



## Community Opinions and Perceptions Report



October 2015

[Hillsborough.flhealth.gov](http://Hillsborough.flhealth.gov)

[PartnersinObesityPrevention.com](http://PartnersinObesityPrevention.com)

# Walkability Tampa Bay 2015

## Community Opinions and Perceptions Report

### Background

According to Florida Charts slightly over two-thirds of adults in Hillsborough County weigh more than they should. One in three middle and high schools students are at an unhealthy weight. Only 31.8% of the population reports participating in vigorous activity and 21.7% report that they are sedentary.<sup>2</sup> These statistics make it clear that county residents need to be more physically active.

With multiple demands competing for individual or family time, physical activity needs to be easy, affordable and accessible to assure the greatest participation. Walking and biking are activities almost everyone can use to increase their physical activity. Yet for many, these are not ideal options due to lack of access, dilapidated or unkempt facilities and traffic or safety issues. In fact, according to one nationwide survey parts of our county were described as car-dependent with a walk score of 28 out of 100.<sup>3</sup> While many of these problems have simple solutions, others require more resources. The good news is that the return on investment is significant even with improvements in the more complicated concerns. There is scientific evidence that providing access to places for physical activity like walking and biking, increases the level of physical activity in a community, ultimately reducing chronic diseases and their related healthcare

costs.<sup>4</sup> The economic and social benefits of walkable communities have also been well established.<sup>5,6,7,8</sup>

The Florida Department of Health - Hillsborough County is the administrative arm of Partners in Obesity Prevention, a community coalition focused on reducing the prevalence of obesity in Hillsborough County. One of the coalition's main objectives is to increase community physical activity levels. To meet this objective, the Physical Activity subgroup initiated Walkability Day Tampa Bay in 2014 and that effort was repeated for the entire month of May in 2015. Walkability is defined as a measure of how friendly an area is for walking. The main goal of Walkability Tampa Bay was to promote physical activity and emphasize its benefits. This event encouraged citizens throughout the county to utilize a consumer-friendly walk-audit checklist to assess the walkability of their neighborhoods. It was anticipated that this event would heighten their awareness of the resources and local assets available to be physically active. For neighborhoods that were not as "activity friendly", information on available options was provided. Further, all participants would be better informed on the need to be physically active and how it relates to overall health and well-being. Secondly, the responses provided aspects of the walk's safety and desirability from a

resident's perspective, which could be used to help direct an action plan to increase walkability and physical activity levels throughout our county.

## Methods

For the entire month of May 2015, residents of Hillsborough County were encouraged to join our efforts by taking a walk and completing a short seven-question checklist (appendix A), adapted from the checklist developed by the Pedestrian and Bicycle Information Center (PBIC), on the walkability of their route.<sup>9</sup> Along with the primary intent of encouraging individuals to be more active where they live, work, learn and play, we also wanted a resident's perspective. This perspective could then drive the secondary part of the effort – catalyze and enhance community-based efforts to increase walkability in Hillsborough County by connecting local leaders and planners with the perspective of community members. It was hoped that the completed checklists would highlight walkability issues and successes within Hillsborough County to help develop an action plan for projects and initiatives that would improve walkability within our county.

To encourage participation, local newspapers and newsletters, websites, social media, partners, and community events served as key marketing venues. Outreach efforts were made to the county's neighborhood associations to encourage neighborhood buy-in and participation. Outreach included participation in the 2015 Annual Neighborhoods Conference and email

blasts. In addition, email blasts and announcements were made to other community partners through the Partners in Obesity Prevention.

To assist with data collection, the checklist was made available online in a digital format. For those unable to access the online version, the checklist was distributed in paper format through local newspapers, newsletters, neighborhood associations, and community events. This year, the checklist was made available in both English and Spanish.

Once submitted and received, the results were processed to show participants' responses to the checklist and where they were conducted. Participants provided a zip code and route of walk to indicate location. Questions 1 through 5 were "yes/no" answers, with 4 of the 5 asking for more details if "no" was selected. Each of these 5 questions then asked participants to rate their route in regards to the question on a scale of 1 to 6, with 1 being awful and 6 being excellent. To indicate problems, participants could select from a list of general issues or write in their own. In addition, the location of each indicated problem was requested. Where addresses of specific problems were not noted, the route of the walk was listed.

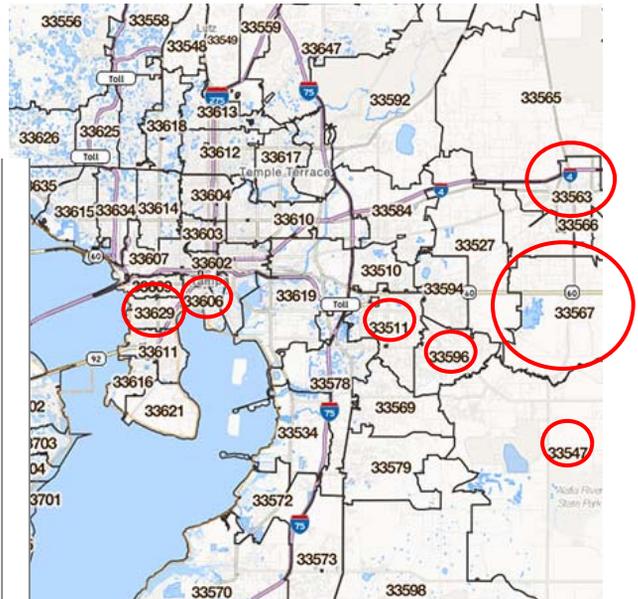
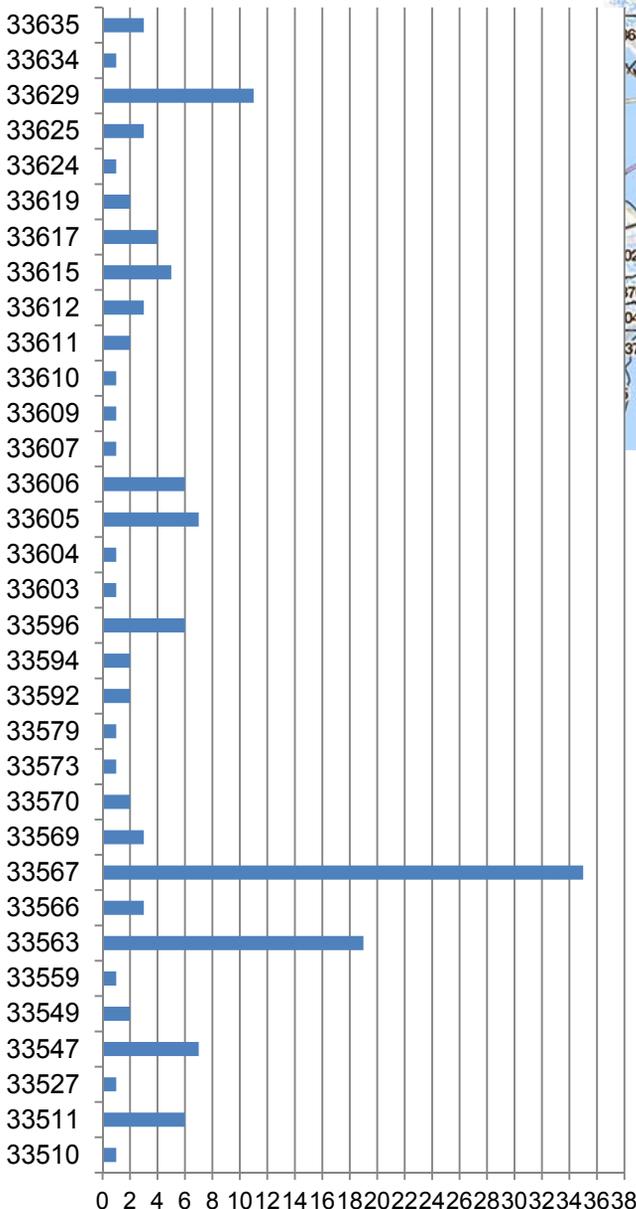
To assist policymakers and officials in identifying problem areas, Appendix B is a listing of these areas by zip, noted by participants on the walks.

