



MEETING SUMMARY

To: Scott Seeburger & Project File

FROM: Michael Brady

DATE: June 27, 2006

REFERENCE: South Florida East Coast Corridor Transit Analysis (SFECCTA)
Financial Project ID: 417031-1-22-01

SUBJECT: Public Workshop Series No. 1 (Delray Beach)

ATTENDEES: Refer to sign-in sheets (available upon request)

On Tuesday, June 26, 2006, the first Public Workshop for the SFECCTAS held in Palm Beach County was conducted at the Delray Beach Community Center, 50 NW First Avenue, Delray Beach Florida.

Approximately 40 people were present for the workshop which was scheduled for 6 PM to 8 PM. A random mailing of 83,141 was completed by Rapid Mail utilizing the County's GIS list. Electronic postcards were sent via email to municipalities within the study area, and requests were made to place the meeting date, time and location on the municipal calendars and bulletin boards.

Part I: Public review of project illustrations

Prior to the formal presentations, project maps were exhibited in the rear of the room and staff members were available to assist the public in examining the aerials and exhibits and answer any questions regarding the project during this "open house" period. The meeting handouts included the scoping booklet, project newsletters, Advance Notification, and fact sheets. These materials were also provided in Spanish and Creole.

Part II: Workshop

Mr. Scott Seeburger, FDOT Project Manager, opened the formal part of the meeting at 6:45 p.m. with a welcome and introductions. The following elected/public officials or their representatives were present:

- Vice-Mayor Rita Ellis, City of Delray Beach
- Paul Dorling, City of Delray Beach, Dept. of Planning & Zoning
- Scott Aronson, City of Delray Beach, Dept. of Planning & Zoning
- Dave Kelly, City Engineer, City of Boynton Beach

The formal presentation was by Scott Seeburger (FDOT) and Tom Hickey (Gannett Fleming). Mr. Seeburger made concluding remarks and opened up the meeting to comments and questions.

Mr. Paul Dorling, Dept. of Planning & Zoning in the City of Delray Beach, stated that there was no station identified for Delray Beach. The City has a successful downtown and owns property along the FEC tracks. The City has plans for a 600-1,000 car parking facility which is included in the revised downtown Master Plan.

Mr. Hickey responded that although there may not be a dot that would indicate a possible station in Delray Beach it is included in the “fuzzy bubble” on the illustrations posted around the room and it (the City) is not excluded.

Mr. Rick Rose, Citizens For Quiet Trains, applauds the FEC Study. Having lived in Germany for 16 years, he has an understanding of the benefits of passenger rail. The challenge in West Palm Beach is that the CSX and FEC are four blocks apart. There are 14 historic neighborhoods located between those tracks. A few years ago there were 60 trains a day and now that figure is close to 100. If you double-track the FEC, you could potentially have up to 214 trains a day. That becomes a health issue. My first question is what is the FEC doing to get Emergency Order 15 lifted? Second, is FDOT going after some of the \$2.00 rental surcharge for quiet zones?

Mr. Seeburger responded he was not sure if FDOT has or will take action on EO-15. It has to go to FRA review. He also stated that the allocation of the \$2.00 surcharge is not under FDOT’s control. The SFRTA has a booklet on how the funds are to be spent. FDOT will make a pitch for some of the funds.

Mr. Scott Aronson, City of Delray Beach Planning & Zoning Dept., stated that the City has applied for a MPO grant for a downtown shuttle site that would be located 2 blocks from the FEC.

Ms. Judy Goldenberg, HOA Pres., Admirals Cove, Palm Beach Gardens is also interested in “quiet zones”. They have begun the petition application process. She stated that PGA Blvd at the FEC could be a station location. Other locations could be Tony Pena, Donald Ross Road, the Frederick Small Road site and Jupiter Lakes. Jupiter Lakes would be an excellent site because of its proximity to Jupiter Medical Center. The Frederick Small Road site does have gopher tortoises which could be a problem. She was concerned about east-west access for emergency vehicles. At Jupiter Lakes, the FEC track could be elevated and the station could be located under the elevated track.

Ms. Jayne King of Delray Beach stated she lived in Europe and there is a definite need to address east-west traffic and access.

Mr. Richard Shores of Boynton Beach submitted a solution proposal document (available upon request). He thanked the team for their work. He stated that the purchase of the FEC for \$1 billion and another half-billion for improvements was not a

good investment. He referenced a few solutions in his document (the exchange at 25th street in West Palm, the number of stops per trip and a western route through South Bay as examples). He asked are there studies planned on future transportation models vs. existing models referenced in the PowerPoint presentation?

Mr. Hickey responded that the study team needed to have a base/starting point. We will study hypothetical scenarios and different tiers of service. The 2nd Tier beginning early next year will have more details on future models.

Mr. Seeburger added that an FEC passenger rail system, if implemented, must complement existing transit (i.e. Tri-Rail).

Mr. Dave Kelly, City Engineer, Boynton Beach stated that the FEC was double-tracked and provided passenger service up to the mid 60's. Boynton Beach supports Delray's downtown plan. Boynton also has property along the FEC. He attended a FDOT meeting regarding train noise and learned that municipalities will bear the expense for crossing improvements. Boynton Beach has also begun the petition process. The FEC has a safety problem moving shell rock and suggested that one track be dedicated to passenger travel.

Ms. Barbara Aibel stated that the City of Lake Worth is updating its Master Plan and is looking at rezoning from 6th Avenue to Gateway. The city has affordable housing that lower income residents live near the FEC and the city has land along the FEC for possible TOD use.

Ms. Nancy Schneider of Delray Beach asked how FDOT is weighing where stops will be placed?

Mr. Hickey stated (referring to slide) that the initial FEC station locations are a base point, then town centers will be considered. The initial thought is spacing about 2-miles apart. There will be more detail after additional study and will be addressed in Tier 2.

Mr. Seeburger asked if there any other questions or comments. He thanked all for attending.

The meeting adjourned at 8:40 p.m.