Why We’re Here

• Recap Study
• Video
• Discuss Recommendations
• Answer Questions
• Discussion & Feedback
Planning Process

Phase 1: Existing Conditions
• Data Collection, Analysis
• Public Opinion Survey

Phase 2: Alternatives
• 6 Design Options
• Neighborland Online
Planning Process

Phase 3: Recommendations
- New Design
- Public Comment Period

Note: At the conclusions of the study, the design is considered to be 15% complete. The entire design fits within the existing 80’ of the street’s footprint.
Existing Conditions

- High Speeds
- Crashes
- Poor Pavement
- Parking Difficulties
Existing Conditions
The Community's
#CorrineWishList

1. Add Sidewalks
2. More Shade, Landscaping
3. Pedestrian Friendly
4. Safe for Walking
5. Slower Speeds, Speed Control
6. Safer Parking Design
7. Aesthetically Pleasing
8. Add Bike Lane
9. Bike Friendly
10. Safe for Cyclists
Challenges to #CorrineWishList

1. Lack of Space
2. Traffic/Lots of People
3. Funding
4. Sidewalk Condition
5. Effects to Landowners
6. Balancing Competing Interests
7. Consensus among Jurisdictions
8. Making Sure Traffic Doesn’t Spill into Neighborhoods
The Alternatives

6 Design Concepts
• 5 Lane + Variation
• 3 Lane + Variation
• Hybrid + Variation

7 Safety Solutions
• Mid-Block Crossing
• Raised Intersection
• Better Lighting
• Bicycle Boulevards
• Traffic Signal Retiming
• Nebraska Redesign
• Leu Gardens Access Road
Phase 2 Feedback

1,100+ Gave Comments

What We Learned:

• No clear favorite
• Many want improved infrastructure for cyclists, pedestrians
• Many concerned about commute times, congestion
• Many concerned about safety
View video here: https://youtu.be/n6RJ1G6_dZg
Recommended Design
Features to Reduce Speeding

- Raised Intersections
- Medians
- Curb Extensions
- Street Trees
- Narrow Lane Widths
Curb Extensions

Today’s Design

Future Design
Are you changing the speed limit?

No. In order to change the posted speed limit, a speed study is required AFTER the improvements are in place.
SECTION 2: Belgrade Ave. to Altaloma Ave.

- Sidewalk
- Two-way cycle track
- Raised intersection
Can the new 3-lane design handle the traffic today and in the future?

Yes, between Mills and Nebraska. Approximately 16,000 cars use this portion of the street daily.
SECTION 4: Bodell Ln. to Virginia Dr.

CURB EXTENSIONS IMPROVE VISIBILITY AND REDUCE SPEEDS
Do the medians allow me to make a left turn?

The medians will prevent some of the existing left turns. The exact placement of the medians will be determined during the Design Phase (currently not funded).
Section turning north toward Leu Gardens.
SECTION 7: Merritt Park Dr. to Oak Ln.

- Shared-Use Path
- Parking
- Connection to Bumby Path
SECTION 8: Oak Ln. to Woodlawn Dr.

- Shared-Use Path
- Existing Driveways
Can I still access my driveway with the addition of the bicycle and pedestrian facilities?

Yes. Driveways will be extended over the sidewalks, cycle track, and shared use path. All improvements are within the existing public right of way.
SECTION 9: Woodlawn Dr. to Winter Park Rd.

- Better visibility entering & exiting local businesses
- Mid-block crosswalk with signal
- Parking
- Raised intersection
SECTION 11: East End Ave. to Teal Rd.

- Shared-Use Path
- Parking
SECTION 12: Teal Rd. to General Rees Ave.
SECTION 14: Robin Rd. to Common Way Rd.

- Shared-Use Path
- Safer Design and More Greenspace
How long will it take to drive from Mills Ave. to Bennett Rd.?

7-8 minutes, similar to today’s travel time
Other Opportunities

New design sets the stage for more types of improvements:

- Creative Placemaking
- Curb Management
- Futureproofing
What’s Next?

1. Implementing Partner
2. Finding the Funds
3. Design
4. Construction
Implementation Options

APPROACH 1: $9.3M
APPROACH 2: $10.3M
APPROACH 3: $14.6M
#1: Sprint to the Finish
$9.3M

**Pros**
- All construction done at once
- Quickest timeline for full design
- Cheapest overall approach

**Cons**
- Have to find all funding at once
- Several years before anything can be done about today’s problems
#2: Jog to the Finish
$10.3M

**Pros**

- Easier to find initial funding for interim improvements
- Some safety features can be installed more quickly

**Cons**

- Costs more than doing full project at one time
- Construction takes place in two phases
#3: Walk to the Finish

$14.6M

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<th>Pros</th>
<th>Cons</th>
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<td>• Install narrower lanes, smoother pavement, and some safety features more quickly</td>
<td>• Most expensive</td>
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<tr>
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<td>• Construction takes place in two phases</td>
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<td>• Longest timeline for full design</td>
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Questions?
Comments

What do you like about the design?

What causes you concern?

How would you rate the overall design?

1
Don’t Like It at All

2

3

4

5
Like It a Lot
Take Our Survey!

Online at SurveyMonkey.com/r/CorrineDrivePlan

Hard copies available at check-in table
Thank You