

Agenda

February 9, 2023 @ 1:00 pm

City Hall - Commission Chambers 401 S. Park Avenue

welcome

Agendas and all backup material supporting each agenda item are accessible via the city's website at <u>cityofwinterpark.org/bpm</u> and include virtual meeting instructions.

assistance & appeals

Persons with disabilities needing assistance to participate in any of these proceedings should contact the City Clerk's Office (407-599-3277) at least 48 hours in advance of the meeting.

"If a person decides to appeal any decision made by the Board with respect to any matter considered at this hearing, a record of the proceedings is needed to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based." (F.S. 286.0105).

please note

Times are projected and subject to change.

agenda time

1. Call to Order

2. Presentation

a. Audubon Park Main Street Program - John Rife

15 minutes

3. Discussion Item(s)

a. Transportation Master Plan Update by Patel, Greene & Associates

1 hour 30 minutes

4. Adjournment



item type Presentation	meeting date February 9, 2023
prepared by Rene Cranis	approved by
board approval	
strategic objective	

subject

Audubon Park Main Street Program - John Rife

motion / recommendation

background

alternatives / other considerations

fiscal impact



item type Discussion Item(s)	meeting date February 9, 2023
prepared by Hongmyung Lim	approved by Michelle del Valle, Randy Knight
board approval Completed	
strategic objective	

subject

Transportation Master Plan Update by Patel, Greene & Associates

motion / recommendation

background

alternatives / other considerations

fiscal impact

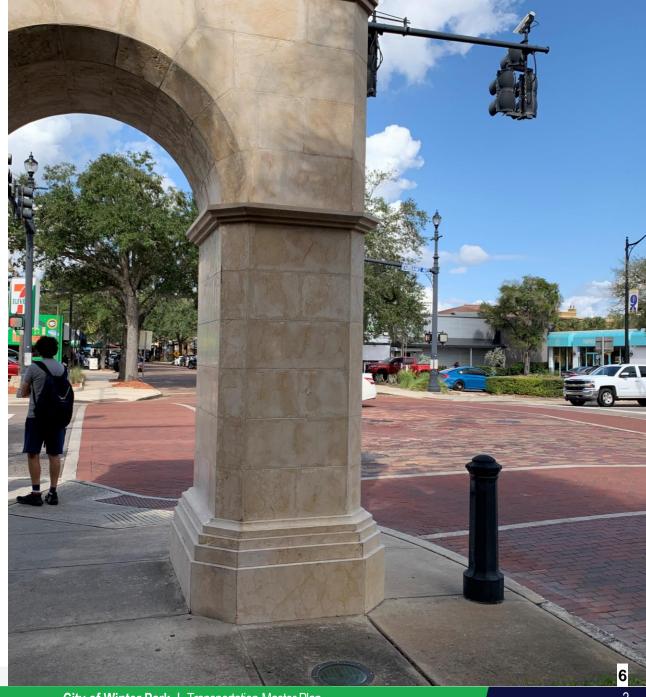
ATTACHMENTS:

