



Tice Neighborhood Mini-Charrette

A Memo to Lee County



March 2014

Prepared by:

Local Government Commission

Walkable and Livable Communities Institute

Tice Neighborhood Mini-Charrette

A Memo to Lee County

March 2014

ACKNOWLEDGEMENTS

Lee County

Tessa LeSage
Andrew Getch
Jessica Mendes
Mary Gibbs
Kathie Ebaugh
Pam Keyes
Dave Loveland

Florida Department of Transportation (FDOT)

Billy Hattaway, PE, District One Secretary
Matt Weaver
Debbie Tower

BikeWalkLee

Darla Letourneau
Dan Moser
Ann Pierce

Florida Gulf Coast University, Southwest Florida Center for Public & Social Policy

Dr. Margaret Banyan
Krista Fogo
Vitor Suguri

Goodwill Industries

Robert Randall
Sandy Smith
Jennifer Nelson

Nations Association Charities

Rev. Dr. Israel Suárez
Susan Suarez

City of Fort Myers

Councilwoman Teresa Watkins Brown
Avelino Cancel
Diana Giraldo

Tice Elementary

Principal Dwayne Courtney
Assistant Principal Ronda Amaya
Marshall Long
Laurel Fecko
Jill Kesler

Tice Historic Community Planning Panel

Ken Breffle
Paul Moreno
Clarence Bowman
Chester Young

TECHNICAL ASSISTANCE TEAM

Local Government Commission

Paul Zykofsky, Assoc. AIA, AICP, Associate Director
Anthony Leonard, Project Manager

Walkable and Livable Communities Institute

Kelly Morphy, Executive Director

This project is funded by **US EPA's Office of Sustainable Communities** under their **Building Blocks for Sustainable Communities Program** via a grant to **Project for Public Spaces (PPS)**.

The Building Blocks program funds quick, targeted assistance to communities that face common development problems.

TABLE OF CONTENTS

Acknowledgements	iii
Technical Assistance Team	iii
Table of Contents	v

Chapter One: Introduction

Background	1
Process	3
Outreach	4
Day One – Walking Audits, Stakeholder Meetings and Neighborhood Tour	5
Day Two – Community Walking Audit and Design Workshop	5

Chapter Two: Outcomes

Goals and Outcomes	7
Performance Measures	9
Recommended Improvements by Community	9
Tools	12

Chapter Three: Workshop and Stakeholder Meeting Notes

Neighborhood Tour Field Notes	39
Walking Audit: Nations Association Charities	39
Stakeholder Meeting: Goodwill Industries	40
Stakeholder Meeting: Tice Elementary School	41
Stakeholder Meeting: Palm Beach Community Planning Panel	42
Walking Audit: Tice Elementary Safety Patrol	42
Main Workshop: Notes from Design Tables	43

CHAPTER ONE: INTRODUCTION

Background

In 2012, the Lee County Sustainability Office in Florida applied for and received a U.S. EPA Building Blocks Technical Assistance Grant in partnership with the Tice Historic Community Planning Panel and Florida Gulf Coast University's Southwest Florida Center for Public & Social Policy. This grant was awarded to assist with meeting the goals of better engaging the historic Tice neighborhood community. Tice is roughly 1.14 square miles, in unincorporated Lee County and is between the Caloosahatchee River, the City of Fort Myers and interstate I-75. Palm Beach Boulevard is the main corridor through this community. The grant awarded Lee County technical services from the Local Government Commission (LGC) and Walkable and Livable Communities Institute (WALC) to conduct a mini-charrette to aid them in the development and implementation of plans to implement sustainable communities strategies at the local and regional level for this area.

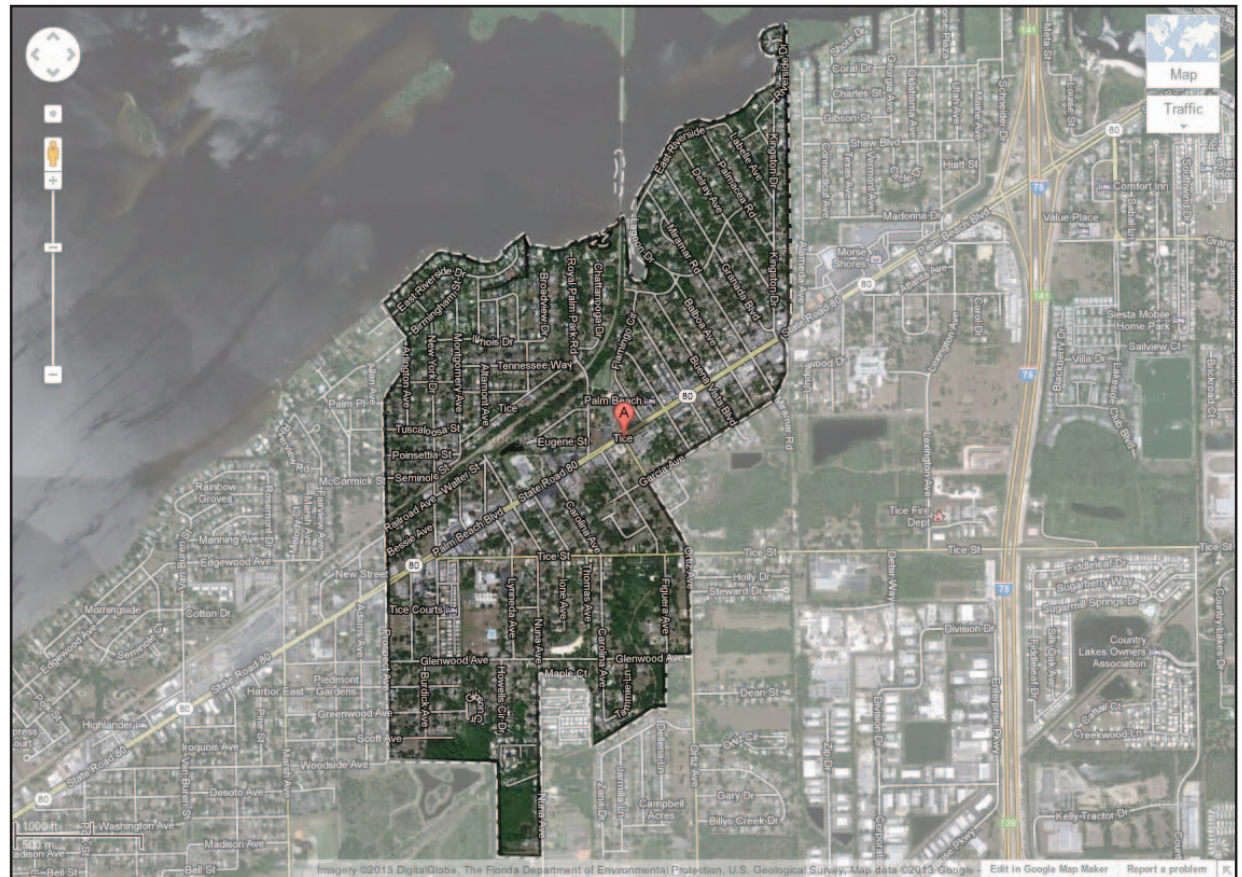
This project was able to utilize a new bicycle and pedestrian safety campaign of the Florida Department of Transportation (FDOT) — “Alert Today, Alive Tomorrow” — to help develop support and interest for the mini-charrette. Since the FDOT was looking for an opportunity to kick off their campaign, organizers saw this as a good catalyst for the campaign while enhancing this technical assistance.

Lee County and the Lee County MPO have adopted complete streets resolutions, resulting in the completion of the MPO's Bicycle and Pedestrian Master Plan and the Complete Streets Implementation Action Plan. The plans were generated and are implemented with extensive ongoing citizen input. Within this Comprehensive Plan, the Palm Beach Community is a distinct urban neighborhood, envisioned to be a walkable, mixed-use transit oriented node. However, the Tice Historic Neighborhood has not been well represented in the development of these plans and there remain significant hurdles in engaging residents and business owners in this neighborhood. Roughly 62% of the 4,470 residents are Hispanic. Language, ethnic and age segregation among elderly white homeowners, small business owners, and younger, lower income African Americans and Hispanics, are some issues that have hindered full citizen representation in current planning efforts.





The neighborhood has a grid street network with good residential density. Residents already travel by transit, bike or on foot at a higher rate than almost anywhere else in the County, and LeeTran estimates that the Palm Beach Boulevard and Ortiz Avenue corridors will have the highest ridership increase of any area by 2021. That said, this community also faces the highest incidence of bicycle and pedestrian deaths in Lee County.



Tice Historic Neighborhood Study Area

To address these issues there were several goals for this mini-charrette and the associated technical assistance to be provided within the Palm Beach Community/Tice Neighborhood:

- To engage the Spanish-speaking population in Lee County to provide input to the County’s Pedestrian and Bicycle Plan.
- To create opportunities for residents, staff and other stakeholders to provide input through meetings, walkability audit(s) and a workshop in English and Spanish.
- To increase the knowledge of stakeholders on the range of tools available for improving walking and bicycling, including walk audits.
- To build support for changes to streets, sidewalks and trails that make it easier and safer to walk and ride a bicycle.



This report documents the activities under this grant for a mini-charrette in the Tice Neighborhood of Lee County, and can be used to inform the development of the County’s Bicycle and Pedestrian Plan for the community.

Process

Design charrettes are an increasingly popular tool for neighborhood and street design programs. Charrettes are community-based design exercises that come out of a sincere desire to have the public involved in a meaningful way to craft their own future. This format allows residents, users of a street, or whatever population is targeted, to be the primary force behind the designs. In the case of a mini-charrette like this, stakeholders are brought together for 2-3 days to cover a small area of focus. Residents and other stakeholders are able to come together to share their ideas about the various issues and solutions for the study area.



The Local Government Commission (LGC) based out of California, and Kelly Morphy from the Walkable and Livable Communities Institute in Florida, were brought in to provide technical assistance as part of this grant. They worked with the County and other project partners to conduct a mini-charrette from May 8-9, 2013 in the Tice neighborhood. Given the Florida Department of Transportation’s (FDOT) involvement through the “Alert Today, Alive Tomorrow” safety campaign, Billy Hattaway, District One Secretary with FDOT, also agreed to participate by helping lead walk audits and assisting with other mini-charrette events. Getting involvement from the FDOT was one of the successes of this project.





The mini-charrette used in this process included a combination of stakeholder group meetings, walkability audits and a community workshop with residents. LGC worked with the County to develop a schedule of activities and techniques for engaging residents — especially underrepresented, Spanish-speaking residents — in the different mini-charrette events to get community input for the Pedestrian and Bicycle Plan. The mini-charrette events included:

- Stakeholder meetings to get input in a neutral environment.
- Walkability audits in English and Spanish to identify challenges and discuss opportunities and potential tools and techniques that can improve safety for pedestrians and bicyclists
- A community workshop with a presentation in English and Spanish on techniques to improve conditions for walking and bicycling followed by small group design exercises with aerial photographs of the Tice Neighborhood area.



Outreach

The Lee County Office of Sustainability took the lead in conducting outreach for the mini-charrette, with assistance from the Local Government Commission and several partners involved in the community. These partners included Florida Gulf Coast University’s SW Florida Center for Public and Social Policy, Lee County MPO, and BikeWalkLee.

The LGC prepared flyers in English and Spanish that were distributed to the community with the help of Lee County, Florida Gulf Coast University, BikeWalkLee and other community members. Lee County, Florida Gulf Coast University, and BikeWalkLee also reached out directly to possible attendees through other methods. One of the keys of the project was to get local organizations involved in the community to help with outreach to various sectors of the community. This was of particular importance for groups that tend not to get both English and Spanish speaking residents involved in the planning process. Nations Association, Goodwill Industries, Tice Historic Community Panel, and Tice Elementary all helped to spread the word about the mini-charrette and get residents to participate in the events.



This project was able to utilize a new bicycle and pedestrian safety campaign of the Florida Department of Transportation — “Alert Today, Alive Tomorrow.” Due to the connections between the LGC, WALC, Lee County, and others involved in the project, we were able to utilize the campaign to help develop support and interest for the mini-charrette. Since the FDOT was looking for an opportunity to kick off the campaign, organizers agreed that this project could be a good catalyst for the campaign. As a result, partners for both projects coordinated their outreach efforts leading up to the mini-charrette in May 2013.

Day One – Walking Audits, Stakeholder Meetings and Neighborhood Tour

On the first day of the mini-charrette, the LGC, WALC, and FDOT staff met with Lee County staff to conduct a tour of the Tice neighborhood. After the tour, the team met at the Nations Association Charities to conduct a walk audit with low-income residents in the community, and help address their issues around Palm Beach Boulevard. This was an opportunity to engage residents who may typically not participate in these types of events. The Team asked participants what some of the issues were along Palm Beach and especially around the Nations Association building, where they often go to get assistance services.

Afterward, the Team went back out to explore other side streets near Palm Beach Boulevard and reconvened after lunch for a second stakeholder group with Goodwill Industries of Southwest Florida, Inc., Goodwill has their headquarters in this neighborhood and is planning to build a new large facility for their headquarters on Tice Street. This was an opportunity to get their input on access for not only their staff, but for those that visit their facilities.

The team went to Tice Elementary later that afternoon to talk with the Assistant Principal and staff of Tice Elementary and get a better idea of the issues that students and parents face during travel to and from the school.

In the late afternoon, the team led another stakeholder group meeting with members of the Palm Beach Community Panel. This panel has been involved with the MPO's Bicycle and Pedestrian Master Plan, and several members were involved in outreach for this project.

Comments from these walk audits and meetings are summarized later in this document.

Day Two – Community Walking Audit and Design Workshop

May 9 was the main day for the community walk and design workshop at Tice Elementary. This is also when Florida DOT kicked off their safety campaign with a press conference at the school. Tice was chosen for its centralized location within the neighborhood. Turnout was excellent for the event and there was a mix of English- and Spanish-speaking residents and business interests. Even some Tice Elementary students were able to participate and provide their input.

