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GIBSONTON DRIVE PROJECT  
DEVELOPMENT & ENVIRONMENT STUDY

PUBLIC HEARING

DATE: Tuesday, February 20, 2024

TIME: 5:30 p.m. - 7:30 p.m.

PLACE: Riverview Public Library  
9951 Balm Riverview Road  
Riverview, Florida 33569

REPORTED BY: CATHY JOHNSON MESSINA  
Stenographic Court Reporter

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1           MR. BOGEN: Good evening. Welcome to the public  
2 hearing for the Gibsonton Drive Project Development &  
3 Environment, or PD&E Study from Fern Hill Drive to  
4 US 301 in Hillsborough County, a distance of  
5 approximately 0.95 miles. The Work Program Item, or  
6 WPI, Segment Number is 450438-1.

7           My name is Kirk Bogen, and I am the Environmental  
8 Management Engineer for District Seven of the Florida  
9 Department of Transportation, or FDOT.

10           Today is Tuesday, February 20th, 2024, and it is  
11 approximately 6:30 p.m. This public hearing is being  
12 held both in person and virtually. For those attending  
13 in person, we are assembled at the Riverview Public  
14 Library at 9951 Balm Riverview Road, Riverview, Florida,  
15 33569. For those attending virtually, thank you for your  
16 participating online via GoToWebinar.

17           FDOT District Seven, in coordination with  
18 Hillsborough County, is conducting the hearing this  
19 evening to provide you with an opportunity to discuss  
20 the project and to submit comments on this PD&E study.  
21 This public hearing is being held to provide the  
22 opportunity for public comment on the proposed widening  
23 from Gibsonton Drive from four lanes to six lanes,  
24 including providing bicycle and pedestrian facilities.

25           The proposed improvements at the I-75/Gibsonton

1 Drive interchange as well as improvements at Gibsonton  
2 Drive/Fern Hill Drive intersection are proposed under  
3 other projects. Right-of-way acquisition will be  
4 required for the proposed improvements.

5 Public participation is encouraged and solicited  
6 without regard to race, color, religion, sex, age,  
7 national origin, disability or family status.

8 This public hearing is being held and was  
9 advertised in accordance with applicable Federal and  
10 State requirements as shown on the citation board located  
11 next to the sign-in table and is being conducted in  
12 accordance with the Americans with Disability Act of  
13 1990. This information is also provided in the project  
14 newsletter you received in the mail or can be found at  
15 the sign-in table and online.

16 The environmental review, consultation, and other  
17 actions required by applicable federal environmental  
18 laws for this project are being, or have been, carried  
19 out by the FDOT pursuant to Title 23 of the United  
20 States Code, Section 327 and a Memorandum of  
21 Understanding dated May 26, 2022, and executed by the  
22 Federal Highway Administration and FDOT.

23 This is your opportunity to receive information on  
24 the Gibsonton Drive/PD&E Study and officially provide  
25 your comments to be included in the public hearing

1 record. The Preferred Build Alternative for the  
2 Gibsonton Drive proposed improvements are based on  
3 environmental and engineering analyses completed to  
4 date, as well as public comments that we received.  
5 The project team looked at various environmental effects  
6 in the alternative analysis. The project alternatives  
7 were evaluated for impacts to Natural and Cultural  
8 Resources, and on the Social and Physical environments.  
9 Results of the cultural, natural, social and physical  
10 environmental analysis are contained in the documents on  
11 display here tonight and are available on the project  
12 website.

13 Staff are available to answer questions regarding  
14 these reports.

15 The results were the following:

16 Section 106 of the National Historic Preservation  
17 Act requires agencies to consider the effects of their  
18 actions on Cultural Resources. There were no historic  
19 or archaeological resources identified within the  
20 project's area of potential effect that were listed or  
21 eligible for listing in the National Register of Historic  
22 Places. Thus, there are no adverse effects to cultural  
23 resources as a result of this projects's improvements.

