



Truck Route Plan Technical Committee - Meeting #3 April 30, 2004

Meeting Minutes

I. Introductions

Mr. Bill McCall, Hillsborough County Planning & Growth Management, Transportation Division, opened the meeting asking for attendee introductions:

Committee Members

Phyllis Pacyna Fleming, PGM
John Marsicano, Captain, HCSO, D-3
Stacy Williams, Communications
Scott Cottrell, Engineering Division, PW
Ned Baier, PGM
Adam Gormley, County Attorney's
Office
Reggie Sanford, EPC
Rick Cvarak, Real Estate

Attendees

Joan Davis, concerned citizen
Dottie Tilden, concerned citizen
Cpl. Dan Lubinski, HCSO
Scott Taylor, CTL
Steve Quiggle, Cargill
Mark Clark, HCSO
Robert Williams, Fowler White
Peter Maass, FDOT D7
Lt. Carmen Rivas, HCSO
Jennifer Lana, Real Estate
Waddah Farah, FDOT
Danny Lamb, FDOT
Calvin Thornton, City of Tampa

II. Establish List of Voting Members .

Mr. McCall called for the voting member designations. The following is a list of designees:

Voting Members

John Marsicano, HCSO
Scott Cottrell, PW
Bill McCall, PGM
Reggie Sanford, EPC
Rick Cvarak, Real Estate
Andrew Tyrell, FDOT (absent)
Ram Kancharla, Port of Tampa (absent)
Calvin Thornton, City of Tampa (absent)
MPO representative not appointed yet

Advisory Members

Stacy Williams
Ned Baier
Adam Gormley
Phyllis Pacyna Fleming

III. Elect New Chairman and Vice Chairman

Mr. McCall called for nominations for a Chairman and Vice Chairman. He then asked if the Sheriff's Office would have any interest in nominating a candidate to chair the Committee. Captain Marsicano stated he would be willing to serve as Vice Chairman, but Mr. McCall stated he had already received a request for Vice Chairman from FDOT. Ned Baier stated the major responsibilities of the Chairman would be to conduct the Technical Committee meetings and present the technical recommendations to the BOCC with Bill McCall presenting the details of the background of the project. Mr. McCall stated he would produce the agenda for each meeting and get the meeting material ready so the Chairman would only have to conduct the meetings.

Captain Marsicano agreed to serve as Chairman under those conditions. The nomination was seconded and voted unanimously. Mr. McCall nominated Andrew Tyrell from FDOT as the Vice Chairman; it was seconded and voted unanimously.

IV. Minutes of Last Meeting

Mr. McCall then instructed Chairman Marsicano to present the minutes from the last meeting for approval. After a quick review of the minutes, Mr. McCall moved for approval, they were seconded and the minutes were accepted and approved.

V. Route Rating Process

Bill McCall, PGM

Mr. McCall presented the *Route Rating Process* and stated the process should be approached from two different angles. The first approach is to analyze each of the potential truck routes as was done in 1994 and rate them to see if each road is suitable to serve as a truck route. The second approach is to research where the trucks are going by taking turning movement counts and classified counts. A suggestion was made to send out a survey to ask truckers if a particular road was taken off the truck route plan, which route the truckers would use. This data would indicate what roads are needed by the trucking industry and what roads they are currently using.

There are 66 roadways that are roadways of interest which he feels should be analyzed this time to see how they are rated. Mr. McCall then explained how to rate a road to see if it is suitable to be a truck route. He stated he has reviewed the ratings of each of the roadways on the list to determine what might have changed since the production of the spreadsheet in 1994 and has determined that very little has changed. The only thing that may have changed would be the pavement condition, but a lot of weight is not placed on pavement condition because the conditions are temporary and changes occur constantly over time. The Future Land Use was used when analyzing the list in 1994 so most of the growth that has occurred was anticipated when this study was done. Even after Future Land Use was considered, the roadways still came up with a favorable rating. Mr. McCall stated the 1994 spreadsheet would not be cost effective to try to update, so he has produced a spreadsheet which he believes would be more manageable.

