



Transportation Advisory Board Regular Meeting

Agenda

July 20, 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. Vote for Chair and Vice Chair 5 minutes
- b. Board Member Orientation 15 minutes

2. Approval of Minutes

- a. Approve the minutes from May 18, 2026 regular meeting. 1 minute

3. Public Comments (for items not on the agenda): Three minutes allowed for each speaker**4. Action Items**

- a. Heritage Market Trial Feasibility Assessment- Recommendation to City Commission 10 minutes
- b. Establishing Downtown Parking Management Working Group 5 minutes

5. Non-Action Items

- a. SR 426 Road Safety Audit (VHB) 10 minutes

6. Staff Updates

- a. Draft ordinance for Micromobility 5 minutes
- b. Traffic Calming Task Force Update 10 minutes
- c. Neighborhood Traffic Calming 10 minutes
- d. Pedestrian Safety Program 10 minutes
- e. Opticom GPS Project 10 minutes
- f. Street Sweeping Map and Schedule 10 minutes

7. Board Comments**8. Upcoming Agenda Items****9. Adjournment**



Call to Order

Vote for Chair and Vice Chair
Board Member Orientation video



Approval of June, 29th Meeting Minutes



Transportation Advisory Board Regular Meeting Minutes

May 18, 2026, at 4:00 PM

City Hall Commission Chambers
401 S. Park Avenue

Present

Kenneth Lineberger, Jeffrey Sievers, Benjamin Robinson, Ruben Paige, Andrew Irvin, Kimberly Sadowski, and Thomas Lochrane.

Staff: Director of Public Works Charles Ramdatt, Transportation Manager Jamel Hibbert, 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.

The board also introduced the newest member to the board, Kimberly Sadowski, an engineer at DRMP.

2. Approval of Minutes

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

Motion made by Kenneth Linberger to approve March 16, 2026, regular meeting minutes, seconded by Ruben Paige. Motion carried unanimously 7-0.

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

- a. No public comments

4. Action Items

a. Citywide Traffic Calming Measures Working Group- Transportation Manager, Mr. Jamel Hibbert presented a follow-up on moving forward with creating a citywide traffic calming measures subcommittee. The group will function as a formal subcommittee which reports directly to the Transportation Advisory Board and will not act independently. The subcommittee will inventory existing traffic calming policies, identify improvements, and ensure compliance with national, state, and local standards. Proposed composition includes board members (Mr. Sievers, Mr. Lochrane, and Mr. Lineberger) plus Public Works and Transportation, Police, and Fire staff as advisors. 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. Subcommittee findings, ideas, and recommendations will be brought back to the full committee for review and decision. Staff will serve as resources/advisors (research, data, technical input) rather than voting members. City staff (Jamel) will coordinate meeting setup and logistics and will bring subcommittee outputs back to the full task group. The subcommittee will be open to public participation at meetings and will follow Sunshine/Open Meetings procedures. Motion made by Ben Robinson to create this

subcommittee, seconded by Kenneth Lineberger. Motion carried unanimously 7-0

5. Non-Action Items

a. SR 426 Road Safety Audit from Park Ave. - Driver Ave. - Roberta Fennessy, from Vanasse Hangen Brustlin (VHB), gave a presentation of their preliminary assessment from their road safety audit. This audit was completed by a multi-disciplinary team to evaluate safety performance for all roadway users on SR 426. The Safe System approach aims to eliminate fatalities and serious injuries for all roadway users. Roberta provided crash analysis data by year, mode, time and type. Her team was also able to gather crash analysis data by lighting, weather conditions, and by day of the week (see agenda attachment on city website). The three locations specifically visited on SR 426 were from Park Ave. to Pennsylvania Ave., E. of Capen Ave. to Orlando Ave., and Driver Ave. to Formosa Ave. The next steps will be to assess the findings and feedback from the field audit, host a public outreach event at the Farmers Market on May 30th, incorporate the speed study analysis findings, and develop a final report with recommendations and countermeasures.

b. Heritage Market Trail Feasibility Assessment- Erik Fleming with Kissinger Campo & Associates (KCA), presented findings for the Heritage Market Trail feasibility assessment. According to Mr. Fleming, KCA was tasked with identifying viable SUNTrail segments along the proposed 6.2-mile route. Their assessment included a cost analysis, impacts to residents and businesses, constructability impacts, potential funding opportunities, and a comparison to the Winter Park Transportation Master Plan. Additionally, two pedestrian bridge crossing concepts were assessed for the Fairbanks Ave. and Pennsylvania Ave. intersection. According to Mr. Fleming, the results of the study identified 13 segments (out of 56 segments) as viable for a 12-foot shared use path (SUP), totaling 10,598 feet (2 miles) or approximately 33.3% of the total preliminary alignment. KCA's analysis also identified that in order to construct the full trail, 3.69 acres of right of way would need to be acquired, which would impact 142 parcels. Preliminary construction cost for the 13 viable segments of 12-foot-wide path would come to \$4,101,300. Additionally, the two bridge options at Fairbanks Ave. and Pennsylvania Ave. would cost \$14,744,300 (ALT1) and \$15,987,900 (ALT2). KCA's review of the Winter Park Transportation Master Plan also identified multiple trails that either overlapped with segments of the Heritage Market trail, or were closely parallel to segments of the Heritage Market Trail. Based on their findings, KCA recommended that the City of Winter Park should continue with the trail options identified in the Transportation Master Plan.

6. Staff Updates

a. Police Department Update— Police Chief Tim Volkerson reported that the Police Department conducted an extensive study on downtown parking time limits; inconsistent durations currently range from 30 minutes to 4 hours across the corridor. (examples: 30-minute, 1-hour, 2-hour, 3-hour, 4-hour) with no clear rationale for location or pattern. Parking enforcement uses automated license-plate readers, so the inconsistencies with time limits creates enforcement complexity and public confusion. The Police Chief suggested providing the board with a map of

existing time limits to show the status quo and the study boundary. The board will consider corridor-level treatment, and all board members agreed to create a small committee composed of enforcement staff, city engineers/planners, CRA representatives, and business stakeholders to review the map and propose consistent time limits.

- b. Golfside Paving Phase 1**– Transportation Planner, Mr. Jason Sartorio presented an update on Phase 1 of the Golfside Paving project. Mr. Sartorio reported that since the previous TAB meeting, the City of Winter Park’s Streets Division had completed milling and paving from Ranger Boulevard to just east of the Golfside Drive bridge. According to Mr. Sartorio, work was completed between April 1st and April 30th. Approximately 0.9 miles of roadway was paved during phase 1, including the eastern portion of Summerfield Road, Fairway Drive, Cypress Point Lane, Kahkwa Court, and the eastern portion of Golfside Drive. Mr. Sartorio stated that phase 2 of this project, which includes the area west of the Golfside Drive bridge, will be scheduled shortly. Phase 2 of this project is also 0.9 miles and will include the southwest portion of Golfside Drive, Sawgrass Court, Medinah Court, and Burning Tree Lane.

c. Capen Ave. & Comstock Ave. Pedestrian Safety Enhancements –

Transportation Planner, Mr. Jason Sartorio presented a conceptual pedestrian safety improvement plan for a key neighborhood crossing identified through community feedback, crash history, and field observations. The proposed improvements include upgraded high-visibility crosswalk markings, advance yield markings, RRFBs (currently in purchasing stage), refreshed pavement markings, ADA curb ramp improvements, and continued sight distance enhancements. Field observations identified visibility concerns related to trees, parked vehicles, and roadside features, while the Police Department noted crashes associated with cut-through traffic and operating speeds contributing to rollover crashes. Staff reported that yellow painted curbs have been installed to establish parking restrictions and improve sight distance, Urban Forestry has trimmed trees to improve visibility, and efforts are underway to relocate an electrical cabinet to further enhance sight distance. During discussion, Mr. Lochrane asked whether additional No Parking signs would be installed. Mr. Ramdatt stated that staff would confirm whether No Parking signs will be included in addition to the painted curb parking restrictions.

7. Board Comments

- a.** No board comments

8. Upcoming Agenda Items

- Vote on Heritage Market Trail
- VHB to present findings on SR 426 road safety audit

9. Adjournment

The meeting adjourned at 5:54 p.m.

Respectfully, Noemi Schudel, Board Secretary



Transportation Advisory Board

agenda item 4.a

item type

Action Items

meeting date

July 20, 2026

prepared by

Jason Sartorio, Transportation Manager

approved by**subject**

Heritage Market Trail Feasibility Assessment- Recommendation to City Commission

motion | recommendation

Staff recommends that the TAB approve the recommendation provided in the feasibility assessment, which states that the City should continue focusing on the trails identified in the Transportation Master Plan, specifically the Denning Trail, Tennis Center Trail, and Morse Boulevard Greenway.

background

At the May 18, 2026 Transportation Advisory Board (TAB) meeting, Erik Fleming with Kissinger Campo & Associates (KCA) presented findings from the Heritage Market Trail feasibility assessment. According to Mr. Fleming, the results of the study identified 13 segments (out of 56 total segments) as viable for a 12-foot shared use path (SUP), totaling 10,598 feet (2 miles) or approximately 33.3% of the total preliminary alignment. KCA's analysis also identified that in order to construct the full 6.2 miles of the trail, 3.69 acres of right-of-way would need to be acquired, impacting 142 parcels. Preliminary construction cost for the 13 viable segments of the 12-foot wide path was estimated at \$4,101,300. Additionally, the two bridge options at Fairbanks Ave. and Pennsylvania Ave. would cost \$14,744,300 (ALT 1) and \$15,987,900 (ALT 2). KCA's review of the Winter Park Transportation Master Plan identified multiple trails that either overlapped with or were closely parallel to segments of the Heritage Market Trail. Based on their findings, KCA recommended that the City of Winter Park should continue with the trail options identified in the Transportation Master Plan.

alternatives | other considerations**fiscal impact**

attachments

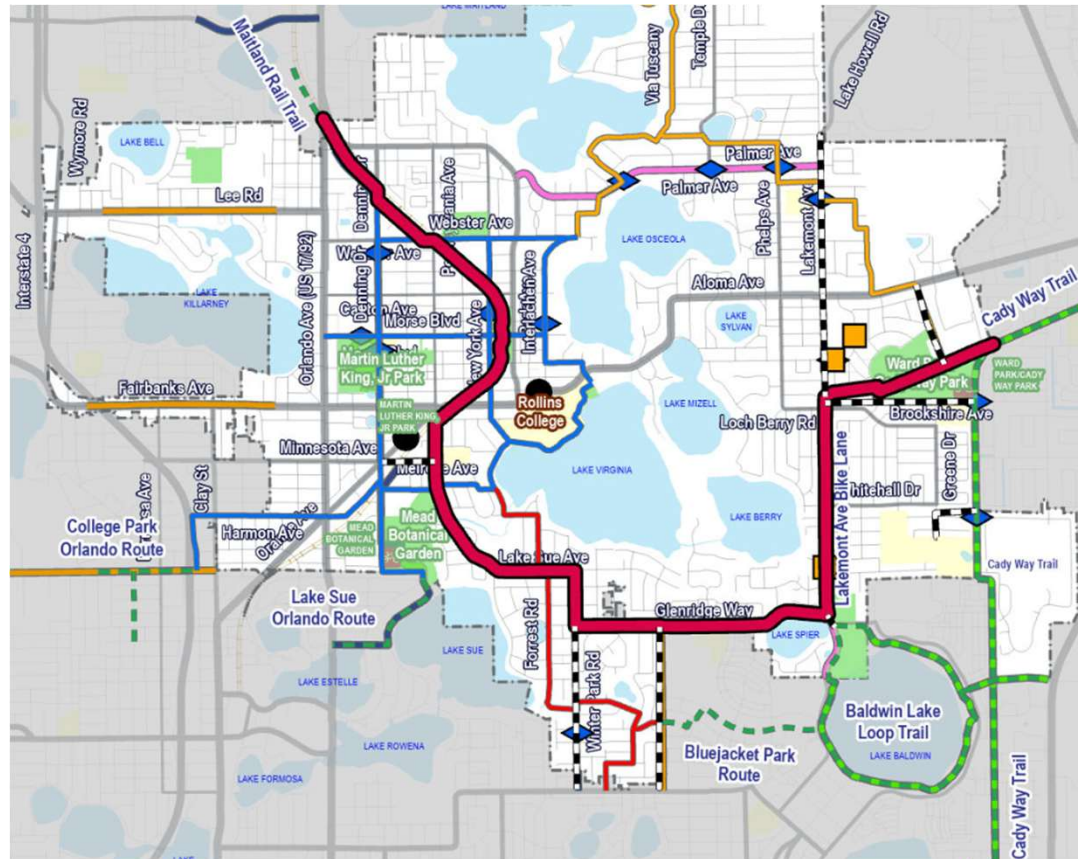
1. public comments
2. action items
3. HERITAGE

