

CORRINE DRIVE

COMPLETE STREETS STUDY

Community Survey Report

July 2017



metroplan orlando

A REGIONAL TRANSPORTATION PARTNERSHIP

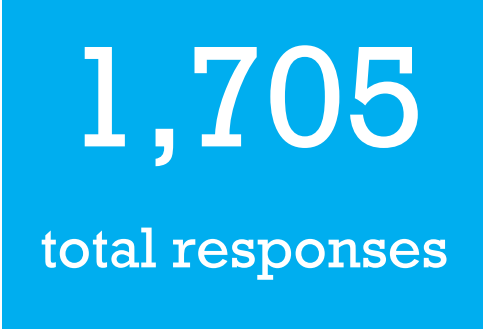
Table of Contents

Introduction	3
Key Results	3
Survey Development & Distribution	4
Respondent Profiles	5
Characterizing the Area	6
Perceptions of Safety	6-7
Perceptions of Access	8-9
Engaging in Physical Activity	10
Ranking Study Objectives	11
Corrine Wish List	12-16
Perceived Obstacles	17-19
Conclusion	20

One Corridor – Many Points of View

Corrine Drive is a multi-faceted road, and opinions on how to improve transportation on it are equally diverse. People travel Corrine for many reasons and in different ways, so they see it from a variety of perspectives – as a neighborhood, commute route, business district, school zone, and more.

When the Corrine Drive Complete Streets Study began, we knew it would be crucial to get feedback from those who use the road to find out what they saw as the greatest assets and challenges for it. An opinion survey was a key component of the first phase of this study, and it resulted in **1,705** people offering their reactions and ideas. The survey was conducted from March 23, 2017 – May 30, 2017.



1,705
total responses

MetroPlan Orlando is leading the Corrine Drive study in coordination with Orange County, City of Orlando, and the City of Winter Park – all of which have a stake in how the road operates. With multiple jurisdictions and community groups involved, Corrine offers an excellent opportunity to use our draft Complete Streets policy to showcase how this planning approach can shape a corridor.

This survey report highlights how people perceive Corrine today and how they envision the road if strategic improvements are made. The Complete Streets planning approach takes into account the needs of all users, so it's important to look for ways improvements can serve everyone.

What the Survey Showed

Survey respondents were passionate about the Audubon Park neighborhood and other residential and business areas that surround Corrine Drive. Perhaps the strongest point of agreement was that the area is an urban gem with its unique businesses, charming homes and natural beauty. Respondents were equally passionate, however, in describing how the road itself falls short of what it should be for almost all users – especially pedestrians and cyclists.

People who took the survey generally agreed that Corrine Drive needs some transportation-related improvements and that improvements are overdue. Even when they differed on a vision for the road, most said Corrine should be safer – citing speeding traffic, crumbling pavement, an environment that is often unfriendly to bike riders or walkers, and other potentially dangerous conditions.

Here, the consensus began to disintegrate. There were sharp divides on what kind of improvements would be best and what an improved Corrine would look like.

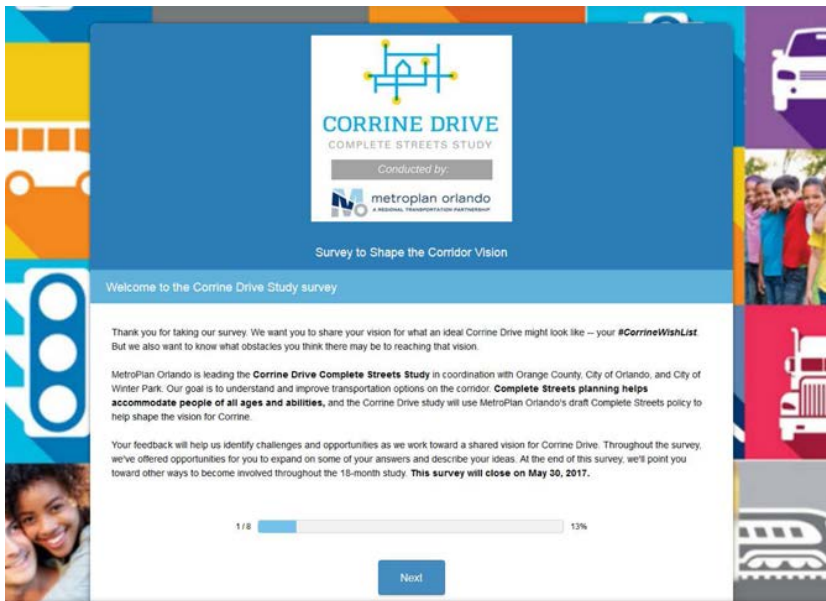
Some users see Corrine as a regional connector that needs to facilitate traffic flow through the area—west to downtown Orlando, as well as to neighborhoods and business districts in east Orlando and in Winter Park. Others envision a slower-paced Main Street district. Some see a thriving commercial area, while others say the corridor needs to first serve the needs of those who live closest to it instead of bringing in more people.

Regardless of their views, survey respondents were eager to share them, and many expressed gratitude for a study that will help shape the future of Corrine Drive.

Survey Development & Distribution

Work on the survey began in February 2017, by exploring themes that emerged from discussions with residents, businesses and elected officials interested in the Corrine Drive study area. Themes included: safety, traffic flow, bicycle and pedestrian friendliness, commercial uses, connectivity, transit, and aesthetics.

Draft survey questions were discussed among project staff, transportation partners, and with public and private organizations that have an interest in the corridor. The final 11 survey questions were written in March 2017, after incorporating some of the feedback we received. These addressed the major themes from discussions and provided for various types of answers – multiple choice, ranking, and free response.



The final survey was made into electronic and paper versions. The electronic version was designed in Survey Monkey to be accessed with a custom link: [SurveyMonkey.com/r/CorrineStudy](https://www.surveymonkey.com/r/CorrineStudy). Both versions included an introductory paragraph, describing the survey and explaining how the input would be used. The electronic version included a map of the survey area and a short explanation of Complete Streets approaches to planning.

The survey was distributed in three main ways:

- Link to the electronic version, publicized in a variety of places so that individuals could take the survey at their leisure
- Electronic version available on iPads at community events, where staff collected responses
- Paper surveys given to respondents at meetings or mailed to those without internet access – or who just preferred paper

Responses were collected anonymously, and a feature in Survey Monkey prevented the survey from being completed electronically more than once from the same device. Multiple choice answers were randomly shown in different orders for respondents on the electronic version to prevent survey bias.

Most respondents (about 97%) used the custom link to access the electronic survey. The link was publicized through: MetroPlanOrlando.org, social media, electronic newsletters, and promotional materials given out at meetings and events. Partner organizations and interested groups played a key role in this effort by also distributing the link through their newsletters, websites and on the Next Door platform in direct outreach to neighborhoods in the Corrine area.