 $Winter Park TMP_Presentation 1_Commission_final.pdf$



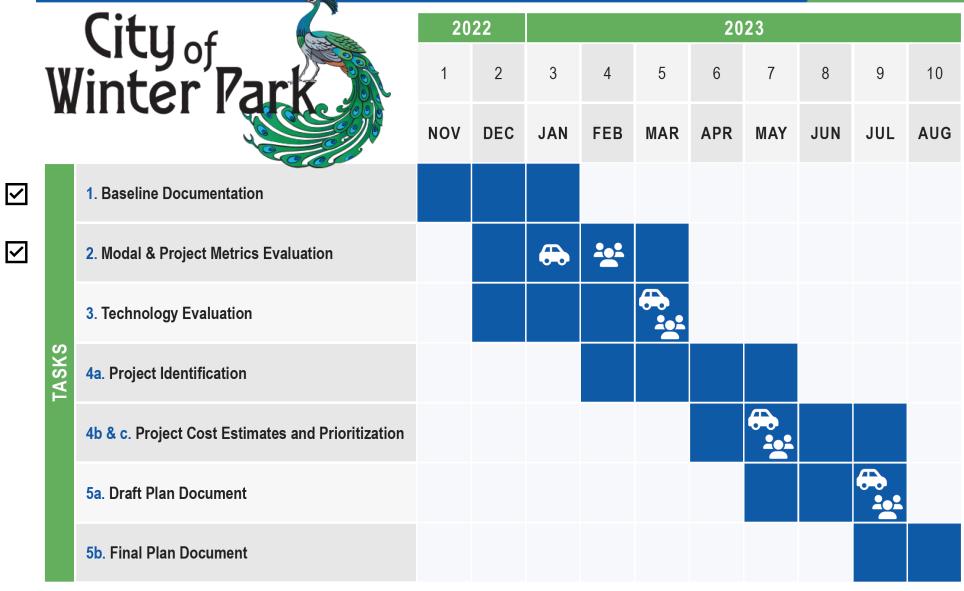
Today's Presentation

Review Transportation Master Plan Process & Goals Review Existing Conditions Introduce Metrics to Analyze Existing Conditions Chart the path towards a 20+ year program of projects





Transportation Master Plan Project Schedule



TENTATIVE

Comprehensive Plan

Goal 2-1: Balanced Transportation System

• Objective 2-1.1: Safe & Balanced Multimodal System.

Goal 2-2: Safe Transportation Network

• Objective 2-2.1: Safety for All Modes of Transportation.

Goal 2-3: Pursuit of Technology & Innovation.

• Objective 2-3.1: Innovative Transportation Infrastructure.

Goal 2-4: Funding Opportunities.

• Objective 2-4.1: Funding Partnerships.





Existing Programs & Policies

ADA Transition Plan

Traffic Calming Policy

SR 426 Coalition

Denning Street improvements

Vision Zero – MetroPlan Orlando

SunRail





Context

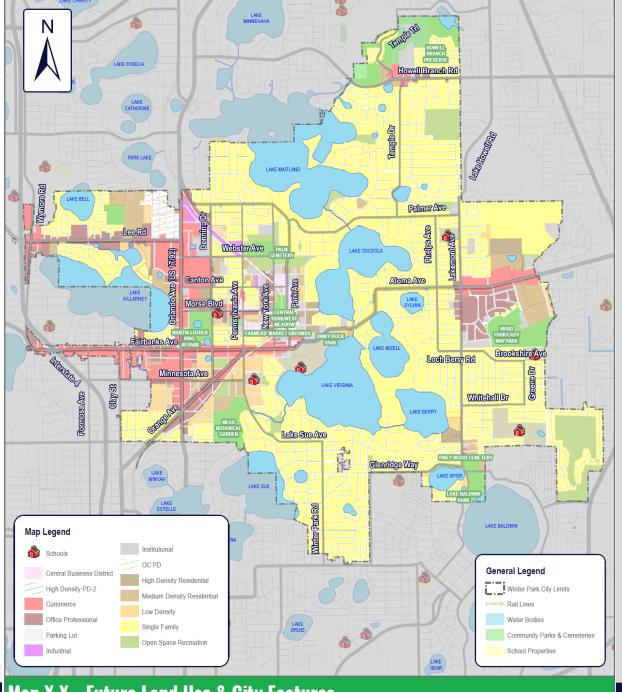
Established Street Network

Vibrant Downtown

Historic Neighborhoods

Lakes Constrain East-West Travel

Schools





Existing Transportation Networks

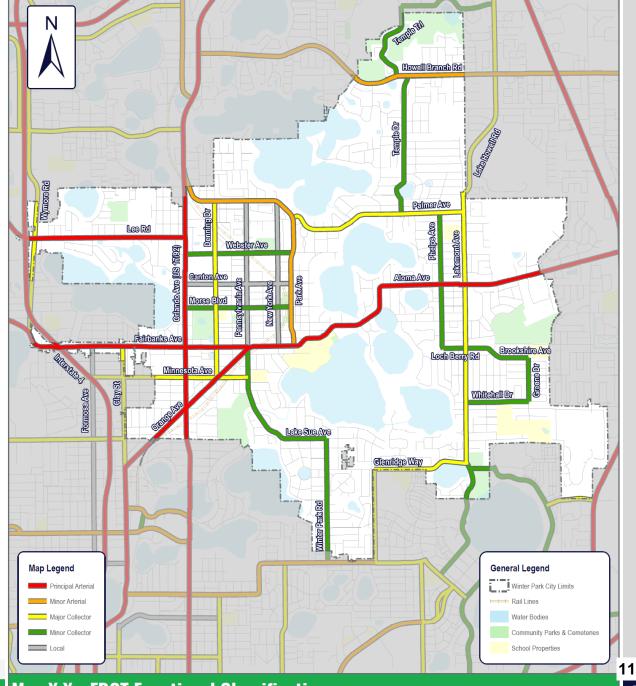
Streets

- **Functional Classifications**
- Posted Speed Limits
- Freight Routes & Maintenance Jurisdictions

