Completing the Street:  
*Denning Drive*  
Public Workshop and Walking Audit

Winter Park Civic Center  
May 12, 2016
Completing the Street | What Makes This a Complete Street?
The National Complete Streets Coalition defines the term as:

"Complete Streets are streets for everyone. They are designed and operated to enable safe access for all users. Pedestrians, bicyclists, motorists, and public transportation users of all ages and abilities are able to safely move along and across a complete street. Complete Streets make it easy to cross the street, walk to shops, and bicycle to work. They allow buses to run on time and make it safe for people to walk to and from train stations."

City of Winter Park “Complete Streets Policy” Resolution 2083-11:

“. . . Now, therefore, be it resolved that Winter Park, Florida, intends for complete street design and multimodal connectivity to be encouraged, with the aim of creating a comprehensive, integrated, and connected network for all modes of transportation.

Resolved, that the City of Winter Park affirms that all road projects should be designed to comfortably accommodate all users to the fullest extent possible . . .”
Office and residential land uses accessed by roadway

Excessively wide crossing distances for pedestrians

Difficult side street intersections

Higher speeds
[discouraging and unsafe to pedestrians]

More pavement than needed for current and anticipated traffic levels

Bikes only accommodated in travel lanes
Office and residential land uses enjoy same level of access.

Lower speeds consistent with neighborhood character [encouraging and safe to pedestrians].

Clarified side street intersections – safer to make left turns.

Crossing distances shortened for pedestrians and mid-block refuge added for safety.

Travel lane configurations sized for current and anticipated traffic levels.

Added bike lanes.
TODAY’S AGENDA:

[1] Talking About Complete Streets
[2] What We See on Denning Drive
[5] How is the Street Performing?
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Understanding the Street | The Current Configuration of Denning Drive
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Understanding the Street | Users of the Street: Motorists
Motorists: Low volume/high capacity | Relatively consistent flow

Safety
- Left turns from travel lanes
- At intersections, negative offset left turns
- Sideswipes from lane changes
- Bike/ped interactions

Operational
- Effectively one lane in each direction - relatively consistent flow in outside lanes
- Potential side street delays for lack of gaps
- Left turn delays

Other
- Inconsistent aesthetics
Understanding the Street | *Users of the Street: Motorists*

**Through Capacity:**
Max Volume on Denning:
- 950 vehicles/lane/hour
- 513 vehicles/hour
* [AM NB @ Morse] *

**2015 Traffic Counts**
- 8,300 vehicles per day
  - 500 AM Peak
  - 800 PM Peak
- 9,700 vehicles per day
  - 600 AM Peak
  - 900 PM Peak

**Typically a 4 MINUTE trip Northbound or Southbound from Solana to Fairbanks**

**Can be a 5 MINUTE trip Southbound at Lunch on Weekdays**
Understanding the Street | Users of the Street: Motorists

Crashes in Past 12 Months

1. Webster
2. Solana
4. Canton
5. Morse
2. Orange
2. Fairbanks
Left Turning Vehicles Can't See Oncoming Traffic in Outside Lane
On Denning:
269 LYNX bus trips on a typical weekday
18 trips per hour between 6am and 6pm
Buses: Low volume/high capacity | Relatively consistent flow

Safety
Sideswipes from lane changes
Bike/ped interactions

Operational
Effectively one lane in each direction - relatively consistent flow in outside lanes
Denning/Webster intersection operations
Some corner geometry challenges

Other
Inconsistent aesthetics

NOTE: TRANSIT RIDERS ARE PEDESTRIANS AT BEGINNING AND END OF THEIR TRIP!!!
DIFFERENT TYPES OF CYCLISTS:

[1] Strong + Fearless

[2] Enthused + Confident

[3] Interested but Concerned

[4] No Way No How
Experienced Cyclists: Comfortable (and may prefer) taking a lane

Safety
- Speed differential w/ vehicles
- Left turns from travel lanes – crossing path
- At intersections, negative offset left turns limits visibility to oncoming traffic
- Sideswipes from lane changes
- Interactions with turning traffic

Operational
- Direct connections in travel lanes
- Left turn delays

Other
- Inconsistent aesthetics

Novice Cyclists: Uncomfortable riding in traffic

Safety
- Perception of safety off-street
- Speed differential w/ vehicles adjacent to sidewalk
- Lack of adequate off-street facility width
- Interactions with pedestrians
- Interactions with turning traffic at intersections

Operational
- Left turn movements
- Intersections

Other
- Inconsistent aesthetics
Understanding the Street | Users of the Street: Pedestrians
Pedestrians: Edge of Road | Disconnected Network

**Safety**
- Speed differential w/ vehicles adjacent to sidewalk
- Disconnected sidewalk system
- Interactions with turning traffic at intersections

**Operational**
- Lots of destinations (parks, retail, services, education)
- Long blocks between crossing opportunities
- Curb ramps at intersections

**Other**
- Inconsistent aesthetics
- Inconsistent shade
Understanding the Street | Users of the Street: Static Users
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Completing the Street | Evaluating Some Initial Ideas

[1] EXISTING SECTION
Completing the Street | Evaluating Some Initial Ideas

[3] 3-LANE ROAD + 2-WAY CYCLE TRACK + MEDIAN
Completing the Street | Evaluating Some Initial Ideas

[4] **3-LANE ROAD + MULTIUSE TRAIL + MEDIAN**
Completing the Street | Evaluating Some Initial Ideas

[5] 3-LANE ROAD + BIKE LANES + MEDIAN
Completing the Street | Evaluating Some Initial Ideas

Completing the Street: Denning Drive

1. Existing Section
   - Is the street working for everyone?
   - Your Evaluation:

2. 2 Lane Road + 3 Way Cycle Track
   - How is the street working for each use?
   - Your Evaluation:

3. 2 Lane Road + 3 Way Cycle Track + Median
   - How is the street working for each use?
   - Your Evaluation:

4. 2 Lane Road + Multiuse Trail + Median
   - How is the street working for each use?
   - Your Evaluation:

5. 2 Lane Road + Bike Lanes + Median
   - How is the street working for each use?
   - Your Evaluation:

6. Design Your Own
   - How is the street working for each use?
   - Your Evaluation:

May 13, 2016
OUR NEXT STEPS:

Refine Initial Ideas Based on Feedback
June 7 – Next Meeting