

**The CITY OF WINTER PARK
PEDESTRIAN AND BICYCLE ADVISORY BOARD
MINUTES**

**Regular Meeting
Chapman Room, City Hall**

**January 14, 2014
8:30 am**

Present: Whit Blanton, Scott Redmon, Elisabeth Dang, Jill Hamilton Buss, Susan Pins and David Erne

Absent: Jean Siegfried and Tom Hiles

City of Winter Park Staff: Sergeant Bruce Robinson, Police Dept.; Lindsey Hayes, Planning Dept.; Butch Margraf, Public Works Dept.; Tim Maslow, Public Works Dept.; and Debra Moore, Public Works Dept.

EXECUTIVE SUMMARY

- **Park-to Park – will take place March 28, 2014 (Friday)**
- **Brookshire Elementary Updates – Protected Bike Lanes and School Flasher on SRTS Sidewalks**
- **A Protected Bike Lane for Brookshire Elementary School – Presentation by Rick Geller**

CALL TO ORDER. Chm. Blanton called the meeting to order at 8:30 a.m.

I. ADMINISTRATIVE ITEMS

Approval of Minutes

Chm. Blanton asked for approval of the minutes from December 10, 2013. Ms. Pins made a motion to approve the minutes; Ms. Dang seconded the motion; motion carried unanimously with a vote of 6-0.

II. ACTION ITEMS

Park-to-Park – March 28, 2014 (Friday) 8–8:30 start time

This is a fun, organized, police escorted group ride to promote cycling awareness and encourage people to get out and be healthy. It has grown in participation over the years.

Mr. Margraf anticipates at least 100 participants for 2014. The ride starts in the West Meadow in Central Park and it will be the same route as last year. He suggested the Park-to-Park ride be paired with the Mayor's Sole Challenge so we would have folks walking and bicycling. The Sole Challenge is sponsored by the Winter Park Health Foundation. Ms. Hamilton Buss works with the City and the Mayor to sponsor the Sole Challenge walking event.

Getting the word out. Mr. Margraf will work with the City's Communications Department to update what we used last year and bring it to the next meeting for review. He will ask Communications to place the date and time on the City Web page and will ask them to update it as more details are available. Many opportunities exist to advertise the event including the web page, posting fliers in Park Avenue businesses and the kiosks, getting the Chamber of Commerce involved, and more.

Vendors. Ms. Hamilton-Buss suggested we get Planet Smoothie involved. Mr. Margraf stated he is open to any vendor wanting to participate. If vendors sponsor the event, the balance in our account, \$400-\$450, can be used elsewhere.

Safety Clinic. Mr. Erne suggested the possibility of adding a safety clinic for the kids (maybe ½ hour long) after the bike ride. He spoke with Erin at Breakaway Bicycles about it.

Brookshire Elementary Updates - Mr. Margraf reported:

1. Flashing beacons. An additional flashing beacon will be installed soon and will extend to the school zone.
2. Safe Routes to School (SRTS) sidewalk near Brookshire. We go before the City Commission on January 27th to obtain their approval for the modified LAPP agreement with FDOT. This will allow us to design the

sidewalks in-house instead of working with a contractor. The design should go rather quickly. The City will get reimbursed for the design work and then and it will go out to bid for the construction.

A Protected Bike Lane for Brookshire Elementary School – Presentation by Rick Geller

Mr. Geller stated the proposal for Cady Way includes protected bike lanes. The school zone is going to move. The challenge is how to persuade parents to allow their kids it is safe to bike to school.

An example using protected bike lanes for a project in Austin, Texas was discussed. It had a buffered area between the motorist lane and the bike lane.

Various options were discussed including filling in the drainage ditch at Winter Park Presbyterian Church. The thought is to fill in the ditch, drain the water through a pipe, and install a bike trail on top of the ditch. It would come out right where the Lochberry Road and Lakemont Avenue crossing guard is. This would open up the entire area on the west side of Lakemont Avenue. It would be a much safer means of getting to Brookshire and would eliminate 14 conflict points coming down Cady Way. The cost is substantially more than what we originally anticipated.

Chm. Blanton encouraged the idea of working with the Presbyterian Church. It is a longer stretch that provides for a more continuous well defined crossing at Lakemont Avenue. The cost may be up to \$200,000.

Sergeant Robinson can see pros and cons of both sides. The strip behind the church is an awesome idea. From a safety point of view, removing conflict points is a good first step for bicyclists and pedestrians.

