

# CORRINE DRIVE

COMPLETE STREETS STUDY

## Community Feedback Report: Recommended Design & Study Conclusion

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# Community Feedback on Corrine Drive

After more than two years of technical study and community outreach, there is more agreement about how transportation should work on Corrine Drive than when the process started.

While members of the community still hold differing views about priorities for the street, there is wide agreement that improvements for pedestrians and cyclists need to be made, that overall safety must be addressed, and that the street needs a makeover in appearance.



*Community meeting at Audubon Park School on May 1, 2019*

Furthermore, the public seems to find that the Corrine Drive Complete Streets Study final plan will effectively address many of these concerns. The study resulted in a recommended design for the 2-mile street that is seen as a “big improvement” by almost 60% of the people surveyed. More than 85% say the design will improve the street from its current condition.

The recommended design was presented at a community meeting in the spring of 2019, which kicked off a month-long public feedback period. About 58% of people who responded to a public survey support or “wholeheartedly” support the recommended design as presented, while about 36% think the design needs modification.

MetroPlan Orlando, the region’s long range transportation planning agency, led the 2½-year planning study, and worked closely with Orange County, the City of Orlando, and the City of Winter Park. The goal of the study is a street designed for people of all ages and abilities – whether driving, cycling, walking, or taking transit. This is known as creating a Complete Street.

Public participation was continuous throughout the study. In the community feedback survey, 70% of people indicated that they had “ample opportunities to provide input.” Overall, a majority said they were satisfied with the study process.

The Corrine Drive Complete Streets Study kicked off in early 2017 and concluded with the plan presentation May 1, 2019. The plan’s future steps will be taken over by a local government.

For more about the study process, see [CorrineDriveStudy.org](http://CorrineDriveStudy.org).

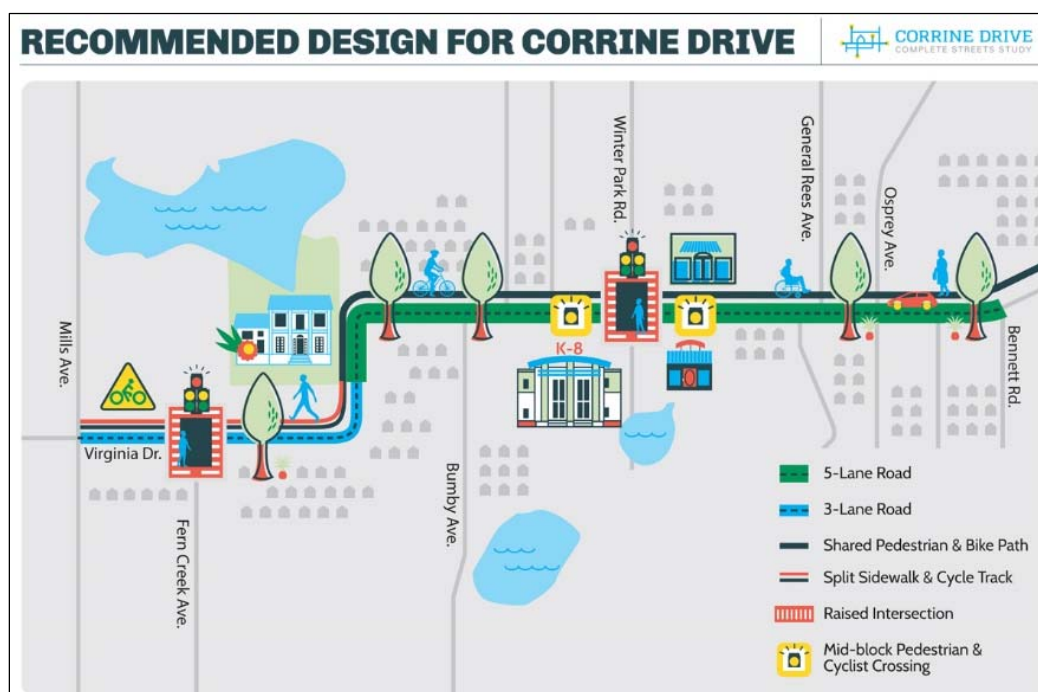
## What the Design Offers

The recommended design makes Corrine Drive a Complete Street in several ways. It includes design features that reduce speeding, such as raised intersections, extended curbs, medians, street trees,

improved lighting, and reduced travel lane widths. Today, Corrine Drive has a posted speed limit of 35 mph on most of the road. The final plan design adds features that encourage drivers to travel no faster than 30 mph. After implementation, a speed study can be conducted to determine if the speed limit should be officially changed.

The plan also improves the walking and cycling environment on Corrine Drive, which is currently difficult. Features of the recommended design that encourage walking and cycling include continuous sidewalks, raised mid-block crossings, a shared use path that becomes a separated cycle track at the west end of the street, and traffic lights that give pedestrians a head start in crossing the street before vehicles get the green light.

For a detailed look, see Corrine Drive Study [Final Report on the Corrine Drive Study page](#).



## Feedback on the Recommended Design & Study Process

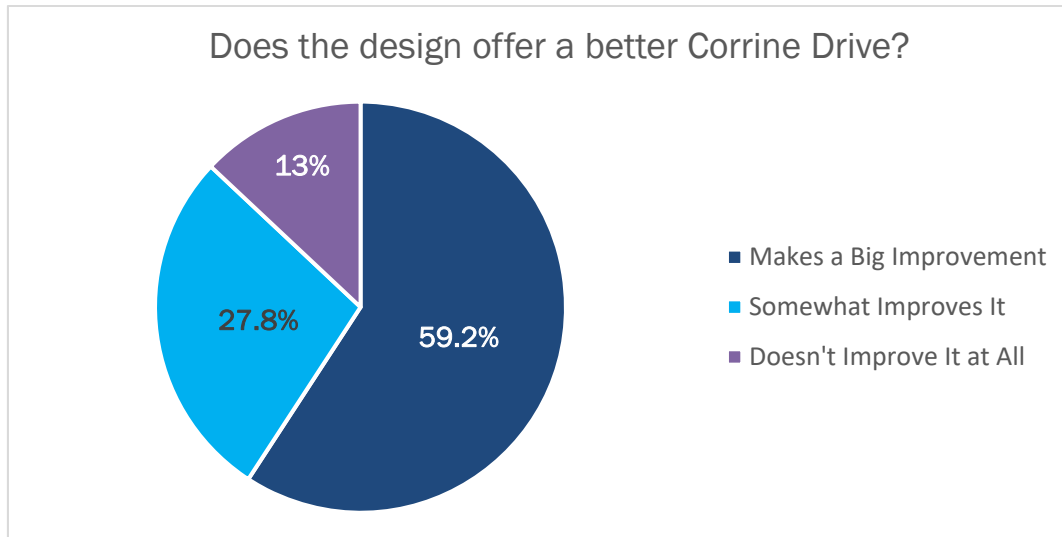
This report summarizes responses of 500 people who answered the 10-question online survey distributed after the final plan was presented. The survey gauged public support for the recommended design, overall reactions to the study process, and expectations/concerns for the future of the project.

People provided public comments on the recommended design primarily through an online survey. Paper copies of the survey also were available, and comments also were accepted via email. Comments were collected May 1-31, 2019.

The survey asked for answers to multiple-choice questions and provided room for comments. All survey comments are included in the Appendix to this report, along with comments that were emailed to the designated address for public comment during the month of May.

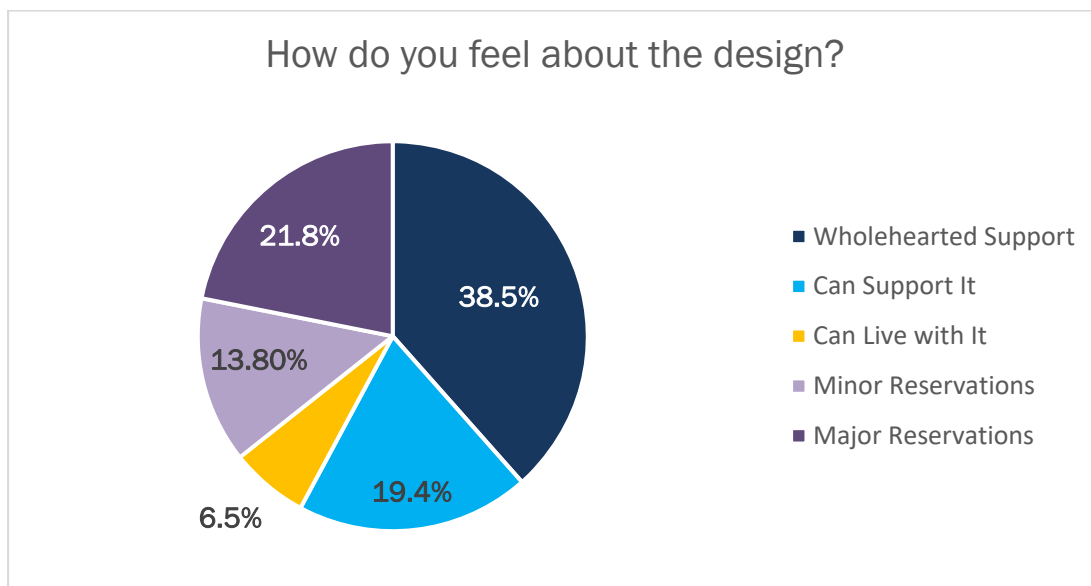
### Recommended Design vs. Today's Street

Overwhelmingly, respondents said the recommended design improves Corrine Drive, compared to the way it looks today, with 87% saying the design is an improvement and 59% indicating it is a “big improvement” to the street.



### Level of Support for the Plan

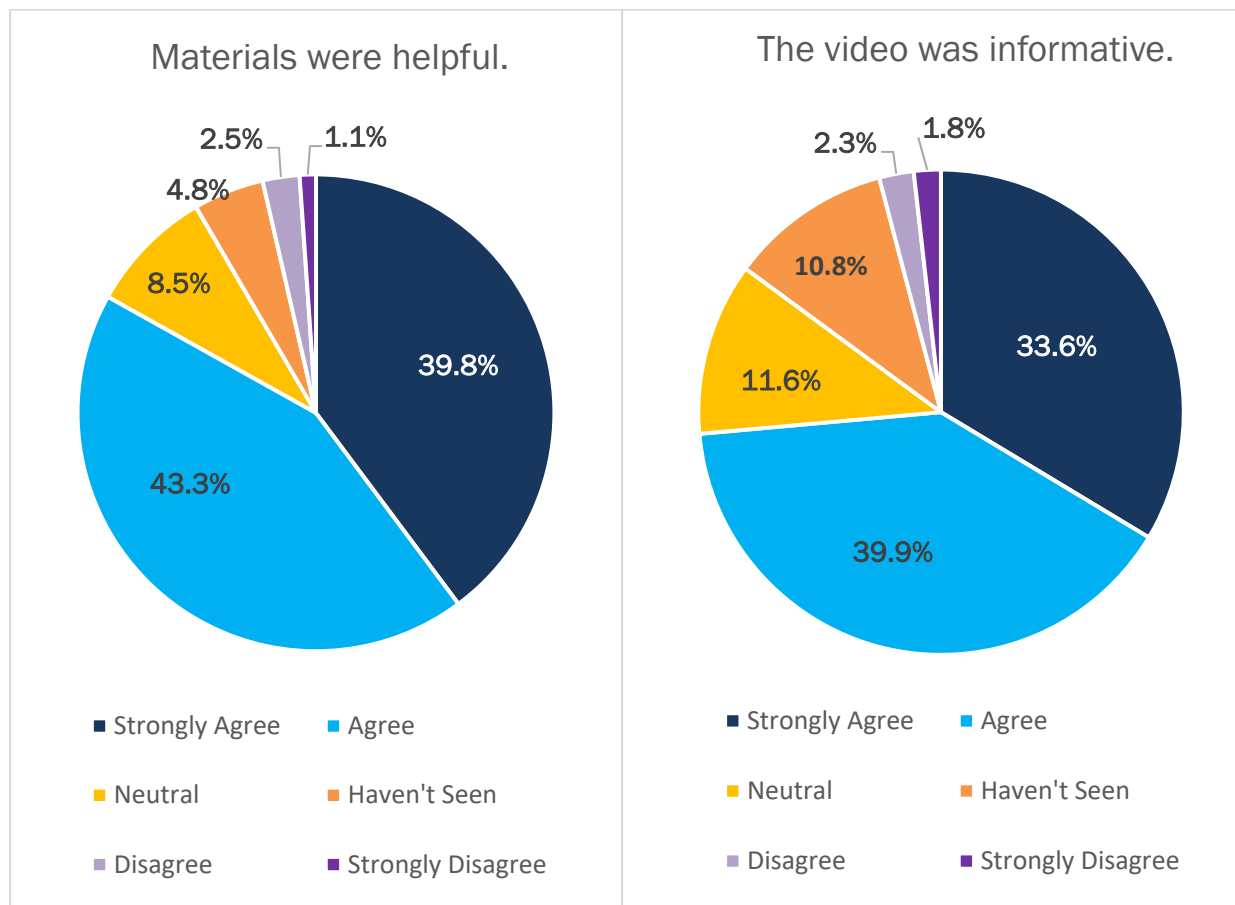
Survey respondents were asked to characterize their level of support for the recommended design, and slightly more than 64% expressed some level of support or acceptance. Just under 36% said they had reservations about the plan. And 21.8% of those chose the answer: “Major reservations. I can’t support it without some big modifications.”



## Evaluating the Study Materials

Information about features of the recommended design were communicated in a variety of ways. MetroPlan Orlando published a report – available in hard copy and online – an animated video, and a series of infographics. Two survey questions asked for reactions to these plan materials.

Asked if the printed study materials were informative, 83% agreed or strongly agreed, while about 5% stated they had not looked at any of the reports or handouts. Almost 74% of respondents said the video was informative, while 11% had yet to see the video.



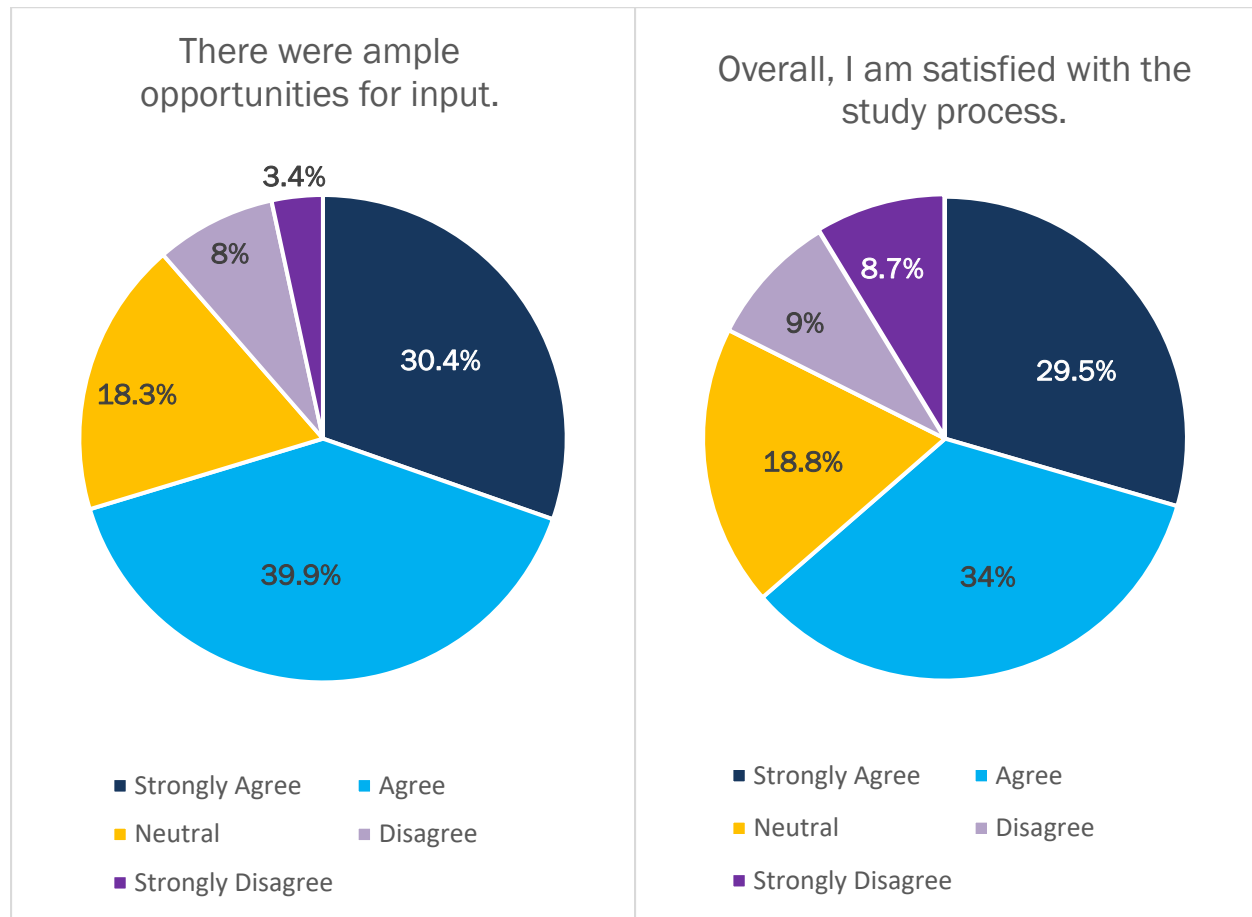
## Evaluating the Study Process

The Corrine Drive Complete Streets Study had three distinct phases, each with its own technical and public input components. Survey respondents were asked about the overall study process and whether there were adequate opportunities for the public to participate.

About 64% were satisfied or “very satisfied” with the study process. About 18% of respondents were dissatisfied with the process.

Public participation during the study’s 2½ years included hundreds of people through online platforms, meetings, and public workshops. About 70% of survey respondents agreed or “strongly

agreed” there were ample opportunities to participate. About 11% were dissatisfied with public participation opportunities.



## Favorite Parts of the Plan

After expressing overall opinions on the design, survey respondents were asked to point to the things they liked best about it and describe them in their own words. The 416 answers were categorized by subject matter. Many people liked several aspects of the plan, so there was some crossover in the answers.

Some people, such as these two respondents, expressed general approval:

- “Overall, it's a huge improvement and create a more user-friendly environment. It will also be much safer for all of us.”
- “The current road is a popular commercial area, however the road is uninspiring, drab, and most importantly, is both unsafe and unaccommodating for pedestrians and cyclists. This new design solves all these challenges, therefore there is not one thing I like best. I love all of it!”

Most Popular Plan Features	
Pedestrian & Bicycle	<ul style="list-style-type: none"> <li>• Continuous Sidewalks</li> <li>• Cycle Track / Shared-Use Path</li> <li>• Raised Mid-Block Crossings</li> </ul>
Safety	<ul style="list-style-type: none"> <li>• Promotes Slower Speeds</li> <li>• Increases School Safety</li> </ul>
Aesthetics	<ul style="list-style-type: none"> <li>• Landscaping with Trees and Medians</li> <li>• More Appealing Look Overall</li> </ul>
Maintain Traffic Flow	<ul style="list-style-type: none"> <li>• Preserves 5 Lanes through Business District</li> <li>• Strikes Compromise with Travel Efficiency and Public Safety</li> </ul>

### Pedestrian & Bicycle Features

Of those pointing to specific aspects of the design, pedestrian and bicycle facilities were the most popular items. More than 70% of the comments on this question mentioned the design's focus on people who walk and/or bike on Corrine Drive. Here are a few:

- "It is a growing area and I have seen more and more people out and about at the shops and restaurants. If we want this place to grow we need to make it more walkable and safe."
- "Continuous sidewalk on Corinne drive!"
- "Making our neighborhood more pedestrian and cyclist friendly and making it safer for my children to get to school."

### Safety

The plan's safety features, such as raised intersections and other ideas to lower vehicle speeds, were well-received. About 35% of the comments on this question named safety or pointed to a safety features as a reason to like the plan. Comments ranged from identifying specific features to underscoring the need to slow down traffic to a general focus on improving overall safety. Here are some examples:

- "So much safer for our kids - who attend APS K8 - and our family, as we love to frequent the businesses on Corrine."
- "Makes it much safer to ride bicycles and walk along the corridor, connecting residences with local businesses."
- "Better accommodations for bicyclists and pedestrians, and a focus on slowing down traffic so those who live in or are visiting the neighborhood can navigate OUTSIDE a car without fearing for their lives."



## Landscaping

The third most frequently mentioned reason to like the recommended design related to trees, landscaping, and aesthetic features. Almost a quarter of the comments on this question referred to landscaping features – sometimes in relation to improving the environment for walking or cycling in the area. Here are some examples:

- “More greenery and safer for cyclists”
- “How beautiful it is going to look when is done. Love it love it”
- “More trees to shade a nice place to walk/bike to my favorite hangouts!”
- “Lots of landscaping”

## Number of Travel Lanes

For some people, the plan got high marks for what it didn’t change. About 5% of those who commented were happy that Corrine Drive will have the same number of travel lanes as it does now – for much of the street.

- “The five lane section keeps traffic capacity, but adds a lot of much needed improvements like wider sidewalks, more landscaping in the medians and on the sides of the road, and protected on street parking.”
- “That it is being left as a 4 lane road for the most part”

## Nothing

Meanwhile, about 4% of those who commented said they didn’t like anything about the recommended design. Some didn’t offer a reason. Of those who did, the plan got a thumbs down for changing too much, as well as for changing too little.

- “I do not like anything about the new Corrine Drive design”
- “Nothing, we need 4 lanes with the entire Baldwin community utilizing this artery to get to I-4 and Mills.”
- “The additional landscaping, especially trees for shade, will be nice. It's not as pedestrian friendly as I had hoped, but it's a little better. I can't think of many positives, because I'm really disappointed in the study.”

## Compromise

Each phase of the planning process encouraged discussion toward consensus on how to redesign Corrine Drive. Public outreach stressed that there likely was no “perfect” plan, but rather a series of trade-offs that would achieve the best street possible. Several respondents said what they liked best about the design was the way it struck a compromise. Here are some examples:

- “Makes the best of both worlds ... keeps 5 lanes in business area and reduces to 3 in residential”
- “Seems to provide a good balance between maintaining traffic flow and making corridor much more pedestrian and bike friendly.”
- “It seems to be able to take into consideration both the commuter traffic as well as the pedestrians/bikers without (hopefully) impacting the ability of those in vehicles to get through the area without tremendous delays.”

## Concerns about the Plan

Another open-ended question asked what concerns people had about the recommended design. Among the 410 answers to this question, no one concern rose to the top. About 46% of the responses referenced traffic concerns, but these ran the gamut from fear of “creating bottlenecks” to not doing enough to de-emphasize vehicle traffic.

Most Concerning Plan Features	
3-Lane Segment	<ul style="list-style-type: none"><li>• May Increase Travel Time, “Bottlenecks”</li><li>• May Divert Traffic to Side Streets</li><li>• Cycle Track May Not Be Useful</li></ul>
Insufficient Change	<ul style="list-style-type: none"><li>• Design may not remedy safety issues, especially for students</li><li>• Want lanes reduced throughout corridor</li></ul>
Implementation	<ul style="list-style-type: none"><li>• Design may not be implemented for many years because of funding</li><li>• Doubt political will to tackle the plan</li></ul>
Parking	<ul style="list-style-type: none"><li>• Loss of north side parking</li><li>• May increase parking on residential streets</li></ul>

### 3-Lane Section

The most frequently mentioned concern was the 3-Lane section between Mills and Nebraska. The recommended design for this portion of the street reduces the number of lanes from five to three, and adds sidewalks and a two-way cycle track. Some respondents are concerned that this will negatively impact vehicle travel. This was mentioned in roughly 20% of the responses. Here are some examples:

- “5 lanes down to 2 after the curve going into Mills? No way! It already bottlenecks in the area.”
- “Hate the Reducing to 2 lanes on Virginia. The bike path is too wide.”
- “Don’t do the cycle track and reduction to two lanes on Virginia, it looks cute But not really necessary, just continue to same design like on Corrine.”

### Not Enough to Solve the Problems

About 15% of respondents think the recommended design does not include enough features to address the street’s safety, speed, and walkability. Many people said they wanted a 3-Lane section

for the entire street or felt the 5-Lane section will not do enough to support the Main Street district. Here are some examples:

- “Should be even fewer lanes. I'm not sure why street parking is even necessary on the parts of Corrine and Virginia that are residential only.”
- “2 lanes each direction, should be reduced to 1 lane each direction with a center turning lane with bike and walking paths and street parking such as Edgewater drive in College Park”
- “It doesn't change Corrine Drive that much. Virginia Drive is improved but that's it. The plan seems to benefit the shops and commuters more than the residents. The safety concerns for kids walking to Audubon Park School from across Corrine Drive where we live have not been addressed.”

### **Fears the Plan Won't Happen**

Another 15% worried that the plan would never be implemented. These concerns related to lack of political will, tight funding, and the length of design and construction. Here are some examples:

- “I don't have any concerns about the design, but I do have concerns about how long construction may take/ how long the project would last.”
- “That it won't get built fast enough and that Orange County and the city won't have the funding.”
- “Political will. I am not sure we have the political support to move into implementation unfortunately.”

### **Parking**

The plan's biggest parking changes are eliminating parking on the north side for a portion of the street, while providing a safer design for spots on the south side. About 12% of people identified parking as a main concern. Here are examples:

- “I do not like that much of the parallel parking has been eliminated (at least on the north side of Corrine).”
- “I do not see a parking improvement”
- “Lack of parking”

### **Potential Congestion**

About 12% say are concerned about the impact of slower speeds on Corrine. Some cited traffic congestion as the top problem. Here are some examples:

- “Traffic will be a disaster.”
- “Vehicular Delay at the existing intersections and those 2 ped signals that will be created”
- “Will increase traffic congestion, slow travel and create additional congestion on already congested alternative routes within the city.”

### **Potential Cut-Through Traffic**

Approximately 8% identified the design's potential for cars to cut through residential streets in the neighborhood as a major concern. These people feared an increase in cars diverting onto residential streets from Corrine – both because of construction and congestion. Here are some examples:

- “Traffic in adjoining neighborhoods, specifically Merritt Park”

- “The inflow of traffic into the neighborhood streets during construction.”
- “The narrowing of Virginia, which will overload Nebraska and make it very difficult to get out of my neighborhood.”

## No Concerns

About 5% said they had no concerns about the recommendations.

- “I have none at this time”
- “Thought it was well thought out and presented. No one likes change, but this makes things safer and is a 21st century street.”

## Suggestions for Local Governments

MetroPlan Orlando led the Corrine Drive Complete Streets Study, providing an independent process for redesigning the street. Now, a local government will take the lead in implementing the recommended design.

Survey respondents offered suggestions to local governments involved with the study. The suggestion offered most often was to implement the recommendations. Others suggested specific modifications, and a few said the plan should be scrapped or that the road only needs repaving.

Suggestions for Plan Implementers	
Get It Done	<ul style="list-style-type: none"> <li>• Make Project a Priority; Finish in 5 Years</li> <li>• Get Funding Lined Up Soon</li> </ul>
Refine the Design	<ul style="list-style-type: none"> <li>• Add Raised Crosswalks</li> <li>• Keep 5 Lanes Throughout</li> </ul>
More Community Input	<ul style="list-style-type: none"> <li>• More Input from Area Residents &amp; Businesses</li> <li>• More Involvement Overall</li> </ul>
Stop the Plan	<ul style="list-style-type: none"> <li>• More Study Is Needed</li> <li>• Use Funds for Other Purposes</li> </ul>

## Get It Done

More than 25% of the suggestions encouraged the local governments to implement the recommendations as quickly as possible. Here are some examples:

- “This project should be a priority so the improvements can be implemented sooner rather than later. A target date of 2025 for completion should be the goal.”
- “Get it done now before someone gets killed.”
- “Get the funding in place for at least a start of the improvements. 5-10 years is too long. Implement what you can now.”
- “Please prioritize these improvements and don't be swayed by the vocal minority who want the 4-5 lane section to remain so they can speed through the neighborhood. They can move over to alternate roadways if they want high-speed.”

## Design Refinements

Slightly less than 20% of people suggested refinements to the recommended design. Most of these comments called for changing the 3-Lane section to 5 lanes. Other suggestions included adding more raised intersections, roundabouts, and removing medians.

- “Add raised intersections to General Rees and Bumby ... they have bike lanes and potential pedestrian traffic. Plan and build for bus service from East of Baldwin Park through Corrine and Virginia Drive and over to Florida Hospital SunRail Station.”
- “Simplify the design, no extended curbs on turns, no raised pedestrian walkways, take out the medians to keep more lanes open.”
- “I would look at whether modern roundabouts would provide sufficient capacity while road dieting the rest of Corrine.”
- “I think the asphalt should be eliminated and replace with bricks. Installing bricks will slow drivers down (because bricks are bumpy when driving fast), bricks convey less heat than black asphalt which will lend to a cooler environment, and bricks are more attractive/more curb appeal.”
- “Leave Corrine as a 4 lane street all the way to Mills. Add more crosswalks on Virginia perhaps at Hampton and Ferncreek.”

## Community Engagement

About 7% of the suggestions were for more community engagement as implementation progresses. Here are some examples:

- “Listen more to folks who live and work in the neighborhood rather than to people who merely use the street for commuting.”
- “Better communication with residents in the area”
- “Please, please involve the businesses as well.”
- “Continue talking/discussing to hear suggestions/opinions and then implement what is going to be cost efficient and meet the people's needs.”
- “Spend time surveying businesses and local residents on their priorities and issues. Secondly, there is a need to subsidize local businesses that will be negatively impacted during the duration of this project.”

## Do Not Implement

About 5% of the suggestions called on the local governments to stop the plan, preferring Corrine Drive stay as it is today. Here are some examples:

- “Don't proceed; repave the road.”

- “STOP what you’re doing.”
- “Re-examine the entire project!”

### **More Safety Features**

Approximately 5% of the suggestions asked the local governments to do more to improve safety on Corrine Drive. These suggestions often referred to enforcement of the existing speed limit.

- “Keep in mind the safety of the pedestrians and the use of local residents. Have more police presence to enforce speed limits.”
- “Enforce speed limits, realize that although commuters freak out when hear of pedestrianizing a road, they will learn to walk, bike, run to work and shops.”
- “MAKE IT SAFER THAN THIS!! This is better than it is, but still not safe!”

### **Parking**

About 2% of the responses dealt with parking, although ideas of how it should be addressed varied widely. Here are some examples:

- “Consider at least adding night & weekend parking to Corrine to effectively create a "road diet" section on one or both sides in the business district of Corrine during busy social times. Execute parking agreement with the school.”
- “Establish parking restrictions on businesses. Businesses open without enough parking spaces and our residential streets are their parking lots.”
- “Remove the on street parking from both sides of Corrine Drive to allow more room for traffic lanes and pedestrian walk ways.”
- “Increase safer parking areas.”

### **Complete Responses in Appendix**

*Reminder: All responses to the community feedback survey are included in the Appendix to this report.*

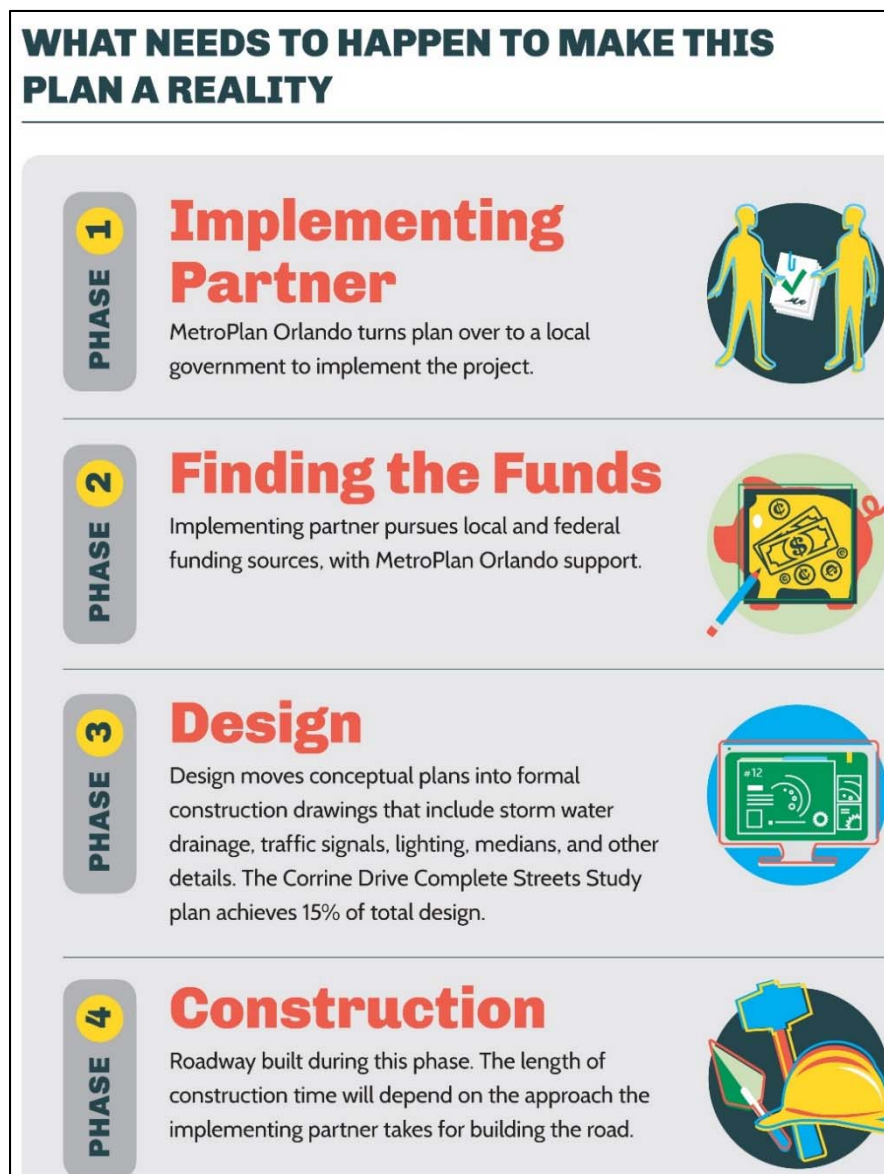
## How Input Will Be Used

This analysis of community feedback is the final piece of the Corrine Drive Complete Streets Study.

The recommended design will be handed over to a local government to act as the implementing partner. MetroPlan Orlando will assist in identifying funding to carry out the plan, and the local governments will finish design and oversee construction.

While public engagement will continue, it will be up to the local government to direct that process. The feedback gathered during the month-long comment period becomes part of the public record. This feedback will be passed along to the implementing partner for consideration as the work on Corrine Drive progresses.

Below is a graphic that appeared in the [Corrine Drive Final Report & Recommended Design](#) that shows the next steps for the project.



## Appendix Summary

Information included in the Appendix provides a more extensive record of public input.

Throughout this report, we summarized feedback received via the public comment survey, using examples and excerpts of those comments to illustrate various points.

### Comments

The Appendix contains **all** written comments from survey respondents on the three questions that offered a free-response answer. The comments appear under each of the questions and are presented in the order they were entered on the website. Comments are recorded just the way the respondents wrote them.

A separate compilation is included for **comments emailed** to the designated address for the public comment period.

### Meeting Summary

A meeting summary of the May 1 Community Meeting conducted at Audubon Park School is included in the Appendix. The summary was prepared by representatives of the FCRC Consensus Center, an independent entity created by the Florida Legislature to provide fair and inclusive assistance in conducting public policy discussions. The summary already was posted at [CorrineDriveStudy.org](http://CorrineDriveStudy.org).

### Questions & Answers

People who attended the May 1 community meeting posed about 200 questions about the recommended design for Corrine Drive, and the project team answered them – along with some additional questions posed directly to staff after the meeting.

**Two documents** addressing these questions have already been posted on [CorrineDriveStudy.org](http://CorrineDriveStudy.org) and are included in the Appendix of this report as well. Questions with similar themes are grouped, and can be accessed by clicking on the topic within the documents.