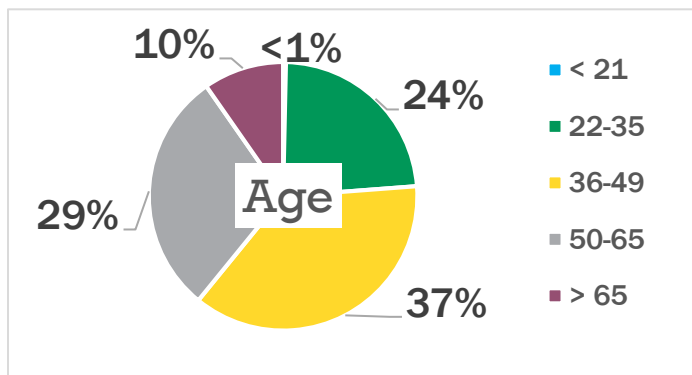
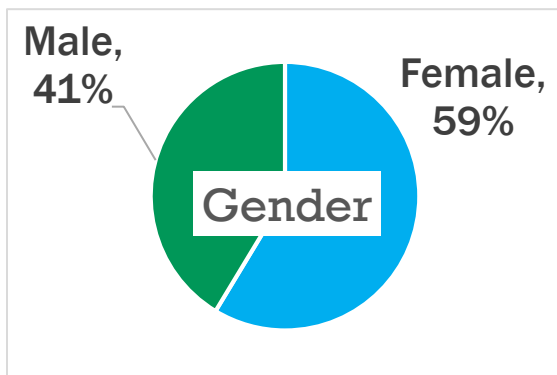
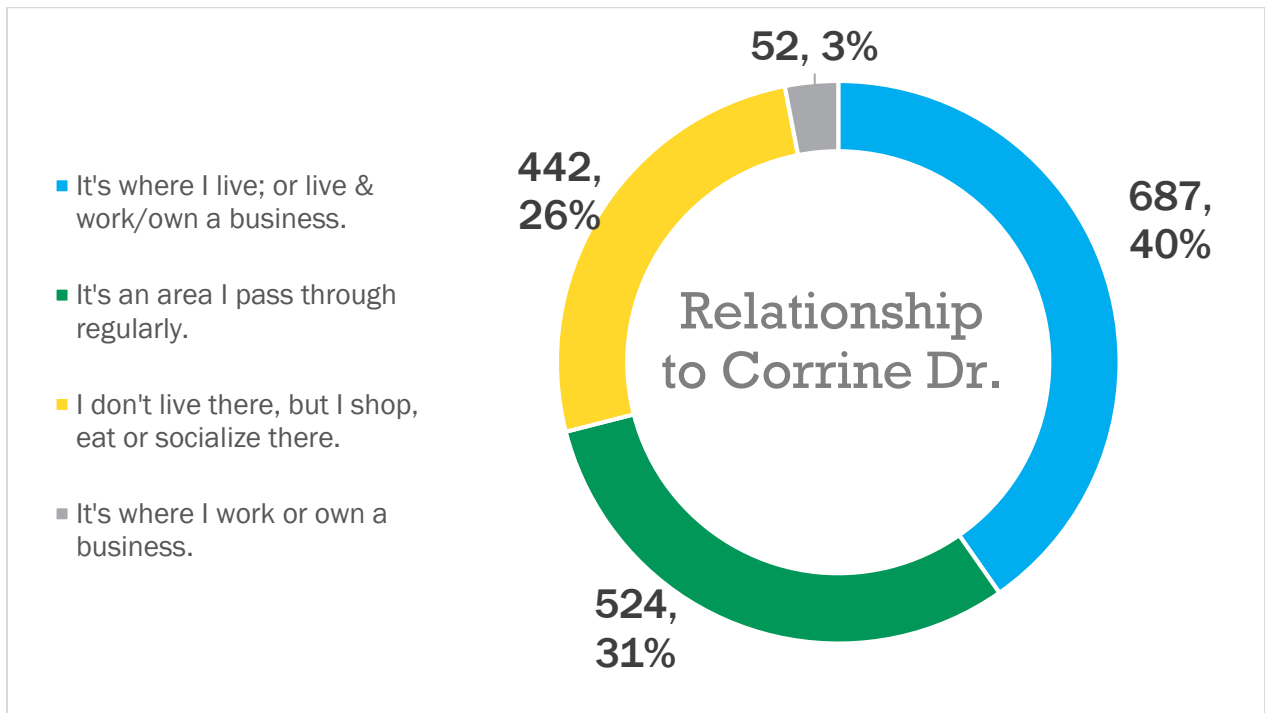
Finally, we mailed letters to 418 addresses on or adjacent to the corridor, urging residents to take the survey and providing instructions for accessing the custom link. We also offered to mail paper surveys, if desired.

Respondent Profiles

Four questions helped establish the profiles of survey respondents. These asked about the respondents' relationships with the corridor and how long they had lived or done business there, as well as their gender and age.

About **40%** of the survey respondents indicated they live in the study area. That number includes just over **7%** of all respondents, who said they also work in or own a business in the area. About **31%** said the Corrine Drive corridor is an area they "pass through regularly," while **26%** said they visit the area to shop, eat or socialize. About **3%** of respondents said they work or own a business in the area but don't live there.

Most survey respondents who described their length of time living or doing business in the corridor (**52%**) had been there for at least 4 years, but fewer than 20. Those who were in the area 20 years or more – made up **24%** of the respondents, while those who were there 3 years or less also constituted **24%** of respondents. Several residents reported living in the area for 50 years or more, with one saying they had lived there since 1944 – or 73 years!



Characterizing the Corrine Drive Area

Throughout the survey, respondents' enthusiasm for the Corrine Drive area was evident. Many expressed their love for the family-friendly community with its variety of locally-owned businesses. One person said, "I love taking people here to show them the charm of the city that exists beyond the theme parks. Between what they have to offer in terms of scenery, retail, and events, there's always something fun and new to discover. It's a fantastic neighborhood."

The graphic at right shows several of the positive words used when describing the area.

Most respondents appreciated the fact that someone was listening to their concerns and giving them the opportunity to provide input on the future of Corrine Drive, saying things like, "I'm glad you're doing this and asking the public's opinion." Another said, "Thank you for the survey. We love the area and are enthusiastic about improvements to it."

Survey takers helped identify obstacles and problem areas they thought served as barriers to the neighborhood reaching its potential. Many asked that any future transportation improvements support the unique, vibrant and creative nature of the neighborhood, while addressing safety. "We love Corrine Dr. Please help make it safe for everyone!"

Perceptions of Safety

Respondents expressed concerns about safety on Corrine Drive – especially for bicyclists, children and pedestrians. "The road is a nightmare for anyone not in a car," one respondent commented. "Heavily congested. Not easy to park and walk, nor to ride your bike," said another.

