

**CITY OF TAMPA  
COMMUNITY DEVELOPMENT BLOCK GRANT  
COMMUNITY NEEDS AND RECOMMENDATIONS FY2004-2005  
December 28, 2004**

---

**Block Club:** City-wide

**Neighborhoods:** City-wide

**Boundaries:** City-wide

**Contact Person:** All Block Club Captains

**Need and Recommendation 1. Code Enforcement Accountability.**

**We salute Tampa's new approach to code enforcement. With this in mind, we are requesting quarterly reports to be provided to the neighborhoods, to include the status of all open and pending cases, as well as a listing of all closed cases.**

**Response:** From Bill Doherty, Deputy Director, Department of Code Enforcement, 274-5562. The Code Enforcement Department is expecting to implement a new software program at the end of this fiscal year and will have the capability to provide quarterly reports upon request to those neighborhoods that request them. The windows based reports will be more user friendly and replace the hard to follow DOS based reports that are currently utilized and produced by the COMPLY network system. These reports should be available to the neighborhoods for the 2004-2005 fiscal year.

**Update:** From Bill Doherty, Deputy Director, Department of Code Enforcement, 274-5562. The Code Enforcement Department was unable to implement a new software program this past fiscal year as initially reported due to new software program releases approved by the City's Information Technology Services (ITS) Department. It is anticipated that this system will be live and functional in August of 2005. These windows based reports will be more user friendly and provided to neighborhoods upon request. In the meantime, neighborhood groups who request reports will be provided with the DOS based reports that are currently utilized.

**Need and Recommendation 2. Tampa Police Department's Partnership with Code Enforcement.**

**We request increased involvement from Tampa Police to assist with the code enforcement issues within the city limits, particularly with illegal dumping. As part of the community policing initiative, officers need to research illegal dumping and site violators.**

**Response:** From Ann Andrews, Planning Research Analyst, Tampa Police Department (TPD), 276-3755. In an effort to be more efficient and effective, various city departments are charged with different tasks and responsibilities. The police department is responsible for the enforcement of most criminal laws and with improving the overall quality of life in the various communities of the city. Code Enforcement is tasked with dealing with code related issues, and their personnel are trained more specifically and in greater detail with the finer points of the various applicable codes. By coordinating our efforts and working together within the mutual strengths and specialties of each department, we collectively service the community more efficiently and effectively.

TPD works hand in hand with Code Enforcement to ensure that our respective resources are utilized in the wisest manner to realize the greatest benefit for the citizens. We have code enforcement personnel who share office space with us, and who work very closely in resolving relevant issues. When our personnel become aware of code enforcement issues, particularly illegal dumping, we work with code enforcement to resolve the problem. Code enforcement is notified and they take the lead in the investigation because of their increased skill in the area. If the issue involves latent investigation, code enforcement generally handles it. TPD is always ready to assist based on the situation and the resources needed. If TPD observes illegal activity in progress, we take the proper actions including citing/arresting violators as may be appropriate.

With the re-structuring of our community policing philosophy, each officer is now held accountable and responsible for enhancing the quality of life in their respective zones. They are charged with resolving illegal dumping and other code related issues. They have the contact numbers for code enforcement and work with them on investigations as the case warrants. We will continue to upgrade the officer's skills and knowledge regarding such offense to the point of practicality. Each District also has a team of crime prevention personnel who are in the communities looking for various problems and issues. They are proactive by design and have been instrumental in removing abandoned and inoperative vehicles, identifying illegal dumping, and in hardening the various facilities and residences against crime. The resolution of these issues will be best accomplished by the respective departments continuing to focus on their respective tasks using their strengths, but while requesting, offering, and providing assistance as necessary to enhance the quality of life in all communities and neighborhoods within the city of Tampa.

**Update:** From Major George McNamara, Tampa Police Department, 276-3700. The Tampa Police Department continues to work closely with Code Enforcement. The Police Department was made aware of an illegal dumping, in the vicinity of E. 38<sup>th</sup> Avenue north of E. Lake Avenue. The complaint was forwarded to officers under my command who work that particular area. Approximately one month after initial complaint, officers observed two subjects illegally dumping at this location. Both subjects were arrested for felony illegal dumping.

**Response:** From Bill Doherty, Deputy Director, Department of Code Enforcement, 274-5562. Code Enforcement Director Lane and Police Chief Hogue have directed their Department staffs

to work very closely with each other and we foresee a very close working relationship with Code and Police throughout the 2004-2005 fiscal year.

