

# Gandy Connector: Travel Demand

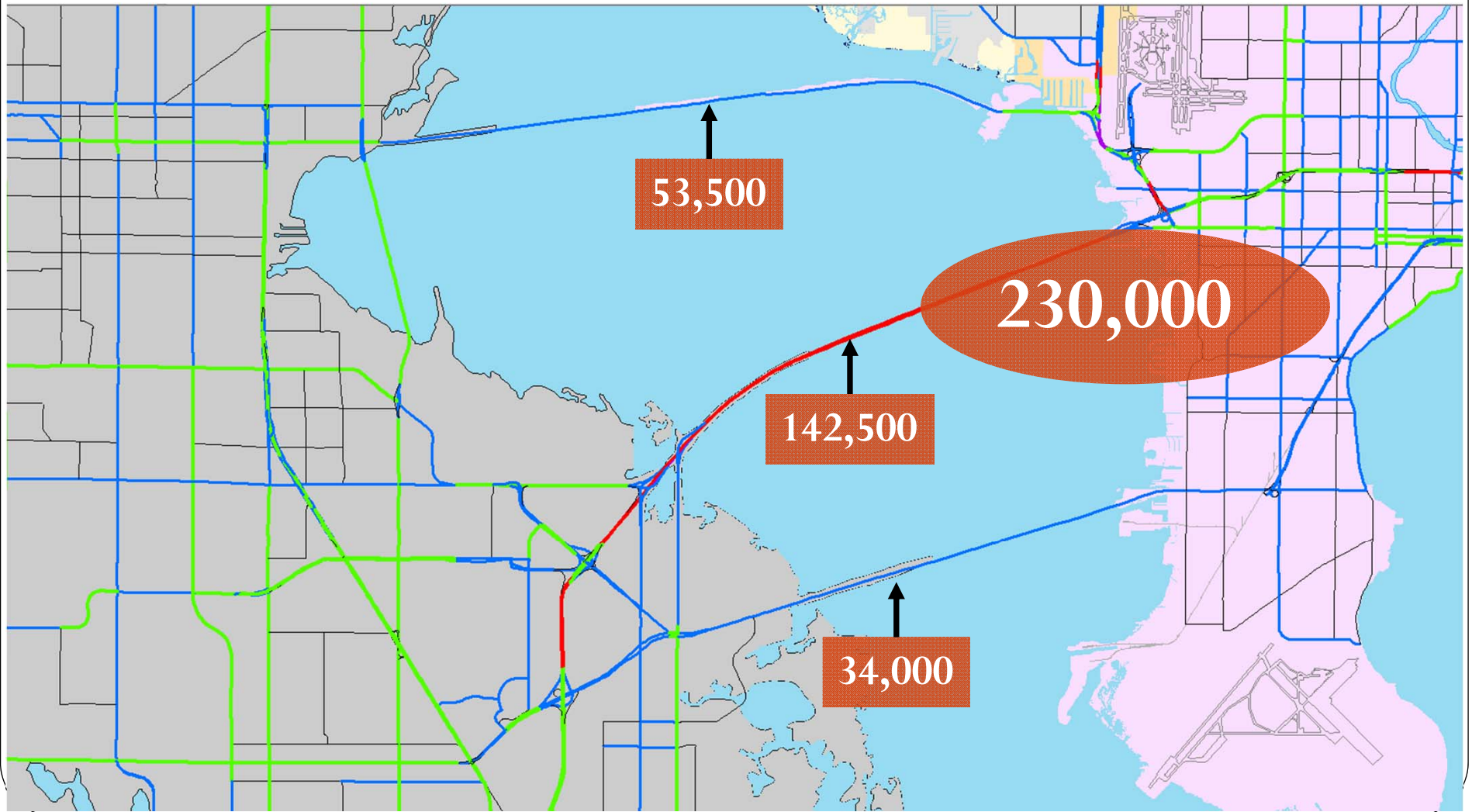
Policy Committee

August 2013

# What options to the Gandy Elevated Lanes exist?

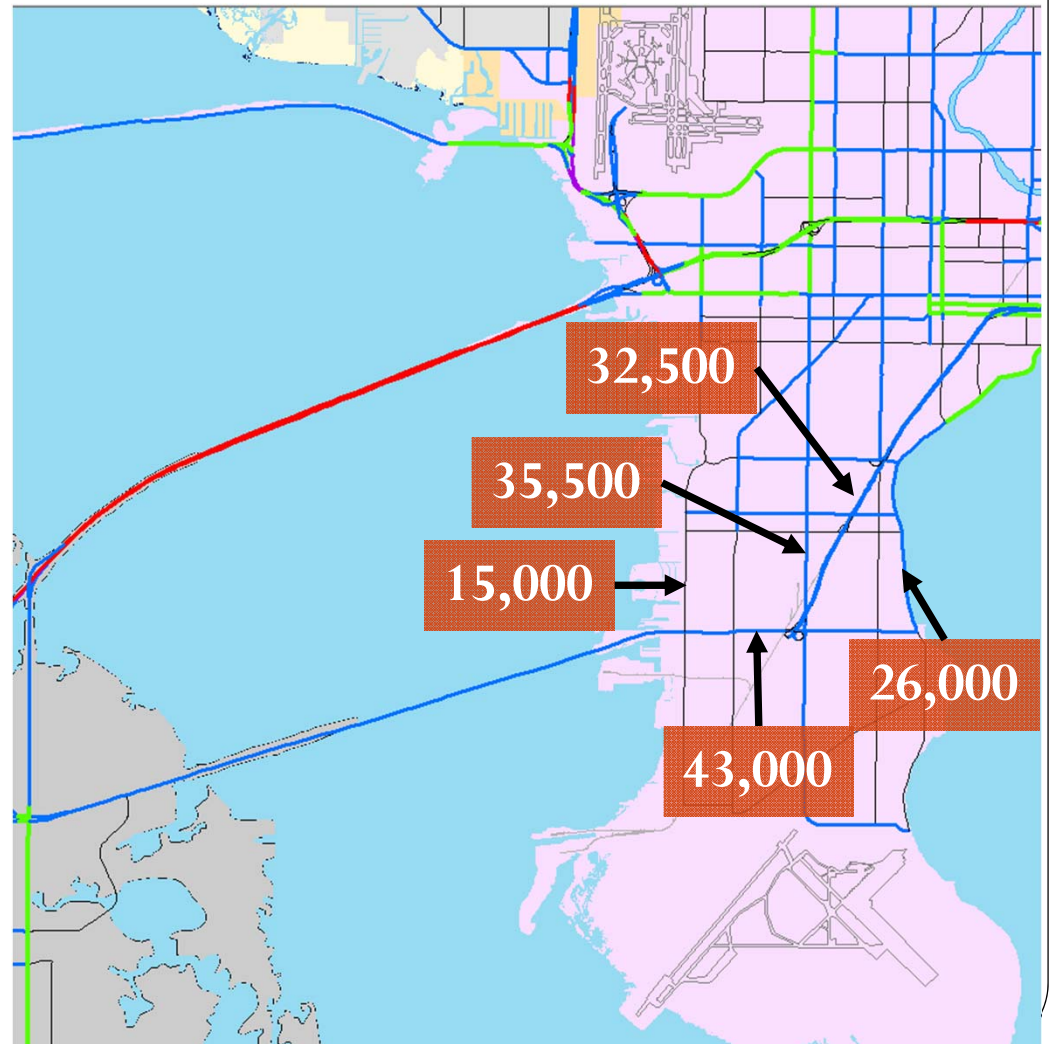
- What are the current conditions?
- Who's using Gandy Blvd?
- What's currently planned?
- What's been previously considered?
- What other options are there?