# Appendix

**Survey Responses**

**Emailed Comments**

**Community Meeting Summary**

**Questions & Answers**

*Click on a heading to go directly to that section*

### Question 3: What do you like best about the new Corrine Drive design?

#	RESPONSES
1	Aesthetics
2	Intent to reduce vehicle congestion and encourage walking and biking.
3	Improved facilities for pedestrians and bicyclists throughout the corridor.
4	There are a lot of improvements for the business district. And the roads do need resurfacing.
5	It has real infrastructure for pedestrians and bicyclists it will make Corrine Drive a real main street for small businesses.
6	Wide sidewalk on the north, raised intersections, mid block pedestrian crossings
7	Additional trees, space for walking and cycling
8	keeping the four lanes and adding raised cross walks and bicycle paths.
9	Less parking on Corrine
10	Overall, it's a huge improvement and create a more user-friendly environment. It will also be much safer for all of us.
11	More sidewalks and better lighting.
12	Bike Path
13	Shade trees, bike path, 5-3 lane combination
14	Traffic calming, 3 lane section
15	better crossing walks especially for the school
16	It makes it easier to walk
17	design
18	improved lighting and sidewalks
19	Safer, slower traffic with pedestrian access across the length of the project, and the additional crosswalks which will enable better access. If those can be built first that would be ideal given the new school and since the current sidewalk is not continuous. But this is good push towards ending single occupant car dependency. Also will make the area look even better, likely increasing local property values (and thus the tax base).
20	The wider sidewalk and landscaping
21	The bike path
22	Kept 4 lanes for most of road.
23	More trees to shade a nice place to walk/bike to my favorite hangouts!
24	Improved pedestrian and bike paths, additional trees, slowing of traffic.
25	Bike lanes, safe pedestrian walking and running trail, clearly denoted crosswalks and attractive landscapes.
26	That it will slow traffic, and provide safer navigation for pedestrians and bikes.
27	The bike and walk path
28	Beautifying and improving the neighborhood.
29	Hopefully reduce some of the speeding
30	the landscaping and bike and pedestrian paths

## Feedback on Corrine Drive Complete Streets Study Plan: **What do you like best about the new Corrine Drive design?**

31	Running and bike paths.
32	More greenscape
33	Increased focus on pedestrian infrastructure
34	Raised intersection at Corrine/Winter Park. It will not be going to a one lane each way.
35	That it is being left as a 4 lane road for the most part
36	Improves traffic flow, aids pedestrian movement, adds landscaping which will make the area more attractive.
37	pedestrian attention, and trees
38	Waste of money
39	Bike paths. Cross walks.
40	It conforms to my City of Winter Park's transportation priorities -- 1. pedestrian, 2. bicycle, 3. mass transit, 4. autos
41	The crosswalk sections.
42	Wide side walks running the full length of Corrine - end to end - provided that is actually implemented.
43	Safety crosswalks, the plan to slow down the volume and speed of traffic
44	The bicycle/pedestrian shared path. It improves the mobility and makes the road pedestrian friendly.
45	Lower speed limit
46	I think it will provide safety on the roads which is most important.
47	People friendly
48	Bike paths and beautification
49	I like the 5 lane, the added side walks and bike path.
50	Beautification, better sight lines, more pedestrian friendly
51	Everything except the way i'll Have to get in and out of my driveway. Shorten the treescape in medium, so we can get in driveway. Going south towards Nebraska. It's bad getting in now Being near Nebraska intersection.
52	Pretty but not very effective or efficient.
53	Improved pedestrian facilities
54	Aesthetics of landscaping
55	Raised Pedestrian crossings at 2 points. Those 2, plus at critically important additional location can be implemented immediately for nominal cost.
56	Sidewalks, pedestrian walkways, biking as well. Curve at Corrine/VA being redesigned...lots of accidents there.
57	Sidewalks
58	attempts to slow down traffic
59	More people friendly and neighborly.
60	wider sidewalks and crosswalks
61	Raised intersection, raised lighted crosswalks and lane reductions.
62	Increased safety along Corrine Drive especially along the business areas.
63	Safe Bike and pedestrian lane
64	Trees in the middle of the street and parking along street.
65	Less exits and entrances at shopping centers on Corrine.
66	Lower speed limit

## Feedback on Corrine Drive Complete Streets Study Plan: **What do you like best about the new Corrine Drive design?**

67	I like the raised cross walks and the new cross walk signals. Also the trees will add a lot to the roadsides.
68	Larger bike and walking path - more landscaping
69	I like the idea of the crosswalks!
70	More trees raised crosswalks, disappointing that at Bumby and Corrine there isn't a raised crosswalk.
71	More greenery and safer for cyclists
72	NOthing
73	elevated intersections
74	Updated roads, cross walks, and especially the bike path.
75	raised intersections, continuous bike and walk paths/sidewalks and pedestrian crossings
76	Better accomodations for bicyclists and pedestrians, and a focus on slowing down traffic so those who live in or are visiting the neighborhood can navigate OUTSIDE a car without fearing for their lives.
77	Improves safety for pedestrians and bicyclists. Helps to slow traffic.
78	The green spaces and lower speed limit.
79	Dedicated space for walking and riding bikes. Hoping design will slow down the 'expressway' feel of current situation. Very dangerous!
80	The crosswalk at East End
81	New crossings and sidewalk on north side of Corrine heading west from Baldwin Park
82	Supports tri-modal transportation needs.
83	Reduction in travel lanes, additional of multiuser trail, street trees, on street parking, safe pedestrian crossings.
84	Road diet on the portion from Leu Gardens to 17-92.
85	Having the walking/biking lane that connects the Mills shopping area to Baldwin Park. I also like the one lane street around Leu Gardens. I like that a lot of trees will be planted.
86	Beautification
87	Keeps 2 lanes each direction from Baldwin Park to Oregon. That is a choke point and needs 2 lanes. Especially since the traffic will be slowed down. I also love the landscaping design
88	Makes the neighborhood/street more attractive and friendly for pedestrians. Hopefully it will slow the drivers who speed.
89	Cycletrack
90	crosswalks
91	Keeping the 5 lanes
92	Safer biking and walking space
93	consideration of pedestrians and bicyclists
94	Added trees
95	Keeping the road 5 lanes and landscaping
96	The aesthetic upgrade with greenery and walking path
97	Do NOT extend curbs into the roadway.
98	Pedestrian and bike friendly, smaller lanes and a raised crosswalk for the school.
99	reduces traffic speed and greatly improves pedestrian and bicycle safety
100	The focus on pedestrians. This neighborhood will benefit from pedestrian friendly crosswalks.
101	Nothing

## Feedback on Corrine Drive Complete Streets Study Plan: **What do you like best about the new Corrine Drive design?**

102	Bikers & walkers may actually feel safe
103	Slows traffic. Provides pedestrian walk ways and crossings. Eliminates "suicide" medians.
104	I love the walking and biking area and the parking
105	Nothing. There is too much car traffic to support this design.
106	How beautiful is going to look when is done. Love it love it
107	That the area is being updated.
108	additional pedestrian crosswalks and large bike lanes
109	Beautification
110	Continuous sidewalks on both sides of the street. Continuous, separated bicycle accommodation along the whole corridor (without side street diversions). Speed tables and multiple pedestrian crossings. Trees for shade and aesthetics. Keeping Nebraska two way. Closing the excessive shopping center entrances on the south side.
111	I think it has a great visual appeal and answers the mail.
112	Visually appealing
113	The additional cross walks and green space as well as the infrastructure updates.
114	Addition of trees & foliage.
115	Sidewalks
116	Making it more bicycle and pedestrian friendly while still trying to maintain traffic volumes.
117	Connected paths for pedestrians and cyclists and most importantly the plan shows A LOT OF TREES FOR SHADING THESE PEDESTRIANS AND CYCLISTS.
118	Narrower lanes, raised intersection - the East side got a lot more safety attention - this needs to be expanded to the whole thing
119	I live on Oak Lane, and between having no sidewalks on the north side of Corinne and parking that blocks my view of the road (making right turns out of my street difficult), I think it is awesome!
120	Trees, safer and slower
121	Shared use path
122	More lanes for drivers AND dedicated sidewalk and bike path.
123	Wide Pedestrian/cyclist shared path and the addition of mid-block crosswalks
124	Raised Crosswalks because my kids bike or walk to the school. These should be put in as soon as possible.
125	Pedestrian crosswalk at East End Market
126	5 lane section
127	I like the complete sidewalks all the way down the street, the 5 lines of traffic and the pedestrian crosswalks.
128	New sidewalk/cycling path down the whole street
129	Not needed
130	Pedestrian access and safety
131	Much more bike- and ped-friendly.
132	that it is just an idea and not a final approved plan
133	We need additional traffic calming measures taken.
134	Dedicated bike path
135	The bike path and the pedestrian walkways bring improved.
136	bike trail
137	I like the pedestrian safety aspect.

## Feedback on Corrine Drive Complete Streets Study Plan: **What do you like best about the new Corrine Drive design?**

138	Safety issues were addressed.
139	Lots of landscaping
140	Bike/walking path, raised intersection to prevent speeding, & on demand crosswalk to East End.
141	The pedestrian and bike lanes.
142	mid block pedestrian crossing
143	Reducing the size of the lanes and offering a 3 lane alternative on the Virginia Drive section. Also - the multiuse trail on the north side will provide safe, equitable access for all!
144	Trees
145	Making our neighborhood more pedestrian and cyclist friendly and making it safer for my children to get to school at APS.
146	The landscaping in some of the areas
147	bike paths!
148	Nothing. Bad idea to restrict a major thoroughfare.
149	Safety
150	raised walkway at east end market and the sidewalks/bike trails and landscape
151	The additional landscaping, especially trees for shade, will be nice. It's not as pedestrian friendly as I had hoped, but it's a little better. I can't think of many positives, because I'm really disappointed in the study.
152	new pavement and better crosswalks
153	The walkability/bikeability compared to what we have now. It creates a much safer environment for the growing neighborhoods around.
154	I like the raised crossing paths for pedestrians and the increase in landscaping. Also, the walking paths would make it much easier to explore the area safer.
155	I would love to see friendly walking paths on Corrine. I live in the Merritt Park neighborhood. I love walking to the local restaurants and shops but sometimes I am faced with walking on Corrine against traffic until I pass Palmers. This would provide safer walking paths for me and my family.
156	Raised crossings.
157	I like the pedestrian crosswalks with lights. The paths across the street are very visible. And I like the larger sidewalks to allow those walking and biking. It is important to connect these to biking paths to make it safer for us to ride our bikes without fear of being hit by a car
158	Walk ability and beautification
159	Nothing
160	wide sidewalks, greater landscaping
161	I love it all
162	Less car lanes
163	That it should slow down traffic considerably, that there will be beautiful landscaping, that there will be a crossing at East End Market, and that there will be better sidewalks on both sides of Corrine.
164	Much over due Estetic! Cross walks for pedestrian & improved green space
165	Nothing
166	Bike path
167	The greenery. The trees. The sidewalks.
168	Adding pedestrian and bikepaths while maintaining 4 lanes of vehicular traffic from Bennett to Nebraska.
169	Safer to walk and bike along the streets. Lower speed limits. Beautification of the area.
170	Wide sidewalks

## Feedback on Corrine Drive Complete Streets Study Plan: **What do you like best about the new Corrine Drive design?**

171	Hoping that the supposed tree lined street will slow drivers
172	speed humps
173	Bike lane and the pedestrian crossing at East end!
174	Smaller lanes. Pedestrian friendly.
175	Safer for pedestrians and cyclists.
176	Pedestrian walk over
177	Changing the curbs and turn lanes from the center.
178	Trees and greenery are great. Bike lane, great.
179	protected bike lanes, wider sidewalks, raised crosswalks and supposed slower speed limit
180	Crosswalks, reduced lane widths
181	Supports Local business in being more Pedestrian and bike friendly. It is simply not safe to cross Corrine drive by foot at this time. The design offers all users something.
182	I really like shared walking and biking paths
183	Walkability. Bicycle friendly. Slows traffic
184	Large bike lane
185	I like that there will be a continuous walkway for pedestrians. I like the trees. The bike pass: not so much. There is a parallel pass in Audubon.
186	How attractive it will be + super bike/pedestrian friendly.
187	Safer for pedestrians, aesthetics
188	Looks pretty, non functional
189	Nothing, we need 4 lanes with the entire Baldwin community utilizing this artery to get to I4 and Mills.
190	Multitude path and keeping it 5 lanes
191	I think it will only force driver to cut thru the neighborhood putting everyone at risk. Changing our wonderful walking and talking way of life into either speed bumps very few feet or constant traffic everywhere.
192	I do like the bike lane that runs from one end to the other
193	Raised intersection, mid-block crossings, and separated multi-use trail.
194	Ped/Bike path.
195	Pedestrian safety (Safer for kids!!!!)
196	Major improvements/beautification, balancing the need for safety and traffic patterns. Avoids spill-over into neighborhoods.
197	seems to provide a good balance between maintaining traffic flow and making corridor much more pedestrian and bike friendly.
198	I like that it become 3 lanes on Virginia.
199	Bike path
200	Good improvements for pedestrian traffic
201	Safe pedestrian side walk and cross
202	Landscaping and keeping it 5 lanes
203	pedestrian safety
204	sidewalks and raised crossing
205	Nothing
206	Nothing

Feedback on Corrine Drive Complete Streets Study Plan: **What do you like best about the new Corrine Drive design?**

207	Landscape improvement
208	Trees
209	It will be prettier.
210	Safety
211	Pedestrian walkways to offer much needed sidewalk space to connect our entire strip
212	bike and pedestrian friendlier
213	Bike and pedestrian
214	Beautification of the street with trees.
215	Beautification and pedestrian crosswalks
216	Raised crossings and light for East End market
217	More trees
218	Reduce through traffic on Virginia from Balwin is so. Necessary!
219	Wider and safer bike paths
220	Sidewalk improvement, bicycle lanes, street-level lighting, and SLOWER TRAFFIC!!!!,
221	better sidewalks
222	Wider sidewalks
223	Real turning lanes and landscaping in the medians and raised passenger crossing lanes with crossing lights.
224	New. Needs updates, doesn't work the best as is.
225	Raised intersections & additional crosswalks.
226	Safer for pedestrians and bikers
227	Easier areas to cross the street and bike and walking friendly areas.
228	Maintaining number of travel lanes, will enhance the appearance of the whole area while improving safety, longer left turn lane at General Rees, and better entrances/visibility at plazas
229	Continuous sidewalk on Corinne drive!
230	Too much money for the look
231	Overall design is good. See concerns and comments below
232	The cycle track
233	Visible, raised crossings. A real sidewalk/ bike lane for the kids for school. Slowing of the traffic by narrowing and having those crossings.
234	mid-block pedestrian crossing, lower speed limit, and bike path
235	The sidewalk extensions
236	Narrowing road diet at Nebraska and Virginia
237	Better walkability
238	the safety it provides for pedestrians, cyclists, etc. ease of entry and exit into the shopping strips
239	More landscaping and less concrete
240	It seems to be able to take into consideration both the commuter traffic as well as the pedestrians / bikers without (hopefully) impacting the ability of those in vehicles to get through the area without tremendous delays. I have been worried a "diet" will essentially make the road unusable and a complete mess (similar to the Curry Ford disaster). I do like the new look and feel this will provide the neighborhood and would certainly consider walking / biking to the local shops / restaurants where I wouldn't think of doing that currently.
241	the pedestrian and bike paths
242	Increased pedestrian support and creating a safer street with so many children around.



## Feedback on Corrine Drive Complete Streets Study Plan: **What do you like best about the new Corrine Drive design?**

243	Walkability
244	Makes it much safer to ride bicycles and walk along the corridor, connecting residences with local businesses.
245	i do not like anything about the new Corrine Drive design
246	Pedestrian crosswalks
247	Improved walkability and safety, and bike paths connecting Audubon with Ivanhoe Village and Urban Trail.
248	So much safer for our kids - who attend APS K8 - and our family, as we love to frequent the businesses on Corrine.
249	Raised crosswalks
250	Crosswalks, 12' wide path for walkers, bollards and raised intersections at Corrine and Winter Park Rd.
251	pedestrian friendly
252	Roads will finally be repaved
253	Bike and walk pathways
254	Love the focus on pedestrians and cyclists. As someone who walks down Corrine daily, it's terrifying right now, any change will be a good one.
255	The best part of the plan is making Corrine Drive and Audubon Park a pedestrian and cyclist friendly neighborhood. I think it will build the community and bring more people to the area to really enjoy what it has to offer.
256	That it gives the time of day to bicycle and pedestrian traffic.
257	nothing
258	the added safety factors
259	Pedestrian crosswalks, pedestrian sidewalks that make sense. Design reduces speeding
260	The trees and sidewalks.
261	Raised areas, elimination of suicide lane, more landscaping
262	Beautification, pedestrian/bike friendly, slows traffic down.
263	enhances the entire community
264	What I like best is the overall design, it makes the area safer and visually appealing.
265	Pedestrian safety features and reconfiguring of intersection of Corrine and Old Winter Park Road.
266	Crosswalks and sidewalks for pedestrians
267	Bigger sidewalks and space in middle of roads
268	Not much
269	Improved lighting and signal re timings.
270	Pedestrian use
271	I like that the design appears to make Corrine more friendly for pedestrians / bikers (i.e. slower speed limit, raised crosswalks, wider bike path, etc). I like the enhanced tree / plant foliage.
272	I love the addition of a bike/walking path that improves safety for folks not in cars. I also like the medians rather than having the long continuous turn lane. Again, that feel safer.
273	facilitating bike/ped mobility
274	Lowered traffic speeds, raised crosswalks, multi-use path/cycle track, more trees
275	I love all the pedestrian friendly features. I'd love for our city to become more walkable.
276	Protected bike lanes which aren't part of the road / won't be shared with cars.

## Feedback on Corrine Drive Complete Streets Study Plan: What do you like best about the new Corrine Drive design?

277	It slows down cars. I like the two midblock crosswalks, the raised crosswalks, and the bulbouts on corners with bollards to keep cars from making fast turns and protect pedestrians.
278	Focus on reducing speeds in the area
279	Raised walkways and crosswalks, great idea!
280	Improves traffic speed and appearance of the road. And walkability.
281	Better looking street
282	Walking/Cycling paths, raised intersections, pedestrian/cycling crossings
283	The lane elimination and traffic calming.
284	Thoughtfully considered the needs of the community.
285	Slower speeds and more cross walks.
286	improved pedestrian safety
287	Nothing good
288	it promotes walking and bicycling in a community that appears to be extremely pro-walking & bicycling.
289	Maintaining pedestrians and bikers as a priority. The lane approaching Nebraska becoming right turn only.
290	The current road is a popular commercial area, however the road is uninspiring, drab, and most importantly, is both unsafe and unaccommodating for pedestrians and cyclists. This new design solves all these challenges, therefore there is not one thing I like best. I love all of it!
291	shared bike/pedestrian lane on north side of Corrine
292	That it incorporates a bicycle trail (which will connect to the Orlando Urban Trail so that I can access Audubon Park from North Quarter downtown Orlando).
293	Nice between Bennett Road and Virginia.
294	The curb appeal, walk/bike accessibility, and crosswalks
295	Provisions for crosswalks (except, curiously, at Nebraska and Forest)
296	Added crosswalks and additional marked parking. Lower speed and tree canopy.
297	Slower speed limit. Promise of timed lights. More trees/greenspace. Walkability. landscaped medians with dedicated turn lanes instead of "suicide lanes".
298	Thoughtful plan to slow traffic through corridor and create a pedestrian and bike-friendly area, allowing for a safe environment for all modes of transportation including, but not solely for vehicles.
299	The extension of the bike path makes sense. At a very minimum just completing level sidewalks would be a huge plus. Raised crosswalks are also a great idea.
300	a sidewalk on the north side of Corrine where there isn't one now
301	Nothing.
302	5 lanes in the commercial section
303	Dedicated infrastructure for cyclists and traffic calming measures.
304	Not much, frankly.
305	That we are adding green space.
306	Wide shared use paths
307	Walkability/bikeability Slowing down the road and adding cosmetic upgrades
308	Pedestrian crossings, removal of suicide lane and the hybrid design of 4 and 2 lane sections.
309	better signage and bike/pedestrian paths
310	pedestrian-centric model
311	Nothing

## Feedback on Corrine Drive Complete Streets Study Plan: **What do you like best about the new Corrine Drive design?**

312	Traffic calming measures like the raised crosswalk. Sidewalks all the way down the street. Getting rid of/decreasing the on street parking- I've seen four accidents in 2019 alone while sitting at Bem bom and east end.
313	Raised crossings. Pathway o north side of Corrine
314	Pedestrian crossings
315	Safer for pedestrians and more greenspace
316	beautification
317	Improves walkability and allows for easy crossing between shops and restaurants, improving safety.
318	That we have pedestrian/bicycle traffic in a more safer way
319	Sidewalks, crosswalks, turn lanes, trees
320	safe access for pedestrians and bikes
321	Looks good but not practical
322	It will repave the existing roadway
323	I like the added green space and improved efforts to support walking and biking along Corrine. Love sidewalk between winter Park rd and leu gardens.
324	Raised intersections and pedestrian signals.
325	5 lanes
326	Lower speed limit, more pedestrian friendly, provides space for bikes
327	I love that it will be pedestrian and bike friendly. Right now we currently drive to all the places on Corrine. This will now allow us to walk or ride our bikes.
328	Continuous sidewalks
329	Raised intersections/more lights
330	The importance placed on pedestrian safety.
331	Bike friendly, more trees, and pedestrian crossing.
332	All of it! Raised intersections, narrower lanes, extended curbs, crosswalks, bike and pedestrian facilities. Great solutions that will make our street much safer. I'll finally be able to walk my children to school, shops, etc.
333	3 lanes of traffic
334	Multiuse bike trail, lighted crosswalk, added greenspaces
335	It hadn't been approved or funded because no one voted for this plan it was the least fav all along!
336	Raised crosswalks with lights, raised intersection, multipurpose path, lane reductions, trees.
337	I like the shared-use path on the north side of Corrine Drive. The existing condition for bicycles and pedestrians is dangerous and the proposed path is great. Adding landscaped islands, other landscaped improvements and narrowing lanes should help to reduce speeds in the corridor and make the corridor more pedestrian friendly.
338	The paving work and adding sidewalks
339	I definitely agree the road width needs to be reduced and walking & bike paths added.
340	Attempt to develop a more walkable and connected street system that doesn't fully exist to day.
341	Complete streets initiative.
342	Addition of trees / landscaping. The raised intersection and additional mid-block crosswalks.
343	redesigned crosswalks
344	The focus on pedestrians and cyclists
345	green space

## Feedback on Corrine Drive Complete Streets Study Plan: **What do you like best about the new Corrine Drive design?**

346	Improved and up-to-date aesthetics. More pedestrian friendly.
347	The raised intersection and raised crosswalks with lights for pedestrians to use.
348	Large side walk.
349	It is a growing area and I have seen more and more people out and about at the shops and restaurants. If we want this place to grow we need to make it more walkable and safe.
350	makes Corrine walkable and safer. Parts of Corrine on the north side of the street have no sidewalks.
351	Nothing!
352	All the trees and the separated pedestrian path bike path
353	Increasing safety and visual appeal
354	I like the 3 lane on Virginia, the raised crosswalks and the path.
355	The five lane section keeps traffic capacity, but adds a lot of much needed improvements like wider sidealks, more landscaping in the medians and on the sides of the road, and protected on street parking.
356	Green space , parking , overall look
357	Makes the best of both worlds...keeps 5 lanes in business area and reduces to 3 in residential
358	bike paths, crosswalks, lower speed, safety, trees
359	Lower speed limits, safer crossings, and sidewalks. I wish that more emphasis would be places on pedestrian crossings as we have a school near by. Some of it was addressed but safety improvements could be made.
360	1. Safety first. 30 mph is critical. Elevated & additional crosswalks to protect pedestrians. 2. Protected bicycle path (I am a utility cyclist, commute & run errands on my bike)
361	The sidewalks
362	Crosswalk isn't only thing needed to get from one side if street to other. It more than crosswalks city street area needs for community
363	The walk/bike areas along Corrine for a continues path were needed as the plan solves that issue.
364	Raised pedestrian crosswalks and any features that slow traffic on Corrine Drive.
365	Expanded walkways for biking and pedestrians and the signal at the East End market
366	improvements to reduce speed of vehicles
367	New safety features like raised walkway at winter park
368	Shade-Speed of traffic-Parking-Bike paths-Raised crosswalks!
369	Each segment of the corridor has been treated differently based on context and traffic volumes.
370	the roads will be narrowed to slow traffic down/ there will be crosswalks mid-block for pedestrians
371	12 foot path on the North side for me to ride, walk, run and take my kids to school.
372	We need side walks and bike lanes along Corrine drive. I live in Baldwin park with 3 young kids, we cannot walk or ride bikes to the Corrine area. They are uneven if they exist at all in certain spots.
373	I walk around my block -winter park road, corrine, general reese, then on glenridge...a sidewalk (vs walking on the road) is HUGE. Safety for the kids. Slowing the speed...
374	Bike lane and trees
375	Wide bike and walking paths that go to mills! :) speed slowing humps, al the greenery! More trees, yay!
376	Narrowing of lanes, addition of cycle paths, median landscaping.
377	The aesthetic look it will give to the area is a huge improvement.

## Feedback on Corrine Drive Complete Streets Study Plan: **What do you like best about the new Corrine Drive design?**

378	The speed limiting plans in place, including the speed bumps, raised crosswalks, and other measures.
379	Sidewalks and safety!! We need a community where we can walk to stores/school safely
380	Addresses pedestrian safety, bike safety, traffic calming and beautification
381	Raised pavement at crossings
382	Greenspace and wider pathways. Raised crosswalks are great too.
383	Raised intersections
384	12-foot mixed use path on north side of Corrine.
385	The raised intersections and cross walks at fern creek, winter park road, and at East End Market.
386	Addition and expansion of sidewalks and pedestrian-friendly features
387	Sidewalk on north side of Corrine and removal of dangerous on street parking for it
388	Slowing down of traffic is good
389	The deliberate move to to narrow lanes, add trees, good crosswalks/bike trails to naturally slow traffic and make street safer and more attractive without actually losing any traffic lanes. Although I live on Corrine Drive and really wanted less lanes, I understand the concerns people around me had about cut through traffic and drive times. This current plans seems a decent compromise to give a little something to everyone. I also sooo very much want to see the sidewalk reclaimed in front of the business center where cars currently just park any which way and I would like to see Palmer's Nursery restricted from having semi's parked in the median in front of where I have to routinely pull in in out of my house. It is dangerous and they should come up with a better off site plan to have their plants delivered.
390	Added greenspace, Bumped out curbs, bike path, ped crossing light.
391	bike and walk paths
392	Reduce speed, bicycle and ped safety
393	Added bike and pedestel facilities
394	Safety
395	Combined use path!
396	That my son will one day be able to safely walk to school.
397	Crosswalks and beautification.
398	Vastly improves pedestrian and bike access along Corrine Drive.
399	3 lanes on Virginia.
400	I like the increased pedestrian safety features, especially the new crosswalk area and raised intersection.
401	Pedestrian and bike realm, Safety, Traffic calming mechanisms, Mid block crosswalks with RRFBs, enhanced landscaping
402	Separated and protected bikeways from Baldwin Park to Mills Avenue.
403	Leaving 5 lanes on part
404	Raised crosswalk at 7-Eleven intersection
405	safety considerations for ADA, pedestrians, bikes
406	Beautification
407	Bike and pedestrian lanes
408	Safety of pedestrians crossing our Main Street and that it continues to Baldwin and to Mills
409	Streetscapes and pedestrian crossings
410	Safer for pedestrians and bicyclists

Feedback on Corrine Drive Complete Streets Study Plan: **What do you like best about the new Corrine Drive design?**

411	Walk ability and added trees. Makes this strip of road open to the community and less of a commuter corridor.
412	Raised crosswalks, improved sidewalks
413	Helps reduce speeding cars
414	Elevated intersections and crosswalks
415	Aesthetics
416	Enhanced cycling and pedestrian facilities

## Q4: What causes you the most concern about the new Corrine Drive design?

#	RESPONSES
1	Traffic pattern. I live in Baldwin Park. Makes it harder for me to commute to work. Already awful with school zones. This design is a traffic gridlock
2	Lack of attention to safer crossing for APS children. Not addressing impact on adjoining streets when drivers try to find ways to beat the system. All projections show major increase in population and vehicle traffic in Orlando in next decade and Corrine plan does not adequately reflect this growth. Like the I-4 reconstruction, it will obsolete before it is operational.
3	Access on and off of Corrine Drive and Virginia Street from/to driveways where raised medians are proposed.
4	Residents are losing their street parking in the 1400-1500 block of N. Forest Ave. Leu Gardens also therefore loses parking for their numerous events. This can be a money-loser for the City of Orlando; if there is less parking, fewer people may pay for tickets to events. And who has to maintain these new strips of grass at the edge of the road -- the City or the homeowners?
5	Overall good but be more aggressive and creative in looking for funding, this should not take 10 years to build! This should be done in 3 years
6	Virginia Drive lane reduction
7	Reducing lanes. Although you aren't reducing Corinne, reducing Virginia at Nebraska will produce unnecessary congestion and protracted commute times
8	narrowing to two lanes near Fern Creek.
9	Traffic. Does not consider all the new development - apartments on Baldwin Park & those under construction & planned for Fashion Square area.
10	The funneling of cars onto Nebraska where the design narrows Forest down creating a dedicated right turn lane onto Nebraska is a concern. Nebraska is a residential street, and the speed limit is 25 mph. In response to a question about this issue at the meeting, the young woman nonchalantly tossed off that the cars go the speed limit on Nebraska, and that is repeated in the responses to the questions you didn't get to, one of which was mine. I walk that street every morning, generally as rush hour ramps up and during rush hour. I know what 25 mph looks like--I try to drive it on Nebraska and in my neighborhood--Rowena Park. The cars are NOT going 25 mph--most are going around 35-40 mph and a handful go faster especially on the east end of Nebraska. In the morning and in the evenings during "rush" hour, it's extremely difficult to cross Nebraska or back out of a driveway. One thing that makes it easier is the fact that the cars cannot readily continually turn right because of the light and the poles put in some time ago to prevent cars from going around cars that are stopped and plan to go straight. That makes the cars come in clumps creating breaks in the traffic. A dedicated right-turn lane permitting cars to continually go right will create an unrelenting stream during certain hours of the day and functionally eliminate our ability to cross the street (which only has sidewalk on one side for a long stretch) and for residents to get out of their driveways. Remember, it's a RESIDENTIAL street (except on the corners at Mills). While the technical capacity of Nebraska may be 16,000 cars, one must ask whether 16,000 cars a day on a residential street is really a good idea. At an absolute minimum, there should be a timed interval with "no turns on red" for that right turn lane, i.e., they can only turn on a green arrow. That way, we could still get the clumping effect creating gaps when folks can walk across and/or get out of their driveways. Ideally, however, narrowing down Forest right there to create a dedicated right-turn lane to dump cars onto Nebraska, which is a residential street, is just not a great idea.
11	Reduced traffic threshold causing more traffic through neighborhood.
12	Assuming full use of ROW reservations/utility easements - we requested you stay within existing curb to curb ROW. Instead you are taking already small yards and making driveways too short to be legally used without blocking the bike/ped facilities. The loss of parking is also a concern - this area already has parking problems.

## Feedback on Corrine Drive Complete Streets Study Plan: **What causes you the most concern about the new Corrine Drive design?**

13	going down to one lane when you cross over Virginia and then having parallel parking...congestion nightmare
14	The traffic going too fast
15	three lane section along Forest
16	Shrinking Corrine will significantly increase traffic in the neighborhoods. Look what happened in the Curry Ford "diet" test and this neighborhood has 5 times the population as in hourglass district (curry ford area) Report did not take into account the Lake Ivanhoe expansion (e.g. yard) adding traffic nor did take into account the two new giant apartment complexes in development at Fashion square mall nor the town house row along 50 being developed significantly increasing the population.
17	Still 5 lanes along Corrine, would prefer to see a road diet of 3 lanes w/ commuter traffic diverted to existing arterial corridors. That being said, this is a minor issue and would rather not it delay the project. I hope this project can be funded, it seems pretty expensive. Perhaps parking meters added could help collect some money for this project?
18	Traffic will be a disaster. What are the plans to address that? Seems crazy to reduce the number of lanes, slow the speed limit and assume it will carry all the traffic.
19	Reducing to 2 lanes from Leu Gardens to Mills.
20	LED color temperature is stark and unwelcoming.
21	The choice of non-dark sky friendly lighting, the color of the lighting, and the light pollution.
22	I don't like the reduced two-lane area. I think it will cause a bottle neck effect and create more of a traffic jam.
23	That it won't do enough to make people safe, that it won't happen because of cost.
24	Don't do the cycle track and reduction to two lanes on Virginia, it looks cute But not really necessary, just continue to same design like on Corrine
25	We cannot afford to lose any street parking spaces nor can we lose travel lanes. We cannot accommodate parking as is, and more apartment communities are being built.
26	The design seems to give more concern for the few bicyclists than the 23,000 vehicles that use the street every day.
27	do not like extended curbs, very annoying, do not like raised pedestrian walkways, do not like the narrowing of lanes.
28	Not sure if the parking lot situation in the two strip malls is resolved. That whole scene is the absolute worst
29	Definite traffic overflow into neighborhoods to avoid congestion
30	potential future congestion
31	Less Street parking for businesses/residential. The one lane from leu gardens to mills. Think this will just cause traffic from leu gardens to winter park ave
32	The 2 lane section will cause blockages, as will Palmers. Your responses have just been "will try to mitigate" and "it is in the future". That is not an appropriate response to a significant potential issue. Deliveries, school buses, trash pickup are known factors that have to be addressed in the initial design. The impact on traffic cannot be deferred to after the design is finalized
33	Parking space for people using services or shopping. Did the best you could staying within the footprint of the right-of-way, but more parking is needed.
34	Unrealistic budget, Storm water design of elevated intersections, Speeding people
35	Money
36	Seems like it would be great if the street parallel parking was incorporated into the plaza parking lots. Safer on the street and more parking for the merchants
37	Commuter's objections, claiming slow traffic (look at Edgewater Drive study results)
38	I envision LUSH landscape to really improve the appearance of the drive. It doesn't appear that it will improve significantly, accept for being "refreshed". Also, will the electrical poles be removed and cables be buried under ground?



