

Taking it to the (Complete) Street:

Denning Drive, Winter Park, FL

*Florida Redevelopment Association
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East Blvd
Charlotte, North Carolina
Street View - Jul 2015

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 . . .**”*

Comprehensive Plan Transportation Element (2017): Policy 2-1.1.1: Multimodal Activities

*“The City defines mobility as the provision of multiple opportunities or choices in transportation modes for travel within and to/from the City through a multi-modal transportation system. The general hierarchy of modes is **1) walking, 2) bicycling, 3) transit (bus and rail), and 4) private vehicles**. The primary focus or overall mobility strategy is on the minimum provision of facilities for all modes and the connectivity based upon the mode hierarchy. Where adequate facilities exist for all modes, the City will prioritize enhancing the quality and integration of the facilities based upon the mode hierarchy.”*

Completing the Street | May 12 Workshop and Walking Audit





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





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

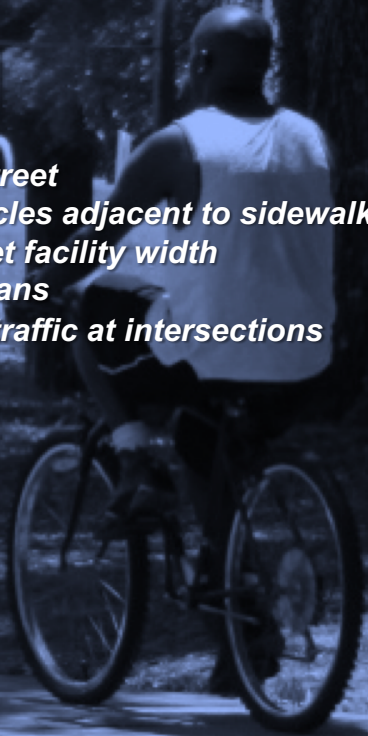
- Perception of safety off street*
- Speed differential w/ vehicles adjacent to sidewalk*
- Lack of adequate off-street facility width*
- Interactions with pedestrians*
- Interactions with turning traffic at intersections*

