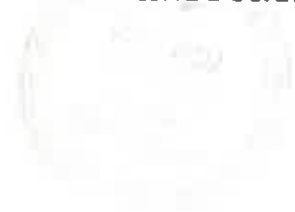


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STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION



PUBLIC HEARING
(PROJECT NUMBER: 10000-1531)

DATE: Tuesday, March 4, 1986
TIME: 11:00 a.m. - 7:00 p.m.
PLACE: Curtis Hixon Convention Hall
600 Ashley Drive
Tampa, Florida
REPORTED BY: SUSAN C. VOLPE, RPR, CP

1 Mr. David C.G. Kerr
2 215 Madison Street
3 Tampa, Florida 33601

4 My name is David C.G. Kerr of the law
5 firm of MacFarlane, Ferguson, Allison & Kelly,
6 P.O. Box 1531, Tampa, Florida, 33601, and we
7 represent a landowner Mr. David R. Coward, who
8 owns a large tract of land located on the south
9 end of Half Moon Lake. That's Station 620 through
10 635, Rawls Road, R-a-w-l-s, Road, slash,
11 Hutchinson Road. Our primary position on behalf
12 of this client is that we are opposed to this
13 project in its totality and do not feel that the
14 project warrants the enormous impact, adverse
15 impact, that it will have on this entire region.

16 As a secondary position, we'd like to
17 point out that our client's property consists of
18 approximately 100 acres with lake-side homes,
19 barns, and other improvements. The proposed
20 so-called Lake LeClare Alignment for the
21 expressway would traverse this property in close
22 proximity to the residences at the south end of
23 Half Moon Lake and, effectively, sever a
24 substantial portion of the property to the
25 southwest proposed LeClare Lake Alignment. While

1 this property is currently being used as a
2 residence on the lake and for agricultural
3 purposes to the south, the extraordinary
4 residential development occurring in the immediate
5 vicinity of the property demonstrates that its
6 highest and best use is rapidly changing. The
7 Lake LeClare Alignment would have a devastating
8 effect on the value of this property and its
9 potential in the immediate future.

10 We have written numerous letters to
11 the Department of Transportation and to Tampa
12 Expressway Authority: August 14, 1984, January 7,
13 1985, and April 20, 1985. We also attended the
14 information workshop on March 26, 1985, and are
15 gratified to note that an alternative alignment
16 along the existing railroad right-of-way is now
17 being considered.

18 We urge the Department and the
19 Authority, that if any alignment is to be
20 selected -- and we've already indicated we are
21 opposed to the overall project -- but if any
22 alignment is to be selected, that they adopt the
23 Railroad Alignment since it utilizes an existing
24 right-of-way which is in place, while at the same
25 time avoiding numerous newer subdivisions, which

1 have totally altered the highest and best use of
2 the land in the Lake LeClare Alignment.

3 We understand from the Tampa Tribune
4 of Friday, September 6, 1985, that the Lake
5 LeClare Alignment would cost -- and I'm quoting --
6 "about \$4.5 million more than the longer route,
7 i.e., the Railroad Alignment." We submit that
8 this cost differential is grossly understated and
9 may be predicated on appraisal estimates which
10 have not taken into consideration the rapid change
11 in highest and best use which has occurred along
12 that alignment. For example, our client's
13 property, which is presently utilized for
14 agricultural purposes, is ideally suited for
15 residential development and, accordingly, cannot
16 be dealt with as rural acreage. We strongly,
17 therefore, object to the Lake LeClare Alignment
18 and urge that the more practical and less costly
19 Railroad Alignment be selected.

20 Finally, our last position, we submit
21 that if despite our feelings and the objections we
22 have to the Lake LeClare Alignment, if that is the
23 alignment ultimately adopted, that it be adjusted
24 in whatever manner possible to minimize the impact
25 and damage on our client's property.

1 Mr. D.L. Stanford
2 6402 Ehrlich Road
3 Tampa, Florida

4 What I'd like to say, I don't think
5 you need this out there at all. I think they need
6 to fix the road that's existing, and if they are,
7 they don't need to be putting it where they are
8 because they make it more miles to it. If they're
9 going to put it at all, let them put it right in
10 the middle of Carrollwood. They're the people
11 that want it; let them have it. You know, the
12 people down where they're wanting to put it don't
13 even want it, so let the Carrollwood people have
14 it if they want it, but I don't think we need it
15 at all. I think the other road, you might as well
16 put on.

