

# CORRINE DRIVE

COMPLETE STREETS STUDY

## Existing Conditions Report

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metroplan orlando

A REGIONAL TRANSPORTATION PARTNERSHIP

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## What's Happening on Corrine Drive?

We often say a person wears different hats to signify various roles and responsibilities. If the same were true of streets, Corrine Drive would have a very full hat rack. The two-mile stretch between Mills Avenue and Bennett Road is a regional connector that enables people to reach jobs, schools, parks, shops, and restaurants. It's



also the common connection for several small neighborhoods to the north and south. It begins in a busy commercial district and terminates at a neighborhood developed in the New Urbanism style.

Surroundings have evolved from rural orange groves to suburban housing to established residential and business areas that are in the core of a metropolitan region. With such change, particularly over the past two decades, have come questions and frustrations. It is time to understand and identify potential transportation improvements to better serve Corrine Drive's character. That's why MetroPlan Orlando launched an independent study of Corrine Drive and why it must begin with the information contained in this report on existing conditions.

### Studying the Street

The Corrine Drive Complete Streets Study combines technical analysis and public participation to come up with a street design that supports the area's transportation needs. MetroPlan Orlando is leading the 18-month planning process, in coordination with Orange County, City of Orlando, and City of Winter Park.

**FAST FACT:**  
Complete Streets are planned, designed, constructed, operated, and maintained to safely and comfortably accommodate people of all ages and abilities.

The study is a pilot for implementing the region's draft Complete Streets policy, while incorporating health considerations into the transportation planning process. Complete Streets are those that serve all users, no matter how diverse their needs. In this respect, Corrine Drive provides an ideal opportunity to show what this approach to transportation planning can mean for this busy corridor and for the region as a whole.

This report on existing conditions is Corrine Drive's transportation story. Throughout it are Fast Facts – important information about the corridor and the study. We also offer Best Practices – information and possible strategies that may enhance the corridor and that are based on research in planning and urban design. Plus, we share a few quotes from the public about their ideas for Corrine.

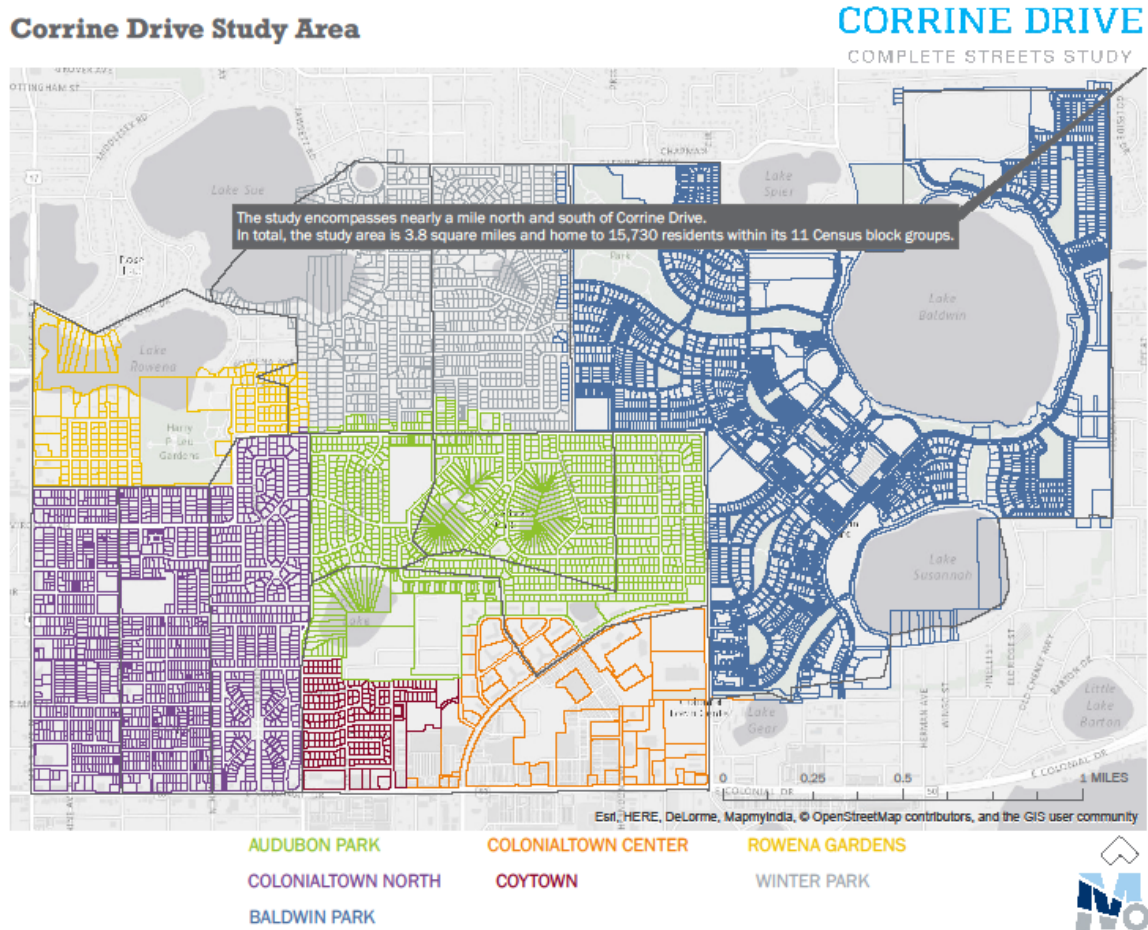
During the first phase of the study, we have used four different types of traffic data collection, air-quality monitors, as well as formal and informal observations to bring together a great deal of technical data about Corrine Drive.