**Need and Recommendation 3. Creation and Implementation of a Nebraska Avenue Citizen Task Force.**

**For the third year in a row, we are requesting the creation and implementation of a Citizen Task Force for Nebraska Avenue. This task force should include residents and business owners who live/work within the proximity of Nebraska Avenue. The neighborhoods want to be involved in the revitalization of Nebraska Avenue, however, none of the associations have been invited to partake in the planning process. The concerns of the CDBG committee include, but are not limited to, upgrading of street lighting, street paving, and landscaping. For a more detailed description, see requests in Block Area 3.**

**Response:** From Shannon Edge, Director, Neighborhood and Community Relations, 274-7835. The Mayor's Neighborhood and Community Relations Office along with members of the Transportation Department and the Parks and Recreation Department will set up a Citizens Advisory Committee for the Nebraska Avenue enhancement project. The Nebraska Advisory Committee will consist of neighborhood leaders as well as interested citizens who have expressed an interest in providing input to the City of Tampa regarding Nebraska Avenue enhancement project. The Neighborhood and Community relations Office will serve as the conduit of information between city staff and the Citizen's Advisory Committee as well as coordinate meetings at Historic Union Station. It is important that the Citizen's Advisory Committee designates a chair as a point of contact for the city staff and knows that their role is that of advisory. The Advisory Committee will consist of neighborhood leaders as well as interested residents.

It is important to note that Nebraska Avenue falls under the jurisdiction of the Florida Department of Transportation (FDOT) so any recommendations will eventually have to be accepted by FDOT.

**Update:** From Shannon Edge, Director, Neighborhood and Community Relations, 274-7835. The Transportation Department and the Parks and Recreation Department set up a Citizens Advisory Committee for the Nebraska Avenue enhancement project and have held four meetings. The Nebraska Advisory Committee consists of neighborhood leaders as well as interested citizens who have expressed an interest in providing input to the City of Tampa regarding Nebraska Avenue enhancement project.

**Response:** From Mahdi Mansour, Engineer, Department of Public Works, Transportation Planning, 274-8333. The Parks and Recreation Department has currently proposed a Landscape/Irrigation project, between Hillsborough and Sligh Avenues, that is scheduled to be constructed late in 2005, following a Florida Department of Transportation (FDOT) resurfacing project. The FDOT has committed State Beautification funds towards the landscaping and the Parks and Recreation Department will propose the irrigation costs as part of their FY05 budget

request. Notifications were mailed to all tenants and property owners immediately adjacent to the project on January 27, 2004. A public meeting was held on February 10, 2004 for interested adjacent tenants and property owners. For review of the City's Landscape/Irrigation Plans (Hillsborough to Sligh), contact Brad Suder, Landscape Architect II, Project Manager, 231-1336. Nebraska Avenue, State Road 45, Federal Highway U.S. 41, is a functionally classified arterial roadway under the jurisdiction of FDOT. The FDOT has commissioned Post Buckley, Schuh & Jernigan to conduct a feasibility study, currently in progress, on the possible restriping of Nebraska Avenue.

#### **Need and Recommendation 4. Street Lighting Prioritization and Timetable Request.**

**We are asking the CPTED (Crime Prevention Through Environmental Design) to review the Needs and Recommendations that were submitted by the neighborhoods and use this as a basis to prioritize the street light upgrading project. It is also requested that a timetable be developed and presented to the neighborhoods, listing the order of prioritization and an estimated timetable in which to expect each neighborhood's upgrading.**

**Response:** From Calvin Thornton, Engineer, Department of Public Works, Transportation Planning, 274-8333. The phasing of the City of Tampa Street Lighting Initiative installations is based on production estimates provided by Tampa Electric Company (TECO). The current production estimate is 250 installations per month. As of 4/08/04, TECO has installed 2,111 street lights in Phases I and II. Phase I is complete with Phase II anticipated to be complete by July of 2004. The basis of phasing is by grouping Tampa Police Department patrol grids (Attachment C). This makes it difficult to depict completions by neighborhoods as patrol grids only approximate neighborhood boundaries. A map depicting phasing and neighborhood boundaries will be mailed to all Block Club Captains. The phasing map will also be posted on our Web Site in the very near future ([www.tampagov.net/dept\\_Public\\_Works/transportation](http://www.tampagov.net/dept_Public_Works/transportation)). Please contact Terry Wermuth at 274-8007 with your street lighting concerns, and notify TECO at 228-0800 with your street lighting maintenance needs.

**Response:** From Ann Andrews, Planning Research Analyst, Tampa Police Department (TPD), 276-3755. The City of Tampa Lighting Initiative was created to improve the overall quality of life for the citizens of Tampa through the reduction of crime and the fear of crime. Several city departments and the Tampa Electric Company (TECO) are working closely together to support neighborhoods that promote livable and walkable communities while addressing criminal activity. The goal is to reduce the fear of and occurrences of street crime through proper lighting and design. The city's long-term goal is to replace all Type I Cobra fixtures using 50 and 70-watt lamps with the Type III Cobra fixtures using 100 or 150-watt lamps. Type I and Type III refers to the lighting distribution pattern from the fixture. Type I broadcasts the light footprint towards the center of the street, while a Type III fixture places more of the footprint on the sidewalk and pedestrian walkways.