17 That's about all I've got to say
18 except I've lived out there for 20-something
19 years, and I've seen a lot of the wrecks right
20 there by where I'm at on the curve right down the
21 road from it. In fact, my twenty-four-year-old
22 son got killed on that curve, and if they put that
23 expressway there on the Lake LeClare, it's going
24 to make that curve just that much worse. My own
25 son got killed there last March 21st, and it's

1 just a bad curve, and I don't think they should
 2 put it there because of the curve and a lot of
 3 other reasons. Like I said, if Carrollwood wants
 4 it, let them have it.

5
 6 Mr. Neal Horton
 6403 Ehrlich Road
 7 Tampa, Florida

8 I prefer the Railroad Alignment, if
 9 any. I actually would rather not have any at
 10 all. Of course, to improve the existing streets,
 11 add some more north/south corridors.

12
 13 Mr. Glenn W. Johnston
 16605 Hatton Road
 14 Tampa, Florida

15 Well, while I don't believe that the
 16 road will do -- I just didn't have this prepared.
 17 While I don't think that the road is going to
 18 interfere with my happiness too much, I just think
 19 that we should go along with the highway at full
 20 speed. I think it should be put in; we need it
 21 very badly; and that while it is going to go quite
 22 close to my property, it's not going to go through
 23 my property, and I don't think that I should kick
 24 it for the simple reason that we need it very
 25 badly in that area, in the congested roads, and

1 that I'm in all favor of it.

2

3 Ms. JoAnn H. Mills
4 4403 Beach Park Drive
5 Tampa, Florida 33609

6

7 I wish to vote for the expressway. I
8 just think that it will be a great benefit to all
9 of the people that live in the north part of Tampa
10 because of the terrible, terrible traffic on Dale
11 Mabry and the I-275.

12

13 Ms. Nanette Hall
14 City Hall Plaza, 4E
15 Tampa, Florida 33602

16

17 I'm Nanette Hall. I'm the traffic
18 engineer for the City of Tampa. We wanted to come
19 to the public hearing today and make a statement
20 that we are in support of the additional capacity
21 needs on the west side of the airport inside the
22 city limits and north of Hillsborough in the
23 northwest section of Hillsborough County. We also
24 agree that there is a need for the additional
25 capacity that this facility will provide in order
to accommodate the growth potential in that area
of the county.

25

1 Mr. Ed Hussey
2 15906 Scrimshaw Drive
3 Tampa, Florida 33624

4 It's the Country Place Civic
5 Association, and last year, the residents of
6 Country Place, a community of 1,400 homes, were
7 polled concerning the need for an expressway or
8 limited-access highway. Of those responding, over
9 75 percent voiced their opinion in favor of an
10 expressway and overwhelmingly in favor of the
11 Railroad Alignment. This is in agreement with
12 polls conducted by the Northdale Civic Association
13 and an independent poll conducted by the Tampa
14 Tribune.

15 Some of the reasons in favor of the
16 Railroad Alignment were that if the Lake LeClare
17 Alignment were chosen, the new Northwest
18 Elementary School would be on the other side of
19 the expressway from the majority of the students
20 it is being built to serve, causing serious safety
21 problems. In addition, plans show an off ramp on
22 Country Lake Drive. This is a residential street
23 with two county parks for children on it. Country
24 Lake Drive is not designed to handle large volumes
25 of traffic. To give an example of how young our

1 community is, the local Catholic church that
 2 represents our area, St. Timothy's, has over 30
 3 percent of their parishioners under ten years of
 4 age. This statistic is very reflective of Country
 5 Place. Also, a planned nursing home will be
 6 located by the off ramp, which could be a
 7 potential safety hazard.

8 The officers of Country Place Civic
 9 Association also believe that the Expressway
 10 Authority and the Florida Department of
 11 Transportation should have the foresight to
 12 realize that Tampa, being the industrial and
 13 governmental center for the west coast of Florida,
 14 should plan for the growth in Pasco and Hernando
 15 Counties. The expressway not only should use the
 16 Railroad Alignment, but instead of turning east
 17 near Van Dyke Road, should be four lanes north to
 18 Route 54. Route 54 then should be four lanes west
 19 to Route 19 and four lanes east to the Interstate,
 20 making a beltway, and Van Dyke should be four
 21 lanes between the expressway and Dale Mabry.

