

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

**MAY 1, 2019**

## **MEETING SUMMARY**

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



**CORRINE DRIVE**  
COMPLETE STREETS STUDY

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## **BACKGROUND**

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

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

Over 220 people attended. The agenda was as follows:

**6:00 pm Welcome**

Mr. Gary Huttman, Executive Director at MetroPlan Orlando

**Introductions & What to Expect**

Mr. Rafael Montalvo, Facilitator

**Presentation & Video**

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

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

Ms. Elizabeth Whitton, AICP - MetroPlan Orlando

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

Mr. Renzo Nastasi, AICP - Orange County

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

**7:15 Discussion and Public Feedback**

**8:00 Adjourn**

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

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

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

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

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

## **WELCOME AND PROCESS OVERVIEW**

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

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

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

## **PRESENTATION OF RECOMMENDED DESIGN**

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

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

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

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

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

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

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

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

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

## **QUESTIONS AND ANSWERS**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

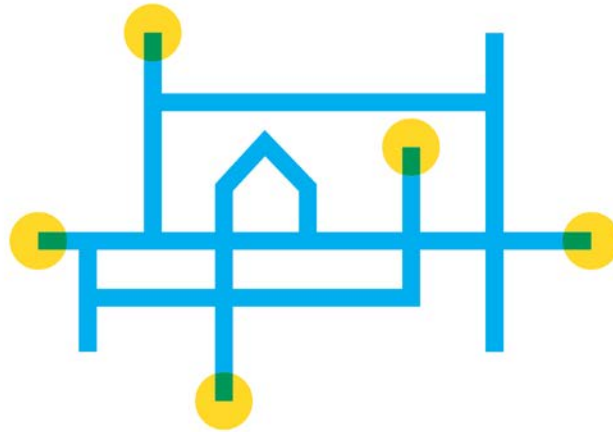
To Elizabeth's point, the road was widened for a purpose that it no longer serves, when you look at the three-lane piece, think of it as retrofitting it to what it should be, based on what it was originally designed for and the context of neighborhoods and residential areas around it. (JP)

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

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

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





# CORRINE DRIVE

## COMPLETE STREETS STUDY

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

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

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

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

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

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

**10) Parking Garage?**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

## **DISCUSSION AND PUBLIC FEEDBACK**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



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

## **NEXT STEPS AND ADJOURNMENT**

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

