# Road Safety Audit: Final Report

SR 426 (Fairbanks Avenue) from Driver Avenue to Park Avenue

August 4, 2026

FINAL



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# ACRONYMS

| | |
|---|---|
| AADT | Average Annual Daily Traffic |
| ADA | Americans with Disabilities Act |
| CIP | Capital Improvement Program |
| CPM | Crash Prediction Module |
| CRA | Community Redevelopment Agency |
| DOR | Department of Revenue |
| DWS | Detectable Warning Surfaces |
| FDOT | Florida Department of Transportation |
| FLU | Future Land Use |
| FY | Fiscal Year |
| HIN | High Injury Network |
| HSM | Highway Safety Manual |
| KSI | Killed or Seriously Injured |
| LOS | Level of Service |
| LPI | Leading Pedestrian Interval |
| MPH | Miles Per Hour |
| MTP | Metropolitan Transportation Plan |
| OCPA | Orange County Property Appraiser |
| PPL | Prioritized Project List |
| RIRO | Right-In-Right-Out |
| RRFB | Rectangular Rapid Flashing Beacon |
| RSA | Road Safety Audit |
| SLD | Straight Line Diagram |
| SR | State Road |
| TAB | Transportation Advisory Board |
| TIP | Transportation Improvement Program |
| TMP | Transportation Master Plan |
| US | United States |
| VZAP | Vision Zero Action Plan |

# 1 Introduction

## 1.1 ROAD SAFETY AUDIT (RSA) PURPOSE AND PROCESS

With the adoption of a Vision Zero Action Plan (VZAP) in August 2024, the City of Winter Park has made a commitment towards achieving zero fatalities and serious injuries on its transportation system. A primary means of achieving this goal is to continue monitoring high-risk corridors, known as the High Injury Network (HIN), for crash trends. These trends can be tied to proven safety countermeasures that, when implemented, can help reduce instances of these crashes. State Road (SR) 426 (Fairbanks Avenue) from Driver Avenue to Park Avenue has a high crash rate (93.8 crashes per mile per year) compared to other Winter Park roadway segments and was identified as the third most dangerous corridor in the Winter Park VZAP.

The purpose of the Road Safety Audit (RSA) is to identify the potential contributing factors to the high crash rate, with a focus on crashes resulting in deaths or serious injuries, and to develop recommendations that can be implemented along SR 426 to reduce crashes on the study corridor. The RSA is conducted by a multi-disciplinary team and offers a formal safety performance evaluation, identifying safety concerns for all modes of transportation, including those walking, riding bicycles, using transit, and driving a motorcycle or vehicle. This evaluation is completed through the following steps:

1. **Data Collection and Document Review**: The project team compiles a selection of existing data sources and guiding documents to understand previous work and planning efforts that have been completed on or in proximity to the study area corridor. Data sources include crash reports, future and existing land use designations, bike routes and trails, transit lines, roadway characteristics, and the locations of key community destinations like parks, schools, libraries, and community centers. Guiding documents include two types of sources: work plans from entities such as the Florida Department of Transportation (FDOT), MetroPlan Orlando, and the City of Winter Park; and planning documents such as the Winter Park Comprehensive Plan and the Winter Park Transportation Master Plan.
2. **Existing Conditions Assessment**: The project team uses the data sources and guiding documents collected to create a snapshot of the study area corridor at the time the RSA is conducted. This snapshot aims to capture how the roadway looks and works, who uses it, and how safely it serves all roadway users. An important element of the existing conditions assessment is an analysis of all crashes that have occurred on the study area corridor. The existing conditions assessment is intended to gather relevant available information to inform context-specific recommendations while allowing field review participants to focus their discussions on observations that can only be made during the site visit.
3. **Field Review**: The field review is conducted by a multi-disciplinary group of stakeholders that can include city staff, advisory board members, and first responder personnel. The field review provides the project team and stakeholders with the opportunity to physically walk the corridor, note observations and opportunities for safety improvements, and discuss their ideas with a broader group. Participants are encouraged to consider all roadway users, inclusive of different modes, abilities, and ages. This exercise is typically completed in morning, afternoon, and evening sessions so the project team can assess the conditions and operations of the roadway in different lighting and traffic conditions.
4. **Public Outreach**: Community members use the study area corridor daily to travel from work, school, community events, and personal gatherings. Whether they travel by foot, on a bike, on a motorcycle, or in a car, each person has valuable insight into the daily operations, conditions, and safety of the roadway. To gather these valuable perspectives, the project team provided in-person and virtual means of engagement.
5. **Concept Plan**: Based on the findings from the existing conditions assessment, field review, and public outreach, the project team drafts a conceptual plan of the recommended safety improvements within the study area corridor. These

recommendations are documented on a detailed exhibit of the roadway and are inclusive of improvements that benefit all roadway users.

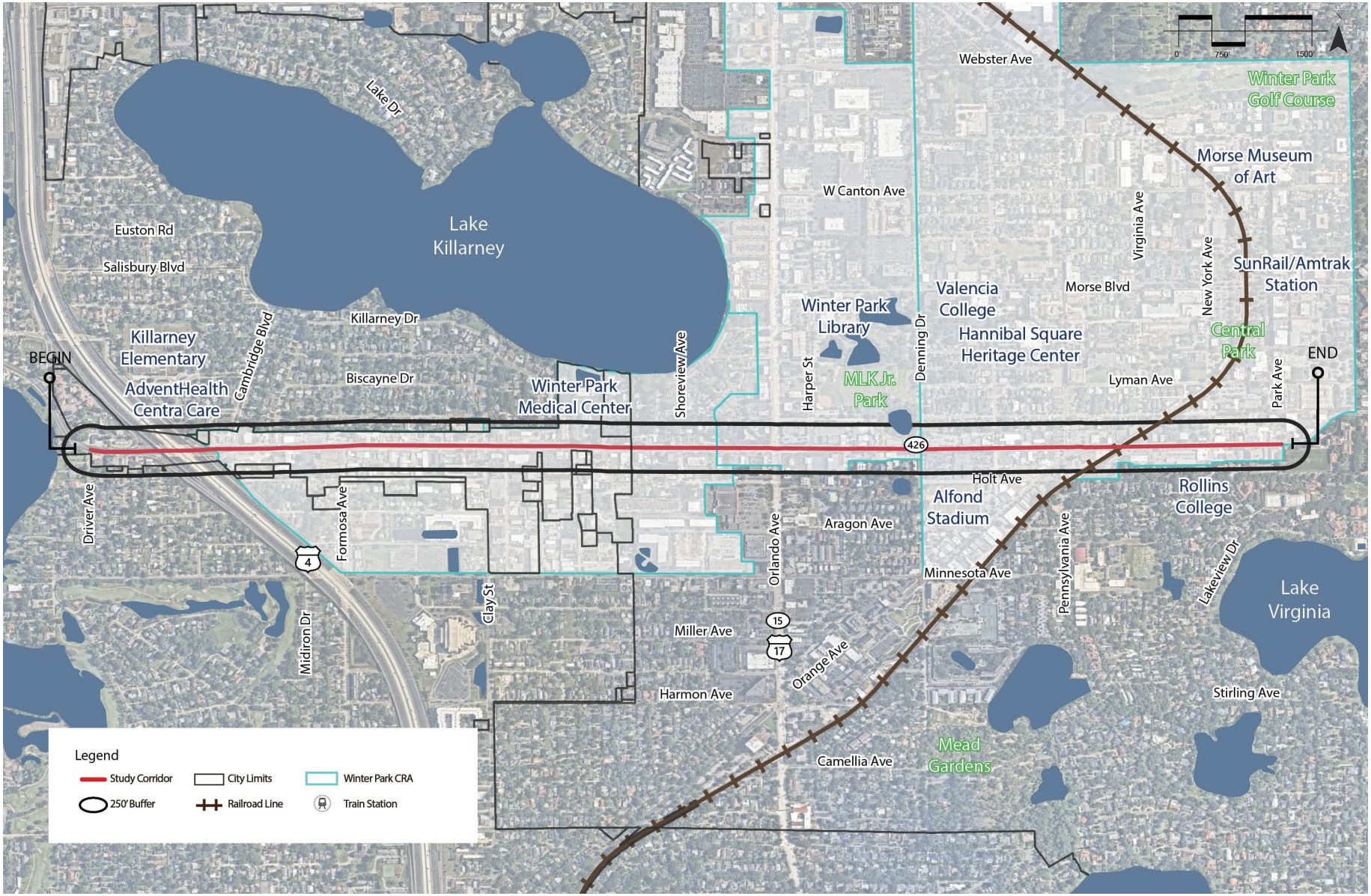
## 1.2 STUDY AREA

SR 426 from Driver Avenue to Park Avenue is a 2.1-mile segment that runs from west to east through the center of the City of Winter Park, providing vital east-west connectivity throughout the Central Florida region. Existing roadway characteristics are shown in Table 1-1. The study area base map is shown in Figure 1-1. The relevant Straight-Line Diagram (SLD), which offers a linear inventory of roadway characteristics, is provided in Appendix B of this report.

Table 1-1 | Roadway Characteristics of SR 426 Corridor

| Characteristic | Observation |
|---|---|
| FDOT Roadway ID | 75006000 |
| Roadway Maintaining Agency | Florida Department of Transportation (FDOT) |
| Functional Classification | Principal Arterial |
| Posted Speed Limit | 30 – 35 miles per hour |
| Jurisdiction | City of Winter Park |
| Signalized Study Intersections from east to west | • Park Avenue<br>• New York Avenue<br>• Pennsylvania Avenue and Orange Avenue<br>• Denning Drive<br>• Orlando Avenue<br>• Clay Street<br>• Formosa Avenue<br>• Interstate 4 – East Ramp<br>• Interstate 4 – West Ramp |
| Pavement Width | Travel lanes between 9 and 12 feet wide |
| Land Uses | A mix of commercial, residential, office, and institutional land uses |
| Sidewalks | 3 -6-foot sidewalks on both sides of the roadway |
| Parallel Parking | None |
| Shared Use Path and Bike Lanes | Bike lanes on part of the corridor from Shoreview Avenue to Overspin Drive |
| Access Class | 4 |
| Average Annual Daily Traffic (AADT) | 28,000 - 55,000 |
| Context Classification | C4 (Urban General) |

Figure 1-1 | Study Area Base Map




*Source: City of Winter Park and Orange County, 2026*

# 2 Existing Conditions

## 2.1 STUDY AREA CHARACTERISTICS

The study area corridor connects roadway users to a variety of key locations and major transportation routes. At the western end of the corridor, SR 426 connects to Interstate 4 which runs from north to south. At the eastern end of the corridor, SR 426 connects to Park Avenue which provides connection to the Winter Park SunRail/Amtrak station to the north. Along the corridor, key destinations include Rollins College and associated facilities like Alfond Stadium, and medical facilities such as the Winter Park Medical Center and AdventHealth Centra Care. In proximity to the corridor is the Hannibal Square Heritage Center, the Winter Park Library, the Morse Museum of Art, Mead Gardens, Martin Luther King Jr. Park, and Central Park. Additional educational uses close by include Killarney Elementary School and the Valencia College Winter Park campus. Park Avenue is a busy commercial corridor and regional attraction, offering a variety of restaurants, popular retail, and well-attended events such as the Winter Park Farmers' Market, hosted every Saturday, and the Winter Park Arts Festival.

SR 426 from Driver Avenue to Park Avenue has a context classification of C4 (Urban General). Context classification offers a standardized understanding of roadway "context zones" (from rural to urban core) based on surrounding land use, density, and development patterns, so that roadway characteristics such as design speed and multimodal features are better matched to the place and its users. The C4 context classification is described as having a mix of uses within small blocks with a well-connected roadway network. This roadway network usually connects to residential neighborhoods immediately along the corridor or behind the uses lining the roadway.

### 2.1.1 EXISTING LAND USE

Existing land use data was identified using Orange County Property Appraiser (OCPA) parcel data. This data was grouped into 11 land use categories by using the Department of Revenue (DOR) codes defined by the OCPA and 10 of these uses are present within 250 feet of the study corridor. These existing land uses are summarized in Table 2-1 | Generalized Existing Land UseTable 2-1. A map of existing land use can be found in Figure 2-1.

The review of existing land use shows that nearly 50% of the study corridor is surrounded by commercial and office land uses. Approximately 28% of the corridor accommodates right of way for transportation facilities (35.5 acres of total area), followed by single family uses (at approximately 12 acres).

Table 2-1 | Generalized Existing Land Use

| General Land Use | Parcel Count | Acres (within 250') | Percent of Total Area |
|---|---|---|---|
| Single Family Residential | 90 | 11.5 | 8.9% |
| Multi-Family Residential | 19 | 1.8 | 1.4% |
| Commercial | 121 | 40.3 | 31.4% |
| Office | 54 | 19.5 | 15.2% |
| Event/Recreation | 3 | 0.1 | 0.1% |
| Industrial | 14 | 5.2 | 4.0% |
| Institutional | 4 | 4.8 | 3.7% |
| Government | 14 | 3.3 | 2.6% |
| Parking | 14 | 3 | 2.3% |
| Vacant | 30 | 3.5 | 2.7% |
| Right of Way | 0 | 35.5 | 27.6% |
| **TOTAL** | **363** | **128.5** | **100.0%** |

### 2.1.2 FUTURE LAND USE

Future land use data was identified using the City of Winter Park and Orange County's Future Land Use (FLU) datasets. The future land uses for the City of Winter Park and Orange County within 250 feet of the study corridor are summarized in Table 2-2 and *Not including right of way

Table 2-3. A map of future land uses can be found in Figure 2-2. Similar to the existing land use analysis, nearly 50% of the corridor has a FLU of commercial.

Further details regarding the definitions, densities, and intensities of each of these future land use designations can be found in Appendix C as a part of the Existing Conditions Assessment.

Table 2-2| Winter Park Future Land Use

| City of Winter Park FLU | Parcel Count | Acres (within 250') | Percent of Total Area* |
|---|---|---|---|
| Central Business District (CBD) | 2 | 0.6 | 0.5% |
| Commercial | 43 | 64.1 | 49.5% |
| Institutional | 3 | 1.7 | 1.3% |
| Low Density Residential | 3 | 2.6 | 2% |
| Medium Density Residential | 1 | 0.3 | 0.3% |
| Office | 13 | 9.1 | 7% |
| Open Space Recreation | 2 | 0.5 | 0.4% |
| Parking Lot | 4 | 1 | 0.8% |
| Single Family | 8 | 5.3 | 4.1% |
| **TOTAL** | **79** | **85.2** | **65.9%** |

*Not including right of way

Table 2-3| Orange County Future Land Use

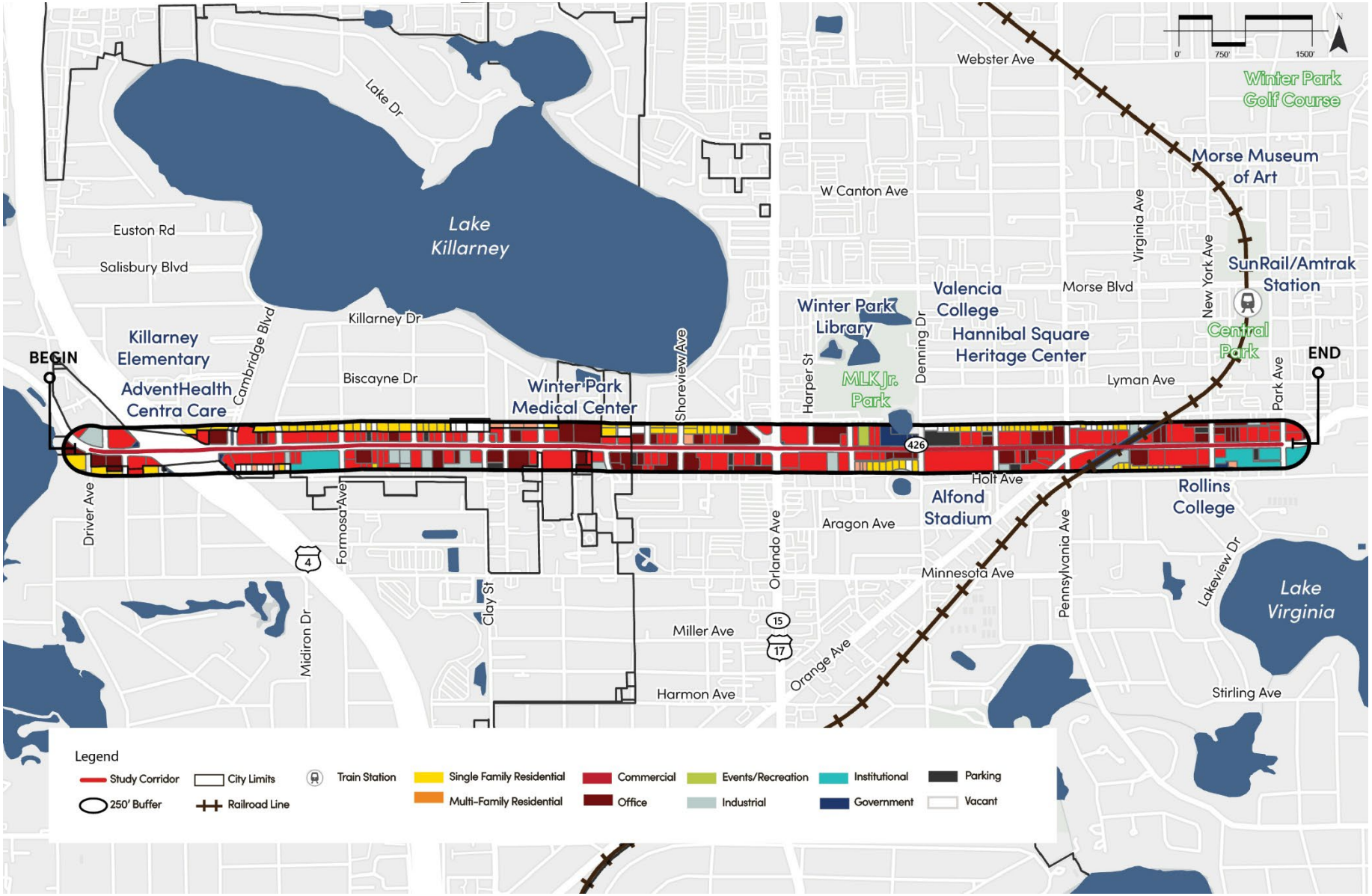
| Orange County FLU | Parcel Count | Acres (within 250') | Percent of Total Study Area* |
|---|---|---|---|
| Commercial | 1 | 0.1 | 0.1% |
| Low Density Residential | 12 | 7.4 | 5.8% |
| Planned Development-C | 2 | 1 | 0.8% |
| **TOTAL** | **15** | **8.5** | **6.7%** |