24 The Natural Resources assessed as part of this  
25 project included wetlands and other surface waters and

1           protected species and habitat. The widening of Gibsonton  
2           Drive as proposed would impact up to 0.17 acres of  
3           wetlands and have minimal to no effects to species or  
4           their habitat.

5           The Social Environment results are the effects of  
6           to the community for accomodation of the roadway widening  
7           and anticipated off site stormwater management facilities  
8           and floodplain compensation. The acquisition of  
9           additional right-of-way is anticipated, and 20 parcels  
10          may be affected. This right-of-way acquisition is  
11          anticipated to involve three potential residential  
12          relocations and one potential business relocation.

13          These are shown on the Concept Plans here  
14          tonight.

15          Effects to the Physical Environment was evaluated  
16          as a result of the proposed improvements. One property  
17          is anticipated to be affected by an increased level of  
18          traffic noise. This property is also identified for  
19          right-of-way acquisition and potential relocation. No  
20          noise barriers are anticipated to be installed as part  
21          of this project. There are six potentially medium risk  
22          or high risk contaminated sites adjacent to the project  
23          improvements. One of these is in the area of proposed  
24          right-of-way acquisition. Overall, these sites are not  
25          expected to adversely affect the project.

1           The purpose of the project is to provide additional  
2 roadway capacity and improve safety on this portion of  
3 Gibsonton Drive, which is an important east-west  
4 connection between I-75 and US 301. The proposed  
5 improvements will include adding travel lanes, various  
6 intersection improvements, adding a wide sidewalk for  
7 pedestrians and bicycles, transit accommodations, and  
8 construction of stormwater management facilities and  
9 floodplain compensation sites. The project will improve  
10 safety along this segment of Gibsonton Drive.

11           As shown on the concept plans on display at today's  
12 hearing and available online for virtual attendees, the  
13 preferred typical section shows widening Gibsonton Drive  
14 from Fern Hill Drive to US 301 to a six-lane divided  
15 urban arterial with a 22-foot median. Improvements will  
16 also include bicycle and pedestrian facilities. There  
17 will be two 11-foot and one 12-foot travel lanes with  
18 curb and gutter and a 10-foot wide sidewalk in each  
19 direction.

20           East of US 301 on Boyette Road, a 10-foot sidewalk  
21 on the north side within the limits of the project is  
22 proposed to be added. Horizontal widening alignments  
23 were adjusted to minimize right-of-way acquisition,  
24 impacts and costs. Median openings were evaluated, and  
25 minor modifications are proposed as shown on the concept

1 plans on display at the in-person hearing and online for  
2 virtual attendees. This hearing is an opportunity for  
3 the public to provide input on these access changes as  
4 well as the proposed project improvements.

5 The preferred alternative connects to future  
6 construction of the Gibsonton Drive at I-75 DDI included  
7 under WPI Segment 437652-2 and the intersection  
8 improvements at Gibsonton Drive and Fern Hill Drive  
9 currently under construction. The existing right-of-way  
10 varies from 125 feet to generally 150 feet throughout the  
11 study area. Up to 30 feet of additional right-of-way is  
12 required along the north side of the roadway along the  
13 corridor and up to 7 feet of additional right-of-way is  
14 needed on the south side of Gibsonton Drive approaching  
15 the US 301 intersection. Additional right-of-way is  
16 proposed for one off-site stormwater management facility  
17 and one off-site floodplain compensation site which are  
18 located adjacent to Gibsonton Drive. The Concept Plans  
19 show the locations where all right-of-way acquisition is  
20 anticipated.

21 Now I am going to give you some information about  
22 right-of-way acquisition and how you can make comments on  
23 the project. On projects such as this, one of the  
24 unavoidable consequences is the necessary acquisition of  
25 properties and the relocation of families and businesses.



1 For this project, we anticipate the potential relocation  
2 of three residences and one business. All right-of-way  
3 acquisition will be conducted in accordance with Florida  
4 Statute 339.09 and the Federal Uniform Relocation  
5 Assistance and Real Property Acquisition Policies Act  
6 of 1907, commonly known as the Uniform Act.

