



# GANDY CORRIDOR PROJECT

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Hillsborough County MPO

Policy Committee

April 2013

# Coordination with Community Groups

- Met with representatives of:
  - Gandy/ Sun Bay South
  - Bayside West
  - Port Tampa Civic
  - South Tampa Chamber of Commerce
  - Offered to meet with Bayshore Beautiful
- Neighborhood concerns:
  - Elevated road is a visual barrier and creates blight underneath.
  - What is the real demand? Traffic's a problem only at peak hour.
  - The real problems are at intersections. Focus on those.
- Chamber concerns:
  - No official position, because project was never finalized.
  - Taking traffic off Gandy would kill businesses.
  - Maintenance Of Traffic during construction also a concern.



# Project History

## Project Development & Environmental Study (early 1990s)

- Conducted by FDOT
- From 4<sup>th</sup> St. (Pinellas) to Dale Mabry Hwy.
- Recommended:
  - In Pinellas County: 6-lane controlled access road
  - In Hillsborough: 4-lane controlled access road along CSX corridor south of Gandy Blvd.
- Not completed due to new Major Investment Study requirement

# Improved Gandy Bridge (1994)

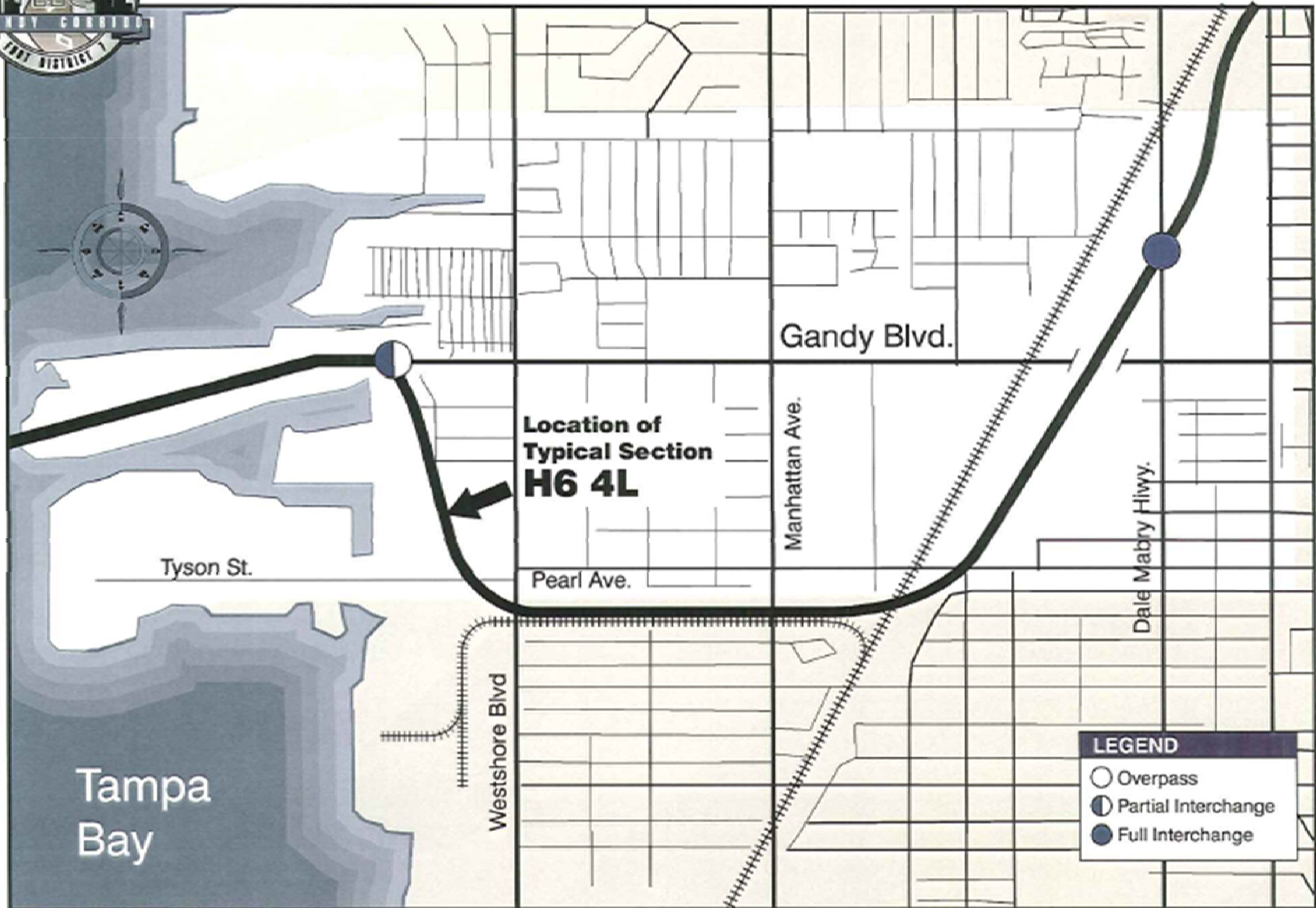
- New southbound span
- Re-configured northbound span
- Resulted in 6-lane bridge
  - Increase of 2 lanes

