

CORRINE DRIVE

COMPLETE STREETS STUDY

Community Feedback Report: Design Options & Safety Solutions

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Introduction & Key Results

Corrine Drive is ripe for transformation, and people who use the road have plenty of ideas about how it should evolve. Feedback on preliminary Corrine Drive design concepts indicates people want change, but there is no clear consensus on how that change should look.

The Corrine Drive Complete Streets Study aims to improve the 2-mile corridor – between Mills Avenue and Bennett Road – by examining, and ultimately recommending, new transportation options. The study began in 2017, and during its first phase we gathered data and listened to those who use Corrine to learn about challenges and opportunities. At a public meeting in July of 2017, we shared the results of an opinion survey and information from traffic data analysis. MetroPlan Orlando is conducting the study in partnership with Orange County, City of Orlando and City of Winter Park.

In Phase 2, the study focused on developing and presenting conceptual designs for Corrine Drive. In this phase, we gathered most of our feedback online through a survey that allowed people to comment on, and rate ideas. When the second phase of the study began, MetroPlan Orlando offered six possible design concepts. Each would make Corrine Drive a complete street, serving people of all ages and abilities. The concepts differed in number of vehicle travel lanes, types of pedestrian and bicycle infrastructure, parking facilities, and other features. Also included were seven proposed safety solutions, which could be added to any of the design concepts or implemented independently.

No single idea for the road seemed ideal, which is why MetroPlan Orlando presented several choices. There were three main designs – 5-Lane, 3-Lane, and Hybrid (alternating between 5 and 3 lanes, depending on the day of the week) – each with a variation. Deciding on a final plan for Corrine Drive will involve compromising and making trade-offs to come up with the design that best fits the needs of everyone who uses the road – whether they are neighborhood residents, commuters, business owners, cyclists, pedestrians, senior citizens, or students.

Public Opinion on Design Concepts

No design was a clear favorite. The 5-Lane Variation concept was at the top of the list in raw numbers with about 30% choosing it as the favorite. However, the next most popular options were three very different concepts with similar levels of support: 3-Lane (19.8%); 5-Lane (18.4%); and Hybrid Variation (17.3%). The least popular was the No Build option – the idea of doing nothing. Beyond preferences indicated in the survey, many respondents took time to make comments on the design ideas. These often showed somewhat conflicted opinions or posed questions about how they would be implemented.

There was support for bicycle and pedestrian facilities. Almost 20% of respondents favored such changes so much they were willing to give up a travel lane in each direction, choosing the 3-Lane Concept as a favorite. While the Hybrid Variation Concept offered 5 lanes on weekdays (converting outside lanes to parking on weekends), it also provided a shared-use path for pedestrians and cyclists, as did the 5-Lane Variation.

Some survey respondents were concerned about commute times. Many of those who chose the 5-Lane and Hybrid options said smooth weekday traffic flow was an important factor in the choice. Reducing the travel lanes on Corrine Drive to achieve a 3-Lane option is predicted to increase commute times. This led to a number of respondents indicating they were rejecting the 3-Lane options because of the commute time – but some did so reluctantly, since they liked the designs. Furthermore, some respondents disputed the predictions on the increased travel times, saying commuters would change their habits to adjust to the decreased space for vehicles.

Responses on the proposed safety solutions were easier to assess. For these, respondents indicated only whether they thought the design should be implemented. However, some of the proposed solutions were clearly more popular than others.

A detailed look at public opinion and comments on each preliminary design concept and each proposed safety solution is included in this report. Breakdowns on opinions of residents in specific neighborhoods and those with particular relationships to Corrine Drive are also included. All survey comments are included in the Appendix to this report, as are the raw survey answer numbers collected from the Neighborland platform, along with the results from paper surveys added into the online system.

What's Next?

These complex responses show why it's impossible to reach simple conclusions about what people want to happen on Corrine Drive. They also show why MetroPlan Orlando cannot regard the preferences expressed in the survey as a vote to determine the corridor's future.

We do, however, consider the community's opinions extremely valuable in shaping the recommendation that will go forward in the third phase of the Corrine Drive Complete Streets Study. A section of this report discusses how we expect to use public opinion as we develop a draft plan for Corrine Drive.

Survey Development & Distribution

For two months – January 17 to March 16, 2018 – MetroPlan Orlando gathered public comments online concerning its design concepts for Corrine Drive, while holding a series of events where people could meet the project team in person, get information, and have discussions. The aim was to generate as much feedback as possible on what the final plan from the Corrine Drive Complete Streets Study should offer.

Coming Up With Possible Solutions

The preliminary design concepts are the result of data gathered in the first phase of the study, conducted in 2017. That phase brought together technical information and public opinions on Corrine Drive's existing conditions. MetroPlan Orlando and its local government partners examined community preferences and used industry best practices to develop possible designs and solutions for safety concerns. The concepts were analyzed to see how they addressed Corrine Drive's issues and how they accommodated different users. To prepare the basic design concepts for public feedback, MetroPlan Orlando evaluated how each contributed to a person's experience and safety while walking, biking, or driving. This included calculating vehicle drive times for all concepts, along with sidewalk widths and bike facilities.

Since no perfect solution presented itself, improving Corrine Drive will involve comparisons and trade-offs. This is why we asked for reactions to six distinct ideas for how Corrine could become a complete street and offered seven independent safety solutions that could work with any of the design concepts.

Presenting Ideas to the Public

To present such a large amount of information to the public, MetroPlan Orlando chose Neighborland.com, an online platform with a track record of creative public engagement. Each concept and safety solution was displayed on the site, along with written descriptions and technical data. A comprehensive chart allowed users to make side-by-side comparisons of the concepts and see what each one could provide. The Neighborland.com platform offered users the opportunity to comment on and rate each design concept, choose a favorite concept, and provide comments and feedback on whether they would like to see the proposed safety solutions implemented. The Neighborland site also included general background on the study, a page of Frequently Asked Questions, and links to information on CorrineDriveStudy.org.

During the two-month comment period, more than 1,100 people contributed feedback to the online survey platform, and 24 participated by using paper surveys. In order to get this many participants, we used a variety of outreach methods. First, information about how to use Neighborland.com and direct links were posted on CorrineDriveStudy.org and shared electronically through our project newsletter, which has a subscription list of more than 800 people. We supported the online forum with five informal Pop-Up Meetings at different spots along Corrine Drive, which gave members of the public opportunities to ask questions and address specific concerns with members of the project

team in person. These were attended by a total of about 250 people and were promoted through our website, newsletter, and social media.

In addition, we got help from our local government partners with posting information on Next Door and promoting the study on their social media channels and websites. Media coverage also helped boost the study's visibility. In an effort to reach everyone in the study area, we mailed more than 17,000 postcards promoting the Neighborland survey and directing people to the website, while offering a phone number for those who wanted to request paper surveys.

Analyzing the Reactions

Neighborland staff supplied raw numbers for the responses, which were used in the charts and graphics throughout this report. We looked at how favorably respondents viewed each design concept, as well as which one they chose as a favorite. We further segmented responses by the respondents' relationship to Corrine Drive, as well as which study area neighborhoods they lived in. Respondents self-identified whether they were study area residents and chose neighborhood options from a drop-down list.

Respondent Profile

More than 5,700 people (unique users) viewed the Corrine Drive Complete Streets Study information on Neighborland.com. In addition to letting people rate the concepts, the site gave an overview of the study and the possible designs. About 1,197 people went on to give feedback on the design concepts and safety solutions, although not everyone completed the survey. Of those who logged in, 779 voted for a favorite design.

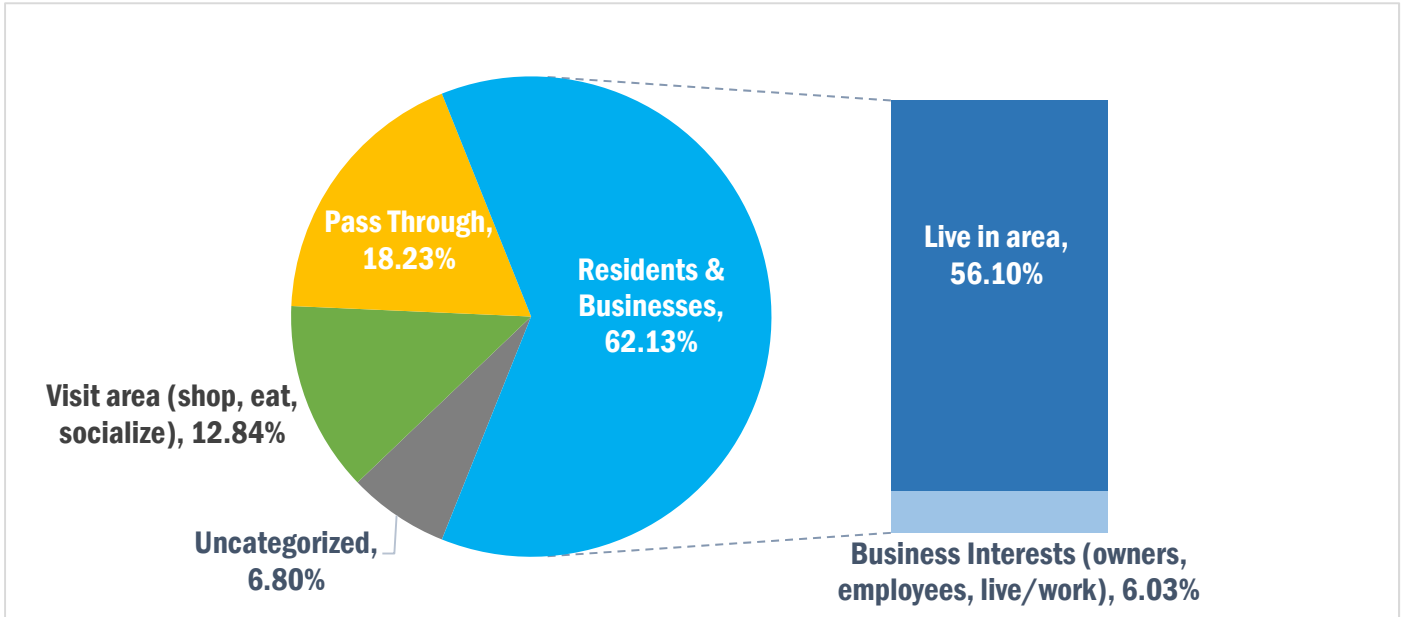
Most of the 779 respondents identified themselves as residents. About 62% said they lived in the study area. About 0.9% of non-resident respondents work in the area or are business owners, but do not live there. (About 5.1% of the total respondents indicated they both live and work in the area.)

Of the remaining respondents, 18.2% identified their relationship as: "It's an area I pass through regularly." The next largest group among non-residents (12.8%) were people who said: "It's where I shop, eat, and socialize." About 6.8% of the respondents were not categorized in terms of their relationship to the corridor.

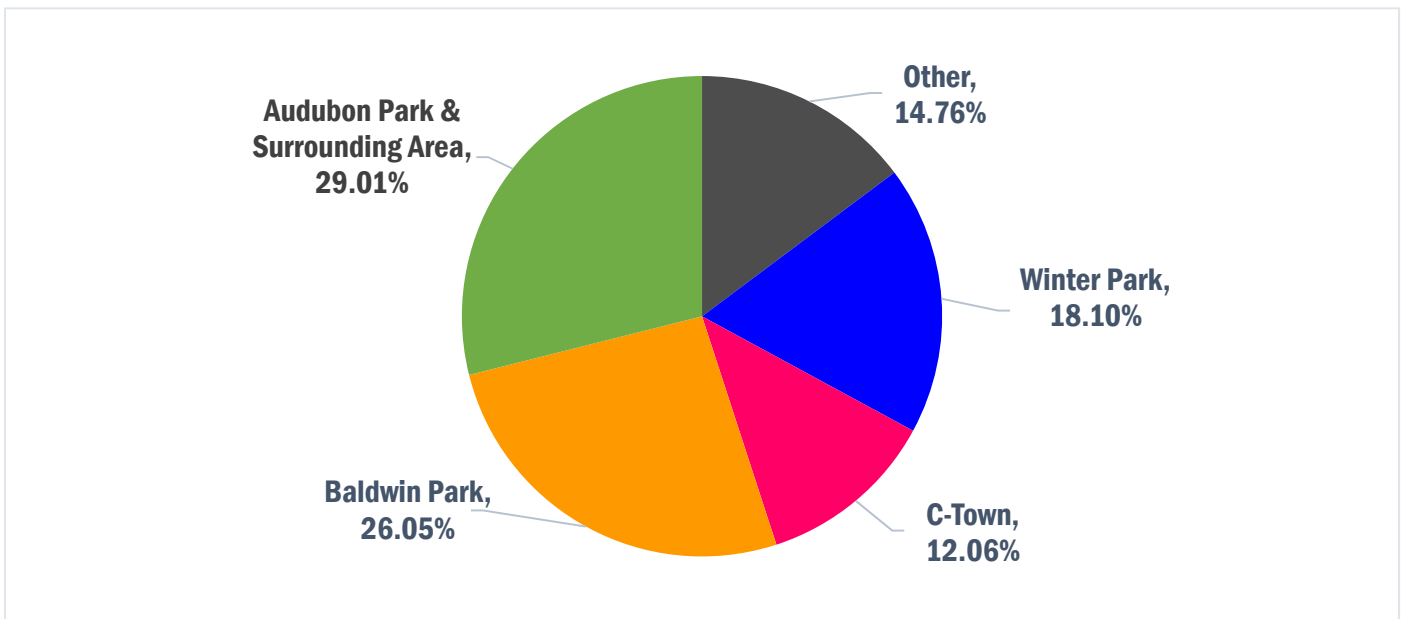
Respondents also were asked to select where they lived from a drop-down menu containing names of neighborhoods in the study area and an "other" option. Of the 779 who did this, 29% said they lived in Audubon Park or one of the smaller neighborhoods adjacent to it (Merritt Park, Rose Isle, Rowena Gardens). The second largest group identified Baldwin Park as their neighborhood (26.1%), and the third largest (18.1%) named Winter Park. About 12.1% were from the "C-Town" area (Colonialtown North, Colonialtown Center, or Coytown), and 14.8% were from outside the region or didn't identify a neighborhood.

The first chart, on the left below, shows relationships identified by survey respondents. On the right, it breaks down those who lived in the area and those who had a business interest in the area. The second chart shows the neighborhoods where survey respondents lived.

Respondent Relationship to Corrine Drive



Respondent Neighborhoods

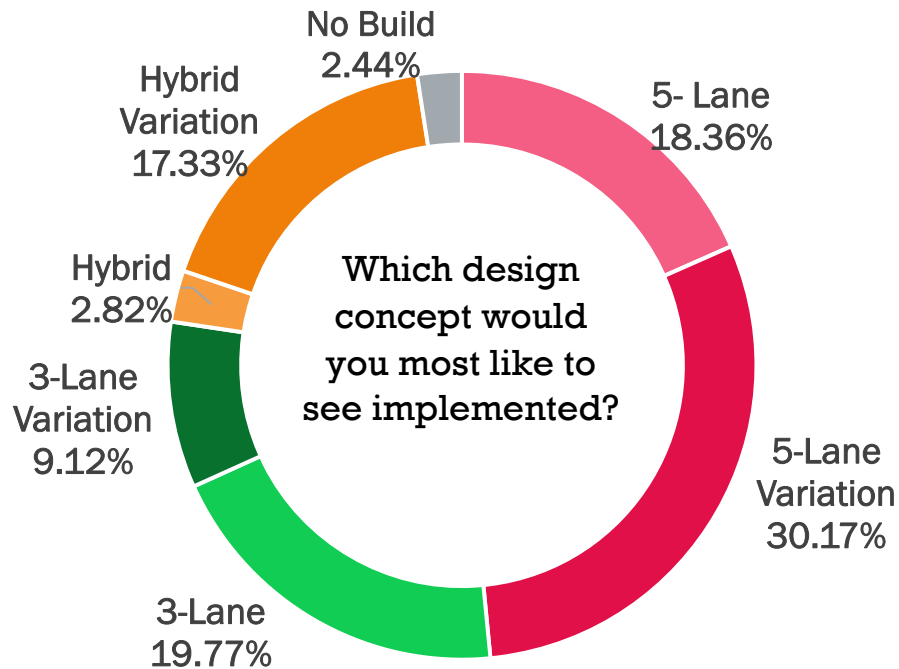


Preferred Design Concepts

Participants had the opportunity to rate each design concept, and they were asked, “Which design would you most like to see implemented?” **This question will not serve as a vote to determine which design will move forward, but it provides broad guidance on which design concepts the public would most like to see advanced and which might be ruled out.** The comments on each design concept give additional insight into public opinion. A complete list of comments is found the Appendix.

Conclusions from feedback on this question, which was answered by 779 participants:

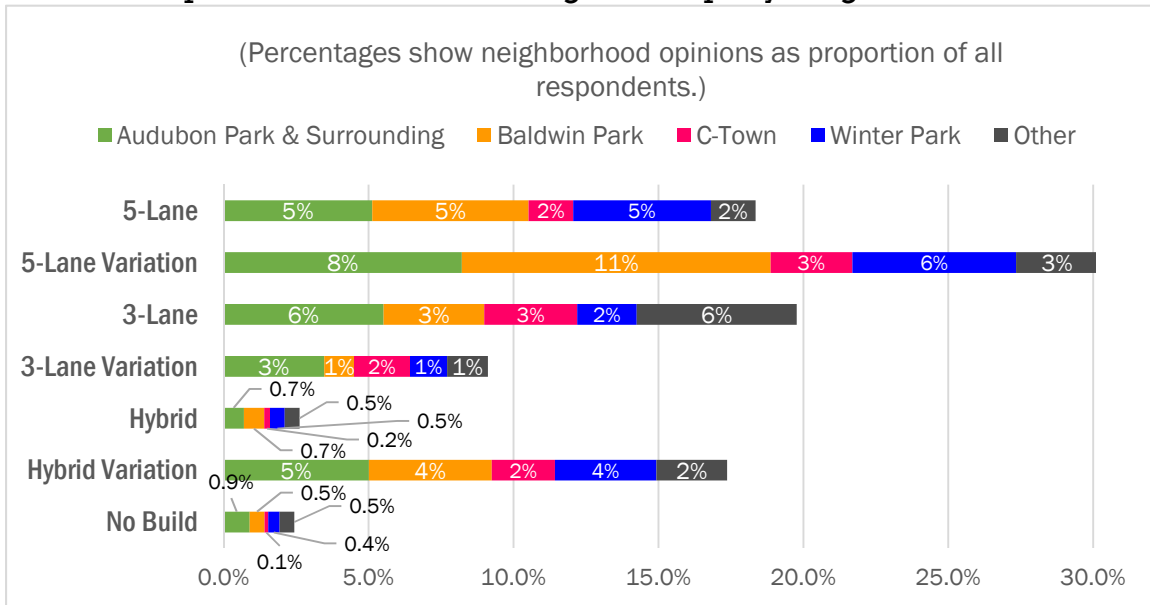
- Opinions on which design concept should move forward were quite varied, with no design receiving majority (50%+) support. The divided public opinion on favorite concepts makes it clear no single design concept is most popular with the majority of respondents.
- The option receiving the least support (2.44%) was the No Build option, which would have left Corrine Drive in its current condition. The majority agreed Corrine Drive needs to be updated, but there is little agreement as to what changes should be made.
- There were three overall design concepts presented, each with a variation – for a total of six design concepts. The responses showed clear preferences within each concept. Of the **5-Lane** options, the variation was more popular than the main concept. Of the **3-Lane** options, the main design was preferred to the variation. Of the **Hybrid** options, the variation was more popular than the main concept.
- More than three-fourths of the respondents chose designs that included facilities for bicyclists – either dedicated cycle paths (3-Lane Concept) or shared-use paths for cyclists and pedestrians (5-Lane Variation, 3-Lane Variation, Hybrid Variation)



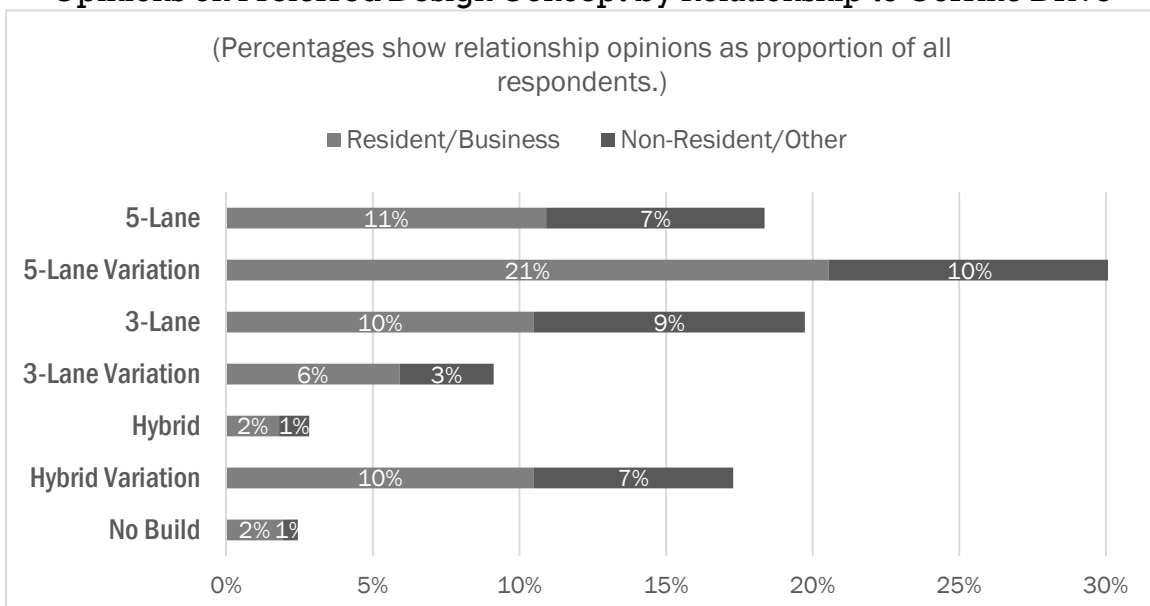
Further Opinion Breakdowns

The **first chart** below shows how survey respondents who identified as residents of certain neighborhoods rated the design concepts. (See the *Neighborhood Opinions at a Glance* section for more details on opinions of residents in each neighborhood.) The **second chart** shows how respondents who identified a close relationship to Corrine Drive (resident or businessperson in the study area) rated the design concepts versus how respondents from outside the study area rated it.

Opinions on Preferred Design Concept by Neighborhood



Opinions on Preferred Design Concept by Relationship to Corrine Drive



Design Concepts at a Glance

The graphs below show participants' opinions when asked to rate each concept individually. A discussion of each design concept follows.



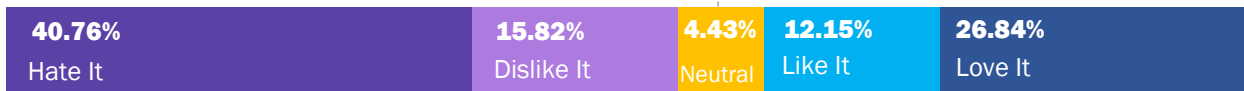
5-Lane



5-Lane Variation



3-Lane



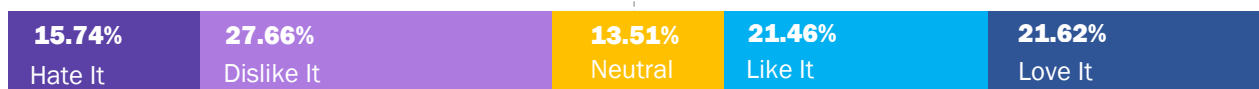
3-Lane Variation



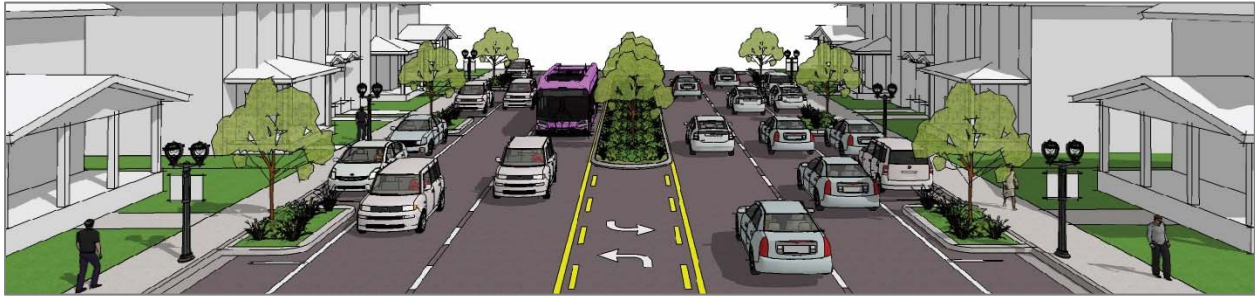
Hybrid



Hybrid Variation



5-Lane Design Concept



The 5-Lane Design Concept provided four travel lanes plus a center turn lane, periodic landscaped medians, street parking on both sides, and ADA-accessible sidewalks throughout.

5-Lane Design Concept

Responses: 698

Comments: 125

When participants were asked to review and rate the 5-Lane Design Concept individually, it received 59.9% positive (Love It/Like It) ratings, 9.3% neutral, and 30.8% negative (Hate It/Dislike It). This design concept was the closest to the Corrine Drive configuration that exists today. This design did not increase commute times significantly.

Participants who liked this concept cited several reasons for their positive opinions, including maintaining traffic flow and on-street parking. Many commented positively on design features like the addition of sidewalks, landscaping, and medians.

Commenting on design features, one person said, “I really like how these tree planters that break up the parallel parking areas also help provide a barrier between the homes and the main road both visually and from a noise reduction perspective.” Another stated, “I hope these attractive street lights come with the concept and with underground lines.”

One person who supported the 5-Lane concept said, “Please keep five lanes – we need them for traffic flow. Traffic is already bad enough on this road. Thanks for listening!” Accommodating traffic from the future Audubon Park K-8 School was a concern for some, who felt that “traffic has to increase with... parents driving students to and from school... rush hour peak traffic in the AM has to increase.”

Another person noted that the 5-Lane concept “allows the most efficient progression of travel through the corridor... it keeps the volume of ‘cut through’ traffic out of the nearby neighborhoods.” One resident who lives a block off of Corrine Drive agreed, saying she feels “very strongly that any additional congestion on Corrine will cause commuters and residents to find alternate routes. Me included.”

Many participants who disliked this concept attributed their negative opinions to a lack of bicycle facilities. One said, “The landscaping and sidewalks are a step up from the current situation, but this concept is still too car-centric for my tastes. In particular, there are no dedicated provisions for bicycles, which is the main problem with the current layout.” Another said, “If a bike path is not provided, people will be riding down sidewalks.”

One person commented that they thought the design did not offer “enough focus on pedestrian and bike safety. Any improvements to this area should strive to create a more connected, walkable community.” Another person who wanted to see more features for bicyclists and pedestrians said, “I feel like this is such a small improvement on a general scale.”

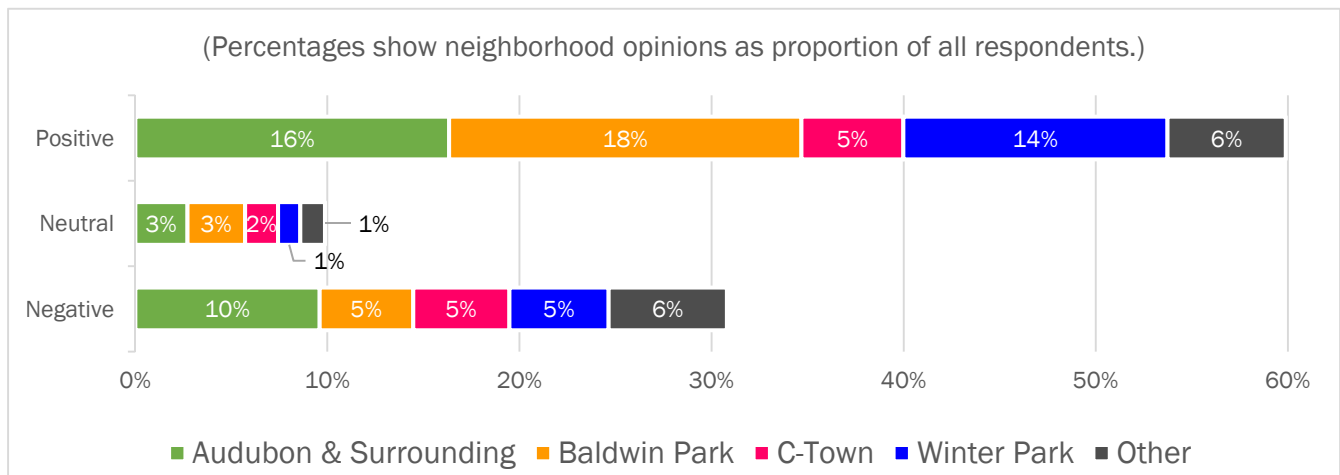
Others opposed to the 5-Lane design expressed concerns that the concept did not do enough to reduce speeding, saying, “As someone who lives on Corrine, it doesn’t matter the size of the lanes. People are going to treat it like a racetrack if there are this many lanes.” One business owner who has been in the area for nearly 20 years said, “Cars drive way too fast, it’s not safe. There is no need for a road this large in this area when we desperately need parking and bike lanes.” Another noted concerns about students: “Speeding is bad, which is totally unacceptable with the school opening in fall.” Some called for more traffic enforcement and reducing the speed limit.

Another concern repeated several times was that current on-street parking blocks visibility when accessing Corrine Drive today, and that any future on-street parking would have to be designed for maximum visibility and safety. “Street parking is a huge hindrance to seeing the oncoming traffic... it’s actually very scary to try and pull out.”

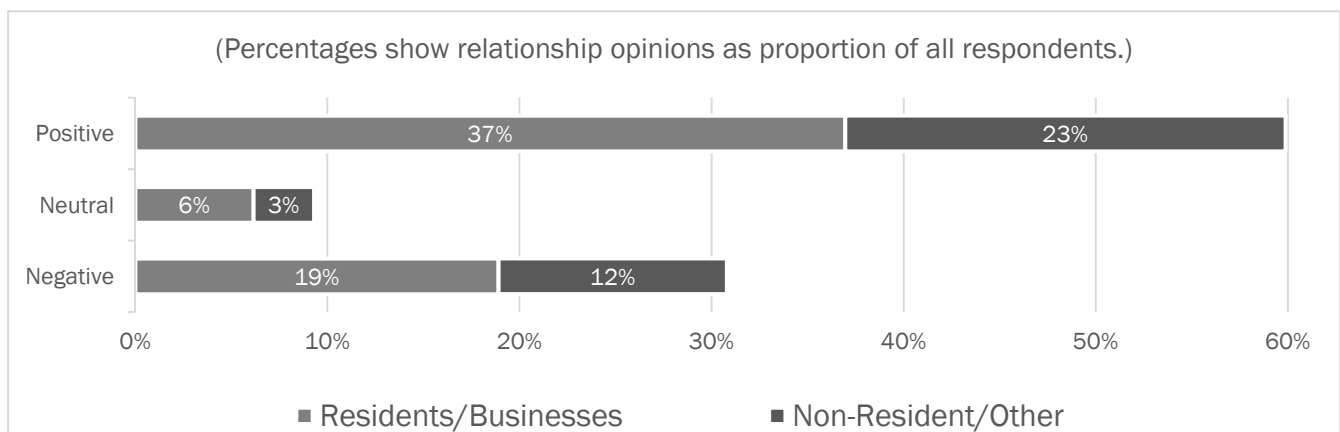
Further Opinion Breakdowns

The **first chart** below shows how survey respondents who identified as residents of certain neighborhoods rated the 5-Lane Design Concept. (See the *Opinions by Neighborhood* section for more details on opinions of residents in each neighborhood.) The **second chart** shows how respondents who identified a close relationship to Corrine Drive (resident or businessperson in the study area) rated the 5-Lane Design Concept versus how respondents from outside the study area rated it.

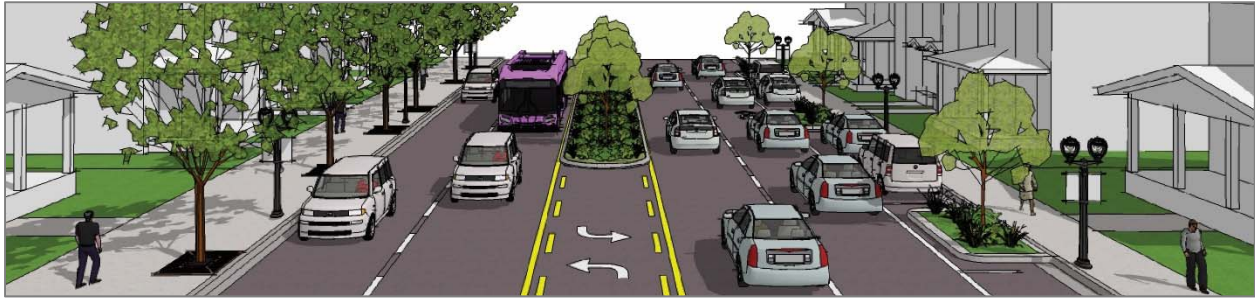
Opinions on 5-Lane Design Concept by Neighborhood



Opinions on 5-Lane Design Concept by Relationship to Corrine Drive



5-Lane Variation Design Concept



The 5-Lane Variation Design Concept replaced the parking and sidewalk on the north side of the road with a shared-use path for pedestrians and cyclists. The south side offered parallel parking, trees and a sidewalk. This concept provided four travel lanes and a center turn lane.

5-Lane Variation Design Concept

Responses: 715

Comments: 122

The 5-Lane Variation Design Concept received 58.6% positive ratings (Love It/Like It), 11.6% neutral, and 29.8% negative (Hate It/Dislike It). Though this design concept was individually rated similarly to the main 5-Lane concept, the variation received far more support when participants were asked which design they'd like to see implemented (see *Preferred Design Concepts* section for more details). This design did not increase commute times on the road significantly.

Participants who supported this design felt it offered something for a variety of needs, “a great compromise with the space, to trade a wide path on one side and keep parallel [parking] spaces on another.” One person called it, “By far the best solution for pedestrian, bikes and cars!” Another said, “This plan seems to strike a bit of a balance for both businesses and pedestrians/bikers by leaving one side for parking and the other for a shared-use path.”

Many pointed to the shared-use path as a positive design feature, such as this person, who said, “The shared use pedestrian and bike path will be an excellent option for local kids to walk/bike to the new K-8 school! Connectivity to local trails is also a bonus.” People who identified as both cyclists and pedestrians thought they could successfully share the space. One said, “I ride my bike mostly, but I would have no problem sharing a path with pedestrians.” Another said, “As a casual biker and avid walker, this combines the best of both while taking care of parking, adding green, and accommodating traffic.”

Others were not enthused with the idea of a shared-use path because it was “better for casual bicycle riding but not for commuting.” Another did not think that “mixing pedestrians with bikes is a good idea, especially when there will be a lot of small children and parents with strollers.”

Safety on the shared-use path was a concern for some. A cyclist commented that “shared-use paths are not a safe design for any kind of serious cycling activity” because “pedestrians are unpredictable at best, especially when there are tree grates that periodically extend into the path.” Another thought the path would “very likely go unused by cyclists due to the added danger of cars turning into driveways and businesses.”

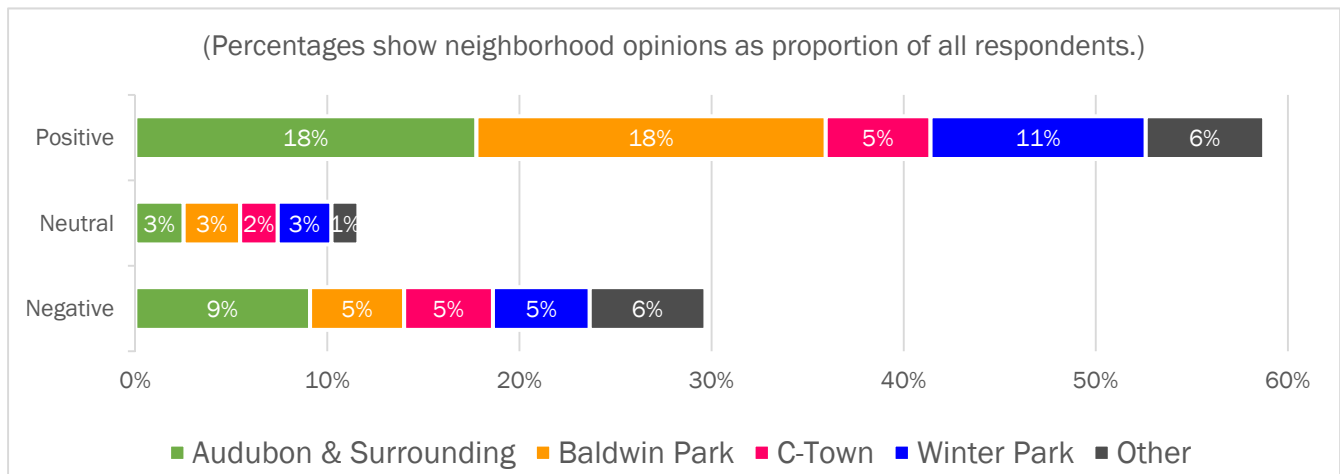
Some others who disliked the design thought that having on-street parking only on one side of the street was unacceptable. One participant objected to the idea of additional cars parking on side streets, saying, “This sounds great in theory but where do you think all the cars will move to? Up and down the Osprey and Robin side streets!”

Some commenters suggested design changes. “This would be perfect if you completely took out both [sides of] on street parking. The right side of this picture could be a true cycling lane where the parking is currently. Then we would have sidewalks, cycling lanes, and 5 lanes.” Another said they’d like to see the center turn lane eliminated and “use the gained space to put parallel parking back on both sides of the street.” A representative from LYNX suggested, “Where there are potentially these landscaping bulb-outs, consider setting some aside as bus stop landing pad bulb-outs; making boarding/alighting easier.” One person advised against tree grates and suggested that a certified arborist be consulted in the planning stages to avoid “incorrect species and subsequent constant tree replacement and surrounding sidewalk/road repairs.”

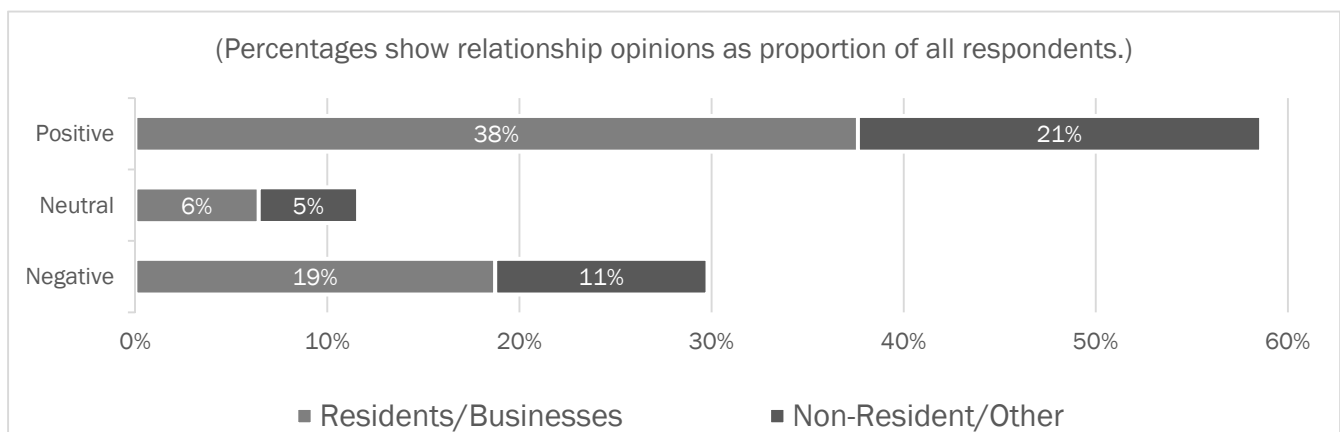
Further Opinion Breakdowns

The **first chart** below shows how survey respondents who identified as residents of certain neighborhoods rated the 5-Lane Variation Design Concept. (See the *Opinions by Neighborhood* section for more details on opinions of residents in each neighborhood.) The **second chart** shows how respondents who identified a close relationship to Corrine Drive (resident or businessperson in the study area) rated the 5-Lane Variation Design Concept versus how respondents from outside the study area rated it.

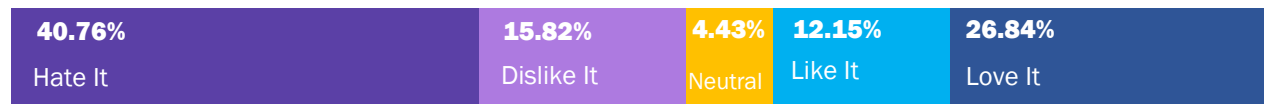
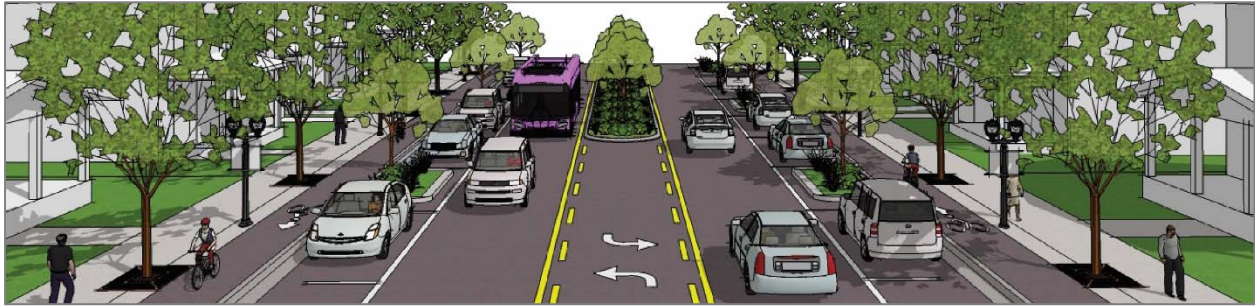
Opinions on 5-Lane Variation Design Concept by Neighborhood



Opinions on 5-Lane Variation Design Concept by Relationship to Corrine Drive



3-Lane Design Concept



The 3-Lane Design Concept provided two travel lanes plus a center turn lane, with periodic landscaped medians. It offered a sidewalk, trees, and a cycle track on each side, separated from moving vehicles by a barrier and parked cars.

3-Lane Design Concept

Responses: 790

Comments: 191

When asked to rate the 3-Lane Design Concept individually, survey respondents gave it a 38.9% positive rating (Love It/Like It), a 4.4% neutral rating, and a 56.6% negative rating (Hate It/Dislike It). This design concept would make the biggest change to today's Corrine Drive.

People who favored the design saw it as a way to accommodate cyclists and pedestrians, give a neighborhood main-street feel to the area, and slow down vehicle traffic to make the road safer. With this design, weekday rush-hour drive times for the 2-mile stretch were calculated at 29.8 minutes in the morning and 23.8 minutes in the evening – about a 20-minute increase, using the current traffic volume of 23,000 vehicles a day. The 5-Lane and Hybrid designs did not increase commute times significantly.

Some who favored the 3-Lane design embraced the study's projected rush-hour travel times as a way to intentionally slow traffic. Others liked the design, but said the projected travel times made it impractical. Still others did not accept the travel times; they liked the design and didn't think it would affect vehicle traffic as much as projected. Some liked the ideas of slowing traffic and providing bicycle infrastructure, but thought there were better designs than the 3-Lane concept presented.

"This provides a safe pedestrian and cyclist option," wrote one person. "I walk and ride a bike along Corrine almost on a daily basis with my family, and currently it is very dangerous. I see the traffic times increase significantly in this option, but I feel the benefits of having a walkable community outweigh that." Another who responded favorably said: "I love the bike paths and parking. This makes Corrine feel like a neighborhood but allows visitors to support our local businesses."

Slightly more than a dozen respondents who provided comments favored the 3-Lane Concept but said the travel times were prohibitive and would make it impractical. Some expressed personal

concerns. “I love this design but definitely don’t have an extra 20 minutes to add onto my daily commute just to go the first couple miles away from my house!” said one. Another observed: “As a utility cyclist, I love this concept the best. However, a jump from a 6- to 27-minute commute is not trivial. I do carpool during rush hour and would time my driving accordingly; nonetheless, this won’t be popular.”

Others expressed concerns about safety issues in the neighborhoods that might result from implementing the concept: “I really like this design, but I’m concerned that slowing down the traffic during rush hour would increase the number of cars that use back roads in this area to cut through. Speeding is a problem on the back roads.” Another person commented: “On the plus side, this concept is the most friendly to those coming to visit the Audubon Park business district – bikers, pedestrians and drivers (with continued parking). On the negative side, it’s a nightmare for commuters trying to get home to Baldwin Park.”

A handful of respondents commented that they didn’t accept the calculations of the computer software used to analyze traffic operations on Corrine Drive for each of the proposed concepts. (MetroPlan Orlando used the Synchro studio suite and sent the analysis to Orange County and the City of Orlando to review and validate results.) One survey respondent commented: “I think your study is flawed and biased if you think it can take almost a half hour to travel 2 miles. How do you come up with this? The safety of pedestrians, cyclists and motorists is far more important than the few minutes more of travel time for residents that use Audubon Park as a highway to their neighborhoods.” Another said the travel times don’t “reflect how motorists often react to road diets in the real world,” suggesting that many would “shift routes, forgo travel, shift the times when they travel, or shift to another mode (walking or biking).”

There were a couple of dozen respondents who said they liked the 3-Lane idea but had specific concerns with the proposed design. The issues were varied. “I have concerns with how cyclists would leave the cycle track to make left turns and what could be done to reduce conflicts with right-turning vehicles crossing the cycle track,” said one. “If a parked car opens a door on the passenger side, there may be a risk of “dooring” a cyclist. Also, drivers not familiar with cycle tracks may try to cross over the separation to park,” said another. “The street parking can be south side only and cycling path needs to be street level on both sides. It’s more dangerous to cycle on the sidewalks due to cars pulling out of drives. Just do a sidewalk and cycling lane on street,” said a third. One person commented: “Shared paths for peds/bikes make more sense in this type of neighborhood, as our car drivers are not good at following rules.”

