

# 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?*





**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 ...”*

**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.”*

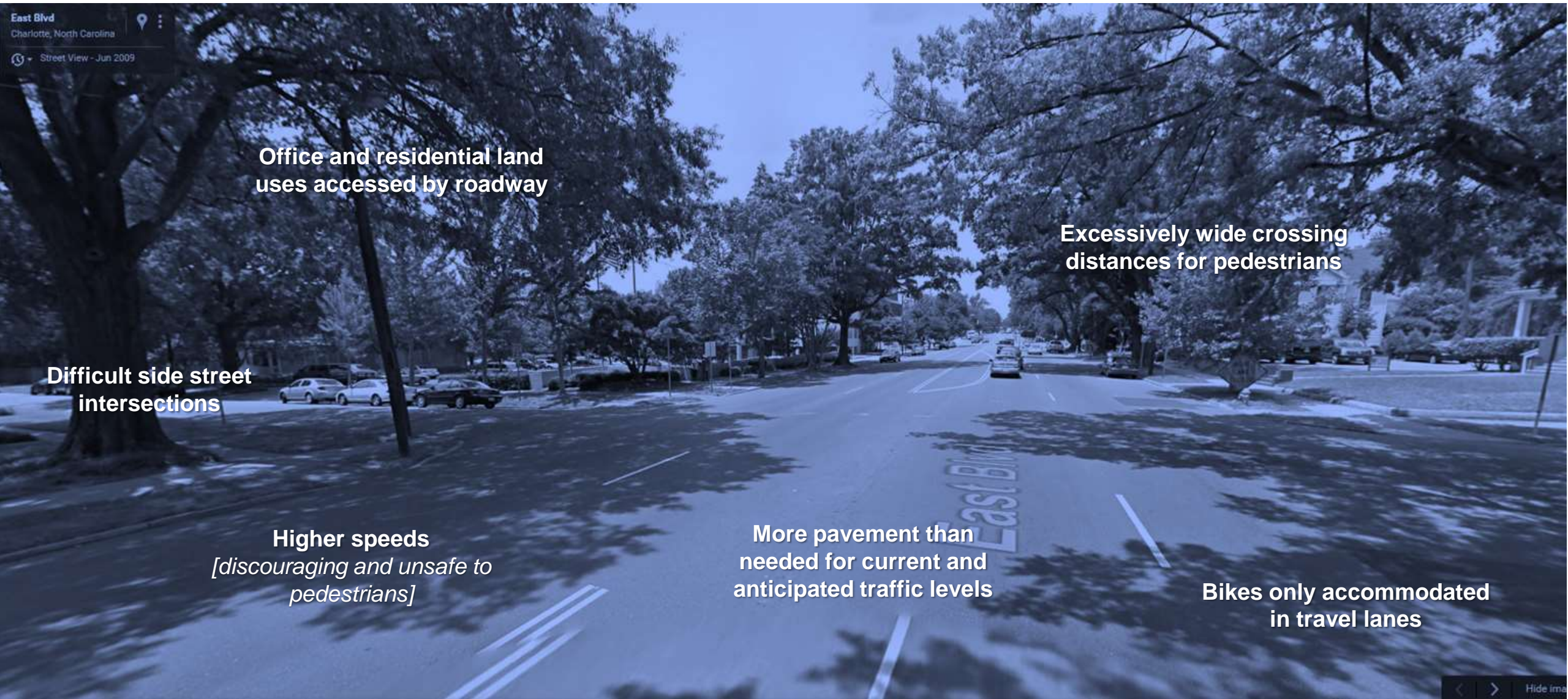


# Completing the Street | *East Boulevard, Charlotte, NC [BEFORE]*





# Completing the Street | *East Boulevard, Charlotte, NC [BEFORE]*



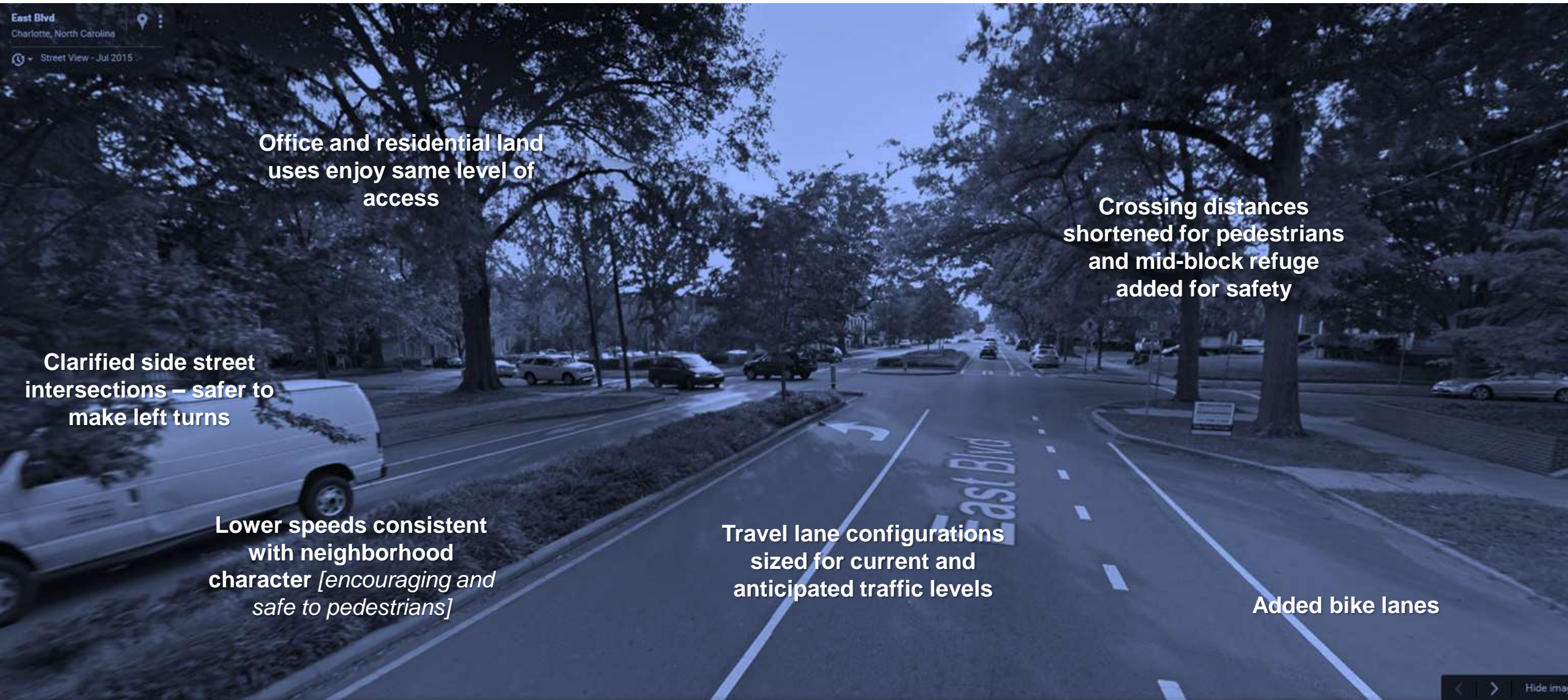