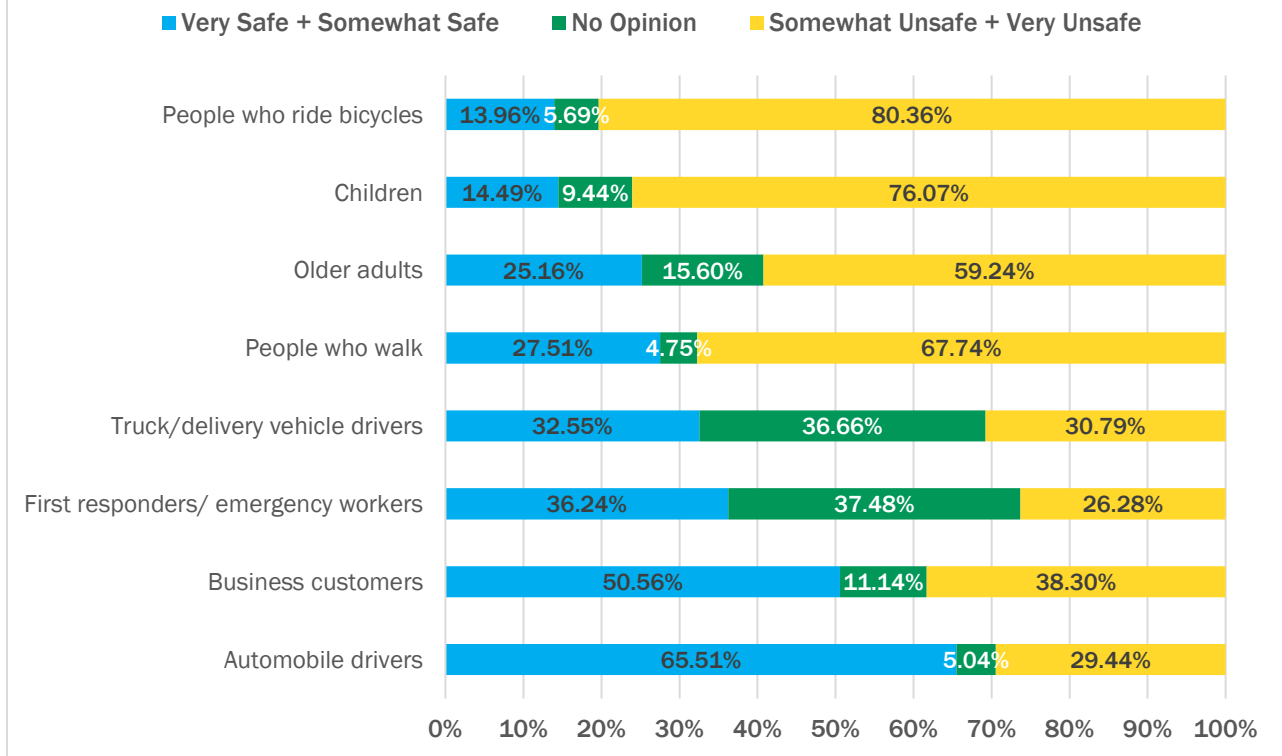
Many people echoed that theme. "I walk or ride my bike in the area at least twice a week. It has so much potential to be safer. I'm always nervous crossing Corrine even when I have the light," wrote one person.

When asked to indicate how safe Corrine Drive is for different types of users, **80%** said it is *somewhat unsafe* or *very unsafe* for bicyclists. For children, **76%** of respondents said the corridor is *somewhat unsafe* or *very unsafe*, while **68%** chose those categories for pedestrians. Survey respondents had concerns for almost all groups using Corrine Drive. About **59%** of respondents said Corrine is *somewhat unsafe* or *very unsafe* for older adults; **38%** said that was true for business customers; and **31%** for truck and delivery vehicle drivers.

"I can't fathom how someone using a mobility aid such as a scooter, walker, or wheelchair could access a safe path over a significant distance on either side of the road," wrote one respondent.



Perceptions of Safety for Travelers on Corrine Dr.



Another summed up the situation on Corrine this way: “It is unsafe for children due to the capacity of cars, unsafe for elderly due to the uneven pavements ... unsafe for bicyclists because there is no lane and a lot of the drivers on the road don't seem to respect bicyclists, unsafe for drivers because I've almost been in multiple head-on collisions stopped to turn left from Corrine to a side street in the middle turn lane, when people try to ‘jump the line’ and speed down it like an extra lane.” While automobile drivers and emergency workers registered the lowest levels of safety concern among survey respondents, there were still some worries.

“It is nearly impossible to safely turn onto the road after visiting a business,” wrote one respondent. Another offered this tongue-in-cheek description: “Corrine Drive is literally like the *Audubon* highway in Europe. People act as if there is no speed limit.” About **29%** of respondents said Corrine Drive is *somewhat unsafe* or *very unsafe* for automobile drivers; **26%** chose those categories for first responders and emergency workers.

Several respondents rejected the idea that the corridor is unsafe, urging residents and visitors to take responsibility for improving the environment for walkers and cyclists. “Safety isn't an issue if people would be alert, cross streets at intersections, etc.,” commented one. “We think Corrine Drive is very safe. People need to slow down and pay attention,” said another.

Such responses were in the minority. Only about **14%** said Corrine Drive is *very safe* or *somewhat safe* for bicyclists and for children; **25%** for older adults; **28%** for pedestrians. About **33%** of respondents said truck/delivery vehicle drivers were *very safe* or *somewhat safe*; about **36%** said the

same for first respondents and emergency workers. The only categories of users whom more than half of respondents rated as *very safe* or *somewhat safe* were automobile drivers (66%) and business customers (51%).

Many respondents commented on specific places or practices they thought made the street unsafe. These included speeding traffic, lack of bike lanes, obstructed views, inconsistent sidewalks and problematic parking. One respondent described Corrine like this: “There is no continuous sidewalk, lack of visibility when pulling in or out of parking spaces. Drivers going at higher speeds than allowed, plus cyclists have no continuous dedicated lane. They do not always obey traffic laws/signs. Crossing the street is very dangerous. I walk that street to take my children to school and it is always nerve-wracking.”

Another respondent concluded a lengthy answer with: “In short, a big mess for an urban setting.”

The responses and comments seem to clearly indicate there is room for improvement as far as making Corrine Drive feel safer and more comfortable, particularly for the most vulnerable users.

Perceptions of Access

Survey respondents say they can reach most places fairly well along Corrine Drive – except when it comes to the trail system. Their comments showed that many think access to all points is significantly better for vehicles than for pedestrians or cyclists.

A question about how well Corrine Drive supports access to different destinations, drew positive responses when it came to neighborhoods and businesses, with 71% of respondents saying the road supports neighborhood access *well* or *very well* and 58% saying the same about business access.

In optional comments, however, some respondents said ease of access was largely determined by the mode of transportation. One respondent wrote: “If you are in a vehicle, Corrine Dr. supports access to these destinations. However, if you are not using a vehicle, access is very limited because of the risk associated with the vehicular traffic and the configuration of the roadway. ... I would categorize vehicles’ access as WELL, other modes of transportation as NOT WELL.”

Asked how Corrine Drive currently supports access to trails, 42% of respondents said *not well* or *not at all*. Only 23% of respondents said access to trails is supported *well* or *very well*.

“Because of lack of bike lanes, the trails do not connect,” commented one respondent. “Everything I need is close by, but I continue to drive from my home less than one mile away because I do not feel safe on my bike.”

