City of Tampa

Department of Transportation and Stormwater Services

Review of Transportation Conditions

on

South Howard Avenue

from

Bayshore Boulevard to Kennedy Boulevard

February 2016

DKS

REVIEW OF TRANSPORTATION CONDITIONS

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Prepared For

City of Tampa

Department of Transportation and Stormwater Services

By

DKS Associates, Inc.

February, 2016

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1. INTRODUCTION

This report presents the results of our review of transportation conditions on South Howard Avenue from Bayshore Boulevard to Kennedy Boulevard. The purpose of this corridor review was to identify current transportation conditions and recommend actions and improvements to address priority problems. The selection of recommended actions was based upon evaluations of current conditions and input received from stakeholders. This report contains descriptions of our corridor review findings, observed problem areas, noted traffic issues and stakeholder input. The recommended action plan is intended to prioritize the expenditure of available transportation funds in the corridor.

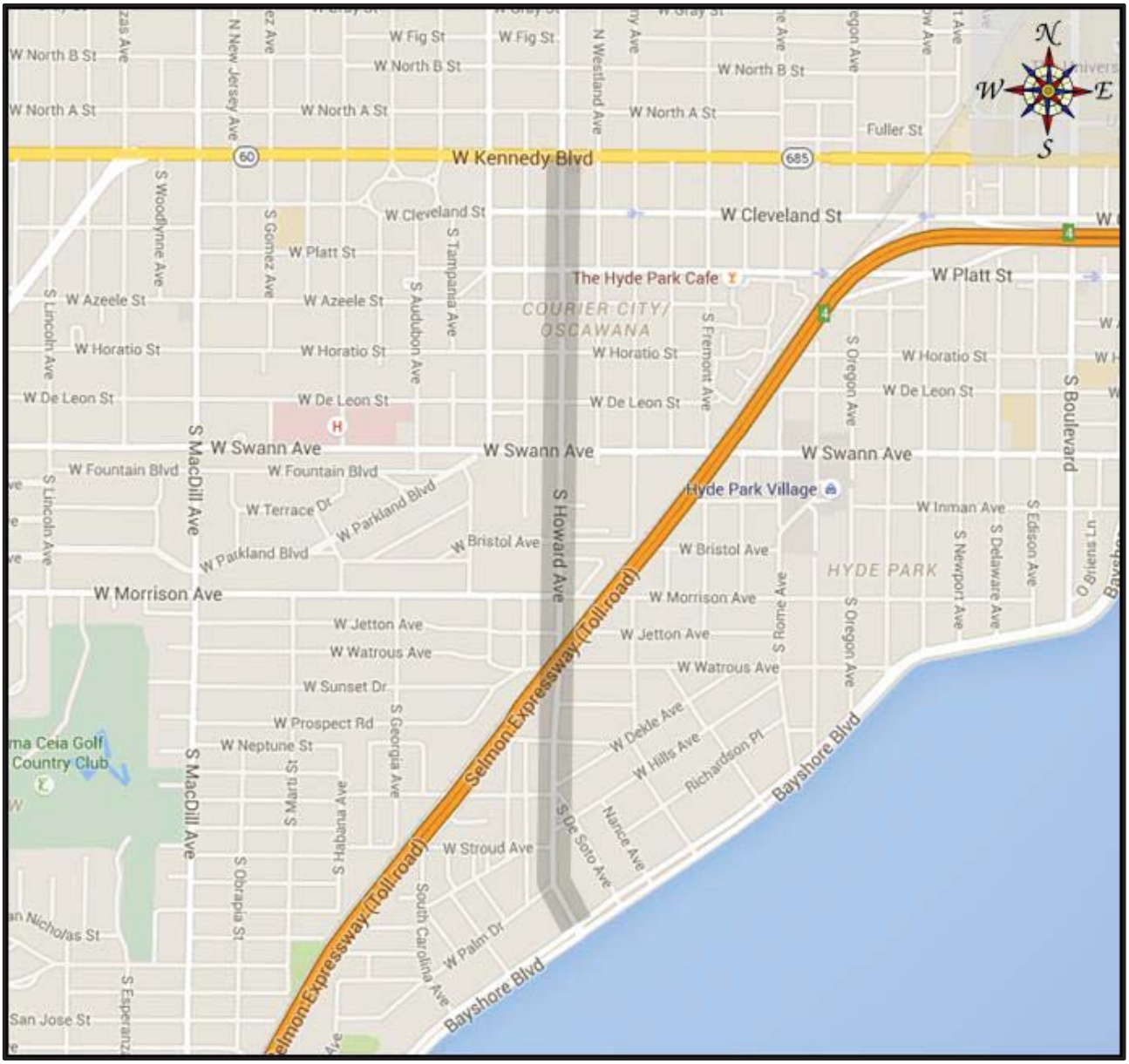


Figure 1-1: Study Corridor

South Howard Avenue extends 1.3 miles from Bayshore Boulevard on the south to W. Kennedy Boulevard on the north and is posted with a speed limit of 30 MPH. This street functions as a traffic collector and truck route for this area of Tampa because it is the only continuous north-south street between Willow Avenue to the east and MacDill Avenue to the west, a distance of 1.25 miles. South Howard Avenue serves the adjacent businesses and surrounding neighborhoods, which are well represented by active community associations:

- Bayshore Gardens
- Courier City/Oscawana
- Historic Hyde Park
- New Suburb Beautiful
- Parkland Estates
- North Hyde Park
- SoHo Business Alliance
- South Tampa Chamber of Commerce

Figure 1-2: City Neighborhoods

South Howard Avenue provides direct access to abutting land-uses which generate significant pedestrian activity and vehicle trips that produce vehicle turning movements at access driveways/side streets, demand for parking spaces and pedestrian street crossings. The street also serves the transit needs of the area with HART Route #4, which uses South Howard Avenue between Palm Drive and Swann Avenue. So, this street has important functions for area traffic circulation and transit services as well as vehicle and pedestrian access for adjacent development.

Study Methodology

- **Review Existing Transportation Facilities in the Corridor**
  Existing intersections, pavement conditions, traffic control devices, pavement markings, sidewalks, street lighting and pedestrian crossings were reviewed to verify existing operational characteristics. Maps were prepared to identify important operational characteristics and photographs were taken of key features and noted problem areas.

- **Evaluate Transportation Conditions in the Corridor**
  The adequacy and safety of existing transportation conditions were evaluated. Our evaluation identified existing problem areas and deficient operational characteristics. A list of problem areas was developed for use in discussions with stakeholders.

- **Evaluate Crash History**
  Three years of crash information was obtained and evaluated for the corridor with special emphasis on pedestrian and bicycle crashes. Locations where significant numbers of collisions have occurred and locations which exhibit crash patterns that can be corrected with operational improvements were identified.

- **Prepare a Summary of Existing Conditions to Present to Stakeholders**
  To initiate discussions with stakeholders, a summary of the initial findings of our corridor review was prepared and distributed. The summary highlighted observed problem areas, our evaluation results and noted traffic safety issues.

- **Develop a Short-Range Action Plan**
  Based upon discussions with stakeholders, and their prioritization of problems a short-range action plan was developed to prioritize the next expenditure of available transportation funds in the corridor.

- **Identify Long-Range Transportation Needs**
  The long term transportation needs of the corridor that require more extensive study, schedule and funding were identified for inclusion in future planning efforts and improvement programs.

Executive Summary

A. Existing Transportation Conditions

Traffic Volumes – Average daily traffic volumes range from 10,000 vehicles per day on the one-way segment north of Azeele Street to 14,130 vehicles per day in the vicinity of Swann Avenue. The daily and hourly traffic patterns are different than most streets used by commuters in that **hourly traffic volumes remain generally consistent during daylight hours and extend into the evening hours (after 6:00 PM).** The highest traffic volumes on South Howard Avenue occur during the evening peak hour (5 – 6 PM). The traffic volume charts to the right are presented in larger scale later in this report.

Intersection Operations – Congestion occurs during peak traffic periods at Kennedy Boulevard and Swann Avenue. At the Platt Street intersection, signal timing plans have been adjusted to account for the recent reconfiguration of the street to accommodate on-street parking and a buffered bike lane. Monitoring of traffic operations will be needed as traffic conditions stabilize. Operational problems were noted at three non-signalized intersections, Dekle Avenue, DeLeon Street and Horatio Street.

Sidewalks – The width and condition of sidewalks along both sides of South Howard Avenue vary significantly throughout the corridor. In most cases the sidewalk widths are restricted to 5 feet or less due to available public right-of-way. However, in some blocks the sidewalks have been widened to as much as 14 feet with landscaping provided. In others, sidewalks are as narrow as 3 feet or have been eliminated to accommodate pick-up/drop-off areas or on-street parking. The notable locations that have deficient or missing sidewalks are north of Dekle Avenue (east side) and north and south of Azeele Street (west side).

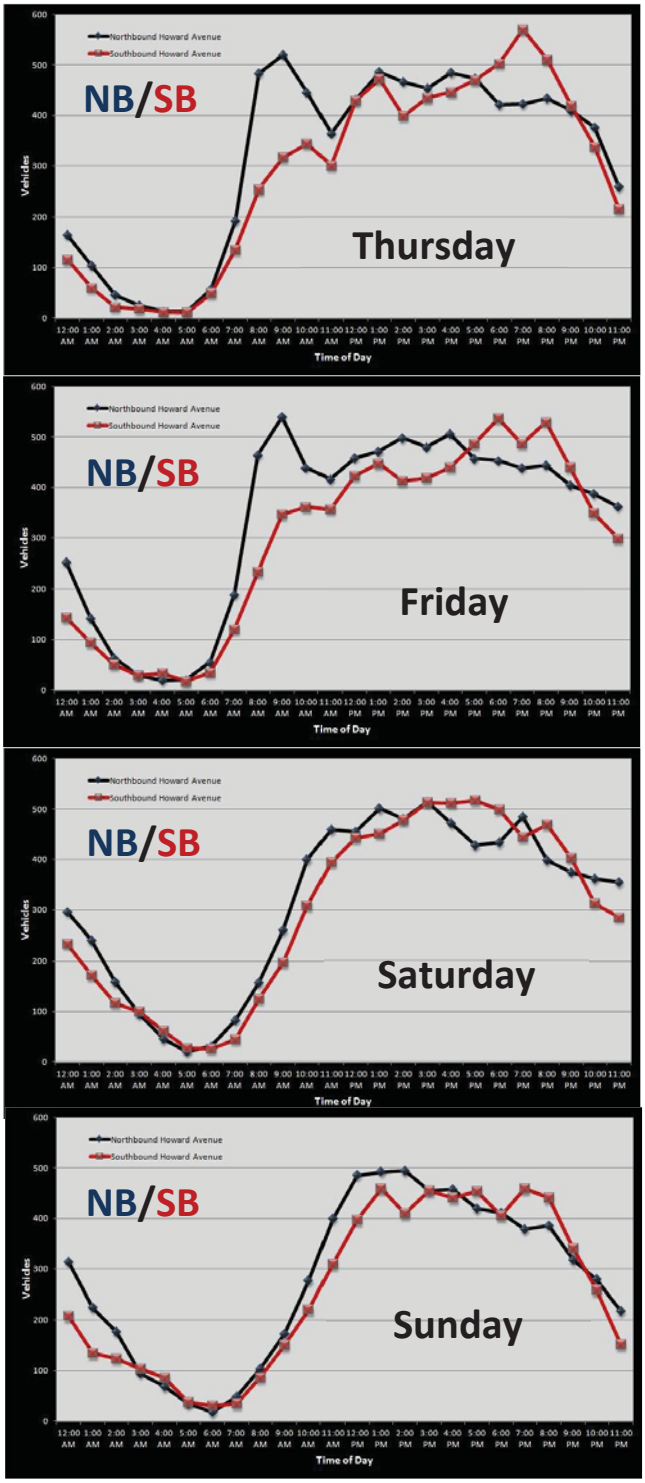


Figure 1-3: Hourly Traffic Volume Patterns

Parking – A review of parking conditions along South Howard Avenue was not included in the scope of this study. However, it is important to note that the availability of parking represents a major issue in the corridor that impacts both pedestrian and traffic circulation on South Howard Avenue and in adjacent neighborhoods. The current parking supply within the corridor is generally considered to be inadequate for evening and weekend activities, resulting in spillover traffic and parking into adjacent neighborhoods.

Pedestrian/Bicycle Activity – Peak pedestrian activity on South Howard Avenue is very high, particularly in the vicinity of the restaurants and bars during evening periods when patrons walk to, from and between establishments. Of special note are the high numbers of pedestrians crossing South Howard Avenue at two of the non-signalized intersections during the highest late evening hour – Azeele Street (178) and Marjory Avenue (81), which have crosswalks with warning signs and flashers. Bicycle activity on South Howard Avenue typically averages less than 5 bicyclists per hour with many of these bicyclists using the sidewalks rather than riding in the street.

Pavement Markings – South Howard Avenue has pavement markings delineating traffic lanes, on-street parking, lane channelization, crosswalks and stop bars where needed. In addition, striping for bicycle lanes have been provided on Azeele Street, Platt Street and Cleveland Street. For the most part pavement markings are in reasonably good condition and are visible to motorists and pedestrians. No crosswalks are provided in the pedestrian activity area between Swann Avenue and Morrison Avenue, which includes the intersections at Inman Avenue, Bristol Avenue and Eleta Street.

Pavement Conditions – The pavement on South Howard Avenue is primarily asphalt with some sections looking relatively new and others showing significant deterioration (north of Platt Street). The major pavement problem seems to be at the intersections with cross streets (south of Swann Avenue) where the pavement surface has worn extensively causing problems for pedestrians.

Drainage – Drainage is a problem, particularly on South Howard Avenue in the vicinity of Bristol Avenue and at many cross street intersections. These drainage problems impact both traffic and pedestrian conditions during periods of inclement weather. Two separate drainage projects are planned; one on Swann Avenue and the other on South Howard Avenue south of Swann Avenue.

Street Lighting – Street lighting along South Howard Avenue is provided by a combination of three different types of lights, post top ornamental lights, drop lens cobra head lights mounted on utility poles and newer LED cobra head lights mounted on utility poles. As a result, lighting levels vary from block to block and intersection to intersection. The general condition of lighting in the corridor is considered inadequate, particularly for the level of pedestrian activity that occurs during late evening hours. Upgrades to the existing street lighting are currently planned.

Crash History –Crash records shows that 46% of crashes occur during evening hours (6:00 PM – 6:00 AM), which is approximately the same as the % of traffic volumes that are traveling on South Howard Avenue during these same hours. So, the frequency of crashes is generally proportional to traffic volume conditions. The highest crash location in the corridor is at Cleveland Street which had 24 crashes, with 17 of those being right angle crashes involving red light running in both directions. The highest number of crashes at a non-signalized intersection occurred at DeLeon Street with 10 crashes. Appropriate countermeasures to these crash problems are discussed later in this report.

B. Stakeholder Input

A stakeholder workshop was held on Monday, November 9th at the Kate Jackson Community Center to discuss transportation problems and solutions for South Howard Avenue between Bayshore Boulevard and Kennedy Boulevard. The workshop was attended by 13 stakeholders, representing several area neighborhoods, local businesses, SoHo Business Alliance and South Tampa Chamber of Commerce. At the workshop, stakeholders were divided into two discussion groups to address existing transportation conditions and problems and to rank the transportation problems in order of their importance. Both groups developed lists of high-priority problem areas and needed improvements and at the conclusion of the meeting presented the results of their discussions. They identified their ranking of high-priority problems areas and suggested improvement proposals. The results from both discussion groups were similar with slightly different priorities, but included the following issues:

#1 Problem – Parking
#2 Problem – Sidewalks / Pedestrian Safety
#3 Problem – Intersecting Streets
#4 Problem – Flooding / Drainage
#5 Problem – Street Lighting
#6 Problem – Cab Stand Occupying a Traffic Lane
#7 Problem – Pavement Conditions

C. Short-Range Action Plan

Parking – The lack of available parking for commercial businesses along South Howard Avenue has resulted in unnecessary traffic circulation and traffic and parking intrusions into adjacent neighborhoods. This was the number one priority problem identified by stakeholders at our workshop. Even though parking conditions were not within the scope of our review of transportation conditions, it is appropriate to address this concern in the short-range action plan. A parking needs study should be conducted to quantify the current parking space shortage in the study area. The parking study should include an inventory of existing off-street and on-street parking spaces with an evaluation of expected parking space needs based upon current land-uses, appropriate parking ratios and use of alternate transportation modes, such as Uber/Lyft and local shuttle services.

Sidewalks / Pedestrian Safety – Pedestrian safety and sidewalk conditions are the most critical problems identified in our evaluation of existing transportation conditions. Significant improvements are needed regarding the condition, width and continuity of sidewalks and the provision of safe pedestrian crossings. City of Tampa staff previously completed a Roadway Safety Audit for the corridor, which included identifying damaged and substandard sidewalks and needed upgrades to satisfy current ADA standards. They determined that very few sidewalk locations along South Howard Avenue are ADA compliant in terms of curb ramps with detectable warning surfaces. The entire corridor should be upgraded to satisfy accessibility requirements. The provision of safe pedestrian crossings involves locating and installing crosswalks using current design standards, traffic control methods and street lighting. The first priority for pedestrian crosswalks should be to upgrade the two existing crossings at Azeele Street and Marjory Avenue.

