

TECHNICAL MEMORANDUM # 2
STAKEHOLDERS GROUP AND INTERVIEWS
PINELLAS COUNTY GOODS MOVEMENT STUDY

Introduction

The FDOT Regional Goods Movement Study recommended the establishment of a Goods Movement Management System (GMMS) for each county within FDOT District Seven.

A key component of a GMMS is the establishment of a Goods Movement Advisory Committee (GMAC). The Consultant identified and recommended a representative group of 15 stakeholders to be included. The membership goal for the GMAC was to include up to 75% of freight industry representatives and the remaining 25% includes representation from the state, county and local agencies who operate and maintain the transportation system in Pinellas County, as well as local enforcement and State regulatory agencies. Membership of the Goods Movement Advisory Committee is included in the appendix A-1.

Upon formation of the GMAC, the Consultant prepared a survey and conducted one-on-one meetings with the members. The purpose of these meetings was to gain a comprehensive understanding of the desired objectives of each stakeholder. Interviews were also conducted to gather detailed information regarding the stakeholders concerns about restricted vehicles and designated truck routing. A copy of the survey instrument is included in the appendix A-3.

Emphasis was placed on the identification of local freight activity centers and local freight corridors to supplement the regional freight activity centers and mobility corridors identified in the Regional Goods Movement Study. Generally associated with Local Freight Activity Centers was the identification of local freight mobility corridors developed as a part of Task 2. The criteria considered to identify those corridors were documented in the appendix A-2. The objective of those criteria was to provide delivery and distribution access to regional and local freight activity centers, or connection to a regional freight mobility corridor, while also considering the magnitude of year 2004 truck traffic volume. The documentation includes the reference of regional or local freight activity centers served by the designated corridor. A map identifying the location of activity centers and mobility corridors is also included in appendix A-2.

The freight transportation stakeholders in the private and public sectors understand that because of the freight industry focus on national and global operations, freight transportation planning, project development, prioritization, and funding of freight projects is complicated by the fact that states, local governments and the MPOs are limited by statute to the area over which they have jurisdiction. An additional constraint to effective participation of freight stakeholders from the private sector in the public sector transportation planning arena is the different focus on the planning process timeliness, needs, and expectations of the private sector, where “innovate-today-or-be-out-of-business-tomorrow” is the norm. Documentation of stakeholders/carriers’ concerns is included in the appendix A-4.

The Consultant verified the identification of truck routes that were found to have operational, safety, or congested conditions, through analysis of historical traffic classification data of heavy trucks (T - Mid, T - Heavy and Total Truck counts), heavy truck crash data, and level of service information. The list of problem truck routes to be considered for potential improvements is included in the appendix A-5.

Summary of GMAC and Carrier Issues and Concerns

A substantial amount of time and effort was devoted to obtaining input from Goods Movement Advisory Committee members, and freight carriers who traverse the Pinellas County Goods Movement network. The intent of the GMAC process was to survey and interview 15 regular members, 11 from the freight industry, four from the government side. Approximately 45 GMAC members and/or carriers were contacted, numerous times in many cases, in an effort to obtain survey input from the freight movement community. Response and compliance was approximately 25%.

Industry participation and input was somewhat difficult to extract but those who participated in the survey process were highly involved. Carrier survey input (all industry) proved even more difficult to obtain. However, a total of 21 surveys were completed and submitted through 11 representatives. A summary of the issues highlighted in the carrier survey is included in the appendix A-4. Additionally, the associated windshield survey observations made at select Freight Activity Centers supplemented this process. Valuable information was obtained as a part of the meeting, survey, interview, and windshield survey process. The following are highlights of the GMAC member and carrier concerns as submitted and discussed.

Restricted Vehicle Signage pertaining to Truck Routes or No Truck travel

- Placement of signs is an issue. A truck driver may not recognize a route restricted to trucks until they are already traveling on it, due to site distance issues such as a tree blocking ones view.
- Greater visibility of signs is seen as an overall desire.
- Restricted vehicle drivers understand the signs and their meaning.
- There are inconsistencies related to truck route signage within the County.
- Although several respondents appreciated that the City of St. Petersburg signs all of its truck routes and thus increases signage visibility, the majority felt it was unnecessary to sign unrestricted truck routes.
- Signing all truck routes would help those drivers not familiar with Pinellas County.
- The desire is for consistency countywide in the way the unrestricted and restricted truck routes are signed.
- One suggestion was to change the wording from No Trucks to No Thru Trucks to eliminate driver confusion.
- Suggestion to consider the use of signage to restrict truck travel to right lanes where appropriate. This is done in St. Petersburg to some degree.

Problem locations on or near the Pinellas Truck Route network as it relates to signage

- Belleair Road off of US 19 and 102nd Avenue N off of Seminole Boulevard. Site distance issues for restricted vehicle drivers coming off of the truck route onto a restricted roadway.
- West Bay Drive (SR 686) between Clearwater-Largo Road and Indian Rocks Road. Identified as lacking No Truck regulatory signage.
- Indian Rocks Road between Walsingham Road and West Bay Drive identified as lacking No Truck regulatory signage.

Restricted Truck Route travel specific times of the day and/or night

- The current posted time for restriction on restricted truck routes is 6 pm – 6 am.

- There is a strong sentiment from GMAC freight industry members to allow truck travel as early as 4 AM and possibly as late as 8 PM. Earlier hours are more critical to the industry.
- Law enforcement would not be affected by a change in restriction times.
- Expanding the hours of travel on these roads for trucks may reduce overall peak hour congestion on some roads, and have a positive safety effect.
- Community values and neighborhood sensitivity issues would have to be factored into a decision to change current established hours. Public participation and input is a necessary component of this process.

Truck Route Plan and/or Freight Activity Center “problem” areas identified

- Keystone Road – two-lane undivided road experiences severe congestion and safety issues. This is an unrestricted truck route.
- US 19 – Pinellas Park area south to 54th Avenue S. Request for dedicated through right turn lane to allow for better access to side streets.
- 4th Street N. – Deliveries made in middle through lane from 22nd Avenue N to downtown area. Need for operations review and appropriate “pull-over” opportunities.
- City of Pinellas Park – Consider removing 62nd Avenue N between 49th St N and 66th St N from Truck Route Plan.
- West Pinellas Industrial Area. Issues include:
 - the danger of making a left-hand turn onto Ulmerton Road at unsignalized Lake Avenue SE
 - making a u-turn on Ulmerton Road to avoid the left turn at Lake Avenue SE, but encountering heavy traffic volume and CSX rail nearby
 - 20th Street SE needing CSX signalization installation and activation before the County road can be improved and opened to provide access Lake Avenue SE and Starkey Road
 - Freight haulers driving on restricted and signed residential Donegan Road and 8th Avenue SE to access their business
 - Ingress/Egress issues for businesses that use or front Starkey Road in the Industrial Area.
 - Pinellas County Public Works Transportation is actively trying to address the problems this area is experiencing.