“The Urban Trail passes by not far away, and this should be a connector to the new Bumby ‘trail’ and to the Cady Way Trail to the east. Currently, this is a just a scary gap for cyclists and pedestrians,” wrote another.

One respondent pointed to lack of signs as an impediment to trail access, saying: “You really have to know where the trail is in order to find it, otherwise you’ll miss it. It is not labeled.” A deficit of signs was mentioned in connection with other destinations, as well.

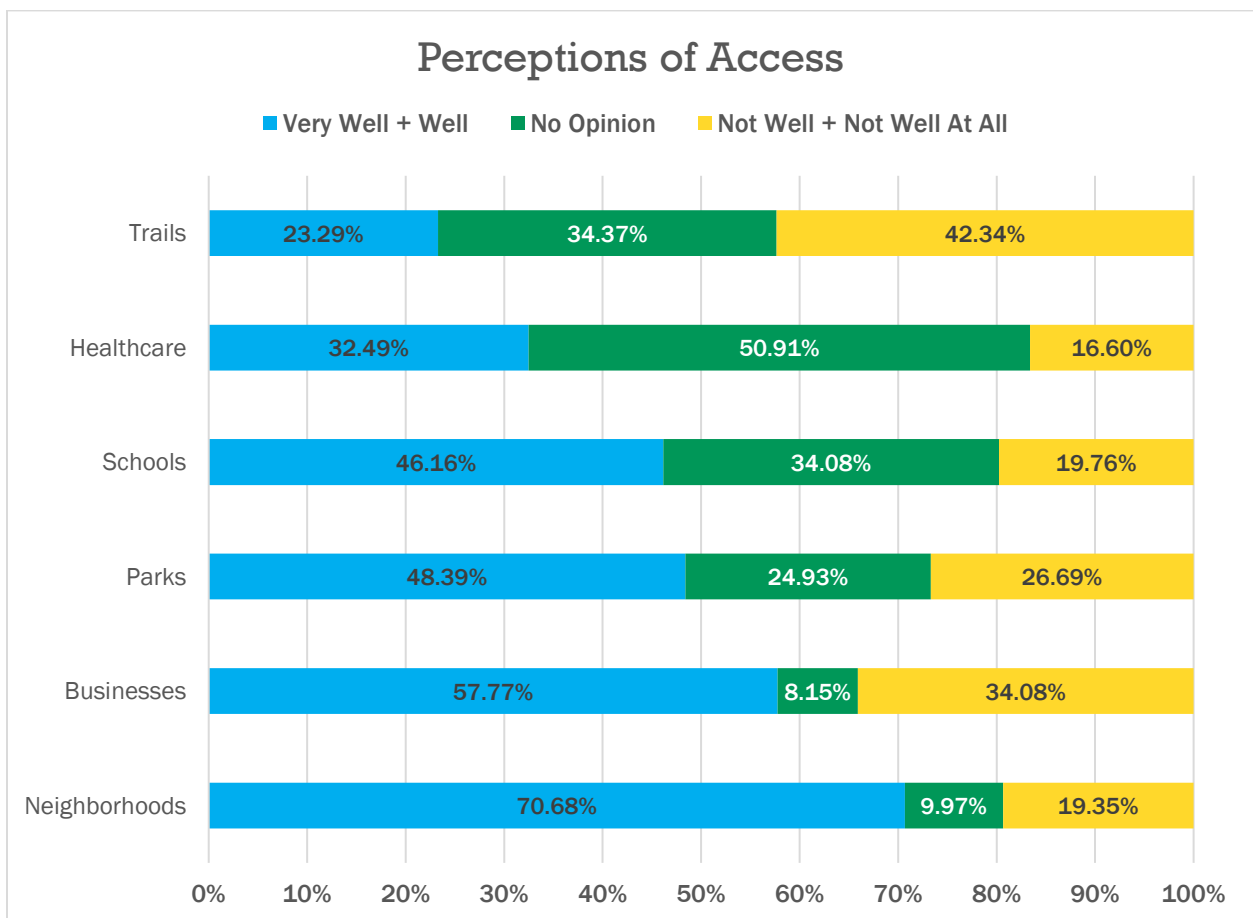
While almost half of respondents said Corrine supports access *well* or *very well* to schools (46%) and parks (48%), there were some concerns, especially about the K-8 school expected to open with about 1,000 students in 2018, near Corrine and Winter Park Road.

“I’m very concerned about access to the new K-8, especially for those coming from the west/northwest,” wrote one. “Small exposed sidewalks, no bike-friendly space to speak of, speeding cars ...” Another respondent said area traffic is already affected by the existing elementary school at the edge of Baldwin Park near where Corrine Drive meets Bennett Road: “When it’s time for school traffic, it can take upwards of 45 minutes to get in and out of Baldwin or around Corrine.”

Respondents noted that there were few healthcare facilities in the area, but **32%** said the corridor supported access to healthcare in some way – often to connect people with hospitals in Winter Park and on the west side of U.S. 17/92.

Comments on this question expressed many of the same concerns as on the safety question. A recurring theme was how the parking situation affected access for all types of travelers –because of a shortage of parking spaces and because on-street parking can be hazardous and obstructs the views of all users – making it hard for drivers to see cyclists and pedestrians, who in turn have difficulty navigating safely around the corners and shopping center entrances.

One respondent summed it up this way: “Because of on-street parallel parking in front of the shopping areas at Corrine and Winter Park Road, it’s extremely dangerous to enter onto Corrine Drive from the shopping/businesses. You cannot see around the parked cars.”



Engaging in Physical Activities

In keeping with our efforts to incorporate health issues into our planning process, we asked survey takers about physical activities they engage in within the Corrine Drive area. One goal of Complete Streets planning is to enhance public health, and studies have shown that neighborhoods designed for active travel can increase routine physical activity for users of all ages.

People engage in a variety of physical activities in the study area. Despite expressing concerns about safety, cycling (48%) and walking (45%) are the most popular among survey respondents. Some commented, however, that they did not walk or bike – or that they had stopped doing so – because of safety concerns.

About 40% of respondents said they visit a park in the area; 23% run or jog; 23% use trails; 14% participate in fitness classes; 5% play individual or team sports. In the “another physical activity” category, respondents mentioned such things as skateboarding or walking a dog. About 28% said they don’t engage in any physical leisure activity in the Corrine area.