Of the respondents who gave the 3-Lane Concept an unfavorable rating (Hate it/Dislike It), and among those who wrote comments, the increased travel times was the major reason cited. More than 50 respondents commented on the travel time. Typical comments: “These rush hour times are unacceptable,” and “We have way too much traffic for any 3-lane concept to work.”

Beyond just disliking the numbers, however, some who didn’t like the concept had specific concerns about the design, ranging from lack of access to neighborhood streets, to impediments for emergency vehicles, to loss of customers and revenue for area businesses. “Beeman Park residents will never be able to get out of their neighborhood. It’s hard now!” said one. “This is a safety hazard

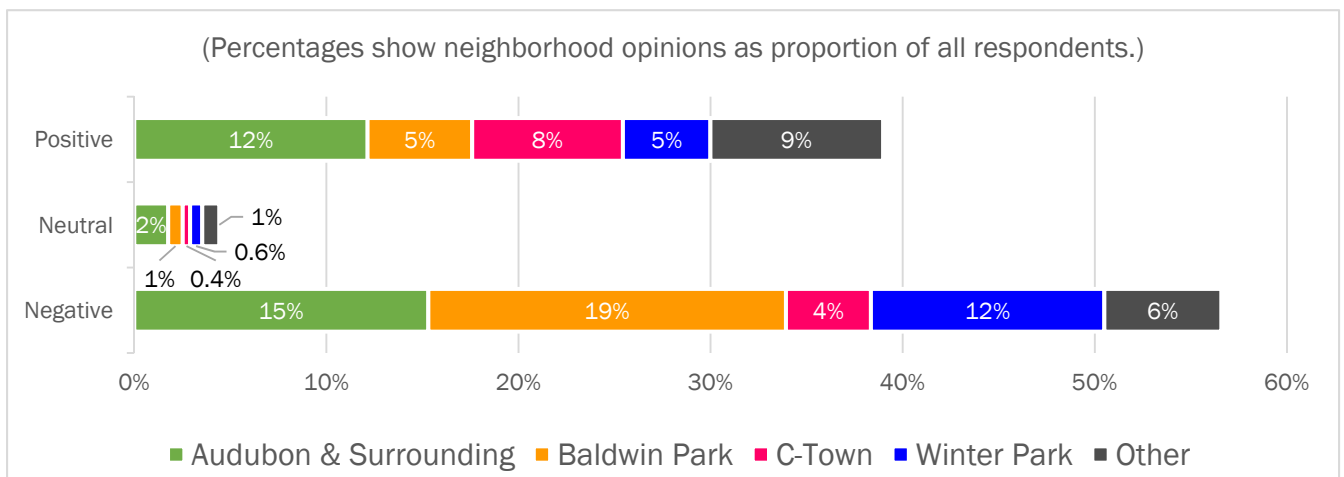
for emergency vehicles, who will not be able to get around one-lane traffic with a median sitting there,” said another. “Traffic is already bad enough at rush hour, and this would bring it to a standstill, hurting everyone – including the businesses this is supposed to help. If Colonial wasn’t a parking lot in this area, this might be able to work,” said a third.

Some questioned the need for the level of bicycle infrastructure in the concept: “It is absurd to waste so much space on cyclists. There just aren’t that many compared to drivers. We don’t need another horribly congested East-West road like Colonial. This design is a nightmare. There will be little cycling traffic, and this will be a huge waste of funds.”

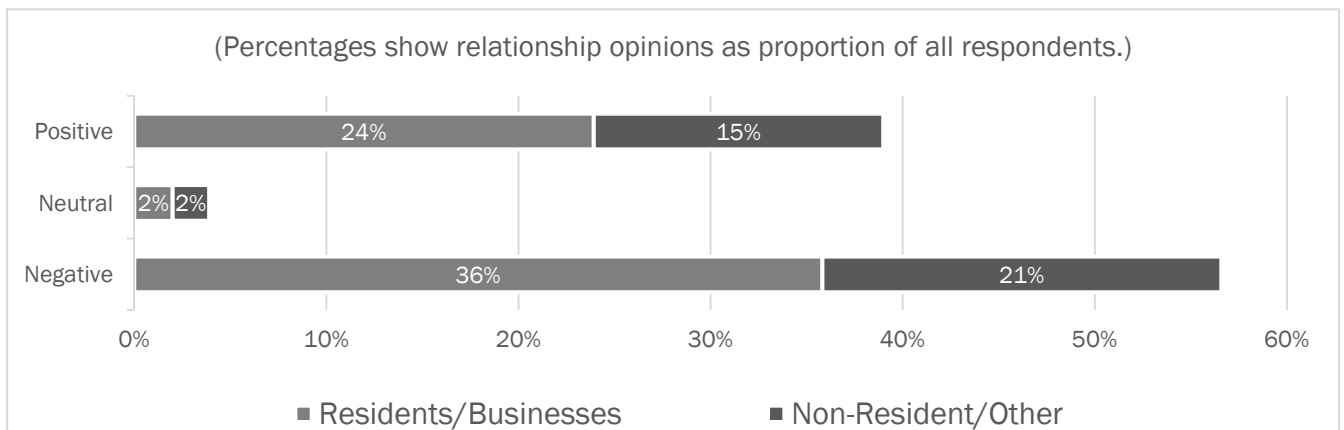
Further Opinion Breakdowns

The **first chart** below shows how survey respondents who identified as residents of certain neighborhoods rated the 3-Lane Concept. (See the *Opinions by Neighborhood* section for more details on opinions of residents in each neighborhood.) The **second chart** shows how respondents who identified a close relationship to Corrine Drive (resident or businessperson in the study area) rated the 3-Lane Concept versus how respondents from outside the study area rated it.

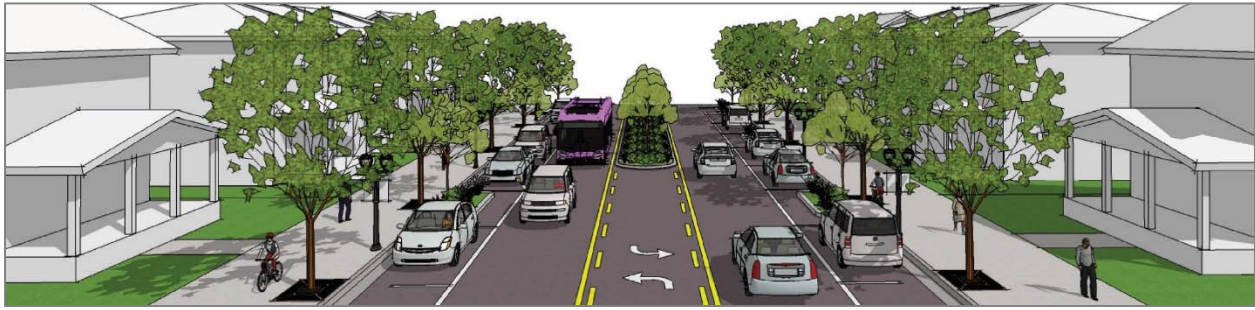
Opinions on 3-Lane Concept by Neighborhood



Opinions on 3-Lane Design Concept by Relationship to Corrine Drive



3-Lane Variation Design Concept



The 3-Lane Variation Design Concept replaced the cycle tracks and sidewalks with shared-use paths for pedestrians and cyclists on both sides of the road. Like the original 3-Lane Concept, it provided 2 travel lanes plus a center turn lane, with periodic landscaped medians.

3-Lane Variation Design Concept

Responses: 689

Comments: 96

When asked to rate the 3-Lane Variation Design Concept individually, survey respondents gave it a 34.3% positive rating (Love It/Like It), a 6.8% neutral rating, and a 58.9% negative rating (Hate It/Dislike It). As with the original 3-Lane concept, this design would make a significant change to today’s Corrine Drive.

People who favored the design tended to see it as either an improvement on the 3-Lane Concept or as a second-choice alternative to accommodate cyclists and pedestrians, while slowing vehicle traffic to make the road safer. With this design, as with the original 3-Lane concept, weekday rush-hour drive times for the 2-mile stretch were calculated at 29.8 minutes in the morning and 23.8 minutes in the evening, using the current traffic volume of 23,000 vehicles a day.

Of the more than 230 survey respondents who rated the 3-Lane Variation positively, about 15 commented that it was their favorite concept – primarily because they preferred the shared use paths over separated cycle tracks. One person wrote: “Love this. Room for bikes and people. Pedestrians won’t feel like they’re in someone’s yard. Drivers are forced to slow down. This is good!” Another said: “I prefer this alternative of a shared-use path.” A third commented, “Of the six choices, I love this one the best visually. It’ll make the neighborhood feel like one again.”

About a dozen commented that they liked the idea but had reservations about some aspect of the design or saw it as inferior to the 3-Lane design. These respondents often indicated they preferred dedicated cycle tracks to shared-use paths or thought the shared-use path presented safety issues. “I believe multi-use path will be very busy, especially before and after school and weekends. I think bikes on their own path will make it more safe for students riding bikes and families walking,” said one. “The shared path is OK but not the best. The problem with shared paths is many times pedestrians walk dogs and allow the dogs on the leash to block the full path. This also happens with pedestrians who walk 4 abreast. No one looks behind them, so a cyclist has to yell or indicate they

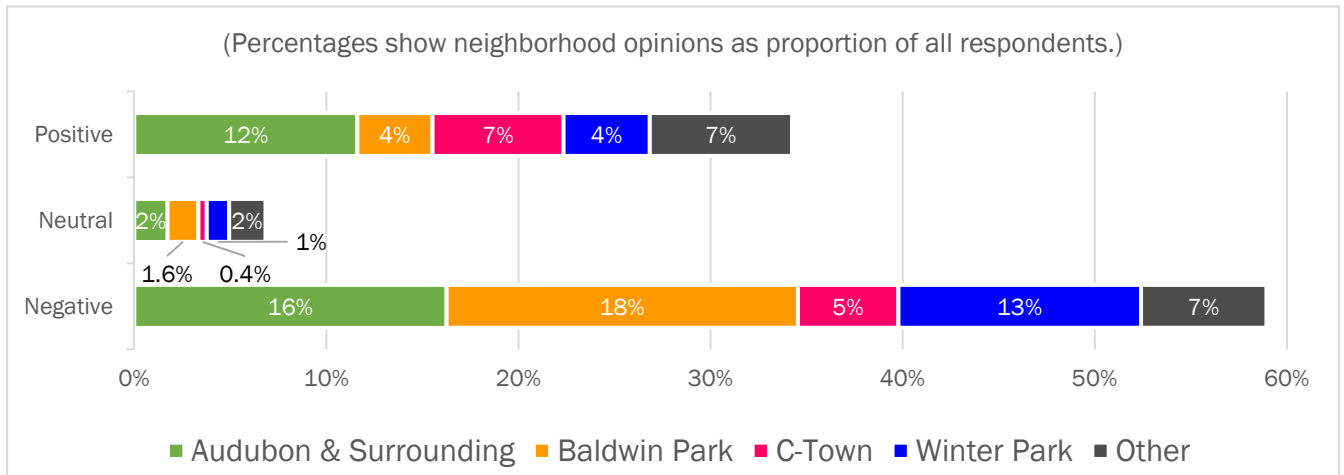
are there,” said a second respondent. A third commented, “Some cyclists are not so considerate with pedestrians. Separating the two is better.”

There were more than 50 comments from people who did not like the design, and most of these reflected concerns similar to those expressed about the 3-Lane Design Concept. The main issue, again, was the increased commute time from one end of the corridor to the other – which is estimated to increase by about 20 minutes during morning and evening rush hours, with current traffic volumes. “This road handles too much traffic to lose car lanes. Will have a terrible effect on surrounding neighborhoods from cut-through traffic,” said one. “Impractical because 3-lane concept itself is impractical from traffic congestion standpoint,” said another.

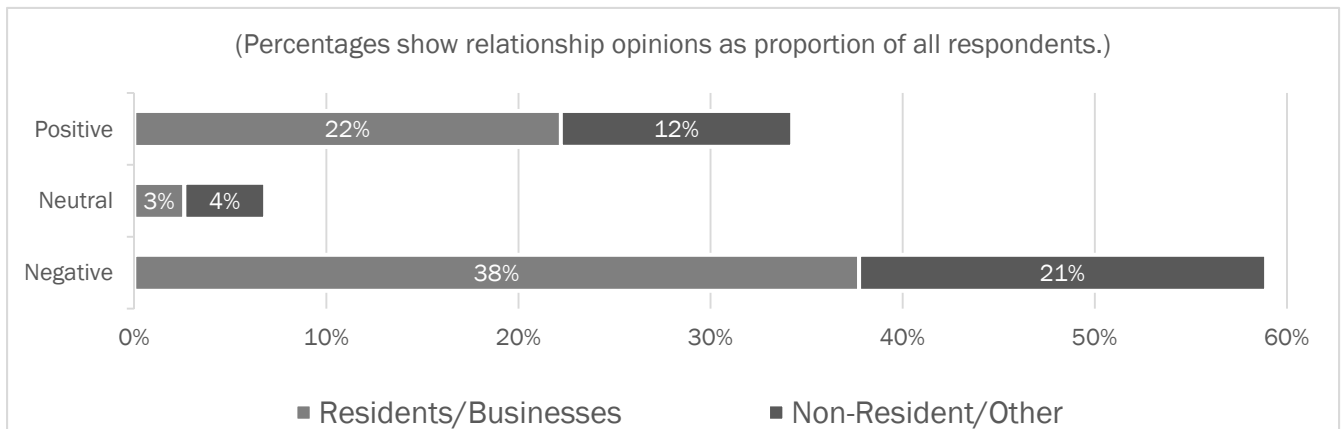
Further Opinion Breakdowns

The **first chart** below shows how survey respondents who identified as residents of certain neighborhoods rated the 3-Lane Variation. (See the *Opinions by Neighborhood* section for more details on opinions of residents in each neighborhood.) The **second chart** shows how respondents who identified a close relationship to Corrine Drive (resident or businessperson in the study area) rated the 3-Lane Variation Concept versus how respondents from outside the study area rated it.

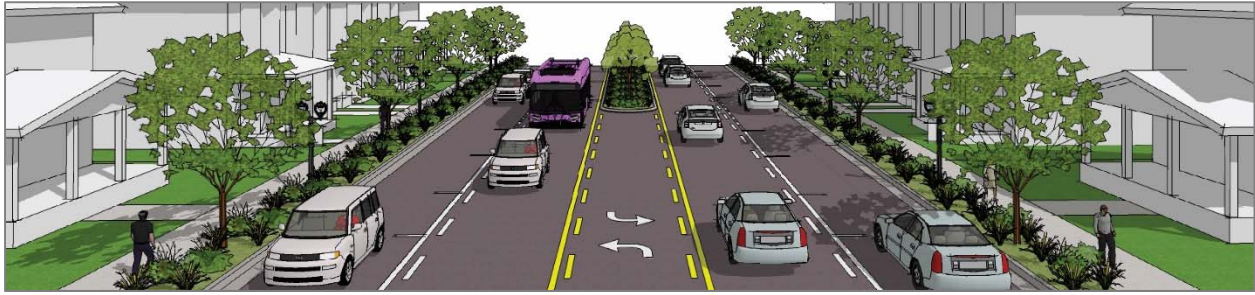
Opinions on 3-Lane Variation Concept by Neighborhood



Opinions on 3-Lane Variation Concept by Relationship to Corrine Drive



Hybrid Design Concept



The Hybrid Design Concept offered five lanes on weekdays (Mon.-Fri.) and three lanes on weekends (Sat.-Sun.). The two outside travel lanes would convert to parallel parking on weekends, when traffic is lighter. This concept also offered a sidewalk on each side of the road, with landscaping.

Hybrid Design Concept

Responses: 673

Comments: 92

The Hybrid Design Concept received 31.4% positive ratings (Love It/Like It), 16.9% neutral, and 51.7% negative (Hate It/Dislike It). Of the six design concepts presented to the public, the Hybrid concept received the lowest share of positive sentiment and the largest share of neutral sentiment. When participants were asked which design they would like to see implemented, the hybrid was the least popular design, with 2.8% of the overall vote (just slightly higher than the no build option, which was supported by 2.4%). The concept would not increase commute times on the road significantly.

Some who favored the concept felt it offered “the best compromise to residents and commuters.” One person said, “I really like this concept because it gives everyone a little bit of what they’d like. Acceptable drive times, but also a road diet on weekends with street parking.” Another person was concerned that it was “too dependent on law enforcement for M-F [Monday-Friday] lanes.”

Another person who supported the Hybrid design commented, “I don’t think three lanes during the weekdays is a practical option, but three lanes on weekends would work just fine. I love the big sidewalks. We walk to the ice cream shop and right now avoid walking on Corrine because of the current state of the sidewalks and how close they are to the road.” Another participant thought it was “smart to maximize number of travel lanes during peak hours then convert to more urban feel with on-street parking on weekends.”

Many who disliked the Hybrid design concept were concerned that the design would be too complicated and confusing. One person expressed her concern this way, “I’m not sure the crazy drivers on Corrine will understand this concept.” Another thought that there would be “a better chance of accidents with this design because people won’t remember what day the lanes are open or not.” Yet another did not feel the Hybrid design concept met the needs of residents or visitors, calling it “just lipstick on a pig.”

Others disliked the concept because of the lack of bicycle facilities, expressing that “room for cyclists is a necessity.” Another person lamented that the design “does not really accommodate bicyclists at any time during the week.”

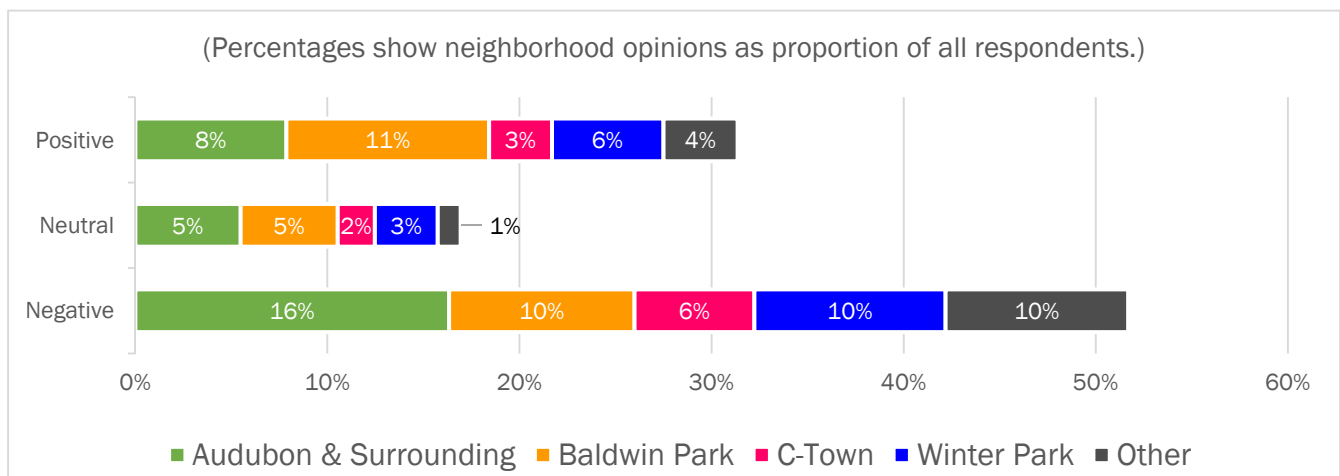
Still others thought parking was needed seven days a week and were concerned about impacts on Corrine Drive residents and businesses. “Removing street parking already in use by homeowners and businesses during the week is unfair if you have lived there before this concept.” Another said, “Business owners and shoppers will not like this. They need parking all the time.” Some were concerned the design would “force cars to park elsewhere, flooding our neighborhoods with parked vehicles.”

Many suggested allowing parking on weekday evenings as well as weekends, like this person who said, “I wish this plan had something for weekday nights – like street parking after 7 p.m.” Another person thought the hybrid design was “worth further study,” recommending that parking be available on weekday evenings for businesses and the Monday night market.

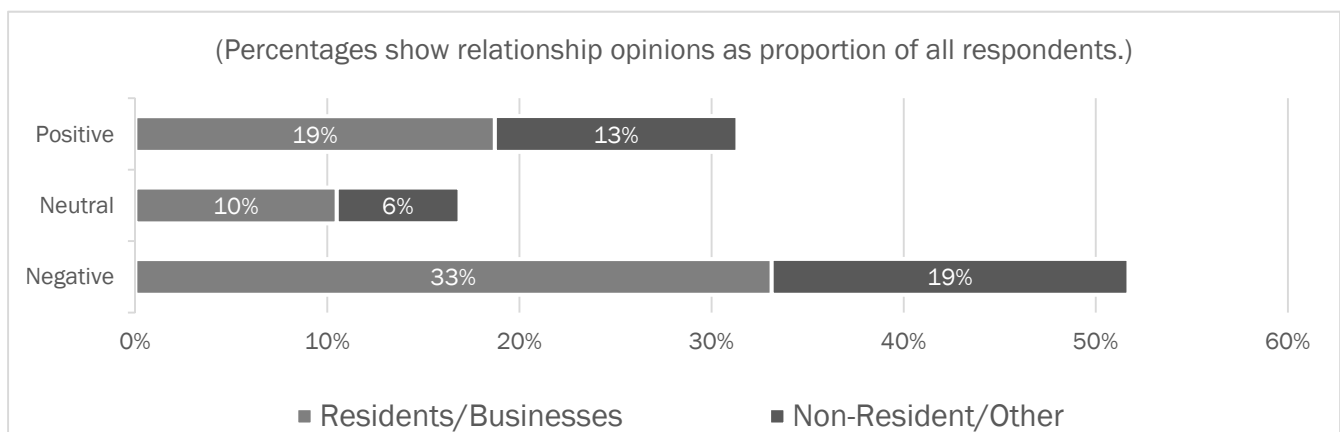
Further Opinion Breakdowns

The **first chart** below shows how survey respondents who identified as residents of certain neighborhoods rated the Hybrid Design Concept. (See the *Opinions by Neighborhood* section for more details on opinions of residents in each neighborhood.) The **second chart** shows how respondents who identified a close relationship to Corrine Drive (resident or businessperson in the study area) rated the Hybrid Design Concept versus how respondents from outside the study area rated it.

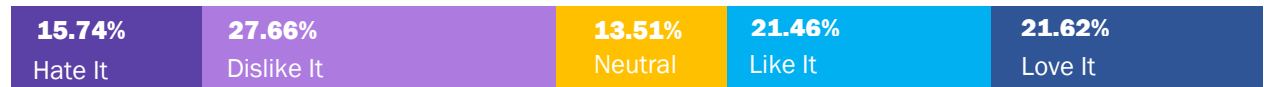
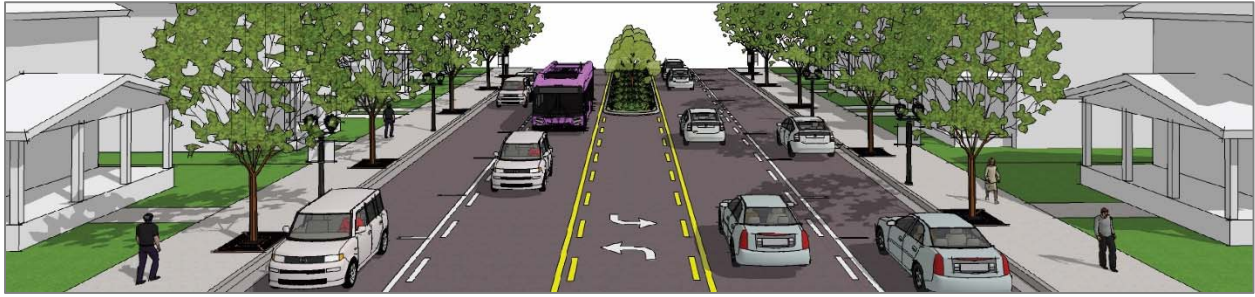
Opinions on Hybrid Design Concept by Neighborhood



Opinions on Hybrid Design Concept by Relationship to Corrine Drive



Hybrid Variation Design Concept



The Hybrid Variation Design Concept replaced sidewalks and landscaping on both sides of the road with shared-use paths for pedestrians and cyclists. Like the main Hybrid Concept, this variation also offered five lanes on weekdays (Mon.-Fri.) and three lanes on weekends (Sat.-Sun.) by converting outside lanes to parking on weekends.

Hybrid Variation Design Concept

Responses: 629

Comments: 99

The Hybrid Variation Design Concept received 43.1% positive ratings (Love It/Like It), 13.5% neutral, and 43.4% negative (Hate It/Dislike It) – the only concept to receive evenly split sentiments. Of the two hybrid designs presented to the public, the Hybrid Variation was clearly favored over the main design (see *Preferred Design Concepts* section for more details). The concept would not increase commute times on the road significantly.

Many participants who liked this design concept used words such as “compromise” and “trade-off,” saying the concept provided elements that would appeal to a variety of users. “This is probably the most innovative design, and the one with the best compromises. It has something for everybody.” Another person said, “This is the best compromise of all the designs and tries to balance the needs of commuters, bikers, pedestrians, businesses, and residents.” Another called it “a good trade-off with parking and commute times.” One person who was a big fan of the design said, “This plan is exquisite. Best of everything [for] residents and business. Residents need to be able to move through this area but also enjoy it on bicycles and foot. Businesses need to invest in a parking lot or parking garage.”

Several people liked the shared-use paths, noting that biking and walking paths (shared or not) are “very important as kids commute to the new K8 [school].” Another noted the benefits of having shared-use paths on both sides of the road: “I like how the shared use path on both sides of the street reduce the number of times a bike rider needs to cross the street to ride in the correct area - which is excellent for children, considering the school.”

People who disliked the Hybrid Variation concept listed several reasons for their sentiments. This person echoed a concern that came up for many: “This type of on-street parking is dangerous.

People won't pay attention and hit parked cars which is what happens now. Need on-street parking for businesses during the week." Another noted that while they liked the design, it seemed "like an accident waiting to happen, if someone isn't paying attention, and there are a lot of distracted drivers out there."

Many were worried that a lack of parking during the week would adversely affect residents and businesses on Corrine Drive. One person said, "This will be a major problem Monday-Friday if there is no alternate parking area provided for people - Residents will become frustrated and Businesses will lose customers. Parking is tight already." Another said, "Don't take away what is already limited parking for the restaurants and shops on Corrine. Bad idea."

Others had safety concerns about shared-use paths, with one person saying they were "not a safe idea for the users." Some cyclists thought the shared-use paths were not wide enough. One said, "11.5 feet with tree grates is not really wide enough for a bike path."

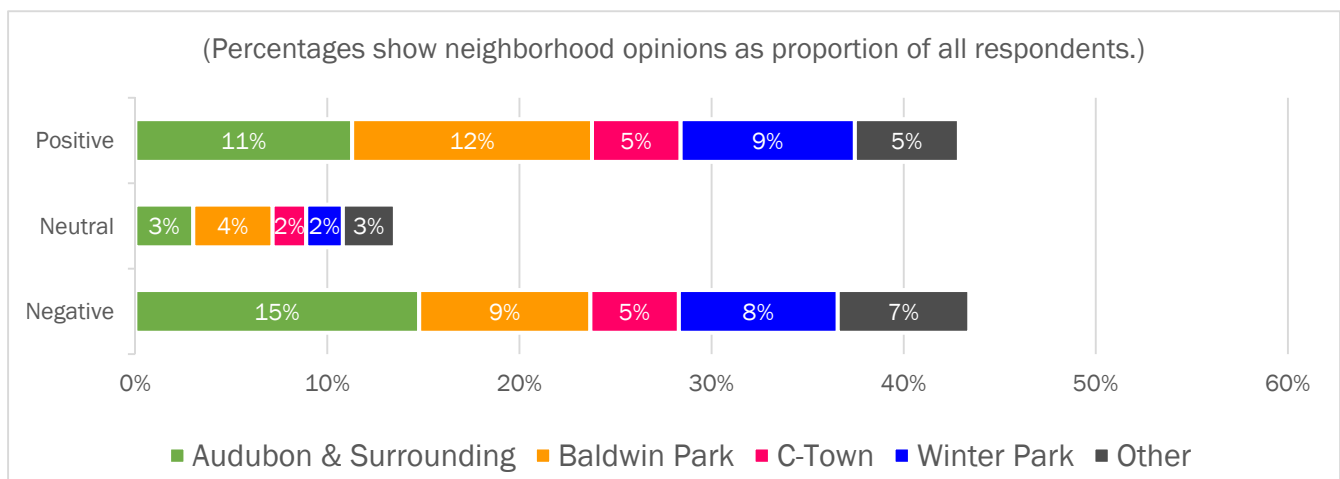
Some suggested improvements to the Hybrid Variation design concept. Many wanted to see parking "allowed on the outside lanes weekday overnights between 7 p.m. and 6 a.m. as well as on weekends" to benefit residents and businesses. One person cautioned that parking should be designed for high "visibility for those leaving businesses along Corrine." A few wanted to see an on-street bicycling lane added. One cyclist noted that "there needs to be 5 lanes during the week, sidewalks and a cycling lane." Another person said, "I think cyclists prefer to ride on the street unimpeded by pedestrians, and pedestrians also prefer to not feel like they're going to be run over by cyclists who come up on them quickly."

Another person wanted to see more bus service on Corrine Drive, proposing the "outside lanes should be bus/right turn only and prioritize bus transit at intersections."

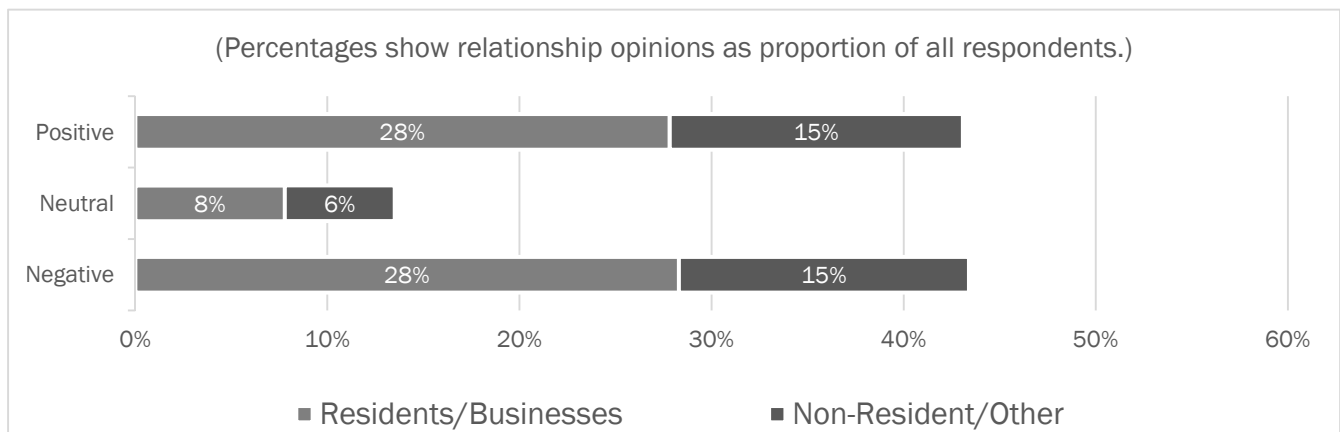
Further Opinion Breakdowns

The **first chart** below shows how survey respondents who identified as residents of certain neighborhoods rated the Hybrid Variation Design Concept. (See the *Opinions by Neighborhood* section for more details on opinions of residents in each neighborhood.) The **second chart** shows how respondents who identified a close relationship to Corrine Drive (resident or businessperson in the study area) rated the Hybrid Variation Design Concept versus how respondents from outside the study area rated it.

Opinions on Hybrid Variation Design Concept by Neighborhood



Opinions on Hybrid Variation Design Concept by Relationship to Corrine Drive



Safety Solutions at a Glance

← Negative Sentiment

Positive Sentiment →

Adjust Traffic Light Timings



Better Lighting



Raised Intersection at Winter Park Rd.



Network of Bicycle Boulevards



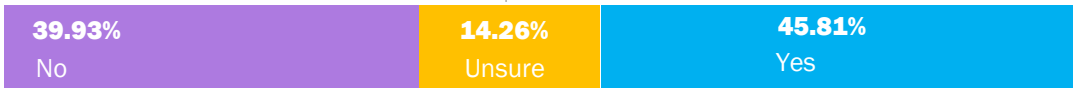
Signalized Crosswalk at East End Market



Leu Gardens Connection



Nebraska Street Redesign



Feedback on Safety Solutions

The seven proposed safety solutions are ideas to address problems the project team heard about from the public or observed during technical data gathering in Phase 1. They are independent of the preliminary design concepts and work with any concept.

After a discussion of each initial safety concern and how the proposal might remedy it, respondents were asked whether it should be implemented. No proposal received as much as 90% support from the public, and only one proposed solution received less than 50% approval. Here is a summary of public input on the solutions, in order of popularity:

Traffic Light Timings



This proposed solution would retime traffic signals in the 2-mile Corrine Drive corridor to address poor traffic light timing along Corrine; the need for safe street crossing for pedestrians; and choppy traffic flow. Updated signal timings would provide smoother vehicle flow and ensure pedestrians have sufficient crossing time by giving them a head start.

Traffic Light Timings

Responses: 485

Comments: 47

Most respondents (87.6%) said they wanted to see traffic light timings adjusted on Corrine Drive. This safety solution received the least amount of negative opinion, with only 3.9% of respondents saying the solution should not be implemented, while 8.5% were not sure.

Among those who welcomed this solution, sentiments ranged from enthusiasm to impatience. Several respondents said such a move “makes sense,” while one called it “an affordable solution that would have significant immediate impact.” Another wondered why discussion was necessary, saying, “Why is this even an option? This should be done regardless of the selected configuration.”

Of those opposed, some people saw the lights’ irregularities as a tool to beat traffic: “No, the choppy flow allows time for pedestrians to cross without waiting for a crosswalk.” Others were concerned the timing might create problems of its own, with one saying that “the light timing, when you get the green, encourages the speeding down Corrine. It also prompts people to gun it to make a yellow light.” Yet another respondent refused to embrace the solution, saying: “No one can reasonably rate this concept because, unlike other concepts, no comparative numbers are provided.”

Better Lighting




This solution proposed to upgrade street lights to LED and add pedestrian-scale lighting to improve safety for pedestrians and bicyclists and provide better visibility for drivers. The lighting plan for the corridor would not be done until there is a recommended design concept.

Most respondents (87.6%) said they wanted to see better lighting along Corrine Drive. About 5.3% of respondents opposed this idea, while 7.1% said they weren't sure.

Better Lighting

Responses: 566

 Comments: 47

People who wanted to implement a new lighting plan called it an “easy, necessary fix” and “an obvious amenity.” They pointed to increased safety for walkers and cyclists as well as making the street more attractive and welcoming.

Those who wrote comments opposing it were mostly concerned about too much light on the street, which could negatively affect animals, as well as residents whose homes are close to the curb. One said, “I live on Corrine, and the streetlights are already quite bright when we go to bed. Please, please, please don't make them brighter!” Another observed, “Bright LED lights have been shown to adversely affect wildlife. This doesn't match the mission of Audubon Park as an eco district.”

Some suggested that lighting guidelines from the International Dark Sky Association be used to minimize light pollution and ensure proper LED lighting temperatures are chosen.

Respondents who were unsure about this proposal wondered what the cost would be and whether the benefits would be worth the investment. Others said new lighting would be more desirable if it were part of a plan to bury utility wires.

Raised Intersection at Winter Park Rd.



This proposed design would raise the entire Corrine Drive/Winter Park Road intersection, elevating the pavement to be even with sidewalks. The raised pavement would help reduce vehicle speeds and draw attention to people crossing the street. All crosswalks at the intersection would be level with sidewalks or curbs, making it easier to cross.

Raised Intersection at Winter Park Road

Responses: 637

Comments: 54

Most respondents (85.9%) said they wanted to see a raised intersection at Corrine Drive and Winter Park Road. About 8.9% of people who responded to the survey said they didn't want the raised intersection implemented, and about 5.2% said they were not sure.

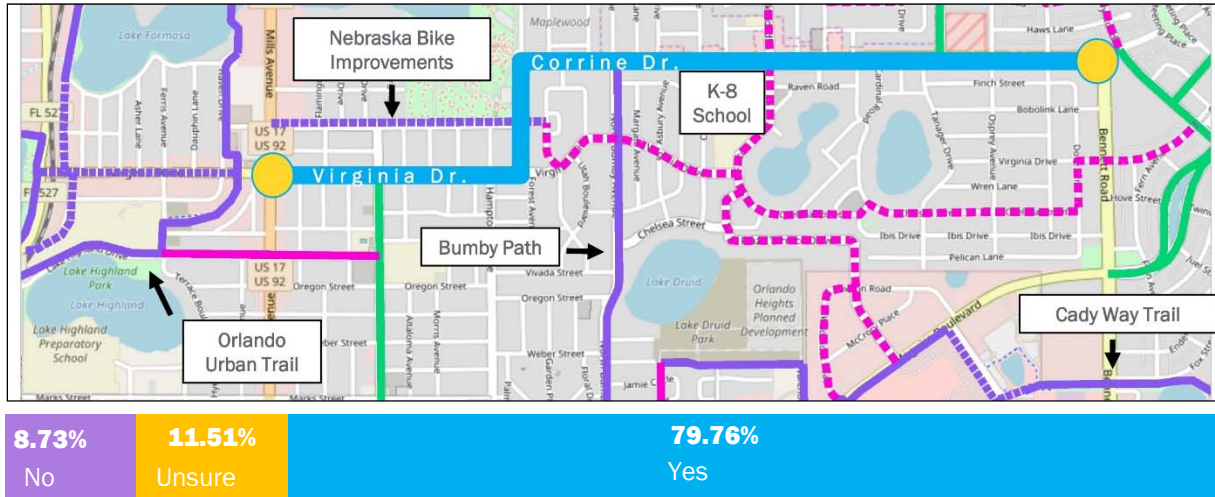
Respondents who embraced this idea were enthusiastic about the raised intersection's ability to slow traffic and make it easier to walk across the street. "This is a wonderful idea and should be implemented – safety for pedestrians, traffic calming, and more," said one. "It feels more open and safe than the current intersection," said another.

The new Audubon Park K-8 school also got people's attention. One respondent said: "In my opinion, this is a pretty obvious necessity, given all of the new foot traffic that will follow the opening of the new school. If you want to have kids walk to school, they have to have a safe place to cross Corrine."

Some people, however, said the raised intersection might be a nuisance rather than a help. "When the light is green, the traffic should flow freely without being slowed by a speed bump!" said one. "Raising the surface or changing the surface won't help," said another.

Those who were unsure expressed a variety of concerns. Some thought the intersection's problems might be better addressed by making it into a roundabout or prohibiting right-turns on red. Others wondered about the value. One commented, "It's hard to judge whether I think this is a good idea with no cost estimates."

Network of Neighborhood Bicycle Boulevards



This proposed solution would provide bicycle routes through neighborhood streets, connecting to Cady Way Trail and the Orlando Urban Trail. Clear signage and sharrows (share the road arrows) painted on the pavement would help cyclists find their way easily through low-stress streets. Bicycle boulevards are particularly beneficial for less experienced riders and families who want a comfortable ride in a slow speed environment.

Network of Bicycle Boulevards

Responses: 504

Comments: 81

Most respondents (79.8%) said they wanted to see additional neighborhood bicycle routes. About 8.7% of survey respondents didn't want it implemented, and 11.5% were unsure.

Among those who approved of the design, there was a sentiment that the network could give cyclists another choice for getting around the study area and connecting with local trails. Many also said the quieter routes could help families and inexperienced cyclists get past their fears of biking on a busy roadway. "Reinforcing sharrows on quiet streets with key bike map signage ... could help teach tentative riders what routes to take and hopefully incentivize more biking," said one respondent. Another stated simply: "I really want to see this happen."

Those opposed or unsure expressed a variety of thoughts. Some didn't see that anything would change significantly: "This is basically what exists now." Some found it unappealing: "This is too complicated." While others didn't think it would be used: "Although we have some bicycle traffic, I don't think there is enough to warrant this proposal." Several other respondents said they found the idea intriguing, but didn't think the routes on the map were the best ones to use or wanted routes to other destinations.

A second part of this survey question asked for ideas on naming the Network of Neighborhood Boulevards. More than 300 respondents offered ideas. Among them: Garden Bikeway, Audubon Bikeway, Audubon Bike Route, Winterbon Bikeway, Bird Street Bikeway, and Gardens Pedal Path.

Signalized Crosswalk at East End Market



A proposed mid-block pedestrian crossing with a signal near East End Market would slow down vehicles and make it safer for pedestrians to cross between intersections. The crosswalk would come with either a push-activated traffic light (HAWK) or pedestrian signal, which would give vehicles a red light. Highly visible pavement markings would delineate the pedestrian crossing area and offer opportunities for public art. Sidewalk extensions would shorten the distance to cross Corrine Drive.

Signalized Crosswalk at East End Market

Responses: 619

Comments: 90

Most respondents (73.3%) said they wanted to see a signalized crosswalk at East End Market. About 18.3% of respondents did not want it to be implemented, and about 8.4% were unsure.

Those who favored this proposal said it would improve pedestrian safety: “East End Market is very popular, and this provides an additional crossing at a busy area where there is no intersection.” They pointed to dangerous crossings taking place now: “This is so necessary. Currently, people just cross at random ALL THE TIME.” And they suggested this idea be expanded: “Seems like another couple crosswalks would be useful as well, closer to Leu Gardens and closer to Baldwin Park entrance.”

Most respondents who did not want the crosswalk said it was unnecessary or would create congestion. “If there are good sidewalks on both sides, I don’t think this is necessary and will likely just slow traffic,” said one. “If the plan is to time the lights on Corrine to aid the flow, putting a light with a very variable signal might hinder that reality,” said another.

Others who opposed or were unsure suggested the crosswalk was not in the best place for pedestrians. “Mid-block as you have shown in the rendering doesn’t lead to any businesses/retail or parking on the south side,” said one. “Why not locate the crossing on the west of East End? If you watch people crossing, it appears to be between Old Winter Park Road and East End Avenue,” observed another. “I would be concerned that this would encourage people to park at the businesses on the other side of Corrine, which already struggles with minimal parking spaces,” said a third.

Leu Gardens Connection



This design proposed a 125-foot road connection between the Leu Gardens driveway and North Forest Avenue, creating a signalized exit onto Corrine Drive from the Merritt Park neighborhood, via the traffic light for the gardens. Implementing the design would mean moving the Leu Gardens gate back and re-striping the driveway leading to the signal.

Leu Gardens Connection

Responses: 505

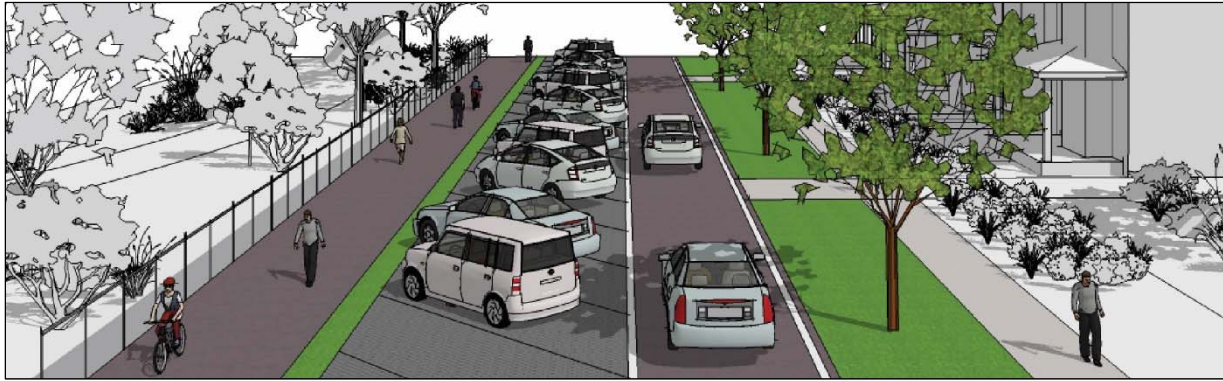
Comments: 56

About 25.2% of respondents did not want the proposal implemented, and about 20.8% were not sure. Slightly more than half the survey respondents (54.1%) said this design **should be implemented**. However, residents who identified as living in the **Merritt Park neighborhood** were against it, with **only about 35% saying it should be implemented**, and about 1% unsure.

Those who wanted to implement the proposal said it addressed the difficulty of turning onto Corrine Drive from the Merritt Park neighborhood. “In favor, because it offers a safe way to turn East on Corrine Dr.,” said one. “This sounds like it would be helpful and not very expensive,” commented another. “What a creative solution!” said a third.

Opponents were vehement. “Implementing this would cater to the already inordinate amount of Merritt Park cut-through traffic ... Additionally, it would re-route many lost drivers trying to find Leu Gardens through our neighborhood instead of guiding them to the gardens main gate,” commented one. Another resident said: “We do not want this ridiculous additional traffic generator. We want speed bumps on Merritt Park and Maplewood!” Yet another said: “More traffic routed through the neighborhood doesn’t fix the speeding along Corrine. Adjusting the light timing, better lighting, and improved signage seem like better, more affordable solutions to me.”

Nebraska Street Redesign



39.93%

No

14.26%

Unsure

45.81%

Yes

This proposed redesign of Nebraska Street would add a two-way cycle track from Mills to Altaloma, and a 12-foot shared-use path from Altaloma to Forest. The section next to Leu Gardens would have paved, angled parking. Nebraska would be a one-way eastbound road for vehicles. Before this proposal could be done, there would need to be additional public outreach and discussion with affected residents.

Nebraska Street Redesign



Responses: 596



Comments: 78

About 39.9% of the survey respondents opposed the redesign, and about 14.3% were unsure.

While 45.8% of survey respondents overall said the redesign should be implemented, the approval rating was higher among those who identified as residents of the two neighborhoods where the change would occur – Colonialtown North and Rowena Gardens. **About 50% of Colonialtown North residents approved of the redesign, and about 71% of the Rowena Gardens residents approved.**

Those who liked the proposal said it would make better connections for cyclists and help manage event parking. “Overall, this is essential in connecting Baldwin to Audubon to Ivanhoe, three important neighborhoods in the city that should be better connected,” said one. “Fantastic idea and perfect for the Leu Gardens crowds!” said another.

Opponents didn’t like losing the westbound route and were skeptical the redesign would yield much benefit. “There is too much traffic needing to travel west to exit Corrine Drive area. We cannot afford to lose this westbound road to Mills,” said one. “People already park on the grass along Nebraska adjacent to Leu Gardens during busy times. We don’t need more parking in the street,” said another.

