



Transportation Advisory Board Regular Meeting

Agenda

May 18, 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

- a. New staff member introduction- Kimberly Sadowski 1 minute

2. Approval of Minutes

- a. Approve the minutes from March 16, 2026 regular meeting. 1 minute

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

4. Action Items

- a. Citywide Traffic Calming Measures Working Group – Discussion and Appointment 5 minutes

5. Non-Action Items

- a. SR 426 Road Safety Audit from Park Ave. to Driver Ave. - VHB 15 minutes
- b. Heritage Market Trail Feasibility Assessment – KCA 15 minutes

6. Staff Updates

- a. Golfside Neighborhood Paving - Phase 1 2 minutes
- b. Capen Ave. & Comstock Ave. Pedestrian Safety Enhancements 2 minutes

7. Board Comments

8. Upcoming Agenda Items

9. Adjournment



Transportation Advisory Board Regular Meeting Minutes

March 16, 2026, at 4:00 PM

City Hall Commission Chambers
401 S. Park Avenue

Present

Peter Gottfried, Kenneth Lineberger, Jeffrey Sievers, and Thomas Lochrane.

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

Absent

Ruben Paige, Andrew Irvin, and Benjamin Robinson

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 January 20, 2026, regular meeting minutes

Motion made by Kenneth Linberger to approve January 20, 2026, regular meeting minutes, seconded by Thomas Lochrane. Motion carried unanimously 4-0.

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. No non-action items

6. Staff Updates

- a. **Traffic Calming Measures** – Presentation by the Transportation Manager, Mr. Jamel Hibbert

Mr. Hibbert outlined the city's evaluation and implementation of traffic calming strategies aimed at enhancing safety and livability while addressing excessive speeding and cut-through traffic in residential neighborhoods. He explained the difference between speed management, which sets appropriate speed limits using data-driven strategies, and traffic calming, which involves physical road treatments to influence driver behavior. He emphasized the importance of lowering vehicle speeds to improve safety for pedestrians and cyclists and stated that the program is part of a broader citywide speed management initiative. Through community input and board reviews, the traffic-calming policy has evolved to ensure effective implementation. Requests for calming measures are evaluated based on speed data, pedestrian and bicycle activity,

and engineering standards, employing the 85th percentile speed criterion to justify actions for reducing traffic speeds on residential and collector roads. Overall, the initiative aligns with the Vision Zero objective to eliminate traffic-related fatalities and serious injuries. The city confirmed that the guidelines being followed fall under the standards that are set by the State of Florida.

Motion made by Jeffrey Sievers to create a sub-task force that would include himself, and Thomas Lochrane to work with city staff to work on creating a more formal city policy and that it is consistent with mandated standards. Seconded by Peter Gottfried. Motion carried unanimously 4-0.

b. Heritage Market Trail Feasibility – Presentation by the Transportation Planner, Mr. Jason Sartorio

Mr. Sartorio met with Kisinger Campo & Associates (KCA) for an update on the ongoing Heritage Market Trail feasibility study. Mr. Sartorio presented some preliminary findings from the study, which includes a map of the proposed trail route that identified sections suitable for a 12-foot-wide trail and those for a 10-foot-wide trail. The map also identified areas that would require right-of-way acquisition in order for the 12-foot trail to fit. Their calculations adhere to SunTrail standards, intending to secure 21 feet of right-of-way, allowing for the desired trail width. Currently, all information is tentative, and KCA plans to visit the site soon to verify details that are not visible via satellite imagery. KCA also provided two renderings of a pedestrian bridge over Fairbanks Avenue, detailing two options. The first option requires the city to acquire land behind Fiddlers Green, while the second option aims to minimize land acquisition. Further assessments, including field audits and construction cost estimates, will be conducted in the following weeks, alongside exploring grant funding opportunities and evaluating impacts on local businesses and residences.

c. Morse Blvd. Parking – Presentation by the Transportation Planner, Mr. Jason Sartorio

Mr. Sartorio stated that over the coming months, the Park Avenue refresh will proceed in phases, necessitating temporary street parking closures. To address this, the city has converted the outside travel lanes along Morse Boulevard, between New York Avenue and Virginia Avenue, into parking zones. This adds an additional 34 new spots—18 on the north side of Morse Blvd. and 16 on the south side of Morse Blvd. Additionally, signage and lane merge indicators have been installed on Morse Boulevard, between Pennsylvania Ave. and Virginia Ave., to facilitate traffic flow. This plan was developed following an analysis of sight lines and necessary bus stop relocations by the planning team.

d. Lakemont Ave. and Glenridge Way Signal retiming – Presentation by the Transportation Manager, Mr. Jamel Hibbert

Mr. Hibbert presented on traffic signal timing optimization at the Lakemont Avenue/Glenridge Way intersection prompted by ongoing citizen complaints about peak-

hour delays. The review aimed to improve intersection operations through adjustments to existing traffic signal timing plans and patterns while preserving pedestrian crossing safety. In mid-February, staff conducted a site visit to evaluate conditions, aligning efforts with the Transportation Master Plan goals for enhanced signal efficiency. Key considerations included bicycle and pedestrian safety, peak truck volumes, school activity patterns, and roadway constraints.

e. Golfside Neighborhood Project – Presentation by the Transportation Planner, Mr. Jason Sartorio

The Public Works and Transportation and Water Wastewater Utilities departments are upgrading the public infrastructure in the Golfside neighborhood. The upgrades focus primarily on wastewater lines, curb and sidewalk repairs, and street repaving on Golfside Drive, Summerfield Road, and a portion of Fairway Drive. Unforeseen utility repairs extended work throughout early April. Temporary lane closures will occur on Summerfield Road starting March 17th between Ranger Blvd and the Cady Way Trail crossing. Curb replacement is nearly complete (99%), sidewalks are 75% completed and will be finished prior to the start of milling and repaving. Additionally, the drainage improvement project at the Fairway Drive/Golfside Drive bridge, is in Phase 1 and is slated to commence in late April.

f. E-Bike open house– Presentation by the Transportation Planner, Mr. Jason Sartorio

On February 17, Winter Park Commissioner Russell hosted a community panel on safe and responsible use of E-bikes and E-scooters. The event educated about 50 attendees in total—on local municipal laws, ordinances for mobility rider safety, best practices for students, families, and residents, current trends, and responsible riding to ensure safe shared sidewalks and foster a positive community culture. Panelists included Adriana Rodriguez (Senior Transportation Planner, MetroPlan Orlando), Lindsay Ellison (Community Resource Officer, Winter Park Police Department), and Stephanie Vanos (Orange County Public Schools District 6 Board Member). Meeting materials, presentation, and recording are available at cityofwinterpark.org/mobility.

Winter Park has also joined the newly formed Orange County Mobility Task Force, represented by Police Chief Volkerson, TAB Chair Mr. Sievers, and the Public Works and Transportation Director Ramdatt.

7. Board Comments

- a.** No board comments

8. Upcoming Agenda Items

- KCA to present on the Heritage Trail Study
- Potential roundabout at Glenridge Way & Lakemont
- Potential roundabout at New York Ave. & Morse Blvd.
- Progress update Morse Blvd. (markings/signs)

9. Adjournment

The meeting adjourned at 5:44 p.m.

Respectfully, Noemi Schudel, Board Secretary



Transportation Advisory Board

agenda item 4.a

item type

Action Items

meeting date

May 18, 2026

prepared by

Jamel Hibbert, Transportation Manager

approved by

Charles Ramdatt, Director of Public Works

subject

Citywide Traffic Calming Measures Working Group – Discussion and Appointment

motion | recommendation

Officially appoint two (2) TAB members to serve on the Citywide Traffic Calming Measures Working Group subcommittee in an advisory and fact-finding capacity, and concur with the proposed date and time of the first publicly noticed meeting.

background

At the March 16, 2026, regular meeting, Transportation Advisory Board (TAB) members and staff discussed the formation of a Citywide Traffic Calming Measures Working Group to serve as a TAB subcommittee for the purpose of reviewing and evaluating the City's current traffic calming procedures and identifying opportunities for process improvements.

Staff and Board members recommended Jeffrey Sievers and Thomas Lochrane to represent the TAB as members of the subcommittee. The subcommittee would work collaboratively with Public Works & Transportation staff and representatives from the Police and Fire Departments. The purpose of the subcommittee is to gather input and review current traffic-calming procedures, best practices, evaluation criteria, implementation considerations, and operational impacts to support staff evaluation and inform future TAB discussion and consideration of potential traffic-calming process improvements citywide.

The subcommittee is intended to serve in an advisory and fact-finding capacity only. Any observations, findings, or potential recommendations developed through the process would be brought back to the full Transportation Advisory Board for discussion and consideration at a publicly noticed meeting. The subcommittee would not have independent decision-making authority.

Public Works & Transportation staff would facilitate meetings and coordinate technical evaluations and supporting materials. Police and Fire representatives would provide input regarding enforcement, emergency response, and operational considerations. TAB representatives would provide community perspective and participate in discussions throughout the process.

To support transparency and coordination, subcommittee meetings are proposed to be held in the City Hall Commission Chambers and publicly noticed in accordance with applicable

Sunshine Law requirements. Public Works & Transportation staff propose the first meeting be held on Monday, May 25, 2026, at 4:00 p.m.

alternatives | other considerations

fiscal impact

attachments

None



Transportation Advisory Board

agenda item 5.a

item type

Non-Action Items

meeting date

May 18, 2026

prepared by

Jason Sartorio, Transportation Manager

approved by

Charles Ramdatt, Director of Public Works

subject

SR 426 Road Safety Audit from Park Ave. to Driver Ave. - VHB

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

1. RSA Fairbanks Ave_May 18 TAB Presentation_Final

Road Safety Audit Briefing

TAB Presentation
May 18, 2026



What is a Road Safety Audit?

