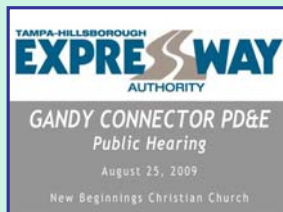


to the Public Hearing for the
Gandy Connector Project Development & Environment (PD&E) Study
From east of the Gandy Bridge to the western terminus of the Selmon Expressway

THEA Number: 52.20.01
WPI Segment Number: 255822-1
FAP Number: N/A
Hillsborough County



- **Opening Remarks**

*Joe Waggoner, Executive Director,
Tampa-Hillsborough County Expressway Authority*

- **Presentation of Project Concept**

Jeff Novotny, American Consulting Engineers of Florida

- **Economic and Business Impact Assessment**

Steve Reich, Center for Urban Transportation Research

- **Public Testimony**

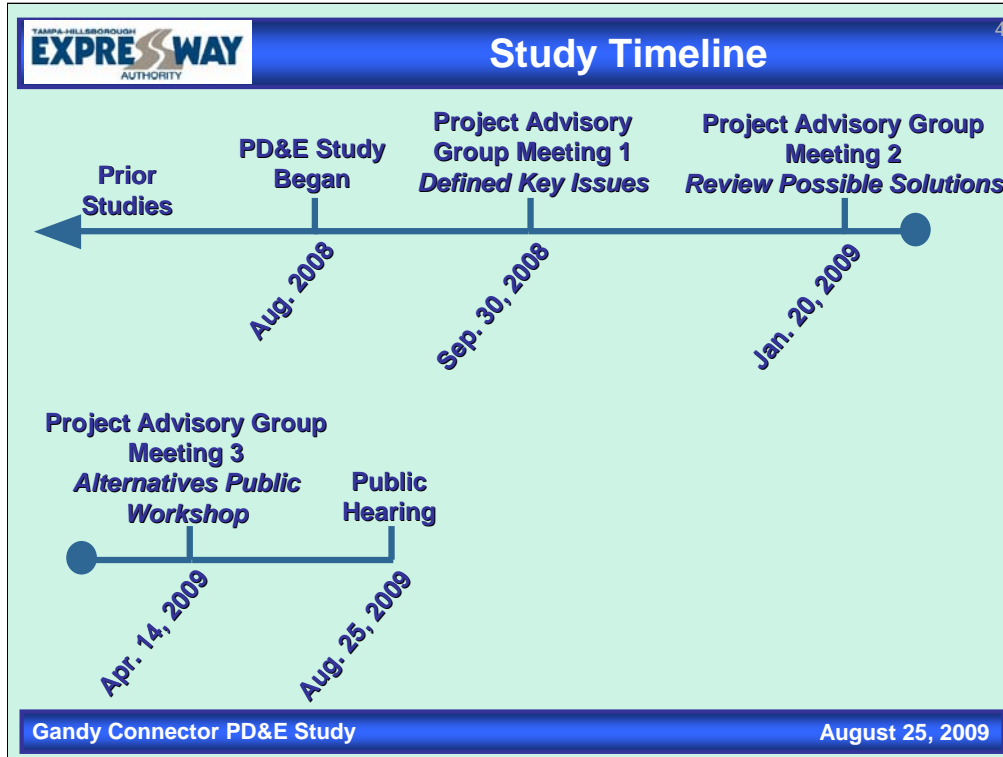
Whit Blanton, Renaissance Planning Group

- **Closing**

*Joe Waggoner, Executive Director,
Tampa-Hillsborough County Expressway Authority*

- ✦ **Engineering Analysis**
 - ✦ **Concepts**
 - ✦ **Traffic Analysis**
- ✦ **Environmental Impacts**
 - ✦ **Natural Environment**
 - ✦ **Physical Environment**
 - ✦ **Social-Cultural Environment**
- ✦ **Costs**
- ✦ **Public Input**

The Project Development and Environment Study process includes a comprehensive evaluation of the effects of transportation projects. The engineering analysis involves developing concepts and analyzing the traffic effects. The environmental effects of the alternatives are evaluated including impact on the natural environment such as wetlands and species, the physical environment such as noise and air quality, social-cultural environment such as relocations and historic properties. Costs are developed and all of the above factors are compared and provided to the public for input.