7 If you are required to make any type of move as a  
8 result of this project, you can expect to be treated in  
9 a fair and helpful manner and in compliance with the  
10 Uniform Relocation Assistance Act. If a move is  
11 required, you will be contacted by an appraiser who will  
12 inspect your property. We encourage you to be present  
13 during inspection and provide information about the value  
14 of your property.

15 You may also be eligible for relocation advisory  
16 services and payment benefits. If you are being moved  
17 and you are unsatisfied with the Department's  
18 determination of your eligibility for payment or the  
19 amount of that payment, you may appeal that  
20 determination.

21 You will be properly furnished with the necessary  
22 forms and notified of the procedures to be followed in  
23 making that appeal. A special word of caution - if you  
24 move before you receive notification of the relocation  
25 benefits that you might be entitled to, your benefits may

1 be jeopardized.

2 The acquisition and relocation specialists who are  
3 supervising this program are Denise Escobosa, Lonnie  
4 Wittmeyer and Craig Jorgensen. They will be happy to  
5 answer your questions and will also furnish you with  
6 copies of relocation assistance brochures.

7 Denise, Lonnie and Craig, please stand so that  
8 anyone who is involved in acquisition and relocation of  
9 this project will know who they will need to see  
10 regarding their property. For virtual attendees, we have  
11 Pat Berg available to answer your questions in the  
12 questions box.

13 For those that arrived in person this evening, you  
14 should have received a project newsletter. If you were  
15 not able to sign in or did not receive the handout,  
16 please stop by our sign-in table before leaving this  
17 evening. If you have not already done so, please feel  
18 free to watch the presentation that is running  
19 continuously at the public hearing tonight in the  
20 adjacent room. It describes the proposed widening of  
21 Gibsonton Drive in greater detail. The presentation and  
22 newsletter are also available online at the project  
23 website for virtual attendees.

24 Before I continue, I would like to recognize any  
25 elected officials or their representatives who are here

1           tonight or participating virtually. For those attending  
2           in person, please stand and introduce yourself for the  
3           record. Seeing none.

4                     Are there any elected officials or their  
5           representatives attending virtually? Please raise your  
6           hand virtually and we will unmute you to introduce  
7           yourself for the record. (None indicated.)

8                     Everyone desiring to make a statement or present  
9           written views and/or exhibits regarding the location,  
10          conceptual design, social, economic, or environmental  
11          effects of widening this portion of Gibsonton Drive will  
12          now have an opportunity to do so. We will take comments  
13          from the in-person attendees first and then the virtual  
14          attendees.

15                    Those attending in-person who wish to provide  
16          comments during this formal portion of the public hearing  
17          should complete a speaker's card and submit it to a  
18          Department's representative. If you did not receive a  
19          speaker's card and would like to make a public comment,  
20          please raise your hand and an FDOT representative will  
21          be happy to provide you with one. In addition to making  
22          an oral statement during this portion of the hearing, you  
23          can also make a comment to the court reporter here  
24          tonight after this formal portion of the public hearing.

25                    For those attending virtually who would like to

1 make a formal public comment, please raise your hand  
2 virtually by using the raise hand button at the bottom of  
3 your GoTo controls. Our online moderator will call your  
4 name and unmute you one at a time when it's your turn to  
5 speak.

6 You may also submit your comments to the FDOT in  
7 writing. Comments forms can be placed in one of the  
8 comment boxes this evening. These comment forms are also  
9 available online and you can also complete the form at a  
10 later time and mail it to us at the preprinted address  
11 on the back of the comment form. You may also email  
12 comments to us from the project website found on the  
13 front of the newsletter handout. Please keep in mind  
14 that comments must be postmarked or emailed no later than  
15 Friday, March 1st, 2024, to be included in the official  
16 public hearing record.

17 At this time, we will begin taking public comments.  
18 I will start with in-person attendees and call each  
19 speaker in the order in which their speaker card was  
20 received. After all of the in-person attendees have made  
21 their public comment, then virtual attendees will be  
22 given their opportunity.