**Results**

A total of 149 checklists were submitted via the online form, the US postal service and fax. Of these, 144 were completed within Hillsborough County.

Checklist locations represented 33 of Hillsborough’s 56 zip codes (see Figure 1).

**Figure 1: Submitted Checklists by Zip Code**



**Figure 2: Proportional Dot Map of Submitted Checklists**

Larger bubbles represent a larger participation count; this map shows more participation in suburban/rural areas with dense population.

The following pages summarize the results for each of the questions on the walkability audit checklist.

### 1. Did you have room to walk?

**Yes**     **No, there are some problems**

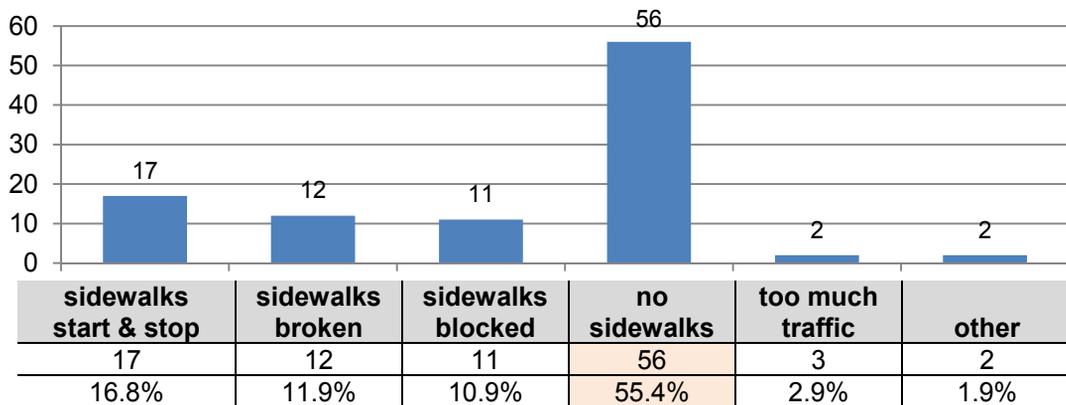
- Sidewalks or paths started and stopped
- Sidewalks were broken or cracked
- Sidewalks were blocked with poles, signs, shrubbery, dumpsters, etc.
- No sidewalks, paths, or shoulders
- Too much traffic
- Something else \_\_\_\_\_

A total of 57 (40%) submitted checklists indicating “yes they had room to walk”, but also reported “some problems”. The majority of respondents reported “no, there were some problems”, with some checking more than one problem.

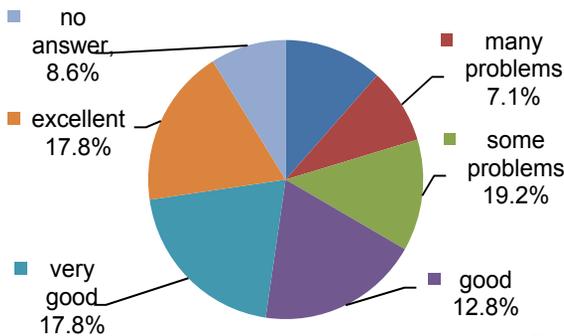
Figure 3 provides details on the proportion of respondents that experienced the listed problems. The greatest majority indicated that sidewalks are needed where none exist.

The overall rating for having room to walk averaged to 3.7%, where 1 represented awful, there was no room for walking and 6 represented excellent, indicating there were no issues with room for walking (see Figure 4 for details).

**Figure 3: Problems Preventing Room For Walking**



**Figure 4: Ratings by Percent for Room to Walk**



Total: 140

Average Rating: 3.7(of those responding)

	#	%
1 - awful	23	16.4%
2 - many problems	10	7.1%
3 - some problems	27	19.2%
4 - good	18	12.8%
5 - very good	25	17.8%
6 - excellent	25	17.8%
no answer	12	8.6%

## 2. Was it easy to cross streets?

**Yes**     **No, there are some problems**

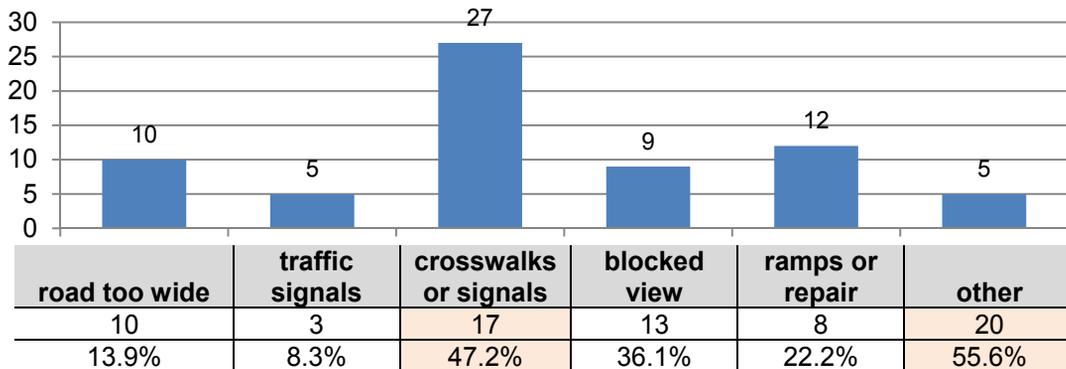
- Road was too wide
- Traffic signals made us wait too long or did not give us enough time to cross
- Needed striped crosswalks or traffic signals
- Parked cars or trees blocked our view of traffic
- Needed curb ramps or ramps needed repair
- Something else \_\_\_\_\_

Of the majority of submitted checklists, 90 (69.2%) indicated “yes” it was easy to cross streets. The remaining 40 (30.8%) reported “no, there are some problems.” Some respondents who indicated “yes” it was easy to cross streets, also indicated there were problems. Figure 5 provides details on the proportion of respondents that experienced the listed problems. Responses to “something else”

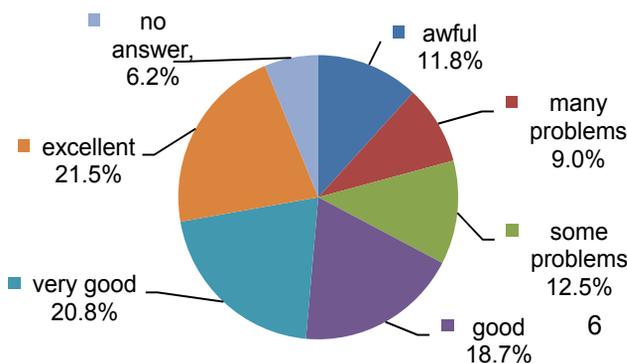
mostly related to the need for cross walks or signals, but a few did stand out. Two significant “other” problems were noted: 1) was a dangerous curve on Sinclair Hills Road and the need for lights in that area; and 2) the existing “school bus stop is not safe for children” at Southwood Oaks, without elaboration.

The overall rating for ease of crossing the street averaged to 4.0, where 1 represented awful, it was not easy crossing the street and 6 represented excellent, there were no issues with crossing the street (see Figure 6 for details).