22 To reiterate, the residents of Country
 23 Place by vote have overwhelmingly chosen the
 24 expressway or limited-access highway and the
 25 Railroad Alignment. And then my name, Ed Hussey,

1 Expressway Chairman, Country Place Civic
2 Association.

3
4 Mr. Ed Hussey
5 15906 Scrimshaw Drive
6 Tampa, Florida 33624

7 Because I am so involved in this, I'd
8 like to start at the beginning on why I got
9 involved. Because I read in the paper that the
10 Northwest Council was opposed to an expressway or
11 limited-access highway, and I couldn't understand
12 why because most of the people that I had talked
13 to who lived in the community were in favor of it,
14 and I went out to find out why, and I found out
15 that the Northwest Council is controlled by three
16 groups: Town N' Country Civic Association, the
17 Lutz Civic Association, and the Keystone Civic
18 Association; and I found out that each one of
19 those groups had a particular reason why they did
20 not want the expressway. Town N' Country felt
21 that they had enough roads already to get into
22 town, they didn't need them, and perhaps they were
23 right. Lutz did not want the expressway running
24 from Dale Mabry through Lutz to the Interstate, so
25 they were opposed to it coming in their exclusive
little community, and Keystone was the same way.

1 They wanted to stay in the country and they want
 2 to bury their heads in the sand and say there's no
 3 growth coming. That isn't necessarily their
 4 responsible position to take, but they're fighting
 5 it.

6 There's only two civic associations
 7 that let the residents take a vote: One is the
 8 Country Place Civic Association, and the other is
 9 the Northdale Civic Association; and in both
 10 cases, they approved an expressway, and the
 11 Country Place was in favor of the Railroad
 12 Alignment. Wayne Richards, when he was running
 13 for county commissioner, ran an independent poll,
 14 and he found out that the majority of the people
 15 were in favor of an expressway or limited-access
 16 highway. The Tampa Tribune conducted an
 17 independent poll, and they, too, found out people
 18 were in favor of an expressway. We had a county
 19 commissioner election between Don Mead and Pam
 20 Iorio, which the major issue was the expressway,
 21 and the Lutz and Keystone people got out all their
 22 votes, and still, Don Mead lost the election by a
 23 sizeable majority, and Don Mead was opposed to an
 24 expressway; Pam Iorio was in favor of it.

25 Pam Iorio publicly and Pick Talley

1 publicly have come out for the expressway. The
 2 people from the Northwest Council at one time used
 3 to say that Brandon turned down the expressway and
 4 we should too, and that it isn't making any money,
 5 and now that it's on a position where it's
 6 starting to make money, and Brandon wants it to
 7 come through their area, they don't say anything
 8 anymore about that, they talk about the price is
 9 going to be exorbitant or any other thing. They
 10 talk about a conspiracy theory where it's a group
 11 of people in Pasco County who own the Westshore
 12 area who want the road delivered to them or any
 13 garbage that people will listen to hoping to
 14 excite them against this road, which the majority
 15 of the people out there do want.

16 That's about all. I just hope that
 17 the Board has the foresight to go ahead and build
 18 the road and condemn the property right now
 19 because if they don't, people are going to build
 20 on it, and it's going to just become more and more
 21 expensive for future generations. So, the Board
 22 right now should condemn the property right now.
 23 Whether they have the money to build the road or
 24 not, they should condemn the property so the
 25 developers and everybody else will know where the

1 road is or where it's going to be.

2
3 Ms. Ernestine Brown
4 6629 Gunn Highway
5 Tampa, Florida 33625

6 If the expressway goes through the
7 Lake LeClare route, all right, it will split most
8 of my property right in half with no access to the
9 northwestern part of it and also the southwestern
10 part because of the creek. There is no bridges or
11 right-of-way into this particular piece of
12 property. Mr. Kennedy has told me that there
13 would be access provided if there was no access.
14 Maybe not as I would like it but an access
15 provided, but the way the property is going out
16 there, it will absolutely ruin me as far as
17 selling the property as a whole package, which is
18 40 acres in a platted subdivision, which is
19 Manhattan Park.