# Completing the Street | *East Boulevard, Charlotte, NC [AFTER]*





# Completing the Street | *East Boulevard, Charlotte, NC [AFTER]*





# Completing the Street | *Denning Drive*





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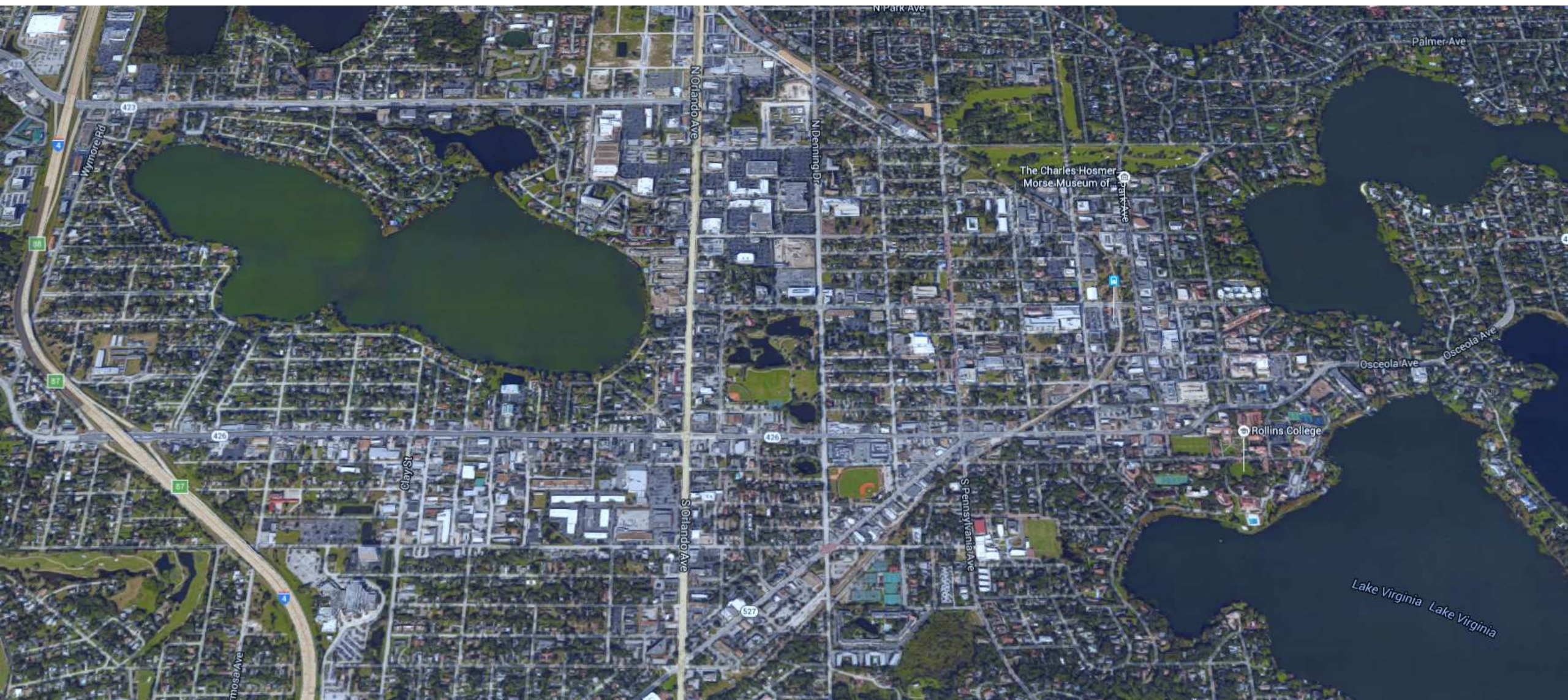
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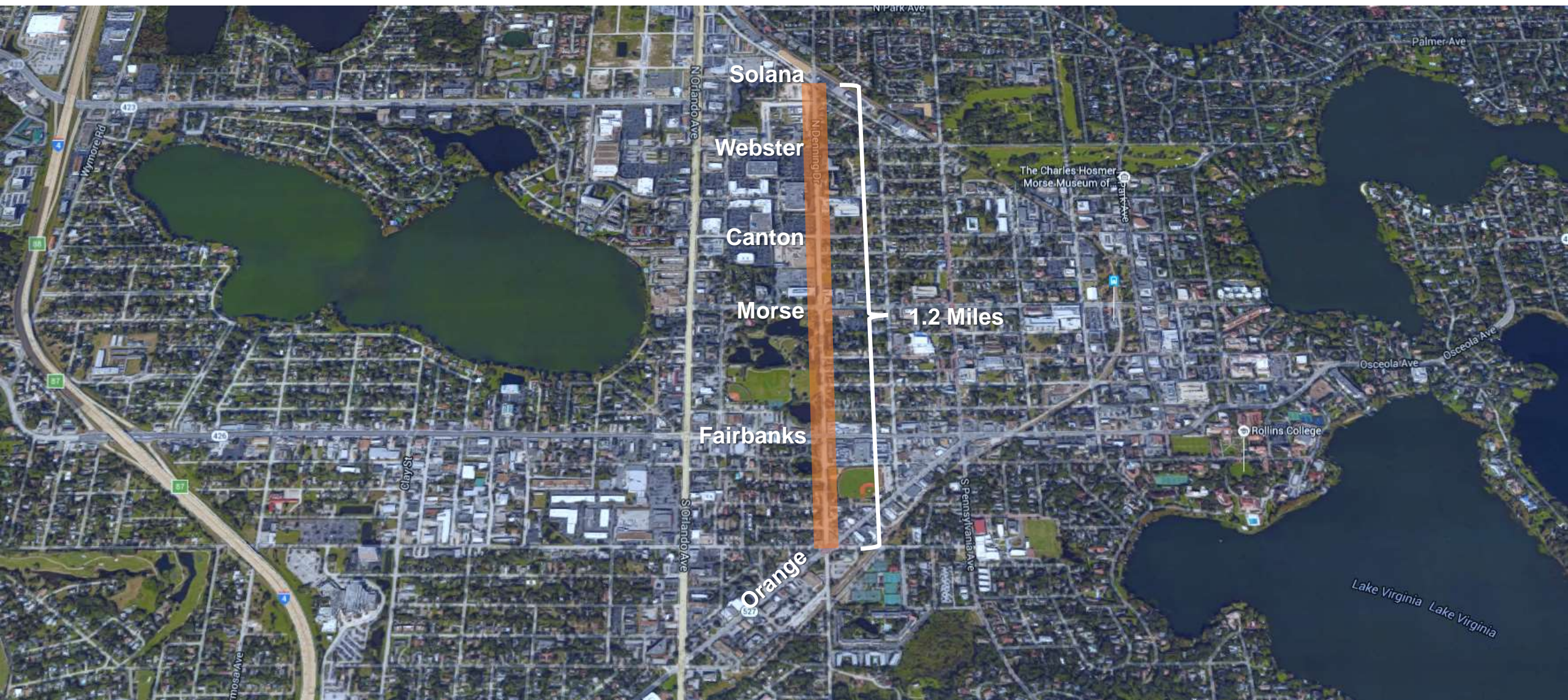
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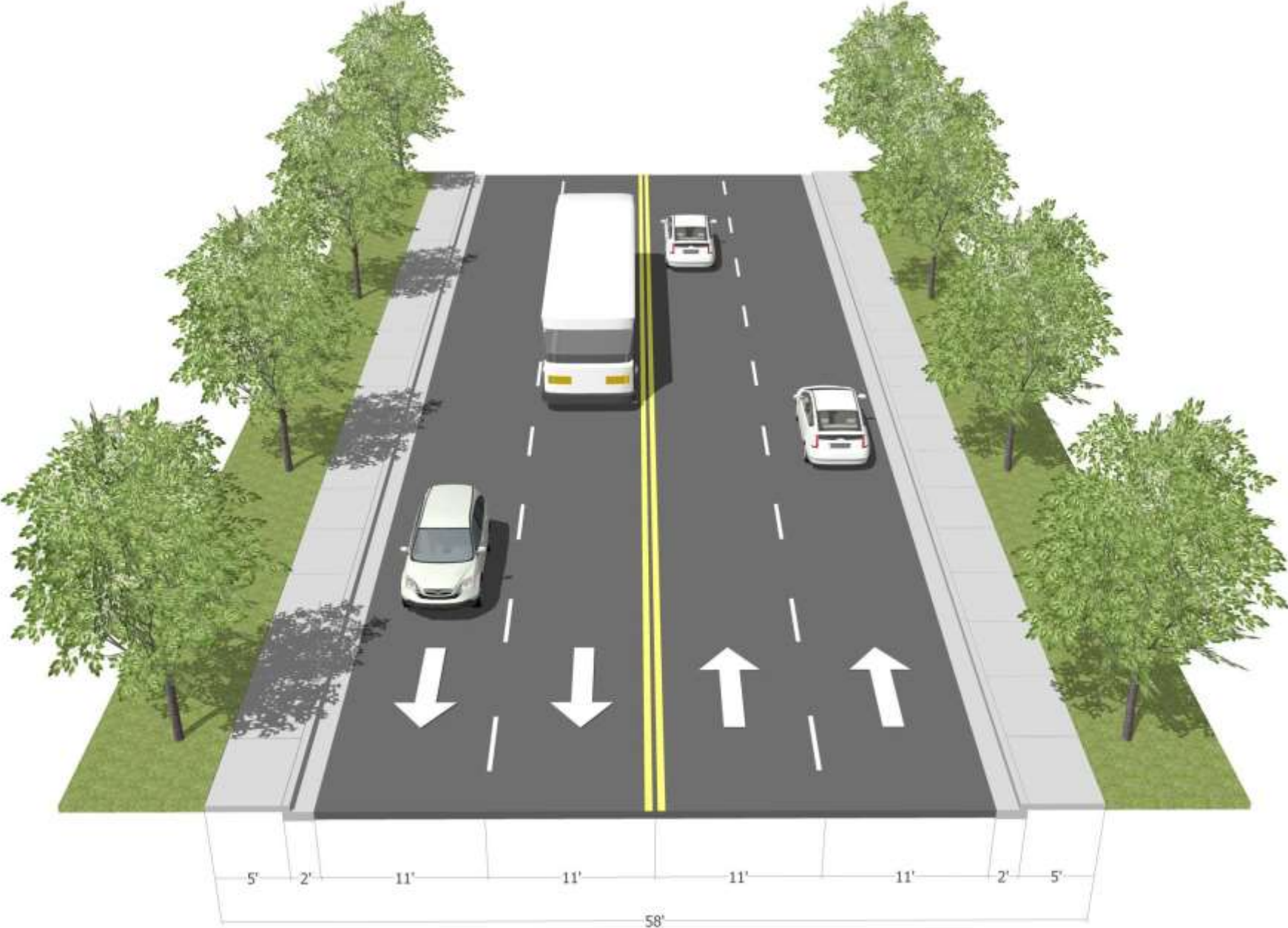