At the beginning of the day, attendees were split up into two groups for a walk audit—one led in English, the other in Spanish. Paul Zykofsky and Tony Leonard of the LGC led the Spanish-language group, while Billy Hattaway and Kelly Morphy led the English-language group. Everyone regrouped





back at the school, where they were able to stop by the “Alert Today, Alive Tomorrow” campaign booth. After the walk audits Paul Zykofsky of the LGC conducted a presentation on walkable communities in English and Spanish at the school’s media center. After the presentation, participants broke up into several groups so that they could discuss and identify on large aerial maps of Tice Neighborhood the kinds of improvements they would like to see incorporated into the MPO Bicycle and Pedestrian Plan.

While this was taking place, Tessa LeSage and Andrew Getch of Lee County, and Kelly Morphy led a walking audit with students on the Tice Elementary Safety Patrol. This was an opportunity to get 4th and 5th graders’ perspectives on the issues they and their fellow students face when walking and bicycling to and from school. They then met back at the school to do their own table mapping exercise.

Attendees had the opportunity to report back on the ideas they discussed and the students were brought in to share their ideas with the rest of the participants at the workshop.



An additional walk audit and table exercise was scheduled for later that evening with the Nation Association’s Drug Stop Program. However this was cancelled due to a scheduling change for the program. Staff from Lee County, FGCU’s Southwest Florida Center for Public and Social Policy and BikeWalkLee planned to utilize the tools garnered from this project to conduct the walk audit and map exercise at a later date.

Comments from the table exercises are summarized later in this document.

CHAPTER TWO: OUTCOMES

Goals and Outcomes

While the main purpose of the mini-charrette is to inform the County's Bicycle and Pedestrian Plan, there were several goals for the project. This section will identify outcomes of the project related to those goals and specific performance measures to help gauge progress to meeting those goals.

Goal #1: Engage the Spanish-speaking population in Lee County to provide input to the County's Pedestrian and Bicycle Plan.

The Spanish-speaking population was engaged and attended events over the two days. Multiple events were conducted with Spanish-speaking residents. Holding the workshop at Tice Elementary School was key since many of the Spanish-speaking parents are engaged with the school. Before conducting outreach, the project partners were encouraged to identify local groups that help engage low-income and Spanish-speaking residents. There was positive engagement by partnering with Nations Association Charities, Goodwill Industries, and Tice Elementary. Working through the school to engage children can also be beneficial since they can help engage parents.

Outreach to several of the area's churches was successful. Effective coordination with the largest church of several thousand Hispanic parishioners would require more time to pre-educate about the value of complete streets. The other churches by contrast were very enthusiastic.

Goal #2: Create opportunities for residents, staff and other stakeholders to provide input through meetings, walkability audit(s) and a workshop in English and Spanish.

There were several opportunities for residents, staff and other stakeholders to provide their input through the stakeholder meetings, walk audits, and the main workshop. Table map exercises were utilized that allowed residents to identify their own recommendations to make walking and bicycling safer and to also share and discuss their ideas with other residents.

During the project, County staff and the other partners were encouraged to go where residents would be. This project engaged people at organizations like the Nations Association and at Tice Elementary where people might feel more comfortable sharing their concerns and ideas.





Goal #3: Increase knowledge of stakeholders on the range of tools available to improve walking and bicycling, including walk audits.

Discussions during the walk audit itself, and the workshop presentation that followed, provided community residents and staff with a better understanding of the challenges to walking and bicycling as well as of some of the ways to address them. The presentation started out by discussing the health benefits of creating walkable, bicycle-friendly communities. It then described a wide range of tools and techniques that can be used to create them, including:

- slowing vehicle speeds through context-sensitive street design and gateways;
- sidewalk design;
- safe crossing design that uses well-marked crosswalks, advance yield lines, HAWK beacons and curb extensions;
- innovative bicycling design such as colorized lanes, bicycle boxes, shared lane markings, and
- creating people places that improve safety and create a greater sense of community.

The use of large aerial maps was helpful for residents and project partners to visualize the community and identify improvements.

The partnership with Florida DOT was very helpful since one of the principal roads through the neighborhood—Palm Beach Boulevard—is part of the state highway system. FDOT officials were able to hear from community members about some of the challenges they face when walking along and crossing this road. Getting FDOT involved early on, especially a district secretary, can be useful later on to help build support for future infrastructure improvements.

Later in this document, we will also highlight tools that can be incorporated into the County's Bicycle and Pedestrian Plan based on the input from the community and the project teams own observations.

Goal #4: Building support for changes to streets, sidewalks and trails that make it easier and safer to walk and ride a bicycle.

Lee County developed partnerships with various organizations, and educated local residents on tools and opportunities to create a safer neighborhood for walking and bicycling. There is opportunity to build further on the relationships established with several area churches, as well cement a relationship with the largest church in the area. Making sure the County and it's partners follow up with the Nations Association Drug Stop Program will also help in the engagement of youth in the neighborhood since the group contains the perspective of young children as well as young adults.

Performance Measures

Lee County can use the following performance measures to gauge whether the goals of the project are being met.

- Increase attendance at the Tice Historic Community Planning Panel meetings and events.
- Representation for low-income and Spanish-speaking residents at an increasing number (or minimum of 50 percent) of planning panel meetings and increase the number of meetings conducted in English and Spanish.
- Increase representation and participation by local schools and churches in planning panel meetings
- Use of project techniques for future planning efforts by the County.
- Include improved pedestrian improvements and mid-block crossings on Palm Beach Boulevard in the FDOT work program.
- Add Tice Community priorities to the recommended community bicycle and pedestrian improvements.
- Add Tice Community priorities to the County's comprehensive plan.
- Lee County includes Tice Community pedestrian improvements in the Capital Improvement Plan.
- Increase communication and coordination between Lee County and Fort Myers representatives regarding the shared responsibilities and opportunities to improve safe walking and biking in the area.
- Implement two types of focused enforcement programs to ensure pedestrian, bicycle and motorist safety.
- Create a walkability map of the Tice Community that identifies priority improvements.

As part of this project, LGC will follow up with Lee County six to nine months after the mini-charrette to get a report on their progress towards engaging the neighborhood and the adoption of the County's Bicycle and Pedestrian Plan.

Recommended Improvements by Community

There were several locations in Tice Neighborhood where the community identified problem sites and suggested infrastructure improvements. These include:

New and/or Improved Sidewalks:

- Palm Beach Boulevard (both sides)
- Tice Street (from Palm Beach Boulevard/ New York Drive to Tice Elementary School) add sidewalk on the south side





- Ortiz Avenue (east side)
- Nuna Avenue
- Lynnedda Avenue (next to school)
- New York Drive (near school; from Palm Beach Boulevard to Birmingham Street)
- Prospect Avenue
- Glenwood Avenue (between Marsh Avenue and Prospect Avenue)
- Woodside Avenue (between Marsh Avenue and Prospect Avenue)
- Mississippi Avenue (both sides for approximately 590 feet south of Palm Beach Boulevard)
- Carolina Avenue (from Tice Street to Glenwood Avenue)
- Ione Avenue
- Thomas Avenue
- Figuera Avenue
- Fairfax Avenue
- Adams Avenue
- Wood Avenue
- Burdick Avenue
- Tyrone Avenue (south of Palm Beach Boulevard.)
- De Soto Avenue

Installing a bus shelter/stop at the corner of Tice Street and Ortiz Avenue.

Improve signal timing at:

- Ortiz Avenue and Palm Beach Boulevard.

Adding signals at:

- Palm Beach Boulevard and Underwood Drive

Adding more places to cross along Palm Beach Boulevard.

Adding crosswalks at these specific locations:

- Palm Beach Boulevard and:
 - Mississippi Avenue
 - In front of Nations Association, 4625 Pam Beach Boulevard

- Bellair Road
- Alameda Avenue
- Ortiz Avenue and:
 - Glenwood Avenue
 - Zana Drive
- In front of future Goodwill facility on Tice Street.

Improving the lighting along Palm Beach Boulevard.

Connecting Lexington Avenue south to Division Drive.

Addressing the sight lines of the medians on Palm Beach Boulevard.

Fixing holes and pedestrian obstacles/trip hazards at:

- Northwest corner of Palm Beach Boulevard and Tice Street.
- Ortiz Avenue and Luckett Road (Fix the intersection).
- Tice Street, New York Drive and Palm Beach Boulevard (Fix the intersection by repaving street and improving/adding ramps and sidewalks).

For ideas related to Tice Elementary, the community made the following suggestions:

- Have a crossing guard at the corner of Tice Street and Ortiz Avenue.
- Install speed bumps (slow traffic) and other traffic calming devices on Tice Street approaching the school.
- Add pedestrian crossing signs.
- Add speed limit signs.
- Add sidewalks on all streets leading to Tice Elementary School.
- Create more safe places to cross near the school.
- Add school zone signs on all approaches to the school.
- Enforce the speed limit on Ortiz Avenue.
- Improve lighting throughout the neighborhood near the school.
- Fix holes and pedestrian obstacles/trip hazards in front of Tice Elementary.





More generalized comments included:

- Placing buffers between sidewalks and streets.
- Using paint to narrow streets.
- Providing more space for pedestrians, cyclists, skateboards, and scooters.
- To review the signal timing at intersections for pedestrians. Some feel they are too short.
- The need for accessible access to uncontrolled crossings.
- The need for more shade.
- The need for processes where the community is able to inform the County about particular issues.

Notes from the stakeholder meetings, and community workshop are available in the next Chapter.

Tools

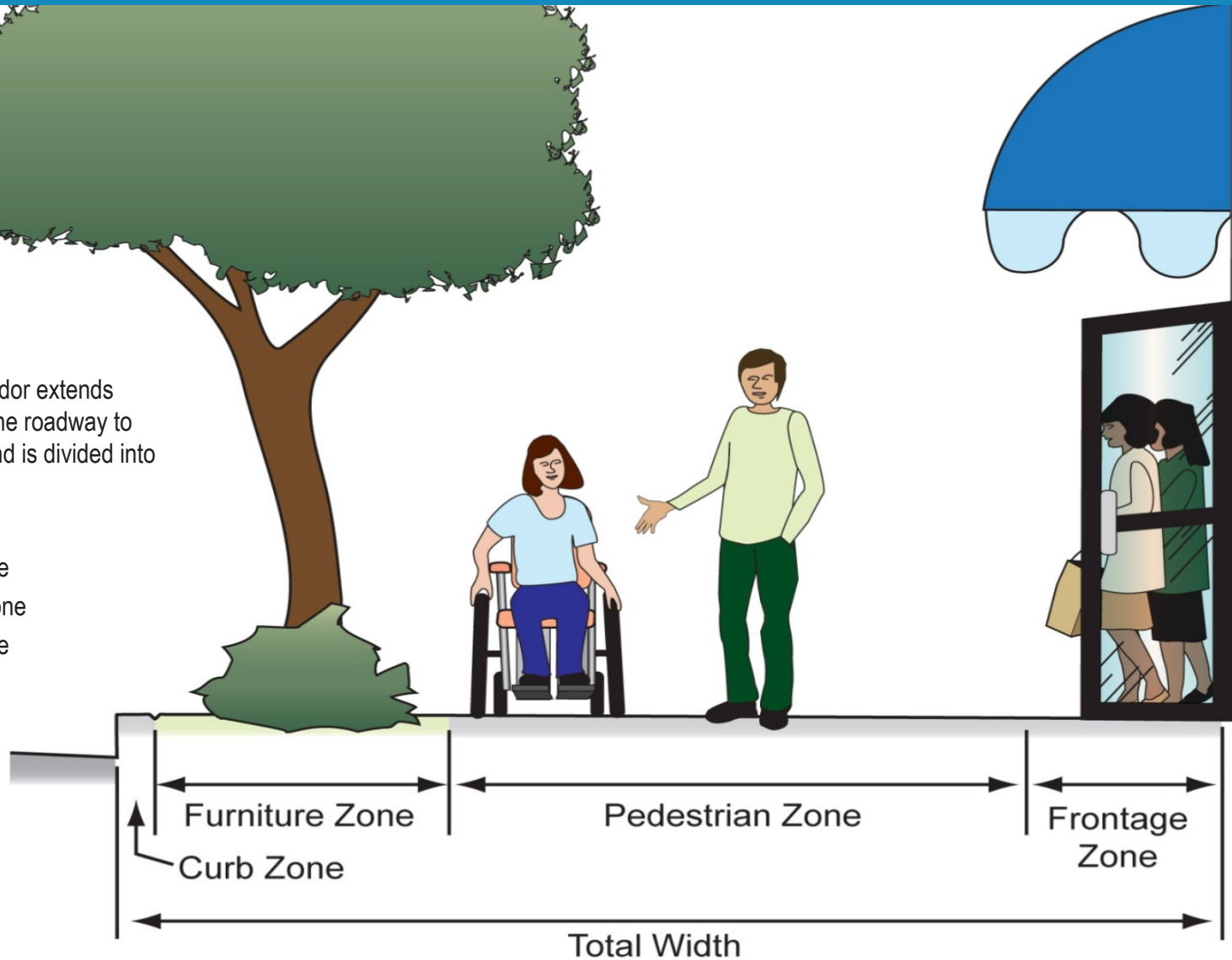
Based on the input from the community and the team observations, here are some tools that can be utilized for revitalizing Palm Beach Boulevard and the Tice Neighborhood:

