

**Workshop with Mark Fenton  
Pedestrian/Bicycle Board and Sustainability Board  
Winter Park Chamber of Commerce, Community Room, 1<sup>st</sup> Floor  
151 W. Lyman Avenue  
May 27, 2015**

**City of Winter Park Staff Present:** Troy Attaway, Public Works Director; Dori Stone, Director, Economic Development/CRA; Lindsey Hayes, Senior Planner, Planning and Community Development; Abby Gulden, Community Development; Butch Margraf, Public Works Dept.; Keith Moore, Public Works Dept.; and Debra Moore, Public Works Dept.

**Pedestrian/Bike Board Members Present:** David Erne, Jill Hamilton Buss, Tom Hiles, Scott Redmon, Duane Skage, and Karen McGuire

**Sustainability Board/KWPB Members Present:** Michael Poole, Sally Miller, Bruce Thomas, Raymond Randall

**Present:** Mark Fenton, National Public Health, Planning, and Transportation Consultant; Jamie Krzeminski, HDR; Rick Geller, Bike Walk Central Florida; Lisa Portelli, Winter Park Health Foundation; Forest Michael, Michael Planning of Florida; Tara Gold, Healthy Central Florida.

Jill Hamilton Buss introduced the guest speaker, Mark Fenton, National Public Health, Planning, and Transportation Consultant.

Ms. Hamilton Buss stated a couple of things we want to accomplish are to look at long-range plans, what priorities to tackle and how to make the priorities happen (funding).

Mr. Fenton started out by saying, we know we should be physically active, but telling people to exercise is not working. Building communities where physical activity is a part of daily life does work. The Surgeon General is making a call for implementation for more physical activity.

If you are serious about increasing non-motorized transportation the research suggests four elements that characterize those settings. You need to be thinking on all of these scales. Also, keep in mind that transit is a critical part of the network.

1. Greater variety of different kinds of land use in proximity.
2. Connectivity of the network of facilities. Connect everything together (ex. sidewalks, sharrows).
3. Site design. (ex. details such as size of sidewalk, more boulevards, tree canopy).
4. Safety and access. Use of best practices to make it as safe as possible for everyone including motor vehicles (ex. traffic calming treatments, roundabouts, roadway treatments, stripping, sidewalks, median islands, midblock crossings and how they can be signalized).

Mr. Fenton mentioned two ways projects get completed.

1. Opportunistic. Know precisely what is coming up. Then ask two questions: Could we make this street a little more complete? Has a complete streets analysis been done?
2. Set money aside.

Ms. Portelli suggested looking at where cyclists are riding on the sidewalks. Then consider options such as the 8 and 10 foot path that can turn our sidewalks into multi use paths. We need some of that special type of infrastructure. We can look at what roads to prioritize for that.

Mr. Fenton suggested the following:

- The transportation network is about moving people, goods and services, not just parking cars.
- New standards should be set and applied universally; if you do not grant waivers, it is easier to stick to your guns.
- Cost benefit analysis is good for the developer and the community. It might cost the developer something but the community gets something out of it—less traffic. Make it all inclusive including community costs.
- Get the developers involved in conversations.
- Build flexibility into your models. Look at what is presently taking place for development in that area and you can anticipate what the future holds.
- A culture shift needs to take place. Offer more education. You need to build community support for some of the projects.
- Change ordinances going forward so you have a higher expectation when you do have development issues.

**Parking.** Ms. Stone stated from the planning side we do look at parking for each project. Nothing makes this community more upset than an inability to park their car. An example of this is Trader Joe's on 17/92. Even though Winter Park car parking regulations were adhered to, residents were displeased with the amount of parking available.

Ms. Stone mentioned before the property was redevelopment across the street from Trader Joe's, she worked with the developer to address bike parking, a pedestrian crosswalk, and more safety at the intersection.

Ms. Stone stated visioning is a very big picture. We want a safe environment that interconnects our neighborhoods, parks, schools, etc.

**Shared parking.** Parking can be shared with other parking areas in the community. However, there are places where shared parking works and places it will not work. You cannot view it in a vacuum. A shared parking example in Winter Park is the Alford Inn and All Saint's Episcopal Church. They worked out a collaborative parking agreement.

**Writing the Code.** Mr. Fenton suggested thinking about what needs to be written in the code. If not presently included, add parking standards for bicycles and cars. Ms. Stone mentioned one of the concepts we are working on is design standards for our arterial and collective corridors throughout the community. The way the visioning exercise works is that it tiers into the comprehensive plan which tiers into the land development code. This is the first step in creating new design standards.

Mr. Fenton stated as an example: for a neighborhood who opposes sidewalks, perhaps a coalition of their peers, a sustainability or pedestrian/bike advisory group, and/or someone in economic development side need to be involved.

**Key destinations/partners.** Mr. Fenton suggested to start partnering with critical locations in the community such as the local YMCA and schools. Have them help identify key routes to their locations. Schools typically have traffic flow and parking issues. This involvement might change the tenor of the conversation.

Mr. Attaway mentioned the Pedestrian/Bike Board initiated an update to the Wayfinding and the first part of that is identifying/updating what are our key facilities.

**Complete Streets.** Mr. Fenton stated a complete streets resolution invites you to think as a community about what implementation really means.

A form/checklist can be created which will identify what is to be considered during the development process. Suggestion: Make people opt out of things rather than opt in.

Ms. Portelli stated the passage of a complete streets resolution and policy can affect a variety of planning and policy documents. It can take years to carry it through, pass the policies, and get the work done. The State of Florida passed a complete streets policy and they are in implementation workshops throughout the state. The workshops target staff at DOT and the county levels on understanding what implementation means. The State of Florida hired the National Complete Streets Coalition to assist them. Metroplan Orlando formed a complete streets steering committee. They along with Bike Walk Central Florida, received a proposal from the National Complete Streets Coalition to assist our region in the implementation of complete streets.

If the City of Winter Park, City of Maitland and the town of Eatonville are interested in those workshops, the Winter Park Health Foundation may consider funding a part of that proposal. Metroplan is also considering it. Ms. Portelli stated it is a new day at FDOT and we need to get on board with that.

**Bike Parking vs. Car parking.** A shift in the community has not been made to say that bike parking is more important or as important as car parking.

Mr. Fenton stated the transportation element encompasses all modes and becomes much more multi-modal. We need to vet these things publically. The Commissioners will be the policy makers.

#### **Action List**

1. Host complete streets training. Generate a complete streets development checklist.
2. The Comprehensive Plan will be updated in 2016. Update it with the following:
  - Active Transportation elements
  - Land Use Element. Where is redevelopment happening? Include density and mixed use.
3. Have a representative of the Pedestrian/Bicycle Board attend all relevant Commission meetings.
4. Update sidewalk and bike inventories/network. This can go into the Comprehensive Plan.

Mr. Fenton stated what has been shared at this meeting seems to suggest we are in a new era and there should be a different level of receptivity and expectation. As we get new knowledge we change expectations.

Respectfully submitted,

The Minutes for May 27, 2015 were approved on July 14, 2015.

Debra Moore, Staff Assistant