Pavement Utilization – The existing pavement width of approximately 30 feet on South Howard Avenue offers opportunities to accomplish traffic calming while responding to stakeholder requests for left turn lanes at busy intersections, safe pedestrian crossings at non-signalized intersections and on-street pick-up / drop-off locations for bus and shuttle service. However, the street width will not accommodate all of these features at the same locations or in close-by areas. These features need to be carefully arranged to provide one continuous traffic lane (10 feet to 12 feet wide) in each direction that is not blocked by left turning traffic at busy intersections or by stopped vehicles picking-up and dropping-off passengers at bus or shuttle stops. The traffic calming effects of the alternative striping plan could benefit bicyclists sharing the traffic lanes.

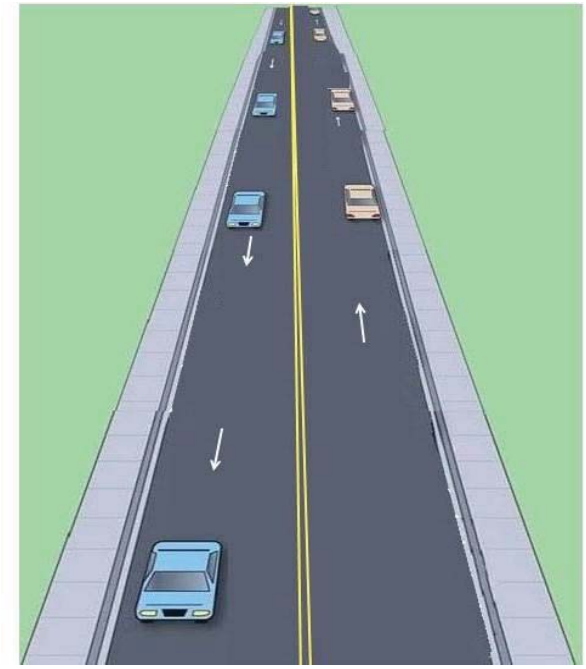


Figure 1-4: Existing Striping

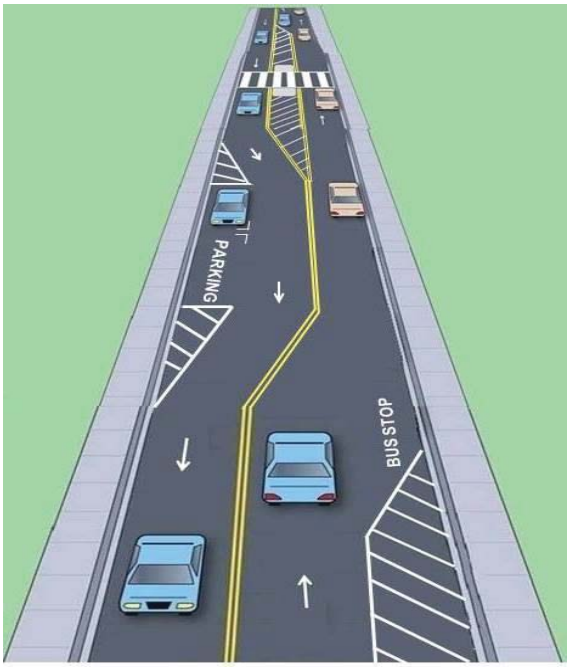


Figure 1-5: Alternative Striping

Drainage – The drainage problems noted along the corridor in the vicinity of Bristol Avenue and at several intersection corners are being addressed by improvement projects to upgrade drainage conditions in those areas. Planned flood relief projects on Swann Avenue and on South Howard Avenue for the segment from Morrison Avenue to Swann Avenue should go forward to improve water runoff and relieve current ponding.

Street Lighting – New LED street lights are to be installed in the deficient segments and where pedestrian crosswalks are proposed. Tampa Electric and the City of Tampa have approved installation of 15 new LED street lights along South Howard Avenue between Swann Avenue and Bristol Avenue in 2016, which will address these deficient and high-use pedestrian areas.

Shuttle Bus Service – Local shuttle bus service has been proposed to reduce unnecessary traffic circulation and parking shortages, connecting South Howard Avenue with nearby neighborhoods and areas remote from the corridor where parking spaces are available. Once started, this service will offer the opportunity for the City to evaluate the acceptance by patrons and employees to using alternative transportation modes and parking remote from their primary destinations. If successful, this service will open up more options for addressing the current parking shortages and reducing

traffic circulation through adjacent neighborhoods. Shuttle bus stops can be accommodated directly on South Howard Avenue as shown on the alternative striping concepts.

Intersection Modifications – The inventory of existing operating conditions identified five problem locations that require changes to improve current conditions. These locations include:

A. **Cleveland Street** has experienced a very high number of right-angle crashes which is unusual for an intersection controlled by a traffic signal. Possible solutions include revisions to signs, the signal timing and/or increasing visibility of the traffic signal heads.

B. **Swann Avenue** carries high PM peak hour traffic volumes and pedestrian crossings that produce long vehicle queues and delays on northbound South Howard Avenue and westbound Swann Avenue. Possible solutions include revisions to the signal timing and implementation of an adaptive traffic signal control system for this area.

C. **DeLeon Street and Horatio Street** are both local streets currently carrying high peak hour traffic volumes, indicating they may be being used by cut through traffic. Improved traffic conditions at the Swann Avenue intersection may help to reduce cut through traffic and safety problems.

D. **Dekle Avenue / Mississippi Avenue / DeSoto Avenue** has operational problems related to its unusual geometry (with five legs), wrong-way traffic movements and truck deliveries. The sidewalk is missing on the east side north of Dekle Avenue and the pedestrian path is blocked by perpendicular parking for the restaurant. Conceptual plans have been developed by Lighthouse Engineering that separate Dekle Avenue from DeSoto Avenue to improve these conditions and provide sidewalk continuity on both South Howard Avenue and Dekle Avenue.

Figure 1-6: Dekle Ave Intersection Concept Plan

D. Long Term Transportation Needs

Parking – Resolving parking problems in the study area is a long term undertaking that requires incremental steps to (1) determine the shortfall in parking spaces required to accommodate existing parking needs, (2) establish redevelopment parking requirements and guidelines to prevent the shortfall from becoming greater and (3) identify options for increasing parking spaces and reducing parking demands. The parking needs study recommended in the short range action plan will quantify the current parking shortage in the study area. The longer term steps involve identifying and evaluating options for increasing parking spaces and reducing parking demands. The current trend towards use of alternative transportation modes, such as Uber/Lyft may reduce parking needs, while shuttle bus service may make remote parking options more viable.

Pedestrian/Bicycle Safety – The long term plan for the pedestrian environment should include wider sidewalks with landscaping and pedestrian amenities. Redevelopment activities will provide the best opportunities to achieve desired sidewalk widths and designs, similar to the segments immediately south of Swann Avenue. A minimum of 60 feet of right-of-way (or easements) is needed along South Howard Avenue to provide sufficient width to construct adequate sidewalks (12 feet) with landscaping and pedestrian amenities. Currently many bicyclists use the sidewalks instead of riding in the street because of street congestion and conflicts with vehicles. With a street width of approximately 30 feet, it is difficult to add separate bicycle lanes, while also trying to accommodate separate turn lanes at intersections and on-street pick-up/drop-off areas for taxis and buses. The addition of separate bicycle lanes was not identified as a priority need by the stakeholders attending the workshop, probably because bicycle use of South Howard Avenue is limited. Stakeholders noted that adjacent neighborhoods were more suitable for bicycle activity.

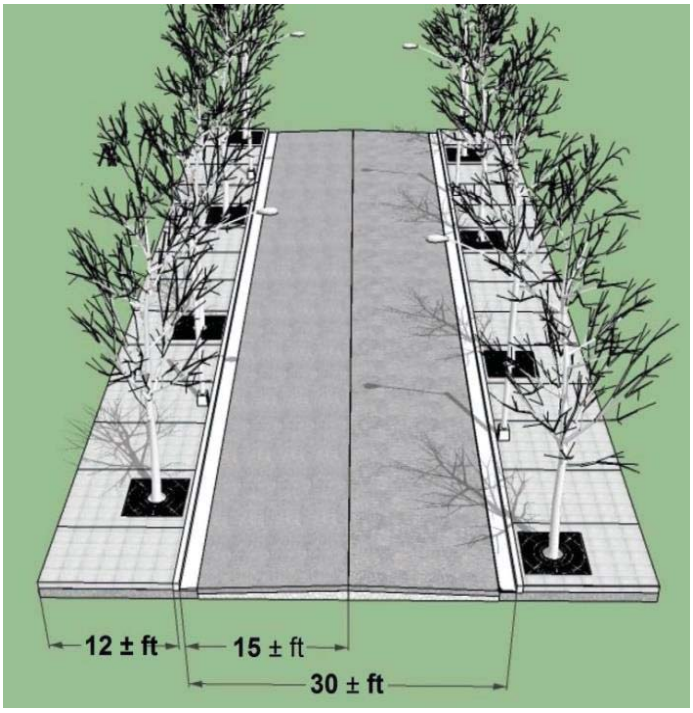


Figure 1-7: typical Cross Section within 60-Foot ROW

Pavement Conditions – Several segments along the corridor were identified to have deficient pavement conditions, particularly at intersection corners. Resurfacing will be needed to correct the deficient locations. Pavement markings should be upgraded as part of the resurfacing project. A suggestion from the public has been made to convert the street to a brick street to create a desired appearance and produce a natural traffic calming from the uneven surface. However, this conversion would be quite expensive, require more extensive disruptions or complete street closures for repairs, and generate noise impacts for the adjacent uses. The City Code Chapter 22 addresses the issue of preserving vitrified brick streets, but this preservation does not apply to streets that are surfaced primarily in asphalt and have small, insignificant patches of vitrified brick appearing under or around the asphalt. Conversion to a brick street is not considered a cost effective improvement option.

Public Transportation – South Howard Avenue will likely never have more than one through traffic lane in each direction in the two-way segment south of Azeele Street and no other north-south streets will be built or widened in the area to increase vehicle capacity. So, the long-term transportation plan should focus on reducing the growth of vehicle trips in the corridor with other transportation options. Public transportation should be part of this plan in the form of regional service (HART # 4 and #19) to major activity centers and transportation hubs and local circulator (shuttle) service within the corridor. The shuttle bus service that is currently proposed could lead to a more extensive program with multiple routes, destinations and service providers.

Pavement Utilization – The long term plan for utilizing the South Howard Avenue pavement should consider this street will remain a two-way street south of Azeele Street with narrow lanes (10 feet to 12 feet) to reduce traffic speeds and create conditions more compatible for pedestrians and bicyclists. The street width which is approximately 30 feet in most segments can be used more efficiently for needed features such as left turn lanes, pedestrian crosswalks, bus stops, taxi stands, pick-up drop-off areas and even limited on-street parking. The key is arranging these features to maintain continuity for the two through lanes, so traffic is not disrupted by stopped of left turning vehicles.

Table 1-1: Summary of Recommended Action Plan

Short-Range Action Plan	
Priority	**Recommendation**
1	Conduct Parking Needs Study to Determine Current Shortfall of Parking Spaces
2	Implement Sidewalk Continuity, ADA and Pedestrian Crosswalk Improvements
3	Prepare a Pavement Striping Plan for Turn Lanes, Crosswalks and Shuttle Bus Stops
4	Complete Drainage Improvement Projects in Parkland Estates and on South Howard Avenue Between Swann Avenue and Bristol Avenue
5	Install New LED Street Lights Between Swann Avenue and Bristol Avenue and at New Pedestrian Crosswalks
6	Initiate Shuttle Bus Service and Evaluate Its Utilization and Benefits
7	Address Right-Angle Crash Problem at the Cleveland Street Intersection with New Signs, Changes to Signal Timing and/or Visibility of Traffic Signal Heads
8	Complete Modifications to the Dekle, Mississippi, DeSoto Intersection to Eliminate Traffic Conflicts and Achieve Sidewalk Continuity on South Howard Ave and Dekle Ave.
9	Address Congestion at the Swann Avenue Intersection with Signal Timing Modifications and/or Implementation of an Adaptive Traffic Signal Control System
Long-Range Action Plan	
Priority	**Recommendation**
1	Implement Recommendations of the Parking Needs Study to Increase Number of Parking Spaces, Use of Alternative Transportation and Connections to Remote Parking
2	Obtain a Minimum of 60 Feet of Right Of Way on South Howard Avenue to Accommodate Wider Sidewalks and Pedestrian Amenities
3	Complete Drainage and Pavement Resurfacing Projects to Eliminate Drainage Problems and Achieve a Consistent Pavement Surface
4	Expand Alternative Transportation Options to Reduce Traffic Circulation and Parking Needs on South Howard Avenue and in Adjacent Neighborhoods
5	Update the Pavement Striping Plan to Reflect Shuttle Bus Service, Alternative Transportation and Changing Traffic Patterns

2. EXISTING TRANSPORTATION CONDITIONS

Our study corridor on South Howard Avenue from Bayshore Boulevard to W. Kennedy Boulevard functions as a collector street for this area of Tampa. It is a two-lane two-way street south of W. Azeele Street and then becomes a one-way northbound street, extending to Tampa Bay Boulevard where it joins Armenia Avenue as a two-street again. South Howard Avenue is the only continuous north-south street between Willow Avenue to the east and MacDill Avenue to the west, a distance of 1.25 miles. As a result, it has an important traffic carrying function for this large area. It also provides direct access to abutting development which generates significant peak hour vehicle trips and produces turning movements at access driveways and side streets. The development along this segment of South Howard Avenue includes restaurants, bars, retail and service businesses, multi-family residential and single-family residential. So, this street has important functions for both area traffic circulation as well as vehicle and pedestrian access for adjacent development.

The initial phase of our corridor review for South Howard Avenue involved an inventory and evaluation of existing transportation conditions including traffic volumes, intersection operations, sidewalks, pedestrian activity, pavement markings, pavement conditions, drainage, street lighting and crash history. Descriptions of these transportation conditions are provided below:

Traffic Volumes

Traffic counts were conducted at various locations and key intersections along South Howard Avenue to identify current traffic volumes and patterns. Average daily traffic volumes range from 10,000 vehicles per day on the one-way segment north of Azeele Street to 14,130 vehicles per day in the vicinity of Swann Avenue. The daily and hourly traffic patterns are different than most streets used by commuters in that hourly traffic volumes remain generally consistent during daylight hours and extend into the evening hours (after 6:00 PM). Also, high traffic volumes occur on Fridays and Saturdays. These traffic patterns reflect the trip generations of entertainment land-uses along the corridor which peak during evenings and on weekends. The hourly patterns of northbound and southbound traffic on South Howard Avenue in the vicinity of Swann Avenue are shown on Figure 2-1 (Thursday), Figure 2-2 (Friday) Figure 2-3 (Saturday) and Figure 2-4 (Sunday). The results of daily traffic counts conducted in February 2015 are listed in Table 2-1.

The highest traffic volumes on South Howard Avenue typically occur during the evening peak hour between 5:00 – 6:00 PM, particularly on Fridays when area commuter traffic combines with traffic generated by the entertainment land-uses. As part of this study, evening peak hour turning movement counts were obtained for key intersections along the corridor. These counts are shown on Figures 2-5 and 2-6. The highest traffic volumes within the corridor occur at the intersections controlled by traffic signals, which include Morrison Avenue, Swann Avenue, Platt Street, Cleveland Street and Kennedy Boulevard. However, high peak hour traffic volumes were also noted at DeLeon Street and Horatio Street. Our evaluation of existing traffic conditions at these intersections is discussed in the next section.

