

THE TOWN OF
Windermere



Long Range Planning Committee

Chair: Roger Gatlin

John Fitzgibbon

George Roat

George Dubois

Ed Bordelon

Molly Rose

Lloyd Woosley

Council Liaison: Chris Sapp

Agenda

Agenda

October 22, 2019

6:00 PM

WINDERMERE TOWN OFFICES

Robert Smith's office

614 MAIN STREET.

WINDERMERE, FL 34786

PLEASE TURN OFF ALL CELL PHONES AND PAGERS

PLEASE NOTE: IN ACCORDANCE WITH F.S. 286.26: Person with disabilities needing assistance to participate in any such proceeding should contact the Office of the Town Clerk at least 48 hours beforehand at (407) 876-2563

Pursuant to Resolution No. 2005-12 adopted on December 13, 2005, the following Civility Code shall govern all proceedings before the Town of Windermere Town Council:

1. All electronic devices, including cell phones and pagers, shall be either turned off or otherwise silenced.
2. Prolonged conversations shall be conducted outside Council meeting hall.
3. Whistling, heckling, gesturing, loud conversations, or other disruptive behavior is prohibited.
4. Only those individuals who have signed the speaker list and/or who have been recognized by the Mayor (or Chair) may address comments to the Council.
5. Comments at public hearings shall be limited to the subject being considered by the Council.
6. Comments at Open Forums shall be directed to Town issues.
7. All public comments shall avoid personal attacks and abusive language
8. No person attending a Town Council meeting is to harass, annoy, or otherwise disturb any other person in the room.

Any member of the public whose behavior is disruptive and violates the Town of Windermere Civility Code is subject to removal from the Town Council meeting by an officer and such other actions as may be appropriate. **PLEASE NOTE:** IN ACCORDANCE WITH F.S. 286.0105: Any person who desires to appeal any decision at this meeting will need a record of this proceeding. For this, such person may need to ensure that a verbatim record of such proceeding is made which includes the testimony and evidence upon which the appeal is to be based.

AGENDA

- 1. THE MEETING IS CALLED TO ORDER BY THE CHAIRMAN**
- 2. OPEN FORUM/PUBLIC COMMENT (3 Minute Limit):**
- 3. Approval of Minutes from August 22, 2019**
- 4. Discussion Items:**
 - a. Review Town Council discussion on cut-through traffic**
 - b. Review Cut Through Reduction Plan from KHA**
 - c. Recommend options for the SE Quadrant of Town**
- 5. New or other business.**
- 6. ADJOURN**



MEMORANDUM

To: Robert Smith
From: Mike Woodward, P.E.
Kimley-Horn and Associates, Inc.
Date: September 3, 2019
Subject: Cut-Through Reduction Plans – Town of Windermere

PURPOSE

This Technical Memorandum is intended to document the anticipated impacts of various plans for reducing cut-through traffic on neighborhood roads. The Town is currently in the process of considering implementation of a trial strategy using signage to evaluate the effectiveness in reducing cut-through traffic. Barriers will not be considered in the initial trial. Many of the potential plans include turn restrictions on the local roads, but it is unlikely that the restrictions can be achieved without a physical barrier. Signage alone (right-turn only / left turn only) will not likely have high compliance as many drivers will likely ignore turn restrictions. It is anticipated that conversion to one-way roads will have significantly better compliance compared to turn restrictions at intersections.

ALTERNATIVE PLANS / OPTIONS

Several specific plans have been submitted by residents and Town Council members. Additional plans have been provided in the past that rely primarily on barriers or have barriers on every other street. Those additional plans were not included in this analysis.

The current strategy under consideration is to implement restrictions and/or one-way streets in key locations by adding signage. Since these are residential streets with several driveways, multiple “One Way”, (R6-1 and R6-2), “Begin One Way” (R6-6), “End One Way” (R6-7), “Do Not Enter” (R5-1), and “Wrong Way” (R5-1a) signs should be installed to reduce confusion.

Plan 1

Plan 1 is shown in *Figure 1* below.