23 Please limit your comments to the Gibsonton Drive  
24 Project Development & Environment PD&E Study and keep  
25 them to three minutes in order to allow everyone an

1 opportunity to speak.

2 Those who wish to provide additional comments may  
3 return to the microphone following the last speaker, or  
4 you may present additional comments directly to the court  
5 reporter at the end of this formal portion of tonight's  
6 hearing.

7 For those in-person, as I call your name, please  
8 step to the microphone and state your name and address  
9 clearly into the microphone before making your comment so  
10 the court reporter can capture that information. If you  
11 represent an organization, municipality, or other public  
12 agency, please provide that information as well. If you  
13 have questions and do not wish to make a public comment,  
14 please see one of the FDOT representatives following this  
15 portion of the hearing.

16 I do want to remind you that this is not a  
17 question-and-answer period. This is a time for you to  
18 make public comment.

19 The first speaker is Leroy Turner.

20 MR. TURNER: I no longer need to do a public  
21 comment.

22 MR. BOGEN: Okay. Thank you. Next is William  
23 Schleissing.

24 MR. SCHLEISSING: Can I have his three minutes  
25 too? Just kidding.

1 MR. BOGEN: Please come to the microphone.

2 MR. SCHLEISSING: My name is William Schleissing,  
3 10236 Elbow Bend Road, Riverview, Florida, 33578. I have  
4 three issues I want to talk about. I only have three  
5 minutes. I've got two minutes and 52 seconds.

6 The first issue is access to Hagadorn Road. Your  
7 proposal is to put a median across there. So when I pull  
8 my 23-foot boat I'm going to have to come out to the  
9 intersection, make a right, cross three lanes of traffic,  
10 go to the next U-turn, face head-on traffic, make a  
11 U-turn with my boat behind me and then continue east when  
12 there's traffic backed up coming down Gibsonton Drive,  
13 and I won't be able to make a U-turn. That's my major  
14 concern.

15 My answer is to put a activation light there that  
16 only triggers when someone pulls out to the end of my  
17 street and it will change the light to an arrow so I can  
18 get out. It won't affect traffic on Gibsonton Drive.  
19 It can flow freely as long as the light doesn't change.  
20 That's the first part.

21 The second is the intersection you proposed, I know  
22 it's part of this project, but not part of the project.  
23 The flip flop thing, if it works so well why didn't they  
24 do it at 60? They didn't. All right. That's all I'll  
25 say about that one.

1           The third thing is I want to talk about -- this is  
2           an issue that we're trying to fix for the deaths, the  
3           accident reports over there on the wall, a thousand of  
4           them, whatever it is, the deaths. If you want to do  
5           something about this area right now today to save lives,  
6           put a light at the off ramp of I-75 northbound. The  
7           tractor trailers pull out, they block traffic,  
8           motorcycles go under the trailers and die.

9           People come off that -- the top of that hill and  
10          come down that hill and can't stop and die. All your  
11          traffic reporting what's on that board does not reflect  
12          that. That's a very major thing.

13          I would like to know -- everybody in this room  
14          that's making this proposal for the next three years to  
15          get a notice every time someone dies at that  
16          intersection, because that's what we need now.

17          A minute and 13 left, I'll give that to somebody  
18          else who wants to use it. I made my point for the these  
19          things I want to talk about. Thank you.

20          MR. BOGEN: Thank you for your comment.

21          Carole Mueret.

22          MS. MUERET: No comment.

23          MR. BOGEN: The next speaker is David Bailey.

24          MR. BAILEY: David Bailey, 9910 Kenda Drive,  
25          Riverview.

1           Looking over this plan, I see a number of obvious  
2 errors. Looking at the concept plans where there's --  
3 you want to acquire some water retention and floodplain  
4 areas, it shows as a residence and it's a business. I  
5 don't know if this team has even been there because  
6 there's a sign out front up that says the Yoga Studio  
7 and it's pretty obvious it's a business. So the  
8 credibility of this study is questionable here.