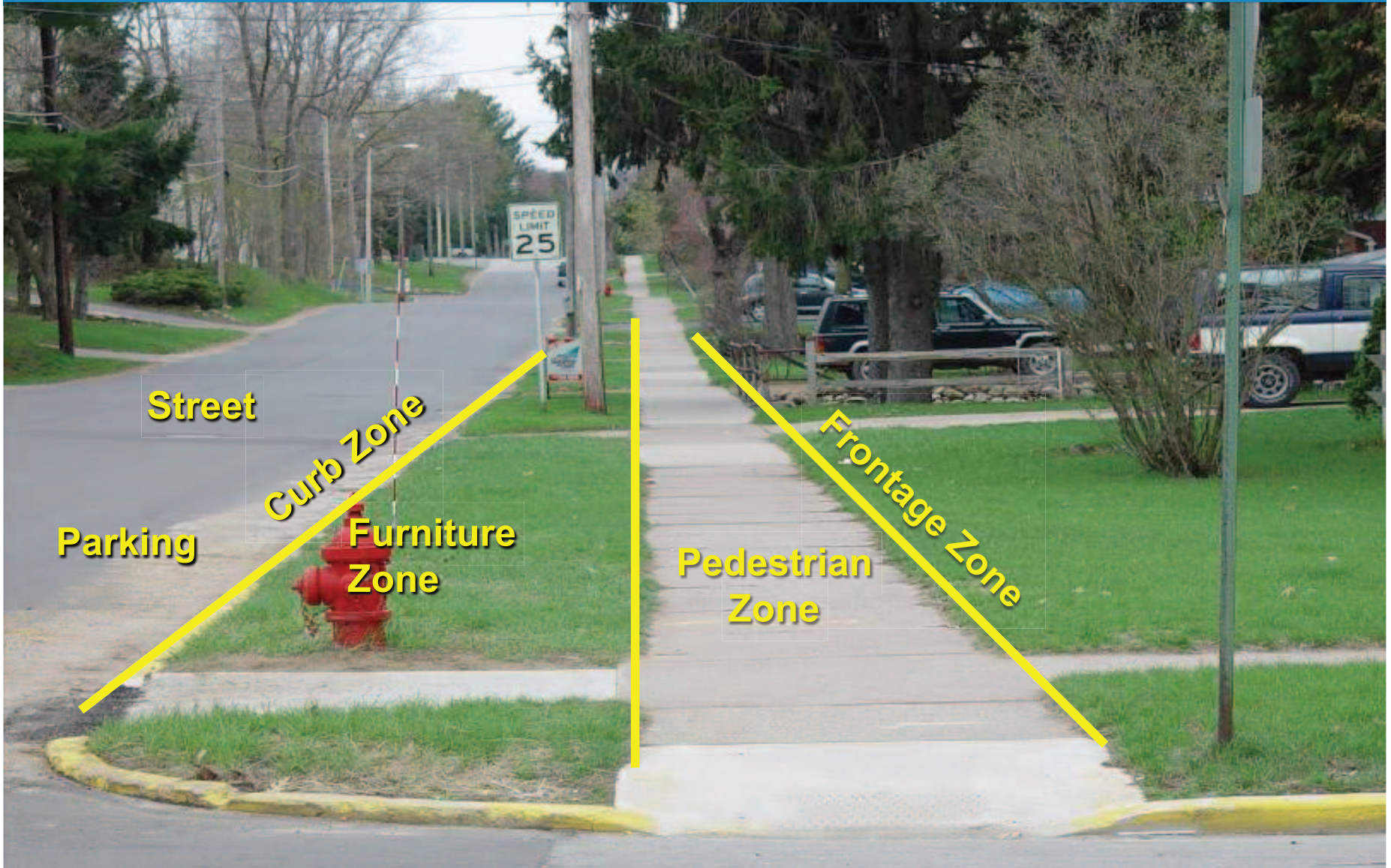
- Sidewalk corridor showing different sidewalk zones
- Bicycle Lanes
- Shared Lane markings (sharrows)
- Crossings (high visibility)
- Curb extensions
- Trees, landscaping
- Striping on streets with no curbs to create space for pedestrians
- Adding street parking where appropriate
- Converting surface parking and vacant strip malls to productive land uses such as retail through the use of 'liner' buildings (candidate included on Palm Beach Blvd. near Alameda, there is a long strip mall that's primed for redevelopment)
- Modern roundabouts
- Mid-block crossings

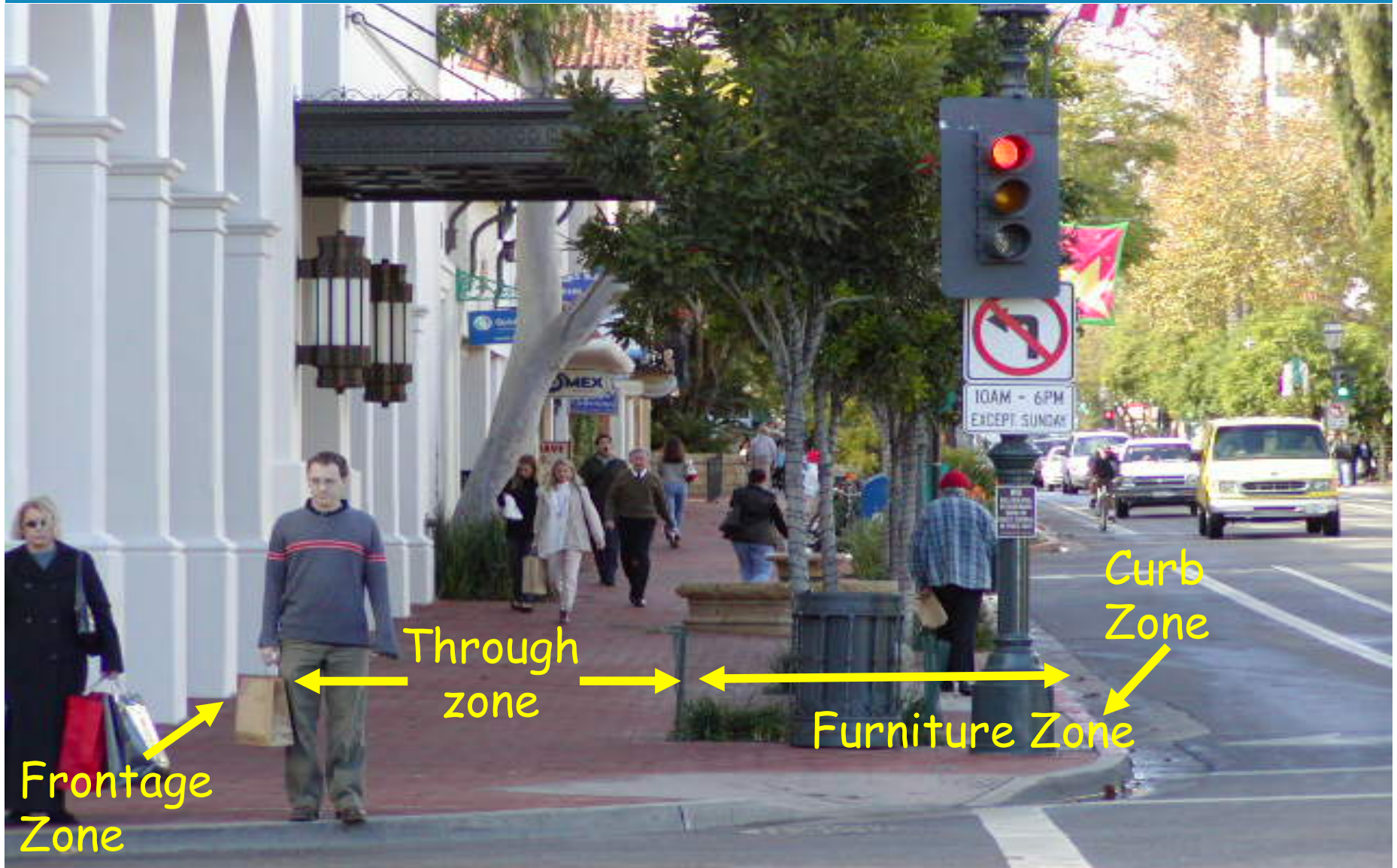
Additional details on the above tools are on the pages that follow.

The sidewalk corridor extends from the edge of the roadway to the right-of-way and is divided into 4 zones:

- Curb zone
- Furniture zone
- Pedestrian zone
- Frontage zone







Sidewalks

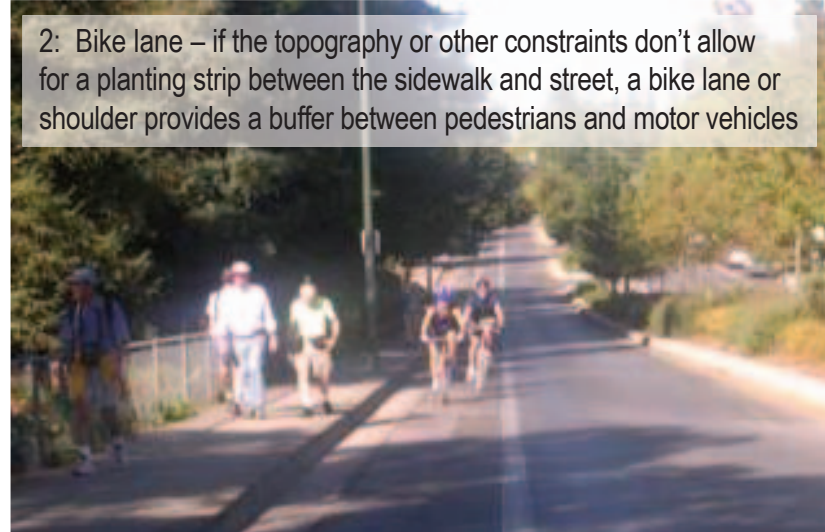
Buffers to Motor Vehicles

There are four typical types of sidewalk buffers (from top left clockwise):

1: In residential neighborhoods a planting strip with landscaping and trees works best.



2: Bike lane – if the topography or other constraints don't allow for a planting strip between the sidewalk and street, a bike lane or shoulder provides a buffer between pedestrians and motor vehicles

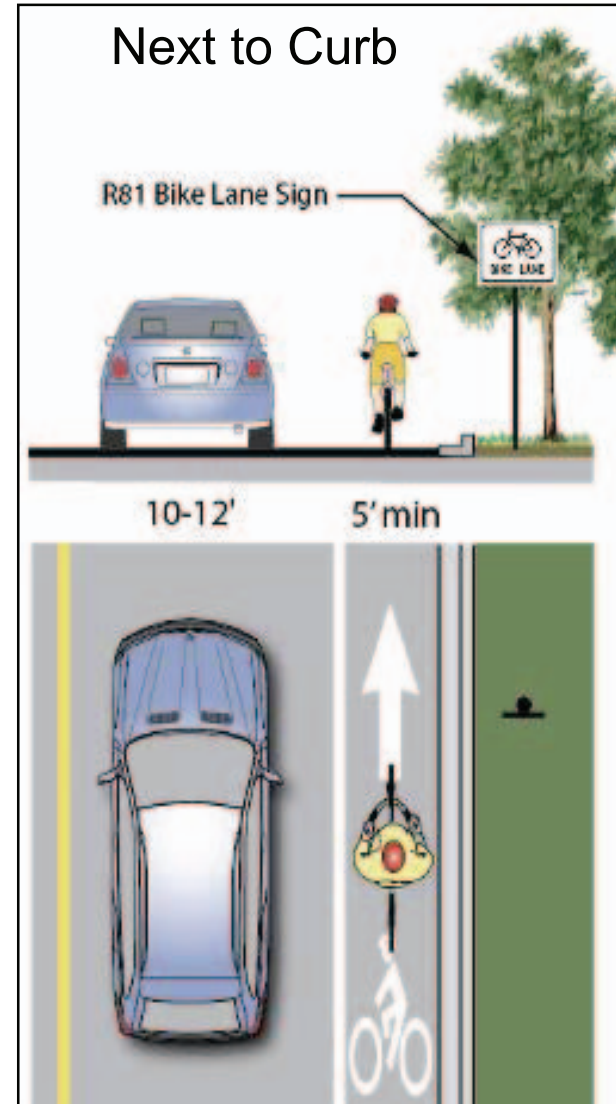
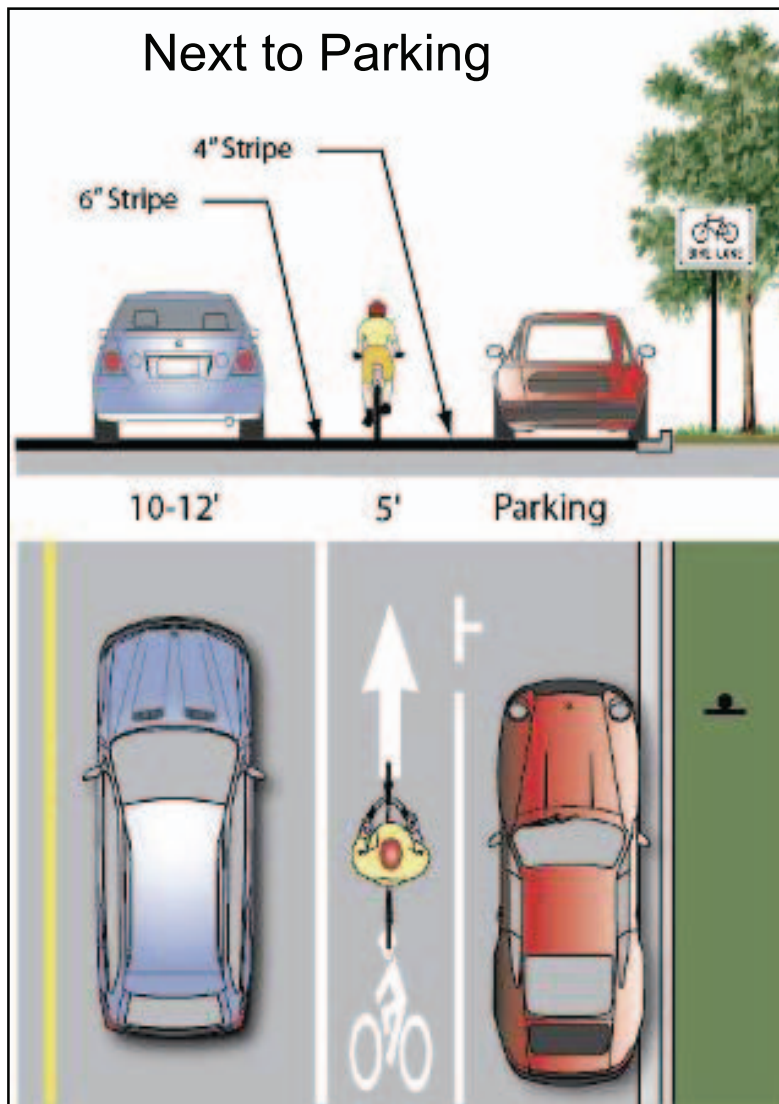