Public Comments



Action Items

Heritage Market Trail Feasibility Assessment

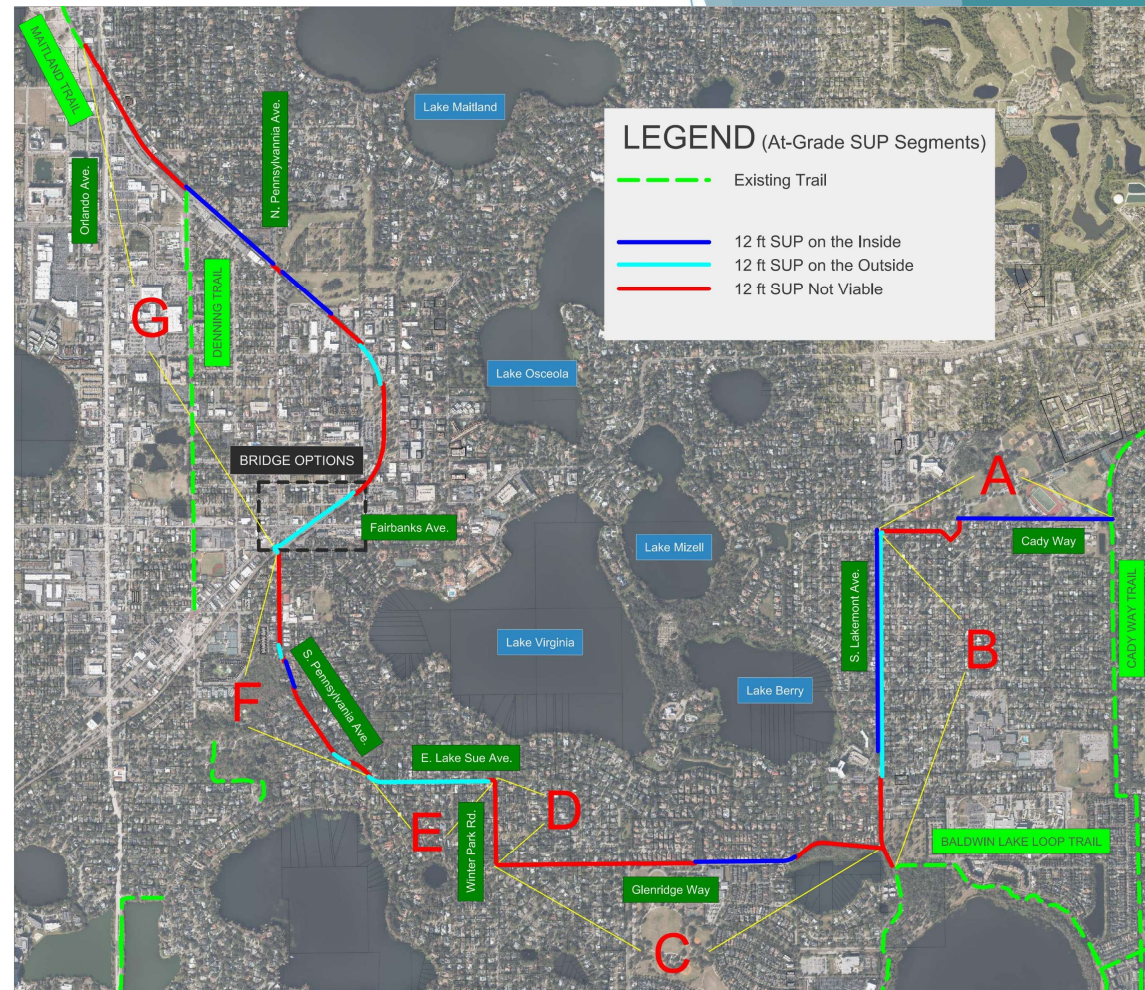


Heritage Market Trail Feasibility Assessment

Heritage Market Trail Preliminary Alignment

► Seven Areas Assessed

- 56 segments evaluated
 - 28 segments evaluated on the inside
 - 28 segments evaluated on the outside
- 13 segments viable for a 12-foot trail
 - 6 inside segments totaling 10,598 feet (32.5%)
 - 7 outside segments totaling 8,350 feet (25.5%)
- 43 segments not viable for a 12-foot trail
 - 22 segments not viable on the inside totaling 21,974 feet (67.5%)
 - 21 segments not viable on the outside totaling 24,333 feet (74.5%)



Heritage Market Trail Feasibility Assessment

Heritage Market Trail Preliminary Alignment

► Seven Areas Assessed

- 43 segments not viable for a 12-foot trail
 - 22 inside segments totaling 21,974 feet (67.5%)
 - 21 outside segments totaling 24,333 feet (74.5%)
- Constructing a 12-foot SUP in the above areas
 - Inside impacts
 - 159 parcels
 - Requiring 2.61 acres of ROW
 - Outside impacts
 - 142 parcels
 - Requiring 3.59 acres of ROW

Parcel Impacts ROW Required

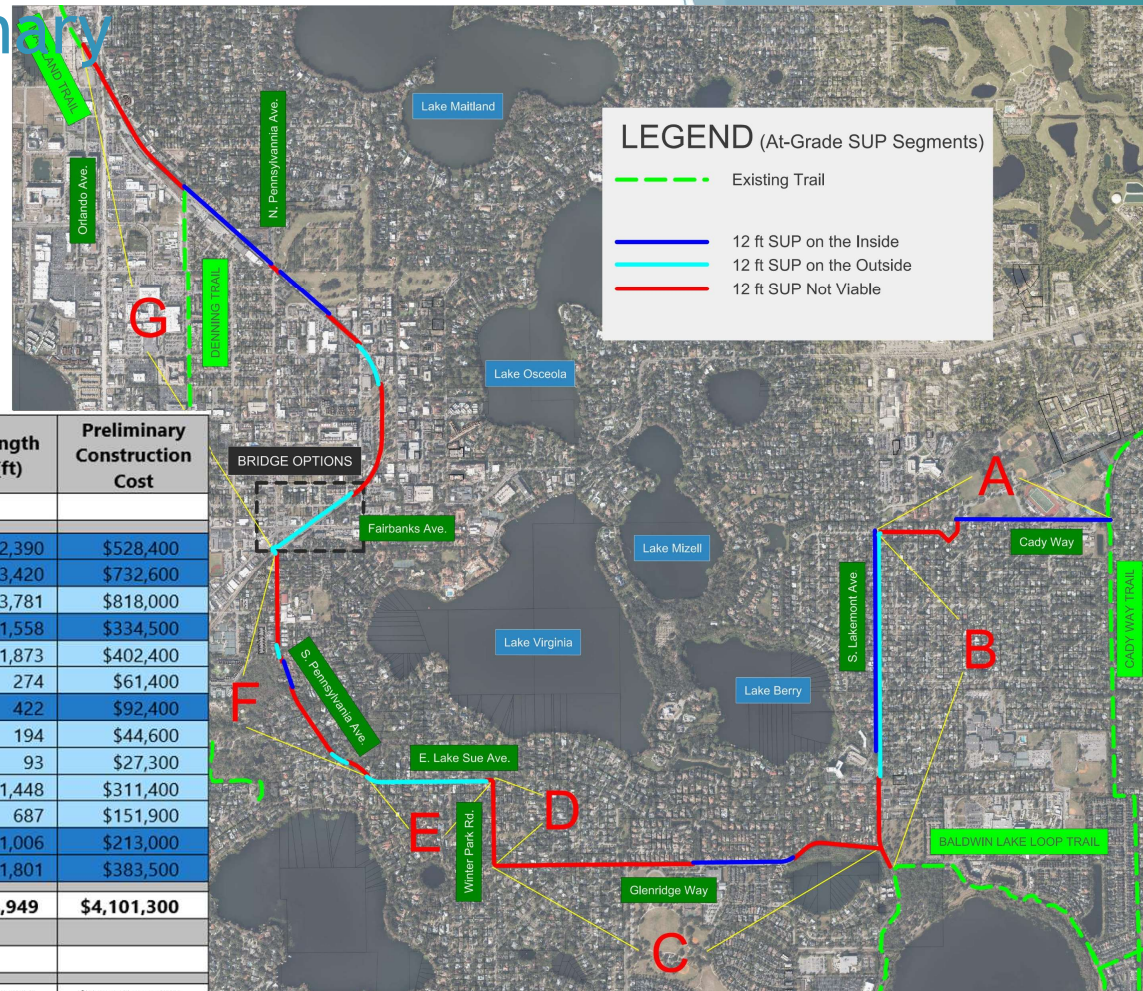
Area	Street Name	Side of Street	Trail Side	Total Length (ft)	Parcels Impacted	Min. Width (ft)	Max. Width (ft)	ROW Required (ac)	Length of Viable 12' Trail	Length of Viable 10' Trail
A	Cady Way	North	Inside	2,390.2	-	-	-	-	2,390	-
		South	Outside	2,313.3	18	3.6	11.6	0.222	-	-
	Perth Ln.	East	Outside	398.7	3	2.2	4.5	0.018	-	-
		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	S. Lakemont Ave.	East	Outside	3,781.1	0	-	-	-	3,781	-
				1,438.7	7	5.8	12.3	0.314	-	-
		West	Inside	3,420.0	0	-	-	-	3,420	-
				1,486.2	16	1.5	19.5	0.312	-	-
				127.6	2	0.0	2.1	0.002	-	128
C	Glenridge Way	North	Inside	1,312.2	15	0.1	5.1	0.106	-	-
				1,558.3	0	-	-	-	1,558	-
				1,203.2	2	2.3	8.2	0.099	-	-
				204.0	2	1.5	2.0	0.008	-	204
				1,015.8	10	1.7	6.1	0.099	-	-
				129.0	1	1.6	1.9	0.005	-	129
				499.6	4	2.0	13.3	0.026	-	-
		South	Outside	5,280.0	18	1.0	18.0	1.111	-	-
				680.5	8	0.7	1.2	0.015	-	680
				1,009.8	8	2.2	13.2	0.070	-	-
D	Winter Park Rd.	East	Inside	311.0	4	0.1	2.2	0.006	-	311
				118.3	2	1.7	2.5	0.003	-	-
		West	Outside	941.0	7	1.0	1.6	0.018	-	941
				263.7	3	1.1	11.2	0.022	-	-
				1,873.2	15	2.2	18.8	0.157	-	-
E	Lake Sue Ave.	North	Inside	73.3	1	0.1	5.3	0.001	-	-
		South	Outside	1,872.6	0	-	-	-	1,873	-
F	S. Pennsylvania Ave.	East	Inside	1,869.3	14	0.1	8.9	0.113	-	-
				71.8	1	0.1	0.7	0.001	-	72
				422.4	0	-	-	-	422	-
				63.0	1	0.1	7.9	0.010	-	63
				1,715.5	18	0.1	16.9	0.282	-	-
		West	Outside	236.5	1	0.1	1.9	0.003	-	236
				93.4	1	0.1	2.4	0.004	-	-
				274.3	0	-	-	-	274	-
				1,088.9	10	0.1	0.2	0.034	-	1,089
				626.5	3	0.9	5.7	0.066	-	-
				193.7	0	-	-	-	194	-
				1,310.8	23	0.1	6.4	0.137	-	-
				115.9	2	1.3	1.9	0.014	-	116
G	FDOT Railroad	East	Inside	4,751.7	17	1.0	21.0	0.669	-	-
				80.2	1	0.1	1.9	0.001	-	80
				1,006.3	0	-	-	-	1,006	-
				1,801.2	0	-	-	-	1,801	-
				2,103.1	10	0.1	15.3	0.467	-	-
				245.9	0	-	-	-	-	-
				357.8	1	0.1	0.6	0.003	-	-
		West	Outside	92.7	0	0	0	0.000	93	-
				53.0	1	4.1	6.1	0.006	-	-
				1,448.2	0	-	-	-	1,448	-
				334.4	2	0.1	2.1	0.005	-	334
				1,483.3	4	0.1	21.0	0.467	-	-
				687.3	0	-	-	-	687	-
				5,660.8	15	0.1	21.0	1.048	-	-
				708.5	1	0.1	2.0	0.018	-	-