9           The zoning of that is -- it's on PD and it's been  
10 of commercial use so I'm questioning the efficacy here  
11 of this study at this point. We may need to be  
12 continued.

13           In quickly looking at some of the data here, I  
14 see something here on designed land. I'm assuming that  
15 they're looking at the acquisition of those two parcels  
16 that are shown in the preferred to be acquired.

17           And the amount of the project estimate costs, land  
18 and design is only a fraction of the fair market retail  
19 value. So the appraisers, or whatever here, seems to be,  
20 I guess -- or something not based on facts so that will  
21 need to be addressed here in your study here if you're  
22 going to continue that and have more complete  
23 information.

24           To continue, here with the traffic here, I  
25 certainly agree with the light there with our diamond



1 intersection there we need an additional light to be a  
2 double light. And I question the inverted diamond, but  
3 you know, if we went to a double traffic light it's  
4 always going to regulate traffic then that may be  
5 consistent.

6 We certainly want to see all of the sidewalks  
7 continuous. So that's certainly a requirement that  
8 we're looking at as the neighborhood, that there's not  
9 breaks in the sidewalk. It's not functional the way it  
10 currently is so we're favorable to see that that is done  
11 with sidewalks with no breaks.

12 Also, looking at the 301 Gibsonton Drive  
13 intersection, you know, currently there's a lane change  
14 in the middle of the intersection that had some white  
15 lines that have been -- or have been faded away by  
16 traffic, numerous accidents there and fatalities.

17 We're certainly looking to see that Gibsonton Drive  
18 as it crosses to Boyette, there's no mid intersection  
19 lane change. That absolutely -- those lanes need to be  
20 straightened out.

21 Us, as drivers, I think we're all taught that we  
22 don't do illegal lane changes in the middle of  
23 intersections, and here we have an intersection that has  
24 a lane change with the little white lines, it's hard to  
25 show it, have deteriorated.

1           So there are a number of things here on this study  
2           again. So main point is there's some on the concept  
3           plan, the acquisition of this land. Further  
4           investigation should be done.

5           MR. BOGEN: Okay. I'd ask that you see staff  
6           after this formal portion to get answers for those.

7           All right. Is there anyone else in person who  
8           would like to make a public comment? Seeing none. That  
9           appears to be -- come and give your name to the court  
10          reporter along with your address and you can complete  
11          the speaker card afterwards.

12          MS. ERWIN: Trudy Erwin, 10214 Elbow Bend Road,  
13          which connects to Hagadorn which goes out to Gibsonton  
14          Drive.

15          I just am wondering why those of us on Elbow Bend  
16          Road didn't get notices of this meeting. It's only by  
17          luck and chance that we found out about it, and I'm  
18          wishing that we all would have been notified because we  
19          will be directly impacted by however this road ends up  
20          being constructed.

21          And I wanted to just second the comment that  
22          William Schleissing made, that if we had a stop light at  
23          the intersection of Hagadorn Road and Gibsonton Drive  
24          that was initiated by a car pulling up to it I think that  
25          would be a great idea.

1           And I'm going to miss being able to turn left.  
2           I'm wondering if exiting from Hagadorn Road onto  
3           Gibsonton Drive, is there no way to allow us to just turn  
4           left there, or is that a safety issue?

5           MR. BOGEN: Thank you for your comment. Is there  
6           anyone else?

7           MR. BLOOMER: My name is Richard Bloomer, 10208  
8           Elbow Bend Road.

9           As what Trudy mentioned, we have only one way out  
10          of the neighborhood. That's the only way out of the  
11          neighborhood. It's already difficult to make a left  
12          turn onto Gibsonton Drive to head east. I can't imagine  
13          how frustrating that's going to become if that median is  
14          put in there and I have to -- and all of us have to go  
15          and do a U-turn close to the Expressway in order to go  
16          east on Gibsonton and then have to do another U-turn  
17          coming back off of -- from west to east off of Gibsonton.  
18          That's -- I'm not looking forward to anything like that.