**Figure 5: Problems with Crossing Streets**



**Figure 6: Ratings by Percent for Ease of Crossing Streets**



Total: 144

Average Rating: 4.0 (of those responding)

	#	%
<b>1 - awful</b>	17	11.8%
<b>2 - many problems</b>	13	9.0%
<b>3 - some problems</b>	17	11.8%
<b>4 - good</b>	27	18.7%
<b>5 - very good</b>	30	20.8%
<b>6 - excellent</b>	31	21.5%
no answer	9	6.2%

### 3. Did drivers behave well?

**Yes**     **No, there are some problems: Drivers**

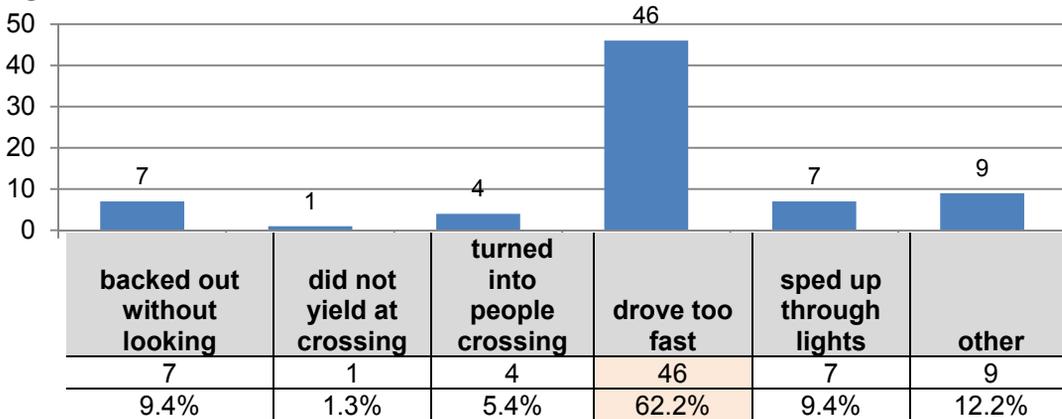
- Backed out of driveways without looking
- Did not yield to people crossing the street
- Turned into people crossing the street
- Drove too fast
- Sped up to make it through traffic lights or drove through traffic lights?
- Something else \_\_\_\_\_

“Something else” issues noted cars parking on both sides of narrow streets with no enforcement of the signage prohibiting it in Hyde Park area; cars running stop signs in Mission Hills area; many large trucks on Maryland/Collins/East MLK; and inability to see around a corner at S. Merrin and E. Alabama.

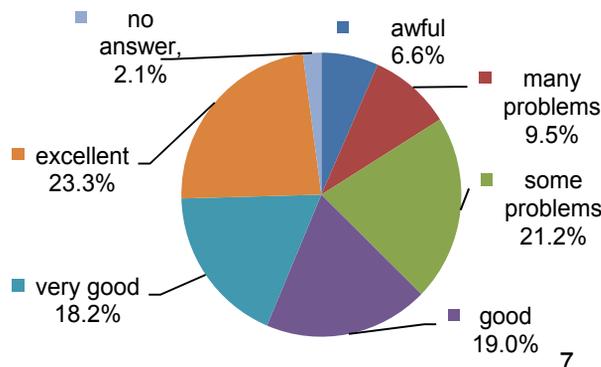
A total of 71 (95.9%) submitted checklists indicating “yes” drivers behaved well; however many of these reported problems. In the remaining 3 (4.1%), the majority, reported “no, there are some problems.” Figure 7 provides details on the proportion of respondents that experienced the listed problems. An overwhelming majority of problems reported related to drivers driving too fast.

The overall rating for drivers’ behavior averaged to 4.0, where 1 represented awful, drivers did not behave well and 6 represented excellent, there were no issues with driver behavior (see Figure 8 for details).

**Figure 7: Problems with Drivers**



**Figure 8: Ratings by Percent for Driver’s Behavior**



Total: 137

Average: 4.0 (of those responding)

Rating	#	%
1 - awful	9	6.6%
2 - many problems	13	9.5%
3 - some problems	29	21.2%
4 - good	26	19.0%
5 - very good	25	18.2%
6 - excellent	32	23.3%
no answer	3	2.1%

### 4. Was it easy to follow safety rules?

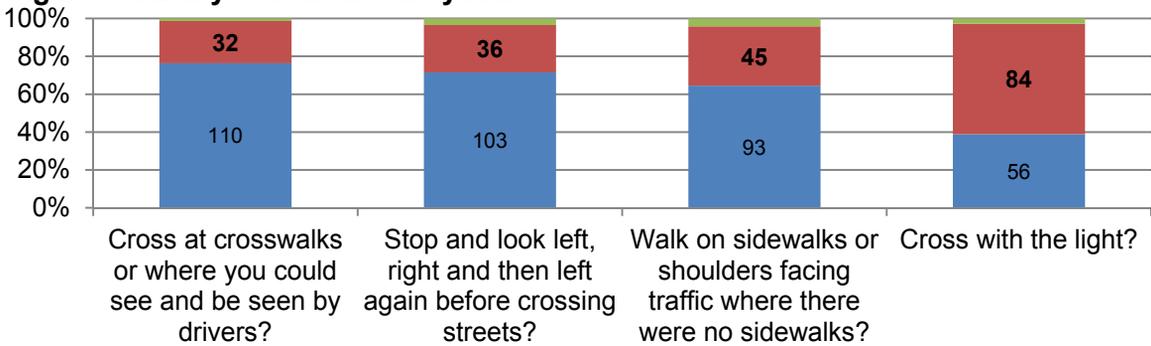
- Could you and your child...**
- Yes  No Cross at crosswalks or where you could see and be seen by drivers?
  - Yes  No Stop and look left, right and then left again before crossing streets?
  - Yes  No Walk on sidewalks or shoulders facing traffic where there were no sidewalks?
  - Yes  No Cross with the light?

The “no” answers for “were you able to cross with the light?” may indicate that no light exists.

The overall rating for ease of following safety rules averaged to 3.7, where 1 represented awful, I could not follow safety rules and 6 represented excellent, there were no issues with following safety rules (see Figure 10 for details).

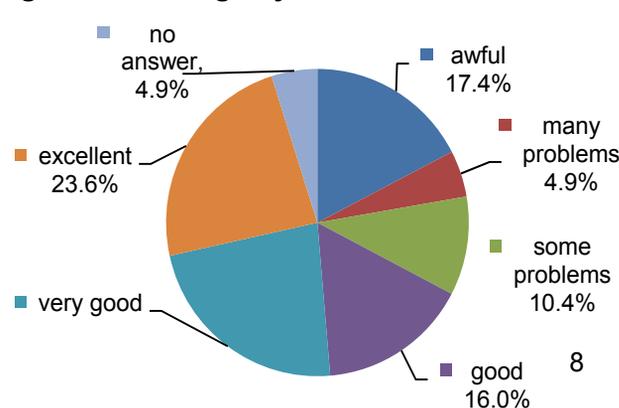
Question 4 was a series of yes/no comments regarding the respondent’s ability to follow safety rules. Figure 9 provides details on the proportion of respondents that answered “yes”, “no” or did not answer.