20 I am really against it and I wish that
21 we could get something done to Gunn Highway, which
22 there hasn't been anything done for years out
23 there. The bridge is in bad shape at Rocky Creek
24 and we truly, truly need roads -- I'm aware of
25 that -- but it is absolutely ruining me as far as
the expressway coming through. It takes my home,

1 it takes the barn, and splits the property in
2 half.

3
4 Mr. Richard K. Hurley
8003 South Meadowview Circle
5 Tampa, Florida 33625

6 I'm a homeowner out where they're
7 planning to put the expressway. I think I live
8 about 200, 250 feet from where it's going to be.
9 My property will be affected noisewise. I realize
10 there's probably a need for additional roads out
11 there, but my main concern is that the noise level
12 be reduced if they're going to bring that that
13 close to my home. So I think there should be some
14 adequate noise buffers to the route, maybe an
15 elevated roadway, because I've lived there 15
16 years, and all the growth has not benefitted me,
17 and this is going to be a further detriment to
18 me. That's it.

19
20 Mr. Danny M. Melvin
2905 West North Street
21 Tampa, Florida 33614

22 I just don't feel that it ought to be
23 done at all. I'm against it, totally against it.
24 I think they waited too long to start building the
25 expressway, and I don't think it's feasible to do

1 it at all. It interrupts too many families, and I
2 think there are other alternatives to the roads we
3 already use, those roads, and improve the roads we
4 do have already. That's about it.

5
6 Mr. Adam S. Bagan
624 Crystal Lake Road
Lutz, Florida 33549
7

8 As a private homeowner in the Lutz
9 area, I'd prefer not to have the Northwest
10 Expressway in. I would much prefer to see east-
11 and-west extension roads on, say, Crenshaw Lake
12 Road widened out, straightened out, or
13 something -- what other east-and-west road we
14 got? We've got Lutz. Lutz Lakefern Road is north
15 of us, and what's the one south of us? Bearss
16 Avenue widened out, and if they want to do
17 something, let them put an overhead on Dale Mabry,
18 existing Dale Mabry highway, and put a north/
19 south expressway on Dale Mabry itself. There's
20 where the money could be best spent. The
21 right-of-way is there. All they got to do is
22 elevate the thing and make an expressway out of
23 that instead of going over houses and through
24 wetlands, etcetera.

25 That's all I've got to say.

1 Ms. Jean Bugan
2 624 Crystal Lake Road
3 Lutz, Florida 33549

4 I would like to go on record as being
5 opposed to the Northwest Expressway. I think the
6 money could be better spent by improving a north/
7 south route using the right-of-way already owned
8 on Dale Mabry either as an elevated road or
9 six-laning the whole highway up as far as the
10 county line, preferably, past the county line
11 where it intersects U.S. 41, Dale Mabry and U.S.
12 41 intersect.

13 My other concern is that ending this
14 expressway on Dale Mabry is ending into a two-
15 lane north/south highway, and there's going to be
16 a terrific amount of traffic congestion in that
17 area if the Crosstown Expressway is used to any
18 extent. And I feel that at some date, they're
19 going to want to extend the expressway further and
20 connect it with 275, and if this is what they're
21 going to do, it needs to go more northerly and
22 connect with I-275 where 75 goes eastward to make
23 a complete circle in that area and divert traffic
24 which is going north and south and east and west
25 which can completely bypass Tampa.

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Ms. Audrey C. Williams
7416 Edgemere Drive
Tampa, Florida 33625

I want to say that I bitterly oppose the proposed Northwest Expressway. Long ago they should have planned for growth. I think they've had plenty of opportunity the years that have gone by to have made better roads and planned for growth. As it is now, everything has to be done to accommodate the developers and the newcomers. I'm an old resident at Citrus Park. I've lived there for 28 years, and I intended to live there the rest of my life. Now, they are going to tear my house down and build a new expressway. I feel that it's unjust to disrupt so many communities and especially elderly people who expected to stay in their homes and now will lose them. And I just would like to go on record saying that I think they have been too late in planning an expressway.