19          I would like to third the motion that a  
20          sensor-activated light would be better there than to  
21          block us from being able to enter and take a left on  
22          Gibsonton or have to now negotiate four lanes of traffic  
23          within a very short space of time in order to get over  
24          to the left to do that U-turn. It's not easy.

25          It's going to be like the I-4 interchange getting

1 off of the Crosstown. You have a mile there to get  
2 across four lanes. Here, the traffic is really, really,  
3 really bad, and the mornings and nights, and now it's  
4 becoming a nightmare all day and on the weekends as well.  
5 With everybody coming from the Fishhawk area and the mess  
6 at I-75, we have sirens and helicopters and accidents all  
7 the time at that intersection. I know you're working on  
8 it and it's not part of this project, but Gibsonton Drive  
9 is -- and it does impact a lot of people, and I  
10 appreciate the ability to comment.

11 MR. BOGEN: Thank you for your comment.

12 Is there anyone else in-person that would like to  
13 speak?

14 All right. That appears to be all the public  
15 speakers from here in the in-person location. We will  
16 now hear public comments from those who are joining us  
17 virtually through GoToWebinar.

18 Craig Fox will be moderating this portion of the  
19 public comments so I'll now turn it over to Craig.

20 MR. FOX: Thank you, Kirk. We will now call upon  
21 our online participants who have requested to speak by  
22 raising their hand virtually. Please state your name  
23 and address. If you represent an organization,  
24 municipality, or other public body, please provide that  
25 information as well. Again, we ask that you limit your

1           comments to three minutes. Before you speak, we will  
2           call your name and we will turn on your audio controls so  
3           your microphone will be active. Please make sure that  
4           you have not self-muted, which you can undo by clicking  
5           on the microphone icon in the GoToWebinar control panel  
6           and state your name and address clearly into the  
7           microphone so our court reporter can capture that  
8           information.

9           The first virtual speaker is Janice Fleischman.

10          MS. FLEISCHMAN: Hi. You can hear me?

11          MR. FOX: Yes, ma'am.

12          MS. FLEISCHMAN: Hi, Craig. This is Janice  
13          Fleischman. I live at 9609 Pine Ridge Avenue.

14                 My family's lived -- resided here since the '70s,  
15                 which a lot of families are, and some are actually  
16                 original owners from the '60s.

17                 We are directly -- we are 70 -- approximately 71  
18                 homes that are directly off of Gibsonton. Our streets  
19                 run from north to south from right on the corner  
20                 basically of 301 and Gibsonton behind WaWa, Walgreen's  
21                 and all that.

22                 So, needless to say, just by stating the area it's  
23                 become a very, very sad situation through the years. It  
24                 was a small country town with, you know, horses and cows  
25                 and yada, yada. Well, we're way beyond that.

1           What we need here is for our three little streets  
2 to be safe. We get tons of noise from just 75 alone, let  
3 alone 301 and Gibsonton.

4           And then with it being six lanes, we've had at  
5 least two neighbors die after being taken to the  
6 emergency room after accidents at the end of our street  
7 on Pine Ridge onto Gibsonton. They were hit on  
8 Gibsonton. One -- I'm sorry -- one was actually dead in  
9 the road with a sheet over him, God bless his soul. The  
10 other one died out of a spleen injury.

11           My son was hit just north of there on Boyette and  
12 spent 21 days at TGH. My other son is 22, and I don't --  
13 hope to not lose him, but he fights traffic over to get  
14 over to the Lowe's turn light from Gibsonton. We've lost  
15 all of our left turns. We can no longer make a left onto  
16 301. We can no longer make a left onto Gibsonton. All  
17 that has to be done through U-turns, which we can't even  
18 get. I don't know if you have anything to do with the  
19 301 one. We can't even cross over to four lanes of  
20 traffic to get over to make a U-turn to go north onto  
21 301. Gibsonton is going to be the same now. How is my  
22 kid going to say safe getting across all this traffic to  
23 get to Lowe's, which he goes to two times a day, Monday  
24 through Friday?