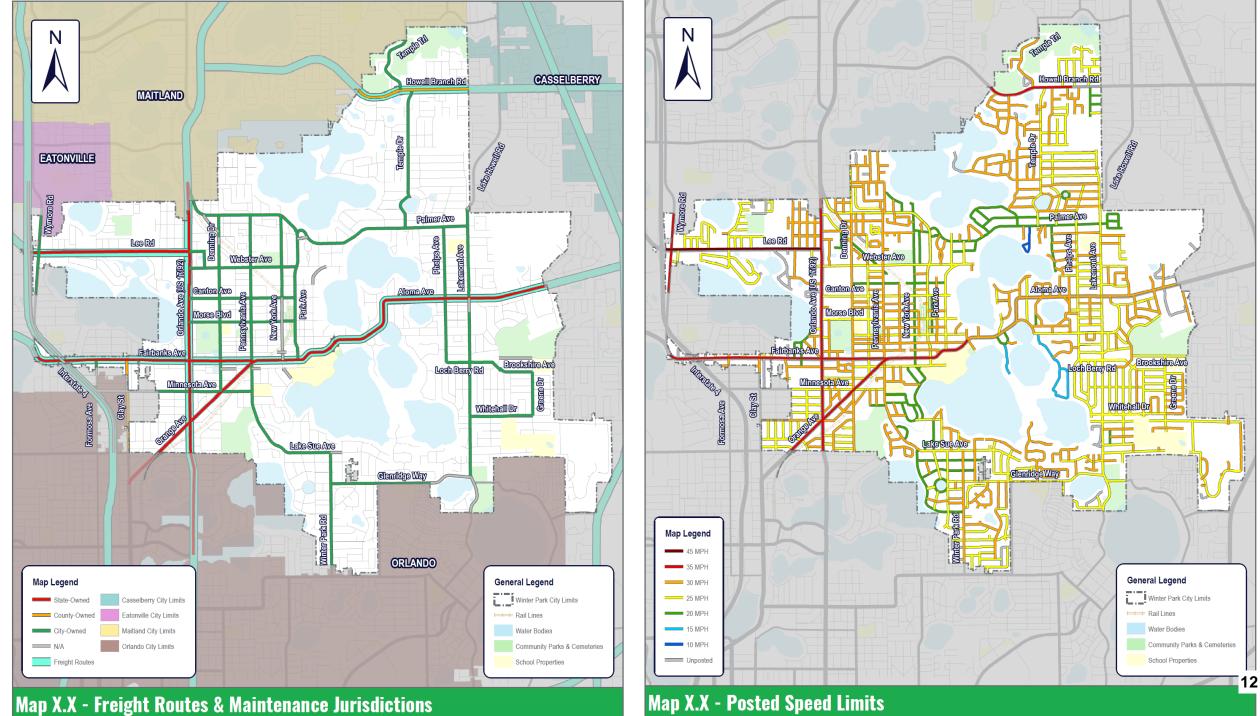
Sidewalks

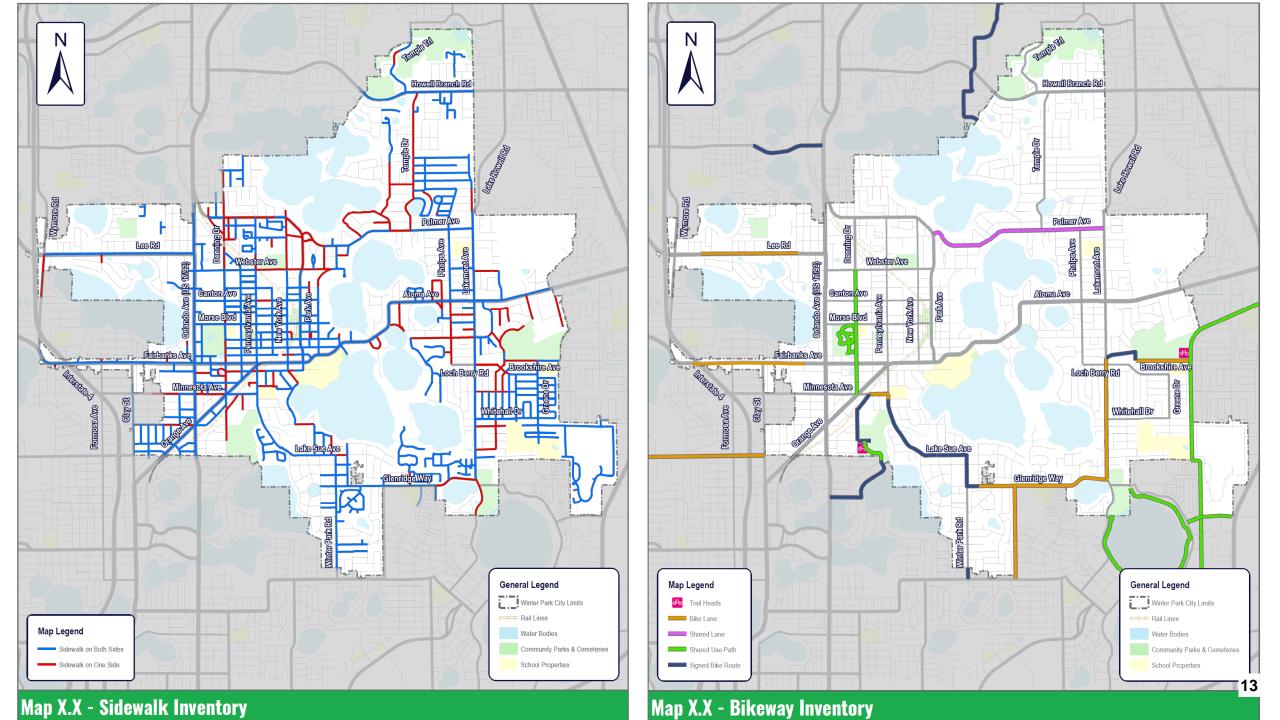
Bikeways & Trails

Transit Routes









