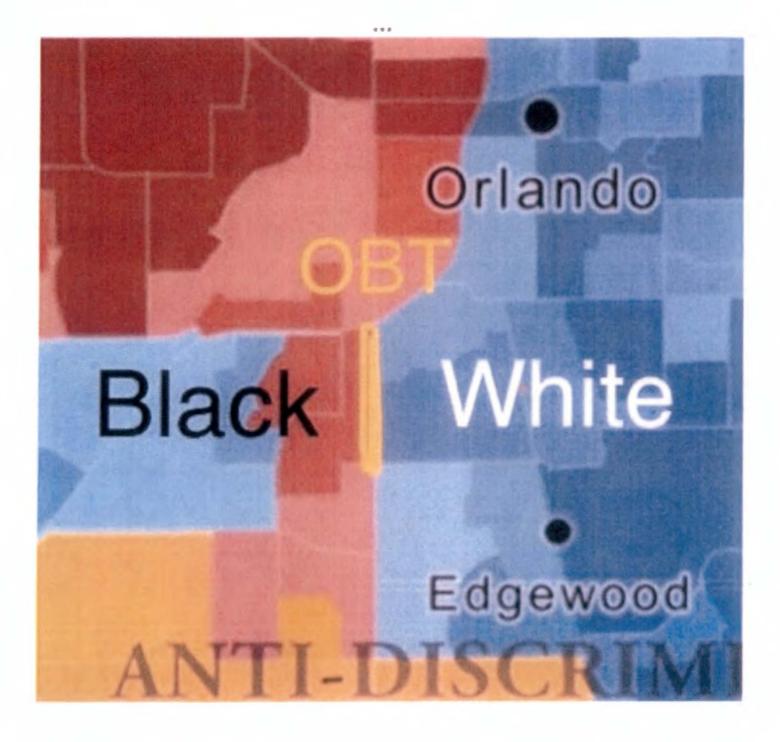
Reconstruction



<u>37th Street</u> <u>btwn</u> Nashville & OBT

To change behavior a clear motivation needs to occur. The beautification of 37th btwn Nashville & OBT provides the impetus to change old habits of crossing the most dangerous 1.1 of road in Florida.



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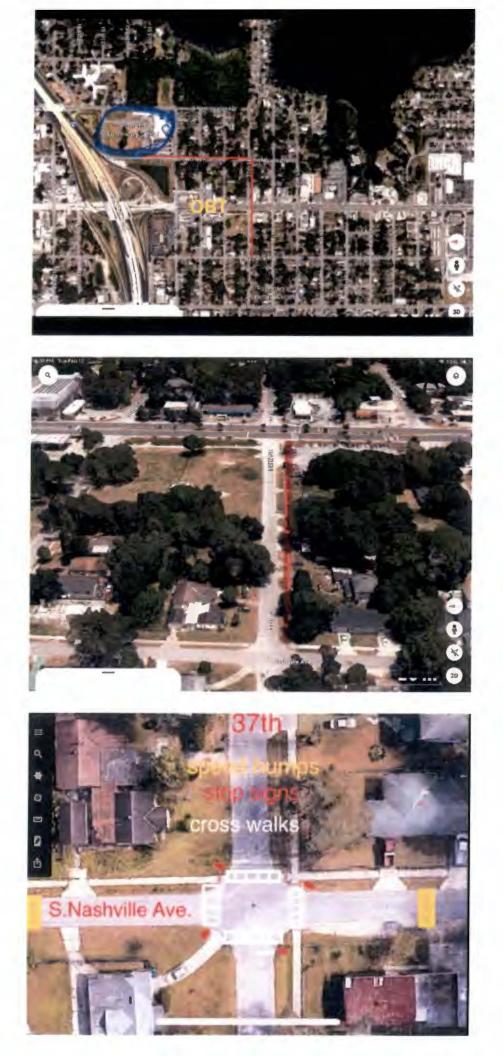
STREETS

Regional Streets are urban thoroughfares they feature short blocks, enable access to the local streets network for trips with local destinations, and reinforce speed operation (35 mph and not 45 mph). These streets can support mid-block crossing when necessary.

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Community Streets are complete streets. They support vehicular, bike, and pedestrian connectivity, access to the local street network, and reinforce slow speed operation (25 mph not 35 mph) through streescape improvements and on-street parking where appropriate. These street will support a comprehensive bicycle network with protected bike lanes where appropriate. First roadway improvements should be focus in the Community Streets

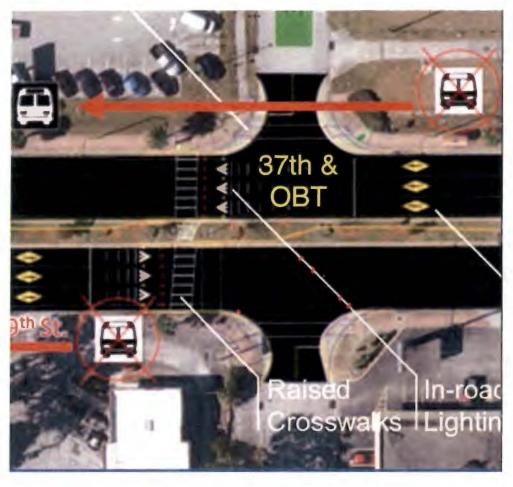


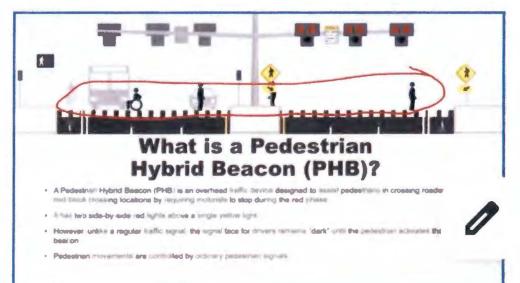




37th & OBT

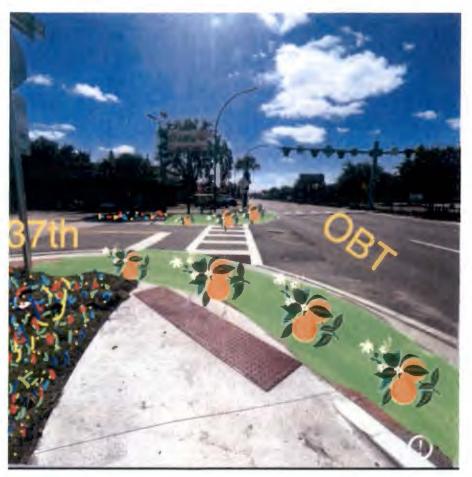
intersection was elevated, curb build outs and PHB added to create safest passage currently across OBT.











Effects of increase safety infrastructure







17% of lots on West side of OBT are vacant (61 lots) East side is 12% (48 lots) The West side needs more attention and by building up the safety infrastructure and adding trees more homes will be built and renovated. This will strengthen the community, increase the tax base and provide opportunities for the children of the neighborhood.