**Figure 9: Ability to Follow Safety Rules**



Cross at crosswalks or where you could see and be seen by drivers?	Stop and look left, right and then left again before crossing streets?	Walk on the sidewalks or shoulders facing traffic where there were no sidewalks?	Cross with the light?
YES (110) 76.4%	YES (103) 71.5%	YES (93) 64.6%	YES (56) 38.9%
NO (32) 22.2%	NO (36) 25%	NO (45) 31.2%	NO (84) 58.3%
No Answer (2) 1.4%	No Answer (5) 3.5%	No Answer (6) 4.2%	No Answer (4) 2.8%

**Figure 10: Ratings by Percent for Ease of Following Safety Rules**



Total: 144

Average: 4.08 (for those responding)

	#	%
1 - awful	25	17.4%
2 - many problems	7	4.9%
3 - some problems	15	10.4%
4 - good	23	16.0%
5 - very good	33	22.9%
6 - excellent	34	23.6%
no answer	7	4.9%

### 5. Was your walk pleasant?

**Yes**     **No, there are some problems**

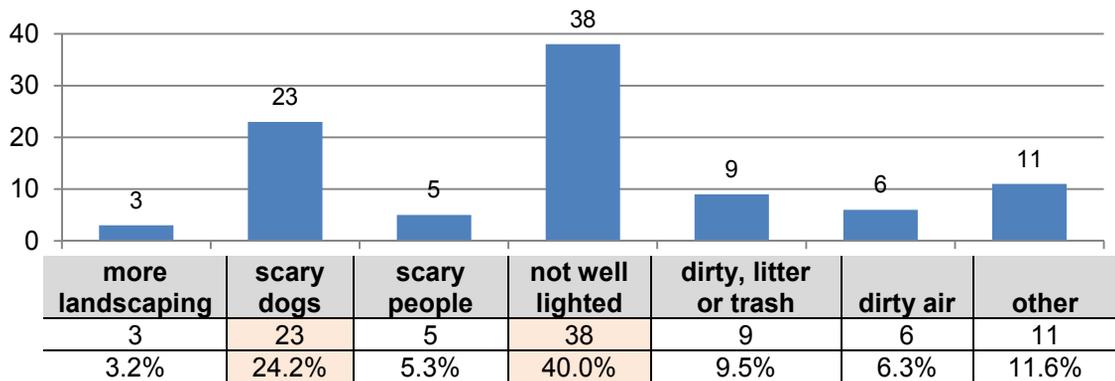
- Needed more grass, flowers, or trees
- Scary dogs
- Scary people
- Not well lighted
- Dirty, lots of litter or trash
- Dirty air due to automobile exhaust
- Something else \_\_\_\_\_

Responses to “something else” related to a variety of items including: Rough sidewalks that made walking difficult especially for children or strollers, mosquitos/pollen (Curry Road), many vehicles without tags (Maryland/E. MLK/Collins), and many vacant houses with unkempt lots (Virginia/Central Ave/Lake Ave).

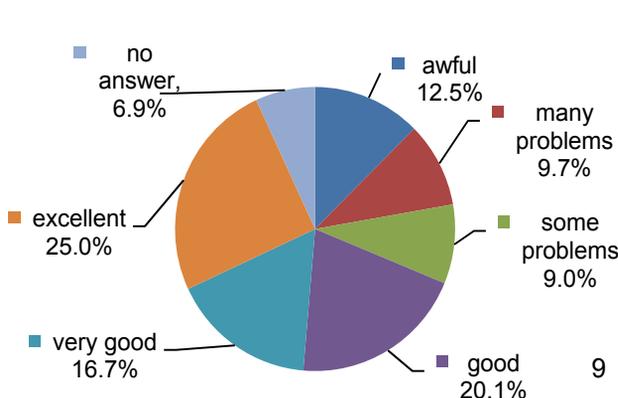
More than half of submitted checklists 59 (52.7%) indicated “yes their walk was pleasant” even though some of these reported problems. The remaining 44 (39.3%) reported “no, there are some problems.” Figure 11 provides details on the proportion of respondents that experienced each of the listed problems. Need for lighting/improved lighting and reports of “scary dogs” were of particular note.

The overall rating for was your walk pleasant averaged to 3.6, where 1 represented awful, the walk was not pleasant and 6 represented excellent, the walk was very enjoyable (see Figure 12 for details).

**Figure 11: Problems with Pleasantness of Walk**



**Figure 12: Ratings by Percent for Pleasantness of Walk**



Total: 144

Average: 4.0 (of those responding)

	#	%
1 - awful	18	12.5%
2 - many problems	14	9.7%
3 - some problems	13	9.0%
4 - good	29	20.1%
5 - very good	24	16.7%
6 - excellent	36	25.0%
no answer	26	6.9%

## 6. How does your neighborhood stack up?

### Add up your ratings and decide.

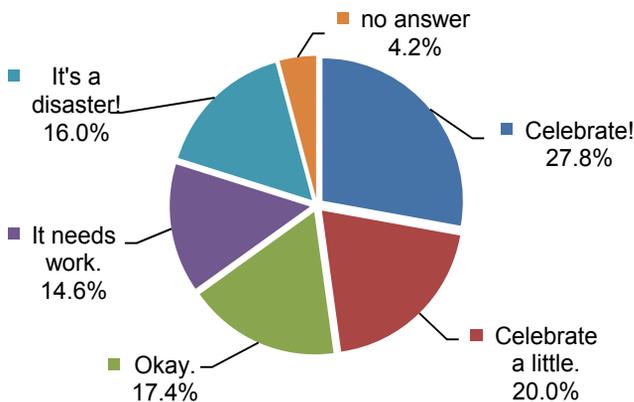
- 26–30** Celebrate! You have a great neighborhood for walking.
- 21–25** Celebrate a little. Your neighborhood is pretty good.
- 16–20** Okay, but it needs work.
- 11–15** It needs lots of work. You deserve better than that.
- 5–10** It's a disaster for walking!

A total of 138 respondents rated their neighborhood. Of these responses, an average rating of 19.3 was reported which falls high into the “Okay, but needs work” category (see Figure 13 for details).

In addition, question 6 asked, “**What does ‘Walkability’ mean to you?**” Responses were

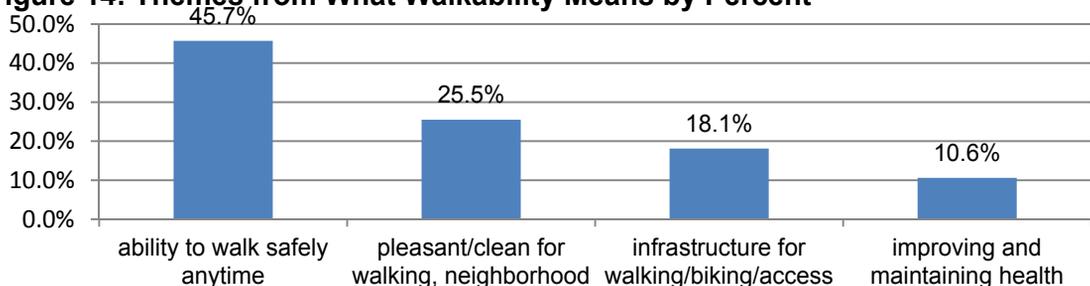
categorized by major themes and could contain multiple themes. A total of 94 responses were given. The most common theme was related to the ability to walk safely (45.7%), with a focus on traffic-related safety issues, having sidewalks, and lighting. The ability to enjoy the neighborhood with a clean and well-kept environment, and neighborhood connectedness (25.5%) was second highest, followed by better infrastructure for walking/biking (18.1%) including sidewalks that connect to places frequented, with wider sidewalks to accommodate walkers/bikers, and finally, to improve/maintain health (10.6%) Figure 14 provides details on the themes and proportion of respondents that reported them.

**Figure 13: Ratings by Percent for How Your Neighborhood Stacks Up**



Total: 144 Average Rating: 19 (of those responding)		
	#	%
26 – 30 Celebrate	40	27.8%
21 – 25 Celebrate a little	29	20.0%
16 – 20 Okay	25	17.4%
11 – 15 Needs work	21	14.6%
5 – 10 It's a disaster	23	16.0%
no answer	6	4.2%

**Figure 14: Themes from What Walkability Means by Percent**



## 7. What do you think would improve your neighborhood's walkability?

A total of 65 responses were given for this question. Of these responses, the majority were related to sidewalks, such as adding, repairing, widening or connecting them, with a majority of responses from the zip codes of 33563 and 33567, followed by 33629, which focused more on traffic control including enforcement of speeding, traffic volume and lack of crosswalks between major intersections in the residential areas. Reducing speed and/or volume of traffic and increasing enforcement were of particular note in zip codes 33511, 33611, and 33617, also.