In addition, we undertook an ambitious public engagement program that sought input from all the groups who use the corridor. The centerpiece of our public outreach effort in the first phase was an opinion survey that received more than 1,700 responses. Results are detailed in a separate

Community Survey Report. Together, the two reports show that many situations quantified by existing conditions data are felt by those who use the road.

## The Lay of the Land

This corner of Orange County holds a thriving cluster of residential neighborhoods, retail destinations, as well as urban parks and trails. Audubon Park is in the center, with many shops and restaurants directly on Corrine Drive. Colonialtown North and several smaller neighborhoods lie on the western edge. Baldwin Park — a New Urbanist community — encompasses nearly a third of the study area. Winter Park reaches down to the study area’s northern border. Corrine Drive is the string that connects it all.



### Who lives here?

According to the 2011-2015 American Community Survey (ACS), 15,730 people live in the study area’s 11 Census Block groups. The population is 90% white/Caucasian, and have a median income of \$67,182 – making these neighborhoods wealthier and less diverse than the rest of Orange County.<sup>1</sup>

A car is the main mode of transportation in the area, as it is for the rest of Central Florida. Other modes, however, are used for work commutes. Colonialtown, Audubon Park, and north of Audubon

Park have the most bicycle commutes. Colonialtown, Rowena Gardens, Audubon Park, Colonialtown Center, and Baldwin Park have the most walking commutes. About 12% of residents work from home – a higher-than-average percentage. A majority of these telecommuters live in Baldwin Park.<sup>ii</sup>

### *Travel Patterns*

**FAST FACT:**  
23,000 cars use  
Corrine Drive on  
an average  
weekday.

Monday to Friday, Corrine Drive is how more than 20,000 people travel between their homes, jobs, and schools. A random sample of cars revealed that roughly 50% drive through the study area without stopping. Another 35% start their trips in the Corrine Drive area or end their trips there. The remaining 15% travel within the area. These patterns are consistent with data from the 2014 Longitudinal Employment Household Dynamics Program, showing 4% of people live and work in the study area.<sup>iii</sup>

On weekends, Corrine Drive changes. Fewer cars pass through the area; our traffic counts recorded a range of 11,700-17,600. More stop at a business in the award-winning Audubon Park Garden District. Google Analytics shows weekend afternoons are peak times for popular spots.