Heritage Market Trail Feasibility Assessment

Heritage Market Trail Preliminary Alignment

Construction Cost for 12-foot Trail

- ▶ 10% Mobilization
- ▶ 10% Maintenance of Traffic
- ▶ 25% Project unknowns
- ▶ 25% Final Design/Engineering
- ▶ 15% Construction Engineering Inspection



LEGEND (At-Grade SUP Segments)

- Existing Trail
- 12 ft SUP on the Inside
- 12 ft SUP on the Outside
- 12 ft SUP Not Viable

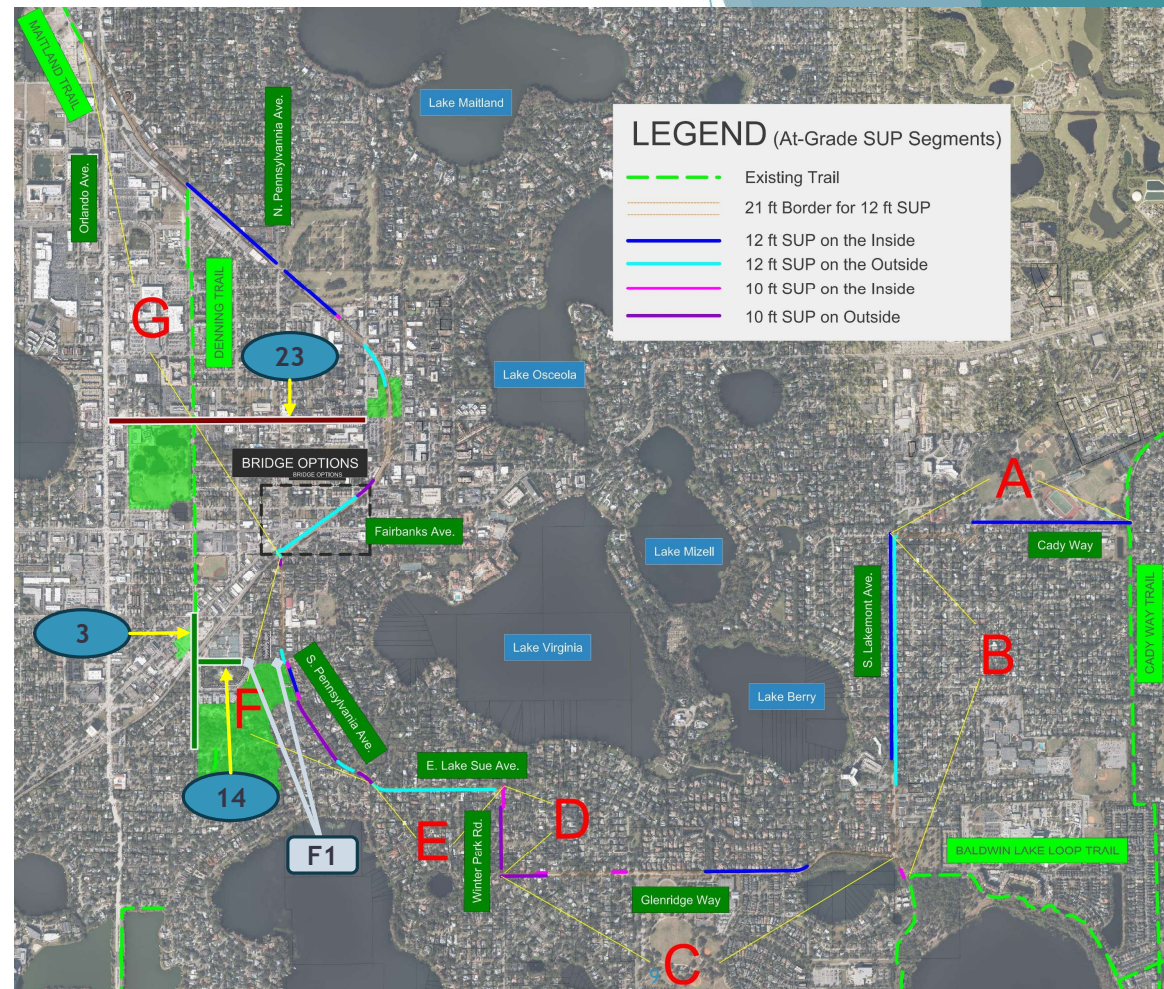
SUP	Description	Length (ft)	Preliminary Construction Cost
At-Grade Alternatives			
AN	Cady Way (North Side) from Cady Way trail to Perth Ln.	2,390	\$528,400
BW	S. Lakemont Ave. (West Side) from Loch Berry Rd. to just north of Strathaven Rd.	3,420	\$732,600
BE	S. Lakemont Ave. (East Side) from Loch Berry Road to just north of Woodcrest Drive	3,781	\$818,000
CN	Glenridge Way (North Side) from just west of Bridgeport Dr. to Preserve Point Dr.	1,558	\$334,500
ES	W. Lake Sue Ave. (South Side) from west of Winter Park Rd. to Fawsett Rd.	1,873	\$402,400
FW1	S. Pennsylvania Ave. (West Side) from just west of Fawsett Rd. to Santiago Dr.	274	\$61,400
FE	S. Pennsylvania Ave. (East Side) from Fairfax Ave. to just south of Melrose Ave.	422	\$92,400
FW2	S. Pennsylvania Ave. (West Side) at Melrose Ave.	194	\$44,600
GW1	FDOT RR Corridor (West Side) at the intersection of S. Pennsylvania Ave. and Holt Ave.	93	\$27,300
GW2	FDOT RR Corridor (West Side) from S. Pennsylvania Ave. to just south of W. Lyman Ave.	1,448	\$311,400
GW3	FDOT RR Corridor (West Side) from Garfield Ave. to N. New York Ave.	687	\$151,900
GE1	FDOT RR Corridor (East Side) from W. Swoope Ave. to W. Webster Ave.	1,006	\$213,000
GE2	FDOT RR Corridor (East Side) from N. Pennsylvania Ave. to N. Denning Dr.	1,801	\$383,500
At-Grade Total		18,949	\$4,101,300
Grade-Separated Alternatives			
ALT1	Bridge over SR 426 Alternative 1	1,264	\$14,744,300
ALT2	Bridge over SR 426 Alternative 2	1,257	\$15,987,900

Heritage Market Trail Preliminary Alignment

► Recommendation

- 6.2-mile corridor is not fully viable
- Consider viable segments
- Master Plan
 - Denning Trail extension (3)
 - Tennis Center Trail (14)
 - Morse Boulevard Complete Streets (23)
- Consider future connection to Tennis Center Trail

F1



Heritage Market Trail Feasibility Assessment



Transportation Advisory Board

agenda item 4.b

item type

Action Items

meeting date

July 20, 2026

prepared by

Jamel Hibbert, Transportation Manager

approved by**subject**

Establishing Downtown Parking Management Working Group

motion | recommendation

Officially appoint (2) TAB members to serve on the Downtown Parking Management Working Group subcommittee in an advisory and fact-finding capacity.

background

At the May 18, 2026, TAB meeting, Chief Tim Volkerson spoke on the current state of downtown parking and asked that we schedule some time to review and establish some consistent guidelines. Chief Volkerson provided the TAB with a list of streets and parking time limits, stressing that there is a lack of consistency.

This subcommittee role would be to assess the parking time limits downtown and provide recommendations for consistency. Staff members will provide examples from other nearby cities in Florida for the subcommittee to review and take into consideration.

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 TAB 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 evaluation and supporting materials. Police representatives would provide input regarding enforcement, emergency response, and operations. Additionally, a staff representative from the Community Redevelopment Agency (CRA) will provide input along with a local business owner appointed by the CRA to serve on the subcommittee.

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.

alternatives | other considerations

fiscal impact

attachments

1. Downtown Parking Management



Downtown Parking Management Working Group



Transportation Advisory Board

agenda item 5.a

item type

Non-Action Items

meeting date

July 20, 2026

prepared by**approved by****subject**

SR 426 Road Safety Audit (VHB)

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

1. non-action
2. RSA Fairbanks Ave_July 20_TAB Presentation



Non-Action Items

Fairbanks Avenue Road Safety Audit

TAB Presentation
July 20, 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

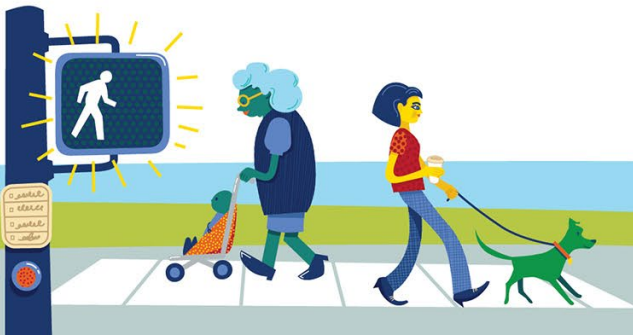


What is a Road Safety Audit?

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.



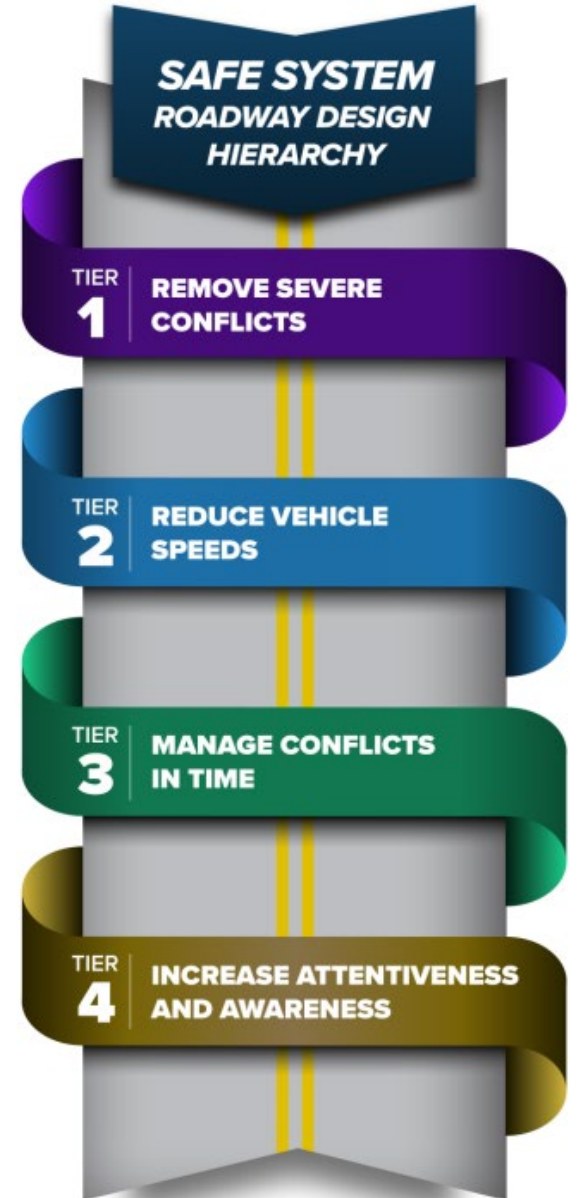
What does this lead to?

