



## WORKSHOP SUMMARY

**To:** Scott Seeburger & Project File

**FROM:** Michael Brady

**DATE:** August 28, 2006

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

**SUBJECT:** Public Workshop Series No. 2 (Delray Beach)

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

On Monday, August 28, 2006, one of two Public Workshops for the SFECC TAS held in Palm Beach County was conducted at the Delray Beach Community Center, 50 NW First Avenue, 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 31 people were present for the 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 are as follows:

1. Questions on costs vs. service costs.
2. Assume people are making round trips.
3. People commuting to work.
4. Agree on types of rail (regional technology).
5. 3<sup>rd</sup> set of tracks = \$1 million per mile.
6. 3<sup>rd</sup> set of tracks – you need maintenance system.
7. You have to factor 5 min per stop.
8. Jupiter to West Palm Beach= express train
9. Tri-Rail- people wait too long not friendly to employers.
10. What are the headways modeled?
11. Are crossings factored into modeling – impacts to business districts?
12. Is travel time based on electric or diesel?
13. How to address crossings – Alternative routes for FEC service – Cost of operations
14. Will there be E-W bus route bus route (service); you are competing with I-95.
15. Mistake to study as rail system a human system – consider “greenway” in system.
16. People walking the tracks – multiuse pathway

## **Breakout Session on Station Area Planning**

Jasmine Yacinthe explained what the maps represented and requested the public to place dots and write comments on the maps that indicated their preferences. Scott Seeburger fielded comments and questions from the public. The public input provided by attendees is summarized as follows:

### **COMMENTS & QUESTIONS**

1. Do overall costs include land acquisition and parking?
2. This will take a lot of money to establish – a city needs to buy into the project needs grass roots involvement.
3. Both Systems run parallel- Tri-Rail is doing fine now.
4. People don't like to go from a train to a bus.
5. Transfers are unattractive.
6. Will there be bike lockers, shops, snack bar?
7. What type of platform will be used? Will they have canopies? Will there be restrooms on trains or at the stations? Will Parking stations be used as general parking?
8. Parking at West Palm Beach is a nightmare.
9. If you build it - they will come, it will balance itself out.
10. Of the three airports is it possible to have a station on each of them?
11. How is communication with FEC going?
12. Quiet Zone “Emergency Order 15” needs to be a big part of the plan.
13. 4 Quad gate part of the analysis.
14. Prepare a “Tip Sheet” for municipalities save money on parking spaces (LDR).

**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:**

**RIV Blue Heron Blvd**

1. Norton Museum Palm beach Atlantic

**WPB Palm Beach Lakes Blvd**

1. (Yes)

**WPB City Place**

1. Leisure to theater, shops from Delray.

**BYN Boynton Beach Blvd**

1. (Yes)

**DLR Altantic Av**

1. Delray to city Place
2. Delray to pompano three times a week
3. Delray downtown walk

**DLR Linton Blvd**

1. "Here" between (DLR Linton Blvd and BOC NW 51 St) on the intersection of the FEC line and W Hidden Valley Blvd., east of the Boca Raton Executive Country Club

**BOC NW 51 St**

1. "FAU" between (BOC NW 51 St and BOC Palmetto Park Rd) at the intersection of FEC and NW 28 Street.
2. "FAU" between (BOC NW 51 St and BOC Palmetto Park Rd) at the intersection of FEC and NW 28 Street.

**BOC Palmetto Park Rd**

1. City Center
2. City owns property at Palmetto

**PMP E Sample Rd N**

1. Consider Copans & Dixie

**FLL Terminal Drive**

1. Direct Transportation to Ft Lauderdale Airport
2. Station at Ft Lauderdale Airport

**MIA Government Center**

1. Leisure Trips to Miami from Delray

General comment:  
Bicycle lockers at all stations.

**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 8:15 p.m.