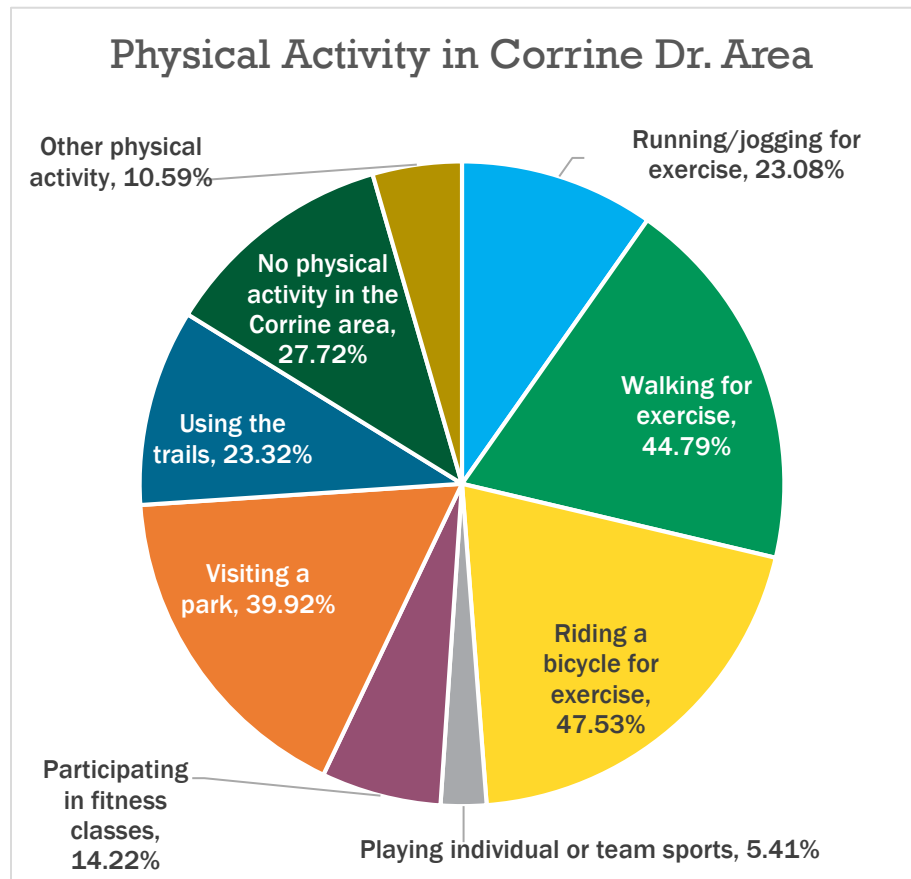
Some who said they don’t engage in such activity in the corridor indicated they are concerned about safety. “None. It isn’t safe,” responded one person. “I would like to walk more, but the sidewalk ends. And I need to cross the street,” said another.

Several respondents said they had stopped certain physical activities because the road was not conducive to them. “I have tried to ride my bike for fitness and to travel and determined it was too unsafe, so now I drive everywhere even though I am close enough to ride a bike,” wrote one respondent. “Was riding bike to get to work (at Florida hospital). But stopped because Corrine was too dangerous,” said another.

One respondent’s solution: “I generally go into Baldwin Park for exercise.”

Some simply shrugged off the need for physical activity in the corridor, such as this respondent: “Corrine isn’t an active recreation kind of neighborhood. It’s a park-and-eat-it kind of area.”

These results can serve as baseline data for tracking physical activity in the future after the corridor is improved.



Ranking Study Objectives

		WEIGHTED SCORE	% RANKED #1 OR #2
#1	Creating a safe & supportive environment for walking & cycling	5.7	65.47%
#2	Improving the appearance of the corridor	4.35	32.44%
#3	Ensuring accessibility to destinations and neighborhoods surrounding the corridor	4.35	29.57%
#4	Maintaining minimal traffic in residential neighborhoods	4.02	30.36%
#5	Assessing the parking needs in the area	3.81	20.72%
#6	Connecting trails in the surrounding area	3.20	12.51%
#7	Improving transit service	2.58	8.92%

Asked to rank seven topics pertaining to the Corrine Drive study, survey respondents gave high priority to “creating a safe and supportive environment for walking and cycling.” At the other end of the list was “improving transit service” in the corridor, which aroused little interest.

About **65%** of the people who answered the question, ranked a safe and supportive environment for cyclists and pedestrians as the first or second priority. Only **5%** ranked it sixth or seventh.

This choice was followed by “improving the appearance of the corridor,” which was ranked first or second by **32%** of the respondents, and “ensuring accessibility to destinations and neighborhoods surrounding the corridor,” ranked first or second by **30%**. Maintaining minimal traffic in residential neighborhoods was also ranked first or second by **30%** of people who took the survey.

“Assessing parking needs” was ranked first or second by **21%** of survey respondents, while “connecting trails” was ranked first or second by **13%**.

When it came to transit, only **9%** of respondents said “improving transit service” should be ranked first or second, and **58%** ranked it sixth or seventh.

This table shows both weighted scores and the percentage of respondents who ranked the option as their #1 or #2 choice. Respondents’ most preferred choices have the greatest weight, so the highest scores indicate the most preferred options.

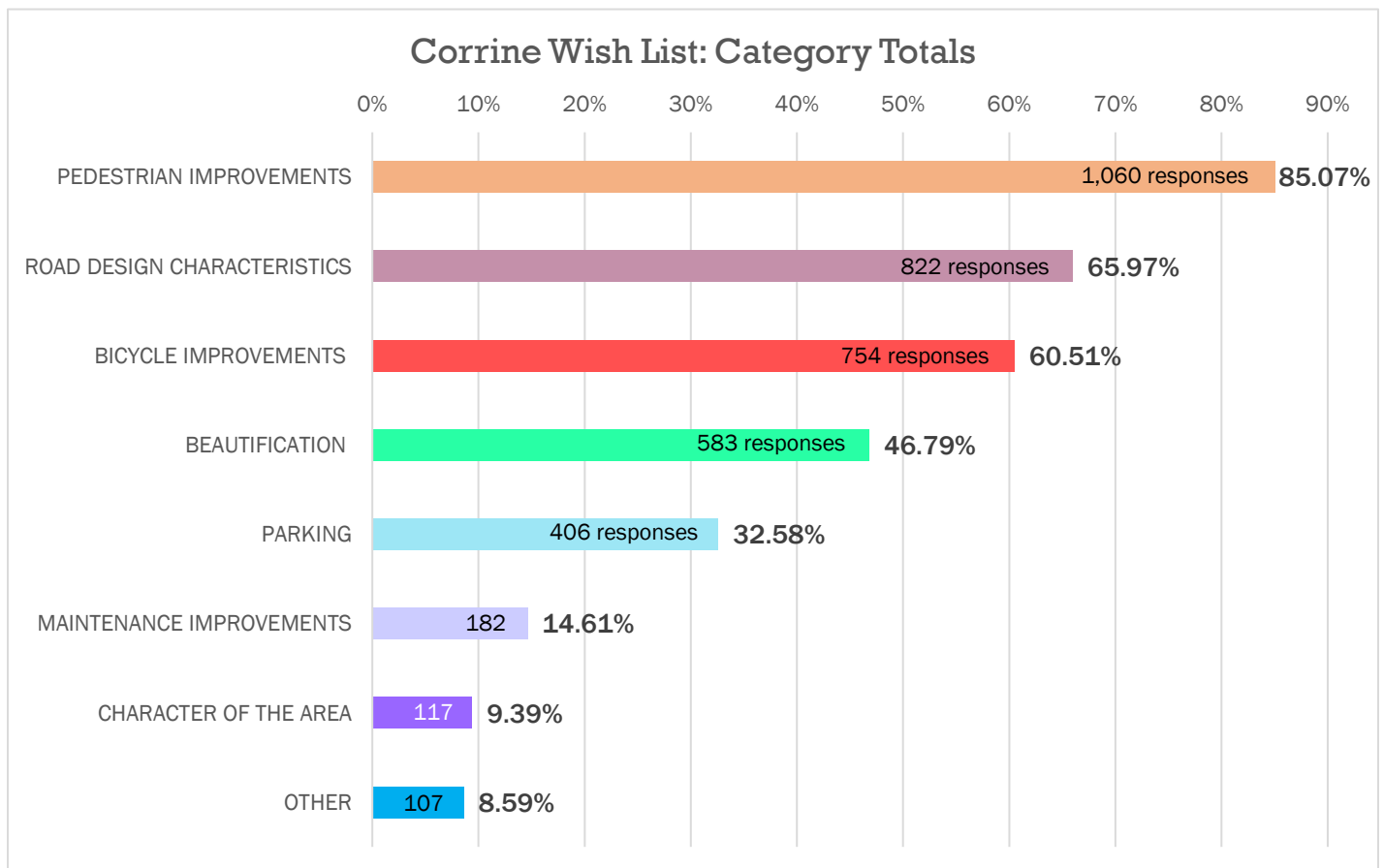
Corrine Wish List: Envisioning the Street's Future

