse yourself and step outside.

Members of the public shall observe the same rules of propriety, decorum and good conduct applicable to members of the Board. Persons making remarks or exhibiting behavior that disrupts the orderly conduct of this meeting will be subject to removal from the meeting.

assistance & appeals

Persons with disabilities needing assistance to participate in any of these proceedings should contact the City Clerk's Office ([407-599-3277](tel:407-599-3277)) at least 48 hours in advance of the meeting.

"If a person decides to appeal any decision made by the Board with respect to any matter considered at this hearing, a record of the proceedings is needed to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based." (F.S. 286.0105).

board member compliance

Board/Committee members when acting within the scope of their public duties are subject to the Florida Sunshine Law (Ch. 286, F.S.), Florida Public Records Act (Ch. 119, F.S.) and state ethics laws (Ch. 112, F.S.). All discussions with any other board member(s) regarding public items that are likely to come before the board/committee must occur on the record during a public meeting. No member shall vote upon, and no appointed member shall attempt to influence, any item considered which would inure to the special private gain or loss of the member, any principal/parent/subsidiary retaining the member, or any relative or business associate of the member. Members must announce their conflict and file a written conflict disclosure with the City Clerk within 15 days of the meeting.

-
- 1. Call to Order**
 - 2. Approval of Minutes**
 - a. Approve the minutes for the January 20, 2026 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**
 - 6. Staff Updates**
 - a. Traffic Calming Measures 5 minutes
 - b. Heritage Market Trail Feasibility 5 minutes
 - c. Morse Blvd. Parking 5 minutes
 - d. Lakemont Ave. and Glenridge Way Signal retiming 5 minutes
 - e. Golfside Neighborhood Project 5 minutes
 - f. E-Bike open house 5 minutes
 - 7. Board Comments**
 - 8. Upcoming Agenda Items**
 - 9. Adjournment**



Transportation Advisory Board Regular Meeting Minutes

January 20, 2026, at 4:00 PM

City Hall Commission Chambers
401 S. Park Avenue

Present

Ruben A. Paige, Peter Gottfried, Kenneth Lineberger, Andrew Irvin, Jeffrey Sievers, Thomas Lochrane, and Benjamin Robinson.

Staff: Director of Public Works Charles Ramdatt, Transportation Planner Jason Sartorio 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 the November 17, 2025, regular meeting minutes

Motion made by Benjamin Robinson to approve November 17, 2025, regular meeting minutes, seconded by Thomas Lochrane. Motion carried unanimously 7-0.

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

- a. No public comments

4. Action Items

- a. No action items

5. Non-Action Items

- a. E-Mobility Injury Rates Research – Presentation by Mr. Leomar White
Mr. Leomar White, a student at the University of South Florida (USF), delivered a presentation on e-scooter and e-bike safety, focusing on injury rates, emerging trends, emergency department data, and helmet usage. His presentation emphasized the importance of helmet use and the role of parental influence in addressing the rise in reported injuries.

- b. E-Mobility Regulatory Framework Research – Presentation by Mr. Ian Kampert
Mr. Ian Kampert, a student at Florida State University (FSU), delivered a presentation focused on the regulation of e-scooters and e-bikes. Mr. Kampert explained Florida's statutory framework and clarified the extent of regulatory authority available to local governments when adopting and enforcing e-scooter and e-bike regulations.

6. Staff Updates

- a. Police Department Update

No update

b. Shores of Lake Killarney Speed Data Analysis – Presentation by the Transportation Planner, Mr. Jason Sartorio

Mr. Sartorio presented the results of a neighborhood traffic study conducted in response to a petition and in accordance with the City of Winter Park Neighborhood Speed Management and Traffic Calming Policy. Speed enforcement studies were performed by the Winter Park Police Department on Blossom Lane, Lake Drive, and Rippling Lane with all locations classified as low enforcement concern. Mr. Sartorio noted that interim speed management measures would continue. Board members discussed the importance of understanding which traffic-calming measures are most effective and requested a future presentation summarizing successful neighborhood speed management tools used throughout the city. In response, Mr. Ramdatt committed to presenting the traffic plan to the Board that would outline the traffic-calming devices currently in use, their locations, and the benefits associated with each.

c. South Lakemont Shores Paving – Presentation by the Transportation Planner, Mr. Jason Sartorio

Mr. Sartorio provided an update on the South Lakemont Shores resurfacing project, located south of Lake Spier Drive. The scope included milling and resurfacing approximately 0.58 lane miles across three roadways. Lynwood Lane was completed on December 12, 2025; Lake Spier Drive on December 16, 2025; and Barker Drive on January 7, 2026. The work was completed as planned.

d. Lakemont Avenue & Mizell Avenue Pedestrian Signal Timing – Presentation by the Transportation Planner, Mr. Jason Sartorio

Mr. Sartorio explained that this study was conducted in response to a comment made during the previous Transportation Advisory Board (TAB) meeting to evaluate the pedestrian signal crossing at Mizell Avenue and Lakemont Avenue. The results of the study determined that the existing pedestrian clearance time is 10 seconds. Staff recommended increasing the pedestrian clearance time to a total of 16 seconds, and the update was implemented approximately one and a half weeks prior to the meeting. Staff noted that the location would continue to be monitored to assess pedestrian and traffic operations. Board members raised additional concerns regarding pedestrian pushbutton orientation, user comprehension, and nighttime visibility at that location. Staff committed to further field review and coordination with the Police Department and Lighthouse Central Florida to address accessibility considerations.

e. School Zone Crosswalk Refresh – Presentation by the Transportation Planner, Mr. Jason Sartorio

Mr. Sartorio presented an update on crosswalk refresh efforts near schools, hospitals, and other high pedestrian activity areas. This work was conducted in response to a comment made during the previous TAB meeting. A total of 26 locations were identified for crosswalk marking refresh. In order to minimize school zone disruptions, the city completed crosswalk refreshes at 16 locations using the Streets Division to perform the work over winter break. Locations included crosswalks near the Orlando Gifted Academy, Winter Park Ninth Grade

Center, Lakemont Elementary School, and Brookshire Elementary School. There are ten locations remaining that require pavement marking refresh. These locations are considered high traffic volume corridors. The city will be using a contractor to refresh these areas using thermoplastic road paint in hopes the work will last longer. Board members raised additional concerns regarding pedestrian pushbutton orientation, user understanding, and nighttime visibility.

- f. Heritage Market Trail Feasibility Assessment – Presentation by the Transportation Planner, Mr. Jason Sartorio

Mr. Sartorio announced the initiation of a feasibility assessment for the Heritage Market Trail. Consultant Kisinger Campo & Associates (KCA) was engaged in December of 2025 to evaluate constructability, estimated costs, potential impacts to residents and businesses, and possible funding sources. Completion of the assessment is anticipated later in the spring of 2026. Staff noted ongoing coordination with the City of Maitland, Orange County, and the Florida Department of Transportation (FDOT) to support regional trail connectivity. Additional updates and partner presentations are anticipated at the March 2026 TAB meeting.