*Not including right of way

Comparing the land uses shown in Table 2-1, Table 2-2, and *Not including right of way

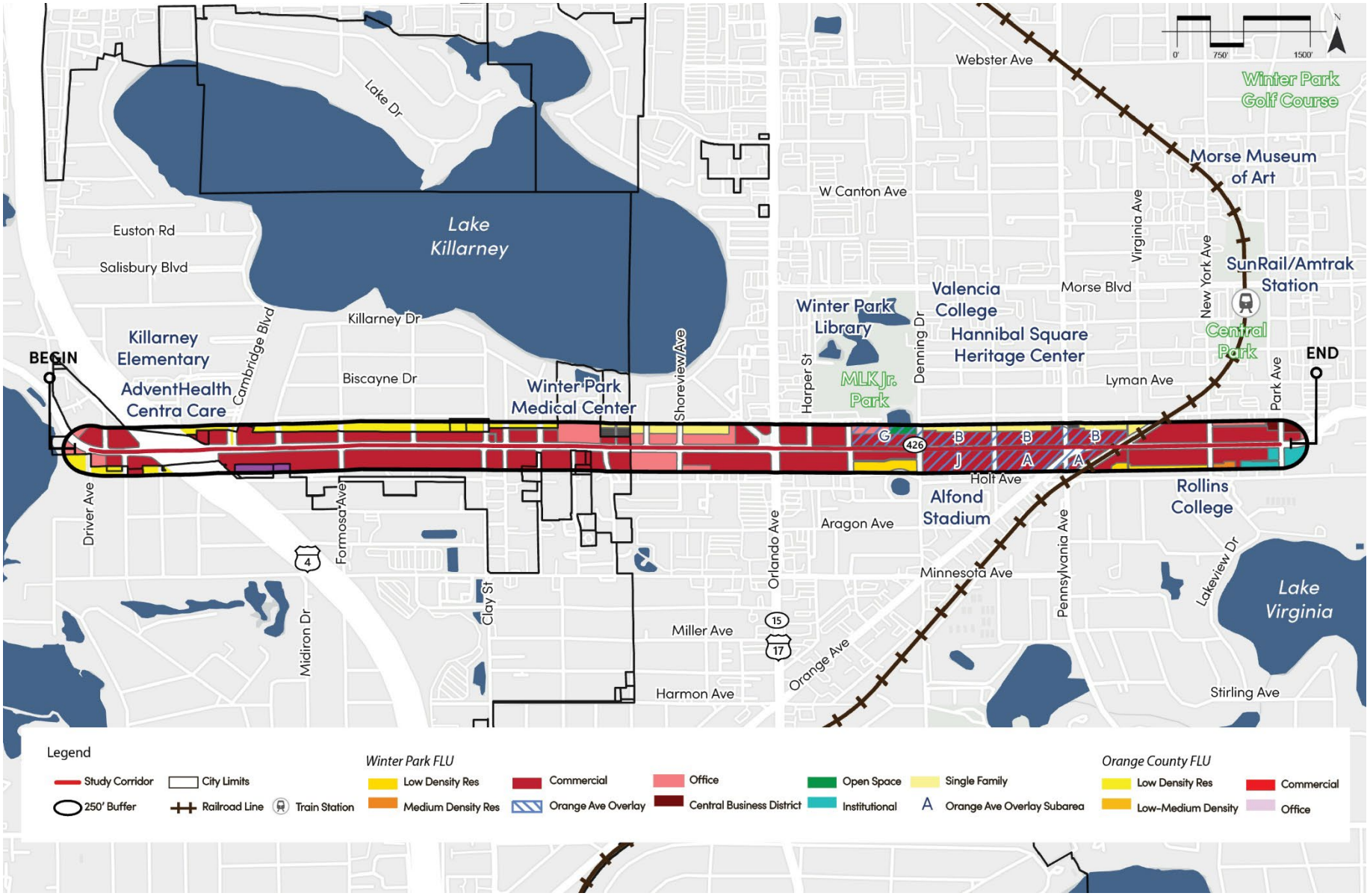
Table 2-3, many of the uses are expected to stay relatively similar. However, commercial land uses, including future office uses, are expected to grow just over 8%. Residential land uses are expected to stay relatively stable with a planned increase of about 1% within the study area boundary.

Figure 2-1 | Existing Land Use




*Source: Orange County Property Appraiser, 2026*

Figure 2-2 | Future Land Use




*Source: City of Winter Park and Orange County, 2026*

### 2.1.3 KEY COMMUNITY DESTINATIONS

The SR 426 study area corridor connects roadway users and community members to a variety of key community destinations including colleges and universities, fire stations, libraries, medical facilities, parks, pharmacies, public schools, and train stations. Table 2-4 identifies the community destination type and name within about a mile of the study area corridor. For the location of each key community destination, please see Appendix C in the Existing Conditions Assessment.

Table 2-4 | Key Community Destinations

| Name | Destination Type |
|---|---|
| Valencia College Winter Park Campus | College and University |
| Rollins College | College and University |
| Winter Park Fire Department | Fire Station |
| Winter Park Library | Library |
| Olin Library – Rollins College | Library |
| AdventHealth Centra Care Winter Park | Medical Facility |
| Winter Park Medical Center | Medical Facility |
| The Winter Park 9 Golf Course and Palm Cemetery | Park |
| Central Park | Park |
| Winter Park Community Center | Park |
| Martin Luther King Jr. Park | Park |
| Mead Gardens | Park |
| Seven Oaks Park | Park |
| Walgreens | Pharmacy |
| Medstop Pharmacy | Pharmacy |
| Webster School | Public School |
| Killarney Elementary School | Public School |
| Pace Center for Girls | Public School |
| Winter Park SunRail Station | Train Station |

## 2.2 CORRIDOR DATA AND CHARACTERISTICS

This section summarizes key physical and operational characteristics of the study corridor that directly influences safety for people driving, walking, biking, and using transit. The location of intersection types, lighting coverage, railroad crossings, and major structures provide context to where conflicts are most likely to occur, how visible those conflicts are under different conditions, and what constraints may affect potential treatments. The roadway characteristics described below, together with crash data, traffic volumes, and field observations, provide the foundation for the tailored safety improvements recommended as a part of the RSA process.

Figure 2-3 and Figure 2-4 display maps of roadway characteristics specific to the study area corridor.

### 2.2.1 ROADWAY CHARACTERISTICS

#### *NUMBER OF TRAVEL, TURN LANES, AND PRESENCE OF MEDIAN*

There are four travel lanes, two in either direction, throughout the corridor. From Driver Avenue to Clay Street there is an intermittent center turn lane. For the rest of the segment, the median is marked by yellow stripes with the exception of a raised median from Shoreview Avenue to Harper Street and a raised median at the intersection of SR 426 and Pennsylvania Avenue/Orange Avenue.

#### *AVERAGE ANNUAL DAILY TRAFFIC (AADT) AND TRUCK VOLUME*

The recorded AADT for 2026 along SR 426 was approximately 28,000 - 55,000 users. Truck volume was approximately 10% of the total AADT for 2026.

## LEVEL OF SERVICE (LOS)

LOS is an FDOT performance measure that rates the quality of service a roadway provides on an A - F scale. The corridor has segments with LOS's of D, E, and F, demonstrating an opportunity to improve travel quality for roadway users on the corridor, especially from west of Interstate 4 to Orlando Avenue. These segments are:

- From Driver Avenue to west of Interstate 4: LOS E
- From west of Interstate 4 to Orlando Avenue: LOS F
- From Orlando Avenue to Pennsylvania Avenue: LOS D
- From Pennsylvania Avenue to Park Avenue: LOS E

## SPEED LIMIT

From Driver Avenue to Pennsylvania Avenue, the speed limit is 35 mph. From Pennsylvania Avenue to Park Avenue, the speed limit is 30 miles per hour.

## INTERSECTIONS

There are 47 intersections along the corridor. The following locations are signalized:

- Park Avenue (mast arm)
- New York Avenue (mast arm)
- Pennsylvania Avenue and Orange Avenue (mast arm)
- Denning Drive (span wire)
- Orlando Avenue (span wire)
- Clay Street (mast arm)
- Formosa Avenue (mast arm)
- Interstate 4 – East Ramp (mast arm or affixed to Interstate 4 overpass)
- Interstate 4 – West Ramp (mast arm or affixed to Interstate 4 overpass)

The intersection at Orlando Avenue is the only intersection with a red-light running camera present.

## LIGHTING

Lighting is present on both sides for a majority of the study corridor and placed at regular intervals. Some segments of the corridor, particularly from South Pennsylvania Avenue to Orlando Avenue, only have lighting on one side and interval placement is slightly irregular. Lighting is present on each corner at signalized intersections.

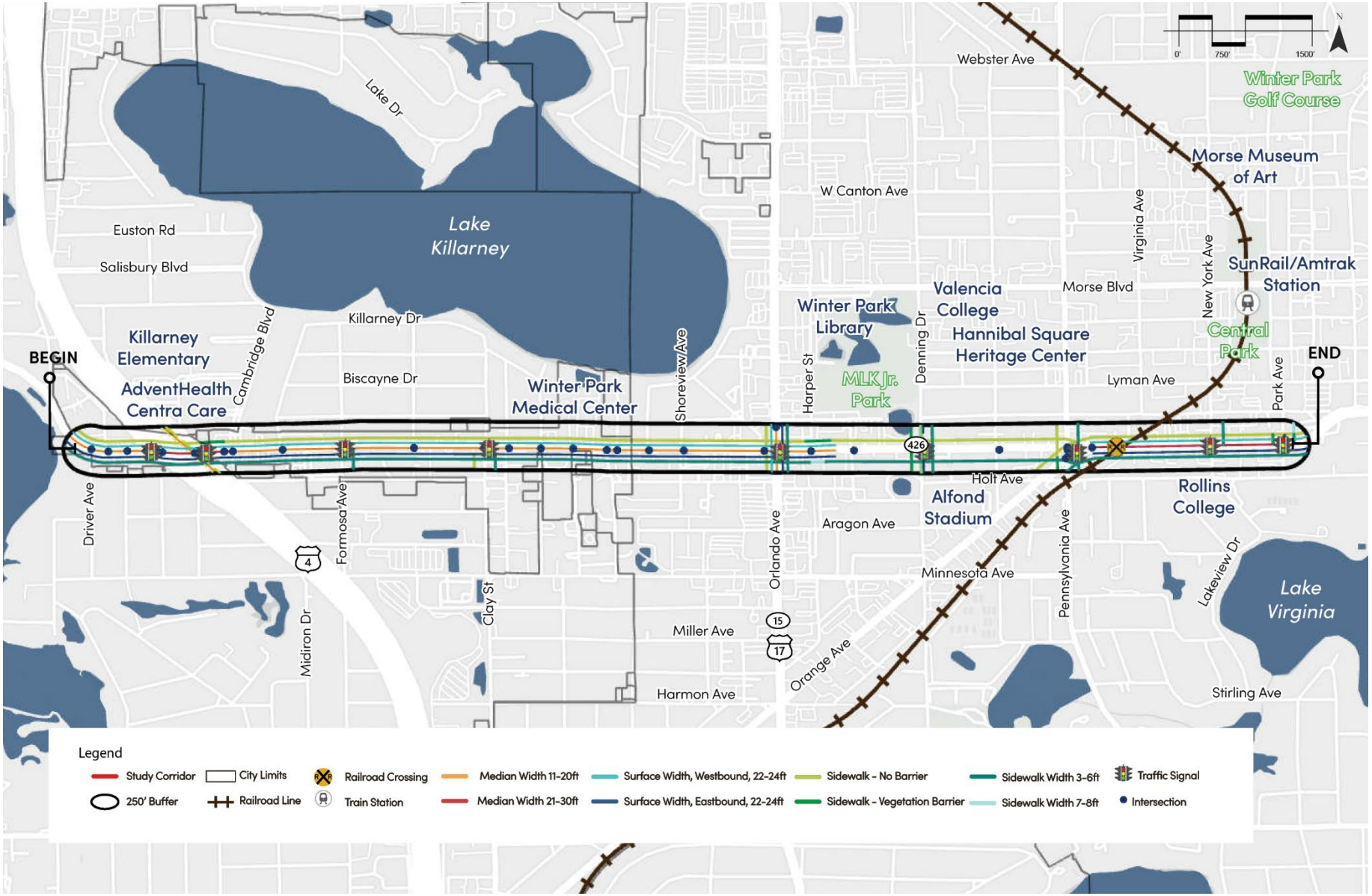
## RAILROAD CROSSINGS

There is one railroad crossing within the study area corridor between the intersections of South Pennsylvania Avenue/Orange Avenue and South New York Avenue.

## STRUCTURES

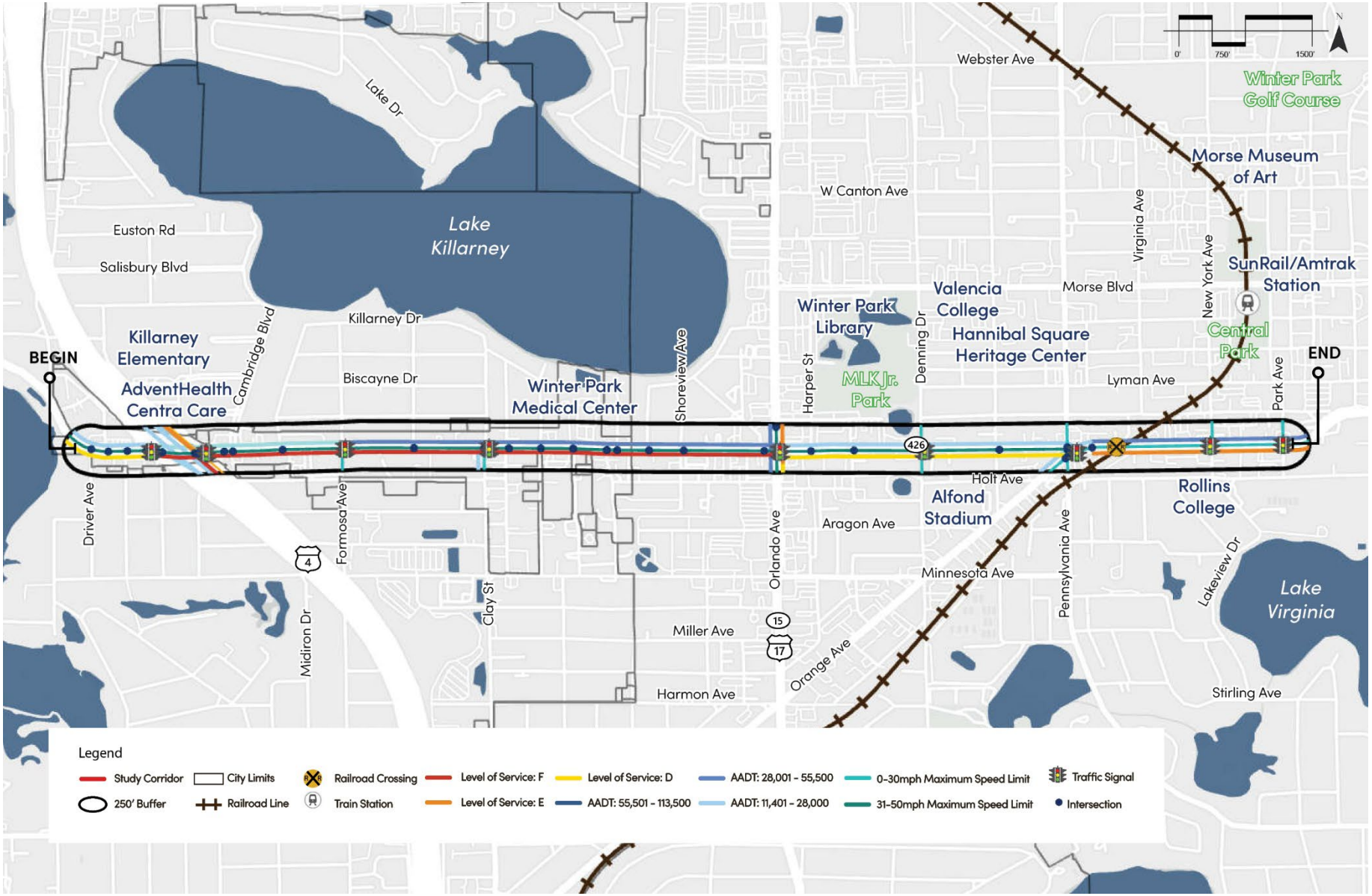
The Interstate 4 overpass is within the SR 426 study limits at the western end of the corridor, before Driver Avenue.

Figure 2-3 | Roadway Characteristics – Physical Features




*Source: FDOT, 2026*

Figure 2-4 | Roadway Characteristics – Volumes and Classifications




*Source: FDOT, 2026*

### 2.2.2 BICYCLE, PEDESTRIAN, AND TRANSIT INFRASTRUCTURE

Bicycle, pedestrian, and transit infrastructure within the study area corridor is illustrated in Figure 2-5.

#### *BICYCLE FACILITIES*

Bicycle facilities are intermittent along the study corridor. Four-foot unprotected bike lanes are available on both sides of the roadway on the western section of SR 426; eastbound bicycle lanes start at Overspin Drive and end at Shoreview Avenue and westbound bicycle lanes start at Shoreview Avenue and end at the Interstate 4 on-ramps. There are no bike lanes available from Shoreview Avenue to Park Avenue.

As shown in Figure 2-6, existing connecting bicycle facilities can be found on the following roads:

- Orlando Avenue (bike lanes)
- Denning Drive (shared use path)
- Facility parallel to the railroad between SR 426 Avenue and New York Avenue (shared use path)

#### *SIDEWALKS*

There are sidewalks on both sides of the roadway for the length of the study area. Sidewalk widths remain generally consistent but are most narrow between Capen Avenue and Ward Avenue. There is no buffer between the sidewalk and the roadway for a majority of the corridor, however, some sporadic segments are buffered by grass. Many of the sidewalks, especially toward the eastern end of the study area, intersect with parking lot or storefront entrances.

Crosswalks at unsignalized intersections are marked in standard format, but do not have the high-emphasis markings that a continental or ladder crosswalk offer.

#### *PEDESTRIAN ACCOMMODATIONS AT SIGNALIZED INTERSECTIONS*

Each signalized intersection has marked pedestrian crosswalks with pedestrian signals attached to an existing utility or standalone pole. Apart from the Orange Avenue/Pennsylvania Avenue intersection, crosswalks are on all legs of all signalized intersections. Crosswalk markings are of varying quality, but most are faded and in need of repainting. Each crosswalk has curb ramps and textured surfaces of varying quality at each signalized intersection, with many needing replacement or repair. Pedestrians are able to cross in any direction at all signalized intersections, excluding those located at the merge lanes onto Interstate-4. At these intersections, pedestrians are only able to move from east to west and must cross the corridor at another crossing.