Safer roads that are designed and operated to:

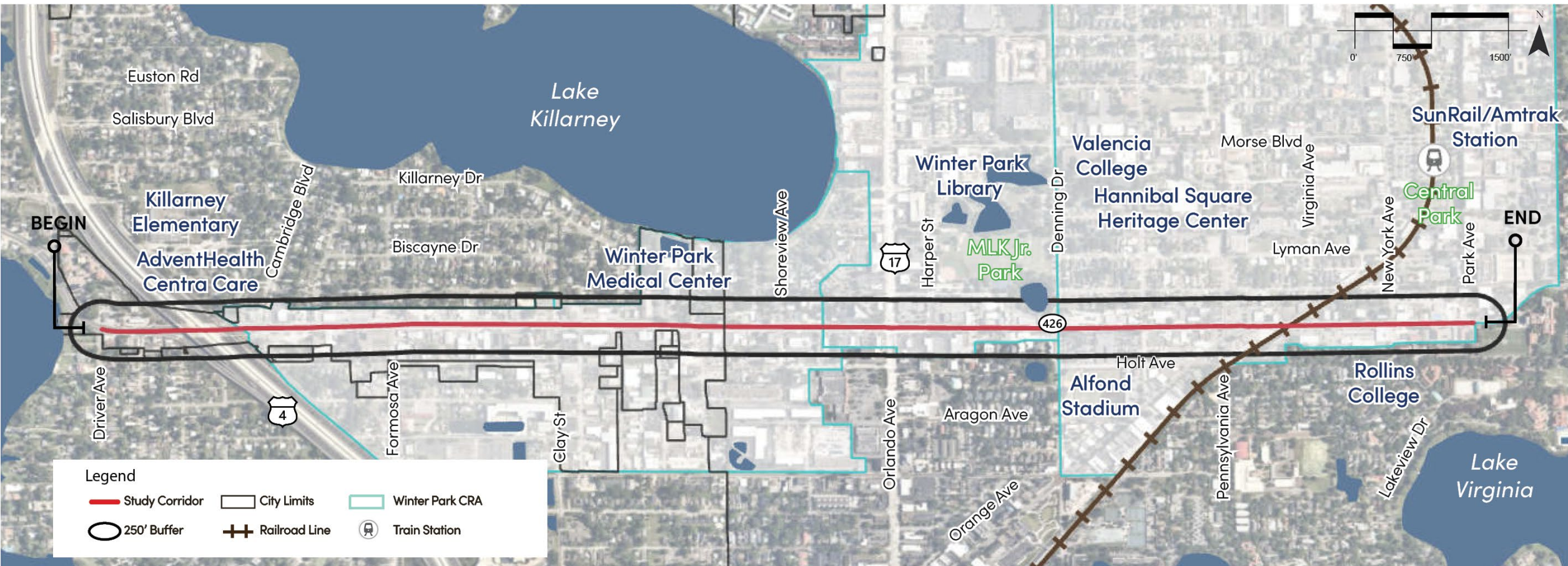
- Prevent crashes among all users
- Keep impacts on the human body at tolerable levels

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



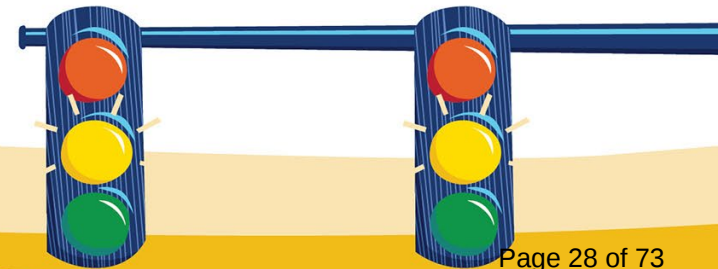
Progress To Date

- Project kick-off - March 2026
- Existing Conditions Assessment
- Guided Field Review – May 15
- Collect feedback via survey and public outreach - Farmers Market, May 30
- Incorporate Speed Study Analysis
- Develop recommendations and **10% Concept Plans** for corridor countermeasures
- Prepare EOPC for all proposed improvements



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

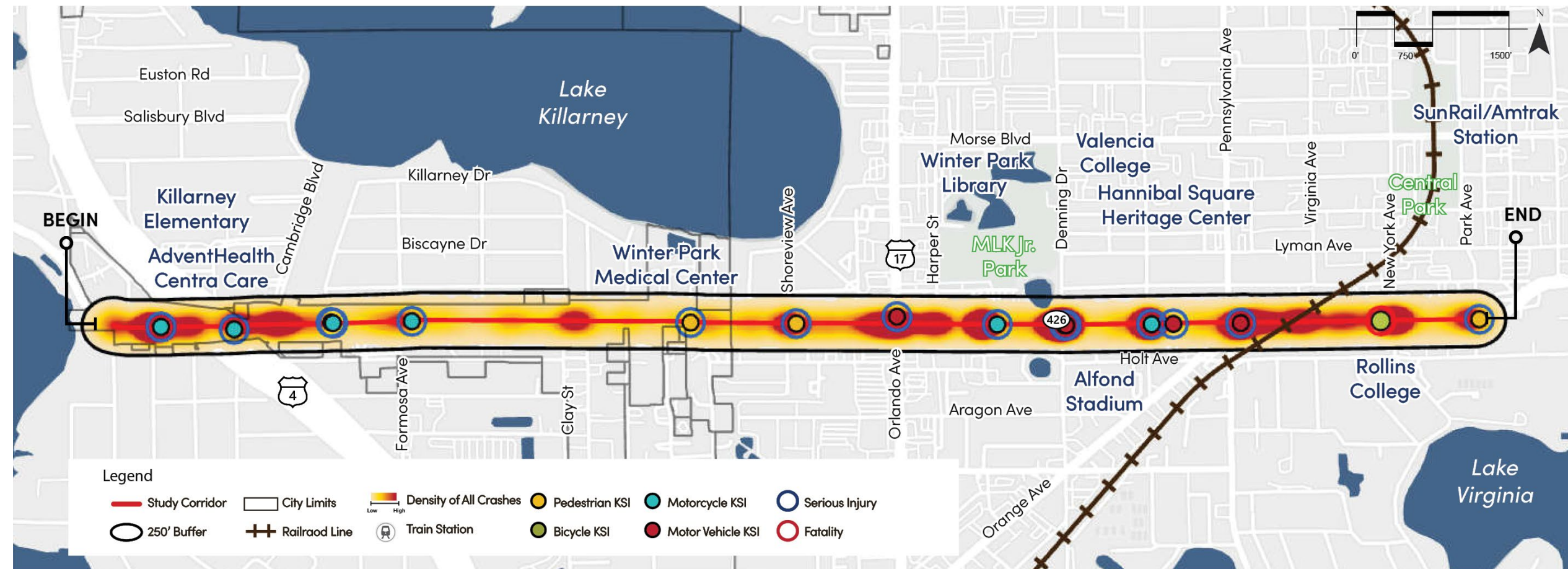


Roadway Characteristics

- 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)



Crash Analysis

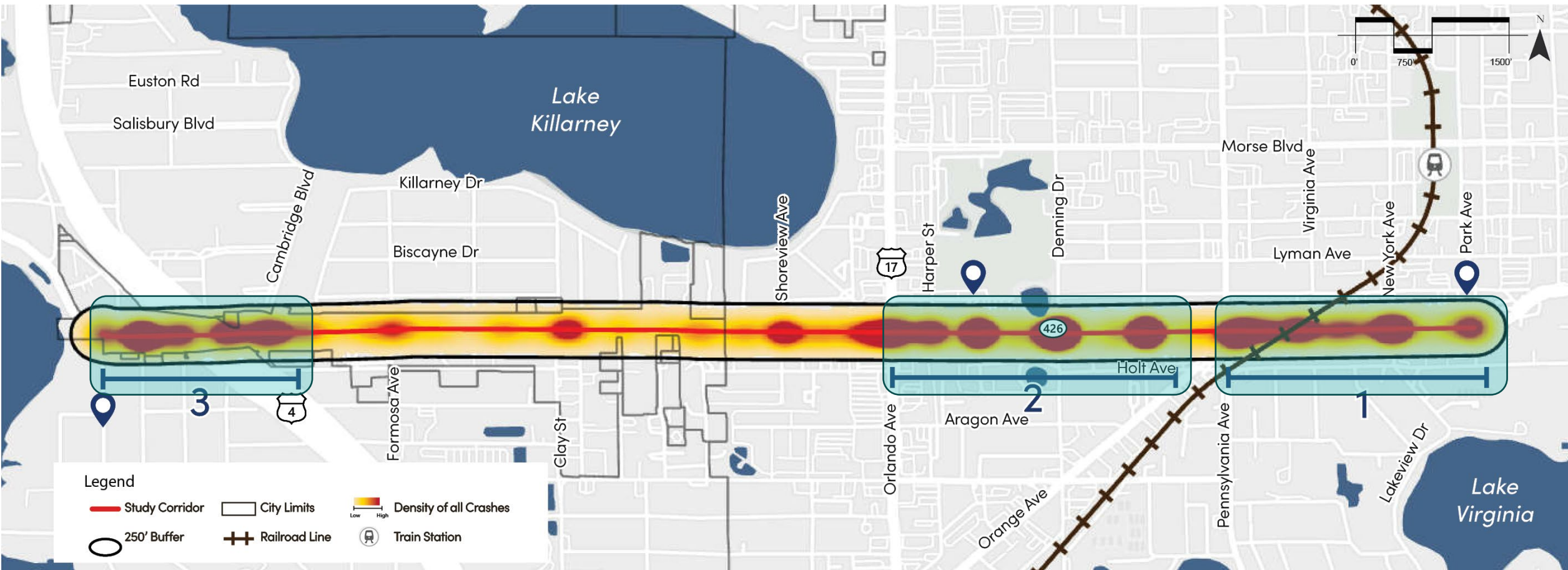


Audit Findings

- Field Review Findings
- Positive Design Features
- Observations and Identified Safety Risks



Guided Field Review



Positive Design Features



Strong pedestrian activity



Good nighttime visibility in select areas



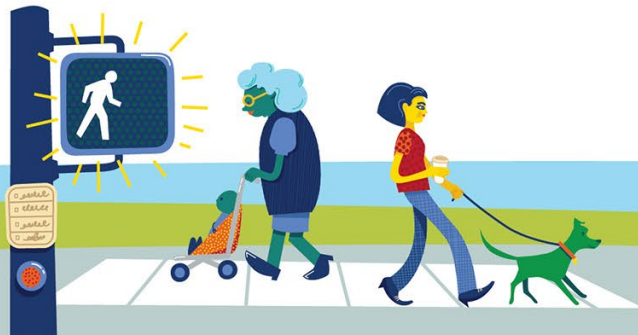
Existing and upcoming pedestrian and rail safety efforts



