

Corrine Drive PVT Meeting #3

Meeting Date: January 17, 2018

Meeting Time: 10:00 AM – 11:30 AM

Venue: MetroPlan Orlando

Attendees

- Darryl Cunningham, Bikes, Beans & Bordeaux
- Jennifer Marvel, Audubon Park Garden District
- John Pokorny, Business Owner
- Jamie Boerger, Orange County Public Schools
- Brian Sanders, Orange County
- Greg Scott, Orange County
- Butch Margraf, City of Winter Park
- Billy Hattaway, City of Orlando
- Judy Pizzo, Florida Department of Transportation (FDOT)
- Jen Horton, Florida Department of Transportation (FDOT)
- Myles O’Keefe, LYNX
- Elizabeth Whitton, MetroPlan Orlando
- Cynthia Lambert, MetroPlan Orlando
- Mary Ann Horne, MetroPlan Orlando
- Nick Lepp, MetroPlan Orlando
- Gary Huttman, MetroPlan Orlando
- Virginia Whittington, MetroPlan Orlando
- Eric Hill, MetroPlan Orlando
- Brett Boncore, Kittelson & Associates, Inc.
- Daniel Torre, Kittelson & Associates, Inc.



Update on Corrine Drive Study Process and Role of Project Visioning Team

Ms. Whitton gave an update on the Corrine Drive Study process and reminded everyone of the role of the project visioning team.

- Mr. Sanders inquired about the new FDOT standards and if they will be used in the design of the improvements to Corrine Drive.
 - Response: NACTO Design Guides, which are fairly consistent with the FDOT Design Manual, were used. If Orange County maintains ownership of the road, the final design must be consistent with the new FDOT Design Manual.

Corrine Design Concepts

Ms. Whitton gave an overview of the Corrine Drive design concepts, detailed below.

- *5-Lane Concept* – Provides four travel lanes and a center turn lane, with periodic landscaped medians. Additionally, the concept provides parallel parking and a sidewalk, with landscaping, on both sides of the road.
- *5-Lane Concept Variation* – Similar to the 5-lane concept with four travel lanes and a center turn lane with periodic landscaped medians. The variation provides a 12-foot shared-use path on the north side of the street as opposed to parallel parking and a sidewalk. The south side of the street provides parallel parking and a sidewalk.
- *3-Lane Concept* – Provides two travel lanes, a center turn lane with periodic landscaped medians, and parallel parking. The concept also provides a sidewalk with landscaping and a cycle track on both sides of the road. The cycle track is separated from moving vehicles by parked cars and is separated from pedestrians by tree grates along the sidewalk.
- *3-Lane Concept Variation* – Similar to the 3-lane concept with two travel lanes, a center turn lane with periodic landscaped medians, and parallel parking. The variation provides a 13.5-foot shared-use path on both sides of the road to replace the cycle track, thus reducing the crossing distance.
- *Hybrid Concept* – Provides four travel lanes, a center turn lane with periodic landscaped medians, and sidewalk with a landscaped buffer on both sides of the road, similar to the 5-Lane Concept. On weekends, when traffic is lighter, the two outside travel lanes are converted to parallel parking, thus making it similar to the 3-Lane Concept.
- *Hybrid Concept Variation* – Similar to the Hybrid concept with four travel lanes (two on the weekends), a center turn lane with periodic landscaped medians, and parallel parking (on weekends only). The variation provides an 11.5-foot shared-use path on both sides of the road to replace the sidewalk and a landscape buffer.



General discussion took place after the overview of the design concepts.

- Ms. Marvel emphasized the importance of existing parking along the corridor.
- Mr. Sanders noted that when an 11-ft two-way left turn lane is present, left turn queueing into side streets should be considered.
- Mr. Margraf asked a question about the length of the bidirectional turn lanes.
 - Response: Ms. Whitton stated that turn lane lengths will be determined in Phase III.
- Mr. Hattaway commented that, on Robinson Street in the Milk District, weekend parking (which is recommended in the Corrine Drive Hybrid concept) is enforced through signage and towing, not through physical infrastructure.
- Mr. Cunningham asked if there was more data available to support diversion discussion. He noted that on Edgewater Drive and Robinson Street, there was less cut-through traffic in the neighborhoods than expected.
 - Response: Mr. Lepp commented on how Edgewater Drive and Robinson Street had 4-lane undivided as an existing condition. Corrine Drive has a 5-lane cross section. For Edgewater Drive and Robinson Street, the change to a 3-lane cross section was easier.
- Mr. Sanders asked if 10.5 ft travel lanes are acceptable for buses.
 - Response: Mr. O'Keefe stated that LYNX, in general, is ok with 10.5 ft lanes. Mr. Hattaway added that FDOT would find 10.5 ft lanes acceptable as well.

Proposed Safety Solutions

Ms. Whitton gave an overview of the Corrine Drive proposed safety solutions, detailed below.