Understanding the Street | *What's Under Study?*





Understanding the Street | *The Current Configuration of Denning Drive*





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# Understanding the Street | *Defining a Complete Street*











## 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

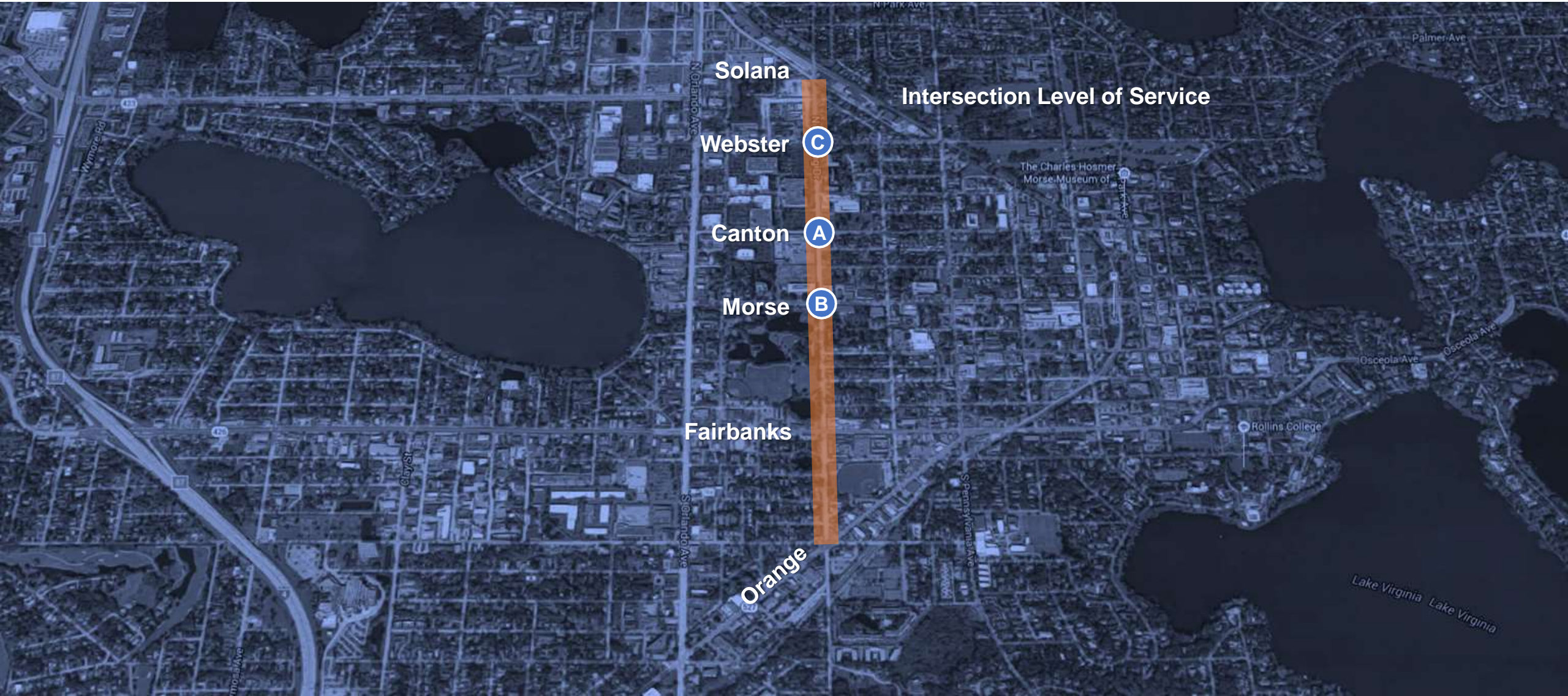
*Inconsistent aesthetics*



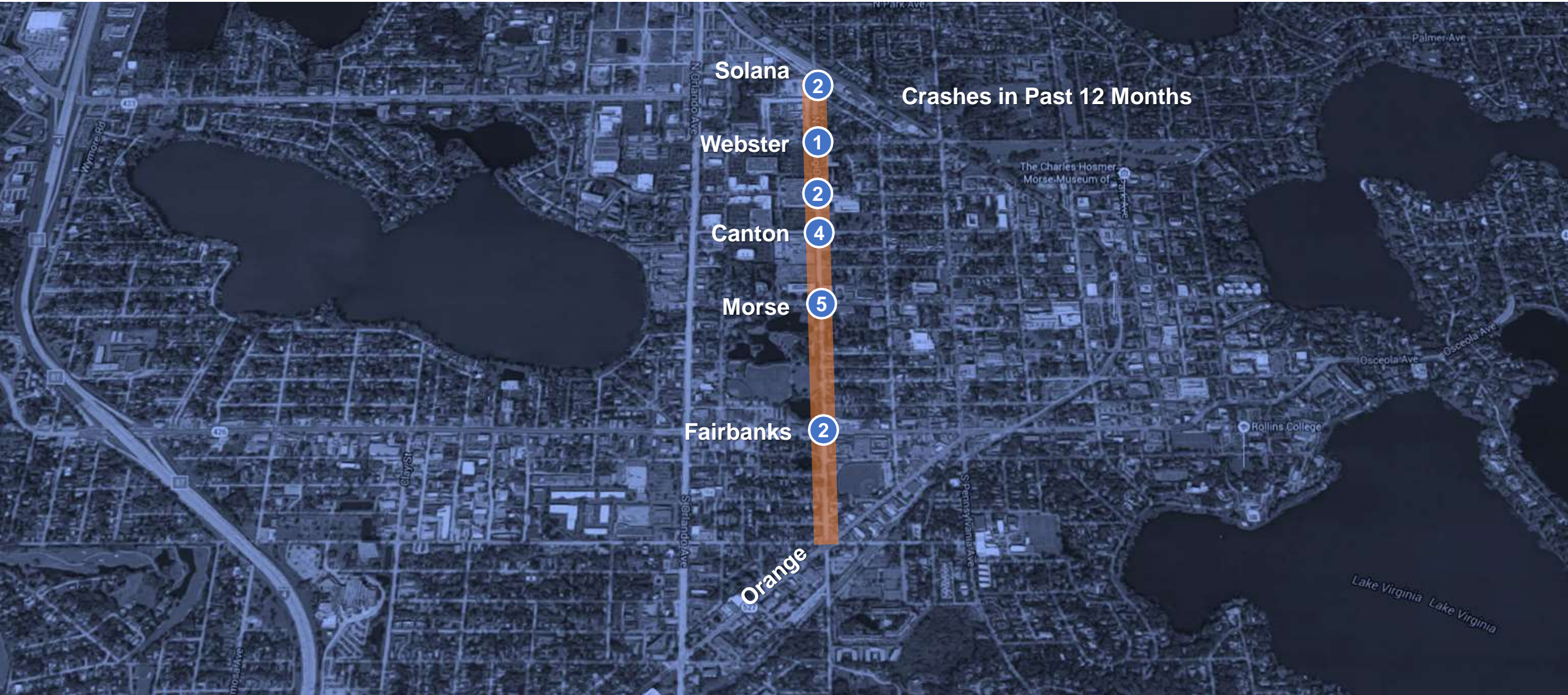




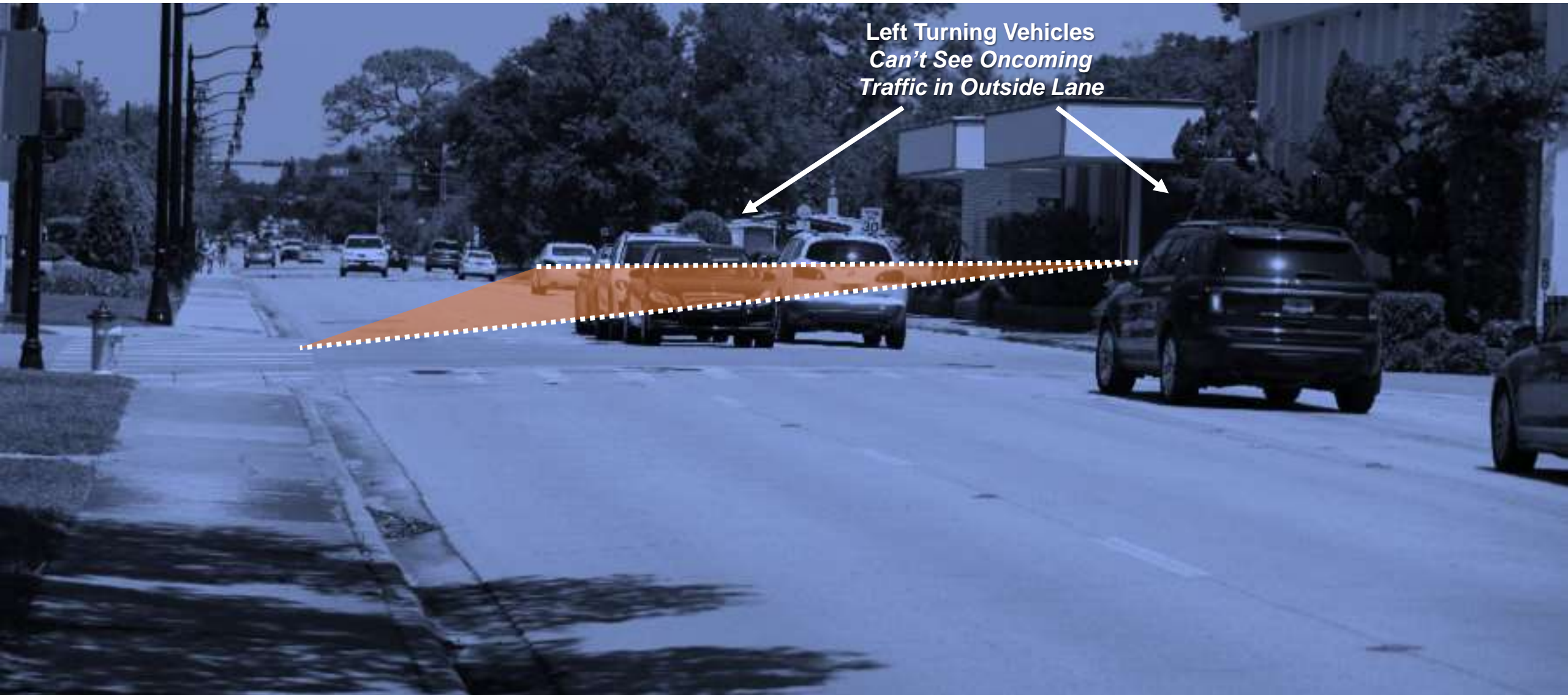












Left Turning Vehicles  