Additional requests for other improvements scattered throughout comments on "some problems" related to "safety", where need for improved or added lighting or new lighting where none exists. Small numbers mentioned the need for more shade, benches, and drinking fountains along existing sidewalks and paths. Safety measure requests ran across all zip codes.

A listing of problems noted by all respondents with locations of specific problems, or the route of the walk where problems exist when no specific location was provided, are detailed in Appendix B.

## Discussion

Almost 28% of respondents rated their walk in the “Celebrate” category (26-30) and the average reported rating was 19, falling in the top range of “Okay, but needs work” category.

According to responses for “what walkability means to you,” it is clear that respondents understood the concept of walkability and its many dimensions. While there were many positives identified, the overall consensus was that some improvements are needed.

Based on the feedback from participants, improvements are needed to the infrastructure in some neighborhoods that will require the resources and involvement of county and city government, as well as time, to be addressed. With safety as a primary concern, along with the desire for walking without impediments and having an enjoyable environment, the feedback included sidewalk additions and repairs, improved lighting and changes in crosswalks and signals. Feeling safe from traffic while walking including speeding/traffic volume - which may be easier to address, being able to see and be seen by drivers, traffic signals that allow for safe crossing, and crosswalk/ramps. Efforts to improve the landscape for a more enjoyable walk was also an important aspect, including eliminating trash and plant overgrowth.

Limitations of this intervention include the participation of a small percent of the county’s population where all zip codes were not represented and some not adequately so, although several east county zip codes, 33563 and 33567, had very high response rates. Participation was highest and most representative of Hillsborough’s suburban and rural areas, with the exception of zip code 33629.

Future efforts will be given to increasing participation in walkability audit events to ensure that findings more fully represent the opinions of all our county residents.

## Conclusion

Walkability is “a measure of how friendly an area is to walking” and other community activities. Research indicates that health, social and economic benefits are associated with more walkable communities. Walkability indices correlate with body weight and the physical activity of local populations, as well as a reduction in carbon emissions from reduced use of automobiles. Increased walkability improves social and community interaction, reduces crime rates, and increases community pride. Increased efficiency of land use, livability, economic development and improved land use, are evident in communities that are walkable. According to the Public Health Institute and the American Public Health Association, in one U.S. city \$10 million spent in improving walkability led to a \$125 million in economic investments to the city, 40 new businesses, and 800 new jobs.<sup>9</sup> Based on these benefits, the health department and its partners intend to remain fully invested in building a healthier community which improves overall productivity, makes businesses stronger, saves money and saves lives.

## Resources

1. Florida Department of Health. (2009, April 20). *Youth risk behavior survey*. Available at: [www.floridacharts.com/health/doh/surveyyouth/](http://www.floridacharts.com/health/doh/surveyyouth/)
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6. Centers for Disease Control and Prevention. (2011). *Strategies to Prevent Obesity and Other Chronic Diseases: The CDC Guide to Strategies to Increase Physical Activity in the Community*. Available at: [www.cdc.gov/obesity/downloads/pa\\_2011\\_web.pdf](http://www.cdc.gov/obesity/downloads/pa_2011_web.pdf)
7. Local Government Commission Center for Livable Communities. (n.d.). *The Economic Benefits of Walkable Communities*. Available at: [www.lgc.org/wordpress/docs/freepub/community\\_design/focus/walk\\_to\\_money.pdf](http://www.lgc.org/wordpress/docs/freepub/community_design/focus/walk_to_money.pdf)
8. Xuemei Zhu, Zhipeng Lu, Chia-Yuan Yu, Chanam Lee, George Mann. (July 2013). Walkable communities: Impacts on residents' physical and social health. *World Health Design*. Available at: [www.aia.org/aiaucmp/groups/aia/documents/pdf/aiab099630.pdf](http://www.aia.org/aiaucmp/groups/aia/documents/pdf/aiab099630.pdf)
9. Pedestrian and Bicycle Information Center. (n.d.). *Walkability Checklist*. Available at: [www.pedbikeinfo.org/community/walkability.cfm](http://www.pedbikeinfo.org/community/walkability.cfm)
10. Public Health Institute. (n.d.). *Prevention Means Business*. Available at: [www.phi.org/uploads/files/PHI%20PMB%20brief.pdf](http://www.phi.org/uploads/files/PHI%20PMB%20brief.pdf)

# APPENDIX A: Walkability Checklist 2015

Take a walk and use this checklist to rate your neighborhood's walkability.

## How walkable is your neighborhood?

**Location:**

Zip code of walk: \_\_\_\_\_

**Rating Scale:**



**Start street:** \_\_\_\_\_ to \_\_\_\_\_  
to \_\_\_\_\_ to \_\_\_\_\_ **end street.**

### 1. Did you have room to walk?

- Yes**     **No, there are some problems**
- Sidewalks or paths started and stopped
  - Sidewalks were broken or cracked
  - Sidewalks were blocked with poles, signs, shrubbery, dumpsters, etc.
  - No sidewalks, paths, or shoulders
  - Something else \_\_\_\_\_

**Rating:** (circle one)    **Locations of problems:**  
1 2 3 4 5 6    \_\_\_\_\_

### 2. Was it easy to cross streets?

- Yes**     **No, there are some problems**
- Needed striped crosswalks or traffic signals
  - Needed curb ramps or ramps needed repair
  - Trees or plants blocked our view of traffic
  - Traffic signals too long or too short
  - Road is too wide
  - Parked cars blocked our view of traffic
  - Something else \_\_\_\_\_

**Rating:** (circle one)    **Locations of problems:**  
1 2 3 4 5 6    \_\_\_\_\_

### 3. Did drivers behave well?

- Yes**     **No, there are some problems: Drivers ...**
- Backed out of driveways without looking
  - Turned into people crossing the street
  - Drove too fast
  - Sped up to make it through traffic lights
  - Drove through traffic lights?
  - Something else \_\_\_\_\_

**Rating:** (circle one)    **Locations of problems:**  
1 2 3 4 5 6    \_\_\_\_\_

### 4. Was it easy to follow safety rules?

- Could you and your child...**
- Yes**     **No**    Cross at crosswalks or where you could see and be seen by drivers?
- Yes**     **No**    Stop and look left, right and then left again before crossing streets?
- Yes**     **No**    Walk on sidewalks or shoulders facing traffic where there were no sidewalks?
- Yes**     **No**    Cross with the light?
- Could not follow any safety rules**

**Rating:** (circle one)    **Locations of problems:**  
1 2 3 4 5 6    \_\_\_\_\_

### 5. Was your walk pleasant?

- Yes**     **No, there are some problems**
- Needed more grass, flowers, or trees
  - Not well lighted
  - Scary dogs
  - Scary people
  - Not well lighted
  - Dirty, lots of litter or trash
  - Dirty air due to automobile exhaust
  - Something else \_\_\_\_\_

**Rating:** (circle one)    **Locations of problems:**  
1 2 3 4 5 6    \_\_\_\_\_

### 6. How does your neighborhood stack up?

#### Add up your ratings and decide.

1. \_\_\_\_\_    **26–30** Celebrate! You have a great neighborhood for walking.
2. \_\_\_\_\_
3. \_\_\_\_\_    **21–25** Celebrate a little. Your neighborhood is pretty good.
4. \_\_\_\_\_
5. \_\_\_\_\_    **16–20** Okay, but it needs work.
6. \_\_\_\_\_    **11–15** It needs lots of work. You deserve better than that.
- Total: \_\_\_\_\_    **5–10** It's a disaster for walking!

