

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

**Regular Meeting**  
**401 Park Ave. So., Chapman Room**

**February 11, 2014**  
**8:30 am**

Present: Scott Redmon, Elisabeth Dang, Jill Hamilton Buss, Susan Pins, David Erne Jean Siegfried and Tom Hiles

Absent: Whit Blanton

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

**EXECUTIVE SUMMARY**

- 1. Review Bike Valet from February 9 concert**
- 2. Bike Valet volunteers for Art Festival – March 21, 22, and 23**
- 3. Traffic and Transportation Project List**
- 4. Review/update Comprehensive Pedestrian Bicycle Plan Projects List**
- 5. Pedestrian/bike spot projects**
- 6. Discuss Park To Park – March 28**

**CALL TO ORDER.** Vice-Chm. Redmon called the meeting to order at 8:30 a.m.

**I. ADMINISTRATIVE ITEMS**

**Approval of Minutes**

Vice-Chm. Redmon asked for approval of the minutes from January 14, 2014. Ms. Dang made a motion to approve the minutes; Ms. Siegfried seconded the motion; motion carried unanimously with a vote of 7-0.

**II. ACTION ITEMS**

**Review Bike Valet from February 9 Concert**

Mr. Margraf reported people kept their bikes with them and did not use the bike valet. The Winter Park Key Club volunteers suggested we make sure people know it is free.

**Bike Valet volunteers for Art Festival - March 21, 22, and 23.** The Key Club volunteers will work it. Mr. Margraf will get the sign-up sheet to Board Members. The Art Festival opens Friday at 9 a.m. and runs through Sunday at 6 pm. The bike valet location during the Art Festival will be by the red pepper tree on Morse Boulevard right across from the Amtrak station. Mr. Margraf would like this to be the permanent location. The Streets Department helps with the tent, racks, signs, cones, etc. and the Police will be available if assistance is needed.

Mr. Margraf stated he is in the process of purchasing purple mesh vests to easily identify the valet attendants.

Ms. Hamilton-Buss suggested a very short survey with questions such as: Where did you ride from? How did you hear about it? Did you know about the bike valet before you came to this activity? She also suggested in addition to the sandwich signs, we use the small yard signs which are effective and cheap to print (two sided). This will make it easier to find the bike valet. Mr. Margraf agreed to do that.

Mr. Margraf talked to Erin at Breakaway Bicycles and about working a 3-4 hour slot at the bike valet. She can bring her fliers and business cards. Others such as the WP Health Foundation are also invited.

**Traffic and Transportation Project List.** Mr. Margraf distributed the Pedestrian Bicycle Circulation approved Plan and the project list which was approved in 2010. He will review the completed projects.

Mr. Margraf reported we have at least one signalized pedestrian crossing at every signalized intersection.

The first page of the handout is the transportation projects that are related to what we do with Pedestrian and Bike. Under Traffic and Transportation Plan FY 2011:

- No 1. Rebuild Lakemont/Palmer Traffic Signals. The signals at Lakemont/Palmer are rebuilt and we now have pedestrian crosswalks in all four directions.
- No. 5. Implement the City Wayfinding Plan. Phase 1 of the Pedestrian Plan has been implemented. We have larger signs along the state road and we also implemented it downtown with the smaller signs.
- No. 7. Rebuild Glenridge/Winter Park Road signal. We now have four signalized pedestrian crossings.
- No. 8. Rebuild Lakemont/Whitehall signals by the High School. 4 way pedestrian crossing signals.
- No. 10. Lee Road extension. Mr. Margraf stated there is a project coming through the system which has school board property involved. Ms. Hayes stated it has been an unfunded project because of the right of way. There is a private developer that wants that land and the school board has agreed to sell some of that property. At this point the developer is on the hook for the right of way to the tune of 12 million dollars.
- No. 11. 17/92 Orlando Avenue Master Plan. We could not do the 17/92 plan where we were going to narrow the roadway and make 10 foot sidewalks on both sides unless the Lee Road extension happened before or at the same time. It looks like the Lee Road extension is going to happen but at this time the design is not done. DOT now owns that right of way by the railroad bridge that crosses 17/92.

