

## CRIME AND SAFETY

Crime, safety, and drugs and illegal substances are a major concern as shown in the 2001 Neighborhood Survey. Reducing the perception and incidence of crime and criminal activity is essential to the positive image and desirability of living in a particular neighborhood. The Community Police Officer (CPO) is available to the neighborhood on a flexible and varied schedule. Residents can make use of Police Department resources by taking a pro-active position in crime prevention and giving it less of an opportunity to flourish.

A Crime Prevention Through Environmental Design (CPTED) site evaluation of residential and commercial property is available at no charge.. CPTED techniques utilize the proper design and effective use of the environment to reduce the incidence of crime and the fear of being a victim of crime by reviewing how people relate to and interact with their surroundings. The CPO can review vulnerable target areas such as windows, doors, all other points of possible entry, shrubbery, and exterior lighting, and make recommendations for changes that the owner can begin to implement to create a safer environment.

The CPO is available to attend Neighborhood Association meetings, make reports on crime in the area, make educational presentations on crime awareness, and answer questions and concerns about current events. Resident involvement requires more than just a sporadic, individual effort for Neighborhood Crime Watch to be effective. A program that uses the resources of the community at large will create a better sense of civic

responsibility and encourage resident involvement in the neighborhood.

The Euclid/St. Paul's Neighborhood is comprised of three crime tracts, (sometimes referred to as "crime grids") as determined by the St. Petersburg Police Department, as follows:

<u>Tract # Location (between 9<sup>th</sup> Street and 16<sup>th</sup> Street and</u>	
2271	9 <sup>th</sup> Avenue North to 13 <sup>th</sup> Avenue North
2309	13 <sup>th</sup> Avenue North to 15 <sup>th</sup> Avenue North
2310	15 <sup>th</sup> Avenue North to 22 <sup>nd</sup> Avenue North

Two types of offenses are classified as "Crime: Part 1: Criminal / Felony", which includes burglary, grand theft, burglary/battery, and domestic battery. "Crime: Part 2: Incident" includes all other lesser offences. A review of historical call activity from January 1, 1999 thru September 17, 2001, was conducted, yielding mixed results on a variety of offenses. For the purpose of comparison, the year-to-date frequency of each crime type was annualized for 2001.

Activity showing consistent upward trends included narcotics offenses, and both auto theft and grand theft. Narcotics violations have consistently occurred in Tract #2310, possibly because this area has more multi-family rentals and apartments and a more mobile population. Grand theft incidents have occurred primarily in Tract #2271. Incidents of armed robbery in 2000 were down to half that reported for

1999, however spiked to six (6) incidents for 2001, double that of 1999. Both the number of calls responding to burglar alarms, and the actual number of reported burglaries has been sharply declining, with burglaries down 50% since 1999. Battery and assaults have held consistent over the last two years. Overall crime, incidents, and reports are have decreased over the last two years. Since these statistics are not made available on a per-capita basis, it is difficult to compare crime in the Euclid/St. Paul's Neighborhood to other, nearby residential communities. However, according to community police officers assigned to the area, Euclid/St. Paul's residents benefit from comparatively low levels of crime to that of many other neighborhoods throughout the greater downtown area.

There is no active Neighborhood Crime Watch Program in place at this time; however, the Police Department will be replacing the old "Crime Watch" signs with new "Neighborhood Watch" signs in 2002. Out of concern over the rise in certain crime activity, the Euclid/St. Paul's residents are presently revisiting the feasibility of reactivating the Association's participation. The primary obstacle continues to be the availability and participation of volunteers to coordinate and maintain the effort. An influx of new residents showing concern over this issue may provide that needed additional support. An active Neighborhood Watch Program, and in general, neighbors watching out for neighbors would benefit the neighborhood.

The existing cobra head light fixtures are providing lighting levels which are inconsistent throughout the neighborhood due to the growth of large tree canopies. A night-time inventory by

the residents with the assistance of the City has provided a plan showing deficient street and alley lighting levels.

