



Truck Route Plan Technical Committee - Meeting #14 November 17, 2004

Meeting Minutes

I. Introductions

Members in attendance:

Voting Members

John Marsicano, HCSO
Bill McCall, PGM
Rick Cvarak, Real Estate
Scott Cottrell, Public Works
Bruce Register, Economic Development
Ram Kancharla, Port Authority
Calvin Thornton, City of Tampa
Reggie Sanford, EPC

Advisory Members

Adam Gormly, Asst. County Attorney
Ned Baier, PGM

The Chairman started the meeting by thanking the Committee members for their hard work and stated he feels like the Committee met the objectives and goals as requested by the BOCC.

II. Minutes of the Last Meeting

The minutes from the October 27th meeting were approved.

Ram Kancharla, Port Authority, read into the record a statement he prepared and distributed to the Committee regarding designating Lithia Pinecrest Road between Bloomingdale and the county line as a truck route as well as have the current weight restrictions removed. He stated, "...for the overall health of the community and region the Committee should recommend that the Lithia Pinecrest corridor remain on the truck route and that the weight restrictions be lifted to allow for the efficient movement of commerce."

In response, Ned Baier, PGM, stated Lithia Pinecrest would be discussed at this meeting due to new truck count data as well as the existing route rating process that revealed Lithia Pinecrest ranked low as a possible truck route. He further stated one of the reasons Lithia Pinecrest was kept on the existing truck route plan was to provide connectivity to existing routes on the truck route plan.

III. Truck Counts and Turning Movements
(*see V. Revisit Previous Recommendations*)

IV. Truck Crash Rates

Demian Miller, Tindale Oliver, presented a report which summarized the mapping of truck crashes and based on the ratio of truck crashes to automobile crashes per vehicle miles traveled as well as measures of truck crashes per centerline mile. He then explained because not all truck routes included in the study are currently designated truck routes, he grouped current truck routes by area type and number of lanes, designed generalized truck crash rates for those routes, and then applied them to the proposed routes. He stated truck crashes generally occur at intersections as do automobile crashes, but trucks more so. He also stated trucks have a higher proportion of side-swipe crashes and right-turn crashes, mostly on multi-lane roads. The crash information is based on crash information received from the Sheriff's Office.

Ned Baier asked about the conclusions of the report in terms of truck accidents on Lithia Pinecrest. Mr. Miller responded that on the segment between FishHawk and CR 39 has only had 10 accidents, from FishHawk to Bloomingdale has 11, and more further north. He stated most accidents are at intersections, specifically at the approach to the Bloomingdale Avenue intersection.

V. Revisit Previous Recommendations

Ned Baier stated the Committee needed to review a couple of previous recommendations due to receipt of additional information.

Ordinance Language Change:

- 1. Add new language in the Truck Route Plan requiring trucks to go to the nearest truck route when they leave their point of origin; and***
- 2. Add new language in the Truck Route Plan requiring trucks to leave a truck route at the exit point closest to their destination.***

Bill McCall, PGM, explained the many problems associated with the language change. The Chairman asked if signs could be placed in "problem" areas of the county. Mr. McCall explained it can be done, but the signs would only be to advise the trucks to take a specific route and not enforceable as a regulation.

After a lengthy discussion, a motion was made and passed 6-0 to retract their original recommendation for these language changes; keep the language as currently stated in the Truck Route Plan; and a professional staff subcommittee be formed made up of staff from PGM, Traffic, Public Works and other interested parties to review this issue and make language change recommendations before the Board.

Remove Lithia Pinecrest from the Truck Route Plan:

Bill McCall presented information/maps from Bayside Engineering which reflected truck counts and turning movements on county and state roads. He presented six scenarios which reflected the consequences if Lithia Pinecrest was removed from the Truck Route Plan. He also stated the citizens of Sun City Center are concerned that the truck traffic will be diverted to SR 674 as a result. He then stated that after an extensive review of the truck turning movements, the staff's conclusion is that taking Lithia Pinecrest Road off the Truck Route Plan will not significantly increase truck traffic through Sun City Center.