7. Board Comments

- a. TAB Member Update

Mr. Gottfried distributed individual copies of a letter he prepared addressed to the Honorable Jared Perdue, a letter from the Mayor of Orlando, Buddy Dyer, and two exhibits illustrating the proposed Heritage Market Trail.

Board members expressed interest in further discussion of neighborhood traffic calming best practices, e-bike regulation, sidewalk gaps along Glenridge Way, and coordination on regional trail planning. Staff noted upcoming community and interagency meetings related to micromobility and trail connectivity.

8. Upcoming Agenda Items

- Heritage Market Trail feasibility updates
- Discussion on e-bike regulations
- Potential work session for e-bike and e-scooter policies
- Review of the current neighborhood traffic-calming policy and device effectiveness

9. Adjournment

The meeting adjourned at 5:58 p.m.

Respectfully, Noemi Schudel, Board Secretary



Transportation Advisory Board

agenda item 6.a

item type

Staff Updates

meeting date

March 16, 2026

prepared by

Jamel Hibbert, Transportation Manager

approved by

Noemi Schudel, Administrative
Coordinator II

subject

Traffic Calming Measures

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

1. City of Winter Park Traffic Calming Program Slide 1
2. City of Winter Park Traffic Calming Program Slide 2
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City of Winter Park Traffic Calming Program



A vertical photograph on the left side of the slide shows a road at night with blurred cars, suggesting motion and speed. The image is partially obscured by a blue geometric graphic on the right.

Purpose of the Traffic Calming Program

- Improve **neighborhood safety**
- Reduce **excessive speeding**
- Address **cut-through traffic**
- Support **Vision Zero and TMP goals**
- Provide a **consistent, data-driven evaluation process**

Speed Management vs Traffic Calming

Speed Management

- Setting appropriate speed limits
- Data-driven safety strategies
- Enforcement, education, and engineering

Traffic Calming

- Physical roadway devices
- Reduce vehicle speeds
- Reduce cut-through traffic





Program Definitions

- ◆ **Speed Management**
A balanced program that includes setting appropriate speed limits and implementing countermeasures to mitigate speeding.
- ◆ **Traffic Calming**
Physical roadway devices used to reduce vehicle speeds or cut-through traffic in the interest of safety.

Why Traffic Calming Matters

- ◆ Ensure livable and walkable neighborhoods
- ◆ Speed is the largest factor in crash severity
- ◆ A pedestrian struck at 20 mph has ~90% survival rate
- ◆ At 40 mph the risk of fatality increases dramatically
- ◆ Traffic calming reduces speeds and improves driver awareness
- ◆ Supports Vision Zero and TMP safety goal alignment

Program Overview

- Citywide speed management strategy
- Supports Transportation Master Plan goals
- Aligns with Vision Zero safety initiative
- Focus on neighborhood streets





Program Background

- Transportation Division presented previous traffic calming plans
- Transportation Advisory Board provided feedback
- Neighborhood traffic study petitions implemented
- Policy refined through TAB review

TMP Alignment



TMP emphasizes safe multimodal transportation



Improve pedestrian and bicycle connectivity



Reduce speed-related crash severity



Implement context-sensitive street design

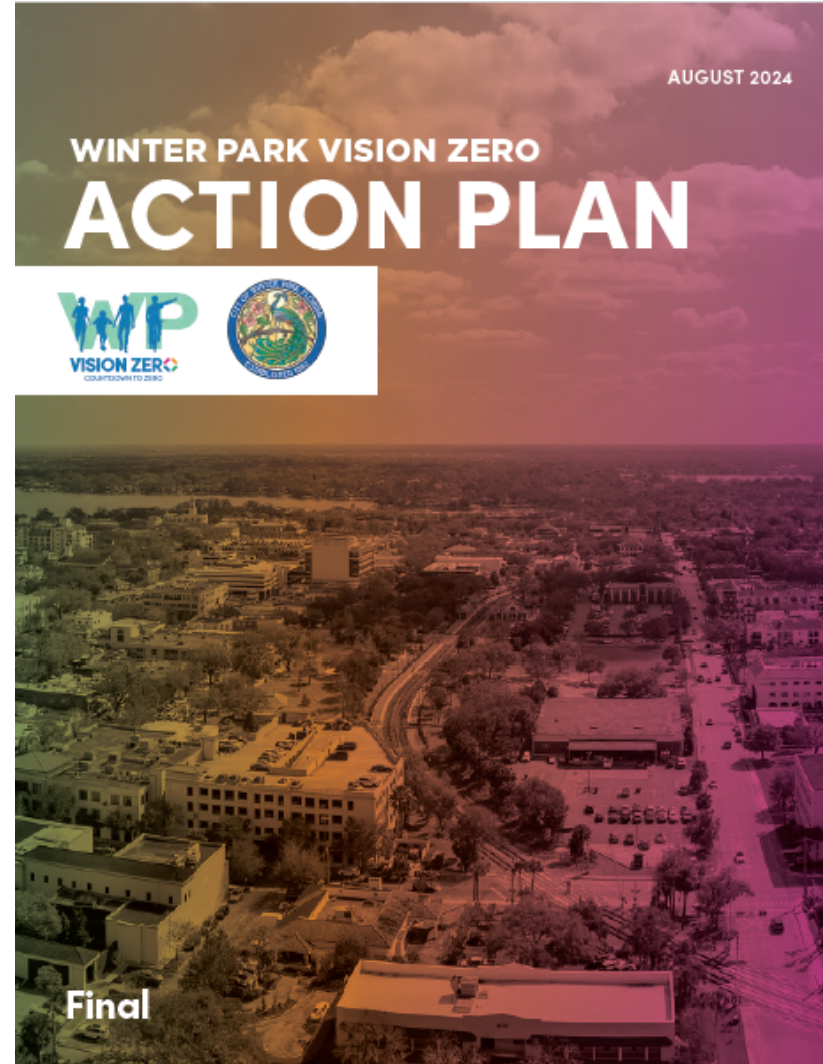


Traffic calming supports neighborhood safety goals



Vision Zero Alignment

- Vision Zero goal: **Eliminate traffic fatalities and serious injuries**
- Speed management is a **critical safety strategy**
- Reducing speeds significantly **reduces crash severity**
- Focus on **system wide safety improvements**
- Combines **engineering, enforcement, education, and policy**