Due to the scope of this initiative, it is projected to take four to seven years to be completed. Installation of the new lights will be done in seven phases, refer to the attached map (Attachment

C), with phase one being completed first. Upon completion of phase one, which was the test phase, the initiative will continue in chronological order until all neighborhoods have been upgraded. The Lighting Committee will use crime analysis and community redevelopment to guide the program through each phase. The use of the 100-watt lamp will be the standard throughout the city. The 150-watt lamp will be utilized when requested by the Department of Public Works Transportation Division through their Neighborhood Initiative program. At this time, the committee will be made up of members from the Police Department, Department of Public Works Transportation Division, Land Development Coordination, Parks Department, and Tampa Electric Company. A member of the Tampa Police Department will chair the committee and guide the efforts between the groups.

Determination will be made for lighting needs by police grid with neighborhood continuity being the motivating factor. It is understood that police grids can fragment neighborhoods or overlap neighborhoods. In instances where this occurs, they will be addressed on a case-by-case basis. Using lighting as a component of neighborhood redevelopment, the committee will examine several factors such as Uniform Crime Report (UCR), citizen complaints, public workshops etc., to determine the placement of lighting. UCR is the standard by which the FBI categorizes crime in order to standardize analytical data in all fifty states. For the purpose of this initiative, we will examine crime statistics that tend to be street crimes such as but not limited to homicide, robbery, narcotic offenses etc. These crime categories will be examined because the largest percentages of these crimes occur in street settings, leads to an increased level of the fear of crime, and minimizes community activity and interaction. A ten-year historical analysis of available crime data will be studied to substantiate enhanced lighting techniques.

Through the cooperative efforts of the City of Tampa and Tampa Electric the citizens of Tampa will have lighting in their neighborhoods increased substantially. The Tampa Lighting Initiative will progress dependant upon City of Tampa and TECO resources.

**Update:** From Ann Andrews, Tampa Police Department, 276-3755. TECO has installed 3,005 streetlights as of October 2004. Phase I is complete and Phase II is expected to be completed by December 2004. Phase II is behind schedule due to the hurricanes this summer.

#### **Need and Recommendation 5. Traffic Study Procedure for Neighborhoods.**

**The CDBG Committee is requesting the development of a procedure for neighborhood groups to follow, when requesting a traffic study in their community. Too often, traffic studies are being done with little to no knowledge to the affected neighborhoods. We request criteria be put into place, which involves the neighborhood groups before, during and after each traffic study is done. This should also include a written report (summary) and the availability of a city representative to explain the findings.**

**Response:** From William Porth, Transportation Technician, Department of Public Works, 274-8333. Most traffic concerns come from citizens requesting that the City of Tampa control traffic in and around their homes, through the installation of traffic control devices. Nationally

recognized standards and the City Code (see below) base the installation of traffic control devices on engineering studies. Engineering studies used to determine the extent and severity of spot traffic concerns tend to be small in scope and have a narrow focus. Engineering studies are public record and accessible by request. The Transportation Division recommends that if a particular study is of interest, copies can be made available for a small fee by contacting the Transportation Division.

Procedures are in place to accept requests (from individuals or groups), to perform the necessary research and/or engineering studies when appropriate, to provide the requestor(s) with the study's findings and the Transportation Division's recommendations, if any, and to take action on behalf of the requestor if appropriate. Requestors may mail a letter, send an email, create a Customer Service Center request or call 274-8333 to request a new study or get information pertaining to the findings of a historical traffic study. Using like media from the original request, the requestor(s) of a traffic study or traffic studies will be contacted with the findings of the traffic study once completed. Unless an individual is the original requestor, an individual would not know that a particular location is being studied unless they are familiar with the methods and equipment employed to study traffic.

City Code Section 25-9 covers the Authority of official to promulgate traffic and parking regulations and erect control devices. "The official is authorized to determine and designate the locations of stop signs, yield signs, traffic-control signals, through streets, lane-use and turn restrictions, on-street parking restrictions and time-limit parking, weight limits, school zones and all other matters related to the regulation of traffic and parking. Determination of these regulations shall be based on recognized traffic engineering principles and practices consistent with national standards of application."

**Update:** From William Porth, Transportation Technician, Department of Public Works, 274-8333. Citizen can request traffic studies and/or request information at the Customer Service Center website [http://www.tampagov.net/appl\\_customer\\_service\\_center/](http://www.tampagov.net/appl_customer_service_center/).