- A Federal Highway Administration process to formally evaluate safety performance on a corridor for all roadway users
- Completed by a multi-disciplinary team
- An opportunity to refine countermeasures, building on previous efforts like the Vision Zero Safety Action Plan

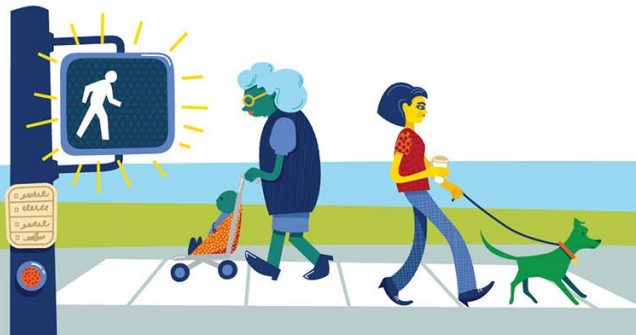


What is a Road Safety Audit?

Zero is Our Goal

The Safe System Approach aims to eliminate fatal and serious injuries for all road users.

It's the road map to get to zero.



What do we look for in a Field Review?

Core Questions:

- What elements of the road may present a safety concern?
- Which road users may be most affected?
- Do these concerns only apply in specific circumstances?
- What solutions exist to address the safety concern?

Consider a range of abilities, modes, visibility, comfort, etc.



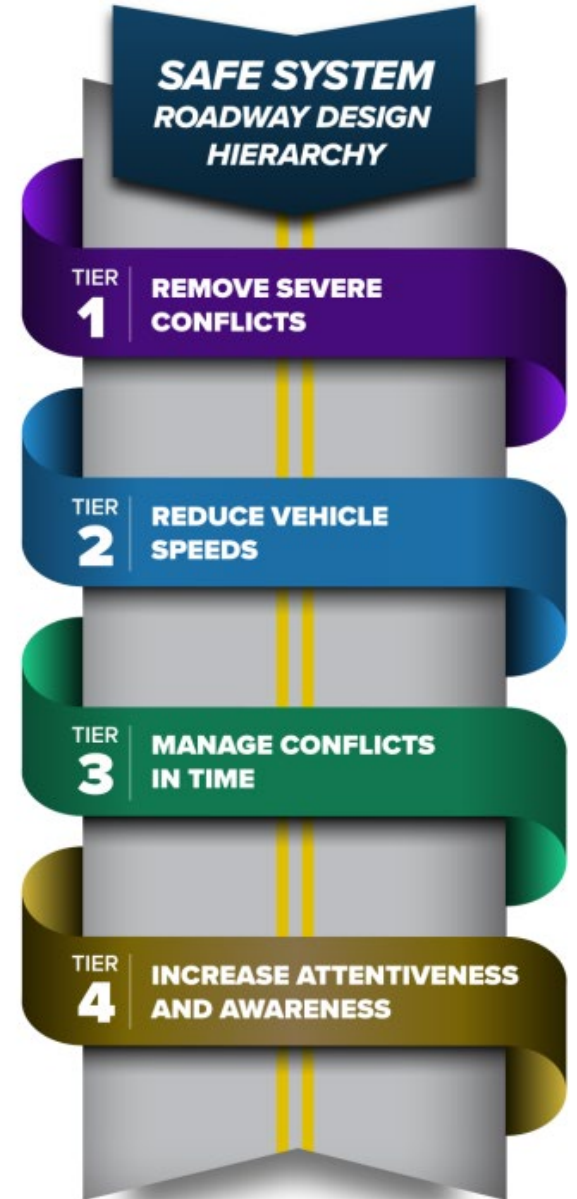
What does this lead to?

Safer roads that are designed and operated to:

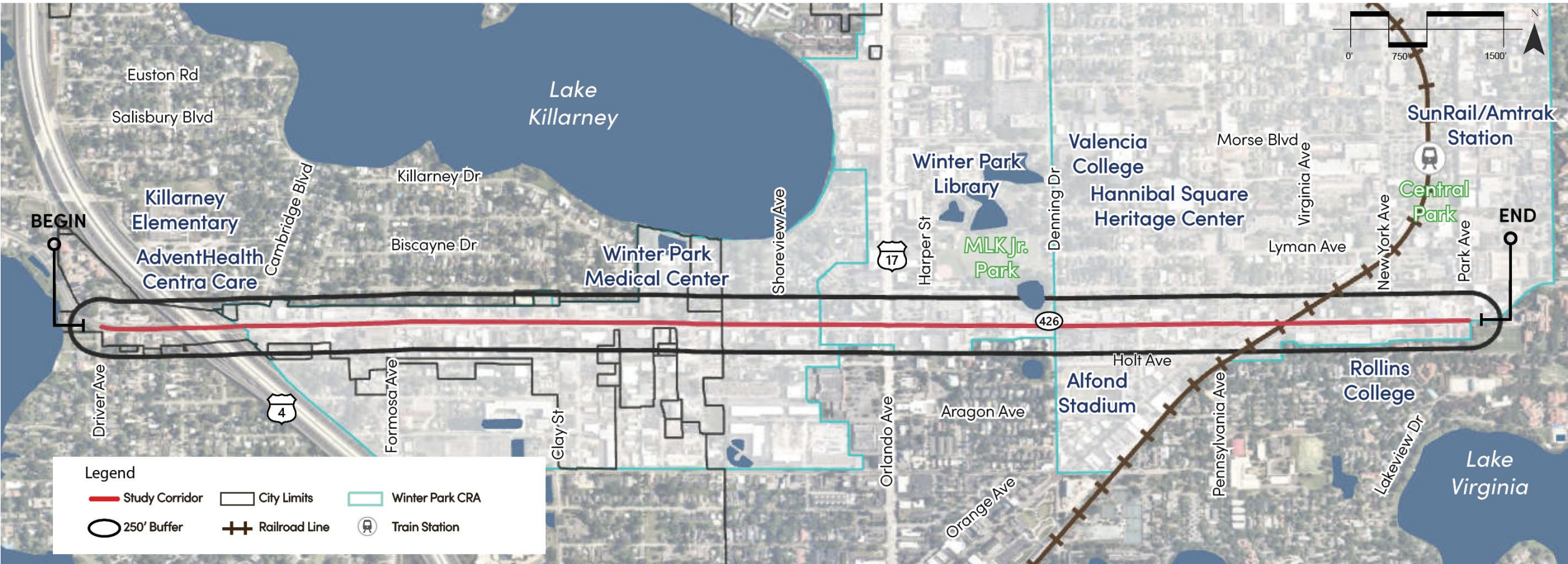
- Prevent crashes among all users
- Keep impacts on the human body at tolerable levels

Avoiding crashes involves:

- Removing conflicts
- Reducing speeds
- Separating users in space and time
- Increasing attentiveness and awareness

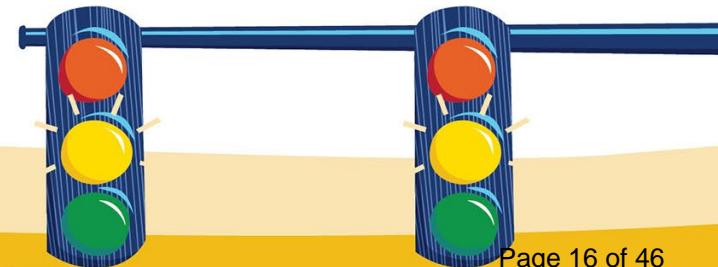


Fairbanks Ave from Driver Ave to Park Ave



Existing Conditions

- Regional east-west connector and access to Interstate 4
- Commercial land use corridor with mix of uses including Rollins College
- Key redevelopment corridor for the City of Winter Park
- Located within the Community Redevelopment Area