Major roadways, not on the truck route network, that are experiencing problems or changes. Some routes may be evaluated for truck route potential.

- 102nd Avenue N – from Starkey Road to 113th Street N
- Alderman Road between US 19 and Alt US 19
- Keene Road (CR 1) from Gulf-To-Bay Boulevard to Alderman Road
- West Bay Drive from Missouri Avenue to Clearwater-Largo Road
- Clearwater-Largo Road/Ft. Harrison Avenue from West Bay Drive to Myrtle Avenue
- 63rd St N between 142nd Ave N and 146th Ave N. – identified as having poor pavement condition

Law Enforcement issues including vehicle weight enforcement and truck route restriction issues

- Law enforcement concentrates greater on enforcement of vehicle operational safety than on enforcement of route restrictions
- Law enforcement tries to work with the freight industry allowing them to do their job effectively
- Law enforcement may need education on the enforcement of restricted vehicle restrictions and protocol
- The current county ordinance does not allow PSO to enforce restrictions pertaining to weight.
- Weight enforcement is performed by FDOT Motor Carrier Compliance (MCC)
- PSO must contact FDOT MCC to address vehicle weight enforcement issues
- Law enforcement cannot move trucks involved in crashes
- Freight companies typically have their own wrecker move their truck when involved in an crash
- A traffic incident management plan is needed and should address a plan for the quick removal of trucks involved in crashes

Miscellaneous

- Use technology advances to meet future freight needs
- Address issue of consistency of local ordinances
- Address the policy issue of detours related to construction areas on the truck route network
- Class A licensed drivers will no longer be allowed to take Defensive Driver classes to avoid accumulating points, when cited.
- There is a lack of “lay-over” spaces for restricted vehicles. This could be addressed on a per project basis by local agencies
- General concern over roadway condition and deterioration

Summary of GMAC and Carrier Survey Interviews

Pinellas County Sheriffs Office – Deputy Nick Lazaris

PSO believes the restricted vehicle signage could be better placed. For example, on some roadways, the signs are posted in a manner that a restricted vehicle driver would not know he or she is on a restricted roadway until they are already on that restricted road. Mr. Lazaris used **Belleair Road (from US 19) and 102nd Ave N (from Seminole Boulevard)** as examples.

Mr. Lazaris believes that the signage in place in Pinellas County is adequate, that it just needs adjusting. He is not a proponent for signing all truck routes as the City of St. Petersburg does. Enforcement of the truck route restrictions is a 24-hour a day job for PSO. Therefore, any time change to route restriction would not effect the PSO enforcement operation. Mr. Lazaris notes that some roadways do need improvement from heavy use of trucks, but did not identify specific examples.

PSO expressed concern with the current county ordinance not allowing PSO to enforce restrictions pertaining to weight. Weight enforcement is only performed by FDOT Motor Carrier Compliance (MCC). The PSO does work with FDOT MCC to combat overweight vehicles, however, but not on

a daily basis. PSO currently has no recourse to deal with overweight vehicles. They must contact FDOT MCC when an issue arises.

Pinellas County Public Works Transportation – Tom Washburn, P.E., Safety and Special Projects

Mr. Washburn stated he has no preference in how the entire county is signed, concerning restricted vehicles, be it signing unrestricted routes or not. However, he does believe there should be uniformity throughout the entire county. Tom stated that the complaints Public Works receives related to truck route restrictions are almost always from citizens and not the trucking industry.

Concerning lessening the restrictions on times, Mr. Washburn thought allowing truck travel earlier on restricted routes could ease morning and evening peak period congestion. Additionally, another idea would be to restrict trucks from peak period travel on restricted roadways, or at least restrict truck travel on certain problem roads during peak periods. Tom's biggest related concern is with 2-lane undivided roads where traffic is heavy (Keystone Road is an example) and traffic has difficulty passing safely.

A problem location the Public Works Transportation Division is currently attempting to address is within the **West Pinellas Industrial Area (Ulmerton Road/Lake Avenue SE)**. Concerns include trucks attempting to make u-turns on Ulmerton Road, the nearby residential area that trucks are using for their trips, and CSX issues. The trucking community in the area does prevent left turns on Ulmerton Road at Lake Avenue SE, however. This is done for obvious safety reasons.

Tom felt that truck routing restrictions are not affecting the Pinellas County economy. The business community adjusts accordingly. Public Works supports the Sheriff's Office in whatever ordinance or vehicle weight restrictions they may like to see.

Waste Management of Pinellas – Bonnie Martinez, Health and Safety Manager for Central Florida

Ms. Martinez stated that Waste Management drivers do understand and make use of the restricted vehicle signage in place. They feel the signage is adequate for their needs. Overall, the restricted route times of 6 am – 6 pm allowing travel meet the needs of this business. There are some exceptions during the Christmas season. Bonnie stated that drivers attempt to **avoid using 102nd Ave N between Seminole Boulevard and Starkey Road**. They experience a loss of time and fuel, however. There were no other areas of concern or issues.

Great Bay Distributors – Mike Coleman, Fleet Manager

Great Bay Distributors had a total of six survey responses completed. Mr. Coleman was interviewed and discussed input from all of the surveys. Great Bay Distributors travel in Pinellas and Pasco County only. Respondents expressed some concern about the existing truck route network meeting business roadway needs. Specifically, non-truck route roads of concern included 102nd Ave N west of Starkey Road, Alderman Road between Alt US 19 and US 19, and CR 1 between Main Street (SR 580) and Drew Street.

Drivers expressed concern that restricted vehicle signage could be more visible, although drivers do understand the signage. The City of St. Petersburg was given praise for signing its truck routes, thus providing visibility. Drivers strongly recommended earlier start time is allowed on restricted truck routes anywhere from 3 AM to 5 AM, as the stores and businesses they service request early

delivery, so not to interfere with shopping customers. Vehicle weight restrictions are not a factor as weight loads decrease as the drivers day continues.

