

**CITY OF TAMPA
COMMUNITY DEVELOPMENT BLOCK GRANT
COMMUNITY NEEDS AND RECOMMENDATIONS FY2005-2006
December 15, 2005**

Block Club: Area V

Neighborhoods: Parkview, Courier City/Oscawana, North Hyde Park, Old Hyde Park, Historic Hyde Park, New Suburb Beautiful, Bayshore Gardens, and Palma Ceia Park.

Boundaries: I-275 (north); Euclid Avenue (south); Bayshore Blvd. (east); MacDill Avenue (west).

Chairperson: Mr. Robert L. Allen
301 N. Fremont Avenue
Tampa, FL 33606
Phone: 254-6844 (h)

Contact Person: Wesley Weissenburger
1919 ½ W. North A Street, #3
Tampa, FL 33606-1512
Phone: (813) 251-9191

Need and Recommendation 2. Traffic Calming Devices.

- a. N. Fremont Avenue – between W. Cypress Street (north) and W. Kennedy Boulevard (south).
- b. N. Albany Avenue – between W. Cypress Street and W. Kennedy Boulevard.

Recommend four-way stop at Gray Street and Fremont Avenue, and four-way stop at Gray Street and Albany Avenue.

Traffic traveling between W. Cypress Street flowing to W. Kennedy Boulevard travel in excess of statutory 25 mph during the hours of 7:00 a.m. to 8:00 p.m.

Response to a.: From William Porth, Transportation Technician, Department of Public Works, Transportation Division, 274-8333. A speed study has been requested for N. Fremont Avenue between W. Cypress Street and W. Kennedy Boulevard. The estimated time of completion is approximately 12 –16 weeks. After the speed studies are completed, our findings will be shared with you. If you have not received an update on the speed study after this 16-week period, please contact us at 274-8333.

Before considering the installation of speed tables or any other traffic calming measures, a documented speeding problem must exist. This documentation takes place once the Transportation Division staff conducts a speed study and substantiates the existence of a speeding problem.

Speed studies determine the 85th percentile speed. The 85th percentile speed is the speed at, or below which, 85% of the observed free-flowing vehicles travel. Currently, the Transportation Division, in cooperation with the Tampa Police Department, considers speeding a problem at a point in which 85% of the motorists are traveling 10 mph or more above the designated speed limit.

The City of Tampa has documented over 226 locations city-wide with speeding problems. Of the 226 locations, 156 of them qualify for traffic calming measures because they are classified as local residential or Neighborhood Collector roadways.

As each new speeding location is documented, they are added to the Speeding Location List (SLL). This list contains all of the locations in the city that have documented speeding problems. The SLL is a prioritization tool and a prerequisite prior to considering a location for traffic calming measures. The SLL ranks speeding locations by the greatest differential between the 85th percentile speed and the designated speed limit. This sorting ranks the worst speeding locations first and as each new speeding location is documented and added to the SLL, rankings change.

Update to a.: From William Porth, Transportation Technician, Department of Public Works, Transportation Division, 274-8333. On Thursday, 10/27/05 a 24-hour speed and volume study was conducted on the aforementioned street. The designated speed limit for this section of roadway is 25-mph. The resulting 85th percentile speed was 34.0-mph. Based on the results of this study; N. Fremont Avenue from W. Gray Street to W. Carmen Street does not appear to be experiencing an excessive speeding problem.

Response to b.: From William Porth, Transportation Technician, Department of Public Works, Transportation Division, 274-8333. Currently, N. Albany Avenue between W. Cypress Street and W. Kennedy Boulevard is ranked 87 out of 156 local residential and Neighborhood Collector Streets with a documented speeding problem. We are currently working to resolve the documented speeding problems in order of severity (worse-case first). When we reach N. Albany Avenue on the SLL, we will work with the affected property owners and their neighbors to find the best solution to address the speeding problem.

The Traffic Analysis Section appreciates your four-way (multi-way) stop recommendations; however, State Law requires the installation of all traffic control devices, including STOP signs to meet State standards adopted by the Florida Department of Transportation (FDOT). Florida Statutes, Section 316.0745(1), states: "The Department of Transportation shall adopt a uniform system of traffic control devices for use on the streets and highways of the State." Section 316.0745(3) states: "All official traffic control signals or official traffic control devices purchased and installed in this State by any public body or official shall conform with the manual and specifications published by the Department of Transportation..." The Manual on Uniform Traffic Control Devices (MUTCD) published by the U.S. Department of Transportation is the national standard for traffic control devices and has been adopted by the FDOT as the State standard including municipalities such as the City of Tampa.