#### *MIDBLOCK CROSSINGS*

There is one midblock crossing between Overspin Drive and Driver Avenue. The crosswalk is marked, additional pavement markings are present for oncoming drivers, and a Rectangular Rapid Flashing Beacon (RRFB) has been installed. The midblock crossing has a small pedestrian refuge island as well.

#### *TRANSIT ROUTES*

Transit service along SR 426 is operated by LYNX. There is one bus route that runs along the project corridor. Route 23 runs every 60 minutes on weekdays, providing service to Altamonte Springs, Rosemont, and Winter Park, beginning at Park Avenue.

In addition, four other routes intersect with the project corridor. Route 9 runs from the Winter Park SunRail Station to the Pine Hills Transfer Center seven days a week at hour-long intervals. Route 102 intersects with the study corridor at Orange Avenue and runs every 30 minutes, seven days a week, servicing communities from downtown

Orlando to Altamonte Springs and Casselberry. Route 1 intersects with the study area corridor at New York Avenue and runs along SR 426 to Denning Drive, with stops every hour, connecting passengers to Maitland City Center. Route 43 intersects with the study area corridor at New York Avenue and connects passengers to the Pine Hills and Rosemont communities to the west and the intersection of Lakemont Avenue and Aloma Avenue to the east with stops every hour.

For additional details regarding LYNX routes and operations relevant to the study area corridor, please see Appendix C.

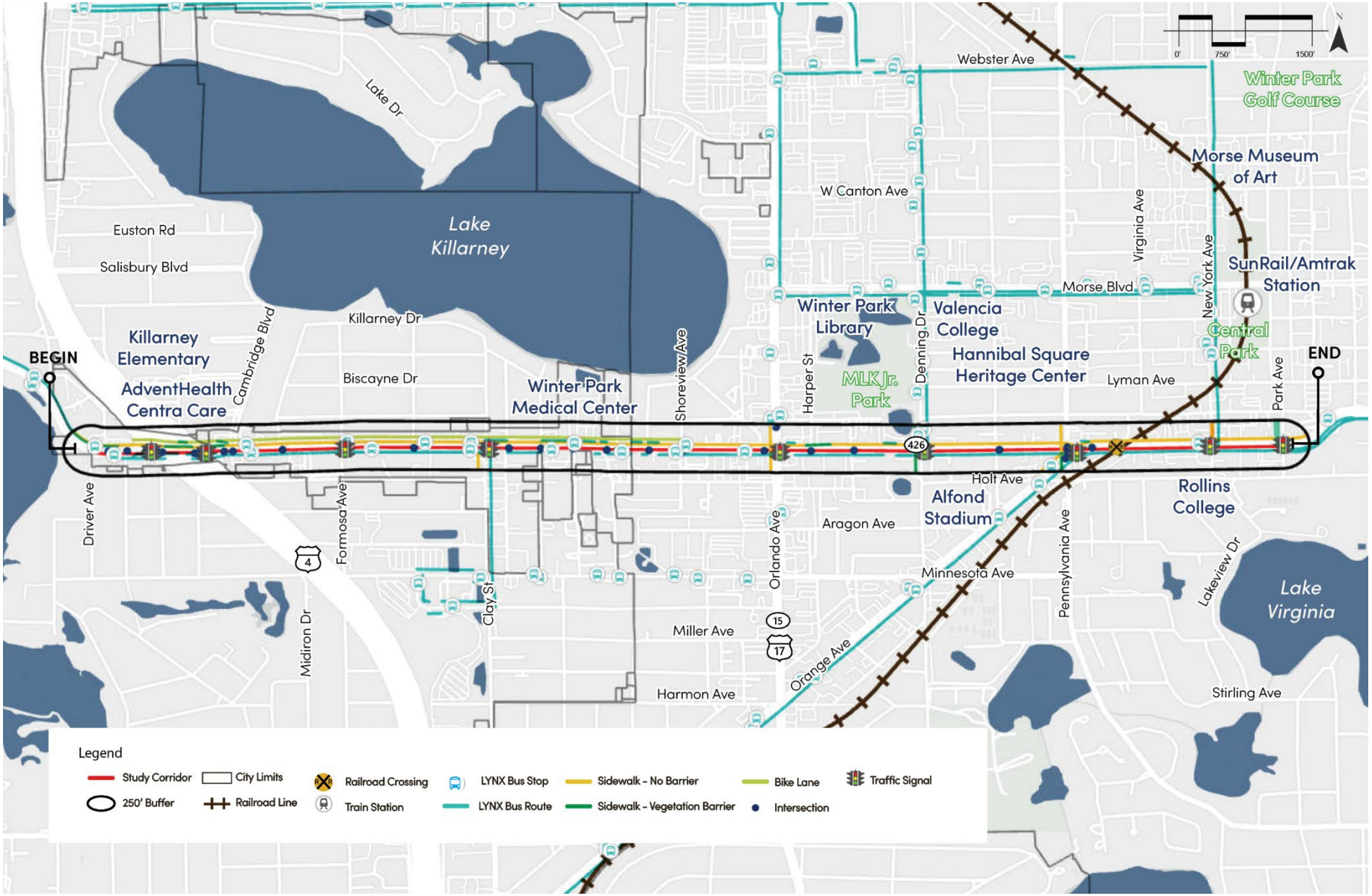
### *TRANSIT STOPS, BOARDING, AND ALIGHTING*

There are a total of 13 transit stops within the study corridor. Each stop is designated with a transit stop sign attached to a lighting pole or separate pole. No transit stop amenities such as a bench or shelter can be found at the stops within the study area corridor. The boarding and alighting averages from FY 2024 for each of the 13 transit stops can be found in Table 2-5.

Table 2-5 | LYNX Bus Stop Boardings and Alightings

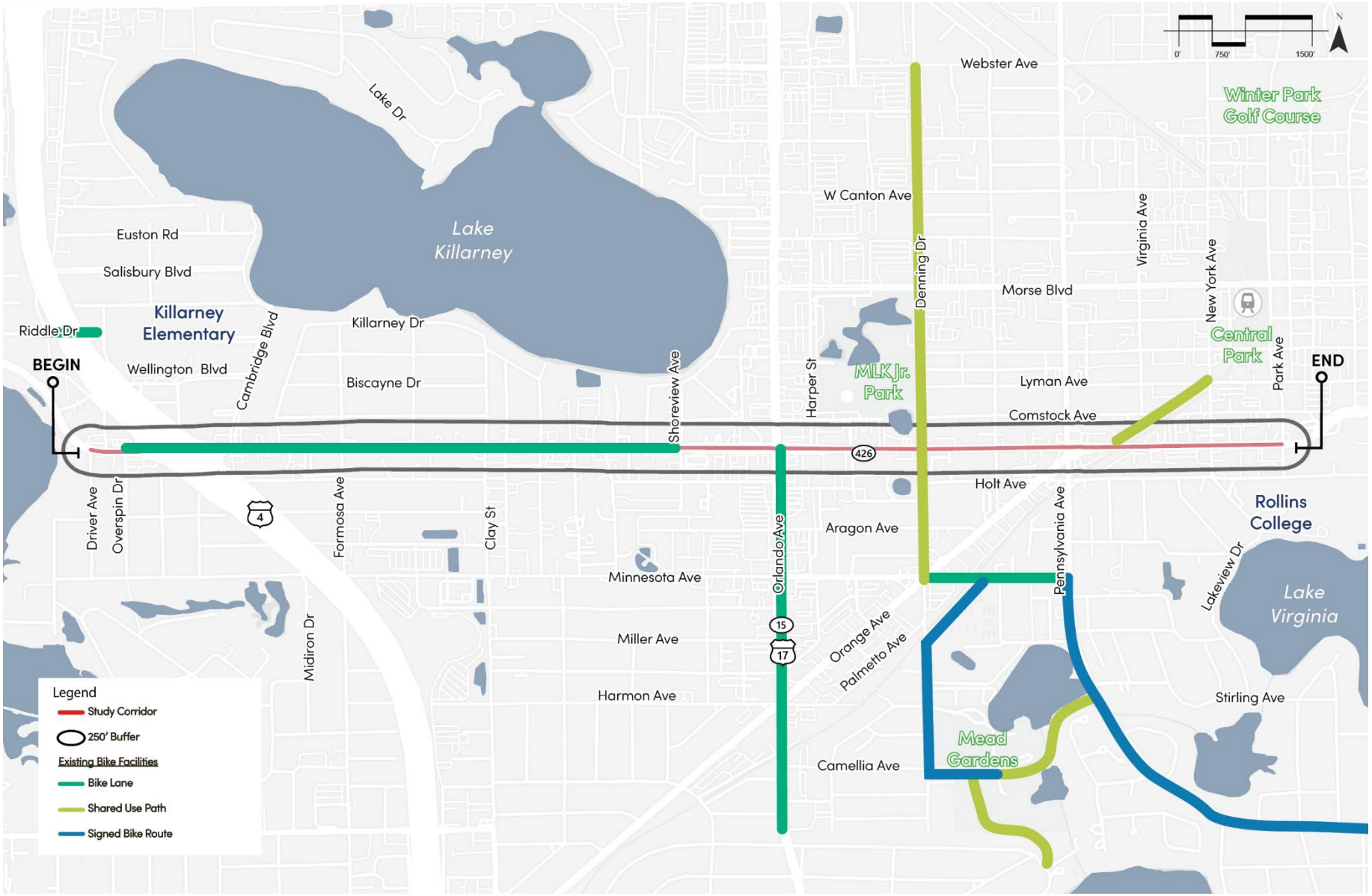
| Bus Stop ID | Routes Served | Weekday (B/A) | Saturday (B/A) | Sunday (B/A) |
|---|---|---|---|---|
| 3154 | 102 | 9/2 | 9/2 | 7/1 |
| 3209 | 23 | 1/5 | 0/3 | 1/0 |
| 3219 | 9, 23 | 5/1 | 2/1 | 0/1 |
| 3208 | 23 | 1/2 | 1/1 | 0/0 |
| 3918 | 23 | 0/1 | 0/0 | 0/0 |
| 3921 | 23 | 1/0 | 0/1 | 0/0 |
| 3917 | 23 | 1/0 | 1/0 | 0/0 |
| 3916 | 23 | 0/1 | 0/1 | 0/0 |
| 3923 | 23 | 1/0 | 0/0 | 0/0 |
| 3915 | 23 | 1/0 | 0/0 | 0/0 |
| 3924 | 23 | 0/0 | 0/0 | 0/0 |
| 3914 | 23 | 0/0 | 0/0 | 0/0 |
| 3925 | 23 | 1/0 | 0/0 | 0/0 |

Figure 2-5 | Bicycle, Pedestrian, and Transit Infrastructure




*Source: LYNX, FDOT, 2026*

Figure 2-6 | Existing Bicycle Infrastructure and Connectivity




*Source: City of Winter Park, 2026*

## 2.3 RELEVANT PLANNING DOCUMENTS

To understand which relevant projects are planned and programmed, the following documents were reviewed:

- The City of Winter Park Transportation Master Plan (TMP)
- MetroPlan Orlando FY 25/26 – FY 29/30 Transportation Improvement Program (TIP)
- MetroPlan Orlando 2025 Prioritized Project List (PPL)
- MetroPlan Orlando 2050 Metropolitan Transportation Plan (MTP) Cost Feasible Plan
- FDOT District 5 Work Program
- Proposed Development Plan for 880, 860, 840, and 820 and 801 AND 805 W SR 426 Avenue (Former Holler Property)
- City of Winter Park Capital Improvement Program (CIP)

In addition, to understand long-range planning within and surrounding the study area corridor, the following were reviewed:

- Winter Park Community Redevelopment Agency (CRA) Plan
- The City of Winter Park Comprehensive Plan, Transportation Element and Future Land Use Element
- Orange County Comprehensive Plan, Transportation Element and Future Land Use Element

Finally, to build upon previous recommendations and determine if other existing published studies have addressed pedestrian and bicyclist safety within the SR 426 study corridor, the team reviewed the following:

- City of Winter Park Vision Zero Action Plan (VZAP)

A comprehensive review of each relevant planning document was completed to support final recommendations that align with and build from existing planned and programmed improvements within the study area corridor. For further details regarding each relevant planning document please reference the Existing Conditions Assessment in Appendix C.

### 2.3.1 PLANNED AND PROGRAMMED IMPROVEMENTS

#### *SPEED MANAGEMENT IMPROVEMENTS*

The relevant planning documents were reviewed to identify current and upcoming improvements that address speed management on and surrounding the study area corridor. The projects in Table 2-6 | Planned and Programmed Speed Management Improvements were identified:

Table 2-6 | Planned and Programmed Speed Management Improvements

| Project Name | Document Name | Project Type | On or Intersects Corridor? | Description | Timeline |
|---|---|---|---|---|---|
| Downtown and West Greenway Route Project | The City of Winter Park TMP | Greenway Routes | Intersects at Denning Drive, New York Avenue, and Park Avenue | Projected to add additional signage and traffic calming measures. | Timeline unspecified in the TMP. Planning horizon extends 20 years from the 2023 publication date. |
| Fairbanks Avenue from US 17/92 to Pennsylvania Avenue | The City of Winter Park TMP | Roadway Reconfiguration and Streetscape Projects | On the corridor | Complete streets reconfiguration to add additional landscaping. | Underway by FDOT at time of 2023 TMP publication. |

| | | | | | |
|---|---|---|---|---|---|
| MTP ID: 20137 | MetroPlan Orlando 2050 MTP Cost Feasible Plan | Safety and Operations | On the corridor | Addition of speed management and signal timing modifications like leading pedestrian intervals. | Timeline unspecified in the 2050 MTP Cost Feasible Plan. Project marked as an unfunded transportation need. |
| MTP ID: 20303 | MetroPlan Orlando 2050 MTP Cost Feasible Plan | Safety and Operations | On the corridor | Incorporation of speed management and signal timing from Santee Street to New York Avenue where possible. | Timeline unspecified in the 2050 MTP Cost Feasible Plan. Project marked as an unfunded transportation need. |
| 451282-2 | FDOT District 5 Work Program | Resurfacing | Intersects with the corridor at Park Avenue and continues east | Addition of a raised crosswalk at Interlachen Avenue, a raised intersection at Chase Avenue, and three speed tables, one near All Saints Episcopal Church, one at the Polasek Museum, and another following the curve in SR 426. | Work effort projected to start in Summer 2026 with an estimated completion date of Fall 2027. |
| MTP ID: 2006 | MetroPlan Orlando 2025 Prioritized Projects | Construct Medians | Intersects with the corridor | Addition of medians from Nottingham St to SR 426 and from SR 426 to Monroe St. | Timeline unspecified in the MetroPlan Orlando PPL. Project is ranked 7th in priority and was in the ROW phase at time of July 9, 2025, publication. The construction phase follows the ROW phase and was estimated to cost an additional $1.16 million at time of publication. |

### *SAFER TURNING MOVEMENTS AND ACCESS MANAGEMENT IMPROVEMENTS*

Each of the relevant planning documents were reviewed to identify current and upcoming improvements that address safer turning movements and access management on and surrounding the study area corridor. The projects in Table 2- were identified:

Table 2-7 | Planned and Programmed Safer Turning Movements and Access Management Improvements

| Project Name | Document Name | Project Type | On or Intersects Corridor? | Description | Timeline |
|---|---|---|---|---|---|
| Fairbanks Avenue at Denning Drive/ MTP ID: 20125/ MTP ID: 20359 | City of Winter Park TMP/ MetroPlan Orlando 2050 MTP Cost Feasible Plan | Roadway Reconfiguration and Streetscape Projects/Safety and Operations/Intersection Reconfiguration | On the corridor | Add east and west turn lanes at intersection of Denning Drive. | Timeline unspecified in the City of Winter Park TMP and the MetroPlan Orlando Cost Feasible Plan. The City of Winter Park TMP has a planning horizon that extends 20 years from the 2023 publication date. The MetroPlan Orlando Cost Feasible Program marked this project as an unfunded transportation need. |

### *BICYCLE SAFETY IMPROVEMENTS AND CONNECTIVITY IMPROVEMENTS*

Each of the relevant planning documents were reviewed to identify current and upcoming improvements that address bicycle safety and connectivity on and surrounding the study area corridor. The projects in Table 2- were identified:

Table 2-8 | Planned and Programmed Bicycle Safety and Connectivity Improvements

| Project Name | Document Name | Project Type | On or Intersects Corridor? | Description | Timeline |
|---|---|---|---|---|---|
| Downtown and West Greenway Route Project | City of Winter Park TMP | Greenway Routes | Intersects at Denning Drive, New York Avenue, and Park Avenue | Projected to add sharrows and signage. | Timeline unspecified in the TMP. Planning horizon extends 20 years from the 2023 publication date. |
| MTP ID: 20137 | MetroPlan Orlando 2050 MTP Cost Feasible Plan | Safety and Operations | On the corridor | On SR 426 from Clay Street to Orlando Avenue, narrowing travel lanes and providing a buffer between the separate multi-use path. | Timeline unspecified in the 2050 MTP Cost Feasible Plan. Project marked as an unfunded transportation need. |
| Planning and Transportation Project | City of Winter Park CIP | Bicycle and Pedestrian Improvements | Unknown | Provides $500,000 until FY 2027 for ongoing improvements. | Ongoing through FY 2027. |

| | | | | | |
|---|---|---|---|---|---|
| Public Works Project | City of Winter Park CIP | Sidewalk, bike path, and curb repairs | Unknown | Provides $2.75 million until FY 2027 for ongoing repairs. | Ongoing through FY 2027. |

### *PEDESTRIAN SAFETY IMPROVEMENTS*

Each of the relevant planning documents were reviewed to identify current and upcoming improvements that address pedestrian safety on and surrounding the study area corridor. The projects in Table 2- were identified:

Table 2-9 | Planned and Programmed Pedestrian Safety Improvements

| Project Name | Document Name | Project Type | On or Intersects Corridor? | Description | Timeline |
|---|---|---|---|---|---|
| Fairbanks Avenue and Ohio Street | City of Winter Park TMP | Crossing Project | On the corridor | Addition of full median and signalized crossing. | Timeline unspecified in the TMP. Planning horizon extends 20 years from the 2023 publication date. |
| Fairbanks Avenue and Jackson Avenue | City of Winter Park TMP | Crossing Project | On the corridor | Addition of full median and signalized crossing. | Timeline unspecified in the TMP. Planning horizon extends 20 years from the 2023 publication date. |
| Fairbanks Avenue and Shoreview Avenue | City of Winter Park TMP | Crossing Project | On the corridor | Addition of full median and signalized crossing. | Timeline unspecified in the TMP. Planning horizon extends 20 years from the 2023 publication date. |
| Fairbanks Avenue from US 17/92 to Pennsylvania Avenue | City of Winter Park TMP | Roadway Reconfiguration and Streetscape Projects | On the corridor | Complete streets reconfiguration. | Timeline unspecified in the TMP. Planning horizon extends 20 years from the 2023 publication date. |
| FDOT 441197-1 | MetroPlan Orlando TIP | Intersection Improvement | On the corridor | On SR 426, west of Ward Avenue | Completed in FY 2026 |
| MTP ID: 2006 | MetroPlan Orlando PPL | Intersection Improvement | On the corridor | Intersection improvement at SR 426 and Orlando Avenue. | Timeline unspecified in the MetroPlan Orlando PPL. Project is ranked 7th in priority and was in the ROW phase at time of July 9, 2025, publication. The construction phase follows the ROW phase and |

| | | | | | |
|---|---|---|---|---|---|
| | | | | | was estimated to cost an additional $1.16 million at time of publication. |
| MTP ID: 2006 | MetroPlan Orlando PPL | Construct Medians/ Improve Bike and Ped | Intersects with the corridor | Improvements to pedestrian facilities and the addition of medians from Nottingham St to SR 426 and from SR 426 to Monroe St. | Timeline unspecified in the MetroPlan Orlando PPL. Project is ranked 7th in priority and was in the ROW phase at time of July 9, 2025, publication. The construction phase follows the ROW phase and was estimated to cost an additional $1.16 million at time of publication. |
| MTP ID: EC307 | MetroPlan Orlando MTP Cost Feasible Plan | Intersection Improvement | On the corridor | Improvement of intersections from Orlando Avenue to Ward Street. | Marked as an actively funded project at time of publication with plans to be implemented by FDOT in the 2026-2030 timeframe. |
| MTP ID: 20354 | MetroPlan Orlando MTP Cost Feasible Plan | Pedestrian Crossing | On the corridor | Addition of RRFBs or pedestrian signal at the intersection of Shoreview Avenue and SR 426. | Timeline unspecified in the 2050 MTP Cost Feasible Plan. Project marked as an unfunded transportation need. |
| MTP ID: 20355 | MetroPlan Orlando MTP Cost Feasible Plan | Pedestrian Crossing | On the corridor | Add RRFBs or pedestrian signal at intersection of Jackson Avenue and SR 426. | Timeline unspecified in the 2050 MTP Cost Feasible Plan. Project marked as an unfunded transportation need. |
| MTP ID: 20356 | MetroPlan Orlando MTP Cost Feasible Plan | Pedestrian Crossing | On the corridor | Add RRFBs or pedestrian signal at intersection of Ohio Street and SR 426. | Timeline unspecified in the 2050 MTP Cost Feasible Plan. Project marked as an unfunded transportation need. |

| | | | | | |
|---|---|---|---|---|---|
| Planning and Transportation Project | City of Winter Park CIP | Bicycle and Pedestrian Improvements | Unknown | Provides $500,000 until FY 2027 for ongoing improvements. | Ongoing through FY 2027. |
| Public Works Project | City of Winter Park CIP | Sidewalk, bike path, and curb repairs | Unknown | Provides $2.75 million until FY 2027 for ongoing repairs. | Ongoing through FY 2027. |
| 451282-2 | FDOT District 5 Work Program | Resurfacing | Intersects at Park Avenue running east | Planned implementation of a high visibility crosswalk at the east intersection of Park Avenue. A raised crosswalk with a PHB in between the entrance and exit to Henkel Circle is also planned. | Work effort projected to start in Summer 2026 with an estimated completion date of Fall 2027. |
| Holler Redevelopment Project | Proposed Development Plan for 880, 860, 840, and 820 and 801 AND 805 W SR 426 | Redevelopment | On the corridor | Improved access management and additional landscaping. The north property has 7-foot sidewalks planned. | Proposed development plans have been approved by the City of Winter Park Planning and Zoning Board as of August 2024 and May 2026, respectively. |

# 3 Analysis

## 3.1 CRASH DATA ANALYSIS

Crash data was obtained from Signal Four Analytics for the previous seven years (January 01, 2018 – to December 31, 2024) along SR 426 from Driver Avenue to Park Avenue. Crashes on the corridor, within 250 feet, were included in the analysis. Crashes that occurred in parking lots or on interstates were not included in the analysis. A map illustrating the density of all crashes and KSI crashes by mode can be found in Figure 3-3.

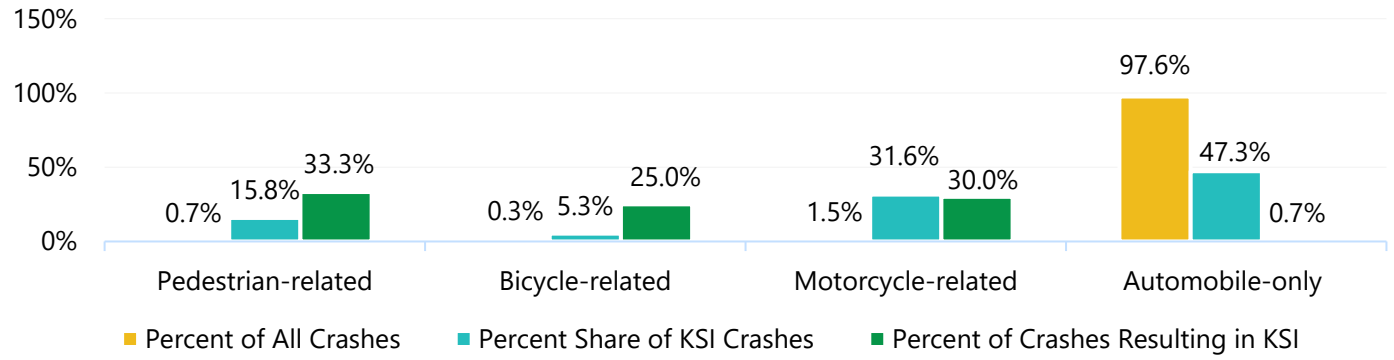
A total of 1,381 crashes, including 18 serious injury crashes and 1 fatal crash were reported in the study limits over the seven-year period. As can be seen in Table 3-1, total crashes were highest in 2018 with 2019, 2021, and 2023 reporting levels just slightly lower. Total crashes reached the lowest reported figure in 2020 which could be connected to the general lower levels of traffic seen during the COVID-19 pandemic. KSI crashes peaked across the years 2021 and 2022 and were lowest in the most recent years of 2023 and 2024. The average number of crashes per year is 197.

Table 3-1 | Crash Analysis 2018 - 2024

| Year | Fatal Crash | Serious Injury Crash | Total Crashes | KSI |
|---|---|---|---|---|
| 2018 | 0 | 2 | 217 | 2 |
| 2019 | 0 | 3 | 211 | 3 |
| 2020 | 0 | 2 | 161 | 2 |
| 2021 | 1 | 4 | 210 | 5 |
| 2022 | 0 | 5 | 201 | 5 |
| 2023 | 0 | 1 | 211 | 1 |
| 2024 | 0 | 1 | 170 | 1 |
| **TOTAL** | **1** | **18** | **1,381** | **19** |

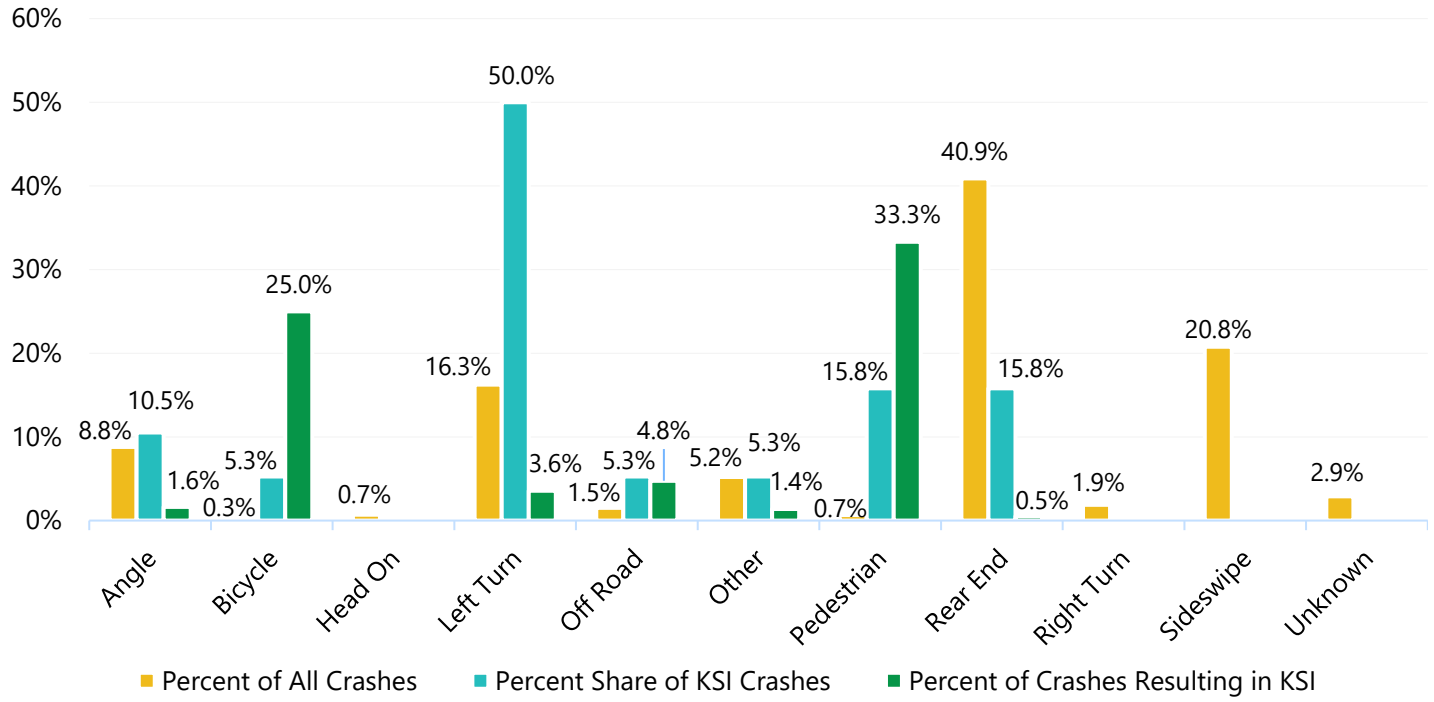
As shown in Figure 3-1, motor vehicle-only crashes account for most of all crashes. However, while people walking, biking, and riding a motorcycle make up a smaller proportion of total crashes, these users are far more likely to be involved in a crash that results in a serious injury or fatality. One in three crashes involving a pedestrian resulted in a KSI; one in four crashes involving a bicyclist resulted in a KSI; and nearly one in three crashes involving a motorcyclist resulted in a KSI.

Figure 3-1 | All Crashes and KSI Crashes by Mode within Study Area Corridor (2018-2024)



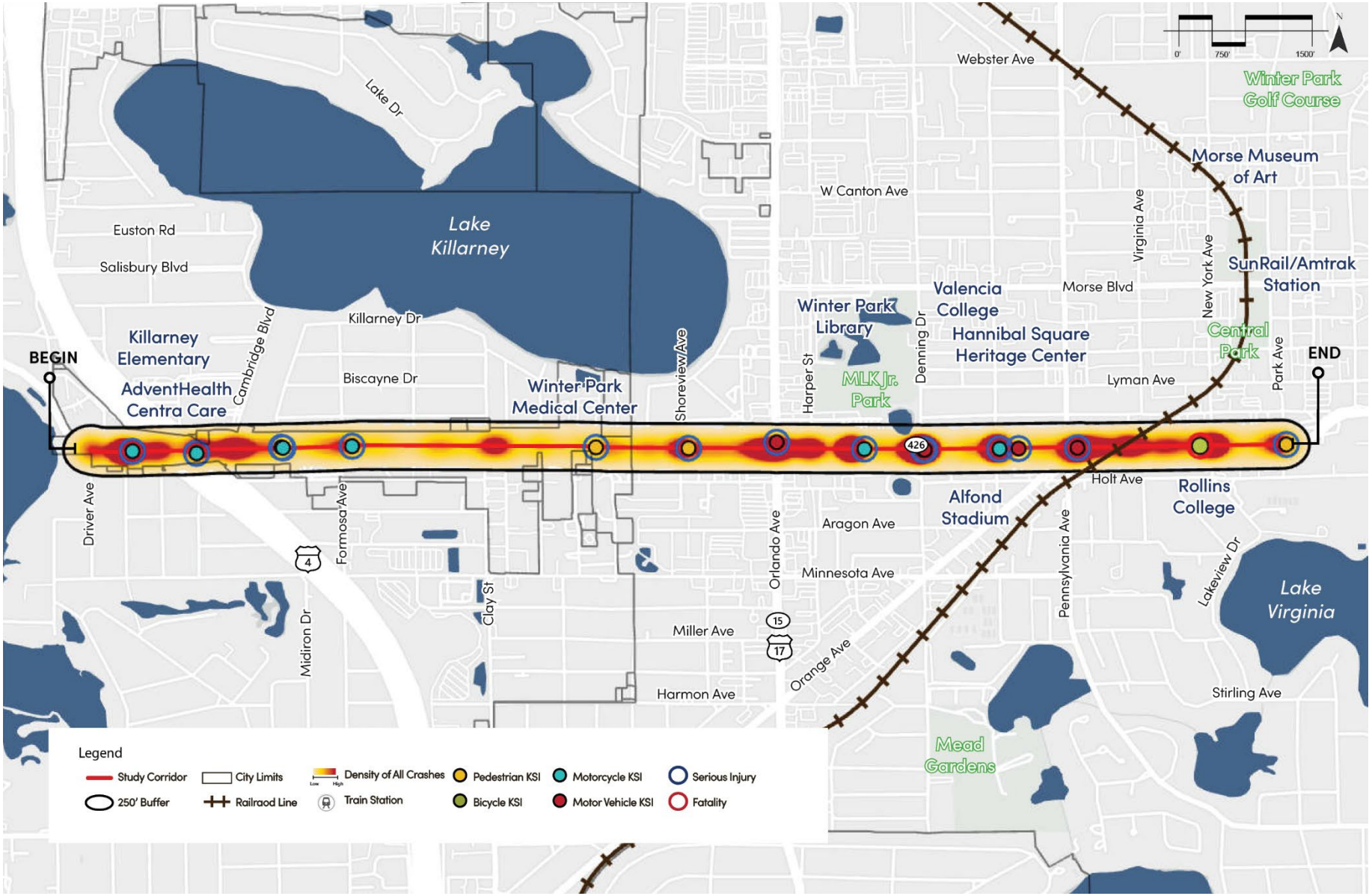

A similar analysis focused on crash type, shown in Figure 3-2, provides further detail of crash trends along the SR 426 study corridor. About 41% of all reported crashes were classified as rear-end crashes, 0.5% of these rear end crashes resulted in a serious injury or fatality. Pedestrian and bicycle crashes accounted for only 0.7% and 0.3% of total crashes respectively. However, unlike rear end crashes a significant proportion of pedestrian and bicycle crashes resulted in a serious injury or fatality, at 33% and 25%, respectively. Notably, left turn crashes account for 50% of the total KSI crashes reported. While the proportion of left turn crashes resulting in a KSI is rather low at 3.6%, this finding identifies an area of opportunity to further improve roadway safety.

Figure 3-2 | All Crashes and KSI Crashes by Type within Study Area Corridor (2018 – 2024)




Additional analysis has been completed describing the location, contributing factors, day of week, and time of day for all crashes and KSI crashes and can be found in Appendix C as a part of the Existing Conditions Assessment. Analysis describing the lighting conditions and weather conditions attributed to all crashes and KSI crashes can be found in Appendix D as a part of the Field Review Materials.

Figure 3-3 | KSI Crashes by Mode and Density of All Crashes on SR 426 (2018 – 2024)




*Source: Signal 4 Analytics, 2026*

## 3.2 OPERATIONS

### 3.2.1 SPEED

Several statistical measures are used to establish the regulatory speed limit on a roadway. The 85th-percentile speed is the speed at or below which 85% of vehicles are traveling. The 10-mph pace, which represents the speed range recorded by the highest number of vehicles along the corridor, is the basis for setting the posted speed limit on a road segment. Speed limits are generally set at or near the 85th percentile speed recorded under free-flowing traffic conditions away from any impediments. Reducing the posted speeds most likely would not change the operating speeds significantly but can cause complacency among motorists to disregard speed zones and other traffic control devices.

Speed data were collected through a spot speed study conducted over a 48-hour period involving weekday conditions in April 2026 at the following two locations along SR 426:

- Between Lakeview Avenue and Kilshore Lane
- 500 feet west of S New York Avenue

Table 3-2 | Speed Data Summary for SR 426 between Lakeview Avenue and Kilshore Lane and Table 3-3 summarize the speed data statistics for the two locations along SR 426. The raw speed data is included in Appendix E.

Table 3-2 | Speed Data Summary for SR 426 between Lakeview Avenue and Kilshore Lane

| Speed Data Summary | Eastbound | Westbound | Both Directions |
|---|---|---|---|
| Posted Speed Limit (mph) | 35 | 35 | 35 |
| 85th Percentile Speed (mph) | 42 | 41 | 42 |
| 10-mph Pace | 34 to 43 | 32 to 41 | 32 to 41 |
| Total Vehicles Observed | 12,329 | 16,118 | 28,447 |
| Speed Range (mph) | 15 to 59 | 22 to 51 | 15 to 59 |
| Number of Vehicles within 10-mph pace | 6,260 | 11,457 | 17,533 |
| Percentage of Vehicles within 10-mph pace | 51% | 71% | 62% |
| 50th Percentile Speed (mph) | 35 | 36 | 36 |
| Average Speed (mph) | 34 | 36 | 35 |
| Minimum Speed Criteria | 39 | 38 | 38 |
| Maximum Speed Criteria | 45 | 44 | 44 |

** Speed data outside of 3-standard deviations were removed from the data set.*

The speed data for the segment of SR 426 between Lakeview Avenue and Kilshore Lane shows that the 85th-percentile speed in the eastbound and westbound directions is 42 mph and 41 mph, respectively, and 42 mph for both directions combined. The 10-mph pace in both directions is 32-41 mph. The combined (both directions) speed data suggest that the 35-mph posted speed limit is lower than the 85th-percentile speed and the upper limit of the 10-mph pace by more than 3 mph.