Areas and issues of concern related to truck route travel include:

- West Pinellas Industrial Area – Great Bay Distributors is located here. Ingress/egress is difficult from Starkey Road. It is difficult to leave their property at 8 am on weekday mornings. Staff feels once Starkey Road is widened as planned, ingress/egress to the Great Bay property will be even more difficult. Staff is aware of the fact that Pinellas County Public Works is attempting to address the problems on 20th Avenue SE, Lake Avenue SE, Ulmerton Road and CSX. CSX must install rail signals along 20th Avenue SE prior to the County making any additional improvements. Opening 20th Avenue SE from Starkey Road to Lake Avenue SE would be very helpful.
- 102nd Avenue N from Starkey Road to 113th Avenue N – Consider its viability as a truck route.
- Alderman Road between US 19 and Alt US 19 – consider its viability as a truck route.
- CR 1 between Main Street (SR 580) and Drew Street – consider its viability as a truck route.
- US 19 – Consider the addition of right turn lanes from the Pinellas Park area south to 54th Avenue S. to allow better access to side streets.
- 4th Street N. – Deliveries are currently made in the middle through lane from 22nd Avenue N south to downtown. Improvements are needed to prevent this from taking place.

Publix – Mike Lester, Supervisor for Dispatch

Mr. Lester indicated his drivers expressed concern in the past about making deliveries off of the truck route networks, and over time restrictions on restricted truck routes. Through the GMAC process, those concerns have been answered. The six drivers Mr. Lester spoke to felt that signage for restricted vehicle travel is adequate. They felt that signing all truck routes, as the City of St. Petersburg does, is unnecessary. Mr. Lester did suggest changing the wording on No Truck signs for restriction to No Thru Trucks, since exceptions are made for deliveries to destinations on these roads. He felt this would be less confusing to new restricted vehicle drivers, or non-English speaking drivers.

The only problem area noted was on **West Bay Drive (SR 686) from Clearwater-Largo Road to Indian Rocks Road**. West Bay Drive is not a truck route, nor is Indian Rocks Road. Mr. Lester indicated, and he is correct, that there are no truck restriction signs on these roads. Mr. Lester was to provide additional areas of concern where it is difficult to exit Publix stores onto truck routes, but the consultant did not receive those concerns after an additional request.

Florida Department of Transportation District 7 – Daniel Lamb, Modal Systems Planning Administrator

Mr. Lamb thought that for planning, publishing and distribution purposes, signing of all truck routes may be of some benefit, as it relates to the Truck Route Plan Map. He felt that generally, the 6 AM – 6 PM delivery timeframe on restricted routes was fine. However, as the economic needs have expanded statewide, it may be useful to study expanding these time frames from 5 AM – 8 PM. Mr. Lamb referenced the “hot spots” survey from the FDOT Regional Goods Movement Study for study of areas and issues of concerns, as it relates to the Pinellas County Truck Route network.

Mr. Lamb also felt that the economic needs of Pinellas County were being addressed by the freight community, as long as the county continues to recognize the specific access and mobility needs of trucks and is willing to balance these against the concerns and needs of the neighborhoods potentially impacted. Mr. Lamb felt the current weight restrictions and local ordinances were working well. However, he suggested the county needs to be concerned with changing technology and meeting future needs. He also recommended that consistency among local ordinances be studied to determine if we are creating problems.

Zone Defense: Division of Power-Linx, Inc – James Markus, Vice-President & General Manager

Zone Defense manufactures and distributes accident avoidance camera systems to commercial truck fleets. Mr. Markus distributed surveys to drivers who are customers, and use Pinellas County, Tampa Bay, Florida and the Southeastern United States roads. Mr. Markus stated that response regarding the Pinellas County Truck Route Plan meeting business needs was generally positive. Complaints were received about construction areas, however. General comment was made that detour routes were confusing.

Mr. Markus felt that truck routes should be signed, as done in St. Petersburg. This benefits those who are not regularly driving truck routes in Pinellas County. The issue of **poor pavement conditions on 63rd Street between 142nd Ave N and 146th Ave N.** was brought up. Additionally, the name changes of continuous streets throughout Pinellas County were mentioned. Generally, Mr. Markus felt that the Truck Route network works well for those drivers who know the rules.

Federal Express – Cheri Wedding

Ms. Wedding felt the Clearwater area could do a better job of delineating Truck Route and No Truck travel signage. She felt drivers understood the signs when posted. Ms. Wedding stated restricted vehicle signing provides drivers more advance notice of roads that may be difficult to navigate. She felt the current timing on restricted truck routes, 6 AM – 6 PM, was fine. **For purposes of delivery, she sited the Clearwater Beach roundabout as a potential concern for navigating a truck.** In her local driving experience, she felt that US 19, SR 580 and SR 92 (Gandy Boulevard) were well signed and offered an acceptable travel experience for restricted vehicle operators.

Twiss Transport Inc. (West Pinellas Industrial Area) – Len Wernicke, Fleet Manager

Twiss Transport is an Interstate Transportation of Goods business. They are apportioned to travel 48 states. In most cases, Mr. Wernicke believed truck route signage was understood by drivers, especially in the case of a restricted road. He did not necessarily feel additional signage on truck routes was warranted. Mr. Wernicke felt like adjustments to travel time on restricted truck routes should be done on a one-on-one basis, not a blanket change. He felt it was difficult to answer questions related to truck routing restrictions affecting economic impact and vehicle weight restrictions on trucks. The industry and the neighborhoods both have legitimate concerns.

Mr. Wernicke's main area of concern centered on the West Pinellas Industrial Area where Twiss Transport is located. He stated the only safe way to exit their location is on **Donegan Road/8th Avenue SE to Seminole Boulevard, then Seminole Boulevard to Ulmerton Road or East Bay Drive. Donegan Road and 8th Avenue SE restrict truck travel and are signed.** There are single-family residences on both streets. He states it is dangerous to exit their facility via Lake

Avenue to Ulmerton Road, especially when making a left turn. **Ideally, 20th Avenue SE would be open from Starkey Road to Lake Avenue SE.**

A final item of interest raised is that Class A licensed drivers will no longer be allowed to take Defensive Driver classes to avoid accumulating points, when cited.

Caladesi Construction (West Pinellas Industrial Area) – Wayne Wyatt, Site Coordinator

Caladesi Construction is in the construction/industrial industry. They travel the Tampa Bay region only. Overall, the Pinellas County Truck Route Plan meets their business needs. However, Mr. Wyatt feels there are inconsistencies related to truck route and no truck signage throughout the county and its municipalities. He feels drivers of restricted vehicles do understand and make use of the existing signage. Mr. Wyatt stated only the restricted truck routes need be signed, for Caladesi drivers. However, other for hire transport business may benefit from the entire network being signed. The workday for Caladesi is from 6:00 AM – 3:30 PM, and related to the current restricted truck travel times in Pinellas County, so the timing of restricted travel somewhat restrictive for Caladesi.

