



## MEETING SUMMARY

**TO:** Scott Seeburger & Project File

**FROM:** Amie DiLeo & David Ramil

**DATE:** August 21, 2006

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

**SUBJECT:** Public Workshop Series No. 2 (Hollywood)  
Hollywood Performing Arts Center  
1701 Monroe Street, Hollywood

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

On Monday, August 21, 2006, one of two Public Workshops for the SFECCCTAS held in Broward County was conducted at the Hollywood Performing Arts Center, 1701 Monroe Street, Hollywood Florida.

Invitation postcards for all five Public Workshops were mailed to 227,191 households and businesses within the vicinity of the study corridor, and approximately 49 people were present for this workshop which was scheduled for 6 PM to 8 PM. 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**

FDOT Project Manager Scott Seeburger opened the workshop by reviewing the agenda and providing instructions on how the meeting will be conducted. This was followed by an overview of the existing right-of-way and infrastructure as an update to the previous series of public workshops held in June 2006.

Tom Hickey gave a PowerPoint presentation on the project alignments and technologies which explained which alignments and technologies were most feasible from the data collected to date.

### **Breakout Session on Potential Station Locations**

Odalys Delgado (Gannett Fleming) facilitated the discussion on the results of the research that indicated high and low density destinations along the corridor. Comments and questions from the public were as follows:

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**Question:** When you say station, do you mean a train station or building?

Yes.

**Question:** Where will the sound walls go?

FDOT will do a study to determine the levels of noise and see if several requirements for noise walls are met. Freight trains are louder.

**Comment:** Yes, but the passenger trains will be more frequent. What makes you think this is going to work better than Tri-Rail?

**Comment:** The problem with Tri-Rail is the frequency of trains and the price of the ticket. If more trains are added it still has only has 75 ground crossings.

Entertainment venues and attractions were looked at in the areas surrounding Tri-Rail and the FEC. The data showed Tri-Rail was flat whereas FEC had lots of productions & attractions. The people we surveyed are walking and living close to corridor.

**Comment:** The frequency of east/west connections would solve that.

**Question:** FEC already turned down Tri-Rail and Amtrak. Is the FEC playing a pivotal role in this and what is the plan if the FEC says no?

We are looking at U.S. 1/ S. Dixie Highway as possible alternative corridors.

**Question:** Is the FEC represented here tonight? IS FDOT negotiating with them? What is a list of the deal breakers?

They have been talking. Let's remember we are here to discuss if the stations are located in a good place.

**Comment:** You need to talk to the FEC to get this done.

**Question:** I live in Hollywood. What does unsuitable land use mean?

(Delgado referred to PowerPoint.)

**Comment:** The FEC will never allow anything on its current tracks.

Agreed.

**Comment:** Oakland Park & 4<sup>th</sup> Court is a good station location. There is lots of open space.

**Comment:** I see a problem of jamming up east/west traffic at the rail crossings. Whatever is done needs to be elevated.

Agreed.

**Comment:** There needs to be much more public participation.

We have done extensive outreach.

**Question:** How are people going to get to work from the stations?

Buses, municipal shuttles or streetcars can play a role.

**Comment:** I think that in Pompano by the church and high school is a good place for a station.

**Comment:** We should use shuttles to Tri-Rail. Do not build on the FEC.

**Comment:** I am confused by the suitability rating for Ft. Lauderdale airport.

The land use is industrial and people would not be able to walk, but he raises a good point and they will re-address the land use in that area.

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- Question:** Will they have “kiss and ride?”  
Phase 2 will decide what type of station will be in certain areas.
- Question:** (Tony Longo, Wilton Manors Senior Transportation Planner) With regards to a Wilton Manors Station, the medium/low rating given scares me. What do I have to go back and tell the city commission they need to do? Wilton Manors is a popular destination so how can they increase the suitability for a station there?  
Behavioral factors go into the decision. Besides density, there is no CRA in Wilton Manors. You can go to website and see the CRA report. A CRA equals an opportunity for funding. We will be happy to share with you what Wilton Manors needs to do.
- Question:** Is the research done for area suitability from today’s data or anticipating 2030?  
This is from future land use and growth factors.
- Comment:** That cannot be right with regards to Ft. Lauderdale airport. The suitability for a station in 2030 would be even greater than today.  
Housing, commercial realty, and office use were all taken into consideration as well.
- Questions:** Will there be any connections to the beaches?  
We are not studying any but there is always a potential for other projects.
- Comment:** The minute that a station is put at the airport it will be used.  
We will go back and look into that
- Comment:** We should encourage the business districts to run their own east/west trolley, similar to the free West Palm circulator trolley.  
There is a need for east/west connections and we are looking into it.
- Comment:** The bus system is the problem. If they added more buses it would improve Tri-Rail.  
We will look into that in Phase 2.
- Question:** Will there be a connection in Cypress Creek?  
No, but there is a potential for a connection in Miami-Dade at the MIC.
- Comment:** Dixie Highway is greatly underutilized and Hollywood should look into utilizing it.  
The problem with Dixie Highway is that it is not continuous.
- Comment:** Cars are too expensive. People will take public transportation if it is kept clean.  
  
Going back to the Ft. Lauderdale airport issue, there are no connecting east/west streets, which also may be why the model did not pick it up as a suitable place for a station.
- Comment:** I-595 goes from east and west at the airport.  
Industrial land use around the airport is still an issue.
- Comment:** Light rail on I-595 is a possibility.
- Comment:** (Tony Longo) I am extending an invitation for the team to come to my office so I can show you my findings and reports.
- Comment:** McNab Road is heavily industrial and commercial. It is a good potential site.

