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 4th 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

- 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

<table>
<thead>
<tr>
<th>Long Range Plan</th>
<th>Adopted</th>
<th>Project</th>
<th>Description</th>
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<tbody>
<tr>
<td>2010</td>
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<td>Crosstown Xway</td>
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<td>2015</td>
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<td>2020</td>
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<td>Gandy Corridor</td>
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<td>2035</td>
<td>Dec. 2009</td>
<td>Gandy Blvd.</td>
<td>2 Lane Elevated Toll Way</td>
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</table>
Travel Demand
Travel Demand

• How much traffic?
  • 42,000 to 47,000 in past 10 years
  • 75,000 + in 2035 LRTP

• Where is the traffic going?
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/ I-4
    • SR 580 / Veterans
    • Gandy / Selmon
  • Identification of clearance times
  • I-275 NB on ramps
  • I-4 EB on ramps
# Emergency Evacuation

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

<table>
<thead>
<tr>
<th></th>
<th>Evacuation Level A Operational Scenario</th>
<th>Evacuation Level B Operational Scenario</th>
<th>Evacuation Level C Operational Scenario</th>
<th>Evacuation Level D Operational Scenario</th>
<th>Evacuation Level E Operational Scenario</th>
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</table>
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

<table>
<thead>
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<th>Topic</th>
<th>Policy Committee Meeting</th>
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<tr>
<td>Emergency Management</td>
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<tr>
<td>Travel Demand Results</td>
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<td>Public Opinion Results</td>
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