Transit Routes

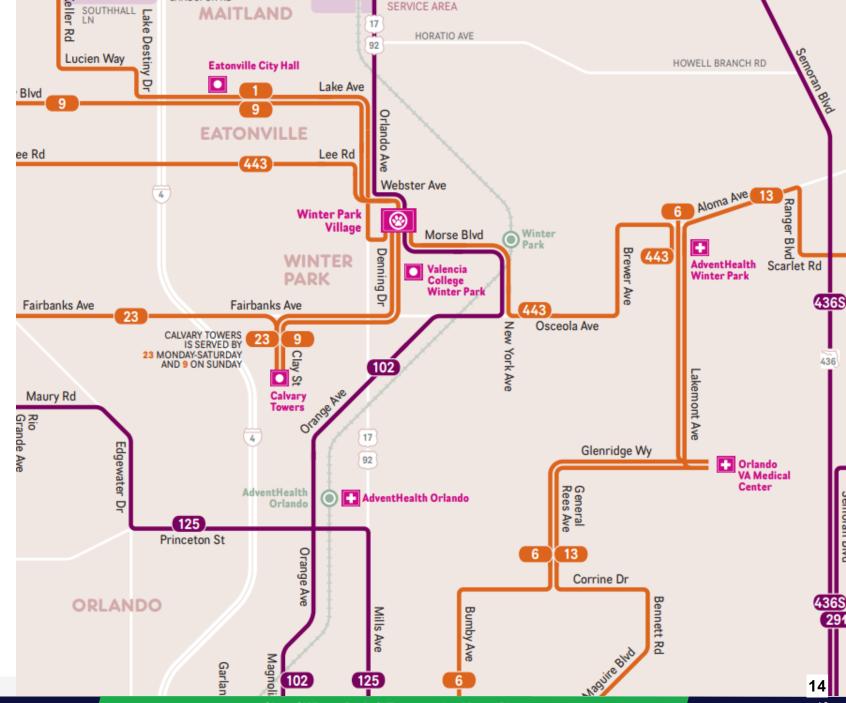
SunRail

LYNX 30-minute service

Route 102 (Orlando – WP Village – Fern Park)