## Feedback on Corrine Drive Complete Streets Study Plan: **What causes you the most concern about the new Corrine Drive design?**

39	Narrowing of traffic lanes- Distracted drivers already drift into current lanes. Reduction of lanes from 5 to 3 near Leu Gardens will bottleneck rush hour traffic to a ridiculous state causing road rage and stupidly fast driving beyond what it already is. The length of time it takes to implement this plan will put increase all forms of pollution in the neighborhood as well as construction traffic and road closures, inconvenience to residents and will hurt small local businesses whose customers will not be able to easily access their shops.
40	1. Woodlawn Dr. and Lake Sue is the only neighborhood with no through outlet, the final plan must move the west raised crosswalk and on demand light to Lake Sue Dr to allow safe walking and safe turn to the east from Lake Sue Dr. Safer for Montessori school on Woodlawn and safer for residents. Much more important than sole access to commercial strip. 2. Wide sidewalk removes parking in front of Palmer garden nursery. Their customers will clog Woodlawn Dr. and make the turn off Corrine Dr. more dangerous for this neighborhood. 3. I'm doubtful that much wider sidewalks will attract more walkers. Hardly anyone walks on the one down Bumby.
41	The piping system, and sewage. Many houses in the unincorporated Orange county area are not connected to any piping sewage system, they use drain fields. It will create a problem because is necessary connect those houses to any sewage pipe system before the changes in Corrine Dr. Also the the not physically enforced speed reduction will not ensure that drivers will keep the speeds near 30 miles per hour. Without speed bumps, bricks or any other way to enforce them to reduce the speed they will continue speeding at the same rates than before.
42	Hate the Reducing to 2 lanes on virginia The bike path is too wide. As a beeman park lake sue resident corrine is the Only way in or out.
43	I live right off of Hampton and I use these roads to get to work every day and I am worried about the daily impact/ how it will affect my commute times.
44	Can it really handle the traffic
45	Length to complete project
46	The two lane near Mills ave is concerning. I heard nothing spoken about put power lines in ground. The newly added trees will have cost to trim trees around power lines. Less trimming if underground power lines
47	3 lanes from Nebraska to 17-92 causes me concern as traffic already backs up there in the mornings and afternoons
48	Getting into my driveway and getting out of driveway.
49	Greater traffic congestion on a road that cannot afford more traffic.
50	Stretch where the road remains 2 lanes in each direction
51	Parking
52	Unquestionably creates a forcing function to increase dangerous neighborhood cut through traffic. Choking Virginia is a terrible idea with consequences that were either intentionally ignored or reveals a giant hole in the study.
53	The raised areas look really large and like they cover large areas. Not sure how that will work.
54	Restrictions to traffic flow from the current 5 lanes cutting back to 3 lanes.
55	Virginia is 3 laned but Corrine remains 4. This is backwards.
56	The stretch between Bennett and General Reed is the most dangerous part of Corrine Drive, and it seems it will see the least amount of changes. Cars make 60 and 70 miles in this stretch.
57	what is now two lanes each way, mostly becomes one lane each way. This will slow down traffic, but should cause huge bottlenecks and backups of traffic. The impact will be hugely negative on traffic flow.
58	That it will take too long to make happen.
59	Loss of lanes as it approaches Mills Avenue - very concerned about traffic bottleneck as I drive from Baldwin Park to Mills and turn left onto Mills each morning.
60	When the road narrows to only three lanes after Nebraska. I'm worried this will bottleneck traffic and create long travel times on all parts of Corrine/Virginia during rush hour
61	Residential streets are parking lots for businesses.

## Feedback on Corrine Drive Complete Streets Study Plan: **What causes you the most concern about the new Corrine Drive design?**

62	The timeline is very slow!
63	Too choked and causing back up. Few bikers have more rights than locals.
64	I voted on one of the designs months ago, not sure if this was the one I voted for. It would be easier to view if the perspective was from a car driver seat not an aerial view.
65	I think it is a huge mistake to make it a 1 lane each way near Mead Gardens. It will become a traffic nightmare as the cars are all trying to merge into 1 lane.
66	Maintenance of landscaping
67	The amount of medians; it's going to slow traffic and cause backups near the school area! I believe it will systematically cause major issues with the flow of traffic—we need more lanes not LESS lanes!!! Of course the city of Orlando doesn't listen to the residents!
68	See above
69	Congestion. I'm also wondering which side of the street will have the wider walkway and since my home is directly on Corrine, if it will add to noise, trash, etc
70	Depending on the Orlando Police force to enforce the biking regulations on the new bike paths
71	backup on Virginia to Mills
72	One lane of travel in each direction on Virginia, this will lead to major traffic backups.
73	Merritt Park Dr. and the Leu Gardens corner and the back-up we are going to see with all the cars transitioning to a single lane at Nebraska. Nobody will be able to exit the neighborhood from Merritt Park Dr. to Corrine - especially if they are turning left.
74	That the proposed improvements won't get funded!
75	No major concerns.
76	The construction and how I will go to work. We live 4 blocks from the intersection of Corrine and WP road. It looks like I won't be able to get out of my home for years!!!
77	Eliminating the left turn lane from Corrine to Oak Lane. It's already difficult to turn left onto Oak from Corrine. With the elimination of the turn lane, traffic will back up the left lane on Corrine. Also, extending the turn lane from Corrine to Bumby will impede the ability to turn left from Oak Lane onto Corrine. Additionally, also question the design changes recommended for the ends of Oak Lane and Palm Lane as they are privately owned roads.
78	The new street lights are too bright/ cold
79	Time to improve
80	May limit traffic flow.
81	Loss of on street parking on south side of road near retail centers.
82	4-5 lane design retained in the vicinity of Winter Park Road, where 100 kids are crossing on their way to school everyday.
83	I would like it to be one lane from Mills to Baldwin Park. I am concerned that going back and forth between one lane to a two lane may confuse drivers.
84	Pinch point 3 lanes to 5
85	Single lane from Oregon to Mills.
86	No concern.
87	Shared ped/bike path without dedicated cycletrack.
88	The two lane portion of it is in a section where traffic is light. Also, the four lane section removes all parking on the north side and many of the homes will not have anywhere to park a car in front of their house.
89	The 2 lanes from Nebraska to Mills
90	2 full traffic lanes each direction

## Feedback on Corrine Drive Complete Streets Study Plan: **What causes you the most concern about the new Corrine Drive design?**

91	Too many lanes These even somewhat small encourage speeding The loss of parking space! Where do you think all those cars end up? In the neigh north of Corrine Drive where they already park and speed through - they ignore speed limits, stop signs Major issue: no turn on red causes a lot of drivers to drive through our street! There are not speed bumps like on Nebraska Street - that's the only measure to discourage speeding! The parking lots on Virginia already exist and don't do anything to improve parking issues at the intersection of Corrine and Winter Park Road!
92	3 lane segment of Virginia Drive. Peace need a way to get to I4 and I believe is part of the plan will force drive thru the neighborhood streets.
93	The shrinking to one lane at leu gardens. I believe that may push cars into the Beverly shores neighborhood. Beverly shores does not need any more thru traffic. Expanding Nebraska might be required to encourage use of that road.
94	Do NOT reduce Virginia Drive to two lanes.
95	Needs more traffic lights. More stops for people driving through.
96	Lack of political will to get it done.
97	Is there a bike lane from start to finish?
98	The travel time to Mills will be SLOW so drivers will use the neighborhood streets as cut throughs creating more traffic on residential streets
99	Car parking, but this just means waking longer
100	Parking. Congestion.
101	I have none at this time
102	See above
103	None
104	The Winter Park Drive / Corine Intersection sucks, same with the Corine / Bumby. You are about to make traffic. Much worse than it already is!
105	Traffic being dire off of Corrine Dr through Merritt Park neighborhood
106	Speeding will still happen on the four lane portion of the street (because it has side-by side lanes in the same direction) which is in the busiest "main street" portion of the study area where people will want to cross the street more often and where most of the walking and biking activity should be (the tables and trees will help). Orlando has a history of calming residential streets and not calming gathering places (i.e. commercial streets). I'm a little concerned that the "12 foot shared use path" isn't really twelve feet because it include tree well; not that I'd want to get rid of the tree wells, but it's probably more like an 8 foot shared use path. No westbound access to south side shopping centers coupled with no easy way to make U turns.
107	one lane westbound on Virginia to Fern Creek.
108	The length of time for completion. The project is not conducive for efficient traffic flow. The Winter Park viewpoint of:"If we make it a pain to drive through Winter Park, people will avoid driving through Winter Park" is a bad idea, it doesn't work and it penalizes residents!!
109	Traffic during the construction.
110	The area can be very congested. Am concerned that this will only be exacerbated by the addition of so many lanes. Cyclists do not always adhere to road rules. This can be dangerous.
111	Cutting down Virginia to 2-lanes
112	Eliminating the right turn lanes.
113	The sidewalks are a little TOO CLOSE to traffic. I would like to see more of a buffer for safety and planting trees. I'm afraid that there won't be as many trees planted as on the design.
114	NO SAFE CROSSING AT LEU!!!!!!! Still an insane high speed road - 30 mph neighborhood speed is murderous. Not nearly tamed enough. 5 lanes is impossible to cross safely with this design. most crosswalks aren't raised - they ALL need to be raised. very few safe crossings across Corrine in many sections - eg, nothing at Osprey, etc, etc. Safe crossings should be every 400ft.
115	There is no funding for the project!
116	How will buses do on this?

Feedback on Corrine Drive Complete Streets Study Plan: **What causes you the most concern about the new Corrine Drive design?**

117	parking
118	5 lanes down to 2 after the curve going into Mills? No way! It already bottlenecks in the area. And having just two lanes after Lou Gardens with a single turning lane is like having just one lane. As someone who lives on Merritt Park, it's already difficult to make a left out of our neighborhood in the morning. This new plan will hve even more cars backed up around the bend.
119	I don't have any concerns about the design, but I do have concerns about how long construction may take/ how long the project would last.
120	Corrine will still be a 4 lane road from General Reese to Bumby and people will continue to speed through this area
121	The short 3 lane section.
122	I don't like that we lose the parking on the north side of Corrine (in the Baldwin Park section) where I live.
123	Is a 12 foot path necessary? Could it be smaller? Also, the three lane road at the far left side.
124	Cost you did this 20 years ago.
125	I think five lanes results in continued speeding and dangerous drivers that threaten the safety of pedestrians and makes the area less inviting to visitors from different areas.
126	Perhaps unintended consequences when there are popular events at Leu? Not sure it's an issue. Maybe the new design can handle dozens of extra people/cars in the area attending such events.
127	less parking, more traffic, to high emphasis on bikers
128	None. So long as the drivers are aware - traffic volume should not be impacted. And, this will deter cut-through traffic.
129	Don't want to lose any lanes for cars. I live in the neighborhood and congestion is already an issue. Plants and other barriers in the middle of the street are nothing but unnecessary obstacles.
130	Loss of lanes on forest st. and Virginia Dr.
131	Going down to 2 lanes on the way to mills.
132	Does not provide enough mid block crossings.
133	Our city is very "road construction" weary right now. As we travel the city, road construction is everywhere and makes it difficult. I would suggest this project be delayed until I 4 is further along.
134	Please be sure to work the local business about their concerns and comments. As a business owner in one of the plazas, it would be great to have a meeting to discuss the concerns and needs of all the businesses.
135	Loss of lanes...traffic flow is slow as it is now.
136	The 5-10 year timeline of construction for completion.
137	Not bringing Corrine down to 3 lanes. And not getting it funded and completed in a reasonable amount of time.
138	dropping lanes on virginia ave
139	The multiuse trail is perhaps a little wide. I would prefer to have a wider landscaping strip adjacent to the road to provide a maximum buffer.
140	As much as people use and are concerned about parking, the parallel parking in front of the two shopping/ strip[ centers creates terrible blind spots when pulling out. You cannot see oncoming traffic. I wish all the parallel parking would be eliminated.
141	Virginia and Nebraska vs traffic. Great difficulty leaving the neighborhood at Virginia and Forest to go West on Virginia.
142	General Rees Ave. ABSOLUTELY needs a raised crosswalk, similar to the one at Winter Park Rd. for families trying to walk or bike to Blue Jacket Park.
143	Looks confusing....raised crossings...does that make drivers slow down? Not sure.
144	raised cross walks

## Feedback on Corrine Drive Complete Streets Study Plan: **What causes you the most concern about the new Corrine Drive design?**

145	Idiotic idea that reducing the roadway will somehow improve anything. Very stupid. It is a major route.
146	See below
147	Traffic jam
148	single lane by leu gardens towards mills
149	It doesn't change Corrine Drive that much. Virginia Drive is improved but that's it. The plan seems to benefit the shops and commuters more than the residents. The safety concerns for kids walking to Audubon Park School from across Corrine drive where we live have not been addressed. The street will mostly remain the same as it is now. Lowering the speed limit won't help without police giving speeders tickets. People will continue to avoid the Winter Park Rd intersection by taking the Marble St to Janice Street shortcut, and run the stop sign at the intersection of Janice and Corrine Drive. The Janice st. crosswalk looks like it will not be improved. If you have to cross Janice, to get to the pedestrian crosswalk in front of the west plaza, it will be too far for us (and it's too close to the intersection.) It should be closer to Lake Sue Drive by the OBGYN where the bus stop is.
150	The one-lane from Leu Gardens to 17/92. I definitely think a test run should be done on a weekday. It could be done with temporary cones just like it is done for pavement work, tree trimming, etc, so to say it would be terribly expensive or too difficult, sounds disingenuous. Better than spending multi-millions on a project that may be a huge headache for all of us who will have to live with it.
151	Nothing. I hope it happens!
152	Perhaps the commute time, but to me the benefits out way this concern.
153	Lack of parking.
154	I do not like when going westbound and it turns back into Virginia. I think it needs to remain two lanes without on street parking. There are side streets they can use to park. This part of the road is too busy to not have two lanes each way.
155	Traffic while being implemented
156	Reduced lanes at Virginia
157	utilities need to be underground to eliminate obstructions on walkway, damage to trees as they grow, protection from storm damage, aesthetics
158	Timeline. We need safety measures NOW for our children already attending the school
159	Need more protection on lanes (dividers) that are created only for bikes (not shared with pedestrians)
160	The bottleneck that will happen at Nebraska when traveling west on Corrine, as the road goes from 4 to 2 lanes. That will back up significantly. Not sure if it's possible, but I think it would be better to have the 4 lanes go the length of Corrine.
161	The traffic flow & congestion near Lue Gardens turn thru Nebraska. This is a very busy entry and exit area. Flow during height traffic times will be increased moving the flow to a single lane design going out toward mills. Causing significant congestion based on what I was able to review in design, if I understood design correctly.
162	Congestion
163	Three ones at one of the most congested area of the road as is is now.
164	losing lanes, too many trees/shrubs taking up space. this construction will cause businesses to lose customers
165	Where it changes to 3 lanes

## Feedback on Corrine Drive Complete Streets Study Plan: What causes you the most concern about the new Corrine Drive design?

166	The road diet from Nebraska to Mills is ill conceived. The measured traffic volume of 16k resembles the 18k of Curry Ford Road. Both Virginia and CFR serve as traditional E/W arteries and peak usage occurs during am and pm rush hours. MetroPlan knows from the CFR road diet study that over 920 vehicles per day chose to leave the congested CFR in favor of neighborhood streets. It is frankly reckless for MetroPlan, armed with the CFR diet data, to predict that cut through neighborhood traffic will not increase if the Virginia road diet as planned is actually implemented. Contrary to MetroPlan's unsupported statements, the road grid south of Virginia does support alternative cut through path for motorists who want to reach Mills or go downtown without waiting in a peak hour parking lot that the road diet will create during rush hour. That means lots more cut through traffic and upset neighbors and neighborhoods. Just ask the persons who live in the neighborhoods bordering CFR how their neighborhoods were affected by cut through traffic while the road diet existed. Why is MetroPlan not being transparent about this issue?
167	How does this affect street parking that is currently available to home owners in front of their homes on Corrine? I am worried about the impact on the businesses operating in the area while construction occurs.
168	Limited parking on south side
169	STILLA NO CONSIDERATION for the fact that by the time drivers round the corner by Leu Gardens, they are in excess speeds of sometimes 50-70 mph. They have clocked going that fast. Yet still no suggestions of speed bump just before this light? Why?!?!? I'm terrified for people walking down the sidewalk (my kids going to the bus stop in the dark, myself and my husband walking up to our local shops and restaurants. It's a raceway down Corrine. I live on Merritt Park. If they put a police officer at the corner of Merritt Park and Corrine or right at the bend just in front of Leu Gardens. The city could take in thousands and thousands of dollars a day on speeding/reckless driving tickets. Since I've lived here. There have been at least 20-25 accidents right in front of my house and at the corner near Leu Gardens. Why has this not been addressed? Why does this big plan NOT include raised speed bumps in THIS area? Why does it always take a tragedy before anything gets done?
170	Taking away parking for businesses and the loss of space to homeowner.
171	Taking away property and/or parking from the residences on Corrine to add such a large bike trail. Where are their guests and delivery vehicles (e.g., UPS, FedEx, etc) supposed to park under this plan?
172	The length of time it may take to get put in
173	We need an overpass for students crossing Corrine at Winter Park Rd and Falcon Drive. As presented does not offer much more safety to the children.
174	Potential bottleneck approaching 1792
175	Traffic flow
176	The curve by Lieu Gardens being reduced and the right turn lane only. BOTTLENECK!
177	Cutting down to three lanes will cause a major bottleneck. That road is already over congested during morning and evening rush hour.
178	that it will take soooooooooooooo long
179	No bike infrastructure and no dedicated bus pullouts for stops and no bus stop infrastructure/sheds
180	Trees can't grow and thrive in tiny footprint. Of ground. Plants are great, use Florida friendly and a sensible plan. Recent plantings on Bumby do not seem sustainable as planted.
181	5 lanes near Baldwin going to 3 lanes near Virginia is going to cause a huge traffic flow problem. How is that going to be addressed? The traffic will be so backed up. I completely support the bike walking path
182	design ok as middle path, but as a person who doesn't commute through, I would prefer fewer lanes, fewer cars. Understand need to accommodate all.
183	2 lanes

Feedback on Corrine Drive Complete Streets Study Plan: **What causes you the most concern about the new Corrine Drive design?**

184	The plan is an affront to drivers, who are the main users of the road, over 100 to 1. At the meeting it was stated that there will be no speed bumps. However the 2 elevated crossings, and the elevated corner at Winter Park Road are all speed bumps, slowing down the traffic to 20m/H. The crosswalks are totally unnecessary so close to the traffic lights. The elevated corner is a moronic idea that I have never seen anywhere. It will make rush hour a disaster. If you really want to slow down traffic, post a 25 m/H speed limit.
185	Traffic backup
186	Congestion, the street is already crowded at times of day, access to APS, construction, cutting through neighborhoods to avoid Corrine
187	Bottleneck TRAFFIC!!!
188	Rerouted traffic to our neighborhoods.
189	It is going to be a major traffic jam at all hours of the day.
190	One-way at Nebraska/Virginia/Leu Gardens area
191	It's the only way to to go to get together to eitherVirginia or Bennett with any efficiency. Audubon park will bear the brunt of of this not well thought out plan
192	I am not a fan of putting trees in the middle of the road. I never support reducing the number of lane to move traffic. Everyday more and more people move to Orlando and there is more and more traffic. The purpose of a road is to move people safely not be a gardening project. I have seen this so often beatification over moving the most number of cars in a space. Nobody cares about the added greenery when they are waiting in traffic.
193	No Concerns!
194	Removing the right turn lane at APS. I'm assuming that study was completed prior to APS re-opening. Or was the increase in traffic at that intersection with school i session on a stormy day considered? That's when congestion is maxed out.
195	Will not help with traffic and people using Rose Isle as cut thru
196	Reduction of lanes on Virgina - Residential streets already have a problem and it is perceived faster to cut through neighborhoods. Reducing lanes will encourage this. Plus with population growth and multi unit housing this road should be 5 lanes. Continue same format as Corrine on Virginia.
197	May not reduce speeding enough.
198	4 lanes
199	Funding
200	traffic slow for reduction of lanes. unintended traffic impact to other streets / neighborhoods
201	Converting to two lanes as you make the turn onto Virginia Dr. You cannot go from 4 lanes to 2 lanes with causing a bottleneck of traffic. This is a very poor design.
202	Slow traffic
203	traffic will not flow and will cut through the area's neighborhoods more.
204	Getting to Corrine over the narrow bridge on Lakeside and through extremely narrow street on Merritt Park Drive
205	It does not put car traffic as the number one priority
206	Nothing
207	Traffic flow will be awfuldivrrt
208	Nebraska stoplight and bottle necking
209	The time the road will be closed.
210	Time of construction
211	Increased traffic flows/cogestion
212	traffic rerouting through small residential streets



Feedback on Corrine Drive Complete Streets Study Plan: **What causes you the most concern about the new Corrine Drive design?**

213	Reduced parking
214	The traffic nightmare of going to 3 lanes between Nebraska and Mills. This road is a major thoroughfare for residents of Baldwin Park, Audubon Park, Timberlane Shores, Quail Hollow, Windsong, Waterbridge, etc. Traffic is already slow on Corrine. Why on earth would you give up car lanes on a busy street???
215	Three lanes over any part will be a traffic nightmare. It is already heavily congested at the too long Bumby light
216	Will the new design create congestion?
217	The tacky shared bike side. This was done down Bumby and looks like trash!!!!!!
218	parking
219	Keeping 5 lanes from Leu Gardens to Baldwin Park
220	not enough cross walks along the route
221	Too many years to complete, the kids who need to bike to school will be adults, the adults who want to walk to shops will be dead
222	Changing the number of lanes at/around the Leu Gardens/Virginia curve, this will create a bottle neck and even more cut-through traffic for Merritt Park. Also eliminating right turn lane onto WP Road at main intersection.
223	That idea of a suicide circle in front of Lou Gardens by a resident at the meeting was an amazing idea. Why not use that? Second most concerning is timeline, any updates should occur much sooner than later. Look how long it took to complete Bumby...
224	Pushing traffic into neighborhood roads. Just like College Park, which increased heavily after lanes eliminated. Gridlock.
225	The cut-through traffic from Lake Shore Drive, through Merritt Park and onto Corrine will be increased and dangerous.
226	The inflow of traffic into the neighborhood streets during construction.
227	2 new mid-block crosswalks (especially one near Winter Park Rd) however I can see that these might help with parking and visiting multiple areas along Corrine and look nice with the overall design.
228	More cut thru traffic at Merrit Park and thru Rose Isle
229	Do Not have just one lane between Leu Gardens and Fern Creek! This will cause major backups and create more cut through traffic in the Rose Isle neighborhoods!
230	Lack of continuous cycle track into the 5 lane section
231	Taking an already crowded road down to 2 lanes to make room for a bike path. Put the bike path down Nebraska on the Leu Gardens property
232	They're probably should be at least one or two more crossing areas with lights like in front of East end market. I'm concerned that kids might try to cross the street where there logically should be another crossing location.
233	Traffic, which is already a mess
234	how long it might take before it happens!
235	I do not see an parking improvement
236	The opponents do not understand that while reducing the number of lanes will slow traffic down and perhaps result in cars diverting through neighborhoods that will happen anyway given population growth. If nothing is done and all lanes are left it will eventually be congested so its better to focus on the pedestrian and bike scale than on commutes.
237	car-centric
238	It narrows 2 lanes of traffic S on Forest to Nebraska to go down to one lane (either straight on Forest/Virginia, or west onto Nebraska, one lane.) Imagine this at rush hour!
239	Traffic backups



## Feedback on Corrine Drive Complete Streets Study Plan: **What causes you the most concern about the new Corrine Drive design?**

240	I understand the new proposal has four lanes through Nebraska where it then narrows to two lanes. I am hoping this will not cause huge delays. Perhaps making sure the turn lanes at Mills are very large will ensure this reduction is not a huge mistake. This is really a main artery for the area and there are really no viable alternatives for vehicle traffic.
241	the two lane highway when approach mills
242	-No clarification on where or how public transit will function or be addressed with the number of lanes being reduced. Please show locations of stops and maybe a pull over for bus so they do not impact traffic by stopping in the middle of a lane. -The number of lanes being reduced at the Nebraska light will force people to cut through Nebraska and or back traffic up at Nebraska when people try to merge left to go straight. Could a merge happen before the light to the flow of traffic merges instead of waiting till everyone is stopped and limited? -Pedestrian cross walk added so close to light feels not needed and seems will cause more issues with traffic. If the intersection is going to become more pedestrian friendly why add an alternative route?
243	Traffic flow, but not much
244	That it will take too long to complete because people will not endorse and provide funding for it.
245	lack of parking for the area businesses and introducing new bottle necks into the road
246	Still 4 lanes, should be 2 lanes
247	Nothing - all for slower speeds and safer sidewalks and bike passage.
248	Street parking
249	Going down to a single lane past Harry P Leu (on the way to Mills) will cause lots of congestion and incentivize drivers to cut through Nebraska.
250	traffic congestion
251	Live off of north side of Corrine-Congestion of traffic, causing more back ups and cut through traffic in our neighborhoods, trying to get out of Merritt Park neighborhood (already bad enough all times of the day)
252	2 lanes each direction, should be reduced to 1 lane each direction with a center turning lane with bike and walking paths and street parking such as Edgewater drive in College Park
253	I live on Corrine, on the north side, so I'm a little bummed that I'm losing the street parking spaces in front of my house. Guests will need to park on the other side of Corrine and cross the street. Also, there is A LOT of speeding between General Rees and Winter Park Rd (I live between these)--would love something between those that slows the traffic, even just a speed bump.
254	My only concern is traffic spilling into the neighborhoods as a result of the change, but I don't know that the number of cars cutting through will actually increase anymore.
255	That it might appear radical to some of the locals who just want repaved roads and don't give a crap about city design.
256	money spent foolishly
257	the time it will take to improve it
258	I'm concerned about the potential increase back up on Merritt Park Drive for those cutting through Rose Isle from Mills to go -East on Corrine to avoid that stretch of Virginia from Mills to Leu Gardens entrance.
259	I think it makes sense.
260	Single lane approaching Nebraska until it opens up at Mills. This road is already backed up with two lanes.
261	Cut through traffic on side streets.
262	length of time to complete the project.
263	My concern is losing street parking that already exist along Corrine Drive for Baldwin Park. As a resident/ owner in Baldwin Park, I know these parking spaces are much needed.
264	Taking away two lanes for fear of traffic backing up
265	it still may not slow people down, or make it safer for pedestrians

## Feedback on Corrine Drive Complete Streets Study Plan: **What causes you the most concern about the new Corrine Drive design?**

266	My drive time to work heading downtown. Taking a busy road like Corrine down to one lane.
267	The infrastructure is over 75 years old. To spend \$10,000,000 on the road without updating the infrastructure doesn't make sense.
268	Reducing Corrine from dual lanes down to single lane at Nebraska to 17-92. It will not work. Too many vehicles use it as their primary route to I-4. Reducing it to a single lane will force traffic off of Corrine and onto residential roads.
269	I do not like that much of the parallel parking has been eliminated (at least on the north side of corrine). Unsure where people will park when going to leu gardens for events. I am not in support of having 4 travel lanes through the heart of corrine. I believe there should be one lane in each direction. It especially doesn't make sense considering the road design goes to two lanes (one in each direction) when you pass Nebraska heading west on corrine (forest ave / virginia).
270	Parking is always a concern. But if you make things safer for me on a bike, I will choose that more often. Maybe add some more bike racks near the business areas.
271	lane reduction at Nebraska
272	Number of vehicular access points could have been reduced further
273	How it may impact traffic.
274	Ease of making a U-turn to get to a road not accessed from original flow / direction of traffic, U-turn(s) within reasonable distance to ultimate destination.
275	My biggest issue is with the portion of Corrine that retains five car lanes. I would prefer it to be reduced to three lanes for two reasons: 1) to slow down cars and get more cars off the road, and 2) to continue the cycle track or provide space on both sides of the road for protected, dedicated bike infrastructure. I appreciate the bike and ped infrastructure, but worry about mixing both on the shared-use path for safety reasons.
276	Start and completion times
277	Increased artificial lighting at night, unless properly installed and designed, can contribute to safety issues and health concerns for residents.
278	Virginia from Mills too narrow; will impede traffic
279	Parking on south side of Corrine; both east/west of Winter Park Road. How will only two entrances vs. three improve visibility when pulling out onto Corrine as parking is right up to the openings in the report. Unless there is at least one car length to left of openings as you pull out, visibility will still be poor.
280	The lack of access management. The alternative would be safer with additional median restrictions.
281	N/A
282	Road diet from Nebraska to Mills.
283	too many traffic lanes
284	Severely restricts traffic flow and obliterates parking on north side of roadway
285	While I know it's not true, I think the reduction in lanes could create a perception to motorists that cutting through the neighborhood streets will get them where they want to go faster. I think this could be remedied, though by having speed bumps installed in the neighborhood streets, as found necessary.
286	Construction time, speeding cars
287	The volume of negative feedback from those who use the road as a through-road, therefore don't care about how others use the road, yet ironically live in an neighborhood that is intentionally designed for no through-road traffic. If these folks are listened to seriously, the project may fail, and no positive progress will be made.
288	how the shared bike/pedestrian lane on north side of Corrine will interact with traffic exiting the neighborhoods on the north side of Corrine (e.g. Palm Lane and Oak Lane)
289	It is hard to convince people that roads should be built for all types of users. And that slower speeds make it safer for everyone. I think this plan is a good compromise for all users.

## Feedback on Corrine Drive Complete Streets Study Plan: **What causes you the most concern about the new Corrine Drive design?**

290	Going down to 2 lanes at Virginia is absolutely unacceptable and ridiculous! Going from 5 to 2 lanes is an obvious choke point! We use the Bennett road to Mills route several times a week and have for YEARS! It would be a disaster to choke the road from 5 to 2 lanes!
291	I worry that it won't ever get funding cause governments can't work together.
292	Reduction in number of lanes on Forest and Virginia.
293	Didn't really see bike lanes after multiple viewings. Guess I missed it?
294	I'm concerned about the amount of traffic that uses this route to get to Winter Park and to Baldwin Park. I would like to see the plan coordinate with Lynx and Sunrail to add bus or van service from designated areas to the Florida Hospital Sunrail station during rush hour (approx. 6:30-9:00am and 4:00-6:30pm. It is important to consider ways to reduce the number of cars on the road in addition to the other improvements.
295	Timing and funding for a project of this scale with multiple municipalities involved.
296	The visual clutter of the road and lack of ability to ever slow traffic. This is a thoroughfare but as a retail district lacks the ability to feel walkable with 5 lanes of traffic.
297	I live on Leu Road off Merritt Park Drive - with pedestrian activated crosswalks - esp the one in front of Redlight Redlight, I am concerned that if the traffic flows aren't carefully followed and light time/attenuated properly, we will be trapped and not be able to turn left or right onto Corrine Drive from Merritt Park Drive
298	Outcome is a change for the negative from current setup. Long construction project that increases traffic congestion at taxpayer expense with no added benefit beyond a bogus PR claim of improved safety
299	3 lanes on Virginia Ave.
300	Would have preferred separated cycle track and side walk along the entire corridor but can live with the shared use path.
301	Major impediments to traffic flow.
302	This design will ONLY make traffic much worse as the number of vehicles using Corrine will not decrease making it even harder to get out of our driveways! And the bike path will not be used by the "Lycra" bikers making traffic even slower than it is now.
303	I wish we didn't need 5 lanes but understand that can be reduced later if needed. I also would not make ped crossing paths out of texture or brick. Make them smooth and use brick or texture outside of crossing paths for aesthetics.
304	That it wont be implemented in a complete way and they will just "patch"
305	None
306	Going from two lanes to a single lane at Virginia Dr to Forest St will cause a MAJOR bottleneck, and sudden last minute lane changes and encourage traffic to cut through Colonialtown neighborhoods. It will also be impossible to get across at this curve while traveling w/b on Virginia Dr. (from the stop sign w/b on Virginia) traveling to Mills Ave. Separately, the curbside parking all along Virginia Dr and Corrine Dr will create a huge hazard for vehicles trying to pull out from neighborhood side streets because the site line of oncoming traffic will be blocked by the parked vehicles along the curbs.
307	lack of parking is still an issue
308	Congestion. It's the only East to Wes tStreet besides Colonial!
309	The width of the sidewalks seems large? I know people will be upset about losing easements as part of their front yard.
310	Construction time
311	Wide bike lanes. Loosing parking for local businesses. The time it is going to take to complete.
312	I wish it would incorporate General Reese more since that is a common road to get to the parks at Baldwin Park.
313	slower speed limit, narrow lanes for traffic, wider bike lanes

Feedback on Corrine Drive Complete Streets Study Plan: **What causes you the most concern about the new Corrine Drive design?**

314	Some of the features like the medians seem to have a large time and monetary cost with less benefit compared to the other improvements.
315	That it is still a 5 lane road. I would replace the traffic light at the Leu Garden with a 2 lane roundabout (no traffic light needed) and fluid traffic
316	Reducing lanes at Leu Gardens to Ferncreek is a terrible idea. This will back up traffic, cause frustration and people to speed down Nebraska and Bumby to avoid it
317	no parking on north side near businesses, wide bike lane will be quite close to some houses
318	reducing traffic lanes
319	Vehicular Delay at the existing intersections and those 2 ped signals that will be created
320	Car speed along Corrine is an issue and lack of police enforcement results in fast drivers. In my 8 years of living close to Corrine and biking and driving on this road several times daily I have never seen speed limit enforced.
321	Limited parking, duration of construction.
322	3 lane bottleneck at the Virginia curve
323	The 30 miles speed limit is too high. It means cars will move over 40 miles/hour. I would have made 25 miles/hour the speed limit.
324	No concerns
325	Making Left off Merit park drive is completely unaddressed.
326	WHY isn't the Bumby intersection raised?? We have SO MANY kids that walk/bike to Audubon Park School-it is AWFUL the way it is now.
327	That people are going to place the importance of their commute time over the importance of pedestrian safety.
328	Not sure if it will actually slow down speeding cars. I live in the area and speeding is a major issue. I would like to see more speed control including permanent digital signs like "your speed is...."
329	My concern is less with the design and more with speeders finding alternate routes through residential streets.
330	the absence of a traffic circle option at ferncreek
331	12 foot bike path is ridiculous/ wasteful overkill Narrowing to 3 lanes on Virginia
332	Wish lanes had been eliminated in the commercial area in order to save more parking.
333	When the design is performed, the designer must ensure the sight view at driveways is not obstructed by landscape materials.
334	Adding unnecessary bike lanes and reducing traffic lanes in Virginia
335	One person brought up the subject of commercial/gov't vehicles that need to stop for delivery or garbage removal and what do the cars stuck behind them do?

## Feedback on Corrine Drive Complete Streets Study Plan: **What causes you the most concern about the new Corrine Drive design?**

336	Lack of understanding of level of vehicular patterns and traffic congestion on this corridor. I am a resident of Baldwin Park and I travel this corridor everyday both at peak and off peak hours and even in off peak the traffic is backed up at Winter Park Drive. During peak there are days the traffic is backed up from Winter Park Drive to General Reese and beyond depending on the light cycles and the school traffic (veh & ped). Stop trying to social engineer complete streets where they simply do not fit and or impede circulation. The build it mentality and it will adjust traffic patterns to fit the new model does not work and will only magnify the problem as more vehicular trips increase on this roadway. These studies must look at the longer term potential of infill planning and the added trips that are created and account for those too. Maybe in the future with the advent of autonomous vehicles the patterns will change for the better but for now we live with growing traffic. The deliberate prioritization of bike lanes within this plan although altruistic is misguided due to the fact that it creates a larger negative effect. I do agree that improved pedestrian circulation is needed but and an improved streetscape appearance would be sorely welcomed but not fully dedicated bike lanes at the cost of increased congestion. The cost of raising the intersections, although attractive, surely can not be justified just to make at grade crossings, and the mid-block pedestrian crossings as shown is just ludicrous. The fact that people can't walk from the Winter Park Drive or General Reese Drive intersections to cross is just pure laziness. Adding these crossings will simply create constant random backups in traffic and will not be timed with the lights at WP Drive and General Reese.
337	N/A
338	Parking on the south side of Corrine Drive. You called the former center turn lane a suicide lane. When the driver gets out of their side of the car they will open their door into the reduced width lane and then step out of their car into traffic bearing down behind them. Certain to have deaths here... Also the crunch down into three lanes south of Leu Gardens. Its unnecessary given the fact that you have the space in the right of way to keep 5 lanes and your only gaining a two way cycle track for a very short distance. Kind of useless if the cycle track isn't going to cover the entire distance of the corridor. This no matter what will be a massive choke point during the morning and evening rush hour which will cause a huge amount of cut through's to avoid the backups. There are a couple businesses on the north side of Corrine that will be impacted. The pet groomer and the dog food business. They will lose the few street spaces they have in front of the business which means no more than one car at a time can be at their business at any given time. There are times when we go to the groomer and there are three to four cars cued up either picking up or dropping off pets.
339	how long it will take to see these changes
340	This is still a popular and needed route to get through town and without alternate roads (colonial etc) getting well timed lights - the traffic will be a problem
341	traffic bottle necking
342	Traffic. With the area's density continuing to grow with new multi-family housing being built and with no plans to widen Colonial or build a new road to handle the east/west traffic, this design seems to create more challenges in a rapidly grown city and area than it addresses.
343	The closure of the middle exit out of the plazas, especially the west plaza. Without a town square, community rec center, public park or ability to close Corrine Drive for community events, the west plaza operates as the neighborhood's town square. A lot of community programming happens in that plaza, while keeping part of the lot open for parking. The exit allows for community events, accompanied by reduced parking. Eliminating the exit will hamstring our ability to build community through public events there. It's not perfect by any means, but it's the only public event space option in the area.
344	Small side walk on other side
345	No parking in front of my house (N. Forest Ave). For an extended side walk and landscape, how much of my front yard will I have to give up?
346	Should be even fewer lanes. I'm not sure why street parking is even necessary on the parts of corrine and Virginia that are residential only.
347	Why on earth would you go down to two lanes with a median between 17-92 and Nebraska? I can only imagine how much worse the traffic backup will be because of this (in this stretch and also the Corrine Dr. stretch. Rush hour traffic is already horrendous.
348	Nothing

## Feedback on Corrine Drive Complete Streets Study Plan: What causes you the most concern about the new Corrine Drive design?