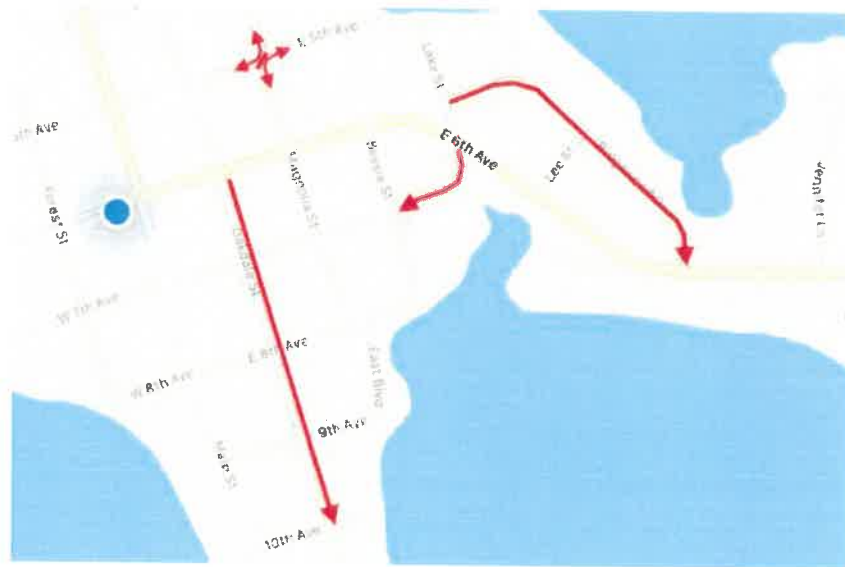


Figure 1 - Plan 1: One-Way Streets on Ridgewood Drive, 7th Avenue, and Oakdale Street, and a Barrier

This plan will prevent most cut-through traffic traveling northbound from Chase Road to eastbound on 6th Avenue (which is the destination for 64% of trips entering Town from Chase Road). The one-way on 7th Avenue reduces the attractiveness of potential cut-through traffic traveling towards 6th Avenue via 9th Avenue, 8th Avenue, or 7th Avenue. However, this portion of traffic could still access 6th Avenue via Magnolia Street or Bessie Street.

This plan will have minimal impact to cut-through traffic in the opposite direction (westbound on 6th Avenue to southbound on Chase Road), as there will be no changes to the network effecting this pattern. Approximately 45% of trips entering Town traveling westbound on 6th Avenue are expected to travel southbound on Chase Road.

Plan 1 also includes a barrier at the intersection of Magnolia Street and 5th Avenue. As previously mentioned, signage alone (to restrict turns at the intersection) will not likely result in effective compliance.

This plan includes converting Ridgewood Drive to a southeastbound only, one-way facility for its entire length, which addresses the cut-through concerns of many of the residents who were most vocal. Approximately 19% of the westbound trips entering Town via 6th Avenue travel to north/west of Town via Main Street. The portion of this route that cuts-through using Ridgewood Drive would need to use a different route. Cut-through trips in the opposite direction (from north/west of Town, traveling to the east via 6th Avenue) would not be affected, unless the intersection barrier is also implemented.

Plan 2

Plan 2 is shown in *Figure 2* below.



Figure 2 - Plan 2: One-Way Streets on Ridgewood Drive and 7th Avenue, Barriers, and a Dead-End

Plan 2 is similar to Plan 1 but it uses barriers on Oakdale Street and on East Boulevard instead of using one-way signage. In addition to the Plan 1 cut-through reductions along Oakdale Avenue, this plan also prevents cut-through traffic traveling north on Main Street intending to access 6th Avenue from entering 8th Avenue. This northbound to eastbound cut-through movement could still occur via 7th Avenue, though this would only benefit drivers for a relatively short distance of two to four blocks.

As stated previously, physical barriers would likely be needed to ensure compliance as signage alone will not likely prevent vehicles from traveling through intersections or performing restricted turning movements.

Plan 3

Plan 3 is shown in *Figure 3* below.

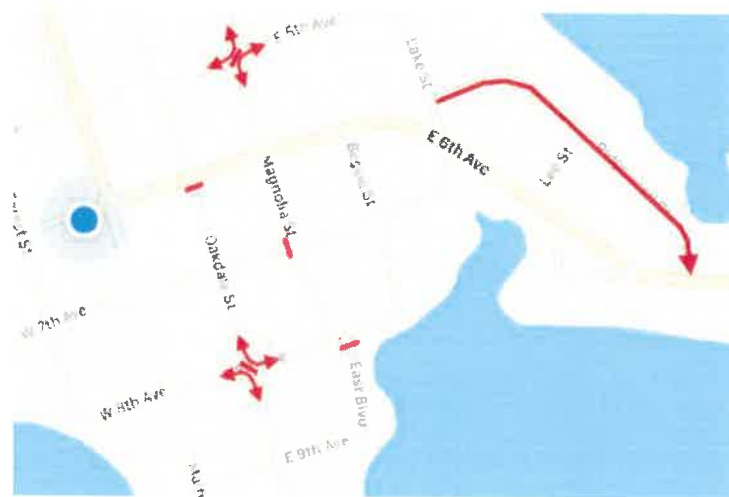


Figure 3 - Plan 3: One-Way Ridgewood Drive, Barriers, and Dead-Ends

Plan 3 is similar to Plan 2 but it prevents access on key points of 7th Avenue, East Boulevard, and on Oakdale Street. The restrictions create dead-end conditions that will require the addition of signage and space for cars to turn around near the end of the street. This plan would effectively prevent all cut-through traffic in the southeast quadrant. It would also result in extra driving time and distance for residents within the quadrant who no longer have direct access to 6th Avenue or Main Street.