Table 3-3 | Speed Data Summary for SR 426 500 feet West of S New York Avenue

| Speed Data Summary | Eastbound | Westbound | Both Directions |
|---|---|---|---|
| Posted Speed Limit (mph) | 35 | 35 | 35 |
| 85th Percentile Speed (mph) | 35 | 37 | 36 |
| 10-mph Pace | 25 to 34 | 27 to 36 | 26 to 35 |
| Total Vehicles Observed | 14,066 | 12,979 | 27,045 |
| Speed Range (mph) | 15 to 47 | 15 to 50 | 15 to 50 |
| Number of Vehicles within 10-mph pace | 8,501 | 7,132 | 15,519 |
| Percentage of Vehicles within 10-mph pace | 60% | 55% | 57% |
| 50th Percentile Speed (mph) | 30 | 31 | 30 |
| Average Speed (mph) | 29 | 30 | 30 |
| Minimum Speed Criteria | 31 | 33 | 32 |
| Maximum Speed Criteria | 37 | 39 | 38 |

** Speed data outside of 3-standard deviations were removed from the data set.*

The speed data for the segment of SR 426 500 feet West of S New York Avenue shows that the 85th-percentile speed in the eastbound and westbound directions is 35 mph and 37 mph, respectively, and 36 mph for both directions combined. The 10-mph pace in both directions is 26-35 mph. The combined (both directions) speed data suggest that the 35-mph posted speed limit is within 3 mph of both the 85th-percentile speed and the upper limit of the 10-mph pace.

The difference in driver speeds between the two speed study locations may be attributed to the land uses adjacent to SR 426 and the signal spacing. The western half of the study corridor (including the location between Lakeview Avenue and Kilshore Lane) generally has businesses set back from the side of the road and existing sidewalks are mostly separated from the curb by a utility strip. The eastern half of the study corridor (including the location 500 feet west of S New York Avenue) generally has businesses located much closer to the side of the road and existing sidewalks are immediately adjacent to the curb, providing more visual cues for drivers to slow down. Also, the signal spacing on the west side of the corridor is longer than the spacing on the east side of the corridor allowing for higher free flow speeds on the western side.

# 4 Outreach

## 4.1 OUTREACH ACTIVITIES

As part of the SR 426 RSA, the City of Winter Park sought to solicit feedback from the public on safety concerns and recommendations for improvement along Fairbanks Avenue. The public engagement process included one in-person event and a public survey distributed online.

The project team hosted a table at the Winter Park Farmer's Market on May 30th, 2026, to inform the public of the SR 426 RSA and provide an opportunity for residents and frequent roadway users to document their feedback, perspectives, and experience as a part of the planning process. The project team brought materials including a crash map of the study area corridor, RSA introductory materials, and a road safety trivia game to engage farmer's market visitors, as shown in Figure 4-1 | Winter Park Farmer's Market Engagement Materials. Comment cards for members of the public to directly provide feedback were provided as well as sticky notes to provide location-specific insight directly on the crash map.

Figure 4-1 | Winter Park Farmer's Market Engagement Materials







The virtual public survey was distributed via social media, email, and the City of Winter Park newsletter to gather feedback from the community on locations of concern along the SR 426 corridor and provide an opportunity for members of the public to suggest recommendations for safety improvements. Figure 4-2 | City of Winter Park Virtual Public Survey Social Media Postdisplays the social media posts used on City of Winter Park platforms. The survey consisted of two open-ended questions and was open for four weeks. The survey was completed by 22 respondents and took an average of 19 minutes to complete.

Figure 4-2 | City of Winter Park Virtual Public Survey Social Media Post



All physical and virtual materials used in both outreach activities can be found in Appendix F as a part of the RSA Engagement Summary.

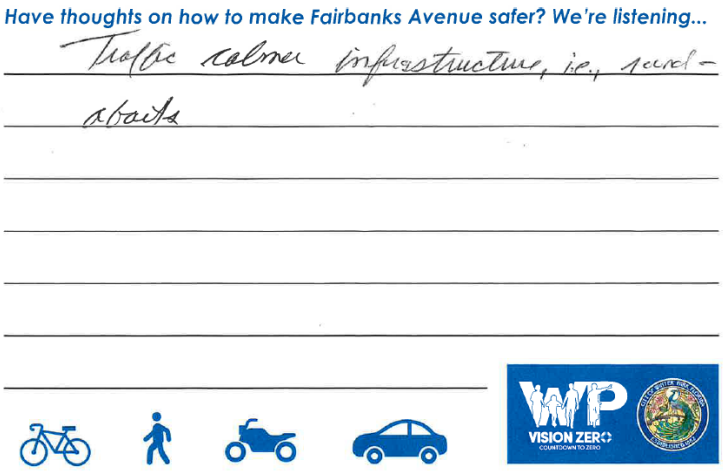
## 4.2 COMMUNITY FEEDBACK

Through both activities, the public expressed concern over the current road safety conditions along SR 426, particularly in relation to conflicts between motor vehicles and pedestrians. Overall, the public was interested in improving safety along the corridor. Common concerns included general lack of feeling safe while walking or biking, intersection design issues leading to quick decision making by drivers and conflicts between users, and a desire for more walkability and multi-modal options along the corridor.

Locations of concern include the intersections at Denning Drive, Orlando Avenue, Pennsylvania Avenue, Park Avenue, and New York Avenue. Respondents recommended improving safety features along the corridor including increased pedestrian infrastructure, adding dedicated turn lanes and signals at conflict points, and providing secondary access to businesses from roadways to lower traffic volume.

Figure 4-3 displays one of the comment cards received from a visitor at the Winter Park Farmer's Market, recommending the use of traffic calming measures like roundabouts. All community feedback received physically or virtually has been documented as a part of the RSA Engagement Summary and can be found in Appendix F.

Figure 4-3 | Comment Card from the City of Winter Park Farmer's Market




## 4.3 CITY OF WINTER PARK TRANSPORTATION ADVISORY BOARD (TAB) PRESENTATIONS

The project team appeared before the City of Winter Park's TAB on two occasions to give a presentation and provide board members with the opportunity to ask questions, seek clarification, or request edits to the work process and drafted safety recommendations.

The first presentation was given on May 18, 2026, at the TAB Regular Meeting, held in the City Hall Commission Chambers, starting at 4:00 pm. This first presentation focused on providing the project progress to date which included a summary of the completed existing conditions assessment and preliminary findings gathered from the field review sessions. No comments from the TAB were recorded.

The second presentation was given on July 20, 2026, held in the City Hall Commission Chambers, Starting at 4:00 pm. In this session, the project team provided the TAB with a draft of the proposed safety recommendations. The project team explained how the proposed recommendations were connected to and aligned with the findings of the existing conditions assessment and field review sessions. Following the presentation, the TAB asked questions related to intersection geometries, the assessment of roadway operations, and the phasing of maintenance costs in the final plan. The project team and City of Winter Park staff fielded all questions.

# 5 Audit Findings

## 5.1 FIELD REVIEW

The field review is an opportunity for the project team and a multi-disciplinary group of stakeholders to travel the corridor on foot and make observations based on real-time conditions that ultimately improve the quality and relevance of the final safety recommendations, in addition to the information gathered as a part of the Existing Conditions Assessment. The field review provides the project team with the opportunity to learn and hear from stakeholders across disciplines including emergency management, stormwater management, transit, and community planning to consider and include an array of safety perspectives into the planning process. Observations made during the field review can include specifics on roadway operations like signal timing, actual use like midblock pedestrian crossings, and visibility and accessibility considerations like the quality of pavement markings, sightlines, and the condition of ADA curb ramps. These observations and others, as documented in the Field Review Materials in Appendix D, expand upon the data gathered as a part of the Existing Conditions Assessment with tangible insights into daily operations.

The following segments were covered as a part of the morning, afternoon, and evening field review sessions. The morning and afternoon sessions took place on May 15th, 2026, and the evening session took place on May 14th, 2026. Table 5-1 describes the extents and length of each segment, as well as the time spent by the field review team at each segment during the morning session. The afternoon and evening sessions were completed by only the project team. The afternoon session was also conducted on foot, while the evening session was completed by driving the length of the corridor.

Table 5-1 | SR 426 Field Review Itinerary

| Segment Order | Segment Extents | Segment Length (One-way) | Time | Intersections |
|---|---|---|---|---|
| 1 | Park Avenue to Pennsylvania Avenue | 0.5 miles | 9:00 AM – 10:30 AM | ▪ Park Avenue<br>▪ New York Avenue<br>▪ Rail crossing<br>▪ Pennsylvania Avenue/Orange Avenue |
| 2 | Capen Avenue to Orlando Avenue (US 17/92) | 0.4 miles | 10:45 AM – 12:00 PM | ▪ Capen Avenue<br>▪ Denning Drive<br>▪ Ward Avenue<br>▪ Harper Avenue<br>▪ Orlando Avenue |

| | | | | |
|---|---|---|---|---|
| 3 | Driver Avenue to Interstate-4 | 0.3 miles | 12:00 PM – 12:30 PM | ▪ Driver Avenue<br>▪ Granada Drive<br>▪ Overspin Drive<br>▪ Interstate-4 on- and off-ramps<br>▪ Cambridge Boulevard |

### 5.1.1 PROCESS

The segments visited by the field review team were selected as a result of the existing conditions assessment, specifically the analysis of crash data within the study area corridor. The project team identified high density areas of all reported crashes on the corridor and considered the locations of all reported KSI crashes when selecting the segments. The three segments in Table 5-1 were ultimately selected as they represent the locations of high crash density, a majority of KSI's, and are an appropriate distance for the field review team to cover on foot, in both directions, in the time allotted. A map of each segment can be found as a part of the Field Review Materials in Appendix D. The entire 2.1-mile corridor was evaluated from a vehicle as a part of the afternoon and evening sessions to support a comprehensive field review.

Following the selection of the segments, the project team drafted a Pre-briefing Presentation and Field Review Guide (included in Appendix D). The Pre-briefing Presentation was held the day before the field review session on May 14th, 2026, and was intended to prepare all participants for the planned activities. The hour-long presentation included information such as the purpose and intent of a field review, the study area's existing conditions, the segments the group would focus on, the session's itinerary, and the types of observations participants could anticipate documenting during the session. The pre-briefing presentation also provided participants with the opportunity to ask any questions, clarify logistics related to timing and parking, and understand how their contributions would add to the overall RSA process.

The field packet was provided to the field review team on the morning of the field review and explained in the half-hour before the Segment 1 session began. The field packet included information regarding the existing conditions of the study area corridor, an analysis of the reported crash data, maps of each segment that detailed extents, specific KSI information, and the location of intersections and signals, and a selection of prompts to further drive detailed observations and collaborative conversation. Ample room to take notes as the group moved through each segment was also provided.

Following the completion of the morning field review session and the third segment, each participant gave their notes to a member of the project team to be catalogued within the Field Review Materials, attached in Appendix D.

### 5.1.2 ACTIVITIES

On each of the identified segments, the project team completed a variety of activities, at intersections, on sidewalks, and in the roadway, when necessary, to evaluate safety. The intersections evaluated can be found in Table 5-1. North and south sidewalks were evaluated on all segments as a part of either the morning or afternoon review sessions. These activities are grouped by location and listed below:

- Intersections
  - Checking sightlines for people walking, riding bikes, and driving cars and/or motorcycles
  - Test pedestrian push buttons and document time waiting for crossing, if applicable
  - Document time provided to cross, if applicable
  - Note the visibility/presence of necessary pavement markings like high-visibility crosswalks and or left-turn lane striping, if applicable

- Note the presence/visibility of appropriate signage
- Observe actual use by pedestrians, bicyclists, motorcycles, and motor vehicles
- Observe roadway operations, specifically the timing of signals, if applicable
- Note any turning movement restrictions
- Observe existing lighting conditions
- Document any ADA compliance concerns

- Sidewalks
  - Note the width of the sidewalk/ability to walk as a group
  - Document sidewalk obstructions such as landscaping, utility boxes/poles, and uneven or missing utility covers
  - Note any uneven sidewalk surfaces, unnecessary curb cuts, or unmarked crossings at driveways
  - Observe actual use by pedestrians or bicyclists
  - Document any ADA compliance concerns
  - Confirm sidewalk width by measuring with a surveyor's wheel
  - Note level of comfort as a pedestrian
  - Note any pedestrian-scale lighting
- Roadway
  - Confirm roadway width where needed with a surveyor's wheel
  - Observe actual use by those driving a motorcycle or motor vehicle
  - Observe day-to-day operations including visible congestion and/or conflicts
  - Note lighting conditions on the corridor
  - Observe condition and presence of needed warning and directional signage

### 5.1.3 PARTICIPANTS

Table 5-2 details the list of participants who participated in the RSA field review. All participants attended the morning session while those denoted with an "*" were also present at the afternoon session. A "**" indicates participation at all three field review sessions.

Table 5-2 | SR 426 Field Review Participants

| Name | Organization |
|---|---|
| Jason Sartorio* | City of Winter Park |
| Jamel Hibbert | City of Winter Park |
| Shannon Monahan | City of Winter Park |
| Tim Volkerson | City of Winter Park Police Department |
| Edwin Santos | City of Winter Park Police Department |
| Andrew Irvin | City of Winter Park Transportation Advisory Board |
| Ben Robinson | City of Winter Park Transportation Advisory Board |
| Kim Sadowki | City of Winter Park Transportation Advisory Board |
| Claudia Korobkoff | Florida Department of Transportation |
| Loreen Bobo | Florida Department of Transportation |
| Maribel Guzman | LYNX |
| Conner Schuler | SunRail |
| Roberta Fennessy* | VHB (Consultant Team) |
| Kevin Freeman** | VHB (Consultant Team) |
| Julianna Merotto* | VHB (Consultant Team) |
| Katie Shannon* | VHB (Consultant Team) |
| Adrian Santiago** | VHB (Consultant Team) |

## 5.2 POSITIVE DESIGN FEATURES

During a road safety audit, participants are asked to help identify safety concerns, opportunities for improvement, and existing positive design features that can serve to exemplify what the future of safety could look like within the study area corridor. Feedback and findings from all three field review sessions are organized below by time of day. For a comprehensive catalogue of all participant observations, please see the Field Review Materials in Appendix D.

Overall, the most positive design themes documented by participants were strong pedestrian activity, good nighttime visibility in select areas, existing and upcoming pedestrian and rail safety efforts, useful streetscape features, and redevelopment plans that improve walking, biking, and access management.

### 5.2.1 MORNING/AFTERNOON SESSION

Throughout the daytime and afternoon field review sessions, participants were able to observe changes in roadway operations and use by pedestrians and bicyclists that are associated with different times of day, including peak travel times. Overall, participants noted a heavy pedestrian presence, especially on the eastern end of the study area corridor in Segment 1 with connection to the Rollins College campus at Park Avenue. Across the study area corridor, participants noted that there are many popular locations for pedestrians to connect to including restaurants, fitness centers, parks and green spaces, and cultural spaces like the Winter Park Library.

On Segment 1, participants identified the existing brick at the Park Avenue intersection as a feature that may contribute to reducing vehicle speed through the intersection. At New York Avenue, members of the field review team explained that small intersections such as this one are advantageous for bicyclists and improve safety conditions. Existing and upcoming safety improvements at the railroad crossing such as flexible delineators, continuous pavement striping, LED sensor-activated signage, and raised pavement markers, have already or are anticipated to provide greater safety for all roadway users.

On Segment 2, participants documented the existing red-light camera and photo enforcement measures at Orlando Avenue. The northwest corner of the Orlando Avenue intersection was observed to have a small park and good tree canopy coverage that some participants pointed to as an example of potential future improvements on the study area corridor. A large redevelopment project at the intersection of Denning Drive and SR 426 was also discussed as a positive example of the City collaborating with property owners to introduce improvements such as planned continuous sidewalks, no access drives, and rear access behind the building. These proposed redevelopment plans include a pedestrian zone with widened sidewalks, landscaping buffers, and raised planters.

On Segment 3, participants observed the use of a new Rectangular Rapid Flashing Beacon (RRFB) midblock crossing between Driver Avenue and Overspin Drive.

Generally, the group discussed how all pedestrian signals on the corridor are Audible Pedestrian Signal (APS)-ready, which can lower barriers for the implementation of further safety improvements.

### 5.2.2 EVENING SESSION

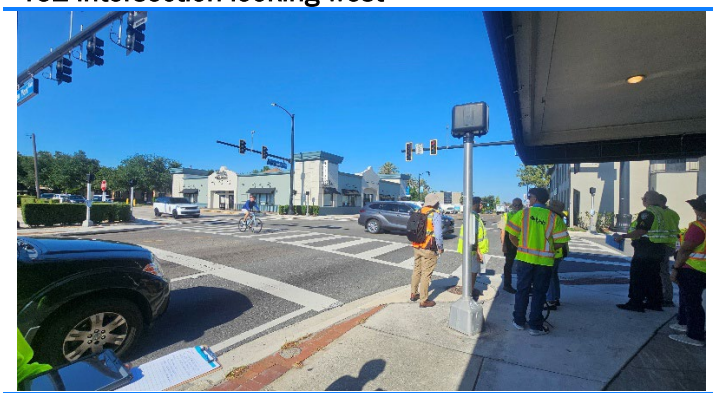
Across the SR 426 corridor, participants identified several positive existing and planned design features that support safety, visibility, and multimodal activity in unlit conditions. Generally, participants noted positive nighttime visibility conditions in select locations, including corridor signage that appeared to be in good condition and remained visible after dark. Similar to daytime and afternoon conditions, participants in the nighttime field review session observed a strong pedestrian presence, particularly surrounding restaurants at the eastern end of the corridor.

Specifically, participants observed good lighting at the intersection of Park Avenue and noted ample lighting continuing onto the Rollins College campus as well. At the railroad crossing, striping was visible and appeared to be intact, adding to the positive design features recorded. Finally, the pedestrian crossing near Driver Avenue was reported to be visible in dark conditions.

### 5.2.3 PHOTOS

Table 5-3 provides a selection of photos that speak to the positive design features identified during the field review sessions. All field review photos can be found in the Field Review Materials in Appendix D.

Table 5-3 | Example of Identified Positive Design Features

| Location: Northeast corner of New York Avenue and SR 462 intersection looking west | Location: East of Driver Avenue looking west |
|---|---|
|  |  |
| Small intersections like this one can be an advantage for bicyclists. | Recently installed RRFB between Driver Avenue and Overspin Avenue can improve crossing options and safety |

## 5.3 OBSERVATIONS AND IDENTIFIED SAFETY RISKS

In addition to positive design features, the field review team documented a range of safety concerns along the SR 426 corridor that affect people walking, biking, using transit, and driving. Across the corridor, the observations generally point to challenges related to visibility, crossing comfort and availability, sidewalk and curb ramp conditions, interactions between vehicles, pedestrians and bicyclists, and the overall need to improve safety and accessibility during both daytime and nighttime conditions.

General observations and safety risks identified in the daytime, afternoon, and nighttime sessions are described below. For a comprehensive catalogue of all participant observations, please see the Field Review Materials in Appendix D.