349	Cutting down lanes from Mills to Virginia increasing travel times. Based on your traffic flow study, only 15% of the traffic stays inside the neighborhood leaving 85% affected by increased traffic times. I travel this road multiple times a day and can't fathom choking traffic as a viable option in a growing area. I4 isn't reducing lanes for safety, it is increasing. Seems like a small number of people are making a decision that is going to have a negative impact on the majority. I moved here 5 years ago to decrease my travel time. I'm stunned that it is now going to increase. If this goes through, many properties will fall in value and I, for one will most likely move out of the area due to traffic congestion. Not a good way to foster economic growth.
350	That it won't get built fast enough and that Orange County and the city won't have the funding.
351	The three lane section between Belgrade and Nebraska seems like it is going to cause back ups and force some people to take alternate routes, which could have a negative impact on the surrounding neighborhoods.
352	Slower when high volume traffic
353	Nothing
354	5 lanes, I prefer 3 the
355	The side parking on the street. With increased pedestrian traffic, it may cause an issue to allow street parking all along the road.
356	We can go farther and do better. I would like to see separate bike lane from pedestrians not just at Virginia but throughout Corrine. We need to plan for alternative mobility methods, and scooters / bikes will eventually grow where using the same 12 foot lane will not be enough. Since it will take years just to implement this, the design needs to be forward thinking to anticipate changes in mobility for decades to come.
357	The narrowing of Virginia, which will overload Nebraska and make it very difficult to get out of my neighborhood.
358	Insufficient design for total community needs in area , in which construction should be completing to make more conducive to similar like areas as analogy stated . A crosswalk is normal not a completion of street for residences community oriented needs for city block /street to enjoy there lifestyle more and less traffic issues. Back peddling and minimizing areas real city needs/wants isn't answer. What is lacking in city needs address, and the lake included for the activities of neighbors lifestyles to be supported on lake activities, making walking traffic around lake included . The Corrine drive is near lake to be included easily and move hightraffic Lane's to outer streets going around city to make city more safe to walk,bicycle , sit without smog , walk lake and gaitly activity around lake and Corrine street and one sides turn into terrain for public reducing Lane's . Flow heavy is problem . Not assist traffic more on street. Is School flaggers enough to reduce traffic? No.
359	Shrinking the lanes towards Mills Ave going west
360	Narrower lanes may cause more accidents with parked cars, such as mirrors knocked off.
361	Nothing
362	length of construction; 5-10 years ?
363	Loss if parking on the north side. The bike path is unnecessary- just need a sidewalk connecting the whole stretch of corrine.
364	The design is exceptional...the next challenge will be how it will be funded.
365	no one is going to use the cycle side walk or the cycle track--just like it is not used on Bumby and not used on Cady Way. Just add bike lanes to each side...That's what cyclist use!
366	The narrowing of the roads in the Mills side will back up the rest of Corrine.
367	I'm not supportive of lane diets near Corrines intersection with mills. I think street parking should be reduced vs lanes for traffic.
368	Thought it was well thought out and presented. No one likes change, but this makes things safer and is a 21st century street.
369	Will the commuter traffic actually be cut. There is a 20 mph school zone in the morning and that doesn't seem to deter motoristist so why would a raised intersection work? There needs to be a better way to address the 50% traffic that uses it as a commuter lane.



## Feedback on Corrine Drive Complete Streets Study Plan: **What causes you the most concern about the new Corrine Drive design?**

370	Length of time for completion, how busy the neighborhood streets will be while traffic is being diverted. We already have an issue with people speeding and blowing stop signs in the neighborhoods maybe some preliminary speed humps on side streets would help? Literally school bus drops and picks up in front of our home while people speed by!
371	Even with narrower lanes, five lanes are too many.
372	I think the crosswalk near Janice Ave would be better if it was on the west side of Janice rather than the east. Putting the crosswalk on the east will increase the cut through traffic on Marble and Janice, which is already overwhelming.
373	The ways that parking changes will affect existing homes all along the road. Removing existing parking will affect accessibility for the disabled to many of the homes on the street, including on the Baldwin Park side of Corrine where there are no driveways in front of houses, and no room in the alley for service vehicles or extra parking. This is not to mention the fact that many families park on this street for drop off and school pick up from the elementary school, which is going to mean that the already congested road in front of Baldwin Park Elementary will become even more of a bottleneck. There is already a sidewalk on Corrine; why begin the jogging lane at this point?
374	More traffic
375	Turning into and exiting the plazas. Parking. Large power poles/lines are still prominently exposed.
376	Still 5 lanes for most part. 3 lanes would be safer and would not harm throughput.
377	Drivers not obeying 30mph speed limit
378	Narrowing Virginia
379	Please add a raised crosswalk at the Bumby intersection to better connect to that Bumby trail
380	I'm not sure what value is provided in parking lanes several blocks away from the shopping/dining area. Seems like a better use would be to keep the thru lanes while adding the other enhancements.
381	Perhaps not enough signalized pedestrian crossing?
382	Political will. I am not sure we have the political support to move into implementation unfortunately.
383	I do NOT want people forced to park in my neighborhood. Our streets are already lined with cars -- special events at Palmers and Leu Gardens will turn my street into a parking lot.
384	If anything add another raised well marked crosswalk at Bumby and Corrine so the new north side of Corrine bike trail can be safely navigated to the existing Bumby trail. If that existed, people could also safely cross Corrine from Bumby to the new bike trail and either head east to the business district and the school or west to Leu Gardens and on to Mills/50. It would truly all be connected for walkers and riders. I think the businesses would also benefit from more bike and foot traffic, too. They certainly do down Virginia Drive.
385	Corrine drive still 5 lanes
386	No modification to horrible Nebraska issue
387	Need signage directing westbound motorists on Virginia to turn north on 17-92 to access I-4. Signage to I-4 should also be painted onto the road surface in the right turn lane.
388	Reduced street parking
389	Losing street parking in front of our house and having to install more driveway space.
390	I am really worried about cut through traffic on Merritt Park Drive during construction. I wish there was a way to deter traffic and/or add speed bumps to our road. People abuse are street and speed. We are a small street - not built for the capacity we see with the cut through.
391	Will increase traffic congestion, slow travel and create additional congestion on already congested alternative routes within the city.
392	Three lanes of travel along the western portion of the planned design, but this is not a major reservation.
393	Why not 3 lanes on Corrine? It works on Edgewater, right? Metroplan says Virginia Dr can handle 3 lanes, also.

Feedback on Corrine Drive Complete Streets Study Plan: **What causes you the most concern about the new Corrine Drive design?**

394	The length of time to complete the project- we need changes NOW to improve pedestrian safety. Also, I hope that the sidewalks will be accessible on BOTH sides of Corrine.
395	loss of parking for the east and west plaza. I would prefer the 3 lane option here, but I do not think the general public would support that
396	Nothing
397	Transition from 3 to 5
398	10' running alongside Corrine properties. Loss of Northside parking.
399	Going down to 3 lanes, not sure if that small stretch stayed 5 or even 4 lanes that it would significant impact the overall safety of the project. It would also accommodate things like the garbage truck
400	Traffic in adjoining neighborhoods, specifically Merritt Park
401	Parking, reducing lanes on Virginia
402	Parking moving into neighborhoods. Parking for East End Market needs to be addressed
403	Less parking for merchants
404	Can use more shade and public places to hang out that are not a store
405	How long it will take to start.
406	How do we enter Corrine Drive from Merrit Park or Maplewood? We have long lines at 5pm. What about these roads?
407	Or enough speed control on Corrine itself, people will be frustrated on the reduction in lanes on Virginia then get to Corrine and will encourage more speeding wish the entire route would be 2 travel lanes
408	Timing....I prefer the Sprint version
409	Losing lanes between Mills and Nebraska on Virginia, as well as "futureproofing" recommendations to convert Nebraska to Bennet to 3 lanes, as well as charging for Parking
410	Five vehicular travel lanes to remain (is prefer three travel lanes)



Q5: What suggestions do you have for local governments as they carry forward the results of this study?

#	RESPONSES	
1	Be realistic.	
2	Build a bridge crosswalk over Corrine & Winter Park Rd for access to APS. Look at alternatives for more useful sidewalks.	

3

1. Cycle track with parallel sidewalk from Belgrade Ave to Nebraska St does not seem feasible as it will take away too much driveway from the adjacent homes, especially when many of these parcels have short existing driveways. 2. Is the length of the WB right turn lane (to NB Mills Ave.) necessary to extend all the way to Belgrade Ave? Especially since it seems more traffic to NB Mills Ave. may be encouraged to get there via Nebraska St. Shorter right turn lane would help some of the homes to keep a longer driveway and reduce the likelihood of parked vehicles blocking the shared use path. 3. Raised median from Belgrade Ave. to Nebraska St. blocks left turn entry to many driveways. U-turns may not be possible with narrow typical section to access driveways inaccessible by a left turn. Backing out of driveways onto a single lane may be difficult. Also landscaping on these medians may block sight distance for left turning vehicles entering Virginia St. 4. Has emergency vehicle access been considered where raised medians are proposed and only a single lane width of pavement is provided? Has Orlando Fire Department or Police Department been consulted regarding the minimum pavement width for a one-way segment of pavement? 5. WB left turn lane to Fern Creek Ave. seems too short. 6. Crosswalk of Virginia St. may be needed in the vicinity of Hampton Ave. as both Hampton Ave. and the east continuation of Virginia St. tend to be thru routes or collector streets for not only vehicles but bicyclists and pedestrians. Hampton Ave. connects to streets south like Marks St. and Colonial Dr. Virginia St. continues to Bumby Ave. and the back door of Audubon K-8 School. 7. WB/SB lane drop at Nebraska St. seems to encourage increased use/traffic on Nebraska St. Should study include any downstream improvements that may be needed on Nebraska St? 8. Should crosswalk of Forest Ave. at Leu Gardens entrance provide for a refuge in the median? Special events at Leu Gardens tend to draw excessive pedestrians. And pedestrians tend to get impatient with waiting for a "walk" signal and may get halfway to the median and stuck due to heavy traffic from the opposite direction. 9. The length of raised median between the legs of Merritt Park Dr. does not seem to provide sufficient refuge for a left turning vehicle from either side street. 10. Is wider sidewalk on east side of Forest Ave. from Nebraska St. to Leu Gardens, and on south side of Corrine Dr. from Leu Gardens to Bumby Ave. possible due to heavy pedestrian use during special events at Leu Gardens? 11. There may be some sight distance issues for vehicles entering from Palm Ln. and Oak Ln. due to existing houses and walls built right up to the right of way line and these being narrow streets. Especially for line of sight to see bicyclists on shared-use path. 12. Are U-turns possible on Corrine Dr. for vehicles that need to access driveways blocked from accessing by a left turn due to raised medians? 13. Study seems to neglect addressing bus stops for LYNX. Existing bus stops are on Corrine Dr. from Bumby Ave. to Bennett Rd. and future bus routes could include the entire corridor. 14. WB left turn lane to Bumby Ave. seems too short. 15. Will funds be available to grant to adjacent properties to make improvements on private properties to accommodate the roadway improvements? Such as restriping parking due to closing driveways. 16. On Sections 9 and 10, the plan highlights "Better Visibility Entering & Exiting Local Businesses", yet there appears to be landscaping/trees and on-street parking that may be blocking sight distances. The highlighted locations appear to not have the ability to make a left turn onto Corrine Dr. nor left turn entrances into the properties from WB Corrine Dr. 17. Drivers in the Orlando area are unfamiliar with Pedestrian Hybrid Beacons (PHB's) and more familiar with Rectangular Rapid Flash Beacons (RRFB's). Also, PHB's are they typically are much more expensive than RRFB's. Project should adhere to philosophy of CPR.. Consistent, Predictable and Repeatable, by using RRFB's instead of PHB's. 18. Will left turns be allowed from WB Corrine Dr. to Tanager Ave? 19. Access from/to bike lanes on General Rees Ave. to the shared-use path does not seem to have been worked out. Is SB keyhole lane necessary to remain when bicycle traffic is going to be encouraged to use the shared-use path? 20. Loss of on-street parking on north side of Corrine Dr. from Osprey Ave. to Robin Rd. for homes along that side of street may create need for a mid-block crossing to access from on-street parking along south side of street. 21. Long crosswalk is proposed across Bennett Rd. Should it be shifted further south and take advantage of the median for a refuge? Also, crosswalks typically should be offset at corners, instead of on top of each other like at the SE corner. 22. Was roundabout considered to resolve close proximity of signals on Corrine Dr. at Bennett Rd. and Common Way Rd?

4

Narrow the shared-use path to 8 or 10 feet; there will also be a sidewalk for pedestrians. Cyclists don't need a 12 foot wide path. Make Virginia and Forest 1 lane each way with a center turn lane and parking on both sides. Make Corrine 2 lanes each way with a center turn lane and parking on both sides IN THE BUSINESS DISTRICT ONLY. Give the tax-paying residents a break on their property taxes for having to live on a highway. And DO SOMETHING to slow drivers down! A tree has never slowed anyone down, unless they ran into it.

## Feedback on Corrine Drive Complete Streets Study Plan: **What suggestions do you have for local governments?**

5	Add raised intersections to General Reese and Bumby Road, they have bike lanes and potential pedestrain traffic. Plan and build for bus service from East of Baldwin Park through Corrine and Virginia Drive and over to Florida Hospital Sunrail Staion and Edgewood. Ask Natiional Guard now at General Reese intersection if they would like more room,propose new locations to fit their mission better and make a new small business location, one gas station (move one of three from Winter Park Ave) also maybe a restaurant or small retail
6	Ban lime bike & scooters from littering / parking on wider sidewalks or it's a waste of tax dollars. Orange County needs to keep control for the sake of Winter Park and Unincorp residents who Orlando will disregard in any future endeavors.
7	Hire police, train them how to monitor for speeders, write tickets. Then people will slow down. Seems like common sense
8	Bid the project with a weighted score leaning towards the firm that can finish the project in the fastest time, not the cheapest amount.
9	Don't take away infrastructure and allow rampant growth. You can't expect the working taxpayers to contend with less roads & longer commutes to work to accommodate. I walk & bike recreationally but I have to get to work. I know Buddy wants to force people onto mass transit but until it is more accessible don't make it harder on those working. If the mayor wants Orlando to be green control new growth.
10	For Orlando: The right turn lane on Nebraska at Mills should be lengthened. One of the reasons, cars dash through the top block of streets like Reppard and Flamingo (neither of which are through streets) to get to Mills instead of turning at the light is because they get stuck in the back up of cars intending to go straight or left on Mills. If the right turn lane were longer, it would make it more efficient for cars to turn right from Nebraska to Mills, and they would be less inclined to speed through a neighborhood. Also Orlando: The light at Corrine and Common Way creates backups onto Corrine. I understand it has been re-timed recently, but I think we might want to rethink it altogether.
11	Listen to the community and take lessons from Curry Ford diet.
12	Do the whole project at once
13	Remove the cycle track - it doesn't connect to anything. Do not remove people's front yards, including beautiful mature landscaping, or driveways. Maintain all transportation facilities, including bike/ped within existing curb to curb ROW. Perform a test with barricades prior to permanent changes.
14	Get it done ASAP
15	Include public comment and leassons learned from shrinking roads when your approving increasing the population here with massive development. Great things for growth but this corrine study does not reflect the true population growth of the area.
16	Consider timing the 2 proposed pedestrian crosswalk signals with the main traffic light at E Winter park Road especially during rush hour such that traffic does not back up, versus "on demand" crosswalks like the one at Virginia near Fresh Market. The pedestrian crosswalk signals should be regular traffic lights, people respect those more. This way, traffic in only stopped once if they hit a red at either of the 3 traffic signals (winter park, 2 pedestrians), then all 3 turn green and traffic can free flow.
17	Need to change zoning to allow for more density for mixed use to allow people to live, shop, and work nearby reducing the need for auto traffic. Until that happens just eliminating lanes creates a worse problem
18	Understand on this side of town we have limited roads to get to I-4 and downtown. There are 16,000 people who live in Baldwin Park and they are still adding housing. Also Fashion Square Mall is being redeveloped and will make Maguire extremely busy and they continue to add more and more apartments. Extremely opposed to reducing Corrine at any section.
19	Please choose a warmer LED color temperature for the lighting. It is jarring and I'm sure as disturbing to the wildlife as it is to me.
20	Implement dark sky friendly lighting, go with a warmer light tone.
21	Re-engage the citizens of the area and truly listen to the feedback.
22	Be brave! Make it happen!!

## Feedback on Corrine Drive Complete Streets Study Plan: **What suggestions do you have for local governments?**

23	See above, keep it all 5 lanes on Virginia
24	Don't take away street parking spaces. We were told we could park at the school, but turns out, we cannot. As our area gets busier at night (and in rainy season), we more need parking, not less parking. We would like underground utilities so we don't lose power so often. I don't think we need a 12 foot wide trail. Bumby isn't even that wide. Most bicyclists I see are the skinny tired street bikes that ride on the street anyway, because they don't want to go over the bumps experienced on bike/walking paths at cross streets.
25	I feel it is a mistake to narrow Virginia Dr. from Mills Ave. eastward, from four to two travel lanes. Have the, soon to be, few hundred new residents at the Virginia Dr and Orange Ave area been considered? I'm sure that will increase the traffic load on all of Virginia Dr.
26	simplify the design, no extended curbs on turns, no raised pedestrian walkways, take out the medians to keep more lanes open
27	Protect runners and bikers. Assume elementary aged kids will be riding alone on all of the downtown streets. They should be able to do that. Given that ocp's does not bus for two mile radius, every street inside that 2 mi radius should have protected bike lanes. Audubon, Baldwin, Hillcrest, Howard, Blankner, Lake Como, Boone. Kids safety should be number one.
28	Experiment w trial funneling of Virginia into 1 lane at Leu traffic light re: increased cut-through traffic on Merritt Park Drive-Lake Shore Drive
29	build roads like this to begin with.
30	Reconsider the one lane each way from leu gardens to mills. Traffic moves great through there as it is now. Try to keep as much parking for the businesses on the street as possible. There are people that already use the school lot for parking..... since parking is tight as is.
31	Consider the impact of the 2 lane portion NOW, not after the design. That is ill thought out and moving us backwards, not forwards. Package deliveries are on the rise and are part of our lives. School buses, trash pickup, fender benders, etc. will create a horrific situation with no alternative. The frustration will lead to more accidents with people trying to go around stopped vehicles. With respect to the 4 lane section, please understand that while you want to provide better facilities to cyclists and pedestrians, cars are the primary users and should not be ignored. This is the main artery from Baldwin Park to I-4. Your goal should be helping traffic continue to move effectively rather than creating designs that create more bottlenecks.
32	Get the funds together as soon as possible to complete the project early.
33	fund it now and not wait.
34	\$12 mm is a lot of money
35	Get funding
36	Do it. Reflect Winter Park's priorities in your plans.
37	Remove electrical poles and wires . . . bury wires for safety during hurricanes.
38	Do NOT reduce the number of lanes near Leu Gardens from 5 to 3 as it will bottleneck traffic to a ridiculous state causing road rage and stupidly fast driving beyond what it already is. Raised crosswalks at Bumby (the same as at Winter Park Road/ East End Market). Multiple covered/ shaded benches along wide sidewalks the entire stretch of Corrine, end to end, to provide cover for walkers young, old and handicapable. Water fountains and trash/pet disposal recepticals along route. Make sure your plan accommodates elderly and those with disabilities.
39	First, pay more attention to smaller but important complaints of residents as listed above. There are many others I'm sure. Also, focus on main concerns of safety, number of cars & semi trucks, and speed control along this route.
40	Install piping system, and sewage for the houses that are not connected to this before start to build the road. Create speed bumps or bricks areas to enforce the speed reduction at least in the residential areas of Corrine Dr.
41	Regular patrols and law enforcement would fix the issues that are present. The conversion is unnecessary inconvenient and expensive
42	Keep folks informed
43	Do it fast

## Feedback on Corrine Drive Complete Streets Study Plan: **What suggestions do you have for local governments?**

44	Make Corrine beautiful and don't restrict traffic. Traffic restriction with hurt our neighborhoods.
45	Consider 5 lanes with a shared path for the entire length of Corrine/Virginia
46	Shorten tree scape so we can enter our driveway southbound rather than northbound.
47	Do a better study of traffic flow in the area.
48	Implement this as soon as possible
49	A better idea of WHEN it will happen
50	Law enforcement is absolutely required. Occasional and highly visible, it provides the most value to community values. Ticket speeders for a month, and that will change the culture. Even more important - Do NO Harm. That is, creating certain increases in cut-through traffic is dangerous and destroys neighborhoods. Therefore, this proposed plan should be limited to the three raised crossings. The two identified, plus the most important one needed is at Bumby so that school children can cross safely there. Again, an ignored aspect of the study, despite the re-construction of a major school at the heart of the Corrine district. Finally, the area should be renamed the Garden District. Leu and Mead Gardens anchor it, and Audobon to Baldwin extend it.
51	Continue talking/discussing to hear suggestions/opinions and then implement what is going to be cost efficient and meet the people's needs.
52	Modify the plans to maintain the existing lanes and on-street parking.
53	Drive times for 3-laning the entire stretch from Bennett to Corrine were expressed for through traffic from the corner of Corrine and Bennett to Mills, without any indication of the time impact for traffic exiting this corridor at Winter Park Rd, Bumby, Hampton, or Fern Creek. Doing so leaves a bad taste for many readers and undermines the objective. Those numbers should be provided to the public, and examining the possible impact of 3-laning Corrine along with Virginia, or 3-laning Corrine while 4-laning Virginia alternatives are explored. There was very little exploring going on in this study. The apparent object was apparently not to improve the situation on Corrine as much as that on Virginia.
54	A better solution is needed for the stretch between Bennett General Reed.
55	Come up with a new design that allows for two lanes each way.
56	Hurry up and find the money to implement this plan ASAP!!!
57	Keep it 4 or 5 lanes throughout its entirety
58	establish parking restrictions on businesses. Businesses open without enough parking spaces and our residential streets are their parking lots.
59	Could you please prioritize this and make it happen while we're all still living.
60	4 lanes all the way down.
61	Safety First
62	Keep it 2 lanes throughout and add more raised pedestrian crosswalks or speed bumps to slow traffic
63	Remove the medians and save the money on the expensive trees □ that's pointless!
64	See my comments
65	Be mindful of people's property and don't be invasive.
66	Do not implement the plan
67	Up and coming neighborhood that needs to have a major infrastructure upgrade. It must be done, and will do it the right way.
68	Put a light in at Merritt Park Dr., remove the light at Leu Gardens, then re-time the light at Bumby to correspond to the new light at Merritt Park Dr.
69	Please prioritize these improvements and don't be swayed by the vocal minority who want the 4-5 lane section to remain so they can speed through the neighborhood. They can move over to alternate roadways if they want high-speed.
70	Find ways to implement the project faster.

## Feedback on Corrine Drive Complete Streets Study Plan: **What suggestions do you have for local governments?**

71	Work fast get it done and be sensitive to those who live right by Corrine drive. We've lived here for 30 years and live in WP. I just want to be able to leave my home without being harassed.
72	I would like to see a lighted crosswalk across Bumby, either at Bumby and Virginia or Bumby and Montana
73	Press on
74	N/A
75	Find the funding to do this now.
76	I would look at whether modern roundabouts would provide sufficient capacity while road dieting the rest of Corrine.
77	I think the asphalt should be eliminated and replace with bricks. Installing bricks will slow drivers down (because bricks are bumpy which when driving fast), bricks convey less heat than black asphalt which will lend to a cooler environment, and bricks are more attractive/more curb appeal.
78	5 lanes all the way
79	Will Nebraska Street's redesign be next? (One can only hope!)
80	More protected bike lanes.
81	re do it.
82	Avoid traffic jams. Please give us easy access.
83	the world has changed and quality of living should get the highest priority, therefore the needs of people living in the concerned area should take precedence over commuters and other interests; the overhaul is overdue and should be implemented quickly
84	Go with a three lane in areas Offering more parking space directly on the street Having on both! Sides a side walk and bike walk. Only one is not safe!
85	Consider 5 lanes on the entire segment I like the bike lane on the north side o the corridor.
86	Don't shrink the road to one lane at leu gardens/Nebraska. Keep two lanes and a turn lane so that traffic doesn't have to funnel and back up at that curve.
87	Do NOT mix bikers with cars anywhere. Video did not clarify this for me.
88	Bury the power lines!!!
89	move as quickly as possible
90	Keep listening to the peeps
91	Do not reduce the number of lanes commuters need to get to the major roads easily
92	Suggest they do it all at once to save long-term cost
93	Increase safer parking areas.
94	make it a smooth transition please
95	Keep the same number of lanes as currently exists.
96	Better lighting at night.
97	Better plan for more traffic not restricting the already congested roads.
98	Keep traffic out of neighborhoods

## Feedback on Corrine Drive Complete Streets Study Plan: **What suggestions do you have for local governments?**

99	Consider at least adding night & weekend parking to Corrine to effectively create a "road diet" section on one or both sides in the business district of Corrine during busy social times. Execute parking agreement with the school. Consider roundabouts for traffic calming, branding, reduced pedestrian crossing distances, easier U-turns, potential for continuous center median, and potential to reconsider 3 lane section in the commercial district. Consider extending three-lane section to Merritt Park Drive; this would make it easier to add a bike/ped crossing at Merritt Park Drive as this is an important bike route to Winter Park. Consider back-in angled parking. Consider reversing the traffic flow in the frontage lanes in the shopping center. Consider reversing the flow of the alley behind Redlight Redlight and/or providing a direct connection to the frontage (only works with reversed flow in the frontage lane). Consider redevelopment scenarios and what could be done to make the street even better in the long term as part of redevelopment and update Land Development Code to require appropriate streetscaping (e.g. wider sidewalks on the south side). Encourage alley-fed townhome development on residential portions of Corrine to remove driveways and increase population in walking distance of commercial area.
100	Spend time surveying businesses and local residents on their priorities and issues. Secondly, there is a need to subsidize local businesses that will be negatively impacted during the duration of this project.
101	None.
102	Focus on resurfacing & landscaping. Stop thinking so hard & creating issues.
103	Redesign to accommodate the existing 4-lanes. Cutting it down to 2-lanes will be a disaster and most likely you will have to reverse this 'road diet' a year later after a considerable expense. Please see what has happened to 8th Street in Gainesville and also the road diet reversal in southern California
104	None. This is a great plan that tries to find the best balanced approach to maintaining vehicle traffic and enhancing bicycle and pedestrian safety and usability.
105	If you want less cars on the roadways, make it pleasant for people to walk or ride their bike. We all would like to do this, but it gets too hot or feels unsafe.
106	MAKE IT SAFER THAN THIS!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!! This is better than it is, but still not safe!
107	Mayor Buddy, we need your help!!!!
108	Hurry on this implementation
109	Go for the sprint to the finish.
110	This isn't easy but you can't continue to have single lanes of traffic to a city that's welcoming more than 1,000 new residents each week. Although vehicular traffic may not be as popular in 10 years from now, our streets still have to work for NOW when cars are still many people's primary mode of transit. Rethinking merging 5 lanes into 2. That will be a nightmare, just like it is everywhere else in the city.
111	I hope funding can be secured quickly and the proposal is implemented soon. This will bring a lot of added efficiency, safety, and value to our community.
112	Reconsider reducing to 2 lanes from General Reese to Bumby where pedestrian traffic is heaviest.
113	Make itv5 lane all the way to mills.
114	Make it a real survey
115	I would consider, at least on Saturday and Sunday, a reduction to 3 lanes.
116	Get the word out about all the positives and how it fits into a broader picture of bike infrastructure in Orlando.
117	don't proceed, repave the road
118	Address the short-comings North on Winter Park Road
119	Increase bike paths and connect those paths so you can actually get somewhere and ADD SHADE TREES TO BIKE PATHS. The more shade a path has the more likely people are going to use it.
120	Consider all opinions vs pushing your agenda.



## Feedback on Corrine Drive Complete Streets Study Plan: **What suggestions do you have for local governments?**

121	Please please involve the businesses as well. Where are all important, it's felt like the businesses were not engaged fully. I do think the plan looks great but think there's some fine tuning to do. thanks!
122	Do not eliminate any driving lanes. This is major artery street.
123	Continued involvement of Audubon Park neighborhood in the planning this project.
124	Corrine is dangerous to pedestrians and cyclists, especially the kids going to and from APS. We urgently need the bike and pedestrian lanes installed. Please prioritize this project!
125	none
126	Keep pushing to have Corrine at the top of MetroPlan's list as to pursue federal funding options that make the much-needed improvements feasible - and reduce the length of time in which we will see these improvements.
127	To drive the street, side streets and parking during peak traffic times to understand the difficulty.
128	Don't make Virginia and Nebraska a nightmare. Keep asking for feedback from people WHO ACTUALLY LIVE HERE. BE PROACTIVE.
129	Please have police enforcing the speed limit on Corrine! I NEVER see them out there and I have lived here 15 years.
130	Better communication with residents in the area
131	Resign over your own incompetence.
132	direct drivers headed west from Baldwin Park to I4 to make a right-hand turn at Mills and head to Princeton, rather than going down Virginia and through our neighborhood. This could be done with additional signage, pavement markings, and a timed signal encouraging a right-hand turn. It just makes sense, already having the dual left-turn lanes from Mills to Princeton and it being 4 lanes all the way. We already have too much traffic on Virginia!
133	Start & complete asap for safety and benefits of local businesses. This area is teeming with shoppers, diners, bike riders...and lots of kids.
134	make sure construction team selected will work diligently to reduce the time needed
135	Fix the sidewalks now. Don't wait 10 years. Take the street parking on Corrine and restore the sidewalk from Lake Sue to Bumby. Send out someone from the OPD to actually enforce the speeding. The school zone area is very dangerous and I can't send my kids to school on their own because of it. We live only about 3-4 blocks from the school (on woodlawn drive) but there's no safe way to get there. It's a shame.
136	Make sure it's for the best BEFORE it is started! Should definitely do a reality check on a project this big!
137	To ignore the whining Baldwin Park residents. Our neighborhood does not have to be their cut-through to get to I4. They can use Colonial as it was designed.
138	As above. Keep Virginia two lanes each way without onstreet parking. And this needs to be done ASAP. Not take 3 years to complete.
139	Don't let it get mired down in permits etc.
140	Do not need a 12 foot sidewalk
141	get it done inside of five years
142	Fast track the safety measures.
143	Do it quickly
144	I just want to see them work together. I think the City of Orlando should pay for the bulk of the work. I would even be open to funding it through bonds.
145	Take a traffic flow count at Lie Gardens to see what impact to design will have on traffic flow during peak hours.
146	State goals for overall city transportation better. It appears goal is to force using buses and bikes
147	Make more room not less!



## Feedback on Corrine Drive Complete Streets Study Plan: **What suggestions do you have for local governments?**

148	listen to the residents!
149	Nothing. I live in Baldwin Park so I appreciate it
150	Over 95% of the users of Corrine/Virginia are motorists. In the effort to satisfy the outspoken minority of peds/cyclists, don't forget to address the needs of the motoring majority. The design is fine from Bennett to Nebraska. There is no good reason to create a road diet from Nebraska to Mills when the good design that accommodates ALL users including the motoring majority could and SHOULD simply be extended all the way down Virginia to Mills.
151	Work with businesses to anticipate how to support them so that they are not negatively impacted as the construction occurs.
152	Make sure contractors are organized and not all over the place
153	Take the freaking speeding problem seriously at the corner of Merritt Park/Leu Gardens and Corrine!!!!!!
154	Recognize that these changes will cause huge delays and difficulties for people who live here, especially in getting out in the morning and evening rush hours.
155	Approach it with locals in mind!
156	We need an overpass for students crossing Corrine at Winter Park Rd and Falcon Drive. As presented does not offer much more safety to the children
157	Better traffic flow for a growing area. Population continues to grow and this will bottle neck the area and cause more cut through traffic
158	See above....
159	Our roads are too crowded already. Cutting down traffic lanes is a terrible idea.
160	let's get to work!
161	The improvements in the plan are good, but they do not support alternative modes of transportation which is a real shame. If Orlando is going to meet it's climate goals it needs to make sure all projects like these highlight and embrace busses and biking as primary modes of transportation.
162	Please work together. Empower a multijurisdictional nonprofit to help publicly fund parts that government cannot implement. A nonprofit can be one of many funding sources.
163	Make an alternate bike walking path off of Corrine ( through Leu or on Nebraska) and keep Virginia as is so traffic is not backed up.
164	Hurry up, fund it, do it! While we're waiting why not have police presence regularly to enforce current speed limits. People will learn to slow down if unpredictable but common to receive speeding tickets.
165	Quick construction
166	Maintaining a 5 lane road is the right decision. There is no rational explanation why it should be narrowed for a short segment to 3 lanes, only to expand again to 5. What's the gain?
167	Redirect traffic coming west to turn right to get to I-4 when they come to the light at Mills. Then left on Princeton. The backup on Virginia during rush hour is crazy.
168	No change
169	Traffic flow is already a huge problem for everyone because of all the people that cut through General Reese to Lamont that are out Aloma and Baldwin park to head to the East and West sides of Orlando.
170	Abort this plan
171	Redesign the existing parking lots of the businesses and add sidewalks to extend from Baldwin to Leu Gardens.
172	Make it happen!
173	The on street parking leaves at least two very difficult and dangerous places to enter Corrine.

