

Transportation Advisory Board



September 13, 2016 at 8:30 a.m.

Chief Raymond E. Beary Community Room • Second Floor
Public Safety Facility • 500 N. Virginia Ave.

1 administrative

- A. Call to order**
- B. Approval of Transportation Advisory Board Minutes from August 9, 2016 board meeting. 5 minutes**
- C. Chairman's Report. 5 minutes**
- D. Staff's Report. 5 minutes**

2 action items

- A. No Action Items. 0 minutes**

NOTE: Citizen Comments for Action Items (up to 3 minutes per person) will be heard after the second motion for each topic.

3 informational / discussion items

- A. Mission Statement. 5 minutes**
- B. Comprehensive Plan Update - Transportation Goals, Objectives, and Policies. 30 minutes**
- C. Lakemont Avenue Complete Streets Study Scope. 15 minutes**
- D. Current Projects Bike Parking – Kmart Plaza Renovations, Whole Foods Development, Lakeside Crossings, Project Wellness. 15 minutes**

4 new business

- A. Bike Parking Ordinance Update. 5 minutes**
- B. Citizen Comments for general traffic and transportation topics (up to 3 minutes per person). This item is scheduled for 9:30am.**

5 adjourn

- A. Agenda requests and/or announcements. 5 minutes**
- B. Review Action Items identified during meeting. 5 minutes**
- C. Next regular meeting, Tuesday October 11 at 8:30 a.m.**

appeals & assistance

"If a person decides to appeal any decision made by the Board with respect to any matter considered at such meeting or hearing, he/she will need a record of the proceedings, and that, for such purpose, he/she may need 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).

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

**The CITY OF WINTER PARK
TRANSPORTATION ADVISORY BOARD
MINUTES**

Regular Meeting
Public Safety Building, 500 N. Virginia Avenue
Chief Raymond E. Beary Community Room

August 9, 2016

Present: David Erne, Tonya Mellen, Harry Barley, Jill Hamilton Buss, and Jim McFarland
Absent: Duane Skage and Marc Reicher

City of Winter Park Staff: Lieutenant Robinson, Police Dept.; Dori Stone, Lindsey Hayes, Allison McGillis, and Abby Gulden, Planning and Community Development; Jody Lazar, Winter Park Public Library; Butch Margraf, Keith Moore, Debra Moore, Public Works Dept.

EXECUTIVE SUMMARY

- **Bike share location at SunRail**
- **Mission Statement**
- **Enforcement Activity on several streets – Lieutenant Robinson**
- **Comprehensive Plan Update – Dori Stone**
- **Comprehensive Plan Transportation Element Level of Service – Clif Tate**

I. ADMINISTRATIVE ITEMS

Call to Order: Chm. Erne called the meeting to order at 8:30 a.m.

Approval of Minutes

Chm. Erne asked for approval of the July 12, 2016 minutes. Ms. Mellen moved to approve the minutes; Mr. McFarland seconded the motion. Motion carried unanimously with a vote of 5-0.

Chairman's Report

1. Public comments will be accepted after each action item is presented or if a motion is made, after the motion. General comments accepted at 9:30 a.m.
2. Staff report and other documents were sent in advance of meeting. They are also on the City website.
3. The link from the NACTO Guide on Bike Share was just published and will be sent to board members.
4. Coffee Talk with Commissioner Seidel, Thursday, August 11, Chamber of Commerce, 8:00 a.m.

Pete Weldon, City Commissioner. Commissioner Weldon talked about how important it is that the work of the Boards be communicated to the City Commission. Please call him with your thoughts.

The City Commission asked staff to consider the planning/financial impacts of extending the complete streets concept for Denning Dr. to Orange Avenue as well as extending it north on Denning Dr. from Webster Ave. to Railroad Ave. The City Commission supports the implementation of the Denning Drive plan as Winter Park's first and best implementation of the complete streets concept.

We have money in the CRA funds that is not specifically allocated to a priority. He would like to rethink the way we reallocate some of that money for transportation. He would like the Board's input on other transportation projects that could benefit the City.

Staff Report presented by Mr. Margraf. (See attached Project updates dated August 9, 2016).

Mr. Margraf reported on the following: St. Andrews Trail (LAP), Active Arterial Management (AAM), Transit Signal Priority (TSP), and Bicycle Wayfinding.

Bike Share Location. The location of bike share at SunRail was discussed at an internal staff meeting. The location next to the car share (#4) was agreed on.

II. ACTION ITEMS

A. Bikeshare re-confirmation board's desired location at SunRail.

Mr. Margraf displayed the map with perspective bike share locations and pointed out the location agreed on at an internal staff meeting (#4). Discussion ensued.

MOTION. Chm. Erne made a motion to accept staff's recommendation for the location of the Sun Rail bike share at location #4. Mr. McFarland seconded the motion; motion passed 5-0.

Discussion was held about the possibility of an electronic kiosk near the SunRail station location (#4) that may include a map on one side and city news and events on the other side. Ms. Stone reported we are interested in seeing a design and sharing it with the board members. Several board members preferred the bike share location without the kiosk because it might block the bikes.

III. INFORMATION/DISCUSSION ITEMS

A. Mission Statement

Mr. Margraf suggested the board members look at the examples from Mr. McFarland and the one from the Task Force. Bring your ideas to the next meeting for discussion.

B. Report on Enforcement Activity along S. Pennsylvania Ave. and Winter Park Rd.

Lieutenant Bruce Robinson reported on speed enforcement. On Winter Park Rd. the enforcement rating is low; on S. Pennsylvania Ave. the enforcement rating is lower than Winter Park Rd. Generally, the results of the ratings are not what people expect. He mentioned he can collect data on speed enforcement for any street.

A comment was made that striping encourages more speed on some two lane roads. It was noted centerline striping serves to delineate a separation where cars on either side are traveling in the opposite direction.

Lieutenant Robinson will provide monthly crash data as well as information on incidents. He will also provide the timeframe data on speeding.

C. Comprehensive Plan Update—Dori Stone, Director, Planning and Community Development.

Ms. Stone reported we have started on the update of the Transportation Element of the Comprehensive Plan. Cliff Tate with Kimley Horn & Associates will provide preliminary data, inventory and analysis of the plan. We will work through the matrix, where we are going with our Level of Service (LOS), and how we want to look at our Comprehensive Plan.

D. Comprehensive Plan Transportation Element Level of Service (LOS), Cliff Tate, Kimley Horn and Associates. The first step is to identify the existing conditions so we can make an assessment to look into the future. You have a draft assessment of this element. He reviewed the tables and explained what the level of service (LOS) criteria is. During this presentation Board members asked questions and made comments.

Mr. Tate suggested the Board members use a percentage rather than volumes for consideration in determining the LOS observations on pedestrian facilities. We will establish the criteria, start applying it and see how it works. The objective is to be able to set a goal that is achievable.

Some big changes were made in the FDOT Comprehensive Plan requirements. If you have a traffic or transportation deficiency within the next 5 years (does not meet your LOS standard) you have to include in your CIP the funds to solve that deficiency or you need to recognize that you don't have the funds and identify the priority for meeting it.

Ms. Stone reported the state no longer requires governments have a concurrency management system. This means if we set a LOS and we do not meet that LOS it does not automatically stop development. Nor does it

automatically require the city to adjust its plan to address that LOS. We will look at those opportunities to solve our problems. Formerly, when a road failed you would look at whether development could continue or not. The important thing is we are looking at congestion management and how we handle the flow of traffic.

Mr. Tate explained the way the Comprehensive Plan formerly worked was when a development came in you could require them to pay their proportional fair share for the improvements needed to bring it up to the LOS standard. The formula was rewritten to show that if the deficiency is there without the development the development gets to assume that it was already there and the local agency's responsibility. It took away all of the enforcement for the local governments.

Ms. Stone suggested the Board members read through the matrix and think about changes they would like. **Look at goals, objectives and policies we want in the Comprehensive Plan.**

Land Use Element. Ms. Stone reported as staff we are still evaluating the future land use element based on what type of development is being brought into the city. You will not see a great deal of land use changes come forward because the City of Winter Park is not new development but redevelopment. We will look at existing land use patterns. We may look at some of the commercial corridors for redevelopment opportunities.