### 5.3.1 MORNING/AFTERNOON SESSION

In the daytime and afternoon sessions, the field review team was able to gain a first-hand understanding of pedestrian and bicyclist conditions throughout the corridor while observing typical roadway operations and use. Generally, this experience generated observations that focused on narrow sidewalks and roadway travel lanes that place pedestrians uncomfortably close to traffic, short pedestrian crossing times, poor sightlines at intersections and driveways, uneven sidewalks and damaged tactile pavement that create tripping hazards, and turning conflicts, especially for large freight vehicles.

On Segment 1, safety risks were identified on sidewalks and at intersections. On sidewalks throughout the segment, participants noted frequent curb-cut interruptions and uneven surfaces due to either raised/broken

utility covers or inconsistent sidewalk materials. These sidewalk interruptions create both tripping hazards and ADA-accessibility concerns. The following notes were documented describing site-specific sidewalk conditions:

- Between Park Avenue and New York Avenue, participants highlighted the sloped section of the northern sidewalk that presented an ADA-compliance concern.
- Between New York Avenue and Pennsylvania Avenue, the field review team observed multiple instances of overgrown landscaping encroaching on the sidewalk, narrowing available sidewalk space.

At intersections across Segment 1, the field review team described insufficient pedestrian cycles and short crossing times. Crosswalks on this segment were mostly in need of repair and improved visibility. The tactile pavement at most pedestrian curb ramps is in need of repair. The following notes were documented describing site-specific intersection conditions:

- At Park Avenue, participants in the daytime and afternoon sessions observed congestion causing vehicles to block the crosswalk. Pedestrians here were anecdotally described as more distracted and could benefit from enhanced audible pedestrian signals.
- At the railroad crossing, the angle of the tracks was identified to be a hazard to those riding a bicycle or using a wheelchair. Congestion at this intersection frequently results in cars stopping on the tracks.
- At Pennsylvania Avenue, field review participants experienced long wait times of about 10 minutes to cross the five-point intersection. All field review participants described feeling uncomfortable.

On Segment 2, the field review team frequently reported feeling uncomfortably close to the roadway, especially given prominent freight traffic on the corridor. Generally, the roadway was described as very narrow, creating high-stress conditions for all roadway users. Many participants noted that the sidewalks were so narrow that walking side-by-side was not possible. The following notes were documented describing site-specific sidewalk conditions:

- North and south sidewalks from Capen Avenue to Ward Avenue were documented to be extremely narrow. Some sections of these sidewalks were also narrowed further by excess debris, foliage, raised curbs, and long curb cuts.

The field review team noted several safety concerns specific to intersections within Segment 2. The following notes were documented describing these site-specific intersection conditions:

- At the intersection of Capen Avenue, crosswalks are needed on all legs of the intersection, pedestrian curb ramps are in need of repair, and improved access management is needed to improve turning safety.
- At the intersection of Ward Avenue, crosswalks are worn, the existing pavement and brick are uneven, and curbs show signs of damage, likely from the tight turning radius. The tactile pavement at all pedestrian curb ramps either needs to be replaced or repaired.
- At Orlando Avenue, the pedestrian curb ramps and sidewalks were observed to be too narrow, specifically at the southwest corner. In addition, pedestrian push buttons could be moved closer to the crossing, signage could be more visible and left-turn striping can be added to the intersection to improve the movement of motor vehicles.

On Segment 3, the field review team identified poor sightlines and a lack of clear, accurate, and visible signage as primary safety concerns. Participants also noted a higher prevalence of speeding at this end of the corridor that can be attributed to the access to and from Interstate-4, the wider roadway, and larger setbacks. More specifically, field review participants documented observations both along the corridor and at intersections. The following notes were documented describing site-specific conditions on both intersections and sidewalks:

- From Driver Avenue to the west intersection of Interstate-4, sightlines looking west are poor due to the curve in the road, decreasing visibility for pedestrians, bicyclists, and drivers.
- Pedestrian signage from Driver Avenue to Interstate-4 is either cluttered or not visible due to overgrown foliage. Bicycle lane signage was observed to be inaccurate or infrequent.
- Pedestrian crossing times and wait times were long at the Interstate-4 intersections. The signals were observed to be timed together, not allowing adequate time to cross.
- The southern sidewalk was interrupted frequently by large curb cuts that do not provide connection to private properties.

### 5.3.2 EVENING SESSION

Safety risks identified during the nighttime field review session primarily focused on lighting and visibility within the study area corridor, identifying areas where improvements may enhance safety in dark conditions. The following notes were documented describing site-specific conditions applicable to lighting and visibility-related safety risks.

- From Park Avenue to Pennsylvania Avenue, reflective curb markings could improve visibility in dark conditions.
- Across the corridor, bus stop visibility and lighting could be improved
- Lighting outages observed at the Ravenous Pig, railroad crossing, intersection of Orange Avenue, and Ward Avenue.
- Reduced lighting between Denning Drive and Orlando Avenue, especially on the south side of the roadway.

### 5.3.3 PHOTOS

Table 5-4, Table 5-5, and Table 5-6 provide a selection of photos that speak to the safety risks identified during the field review sessions for all three evaluated segments. All field review photos can be found in the Field Review Materials in Appendix D.

Table 5-4 | Example of Identified Safety Risks Segment 1

| Location: West of New York Avenue, in front of 401 Fairbanks looking east | Location: Northeast corner at the intersection of Pennsylvania Avenue and SR 426 looking west |
|---|---|
|  |  |
| Frequent curb cuts, driveways, and aprons interrupt the north and south sidewalks | Crosswalks, tactile pavement, and pedestrian curb ramps largely in need of repair |

Table 5-5 | Example of Identified Safety Risks Segment 2

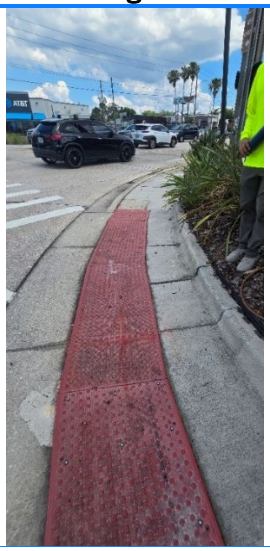
| Location: North sidewalk on SR 426 in front of Holler Honda looking west | Location: Southwest corner at intersection of Orlando Avenue and SR 426 looking east |
|---|---|
|  |  |
| Narrow sidewalks with significant vegetation debris limiting pedestrian access. | Small pedestrian curb ramps and push buttons located about eight to ten feet from crossing |

Table 5-6 | Example of Identified Safety Risks Segment 3

| Location: At Overspin Drive looking east | Location: West of the Interstate 4 intersection, looking west to Driver Avenue |
|---|---|
|  |  |
| Inconsistent and inaccurate bike lane signage | The roadway creates poor sightlines for pedestrians at southwest crossing, before Interstate 4 |

# 6 Recommendations

Recommendations were drafted following the comprehensive review of the existing conditions of the roadway, participant-identified constraints and opportunities from the field review sessions, and community input gathered as a part of the conducted outreach activities. Where corridor-level recommendations focus on signalization, timing, and access management, site-specific recommendations are organized by speed management improvements, safer turning movements and access management, bicycle safety improvements and connectivity, and pedestrian safety improvements.

Each recommendation is analyzed through a cost-benefit analysis and phasing strategy. The constraints and opportunities identified at each intersection and along each segment can be found in the Field Review Materials in Appendix D. The Concept Plan and Recommendations identified along the study area corridor are illustrated in Appendix A.

In addition to coordinating with stakeholders and gathering feedback from the public, the project team shared all drafted safety recommendations with FDOT on July 28, 2026, to support an aligned vision for the future of safety for all roadway users within the SR 426 study area corridor. During this session, FDOT confirmed that the recommendations as presented align with FDOT's toolbox of countermeasures and are eligible for consideration and potential inclusion in future roadway projects.

Additionally, an opportunity to expand safer turning movements and access management was highlighted during the session. FDOT noted that the bi-directional turn lane that runs intermittently from the intersection of Cambridge Boulevard and SR 426 to the intersection of Jackson Avenue and SR 426 is a strong candidate for continued access management analysis. More advanced analysis on this segment could help identify more opportunities to limit turning movements and conflicts between pedestrians, bicyclists, and motorists, supporting safer conditions. Conversation also highlighted the potential for closed portions of the bi-directional turn lane to become a raised median with landscaping or make room for buffered bike lanes on the study area corridor.

## 6.1 CORRIDOR-LEVEL RECOMMENDATIONS

Corridor-level recommendations address existing conditions and/or field review observations that persist throughout a majority of the study area corridor. These recommendations can also include actions that are taken on a larger scale rather than a site-specific one.

The project team has recommended that an operational study to assess signalization and timing to improve level of service take place corridor-wide. The current level of service on SR 426 ranges from a D to an F rating, indicating room for operational growth and improvement. Field review participants also frequently noted signalization and timing as a contributor to the observed congestion, especially during peak demand hours. The findings in the existing conditions report and observations gathered during the field review drive the need for additional assessment across the study area corridor, including an operational study to improve signal timing for all modes of transportation.

## 6.2 SITE-SPECIFIC RECOMMENDATIONS

Site-specific recommendations address existing conditions and/or field review observations that are specific to a certain location on the study area corridor. These actions are more targeted than those recommended as a part of the corridor-level recommendations, aiming to improve safety conditions in alignment with each location's unique context. The project team has grouped recommendations by speed management improvements, safer turning movements and access management, bicycle safety improvements and connectivity, and pedestrian safety improvements.

### 6.2.1 SPEED MANAGEMENT IMPROVEMENTS

Given the spot speed study conducted as a part of this RSA, heavy observed pedestrian traffic along the corridor, and presence of pedestrian and bicycle KSI's, speed management improvements focus on lower speed limits and associated infrastructure at the eastern end of the corridor, and increased signage and gateway/landscaping design throughout the rest of the corridor. The countermeasures in Table 6-1 were recommended in alignment with existing gateway features on the corridor and upcoming FDOT efforts east of the study area from Park Avenue to Lakemont Avenue.

Table 6-1 | Speed Management Countermeasure Recommendations

| Countermeasure | Location/Description |
|---|---|
| Raised Intersection | • Intersection of Park Avenue<br>• Intersection of New York Avenue |
| Add median with enhanced landscaping and/or gateway element | • Center median west of Interstate 4<br>• Pedestrian refuge at southbound on-ramp west of Interstate 4<br>• Center median east of Interstate 4<br>• Pedestrian refuge at northbound on-ramp east of Interstate 4 (landscaping or gateway feature only given existing conditions)<br>• Center median for left turn lanes east of Harper Street<br>• Center median for left turn lane west of Denning Drive<br>• Center median for left turn lane east of Denning Drive<br>• Existing median east of Pennsylvania Avenue intersection (landscaping or gateway feature only given existing conditions)<br>• Existing pavement markings east of Pennsylvania Avenue intersection<br>• Center median for turn lane on the New York Avenue/Park Avenue block |
| Posted speed sign | Speed limit is recommended to be reduced from 30 mph to 25 mph through the New York Avenue to Park Avenue block. This is consistent and compatible with the recommendations for the FDOT Project 451282-2 from Park Avenue to Lakemont Avenue, as well as the existing land use context. The following signage is recommended:<br>• 25 mph speed limit sign for eastbound traffic west of New York Avenue<br>• 30 mph speed limit sign for eastbound traffic east of Pennsylvania Avenue/Orange Avenue |
| Speed feedback sign | Affix to 25 mph speed limit sign for eastbound traffic west of New York Avenue |
| Posted speed pavement markings | West of New York Avenue, directly across from Keke's Breakfast Café driveway, facing eastbound |

### 6.2.2 SAFER TURNING MOVEMENTS AND ACCESS MANAGEMENT

Analysis of the crash data and field review observations indicated a need for safer turning movements at several intersections along the corridor and improved access management, signage, and pavement markings in identified areas of opportunity. The recommended countermeasures can be found in Table 6-2.

.

Table 6-2 | Safer Turning Movements and Access Management Countermeasure Recommendations

| Countermeasure | Location/Description |
|---|---|
| Tighten curb radii | • Curbs of Driver Avenue<br>• Southwest curb of Granada Drive<br>• Curbs of Overspin Drive<br>• Westbound on-ramps for Interstate 4<br>• Southern edge of pedestrian refuge for westbound Interstate 4 on-ramps<br>• Northern edge of pedestrian refuge for eastbound Interstate 4 on-ramps<br>• Eastbound on-ramps for Interstate 4<br>• Curbs of Cambridge Boulevard<br>• All curbs at intersection of Clay Street<br>• All curbs at intersection of Orlando Avenue |
| Add left turn lanes | Intersection of Denning Drive (for eastbound traffic turning north and for westbound traffic turning south) |
| Guided left turn striping | Intersection of Orlando Avenue (all left turning movements) |
| Directional turn median and Right-In-Right-Out Only (RIRO) signage | Intersection of Capen Avenue |
| Right Turn Only Pavement Marking | • Intersection of Ward Avenue<br>• Exit drive of Sushi Saint<br>• Intersection of Capen Avenue<br>• On exit drive between Oakberry Acai and Fannie Hillman<br>• On exit drive of Rollins Bookstore and Student Care Center |
| Median Striping to Restrict Left Turns | • Intersection of Ward Avenue<br>• Intersection of Capen Avenue |
| Access management opportunity zone | Several properties have been identified as shown on the Recommendations Roll Plot (Appendix A) to reduce the number of access drives off of SR 426 as consistent with the City's Comprehensive Plan and Sub-areas of the Community Redevelopment Plan Update and Sec. 58-86 for Off-street Parking and Loading Regulations of the City's Land Development Code.<br>The 10% Design/Concept Plan (Appendix A) reflects proposed improvements to begin conversations with property owners. |
| Retroreflective borders on signal heads | • Intersection of Formosa Drive<br>• Intersection of Clay Street<br>• Intersection of Pennsylvania Avenue and Orange Avenue<br>• Intersection of Park Avenue |
| Do Not Enter signage | • Facing south on the one-way exit drive for Taco's Lab (southwest corner of the property)<br>• Facing south on the one-way exit drive for Horizon West Pediatric Center (southwest corner of property)<br>• Facing south at the intersection of Broadview Avenue<br>• Facing south on the one-way exit drive for Sushi Saint (southeast corner of property)<br>• Facing north and south at the intersection of Capen Avenue<br>• Facing north on the one-way exit drive for Winter Park Plaza (northwest corners of property)<br>• Facing south on the one-way exit drive for 311 Fairbanks (southwest corner of property)<br>• Facing south on the one-way exit drive for Oakberry Acai (southeast corner of property)<br>• Facing north on the one-way exit drive for Rollins Bookstore and Student Care Center (northern property line) |
| Railroad crossing improvements | At railroad crossing on the Pennsylvania Avenue/New York Avenue block.<br>The Central Florida Rail Corridor/SunRail study includes the following high-level recommendations: |

| | |
|---|---|
| | • A new railroad crossing cantilever will be installed to accommodate traffic signals heads comingled with the railroad flashers for WB traffic.<br>• A new stop line will be applied upstream of the crossing cantilever / traffic signal combo per MUTCD standards and be accompanied by a R10-6 (“STOP HERE ON RED”) sign.<br>Radar sensor or induction loops will be installed downstream of the railroad crossing towards the signalized intersection of N. Pennsylvania Ave. to detect traffic queues and interconnect to the new pre-signal to hold traffic. |
| Replace yield sign with stop sign (full stop) and add advanced stop bar | At Broadview Avenue, replace the existing Yield sign with a stop sign and an advanced stop bar. |

### 6.2.3 BICYCLE SAFETY IMPROVEMENTS AND CONNECTIVITY

Given right-of-way constraints and traffic volumes on SR 426, bicycle safety improvements include wayfinding signage and sharrow pavement markings to connect to existing trails, bike lanes, and/or shared use lanes or recommended new bicycle routes in the surrounding community. A bicycle connectivity map is shown in Figure 6-1. Many of these recommendations, as shown in Table 6-3, were created in alignment with the City of Winter Park’s TMP and supplemented with additional recommendations given identified gaps.