## Major Investment Study (1996 – 2000)

- Conducted by FDOT
- Many Alternatives considered
- Narrowed down to 3 options:
  1. Elevated 4-lane controlled access road over Gandy Blvd. & re-construction of existing Blvd. as 4-lane divided road
  2. At-grade 4-lane By-pass south of CSX rail line, plus enhancements to existing Gandy Blvd.
  3. Widening Gandy to 6 lanes (insufficient capacity per FDOT traffic forecast)
- MPO endorsed moving ahead with options 1 & 2



## Hillsborough County - Bypass Alternative



## PD&E Study Resumed (2001 – 2002)

- Conducted by FDOT
- Alternatives Considered:
  - Elevated 4-lane controlled access road over Gandy Blvd.
  - 4-lane controlled access road along CSX right-of-way
  - Tunnel (determined not viable due to cost)
- Dec. 2002: MPO motion to suspend study & enhance Gandy Blvd. instead



## Safety & Operational Enhancements (2006)

- Re-construction by FDOT
- Raised median
- Intersection improvements at Westshore Blvd. & Manhattan Ave.
  - Dual Left Turn Lanes
  - 30 ft. medians
- Streetscape & aesthetic improvements
  - Lighting
  - Landscaping
  - “Main Street” look & feel
- No significant traffic capacity added

# Gandy Area Transportation Study (2007)

- Conducted by City of Tampa
- Study area mostly south of Gandy Blvd.
- Assessed needs of pending new developments
- Recommended:
  - Connecting Tyson Ave. from Westshore Blvd. to Manhattan Ave.
  - Four-laning Westshore Blvd. from Tyson Ave. to Fair Oaks Ave.
  - Adding a southbound lane on Manhattan Ave. from Gandy Blvd. to Tyson Ave.
  - Other low-cost intersection and bicycle and pedestrian safety improvements.

## Expressway Authority PD&E Study (2010)

- Conducted at request of City & FDOT
- Recommended 2-lane elevated toll way
  - Elevated structure in median of Gandy Blvd.
  - 30 foot height to allow visibility of businesses & landscaping
- State Environmental Impact Report prepared but not finalized by THEA

# Gandy Project in the Long Range Transportation Plan

Long Range Plan	Adopted	Project	Description
2010	Sept. 1991	Crosstown Xway	6 Lane Bypass
2015	Dec. 1995	Crosstown Xway Ext	4 Lane Bypass
2020	Nov. 1998	Gandy Corridor	4 Lane Bypass
2025	Nov. 2001	Gandy Boulevard	4 Lane Freeway
2025	Nov. 2004	Gandy Blvd.	2 Lane Partial Controlled Access
2035	Dec. 2009	Gandy Blvd.	2 Lane Elevated Toll Way