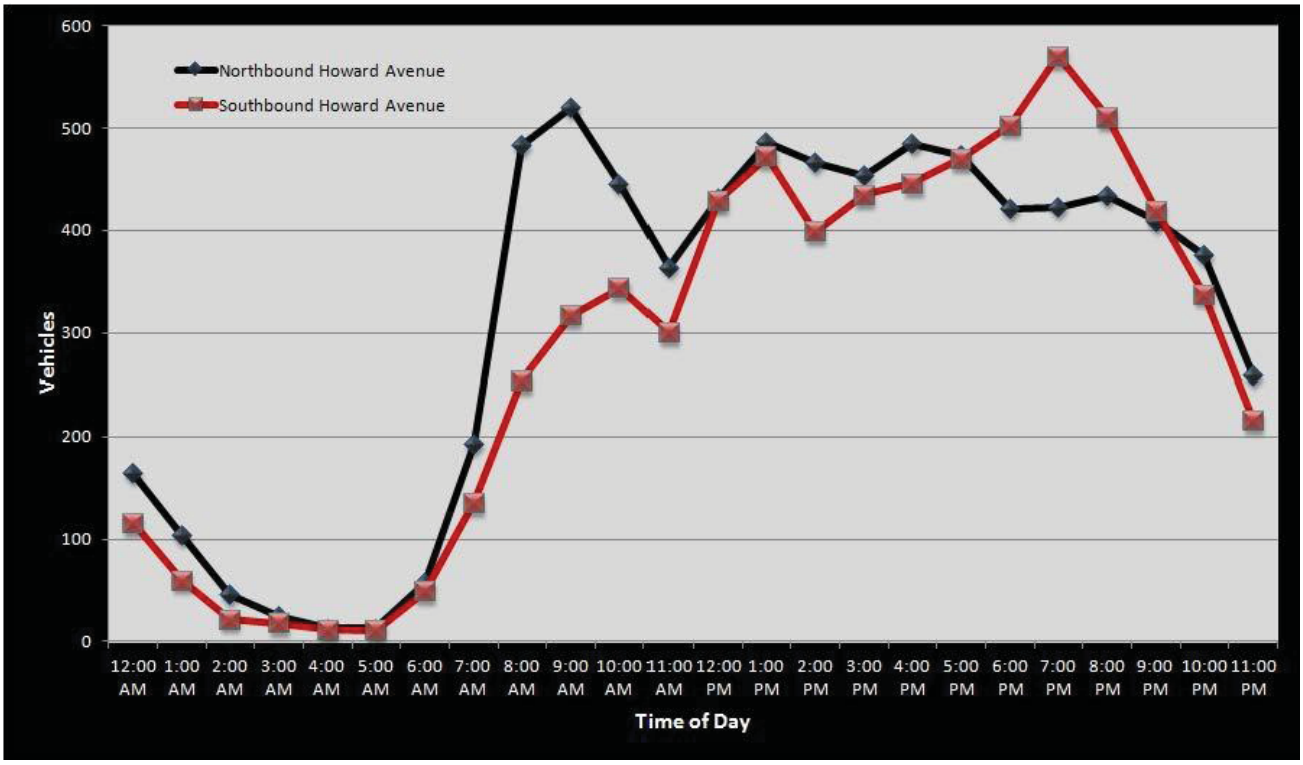


Figure 2-1: Hourly Traffic Patterns on South Howard Avenue (Thursday – Feb 12, 2015)

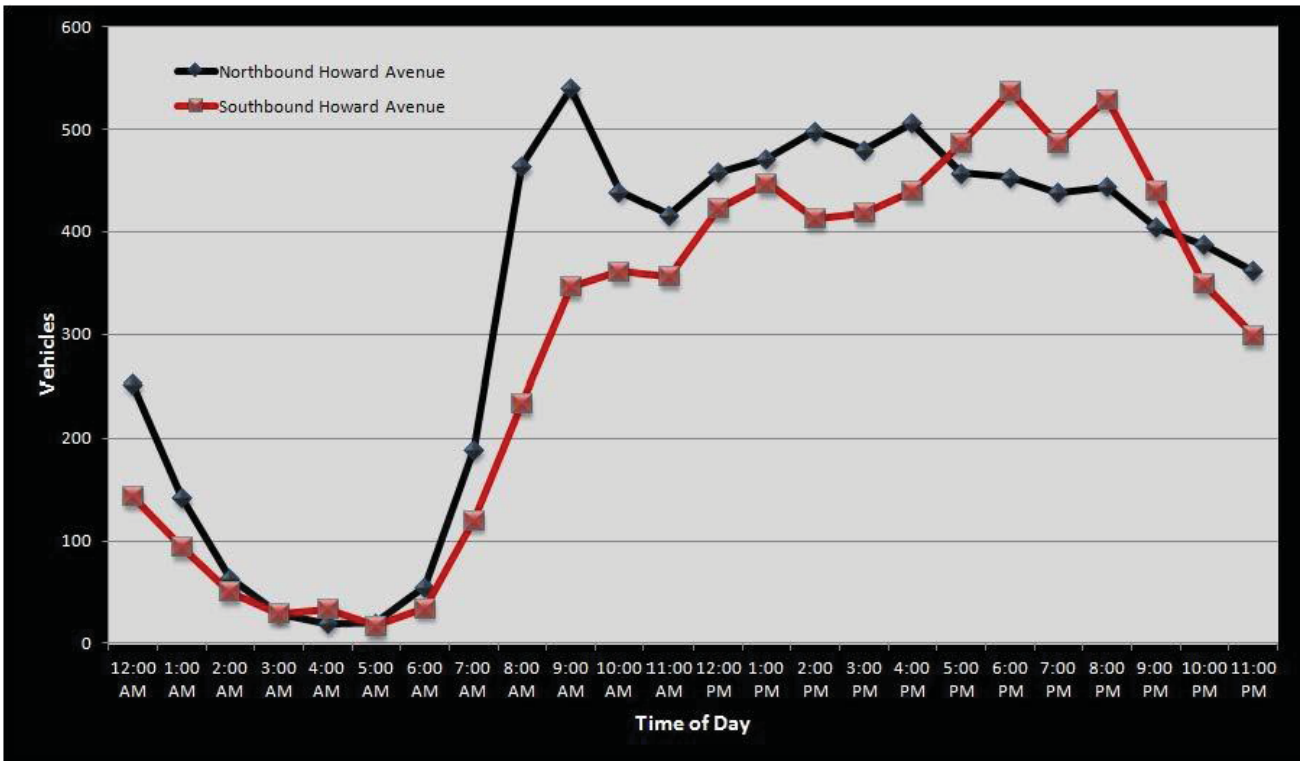


Figure 2-2: Hourly Traffic Patterns on South Howard Avenue (Friday – Feb 13, 2015)

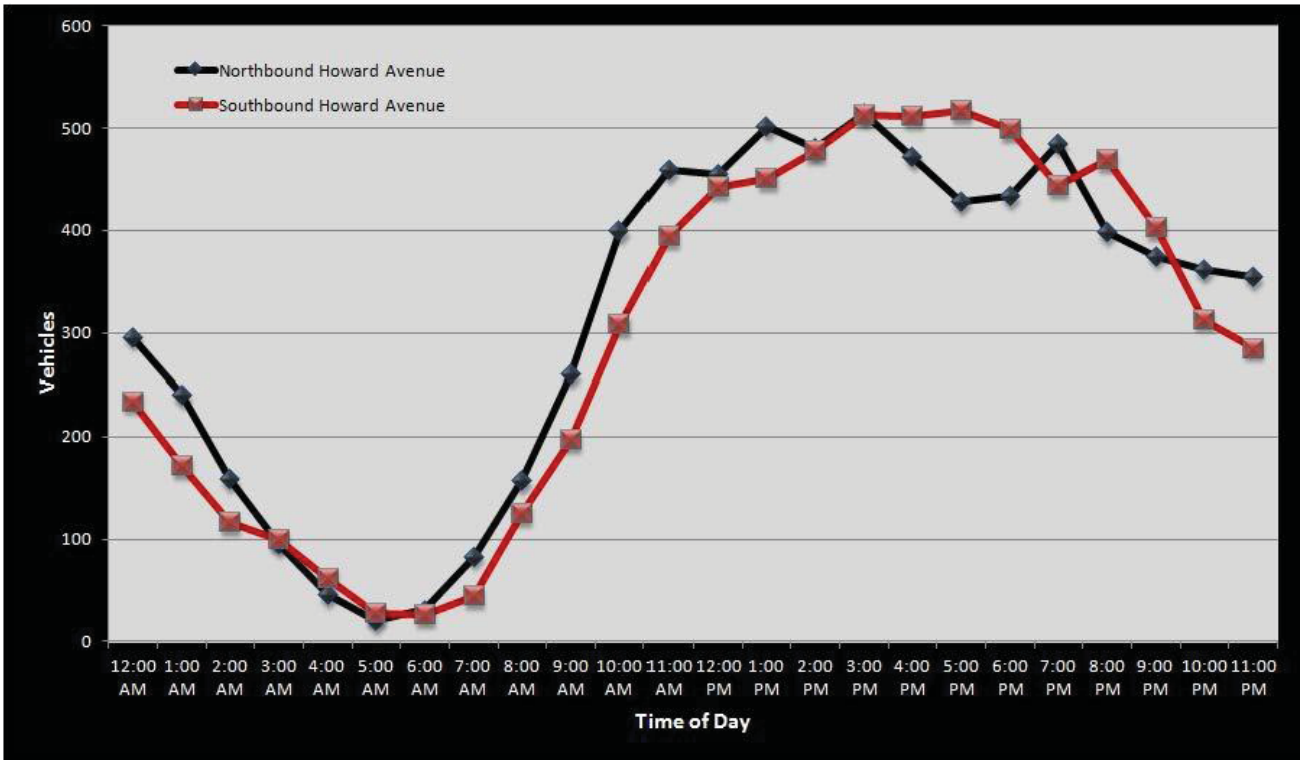


Figure 2-3: Hourly Traffic Patterns on South Howard Avenue (Saturday – Feb 14, 2015)

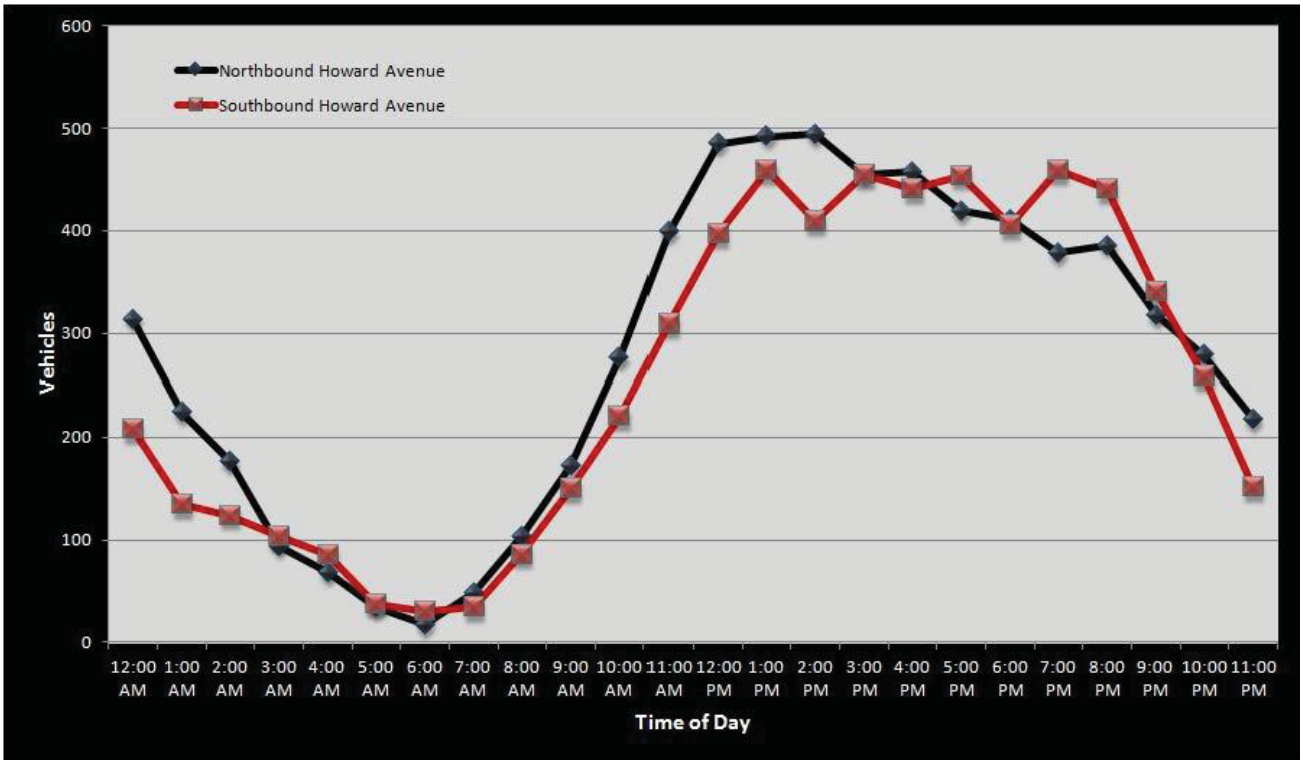


Figure 2-4: Hourly Traffic Patterns on South Howard Avenue (Sunday – Feb 15, 2015)

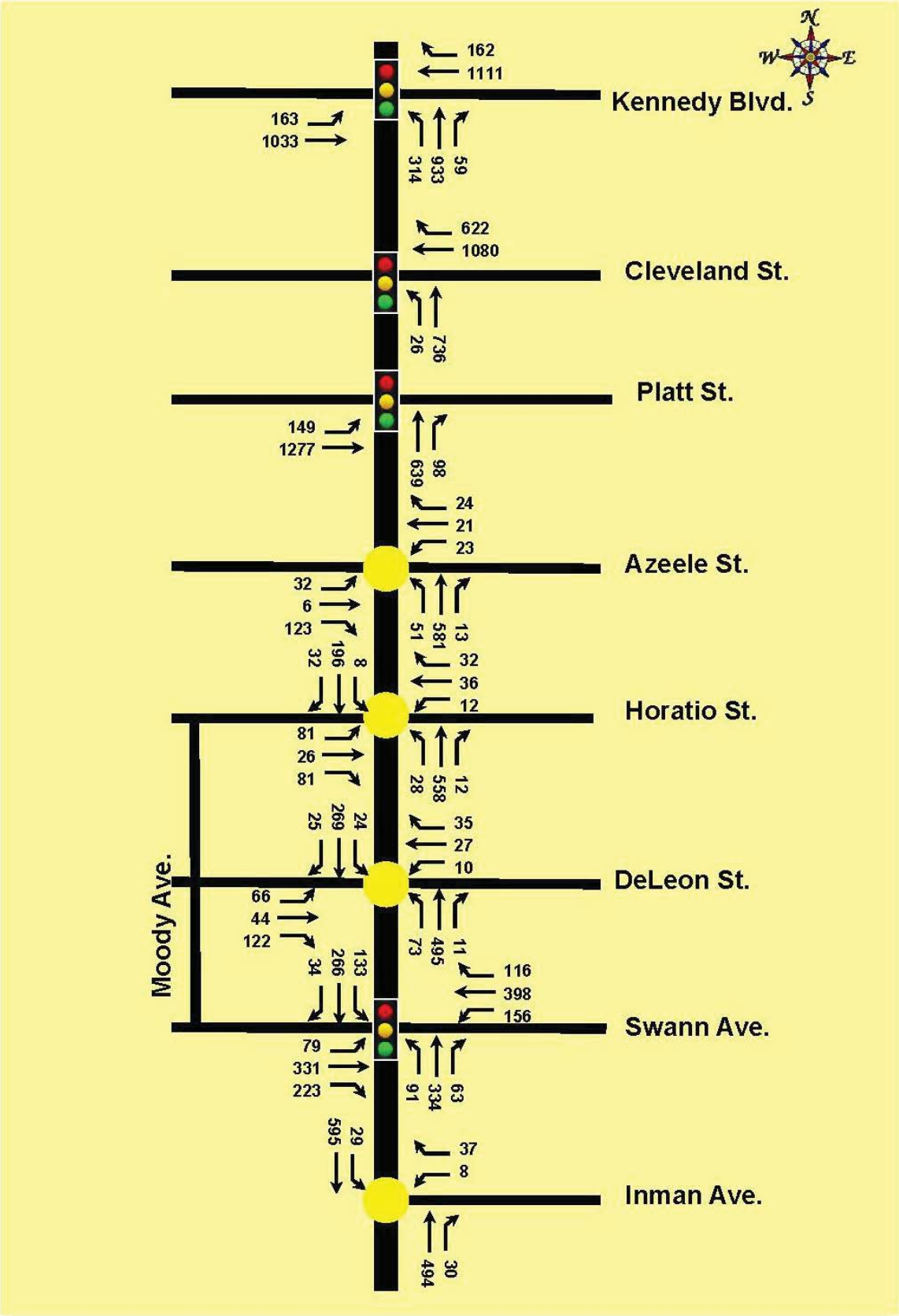


Figure 2-5: PM Peak Hour Traffic (North Segment)

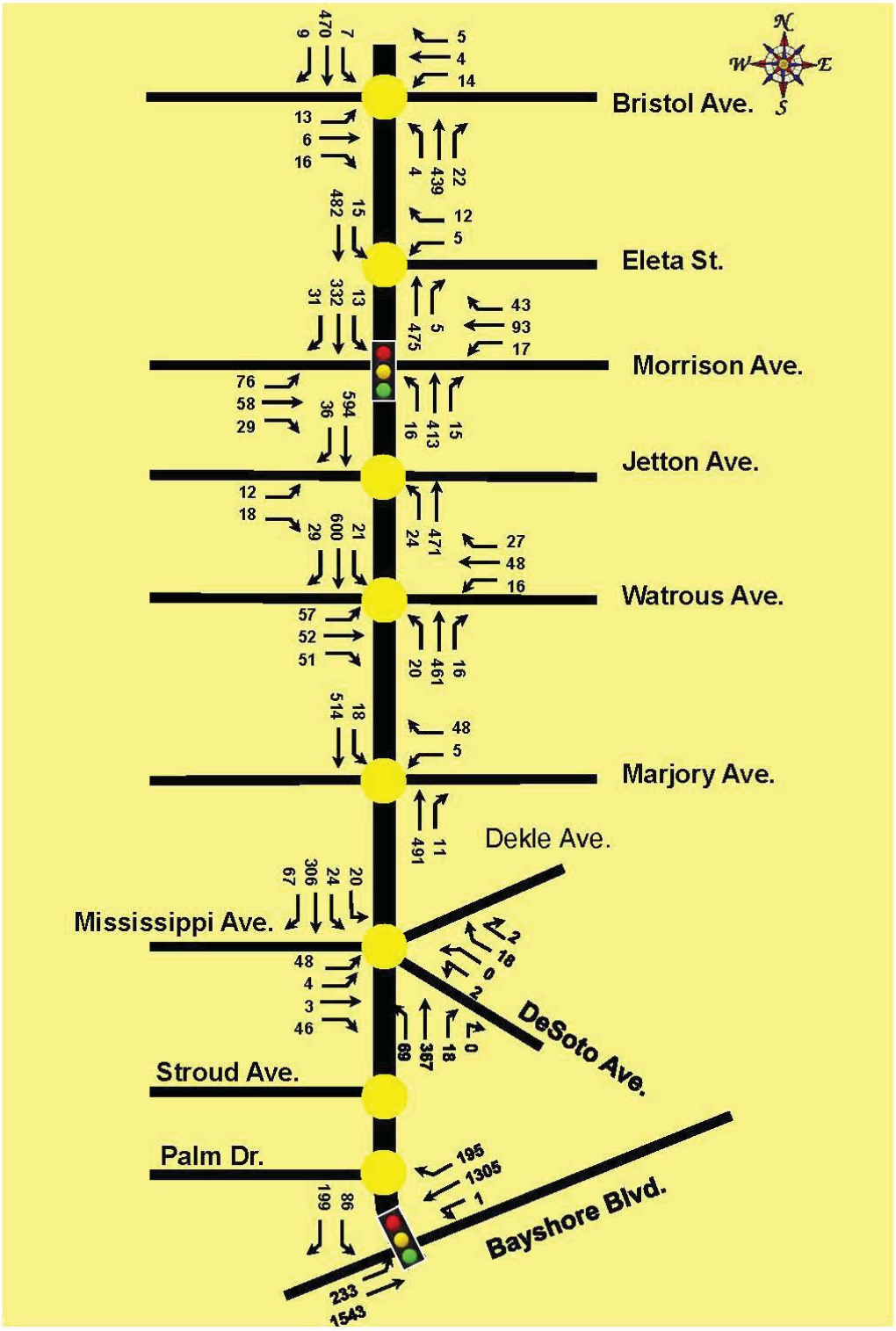


Figure 2-6: PM Peak Hour Traffic (South Segment)