Mr. Geller reported the following endorsed the Brookshire project: Brookshire moms; Pedestrian/Bicycle Board; Keep Winter Park Beautiful & Sustainability Board (committed \$10,000); Winter Park Health Foundation (committed \$17,000). This brings our total commitment to \$27,000. The City will commit \$7,000 to the final product.

Mr. Geller shared a letter addressed to the City Commission from the East Central Regional Planning Commission. They see this project as a model for local governments. The letter expressed strong support for the Cady Way Protected Bike Lane for Brookshire Elementary School and also stated Winter Park is a leader in this area.

Mr. Margraf wants to make sure when we do a project it is safe, what we want, and it works for the City of Winter Park. He found an article with a design for protected bike lanes in large cities. He noticed the cities in this article are definitely more urbanized and have more traffic than Winter Park. He went over the design.

Mr. Margraf presented a map outlining where Brookshire Elementary students come from. He reviewed it in detail and discussed which students would likely use the bike path. It did not appear a great number of students would use it.

Mr. Margraf also researched at what age kids should ride bicycles in the street and found information stating that 5 to 8 year olds should not be allowed to ride bikes on the street; they should ride on the sidewalk if not accompanied by an adult. That reduces the number of participants in the cycle track. See web page Bicyclinginfo.org.

Mr. Margraf showed what the design would look and stated we need to come up with a design the Board members agree to so that we can finalize it. The stumbling blocks are:

1. Turning radius. The same turning radius is at Perth Lane and large vehicles turn there and it does not appear to be a problem.
2. End design. What should the end design be? When you get to the end of the cycle track, the protected bike lane ends at Cady Way Trail. Where does the person go?

Mr. Margraf stated the primary purpose for the protected bike lane is for the Brookshire school children. Mr. Erne suggested it is needed on the weekends because the parks are covered in kids (Ward Park, Cady Way Pool, Showalter Park). Mr. Erne stated from the finance side of it, a \$10,000 increase is very doable.

Chm. Blanton stated a concern. Cornwall is a heavily trafficked road with a lot of right turn vehicles and it may create conflict at the trail. He is concerned for others that will use it. It would encourage people to ride on the wrong side of the road for a short stretch of time and they would need to navigate back over to the proper riding position on the other side. For this short section you are introducing a lot of conflict where there is no record of any safety issues at all.

Chm. Blanton is in favor of the pilot project going forward, but would like to see it as part of a larger network. We could show the Commission this is one thing we need to do city-wide to create a more identified network.

Mr. Redmon would also like to see this protected bike lane project as part of a piece to a larger network.

Ms. Hamilton Buss stated there is a bigger issue. Bike lanes are really beginning to teach motorists, pedestrians and bicyclists – telling everyone that bicycling is important and protecting them is important. Starting somewhere is a good thing and we can build upon it, and it can be a model for others.

Chm. Blanton made the following suggestion for the Commission presentation. First, present what the Pedestrian Bicycle Advisory Board has accomplished. Second, present what is in our long-term network plan for a city-wide strategy (use our map). Third, present the design details of the project at Brookshire Elementary.

Stop sign at Cady Way Trail. Suggestions were made to put a stop sign or a push button light at Cady Way. Pros and cons were discussed.

Other Business

Dave Buchheit, Manager, Economic Development/CRA. Mr. Margraf will reschedule him to talk about the plans for evaluating the six corridors.

17/92 Master Plan for Lee Road. Mr. Margraf reported there is a developer buying the property on Lee Road at what is presently the Corporate Square Building. Currently, a Whole Foods Store is planned to go in. When the 17/92 Master plan is done, we have to provide a bike facility along Denning Drive. In order for Whole Foods to develop, DOT told them they are required to put a road in that will go through to Denning Drive.

Concert in the Park - February 9, 4- 6 PM. It is sponsored by the Chamber of Commerce to celebrate Valentine's Day. Mr. Margraf reported we will set up the Bike Valet. He will contact the High School to ask for volunteers.

Bicycle Friendly Community designation. Mr. Margraf stated we did make application in the past, and they outlined what improvements we need to become eligible for the designation. He will e-mail a copy of that feedback for review. Mr. Margraf mentioned one of the big criteria is bike lanes.

Public Works is moving. Our present location at 180 W. Lyman will be demolished and become a public parking lot. We will move to the Public Safety Building on Canton Avenue/Virginia Avenue. They have good facilities for our meetings.

ADJOURNMENT

Chm. Blanton adjourned the meeting at 9:45 a.m. Next meeting is February 11, 2014, 8:30 a.m., Chapman Room, City Hall.

Respectfully submitted,

The minutes for January 14, 2014 were approved on February 11, 2014

Debra Moore, Staff Assistant