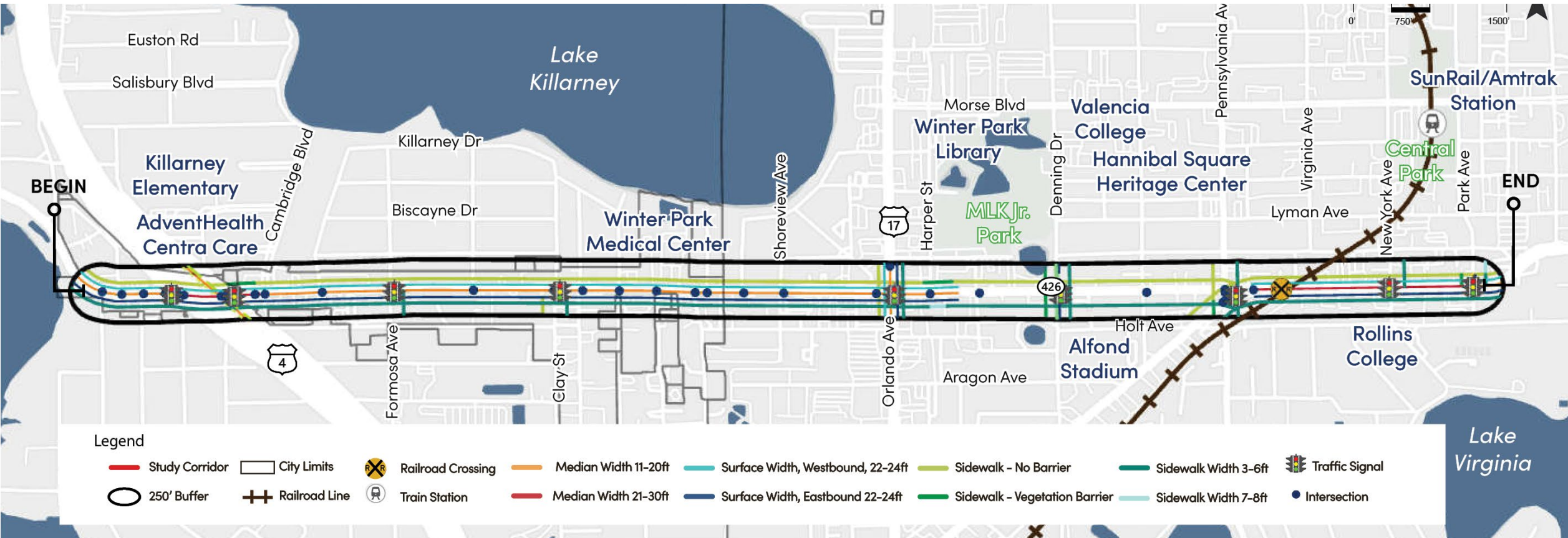


Roadway Characteristics

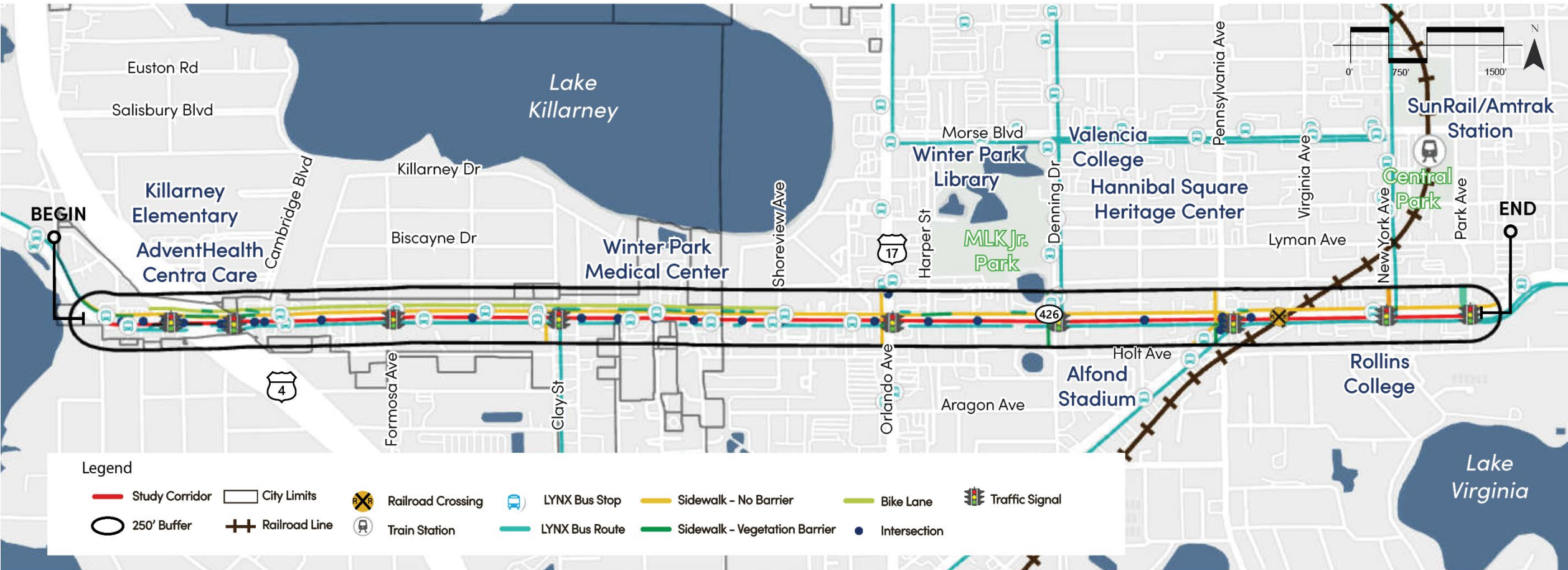
- C4 - Urban context classification with mix of uses within small blocks and well-connected roadway network
- Four lane undivided with intermittent center turn lane
- Average Annual Daily Traffic: 21,300 vpd to 38,500 vpd
- 9 signalized including I-4 access
- Posted speed limit: 30 – 35 mph
- Bike lanes present from I-4 to just west of US 17/92
- Sidewalks along both side of the roadway for entire corridor
- Serves LYNX Route 23 with 14 transit stops (both side of roadway)



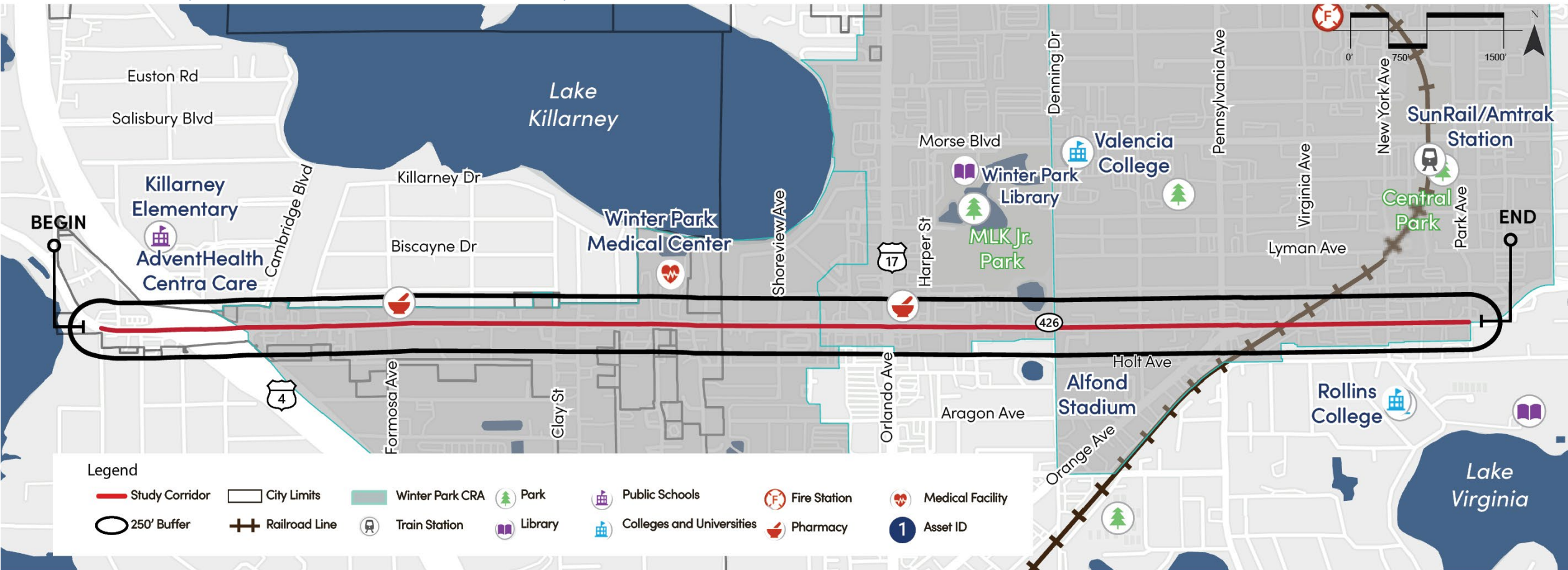
Roadway Characteristics



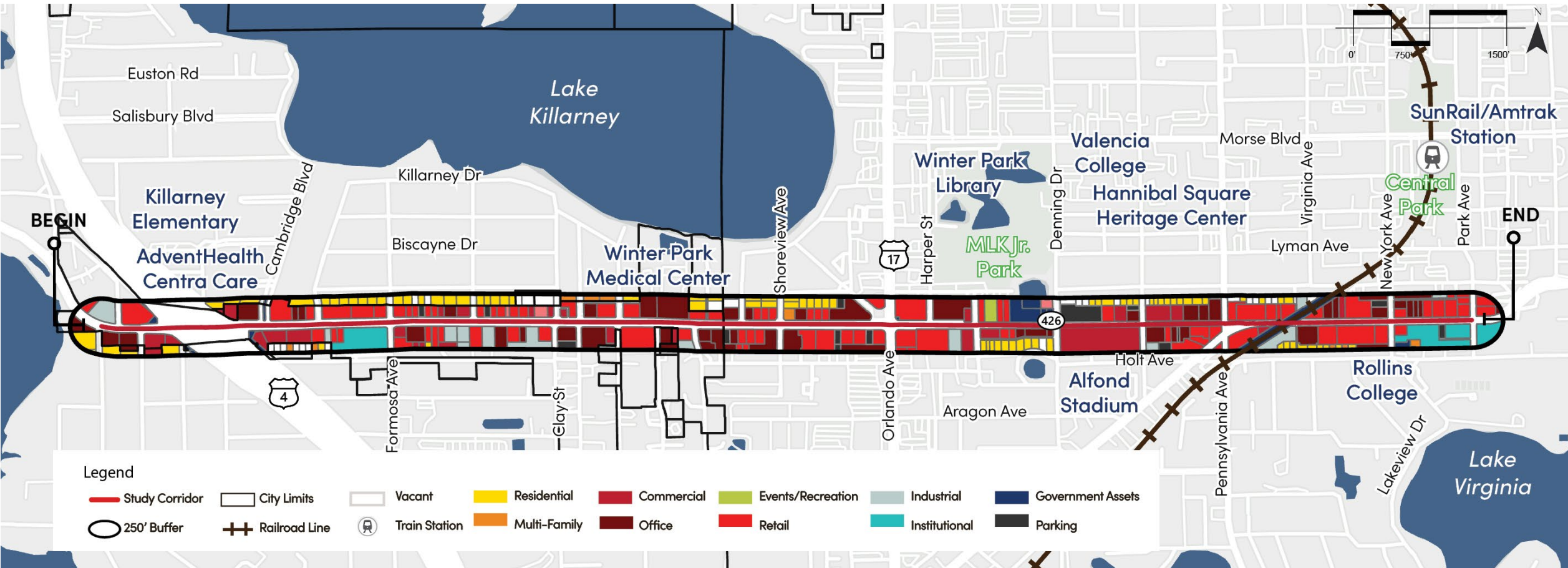
Bicycle, Pedestrian, and Transit Facilities



