

**CITY OF TAMPA
COMMUNITY DEVELOPMENT BLOCK GRANT
COMMUNITY NEEDS AND RECOMMENDATIONS FY2007-2008
December 12, 2007**

Block Club: Area VII

Neighborhoods: Lowry Park, North Lowry Park, Sulphur Springs, Forest Hills, Blue Sink/Curiosity Creek, North Tampa Community, University Square, Hillsborough Heights, Terrace Park, and Temple Crest.

New Tampa-Brookfield, Deer Creek, Cypress Green, Espirit, Fox Chase, Heather Downs, Hampshire, Hampton on the Green, Heritage Oaks, Hunter's Green, Lakeside, Laurel Ridge, Lockwood Links, Magnolia Chase, Nathan's Court, Oakcrest, Osprey Point, Pinnacle, Quail Creek, Richmond Place, Stonebridge, Tampa Palms, Waterforde, Wynstone.

Boundaries: Fowler Avenue (north); Sligh Avenue (south); City limits (east); City limits/Armenia Avenue (west) and New Tampa Annexation-Pasco County Line (north); Fletcher Avenue (south); City limits (east); City limits (west).

Chairperson and Contact Person: Mr. Joseph Robinson
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Submitted by: Ms. Lorraine Harris
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Need and Recommendation 1. Provide improved drainage

Request drainage improvements on the 1600 block of East River Cove Street and on the north corner of 17th Street in Sulphur Springs.

After moderate to heavy rainfall, rainwater accumulates and stays in the 1600 block of River Cove Street. The murky water settles mainly between the houses numbered 1614 through 1608 East River Cove Street. Often this standing water remains on the street for days because there is insufficient and/or poor drainage. There is nowhere for the water to flow.

As traffic passes through this standing water, it pushes it onto the resident's yards. Standing water breeds mosquitoes. The water remains on the yards and on the street until it dries up. Children normally coming home from school and residents that walk or ride bikes on this block are forced to wade through the water from one end of the block to the next.

Response: From Michael J. Burwell, Planning and Environment Division, Stormwater Department, 274-7864. In the 1970's Stormwater plans were made for this area but never constructed due to budgetary and level of service reasons. The city's goal was to address structural flooding first and then deal with nuisance flooding such as this at a later date. There is a ditch system which serves this area and we will inspect it to ensure it is working properly. If the ditch system cannot be made to work properly, we will look into placing this project back on the capital improvement list.

Update: From Michael J. Burwell, Planning and Environment Division, Stormwater Department, 274-7864. This request has been placed on a list for consideration for FY09 budget.

Submitted by: Mr. Tom Lockridge
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Need and Recommendation 4. Complete Sidewalks

Completion of the sidewalks is requested on East River Hills Drive from the Temple Terrace city limits west to Temple Crest Park. Wherever possible, dedicated bicycle lanes also need to be added (See Exhibit A).

Currently, East River Hills Drive has segments of sidewalks, however, each segment does not have Americans with Disabilities Act accessible entries and exits. This segment of road (identified in Exhibit A as Item 1) needs the gaps where there are no sidewalks completed to create a continuous sidewalk from the Temple Terrace city limits west, where East River Hills Drive intersects with Greenwood Avenue and stopping at Temple Crest Park. Where possible, there also need to be designated bicycle lanes.

The City of Tampa currently rates in the top 5 (and sometimes #1) in pedestrian and bicyclist accidents and deaths. Statistics indicate, as does common sense, that sidewalks and dedicated bike lanes reduce pedestrian and bicycle accidents and deaths because these access ways allow people to move off the street out of harms' way when they are walking or bicycling.

Furthermore, East River Hills Drive is a designated connector road (by the City of Tampa, Hillsborough County and FDOT) between 40th Street to the west to 56th Street in Temple Terrace. There is a speeding problem on the road (which the Tampa Police does their best to control...but we know that is virtually impossible without full-time policing.) Additionally, and because the road is a connector, speed tables are not an option.

The road winds into shallow and deep curves among a hilly landscape that offers, at times, low or no visibility for drivers and pedestrians. This is especially hard on the disabled who often must drive their wheelchairs on the side of the road (they cannot use the existing sidewalks because they offer no or very limited access).