Can't See Oncoming  
Traffic in Outside Lane





**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**

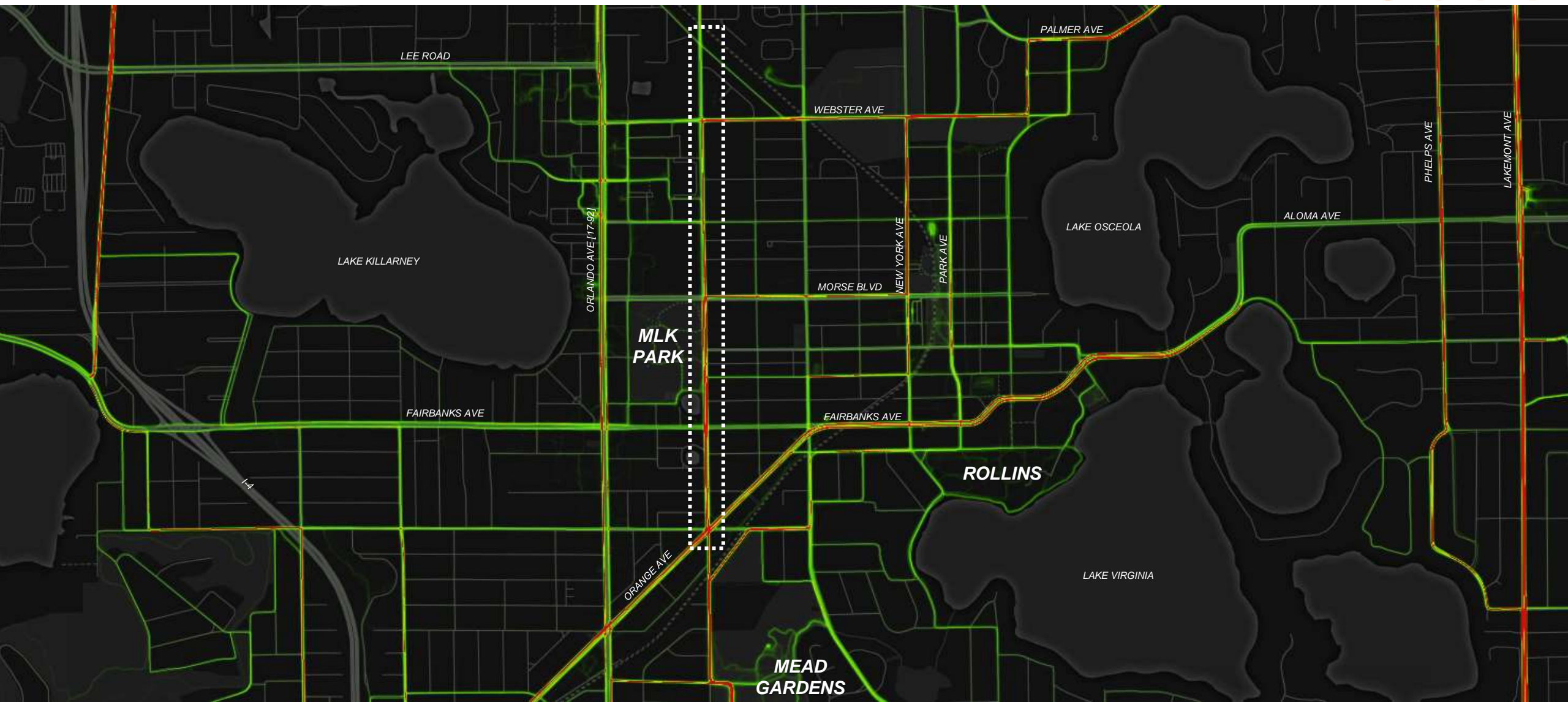
**[2] Enthused + Confident**

**[3] Interested but Concerned**

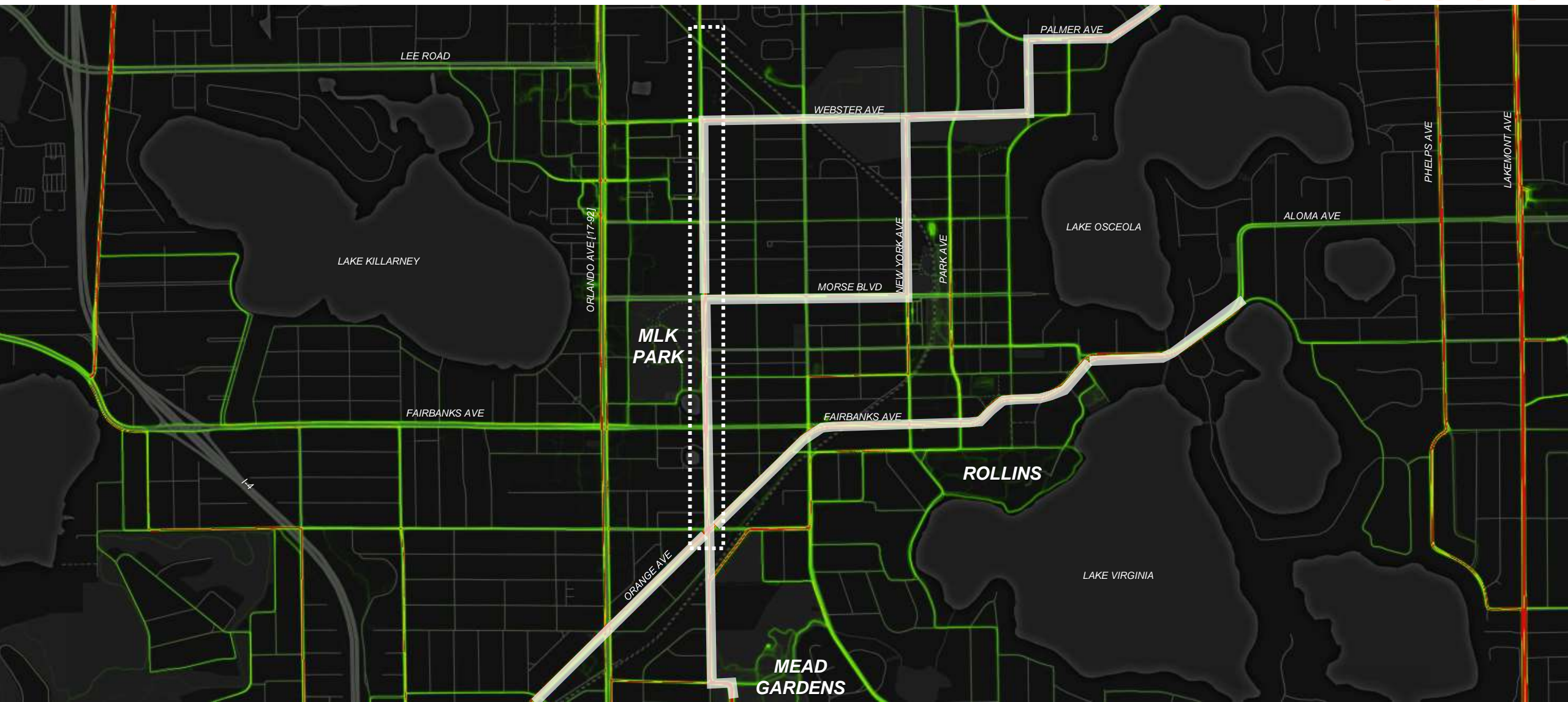
**[4] No Way No How**















**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**

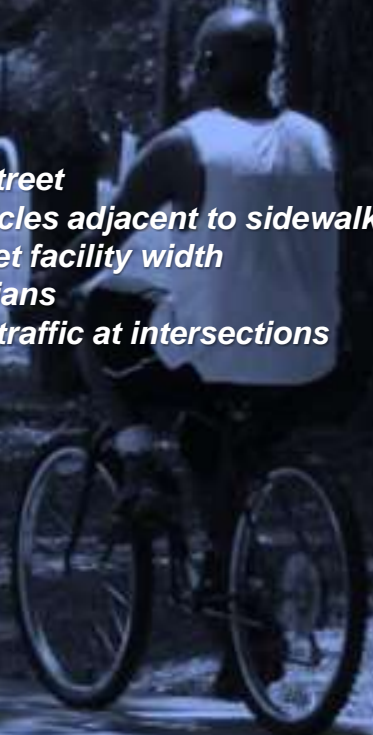
- Perception of safety off street*
- Speed differential w/ vehicles adjacent to sidewalk*
- Lack of adequate off-street facility width*
- Interactions with pedestrians*
- Interactions with turning traffic at intersections*

**Operational**

- Left turn movements*
- Intersections*

**Other**

- Inconsistent aesthetics*











## 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*









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Understanding the Street | *Walking Audit: Seeing it Together*





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Evaluating the Street | *How Does the Street Work for All Users?*