## Feedback on Corrine Drive Complete Streets Study Plan: **What suggestions do you have for local governments?**

174	DO NOT lose any of the lanes or turing lanes. ad the bike path but skip the landscaping. Move as many cars as possible. Nothing is more miserable than waiting in traffic. When you eliminate lanes you are asking for more traffic build up over time and then frustration in the community. I think it is a irresponsible to reduce the already overcrowded and over used roads we have. We need to increase not decrease them. When there is no common sense in the local govenment to reduce growth in the area with already over crowded roads this is a mistake!!!!!!!!!!!!
175	Continue sharing similar projects which have been successful in reducing number of lanes for increased safety and traffic calming.
176	See prior comment. Car lines throughout Orange County need to be better and planned and designed by both schools and municipalities
177	Leave it be
178	Protect neighborhoods and safety of children. The path for many kids to get to school is beyond dangerous! I hate the argument "no one has been killed yet". That is b/c many parents don't allow their kids to use the streets out of fear.
179	Stop dragging feet and support an important neighborhood which is historically neglected and in dire need of revitalization.
180	recognize funding is an issue, but would like to see implemented on shortest possible timeline
181	2 lanes instead of 4 to cut down traffic the entire road
182	These improvements are needed to improve our neighborhood
183	Good luck making everyone happy
184	They need to rethink the Virginia Drive approach.
185	find a better solution that will not impact the surrounding neighborhoods with cut-thru traffic.
186	Please open up Corrine drive to the greatest number of lanes and greatest amount of traffic possible. Now. Please don't ignore what I just said cause the street is no place for bicycles and children. Become more responsible for those of us that live and drive hourly on this road. If you won't let our rights have priority then please get out of the discussion or resign. We use this road to drive on to work, grocery stores, gas, doctors, school traffic. The purpose of this road is not for saturday morning bikers. Please don't make it harder or more tense to drive on this main artery road for cars. Listen to us or be subject to our vote. Thank you.
187	None
188	Divert bike traffic elsewhere. The congestion is already bad but it will only get worse if there are fewer lanes.
189	Making sure the stoplights are timed. Is there research showing there won't be any bottle necking at Nebraska
190	The Minnesota project in WP was done pretty quickly with minimal road closures. I just do t want to see another Bumby...
191	Show helpful analogues to debunk misperceptions.
192	Make sure effects on traffic are effectively dealt with!
193	Take your time and do it right
194	Please think hard about the HUGE number of residents that are forced to rely on Corrine Drive to get anywhere. And, Baldwin Park is still adding apartment complexes. Where on earth are all of the cars going to go?? Corrine Drive cannot go to 3 lanes.
195	Do not reduce flow to three lanes
196	Do NOT drag this out! This road needs to be improved. Take feedback and then implement the final plan!!!
197	Get ride of the shared bike lane!!!!
198	Continue keeping foot tragic and bike traffic as safety necessity. Crosswalks as well.
199	bury the power lines. Get approval from ABC to park in their lot

## Feedback on Corrine Drive Complete Streets Study Plan: What suggestions do you have for local governments?

200	Stay the course. This is a good plan and great for the community. People using Corrine as a cut through to get where they're going faster are the problem and they are the most vocal.
201	enforce speed limits, realize that although commuters freak out when hear of pedestrianizing a road, they will learn to walk, bike, run to work and shops.
202	Please do not decrease the number of lanes at the Virginia Curve. All lanes are needed here. Please do not eliminate the right hand turn lane from Corrine onto WP Road.
203	Start the project asap, and have it accelerated. Why not complete the school crossing during the summer, when school is not in session.
204	Bear in mind that additional congestion is not a good thing for safety b/c it triggers frustration & road rage. Roundabouts would be a great alternative to traffic lights.
205	Find a way to make it safe for everyone. The cut-through traffic from Mills onto Lake Shore Drive and then through Merritt Park is going to be dangerously increased and emergency resources (police, ambulances, EMT) will be making regular trips to the sites of accidents in Merritt Park. The egress onto Corrine will also be a dangerous place. The cut-through traffic must be stopped, encouraging use of major thoroughfares rather than neighborhood roads where pedestrians, bikers and children will be at great risk.
206	I want to know why do you continue to pay for these designs when you say you have no money to implement them? ETC, Virginia Dr. study!
207	Leave room for updates to the layout for future beautification
208	Looks like a feasible and beneficial plan all around. Good job!
209	Please don't limit lanes on Virginia!!!!
210	Please keep 2 lanes open between Fern Creek and Leu Gardens!!
211	Make the entire corridor safe for pedestrians and cyclists
212	Take a survey of how many bikes actually travel on this road. Also take into account all of the new apartments that haven't opened yet. Traffic will more than double for this area.
213	Keep up the good work. Including neighbors is wonderful
214	the sooner, the better!
215	Relocate the army reserves to the VA hospital land and create additional parking. Purchase the homes along Corrine up to General Reese (over time) and convert to small business and additional parking.
216	Project how bad things will be for congestion if nothing is done anyway.
217	utilize native plants in the landscape design.
218	Pay more attention to auto traffic flow problems and LESS on pedestrian or bicycles! The majority of your users are in CARS!
219	Please keep everyone's best interest in mind. I know vehicles or commuters are somehow the bad guys but we do need to be able to get around and although I would like to walk or bike to work, that is not an option. I need to be able to utilize the local roads to get from point A to point B quickly and we currently are able to do that. I love the idea of beautifying Corrine Drive and making it easier to utilize via bike or for pedestrians but not at the expense of being able to get around by vehicle. I think this has been well thought out and will be a good result for everyone in the area.
220	consider traffic the two lane highway will create a lot of backup traffic in the opposite directions
221	The project has been in development for over 2 years and they presented something that was only 15% done? I feel that does not make much sense for the amount of time or proposal especially with the level of quality it looked like. It felt deceiving to the public.
222	Less cars, more walking. People want this!
223	This will be great for our community and should be implemented and celebrated. All of our downtown neighborhoods should use this as a model. I'd love to see Colonial between Mills and Bumby go through this same process.
224	Leave Corrine drive alone. Do not make the changes.
225	Figure out a way to get this done quickly before anyone else loses their lives on this road

## Feedback on Corrine Drive Complete Streets Study Plan: **What suggestions do you have for local governments?**

226	A greater emphasis on directing drivers heading East (to get to I4) to make a right turn at Mills and take Princeton to get on, rather than going down Virginia to Orange. This can be done by adding (I4) pavement markings in the right turn lane and additional signage starting at Belgrade. The right turn lane signal should also be timed to encourage more people to turn. This makes the most sense given the dual left-turn lanes already in place on Mills (turning onto Princeton) and having 4 lanes the entire route.
227	Think forward. Prioritize safety and wellbeing over speed and convenience.
228	Implement these findings in other areas! Raised pedestrian crosswalks are ESSENTIAL
229	Nothing specific.
230	Simplify the data you have collected, and use it to drive the concept.
231	That they seriously look at the impact on the immediate neighborhoods that will be effected.
232	Safety should be the number one priority and the current proposal lacks the safety of pedestrians and motorists entering Corrine Dr
233	Corrine is in dire need of improvements. I'd focus on a plan that rolls out at least some changes sooner rather than later.
234	N/A
235	put radar on the street. It would stop the speeding. The price of police doing there job, and adding revenue at the same time, hit speeders in there wallet. I'm talking long term. The money wasted on this plan already would have probably paid the officers for a couple years.
236	No suggestions - the designing group are the experts!
237	I'd suggest there be a no left turn Southbound on Merritt Park Drive to Eastbound on Corrine between from 4-6p weekdays, or block the bridge connecting Rose Isle to Merritt Park to be pedestrian only, to reduce cut-through traffic through Rose Isle and Marritt Park
238	I would like the traffic light on Corrine and Falcon to have an only pedestrian crossing in all directions.
239	Keep Corrine approaching Nebraska as is; not a right turn only lane.
240	Get the funding in place for at least a start of the improvements. 5 - 10 years is too long. Implement what you can now.
241	It is my understanding Orlando, WP, Orange and state DOT are involved. Combine your resources and make this happen. Issue bonds if need be. Kudos to Orlando for taking the lead.
242	Keep up the great work
243	None really. I think it will help with pedestrian safety and will increase property values.
244	Get something done before someone gets hurt
245	Provide residents details on where the \$10,000,000 is coming from?
246	Keep Corrine Drive as two lanes in both directions from 17-92 to Bennett Road.
247	in my opinion, the entirety of Corrine should be two lanes (one in each direction). That's the only way traffic is truly going to be slowed. The two-lane concept will also promote traffic to consist only of residents or people whose final destination is Audubon Park (will cut down on people using the road as a 'cut through').
248	consider the future of work and commuting and character of the immediate area
249	Listen more so to folks who live and work in the neighborhood rather than to people who merely use the street for commuting
250	Nothing I can think of.
251	Keep spreading the information to people who regularly use those roads- to reach those individuals who are unaware of impending changes, to then get their feedback. Radio, television news, newsletter/paper flyer or e-mail contact to parents of students who frequent the area. Inform them before school is out for the summer, encourage use of social media to spread the word.

## Feedback on Corrine Drive Complete Streets Study Plan: **What suggestions do you have for local governments?**

252	Trust planners, and don't rely on public input. Asking the community sounds like a good idea, but it amplifies the voice of the vocal minority, who often fear change and are too concerned with speculation about traffic from reduced lanes or negative impacts from losing a few parking spaces. Planners have the actual data and knowledge about making safe, livable streets for all road users, and hopefully planners prioritize moving people away from car travel in favor of walking, biking and public transportation. Also, please move forward with the project as soon as possible. Improvements on Corrine are desperately needed.
253	Please put the safety and speeds of the area first during your considerations.
254	I will say I appreciate you responding publicly to all questions submitted today.
255	Just do it!
256	Keep 5 lanes until Mills
257	Make sure visibility coming out of shopping on south side of Corrine provides sufficient visibility to on coming traffic.
258	Make sure the lane elimination is accompanied by traffic signal retiming.
259	Get it done quickly!
260	No road diet!!!
261	expedite this reasonable improvement
262	STOP what your doing...THINK about the ramifications of your needless enterprise
263	Please don't let the old way of thinking persuade you to reject this plan. The younger generations, as lazy as some of them are, are more pro-walking and biking than any generation since the creation of the motor vehicle. Implementing complete streets projects like this one is promoting a healthier, more sustainable future. Sure there will be growing pains, but that should never be the reason for not doing something.
264	Encourage bike and foot traffic as much as possible
265	I've heard nothing regarding Bennett road, yet it's a similar project and already complete. This project has been public for two years and will take another ten years to complete. Why not just design and implement it privately within a reasonable time period like Bennett road?
266	n/a
267	I suggest that the faster timeline is chosen, with everything done all at once instead of separate projects.
268	Leave the road to a minimum of 4 lanes all the way from Bennett Road to Mills.
269	Show us that the government can work efficiently and get something done quickly.
270	Keep the same number of lanes for Virginia and Forest as there are now. Reducing them will just increase cut-through traffic. There are already problems on Nebraska and Virginia east of Forest. This will just make it worse. The plan seems to have been written to discourage people in the Mills-50 and Virginia-Mills areas from using Corrine. During rush hours, Virginia, Nebraska, and Forest have plenty traffic. Mills and Orange are not good alternatives - already too crowded.
271	Get it done now before someone gets killed.
272	Promote the implementation of shuttle buses for Baldwin Park commuters. Some rough numbers are: two 25-passenger buses at \$80,000 each that run express routes from Baldwin Park to the Florida Hospital Sunrail station on 15 minute intervals during morning and afternoon rush hour would take 500 cars off the road during each time block.
273	Take action to improve the community. Do something soon. We cannot wait 5 years for change, and certainly cannot wait 15 or 20 years.
274	Find a funding source. Perhaps this could be achieved through a bond from a neighborhood improvement district.
275	speed control on Merritt Park Drive and Maplewood/Leu
276	Choose not to spend money to make things worse for 99% of people who use the road on a daily basis
277	5 lanes to Orlando Ave.

## Feedback on Corrine Drive Complete Streets Study Plan: **What suggestions do you have for local governments?**

278	Implement the complete design as fast as possible to save money and lives.
279	Back to the drawing board with some input from traffic experts on enhancing (rather than impeding) traffic flow through the area.
280	Throw this waste of a study into the trash can saving we taxpayers 14 Million and enforce the speed limit for a change!
281	Be bold. Get it done. Now.
282	Do it the quick/fast way. We need to improve our appearance and safety
283	understand who we want to attract to spend more time in the area
284	Re-Examine the entire project!
285	Be as completely transparent as possible- even when you think you're transparent- do more. There are a lot of people grumbling about aspects of this plan and thinking their are secret ulterior motives. And they are being very vocal on Next Door and FB. Personally I think it's a good plan.
286	Think about the people who live on and travel this road. Bumby took over 2 years. The empire state building was done in half that.
287	Wish that we could bring in brick streets
288	be mindful this area is growing and the improvements could significantly slow traffic thru the area and cause back ups
289	I would prefer the jog to the finish but it seems wasteful to have to undo the improvements when the full construction is underway. It seems like it would be better to have certain milestones and possible completion years so that construction does not hamper walkability for too long.
290	Please start with this asap - we need it desperately - specifically all the safety improvements
291	Leave Corrine as a 4 lane street all the way to Mills. Add more crosswalks on Virginia perhaps at Hampton and Ferncreek
292	make it happen as soon as possible
293	Reconsider traffic lanes
294	Implement safety improvements that do not decrease vehicular capacity. Use common sense and not the results of some shaky model.
295	Enforce speed limits 24/7.
296	Make it all 5 lane
297	Get it done, the sooner the better.
298	Keep in mind the community that actually lives here. There are too many people who are considered commuters who feel their voice should be louder than those that live here. They need to either keep using the road or find another pass through road. This is a neighborhood!
299	Do something about kids!
300	Get this finished as soon as possible.
301	Something needs to be done soon even if it's not a perfect plan.
302	Make it happen. Don't sit on it for years. Residents are desperate for solutions.
303	act sooner than later because the roadway is crumbling
304	Use common sense repave the current road. Use police which are never present to enforce the speed limit use the south side sidewalk as a multipurpose connector as it actually connects to bumby trail
305	Wayfinding signs directing people to parking, maybe some sort of public art near the raised crosswalks on Corrine, electrical run to trees planted in the commercial corridor so holiday lights can be added later.
306	This project should be a priority so the improvements can be implemented sooner than later. A target date of 2025 for completion should be the goal.
307	Stop pushing for bike lanes.and add side walks only where there are none



## Feedback on Corrine Drive Complete Streets Study Plan: What suggestions do you have for local governments?

308	Do a temporary reduction as you did on Curry Ford to test the design?
309	Stop trying to socially engineer the concept of "complete streets" in roadway corridor that are too narrow to adequately accommodate them. Multi-use trails can and should be developed where feasible, but the complete reconstruction of older roads to add dedicated bike lanes is not even remotely cost sustainable to the level of bike trips as these are designed more for roadbike usage because no parent would allow their child to drive in an lane that close to traffic (even if there is a divider median).
310	Get this funded as soon as possible. :)
311	All and all there are severe limitations to what can be done because you have to work within the 80 foot right of way. Given that the majority of what is proposed is about as good as you can do short of taking homes and businesses by eminent domain (not going to happen) They should make changes based on community feedback and implement the project as quickly as possible. Its always mind bending as to why everything has to take 10 to 15 years to accomplish.. By that time you'll need another study because everything will have changed by then. Some person sitting next to me last night said they'll be dead and gone before any of this gets done.
312	make it happen!
313	Begin the study again looking at ways to better accommodate the increasing number of cars in the area and better utilize existing infrastructure to reduce problematic areas (e.g., increase police patrol to reduce speeding, work with department controlling traffic lights to improve traffic flow.
314	Figure out a creative approach to the plazas, recognizing their de facto status as public event town squares. We need a way to keep one mid plaza exit for the popular free community events that are hosted there. There are roughly six per year and bring a great deal of community building to the area.
315	Remove the on street parking from both sides of Corrine drive to allow more room for traffic lanes and pedestrian walk ways.
316	It needs to be done. People drive too fast on N Forest Ave, so that they can beat the signal. As soon as they get around the Virginia Ave curve it is a race to that signal.
317	To fund it and execute it ASAP
318	Go back to square one and start all over, or just scrap the plan.
319	Break ground now to get it done fast
320	I'm not sure what has been done to communicate the negative impact to the 85% affected by longer travel times. I haven't met one person who is aware of what is happening. I suspect that if the word gets out sufficiently, there will be enough negative recoil and pressure not to move forward with the lane reductions.
321	This is the right way to improve transportation for all!
322	Consider making the section between Belgrade and Nebraska five lanes like all of the other sections. If not, add speed bumps on residential streets that could be cut throughs.
323	Really appreciated the process and input from community
324	Construction ASAP
325	start as fast as possible!
326	Keep in mind the safety of the pedestrians and the use of local residents. Have more police presence to enforce speed limits.
327	There are strong opinions on both sides - obviously human nature is such that many refuse to give up any convenience about commute times or parking. The role of government cannot be only to acquiesce to majority vote, but rather to envision a future society that will be able to handle increasing numbers of residents and manage the resulting mobility issues as a result. Government should nudge society to move toward a sustainable solution. Just because many prefer single passenger commuting in their large gas-guzzling SUVs or prefer additional lanes now does not make it the long-term sustainable solution. We know from history that these solutions don't work. Let's look at solutions that we seen in forward-thinking cities such as Vancouver or Portland. I recognize there is a chicken-egg paradox, but I have optimism with this generation if we build the bicycle infrastructure will we use it.
328	Rework the Virginia portion of the plan not to restrict it to 3 lanes.

## Feedback on Corrine Drive Complete Streets Study Plan: What suggestions do you have for local governments?

329	<p>Open survey to list of activities the communities enjoy in there life's , to include extension of Corrine St to include lake front activities. Ways to Reduce traffic by car. Check traffic flow to outer city Lane's so reduce Corrine to inner city activities by special large walkways for Lane's golf cars. Trolleys, walk bike to local areas activities . Redesign 3-4 outer Lane's . Build a parking garage. Develop amphitheatre on lake to which Lane's are colored and bricked for foot traffic and building of virtual offices /businesses and tent events ate safe are foot traffic like Cranes Roost , put traffic in hotel /minimall parking and parking garage. Protect the local ease and commentary of speed of traffic , amount of traffic thru Corrine by car is issue. Create more subtle way to enjoy locals and there vicinity . A crosswalk didn't advance bike and walk activities there's still high traffic ,car smog and no activities. Walking across street got what? What activities and money enhancement activities are brought to city by Corrine St with design of sidewalk more than day before? And include natural beauty of lake and activity center for rentals for sail,kayak, canoe, fishing,boardwalk on lake for walkers exercise , separate dog park so not sit in urine to kill grass, Rose gardens seating for enjoying park movies, art events, in lower traffic settings . Winter Park and Cranes Roost supply substantial activities and fresh farmersmarkets on streets are more similar to needs if community for Corrine that is needed for families and associated communities to enjoy the fullness of play and activities and welcome other activities to enjoy in together . Cranesroost brings in income , Winter Park brings in income by changing the crosswalk to incorporate lifestyles not just how to get from side A to side B in car crossing/parking on streets .. Flow is lifestyle based not traffic flow! Traffic go around !! Walk in. Minimal parking on street . Too much traffic for parking side Lane . Look at Cranes Roost flow and parking around walking around . Minimal 1 lane eachway. Traffic slow pace 10mph. High activity foot and bicycles. And police bicycles for additional safety to events , boardwalk. Cars. Restaurant, offices. Mall, and traffic to outer streets . Accidents non existent and hosts 1million. Freeway/high traffic &amp;fast speeds in concentration has high accidents . Corrine isn't off freeway access. Corrine promoted design currently is like 436 and 434 hwy's. Needs to be like township roads not highways. Modify design to house the public safety and activities more . Not high traffic thoroughfare. There's many highways . Some of highways needs to be reduced to city streets lower speed thoroughfares. Reduce smog print ! Every street smelling like smog isn't answer , trees filter but doesn't reduce traffic. Develop free parking garages. And activities . Is Corrine the outer highway street? The lake and activities around the inner cortex ? Serve the community needs /activities not the public road service first.</p>
330	Approve a budget and begin work ASAP!
331	Let's get this finished yesterday!
332	Consider safety / speed above all else. Does this meet that goal!
333	There needs to be an analysis of how this was decided. I do not think this was really for the community overall. The bike path on the north side makes no sense for overall connectivity and is unnecessary.
334	Implement as quickly as possible. Thank you.
335	Transfer jurisdiction over to the City of Orlando so that the project can be managed and maintained by the one entity.
336	waiting 5 or 10 years is ridiculous. if that's the case, just repave the road and add bike lanes to each side---save lots of money and get it done in 5-10 months..
337	Get this finished in 5 yrs. ASAP!
338	I would do this as quickly as you can all at same time. I know for a year or two it will be painful but it will be much better in the long run.
339	do it quickly. like Bumby..a sprint. Let this *not* be a 20 year boondoggle.
340	I would like to see it implemented quickly ... the plan is an improvement in appearance but not sure effect it will have on traffic. It might even make traffic worse which is not a great trade off.
341	Consider impact of increased traffic on side streets and how to slow drivers on them during the transition. Lots of kids walk to & from school between Baldwin & Audubon.
342	Implement the plan as quickly as possible. Five years is too long. More important than any concerns I may have about specific components of the plan is getting the project completed.
343	See #4
344	Please consider the many existing homes on this street and whether this new design truly promotes accessibility for everyone.



## Feedback on Corrine Drive Complete Streets Study Plan: **What suggestions do you have for local governments?**

345	Implement ASAP!!!
346	Have a clear start date and end date. Get it done on time and on budget.
347	Fund it now. Don't 6-lane Maitland Boulevard between I-4 and Maitland Avenue, save \$17 million in taxpayer money and use it instead on Corrine Drive.
348	Keep everyone involved and disseminate information to all.
349	Consider a less aggressive approach
350	Orange County should vacate the ROW to the City of Orlando.
351	Please be considerate that Virginia is the primary and one of only three ways emergency responders can access my home. I worry that restricting the lanes puts my neighborhood in a different type of danger by slowing response times in an emergency.
352	Let's get this done! It is dangerous now.
353	Enforce neighborhood-only parking regulations
354	Go forward as fast as you possibly can. Stop in fighting and stop catering to only one group (the rich and the car drivers only passing through) and give our neighborhood back the safer more attractive street we deserve. It was the city that widened it with no forethought to the future for the base years ago. It was the city that created Baldwin Park and continued Corrine as a highway. We deserve better.
355	3 lane Corrine as is recommended for Virginia.
356	Implement it
357	re visit the Nebraska situation and make subsequent improvements to the horrible traffic problem there.
358	Construct the improvements all at once.
359	Na
360	persist, ignore the naysayers, and get orange county to hand over that damn road to Orlando!!! Address peoples' parking concerns for businesses with data
361	Fund speed bumps on Merritt Park drive. It's necessary for the safety of our community.
362	Plan for traffic proactively and do not allow continued construction without planning for traffic and infrastructure to support it. Developers should pay their fair share for any necessary improvements on the front end.
363	Fund the design and construction of the plan! The plan in place looks great and would be a great asset to all surrounding communities once turned into reality.
364	I think that taking the current parallel parking on the east bound lanes in front of the plazas and incorporating that into the plaza parking lots will make the street safer and provide better parking for local businesses.
365	Please make changes as soon as feasible.
366	Orange County has to sell the road to the City. I do not see Orange County tackling this project at all. The City has a Main Street here, they should own the road.
367	Let's do this!
368	Rethink that transition
369	Please do not put an invasive path alongside homes. It's a loss of privacy for these families who will forever struggle to sell these homes. The loss of parking will also send cars into quiet side streets to park, creating the East End market effect.
370	If possible, allocate the funding and move forward with the recommendations
371	Enforce traffic speeds and direct traffic from adjoining neighborhoods
372	Continue to involve the public.
373	Address parking on north side of Corrine and communicate the construction progress
374	Work together folks!

Feedback on Corrine Drive Complete Streets Study Plan: **What suggestions do you have for local governments?**

375	Try to incorporate even more trees, benches and perhaps a park. The old gas station on the southeast corner at Winter Park Ave may work.
376	Should implement this plan. Transportation impact fees should be prioritized for this project. Should look into having Baldwin Park CDD pay for portion to mitigate their impact that is above what they promised in their PD.
377	There have been good communications so far.
378	Bury power lines too since we have so many trees we could use power underground to avoid loss during hurricanes
379	Keep community notified of progress
380	Take into full consideration increased amount of traffic into the area, as well as impact on adjacent streets, there are currently very large complexes being developed (Orange and Virginia and McGuire and Bennet) that will substantially impact traffic. Flow over of traffic onto Nebraska from Mills to Virginia, added travel time (the study findings of "approximately the same" are WAY too vague. Previous studies put travel time during peak periods at 20+ minutes to travel less than 2 miles. "Quality of Life" keeps being mentioned. I'd rather spend that extra hour of my day with my family (at home/walking/etc) instead of sitting in traffic, while oversized bike/walk lanes are sitting mostly empty (except Saturday and Sunday mornings). During peak hours, buses to/from both schools will also be impacted. How much earlier will these children have to wake up to catch a bus? Has that info been passed to parents? Will there be ANY enforcement of traffic laws towards bike riders? I have NEVER, in 20+ years, seen anyone on a bike get a ticket on Corrine. I have seen more often than not, biker riders blow thru red lights, cut in front of cars, pull out in front of cars, not stop at intersections (while riding on sidewalks) and cars almost running into them, etc.? Add landscaping, fine, medians, fine, slow traffic down, fine, lower number of lanes and cause more people to have to sit in their cars burning fuel and time, NOT FINE. Object of the game is to IMPROVE, not to hinder. We also cannot wait until things are implemented to see the results, provide the raw data, as it is being manipulated to prove a point. Also, Elizabeth's WAY OBVIOUS defensiveness during meeting was so apparent, it was not even funny. This entire study was started by C3 folks with an end in mind from the get-go. Metron cannot say that is not the case. For example, if the Nebraska portion was taken off the table because 50% were for and 50% were against, then why was the 3 lane "solution" put into final recommendation when 5 lanes was over 60% in favor, and 3 lanes was less than 40% in favor? Thou dost protest too much!
381	More funding for these types of projects.

# Emailed Comments on the Corrine Drive Plan

*These comments and questions were emailed during the month-long public comment period – either to a specific email address set up for Corrine Drive comments or to the MetroPlan Orlando Executive Director. The questions included in some of these emails were added to the list of questions received at the May 1 community meeting and were answered in the Questions & Answers documents elsewhere in this Appendix.*

**From: Amy McKenna**  
**5/31/2019**

I am a resident in the community which will be affected by the project for Corrine Drive as I drive the section of the road multiple times a day. I have reviewed all of the information provided on the study's website. While I agree that safety is a top concern for any municipality, the promotional materials for this project unfairly highlight the safety improvements, while neglecting the negative impact reducing the number of lanes from Nebraska to Mills and reducing the speed limit will have on travel times, property values and growth.

I truly like most of the improvements as they will result in improved safety and appeal to the community.

## **My concerns are the following regarding the lane reductions:**

This community, along with most Orlando communities, is growing and reducing the speed limit while limiting the number of lanes will increase congestion. The increased congestion will have an increase on the number of accidents and an increase in travel times.

Your crash and speeding data is insufficient and misleading. There is no other data presented to compare this area to statistical norms for areas similar to this with regard to the number of accidents, level of severity of the accidents or the incidence and severity of speeding. The data as presented sounds really bad, but might not actually be so bad statistically ... who knows?

There is no data provided to illustrate how similar changes in similar areas have actually affected safety and increased walking and riding bicycles leading to increased health in the community. The idea that increased walking and biking paths will increase walking and biking as a means of commuting, is wishful thinking at best. And proving that this project will increase the health of the community is impossible.

The study talks about the history of the area without illustrating the population growth in the area and the history of lane increases or decreases. Assuming the lanes have been in existence for decades, I would also assume that the population has grown significantly during the same time. In addition, over time, commuting has become a greater part of our culture, not a smaller one. Given those assumptions since the data isn't provided, how does it make sense to reduce the lanes? Even if the lanes have increased over the years, with the increased population, there is no good rationale for reducing them. The I4 project is EXPANDING the highway WHILE making SAFETY ADJUSTMENTS to accommodate growth. I can't understand how doing the reverse makes sense here.

Only 15% of the people in the study live and stay in the area, so these changes will have a greater impact on those traveling into or out of the area vs. those staying in the area, and it seems as though

the decision being made will benefit 15% of the population while potentially negatively impacting 85% of the population.

Of the people I have spoken to about this project, not one was aware of it. So I think you are making recommendations without effectively informing the community that will be affected. Further, if I told them about all of the positives as your marketing materials have, they would all say what a great idea it is. However, if I told them this community was going to spend \$9M to \$15M for a project that will likely increase daily commute times for an area that may not actually be that unsafe statistically, and that the changes may not actually make the area safer, I would certainly get a different answer.

In the 5 years I have lived here, I have NEVER seen a person pulled over in this area for speeding. The community could spend \$75,000 per year for 200 years to put a police office on duty 40 hours per week to hand out tickets for \$15M. If they actually wrote and enforced tickets regularly for anything over the speed limit, it wouldn't take long for speeds to slow down. I realize the police budget is a separate from infrastructure, but that is no excuse for spending money irrationally.

**My recommendations are the following:**

1. Increase police presence several times a year to actually write tickets for speeding.
2. Implement all or most of the safety ideas presented.
3. Do not reduce the number of lanes permanently until you have reduced them temporarily for 90 days both during school year and summer with cones or barriers to see what the actual (not calculated) impact to the community travel times will be and how safety improves. Then address the community on their thoughts of the plan.

At this point, this project seems to me to be something a small number of people want and found a way to manipulate minimal data, marketing it in a way that only promotes the project, and ineffectively communicating it to the majority of people it will impact. My family moved here 5 years ago from a suburb to decrease our travel times. I am frustrated that a plan like this, if passed and implemented may change that scenario.

**From: Helen Maroney**  
**5/27/2019**

I would like answers posted to the following questions:

- When would the recommended 30 mph speed limit become enforceable- this is free so why can't this be implemented now? Also, what is the enforcement plan?
- It seems the planning portion of this effort is done. How specifically was the final plan determined? There has been no real transparency and it doesn't seem it was truly a community based decision so who then ultimately made this decision?
- Who specifically are the government officials that we now need to reach out to as this progresses? The number of officials is mentioned in the first draft of Q&A posted, but why not provide contact information so folks can now move forward and make sure their voices are heard by the appropriate contacts in local government?

I look forward to seeing the responses in the second round of Q&A.

**From: John Coble**  
**5/24/2019**

The proposed raised intersection at Corrine Dr. and Winter Park Rd. will have to be constructed with a long enough transition on both sides to allow all vehicles to comfortably go over intersection at the maximum speed limit, or a bottle neck will be produced and traffic flow impaired.

The on demand crosswalk traffic lights will very likely disrupt the steady flow of traffic. These have the effect of having 3 stop lights within two blocks.

I believe that the portion of Forest and Virginia Dr. from Nebraska to Mills St. should remain 4 lanes to ensure traffic flow, keep traffic out of the side streets, and allow for growth. The lanes are there, let's use them.

Growth will continue and we do not want to create a problem in the future by compromising the facilities that we have today. The apartments near the post office are not even completed. The people that will be living there will add at least some traffic to Corrine Dr.

I am a long term resident of Audubon Park. Traffic flow must be maintained. We do not want to create yet another congested area for Orlando drivers to have to deal with. The better the flow the less speeding and attempts to take a short cut.

If traffic flow is not maintained and backs up it makes it very difficult for the residents to get out of Audubon Park and on to Corrine drive.

**From: Tracie Ward**  
**5/20/2019**

I am a resident in Baldwin Park and which will be affected by the project for Corrine Drive as I drive, and my husband and children drive, the section of the road multiple times a day. I have reviewed all of the information provided on the study's website and I am extremely concerned with the proposed plan of action.

While I always support improved safety, the lane reduction will make traveling this road almost impossible during our morning and afternoon commute and we do not have an alternate feasible route. I would propose that the congestion created by reducing the lanes will actually negatively impact safety.

It appears that only 15% of the people in the study live and stay in the area, so these changes will have a greater impact on those traveling into or out of the area vs. those staying in the area, and it seems as though the decision being made will benefit 15% of the population while potentially negatively impacting 85% of the population.

I am very frustrated that a plan like this, if passed and implemented, will negatively impact my quality of life and the ability of my children to get back and forth to school safely. I don't feel that this has been properly vetted and proper consideration given to the residents of Baldwin Park and Windsong.

**From: Brian Salmons**  
**5/6/2019**

I have read through the material and watched the video and I am wholeheartedly behind the proposed redesign. I only have concerns about one intersection that I did not see addressed. I live on Palm Lane and experience difficulty passing through the intersection with Corrine nearly every day.

The problems are as follows: 1) Some cyclists (and occasionally pedestrians) traveling west on Corrine do not stop when westbound traffic has a red light. Multiple times when I am exiting my street on a green light I almost hit a cyclist who isn't obeying the traffic laws (either because they're riding through the parking spaces as if it were a bike lane, or they are riding in traffic but don't stop for the red light). Traffic crossing Corrine from Bumby to Palm is also at risk of hitting a cyclist who is making these mistakes. I see close calls at this intersection all the time; 2) Turning left from Palm Lane onto Corrine Drive eastbound is difficult, especially during rush hours. The only options are a) wait until one of the oncoming cars signals a left turn and then zip out into the intersection to turn left before the next oncoming car gets to the intersection, or b) just take the turn anyway and force the oncoming traffic to yield (this seems to be the preferred method among certain of my neighbors, and is certainly the more dangerous). If you're lucky, you'll get a string of left-signaling cars on Bumby that gives you plenty of time to make your own left turn onto Corrine, or really lucky if there is no oncoming traffic at all.

The Recommended Design for Corrine Drive is wonderful. I love it! Especially the cyclist path on the north side of Corrine. I will definitely use it when it is built. However, I don't see anything in the redesign that will address the two concerns I listed above. My suggestions for addressing these are as follows: 1) clear signage and signals for cyclists/pedestrians using the cyclist path so when they cross Palm Lane they know it's an actual road and that they need to stop when westbound traffic has a red light; 2) a traffic signal pattern where Bumby-exiting traffic has green while Palm-exiting traffic has red, and vice versa, or green both ways but when Bumby's turns to red, Palm's stays green and even has a left-turn green arrow (so Palm-exiting traffic knows it has the right of way).

**From: Ian J. Lyons**  
**5/6/2019**

I thought it was a well thought out and executed plan.

My comment/Question is procedural.

Do we get updates on the next steps?

Who funds it? When it would start?

The plans are "15%" plans. Does the public get another shot at comments once they are done?

**From: B. Defoe**  
**5/2/2019**

When will you start construction on this?

# **CORRINE DRIVE COMPLETE STREETS STUDY COMMUNITY MEETING (PHASE 3)**

**MAY 1, 2019**

## **MEETING SUMMARY**

*Meeting facilitated and report prepared by: Rafael Montalvo and Hal Beardall, under the auspices of the FCRC Consensus Center*



**CORRINE DRIVE**  
COMPLETE STREETS STUDY

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## BACKGROUND

On May 1, 2019, MetroPlan Orlando hosted a Community Meeting at Audubon Park K-8 School in Orlando. The purpose of the meeting was to present the draft plan resulting from the Corrine Drive Complete Streets Study. The final report of the study, as well as all materials and presentations used during the community meeting can be found at *CorrineDriveStudy.org*. The specific objectives of the meeting were to:

- Review the final recommendations of the Corrine Drive Complete Streets Study
- Outline next steps in further developing and implementing the conceptual design
- Provide a forum for residents to offer feedback and suggestions

Over 220 people attended. The agenda was as follows:

**6:00 pm Welcome**

Mr. Gary Huttman, Executive Director at MetroPlan Orlando

**Introductions & What to Expect**

Mr. Rafael Montalvo, Facilitator

**Presentation & Video**

Ms. Elizabeth Whitton, Project Manager & Transportation Planner at MetroPlan Orlando

**Question & Answer Session with Panel of Transportation Experts**

Ms. Elizabeth Whitton, AICP - MetroPlan Orlando

Mr. Christopher Cairns, PE, PTOE - City of Orlando

Mr. Renzo Nastasi, AICP - Orange County

Mr. John Paul “JP” Weesner, NCI, PLA - Kittelson & Associates, Inc.

**7:15 Discussion and Public Feedback**

**8:00 Adjourn**

The meeting was facilitated, and this summary prepared by, Rafael Montalvo and Hal Beardall, facilitators working under the auspices of the FCRC Consensus Center, an independent entity created by the Florida Legislature to provide fair and inclusive assistance in conducting public policy discussions.

In addition to the facilitated meeting, MetroPlan Orlando hosted an open house from 5:30 pm to 6:00 pm in the same facility. The open house consisted of five stations with information about the project:

- **Station 1:** *How Did We Get Here?* – Study Process
- **Station 2:** *What’s the Plan?* – Overview and Key Features of Recommended Design
- **Station 3:** Aerial Maps of the Design

- **Station 4:** *How Do We Get This Done?* – Implementation Options
- **Station 5:** *What Do You Think?* – How to Comment on the Recommended Design

Members of the study team answered questions about the project at each station. Additional information about the open house is available directly from MetroPlan Orlando.