The neighborhood association has requested the completion of sidewalks on East River Hills Drive for a very long time. This is a priority request from the Temple Crest Neighborhood Association.

Response: From Jan Washington, Engineer, Transportation Planning, Department of Public Works, 274-8303. The East River Hills Drive sidewalk location was considered for construction in FY07 but was not selected due to a concern about the limited right-of-way. Project is posted as WO 6266. Location will be re-evaluated and reconsidered for construction in FY08.

Update: From Jan Washington, Engineer, Transportation Planning, Department of Public Works, 274-8303. The above requested location will soon be re-evaluated for consideration in the FY08 season.

Response: From Steve Hiza, Engineer, Transportation Division, Department of Public Works, 274-8333. East River Hills Drive is classified as a Collector, but is only a two-lane street, and the addition of designated bicycle lanes would require widening of the existing roadway four feet on each side. Due to right-of-way constraints and limited funding, this work is not considered feasible at this time.

Need and Recommendation 5. Purchase of land for small park on Regnas Avenue

Our proposal is for the purchase of this nearly 7-acre empty parcel for a small park for the eastern part of our neighborhood. If approved, this would be the only green space in the eastern part of the Temple Crest neighborhood (See Exhibit B).

This request is vital to the integrity of quality of life in our neighborhood as well as providing needed green space on the east side of 40th Street. While we do have a 331 acre park close to the river on the west side of the neighborhood (See Exhibit C), many parents are concerned that their children have to cross a busy 40th Street (which is very busy) in order to get to this current park.

Response: From Karen Palus, Director, Parks and Recreation Department, 274-7730. The Parks and Recreation Department has evaluated this site for acquisition as a park. This type of property would not meet the criteria needed to secure these grants. The price of the property would be cost prohibited with city Capital Funds. There are no viable funding sources to assist the city with acquiring this parcel.

Need and Recommendation 6. Install speed tables

Installation of speed Tables on Regnas Avenue from 40th Street east to 50th Street is being requested.

Due to increased traffic on East River Hills Drive, which is a connector road and because many motorists are seeking faster ways to get to Temple Terrace, more cars are using Regnas Avenue as a supplementary bypass to 46th Street and 50th Street to get to their locations (whether that be to the east, west or north). Because Regnas Avenue is a straight road, motorists speed on this road. Speed tables would help control the speeding (See Exhibit D).

Response: From William Porth, Traffic Studies Technician, Transportation Planning, Department of Public Works 274-8333. Before consideration is given to the installation of speed tables or any other traffic calming measures on local residential streets or Neighborhood-Collector roadways, 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. In rare circumstances, such as an intersection with a documented history of pedestrian accidents, other site specific traffic calming measures may be implemented.

Speed studies determine the 85th percentile speed. The 85th percentile speed is the speed at, or below which 85% percent of the observed free-flowing vehicles travel. The Transportation Division, in cooperation with the Tampa Police Department, considers speeding to be 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 currently has documented 154 locations city-wide with speeding problems on local residential streets, Neighborhood-Collector roadways, and the higher volume Collectors and Arterials. Of the 154 locations, 83 of them qualify for traffic calming measures because they are classified as local residential streets or Neighborhood-Collector roadways. The remaining locations do not qualify for traffic calming because they are classified as Collectors and Arterials.

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 of Tampa 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. Additionally, rankings will change when each new speeding location is documented. Currently, we are working to resolve the documented speeding problems in the order of severity (worst-case first). When we reach a requested location on the SLL that qualifies for traffic calming measures, we will

work with the affected property owners and their neighbors to find the best solution to address the speeding problem.

A speed study on Regnas Avenue has been requested on your behalf and the estimated time of completion is approximately 12 weeks. After the speed study is completed, our findings will be shared with you. If you have not received an update on the speed study after this 12 week period, please contact us.

Update: From William Porth, Traffic Studies Technician, Transportation Planning, Department of Public Works, 274-8333. The speed study was re-ordered and the field data has not yet been returned for analysis. After the speed study is completed, our findings will be shared with citizens.

Need and Recommendation 7. Traffic Study on Yukon Street, installation of speed tables, repavement of road and other enhancements

This request is for a traffic study on Yukon Street, installation of speed tables, repavement of road and other enhancements as may be determined to make this road safer for motorists, pedestrians and cyclists. Where possible, dedicated bicycle lanes also need to be added (See Exhibit E).