# Existing Traffic Volumes

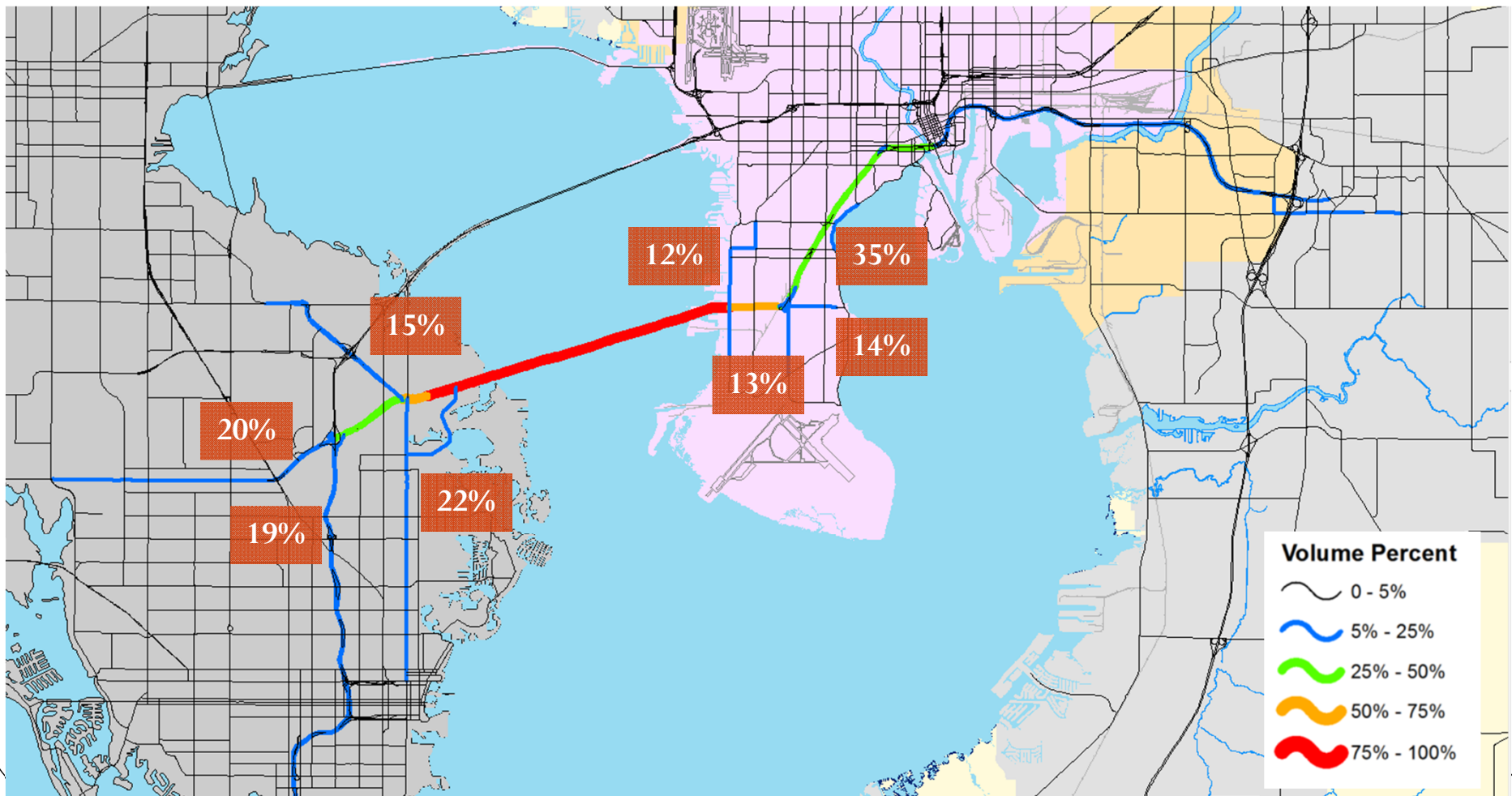


# Existing Traffic Volumes

- Gandy Blvd
  - 43,000 Daily Trips
  - LOS 'D' Capacity – 40,000
- Westshore Blvd
  - 15,000 Daily Trips
  - LOS 'D' Capacity – 13,500
- Dale Mabry
  - 35,500 Daily Trips
- Bayshore Blvd
  - 26,000 Daily Trips
  - LOS 'D' Capacity – 29,000
- Selmon Expressway
  - 32,500 Daily Trips
  - LOS 'D' Capacity – 74,000