Evaluating the Street | *How Should We Prioritize Improvements for Users?*



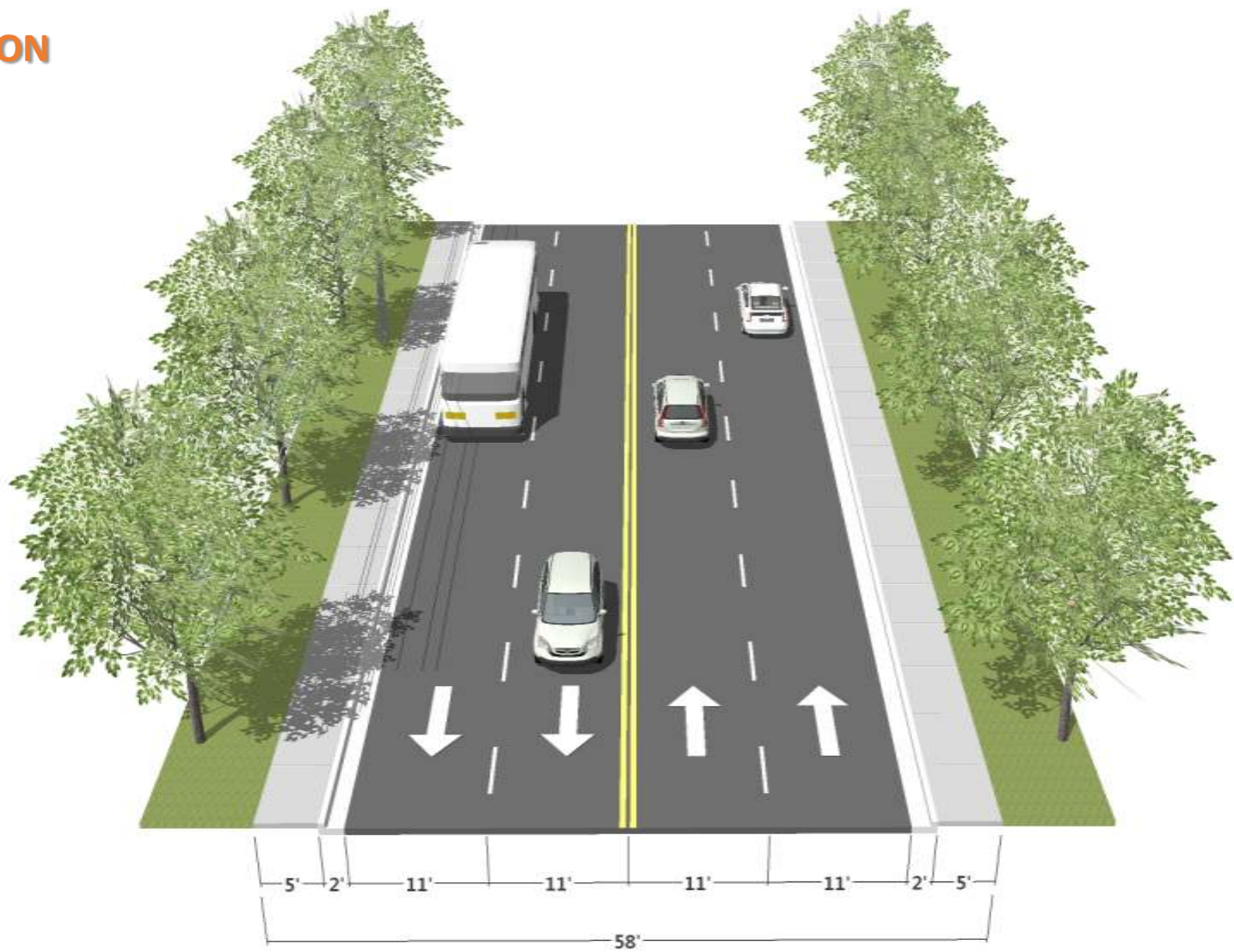


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