3: Parked cars – Parked cars provide a buffer between pedestrians and motor vehicles



4: In a commercial district the furniture zone — trees, benches, newspaper boxes, street lighting, public art, trash receptacles, etc. — provides the buffer



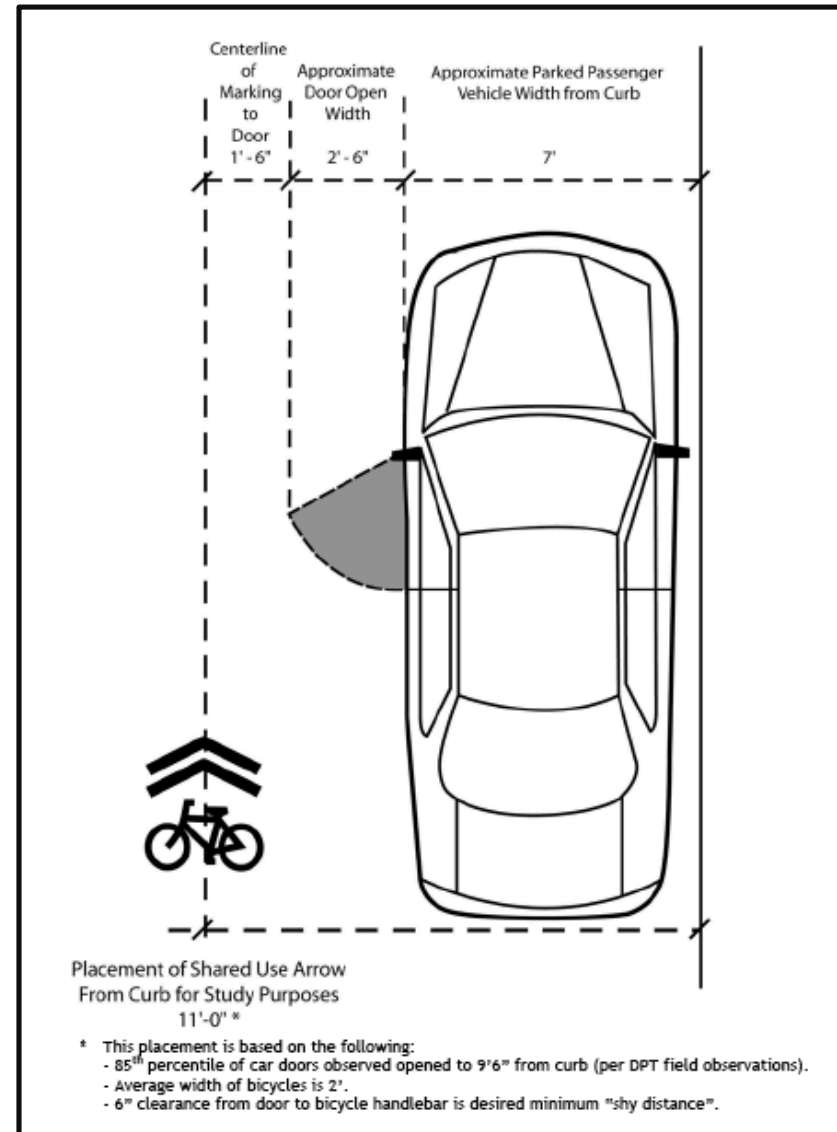
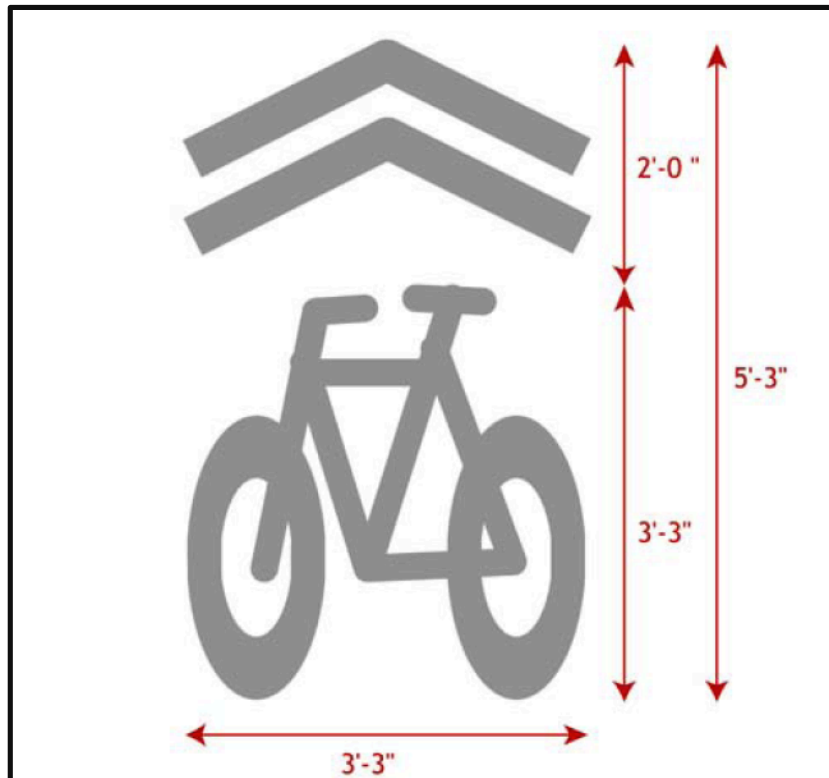