Mixed Use Land. Ms. Stone explained the current Comprehensive Plan has land use and zoning to allow for mixed use. The implementation of those mixed use districts is extraordinarily difficult and very cumbersome. If we are going to have a mixed use district in Winter Park we will have to overhaul that concept of a mixed use district. What are the benefits of a mixed use district? What are they giving back to the community?

IV. CITIZEN COMMENTS - 9:30 am

Jorge Buss, 1935 Oakhurst Ave.

Lakemont Avenue. One day while walking across the street to school, a jeep came up on the curb on Lakemont Avenue. The sidewalk does not have a buffer, there is a wall there, and it is narrow. They go fast.

General comments: When grass and dirt are on the sidewalks it is difficult to walk.

V. ADJOURN

Agenda Requests for September 13 Board meeting

1. Future Land Use Comprehensive Plan
2. YMCA, David Rider, Executive Director
4. Update from staff on bicycle parking as it relates to development in process
5. Lakemont Avenue
6. Mission Statement

Chm. Erne adjourned the meeting at 10:30 a.m. Next meeting is September 13, 2016 at 8:30 a.m., Public Safety Building, Chief Raymond E. Beary Community Room (2nd floor) at 500 N. Virginia Avenue.

Respectfully submitted,

Debra Moore, Staff Assistant

Project Updates by Staff for September 13, 2016 Transportation Advisory Board Meeting

St Andrews Trail (LAP) – The Title search for the property adjacent to the proposed trail is complete. The next step is to sit down with the City attorneys and discuss options to move forward.

Denning Drive – Design of the 10 feet wide multiuse path is continuing. Location of the path between the curb and right of way lines is being identified with focus on bus stops and preferred tree planting locations. The raised medians and median lane are being designed for left turning vehicle storage and median tree plantings.

Active Arterial Management (AAM) – This description is per Jim Stroz, P.E., TSM&O Engineer – Arterials, District 5, Florida Department of Transportation.

District Five has recently executed a contract to assist local agencies with the management of key corridors in the Metro-Orlando region. The project, named Active Arterial Management, consists of two consultant teams that will monitor arterial roadways to promote better synchronized traffic signals, coordinate activities across jurisdictional boundaries, and develop timings for incident management activities. The project includes the monitoring of more than 250 signals in Orange and Seminole Counties.

Transit Signal Priority (TSP) – Florida Department of Transportation has authorized a Transit Signal Priority system to be implemented in the Metro-Orlando region. This system permits authorized vehicles to capture unused green time at traffic signals along identified priority routes. Orange Ave at Cypress Ave, at Denning Drive, and at the Capen Pedestrian crossing has been added to the TSP corridors.

BikeShare – A location for bikeshare has been approved by staff and the Transportation Advisory Board at the Sunrail Station.

Funding partners for bikeshare are a key component for starting the bikeshare program. No sponsors have come forward. The City off-site commercial sign code Issue is remaining to be resolved for Bikeshare to precede in the City along with the location of additional bikeshare stations.

Zagster, a bikeshare vendor in other cities of Florida has contacted the City of Winter Park inquiring about serving the City with their bikeshare program. From phone conversations with a Zagster representative their program is similar in cost and operations. Lakeland Florida is under contract with this bikeshare program.

Bicycle Wayfinding - The pilot project design for the Cady Way Trail to Mead Botanical Gardens Trail is completed. Manufacturing of the 27 pilot project signs, field review for the removal of unnecessary existing trail signs, consolidation of new signs with existing signs, and installation of new signs and posts is beginning in September.

Scenic Boat Tour ADA Compliant Access – 3 alternative designs for ADA access to the boat tour have been considered. A wood ramp system on the north side of the property is the likely design to be built.

Lee Road Bike Lanes – The recent RRR (resurface – restoration – rehabilitation) project on Lee Road has provided approximately two additional miles of bike lanes. These lanes are part of the Pedestrian and Bicycle Connectivity Plan.

Butch Margraf, Traffic Manager, Public Works Department, City of Winter Park Florida
407-599-3411, wmargraf@cityofwinterpark.org



September 13, 2016

Transportation Advisory Board (TAB) Members

City of Winter Park Florida
401 Park Avenue South
Winter Park, FL 32789

Subject: Mission Statement

Dear Transportation Advisory Board (TAB) Members.

Here are four draft mission statements. Statement "A" would serve this board well. These are my reasons. This board is an advisory board, you provide advice. The advice is provided to the City Commission. It may be indirectly but you answer to them. The transportation advice will involve policies, plans, programs, and services. And lastly the advice will support the recently adopted visions (see below). Statement "A" was provided by a TAB member.

I have included two other draft mission statements, "B" and "C", also provided by a TAB member.

And statement "D", which is the Transportation Task Force mission statement adopted during the last Comprehensive Plan update, approximately 10 years ago.

Mission statement drafts:

- A. *To provide thoughtful advice to the City Commission on transportation policies, plans, programs and services that will achieve the City's adopted visions.*
- B. *To seek and implement programs, projects and safety concerns through solutions and recommendations designed to support and sustain all facets of transportation throughout our city.*
- C. *Develop smart and sustainable ideas, concepts and programs that will provide solutions to improve, enhance and communicate the safety, functionality and beautification of our city's roadways and sidewalks.*
- D. *Winter Park will continue to be a walkable, pedestrian and bicycle-friendly, sustainable, treed, relaxed, beautiful, safe, urban village that promotes neighborliness and courtesy among its citizens and visitors.*

CITY OF WINTER PARK

401 Park Avenue South

Winter Park, Florida

32789-4386

VISION THEMES

1. Cherish and sustain Winter Park's extraordinary quality of life.
2. Plan our growth through a collaborative process that protects our city's timeless scale and character.

Enhance walking, biking, and recreational activities through a connected and integrated network of open space.

Invest in innovative infrastructure to ensure that our means to get around is safe and efficient, through prioritization of pedestrians, bicyclists, and transit users.

3. Enhance the Winter Park brand through a flourishing community of arts and culture.
4. Build and embrace our local institutions for lifelong learning and future generations.

MISSION STATEMENT

Definition: A mission statement is a statement which is used as a way of communicating the purpose of the organization. It will not be uncommon for the TAB to update the mission statement as the board evolves.

Support: action, purpose and function:

Sense of purpose- why do we exist, what greater good do we serve?

Provide a call to action

Describe a clear picture of your destination, where are we going?

It is all about what a mission statement communicates, not how it looks

Thank you and please feel free to contact me at (407) 599-3411 with any questions.

Respectfully

Butch Margraf

Transportation Advisory Board Liaison
Traffic Manager
Public Works Department
City of Winter Park
407 599-3411
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Transportation advisory board



September 13, 2016 at 8:30 a.m.

Chief Raymond E. Beary Community Room Second Floor
Public Safety Facility 500 N. Virginia Ave.

VISIONS

Vision	Policies
<p>1 – Cherish and sustain Winter Park’s extraordinary quality of life Preserve the legacy of Winter Park as a safe, beautiful, healthy, and family-friendly environment. Honor our historic and cultural features throughout Winter Park. Steward and enhance our tree canopy and lakes as the crown jewels of Winter Park’s natural system. Invest in a sustainable future that encourages and supports lifelong learning, healthy living, and a daily connectivity to the natural world.</p>	<p>2-1.11 Preserve and Enhance Existing Tree Canopy 2-1.15 Street Tree Program 2-1.16 Preserve and Enhance Existing Tree Canopy 2-1.9 Sidewalk Program Priorities</p>
<p>2 – Plan our growth through a collaborative process that protects our City’s timeless scale and character Recognize unique areas of the City and provide a collaborative planning process that ensures quality development while reflecting the context and heritage of the area. Support our diverse population with a mix of housing types while respecting our traditional neighborhood character and scale. Enhance walking, biking, and recreational activities through a connected and integrated network of open space. Foster sustainable public and private parks and open spaces using state-of-the-art practices and techniques. Increase the connection to nature by incentivizing public and private green space through the design and development process. Protect and build on the local and unique brand and reputation of Park Avenue. Retain and attract businesses that enhance the quality and character of the City.</p>	<p>2-2.5 Constrained Roadways 2-3.5 Transportation Impact Analysis Submittal Requirements N/A to transportation N/A to transportation N/A to transportation N/A to transportation N/A to transportation N/A to transportation</p>
<p>3 – Enhance the Winter Park brand through a flourishing community of arts and culture Support our cultural institutions and the arts through the development of complementary improvements, innovative partnerships, marketing, events, and programs. Recognize the value of our unique arts and cultural venues and their connection to Winter Park’s character as a destination. Integrate arts into all environments – our businesses, parks,</p>	<p>Consider a new policy to address innovative transportation infrastructure. Not just innovative but bring our infrastructure up to today’s standards and/or future standards. Ex. Fiber communications network, a central traffic signal, school zone flasher signal, command center, signs, markings. N/A to transportation? Not sure about the reference to complementary improvements. N/A to transportation N/A to transportation? Unless street art.</p>

POLICIES

Visions

Integrate arts into all environments - our businesses, parks, neighborhoods, and institutions. N/A to transportation? Unless street art.