### *Travel Speeds*

Corrine Drive's core is between Bumby Avenue and General Rees Avenue. The road's current design encourages vehicles to travel higher than the posted 35 mph speed limit. Between Winter Park Road and General Rees Avenue, 75% of cars are speeding. The percentages increased after dark, except on Friday and Saturday evenings when there is a lot of activity at the businesses along Corrine Drive's core.

Keeping vehicle traffic to the 35-mph speed limit is critical for pedestrian safety. MetroPlan Orlando's Pedestrian Safety Action Plan notes that a person's chance of dying after getting hit by a car increases with higher speeds. At 20 mph, the chance is 15%; at 40 mph, the probability increases to 85%.

### *When Crashes Occur*

The high levels of speeding give the perception that Corrine Drive is unsafe for people to walk and ride a bike.

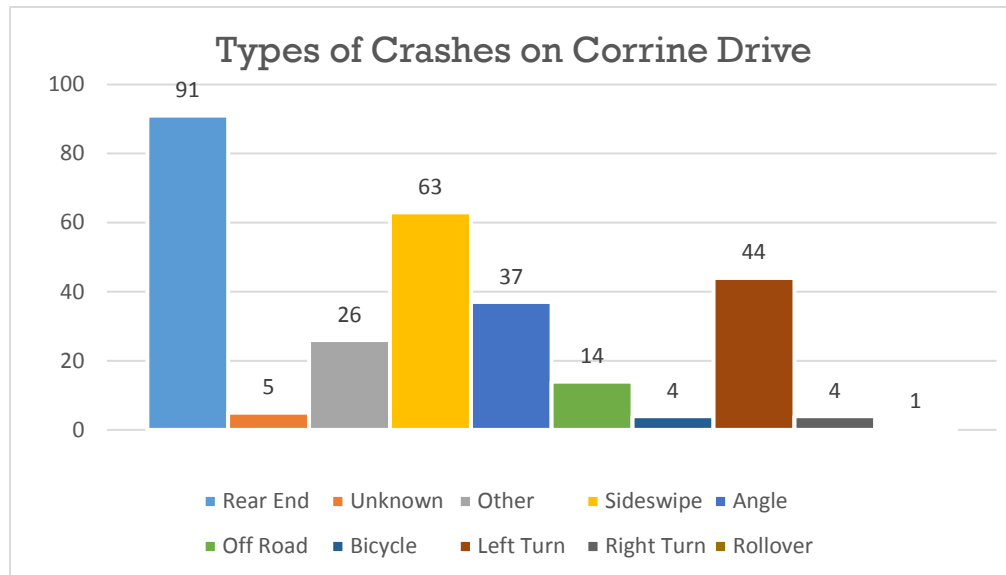
It may be surprising that 1% of the crashes on the corridor in the past five years have involved bicycles and none involved pedestrians.<sup>iv</sup> However, cyclists and pedestrians often tend to avoid areas they feel are dangerous.

A Corrine Drive that supports a safer environment for walking and biking was the number one priority for survey respondents.



Corrine Drive's design is a factor in the number and types of crashes in the area. The majority are rear-end (34%) and sideswipe crashes (22%) and left turns (15%). Crashes resulting in injury are

mostly rear ends, left turns, and crashes identified as “other.” Crash reports show that parked cars are often involved in sideswipes. Reports indicate 4% of crashes are alcohol related.v



***Pavement and Fixtures***

It is obvious to the casual observer that Corrine Drive is not in the best condition. The only noticeable improvements in the past 30 years have been to the Forest Avenue section.

The road’s asphalt is cracked. Sidewalks – where they exist – are uneven, which makes it impossible to use for wheelchairs and strollers. Sidewalks also are no wider than four feet and often have obstructions, such as utility poles. People say they feel unsafe in the crosswalks and that the narrow, unshaded sidewalks expose them to speeding traffic and the Florida sun.

Although a City of Orlando Pavement Condition Index records an average condition of 90 out of 100 in the area, this doesn’t appear to be the case for most of the corridor. Corrine Drive at Oriole Avenue has the lowest index score – 26. This is followed closely by the Winter Park Road intersection at 29.