Some were unsure if the proposed redesign addressed the area’s needs: “The one-way solution just seems cumbersome to me. We need to connect the bike trails, but I don’t understand why we can’t have a shared walkway and a 2-way street.” Another said: “It would make more sense to me to have vehicular traffic be one-way westbound because for those using this as an alternate to Corrine, it’s two right turns. It seems like the left turns would cause more delay and potential accidents.”

Opinions by Neighborhood

The Corrine Drive Complete Streets Study Area includes residences and businesses within a mile north and south of the stretch between U.S. 17/92 and Bennett Road. Survey participants were asked to identify the neighborhoods where they live. The study area contains a thriving cluster of residential neighborhoods of varying sizes, along with commercial areas, parks, and trails.

In looking at opinions by neighborhood, it made sense to combine some of the smallest neighborhoods with their larger adjacent neighbors with whom they share interests and travel patterns. The neighborhood groups shown in the following charts are referred to as Audubon Park and Surrounding Area, Baldwin Park, C-Town, and Winter Park.



Audubon Park & Surrounding Area: This collection of neighborhoods is in the center of the study area, with many businesses directly on Corrine Drive. Smaller adjacent neighborhoods are Merritt Park, Rose Isle, and Rowena Gardens. These sit on the north side of Corrine Drive – next to Audubon Park – and often have their main outlets on Corrine.

Baldwin Park: This community lies on the east side of the study area and mixes single family homes, apartments and townhouses with commercial areas. Baldwin Park encompasses nearly a third of the study area and is built on the site of former Orlando military bases.

C-Town: This group includes Colonialtown North, Colonialtown Center, and Coytown. Colonialtown North is the largest neighborhood in the group and sits on the western edge of the study area. Coytown and Colonialtown Center line up with its southern border along Colonial Drive (SR 50).

Winter Park: The city limits of Winter Park reach into the study area’s northern portion, coming almost or all the way to Corrine Drive in several spots near the intersection with Winter Park Road. Some Winter Park residents outside the study area also have a keen interest in Corrine Drive as a way to travel to downtown. Residents who identified as being from Winter Park in the survey might live in the study area or outside of it.

Other: People who identified as being from outside the study area or who did not name a specific neighborhood were grouped together in this category. Corrine Drive serves many functions for commuters, shoppers, diners and outdoor enthusiasts, which means that many people from outside the immediate neighborhoods use it frequently.

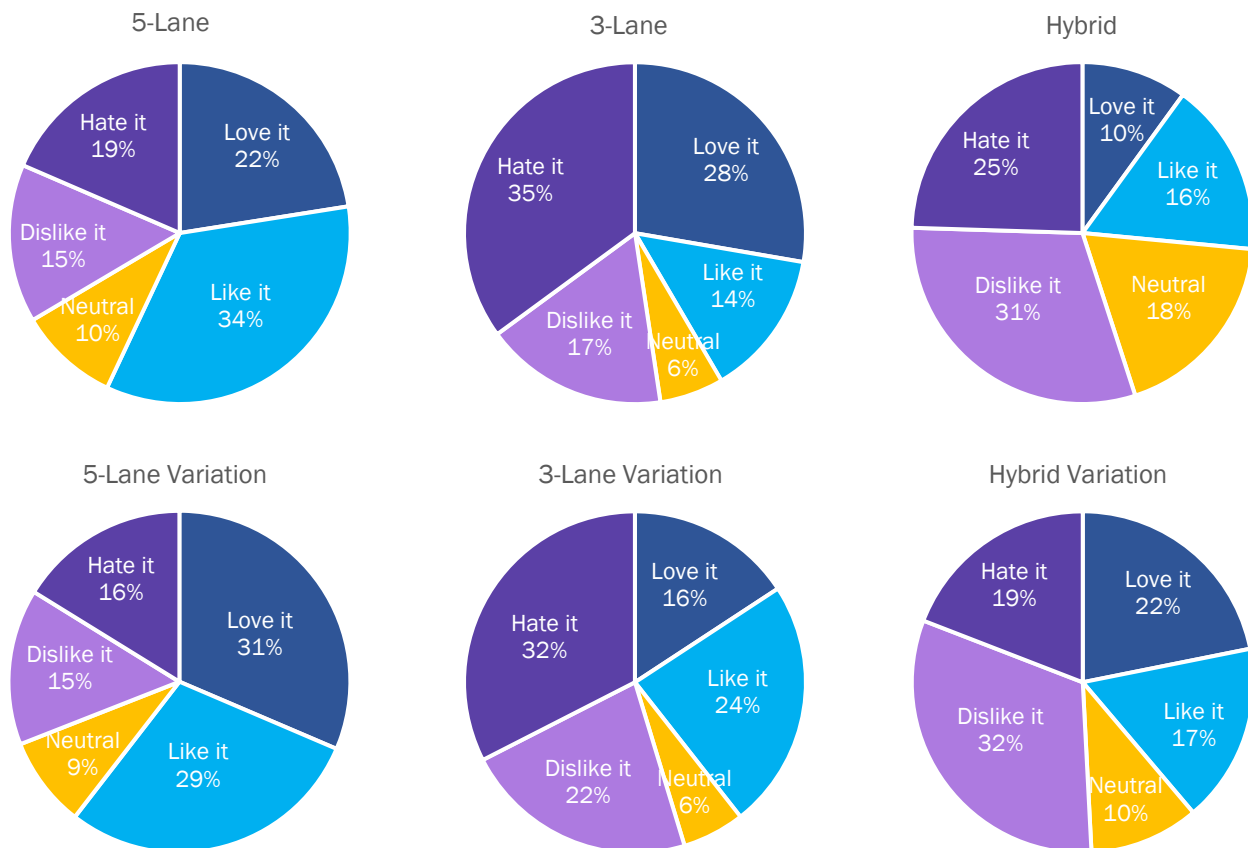
The following charts show how these various groups expressed their opinions on the six design concepts and the seven proposed safety solutions.

| DID YOU KNOW? |
|---|
| <p>Census data in the 2011-15 American Community Survey says:</p> <ul style="list-style-type: none">• Study area residents are generally wealthier and less diverse than the rest of Orange County.• Most residents of the area use a car as their main transportation.• Colonialtown North, Audubon Park, and the neighborhoods just north of Audubon Park have the most bicycle commutes.• Colonialtown North, Rowena Gardens, Audubon Park, Colonialtown Center, and Baldwin Park have the most walking commutes.• About 12% of study area residents work from home – the majority in Baldwin Park. |

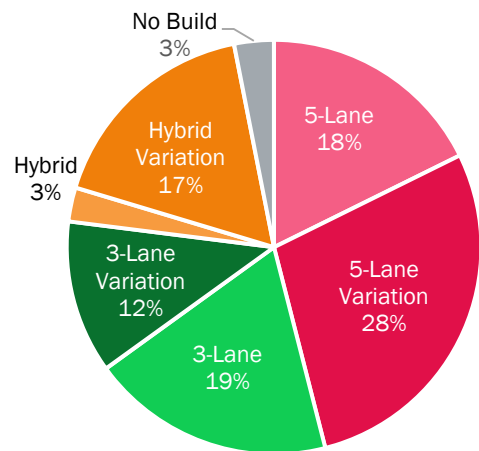
Opinions By Neighborhood: Audubon Park and Surrounding Area

The Audubon Park category represents the neighborhoods closest to the center of the study area and includes the adjacent neighborhoods of Merritt Park, Rose Isle, and Rowena Gardens. This neighborhood group had the highest percentage of survey participants with 226 people saying that they lived in Audubon Park or one of the smaller nearby neighborhoods.

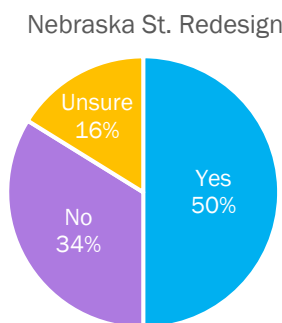
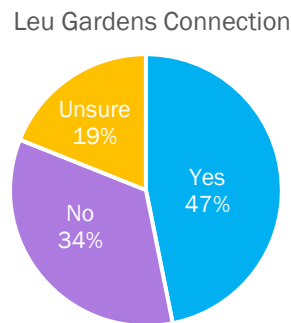
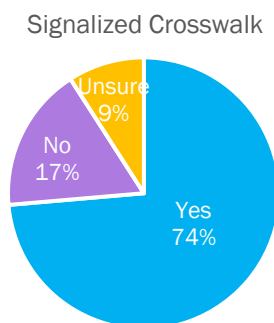
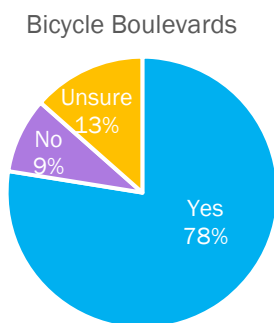
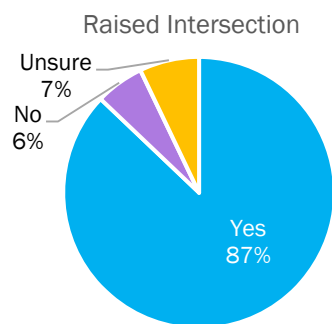
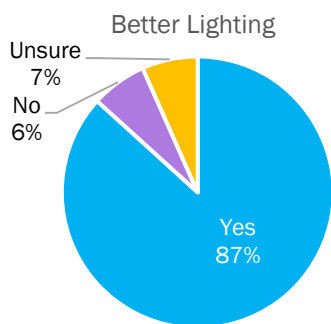
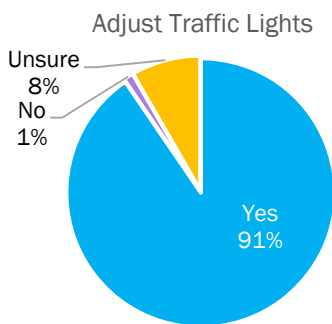
How Audubon Park Residents Felt About Design Concepts



Audubon Park Preferred Design



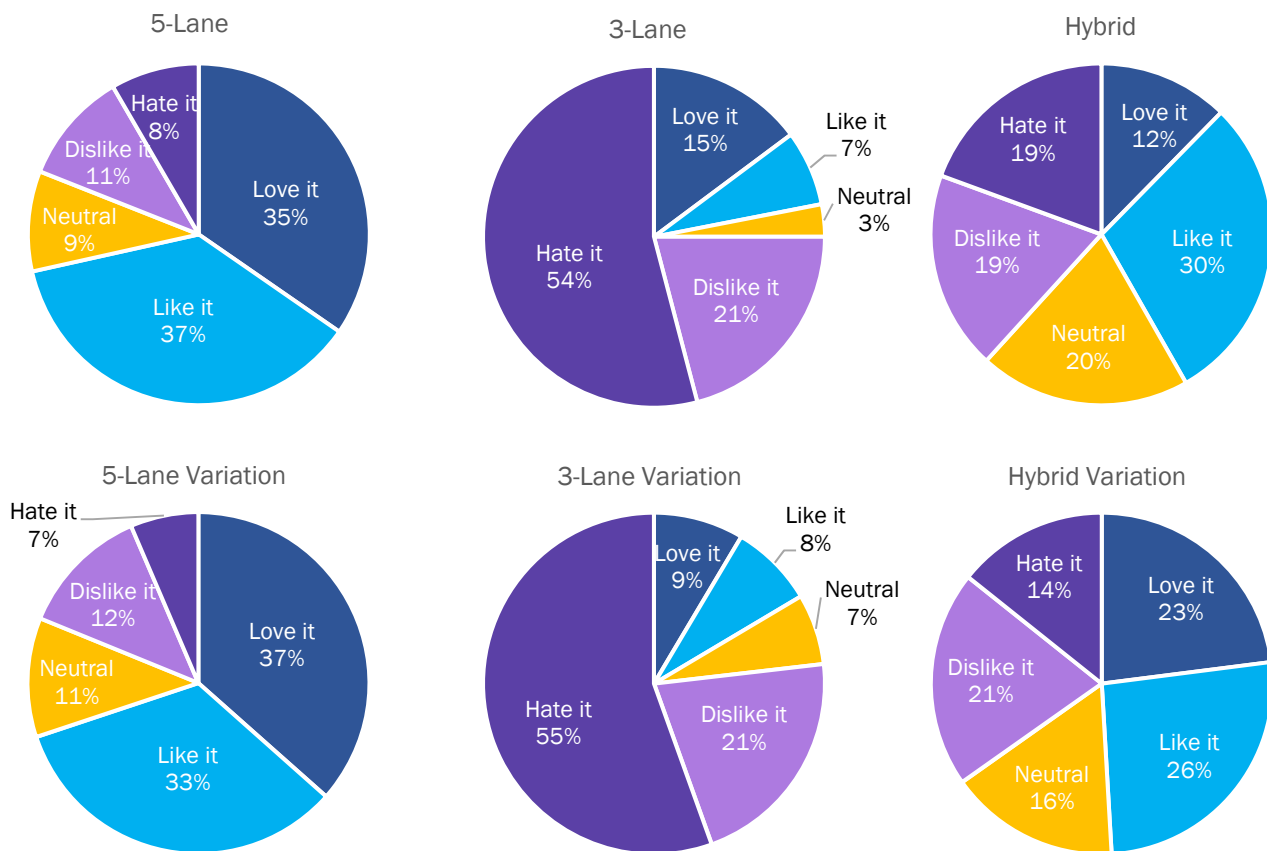
How Audubon Park Residents Felt About Safety Solutions



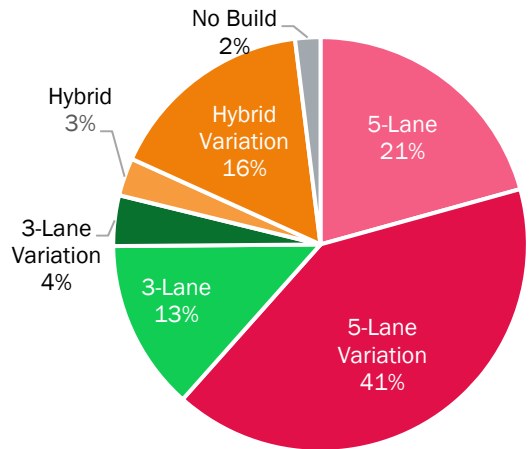
Opinions By Neighborhood: Baldwin Park

Baldwin Park lies on the eastern side of the study area. This neighborhood had the second highest number of survey participants with 203 people identifying Baldwin Park as the neighborhood where they lived.

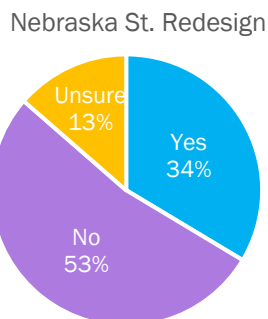
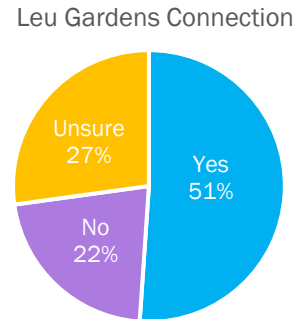
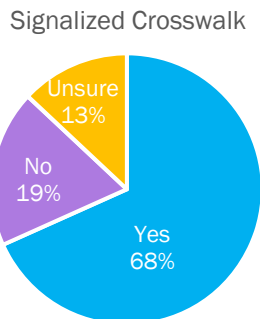
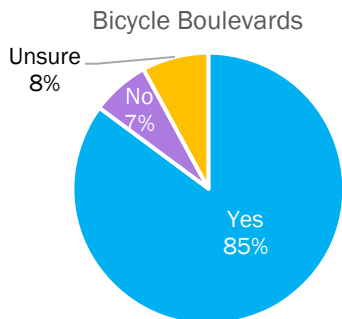
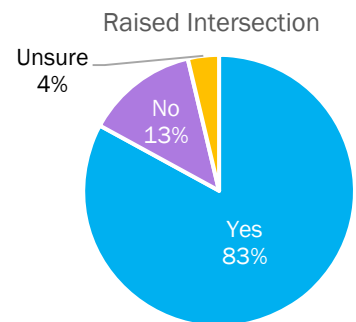
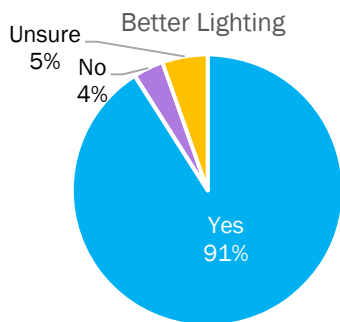
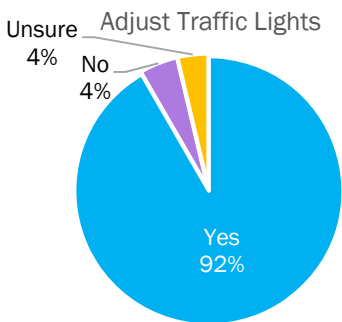
How Baldwin Park Residents Felt About Design Concepts



Baldwin Park Preferred Design



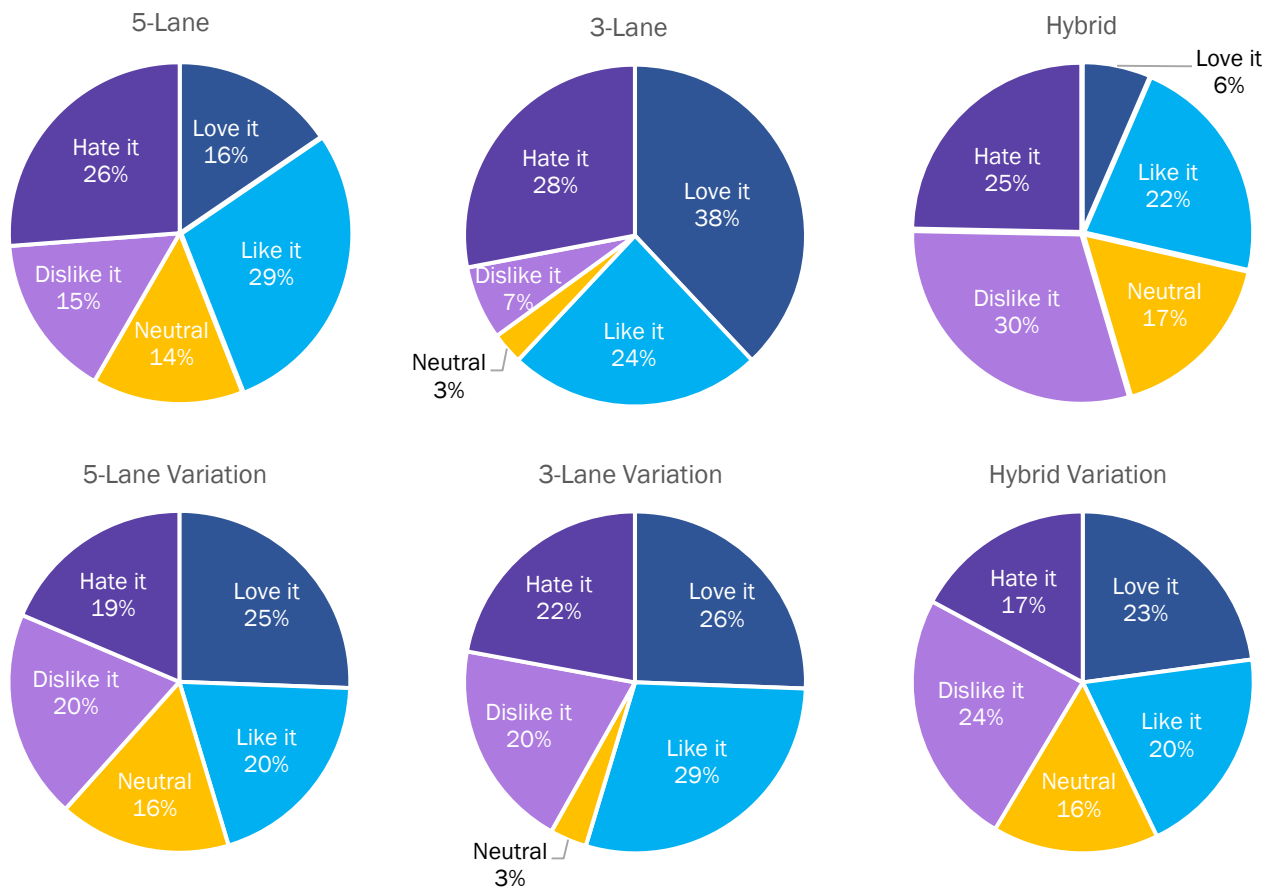
How Baldwin Park Residents Felt About Safety Solutions



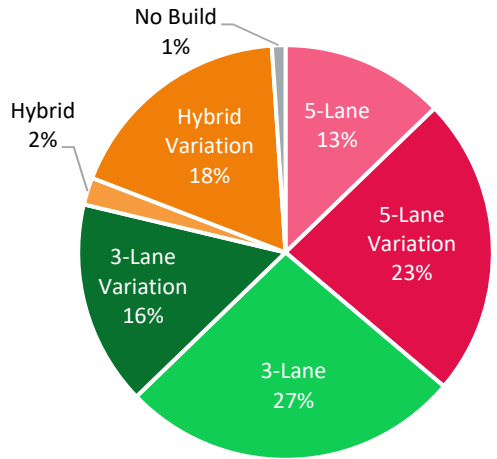
Opinions By Neighborhood: C-Town

This neighborhood group represents residents on the southwestern corner of the study area and includes the larger community of Colonialtown North and the two smaller neighborhoods of Colonialtown Center and Coytown. Of the overall participants, 94 people said they lived in C-Town.

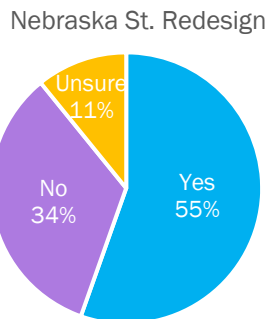
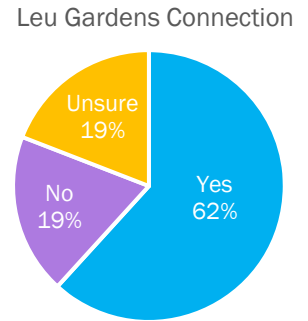
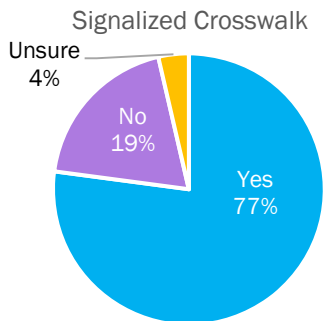
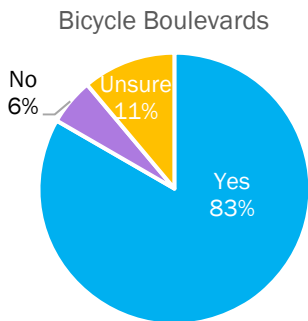
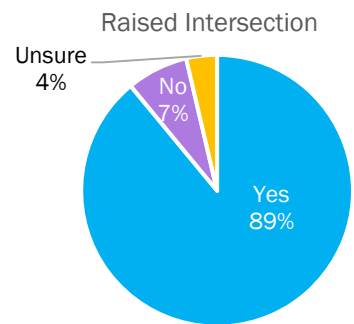
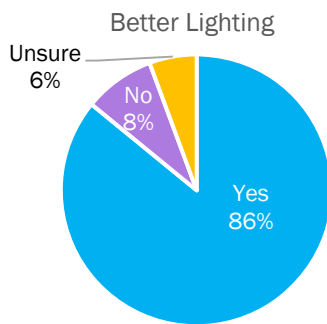
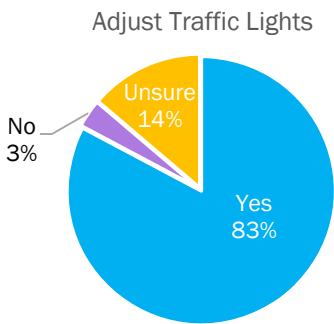
How C-Town Residents Felt About Design Concepts



C-Town Preferred Design



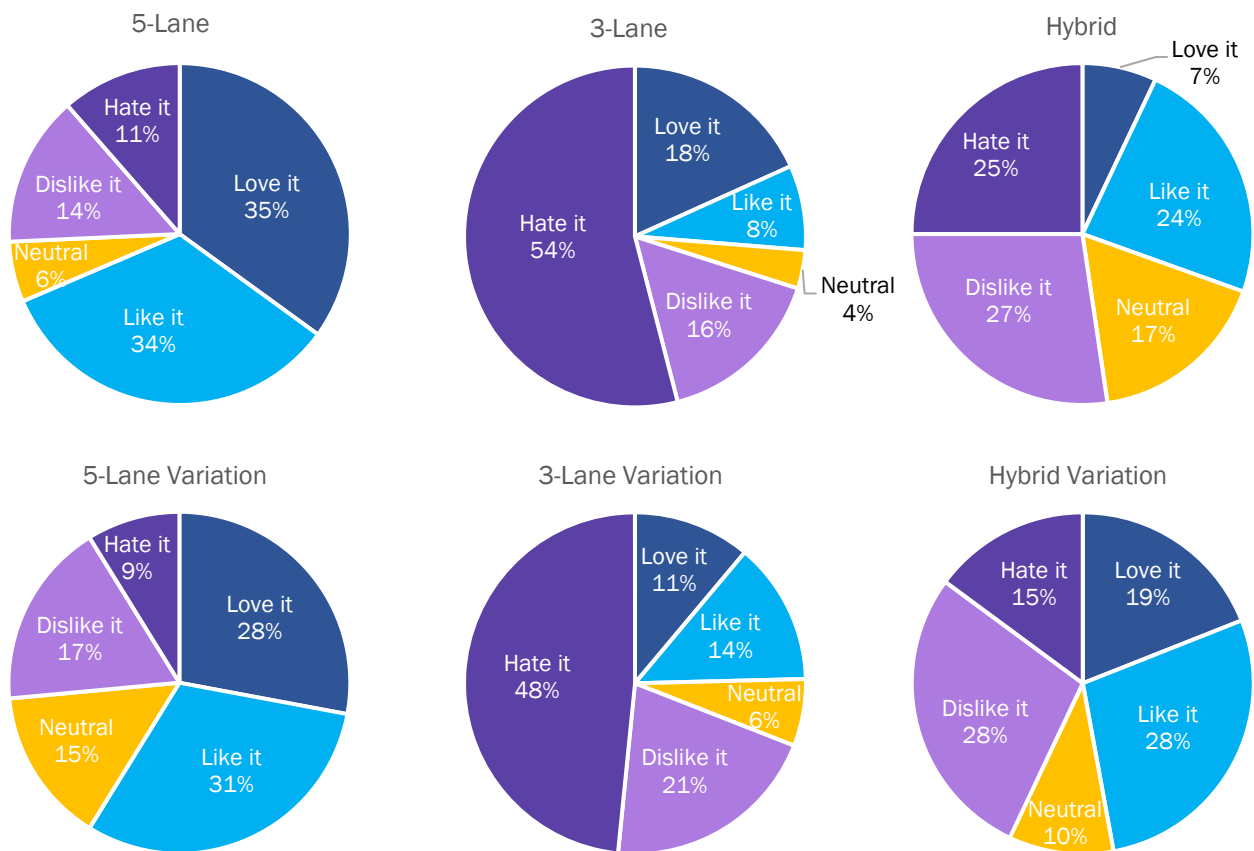
How C-Town Residents Felt About Safety Solutions



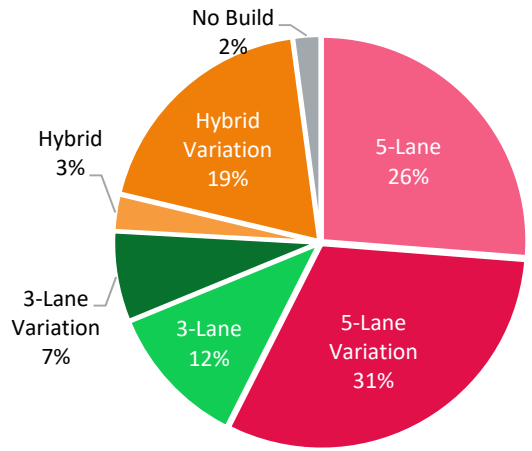
Opinions By Neighborhood: Winter Park

The City of Winter Park lies to the north of the study area and also reaches into the northern section of the corridor. As a result, survey participants who identify themselves as residents of Winter Park may live within the study area or they may use the corridor as a means to reach Downtown Orlando. Of the overall participants, 141 people said they lived in Winter Park.

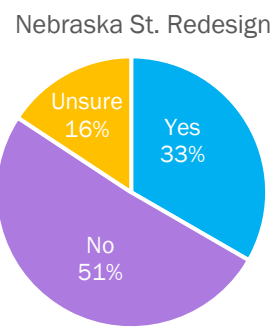
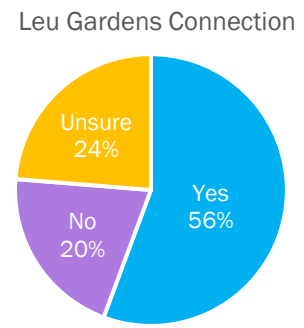
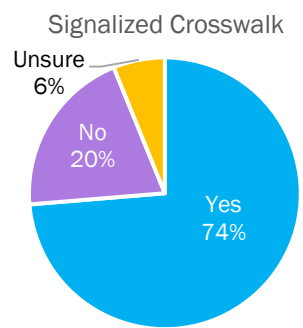
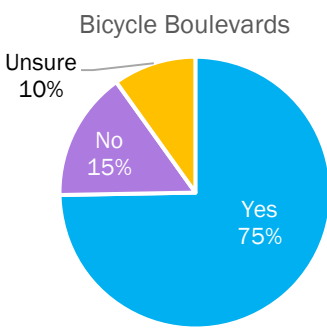
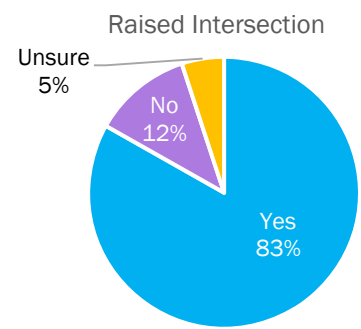
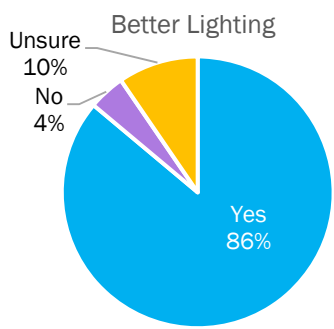
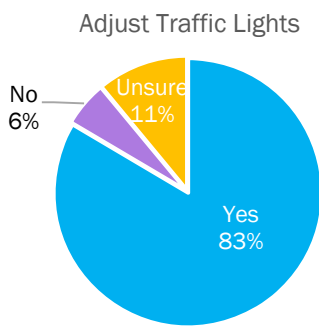
How Winter Park Residents Felt About Design Concepts



Winter Park Preferred Design



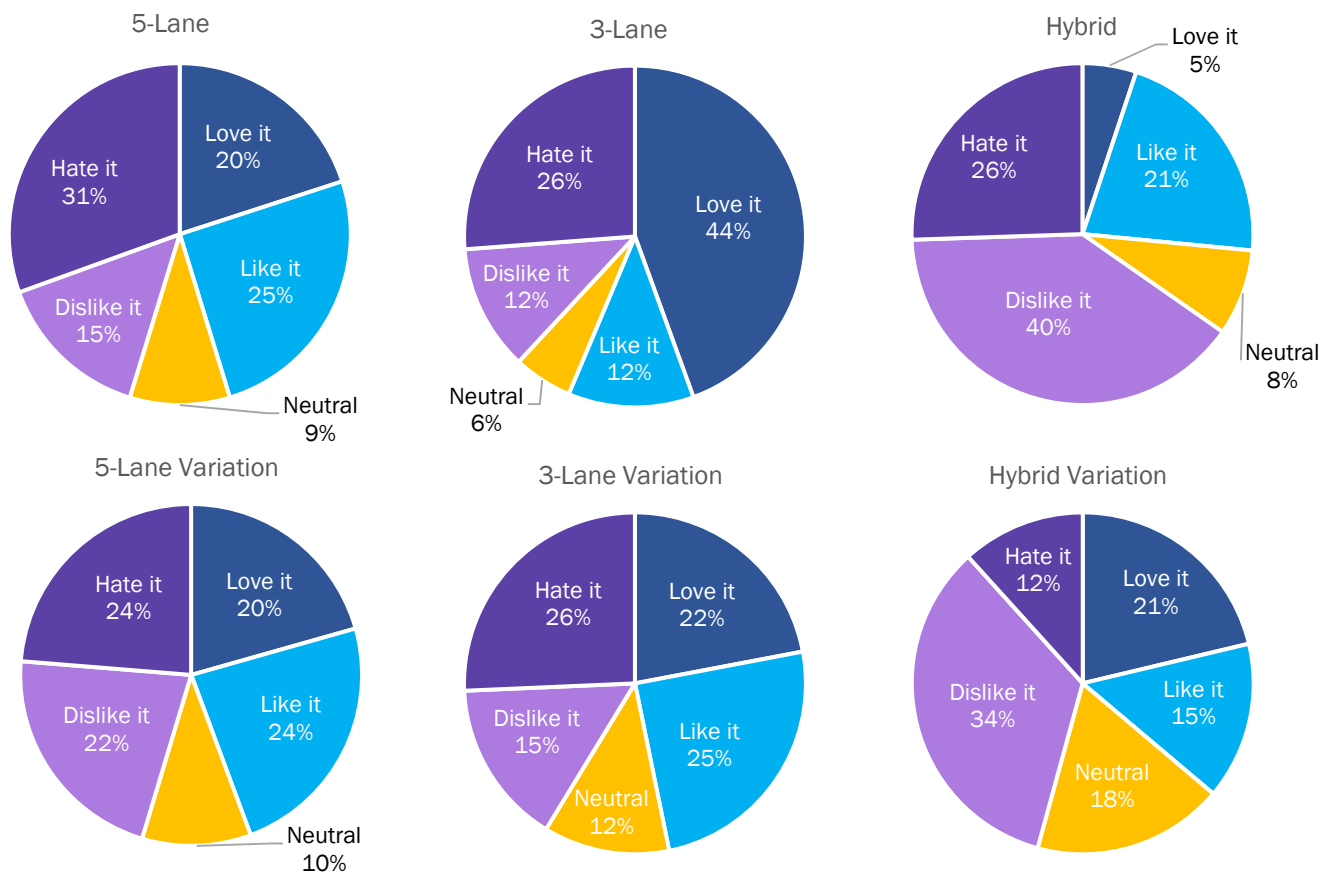
How Winter Park Residents Felt About Safety Solutions



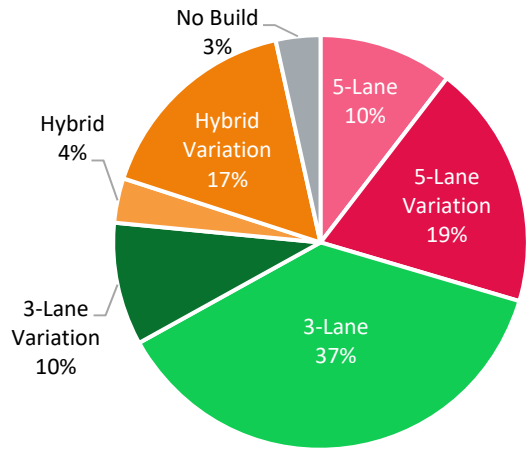
Opinions By Neighborhood: Other Areas Outside the Corrine Drive Corridor

This final group of charts represents the opinions of the 115 people who either identified as being from outside the study area or who did not name a specific neighborhood. Many people who live outside of the area are drawn to Corrine Drive because of the many activities it offers. Others are dependent on the road for their daily commute to work or school.

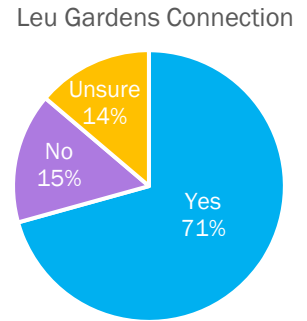
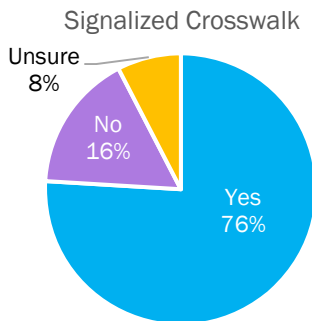
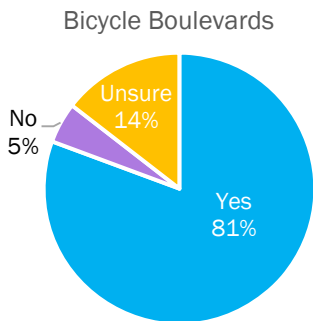
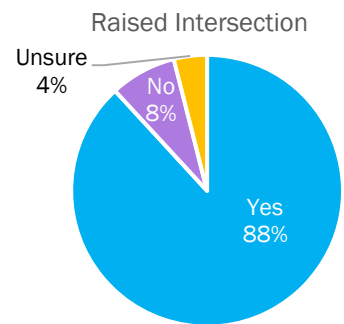
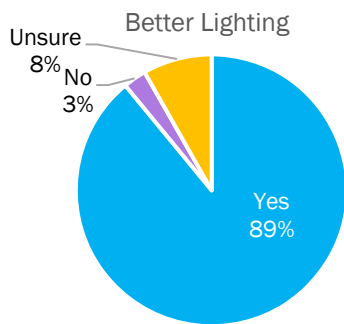
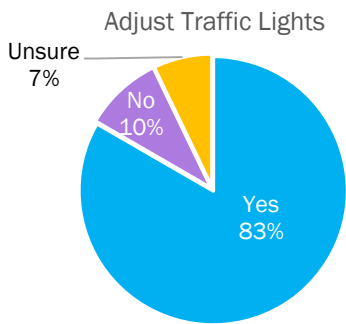
How People From Other Areas Felt About Design Concepts



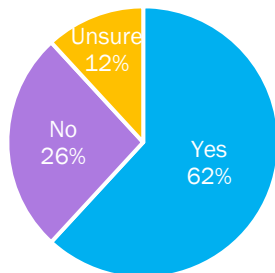
Other Areas Preferred Design



How People From Other Areas Felt About Safety Solutions



Nebraska St. Redesign



How Community Input Will Be Used

| Phase 3 Concepts |
|--|
| Most Supported Concept Versions: <ul style="list-style-type: none">• 5-Lane Variation• 3-Lane• Hybrid Variation |
| Less Supported Concept Versions: <ul style="list-style-type: none">• 5-Lane• 3-Lane Variation• Hybrid |

The next, and final, phase of the Corrine Drive Complete Streets Study will involve refining the ideas put forward in the preliminary design concepts, and proposed safety solutions, to make one recommended plan.

The community feedback outlined in this report allowed MetroPlan Orlando to see which features survey respondents supported and how they felt about them. Respondents marked their choices among the concepts, and their additional comments helped to assess the level of sentiment for each idea.

Of the three types of concepts – 5-Lane, 3-Lane, Hybrid – respondents were more favorable to one version of each concept than the other. The 5-Lane Variation Concept, 3-Lane Concept, and Hybrid Variation Concept were clearly preferred to their counterparts.

As we move into Phase 3, MetroPlan Orlando will work with the local government partners to create a final concept that includes features from several concepts, drawing on the ideas that respondents reacted to most favorably. We will also discuss which of the characteristics are best suited to traffic conditions on different segments of the 2-mile road.

Survey results on the seven proposed safety solutions also will be used to determine which, if any, of those will be included in the final plan.

Community Outreach for Phase 3 will begin when the draft plan is released – later in 2018. Outreach will include community presentations, a public meeting, and more. The draft plan then will be presented to the local governments along with the community’s feedback.

Only after the draft plan is adopted by local government partners will it be considered final. That is when the local governments can begin to identify potential funding sources, which will determine if and when the plan is implemented. The plan is expected to include recommendations for implementing elements in stages – immediate, medium range and long term.

Report Appendices

This Appendix section contains two sets of information, designed to give a fuller picture of what survey respondents thought about the preliminary design ideas presented in the second phase of the Corrine Drive Complete Streets Study.

Appendix A contains all written comments from survey respondents about the six design concepts and seven proposed safety solutions. The comments are divided by subject and presented in the order they were entered on the website. Comments are recorded as the respondents wrote them, with a few exceptions. Personal information was removed. Vulgarities were removed. Some notations were made when terms or phrases appeared that were technical terms or other expressions not considered plain language.

Appendix B contains the totals used in calculating respondents' relationships to Corrine Drive and the neighborhoods in which they lived.

Appendix A

Complete Comments on Design Concepts
and Safety Solutions

5-LANE DESIGN CONCEPT - COMMENTS

| |
|--|
| Zero bike facilities. |
| Concern on parallel parking not meeting needs of space. |
| Exactly what this area needs all the time!! |
| You must keep a bi-directional turn lane. |
| While parking on both sides would be very beneficial, I think having a shared-use path as shown in the 5-lane variation is better because it handles the pedestrian/bicycle traffic. |
| I feel like this is such a small improvement on a general scale. There is no cyclist safety incorporated, only pedestrian. Cyclists cannot use the sidewalk and they would still be at risk for being doored by parked cars. |
| As someone who lives on Corrine... it doesn't matter the size of the lanes. People are going to treat it like a racetrack if there are this many lanes. |
| needs bike lanes! |
| This is going to turn Corrine into even more of a racetrack. People turn the corner at Leu Gardens and jam on their accelerator. This is no different than what we have and there is no room for bikes. |
| this concept does not provide for cyclists. even if the bike "boulevard" improvements are implemented, this concept does not provide a direct route for bike commuting |
| I would like trees and landscape to be nice, like the trees along Bennett Road on the east end of Corrine Drive. |
| It's important to have wide sidewalks on both sides for the full length of Corrine Drive for the safety of pedestrians. |
| Yes! It's important to have parking on both sides of Corrine Drive for both businesses and events. |
| LOVE trees for shade when walking. |
| I would like more large trees on both sides of Corrine, for shade when walking, or for shade when parked. It's VERY HOT in the summer. |
| I love this concept of wider sidewalks on both sides of the street. I hope these attractive street lights come with the concept and with underground lines. This concept seems the most feasible to me, given the width of the street and the fact that we won't lose as much street parking. (I DO understand we will lose some the the landscaped bump-outs.) |
| There is no provisions for bicycles promoting cars only |
| Not having a bike lane due to high bike traffic in this area is a deterrent to my family for this design. We do love the sidewalks and we would love to be able to walk from our home in beeman Park to local shopping as well as to Baldwin Park. |
| not much different than the 50mph race track that exists today. |
| I like this concept 2nd best. It provides for traffic movement, provides parking for area small businesses, and allows some pedestrian movement, all very important in our neighborhood (just not as pretty). This may be better than the 3 lanes due to the amount of traffic flow in our area. The 3 lane plan probably will back-up traffic quite badly during rush hours. |
| if a bike path is not provided people will be riding down sidewalks. Like on street parking, but need to make sure you can see when exiting plazas. currently on street parking makes it hard to see when exiting plazas. tree buffers at on street parking are a must. currently cars parked on street from general rees to bennet get smashed regularly from people not realizing these are parked cars. |
| This still caters too much to automotive traffic. And, slowing down cars is crucial. The ability to pass seems like it would encourage speeding and tension with other drivers. |
| Five-lane variation concept is superior in that it accommodate bikes. |

5-LANE DESIGN CONCEPT - COMMENTS

| |
|---|
| <p>This one is the worst! Is the same problem but just decorated. Forget it! This will just extend the current problematic in Corrine Dr, and will make look the study as useless.</p> |
| <p>Please keep five lanes - we need them for traffic flow. Traffic is already bad enough on this road. Thanks for listening!</p> |
| <p>While this is an improvement from current, there is no practical place for bikers.</p> |
| <p>There's not enough focus on pedestrian and bike safety. Any improvements to this area should strive to create a more connected, walkable community.</p> |
| <p>Too much priority for cars, too many lanes/cars, won't be any nicer a place to walk/bike than it is now.</p> |
| <p>Any concept without Bike Lanes is absolutely pointless! What are you guys doing? Why even spend the money if nothing is going to change for the better? This concept is an absolute disaster and if it happened to move forward I guarantee you will never hear the end of complaints.</p> |
| <p>this is a death trap for cyclist. cars don't want us here, we don't belong on the sidewalks and there is no thought put into that! there's two bike shops on this road! its all very pretty, but such a waste of time and money to be the same unprogressive city, with the highest rate of cycling fatalitys in the US</p> |
| <p>This really not much different than current state. Trees do add to it, but as a cyclist who commutes to work regularly, would have no added benefit.</p> |
| <p>Outside of adding trees this seems to be what exists now. I access my home in Baldwin Park from Corrine and also recently owned a property across the street (directly on Corrine) on the Audobon side. If this is narrowing the drive lanes a bit to widen the parking (which is way to narrow and accident prone) then this is the best solution coming from my perspective of both sides. You are welcome to call me for further elaboration. Whatever you do don't reduce the lanes to one north and south that will be a congestion nightmare. When Bumby was being worked on it was insane so imagine if you drop the second lane on each side it will take forever to access Baldwin Park</p> |
| <p>Additional comment: Now I see the comparative. This is the best concept but take away from the sidewalk width and increase the width of the parking lanes. A bike lane would be nice but there is not enough width to work with and going to a 3 lane will drive a lot of us homeowners out of the area per my other comments.</p> |
| <p>As an owner on both sides of Corrine I'm a unique asset for insight so willing to take the time to talk. Having said that I do see the need for Corrine to improve so am not someone saying "don't do anything" this is a good effort here. And hopefully it will be more impactful then the results I saw after the Bumby investment.</p> |
| <p>No facility for bikes, so I am not going to like this one. I ride my bike a lot through the area and try to avoid Corrine most of the time.</p> |
| <p>I like the idea of center medians with plantings in them.</p> |
| <p>this ROW is far too wide, just like today and not pedestrian friendly. too much asphalt like a highway</p> |
| <p>Any option that does not address bicycles should be eliminated. While I am more of a runner than a cyclist, there is heavy cycle traffic that should be clearly accommodated on Corrine.</p> |
| <p>I think that keeping Corrine Drive with 4 lanes of traffic is a must. At heavy traffic times, it is already difficult to get out on corrine from Merritt Park. If there were only 2 lanes of traffic, the traffic would be so continuous there would need to be a light at Merritt Park to take a left out of the neighborhood.</p> |
| <p>This is much better than the 3 lane plan but there should be some sort of accommodation for the bicyclists.</p> |
| <p>Great solution, except there isn't enough room for bikes. Please bury the electrical lines too!!</p> |

5-LANE DESIGN CONCEPT - COMMENTS

We also need enforcement. I've lived ON Corrine for 3 years and I don't think I've ever seen anyone pulled over for speeding or reckless driving.