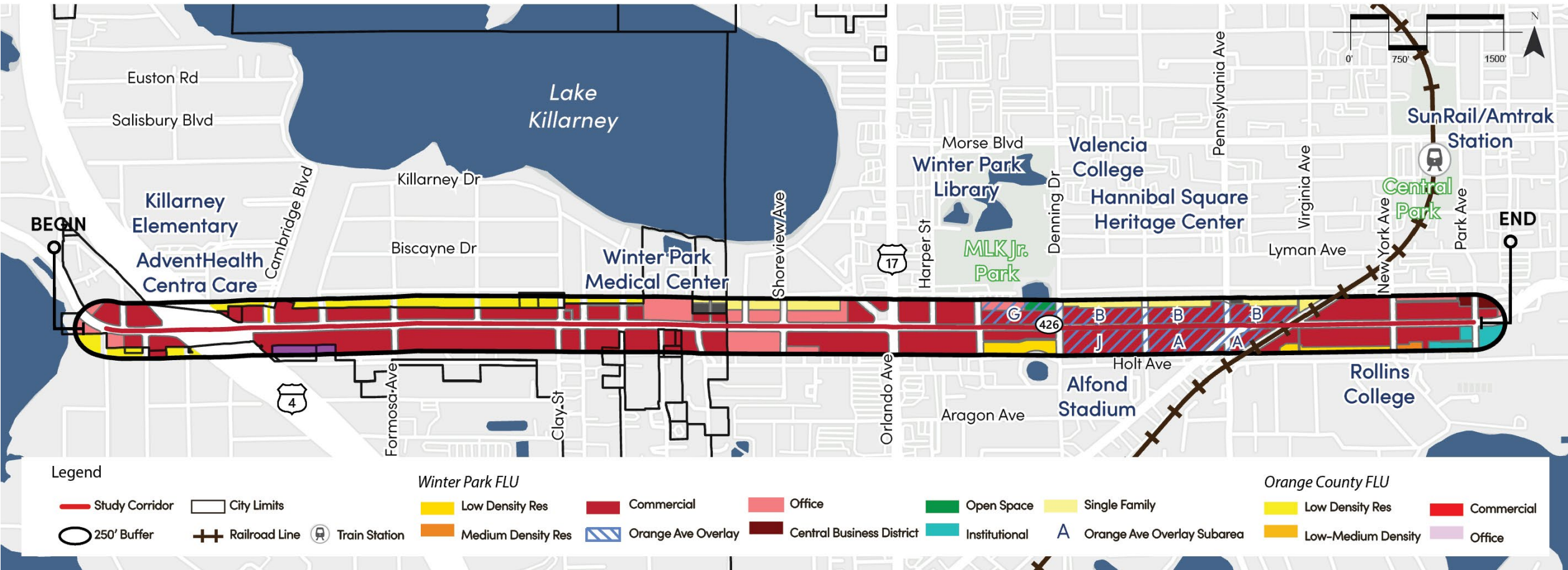
Key Community Locations



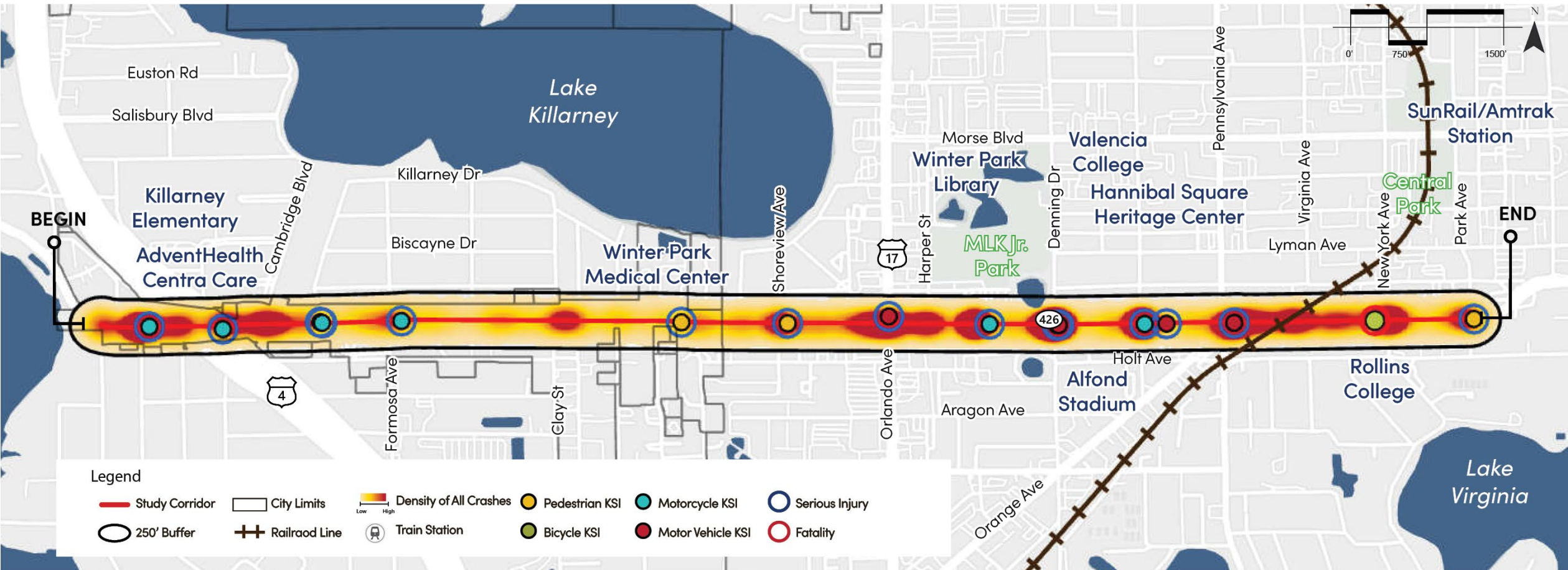
Existing Land Use



Future Land Use

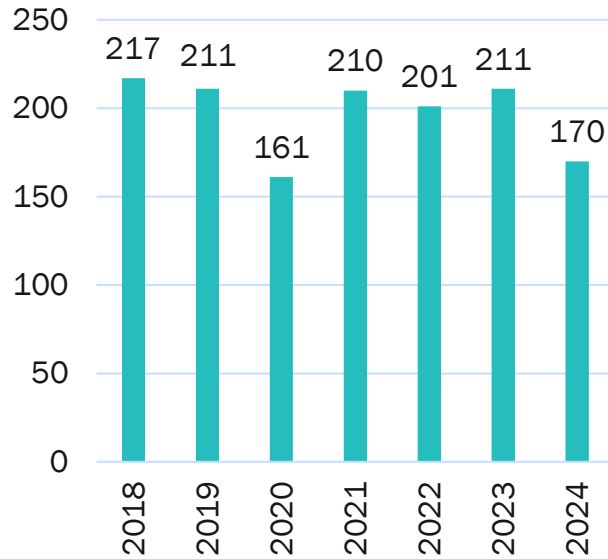


Crash Analysis

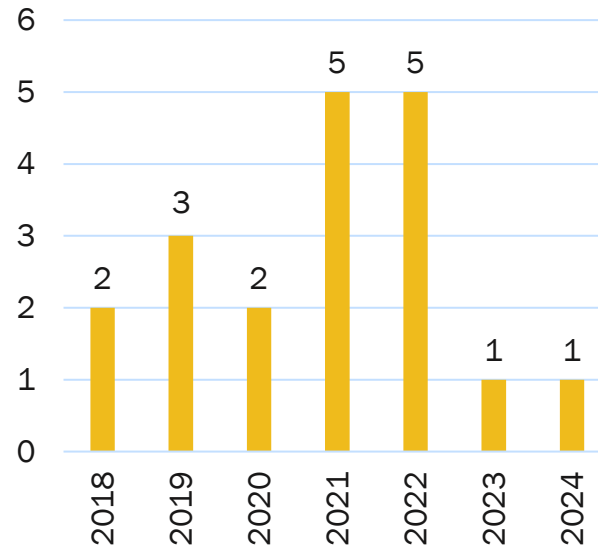


Crash Analysis by Year & Mode