The issue item brought forth was the travel around the West Pinellas Industrial Area. They travel Donegan Road and 8th Avenue SE knowing these streets are restricted to truck travel. This is done for safety reasons. Largo Police Department and PSO understand the dilemma and do not enforce. They use these roads for access to and from their business. Mr. Wyatt expressed the difficulty and associated dangers of making a **left turn onto Ulmerton Road from Lake Avenue SE.** The truck route restrictions on Donegan Road enforce this dangerous movement onto Ulmerton Road.

Pinellas Suncoast Transit Authority – James Byers, Planner

Mr. Byers is a former law enforcement officer and has been involved with the Pinellas County Community Traffic Safety Team for many years. He offers a unique perspective. He feels there is a general lack of consideration for the trucking industry needs and activity they generate in Pinellas County. He feels drivers from outside the area do not understand the signage as posted in Pinellas County related to restricted vehicles. He states there is too much sign clutter in general. From his past profession, he knows law enforcement officers will not cite truck drivers for traveling on a restricted roadway unless it is a major complaint.

Parking spaces in general are an issue. There are not enough “lay-over” spaces. It is tough for the drivers to make all their stops. Lay-over spaces should be incorporated in roadway design. Again, the big consideration is for visiting drivers. He feels this problem is only going to get worse as Pinellas County grows. Jim voiced a concern about trucks that break down. Currently, a wrecking company must be called to move a truck. The trucking company has its own wrecker, unless they are from out of town. There is no ordinance that allows a law officer to get a truck moved. A traffic incident management plan is needed and it should include a plan for quick removal of trucks involved in crashes. This should be addressed through the Traffic Incident Management Committee spearheaded by FDOT D7.

Mr. Byers feels signage in the entire County needs to be consistent and clear and has no preference over signing truck routes or not. He feels that restricted truck route time frames should be expanded as needed.

A study was done regarding alternate routing for access and egress to the PSTA Scherer Drive facility, in an effort to take PSTA vehicles off of 34th Street N northbound in the Gateway Freight Activity Center. Ultimately, it was determined to be too costly not use this route.

Identification of Problem Truck Routes

Operational and Capacity – Areas of Significant Congestion

- Tarpon Avenue/Keystone Road – Alternate US 19 to East Lake Road
- US 19 – Tarpon Avenue to Gulf-To-Bay Boulevard
- East Lake Road – Keystone Road to Tampa Road
- Alternate US 19 – Tarpon Avenue to Drew Street
- McMullen-Booth Road – Tampa Road to Gulf-To-Bay Boulevard
- Gulf-To-Bay Boulevard – Fort Harrison Avenue to Courtney Campbell Causeway
- Ulmerton Road – Howard Frankland Bridge to Starkey Road
- Starkey Road – Belleair Road to Park Boulevard
- Bryan Dairy Road – 66th Street N to Starkey Road

* Roadways and segments are not ranked nor in order of concern. Note that evaluation and analysis were made by segment (between restricted or unrestricted truck routes). A total of ten segments were evaluated. For example, Ulmerton Road between Starkey Road and Belcher Road is considered one segment. The list above was derived from 2004 Level of Service and Volume to Capacity Ratio data. Segments funded for improvement within the upcoming five year cycle were not evaluated, since the proposed improvements intend to address congestion.

Crashes involving Heavy Vehicles

- US 19 near Drew Street
- 66th Street N near Bryan Dairy Road
- Ulmerton Road at 66th Street N
- US 19 at Tampa Road
- US 19 at Curlew Road
- Gulf-To-Bay Boulevard at Belcher Road
- Duhme Road at Park Boulevard
- Seminole Boulevard (Alternate US 19) at Park Boulevard
- Cleveland Street at Myrtle Avenue
- Park Boulevard between 66th Street N and US 19

* Segments and intersections are not ranked nor in order of concern. These intersection/segments of concern are based on analysis of the 2002-2004 crash information obtained from the Pinellas County MPO Crash Database. These segments or intersections of study may change, should it be determined that they are scheduled for improvement within the upcoming five year funding cycle.

APPENDICES
FOR
TECHNICAL MEMORANDUM # 2

**A-1 GOODS MOVEMENT ADVISORY COMMITTEE
MEMBERSHIP**

**A-2 FREIGHT ACTIVITY CENTERS AND MOBILITY
CORRIDORS**

A-3 STAKEHOLDERS SURVEY QUESTIONNAIRE

**A-4 CARRIER SURVEY OF LOCAL TRANSPORTATION
CONCERNS**

A-5 IDENTIFICATION OF PROBLEM ROUTES

APPENDIX A-1

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APPENDIX A-2

FREIGHT ACTIVITY CENTERS

REGIONAL FREIGHT ACTIVITY CENTERS

DOME INDUSTRIAL CENTER

This activity center is located along the CSXT railroad corridor south of 1st Avenue South and east of 28th Street South north of I-275. The area is made up of 122 businesses with over 1,000 employees located on approximately 122 acres of industrial land. Primary employers located within the activity center include Cox Lumber; Littrel Building Materials; Film Technologies Inc.; Elreha Printed Circuits Corporation; Bama Seafoods; Euro-Bake; and the St. Petersburg Clay Company.

The site visit took place on Thursday morning, November 9th.

Terminal Drive is heavily used for loading areas. Cement mixers are using 5th Avenue South to 24th Street South to the entrance of CEMEX. The CEMEX cement plant is located on 24th Street South.

The road is brick and in poor condition. There are numerous streets that are brick and are in poor shape. There is not a lot of traffic on these streets in the industrial area so trucks are not having much of a problem getting in and out.

A truck unloading at a silo at Eurobake on 20th Street South which is blocking northbound lane was noted.

The main truck routes include 1st Avenue South, 16th Avenue South, and 20th Street South.

An employee from Jagged Edge, located on 18th Street South told HNTB staff that he has heard of no major problems from the truck drivers getting in and out of their company.

Alleyways are also used by some trucks in order to get to delivery areas.

Film Technologies Inc., on Terminal Drive, is a heavy truck delivery business.

Polar Glo Paint Company, Gulfside Supply Inc. (727 322 6112).

Tab Glass & Window (727 323 7040).

GATEWAY TRIANGLE

This activity center is located south of the St. Petersburg-Clearwater International Airport. It is generally bounded by Ulmerton Road on the north, US 19 on the west, Gandy Boulevard on the south, and 9th Street North on the east. For the most part, the area is contained within the city limits of Pinellas Park; however, there are a numerous parcels that are not part of the incorporated city that belong to the County. This area includes diverse manufacturing, warehousing, distribution, and office uses. The Gateway Chamber of Commerce estimates there are 33,000 jobs in the Gateway Triangle, of which 22 percent are industrial related.

The Gateway Triangle site visit took place on Wednesday afternoon, November 8th.