LYNX 60-minute service

- Route 1 (WP Village Maitland Altamonte Mall)
- Route 6 (Runs along General Rees Ave, Glenridge Wy, and Lakemont Ave)
- Route 9 (Calvary Towers WP Village Rosemont)
- Route 13 (Runs along General Rees Ave, Glenridge Wy, and Lakemont Ave)
- Route 23 (Calvary Towers Rosemont Springs Village)
- Route 443 (Advent Health WP Village Rosemont)





Metrics – Analysis of Conditions

Network Connectivity (Proactive)

- Pedestrian Latent Demand
- Level of Traffic Stress

Traffic Safety (Reactive)

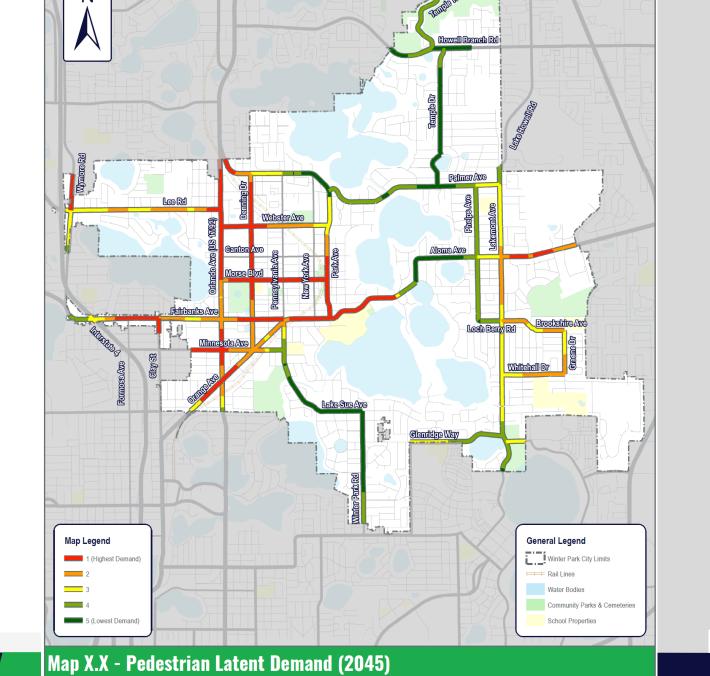
- Motor Vehicle Crashes
- Pedestrian and Bicyclist Crashes

Travel Time Reliability (Operations)

- Motor Vehicle Traffic Volumes
- Motor Vehicle Traffic Level of Service

Pedestrian Latent Demand – the land use mix likely to encourage walking, based on 2045:

- Employment
- Population
- School Enrollment



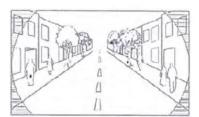


Pedestrian Level of Traffic Stress

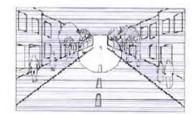
FDOT LTS for people walking, based on:

- Sidewalk present on both sides? No > LTS 4
- Posted speed limit?
- Is there separation?
- Is there vertical separation?
- In general, sidewalks on both sides with lower traffic speeds and more separation/buffer from the roadway is preferred