Mr. H. Stanley Rogers
4616 Eisenhower Boulevard
Tampa, Florida 33614

I feel that if the Northwest Hillsborough Expressway Authority would consider

1 possibly shifting the alignment of the route of
 2 the expressway down Eisenhower Boulevard slightly
 3 to the east or the airport side, closer to the
 4 airport instead of dead center down Eisenhower,
 5 they would create a lot less problems, disruption,
 6 and possibly putting companies completely out of
 7 business along Eisenhower with the shift of the
 8 Interstate towards the airport. By doing that,
 9 possibly they could leave Eisenhower intact
 10 without destroying it and having the Interstate or
 11 the expressway further towards the airport as a
 12 separate roadway.

13 I have a business on Eisenhower and
 14 this alignment concerns me greatly. It appears to
 15 me that with the entrances that they're planning,
 16 along with the construction time that they're
 17 talking about, that they're going to put me out of
 18 business completely, and I have a retail, sales,
 19 and service business that has been located there
 20 for ten years. That's my main concern today. I
 21 think if they would adjust their alignment, that
 22 they would create a lot less problems for
 23 businesses along Eisenhower.

24
 25

1 Ms. Jenny L. Knodt
2 5517 Raven Court
3 Tampa, Florida 33625

4 Basically, I have a couple of
5 questions. I watched the presentation, and
6 obviously since my development is right off of the
7 Lake LeClare Alignment, I'm concerned that the
8 expressway would go there. Now, there are houses
9 that are in there, and I don't know if those costs
10 have even been projected. There are houses,
11 people living in there, that are not on the maps
12 and were not there prior to the 1984, early '85,
13 studies, projects -- figure studies on the cost of
14 putting that road in there.

15 Now, they're telling us that the Lake
16 LeClare is four-and-a-half-million dollars more
17 than the Railroad Alignment, but at this point --
18 and the relocations are about five less than the
19 Railroad Alignment -- however, my question is:
20 Have any of these other new developments and the
21 people living in there been taken into account on
22 the information that they're giving us today?
23 Will this be taken into account in terms of
24 whether they choose the Lake LeClare or the
25 Railroad Alignment?

1 My other feeling is that the Railroad
 2 Alignment has been there and is sitting there, and
 3 the land is at this point unoccupied, and that
 4 would be a far better alignment, considering that
 5 anybody that does live along that Railroad
 6 Alignment has been there with the Eastern Seaboard
 7 Railroad for years and years. Regardless of
 8 whether they've been there 40 or 50 years, they
 9 moved into that segment with the railroad there,
 10 and they were aware of the noise and the problems
 11 with the transportation of the railroad going
 12 through there, that I feel that it's going to be
 13 less of an impact going through the Railroad
 14 Alignment than it would be on the Lake LeClare
 15 Alignment.

16
 17 Mr. Kenneth P. Capezzuto
 18 15902 Scrimshaw Drive
 19 Tampa, Florida 33624

20 I'm for the expressway but I think the
 21 route should be the railroad route.

22
 23 Mr. Robert Fulco
 24 104 Acacia Street
 25 Lutz, Florida 33549

Build this road. I mean it. I'm

1 serious. I live up off Lutz Lakefern Road, and I
2 drive every day up and back on Dale Mabry. I work
3 over by the airport, and this will greatly help
4 me. I sit in sometimes traffic jams two, three
5 miles, and sometimes hour, hour and fifteen
6 minutes to get to work, sometimes that long to get
7 home; not every day but a lot of the times, and
8 it's needless, and I'm not necessarily saying that
9 this road is built exactly the way the answer has
10 to be put, but we do need something, and I sort of
11 agree with what's happening here, if they could
12 just pull it off and get the road built.

13 I've been for it ever since I
14 basically heard what was going on two years ago,
15 came to the first meetings and kept up with what
16 was happening, and all I've seen is the need, it
17 just keeps growing. I guess that's it.

18 Okay, what I wanted to say that I
19 didn't was that I think they should extend it from
20 the Dale Mabry end point now over to the
21 Interstate, which would give us a really good
22 east/west shot at the Interstate. I can
23 understand that there's probably some wetlands out
24 there that might be affected, but there's already
25 roads out there. It's not like there is none out

1 there already. I'd like to see that happen too.

2

3 Mr. John H. Garrison
4 7603 Almark Street
5 Tampa, Florida

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 I'm against this toll expressway that they plan on putting in, and I think that the way they got it set up and not putting additional roads in out in the northwest section, that they're forcing the people to use this toll road; and, basically, I think that it's not right that they do that because they don't have enough intersections on the toll road, and it's mainly going to benefit the people out toward Van Dyke and North Dale Mabry highway, and why should it affect the people in close to the northwest section? That's all I have to say.