<p>4 – Build and embrace our local institutions for lifelong learning and future generations</p>	<p>Promote lifelong learning by connecting and integrating our institutions through new and continued collaboration. Create an environment that supports our colleges, library, and educational institutions by crafting a healthy environment and creatively built community.</p>
<p>Promote lifelong learning by connecting and integrating our institutions through new and continued collaboration.</p>	<p>N/A to transportation</p>
<p>Create an environment that supports our colleges, library, and educational institutions by crafting a healthy environment and creatively built community.</p>	<p>2-1.9 Sidewalk Program Priorities</p>

Policies

No.	Existing Transportation Element	Comments
1	<p>2-1: TRANSPORTATION GOALS, OBJECTIVES, AND IMPLEMENTING POLICIES. This section stipulates goals, objectives, and implementing policies for the Transportation Element pursuant to ES.163.3177 61.6-FAC. The purpose of this element is to provide guidance for appropriate plans and policies needed to insure a walkable, pedestrian and bicycle-friendly, freed, relaxed, beautiful, safe, urban village that promotes neighborliness and courtesy among citizens and visitors.</p> <p>Goal 2-1: BALANCED TRANSPORTATION SYSTEM. It shall be the goal of the City of Winter Park to ensure the provision of a balanced transportation system that promotes its mission. As per rule 9-JE-019(2)-FAC, attached Figure 2-1-14 contains the transportation element maps and figures.</p> <p>OBJECTIVE 2-1.3: SAFE AND BALANCED MULTIMODAL SYSTEM. The design and character of the streets within Winter Park shall create a safe, balanced multimodal transportation system that promotes and supports the broad transportation needs of current and future Winter Park residents. The attached Figures 13 and 14 serve as the City's official near term (five year) and long term (20 year) future transportation plan.</p> <p>Policy 2-1.1: Transportation System Principles. The implementation of improvements to continuous improvement of the City's transportation system is dependent on coordinating all improvements to the transportation network and to develop improvements that support that network. The Transportation Element Goal recognizes transit, bicycle and pedestrian activities as alternative modes of transportation for each street in the community.</p> <p>Policy 2-1.2: Final Design for Streets. The City shall seek citizen and business participation in those decision-making processes related to the transportation planning process, roadway modifications, transit service, the provision of bicycle and pedestrian amenities, and other design characteristics.</p> <p>Policy 2-1.3: Traffic Calming Improvements to Local Streets. The City shall periodically monitor the traffic levels on Local streets. The City shall design and build appropriate traffic calming measures to encourage vehicular speed appropriate for the neighborhood where warranted.</p> <p>Policy 2-1.4: Implementing Regulations. The City shall utilize land use, zoning, the Land Development Code, concurrency management, transportation impact analyses, proportional fee share and other applicable regulations to coordinate the design of network facilities, transit corridors, bicycle and pedestrian facilities, appropriate setbacks, rights-of-way, and centerlines of the roadway network. At a minimum, the City will revise applicable regulations to incorporate the following policies for all roadways.</p> <ul style="list-style-type: none"> The City shall promote the development of an interconnected street network. The City shall prohibit the construction of cul-de-sacs, unless required by terrain. The City will install stop signs and intersection signalization according to the warrants in the Manual on Uniform Traffic Control Devices (Millennium Edition). The City will evaluate the elimination of access to businesses through the installation of street medians on a case-by-case basis. The City does not support the conversion of two-way streets to one-way streets without full consultation of the impacted parties. The City shall prohibit the construction of gates for residential neighborhoods or subdivisions. 	<p>9J-5 has been repealed. Should reference FS 163.3177. Check purpose against Vision.</p> <p>9J-5 has been repealed. Recommend only Maps needed to support the Transportation Element be included.</p> <p>Figure 13 is the Future Transportation System Map 2013. Figure 14 is the Future Transportation System Map 2028. We can update these as the City's Mobility Plan. Suggest adding pedestrian and bicycle facilities.</p> <p>See suggested change.</p>
2		
3		
4		
5		
6		
7		<p>Consider referencing functional classification map for local streets which would clarify which streets are candidates for traffic calming.</p> <p>See suggested change. Based on recent statutory changes, if the City maintains concurrency, the City is required to use a formula that if the road is below its LOS standard without the proposed development, an improvement to satisfy the LOS standard is assumed prior to considering the impacts of the proposed development. The result is most developments will not have to pay anything unless their traffic creates the LOS problem.</p>
8	<p>Policy 2-1.5: Transportation Pedestrian and Bicycle Advisory Board. The City Council shall continue the function of the Transportation Pedestrian and Bicycle Advisory Board to review and improve the transportation pedestrian and bicycle circulation system, and pursue and direct funding for improvements. Appointments to the Board shall be comprised of Winter Park residents made by City Council. Board Advisors shall include representatives from Planning and Community Development, Public Works, Public Safety, and Parks and Recreation.</p> <p>Policy 2-1.6: Route-to-School Plan. The City shall by 2010, create a plan for school access for students living within the City that walk to school and those students that walk to schools within the City. At a minimum, the plan will recommend enhancements to the sidewalk, pedestrian crossings, and bicycle network.</p>	<p>Update to Transportation Advisory Board (TAB)</p>
9		<p>Has this been completed? This is a yes and no answer. There are sidewalks and crossings to all schools within the city limits. Sometimes may be not the most direct route. Some sidewalks to schools are along high volume higher speed roads.</p>
10		
11	<p>Policy 2-1.7: Sidewalk Inventory. The City will continue to inventory the location and conditions of the sidewalk network, as well as crosswalk locations, on all roadways.</p> <p>Policy 2-1.8: Sidewalk Program Principles. The City currently has a Sidewalk Program. The Sidewalk Program is based upon the following principles:</p> <ul style="list-style-type: none"> Every Arterial and Collector level facilities will have a continuous sidewalk on both sides of the street. Every Local Street will have a continuous sidewalk on one side of the street. 	<p>Consider revising the classification system. Consider revisiting this highlighted policy. May not need sidewalk on all local streets.</p>
12	<p>Policy 2-1.9: Sidewalk Program Priorities. The priority installation of new sidewalks and the reconstruction of existing sidewalks on Arterial, Collector and Local Streets shall be generally ranked by the following categories:</p> <ol style="list-style-type: none"> Proximity to School (1-mile, or less) Proximity to Transit Stop (1/4-mile, or less) Proximity to Public Park (1/2-mile, or less) Neighborhood or resident request <p>The order of construction within categories shall be determined by: vehicular traffic speed, vehicular lane width, vehicular volumes, pedestrian usage, proximity to a pedestrian attractor, and construction feasibility.</p>	<p>Suggest evaluating the areas covered by these priorities to see if they need to be adjusted.</p>