Useful streetscape features

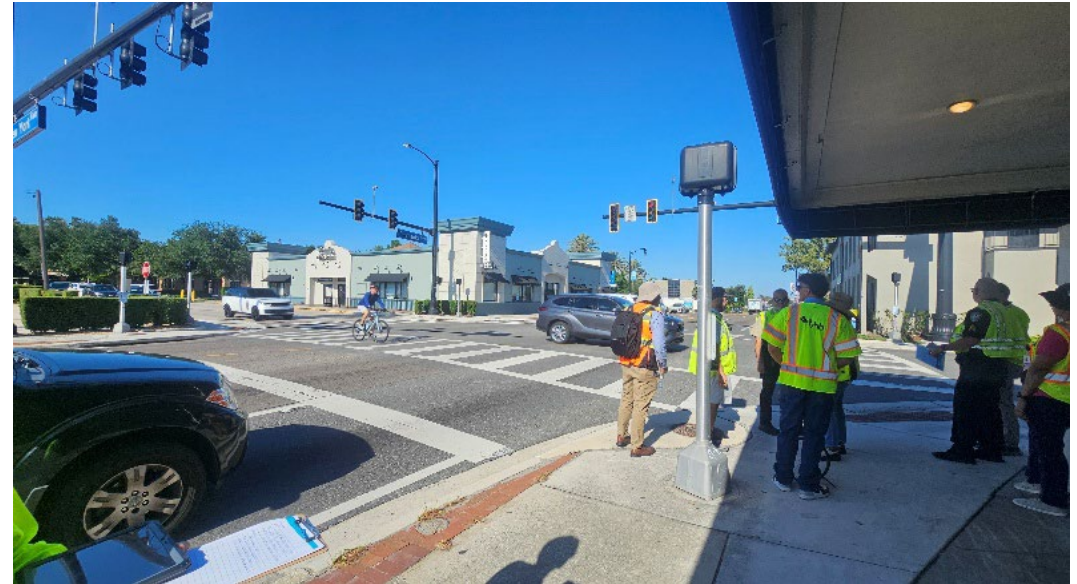


Redevelopment plans that improve walking, biking, and access management

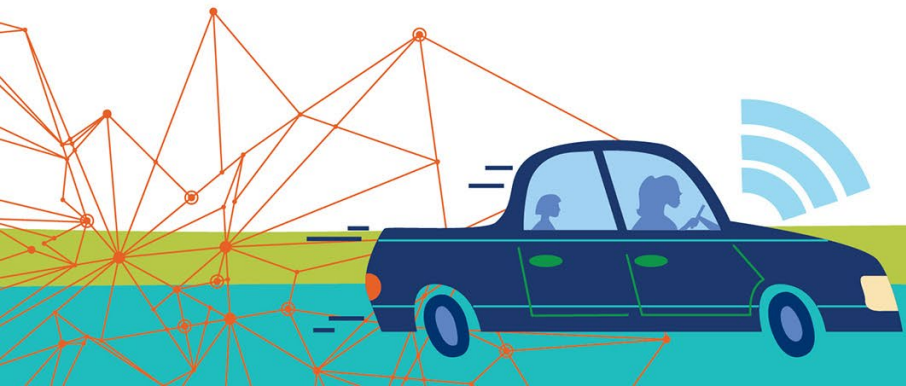


Positive Design Features – Segment 1

- Park Avenue intersection
 - Existing brick slowed vehicle speed
 - Ample nighttime lighting
- Good nighttime visibility near Rollins College Campus
- Small intersections advantageous to bicyclists
- Railroad crossings
 - Flexible delineators
 - Continuous pavement stripping
 - LED sensor-activated signage
 - Raised pavement markers
 - Striping visible at night

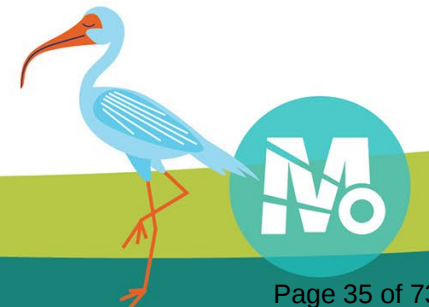


Small intersection at the Northeast corner of New York Avenue and SR 462 advantageous to bicyclists



Positive Design Features – Segment 2

- Orlando Avenue
 - Red-light camera
 - Small park on northwest corner
- Denning Drive and Fairbanks Avenue intersection
 - Redevelopment plans
 - Planned continuous sidewalks
 - No access drives
 - Rear access behind building
 - Pedestrian zone
 - Landscaping buffers
 - Raised planters

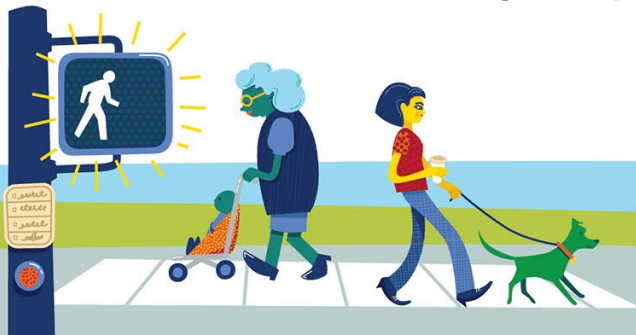


Positive Design Features – Segment 3

- Observed use of Rectangular Rapid Flashing Beacon (RRFB) at the midblock crossing between Driver Avenue and Overspin Avenue
 - Pedestrian crossing visible in dark conditions
- All pedestrian signals are Audible Pedestrian Signal (APS)-ready
 - Lowers barriers for implementations of further safety improvements



Recently installed RRFB between Driver Avenue and Overspin Avenue can improve crossing options and safety



Observations and Identified Safety Risks



Narrow sidewalks



Short pedestrian crossing times



Poor sightlines at intersections and driveways



Uneven sidewalks



Damaged tactile pavement that creates tripping hazards and ADA-accessibility concerns



Bus stop visibility and lighting could be improved



Lighting outages observed at the Ravenous Pig, railroad crossing, intersection of Orange Avenue, and Ward Avenue

Segment 1

- Insufficient pedestrian cycles and short crossing times
- In need of repair
 - Crosswalks
 - Improved visibility
 - Tactile pavement
- Park Avenue
 - Daytime and nighttime session participants observed vehicle congestion that blocked the crosswalk
- Railroad crossing
 - Angle of the tracks identified as a hazard for wheelchair users and bicyclists
 - Vehicle congestion frequently results in cars stopping in tracks
- Pennsylvania Avenue
 - Participants experienced long wait times of about 10 minutes to cross the 5-point intersection
 - Participants described feeling uncomfortable
- Reflective curb markings could improve visibility in dark conditions



Crosswalks, tactile pavement and curb in need of repair at northeast corner at the intersection of Pennsylvania Avenue and SR 426

Segment 2

- Participants reported feeling uncomfortably close to the roadway
- Very narrow roadway and sidewalks
 - Participants noted that walking side-by-side was not possible
 - North and south walkways from Capen Avenue to Ward avenue were documented to be very narrow
 - Some sections narrowed further by excess debris, foliage, raised curbs, and long curb cuts
- Capen Avenue intersection
 - Crosswalks needed on all legs of the intersection
 - Pedestrian curb ramps are in need of repair
- Ward Avenue Intersection
 - Crosswalks are worn
 - Brick is uneven
 - Tactile pavement needs to be replaced or repaired
- Orlando Avenue
 - Pedestrian curb ramps and sidewalks too narrow
 - Pedestrian push buttons could be moved closer to the crossing
 - Signage more visible
 - Left turn striping could be added
 - Reduced lighting between Denning Drive and Orlando Avenue, especially south side of the roadway



Narrow sidewalks with significant vegetation debris limiting pedestrian access at the North sidewalk on the SR 426 in front of Holler Honda looking west

Segment 3



Curve of roadway creates poor sightlines for pedestrians at southwest crossing, before Interstate 4

- Poor sightlines, lack of clear signage
- Higher prevalence of speeding
 - Attributed to the proximity to Interstate-4, wider roadway, and larger setbacks
- Driver Avenue to west intersection of Interstate-4
 - Sightlines looking west are poor due to curve in the road
 - Pedestrian signage is either cluttered or not visible due to foliage overgrowth
 - Bicycle lane signage was observed to be inaccurate or infrequent
 - Pedestrian wait times long at Interstate-4 intersections
 - Southern sidewalk was interrupted frequently by large curb cuts

Recommendations

Corridor-level
Recommendations

Site-specific
Recommendations

Cost estimates

Phasing

Concept Plans



Corridor-Level Recommendations



Operational study to assess signalization and timing to improve level of service

Current level of service on Fairbanks Avenue ranges from a D to an F rating



Access management plan and general repair of sidewalks



Site-specific Recommendations



Speed Management improvements



Safer Turning Movements and Access Management



Bicycle Safety Improvements and Connectivity



Pedestrian Safety Improvements



Next Steps - Project Finalization

- Review of Recommendations and Coordination with FDOT
- Estimates of Probably Costs
- Phasing Plan
- Final Report – July 31



Speed Management

- Raised Intersection
- Add Median with Enhanced Landscaping
- Posted Speed Sign
- Speed Feedback Sign

Safer Turning Movements and Access Management

- Tightened Curb Returns
- Add Left Turn Lane (s)
- Guided Left Turn Stripping
- Extend Median Nose into Crosswalk
- Access Management Opportunity Zone
- Directional Turn Median
- Retroreflective Borders on Signal Heads
- Upgrade to Mast Arm Signalization
- Do Not Enter Signage
- Railroad Crossing Improvements

Bicycle Safety Improvements and Connectivity

Given right-of-way constraints and traffic volumes on Fairbanks Avenue, bicycle safety improvements include wayfinding signage and narrow pavement markings to connect to existing trails, bike lanes, and/or shared use lanes or recommended new bicycle routes in the surrounding community, as identified below.

- Wayfinding for Existing Bike Lane/Trail
- Proposed Sharrow

Pedestrian Safety Improvements

- Bundled Intersection Improvements**
The following countermeasures are recommended for signalized intersections:

- Upgrade/Update Detectable Warning Surfaces
- Implement Leading Pedestrian Intervals (LPIs)
- Install Yield to Pedestrian Signage
- Reorient/Install Pedestrian Push Buttons and Upgrade Signage
- Update Worn Crosswalk Markings to High Emphasis Crosswalks
- Confirm Crosswalks on All Legs of the Intersection
- Upgrade to Audible Pedestrian Push Buttons with Speech Information Messaging

- Sidewalk Enhancements
- High Emphasis Crosswalk with Advanced Signage
- Pedestrian Scale Lighting
- Yield to Pedestrian Signage and/or Advance Stop Bar



Safe Streets and Roads for All (SS4A) Road Safety Audit

S.R. 426 (FAIRBANKS AVENUE) FROM DRIVER AVENUE TO PARK AVENUE

City of Winter Park • Florida

Speed Management

- Raised Intersection
- Add Median with Enhanced Landscaping
- Posted Speed Sign
- Speed Feedback Sign

Safer Turning Movements and Access Management

- Tightened Curb Returns
- Add Left Turn Lane (s)
- Guided Left Turn Striping
- Extend Median Nose into Crosswalk
- Access Management Opportunity Zone
- Directional Turn Median
- Retroreflective Borders on Signal Heads
- Upgrade to Mast Arm Signalization
- Do Not Enter Signage
- Railroad Crossing Improvements

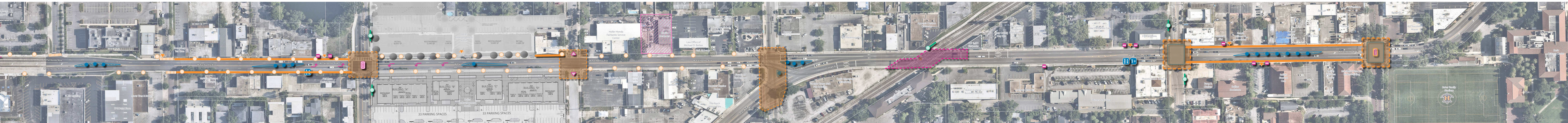
Bicycle Safety Improvements and Connectivity

Given right-of-way constraints and traffic volumes on Fairbanks Avenue, bicycle safety improvements include widening signage and narrow pavement markings to connect to existing trails, bike lanes, and/or shared use lanes or recommended new bicycle routes in the surrounding community, as identified below.