Respondents were asked to paint a picture of their wish lists for Corrine Drive in a free response question. The majority agreed that the road needs updating, particularly in the areas of walkability, bike-friendliness, and design. However, there was not much overall consensus on exactly how the road should be improved. Many ideas were offered.

Responses were placed into eight broad categories, then given more specific sub-categorization (67 total sub-categories). Most respondents addressed a variety of topics in their answers and were tagged with multiple categories, thus the percentages below do not add up to 100%.

The most popular category discussed in respondents' visions was pedestrian improvements, with an overwhelming majority of about **85%** (more than 4 out of 5 people) listing some type of pedestrian-related item. This was followed by comments about road design (**66%**), bicycle improvements (**61%**), beautification (**47%**), parking (**33%**), maintenance improvements (**15%**), character of the area (**9%**), and a host of other suggestions (about **9%**).

See charts and tables that follow for the most popular responses by category and a listing of all wish list items.



The top 10 most frequently mentioned items in respondents' visions for Corrine Drive were:

1. Add sidewalks
2. More shade/trees/landscaping
3. Walkability/pedestrian-friendly
4. Safer for pedestrians
5. Slower speeds/speed control
6. Better, safer parking design
7. Aesthetically pleasing
8. Add bike lane
9. Bikeability/bike-friendly
10. Safer for bicyclists

WHAT SOME RESPONDENTS SAID ABOUT THEIR CORRINE WISH LISTS

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

If the sidewalks extended the entire length of both sides of Corrine and were safe and in good condition, I would choose to drive less often and instead ride my bike or walk to nearby places. My kids could even ride or walk to school.

I wish it was more walkable for families... I wish they'd get rid of the street parking that blocks clear view pulling out of the shopping strips... A more cohesive visual appeal... something that made the shops all feel connected and easier to explore... Like, you could spend an afternoon on Corrine vs. just going to the one business you need.

Protected bike/pedestrian lanes. There's a man in an automatic wheel chair who has to ride down the street to get where he needs to be. No cars should be parked on Corrine because of the danger to cyclists and walkers and because it's impossible to get a clear view when pulling out of the local shops' parking lots when in a car.

I would like to see Corrine Drive greatly improved for walkers and cyclists especially as the area will soon be traveled by children and families who will be attending the new K-8 in 2018. I also would like to see improvement in the accessibility to businesses. There is often a lack of parking to businesses on Corrine Drive.

I would love for Corrine to be a bike-friendly place to visit. So I'd love to ride to the parks or shops, park my bike, and comfortably walk between the various businesses. You have some awesome businesses hidden behind all that asphalt and fast-moving traffic.

Bike lanes. I'm a cyclist - I use my bicycle to get everywhere in town. Corrine/Virginia Drive is one of my favorite areas to socialize and shop. However ... a terrible place to try and cycle... My ideal would be to have a colored bike lane much like what was recently added to Orange Ave.

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

Corrine would be a visually attractive main street that supports the wonderful variety of business located along it. The sidewalks are safe and complete. Motor vehicles and bicycles are able to enter/exit the road safely and travel on the road at safe speeds.

A place I can walk or bike to and around without fear of injury or death. A place where I can walk from shop to shop, eat a bite, grab a drink and take a rest on a shaded park bench outside, my kids playing on a playground or kicking a ball on a grassy area.

An area to walk, bike, sit outside in a cafe and socialize but also keep traffic out of our neighborhood. I would like families to be able to bike to the businesses. Now it is too dangerous. I would like it to be more attractive... Colorful murals and plants and sculpture and people walking and biking outside.

Safe bike lanes, more public transit options, more green less asphalt, a focus on enhancing the creativeness of the district and keeping its charm while making it safer and more accessible.

A Note on Road Diet Wish List Items

The survey did not ask how respondents felt about lane reduction, or a road diet, as it is commonly called in transportation planning. Despite this, 216 people had strong enough feelings on the topic to address it in their responses about a vision for Corrine Drive. Of those, opinions were fairly evenly split, with 111 in favor and 105 against.

Those in favor of lane reduction tended to envision a street “that is aesthetically attractive where walking and biking feel safe and enjoyable. A street where the priority is to the pedestrian rather than moving cars from one destination to the other... I would reduce Corrine to a 3 lane corridor, widen the sidewalks and create bike lanes and on-street parking.”

Those opposed to reducing the number of lanes tended to envision a road where “residents ought to be able to effectively and efficiently enter and exit Corrine Dr. Pedestrians should be able to bike and walk safely, without walking in the road or going around utility poles... The road has enough room to accommodate both auto, bike, and pedestrian traffic without reducing the traffic lanes, which would cause serious traffic congestion and make it more difficult to exit the side roads from the residential areas.”

Out of more than 1,200 total responses to the vision question, only **17.34%** of respondents expressed an opinion on a road diet. Since the vast majority did not clearly express an opinion on this matter, these results cannot be taken as a representation of what people in the general community want as far as a road diet. This topic needs to be explored further in phase two of the Corrine Drive Complete Streets Study.