This is no solution at all. Other than sidewalks and some landscaping, it doesn't address tons of speeding cars. It is totally catering to Winter Park and Baldwin Park commuters and does nothing for the community along Corrine Drive. Where is any consideration for bikes?

Does not allow bike riders.

Do like the fact that travel time is not impacted given the new school opening soon.

This schematic seems misleading because there is not this much width along Corrine drive unless all of the current development is removed. I just can't see how all these lanes, sidewalks, trees, barriers, etc. will fit.

Love except for no bike lane.

Why is reducing the speed limit not listed as one of the options here? It seems one of the results of the road study was that people feel unsafe so I wonder why that's not a solution under consideration?

The landscaping and sidewalks are a step up from the current situation, but this concept is still too car-centric for my tastes. In particular, there are no dedicated provisions for bicycles, which is the main problem with the current layout.

Many of us in Baldwin Park are in the medical field and need to be able to get back and forth to Florida Hospital on Princeton St easily and sometimes multiple times a day. This is a safety issue for us if we can't get there quickly. There are not very many other ways to drive there ...

This is the only concept that really makes sense.

Narrow lanes open up for more accidents with people not paying close attention to where they are driving.

This is a dangerous road to bike. Even though the traffic isn't as fast as on portions of Mills, it is not safe. If you want to continue to make this place accessible to people, a bike lane seems incredibly pertinent. Besides safely connecting people from Baldwin to Corrine businesses, you imbue in this corridor a safe path for anyone passing on to other neighborhoods. Bike lanes, for me, are a must.

As someone who lives in the effected area and travels on Corrine multiple times a day, this is a workable option. It's by far my favorite.

Prefer a plan with a bike path.

This is basically what exists now. Seems like it's not worth the effort. Sidewalk against the curb is not great. How will driveway grading work?

Great drive time estimate. People live in this area to be close to the places and things they want to go and do. So to make the drive time any longer would be criminal. Plus, our businesses would suffer.

Again, the street parking makes me nervous, especially on both sides, because when I leave any of the businesses on Corrine now, the street parking is a HUGE hinderance to seeing the oncoming traffic. A hybrid solution would be to have street parking in long stretches where there are not entrances and exits to businesses. It's actually very scary to try and pull out.

This concept seems the most reasonable for those who need to use the roads to travel to and from home, the businesses who need customers (I frequent many of the businesses on Corrine) and those that live directly on Corrine. It seems to be a win-win for everyone. Most of the other concepts are not and will likely end up hurting the community and the businesses.

5-LANE DESIGN CONCEPT - COMMENTS

The on the street parking does not seem safe or needed. If you added cycling lanes on both sides you would need less parking. I think the cycling aspect of almost all of the designs were sorely missed. Many cyclist in this area are advanced cyclist going 25+ mph. I guess we will continue to dodge cars on the road or dodge people on the side walks.

Anything but 4 lanes is ridiculous. The school will add a huge amount of traffic as well. If you went to 2 lanes it would be a nightmare. 50 is already a nightmare as it is.

Traffic has to go somewhere. The city should build a parking garage like they did in Winter Garden if parking is deemed critical. Getting out of your car will be dangerous in any of these plans. If it was 2 laned the hard core bikers will still be in the street anyway and not on the path. I'm talking about the Tour de France Walter Mittey's who will run run you down and kill you on a bike path. They're more dangerous than cars.

The work on Bumby took forever. My concern with all of the proposals is whether the road work is solving a problem that doesn't exist and everyone will suffer through it for years while the work is being done. A solution that minimizes the disruption of traffic is ideal. The idea of turning Corrine into a 3-lane road makes no sense and is REALLY BAD.

Please do not move forward with any 5 lane concept. I have owned a business on this street for nearly 20 years and can tell you that cars drive way too fast, it's not safe. There is no need for a road this large in this area when we desperately need parking and bike lanes.

No path for bikes. Bicycles would have to travel on the road or sidewalk. As someone who has biked down Corrine, I feel this is very dangerous, and would still be dangerous under this plan. This plan does not really do anything to help traffic or bicyclists.

Best concept of them all.

This is not much different that what exists. We do not need to continue a five lane section throughout this 2mile corridor. It divides our neighborhoods.

Why can't we consider a four lane roadway in certain segments, like orange avenue in winter park?

In order to reduce traffic and slow down speeders the reduction to 2 + 1 lanes is mandatory. The only good thing is street parking on both sides, which may keep cars out of the side streets.

May provide best option for commuting by car but it does not provide incentives for alternative modes of transportation.

I'm not a big fan of the narrow lanes. There is already a big issue with parked cars getting side-swiped on this road. I live on Corrine and tell my guests not to use the street parking because of that issue. The street parking also reduces visibility when pulling out onto Corrine from the side streets and businesses.

Do not put planters where there is parking available. First, it takes away a parking space and then people do not pay attention and the planters just become an obstacle and a hazard. Put large planters on the walkways.

I like this plan most of all, because it maintains the 5 lanes. I also like the side walk on both sides. However, the planned lanes may be too narrow, and the side walks too wide for the meager foot traffic. How about 4 or 4 1/2'? Does this plan eliminate the existing parking in front of shops? Also, wouldn't the proposed parallel parking interfere with the flow of traffic, as people try to park?

This is just a prettier version of the existing condition and does significantly accommodate increased pedestrian and cyclist use.

Reminiscent of Semoran Blvd--yikes!

5-LANE DESIGN CONCEPT - COMMENTS

I am in favor of this concept. It allows the most efficient progression of travel through the corridor. In doing so, it keeps the volume of "cut through" traffic out of the near by neighborhoods. The only draw back is cars trying to enter Corrine or Virginia Dr. from side streets will have a very difficult time see past the parked cars to view oncoming traffic which can introduce more opportunity for crashes.

Although street parking is a convenience, it needs to be redesigned in conjunction with the strip malls/businesses along Corrine. Currently, the entrances/exits to/from these businesses with the current street parking situation is dangerous for those traveling along Corrine (can't see exiting cars) and those leaving businesses (can't see around parked cars along Corrine).

The design concept is the same as on many other streets, but it provides for narrow parking lanes just like Corrine has now. Parked cars have been totaled in the middle of the night by drivers getting too close to the parking lane. It also has no provision for actually MAKING drivers travel at the speed limit. There is no speed control mechanism shown. You should have to live on this road for a week, and it would change your thinking about the speeders, the loud motorcycles, the drag racing, and all the dump trucks and commercial vehicles that are not supposed to be using this "NO TRUCKS" route on Virginia, Forest and Corrine.

This is the worst design because it does not take biking into account. More and more people are using bikes; it is essential to make this mode of transportation a priority as other cities are.

This seems to be the most practical and parking is a nightmare on Corrine and most people will want to park and walk from elementary school.

I don't believe any of the 5 lane or hybrid options will change the traffic patterns enough to make Corrine safe and pleasant during the week. Although at the moment people are only seem concerned about commuting and businesses, this fall a large new Kindergarten through 8th grade school will open. School zone speeds and children on bikes should be of MAJOR concern.

What type of trees? Are they going to be taken care of just like all of the existing trees around town, meaning not. The timeline for other road projects around town has been very long, i.e. General Reese, Gore, Summerlin, Bumby. If just the road surface was brought up to date, and all of the Art Vandelay ideas scrapped, disruption to the area would be short. The city approved Baldwin Park, "Hoodsville, knowing full well the impact on the infrastructure, yet did nothing to prepare for it. If they spent our tax money on that and not voting themselves a raise, ("Hey boss, since we have more customers, you're going to pay me 21% more. No? OK, 3%, capise?), it and many other issue would have been taken care of by now.

Please please please, no concept that doesn't have a safe bike path for kids. 5 lanes and faster traffic flow is preferable, but bike access for all ages and ability is a must!

I don't see any where for the bicycles. I don't like bicycles on the road, they make me nervous. We have avid bikers in the neighborhood. I like the sidewalks. I like the 5 lanes.

I disagree with one of the study assumptions, that being traffic remains 23,000 after opening of the new K-8 school with 1200 students capacity. Traffic has to increase with 2x a day parents driving students to and from school. I was told at a school meeting a year ago that there were no plans to stagger start / dismiss times at this school, so rush hour peak traffic in the AM has to increase, perhaps by 10% or more.

It's not my favorite, but it is better than the three lane option. Would everything feel cramped in this version I wonder? I don't see much room for the bicycles.

This is my favorite of the various presentations. While not perfect, it is the best.

5-LANE DESIGN CONCEPT - COMMENTS

This is the safest plan in my opinion. I cannot think it safe to drive from Woodlawn or Lake Sue Drive and immediately be in a lane of on-coming traffic. The speeding issue on Corrine Drive does not seem to be addressed. How about lowering the speed limit to make it more pedestrian friendly?

This would be my second choice. Does everything I like except no bike/running lanes

Why not eliminate the street side parking completely? Install dedicated bike lane, trees and pedestrian walk. I love the concept of the three lane design but I don't think will fly because of the extended travel time.

I prefer the parking on both sides of Corrine. Both sides have businesss and residential needs for street parking

I really like how these tree planters that break up the parallel parking areas also help provide a barrier between the homes and the main road both visually and from a noise reduction perspective.

How is this substantively different from what we have now?

This concept provides safety and access to all businesses. I like the side walks on both sides of Corrine because it will decrease the need for pedestrians to cross the street to gain access to multiple businesses and makes all locations equitable.

Yes. Most likely the least expensive option as not much configuration difference.

This concept is unsafe for cyclists and the children walking and biking to/from silver lake school. The auto traffic speed is too fast now and continues to increase! Narrow streets do not slow car speed as evident within Wlnter Park. This concept also detracts from neighborhood feel and removes community feeling.

Unsafe for pedestrians and bicycles - too fast traffic! Kids and parents will use this for Silver Lake school - keep them safe. This type of traffic pattern detracts from the neighborhood community business vibe and will suspend investment in the area.

Too tilted to cars.

This is the simplest way to deal with the limited space we have. Please don't break it further any doing anything complex and expensive. The city has a bad record on this type of road change. thanks you!

Very difficult to enter traffic lanes from businesses and residences with on street parking blocking traffic views.

It is nice to have parking on both sides, and sidewalks on both sides. I like the 5 lane variation better that has a wider sidewalk on one side to accommodate bikers.

Overall, this is an underwhelming concept. Effectively status quo. To put this much effort into a study, only to recommend this concept does not provide for future confidence in these sort of studies.

any other design would destroy some existing small business pking/unloading.

with the amount of residential density allowed in recent years by both orlando and winter park, to restrict traffic movement on the only viable E/W corridor could create huge traffic slow-ups leading to more traffic rage than we currently sadly have.

Without bike paths should not even be an option. Not only for recreational purposes but what if someone uses their bike to get to and from work just like in most cites in Europe and Asia.

5-LANE DESIGN CONCEPT - COMMENTS

This design, along with the 3 Lane concept, make the most sense. The hybrids and variations are confusing and asymmetrical and wouldn't seem to adequately solve problems for pedestrians or cyclists--I am both frequently and am interested in improving the experience and safety of walking and biking on this corridor. Though I like the 3 Lane concept much better for the aesthetics and experience of Corrine, the traffic slow-down would be enough of a problem for me to perhaps prefer this concept--though I have heard and believe that the rush-hour times are inaccurate for the 3-lane model.

landscape and all the other additional safety elements will be a positive change

narrow lanes between Bennett & General Rees definitely have a slow-down affect

I am in favor of both 5 lane concepts but this is my preference. I live 1 block off of Corrine and feel very strongly that any additional congestion on Corrine will cause commuters and resident to find alternate routes. Me included. I already know of many elderly residents cutting through the neighborhood to Winter Park Road in order to get onto or across Corrine with the light. With the new school and even more residents using this route I fear there will be considerable congestion near the school and potential for more accidents, endangering the children.

This is what it is today; speeding is bad, which is totally unacceptable with the school opening in fall. Hope it will not cost a student's life to slow traffic down.

This doesn't provide bike access.

It does keep the drive time equal to current times.

The 5 lane is by far the best. Corrine drive is used by those coming out of Baldwin Park and many from east metro Orlando. Volume is enormous now and will increase. We need to keep the traffic moving as efficiently as possible.

Once the trees get big enough, won't the roots crack the sidewalks?

Why take away parking to add trees? I do not see how it discourages speeding, we don't need shade there, who would use it? We need more parking.

I like parking on both sides, however, this concept will encourage bicyclists to use road.

No bike lanes will be okay for me personally, since I can go through the neighborhood, but thinking about those biking from outside Audubon makes me believe we need safe bike areas.

The landscape is sorely needed

I drive through this area twice a day to go to and from work. This is one of the only options that will not at the very least double my commute.

This still allows for additional street parking and wide sidewalks on either side therefore continuing to solve some of the issues with the area.

I have previously commented, these are my final thoughts. I like this design the best. However decreasing the width of lanes will not slow traffic, but it will increase traffic accidents. Also, 4 1/2' to 5' width of the sidewalk should be enough for any couple less than 300 lbs, and those don't walk!

The speed limit is only obeyed when there are police officers to enforce it. This plan will increase the already record number of pedestrian and cyclist deaths

Needs protected Bike Lanes

Too much like Corrine today. No bike facilities, no thank you!!!!

This concept does not accommodate bicyclists at all. Also, it allows for too much automobile traffic.

5-LANE DESIGN CONCEPT - COMMENTS

it is obvious that Corrine from WP Road to General Reese has a high volume of traffic and needs a five lane section but to the east and the west the lower volumes warrant a three lane configuration - I am a bit dismayed that all the sections do not adhere to the existing 66' curb to curb dimension - also dismayed that side streets have lots of capacity which is not sacrificed for more Corrine capacity with signal adjustments (eg General Reese) - the Nebraska idea is ludicrous to eliminate vehicle capacity when your study has outrageous claims of lack of capacity (due in large part to your assumptions and choice of a less sophisticated traffic model) - finally, with so many differing groups with different agendas how in the world you think you can get public input from a "yes/no" on line question is absurd - this is a neighborhood street and the neighborhood, businesses, shoppers and commuters need all be heard in public forums - this is a critical study for those involved and for metroplan as the first study undertaken - I strongly recommend pausing, truly going out into the public and then thinking about possible solutions

The main roads in Orlando are meant for cars and not bicycles . There are plenty of bicycle paths in the Orlando area. Also, the 5 lane concept is the most efficient from a drive time perspective.

Must have 4 lanes for traffic. Must have parking on both sides (north and south)

All four lanes are needed to handle the traffic especially with the new school.

street parking is already limited. Should not be reduced

5-LANE VARIATION CONCEPT - COMMENTS

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| Bike facilities should also be on roadway. |
| Keep 2 lanes of travel in both directions! This is very important. No one wants to spend 30 minutes traveling down a few feet of roadway. |
| This is the best option for the 5 lanes. The shared use path similar to what is now on Bumby would be great for the pedestrian/bicycle traffic that this area has. |
| shared use paths are not a safe design for any kind of serious cycling activity. pedestrians are unpredictable at best, especially when there are tree grates that periodically extend into the path. |
| This will not slow anything down and there are no bike paths. |
| really should have street parking on both sides. |
| Lovely...but...We cannot afford to lose any street parking, as most of the businesses rely on street parking for their customers. We don't have a public parking garage to offset any loss of street parking. Most of the businesses were built so long ago that their current amount of parking spaces they have in their parking lots is already far short of what they need for busy days. They rely heavily on street parking, which keeps our section at and near the corner of Old Winter Park Road and Corrine thriving. If we create a larger parking nightmare by reducing parking space on street, it will hurt business. |
| Taking away street parking would divert parked cars into our quiet neighborhoods. Parking is already a problem, and taking parking away would hurt businesses and neighborhoods. |
| This will not slow traffic. |
| This one is better for casual bicycle riding but not for commuting |
| People speed and not only has my car parked in front of my house get hit and sideswiped many others have too and rarely does anyone stop it will only increase frequency. Also when trying to turn into my own driveway, if it's not blocked by Leu Gardens visitors on special nights they ride your bumper blinker or not please don't do this version |
| The shared-use path is just barely the necessary width to accommodate both people walking and riding bikes (and only in low volumes). The planters, while great for the street, reduce the usable width to nothing more than a comfortably sized sidewalk. |
| The shared use pedestrian and bike path will be an excellent option for local kids to walk/bike to the new K-8 school! Connectivity to local trails is also a bonus to encourage increased community engagement and recreation. |
| I don't think people will give up 5 lanes and I want some kind of bicycle and pedestrian path since this is a key link going East to West. I personally wanted shared paths both sides in a 3 lane design, but I feel strongly a 3 lane plans requires roundabout intersections for Winter Park Road General Reese and Baldwin Park corner intersection that would keep traffic flowing better and continuously. |
| if cyclist going east are on the side of the road going west, wouldn't that be dangerous at the intersections of roads as cars are not usually looking both ways? I'm all about the cyclists having a right of way in this neighborhood |
| 4 lanes allow for high speed traffic when volume is low |
| While it is extremely dangerous to travel down Corrine by bicycle due to ignorant drivers, an extra-wide sidewalk will very likely go unused by cyclists due to the added danger of cars turning into driveways and businesses. |
| This design doesn't solve the problems of pedestrian and bicycle, still make insecure cross Corrine Dr. And encourage drivers to speed over 40 mph. This is an I4 for a residential area. Drop it from your plans. |
| Good concept. I like one-sided parking - finally we prioritizing pedestrians/bikers over cars. Narrow lines will slow down the traffic. |

5-LANE VARIATION CONCEPT - COMMENTS

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| I really like this concept. This is my #1 |
| Love the idea of a walking/bike path. |
| I like this better than the 5-Lane Concept because the sidewalk to the north is wider and allows for biking. However, I anticipate that there are plenty of people on the south side who could use room for biking to and from the shops over there. this forces people to stay on the north side and cross to visit those on the south side and Audubon Park. |
| I like the multi use path, hopefully keeping bikes safer and off the roadway. The one side parking is great too. Decreasing to hybrid concepts, I believe, would be dangerous, as the majority of drivers are confused about standard driving conditions, i.e. stopping behind stop lines, stopping at stop signs, yielding to pedestrians, etc etc etc. |
| One shared use path for cyclists and pedestrians heading in both directions seems dangerous |
| I cycle for recreation, primarily on the weekends. I would rather have a real bike lane or ride on the road than use some shared use sidewalk. |
| I don't know if my voting counted. I was hoping to go back and re-order my picks after reviewing them all, but I want you to know this is my favorite!! It keeps traffic flowing and offers a nice bike path too! |
| 5- Lane Variation is much better than normal 5 lane option |
| We need dedicated bike lanes on both sides, as well as parking. This road does not need to be 4 driving lanes. Please do not adopt this concept. |
| Five lanes? Way to think outside the box, Metroplan. More of the same and we hate what's here now. |
| no bike lane again! what are we even doing here! |
| Hate this more of the same bullshit. We don't need five lanes. The road is empty 23 hours a day Monday and Friday and 24 hours a day on the weekends. Stop catering to high speed commuters at the expense of everyone else. |
| Would prefer a 5-lane variation with at least a shared path for cycling over 5-lane original. |
| This sounds great in theory but where do you think all the cars will move to? Up and down the Osprey and Robin side streets! Half of those cars are from the Audubon homes across the street already and what do the homeowners living on Corrine do when friends come over...park on the sidewalk??? |
| This looks very good as long as the landscaping is not done by the same people who did Bumby which looks terrible with some parts of the road with multiple trees too close together and then no trees on many parts. |
| What is the impact on parking? How many spaces lost? What will be the potential mitigation for the lost spaces? How will events like those at Leu Gardens be impacted? |
| I don't think mixing pedestrians with bikes is a good idea, especially when there will be a lot of small children and parents with strollers |
| I like the idea of a shared use path. I ride my bike mostly, but I would have no problem sharing a path with pedestrians. |
| bike lanes are more usable than a wide sidewalk and safer due to cars pulling out of drives. |
| I like the shared pedestrian/bike, and I think that it is must to have all 4 lanes of traffic on corrine. |
| Good compromise. Improves visibility when exiting Baldwin Park at Robin St. |
| I like the fact that you are addressing the speed issue. If making the road more narrow will slow people down, then I am all for it. I also like that this plan seems to strike a bit of a balance for both businesses and pedestrian/bikers by leaving one side for parking and the other for a shared-use path. |

5-LANE VARIATION CONCEPT - COMMENTS

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| By far the BEST solution for pedestrian, bikes and cars! Bury the electrical lines too :) |
| This, combined with a pedestrian crosswalk at East End is the best solution. Doesn't impact travel time, solves problem of only having one side parking by having the crosswalk to to the restaurants/shopping on north side, and adds badly needed sidewalks. |
| I am supportive of the shared-use path. However, I think the north side of Corrine would benefit from parallel street parking near East End Market and the other business along there. Further, if there were to be a shared-use land, I would think the south side would be more ideal as it would directly connect to the bike path on Bumby. |
| At least this concept provides some solution for bike riders, however the five lanes is so close to what we have now, I do not see this as a viable option that actually creates change. This still caters to commuters in cars and not to the neighborhood. |
| Does not allow parking on north side. Does provide biking via shared-use path (assumption is bikes can travel east or west?) Do like the fact that travel time is not impacted given the new school opening soon. |
| At least one path acknowledges people are not all in cars traveling past this area. If 5 lanes are ever used, I hope more traffic calming efforts can be added. Even above and beyond raised intersections and other mentioned things. |
| I think this is a great compromise with the space, to trade a wide path on one side and keep parallel spaces on another. Driving through this road, i notice that often the parallel spaces are empty anyway. That being said, if Corrine grows there may be more demand for parking. Bikers often use the 'empty' lane of parking spaces as a bike lane--makes sense, but incredibly unsafe when they need to merge back into traffic to get around a parked car. |
| Corrine needs a bike lane but it also needs to move a lot of traffic. Five lanes plus the shared bike lane is a good compromise. Addresses both concerns. |
| The 5 lane variation is the only concept that makes sense to me! Cutting Corrine down to less than 4 lanes would make traffic much worse, not better! Why would anyone vote for a concept that makes drive times longer?? It also addresses a BIKE PATH, center medians, additional trees and parking on one side of Corrine. This encourages bicycling, while allowing for smooth moving traffic and some parking. |
| The problem I have with both of these 5 lane variations is the parallel parking on the street, particularly on the south side. Having cars trying to back in to parallel park in spaces would inhibit traffic flow, particularly during evening rush hour when the majority of cars are going eastbound. |
| Better than the 5-Lane but still too car-centric. Lacks a dedicated provision for bicycles, which should be a top priority for the redesign. |
| I have reviewed all of these concepts. I think going from 5 lanes to 3 lanes would be problematic. I think the two best options are the "5 lane variation" and the "hybrid variation." If I could have voted for both of them, they would be my top 2 picks. |
| This variation also does not reduce the number of lanes which is very important for those that have to get to Florida Hospital on Princeton St in a timely manner from Baldwin Park. |
| Shared path between cyclists and pedestrians is dangerous. |
| Too many lanes for pedestrians to have to cross with parking only on one side. Narrow lanes encourage slower speed, but doesn't make drivers totally focus their attention on driving. |

5-LANE VARIATION CONCEPT - COMMENTS

As someone who lives in the effected area and travels on Corrine multiple times a day, this is one of my 2 favorite options.

I like this variation better than the 5-lane original. I like one side only for street parking and a large shared-use path on the other. This makes the most sense. Also, a decent rush-hour drive time.

My worry here with these 2 5 lane variations is where is the room going to come from? I love the idea of street parking and a multiuse path, but some businesses here are already close to the street. What happens to them?

This would be perfect if you completely took about both on street parking. The right side of the this picture could be a true cycling lane where the parking is currently. Then we would have side walks, cycling lanes, and 5 lanes. I, along with other are upset this option was never available.

Do not take away street parking. there is already such limited parking for the various restaurants, bars and shops as it is. it ain't broke. don't fix it!

Meets much needed parking issues plus nice sidewalks for walking. Landscaping definitely needed as is the center turn lane

The main issue with installation of canopy trees is that the grate style does not work. Trees all fail in these types of systems. If root space is not sufficient, then the canopies will never develop properly and the root system will destroy the surrounding road and sidewalk areas. Please make sure a certified arborist is involved in the planning stages, otherwise will end up looking like Baldwin Park which has revolving issues due to tight planting spaces, incorrect species and subsequent constant tree replacement and surrounding sidewalk/road repairs. Please make sure the right tree for the allotted space is planted and above all no grates. Thank you.

If there were segments with a choice, this may work in the highest volume segment of Corrine but not the entire 2-miles.

Provides some incentive for alternative modes of transportation but, is not optimum for bicycle commuting.

I'm not a big fan of the narrow lanes. There is already a big issue with parked cars getting side-swiped on this road. I live on Corrine and tell my guests not to use the street parking because of that issue. The street parking also reduces visibility when pulling out onto Corrine from the side streets and businesses. On the plus side, I do like the shared use path for pedestrians and cyclists.

I don't like this idea. The wide sidewalk used by both pedestrians and cyclists is reduced to half its width by the trees planted into the sidewalk! I would not like to be hit by a speeding cyclist, while I am walking there!

5-LANE VARIATION CONCEPT - COMMENTS

The 5-Lane concept variation is my favorite but I would prefer some changes. I travel/visit Corrine Drive frequently. I pass through by car on my way from my home in Winter Park to downtown and I-4. I also frequent many of the businesses on a regular basis--sometimes by bicycle.

I'm surprised that an option to eliminate the center lane isn't being proposed. I would prefer this option is changed to remove center lane for most of the length of Corrine. Use the gained space to put parallel parking back on both sides of the street. In the areas of major cross streets (General Reese, Winter Park Road, Bumby) flare the travel lanes outward to allow for a localized center lane to accommodate traffic to queue for a left hand turn. In these areas the extra parallel parking on one side would simply be removed (but ONLY in the area of the left turn limit).

I do like that this option has the shared-use path which I prefer over the other options for independent bike lanes. I find the shared use paths to be allow for multiple methods of non-vehicle traffic including cyclists, rollerbladers, runners, etc... It also allows people to travel easily and safely in groups (instead of single file) which seems logical in these types of areas. Perhaps make it a bit wider if there's room assuming the center lane is eliminated.

I don't believe having narrow lanes will help drivers on this street slow down unfortunately. So many people on this road speed, text or talk on their phone, and don't seem to know how big their cars are as it is. I envision accidents happening.

I like this concept as well for maximum traffic flow and traffic friendliness. However you lose the availability for on street parking.

Good idea...keep traffic moving! Keep traffic out of the nearby neighborhoods! Also, Corrine and Virginia Drive have always been major arteries that move this traffic. Just make it easier for pedestrians to move about safely in the process.

Best solution proposed here. As a cyclist I can attest that the Corrine segment of my bike ride is the most dangerous and this would be awesome to connect to other area bike trails. This solution would benefit from some additional parking lot surface area near the older strip malls near Winter Park Road since this will likely impact their customer base.

With the amount of walkable/bikeable businesses along Corrine, a bike lane seems invaluable, not just a shared use lane.

I think parking is a real issue on Corrine Drive.

It's ok but you are creating parking issues like Trader Joes. That is terrible!!!!

This seems to be my favorite concept. It has a must, a safe bike path for kids and less able bikers, and it has 5 lanes for traffic flow. I guess the only downside is street parking?

Since I love south of Corrine, selfishly I would prefer the bigger sidewalk on the south side. This is ok, I don't love it though.

Agree with parking oriented to the south side, where the majority of the businesses are presently located. Picture is confusing, would have been more clear if you had used a photograph of business district with road changes overlaid in artwork similar to how raised surface intersection of Corrine and Winter Park Rd/Falcon Drive are portrayed.

Worthy of further study. Might be a reasonable compromise between pedestrians/cyclists and parking. But will increase congestion on crossing street at Corrine Drive and Winter Park Road, as people wanting to visit Stardust will all use that intersection after parking, walking or cycling along south side of Corrine.

This is my second favorite.

5-LANE VARIATION CONCEPT - COMMENTS

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| <p>Shared use paths make sense - just experienced them throughout Strasbourg FR where there are more bikes and pedestrians than cars. I'd prefer the two-side shared plan but if on street parking is needed on Corrine, I could support this plan.</p> |
| <p>Businesses and shoppers need the parking. A shared sidewalk does not help bikers</p> |
| <p>I'd rather bike in a bike lane on the road than on the sidewalk, but this probably wide enough to work</p> |
| <p>Would really like to see more trees along Corrine</p> |
| <p>This is the only option in my opinion. Added shared bike/walkway will help with safety and convenience while the 5 lanes will help with traffic congestion. This would help in both my commute to work as well as personal/leisure activities.</p> |
| <p>I like the idea of parking on only one side</p> |
| <p>As much as I love things to be symmetrical (and this is not) having a bike friendly solution is critical to the Corrine solution. We have several bike shops in the area and connecting the Cady Way & Urban Trail increases the functionality and thus investment the city has made already to both those bike trails. It also further encourages healthy living.</p> |
| <p>I am nervous about the reduction of parking overall. I desire for our local businesses along Corrine to thrive and there is often no parking available, causing people to park into the residential streets (of which i live on) - however, maybe with the increased pedestrian friendly sidewalks, more local residents will refrain from driving and walk farther instead.</p> |
| <p>4 lanes of fast traffic is unsafe for kids walking to/from Silver Lake school! This concept detracts from local businesses and removes feeling of community and the neighborhood vibe.</p> |
| <p>This makes the most sense for cars, pedestrians, and bicycles</p> |
| <p>I think the road should be a consistent route every day so people aren't hurt by the individuals who are not aware on Sat and Sun there's a different expected lane use. Parking on this road is dangerous as there's just not enough room and it's inevitable a child or someone is going to get hurt.</p> |
| <p>I think there are more businesses on the south side of the road so I would change concept to north side parking only -- very difficult to pull out into traffic with on street parking blocking views.</p> |
| <p>I like the wider sidewalk on one side to be able to accommodate bikers. I would like this version even better if it could turn into a hybrid model with the north-most lane of Corrine becoming parking on weekends, so there would be one lane of traffic flowing west, and 2 lanes flowing east on Corrine on weekends.</p> |
| <p>Given the shared use path, this concept is better than the initial 5-lane concept. That being said, this concept still has the feeling of a more automobile orientation than a complete street, given the neighborhood context.</p> |
| <p>Where there are potentially these landscaping bulb-outs, consider setting some aside as bus stop landing pad bulb-outs; making boarding/alighting easier. Coordinate with LYNX to identify the appropriate locations for these bulb-outs.</p> |
| <p>I love this (wide shared use path on north) because the north side street parking is rarely used on Corrine and acts like extra wide bike lane or shared use path since some areas also have no sidewalk on the north.</p> |
| <p>This is ok. But what about people who live on Corrine and need parking?</p> |
| <p>Ok what about people who live on Corrine Drive and those who need parking for Leu Gardens?</p> |

5-LANE VARIATION CONCEPT - COMMENTS

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| <p>I am in favor of both 5 lane concepts but this is my preference. I live 1 block off of Corrine and feel very strongly that any additional congestion on Corrine will cause commuters and resident to find alternate routes. Me included. I already know of many elderly residents cutting through the neighborhood to Winter Park Road in order to get onto or across Corrine with the light. With the new school and even more residents using this route I fear there will be considerable congestion near the school and potential for more accidents, endangering the children.</p> |
| <p>Parking is a big problem, so this appears to be the concept that seems to make no sense at all.</p> |
| <p>Provides bike access and keeps drive times at current times.</p> |
| <p>You will bankrupt several local companies on the north side of the street. This is idiotic!</p> |
| <p>I would like to see more traffic calming in the form of more traffic signals and raised crosswalks. such as at merit park drive and corrine while changing the final at the entrance to leu gardens. Also more signals on virgina to help slow the flow of traffic.</p> |
| <p>If you are proposing a 5-lane version, why is utilizing the existing distance curb-to-curb (66 ft.) is not an option. Narrowing the existing lanes to obtain the space for continuous sidewalks is the best low cost solution - why isn't it shown? This is lofty and idealistic and not financially feasible without federal/grant \$. Showing the existing condition is essential.</p> |
| <p>I like this concept as it puts bikes on multi-use path. The parking on only one side isn't desirable as it would force people to cross street more frequently.</p> |
| <p>Wide sidewalk is needed for AP K8 school children on north</p> |
| <p>Are those parking meters or light poles??? No meters please</p> |
| <p>These planters are not necessary. That could be a parking space.</p> |
| <p>This seems like a "prettier" version of what we already have. Like the sidewalks but this is going to do nothing to dissuade people from using the larger roads like 17-92, Colonial, Maguire and Bennet.</p> |
| <p>I do like this concept since it continues the traffic pattern largely as is. However, parking is minimal for the businesses in the area, so having street parking on only one side is limiting.</p> |
| <p>Needs protected bike lanes like in St Petersburg</p> |
| <p>I don't really think this will encourage driving the speed limit. I grew up and still live in Northwood Terrace (the area north of Corrine, west of General Reese). The roads are narrow and that does not encourage anyone to slow down.</p> |
| <p>Better than the 5 Lane. I like the shared use path like on Bumby. I don't like the parking options. I still think we need better parking.</p> |
| <p>Again where are people going to park and how are you going to put trees where there are homes already with only a few feet from the road???</p> |
| <p>This still allows for too much automobile traffic. Also, if the street lights depicted are conventional lantern type street lights, they are not efficient in providing light at night without blinding glare to pedestrians and motorists and in no way preserve dark night sky.</p> |
| <p>A sensible compromise to still allow for parking for residents and businesses, but still accommodate a bike path down this road.</p> |
| <p>Love the 5-lane variation concept. As a casual biker and avid walker, this combines the best of both while taking care of parking, adding green, and accommodating traffic.</p> |

5-LANE VARIATION CONCEPT - COMMENTS

This 2-mile stretch of Corrine is comprised of several physically connected, but distinct districts. A single concept does NOT adequately address the needs of each area along Corrine. While a 5-lane concept might make sense in the commercial section of Corrine, that only accounts for 3/4mi of a 2-mile stretch. A context-driven complete street for Corrine would include character districts that addressed the needs & values in that section.

During a Corrine update presentation at the February 2018 MetroPlan CAC meeting, it was noted that character districts would be considered, and that a SINGLE concept would not be the only solution investigated for the entire length of Corrine.

would be nice to have this one lane be parking on the weekend. this allows full 5 lanes during the week with maintain some parking during the week and giving some extra on the weekend.

This would make it difficult for customers of business on the north side and would endanger pedestrians who park on the south side and have to the street.

Where are the traffic calming measures? Motorcyclists and sports-car drivers don't care if the lane is 10.5 or 12.5 feet wide; they are treating this road like their personal raceway. Semi trailers are currently damaging the under-canopy of the trees, even though this is a no-trucks route except for local deliveries. You'd never know it, though, because it's not enforced. And neither is the speed limit of 30-35 mph. My front bedroom is 23 feet from the curb. Try sleeping when the muffler-less cars, loud motorcycles and semis come barreling through at 50 mph in the middle of the night. We've had more than enough. This isn't a highway, it's a residential area. The City needs to treat it as such, or buy up all our houses at current market value, and let us move somewhere quieter that doesn't have a race track right outside the front door.

Pro: Four lanes are required to handle the traffic. Con: Parking is required on both sides of the street.

Cyclists always ride in the street so this concept is no good.

3-LANE CONCEPT - COMMENTS

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| For the tiny, tiny percentage of bikers? Seems wasteful. Seems like a traffic nightmare. |
| There is way too much traffic in this area to narrow down to two lanes! 27 minutes to get down Corrine Dr., are you kidding me???? |
| Beeman Park residents will never be able to get out of their neighborhood. It's hard now! |
| A commute time of 27 minutes to go 2 miles?! NO. As a resident of Baldwin Park I OPPOSE shrinking the travel lanes during the week. |
| I live on Corrine. Parking is necessary even when there isn't an event at Lew Gardens. Creating a 3 lane street is the only way to truly slow down traffic. |
| I really like this design but I'm concerned that slowing down the traffic during rush hour would increase the number of cars that use back roads in this area to cut through. speeding is a problem in the back roads that run parallel to Corrine. |
| Separate bike lanes would make this better other places and a great example for the rest of orlando. |
| this is the only concept that seriously addresses cycling needs along the corridor. bike lanes should be separate from pedestrians. of course, it is not necessary to have a lane of each side of the road if the bike lane is marked for 2 way traffic because cyclists are generally very aware of other cyclists. this fact does not really change any of the options ... |
| This is not an acceptable time frame. While this concept is pedestrian friendly and very pretty, it just would cause a traffic nightmare... But maybe we are in for a traffic nightmare no matter what we do... |
| This is a lovely concept, but if it causes a half hour two-mile commute during rush hour, it is not a feasible choice... |
| This is the best design as it provides for protection for cyclist who are commuting to work. Pedestrians are separated from cyclists allowing cyclists to move unhindered. The parking which adds more protection is very good This design will certainly encourage bike commuting. |
| From the intersection of Corrine and Bennett, it takes a maximum of 22 minutes, and a minimum of 8 minutes at peak rush hour to travel to the intersection of Corrine and Mills Avenue, via Bennett/Maguire/Colonial/Mills. To propose that travel times on a 2 mile stretch of Corrine would ever reach an average of 27+ minutes is to completely ignore the blatant fact that there are quicker alternatives, which makes me question the entire methodology used to reach this conclusion. I can only assume, in addition to the study's assumption that not one person would find alternate routes, that it was believed there would be no mode shift, either. I find this figure to be disingenuous and deceptive, at great peril to the objective of improving safety on Corrine Drive. |
| I love the overall design of both 3 lane layouts. Much more appealing than the 5 lane options. However, I have to strongly recommend against this option based on the projected rush hour travel times. Beautification and function should be the optimal outcome with this project, and increasing travel time by 4x is not acceptable. |
| Need speed hump or other speed control devices on adjacent Raven Road all roadwork, final arrangement, and the new Audubon Pk school will encourage shortcutting and speeding on Raven. |
| this concept should definitely reduce speeders even with low volume. I suppose you have data on the effects of designs like this? |
| I like this concept the best. It provides for traffic movement, will decrease speeding, provides parking for area small businesses, and allows pedestrian movement, all very important in our neighborhood. |

3-LANE CONCEPT - COMMENTS

As a car driver I would be angry with this design and forced to go all the way down to hwy 50 or north to Fairbanks/Aloma to get across town.

As a cyclist I think this is a decent compromise for both parties because Fairbanks and hwy 50 are unfathomably dangerous and if you were to ruin Corrine with one of the other designs proposed here then cyclists would have no relatively safe AND nearby east/west road.

However, it would be safer if the bicycle "path" (lane) was moved between the traffic lane and parking lane. As it currently is designed there is nothing stopping pedestrian traffic from walking along or across the bike path, particularly when they're staring at their phones on their way to their car parked on the street. If you spend any length of time on the older sections of the Katy Way Trail you can confirm most pedestrians don't pay any attention to which areas are for bicycles and which are for pedestrians.

It is insane to increase current travel time threefold. Personally I will have no reason to visit this lovely bottleneck and will spend my time and money outside of the Corrine corridor.

I would prefer this concept except for the drivetime is completely unacceptable

This one is the best solution! Solve the problems in Corrine Dr. And make look the study as a successful job! This one is the most equitable, secure, comfortable and beautiful design. This one ensure that the speeders don't feel motivated to speed in the road. Will be easy and secure to cross for the pedestrians, will be secure and fun to walk and ride! Corrine Dr doesn't need more than 3 lines for cars. This is the winner solution!

I like the 3 Lane Concepts better than any of the 5 lane. i like that this concept has a dedicated bike path however, I will still be reluctant to allow my children to use the bike lane. I would prefer they use the shared use sidewalk. Finally, I would discourage the use of this many tree grates. The landscape trees in the sidewalk on Edgewater drive are unhealthy looking and too awkward to walk around if you are walking with someone. Possibly that sidewalk is more narrow than what is proposed here?

This commute time is intolerable (this is coming from an avid cyclist who desperately wants safe cycling opportunities)

Audubon Park is full of bicyclists and I believe keeping them safe and off the road should be paramount when planning the new road layout.

Seem like it covers all bases, not totally shunning cars by allowing parking on both sides while making clear baths for people and bikes. I anticipate people's biggest complaint will be the drive times, which speaks to a larger question about changing the culture of cars in Orlando. Who gets priority in a given neighborhood: the people who live there and will walk/bike to nearby amenities, or commuters just passing through? My hope is we give priority to designing spaces for people and not cars, and to change people's reliance on cars in the long run.

27 minute rush hour drive time is unacceptable!!!

These rush hour times are unacceptable.

I really like having sidewalk and bike riders separate. I love riding my bike to East End Market and Monday Night Market, but will not allow my kids to ride because of traffic and layout of sidewalks currently.

The 3 lane concept looks like it will slow down the through traffic. I see people driving 50 mph and up daily. I also like parking on both sides and the sidewalk being further from the street for safety of walkers. I believe more families will participate in local events.

Yes! More trees please! Strolling and stopping in the shade make walking a pleasure in the summer months. A couple of benches along the way under a tree would be lovely as well.

3-LANE CONCEPT - COMMENTS

In general, I think this is my favorite concept. Slowing down drivers, great for walking and riding bikes and the small town feel of the trees that make people want to stop in our local businesses. 2 Thumbs Up!

Get rid of onstreet parking. Build a parking garage nearby...won't be long before driverless cars will be ferrying people everywhere and personal cars will be a thing of the past. Put in bike lanes, separate from pedestrian paths. This is what is done in many European cities and progressive US cities (Portland, Seattle, SF, etc).

With the new Audubon Park Elem at one end of this strip and Baldwin Park Elem. at the other, there will be more children walking and riding bikes through this area. School children will be crossing the street at the corners so slowing down the traffic is going to be crucial!

Boo parked cars! People can and should walk from disgnated car parks provided by business or municipal lots.

This looks great. It addresses all the needs of the local community: Safety, Bike Lanes, Sidewalks, Parking.... Nice job Metroplan!

alright finally a safe place for bikes. At least we have one semi good/semi illegal idea. having the sidewalk the same level as the bike lane is going to encourage cyclists to ride the sidewalk to get over to the bike lane. this will upset widewalk walkers. it will decrease its use by people on the sidewalk = less walking/less people=less business making money. lets do it right! make a real bike lane.

These numbers are BS and a clear brush off. Super disappointed in this. There is no way Edgewater's morning traffic increased 50 seconds after their road diet and ours will increase between 15 and 20 MINUTES. No way.

Prefer the shared paths of the three lane variation, but this is very acceptable, too.

I cant believe these are the options we have! is this really the city beautiful? out of all these options only one with a tiny bit of care for cyclists on a road very commonly traveled by bikes, with two bike shops on it. im very dissappointed in my city. If this is the very least the city can do for cyclists its the only option. The rest are terrible and insulting that no one cares how bad our city is for bikes.

Beautiful design. The cycle path is a great idea, and I would absolutely pick this as my winner since I tend to bike on the weekends, but the rush-hour time is too high. The most practical choice (for me) is one of the Hybrid/5-Lane Concepts.

This and the 3 lane variation are ridiculous options. to more than Quadruple the commute time in a two mile stretch is ridiculous. For anyone using Corrine to get their child to school and then go on to work, this is a horrible plan.

As a utility cyclist, I love this concept the best. However, a jump from 6 to 27 minute commute is not trivial. I do carpool during rush hour and would time my driving accordingly; nonetheless this won't be popular among the majority.

As I mentioned it was already a parking lot during school hours...literally dead standstill...when Bumby was closed a one lane per direction concept might just inspire me to put my home up for sale.

3-LANE CONCEPT - COMMENTS

Any solution that does not include separated bicycle facilities will not be successful in this corridor. First, Orlando has been rated as one of the worst cities for bicycles and pedestrians (dangerous by design). Not providing facilities is not working towards solving this problem. Second, this corridor has the opportunity to be highly utilized by bike commuters. By mixing modes (bikes and peds) on a shared facility you are decreasing the success of both modes. If you want people to walk with ease then don't force a 15mph rider bicyclist to use the same facility. I know the travel times appear scary, but with traffic signal coordination and Lynx bus stop pullouts, the vehicle flow will not be severe. In addition, you should not plan your streets according to "peak hours". This is a residential community...where life happens 24hrs a day. Don't build facilities just based on a 4-hour window.

There are many ways to get in and out of Baldwin Park. The best thing we can do for Audubon Park is to make Corrine as pedestrian friendly as possible. I am afraid that the loudest voices here will be those advocating for greater access for vehicles. It is very important to me and my young family that this area be as livable as possible, and to me this means fewer lanes.

I live on Corrine. We've been proactive at trying to get the city and OPD to help with speeds. To me this is the only choice. We must have street parking as our driveways aren't large enough to have any guests. We must have safer foot and bike choices as well. I feel this is the only choice that hits all of my wants. Honestly I don't care about extended travel time if it means I don't have a unchecked racetrack in front of my house with accidents happening 10 yards from my sleeping baby's room and my family members cars being hit while parallel parked because there isn't enough room to do so safely, this all has happened. Corrine is not a main road and should not be treated as such. That's what we have Colonial for.

I understood this option would only add a few minutes drive time to the morning commute. Based on the figures below, it increases drive time by 300%. I believe this is a terrible idea, and will cripple the surrounding areas.

This is the best design for bikers like myself, but even I might have to admit that we need to leave some room for cars too. I would not mind sharing a trail with pedestrians either.

the street parking can be south side only and cycling path needs to be street level on both sides. Its more dangerous to cycle on the sidewalks due to cars pulling out of drives. Just do a sidewalk and cycling lane on street.

This is the least auto-centric design and is unlikely to receive approval. Most will discard it because of the perceived increase in travel time. However, it's the most efficient at accommodating all modes of transit (except public, which isn't handled well in any of the alternatives).

