



WORKSHOP SUMMARY

TO: Scott Seeburger & Project File

FROM: Amie DiLeo & David Ramil

DATE: August 22, 2006

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

SUBJECT: Public Workshop Series No. 2 (Pompano Beach)
E. Pat Larkins Community Center
520 Martin Luther King Jr. Blvd., Pompano Beach

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

On Tuesday, August 22, 2006, one of two Public Workshops for the SFECCTAS held in Broward County was conducted at the E. Pat Larkins Community Center, 520 Martin Luther King Jr. Blvd, Delray Beach 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 39 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 aeriels 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:** What do you mean by “land use”?
If the land is residential, commercial, or industrial or if there are hospitals, schools, and so forth.
- Comment:** The Commercial Blvd. station area does not seem as residential as Cypress Creek, so why not consider a possible station at Cypress Creek.
- Comment:** It does not make any sense that the Ft. Lauderdale Airport would not be considered a desirable location for a station.
Not a lot of people live by the airport and a station would not be used as much as one would think.
- Comment:** Having a stop at Ft. Lauderdale Airport would help alleviate the parking problem they have there.
- Comment:** The workers would use a train that went to and from the airport.
Studies show that there is not much ridership. The workers will make up most of the riders.
- Question:** Do these diagrams take into account the development which is likely to occur in the future?
We received our information from the County on predicted growth for the year 2030.
- Question:** How are you going to add a station if there is no room for one?
FEC owns the right-of-way- for the area around the FEC Corridor. Some stations will not require a big area and it will be a “kiss and ride” station.
- Question:** How far away from Commercial Blvd. will a station be built?
Those decisions are too far off to be decided right now. That will happen in the next phase.
- Comment:** Putting an overlay map of the bus routes would be helpful. Also there are not enough east/west connections.
The bus routes will change so adding a map of them now would not be accurate.
- Comment:** Right now there is a stop at Deerfield Beach/Hillsboro. I think putting a stop at 10th Street is a better location and should be evaluated. It ties into the Sawgrass Expressway and is a lot more residential there with schools and so forth.
- Comment:** Hillsboro is where Government Center is though.
- Comment:** I do not think that the numbers are accurate for Wilton Manors, but there needs to be a station there. There are condominiums being built there.
We discussed this last night with the Senior Transportation Planner of Wilton Manors and we are going to meet with him to let him know what Wilton Manors needs to do if they would like to have a station.
- Question:** What about the land you will be taking?
The FEC has right-of-way for the areas surrounding the corridor.
- Comment:** Do not put stations at the intersections since they will block east-west traffic.
- Comment:** The statistics regarding the Fort Lauderdale Airport do not seem correct.
We will go over this more with Scott but the issue is that it would not be suitable for walk-up traffic.

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Comment: **What about the people walking up from their flights? Plus with \$12 a day for parking people would be likely to use a train.**

We will definitely look into this as a needed station but this diagram is based on our analysis.

Comment: **There is too much baggage to carry when you are at the airport so transit is not as important.**

Question: **Will there be any T.O.D's?**

Specific sites have not been decided yet.

Comment: **I want to make sure the following data was used when land use was incorporated into the study: Hillsboro Center – 100 townhouses were just approved 2-3 blocks from the FEC and FAU research park will be an employment center.**

Comment: **I see that there are two stations planned which both got low ridership, one for Cypress Creek and one for Commercial Boulevard. My suggestion would be to combine the two stations at 56 Street. There are three hospitals around there. However, I recognize that this road does not connect to I-95.**

We will take that into consideration. I also just want to point out that not all trains will stop at all stations.

Comment: **(Pompano Beach Commissioner George Brummer) I think you should also consider a small station at Copans Road.**

Question: **There is a transit facility going up at Dixie Highway and Martin Luther King Blvd. Where will the FEC expand?**

Some station areas will require right-of-way but we would definitely want to coordinate with other projects.

Comment: **When designing the project, you should look at racetracks, arts, and entertainment centers. Also the Regional Library is coming. South Atlantic is a good station because that is where the Government Center and City Hall are located.**

Those plans will be reflected in future phases of the project.

Question: **I think that the Sunrise Blvd. is a good station. My concern is if the decision is made to make it a park & ride, there needs to be consideration that a lot of vehicle crimes take place in that area. Can someone come and speak at my neighborhood meeting?**

Scott goes to speak at a lot of meetings. Here is my card. Give me a call and we will set something up.

Question: **The Sample Road station is far from U.S. 1, so the U.S. 1 alternative should be eliminated. What is at Sample Road that makes it a destination? What other demographics do we show for that?**

We have seen a lot of ridership there and in 2030 it will have more condominiums and townhouses built. Also, the Broward Hospital complex is located here.

Breakout Session on Service Planning / Alignments / Technologies

Rob McMullen (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: **Why are you using this group (the discussion group) as a model, when this is hardly a scientific model indicative of ridership?**

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This is not replacing the data that has been compiled to form the models. However, supplementing our findings with your input is a key component of the study.