This road in our neighborhood needs a traffic study to determine repaving, new sidewalk, possible designated bicycle lanes...the works. The City of Tampa allowed construction of two large housing subdivisions ending at the westernmost point of Yukon Street, without concessions from the developer to study and assist in access road development. Needless to say, and I could write volumes on how bad this road is for everyone who travels it, a study to discover discrepancies and then a plan to correct these problems would be helpful in determining what should be included in another round of CDBG requests, if funding for changes are not made in this cycle.

Response: From William Porth, Traffic Studies Technician, Transportation Planning, Department of Public Works, 274-8333. Before consideration is given to the installation of speed tables or any other traffic calming measures on local residential streets or Neighborhood-Collector roadways, 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. In rare circumstances, such as an intersection with a documented history of pedestrian accidents, other site specific traffic calming measures may be implemented.

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East Yukon Street between North 40th Street and North 46th Street was last studied approximately eight months ago and the findings indicated that the 85th percentile speed was 34 mph which is below the minimum qualifying requirement as outlined above. The location was dropped from the SLL at that time. Speed studies are considered current for a one year period, so additional speed studies have not been requested at this time.

East Yukon Street between North 46th Street and North Hyaleah Road was last studied a year ago and the findings indicated that the 85th percentile speed was 32 mph which is below the minimum qualifying requirement as outlined above. Because the study is a year or older, we will request a new speed study on your behalf and the estimated time of completion is approximately 12 weeks. After the speed study is completed, our findings will be shared with you. If you have not received an update on the speed study after this 12 week period, please contact us.

Update: From William Porth, Traffic Studies Technician, Transportation Planning, Department of Public Works, 274-8333. The speed study was re-ordered and the field data has not yet been returned for analysis. After the speed study is completed, our findings will be shared with citizens.

Response: From Scott Shaw, Traffic Operations Chief, Transportation Division, Department of Public Works, 622-1955. The city is currently resurfacing Yukon Street and should be finished in the near future.

Update: From Scott Shaw, Traffic Operations Chief, Transportation Division, Department of Public Works, 622-1955. Resurfacing of Yukon has been completed.

Response: From Steve Hiza, Engineer, Transportation Division, Department of Public Works, 274-8333. Yukon Street west of 40th Street is classified as a Collector, but is only a two-lane street, and the addition of designated bicycle lanes would require widening of the existing roadway four feet on each side. Due to right-of-way constraints and limited funding, this work is not considered feasible at this time.

Response: From Jan Washington, Engineer, Transportation Planning, Department of Public Works, 274-8303. Yukon between 46th and Hyaleah was considered for the FY07 sidewalk season, but not selected due to a concern about the limited right-of-way. Project is recorded as WO 6969. Location will be re-evaluated and reconsidered for the FY08 season.

Need and Recommendation 8. Sidewalks

Sidewalks are needed on Lakeshore Drive from Hanlon Street to Greenwood Avenue. Where possible designated bicycle lanes also need to be added (See Exhibit F).

While the City of Tampa did construct speed tables on Lakeshore Drive from 40th Street to the south, north to East River Hills Drive, the road is still extremely dangerous for pedestrians and bicyclists. Long used as a cut-through from 40th Street to Yukon Street as a shorter way to get to roads leading west out of the neighborhood, Lakeshore Drive is anticipated to carry a huge load of more bypass traffic as the 40th Street construction and widening project takes place. This means that non-motorists will be at an even greater danger. The neighborhood considers this a very important request necessary to ensure a safe passage for pedestrians and bicyclists.

Response: From Jan Washington, Engineer, Transportation Planning, Department of Public Works, 274-8303. Sidewalk location was considered for the FY07 season but was not selected because additional time is needed for project planning. Location will be re-evaluated and considered for the FY08 season.

Update: From Jan Washington, Engineer, Transportation Planning, Department of Public Works, 274-8303. The above requested location will soon be re-evaluated for consideration in the FY08 season.

Response: From Steve Hiza, Engineer, Transportation Division, Department of Public Works, 274-8333. Lakeshore Drive is classified as a local street, and not a collector or arterial roadway, and therefore does not qualify for the addition of designated bicycle lanes.