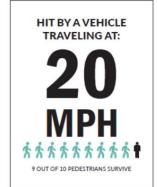
WHY SPEED MATTERS



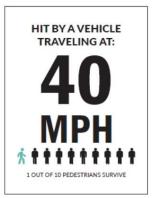
FIELD OF VISION AT 15 MPH

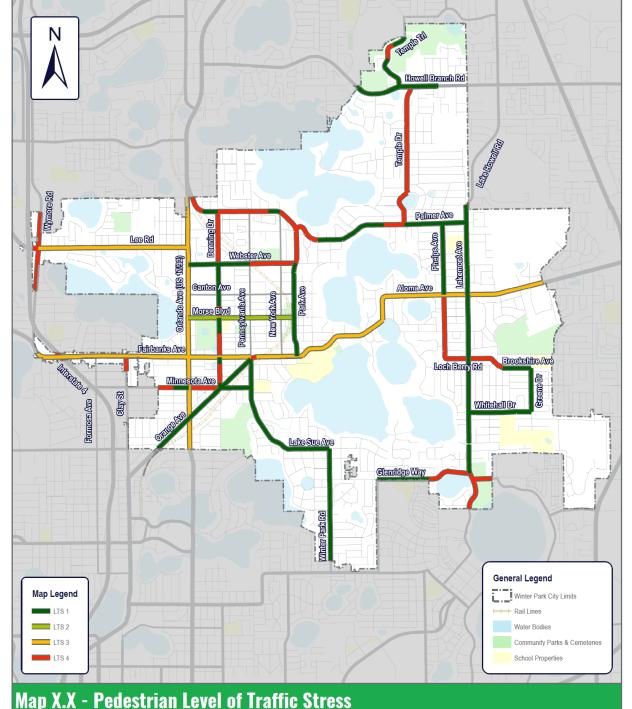


FIELD OF VISION AT 30 TO 40 MPH

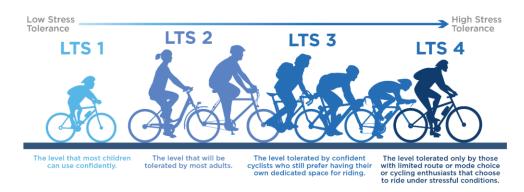








Bicycle Level of Traffic Stress

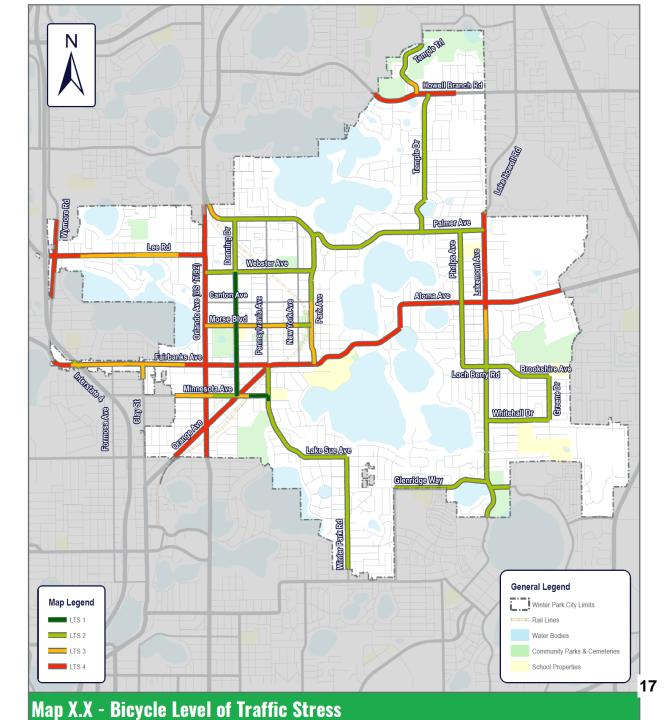


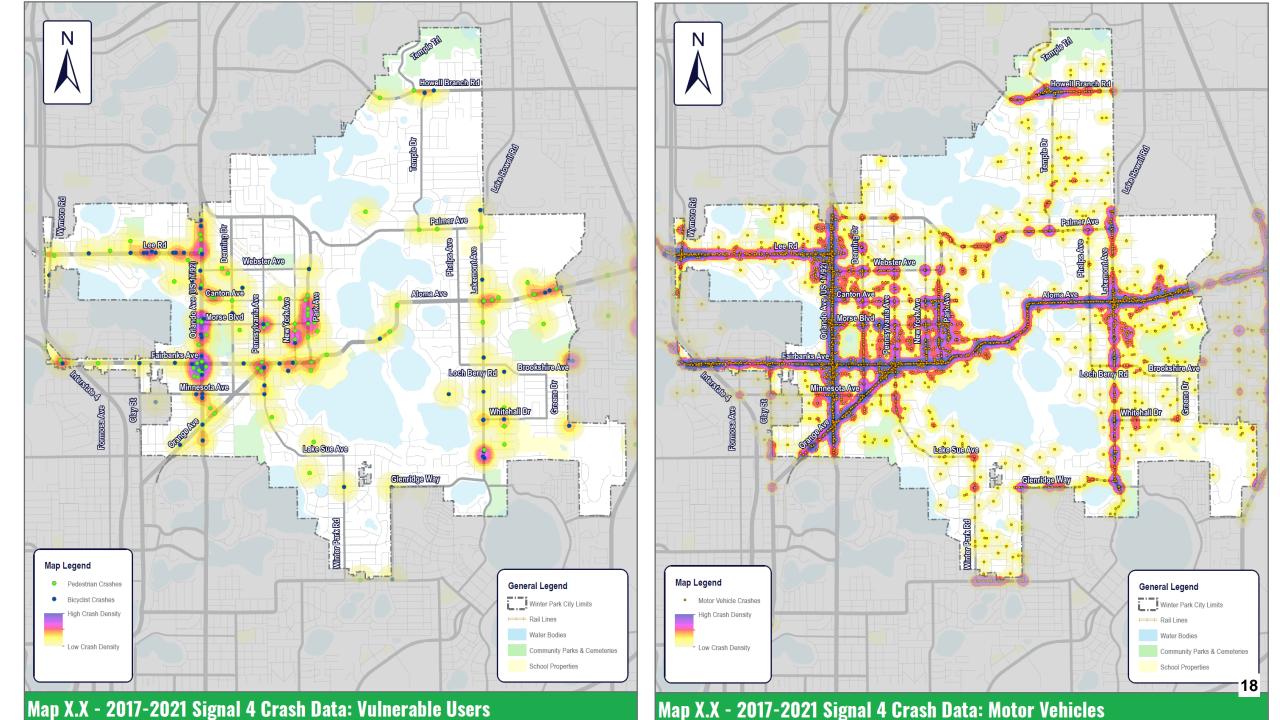