This PD&E Study began in August of 2008. The project team used information from prior studies by the FDOT and the City of Tampa. On September 30, 2009 the first in a series of project advisory group (or PAG) workshops was held with invited representatives from numerous local groups. The general public was welcome to observe and provide comments. In that workshop participants helped define and prioritize key issues within the corridor. The project team summarized that information and developed a listing of possible solutions which were presented to the PAG on January 20, 2009 for review and input. After this meeting, the team developed alternatives and options along the corridor which were presented to the 3rd PAG meeting on April 14, 2009. Later that night the general public was invited to review the alternatives and provide comments as well. The project team evaluated these in more detail, dropped some of the options and defined a preferred alternative which is presented tonight at this public hearing.

- Design Traffic Technical Report
- State Environmental Impact Report
 - Preliminary Engineering Analysis
 - Environmental Technical Documents
 - Wetland and Endangered Species Evaluation
 - Noise Study Evaluation
 - Contamination Screening Evaluation
 - Historic Resources Assessment
- On Display at this Hearing, and will be available for review at THEA office and Jan Platt Library until September 8, 2009



Draft study documents have been prepared recording the engineering and environmental evaluations. These documents include the design traffic technical report as well as a comprehensive State Environmental Impact Report. This includes not only a summary of all environmental impacts, but also the preliminary engineering analysis and a collection of detailed environmental documents. This collection includes documentation on wetland and species impacts, a detailed noise study, a contamination screening evaluation and a separate historic resources assessment. All documents are available for review at tonight's hearing and will continued to be available for review at the THEA offices and Jan Platt Library until September 8 2009.


- Project being screened through FDOT's Efficient Transportation Decision Making (ETDM) Process
- Dozens of federal and state permitting and resource agencies providing input
- Effects on resources such as:
 - Archaeological,
 - Wetlands,
 - Floodplains,
 - Threatened & Endangered Species,
 - Mobility
- <http://etdmpub.florida-etdm.org/>
- ETDM Project # 12216



This project has been entered into the Florida Department of Transportation's Efficient Transportation Decision Making Process Screening Tool. Dozens of federal and state agencies are providing input of the possible effects on resources such as archaeological, wetlands, floodplains, threatened and endangered species and mobility. This process is defined at the FDOT's ETDM website at [ETDMPUB \(dot\) FLA \(hyphen\) ETAT \(dot\) ORG](http://ETDMPUB(dot)FLA(hyphen)ETAT(dot)ORG) and is project number 12216.

The slide features a blue header bar with the logo for TAMPA-HILLSBOROUGH EXPRESSWAY AUTHORITY on the left and the text "Project Video" on the right. A small number "7" is in the top right corner of the header. The main content area is light green and contains a single bullet point: "• 10-minute video to describe the project build alternative". The footer is a blue bar with "Gandy Connector PD&E Study" on the left and "August 25, 2009" on the right.

Next we have about a 10 minute long video which will show and describe the details for the project and the preferred build alternative

 Examples of Responding to Input 8	
<u>Element:</u>	<u>Input from:</u>
✦ Elevated Express Lane bridge	Project Advisory Group (PAG) #1 & Prior studies
✦ Bridge St connection with access to Culbreath Key & Regency Coves	PAG #1 & #2
✦ Improved transit (bus turnouts)	PAG #1 & agency
✦ Ramps added to east end	PAG #1 & #2
✦ Traffic circle options (dropped)	PAG #1, #2, #3 & meetings with agencies
✦ Aesthetics & Bridge heights	PAG #1, #2, #3 & meetings with individuals
✦ Impacts to businesses (study)	PAG #1, #2, #3 & meetings with business owners