25           We need safety rails. Our homes are hit -- I'm

1       sorry -- not -- our homes haven't been hit here yet, but  
2       our fences have been knocked down several times on our  
3       street and on Oak Ridge, which is right behind us. It's  
4       constant throughway now because of all of the jam up  
5       traffic and overdevelopment and apartments and stores and  
6       we have so much traffic coming through from 301 cutting  
7       down Pine Ridge and Oak Ridge to Gibsonton, also coming  
8       from Gibsonton, because there's the left-hand turn to go  
9       to Oak Ridge to go past that street and Rivercrest as  
10      well.

11               I'm all about Neighborhood Watch, being safe, you  
12      know, us being safe here. It's a lot of, you know, homes  
13      are passed down to the children, the grandchildren and  
14      whatnot down these three little streets.

15               MR. FOX: I'm sorry. Ms. Fleischman, three  
16      minutes.

17               MS. FLEISCHMAN: I'm sorry. Okay. But anyway, we  
18      need higher speed bumps, yada, yada.

19               MR. FOX: Thank you for your time, Ms. Fleischman.

20               MS. FLEISCHMAN: Thank you, Craig.

21               MR. FOX: The next virtual speaker is Alana Torrez.  
22      Your microphone controls are now on. And the following  
23      speaker will be Dan Volpe.

24               MS. TORREZ: Hello. I'm Alana Torrez. Can you  
25      hear me?

1 MR. FOX: Yes, ma'am.

2 MS. TORREZ: So I live at 9617 Pine Ridge Avenue.

3 I live right on Gibsonton. And the main thing that I  
4 think is an issue aside from noise pollution and all that  
5 kind of thing, which even if this house were to not be  
6 here, because it's right at the corner, the next group of  
7 houses would get that noise pollution and it's terrible.

8 And to add onto that, I sat out here and watched  
9 hundred of cars go past our house. You're going to add  
10 another lane of traffic to have all of that traffic go  
11 past residential areas, but I see the main issue for this  
12 particular area is from the Boyette side.

13 Because there's only one turn lane to go south on  
14 301, there is a bottleneck of trying to get through the  
15 301 intersection. So when they do come through, they're  
16 flooring it. So if somebody tries to go to Walgreen's  
17 Pine Ridge, Oak Ridge, or to stop at the light, they may  
18 or may not be paying attention. So many rear endings.

19 We had somebody overcorrect, rolled into our yard  
20 on Thanksgiving. Someone lost control on the side of the  
21 road, hit our fence. My daughter was out there.

22 So it's very, very dangerous as it is to add so  
23 much more traffic. We live here. This is residential.  
24 Like, that further down there are businesses, but Pine  
25 Ridge and Oak Ridge, we're trying to live with this



1 traffic. And my granddaughter's bus got rear ended  
2 because people don't pay attention. There's so many  
3 accidents day and night going west on Gibsonton Drive.  
4 And it's just -- the cops will sit out here at the corner  
5 of Gibsonton Drive and 301 and stop people one right  
6 after the other. They'll stop like 20 people in the  
7 morning because no one's following any laws for the road.

8 So I would reiterate what she was saying about Pine  
9 Ridge. It's scary living here. It's great living here  
10 in one way, but it's scary, and you can't turn left. You  
11 have to go around all kinds of ways to try to get  
12 wherever you're going. And if you're a pedestrian, God  
13 help you, because it is very dangerous here.

14 Adding another lane, I would say please consider  
15 the residents of Pine Ridge and Oak Ridge.

16 MR. FOX: Thank you for your comment.

17 The next virtual speaker is Dan Volpe. Your  
18 microphone controls are now on.

19 MR. VOLPE: My name is Dan Volpe. I live at 9684  
20 Sweetwell Place, and that's in the Calusa Creek community  
21 right off of Boyette.

22 My bigger concern here is that the road widening  
23 will increase the amount of traffic heading west on  
24 Boyette Road, and it's already --it's difficult as can be  
25 trying to get out of this community.