The highest scores were recorded in Baldwin Park and on the Forest Avenue section that was recently repaved.

The road's lighting also is inadequate for walkers, people in wheelchairs, and people on bikes; most lights are directed toward the road, not the sidewalk. Corrine Drive's public utilities are often above ground and solely owned by the Orlando Utilities Commission (OUC).

### A Good Walk

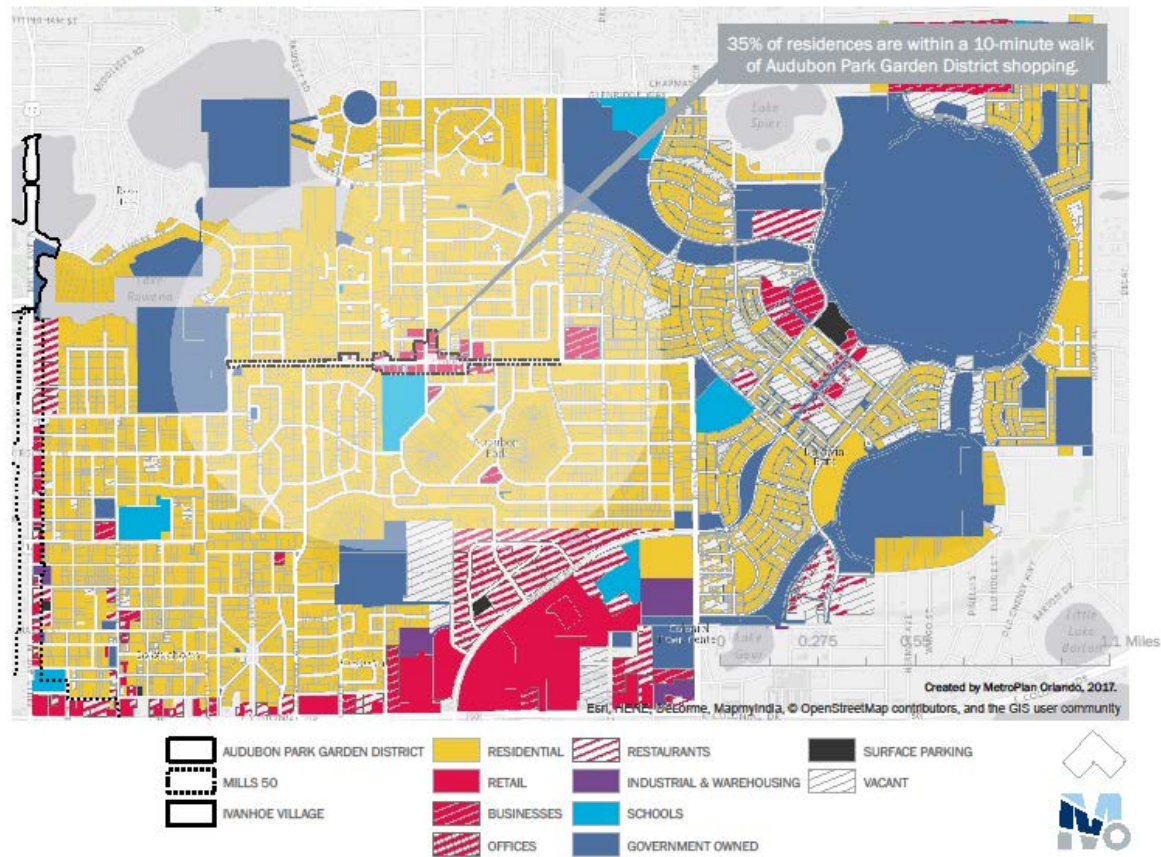
Members of the community frequently commented that they would like to walk from a house or safe parking spot to the Audubon Park Garden District.