### **Review/Update Comprehensive Pedestrian Bicycle Plan Projects List**

Mr. Margraf stated some of these may overlap with the transportation projects. There are several locations he would like to install more pedestrian signals--solely pedestrian: two on Palmer Ave. at Palmer Ave. further east from where the crosswalk is presently located and one on Lakemont Ave. at the Winter Park Hospital by McKean Circle.

Mr. Margraf stated he wants to do an experiment at an intersection with the pedestrian signal. It is against the rules in this country; however, other countries have pedestrian signals that turn on in the morning during the rush hour and turn off when the rush hour is over. He went on to explain the way the signal should work. Mr. Margraf would like to experiment with a signal that turns on at 5:30–6 a.m. and then goes dark at 10:00 p.m. The marked crossing is still there, but the signal goes away. The issue with leaving a signal on (even in a flash mode) is the yellow flashing light may concern neighbors at night.

Mr. Hiles suggested on a two lane road (ex. on Virginia) the rapid flashing beacon would work better. It has pretty good compliance, it only comes on when someone activates it, and it is pretty low cost.

Mr. Margraf suggested we need a red light. If we only go into a yellow beacon when it is crowded we will still get non-compliance.

### **Updates reported by Butch Margraf**

1. Proposed St. Andrews Trail. We are number 5 on the funding list with Metroplan. It is coming up in July and hopefully the design will be funded. It involves filling in the St. Andrews ditch south of Aloma Ave. to Ward Park then to the Seminole Trail with construction of a 12 foot wide multiuse trail.
2. Proposed Ward Park Trail. Construct 12 feet wide asphalt path through Ward Park connecting the Cady Way Trail to Perth Lane.
3. Orlando Ave. Bike Lanes. Widen southbound right turn lane at Fairbanks Ave. Stripe bike lanes from Gay Road to Fairbanks Ave. southbound. If we do the 17/92 Master Plan it pushes all the bike lanes from 17/92 to Denning Drive.

16. Howell Branch Rd. Bike Lanes. Restripe Howell Branch Road in Winter Park with bike lanes and coordinate with Maitland to restripe bike lanes in Maitland. Howell Branch Road is maintained by the county from the base of the curb to the curb. Mr. Margraf contacted the county to see if they would be willing to let us work with them and do the bike lanes (basically reduce the lane widths to 10 feet with 4 foot bike lanes). They agreed to it only if we wanted to take it over. We have been talking about taking that over and if we do we can implement that project.

18. Pedestrian Crossing at Lee Rd. This is related to the Ravaudage project on the northwest corner at Lee Road. One of the pieces to that project is to realign one of the streets to Executive Drive and install a signal. Then we can create a pedestrian/bicycle crossing there. DOT is working on a design to repave Lee Road and the time to do that realignment would be during the resurfacing.

19. Signalized Pedestrian Crossing from Lakemont to Goodrich Ave. This is at the intersection of Lakemont at the Winter Park Hospital. Getting a single arm signal there would be a benefit.

35. Signalized Pedestrian Crossings. Aloma and Sylvan Blvd. Mr. Margraf reported we are working with DOT. If this does move forward it probably won't happen for a while.

36. Signalized Pedestrian Crossing Denning Drive/New England Ave. We have had a design for that for many years.

37. Signalized Pedestrian Crossing Phelps Ave./Lakehurst Ave. – near Lakemont Elementary to get people across Phelps.

Ms. Dang stated she noticed a couple of items on the list where it shows an 8 foot wide multi-use path sidewalk. Is that wide enough for bicycles? Mr. Hiles stated the standard is now 10 feet. Mr. Margraf stated it needs to be updated which could also impact whether certain projects go forward.