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





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

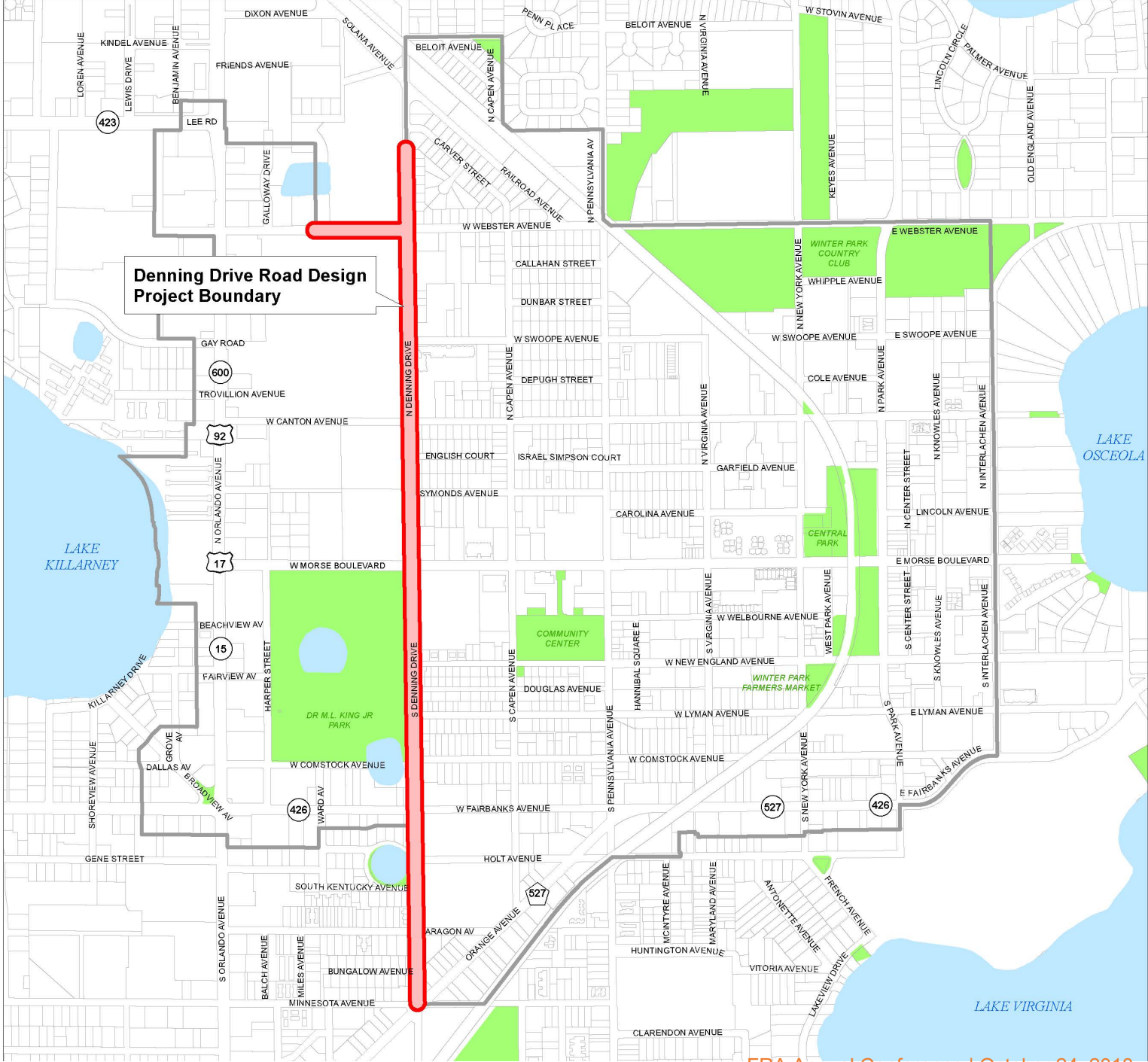
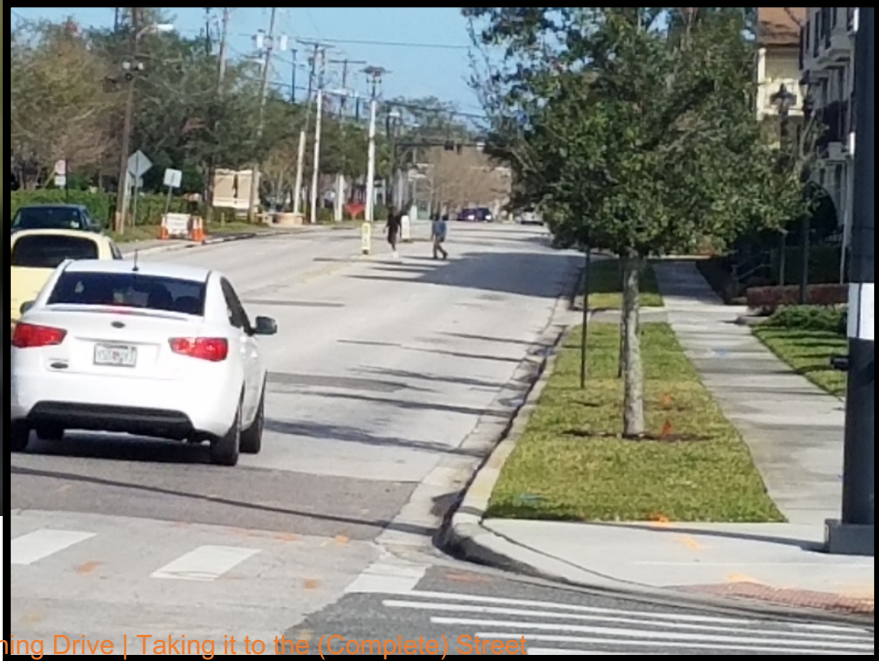
Some corner geometry challenges

