



Truck Route Plan Technical Committee - Meeting #6 June 18, 2004

Meeting Minutes

I. Introductions

Members in attendance:

Voting Members

John Marsicano, Captain, HCSO, D-3
Bill McCall, PGM
Scott Cottrell, PW
Bruce Register, Economic Development
Calvin Thornton, City of Tampa

Advisory Members

Adam Gormly, County Attorney's Office
Stacy Williams, Communications
Ned Baier, PGM

II. Minutes of the Last Meeting

Minutes were approved.

III. Route Rating Process: Weight and Rating Factors

Bill McCall, PGM, presented the changes made to the Route Rating Process. He explained the "Noise" and "Signals per Mile" categories were added. Using the revised Route Rating Process, he presented his sample analysis for FishHawk Boulevard.

Bruce Register asked the Chairman if each change should be voted on and approved. The Chairman stated each revision made to the Route Rating Process would be voted on after any discussions. The Chairman stated Andrew Tyrell, FDOT, has withdrawn from the Committee as a Voting Member. He further stated there are currently nine Voting Members; five were present at this meeting so a quorum is met.

Calvin Thornton, City of Tampa, suggested increasing the "distance from road to residence" ("Noise" category) from 25 to 50 feet. After further discussion, Bruce Register, Economic Development, made a motion to approve the revision to the "Noise" category to reflect "0-50 feet = -3, 51-75 feet = -1, and eliminating the score of '0'." The motion was seconded and approved by the Committee.

Scott Cottrell, Public Works, recommended increasing the weight factor for “Hotspots” from “1” to “3”, “Yes” answers would be “-1”, and “None answer would be equal to “0”. Bill McCall recommended adding the notation “for each Hotspot.” A motion was made to approve, was seconded and approved by the Committee.

Bruce Register recommended increasing the weight factor for “Regional Freight Corridors” from “4” to “7”. The Committee Members also added the distinction of “and/or continuity on the truck route from another county” be added to read, “Regional Freight Corridors and/or Continuity on the Truck Route from another County.” A motion was made to approve the recommendation. The motion was seconded and approved by the Committee.

Bruce Register recommended increasing the weight factor for “Alternate Route Availability” from “4” to “5”. Bill McCall made the motion to approve the recommendation. The motion was seconded and approved by the Committee.

Bill McCall made the motion to eliminate “Weight Limits” from the Route Rating Process. The motion was seconded and approved by the Committee.

Ned Baier raised the issue of considering Community Plans in the recommendations for the Truck Route. The Committee stated roadways would be rated using the Route Rating Process first, then re-evaluated focusing on the adopted Community Plans for Hillsborough County.

The Chairman asked for any further concerns regarding the Route Rating Process. A motion was made to adopt the Route Rating Process as amended as a guideline to be used when recommending roadway designations for the Hillsborough County Truck Route. The motion was seconded and approved by the Committee.

IV. Trucks in Far Right Lane

As requested by the Board of County Commissioners (BOCC), Bill McCall presented to the Committee the issue of limiting truck traffic to the far right lane of a roadway. That type of system works well on limited access roadways, but would not work well on the county roadway system. After extensive discussion, Scott Cottrell made the motion to refer the issue to the FDOT to review if any of the State-owned roads in Hillsborough County would meet this criterion. At this time, there are no County roads that meet the criteria. The motion was seconded and approved by the Committee.

V. Language Changes to Resolution R01-266

Bill McCall stated he would like to present to the Committee at the next meeting his proposed language changes to Resolution R01-266. These changes would basically read, “When a truck leaves its point of origin, it must go to the closest truck route. When a

truck is going to a destination, they must stay on a truck route until it comes to an exit point that is closest to its destination before it leaves.” The Committee agreed to review at the next meeting and make a decision at that time. The recommended language change would also be presented to the citizens at the Public Meetings.

VI. Special Exemptions for Hardship Cases

In response to a request by the BOCC, the Committee has been asked to consider an exemption to the Truck Route Plan for “hardship cases.” Bill McCall presented the issue of a citizen/trucker who has been issued a “warning” by the Sheriff’s Office for violating the Truck Route Resolution by crossing a truck route. The citizen/trucker explained any other way would add unnecessary miles to his trip imposing additional economic hardship.

Bill McCall made a motion not to allow variances or waivers in the Truck Route Resolution for “hardship cases” and will be presented at the Public Meetings. The motion was seconded and approved.

VII. Public Input

Jim Duffy, Chairman for the Sun City Center in South County, stated the same criterion should be applied to State roads that are applied to county roads. The citizens would like to know the implications to their community.

Robert Williams, Fowler White, thanked the Committee for their work and the extensive research in the criterion to be used to evaluate roadways for designation as a truck route.

Bob Argus, Upper Tampa Bay area, presented a rebuttal by a fellow citizen to the minutes of the last meeting regarding the use of Linebaugh as a truck route. The citizen states there was a misunderstanding - the community does not want all truck traffic diverted to Linebaugh, possibly meaning Linebaugh should become a truck route. In correction, he stated delivery trucks should access the New Avenues Development from Linebaugh not WestPark Village streets - something that was agreed to by the Avenues Developer.

Mr. Argus further stated that just because another county (i.e., Pinellas County) has designated a particular road a truck route does not mean Hillsborough County should also. He also expressed concerns of how the Committee will write the Resolution language regarding “dualies” and hazardous materials being allowed to short-change truck routes driving through residential communities. Please take that into consideration.

Joan Davis questioned if the Committee will decide on the truck types or through an ordinance change? The Chairman responded that the Sheriff's Office made a tentative recommendation to leave the verbiage the way it is in terms of silhouettes and deferring it until public input is received. Ms. Davis further stated the Truck Route Resolution should not be addressing truck types, but should only be addressing streets - the Ordinance should be addressing the truck types.

VIII. Members Matters of Interest

None.

XI. Old Business

None.

X. New Business

Stacy Williams, Communications, presented a copy of an article that was published in the Tampa Tribune regarding truck restrictions in the Land Development Code change that the BOCC made for the nursery/landscaping industry and how it may conflict with the Truck Route Plan. Bill McCall responded by stating the issue was raised due to the possible implications of this industry on the surrounding communities. He stated revisions to the Code were being considered so these businesses would be allowed in certain areas provided they limit their trucks to 25,000 pound or maximum allowable gross vehicle weight truck. They could only use a truck with maximum allowable load that is less than 25,000 pounds. This would not be an issue the Sheriff's Office would enforce. Because this would be a code enforcement issue, the Code Enforcement Division of the Planning & Growth Management Department would have to enforce it.

Betsy Howard, PGM, reported the Truck Route Plan website would be available in a couple of weeks.

IX. Adjournment