Table 2-1: South Howard Avenue Traffic Volumes

Location	Date	Day	Daily Volume	Peak Hour		
				Mid-Day	PM Peak	Evening
Platt St to Azeele St	2/12/15	Thurs	9852	643	656	580
(One-Way)	2/13/15	Fri	10772	687	668	546
	2/14/15	Sat	10424	643	581	562
	2/15/15	Sun	9228	607	575	503
		AADT	**10000**			
Swann Ave to Morrison Ave	2/12/15	Thurs	14391	958	943	992
(Two-Way)	2/13/15	Fri	15069	918	943	973
	2/14/15	Sat	14632	1027	983	945
	2/15/15	Sun	12915	951	916	873
		AADT	**14130**			
Morrison Ave to Jetton Ave	2/12/15	Thurs	13568	859	942	965
(Two-Way)	2/13/15	Fri	14425	911	1009	950
	2/14/15	Sat	13491	940	901	906
	2/15/15	Sun	11797	883	822	807
		AADT	**13255**			

Note: Daily traffic counts were not conducted on the segments of South Howard Avenue north of Platt Street or south of Jetton Avenue

Intersection Operations

Observations of existing traffic conditions were made at the key intersections along the corridor to identify current operating conditions and problem areas. The intersections with the highest traffic volumes representing the capacity restraints to traffic flow are the intersections controlled by traffic signals. Capacity analyses for evening peak hour traffic volumes were prepared for the signalized intersections to determine current levels of service. These conditions, which are listed in Table 2-2, indicate congestion occurs more frequently at Kennedy Boulevard and Swann Avenue. At the Platt Street intersection, timing plans have been adjusted to account for the recent reconfiguration of the street to accommodate on-street parking and a buffered bike lane. Monitoring of traffic operations will be needed as traffic conditions continue to stabilize. In addition, operational problems were noted at three non-signalized intersections, Dekle Avenue, DeLeon Street and Horatio Street. These intersections are discussed on the following pages.

Table 2-2: South Howard Avenue PM Peak Hour Levels of Service at Signalized Intersections

Intersection	Howard Avenue Volume	Total Volume	V/C Ratio	Level of Service
Kennedy Boulevard	1306	3775	0.81	C
Cleveland Street	762	2464	0.68	C
Platt Street	734	2160	0.69	C
Swann Avenue	921	2224	0.82	C
Morrison Avenue	820	1136	0.57	B
Bayshore Boulevard	285	3561	0.76	C

Swann Avenue – This intersection is important to traffic conditions along South Howard Avenue and is the constraint to traffic flow in the corridor. The intersection approaches have been widened to accommodate separate left turn lanes and traffic signal phases have been provided for major left turn movements. However, the combination of high PM peak hour traffic volumes and pedestrian crossings result in long vehicle queues on northbound South Howard Street and both directions on Swann Avenue. A westbound right turn lane on Swann Avenue would dramatically improve intersection capacity. However, given the available right-of-ways on both streets, it is not possible to provide additional traffic lanes to increase intersection capacity. The best opportunity to improve traffic conditions at this intersection is with adjustments to traffic signal timings that closely reflect actual traffic volumes and patterns throughout the day and evenings on weekdays and weekends. The upgraded traffic signal system currently being installed by the City will provide flexibility in signal timing and adapt more quickly to changing traffic volumes and patterns.

DeLeon Street and Horatio Street – These two intersections are located in the two-way segment of South Howard Avenue, north of Swann Avenue and South of Azeele Street. They are not signalized, but are currently carrying high peak hour traffic volumes that are higher than volumes at the Morrison Avenue intersection which is signalized. Some of the eastbound traffic volumes on both of these streets are the result of cut-through traffic avoiding congestion at the Swann Avenue signalized intersection. Our observations identified high left turn volumes from eastbound Swann Avenue to northbound Moody Avenue which connects to both DeLeon Street and Horatio Street. The eastbound traffic volumes using these streets could probably be reduced if the Swann Avenue intersection operated more efficiently. Currently The DeLeon Street intersection has a PM peak hour volume to capacity ratio of 0.74 while the Horatio Street intersection has a ratio of 0.66. Both of these intersections warrant further investigation.

Dekle Avenue / Mississippi Avenue / DeSoto Avenue – This intersection is being considered for significant changes because of problems related to its unusual geometry (with five legs), wrong-way traffic movements occurring on Dekle Avenue and truck deliveries. The sidewalks are discontinuous on the east side of South Howard Avenue, north of Dekle Avenue and on the north side of Dekle Avenue, east of South Howard Avenue. Perpendicular parking for the restaurant in the corner blocks pedestrian paths along both streets.

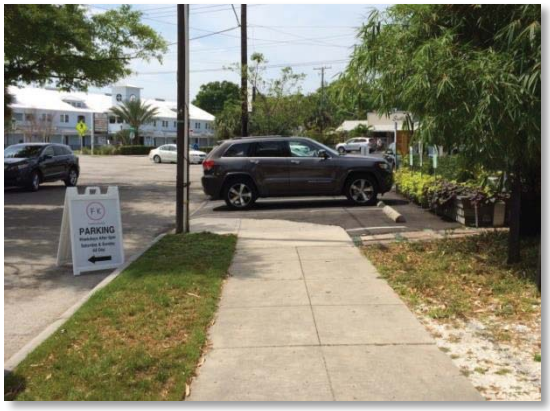


Figure 2-7
Looking West on Dekle at Parking Blocking Sidewalk

Figure 2-8
Looking South on Howard at Parking Blocking Sidewalk

Figure 2-9
Looking North on Howard at Wide Open Intersection

Figure 2-10
Looking North on Howard at Truck Parked in Intersection

Dekle Avenue is operated as a one-way eastbound street to reduce conflicting traffic movements at the South Howard Avenue intersection. However, observations indicate that many drivers who park on Dekle Avenue travel westbound to access South Howard Avenue. Also, truck deliveries frequently take place with trucks blocking traffic lanes. No sidewalks are provided in the northeast corner on both Dekle Avenue and South Howard Avenue. Pedestrians and bicyclists use the street s because their paths are blocked by perpendicular parked cars. Improvement plans to address these issues have been prepared by Lighthouse Engineering and are currently being evaluated. These plans consider realignment of DeSoto Avenue and relocation of parking to achieve sidewalk continuity.

Sidewalks

The width and condition of sidewalks along both sides of South Howard Avenue vary significantly throughout the corridor. In most cases the sidewalks are restricted in width due to available public right-of-way. However, in some blocks (e.g. south of Swann Avenue) the sidewalks have been upgraded as a result of recent development and have been widened to as much as 14 feet with landscaping provided. By contrast, a 3-foot sidewalk is provided on the west side of Howard Avenue in the block north of W. Azeele Street. At MacDinton's Pub and Fresh Kitchen, vehicle pick-up/drop-off and parking activities effectively eliminate sidewalk use by pedestrians.

Figure 2-11
Looking North from Azeele Street

Figure 2-12
Looking South towards Inman Ave

Figure 2-13
Looking North towards Eleta St

Table 2-3 lists the range of sidewalk widths that were measured throughout the corridor. These measurements reflect total sidewalk width and do not include reductions for utility poles within the sidewalks.

Table 2-3: South Howard Avenue – Range of Sidewalk and Right-of-Way Widths

Location	Sidewalks on West Side of South Howard	Sidewalks on East Side of South Howard	South Howard Ave Right of-Way
Kennedy Blvd to Cleveland St	**6 ft – 9 ft**	**6 ft – 7 ft**	**60 ft**
Cleveland St to Platt St	**5 ft – 6 ft**	**5 ft – 6 ft**	**60 ft**
Platt St to Azeele St*	**3 ft – 6 ft**	**5 ft – 6 ft**	**60 ft**
Azeele St to Horatio St**	**0 ft – 6 ft**	**5 ft – 6 ft**	**60 ft**
Horatio St to Swann Ave	**5 ft – 6 ft**	**5 ft – 6 ft**	**60 ft - 65 ft**
Swann Ave to Bristol Ave***	**4 ft – 9 ft**	**4 ft – 14 ft**	**42 ft - 60 ft**
Bristol Ave to Morrison Ave	**4 ft – 7 ft**	**5 ft – 6 ft**	**40 ft – 42 ft**
Morrison Ave to Watrous Ave	**5 ft – 6 ft**	**4 ft – 7 ft**	**46 ft - 65 ft**
Watrous Ave to Mississippi Ave****	**5 ft – 6 ft**	**0 ft – 11 ft**	**60 ft – 65 ft**
Mississippi Ave to Palm Dr	**4 ft – 6 ft**	**5 ft – 6 ft**	**58 ft - 60 ft**
Palm Dr to Bayshore Blvd	**5 ft – 6 ft**	**5 ft – 6 ft**	**60 ft**

* A 3-foot sidewalk is provided adjacent to Cheap Restaurant

** No sidewalk is provided adjacent to MacDinton's Pub because of a pick-up / drop-off area

*** A 14-foot sidewalk is provided adjacent to the new Post SoHo Square mixed-use development

**** An 11-foot sidewalk is provided adjacent to Bern's Steakhouse

**** No sidewalk is provided adjacent to Fresh Kitchen restaurant because of perpendicular parking

The condition of sidewalks also varies considerably along the corridor with the new sidewalks south of Swann Avenue representing the best conditions and the deteriorated sidewalks near Azeele Street representing conditions that need to be improved. City of Tampa staff previously completed a Roadway Safety Audit for the corridor, which included identifying damaged and substandard sidewalks and needed upgrades to satisfy current ADA standards. They determined that very few sidewalk locations along South Howard Avenue are ADA compliant in terms of curb ramps with detectable warning surfaces. These conditions are illustrated by various pictures contained in Appendix A.

Pedestrian / Bicycle Activity

Peak pedestrian activity on South Howard Avenue is very high, particularly in the vicinity of the restaurants and bars during evening periods when patrons walk to, from and between establishments. Pedestrians use the sidewalks where possible, but frequently spill into South Howard Avenue because of the narrow sidewalk widths. Also, pedestrians cross South Howard Avenue at many different locations, including mid-block. Frequent conflicts between pedestrians and vehicles were observed, but most cars are moving slowly and drivers seem to be aware of and stop for pedestrian crossings. The recent crash history shows only one crash involving a pedestrian has occurred on South Howard Avenue in the past three years. Of course even one pedestrian crash is one too many, but this crash experience is not significant. Two other pedestrian crashes occurred on West Kennedy Boulevard near South Howard Avenue.

Figure 2-14
Looking South from Marjory Avenue

Figure 2-15
Looking South towards Horatio Street

Observations also identified a significant number of runners using South Howard Avenue as part of their route to and from Bayshore Boulevard. This is particularly true in the south segment between Morrison Avenue and Bayshore Boulevard. On many segments, these runners use the street rather than sidewalks, possibly because of the narrow sidewalk widths and uneven condition of the sidewalk surface. Bicycles were also observed on South Howard Avenue with as many bicyclists using the sidewalks as they do the street. Our traffic counts indicate bicycle activity is relatively minor. This could be a result of the street width, lack of bicycle lanes, width and condition of sidewalks and pedestrian interference. Pedestrian and bicycle volumes are listed in Tables 2-4, 2-5 & 2-6. Bicycle counts during these same time periods indicated fewer than five bicycles per hour traveled in each direction on South Howard Avenue.

An unusual characteristic of South Howard Avenue is that pedestrian volumes peak during late evening hours, particularly on weekends, reflecting the busy times for restaurants and bars in the entertainment district. Of special note are the high numbers of pedestrians crossing South Howard Avenue at two of the non-signalized intersections during late evening hours – Azeele Street (178) and Marjory Avenue (81). Both of these intersections have existing crosswalks with warning signs and flashers. During this same one hour, pedestrians walking along South Howard Avenue and crossing the side streets increase to 518 near Azeele Street, 373 near Horatio Street and 260 near DeLeon Street. These pedestrian volumes are very high, particularly for the width and condition of sidewalks provided in this area. The current FDOT criteria for installing a special emphasis crosswalk requires a minimum of 15 pedestrian crossings per hour (any four consecutive 15 minute periods).

Very few sidewalk locations along South Howard Avenue are ADA compliant in terms of curb ramps with detectable warning surfaces. The entire corridor should be upgraded to satisfy accessibility requirements.

Table 2-4: South Howard Avenue Pedestrian Crossing Volumes (Azeele St. to Swann Ave.)

Intersection	Day	Time Period	Crossing South Howard Ave	Crossing Side Street
Azeele Street*	Thurs	PM Peak 1 Hr	15	21
		Late Evening 1 Hr	40	137
		6 Hours (5P-11P)	106	307
	Fri	PM Peak 1 Hr	20	31
		Late Evening 1 Hr	**178**	**518**
		6 Hours (5P-11P)	453	1342
	Sat	PM Peak 1 Hr	44	91
		Late Evening 1 Hr	128	410
		6 Hours (5P-11P)	365	1129
Horatio Street*	Thurs	PM Peak 1 Hr	4	25
		Late Evening 1 Hr	46	186
		6 Hours (5P-11P)	129	393
	Fri	PM Peak 1 Hr	22	72
		Late Evening 1 Hr	**48**	**373**
		6 Hours (5P-11P)	249	1039
DeLeon Street*	Thurs	PM Peak 1 Hr	1	15
		Late Evening 1 Hr	5	46
		6 Hours (5P-11P)	45	176
	Fri	PM Peak 1 Hr	24	86
		Late Evening 1 Hr	31	198
		6 Hours (5P-11P)	117	651
	Sat	PM Peak 1 Hr	27	85
		Late Evening 1 Hr	**20**	**260**
		6 Hours (5P-11P)	124	819
Swann Avenue*	Fri	PM Peak 1 Hr	24	61

*** Indicates locations satisfying FDOT criteria for installation of special emphasis crosswalks**

Table 2-5: South Howard Avenue Pedestrian Crossing Volumes (Swann Ave. to Morrison Ave.)

Intersection	Day	Time Period	Crossing South Howard Ave	Crossing Side Street
Inman Avenue*	Thurs	PM Peak 1 Hr	14	21
(East Leg Only)		Late Evening 1 Hr	7	20
		6 Hours (5P-11P)	110	103
	Fri	PM Peak 1 Hr	30	48
		Late Evening 1 Hr	**21**	**62**
		6 Hours (5P-11P)	161	263
	Sat	PM Peak 1 Hr	24	30
		Late Evening 1 Hr	24	55
		6 Hours (5P-11P)	111	324
Bristol Avenue	Thurs	PM Peak 1 Hr	6	84
		Late Evening 1 Hr	1	25
		6 Hours (5P-11P)	27	414
	Fri	PM Peak 1 Hr	9	89
		Late Evening 1 Hr	**6**	**140**
		6 Hours (5P-11P)	50	847
	Sat	PM Peak 1 Hr	8	120
		Late Evening 1 Hr	3	113
		6 Hours (5P-11P)	36	769
Eleta Street*	Thurs	PM Peak 1 Hr	59	36
(East Leg Only)		Late Evening 1 Hr	25	13
		6 Hours (5P-11P)	315	236
	Fri	PM Peak 1 Hr	44	44
		Late Evening 1 Hr	22	26
		6 Hours (5P-11P)	271	305
	Sat	PM Peak 1 Hr	**37**	**52**
		Late Evening 1 Hr	36	41
		6 Hours (5P-11P)	245	281
Morrison Avenue	Fri	PM Peak 1 Hr	6	3
		Late Evening 1 Hr	**5**	**6**
		6 Hours (3P-9P)	17	21

*** Indicates locations satisfying FDOT criteria for installation of special emphasis crosswalks**

Table 2-6: South Howard Avenue Pedestrian Crossing Volumes (Morrison Ave. to Mississippi Ave.)