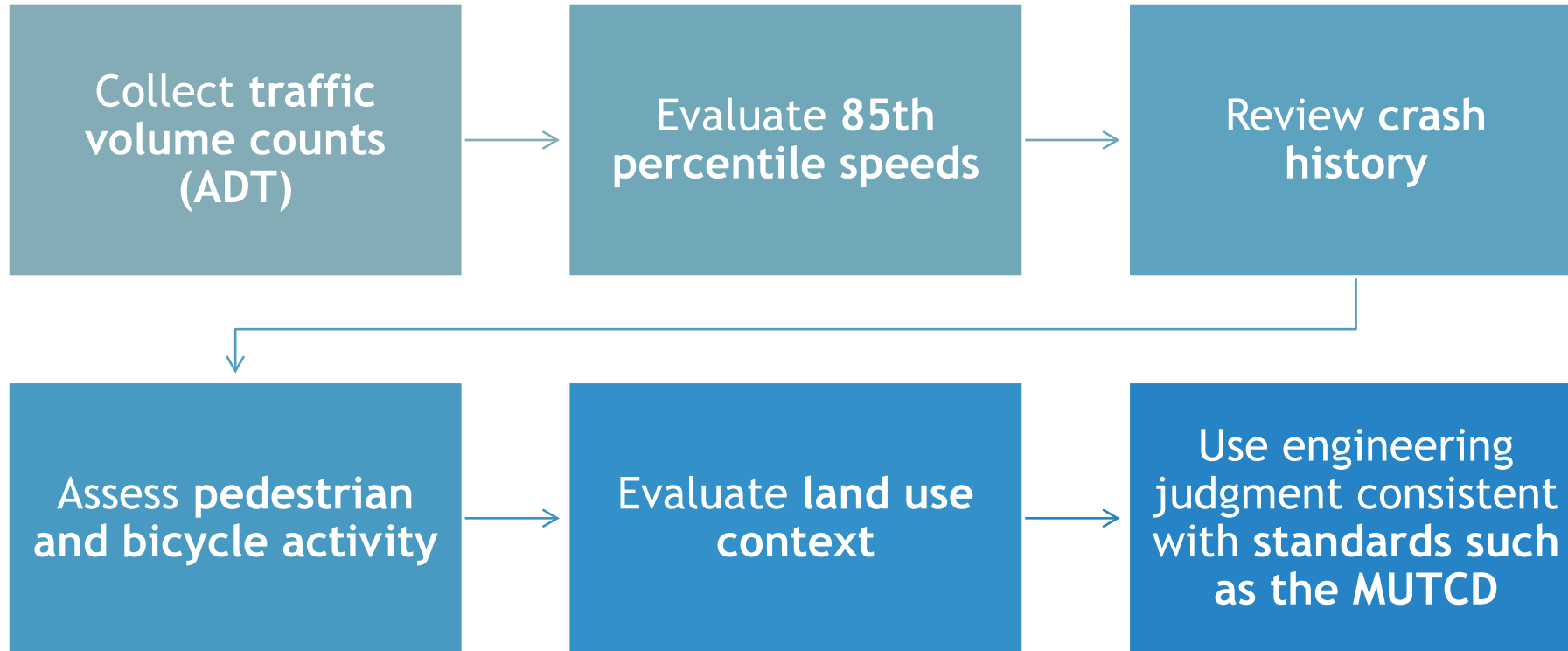
Neighborhood Traffic Study Process

Traffic Calming Steps

- ◆ Resident submits request or petition
- ◆ Staff conducts speed and volume study
- ◆ Staff collects and analyzes existing conditions and crash data
- ◆ Staff identify speed management strategies
- ◆ Staff evaluate traffic calming devices
- ◆ Staff add recommended projects to safety improvement list



Speed and Volume Study





Speed Study Criteria

Traffic calming may be considered when engineering data shows traffic speeds such as:

- ◆ • 85th percentile speed exceeding the posted speed limit
 - Speeds exceeding the limit by ≥ 7 mph on residential streets or ≥ 10 mph on collector roads
- ◆ Complaints/reports are verified by speed study data

Why the 85th Percentile is Used

- ◆ Represents the speed at or below which **85% of drivers typically travel at.**
- ◆ Helps identify when roadway conditions encourage speeds above the intended environment
- ◆ **Engineering Basis**

MUTCD (11th Edition) Section 2B.21 - Speed Limit Sign (R2-1), Engineering speed Guidance.

FHWA Speed Concepts Guide (FHWA-SA-10-001).

FDOT Traffic Engineering Manual (TEM), 2026.

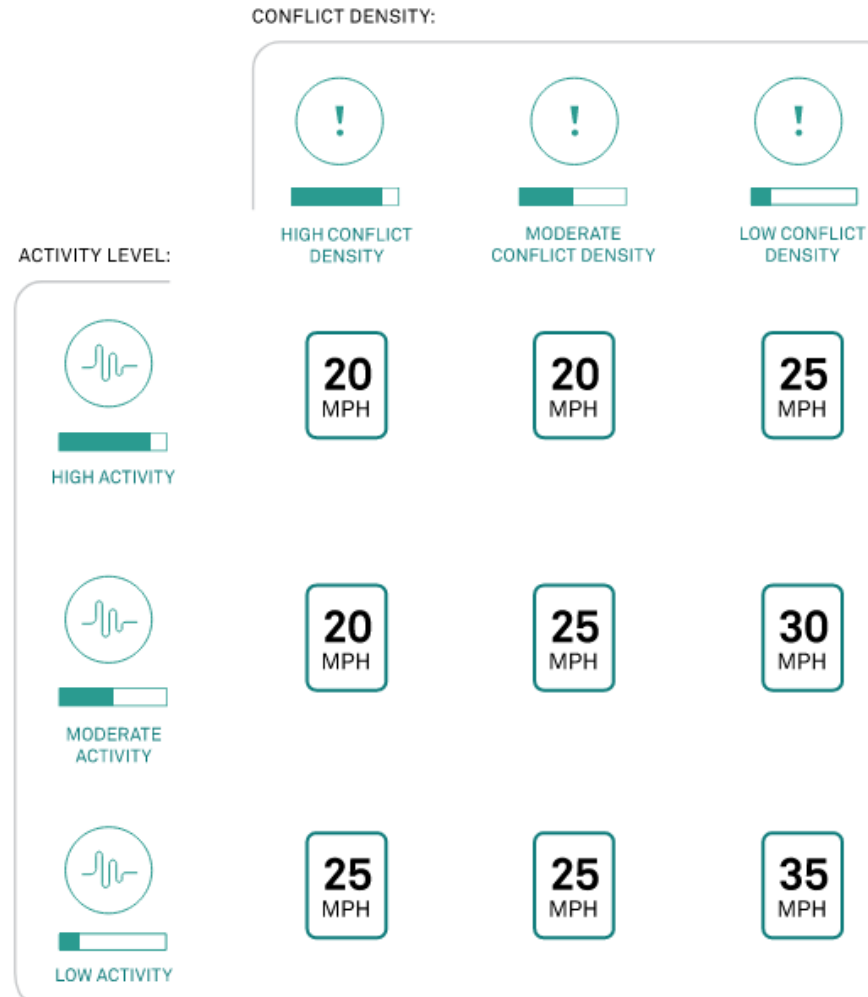
Safe Speed Determination

Speed limits are evaluated based on:

- Conflict density
- Activity level
- Roadway context
- Multimodal environment

Guidance based on:

NACTO - City Limits: Setting Safe Speed Limits on Urban Streets



City Limits Activity Levels



Typical activity conditions and scenarios include:



HIGH ACTIVITY

Streets with lots of existing or expected pedestrian activity, active public spaces, important bike routes or planned bike routes, high curbside demand, and high density of transit stops

- > Downtown / Central Business Districts
- > Retail corridors
- > High density residential and commercial streets



MODERATE ACTIVITY

Streets with moderate existing or expected pedestrian activity, moderately used public spaces, some existing or expected bike traffic, frequent driveways, curbside parking/loading, and moderate density of transit stops

- > Moderate density residential and commercial streets
- > Streets with light retail activity
- > Mixed use corridors

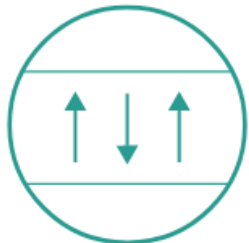


LOW ACTIVITY

Streets with minimal expected pedestrian volumes, minimal expected or planned bike activity, low curbside demand, and few, if any, transit stops

- > Low density industrial and residential streets

City Limits Conflict Density



CROSSING POINT DENSITY

How closely spaced intersections and other crossing locations are.

Typical crossing point density patterns in urban contexts:



HIGH DENSITY OF CROSSING POINTS for bicyclists, pedestrians, and motor vehicles

- > 3 or more "through" or "X" intersections (signalized or unsignalized), "T" intersections, driveways, curb cuts, or other crossing points per ¼ mile



MODERATE DENSITY OF CROSSING POINTS for bicyclists, pedestrians, and motor vehicles

- > 1-3 "through" or "X" intersections (signalized or unsignalized), "T" intersections, driveways, curb cuts, or other crossing points per ¼ mile



LOW DENSITY OF CROSSING POINTS for bicyclists, pedestrians, and motor vehicles

- > No "through" or "X" intersections (signalized or unsignalized), "T" intersections, driveways, curb cuts, or other crossing points per ¼ mile



MODAL MIXING

How much physical separation the street offers people walking, biking, and rolling along the street.

Typical modal separation patterns in urban contexts:



HIGH MODAL MIXING (LITTLE OR NO SEPARATION)

- > No sidewalks or sidewalks directly adjacent to moving motor vehicle traffic
- > Bicycle traffic expected to use a mixed-traffic lane or a designated shared bike-motor vehicle lane (e.g., sharrows)



MODERATE MODAL MIXING (MODERATE SEPARATION)

- > *Urban Street Design Guide* (USDG)-compliant sidewalk, and/or a curbside loading/parking lane and sidewalk
- > If designated as a bike route, a marked bike lane or better
- > If not designated as a bike route, a full sidewalk that also permits bicycle use



LOW MODAL MIXING (FULL SEPARATION)

- > If designated as a bike route, a sidewalk compliant with the *Urban Street Design Guide* plus a vertically and horizontally protected bike lane, or a shared-use path/trail
- > If not designated as a bike route, a full sidewalk that also legally permits bicycle use
- > Passengers exiting parked or loading vehicles are not directly in motor vehicle traffic lanes

City Limits Examples

Example Street A







Photo: NACTO

Minimal separation for cyclists: **HIGH MODAL MIXING**

Short blocks: **HIGH CROSSING POINT DENSITY**

HIGH CONFLICT DENSITY

Example Street C







Photo: NACTO

USDG-compliant sidewalk: **MODERATE MODAL MIXING**

Moderate length blocks: **MODERATE CROSSING POINT DENSITY**

MODERATE CONFLICT DENSITY

Example Street B







Photo: Google

Minimal separation for cyclists: **HIGH MODAL MIXING**

Short blocks: **HIGH CROSSING POINT DENSITY**

HIGH CONFLICT DENSITY

Example Street D



Photo: Google





Full separation for cyclists and pedestrians on multi-use path: **LOW MODAL MIXING**

Very low demand for vehicular or pedestrian crossing: **LOW CROSSING POINT DENSITY**

LOW CONFLICT DENSITY

Crash Data Review for Traffic Calming Evaluation



Staff reviews **3-5 years** of crash data to identify safety trends



Focus on **fatal and serious injury** crashes, including **pedestrian and bicycle** incidents



Identify **recurring crash patterns** or **high-injury locations**



Data evaluated with **speed studies, traffic volumes, and roadway context**



Standard traffic analytic tools used to collect and analyze crash data

Cost Responsibility

TRAFFIC CALMING DEVICE COSTS VARY BY TREATMENT TYPE AND ROADWAY CONDITIONS

COSTS MAY INCLUDE DESIGN, MATERIALS, DRAINAGE ADJUSTMENTS, AND CONSTRUCTION

TYPICAL TREATMENTS RANGE FROM LOW-COST MARKINGS TO LARGER RECONSTRUCTION PROJECTS

PROJECTS ARE GENERALLY FUNDED THROUGH CITY TRANSPORTATION OR SAFETY PROGRAMS, AND DEVELOPMENT MITIGATION PLANS.

INSTALLATION IS SCHEDULED BASED ON AVAILABLE FUNDING AND PROJECT COORDINATION

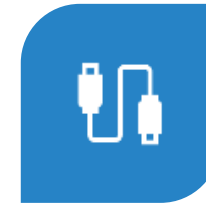
Roadway Evaluation



BEFORE INSTALLING
DEVICES, THE CITY
EVALUATES:



- ROADWAY CLASSIFICATION
- STREET WIDTH AND GEOMETRY
- DRAINAGE CONDITIONS
- DRIVEWAY SPACING
- STREET LIGHTING AND VISIBILITY



THESE FACTORS HELP
DETERMINE WHICH
DEVICE IS
APPROPRIATE AND
SAFE.

Typical Traffic Calming Device Selection

Context	Device
Residential street	Speed humps
Collector street	Speed tables
Pedestrian crossing	Raised crosswalk
Neighborhood intersection	Traffic circle
Gateway areas	Curb extensions



Central Florida Traffic Calming Device Comparison

Traffic Calming Device	Winter Park*	Orlando	Orange County	Seminole County
Speed Humps	Limited	Yes	Yes	No
Speed Tables	Yes	Yes	Yes	Yes
Speed Cushions	Considered	Yes	Yes	Yes
Raised Crosswalks	Yes	Yes	Yes	Yes
Raised Intersections	Yes	Yes	Yes	Yes
Traffic Circles	Yes	Yes	Yes	Yes
Mini Roundabouts	Considered	Yes	Yes	Yes
Chicanes	Considered	Yes	Yes	Yes
Roadway Narrowing / Chokers	Yes	Yes	Yes	Yes
Median / Refuge Islands	Yes	Yes	Yes	Yes
Curb Extensions / Bulb-outs	Yes	Yes	Yes	Yes
Gateway Treatments	Considered	Yes	Yes	Yes
Road Diets / Lane Narrowing	Yes	Yes	Yes	Yes
Radar Speed Feedback Signs	Yes	Yes	Yes	Yes
Pavement Speed Legends / Markings	Yes	Yes	Yes	Yes

- ◆ **Sources:**
City of Orlando Transportation Quick-Build Guide; Orange County Public Works Traffic Engineering; Seminole County Traffic Calming Program; City of Winter Park Transportation Division.