Gateway:

Boundaries – 9th Street North to the east, Gandy Blvd to the south, Ulmerton Rd to the north and US 19 to the west.

Vehicle truck types observed entering Gateway are vendors, freight, FedEx, buses and recycling/garbage.

The Pinellas Solid Waste Dump is located in Gateway (28th Street N and 118th Street N) which also attracts heavy public traffic bringing items to the dump.

Gateway hosts businesses such as FedEx, Cintas (uniforms) and the Pinellas County Solid Waste Landfill. Staff observed quite a few businesses that were closed including the giant MCI building/complex. The old Echelon site offers 125,000 square feet of vacant office space. There are numerous vacant lots along 28th Street N., although it appears some are about to be developed.

There are numerous ways in and out of the Gateway Center. There were no problems noted getting in or out as there are multiple lanes and lane widths seemed to be wider than normal.

Very heavy truck traffic was observed on 126th Avenue N. @ 34th St N. The Recycling Center Services of Florida (3060 126th Avenue N.) and Sony Glasbrenner (3565/3571 126th Avenue N.) account for a great deal of this traffic. Sony Glasbrenner is a road paving operation and grease depository.

There is high volume truck traffic in general along 118th Avenue N from 28th Street N. to 49th Street N. This street offers numerous auto salvage yards, Keys cement and many other industrial businesses.

PSTA's new administrative and operations headquarters are located on Scherer Drive between 28th Street N. and 34th Street N. Although the transfer center along 34th Street N. is busy, there did not seem to be obvious problems for maneuvering buses.

The internal roads in Gateway are wide and appear to be designed for significant truck traffic.

Carillon

Boundaries – Roosevelt Boulevard to the west and Ulmerton Road to the north.

Carillon is strictly an office park. The only truck traffic is vendors such as FedEx, UPS, Coca Cola, water companies, Staples Office Supplies. Entry into the park is on Roosevelt Boulevard the intersection is signalized.

No heavy truck traffic such as tractor-trailers was observed.

Pinellas Business Park

It is bounded by Roosevelt Boulevard on the west.

Pinellas Business Park is strictly an office park. Truck traffic consists of vendors such as UPS, FedEx, Coca Cola, water businesses and Staples Office Supplies. Entry is on Roosevelt Boulevard and there is no traffic signal.

No heavy truck traffic such as tractor-trailers was observed.

TAMPA ROAD INDUSTRIAL AREA

This area is generally bounded by SR 580 to the south, Commerce Drive to the west, Forest Lakes Boulevard to the north and Racetrack Road to the east, and is considered a Regional Freight Activity Center in the FDOT Freight Mobility Goods Movement Study.

The site visit took place on Thursday afternoon, November 9th.

A general observation is that this FAC is prosperous and compact, and truck traffic flows well internally. Industry in general is of the “clean” variety. There is some vacant land. All buildings/complexes appear to be filled.

There is heavy activity at the Roberts Road/Burbank Road intersection which is north of Douglas Road. Due to heavy automobile parking on these streets near the intersection, it appears that trucks have some difficulty maneuvering. A large business at this intersection is Structall Building Systems located at 350 Burbank Road.

Other large businesses observed include:

Rinker Building Products – Douglas Road. Parking lots are on both sides of the facility. Both are long and narrow. There are a considerable number of vehicles in both parking

lots. There is a tight turn radius in the delivery entrance. The business includes sand pick up for cement mix trucks.

Mi Con Packaging Inc. and Mi Windows and Doors – Commerce Boulevard. This is a very large site but no problems were noticed.

Tru Green Chem Lawn – Dunbar Avenue at Douglas Road. No problems noticed.

The intersection of SR 580 and Commerce Boulevard has a flashing red traffic signal, but is not a fully activated signal. Traffic is very heavy and left turns are especially difficult.

SOUTH CENTRAL CSXT CORRIDOR

This activity center includes northern and southern sections connected by a CSXT railroad corridor. The northern portion of the area includes the Joe's Creek Industrial Park and is generally bounded by 46th Avenue North on the north, the CSXT rail corridor on the west, 31st Street North on the east, and 42nd Avenue North on the south. The southern portion is bounded by 30th Avenue on the north and 9th Avenue North on the south and includes several blocks on both sides of the rail corridor including an area that follows the 22nd Avenue North spur to the St. Petersburg Times plant on 34th Street North.

The site visit took place on Wednesday morning, November 8th.

Businesses located in the South Central CSXT Corridor include Pepsi, CarQuest Kanes Furniture, Dairy Mix, JFK Supply, GSI Building Products, and Clear-Cote.

44th Street North is the main artery for trucks coming from US Highway 19 and 28th Street North.

All trucks are backing in on 44th Street North to get into their businesses.

Box trucks, semi's, Pepsi delivery trucks & fork lifts are all using 44th Street North.

Streets are too narrow for most trucks and they have to back up into delivery bays. Traffic is not very heavy so it does not cause a major problem for semi's and other trucks.

Some trucks are using 31st Street North to get to 38th Avenue North.

46th Avenue North off US Highway 19 is also heavy with truck traffic. Trucks are entering and exiting on US Highway 19 or 38th Avenue North.

Railroad tracks do not appear to play any role in deliveries on the west side of US Highway 19. Delivery trucks use Morris Street and exit back onto 38th Avenue North.

ST. PETERSBURG-CLEARWATER INTERNATIONAL AIRPORT

This activity center is located north of Ulmerton Road and east of 58th Street North and includes the St. Petersburg-Clearwater International Airport, which occupies approximately 2,000 acres, and the Rubin ICOT Center.

The site visit was conducted on Wednesday morning, November 8th.

St Petersburg – Clearwater International Airport entrance:

Vehicle types include dump, garbage, vendors, freight, gas, and UPS freight.

- Spoke with Gene Hastings (UPS), 727-539-6944 about types and volumes.
- A.M. – 11 tractor-trailers and 12 box type trucks
- P.M. – 13 tractor-trailers and 28 box type trucks

All UPS vehicles use Roosevelt Boulevard.

One trouble spot noted. After turning into the airport, truck traffic makes an immediately left onto Fairchild Drive. All traffic except UPS continues on Fairchild Dr to its destination. UPS vehicles turn right off of Fairchild Drive into a security area. The security shack is located too close to Fairchild Drive, which causes a back-up onto Fairchild Drive. Fairchild Drive is not wide enough to accommodate two vehicles. This is an internal Airport site issue that, if addressed, could help reduce problems on the adjacent roadway.

There were no real turning movements noted. The Roosevelt Boulevard airport entrance is signalized with turn arrows. Timing may need to be checked and increased during peak hours.