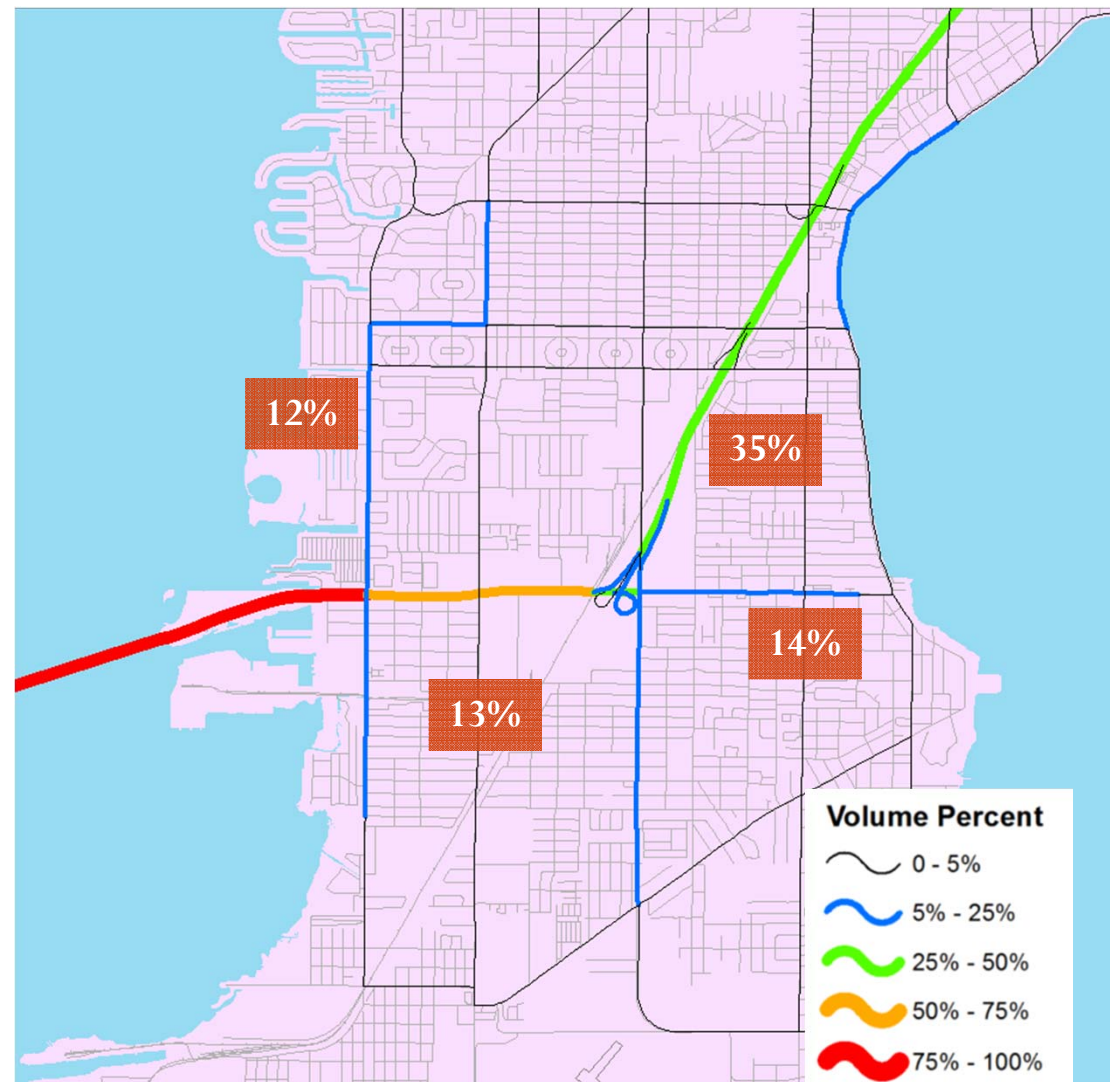


# Existing Traffic Pattern (2006 model)



# Existing Traffic Pattern (2006 model)

- Model Based - 2006
- 5% = 1,850 Daily Trips
- Majority of trips using the Selmon Expressway for regional destinations
  - 25% go beyond Downtown



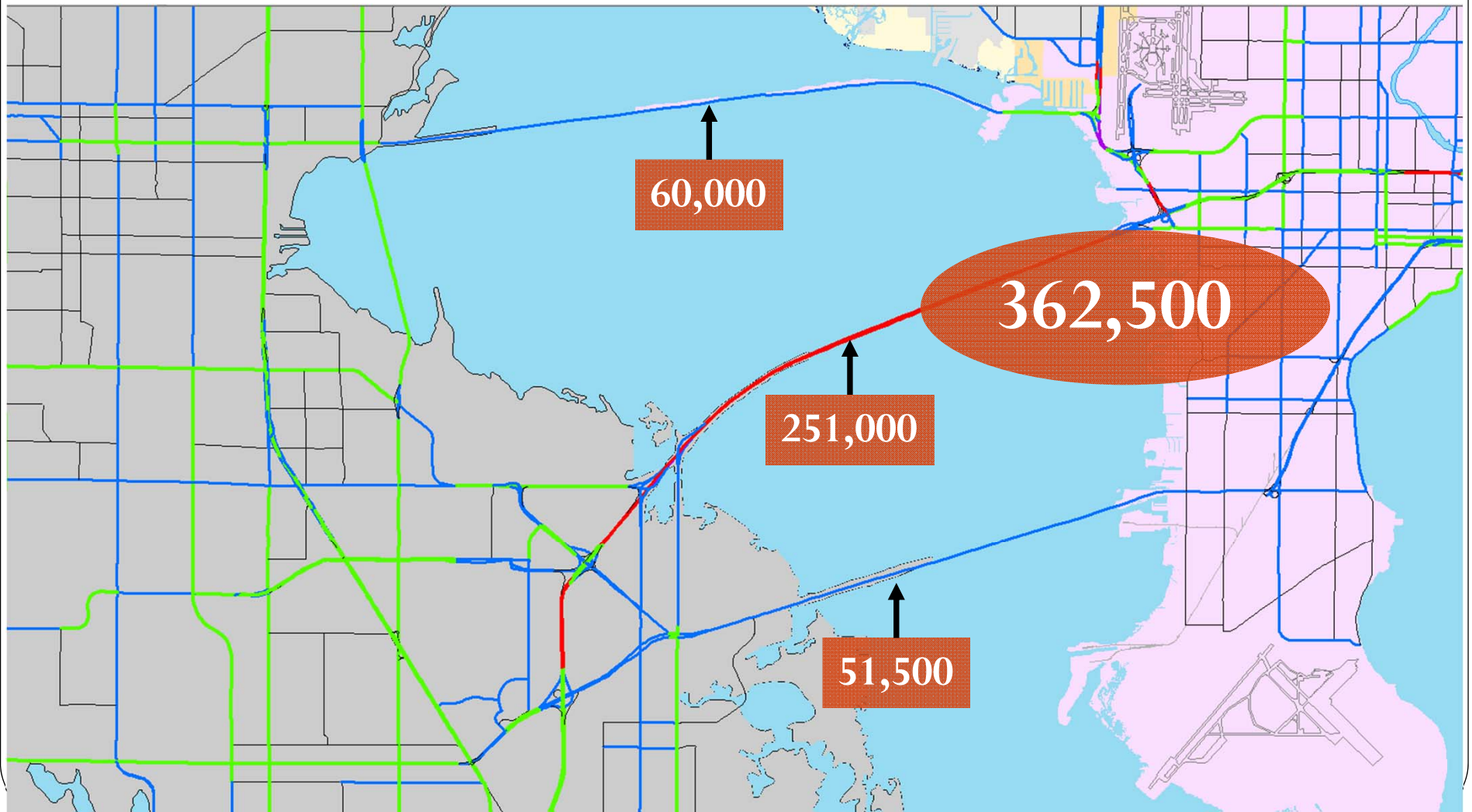
# What's Currently Planned

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## **2035 Cost Affordable Plan**