No.	Existing Transportation Element	Comments
13	<p>Policy 2-1.10: Provide a Bicycle Circulation System. The City, in partnership with Orange and Seminole Counties, MetroPlan Orlando, and other local and state agencies, will continue to plan, fund and construct a network of bicycle facilities as depicted in the Winter Park 2010 Pedestrian and Bicycle Circulation Plan Update, to increase the non-motorized transportation system.</p>	Delete policy if completed, or identify a new update if needed. Newly update needed
14	<p>Policy 2-1.11: Preserve and Enhance Existing Tree Canopy. Street trees should be an integral part of every street. The City will include landscaping in all transportation infrastructure enhancement projects, including pedestrianways, bicycle trails, multiuse trails, traffic calming, parking facility and roadway infrastructure investments. To preserve existing canopy trees, the City shall evaluate the impacts of all infrastructure investments within the roadway and pedestrian-way right-of-way on the existing tree canopy. Wherever possible, impacts to the existing tree canopy shall be avoided. Where trees are impacted, the City shall ensure that there is mitigation for the impacts.</p>	Suggest replacing "all appropriate transportation providers" with specific providers (LYNX, others?)
15	<p>Policy 2-1.12: Provide Service to Public Facilities. The City shall coordinate with all appropriate transportation providers to evaluate and expand, if necessary, transportation infrastructure investments to parks, recreational facilities, schools, community centers, government offices, and health care facilities.</p>	Consider adding a policy(s) to address SunRail
16	<p>Policy 2-1.13: SunRail. The City will</p>	<ul style="list-style-type: none"> - Pedestrian access - Bicycle access - Parking - Bus or shuttle service connections - Land use
17	<p>Policy 2-1.14: Innovative Transportation Infrastructure. The City will invest in innovative transportation infrastructure to ensure that travel is safe and efficient, through prioritization of pedestrians, bicyclists and transit users. Examples of innovative transportation infrastructure for pedestrians are identified in <i>Designing Walkable Urban Thoroughfares: A Context Sensitive Approach</i> published by the Institute of Transportation Engineers. Examples of innovative transportation infrastructure for bicyclists are identified in the <i>Urban Bikeway Design Guide</i> published by the National Association of City Transportation Officials. Examples of innovative transportation infrastructure for transit users are identified in (to be identified).</p>	Suggest adding policy to address Vision.
18	<p>Policy 2-1.15: Transportation Safety. The City will annually review the FDOT High Crash Locations Web Application to determine if any high crash intersections or facilities are located in the City and if so, will initiate a study to identify potential improvements to improve the safety of the intersection. The City will annually review the FDOT Safety Office Geographic Information System Crash Query Tool to identify locations with multiple pedestrian or bicycle crashes and initiate studies to identify potential improvements to improve the safety for pedestrians and cyclist where warranted.</p>	Consider adding a policy to address safety per the vision: <i>Preserve the legacy of Winter Park as a safe, beautiful, healthy, and family-friendly environment.</i>
19	<p>Policy 2-1.16: Administrative Classification. The administrative classifications for roadways within Winter Park are listed in Table 2-1.</p>	Is this the same as jurisdiction? If so, suggest changing to jurisdiction. Are there County facilities within the City? Wymore?
20	<p>Policy 2-1.17: City Functional Classification. The City's designated functional classification for the roadways within Winter Park are illustrated in Map X listed in Table 2-2.</p> <p>OR</p> <p>Policy 2-1.18: Functional Classification. The functional classification for the roadways within Winter Park are illustrated in Map X listed in Table 2-2.</p>	Suggest either specifying this is the City's functional classification (not FDOT/FHWA) and use a map to identify classification instead of a table for clarity.
21	<p>Policy 2-1.19: Street Tree Program. The City will continuously fund its Street Tree Program. The City shall revise current procedures in the Street Tree Program on Arterial, Collector and Local roadways to further the following principles:</p> <ul style="list-style-type: none"> • Trees shall be installed in areas equal to or larger than 25 square feet. • The City shall fund the installation of street trees. • The City shall initiate the installation of trees on all Arterial, Collector and Local Streets and shall maintain an ongoing tree maintenance program. • The installation of the trees will be made in accordance with applicable State, County and local roadway design standards, including but not limited to recovery areas and line of sight standards. 	OR, (recommended) revise the functional classifications to match FDOT/FHWA and use a map to identify classification instead of a table for clarity.
22	<p>Policy 2-1.20: Preserve and Enhance Existing Tree Canopy. Street trees should be an integral part of every street. The City will include landscaping and new trees in all transportation infrastructure enhancement projects. To preserve existing canopy trees, the City shall evaluate the impacts of all infrastructure investments within the roadway and pedestrian-way right-of-way on the existing tree canopy. Wherever possible, impacts to the existing tree canopy shall be avoided. Where trees are impacted, the City shall ensure there is mitigation for the impacts.</p>	Has the city revised the procedure? Has the city initiated this?
23	<p>OBJECTIVE 2-2: LEVEL OF SERVICE STANDARDS. The City shall establish and utilize the level of service standards to determine feasibility, prioritization, and the need for transportation improvements.</p>	What are "all transportation infrastructure enhancement projects"? Consider specifying the type of project. See comments on row 7.

No.	Existing Transportation Element	Comments																								
24	<p>Policy 2-2.1: Roadway Level of Service Standards. The minimum level of service peak hour standard for all roadways within Winter Park is E, non-State and non-county related municipal collector streets is D and municipal local streets is C. The following shall serve as the City's level of service standards on State and County facilities as well as for transit.</p>	<p>The City can set the LOS on all roads within the city, regardless of jurisdiction. Suggest reviewing existing LOS and setting standard so there are no deficiencies that the City does not plan on addressing to meet a higher LOS standard. Anticipated LOS standard is E which matches Orange County.</p> <p>Suggest reviewing city for potential roadway improvements that can be potentially implemented by developments.</p> <ul style="list-style-type: none"> - Lakemont at Aloma - Aloma at Pennsylvania/Orange for traffic circle? - Others? <p>Suggest setting different standards for transit, bike and pedestrians.</p> <p>Standards should be in the CIE, not TE. Can duplicate but sometimes this can create issues if they are later changed in only one location. This has been removed from the statutes.</p>																								
25	<p>State Facilities: Pursuant to See 163.3180 (10), F.S., Strategic Intermodal System (SIS), Florida-Interstate Highway System (FIHS) and Transportation Regional Incentive Program (TRIP)-roadway facilities funded by the state have level of service standards established by the FDOT by rule, and local governments must adopt those standards. Interstate 4 is the only SIS and FIHS roadway facility within the City. Currently, there are no TRIP funded facilities. Consistent with Chapter 14-04, F.S. (Statewide Minimum Level of Service Standards), the peak hour level of service standards for State-controlled facilities within the City are as follows:</p>	<p>Suggest using LOS E which is consistent with what Orange County adopted for all State Roads.</p>																								
	<table border="1" data-bbox="771 997 1079 1396"> <caption>Table 2-3 Peak Hour LOS Standards for State Controlled Facilities</caption> <thead> <tr> <th>Facility Type</th> <th>SIS and FIHS Facilities</th> <th>TRIP Funded Facilities</th> <th>Other State Roads (*)</th> </tr> </thead> <tbody> <tr> <td>Limited Access Freeway</td> <td>E</td> <td>(N/A)</td> <td>(N/A)</td> </tr> <tr> <td>Interstate 4</td> <td>D</td> <td>(N/A)</td> <td>(N/A)</td> </tr> <tr> <td>Limited Access Highway</td> <td>D</td> <td>(N/A)</td> <td>(N/A)</td> </tr> <tr> <td>Controlled Access Highway</td> <td>D</td> <td>(N/A)</td> <td>(N/A)</td> </tr> <tr> <td>Other Multi-Lane Two Lane Roadways Parallel to Exclusive Transit Facilities</td> <td>(N/A)</td> <td>D</td> <td>E</td> </tr> </tbody> </table> <p>Note: Level of Service letter designations are defined in the FDOT 2002 Quality Level of Service Handbook (*) N/A Not Applicable (*) The Level of Service Standards for non-SIS, FIHS, and TRIP facilities may be set by local governments in accordance with Rule 955.0055, F.A.C.</p>	Facility Type	SIS and FIHS Facilities	TRIP Funded Facilities	Other State Roads (*)	Limited Access Freeway	E	(N/A)	(N/A)	Interstate 4	D	(N/A)	(N/A)	Limited Access Highway	D	(N/A)	(N/A)	Controlled Access Highway	D	(N/A)	(N/A)	Other Multi-Lane Two Lane Roadways Parallel to Exclusive Transit Facilities	(N/A)	D	E	<p>Suggest removing this table.</p>
Facility Type	SIS and FIHS Facilities	TRIP Funded Facilities	Other State Roads (*)																							
Limited Access Freeway	E	(N/A)	(N/A)																							
Interstate 4	D	(N/A)	(N/A)																							
Limited Access Highway	D	(N/A)	(N/A)																							
Controlled Access Highway	D	(N/A)	(N/A)																							
Other Multi-Lane Two Lane Roadways Parallel to Exclusive Transit Facilities	(N/A)	D	E																							
26	<p>County Facilities: Consistent with the Orange County Comprehensive Policy Plan and Concurrency Management System, the peak-hour level of service standard for County-controlled and non-SIS, FIHS and TRIP State-Principal-Arterial, Arterial and Collector-level facilities within the City is E.</p>	<p>Suggest deleting this if City adopts LOS E.</p>																								