## **WELCOME AND PROCESS OVERVIEW**

Gary Huttman, Executive Director of MetroPlan Orlando, welcomed participants and introduced City of Orlando Commissioner Robert F. Stuart. Commissioner Stuart added his welcome and stressed the importance of participation by residents to the success of the study and its subsequent implementation. He thanked the project visioning team and all those members of the community who participated and helped – hundreds at the meetings, thousands on-line. He noted that the study was only the first chapter. The ultimate goal was to engage the community together, harness its energy, and engage those who are funders. The project is not there yet – it is still in the planning stage.

Mr. Huttman noted that many, many residents have been involved in the process. He asked for a show of hands of those who had participated in an earlier phase, and noted that most in the room had. This is truly a community-driven plan. He thanked all in the room for taking the time to attend and offer their perspectives; the local government partners engaged throughout the process; and the school and principal and staff for making the meeting possible. He also recognized the elected officials in the room, and noted that part of the process had been keeping all of the elected officials informed.

Facilitators Rafael Montalvo and Hal Beardall noted that they were providing facilitation under the auspices of the Consensus Center, an independent service institute created by the legislature to help Floridians discuss public policy issues. Mr. Montalvo reviewed the agenda and discussion guidelines, and introduced Elizabeth Whitton, project manager and planner with MetroPlan Orlando.

## **PRESENTATION OF RECOMMENDED DESIGN**

Elizabeth Whitton recognized the project team, and thanked them for their work on the project over the past two-and-a-half years. She began the presentation with a recap of work to-date. She noted that Phase 1 of the study had focused on existing conditions, Phase 2 on alternatives – six different design options and seven safety solutions, and Phase 3 on recommendations, culminating in the recommended conceptual design presented tonight. At each stage of the process, the team had solicited and received very broad-based feedback from the community. She noted that going forward, there would be a public comment period through May 31, and a final design and construction phase in the future.

Phase 1, focusing on current conditions, highlighted safety issues – nearly 300 crashes over 3 years, mostly related to speeding. Other existing condition issues included pavement in poor condition, and the absence along the corridor of bicycle and pedestrian facilities, and landscape. It made clear that Corrine Drive currently does not provide an environment conducive to safe and comfortable pedestrian, bicycle, or vehicular travel.

In Phase 1 the team asked the community for its “wish list” for Corrine Drive through an online survey, and received 1700 answers from residents. The top 10 items on the list were all included in the recommended conceptual design. The survey also highlighted challenges, including limited space, funding, cut-through traffic in the surrounding neighborhoods, and the fact that the street was owned by Orange County, maintained by the City of Orlando, and adjacent to the City of Winter Park.

Phase 2 culminated in the development of six design alternatives and seven safety solutions. The team received over 1100 comments on these. While there was no clear favorite in the community, most wanted improved bicycle and pedestrian facilities, lower commute times, less congestion and more safety.

To introduce the recommendations in Phase 3, Ms. Whitton played a three-minute video (also available at [CorrineDriveStudy.org](http://CorrineDriveStudy.org)). After the video, she highlighted several sets of key features in the recommendations. To reduce speeding, the recommended plan included raised intersections, curb extensions, narrow lane widths, medians and street trees. She noted that the plan does not recommend changing the speed limit. This would require a separate study after the design is constructed. To encourage walking and biking, the plan includes raised and signalized mid-block crossings which are pedestrian activated, continuous sidewalks, a shared use path (from Nebraska to Bennett), and a two-way cycle track (from Mills to Nebraska). She also noted that the recommended shared use path and cycle track would help close many of the gaps in the city and regional bicycle and trail network.

Ms. Whitton then reviewed the recommendations and key features by section along the three-lane and five-lane portions of the the road (these may be found in the presentation slides and the final report on [CorrineDriveStudy.org](http://CorrineDriveStudy.org)). She noted that the three lane section would be able to handle current and expected traffic volumes, and that all residents and business along the road will still be able to access their properties via driveways across the public right-of-way, and that travel time from Mills to Bennett under the recommended conceptual design would be 7-8 minutes, very close to the current travel times. She also noted other opportunities that

could be taken advantage of during the design phase and after: arts opportunities and events, creative place making, curb management strategies, future-proofing (the street could be modified to accommodate future changes in traffic or other conditions along the corridor).

She then described next steps. She noted that either Orange County or Orlando might be the implementing entity, and that MetroPlan Orlando was currently working with both. After implementation responsibilities are established, next steps would be to secure funding and undertake the design phase which would move the project from conceptual design (about 15% complete) to final design (100% complete).

To conclude the presentation, Ms. Whitton described three different implementation approaches developed by the team, “Sprint to the Finish”, “Jog to the Finish”, and “Walk to the Finish”. “Sprint to the Finish” would implement all the plans improvements at once, and require funding to be secured for the entire project before beginning implementation. “Jog to the Finish” would implement some improvements (mostly safety related) short-term and the full redesign within ten years. It would allow construction to begin on the safety improvements before full funding is secured. “Walk to the Finish” would implement temporary resurfacing improvements first, and complete the redesign at a later date. Cost would range from \$9.3 million (for the “Sprint”) to \$14.6 million (for the “Walk” alternative).

## **QUESTIONS AND ANSWERS**

Before the presentation, the facilitators asked participants to write down any questions they might have on cards provided at each table. They asked participants to place the cards in bowls placed the center of each table. After the presentation, co-facilitator Hal Beardall went to each table in turn, and pulled on card at random from the bowl and read the question on it aloud. A panel of transportation experts then answered the question. One question was answered from each table in the room. The panel included:

- Ms. Elizabeth Whitton, AICP - MetroPlan Orlando
- Mr. Christopher Cairns, PE, PTOE - City of Orlando
- Mr. Renzo Nastasi, AICP - Orange County
- Mr. John Paul “JP” Weesner, NCI, PLA - Kittelson & Associates, Inc.

The initials of the presenter who offered each answer appear in the text after the answer. Because of the limited time available, the facilitators emphasized that any questions not answered during the meeting would answered on-line by staff.

Questions read aloud and the answers offered by the presenters during the meeting appear below. Questions not read out during the meeting, and the answers provided by staff may be found online at [CorrineDriveStudy.org](http://CorrineDriveStudy.org).

- 1) Is there engineering for brick or speed bumps or other traffic calming devices to help enforce the 30 mph speed limit?**

At the raised table and pedestrian mid-walk crossings, we did plan for patterned pavement. Whether that is brick or stamped pavement could be decided down the road. The idea was for those specific locations to include some patterned pavement, but not the full roadway section. (JP)

- 2) What is used to create two-way cycle tracks? Is it partition?**

Typically for a two-way cycle track it is a marking about halfway in the full cycle track space. In the instance we have here, it would separate the space we have into two five-foot bike paths. In addition to that, there would probably be what we call trail-blazing, with an image of a bike and an arrow indicating the direction of cycle traffic. And between that and the sidewalk there might be a one-foot brick buffer or something that designates the sidewalk as separate from the bicycle track. (JP)

Let me add to that. If you look on page 20 of your report you see the cycle track, and you will see that there is a buffer between the cycle track and the other facilities. That offers an additional layer of protection. (EW)

- 3) Would you please do an actual test run closing lanes during a business school day, and verify there are no choke points. Worried that Virginia and Mills will be a bad choke point.**

It is a reasonable question, but I don't know how practical it is. Really, to help understand the impacts, a short term narrowing of lanes is not going to be reflective of what will happen because in the beginning it will be a lot of people doing the same patterns and not adjusting times or directions. Things would normalize, it might take four weeks, it might take six months, but we would be talking about a long-term test. It is a reasonable question, but it is hard to know the cost and the impacts to people just to have some striping and delineators for a temporary condition. I don't know if it would worth all that effort. (CC)

We are talking about an area with 16,000 cars a day. That is similar to Edgewater Drive, which I am sure many of you are familiar with. That did go to three lanes. It went to 15,000 cars a day, and now is back up to 20,000. There is some healthy congestion, I will say that -- healthy because it makes it a safer environment for walking. (CC)

- 4) A crosswalk in front of a red light to a dilapidated building? Are the tenants okay with losing three entrances (i.e the driveways in front of the West Plaza)?**

In front of that West Plaza on the south side of the street, yes there is an entrance there that is being closed to allow for the mid-block crossing. That will make it much easier for people who want to cross the street. So say you are parking across the street, the crossing does enable you to do that. The other thing is right now, where we are proposing to put the sidewalk in that area is public right-of-way. That is where people parallel park, and that has some significant safety issues. What this design does is improve visibility as you are entering and exiting that commercial plaza. (EW)

- 5) Commercial small business on the northern side lose street parking and loading zones. Will driveway access be across the pedestrian trail?**

Yes, the shared-use path will be on the public right-of-way where the existing parallel parking is. None of those businesses will lose spaces. Right now all of those business on the north side west of Winter Park Road have private parking lots. And the driveways would be extended over the shared-use path, and on the other side over the sidewalk. (EW)

- 6) Will the travel time from Mills to Bennett be similar to today, when on day one of the new Corrine Drive there will be more vehicles, fewer lanes, and improvements that will lower the speed of the vehicles?**

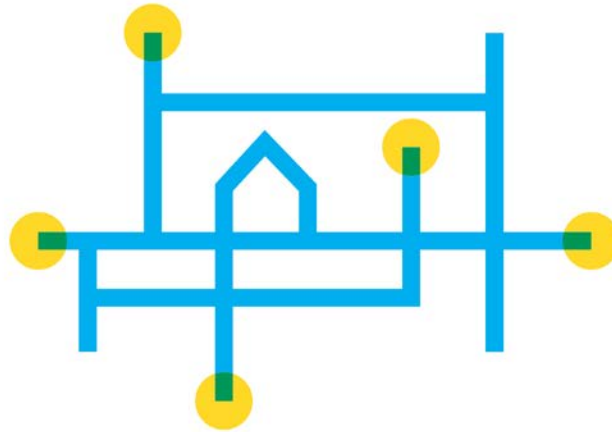
So there are a couple of things to unpack with that question. One, the travel time in the model is based on the posted speed limit, so today the speed limit is 35 mph and that is what the travel times are modeled at. We modeled the projected travel times at the 35 mph speed limit. People drive a lot faster than that today, so while they may get there a bit faster than the 7-8 minutes travel time, if they were driving the speed limit that travel time would be about right. The other thing is that the travel volumes from Mills to Bennett have stayed stable for decades now. At the height of naval base activity, the travel volume was 31,000 cars per day. Today the volume for the section that will be five lanes is 23,000 and the volume on the section from Mills to Nebraska is 16,000. Volume has actually gone down with the addition of Baldwin Park. We do not expect the volume to increase over the next 15-20 years. This plan builds the street for current traffic volumes. This is what you would design based on Federal guidelines and best practice guidelines. (EW)

To Elizabeth's point, the road was widened for a purpose that it no longer serves, when you look at the three-lane piece, think of it as retrofitting it to what it should be, based on what it was originally designed for and the context of neighborhoods and residential areas around it. (JP)

- 7) How was the decision made to have two lanes north bound between Virginia and Nebraska on North Forrest Avenue? We are losing the parking on the east side of North Forest Avenue by adding a fourth lane there, when it says three lanes on the plan.**

If you are going north toward Leu Gardens, that is actually where you start to have higher traffic volumes, so the outside lane will extend out to have two through lanes going north. (EW)

The drawings that you see are about a 15% complete design. What wasn't included was a specific survey of exactly where the lines are. In the case you are talking about, we do need to transition from the five-lane section to the three-lane section. Based on what we could see, it was too narrow for parking, but it could be that when the design is finalized, there is enough space to maintain the on-street parking around the driveways. There are absolutely some changes in the plan that will happen as it is finalized, and it is things like this that will change. (JP)



# CORRINE DRIVE

## COMPLETE STREETS STUDY

**8) Are there discussions with local governments about adding traffic-slowing measures like speed humps on the residential streets that will likely see increased traffic?**

There will be no speed humps on Corrine. On the local streets, it will depend on whether you are in Winter Park, Orange County or the City of Orlando. In unincorporated Orange County there is a process whereby speed humps could be installed. It requires a certain percentage of the residents there to approve them. (RN)

We are not talking about it as part of this project at this time. The hope is that this changes the whole culture in this area to be more calm. So perhaps the people who are now speeding through will chose a different route if they are interested in getting through quickly. And those are the people who might take the alternate route if they have to wait five extra seconds at a light. (CC)

**9) Will there be just one entrance and one exit for each of the two plazas?**

The way it's designed right now the answer is yes. Part of it is that the way the plazas are designed, they have taken over a portion of the public right-of-way. Right up against the curb, the parking lot asphalt went right over where the sidewalk was. And so because of that, there is a perception that there is more space in the parking lots than there actually is. With the angled parking they have, and with the space needed to back up and back out there is not enough space for additional parallel parking. The angled parking promotes one-way movement through the parking lot, so having three driveways for that segment doesn't do anything more for parking. You still have the same number of parking spaces,

you still get to the space you are going to use, and you still back up and drive out the same way. We haven't had discussions specifically about changing that to one-way, but generally in this context two driveways are appropriate. (JP)

**10) Parking Garage?**

In one of the initial plans for the Audubon Park School, this surface parking lot was scheduled to be a three-story parking garage, but that was not feasible because of environmental issues. We are not proposing any parking garages on public space. (EW)

**11) What efforts are being made to prevent flooding with additional concrete in our yards?**

From the Orange County perspective, we are aware of a couple of areas where there are issues, and that is something that we will be discussing with City of Orlando, depending on how we move forward with how Corrine Avenue will be improved. We are aware of those issues, and ultimately as the project moves forward to its final completion, drainage will be part of the process. Any alterations to the pavement that cause more impervious surface, the water has to go somewhere, so drainage will be part and parcel of the design phase at that point. But I know we also have some immediate issues that we also have to deal with. (RN)

**12) How well do your models represent the current traffic jams?**

I didn't do the modeling, but I did see it. It fairly accurately represents what is happening there now. Traffic volumes were measured at multiple times throughout the day, at multiple locations, and then modeled with some signal re-timings to optimize times on the corridor, and it does show delays. The values are on average what people see today. I'm not sure it captures the spikes that people are seeing from time to time, but I think overall it does capture the amount of delay people are seeing on the corridor. (CC)

**13) How does this compare to the existing 80-foot footprint of sidewalk and lane width?**

All of the recommended improvements fit within the existing 80-foot right-of-way. So there is enough right-of-way for all of these improvements. (EW)

**14) Why did Orlando recently enact a new major thoroughfare classification system that classifies Corrine from Mills to Bennett as a Class C collector with 96-feet of right-of-way?**

I'll just say, I don't have that level of detail in my brain for any road, so I would have to look at it. We can find the answer to that. I don't know why it is 96 feet. (That is is not the understanding any of the panelists have of the current right-of-way.) (CC)

**15) There do not seem to be any parking spaces on the north side of Corrine between Winter Park Road and Janice Avenue. Why is the proposed bike-walkway on the north side? How will this affect merchants on the north side?**

We touched on that earlier, in regards to maintaining driveways and access to those businesses. As we looked at where the bike trail and walkway would go, we saw that there



are a lot more driveways on the south side, so for continuity of the bike trail, it makes sense to have it on the north side. As it relates to on-street parking, the reality is that within that 80 feet, we can only do so much. So if we want to have the shared-use path as we've shown it, and we want to have two-way traffic in each direction, a two-way left-turn lane and a median and a sidewalk and on-street parking, there is not enough space to accommodate it all. So coming out of the public feedback on the variations that we had before, the decision in that segment was to stick with the five-lane section and to accommodate bicycle facilities that do not exist today on the corridor. In order to do that, that was the trade-off that we had to make. If we want the parking there, that means there is not a trail. There is not enough space to have it all. The private parking remains, and there is on-street parking on the south side. I don't know how much the businesses on the north side use the on-street parking now, but the driveways to their private parking will remain, in terms of the functionality of their business. (JP)

**16) For residents like me, whose homes face Corrine Drive on the north side, how does the shared path impact our property? It looks like the path overlaps the property.**

Again, part of the nature of a conceptual plan is that we are using an aerial. Whenever you look at an aerial, you get a bit of an oblique view. Sometimes it is taken from above, and sometimes the angle shifts. Sometimes it can seem that some of the buildings are in the path, but we actually have aligned it with where the right-of-way is today. For some of the homes, the face of their building is on the right-of-way now. They may have their building, some landscape and then the street. In the conceptual plan, the street has actually been pushed back for street trees and things like that, so there would be a little bit more of a buffer than you currently have. (JP)

**17) Why don't you incorporate the parking in front of those plazas into their existing parking lots, since their property originally extended into the right-of-way of Corrine?**

Those two parking lots in front of the plazas are private property. We only work with what is in the public space – the 80 feet of right-of-way. (EW)

**18) How will traffic speed be addressed on Bennett Road for this residential area?**

Bennett is not part of this project, although it ties into it. I think you would have to talk to someone after this. You could have selective enforcement and consider other measures as well. (CC)

**19) Did you consider putting the cycle track on Nebraska, turning it into a one-way street?**

So a redesign of Nebraska was part of the seven safety solutions we explored in Phase 2. We asked for feedback on that design. About 50% wanted it and 50% didn't want it. It also could not move forward together with the three-lane section between Mills and Nebraska. We feel confident that this design will handle everything without reducing Nebraska to a one-way street. (EW)

**20) Why are you depositing traffic onto Nebraska?**

Right now this section of Corrine Drive can handle existing traffic volumes. We do not expect any additional traffic will go to Nebraska. We know that right now cars use it as a cut-through. Right now Nebraska can handle its existing volume and cars actually travel the speed limit there, so we don't think that will actually occur. (EW)

- 21) There is concern that reducing lanes will encourage cut-through in neighborhoods. However, with 60,000 people moving to metro Orlando last year, and more coming every year, was it considered that cut-through would occur anyway, even if all the lanes were left?**

I don't believe that was part of the study, but it is part of the road network and people do use the network. We want the network to distribute traffic because that actually helps reduce overall delay on the network, as opposed to having everybody go to one intersection. I'm not saying I want to encourage cut-through traffic, because it is not appropriate to have people driving 45 mph through your neighborhood, but there is an expectation that the road network will get additional traffic. (CC)

To address the beginning of that question, involving the amount of people coming to metro-Orlando, I would note that this area is actually fairly built out. There is not really a lot of properties that are going to densify to the point that you are going to see a huge spike in traffic. What Elizabeth said earlier about how we have seen the traffic behave over time is correct. Each time you have a new project (like additions to Baldwin Park), we have seen the traffic spike, and then it comes back down, because this portion of Orlando is at its capacity for built environment. (JP)

One of the reasons this project was initiated in the first place was the concern about cut-through traffic. So there were actually a number of modelling exercises that looked at different configurations of Corrine: there was a three-lane, a four-lane, a hybrid with adjustments to the signal system, etc. The recommendation that is being presented this evening really doesn't affect cut through traffic. At the end of the day traffic is going to go where it is going to go, but having said that, the expectation is that it is not going to increase based on the configuration that is being proposed. But we did look at it. It was a concern for all three jurisdictions involved. (RN)

- 22) If the recommended design reduces Virginia to three lanes, what is the strategy to keep traffic moving during collection of trash and recycling while the trucks are blocking the single lane of traffic?**

I would have to work with our solid waste department on the timing of their routes. I really don't know any other answer to that, because we don't want to encourage people to pass in the median. The timing of the routes will be important on that. (CC)

- 23) Does the study consider the necessities of residents of each side of Corrine Drive?**

The study considered every person who lives works and plays on Corrine Drive. We asked you specifically what do you want to see, and we asked you are you a resident, are you a visitor to this area, or do you just cut through this area? And we asked those same

questions in Phase 2. We considered all points of view and how you use the road, and we put together this design. (EW)

## **DISCUSSION AND PUBLIC FEEDBACK**

The facilitator first reminded participants of the discussion guidelines and the need to respect the full range of perspectives held by those in the room. He then asked participants to use the five-point rating scale included with their materials to indicate how they reacted to the proposed conceptual design (a 5 on the scale indicated they like it a lot, and a 1 indicated they didn't like it at all). He suggested that in deciding how they felt, they think about what they liked most about it, and what caused them the most concern. He noted that after participants rated the conceptual plan, they would be invited to share the considerations that drove their rating.

Participants then raised their hands to indicate whether they had given the conceptual plan a 5, 4, 3, 2 or 1.

Because participants would have an opportunity to rate their support for the plan after the meeting, and because those remaining at this point in the meeting might not be representative of all who had attended earlier, this show of hands was not intended as a vote. Rather it was intended as a guide for the allocation of the remaining comment time among considerations uppermost in the minds of those participants who gave the concept a 5, a 4, a 3, etc.

The facilitator next invited attendees to share the considerations that drove their ratings. He urged participants to share as many different considerations as time permitted, rather than repeating those already described by others.

### **Considerations Leading Participants to Give the Plan a “1” (Didn't like it at all.)**

- With I-4 opening up there will be more traffic coming through here. I think the road is for cars to drive to on, and we need to facilitate traffic. And a sidewalk and a bicycle trail is multi-use, but we have to have places for the traffic to flow or it will flow out of the road everywhere.
- I have a very different reason. I live right on Corrine, so there is a ten-foot path that would be very close to my home, feet away from my home if not literally touching my home, which is creepy. It is invasive. There are strangers walking across what has been my property for the last several years all-of-a-sudden.
- Initially this plan was to put Corrine on a diet, and then choke it off at one point. Keep in mind, this is going to be three-lanes the whole way potentially, and it is going to be detrimental to the neighborhoods, spilling traffic through the neighborhoods. People will still speed, but they will speed where there are children, right in front of our front doors.

(Elizabeth Whitton clarified that there is no plan to convert the entire length of the road to three lanes. The team did a study to see how they could improve

transportation options on Corrine Drive, not to see how they could three-lane the entire road. They did not start with an outcome in mind. That would only change if traffic volumes changed, and would be up to the implementing partner.)

- I just changed from a “3” to a “1”. I think the project is being looked at in a vacuum. You are looking at Mills to Bennett, nothing else. Nebraska is off the map. You talked about traffic maybe going down. Baldwin Park is not built out. If you think about it, there are about 1500 apartments coming in at Orange and Virginia. Mills, McGuire and Bennett, there are about 1500 apartment coming in. Waiting until after something is done to do a traffic study of those impacts doesn’t make sense to me. Autonomous vehicles? I’m still waiting for flying cars. These apartments are going in right now.

#### **Considerations Leading Participants to Give the Plan a “2”**

- The purpose of a road is to carry the traffic the most efficient and safe way. This design makes every possible effort to hold down this traffic. There are hundreds of cars for every biker and pedestrian, who try to drive to and from work every day, and they don’t need to be slowed down by pedestrian crosswalks and speed bumps even under the allowed 35 mph legal limit. The furthest distance between two lights on the corridor is 0.4 miles. If you can’t walk this, you shouldn’t walk. Every time someone tries to decide to cross the street between lights we are bringing the traffic to a halt while the light is green and we also cause an accident. What is the point of speed bumps when you should be able to drive 35 mph, the legal limit?

#### **Considerations Leading Participants to Give the Plan a “3”**

- I like a lot about the plan. The big thing I don’t like is what has been talked about between Nebraska and Mills. I haven’t heard any discussion of the Curry Ford Road diet. We had the city a year ago do that for half a mile – that is less than the distance from Mills to Nebraska – with comparable traffic (18,000 cars per day) and it is by many accounts a significant issue. I’m hearing the planners here say “no effect”. It’s not just about daily counts, its about intensity during rush hour. That’s what happened on Curry Ford. When you have big counts between 8 am and 9 am and between 5 pm and 6 pm, they had 900 cars a day diverted through the neighborhoods. That’s what will happen here, and I wish you guys would address it.
- I have a problem with parking on Corrine. I think that all parking on Corrine should be eliminated, and I also don’t like the road being choked off from the beginning to the end. I don’t like the fact that the other ends of the street haven’t been studied. Bennett Road hasn’t been studied. You are doing this in a vacuum. If you do this in a vacuum, you won’t get the truth. Great study, they did a great job, I just don’t think it will solve all the problems. Some of the parking along the two shopping centers, next to Winter Park Road and on Corrine – I have seen so many accidents there because of the fact that people can’t see around

the parked cars. I understand they have eliminated one set of parked cars, but if you are trying to see around a Yukon, its impossible. Unless you pull parked cars back from the entrances, you will have as many accidents as you have now. Also, I don't understand why there isn't a curvilinear plan. That does slow traffic down naturally, and if you didn't have the parking you could do a curvilinear plan. I do like the trees, I like the effort. Smart. Thank you.

- I am curious to know if you can give us a sense of the timeline. I know you didn't do all this work for nothing and that something will happen. We are involved in some of the stores on Corrine Drive. Will you start down by Mills Avenue or will you start by the school? Probably the walkways will be some of the first things to be done.

(Elizabeth Whitten clarified that the implementation responsibilities are yet to be decided. Once those are set, the project will go into design. So the question just can't be answered yet.)

- Was there any consideration of not having the path on just one side and therefore taking all the parking from the other side? Was there any consideration given to splitting the difference and having the path along the north side and then along the south side? Also, if you were walking to school wouldn't you be on the south side?

(Elizabeth Whitten suggested that to respect and maximize the time set aside for comments rather than questions, that participant write the question down and allow staff to answer it and post it online. )

- I gave it a "3" because I like the pedestrian features and bike path and so forth, but my real concern doesn't seem to be addressed by the plan. For the people who live in Beverly Shores and Rose Isle and Merritt Park Drive toward Corrine, trying to make a left-hand turn from Merritt Park onto Corrine, you take your life in your hands. It is so dangerous because of the curves and the traffic speeding, and there doesn't seem to be anything in the plan addressing that. In fact, having Forest be four-laned all the way to Merritt Park Drive just exacerbates the problem. I don't think the existing traffic lights address the problem, and there doesn't seem to be anything in the plan about additional lights in that area.
- I just wanted to point out that they keep using the traffic counts from right after Bumby was opened, before traffic had come back. According to Orange County, the year after that, in 2017, traffic was up to 25,000 instead of 23,000, and the 2018 numbers are not posted. It is not the original 26,000 count from before Bumby was reconstructed, and if it is back to that already, wouldn't that put us at year 10? What will be the delays if we are already at the higher traffic levels. Also, we are not built out. All you have to do is look at Orlando's Future Land Use Plan – Fashion Square and the area around it have the potential for a lot of redevelopment.

- Two things I was concerned about. I saw that there were three bus stoops along Corrine Drive but they were not pointed out. My concern is that the buses are going to stop and cause a back-up in that lane and force everyone to go around. Is there a way for the buses to pull over and allow people to get on without impeding traffic? And then, I noticed, if the road is going to be forced down to three lanes at Nebraska, why doesn't a merge happen before the light so people don't get stuck and forced to turn right.

#### **Considerations Driving Participants to Give the Plan a "4"**

- I loved the pedestrian and safety features, and the crossings, the raised intersections and all the trees that were added, and the pedestrian friendliness. I am very concerned about the recommendation to close off both of the plazas. I know they look like parking lots and they act like parking lots most of the time, but we also have events in there that are great community builders. There is not a public park there or a town square, so both of those plazas act as that for us. I am also concerned about trading spaces on the north side in the commercial corridor. Eliminating those would leave places like Ricks Dog Deli with one space, and Canine Glamour Club would be left with one.
- I am generally supportive of the plan that has been put out. I realize not everything I would personally prefer is in there, but 80% is pretty good in any design. With hundreds of different opinions, I think there is a reasonable balance. I do wish there was a little more separation of the running path in the five-lane section. That was part of the motivation for people like me who would prefer three-lanes throughout. So I hope there was some consideration that traffic doesn't accidentally nail a biker or a walker by being so close. So I hope there will be some sort of design feature in the future – trees or a curb to keep that from being an issue, because it is rather congested there.

#### **Considerations Driving Participants to Give the Plan a "5"**

- I liked the plan a lot. My family has been in land planning since the 1960s, so I appreciate how well you have orchestrated what could have been a bloodbath. My degree is law, but my father was a Tri-County planning director in the 60s and 70s, and I got a text from him a moment ago to be careful because I usually get booed. I like the plan because of its inevitability. My concern is actually because of the cut-through problem for all the streets. My dad is the chairman of the SODO District, and with 60,000 people moving to the area every year, it's a non-starter to think that the side streets are not going to be cut through anyway. The focus of this plan is on pedestrians and not on commuter time because that is going to be lost anyway. The only thing you can do with this level of population growth is to preserve livable communities where they are right now. The commuting time is going to be reduced, there is going to be cut through traffic anyway, so I like the fact that the road is being narrowed to allow a safe neighborhood. I think it is fantastic and I applaud the work that they have done.

- I just want to say I absolutely love the plan. I did participate in the online survey, and it did tick almost all the boxes that I had selected. I love the fact that it will hopefully slow the traffic down. To give an example, my daughter attends Audubon Park School, and we live less than a mile from school so we don't qualify for busing, but my daughter can't walk to school because of the traffic on the curve at Forest. It's just too dangerous. I think it will benefit a lot of families that live where I live, an area I have nicknamed "The Island" between Nebraska and Virginia, and between Forest and Mills. We are sort of closed off, and to have the bikeways and walkways will help tie in our community to the Mills District, shopping and the Audubon Park Area. Thank you. I am very happy with it.
- She said a lot of the things I was going to say. We know that this region of the state has been deemed one of the more dangerous areas for bicyclists and pedestrians. As much as we want to point toward driver behavior, I think it starts with design. I've been in all the other previous meetings and I can tell that those comments have been taken into account with this. The contiguous protected areas, the bike ways and pedestrian paths, exceeded my expectations. I am very excited. I think we need to take care to continue to make sure that we are building roads for people and not just cars.
- I am in favor of the plan. As a biker, it will help me feel safe biking to access locations on Corrine Drive like East End Market. I believe that if we can make it safer to walk and bike along the corridor, more people will choose to walk and bike. It will take cars off the road and it will help to improve traffic for those that still need to drive and it will help us have cleaner air.
- Hello everyone. I lived on Corrine. Around four years ago, I saw several accidents on Corrine. I had an accident. I was just waiting for a light to change. A woman was looking at her cell-phone (she wasn't speeding). She hit another car and that car hit me. The car was badly damaged. I am glad we are doing this project – it's really good – making the street not only for cars. The problem with transportation is not new, it is the mindset. The mindset is "one car one person" – that is the average. We are changing the space just to feel safe. This is a really good step forward to change the mindset. I would like to go to work everyday on my bicycle and leave the car at home. It would be one less car on the road. But every time I try to do that on Corrine, there is a truck behind me honking, or a BMW going really fast. It is hard, so this is a really good change. Thank you.

## **NEXT STEPS AND ADJOURNMENT**

The facilitator thanked participants for coming to the meeting and being willing to respectfully speak their minds in a room where some people share their perspective and others don't. Elizabeth Whitton urged participants to offer additional and more detailed input via the online survey at [CorrineDriveStudy.org](http://CorrineDriveStudy.org). The survey and comment period on the Final Report will remain open until May 31.

# **Corrine Drive Study – Answers to Community’s Questions**

*Last Updated: May 14, 2019*

Approximately 200 questions were submitted at the Corrine Drive Community Meeting on May 1. Time allowed for only a couple dozen questions to be answered. This document provides answers to the questions received.

Many questions were similar in nature, so MetroPlan Orlando grouped them by topic and edited for clarification.

**PLEASE NOTE :** These are answers to 97 of the questions received. The rest will be updated as quickly as possible.

Access questions in categories you are interested in by clicking on them below.

## **Topics**

- 15% Design
- Driveways
- East and West Plaza Access
- Funding
- Growth
- Local Government Coordination/Support
- Maintenance
- Miscellaneous
- Nebraska Design/Potential Changes
- Parking
- Right of Way
- Simulation of Recommendations
- Utilities
- Virginia Curve



# Corrine Drive Study – Answers to Community’s Questions

## 15% Design

- You say 15% complete, but how many of the features are uncertain or how many are not yet represented?
- 15% Drawings? When will the 50% and 100% be ready to view and will the neighborhood get to weigh in on the drawings?

The Corrine Drive Final Report and Recommended Design completes the planning study phase and goes a bit further. These drawings represent Conceptual Design, which is about 15% of the total design. Some details about the design still need to be worked out, such as:

- a) The exact number of parking spots
- b) The curb radii at each intersection
- c) The height of the raised intersections and mid-block crossings
- d) The full drainage and stormwater impacts of the design
- e) The exact placement of medians
- f) The specific entrances and exits to the two main commercial plazas
- g) The exact location and number of street trees

Before design can be completed to 100%, funding for the entire design phase (~\$1.4 million) must be in place.

## Driveways

- Will people who live on Corrine be able to park on their driveways where they cross the bike path?
- How can you justify taking away most of many people’s driveways?
- Regarding section 9 and the commercial businesses at northern side, will driveway access to across pedestrian trail?

Parking that is currently available to residents on existing Corrine Drive residential driveways will still be available. Parking over the sidewalk or biking facilities is not allowed via municipal code. The recommended design does not shorten any existing driveways; rather, it extends existing driveways over the shared use path, sidewalk, and/or cycle track.

## East and West Plaza Access

- *Will there be just one entrance and one exit for each of the 2 plazas?*
- *How come coming west from Osprey to Winter Park Rd there is no way to make a left turn into shopping plaza and no way to exit center?*

This will be determined during the Design phase. The Conceptual Design has two driveways at each plaza, which can enable better traffic flow and parking. But the decision on the exact location and direction of entering and exiting the plazas will be made during the Design phase.

# **Corrine Drive Study – Answers to Community’s Questions**

## **Funding**

- *What are possible funding sources?*
- *What are the likely options for funding this project?*
- *Whom will pay?*
- *How can citizens help get this funded?*
- *What is the expected timeline to obtain funding to begin?*
- *At this time, what can the community do to help secure funding and speed this project up? I mean the Hoover Dam was built between 1931 and 1936 that only took five years.*

Funding has not yet been programmed for these improvements. Multiple types of funding could be used, including local funds from the City of Orlando and Orange County as well as federal funds, such as the region’s Surface Transportation Program funds and a Better Utilizing Investments to Leverage Development (BUILD) grant. It’s likely a mix of local and federal funds will be needed. MetroPlan Orlando will work with local governments to find funding. It’s likely to take a few years to fund the whole amount. Citizens can let their city and county officials know of their interest in moving this project forward.

## **Growth**

- *With continued growth in Baldwin Park, will this plan be outdated by implementation in 10 years?*
- *Have you considered the new residents that will be living in the new apartment on Virginia and Orange?*
- *How will upcoming apartments at Orange and Virginia and McGuire and Bennett affect traffic patterns?*
- *It was stated that the area is built out. We can see the building are being razed and replaced by multistory residential development. Was this type of replacement growth considered?*
- *Why does the final report only anticipate reduction of traffic when Orlando Future Land Use Map plans for Fashion Square Mall and Executive Airport to increase intensity to Metro activity at 200 DU/AC?*

All expected development projects combined are forecasted to have a 1 to 1.5% growth in car traffic volumes over the next several decades. We do not expect the developments under construction (such as the Yards) to significantly impact traffic volume on Corrine Drive.

Most of Baldwin Park’s growth occurred prior to the start of the study. The overall number of cars on Corrine Drive has decreased since Baldwin Park opened and remained steady for several years. The number of people who want safe places to walk or bike has increased. This plan accommodates all expected growth while providing additional opportunities to engage in active transportation.

## **Local Government Coordination/Support**

- *Is Orange County on board with this design and are they going to pay a portion of the cost?*

## Corrine Drive Study – Answers to Community’s Questions

The recommendations have the support of the three local governments and the elected officials that represent the area. Local funding has not been determined at this moment.

- *From Mr. Stuart’s comments as well as MetroPlan’s comments, and the agenda it appears this meeting is about when and how to implement the plan, not if to do so. Is this true?*

At the Community Meeting, we shared the recommended design, developed after getting input from thousands of people, collaborating with local governments, and examining technical considerations. This plan has the support of each local government, who are responsible for moving this design forward.