FDOT LTS with no existing bikeway facility based on:

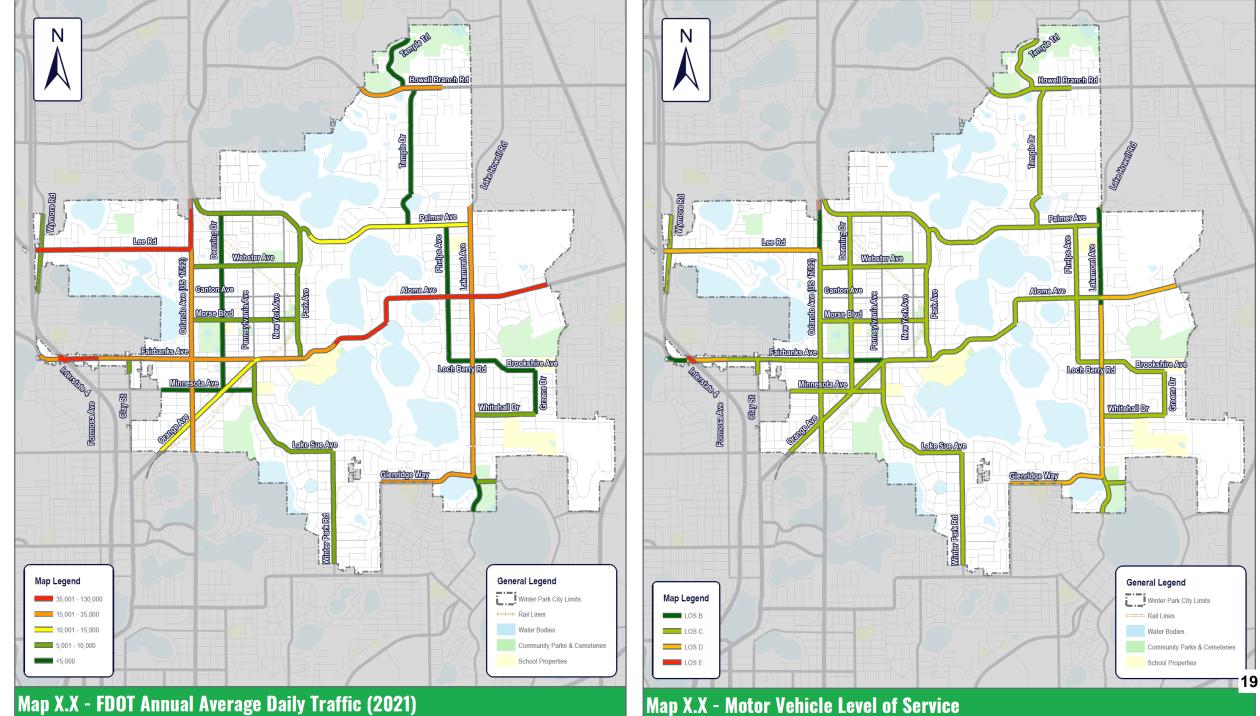
- What is the posted speed limit?
- How may travel lanes?
- How many motor vehicles?
- Is the land use commercial or residential?
- In general, low speed and low traffic streets are preferred when there is not a dedicated bicycle facility