- Wayfinding for Existing Bike Lane/Trail
- Proposed Sharrow

Pedestrian Safety Improvements

- Bundled Intersection Improvements
The following countermeasures are recommended for signalized intersections:
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Safe Streets and Roads for All (SS4A) Road Safety Audit
S.R. 426 (FAIRBANKS AVENUE) FROM DRIVER AVENUE TO PARK AVENUE
City of Winter Park • Florida



Transportation Advisory Board

agenda item 6.a

item type

Staff Updates

meeting date

July 20, 2026

prepared by

Jamel Hibbert, Transportation Manager

approved by**subject**

Draft ordinance for Micromobility

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

1. staff updates
2. Draft ordinance for Micromobility



Staff Updates



Draft ordinance for Micromobility



Transportation Advisory Board

agenda item 6.b

item type

Staff Updates

meeting date

July 20, 2026

prepared by

Jason Sartorio, Transportation Manager

approved by**subject**

Traffic Calming Task Force Update

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

1. TASK FORCE

Traffic Calming Task Force Update

Traffic Calming Task Force Update

Overview

Background

Develop a transparent, data-driven, and policy-governed Traffic Calming Program that enhances neighborhood safety while preserving mobility and emergency response.

FY2027 Focus

- Standardize Program
- Establish Evaluation Criteria
- Prioritize Projects Objectively
- Measure Performance

Outcome

- Consistent
- Transparent
- Data-Driven Decisions

Traffic Calming Task Force Update

Traffic Calming Framework

Decision Process

Request

- Engineering Study
- Prioritization
- TAB Recommendation
- Implementation
- Performance Monitoring

Outcome

- Engineering-Based Decisions Instead of First-Come, First-Served

Success Measures

- Improve Safety
- Reduce Speeding
- Protect Neighborhoods
- Maintain Emergency Access
- Maximize Return on Investment



Transportation Advisory Board

agenda item 6.c

item type

Staff Updates

meeting date

July 20, 2026

prepared by

Jason Sartorio, Transportation Manager

approved by**subject**

Neighborhood Traffic Calming

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

1. NEIGHBORHOOD



Neighborhood Traffic Calming

Neighborhood Traffic Calming Overview

Background

Addressed neighborhood traffic safety concerns by conducting engineering studies and advancing the implementation of speed cushions on Glenridge Way and a speed table on Venetian Way.

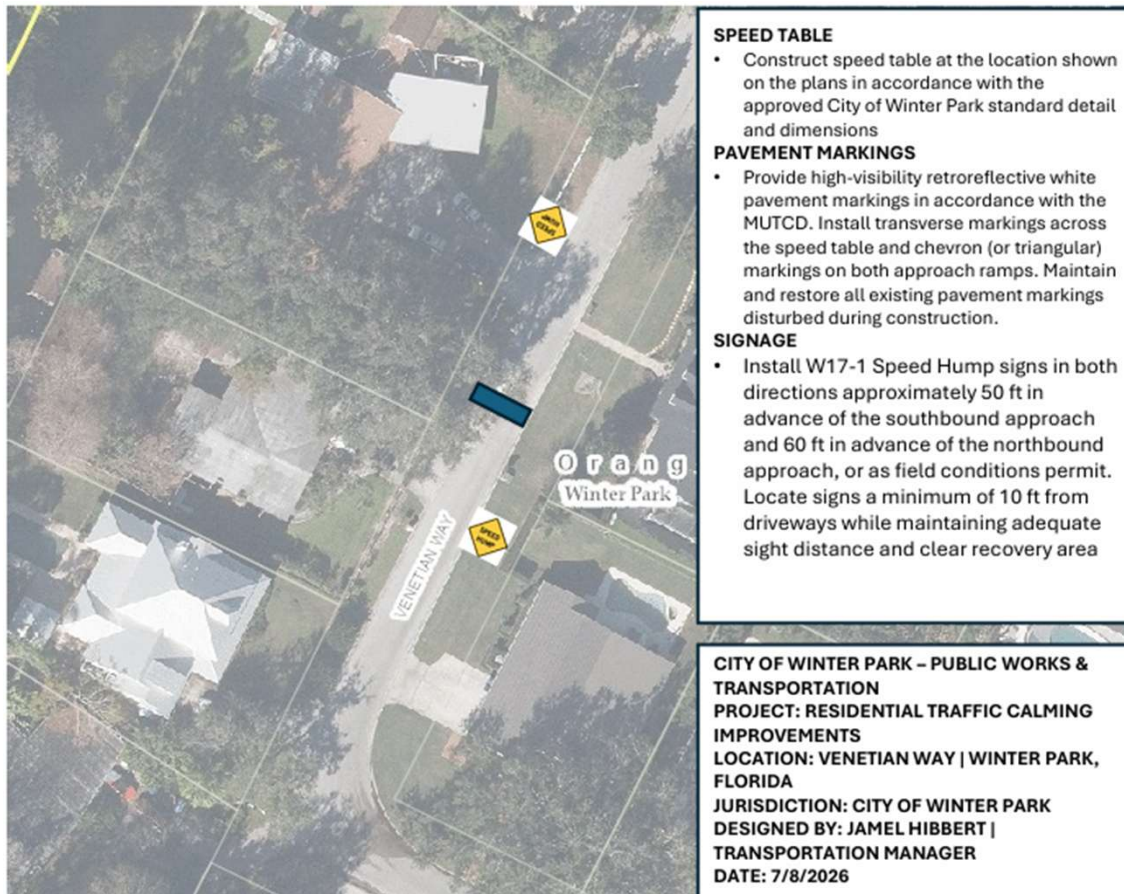
Project Status

- ✓ Traffic Studies Complete
- ✓ Design Complete
- ✓ Police & Fire Coordination Complete
- 🚧 Construction - FY2026

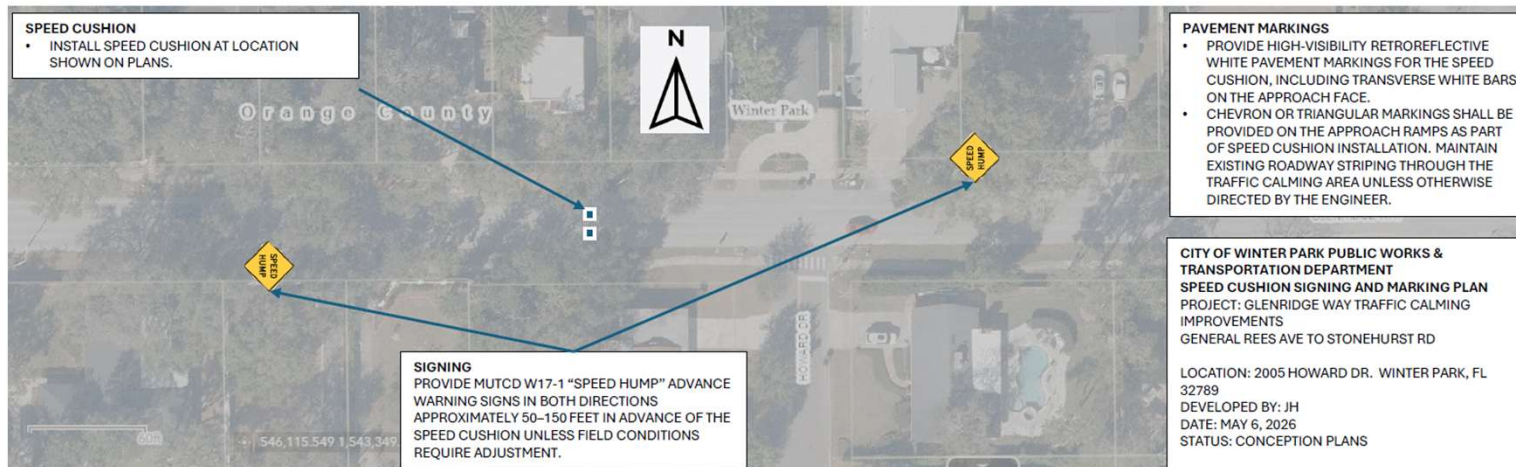
Outcomes

- Reduced operating speeds
- Improved pedestrian safety
- Enhanced neighborhood livability

Neighborhood Traffic Calming Conceptual



Neighborhood Traffic Calming Conceptual





Transportation Advisory Board

agenda item 6.d

item type

Staff Updates

meeting date

July 20, 2026

prepared by

Jason Sartorio, Transportation Manager

approved by**subject**

Pedestrian Safety Program

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

1. PEDESTRIAN SAFETY

Pedestrian Safety Program

Pedestrian Safety Program

Overview

Background

Enhance pedestrian safety and accessibility by installing a Rapid Rectangular Flashing Beacon (RRFB) at Glenridge Way and St. George Street, supported by ADA-compliant infrastructure improvements.

Project Status

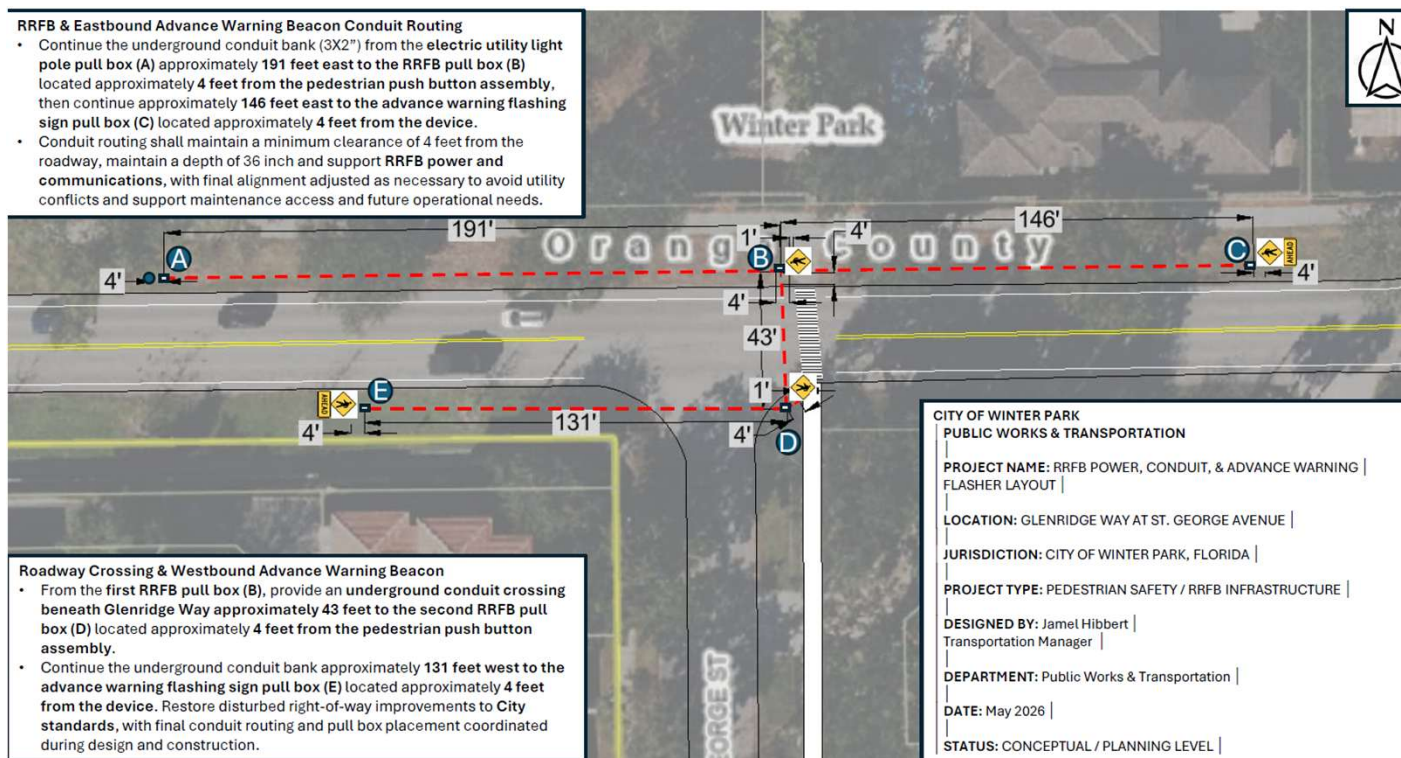
- ✓ ADA Improvements Complete
- ✓ Utility Coordination Complete
- ✓ Equipment Procured - Capital Improvement Project
- 🚧 Installation - FY2026

Outcomes

- Safer crossings
- Increased driver yielding
- Improved ADA accessibility

Pedestrian Safety Program

Conceptual





Transportation Advisory Board

agenda item 6.e

item type

Staff Updates

meeting date

July 20, 2026

prepared by

Jason Sartorio, Transportation Manager

approved by**subject**

Opticom GPS Project

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

1. gps

Opticom GPS Project

Opticom GPS Project Overview

Background

The 2023 HUD Grant-funded Phase III Opticom GPS Project enhances emergency response by providing traffic signal preemption for emergency vehicles while strengthening regional interoperability and coordination.

