



## **Truck Route Plan Technical Committee - Meeting #5 May 27, 2004**

### **Meeting Minutes**

#### **I. Introductions**

Chairman Captain Marsicano opened the meeting by stating the Committee could only hold an informal meeting due to lack of a quorum. Adam Gormly, County Attorney's Office, stated the Committee could discuss issues, but not vote on them. Committee Members in attendance were:

##### **Committee Voting Members**

John Marsicano, Captain, HCSO, D-3

Bill McCall, PGM

Scott Cottrell, Engineering Division, PW

Reggie Sanford, EPC

Bruce Register, Economic Development (added as a voting member at this meeting)

##### **Advisory Members**

Adam Gormly, County Attorney's Office

Stacy Williams, Communications

#### **II. Minutes of the Last Meeting.**

The Chairman stated that since a quorum was not available, the Committee could not vote to approve the minutes of the last meeting.

#### **III. Route Rating Process: *Weight and Rating Factors***

Bill McCall stated he had received quite a few comments from Public Works and others regarding the route rating process so he made changes to the process and presented those changes.

Members felt the adjoining land use should receive more weight in the rating process. In response to comments and after further analysis, Mr. McCall stated a road should be "penalized" if the road is unfavorable to truck traffic and should be rated with a negative number. He then reviewed category ratings which would change. For example, residential properties with more than 50 driveways per mile which would indicate lots less than one acre in size gets a "-3" points, 21-50 driveways per mile with approximately 1 – 5 acre lots gets "0" points, and anything over 5 acre lots would get "+3" points. Other areas which were revised were schools, parks, playgrounds; agricultural; surrounding area (future land use); commercial/industrial; open land; land widths; shoulder widths – paved or not paved; bridge rating; functional classifications; weight limits; centerline radius; and added a "signals per mile category". Categories for

percent of truck traffic and volume of truck traffic were removed because the factor would be heavily influenced by whether or not it is currently a truck route, and replaced with bicycle lanes and pedestrian walkways.

Stacy Williams questioned the adjoining land use under business professional retail category. She stated it appears that the score increases when there is less businesses on a road rather than increase if there are more businesses on a road which need to be serviced. Scott Cottrell, Public Works, explained that a truck route is for through-trucks. Trucks can go off a truck route if there is a point of destination. If there is a road with a numerous businesses that would mean numerous points of destinations so it is not necessarily a through-truck route. A through-truck route is intended to get trucks through a particular area with minimal impact to the area.

Ms. Williams also asked how many bicycle lanes are in Hillsborough County. Mr. McCall stated the rating depends on the amount of bicycle traffic on a particular roadway. Bob Argus, Upper Tampa Bay area, stated the roads of the county that have bicycle paths with a grassy median separating the path from the road would make a good truck route. Forcing the people to share the road with trucks either because there is no sidewalk or a substandard path would be a greater conflict.

Mr. Cottrell explained a road with a “hotspot” should be penalized and any intersection, which it is known trucks have trouble maneuvering, should not be a truck route. Mr. McCall will make the appropriate changes and submit them at the next meeting.

Bruce Register, Economic Development, expressed his concerns regarding pavement condition. Mr. Cottrell explained the County tries to “touch” every road in the county every seven years and if a road is designated as a truck route, it may be moved up on the priority list. Mr. McCall stated the current pavement condition has to be taken into consideration in some cases, because some poor pavement conditions will not withstand truck traffic.

Chairman Marsicano stated the Committee would not be able to vote on the Route Rating Process due to lack of a quorum. A vote will be taken at the next meeting.

Reggie Sanford, EPC, asked if the Committee would be voting on the designated segments and the Chairman confirmed it would. Mr. Sanford then asked if the data from the route rating process would be available at that time and Mr. McCall confirmed the data would be available.

#### **IV. Two-Tiered Signing System**

Pete Brett, Public Works, explained the current system in Hillsborough County is a two-tiered system. Scott Cottrell explained the trucks routes in Hillsborough County are not signed. He further explained if a truck route goes through an intersecting road that is not

a truck route, there is a sign that states no through trucks over two axles to keep them on the truck route. He stated it would cost over **\$240,000** to replace all the signs in the county. Mr. McCall stated if we kept the two-tiered system you wouldn't have to change the current signs, you would just have to add a sign on a "on-demand" basis. Mr. Brett said the Assistant County Administrator stated it is preferable to do away with the one-ton capacities that are not based on engineering, but just political issues. Mr. McCall stated a truck route plan is intended to handle big, major through trucks that are driving from South Florida to Georgia and not meant to handle the average citizen with a six-wheel pick-up truck.

Mr. McCall also stated the Committee will address the language of the ordinance and suggested it should say that when a truck leaves a truck route, the truck must use the exit that is closest to its destination.

Mr. Brett stated the revision to the ordinance should state it would supersede all previous ordinances. Adam Gormly, County Attorney, stated a subsequent resolution could supersede a prior resolution and the BOCC can take action to repeal an ordinance. He also stated the Truck Route Plan Resolution is not based entirely on Ordinance 85-1; it is also based on Chapter 316, F.S. He also reminded the Committee the purpose of the Truck Route Plan Technical Committee is to recommend changes to the resolution and what routes were appropriate.

The Chairman stated the Committee should recommended changes to the truck routes as well as the resolution/ordinance.

#### **V. Members' Matters of Interest**

Bill McCall presented a newspaper article referencing truck traffic in the Westchase area where a large amount construction is ongoing. He reported that the residents in Westchase would go to any lengths to prevent Linebaugh Avenue from becoming a truck route, and, as a result, trucks have been ticketed for using Linebaugh. In response the trucks have been using Countryway, which has resulted in protests from the Countryway homeowners. With construction and retail outlets in the area, the trucks have to use one or the other. A representative of the Westchase residents recently appeared before the Board of County Commissioners and asked that trucks be made to use Linebaugh Avenue, and stay out of residential areas. Racetrack Road will be suggested as a truck route, but to force truck traffic to use Linebaugh, Linebaugh would have to be made a truck route.

He also referenced a letter to the editor that appeared in the Brandon News, which criticized the County for not acting to take Lithia Pinecrest off the truck route plan.

Stacy Williams, Communications, stated staff is currently working on the website and will be up soon.

**VI. Public Input**

Robert Williams, Fowler White Boggs Banker, presented a memorandum, which outlined the purpose and objectives of the *Truck Route Plan Technical Committee*. As a representative of the trucking industry, he addressed the review criteria for issues such as the accessibility of trucks or are they going to cause an accident just because they are on a roadway. He stated if a truck is coming from Pinellas and entering Hillsborough County, the truck route should not dead-end at the county line. That doesn't make sense from a regional perspective. Quite a bit of the truck industry's interests lie down in the southeastern portion of the county relative to Port Authority access. Lithia Pinecrest is of critical importance to the trucking industry and important to the regional economic standing as well. Operating costs for the trucks will be shifted to the general public – not all, but some. Trucking companies advise their drivers to stay on the truck routes or be ticketed. Mr. Williams expressed their understanding of the difficult task of the Committee to try to designate truck routes to please the public as well as not put undue economic burden on the trucking industry or the community.

Bruce Register, Economic Development, responded to Mr. Williams' comments in agreement stating priority should be given to roads, which connect with surrounding counties to maintain connectivity.

**VII. Old Business**

None.

**VIII. New Business**

None.

**IX. Adjourn**

Next meeting is tentatively set for Friday, June 4.