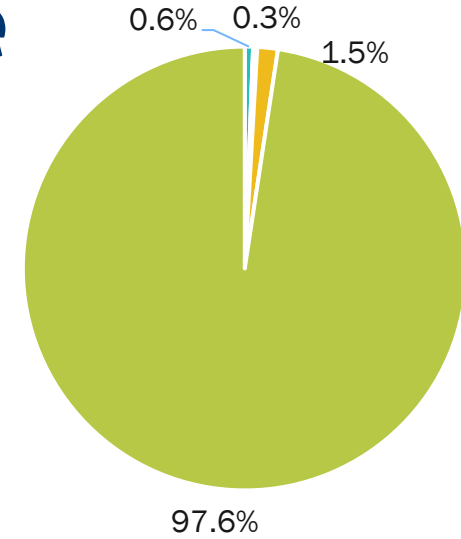
All Crashes



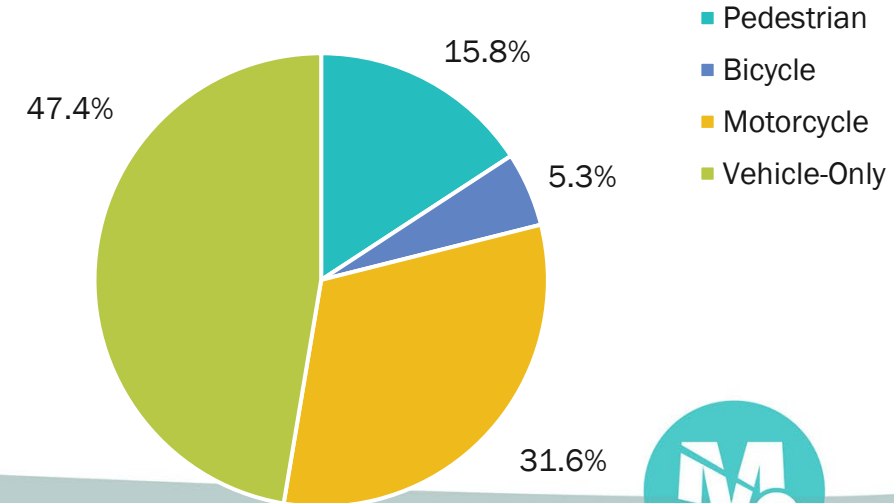
KSI Crashes



All Crashes



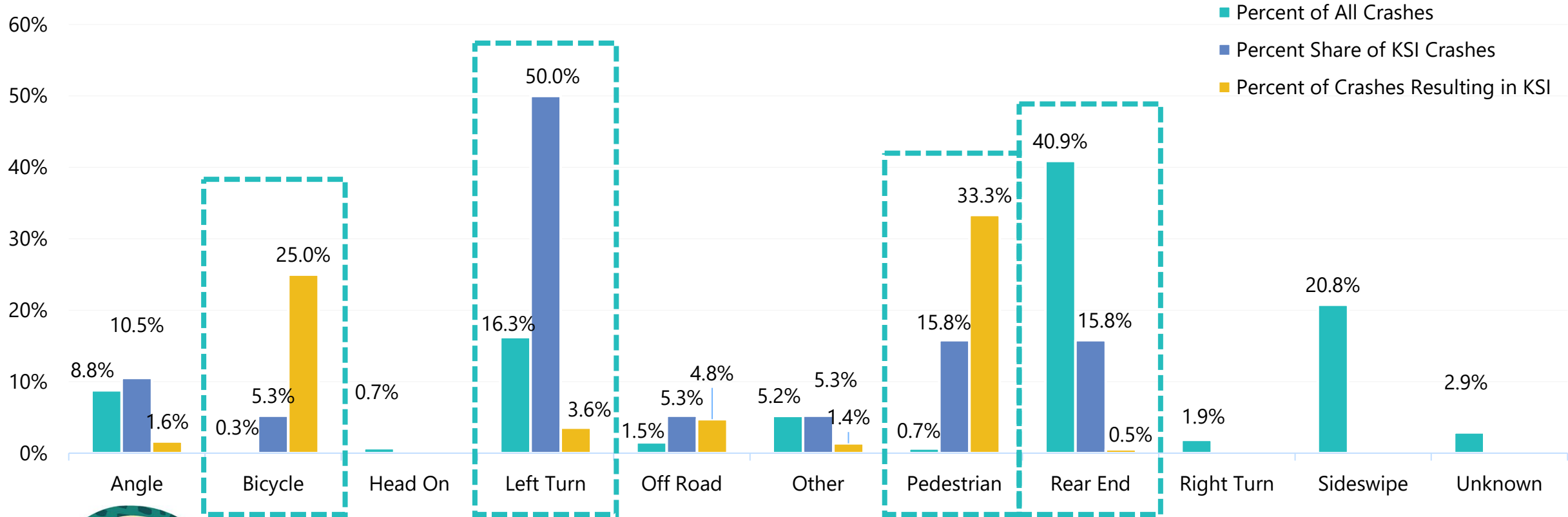
KSI Crashes



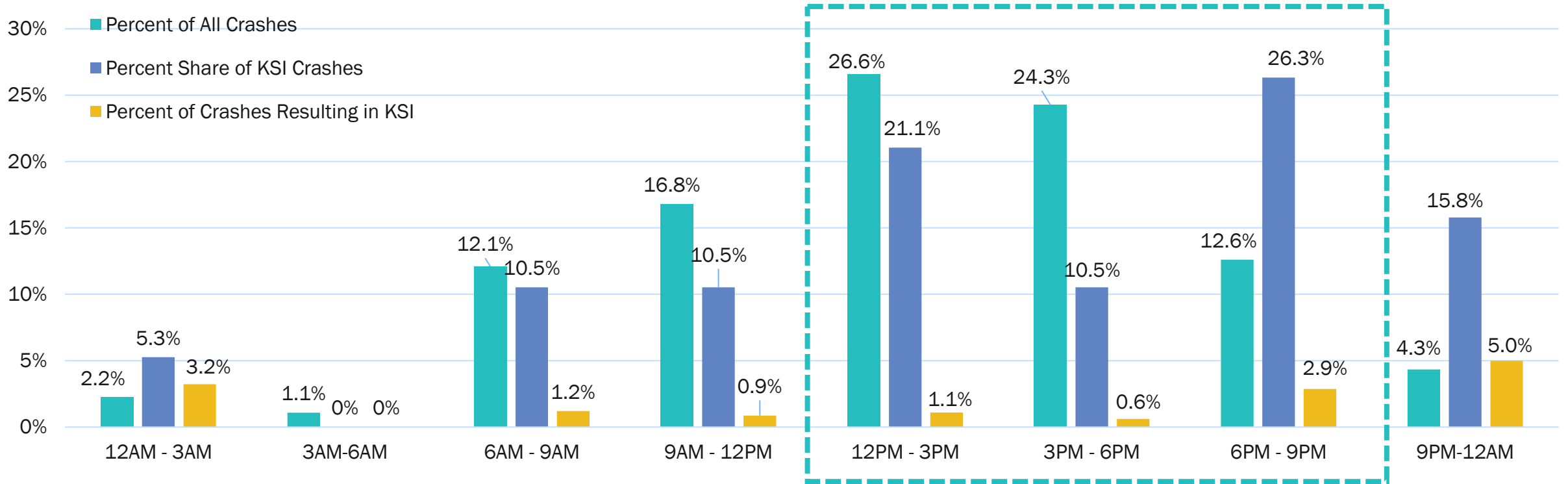
- Pedestrian
- Bicycle
- Motorcycle
- Vehicle-Only