<p>No. 27</p>	<p>Existing Transportation Element Transit: Consistent with the Orange County Comprehensive Policy Plan and Concurrency Management System, the Level of Service standard for mass transit is to maintain a person trip capacity of not less than (37,886) per weekday. Transit capacity is defined as the number of available person trips provided system-wide by mass transit. Alternative Transit: The minimum level of service peak hour standard for all bus service routes within Winter Park is E as defined below. Bus Level of Service Thresholds</p> <table border="1" data-bbox="375 747 578 1377"> <thead> <tr> <th rowspan="2">Sidewalk Coverage</th> <th colspan="3">Buses in Peak Hour in Peak Direction</th> </tr> <tr> <th>LOS B</th> <th>LOS C</th> <th>LOS D</th> <th>LOS E</th> </tr> </thead> <tbody> <tr> <td>0% to 84%</td> <td>> 5</td> <td>≥ 4</td> <td>≥ 3</td> <td>≥ 2</td> </tr> <tr> <td>85% to 100%</td> <td>> 4</td> <td>≥ 3</td> <td>≥ 2</td> <td>≥ 1</td> </tr> </tbody> </table> <p>Source: FDOT 2013 Q/LOS Handbook</p>	Sidewalk Coverage	Buses in Peak Hour in Peak Direction			LOS B	LOS C	LOS D	LOS E	0% to 84%	> 5	≥ 4	≥ 3	≥ 2	85% to 100%	> 4	≥ 3	≥ 2	≥ 1	<p>Comments Need to determine if the City provides any funding to LYNX or if only Orange County does. If the City does provide funding to LYNX, suggest providing specific standards based on headways.</p>
Sidewalk Coverage	Buses in Peak Hour in Peak Direction																			
	LOS B	LOS C	LOS D	LOS E																
0% to 84%	> 5	≥ 4	≥ 3	≥ 2																
85% to 100%	> 4	≥ 3	≥ 2	≥ 1																
<p>No. 28</p>	<p>Bicycle: The minimum level of service standard for bicycle facilities within Winter Park is E as defined below. Bicycle Level of Service Thresholds</p> <table border="1" data-bbox="407 747 578 1377"> <thead> <tr> <th rowspan="2">Functional Classification</th> <th colspan="2">Paved Shoulder/Bicycle Lane/Trail Coverage</th> </tr> <tr> <th>LOS C</th> <th>LOS D</th> <th>LOS E</th> </tr> </thead> <tbody> <tr> <td>Principal and Minor Arterials</td> <td>85% to 100%</td> <td>50% to 84%</td> <td>0% to 49%</td> </tr> <tr> <td>Major and Minor Collectors</td> <td>85% to 100%</td> <td>50% to 84%</td> <td>0% to 49%</td> </tr> <tr> <td>Local Roadways</td> <td>50% to 100%</td> <td>0% to 49%</td> <td>n/a</td> </tr> </tbody> </table> <p>Source: Adaptation of FDOT 2013 Q/LOS Handbook</p>	Functional Classification	Paved Shoulder/Bicycle Lane/Trail Coverage		LOS C	LOS D	LOS E	Principal and Minor Arterials	85% to 100%	50% to 84%	0% to 49%	Major and Minor Collectors	85% to 100%	50% to 84%	0% to 49%	Local Roadways	50% to 100%	0% to 49%	n/a	<p>Suggested text</p>
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Local Roadways	50% to 100%	0% to 49%	n/a																	
<p>No. 29</p>	<p>Pedestrian: The minimum level of service standard for pedestrian facilities along roadways within Winter Park is E as defined below. Pedestrian Level of Service Thresholds</p> <table border="1" data-bbox="440 747 578 1377"> <thead> <tr> <th rowspan="2">Functional Classification</th> <th colspan="2">Sidewalk Coverage</th> </tr> <tr> <th>LOS C</th> <th>LOS D</th> <th>LOS E</th> </tr> </thead> <tbody> <tr> <td>Principal and Minor Arterials</td> <td>85% to 100%</td> <td>50% to 84%</td> <td>0% to 49%</td> </tr> <tr> <td>Major and Minor Collectors</td> <td>85% to 100%</td> <td>50% to 84%</td> <td>0% to 49%</td> </tr> <tr> <td>Local Roadways</td> <td>50% to 100%</td> <td>0% to 49%</td> <td>n/a</td> </tr> </tbody> </table> <p>Source: Adaptation of FDOT 2013 Q/LOS Handbook</p>	Functional Classification	Sidewalk Coverage		LOS C	LOS D	LOS E	Principal and Minor Arterials	85% to 100%	50% to 84%	0% to 49%	Major and Minor Collectors	85% to 100%	50% to 84%	0% to 49%	Local Roadways	50% to 100%	0% to 49%	n/a	<p>Suggested text</p>
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<p>No. 30</p>	<p>Policy 2.2.2: Techniques for Improving Level of Service. Where a road link is found to be deficient, the appropriate remedy is to invest in enhancements. All public and private investments to the transportation network or adjacent parcels shall not degrade a link's level of service.</p>	<p>Suggest removing this policy. Has the potential to prohibit "road diets" or alternative treatments intended to promote other modes of travel.</p>																		
<p>No. 31</p>	<p>Policy 2.3: Monitoring and Evaluating the Transportation Element, Numerical Indicators. In order to measure the achievement of the mobility goals established in the Comprehensive Plan, the City shall annually collect the following numerical indicators:</p> <ul style="list-style-type: none"> • Roadway Vehicle-crash rates, daily and peak hour traffic counts, levels of service • Bus level of service, Transit ridership, revenue miles (for routes that serve Winter Park) • Pedestrian and bicycle level of service, reach rates, sidewalk inventory (including location and condition), bicycle facility inventory • Commuter Rail Transit ridership (boarding and alightings), revenue hours, revenue miles 	<p>Suggest changing title to be consistent with statutory requirements. Suggest identifying minimum requirements, can do more if needed.</p>																		