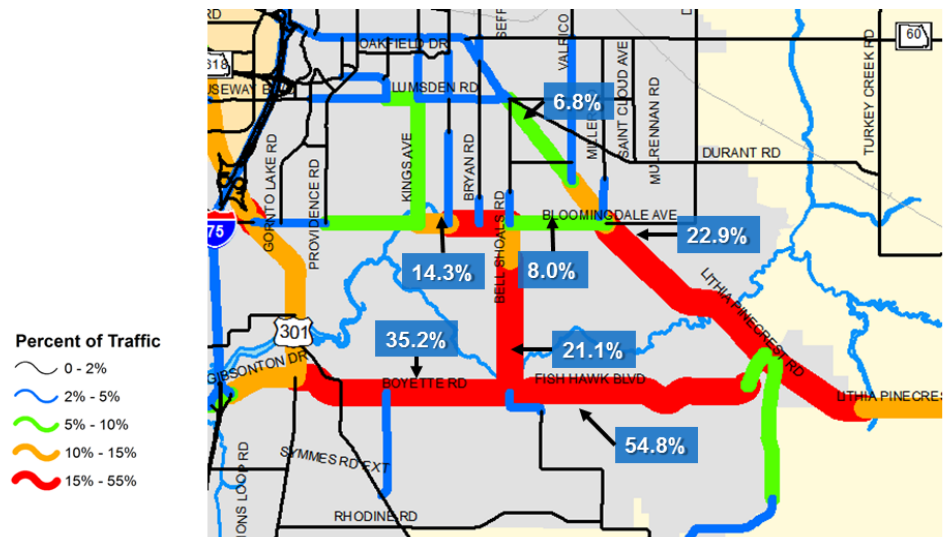


# Travel Demand

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- How much traffic?
  - 42,000 to 47,000 in past 10 years
  - 75,000 + in 2035 LRTP
- Where is the traffic going?

## Where is the traffic going? 2006 Base Conditions



# Travel Demand

- What are the major regional projects underway and planned?
  - Selmon Connector
  - Gandy Blvd in Pinellas County
  - I-275 through Westshore
- How does demand shift with construction projects?
  - Bay Bridges
  - Dale Mabry
  - Westshore



# Emergency Evacuation



# Emergency Evacuation

- Planning for Emergency Response
  - TBRPC – 2010 Regional Evacuation Study
  - Critical infrastructure
    - I-275/I-75
    - I-275 NB on ramps
    - I-275/ I-4
    - I-4 EB on ramps
    - SR 580 / Veterans
    - Gandy / Selmon
  - Identification of clearance times

# Emergency Evacuation

**Table ES-14 – 2015 Clearance Times for Operational Scenarios**

	<b>Evacuation Level A Operational Scenario</b>	<b>Evacuation Level B Operational Scenario</b>	<b>Evacuation Level C Operational Scenario</b>	<b>Evacuation Level D Operational Scenario</b>	<b>Evacuation Level E Operational Scenario</b>
<b>Clearance Time to Shelter</b>					
Hillsborough	12.0	15.5	26.0	38.0	78.0
Manatee	10.0	13.0	19.0	27.0	69.5
Pasco	12.0	13.5	23.5	40.5	78.5
Pinellas	10.0	13.0	19.5	25.5	71.0
<b>In-County Clearance Time</b>					
Hillsborough	12.0	15.5	26.0	38.0	78.0
Manatee	11.0	14.0	20.0	33.5	73.5
Pasco	12.0	14.5	23.5	40.5	78.5
Pinellas	11.0	14.0	20.0	31.0	72.0
<b>Out of County Clearance Time</b>					
Hillsborough	12.0	15.5	25.5	38.0	78.0
Manatee	11.0	14.0	20.0	33.0	75.0
Pasco	11.5	14.5	26.0	37.0	78.0
Pinellas	10.5	14.0	20.0	31.0	72.0
<b>Regional Clearance Time</b>					
TBRPC	12.0	15.5	26.0	38.0	78.0

# Emergency Evacuation

- Emergency Response
  - Inter-county Coordination
  - What is the process for timing of evacuations?
  - What are thresholds for closing bay bridges?

# Next Steps: Public Opinion

- Many community meetings & public workshops already held
- We suggest a cell phone survey of residents & business in the zip code
  - Survey response is by text message, i.e. “Text your reply to...”
  - Can reach a much larger audience than typically attends a community meeting, at lower cost.

# Next Steps / Schedule

<u>Topic</u>	<u>Policy Committee Meeting</u>
Emergency Management	May 28
Travel Demand Results	June 25 or July 30
Public Opinion Results	August 27