Other

Inconsistent aesthetics

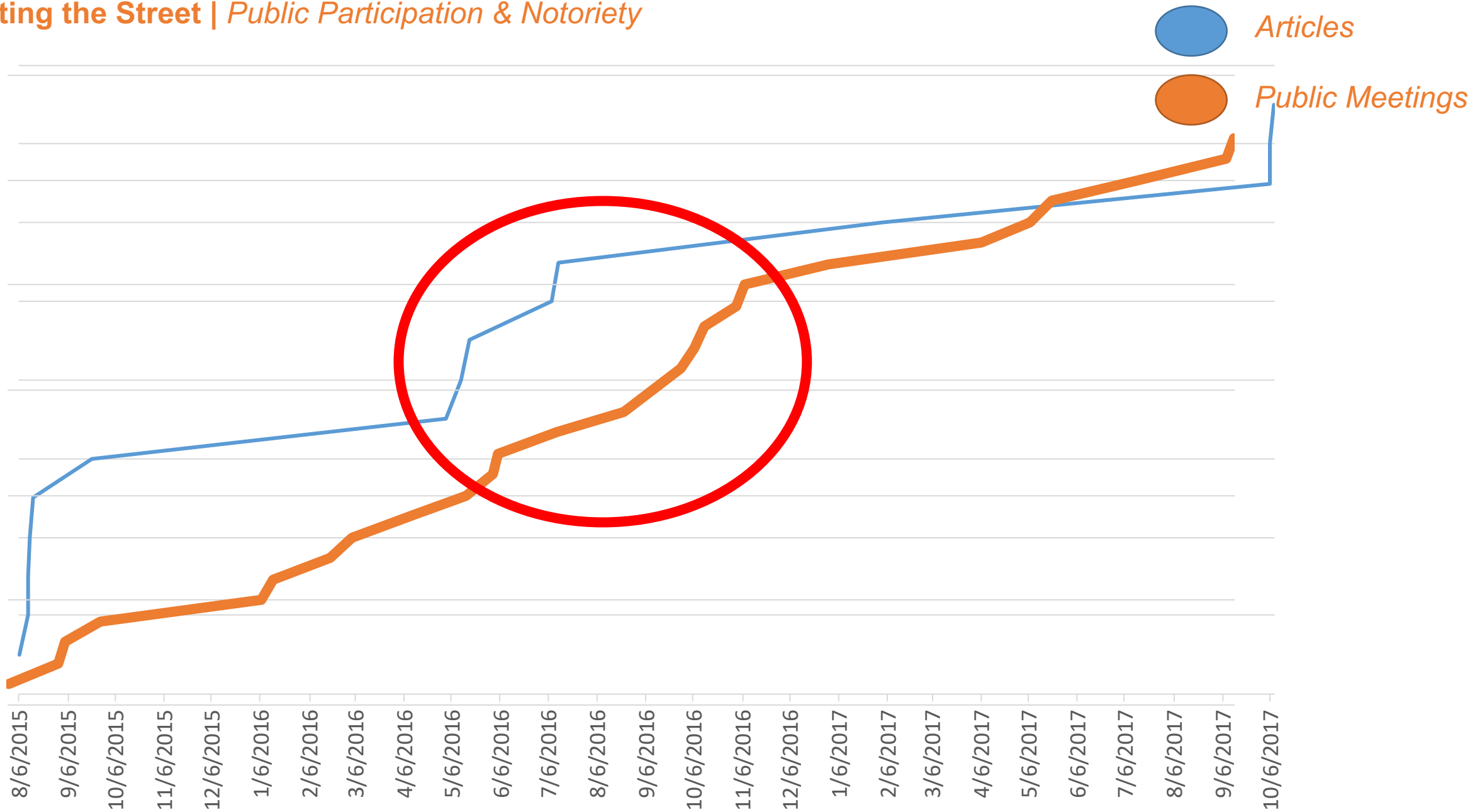
NOTE: TRANSIT RIDERS ARE PEDESTRIANS AT BEGINNING AND END OF THEIR TRIP!!!