Bruce Register, Economic Development, expressed concern about Lithia Pinecrest Road not designated as a Regional Freight Mobility Corridor and asked the Committee to revise the weight of that factor in the Route Rating Process. After some discussion, the Committee voted to designate Lithia Pinecrest Road as a Regional Freight Mobility Corridor and to rescore it accordingly. Passed 5-2.

After a lengthy discussion and receiving public input from citizens attending the meeting (see *Public Input*), the motion was made to keep Lithia Pinecrest Road as a truck route from Bloomingdale Avenue to CR 39 until such time as the Boyette Road improvements are complete then reevaluate that corridor for the best possible truck route in that area (to include Boyette Road, FishHawk Boulevard and Lithia Pinecrest Road), and the weight restrictions remain in place on Lithia Pinecrest from Bloomingdale Avenue to CR 39. Passed 6-1.

Another motion was made to eliminate Falkenburg Road south of Eagle Palm as a truck route. Passed 7-0.

VI. Members' Matters of Interest
None.

VII. Public Input

Mr. Frenchy Fortin expressed his concerns with Lithia Pinecrest remaining a truck route. He stated he feels the phosphate industry will profit at the expense of the residents' safety and quality of life. In response, Mr. Baier stated the Committee is trying to avoid "pitting" the neighborhood interests and industry interests against each other.

Mr. Jim Duffy stated the role of the Committee should have been to make recommendations that balance the needs of the trucking industry and the needs of all the communities that the truck route would dissect whether it is a county or state road. He also stated he is disappointed in the recommendation retractions by the Committee regarding Boyette Road and FishHawk Boulevard.

Mr. Robert Williams, Fowler White Boggs Banker, stated he represents the trucking industry which transports phosphate and phosphate goods material. He stated he feels Lithia Pinecrest should have been scored higher based on the technical criteria set up by the Committee and should not be removed from the Truck Route Plan. He also stated the

economic foundation of this region is from the phosphate industry and the Port of Tampa as an economic engine. He further stated the removal of Lithia Pinecrest will increase the lane miles for trucks to 700,000 and, in turn, increase the risk of having an accident.

Mr. Dave Kulow, Boyette Springs Homeowners Association, spoke on his opposition to the addition of Boyette Road, Balm Riverview Road, FishHawk Boulevard, and removing weight restrictions from Lithia Pinecrest South of FishHawk to the county line. He explained safety and health concerns of the residents if this is approved. He also stated if the trucks use CR 672, it would add very few miles to the truck trips east/west.

Mr. Bob Shangraw, Sun City Center, stated he is opposed to the removal of Lithia Pinecrest off the Truck Route Plan proposing leaving Lithia Pinecrest on the Plan until CR 672 is improved. He also stated the removal of Lithia Pinecrest would move the truck traffic from SR 60 to SR 674.

Ms. Sarah Maguire, Kings Point, stated her community is an aging community and has safety concerns regarding the increased truck traffic on SR 674 if Lithia Pinecrest is removed from the Truck Route Plan.

Mr. Richard Farrow, Sun City Center, expressed his opposition to the removal of Lithia Pinecrest stating the truck traffic will increase on SR 674 through Sun City Center. He stated he believes the trucks will avoid US 301 due to the increasing developments on that road. He also stated the Committee should keep Lithia Pinecrest and let the trucks decide which route to take. *In response, Mr. Baier explained a plan has been approved by the Board of County Commissioners for the widening of US 301 from Boyette Road to SR 674.*

Mr. Scott Taylor, trucking industry, stated he believes if Lithia Pinecrest is removed from the Truck Route Plan, the trucks will just travel other routes like SR 60, SR 674 and CR 672. He also stated safety with regard to school buses is of high concern to his industry, but since there are schools on almost every road in the county, it is hard to find a roadway which doesn't pass a school.

Ms. Judy James, representing Oak Creek Land and Morrison Homes, requested the Committee remove from the Truck Route Plan the segment of Falkenburg Road from 78th Street to Eagle Palm Drive. She stated the original land use plan was industrial, but has since been converted to single-family.

VIII. Old Business

None.

IX. New Business

None.

X. Adjournment