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Need and Recommendation 9. Sidewalk repair

There is a need for the repair of a 50-foot section of sidewalk running along the southwest corner of Bird Street and 12th Street.

The sidewalk is in very poor repair with pieces of the sidewalk either cracked, protruding or missing, causing trip, stumble and roll hazards. It is not in a very safe condition at present. Pedestrians, bikers and baby strollers regularly pass along this main stretch of sidewalk creating

trip or roll obstructions. Currently, it is deemed unsafe, especially at night or during times of poor visibility during wet or foggy weather conditions.

Response: From Jan Washington, Engineer, Transportation Planning, Department of Public Works, 274-8303. Location was scheduled for restoration in the FY07 season under contract 7-C-1, PW5273 – WO 7498. Anticipate repair by mid 2008.

Update: From Jan Washington, Engineer, Transportation Planning, Department of Public Works, 274-8303. The above requested location will soon be re-evaluated for consideration in the FY08 season.

Need and Recommendation 10. Curb construction

Request continued curb construction along East Bird Street from North Nebraska Avenue. If one were traveling north from downtown Tampa on North Nebraska Avenue, upon reaching East Bird Street, one would turn right heading east on East Bird Street. At this point, one visibly sees a welcoming display of well-defined curbing along East Bird Street, and then suddenly the curbing comes to an abrupt halt.

This abrupt halt creates, what I feel, is a transition into more dismal conditions ahead. If the curb appeal would continue along many of the main thoroughfares of residential Sulphur Springs, it would instantly give the entire area a more dramatically uniformed, clean and well kept appearance than it has at present.

Many Sulphur Springs residents are not able to commit to the costs of landscaping and maintenance. Therefore, the addition of manicured curbs and sidewalks would be a vast improvement to the area's general appearance and future appeal. Curbs also help prevent cars from either being parked in yards comprised of, or yards forming dirt landscaping. It would give the neighborhood a more streamlined look, with or without well-manicured yards or landscaping in place.

This is an improvement that makes sense now and into the future. It would be a sound investment in establishing the core revitalization of the area. It's an improvement that all residents would benefit from. More importantly, it helps lessen flood damage to all properties as well as a positive move in the negative arena of Florida's rising homeowner insurance costs. Curbs and sidewalks make beautiful sense in the city's urban/revitalization areas with growing pedestrian traffic.

Response: From Michael J. Burwell, Planning and Environment Division, Stormwater Department, 274-7864. The curb must be carefully integrated into the design of a street to ensure drainage problems are not created or exacerbated by its construction. The Stormwater Department does not install curb for aesthetic purposes.

Contact Person/ Mr. Jerry Keith
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Need and Recommendation 11. Add outside lighting to front of Forest Hills Recreation Center

This request is to add outside lighting to the front (north) side of the Forest Hills Recreation Center located at 724 West 109th Avenue.

Currently, there is insufficient lighting outside the front (parking lot area) of the Forest Hills Recreation area presenting a safety hazard to elderly resident and children leaving the center. In addition, this lack of lighting poses a grave potential for criminal activity.

Response: From Karen Palus, Director, Parks and Recreation Department, 274-7730. The lights are in process of being installed and should be completed by the end of May 2007.

Update: From Karen Palus, Director, Parks and Recreation Department, 274-7730. The lights have been installed and this project is complete.

Need and Recommendation 12. Install drainage for playground

This request is to install drainage for the playground located just to the east of the Forest Hills Recreation Center located at 724 West 109th Avenue.

This playground currently lacks a drainage system. During periods of rain, the playground floods and turns into a lake preventing children from using it for a period of days after the rain.

Response: From Michael J. Burwell, Planning and Environment Division, Stormwater Department, 274-7864. This is a site issue which must be addressed by the Parks Department. We will be glad to assist in making recommendations or review of any drainage plans that department makes.

Response: From Karen Palus, Director, Parks and Recreation Department, 274-7730. The department will continue to work with the Stormwater Department on a plan to resolve this issue. However, this area serves as a holding pond to avoid community flooding.

Update: From Karen Palus, Director, Parks and Recreation Department, 274-7730. The department will continue to monitor this area.