- *Raised Intersection at Winter Park Road* – This design would include having raised crosswalks. A slight increase in pavement elevation at the intersection could be designed to slow vehicular speeds, improve pedestrian crossing ease, and draw more attention to someone crossing the street.
- *Signalized Crosswalk at East End Market* – Through the community survey and feedback at the July 2017 workshop, many people suggested a crosswalk near East End Market. A proposed signalized crosswalk (using push-activated traffic light (HAWK) or pedestrian signal) could be located along Corrine Drive between East End Avenue and Northwood Terrace Drive. This design feature would provide a signalized crossing for pedestrians.
- *Nebraska Street Redesign* - This proposal is to reconfigure approximately a half-mile along Nebraska Street between Mills Avenue and Forest Avenue to a single lane one-way eastbound street with a separated cycle track from Mills Avenue to Altaloma Avenue and a shared-use path along the Leu Gardens property line. Angled parking spaces (approximately

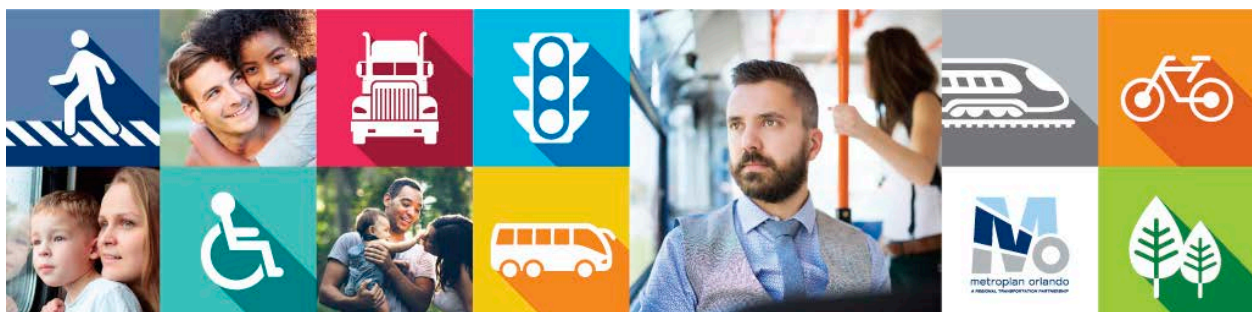


50-80 spaces) would be located between the shared-use path and the vehicle travel lane for Leu Gardens events. If this idea were to go forward, it would require more public input and coordination with the neighborhood.

- *Network of Bicycle Boulevards* - A network of neighborhood bicycle boulevards is being proposed to help cyclists ride from points west to points east and vice versa without using Corrine Drive. The bicycle boulevards would feature a robust wayfinding system and sharrows (shared lane markings). The proposed sharrows and wayfinding system would connect Leu Gardens and Colonialtown North to points east, such as the Cady Way Trail or to Baldwin Park.
- *Leu Gardens Connection* - This design proposes building a 125-foot-long road connection between the Leu Gardens driveway and North Forest Avenue, creating a signalized exit for Merritt Park residents. To implement, this road connection requires significant coordination between all the departments in the city of Orlando and residents of N. Forest Avenue. This new road connection would address community concerns about the difficulty in accessing Corrine Drive from Merritt Park.
- *Better Lighting* - Further details regarding lighting for the future Corrine Drive will be determined in Phase 3. The lighting recommendations will stay the same no matter which concept is advanced and will consider pedestrian-scale lighting and LED technology.
- *Adjust Traffic Signal Timings* - In order to address poor signal timing along Corrine Drive and support safe street crossings for pedestrians, a retiming of traffic signals in the two-mile Corrine Drive corridor is proposed. Retiming would improve traffic flow, ensure pedestrians have sufficient crossing time or even a 'head start' at intersections.

General discussion took place after the overview of the proposed safety solutions.

- Mr. Sanders commented that future designs should consider school bus and heavy vehicle turning radii. He mentioned considering this specifically for the bollards on the raised table at Winter Park Road.
- Ms. Marvel stated that the proposed mid-block crossing at East End Market is a natural crossing location.
- Mr. Margraf suggested there should be more crosswalk markings at median locations, even if they are unsignalized crossings.
- Mr. Cunningham stated that even though the bicycle boulevard network is good, it does not quite solve the need to give cyclists a facility to get to businesses on Corrine Drive.
- Mr. Scott asked if LED lighting will be incorporated into the improvements since there will be left-turn queueing at night and pedestrian / cyclists need to be visible.
 - Response: Ms. Whitton explained that lighting details will be determined in Phase III.



Phase 2 Outreach

Ms. Lambert gave an overview of the Phase 2 outreach plan, including meeting formats and dates, and additional outreach tools. Concepts will be available for review at Neighborland.com/CorrineDrive until March 16, 2018.