Any concept that does not include dedicated bike lanes should not even be considered. Orlando could be one of the great bicycling cities in America, if we only invested in cycling. Traffic keeps getting worse and worse and commuting by bike is becoming a faster better option in many cases, if the infrastructure exists for it.

The increase in peak drive time would result in a significant negative impact to the quality of life for those who have to use the road to commute to/from work during the week.

This provides a safe pedestrian and cyclist option. I walk and ride a bike along Corrine almost on a daily basis with my family and currently it is very dangerous. I see the traffic times increase significantly in this option but I feel the benefits of having a walkable community outweigh that. The small businesses along Corrine would benefit greatly. This option would minimize the cut through traffic from Winter Park. People would have to find alternate routes during peak hours. The 3 lane Hybrid would be an option I may consider but it would need to be executed well and should incorporate a cycle track, maybe on one side of the road.

3-LANE CONCEPT - COMMENTS

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| <p>You simply can't add this much of a commute time - almost 30 min to go 2 miles? That is insane.</p> |
| <p>As a design concept, it is beautiful, but won't work for this heavily traveled road - and there is not alternate road to take</p> |
| <p>I can't support the 3-lane concept(s) as the drastically increase commute times. The 3-lane concepts are aesthetically appealing and certainly would be more pedestrian friendly, but I think the trade off is too great. Given Orlando and surrounding areas lack a coherent grid network, there is a lack of alternative routes to Corrine for people who live in the area and must travel on it to get to and from home. Further, with the numerous apartment projects recently built or under development in Baldwin Park and along Maguire Rd, the increased traffic along Maguire further impacts the importance of Corrine Dr. as an outlet for the surrounding neighborhoods. As an aside, I think the city made a big mistake in not requiring the Audubon Park apartment developer (Greystar) to provide an alternate entrance/exit on the west side of the development connecting to either Primrose or Coy.</p> |
| <p>Finally, a concept that brings Corrine back towards what it originally was, a main street in a neighborhood not an ugly, dangerous highway forced upon the homeowners on either side. The bike lanes are safely isolated from the traffic. Sidewalks, a miracle!!! Even if drive times increase for commuters, sorry, there are other routes to be accessed. Bennett Road, Colonial Drive were DESIGNED for major traffic and lead right into Baldwin Park so they've got their exits covered. Orange Ave on the other side of Winter Park was again DESIGNED for Winter Park residence access. Corrine Drive has been ignored for years and years. Give us our neighborhood back!</p> |
| <p>Do not like the fact that travel time is greatly increased given the new school opening soon. There will be a lot of traffic on this road, specifically around Winter Park Road which I travel every day. Traffic will be bad enough during beginning / ending of school days, let alone increased travel time due to reduced traffic lanes.</p> |
| <p>I like how the cyclists have a barrier between them and the cars.</p> |
| <p>no cycle tracks, they are a waste of pavement. Make the sidewalk a little more generous for multi-use.</p> |
| <p>20+ minutes to travel 2 miles; was 5 MPH the output from your Synchro Analysis? It seems to me that access management and intersection improvements may be missing from your evaluation, since traffic signals are the principal constraint on traffic capacity. It would be better if you considered this before telling people they'll be so severely delayed.</p> |
| <p>There is nothing unsafe about Corrine at this time, no more so than any street in our city. We are creating a problem that doesn't exist and hoping to spend a lot of money to solve it. Also, these traffic studies do not appear to include the impact of the new K-8 school. It shows an extra 200 cars but that would account for teachers and staff at the school, but not the parents coming and going to drop off their children. Look at the traffic during peak hours at the current Audubon Park Elementary for an example of how many new cars will be added to the area.</p> |
| <p>Schematic seems to assume more r/w is available than actually is.</p> |
| <p>More concept for walking and biking. Driving is secondary in this design.</p> |
| <p>Separate bike lanes are best!!</p> |
| <p>While this seems like a great setup to encourage travel to Corrine without vehicles, it seems like it could cause significant traffic backup, and end up making this stretch of road less safe as cars look to the surrounding streets to cut through. Also feel like cars will cut into the turning lane to get around parallel parkers, which will create higher risk for accidents.</p> |
| <p>You've got to be kidding. Ridiculous idea!</p> |

3-LANE CONCEPT - COMMENTS

I love this design and the concept of only 3 lanes in a neighborhood thoroughfare. However, I'm sad to say that the rush hour drive times compared to the 5 lane option make this option unrealistic.

Two lanes for traffic - congestion nightmare

I have concerns about how cyclists would leave the cycle track to make left turns and how/what could be done to reduce conflicts with right-turning vehicles crossing the cycle track.

I love Street trees and appreciate the note that they would be grated. Is there any other way to incorporate shade and NOT break up the sidewalk though?

I am skeptical about the estimated travel time under this option. Here in College Park, we reduced Edgewater Drive from 5 lanes to 3. Travel time and road capacity was not adversely affected. It is important to note that automobiles are not the only users and are not the primary users of a city street. The three lane option better balances the needs of other street users -- pedestrians and cyclists. It also creates a more appealing and attractive, human-scaled street. The three-lane version will attract more businesses by attracting more people to a better, safer destination. This important neighborhood corridor needs to be much more than a thoroughfare connecting Baldwin Park to Mills. While this option may be the most controversial, this option would transformative for the neighborhood.

Words fail at describing how much I hate these 3 lane concepts. You can't add a neighborhood as dense as Baldwin Park and then cut the main east/west artery in half while adding a new elementary and middle school. Traffic is already bad enough at rush hour and this would bring it to a standstill, hurting everyone including the businesses this is supposed to help. If Colonial wasn't a parking lot in this area, this might be able to work.

The 3-lane concept serves the needs of cyclists and pedestrians better than any of the alternatives. Florida has a distressing and dangerous habit of building sidewalks immediately adjacent to the street, with no barriers or intervening planting strips. If city planners actually got out of their cars and used these sidewalks, they'd know first-hand why they discourage pedestrian activity - particularly when the approaching traffic is behind you. For cyclists, the 3-lane concept provides better grade separation than an on-street bike lane. I've also noted that there are bike paths on both sides of the street, not just one, which is an absolute necessity in order to avoid confusion among cyclists and motorists alike at intersections.

Much better, I like this approach due to the dedicated lane for bicycles. The only downside I see is the hazard of car doors opening into the bike lane as people exit their cars. It would be nice to find some kind of variation on this option to mitigate the danger to cyclists and visitors exiting their cars.

This will cause a ridiculous amount of traffic - Orlando is getting more populated - now is not the time to be reducing lanes on major roadways that connect important areas of the city.

NO way would I vote for this concept. If it ain't broke, don't fi it this way. This would make more people mad, mad people cause road rage.

To suggest that trees discourage speeding is laughable. I live in Baldwin Park and what is not being discussed with regard to Corrine is how much speeding occurs within the 2-lane roads in Baldwin Park -- all of which are tree-lined and car-lined. Speeding is discouraged by Police Officers who give tickets - not trees, not less lanes of traffic, etc. I agree 100% that Corrine needs to be made safer, but reducing lanes will not do that -- it will only drive traffic into Audubon Park where more speeding on residential streets will occur.

Seems to be the safest for all parties.

Best concept for all users of the area.

3-LANE CONCEPT - COMMENTS

This concept is insane. Whoever thought of this has not travelled Corrine during rush hour. The traffic is already backed up past the Leu Gardens curve going eastbound in the afternoon. There are NO OTHER alternatives except rushing through neighborhoods or travelling Colonial Drive!!!

I like this design the best... provides for an exclusive bike facility and pedestrians, as well as parking for vehicles. If the delay is so much, then perhaps only have the 3-lane treatment in the central business district of Audubon Park, and go to a Hybrid variation on the peripheral areas outside of the business district proper.

Bike lanes are the most important thing here. They're key to multi-tiered resident travel. Walking, then biking, then cars. Without these lanes, it's just another disparate area of town where bikers must be afraid they'll get hit by drivers rushing to wherever they're late to.

The trees are great. They make it feel like a place that's home, where people live. The more of these, the better.

I've driven my car and rode my bike on Corrine so many times (as my home is on Virginia) and the road is almost always so wide open that cars can pick up great speeds, barreling down the road. The benefit this brings is saving people mere seconds of time, but it also destabilizes the road, making it less safe and less predictable. All the areas around Corrine are for slow driving (big curves, stop lights, and residential cross walks), so funneling the traffic can only help that be in alignment. Also, getting more people on bikes will clear up congestion as well.

The 3-Lane Concept is the most beautiful and seems to make the most sense to me as well. I really like it!

The drive time on the 3 lane concepts is frightening. It will increase the amount of drivers cutting through surrounding streets trying to find a faster route. May also increase aggressive driving due to driver frustrations. It has to be considered that there are really no other routes for local people to take (Aloma is too North, Colonial too South and congested most of the time). Thank you.

As an additional comment, I use Corrine at least twice a day. Driving my children to and from school plus extra trips for school events, I use the Corrine Drive Animal Hospital for my two dogs, I use the Canine Glamour Club for dog grooming, I go to several stores on Corrine....I live in Winter Park but this is also my town. To cut down the lanes and create such an additional time/traffic issue is very concerning.

Are you kidding me? The city wants to take the drive time on Corrine from 6 minutes and increase it to over 27 minutes!!! I live in the effected area and drive on Corrine multiple times a day. The Orlando Traffic Director's opinion that there's unlikely to be "that much delay" is laughable. If you look at a map you can see there aren't many other reasonable alternatives to Corrine, especially if you live North of Corrine. Lakes and parks block east and west travel, so if you want to head south without using Corrine you are required to make a substantial detour North. That will be beyond irritating!

Have any of these planners driven on Edgewater Dr in College Park since it was turned into a "3-Lane Concept." It's miserable. I now avoid it like the plague which surely isn't good for College Park business, but again, driving that road is miserable.

There will never be enough bike traffic to justify this huge inconvenience. (And hey, this is Florida, no one who has a job that requires them to be clean rides a bike to work in summer (which is basically 10 months of the year)).

Putting cycle tracks at the curb will be difficult with all the driveways. Not sure this is really feasible. If you move ahead with this, show how driveways will be graded to avoid the cycle track becoming a series of curb cuts.

3-LANE CONCEPT - COMMENTS

This travel time is just insane. People live in this area to have a shorter commute to various places in the city but adding 30 minutes is not a good solution. I feel the side roads and smaller residential roads will be used as cut-throughs.

I have a nervousness with street parking, especially on both sides, because when I leave any of the businesses on Corrine now, the street parking is a HUGE hinderance to seeing the oncoming traffic. A hybrid solution would be to have street parking in long stretches where there are not entrances and exits to businesses. It's actually very scary to try and pull out.

I like this idea and it reminds me of Park Ave in Winter Park. That street moves slowly and can be a stinker because of it, but people still use it.

I think with this idea some people will continue to use Corrine and others will find alternative routes to get home. I do have concern for the added traffic with the new school opening and how that will work out, but people use Corrine for convenience and those who can figure out other ways home may just do that.

This is how I would like it, but do worry about how traffic will be impacted in our neighborhood here in Audubon Park. I would hope people would simply find other routes that would work for them, much as people did when Bumby was being worked on and was closed. People found another route that was suitable. This would be the safest for walkers and bike riders alike- especially with the new school. There would be parking for businesses along Corrine and it is much like Park Ave in WP.

This would be terrible for local commuters. People would look for alternative routes through neighborhoods and that would also back up. Unacceptable!

If there are walking paths and cycling paths we do not need on street parking. People will not use there cars as much. This is the perfect model if you took the on street parking out and gave it back to make it 5 lanes. There should not be dangerous on street parking. I think you guys missed the perfect model option with 5 lanes, cycling track and side walks.

this is unacceptable. this makes it worse than the current status, in which there was nothing wrong with by the way.

This takes away more street parking. We need more parking for the restaurants and shops along Corrine and Leu Gardens events

This will be a traffic nightmare and will just increase road rage

This is clearly the best option for both the needs of the business community as well as residents. Dedicated Bike lanes are a must as is on street parking. This also addresses the very dangerous road conditions with the road diet.

Cyclists are not going to ride on the sidewalk. They are going to ride in the road and will block traffic. A shared use cycling trail is not the answer. You need to have a bike lane in the road that will accommodate cyclists. But the 5 ft into a bike lane!

Provides the vision necessary to support and sustain the existing neighborhoods.

Street parking and 2 + 1 lanes is certainly a viable option. The bus stops should get their own lay-by.

I think the main argument against this concept is the increased travel time during rush hour. However, does it take into account a decrease in car volume due to increase incentive and safety for bicycle commuters?

Narrowing to a 3-lane road seems like it will be disastrous for traffic. If street parking is still desired, wonder if on evenings and weekends, street parking could be opened, while remaining an additional travel lane during rush hours (similar to parts of downtown Orlando and the Milk District).

3-LANE CONCEPT - COMMENTS

I love this concept because it is exactly alike the roads in Copenhagen where we have visited often in the past ten years because our daughter lives there. We both loved the way the Danish bike and walk everywhere and it makes the businesses and homes so inviting to stop in and when just passing by, we think that type of living will take some acclimation but once learned make a community so attractive!

I love this design but definitely don't have an extra 20 minutes to add onto my daily commute just to go the first couple miles away from my house!

I like the idea but do not like the increased commute time. Is there a way to improve commute time?

This drive time is horrendous.

The 27, now 29 minute travel time, does not reflect how motorists often react to road diets in the real world. Average daily trips dropped by 2,000 after Edgewater's road diet. Motorists shift routes, forego travel, shift the times when they travel, or shift to another mode (walking or biking).

I love the look of this plan. It makes it feel like a friendly neighborhood where you can walk and ride bikes.

This is crazy. It's already difficult to get out of the Lake Sue area to get to work during rush hour! I couldn't believe my ears when an official who supports this option said we can just leave earlier or later! Totally unacceptable.

I like the 3 lane concept best because this would provide extra safety. I really wonder why we need to have 5 lanes. Look in Baldwin Park all roads are only 2 lanes and it is never really backed up

This concept increases the commute time by about 20 minutes and is totally unacceptable. As a resident that takes Corrine from 17-92 down to Robin this estimate of 28 minutes would affect me greatly. I do not believe the trade off is worth the sacrifice. Many of the other options either the 5 Lane variation or the Hybrid Variation would better suit our community.

I am probably one of just a handful of people who actually like this design. I've heard grumbling about this design slowing traffic down to a crawl or forcing people to use other streets that are already quite busy/or through neighborhoods. I like the fact it would force people in a hurry to go elsewhere as traffic has been awful ever since Baldwin Park came to be. Too many people for the existing infrastructure to handle means headaches for all involved. Am happy to see room for pedestrians and bicyclists as now Corrine is very dangerous for those folks.

This concept will introduce a lot more cut through traffic in the near by neighborhoods. (Audobon Park and Colonialtown) Bad Idea! You've got to continue to allow Corrine and Virginia Dr. to serve as the major thoroughfare through this area. This will slow down traffic way too much, school buses and emergency vehicles as well!

REALLY BAD IDEA! Traffic will find alternate avenues of travel in near by neighborhoods.

Bad idea! Doesn't move the flow of traffic fast enough and nearby neighborhoods will be used as cut through streets.

Wondering what assumptions were used in coming up with these numbers. I would imagine a number of people utilize corrine as a cut-through and if it becomes less 'convenient' (i.e. takes a few minutes longer than other options, people will re-route their drive. Bumby is a perfect example. Prior to the road being closed for 2+ years, there were SO many drivers that used the road as a cut-through. People would speed at 45mph+ regardless of posted speed limits. After the street was closed, drivers found other routes, and the road is now utilized, mostly, for residential purposes and drivers are driving with care and consideration for the residents on the street.

3-LANE CONCEPT - COMMENTS

I think this solution creates the best "neighborhood" feel. Think Park Ave in Winter Park. If Park Ave were 5 lanes, it would be a cut-through for many drivers.

I believe Corrine should be used for residential drivers and those that want to visit the shops & businesses. Creating limited traffic-flow makes the area feel more exclusive, and not like a highway thereby creating a better sense of community and one-ness.

With the updated 30 minute morning drive time, I really, really hate this option more than ever!!

PLEASE PLEASE PLEASE do not use any of the 3 lane concepts advertised here. The City of Orlando does not have enough roadways for all of the people trying to get around the city and these "solutions" would gridlock our neighborhoods for large parts of the day.

This is obviously the best and probably the most expensive option which means it's never gonna happen. Looks like a nice place to live though!

This concept is better than the 5-lane proposal, except for 3 things: The drive time is excessive; there is no mention of speed control during non-peak hours (peak hours will take care of themselves by the number of vehicles); and there is no proposal for giving back any of the property taken from the homeowners when the street was widened. Why is that? Almost every property owner in the early 1960s lost their 15-foot parkway and 10 feet of their front yard to build this monstrously wide road. Take out the cycle track, and give us back some of our property!

This drive time is unacceptable and will negative impact commuters who use Corrine Drive on a daily basis. I'm also not convinced that this drive time accurate represents the impact of the new k-8 school that will open in the fall. I'm concerned that the morning commute could be even longer.

The dedicated bike baths with parking between bikers and cars is awesome.

Stupid, dumb, idiotic, elitist, wasteful.

The road are already at capacity, adding a school and constricting the movement even more is a fabulous plan./sarc

The traffic in this area is too heavy to go down to single lanes each way. With the travel times increased there will be much heavier cut-through traffic in surrounding neighborhoods, especially Merritt Park and Rose Isle. This is a horrible plan for surrounding areas. A similar traffic plan was put in place on Edgewater Drive and the traffic has become awful; I never go to the shops over there anymore because of it.

way too much traffic for any three lane concept to work

We have too much traffic for this. This is a residential neighborhood, where multiple people in a home are driving to and from work as well as to after school and after work functions. My son has tee-ball practice at blue jacket park and it would be hard to get there on time in the amount of congestion this would cause.

This concept is impractical, it might appear lovely but the reality of traffic congestion all day long especially during new K8 school start/dismissal times with 1200 students would be a disaster/no one--bikers, pedestrians, or auto drivers, would be happy.

I believe that 1 lane in each direction is totally insufficient.

Of all the options I like this concept the best. I say so, for the simple fact that this area has been designated a "Main Street" and as such I don't feel it should be a cut through. It should be more of a destination, and one that all forms of transportation can safely navigate. I do still have concerns about parking. Will there be enough street parking to offset the parking that may possible be taken away from the business' as a result of this project? Is there anywhere a parking garage can be built so that visitors can park on the outskirts of the main street and then walk to the stores (similar to a Winter Garden)?

3-LANE CONCEPT - COMMENTS

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| Too complicated, too much onstreet parking and bike/pets can share a path so car/bike conflicts occur less. |
| Shared paths for peds/Bikes make more sense in this type of neighborhood as our car drivers are not good at following rules, text while driving, so I don't prefer dedicated street bike paths on Corrine. |
| This will make the area much more pedestrian friendly, slow traffic, and make it safer. Even though I use this road every day and it will take longer, I think it's a good trade off and will encourage more businesses. |
| Very nice but impractical due to long transit time. |
| I am a cyclist and really appreciate this foot print. |
| Why would anyone elect to increase traffic time for 2 mile strip by 20 minutes. businesses along Corrine and in Baldwin Park will suffer because people won't want the congested and slow traffic. |
| As an avid cyclist the bike lanes are great, but there's probably too much traffic for only 3 lanes |
| It is absurd to waste so much space on cyclists. There just aren't that many compared to drivers. We don't need another horribly congested East-West road like Colonial. This design is a nightmare. There will be little cycling traffic and this will be a huge waste of funds. The cyclists have many long trails, that often go unused. Please don't do this to us! |
| Consider making this more like the Indianapolis cultural trail where cyclists and walkers can mix safely. Aggressive cyclists can stick to the street and leisure riders will prefer the cultural trail. |
| Major thoroughfare....cannot impact the rush hour time by tripling it....must work for bikes, pedestrians AND vehicles |
| This commute time is simply unreasonable. The reality is that people will begin to use more residential streets that do not have the various bike, pedestrian, and road safety elements to avoid this area - and speeding through the residential streets could be really a problem... unless studies show that people would just completely avoid the Corrine and Neighborhood areas entirely (i.e. track towards Colonial)... |
| A three lane design will grossly under serve the needs of the thru and neighboring users. It is naive and irresponsible to believe a three lane design in this location is a viable option now, the future or even 15 years ago. |
| No. Nearly 30 minutes to go 2 miles would make living in Baldwin Park a nightmare for individuals who work outside of the community. |
| Like the community atmosphere of parking - reduced traffic and dedicated peds paths as well as bicycle track. Not sure about cycle track - most people are not familiar with cycle track concept. |
| The three-lane concept is the best of the group because it calms down the traffic and it provides more protection for bicyclists, pedestrians, and drivers. In the long run, the increased greenery will reduce the heat island effect and improve property values. |
| This is by far the safest and most equitable concept. It slows down drivers who now travel at unsafe speeds on Corrine; it retains on-street parking for those concerned about parking; and it's the safest way for both cyclists and pedestrians to travel, separated from each other and from cars. |
| Would significantly increase traffic slowdowns on Corrine. This would not be good for either commuters or businesses. |
| 3-laning Corrine Dr. and Virginia from Mills Ave. to Bennett does add significant drive time, but 3-laning only the Corrine Dr. commercial strip would be a reasonable compromise slowing traffic for only one signal intersection. |

3-LANE CONCEPT - COMMENTS

My family and I often bike from our home in Baldwin park to the Corrine Drive establishments (especially East End Market) and have to take a roundabout way through the surrounding neighborhoods to avoid the high speed vehicle traffic around Corrine Drive. Corrine Drive is also very hard to cross during busy times of the day. This portion of Corrine Drive could be a pedestrians paradise if this plan is implemented and would generate opportunities for more foot/bicycle traffic.

I live on the corner of Ferncreek and Virginia and I desperately need the traffic to slow down considerably. I have personally witnessed cars traveling in excess of 60 MPH in the evenings. If you google search my property address (1344 N Ferncreek Ave) you will see my concern that one day a car might strike my master bedroom in the front right corner of my house. This 3-lane design concept will mitigate the risk of this most effectively. Please consider some of us who live directly on Corrine and Virginia when making your decision. Thank you for preparing this study.

Are cycle lanes on both sides really necessary?

This is just asking too much for so little dividend. The city did such a poor job on Bumby, hate to think of what would happen with Corrine Drive. Bieks and people and dogs don't do very well together.

This increased drive time is unacceptable and will push traffic through the neighborhoods (Audubon Park, Edgewood) which will make them less safe, and we are trying to make the area more safe.

This is by far my favorite concept. Physically separated bike lanes, wider sidewalks, fewer travel lanes; this is a great example of designing for the communities we want to live in.

Turn a few of these landscaping bulb-outs into bus stop landing pad bulb-outs.

Makes no sense because of Rush Hour Drive Times. It will only create more traffic through Baldwin Park and Aloma, etc.

These estimates seem inaccurate. If data was collected when Bumby was closed, how could they not be? If that was the case, these numbers are misleading and should not be presented as part of the proposal because this is the single largest factor that would lead anyone who otherwise likes this 3-Lane concept to vote against it.

I absolutely love the idea of two paths with barriers separating cyclists from the street. Having cycling paths and sidewalks on both sides of the street means that people will actually use the paths more frequently than if they are on only one side of the street. Convenience of these paths, and not having to cross busy intersections, greatly encourages these kinds of activities. This concept would have the power to change the way that residents of Orlando THINK of the city, seeing that it can be a well-connected, green and active city as opposed to a sprawling, disconnected, fragmented, isolated collection of neighborhoods that can only be reached by car. This concept could help enact change in Orlando on a broader scale. However, as a homeowner one block south of Corrine, the rush-hour estimates are extremely discouraging, and if inaccurate, should be recalculated so that a true picture can be presented to the public.

TERRIBLE

On the plus side, this concept is the most friendly to those coming to visit the Audubon Park business district- bikers, pedestrians and drivers (with continued parking). On the negative side, it's a nightmare for commuters trying to get home to Baldwin Park.

<https://www.planetizen.com/blogs/97632-non-cyclists-case-bike-lanes>

I like the cycle track!

3-LANE CONCEPT - COMMENTS

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| <p>These drive times are unacceptably high. Many employees from downtown and Florida hospital rely on Corrine drive for their commutes. This plan would divert that traffic through residential areas (Rose Isle cut-through)</p> |
| <p>I think your study is flawed and biased if you think it can take almost 1/2 hour to travel 2 miles. How do you come up with this? The safety of pedestrians, cyclists and motorists is far more important than the a few minutes more of travel time for residents that use Audubon Park as a highway to their neighborhoods.</p> |
| <p>I am in favor of both 5 lane concepts but this is my preference. I live 1 block off of Corrine and feel very strongly that any additional congestion on Corrine will cause commuters and resident to find alternate routes. Me included. I already know of many elderly residents cutting through the neighborhood to Winter Park Road in order to get onto or across Corrine with the light. With the new school and even more residents using this route I fear there will be considerable congestion near the school and potential for more accidents, endangering the children.</p> |
| <p>Drive times are too long.</p> |
| <p>I don't think a separate track for cyclists is a good idea on this road. There are too many pedestrians crossing over and it would give bicyclists the sense they could speed through the area. Not good for businesses either. Let them slow down and navigate a wider pedestrian/bicycle sidewalk or drive faster on the road where the cars need to learn they have the same rights.</p> |
| <p>Please do not adopt this plan. The road carries far too much traffic for this to work. We commuters have far too many traffic headaches already. Don't develop another one.</p> |
| <p>If you are proposing to narrow to 3 lanes, there is absolutely no reason it cannot fit within the 66ft. distance without moving curbs.</p> <p>I do love the tree grates. Would like to more about the type of buffer you propose between the parking and bike lanes.</p> |
| <p>If a parked car opens a door on the passenger side, there may be a risk of "dooring" a cyclist. Also driver not familiar with cycle tracks may try to cross over the separation to park.</p> |
| <p>I love the concept but dont believe we can afford to lose any parking, regardless of the concept.</p> |
| <p>I like the idea of having parking on and separate paths on both sides but itâ€™s not worth the long rush hour drive time.</p> |
| <p>Too bad this lane reduction would ruin the neighborhoods. This might work somewhere else but not on Corrine. Protect the neighborhoods. Don't penalize drivers either.</p> |
| <p>Terrible. Worst idea of all</p> |
| <p>Baldwin Park's three-lane plan has created a safe, people-friendly area and reduced its use as a commuter thoroughfare. Corine would be great to follow that lead. A similar project transformed Tallahassee's nearly-identical Gaines St. with similarly great results.</p> |
| <p>I travel down Corrine to get to and from work daily. This will at a minimum double my commute time - taking it from 20minutes to almost an hour. For most residents trying to get to I4 this will increase their commute time by an incredible amount. There are other options available that increase parking and sidewalks without hindering drivers.</p> |
| <p>Very nice protected bike lanes! This is a winner</p> |
| <p>I love the bike paths and parking. This makes Corrine feel like a neighborhood bur allows visitors to support our local business.</p> |
| <p>This is an excellent solution. I like that it separates pedestrians, bicyclists, and motorists. Also, it lowers automobile traffic to an acceptable volume. However, now there is potential for a bicyclist to get doored on the passenger side of a parked car.</p> |

3-LANE CONCEPT - COMMENTS

These trip times are accurate based on the data provided. I verify them through 3 transportation planning engineers all of which either live here or have within the past year and are very familiar with this road. This statistic alone should make this a non-starter. This will increase to around 43 minutes in the morning after the K-8 school is factored in.

This is a safety hazard for emergency vehicles who will not be able to get around one-lane traffic with a median sitting there.

Cars will surely hit this biker when turning right and having to look past on street parking and a bike lane to see if someone is there or coming.

This would greatly impact my commute, which is currently 1 hour to get to work. Now I am supposed to commute 3 hours a day?! This does not even factor in the K-8, which adds approximately 900 cars onto the peak time. This will be detrimental to the area. There are very few desirable places to live in Orlando and my family spends a lot of time and money in this community. My wife works downtown, so we had to make a choice of which commute would be worse and now I have to suffer quality time with my family so people can bike sometimes?! The road diet at Denning in Winter Park has traffic backed up and it was a good candidate for a road diet. The bike lanes are empty over there! This would ruin the area and the people's lives who live there not to mention the businesses that would close due to less access to the area and less traffic to support them.

Safety hazard for emergency vehicles.

Worried that this would drive traffic into the neighborhood - especially Virginia Drive

The feature I like is the protected bike lanes and the slowing of traffic caused by the narrower situation and street trees

this would divert traffic to the side streets causing more issues and safety concerns on those streets. also due to the higher congestion on corrine pedestrian safety would become a bigger problem not a smaller one.

This doesn't make sense at all. There is no way two lanes can handle the current traffic much less the traffic once the school is open. Drivers will cut through the neighborhood streets to avoid this congestion.

Seriously? There is too much traffic for only 2 lanes for traffic. No way!

3-LANE VARIATION CONCEPT - COMMENTS

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| Love this. Room for bikes and people. Pedestrians won't feel like they're in someones yard. Drivers are forced to slow down. This is good! |
| I generally like this but would prefer separated bike lanes. |
| as stated previously, shared use paths for peds and cyclists are not a serious solution. pedestrians are unpredictable and can be expected to step in front of bikes especially at locations where there are tree grates |
| This is the second best. The shared path is ok but not the best. The problem with shared paths is many times pedestrians walk dogs and allow the dogs on the lease to block the full path. This also happens with pedestrians who walk 4 abreast. No one looks behind them so a cyclist has to yell or indicate they are there. But it is better than nothing |
| Shared-use paths can slow down people on bikes when encountering street crossings, as well as reduce safety for people on bikes at both street crossings and driveways. |
| My favorite but without an improvement in intersection traffic flow taking away 5 lanes will probably be a no go. This is my ideal for pedestrians and cyclists. I feel strongly a 3 lane plan requires roundabout intersections for Winter Park Road General Reese and Baldwin Park corner intersection that would keep traffic flowing better and continuously. I think some roundabouts would increase flow to the point where the road could be reduced, maybe in a future project. |
| some cyclists are not so considerate with pedestrians. Separating the two is better. |
| Unacceptable travel time. I would avoid this parking lot like a plague and eat and play somewhere else. |
| drive time unacceptable |
| This is a nice option as alternative of the initial 3 lane design. This one still solve the problems of Corrine Dr. And is pretty too. Reduce the speeders motivation. And is secure and easy to cross for pedestrians and bicyclists. And is still fun and pretty. |
| I like this better than the 5 lane options and the 3 lane because it has the wider shared use sidewalks on both sides. This allows for free use of all vendors on both sides of the road, children to safely bike to school and vendors, and more perceived separation from lanes of traffic. The rush hour times are unfortunate, though. |
| shared paths not ideal in a city not trained for bikers/walkers. could create unnecessary confusion and disincentivize walkers and/or bikers, not ideal specifically for bikers and cars' awareness of bikers |
| Shared use lanes are worse than dedicated lanes for cyclists. |
| Good concept BUT dedicated Bike Lanes are a better idea. Still It addresses the needs of the local community: Safety, Bike Access, Sidewalks, Parking.... '3 Lane Concept' is the Best but this will work as well. |
| no bike lane! why is there so much time and money into this street if were going to be the same highest state for bike fatalitys in the US. |
| Also, 24/7 parking on both sides of the street is desperately needed by area businesses. Any concept without this is pointless. Thanks. |

3-LANE VARIATION CONCEPT - COMMENTS

I vote for the 3 lane concept variation - The 5 lane concepts and the hybrid concept make this a very busy thoroughfare. With the new, huge K-8 Audubon school coming in this year and the great local business sector, we should be making this a more walker and biker friendly area. I really think 5 lanes just encourages speeding and dangerous passing. In my opinion, the hybrid 5/3 lane concept is problematic. Many cars will be towed on Monday mornings and it still encourages heavy traffic M-F with the 5 lanes. We should discourage commuter traffic through this sweet little neighborhood and get those cars out of the little streets and onto the main thoroughfares.
Perhaps impatient parents will have to start walking or biking with their children to school instead of sitting in long drop-off lines and traffic.

Same comment per other 3 lane option

I understood this option would only add a few minutes drive time to the morning commute. Based on the figures below, it increases drive time by 300%. I believe this is a terrible idea, and will cripple the surrounding areas.

I'm thinking we probably don't need dedicated bike paths. I would be fine with this design.

This seems like a middle of a neighborhood street concept not a road used for businesses, commuters, and locals. We do almost ALL of our eating out/gift shopping/hair styling/ socializing here and would avoid the area if it gets more congested. It's already pretty bad.

Although I love the idea of shared pathways for bicyclists and pedestrians, I cannot support a plan that will require residents of the area to spend so much more time in their cars during rush hour. In my opinion, this is not a good option for the people who live in this area.

Just not a fan at all of the 3 lane concept. Too much time in cars for residents of this area.

30 minutes to drive 2 miles is insane and will be an absolute mess with the new school.

Not as good as the 3 lane, but a close 2nd. At least the bike riders have something.

Do not like increased travel time due to new school opening up. I live off Winter Park Road and traffic will be heavy during beginning/ending of school.

This is much better than a deduced cycle track

This is better than the other one due to the shared use wide sidewalks.

3 lane, either design, would be a nightmare. Too many Baldwin Park people use this for a main way to 17/92, and so do a lot of us from Winter Park. Traffic would become horribly backed up.

You've got to be kidding. Ridiculous idea!

Copying my comment from the 3-lane concept -- the exponential increase in rush hour drive time over 5 lane makes this beautiful design unrealistic.

Two lanes for traffic - congestion nightmare

This is even worse. It allows the potential for all of Corrine going one direction to be blocked while someone tries to parallel park. For the love of the city, please burn this idea.

This is another good approach that gives due consideration to bicycles. I like how the trees are placed next to the parking to eliminate the risk of an open car door creating a collision hazard for a cyclist.

Of the six choices, I love this one the best visually. It'll make the neighborhood feel like one again. My major concern (and I'm sure others will share this) is drive times during rush hours. For this option to have ANY chance at being selected, the effect of timing the stop lights (reducing drive times) must be included.

3-LANE VARIATION CONCEPT - COMMENTS

The 3 lane solution is simply unrealistic. Once the school is opened, the congestion will be stifling, though that would favor the merchants (disproportionately).

Shared space between cyclists and pedestrians is dangerous for both of them.

Shared paths by pedestrians and cyclists are dangerous for both users. Some cyclists ride too fast and don't use bike etiquette when on pedestrian paths. Pedestrians with children/pets are a danger to cyclists.

Any of the 3 - lane ideas are terrible. The traffic is backed up both east and westbound at rush hour already. There is really no other way to get to I-4 or to downtown except if you go through the Audobon Park neighborhoods which is dangerous or go to Colonial Dr which is already jammed.

Are you kidding me? The city wants to take the drive time on Corrine from 6 minutes and increase it to over 27 minutes!!! I live in the effected area and drive on Corrine multiple times a day. The Orlando Traffic Director's opinion that there's unlikely to be "that much delay" is laughable. If you look at a map you can see there aren't many other reasonable alternatives to Corrine, especially if you live North of Corrine. Lakes and parks block east and west travel, so if you want to head south without using Corrine you are required to make a substantial detour North. That will be beyond irritating!

Have any of these planners driven on Edgewater Dr in College Park since it was turned into a "3-Lane Concept." It's miserable. I now avoid it like the plague which surely isn't good for College Park business, but again, driving that road is miserable.

There will never be enough bike traffic to justify this huge inconvenience. (And hey, this is Florida, no one who has a job that requires them to be clean rides a bike to work in summer (which is basically 10 months of the year)).

Again, this travel time is unacceptable for a fix.

This would back traffic up to an unacceptable level. Devastate the morning and afternoon commute

Aesthetically pleasing, but rush hour traffic vastly outweighs that.

Please consider lay-bys for bus stops.

Please do not disregard pedestrians and bikes. I live here and the cars SPEED constantly. We joke calling pet cemetery... also, we need more cross walks other than east end... what about christy st... Also for being Mainstreet, USA. its pretty sad i see wheelchair people on the ROAD! fix it please!

This is crazy. It's already difficult to get out of the Lake Sue area to get to work during rush hour! I couldn't believe my ears when an official who supports this option said we can just leave earlier or later! Totally unacceptable.

A terrible idea! It increases driving time for the working public four fold! Can you imagine taking half an hour to drive two miles after a day of work? There is no need for bike lanes on a major thoroughfare! It is for traffic to get to their destination. Bikers can use side streets to connect to miles of bike paths in Baldwin Park!

Any 3 lane concept is a horrible idea!

This design is somewhat like how Bumby is now with the shared pathway for pedestrians and bicyclists. I do like this one as well, as I also enjoy how much nicer Bumby is (maybe not for cars, but not everyone drives).

it wont move traffic sufficiently. nearby neighborhoods will used as cut through streets and traffic will be awful. BAD IDEA!

3-LANE VARIATION CONCEPT - COMMENTS

This is the best concept because while it doesn't have dedicated bike lanes, I can see the full width of the sidewalk being used for pedestrians in time as Corrine Drive develops into a true neighborhood center, therefore forcing bikes into the drive lanes, helping to slow down traffic further.

I like this study as much as the 3-lane concept and the same points I made in the 3-Lane concept apply here.

With the updated 30 minute morning drive time, I really, really hate this option more than ever!!

PLEASE PLEASE PLEASE do not use any of the 3 lane concepts advertised here. The City of Orlando does not have enough roadways for all of the people trying to get around the city and these "solutions" would gridlock our neighborhoods for large parts of the day.

This would be a good compromise but is it even legal to ride a bike on a sidewalk? As the population increases, more crowds mean you have cyclists hitting people walking. Cyclists are supposed to have their own lane or ride on the street.

I have never heard of trees discouraging speeding. If this is so, it will be many years down the road before the trees are large enough to accomplish this. And if you do plant trees that will grow large enough to discourage speeding, then they will be growing into the phone and power lines, as the current old oaks are doing. Again, there is no mention of speed control during non-peak hours (peak hours will take care of themselves by the number of vehicles); and there is no proposal for giving back any of the property taken from the homeowners when the street was widened. Why is that not included in your plan? Almost every property owner in the early 1960s lost their 15-foot parkway and 10 feet of their front yard to build this monstrously wide road. Reduce the width of the shared pedestrian/cycle track, and give us back some of our property!

This drive time is unacceptable and will negative impact commuters who use Corrine Drive on a daily basis. I'm also not convinced that this drive time accurate represents the impact of the new k-8 school that will open in the fall.

Nope. Maybe the City council can just vote themselves another raise. At least that won't have me stuck in traffic. Oh, and go ahead and give yourselves the 21% you had originally wanted. With ideas this great you deserve it.

This road handles too much traffic to lose car lanes. Will have a terrible effect on surrounding neighborhoods from cut-through traffic.

there is too much traffic for any three lane concept to work in this area.

28 min for 2 miles is a long time

Impractical because 3 lane concept itself is impractical from traffic congestion standpoint

This is unacceptable. People will use the neighborhood roads to avoid the congestion. Businesses will lose because no one will want to travel this road.

1 lane each way is insufficient.

Don't like sharing sidewalks with bikes. Plus for running, asphalt is much better than concrete.

I prefer this alternative of a shared use path

I use this roadway multiple times a day as I live in Rowena Gardens . I believe that given the amount of foot traffic and bike traffic and even a few people who use motorized wheel chairs, that this is the very BEST plan for Corrine Drive 32803. This is a VERY active corridor for shopping, eating and social events in general.....

Plans cannot impact rush hour travel times by tripling them...not practical at all. This is a major thoroughfare and should hold some of its intended original use

3-LANE VARIATION CONCEPT - COMMENTS

I favor the 3 lane concept variation - provides support for local businesses, gives the area a neighborhood community feel and is safe for pedestrians and cyclists in all conditions and days.

The increased drive time is unacceptable. It will force more traffic through the adjacent neighborhoods (ie Edgewood, Audubon Park) and make them less safe and part of the reason for making changes is to improve safety.

My second favorite concept. Shared-use paths are nice, but separate bike and ped facilities are ideal. Again, this shows a design for the communities we want, and not planning for the car (planning backward).

Like shared use path for all users, but do not like the 3-lane road diet.

TERRIBLE! Why would anyone want Drive times like this? Not enough bikers and walkers to warrant this concept.

After giving it some thought, I think this is the best concept since it addresses traffic concerns but minimizes traffic on the weekends. It also takes pedestrian and cycling traffic into consideration. Maybe markings could indicate one side for pedestrians and the other for bikes on each shared-use path without there being a physical barrier between them.

I am in favor of both 5 lane concepts but this is my preference. I live 1 block off of Corrine and feel very strongly that any additional congestion on Corrine will cause commuters and resident to find alternate routes. Me included. I already know of many elderly residents cutting through the neighborhood to Winter Park Road in order to get onto or across Corrine with the light. With the new school and even more residents using this route I fear there will be considerable congestion near the school and potential for more accidents, endangering the children.

Drive times are too long.

I think this would be dangerous and very frustrating for commuters and experienced riders.

Again I like parking on both sides but not worth rush hour drive time.

Interested to know how you will merge the lanes from Virginia down as they come around the corner to Corrine.

Holy moly this is a crazy increase in traffic time. Hopefully this will steer people away from using this road.

Crossings are super important for me. I've got two young kids that will be travelling to Audubon Park K8

I travel down Corrine to get to and from work daily. This will at a minimum double my commute time - taking it from 20minutes to almost an hour. For most residents trying to get to I4 this will increase their commute time by an incredible amount. There are other options available that increase parking and sidewalks without hindering drivers.

This is the only plan that will "drive" people to bike and walk more. This is better for business, better for health of humans and for the environment. This is an investment in the future.

I really like this idea, but my only issue is I believe multi use path with be very busy especially before and after school and weekends. I think bikes on their own path will make it more safe for students riding bikes and families walking.

I like that this accommodates parking, bicyclists, and pedestrians on both sides of the street and lowers automobile traffic. While separating bicyclists and parked cars, the disadvantage is now bicyclists and pedestrians must contend with each other.

3-LANE VARIATION CONCEPT - COMMENTS

These trip times are accurate based on the data provided. I verified them through 3 transportation planning engineers all of which either live here or have within the past year and are very familiar with this road. This statistic alone should make this a non-starter. This will increase to around 43 minutes after the K-8 school is implemented. These three lane options will kill the home values of the surrounding area (Audubon, Baldwin Park, etc.) because who wants to live in a place they can't get out of!

This median is dangerous because emergency vehicles will not be able to get around the one-lane traffic. This could cost people their lives.

This would greatly impact my commute, which is currently 1 hour to get to work. Now I am supposed to commute 3 hours a day?! This does not even factor in the K-8, which adds approximately 900 cars onto the peak time. This will be detrimental to the area. There are very few desirable places to live in Orlando and my family spends a lot of time and money in this community. My wife works downtown, so we had to make a choice of which commute would be worse and now I have to suffer quality time with my family so people can bike sometimes?! The road diet at Denning in Winter Park has traffic backed up and it was a good candidate for a road diet. The bike lanes are empty over there! This would ruin the area and the people's lives who live there not to mention the businesses that would close due to less access to the area and less traffic to support them.

Safety hazard for emergency vehicles.

this would be horrible adding delays, cause more congestion and higher risk for pedestrian vs car accidents. this would also add more traffic to the side streets causing more issues there

Unacceptable for the same reasons the 3 Lane concept won't work.

I live right on Corrine Drive, and am one of the rare residents who live, work and play in the neighborhood. Please help us! We currently don't walk with my kids down on the sidewalk to the ice cream shop one block away because of the crazy speeding drivers. Soon, the K-8 will be open and we are contemplating if we can even be walkers/bikers to school. Metroplan, during an outreach event, stated cars are maxing at 70 mph on this road. This is ridiculous and pathetic as well for a community/neighborhood road. My main concern is safety for my family and for the everyday neighbors who frequent this road. Please address the safety concern on Corrine Dr. It has so much potential, but the safety aspect is huge, thank you for reading!!

Please take into consideration the consumers who frequent Palmers nursery. I live across the street from Palmers and everyday witness individuals and families trailering wagons, leap frog across 4 lanes of crazy traffic, to get to Palmers front door, and then back to their car across the street. Please consider placing a pedestrian crosswalk on the east and west side of Palmers. Cars speed along here without regard for others. Thank you!

I live on Corrine Dr, and the rush hour timeframe is by far the least concern. Rush hour is a very short time within a 24 hour day. Cars speed every hour of the day and night, I believe public safety is the most important aspect of this road. Residents and visitors love it here, there are great restaurants, bars, coffee shops, retail, and bakery/ice cream shops. Please make it a place where families want to recreate outside, this will build a strong community and increase the value of the already desirable neighborhood.

3-LANE VARIATION CONCEPT - COMMENTS

Other than quadrupling the travel time during rush hour, aggravating a lot of people, and pushing them onto the smaller side roads, there are no traffic calming measures in this concept. What speed will people be traveling during non-peak travel times? I've never seen a tree discourage speeding. Who will water the medians and care for them? Who will keep the semis and their tall trailers off these roads, so they don't ruin the sides and under-canopies of the trees? If you're going to make the road 3 lanes wide, GIVE BACK THE LAND THE GOVERNMENT TOOK IN THE EARLY 1960'S! I would like a larger area between my front bedroom and the road. I've already had 3 incidents at my home: a minivan hit my car while it was parked legally in the road, a car hit my house at the front door causing major damage; and one ran over my concrete retaining wall and damaged a lot of plants. This plan will make a lot of drivers very aggravated.

Too much traffic for only two lanes. I can't believe this is even on the list of options.