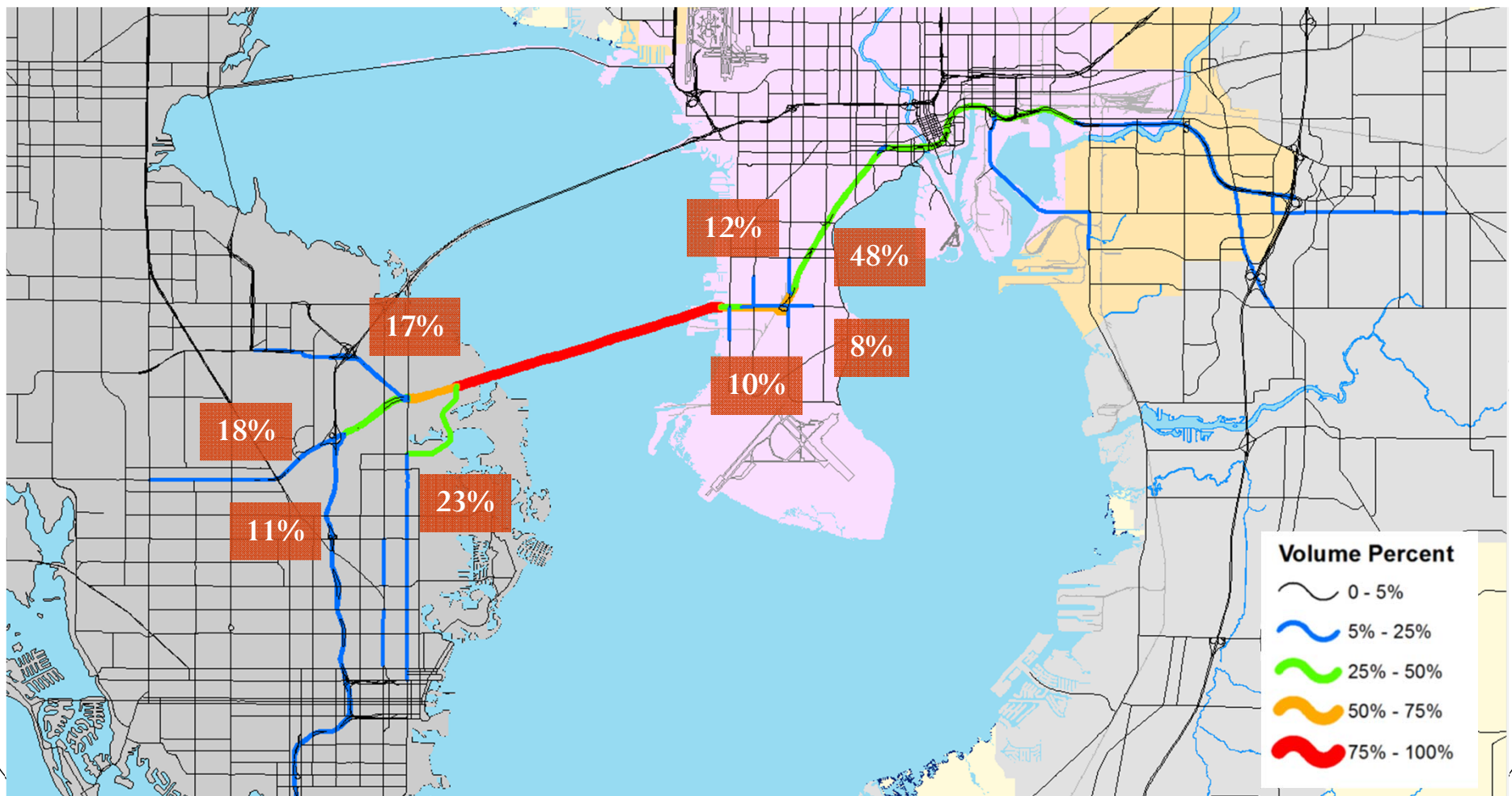
- Construction of Gandy Elevated Lanes
- Construction of I-4 Selmon Connector
- Widening of I-275 between Downtown and Westshore
- Widening of Selmon Expressway through Downtown Tampa
- Interchange improvements at I-275 & SR 60