Gandy Connector PD&E Study August 25, 2009

The preferred alternative has been developed throughout the evolution of the study. For example, the concept of the regional elevated bridge came forth from the first Project Advisory Group meeting issues and prior studies. The signalized connection of Bridge Street with the access to Culbreath Key and Regency Coves came from input at the first and second PAG meetings. The bus turnouts that improve transit accessibility came from the first PAG meeting and discussions with the transit agencies. Ramps were added to the east end based on input from the first 2 PAG meetings. Traffic circles were identified as options from PAG meetings #1 and 2 and later dropped after PAG meeting #3 and coordination with the City and FDOT. Perspectives were developed of possible aesthetics and bridge heights from the individual meetings and first 2 PAG meetings. They were presented at the third PAG meeting and at this hearing. Based on concerns over business impacts stated at all of the PAG meetings and meetings with individual business owners, a special study was recently completed that you will hear about in a few minutes. Throughout the study, the team solicited input, and also listened. Tonight’s hearing is another opportunity for input.

TAMPA-HILLSBOROUGH EXPRESSWAY AUTHORITY		No-Build vs. Build Alternative	
	<u>No-Build</u>	<u>Build</u>	
✦ Roadway Capacity	No change	Increased	
✦ Future Traffic Congestion	Increasing	Reduced	
✦ Regional connections & local access at Bridge St	No change	Improved	
✦ Environmental impacts & additional right of way	No direct impacts	Minimal impacts	
✦ Capital Costs	None	User funded (tolls)	

Gandy Connector PD&E Study August 25, 2009

The No-Build or no-project alternative is also considered a viable alternative and will remain so for the duration of the study. Under this alternative, no improvements would be made to Gandy Boulevard and no elevated express lanes would be proposed. Based on the PD&E Study, there are key differences that would effect drivers and the South Tampa community when comparing the no-build or do nothing alternative and the preferred build alternative.

In terms of roadway capacity, the no-build alternative makes no changes while the build alternative adds a lane in each direction, expanding capacity by approximately 50 percent. >> With this additional capacity, future traffic congestion is greatly reduced over not making these improvements. >> Local access for the bridge street area and regional connections are enhanced with the build alternative while no changes are made with the no-build. >> There are no direct impacts to environmental resources and no need for additional right of way with the no-build, while these are minimal with the preferred alternative. >> There are no capital costs with a do-nothing alternative, while if the project is toll feasible, users of the elevated lanes would help pay for the capital costs through the collection of tolls.



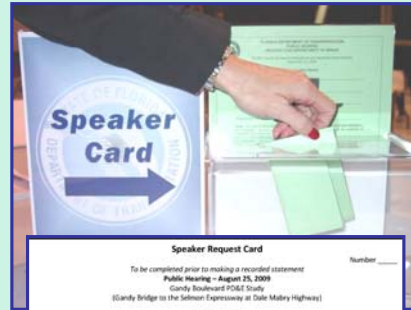
Before this hearing ends, you will have an opportunity to ask questions to our project staff over by the displays.

**Make a One-on-One Statement
to Court Reporter**



There are several ways to make a comment as part of the public hearing record. You can speak in a one-on-one setting to the court reporter who is on-hand at this hearing.

**Make a Public Statement
to Court Reporter**



Speaker Request Card Number _____

To be completed prior to making a recorded statement
Public Hearing - August 25, 2009
Gandy Boulevard PD&E Study
(Gandy Bridge to the Selmon Expressway at Dale Mabry Highway)

PLEASE PRINT

NAME: First _____ Middle _____ Last _____

ADDRESS: Street _____

City _____ State _____ Zip Code _____

TELEPHONE: _____

REPRESENTING: Self _____ Firm/Agency: _____
Government Agency: _____
Civil Organization: _____
Home Owners Association: _____
Other: _____

The court reporter will also record comments stated at this public forum that begins here shortly. A request to speak can be made by completing the speaker card in your package.

If you are interested in speaking publicly, please complete a speaker's card and drop it in the box at the sign-in table.