The MUTCD provides the following Guidance statements:

The decision to install multi-way stop control should be based on an engineering study. The following criteria should be considered in the engineering study for a multi-way STOP sign installation:

- A. Where traffic control signals are justified, the multi-way stop is an interim measure that can be installed quickly to control traffic while arrangements are being made for the installation of the traffic control signal.
- B. A crash problem, as indicated by five or more reported crashes in a 12-month period that are susceptible to correction by a multi-way stop installation. Such crashes include right and left-turn collisions as well as right-angle collisions.
- C. Minimum volumes:
 - 1. The vehicular volume entering the intersection from the major street approaches (total of both approaches) averages at least 300 vehicles per hour for any 8 hours of an average day, and

2. The combined vehicular, pedestrian, and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same 8 hours, with an average delay to minor-street vehicular traffic of at least 30 seconds per vehicle during the highest hour, but
 3. If the 85th-percentile approach speed of the major-street traffic exceeds 40 mph, the minimum vehicular volume warrants are 70 percent of the above values.
- D. Where no single criterion is satisfied, but where Criteria B, C.1, and C.2 are all satisfied to 80 percent of the minimum values. Criterion C.3 is excluded from this condition.

Multi-way stop studies have been requested for the intersections of W. Gray Street at N. Fremont Avenue and for W. Gray Street at N. Albany Avenue. The estimated time of completion is approximately 12 – 16 weeks. After the multi-way stop studies are completed, our findings will be shared with you. If you have not received an update on the speed study after this 16-week period, please contact us at 274-8333.

Update to b: From William Porth, Transportation Technician, Department of Public Works, Transportation Division, 274-8333. Currently, N. Albany Avenue between W. Cypress Street and W. Kennedy Boulevard is ranked 87 out of 164 local residential and Neighborhood Collector streets with a documented speeding problem. We are currently working to resolve the documented speeding problems in the order of severity (worst-case first). When we reach N. Albany Avenue on the SLL, we will work with the affected property owners and their neighbors to find the best solution to address the speeding problem.

On Thursday, 10/27/05 a multi-way stop was conducted at the aforementioned intersection. Based on the results of this study; N. Fremont Avenue at W. Gray Street did not meet the required multi-way stop warrants.

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Need and Recommendation 3. Improve Storm Water Run-off from Armenia.

- a. **W. Laurel Street eastward to Rome Avenue – between Armenia eastward to Rome.**
- b. **W. Cass Street eastward from Howard to Willow – between Howard eastward to Willow.**
- c. **W. Kennedy eastward to Willow – between Armenia eastward to Willow.**

During rainy season, streets, yards and homes are being flooded by rainwater run-off. Traffic is impeded to neighbors returning home. Thereby, creating a hardship to those attempting to enter the community.

Response to a.-c.: From Alex Awad, Engineer III, Stormwater, 274-7865. The area is also known as the Spanishtown Creek drainage basin. The Stormwater Department is in the process of studying the area for possible opportunities in solving the drainage concerns. Please contact the Stormwater Maintenance and Operations Division at 622-1901 if you observe a clogged inlet, broken inlet top or observed a flooding problem.

Update to a.-c.: From Alex Awad, Engineer III, Stormwater, 274-7865. The Stormwater Department has not completed the Planning Study for the Spanishtown Creek area. An analysis of the drainage system and outfall needs to be completed prior to any recommendations for new construction. In the meantime, we suggest the residents call our maintenance yard at 622-1901 upon observing any ponding of stormwater in the streets so we can better analyze and clean the system if necessary.

Need and Recommendation 4. Street Resurfacing on N. Fremont Avenue.

From W. Cypress Street to W. Cass Street on Fremont.

Vehicles traveling north or south on N. Fremont Avenue are forced to travel near the sidewalks, to avoid potholes in the middle of the street.

Response: From Scott Shaw, Traffic Operations Chief, Department of Public Works, Operations Division, 622-1955. The Transportation Section has addressed this need before. Again, we will not pave until the Department of Wastewater repairs their lines under Fremont Avenue. This time around Wastewater should be contacted by NORTH HYDE PARK and requested to repair their infrastructure. The Wastewater telephone number is 259-1693. The Transportation Section will schedule resurfacing afterwards.

Update: From Scott Shaw, Traffic Operations Chief, Department of Public Works, Operations Division, 622-1955. The Transportation Section has verified that the required repairs by the Wastewater Department have been completed. Also, the depressions that were in place, have for the most part been eliminated. We have placed N. Fremont Avenue from Cass Street to Cypress Street on our pending resurfacing list and will pave this location some time in the near future.

Response: From Charlie Lynch, Department of Wastewater, 274-8916. The Wastewater Department recently awarded the annual pipe lining contract for FY05. We are preparing a work order to line the pipeline along N. Fremont Ave. between Laurel Street and Grace Street and will issue it to the Contractor by the end of April. The pipe lining should be completed by the end of May. The Department will inform the Transportation Section when the lining is complete.

Update: From Charlie Lynch, Department of Wastewater, 274-8916. The Wastewater Department has completed the lining and pipe repairs along N. Fremont Avenue between Laurel Street and Grace Street. The Department informed the Transportation Section that the work has been completed so that the roadway resurfacing can be scheduled.