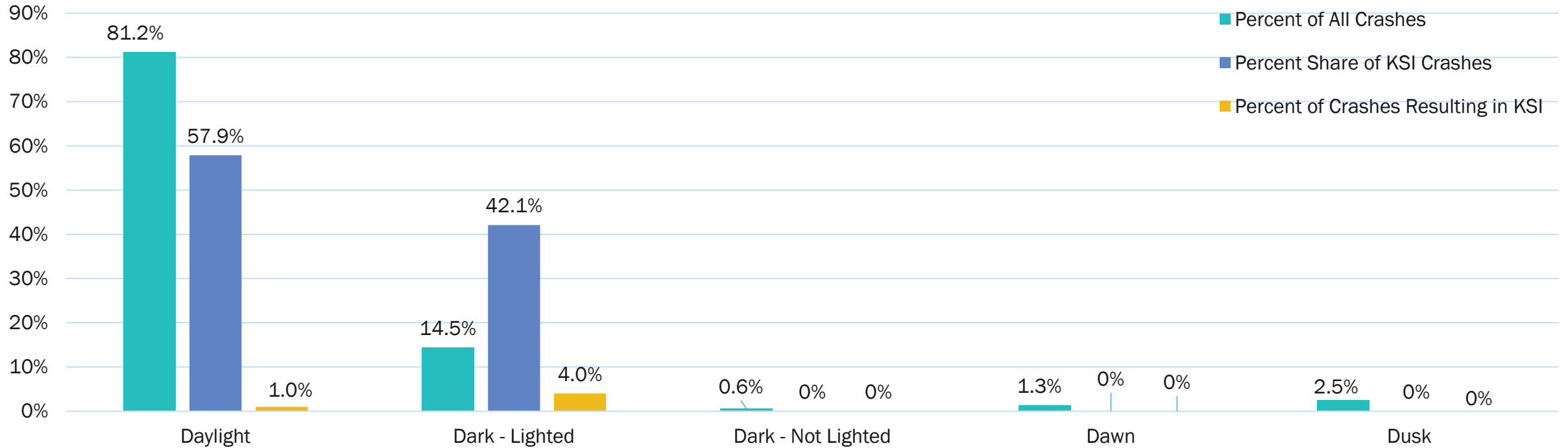
Crash Analysis by Type



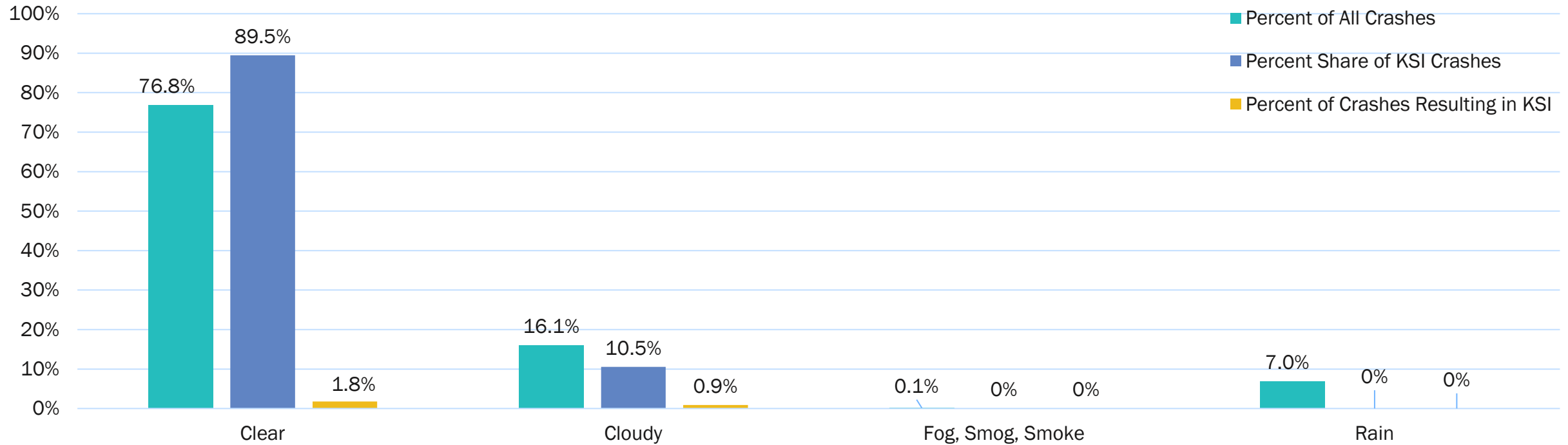
Crash Analysis by Time



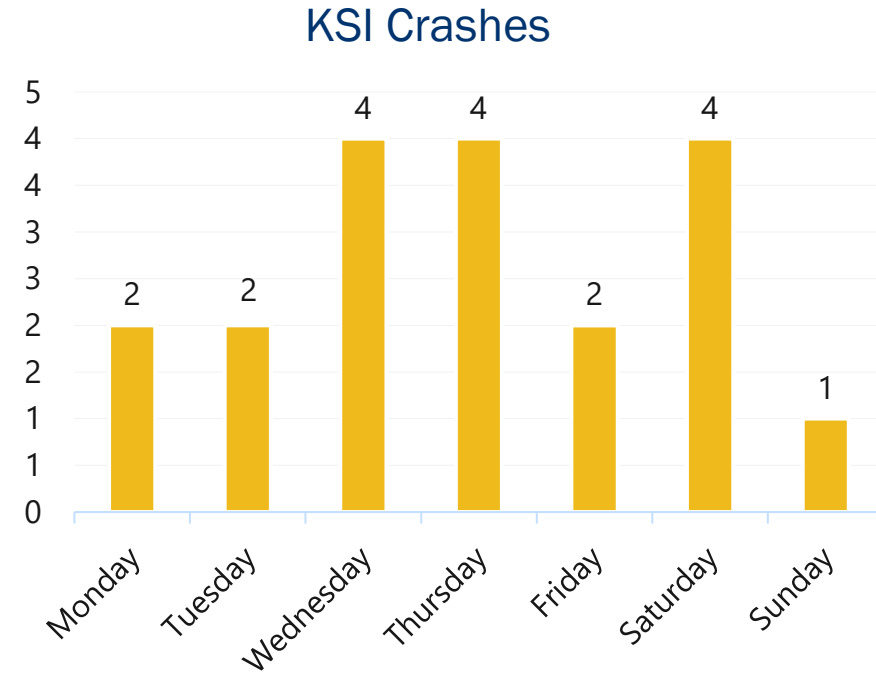
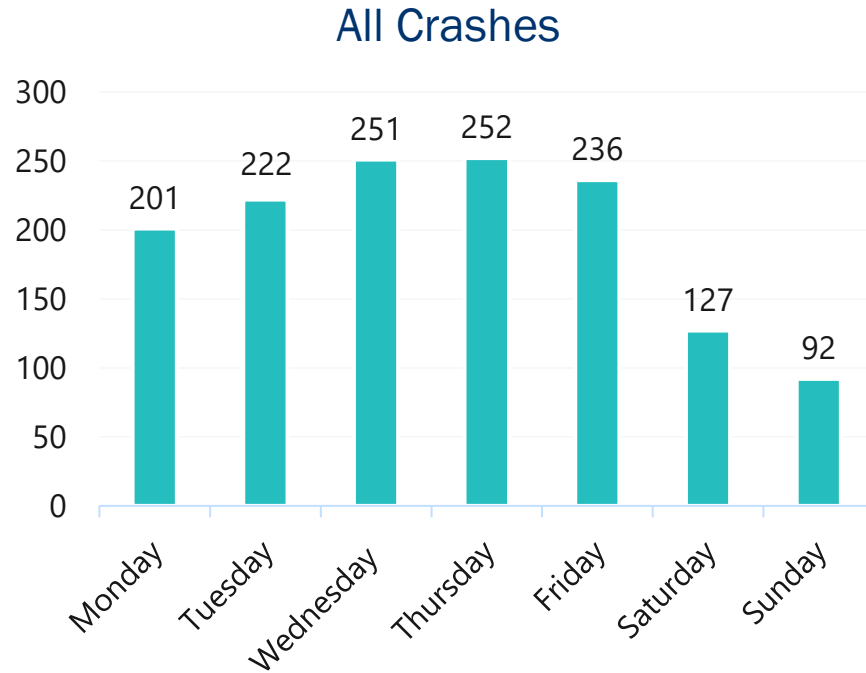
Crash Analysis by Lighting Condition