Half of all households in the nearly four-mile study area are within a 10-minute walk to Corrine Drive, with 35% less than 10 minutes from the road's commercial hubs. A safe and comfortable 10-minute walk to a destination is considered a reasonable standard.<sup>vi</sup> It supports the creation of a Complete Streets network and is a critical component for creating a healthy neighborhood.

**BEST PRACTICE:**  
Sidewalks directly adjacent to moving traffic should be 8 feet with a minimum 2-foot buffer for landscaping, street furniture and utilities.

### 10-Minute Walk to Audubon Park Main Street District

### CORRINE DRIVE COMPLETE STREET STUDY



## *Bicycling Potential*

Connections on Corrine -- ways people travel between places -- are inconsistent for pedestrians and practically nonexistent for cyclists. Traffic signs are covered by overhanging plants. There is no wayfinding system or any maps with travel times. There are no bike lanes or bike amenities, such as signals or signage. Bicycle parking is only available at a couple of businesses.

A pedestrian/biker-friendly area that makes visiting destinations on the street a pleasure rather than an ordeal to be endured.  
– Survey response

However, there appears to be an appetite for cycling. Juice Bike Share, the city's bike share system, has five stations in the area. The Corrine Drive study area is one of the most frequented areas for Juice Bike Share. Ridership data from Feb. 23, 2017 through May 23, 2017 show clusters of activity on the corridor. These are on Corrine Drive and Palm Lane near Leu Gardens, on Bobolink Lane, between Lake Baldwin and Lake Susannah, and on McCrory Place in Colonial Town Center.

The Cady Way Trail and the Orlando Urban Trail have access points in the area, but they are disconnected because of the absence of bike lanes or other markings. Additionally, the area boasts 11 public and private parks and greenspaces.

### **BEST PRACTICE:**

Bike parking can supplement transit ridership, both in bustling urban corridors and at regional stops and stations. It can replace time- and space-consuming on-bus bicycle racks.

## *Minimal Public Transportation*

For anyone in the study area who wants to use public transportation, options are limited. The area is served by two lines but lacks transit ridership -- likely due to the lack of service to and from practical or popular destinations.

Bus stop amenities are basic: poles or simple black shelters. This presents an opportunity to enhance the appearance of transit service with amenities that embrace the area's personality.



### **FAST FACT:**

Less than one person a day boards a bus at a stop along the road.



## Health Concerns

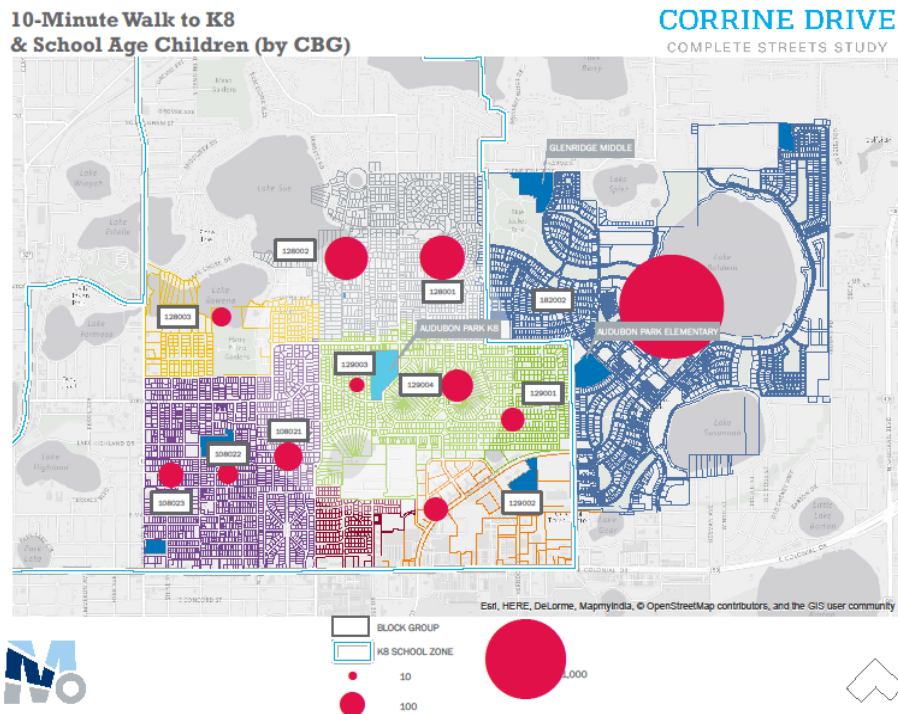
Transportation affects a person’s health in many ways — physical activity, the environment, and access to goods and services to name a few. The Centers for Disease Control and Prevention (CDC), says that “regular physical activity can improve the health and quality of life of persons in the United States of all ages, regardless of the presence of a chronic disease or disability.”<sup>vii</sup>