**What does "Walkability" mean to you?**

### 7. What one thing do you think would improve your neighborhood's walkability? \_\_\_\_\_

**Online, visit:** <http://partnersinobesityprevention.com/partnership-meetings/action-planning/walkabilitytampabay201/> to enter your checklist results.

*If you don't have access to a computer or mobile device, you may fax (813-307-8094) or mail your checklist to us: Community Health, Florida Department of Health—Hillsborough, P.O. Box 5135, Tampa, Florida 33675*

## Appendix B: Problems Reported by Respondents

Responses to "Some Problems" (usually if complete answer was not "Yes")	
<b>1. Did you have room to walk?</b>	
<b>1.1 Sidewalks or paths started and stopped</b>	
<b>Zip Code</b>	<b>Address or Route of Walk</b>
33511	Camelot Ridge Drive to John Moore Road to Bloomingdale Avenue
33527	Durant to Hwy 60
33563	N. Alexander to CR 39
33563	Oakdale Avenue to Cullen Street
33563	Coronet to Alsobrook
33567	Horton Road to Sam Hicks Road to Colson Road to Joe King Road
33567	Norman Ingraham to Horton Road
33567	Colson Road to Nesmith Road to Horton Road
33567	Curry McCloud to Hwy 60
33611	W. Varn Avenue to MacDill Avenue to Gadson Park
33611	El Prado Blvd to Grady to Kensington
33617	Woodbine to Invernes to Mission Hills
33629	San Pedro
33629	All streets west and east of South Manhattan Avenue between Bay-to-Bay Blvd & Euclid
33629	Lamb to Emerson to Longfellow
33634	Barry Road to Benjamin Road to Sligh Avenue
<b>1.2 Sidewalks were broken or cracked</b>	
33563	Ohio Street
33567	Curry McCloud to Hwy 60
33567	Horton Rd to Colson to Smith Ryals Road to Berry
33567	Colson to Horton
33567	Nesmith to Colson to Horton Road
33594	Sand Hollow Land to Brentwood Hills Blvd to Hwy 60 to Mt. Carmel
33606	South Dakota Avenue to Deleon to Willow Avenue
33615	Hanley to Hanna to Mornay Drive to Waters Avenue
33615	Royal Sand Circle to Pinehurst
33619	Roberts Drive to Papaya to Palm River to 78th Street
33629	Palm Drive to Ysabella to Maryland
33629	3200 Block of Manhattan Avenue - both sides of road
<b>1.3 Sidewalks were blocked with poles, signs, shrubbery, dumpsters, etc.</b>	
33563	Maryland Avenue to E. MLK Blvd. to Collins Street
33563	W. Mahoney to Collins Street to MLK Blvd.
33563	Ohio to Alabama
33566	Seminole Sand Road to South Frontage to Son Keene
33567	Colson Road to Branch Road
33567	Colson Road to Nesmith Road to Horton
33567	Curry McCloud to Nesmith Road to Horton
33567	Horton Road to Colson to Smith Ryals to Berry
33606	Prospect to MacDill Avenue to Azeele
33617	Riverhills Drive to Bannockburn
33629	Palm Drive to Ysabella to Maryland

<b>1.4 No sidewalks, paths or shoulders (continued)</b>	
<b>Zip Code</b>	<b>Address or Route of Walk</b>
33567	Nesmith to Colson to Horton
33569	Boyette to Deepbrook
33570	Sundrop Circle
33570	Treasure Trove Lane to 19th Street
33592	Hwy 301 and Main Street
33594	Brilliant Cut Way to Sydney Road to Valrico Road to Heritage Crest Drive
33596	Needham to Bloomingdale to Golf Manor Blvd
33605	24th Street at Chipco
33605	18th Avenue to 25th Street to 19th Avenue
33605	Durham
33605	Grant to Bermuda to Gordon
33605	Potter to 28th Avenue
33612	Annie to 15th to Annona
33625	Windbrush Drive to Pine Bay Drive to Cane Road
33629	Emerson to Keats to Lamb
33629	Keats to Lamb to Schiller
33629	Lamb to Emerson to Schiller
33629	San Luis to Grady
33629	Leona to Hesperides to Sierra to Schiller
33634	Barry Rd to Benjamin to Sligh
33629	Cherokee to Westshore Blvd to El Prado to S. Renellie
33635	Old Memorial Hwy to Countryway
<b>1.5 Too much traffic</b>	
33567	Curry McCloud to Hwy 60
33629	South Manhattan Avenue from Bay-to-Bay to Euclid
<b>2. Was it east to cross streets?</b>	
<b>2.1 Road was too wide</b>	
<b>Zip Code</b>	<b>Address or Route of Walk</b>
33511	Hwy 60
33547	Southwood Oaks to Keysville Road to CR 39 to Hwy 60
33547	Hwy 60 and CR39
33563	Alexander to Reynolds to Empire Street
33567	Hwy 60
33567	Curry McCloud to Hwy 6 (3 same route)
33567	Horton to Holloman
33629	South Manhattan Avenue to Euclid to Gandy
<b>2.2 Traffic signals too long/too short or did not give time to cross street</b>	
33563	W. Mahoney to Collins to Evers to Reynolds
33563	Baker to Maryland to W. Mahoney
33547	Hwy 60 & CR 39
33567	Curry McCloud & Hwy 60
33615	Hanley to Hanna to Mornay Drive to Waters

## 2. Was it easy to cross streets?

### 2.3 Needed striped crosswalks or traffic signals

Zip Code	Address or Route of Walk
33511	Tuscanny Street to Brentwood Hills Blvd to Mt. Carmel
33527	Dover Road
33547	Southwood Oaks
33547	Berry and Keysville roads
33549	Sinclair Hills Road
33563	Oakdale Avenue and Cullen Street
33567	Colson to Horton to Nesmith to Smith Ryals Rd
33567	Horton
33567	Colson to Nesmith to Horton
33567	Norman Ingraham to Smith Ryals
33567	Branchwood to Colson
33567	Patrick Estate Way to Beal
33567	Horton to Berry to Colson
33567	Curry McCloud to Hwy 60
33567	Horton to Colson to Smith Ryals to Berry
33567	Horton to Smith Ryals to Berry
33567	Sam Hicks to Ramsgate to Hwy 60
33567	Joe King to Branchwood
33592	Hwy 301 to Main Street
33592	Main Street to Ranch Oaks Street
33594	Brillant Cut Way to Sydney Road to Valrico Rd to Heritage Crest Drive
33606	Swann to Oregon to Deleon to Willow
33609	S. Lauber Way to S. Louis to W. Azeele
33611	South Manhattan Ave between lights (which are too far apart)
33612	Annie to 15th to Annona
33629	Manhattan Avenue S. between Bay to Bay and Euclid

	<b>2. Was it east to cross streets?</b>
	<b>2.4 Parked cars/trees/shrubs blocked our view of traffic</b>
<b>Zip Code</b>	<b>Address or Route of Walk</b>
33563	Ohio and Collins Streets
33563	Maryland to E. MLK to Collins
33563	Park and Ohio
33566	South Merrin to East Alabama
33567	Old Hopewell and Horton
33567	Curry McCloud to Hwy 60
33567	Horton to Colson to Smith Ryals to Berry - overgrown
33594	Brilliant Cut Way to Sydney Rd to Valrico Rd to Heritage Crest
33607	Ohio Avenue to Habana to Woodlawn to Tampanian to Tampa Bay Blvd
33617	Woodbine to Invernes to Mission Hills