FDOT LTS with an existing bikeway facility based on:

- Is there a pathway? Yes > LTS 1
- Is there a bike lane? How wide is it?
- In general, more separation from traffic is preferred for bicycle facilities







Map X.X - Motor Vehicle Level of Service

Jan 30th Transportation Advisory Board

Advised to consider the following factors:

- Elderly people on foot.
- Future demographics.
- Technologies such as electric and connected vehicles.

Topical issues discussed:

- Tools to address traffic speed.
- Calculation of Level of Traffic Stress for bicyclists.
- Guidance toward latest best practices and design standards.
- Access to SunRail.
- Pass-through traffic.

Note from discussion:

Transportation Master Plan will provide high-level list of prioritized projects with cost estimates, but not detailed design alternatives for individual locations.



Next Steps: Implementation

Identify Strategic Ideas & Projects

Establish 20-Year Work Program

Prioritize Projects

Align Funding Sources

Evaluate Progress





| Strategic Ideas

Greenways

- Connected Routes
- Crossings
- Brick Streets

Technology

- Operational Reliability
- Signals Coordination
- Transit Integration



Lane re-allocation to install buffered bike lanes & enhanced crossing as part of resurfacing project in St. Petersburg, FL - Dr. MLK Jr. Street at 13th Avenue N



Existing Technology Review

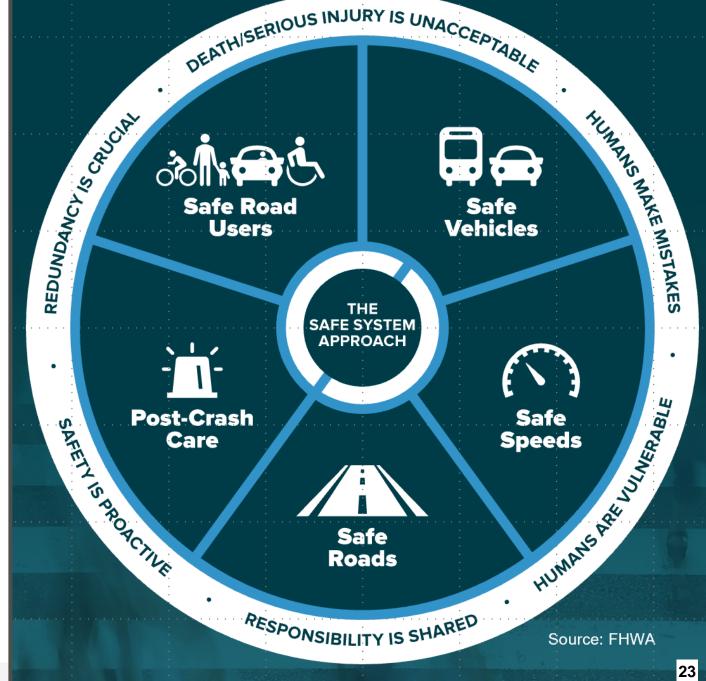
Pedestrian Safety Electronic Features

Pedestrian Roadway Access/Connectivity

School Safety Zones

Special Event Management

Traffic Signals Operations & Pre-emption





The Technology/Safety Toolbox



Pedestrian/Bicyclist



Bicycle Lanes



<u>Crosswalk Visibility</u> <u>Enhancements</u>



<u>Leading Pedestrian</u> <u>Interval</u>



Medians and
Pedestrian Refuge
Islands in Urban and
Suburban Areas



Pedestrian Hybrid Beacons



Rectangular Rapid Flashing Beacons (RRFB)



Road Diets (Roadway Configuration)



<u>Walkways</u>

Transportation Master Plan Project Schedule



