

Local Action Team Walking Tour (Mini assessments)

December 14, 2015

1:15- 3:30 pm

SW 8th Street (Slated for intermediate improvements. Currently going through a PDE process)

- 1 Conflicts between pedestrians and bicyclists
- 2 Narrow sidewalks
- 3 Tripping hazards
- 4 People crossing mid-block , but not at the crosswalk
- 5 Lack of tree canopy
- 6 Pavers not well maintained
- 7 Crowded sidewalks
- 8 Many older adults
- 9 No LPI at intersection
- 10 Missing/dead trees
- 11 Unattractive bus stops
- 12 Distracted driving
- 13 Abandoned bulb outs that appear to have once been bus stops
- 14 No formal bike facilities
- 15 Parking on both sides
- 16 Space for landscaped bulb-outs
- Walkability in the direction opposite of moving traffic is challenging at the
- 17 intersections lacking ped signals.

SW 7th Street (Same as above)

- 1 Many curb cuts
Sloped sidewalks, which would be difficult to traverse if you had a cane or
- 2 a wheelchair
- 3 Trash
- 4 Rocks or tripping hazards on the ground
- 5 Fast traffic
Compliance with school bus stop (all cars stopped when bus driver put out
- 6 "stop" sign.
- 7 Barely existing bus stops
- 8 Utility lines on both sides of the road -- making trees difficult
- 9 Lack of maintenance of brick pavers
- 10 No formal bike facilities
- 11 No buffer between the sidewalk and traffic

Questions: What is current LOS?
What would happen if you reduced number of through lanes to 2?
What is keeping us from 10' lanes?

None of the participants would want to live along this corridor and No one
Consensus: felt comfortable with their parents living along the corridor.

SW 1st Avenue

- 1 Wide ROW to cross
- 2 Wide ROW appears to encourage speeding
- 3 Nice wide sidewalks
- 4 Some shade
- 5 Lots of transit access
- 6 No apparent traffic calming devices despite the residential landuse on the street
- 7 In road yield signs help increase motorists compliance with yielding to pedestrians

S. Miami Ave (DDA conducted a master plan in 2010 Slated for PDE)

- 1 Distracted driving
- 2 Lots of construction
- 3 Pedestrian not the priority with construction sites
- 4 Sidewalk narrow in a few places
- 5 Trash and uninviting sidewalk along SW 8th Street (doesn't appear to be ADA , yet the other side is closed.
- 6 No bike facilities
- 7 Connections to transit not clear even though its only one block away
- 8 Intersection crosswalks are fading
- 9 Construction projects involve closing portions of sidewalk
- 10 Scaffolding does not give everyone a sense of safety
- 11 Some of the planters are pedestrian obstacles
- 12 On-Street parking on one side

Questions: What is the coordination between the City and the County?

I -395 On-Ramp (FODT recently improved crosswalk -- looking at longer term solutions)

- 1 Crosswalk bold and clear
- 2 Pedestrian and bicyclists cautious to cross
- 3 Some motorists don't stop for pedestrians despite crosswalk