HYBRID CONCEPT - COMMENTS

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| This area needs parking during the week (especially at night), not just weekends. |
| THIS IS A HORRIBLE IDEA!!! No one will have a clue when they can and can't park here. You don't need confusion, that will just cause more problems to this very busy area. |
| needs bike lanes. |
| does not provide cycling solution |
| No street parking Mon-Fri is not a good choice for businesses or event nights. It would force cars to park elsewhere, flooding our neighborhoods with parked vehicles. |
| No street parking on Corrine Drive Mon-Fri would only divert parked cars into our neighborhoods, which is not a favorable environment for families living in quiet neighborhoods currently. NOT a fan of this concept. |
| This parking idea is so dangerous! |
| No provision for bike commuting. |
| Corrine Dr. needs parking all days, not just weekends. |
| The accidents waiting to happen because of the confusion... human beings are not that great and switching back and forth. Imagining all the reports of confused pedestrians stepping in front of moving cars. And getting stuck behind cars left over from the prior nights or by those who got confused. |
| this type of on street parking is dangerous. people won't pay attention and hit parked cars which is what happens now. need one street parking for businesses during the week |
| Change from parking to traffic lanes is dangerous for pedestrians stepping into traffic lanes out of habit and invariably there will be someone parked illegally on a weekday causing delays. |
| Too complicated to change the lanes for weekends. Also, Audubon park and Corrine drive businesses, as well as Leu Gardens hold many weekend events. While more parking would be nice for these events, I think traffic would be unbearable and discourage people from coming. |
| I like the slightly wider sidewalks on both sides, compromise of parking vs. traffic at times you most need it, rush hour times are not too bad. I am not comfortable with the biking accommodations on the sidewalks, so the hybrid variation is my first choice among all options proposed. |
| This is a hidden version of the lazy and dangerous 5 lane design. This does not solve the problems of Corrine Dr. And leave us still a dangerous I4 in front of our houses. Is not secure to cross, is not easy for pedestrians and bicyclists move in there. Is not fun. And is just a decorations of the current problems. |
| This plan does nothing to calm traffic or to facilitate bicyclists. |
| Similar to the 5-lane model, too much priority to cars, not designed for people. Car culture too strong for these subtle cues to reduce speed and increase safety. No room for bike either. |
| Not Good guys. This does not address the needs of the community. We need more parking 24/7 on both sides of street and dedicated bike paths!! |
| no bike lane! no shared lane, no sidewalk lane. nothing. either get hit by a car or done ride a bike and get fat. dont visit orlando if you like biking. |
| No street parking monday thru friday for two miles? No. |
| How do you train people to shift to weekend driving? Has research shown this to be effective? Who reinforces/staffs enforcing this on weekdays? I'd like to be a part of a discussion about this. For example, how do you stop this from being THE carline pick up area for the new School? What IS the plan for the congestion for the new School? |

HYBRID CONCEPT - COMMENTS

This is a good compromise, but I find that the Milk District is kinda of dangerous. I'm surprised there aren't more accidents there.

Conceptually I like this as it allows for a more pedestrian friendly road without impacting the commute time. However, it does not appear to be as aesthetically attractive as the other options. And I think permanent street parking is vital if the goal is to transform the corridor into a traditional "city street" and reduce the need for surface parking lots for the business along the road, bringing new or remodeled development closer to the sidewalk and road.

Does not increase travel time which is good due to new school opening soon off of Winter Park Road. However, does not provide bike travel.

This idea is flawed; the benefits could be accomplished without the hybrid lane by adding periodic trees in the parking lane. Do not do this.

Missing Bike again.

I think the wide sidewalks are essential. Especially if they are bike-friendly.

The part-time parking is a nice twist to calm traffic on weekends, however these sidewalks are not wide enough to adequately accommodate pedestrians and cyclists. Lots of traffic on weekdays also discourages people from cycling to work.

On MLK and other holidays without school day we get to guess of there's parking on the outside lanes. Plus, we're slowing down traffic for the merchants on the weekends, but keeping travel speeds high on the weekdays for the new K-8. Don't like it. The 3 lane concept is simply unrealistic once the school adds congestion which we haven't seen for years

Too confusing to keep track of when parking/lanes are open or closed considering how many retirees live in this area. Also feel that the more narrow lanes could cause more accidents and too dangerous for cyclists and pedestrians to share the sidewalk.

No places for bikes = a bad thing.

What about no parking from 8-6, and parking after 6? There are quite a few businesses that would benefit from evening parking during the week, because parking is pretty sparse. Will there be parking meters?

Acceptable drive time.

I really like this concept because it gives everyone a little bit of what they'd like. Acceptable drive times, but also a road diet on weekends with street parking. How will the street parking be enforced? Will cars be towed if left in the lane before the next day's rush hour?

I wish this plan had something for weekday nights- like street parking after 7pm, but it would be too confusing as it already throws people off in both locations mentioned when it is just the weekend.

One side should be a cycling track. You never gave an option of 5 lanes, sidewalk and cycling track without on street parking. Those parking spaces are dangerous and would be less needed if we could access the area on foot or on bike. Advanced cyclist can not use the shared path. Just look at Bumby. The cyclist moving fast will be on the road.

WAY too confusing. hate it

we DON'T NEED 7 foot wide sidewalks

Most people don't read signs and this is perfect for confusion resulting in accidents

5lanes are not needed the whole length of this study area, taking parking from the residential context is not a good idea.

Street parking is very important Monday through Friday, because cars are parked everywhere in the site streets all week even blocking private driveways !

HYBRID CONCEPT - COMMENTS

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| I think the hybrid concept may be too confusing for people and cause problems with safety. What sort of penalties will there be for people who violations? |
| I like this idea but am personally not familiar with it so I'm not sure how you educate the public on how the outside lanes are supposed to be used. Will there be signage to indicate that they are travel lanes on weekdays and parking on weekends?? Signage would likely not be aesthetically pleasing in the long term but there would need to be education on how the road is to be used at least in the short term. |
| Room for cyclists is a necessity. |
| The continuous row of trees and bushes and 7.5 wide sidewalk is a total waste of space. We have plenty of trees on the side streets and on the center lane. Three lanes for cars is never a good idea, especially if the only passing lane remaining is repeatedly being blocked by cars trying to park! |
| I think you would hear a HUGE outcry from the businesses along Corrine if there was only parking available on the weekends. Parking is horrible as is, but to take it away doesn't make sense if there's not a parking garage built in the offer. |
| This is a good idea to maintain traffic flow. However, what will happen to those vehicles still parked along the curb early Monday morning that aren't moved by tenants and homeowners? Someone will have to police the area and get the cars moved, otherwise this concept wont work at all! Not everyone is up and on there way to work by 6:00 am. |
| I like the separated bike path in the 3 Lane Concept and would that into this concept as 2nd best to the 3 Lane Concept. |
| PLEASE PLEASE PLEASE do not use any of the 3 lane concepts advertised here. The City of Orlando does not have enough roadways for all of the people trying to get around the city and these "solutions" would gridlock our neighborhoods for large parts of the day. EVEN ON WEEKENDS we see a lot of traffic on this road. |
| This plan is an accident waiting to happen. If someone doesn't move their vehicle by about 6 a.m. on Monday morning, it could be hit by an inattentive driver thinking there are 2 driving lanes and suddenly encountering a parked vehicle. And what about the Leu Gardens evening events on Fridays, or the Valentine's Day evening Jazz event on Wednesday, Feb. 14? Where are people to park? This plan is a huge driving hazard. And again, it doesn't give back any of the property taken from homeowners for widening the road in the early 1960s. |
| Any final design needs to include biking in the concept, whether dedicated lanes or larger shared used sidewalks. |
| there is too much traffic for any three lane concept to work. |
| No safe. lke path? Seems like a poor choice. |
| I love this. We get a lot off traffic during the week. I don't think three lanes during the weekdays is a practical option, but three lanes on weekends would work just fine. I love the big sidewalks. We walk to the ice cream shop and right now we avoid waling on Corrine because of the current state of the sidewalks and how close they are to the road. |
| Worth further study. Recommend consider 3-lane after say 6:30 PM on weekdays, that would provide more parking for businesses in evening, especially on Monday night when Stardust hosts an open market; people park everywhere on cross streets especially Winter Park Drive during this recurring event. |
| I have 0 confidence in the Orlando police departments WILL to enforce the parking reggs. |

HYBRID CONCEPT - COMMENTS

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| <p>This plan assumes neighbors don't walk or cycle as much on weekdays, acquiescing to cars again instead of planning for the future when residents, particularly the demo moving into this area, are seining alternative modes of travels. Also, it will not discourage commuters from east Orange to take the larger road systems to get Downtown.</p> |
| <p>Business owners and shoppers will not like this. They need parking all the time.</p> |
| <p>Don't like this feature</p> |
| <p>Any of the hybrid concepts add a level of complexity and confusion that could deter people from visiting the area. These concepts would also need to be monitored which would add additional cost to the concept.</p> |
| <p>This design would make it much more dangerous for cyclists than this road already is, especially on weekends when cyclists are forced to ride between moving cars in narrower lanes and parked cars that could potentially hit cyclists with doors.</p> |
| <p>Removing street parking already in use by homeowners and businesses during the week is unfair if you have lived there before this concept.</p> |
| <p>too cumbersome to use. main issue is 4 lanes of fast traffic while children are walking and biking to/from school. Flow of traffic currently is not enforces and regularly there are excessive speeds on this road with some bad accidents - add many kids and parents to this mix and issues increase. Police don't enforce now - same will happen in future. Safety is most important issue. Second - 4 lanes detracts from neighborhood vibe and support of community businesses.</p> |
| <p>The narrow sidewalks on both sides is not the most beneficial option for bikers. Having parking on weekends is good, but what about when people want to go out to the restaurants or bars on weeknights for dinner or drinks? This option is not good unless the hybrid option can also be available after 6pm or 7pm on weeknights, as well as all day on weekends. I do not personally live on Corrine, but I would assume this would pose parking challenges for people that live east on Corrine toward Baldwin Park where there houses are so close to the street.</p> |
| <p>On weekends, this would provide a lot of free parking; inducing the wrong kinds of travel behavior ideally seen in Central Florida.</p> |
| <p>How will the weekday lane be kept clear of parked cars? Seems this concept could easily revert to the 3-lane permanently simply by lack of law enforcement, which is City or Orlando jurisdiction, so "No" vote strictly because its gives Orlando too much control for a "backdoor" road diet. If Orange County or Winter Park had control then it would be a very good solution</p> |
| <p>Both of the hybrid designs offer the best compromise to residents and commuters.</p> |
| <p>I am in favor of both 5 lane concepts but this is my preference. I live 1 block off of Corrine and feel very strongly that any additional congestion on Corrine will cause commuters and resident to find alternate routes. Me included. I already know of many elderly residents cutting through the neighborhood to Winter Park Road in order to get onto or across Corrine with the light. With the new school and even more residents using this route I fear there will be considerable congestion near the school and potential for more accidents, endangering the children.</p> |
| <p>Does not provide bike access, but does keep drive times at their current time.</p> |
| <p>This will KILL the M-F 9-5 businesses on Corrine. You will be driving through a beautiful ghost town.</p> |
| <p>This will kill the businesses on both sides of the street! Stupid, stupid, stupid.</p> |
| <p>Too much confusion with those that don't regularly use this stretch. I see cars parked illegally on Monday mornings!</p> |

HYBRID CONCEPT - COMMENTS

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| <p>Park strips are a waist of valuable ROW unless they are designed to be bioswales for stormwater retention and can be touted as aesthetic, functional, and educational.</p> |
| <p>In my observations, on-street parking at Baldwin is always used, weekday or not.</p> |
| <p>Drivers can handle more narrow lanes.</p> |
| <p>As someone who lives on Corrine, I need street parking everyday. I also live near the curves at Leu Gardens... I do not believe people will safely come around those corners and not plow right into the back of a parked car. It happens now it will definitely happen if there is a schedule. it's just unsafe... just like it is in the Milk District.</p> |
| <p>I like this concept. Smart to maximize number of travel lanes during peak hour then convert to more urban feel with on-street parking on weekends.</p> |
| <p>Nice idea but would it work? Corrine has the worst drivers from what we've been told. Suggest parking meters to help control things. (Idiot-proof it)</p> |
| <p>This seems like one of the best concepts to appease all parties. It allows for the rush hour commute time to remain the same, which as someone who drives down this road twice a day is very important. However, even outside of weekday rush hour, Corrine is highly trafficked road and weekend traffic will increase significantly.</p> |
| <p>Horrible, no protected bike lanes.</p> |
| <p>No street parking during the week hurts our local businesses.</p> |
| <p>Does not slow down the traffic on Corrine. It will still be a dangerous road with students walking and biking to the new Audubon Park School. This is not acceptable.</p> |
| <p>This is just lipstick on a pig. It does not address the issue of too much traffic on Corrine. It is not safe for residents, students, and visitors.</p> |
| <p>We are the home owners along the east end of Corrine supposed to park during the week????</p> |
| <p>If landscaping is almost continuous down both sides of the street as shown, it would be trampled in no time (especially by passengers exiting parked vehicles on the weekend). This idea seems very citified to me and does not really accommodate bicyclists at any time during the week.</p> |
| <p>This seems rather unfair to the businesses and residents who need to park on the road since some can't park on their cross street.</p> |
| <p>This plan is much more sensible than either 3-lane options.</p> |
| <p>Seems unfair to the businesses and residents that live there.</p> |
| <p>Alternating lanes for traffic and parking on various days is extremely dangerous.</p> |
| <p>I'm not sure the crazy drivers on Corrine will understand this concept. It's a miracle there is street parking on Robinson in the milk district. I have many times avoided an accident in that area from people who are not in the know. I think popularity of this strip, visitors from other towns/areas, would work against this concept and cause more accidents.</p> |
| <p>There will be a better chance of accidents with this design because people won't remember what day the lanes are open or not.</p> |
| <p>Like it but too dependent on law enforcement for M-F lanes</p> |

HYBRID VARIATION CONCEPT - COMMENTS

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| What about on street bike facilities, or sharrows at a minimum? |
| I think parking is THE biggest issue in this area. Allowing for weekend parking really helps with balancing commute times for those of us in Baldwin Park who travel this road DAILY. Shrinking the road to 3 lanes and having a 20 minute commute will only cause congestion on other streets not to mention when the new school opens one street over, the amount of buses and vehicles that adds on a daily basis. |
| I think this is my favorite because it should address traffic issues during the work week. While I prefer separated bike lanes, this may be the best compromise. |
| you cannot really consider a paved over planting strip to increase capacity on a shared use path. the potential for ped/bike conflict at tree locations is very high |
| This parking situation is so dangerous. Plus this won't stop people from speeding. |
| Where will residents and their guests park?!? |
| I do like this hybrid idea but will here be 7 day per week pedestrian and bicycle traffic areas shared. Biking and walking paths (shared or not) is very important as kids commute to the new K8. |
| I don't love this design but I do think it's the best compromise between everyone's needs. The only thing I would change is that I think that parking should be allowed on the outside lanes weekday overnights between 7pm and 6 am as well as weekends. This would be especially helpful during the Monday evening community markets. |
| This concept will not encourage more people to use walking and biking as alternate forms of transportation on weekdays. And, the ability to pass may encourage speeding. |
| this type of on street parking is dangerous. people won't pay attention and hit parked cars which is what happens now. need one street parking for businesses during the week |
| Overall this seems like the best option. Though I do like the separate bike lane idea on the 3 lane concept. This hybrid concept provides the best overall solution. 5 lanes are forward thinking and so is the shared pedestrian / bike lane. |
| I like the shared use sidewalks, parking vs. traffic use when we need it the most. Be careful with the frequency of the tree grates - they seem to take a lot of the much needed room. I like the rush hour times. This option and the 3 lane hybrid are my favorite options. |
| Still too car centric, no clear path for bikes. |
| no bike lane ! with two bike shops there's no bike lane here! whats the point of doing anything to these streets if were not adding a bike lane! |
| not only is it a bad idea to put cyclist on the sidewalk. its actually illegal in some parts of orlando! this is a waste if were still not progressing! |
| Nope. |
| This is probably the most pragmatic solution, as it preserves the ability to commute at a reasonable pace while allowing commuting cyclists a shared-use path with pedestrians, and would allow me to use Corrine to commute (currently I use residential roads through Audubon Park and cross Corrine into Merritt Park). However, if a majority supported 3-lanes I would be all for that. |
| This is probably the most innovative design, and the one with the best compromises. It has something for everybody. |
| I need to be able to ride my bike on the street on weekdays. The planters/trees on the sidewalk effectively make it a 4 foot wide sidewalk which is not for cycling |

HYBRID VARIATION CONCEPT - COMMENTS

I would like to see a variation of this concept that envisioned Corrine as a part of a future public transportation network. For example, outside lanes should be bus/right turn only and prioritize bus transit at intersections. Right now, bus transit is not viable because it is slower than private vehicle transit. If it's incorporated in a way that improves its efficiency, it can be a way to connect to the public system better.

There will be a definite learning curve with this one~I still find the Milk District concept a little confusing/surprising when I am in that area. However, it might be the best choice for all involved. Just a question, what will happen to the people who live on Corinne and park on the street? Do they lose their ability to park in front of their homes?

Good compromise and it's good there is an area for bikes. I find that the Milk District solution is somewhat dangerous and I'm surprised there aren't more accidents.

I much prefer the shared use paths. Bumby's and Cady Way are awesome!

Well, if no 3 lane concept would ever be considered, I think this is probably the only solution acceptable to all the commuters only concerned with their drive times. However, the business owners are going to scream bloody murder about losing on street parking Monday - Friday. Where is any City planning in any of this????? The owners of the shopping centers PAVED over sidewalks and the City did nothing. Palmers Nursery wildly expanded and planned NOTHING for the additional parking they need and the City did nothing. They've got their employees currently parking all along the street and where will they do now??? Up and down the side streets? What will the Beeman Park homeowners think about that? Although us Corrine Drive homeowners sure have no say in any of it now?

Ditto all my same comments from the Hybrid Concept.

Does not increase travel time which is good due to new school opening soon. Includes bike travel.

I like this, but it seems like an accident waiting to happen, if someone isn't paying attention, and there are a lot of distracted drivers out there

Good intent, but I think cyclists prefer to ride on the street unimpeded by pedestrians and pedestrians also prefer to not feel like they're going to be run over by cyclists who come up on them quickly and quietly. Using the increased width to add a bike lane on the road and slightly wider sidewalks for pedestrians solves both problems.

I like this because it provides a neighborhood friendly vibe. I think this is the best option but I'm not sure it encourages businesses to develop here because of parking challenges. None of the options really address weekday rush hour traffic with exception to the lighting sequence. I like a biking and pedestrian path though. Make this will discourage the petty crime and break ins in the area.

As much as some may want a 3 lane, Corrine is used heavily by Baldwin Park citizens as well as us from Winter park coming down to downtown Orlando or Colonial. 3 lanes would bring heavy backed up traffic.

I think this is a good trade-off with parking and commute times.

This has potential, but I'm not totally sure traffic is dramatically reduced on the weekends? Is it? If so, this is interesting as adding bike lanes would be great.

The wider mixed-use sidewalks are definitely an improvement from the Hybrid. I still prefer the 3 Lane traffic instead of 5, but this could be a respectable compromise if drivers are adamantly opposed to the 3 Lane choices.

This seems to make the most sense in terms of providing a balance of live/walkability of this thoroughfare with the very obvious fact that traffic needs to be able to move through here in the morning and evening. With a new school opening up, there is just no way that 2 lanes of traffic can accommodate the cars.

HYBRID VARIATION CONCEPT - COMMENTS

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| Parking, lanes and lane sizing switching will be confusing. Shared-use paths not a safe idea for the users. |
| Shared-use paths are not as good as the cycling paths, but I like it as an alternative for people who don't value cycling enough to give them that much real estate. |
| I dislike it mainly because I think the change from weekday 5 lanes to weekend 3 lanes will be confusing and cause enforcement and accident issues. |
| Not a fan of the shared paths, I live on Cady Way trail and the separate paths for bikes etc. and pedestrians is much safer for everyone. That being said, I love the bike paths! They will get a lot of use! |
| Prefer separate paths for bikes and pedestrians. |
| 11.5 feet with tree grates is not really wide enough for a bike path. Between tree grates, multiple driveways and lamp posts, there's basically 7 feet continuous width for bikes and peds. This is not wide enough and will create conflicts. |
| I like this one the best because it gives everyone a little bit of what they want, as well as the shared use paths. The 5-lane during the week is a MUST and then the three lane on the weekends is do-able. It gives everyone a chance to get what they want. |
| I like this idea, but again the miss is the protected cycling lane. The number of cyclist that would be going too fast for a shared walkway is enormous. There needs to be 5 lanes during the week, side walks and a cycling lane. |
| don't take away what is already limited parking for the restaurants and shops on Corinne. bad idea. |
| This will be a Major problem Mon-Fri if there is no alternate parking area provided for people - Residents will become frustrated and Businesses will lose customers. Parking is tight already |
| This is not realistic for the parking demands Mon-Fri |
| Both examples used are not the same type of context found in this study area |
| Street parking is very important Monday through Friday, because cars are parked everywhere in the site streets all week even blocking private driveways ! |
| This concept seems like the best compromise for all interested parties, weekday commuting, weekend parking and alternative modes of transportation. However, this may cause confusion and cause safety issues. Given that everyone is capable of following the rules I think it is the best option. |
| This makes the most sense in order to maximize the use of the road although I think Corrine should use this for the stretch between Mills & Bumby and then the 3 lane from Bumby to Bennett. Within the main Audubon Park district it should always be a more walkable and bikable area with slower traffic |
| Perhaps have lanes convert to parking on weeknight evenings as well. Better for restaurants/bars |
| This plan is exquisite. Best of everything of residents and business. Residents need to be able to move through this area but also enjoy it on bicycles and foot. Businesses need to invest in a parking lot or parking garage. I LOVE this plan. |
| This concept makes the most sense for traffic, walkers, cyclists and is aesthetically pleasing. |
| I prefer this variation with an operational revision to allow on-street parking M-F after 7pm. Neighborhood residents will be out walking and riding and more parking would be available for businesses. Removing the landscape wet strip reduces maintenance and allows easy access for parking. |
| Again, with now parking available during the week, it would mean that people would be parking their cars along neighborhood streets. They already do so in certain sections, and I know the folks who live on those streets HATE it. Although it would not impact me directly, I cannot support this design for those other people's sake. |

HYBRID VARIATION CONCEPT - COMMENTS

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| <p>The parking that would be allowed on the weekends need to be positioned such that visibility for those leaving businesses along Corrine is high and prevents accidents with those traveling along Corrine.</p> |
| <p>The rush hour times for this concept should satisfy Baldwin Park residents. And sidewalks/shared paths on both sides of Corrine would be terrific! But the curb appeal is not great (even though I know this is a prelim rendering) - which seems more due to the nature of the 5-lane design.</p> |
| <p>this will confuse way too many of the elderly drivers that already have a hard time navigating this area</p> |
| <p>Not sure about weekend parking, but if it is built this way it could always change to true 5 lane in the future</p> |
| <p>Helps with commuters but I would think that businesses won't like this as parking is already an issue.</p> |
| <p>I have 0 confidence in the Orlando police departments WILL to enforce the parking eggs.</p> |
| <p>Business owners and shoppers will not like this. They need parking all days of the week.</p> |
| <p>Good but why not a dedicated bike lane?</p> |
| <p>Not sure what residents along Corrine will handle lack of street parking. How will this be monitored on weekends?</p> |
| <p>I feel this is the best of both worlds...good travel times...access for bikes and peds...and parking when most needed. Wide spaces with lovely landscaping....I love this one</p> |
| <p>I like how the shared use path on both sides of the street reduce the number of times a bike rider needs to cross the street to ride in the correct area - which is excellent for children, considering the school. If people have to cross the street to ride in the correct area - they might end up using pedestrian only sidewalks instead.</p> |
| <p>Is there any thought to making the lane conversion during business hours on weekdays only? This idea doesn't work in a community that's not only out and about on weekends; needs to be able to accommodate weekend-level participation on week nights.</p> |
| <p>It's really hard to make a decision based on these drawings. I can't tell which part of Corrine they represent. And none of the notes address two MAJOR safety issues we have on Corinne:</p> <ol style="list-style-type: none"> 1. Current street parking on Corrine for the businesses around the Winter Park Road intersection is DANGEROUS. Example, trying to turn left or right out of the shopping center where Blue Bird and B3 are is scary every time b/c cars park on the street flanking the exits to that shopping center, which BLOCKS driver visibility of on coming traffic. I know we need parking in APGD desperately but those cars blocking visibility in/out of those shopping centers is so dangerous. |
| <p>This solution seems to strike a balance between the 5 and 3 lane variations.</p> |
| <p>I like the idea of converting lanes for when they are needed. I would argue that the parking lane conversion should begin Friday night, however, after rush hour dies down.</p> |
| <p>Would be great to have a protected bike-only path on one side of the street instead of 2 mixed use sidewalks on both sides</p> |
| <p>If a hybrid model is chosen I believe this is the better option as the wider sidewalks would be a more beneficial option for bikers. Having parking on weekends is good, but what about when people want to go out to the restaurants or bars on weeknights for dinner or drinks? This option is not good unless the hybrid option can also be available after 6pm or 7pm on weeknights, as well as all day on weekends. I do not personally live on Corrine, but I would assume this would pose parking challenges for people that live east on Corrine toward Baldwin Park where there houses are so close to the street.</p> |
| <p>This is preferred to the initial Hybrid concept because of the shared-use paths. If the collective "we" is too timid to propose the 3-lane concept, this would be the concept to implement.</p> |

HYBRID VARIATION CONCEPT - COMMENTS

How will the weekday lane be kept clear of parked cars? Seems this concept could easily revert to the 3-lane permanently simply by lack of law enforcement, which is City or Orlando jurisdiction, so "No" vote strictly because its gives Orlando too much control for a "backdoor" road diet. If Orange County or Winter Park had control then it would be a very good solution

This is ok for drivers but not good for businesses and those who live on Corrine or who,utilize parking for Leu Gardens. Any of these concepts are sure to increase traffic through local neighborhoods which is not acceptable

This is the best compromise of all the designs and tries to balance the needs of commuters, bikers, pedestrians, businesses and residents. My only suggestion is to allow parking on the exterior lanes between 7 p.m. and midnight for those visiting the area. Or, at the very least, starting at 7 p.m. on Friday.

I am in favor of both 5 lane concepts but this is my preference. I live 1 block off of Corrine and feel very strongly that any additional congestion on Corrine will cause commuters and resident to find alternate routes. Me included. I already know of many elderly residents cutting through the neighborhood to Winter Park Road in order to get onto or across Corrine with the light. With the new school and even more residents using this route I fear there will be considerable congestion near the school and potential for more accidents, endangering the children.

Provides bike access and keeps current drive times. Not a good solution for homes along this route who need the parking along the street.

This will make most folks happier but there's got to be a way to discourage those who are using Corrine as a Colonial North crosstown express. Perhaps keep the five lanes but put speed bumps in?

Like Robinson, I see cars parked in travel lanes illegally. Corrine is much heavier traveled than Robinson, so this creates a nightmare.

This is the best option in my opinion.

If bioswales are not an option, I much prefer tree grates to parkstrips. Better use of the space. I personally think is slows drivers because of the loss of separation. Gives the Main Street urban appeal.

There is not planter strip showing here... Typo?

My opinion remains that a shared use path on either side is dangerous, unless physical separation exists for cyclists and peds.

This will not work. Parking barely works now and there is no schedule.

Again, efficient use of travel lanes/parking and bicyclists are off of road.

I would like to see the parking on the sides of the hybrid be available during the week after rush-hour...maybe 7pm?

Downtown on Orange Ave also allows street parking after a certain time on weeknights. It might be helpful to offer this after rush hour on Corrine as well.

Suggest parking meters to idiot-proof the no parking times

This seems like one of the best concepts to appease all parties. It allows for the rush hour commute time to remain the same, which as someone who drives down this road twice a day is very important. However, even outside of weekday rush hour, Corrine is highly trafficked road and weekend traffic will increase significantly.

I believe Milk District has weeknight street parking. If that is the case and street parking was available on weeknight hours, this is the best option.

Needs protected bike lanes

Corrine Drive just is a little bit too zany for lanes that convert to parking on the weekend. I think the driving/parking lane idea is better applied in a more urban area.

HYBRID VARIATION CONCEPT - COMMENTS

Keeps our children safe who might be walking or biking to the new school. And keeps commuters happy with commute time. Win-Win.

This plan is much more sensible than either 3-lane options.

Unfair to residents on Corrine and businesses who need these parking spaces 7 days a week.

This is dangerous for the same reasons that the Hybrid concept is dangerous

As I wrote the first time, which you apparently did not receive, this plan is an accident waiting to happen. If the outside lane converts to street parking on the weekends, what happens on Monday morning at 2 a.m. if someone is still parked in that pseudo-parking lane? Does the vehicle owner receive a parking ticket? Does anyone check up on this, and make them move their vehicle? Or does it get rear-ended by an inattentive driver thinking the right lane is a travel lane because the clock now indicates it's Monday? And what about parking for Leu Gardens events on weeknights, such as Valentine's Day (Wednesday this year) or the Friday night movies? Where will people park? Bad, bad idea.

Accidents are more likely with this design.

Like it but too dependent on law enforcement for M-F lanes

BETTER LIGHTING - COMMENTS

| |
|---|
| I live on Corrine and the streetlights are already quite bright when we go to bed. Please, please, please don't make them brighter! |
| easy, necessary fix! |
| doesn't help reduce light pollution. |
| I'm a fan of improved lighting, as Corrine is very dark and dangerous at night, but this sample is not an attractive sample. I would like to see additional prettier pedestrian lighting like Baldwin Park or Park Avenue in Winter Park. |
| Better lighting through more attractive lamp posts that add a quaintness to the area. I would be in favor of that. LED seems a good idea. |
| I much prefer the warm toned light of the traditional lights. Blue light like the LEDs interferes with with sleep and would be detrimental to those living in the area. |
| Pedestrian lighting is the most important in this area while illuminating the entire roadway to this intensity may not be entirely necessary. Providing some road illumination, while ensuring appropriate lighting where people are walking and riding bikes, and at any intersections or pedestrian crossings would suffice. |
| LED lighting must be a softer white 3000 deg K morning or evening light vs. 5000 deg K broad daylight. Must have lights in reflective luminaires to keep light out of homes. |
| Two concerns: 1. New studies show public LED lighting that is bright and tending blue is harmful to adjacent residents' health. 2. Brighter lighting not in character with neighborhood, may encourage speeding. Careful lighting design with appropriate lux/lumen levels, cutoffs and color may be appropriate. |
| I think this is a good idea, but would like to know the cost before deciding if I would like it implemented |
| need cut-offs to keep bright light from impacting residences nearby |
| Bright LED lights have been shown to adversely affect wildlife. This doesn't match the mission of Audubon Park as an eco district. |
| Please make sure all lighting has cut-offs to limit the amount of light pollution and bleed. Also lower pole heights to help focus the lighting on the streets & paths. Also pay attention to the design of the pole that it blends with the neighborhood feel; it shouldn't feel like a Walmart parking lot fixture. |
| Seems like an obvious amenity that would benefit not just Corrine but the whole city. Do it! |
| better lighting that also is not too disruptive to migratory birds |
| I definitely support adding LED lighting to our streets, but I hope that it will be a warm white rather than a cool white. See https://www.superbrightleds.com/blog/warm-white-led-streetlights-theyre-better-environment/4378/ |
| Since I don't live on this street, it's easy to vote for this. But how will this affect people who live on Corrine? |
| oh yes this will be much safer |
| Of course better lighting is better. No argument there. Along with that, it would be nice to bury the electrical lines too. |
| I love the idea of the pedestrian scale lighting and would love to see it implemented not just to street lighting but to traffic signal masts. The masts (or span wires) used throughout most of central Florida, and really all of Florida, are so massive and unsightly in almost any context. However, given their consistent use across the state, I suspect there may be some state level/FDOT minimum-level requirements. |
| Depends on the cost. |

BETTER LIGHTING - COMMENTS

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| <p>This is also an absolute must. Speaking of utilities, I would like to hear if there are plans for the power lines which crisscross the roadway. With this redesign comes an opportunity. I fear with no change in power lines and many trees being planted utility crews will be BUSY in the coming years with trimming (reducing the visual benefits of the trees).</p> |
| <p>Black decorative light posts similar to SR 436 would help blend with surrounding Winter Park and Baldwin Park for color theme. Same with sign posts to match Baldwin Park</p> |
| <p>Why not make this improvement? What negatives are there?</p> |
| <p>Should meet Dark Skies Initiatives</p> |
| <p>Doesn't the Virginia-Forest-Corrine corridor already have LED street lights? That is, except for the street light on Forest near Nebraska, on the Leu Gardens side, that is hidden in the oak tree and hasn't worked for awhile. No one will come and fix it; the tree people won't touch it because of the electricity, and the lighting people won't touch it because the tree is in the way. I hope your folks can coordinate this somehow to get the street light back on. Yes, we need plenty of lighting to keep the pedestrians safe.</p> |
| <p>LED lighting I'm all for. Less power use, longer lifespan, and depending on the modules used, better color temperature. Just do not use the same lamppost that are used around Lake Eola, Ferncreek Community Center, or other places around the city. They give off the most hideous light which is mostly transmitted into the sky. I've worked on TV, film, and convention light for a couple of decades, so i have an understanding of the quality of lighting. Those lamppost fail hard. Either put a reflector on the top to concentrate the light down where it is intended and less the light pollution, or get rid of all of them.</p> |
| <p>I actually prefer the lower light conditions. I recognize that this solution is slightly less safe, but I think this lighting is actually more inviting to late night walks and runs by pedestrians.</p> |
| <p>Would very much like to see Dark Sky certified lighting installed here to prevent light pollution.</p> |
| <p>I live on Virginia and do not want brighter lights that will affect my sleep.</p> |
| <p>This is a no brainer! Better lighting allows people to use the investment we are making in sidewalks and bike routes later into the evening... especially considering the best time to walk and bike is during the winter when it gets darker sooner and longer into the morning. A MUST!</p> |
| <p>Please provide the cost of the initial install of the LEDs and the cost saving over the long term if the LEDs are installed when compared to the existing bulbs/fixtures.</p> |
| <p>Makes good sense</p> |
| <p>If only one thing could be done to improve the appearance of Corrine Drive it would be to remove the mess of wires along and crisscrossing the street. Put them all underground or whatever can be done to reduce them. It would make an immediate improvement.</p> |
| <p>I like the proposed Concept with improved lighting for obvious safety reasons. However, it doesn't need to be lite up light a ball field. City can use warm led lighting or lower brightness led's. The bright LED lights on Semoran create Industrial look and does not ad to the esthetics of the neighborhood.</p> |
| <p>Very good idea</p> |
| <p>Better lighting is important. I'd like to to be night-sky friendly. More energy efficient lighting is also my priority. I like the idea of pedestrian scale lighting.</p> |
| <p>LED lighting is being found to be detrimental to the wildlife living in the areas where it has been implemented. If implemented, it must be SOFT WHITE, NOT BLUE LIGHT.</p> |
| <p>Lighting is not an issue on Corrine.</p> |
| <p>I prefer whiter lights as they brighten up an area and make it easier to see things. This should add a safety factor for evening walkers/runners.</p> |

BETTER LIGHTING - COMMENTS

This is only desirable if the International Dark Sky Association guidelines are used, which calls for LEDs at a color temperature of 3000K. OUC has unfortunately been retrofitting with 4000K, which has too much blue wavelength light, creating health problems for both people and wildlife. Please read their scientific papers to better understand the difference as the cost for both is the same. Someone simply needs to care enough to insist on the IDSA specs.

This looks too bright and jarring to me. I am opposed to white colored LEDs, instead preferring a warmer toned <3000 color temperature. Besides hurting my eyes at night and my feeling of unease in such bright light, light pollution is a real threat that we must take part in not worsening.

I like the idea of better lighting, but do not want daylight or bright white lighting. It makes places look sterile and charmless. I would prefer to see something in the 2700 to 3000k color range.

This bright white LED lighting is inhumane for urban wildlife. It's the equivalent of an animal coming into your bedroom every night and switching on a bright white ceiling light just as you're falling asleep. Oh, and it stays on till the sun comes up.

Since you have the power to choose, make a more humane choice.

If LEDs are going to happen, some cities opt for yellow LED lights instead of the white LED lights. The yellow LEDs are effective, as well as being kinder and "greener."

Corrine needs covered bus stops and bus lane

It would be great if these new LEDs were in the "red" spectrum rather than the "blue" spectrum so they don't make people feel awake at night or bother nocturnal animals as much.

Yes, please, install lights that minimize light pollution while still providing the best possible illumination at night.

Great expenditure with good benefits.

TRAFFIC LIGHT TIMINGS - COMMENTS

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| Not enough benefit for this improvement. Better options available. |
| It would be nice to have signals that would sensor if there are no cars that need to turn onto the cross street so that the cars that are there can go through the intersection instead of sitting and waiting. |
| Again, not sure why I can't vote on this but I would like to see it implemented. |
| I count on the current lights at Bumby and Leu Gardens to turn red simultaneously so I can turn left onto Corrine from Merrit Park or Maplewood. If the lights are retimed so that there is no simultaneous break, then the line on Merrit Park will be longer than the current 6 cars at 5pm. |
| Yes! Please expand this all over the city. After experiencing this as a kid, I spent my entire life wondering why cities with traffic congestion and many stop lights don't do this. This should be the go-to first solution. You decrease congestion, reduce frustration and regulate speed all with one solution. See downtown Tampa as a perfect example. It makes a world of difference. Thank you thank you! |
| Set timing and turn signals for best traffic flow at safe speed for everyone, give pedestrians a 3 second head start. |
| properly timing traffic lights is always a good idea |
| Please please please change light timing to improve traffic flow (and while you're at it, do so on the rest of the major roads through Orlando -- this is waaaay overdue) |
| If you are doing all the other work, this kind of goes along with it, right? Especially if you do the 3 lane variation (this and the hybrid variation are my fav's), i would think you need to do this to try and reduce the rush hour times. |
| I agree that this is absolutely necessary. Because of the poor light timing, I see a lot of drivers turn into and cut through neighborhoods traveling at high rates of speed (for a neighborhood) rather than just waiting for the light. If the timing is addressed, I think this will be eliminated and the neighborhood will be much safer. |
| This seems like a no brainer. Can the whole city do this? Also, could the crosswalk signals all change from "stop" to "walk" automatically (no buttons)? People in Orlando don't know how to use a crosswalk and sometimes it's not their fault because the signals are faulty or the walk sign doesn't appear if a button is not pushed. |
| Don;t see a button to rate this, but sounds good |
| This is fine if you also go to 3 lane concept. |
| Makes sense if it improves pedestrian safety |
| It's unclear to me from the description whether this would lengthen traffic drive time or improve it. |
| Please do this, traffic light timing in this area, particularly Bumby and Corrine is terrible. |
| This is an absolute MUST no matter the final design. If there are ways to incorporate its beneficial effects with the current proposals (especially the 3-lane) via modeling, please do so. |
| There is poor traffic timing everywhere in Orlando. This should be addressed not just here, but everywhere in the City. |
| Good idea because the Corrine Drive concept will encourage foot traffic. |
| This one concerns me because the light timing when you get the green encourages the speeding down Corrine. It also prompts people to gun it to make a yellow light and in turn I think the red light running will increase, which will put people crossing in more danger than before. If we are going to time the lights, make them so you are going to have to stop somewhere... no need to speed through |

TRAFFIC LIGHT TIMINGS - COMMENTS

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| All traffic in greater Orlando should be "adjusted" to traffic flow to better utilize our highways and save energy/environment! |
| Yes for future. You can also start this now and make weekly / monthly adjustments as you learn more. |
| Again, in the interest to keep the students at the new Audubon Park school - and everybody else - as safe as possible, this measure should be implemented. |
| Common sense tells us that this should always be in effect. Timings should be checked for maximum efficiency very frequently. |
| This is a MUST and signals should be interconnected. |
| Why is this even an option? This should be done regardless of the selected configuration. |
| Please leave the Nebraska - Forest traffic light at 30-45 seconds per side. This seems to work very well, so if something is working, leave it alone. Most of the time, my experience has been the traffic lights are well-timed; I get most of them red. But it does keep people from speeding. I'm not understanding where the problem is on this. |
| This city's record of traffic light timing is very poor. As far as I can tell Amelia is the only street that is timed out. I don't expect any improvement on that record. |
| no, the choppy flow allows time for pedestrians to cross without waiting for a crosswalk |
| No one can reasonably rate this concept because, unlike other concepts, no comparative numbers are provided. I contend survey feedback on this item is N/A because there is no way to quantitatively rate its benefits and consequences. |
| It would be nice to be able to go left from Maplewood east bound on to Corrine in the morning and maybe in the afternoon too. |
| This is LONG overdue. All traffic signals on arterials should be coordinated. |
| motorists currently "race" from one intersection to the next - regardless of light timing. Speed limit enforcement is needed for safety to be regained on Corrine Drive. This is a neighborhood street - houses, kids on bikes, kids walking - wheel chair individuals and locals walking to businesses (restaurants, bike shop, desserts, etc.). |
| I understand that the Leu Gardens entrance light is attenuated and so it only changes when a car is exiting Leu Gardens - that is great - however due to the traffic flow and timing on other lights close by - Bumby and Nebraska there should be integration with the timing of the lights on Corrine/Forest and the Leu Gardens entrance light (which should sync in with the others when it trips and not be the dominant one) |
| Makes good sense, obviously |
| The off sync timing of the lights at Bumby, Leu Gardens, and Nebraska have been THE major problem of this road for years. The "no turn on red" at Bumby needs to be eliminated. Those making a right turn from Bumby to Corrine should be able to do so on red. This would help alleviate the back up on Bumby which triggers the light to turn green more often than necessary which causes those on Corrine to have to stop and thus causes the back up all the way past Leu Gardens. Get rid of the no turn on red and adjust the lights. |
| Why give pedestrians a head start. They should be required to follow all traffic signals |
| Yes I feel this could be an affordable solution that would have significant immediate impact. |
| Sounds like the right thing to do. |

TRAFFIC LIGHT TIMINGS - COMMENTS

Synchronizing the lights along Corrine would help a lot! Don't change the light at Leu Gardens however. When I pull up to the light it should change to let me out or in at the left turning lane. I does seem to change on its own without a vehicle, however, and that needs to be fixed.

This should NOT be done until after the school is opened. At that time, a statistician should be consulted in regards to how the timing of lights will affect drive time. Any calculations done prior to the increased traffic flow are inconsequential, and suggesting any solutions prior to this will essential double your work.

I live in the condos at Corrine and Common Way- I hope the light at that corner is included

I would like to see signal timings also contribute to slowing the vehicle flow.

the traffic light at Bumby and Corrine is not timed appropriately. In the evening (5:00ish) only 6-8 cars can make it through on Corrine before the light changes and 20+ cars come off of Bumby.

There are certain places where traffic light timing could be improved. Sometimes the light at the Leu Gardens entrance cycles every 20 seconds; no idea why, no traffic leaving Leu Gardens turning left, and no traffic wanting to enter Leu Gardens from Forest Ave. That really backs up traffic on Forest heading toward Corrine at rush hour. PLEASE leave the timing at Forest and Nebraska ALONE! It's perfect the way it is; changes approximately every 45 seconds. It's actually what I like best about the entire driving area. I give the City a KUDOS for this one. However, I'd like to see a sign at the Forest-Nebraska intersection that says "Left Turn Yield to Oncoming Traffic on Green." We've had many near-misses, several collisions and lots of horn-blowing happening when a driver turns left in front of someone going straight ahead.

This idea sounds OK but studies should be done to make sure this doesn't make traffic worse.

Answer is yes unless the adjustment to give pedestrians a head start means less "green light" time. Fore example, if today the light is green for 720 minutes per day and the proposed change reduces the 720 down to any number less than 720, I don't like it. Roads are for cars, and humans will be crossing as was always the case.

RAISED INTERSECTION -- COMMENTS

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| <p>This intersection is dangerous and should be adjusted to be as bike and pedestrian friendly as possible.</p> |
| <p>This is more of a necessity than just a concept. This is a very busy intersection, and this proposed concept would add a measure of safety for pedestrians. With the school so close, I don't see how we can NOT do this. This is a MUST. Not to mention, that it will transform the look of this intersection to a much more inviting space.</p> |
| <p>Why isn't a roundabout proposed?</p> |
| <p>Best if 5 lane solution is chosen, keep driver from racing through make it pedestrian safe as possible.. If a three lane solution is viable I maintain this should be a roundabout, since the roundabout makes the left turn lane redundant, this could be a simple roundabout, small for slow speeds but facilitate continuous traffic flow.</p> |
| <p>don't like raised idea, but differentiating with color and bright wide corsswalks would be good.</p> |
| <p>Yes! These have been implemented in other areas and successfully achieve the stated objectives.</p> |
| <p>Great! But only with 3 lane concepts - with a 5 lane concept I don't think this will make much difference.</p> |
| <p>Needed to provide a safe walkable solution to the school</p> |
| <p>Good idea! Especially for this intersection with the school :)</p> |
| <p>Would love to see more scaled, decorative traffic signal masts be incorporated into the intersection redesign.</p> |
| <p>This is wonderful!</p> |
| <p>In my opinion, this is a pretty obvious necessity, given all of the new foot traffic that will follow the opening of the new school. If you want to have kids walk to school, they have to have a safe place to cross Corrine.</p> |
| <p>This is probably a good idea since there will be children crossing when the new school opens. The proposed Corrine Drive update is suppose to encourage more foot traffic.</p> |
| <p>Delete the right-hand turn lanes... they are unnecessary and substandard.</p> |
| <p>Delete substandard right-hand turn lane.</p> |
| <p>Address whether there are considerations for art at the intersection. Also, is it possible to install a roundabout fora 3-lane design at this intersection?</p> |
| <p>I think this is a perfect solution to this intersection. I have seen multiple accidents here, but also the rise in people walking and biking using this intersection. I really like it.</p> |
| <p>Additional color enhancement within the center area</p> |
| <p>There should be no Right Turn on red at all legs of the intersection. Street parking should be eliminate because sight distance at other side streets is very limited, even when making a right hand turn.</p> |
| <p>Great long term solution!</p> |
| <p>This intersection is extremely dangerous for pedestrians and bicyclists as is. I am wondering what's going to happen when the new Audubon Park school opens. I expect quite a few students from North of Corrine Drive to walk or bike to school. Everything that can be done to keep them safe must be done !</p> |
| <p>I find this totally unnecessary at a corner where traffic is controlled by traffic lights, and red and green arrows for turning. When the light is green, the traffic should flow freely without being slowed by a speed bump!</p> |
| <p>Would be worried about traffic operations during an extended construction period of time. MOT during this could be a nightmare.</p> |
| <p>Like the idea. Make the entire intersection bricks or stamped concrete with a nice design.</p> |
| <p>I've owned 3 homes in this area over the past 30 years and raised 3 children here. If my kids were going to school at the new elementary school on WP Road, I would be paranoid about them getting across Corrine safely. Even though it's a 25mph school zone, people are driving faster and faster and the volume is amazing.</p> |
| <p>This might might make the intersection safer, but with 3 gas stations & so many cars turning in and out of them... its not even safe to get to the intersection. I wouldn't send my kids this way to school. Even if the changes are made to reduce the number of the lanes to slow cars down, gas stations are like the wild west of traffic. Drivers are distracted. My friend's son was hit by a driver while on his bike coming home from school this way. We need crosswalks at intervals away from the main intersection so the gas station traffic can be avoided. We would cross Corrine Dr. closer to the Palmers Nursery area and walk behind the shops to reach Falcon Drive.</p> |

RAISED INTERSECTION -- COMMENTS

If you are going to raise this intersection for the purpose of addressing the community concern of speeding vehicles, why not install periodic small raised speed tables such as those on Virginia between Forest and Bumby, or on Chelsea between Bumby and Colonial Gardens? Don't tell me the emergency vehicles cannot negotiate the speed tables; emergency vehicles hurrying to a call account for less than 1% of all the traffic on a daily basis. I've witnessed police cars taking the taller speed humps on Nebraska and barely slowing down. And who will pay to replace the "bollards" when a vehicle bends them over?

