SR 60 (W Kennedy Blvd) from N & S Boulevard to N Ashley Drive

CGN 4933/6933 Summer 2019 (August 1-15th)
Group 4
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Vision

To expand the existing bicycle network, linking SR 60 (W Kennedy Blvd.) to Downtown Tampa. This would improve the quality and level of service in the area.
Almanac

Location:
SR 60 (W. Kennedy Blvd.) from N & S Blvd to Ashley Drive
Total - .62 miles

Safety:
Number of crashes in the last 5 years - 447 crashes

Mobility:
AADT - 35,000 east of Hillsborough river bridge
Transit - HART route 30 - (8 stops East & West)
Bicycle - sharrows on Kennedy Blvd., no bicycle racks
Pedestrian:
  Crosswalks at all 5 intersections
  Sidewalks on both side of the road

Sustainability:
Wide sidewalks
**Context**

**History:** SR 60 (W Kennedy Blvd.) is an east-west major corridor in Tampa. It used to be known as Grand Central Avenue. Prior to the interstate highway system in 1960 it used to be the main artery. When I-4 was built 50 percent of traffic was reduced. Traffic is increasing with the growth in the area and almost reaching to what it was in the 1960.

**Land-use:** Land use in the project limits are educational and light commercial.

Source: Hillsborough County land use December 2015
General Description on SR 60 (W Kennedy Blvd.)

- The project limits are from N & S Boulevard to N Ashley Drive on SR 60 (W Kennedy Blvd). It is currently a 2-lane undivided road with occasional left turn lanes.
- Right of way average of 71 feet wide.
- Bicycles currently share the road with the cars with pavement markings such as sharrows.
- Speed limit is 35 mph.
- Existing curb ramps are ADA compliant.

Source: Googlemaps.com
General Description on SR 60 (W Kennedy Blvd.)

Crosswalks (4-intersections)
Existing sidewalks on Kennedy Blvd. 12 ft. in width

<table>
<thead>
<tr>
<th>SR 60 (Kennedy Blvd)</th>
<th>Stretch</th>
<th>Feet (Dist.)</th>
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<tbody>
<tr>
<td></td>
<td>N &amp; S Blvd. to UT Poe Pkwy.</td>
<td>569’</td>
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<td>UT Poe to UT entrance</td>
<td>327’</td>
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<td></td>
<td>UT entrance to Ashley Dr.</td>
<td>353’</td>
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</table>
AADT for SR 60 (W Kennedy Blvd) within the project limits

With construction of 275, traffic volumes have uniquely decreased in the Kennedy Corridor, which connects into the more heavily trafficked Westshore area.

University of Tampa students have limited parking. Reducing vehicle traffic in this area will allow safe connections to nearby businesses.

• East of Hillsborough River Bridge 35,000 for 2017

Source: planhillsborough.org
The overall traffic crashes on Kennedy has increased, though pedestrian accidents have remained somewhat consistent.

Our plan is to make pedestrian and bike travel safer, more pleasant, and more convenient.

<table>
<thead>
<tr>
<th>Year</th>
<th>Total Crash Data</th>
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<tbody>
<tr>
<td>2014</td>
<td>55</td>
</tr>
<tr>
<td>2015</td>
<td>70</td>
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<td>2016</td>
<td>76</td>
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<tr>
<td>2017</td>
<td>106</td>
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<tr>
<td>2018</td>
<td>140</td>
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<tr>
<td>Grand Total</td>
<td>447</td>
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<table>
<thead>
<tr>
<th>Crash Data</th>
<th>Bike</th>
<th>Pedestrian</th>
<th>Total</th>
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<td>5</td>
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<tr>
<td>Total</td>
<td>1</td>
<td>16</td>
<td>17</td>
</tr>
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</table>

Source: Data provided by Ray Reynold Hillsborough County MPO
General Description on SR 60 (W Kennedy Blvd.)

- 8 Bus Stops Total (4 ea way)
- ~300 riders/weekday
- Avg. distance between bus stops is 950’

Source: openstreetmap.org

Exist. 3 Bus shelters

Source: googlemaps.com
Existing Bike Network

Source: openstreetmap.org
Proposed Bike Network

Source: openstreetmap.org
The goal is to redesign SR 60 (W Kennedy Boulevard) using Dutch street design ideas to enhance bicycle and pedestrian safety.
Objectives

▪ Remove center turn lane to allow for bicycle lanes to provide connectivity to downtown Tampa bicycle network.

▪ Increase greenery and lighting. (43% of bicycle/pedestrian crashes on Kennedy occur at night)
Cross Sections

Existing, W. Kennedy and Ashley Dr. Looking West

12’ Sidewalk
2’ ... 12’ Turn lane
10’ Turn lane
11’ Turn lane
10’ Drive lane
10’ Drive lane
3’ W... 10’ Sidewalk
Cross Sections

Proposed, W. Kennedy and Ashley Dr. Looking West
Proposed Improvements at Kennedy/Ashley
Thank you!

This project was done as a class with limited time, and specific improvements are feasible.