Intersection	Day	Time Period	Crossing South Howard Ave	Crossing Side Street
Jetton Avenue	Thurs	PM Peak 1 Hr	0	19
(West Leg Only)		Late Evening 1 Hr	1	9
		6 Hours (5P-11P)	5	136
	Fri	PM Peak 1 Hr	0	24
		Late Evening 1 Hr	0	35
		6 Hours (5P-11P)	8	233
	Sat	PM Peak 1 Hr	**3**	**39**
		Late Evening 1 Hr	3	26
		6 Hours (5P-11P)	17	228
Watrous Avenue*	Thurs	PM Peak 1 Hr	12	38
	Fri	PM Peak 1 Hr	**24**	**77**
Marjory Avenue*	Thurs	PM Peak 1 Hr	51	41
(East Leg Only)		Late Evening 1 Hr	36	52
		6 Hours (3P-9P)	267	253
	Fri	PM Peak 1 Hr	35	47
		Late Evening 1 Hr	81	71
		6 Hours (3P-9P)	317	282
	Sat	PM Peak 1 Hr	25	36
		Late Evening 1 Hr	**58**	**67**
		6 Hours (3P-9P)	379	332
Mississippi Ave	Tues	Afternoon 1 Hr	14	26
		PM Peak 1 Hr	**11**	**29**
		7 Hours (11A-6P)	66	108
Bayshore Blvd	Wed	AM Peak 1 Hr	10	23
		PM Peak 1 Hr	13	22
		8 Hours (7A – 6P)	44	144

*** Indicates locations satisfying FDOT criteria for installation of special emphasis crosswalks**

Pavement Markings

Figure 2-16
Looking North at Swann Avenue

Figure 2-17
Looking West on Azeele Street

South Howard Avenue has pavement markings delineating traffic lanes, on-street parking, lane channelization, cross-walks and stop bars where needed. In addition, striping for bicycle lanes has been provided on Azeele Street, Platt Street and Cleveland Street. For the most part pavement markings are in reasonably good condition and are visible to motorists and pedestrians. The condition of existing pavement markings across South Howard Avenue are identified for the following locations:

Table 2-7: South Howard Avenue – Pavement Markings Conditions

Location	South Howard Avenue	Cross Street
Kennedy Blvd Intersection	Good	Good
Cleveland St Intersection	Showing Deterioration	Under Construction
Platt St Intersection	Good	New
Azeele St Intersection	Good	New
Swann Ave Intersection	Good	Good
Morrison Ave Intersection	Good	Good
Mississippi Ave Intersection	Showing Deterioration	Deteriorated – Needs Attention
Bayshore Blvd Intersection	Showing Deterioration	New

No crosswalks are provided in the major pedestrian activity area between Swann Avenue and Morrison Avenue, which includes the intersections at Inman Avenue, Eleta Street and Bristol Avenue. Pedestrian counts show volumes crossing South Howard Avenue in this segment are as high as 59 pedestrians per hour near Inman Avenue.

Pavement Conditions

Pavement conditions along South Howard Avenue vary with some sections looking relatively new and others showing significant deterioration. The major pavement problem seems to be at the intersections with cross streets where the pavement surface has worn extensively causing problems for vehicles and pedestrians. Potholes have formed in several segments. A general summary of existing pavement conditions is listed in Table 2-8.

Figure 2-18:
Looking at Horatio Avenue Intersection

Figure 2-19
Looking at Northbound Lanes near Marjory Avenue

Table 2-8: South Howard Avenue – Pavement Conditions

Location	South Howard Avenue	Cross Streets
Kennedy Blvd to Cleveland St	Showing Deterioration	Deteriorated – Under Construction
Cleveland St to Platt St	Showing Deterioration	Very Good – Recently Constructed
Platt St to Azeele St	Generally Good	Showing Deterioration
Azeele St to Horatio St	Showing Deterioration	Showing Deterioration
Horatio St to Swann Ave	Generally Good	Showing Deterioration
Swann Ave to Bristol Ave	Generally Good	Deteriorated – Needs Attention
Bristol Ave to Watrous Ave	Generally Good	Deteriorated – Needs Attention
Watrous Ave to Mississippi Ave	Generally Good	Deteriorated – Needs Attention
Mississippi Ave to Palm Dr	Generally Good	Deteriorated – Needs Attention
Palm Dr to Bayshore Blvd	Generally Good	Generally Good

Drainage

Drainage is a major problem on South Howard Avenue, particularly in the vicinity of Bristol Avenue, extending from Morrison Avenue to Inman Avenue and at many cross street intersections. These conditions which are illustrated by various pictures contained in Appendix B impact both traffic and pedestrian conditions during periods of inclement weather. Flood relief projects are planned for Parkland Estates and for the segment of South Howard Avenue from Morrison Avenue to Swann Avenue. These are intended to convey water runoff and relieve the current ponding.

Figure 2-20
Looking South towards Inman Avenue

Figure 2-21
Looking South towards DeLeon Street

Street Lighting

Street lighting along South Howard Avenue is provided by a combination of three different types of lights, post top ornamental lights, drop lens cobra head lights mounted on utility poles and newer LED cobra head lights mounted on utility poles. As a result lighting levels vary from block to block and intersection to intersection. The crash history information does not indicate that lighting levels are contributing to a higher number of night time collisions. However, more even and consistent lighting is important to the security and safety of pedestrians and bicyclists using South Howard Avenue.

Figure 2-22
Post Top Ornamental Lights

Figure 2-23
Cobra Head Lights

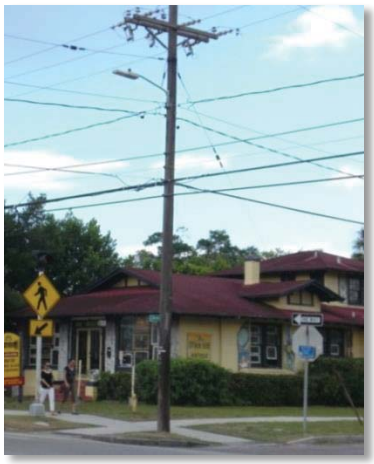


Figure 2-24
Newer LED Lights

Crash History

Crash records were obtained and reviewed for a three-year period extending from 2012 through 2014. During this period a total of 94 crashes were recorded on South Howard Avenue and an additional 36 crashes were recorded in the vicinity of South Howard Avenue on cross streets within the study area. Of these crashes three involved pedestrians, while seven crashes involved bicyclists during this same period. Summaries of the three-year crash history are provided in Tables 2-9, 2-10, 2-11 and 2-12 showing by year crash severity, time period, and type of crash. Key crash information is summarized below:

- Comparing time periods shows that 46% of crashes occur during evening hours (6:00 PM – 6:00 AM), which is approximately the same as the % of traffic volumes that are traveling on South Howard Avenue during these hours. So, the pattern of crashes is generally proportional to traffic volumes.
- The highest crash location in the corridor is at Cleveland Street which had 24 crashes, with 17 of those being right angle crashes involving red light running. This is a major safety problem that needs to be investigated for signal visibility and signal timings.
- The highest number of crashes at a non-signalized intersection occurred at DeLeon Street with 10 crashes. The primary crash pattern at this intersection is right angle collisions, representing 70% of the crashes. In addition, two crashes involving bicycles were recorded at this location. DeLeon Street is carrying higher traffic volumes than expected, indicating possible cut-through traffic to avoid congestion.
- The other non-signalized intersection of concern is Horatio Street with 9 crashes. Similarly, the primary crash pattern involves right angle collisions, representing 55% of the crashes. Horatio Street is also carrying higher traffic volumes than expected, indicating possible cut-through traffic to avoid congestion.
- The three fixed object crashes at Palm Drive were all similar, involving southbound vehicles that failed to negotiate the slight curve on South Howard Avenue and ended up hitting objects (e.g. poles, signs and landscaping on the west side of the street south of Palm Drive. Vehicle speeds could be the issue on this street section.
- A high percentage of crash reports identified the use of alcohol as a contributing factor to the crashes. Also, many of the crashes involved “hit and run” drivers who left the scene of the accident before the arrival of police.

Table 2-9:
South Howard Avenue Crash History by Year, Severity and Time of Day (2012 – 2014)

Year	Total	On Howard Avenue	Injury	Non Injury	6A 6P Daytime	6P 6A Night-time
2012	50	32	17	33	25	25
2013	34	23	10	24	15	19
2014	46	39	9	37	30	16
Total	130	94	36	94	70	60

Table 2-10:
South Howard Avenue Crash History by Location, Severity and Time of Day (2012 – 2014)

Location	Total	On Howard Avenue	Injury	Non Injury	6A 6P Daytime	6P 6A Night-time
Kennedy Blvd	17	7	9	8	6	11
Cleveland St	24	21	5	19	17	7
Platt St	14	10	6	8	9	5
Azeele St	6	6	1	5	2	4
Horatio St	9	8	2	7	5	4
DeLeon St	10	9	4	6	5	5
Swann Ave	10	4	0	10	7	3
Eleta St	3	3	0	3	1	2
Morrison Ave	10	8	0	10	5	5
Watrous Ave	4	2	0	4	3	1
Palm Dr	5	5	3	2	2	3
Bayshore Blvd	9	4	5	4	3	6
Other	9	7	1	8	5	4
Total	130	94	36	94	70	60

Table 2-11:
South Howard Avenue Crash History by Year and Type of Crash (2012 – 2014)

Year	Total	Ped	Bike	Right Angle	Rear End	Side-Swipe	Fixed Object	Left Turn	Other
2012	50	2	4	16	17	3	3	3	2
2013	34	0	0	15	6	5	5	0	3
2014	46	1	2	24	10	5	2	2	0
Total	130	3	6	55	33	13	10	5	5

Table 2-12:
South Howard Avenue Crash History by Location and Type of Crash (2012 – 2014)

Location	Total	Ped	Bike	Right Angle	Rear End	Side-Swipe	Fixed Object	Left Turn	Other
Kennedy Blvd	17	2	2	4	6	1		2	
Cleveland St	24			17	5	1			1
Platt St	14			8	2	3	1		
Azeele St	6			3	3				
Horatio St	9			5	4				
DeLeon St	10		2	7	1				
Swann Ave	10			3	3	2	1		1
Eleta St	3	1			1	1			
Morrison Ave	10			3	3		2	2	
Watrous Ave	4			2		1			1
Palm Dr	5		1		1		3		
Bayshore Blvd	9			3	2	2		1	1
Other	9		1*		2	2	3		1
Total	130	3	6	55	33	13	10	5	5

*This crash involving a bicycle occurred at the intersection with Stroud Avenue

3. PRIORITY SHORT RANGE ACTION PLAN

This review of transportation conditions on South Howard Avenue was conducted to develop a recommended action plan to prioritize the expenditure of available transportation funds in the corridor. The short range action plan presented in this section of the report describes the recommended priority actions to be accomplished first, subject to the availability of funds. The more extensive actions that require more time and additional funding to accomplish were identified as long range needs and are described in the next section of this report.

Parking – The success and attractiveness of the "SoHo" area has resulted in greater parking demands that now exceed the number of available parking spaces provided by commercial development along South Howard Avenue. These parking space shortages have produced unnecessary traffic circulation on South Howard Avenue and through adjacent neighborhoods by customers and employees searching for parking spaces. The intrusion of commercial traffic and parking occurring on residential streets was the number one priority problem identified by stakeholders at our workshop. Even though parking conditions were not within the scope of this study, it is appropriate to address this concern in the short-range action plan.

The parking shortage on South Howard Avenue is well known, but the extent of the parking shortage has not been quantified. Action steps for addressing this issue include identifying the current short-fall in needed parking spaces, implementing parking standards for redevelopment activities and evaluating options for reducing parking demands and increasing available parking spaces. A parking needs study should be conducted to quantify the current parking shortage in the study area. The parking study should include an inventory of existing off-street and on-street parking spaces with an evaluation of expected parking space needs based upon current land-uses and appropriate parking ratios. This study should employ shared parking methodology that recognizes the parking characteristics of mixed-use development areas with multi-purpose trips, offsets in peak parking needs and use of alternative transportation modes such as walking, shuttle service, Taxi/Uber/Lyft and transit. The study should also review locations near and remote from the corridor that represent opportunities to provide new parking spaces or make available existing private parking spaces. To be convenient, these parking locations may require some type of shuttle service along South Howard Avenue, similar was is currently proposed. Its success and utilization will indicate the acceptability of remote parking options.

Sidewalks / Pedestrian Safety – Pedestrian safety is the most critical problem identified in our evaluation of existing transportation conditions. Significant improvements are needed regarding the condition, width and continuity of sidewalks and the provision of safe pedestrian crossings. City of Tampa staff previously completed a Roadway Safety Audit for the corridor, which included identifying damaged and substandard sidewalks and needed upgrades to satisfy current ADA standards. They determined that very few sidewalk locations along South Howard Avenue are ADA compliant in terms of curb ramps with detectable warning surfaces. The entire corridor should be upgraded to satisfy accessibility requirements.

The provision of safe pedestrian crossings involves locating and installing crosswalks using current design standards, traffic control methods and street lighting. Pedestrian crossings at locations without traffic signal control should consider Rectangular Rapid Flashing Beacons (RRFB) actuated by pedestrian push buttons. The picture below shows an example of a pedestrian crossing with proper signs, pavement markings and traffic control (RRFB). A similar design could be used for pedestrian crossings on South Howard Avenue, except a raised center median could be provided for a pedestrian refuge area where the “Yield to Pedestrians” signs are located.

Figure 3-1: Example of Pedestrian Crosswalk with RRFB control

The first priority should be to upgrade the existing pedestrian crossings at Azeele Street and Marjory Avenue with this new design and RRFB control. In determining other locations where new pedestrian crosswalks should be provided along South Howard Avenue, it is necessary to consider not only existing pedestrian activity, but also proximity to intersections with traffic signal control, separate left turn lanes and/or bus stops. As described in the following section regarding pavement utilization, the existing pavement width of approximately 30 feet provides some flexibility for accommodating new traffic control features, as long as they are well-spaced along the corridor and designed as a system. In general, new pedestrian crosswalks at non-signalized locations should have a 8-foot wide center refuge median area for pedestrians that allows crossing one direction of traffic at a time. The reduction of through lane widths from 15 feet to 11 feet at these crossings will also assist with traffic calming by reducing vehicle speeds. The specific locations that warrant these new crosswalks should be determined as part of the system design which includes other new on-street traffic concepts, as discussed in the next section.

Pavement Utilization – The existing pavement width of approximately 30 feet on South Howard Avenue offers opportunities to accomplish traffic calming while responding to the stakeholder requests for left turn lanes at busy intersections, safe pedestrian crossings at non-signalized intersections and on-street pick-up / drop-off locations for bus and shuttle service. However, the street width does not accommodate all of these features at the same locations or in close-by areas. These features need to be carefully arranged to provide one continuous traffic lane (10 feet to 12 feet wide) in each direction that is not blocked by left turning traffic at busy intersections or by stopped vehicles picking-up and dropping-off passengers at shuttle bus stops and/or taxi stands. The reduction in lane widths from 15 feet to approximately 11 feet and varying the location of the centerline feet will help reduce speeds for traffic calming, provide a center pedestrian refuge area for crosswalks at non-signalized locations and be more compatible for bicycle use.

The sketches on pages 30, 31 and 32 were prepared to illustrate alternative pavement utilization concepts by showing alternative ways the existing 30–foot pavement can be utilized to include:

A. **Separate left turn lanes at busy intersections**
B. **Center median pedestrian refuge areas at crosswalks**
C. **Bus stops or taxi stands**
D. **On-street parking on one-side of the street**

The separate left turn lanes are shown to be 9 feet wide, resulting in through traffic lanes at approximately 10.5 feet. At the pedestrian crosswalks the center median refuge for pedestrians is shown at 8 feet wide resulting in through traffic lanes at approximately 11 feet wide. At the shuttle/bus stops and taxi stands the pick-up/drop-off area is shown at 8 feet wide resulting in through traffic lanes at approximately 11 feet wide. If pockets of additional on-street parking were created, they would also require 8 feet of width, leaving 11 feet for both through traffic lanes.

The careful design and inclusion of some or all of the elements would result in a varying centerline location that shifts through traffic lanes and produces a curvilinear driving experience in contrast to the existing straight lanes. As previously mentioned the combination of narrower lane widths and varying centerline location will help reduce speeds for a better pedestrian and bicycle environment. More detailed studies are needed for each segment of South Howard Avenue to select the best locations for each of these features. The plan shown on Figure 3-7 is conceptual and not intended to reflect specific recommendations for the addition of these features.

Drainage – The drainage problems noted along the corridor in the vicinity of Bristol Avenue and at several intersection corners are being addressed by improvement projects to upgrade drainage conditions in those areas. Two flood relief projects are planned for Parkland Estates and the segment of South Howard Avenue from Morrison Avenue to Swann Avenue to convey water runoff and relieve the current ponding.

Street Lighting – An informal survey of lighting conditions indicate that lighting levels are uneven and generally inconsistent with high pedestrian activity. New LED street lights should be installed in the deficient segments and where new pedestrian crosswalks are proposed. Tampa Electric and the City of Tampa have approved installation of 15 new LED street lights along South Howard Avenue in 2016, which should improve street lighting conditions.

