

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

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

April 8, 2014
8:30 am

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

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

EXECUTIVE SUMMARY

- 1. Cady Way Protected Bike Lane Update - Rick Geller**
- 2. Art Festival Update (Bike Valet) March 21, 22, and 23**
- 3. Park To Park Update (Bike Valet) March 28**
- 4. SunRail Trail Update - Forest Michael**

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 March 11, 2014. Ms. Siegfried made a motion to approve the minutes as amended; Mr. Erne seconded the motion; motion carried unanimously with a vote of 6-0.

Cady Way Protected Bike Lane Update, Rick Geller

Mr. Geller stated the main obstacle is how to connect the proposed cycle track to the Cady Way Trail at the eastern-most end. We want to eliminate concerns that bicyclists might make erratic moves to go from eastbound on the cycle track to stay eastbound on Cady Way.

Mr. Geller worked with several firms to explore options that might solve this connection issue.

- Alta Planning, a company which designs and creates communities for safe and healthy bicycling and walking, recommended the changes on the last page of the handout entitled "Proposed East End Treatment - After."
- HDR Engineering and Consulting Firm, Jamie Krzeminski, recommended widening the Cady Way Trail right by the crosswalk so that when you come off the cycle track if there is no bicycle traffic coming by, you could continue onto the crosswalk. It would allow for about 8' for bicyclists to come on and come off the cycle track.
- Mr. Krzeminski also suggested you could use the treatment in the following manner. Between the school flashing sign and the speed limit sign behind it, there is 21 feet; you could move it back between those two and create a light asphalt trail parallel to the sidewalk.

Mr. Margraf stated it is not going to be a continuous movement. It is basically going to be an intersection with stops.

Mr. Geller suggested signage on the cycle track. Chm. Blanton suggested having a raised crosswalk to help prevent people from flowing over to the wrong lane when they get to the end. He also suggested signage and development of the barrier network shown on Mr. Geller's design to keep people on the trail or at the designated crossing.

Mr. Margraf thanked Mr. Geller for his hard work. He plans to take what was presented and look at all four directions where the bicyclists could come from, the maneuvering they would have to make, and what the treatment might be. He will research it and bring the information back to the Board members.

Ms. Portelli asked about the timeline on this project. She has been working with Rick Geller and Forest Michael on behalf of Bike Walk Central Florida (BWCF). She volunteered to help in any way.

The cost estimate for the project without the treatment is about \$45,000. We have \$27,500 committed. We received \$17,500 from the Winter Park Health Foundation.

Chm. Blanton stated there were some safety concerns about the merge of the cycle track back into regular traffic at the trail crossing at Cady Way. Because of this, the Board members decided to explore more options. Mr. Geller has brought some options to us. We can take these options under consideration, get feedback from City staff, and as a Board, we can recommend a course of action.

Ms. Pins was concerned about the trails that are two way on the same side of the road. Sometimes young children veer into the other lane and come straight at you.

II. ACTION ITEMS

Art Festival Update (Bike Valet) March 21, 22, and 23. Mr. Margraf stated 250 bikes were parked. Mr. Hiles and his wife filled in on Saturday morning. There was a lot of positive feedback and comments. The Key Club students did a great job and want to continue this community service work.

Chm. Blanton asked if we had enough parking capacity. Mr. Margraf stated if they ran out of room they planned to expand it using wooden stakes and orange ribbon. People came and went enough that did not happen.

Mr. Margraf reported the bike valet has a permanent location by the red pepper tree on Morse Boulevard right across from the Amtrak Station. Also, we have a bit of money left from the grant to purchase a few more bike racks.

Park to Park Update (Bike Valet) March 28, 2014. Mr. Margraf reported we had 30 riders. It was a great day, we had a nice ride, the police did a great job escorting us, we had a lot of positive comments, and we got more exposure.

Ms. Hamilton Buss suggested Park-to-Park be held in the afternoon. Maybe businesses could offer coupons (ex. get a free drink in a restaurant). She gave an example about a recent business walk to a restaurant with over 300 participants. Mr. Margraf would like to encourage business people to embrace bicycling in Winter Park.

Mr. Margraf stated currently the Park to Park ride begins about 8:30am. Rush hour traffic is almost over and business traffic has not begun, traffic is light. The escorted ride is less impactful to the public and safer for the riders. An escorted ride midday or late afternoon needs to be more thoroughly discussed for its potential impacts.

Mr. Margraf stated we want to have the Bike Valet at the main events. So far Winter Park Key Club has volunteered to assist. The Bike Valet will be set up at the following events:

1. Earth Day. May 3, 2014 from 10 am to 2 pm. The Bike Board was asked by the Keep Winter Park Beautiful Board if we want a table with a representative to distribute Pedestrian/Bike Board information. Rather than having a separate booth, we will incorporate that into the Bike Valet.
2. 4th of July. There is a road race that day. Since we are having the Bike Valet, maybe we could notify Track Shack. If they know bikes would be secure, some of them may want to ride their bike over before the race.

Ms. Siegfried suggested encouraging people to bicycle for Dinner on the Avenue and having the Bike Valet available. It is too late for this year, but maybe next year.