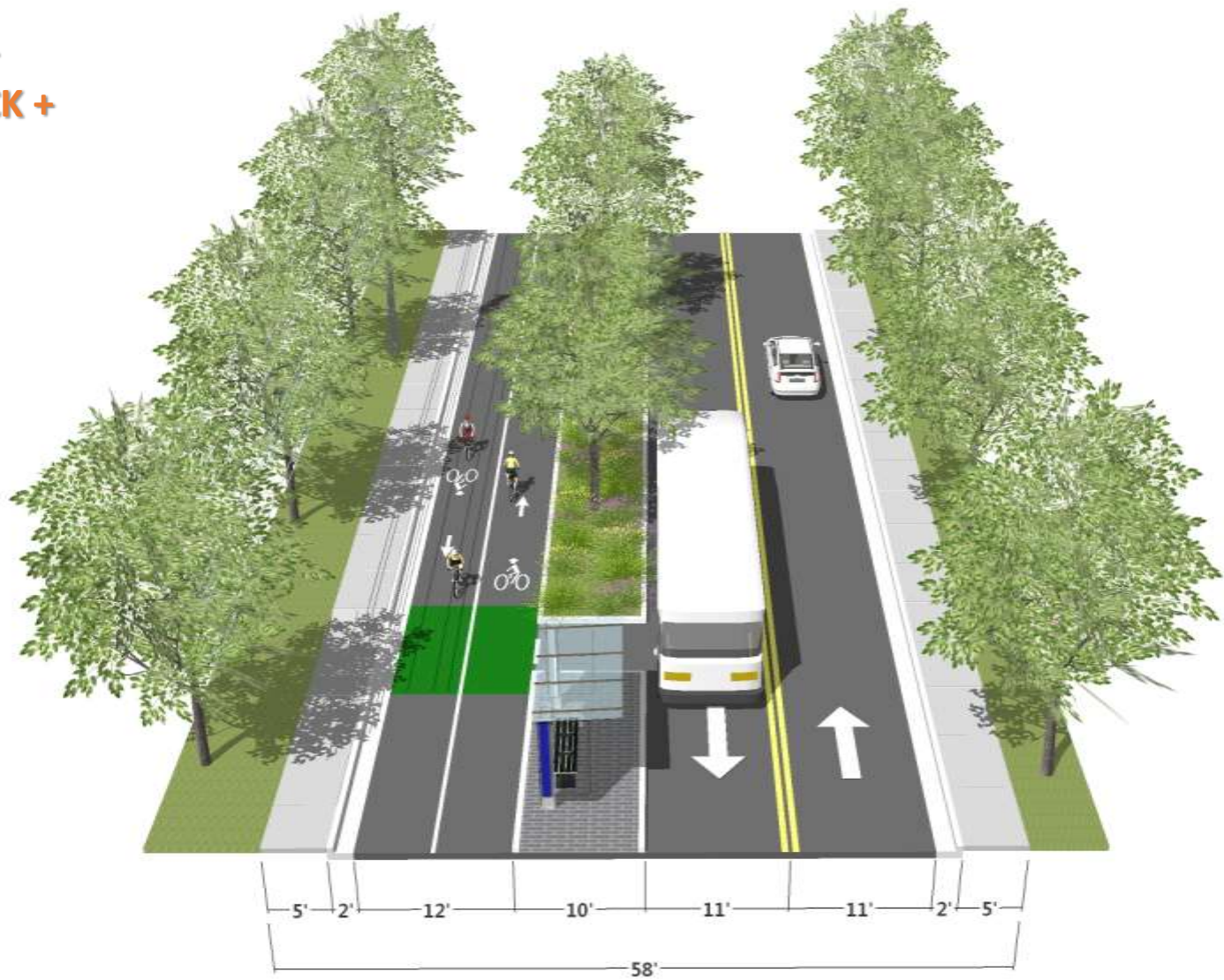
[1] EXISTING SECTION





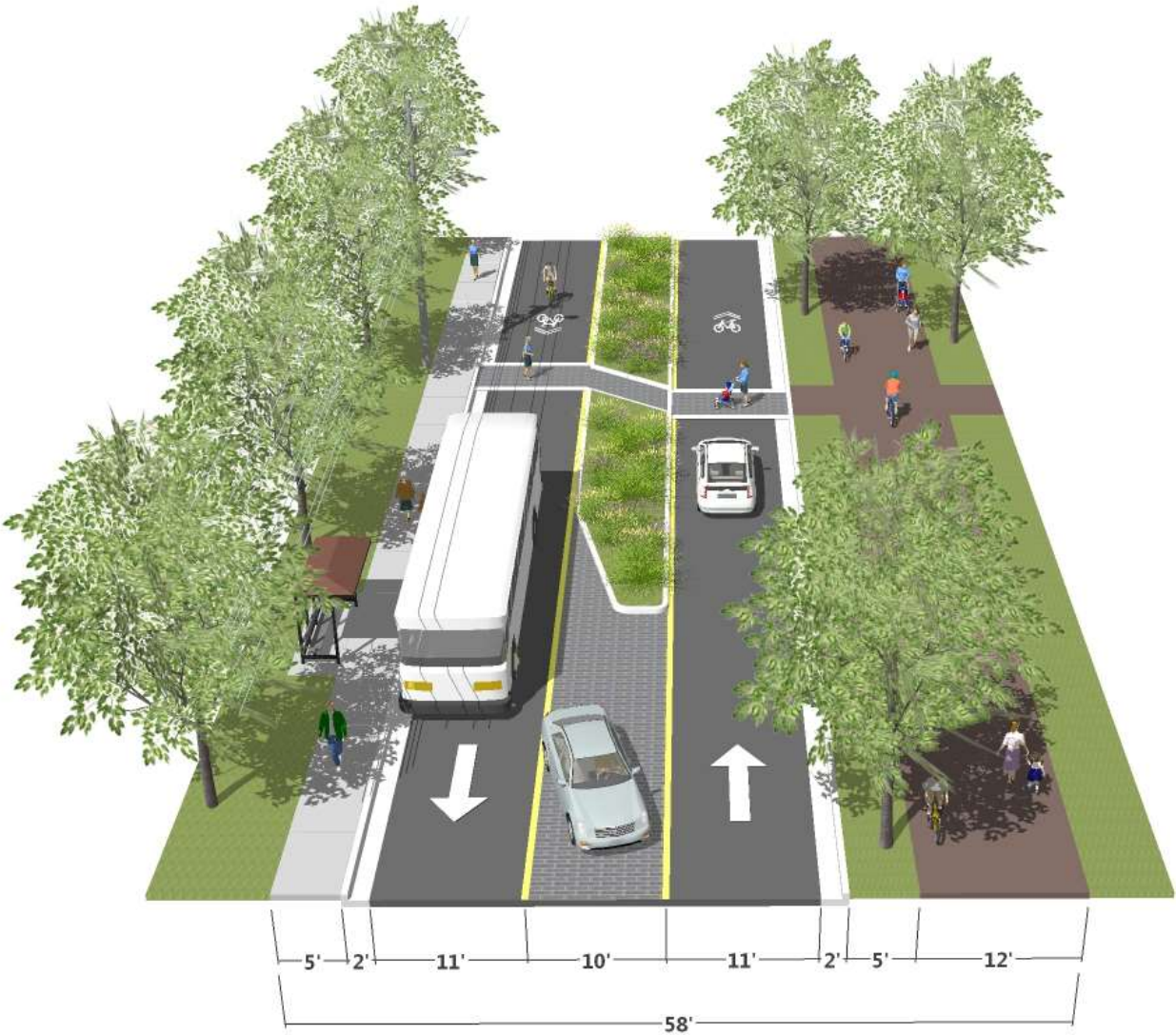
Completing the Street | *Evaluating Some Initial Ideas*