More bumps in the road because they built a newer school right down the street from a new school. Closing up another school to concentrate all the traffic in a smaller area. Brilliant.

Great idea!!!!

At least highly marked lanes. A lot of drivers turn down winter park road using the thru lane instead of the turning lanes and do not obey the, no turn on red.

Seems very advisable from pedestrian safety standpoint. And there will be a lot of pedestrians, during morning rush hour, with the 1200 new students at the K-8 school on Falcon Drive. Have you thought about the congestion of pedestrians at each corner, waiting for light to change before crossing? Suspect there will be large pedestrian queues at times like when school opens/dismisses.

Great idea, the intersection in its current configuration is not good for pedestrians. As a walker/jogger crossing at this intersection, I always feel very exposed to vehicle traffic, and even when I have the right of way, I feel as though cars turning left or right are oblivious to pedestrians attempting to cross because the intersection is so car-centric.

This is a wonderful idea and should be implemented - safety for pedestrians, traffic calming and more.

Looks good

Do real brick material. Concrete brick (verse clay) is becoming more and more affordable.

Great idea but allow passive right turn southbound on Winter Park Road otherwise people will avoid the traffic signal and turn right one block to the north on Marble Ave in front of the daycare. This creates increased traffic and a problem with parents offloading children at the daycare.

Love this concept, however, I would like to see the overall plan for construction and how (remedies for) Winter Park residents who leave their neighborhood via WP Road- Flacon Dr and Corrine to downtown are supposed to function during this time. Also, what is the anticipated length of the project and are penalties included in the bid for not delivering on time and on budget?

The current design is a mess and dangerous. The no turn on red sign doesn't work and not all directions have a no turn on red sign which is also dangerous.

The raised intersection concept adds awareness to the intersection and may help the safety of intersection peds and bicycle crossings. Unfortunately excessive speed and running red lights are issues this concept will not fix.

This improvement is needed to make this intersection friendlier to pedestrians. Right now this intersection is a bit scary.

This makes good sense

An elaborate raised intersection for three ugly gas stations and an extremely ugly dive bar makes absolutely no sense. Ridiculous.

Understand need to slow down traffic with raised but would prefer the Grey Industrial Concrete color is not used it contradicts and defeats the landscaping design. Give the intersection a non residential neighborhood look.

I'm in favor of this concept, depending on the cost. It feels more open and safe than the current intersection.

This proposed safety solution would be a great improvement as the current conditions do not feel safe when crossing the intersection as a pedestrian.

Seems like a good idea as this will be a very busy intersection when the new K-8 school is open.

Looks good.

Raising the surface or changing the surface won't help.

YES! Must have better crossing solutions for kids at K8 and weekends.

RAISED INTERSECTION -- COMMENTS

How much would it cost to do this? It's hard to judge whether I think this is a good idea with no cost estimates.

I like this idea a lot, but how would bicyclists negotiate this intersection especially when on a separate bicycle or bicycle/pedestrian trail?

This is an unnecessary expense that does not add benefit.

Makes sense, looks good, I like it.

NETWORK OF NEIGHBORHOOD BICYCLE BOULEVARDS - COMMENTS

this is too complicated. those on bicycles will want to take the most direct route. they don't want to wind through a neighborhood if they don't have to.

Connecting the neighborhoods just west of the airport and south of 408 along a safe path here is important. Currently your forced either onto the narrow sidewalk (peds hate you) or you take a lane and for some reason at this intersection in particular, drivers REALLY hate cyclists. I've had many people beep, gesture negatively or yell at me just riding across with a green.

There needs to be a crosswalk here to cross Bumby. It needs either a light or a raised speed hump.

As much as I would love a bike route in front of my Home I think it would be damning myself to agree to make it even more difficult for me to pull out of my driveway. It is very difficult with the speeding cars let alone the difficulty seeing pedestrians and cyclists as they curve around chelsea street once I am backing out of my drive way. With the school coming and people rerouting and coming to and from I know chelsea will be a connected through street for more cars and wouldn't be wise to add more bicycles as well to that

This is not a real thing. You're just putting signs on a street and changing nothing. That's wayfinding, not bike infrastructure. You're not doing anything to reduce traffic volumes or speeds on these streets. Call it what it is, "wayfinding." It's not being optimized for bike traffic by redirecting vehicle traffic or anything else of that nature. It's not a "bicycle boulevard."

This network is good but it really needs to go to the SunRail Station and Florida Hospital.

This network should include Rollins and Lake Shore to ride safely to SunRail Florida Hospital.

Biking/walking/jogging/activity/arts/inter-connectivity = awesome city.

I'm not sure exactly what is being proposed. Only sharrows? Sharrows are nice but cars seem to not really understand them or care as is and they don't seem to inspire more biking. That said, reinforcing sharrows on quiet streets with key bike map signage points like the shown one here could help teach tentative riders what routes to take and hopefully incentivize more biking.

I live on the corner of Common Way and Haws Lane and this portion of the street does NOT have low vehicle volume, especially on school days. If the plan is to eliminate street parking on this portion of Common Way Rd to allow for a a bike lane I am all for this plan. However if there is still going to be street parking as well as a bicycle boulevard by widening the sidewalks here someone really needs to come out here during school drop off/pick up and see how crazy the traffic and parking is. The route would be better on Osprey Lane instead of Common Way or over on Ethan Lane and Prospect Ave - much less traffic.

Would be wonderful if a bike/pedestrian overpass were here. The other overpass near I4 will be underutilized, this is where it should have been built. No harm in having two though...this would be done in any bike friendly city.

This is basically what exists now (except Nebraska). Some directional signage would provide a marginal improvement given how confusing Audubon Park is, but this doesn't provide more direct routes or substantially improve bicycle access to businesses in APGD. This appears to be basically wayfinding.

We definitely need a safe way to connect Corrine and the Orlando Urban Trail - I don't see a direct route here.

More people will use bikes if we have safer options

I love this idea and what is proposed. However, it is still missing resolution for us Winter Park residents who live on streets off of Winter Park road and cannot get to the Rose Isle or Merrit Park neighborhoods without going all of the way down to Corrine and then back into these neighborhoods.

NETWORK OF NEIGHBORHOOD BICYCLE BOULEVARDS - COMMENTS

This looks pretty cool. My question would be will there be designated bike lanes on side of road or would sidewalk space be used to create all new lane like was done to Bumby? I think some residents would be against the latter. 2nd question I would have is: there seems to be a tendency for cars to speed up rapidly after the last speed bump on Chelsea St. Would bike lanes help curb this trend and/or what else could be done to keep the speed down in thst area? Thanks for all you're planning for our area. I'm happy to provide any additional feedback requested.

Really need to change the Maguire Boulevard typical section to 3-lanes with bike lanes.

I really want to see this happen. I used to live in Berkeley, Ca, with extensive bike boulevards that paralleled major roads--it was such a pleasure to bike around that city, and incredibly convenient. I think the below design is in that vein, offering routes that parallel major vehicle arteries and connecting residential and business districts. I'd love to be able to bike from Baldwin Park to Fashion Square without having to enter an traffic filled road.

FYI - sharrows don't work -from my experience it just aggravates drivers and makes them angry at cyclists. Only no traffic affecting wide bike paths works well.

Hopefully this concept can be extended further north on Old WP Rd

Yes, obviously let make the city much safer for cyclists. I've even been swerved and cursed at just for being on a bike and slowing people down a couple seconds on roads I had the legal right to be on.

We already have signage, and locals know how to bike through the neighborhood. What does this really add? I don't see how this is different from existing conditions.

I think there is still a missing element to this cycling project. There is a huge amount (50-100) daily of advanced cyclist that use the roads not the trails as means of travel/workout. There are daily group rides that meet at B3/Winter Park Cycle. Most of the proposed plans do not help them cycle on the road. Shared path ways do not work for groups going 25+mph.

If the East End crosswalk gets built, don't you want families crossing here instead of WP Road intersection???

Granted the school won't want more crossing guards here but if the signalized crosswalk works, the older kids (on north) may use this and looks like Raven Road could be the alternative route on south side.

This is NOT a low volume road. Need alternative route parallel to east.

This road is lower volume and would better connect to the signalized crosswalk at East End.

Like the bike enhancement but not the one way for vehicles. Nebraska functions well as two way for anyone heading north or returning from the north. Maybe make it "no left turn" at Mills intersection. The free right onto Mills greatly helps the flow of traffic during rush hour.

Where do bikes go from here? They need a route to both north and south unless you have a route due west thru the Mills Nebraska parking lot to make a direct connection to Orlando bike trail. I've tried this route and its not very functional or obvious how to get to the trail. Its seems easier to get to Fringe or Menello by going down Merritt Park Road route.

This makes a nice bike route to Loch Haven Park.

Missing a bike route in this quadrant

If a second crosswalk on Corrine makes the final cut, need to think about additional bike route

I am in favor of more bike lanes and/or more shared use paths in this area. Biking in this area is dangerous enough so any plan that gives more space to bikes I am in favor of implementing.

NETWORK OF NEIGHBORHOOD BICYCLE BOULEVARDS - COMMENTS

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| <p>These routes are not always using the lowest stress roads and needs further review</p> |
| <p>Bike lanes do belong to side streets, but Nebraska is no side street. It has heavy traffic, it is a short cut off Virginia, and takes some of the load off Virginia. In any case, the proposed bike route dead ends at Mills Avenue. Why bother?</p> |
| <p>Agree with all but Nebraska cycle track. Virginia should be improved to add cycle track or whatever solution is include for Corrine. Virginia needs to have cycle safe access across US 17-92 to the Urban Trail. Virginia Pavement is also very bad and unsafe for cyclists.</p> |
| <p>Besides some paint on the road, how will this intersection encourage bicycling? Like Corrine, crossing Bennett here can be hairy at different times of the day.</p> |
| <p>Crossing Bumby has improved since the shared path, but it's still scary to cross over by bicycle. Definitely like</p> |
| <p>Although we have some bicycle traffic, I don't think there is enough to warrant this proposal.</p> |
| <p>I am disappointed that someone thought of the word "sharrows" but I'm very enthusiastic about this plan!</p> |
| <p>there needs to be bike only pathways or side paths along the road side. NOT full road sharing. Bikers should not be allowed to take up the entire road. that is not sharing and backs up traffic flow and aggravates drivers when they are moving at less than 5 mph</p> |
| <p>From traffic congestion and especially bicycle rider safety standpoint, adding a bike path along Falcon Drive in front of new K-8 school, and crossing Corrine at WP Road seems very risky. Also crossing General Rees with a lot of bikes is risky, I know from personal experience...can't imagine crossing Bennet Road...that would be a disaster.</p> |
| <p>Love this. Connections from the Urban Trail west of Mills and through to the Baldwin Park/Cady Way trails are badly needed. I would also like to see pedestrian, bike and car pathways upgraded along Marks Street from Highland to Ferncreek. As a resident of Colonial Town North, I rely heavily on this roadway as both a biker, jogger-walker and driver, but in its current state it does not serve any of these functions well. There are no bike lanes, and Marks from Highland to Mills is so bumpy that it makes it difficult to ride anything other than a mountain bike on, which also makes for a rough ride in a car. The sidewalks are good where they exist, but it would be nice to have full sidewalk coverage on both sides of Marks from Highland to Hampton.</p> |
| <p>Would like to see full sidewalk coverage along both sides of Ferncreek. Anytime I walk or jog up this road, I have to cross the street at weird spots where the sidewalk just ends.</p> |
| <p>I have been almost attacked by bicycle riders while I was walking on the sidewalk. I note they seldom observe traffic signs and signals and are won't to wobble allover the street. I strongly oppose spending money to help this irresponsible bunch.</p> |
| <p>We must create safe bike boulevards to enable bike travel in Centeal Florida!</p> |
| <p>I live on Woodside and would love to have a bike friendly street. My main recommendation is to get the local authorities involved now rather than later. People will look for alternative routes and people speeding through neighborhoods could really taint these great projects for the residents. I'm very excited for all 5thats to come!</p> |
| <p>definitely like connectivity with biking! Studies demonstrate that people will use these trails a lot (bike and foot) when they feel safe using them.</p> |
| <p>all roads suggested as "bicycle boulevards" within Audubon Park are very high volume main routes for cars, especially Plaza Terrace Drive which is a major cut-through, is narrow, and has parking along one side. I do not think it is suitable to suggest riding bikes along that route unless you want them to be on the sidewalk which is not wide enough to share with pedestrians.</p> |

NETWORK OF NEIGHBORHOOD BICYCLE BOULEVARDS - COMMENTS

this is not a safe bike crossing. 4 lanes of fast traffic and poor sight distances due to cars parked on side of road and landscaping in the medians. it is ok for me because i am confident riding in many traffic conditions. but i assume the network of bicycle boulevards is intended for families?

Alternative location of bike/pedestrian overpass, connects bumpy bike path to shopping and proposed bike way along mcguire

I propose the Bumby shared path to connect to the proposed Nebraska shared path (and subsequently the Urban trail) via a dedicated shared path, not a bicycle boulevard as shown on this plan. The shared path does not have to be in the same location as the bicycle boulevard shown here, but a third shared path should connect these two shared paths that are so close together already.

I estimate that this small interchange on Virginia will have drastically increased traffic due to it essentially connecting the Bumby path to the Urban Trail. Changing the bicycle boulevard to a shared path (even if the shared path is located on a different street) will increase safety of cyclists, runners, and pedestrians and get them out of the way of car traffic.

If we are planning to improve bike paths and sidewalks on Corrine, why are we also planning to put bike paths through a small neighborhood? (Mulford and Woodside)? These streets are so close to Corrine, I do not see this as a necessity. Resources would be better spent elsewhere.

Bicycle Boulevard is a misleading name. I agree that signage and sharrows are great for wayfinding, they do little from a safety perspective for people riding bicycles.

dont see need for nebraska short dead end leg. otherwise ok

Safety for cyclists and pedestrians is important but why would someone take their family on a road with 24,000 cars per day?

Please, please, at the very least, if ONE thing is done as a result of this study, I would like to have curb cuts on the sharp curb drop-offs here so bikes, strollers, wheelchairs don't have to go off-roading. If this is done, there would be some semblance of a non-vehicle path on the south side of Corrine and Virginia all the way from General Rees to the Orlando Urban Trail. Right now, this area in particular ruins that possibility.

I like the idea of using neighborhood streets to connect to local trails. Should help move this type of traffic off automobile routes and safer for bikers.

This is a great cut-through for bikes that should be part of the network to access Winter Park.

Sharrows or signage should indicate connection through Mills Park to the bike path.

With very minor improvements the existing pedestrian cut-through between Palm Lane and Lakeside Drive could comfortably accommodate bikes. This would be ideal because it connects to the Bumby Bike path at a safe, signalized crossing. In contrast, accessing Lakeside Drive via Merritt Park Road can be tricky on a bike because there's not really a safe way to get there.

Why is there a fence here blocking access between the bike path and Laura Place?

Winter Park Rd north of Corrine does not feel very safe on a bike right now.

There should be a more direct connection through the office park. It's a parking lot. You can cut through informally but it's easy to get lost.

There is an existing pedestrian cut-through at the end of Tanager St that would be way more direct than the current Plaza Terrace Drive route. It is currently blocked by a federal building's fence. A sidewalk could be built on the outside of the fence until the fence can be torn down.

This is about cars, but people probably shouldn't be allowed to turn left from little Virginia onto Corrine/Virginia/Forrest. Unless there's a new signal or roundabout.

NETWORK OF NEIGHBORHOOD BICYCLE BOULEVARDS - COMMENTS

The Utah/Georgia intersection could be part of a good bike network, but it is super-disorienting. It could use a mini-roundabout with bumpouts, intersection art, or something else to reduce all the undifferentiated expanse of asphalt. And it needs better signage.

If there's not good bike access on Corrine, this network is pretty limiting. Do I have to go all the way up Winter Park Rd and cut around to get to East End from the back? On a bike this is pretty inefficient. I'd probably sooner use the proposed crosswalk.

It may be better to encourage non-confident bicyclists to cross General Reese at Parkland where it is straight across instead of a jog. This would require adding a bike cut-through to the directional that forces you to turn right.

Great idea. Please implement. I'd love to have safer bike paths and connections to current bike trails as a resident of Audubon park.

I do not think we need bike paths here if we are improving Corrine in order to have safer sidewalks for walkers and bikers. Seems unnecessary.

This impacts the flow of traffic too much to implement. This is not a quiet residential street that you are adding a bike path through.

If you are creating these bike paths to get to the school, then it seems unnecessary to implement double bike paths on both sides of Corrine.

I want to thank the organizers for publishing this map of underway and proposed changes; I'm heartened that the desires & safety of bikers (like me) are being addressed. Love the neighborhood boulevards, and I look forward to trying out the Orlando Bike Beltway. Please keep up the good work, and I'll keep supporting you.

We can't we try a temporary one month closure of lanes before you decide to alter Corrine in any way and the impact of the changes greatly affect those of us that live in Merritt Park and other areas have to live with the negative effects it has on our lives and property.

I'm tired of bicyclists being diverted from the MAIN STREET, where their destinations are likely located. The Boston Complete Streets guide, which set a great precedent for complete streets nationally, literally calls out Main Streets as places where we should intentionally include bike infrastructure. This feels like an excuse to not take Corrine seriously for bicyclists. Phase 1 of this study found that a significant percentage of people wanting better bike infrastructure (not just signs and sad sharrows)

this would create confusion and add congestion to the side streets in quiet neighborhoods. don't do it

This is overkill. We need to spend money on the roads first like re-do the Baldwin Park roads that are constantly getting big potholes.

NETWORK OF BICYCLE BOULEVARDS - NAME IDEAS

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| Continue using the 'Orlando Urban Trail' name |
| Audobon Trail |
| Audobon Trail |
| I don't like "Sharrows" they do little or nothing to increase cyclist safety. They may be appropriate on some very low volume road, but they create an expectation of safety which in fact does not exist. If "Sharrows" are implemented, a characteristic pavement style (as is used in Barcelona, for example) is more effective than the "Sharrow" symbol. |
| Audubon Park Bicycle Network |
| Audobon Park Trail |
| These proposed bicycle boulevards are a failure of sufficient multi-modal design on Corrine Drive. |
| I like the Audubon Bikeway |
| Audubon Bike Boulevard |
| The extension should make sense to those on the path. If the connector extends the Cady Way trail, it should keep the same name. If the trail continues through Audubon Park bike route. The one north into Winter Park/Baldwin Park should take on the name Baldwin Park bike rail. |
| Audubon parkway |
| Garden Bikeway |
| Garden Bikeway |
| Garden Bikeway |
| Garden Bikeway |
| THE ORLANDO URBAN TRAIL |
| Orlando Bicycle/Pedestrian Commuter Pathway |
| Audubon Parkways? |
| I'd rather take a more direct route with my bicycle on a separated bike facility on Corrine Drive. |
| Audubon Park Neighborway |
| Garden Bike Beltway. |
| The name should be short and include "bikeway" or similar to make its purpose obvious and easy to find when searching online. |
| Leu Gardens Loop |
| Audubon Park Bike District |
| We do need a name to exclusively identify this area and the rich character and opportunities. This could be a campaign for a slogan, a symbol, and a name. If just picking, I think Bumby in the name is the most known. I do like Audubon or Garden Bikeway. Good idea , thanks! |
| Some, but not all. |
| Audubon Garden Bikeway |
| Audubon Garden Bikeway |
| I'm a fan of everything but the proposal to make Nebraska a one way car lane as a result of bike lane implementation. |
| "Park Paths" Connecting: Winter, Baldwin, Audubon, College & Thornton Parks and somehow throw in Colonialtown |
| Excelsior Loop |
| The Audubon Bike Pathway |
| Love the Garden Bikeways system |
| ANYTHING that will make bicycling in this area safer! |

NETWORK OF BICYCLE BOULEVARDS - NAME IDEAS

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| Bobolink Boulevard, or Bobolink Bike Route, or Ostrich Alley |
| I like the suggested Audubon Bike Route. |
| I like the "Audubon Bike Route." I also suggest "APG Trail" or pick bird names to continue the Audubon park theme. |
| I'm a writer. I name and brand things for a living. Do yourself a solid and when you figure out what changes you're going to make, hire a creative team for a few hours of work to see where the paths are and then ascertain some ideas for a name instead of trying to crowdsource it. The latter is a cool thing to do to include residents and you might get something good, but you want something that's excellent/beautiful. It doesn't take much to listen to people who are good at doing such. |
| Since it would ultimately connect several "Main Street" areas of the downtown neighborhoods, I think the name: Mainstreet Bikeway would be appropriate. :-) |
| Audubon Garden Trail |
| Audubon Bike Route sounds good, although it does dip into other neighborhoods... |
| Since the bike paths would run through Audubon PARK and Baldwin PARK, I would suggest something |
| I like Audubon Bike Route |
| I love Audubon Bike Route- its an inviting name and I am partial to the Audubon part. But it could also be Audubon Family Bike Routes, Audubon Leisure Bike Trails , etc. It would be nice to have it appeal to families and not bicyclists. Does Leu have bike racks for people to ride to events? If not, all of these plans would be even better if they did. The family could ride there for movie nights, etc. |
| Name them after Florida Birds not used in Audubon Park |
| Audubon Park Trail |
| The Garden Bikeway and/or Audubon Bike Route both sound great. |
| I don't care about the name of the network at all. |
| Garden District Bikeway |
| Garden District Bikeway |
| Don't care as long as it's not named after a person living or dead |
| I would avoid something with Audubon because it encompasses an area greater than that. Prefer something with Garden in it |
| Nothing against Audubon Park, but it needs a name more inclusive of all three "park" areas, Audubon, Baldwin and Winter. |
| How about something along the line of Garden District Bikeway or Triple Park Bikeway |
| Audubon Parkway, Baldwin Parkway, Winter Parkway, Beeman Parkway, etc. |
| No, but I like the idea of the names and the suggested names above are nice. |
| The Audubon |
| Audubon Bike Path |
| Audubon Bike Path |
| Baldwin Bike Route |
| This design shouldn't move forward |
| Audubon Bike Matrix |
| Orlando bikeway |
| No ideas really, but Audubon Bike Route sounds nice. |
| The Garden Bikeway |
| The Garden Bikeway |
| The Garden Bikeway |
| The Garden Bikeway |

NETWORK OF BICYCLE BOULEVARDS - NAME IDEAS

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| The Garden Bikeway |
| Sheehan Shareway |
| No preference but signage needs to direct cyclist to safe paths. Don't end a bike path into an unsafe condition. |
| Audubon bikeway |
| Audubon bikeway |
| WASTE OF MONEY AVENUE |
| BOONDOGGLE WAY |
| Audubon Urban Bikeway |
| North Orlando Bikeway |
| Garden bikeway |
| Garden bikeway |
| Garden bikeway |
| The City Beautiful Bikeway System |
| Leu Garden Trail, Garden District Trail, Audubon Bikeway |
| Should not move forward! |
| Yes Follow Portland Or model |
| The Garden Bike Pathway |
| The Park to Park Loop. As in Leu Gardens (Park) to Baldwin Park. |
| Copenhagen trail |
| No recommendations. |
| Baldwin bike beltway |
| Orlando Urban Trail |
| AUDUBON FLYWAY |
| The Triforce Mike Memorial Bike Route! Actually I like both of your suggestions (def like Audubon better). If you go with Audubon, you could have periodic plaques along the way that talk about specific birds or for Garden Bikeway, plaques that highlight specific flora. |
| The Bikeway |
| Love "The Garden Bikeway" since it ties it to, and reinforces the Garden District. |
| The Bikebon |
| bike paths |
| I like those names! |
| Orlando Bike Way |
| Accident Way (crossing Corrine, General Rees, and Bennett Road will result in multiple auto/bicycle accidents) |
| I like "Garden Bikeway" or "Garden Gateway" for trails moving past Leu Gardens. If you create a path along Marks/Illinois from Highland/Urban Trail to the Cady Way trail, you could call it "The Colonial Connector" or "Colonial Corridor." (Clearly I'm a fan of alliteration). |
| It should be approved only after bicycle riders are licensed like auto operators. |
| I like Audubon Bikeway |
| Not Audubon Bike Route. Sounds cold. Something nice and up beat. I like Garden being involved. |
| BikeWay - without attached names so a REGIONAL bikeway plan can be seamless over time without localized names...maybe Central Florida BikeWay over time. And this is coming from a native Audubon Park resident marketing professional. |
| The Gardens Bikeway |

NETWORK OF BICYCLE BOULEVARDS - NAME IDEAS

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| Audubon Bike Route is great |
| Winterbon Bikeway |
| Audubon Route |
| Parks Connect |
| Audubon Garden Bikeway - Thanks for asking! |
| Audubon Autobon |
| Audobon Bon Bon |
| The Garden Trail |
| Hipster Highway |
| Audobon Bike Route |
| Audobon Bike Route |
| You should work with Jen and Darrell Cunningham at Bikes, Beans & Bordeaux to have the local cycling community name the roads. They were the first business in APGD to represent the cycling community and their 10 year anniversary is this month. Would be cool to involve them as a nod to their OG status in the district. |
| Audubon Trail, Corrine Path, Corrine Bike Blvd. |
| The Lake to Garden Bikeway. |
| Audubon Byway |
| Audubon Bike path |
| Audubon bike route |
| We can not discern the name of the street north of Corrine Drive that would connect with Baldwin Park. These streets are too heavily traveled with people and dogs to work. We are so traumatized by speeders trying to avoid Corrine...we would hate to deal with bikes as well as people and dogs. The Bumby bike path is an abomination in appearance and use. I have yet to see a bike on it. The city did a terrible job of landscaping as well. Trees are far too close to each other. That asphalt strip is an eyesore for the neighborhood!!! Very poor job by the city and it took over 2 years to complete!!! |
| The Audubon Park Bike Route |
| Audubon Bike Paths |
| It should not move forward. |
| The Garden Bikeway is nice |
| The Garden District Bike Route |
| Orlando Cycling Highway |
| Indifferent. Let the residents pick the name. |
| Audubon Bike Route or Audubon Bike Path sounds nice -- some alliteration with the Bs makes it catchy |
| As long as its not name after a Person. |
| Corrine Bikeway |
| Parks Pathway |
| Audubon Bikeway, Garden Cycleway, Baldubon Bikeway |
| Th Garden Bikeway |
| the sweatway |
| Audubon-Baldwin Bikeway |
| Some of the boulevards need to be paired with bike lanes and offroad bike trails. I want to be able to go from Baldwin Park to Downtown on a primarily off-road trail. Please focus on those gaps in the current long-term plan. |
| The Bird Street Bikeway |

NETWORK OF BICYCLE BOULEVARDS - NAME IDEAS

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| Cycle Corrine |
| Audubon Baldwin Bikeway |
| The Gardens Pedal (or Petal) Path |
| The Parks Bikeway. Looks like Baldwin Park, Audubon Park, and Winter Park will be connected by doing this. Only "park" that may or maynot be conncted is College Park (cannot see bikeway connects on the map above). Also like The Garden Bikeway. |
| Colonialtown North Bikeway |
| The garden bike path |
| The Audubon Bike Trail. |
| Let's name it after the neighborhood and leave Leu Gardens out of it. I think it might confuse people if you use the work "Garden" in it. |
| Orlando's Garden to Parks Trail |
| The Garden Bikeway |
| Our City Beautiful Bikeway |
| The Garden Bikeway sounds nice :) |
| The garden district bikeway |
| Audubon Cycle-way ; Audubon Bike Blvd; Audubon Park Pedalway |
| GO Bikers |
| Barack Obama bikeway |
| Pride trail |
| You could just keep it as Orlando Urban Trail - |
| APGD bikeway |
| Garden Bikeway has a nice sound to it. |
| Garden District Trail |
| the reinvention bikeway |
| Audubon Park Bikeway....with little birds riding bikes as a logo :) |
| Audubon Scenic trail |
| bikes need to be directed to the Corrine commercial district - the Nebraska idea is ludicrous by limiting vehicle capacity in an area crying for capacity according to your study - make Corrine a complete street and quit playing games with the "facts" |
| The Pedal Park |
| Mayor Dyers Agenda to Make This the No. 1 Biking City in the U.S. With Complete Disregard of the Negative Impacts to His Residents |
| Audubon Connector |
| Bikes Are Only Practical on the Weekends |
| something that reflects area - leu gardens, colonial town north, audubon all good |
| Please create a bike path to the new K-8. We are lucky enough to live so lose, but currently the bikable path is not safe. Would love to be able to bike to parks and other community amenities, thank you for considering! |
| The Parks Bikeway (the 3 parks thing) Parking Lot Bikeway (if Corrine becomes 3 lanes) |
| 3 Parks Bikeway |

SIGNALIZED CROSSWALK AT EAST END - COMMENTS

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| <p>This is an absolute necessity for the neighborhood. I can't believe it hasn't been implemented yet.</p> |
| <p>i think that this corner would be better because people often cross to get to Kelly's and the shopping on the other side of the road.</p> |
| <p>Great concept! I think this seems like a great idea for pedestrians safely crossing Corrine Drive. East End Market is very popular...and this provides an additional crossing at a busy area where there is no intersection.</p> |
| <p>I'm not sure why the system won't let me vote on this one, but I definitely would like to see this implemented!</p> |
| <p>As a resident that frequents East End Market with my 4 year old on bikes from Chelsea street, we find this necessary to continue to live in this neighborhood safely. With the new school coming soon, we need more locations for pedestrians to cross safely and effectively to and from that does not happen to be at two other major intersections. It would slow traffic down just enough to be able to enjoy walking or biking from home to Corrine drive without fear of being hit by a vehicle and unseen by many other pedestrians, motor vehicles and oncoming traffic.</p> |
| <p>I would add one to the west end of the business strip at the red light red light pub end with my choice of 5 lane variation with shared path no parking only to the north for safe access to folks living on the west side.</p> |
| <p>Why not locate the crossing on the west of East End? If you watch people crossing, it appears to be between Old Winter Park Road and East End Avenue.</p> |
| <p>add another crosswalk at the west end of the strip too.</p> |
| <p>if there are good sidewalks on both sides I don't think this is necessary and will likely just slow traffic</p> |
| <p>Most people are crossing here to go to Redlight or the restaurants on the other side of Corrine. That crosswalk is too far out of the way and won't be used.</p> |
| <p>I would relocate the crosswalk further west to the corner in front of East End Market (East End Ave). Mid-block as you have shown in the rendering doesn't lead to any businesses/retail or parking (on the south side). The businesses (food) is further west.</p> |
| <p>Great idea. Will also possibly allow for expansion of parking on the other side.</p> |
| <p>YES! This is so necessary. Currently, people just cross at random ALL THE TIME. This is probably the single most effective thing that could be done to increase pedestrian safety.</p> |
| <p>Though I am usually in favor of more pedestrian crosswalks, East End Market and the streets surrounding it already have plenty of parking. I would be concerned that this would encourage people to park at the businesses on the other side of Corrine, which already struggle with minimal parking spaces.</p> |
| <p>Great location and much needed. Seem like another couple crosswalks would be useful as well, closer to Leu Gardens and closer to Baldwin Park entrance. Maybe the full on light is overkill if there are more crosswalks along the whole road with less intensive flashers (less like Howard Middle and more like Virginia Drive's crosswalk by Ten10 brewing). Could save money and offer more crossing options.</p> |
| <p>A crosswalk just to serve one business? If East End wants to pay for it, go ahead. I'd rather our tax dollars go towards improvements that affect more than just their customers.</p> |
| <p>Big yes here and more of these on other parts of the road.</p> |
| <p>We need to slow down the drivers and improve safety for pedestrians</p> |
| <p>There is no safe crossing from Bumby all the way to WP Rd. - that is a huge distance and the place that cars pick up speed. We need a crosswalk between the 2 intersections.</p> |

SIGNALIZED CROSSWALK AT EAST END - COMMENTS

Raised crosswalks can be beneficial if speeds are controlled (such as on Virginia west of Mills at the Dinky Line trail), but the crosswalks on General Reese are not handled well and are generally useless. I live in BP a block in from Gen. Reese and have tried to use the crosswalks several times per week. Only 2-3 times has a car actually stopped to let me cross. If a walk is added at East End, it should be closer to East End Drive rather than mid-block. This should increase the likelihood it is viewed as a crosswalk.

Good idea ... especially around popular places

This option is critical, it is very dangerous crossing Corrine here.

There is no parking across the street so Im not certain what this would do for the market. People should cross just a bit down at General Reese or Winter Park to get to the side the market is on. This will only cause more traffic delays and then speeding to make up lost time

If the sidewalk on both sides of Corrine would continue from General Reese to Winter Park Road, you could get by without adding this cross walk. It would be a nice addition if funds allow.

To better define the business district, consider also adding a mid-block crossing on the west end of the Audubon Park business district.

I don't personally have a problem jay-walking. But it's illegal, right? So putting this in makes it so people don't legally have to walk a long ways just to cross the street.

I love this idea but recommend moving the crossing to this intersection. This is a great bike crossing to use the back streets to get through winter park and audubon park on the way to baldwin park.

Yes! Please implement. This is really smart and discourages people from just crossing anywhere. This makes a lot of sense.

Like this idea.

Proposing this be slightly raised, will add a speed deterrent as well.

Also wondering if thought to another signalized slightly raised pedestrian crosswalk at Palmers or Bumby for pedestrian cross traffic and speed deterrent

Add "school zone" signage in advance each way since this will function as crosswalk for kids traveling from the north to K8

This goes same for the second crosswalk I recommend.

Would like a second matching crosswalk on the west side of Winter Park Rd to function same for that end of Corrine for same reasons. Plus the dual crosswalks on Gen. Rees Rd feel safer because drivers have longer to think about pedestrians which helps increase awareness (not that they always do, but it helps!). A second xwalk would do similar for a longer stretch on Corrine. Plus each would help create "gaps" in traffic for better side street car entry.

Why couldn't the cross walk be located in front of East End as this way you would end up closer to the shops directly across the street when you used the cross walk

I think this is a great idea. I live behind East End Market and it would allow me to cross Corrine very easily. I think the crosswalk should be slightly raised like on Bumby to slow down traffic. I frequently see people going 15 to 25 mph ABOVE the speed limit during peak travel times.

Not sure needed at this point. The large raised version will take care of most. Could be last minute addition if funds still available.

The proposed crosswalk should be located closer to the other side of East End Market cause the users are usually going to the plaza across the street and walkers will probably prefer to jaywalk vs. walking past the market to the crosswalk when it is so inconvenient.

Great Idea. Much needed. and very dangerous to walk to the nearest traffic light crossing

SIGNALIZED CROSSWALK AT EAST END - COMMENTS

This is a nice solution that reduce the risk to cross the road, to go to Eastend Market, I'm totally agree, but will be the only one? Because something that will reduce the speeding problem, and allow pedestrians to cross the street safety in any point is definitely reduce the road from 5 to 3 lanes. This is a residential area in its bigger percent.

There is a 2 minute walk to the next traffic light from East End Market to the left or to the right. Do you need an extra light to stop traffic for this short distance for the occasional pedestrian?

I would move it further down towards East End because people will still cross there and not walk all the way up

Is it really needed? Outside of customers to East End, how many people will use this? If implemented, shouldn't East End pay for the entire installation since it only benefits them?

Not sure why the east side of the East End driveway was chosen. Seems like the west side is closer to where more pedestrian traffic would be coming from.

I like this option a lot.

Would love to see this but East end needs more parking as well.

If east end cannot provide safe parking for its clients then our city commissioners should not have allowed it to exist there. taking up parking on the other side of the street's businesses is rude.

It seems this crosswalk might be too close to the Winter Park Drive intersection, and would back up traffic there when Corrine's light is green. How many people actually want to cross Corrine Drive in this area?

The crosswalk should be at the East End Ave intersection, not in the middle of the road. This design creates needless confusion and could cause more pedestrian-related accidents than not.

If the plan is to time the lights on Corrine to aid the flow, putting a light with a very variable signal might hinder that reality.

confused as to why the crosswalk would be here instead of closer to East End Rd where traffic seems to be more of a clusterfork.

This would be a good addition

yes people need more places to cross safely, and it may help reduce speeds on the road.

Where is the bike path for kidskin?

I don't think the benefit is worth the traffic congestion penalty, since East End Market is close to the Winter Park Road/Corrine Drive intersection. Suspect pedestrians and bikers will opportunistically use this to avoid congestion at WP road, increasing traffic congestion as a result

Given other planned upgrades to make Corrine more pedestrian friendly, and the signal crossings nearby at winter park road and General Reese, this seems like over-kill and an unnecessary feature.

Looks good.

I feel that this will only cause congestion on the road. I VERY rarely see people crossing the road in this area now, so I don't think it will have much impact and could only cause more congestion. The crosswalk at Winter Park & Corrine is not far at all.

Seems like this would be more effective closer to the rest of the shops.

People should cross street at intersection instead of further impeding traffic.

This is 100% needed. Would definitely love to see community art weaved into as many of these APGD changes as possible, but even w/out looking pretty ... this cross walk is NEEDED.

I make frequent use of a similar cross walk on Orange Ave in Winter Park. Very safe.

Yes please. I currently walk from Baldwin Park and without sidewalk on the East End Market side it is challenging to cross.

SIGNALIZED CROSSWALK AT EAST END - COMMENTS

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| crosswalk is needed for the safety of us walking to these markets and restaurants. Cars currently travel above speed limit and pedestrian safety is simply not there. |
| This is a good idea |
| This crosswalk would improve the accessibility of the Market to the shops and businesses on the other side. Crossing now is very dangerous. |
| Much needed crosswalk at East End Market |
| I think this would be beneficial not only for patrons of the East End Market, but also for students attending the K-8 school. Also, I do not think any of these changes should be implemented until after the K-8 school opens in August and we can see what that does to the flow of traffic. |
| Would like to see more marked (not necessarily signalized) mid-block crossings along this corridor |
| theory is good, but if the light prompts are allowed to be in rapid succession, it can impose a huge setback in traffic flow |
| Signalized crosswalk with bright flashing lights to indicate pedestrians crossing, similar to Virginia Drive so that motorists can't ignore it. |
| Why was this particular location selected vs. other locations on Corrine? Did East Market propose and other business did not? A crosswalk should be in a spot that benefits the most pedestrians. |
| There should also be a cross walk added down at the other end of the shopping centers by Women's Care Florida and Red light Red light / Frame Masters Gallery..... Reason... during week many people with their babies cross the street to stop at the shopping center while in the area. The yoga studio / red light red light uses the womens care florida parking lot during closed hours. Their parking lot is also used for events. Also a lot of people use Janice drive as a parking lot. This should also be reviewed. There has been many close calls with accidents here with people blocking the corner at the end for line of sight. |
| Cross walk down at womens care florida and red light red light / Frame masters gallery |
| Agree with some of the landscape "patches" along side where people should not park due to line of sight pulling in and out of parking lots/streets. City does not enforce parking tickets in street where there are not actual spots. Causes a lot of close call hits in front of shopping center. Example: in front of state farm. Enough room for two cars. However people still park all the way to the alley and right on the other side of alley in street (in front of frame masters gallery) on street. People pulling in and out of shopping center causes hazard with not being able to see very good if cars are parked there. Or makes it tight for larger delivery trucks trying to get in and out. |
| Why impede vehicle traffic? Pedestrians should cross at intersections only and obey traffic signals. |
| The proposed placement of this crosswalk is too far East and should be considered for the intersection of East End Avenue. The solution needs to address the needs of people trying to move between East End Market and the shops moving West toward Winter Park Road. If you build it where you propose, you'll still have people attempting a dangerous crossing since they won't likely walk further east to the cross walk. You need to factor in human behavior. |
| I live a short walk from East End Market, but I rarely go because I worry about the safety of crossing Corrine with a stroller. While there is a curb cut on Chapel and Corrine that can be used, there is no such curb cut on the north side of the street, so it's difficult get out of the street quickly on the north side with a stroller. A pedestrian crossing at East End Market would make this area safer for neighborhood families and more accessible to patrons walking from the shops on the south side. In my opinion, this is one of the most essential elements of the Corrine redo. |
| This seems smart and necessary in addition to better light timing and openness at the Winter Park Road intersection. |
| A push activated traffic light would be good idea. |

SIGNALIZED CROSSWALK AT EAST END - COMMENTS

East End Market is a victim of its own popularity. On a nice weekend day, it is always packed and there is no place to park, so you must park across the street somewhere and take your chances crossing Corrine on foot.

Make crosswalks at intersections like everywhere else in the City. This is visual clutter and is just one more thing motorists have to look for.

Crosswalk would be great! The suicide lane looks like accident waiting to happen. Is it for entry end exit for east End Market only? Confusing. Suggest eliminating opening altogether

There needs to be a crosswalk somewhere between Winter Park Rd. and Leu Gardens as well.

I would LOVE to see this and maybe one more on Corrine Drive.

What East End really needs is more parking spaces so that overflow does not impact the home owners surrounding that area.

This crossing would be much better with the three lane concept. It would be more comfortable for pedestrians and would cause less delay to vehicles.

More crosswalks should be added in the corridor.

This is a great idea. I see pedestrians cross near this section of the road all the time, but more to the west going from East End Market to Kelly's Ice Cream and back. Not sure of the optimal placement.

Unnecessary with the raised cross walk at the Winter Park Rd. intersection.

This is silly. It only benefits East End Market.

I don't feel it is needed. I drive by there 365 out of 365 days and (do) not feel enough volume plus human instinct at that spot, when someone wants to cross, they will cross wherever they are at.

LEU GARDENS CONNECTION - COMMENTS

ABSOLUTELY NOT!!!! I live on Lakeside Drive - and the cut through traffic is awful - implementing this suggestion will make it even worse!!!

Come stand in my front yard at 5:00 pm every night - we can't even get out of our driveway.

Somewere along here the sidewalk ends southbound an spits the pedestrian or cyclist out onto the road right before the road turns. If trying to connect to the new Bumby trail from Corrine, this is really intimidating.

this should keep people safer getting onto Corrine dr. less danger of a accident in this area.

Absolutely NOT! The neighborhood struggles with cut through traffic as it is. This solution would add to an already unacceptable situation. The focus should be on deterring traffic from the neighborhood (especially speeding traffic) not providing an easier entrance/exit point.

While this will make it easier for Merritt Park residents to be able to go left on Corrine, it seems like it would take away a lot of privacy for their neighborhood.

I live on N Forest. We bought this house specifically because it was a dead end street. I have a new baby and am constantly having to yell at cars to slow down or jump out of the way bc people speed around the corner. We already receive a TON of traffic from lost Leu Gardens lost patrons. People far exceed the speed limit to the extent of the last 2 weekends I have witnessed 2 families on bikes almost be hit in the turn from n forest to leu. Please please please do not open this street. We do NOT need more traffic. If u want to fix something....Work to eliminate the cut thru traffic through Rose Isle and into our neighborhood. It appears to primarily be Florida hospital traffic as most people are in scrubs or white coats. Merritt Park Drive has a huge issue with speeding and people who think that stop signs mean speed up instead of stopping. Opening the street only encourages more cut thru traffic. Even a one way means our street will turn into a drag racing strip.

Also it would be impossible to ensure that this would be used by just Merritt Park residents. 75-80% of our traffic do NOT live here.

I love it. Turning left onto Corrine from Merrit Park is difficult. I expect the Forest St families would hate it.

As a Merritt Park resident, something needs to be done about the problem of turning left out of our neighborhood. Another solution (not discussed) would be creating a roundabout which would encompass both Leu Gardens and Merritt Park Dr. and do away with the traffic light. Part of the Roundabout's land could extend into the interior lot on the corner. It does not have a house on it as shown in the diagram and I believe is owned by the City of Orlando.

Makes sense, but make it like a driveway with a path for cyclists and pedestrians, slow speed make it for special for locals and slow residential drivers

I live in Merritt Park and I am strongly opposed to this idea. There would be an great increase in through traffic which would bring many unwanted consequences such as: noise and trash pollution, crime related issues for residents on N Forest with access doubled on each end, and vehicle speed and safety concerns. These factors would all lower property values and quality of life for residents on these streets.

We live on Forest and would be vehemently against this design proposal. Not only would it bring unwanted traffic to our street but also noise and potentially create a safety concern. Please also keep in mind if you make this connection you will have to relocate the entrance to Leu Gardens (large gates that lock at night). The gates will have to be set back and will lose visibility from the street; Leu may not like this. Finally does it make sense to make 3 additional turns to make a left. If the Corrine Dr solution works and traffic speeds are reduced, then turning left won't be a problem.

LEU GARDENS CONNECTION - COMMENTS

Absolutely not! In my opinion, implementing this would only cater to the already inordinate amount of Merritt Park cut through traffic. even if the proposed cut through road was only 'one way' exiting the neighborhood, Additionally, it would reroute many 'lost' drivers trying to find Leu Gardens through our neighborhood instead of guiding them to the gardens main entrance. this is already an large existing problem even with a dead end sign at the entrance to Leu Road. Also, every time the gardens has an event, our neighborhood and streets would become a public parking lot. None of these outcomes benefits the property owners of Merritt Park.

The effect on our quite street/neighborhood would be devastating, not to mention the effect to property values.

