

# Neighborhood Transportation Study – Final Report Presentation

Wednesday, February 9, 2022

Responses to Participants - Last updated February 11, 2022

The report does not have an in-depth safety crash analysis of Hanna Ave from Nebraska Ave to 15th St. It focuses on Hanna Ave from 15th St eastward to 40th. The segment Nebraska to 15th is within the scope of the project and will see a major increase if not potentially the largest traffic increase. I request this area be studied in a follow-on safety crash analysis.

Detailed crash information on this corridor is contained in Appendix F (starting on P 280). The body of the report focused in on highlights of the crash analysis, some of which relates to multiple sections of the scope.

The report does not have an in-depth safety crash analysis of 22nd St and 30th St between Hillsborough and Sligh -- which are the two North/South Major Urban Collector roads closest to the project. I request these segments be studied in a follow-on safety crash analysis.

Detailed crash information on these two corridors is contained in Appendix F (starting on P 280). The body of the report focused in on highlights of the crash analysis, some of which relates to multiple sections of the scope.

Fleet Services is identified on maps of the project, but it is not broken out nor does it show generating additional trips. Is Fleet Services generated traffic (some of it unique with car carriers, parts delivery vehicles, flat-bed vehicles do not appear to be addressed in any of the traffic counts?

The trip generation numbers are based on ITE data gathered from across the United States and normalized by development size. In our case, some development uses (including fleet services) is calculated based on number of employees. For other uses, the variable is square footage. We don't anticipate car carriers or delivery trucks to be a part of typical-daily AM and PM traffic.

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Visitors and students utilizing the services of the City Center, and city employees not housed at the center but using the services (like the wellness center) and/or visiting various city functions, career source, technology and arts, wellness/doctor's office, and the culinary school will generate a significant number of trips. Where are these trips identified as they do not appear in the traffic counts?

The trip generation numbers are based on ITE data gathered from across the United States and normalized by development size. These peak hour trips are included in Table 3-3.

I am surprised we may have to WAIT 10 YEARS from the opening in 2023 (potentially 2033) to get some relief via dedicated turn lanes and new traffic lights.

The report is organized into short-, medium-, and long-term recommendations. The timeline for project delivery will depend on available resources and prioritization within the city's transportation needs as a whole.

In addition to the main roads, Hanna, 22nd and 30th, those of us who live nearest the Center are concerned about traffic cutting through on local roads near the Center. Idlewild and N. 23rd St, between 22nd and Hanna, Fern between 22nd and 24th, plus 23rd St. between Minniehaha and 24th St. Traffic will find ways to weave between and avoid lights. Residents on the South side of Idlewild, East of 22nd St. already have difficulty backing out of their driveways, especially during morning hours.

These segments were studied in the Traffic Calming Analysis. Please see Section 5 for analysis and recommendations.

The entire neighborhood around us will be affected, but those closest it will be a nightmare. We cannot wait ten years for resolution.

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At 19th and Diana there is a jog at the intersection as Diana does not line up across 19th. There is no sidewalk on either side of the street along that jog and the road is very narrow. There is no sidewalk on either side of the street along that jog and the road is very narrow.

As with all of Tampa, there are many gaps in the sidewalk network in this neighborhood (see Figure 4-1). The entire network was analyzed, and segments were prioritized in Section 4.1 and Appendix P.

Also, cars park along 21st Street during school pickup and also park on the sidewalks.

Similar issues were observed on Diana St during school operation observation. While not noted on 21<sup>st</sup>, we will observe as a city staff effort and consider similar mitigation efforts on 21<sup>st</sup>.

I'm also very concerned about the timeline for improvements.

The report is organized into short-, medium-, and long-term recommendations. The timeline for project delivery will depend on available resources and prioritization within the city's transportation needs as a whole.

I share the concerns of my neighbors regarding the traffic counts shown in the study, as they seem to be calculated solely based on the number of employees and does not take into account visitors and fleet traffic.

The trip generation numbers are based on ITE data gathered from across the United States and normalized by development size. These peak hour trips are included in Table 3-3. All uses are considered in the research by ITE that goes into the land use generation numbers.

What are the next steps?

During tonight's discussion and the next two weeks we will be gathering your feedback about the study and its recommendations. Next, we will be working on prioritization, which Cal will address tonight.

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Will this need to go in front of council for presentation and approval?

The study is a staff effort and does not go to council for approval. However, staff engages with council members at the director level. Our director will be in touch with council about this study through regularly scheduled briefings.

You need to widen Hanna to 30th from that police station that you are going to build. you let TECO put in those new big poles and now it is going to cost a lot more.

The City Center at Hanna will not include the Tampa Police Department. However, the Transportation Study for this facility provides a recommended cross-section including sidewalk and bike lane additions. Likewise, the City Center facility will include a westbound left turn lane to facilitate ingress.

I suggest you build a private road down CSX tracks down to Hillsborough Ave., for police and fire cars and trucks, or in the alternative , just tell the people you are going to.

The CSX Right of Way is privately owned and not under city control.

Is there any way the city could get some money to pick up all the trash in east Tampa? I know it saves a lot of landfill space, but east Tampa looks like a garbage pit. put some cans along bus routes and next to convenience stores. on bus routes and next to stores, it is bad. I know the people are to blame, but so is city by not providing any trash cans. I think it would help property values by more than it cost to clean up. this is not expensive to do, not like a building or road.

These concerns will be referred to other city departments.

Rivergrove Drive needs traffic calming devices

This corridor was not part of the Traffic Calming Analysis. The concern will be referred to staff.

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**No sidewalks along Rivergrove Drive, not safe for pedestrians**

As with all of Tampa, there are many gaps in the sidewalk network in this neighborhood (see Figure 4-1). The entire network was analyzed, and segments were prioritized in Section 4.1 and Appendix P.

**Very few sidewalks within Rivergrove neighborhood**

As with all of Tampa, there are many gaps in the sidewalk network in this neighborhood (see Figure 4-1). The entire network was analyzed, and segments were prioritized in Section 4.1 and Appendix P.

**Concerned that traffic from 40th Street bridge will cut through Rivergrove to reach City Center**

Because River Grove Drive is not a direct route between 40<sup>th</sup> and the City Center facility, incoming trips are anticipated to take other facilities. Development-related trip routing assumptions are illustrated in Figures 3-4 through 3-7, which may be found on pages 32-35.

**City experts need to talk about traffic plan for vehicles headed west from 40th Street to Hanna Avenue**

Development-related trip routing assumptions are illustrated in Figures 3-4 through 3-7, which may be found on pages 32-35.

**City experts need to talk about traffic plan for vehicles headed west from Hillsborough Avenue to Hanna Ave via 30th and 40th Streets**

Development-related trip routing assumptions are illustrated in Figures 3-4 through 3-7, which may be found on pages 32-35.

**Drivers speed down many streets within Rivergrove**

Please contact us separately with specific concerns.

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No heavy vehicles on streets within Rivergrove, except for deliveries and garbage collection

The City's Truck Route Map may be found at <https://www.tampa.gov/document/truck-route-map-26151>. It does not include any truck routes in Rivergrove besides 40<sup>th</sup> St. Please note that local deliveries may still be routed along other roads between truck routes.

**“No Heavy Vehicle” signs posted on streets within the community**

The City primarily relies on the Truck Route Map at <https://www.tampa.gov/document/truck-route-map-26151> for communicating allowable truck routes. Please note that local deliveries may still be routed along other roads between truck routes. If there are specific routes where trucks do not seem to be following these requirements, please share with us for review.

## Lighting

The report makes lighting recommendations in section 2.3.3.