	<b>2.5 Need curb ramps or ramps needed repair</b>
33547	Keysville (2 same route)
33563	W. Mahoney to Collins to MLK
33567	Old Hopewell to Horton
33567	Horton to Berry to Colson
33567	Horton to Colson to Smith Ryals to Berry (3 same route)
33567	John Jackson Road to Joe King Road
33567	Curry McCloud to Hwy 60
33592	Hwy 301 and Main Street
33605	24th Street to Chipco to 26th Avenue
33634	Barry Road to Benjamin Road to Sligh Avenue

<b>other comments</b>	
33547	Southwood Oaks - School Bus stop is not safe for kids
33549	Sinclair Hills Road - Dangerous curve - need lights
33567	Colson at Branch - needs sidewalks both side of road
33610	Henry & Bouganvilla - people don't respect traffic
33612	Annie - need stop signs

	<b>3. Did drivers behave well?</b>
	<b>3.1 Backed our of driveways without looking</b>
<b>Zip Code</b>	<b>Address or Route of Walk</b>
33547	Henry George
33547	Southwood Pines to Southwood Oaks to Nichols to CR 39
33567	Curry McCloud to Hwy 60
33567	Old Hopewell to Horton Road
33570	Sundrop Circle
33606	S. Dakota Avenue to Deleon to Willow
33625	Crestwood to Airview to Secrest to Henderson Road

<b>3. Did drivers behave well?</b>	
<b>3.2 Did not yield to people crossing the street</b>	
33567	Curry McCloud to Hwy 60
<b>3.3 Turned into people crossing the street</b>	
33567	Curry McCloud to Hwy 60
33567	Horton Rd to Smith Ryals to Colson Berry
33567	Colson to Horton to Hwy 60
33635	Old Memorial Hwy to Countryway
<b>3.4 Drove too fast</b>	
<b>Zip Code</b>	<b>Address or Route of Walk</b>
33511	Tuscany St to Brentwood Hills to Mt. Carmel
33511	Camelot Ridge Rd to John Moore Rd to Bloomingdale Avenue
33527	Durant to Dover to Hwy 60
33547	Southwood Oaks to Keysville Rd to CR 39 to Hwy 60
33547	Keysville Road
33547	Henry George
33549	Sinclair Hills to E Lake Burrell Dr to 162nd to No. 15th Street33563
33563	W. Mahoney Street to Collins to Evers to Reynolds
33563	W. Mahoney to Collins to MLK
33563	Maryland to Park Road to Ohio Street
33563	Ohio to Alabama to Maryland
33563	Empire to Reynolds to Alexander
33566	South Merrin to E. Alabama
33567	Colson Road (3 same route)
33567	Colson Road to Branch Road
33567	Hwy 60 (3 same route)
33567	Old Hopewell and Horton
33567	Branchwood to Colson
33567	Norman Ingraham to Smith Ryals Rd
33567	Curry McCloud and Hwy 60 (3 same route)
33567	Horton to Colson to Smith Ryals to Berry (2 same route)
33567	Holloman Rd to Smith Ryals Rd
33567	Colson to Nesmith to Horton
33567	Patrick Estates Way to Beal Rd
33567	John Jackson to Joe King
33567	Colson to Horton to Hwy 60
33606	Willow to Swann
33606	Prospect to MacDill to Azeele
33609	S. Lauber Way
33611	W. Varn Ave to MacDill Ave to Gadson Park
33612	Annie to 15th to Annona
33615	Hanna to Hanley to Mornay to Waters

<b>3. Did drivers behave well?</b>	
<b>3.4 Drove too fast (continued)</b>	
<b>Zip Code</b>	<b>Address or Route of Walk</b>
33615	Royal Sand Circle t Pinehurst
33619	Roberts to Papaya to Palm river to 78th Street
33625	Windbrush Dr to Pine Bay Drive to Cane Rd
33629	South Manhattan - entire stretch from Henderson to Gandy (3 same route)
33629	Palm Drive from Ysabella to Howard Ave
33629	Manhattan to El Prado to Bayshore Blvd
33634	Barry Dr to Papaya to Palm River to 78ST
<b>3.5 Sped up to make it through traffic lights or drove through lights/stop signs</b>	
33563	Ohio Street to Collins Street
33563	Maryland to Park Rd to Ohio St (no speed limit signs posted)
33563	Maryland to E. MLK to Collins Street (many large trucks on this route)
33566	South Merrin to E. Alabama (can't see around the corner)
33567	Norman Ingraham to Horton Rd
33567	Curry McCloud to Hwy 60 (2 same route) (a lot of traffic)
33606	Rome and Swann (a lot of traffic)
33606	Platt St to Swann Avenue - all streets perpendicular and parallel (2 same response) (cars parking on both sides of narrow streets - no enforcement - emergency vehicles can't pass)
33607	Columbus Drive
33607	Ohio Avenue to Habana to Woodlawn to Tampania to Tampa Bay Blvd
33610	Hnery Ave to Bouganvilla
33617	Woodbine to Invernes to Mission Hills (running stop signs)

<b>4. Was it easy to follow safety rules? Could you...</b>	
<b>4.1 Cross at crosswalks or where you could see and be seen by drivers</b>	
<b>Zip Code</b>	<b>Address or Route of Walk</b>
33511	Canoga Park to Bloomingdale to John Moore Road
33511	Camelot Ridge to John Moore to Bloomingdale
33549	Brillant Cut Way to Sydney Rd to Valrico Rd to Heritage Crest
33549	Sinclair Hills Rd to E. Lake Burwell to 162nd to No 15ht Street
33563	W. Mahoney to Collins to Evers to Reynolds
33559	Oakvine Dr to Pine Run Lane to Daybreak Dr to Lake Forest
33567	Horton Rd to Sam Hicks to Colson to Joe King
33609	S. Lauber Way to S. Louis to Azeele
33611	W. Varn to MacDill Ave to Gadson Park
33617	Woodbine to Invernes to Mission Hills
33634	Barry to Benjamin to Sligh
33635	Old Memorial to Countryway

**4. Was it easy to follow safety rules? Could you...**

<b>4.2 Stop and look left, right, and then left again before crossing street</b>	
33510	Brand Vista Drive to Windhorst to Alpine
33534	Barry to Benjamin to Sligh
33547	Joe King Road
33547	Southwood Pines to Southwood Oaks to Nichols
33563	Empire to Reynolds to Alexander to CR 39
33563	Alabama to Ohio to Park
33566	South Merrin to Warren (very dangerous curve)
33567	Horton to Colson to Smith Ryals to Berry
33567	Colson at Horton (need more lights)
33567	Horton to Sam Hicks to Colson to Joe King
33570	Sundrop Circle
33573	Kings Point
33592	Hwy 301 and Main Street
33605	22nd Street and Chipco
33605	22nd Street and Lake Avenue
33605	22nd Street and 28th Avenue
33607	Ohio to Habana to Woodlawn
33612	Annie to 15th to Annona
33617	Bluffs Blvd to Woodburn Circle to Monet Blvd

<b>4.3 Walk on sidewalks or shoulders facing traffic (where there are no sidewalks)</b>	
<b>Zip Code</b>	<b>Address or Route of Walk</b>
33511	Tuscany to Brentwood Hills Blvd to Mt. Carmel
33511	Applegate to Bayfield to Bessemer
33534	Barry to Benjamin to Sligh
33547	Joe King Road
33549	Brilliant Cut to Sydney Road to Valrico Road to Heritage Way
33549	Sinclair Hills to E. Lake Burrell to 162 to N. 15 Street
33563	Empire to Reynolds to Alexander
33567	Horton to Sam Hicks to Colson to Joe King
33567	Norman Ingraham and Horton
33567	Hwy 60 to McCloud
33567	Sam Hicks to Ramsgate to Hwy 60
33573	Kings Point
33592	Hwy 301 and Main Street
33604	W. Elm to River to Sligh to North Blvd.
33605	Potter at 28th Avenue
33609	S. Lauber Way to S. Louis to Azeele
33612	Annie to 15th to Annona
33617	Woodbine to Invernes to Mission Hills
33617	Bluffs Blvd. to Woodburn Cir to Monet Blvd.
33625	Crestwood to Airview to Secrest to Henderson
33635	Old Memorial Hwy and Countryway