When Traffic Calming May Not Be Appropriate



Streets with low traffic speeds already within limits



Major arterial roads designed for regional mobility



Locations where emergency response or drainage constraints limit devices



Streets where other safety improvements may be more effective

Example of Device Cost by Treatment Type

Cost Category	Typical Measures	Typical Cost Range
Low Cost	Speed humps, speed cushions, on-street parking, road diets (striping), diagonal diverters	<\$6,000
Medium Cost	Chicanes, traffic circles, speed tables, raised crosswalks, chokers, median islands	\$6,000 – \$15,000
High Cost	Raised intersections, corner extensions, mini-roundabouts, street closures	>\$15,000
Major Reconstruction	Full roundabouts or major intersection redesign	\$150,000 – \$2M+

Key Considerations

- ◆ Costs increase when **curb work, drainage modifications, or landscaping** are required.
- ◆ **Striping-based treatments** (road diets, parking) are typically the lowest cost.
- ◆ **Vertical deflection devices** (speed humps/tables) are common neighborhood treatments due to moderate cost and high effectiveness.
- ◆ **Source:** FHWA Traffic Calming ePrimer / ITE Traffic Calming State of the Practice.

Project Coordination

Traffic calming requires coordination between:

- ◆ Police Department
- ◆ Fire Department
- ◆ Community stakeholders

Coordination ensures:

- ◆ Appropriate emergency access
- ◆ Operational safety
- ◆ Proper installation and maintenance

Non- Engineering Strategies



Public education
campaigns



High-visibility
enforcement



Automated
enforcement
technology



Speed zoning
studies



Post-crash care



Emerging safety
technologies

Program Summary

Traffic calming supports Vision Zero and Transportation Master Plan goals

Requests are evaluated using engineering data and national guidance

Decisions consider speed, crashes, roadway context, and community input

Program helps improve neighborhood safety and livability

QUESTIONS?



