

Corrine Drive Study – Answers to Community’s Questions

Last Updated: May 14, 2019

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

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

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

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

Topics

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

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15% Design

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

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

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

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

Driveways

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

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

East and West Plaza Access

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

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

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Funding

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

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

Growth

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

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

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

Local Government Coordination/Support

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

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

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

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

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

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

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

Maintenance

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

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

Miscellaneous

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

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

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

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

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

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

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

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

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

Yes, please visit www.corrinedrivestudy.org

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

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

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

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

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

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

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

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

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

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

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

- *Are bike paths shared with pedestrian sidewalks?*

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

- *Why did the chicken cross Corrine Drive?*

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

- *What is the speed limit now?*

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Nebraska Design/Potential Changes

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

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

Corrine Drive Study – Answers to Community’s Questions

Parking

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

Corrine Drive Study – Answers to Community’s Questions

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

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

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

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

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

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

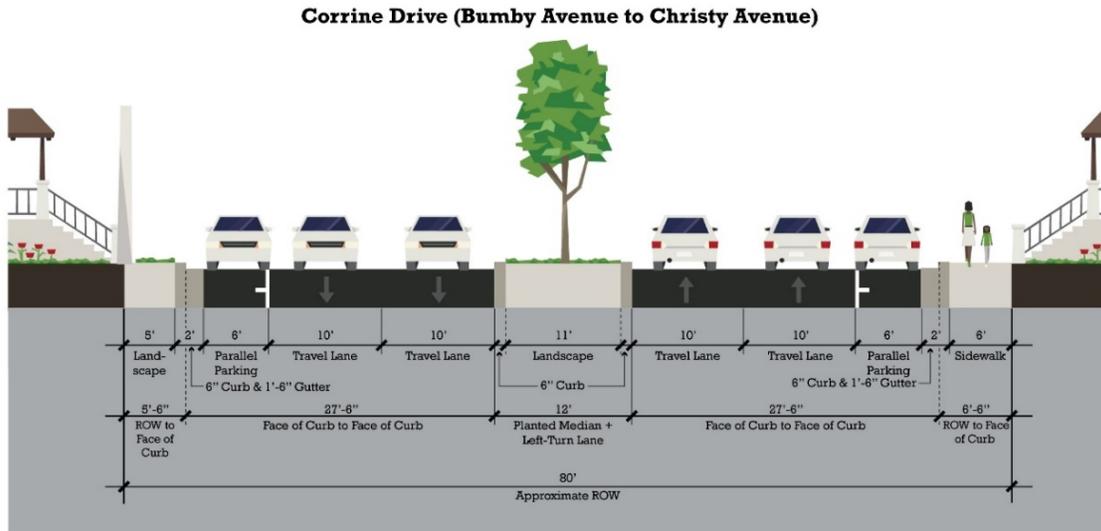
Right of Way

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

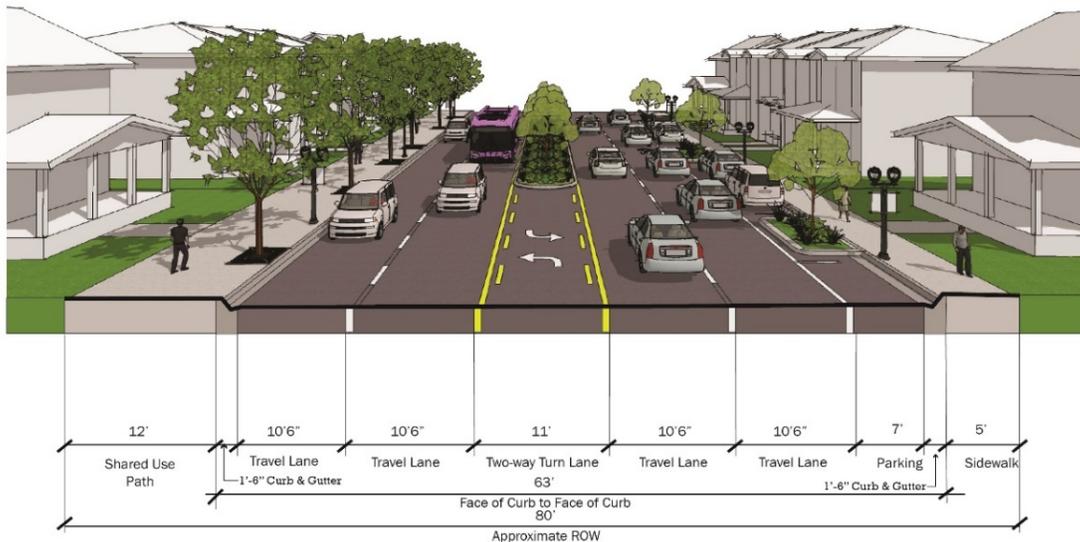
Corrine Drive Study – Answers to Community’s Questions

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

NOW



PROPOSED



Corrine Drive Study – Answers to Community’s Questions

Simulation of Recommendations

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

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

Utilities

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

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

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

Virginia Curve

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

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