

**CITY OF TAMPA
COMMUNITY DEVELOPMENT BLOCK GRANT
COMMUNITY NEEDS AND RECOMMENDATIONS FY2008-2009
December 17, 2008**

Block Club: Area II

Neighborhoods: Palmetto Beach, Historic Ybor City, Belmont Heights/Jackson Heights, College Hill Community, Live Oak Square, South Nebraska, Woodland Terrace, and River Cove.

Boundaries: Sligh Avenue/Hillsborough River (north); McKay Bay (south); 40th Street (east); 15th Street (west).

Chairperson: Mr. Vince Ficarrota
Palmetto Beach Community Association, Inc.
605 Bermuda Boulevard
Tampa, FL 33605
Phone: (813) 972-9800, Ext. 13 (w)
Phone: (813) 368-5225 (cell)
Email: vficarrota@resacc.com

Submitted By: Fran Constantino
2216 E 4th Ave.
Tampa, FL 33605
Phone: 813-244-1800 (c)
Fax: 813-241-6868
Email: franreal@aol.com

1. NEED & RECOMMENDATION: Landscaping and Sidewalks: Curbs in the East Ybor Historic and Civic Association (*Eligible*)

Area 2: N. 26th St. needs to have the sidewalks continued all the way south to Adamo Dr. beginning with the SW corner of E 10th – 2nd Ave. through E 9th Ave - Adamo Dr. (E 1st Ave.)

Sidewalks were installed on N 26th St. from I-4 to 10th Ave. recently and need to continue to Adamo Dr. I made this request in 2006. The project began along side N 26th St. on west side next to our neighborhood park from E 12th Ave. S to Florida Ave. We want it to continue down to Adamo because those children's parents who walk to our park are in danger walking in the street. 26th St. is a busy through street used by trucks and cut through traffic. The speed is not monitored, thus the danger with the exception of IKEA being built at E 26th St. and E Adamo Dr. sidewalks are very much a necessity. It will also help to connect Ybor 2. Right now the north side of E 7th Ave. is thriving residentially but the south side is not.

Response: From Jan Washington, Engineer, Transportation Planning, Department of Public Works, 274-8303. The 26th Street corridor has a few challenges such as limited rights-of-way and the CSX railroad rights-of-way. Nevertheless, we will make a concerted effort to complete work started this year.

Update: From Jan Washington, Engineer, Transportation Planning, Department of Public Works, 274-8303. CSX permits will be required. Due to budget requirements, construction could not be scheduled in FY09.

2. **NEED & RECOMMENDATION: Landscaping/Park – 26th St. between 11th and 12th Ave. (Eligible)**

- a) The East Ybor Park is a wonderful setting for children to meet and play in a safe environment. The park lacks shade trees which restrict its usefulness during extremely hot sunny days. We request shade trees be planted, that are appropriate to our climate, and maintained in this park.
- b) We need additional speed limit signs (25 mph) posted along 10th and 11th Avenue. Residents are alarmed at the number of cars, scooters, and motorcycles that speed down these two streets daily. These are the main arteries of most traffic in our neighborhood. We need to make drivers more aware of the hazard of speeding, especially because many children walk down these avenues on their way to the park.
- c) We request a flashing traffic signal at all four corners of the intersection at 11th Avenue. and 26th St., adjacent to East Ybor Park. The flashing yellow lights should have “cross walk buttons” allowing residents to change the yellow flashing lights to red to allow them to cross safely. These crossing signal lights are for safety of all pedestrians, children in particular, who must cross at 26th St. and 11th Ave., to have access to the park.

Response a.: From Karen Palus, Director, Parks and Recreation Department, 274-7730. The department has ordered the trees for the park and the installation of the trees will be later this fiscal year.

Update a.: From Karen Palus, Director, Parks and Recreation Department, 274-7730. The department has purchased 6 trees for the park and areas scheduled to be installed by the end of December 2008.

Response b.: From Bernadette Corey, Traffic Studies Engineer, Transportation Planning, Department of Public Works, 274-8333. A field review will be conducted along 10th and 11th Avenues between North 22nd Street and North 26th Street to determine placement of any additional speed limit signs and other signage as warranted. After the field reviews are complete, our findings will be shared with you. If you have not received an update after a 12 week period, please contact us.

Update b.: From Bernadette Corey, Traffic Studies Engineer, Transportation Planning, Department of Public Works, 274-8333. A field review has been conducted resulting with work requests for additional speed limit signs and other signage which are currently under review. Once the work requests have been approved, the signs will be installed.