49th Street North:

Boundaries – Ulmerton Rd to the south and Roosevelt Blvd to the north

Vehicle types noted included car carriers, gas, postal trucks, vendors and FDOT trucks.

Vehicles are going to the auto auction, rental car companies, post office, jail, Sheriff's department maintenance yard and the FDOT maintenance yard.

Vehicles are entering from the south at Ulmerton Rd and the North at Roosevelt Blvd. Vehicles are then accessing 49th Street N, 140th Street N, 142nd Street N, 144th Street N, 46th Street N and Automobile Boulevard.

Roosevelt Boulevard, 49th Street North, and Ulmerton Road are signalized intersections. No problems noted here. However, side streets are not signalized creating some

difficulty in left turns. Some areas on side streets are narrow making backing and turning for truck traffic somewhat difficult.

ICOT Center:

Boundaries – South of Ulmerton Road

Vehicle types noted – vendors and car carriers.

This is mainly an office park with the exception of a Nissan Dealership. Most truck traffic is UPS, Coca Cola, water delivery type and an occasional car carrier.

There are two ways into the ICOT Center, 58th Street N and ICOT Blvd. 58th Street N is signalized. ICOT Boulevard is not signalized and making a left turn is virtually impossible.

WEST PINELLAS INDUSTRIAL AREA

This activity center is located south of 142nd Avenue North and north of 110th Avenue North. The CSXT railroad tracks and Starkey Road form the western border and 83rd Street North and the CSXT railroad tracks form the eastern border.

The site visit took place on Wednesday afternoon, November 8th.

Cement trucks are using 20th Avenue SE both off of Starkey Road and Lake Avenue SE. 20th Avenue SE is closed off of Lake Avenue SE and is only used by cement trucks.

Great Bay Distributors has entrances off of Ulmerton Road, Starkey Road and 20th Avenue SE and is used for beer delivery trucks.

Apart from CEMEX- and Great Bay, there does not appear to be much truck traffic in the area.

In the Starkey Center area Enterprise Road is heavily used by semi's coming off of Starkey Road. On 126th Avenue N, there is a lot of dump truck activity for fill dirt business.

Twiss Transport Inc. (1501 Lake Avenue SE) appears to have a small turn area onto Lake Avenue SE.

There are several boat builder businesses on Lake Avenue SE. The Dade Paper Company is located on Lake Avenue SE as well.

Somerset Drive has no trucks sign posted. However, Amerigas is located on Somerset Drive and its gas trucks are using that road.

Southeast Paper Recycling Company is located in the Starkey Center area.

The Starkey Center is not a heavy traffic area even with a subdivision located just to the west of its location. Trucks do not appear to be having too much trouble getting in and out of locations.

LOCAL FREIGHT ACTIVITY CENTERS

CLEARWATER AIRPORT

This area was identified in the FDOT Freight Mobility Goods Movement Study as a potential Regional Freight Activity Center. Its boundaries include Palmetto Street to the south, Belcher Road to the East, Carol Drive to the North and N. Arcturus Ave to the West. A major north/south street through the area is N. Hercules.

This area was observed on Tuesday, November 7th in the morning.

Vehicle types observed included utility (Progress Energy, Clearwater Public Works), auto parts, a/c heating and cooling, vendors, garbage/recycling, city bus (PSTA), food distribution.

Trucks are entering side streets using Belcher Road. Belcher Road is 4 lanes with turn lanes allowing plenty of room for turning. However, a problem does exist when trucks are trying to turn left onto Belcher Road from side streets. No side streets are signalized. Numerous trucks were observed waiting 1 – 2 minutes to turn.

Also, most of the side streets are narrow making it difficult for the tractor-trailers to get in and out of businesses.

There was a medium degree of truck traffic using the side streets off of N. Hercules accessing the businesses on both the east and west side of the street. Range Road and the adjacent streets have a considerable amount of storage facilities.

The Weaver Business Park and Weaver Industrial Park take up a good deal of this overall area at the southern end.

NORTHWEST TARPON SPRINGS INDUSTRIAL AREA

This area was identified in the FDOT Freight Mobility Goods Movement Study as a potential Regional Freight Activity Center. The boundaries include SR 595 (Pinellas Avenue) to the east, Anclote Road to the west and south, and Anclote Boulevard to the North.

The site visit was performed on Tuesday afternoon, November 7th.

Vehicle truck types observed included dump, rock, cement, vendors, and freight.

Truck traffic is using three entry/exit points:

- SR 595 (SB) turning onto Anclote Boulevard (WB)
- Anclote Boulevard (WB) turning onto Industrial Boulevard
- Anclote Boulevard (EB) turning left on SR 595 (NB).

The following types of businesses were noted: Florida Rock, furniture, windows, boats, concrete, Sun Rock Inc., a recycling plant, Suncoast Paving and Asphalt Plant, MAR marina, food distribution and Port Tarpon Marina.

Some difficulty was noted for trucks turning left onto Anclote Road off of SR 595 as there is no signal. The reverse also applies turning left off of Anclote Road onto SR 595. The same situation applies a little further to the north turning onto Anclote Blvd off of SR 595.

Once trucks were inside park they seemed to have no problem getting in and out. Streets were plenty wide and businesses had plenty of room for backing in.

62ND AVENUE NORTH INDUSTRIAL

The site visit took place on Wednesday morning, November 8th.

This is a local freight activity center. The area is bounded by 70th Avenue North to the north, 49th Street North to the west, CSXT rail/58th Avenue North to the south, and 43rd/41st Street North to the east.

Trucks are using any road available to get to these sites. 62nd Street North appears to be the most congested street for trucks. Storage places and warehouses are being used as businesses. Most streets are dead ends and some have no trespassing signs posted at businesses.

The truck activity is mostly small delivery trucks such as UPS or FedEx types.

Businesses include Mill Rite & Hydro Spa.

This entire area looks rundown, in decline. Staff noticed chopped up cars being painted.

NORTH BRYAN DAIRY ROAD INDUSTRIAL AREA

This is a local freight activity area. It is bounded generally by Belcher Road to the west, 118th Avenue North to the north, 102nd Avenue to the south, and 66th Street North to the east.

The site visit took place on Thursday morning, November 9th.

Freeman Pitman Road and 75th Street North have heavy traffic with trucks coming off of Bryan Dairy Road and Belcher Road.

Larger trucks are mainly using Freeman Pitman Road, with 75th Street North being used mostly by smaller box trucks.

Semi trucks are also using Endeavor Way to get access to Cross Bayou Drive.