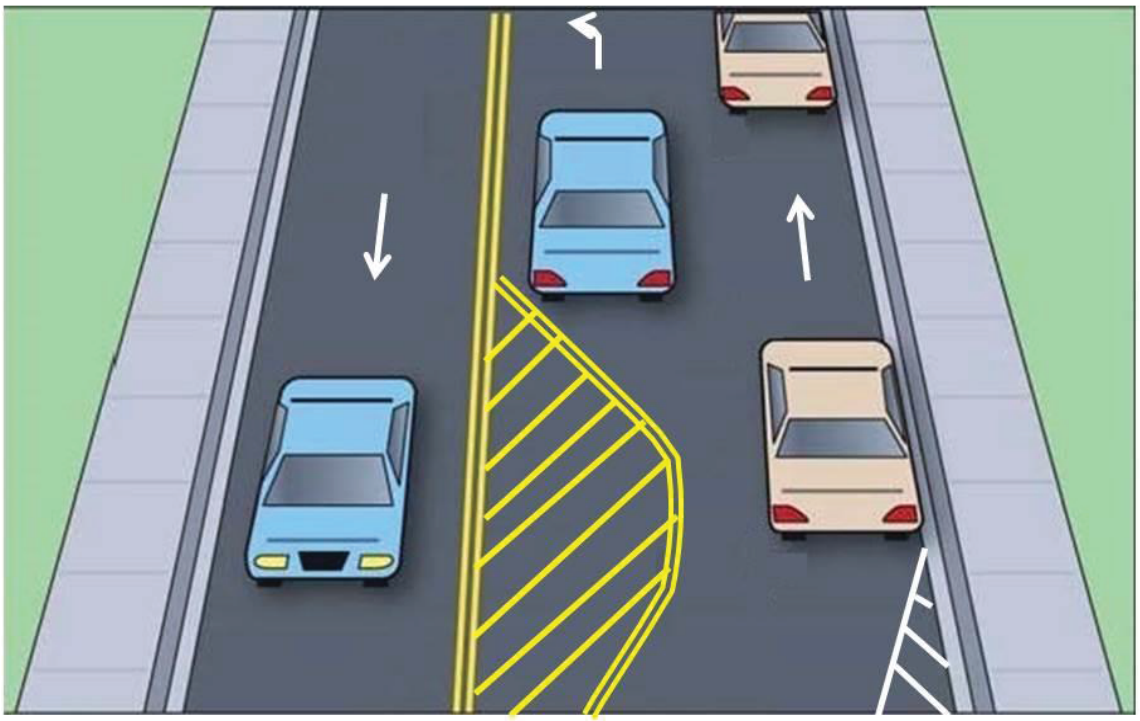


Figure 3-2: Striping for separate left turn lanes at busy intersections

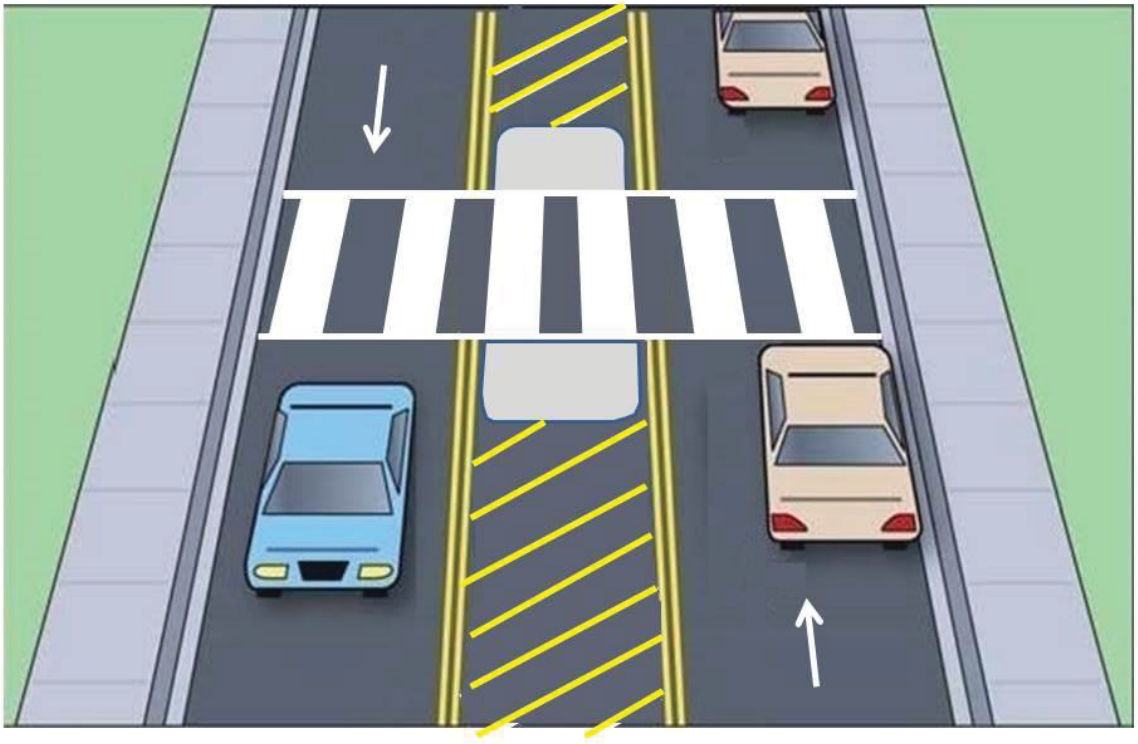


Figure 3-3: Striping for center pedestrian refuge areas at crosswalks

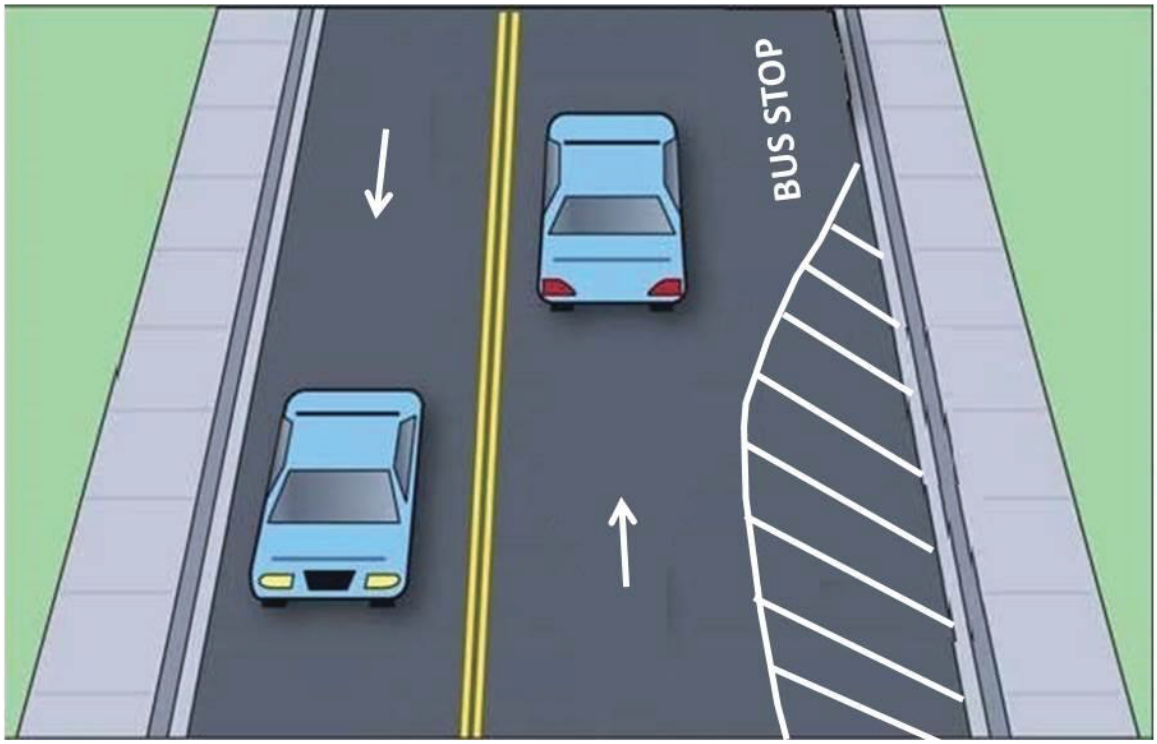


Figure 3-4: Striping for bus stops or taxi stands

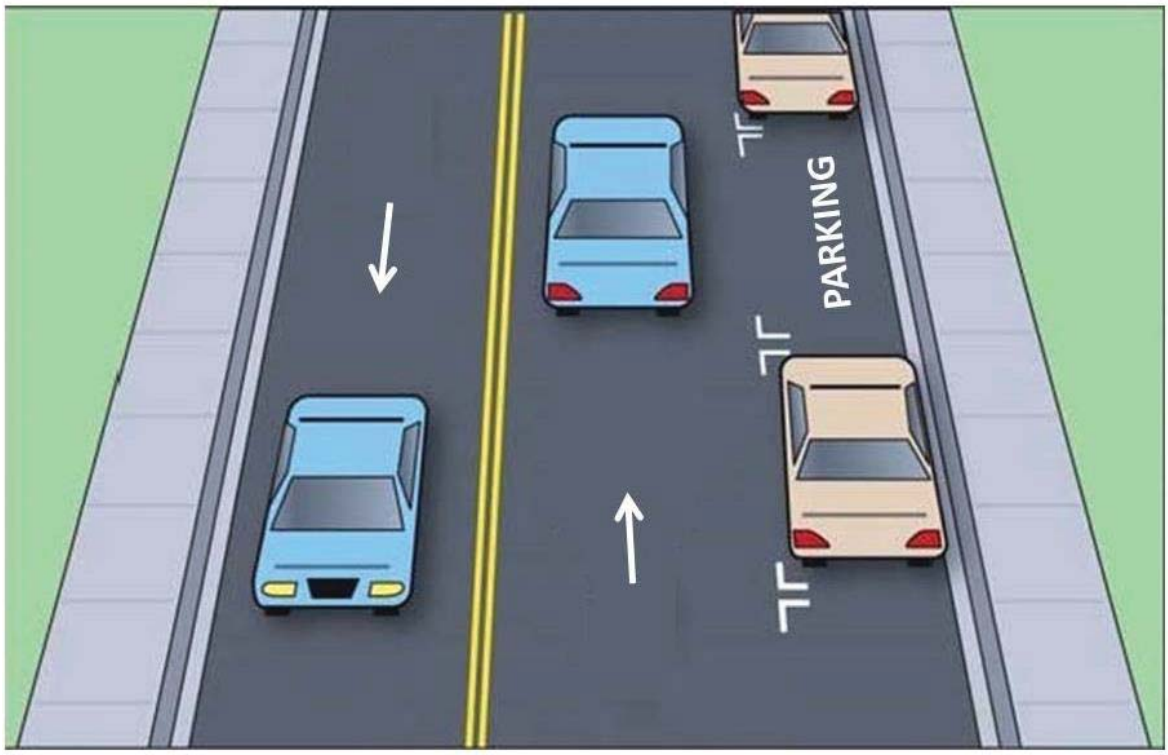


Figure 3-5: Striping for on-street parking on one-side of the street

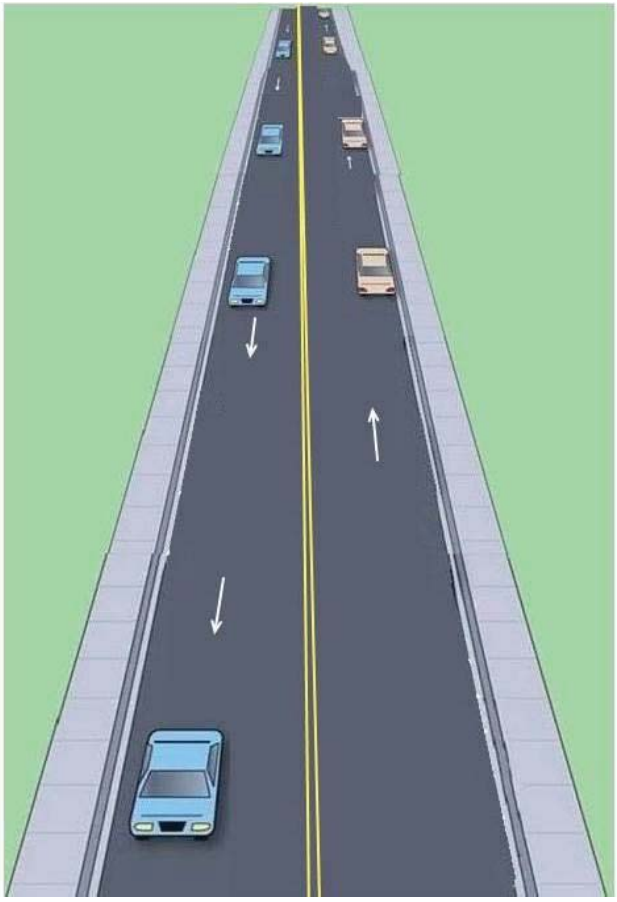


Figure 3-6
Existing South Howard Avenue Striping

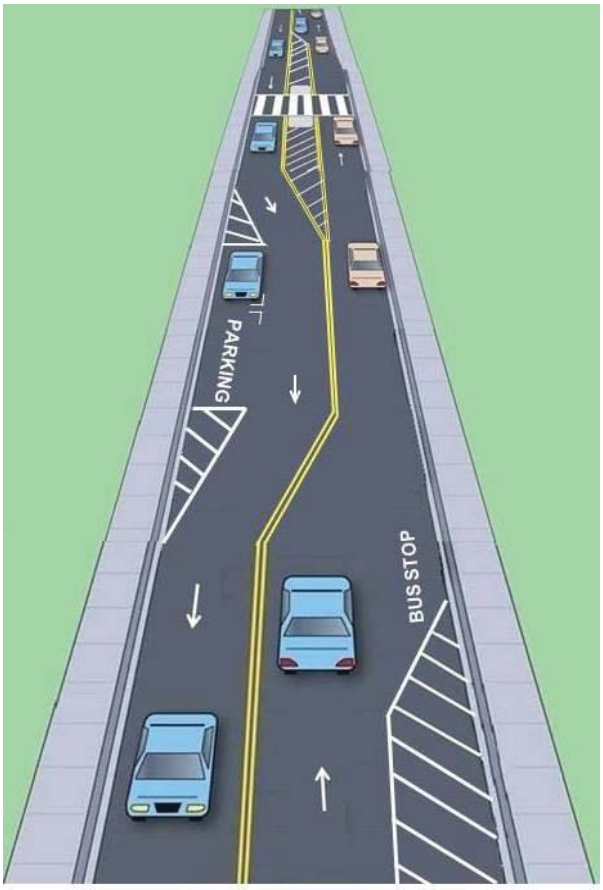


Figure 3-7
Alternative South Howard Avenue Striping

Shuttle Bus Service – Local shuttle bus service has been proposed to address unnecessary traffic circulation and parking shortages by connecting South Howard Avenue with nearby neighborhoods and areas remote from the corridor where parking spaces are available. This service could take a variety of forms and routes connecting to adjacent neighborhoods as well as more distant business centers (e.g. Old Hyde Park Village). On the next two pages are shown four options being considered for HART for SoHo Shuttle service:

- Option 1- Howard Avenue and Armenia Avenue Loop
- Option 2 – Cleveland Street and Platt Street to Downtown
- Option 3 – Swann Avenue and South Boulevard to Downtown
- Option 4 – Kennedy Boulevard to Downtown

Once started, this type of shuttle service will offer the opportunity for the City to evaluate the public's acceptance to using alternative transportation modes and parking remote from their primary destinations. If successful, this service will open up more options for addressing the current parking shortages and reducing traffic circulation through adjacent neighborhoods. Shuttle bus stops can be accommodated directly on South Howard Avenue as shown on the alternative striping concepts.