# 2035 Cost Affordable Bridge Volumes



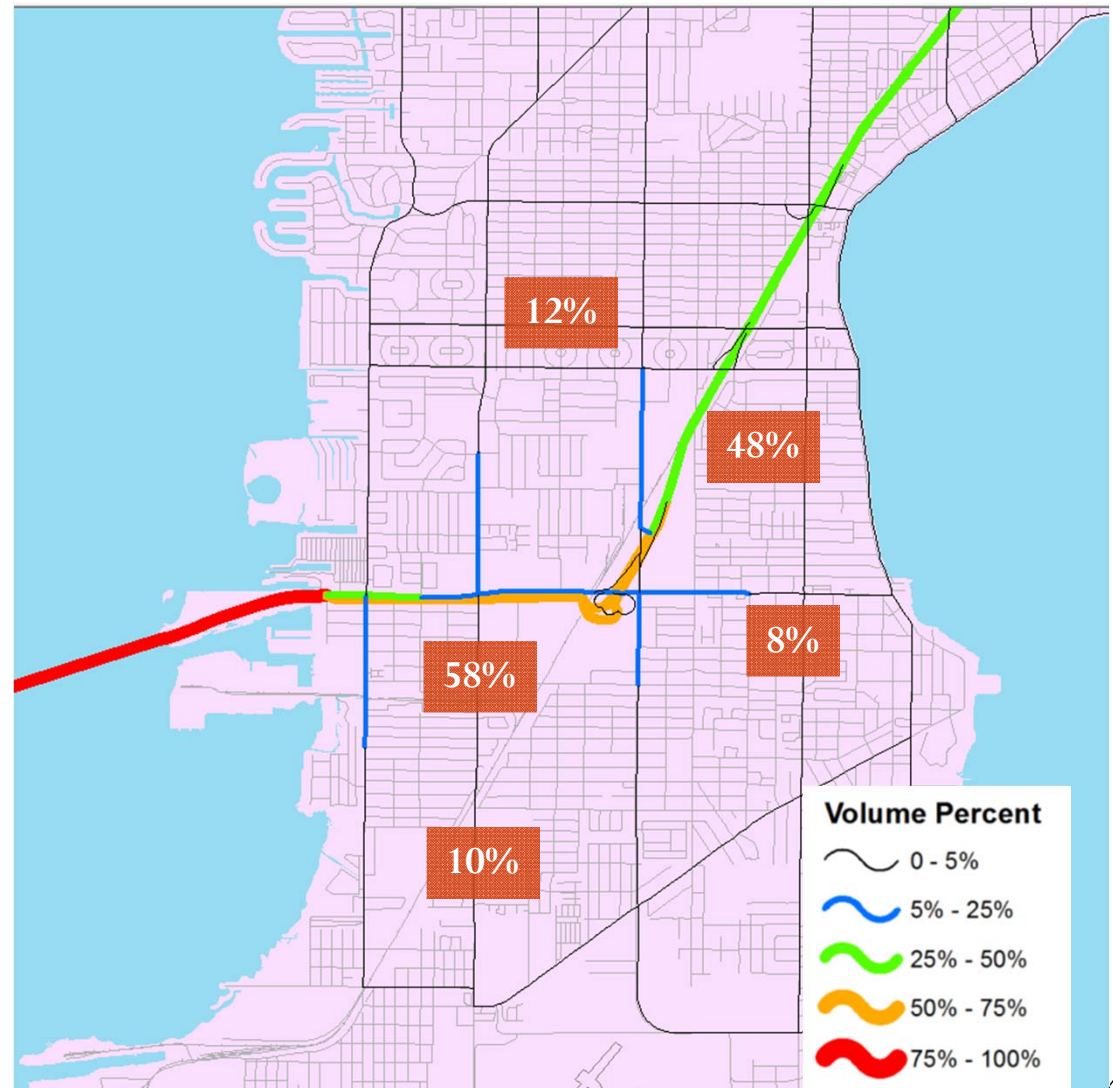


# 2035 Cost Affordable Plan Traffic Pattern



# 2035 Cost Affordable Plan Traffic Pattern

- 5% = 2,600 Daily Trips
- 58% of traffic uses elevated lanes
  - 25% take Selmon Expressway to 50<sup>th</sup> Street and beyond