Roads are narrow and the trucks seem to be driving a little too fast for how narrow the streets are. Cross Bayou Drive is heavily used by semis for delivery and pick up at Envirotech. This company houses a large area of receiving and loading docks off of Cross Bayou Drive. Cross Bayou Drive is being cut off whenever these trucks come in and have to back up into bays.

Apart from Envirotech, most businesses are set back off the roads far enough to allow easy access in and out for most semi truck deliveries.

Catalina Yachts is located at the end of Freeman Pittman Road. Other businesses near-by include International Cybernetics, Southern Tool & Machine Company and Hit Promotional Products

On the north side of Bryan Dairy Road is the Walter Pownall Service Center, which includes use by Pinellas County School System bus maintenance and storage. 114th Avenue North is heavily used by buses and maintenance vehicles.

72nd St North and 69th St North are also used by trucks coming off of Bryan Dairy Road.

Baxter Healthcare has truck entrances off of 114th Avenue North using 117th Avenue North for access back on to Belcher Road.

WESTFIELD COUNTRYSIDE MALL

This local freight activity area has a main enclosed shopping mall and numerous strip shopping plazas in the area, including a brand new strip mall with Kohl's Department Store on the north side of the previous north boundary. In general, the shopping activity area is bounded by Enterprise Road to the west and south, SR 580 to the north and Village Drive/Countryside Boulevard to the east.

The site visit took place on Tuesday morning, November 7th.

There is a PSTA bus stop on Countryside Boulevard. Buses are picking up people at the first stop and turning into mall parking lot by the JC Penney and rolling back out to the next exit to the west.

At the Countryside Boulevard/ Macy's entrance/ exit, semi trucks take up the entire length of the turn lane when exiting, causing traffic backup if other cars are trying to enter or exit. This exit is a problem area and is also the busiest due to the existing traffic signal.

Delivery trucks use all entrances of mall. They deliver to numbered delivery bays.

A Clearwater Police officer informed staff that trucks are not supposed to be using Countryside Boulevard to deliver, but are doing so. Countryside is a designated non-truck route. SR 580 is the designated truck route.

At Countryside Center Shopping Plaza, trucks are using the frontage road off US Highway 19, Village Drive, or the signalized entrance at Countryside Boulevard/ Shopping Plaza.

Deliveries by vendors such as Fed Ex and UPS are made to the front of stores and larger trucks are using delivery bays at the back of shopping center.

At the Courtyard at Countryside shopping plaza, semi trucks are delivering to Kohl's in back of store. Semis are turning into shopping center off of SR 580. There is still construction at the shopping center and some construction trucks are using the entrance off of Summerdale Dr.

TYRONE SQUARE MALL AND INDUSTRIAL AREA

This retail area is a local freight activity center and includes an enclosed shopping mall and numerous strip plazas and free standing stores, along with an industrial area. The retail area is generally bounded by Tyrone Boulevard to the north, 70th Street North/Pinellas Trail to the west, 22nd Avenue North to the south, and Tyrone Boulevard to the west. The Tyrone Industrial District and Water Treatment Plant are west of the Pinellas Trail, west to 77th Way. This southern border is also 22nd Avenue North and the northern boundary is Tyrone Boulevard.

The site visit took place on Wednesday morning, November 8th.

Bus stops located on 22nd Avenue North; at various times back up into right lane due to too many buses in the spot at one time. 22nd Avenue North seems overrun at times with PSTA. The street is not wide enough to handle the traffic.

Some PSTA buses go through mall parking lot off of 22nd Avenue North and exit the other side at 68th Street North.

Deliveries other than those made to anchor stores (i.e. Sears, JC Penney) are made to back door of stores.

Semi trucks using Tyrone Boulevard @ 68th Street North because it is a signalized intersection.

Heavy truck traffic was observed on Tyrone Boulevard.

Observation example: Two buses pull out onto Tyrone Boulevard from the mall. The first bus stops at first bus stop with the other bus stopping right behind it. A woman gets off the first bus and gets on to the 2nd bus. This causes a shut down in the right lane on Tyrone Boulevard and cars stack up 20 deep before the buses start to move again.

Trucks are using US Alternate 19 to enter other shopping centers such as Tyrone Corners, Crosswinds Center and the Home Depot.

Some larger semi trucks are having trouble getting through some of these parking lots. Deliveries are made to back of stores in these locations.

At the Tyrone Industrial Park trucks are using both Anvil Street North and 72nd Street North. Anvil Street has the most traffic, but most trucks are using 72nd Street North to exit back on to 22nd Street North due to the traffic signal in place.

Telstar Graphics, Molex, Raytheon, and Life Like Products are businesses in Tyrone Industrial Park.

Pinellas County Local Freight Mobility Corridors

Criteria for a Local Freight Mobility Corridor designation

- Serves local functions of delivery and distribution
- Is a designated truck route
- Carries significant truck volume
- Provides essential connection to a regional freight mobility corridor, or
- Provides essential connection to a regional freight activity center, or
- Provides essential connection to a local freight activity center.

Pinellas County Truck Routes designated as Local Freight Mobility Corridors

- US 19 from Pasco County line to Curlew Road – (Northwest Tarpon Springs Industrial Area and Countryside Mall)
- US Alt19 from Pasco County line to Klosterman Road – (Northwest Tarpon Springs Industrial Area)
- Tarpon Avenue/Keystone Road from US Alt 19 to East Lake Road – (Northwest Tarpon Springs Industrial Area and Tampa Road Industrial Area)
- Klosterman Road from US Alt 19 to US 19 – (Northwest Tarpon Springs Industrial Area and Tampa Road Industrial Area)

- Main Street (SR 580) from US Alt 19 to SR 584 – (Tampa Road Industrial Area and Countryside Mall)
- McMullen Booth Rd/East Lake Road from SR 60 to Keystone Road – (Countryside Mall, Woodlands Square Shopping Center and Tampa Road Industrial Area)
- SR 60/Gulf To Bay Boulevard from East Shore Drive (Roundabout) to Courtney Campbell Causeway – (Clearwater Airport, Tampa Road Industrial Area, Countryside Mall and Clearwater Mall)
- Hercules Avenue from Drew Street to Sunset Point Road – (Clearwater Airport)
- NE Coachman Road from Drew Street to US 19 – (Clearwater Airport)
- Missouri Avenue/Seminole Boulevard from Gulf To Bay Boulevard to Bay Pines Boulevard – (Clearwater Airport, West Pinellas Industrial Area, St. Petersburg Clearwater International Airport, Gateway Triangle, Largo Mall, Seminole Mall, and Tyrone Mall)
- Starkey Road from East Bay Drive to Tyrone Boulevard – (West Pinellas Industrial Area, Largo Mall and Tyrone Mall)
- Bayside Bridge/49th Street N from Gulf To Bay Boulevard to US 19 – (St Petersburg Clearwater International Airport, Gateway Triangle, South Central CSXT Corridor, 62nd Avenue N Industrial Area, Sunshine Industrial Park and Mid-County Industrial Center)
- 66th St N/Pasadena Avenue from Brian Dairy Road to Gulf Boulevard (Tyrone Mall, North Brian Dairy Road area)
- 28th Street N between Roosevelt Boulevard and Gandy Boulevard – (St Petersburg Clearwater International Airport, Gateway Triangle)
- Park Boulevard between Gulf Boulevard and US 19 – (Parkside Mall & 62nd Avenue N Industrial Area)
- 38th Avenue N from Tyrone Boulevard to I-275 – (South Central CSXT Corridor, Dome Industrial Center, and Tyrone Mall)
- 4th Street N between Central Avenue and Gandy Boulevard - (South Central CSXT Corridor, Dome Industrial Center)
- 5th Avenue N between 66th Street N and I – 275 – (South Central CSXT Corridor, Dome Industrial Center and Tyrone Mall)