Email a Comment or Comment Form
To: SueC@tampa-xway.com

Gandy Project Comment Sheet

Name: _____ Email: _____
Address: _____ City: _____ Zip: _____
Phone: _____ How do you prefer to be contacted:
 Mail Email Phone

Comments:

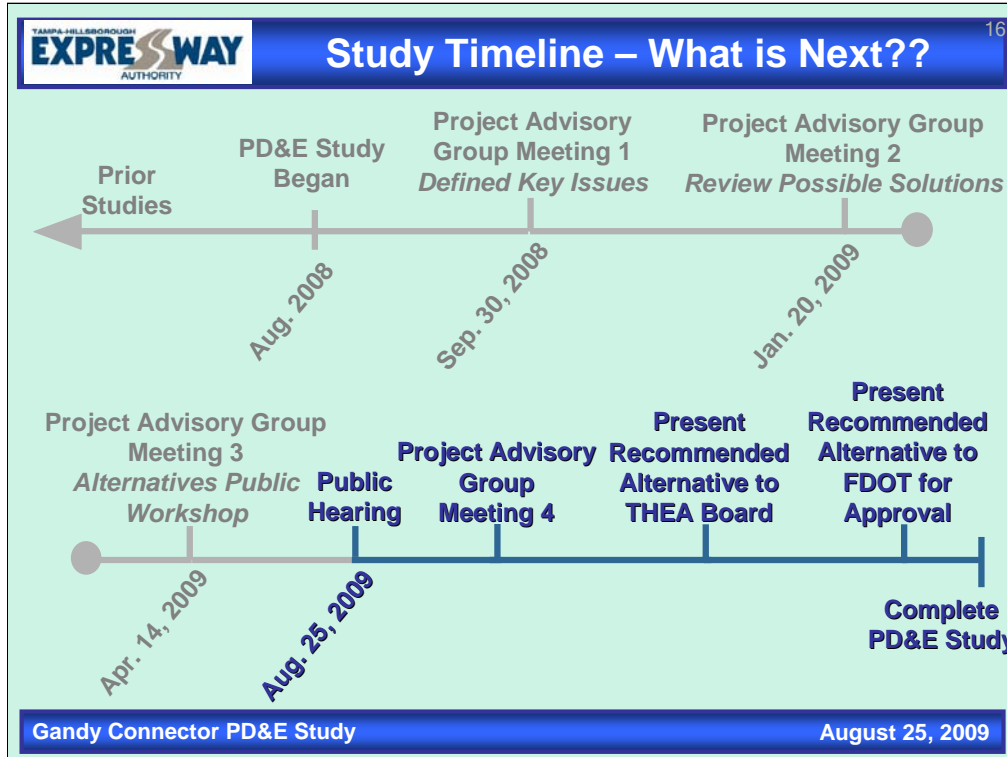
How to get your thoughts to THEA:
Hand it in today or:
Mail: THEA, 1154 E. Tulgar Street, Suite 200, Tampa, FL 33608
email: sue@tampa-xway.com ■ www.tampa-xway.com
■ fax: 813.273.3729 ■ phone: 813.272.6740
Contact Information
Sue Christen, Communications Manager 82499

Mailed or Emailed
by September 4, 2009



We encourage your comments regarding this project!

Lastly, you can mail email written comments to SueC@tampa-xway.com. All submittals must be postmarked or submitted by September 8, 2009 to become part of the public hearing record. All the comments received, regardless of how they are submitted, will be reviewed and considered.



After this comment period ends, the project team will review and respond to all comments received and develop any refinements to the preferred alternative. A 4th PAG meeting will be held where any refinements are presented for their review and comment. The recommended alternative will then be presented to the Tampa Hillsborough Expressway Authority Board in a formal board meeting. At that meeting, the board will seek any public input and may vote to approve the recommended alternative concepts and present them to the Florida Department of Transportation for their approval. If approved, the PD&E study documents will be finalized. The next phase of the project may then move forward based upon funding availability.

Economic and Business Impact Assessment

Steve Reich

Center for Urban Transportation Research

✦ **Provide Oral Statement**

- ✦ **Submit a Speaker's Card**
- ✦ **Three Minutes to Speak**

✦ **Submit Written Comments**

- ✦ **Complete Comment Form**
- ✦ **Leave in Comment Box Tonight**
- ✦ **Mail or Email Comments before
September 4, 2009**

Public hearing transcript, written statements, exhibits and materials will be available for public inspection within three weeks.

*Tampa-Hillsborough County Expressway Authority
1104 East Twiggs Street, Suite 300
Tampa, Florida*

Thank you for participating!