Transportation Advisory Board

agenda item 6.b

item type

Staff Updates

meeting date

March 16, 2026

prepared by

Jason Sartorio, Transportation Manager

approved by

Noemi Schudel, Administrative
Coordinator II

subject

Heritage Market Trail Feasibility

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

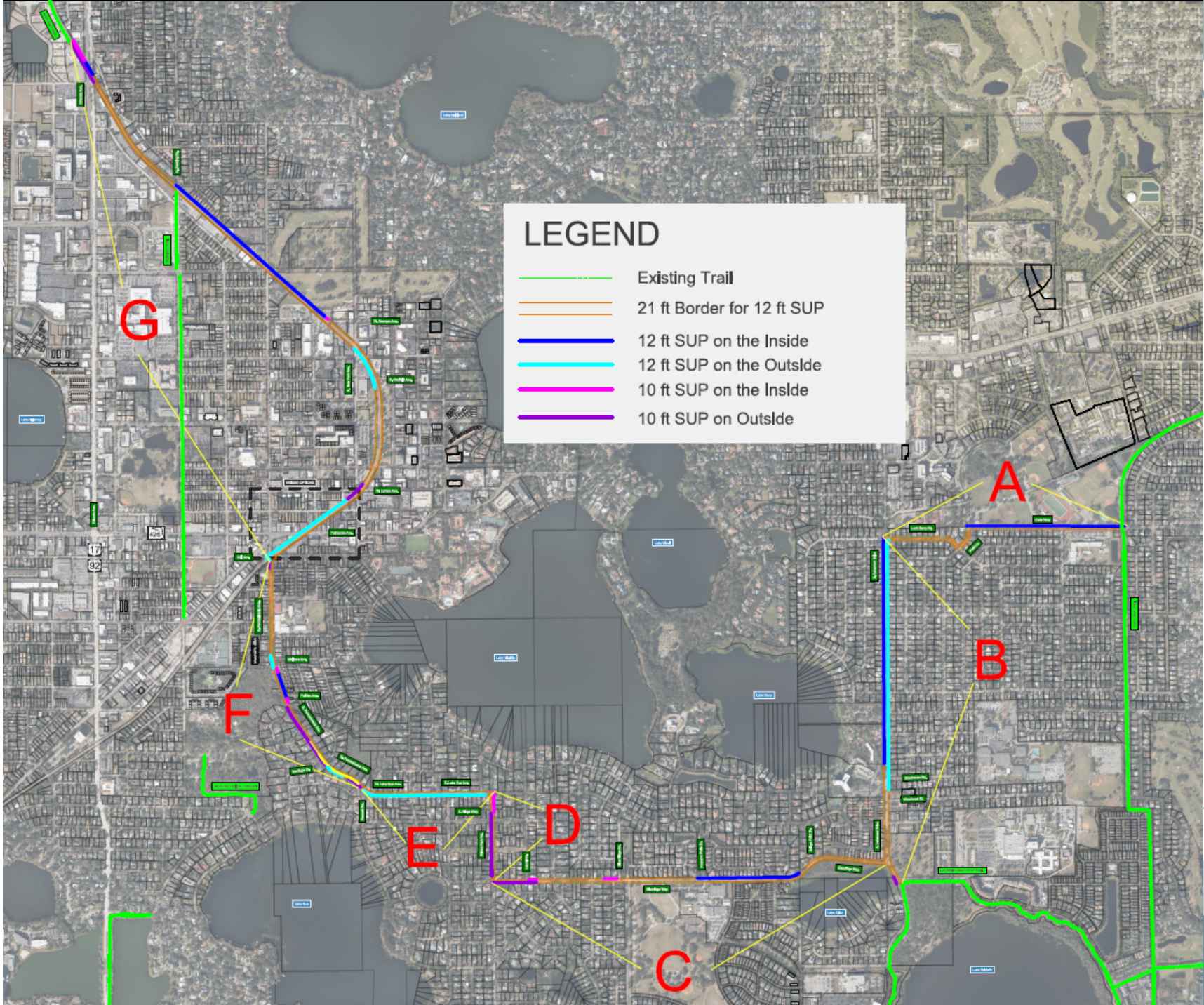
1. Heritage Market Trail Update

Heritage Market Trail Feasibility Update



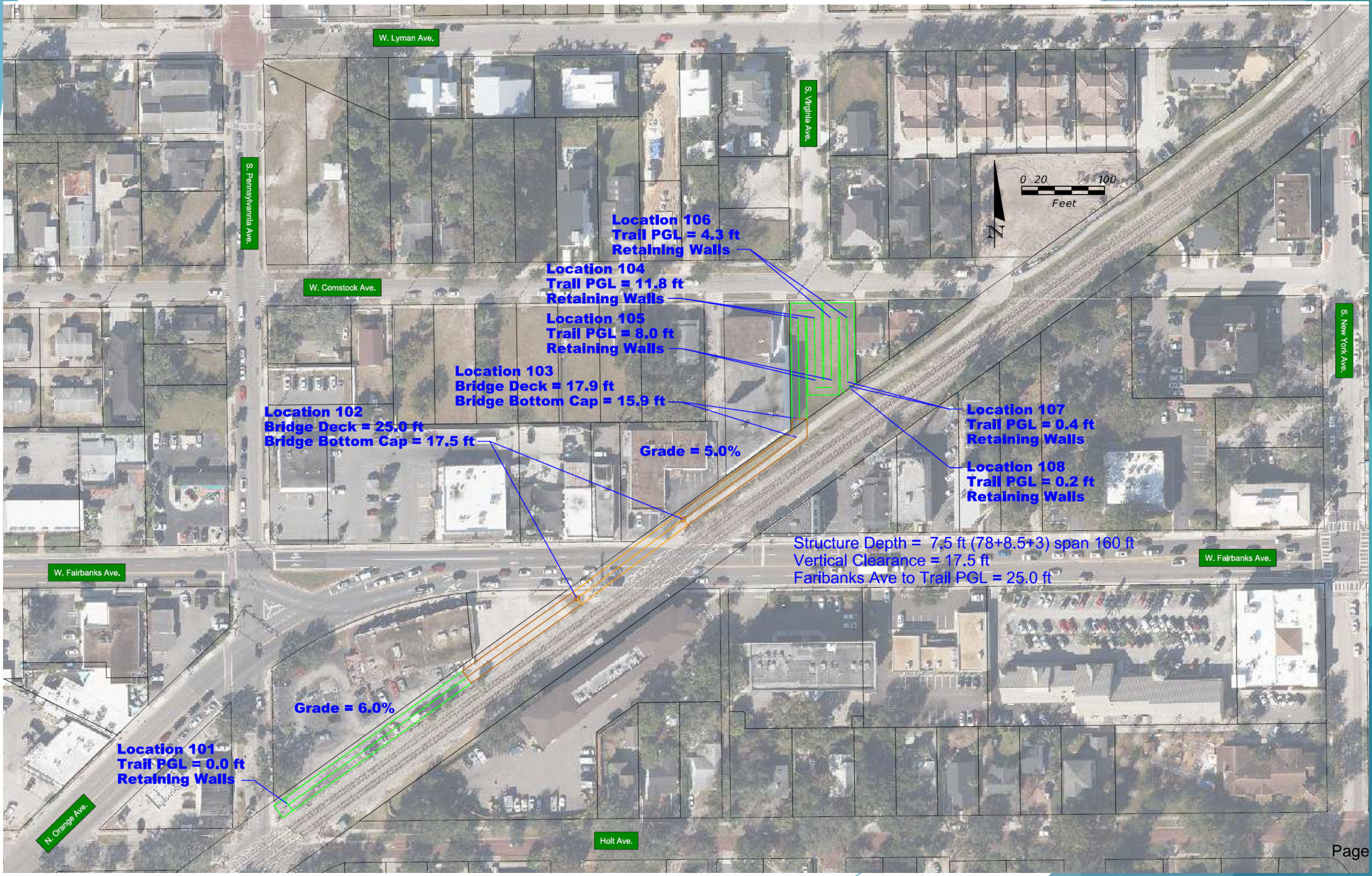
KCA Update

- ◆ Mapped out proposed trail route for each side of the roadways
- ◆ Identified areas where there is enough right of way for a 12-foot trail to fit
- ◆ Identified areas where there is enough right of way for a 10-foot trail to fit
- ◆ Identified segments where right of way would need to be acquired to fit the trail
 - ◆ Calculated total acres of right of way that would need to be acquired for each segment of the trail
- ◆ Provided 2 concept designs for the pedestrian bridge over Fairbanks Avenue