APPENDIX A-3

Pinellas County MPO GMAC Stakeholder Survey Instrument for the Goods Movement Study

1. What type of industry does your business represent?
 - a. Government
 - b. Retail
 - c. Parcel Delivery
 - d. Food
 - e. Construction/Industrial
 - f. Other – Please describe

2. Do your company restricted vehicles travel exclusively in Pinellas County, the Tampa Bay Region, Statewide, or beyond?
 - a. Pinellas County only
 - b. Tampa Bay Region only
 - c. Florida only
 - d. Southeastern United States and beyond

3. Do the Pinellas County Truck Route Plan and the roadways on which your business is directed to travel meet your businesses needs? If not, please explain.

4. A. Does the signage in Pinellas County clearly delineate Truck Route and No Truck travel?

B. Do the drivers understand and make use of the signage?

5. The City of St. Petersburg has Truck Route signs in place on Unrestricted Truck Routes; the remainder of Pinellas County does not. Do you have a preference for signing or non-signing of Unrestricted Truck Routes?

6. The current timing for Restricted Truck Route travel is generally 6 A.M. to 6 P.M. Is this time frame satisfactory for traveling on restricted truck routes, or do you feel restriction times should be re-evaluated? Please explain.

7. Are there any particular problem location concerns for signage as it relates to the Pinellas County Truck Route Plan that you are aware of? Please identify specific areas and locations of concern. Use separate pages if necessary.

8. Are there any particular problem locations, concerning travel, as it relates to the Pinellas County Truck Route Plan roadways? Please identify specific areas and locations of concern. Use separate pages as necessary.

(Location example would be: 'XYZ Road' between 'this Cross Street' and 'that Cross Street.' Examples of problems to be noted are: poor pavement conditions, insufficient turn lanes, crashes, loading zones, congestion, safety, intersection geometrics, turning radii, etc.)

9. Do you feel truck routing restrictions in Pinellas County adversely affect the economic impact that the freight industry has on the County? If so, please explain.

10. A. Do you have vehicle weight restriction or enforcement concerns?

B. Do you think the current State, County and Local Agency Truck Ordinances work?

11. Please feel free to write any additional comments or information. Thank you.

APPENDIX A-4

Carrier Survey of Local Transportation Concerns

Physical Barriers

- Congestion/blocked roadways reducing access to Freight Activity Centers on regional and local freight corridors
- Insufficient landside capacity at Intermodal facility causing roadway congestion
- Turn lanes – not long enough, not large enough
- Poor pavement conditions

Operational Barriers

- Traffic signals – short turn cycles, truck acceleration time should be considered on high truck volume roadways
- Too few loading zones in urban activity centers/downtowns. Need off-street loading zones, as well as larger on-street loading zones.
- Truck size and weight restrictions
- Operating hours

Institutional Barriers

- Lack of understanding between public and private sectors.
- Selection and funding of transportation projects.
- Public sector not understanding needs of timing of private sector to accomplish freight initiatives (i.e. lost profit).
- Need for planning staff dedicated to freight and economic concerns related to freight.
- No truck or freight traffic planning models actively being used. Projection for truck traffic needs difficult.

Financial Barriers

- Sources of funding needed. Benefit of goods movement not typically considered when deciding on transportation project improvements.
- Typically have to rely on air quality and safety programs for funding.

Political/Public Opinion Barriers

- Residents do not want trucks driving on their local street. Trucks are relegated to approved Truck Routes.
- Truck route improvements should benefit the movement of trucks.
- Concern over safety, among other issues, is a reason to oppose freight related projects.

APPENDIX A-5

Identification of Problem Routes

Sites Reviewed for Potential Operational Improvements

(Numbers do not indicate priority ranking)

1. US 19 – Tarpon Ave to Klosterman Rd
2. US 19 – Klosterman Rd to Tampa Rd
3. US 19 – Tampa Rd to Curlew Rd
4. US 19 – Curlew Rd to SR 580
5. East Lake Rd – Keystone Rd to Brooker Creek
6. Alt US 19 – Klosterman Rd to Tampa Rd
7. Alt US 19 – Curlew Rd to Myrtle St
8. McMullen Booth Rd – SR 580 to Sunset Point Rd
9. McMullen Booth Rd – Sunset Point Rd to Gulf-To-Bay Blvd
10. Gulf-To-Bay Blvd – Causeway Blvd to US 19
11. Gulf-To-Bay Blvd – Belcher Rd to Keene Rd

Sites Reviewed for Potential Safety Improvements

1. Ulmerton Rd at 66th St
2. Ulmerton Rd at 34th St
3. US 19 at Tampa Rd
4. US 19 at Curlew Rd
5. Gulf-to-Bay Blvd at Belcher Rd
6. Alt US 19 at Park Blvd
7. Cleveland St at Myrtle Ave
8. Park Blvd – 66th St to 49th St
9. Park Blvd – 49th St to US 19
10. 66th St at Bryan Dairy Rd

Three locations that were originally planned to be reviewed in further detail were removed from the list because capacity projects were already planned for these locations. These locations were initially noted because they had a level of service F and a volume to capacity ratio greater than 0.9. These sites and their related improvements are listed below.

- Tarpon Avenue/Keystone Road - Alt US 19 to East Lake Road
 - US 19 to East Lake Road: 2LU to 4LD
- Ulmerton Road – Howard Frankland Bridge to Starkey Road
 - East of 119th Street to El Centro Ranchero: 6LD
 - West of 38th Street to west of I-275: 6LD
- Starkey Road – Belleair Road to Park Boulevard
 - Bay Drive to Park Boulevard: 6LD