<b>Euclid/St. Paul's Neighborhood</b>			
<b>Crime Statistics</b>			
<b>1999, 2000, and 2001 through 9-17-01</b>			
<b>for selected crimes (not all crimes displayed)</b>			
<b>Activity type</b>	<b>1999</b>	<b>2000</b>	<b>2001 (annualized)</b>
<b>Aggravated Assault / Battery</b>	<b>5</b>	<b>11</b>	<b>9</b>
<b>Armed Robbery</b>	<b>4</b>	<b>2</b>	<b>6</b>
<b>Auto Theft</b>	<b>17</b>	<b>19</b>	<b>21</b>
<b>Burglar Alarm</b>	<b>182</b>	<b>150</b>	<b>129</b>
<b>Burglaries</b>	<b>177</b>	<b>111</b>	<b>88</b>
<b>Criminal Mischief</b>	<b>45</b>	<b>46</b>	<b>38</b>
<b>Grand Theft</b>	<b>6</b>	<b>14</b>	<b>20</b>
<b>Narcotics</b>	<b>15</b>	<b>18</b>	<b>24</b>
<b>Petit Theft</b>	<b>44</b>	<b>44</b>	<b>60</b>
<b>Sexual Battery</b>	<b>5</b>	<b>4</b>	<b>5</b>

## **CRIME AND SAFETY**

### **ISSUES AND RECOMMENDATIONS SUMMARY**

#### **Issues**

1. Need a strong neighborhood crime awareness for residents of all ages.
2. Need to promote the use of the Police Department's 911 emergency number and non-emergency number 893-7780 for citizen-reporting of a crime.
3. Check night street and alley lighting levels which may be deficient in some areas due to the high profile cobra lighting fixtures and large trees.
4. Reduce the incidence of crime and criminal activity.

#### **Recommendations**

1. Maintain an active Neighborhood Watch Program with the involvement of all the neighborhood's residents.
2. Continue the neighborhood presence of a City of St. Petersburg Community Police Officer.
3. Inventory the available night lighting in the streets and alleys through a ESPNA committee with City assistance.
4. Inventory the need for trees to be trimmed around existing street lighting
5. Promote the use of the TIP hotline 822-5000 to report suspected or known drug activities.
6. Continue drug education programs for youths in nearby public and private schools and for adults through neighborhood meetings.

7. Provide CPTED and Crime Awareness seminars at the regular Association meetings to educate the residents with crime prevention tips.
8. Encourage residents to request the Police Department to make CPTED surveys of their homes by calling the Crime Prevention Officer at 893-4993 or the Community Police Officer at 892-5932.
9. Encourage business owners to request the Police Department to make CPTED surveys of their businesses by calling the Crime Prevention Unit.



## TRAFFIC CALMING/PARKING

The 2001 Neighborhood Survey identified concerns with traffic, on-street parking, and street lighting, from most important to least important, as follows (see bar graph for Survey Question 7, Neighborhood Traffic Issues on page 43):

1. speeding
2. wrong way drivers
3. stop sign running
4. alley speeding
5. street lighting
6. parking on both sides of the street
7. amount of vehicles on the street
8. traffic noise
9. dangerous intersections

### **Traffic Calming:**

Prior to the 2001 Neighborhood Survey, the Euclid/St. Paul's Neighborhood Association formed a Traffic Committee to address and study traffic conditions and issues. The Committee through a series of meetings and on-site inventories, identified locations where traffic calming methods, such as speed humps for streets and alleys, raised intersections, and additional stop signs should be implemented to slow down traffic (see Traffic Calming Plan). These include:

### Raised intersections (2)

- 14<sup>th</sup> Street and 18<sup>th</sup> Avenue
- Jackson Street and 21<sup>st</sup> Avenue

