

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

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: Interstate-275 (north); Bayshore Blvd. (south) Florida Avenue (east); MacDill Avenue (west).

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

1. NEED & RECOMMENDATION: Storm water runoff is in the north Hyde Park Community (Eligible)

We are still experiencing flooding in the streets and on private property in the North Hyde Park Community. Citizens and visitors to the area are unable to utilize the local streets during the rainy season.

The storm water system in North Hyde Park area is not adequate at this time and will worsen with the new developments in the area.

The North Hyde Park Civic Association has not been updated of the results of the storm water study mentioned by Mr. Michael J. Burwell in the 2007 Community Development Block Grant Needs and Recommendations report.

Response: From Michael J. Burwell, Planning and Environment Division, Stormwater Department, 274-7864. The study has been completed by Dyer, Riddle, Mills, and Precourt (an engineering firm). The recommended solution involves new stormwater piping to drain the affected areas. We are coordinating with the Water Department's Contribution In Aid of Construction (CIAC) projects to see if we can share any routes. The Stormwater Department has funding over the next 3 years to address the first phase of the work (Rome Avenue and areas east). We have also applied for SWFWMD co-operative funding to expand the project and to add a water quality function.

2. NEED & RECOMMENDATION: Traffic enforcement in the community primarily on Albany, Freemont, Cass, and Cypress periodically during this year (Non-Eligible)

Many North Hyde Park residents have complained of excessive speeding during the hours of 7-10 AM and 4-8 PM.

Mr. Robert Allen (President of the North Hyde Park Civic Association) has been apprised of the results of the traffic studies by the City of Tampa traffic engineers proving that traffic does travel at an excess rate of speed.

A four-way stop at N. Freemont Ave. and W. Gray Street is requested. A second four-way stop at N. Albany and W. Gray Street is also needed. This will slow the aggressive traffic traveling north and south.

Response: From Bernadette Corey, Traffic Studies Engineer, Transportation Planning, Department of Public Works, 274-8333. Four-way stop controls are devices which are not used for slowing traffic but to assign appropriate right-of-way. Four-way stop controls are installed when the approach volumes at all legs are approximately equal. The decision to install all-way stop controls is based on an engineering study. The study evaluates existing conditions based on traffic volumes, as well as crash history. Specific criteria based on present volumes of traffic must be satisfied before such controls are installed. These criteria have been established and adopted by the Manual on Uniform Traffic Control Devices (MUTCD), a federal and nationally adopted standard.

We will perform traffic engineering studies for all-way stop controls at the intersections of North Freemont Ave. and West Gray Street, as well as, North Albany Avenue and West Gray Street to evaluate whether these intersections meet national standard criteria to warrant this type of installation. The estimated time of completion is approximately 12 weeks. After the traffic studies are completed, our findings will be shared with you. If you have not received an update on the speed study after the 12 week period has transpired, please contact us.

North Albany Avenue between West Kennedy Boulevard and West Cass Street was submitted as part of the proposed 2008 Traffic Calming Program. During the Traffic Calming Plan development stage, each proposed location is submitted to City of Tampa utility departments such as, Wastewater, Water, Stormwater and Transportation and to the Police and Fire Departments for review. The departmental reviews include reviewing the location for possible project or departmental conflict.

The Water Department reviewed North Albany Avenue between West Kennedy Boulevard and West Cass Street and noted that the location was one of three possible water main rehabilitation routes. Once the Water Department presents the routing options to the community and the conflict has been resolved, Transportation may reconsider the installation of traffic calming measures on North Albany Avenue between West Kennedy Boulevard and West Cass Street during a future traffic calming cycle.

Update: From Bernadette Corey, Traffic Studies Engineer, Transportation Planning, Department of Public Works, 274-8333. Volume studies and crash histories were requested and analyzed to evaluate the intersections of North Freemont Avenue and West Gray Street, as well as, North Albany Avenue and West Gray Street for all-way stop controls. Both intersections did not meet minimum national standard criteria to warrant the installation of this type of control, relative to volumes and crash histories.

Because North Albany Avenue between West Kennedy Boulevard and West Cass Street has a documented speeding problem and is currently ranked 14th on the SLL, we will submit the site for Fiscal Year 2009 traffic calming funding. If the submitted sites are approved by the administration, a departmental review process is implemented.

Tampa Fire Rescue, the Tampa Police Department, the Transportation Division and the Wastewater and Water departments are among those requested to review the proposed traffic calming sites for possible project conflict(s). If a department or division response indicates a conflict with a particular site, the site is dropped from the current years proposed plan. If the sites are clear (No Conflict), they move on to the next stage which is field data collection for plan development.

From this point, appropriate traffic calming measures are selected and plans are completed to 90%. Residential meetings are held to share information with the residents as to why their road is being selected for traffic calming. Other Traffic Calming Program requirements are discussed at this time which includes a required consensus development, the construction process and the project's cost.

Depending on residential feedback and the consensus development (the support for or lack of), the traffic calming plans may be adjusted and then finalized. If a majority consensus was attained, those sites would be submitted for construction scheduling.

As the above described process unfolds, the Transportation Division will work with the affected property owners and their neighbors to address the speeding problem.

3. NEED & RECOMMENDATION: Increased Police patrol between 6:00 am and 3:00 pm due to recent break-ins in the north Hyde Park area (Non-Eligible)

There has been an increase of break-ins of private residential homes in the North Hyde Park community. These break-ins according to police reports have a pattern of occurring between 6 AM and 3 PM. A resident reported an attempt to break-in during the time the resident was present.

Response: From Major Robert J. Guidara, Police Department, 242-3899. Captain S. Ruggiero of District I assigned this request to the area patrol supervisors. The supervisors were aware of the burglaries that had occurred during the specified time periods and had assigned units for extra patrol.

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