

**CITY OF TAMPA  
COMMUNITY DEVELOPMENT BLOCK GRANT  
COMMUNITY NEEDS AND RECOMMENDATIONS FY2003-2004  
January 6, 2004**

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Block Club: Area VIII

Neighborhoods: South Westshore, Gurnsey Estates, Fairoaks/ Manhattan Manor, Bayshore Beautiful, Gandy Gardens, Gandy, Ballast Point, Interbay, Port Tampa, and Bel Mar Shores.

Boundaries: Euclid Avenue (north); MacDill AFB (south); Hillsborough Bay (east); Old Tampa Bay (west).

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**Port Tampa**

Boundaries: Everett Street (north), MacDill AFB (southeast), Old Tampa Bay (southwest), Old Tampa Bay (west), and Manhattan Avenue (east).

**Need and Recommendation 1. Traffic Feasibility Study.**

**Feasibility study of alternative truck route for Port Tampa. This is a second request.**

**Response:** From Taha Ataya, Transportation Planning, 274-8333. This need first appeared in 2002, and our response was that we would look for funding for a study. The study would offer recommendations on how best to mitigate the effect of truck traffic through the residential neighborhood.

After extensive negotiations with the Metropolitan Planning Organization (MPO) to provide at least half the estimated funding, the City now has the entire project funded. The project is scheduled to go to City Council for consultant selection in mid May 2003, and hopefully underway within two weeks. The time frame for the Study is 180 days from the Notice to Proceed.

Port Tampa is located on the southwest side of the Interbay Peninsula in South Tampa. For the purposes of this study scope, the study area is generally defined as Gandy Boulevard on the north, Dale Mabry Highway on the east, and Old Tampa Bay on the west, and MacDill Air Force Base on the south. This industrial enclave is surrounded by single and multi-family residential uses. The Port Tampa community is generally supportive of its industrial operations, while proactively seeking methods to minimize the effects of significant truck traffic on their neighborhood.

The Study will seek to reach a consensus among the various participants and stakeholders within the Port Tampa community on a series of potential actions to enhance mobility and reduce adverse impacts of commercial operations within the residential areas. Specifically, the Study would:

1. Minimize the impact of truck traffic through the Port Tampa community.
2. Explore possible alternate truck routes and implement recommendations and strategies.
3. Explore and recommend any possible goods movement alternatives through the study area.
4. Identify general improvement recommendations to foster impact alleviation.
5. Develop associated costs of recommendations and time frames for implementation, if funded.
6. Consider environmental and permitting issues and impacts of recommendations.
7. Encourage the involvement of the Port Tampa community in the development of concepts and solutions.

**Update:** From Taha Ataya, Transportation Planning, 274-7347. The study is currently under way with a draft report expected from the city's consultant (URS) by January 2004. The consultant and the City have held several meetings with the affected businesses and neighborhood associations as well as MacDill Air Base's civilian infrastructure consultant in a data gathering effort. We have held two public meetings to date the last being held on October 30, 2003 with moderate to high attendance. We have received several suggestions for solutions and are continuing to gather comments and ideas. A matrix has been developed comparing the various suggested alternatives as to cost, residential impact, safety, environmental elements, permitability, and other factors. A draft will be submitted to the City detailing recommendations and ideas for the short and long term improvements

that may be implemented with current budgets as well as others that would require future funding planning and allocations.

## **Need and Recommendation 2. Increase Street Lighting – Port Tampa.**

**Increase street lighting throughout Port Tampa, specifically, at problem areas increasing in crime.**

- a. Intersection of S. Westshore Boulevard and W. McCoy Street.**
- b. Block surrounding the Port Tampa Library.**
- c. W. Ingraham Street (S. Westshore Boulevard to Morton Street).**
- d. W. Idaho Street (Sparkman to Morton Street).**

**Response to a. through d.:** From Ann Andrews, Tampa Police Department, 276-3755. The Tampa Lighting Initiative program will provide upgrades or replacements for almost all fixtures throughout the City of Tampa. When the program was first approved it was anticipated that TECO would need 4 to 7 years to complete the project. The first phase of the project will begin in West Tampa. The community of Port Tampa will be addressed in the near future. When the community is scheduled for the project, an assessment will be made of the existing poles and fixtures and any additional poles and fixtures will be installed at that time.