No.	Existing Transportation Element	Comments
32	<p>Policy 2-2.4: Monitoring and the Commuter Rail Before and After Study. The Federal Transit Administration requires the collection and analysis of information to identify the impacts of the Central Florida Commuter Rail Transit project and the accuracy of the forecasts prepared during project planning and development on five key project characteristics generated during project planning and development: (1) project scope; (2) transit service levels; (3) capital costs; (4) operating and maintenance costs; and (5) ridership patterns and revenues. The Florida Department of Transportation (FDOT) will conduct the Central Florida Commuter Rail Transit (CFCRT) Project's Before and After (B&A) Study, which will report on the five project characteristics at the five major milestones. The study is intended to track changes in these characteristics, assess the changes, and report on the factors that influenced these changes. The City of Winter Park will assist FDOT in this study with regard to the Winter Park Station, and will utilize the information collected to assess the mobility impact of the CF CRT Project on the City's transportation network. Based on this information and the data collected in 2-2.3, the City shall work with FDOT and the regional funding partners to enhance the positive aspects of the CF CRT project, and assist FDOT and the MPO in making adjustments to the regional mobility strategy, including the identification of additional mobility improvements.</p> <p>Policy 2-2.5: Constrained Roadways. The following roadways are designated constrained within the City of Winter Park.</p> <ul style="list-style-type: none"> • State <ul style="list-style-type: none"> ◦ Lee Road (SR 423), west of SR 400/I-4 ◦ Fairbanks Avenue, Alma Avenue (SR 426) ◦ Orange Avenue (SR 527), US 17-92 to Clay Avenue • City <ul style="list-style-type: none"> ◦ Local Streets, ◦ Orange Avenue, US 17-92 to SR 426 <p>As with all development as redevelopment within the City, development applications along these facilities shall be subject to concurrency, and if needed, proportional fair share. A comprehensive transportation study shall be required for all development or redevelopment within the City along these facilities, and if the adopted level of service cannot be met under current or future configuration, the City will determine the mitigating improvements. Through the City's transportation concurrency and proportional fair share regulations, private developers shall contribute to the City's multimodal transportation system as determined appropriate by the City. As parcels are developed or redeveloped, the site design shall conform to applicable City, county impact analysis requirements and concurrency requirements. Improvements required of development applicants may include, but are not limited to the following:</p> <ul style="list-style-type: none"> • Intersection improvements. • Traffic Calming measures. • On-site pedestrian circulation plan, including connecting the public sidewalk to the primary building entrance and direct cross access connections to all adjacent parcels. • Pedestrian access requirements, including extending the sidewalk network on all public streets within 1/4 mile of the parcel. • Bicycle parking requirements. • Bicycle connections to adjacent parcels. • Bicycle circulation from adjacent public streets and off-street bike trails to bicycle parking area. • Connection of established transit stops to the sidewalk network. • Improvements to existing transit routes including increased service levels. • Improvements to increase the capacity of the commuter rail system • New transit fixed routes. • Transit Circulator routes. • New transit fixed facilities such as Bus Rapid Transit (BRT), Bus stop amenities, • Incorporation of established transit stops into the site's building placement and design, and • Bus stop amenities. • Transportation System Management (TSM) improvements. • Intelligent Transportation Systems (ITS) improvements, and • Transportation Demand Management (TDM) techniques. • Roadway widenings. • Improvements to parallel facilities. • Creation of parallel facilities. 	<p>Consider removing this policy. Not sure what the City's roll will be and any adjustments in funding for SunRail will likely be policy driven.</p>
33		<p>The City has the option of removing as the designation of constrained has been eliminated from concurrency requirements.</p> <p>If kept, suggest defining "constrained" to be consistent with the City's meaning – i.e., shall not be widened.</p> <p>Suggest not separating by State or City.</p> <p>If kept, do you want to add any other roads, like US 17-92, or segments?</p>
34	<p>OBJECTIVE 2.3: PROVIDE ADEQUATE ACCESSIBILITY TO ACTIVITIES To provide adequate accessibility to land use activities, the City shall continue to adopt and enforce policies, standards, and regulations which relate the design, function, and balance of transportation facilities to the type, size and location of the land uses which they serve.</p>	<p>Consider beefing this up so that adequate access is reviewed for development as part of the Traffic Impact Analysis during site review. Could include needed improvements to mitigate traffic impacts like adding turn lanes, extending storage bays, modifying signals. This appears to be addressed in Policy 2-3.5.</p>

No.	Existing Transportation Element	Comments
35	<p>Policy 2-3.1: Monitor Development and Service Level. For streets within Winter Park, the City will monitor development trends and multimodal standards as part of the development review process to ensure that new development will occur concurrent to or after provision of needed transportation facilities or services.</p>	<p>Not sure the purpose of this policy and if it is being followed – consider clarifying or removing.</p>
36	<p>Policy 2-3.2: Land Development Regulations/Adequate Facilities Requirements. The City shall continue to adopt and enforce policies, standards and regulations that promote a balanced transportation system. Through the policies, standards and regulations in the Land Development Code the City shall continue to require the accommodation of desirable features in site planning and design. Such features may include, but are not be limited to:</p> <ul style="list-style-type: none"> • Vehicle parking requirements, including ratio of minimum and maximums parking space requirements, with adjustments for shared parking in areas with a mix of land use types and parking development • Bicycle parking requirements • For all non-single family zoning, on-site pedestrian circulation plan, including connecting the public sidewalk to the primary building entrance and direct cross access connections to all adjacent parcels • For all non-single family zoning, pedestrian access requirements, including extending the sidewalk network (5-foot minimum) on all public streets within ¼ mile of the parcel • Bicycle circulation from adjacent public streets and off-street bike trails to bicycle parking area • Connection of established transit stops to the sidewalk network • Incorporation of established transit stops into the site's building placement and design, and • Adequate pedestrian, bicycle, and vehicular access from private development to on-site and adjacent parks, schools, community centers, government offices and health care facilities 	
37	<p>Policy 2-3.3: Cross Access and Access Management for State Roadways. To maintain or improve mobility on State roadways, sites shall be designed to manage access to State roadways. These access management techniques and activities may include, but are not limited to:</p> <ul style="list-style-type: none"> • Direct cross access connections to all adjacent parcels (except parcels with single family zoning); • No inherent right of direct access to arterial streets for out-parcels, unless such access is the only access available to the property; • Design that directs primary access toward adjacent Collector and Local level facilities, with limited secondary access to the adjacent State roadway; • Limitation of access points to one major access point or curb cut along each roadway frontage; additional access and egress points may be granted for unusually large parcels, based on site characteristics or as considered appropriate by the Traffic Engineer and approving agencies, to provide for safe and efficient site-related traffic movements on adjacent street. <p>Access shall be in conformance with the Florida Department of Transportation Access Management Standards pursuant to Florida Administrative Code Chapter 14-96 (State Highway System Connection Permits, Administrative Process) and Chapter 14-97 (State Highway System Access Management Classification System and Standards) as periodically amended and updated.</p>	<p>Why only for State roads? Consider including other roads.</p>
38	<p>Policy 2-3.4: Development Order Approval. A Development Order will not be approved unless required adequate facilities are provided concurrent with the impact-of-development. A Concurrently-Management Ordinance is a part of the land-development regulations. Adequate</p> <p>Public facilities requirements shall include:</p> <ul style="list-style-type: none"> • Requirements as stated in Policy 2-2.5. • Requirements as stated in Policy 2-3.5. • Payment of \$-600 that is proportional to the additional-vehicular-impact on the existing City-infrastructure-associated-with-the development-and • Commitment of the Developer to fair-share-no later than the City's approval to commence construction. 	<p>See recommended edits.</p>
39	<p>Policy 2-3.5: Transportation Impact Analysis Submittal Requirements. The City has Transportation Impact Analysis criteria within the Land Development Code that requires new development to submit detailed studies addressing traffic, transit, bicycle, and pedestrian impacts. The studies will include mitigation measures to address the impact of the new development on the existing transportation network. These studies, the cost of which are to be borne by the developer, shall be undertaken after a conference with the city staff where the study scope shall be reviewed and determined as sufficient by the City. The study then shall identify all development improvements required due to direct and indirect access, as well as the development's related transportation improvements to provide adequate access and mitigate the development's impacts meet-concurrency. The costs of the identified improvements and the development's proportionate fair-share-costs shall be determined from the Transportation Impact Analysis.</p>	<p>See recommended edits.</p>
40	<p>Policy 2-3.6: Coordination and Assistance for Private Project Developers. The City's Public Works Department and Planning and Community Development Department shall coordinate with project developers in the planning and implementation of new roadways and in providing interconnections between these and existing roadways with respect to utilities, drainage, signage and permitting by providing review and comment on plans and designs.</p>	
41	<p>DEJECTIVE 2-4.1. SHAPE TRANSPORTATION COSTS. The City, private developers, residents, and other partner governments shall share the costs of provision and maintenance of a balanced transportation network.</p>	