Project Status

✓ Six Intersections Complete

🚧 Fairbanks & Pennsylvania

🚧 Lee & Wymore

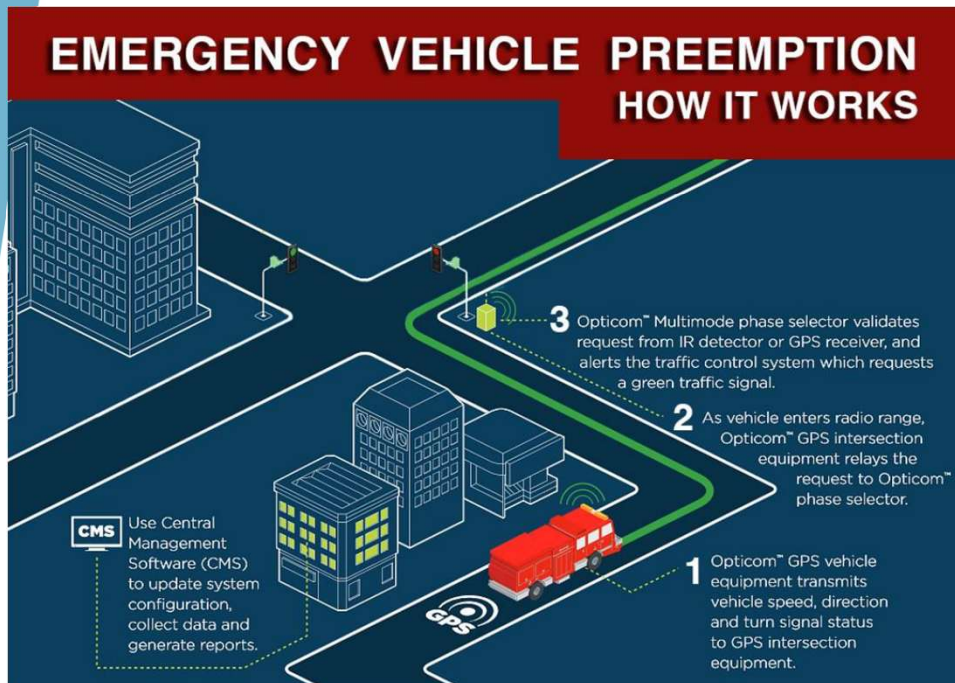
🚧 Safety Building Test Site

Outcomes

- Faster emergency response
- Improved public safety
- Regional interoperability

Opticom GPS Project

Conceptual & Status



Intersection	Status
Howell Branch Rd & Temple Trail	Complete
Aloma Ave & St. Andrews Blvd	Complete
Fairbanks Ave & Clay St.	Complete
Fairbanks Ave & Formosa Ave	Complete
Aloma Ave & Phelps Ave	Complete
US 17-92 (Orlando Ave) & Gay Rd	Complete
Fairbanks Ave & Pennsylvania Ave	Under Construction
Lee Rd & Wymore Rd	Final Coordination
Safety building complex System test location	Pending Installation



Transportation Advisory Board

agenda item 6.f

item type

Staff Updates

meeting date

July 20, 2026

prepared by

Jason Sartorio, Transportation Manager

approved by**subject**

Street Sweeping Map and Schedule

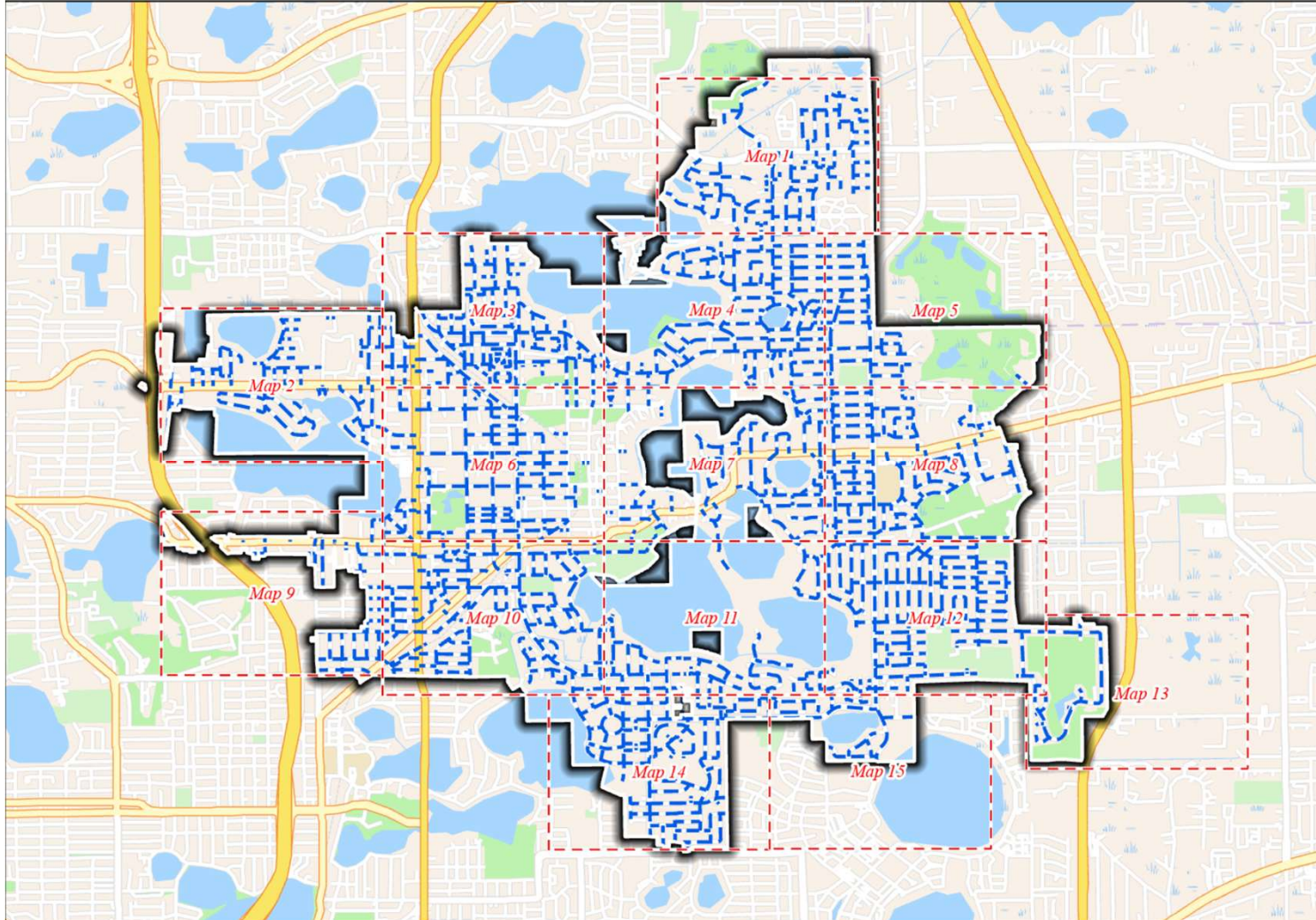
motion | recommendation**background****alternatives | other considerations****fiscal impact****attachments**