 Mr. Robert H. Dreher
 P.O. Box 898
 Lutz, Florida 33549

 I reside on Leonard Road, which is in Pasco County near the intersection of U.S. 41 and State Route 54. I have been very much interested in this expressway and applaud it in general, but I feel that it is very shortsighted to terminate it south of the junction of Dale Mabry with U.S.

1 41. During the rush periods at present time,
2 there is a traffic buildup that often runs as long
3 as one mile back from those two intersections of
4 U.S. 41 with Dale Mabry and, again, shortly after
5 with State Route 54. Bringing the expressway into
6 Dale Mabry south of that area will only exacerbate
7 the problem. And, of course, development farther
8 out is proceeding rapidly and will contribute to
9 the congestion.

10 I recognize that this will involve
11 taking Pasco County into the Authority, but it
12 seems so obvious that the only reasonable
13 long-range routing for this expressway is to
14 continue parallel to Dale Mabry and U.S. 41 till
15 after the crossing of State Route 54, after which,
16 you can bend over and join U.S. 41. It will not
17 be long before the need for this will be very
18 obvious and very urgent, and it will be very
19 shortsighted of us not to recognize that and plan
20 for it at this time.

21 It is obvious that there is very
22 little in the way of topographical or geographical
23 reason for not continuing the right-of-way in that
24 direction. This is relatively unsettled,
25 undeveloped land that would be required.

1 Ms. Carol Gonzalez
2 7413 Albany Road
3 Tampa, Florida 33625

4 Well, I don't think they ought to put
5 in an expressway. If they need more roadway, let
6 them widen Gunn Highway, and let these guys pay
7 for it that's gotten so damn blame rich building
8 all those homes out there. Leave us alone, the
9 poor homeowners. That's what I think about it.
10 I'd never pay a dime to drive on that expressway,
11 and not only myself, I've heard a lot of other
12 people say that too. I don't think it's right.
13 It's not right. It's not fair at all. My husband
14 built that house for us in 1959. He's dead now;
15 he can't build me another one. That says it, I
16 guess.

17 Ms. Rebecca C. Gonzalez
18 7413 Albany Road
19 Tampa, Florida 33625

20 I'd like to say that I grew up in that
21 area. The house that my mother was just talking
22 about was built for her, and I just came clean
23 across country because I got a phone call from her
24 telling me that there was going to be an
25 expressway going through our living room. I don't

1 think it's right that the wealthier people are
2 moving out to that area that used to be farm land
3 and dairies, and now they're building roads to
4 accommodate those, and the people that suffered
5 and worked to make that area what it is are made
6 to pick up and leave, and they're going to have
7 their houses demolished; and I know that the
8 market value of the house that was built 26 or 27
9 years ago, what it's worth, you cannot get a
10 equivalent house in this market in this day and
11 time; and I think it is wrong that somebody
12 sixty-five or sixty-six years of age has to pack
13 up and leave because their home is going to be an
14 off ramp. That's it.

15
16 Mr. James V. Waldo
17 16039 Eagle River Way
18 Tampa, Florida 33624

19 I would like to say that I am for an
20 alternative route to go north and south in the
21 northeast section of Tampa, reason being that the
22 city is growing at a tremendous rate, and I feel
23 that for this continued rate of growth and for the
24 benefit of Tampa, that there should be this
25 alternative route.

Now, I live in Northdale or Country

1 Place on Eagle River Way, which is adjoining to
 2 Country Lake Drive. My concerns are the increase
 3 in traffic coming across Country Lake to enter
 4 onto the Lake LeClare Alignment. I am sure that
 5 the increase in traffic in this residential area
 6 will almost positively necessitate the need of a
 7 light on the end of my street just to make a
 8 left-hand turn. Another concern is with my
 9 growing family, I feel that with this, I will not
 10 be able to send my child to the nearest school,
 11 the problems of increase in crime because of the
 12 quick access to the freeway to get away.

13 That's basically it. I know I moved
 14 into a new area and I do expect change, but this
 15 change I don't feel will benefit most of the
 16 people in the area that I live. I know it's a
 17 toss of the coin between either the Railroad
 18 Alignment or the Lake LeClare, but I just want to
 19 let you know my feelings, my neighbors' feelings,
 20 and everyone in the vicinity feel that the
 21 Railroad Alignment will most benefit the people of
 22 the area and also would serve the needs of Tampa,
 23 and that's it.