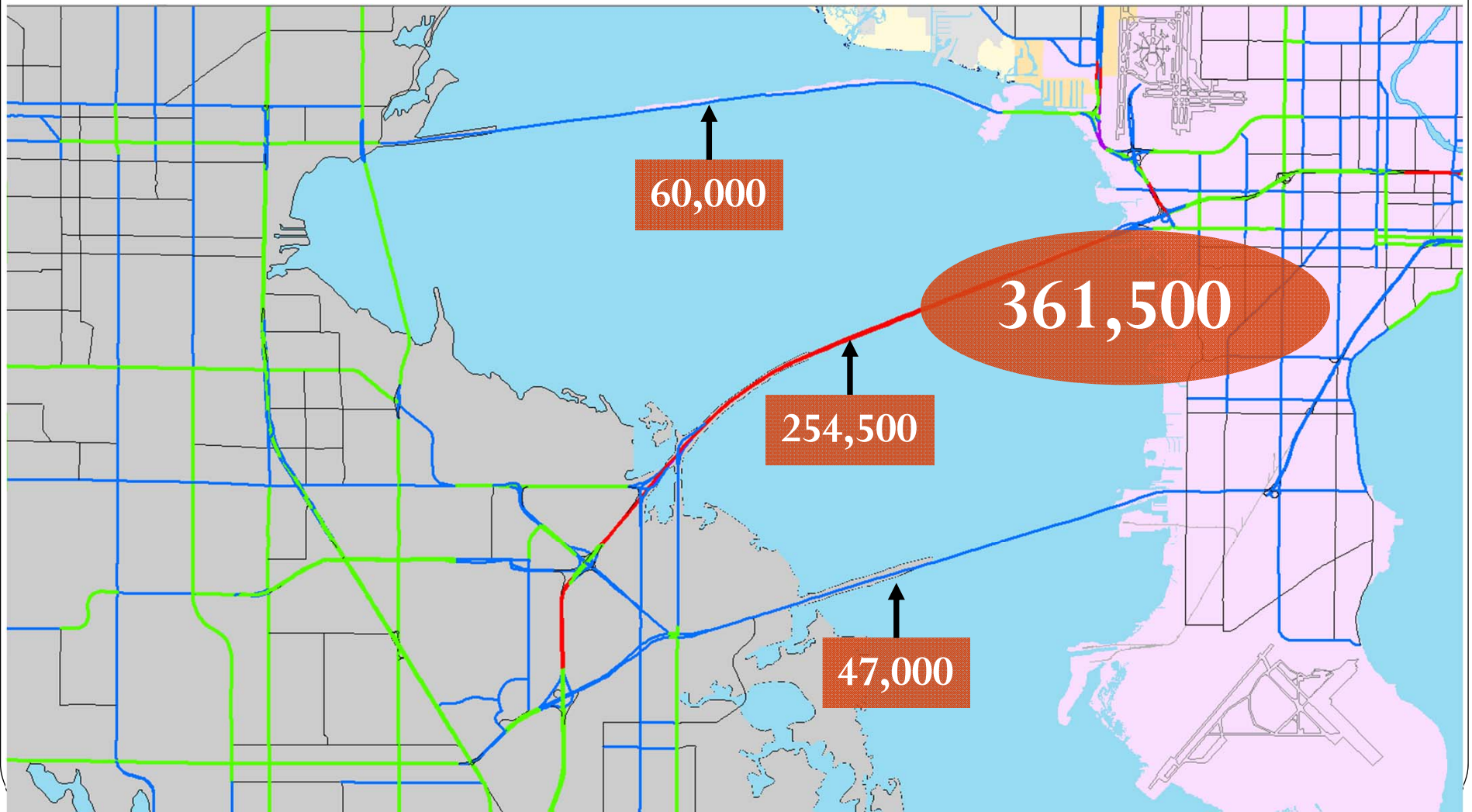
# What's Currently Planned

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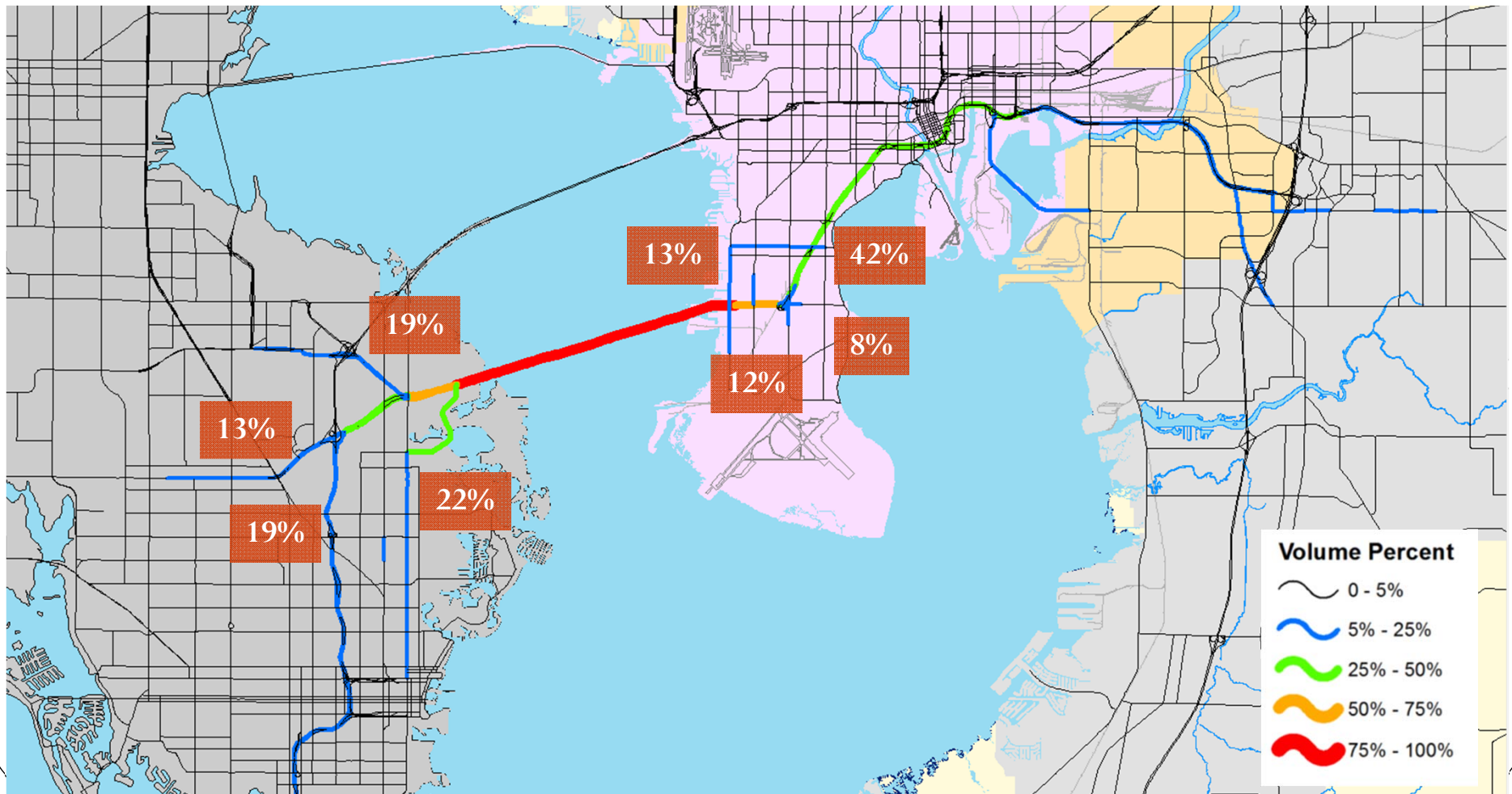
## 2035 Cost Affordable Plan

- ~~Construction of Gandy Elevated Lanes~~
- Construction of I-4 Selmon Connector
- Widening of I-275 between Downtown and Westshore
- Widening of Selmon Expressway through Downtown Tampa
- Interchange improvements at I-275 & SR 60