1. STREET SWEEPING
2. BOARD COMMENTS
3. sept 21

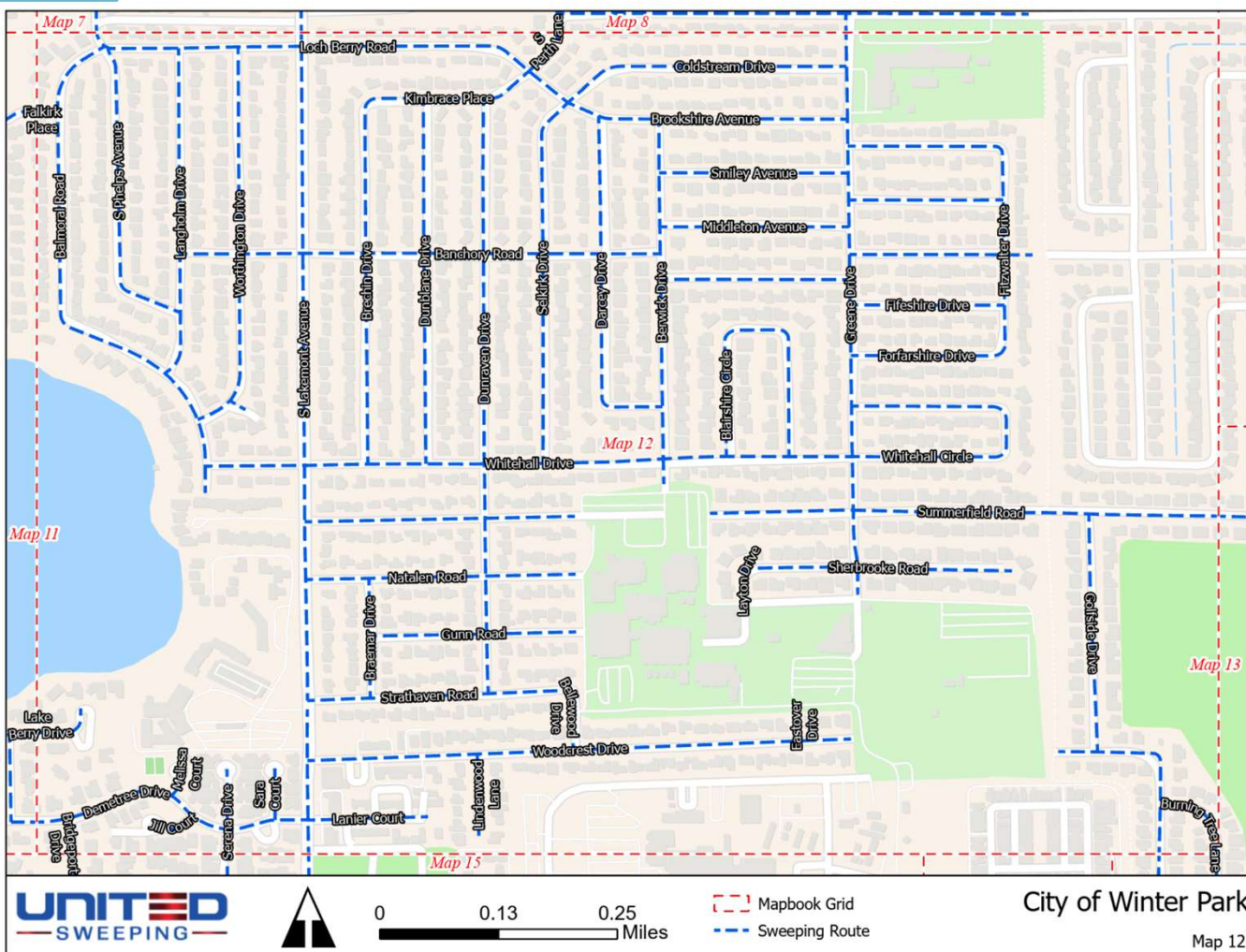


Street Sweeping Map and Schedule

Citywide Map



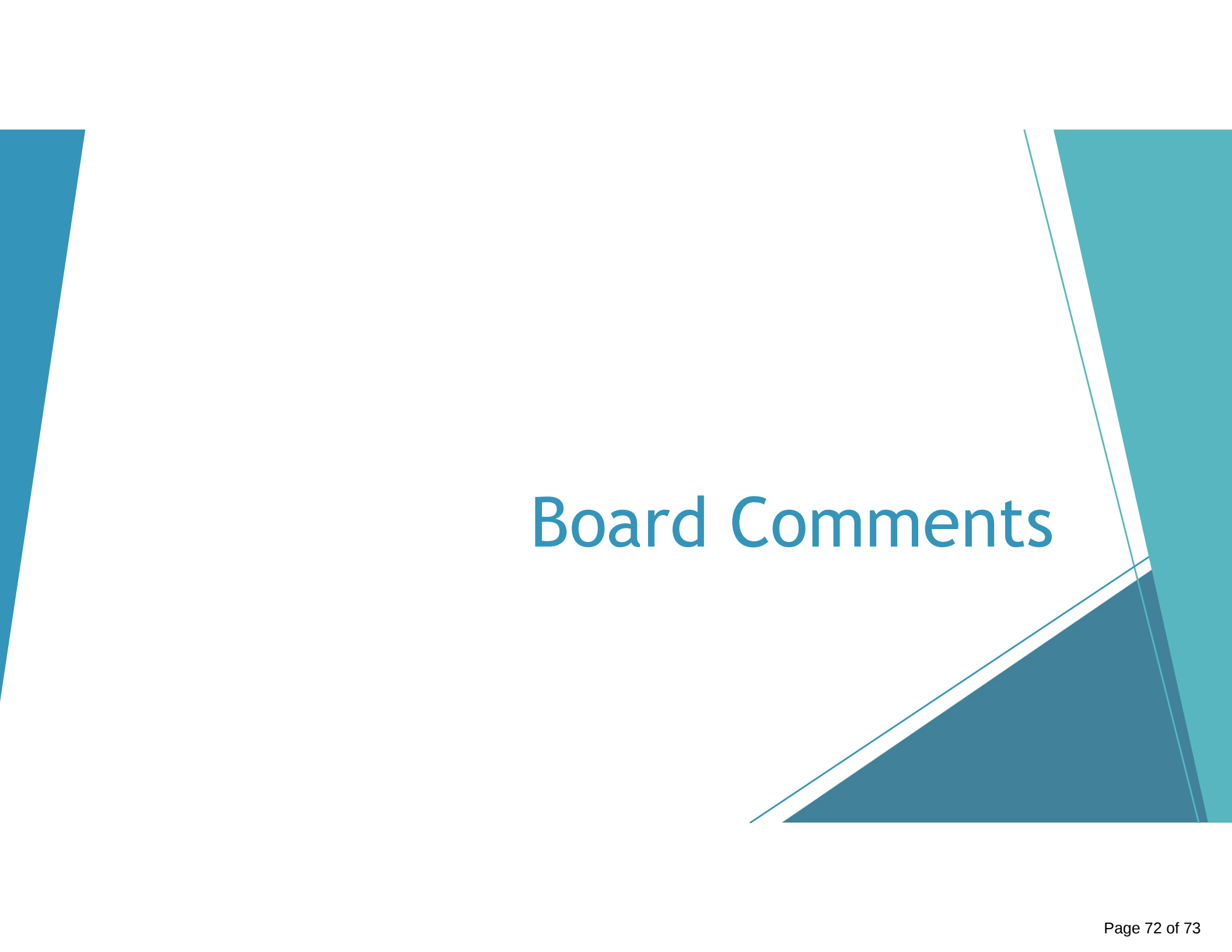
Individual Neighborhood Maps



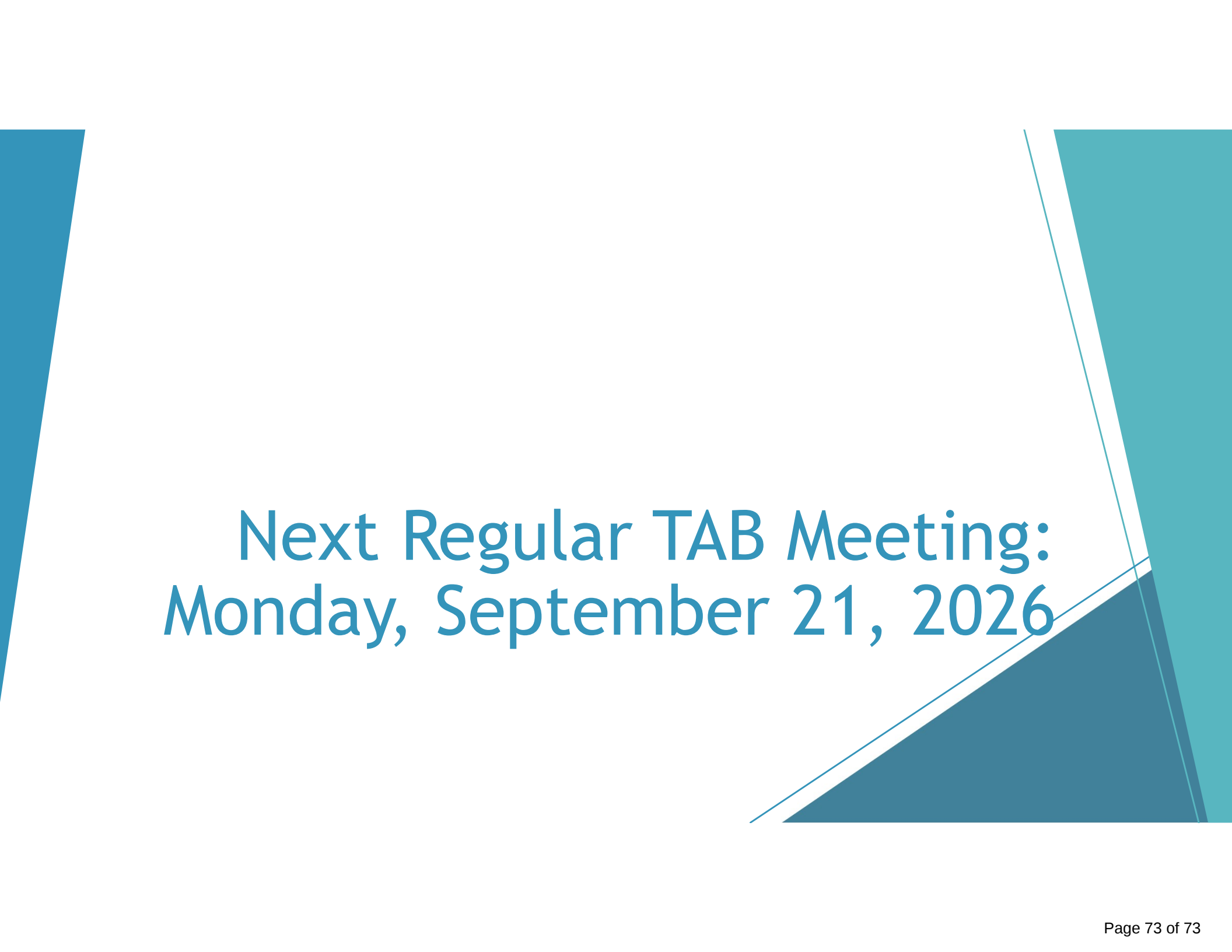
Name	Map	Length (mi)	Curb Miles	Name	Map	Length (mi)	Curb Miles
Balmoral Road	12	0.55	1.11	Lake Berry Drive	11	0.08	0.16
Banchory Road	12	0.79	1.58	Lake Berry Drive	12	0.06	0.12
Bellewood Drive	12	0.06	0.12	Langholm Drive	12	0.35	0.69
Berwick Drive	12	0.38	0.77	Lanier Court	12	0.11	0.22
Blairshire Circle	12	0.32	0.63	Layton Drive	12	0.03	0.07
Braemar Drive	12	0.13	0.25	Lindenwood Lane	12	0.09	0.17
Brechin Drive	12	0.38	0.76	Loch Berry Road	12	0.45	0.9
Bridgeport Drive	12	0.04	0.08	Melissa Court	12	0.03	0.06
Bridgeport Drive	15	0.08	0.16	Middleton Avenue	12	0.32	0.64
Brookshire Avenue	12	0.4	0.81	Natalen Road	12	0.25	0.5
Burning Tree Lane	12	0.09	0.18	S Lakemont Avenue	8	0.21	0.41
Burning Tree Lane	13	0.11	0.22	S Lakemont Avenue	12	0.85	1.7
Coldstream Drive	12	0.27	0.55	S Lakemont Avenue	15	0.4	0.79
Darcey Drive	12	0.36	0.71	S Perth Lane	8	0.14	0.27
Demetree Drive	11	0.09	0.18	S Perth Lane	12	0.05	0.1
Demetree Drive	12	0.27	0.54	S Phelps Avenue	8	0.2	0.4
Dunblane Drive	12	0.38	0.77	S Phelps Avenue	12	0.33	0.67
Dunraven Drive	12	0.62	1.25	Sara Court	12	0.05	0.11
Eastover Drive	12	0.03	0.06	Selkirk Drive	12	0.39	0.77
Falkirk Place	11	0.01	0.02	Serena Drive	12	0.09	0.18
Falkirk Place	12	0.02	0.04	Serena Drive	15	0.04	0.08
Fifeshire Drive	12	0.14	0.29	Sherbrooke Road	12	0.25	0.49
Fitzwalter Drive	12	0.22	0.43	Smiley Avenue	12	0.18	0.35
Forfarshire Drive	12	0.14	0.28	Strathaven Road	12	0.24	0.49
Golfside Drive	12	0.45	0.89	Summerfield Road	12	0.72	1.44
Golfside Drive	13	0.66	1.32	Summerfield Road	13	0.26	0.53
Greene Drive	8	0.02	0.04	Whitehall Circle	12	0.33	0.66
Greene Drive	12	0.59	1.18	Whitehall Drive	12	0.6	1.2
Gunn Road	12	0.19	0.38	Woodcrest Drive	12	0.5	1.01
Jill Court	12	0.04	0.08	Worthington Court	12	0.02	0.03
Kimbrace Place	12	0.16	0.32	Worthington Drive	12	0.41	0.82

Schedule

Day	Map
Monday 1	Map 1, 2
Tuesday 1	Map 3
Wednesday 1	Map 4, 5
Thursday 1	Map 5, 7
Friday 1	Map 8, 12, Downtown
Monday 2	Map 12, 13, 15
Tuesday 2	Map 6
Wednesday 2	Map 9, 10
Thursday 2	Map 11, 14
Friday 2	Downtown & tie up loose ends



Board Comments



Next Regular TAB Meeting:
Monday, September 21, 2026