



Truck Route Plan Technical Committee - Meeting #11 September 10, 2004

Meeting Minutes

I. Introductions

Members in attendance:

Voting Members

John Marsicano, HCSO
Bill McCall, PGM
Reggie Sanford, EPC
Rick Cvarak, Real Estate
Scott Cottrell, Public Works
Bruce Register, Economic Development

Advisory Members

Stacy Williams, Communications
Adam Gormly, Asst. County Attorney
Ned Baier, PGM

II. Minutes of the Last Meeting

After clarifying the recommendations that were approved at the last meeting, the minutes from the August 27th meeting were approved.

III. Preliminary Crash Results

Demian Miller, Tindale Olive, gave a presentation on the results of the Truck Route Crash Safety Evaluation. In summary, he stated 5.2% of all crashes between 1999 and June 2004 involved medium and heavy trucks.

IV. East Area Issues

Bill McCall, PGM, presented and explained at length his recommendations for the east area of Hillsborough County to the Committee. The following is a list of the recommendations and the Committee's decisions:

Wilder Road: *That Wilder Road from US 92 to South Frontage Road, and from North Frontage Road to Knights Griffin Road be removed from the Truck Route Plan, and be added to the list of restricted roads.*

Scott Cottrell, Public Works, recommended approving the recommendation with the caveat that the southern section is removed, but the northern section remains on the Truck Route Plan because it does connect with the interstate. The Committee approved the recommendation as amended.

Alexander St./Jim Johnson Road: *That Alexander Street Extended from SR 39 to Jim Johnson Road, and Jim Johnson Road from Alexander Street Extended to Park Road, be added to the Truck Route Plan as designated truck routes; and that Park Road Extended from SR 39 to Park Road be removed from the Truck Route Plan, and added to the list of restricted roads.*

After conferring with Michael O’Keefe, City of Plant City, the Committee decided to defer their decision until clarification of the jurisdiction regarding city vs. county roads in this area.

Harney Road: *Change the Committee’s original recommendation to remove only the portion of Harney Road from Sligh Avenue to Bullard Parkway.*

The Committee approved the recommendation.

Falkenburg Road: *Without regard for possible litigation and liability, that Falkenburg Road from Progress Boulevard to US 301 be removed from the Truck Route Plan and added to the list of restricted roads.*

Mr. McCall presented an aerial of the Pavilion along Falkenburg Road. He then asked Robert Williams, Fowler White Boggs Banker, to give a brief history of Falkenburg Road. Mr. Williams stated the original intent of that corridor was to be industrial in nature and developed as industrial sites, and the DRI’s were approved based on that intent.

The Committee approved the recommendation.

Lithia Pinecrest/Bloomingdale/FishHawk: Mr. McCall presented in detail the four alternatives to be considered by the Committee. He also presented crash data as compiled by CH2MHill and a table showing the total truck traffic for Lithia Pinecrest Road.

Mr. Williams, Fowler White Boggs Banker, presented a memorandum he prepared outlining the regional transportation link between the Port of Tampa and Polk County. He explained that Lithia Pinecrest Road should be recognized as a roadway serving as a regional corridor. He stated Lithia Pinecrest is a viable link between the Port and Polk County, and economically important to the phosphate industry and the overall trucking industry.

Mr. Williams also stated if the weight limits on Lithia Pinecrest are removed, it would save the truck industry approximately 1,000,000 travel miles a year. Scott Taylor, CTL, explained if trucks are not able to use CR 640 from Polk County, the trucks utilize CR 39 to CR 672 to US 301 to Causeway or US 41, depending on the time of day, then continue to the Port area.

John Thorington, Tampa Port Authority, reiterated that the phosphate industry has been the backbone of the Port since the 1880's when phosphate was discovered in Polk County. He stated the Port impacts 108,000 jobs in a seven county area with Hillsborough County being the largest of the seven, and generates a \$13 billion economic impact, and the phosphate industry accounts for 40 – 45% of that impact.

Claude Fortin, Lithia Pinecrest area, stated it is infeasible to have a narrow two-lane road considered as a truck route to the Port. He further stated the only people who would benefit from the designation of Lithia Pinecrest as a truck route would be the phosphate industry, not the truckers in general. He stated the residents are concerned about safety vs. the economic benefit for the phosphate companies.

Alan Payne, Florida Trucking, explained the Committee must consider that by eliminating the Lithia Pinecrest/Bloomingdale area from the Truck Route would make it almost impossible for a trucker to enter from another direction. He also stated the Committee's objective is to determine which way is best for the County.