Area	Street Name	Side of Street	Trail Side	Total Length (ft)	Parcels Impacted	Min. Width (ft)	Max. Width (ft)	ROW Required (ac)	Length of 12' Trail if fits	Length of 10' Trail if Fits	Comments	
A	Cady Way	North	Inside	2,390.2	-	-	-	-	2390.2	-	12' Path will fit within the ROW north of Cady Way but will require the removal of two existing dedicated bike lanes.	
		South	Outside	2,313.3	18	3.6	11.6	0.222	-	-		
	Perth Ln.	East	Outside	398.7	3	2.2	4.5	0.018	-	-		Parcel impacts
		West	Inside	357.3	4	1.5	5.7	0.028	-	-		
	Loch Berry Rd.	North	Inside	1,186.6	13	2.8	4.9	0.083	-	-		
South	Outside	1,113.4	12	2.3	3.3	0.065	-	-	-			
B	Lakemont Dr.	East	Outside	3,780.0	0	-	-	-	3,780.0	-	Loch Berry Rd. to 140' north of Woodcrest Drive.	
				1,438.7	7	5.8	12.3	0.314	-	-	Parcel impacts with potential business relocations and cemetery impacts from north of Woodcrest Dr. to existing trail.	
		West	Inside	3,420.0	0	-	-	-	3,420.0	-	Loch Berry Rd. to 195' north of Strathaven Rd.	
				1,486.2	16	1.5	19.5	0.312	-	-	Parcel impacts with potential residential relocations	
				127.6	2	0.0	2.1	0.002	-	127.6	10' trail can fit without impacts to wetlands but impacts to trees and utilities	
C	Glenridge Way	North	Inside	1,312.2	15	0.1	5.1	0.106	-	-	Parcel impacts	
				1,558.3	0	-	-	-	1,558.3	-	From 190 feet west of Bridgepoint Dr. to west side of Preserve Point Dr.	
				1,203.2	2	2.3	8.2	0.099	-	-	Parcel impacts with potential landscaping/wall relocations.	
				204.0	2	1.5	2.0	0.008	-	204.0	From west side of Blue Ridge Rd.	
				1,015.8	10	1.7	6.1	0.099	-	-	Parcel impacts with potential landscaping /wall relocations.	
				129.0	1	1.6	1.9	0.005	-	129.0	From just east of Laurel Rd.	
		South	Outside	499.6	4	2.0	13.3	0.026	-	-	Parcel impacts and utility impacts	
				5,280.0	18	1.0	18.0	1.111	-	-	Parcel impacts including lake/slope wetland and impacts to Glenridge Middle School.	
				680.5	8	0.7	1.2	0.015	-	680.5	From Winter Park Rd. to east of Laurel Rd.	
				1,009.8	8	2.2	13.2	0.070	-	-	Parcel impacts	
D	Winter Park Rd.	East	Inside	311.0	4	0.1	2.2	0.066	-	311.0	From Lake Sue Ave. to the south .	
				118.3	2	1.7	2.5	0.003	-	-	Parcel impacts	
		West	Outside	941.0	7	1.0	1.6	0.018	-	941.0	From 70 feet north of Glenridge Way to 90 feet north of E. Kings Way	
				263.7	3	1.1	11.2	0.022	-	-	Parcel impacts	
				1,873.2	15	2.2	18.8	0.157	-	-	Parcel impacts	
E	Lake Sue Ave.	North	Inside	73.3	1	0.1	5.3	0.001	-	-	Parcel impacts	
		South	Outside	1,757.2	0	-	-	-	1,757.2	-	From 70' west of Winter Park Dr. to east of Fawsett Rd.	
F	S. Pennsylvania Ave.	East	Inside	1,869.3	14	0.1	8.9	0.113	-	-	Parcel impacts	
				71.8	1	0.1	0.7	0.001	-	71.8	From south side of Fairfax Ave.	
				422.4	0	0.0	0.0	0.000	422.4	-	From south side of Fairfax Ave. to 180' south of Melrose Ave.	
				63.0	1	0.1	7.9	0.010	-	63.0	From 110' south of Melrose Ave.	
				1,715.5	18	0.1	16.9	0.282	-	-	Parcel impacts and potential impacts to Winter Park High School - Ninth Grade Center	
		West	Outside	236.5	1	0.1	1.9	0.003	-	236.5	Parcel impacts	
				93.4	1	0.1	2.4	0.004	-	-	Parcel impacts	
				274.3	0	0	0	0.000	274.3	-	From south of Santiago Dr.	
				1,088.9	10	0.1	0.2	0.034	-	1,088.9	From Santiago Dr. to 160' south of Fairfax Ave.	
				626.5	3	0.9	5.7	0.066	-	-	Parcel impacts	
G	FDOT Railroad	East	Inside	4,751.7	17	1.0	21.0	0.669	-	-	Parcel impacts with potential business relocations and impacts to Winter Park's Central Park	
				80.2	1	0.1	1.9	0.001	-	80.2	10' Trail will fit and connect to 12' trail north of W. Swoope Ave. connection	
				2,990.3	0	0	0	0.000	2,990.3	-	From north of W. Swoope Ave. to N. Denning Dr. (ROW line shown east of fence or within golf course)	
				2,103.1	10	0.1	15.3	0.467	-	-	Parcel impacts and potential business relocations	
				245.9	0	0	0	0.000	245.9	-	12' Trail will fit over Orlando Ave.	
				357.8	1	0.1	0.6	0.003	-	357.8	From over Orlando Avenue to northern project terminus	
		West	Outside	112.5	0	0	0	0.000	112.5	-	Crossing FDOT Railroad Corridor and Holt Ave.	
				53.0	1	4.1	6.1	0.006	-	-	Parcel impacts and potential business relocation	
				1,448.2	0	0	0	0.000	1,448.2	-	From S. Pennsylvania Ave. to 160 feet southwest of W. Lyman Ave.	
				334.4	2	0.1	2.1	0.005	-	334.4	160 feet southwest of W. Lyman Ave to 110 feet northeast of W. Lyman Ave.	
1,483.3	4	0.1	21.0	0.467	-	-	Parcel impacts with potential railroad infrastructure relocations and impacts to Winter Park's Central Park.					
687.3	0	0	0	0.000	687.3	-	From 120' south of S. Garfield Ave. to N. New York Ave.					
5,660.8	15	0.1	21.0	1.048	-	-	Parcel impacts and potential business relocations					
708.5	1	0.1	2.0	0.018	-	708.5	From over Orlando Avenue to northern project terminus					

Length of Inside = 32,755.19 12' Trail on the Inside = 11,027.1 33.7%
Length of Outside = 32,586.17 12' Trail on the Outside = 8,253.2 25.3%





Next Steps

- ◆ Field audit to verify all information provided in the maps
- ◆ Develop Construction cost estimates
- ◆ Research grant and funding opportunities
- ◆ Assess potential impacts to businesses and residents
- ◆ Identify potential constructability issues with trail alignment

Application Submission Period: May 1-June 1, 2026



Greenways and Trails Funding Sources

[View a comprehensive list of available resources.](#)

Paddlesports Grant Opportunities

A list of grants that can help promote and establish paddling trails

Florida Communities Trust (FCT)

The FCT assists communities in protecting important natural resources, providing recreational opportunities and preserving Florida's traditional working waterfronts through the competitive criteria in the Parks and Open Space Florida Forever Grant Program and the Stan Mayfield Working Waterfronts Florida Forever Grant Program. These local land acquisition grant programs provide funding to local governments and eligible nonprofit organizations to acquire land for parks, open space, greenways and projects supporting Florida's seafood harvesting and aquaculture industries. The source of funding for Florida Communities Trust comes from Florida Forever proceeds.



Transportation Advisory Board

agenda item 6.c

item type

Staff Updates

meeting date

March 16, 2026

prepared by

Jason Sartorio, Transportation Manager

approved by

Noemi Schudel, Administrative
Coordinator II

subject

Morse Blvd. Parking

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

1. Morse Blvd Parking

Morse Boulevard Parking



Background

- ◆ Need for additional on-street parking during the Park Avenue refresh
- ◆ Converted outside travel lanes into parking lanes between Virginia Avenue and New York Avenue
- ◆ Net additional 34 parking spots
 - ◆ 18 spots on the north side of Morse Boulevard
 - ◆ 16 spots on the south side of Morse Boulevard
- ◆ Traveling Eastbound on Morse Boulevard - outside merge text and arrow begin shortly after crossing over Pennsylvania





Transportation Advisory Board

agenda item 6.d

item type

Staff Updates

meeting date

March 16, 2026

prepared by

Jamel Hibbert, Transportation Manager

approved by

Noemi Schudel, Administrative
Coordinator II

subject

Lakemont Ave. and Glenridge Way Signal retiming

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

1. Signal Timing Optimization Lakemont Ave & Glenridge Way Slide 1
2. Signal Timing Optimication Lakemont Ave & Glenridge Way Slide 2
3. Signal Timing Optimication Lakemont Ave & Glenridge Way Slide 3
4. Signal Timing Optimication Lakemont Ave & Glenridge Way Slide 4

Signal Timing Optimization Lakemont Avenue & Glenridge Way



Signal Timing Study Overview

- ◆ Purpose (TMP Alignment)
- ◆ Improve intersection efficiency and reduce congestion
- ◆ Citizen concerns reviewed regarding delays and congestion
- ◆ Traffic operations study began mid-February