**Update to a. through d.:** From Ann Andrews, Tampa Police Department, 276-3755. The Tampa Lighting Initiative has completed the first phase. (West Tampa) A total of 727 have been installed in the following grids. Grids 102, 103, 112, 113, 114, 121, 122, 123 and 124 (See attached Addendum's C-I, C-II. Phase 2 (East Tampa) Grids 84, 85 and 97 have been completed in East Tampa. (See attached Addendum's C-I, C-II)

As of October 25, 2003 a total of 991 lights have been installed in Phase I and Phase II. The project continues. This project will take approximately 4 to 7 years to complete.

**Response to a. through d.:** From Calvin Thornton, Transportation Planning, 274-7884. Better lighting is planned for the entire City of Tampa. Please direct your inquiries to Tampa Electric Company and Tampa Police Department – Crime Prevention Unit – CPTED Specialists for scheduling. The Tampa Police Department – Crime Prevention Unit – CPTED Specialists can be reached at 276-3318. Street lighting maintenance is the responsibility of Tampa Electric Company. They can be reached at 223-0800 or online at [www.tampaelectric.com](http://www.tampaelectric.com).

**Need and Recommendation 3. Expand Community-Oriented Police (COP) Program.**

- a. **Request funding for more officers, better scheduling, horse patrol, bike patrol, etc. throughout Block Area 8. This is a second request.**
- b. **Expansion is request for the following area:**

**W. Euclid Avenue (north), MacDill AFB (south), Hillsborough Bay (east), and Old Tampa Bay (west).**

**Response:** From Ann Andrews, Tampa Police Department, 276-3755. Currently, there are a minimum of 3 zone patrol officers and 1 officer in the Firehouse program that are assigned to this geographical area per day. Each zone officer has the responsibility of answering calls for service along with COP functions such as identifying crime and neighborhood problems and working with the community to solve these problems. The Firehouse officer normally does not answer calls for service allowing extra time to work with the community on identified problems. At this time, this staffing level is appropriate based upon the number of calls for service.

Specific police operations and patrols, such as, horse patrol and bicycle patrols are normally utilized to attack specific problems or situations in the community. Horse patrols are utilized for crowd control issues or when police visibility is needed. Bicycle patrols may be utilized to target specific crime issues or when increased mobility is needed. Neither of these situations or complaints of these types have been submitted to this office.

Major M.C. George, District One will contact Ms. Buford to address these issues with her.

**Fair Oaks/Manhattan Manor**

Boundaries: Manhattan Avenue (west), Dale Mabry Highway (east), Euclid Avenue (north), and Gandy Boulevard (south).

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**This is a section of South Tampa, which is bordered on all sides by heavily traveled roadways, three of which are main arteries. Gandy Boulevard (southern boundary)**

carries traffic to and from MacDill Air Force Base, fuel tank farms in Port Tampa, the Leroy Selmon Crosstown Expressway, Pinellas County and various private sector industries, including Bank of America's processing center, (operates three shifts, twenty-four hours a day). Traffic speed and volume on Gandy Boulevard attributable to the above-listed causes, encourages cut-through traffic on South Clark Street.

Additionally, these motorists tend to travel the east/west residential streets to S. Dale Mabry Highway and S. Manhattan Avenue. The streets most affected by this pattern are W. Fair Oaks, W. Bay View, W. Bay Vista, W. Bay Court and W. Bay Villa.

Traffic studies and surveys conducted in April and November of 2002 verified there is a speed and cut-through traffic problem on South Clark Street.

Tree planting as a deterrent to speeding was suggested. Based on the findings in the studies and surveys, we feel that there is sufficient cause to explore other control devices.

#### **Need and Recommendation 1. Relocate Traffic Signal.**

Move the traffic signal that is currently at S. Lois Avenue and W. Gandy Boulevard to S. Clark Street and W. Gandy Boulevard. This would enable traffic from the Bank of America Operations Center to exit onto S. Gandy Boulevard for access to the expressway, S. Dale Mabry Highway and S. Manhattan Avenue, thereby eliminating the need to use the residential streets in the neighborhood for that access. A study to determine the impact on traffic entering and exiting the expressway would also be warranted.

**Response:** From Mike Scanlon, Signal Engineer, 274-8105. The City has no jurisdictional authority over signals on a STATE roadway like Gandy Blvd. I suggest the neighborhood submit a request in writing to FDOT in order to elicit a written response. Address your request to Traffic Operations, FDOT District Seven, 11201 N. McKinley Drive, Tampa, Florida 33612-6456.

Also, the City does not have jurisdictional authority to perform a study of expressway traffic. I suggest the neighborhood submit a request in writing to the Hillsborough County Expressway Authority. Address your request to Mr. Martin Stone, Director of Planning, 412 East Madison Street, Suite 800, Tampa, Florida 33602.