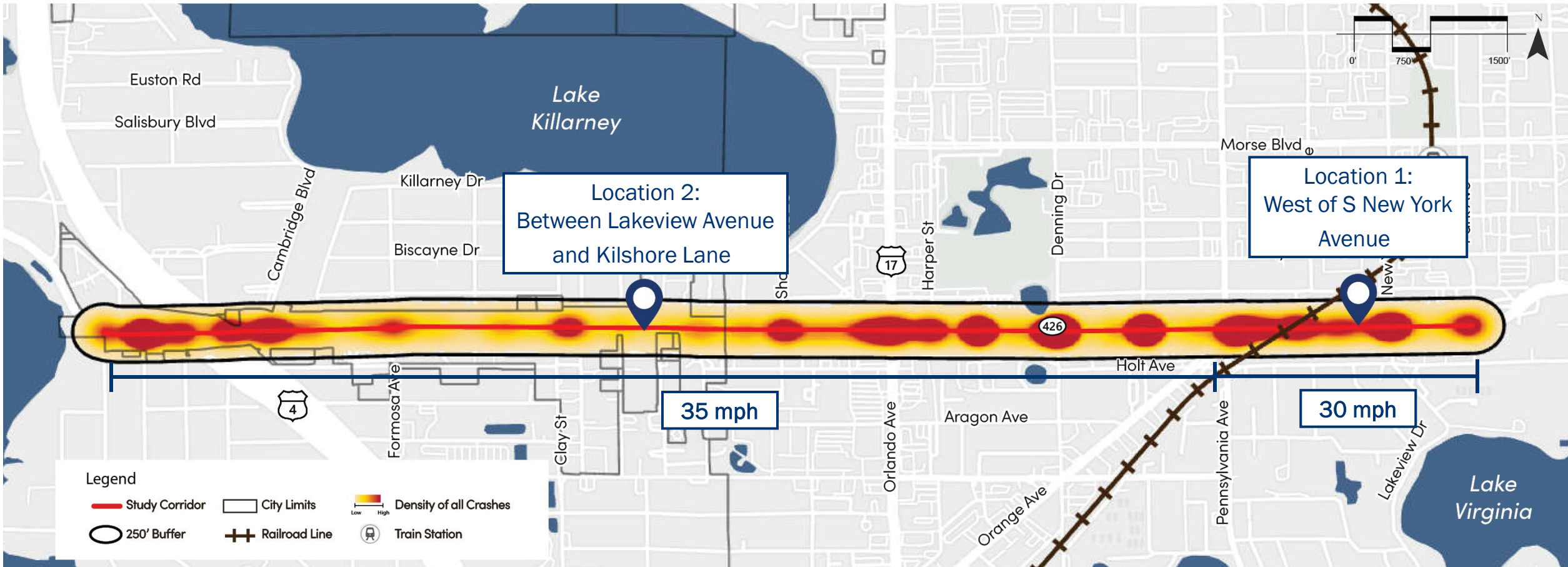
Crash Analysis by Weather Condition



Crash Analysis by Day of Week



Spot Speed Study



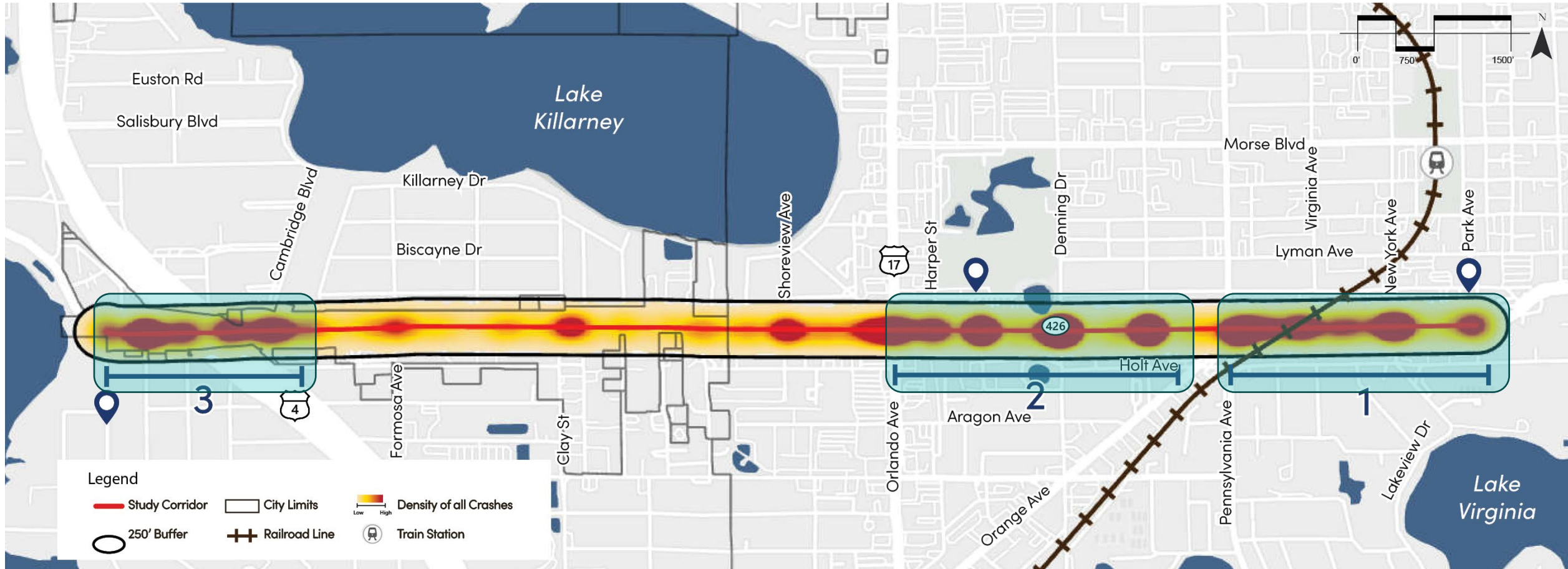
Spot Speed Study Results

Between Lakeview Avenue and Kilshore Lane	Both Directions
Total Vehicles Observed	28,447
Posted Speed Limit	35 mph
85 th Percentile Speed	42 mph
Speed Range (mph)	15 mph – 59 mph
Average Speed	35 mph

West of South New York Avenue	Both Directions
Total Vehicles Observed	27,045
Posted Speed Limit	35 mph
85 th Percentile Speed	36 mph
Speed Range (mph)	15 mph – 50 mph
Average Speed	30 mph



May 15 – Guided Field Review



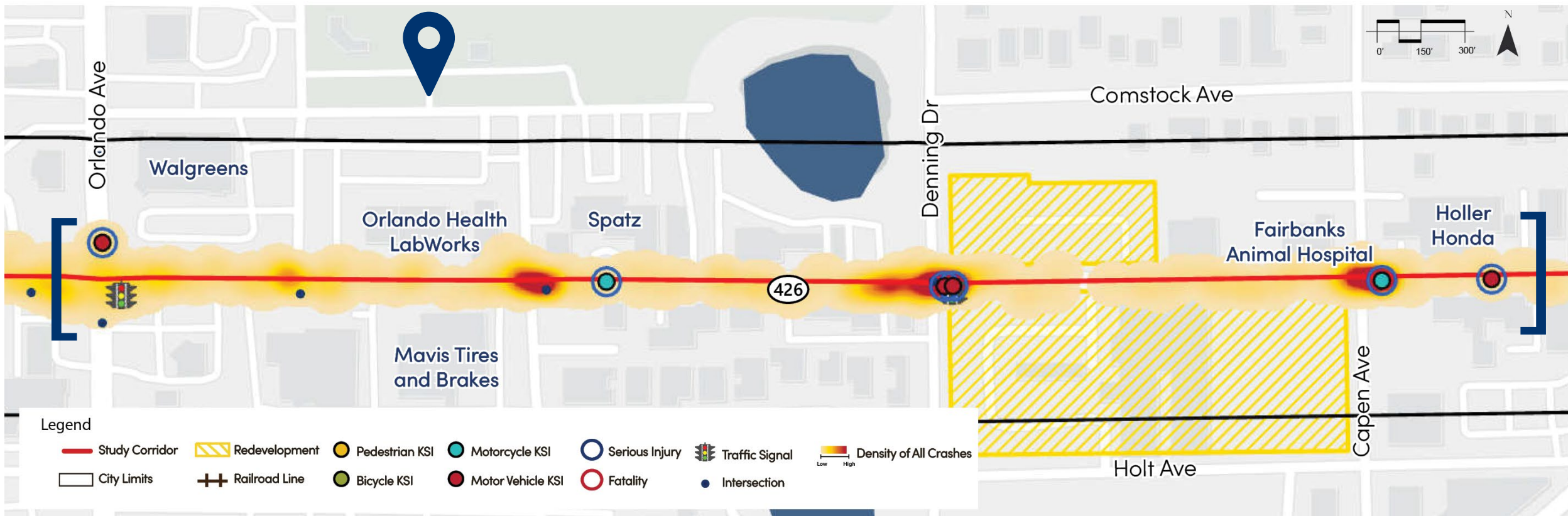


Stop #1: Pennsylvania Avenue to Park Ave



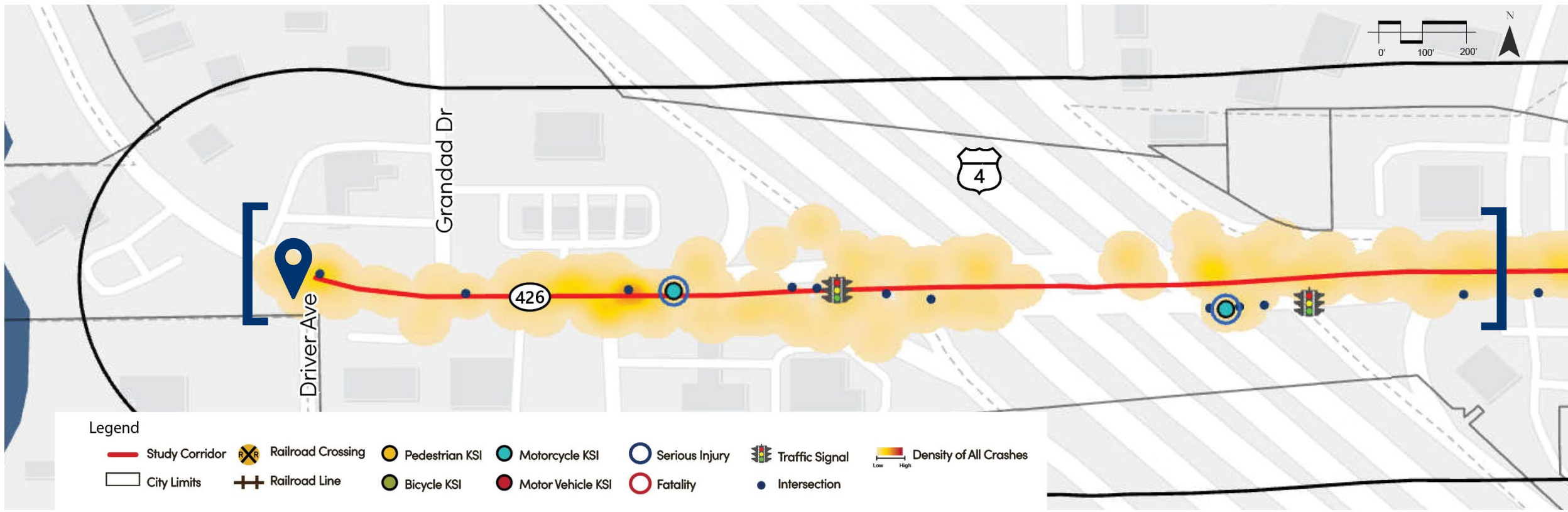


Stop #2: Orlando Ave to East of Capen Avenue





Stop #3: Driver Avenue to Interstate 4



Next Steps

- Collect findings and feedback from Field Review
- Collect feedback from public outreach at Farmers Market on May 30
- Incorporate Speed Study Analysis
- Develop recommendations and concept plans for countermeasures
- Prepare EOPC for all proposed improvements