Mr. McCall presented the "2004 Truck Route Plan Update Route Rating Process" list which includes 19 items to take into consideration when determining whether or not a roadway is suitable to be a truck route. The first is "Adjoining Land Use" with a weight

of 5 which is the highest rate there is. Mr. McCall stated existing land use would be used and he has broken them down into residential; commercial; industrial/manufacturing; schools, parks, hospitals, and playgrounds; agriculture; business, professional, and retail as areas of land use which is of interest to the truck route. He then explained the basis for the ratings under each section with the first being the dominant then the most critical one is next. He further states 1,250 pieces of information will have to be inputted and he is requesting the Committee approve the method before any work is done on the spreadsheet.

Several Committee Members said they approve of the second approach – a simplified evaluation of the most critical criteria. There were questions regarding the approach.

Ned Baier, PGM, brought up possible missing categories such as bicycle/pedestrian safety and impact to historic buildings such as Ybor City. Phyllis Pacyna Fleming, PGM, stated the solution to the bicycle/ pedestrian safety issue is adequate facilities and further stated, if a roadway is to be designated as a truck route, then there should be a provision for bicycle/pedestrian safety.

Chairman Marsicano, HCSO, stated some feedback from the trucking industry would be more important than feedback from the Sheriff's Office. He suggested there be a process to contact the trucking industry for their input on the final recommendations regarding certain roadway conditions such as turning radius, etc. Stacy Williams, Communications, volunteered to produce a Work Plan for the Committee regarding what surveys the Committee will do and when the public meetings will take place.

Mr. McCall then continued reviewing the rating factors with the Committee by expanding on a few of the areas which could cause some problems, like shoulder width, alternate route availability, etc. He called for assistance from Public Works in the bridge ratings. Scott Cottrell, Public Works, stated he would provide the information needed.

Mr. McCall is concerned about using Level of Service ratings. He stated it is like the pavement conditions – they keep changing. Mr. Cottrell stated overall condition index takes into consideration the pavement and the base course. If the base course is failing you probably don't want trucks on it. If a road has a sign that limits truck weight then it shouldn't be considered. If there is a roadway with a bridge and the bridge is posted, it should not be on the truck route.

Mr. McCall stated crash rates may be difficult to collect. First of all, he would have to list all crashes. He would also look at truck crashes to determine what percentage of crashes on that road were truck crashes, and determine if the volume of truck crashes exceed the volume of the truck traffic.

Mr. McCall requested guidance from Public Works on pavement condition ratings. He stated the centerline radius determines the horizontal alignment of the road - does it have a sharp curve on it or a gentle curve. A curve with anything over a 5,000 foot radius has little effect on the truck traffic, but, if the radius gets down under 600 feet, then it starts to

affect the traffic. Again, PW could give him some guidance on the centerline radius footage.

Mr. McCall stated volume of truck traffic also determines whether or not the road should be considered a truck route. If there are no trucks on a road, then it probably doesn't need to be a truck route. If there is a very high volume of truck traffic on a road then it probably needs to be a truck route, the truckers obviously need to use that road.

Mr. McCall then explained the *Hotspots* are the areas identified by FDOT when they did their Goods Movement Study. A hotspot is a constriction of some sort that makes it difficult for the trucks to do their job. It may be a sharp radius at an intersection or the inability to make a u-turn. A lot of the hotspots are identified in the Community Improvement Plan for correction and a lot are not. Just because it has a hot spot on them does not necessarily mean it ought to be a truck route.

VI. Truck Route Evaluation

Bill McCall, PGM

Mr. McCall explained after identifying the above factors of a road, the numbers are plugged into the spreadsheet and this produces a numerical score. The Committee will have to decide where to draw the line between what should be a truck route.

VII. Regulated Truck Types

Mr. McCall explained a regulated truck is a truck that has three or more axles, but stated the Committee should vote on this issue by the next meeting. He then stated he would like a recommendation from the Sheriff's Office because they will have to enforce these things. He then presented research he had done of other jurisdictions throughout the country, but none really fit our situation.

The first one Mr. McCall presented was Tracy, California. He stated Tracy is not very large because they only have nine truck routes in the entire community. They only have 5 temporary truck routes until the permanent routes are completed. They report they welcome all commercial truck operators, long haul and local trucks, but they want you to know the rules and regulations and abide by these rules. All trucks must abide by the appropriate signs and they have to come into the community on a designated truck route and they go by maximum gross weight. They say anything that exceeds a maximum gross weight of 3 tons must drive on their truck routes unless they are making a pick up or delivery.