# 2035 Cost Affordable Plan without Gandy Elevated Lanes

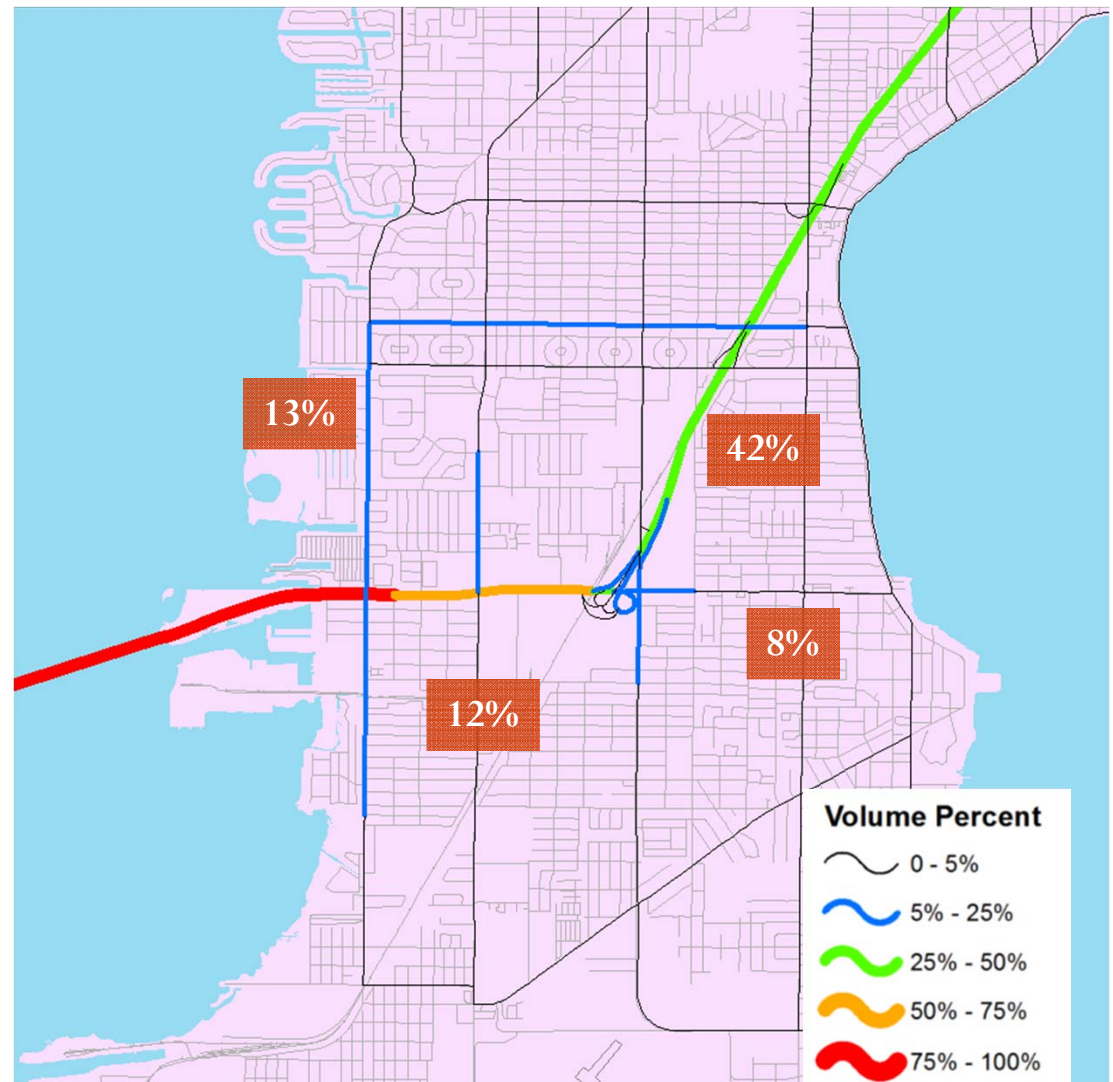


# 2035 Cost Affordable Plan without Gandy Elevated Lanes



# 2035 Cost Affordable Plan without Gandy Elevated Lanes

- 5% = 2,350 Daily Trips
- Drastic decrease in bridge traffic east of Selmon Expressway
- 25% take Selmon Expressway east of 22<sup>nd</sup> Street



# Existing and Future Volumes

Segment	2006 Model	2012	2035 Cost Affordable	2035 W/O Gandy
Gandy Bridge	37,000	34,000	51,500	47,200
Gandy West of Dale Mabry	46,000	43,000	37,700	55,900
Gandy Elevated Lanes	--	--	38,800	--
Selmon Expressway	27,000	32,500	74,500	70,400
Westshore Blvd north of Gandy	16,000	15,000	15,500	19,000
Dale Mabry north of Gandy	29,800	35,500	38,200	33,500

What was Previously Considered?

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# Project Development & Environmental Study (early 1990s)

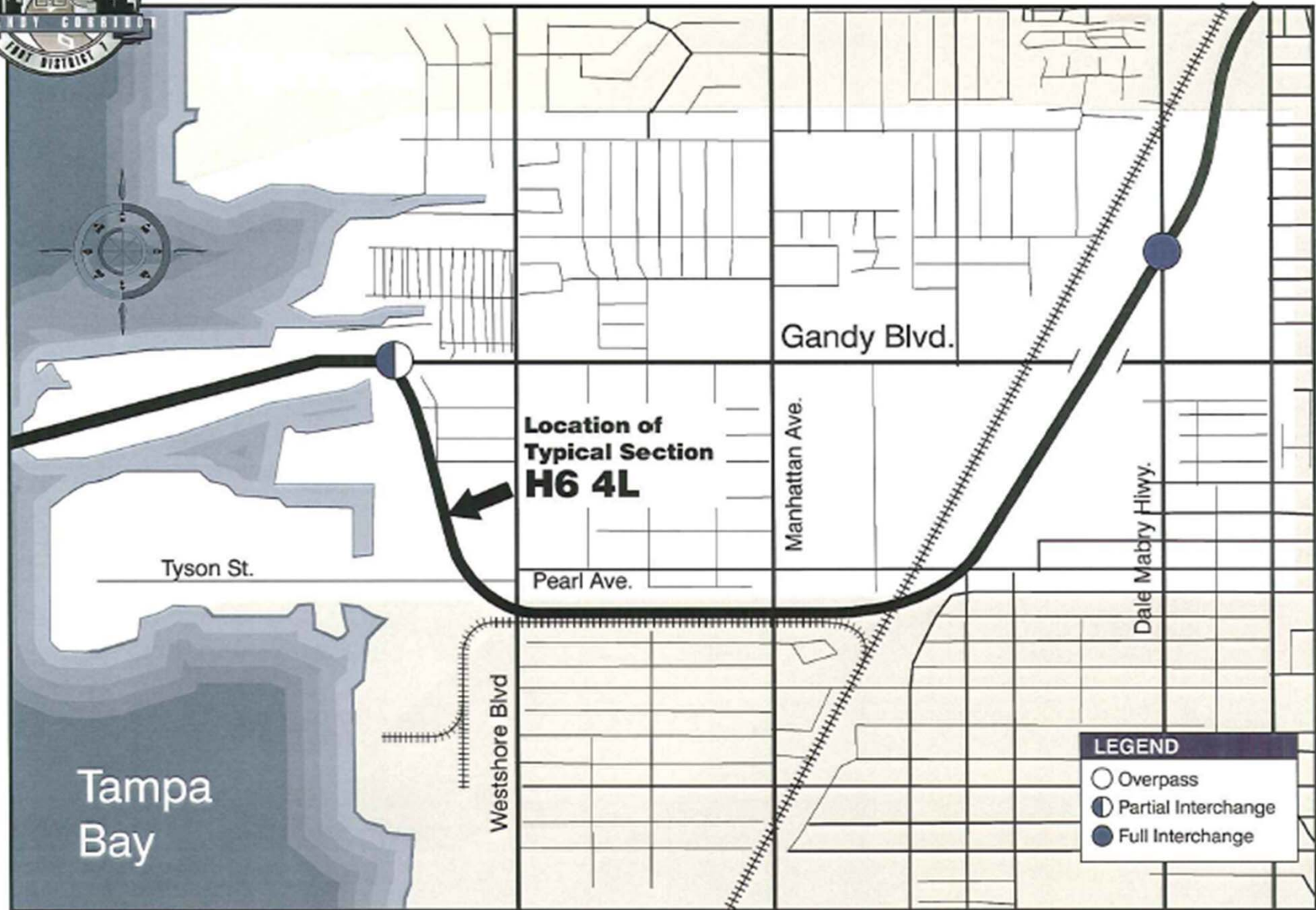
- Conducted by FDOT
- From 4<sup>th</sup> St. (Pinellas) to Dale Mabry Hwy.
- Recommended:
  - In Pinellas County: 6-lane controlled access road
  - In Hillsborough: 4-lane controlled access road along CSX corridor south of Gandy Blvd.
- Not completed due to new Major Investment Study requirement

