

**The CITY OF WINTER PARK
PEDESTRIAN AND BICYCLE ADVISORY BOARD
WORK SESSION**

**Commission Chambers
401 Park Ave. So.**

**November 17, 2014
3:30 pm**

The work session was called to order by Chairman, David Erne, at 3:40 p.m.

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

Absent: Susan Pins and Terry Bangs

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

Pilot Program/Starter Project/Demonstration Project. Mr. Fenton stated a pilot or starter project helps you to clear a whole host of mini hurdles. Discussion was held about various projects: Curb extensions at intersections, mini-circle stops, parklets and pop-ups, median islands, bike stop box, roundabouts, and protected bike lane.

Curb extensions at intersections. Bike parking can be placed in a curb extension. It is very important at major pedestrian crossings. Use paint, maybe with reflective texture and then reflective bollards. Planters are being used more around the country. Planters are even used as separators on some protected bike lanes.

Mini-Circle Stops. Raised circular islands constructed in the center of a residential street intersection. It is a traffic calming design.

Parklets and Pop-ups. A small space serving as an extension of the sidewalk to provide amenities and green space for people using the street. Use them in a downtown district or a place that has a parking lane where you want traffic calming, to widen the sidewalks at a key location, and/or to create a social space. They can be fully removable; you can move them around the community as part of a program. You can also pair them with occasional street closures. You may lose a parking space or two depending on how big it is.

Median Islands. This is a powerful tool used as a pedestrian refuge or a traffic calming device.

Bike Box. Intersection safety design to prevent bicycle/car collisions. It is an outlined box and includes a bike symbol on the inside.

Roundabouts. A type of circular intersection in which road traffic flows continuously in one direction around a central island.

Cady Way protected bike lane project. Mr. Geller stated it is a bi-directional cycle track with counter-flow bike lanes; cyclists and motor vehicles come toward each other. He suggested the answer is a high visibility treatment through the intersection. Drivers see the signage, decals and arrows are at the intersection, and cyclists have traffic controls. Cady Way is not signalized. You may need stop signs and to figure out what to do for traffic control. You might have to put hard stop signs on the cycle track at those intersections.

17/92. Mr. Margraf mentioned a study was done on 17/92 where both sidewalks on that road, because the outside lanes are 15 feet and were to be widened to 10 feet. That is still sitting out there and it is a partner plan to the Lee Road extension going on with the Whole Foods Development. Mr. Margraf is discussing periodic islands for pedestrians in the middle lane where periodic crashes occur. He stated the bike lanes will eventually go away on 17/92 and be relocated to the parallel corridor which is Denning Drive.

Mr. Fenton suggested three publications to consider as guidelines.

1. NATCO (National Association of City Transportation Officials) looks at best practices and case studies from all over the country. They have on the ground projects that show pre and post trip data. It is both an urban street design guide and a bikeway design guide. They compiled evidence based and best practices for urban street guidelines. They show various ways to treat specific situations.
2. AASHTO (American Association of State Highway and Transportation Officials).
3. "Rethinking Streets" has a lot of case studies where they have pre and post data.

Mr. Margraf said this discussion has good timing because our Comprehensive Plan spells out what documents to use and it is being rewritten now to be adopted at the end of 2015 or beginning of 2016.

Land Use. Mr. Fenton stated the land use needs to change. You have to build the capacity so people don't feel compelled to drive everywhere. He suggested having the land use planning and the ordinance reflect the outcome you are looking for. Design businesses as a piece of a thread (ex. use shared parking or shared entry).

Mode Split defined--separating (splitting) the predicted trips from each origin zone to each destination zone into distinct travel modes. Mr. Fenton stated mode split should be your ultimate goal. That is where you start to alleviate your problems. Think about adding mode split to your comprehensive plan. It is long term but we need to think long term. Mr. Fenton said you have to be holistic or it does not change transportation behavior (mode shift). The goal is community health (economic, environmental and public health). If you are going to do that you do have to talk about the networking.

Mr. Fenton suggested the following action.

1. Come up with demonstration projects (from prioritized list).
2. Talk about the process level changes (level of service).
3. Change the review process. Create a process that will be replicable and predictable for the developer. Start with the multi-modal transportation analysis (MMTA). Include all four modes of transportation (pedestrians, bicycles, transit and motor vehicles). Don't allow the level of service to be the only measure of the performance of the road.

Funding. Mr. Margraf recommended bringing in our City Planner or our Director of Economic Development to attend our Board meeting and explain how the funding works. Where do Winter Park's transportation dollars come from?