**FAST FACT:**  
Walking to transit provides an average of 12-15 minutes of daily activity.

Health data for the City of Orlando is available through the 500 Cities Project, a collaboration with the Robert Wood Johnson Foundation and the CDC. In the study area, 17% of residents reported no leisurely physical activity.<sup>viii</sup>

MetroPlan Orlando used two toolkits to frame how health was considered. The Federal Highway Administration’s Health in Transportation Corridor Planning helped structure the planning process, identified key data sources, and provided valuable resources on active living. The Urban Land Institute identifies four aspects of a healthy corridor — each applicable to Corrine Drive.

## Getting to School



Starting in August 2018, Corrine Drive will be a key connector to three Orange County Public Schools. The current Audubon Park Elementary in Baldwin Park and Glenridge Middle School serve children from kindergarten to eighth grade. A new Audubon Park K-8 School slated to open in August 2018

will be at the corner of Winter Park Road and Falcon Drive. The majority of students live north of Corrine Drive and will need to cross the busy road to reach the school.

Children are particularly susceptible to the adverse effects of poor air quality, which can contribute to asthma and other ailments. In the Corrine Drive area, the air quality has a “good” rating, which is the highest rating, from the Florida Department of Health – Orange County. This is encouraging, because it means that with good sidewalks and crosswalks, kids can walk to school without worrying about breathing in harmful air pollutants.

### *Parking*

The success of the Orlando Main Street program and the growth of Baldwin Park as a development have revitalized the community. The Audubon Park Garden District was recognized with the 2016 Great American Main Street Award for neighborhood commercial district revitalization. That success, though, means parking in the study area has become a safety issue, as well as an inconvenience.

There are an estimated 342 on-street parking spots available between Mills Avenue and Bennett Road. The painted lines delineating spots are wasting away. In many instances, limits on either end of designated parking areas are missing.

On the north side, the Audubon Park Community Market (in the Stardust Video & Coffee parking lot) is preceded by a 7-Eleven fronted by a parking lot. Across Winter Park Road, the businesses are preceded by parking spaces and an outside sitting area for Big Daddy’s Roadhouse; it obstructs the sidewalk and offers patrons no protection from the road.



The plazas (pictured above) include clusters of commercial spaces and shared lots. Approximately, half the plazas’ parking is located in the public right of way. On Winter Park Road, ABC Fine Wine & Spirits has one of the biggest lots in the study area, but all 53 spots are reserved for customers. The biggest surface parking lot in the area is at Leu Gardens; it is a private lot with space for 220 cars.

## Appearance

The overall look of Corrine Drive was another aspect the public seemed interested in improving.

Walking, biking, or driving down Corrine Drive, there's an obvious lack of beautiful and functional features in public space. Besides the battered look of pavement, the lack of street trees and other unattractive fixtures are contrary to the lively, artistic character of the area.



### BEST PRACTICE:

Art in public spaces, such as crosswalks, can be a beautification strategy and can draw attention to people crossing the street.

I'd LOVE to see Corrine Drive with bike lanes, crossing walkways and/or better sidewalks, perhaps trees or gardens to showcase the sustainability passion of our community!

– Survey respondent

## Local Government Interests

Corrine Drive appears on local maps as early as 1923. Today, more people drive on Corrine than lived in Orange County in 1920.