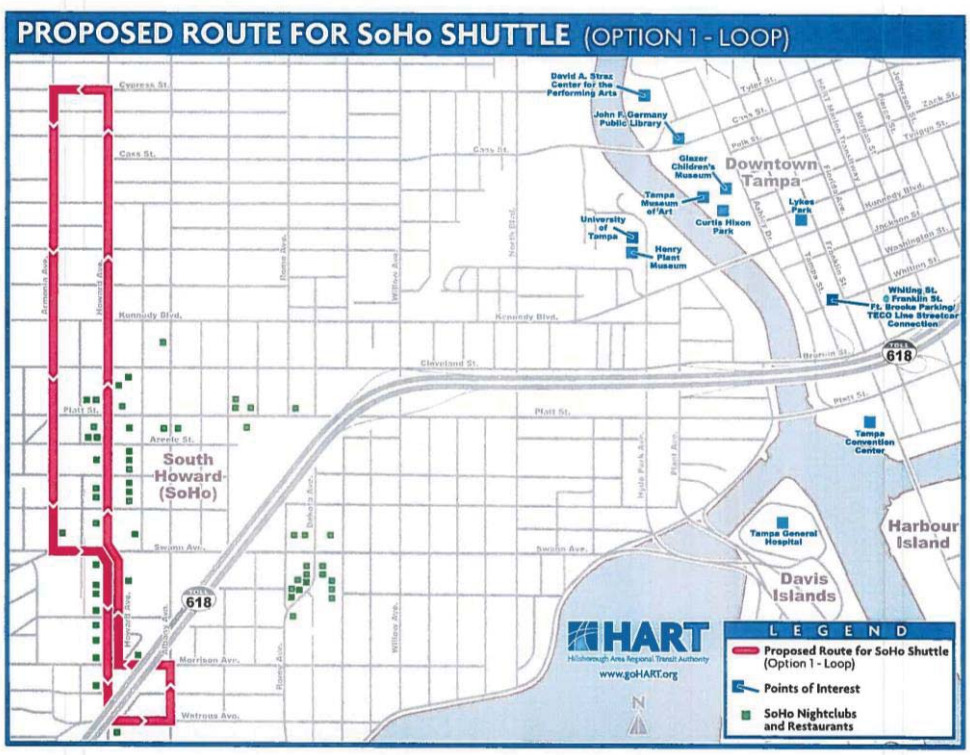


Figure 3-8: Proposed Option 1 for SoHo Shuttle Service

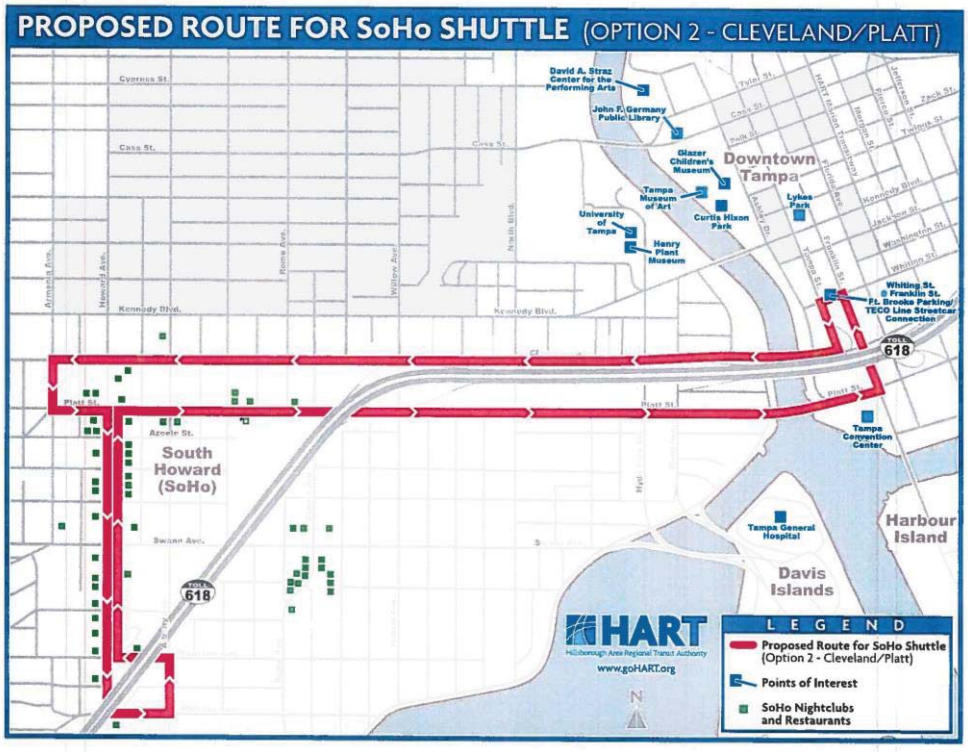


Figure 3-9: Proposed Option 2 for SoHo Shuttle Service

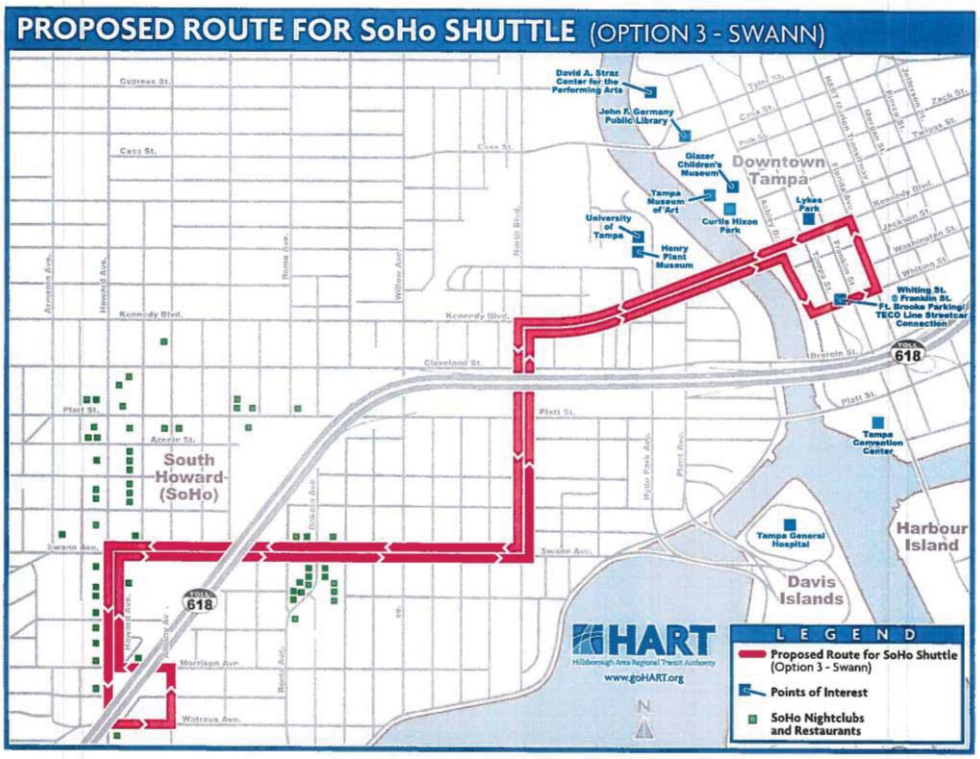


Figure 3-10: Proposed Option 3 for SoHo Shuttle Service

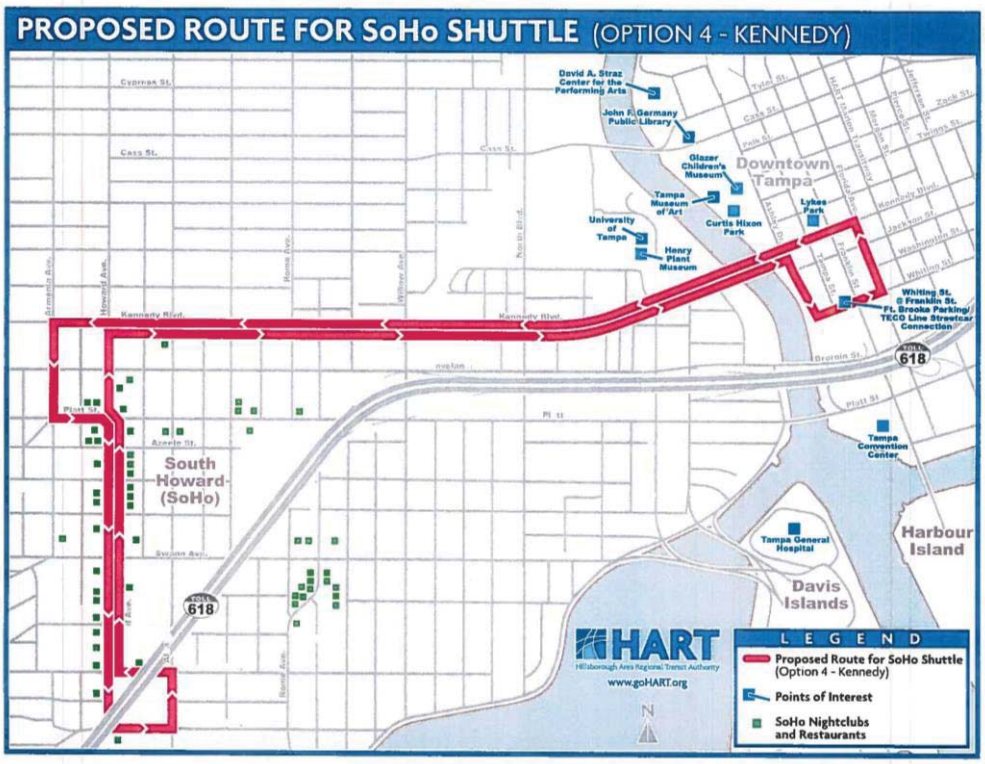


Figure 3-11: Proposed Option 4 for SoHo Shuttle Service

Intersection Modifications – The inventory of existing operating conditions identified five problem locations that require more detailed reviews and upgrades to improve current conditions. These locations include:

A. The **Cleveland Street** intersection has experienced a very high number of right-angle crashes during the three year study period which is unusual for an intersection controlled by a traffic signal. These crashes clearly indicate that motorists are running red lights at this intersection, but it is not immediately clear why red light running is occurring. Typically, red light running is related to visibility of the traffic signal heads, length of the clearance intervals or driver confusion caused by traffic conditions in the vicinity of the intersection. Several of the crashes involved DUI drivers which is common problem in the South Howard Avenue corridor. All of the possible factors contributing to these crashes should be examined to determine if changes are warranted, such installing additional signs and/or replacing or relocating signal heads to improve their visibility. Since this intersection is located on the one-way portion of South Howard Avenue in close proximity to the traffic signal at Platt Street, it could be that northbound motorists speed up to try to get through both signals. If this proves to be correct, a change to the signal progression may be needed, so that the green time for South Howard Avenue traffic extends longer at Cleveland Street than it does at Platt Street. Thus, northbound traffic getting through the Platt Street signal will easily get through the Cleveland Street signal. A similar problem could be occurring for westbound traffic approaching South Howard.

B. The **Swann Avenue** intersection carries high PM peak hour traffic volumes and pedestrian crossings which produce long vehicle queues on northbound South Howard Street and westbound Swann Avenue. An eastbound right-turn lane is needed on Swann Avenue, but this is not possible given existing right-of-way limitations. The best opportunity to improve traffic conditions at this intersection is with adjustments to traffic signal timings to more closely reflect actual traffic volumes and patterns throughout the day and evenings on weekdays and weekends. On-going upgrades to the Tampa traffic signal system will provide more flexibility in the signal timing to accommodate the unusual traffic patterns exhibited on South Howard Avenue and at the Swann Avenue intersection.

C. The intersections at **DeLeon Street and Horatio Street** are currently carrying high peak hour traffic volumes that are higher than volumes at the Morrison Avenue intersection which is signalized. Some of the eastbound traffic volumes on both of these streets are the result of cut-through traffic avoiding congestion at the Swann Avenue signalized intersection. The eastbound traffic volumes using these streets would probably be reduced if the Swann Avenue intersection operated more efficiently. Both of these intersections warrant further investigation.

D. The five-leg intersection involving **Dekle Avenue / Mississippi Avenue / DeSoto Avenue** has operational problems related to its unusual geometry (with five legs), wrong-way traffic movements and truck deliveries. The sidewalk is missing on the east side of Howard Avenue north of Dekle Avenue and the pedestrian path is blocked by perpendicular parking for the restaurant. Conceptual plans have been developed by Lighthouse Engineering to separate Dekle Avenue from DeSoto Avenue to improve these conditions and provide sidewalk continuity on both South Howard Avenue and Dekle Avenue. Concept improvement plans (Figure 3-12) to address these issues involve the realignment of DeSoto Avenue to not intersect with Dekle Avenue. This project should be accomplished as part of the short range action plan.

Figure 3-12: Concept Improvement Plan for Dekle Avenue Intersection

4. LONG RANGE TRANSPORTATION NEEDS

Parking – Resolving parking problems in the study area is a long term undertaking that requires incremental steps to (1) determine the shortfall in parking spaces needed to accommodate existing parking needs, (2) establish redevelopment parking requirements and guidelines to prevent the shortfall from becoming greater and (3) identify options for either increasing parking spaces or reducing parking demands through use of other transportation modes. The parking needs study recommended in the short range action plan will quantify the current parking shortage in the study area. The longer term steps involve identifying and evaluating options for reducing parking demands and increasing parking spaces available to the public. If the shuttle bus service in the study area is successful, then remote parking options become viable solutions. A participant at our stakeholder workshop suggested the vacant lot at the corner of South Howard Avenue and Cleveland Street be purchased for use as a community parking lot or future parking structure. While this location is remote from the high demand parking areas to the south, it could be a viable option if connected by an efficient shuttle bus operation. All options for addressing the current parking shortage both within the corridor, at remote locations and with alternative transportation modes should be explored. Limited opportunities for providing pockets of on-street parallel parking spaces along South Howard Avenue may be possible depending upon the pavement utilization plan.

Sidewalks / Pedestrian Safety – The longer term plan for the pedestrian environment should include wider sidewalks with landscaping and pedestrian amenities. The purchase of additional right-of-way along S Howard Avenue is not feasible in most areas. So, redevelopment activities will provide the best opportunities to achieve desired sidewalk widths and designs, similar to the segments immediately south of Swann Avenue. Minimum sidewalk design standards should be established and incorporated into each redevelopment plan, so the area can evolve towards an acceptable pedestrian environment. Figure 4-1 shows a concept plan with 12-foot sidewalks that could be accomplished on South Howard Avenue within 60 feet of width.

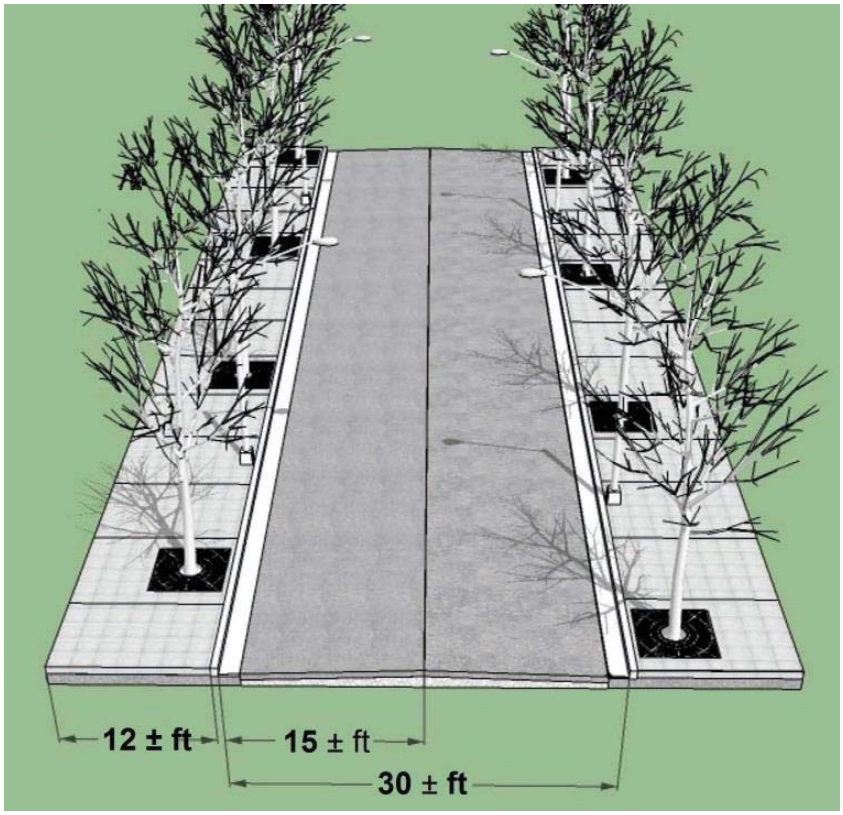


Figure 4-1: Typical Cross Section within 60-Foot ROW

Pavement Utilization – The long term plan for utilizing the South Howard Avenue pavement should consider this street will remain a two-lane roadway with narrow lanes (10 feet to 12 feet) to reduce traffic speeds and create conditions compatible for high pedestrian activity. Any additional right-of way that becomes available as a result of redevelopment activities should first be used for enhanced sidewalks rather than more or wider traffic lanes. A suggestion has been made to convert the street back to a brick street to create a desired appearance and produce a natural traffic calming from the uneven surface. However, this conversion would be quite expensive, require more extensive disruptions and street closures for repairs, and generate noise impacts for the adjacent uses. The City Code Chapter 22 addresses the issue of preserving vitrified brick streets, but this preservation does not apply to streets that are surfaced primarily in asphalt and have small, insignificant patches of vitrified brick appearing under or around the asphalt. Conversion to a brick street is not a cost effective improvement option.

Public Transportation – South Howard Avenue will likely never have more than one through traffic lane in each direction in the two-way segment south of Azeele Street and no other north-south streets will be built or widened in the area to increase vehicle capacity in the area. So, the long-term transportation plan should focus on reducing the growth of vehicle trips in the corridor with other transportation options. Public transportation should be part of this plan in the form of regional service to major activity centers and transportation hubs and local circulator service within the corridor. The circulator shuttle bus operation that is proposed for the corridor may prove to be effective in reducing unnecessary vehicle circulation by providing convenient connections to remote locations where parking spaces are available on evenings and weekends during high demand time periods. These services could be expanded in the future with multiple routes, destinations and service providers.

