



WORKSHOP SUMMARY

To: Scott Seeburger & Project File

FROM: Michael Brady

DATE: August 24, 2006

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

SUBJECT: Public Workshop Series No. 2 (Palm Beach Gardens)

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

On Thursday, August 24, 2006, one of two Public Workshops for the SFECC TAS held in Palm Beach County was conducted at the Palm Beach Gardens Municipal Complex, 10500 North Military Trail, Palm Beach Gardens 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 31 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 Service Planning - Alignments / Technologies

Tom Hickey 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:

1. How was model developed?
2. Is there a suggestion that we should eliminate three county governments and create one regional government?
3. Any success in factoring in auto fuel in the modeling?
4. Any intermodal connections between communities being studied?
5. Stop the study now!
6. Broaden influx to stations, add left bicycle path in ROW.
7. Quality of life – excess traffic congestion E-W
8. Will agencies have the right to eminent domain?
9. The faster the train runs, the more vibration and noise.
10. Tier 2 – emergency access

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

1. Many stations, how long would it take to get to Miami from Palm Beach
2. No public demand for this service for incredible amount of money will spend
3. Already have passenger train
4. Hitting the taxpayer base with no public demand for service
5. Explain FRA compliance
6. 10 years may be too late to acquire land
7. What about grade crossings?
8. If have 100 feet of ROW will you need additional land for stations?
9. Riviera Beach resident lives within 150 ft. of the FEC, concerned about property value, what happens if expand project? Vibration already happens.
10. Don't believe property values will go up because of rail service because of noise and vibration
11. Have you been talking to City officials and getting their opinions?
12. 45th Street and 23rd Street and Palm Beach Lakes Blvd. these are low income high density areas. Study traffic patterns at these station locations. People around these stations work in close proximity and would not use this service
13. General comments: Trains run at night and lots of vibration
14. Traffic situation at grade crossings needs to be addressed
15. Put up noise walls for noise impacts
16. Think that there is more than double the 26 trains you say are on FEC
17. Supports transit but concerned about east/west traffic impacts
18. Consider Jupiter medical center looking to expand, consider serving this area. Donald Ross Road and Frederick Small are residential
19. This service would not happen in next 5-10 years so use modeling tools to maximize existing efficiency of Tri-Rail service
20. Concerned that FEC construction may be too late. Do work on Tri-Rail
21. Concerned about traffic crossing
22. What is project cost?

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23. 45th Street interconnect at Riviera Beach proposed goes through residential area
24. Expanding Tri-Rail cheaper and take it to Indiantown Road
25. What will be hours of operation?
26. Give residents a break at night
27. Make east/west connections
28. FEC corridor is part of Transportation and Trade corridor
29. Are passenger trains quieter than freight trains?
30. Use the best technology, bring quieter rail service
31. Like it
32. Park-n-ride lot station needed @ hospital
33. No! only PGA & Jupiter Lakes
34. Closest to hospital-makes more sense;
35. Not suitable site in Jupiter, near hospital

The following comments and questions were transcribed from notes provided by attendees on station area maps posted in the workshop. This is not a comprehensive list of all potential station areas; only potential station areas which attendees commented on during this workshop:

TEQ Tequesta Dr

3 Yes stickers.

JUP Indiantown Rd

1. Possible too;
2. Like
3. Park-n-ride lot station needed @ hospital
4. No! only PGA & Jupiter Lakes
5. Closest to hospital-makes more sense;
6. Not suitable site in Jupiter, near hospital

JUP Donald Ross Rd

1. Abacoa's planned transit stop
2. New Haven/Abacoa
3. No Donald Ross, No Frederick Small
4. Abacoa preserve
5. Not Very Suitable Preserve Area
6. Like
7. (Yes)

PBG PGA Blvd

1. Excellent, great for shopping
2. Like
3. Like
4. Like
5. Don't like
6. PGA to airport
7. Not needed, little, low income, majority of community west.
8. Go west
9. Put on parcel 5B

NPB Northlake Blvd

1. Like
 2. Like
- One note south of it says: "Lake Park"

RIV Blue Heron Blvd

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1. Home
2. (Yes)

One note south of it says "Sub station here - check"

Another says: "Check Movement"

WPB 45 St

1. Consider connection here (with a line between FEC and CSXT line)
2. A note west of this station says: "Don't need only 2 miles from PGA and only 2 miles from Indiantown"

WPB Government Center

1. (Yes)

WPB Transportation Center

Downtown WPB Stations should be coded blue highly urban and transit supportive.

WPB City Place

1. Work
2. (Yes)

WPB Southern Blvd

1. (Yes)

LKW Lake-Lucerne Ave

Good urban grid and fabric

BYN Royal Palm Dr

Work

DLR Altantic Av

1. (Yes)
2. (Yes)
3. Delray looks too small

BOC NW 51 St

Sticker: Favor (placed at NW 20 St, between BOC NW 51 St and BOC Palmetto Park Rd.)

BOC Palmetto Park Rd

1 Yes sticker

FTL Sunrise Blvd

Air Show

FLL Terminal Drive

1. Keep airport

MIA Government Center

South Beach

Workshop Summary and Wrap-Up:

Scott Seeburger verified that all questions and comments were made and thanked everyone for their participation.

The workshop ended at 8:45 p.m.