The second example was Naperville, Illinois. Naperville has designed truck routes for trucks in excess of 8,000 pounds or registered weight greater. They say their truck route plan does not restrict trucks from using their city streets, but any truck over 8,000 pounds must use a truck route to the point closest and most direct to their point of delivery, and return by the shortest and most direct route.

The third was Palo Alto, California. Palo Alto states vehicles under 7 tons can drive on any street in the city, but if they weigh more than 7 tons they have to abide by their truck route plan.

The reports from Utah and New York are basically discussions regarding their truck issues. These reports are issues brought up by the people who spoke at these meetings and they are the same issues Hillsborough County is facing.

The following are alternatives Mr. McCall presented which can be used to determine the definition of a “truck”:

1. Number of axles – what we have now.
2. Load carrying capacity – you have to determine the capacity of the truck which is designated by the manufacturer of the truck.
3. Gross Vehicle Weight (GVW) – weight of the vehicle and its load added together, or by vehicle weight which is the weight of the truck when it is empty.
4. Silhouette – determined by FHWA’s Scheme F classifications
5. Number of weight bearing wheels on the ground – a truck is anything that has six or more weight bearing wheels on the ground. The Committee could suggest that a “truck is anything that has six or more weight bearing wheels on the ground excluding pick-up trucks with dual wheel axles with more than one ton capacity.”
6. Vehicle weight only

Chairman Marsicano stated law enforcement cannot arbitrarily stop and weigh trucks. The regulation would have to be something that is visible – cannot stop a vehicle without probable cause. The Committee could decide on a definition of a “truck” at the next two meetings so they could have something to take to the citizens at the public meetings and get their input. Mr. McCall then turned the meeting over to the Chairman for the continuance of agenda items.

VIII. Members Matters of Interest

Chairman Marsicano opened the floor to the Committee Members for questions or comments.

Reggie Sanford, EPC, stated he had two questions. He stated a lot of the problems the citizens have regarding the truck route centers around environmental issues such as dust and noise. Are trucks permitted to park in neighborhoods without the trailers? Mr. McCall responded that the Land Development Code states that trucks cannot park in a residential neighborhood and stated that a “residential neighborhood” is defined as having lots smaller than one acre.

Mr. Sanford then asked since the current truck route extends into the City of Tampa, is the Tampa Police a part of what the Committee is doing and have they been invited? Mr. McCall responded that the City’s plan has not been updated since 1985 and the Committee does have a City representative. Generally speaking, Hillsborough County truck routes tie in with theirs and Hillsborough County shows their truck routes on our map so a trucker knows when he is on one of our truck routes so he can continue on the route through the city.

Phyllis Pacyna Fleming suggested the Expressway Authority and the Port of Tampa should be involved since they are currently working on a facility and points of entry in certain areas like the channel district and Brandon on Highway 60. Mr. McCall then stated he will contact them and have them appoint a representative to the Committee.

Rick Cvarak, Real Estate, asked if the Committee has enough resources to populate the information in this new updated plan and how long would it take to complete the spreadsheet with the information needed? Mr. McCall stated it would take about two months and some of the work would involve “field trips” to look at the roads, using aerials, and the Roadway Level of Service Reports. The intent is to complete the field work and identify initial recommendations before scheduling the public workshops beginning in August.

Mr. Baier suggested they set the next meeting date. Mr. McCall suggested May 21 at 9:30 and the Committee agreed.

IX. Public Input

None.

X. Old Business

None.

XI. New Business

Chairman Marsicano recapped the assignments for the next meeting which included the intent that they vote on the *Truck Route Rating Process* or at least bring back recommended changes. The Sheriff’s Office is to bring a recommendation on the ability to enforcement the plan. Ms. Williams is to bring a Working Plan, dates for the public meetings, and a draft of the survey to the industry. Mr. McCall stated Paula Harvey, PGM, will give a presentation on a land use issue along I-4 and how that may impact future industry locations. Mr. McCall may be able to get the presentation on the Port Tampa study that was produced for the City. He also asked the Committee members to review the list of 66 roads to determine what roads should be deleted or added on.

XII. Adjourn