### Speed humps in streets (17)

- 10<sup>th</sup> Street between 19<sup>th</sup> Avenue and 21<sup>st</sup> Avenue
- 12<sup>th</sup> Street between 9<sup>th</sup> Avenue and 11<sup>th</sup> Avenue
- 12<sup>th</sup> Street between 11<sup>th</sup> Avenue and 14<sup>th</sup> Avenue (2)
- 12<sup>th</sup> Street between 17<sup>th</sup> Terrace and 18<sup>th</sup> Avenue\*
- 14<sup>th</sup> Street between 10<sup>th</sup> Avenue and 11<sup>th</sup> Avenue
- 14<sup>th</sup> Street between 11<sup>th</sup> Avenue and 13<sup>th</sup> Avenue
- 14<sup>th</sup> Street between 13<sup>th</sup> Avenue and 15<sup>th</sup> Avenue
- 14<sup>th</sup> Street between 16<sup>th</sup> Avenue and 17<sup>th</sup> Avenue\*
- 13<sup>th</sup> Avenue between 14<sup>th</sup> Street and 15<sup>th</sup> Street
- 13<sup>th</sup> Avenue between 15<sup>th</sup> Street and 16<sup>th</sup> Street\*
- 17<sup>th</sup> Avenue between 10<sup>th</sup> Street and 11<sup>th</sup> Street
- 17<sup>th</sup> Avenue between 12<sup>th</sup> Street and 14<sup>th</sup> Street\*
- 18<sup>th</sup> Avenue between 10<sup>th</sup> Street and 12<sup>th</sup> Street
- 17<sup>th</sup> Terrace between 12<sup>th</sup> Street and 14<sup>th</sup> Street\*
- 20<sup>th</sup> Avenue between 12<sup>th</sup> Street and 14<sup>th</sup> Street
- 20<sup>th</sup> Avenue between 14<sup>th</sup> Street and 16<sup>th</sup> Street

\* The proposed speed hump locations and the existing storm drainage inlet and manhole locations will require review from the City of St. Petersburg to avoid possible conflicts.

## QUESTION 7: NEIGHBORHOOD TRAFFIC ISSUES



### Speed humps in alleys (9)

- Alley running north/south between 15<sup>th</sup> Street and 16<sup>th</sup> Street and between 10<sup>th</sup> Avenue and 11<sup>th</sup> Avenue
- Alley running north/south between 15<sup>th</sup> Street and 16<sup>th</sup> Street and between 11<sup>th</sup> Avenue and 13<sup>th</sup> Avenue
- Alley running north/south between 15<sup>th</sup> Street and 16<sup>th</sup> Street and between 13<sup>th</sup> Avenue and 15<sup>th</sup> Avenue
- Alley running north/south between 15<sup>th</sup> Street and 16<sup>th</sup> Street and between 15<sup>th</sup> Avenue and 17<sup>th</sup> Avenue
- Alley running east/west south of 14<sup>th</sup> Avenue and between 11<sup>th</sup> Street and 12<sup>th</sup> Street (2)
- Alley running east/west between 21<sup>st</sup> Avenue and 22<sup>nd</sup> Avenue and between 10<sup>th</sup> Street and 11<sup>th</sup> Street (2)
- Alley running east/west between 21<sup>st</sup> Avenue and 22<sup>nd</sup> Avenue and between 11<sup>th</sup> Street and 12<sup>th</sup> Street

Crosswalks at intersections and specialty pavement at major neighborhood gateways can slow down traffic through heightened driver awareness of pedestrians and other traffic. Paving through the intersection provides a location for identity markers to be placed in the street, such as the Euclid/St. Paul's Neighborhood rosette logo. Optional specialty pavements at intersections and crosswalks could be used to reduce traffic speeding by creating a visual cue to drivers to slow down (see the suggested crosswalk designs).

Optional landscape area “neck-downs” could be installed to reduce traffic speeding. The neck-downs constrict the size of the passage for moving vehicles and would tend to slow down

traffic in these areas, while adding to the landscape beautification of the rights-of-way. Neck-down landscaping is recommended by the consultant for the following one way streets and is based on the traffic calming plan made by the neighborhood traffic surveys.

- 12<sup>th</sup> Street North (one way, 24 - 34 feet wide) \*
- 14<sup>th</sup> Street North (one way, 24 feet wide)\*
- 18<sup>th</sup> Avenue North (one way, 20 feet wide)
- 19<sup>th</sup> Avenue North (one way, 20 feet wide)

\* The proposed neck-down / landscaped intersections and the proposed storm drainage inlet locations at 17<sup>th</sup> Terrace North and 12<sup>th</sup> and 14<sup>th</sup> Streets North will require review from the City of St. Petersburg to avoid possible conflicts and to coordinate construction schedule priorities.