**Breakout Session on Service Planning / Alignments / Technologies**

Tom Hickey (Gannett Fleming) facilitated the discussion on the results of the research that indicated high and low density destinations along the corridor. Comments and questions from the public were as follows:

- Question:** **Will there be a reduction in the amount of bus trips?**  
No, at this point there is no planned impact on bus routes.
- Comment:** **It is my experience that most people don't use multiple modes of transportation and with Tri-Rail in existence, I don't see a need for this project.**
- Question:** **What mode of transportation will be used on the project?**  
That has yet to be decided, although the options presented here will all be considered.
- Question:** **Is there a plan for express/high-speed trains?**  
Yes, initial planning does include that option.
- Question:** **Why doesn't the plan include a burgeoning area like South Miami?**  
Simply because the FEC line does not extend that far south.
- Question:** **How did you come up with those projections?**  
The data on these models were provided by the MPOs for all three counties on their future transportation plans. The statistics are actually very congruent with other statistical analysis.
- Question:** **Are the 2030 ridership models based on current housing statistics?**  
No, these models were created using transportation statistics provided by the three counties involved in the study.
- Question:** **Why is the public here?**  
To help us decide how the project will best serve the needs of the communities in the 3 counties.
- Question:** **When did this study begin?**  
Tier 1 of the study began in November of 2005.
- Comment:** **These models seem congruent with my own experiences with public transportation. I just want to note that any transportation system should accommodate bike riders at all times.**
- Question:** **What is the availability of the FEC corridor?**  
At this point, the FEC is still in discussion with the FDOT and they are willing to listen to options about acquiring the rail. It may involve swapping parcels of land but that is still preliminary at this point.
- Question:** **Is there still an existing right-of-way by the Government Center?**  
Yes, there are lots available by the Government Center.
- Question:** **Have studies been conducted to show how transportation will be affected by weekend/special event transportation needs?**  
That is likely an issue to be researched further in Tier 2 although it will certainly be considered when designing transportation schedules.
- Question:** **Will trolleys be included in your study?**  
There are currently several municipalities that are exploring some form of transportation plan that includes trolleys and they will certainly be considered during later stages of the project.

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**Question:** Will the project be done in phases? I would like to see things start off modestly and build your way up.

Certainly. Construction of the project will probably begin along the most densely populated areas and those with the highest demand for improved transportation.

### **Workshop Summary and Wrap-Up:**

The groups came together again. Scott Seeburger began by reviewing all the comments noted by the scribes. He asked if it would be fair to apply all the general comments about Tri-Rail to the FEC Study. Both groups agreed. (All responses are by Scott Seeburger except where noted by others.)

**Comment:** The alignment does not exclude one line for freight and the other for passenger service.

**Question:** What would be the nighttime/weekend frequency?

**Comment:** I am worried about nighttime service disrupting residential areas.

**Comment:** Keep in mind that casinos will be open 24 hours with a new governor.

It was explained that these questions are more detailed than the data we have now. Although the night service is important it is something that would not be addressed even in Tier Two. Seeburger then addressed the unsuitability for a station at the Ft. Lauderdale airport. He said airports simply do not generate the ridership one would think.

**Comment:** We should encourage ridership to the airport. It does not have to necessarily be locomotive. Experiences have shown that airports do not generate ridership.

**Question:** Do you expect commercial property to change in Wilton Manors?  
Yes.

**Question:** Will there be a stop in Aventura?  
Yes.

**Comment:** I live in Hollywood two blocks from the FEC and noise is not an issue. Light rail would be no noise at all.  
The vehicle used will determine the noise. They will do a sound analysis in Tier Two.

**Comment:** Do not rule out greenery and environmental concepts. They help lessen noise and should go together.

**Comment:** More office buildings are coming and those people will not want to see trains.

**Question:** There are FPL lines on Dixie Highway in Hollywood. Can those lines be incorporated into the FEC to make them ground level?

Carlos Cejas (Gannett Fleming) said that FDOT does not own the right-of-way. The FEC determines the agreements with utility companies. They may have to relocate utilities because there are not many places to run high power utilities. An agreement with FDOT will be reached.

**Comment:** Everything should be considered at once and it is a bad idea to think in a linear way because you may not foresee something happening in the future.

**Question:** When can we expect this to get started? What about the election for the penny tax?

Carlos Cejas (Gannett Fleming) said the estimated start date would be in 2012 and that the penny tax should be supported in Broward.

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- Question**      **Are there any other sources of funding?**  
Cejas said there are many sources of funding and that sales tax is the best. Tourism is a factor in that, because in Miami-Dade County it makes up 30-40% of what is collected. Seeburger said to also keep in mind the value of the train system to developers. Land value goes up and there is a way to capture that.
- Question**      **What if the FEC decides to run passenger trains on its own?**  
Private enterprise cannot operate passenger trains. It is not profitable. They would only generate revenue if they involved the government. He gave the example of the water taxi.
- Comment:**      **The car industry is popular because the government subsidizes it. It all depends on how we vote.**
- Comment:**      **Flagler was given land. There is no more land to give.**
- Comment:**      **Oakland Park & 40<sup>th</sup> Court is a good place for a station.**  
Oakland Park has plans for better parking. They prefer the station to be at City Hall.
- Question:**      **On the existing FEC line how much of it is single tracked and how much is doubled?**  
30% is double. Tom Hickey added that at one time all was double-tracked.

Scott Seeburger thanked all for their participation and this workshop was adjourned.