ALL WISH LIST ITEMS IN ORDER OF POPULARITY

(Total Responses = 1246)

CATEGORY	SUBCATEGORY	# RESPONSES	% OF TOTAL
PEDESTRIAN IMPROVEMENTS	Add sidewalks	334	26.81%
BEAUTIFICATION	More shade/trees/landscaping	261	20.95%
PEDESTRIAN IMPROVEMENTS	Walkability/pedestrian friendly	249	19.98%
PEDESTRIAN IMPROVEMENTS	Safer for pedestrians	227	18.22%
ROAD DESIGN CHARACTERISTICS	Slower speeds/speed control	208	16.69%
PARKING	Better/safer parking design	207	16.61%
BEAUTIFICATION	Aesthetically pleasing	187	15.01%
BICYCLE IMPROVEMENTS	Add bike lane	177	14.21%
BICYCLE IMPROVEMENTS	Bikeability/bike-friendly	164	13.16%
BICYCLE IMPROVEMENTS	Safer for bicyclists	163	13.08%
ROAD DESIGN CHARACTERISTICS	Improve safety	126	10.11%
PEDESTRIAN IMPROVEMENTS	Add crosswalks	123	9.87%
BICYCLE IMPROVEMENTS	Add bike path	116	9.31%
PARKING	More parking	116	9.31%
ROAD DESIGN CHARACTERISTICS	Road diet – yes + leaning yes (*see note on previous page)	111	8.91%
ROAD DESIGN CHARACTERISTICS	Road diet – no + leaning no (*see note on previous page)	105	8.43%
ROAD DESIGN CHARACTERISTICS	Easy access to businesses/homes	82	6.58%
BICYCLE IMPROVEMENTS	Separated/protected bike lanes	74	5.94%
PEDESTRIAN IMPROVEMENTS	Medians/ped islands	64	5.14%
CHARACTER OF THE AREA	Keep unique character – funky & creative, not cookie-cutter	54	4.33%
BICYCLE IMPROVEMENTS	Connections to trails	53	4.25%
ROAD DESIGN CHARACTERISTICS	Miscellaneous design suggestions	49	3.93%
PARKING	Get rid of or reduce street parking	48	3.85%
BEAUTIFICATION	Green space/outdoor event space	47	3.77%
MAINTENANCE IMPROVEMENTS	Repave/fix potholes	43	3.45%

OTHER	Add transit	41	3.29%
ROAD DESIGN CHARACTERISTICS	Better sight lines	40	3.21%
MAINTENANCE IMPROVEMENTS	Smooth/easy traffic flow	37	2.97%
CHARACTER OF THE AREA	Minimal traffic in neighborhoods	33	2.65%
MAINTENANCE IMPROVEMENTS	Better lighting	33	2.65%
BEAUTIFICATION	Update business fronts/homes	29	2.33%
BEAUTIFICATION	Signage/corridor branding	26	2.09%
PEDESTRIAN IMPROVEMENTS	Improve access to new K-8 school	26	2.09%
ROAD DESIGN CHARACTERISTICS	Speed bumps – yes	23	1.85%
MAINTENANCE IMPROVEMENTS	More enforcement	22	1.77%
ROAD DESIGN CHARACTERISTICS	Widen the road	22	1.77%
OTHER	Leave it alone/don't do anything	21	1.69%
CHARACTER OF THE AREA	Family-friendly	20	1.61%
MAINTENANCE IMPROVEMENTS	Traffic light synchronization	20	1.61%
OTHER	Edgewater – positive	20	1.61%
OTHER	Winter Garden – positive	20	1.61%
ROAD DESIGN CHARACTERISTICS	Add roundabouts	20	1.61%
BEAUTIFICATION	Bury utilities	17	1.36%
PEDESTRIAN IMPROVEMENTS	Benches/water fountains	16	1.28%
PARKING	Angled on-street parking	14	1.12%
PEDESTRIAN IMPROVEMENTS	Ped bridges	13	1.04%
PARKING	Parking garage	12	0.96%
MAINTENANCE IMPROVEMENTS	Add/lengthen turn lanes	11	0.88%
BEAUTIFICATION	Public art	10	0.80%
CHARACTER OF THE AREA	Sustainability/bioswales drainage	10	0.80%
ROAD DESIGN CHARACTERISTICS	Address issues at curve	10	0.80%
MAINTENANCE IMPROVEMENTS	Add traffic light	9	0.72%
PARKING	More special event parking	9	0.72%
PEDESTRIAN IMPROVEMENTS	More ADA friendly	8	0.64%
ROAD DESIGN CHARACTERISTICS	Reduce traffic noise	8	0.64%
BICYCLE IMPROVEMENTS	Cycle track	7	0.56%
BEAUTIFICATION	Decorative street lamps	6	0.48%
ROAD DESIGN CHARACTERISTICS	Brick the road	6	0.48%
MAINTENANCE IMPROVEMENTS	Fix manhole covers	5	0.40%
OTHER	Edgewater – negative	5	0.40%
ROAD DESIGN CHARACTERISTICS	Better delivery areas (Palmer's delivery truck using center lane)	5	0.40%
ROAD DESIGN CHARACTERISTICS	Close local roads	4	0.32%
ROAD DESIGN CHARACTERISTICS	Speed bumps – no	3	0.24%
MAINTENANCE IMPROVEMENTS	Take out no turn on red sign at Winter Park Rd.	2	0.16%

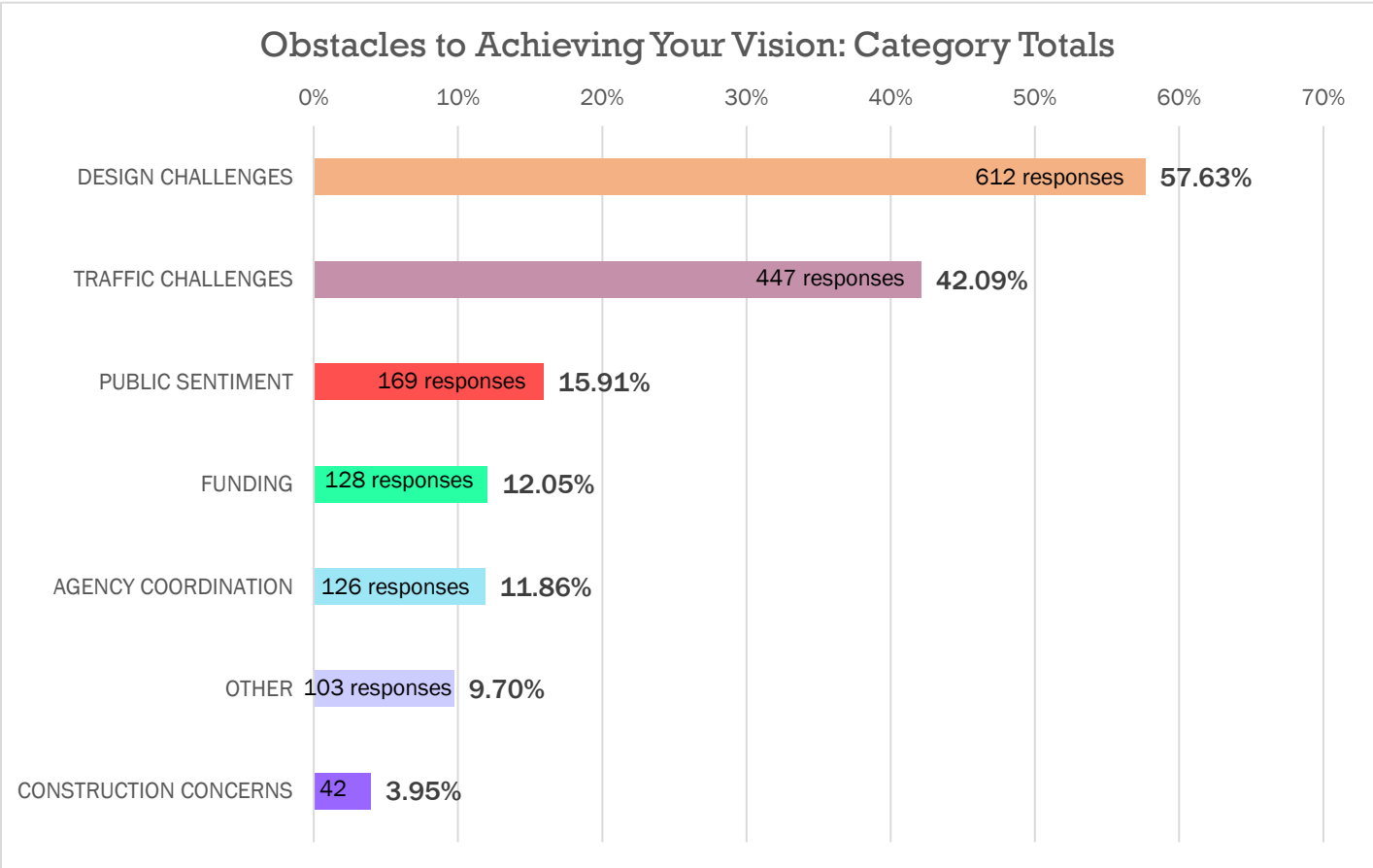
Obstacles to Achieving a Vision for Corrine Drive