An alternate idea would be to make Merritt park dr exit to corrine drive a right turn only and Maplewood dr exit to Corrine a left turn only. something to ponder

YES! We live in Rose Isle. This option would keep us off BUSY Merritt Park Road almost entirely. I recently tried to roller blade to the new school with my daughter to check it out. Took the north sidewalk on Corinne. We tried to cross at Bumby. Had to turn around. New sidewalks will fix the sidewalk issue, but crossing at Bumby was stressful especially with a child. Maybe redesign will fix this too, but I think a road at Leu would be way better.

you'll have to change the way that light changes or it will interfere with the timing of the rest of the lights on Corrine,

I'm surprised this has never been done before. I imagine the residents done that road wouldn't be too happy, but it makes alot of sense :)

This is very, very dangerous with how narrow the streets are through Merritt Park - you just can't add more traffic there, especially more people trying to take a shortcut.

As i live on Merritt park drive I see the value in this as our street is a known cut through and many cars use it and also speed constantly down it. But - I think this would be unfair to the homeowners who invested and live behind me on Forest. This would alter the quite and safety and view of their street and it would be very unfair to them. Its a wonderful street i often walk my dog on without fear of speeding cars. Unless someone could convince me otherwise I would have to say NO.

This option is going to promote afternoon cut though traffic in Rose Isle. This would encourage this to continue or get worse. I would suggest a useable center lane on Corinne so that south bond traffic on Merritt Park turning left have a center lane to move in to while waiting for gap in the east bound traffic.

I live in Merritt Park where Merritt Parkway turns into Lakeside. This is ABSOLUTELY to worst idea I can imagine given the current status of traffic in this area. As it is, drivers use this neighborhood as a cut-through. There is no regard to the speed limit and we have had a number of near accidents and pedestrian hits. It is only a matter of time before there is a death here. As a physician who cares for children, I am particularly concerned for pedestrians, parents with carriages, etc....since many sidewalks are lacking. I'm assuming there are no speed bumps (like there are further down the "cut-through" line on Lakeshore) since this is unincorporated Orange County, who doesn't want to pay for it.. Police ignore the problem but this proposal would make it worse by opening additional "more formal" access (than the existing way in off Corrine) with a traffic light but ultimately shunting the traffic through the same thoroughfare down Merritt Parkway! Planners who have offered this up, obviously don't live in this neighborhood and are oblivious to the problem ! Unless these streets are heavily speed bumped...and I mean HEAVILY...it should not be considered.

LEU GARDENS CONNECTION - COMMENTS

Southbound 17-92 traffic will assuredly use this connection as a cut through, particularly if you make the proposed changes to Nebraska, rather than proceeding all the way south to Virginia and then retracing back towards Leu Gardens and Corrine.

What about the gate at the Garden? Otherwise I think this is a great idea

Good idea as long as the stake holding residents want it

I would suggest moving the light down from the gardens to Merritt Park Dr. Gardens traffic varies so much that a light is not needed for them most of the time. I would make the Merritt light turning onto Corrine a long wait time and Corrine traffic the right of way. Merritt Park is cut through really only used during the week and only during rush hours (morning / night).

Has this been vetted by leu gardens?

OK as exit only, not clear in your description if it is one or two way. I would think residents on Forest would oppose a two way. entrance is OK on existing streets.

Absolutely terrible idea. I live in this area and what we definitely do NOT need is additional cut through traffic.

This is a RESIDENTIAL area and the traffic is a hazard with the narrow streets Stop signs mean very little to the cars that use this already. Please respect the residential aspect of this area.

I would only be in favor of this with traffic calming speed bumps installed in Merritt Park. I live on lakeside drive and it is so scary trying to walk your dog or ride a bike. We need sidewalks and elements to discourage speeding.

Have you spoken with the residents along N. Forest Avenue about the huge impact on their formerly quiet street? Or will this be another case of the City doing what it wants to do? Many years ago, there was an inlet and outlet from N. Forest near where the traffic light is, and there was no circle for the residents. When Leu Gardens redesigned their entrance after the Garden House was built, the Forest residents found themselves blocked off from Corrine and 1700 N. Forest and south. Do you know how much traffic that will create on a small 2-lane road??? Why not make west-bound Corrine traffic stop at Merritt Park Drive instead of at Leu Gardens, and east-bound Corrine traffic stop at Leu Gardens? That way, traffic could get out of Merritt Park going either east or west on Corrine, and people could also cross Forest at Leu Gardens safely. Not an extra traffic light, but two lights further apart. Let me know if you want some clarification on this.

North Forest and Corrine were connected not all that long ago. Access was closed off for some reason. probably the same reason Nebraska was barricaded off at the time. Someone with connections did not like it being used for the reason it was originally built, as access for anyone to move about freely. Now someone wants everyone to pay again to open it back up. No thank you.

waste of resources. N. Forest ave. is highly unused and in such disrepair that no one would wants to drive down it. Nebraska St. should be shut down and turned into parking for the gardens

I have lived in the neighborhood for 20 years. We do not want this ridiculous additional traffic generator. WE WANT SPEED BUMPS ON MERRITT PARK AND MAPLEWOOD!. We have been asking for years for help and have been continuously ignored by the city of orlando.

Worst idea of the entire plan!

In favor because it offers a safe way to turn East on Corrine Dr

Actually after this was explained to me at one of the pop-ups I think it is a pretty good idea. Timing the light will be key so that it syncs in with the other lights at Bumby and Nebraska.

LEU GARDENS CONNECTION - COMMENTS

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| <p>I feel that this new road will only bring more traffic through the small Merritt park neighborhood and decrease the safety of the children who live and play here.</p> |
| <p>this will also allow other people to more easily use Merrit Park as a cut-through from Mills.</p> |
| <p>Makes sense . A light is much safer for turning East out of Merritt Park</p> |
| <p>Put sensor here to trigger stop of eastbound traffic a Leu Gardens entrance, and westbound traffic at Bumby.</p> |
| <p>When Merritt Park backs up to a certain point or duration, this eastbound light should turn red to stop the oncoming flow of traffic.</p> |
| <p>When Merritt Park backs up to a certain point or duration, this westbound light should turn red to stop the oncoming flow of traffic. Thus allowing those on Merritt Park to be able to make clear and safe turn.</p> |
| <p>There is no need for this as the solution already exists with the current lights at the Leu Gardens entrance and at Bumby. All that needs to be done is for a sensor to be installed on Merritt Park so that IF (big if) traffic backs up to a certain point on Merritt Park, the east bound light at the entrance to the gardens turns red, and the west bound light at Bumby also turns red simultaneously. Thus the oncoming flow of traffic stops and the residents....(MORE ACCURATELY, THE CUT THROUGH TRAFFIC)....can exit from Merritt Park. There is no need to stop the east bound flow at Bumby when the west bound flow stops in this scenario. Keep the east bound moving so that those turning left out of Merritt park can have clear lanes to turn into. This is a simple and much less expensive solution and solves the same problem you are trying to eliminate in a much less disruptive way. Just install the sensor on Merritt Park and problem solved! Thank you.</p> |
| <p>Would this road connection violate the deed restriction for Leu Gardens that specifically disallow/exclude any such road connection upon the Leu parcel? Seems like it would even if you tried to call it an easement or driveway it is still a road connection across the property.</p> |
| <p>Worst idea of all. Residents of Merritt Park Do NOT want increased traffic through our neighborhood. Police presence periodically would greatly reduce speed of vehicles around the curve.</p> |
| <p>I like this idea. I live at Leu and Merritt Park. Some of my neighbors oppose, my husband and I think that a better solution would be to connect Lakeside to Palm, but that would do more to foster cut-through traffic to Bumby. I think the cut through to Leu would serve the neighborhood and not be used by people passing through. I'd like a safe left turn option.</p> |
| <p>I'm curious to know who is interested in this solution of access from and through Merritt Park. More traffic routed through the neighborhood doesn't fix the speeding along Corrine, adjusting the light timing, better lighting, and improved signage seem like better, more affordable solutions to me.</p> |
| <p>Sounds like a good idea to me.</p> |
| <p>I have watched traffic coming out of and going in to this neighborhood from different vantage points and locations and the majority of the traffic is cut through traffic. Everyone knows that the traffic around Nebraska, Virginia and Corrine is so screwed up that this cut through lessens the wait time. The traffic on Merritt Park is not neighborhood traffic. It is cut through traffic. This cut through will not reduce the accidents on the corner and will make it more difficult for guests of Leu Gardens to come and go safely. THIS IS A VERY BAD IDEA!</p> |

LEU GARDENS CONNECTION - COMMENTS

THIS IS A VERY BAD IDEA!!!!

Despite what you said in the meetings, I have seen the traffic coming from Merritt Park and most of it is cut through traffic from Mills. An additional road like this would only increase already bad traffic on the north end of N. Forest Forest Ave due to Google's inaccurate maps. We have enough cars on that road now!!!! A additional road would simply increase the volume. THIS IS A VERY BAD IDEA!!!!

Looks dangerous and confusing. Leave it alone

No no no no no! We would like to reduce the through traffic into Merritt Park. We have a tremendous amount of cars driving coming through the neighborhood at rush hour to avoid the lights and delays at Virginia, Nebraska and Mills. Many of these are at high rates of speed, well in excess of the speed limit. We don't need to make it easier for them to access the neighborhood.

This would only cause more traffic and backups in our neighborhood. It would not be fair to people who bought their homes since Forest was closed years ago.

What a creative solution!

Seems like a disruption to the neighborhood. If you live this close, you are walking not driving.

This is terrible! This would change a residential neighborhood to an even more cut through for all the people avoiding the lights on Mills and other roads.

This sounds like it would be helpful and not very expensive.

NEBRASKA STREET REDESIGN - COMMENTS

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| <p>Leu Gardens has plenty of land - let them solve their own parking problems. I would be in favor of a bike path or sidewalk along Nebraska</p> |
| <p>This improvement will cost A LOT OF MONEY. Not sure you will get enough benefit from it. I think the main focus should be along the main stretch of Corrine Drive.</p> |
| <p>An improvement, like painted lanes or sharrows connecting the Fern Creek bike lanes to this improvement would be appreciated. Often traveling through here, I cross over Virginia and have to merge into the vehicle lane because of parked cars or the reduction in improved ROW width.</p> |
| <p>How does this transition to the intersection with Mills and then the Orlando urban trail? Will the existing shopping center be renovated to accept bike traffic? Special traffic light signal for bikes?</p> |
| <p>I like this but I'm not sure about the one-way traffic part.</p> |
| <p>There is too much traffic needing to travel west to exit Corrine Drive area. We cannot afford to lose this west bound road to Mills.</p> |
| <p>A one-way eastbound-only Nebraska Street design is not feasible for the amount of cars heading west. Virginia cannot be the only west bound street to go to Mills. I use Nebraska all the time, going both ways, and it is much better than taking Virginia, especially in high traffic times.</p> |
| <p>I have thought about this myself quite a bit. I think the folks living here may sacrifice a minute to go around the block to get rid of rush hour traffic and make their front yards more enjoyable, I would do it since it makes their property that much nicer. Also you could actually walk or bike to Leu Gardens.</p> |
| <p>As a city, we should be getting rid of one-way streets, not adding them. There is enough room to combine the sidewalks and bike path into a 12' mixed-use trail and still keep both lanes at 20mph.</p> |
| <p>Cool idea, I like it, but I would defer to the residents of that area. We bike, walk, jog and live in the Rose Isle neighborhood and will attend the new K-8 so I would use this.</p> |
| <p>I prefer the top mockup but overall this is essential in connecting Baldwin to Audubon to Ivanhoe, three important neighborhoods in the city that should be better connected and easier to get to. Next step is to fix Virginia Drive! This is a great start to making that make more sense.</p> |
| <p>Would these changes get rid of the stupid speed bumps on this road?</p> |
| <p>Love this, great idea!</p> |
| <p>Do we anticipate that this will cause more traffic to stay on Corrine/Virginia or is it anticipated that it will have no effect.</p> |
| <p>Fantastic idea and perfect for the Leu Gardens crowds!</p> |
| <p>This should remain a residential street, I can see adding sidewalks, but dedicated cycle track or a multi use trail is a little bit of overkill for this street</p> |
| <p>Hate it! I live in the area. It is not fair to close roads and push traffic to adjacent streets. This is far from complete streets, more of pushing traffic into Colonialtown away from wealthier neighborhoods.</p> |
| <p>If this were changed to one-way westbound in conjunction with the road diet, you could reduce delay by eliminating a traffic light on Corrine Drive.</p> |
| <p>I can't express enough how bad of an idea this is. I've seen this kind of thing before and it's usually driven by someone who lives in this immediate area pushing for a change to "their road" with no regard for how it affects others. Nebraska already has about 8 giant speed bumps to keep traffic at a minimum. Again, this is an attempt to solve a problem that doesn't exist.</p> |

NEBRASKA STREET REDESIGN - COMMENTS

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| <p>Even though i regularly take Nebraska to get to I4, it is unnecessary to use, and I get disappointed at the cars that speed through it. It is a residential street, after all.</p> |
| <p>Yes! Living on Merritt Park Drive this makes sense to create more parking as many many cars park in the neighborhoods surrounding Leu for special events. Why only to ataloma? Why not all the way to Virginia and give cyclists a clear path to the urban trail?</p> |
| <p>We heavily use westbound Nebraska bc of the difficulty merging from westbound Virginia onto Forrest/Virginia. I would vote no unless this change is accompanied by an improvement to that merge area.</p> |
| <p>There is ample space in the easement to expand sidewalk and allow for enhanced bicycle and pedestrian traffic. The cut through traffic has reduced speeds now and helps alleviate what seems to be an increasingly congested Corrine that will only see exponentially increased traffic with the new school</p> |
| <p>This seems like a costly change for relatively minimal benefit. I'm not opposed, but I'd put this at the bottom of the priority list.</p> |
| <p>I don't know if I love this, but I don't live along Nebraska. This could help those residents. But it's an interesting idea.</p> |
| <p>I use Nebraska a lot, so it would stink to see it go to a one way street; however, with the multi use walk/bike path and designated parking for Leu for special events would be fantastic</p> |
| <p>keep it two way traffic week days. It'd only be useful for Leu Gardens events and a waste of asphalt the other 350 days of the year.</p> |
| <p>Make this grassed parking for Leu Gardens events. Move the bike path as bike lanes each side of roadwa</p> |
| <p>General comment: personal experience tells me making Nebraska one-way eastbound will entice vehicles to cut thru Merritt Park to Rollins street. Nebraska is more important as a westbound road. Its important for eastbound too but would not cause same neighborhood cut thru issue unless you install the Forest road connection at Leu Gardens, then it might (a big maybe). But generally, most ppl will travel Mills to Virginia for eastbound if Nebraska were one-way westbound instead of eastbound as shown</p> |
| <p>I'm going to vote no for Street Redesign because of the one-way. Would still like bike enhancements</p> |
| <p>Another general comment regarding bike route. One this dumps at Mills Ave, the Nebraska intersection is not real functional. What's nice about Merritt Park Road as an alternative is the sidewalks are better on 17/92 because they aren't impeded by commercial driveways. Lake Rowena is a much better view. And can pick up Urban Trail at Princeton.</p> |
| <p>No walking traffic now. Its only use is a cut through road. Would somehow work in "event parking" when gardens have huge event. That would be better.</p> |
| <p>This is not a good solution, the traffic will all dump on Virginia and every count you use will be incorrect. This defies every smart growth and complete street policy, even the reference books metroplan says they are using. The affected neighborhoods aren't being noticed, this has not been modeled or sufficient public outreach. Why this is being included in the study is mindbaffling. The urban trail would be linked (internally) through the fresh market mills/Nebraska development right through the entrance that is already difficult to navigate. HORRIBLE suggestion and deserves an entire separate study.</p> |

NEBRASKA STREET REDESIGN - COMMENTS

The people who live on Nebraska have been trying to make their street private for over 40 years. They do not want anyone to drive on their street but themselves. This road was established long before anyone who currently owns a home moved there. It has always been a cut through and I see no reason to change it.

My main concern is that any changes/designs for major commuter roads do NOT push more traffic into nearby residential streets. Our neighborhood of Rowena Park/Gardens has been dealing with cut-thru traffic for decades. Drivers going west on Corrine Dr. and those wanting to turn east from 17-92 think that they can shave a minute off of their travel time by cutting thru our neighborhood, using McAmy and one of the four streets that intersect Nebraska - Flamingo, Gay, Wycliff and/or Reppard. We did our own study and determined that drivers save no time by cutting thru our 'hood and actually would save a few seconds if they stayed on Corrine/Forrest/Virginia to travel east or west. Corrine Drive/Virginia Dr. is a four-lane road designed to handle heavy traffic, unlike little two-lane Nebraska, which is 90% residential, and our neighborhood streets, which were built for one purpose - to get to the homes. Attempts to "calm" traffic on Corrine or Nebraska, should not be made if changes will push traffic onto residential roads. Residents on Corrine paid less for their homes BECAUSE they were on a busy four-lane road. Pushing traffic onto residential roads to ease that traffic is wrong. Due to reckless overdevelopment/growth, our city roads are already overburdened with traffic. 17-92, from Princeton to Virginia, was rated years ago as D or F by the DOT.....based on the amount of traffic vs what that road was designed to handle. That low rating was BEFORE the new Fresh Market Development was built with all the condos/apartments that added more traffic to our area. City Planners actually intentionally use our neighborhood streets to ease the congestion they created on the major commuter roads. Planners admit they want traffic to bleed off into residential streets to ease the congestion. That is wrong. It is using our neighborhood streets to carry some of the burden of a congestion problem Planners created by allowing too much growth.

Terrible idea. Where are diverted trips off of Nebraska now going to go? Creates more traffic problems elsewhere.

Opposed to making Nebraska One-way. Add or widen sidewalks only.

I would prefer to have the shared use path the entire limit. I find the cycle track is less friendly for many types of recreation. In fact, I live near the Cady Way cycle track and regularly see groups of people running in the cycle track---essentially treating the facility as a shared use path anyway

Nebraska should remain a 2-way road. People already park on the Leu Gardens grass for events. Speeding is not a problem, due to the speed humps and 3-way STOP sign at Fern Creek. Besides, we don't need more traffic on Forest and Virginia. If you're thinking about increasing travel time to 26-27 minutes, don't increase it further.

Plz consider a hybrid, weekend and special events only street parking. Nebraska offers a much needed alternative to Virginia for commuters and otherwise Virginia would be clogged

Love the idea of making Nebraska safer for bikers. It feels like the parking would be used very little of the time if only for Leu Garden special events. It seems like a better use of the road to dedicate it to biking, but either design is better than the current.

NEBRASKA STREET REDESIGN - COMMENTS

Since traffic on Virginia already backs up from Mills to Ferncreek in the morning, forcing more traffic through the same path is sure to be problematic. Someone, a city commissioner i believe, who lived north of Nebraska had it blocked off to through traffic years ago. this seems much like version 2.0 of that. Nine months, or more, of the year it's sweltering hot here. I work in non-air conditioned environments all year, so I notice that. The majority of people living here couldn't exist without ac. as an example, how many people flee when the power goes out after a storm. Building a bike lane that only a very small portion of the people will use, while creating more traffic congestion on Virginia is not logical or cost effective.

The parking for Leu Gardens will only result in the loss of even more shade trees, which will cause more ac use. Maybe that's the plan OUC has in mind.

it would be best to shut it down as a thru road and use it for the gardens and area parking. Similar to the second design picture

More bike paths are a good thing, even two lanes, bike path and no parking is fine with me

There is a lot of westbound traffic on Nebraska. Cars exit Corrine Drive heading for I-4 North and Winter Park, for example. Making it one way is a bad idea. People already park on the grass along Nebraska adjacent to Leu Gardens during busy times, don't need more parking in the street if it loses the westbound lane.

Love the idea of making this street bikeable, right now Corrine/Virgina/Nebraska between Mills/50 and Bennett is so unfriendly to bikes, and whenever I'm ride, I'm so disappointed with the lack of a good connection between the urban trail and cady-way/baldwin park trail system. I think this is a great step toward improving that connectivity.

I strongly oppose this option. We have too few streets to get rid of one.

I don't want traffic redirected to Virginia. I live on Virginia and the noise from traffic is unbearable as it is.

Love Leu events and it was one of the reasons why I moved to the area... but I never felt there was truly insufficient parking. It was busy - yes - but I always found a spot on a street. As a resident, I have no problems with people parking off Corrine and on the residential streets for a few evenings during the year. The one way solution just seems cumbersome to me. We need to connect the bike trails, but I don't understand why we can't have a shared walkway and a 2 way street.

Is it possible to keep this a 2-way street, have parking for Leu events but only have a footpath on one side of the road? Perhaps with shared use?

Nebraska is a main road used by those of us who live in Audubon Park to avoid some of the the Virginia to Mills traffic. I use this road both ways nearly every day.

We definitely need safer sidewalks and bike access here. The parking is nice for Leu when it has events, but is lost space for 2-way traffic every other day.

Extra parking here for Leu events is fine, but what is being done to address a need for parking around the businesses at the Corinne/Winter Park Road intersection, especially on the weekends?

Is that what the 5-lane and hybrid options aim to address? Would have been helpful for the road modification options (3-lane, 5-lane, hybrid) to be drawn showing the impact on the Corrine/Winter Park Road section as well. Any chance we can see those too as we vote and make decisions?

NEBRASKA STREET REDESIGN - COMMENTS

No. I have rode my bike on the sidewalk as not heavily used by walkers today. This is not worth the money. Leu Gardens needs to determine another parking solution as they are a business, not a city park.

this won't do anything for the Leu Gardens event parking since people park on the grass anyway - Leu Gardens event parking creates problems

Not in favor of this. Co-use wide sidewalk for pedestrians and bicycles should be installed.

How essential is this special event parking for Leu Gardens? I would prefer to see the sidewalk and two-way cycle track for the full length of Nebraska.

could be a disaster for fl heart group ingress/egress and also for even cars backing directly into traffic would force too many people to only head east on nebraska to exit area also there already exists a sidewalk on south side and easy to cross street as is

Seems like a waste of money.

I would prefer to see bike lanes than a designated path. Limiting traffic to one way creates challenges for getting around the neighborhood.

I do not agree with this idea. I'm not sure why we want to eliminate the opportunity for traffic to flow - hence making this road one way. We have way too much traffic to eliminate the opportunity for cars to move through the city.

I have already contacted planners about my opinion on the Nebraska redesign plans, via email. I only support any changes to Corrine IF Nebraska is made one-way to prevent more cut-thru traffic using my neighborhood to get away from the congested four-lane roads of Corrine and Virginia.

I'm not sure how this concept provides easy access to homes if Nebraska is changed to east bound only. I have mixed feelings about this redesign as it puts more traffic on Virginia avenue heading west. Current west bound traffic using Nebraska St. helps reduce traffic on Virginia if their destination is to get to I-4 from Princeton during rush hour traffic.

Interesting. When I take my bicycle to Mills Park or the Urban Trail I usually ride on Nebraska instead of Virginia because it has less traffic and the intersection at Nebraska and Mills Ave is less treacherous to cross. Personally, I'd be happy with just a regular bike lane on both sides (like Fern Creek has) but this idea would really make it bike friendly. The only thing is it might not go over well with the people who live on Nebraska or drive on it regularly.

I like it! It provides for safe parking and exiting your car when you go to a special event at Leu Gardens. As it is now, guests are thrown into the west bound lane of traffic and as such is extremely dangerous. Of all the re-do designs this is the best!!

If you are going to redirect westbound traffic to Virginia, please consider adding a light at Virginia & Hampton. It is already incredibly difficult to turn left on Virginia from Hampton in the mornings, and increased traffic westbound will only make this more dangerous.

I like concept as it keeps bicyclists off road. However, it seems that it is possible to keep two-way traffic and just add a multi-use path?

I'd like this road to remain two lanes for automobile traffic. I would also like the north side to be converted to shared bicycle/pedestrian path.

I'd like this road to remain two lanes for automobile traffic. I would also like the north side to be converted to shared bicycle/pedestrian path. If possible, perhaps parallel parking spaces could be placed on the road as well.

NEBRASKA STREET REDESIGN - COMMENTS

How will those who live North of Nebraska get out to Mills in a timely manor... especially if they have to go South on Mills?

I like that this addresses people parking on the grass for Leu Garden's events.

Can't you leave Nebraska alone and put shared pathway on Leu Gardens parcel? Cheaper to move fence than change the road?

I love this idea. It makes Nebraska more of a neighborhood road again and compliments Lue Gardens.

It would make more sense to me to have vehicular traffic be one-way westbound because for those using this as an alternate to Corrine, it's two right turns. It seems like the left turns would cause more delay and potential accidents.

I definitely approve of making Nebraska one way. But what would the transition at Altaloma look like?

This design is ridiculous to jam up traffic for times when Leu Gardens has special events. The additional effects of the increased commute time that would be added to Corrine and Mills Ave are not displayed here, but would surely have a MAJOR impact on the flow of traffic. Bikers have other options to connect up to Corrine than having to do this.

We desperately need a bike trail connector between the Urban Trail and whatever bike networks happen in APGD and Corrine. Also, we need to reduce traffic on Nebraska. A one-way eastern flow would put all Rowena Park Neighborhood traffic from the S or E onto Reppard Rd. How about further Nebraska narrowing or engineering, and a multi-use (and PROTECTED!) path where the existing north sidewalk is? At Leu, the path could become parking on a limited number of days.

This is not a good idea. There is already parking along the road for Leu Gardens.

The Nebraska Street residents would probably be thrilled to have half the traffic they now have on their street. So would we who live on the wide road. But what about those of us on Forest and Virginia, who will be subjected to even more west-bound traffic that is no longer allowed to use Nebraska? Something similar was done many years ago by blocking off Rowena Shores; it was ultimately reopened. This plan gives Forest and Virginia much more traffic than we already have. Nebraska, technically, is not part of the Corrine Drive project, since it is not a 75-foot wide road. Virginia westbound already needs repaving; it's a mess and getting worse; the pavement is cracking in both westbound lanes; potholes are in its near future unless something is done soon. If you're going to make Nebraska such a private residential street, I want the same for my street, too. Or, if you can't/won't do that, then give the residents a substantial property tax reduction for dealing with loss of property value for living on a highway. As far as "cut-through" traffic, the majority of the traffic coming through Virginia-Forest-Corrine is probably not Orlando residents. Look at how many drivers "cut through" here but live in Winter Park or other cities. Why is it "cut-through" traffic on Nebraska, but not on Virginia-Forest-Corrine? Nebraska should have to do its share too.

I like the quicker access to Mills coming from the east, but mostly I use Virginia Dr. only as far as Fercreek. Yet I think maybe your idea is better.

Appendix B

Complete Data by Neighborhood and Relationship to
Corrine Drive

Data By Neighborhood

| Response Options | Total | Audubon Park | Baldwin Park | Colonial-town Center | Colonial-town North | Coytown | Merritt Park | Rose Isle | Rowena Gardens | Winter Park | Other |
|------------------|-------|--------------|--------------|----------------------|---------------------|---------|--------------|-----------|----------------|-------------|-------|
|------------------|-------|--------------|--------------|----------------------|---------------------|---------|--------------|-----------|----------------|-------------|-------|

| Preferred Design Concept | | | | | | | | | | | |
|--|-----|----|----|---|----|---|----|----|---|----|----|
| Question: Which design concept would you most like to see implemented? | | | | | | | | | | | |
| 5-Lane | 143 | 26 | 42 | 0 | 10 | 2 | 4 | 7 | 3 | 37 | 12 |
| 5-Lane Variation | 235 | 34 | 83 | 1 | 21 | 0 | 15 | 13 | 2 | 44 | 22 |
| 3-Lane | 154 | 30 | 27 | 0 | 25 | 0 | 9 | 1 | 3 | 16 | 43 |
| 3-Lane Variation | 71 | 19 | 8 | 1 | 13 | 1 | 4 | 1 | 3 | 10 | 11 |
| Hybrid | 22 | 6 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 4 | 4 |
| Hybrid Variation | 135 | 32 | 33 | 1 | 15 | 1 | 6 | 1 | 0 | 27 | 19 |
| No build | 19 | 2 | 4 | 0 | 1 | 0 | 4 | 1 | 0 | 3 | 4 |

| 5-Lane Concept - Likert Survey | | | | | | | | | | | |
|---|-----|----|----|---|----|---|----|----|---|----|----|
| Question: How would you rate this design concept? | | | | | | | | | | | |
| Love it | 188 | 33 | 62 | 0 | 11 | 2 | 3 | 8 | 1 | 49 | 19 |
| Like it | 230 | 35 | 66 | 1 | 22 | 1 | 17 | 10 | 7 | 47 | 24 |
| Neutral | 65 | 9 | 17 | 1 | 10 | 1 | 6 | 2 | 2 | 8 | 9 |
| Dislike it | 96 | 19 | 19 | 0 | 13 | 0 | 5 | 4 | 2 | 20 | 14 |
| Hate it | 119 | 33 | 15 | 1 | 20 | 1 | 4 | 0 | 0 | 16 | 29 |

| 5-Lane Concept Variation - Likert Survey | | | | | | | | | | | |
|---|-----|----|----|---|----|---|----|----|---|----|----|
| Question: How would you rate this design concept? | | | | | | | | | | | |
| Love it | 214 | 37 | 68 | 0 | 21 | 1 | 11 | 13 | 5 | 38 | 20 |
| Like it | 205 | 36 | 62 | 1 | 16 | 0 | 17 | 7 | 1 | 42 | 23 |
| Neutral | 83 | 7 | 21 | 1 | 12 | 1 | 4 | 3 | 4 | 20 | 10 |
| Dislike it | 116 | 24 | 23 | 1 | 15 | 1 | 5 | 2 | 0 | 24 | 21 |
| Hate it | 97 | 28 | 12 | 1 | 14 | 1 | 5 | 0 | 1 | 12 | 23 |

| 3-Lane Concept - Likert Survey | | | | | | | | | | | |
|---|-----|----|-----|---|----|---|----|----|---|----|----|
| Question: How would you rate this design concept? | | | | | | | | | | | |
| Love it | 212 | 48 | 29 | 0 | 37 | 1 | 10 | 2 | 4 | 25 | 56 |
| Like it | 96 | 20 | 14 | 2 | 21 | 1 | 7 | 4 | 1 | 11 | 15 |
| Neutral | 35 | 13 | 6 | 1 | 2 | 0 | 1 | 0 | 0 | 5 | 7 |
| Dislike it | 125 | 25 | 41 | 0 | 7 | 0 | 3 | 8 | 4 | 22 | 15 |
| Hate it | 322 | 41 | 106 | 1 | 25 | 2 | 19 | 17 | 4 | 74 | 33 |

| 3-Lane Concept Variation - Likert Survey | | | | | | | | | | | |
|---|-----|----|----|---|----|---|----|----|---|----|----|
| Question: How would you rate this design concept? | | | | | | | | | | | |
| Love it | 106 | 26 | 14 | 2 | 19 | 1 | 3 | 1 | 2 | 14 | 24 |
| Like it | 130 | 33 | 13 | 0 | 24 | 1 | 10 | 2 | 3 | 17 | 27 |
| Neutral | 47 | 11 | 11 | 1 | 2 | 0 | 1 | 0 | 0 | 8 | 13 |
| Dislike it | 141 | 28 | 35 | 1 | 16 | 0 | 5 | 10 | 3 | 26 | 17 |
| Hate it | 265 | 36 | 91 | 1 | 17 | 1 | 15 | 11 | 4 | 61 | 28 |

Data By Neighborhood

| Response Options | Total | Audubon Park | Baldwin Park | Colonial-town Center | Colonial-town North | Coytown | Merritt Park | Rose Isle | Rowena Gardens | Winter Park | Other |
|------------------|-------|--------------|--------------|----------------------|---------------------|---------|--------------|-----------|----------------|-------------|-------|
|------------------|-------|--------------|--------------|----------------------|---------------------|---------|--------------|-----------|----------------|-------------|-------|

| Hybrid Concept - Likert Survey | | | | | | | | | | | |
|---|-----|----|----|---|----|---|----|----|---|----|----|
| Question: How would you rate this design concept? | | | | | | | | | | | |
| Love it | 60 | 15 | 21 | 0 | 5 | 0 | 3 | 2 | 0 | 9 | 5 |
| Like it | 151 | 22 | 50 | 1 | 15 | 1 | 7 | 4 | 0 | 30 | 21 |
| Neutral | 114 | 21 | 34 | 0 | 13 | 0 | 8 | 4 | 4 | 22 | 8 |
| Dislike it | 190 | 37 | 32 | 1 | 22 | 0 | 10 | 10 | 4 | 35 | 39 |
| Hate it | 158 | 33 | 33 | 1 | 17 | 1 | 7 | 6 | 3 | 32 | 25 |

| Hybrid Concept Variation - Likert Survey | | | | | | | | | | | |
|---|-----|----|----|---|----|---|---|----|---|----|----|
| Question: How would you rate this design concept? | | | | | | | | | | | |
| Love it | 136 | 29 | 37 | 1 | 14 | 1 | 7 | 4 | 0 | 23 | 20 |
| Like it | 135 | 19 | 42 | 1 | 13 | 0 | 8 | 2 | 2 | 34 | 14 |
| Neutral | 85 | 15 | 26 | 1 | 10 | 0 | 1 | 2 | 1 | 12 | 17 |
| Dislike it | 174 | 34 | 33 | 1 | 16 | 0 | 9 | 10 | 5 | 34 | 32 |
| Hate it | 99 | 27 | 23 | 1 | 11 | 0 | 5 | 1 | 2 | 18 | 11 |

| Adjust Traffic Light Timings | | | | | | | | | | | |
|---|-----|----|----|---|----|---|----|----|---|----|----|
| Question: Would you like to see this proposed design implemented? | | | | | | | | | | | |
| Yes | 425 | 93 | 99 | 3 | 43 | 2 | 31 | 19 | 9 | 91 | 35 |
| No | 19 | 1 | 5 | 0 | 2 | 0 | 1 | 0 | 0 | 6 | 4 |
| I'm not sure | 41 | 8 | 4 | 0 | 8 | 0 | 2 | 3 | 1 | 12 | 3 |

| Better Lighting | | | | | | | | | | | |
|---|-----|-----|-----|---|----|---|----|----|---|----|----|
| Question: Would you like to see this proposed design implemented? | | | | | | | | | | | |
| Yes | 496 | 109 | 101 | 4 | 56 | 1 | 34 | 18 | 9 | 99 | 65 |
| No | 30 | 7 | 4 | 0 | 5 | 1 | 3 | 2 | 1 | 5 | 2 |
| I'm not sure | 40 | 10 | 6 | 0 | 4 | 0 | 3 | 0 | 0 | 11 | 6 |

| Raised Intersection at Corrine Drive & Winter Park Road | | | | | | | | | | | |
|---|-----|-----|-----|---|----|---|----|----|---|----|----|
| Question: Would you like to see this proposed design implemented? | | | | | | | | | | | |
| Yes | 547 | 128 | 112 | 3 | 65 | 5 | 42 | 19 | 7 | 99 | 67 |
| No | 57 | 8 | 18 | 2 | 4 | 0 | 3 | 0 | 2 | 14 | 6 |
| Not sure | 33 | 7 | 5 | 0 | 3 | 0 | 3 | 4 | 2 | 6 | 3 |

| Network of Neighborhood Bicycle Boulevards | | | | | | | | | | | |
|---|-----|----|----|---|----|---|----|----|---|----|----|
| Question: Would you like to see this proposed design implemented? | | | | | | | | | | | |
| Yes | 402 | 86 | 86 | 3 | 55 | 2 | 26 | 19 | 7 | 68 | 50 |
| No | 44 | 11 | 7 | 0 | 4 | 0 | 2 | 1 | 2 | 14 | 3 |
| Not sure | 58 | 16 | 8 | 1 | 6 | 1 | 6 | 2 | 0 | 9 | 9 |

Data By Neighborhood

| Response Options | Total | Audubon Park | Baldwin Park | Colonial-town Center | Colonial-town North | Coytown | Merritt Park | Rose Isle | Rowena Gardens | Winter Park | Other |
|------------------|-------|--------------|--------------|----------------------|---------------------|---------|--------------|-----------|----------------|-------------|-------|
|------------------|-------|--------------|--------------|----------------------|---------------------|---------|--------------|-----------|----------------|-------------|-------|

Signalized Crosswalk at East End Market

Question: Would you like to see this proposed design implemented?

| | | | | | | | | | | | |
|----------|-----|-----|----|---|----|---|----|----|---|----|----|
| Yes | 454 | 119 | 84 | 5 | 55 | 4 | 25 | 11 | 7 | 84 | 60 |
| No | 113 | 15 | 23 | 0 | 15 | 1 | 12 | 7 | 4 | 23 | 13 |
| Not sure | 52 | 10 | 16 | 0 | 3 | 0 | 4 | 6 | 0 | 7 | 6 |

Leu Gardens Connection

Question: Would you like to see this proposed design implemented?

| | | | | | | | | | | | |
|--------------|-----|----|----|---|----|---|----|----|---|----|----|
| Yes | 273 | 59 | 47 | 1 | 39 | 2 | 13 | 13 | 4 | 54 | 41 |
| No | 127 | 24 | 20 | 2 | 11 | 0 | 33 | 3 | 5 | 20 | 9 |
| I'm not sure | 105 | 25 | 25 | 0 | 13 | 0 | 5 | 5 | 1 | 23 | 8 |

Nebraska Street Redesign

Question: Would you like to see this proposed design implemented?

| | | | | | | | | | | | |
|--------------|-----|----|----|---|----|---|----|---|----|----|----|
| Yes | 273 | 65 | 42 | 2 | 43 | 1 | 18 | 9 | 10 | 36 | 47 |
| No | 238 | 41 | 66 | 2 | 25 | 1 | 17 | 8 | 3 | 55 | 20 |
| I'm not sure | 85 | 21 | 17 | 0 | 8 | 1 | 5 | 6 | 1 | 17 | 9 |

Raw Data by Relationship to Corridor

| Response Options | Total | It's where I live and play | It's where I own a business | It's where I work | It's where I shop, eat, and socialize | It's an area I pass through regularly | It's where I live and work | It's where I live and own a business | Uncategorized |
|---|-------|----------------------------|-----------------------------|-------------------|---------------------------------------|---------------------------------------|----------------------------|--------------------------------------|---------------|
| Preferred Design Concept | | | | | | | | | |
| Which design concept would you most like to see implemented? | | | | | | | | | |
| 5-Lane | 143 | 79 | 1 | 0 | 8 | 45 | 5 | 0 | 5 |
| 5-Lane Variation | 235 | 143 | 0 | 2 | 18 | 47 | 13 | 2 | 10 |
| 3-Lane | 154 | 69 | 4 | 0 | 39 | 15 | 6 | 3 | 18 |
| 3-Lane Variation | 71 | 40 | 0 | 0 | 12 | 7 | 5 | 1 | 6 |
| Hybrid | 22 | 14 | 0 | 0 | 3 | 3 | 0 | 0 | 2 |
| Hybrid Variation | 135 | 78 | 0 | 0 | 18 | 23 | 4 | 0 | 12 |
| No build | 19 | 14 | 0 | 0 | 2 | 2 | 1 | 0 | 0 |
| 5-Lane Concept - Likert Survey | | | | | | | | | |
| How would you rate this design concept? | | | | | | | | | |
| Love it | 188 | 100 | 4 | 2 | 10 | 57 | 7 | 1 | 7 |
| Like it | 230 | 130 | 0 | 2 | 28 | 50 | 12 | 0 | 8 |
| Neutral | 65 | 40 | 0 | 0 | 4 | 14 | 2 | 1 | 4 |
| Dislike it | 96 | 53 | 0 | 0 | 24 | 10 | 2 | 2 | 5 |
| Hate it | 119 | 64 | 3 | 0 | 23 | 8 | 7 | 1 | 13 |
| 5-Lane Concept Variation - Likert Survey | | | | | | | | | |
| How would you rate this design concept? | | | | | | | | | |
| Love it | 214 | 134 | 1 | 1 | 18 | 39 | 13 | 1 | 7 |
| Like it | 205 | 112 | 0 | 2 | 16 | 59 | 5 | 0 | 11 |
| Neutral | 83 | 43 | 1 | 0 | 19 | 16 | 1 | 1 | 2 |
| Dislike it | 116 | 61 | 0 | 0 | 24 | 20 | 3 | 2 | 6 |
| Hate it | 97 | 58 | 2 | 1 | 6 | 8 | 7 | 0 | 15 |
| 3-Lane Concept - Likert Survey | | | | | | | | | |
| How would you rate this design concept? | | | | | | | | | |
| Love it | 212 | 109 | 2 | 0 | 48 | 18 | 9 | 3 | 23 |
| Like it | 96 | 59 | 2 | 0 | 15 | 9 | 4 | 1 | 6 |
| Neutral | 35 | 20 | 0 | 0 | 5 | 7 | 0 | 0 | 3 |
| Dislike it | 125 | 69 | 0 | 1 | 11 | 30 | 4 | 2 | 8 |
| Hate it | 322 | 183 | 2 | 3 | 23 | 79 | 18 | 1 | 13 |
| 3-Lane Concept Variation - Likert Survey | | | | | | | | | |
| How would you rate this design concept? | | | | | | | | | |
| Love it | 106 | 66 | 0 | 0 | 14 | 10 | 4 | 2 | 10 |
| Like it | 130 | 76 | 2 | 0 | 27 | 9 | 3 | 0 | 13 |
| Neutral | 47 | 17 | 0 | 0 | 9 | 11 | 1 | 0 | 9 |
| Dislike it | 141 | 75 | 1 | 1 | 16 | 35 | 4 | 1 | 8 |
| Hate it | 265 | 157 | 1 | 3 | 15 | 59 | 16 | 1 | 13 |

Raw Data by Relationship to Corridor

| Response Options | Total | It's where I live and play | It's where I own a business | It's where I work | It's where I shop, eat, and socialize | It's an area I pass through regularly | It's where I live and work | It's where I live and own a business | Uncategorized |
|--|-------|----------------------------|-----------------------------|-------------------|---------------------------------------|---------------------------------------|----------------------------|--------------------------------------|---------------|
| Hybrid Concept - Likert Survey | | | | | | | | | |
| How would you rate this design concept? | | | | | | | | | |
| Love it | 60 | 38 | 0 | 0 | 5 | 12 | 1 | 0 | 4 |
| Like it | 151 | 83 | 0 | 0 | 22 | 33 | 4 | 0 | 9 |
| Neutral | 114 | 67 | 0 | 0 | 16 | 24 | 4 | 0 | 3 |
| Dislike it | 190 | 101 | 2 | 1 | 23 | 37 | 7 | 2 | 17 |
| Hate it | 158 | 94 | 1 | 2 | 20 | 16 | 12 | 1 | 12 |
| Hybrid Concept Variation - Likert Survey | | | | | | | | | |
| How would you rate this design concept? | | | | | | | | | |
| Love it | 136 | 84 | 0 | 1 | 15 | 20 | 2 | 0 | 14 |
| Like it | 135 | 84 | 0 | 0 | 18 | 23 | 2 | 2 | 6 |
| Neutral | 85 | 43 | 0 | 0 | 12 | 15 | 6 | 0 | 9 |
| Dislike it | 174 | 85 | 3 | 1 | 26 | 35 | 9 | 2 | 13 |
| Hate it | 99 | 71 | 0 | 1 | 8 | 10 | 6 | 0 | 3 |
| Adjust Traffic Light Timings | | | | | | | | | |
| Would you like to see this proposed design implemented? | | | | | | | | | |
| Yes | 425 | 258 | 3 | 3 | 50 | 80 | 15 | 5 | 11 |
| No | 19 | 13 | 0 | 1 | 0 | 0 | 3 | 0 | 2 |
| I'm not sure | 41 | 19 | 1 | 0 | 3 | 15 | 2 | 1 | 0 |
| Better Lighting | | | | | | | | | |
| Would you like to see this proposed design implemented? | | | | | | | | | |
| Yes | 496 | 285 | 5 | 4 | 54 | 83 | 25 | 5 | 35 |
| No | 30 | 21 | 0 | 0 | 3 | 4 | 2 | 0 | 0 |
| I'm not sure | 40 | 27 | 0 | 0 | 4 | 7 | 0 | 0 | 2 |
| Raised Intersection at Corrine Drive & Winter Park Road | | | | | | | | | |
| Would you like to see this proposed design implemented? | | | | | | | | | |
| Yes | 547 | 335 | 6 | 4 | 60 | 82 | 23 | 5 | 32 |
| No | 57 | 31 | 0 | 1 | 6 | 14 | 3 | 0 | 2 |
| Not sure | 33 | 21 | 0 | 0 | 2 | 7 | 0 | 1 | 2 |
| Network of Neighborhood Bicycle Boulevards | | | | | | | | | |
| Would you like to see this proposed design implemented? | | | | | | | | | |
| Yes | 402 | 245 | 1 | 3 | 53 | 53 | 16 | 4 | 27 |
| No | 44 | 26 | 0 | 1 | 1 | 12 | 3 | 0 | 1 |
| Not sure | 58 | 29 | 1 | 0 | 6 | 14 | 3 | 0 | 5 |

Raw Data by Relationship to Corridor

| Response Options | Total | It's where I live and play | It's where I own a business | It's where I work | It's where I shop, eat, and socialize | It's an area I pass through regularly | It's where I live and work | It's where I live and own a business | Uncategorized |
|--|-------|----------------------------|-----------------------------|-------------------|---------------------------------------|---------------------------------------|----------------------------|--------------------------------------|---------------|
| Signalized Crosswalk at East End Market | | | | | | | | | |
| Would you like to see this proposed design implemented? | | | | | | | | | |
| Yes | 454 | 287 | 3 | 2 | 56 | 53 | 13 | 6 | 34 |
| No | 113 | 66 | 0 | 2 | 6 | 22 | 11 | 1 | 5 |
| Not sure | 52 | 30 | 0 | 0 | 2 | 18 | 1 | 0 | 1 |
| Leu Gardens Connection | | | | | | | | | |
| Would you like to see this proposed design implemented? | | | | | | | | | |
| Yes | 273 | 154 | 2 | 2 | 31 | 49 | 12 | 2 | 21 |
| No | 127 | 89 | 1 | 2 | 10 | 11 | 8 | 2 | 4 |
| I'm not sure | 105 | 61 | 1 | 0 | 12 | 24 | 4 | 1 | 2 |
| Nebraska Street Redesign | | | | | | | | | |
| Would you like to see this proposed design implemented? | | | | | | | | | |
| Yes | 273 | 161 | 2 | 2 | 39 | 31 | 13 | 4 | 21 |
| No | 238 | 149 | 2 | 2 | 16 | 48 | 11 | 0 | 10 |
| I'm not sure | 85 | 48 | 1 | 1 | 10 | 17 | 3 | 1 | 4 |