

## **Public Meeting #5 Comments**

Plant City

October 21, 2004, 6:30 p.m.

- I live on Trapnell. Why can't you get the state or the county to 4-lane down through there all the way to 60?

*Our Capital Improvement Program for the most part is driven by the LRTP created by the MPO. They run computer models to determine whether or not a road needs to be 4-laned. If they find it does need to be 4-laned, the road is prioritize along with the other roads in the county.*

- On Forbes down to Turkey Creek and over to Trapnell has a bad curve. These truckers need a better road system to get through that area.

*The Public Works Department has an intersection program process and you can call and ask about that intersection and see if it can be added to their list.*

- People want house, dirt and grass, but people don't want the trucks on their road. As a truck driver, I pay taxes too. Just because we have to drive on your road to make these deliveries doesn't mean we have to go to jail.
- Yes, they pay taxes, but they also do a substantial amount of damage to highways they aren't designed to handle truck traffic. We need enforcement or the trucks can go wherever they want to. I live on Forbes and the trucks that do come down that road are loaded and shake my windows. Forbes is a residential road and should not be a truck route.

*Thanks you for your comments. Roads designed today are not designed for cars, they are designed for trucks. Pavement conditions were a factor in our rating process, but did not get the highest priority because trucks can drive down a gravel road. Not to mention, pavement conditions are constantly changing.*

- Trucks do pay for most of these roads. The way I see it is this is taxation without representation. Forbes Road should go all the way to 60 because it would be a straight shot. Our money is being misused to spend a lot more money on Deputies Sheriffs to address what most consider a problem.
- To follow up on road conditions, it would be a wise use of the taxpayers money to design roads with a better base.
- I can understand if a road is messed up because of the trucks being on it. What if they built a road that would make everybody go around to get to their home because that is what they are asking the truckers to do. It adds to the pollution and fuel costs.

- I have a nursery on McIntosh and one Gallagher Road. How are my drivers suppose to the know when he leaves the nursery where he is suppose to go and I don't have the dispatch system to tell them. Remember, every truck you take off my road you put it on someone elses road. A trucker is not going to go out of his way just to go on a raod that is not a truck route. He is going to take the easiest, straightest way. Why is Harney Road being removed?

*The south part of Harney Road is being removed because it is residential and there are alternate routes for the trucks.*

- Why do you want to remove Faulkenburg road?

*Faulkenburg Road goes through the Pavilion. This section is residential and has recreational facilities and a school.*

- How does a trucker know not to use that route?

*There should be a sign. If there is not a sign, you will not be ticketed. When ticketed, you are it is for violating a road sign regulation, not the truck route plan.*

- I'll take your word for it that Sam Allen Road is not a good truck route because there are a number of interchanges that could be used without using Sam Allen Road. We have tankers barreling down our road and there are not even turning lanes. We can't see why the City of Plant City says Sam Allen Road. We need a change in the signs on 39 which shows "I-4, east and west." Why can't the truckers use the routes that are available to them and stay off Sam Allen Road.

*That is a City of Plant City and the FDOT project. It's very encouraging they are willing to invest their money in county roads.*

- FishHawk has been a truck route for years for the phosphate industry, but now that they have put houses on it, they want it reviewed. Well, maybe they should have reviewed it before you approved that development. Most of those people don't want to pay the money to get the work done like fill dirt.
- On 39 from Sam Allen to Plant city is 45 mph, but when you turn on Sam Allen down to Park, it's 50 mph. You can't always get out on that highway because of the trucks speeding on that road. There are skid marks out there for that reason. The speed limit needs to be 45.
- Drop the speed limit to 30, that's fine, but you will still have cars driving 50 or 60 and pull out in front of a dump truck or a semi. These trucks can't stop on a dime.

*Maybe have some of these people who hold an automobile drivers license drive or ride in a truck and they will see why there are so many skid marks on the highway.*

- I'm more towards having more designated truck routes available because that would reduce the congestion on the ones that are designated as truck routes. When you add mileage, you have more of a potential for fatalities because trucks drive more of them.
- What's wrong with Parsons? It's about the same condition as Valrico Road and a better road. I think it should be available to people cause it would take a load off of some other roads.

*Parsons does go through a residential neighbor.*

- I live just off Dover Road on a 2-lane road. We will keep the trucks, but get rid of the cars. Just reduce the volume. I noticed on one of your charts for the traffic counts, you have about 200 counts around the county, but only one around Plant City.

*We do have counts around Plant City, they just may not show on this chart. We don't have a lot of vested roads around Plant City as we do throughout the rest of the county.*

- A lot of the roads should be designated a truck route before it is built and before a subdivision is built.
- The reason Forbes Road isn't in better condition for all the trucks is because no one wants to pay for it. They keep building more houses, but the rest of the county has to pay for it.
- The roads should be better signed because you don't know until you make the turn and then there is no safe place to turn around.

*Very good point, thank you. We need better signing.*

- I don't see a lot of truck routes in the north and south part of 301. These areas don't provide for truck access. Now is the time to start considering those roads as truck routes before you put these people in a position where they have to argue the residential areas. Regarding the number of routes being taken off vs being put on doesn't add up. The more you remove the better chance for these roads that are truck routes to become "parking lots" due to the amount of truck traffic you are putting on the other roads. If you don't want to consider variances or waivers for hardship, we have variances or waivers for just about anything. Why is that not something the county is willing to discuss? Why can't there be a review process for these types of variances?

*Actually, there are variances available, but they have to be granted by the BOCC. They can't be granted by the staff. There were some legal issues and liability questions regarding that issue.*

- I live on Forbes Road and the traffic is tremendous. I don't have a problem with local truckers who are trying to make a living. I have a problem with the semis who are coming off the interstate and don't know Forbes doesn't go all the way to 60. They are at the end of Forbes Road trying to turn around in a field. There are no signs to tell them.
- I live on Forbes Road and there are a lot of residential people on Forbes Road. If you open this road up to truckers, they can't really make that turn at 574.
- Is there anyway you can alleviate that problem on Forbes Road by making it open for local truck traffic only? Can we put signs up or whatever?

*No, sir, there isn't.*

- When will they vote on this so everyone can stay on top of this?

*We are going to have a workshop in January and then a public hearing where citizens can speak.*

- You have just about everyone represented on the Committee but the truckers. Why don't you get with the Commissioners and have about 20% of the Board Members on the Committee represented by truck drivers.

*We had private citizens who wanted to sit on the Committee. It was decided in the beginning that the Committee should only be made up of staff who either worked for the county or some other government agencies. If we let the truck drivers sit on the Committee, then you have to let private citizens from every neighborhood in the county. You are invited to come and present your comments to the Committee.*

- It won't do any good to make Forbes Road a truck route if you don't widen 574 to handle the traffic. Year after year we transport strawberries around the country so those roads are important.

Thank you very much.

Summary:

<u>55</u>	Attending/signed in
<u>27</u>	Spoken comments
<u>8</u>	Turned-in comments
<u>2 hours</u>	Length of Meeting