After respondents described their visions for Corrine Drive, they were asked to identify obstacles to achieving their visions. Design challenges (about **58%**) and traffic challenges (**42%**) were the most mentioned categories of obstacles. Respondents typically listed more than one obstacle, so percentages below do not add up to 100%.

Overall, many respondents indicated that there would be trade-offs to achieving their visions for Corrine Drive, and several said they thought achieving consensus among neighbors and local governments would be difficult.

The most frequently mentioned obstacles were:

- 1. Lack of space for parking
- 2. Lack of physical space on the road for desired improvements
- 3. Too much traffic/too many people
- 4. Funding/money
- 5. Lack of speed control



WHAT SOME RESPONDENTS SAID ABOUT OBSTACLES

Parking is a challenge because businesses are so popular that there's not enough parking. Along the drive itself, it is dangerous. Once the new school is completed, there will be added challenges of school zone areas.

It is tight because there is no land. One of the biggest needs is better parking for the local businesses, and I don't know how you do that without impacting the local businesses. Also, I want it to keep its uniqueness and not turn into something that looks overly manufactured or "cookie cutter." That is not the area's personality.

I believe the challenge is finding the right balance between making improvements for pedestrians, cyclists, improving safety for children and not impeding traffic such that it (during peak hours) does not get more congested than it already is.

Parking too narrow, most vehicles ride the white line then swerve to avoid manhole. We cannot park on the street, have had two vehicles totaled.

I hope that people driving will respect that this a neighborhood... People honk, screech and speed by. I worry about the noise waking my daughter. And I am always worried a car could hit her bedroom since we are so close to the road. A neighbor across the street told me their home has been hit twice.

People. This is an area that everyone feels strongly about and I don't see a huge consensus one way or the other. Truly a difficult decision to make the area more pedestrian friendly vs. improving traffic flow and patrons to the various businesses.

The area from Leu Gardens, past Nebraska to the curve where it changes to Virginia is treated at times like a speedway. People take off, squeal tires, rev engines, etc like it's the 1/4 mile in Fast and Furious...

Money. I don't think the leaders of the area will invest that much money.

ALL OBSTACLES IN ORDER OF POPULARITY

(Total Responses = 1062)

CATEGORY	SUBCATEGORY	# RESPONSES	% OF TOTAL
DESIGN CHALLENGES	Lack of space for parking	189	17.80%
DESIGN CHALLENGES	Lack of physical space on the road for desired improvements	180	16.95%
TRAFFIC CHALLENGES	Too much traffic/too many people	167	15.73%
FUNDING	Funding/Money	128	12.05%
TRAFFIC CHALLENGES	Lack of speed control	125	11.77%
DESIGN CHALLENGES	Condition of sidewalks/lack of pedestrian facilities	73	6.87%
DESIGN CHALLENGES	Small front yards for Corrine residences/effects to landowners	58	5.46%
OTHER	No obstacles/don't know	54	5.08%
DESIGN CHALLENGES	Balancing competing interests of drivers, pedestrians, cyclists	49	4.61%
OTHER	Miscellaneous obstacles	49	4.61%
AGENCY COORDINATION	Lack of coordination/consensus between jurisdictions	48	4.52%
TRAFFIC CHALLENGES	Making sure traffic doesn't spill into neighborhoods	40	3.77%
PUBLIC SENTIMENT	Opposition to lane reduction	38	3.58%
DESIGN CHALLENGES	Lack of bicycle facilities	35	3.30%
CONSTRUCTION CONCERNS	Pain of construction	32	3.01%
TRAFFIC CHALLENGES	Inhibiting traffic flow/increasing commute times	32	3.01%
PUBLIC SENTIMENT	Inability to achieve consensus on a vision	31	2.92%
TRAFFIC CHALLENGES	Difficulty crossing as a pedestrian	29	2.73%
TRAFFIC CHALLENGES	New school and traffic it will bring	28	2.64%
AGENCY COORDINATION	Bureaucracy / red tape	27	2.54%
AGENCY COORDINATION	Lack of political support/political apathy	26	2.45%
TRAFFIC CHALLENGES	Traffic signal consistency/issues	26	2.45%
PUBLIC SENTIMENT	Resistance/opposition to change	25	2.35%
PUBLIC SENTIMENT	Opposition to keeping 4 lanes	25	2.35%
PUBLIC SENTIMENT	Lack of cooperation from businesses	20	1.88%
PUBLIC SENTIMENT	Distracted drivers/careless driving	15	1.41%
DESIGN CHALLENGES	No alternative east-west roads/connectors	14	1.32%
AGENCY COORDINATION	Car-centric point of view	13	1.22%
PUBLIC SENTIMENT	Public outreach and education	11	1.04%
CONSTRUCTION CONCERNS	Effect on businesses during construction	10	0.94%
DESIGN CHALLENGES	Too many driveways/access points	10	0.94%
AGENCY COORDINATION	Lack of listening by local governments	7	0.66%
AGENCY COORDINATION	Lack of vision	5	0.47%
DESIGN CHALLENGES	Limited LYNX routes	4	0.38%
PUBLIC SENTIMENT	Lack of cooperation from residents	4	0.38%

Conclusion

While the opinion survey offered no clear consensus on many of the issues that are important to the future of Corrine Drive, it demonstrated the willingness of residents, businesses and others in the area to participate in the planning process through public involvement. There was clearly an appetite to discuss transportation improvements for the road.

As the Corrine Drive Complete Streets Study moves into its second phase – where transportation planners will show what different solutions could offer and how they might perform – the public will again be engaged. Phase two will ask road users to offer ideas and say which design options they prefer.

The energy shown during the study’s first phase bodes well for robust public involvement as the study moves forward.