## **Need and Recommendation 2. Speed Tables.**

**The studies and surveys conducted in the spring and fall of 2002 concluded that the average speed on S. Clark Street between W. Fair Oaks and W. Euclid averaged 4 mph-greater than that from Fair Oaks to Gandy Boulevard.**

**One possible reason for that would be that there are two speed-detering "dips" in the road between Gandy and Fair Oaks. No such condition exists between Fair Oaks and Euclid. The indication is that speed tables are, in fact, an effective deterrent to speed. Speed tables on Clark between Fair Oaks and Euclid are requested.**

**Response:** From William Porth, Transportation Planning, 274-8333. Clark Street between Euclid and Fair Oaks currently qualifies to have traffic calming measures installed to mitigate the existing traffic problems being experienced along its length. The Transportation Division is in the very early stages of planning and traffic data collection. Within the next year, the residents that live along Clark Avenue between Euclid and Fair Oaks will be requested to attend a meeting regarding the building of a concept plan and then the building of a consensus. If the consensus process showed a majority of residential support and if no special problems arise, the Transportation Street Design Section would then develop a set of working construction plans from the conceptual Neighborhood Traffic Control Plan to be used for the actual construction.

**Update:** From William Porth, Traffic Analysis Section, Transportation Planning, 274-8333. We are currently reviewing Clark Street between Euclid and Fair Oaks for the possible installation of traffic calming measures.

## **Need and Recommendation 3. Sidewalks with Elevated Curbs to Provide Safe Walking Paths to the Residents in this Area.**

**Some "Miami" curbing exists in this area. However, this provides minimal, if any protection for pedestrians. Some streets have no buffer at all between the sidewalk and the street.**

**Response:** From Steve Hiza, Engineer, Transportation Division, 274-8998. The current policy of the New Sidewalk Program allows for the installation of elevated curb for sidewalk when there is not sufficient room to provide an acceptable clear zone of four (4') feet from the edge of the pavement. This decision is typically determined during the design phase of a project, when the street and drainage design is being developed. New sidewalks are normally not constructed with curbs, unless drainage issues or other extenuating circumstances dictate otherwise. Existing sidewalks are only retrofitted to

meet current curb or clear zone requirements in locations where there are extreme or unusual conditions. Streets without any sidewalk, usually take precedence over streets with sidewalks that were constructed prior to current standards.

#### **Need and Recommendation 4. Parking Surface and a Building at Foster Playground.**

**This neighborhood has a growing youth population, as well as a significant senior population. There is currently no facility in the neighborhood providing recreational activities to its population. Foster Playground is a location with sufficient space to accommodate a structure for this purpose. This is a mixed demographic neighborhood with a need for such a facility. Additionally, a building would provide the neighborhood with a location for meetings of the Neighborhood Association and the Crime Watch Association.**

**Response:** From Pete Burgue, Deputy Director, Recreation Department, 274-7740. The construction of a Playground Activity Center with Skateboard Park and parking improvements will be included in the department's FY04 Capital Improvement Project request.

**Update:** From Ross J. Ferlita, Director, Parks and Recreation Department, 274-7730. The construction of a Playground Activity Center with Skateboard Park and parking improvements was submitted in the Parks and Recreation FY04 Capital Improvement Project request. Fund was not available for this project, a new skate park located at DeSoto Park will be opening in the near future for everyone to enjoy. Also, the skateboard Park is having lights install for night use.

#### **Port Tampa City Woman's Club**

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#### **Need and Recommendation 5. Upgrade Port Tampa Park.**

**Upgrade electric, pavilion, and park furniture at Port Tampa Park dedicated as Spanish-American War Memorial Park in 1957 and 1998. The park is located on the corner of S. Westshore Boulevard and W. Interbay Boulevard.**

**Response:** From Ross J. Ferlita, Director, Parks Department, 931-2121. The Parks and

Recreation Departments are in the process of developing a Recovery Action Plan (RAP) for the Parks and Recreation Departments. This Plan looks at the elements within a park. From this study what amenities if warranted can be determined. From that point it becomes a priority and budget request. The RAP should be developed by December 2003.

**Update:** From Ross J. Ferlita, Director, Parks and Recreation Department, 274-7730. Parks and Recreation Department staff has been working with the Women's Club/Neighborhood to develop a master plan to include the adjacent park space. Community Investment Tax funds have been identified in FY05 to assist in the development of the master plan. The RAP should be developed by early 2004.