No.	Existing Transportation Element	Comments
42	<p>Policy 2-4.1: Regional Mobility Strategy. The City currently has agreed to contribute local funding for the Central Florida Commuter Rail Transit project (SunRail), which is a cornerstone of the regional mobility strategy. In order to continue this partnership and cooperation, the City commits, on a proportional basis, to program and budget revenue on other regional mobility improvements within the City limits, coordinating the City's Five-Year Capital Improvements Plan with improvements identified in MetroPlan Orlando's <u>the regional Transportation Improvement Program (TIP) and Long Range Transportation Plan</u>, <u>the Orlando Urban Area Transportation Study (OUAS) primarily consisting Network, and the OUARTS Transportation Needs Network</u>. Thus, on any new future capacity increasing improvement within the City (with the exception of Interstate 4) that will be part of a future MPO Transportation Improvement Program or Long Range Financially-Consolidated Transportation Network, the City will track all new development trips within the City. The City will use those trips, as well as the State's Development of Regional Impact Proportionate Share formula (as per Chapter 380.06(15)(a), Florida Statutes) to provide the City's fair share to these future new regional improvements for the portion of the project within the City. This commitment will be maintained provided the State of Florida continues to provide the authority for the City to assess, transportation impact fees, and implement proportionate fair share extractions from new development and redevelopment.</p>	<p>What does the highlighted text mean? Just want to be careful not to over commit to improvements not funded by the city.</p> <p>FOOT directly collects any payments from DRIs so this is not needed (and DRIs are basically gone anyway).</p> <p>The City will not be collecting proportionate share so this can be removed.</p> <p>Typically, local governments use their impact fees on their projects.</p>
43	<p>Policy 2-4.2: Capacity Increasing Improvements on the State Highway Roadway System. The City commits, in the review and approval of development and redevelopment projects that generate net new trips, to require mobility improvements that increase the capacity and decrease the travel time on the adjacent state facility. The City shall utilize techniques such as, but not limited to elimination of driveways, turn lane improvements, joint access, cross access, acceleration and deceleration lanes, signal timing and other improvements determined in consultation with the Florida Department of Transportation. In order to facilitate more efficient regional and local mobility, the City is investigating several intersections along State roadway facilities where low cost improvements can be made by the City to improve the operating conditions. The City will coordinate with the Florida Department of Transportation on these potential improvements.</p>	<p>Which improvements are referenced in the highlighted text? This probably does not need to be in a policy.</p>
44	<p>Policy 2-4.3: Funding of Transit Capital Improvements. An effective transit system is a critical component of a balanced transportation system. To promote the effectiveness of the transit system, the City shall partner with the Central Florida Regional Transportation Authority (LYNX). Where appropriate and as determined by the Transportation Impact Analysis, the City will require new development to fund up to half of bus transit capital costs, all of the capital costs for bus shelters/transit amenities, full funding for maintenance of the bus shelters/amenities and the net operations and maintenance costs for new or modified existing bus routes, less fare box revenues.</p>	<p>Has this policy been used in the past? May need to adjust it based on its effectiveness in the past.</p>
45	<p>Policy 2-4.4: Transportation Funding Sources. The City shall continue to fund transportation improvement, operation, and maintenance costs of the applicable Arterial, and all Collector and Local Streets, Sidewalk Program, Street Tree Program, and bicycle and pedestrian facilities through available sources of revenue, which include, but are not be limited to:</p> <ul style="list-style-type: none"> • State and Federal funds, • Constitutional gas tax, • Local road and bridge ad valorem tax, • Local option gas tax, • Local option sales tax, • General revenue funds, • Special grants, • Special assessment districts, • Proportionate fair share, and • Development site access and off-site impact assessments. 	<p>Need to cross check fun class roads with this policy. Should it be revised to "roads under the City's jurisdiction"?</p> <p>Suggest removing "if necessary" as it is covered by "may"</p>
46	<p>The City may jointly fund projects, if necessary, with Orange County, City of Maitland, Florida Department of Transportation.</p> <p>Policy 2-4.5: Proportionate Fair Share. The City has an extensive multimodal transportation system, funded by current and past residents and business owners. New residential and business development shall pay a proportionate fair share of the cost of additional demands, caused by additional development, to that transportation network.</p>	<p>Consider changing to Mobility Fee. The City will explore implementing a Mobility Fee to be applied to new development.</p>
47	<p>Policy 2-4.6: Proportionate Fair Share Principles. The City has established a process for assessing a proportionate fair share for new development and redevelopment within the City. That process incorporates the following principles:</p> <ul style="list-style-type: none"> • The proportionate fair share shall be in proportion to the additional transportation demands on the transportation system introduced by the development. • Credits that offset the proportionate fair share charge may come from improvements to the transportation system on the development site and within a quarter mile of the site. • Exempt from proportionate fair share are: <ul style="list-style-type: none"> • Developments of single family homes or single duplexes within existing platted subdivisions of records where all infrastructure required within the subdivision to support the property has been provided by the developer, and • Other developments determined to introduce minimal impacts on the City's transportation system, as defined in the land development regulations. • Proportionate fair share shall fund the construction, reconstruction, and maintenance of the City's multimodal transportation system. 	<p>The formula has been changed in statute – see comment for Row 7</p>

No.	Existing Transportation Element	Comments
48	<p>OBJECTIVE 2-5.1: DEVELOPMENT AND REDEVELOPMENT CONTRIBUTE TO TRANSPORTATION SYSTEM The City shall ensure that development and redevelopment of land and structures contributes to a balanced transportation system.</p>	
49	<p>Policy 2-5.1: Reducing Travel Demand through Land Use. When compatible with surrounding development, the City will require land use mix, density and site plan layout/phasing which supports reduced travel demand, shortened trip lengths, higher internal capture, and balanced trip demand.</p>	
50	<p>Policy 2-5.2: Location and Design of New Facilities. The City shall utilize the Transportation Element, land use, zoning, the Land Development Code, and other applicable regulations to coordinate the location and design of new roadway network facilities, transit corridors, bicycle, and pedestrian facilities.</p>	
51	<p>Policy 2-5.3: Right-of-Way Preservation. Where transportation improvement projects that further the goals of the Comprehensive Plan are planned by the City of Winter Park for roadway widening, intersection improvements, transit, bikeway or pedestrian improvements, the City shall, in review and in the issuance of building permits for new construction or redevelopment, insure that any needed right-of-way is protected and reserved by prohibiting building construction in these areas. The City shall seek to obtain donations or dedications of needed right-of-way by developers, where feasible, which may contribute to the development's required mitigation for proportionate fair share due to project impacts. The aforementioned right-of-way protections shall be incorporated within the City's Land Development Code.</p>	
52	<p>Policy 2-5.4: Review for Safe and Convenient Traffic Circulation. Building permits for all new non-residential and multi-family residential construction, reconstruction, and substantial renovation for buildings or parking lots shall be reviewed by the Police Department and modifications required, if necessary, to ensure that there is safe and convenient on-site traffic flow and access/egress for parking of both motorized and non-motorized vehicles and pedestrian and bicycle circulation.</p>	<p>Include the fire department?</p>
53	<p>Policy 2-5.5: Additional Demand Management Techniques for Developments Impacting Streets within the City. New or expanded Developments of Regional Impacts (DRI) and large scale Planned Developments whose traffic is projected to utilize the City's transportation network shall be subject to additional enhancement techniques and activities. To decrease the peak-hour demand on the City's transportation network, tenants shall participate in transportation demand management activities. These activities may include, but are not limited to:</p> <ul style="list-style-type: none"> • Ride-sharing. • Transit and bicycle accessibility. • Staggered work hours. 	<p>Consider clarifying what is a large scale Planned Development. Typically, this type of policy does not increase the effectiveness of demand management strategies. Where there is a demand, suggest encouraging outreach through reThink.</p>
54	<p>Policy 2-5.6: Facilitate Vehicular Travel Reduction with Major Institutions. The City will work with large institutions and employers, including but not limited to Rollins College and Winter Park Memorial Hospital, to develop Transportation Demand Management measures, which may include but are not limited to a carpool program, transit subsidies, and parking programs, to reduce the vehicle miles traveled associated with students, faculty, staff, and visitors of each institution or employer.</p>	
55	<p>OBJECTIVE 2.1: COORDINATE EFFORTS The City will coordinate transportation planning, funding, design and implementation efforts with all relevant levels and agencies of government.</p>	
56	<p>Policy 2-5.1: Intergovernmental Coordination. The City shall coordinate with all appropriate local, regional, state, and federal agencies, particularly the Cities of Orlando and Maitland, the Counties of Orange and Seminole, FDOT, LYNX and the MetroPlan Orlando regarding the location, classification, planning, and construction of needed transportation system improvements within the City and implementation of the regional mobility strategy. The City shall seek to ensure that all transportation system improvements support the transportation plan of Winter Park and the Goal outlined in this element. Updates of the City's Capital Improvements Element shall include applicable State and County facilities contained within the Orange County and FDOT adopted work programs that are located within the City of Winter Park.</p>	
57	<p>Policy 2-5.2: Participate in Regional Transportation Planning Efforts. In order to pursue the City's transportation plan within the regional transportation system, the City will continue its participation in MetroPlan Orlando, at a minimum through its Transportation Technical Advisory Committee, Transportation Systems Management and Operations Advisory Committee, Community Outreach Advisory Committee, Bike/Pedestrian Advisory Committee, and Municipal Advisory Committee. The City will work with MetroPlan Orlando to include its Long Range Transportation Plan, in the Orlando Urban Area Transportation System plan regional enhancements in the roadway network, in transit services and in pedestrian and bicycle facilities that would improve or maintain the current transportation system and are compatible with the Winter Park's transportation plan and the Goal outlined in this element.</p>	<p>This is a very long sentence which needs to be edited consistent with what the City intends to accomplish.</p>
58	<p>Policy 2-5.3: Regional and Local Bus System. The City will work with the Central Florida Regional Transportation Authority (LYNX) to provide local and regional transit service to existing and future residents that serves the transportation needs of City and supports the Goals of this element.</p>	
59	<p>Policy 2-5.4: Support Alternatives to Interstate 4 Corridor. The City will work with the Florida Department of Transportation to enhance the transportation network supporting Interstate 4 by encouraging transit enhancements, access management improvements and Intelligent Transportation System measures along US 17-92 and other roadways that parallel Interstate 4.</p>	
60	<p>Policy 2-5.5: Support the Development of a Regional Trails System. The City will coordinate with MetroPlan Orlando, the Cities of Orlando and Maitland, and Counties of Orange and Seminole to identify, program, and fund pedestrian and multiuse trails within the City limits as part of a regional trails system. In particular, bicycle facilities in the City shall connect to regional facilities, including connections between the Dinky Line Trail and trails within Mead Gardens, and the Cady Way Trail and the Cross Seminole Trail.</p>	