Bicycle Facilities

On-Street Lanes Multiple Lane Street

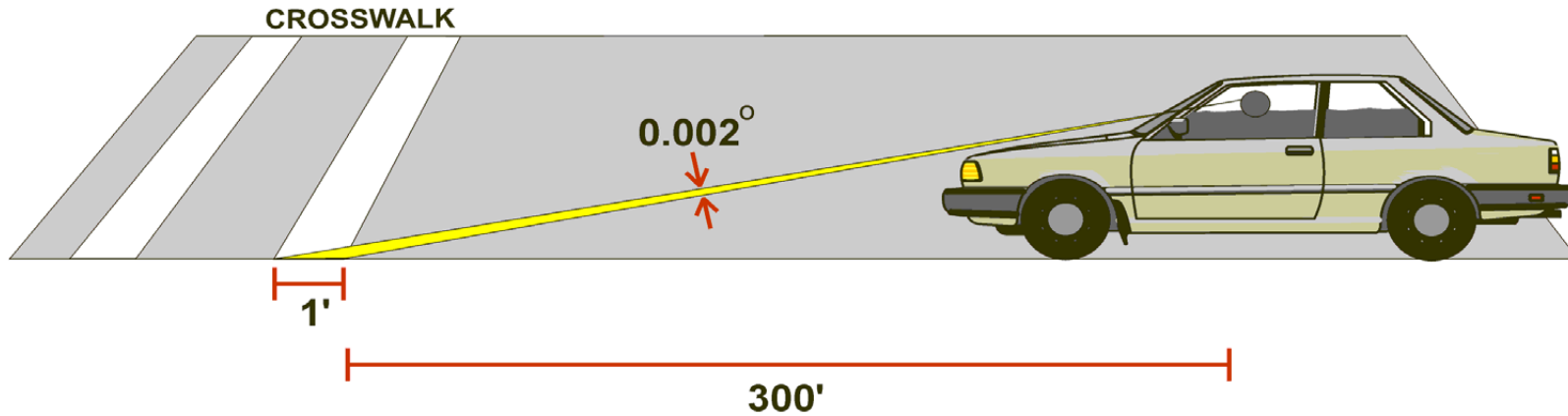




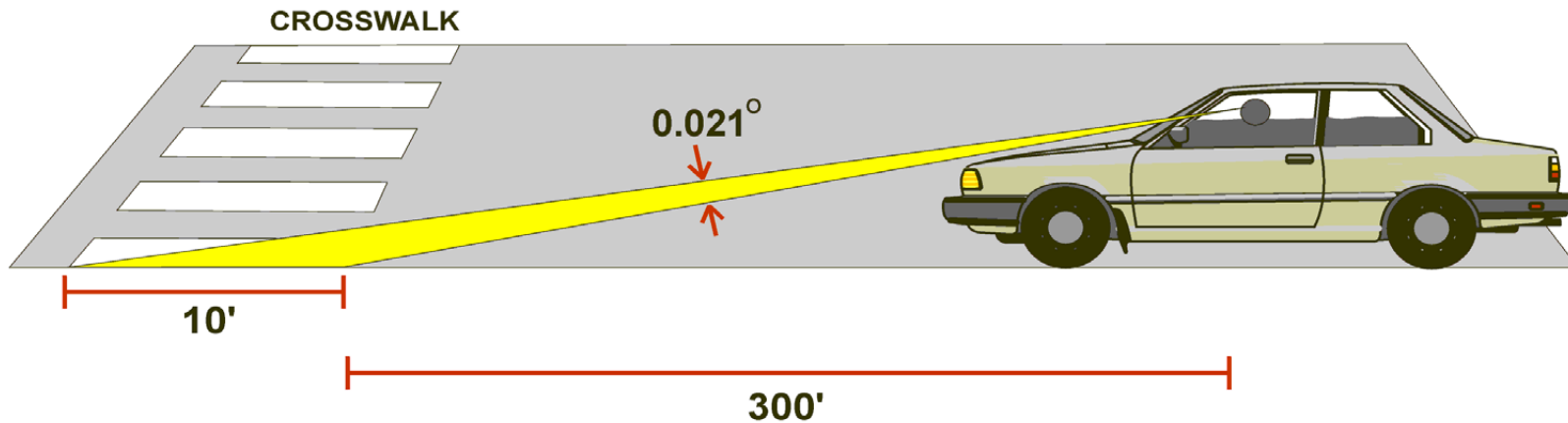




LATERAL 12" STRIPE



LONGITUDINAL MARKING



Street Crossings

High-Visibility Crosswalk



Street Crossings

High-Visibility Crosswalk Mid-block, Unsignalized



Street Crossings

High-Visibility Crossing Rapid Flash Beacon

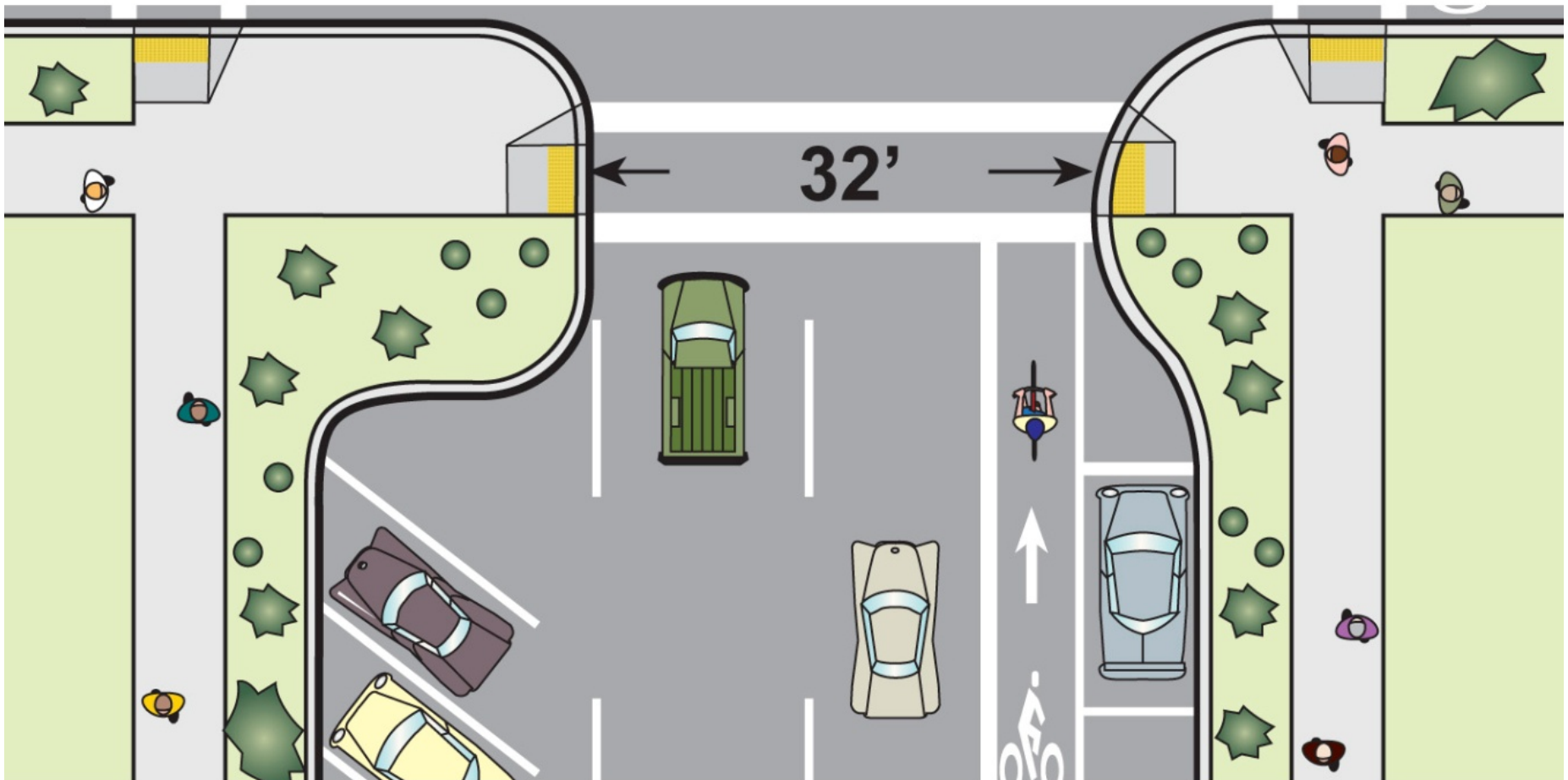


13

Street Crossings

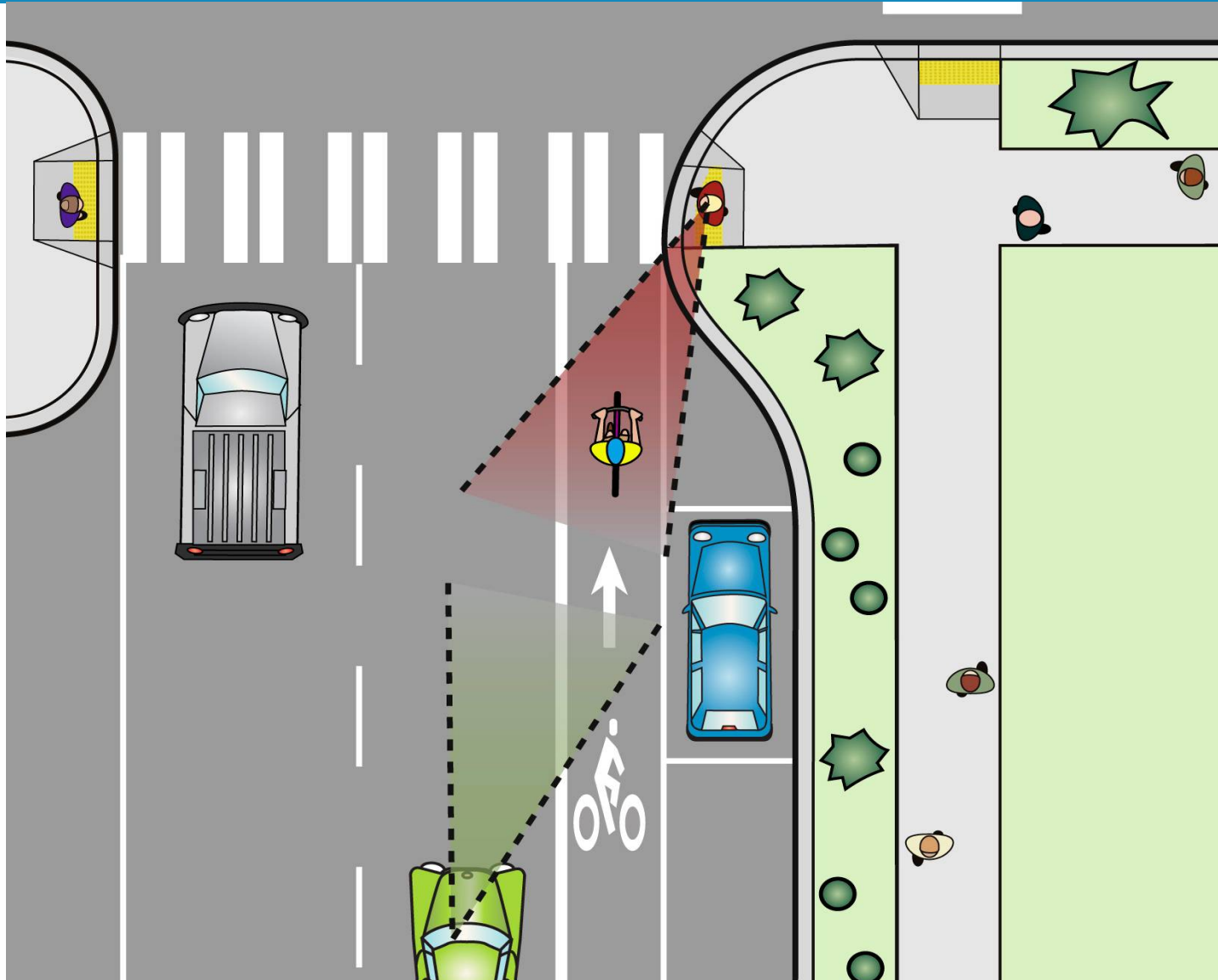
Curb Extension

Curb extensions (as shown on pages 26-28) take the space at the corners that cars can't use and extend the curb out the width of the on-street parking. They have several benefits: 1) shorten the crossing distance (in the image above from 58 feet to 32 feet); 2) improve visibility in both directions (pedestrians seeing cars and cyclists and vice versa); 3) slow traffic entering/exiting the street; and 4) provide more room for street furniture



Street Crossings

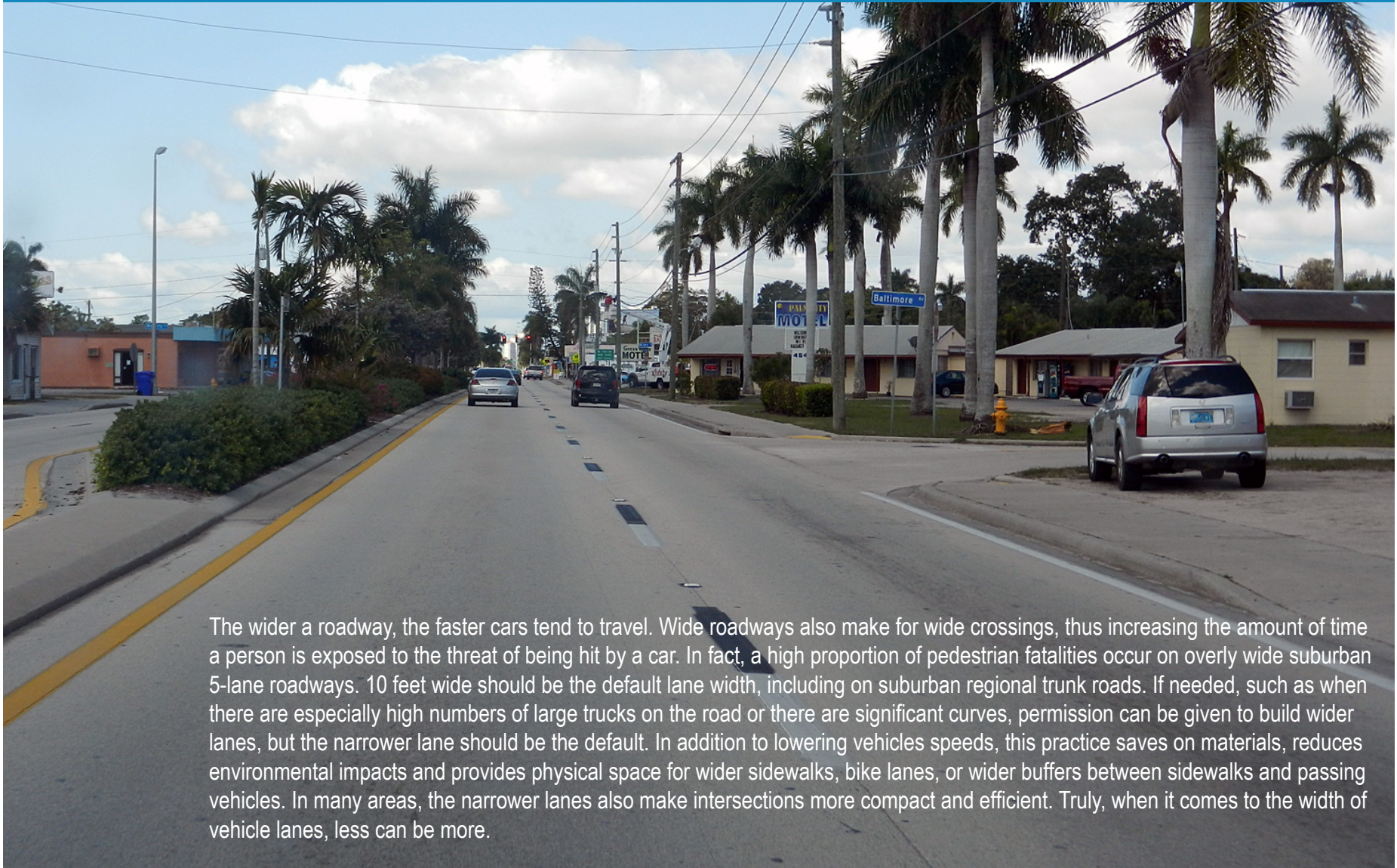
Curb Extension Improved Visibility



Street Crossings

*Curb Extension
Traffic Calming
Room for Street Furniture*





The wider a roadway, the faster cars tend to travel. Wide roadways also make for wide crossings, thus increasing the amount of time a person is exposed to the threat of being hit by a car. In fact, a high proportion of pedestrian fatalities occur on overly wide suburban 5-lane roadways. 10 feet wide should be the default lane width, including on suburban regional trunk roads. If needed, such as when there are especially high numbers of large trucks on the road or there are significant curves, permission can be given to build wider lanes, but the narrower lane should be the default. In addition to lowering vehicles speeds, this practice saves on materials, reduces environmental impacts and provides physical space for wider sidewalks, bike lanes, or wider buffers between sidewalks and passing vehicles. In many areas, the narrower lanes also make intersections more compact and efficient. Truly, when it comes to the width of vehicle lanes, less can be more.

