



CORRINE DRIVE

COMPLETE STREETS STUDY

How Will We Develop Design Concepts?

During Phase 2 of the Corrine Drive Complete Streets Study, here's how we will use data and public input gathered in the first phase to develop concepts for improving the road and get public reactions:

- 1. Start with a blank slate.** First, transportation planners determine how much space there is to work with. The current width of the public right-of-way along Corrine Drive is 80 feet. We are not considering any design options that require the road to be widened or additional private property to be acquired.
- 2. Develop concepts for how Corrine Drive could look.** Several designs for the road will be developed. In the first phase of the study, problem areas were identified such as speeding, inadequate parking, and poor walking or biking conditions. Planners determine which design changes could address those issues.
- 3. Test design concepts to see how they perform.** After three or four basic design concepts have been created, they will be tested. Planners will see how these designs perform in areas of [overall safety](#), [comfort for walkers and cyclists](#), [travel times for vehicles](#), and [safe routes to schools](#). Computer software is used for the concept testing.
- 4. Get public input on design concepts.** When the technical work and testing are complete, [the public will be able to provide input on the different road designs](#). An electronic platform will be used to gather public feedback. We'll also create in-person opportunities to learn about the concepts.
- 5. Refine design and create a plan for accomplishing it.** After gathering public input on the designs, the study will move into Phase 3, which involves choosing one design and refining it based on feedback. Planners will create a plan of how the design can be implemented in the short-term (two years), medium horizon (five years), and long-term (10-15 years).

Learn more at
CorrineDriveStudy.org

Corrine Drive Study Timeline



What We Learned in Phase 1

We collected several types of data to examine conditions on Corrine Drive. The analysis, along with a community survey, identified needs and problems in this area where 15,730 people live.

This information is included in our Existing Conditions Report, posted, along with other important documents from Phase 1, on the study's website:

CorrineDriveStudy.org

A few highlights from Phase 1 data gathering:

- Traffic counts show Corrine Drive is a vital regional connector, with 23,000 vehicles using the road during the week and 17,000 on the weekends
- 75% drive above 35 mph speed limit
- 289 crashes on Corrine Drive in past 5 years
- Corrine Drive currently has inadequate sidewalks and lacks bike lanes
- Corrine Drive is not compliant with the Americans with Disabilities Act

About the Study

The Corrine Drive Complete Streets Study seeks to understand and improve transportation options on Corrine Drive between US 17/92 and Bennett Rd. MetroPlan Orlando is leading the study in coordination with Orange County, City of Orlando, and City of Winter Park. **The study began in January 2017 and is expected to be completed in spring 2018.**

What Are Complete Streets?

A Complete Streets approach to transportation planning considers the safety and comfort of people of all ages and abilities. We evaluate how all users of a road can be accommodated, not just motorists.

Questions? Contact Us

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MetroPlan Orlando is the metropolitan planning organization (MPO) for Orange, Osceola and Seminole Counties. As a regional MPO, MetroPlan Orlando provides the forum for local elected officials, their staff, citizens, and industry experts to work together to improve transportation in Central Florida.

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Top Wish List Items

Most popular things survey respondents want on Corrine. See more in the Community Survey Report at CorrineDriveStudy.org:

- Add sidewalks
- More shade/trees/landscaping
- Walkability/pedestrian friendly
- Safer for pedestrians
- Slower speeds/speed control
- Better/safer parking design
- Aesthetically pleasing
- Add bike lane
- Bikeability/bike-friendly
- Safer for bicyclists
- Improve overall safety
- Add crosswalks
- Add bike path
- More parking
- Easy access to businesses/homes
- Separated protected bike lanes
- Medians/pedestrian islands

Local Government Study Partners