Railroad bridge across 17/92. Vice-Chair Redmon asked for an update. Mr. Margraf explained FDOT is very protective of their right-of-way and it has something to do with federal funding. We have been negotiating with them. Blake Street is gone. FDOT was going to put a fence all the way back at the right-of-way line about 30 feet from the track over to the private property side. It looks like we will get 6 or 8 foot wide sidewalks where Blake Street was. It may be pushed right up against the right-of-way.

We are negotiating through Central Park. Several business properties up and down the tracks have been encroached upon for years and will be impacted if FDOT goes to their right-of-way and takes all that away. We are working with them through lease agreements to allow use of that property. At this time FDOT is not giving us the ability to do a rails-to-trails project.

Mr. Margraf stated if the bridge could be re-engineered to free up some of that median it is possible that the bike lanes could go further north all the way into Maitland.

#### **Pedestrian/bike spot projects--suggestions**

(1) Renovate ramp at Swoope and Denning. It is by the new senior living center up on Denning Drive that was recently completed. The ramp is being renovated.

(2) Sidewalk--Denning Morse to Canton east side. We will be able to build sidewalks from Morse to Canton on the east side. It will require coordination with some property owners because we will need easements from some of them.

(3) Pedestrian crossing/sidewalk Stovin/Beloit at New York. On north New York by the third green of the golf course, Stovin comes into New York and then there is a little bit of an offset as Beloit continues west. A lot of people cross there so we are going to install a short piece of sidewalk to line it up with Beloit and create a pedestrian crossing. It will probably include the pedestrian paddles.

(4) Sidewalk Pedestrian crossing near the Terra Apartments. E. Glenridge. People use the Lake Baldwin Trail regularly. It is 4 lanes. Mr. Keith Moore in our Public Works Department belongs to the Community Traffic Safety Team (CTST). This team addresses issues from municipalities and residents regarding safety. They find pockets of money to fund projects. There is going to be a crosswalk put on General Reese halfway between Corrine and Glenridge. Mr. Moore will take this up at the next CTST meeting. With 100-125 feet of sidewalk and two painted pedestrian crosswalks they could have a nice crossing just east of the VA complex. It is in Orlando on the east side.