Vehicle Lanes

Set Appropriate Width Before



Pensacola, FL — Before

Vehicle Lanes

Set Appropriate Width After

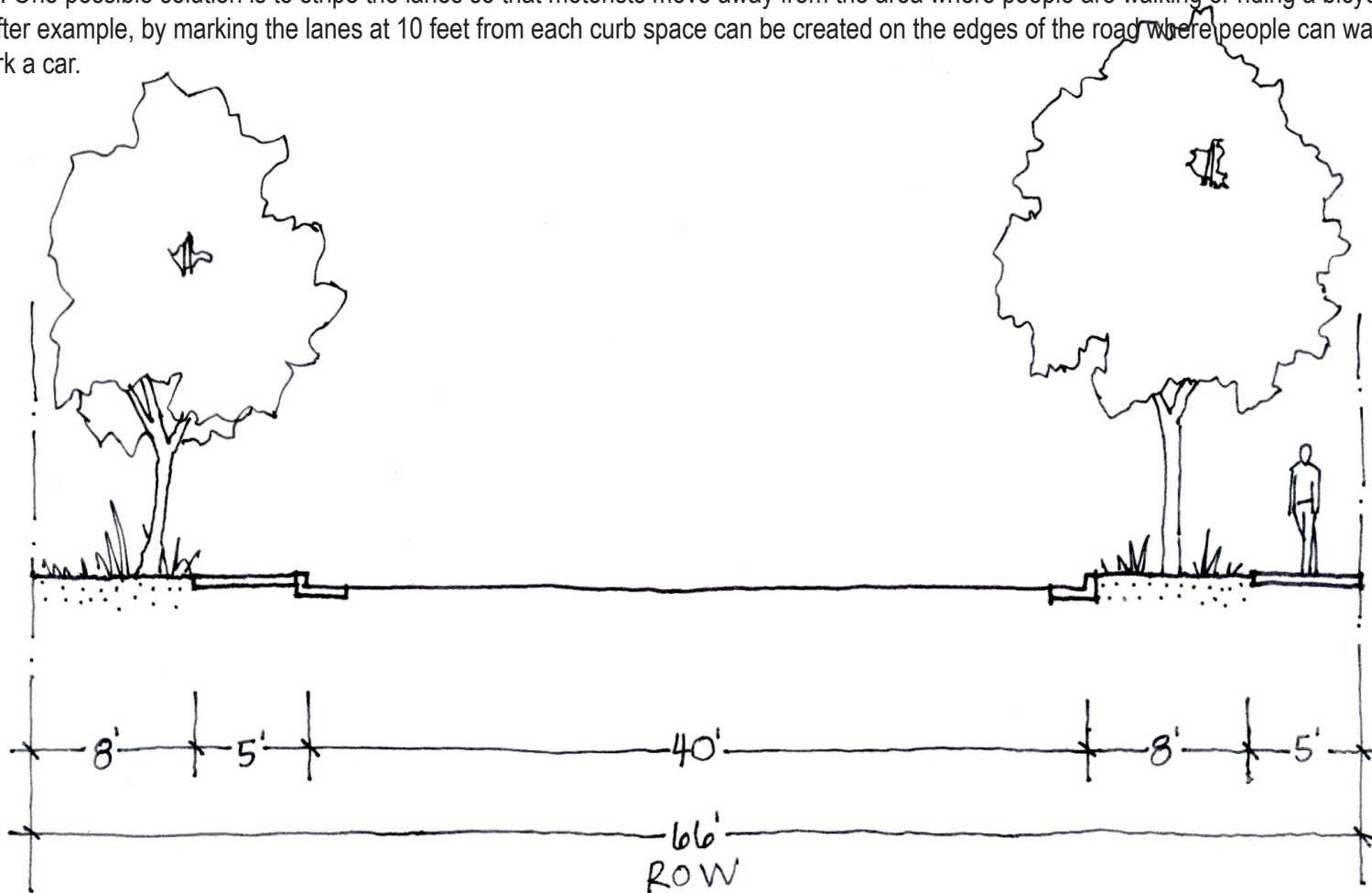


Pensacola, FL — Vision

Striping

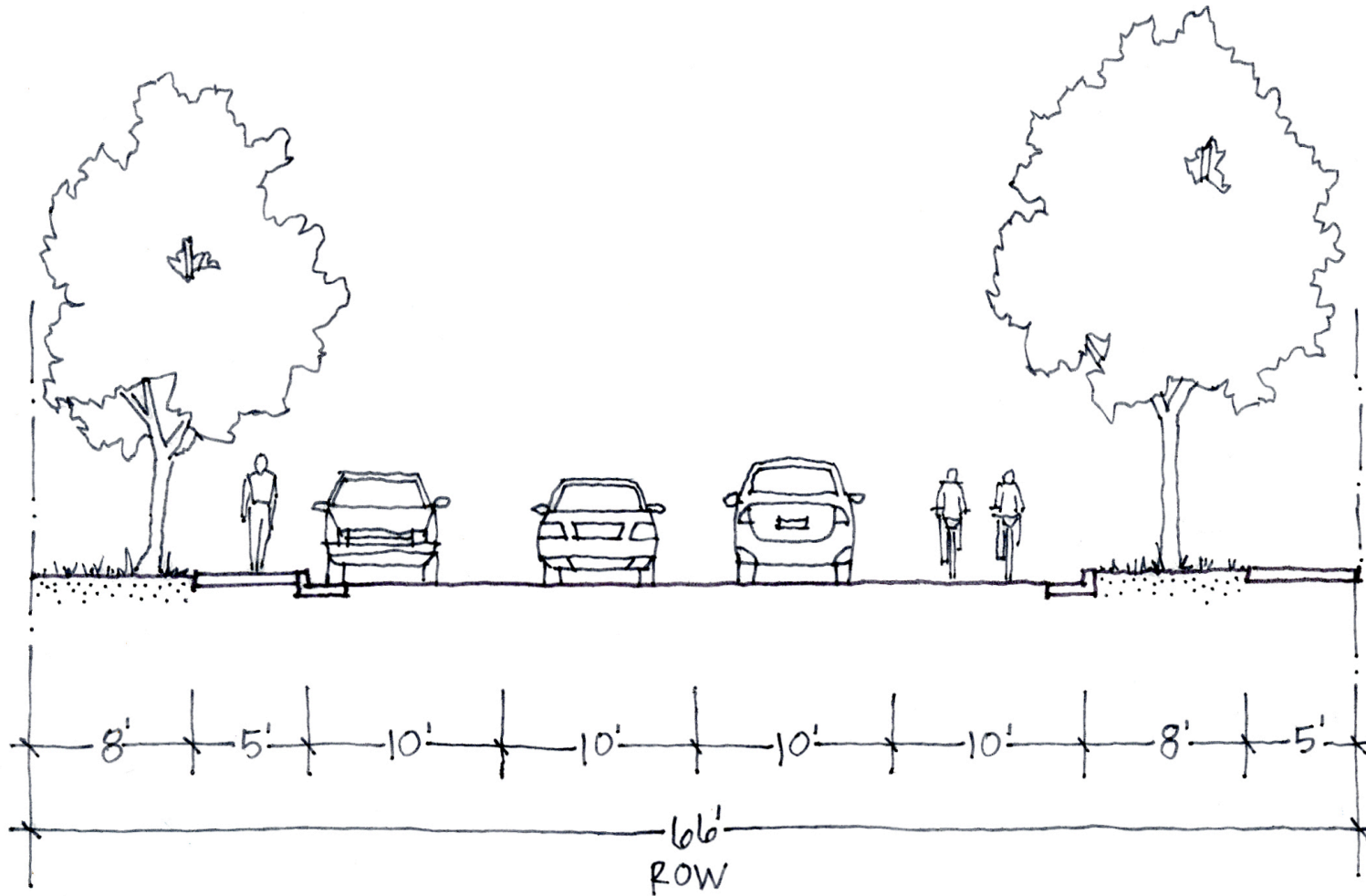
Narrow Street, Intermittent Sidewalks Before

Striping to Create Space for Pedestrians and Cyclists. Narrow residential streets with intermittent or no sidewalks can be a challenge for people walking and bicycling. One possible solution is to stripe the lanes so that motorists move away from the area where people are walking or riding a bicycle. In this before and after example, by marking the lanes at 10 feet from each curb space can be created on the edges of the road where people can walk, ride a bicycle or park a car.



Striping

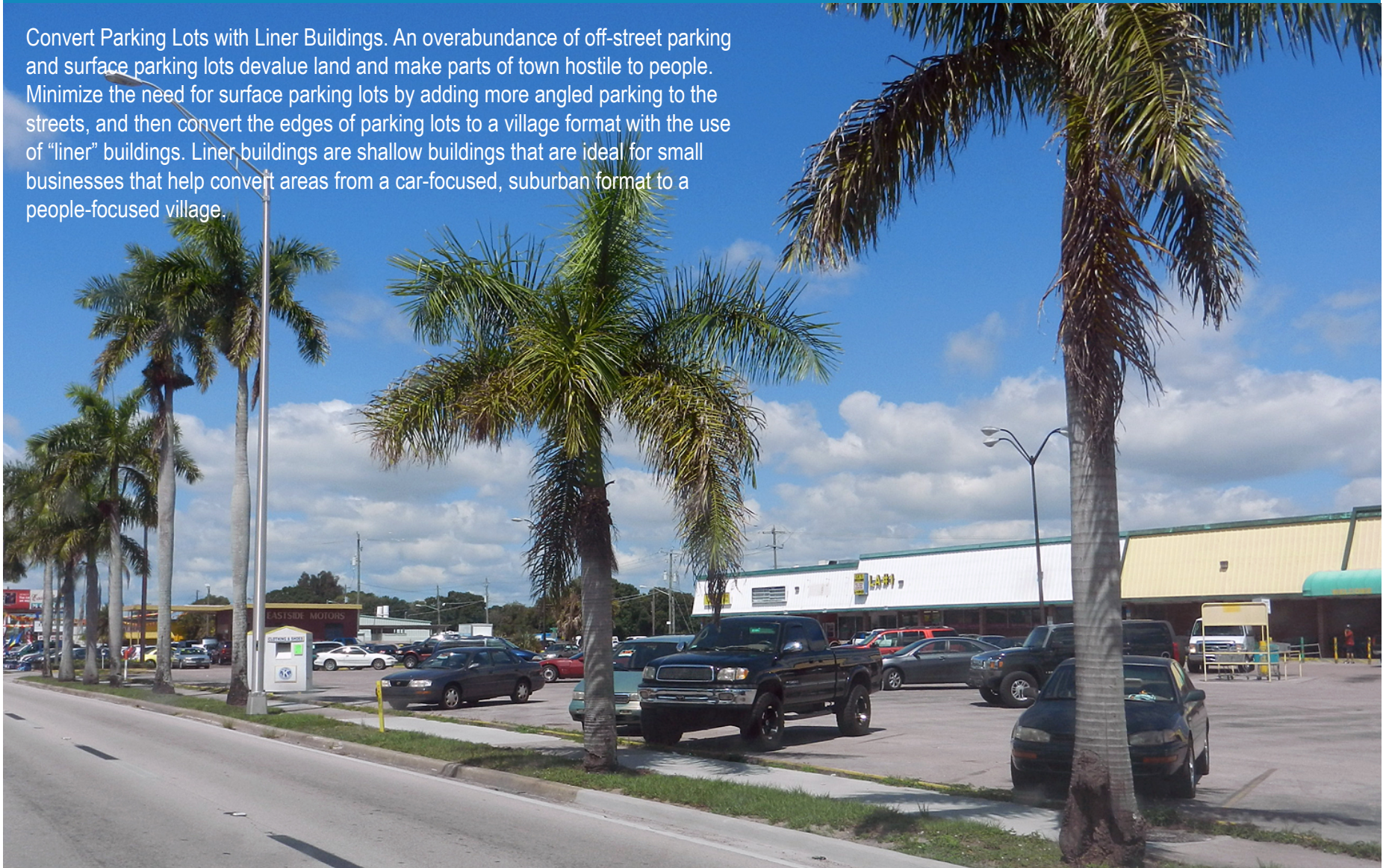
Narrow Street, Intermittent Sidewalks After



Site Design

Convert Parking Lots with Liner Buildings

Convert Parking Lots with Liner Buildings. An overabundance of off-street parking and surface parking lots devalue land and make parts of town hostile to people. Minimize the need for surface parking lots by adding more angled parking to the streets, and then convert the edges of parking lots to a village format with the use of “liner” buildings. Liner buildings are shallow buildings that are ideal for small businesses that help convert areas from a car-focused, suburban format to a people-focused village.





In Kingston, Washington, liner buildings are converting parking lots to villages. Where these buildings now sit previously was the edge of a parking lot.

Site Design

Convert Parking Lots with Liner Buildings



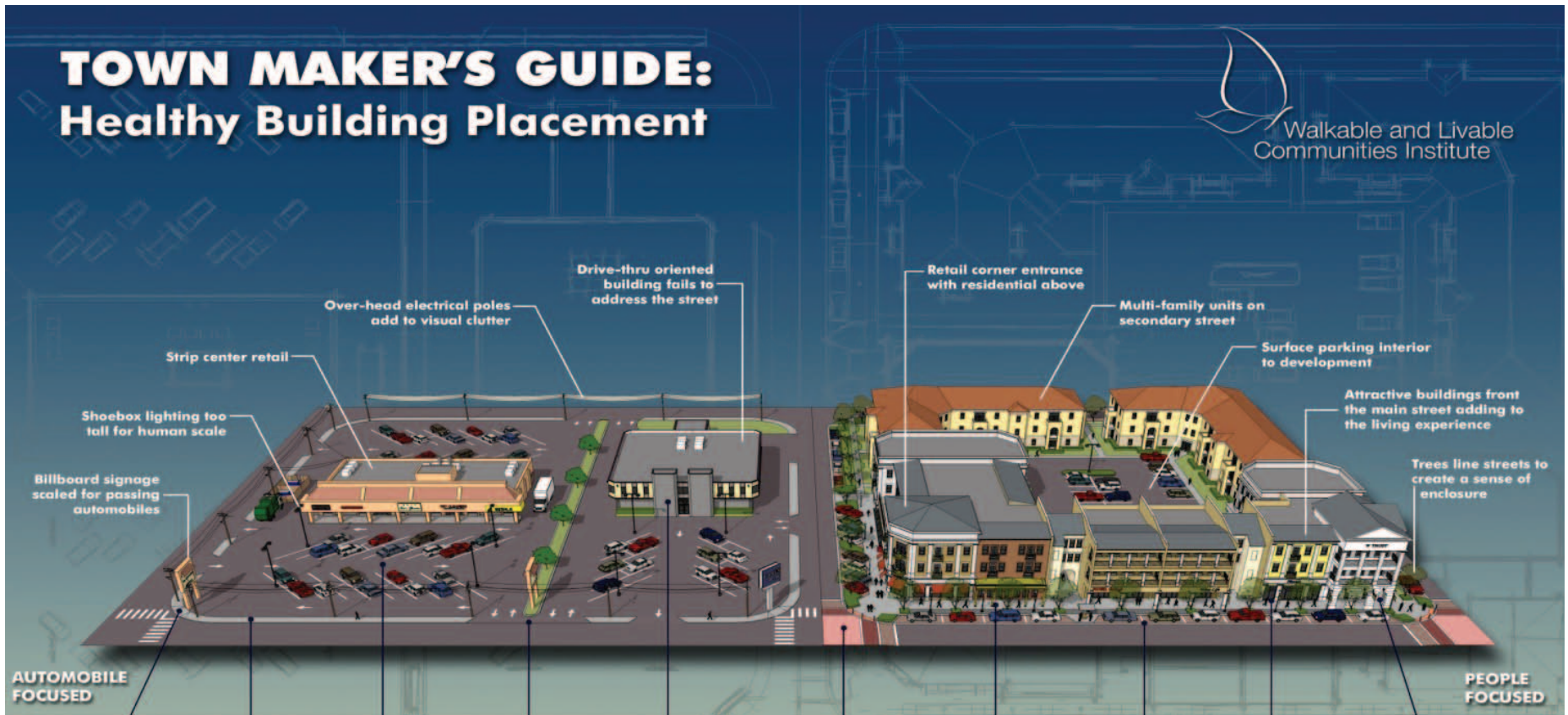
In Lancaster, CA an old suburban strip was converted to a Main Street and parking lots were filled in with liner buildings fronting the street.

Site Design

Convert Parking Lots with Liner Buildings



Close-up of building in Lancaster, CA shown on previous page.



For more information and the full Town Maker's Guide poster on Healthy Building Placement, see the Walkable 101 series at www.walklive.org.

CHAPTER THREE: WORKSHOP AND STAKEHOLDER MEETING NOTES

Neighborhood Tour Field Notes

May 8, 2013

- Candidate for one- to two-way conversion: 2nd Street, SR80/Palm Beach Blvd. City and county may be in agreement.
- Lee County MPO has a rail feasibility study in their 30-year transportation plan; one option is to purchase rail from CSX.
- On Palm Beach Blvd. starting around Marsh, historically high pedestrian fatalities. Recent years: pedestrian fatalities have dropped significantly, according to Dan and Billy.
- FDOT is going to start pilot testing pedestrian crossings, Hawks, rapid flashing beacons, etc.
- Along corridor, we saw an overabundance of unused surface parking lots.
- Nuna near Church has constrained ROW but very high pedestrian and bike usage. No sidewalks. Kids catching buses and heading to school walk in street.
- (Ortiz is county road.)
- Near Ballard, there is a flea market that is very well attended, and is very authentic.
- The county has started requiring sidewalks in new development, but variances often are granted.
- The City of Fort Myers posted a speed limit on all local streets were reduced to 25 mph, but Nuna is considered a collector, so posted

speed has remained 30 mph.

- Candidate for modern roundabout: Tice and Ortiz. County owns a lot of ROW.
- Need a plan for how to prioritize sidewalks.
- Kids are reportedly crossing midblock at Palm Beach near Alameda. Pedestrian crossing signal at intersection has been timed as 2.5 minutes. Some places reportedly have been timed at 5 minutes.
- Palm Beach Blvd. is posted 45 mph.
- On Palm Beach Blvd near Alameda is a long strip mall that's ripe for redevelopment with mixed using, housing, etc. (Could start with liner buildings.)

Walking Audit: Nations Association Charities

Nations Association Charities/Schandler Hall Park

May 8, 2013 • 9:30 - 10:30 AM

- Shandler Hall Park pavilions have power outlets. This is very helpful to people like Troy, who is wheelchair-bound due to a stroke. He can recharge his motorized wheelchair at the park, while resting in the shade.
- Palm Beach Blvd. near Nations Center: residents report that the landscaping on the median is creating issues with sight lines. Nearby firefighters report that their perception is that crashes involving pedestrians and bicyclists have increased since the medians were installed. Representatives from Florida Bicycle Assoc. and FDOT indicate data shows the crashes actually have decreased, but agree the sight line issues should be addressed.
- Residents report that in the evenings, before and after pick-up basketball at the park, many people cross mid-block and safety may be a concern.
- Also at the park, residents report cars often are speeding through the parking lot, to leave or arrive at basketball, etc.