Transportation Advisory Board

agenda item 5.b

item type

Non-Action Items

meeting date

May 18, 2026

prepared by

Jason Sartorio, Transportation Manager

approved by

Charles Ramdatt, Director of Public Works

subject

Heritage Market Trail Feasibility Assessment – KCA

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

None



Transportation Advisory Board

agenda item 6.a

item type

Staff Updates

meeting date

May 18, 2026

prepared by

Jason Sartorio, Transportation Manager

approved by

Charles Ramdatt, Director of Public Works

subject

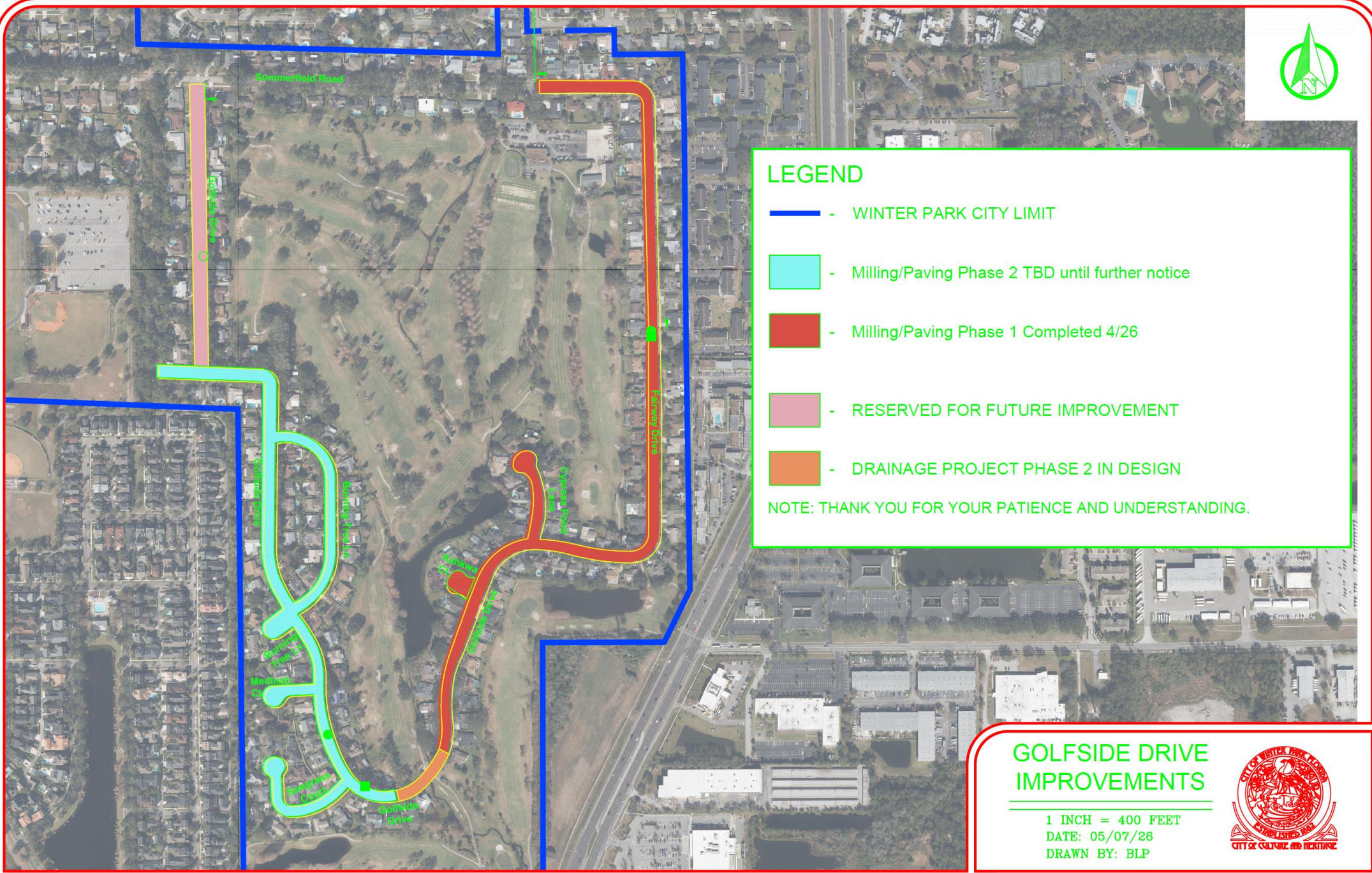
Golfside Neighborhood Paving - Phase 1

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

1. Golfside Neighborhood Paving - Phase 1

Golfside Neighborhood Paving - Phase 1





LEGEND

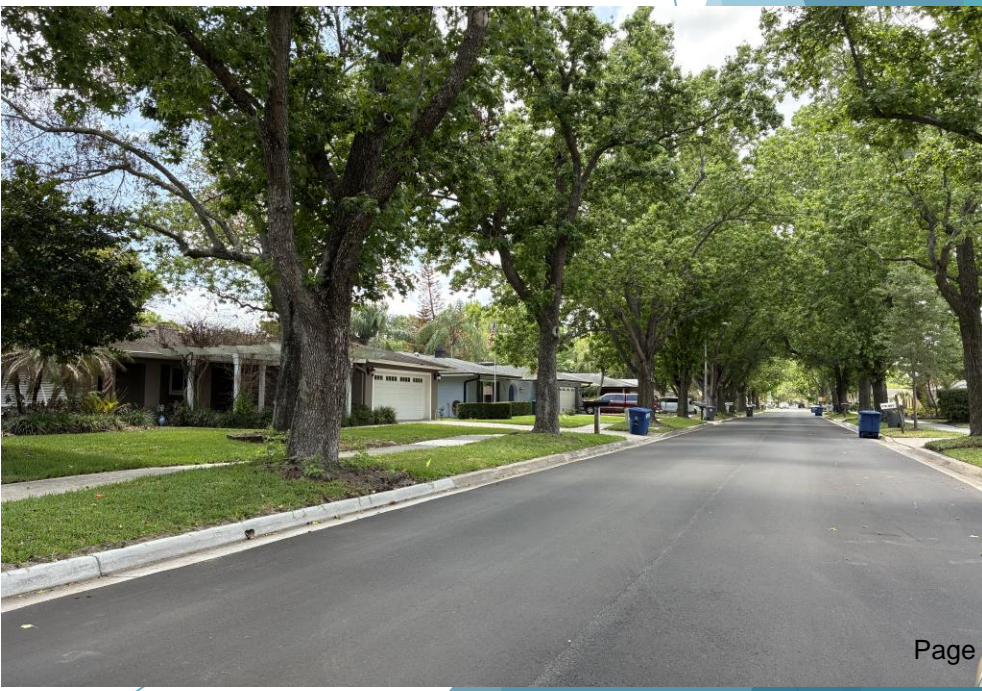
-  - WINTER PARK CITY LIMIT
-  - Milling/Paving Phase 2 TBD until further notice
-  - Milling/Paving Phase 1 Completed 4/26
-  - RESERVED FOR FUTURE IMPROVEMENT
-  - DRAINAGE PROJECT PHASE 2 IN DESIGN

NOTE: THANK YOU FOR YOUR PATIENCE AND UNDERSTANDING.

GOLFSIDE DRIVE IMPROVEMENTS

1 INCH = 400 FEET
 DATE: 05/07/26
 DRAWN BY: BLP







Transportation Advisory Board

agenda item 6.b

item type

Staff Updates

meeting date

May 18, 2026

prepared by

Jason Sartorio, Transportation Manager

approved by

Charles Ramdatt, Director of Public Works

subject

Capen Ave. & Comstock Ave. Pedestrian Safety Enhancements

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

1. Capen Ave and Comstock Ped Safety Enhancement Concept

Capen Avenue & Comstock Avenue Pedestrian Safety Enhancement Concept Review



Pedestrian Safety Concept

- Upgraded crosswalk markings
- Advanced yield markings
- Rectangular Rapid Flashing Beacon (RRFB) - currently in purchasing stage
- Refreshed pavement markings
- ADA curb ramp improvements
- Continued sight distance enhancements

LEGEND

SIGNS

1. W11-2 / W16-7P / R10-25

Pedestrian Crossing Sign Assembly with Downward Arrow Plaque and RRFB Push Button Sign.

2. W11-2 / W16-9P

Advance Pedestrian Crossing Sign with "Ahead" Plaque.

3. R1-5

Yield Here to Pedestrians Sign.

PAVEMENT MARKINGS

4. Crosswalk Marking

Install longitudinal bar-style crosswalk markings.

5. Advance Yield Markings

Install yield line pavement markings ("shark teeth") in advance of crosswalk.

6. Curb Marking

Install yellow curb marking to designate No Parking zone.

7. Pavement Marking Refresh

Refresh existing stop bars, crosswalks, and centerline markings as required.

8. ADA Curb Ramps

Upgrade all ADA curb ramps at the intersection to meet current ADA standards.

GENERAL NOTES

1. Sight Distance

Trim or remove trees, shrubs, and other obstructions within the indicated sight triangle (**RED Line**) to maintain adequate visibility.

2. Sign Visibility

Ensure all signage is clean, visible, and unobstructed.

3. Retro reflectivity

All signs shall meet retro reflectivity requirements in accordance with the Manual on Uniform Traffic Control Devices (MUTCD) 11th Edition.

4. Standards

All signs and pavement markings shall conform to the FDOT Traffic Engineering Manual and applicable MUTCD standards.