No.	Existing Transportation Element	Comments
61	<p>Policy 2-6.6: Regional Commuter Rail Transit System. The City will work with the Florida Department of Transportation (FDOT) in the planning, and implementation and operation of the Central Florida Commuter Rail Transit System (SunRail). <i>Because of the unique character of the City and specifically the uniqueness of Central Park and the close proximity that a future station could be placed, the City will be involved in all aspects of the planning and location of a station to include station design.</i></p>	
62	<p>Policy 2-6.7: Facilitate Regional Transit at National Passenger Rail Station. The City will work with FDOT, Central Florida Regional Transportation Authority and the national passenger rail system (AMTRAK) to continue transit service that links national passenger rail users with major destinations in the City and region.</p>	
63	<p>Policy 2-6.8: Regional Freight Mobility Study. <i>The City will work with MetroPlan Orlando in conducting a freight mobility study within Central Florida with the purpose of reducing or eliminating freight rail service on the CSX main line through Winter Park.</i></p>	This has been completed.
64	<p>Policy 2-6.9: Coordinated Transportation System. The City will coordinate with FDOT regarding the Department's adopted work program, and with MetroPlan Orlando regarding the Long Range Transportation Plan, <i>Regional Coordinated Network</i>, the five-year Transportation Improvement Program (TIP), and the Unified Planning Work Program (UPWP) for mobility projects within and adjacent to the City. In addition, the City will coordinate with Orange County on mobility projects within and adjacent to the City regarding the Orange County Long-Range Transportation Plan (LRTP) or the most current annual update by reference as the County's 20-year roadway improvement program. This annually updated plan represents the County's cost-feasible improvement plan that addresses current and future roadway deficiencies. Updates of the City's Capital Improvements Element shall include applicable State and County facilities contained within the Orange County and FDOT adopted work programs that are within the city limits.</p>	

Lakemont Avenue Complete Streets Traffic Study

Scope of Services DRAFT

Project Initiation:

The City of Winter Park's Transportation Advisory Board is requesting a Complete Streets study of Lakemont Ave.

A Complete Streets study represents an ideal opportunity to engage local stakeholders in the identification of transportation issues with Lakemont Avenue and to identify potential improvement alternatives.

Project Location:

Lakemont Avenue is a north south 4 lane asphalt urban section (with curb and gutter) roadway. It is in east Winter Park. The section for study begins at the north end at Pine Avenue and ends at the south end at Aloma Avenue.

Project Objectives:

- Assess Lakemont Avenue for Complete Streets improvements.
- Enhance connectivity and accessibility between all modes of transportation, activity centers, and neighborhoods surrounding Lakemont Avenue.
- Create a safe and supportive environment for walking and biking along Lakemont Avenue.
- Create a multi-modal Plan for Lakemont Avenue without impacting the residential neighborhoods.

Existing Conditions Assessment:

The City of Winter Park will collect and assemble relevant data to support this study. This data may include existing conditions, historic traffic count data, traffic characteristics, other City studies and the City's current comprehensive plan. Some of the data anticipated for the existing conditions will be:

- Traffic Counts
- Multi-modal Counts – Transit & Ped / Bike
- Demographic / Market / Housing profile
- Complete Streets Evaluation Criteria
- Location of multi-modal facilities
- Right of Way
- Crash, Safety and Speed Data
- Ped / Bike Exposure rate
- Environmental issues / drainage

Field work:

Winter Park staff will conduct field work to observe, take pictures, and visualize the issues and opportunities identified in

Safety Analysis:

Based upon a review of the crash history within the corridor for the most recently available five (3) years, Winter Park will summarize the identified crash patterns, elevated crash locations (intersections / segments), types of crashes, and conditions.

Travel Characteristics:

The purpose of this phase is to gain a better understanding of the travel characteristics within the corridor and surrounding areas. This will involve an assessment of key land use elements such as the identification of activity and employment centers.

It is important to develop an understanding of how the key land uses interact to determine ways to support a multi-modal approach. The data to be collected will include an estimation of current usage by pedestrians and bicyclists as well as vehicular traffic.

Engineering Evaluation:

The City of Winter Park will conduct an assessment of engineering issues (e.g. geometrics, drainage, potential right of way needs, and others) as needed to support each alternative.

Planning Level Cost:

The City of Winter Park will develop a project planning-level cost estimate for each viable improvement alternative evaluated. Planning-level cost estimates are intended for providing a relative comparison between options. More detailed costs would be developed in the subsequent phase. The total project cost is comprised of components that include design, right-of- way, and detailed construction components based on the alternative.



September 13, 2016

Transportation Advisory Board (TAB) Members

City of Winter Park Florida
401 Park Avenue South
Winter Park, FL 32789

CITY OF WINTER PARK

401 Park Avenue South

Winter Park, Florida

32789-4386

Subject: **Bike Parking**
Whole Foods Development
Kmart Plaza
Lakeside Crossings
Project Wellness

Dear Transportation Advisory Board (TAB) Members

Whole Foods Development

The Lee Road Extension is tied by a memorandum of understanding (MOU) between the City of Winter Park and the Florida Department of Transportation (FDOT) with the 1792 Master Plan. By the agreement the Extension had to occur first or concurrently with the Extension. The estimated cost for both was \$16,000,000 of which an estimated \$12,000,000 was for right of way acquisition. The projects sat for 10 years waiting on a Metroplan funding list to proceed. The Whole Foods developer came to the City with an offer to buy all of the land and to build the Extension. This project allows the City to pursue the 1792 Master Plan improvements and relieves the City of the cost for right of way for the extension. An update of the 1792 PD&E is underway and the project remains on the Metroplan Prioritized Project List of Highway Projects at number 6.

464 vehicle parking spaces
10% of spaces = 46.4
47 bike parking spaces
24 inverted U bike parking racks

Kmart Plaza

The City's bicycle parking code does not require any bike parking to be added in at Kmart. It only applies for any 'new' buildings, enlargement of existing buildings over 50% of existing or for change in occupancy. There are no 'new' buildings, the total square footage of buildings is being reduced by 14,000 sq. ft. and the use as a shopping center remains the same.

Lakeside Crossings

The Lakeside Crossings Developer agreed to pay \$50,000 toward improvements to the intersection and traffic signal at 1792 and Morse Blvd. These improvements are enhanced pedestrian crosswalks and a new mast arm traffic

signal. The Developer also agreed to adding 30 more parking spaces in the garage to assist Trader Joes parking demands.

- 109 surface lot vehicle parking spaces
- 10% of spaces = 10.9
- 11 bike parking spaces
- 6 inverted U bike parking racks
- 208 garage vehicle parking spaces
- 10% of spaces = 20.8
- 21 bike parking spaces
- 5 bike lockers
- 8 inverted U bike parking racks

Project Wellness

The Project Wellness project is to be state of the art Health and Wellness facility. I am looking for this project to set the example of walking and biking infrastructure for future projects in the City of Winter Park.

- 271 garage vehicle parking spaces
- 10% of spaces = 27.1
- 28 bike parking spaces
- 6 bike lockers
- 22 inverted U bike parking racks

Please feel free to contact me at (407) 599-3411 with any questions.

Respectfully

Butch Margraf

Transportation Advisory Board Liaison
Traffic Manager
Public Works Department
City of Winter Park
407 599-3411
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