It is unlikely that the dead-end restrictions could be enforced through signage alone; barriers and infrastructure changes would be needed to ensure compliance.

Plan 4

Plan 4 is shown in *Figure 4* below.

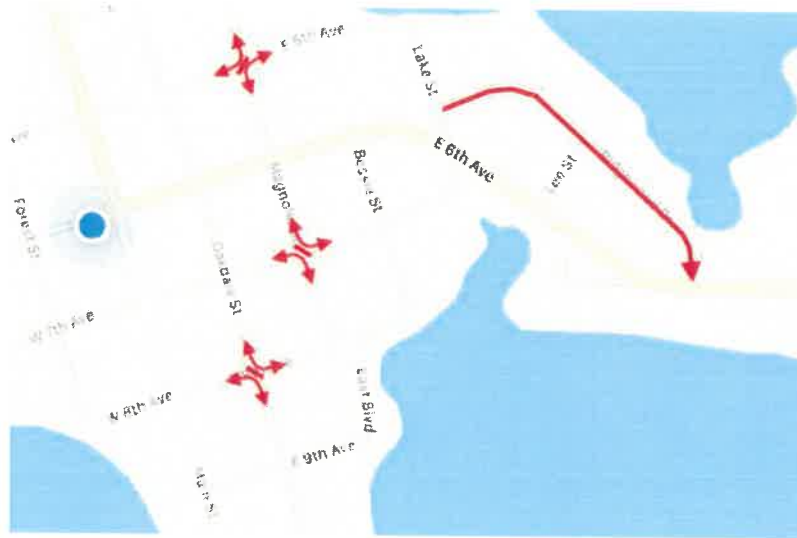


Figure 4 - Plan 4: One-Way Ridgewood Drive and Barriers

Plan 4 includes the same restrictions on 5th Avenue & Main Street as the other plans, plus two intersections with turn restrictions in the southeast quadrant. Cut-through routes in the southeast quadrant are still possible via Bessie Street and 7th Avenue, but they are much more indirect than the routes that are restricted. This plan would result in less internal circulation than in Plan 3 (yet more internal circulation than in existing conditions) as some residents can still find ways to access 6th Avenue or Main Street.

Plan 5

Plan 5 is shown in *Figure 5* below.



Figure 5 - Plan 5 – Turn Restrictions at Intersections

Plan 5 restricts turning movements for vehicles from Main Street using right-turn only treatments at Oakdale Street intersections with 7th Avenue, 8th Avenue, 9th Avenue, 10th Avenue, and 11th Avenue, and left-turn only treatments at Oakdale Street & 3rd Avenue and Oakdale Street & 4th Avenue. Left-turn only restrictions are also in place at the intersection of Ridgewood Drive & Lake Street and at 5th Avenue & Magnolia Street. This plan would reduce the potential for cut-through traveling northbound from Chase Road to eastbound on 6th Avenue, though vehicles could still access Oakdale Street via 12th Avenue (unless a similar restriction is added at that intersection). As described in Plan 1, this northbound to eastbound movement accounts for 64% of northbound traffic entering Town from Chase Road. This plan does not address traffic in the opposite direction, entering Town traveling westbound via 6th Avenue to go south on Chase Road.

Cut-through traffic in the northeast quadrant would be reduced, with the only access points into the quadrant from Main Street at 1st Avenue and at 2nd Avenue.

Cut through traffic in the northeast quadrant from 6th Avenue to Main Street would be reduced due to the restrictions at the intersection of Ridgewood Drive & Lake Street as well as the restrictions at 5th Avenue & Magnolia Street. This movement represents approximately 19% of the traffic entering Town from 6th Avenue. Cut through traffic could still occur in this quadrant via Magnolia Street or Oakdale Street.

Potential Signs:

The following signs could be used in the various plans:



Sign Size

The MUTCD allows use of the sizes shown in the “Minimum” columns for low-speed roads. As indicated in other sections of the MUTCD, “low-speed” is defined as 35 mph. Since all roadways within the Town of Windermere are posted at 30 mph or less, it is appropriate to use the sizes shown in the “Minimum” columns.

Mounting Height

Signs shall be mounted at a minimum height of 5 feet. If there is a secondary sign, it can be mounted 1’ lower than the primary sign.

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