## 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

# 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)

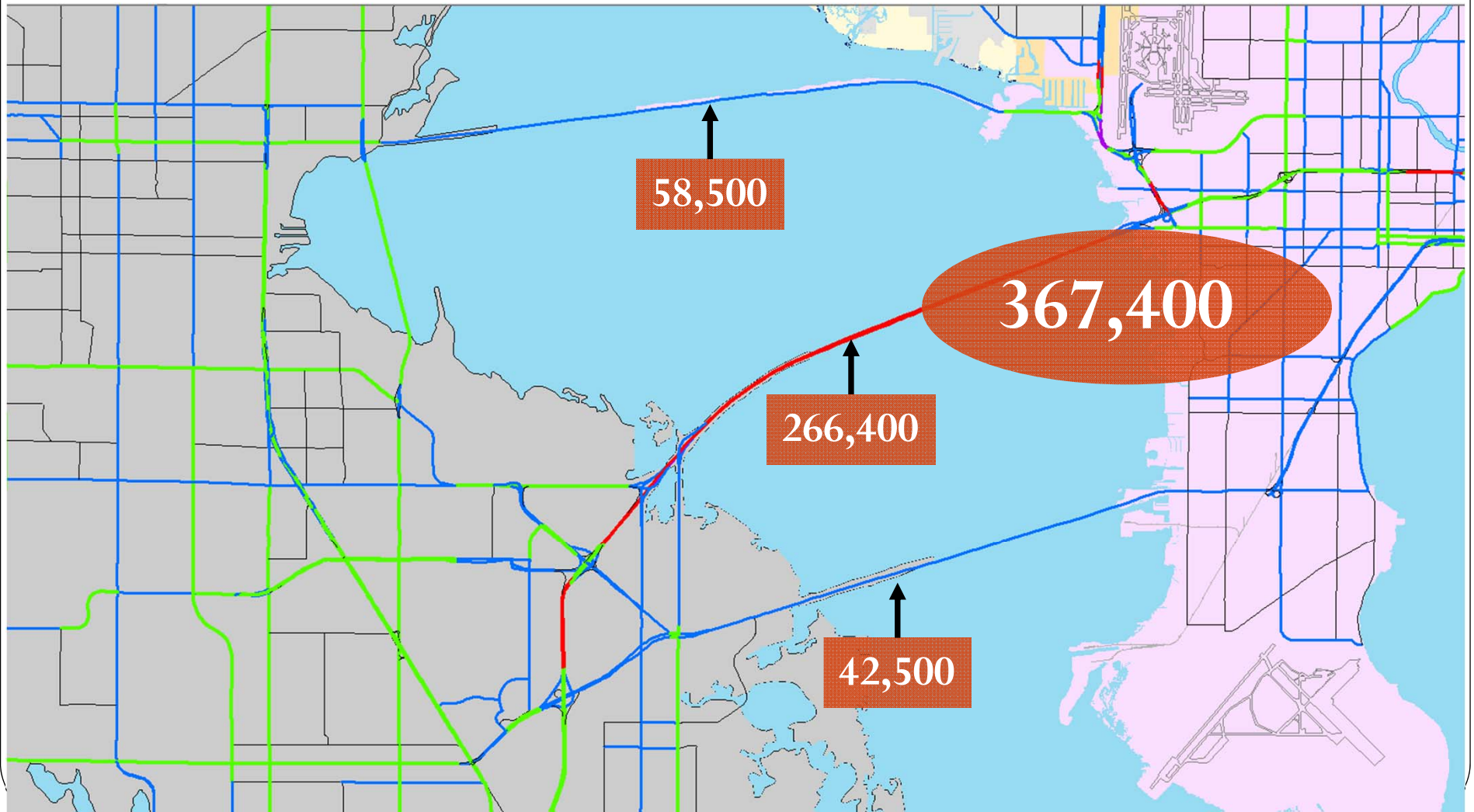
- Conducted at request of City & FDOT
- Recommended 2-lane elevated toll way
  - Elevated structure in median of Gandy Blvd.
  - 30 foot height to allow visibility of businesses & landscaping
- State Environmental Impact Report prepared but not finalized by THEA

# What Are Other Options

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- I-275 Managed Lanes
- Water Taxi

# I-275 Managed Lanes - 2035 Traffic Volumes





# Existing and Future Volumes

Segment	2012	2035 Cost Affordable	2035 W/O Gandy	2035 – I-275 Managed
Gandy Bridge	34,000	51,500	47,200	42,500
Gandy West of Dale Mabry	43,000	37,700	55,900	51,100
Gandy Elevated Lanes	--	38,800	--	
Selmon Expressway	32,500	74,500	70,400	34,500
Westshore Blvd north of Gandy	15,000	15,500	19,000	14,200
Dale Mabry north of Gandy	35,500	38,200	33,500	29,700

# Public Investment Advantage HSF v. Roadways

2 x 250 Seat Ferries - 750/peak 60 minutes; 1500 per peak

1 x 250, 1 x 500 Ferries - 1250/peak 60 minutes; 2250 per peak

2 x 250, 1 x 500 Ferries – 1500/peak 60 minutes, 2750 per peak.

1 Lane Interstate can carry 2,000 vehicles/hour.

Adding one lane mile to major roadways = \$20 million/mile.

One lane mile addition for urban interstate = \$50 to \$100 million/mile.

# Next Steps

- Textizen survey results next month

**DOES THIS LOOK LIKE A GOOD IDEA?**

Text YES or NO 

**813-344-5042**

We are seeking opinions on the Gandy Connector, an idea for an elevated, 2-lane toll road in the center of Gandy Boulevard.

- Connect Gandy Bridge and Seimon Expressway
- Divert through traffic, reducing ground-level traffic up to 35%
- Could ease hurricane evacuation
- NOT yet funded and NOT yet scheduled to be built

**How does this work?**  
Text your answer to have your response recorded. You'll get a series of 4 follow-up questions. Your privacy is important to us. We won't sell or share your number. Standard message rates apply.

**Don't want to text? Go online or call us.**  
web [www.planhillborough.org/gandy-connector](http://www.planhillborough.org/gandy-connector)  
phone Contact Lisa Silva at (813) 273-3774 ext. 329

**Please reply by September 12, 2013**

POWERED BY  