Denning Drive





Completing the Street | *Public Participation & Notoriety*

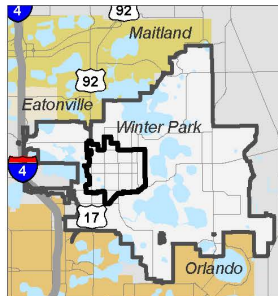




DENNING AVENUE ROAD DESIGN PROJECT BOUNDARY

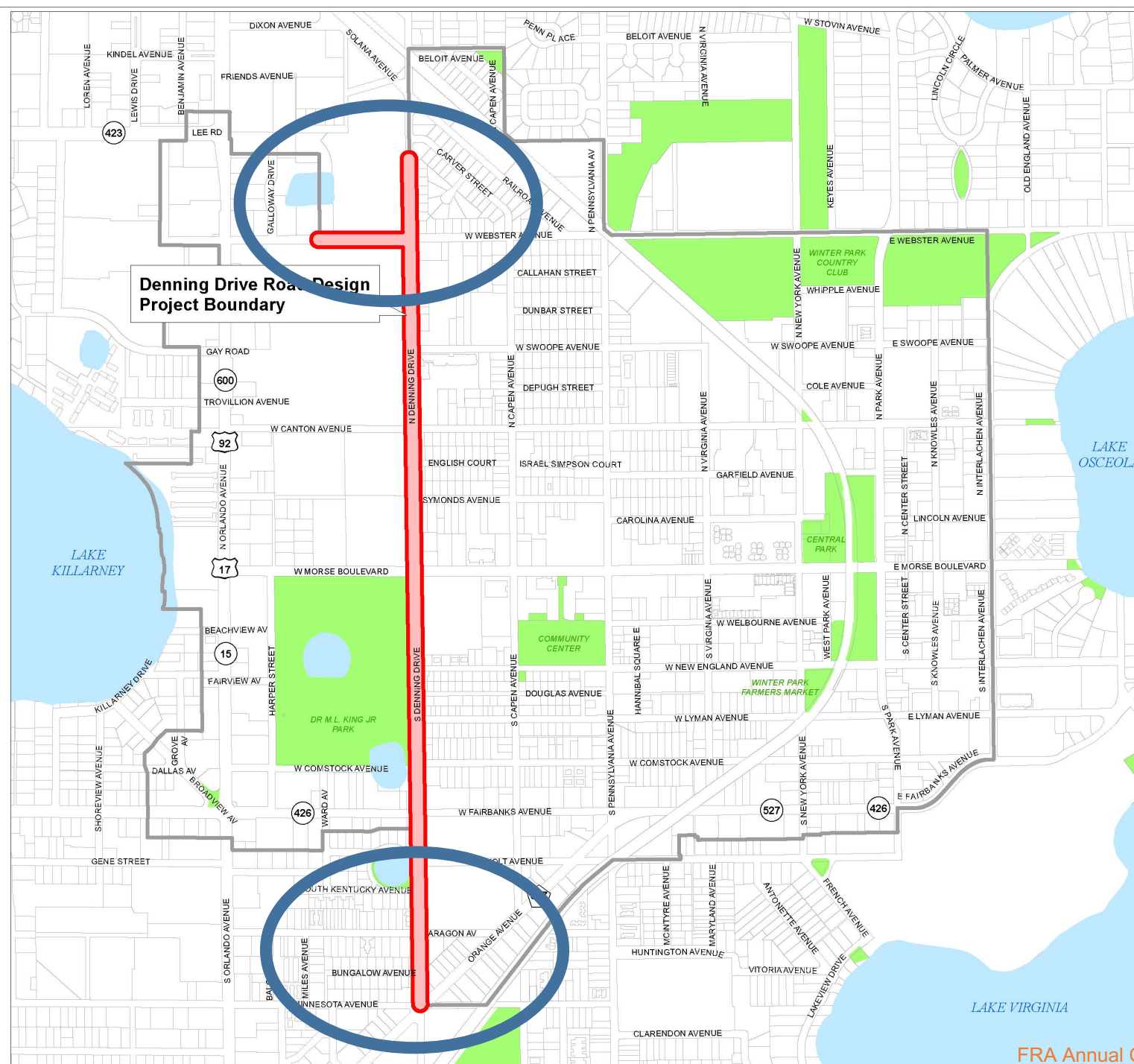
WITH CRA BOUNDARY

City of Winter Park
Florida



0 230 460 690 920 1,150
Feet

Date: 2/17/2017
Project: CRA20150813
Source: City of Winter Park CRA



Completing the Street | *Evaluating the Concept*

