W. Columbus Drive
2040 Complete Street Plan

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Due to the high amount of collisions and poor design of this roadway, we plan to increase the safety of the roadway while reducing VMT and environmental impact.
Goals and Objectives

Goal #1- Improve the safety of the roadway for all forms of travel.
  ▪ Reduce collisions along roadway.
  ▪ Eliminate pedestrian and bicyclist fatalities to achieve Vision Zero.

Goal #2- Support multimodal transportation methods.
  ▪ Increase number of transit users by 100%.
  ▪ Increase the number of bicycle commuters by 100%.

Goal #3- Revitalize the community.
  ▪ Increase the walkability, density, and diversification of land uses.
  ▪ Increase the amount of green space and community amenities.
Major Issues of the Past

- Inadequate sidewalk width and poor conditions in some areas
- No bike lanes
- Many crosswalks lacking markings
- Unlevelled pedestrian sidewalks/crosswalk waiting areas
- Cemetery sidewalk extremely thin
- Obstacles in the middle of the sidewalks
- Some crossing buttons inaccessible for handicapped individuals
- Some crosswalks lacking padding for blind individuals
- Commercial access points lacking crosswalk markings
2025/2040 Solutions: Painted Crosswalks

• Painted crosswalks indicate optimal or preferred locations for pedestrians to cross and help designate right-of-way for motorists to yield to pedestrians.

• Painted crosswalks are desirable at some high pedestrian volume locations (often in conjunction with other measures) to guide pedestrians along a preferred walking path.

• Pedestrians are sensitive to out-of-the-way travel, and reasonable accommodation should be made to make crossings both convenient and safe at locations with adequate visibility.
Pedestrian Push-To-Walk buttons are not easily accessible on the sidewalks and therefore we have to relocate it near the sidewalks so that it is easily accessible for everyone.
Signalized Intersection with Perfect Position of Cross Buttons
Activity Centers

- Cemetery
- Pharmacies
- Grocery Stores
- Churches
- Ball Park
- Restaurants
Corridor ROWs

- Columbus Dr
- Dale Mabry Hwy
- Himes Ave
- Lincoln Ave
- Mac Dill Ave
- Habana Ave
- Armenia Ave
- Howard Ave
- Rome Ave

ROW (feet):
- 130
- 125
- 85
- 75
- 60
- 85
- 65
- 60
- 70
- 70
- 65

NORTHEAST MACFARLANE

OLD WEST TAMPA
2040 Design Priorities

1. Land Use
2. Pedestrians
3. Bicycles
4. Public Transit
5. Cars
Land Use Today

- Low-density and fragmented
- Parking lots
- Too much gray infrastructure

Land Use in 2040

- Dense
- Mixed-use
- Less parking lots, more multi-level parking
- More green space/green infrastructure
Public Transit Today

- Infrequent (every 30 min)
- Low number of choices (only one route)
- Uncomfortable bus stops
- Poor placement of bus stops
- Inefficient travel times
Public Transit in 2040

- Dedicated bus lanes (BRT)
- Competitive travel times
- Higher ridership = more funding
- More comfortable bus stops
- Better placement of bus stops
Land Use Interventions

- Turn diagonal section of Albany Ave into park for nearby residential
- Create riverfront park at the intersection of Columbus Dr. and Hillsborough River
Land Use Interventions

- Replace parking lots with parking garages and green space
- Add community garden and more park amenities to lot next to Anointed Word Church
VMT Reduction Strategies

- Two-way, protected cycle track to maximize safety and efficiency of travel and entice more people to bike
- BRT with dedicated lane to create competitive travel times and increase transit users
- Denser land use with refined zoning policies to create walkable and compact neighbors and reduce dependence on vehicles
- Safe, shaded, ADA compliant sidewalks to making walking a more attractive transportation method
- Reduction of parking supply to make room for more productive uses and to deter people from driving
Intersection of N himes ave and w columbus drive

Car lane 11’  Cycle-track 5’  Sidewalk 6’  Buffer 5’/7’
Intersection of Columbus Drive and Himes Ave

2040

Bus lane 12’  Car lane 10.5’  Cycle-track 8’  Sidewalk 6’
2025

Intersection of N Glen Ave and W Columbus Drive

Daylight - A few seconds ago - Tampa, United States

Car lane 11\'        Cycle-track 4.5\'        Sidewalk 5\'        Buffer 4\'

5' Sidewalk   4.5' Bike lane   2' Plan Gin   11' Turn lane   11' Drive lane   11' Turn lane   4' Buffer   11' Drive lane   11' Drive lane   2' Plan Gin   4.5' Bike lane   5' Sidewalk
Intersection of Columbus Drive and Glen Ave

Bus lane 12’  Car lane 10.5’  Cycle-track 8’  Sidewalk 5’
2025

Car lane 11’  Cycle-track 8’  Sidewalk 6’  Buffer 3’
2040

Bus lane 12’  Car lane 10.25’  Cycle-track 8’  Sidewalk 6’
Between Habana ave and Tampania ave 56'

Reversible Bus lane 12’    Car lane 12’    Cycle-track 8’    Sidewalk 4.5’
Conclusion

Based on research obtained from State DOTs and other sources, we believe our complete street redesign will reduce collisions and fatalities by at least 50%.

- FL DOT: Approximately 90% reduction of auto fatalities and 75% reduction of injuries from round-a-bouts
- NY DOT: Protected cycle track reduces risk of serious injury by 75%
- WHO: 90% survival rate when pedestrian struck under 20 mph, 50% survival rate at 30 mph
Thank You