- (5) Interconnect Fairbanks at Clay/Formosa. With the repaving of Fairbanks we don't have the two signals talking together so we are working on a plan to make that happen.
- (6) Bike Lanes Lee Road. With the resurfacing we may ask FDOT if they would consider a bike lane in their design on Lee Road.
- (7) Upgrade New England Denning Pedestrian Crossing. Mr. Margraf reported he would like to turn it into the standard Best Foot Forward Design with the pedestrian paddle in the middle of the road, and "stop here" signs.
- (8) Webster Denning-Reconfigure. With new businesses and buildings on Denning Drive we are starting to see a lot more traffic. We are looking at Webster, Canton, and Morse to see how we can reconfigure the lights. We are also going to do traffic counts on Capen/Denning to see how much of an increase there is.
- (9) Pennsylvania Fairbanks traffic study – split phase. 5 way intersection Pennsylvania/Fairbanks. They want us to do something with it and about the only thing we can do is split it up. So we will be looking at how that impacts the intersection to split north and south. That means one side will go green and let that traffic go and then the other side will go green and let that traffic go. Then there are no conflicts with the turning movements.
- (10) New England traffic counts will be done at Capen and Denning.
- (11) New England Ped crossing. Enhance the Pedestrian crossing in front of the Winter Park Community Center and the Heritage Center.
- (12) Brookshire sidewalks. Mr. Margraf and another employee are working on the design for the Safe Routes to School Brookshire sidewalk.
- (13) Permanent Bike Parking in Central Park. We may get a brick pad and have ten or twenty bike racks that are in a permanent bike parking place. Mr. Margraf spoke with John Holland, Director of Parks, and explained we want to put 10 or 20 bike racks permanently in one location. Mr. Holland stated he is going to redesign the red pepper tree area and suggested the redesign could incorporate the bike racks. There could be a pad for permanent bike racks. Then when we are hosting the bike valet and people want secured parking we could just cordon it off when we need it and have it open as permanent parking the rest of the time.
- (14) Street bike parking Lincoln Ave. Erin, owner of Breakaway Bicycles, would like a bike rack placed in front of the store. It would take one parking space and give her permanent bike parking in front of her store.
- (15) Garage bike lockers Park Place Garage/Suntrust. There is room in the Park Place garage. The issue for bike lockers is who will administer the program? If we could get a store owner or property owner who supports biking, and they are located by the garage, and are willing to do this, we could provide the infrastructure, the lockers, etc. Maybe the chamber would oversee it. Mr. Margraf stated there needs to be a place that people can go to get the combination, key, or whatever we set up and a flier that explains how the system works.
- (16) Cady Way bike cycle track lane green conflict points. That is on hold. The focus is going to be getting the sidewalks in.
- (17) Lakemont Glenridge Intersection – We are looking at what ideas we might be able to come up with to see what kind of improvements we can make.
- (18) Pedestrian crossing at Pennsylvania/Santiago—Pennsylvania Melrose/Fairfax – we want to do this crossing.
- (19) Bicycle wayfinding – we do have a plan that needs to be modified – there is a meeting at HDR next week. They will talk about connectivity between part of the Orlando trails.
- (20) Train station wayfinding/New England
- (21) Sidewalk along Denning/Fairbanks/Comstock. This is a little piece of a sidewalk. Even though it is not going to be four feet wide I am still going to put it in next to the Holler property on the corner of Fairbanks and Denning Dr.
- (22) Gay Road at 17/92 pedestrian sign
- (23) Relocate power poles from Southwest 17/92 North
- (24) Redesign/reconfigure Denning signals at Morse/Canton and Webster due to additional traffic
- (25) Sidewalk along Executive Drive – trails grant – Greenways and Trails
- (26) Multiuse paths around perimeters of Martin Luther King Park and Ward – Mr. Margraf suggested a path around the perimeter at these two parks?

### **Other Business**

Mr. Margraf reported the following:

- We will install the intermediate sharrows on Palmer.
- We will install sharrows on Winter Park Road when it is repaved.

- SunRail, We will sign a one year deal to have car share (2 cars) at the SunRail station. Orlando is finalizing their contract with the bike share people and then we are going to piggyback off of that. Bike share and car share will be right outside the door of the new train station.

Jill Hamilton Buss suggested we prioritize the needs of children and vulnerable populations. She suggested it be prioritized in this order: #1 school crossings, #2 older adults and people in wheelchairs, and #3 interconnectivity between communities.

#### **Park to Park – March 28, 2014**

Mr. Margraf reported the poster is updated. He spoke with Whole Foods and they will provide snacks the same as last year. The Police Department will also assist in escorting us. We need to promote it and get the posters out. We will use the same route as last year. Tables will be provided for organizations who want to set out their brochures.

**Bicycle Friendly Communities Designation** – This is tabled until the March meeting.

Jill Hamilton Buss stated Maitland is working on marked walking paths. She would like to see marked walking paths in Winter Park and Lake Island Park is one that was identified. She is working on decals like you see on the Cady Way Trail or West Orange Trail. They are expensive but we are planning on paying for them if the City will help us put them down.

Mr. Margraf stated there are a lot of places in Winter Park to create trails.

#### **ADJOURNMENT**

Vice-Chm. Redmon adjourned the meeting at 9:30 a.m. Next meeting is March 11, 2014, 8:30 a.m., Public Safety Building, Chief Raymond E. Beary Community Room (2<sup>nd</sup> floor) at 500 N. Virginia Avenue.

Respectfully submitted,

The Minutes for February 11, 2014 were approved on March 11, 2014

Debra Moore, Staff Assistant