24
 25

1 Mr. John Bottomley
2 15809 Bridgewater Lane
3 Tampa, Florida 33624

4 My name is John Bottomley and I live
5 in Country Place West. I've purchased a new home
6 within the past year, and I feel that the Lake
7 LeClare Alignment will definitely devalue and
8 degrade the homes in Country Place West and
9 Northdale. It will not only devalue the homes
10 from the appearance and the negatives the
11 expressway brings, but it will also devalue the
12 homes in the fact that increased traffic through
13 our neighborhood and right down to Country Lake
14 Drive. I think it would be a tragic mistake for
15 the officials in charge of this to pick the
16 LeClare Alignment and urge you to take the
17 Railroad Alignment where it will not affect our
18 beautiful neighborhood.

18 Ms. Annetta Rigau
19 1101 Carrollwood Drive
20 Tampa, Florida 33618

21 I emphatically oppose the construction
22 of the Northwest Expressway or the proposed
23 Northwest Expressway. It is far too expensive and
24 will not relieve the traffic problems in the
25 northwest. I am in favor of the grid system

1 consisting of widening existing main arteries and
 2 constructing connecting roads to provide a grid of
 3 minor roads throughout the area. The northwest
 4 has too few through roads. Traffic is forced in
 5 and out of subdivisions and shopping areas onto
 6 one available road with no alternate, no escape
 7 route for many miles. We do not want or need
 8 another single road. We do want and need a
 9 network of grid roads which would be far less
 10 expensive and would be beneficial to all.

11
 12 Mr. Roger Rigau
 1101 Carrollwood Drive
 Tampa, Florida 33618

13
 14 I'm Roger Rigau. I am a property
 15 owner; I'm an attorney that represents several
 16 property owners that are going to be affected by
 17 the proposed Crosstown Expressway. I am
 18 vigorously opposed to the Crosstown Expressway in
 19 that I feel, number one, it is not needed; number
 20 two, that I have had much communication with
 21 citizens in the northwest area that have expressed
 22 a concern over the waste of taxpayers' monies for
 23 a road that is not needed, and more importantly, a
 24 road that's not wanted by the members of the
 25 community. It appears to me that a road that is

1 proposed contrary to the desires and wishes of the
 2 citizens of the community is something that goes
 3 against the betterment of the community in whole.

4 The proposed Crosstown would not
 5 benefit in any way the citizens of the community,
 6 the many civic associations in the area are
 7 vigorously opposed to the Crosstown, and this is
 8 suggestive that these civic associations that are
 9 representatives of the public and the citizens in
 10 the area would be in the best position to know and
 11 represent the interest of those citizens, their
 12 wants, their desires, relative to the Crosstown,
 13 and it's clear as represented by these civic
 14 associations that the public in the northwest area
 15 of Hillsborough County does not want, and more
 16 certainly, doesn't need a Crosstown.

17 In addition to that, the Crosstown
 18 would serve no purpose. There is not enough
 19 revenue that will be generated as a result of any
 20 tolls that would be imposed on the citizens. It
 21 would be a costly road, to say the least, and what
 22 is needed is a network of smaller roads: the
 23 widening of Dale Mabry, the widening of Ehrlich
 24 Road, the widening of Waters Avenue, the widening
 25 of Himes Avenue, at, presumably, a cost and

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expense much less than the Crosstown; and, at any rate, one that the public wants and one that the public needs.

Mr. William D. Cowden
7201 Timber Court
Tampa, Florida 33625

I believe the building of the Northwest Hillsborough Expressway should be compared to the old saying "locking the barn after the horse is stolen." The expressway will relieve the existing traffic problem but very little when compared to the present need. The people who are in a position to control the growth of an area and those who plan the roads need to be professionals. The road planners of Hillsborough County and the State of Florida need to take a trip to Arizona and see how they have gone about handling the problems, especially in the Mesa, Tempe, and Chandler area. When the homes and businesses are built and the people move in, the roads are ready for them, not five or ten years down the line. If they can do it, why can't Florida?