Stakeholder Meeting: Goodwill Industries

Russell Park Community Center
May 8, 2013 • 12:30 - 1:30 PM

Attendees:

Andy Getch
Darla Letourneau
Robert Randall
Sandy Smith
Jennifer Nelson
Dan Moser
Matt Weaver
Billy Hattaway
Paul Zykofsky
Tessa LeSage
Kelly Morphy
Paul Moreno
Jessica Mendes
Ann Pierce
Krista Fogo
Vitor Suguri
Ken Breffle
Avelino Cancel
Tony Leonard

- Mission: help people overcome barriers and become self-sufficient. Offices located nearby currently.
- Increase in demand for services. Served 20,000 people and that increased to 30,000.
- Expanding into Opportunity Center, which will include School for Severely Disabled 950 students is considered a charter school

so arrive by Lee County School buses; 150 employees coming to facility. Will have an outlet store, with multiple vendors and the public accessing, including Ebay and flea market vendors. Scheduled to open by end of year.

- 75 to 85 percent employees currently have transportation lined up via cars. About 10 percent ride bus. Maybe 5 percent walk or bike. Still convenient for many employees. Anticipate a lot of foot traffic customers. Clients: most arrive in private trans, some by bus. Customers – about 50 at a time. Clients: 20 a day. –Tractor-trailers will deliver, etc. About two deliveries per day with semis, then also about 10 to 12 box trucks.
- Paul: Sidewalks and crossings near the facility will be important, especially given where the bus stop may be. Transit Route 15 may be logical to add a stop near the Goodwill facility.
- Goodwill has already engaged transit agency in conversations about adding service to the facility.
- Area near flea market is greatly impacted on weekend mornings, due to flea market and related amenities.
- At Lucket and Ortiz, intersection is planned for widening due to trucks needing more turning radius. Currently, if traffic is coming out, trucks have to wait for them to clear to turn in.
- Look at trail on utility corridor from Palm Beach to Tice.

- New development planned for area north of Tice and west of Lexington currently is planned with only one entrance. Will be six-plexes and single family homes. Maybe 100 singles and 100 six-plexes. Desire for better connectivity needs to be included in community plan, so that's what gets adopted.
 - Include better connectivity in community plan, so the county can get it built that way. (Also, KM comment: the community advocates and Goodwill should reach out to the entity that holds the development permit right away to have an informal sitdown meeting to talk about the opportunities there, and develop an enhanced vision all three parties buy into.)
- At Lexington and Palm Beach Blvd., turning movements by large trucks will be problematic when more development comes.

Stakeholder Meeting: Tice Elementary School

Tice Elementary School
May 8, 2013 • 2:30-3:30 PM

Attendees:

Rhonda Amaya
Marshall Long
Laurel Fecko
Jill Kessler
Tessa LeSage
Paul Zykofsky
Tony Leonard
Kelly Morphy
Avelino Cancel
Andy Getch
Billy Hattaway

- Had to chain off part of school corner lot due to safety issues. Parents not wanting to wait in pick up and drop off line had been pulling in and waiting there, and one car backed out over a corner post. So school blocked it off.
- Renovating school – phase one scheduled complete by upcoming winter break. Phase two by spring break. Property perimeter remains the same.
 - Construction is going on at the school through Spring break 2014. Gutting interior. Moving to south building or portables then will remove the portables.
- About half of students walk to school. Have almost 500 students, are one of the smaller. After renovation, will have about 600

students. We are landlocked and we like it. The fact that many of our parents can still walk their kids to school is awesome, and it brings in a lot of parental involvement.

- When it rains they have to walk in the street. No sidewalks. Children have to walk in street since shoulders/ditches flood.
- We've been very fortunate we haven't had serious incidents (crashes) with kids walking and biking here.
- Grandparent says Nuna Ave. is one of the worst places because it's very narrow. No sidewalks. City and county will look into it.
- Most students not using cars are walking, but there is one biker who faithfully bikes. Aside from the school traffic, we have a ton of people walking and biking in this area.
- At particular time of year, when you turn right onto Tice St. the glare of the sun prevents you from seeing at all. Sun is right in front of you, and people are often walking along shoulder of road. There is no sidewalk. Need some form of buffer. The kids are really at risk.
- Laundromat on corner of Tice and Palm Beach creates a LOT of ped traffic.
- Publix closed down and created a big public uproar because the community members no longer had a grocery store they could walk to.
- Intersection of Tice and Palm Beach could possibly be a roundabout. Need to look at it.
- Consider a remote drop off and pick up location to allow some kids to walk part

way. Let parents park and walk their kids in. Formalize or expand arrangement with church as remote drop off pick up.

- Not enough lighting on the surrounding streets, so when daylight savings time is in effect, the kids are walking in the dark or waiting in the dark.
- Middle school and other school kids congregate in front of Tice Elem and often stand in streets. Must be the other school's kids.
- Consider opening other gates, letting parents know they can drop off and pick up there, to disperse the car and ped traffic. If need, can close gates during school hours. Can have a teacher or employee supervise that gated area during drop off and pick up.
- Need to extend sidewalk all the way to Tice.
- Apply for SRTS programs and funding.
 - School District does have an SRTS program and SRTS coordinator may be in attendance in the morning.
- Parents walk four miles round trip to get to shopping center.
- A lot of LeeTran bus stops don't have shelters. Example: Palm Beach and Tice.
- Bookmobile comes on Tuesday nights to the neighborhood.
- Have a parent specialist on staff who helps organize parent volunteers and conduct outreach to parents.
- Some parents aren't here illegally, and we try to make sure they know they are safe here at school.

- The fire chief has said he relies on the kids because the parents don't speak English and often can't read in their own language/s.
- Stray dogs are an issue, but most aren't dangerous.

Stakeholder Meeting: Palm Beach Community Planning Panel

Russell Park Community Center
May 8, 2013 • 4:00-5:00 pm

Attendees:

Andy Getch
Ken Breffle
Margaret Banyan
Stephen Pierce
Paul Moreno
Jessica Mendes
Darla Letourneau
Paul Zykofsky
Kelly Morphy
Ann Pierce
Dan Moser
Avelino Cancel
Tony Leonard
Billy Hattaway

- Planning panel – is an advisory panel
- Priority is increasing the grid network and connectivity. It's a bigger issue than the redevelopment.
- Priority: fill in sidewalk gaps around school, especially from Palm Beach Dr.

- Priority: mark or enhance crossings at intersections and near bus stops
- Priority: lighting
- Work with LeeTran to place bus stops at intersections. Stops are not at intersections. Would be good to discuss with transit agency why they are not located where one would expect them to be most convenient for transit riders. Ideally, bus stops are not midblock, but rather are at corners, right after the bus has gone through the intersection.
- HAWK's (High-intensity Activated crossWalk) are good, but rapid flashing beacons can be a more affordable option that FDOT also is piloting. Will need strong education and enforcement components.
- Modern roundabouts: can get congestion management money for modern roundabouts.
- Lynned Avenue: Need stop sign. Trucks use Tice going east to Ortiz. Poor lighting.
- Nuna Avenue: Needs to be upgraded.
- Unique things about the neighborhood, big picture:
 - Not widening Ortiz road is a community priority
 - High rate of pedestrian and bicycle activity
 - Use 'road diet' language to create a road that is in contextual alignment or harmony with the both the community as it exists and the future it has envisioned for itself.

Walking Audit: Tice Elementary Safety Patrol

Tice Elementary School
May 9, 2013

- On many side streets, kids have no place to walk aside from in the road, due to lack of sidewalks and drainage ditches on each side. Some streets appear to be popular cut-thrus, with faster-than-safe speeds. Some streets appear to be very low volume (perhaps a hundred or two AADT) and speeds fairly low.
- Lack of shade
- Unraveling of paved shoulder on right side at some intersections, combined with wide turning radius, indicative of drivers clipping the corner. Observed a driver doing so and rear wheels clipped sidewalk and panel of truncated domes.
- Tice and Ortiz doesn't have a crossing guard, but it's a very busy intersection and many kids cross there to get to school.
- Drivers reportedly often don't yield to kids heading into crosswalks. Drivers were observed coming to a stop in the crosswalks.

Main Workshop: Notes from Design Tables

Tice Elementary School
May 9, 2013

Table 1, Children's School Patrol

- Build Sidewalks on:
 - Tice Street (from Palm Beach Blvd. to Tice Elementary School)
 - Nuna Avenue
 - Lynnedda Ave. (next to school)
 - New York Dr. (near school)
 - Prospect Ave.
 - Glenwood Ave. (between Marsh Ave. and Prospect Ave.)
 - Greenwood Avenue (between Marsh Ave. and Prospect Ave.)
 - Woodside Avenue (between Marsh Ave. and Prospect Ave.)
 - Mississippi Avenue
 - Carolina Avenue (from Tice St. to Glenwood Ave.)
 - Ortiz Avenue
- Crossing guard at corner of Tice St. and Ortiz Avenue
- Speed bumps (slow traffic) on Tice St. approaching school
- Improve lighting throughout neighborhood
- Pedestrian Crossing signs
- Speed limit signs



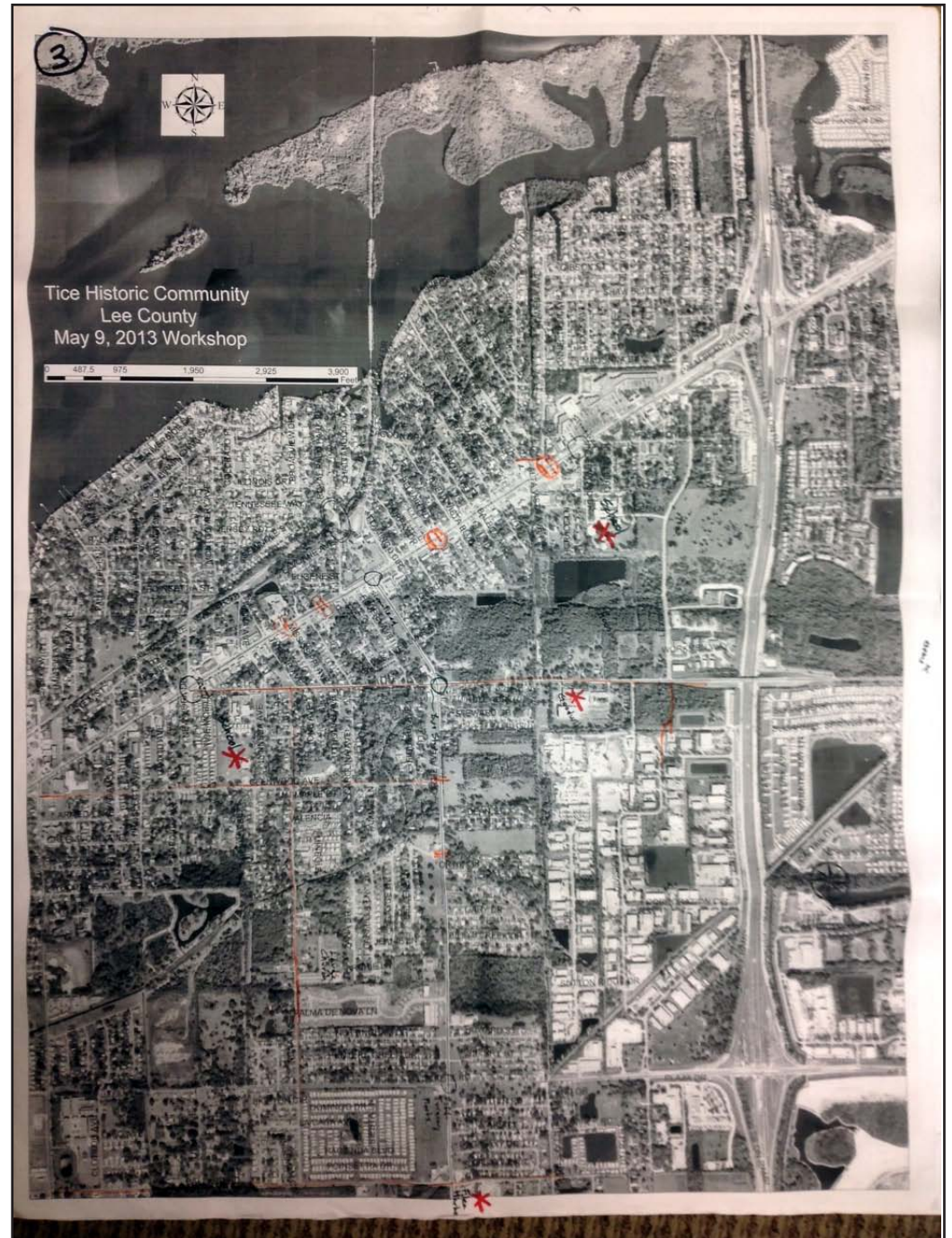


Table 2

- Bus shelter at corner of Tice Street and Ortiz Avenue
- Crosswalk in front of future Goodwill facility on Tice Street

Table 3

- Build Sidewalks on:
 - Tice Street
 - Glenwood Avenue
 - Nuna Avenue
- Fix intersection at Ortiz Avenue and Lucket Road
- Fix intersection at Tice St., New York Dr. and Palm Beach Blvd.
- Improve signal timing at Ortiz Avenue and Palm Beach Blvd.
- Add bus stop at Ortiz Avenue and Tice Street
- Add crosswalks on Ortiz Avenue and:
 - Glenwood Avenue
 - Zana Drive
- Add crosswalks on Palm Beach Blvd. and:
 - Mississippi Avenue
 - In front of Nations Association
 - Bellair Road
 - Alameda Avenue
- Add signal at Palm Beach Blvd. and Underwood Drive.
- Connect Lexington Avenue south to Division Drive.