- Question:** **What is the peak time period used in the transportation models?**
A theoretical 3-hour period is used, presumably between 6:00 am and 9:00 am.
- Question:** **Was express, point-to-point transit considered?**
Yes.
- Question:** **Was the model based on full-fare ridership?**
Yes.
- Question:** **What are the differences in the rail modes used?**
The different rail modes produce different types of pollutants and sounds.
- Question:** **What are the differences between the diesel and electric options?**
There are operational cost differences that need to be considered. Some options, particularly with the technological advancements available, are hybrid options that combine both technologies.
- Question:** **What is the maximum speed? Is there a driver for the vehicles?**
Yes, a driver will be used at all times. The maximum speed is similar to the technology used by Tri-Rail—somewhere in the vicinity of 70-80 mph.
- Question:** **Where did you get the data used in these models?**
The data on these models were provided by the MPOs for all 3 counties on their future transportation plans. The statistics are actually very congruent with other statistical analysis.
- Question:** **Does the project assume there will be no conflict with freight traffic?**
None is anticipated and later planning will determine if freight traffic will be on a separate track from passenger traffic.
- Question:** **What kind of services will be used to get people to the stations?**
Fifteen municipalities have some form of connecting transit in existence. There will parking lots built at major stations (like Park and Ride) but that will not be determined until later stages of planning.
- Question:** **Have you taken into consideration a seasonal component in determining peak ridership?**
Yes. A peak season component has certainly been included in the models.
- Question:** **Is this being developed in conjunction with Tri-Rail and is the FEC in support of this?**
This is separate project from Tri-Rail. Agreement has not yet been reached between the FEC and FDOT but discussions are ongoing and optimistic.
- Question:** **Will there be sound barriers?**
While that will not be determined until Tier 2 of the study, the project will be in compliance with all NEPA requirements.
- Question:** **What will be the traffic impact of cars crossing the railroad?**
Again, that will all be considered during the later stages of planning. There are several intersections that run along the FEC rail and ways of dealing with car traffic will be considered.
- Question:** **What about the issue of pedestrian safety around high-frequency crossing points?**
Safety will certainly be a major issue and will be factored into later planning.

Question: Which of these modes (pointing to diagram #1) is being used?

All of these modes are still being considered and none have been eliminated at this point. These have been narrowed down from other options that were eliminated.

Breakout Session on Station Area Planning

Jitender Ramchandani and Odalys Delgado explained what the maps represented and requested the public to place dots and write comments on the maps that indicated their preferences. The public input provided by attendees is summarized as follows:

COMMENTS & QUESTIONS

- Commercial Blvd. station doesn't seem to be as suitable as Cypress Creek.
- Wilson Station 26th street should be higher land use suitability.
- Cypress Creek - more residential density.
- Ft Lauderdale airport station is odd that you would have low ridership.
- Need to have station at Ft. Lauderdale airport.
- How far from intersection will station go?
- Overlay map of bus routes needed- need to coordinate with current routes, haven't coordinated yet with Tri-Rail.
- Hillsboro is not as conducive for a station right now in terms of land use but support it.
- 10th street better location ties into Sawgrass - residential- evaluate locating station here.
- Do not put stations at the intersections since they will block east-west traffic?
- Strange that Ft. Lauderdale Airport station is low suitability/ridership.
- What about TOD?
- Deerfield is building 100 townhouse units within walking distance of proposed station area and the FAU Research park in close proximity. Support decision for a station but want to make sure used right data.
- 56th street reconsider for a station –in between Cypress Creek/Commercial – Oakridge med center is adjacent to it. However, it was recognized that this road did not connect to I-95 and mostly residential.
- Too much baggage to carry when use airport so transit not as important.
- Add a small station at Copans.
- Broward County mass transit is putting up a neighborhood transit center at Martin Luther King and Dixie.
- Doing mixed used- coordinate with this development, racetrack, arts and entertainment.
- Government Center/City Hall all at Atlantic so proposed station location is good.
- Sunrise Blvd. Park & ride station –Neighborhood association would support station location but concerned with crime associated with car break-ins. Would want crime mitigation features at site.
- What is at Sample road that has such high ridership?
- Condos at Sample and Broward Hospital complex here so proposed station here is good.

Workshop Summary and Wrap-Up:

The groups came together again. Scott Seeburger began by reviewing all the comments noted by the scribes. He focused first on the comments received during the Service Planning discussions and made the following comments:

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- Regarding crossing safety, obviously this will be an important issue for us. Whether its adding a whistle-free zone of any improvements that need to be made to insure the health and safety of people affected by the project, we certainly don't want to see anybody hurt or killed.
- The electrical option is still being considered and, while you might think it has less of an effect environmentally, the difference is minimal. It's the same with noise. With technology as advanced as it is, the difference is very slight. However, with electricity you've got the issues of safety so that has to be considered.
- Odalys Delgado added that there should be an overlay of existing bus routes that show the connection possibilities with potential station locations. That coordination has not existed with Tri-Rail but will be incorporated into later parts of the study.

Comment: A station should be built at Cypress Creek rather than Commercial Blvd. because Cypress Creek has better facilities for families and general ridership and a medical center.

Comment: A station would be better off at 10 Street than Hillsboro Road.

Comment: A station that connects to the airport would not be such a good idea because riders with luggage would create additional problems.

Comment: I question the data that showed that a Sample Road station would have a high ridership.

Comment: It is very atypical that an airport station would generate a lot of traffic. Statistics show that increased traffic is not an issue.

Scott Seeburger closed by asking if anyone thought the team was off the mark with these projections. He said this meeting is to gather your input. He said people should keep in mind that this is not final, but that their suggestions will help shape stations locations and the type of transportation system that is developed. Scott Seeburger thanked all for their participation and this workshop was adjourned.