<b>4. Was it easy to follow safety rules? Could you...</b>	
<b>4.4 Cross with the light</b>	
<b>Zip Code</b>	<b>Address or Route of Walk</b>
33510	Branda Vista to Windhorst to Alpine
33511	Tuscany to Brentwood Hills Blvd to Mt. Carmel
33511	Canoga park to Bloomingdale to John Moore Rd
33511	Applegate to Bayfield to Bessemer
33511	Canelot Ridge to John Moore to Bloomindale
33534	Barry to Benjamin to Sligh
33547	Joe King Road
33549	Brilliant Cut to Sydney Rd to Valrico Rd to Hertiage Crest
33559	Lake Vine to Pine Run to Daybreak to Lake Forest
33559	Oak Vine to Pine Run to Daybreak to Lake Forest
33563	Empire to Reynolds to Alexander
33567	Colson to Horton to Nesmith to Smith Ryals
33567	Horton to Sam Hicks to Colson to Joe King
33567	Norman Ingraham to Horton
33569	Deepbrook to Boyette Road to Salisbury
33569	Boyette to Deepbrook Dr
33569	Deepbrook Drive
33670	Sundrop Circle
33673	Kings Point
33592	Hwy 301 and Main Street
33596	Laurel Oak Drive to Valrico Road to Hwy 60
33605	Grant to Bermuda to Gordon
33605	Durham to 26th Street
33605	19th Avenue to 25th St to 19th Avenue
33605	24th Street and Chipco, 22nd Street to 28th Avenue
33609	S. Lauber Way to S. Louis to Axeele
33617	Woodbine to Inverness to Mission Hills
33617	Bluffs Blvd to Woodbine Circle to Monet Blvd
33617	Riverhills to Bannockburn to Riverhills
33625	Crestwood to Airview to Secrest to Henderson
33625	Cherokee at Westshore Blvd.
33629	Manhattan Avenue (no lights or crosswalks Bay-to-Bay to El Prado)

<b>4. Was it easy to follow safety rules?</b>	
<b>other - could not follow any safety rules</b>	
<b>Zip Code</b>	<b>Address or Route of Walk</b>
33547	Southwood Oaks to Southwood Oaks to Nichols to CR 39
33547	Berry to Horton (2 with same location response)
33547	Southwood Oaks to Keysville to CR 39 to Hwy 60
33563	Maryland to Park Road to Ohio Street
33567	Colson to Horton to Nesmith to Smith Ryals (2 with same response)
33567	Horton to Sam Hicks to Colson to Joe King
33567	Norman Ingraham to Horton
33567	Patrick Estates Way to Beal Road
33567	Curry McCloud at Hwy 60
33567	Horton to Berry to Colson to Smith Ryals 3 with same response)
33567	Hwy 60 and Colson
33567	Old Hopewell and Horton
33567	Branchwood and Colson
33567	Norman Ingraham and Smith Ryals (2 with same response)

<b>5. Was your walk pleasant?</b>	
<b>5.1 Need more grass, flowers or trees</b>	
<b>Zip Code</b>	<b>Address or Route of Walk</b>
33605	18th Avenue to 25th Street to 19th Avenue
33605	Durham to 26th to Marconi
33605	7th Avenue
<b>5.2 Scary dogs</b>	
33547	Colson
33547	Nicols and Southwood Oaks
33563	Maryland to E. MLK to Collins
33566	South Merrin and E. Alabama
33567	Sam Hicks to Reamsgate to Hwy 60
33567	Horton to Sam Hicks to Colson to Joe King
33567	Norman Ingraham to Smith Ryals
33567	Branchwood
33567	Old Hopewell to Horton
33567	Colson and Hwy 60
33567	Norman Ingraham to Horton
33567	Colson to Nesmith to Horton (2 with same response)
33567	Patrick Estates Way to Beal Road
33567	Horton to Colson to Smith Ryals to Berry (2 with same response)
33567	Berry to Horton (2 with same response)
33592	Hwy 301 and Main Street
33611	W. Varn to MacDill Avenue to Gadson Park
33619	Roberts Dr. to Papaya to Palm River to 78th

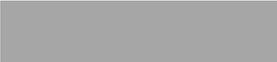
	<b>5. Was your walk pleasant?</b>
	<b>5.3 Scary people</b>
33547	Colson
33563	Ohio and Park
33566	South Merrin and E. Alabama
33567	Horton to Colson to Smith Ryals to Berry
33567	Patrick Estates Way to Beal Road

	<b>5.4 Not well lighted</b>
<b>Zip Code</b>	<b>Address or Route of Walk</b>
33527	Drueant to Dover to Hwy 60
33547	Southwood Oaks to Keysville to CR 39 to Hwy 60
33547	Keysville to CR 39
33547	Keysville to Henry George to Nichols to Southwood Oaks
33647	Southwood Pines
33563	Empire to Reynolds to Alexander
33563	E. Ohio to Park
33563	Ohio to Collins
33563	Maryland to E. MLK to Collins
33566	Seminole Sand Road to So. Frontage to Son Keene
33567	Colson to Horton to Nesmith to Smith Ryals (2 with same area)
33567	Horton to Sam Hicks to Colson to Joe King
33567	Norman Ingraham to Smith Ryals
33567	Holloman Road to Colson
33567	Hwy 60 to Colson
33567	Old Hopewell to Horton
33567	Norman Ingraham to Horton
33567	Hwy 60 to McCloud ( 3 with same response)
33567	Hwy 60 to McCloud (school bus stop needs more lighting)
33567	Patrick Estates Way to Beal Road
33567	John Jackson to Joe King
33567	Colson to Smith Ryals to Berry to Horton (7for same area)
33567	Beal to Smith Ryals
33567	Sam Hicks to Ramsgate to Hwy 60
33567	Joe King to Branchwood
33567	McDonald to Clarence Gordon
33615	Royal Sand Circle to Pinehurst
33635	Old Memorial Hwy and Countryway

<b>5. Was your walk pleasant?</b>	
<b>5.5 Dirty, lots of litter or trash</b>	
<b>Zip Code</b>	<b>Address or Route of Walk</b>
33647	Keysville to CR 39
33563	Maryland to E. MLK to Collins
33567	Berry to Horton to Colson to Smith Ryals (5 same response)
33604	W. Elm to River to Sligh to North Blvd.
33605	24th Street to Chipco to 23rd
<b>5.6 Dirty air due to automobile exhaust</b>	
33511	John Moore Rd to Bloomingdale to Camelot Ridge Dr.
33549	Sinclair Hills Rd to E. lake Burwell to 162nd to N. 15th St.
33606	MacDill and Azeele
33629	Cherokee and Westshore
33629	S. Manhattan between Bay to Bay and Euclid (sewer odors)
33629	S. Manhattan - Henderson to Gandy (due to high volume)
<b>OTHER</b>	
33549	Forrest Crest Cir to Curry Road (mosquitos & pollen)
33563	Maryland to E. MLK to Collins (many cars without tags)
33567	Hwy 60 to McCloud (school bus stop needs lights)
33603	Virginia to Central Ave to Lake Ave (vacant lots not maintained)

2015





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For information about this report, contact:

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