

Public Meeting #3 Comments

Brandon Rec Center

October 5, 2004, 6:30 PM

- According to your numbers, CR 674 through Sun City Center is a perfectly acceptable route. Why did the numbers change?

The rating system is a different system than was used 6 months ago when first proposed to the BOCC. This is a better and more comprehensive rating system than was used before – more technical and the County formed a Technical Committee made up of the Sheriff's Department, County Departments, Port Authority, the Environmental Protection Commission and others. The objective is to disperse truck traffic and be able to enforce the plan, balancing the needs of goods movement, industry and the public.

- Your Committee meeting minutes reflect that schools are a high priority when deciding which routes to recommend, yet there are eight schools located on the route the Committee is recommending so, how can you say that schools are a priority? You are not considering quality of life for the people in these neighborhoods.

Schools are located everyway in the county, including on many current truck routes, and the locations of schools were taken into consideration. If a roadway has a school located on it, the score was lowered. Also, the location of homes to the roadway was also taken into consideration. Any metropolitan area that is surrounded by mining areas, such as Brandon, it is inevitable that we are going to have trucks. It is also inevitable that you are going to have residential and school areas. It is inevitable that they are going to have to intermingle in some areas and we can't keep them totally and completely apart.

- With current traffic conditions on Boyette/FishHawk, to consider it a truck route is ridiculous. The BOCC has approved all the current developments without consideration for the roadway infrastructure. How can the truck route on Boyette/FishHawk/Lithia Pinecrest being proposed at least three years before it can possibly be implemented? When is FishHawk supposed to be widened? Also, if there is a truck accident with a gas spill, the people have no way to escape.

The status of the widening of Boyette Road is that it is fully funded and will be widened between US 301 and Bell Shoals over the next three years. I am uncertain of the requirements of the FishHawk DRI and will have to do research, but the road is currently able to handle the traffic. The recommendation will not be implemented for three years. The Committee thought it was the best thing to do to make the plan work in that area.

- Who assigned the weights for the various factors in the analysis and could another factor be added - “mass casualties”? The residents are looking for a better balance of risk vs. benefits, costs vs. liabilities. Commends Committee for coming up with the detail of this analysis.

The Committee assigned the factors, the weights and approved the analysis. The transportation of hazardous material is closely monitored by both the Federal and State governments, and trucks must have a special permit to transport these materials. Generally speaking, hazardous material is only transported on State roads.

- Opposes adding FishHawk/Lithia Pinecrest to the truck route because of tanker trucks hauling hazardous materials through heavy populated residential areas.

Crash records over the past 4-1/2 years, on Lithia Pinecrest from SR 60 to Bloomingdale there were 647 crashes, 22 of which were trucks.

- There are other routes available. CR 672 would be a better route when you considered the least effect on people’s lives and the risks that they carry. The BOCC needs to take into consideration the growth in the Lithia Pinecrest area.

Yes, CR 672 is identified as a truck route and does have fewer impacts since it is less developed.

- Is the BOCC going to do a survey what impact on safety vs a risk analysis in the fall?

The Truck Route Plan is assessed every three years. If there is an obvious safety issue that pops up during that time, the issue can be taken to the BOCC for reevaluation.

- The School Board needs to be involved in the discussions at least. Maybe have the times the trucks are allowed on these roads be coordinated with drop-off and pick-up times at the schools.

The location of schools is known and is evaluated when schools are located on a road.

- The opposition to this is not against the truckers, it is the profits of the phosphate companies against the safety and quality of life of our residents.

No staff comment.

- To help Lithia Pinecrest, take Bloomingdale off the truck route. Look at the number of schools, bus transportation, consider the recreational facilities in the area, consider the curb cuts, capacity of the roadway, and the number of signalized intersections on Bloomingdale. Supports the CR 672 and CR 674 as an alternative.

No staff comment.

- There are numerous schools in the FishHawk area. How can you say the purpose is to designate truck routes for better enforcement when you are not enforcing what you have now. How is the weight limits on Lithia Pinecrest enforced?

We have to allow truck access to every piece of property in the county. The way to regulate truck traffic keep thru-trucks on the truck route unless he needs to leave the truck route to make a delivery. FDOT enforces the weight limits on Lithia Pinecrest. The Sheriff's Department supports the recommendations identified in the ordinance and map.

- Why wasn't a trucking official/logistical person requested to present the implications of the truck routes on freight rates and the drivers' times. A logistical person should have presented this information to the general public so they can understand the results of having to go out of route.

Yes, a presentation was made to the trucking industry at a meeting coordinated by the Tampa Port Authority. The evaluation considers both fuel consumption by the number of miles driven and air pollution.

- Maybe the people of these communities should protest the building of a 7-Eleven or a Kash N' Karry because of the freight which would have to be trucked in such as gasoline. If you don't want trucks in your area then address the services that these trucks provide.

Yes, land use decisions greatly impact truck routes. The County should pursue traffic and land use improvements on CR 672 to avoid future negative impacts of trucks that are occurring on Lithia Pinecrest.

- Postpone and reevaluate Boyette/FishHawk/Lithia in three years after the improvements to the roadways are done.

No staff comment.

- Lithia is not safe for biking because of the phosphate trucks.

The Planning Commission bicycle planner agreed with the evaluation criteria concerning pedestrian and bicycle impacts in the plan.

- Why not have raised crosswalks for children crossing the road to get to school.

It is a good method.

- There is a very dangerous curve on Balm Riverview Road just south of the high school. People drive too fast on that road under the current conditions. I oppose the recommendation to make Balm Riverview Road a truck route.

No staff comment.

- The residents appear to be against truckers and phosphate trucks in their neighborhood. They should do some research and see if they could get a restriction placed for that type of cargo on their roads.

No staff comment.

Summary:

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| <u>85</u> | Attending/signed in |
| <u>20</u> | Spoken comments |
| <u>23</u> | Turned in comments |
| <u>2 hours, 15 minutes</u> | Length of Meeting |