Mr. Cottrell explained the County has issued "to a point destination" letters to truckers who need to access Lithia Pinecrest due to deliveries to retailers or construction sites exempting them from the 50,000-pound weight limit.

In reference to FishHawk Boulevard, Mr. Williams explained that FishHawk Boulevard was developed as residential and designed to handle residential traffic.

Rick Cvarak, Real Estate, requested an analysis of Lithia Pincrest northwest and southeast of FishHawk, treated as two separate segments. After extensive discussion, the Committee decided to defer a decision until a holistic evaluation has been done of the area.

V. Members' Matters of Interest

John Marsicano, Chairman, explained he contacted Peter Brett, Public Works, to research the dual-tiered system. Mr. Brett advised that there could be a system designed and put into place by the BOCC similar to the traffic calming process which now exists. The process would provide residents/neighborhoods the ability to petition the County under certain parameters to address specific issue(s) around the county regarding trucks on the street and would be addressed on a case-by-case basis. Mr. Brett asked there be a recommendation made regarding the type of signage to be used. The Chairman stated law enforcement would be involved along with the Technical Committee so that an agreement could be made as to something that would be recognizable and convenient for the County to erect as well as easy for the citizens to read.

A recommendation was made to request the Board to establish a process to evaluate on a case-by-case basis and regulate with signage streets in certain neighborhoods that have a tendency to have two axle trucks in great volume or trucks that should not be on a particular roadway. The Committee approved the recommendation.

VI. Public Input

Steve Williams, Pavilion resident, presented information to the Committee that a new subdivision, Canterbury Lakes, is under construction and expected to go almost to 78th Street. The business park, which is between Progress Boulevard and US 301, went to the Zoning Commission this year for approval for office space so there appears there is no intention to go industrial on that portion of Falkenburg. In addition, the east side of US 301 where Falkenburg bends and goes to Causeway is office buildings in that area. He also expressed concerns regarding trucks and the speed limit in that area.

Bob Argus, Upper Tampa Bay area resident, expressed concerns regarding the rankings on Countryway Boulevard north of Linebaugh vs. south of Linebaugh. He stated he spoke to Mr. McCall about his concerns Mr. McCall has agreed to re-evaluate these roadways with which Mr. Argus expressed appreciation. He then stated the widening of Race Track Road would also cross over into Pinellas County. He asked how does a road that spans two counties become a truck route and do both counties have to agree or only one? Race Track Road loops through Pinellas County. If Race Track Road is designated a truck in this section, it does not dead end at Linebaugh because the truck route does go around in Pinellas County. He then presented information from the Hillsborough County *Roadway LOS Report*. He stated Countryway from Hillsborough to Linebaugh is 3.03 miles, Race Track from Hillsborough to Linebaugh is 1.22 miles, and from Race Track to Countryway is 1.53 miles. He further stated if a truck must leave the truck route at the

closest point, it is a truck route even if you eliminated Linebaugh. In order for the trucks to get into this area, they would still have to use Race Track and Linebaugh as opposed to Countryway. So even if you didn't add Race Track as a truck route, they would still have to come to Hillsborough and Race Track to make the local deliveries based on the regulation approved by the Committee several months ago. The need for the loop is questionable. Everything can be accomplished without having any of this being made truck routes based on the ideas the Committee has approved.

Hilrie Kemp, Jr., Progress Village City Council, expressed concerns regarding the truck route through Progress Village. He further explained Progress Village was built 43 years ago. He stated Progress Village Park is now a community park and the community is very concerned about safety. The kids from the community congregate there for football and other sports, and now there are trucks where children cross the road because the community is split by the highway. Progress Village needs some consideration as far as trucks are concerned. He stated he realizes the east-west routes are limited, but he hopes there are other roads which are designated from the Port to the east side of the county. According to data, Progress Village has the highest percentage of trucks running through their neighborhood, 12 percent, which is double any other area. In closing, he asked the Committee to please consider these issues.

VII. Old Business

Stacy Williams, Communications, asked if research had been done on additional alternatives in the Northwest Area of Hillsborough County as indicated at the last meeting. Mr. McCall stated other roads analyzed in that area are not suitable as truck routes. Ned Baier, PGM, stated once Race Track Road is six-laned, it will be designated as a truck route.

VIII. New Business

Ms. Williams presented the Public Meetings that are currently scheduled as follows:

- Keystone/Lutz/Carrollwood, September 20th
- Town 'N Country, September 27th
- Brandon, October 5th

IX. Adjournment