1           If you try to go left and go east up Boyette, you  
2 cannot -- it's not possible, but you can go to the light  
3 and make a U-turn, which somebody already addressed that  
4 trying to get to that light and go left and go south on  
5 301 or make a U-turn is almost impossible. You sit for  
6 three or four light cycles before you can make this turn.

7           So I'd like to propose that the median at some  
8 point maybe there's a break in the median so that  
9 residents of Calusa Creek could go through that break in  
10 the median and maybe take a left to go east on Boyette  
11 versus having to go through the intersection to make a  
12 U-turn and then go the opposite direction. That will  
13 also alleviate some of that traffic congestion at that  
14 light for residents of this community trying to go east.

15           I'd also like to point out that I had put a virtual  
16 comment, and the response I received was that there would  
17 be two -- two lanes to head north on 301 off of Boyette.

18           My concern is that these two lanes heading north  
19 will back up as far as past the postal service and then  
20 up to the entrance of Calusa Creek.

21           So, again, this is going to be an issue for this  
22 community trying to get out and, you know, live their  
23 lives.

24           So I guess in a sense this road widening is going  
25 to increase the amount of traffic at this intersection,

1 and this traffic already backs up pretty far so I'm just  
2 concerned that it's going to further back up.

3 So, again, I'd just like to propose a break in the  
4 median that will allow the residents to be able to turn  
5 left and go east.

6 And, also, as the existing conditions, you have to  
7 go to a U-turn spot further down the road in order to  
8 perform a U-turn and then head west to get access to the  
9 entrance. So if that break in the median was pushed  
10 further back towards the entrance, it would prevent  
11 people from having to make this U-turn in order to turn  
12 into the entrance, and then there's less likelihood of  
13 an accident happening while people are trying to make a  
14 U-turn because -- they're quickly trying to make their  
15 U-turn because the amount of traffic to that comes  
16 east -- or comes west on Boyette makes it so that if  
17 you're trying to make that U-turn you're going to have to  
18 do it very quickly, which is just an unsafe act. So  
19 that's all I got.

20 MR. FOX: Thank you for your comment.

21 Is there anyone else attending virtually who would  
22 like to make a statement? If you would like to make a  
23 statement, please raise your hand virtually using the  
24 raise hand button at the bottom of your GoToWebinar  
25 controls.

1           We have no more virtual speakers. I will now turn  
2 the meeting back over to Kirk.

3           MR. BOGEN: Thank you, Craig.

4           The public, transcript, written statements,  
5 exhibits and reference materials will be available for  
6 public inspection at the District Seven Office, 11201  
7 North McKinley Drive, Tampa, Florida, within three weeks.

8           It is approximately 7:08. I hereby close the  
9 public portion of the public hearing for the Gibsonton  
10 Drive project Development & Environment Study from  
11 Fern Hill Drive to US 301.

12           You may continue to view the documents and  
13 materials on display and speak with our project staff.  
14 On behalf of the Florida Department of Transportation and  
15 Hillsborough County, thank you for attending.

16           Remember to be alert today, alive tomorrow.  
17 Safety doesn't happen by accident.

18           Good night and thank you for your time.

19           (There were no other public comments given during  
20 the remainder of the hearing.)

21           (The public hearing concluded at 7:30 p.m.)  
22  
23  
24  
25

STATE OF FLORIDA

COUNTY OF HILLSBOROUGH

\_\_\_\_\_ /

I, CATHY J. JOHNSON MESSINA, Stenographic Court Reporter and Notary Public in and for the State of Florida at large, hereby certify that the Public Hearing was recorded in Stenotypy by me and that the foregoing pages constitute a true and correct transcription of my recordings thereof.

WITNESS my hand and seal this 7th day of March, 2024, at Tampa, Hillsborough County, Florida.

*Cathy J. Johnson Messina*

CATHY J. JOHNSON MESSINA  
Stenographic Court Reporter  
Notary Public, State of Florida

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