Thousands upon thousands of dollars have been spent on this expressway, and not one

1 car has rolled over one foot of finished roadway.
 2 All the while, the traffic problem has been
 3 rapidly multiplying. I think that the expressway
 4 should be laid to rest and the millions of dollars
 5 be used to improve old roads and develop new ones.
 6 This should give us the relief we need and much
 7 sooner. I am for the no-build concept.

8
 9 Ms. Rebecca M. Douglass
 10 15915 Bridgewater Lane
 Tampa, Florida 33624

11 I'd like to voice my feelings about
 12 the exit ramp scheduled for Country Lake Drive in
 13 Country Place. I feel that that's not a safe area
 14 to have an exit ramp for that residential area.
 15 We have a lot of small children. I don't feel --
 16 it's a small residential road; Hutchinson is also
 17 a small road with only a two-lane. I don't feel
 18 that it's going to service the area of Northdale
 19 or the northern area of Carrollwood Village. I am
 20 also concerned being a parent of a small child of
 21 the new elementary school that's going to be
 22 constructed out there. This new alignment is
 23 going to affect the fact -- the safety of our
 24 children who have to walk to this school. They're
 25 going to have to somehow cross this expressway.

1 I'm concerned about the noise factor. We moved
2 out into that area because it was a quiet,
3 secluded residential section. I'm concerned about
4 the noise. I'm very concerned about our property
5 values, being that this expressway is going to be
6 built pretty much on top of Country Lake Road, and
7 I'm in favor of the Railroad Alignment due to
8 these concerns.

9
10 Mr. Gary R. Zane
11 15902 Bridgewater Lane
12 Tampa, Florida 33624

13 Last year, the residents of the
14 Country Place, a community of 1,400 homes, were
15 polled concerning the need of an expressway or
16 limited-access highway. Of those responding, over
17 75 percent voiced their opinion in favor of an
18 expressway and overwhelmingly in favor of the
19 Railroad Alignment. This is in agreement with
20 polls conducted by the Northdale Civic Association
21 and an independent poll conducted by the Tampa
22 Tribune.

23 Some of the reasons in favor of the
24 Railroad Alignment were that if the Country
25 LeClare Alignment were chosen, the new Northwest
Elementary School will be on the other side of the

1 expressway from the majority of the students that
2 it is being built to serve, causing serious safety
3 problems. In addition, plans show an off ramp on
4 Country Lake Drive. This is a residential street
5 with two country parks for children on it.

6 Country Lake is not designed to handle large
7 volumes of traffic. To give an example of how
8 young our community is, the local Catholic church
9 that represents our area, St. Timothy's, has 30
10 percent of their parishioners under ten years of
11 age. This statistic is very reflective of Country
12 Place. Also, a planned nursing home will be
13 located off the ramp, which could be a potential
14 safety hazard.

15 The officers of Country Place Civic
16 Association also believe that the expressway
17 Authority and the FDOT should have the foresight
18 to realize that Tampa, being the industrial and
19 government center of the west coast of Florida,
20 should plan for the growth in Pasco and Hernando
21 Counties. The expressway should not only use the
22 Railroad Alignment, but instead of turning east
23 near Van Dyke should be four lanes north to Route
24 54, Route 54 should then be four lanes west to
25 Route 19, and four lanes east to the Interstate,

1 making the beltway. Van Dyke should then be four
2 lanes between the expressway and Dale Mabry.

3 To reiterate, the residents of Country
4 Place by vote have overwhelmingly chosen the
5 expressway or limited-access highway and the
6 Railroad Alignment.

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1 STATE OF FLORIDA)

2 COUNTY OF HILLSBOROUGH)

3 I, SUSAN C. VOLPE, Registered
4 Professional Reporter and Notary Public in and for
5 the State of Florida at large, hereby certify that
6 the Public Hearing was recorded in Stenotypy and
7 electronically by me and that the foregoing pages
8 constitute a true and correct transcription of my
9 recordings thereof.

10 I FURTHER CERTIFY that I am neither an
11 attorney nor of counsel for the parties to this
12 cause nor a relative or employee of any attorney
13 or party connected with this litigation and that I
14 have no interest in the outcome of this action.

15 WITNESS my hand and seal this 12th
16 day of March, 1985, at Tampa, Hillsborough County,
17 Florida.

18 
19 _____
20 My Commission Expires
June 20, 1988

21 TRANSCRIPT ORDERED: 3/4/86

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