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

- 53,500
- 142,500
- 34,000
- 230,000
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

![Diagram showing traffic volume percentages.](image)
What’s Currently Planned

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

- 362,500
- 251,000
- 51,500
- 60,000
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 50th Street and beyond
What’s Currently Planned

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 22nd Street
## Existing and Future Volumes

<table>
<thead>
<tr>
<th>Segment</th>
<th>2006 Model</th>
<th>2012</th>
<th>2035 Cost Affordable</th>
<th>2035 W/O Gandy</th>
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</thead>
<tbody>
<tr>
<td>Gandy Bridge</td>
<td>37,000</td>
<td>34,000</td>
<td>51,500</td>
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<tr>
<td>Gandy West of Dale Mabry</td>
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What was Previously Considered?
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
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
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

- I-275 Managed Lanes
- Water Taxi
I-275 Managed Lanes – 2035 Traffic Volumes

- 367,400
- 266,400
- 58,500
- 42,500
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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