Table 6-3 | Bicycle Safety Improvements and Connectivity Recommendations

| Countermeasure | Location/Description |
|---|---|
| Sharrows | There are several opportunities for off-street improvements on low-speed local roads that connect to existing bicycle facilities both on SR 426 and across the existing bicycle network. Sharrow recommendations include providing pavement markings on these roads to identify the road as a shared use facility.<br>Recommended sharrow improvements are for the following roads:<br>• Cambridge Boulevard, which provides connectivity to Killarney Elementary School and Wymore Avenue to the west<br>• Formosa Drive, which provides connectivity to the south to Minnesota Avenue<br>• Clay Street, which provides connectivity to the south to Harmon Avenue<br>• Shoreview Avenue, which provides connectivity to the north to Fairview Avenue<br>• Comstock Avenue, which provides a parallel facility to SR 426 and connects to the shared use path parallel to the railroad<br>• Pennsylvania Avenue, which provides connectivity to the south to bike lanes on Minnesota Avenue and signed bike route on Pennsylvania Avenue<br>• New York Avenue, which has been identified as a greenway route in the City of Winter Park’s TMP |
| Wayfinding for existing bike lanes/trails | Wayfinding opportunities have been identified to guide users to the connected bicycle facilities above. The City of Winter Park has proposed a unified system of greenway route wayfinding signage in the TMP that may be used in these instances. Additional bicycle signage needs include the following:<br>• On SR 426, install Bike Lane Ends signage prior to the ending of the lane. This includes signage east of Cambridge Avenue, Formosa Drive, and Clay Street for the westbound bicycle lanes and west of Clay Street and Formosa Drive for the eastbound bicycle lanes.<br>• At the south end of the shared use path parallel to the railroad, install both stop signs and a bollard indicating that the path ends. |

### 6.2.4 PEDESTRIAN SAFETY IMPROVEMENTS

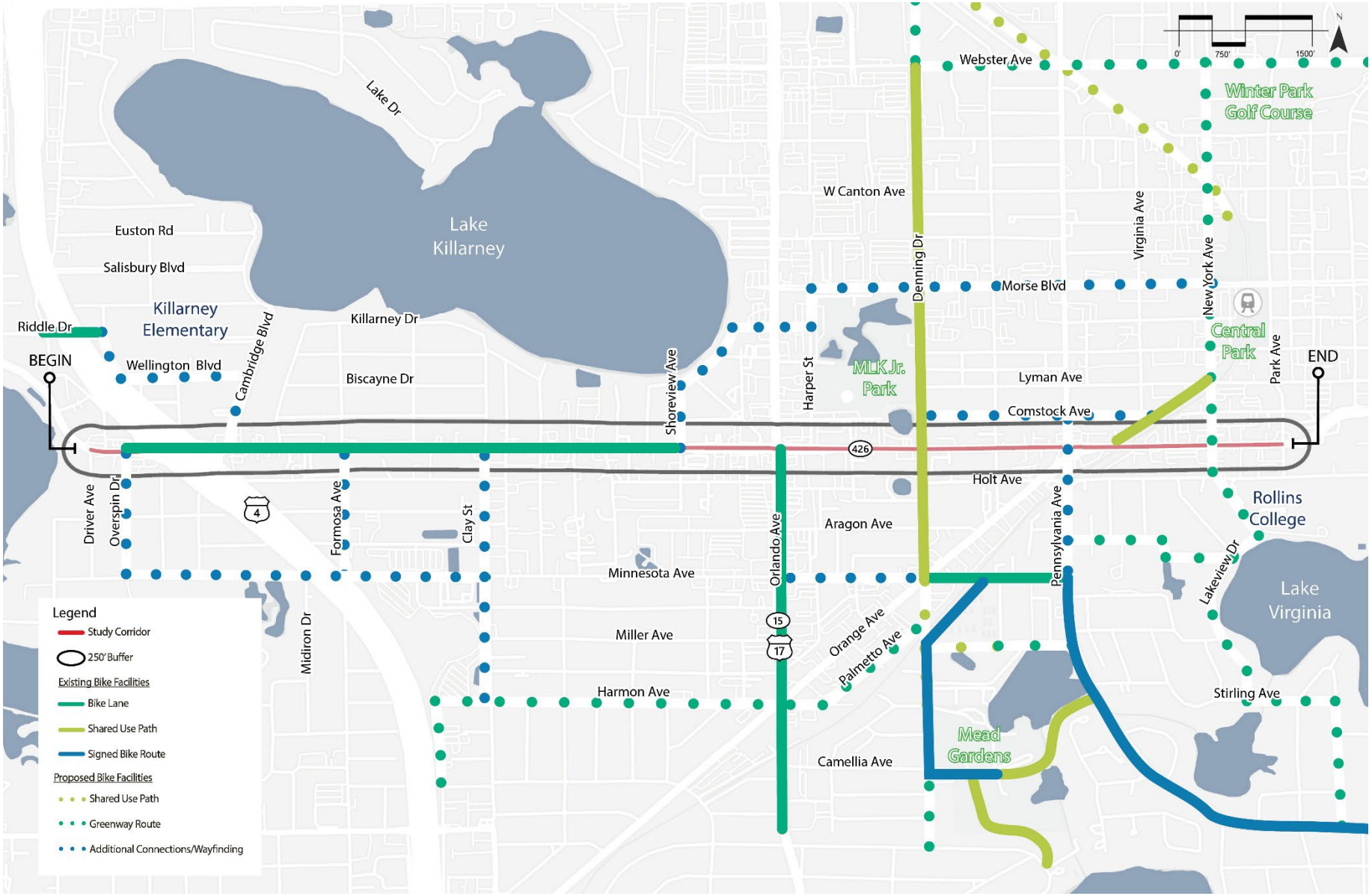
Given observations from the field review, pedestrian safety improvements, as shown in Table 6-4, include several intersection-based improvements that address visibility and access, sidewalk enhancements, and corridor-wide visibility. These recommendations were drafted in alignment with previous FDOT and City projects throughout the City of Winter Park.

Table 6-4 | Pedestrian Safety Improvement Recommendations

| Countermeasure | Location/Description |
|---|---|
| Bundled intersection improvements:<br>• Upgrade/update Detectable Warning Surfaces<br>• Implement Leading Pedestrian Intervals (LPIs)<br>• Install Yield to Pedestrian signage<br>• Reorient/install Pedestrian Push Buttons and upgrade signage<br>• Update worn crosswalk markings to High Emphasis Crosswalks<br>• Confirm crosswalks on all legs of the intersection<br>• Upgrade to Audible Pedestrian Push Buttons with Speech Information Messaging | The following countermeasures are recommended for signalized intersections which include the following:<br>• Formosa Avenue<br>• Clay Street<br>• Orlando Avenue<br>• Denning Drive<br>• Pennsylvania Avenue<br>• New York Avenue<br>• Park Avenue |
| Sidewalk enhancements | Through the field review, there were several specific needs for sidewalk enhancements especially in instances of utility infrastructure either being in the pedestrian right-of-way or exposed. This is in addition to opportunities to widen the sidewalk or offer additional barriers between travel lanes and the sidewalk. Recommendations for sidewalk enhancements were drafted in light of proposed development that already provides these pedestrian safety countermeasures including the addition of left turn lanes at Denning Drive and the Holler Property Redevelopment. Recommendations include:<br>• Widening sidewalk consistent with curb improvements for southern eastbound and northern westbound SR 426, approaching the Interstate 4 on-ramps. This recommendation should improve sightlines for traffic to see the pedestrian crossings and improve the level of stress for people using the sidewalk.<br>• Between Ward Avenue and Denning Drive, which may occur through continued redevelopment such as the new 6-foot-wide sidewalk being added to the north side of this block west of Perla's Pizza<br>• With the Holler Redevelopment, confirm that the sidewalk improvements on the north side of the property connect to the adjacent Fairbanks Animal Hospital to the east.<br>• At the railroad crossing, softening of the crosswalk angle<br>• Between New York Avenue and Park Avenue, there are safety concerns given the slopes of the brick installed, creating a falling hazard. In addition to improving utility infrastructure conditions, the sidewalk needs to be brought to grade with the curb to improve walking conditions. |
| Pedestrian-scale lighting | Where pedestrian-scale lighting is largely available along the study area corridor, especially given recent FDOT projects to improve the section between Interstate 4 and Orlando Avenue, this type of safety treatment should be provided between Orlando Avenue to Pennsylvania Avenue for consistent lighting along the corridor. |

| | |
|---|---|
| High-emphasis crosswalks with Detectable Warning Surfaces (DWS) | Where crosswalks are generally consistent along the corridor, there are several opportunities to upgrade crosswalks to include a ladder pattern and raise the visibility of the crossing. Specific opportunities include the crosswalks located at:<br>• Driver Avenue (southside)<br>• Granada Drive (northside)<br>• Overspin Drive (southside)<br>• Interstate 4 on-ramp (eastbound traffic on Fairbanks Avenue, going westbound on Interstate 4)<br>• Interstate 4 on-ramp (westbound traffic on Fairbanks Avenue, going eastbound on Interstate 4)<br>• Cambridge Boulevard (northside)<br>• Orange Terrace Drive (northside)<br>• Ohio Street (northside)<br>• Starling Road (northside)<br>• Cherry Street (southside)<br>• Blue Heron Drive (northside)<br>• Harold Avenue (southside)<br>• Jackson Avenue (southside)<br>• Nicolet Avenue (southside)<br>• Lakeview Avenue (northside)<br>• Shoreview Avenue (northside and southside)<br>• Broadview Avenue (northside)<br>• Harper Street (northside)<br>• Ward Avenue (northside and southside)<br>• Capen Avenue (northside and southside) |
| Yield to Pedestrian signage and/or advanced stop bar | This countermeasure is recommended for the following locations:<br>• Between Overspin Drive and the westbound Interstate 4 on-ramps move the existing Yield to Pedestrian sign on the southside of the street further west near Overspin Drive to provide earlier warning of the upcoming crosswalk and install a new Yield to Pedestrian sign on the westernmost corner of the pedestrian refuge island. In both instances the Yield to Pedestrian sign should include LED lighting to increase awareness of the upcoming crosswalk.<br>• At the eastbound Interstate 4 on-ramps on the northside of the SR 426 corridor on the pedestrian island<br>• West of Cambridge Avenue on the northside of the SR 426 corridor at the corner<br>• At Broadview Avenue, replace existing yield sign with new Yield to Pedestrian signage<br>• At Ward Avenue on the north and southbound travel lanes<br>• Exit drive of Sushi Saint (stop bar only)<br>• Facing northbound at the one-way drive exiting the Holler Redevelopment<br>• At the one-way drive exiting 311 Fairbanks (stop-bar only)<br>• Facing north at the one-way drive exiting Oakberry Acai (stop-bar only)<br>• Facing south at the one-way drive exiting the Rollins Bookstore and Student Care Center (stop-bar only) |

Figure 6-1 | Future Bicycle Infrastructure and Connectivity




*Source: City of Winter Park, 2026*

## 6.3 CRASH PREDICTION AND BENEFIT TO COST ANALYSIS

An analysis of the anticipated impact of the proposed improvements was conducted using crash prediction modeling and a cost to benefit analysis. This analysis will show the overall effectiveness of the project recommendations in reducing crashes and associated costs using the available tools through the Federal Highway Administration (FHWA) Highway Safety Manual (HSM), FHWA Crash Modification Factors (CMF) Clearinghouse, and the Florida Department of Transportation (FDOT). Estimated cost savings were then compared to the estimated annual construction cost for the proposed improvements to identify a final cost to benefit ratio.

### 6.3.1 HIGHWAY SAFETY MANUAL (HSM) CRASH PREDICTION MODULE (CPM) COMPARISON – PROPOSED VS. EXISTING

A safety analysis using the HSM Crash Prediction Module (CPM) was conducted for the study corridor. The HSM CPM analysis determines a predicted crash rate (crashes per year) for any given corridor based on the following parameters:

- Existing crash rates
- Roadway and intersection geometry
- Posted speed limit
- Presence/density of driveways and side streets
- Presence of lighting
- Presence of on-street parking
- Density and setback of roadside fixed objects.

The analysis was conducted first with the existing conditions along the study corridor to determine the predicted crash rate for the corridor without any improvements. Following that, the analysis was conducted a second time to account for the proposed improvements to the corridor.

For each existing roadway condition (both intersections and segments) and proposed improvement, a corresponding CMF was determined in one of two ways:

- Through the calculations performed in the HSM CPM tool.
- By finding the equivalent CMF listed by the CMF Clearinghouse and using the FHWA recommended dominant effect for combined treatments, where applicable.[1]

As shown in Table 6-5, Table 6-6, and Table 6-7, the proposed improvements result in a predicted 21.9% reduction of crashes that occur at intersections, a predicted 29.8% reduction of crashes that occur along the remaining segments, and a total predicted 25.51% reduction of crashes along the corridor. All HSM and Additional CMF Crash Reduction Analysis can be found in Appendix H.

[1] FHWA-HRT-24-074: Complete Streets—Safety Analysis

Table 6-5 | HSM and Additional CMF Crash Reduction Analysis for Segments

Additional CMF included in Final Expected Crash Rate Calculations

| | Segments | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Segment 1 Driver to Overspin | Segment 2[5] Overspin to Cambridge | Segment 3[5] Cambridge to Clay | Segment 4 Clay to 17-92 | Segment 5[2] 17-92 to Denning | Segment 6[23] Denning to Penn/Orange | Segment 7 Penn/Orange to New York | Segment 8[4] New York to Park | Total |
| Expected Crash Rate (Existing), per year[1] | 1.64 | 12.22 | 19.51 | 25.90 | 11.61 | 8.76 | 21.77 | 5.81 | **107.22** |
| Expected Crash Rate (with Improvements), per year[1] | 1.64 | 13.37 | 19.45 | 25.89 | 15.05 | 7.32 | 21.71 | 7.38 | **111.80** |
| **Additional Countermeasures and CMF Values** | | | | | | | | | |
| Install dynamic speed feedback sign | | | | | | | | 0.95 | |
| 15% reduction in mean speed | | | | | | | | 0.78 | |
| Curb-Return Radius Reduction | 0.97 | 0.97 | 0.97 | 0.97 | | | | | |
| Convert an open median to a directional median | | | | | | 0.93 | | | |
| Install any type of median barrier | | 0.70 | 0.70 | | 0.70 | 0.70 | 0.70 | 0.70 | |
| Improve street lighting illuminance and uniformity | | | | | 0.82 | 0.82 | | | |
| Implement systemic signing and marking improvements at stop-controlled intersections | 0.92 | 0.92 | 0.92 | 0.92 | | 0.92 | | 0.92 | |
| **Final Expected Crash Rate, per Year** | 1.46 | 8.61 | 12.52 | 23.10 | 8.64 | 4.20 | 15.20 | 4.75 | **78.48** |
| **Percent Change** | -10.8% | -35.6% | -35.6% | -10.8% | -42.6% | -42.6% | -30.0% | -35.6% | **-29.8%** |

NOTES

1. As determined using HSM Predictive Method for Urban and Suburban Arterials, attached as Appendix H.
2. Crash reduction factors assessed between 17-92 and the intersection of Fairbanks Avenue and Orange Avenue/Pennsylvania Avenue assume that the lighting improvements will only reduce those crashes that occur at night, which are approximately 17% of all observed crashes along these segments.

3. There are three median recommendations on Segment 6, including the installation of a median barrier, a directional median, and associated signing and marking improvements. In this instance, the dominant effect has been deployed to assume the benefit of the countermeasure with the highest crash reduction factor. In this instance, the installation of the median barrier was deployed.
4. There are three speed management countermeasures recommended for Segment 8, including the installation of a speed feedback sign, speed reduction, and installation of a median barrier. In this instance, the dominant effect has been deployed to assume the benefit of the countermeasure with the highest crash reduction factor. In this instance, the installation of the median barrier was deployed.
5. There are two countermeasures recommended for Segments 2 and 3 that are related, including the curb-return radius reductions and systemic signing and marking improvements. In this instance, the dominant effect has been deployed to assume the benefit of the countermeasure with the highest crash reduction factor. In this instance, the signing and pavement markings were deployed.

Table 6-6 | HSM and Additional CMF Crash Reduction Analysis for Intersections

Additional CMF included in Final Expected Crash Rate Calculations

| | Intersections | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | Intersection 1 Overspin Dr | Intersection 2 Cambridge Blvd | Intersection 3[2] Clay St | Intersection 4[3] 17/92/ Orlando Ave | Intersection 5[4] Denning Dr | Intersection 6[5] Orange Ave/Penn Ave | Intersection 7[6] New York Ave | Intersection 8[7] Penn Ave | Total |
| Expected Crash Rate (Existing), per year[1] | 0.00 | 16.42 | 5.72 | 18.12 | 16.82 | 13.85 | 9.66 | 5.74 | **86.32** |
| Expected Crash Rate (with Improvements), per year[1] | 0.00 | 16.42 | 5.72 | 18.12 | 14.54 | 13.85 | 9.66 | 5.74 | **84.04** |
| **Additional Countermeasures and CMF Values** | | | | | | | | | |
| Raised intersections | | | | | | | 1.05 | 1.05 | |
| Installation of left-turn lanes on both major road approaches | | | | | 0.67 | | | | |
| Curb-Return Radius Reduction | 0.97 | 0.97 | | 0.97 | | | | | |
| Add 3-inch yellow retroreflective sheeting to signal backplates | | | 0.84 | 0.84 | | 0.84 | 0.84 | 0.84 | |
| Modify signal phasing (implement a leading pedestrian interval (LPI)) | | | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | |
| Widen sidewalks at intersections | | | | 1.12 | 1.12 | | | | |
| Implement systemic signing and marking improvements at stop-controlled intersections | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | |
| **Final Expected Crash Rate, per Year** | 0.00 | 14.65 | 4.32 | 13.69 | 10.91 | 10.47 | 7.30 | 4.34 | **65.69** |
| **Percent Change** | 0.0% | -10.8% | -24.4% | -24.4% | -25.0% | -24.4% | -24.4% | -24.4% | **-21.8%** |

NOTES

1. As determined using HSM Predictive Method for Urban and Suburban Arterials, attached as Appendix H.
2. Two countermeasure recommendations serve as combined treatments at Intersection 3 (signing and marking improvements at stop controlled intersections and LPIs). In this instance, the dominant effect has been deployed to assume the benefit of the countermeasure with the highest crash reduction factor. In this instance, the installation of the LPIs was deployed.
3. Four countermeasure recommendations serve as combined treatments at Intersection 4 (curb-return radius reduction, signing and marking improvements at stop controlled intersections, widened sidewalks, and LPIs). In this instance, the dominant effect has been deployed to assume the benefit of the countermeasure with the highest crash reduction factor. In this instance, the installation of the LPIs was deployed.
4. Three countermeasure recommendations serve as combined treatments at Intersection 5 (installation of left turn lanes, signing and marking improvements, and LPIs). In this instance, the dominant effect has been deployed to assume the benefit of the countermeasure with the highest crash reduction factor. In this instance, the installation of left turn lanes was deployed.
5. Two countermeasure recommendations serve as combined treatments at Intersection 6 implementation of systemic signing and marking improvements and LPIs). In this instance, the dominant effect has been deployed to assume the benefit of the countermeasure with the highest crash reduction factor. In this instance, the installation of the LPIs was deployed.
6. Three countermeasure recommendations serve as combined treatments at Intersection 7 (signing and marking improvements at stop controlled intersection, raised intersections, and LPIs). In this instance, the dominant effect has been deployed to assume the benefit of the countermeasure with the highest crash reduction factor. In this instance, the installation of the LPIs was deployed.
7. Three countermeasure recommendations serve as combined treatments at Intersection 8 (signing and marking improvements at stop controlled intersection, raised intersections, and LPIs). In this instance, the dominant effect has been deployed to assume the benefit of the countermeasure with the highest crash reduction factor. In this instance, the installation of the LPIs was deployed.

Table 6-7 | HSM and Additional CMF Crash Reduction Analysis Totals

| | Segments | Intersections | Total |
|---|---|---|---|
| Expected Crash Rate (Existing) | 107.22 | 86.32 | 193.54 |
| Final Expected Crash Rate, per Year | 78.48 | 65.69 | 144.17 |
| Percent Change | -29.8% | -21.8% | -25.51% |

### 6.3.2 COST ESTIMATES

Cost estimates were prepared for the recommended countermeasures described above to help the City of Winter Park, FDOT, and other partner agencies assess the level of funding needed for implementation and evaluate the safety benefits associated with each dollar invested in the SR 426 study area corridor. The cost estimates were generated by 1) taking inventory of all the materials needed to implement the recommended countermeasures and 2) assigning each material a unit cost as determined in FDOT's Current 12-Month Market Area 8 Moving Average. Estimated construction costs are also calculated as a part of this exercise. Construction costs account for mobilization, the maintenance of traffic throughout the project, and any estimates of unknown costs. Estimated construction, engineering, inspection, and design costs are also included in the total estimate.

The estimated cost to implement all of the recommended countermeasures is $4,305,300. Out of this total cost, total estimated construction costs, including materials, mobilization, maintenance of traffic, and project unknowns account for $3,142,500. Construction, engineering, and inspection costs account for $377,100, and design costs account for $785,700. The raw cost estimate calculations, including an inventory of all needed materials, applicable quantities, and unit costs, are included in the Fairbanks Avenue Cost Estimate and can be found in Appendix G.