Multi modal network plan. Mr. Forrest Michael suggested using a multi modal network plan instead of thinking project wise. Think in terms of the full analysis. Mr. Michael also spoke about a trail along Sun Rail and mentioned we need to connect all our neighborhoods into everybody else and that needs a network model not just a rail and trail model.

Bicycle Circulation Plan. Chm. Erne said the next step for the Bicycle Circulation Plan is to prioritize our projects and ask the City Commission to adopt the update. Mr. Margraf said there are three big projects on the list: St. Andrews Trail (south side), Brookshire Sidewalks, and Bicycle Wayfinding.

Project List (hierarchy). Mr. Fenton stated the projects that are doing the most to make a major transportation mode shift move to the top of the list. That is why the level of service performance measure becomes important because the ones that score highest on enhancing multi-modal performance move to the top of the list.

Morse Boulevard treatment. Chm. Erne stated we were looking at sharrows with wayfinding but would a cycle track be a better treatment? Mr. Fenton said a cycle track would be a better treatment because it will get more users and it would be an awesome demonstration project. It becomes a major transportation mode shift opportunity.

The process. How do we integrate what we are trying to achieve with the current processes? Mr. Fenton suggested the following:

1. Create a prioritized list.
2. Review pending development.
3. Choose maximum mode shift projects as you prioritize projects.

Quality of Life. Mr. Fenton stated we need to keep painting the picture about the quality of life--healthy corridor designs for a higher quality of life to include pedestrians, bicycles, transit and motor vehicles. When designs are done the right way it also makes it better for drivers. Everybody knows how to use Park Avenue but you want Denning and other streets to be used like Park Avenue.

Temporary road closures. Mr. Margraf suggested trying some temporary road closures. He said Sunday is probably the least busy time. We need other activities to draw people to downtown on their bikes--that is partly why we have the bike valet. He suggested we can take a couple of parking spaces and use them temporarily. Ms. Dang suggested closing a side street such as Morse Boulevard. Pick a block with businesses on the side streets and that way you could still keep Park Ave open. The epicenter of Park Avenue is between New England Avenue and Lyman Avenue. You have businesses and popular restaurants on both sides.

Mr. Fenton stated the demonstration projects spoken of above have relatively low cost and are reversible. Also, they are pump primers for the change piece. The ultimate goal is mode shift. Also, remember the prioritized list that can show the 6 primary corridors and also the critical short links. Parks, schools, senior housing, and shopping should be high on the trip generation list. Mr. Margraf suggested it would be really nice if you could connect all the parks.

Mr. Fenton suggested steps to take for performance measure. Create a work group including Public Works, Planning, Economic Development and possibly some outside expertise (a mixed representation). The City Commissioners asked for a recommendation to filter and measure a project or a street based on something that is more sophisticated and reflective of your desire to build a healthy community than just level of service.

Scoring Systems. Mr. Fenton reported that Sprinkle did a Pedestrian and Bicycle Level of Service Measure. Toole Design Group and Alta Planning + Design are both bike/pedestrian oriented companies and you can look at their scoring system. Ian Lockwood works for Toole Design Group in the Orlando area.

Ms. Hamilton Buss mentioned a bicycle and pedestrian scoring sheet that Metro Plan uses. It is broken out as follows: non-motorist trip demand, type of accommodation, connectivity, intermodal, local plans and project readiness. She will e-mail it to the Board Members.

Other suggestions/information from Mr. Fenton:

- Make a concrete list of ways you can increase bicycling (provide sufficient bicycle parking, access into and out of the facility, on-street accommodation). Do the same with pedestrian and transit.
- The new Institute of Engineering and Technology (IET) trip generation manual takes transit into account and they have a section specifically on transit.
- Use the title "active transportation coordinator" for the full time bike/pedestrian coordinator.
- Use of new term "Active Transportation Board" which includes walking, biking, transit and automobiles.
- Complete a network analysis.

Other business:

- Questionnaire. Mr. Redmon would like a questionnaire to go out to the residents to see how they think about biking or walking in the city. Mr. Margraf stated we can do an on-line survey.
- The New Urbanism Conference Congress for the New Urbanism (CNU) is in February, 2015 in Orlando. Ms. Hamilton Buss suggested getting the Chamber of Commerce and Loco Motion to work with CNU to add a bike tour. Mr. Geller mentioned the possibility of a bike tour of Winter Park and Baldwin Park that Friday.
- Suggestion: do a tactical urbanism where you could show a demonstration between the Train Station and a restaurant such as "The Coop".

ADJOURNMENT - Chm. Erne adjourned the meeting at 5:30 p.m.

Respectfully submitted,

The minutes for November 17, 2014 Work Session were approved on January 13, 2015.

Debra Moore, Staff Assistant