Engineering Evaluation

- ◆ Evaluate bicyclist/pedestrian safety needs
- ◆ Identified peak traffic periods and school activity patterns
- ◆ Reviewed existing signal timing plans and roadway constraints
- ◆ Identified peak traffic periods and school activity patterns
- ◆ Evaluated opportunities to improve traffic flow through signal retiming
- ◆ Signal timing adjustments commenced March 1
- ◆ Weekend timing plans also adjusted to reduce congestion and delays



Signal Timing Adjustments & Next Steps

- ◆ **AM Peak Plan:** 8:00 AM → 7:00 AM start
- ◆ **School Time Special Plan:**
 - ◆ 2:30 PM start (Mon, Tue, Thu, Fri)
 - ◆ 1:30 PM start (Wednesday)
- ◆ **Additional green time provided to congested approaches**
- ◆ **Ensuring adequate pedestrian crossing intervals and leading pedestrian intervals**
- ◆ **Next Steps**
- ◆ **Staff will continue fine-tuning signal timings this week**
- ◆ **Citizen feedback is appreciated during the retiming period**





Transportation Advisory Board

agenda item 6.e

item type

Staff Updates

meeting date

March 16, 2026

prepared by

Jason Sartorio, Transportation Manager

approved by

Noemi Schudel, Administrative
Coordinator II

subject

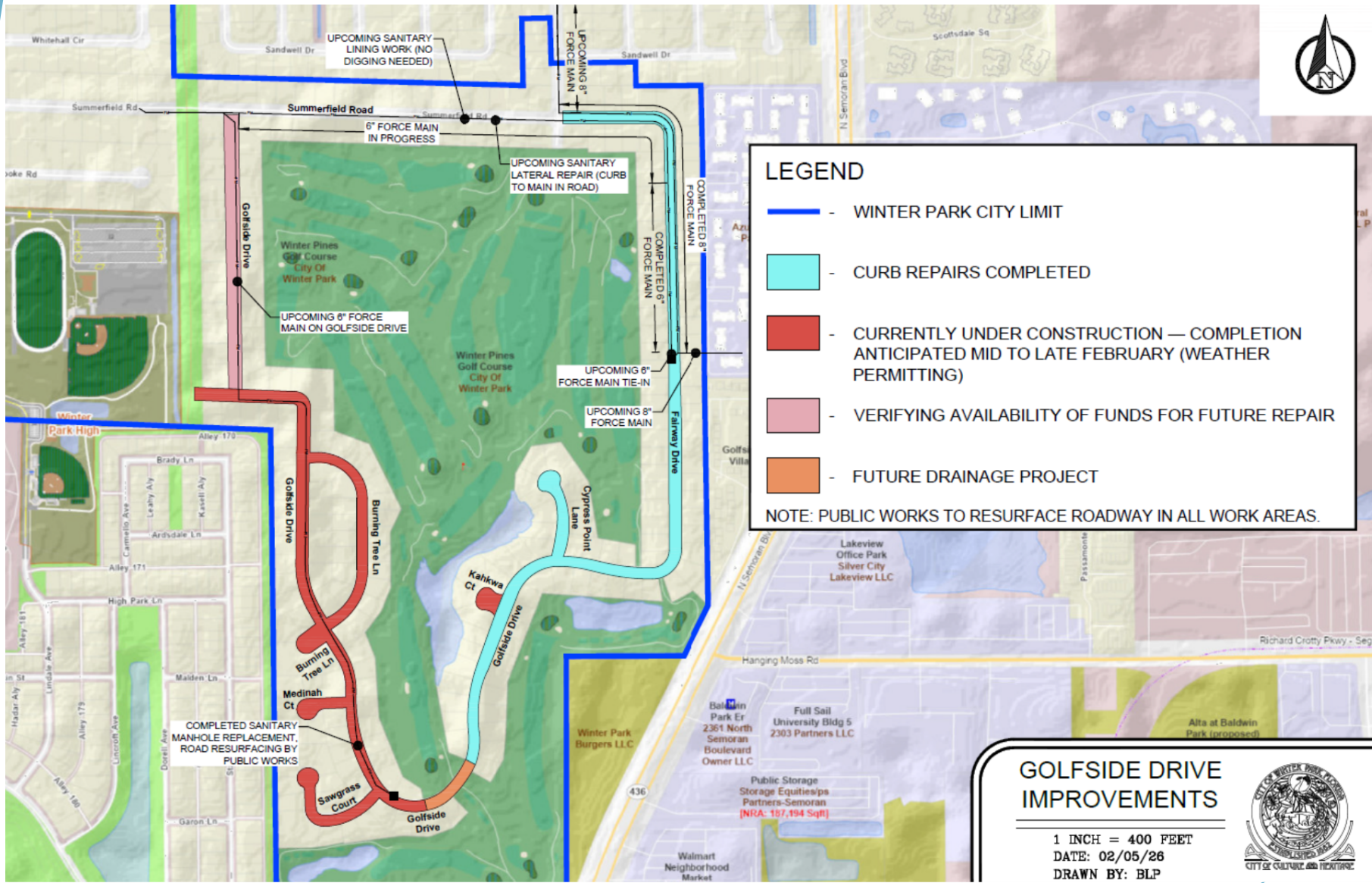
Golfside Neighborhood Project

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

1. Golfside Neighborhood Infrastructure Update

Golfside Neighborhood Infrastructure Update





LEGEND

- - WINTER PARK CITY LIMIT
- - CURB REPAIRS COMPLETED
- - CURRENTLY UNDER CONSTRUCTION — COMPLETION ANTICIPATED MID TO LATE FEBRUARY (WEATHER PERMITTING)
- - VERIFYING AVAILABILITY OF FUNDS FOR FUTURE REPAIR
- - FUTURE DRAINAGE PROJECT

NOTE: PUBLIC WORKS TO RESURFACE ROADWAY IN ALL WORK AREAS.

GOLFSIDE DRIVE IMPROVEMENTS

1 INCH = 400 FEET
 DATE: 02/05/26
 DRAWN BY: BLP





Transportation Advisory Board

agenda item 6.f

item type

Staff Updates

meeting date

March 16, 2026

prepared by

Jason Sartorio, Transportation Manager

approved by

Noemi Schudel, Administrative
Coordinator II

subject

E-Bike open house

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

1. E-Bike and E-Scooter Community Meeting

E-Bike and E-Scooter Community Meeting



February 17, 2026 Event

- ◆ Local municipal laws and ordinances that apply to e-mobility riders
- ◆ Safety best practices
- ◆ Review of current e-bike/e-scooter trends
- ◆ How to ride responsibly
- ◆ Building a positive, informed e-mobility culture
- ◆ cityofwinterpark.org/mobility