APPENDIX A

Sidewalk Pictures

A-1 Looking North from Azeele Street

A-2 Looking North towards Azeele Street

A-3 Looking North towards Bristol Avenue

A-4 Looking South towards Dekle Avenue

A-5 Looking North towards Eleta Street

A-6 Looking North from Swann Avenue

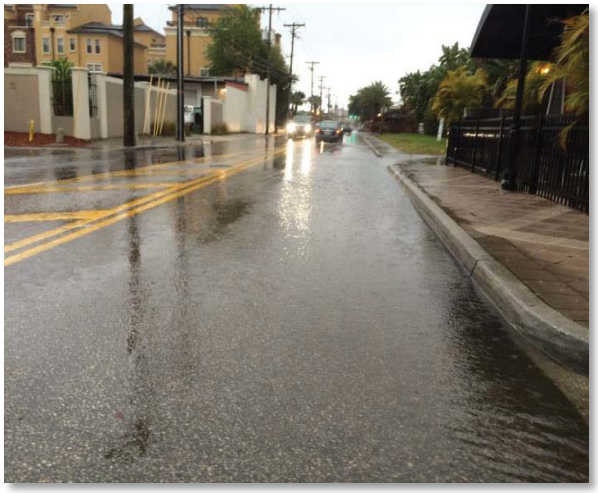
APPENDIX B

Drainage Pictures

B-1 Looking South towards Swann Avenue

B-2 Looking South towards Swann Avenue

B-3 Looking South towards Inman Avenue



B-4 Looking South towards Inman Avenue

APPENDIX C

Stakeholder Workshop Memo

MEMORANDUM

12000 N. Dale Mabry Hwy.
Suite 112
Tampa, FL33618
813.962.5959

DATE: **November 17, 2015**

TO: **Milton Martinez, City of Tampa**

COPY TO: **Calvin Hardie, City of Tampa**

FROM: **Jerry Wentzel, DKS Associates**

SUBJECT: **South Howard Avenue Corridor Study**
Summary of November 9th Public Workshop

A stakeholder workshop was held on Monday, November 9th at the Kate Jackson Community Center to discuss transportation problems and solutions for South Howard Avenue between Bayshore Boulevard and Kennedy Boulevard. Representatives from the following civic, neighborhood and homeowner associations were invited to the workshop:

- Bayshore Gardens
- Bon Air
- Courier City / Oscawana
- Golfview Civic and Garden
- Gray Gables
- Historic Hyde Park
- Hyde Park – Spanishtown Creek
- Hyde Park Preservation
- New Suburb Beautiful
- Palma Ceia
- Palma Ceia Pines
- Parkland Estates

In addition, representatives from the following organizations were also invited to the workshop:

- South Tampa Chamber of Commerce
- SoHo Business Alliance
- McDinton's
- Café con Tampa
- Post Properties

The workshop was attended by 13 stakeholders, representing several area neighborhoods, local businesses, SoHo Business Alliance and South Tampa Chamber of Commerce. A list of those who signed in at the door is provided in this report. At the workshop we obtained 4 responses to our questionnaire survey. Following the meeting a representative of the SoHo Business Alliance provided us with a list of their goals and objectives, which has previously been presented to City Council. This list is included in the Appendix.

At the workshop, stakeholders were divided into two discussion groups to address existing transportation conditions and problems and to rank the transportation problems in order of their importance. Both groups developed lists of high-priority problem areas and needed improvements and at the conclusion of the meeting presented the results of their discussions. They identified their ranking of high-priority problems areas and suggested improvement proposals. The results from both discussion groups were similar with slightly different priorities.

This memorandum report includes:

- List of Stakeholders who Attended the Workshop
- Summary of the 4 Questionnaire Surveys that were Completed
- Summary Notes from Both Discussion Groups
- SoHo Business Alliance Goals and Objectives 2015-2016 (in Appendix)

These findings and suggestions will be considered as we develop our final report listing transportation problem areas with both short-term and long-term improvement proposals.

South Howard Avenue Corridor Study
Workshop

Sign-In Sheet

Name	Organization
Jeff Gigante	SoHo Business Alliance
George Deakin	Historic Hyde Park Neighborhood Association
Anneliese Meier	Parkland Estates Civic Association
Steve Michelini	SoHo Business Alliance
Mary Lou Bailey	Historic Hyde Park Neighborhood Association
Tom Haines	SoHo Business Alliance
Betsy Esquivel	Parkland Estates Civic Association
Jen Prater	Historic Hyde Park Neighborhood South Tampa Chamber of Commerce
Carlos Rios	City of Tampa
Krista Maddox	Parkland Estates Civic Association
Kippy Nelson	Hyde Park Preservation Inc.
Mimi Betts	Hyde Park Preservation Inc.
Kathy Durdin	Historic Hyde Park Neighborhood Association Hyde Park – Spanishtown Creek Civic Association South Tampa Chamber of Commerce

South Howard Avenue
(Bayshore Boulevard to Kennedy Avenue)
Transportation Questionnaire Survey

On a scale of 1 to 5 with:
1 representing "Very Good", 3 representing "Acceptable" and 5 representing "Very Bad",
How would you evaluate the following transportation issues on)?

Description	1	2	3	4	5
1. Traffic Conditions in terms of congestion and delays		1		1	1
2. Sidewalks in terms of continuity, width and condition				2*	1
3. Pedestrian Conditions in terms of crossing safety				1	2
4. Bicyclist Conditions in terms of accommodation and safety				2	1
5. Pavement Markings in terms of condition and visibility			2		1
6. Street Surface in terms of pot hole maintenance				2	1
7. Drainage Conditions in terms of standing water and flooding					3
8. Street Lighting in terms of brightness and safety			1	1	1
9. Traffic Safety in terms of conflicts with vehicles and pedestrians				2	1

* One respondent indicated that item 2 above was rated "4 – 5." It is ranked as 4 with an asterisk in the matrix above.

How would you rank the three most significant transportation problems in the South Howard Avenue Corridor?

1. Not Pedestrian Friendly – sidewalks & crosswalks.
2. Traffic Backs Up – traffic lights need to be synched.
3. Uneven Pavement – hazard driving
4. Taxi/Uber trolley pull-offs are needed

---

1. Drainage Problems
2. Pedestrian Crossing Conditions
3. Sidewalk Conditions

---

1. Drainage Problems
2. Sidewalks – Continuity + Width + Connectivity
3. Pedestrian Crosswalks – Add more

---

1. Sidewalks in terms of continuity, width and condition
1. Pedestrian Conditions in terms of crossing safety
2. Drainage Conditions in terms of standing water and flooding
3. Traffic Safety in terms of conflicts with vehicles and pedestrians
4. Pavement Markings in terms of condition and visibility

Do you have a comment or suggestion about how to address or improve the significant transportation problem that concerns you the most?

- Re pave entire section from Kennedy to Bayshore w/better sidewalks, lighting, crossings, and drainage.

South Howard Avenue Corridor Study
Workshop

Discussion Group at Table 1 with representatives from Historic Hyde Park, Old Hyde Park, Parkland Estates, South Tampa Chamber of Commerce and Councilman Cohen's office.

Table 1 noted an overall problem with the baseline facts that have likely under-estimated the current traffic flow and that the flow will become more congested with key developments underway. The study used data from February, which was before the full occupancy of the new apartments at Howard and Swann. A new development is underway at Morrison and Howard, which will bring more car and pedestrian traffic. Hyde Park Village is likely to become a much bigger draw with all of the renovations and new tenants. It was suggested that an updated assessment of traffic flow and patterns will need to be done. In the meantime, enough knowledge and first-hand experience is available to prioritize and act on existing problems.

#1 Problem - Parking. Possible solutions include:

- Conduct a parking study to get a clear picture of demand verses availability in the corridor and surrounding area. (Don't try to do availability property by property given that it is well known that patrons and valet parkers put the car wherever they can find a spot, not necessarily in designated parking for the business being attended.) Get data to size the overall problem, noting key locations, times of day and source of parking demand as resident verses transient.
- Establish better taxi (and Uber) pick up and drop off locations; crack down on drop-offs mid block and outside designated locations.
- Extend one way street designation on Howard further south
- Determine if the retention pond along Horatio Street west of Armenia Avenue could be a cistern enabling the building of multi-level parking garage over it, as has been done at other locations.
- Purchase parcels of land to build a parking garage, perhaps not right on the corridor but further away and then service it with a shuttle (or trolley) operation.

#2 Problem - Pedestrian Safety (including the drivers who try not to hit pedestrians crossing at un-marked areas). Possible solutions include:

- Provide more and improved pedestrian crosswalks. Study the flow of pedestrians to pin-point key locations. Make the cross-walks visible, but with good aesthetics, and use a rumble strip. (Don't put in more like the one by the Epicurean.)
- Improve sidewalk quality, such as width and removal of obstacles (e.g. utility poles, fire hydrants, etc.)
- Increase lighting at high pedestrian areas
- Lower speed limit to 25. Although Howard is classified as a collector street, it really in many ways serves as a neighborhood street.
- Re-assess the timing of lights to consider pedestrian traffic patterns, especially at Swann and Howard.

- Route bike traffic off of Howard; establish clear and safe route on nearby streets. (Don't try to put in bike lane on Howard; it just won't safely fit.)

#3 Problem - Intersecting Streets Possible solutions include:

- Study traffic and parking to get clearer understanding of patterns at these intersections and the back-ups on either side of Howard. The "corridor" project needs to be scoped to include the key intersecting streets, which is clearly Swann and will become Morrison once that new building is occupied. Pinpoint other key problem areas and facts about the times of day.
- Look at installing center turn lanes at some key locations. One might be heading north on Howard to turn left on Swann.
- Improve the visibility and sight lines for turning vehicles. An example location is coming out of the Starbucks, but that this is not the only trouble spot.
- Accelerate the installation of the new smart lights (ATMS) to this area. (This references the lights that are programmable and capture intelligence, such that the timing can be changed dynamically. We heard that a City-wide project is scheduled to begin in 2019. Can this area be a pilot or somehow pushed forward?)

Other Noted Problem Areas:

- Another key problem is the delivery trucks blocking the flow. Possible solutions include restricting the hours that big trucks impede any traffic flow while making their deliveries. Clarify the rules and loading zone areas and crack down on trucks that are blocking the streets.

- The problem area of Dekle and DeSoto connecting to Howard (by Fresh Kitchen) was noted, but we understand solutions are being explored there.

- The stormwater issues need to be looked at again during the next rainy season; some improvements were finished after last peak rain season and the effectiveness of those needs to be assessed and other problem areas put into focus. By Bristol probably still an issue. Flooding and drainage from Bristol to Azeele and west area

South Howard Avenue Corridor Study
Workshop

Discussion Group at Table 2 with representatives from other neighborhoods, as well as the SoHo Business Alliance

#1 Problem - Flooding / Drainage – Need Long Term Solution for problems near Howard /Swann

#2 Problem - Sidewalks – Continuity / Connectivity and Width. Move poles and other obstructions that are limiting sidewalk width

#3 Problem - Pedestrian Safety - More pedestrian crosswalks needed for safety. Restripe crosswalks and add pedestrian activated Flashing Lights to Alert Drivers (RRFB). Crossing locations should include Bristol, Watrous, Horatio, DeLeon and Palm, designed with a pedestrian "refuge" island in the middle of Howard.

#4 Problem - Cab Stand Occupying a Traffic Lane – Relocate cab stand to designated alley instead. – Would double number of cabs and free up the traffic lane.

#5 Problem – Street Lighting – Consistency / Beautification / Safety/Maintenance. Need for a photometric study to determine lighting deficiencies

#6 Problem – Potholes – Repair ASAP

#7 Problem – Parking – Need Long-term solution for Right of Way Parking Issues. Stop removing right of way parking (e.g. at Sally O'Neal's)

APPENDIX

SOHO BUSINESS ALLIANCE DISTRICT GOALS AND OBJECTIVES (ISSUES) 2015-2016

Requests include post weekend street sweeping, better lighting, signage, street and alley repairs, bicycle patrols, late night patron exiting assistance from TPD, trash receptacles, sidewalk repairs and improvement, solid waste pick up, overall review of parking and transportation policies and improved lighted cross walks.

1) Provide improved and wider sidewalks with accompanying streetscape. The SOHO Business Alliance has committed to an appropriate amount of funding to supplement the City for increasing the amount of landscaping and providing a consistent types throughout the SOHO area. Sidewalks need to be widened where possible and repaved to provide a smooth even surface. Certain areas need to be reconstructed and properly lighted.

2) Increase number and location of trash receptacles. Due to the large numbers of weekend (Thursday-Sunday) pedestrians trash and debris collects along the sidewalks and streets. Adding on street trash receptacles will help to alleviate the unsightly accumulation of trash and debris. One of the members conducts a monthly neighborhood wide clean-up program and following every special event. This is a voluntary community service project which "gives back" to the community. On the street trash receptacles will go a long way toward helping to keep the area clean.

3) Increase TPD Security police patrols from 1am to 4am Thurs – Sat nights. With the increased popularity of the SOHO District more police presence is requested. Many of the establishments hire extra duty officers as well as private security. The larger issue is late night exiting of patrons which potentially introduces congestion, crowds and associated noise. This in combination with vehicles leaving parking lots would be mitigated by on duty Tampa Police Officers assisting with exiting plans. Several meetings and discussion have been held with the area TPD Captain as well as SOHO Business owners to address these matters. The area also has requested additional bicycle patrols. The SOHO District has numerous smaller streets and alleys which lend themselves to requiring unique alternatives to address public safety. The SOHO Business Alliance has worked closely with TPD to create a special area wide "SOHO CRIME WATCH." The program was initiated this past summer and is well on its way with significant early registration results. The crime watch provides early detection as well as coded response numbers for each location to assist TPD in addressing response times. Special watch programs are planned and scheduled in advance between TPD and the SOHO Business owners.

4) Allow existing parking that is in the right of way or backs into the right of way to remain. There are numerous examples of existing historic parking that does not meet current code or the technical standards. This area is "starved for parking." As such as much of the on street and non-compliant (backing into or maneuvering in the right of way) should be preserved "as is." Recently many parking spaces that fall into this category have been reconfigured or removed entirely. The SOHO Business Alliance would like for a new policy to be established that would eliminate the process of removing

historic parking and traffic patterns. Considering that the entire east and west sides of the right of way parking is now restricted to residents only. The west side restriction need to be revisited and the City should consider eliminating the "resident only parking." This parking was designed, paid for and developed privately to accommodate the "park and walk" concept. It was never intended to be "residents only." The residents have a communal parking garage as well as private garages. The removal of parking and the residential restrictions place unusual and extraordinary pressure of the business operations of the various restaurants and bar/lounges.

5) Parking agreement/ shared parking, etc. established by City of Tampa code and policy. A closely related issue regarding parking is to allow "shared parking" and "parking by agreement." With the growth of the SOHO District one of the key elements of concern for both the residents and the commercial district has been the lack of parking or the encroachment of visitors into the residential areas. Recently the reverse has occurred with residential properties being converted into multi-unit residential rentals who park in the commercial areas, further exacerbating the scarcity of commercial serving parking. Clearly the policies regarding on and off street parking (existing and new) have to be examined to provide the best possible solutions and removal of the stress being placed on the area.

6) Lighted Crosswalks to assist in pedestrian and driver safety. Pedestrian areas and the lighting associated with them need immediate attention. The lighting below the crosstown linking the Epicurean Hotel with the dining and entertainment establishments is poor and the frequently out of order. The sidewalks are narrow and uneven. Considering the frequency and number of pedestrians traveling this area the lighting and sidewalks are in immediate need of repair. Other areas throughout the district could benefit from additional lighted crosswalks in the high traffic areas.

7) Taxi stand establishment and relocation. The SOHO Business Alliance has been working for over a year to relocate the existing taxi stand to an area more conducive to access and at the same time reduces noise immediately adjacent to neighboring apartments. It also takes the taxis off of the street and places them in the alley buffered by an existing parking garage. The adjacent commercial property owner has offered to assist in the cost of the relocation. The taxi situation is complicated by the non-licensed transportation providers who frequently block traffic by picking up fares along the street. Taxis (because they are clearly identifiable) are not allowed to do this and will be ticketed by TPD.

8) Historic lighting, lamp posts with appropriate level of lumens for safety. Pedestrian and residential safety are enhanced by providing continuous and consistent lighting. The historic design of the lamps for street lighting helps to define the area and provides a unique identity. The appropriate levels of lighting need to be examined as the incidents of some crimes are directly related to areas that are not well lit. Employees of various establishments frequently have late hours due to closing times. This puts them at greater risk when lights are either not functioning or non-existent. The SOHO Business Alliance requests that an inventory of existing lighting be conducted so that we can evaluate where lighting needs to be improved. Some areas are constantly out of repair. Specifically the lighting in the area beneath the Crosstown Expressway at Watrous frequently has lights that are not operating. Pedestrian traveling this are at risk due to this.

9) Define SOHO area with signage and create maps with business locations shown. The SOHO Business Alliance in cooperation with the City and business owners wish to establish and place area identification signs along all of the major transportation avenues and establishment location maps

providing the names, type of establishment and operating hours. Establishing the area identity is important to the safety and success of the SOHO District.

10) Solid Waste pick-up and street sweeping on a regular and frequent basis. Keeping the streets clean and having solid waste service on a regular and frequent basis is very important toward maintaining the clean, safe and healthy environment. Due to the high volume of solid waste product having regular (daily) dumpster service and regular sanitization of collection units is extremely important. Of particular concern is dumpster servicing prior to weekends and holidays. It is equally important to have and maintain post weekend servicing of dumpsters. The SOHO Business Alliance is working closely with the Solid Waste Department to address regular pick-ups. We have been provided with emergency pick-up contact phone numbers when extra or emergency service is required. The SOHO Business Alliance respectfully requests that the main thoroughfares be placed on a regular street sweeping schedule. Specifically the main street intersections of Howard at (Morrison, Swann, Platt, Kennedy, Watrous, Mississippi and Dekel) should be on a minimum of once monthly schedule. Additionally the streets should be swept following holiday weekends.

11) Street and alley paving and repairs (pot holes and depressions need immediate attention). Due to the recent flooding and water damage many of the area streets in SOHO have experienced surface and sub-surface failures. Although Swann Ave has been resurfaced many other streets need attention. The SOHO Business Alliance requests that a comprehensive plan be developed to address the paving needs throughout the area. Several alleys are in serious need of repair. As the businesses rely upon the alleys for servicing and deliveries it is important to have them in good repair.