SunRail Trail Update - Forest Michael, Master Planning and Landscape Architectural Consultant, Michael Planning of Florida, Michael.Planning@gmail.com.

Mr. Michael presented on how to connect SunRail Trail to Winter Park's bicycle and pedestrian system. The strategy is to connect all neighborhoods, residents, downtown, commercial areas, employers, and educational and cultural facilities with the Sun Rail Station.

FDOT hired Kittleson and Associates (providers of transportation planning) to do a study. It shows the incidence of bicycle and pedestrian incidents where people were injured in Winter Park. The Kittleson study shows the deficiencies in the Winter Park system.

Mr. Michael set up a meeting on April 30, 2014, from 9–10 a.m. at the Winter Park Chamber Welcome Center. It is open to everybody. He invited the top planners and the bicycle pedestrian coordinator at the FDOT Planning Office to come and visit with us on the topic of how to connect to SunRail. Pedestrian/Bike Board members and City staff are welcome.

Chm. Blanton stated the meeting on April 30 is an information session for FDOT. This meeting falls under Sunshine Law if two or more of the Board members are in attendance and wish to speak. If this is the case, we need to ask staff to notice it and publicize it. Mr. Geller will talk about the concept and opportunities for FDOT funding.

City Commission Presentation. Chm. Blanton suggested once a year the Board go in front of the Commission with an update on our accomplishments, concepts we continue to advance, and ask for their guidance and direction. Ms. Hamilton Buss mentioned it is important for the City Commission to have a real understanding of pedestrian/bike issues including the big picture and implications of SunRail connectivity.

Mr. Margraf is going to send a request to Michelle del Valle, Assistant City Manager, and ask that the Pedestrian/Bike Board make a presentation to the City Commission about an overall Bicycle and Pedestrian Comprehensive Plan/Transportation Plan.

Mr. Margraf mentioned there are some things that are going on right now that could affect our plan. One is the development that is on the east side of 17/92 at Lee Road. Is the Lee Road extension going to go through to Denning Dr.? Traffic studies are being conducted in that area. There is a group of people that are totally against that. The updated study counts and study on Denning Dr. will help determine how many lanes Denning Drive will have.

Mr. Margraf informed the Board members about an employee long term parking program for downtown employees. We are offering hangtags to employers for their employees. They will be able to park in 5 designated parking areas all day during their working shift.

Shared Lane Markings. Mr. Erne stated sharrows are a cost effective way to encourage responsible cycling. He would like our Board to put together a strategy on the application of sharrows in Winter Park. Currently, sharrows are on Palmer (2008) and more will be added. In December, the Board approved the application to Winter Park Road/Glenridge. Mr. Erne listed some roads to consider: Phelps Ave., Interlachen Ave., Morse Blvd., Denning Dr., Webster Ave., and add more sharrows on Palmer Avenue. Ms. Hamilton Buss added she would also like to consider Lakemont Avenue. Chm. Blanton mentioned the map acknowledges shared lane markings on most of those streets.

Mr. Erne asked for a list of repaving projects. Mr. Margraf stated when paving starts up again shared lane markings will be considered.

Chm. Blanton mentioned if we start applying sharrows in a few corridors to get people to use them and recognize that it is a cycle corridor, over time it becomes easier to take it to the next step because you have now defined it as a cycle corridor. Using banners and signage will also help. It could be part of a five or ten year plan to start putting in those types of preferential treatments for cyclists. It sets the foundation.

Mr. Margraf stated the shared lane application for preformed thermoplastic marking is \$350.00 each. He spoke with our Streets Division. The plan is for Mr. Margraf to get the correct marking and streets will make the stencils and paint them on.

Mr. Geller stated Portland, Oregon, staggers the shared lane markings so you have your eastbound sharrow and your westbound sharrow staggered.

Mr. Erne stated it would be valuable to have information when the roads were last paved.

Ms. Hamilton Buss asked if there was research on how motorists respond to shared markings. Chm. Blanton will obtain some information for the Board members. It has only been 5 years since they were officially sanctioned so they are not yet in widespread use. Mr. Erne saw a Florida study. The two takeaways were they move cyclists further from the curb, closer to the center of the lane and the distance that motorists are passing increases.

Other Business

Signs in Winter Park. Mr. Margraf stated we are told we have too many signs in Winter Park. When the presentation comes to the City Commission and sharrows get brought up, perhaps it would help to have a slide showing the sharrow marking and the appropriate sign together.

Mr. Margraf stated the back of signs are the perfect opportunity to put short small symbols or messages out there (ex. “yield to pedestrians”).

Articles/Campaigns. Ms. Hamilton Buss stated in addition to signs we could have a campaign or write articles. Mr. Margraf mentioned there are opportunities to publish articles in various places. After the article is written, Ms. Howard, Communications Director, will look at it for us. Ms. Hamilton Buss volunteered to write the first one. She suggested the Board members take turns submitting articles.

ADJOURNMENT

Chm. Blanton adjourned the meeting at 9:45 a.m. Next meeting is May 13, 2014, 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