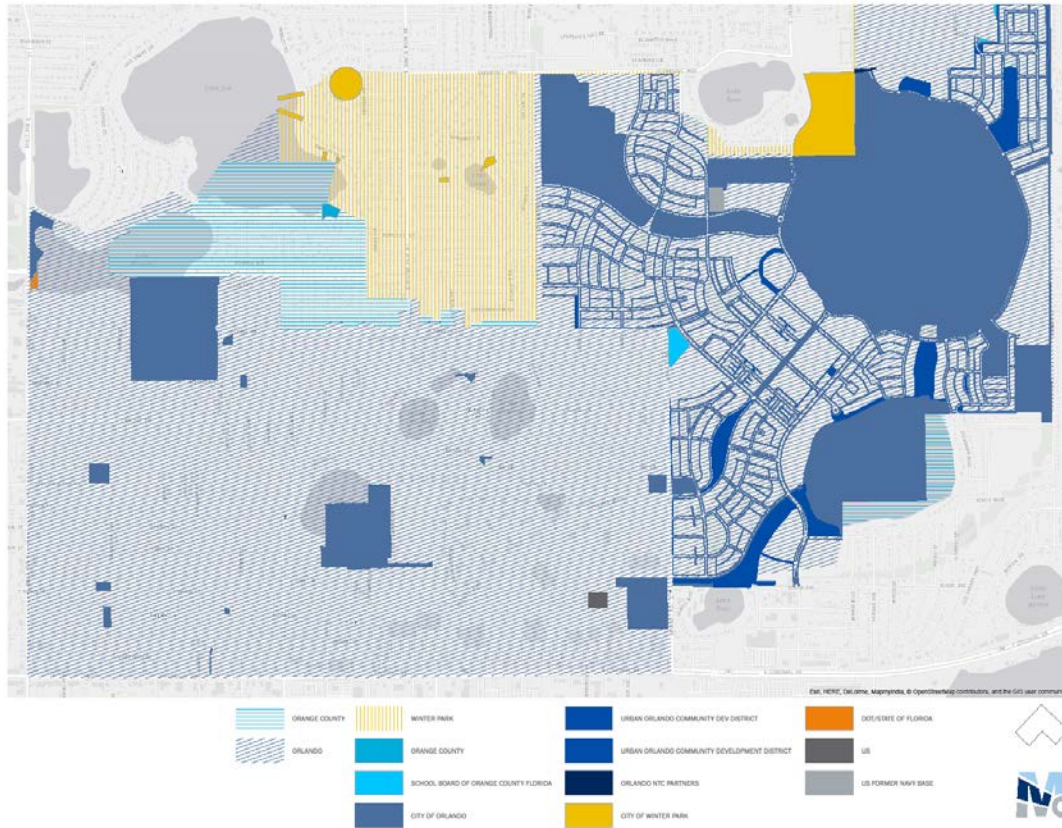
The road is still owned by Orange County, but it closely involves two other jurisdictions: City of Orlando and City of Winter Park. The expansions of Orlando and Winter Park have changed Corrine Drive from a rural, two-lane road through orange groves to a four-lane, divided street serving businesses, residents, and schools.

### FAST FACT:

Corrine Drive is owned by Orange County, maintained by the City of Orlando and borders Winter Park.

In the late 1980s, Orlando took over maintenance of Corrine Drive. Only a slight percentage of the study area is in unincorporated Orange County. The majority of the area is within the City of Orlando, but the northern portion belongs to the City of Winter Park. This confusing network of responsibilities among jurisdictions has contributed to the deterioration of the road.

**Jurisdictions**



**Important Local History**

Starting in World War II, Corrine Drive led directly into the Orlando Army Air Base (later renamed Orlando Air Force Base), home to Tactical Missile Squadrons.<sup>ix</sup> The military installation spurred development at its edges.

The US Navy took control in 1968, changing the name to Naval Training Center-Orlando (NTC-Orlando). For nearly 30 years, NTC-Orlando was home to boot camp for enlisted men and women. Officially closed in 1999, the former NTC-Orlando then became the Baldwin Park development, which has gradually built out over its 1,000 acres. The final phases of development are under way now.