**Speed Hump Ahead and Signage**

# EUCLID/ST. PAUL'S NEIGHBORHOOD STREET WIDTHS



**14TH STREET NORTH:**  
CHANGE TO 2-WAY  
TRAFFIC W/PARKING  
ON ONE SIDE  
W/CITY/NEIGHBORHOOD  
APPROVALS

**12TH STREET NORTH:**  
CHANGE TO 2-WAY  
TRAFFIC W/PARKING  
ON ONE SIDE  
W/CITY/NEIGHBORHOOD  
APPROVALS

## LEGEND

ROAD WIDTHS	KEY	DESCRIPTION
20'	—	20' WIDE: 2-WAY TRAFFIC, PARKING ONE SIDE
24'	—	24' WIDE: 2-WAY TRAFFIC, PARKING ONE SIDE
27'	—	27' WIDE: 2-WAY TRAFFIC, PARKING BOTH SIDES
33'	—	33' WIDE: 2-WAY TRAFFIC, PARKING BOTH SIDES
34'	—	34' WIDE: 2-WAY TRAFFIC, PARKING BOTH SIDES

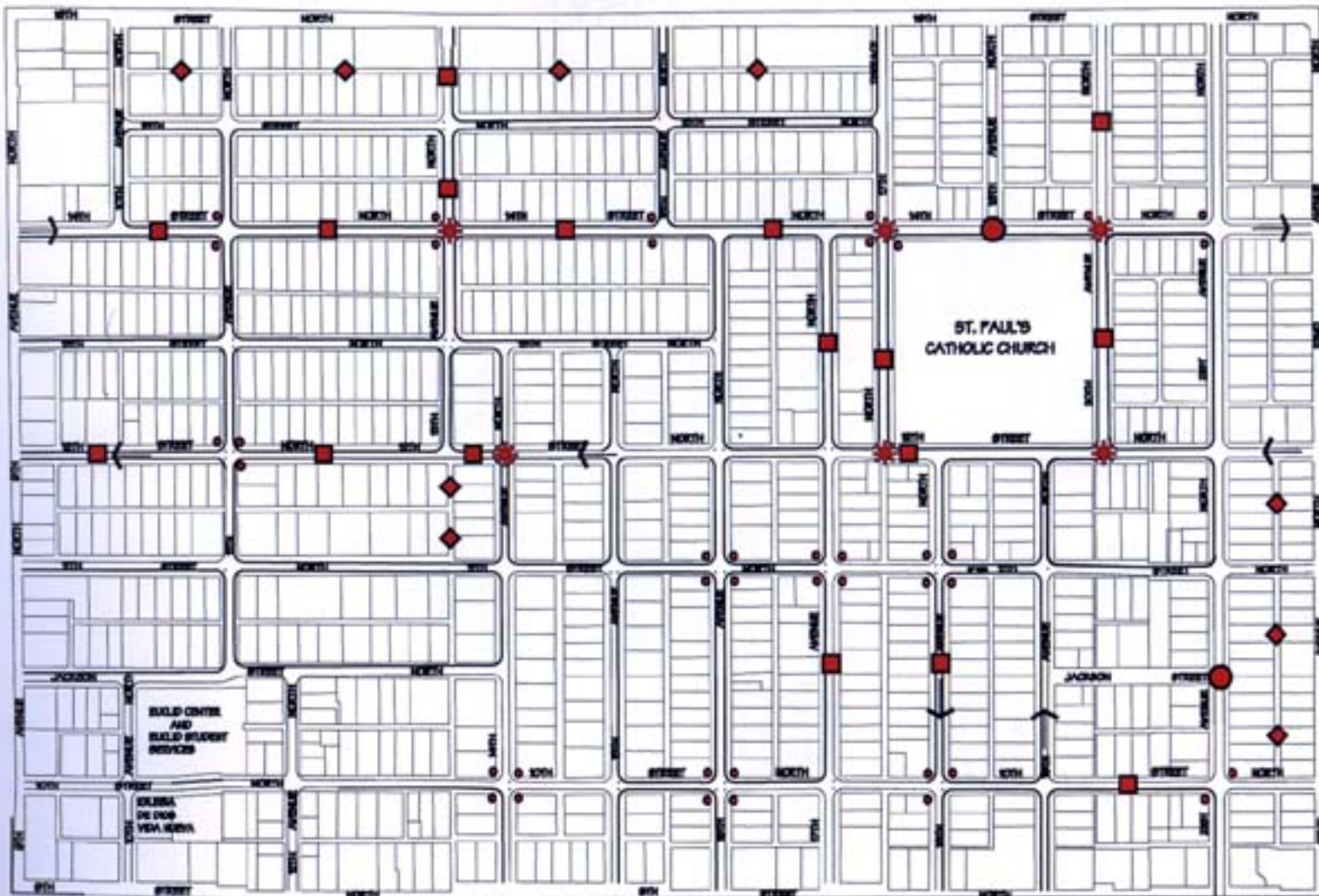
**18TH AVENUE NORTH:**  
RETAIN 1-WAY TRAFFIC  
W/PARKING ON ONE SIDE

**19TH AVENUE NORTH:**  
RETAIN 1-WAY TRAFFIC  
W/PARKING ON ONE SIDE



**NORTH  
NOT TO SCALE**

# EUCLID/ST. PAUL'S NEIGHBORHOOD TRAFFIC CALMING PLAN



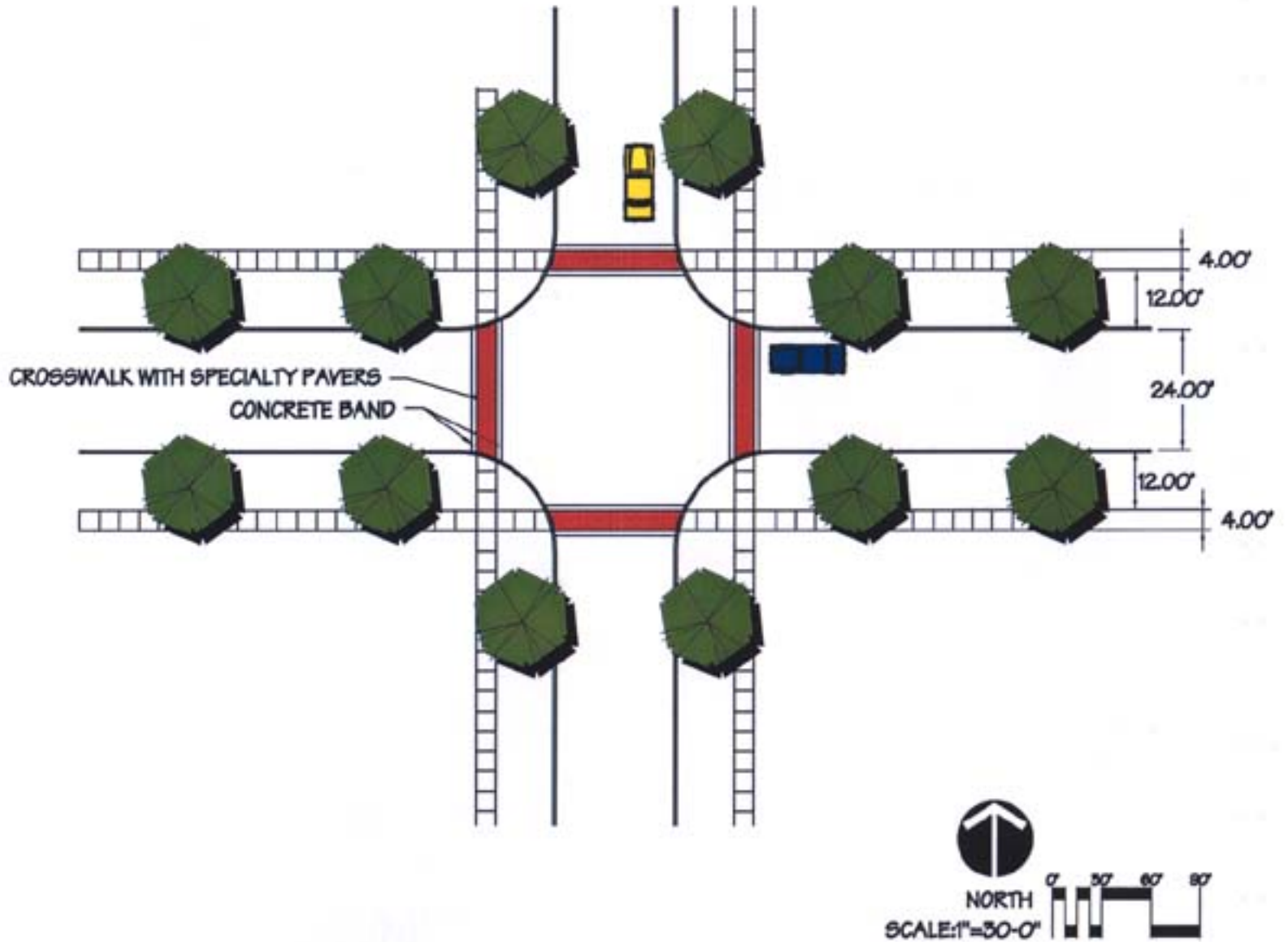
## LEGEND

- NECK-DOWN / LANDSCAPE AREA
- RAISED INTERSECTION
- SPEED HUMPS - STREET
- SPEED HUMPS - ALLEY
- STOP SIGNS
- DIRECTION OF TRAFFIC ONE WAY