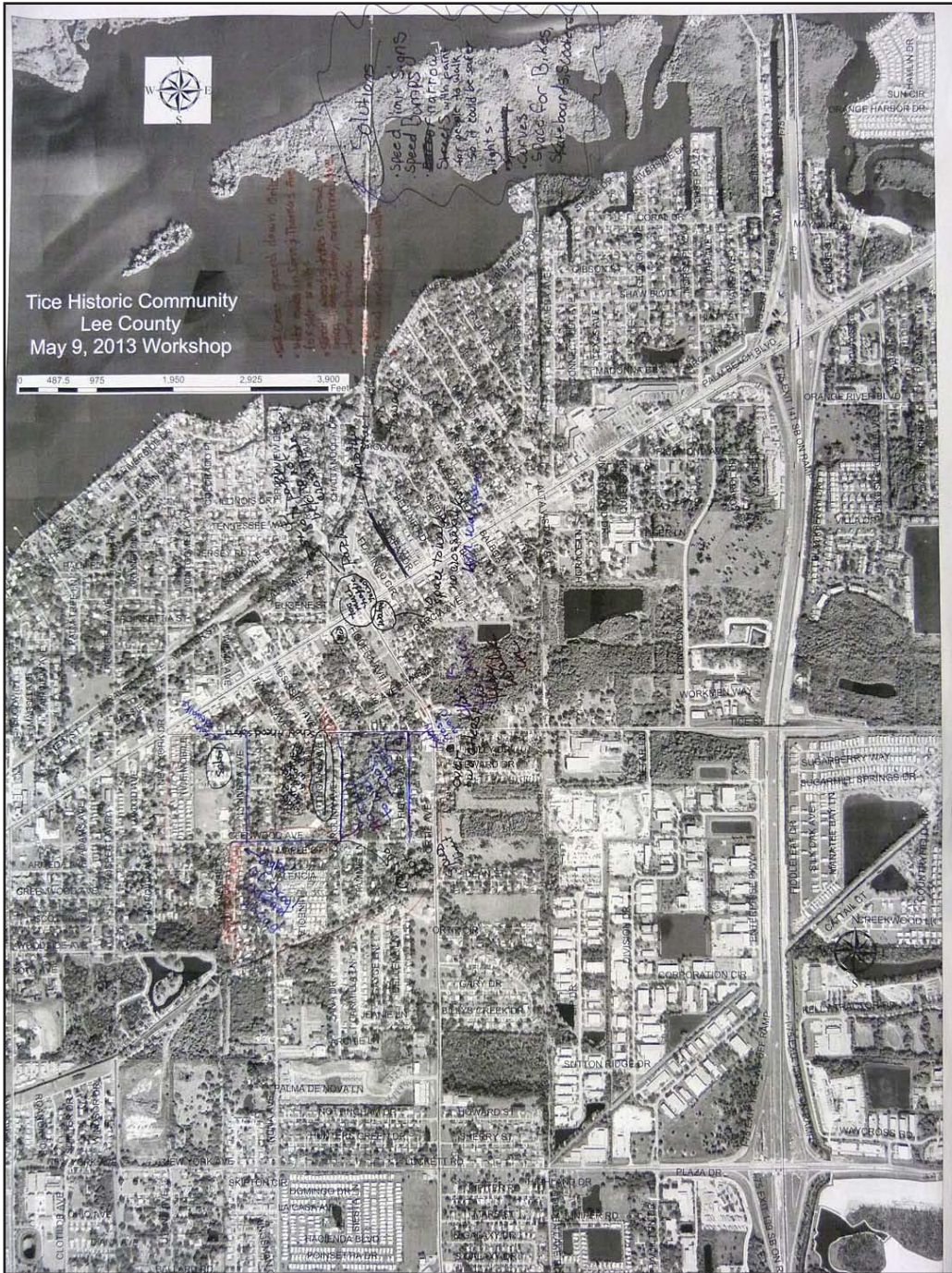
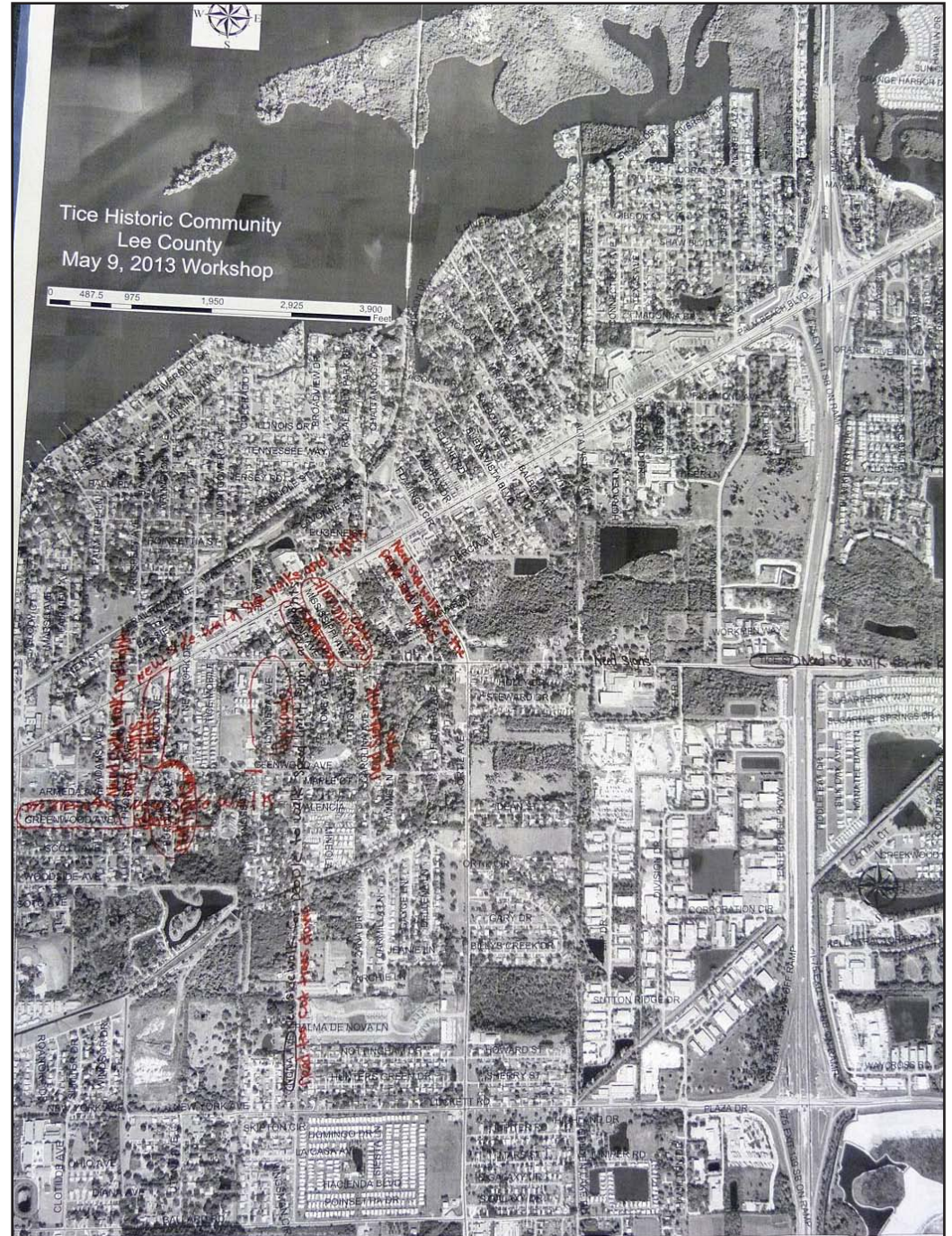


Table 4

- Sidewalks on all streets leading to Tice Elementary School
- More safe places to cross near school
- Add school zone signs on all approaches to school
- Enforce speed limit on Ortiz Avenue
- Crossing guard at Ortiz Avenue and Tice Street
- More places to cross Palm Beach Blvd.
- Improved sidewalks with buffers on Palm Beach Blvd.
- Add sidewalks on Ione and Thomas Avenue
- Buffer between sidewalks and street
- Narrow streets with paint, create place for cyclists, pedestrians
- More space for pedestrians, cyclists, skateboards, scooters
- Improve lighting

Table 5

- Build sidewalks on:
 - Glenwood Avenue
 - Adams Avenue
 - Wood Avenue
 - Burdick Avenue
 - Glenwood Avenue
 - Nuna Avenue
 - Tyrone Avenue
 - Mississippi Avenue
 - Carolina Avenue
 - Ortiz Avenue
- Improve lighting in neighborhood
- Improve lighting along Palm Beach Blvd.
- Lower speeds on Nuna Avenue



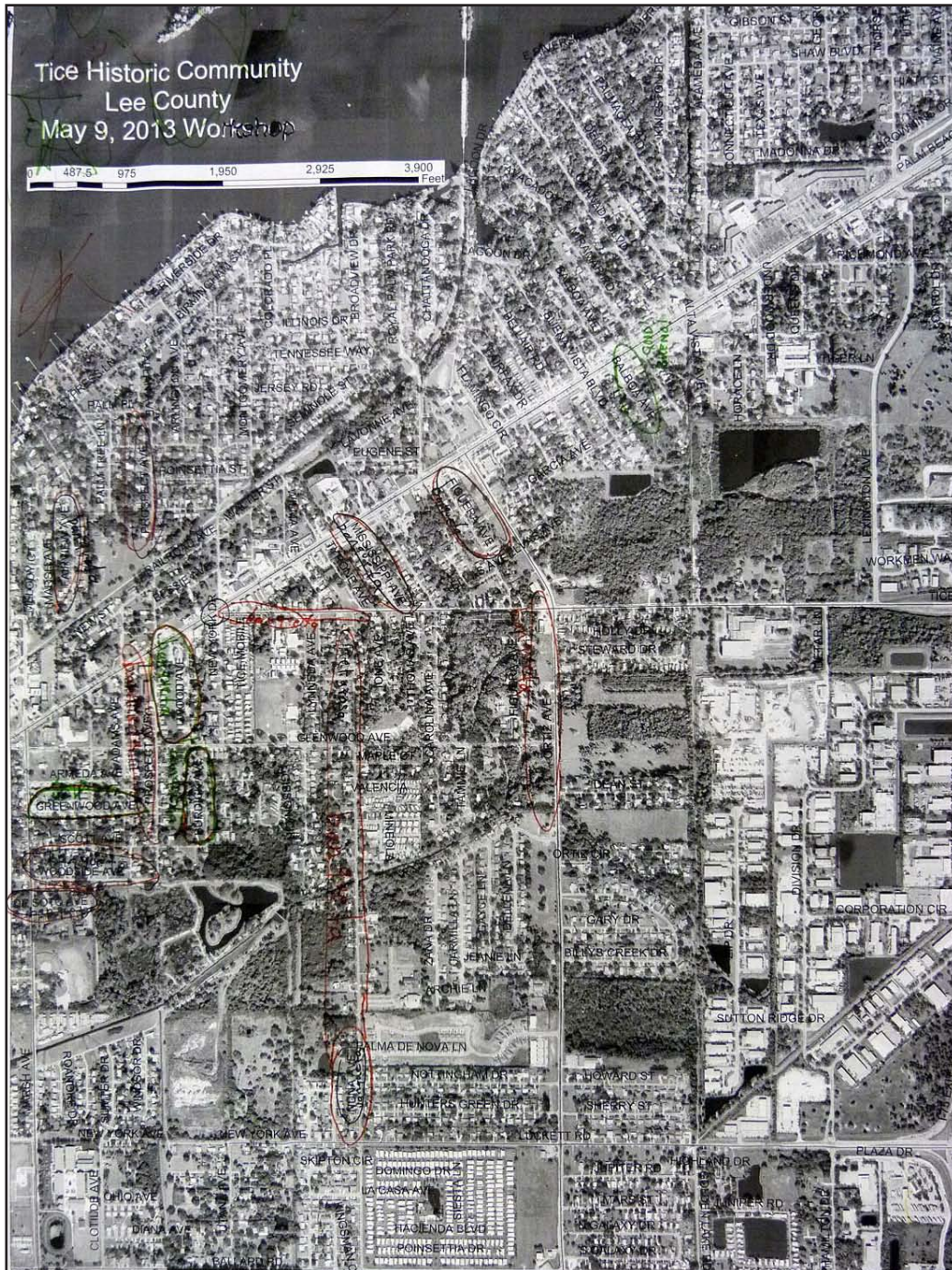


Table 6

- Build sidewalks South of Palm Beach Blvd:
 - Tice Street
 - Greenwood Avenue
 - Woodside Avenue
 - De Soto Avenue
 - Prospect Avenue
 - Burdick Avenue
 - Wood Avenue
 - Nuna Avenue (currently very dangerous)
 - Mississippi Avenue
 - Figuera Avenue
 - Ortiz Avenue
- Build sidewalks North of Palm Beach Blvd:
 - Fairfax Avenue
 - Prospect Avenue
 - Good example: Balboa Avenue south of Palm Beach Blvd.

Table 7

- Problems especially with access to school and other public places like parks
- Intersection problems:
 - Tice Street, New York Drive and Palm Beach Blvd.
 - Palm Beach Blvd. and Tyrone Avenue
- Build sidewalks on:
 - Tice Street (between school and New York Drive)
 - Glenwood Avenue (from Marsh Ave. to Lynnedra Ave.)
 - New York Drive (from Palm Beach Blvd. to Birmingham Street)
 - Tyrone Avenue (south of Palm Beach Blvd.)
- Problem with high vehicle speeds
- Need speed limit signs
- Need traffic calming devices
- Holes and pedestrian obstacles/trip hazards at:
 - Northwest corner of Palm Beach Blvd. and Tice Street
 - In front of Tice Elementary School
- Lack of lighting
- Signal timing for pedestrians is too short, especially for parents with children
- Need accessible crossings at uncontrolled crossings
- Need more shade
- Need lighting
- Need processes for community to inform the County about the issues
- Need more sidewalks
- Need more areas/lanes for bicycles
- Need better access to school