Citizens were actively involved when the City of Orlando requested the original widening of Corrine Drive in 1961. Some of the issues discussed then are still front and center in 2017, as we undertake this Complete Streets study.

Corrine Dr. Project : The Corrine Drive Project was then brought up for discussion. Mr. Starnes read the requested consideration by the petitioners and introduced Mr. Workman, President of the P. T. A. of Audubon School. Mr. Workman stated that his only concern was for the safety of the approximately 1,000 students, most of whom live on the north side of Corrine, and would have to cross at the intersection of the East Winter Park Road and Corrine Drive, and the construction of a six lane highway would increase the hazard of the children 100 percent. He asked that

At that time, residents spoke out about right-of-way requirements and the difficulties children would have crossing six lanes of traffic to get to school. (The excerpt on page 12 – from the Dec. 1, 1961 Orange County Commission minutes – echoes concerns being expressed today about area schools.)

In the end, Corrine was widened from a two-lane rural road to a six-lane city connector. The sixth lane was later converted into the medians and on-street parking that exist on the corridor today.

## What Happens Next?

I wish it was more walkable for families. ... I wish they'd get rid of the street parking that blocks clear view pulling out of the shopping strips. Also, just a more cohesive visual appeal. ... that made the shops all feel connected and easier to explore.

– Survey response

Corrine Drive ought to be a place where the traffic moves smoothly ... Residents ought to be able to effectively and efficiently enter and exit Corrine Dr. People should be able to bike and walk safely, without walking in the road or going around utility poles.

– Survey response

Since a significant improvement of Corrine Drive cannot happen without understanding how and why the street has its current look, this report helps identify key criteria that any plan must take into consideration. The Corrine Drive Complete Streets Study was undertaken without any specific improvements or design in mind; its purpose is to determine the transportation needs on the corridor and look at options to meet them.

The Best Practices mentioned in this report are some ideas that can be incorporated into any design recommendations. Public input will help determine which criteria are most important to the people who use Corrine Drive every day.

Our public meeting on July 27, 2017 marks the end of Phase 1 of the Corrine Drive Complete Streets Study, which was the listening and data collection portion. Phase 2 will be about looking at different design options that address Corrine Drive's needs and opportunities.

The next few months are dedicated to developing possible transportation solutions and determining how they might work on Corrine. In the fall, MetroPlan Orlando will share a handful of possibilities with the public, asking for feedback. The goal for Spring 2018 is to arrive at a community-supported and technically feasible design that could be implemented.

Given Corrine's important history in the community and the vital role it plays today, this 18 months of study should allow all points of view to be considered.

## End Notes

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<sup>i</sup> U.S. Census Bureau, 2011-2015 American Community Survey 5-Year Estimates.

<sup>ii</sup> *ibid*

<sup>iii</sup> U.S. Census Bureau, OnTheMap Application and LEHD Origin-Destination Employment Statistics (Beginning of Quarter Employment, 2nd Quarter of 2002-2014).

<sup>iv</sup> Signal 4 Analytics, University of Florida

<sup>v</sup> *ibid*

<sup>vi</sup> U.S. Department of Transportation's National Highway Traffic Safety Administration and the Bureau of Transportation Statistics, *National Survey of Pedestrian and Bicyclist Attitudes and Behaviors* (2012)

<sup>vii</sup> CDC (2016) Unhealthy Behaviors. Retrieved from: <https://www.cdc.gov/500cities/definitions/unhealthy-behaviors.htm#LPA>

<sup>viii</sup> 500 Cities Project. Small Area Estimates for City of Orlando. Retrieved from: <https://chronicdata.cdc.gov/health-area/500-cities>

<sup>ix</sup> Guide to Orlando Air Force Base, Florida, 1959. Retrieved from: <https://ucf.digital.flvc.org/islandora/object/ucf%3A22413#page/4/mode/2up>