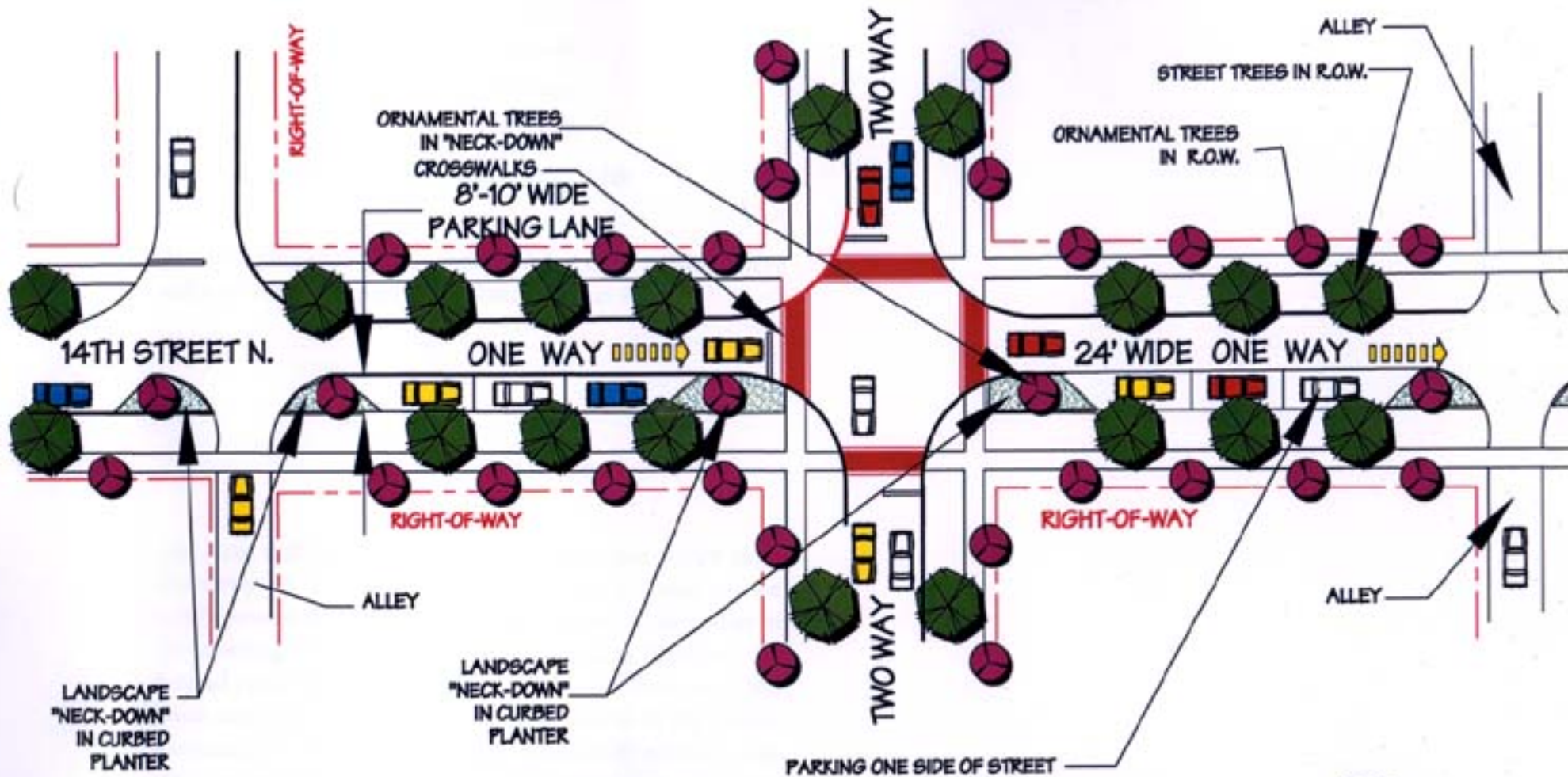
NORTH  
NOT TO SCALE

# TYPICAL CROSSWALK LAYOUT DETAIL



GENERAL NOTE:

"NECK-DOWN" LANDSCAPE FOR ONE WAY STREETS ONLY.  
AT 12TH AND 14TH STREETS AND AT 18TH AND 19TH AVENUE, OR ON TWO WAY STREETS THAT ARE 33'  
OR GREATER IN WIDTH.



# "NECK-DOWN" LANDSCAPE PLAN



NORTH  
NOT TO SCALE

**Parking:** Street widths vary from 20 feet wide to 24 feet, 27 feet, and 33 to 34 feet wide. Parking is allowed on all streets, often making it difficult for parking and two way traffic; however, on-street parking helps to slow traffic by constricting the traffic lanes. Parking should be maintained on all streets for the benefit of residents, as follows:

- 20 feet wide, parking on one side
- 24 feet wide, parking on one side
- 27 feet wide, parking on two sides
- 33 - 34 feet wide, parking on two sides

The Neighborhood Survey indicated that most residents have sufficient on-street parking on their block, as follows:

Yes	72%
No	23%
	5% (No response)

The most difficult time to find a parking place within close proximity to a resident's home in certain areas of the neighborhood is in the evening and on weekends, rather than in the morning. The areas with resident parking problems are located primarily near churches and schools. These areas and other areas that are affected could be identified by the Traffic Committee so that solutions may be achieved by working with the City and the institutional use concerning peak use times, and locating alternate parking areas for church/school visitors.

## **TRAFFIC CALMING / PARKING**

### **ISSUES AND RECOMMENDATIONS SUMMARY**

#### **Issues**

1. Reduce the amount of vehicular traffic, both commercial trucks and automobiles from outside of the neighborhood that are using the neighborhood streets as a “short cut”.
2. Reduce the amount of vehicles speeding down the neighborhood’s residential streets and alleys.