Response c.: From Mike Scanlon, Traffic Signal Engineer, Transportation Division, Department of Public Works, 274-8105. A field study was conducted and the volume of pedestrian traffic at this location does not warrant the installation of a pedestrian traffic signal.

3. NEED & RECOMMENDATION: Repair Sidewalks – 11th Ave. E. between 23rd and 24th St. (Eligible)

We need sidewalks to run north and south on the east side of 25th St. and the west side of 26th St. between 10th and 11th Ave.

Response: From Jan Washington, Engineer, Transportation Planning, Department of Public Works, 274-8303. Requested sidewalk repairs on 11th Avenue will be scheduled for completion in FY08. The request for a new sidewalk along 25th and 26th will be added to the database and will be considered for construction in FY09.

Update: From Jan Washington, Engineer, Transportation Planning, Department of Public Works, 274-8303. Requested sidewalk repairs on 11th Avenue are still under consideration for the FY08 budget. Restoration work was suspended in order to secure better pricing for construction. Work should resume again in January 2009. Sidewalk construction along 25th was scheduled then canceled due to community concerns. Sidewalk construction for 26th in FY09 was not selected due to limited funding and preference for another location in the Ybor City community.

4. NEED & RECOMMENDATION: Traffic Signal – 7th Ave. at 26th St./Calming Devices – 26th St. between Columbus and 7th Ave. (Eligible)

We need traffic calming area 2, traffic lights, and stop signs from N. 26th St. starting at E Columbus Dr. all the way south to E. Adamo Dr. More stops signs in this area if it would help. Street speed tables are really needed, perhaps a traffic light with paved crosswalks at N. 26th St. and E. 7th Ave. Brick crosswalks across E. 7th from the NW to SW and NE to SE corners are also recommended. Again, this request is made because it goes through a residential area where children and adults walk this street. The traffic is horrendously heavy and speed is an issue. It is a cut through used because N 22nd St. is congested and the next N-S street is 34th St. We must do something to control traffic.

Response to traffic calming and signs: From Bernadette Corey, Traffic Studies Engineer, Transportation Planning, Department of Public Works, 274-8333. North 26th Street between East 7th Avenue and East Columbus Drive was last studied on June 20, 2007, approximately one year ago and the findings indicated that the 85th percentile speed was 31 mph which is below the minimum qualifying requirement for traffic calming measures. Therefore, North 26th Street between East 7th Avenue and East Columbus Drive does not appear to be experiencing a speeding problem. Because the study will soon be one year old, we will request a new speed study on your behalf within the next 12 to 16 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 the study period has ended, please contact us.

The request for stop signs on N. 26th Street commencing at East Columbus Drive south to East Adamo Drive, is not recommended. Stop signs installed in the wrong places for the wrong purposes usually create more problems than they solve. One common misuse of stop signs is to arbitrarily interrupt traffic, either by causing it to stop or by causing such an inconvenience that motorists are forced to use other routes. Studies made in many parts of the country show that there is a high incidence of intentional violations where stop signs are installed as "nuisances" or "speed breakers". These studies showed that speed was reduced in the immediate vicinity of the "nuisance" stop signs. But, speeds were actually higher between intersections than they would have been if these signs hadn't been installed.

At the right place and under the right conditions, a stop sign tells drivers and pedestrians who has the right-of-way. Nationally recognized standards have been established to determine when stop signs should be used. These standards, or "warrants", take into consideration, among other things, traffic volume, sight distance and the frequency of traffic "gaps" which will allow safe vehicle entry or pedestrian crossing.

Most drivers are reasonable and prudent. But, when confronted with unreasonable restrictions, they frequently violate them and develop a general contempt for all traffic controls-often with tragic results such as an increase in certain types of crashes.

Update to traffic calming and signs: From Bernadette Corey, Traffic Studies Engineer, Transportation Planning, Department of Public Works, 274-8333. A speed study was re-ordered and the field data has not yet been returned for analysis relative to North 26th Street between East 7th Avenue and East Columbus Drive.

Response to traffic signal: From Mike Scanlon, Traffic Signal Engineer, Transportation Division, Department of Public Works, 274-8105. Neither the volume of vehicular traffic on 7th Ave. nor the volume of pedestrian traffic on 26th Street is heavy enough to meet warrants for installation of a traffic signal.