Virtual Public Meeting - Questions / Answers

City of Tampa
30th Street Complete Streets Sidewalk and Safety Improvements Project
East Yukon Street to East Fowler Avenue
Virtual Meeting Held August 27, 2020
Project CIP 1001530

A Virtual Public Meeting was held for the City of Tampa's 30th Street Complete Streets Sidewalk and Safety Improvements Project on Thursday, August 27, 2020. The meeting is available to view in its entirety on the City of Tampa's YouTube Channel at the link below. Following the meeting, the public was invited to ask questions and project staff provided answers. A general summary of the questions asked at the meeting is included below.

City of Tampa YouTube 30th St. presentation
https://www.youtube.com/watch?v=GWaTVfTLuZc&feature=youtu.be

Questions/Answers

Q: **What is resilient drainage infrastructure?**

A: Resilient infrastructure mimics what happens in nature for excess water. It is a technique and system to keep runoff water on-site rather than delivering it to a central drainage system which sends the water to be treated. The use of Green Infrastructure minimizes the number of pipes, inlets and concrete on the project and helps to keep most of the water on-site. For this project, we are recommending green gutters and the use of swales to keep the drainage on-site, which will allow the water to seep into the ground. The benefits of green infrastructure are that it is less expensive, uses less pipes and the use of land by maximizing the use of greenery.

Q: **How are you going to address Americans Disability Act (ADA) deficiencies along the west sidewalk? The major concern is ditch drop offs.**

A: An ADA inventory was performed for the project. One of the ways we address drop-offs is by the use of a handrail. Handrail will be used at specific locations where drop-off hazards exist.

Q: **Are bicyclists permitted on the sidewalk?**

A: One of the biggest features of this project is to reconfigure the striping along the roadway pavement to provide 5-foot bike lanes and have an on-road bike facility to help channelize bicycle traffic onto 30th Street. We are also looking to widen the sidewalk on the east side of the roadway.

Q: **What are options for shading and possible landscaping on the project?**

A: There is a plant palette proposed for both segments based on the available rooting quality we can anticipate. Almost all trees proposed are native species. Many scrubs and groundcovers are native, and many are drought-tolerant. This promotes for long use pollinators and reduces maintenance for the City. This project will coordinate with the plant society to get input on the palette and species.

Q: What City of Tampa Funds are being used to fund this project?

A: We are looking at a variety of sources. We are now in the concept development and preliminary engineering phase and looking at different options. We are going to the public and want to see what the public thinks about the project and then determine what items we should prioritize and incorporate into the project, letting the public guide us. Currently, we are using red-light-running camera fees and multi-modal fees. However, with the price tag that we have currently, we would have to pull funding from other funds such as the gas tax and others. Right now, one idea would be to do the corridor project without the roundabouts and phase the roundabouts for a later date. We are meeting with stakeholders to understand their concerns and provide a project that is good for the community.

Q: I would like to prevent the expense, noise, and carbon footprint of frequent mowing required to maintain turf grass. Can we minimize the use of turf grass and use low growing native species of grass?

A: Yes, we currently have low growing groundcovers included in the plant palette. We can continue to propose those where grass is unsuitable. There are also wildflowers and others to consider, where suitable, which are pollinated plants.

Q: Why not make the west sidewalk bicycle route to take bicyclists off the street?

A: Bicycles are allowed on the road by statute. Those uncomfortable riding on the road can use the multi-use path on the west side of the road. It provides an alternative for separated bicycle and pedestrian facilities. Currently, the width of the roadway has wider lanes, and the City looks to make lanes safe for all types of users. On-street bike lanes are double-function and will have green-colored conflict markings to make them more visible and safe, but they also serve to narrow the lane width, which will help slow down traffic.

Q: Will similar safety improvements be considered for Yukon Street?

A: Segment one has improvements, 30th Street connecting Yukon to Busch Blvd. The roadway pavement will be resurfaced. We are considering narrowing traffic lanes and wider sidewalks. This also would be a candidate for “share the road” markings, which means that bicyclist can share the road on lower speed facilities. Another improvement being considered is a mini-roundabout at the Yukon Street intersection.

Roundabouts significantly reduce crashes. Vehicles travel to the roundabout at a lower speed (20-25 mph) and through the roundabout at 15 mph. Larger vehicles, such as delivery trucks, can also travel through the roundabout. Yukon Street is a focus of the City of Tampa for future improvements.

Q: Are there major stakeholders along the corridor?

Yes, there are major stakeholders such as Busch Gardens, Yuengling, PepsiCo, HART, CSX and others along the corridor where there is a variety of uses for transportation.

We are having meetings with stakeholders to address their needs. These stakeholders have been supportive for the safety and sidewalk improvements along this corridor.

Q: Are you engaging with stakeholders on the project?

A: We have been conducting stakeholder meetings with stakeholders such as Busch Gardens, University of South Florida, Yuengling and more. The City also has a complete streets project on 46th Street that is going to construction soon as a walk-bike project. The City met with the community about a year ago and that project has a roundabout at Bougainvillea and a trail connection. The City is also preparing plans for McKinley Drive and 40th Street to narrow lanes and provide RRFB crossings like what was done on Bayshore Blvd. Focusing a lot of attention to the area, the City wants to make the roads safer. We do not want our roadways to be a barrier; we want them to work for people and the community.

Q: Is anything planned for 22nd Street? This is highly used road for bicyclists.

A: Yes, we are looking at 22nd Street, which is a surtax project. We had a project program from fiscal year 20 that was approved by the independent oversight committee, which approves agency plans for surtax. 22nd Street and 109th Ave. are complete streets projects as well as neighborhood resurfacing in University Area and North Tampa neighborhoods. We currently do not have surtax money because of litigation. We still want to start concept development of these projects. If the Supreme Court does not approve, we will have to look for other funding. If they rule in favor of the surtax, then the funding will be attributed to these projects. There is not timeline for this decision but may possibly be late September or early October, 2020. On 22nd Street and 109th Avenue, each has roundabouts to increase safety and decrease crashes. They are the only means for intersection control that is not based on compliance, meaning it serves as a physical countermeasure that slows down traffic. It is not like a stop sign or stop light that a driver can still run. Roundabouts are safer and more efficient.

Q: On 30th, how would bus stops affect bicycle and sidewalk traffic?

A: One of the big things is the pedestrian refuge islands. The islands are located near bus stops. There are six locations near bus stops. We are working closely with HART to identify future improvements and ridership, making sure to have sidewalk connections as well as bicycle safety. North of Fowler Avenue, the county is looking at adding a trail. We will coordinate with County and State roadways to make appropriate connections.

Q: Are you working separately inviting feedback from Tampa Police Department and Tampa Fire Department?

A: Yes, District 2 Tampa Police Department is on the route. We are working with emergency responders, especially for the roundabout elements to make sure they can maneuver the roundabout to ensure a safe and operational roundabout.