### 6.3.3 BENEFIT TO COST ANALYSIS

The benefit to cost analysis was conducted using the FDOT Benefit/Cost Analysis tool and compares the anticipated savings due to a reduction in crashes to the estimated cost of construction for the proposed improvements. Multiplying the average cost per crash of $107,908.00 by the predicted decrease in crashes of 24.74% per year, results in an annual savings of $5,267,412.15. The estimated cost of construction is based on the proposed improvements as shown in the Concept Plan in Appendix A and totals $4,305,300.00 or $335,823.72 per year estimated using the FDOT B/C Analysis tool. This results in an overall benefit to cost ratio of 15.69. The full cost estimate and benefit/cost analysis can be found in Appendix G and Appendix I, respectively.

## 6.4 PHASING PLAN

Following coordination with the City of Winter Park TAB, City of Winter Park staff, and FDOT District 5 staff, the proposed safety countermeasures were organized into three phased recommendation groups. These groups include:

- Maintenance Recommendations: Improvements to existing infrastructure that can be completed through general maintenance contracts.
- Short-term recommendations: Updates to roadside signage and/or pavement markings, upgrades to pedestrian signals and facilities, improved bicycle connectivity, and turning movement improvements that have the potential to be completed in alignment with upcoming or anticipated projects.
- Mid-term recommendations: Improvements to the corridor requiring a higher level of resources including roadway design, traffic volume and signal timing evaluation, and other like studies that may precede the outlined recommendations. These improvements can be done as a standalone project, but also have the potential to be implemented in combination with other efforts.

Due to the nature of the SR 426 study area corridor, most of the recommended countermeasures require coordination between agencies like FDOT and the City of Winter Park. Each countermeasure recommended has also been assigned an implementing agency and is accompanied by location and description information to provide further detail and guide effective and efficient implementation.

### 6.4.1 MAINTENANCE RECOMMENDATIONS

Each of the proposed countermeasures were reviewed to best time phasing and implementation. All maintenance recommendations can be found in Table 6-8.

Table 6-8 | Maintenance Recommendations

| Countermeasure | Recommendation Type | Implementing Agency | Location/Description |
|---|---|---|---|
| Guided left turn striping | Access management and safer turning movements | FDOT | Intersection of Orlando Avenue (all left turning movements) |
| Right turn only pavement markings | Access management and safer turning movements | FDOT | • Intersection of Ward Avenue<br>• Exit drive of Sushi Saint<br>• Intersection of Capen Avenue<br>• On exit drive between Oakberry Acai and Fannie Hillman<br>• On exit drive of Rollins Bookstore and Student Care Center |
| Median striping to restrict left turns | Access management and safer turning movements | FDOT | • Intersection of Ward Avenue<br>• Intersection of Capen Avenue |
| Retroreflective borders on signal heads | Access management and safer turning movements | FDOT | • Intersection of Formosa Drive<br>• Intersection of Clay Street<br>• Intersection of Pennsylvania Avenue and Orange Avenue<br>• Intersection of Park Avenue |
| Do Not Enter signage | Access management and safer turning movements | FDOT | • Facing south on the one-way exit drive for Taco's Lab (southwest corner of the property)<br>• Facing south on the one-way exit drive for Horizon West Pediatric Center (southwest corner of property)<br>• Facing north and south at the intersection of Capen Avenue<br>• Facing north on the one-way exit drive for Winter Park Plaza (northwest corners of property)<br>• Facing south on the one-way exit drive for 311 Fairbanks (southwest corners of property)<br>• Facing south on the one-way exit drive for Oakberry Acai (southeast corner of property)<br>• Facing north on the one-way exit drive for Rollins Bookstore and Student Care Center (northern property line) |
| Pedestrian intersection improvements: Upgrade/update detectable warning surfaces | Pedestrian safety improvements | FDOT | At the following signalized intersections:<br>• Formosa Avenue<br>• Clay Street<br>• Orlando Avenue<br>• Denning Drive<br>• Pennsylvania Avenue<br>• New York Avenue<br>• Park Avenue |
| Pedestrian intersection improvements: Install | Pedestrian safety improvements | FDOT | At the following signalized intersections:<br>• Formosa Avenue |

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|---|---|---|---|
| Yield to Pedestrian signage | | | • Clay Street<br>• Orlando Avenue<br>• Denning Drive<br>• Pennsylvania Avenue<br>• New York Avenue<br>• Park Avenue |
| Pedestrian intersection improvements: Update worn crosswalk markings to high emphasis crosswalks and confirm crosswalks on all legs of the intersection | Pedestrian safety improvements | FDOT | At the following signalized intersections:<br>• Formosa Avenue<br>• Clay Street<br>• Orlando Avenue<br>• Denning Drive<br>• Pennsylvania Avenue<br>• New York Avenue<br>• Park Avenue |
| High-emphasis crosswalks with Detectable Warning Surfaces (DWS) | Pedestrian safety improvements | FDOT | Where crosswalks are generally consistent along the corridor, there are several opportunities to upgrade crosswalks to include a ladder pattern and raise the visibility of the crossing. Specific opportunities include the crosswalks located at:<br>• Driver Avenue (southside)<br>• Granada Drive (northside)<br>• Overspin Drive (southside)<br>• Southwest Interstate 4 on-ramp (southside)<br>• Northeast Interstate 4 on-ramp (northside)<br>• Cambridge Boulevard (northside)<br>• Orange Terrace Drive (northside)<br>• Ohio Street (northside)<br>• Starling Road (northside)<br>• Cherry Street (southside)<br>• Blue Heron Drive (northside)<br>• Harold Avenue (southside)<br>• Jackson Avenue (southside)<br>• Nicolet Avenue (southside)<br>• Lakeview Avenue (northside)<br>• Shoreview Avenue (northside and southside)<br>• Broadview Avenue (northside)<br>• Harper Street (northside)<br>• Ward Avenue (northside and southside)<br>• Capen Avenue (northside and southside) |
| Yield to Pedestrian signage and/or advanced stop bar | Pedestrian safety improvements | FDOT | This countermeasure is recommended for the following locations:<br>• Between Overspin Drive and the westbound Interstate 4 on-ramps move the existing Yield to Pedestrian sign on the southside of the street further west near Overspin Drive to provide earlier warning of the |

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| | | | upcoming crosswalk and install a new Yield to Pedestrian sign on the westernmost corner of the pedestrian refuge island. In both instances the Yield to Pedestrian sign should include LED lighting to increase awareness of the upcoming crosswalk.<br>• At the eastbound Interstate 4 on-ramps on the northside of the SR 426 corridor on the pedestrian island<br>• West of Cambridge Avenue on the northside of the SR 426 corridor at the corner<br>• At Ward Avenue on the north and southbound travel lanes<br>• Exit drive of Sushi Saint (stop bar only)<br>• Facing northbound at the one-way drive exiting the Holler Redevelopment<br>• At the one-way drive exiting 311 Fairbanks (stop-bar only)<br>• Facing north at the one-way drive exiting Oakberry Acai (stop-bar only)<br>• Facing south at the one-way drive exiting the Rollins Bookstore and Student Care Center (stop-bar only) |
| Replace yield sign with stop sign (full stop) and add advanced stop bar | Access management and safer turning movements | FDOT | At Broadview Avenue, replace the existing Yield sign with a stop sign and an advanced stop bar. |

### 6.4.2 SHORT-TERM RECOMMENDATIONS

Each of the proposed countermeasures were reviewed to best time phasing and implementation. All maintenance recommendations can be found in Table 6-9.

Table 6-9 | Short-Term Recommendations

| Countermeasure | Recommendation Type | Implementing Agency | Location/Description |
|---|---|---|---|
| Posted speed sign | Speed management improvements | FDOT | Speed limit is recommended to be reduced from 30 mph to 25 mph through the New York Avenue to Park Avenue block. This is consistent and compatible with the recommendations for the FDOT Project 451282-2 from Park Avenue to Lakemont Avenue, as well as the existing land use context. With a reduction to the speed limit, updated signage should be posted in the following locations:<br>• 25 mph speed limit sign for eastbound traffic west of New York Avenue |

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|---|---|---|---|
| | | | • 30 mph speed limit sign for eastbound traffic east of Pennsylvania Avenue/Orange Avenue |
| Speed feedback sign | Speed management improvements | FDOT | Affix to 25 mph speed limit sign for eastbound traffic west of New York Avenue |
| Posted speed pavement markings | Speed management improvements | FDOT | West of New York Avenue, directly across from Kiki's Breakfast Café driveway, facing eastbound |
| Add left turn lanes | Access management and safer turning movements | FDOT/City of Winter Park | Intersection of Denning Drive (for eastbound traffic turning north and for westbound traffic turning south) |
| Directional turn median and RIRO signage | Access management and safer turning movements | FDOT | Intersection of Capen Avenue |
| Sharrows | Bicycle safety improvements and connectivity | City of Winter Park | There are several opportunities for off-street improvements on low-speed local roads that connect to existing bicycle facilities both on SR 426 and across the existing bicycle network. Sharrow recommendations include providing pavement markings on these roads to identify the road as a shared use facility. Recommended sharrow improvements are for the following roads:<br>• Cambridge Boulevard, which provides connectivity to Killarney Elementary School and Wymore Avenue to the west<br>• Formosa Drive, which provides connectivity to the south to Minnesota Avenue<br>• Clay Street, which provides connectivity to the south to Harmon Avenue<br>• Shoreview Avenue, which provides connectivity to the north to Fairview Avenue<br>• Comstock Avenue, which provides a parallel facility to SR 426 and connects to the shared use path parallel to the railroad<br>• Pennsylvania Avenue, which provides connectivity to the south to bike lanes on Minnesota Avenue and signed bike route on Pennsylvania Avenue<br>• New York Avenue, which has been identified as a greenway route in the City of Winter Park's TMP |
| Wayfinding for existing bike lanes/trails | Bicycle safety improvements and connectivity | City of Winter Park | Wayfinding opportunities have been identified to guide users to connected bicycle facilities. The City of Winter Park has proposed a unified system of greenway route wayfinding signage in the TMP that may be used in these instances. Additional bicycle signage needs include the following:<br>• On SR 426, install Bike Lane Ends signage prior to the ending of the |

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|---|---|---|---|
| | | | lane. This includes signage east of Cambridge Avenue, Formosa Drive, and Clay Street for the westbound bicycle lanes and west of Clay Street and Formosa Drive for the eastbound bicycle lanes.<br>• At the south end of the shared use path parallel to the railroad, install both stop signs and a bollard indicating that the path ends. |
| Pedestrian intersection improvements: Leading Pedestrian Intervals (LPIs) | Pedestrian safety improvements | FDOT | At the following signalized intersections:<br>• Formosa Avenue<br>• Clay Street<br>• Orlando Avenue<br>• Denning Drive<br>• Pennsylvania Avenue<br>• New York Avenue<br>• Park Avenue |
| Pedestrian intersection improvements: Reorient/install pedestrian push buttons and upgrade signage | Pedestrian safety improvements | FDOT | At the following signalized intersections:<br>• Formosa Avenue<br>• Clay Street<br>• Orlando Avenue<br>• Denning Drive<br>• Pennsylvania Avenue<br>• New York Avenue<br>• Park Avenue |
| Pedestrian intersection improvements: Upgrade to audible pedestrian push buttons with speech information messaging | Pedestrian safety improvements | FDOT | At the following signalized intersections:<br>• Formosa Avenue<br>• Clay Street<br>• Orlando Avenue<br>• Denning Drive<br>• Pennsylvania Avenue<br>• New York Avenue<br>• Park Avenue |
| Sidewalk enhancements | Pedestrian safety improvements | FDOT, City of Winter Park | Through the field review, there were several specific needs for sidewalk enhancements especially in instance of utility infrastructure either being in the pedestrian right-of-way or exposed. This is in addition to opportunities to widen the sidewalk or offer additional barriers between travel lanes and the sidewalk. Recommendations for sidewalk enhancements were drafted in light of proposed development that already provides these pedestrian safety countermeasures including the addition of left turn lanes at Denning Drive and the Holler Property Redevelopment. Recommendations include:<br>• Widening sidewalk consistent with curb improvements for southern eastbound and northern westbound SR 426, approaching the Interstate 4 on-ramps. This recommendation should improve sightlines for traffic to see the pedestrian crossings and |

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| | | | improve the level of stress for people using the sidewalk.<br>• Between Ward Avenue and Denning Drive, which may occur through continued redevelopment such as the new 6-foot wide sidewalk being added to the north side of this block west of Perla's Pizza<br>• With the Holler Redevelopment, confirm that the sidewalk improvements on the north side of the property connect to the adjacent Fairbanks Animal Hospital to the east. |

### 6.4.3 MID-TERM RECOMMENDATIONS

Each of the proposed countermeasures were reviewed to best time phasing and implementation. All maintenance recommendations can be found in Table 6-10.

Table 6-10 | Mid-Term Recommendations

| Countermeasure | Recommendation Type | Implementing Agency | Location/Description |
|---|---|---|---|
| Raised intersections | Speed management improvements | FDOT | • Intersection of Park Avenue<br>• Intersection of New York Avenue |
| Add median with enhanced landscaping and/or gateway element | Speed management improvements | FDOT | • Center median west of Interstate 4<br>• Pedestrian refuge at southbound on-ramp west of Interstate 4<br>• Center median east of Interstate 4<br>• Pedestrian refuge at northbound off-ramp east of Interstate 4 (landscaping or gateway feature only given existing conditions)<br>• Center median for left turn lanes east of Harper Street<br>• Center median for left turn lane west of Denning Drive<br>• Center median for left turn lane east of Denning Drive<br>• Existing median east of Pennsylvania Avenue intersection (landscaping or gateway feature only given existing conditions)<br>• Existing pavement markings east of Pennsylvania Avenue intersection<br>• Center median turn lane on the New York Avenue/Park Avenue block |
| Tighten curb radii | Access management and safer turning movements | FDOT | • Southwest and southeast curbs of Driver Avenue<br>• Northwest curb of Granada Drive<br>• Southwest and southeast curbs of Overspin Drive<br>• Southbound on-ramps for Interstate 4 |

| | | | |
|---|---|---|---|
| | | | • Southern edge of pedestrian refuge for southbound Interstate 4 on-ramps<br>• Northern edge of pedestrian refuge for northbound Interstate 4 on-ramps<br>• Northbound on-ramps for Interstate 4<br>• Northwest and northeast curbs of Cambridge Boulevard<br>• All curbs at intersection of Clay Street<br>• All curbs at intersection of Orlando Avenue |
| Access management opportunity zone | Access management and safer turning movements | City of Winter Park | Several properties have been identified as shown on the Recommendations Roll Plot (Appendix A) to reduce the number of access drives off of SR 426 as consistent to the City's Comprehensive Plan and Sub-areas of the Community Redevelopment Plan Update and Sec. 58-86 for Off-street Parking and Loading Regulations of the City's Code of Ordinances. The 10% Concept/Design Plan (Appendix A) reflects proposed improvements to begin conversations with property owners. |
| Railroad crossing improvements | Access management and safer turning movements | Central Florida Rail Corridor, FDOT, City of Winter Park | At railroad crossing on the Pennsylvania Avenue/New York Avenue block.<br>The Central Florida Rail Corridor/SunRail study includes the following high-level recommendations:<br>• A new railroad crossing cantilever will be installed to accommodate traffic signals heads commingled with the railroad flashers for WB traffic.<br>• A new stop line will be applied upstream of the crossing cantilever / traffic signal combo per MUTCD standards and be accompanied by a R10-6 ("STOP HERE ON RED") sign.<br>• Radar sensor or induction loops will be installed downstream of the railroad crossing towards the signalized intersection of N. Pennsylvania Ave. to detect traffic queues and interconnect to the new pre-signal to hold traffic. |
| Sidewalk enhancements | Pedestrian safety improvements | Central Florida Rail Corridor, FDOT, City of Winter Park | • At the railroad crossing, softening of the crosswalk angle<br>• Between New York Avenue and Park Avenue, there are safety concerns given the slopes of the brick installed, creating a falling hazard. In addition to improving utility infrastructure conditions, the sidewalk needs to be brought to grade with the curb to improve walking conditions. |
| Pedestrian-scale lighting | Pedestrian safety improvements | FDOT | Where pedestrian-scale lighting is largely available along the study area corridor, especially given recent FDOT projects to improve the section between Interstate 4 and Orlando Avenue, this type of safety treatment |

| | | | |
|---|---|---|---|
| | | | should be provided between Orlando Avenue to Pennsylvania Avenue for consistent lighting along the corridor. |

# 7 Conclusion

The SR 426 RSA focuses on a corridor that serves many important community destinations, supports strong pedestrian activity, and is central to the City of Winter Park. However, to improve safety within the study area corridor, it will be important to leverage existing positive design features while working to improve safety concerns related to speed, turning movements, bicycle connectivity, and pedestrian conditions. The analysis of existing conditions, planned and programmed improvements, crash history, speed data, field observations, and public feedback directly informed the countermeasures recommended as a part of this RSA to improve safety for all roadway users into the near- and long-term future.

The countermeasures recommended in this report are intended to provide a practical roadmap grounded in technical analysis and lived experience that advance safety on SR 426 through a combination of maintenance actions, short-term improvements, and mid-term recommendations. These recommendations emphasize speed management, safer turning movements, improved bicycle connectivity, and strengthened pedestrian safety both on sidewalks and at intersections. Together, these strategies are intended to minimize conflicts, reduce vehicle speeds where possible, and increase attentiveness and awareness in a way that is tailored to the specific context and conditions of the SR 426 study area.

Moving forward, successful implementation will depend on funding prioritization, integration with related planned and programmed projects, and continued coordination between FDOT, the City of Winter Park, and additional key agencies. As improvements are advanced, the City and its partners can use this RSA to guide decision-making, pursue phased investments, and strengthen the corridor's role as a safer, more connected, and more accessible corridor for residents, businesses, and visitors.

# 8 Appendices

## 8.1 APPENDIX A: 10% CONCEPT PLAN AND RECOMMENDATIONS ROLL PLOT

## 8.2 APPENDIX B: STRAIGHT LINE DIAGRAMS

## 8.3 APPENDIX C: EXISTING CONDITIONS ASSESSMENT

## 8.4 APPENDIX D: FIELD REVIEW MATERIALS

## 8.5 APPENDIX E: RAW SPEED DATA

## 8.6 APPENDIX F: ENGAGEMENT SUMMARY

## 8.7 APPENDIX G: COST ESTIMATE

## 8.8 APPENDIX H: HSM CRASH PREDICTION MODULE AND ADDITIONAL CMF ANALYSIS

## 8.9 APPENDIX I: BENEFIT TO COST ANALYSIS



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