[3] 3-LANE ROAD +  
2-WAY CYCLE TRACK +  
MEDIAN





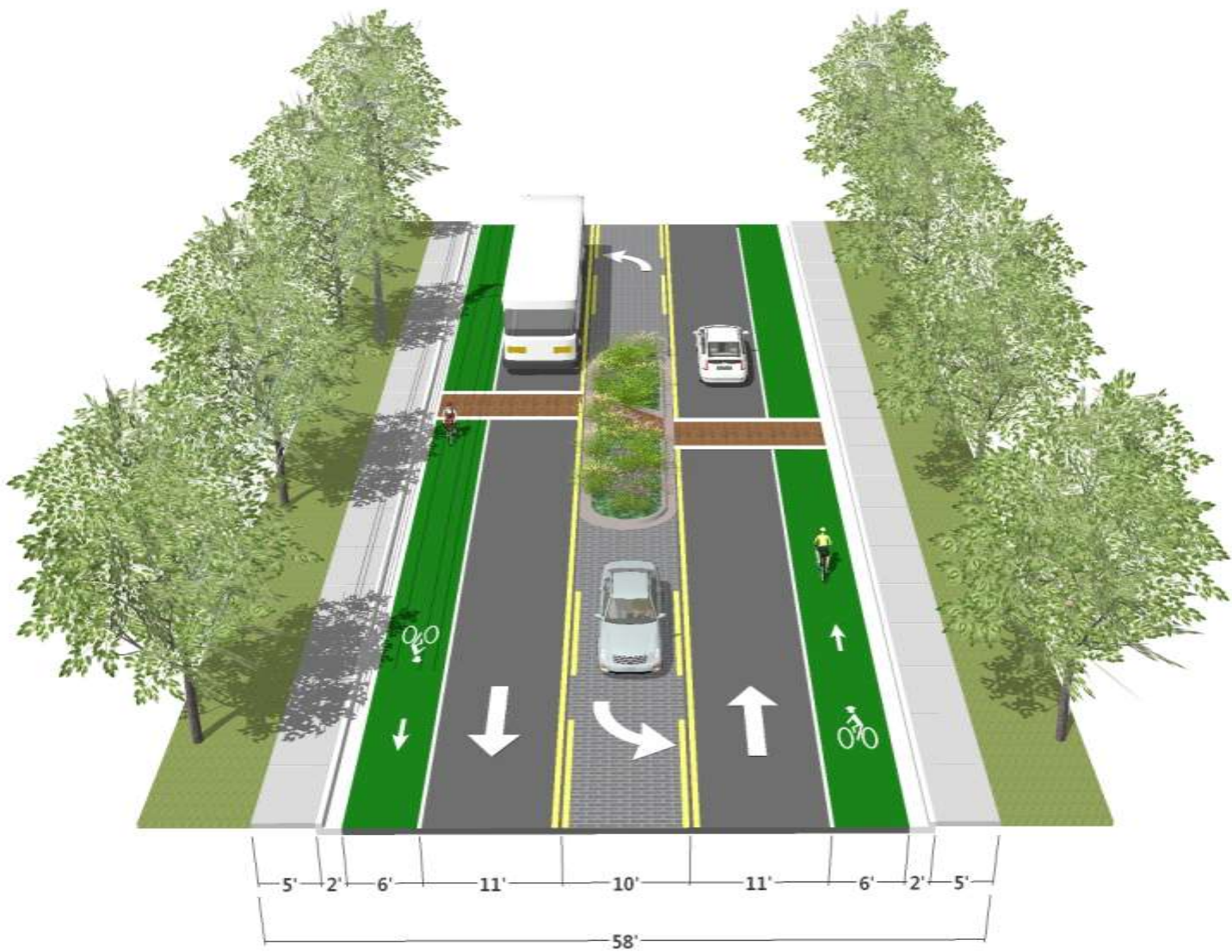
[4] 3-LANE ROAD +  
MULTIUSE TRAIL +  
MEDIAN





# Completing the Street | *Evaluating Some Initial Ideas*

[5] 3-LANE ROAD +  
BIKE LANES +  
MEDIAN





# Completing the Street | Evaluating Some Initial Ideas




May 12th, 2016

## COMPLETING THE STREET: DENNING DRIVE

1 EXISTING SECTION




How is the street working for each user?








How is the street working for each user?

Your Evaluation:

2 2 LANE ROAD + 2 WAY CYCLE TRACK




How is the street working for each user?








How is the street working for each user?

Your Evaluation:

3 2 LANE ROAD + 2 WAY CYCLE TRACK + MEDIAN



How is the street working for each user?






How is the street working for each user?

Your Evaluation:

4 3 LANE ROAD + MULTIUSE TRAIL + MEDIAN




How is the street working for each user?








How is the street working for each user?

Your Evaluation:

5 3 LANE ROAD + BIKE LANES + MEDIAN




How is the street working for each user?






How is the street working for each user?

Your Evaluation:

6 DESIGN YOUR OWN



How is the street working for each user?



How is the street working for each user?

Your Evaluation:

Denning Drive | Complete Street

WORKING DRAFT | May 12, 2016



**OUR NEXT STEPS:**

*Refine Initial Ideas Based on Feedback*  
*June 7 – Next Meeting*

