

Corrine Drive PVT Meeting #2

Meeting Date: July 20, 2017

Meeting Time: 9:30AM – 11:00 AM

Venue: East End Market

Attendees

- David Gibson, Mills50 Main Street District
- Darrell Cunningham, Bikes, Beans & Bordeaux
- Jennifer Marvel, Audubon Park Garden District
- Robert Bowden, Leu Gardens
- Denny O’Neil, Baldwin Park Residential Owners Association
- John Pokorny, Business Owner
- Jamie Boerger, Orange County Public Schools
- Greg Scott, Orange County
- Ian Sikonia, City of Orlando
- Gus Castro, City of Orlando
- Myles O’Keefe, LYNX
- Katie Shannon, Corrine Calming Coalition
- Vashon Sarkisian, Corrine Calming Coalition
- Elizabeth Whitton, MetroPlan Orlando
- Cynthia Lambert, MetroPlan Orlando
- Mary Ann Horne, MetroPlan Orlando
- Brett Boncore, Kittelson & Associates, Inc.
- Daniel Torre, Kittelson & Associates, Inc.

Community Outreach Review

Ms. Horne reviewed the community outreach goals to start the meeting:

- MetroPlan Orlando conducted 11 separate meetings and events in the area to gain feedback from local residents and business owners.



- For some of these events, MetroPlan Orlando met with local residents in homes for more casual events, answering questions and giving presentations about potential improvements to the corridor.
- General reaction to the Corrine Drive Complete Streets study was positive.

Existing Conditions Review

Ms. Whitton reviewed the corridor existing conditions:

- 50% of all trips on Corrine Drive pass through the corridor, 20% begin in the corridor and end elsewhere, 15% begin elsewhere and end in the corridor, and 15% begin and end within the corridor.
- Despite weekend variability, Saturday has shown to have more daily volume than Sunday on average.
- 75% of drivers travel over the posted speed limit of 35 mph. Between Winter Park Road and General Rees Avenue, there were recorded speeds of over 70 mph.
- Improvements, such as pavement rehabilitation, have not been made on Corrine Drive in the last 30 years.
- Two transit lines run along the corridor (Link 13 and 313), and serve 1 person per stop on average.

Questions / Discussion

- Ms. Marvel asked a question regarding pedestrian volumes in the study area.
 - Response: Ms. Whitton stated she could not give a concrete answer because of the difficulty of determining where the pedestrian trips began. However, determining pedestrian trips could be a possible research opportunity in the future
- Mr. Cunningham asked a question related to corridor AADT levels and two-lane volume thresholds.
 - Response: Mr. Boncore stated that there are generally accepted volume guidelines for two lane roads, but these thresholds are not standards.
- Mr. Scott asked to clarify the signal timing and peak hour volumes.
 - Response: Ms. Whitton mentioned that there was no 15-minute spike in volume, and that the volume experienced more of an hour-long peak period.



- Mr. Cunningham and Ms. Marvel discussed the possible reasons for a lack of pedestrian activity in the corridor, noting that pedestrians are not seen on the corridor because it does not feel safe for pedestrians.
- Mr. Sikonia commented on how it was surprising that half of the trips were passing through the corridor.
 - Response: In response, Mr. Cunningham and Ms. Marvel mentioned how during times of high congestion on SR 50, there is encouragement to redirect traffic on to Corrine Drive
- Ms. Shannon asked about the LOS of Leu Gardens and why it is LOS A.
 - Mr. Boncore answered that it was because of low volume of traffic coming out of the side street in the peak hours. He added that LOS is a calculation of the average delay at an intersection.

Public Survey Overview

Ms. Lambert gave an overview of the online survey and results:

- The survey was conducted from March-May 2017 with 1,705 total responses.
- There was a noticeable amount of community enthusiasm about the corridor.
- Respondents consider the pedestrian and bicycling environment to be unsafe (around 75-80% of respondents said the corridor was unsafe).
- Respondents thought that there is generally good access for all areas in the corridor except for trails (40% of respondents said trails were hard to access).
- Pedestrian and bicycle safety was the top-ranked study objective (65%).
 - Aesthetic appearance of corridor was the second-highest ranked study objective (32%).
- New sidewalks was the most requested improvement.
 - Landscaping, walkability/safety, and reduced speeds were also in the community's wish list.
- There was the mention of a desire for transit options, such as the LYMMO service in downtown Orlando (specifically mentioned).
- 17% of respondents specifically mentioned the term “road diet” in the free response question. Generally speaking, about half of respondents support and half do not support the concept.
- The survey showed that anticipated obstacles are lack of space for parking, lack of physical space on the road, too high of volume, and cost.



Questions / Discussion

- Mr. Scott asked a question regarding what was meant by “accessibility to destinations and neighborhoods surrounding the corridor” in the Ranking Study Objectives slide.
 - Response: Ms. Lambert clarified that this objective was more about increasing pedestrian and bicycle access on the corridor as opposed to increasing auto access.
- Mr. O’Keefe noted that many respondents called out a need for aesthetic improvement, however, many seem to like the “funky” aesthetic of the corridor.
 - Response: Mr. Cunningham conjectured that this comments had to do with the roadway aesthetic, as opposed to the main street/business aesthetic.