Corrine Drive is in disrepair and doesn’t adequately serve the area. Doing nothing to the street is not a reasonable option, but public opinion is still important to see how the proposed changes are perceived as we move toward final design and construction.

- *Do we have a public official that will champion this project?*

The Corrine Drive area lies within two Orlando City Commission districts, one Orange County Commission district, and the City of Winter Park. That is 3 commissioners and 3 mayors. Each local government and relevant elected officials have expressed support for the Recommended Design. Any further questions regarding public official support should be directed to them.

### Maintenance

- *Have you estimated the increased cost to maintain signs, pavement markings, and traffic signals/beacons due to increased signs, pavement markings, and signals?*
- *Landscaping will not be maintained who will continue to pay for that maintenance?*

Routine maintenance is not included in the cost estimates. It will be the responsibility of the City of Orlando.

### Miscellaneous

- *Wouldn’t it make more sense to put the bike paths on Montana, Virginia, Chelsea, etc. than on Corrine?*

Montana, Virginia, and Chelsea are neighborhood streets that offer a low-stress environment to walk and bike. For these types of streets, a [bike boulevard infrastructure approach is recommended](#), per the National Association of City Transportation Officials (NACTO) guides. MetroPlan Orlando is recommending the City of Orlando turn certain streets in Audubon Park into bike boulevards. But bike boulevards do not adequately provide the bike infrastructure that’s necessary to move people between major streets and trails safely and efficiently. The shared use path and [cycle track](#) are the recommended facilities for a street like Corrine Drive. Additionally, these facilities are located on Corrine and next to the places people go, like restaurants and shops.

## Corrine Drive Study – Answers to Community’s Questions

- *Can you please place speed bumps/humps on Corrine Drive, and at the intersection of Bumby & Corrine? Thank you!*

The proposed mid-block crossings are raised and there are two raised intersections at Winter Park Rd. and Fern Creek Ave., which means they can act as a deterrent to driving faster than 35 mph. Speed bumps found on local or neighborhood streets are not recommended for Corrine Drive, which is a minor urban arterial. The Recommended Design includes four raised pavement features (2 mid-block crossings and 2 raised intersections). These features are preferred for Corrine Drive’s design speed of 30mph, per [NACTO](#).

- *Will the sidewalks be asphalt like Bumby or concrete like Bennett?*

The sidewalks are expected to be concrete, but the decision will be finalized in the design phase.

- *Are there discussions with the local government about adding traffic slowing measures (such as speed humps) on the residential streets that will likely see increased traffic?*

The Recommended Design is not expected to increase cut-through traffic in neighborhoods. Local governments have a process for adding traffic calming measures. Please contact Orange County, the City of Orlando, or the City of Winter Park (depending on your location).

- *Can we find the most recent proposal online?*

Yes, please visit [www.corrinedrivestudy.org](http://www.corrinedrivestudy.org)

- *At the intersection of Corrine and Bennett, the light inside Baldwin Park (at Common Way) causes backups into the intersection because of the timing and how short the roadway is between Bennett and the light. Have you considered eliminating that light or making it flashing? Any other options there?*

The two lights at Bennett & Corrine and Corrine & Common Way were recently retimed as part of this study. Any additional changes are the purview of the City of Orlando.

- *Will there be street parking adjacent to the plazas?*

Yes, the Recommended Design includes on-street parking on the south side of Corrine Drive in front of both plazas.

## Corrine Drive Study – Answers to Community’s Questions

- *What is the statistical distribution of the travel times on Corrine Drive from minimum to maximum?*

The full traffic operations analysis and travel time reports are available online and provide details on traffic volumes and travel times.

- *Have you conducted a Monte Carlo analysis of the proposed changes?*

A Monte Carlo analysis is not used in transportation planning and was not part of our scope for this study.

- *What initiated MetroPlan’s involvement in the first place?*

MetroPlan Orlando, the region’s long range transportation planning agency, led the Corrine Drive Complete Streets Study and worked closely with three local governments — Orange County, City of Orlando, and City of Winter Park. The study was an independent evaluation of transportation options on Corrine Drive.

In 2016, two things were occurring simultaneously. MetroPlan Orlando was completing its draft Complete Streets policy. Orange County and the City of Orlando were exploring potential options for studying Corrine Drive, in response to citizen requests. The complex maze of jurisdictions on Corrine Drive made this an ideal place for MetroPlan Orlando to test its draft Complete Streets policy in a real-world setting.

- *Are bike paths shared with pedestrian sidewalks?*

A shared use path is proposed on the north side between Nebraska St. and Bennett Rd. Cyclists and pedestrians will share this 12-foot path. A 5’ sidewalk on the south side between Nebraska St. and Bennett Rd. is for pedestrians only. A two-way cycle track is proposed between Belgrade Ave. and Nebraska St. It will be bicycles only. A 6-foot sidewalk in this section will be pedestrians only.

- *Why did the chicken cross Corrine Drive?*

To get to the other side, of course! We recommend using one of the proposed mid-block crossings to do so.

- *What is the speed limit now?*

35 mph for most of the street. 30 mph for specific sections, like the curve at Leu Gardens.

# Corrine Drive Study – Answers to Community’s Questions

- *It appears the major purpose of the project is to discourage using Corrine as an entryway to the larger neighborhood. Is this a primary or secondary goal?*

The Corrine Drive Study was a 2-year planning process to identify a street design that improves transportation options. Our objectives were driven by the community:

- Creating a safe and supportive environment for walking and cycling
- Improving the appearance of the corridor
- Ensuring accessibility to destinations and neighborhoods surrounding the corridor
- Maintaining minimal traffic in residential neighborhoods
- Assessing the parking needs in the area
- Connecting trails in the surrounding area
- Improving transit service

- *The number of pedestrian incidents and bicycle accidents is already extremely low. How much lower do you expect to achieve?*

The recommended design offers people who want to walk or bike a safe facility for doing so. Study after study indicates that offering the type of facilities in the Corrine plan will increase the number of people who walk and bike along the street – in addition to supporting the kids who cross Corrine Drive to reach the Audubon Park K-8 School.

In our Phase 1 Public Opinion Survey, hundreds of people shared that they felt unsafe walking or biking on Corrine Drive. Feeling safe is very important to transportation safety. This design includes multiple features to improve the feeling of pedestrian and bicycle safety in the area.

- *Why was the north side of Corrine chosen for the bike path?*

The north side of Corrine Drive has fewer driveways than the south side. This reduces the potential conflict points between cars, pedestrians, and cyclists. Additionally, the tradeoff between parking and the path is lessened with the path on the north side as opposed to the south side.

- *Are there/can there be plans to connect 30 minute bike rides to SunRail?*

These recommendations close key gaps in the region’s bike facilities. This will increase the number of destinations one can reach via a safe, comfortable bike ride. When the design is built, it will take approximately 20 minutes to ride a bike from downtown Baldwin Park to the AdventHealth SunRail station. The ride will be even quicker for those in Audubon Park or Colonialtown.

- *Why did Orlando recently enact new major thoroughfare system that classifies Corrine, Forest, Virginia from Bennett to Mills as Class C Collector with ROW width of 96’?*

## Corrine Drive Study – Answers to Community’s Questions

The City of Orlando updated its Major Thoroughfare Plan in 2017, which included redefining street classifications. Corrine Drive’s classification effectively remained the same—going from a residential collector to a Class C collector—with a Class C collector typically being low speed, urban, and within predominately residential areas. The widths shown in the city’s Major Thoroughfare Plan are guidelines for planning purposes based on classification. The 96 ft. width in question is for Class C collectors and does not place a requirement on the design of Corrine Drive.

- *Why was the plan held back until just a few days prior to the meeting, leaving little time to do detailed analysis?*

MetroPlan Orlando released the Final Report a week before the Community Meeting. The meeting’s purpose was to share the intricate details within the Final Report. We know this is a lot of information to process. That’s why the Public Comment Period is open for a month, until May 31<sup>st</sup>.

- *How quickly can pedestrian crosswalks be added? I’m concerned about the children already walking and crossing to the new Audubon K-8.*

This is a local government decision. If Implementation Approach #2 is pursued, the pedestrian crossings can be a reality within the next few years.

- *Will the bike path be concrete or asphalt? On Bumby the asphalt bike path looked very ugly.*

The bike path is expected to be asphalt, but the final determination will be made during the Design Engineering phase. The cost estimates identify the surface as asphalt.

- *The design on page 15 does not show a traffic light at Corrine and Bumby. Does your proposal eliminate that traffic light or was this an oversight? Will the light still be no turn on red?*

Page 15 of the Final Report is a stylized map, showing the Recommended Design. All existing traffic lights will remain, including the one at Corrine and Bumby. The decision regarding Right Turns on Red is the purview of the City of Orlando.

- *Why did we not use the space before Leu Gardens for a roundabout?*

A roundabout at Leu Gardens requires more than 80 feet and there is not 80 feet of available right-of- way. The green space across the street is used by the community as park space. A roundabout would require turning park space into asphalt – not something MetroPlan Orlando recommends.

## Corrine Drive Study – Answers to Community’s Questions

- *Is there a way to limit bicycle speeds on shared sidewalks?*

The shared use path is designed for those who want to ride their bicycles to reach a local destination with their family or as a commuter. The cyclists who typically ride faster than 15 or 20 mph are discouraged from riding on the shared used path; they will have the option to ride on the road. But typically, bicycle speeds are not regulated.

- *Can there be a discussion/meeting with the businesses in each plaza regarding their concerns?*

Yes, we are working with local business and property owners to organize this discussion.

- *What is the width of the lane now and when the lanes narrow, what will the difference be?*

The lanes now vary between 10 and 18 feet. The Recommended Design offers a standard lane width of 10.5 feet.

- *What are the opinions and concerns of the business owners on Corrine Drive besides East End Market?*

We engaged many of these business owners throughout the study. We incorporated their opinions along with everyone else who provided input. It is best to ask them directly what their opinions and concerns regarding the Corrine Drive Final Report.

### Nebraska Design/Potential Changes

- *What is the status of the proposed changes/improvements to Nebraska?*
- *Did you consider putting the cycle track on Nebraska – turning it into a 1-way street? Virginia remaining 5 lane with shared path*
- *Does the report/design rule out making Nebraska one-way?*
- *Since Baldwin Park, Merritt Park, Winter Park Rd., Audubon Park, Beeman Park, and Colonialtown traffic all funnel through the Virginia Dr. portion from Nebraska to Mills – does it make sense to restrict those 5 traffic lanes down to 3? Could the bike path be routed to Nebraska or the north and another street to the south?*

Changes to Nebraska St. are not recommended for implementation as part of the Corrine Drive Study. During Phase 2, a redesign of Nebraska St. was identified as a potential safety solution. The public expressed mixed feedback about the redesign, so it did not move forward. The changes to Virginia between Mills Ave. and Nebraska St. cannot be done if Nebraska St. is also redesigned into a one-way street.



# Corrine Drive Study – Answers to Community’s Questions

## Parking

- *With no parking on the side with the shared use path, how do residents have any visitors?*
- *How will anyone be able to attend the big events at Leu Gardens with half the parking spots removed?*
- *So, there is a shared use path on the north side and parking on the south side. That seems to remove the street parking on the north side. Parking is already tight to begin with. Does this plan cause a net parking loss in the business area between General Reese and Bumby?*
- *How many parking spots will we lose by eliminating all parking on the north side of Corrine Drive between Leu Gardens and Winter Park Rd?*
- *What is the total loss of number of parking spaces expected to be?*
- *Will public parking on street be increased or decreased after Complete Streets is finished?*
- *What about parking taken away from commercial property on the north side of Corrine Drive, starting north of Winter Park Drive?*
- *What is the impact of Leu Gardens’ public events on the existing corridor vs the planned corridor? Will there be a net increase or decrease in the available parking along Corrine for events there or offsite parking elsewhere?*
- *East End Market’s parking includes Corrine Drive parking on Northside, plan has them removed. Where will they go?*
- *Will parking spaces be focused on one side of the street?*
- *Is there a plan to add parking to the Corrine Drive area between Leu Gardens and Winter Park Rd?*
- *Will eliminating parking on the North side cause the “East End Market” effect? I.e. Cars going into quiet neighborhoods to park?*
- *Where will Leu Gardens event parking go? The entire north parking lane will be gone*
- *Where did you keep/eliminate on-street parking and why?*
- *Will the K-8 school be used for parking after hours? If so, will there be wayfinding signs to guide vehicles to the school?*
- *Can we get a shared use agreement to use the parking at the Audubon school?*
- *Since ABC Liquor has about 45-50 spaces, and possibly at most 5 spaces are used throughout the day at any given time can we use this lot as public parking? I realize it is a private lot, but can they charge for parking? Do something to make it available to the public?*
- *Are all the extra parking spots necessary in front of Leu Gardens? Who does that benefit? Leu Gardens or residents on street?*
- *What is the plan to address reduced parking?*
- *If we eliminate parking on the north side, where will people park for Palmers or Leu Gardens events?*
- *Shouldn’t part of the budget be to improve Leu Gardens parking? The Corrine Drive south portion reduce parking spaces by replacing 1/3 of them with trees. Doesn’t this push parking into the neighborhood?*
- *There do not seem to be any parking spaces along the north side of Corrine (between Winter Park and Janice) plus the proposed bike and walk lane is on the north side. How will this effect merchants on North side?*
- *Can any empty spaces/building be purchased to add additional parking? I.e. marathon gas station or Gene’s Auto*
- *Parking Garage?*

# Corrine Drive Study – Answers to Community’s Questions

The Corrine Drive Recommended Design includes significant changes to parking along the street. During the Existing Conditions phase, we identified several parking problems: the lack of clearly identified spots, a narrow parking lane, and issues related to the high speed of traffic, such as sideswipes, and the difficulty of getting into and out of a car. The Recommended Design’s features will address these problems.

The Recommended Design changes the total amount of space allocated to parking. At least 2/3 of the same amount of parking space is kept. The parking spots included in the Plan are clearly marked and the appropriate width. This, along with a design speed of 30mph, will decrease the sideswipes.

The reallocation of parking spots addresses concerns we heard. The majority of the spots are in front of the residences. Currently, there are approximately 22 on-street parking spots in the commercial area – 9 on the north side and 13 on the south side. The Recommended Design includes approximately 25 on-street parking spots in the commercial area between Christy Ave. and Chapel Dr., all on the south side. The two mid-block crossings make it easier and safer to cross the street.

MetroPlan Orlando has the authority to analyze only what’s in the existing public realm. A parking garage was originally studied as part of the site planning process for the Audubon Park K-8 School. It was not feasible due to soil constraints. Any other parking garage siting is outside the scope of the study. Any use of the private or other publicly held parking lots, such as ABC Liquors or the Audubon Park K-8 School, is outside our authority. It is the responsibility of the City of Orlando to engage Orange County Public Schools regarding a shared use agreement for the Audubon Park K-8 School parking lot.

The Recommended Design slightly changes parking near Leu Gardens. There is the potential for at least two more spots on the west side of Forest, north of Nebraska St.

Throughout the study, the community often shared, that they drove to Corrine instead of walking or biking. The addition of pedestrian and biking facilities plus an expected reduction of speed will make it easier to walk and bike. This is expected to reduce parking demand.

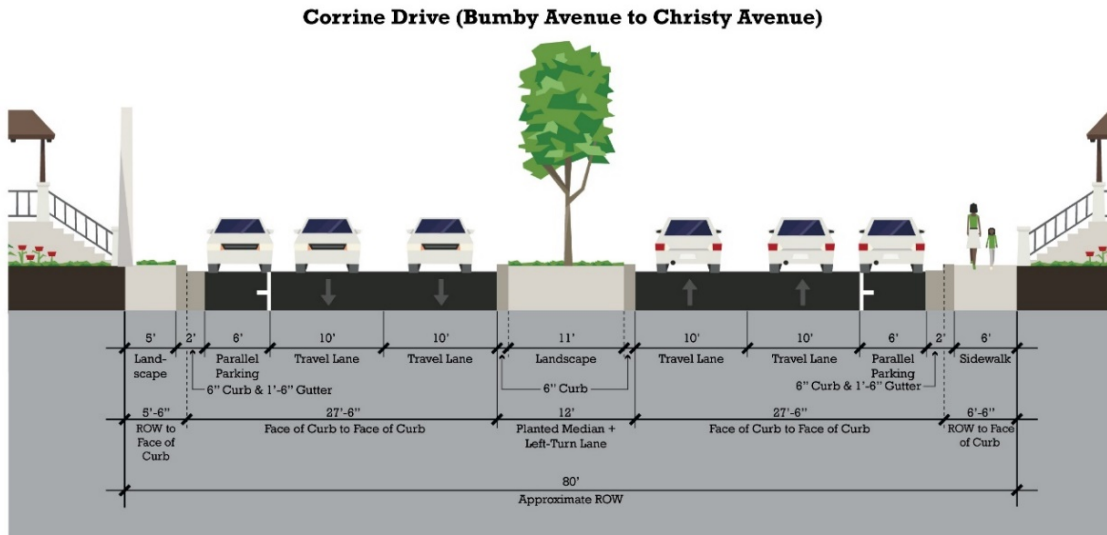
## Right of Way

- *There is 8 feet between the Beeman Park houses and end of parking spaces. Will the 10 foot path be literally touching our homes?*
- *You keep saying “public right of way” but isn’t some of this path going to pave over some existing grass yard?*
- *The Corrine Drive portion between Winter Park Rd and Forest calls for a bike trail/shared trail on the north side. Does part of the budget cover eminent domain payments to property owners whose home walls would have to move to make room for the trail? What amount is budgeted for that? Buy their property and use for public parking?*
- *How close to the houses will the path be to the houses around Oak and Palm. It seems incredibly invasive?*
- *How does this compare to the existing 80’ footprint?*
- *Do homeowners get compensated when you take their property for bike lanes?*
- *For residents like me, whose homes face Corrine Drive on the north side, how does the shared path impact our property? It looks like the path overlaps the property?*

# Corrine Drive Study – Answers to Community’s Questions

Every feature included in the recommended design fits within the street’s existing 80’ of right of way. No feature will touch someone’s house. No one’s existing property is needed so no additional right-of-way will be purchased. There is 80’ of existing public space throughout the entire two mile street. The images below indicate the current and proposed sections between Palm/Bumby and the Christy/Janice Ave cross streets.

NOW



PROPOSED



# Corrine Drive Study – Answers to Community’s Questions

## Simulation of Recommendations

- Is there a plan to test the design by altering Virginia down to 3 lanes with temporary barriers?
- Can we have a barricade, “Bobs” or similar, test to make sure traffic flows?
- Can we Bob’s barricades for 3 months Virginia and Mills to Nebraska?

This is not part of our scope. This would be at the discretion of a local government – Orange County or the City of Orlando. A proper test would need to last for a significant amount of time, likely a year, and require significant financial resources.

## Utilities

- *As part of the beautification process can we bury the utility lines?*
- *Are the power lines going to stay or be put in the ground?*
- *Will the utilities be buried underground during this project?*
- *Will the ugly power lines be put in the ground?*
- *Are the overhead power lines going underground? If not, the trees will be trimmed over time to accommodate the wires – resulting in ugly wires and mutilated trees*
- *Are utilities going to be underground in order to make the sidewalks more user friendly?*
- *Are storm drains and new lighting going to be installed?*

The subject of undergrounding utilities comes up often. The decision to have underground utilities belongs to the City of Orlando and the Orlando Utilities Commission (OUC). MetroPlan Orlando will share the public’s desire to have underground utilities with the local implementing partner. There is a significant cost associated with undergrounding utility lines. OUC has a [page related to its costs and fees](#).

Stormwater impacts and mitigation improvements will be determined during the Design phase. During the study process, some lighting improvements occurred. OUC replaced the previous High Pressure Sodium bulbs with Light-Emitting Diodes (LEDs), and 18 overhead LED lights were added. MetroPlan Orlando is recommending a pedestrian lighting study to determine the type and amount of lights that will be needed to illuminate sidewalks, shared use path, and cycle track.

## Virginia Curve

- Can you turn left from Virginia to Corrine?
- Why are left turns out of east Virginia Drive still going to be allowed? These are some of the most dangerous turns made.

With the redesigned curve at Virginia Drive, left turns are still allowed. The design discourages this turning movement, though, due to safety concerns.

## **Corrine Drive Study – Answers to Community Questions Part 2**

Approximately 200 questions were submitted at the Corrine Drive Community Meeting May 1. About half were answered in Part 1, a document currently available [www.corrinedrivestudy.org](http://www.corrinedrivestudy.org). This document answers the rest of the questions, plus additional questions asked since the May 1 meeting.

Many questions were similar in nature, so MetroPlan Orlando grouped them by topic and edited for clarification.

Access questions in categories you are interested in by clicking on them below.

### **Topics**

- Bricks and Bumps
- Cars
- Changing the Speed Limit
- Cut-Through Traffic
- Forest Avenue
- Garbage Pickup
- Impact to Nebraska Street
- Lime Bikes
- Miscellaneous
- Palmers
- Pedestrian Crossings
- Timeline
- Traffic Operations/Travel Times
- Traffic Volumes/Mitigating Traffic Impacts
- Transit
- Trees
- Whose Needs Get Priority?

## Corrine Drive Study – Answers to Community Questions Part 2

### Bricks and Bumps

- *Was there any consideration to brick, or speed bump, or additional traffic calming devices to help enforce 30mph speed limit? To make the road walkable 30mph is the absolute top for walkability and bikeability to be improved*
- *Why not use speed bumps to maintain the 30 mph – similar to Lakemont thru Tanglewood where the speed limit is 25 and the speed bumps can be taken at 25 and they don't knock your teeth out as do the speed bumps on Nebraska and the one on Bumby – saves brakes, maintains speed limit, and stops speeders*
- *How come no physical speed limiters are being considered between General Rees east to Bennett? Living on E Corrine, I have been witness to several high speed accidents with parked vehicles and drivers seriously exceeding the speed limit to get to the choke point entrance to Baldwin Park which creates the race way it is today! Research your plan from other similar designs across the country narrow lanes do not slow traffic speed as well as a physical speed limiter?*

Street design is a better enforcer of speed limits than temporary signs, like police speed limit signs that flash the current speed. The Orlando Police Department utilized temporary speed limit devices several times throughout the study. But it is better and a more efficient use of taxpayer resources for a street's design speed to match the posted speed, from a public safety perspective.

MetroPlan Orlando combined several features such as raised intersections, medians, curb extensions, and street trees in the Recommended Design. All these features work together to encourage cars to drive at 30mph or less. These are the recommended features for a street with the amount of traffic volumes that Corrine experiences today. A brick street or speed bumps are not recommended for the type of street that Corrine Drive is. Additionally, these features would encourage cut-through traffic in residential neighborhoods.

At the Community Meeting, this question was answered by one of the panel members. Here is what was said:

*“At the raised table and pedestrian mid-walk crossings, we did plan for patterned pavement, whether that is brick or stamped pavement could be decided down the road, but the idea was for those specific locations to include some patterned pavement. But not the full roadway section.”*

### Cars

- *Why not improve the road for cars and traffic movement instead? Smaller road/lanes does not help the traffic. You're trying to make it for walkers and cyclists. Its not a “design” issue it's a road!*
- *Why are you focused on “design” instead of traffic flow? The cars have to “Drive” the road, instead of the focus being on bike paths that have limited use.*
- *Why are we focused on the bikers and walkers instead of the cars and better traffic flow?*
- *Why not leave Corrine at 5 lanes instead of 5-3-5? Corrine is for cars, not pedestrians/cyclists.*

## Corrine Drive Study – Answers to Community Questions Part 2

A Complete Streets approach to redesign streets places an emphasis on ensuring a street can support multiple ways to travel – drive, walk, bike, or use transit. Right now, Corrine Drive only supports people who drive, especially those who want to drive at high speeds. Our approach from the beginning, was to improve transportation options on Corrine Drive for everyone who uses the road.

The feedback gathered in Phase 1 and Phase 2 confirmed this approach. There was an overwhelming desire for bicycle and pedestrian infrastructure and a street that makes people feel safe while walking on the sidewalk or riding their bike in a protected facility. That's what the Recommended Design reflects.

The design does not prioritize any mode over another; instead, it balances the needs of all. There are tradeoffs required for this balancing act, but MetroPlan Orlando believes this design will make it easier for everyone to use Corrine Drive, no matter if they drive, walk, or bike.

### Changing the Speed Limit

- *How quickly can the lowered speed limit be placed into effect? That's free!*
- *Why are you not lowering the speed to 25 mph? Photo red light cameras at Winter Park Rd and General Rees, more raised crosswalks*
- *On page 29, speed study can be conducted after implementation – why not before?*
- *When would the recommended 30 mph speed limit become enforceable- this is free so why can't this be implemented now? Also, what is the enforcement plan?*

[Current law requires a speed study to change the speed limit.](#) A speed study will determine the speed limit. A speed study now is likely to result in a much higher speed limit, based on the high design speed for the street.

In order for a speed limit to be effective and promote safe vehicle travel, the Corrine Drive Recommended Design needs to be implemented first. For the speed limit to be lowered, cars must first travel slower than they are today. That's why the new design has to be in place first. This is explained in more detail on page 29 of the Final Report.

### Cut-Through Traffic

- *In reality, not your study assumptions, how much more traffic will be diverted onto Fern Creek, Nebraska, and Bumby when Virginia is 3 laned?*
- *There is concern reducing lanes will encourage cut through in neighborhoods, however, with 60,000 people moving to metro Orlando last year and more coming every additional year, was it considered that "cut through" would occur anyway even if all lanes left? Pedestrians should be focus*
- *During the Q&A, the gentleman on the left specifically said part of the expectation is "all the roads will be used" when asked about cut thru traffic. That implies roads such as Merritt Park will see, and are expected to see increased volume, and that is acceptable. Did I hear him correctly?*
- *Given the Curry Ford road diet study, how many commuters do you predict will be cutting through neighborhoods during period demand times?*

## Corrine Drive Study – Answers to Community Questions Part 2

- *Where will the cars go?*
- *How is cut-through traffic from Winter Park to Corrine Drive (both directions) along Marble Ave and Janice Drive being addressed? With the addition of a second light (crossing at Redlight pub) there will be even more cutting – through!*

The Recommended Design supports Corrine Drive's existing and expected traffic volumes, which means that it can carry the number of cars that use it safely and efficiently. This means that the design is not expected to increase the number of cars that cut-through residential neighborhoods. Our traffic modeling does not assume traffic diversion and the travel times stay similar with the Recommended Design as they are today. It is not accurate to assume there will be a chokepoint, cars cutting through residential neighborhoods, or increased congestion. The traffic operations analysis in the Appendix confirms this fact.

### Forest Avenue

- *Virginia and N Forest Avenue are completely residential with the exception of Leu Gardens. Why does the plan not keep those streets at 3 lanes with parking and start the 5 lanes heading east on Corrine from Leu Gardens?*
- *How was the decision made to make 2 lanes northbound between Virginia and Nebraska on N. Forest Avenue? The plan encourages acceleration and speeding and takes away parking on the east side. May those homeowners please have their parking back? This also cuts back dramatically on parking for Leu Gardens. Why?*

The traffic volumes differ south of Nebraska. There are significantly fewer cars between Mills and Nebraska than Nebraska and Bennett. Approximately 20,000 cars use Forest/Corrine at the Leu Gardens curve, which makes a 3 lane section difficult to implement without several other changes, such as a roundabout, purchasing right of way, etc.

For the Virginia section of Corrine Drive, the Recommended Design can support efficient traffic flow of approximately [20,000 cars, per FHWA guidelines](#) – about 25% more than the 16,000 cars that use that portion of the street today.

Please see the Part 1 Answers for a more thorough discussion on parking.

This question was answered during the Community Meeting Q&A. Here is what was said:

*“If you are going north toward Leu Gardens, that is actually where you start to have higher traffic volumes, so the outside lane it will extend out to have two through lanes going north.*

The drawings that you see are about a 15% complete design. What wasn't included was a specific survey of exactly where the lines are. In the case you are talking about, we do need to transition from the five-lane section to the three-lane section. Based on what we could see, it was too narrow for the parking, but it could be that when the design is finalized, there is enough space to maintain the on-street parking around the driveways. There are absolutely some changes in the plan that will happen as it is finalized, and it is things like this that will change.”



## Corrine Drive Study – Answers to Community Questions Part 2

### Garbage Pickups

- *Did you consider the huge problem of one lane when public buses, garbage pickup, FedEx delivery, etc. would block the road with no way to get around it?*
- *The recommended design reduces Virginia to 3 lanes. What is the strategy to keep traffic moving during trash and recycle collection while the trucks are blocking the single lane road?*

The Recommended Design is several years from becoming a reality. The impact to delivery trucks and garbage pickup is expected to be minimal, but all mitigation activities will be determined at a much later date by the City of Orlando.

### Impact to Nebraska Street

- *Shouldn't Nebraska be widened to divert traffic bottlenecks away from the reduced lanes on Virginia?*
- *It would seem that by narrowing down going north on Forest as you approach Nebraska that having a dedicated lane to turn right on Nebraska will substantially increase traffic on Nebraska that would be unfortunate as the traffic is very heavy during "rush" hour now. What do your models show on this issue?*
- *You stated that the new 3-lane design can handle the traffic, but it is already backed up to Nebraska from Mills Ave to Nebraska at rush hour. How is this possible? Also, have you taken into consideration the increased traffic expected over time?*
- *For people driving down Corrine to Mills, are you worried that the shift from 5 lanes to 3 at Nebraska will encourage traffic into Nebraska to avoid congestion. This could cause more traffic intersection over the shared use path at Nebraska.*
- *Why are you pushing traffic onto Nebraska?*
- *Why would a road engineer think that creating a choke point between Nebraska and Mills? This makes absolutely no sense at all (Nebraska doesn't want more traffic)*
- *How will chokepoint at Mills and Virginia affect traffic on Nebraska?*
- *Will the 3 lane design affect Nebraska's traffic. Its already a busy street.*

MetroPlan Orlando does not expect Nebraska St. to experience an increase in traffic volume. Nebraska, as it is today, has the capacity to support the number of cars who use it today and the number expected to use it in the future with the Recommended Design. Widening the street is not needed. There are a few reasons for this:

- The 3-Lane Design has the capacity to handle about 20,000 cars a day. About 16,000 cars use the street today. That's space for an additional 4,000 cars each day.
- About 8,400 cars currently use Nebraska and these cars travel the speed limit.
- While Nebraska has two travel lanes, it does not have the same capacity as the Virginia Drive section of the Recommended Design. This is due to its lack of a center turn lane. But the street does have the capacity for at least 17,000 cars. This is double what it currently carries.
- About 40% of the cars that use Corrine Drive north of Nebraska, use Nebraska to reach Mills Ave.

The Traffic Counts Maps at the end of this FAQ highlight these traffic volumes as well.

## Corrine Drive Study – Answers to Community Questions Part 2

### Lime Bikes

- *Will the city allow 12 mph electric green bicycles to use bike/walking paths? Technically these are motorized vehicles*
- *Will the city/county implement Lime Bike et al restriction to not allow bike parking on 12' walkway?*

This is the decision of the City of Orlando. These improvements will take several years to become a reality. It is too early to determine if Lime Bikes – or another type of dockless/electric micromobility device will be allowed on the shared use path.

### Miscellaneous

- *How will traffic speed be addressed on Bennett Rd for this residential area?*

This is outside the scope of our study. It is the authority of local governments.

- *Traffic is bad now at the intersection of Merritt Park Rd and Corrine Drive. It is very hard to make a left hand turn off Merritt Park Rd onto Corrine Drive. How will the new design improve this problem?*

The new design encourages cars to travel slowly and adhere to the speed limit. A left turn onto Corrine Drive, from any street, is expected to become safer with this design.

- *How much width will the trees in the 12' shared use path take away? I'm concerned this could create a hazard for people on bikes if not implemented with care. (Other than this, the continuous protected/separated bikeway is greatly appreciated!)*

This will be determined during the design phase. The concerns about the impact of trees on available space in the shared use path will be shared with the local government.

- *How do you plan to protect medians and street trees?*

Street trees and medians act as protection between cars and people who are using the shared use path, cycle track, and sidewalks. The trees and medians themselves do not need protection. Medians and trees will be separated by curbs from the travel lanes.

- *Why were email notifications only send 1 day before meeting?*

MetroPlan Orlando has provided frequent communications throughout the study, and multiple notifications were sent out in advance of the meeting. The first email regarding the Community Meeting was sent on April 2<sup>nd</sup>. Another notification email was sent on April 25<sup>th</sup>, which included a link to read the final report. A meeting reminder email was sent on April 30<sup>th</sup>.

## Corrine Drive Study – Answers to Community Questions Part 2

Several messages about the meeting were posted on social media platforms from April 2-May 1, including Facebook, Twitter, and NextDoor.

Additionally, the Orlando Sentinel and every TV news station ran stories about the upcoming meeting in the week leading up to May 1.

- *After the failure (nightmare) of the Curry Ford bike lane experiment, why would we add a bike lane or throttle the road?*

Corrine Drive and Curry Ford Rd are two streets with different contexts. Dedicated bicycling infrastructure was frequently requested by the community during the feedback surveys in Phase 1 and Phase 2. There is an obvious demand for this type of infrastructure by those who live, work, and/or play on Corrine Drive. The temporary, month-long, experiment on Curry Ford Rd. has no correlation to the Recommended Design.

- *Future planning? 3 lanes total?*

The Recommended Design could be adapted a few different ways, but only if there is a significant shift in demand. Any changes would require tradeoffs, such as the removal of a travel lane to add on-street parking or more bicycle and pedestrian facilities. This is explained on page 35 of the report.

- *What are your thoughts on invasive species control the area?*

This is outside MetroPlan Orlando's authority. It is a local government issue.

- *Who was involved in the study who was not already committed to major changes?*

Corrine Drive is in disrepair and needs a design that better matches the community's needs. MetroPlan Orlando started this study with a clean slate to conduct our independent analysis. Each local government supported MetroPlan Orlando's process to find a design that reflects the community's needs, local government concerns, and addresses the significant technical deficiencies of the street. During Phase 2, we included a No-Build option as a concept and solicited public feedback. It was poorly received, with only 2.44% of respondents selecting this option.

- *Baldwin Park was approved by having the main artery of Corrine Drive as an important factor especially by the residents of Winter Park and now this artery will reduce to 2 lanes getting to downtown and especially I-4. Please explain your rationale for this. Baldwin Park would never been approved reducing traffic to 2 lanes.*

Baldwin Park, as a Planned Development, was approved with numerous entrance and exit points. Corrine Drive is just one of these points. Prior to Baldwin Park, Corrine Drive's daily

## Corrine Drive Study – Answers to Community Questions Part 2

traffic was approximately 31,000. Today, it is 23,000 and [the volume has remained steady for several years.](#)

Only ½ mile of the street between Mills Ave. and Nebraska St. will have two travel lanes, which connects to another two lane street. The design has enough capacity to handle the street's expected traffic volume.

- *What is used to create 2-way cycle track, it is partitioned?*

This will be determined during the design phase, but it will have vertical elements to separate cyclists from the sidewalk and the on-street parking.

This question was answered during the Community Meeting Q&A panel. Here is what was said:

"Typically for a two-way cycle track it is a marking about halfway in the full cycle track space. In the instance we have here, it would separate the space we have into two five-foot bike paths. In addition to that there would probably be what we call trail-blazing, with an image of a bike and an arrow indicating the direction of cycle traffic. And between that and the sidewalk there might be a one-foot brick buffer or something that designates the sidewalk as separate from the bicycle track.

If you look on page 20 of your report you see the cycle track, and you will see that there is a buffer between the cycle track and the other facilities, so that offers an additional layer of protection."

- *Regarding section 6: Merritt Park Drive intersections are very dangerous in regards to traffic trying to turn on Corrine Drive either way. Can the traffic light on Leu Gardens be extended to service Merritt Park Dr?*

This was presented as a Safety Solution during Phase 2 and received significant negative feedback from the community. It is not part of the final recommendations.