3. Reduce the amount of vehicles driving in the wrong direction on one-way streets.
4. Provide parking opportunities for residents in private driveways and on public streets adjacent to their homes.
5. Transfer “visitor” parking to delegated areas.
6. Reduce the amount of institutional (school) parking in residential parking areas.

#### **Recommendations**

1. Implement the recommendations approved by the Neighborhood Association Traffic Committee and membership (see Traffic Calming Plan page 46).
2. Install “traffic calming” methods and features, such as speed humps, raised intersections, and additional stop signs, as warranted per the Neighborhood Traffic Calming Plan (see Plan on page 46).
3. Install optional landscape area “neck-downs” to reduce traffic speeding (see Neck-Down Landscape Plan).
4. Install optional specialty pavements at intersections and

crosswalks to reduce traffic speeding (see Crosswalk Layouts A and B).

5. Identify and resolve visibility obstructions, such as low shrubs and branches.
6. Request police enforcement on a regular basis of existing speed limits, parking and applicable regulations.
7. Provide options for alternative traffic calming methods utilizing landscape methods (see section, Typical Street Landscape; plan, Neck-Down Landscape Plan; and plan, Street Tree Plan).
8. Survey neighborhood opinion for changing existing one way streets at 12<sup>th</sup> Street North and 14<sup>th</sup> Street North to two way traffic. If approved, petition the City to implement the change.
9. Identify and establish a plan by working with the City to implement specific resident parking in areas of insufficient on-street parking, possibly initiating a resident decal program.
10. Identify areas of low and unsafe street lighting and establish a program with the City to augment existing cobra head light fixtures with pedestrian-scale lighting.