- *How do we approach getting changes made between this proposal and the final installation? I.e. Maintain lanes east from Mills as opposed to choking down to fewer lanes*

Please take the survey by May 31. We will share all feedback with the local governments, who are responsible for implementation. They will lead the design phase, where further refinements to the design will be made.

- *What would the health benefits of a more walkable, bikeable, Corrine Drive be when this redesign happens?*

Overall, the Corrine Drive area has a lot of positive health-related attributes, but the street's design does not support physical activity – a key public health intervention. The design features will reduce speed and encourage physical activity, like walking and biking.

## Corrine Drive Study – Answers to Community Questions Part 2

Additionally, the safety improvements near the Audubon Park K-8 School make it much easier for kids to walk or bike to school. Physical activity at a young age has educational benefits and establishes long-term positive health behaviors.

Walkable neighborhoods make it easier to reach a destination on foot, contributing to more physical activity opportunities. The Centers for Disease Control and Prevention recommends 30 minutes of physical activity a day for an average person. Please see the Final Report for a health profile that was completed during the study.

Here are two health-specific resources that informed our study process:

FHWA Health in Transportation Corridor Planning Framework:

[https://www.fhwa.dot.gov/planning/health\\_in\\_transportation/planning\\_framework/the\\_framework/fhwahep16014.pdf](https://www.fhwa.dot.gov/planning/health_in_transportation/planning_framework/the_framework/fhwahep16014.pdf)

Urban Land Institute's Healthy Corridors Resources:

<https://americas.uli.org/research/centers-initiatives/building-healthy-places-initiative/healthy-corridors/>

- *How was the final design determined – was this truly a community decision?*

The recommendations included in the Corrine Drive Plan are a reflection of community input and technical considerations. More than 3,000 people shared their feedback during Phase 1 and 2. While the community's desires are wide-ranging, it was clear that bicycle and pedestrian facilities – such as sidewalks – were a top priority for the people who live and work in the area and use Corrine Drive.

In Phase 2, MetroPlan Orlando presented six concepts. The six concepts represented various Complete Streets approaches that could be applied to Corrine Drive. Each highlighted the tradeoffs associated with implementation and balancing the multitude of desires in the community. Whether you walk, bike, or use motorized transportation, your travel experience on Corrine Drive should feel safe, and comfortable.

Elements from three of these concepts are in the recommended Corrine Drive redesign. The 5-Lane Concept, 5-Lane Variation, and 3-Lane Concept all included features that were incorporated into MetroPlan Orlando's recommendation.

### List of Features

- 5-Lane Concept: 4 travel lanes between Bennett Rd and Nebraska Street with landscaped medians
- 5-Lane Variation: Shared Use Path on north side between Bennett Rd and Nebraska Street, parallel on-street parking, and a sidewalk on the south side of the street
- 3-Lane Concept: 2 travel lanes between Nebraska Street and Belgrade with landscaped medians, parallel on-street parking and sidewalks on both sides

Street trees and lighting were featured in each of the six concepts and are included in the recommendation. The two-way cycle track between Nebraska and Belgrade was not featured in any of the concepts, but is the best technical option for providing enhanced bicycle connectivity between the Orlando Urban Trail and the dedicated bicycle facilities in Baldwin

## Corrine Drive Study – Answers to Community Questions Part 2

Park and the city of Winter Park. This two-way cycle track addresses some of the community's concerns about the design of the bike lanes in the 3-Lane Concept.

- *Can the city choose to create their own plan based on the safety needs of the district?*

The Recommended Design has the support of each local government – Orange County, the City of Orlando, and the City of Winter Park. It reflects the community's preferences while addressing Corrine Drive's significant pedestrian and bicycle safety problems.

- *Has a diagonal crosswalk been considered for Corrine/Winter Park? Similar to South/Orange downtown. All lights are red and all pedestrians can cross at once.*

This was considered during Phase 2 of the Corrine Drive Study. Ultimately, a raised intersection and a leading pedestrian interval were deemed more appropriate for the Winter Park Rd. intersection.

- *If the metroplan study says 3 lanes between Mills and Forest Ave is sufficient, why does Renzo Nastasi/Orange County refuse to consider making Corrine Drive 3 lanes?*

The Recommended Design, which includes 3 lanes between Mills and Nebraska, has the support of each local government. This includes Orange County staff and elected officials.

- *Can a raised crossing area be added at Nebraska and Forrest or at the side for school children walking/riding to Audubon School?*

We are not sure. We will include this request in the feedback that is shared with the local governments, who are responsible for the design phase.

- *How can we stop this horrible, invasive 10' path from being placed next to my house on Corrine?*

The Recommended Design has the support of each local government and the elected officials. The path will make it much easier for people to walk and bike as well as for kids to walk or bike to school. The path is in the existing right of way – replacing what is currently a parking or travel lane, not anyone's front yard.

- *Why don't you incorporate the parallel parking in front of both plazas into their existing parking lots? Their property did originally extend into the first driving lane of Corrine.*

The Recommended Design utilizes all available right of way – 80 feet – to provide a safer street design for the area. The on-street parking spots belong to the public, and will be under the authority of the City of Orlando, not private entities.

## Corrine Drive Study – Answers to Community Questions Part 2

- *I have lived here for 22 years and walk everyday. I see very few people walking. In my experience, it is too hot for most and too tiring for many. The 12 foot lane will not get the use you expect and will negatively affect many homeowners. I appreciate encouraging people to walk, but what makes you believe this will help?*

Study after study shows that the design of a street affects how people use it. Through each phase, we heard over and over again that the community wanted safe places to walk and bike. The sidewalks, shared use path, and cycle track in the Recommended Design provide these safe places. Critically, these facilities connect to other sidewalks and bicycle lanes, which make them easier to use.

- *What efforts are being made to prevent homes from flooding with additional concrete to our yards?*

Stormwater impacts will be determined during the design phase. Any impacts will require mitigation through techniques like green infrastructure. It was mentioned during the community meeting that some homes are experiencing flooding issues now. Orange County and the City of Orlando are working to address the problem.

This question was answered during the Community Meeting Q&A. Here is what was said:

“From the Orange County perspective, we are aware of a couple of areas where there are issues, and that is something that we will be discussing with City of Orlando, depending on how we move forward with how Corrine Avenue will be improved. So we are aware of those issues, and ultimately as the project moves forward to its final completion, drainage will be part of the process, so any alternations to the pavement that cause more impervious surface, the water has to go somewhere, so drainage will be part and parcel of that design phase at that point, but I know we have some immediate issues that we also have to deal with.”

- *Why the decision to separate the sidewalk and cycle track on some sections of the road and combine them with a shared use path in other areas?*

The two different cross sections reflect the differences in travel characteristics on the street. Significantly more cars use Corrine Drive north of Nebraska than use the street between Mills and Nebraska. This necessitated a different design for the two sections.

The 3 lane section has more space for other things like parking, sidewalks, and a two-way cycle track. The 5-lane section requires more tradeoffs – a shared use path on the north side and on-street parking and a 5 ft. sidewalk on the south side are the only improvements that fit within the existing right of way. That’s why there are two different types of bicycle and pedestrian infrastructure.

## Corrine Drive Study – Answers to Community Questions Part 2

- *Can the pavement be anything other than black? It gets way too hot.*

The pavement is expected to be asphalt, but the City of Orlando and Orange County, as the local governments, make the final determination.

- *Do you have to slow down at raised intersection or is it built for vehicles to maintain speed limit?*

The raised intersections are design features to encourage vehicle travel at 30 mph. That means if you are traveling at 30 mph, you will not need to slow down if you are driving the speed limit. Slowing down or maintaining speed (if the light is green) is dependent on how fast a car is driving.

- *Winter Park put in bike trails by football field. However, many times the people on bikes are back in the street with the cars and not using the bike paths. Can they be fined for doing so?*

[Under Florida law](#), bicyclists are allowed to ride in the street and motorists are required to share the road. Cyclists are not required to use dedicated cycling facilities.

- *What is going to happen to the current sidewalk on Corrine. Will it get wider?*

The existing sidewalks will be replaced with new ones compliant with the Americans with Disabilities Act and at least 5 feet wide.

- *The video advertised that the new shared use path will connect to the Orlando Urban Trail. Where will that connection be? Or will there be a gap?*

The connection will occur just west of the Mills intersection. There is a wide sidewalk and sharrows for a couple hundred feet on Virginia, just west of Mills Ave. that provides space for a bicyclist to connect from the shared use path at the Mills intersection to the Orlando Urban Trail.

- *How does the safety on Corrine compare with other 5-lane roads in Orlando?*

MetroPlan Orlando analyzed multiple types of data to assess Corrine Drive's transportation safety problems. Each road – in the region, rural or urban – needs to be assessed by its own characteristics and surrounding environment. For Corrine Drive, we looked at vehicle, bicycle, and pedestrian crash data from 2011-2016 (data analyzed in 2017). We also analyzed speed data, and the condition of the street – presence (or lack thereof) of pedestrian and bicycle facilities. This objective data analysis identified safety problems on the street. This is presented in the Existing Conditions report.

Perception is a key element to safety as well. During the Phase 1 Public Opinion Survey, most of the 1,705 people who responded said they felt unsafe walking or biking on Corrine Drive.



## Corrine Drive Study – Answers to Community Questions Part 2

The opinions shared were overwhelmingly that Corrine Drive is unsafe. The survey results are in the Phase 1 Community Survey Report.

- *Since the study showed 75% of cars speeding, could the city go ahead and enforce the speed limit immediately?*

The Orlando Police Department has conducted speed enforcement several times. The most recent is January 2019. We have engaged OPD throughout the study. Additionally, OPD often places the speed limit trailers on Corrine Drive to notify drivers how fast they are going. These are usually in place for a week at a time, sometimes two weeks at a time.

This recommended design includes features that encourage a driver to go 30mph – what is called the design speed. Design speed and its physical features are the best way to improve safety on the street. This is more effective and fiscally responsible than issuing speeding tickets.

- *Why are Nebraska and Falcon Dr – Chelsea to Bumby not included in the bike pathing?*

Nebraska – Falcon Dr. – Chelsea to Bumby are included as bike boulevards on page 33 of the report.

- *Why isn't the silly giant sidewalk on the south side of the street? And why is it so darn big?*

The south side of Corrine Drive has a 5 or 6 foot sidewalk, depending on the section. There is a shared use path on the north side between Nebraska and Bennett. The north side has fewer driveways and less of an impact on on-street parking. It is 12' wide to be shared by people who want to walk and bike.

- *As submitted the next phases would be data modeling, to consider options. How do we get that phase funded so we can all actually see the data for ourselves about how traffic flows will change?*

The next phase is for a local government to become the implementing partner. This will be followed by finding the funds for design and construction, the design and construction itself. All data, including traffic modeling, is available on the study website:  
[www.corrinedrivestudy.org](http://www.corrinedrivestudy.org)

- *Why not split the difference on both sides of Corrine creating an equal width path on both North and south side of Corrine Drive? I.e. 5 foot path on each side*

At the beginning of the study, MetroPlan Orlando committed to only use the street's existing 80' of right of way. This is due to the complex history associated with the street's widening in the 1960s. It is not feasible to have a shared use path on both sides of the street. These paths should be at least 12 feet if they include bi-directional bicycle traffic. If a protected

## Corrine Drive Study – Answers to Community Questions Part 2

bicycle lane and a sidewalk are included on both sides, all on-street parking or a travel lane would need to be removed between Nebraska St. to Bennett Rd.

- *Will this new design with narrower lanes, keep car carriers, semis, and gasoline semis off Virginia – Forest- Corrine? Although this is supposed to be a no trucks zone, there are many of them...especially late at night.*

MetroPlan Orlando cannot control the type of vehicle that uses Corrine Drive. This belongs to the City of Orlando.

- *Speeding primary cause of accidents? Solution narrow lanes and reduced lanes?? I foresee more frustration – speeding – accidents!*

289 crashes occurred directly on Corrine Drive from 2011 to 2016. The majority of these crashes were rear-end collisions and sideswipes. These types of crashes are associated with the high speeds of vehicles.

- *What obligation is there to implement landscaping with approach 1?*

Each implementation option includes the landscaping proposed in the Recommended Design. The full landscaping details will be determined during the design phase.

- *Raised intersection at Bumby? What was the reasoning behind not raising the intersection at Bumby?*

The Recommended Design makes the Corrine Drive- Bumby Ave. intersection look more like an intersection. This is in contrast with today. A 3<sup>rd</sup> raised intersection would be tough to do, especially so close to the curve and mid-block crossing. There is potential for one to be added during the design phase.

- *There will be only 2 driving lanes?*

There will be four driving lanes for the majority of the street – the 1.5 miles between Nebraska and Bennett. There will be 2 driving lanes between Belgrade and Nebraska. A median with specific locations for left turns is present for the entire 2 miles.

- *Why is Metroplan still using traffic counts from 2016 (23,000) when in 2017 Orange County counts showed increase to 25,000 about 6 ½ years of 1.5% growth?*

MetroPlan Orlando conducted its own traffic counts in May 2017. This was necessary to conduct our independent analysis of how to improve transportation options on the street. We conducted volume, vehicle class, and speed counts. Orange County conducts volume counts every year. These counts show [stable volume counts since 2005](#).

## Corrine Drive Study – Answers to Community Questions Part 2

- *Who will maintain all the medians? No one does now, who will maintain trees and bump outs on south side of street?*

The City of Orlando is responsible for the street's maintenance, per the existing interlocal agreement. A new agreement or ownership transfer is required to implement the design that would be the final determination of maintenance responsibilities.

- *16,000, as the number of residents using this road? Where did the number of residents affect come from? Did you consider all the residents of Baldwin Park, Merritt Park, Audubon Park, and the south side of Winter Park?*

16,000 is the approximate number of cars who drive on the section of Virginia Dr. from Mills Ave. to Nebraska St. About 15,000 people live in the study area – about 4 square miles surrounding Corrine Drive.

### Palmers

- *When there is a delivery at Palmers, what happens to traffic on the north side of Corrine?*
- *Palmer's Nursery regularly (almost daily) has semis completely block the median to deliver plants. They use their forklift moving plants from a home they own on Corrine as "plant depot" running up and down the street. They will lose parking spaces in front of their business for customers. The city has allowed them to expand greatly. What will happen to them?*

We expect deliveries at Palmers will be similar to today. The Recommended Design is still several years from construction. During the construction period, the City of Orlando can work with Palmers on potential freight delivery strategies.

### Pedestrian Crossings

- *Do you think that these red lights hybrid crossing stations may significantly delay and unnecessarily delay vehicular progression once pedestrians have crossed, versus more traditional flashing yellow signs that are still button activated?*
- *How will the pedestrian light work if pedestrian traffic rising to levels where pedestrians are always trying to cross. Couldn't this lock traffic or make it worse?*
- *Cross walk in front of Redlight to a depilated building? Tenants okay with losing 3 entrances?*

The pedestrian hybrid beacons are recommended signals for Corrine Drive's traffic volumes and travel speeds. These lights facilitate safe pedestrian movements, providing more protection from cars than a Rectangular Rapid Flashing Beacon (RRFB).

The operations analysis do not factor the mid-block pedestrian crossings into the analysis. We expect more pedestrian crossings to be in the evenings and on weekends, based the existing conditions analysis in Phase 1. The operations analysis only reflects rush hour drive

## Corrine Drive Study – Answers to Community Questions Part 2

times. On average, we do not anticipate significant delay due to the presence of the crossings. It is possible, though, that your drive could, on occasion, be longer if there is a lot of pedestrian activity. Without these signals in use, it is impossible to make that determination at the moment.

The exact type of signal will be determined during the Design phase. If it is to be a High-Intensity Activated Crosswalk (HAWK), the red light acts as a 4-way stop if a person is not crossing the street. This Youtube video shows how a HAWK works:

<https://www.youtube.com/watch?v=Ay4UPCwli7A>

### Timeline

- *How far out is the time before any work would begin? How many years out?*
- *Do you recommend Option 1 or Option 2? Do you consider the economy (i.e. future recession) to be a risk of option 2 in which a downturn could cause the project to not get done versus the quicker Option 1?*
- *When will the improvements be complete?*

We do not have a definitive timeline for implementing the Recommended Design. Several things need to occur first. A local government, likely the City of Orlando, needs to be the implementing partner. Then, we need to find the funds for Design and Construction.

The timing and availability of the funds will determine the implementation schedule. The implementation options will be chosen by the local governments. MetroPlan Orlando recommends Option 1 or Option 2, but it is at the discretion of the local government to choose their next steps.

### Traffic Operations/Travel Times

- *Do your future models represent the large increase in large SUV use that we are experiencing today?*
- *How well do you models represent the current traffic jams?*
- *How can the travel time from Mills to Bennett be similar to today when there will be more vehicles, less number of lanes (less capacity), and improvements that will lower the speeds of the vehicles? Does this lack common sense?*
- *How much of a delay in commute is caused by the transition from 5 to 3 lanes (at Leu Gardens)?*
- *How did you come up with the 7-8 minute projected travel time?*
- *You stated that the new 3-lane design can handle the traffic, but it is already backed up to Nebraska from Mills Ave to Nebraska at rush hour. How is this possible? Also, have you taken into consideration the increased traffic expected over time?*
- *Given the recent Curry Ford Road diet study over ½ mile of another E/W artery, which showed 5 minutes of delay over ½ mile, how can you estimate 7-8 minutes driving from Mills to Bennett?*
- *During the PM peak, east bound traffic on Virginia west of Mills gets congested daily. What would convince a naysayer that a road diet wont have the same effect east of Mills?*
- *Travel time Mills to Bennett 7-8 minutes – “very similar to what it is today”. What is it today?*

## Corrine Drive Study – Answers to Community Questions Part 2

- *How much time will be added to inbound and outbound school bus ride times caused by narrowing of Virginia from Mills to Nebraska?*
- *The Intersection Delay table does not include the two proposed pedestrian signals, near Old Winter Park Road. (3 signals within approximately 800 feet) Have the impacts of these two intersections been included in the analysis? If the numbers in the design column do not include the total delay on Corrine, can you provide me a "worst case" delay value....when pedestrians/bicyclists will actuate the proposed signals?*
- *One improvement noted was a leading walk pedestrian timing at each intersection. How does the increased cycle length factor into the analysis to create the delay numbers in the table?*
- *From the attached Intersection Delay table, the afternoon peak delay....in the peak direction....at Corrine/General Rees will significantly reduce to a LOS A condition (3.7 sec. delay). Is it realistic to think that adding 75 feet or so (3 cars) to the left turn lane storage will reduce the total approach delay 25 seconds? This 25 second reduction in intersection delay, over existing, enables MetroPlan to state that corridor delay will actually be less in the future. With all the improvements that will increase intersection delay, does MetroPlan want to claim that an additional 75 feet of left turn storage at one intersection.....will be the solution to combat this?*
- *By your own admission, "narrower lane widths, roadside landscaping, raised intersections and curb extensions all reduce traffic speed". How or do these safety improvement get incorporated into the overall corridor total delay numbers shown in the table?*

MetroPlan Orlando conducted a thorough traffic operations analysis for the Corrine Drive planning study. Kittleson and Associates was hired to conduct this analysis during each phase of the study. This analysis revealed that the time it takes one to travel the entire 2 miles from Mills to Bennett today is 6.4-7.5 minutes, if one is traveling the speed limit. With the Recommended Design, the analysis resulted in a travel time of 6.5-7.5 minutes for the 2 miles, if one is traveling at the speed limit.

The traffic operations analysis was performed using Synchro, a commonly used traffic analysis and optimization software. It utilizes the Highway Capacity Manual, 6<sup>th</sup> Edition. Local municipalities – in this case, Orange County – maintain base files with their network (or system) of streets. To conduct a traffic operations analysis, additional data relevant to a particular street or area is added to the base files.

The operations analysis do not factor the mid-block pedestrian crossings into the analysis. We expect more pedestrian crossings to be in the evenings and on weekends, based the existing conditions analysis in Phase 1. The operations analysis only reflects rush hour drive times. On average, we do not anticipate significant delay due to the presence of the crossings. It is possible, though, that your drive could, on occasion, be longer if there is a lot of pedestrian activity. Without these signals in use, it is impossible to make that determination at the moment.

Here are the steps we took to conduct the traffic operations for the Corrine Drive Study:

### *Phase 1:*

1. Obtained Orange County's existing Synchro files, which are the established base for analyzing traffic operations. This is the same base used for every traffic operations analysis in the county.

## Corrine Drive Study – Answers to Community Questions Part 2

2. Performed quality assurance to ensure signal timings and speed limits were correct.
3. Analyzed data from the Orange County historical traffic count program, counts collected by MetroPlan Orlando in May 2017, and the turning movement count numbers from May 2017. The traffic counts and turning movement counts enable Synchro to determine how many cars can pass through each of the traffic signals.
4. Input traffic count data into the existing Synchro files.
5. Ran Synchro and its SimTraffic extension to determine the intersection level of service and travel times for Corrine Drive today. This analysis can be found at [CorrineDriveStudy.org](http://CorrineDriveStudy.org) under Phase 1: Corrine Drive's Transportation Story in Data, Images & Video.
6. Input growth rate for each segment of Corrine Drive between Mills Avenue and Bennett Road. The growth rate between Mills and Winter Park Road is 1.5%. It is 1% between Winter Park Road and Bennett.
7. Ran Synchro and its SimTraffic extension to determine the intersection level of service and travel times in the year 2040 if no changes are made. This analysis can be found at [www.corrinedrivestudy.org](http://www.corrinedrivestudy.org).
8. Sent analysis to Orange County and the City of Orlando for review and validation of results. Each government independently reviewed and supported the analysis.

### Phase 2:

- 1) Once the potential concepts were identified, MetroPlan Orlando determined the variables within each concept that affected traffic operations. At the beginning of this phase, we made the decision to not include the growth rate in our analysis. [This is due to the relatively stable traffic volumes on the street for the last decade.](#)
- 2) Changed the identified variables for each design concept, and ran Synchro and its SimTraffic extension for each concept.
- 3) Sent analysis to Orange County and the City of Orlando for review and validation of results. Each government independently reviewed and supported the analysis.

### Phase 3:

- 1) Once the Phase 2 concepts were refined into the Recommended Design, MetroPlan Orlando determined the variables within each concept that affected traffic operations. Just like in Phase 2, MetroPlan Orlando made the decision to not use the growth rate during the operations analysis because of the stable traffic volumes.
- 2) Changed the identified variables, and ran Synchro and its SimTraffic extension for the Recommended Design. During this step, the decision was made to optimize particular intersections to improve their operational efficiency. Details on this are included in the table on page 18. These intersections were optimized:
  - a. Forest & Nebraska
  - b. Winter Park & Corrine
  - c. General Rees & Corrine
  - d. Bennett & Corrine
- 3) Sent analysis to Orange County and the City of Orlando for review and validation of results. Each government independently reviewed and supported the analysis.

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The operations analysis for each phase can be found on [www.corrinedrivestudy.org](http://www.corrinedrivestudy.org). The Final Report's Appendix includes the traffic operations analysis for the Recommended Design.

### *List of Optimized Intersections and their Optimization Improvements*

<b>Intersection</b>	<b>Change</b>
Forest & Nebraska	Optimized to favor Forest Ave in the morning, and left turns from Nebraska onto Forest in the afternoon
Winter Park & Corrine	Optimized to favor Corrine Drive
General Rees & Corrine	Morning: optimized to favor right turns from General Rees onto Corrine; Afternoon: optimized to favor left turns onto General Rees from Corrine
Bennett & Corrine	Morning: optimized to favor turns from Bennett onto Corrine; Afternoon: optimized to favor greater westbound traffic for entire 2 miles

The design features encourages cars to travel at a speed of 30mph or less. The addition of the safety improvements does not affect the current travel times, if one is traveling the speed limit.

A key determinant for travel time in a corridor is the time one spends stopped at a red light – what is known as intersection delay. Here is a chart of the delays one can expect at each intersection with the Recommended Design vs. with the existing design.

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<b>Intersection Delays between Mills and Bennett</b>						
<i>*measured in seconds</i>						
<i>Morning (7:30-8:30am)</i>						
<u>Intersection</u>	<u>Eastbound</u>			<u>Westbound (Peak Direction)</u>		
	Existing	Recommended Design	Difference	Existing	Recommended Design	Difference
Mills Ave - Virginia Dr	57.8	61.5	3.7	73.1	63.5	-9.6
Fern Creek Ave - Virginia Dr	7.3	8.3	1	10	19	9
Forest Ave - Nebraska St	5.1	5.2	0.1	9.7	8.6	-1.1
Forest Ave - Corrine Dr	1.9	1.5	-0.4	5.3	7.9	2.6
Bumby Ave - Corrine Dr	10.5	9.7	-0.8	1.3	1.4	0.1
Winter Park Rd - Corrine Dr	6.7	13.3	6.6	37.4	20.9	-16.5
Corrine Dr - General Rees Ave	3.8	8.4	4.6	19.2	22	2.8
Bennett Rd - Corrine Dr	1.7	4.6	2.9	8	12.8	4.8
<b>Total Delay on Corrine Dr</b>	<b>94.8</b>	<b>112.5</b>	<b>17.7</b>	<b>164</b>	<b>156.1</b>	<b>-7.9</b>
<i>Afternoon (5-6pm)</i>						
<u>Intersection</u>	<u>Eastbound (Peak Direction)</u>			<u>Westbound</u>		
	Existing	Recommended Design	Difference	Existing	Recommended Design	Difference
Mills Ave - Virginia Dr	74.3	87.9	13.6	75.6	78	2.4
Fern Creek Ave - Virginia Dr	7.9	12	4.1	7.4	8.4	1
Forest Ave - Nebraska St	11.3	13.9	2.6	11.1	13.5	2.4
Forest Ave - Corrine Dr	3.1	3.1	0	9.1	9.9	0.8
Bumby Ave - Corrine Dr	26.1	24.8	-1.3	4.6	6.9	2.3
Winter Park Rd - Corrine Dr	35.2	28.8	-6.4	23.1	22.1	-1
Corrine Dr - General Rees Ave	29.2	3.7	-25.5	38.1	31.2	-6.9
Bennett Rd - Corrine Dr	1.7	13.3	11.6	7.2	10.5	3.3
<b>Total Delay on Corrine Dr</b>	<b>188.8</b>	<b>187.5</b>	<b>-1.3</b>	<b>176.2</b>	<b>180.5</b>	<b>4.3</b>



## Corrine Drive Study – Answers to Community Questions Part 2

### Traffic Volumes/Mitigating Traffic Impacts

- *After creating a choke point, how will you be handling the safety of children on our side streets?*
- *How well do you models represent the current traffic jams?*
- *The intersection operational analysis show that the level of service in the PM peak hour is no worse than LOS C. There is no way that this is correct. No roadway capacity improvements are proposed so the level of service over time is only going to get worse. Can we keep or maintain roadway capacity yet implement safety improvements?*
- *The traffic study was completed in the summer of 2017. Why was a study completed at the least busy traffic volume in the entire year? Since the summer of 2017, 4 major senior living and apartment complexes have been built in Baldwin Park and we have added a new school. How do you explain reducing 2 lanes at Leu Gardens with the added volume of cars and traffic?*
- *Traffic backs up at peak times (its currently bad now). How are you mitigating that? Why not a curvilinear study [design]?*
- *How much has the speed of traffic been taken into consideration and has the safety of similar roads which have had a road diet performed been compared with the safety of Corrine Drive? Ex. Crash vs fatality data of Edgewater vs Corrine*
- *During the PM peak, east bound traffic on Virginia west of Mills gets congested daily. What would convince a naysayer that a road diet wont have the same effect east of Mills?*

The Recommended Design makes Corrine Drive a Complete Street, which means it supports transportation options for all ages and abilities. A key part of Complete Streets is to make sure a street can support expected traffic volumes in a safe way. This is equal to ensuring that street makes walking, biking, and using transit the easiest choice.

Different segments of Corrine Drive have different amounts of cars that use the street daily. The design's two different segments (a 5-Lane and a 3-Lane) have the amount of travel lanes (2 in each direction or 1 in each direction) that matches what is recommended for that segment's traffic volume. [For a segment with less than 20,000 \(like Mills to Nebraska\), one travel lane in each direction with a turn lane is sufficient to ensure smooth and safe traffic flow.](#)

This ½ mile segment between Mills continues the similar travel lane design that exists of Mills Ave. This design does not create choke points, nor will it increase congestion. Simply, it's a street design for today, correcting past decisions that are no longer relevant for today.

### Transit

- *Where are the 3 bus stations? Will there be a pull over area or will buses stop on main road?*
- *Why are there no bus stop bays so they can pull out of traffic?*

Two LYNX routes currently operate on Corrine Drive, stopping at several locations. But there are very few transit riders in the area. The exact location of future LYNX routes and stops will be determined by LYNX as construction nears an end, several years from now. We expect the stops will be at bulbouts, which will be designed to accommodate increased transit usage.

## Corrine Drive Study – Answers to Community Questions Part 2

### Trees

- *Can you double the number of trees (to 600)? That would make the design very special! Shade Shade Shade!*
- *How will the proposed additional trees and shrubbery enhance the community as a wildlife habitat community?*
- *How do trees provide safety?*
- *Can you please prioritize native plants and trees for 100% of trees?*
- *How are planted trees on the south side of Corrine (between Bumby and Winter Park Rd) going to interact with the overhead power lines? We don't want "donut holes" cut into the mature canopy*

Trees and landscaping are an important element to a Complete Street. The Recommended Design allocates as much space to trees as is feasible. The City of Orlando determine the exact type of tree that will be planted. The City also works with OUC regarding utilities and the maintenance of trees. Audubon Park became a wildlife habitat community very recently. MetroPlan Orlando has not conducted analysis to determine the impacts of this designation on the Corrine Drive Recommended Design.

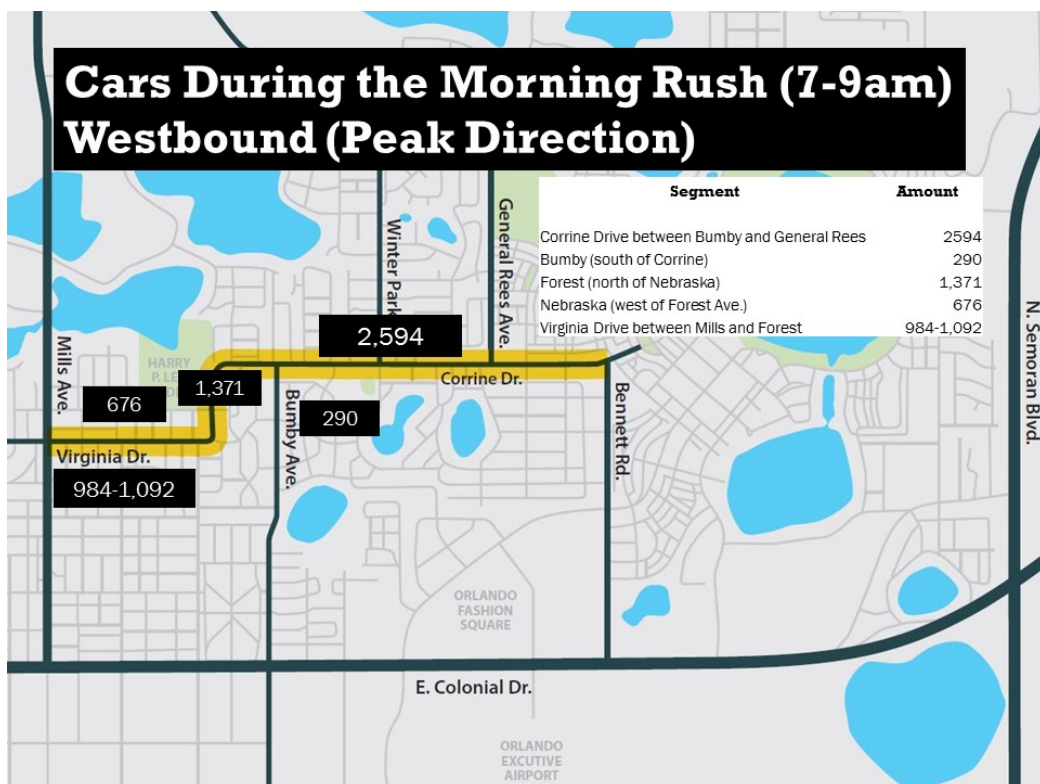
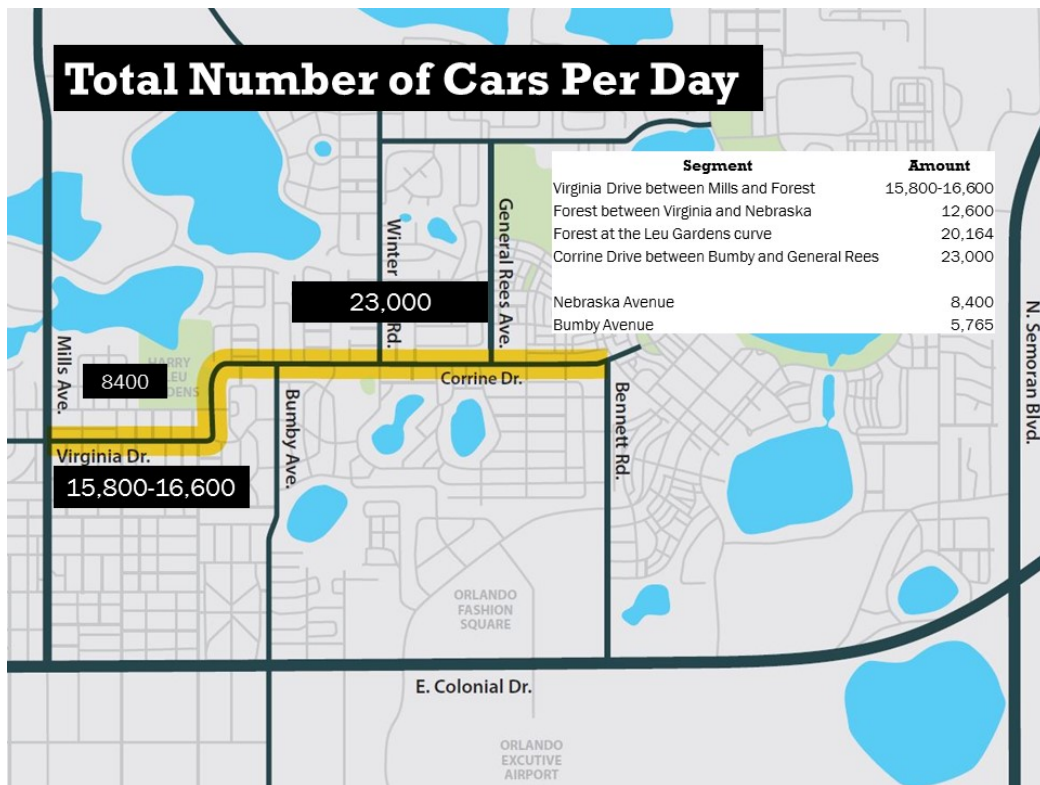
### Whose Needs Get Priority?

- *Does the study consider the necessities of residents of each side of Corrine Drive?*
- *Did the study give priority to the necessities of Corrine Drive residents, more than other neighborhoods?*
- *It is my understanding that the City of Orlando specifically designed all the streets in Baldwin Park with narrow meandering streets with lots of trees to naturally slow traffic down and it clearly works. Baldwin Park benefitted – yet the very existence of all the traffic that neighborhood generated negatively impact Corrine Drive. Why was Corrine ignored completely during that project? Why are residents of Baldwin Park given greater weight that folks that live on and around Corrine?*

The study considered the needs of all who use Corrine Drive – including residents, visitors, and commuters. More than 15,000 people live in the study area and more than 23,000 people use a portion of Corrine Drive daily. MetroPlan Orlando considered the diverse, and occasionally, divisive viewpoints of each equally. Baldwin Park – as a neighborhood – has changed trip patterns, but not increased traffic on the street. Trips are now more evenly spread across the day, instead of concentrated during rush hour.

## Corrine Drive Study – Answers to Community Questions Part 2

### Traffic Count Maps



## Corrine Drive Study – Answers to Community Questions Part 2

