



2009 Transportation Summit Comment Log

Business Panel Public Comments

Why aren't traffic lights signalized? What happened to the 595 project?

Light rail study underway. Funding is unclear. 595 is a great east/west corridor. Ongoing 595 reconstruction, which can accommodate light rail in the future. Advanced planning is being done on this corridor. (Jim Wolfe)

In 2-5 years, operating dollars and buses?

We do not have an integrated ground transportation system, that works across counties. We need transit agencies to work together for an integrated transportation system.

We need quick fixes. We need to get moving.

We need dedicated funding, prioritized to help the community needs.



How can we create cities and communities where we can walk? How can transit hubs be accessed by walking?

Working together we have brought in TCRPC for charrettes. We are developing the visions. We are now implementing the comp plan changes. Then we started working on site plan development. An examples is downtown West Palm Beach. It is also happening on the FEC corridor. There needs to be increases in density to get the ridership needed by the FTA requirements.

It is being done in collaboration with FDOT.

Bicycles and golf carts may also be options.

Suggestions: ATM's at transit stops. Food court at Golden Glades.

Final Public Comment Session

Is there state funding support for active detection warning systems at rail/highway crossings, to lesson crashes?

No. 1 priority is safety.

Is fast inter-city passenger train service being considered?

A dedicated funding source is needed for this.

Are smart cards being considered that are compatible with other regions.

Yes.

Public comments are being accepted on State rail plan on FDOT web site.

Are there plans for upgrading Tri-Rail in the works, and are streetcars being considered within the region?

Equipment and system are being upgraded. Cars arriving at the end of the year. We may exercise an option to buy more. We are upgrading parking facilities. We have lots of plans that could be implemented with dedicated funding.

Ft. Lauderdale and Miami are considering streetcars.

Pedestrian and bike improvements. An overly large percentage of MPO funds is going to roadways, not the required bike/ped improvements. Florida is one of the least safe places to ride a bike.

Is there \$20,000 available for an improved bike/ped system?

Steve Malagodi. FEC service is needed quickly. No. 1 cause of delays seems to be signal malfunctions. Could Fed \$ be used for this?

FEC is a state decision.

We want dedicated funding so that we can take over track and signal maintenance in the next operating phase for the corridor.

Miami Chamber: How do we make using transit easier? How do we get people to stay off the road? Staggered work times? Telecommuting?

Broward has many community buses for connections, and they are working on improving the service. Other places alternate driving days, which drives people to commute.

Google map is a great technology. Explore funding this. Gov't terminology should be simplified, so that more people in other fields can understand.

Transit dependent seniors need transit, however services seem to be diminishing. East/connection improvements would assist them and should be improved.

Do you know where people are going daily? Is there a planning effort looking into this?

Origin/destination studies are done by the MPO's. It does influence transportation planning decisions.

To attract seniors to Florida as they age, transit improvements are needed to provide connections to where they need to go. Shelters and seating at transit stops are needed.

Carlos Gomez, reporter – editorial board said that the summit was not newsworthy. What is being done about getting the community involved and the message conveyed to government officials?

This is the fourth public outreach event held by SFRTA. We are having to rethink how we deal with transit. We have learned that we need a bottom up approach, even in order to get dedicated funding to assist operations. This event was brought to the attention of the media, and there was TV and newspaper coverage. Save my train campaign was an example of outreach activities.

How was access to higher education addressed in Vancouver?

A big change was the introduction of U-pas. As part of their fees, students were required to get a transit pass. And they used it. There was more demand than supply. It was tougher to get to the campuses at the outskirts of communities. It is preferable to locate campuses near downtown.

Vancouver mentioned that bike/ped was critical to the mix. But locally there seemed to be little support for bike/ped. Tri-Rail should accommodate more bicycles to cover the last and first mile. How did Vancouver deal with this?

Vancouver developed a set of interconnected routes, on a grid where people were connected within a ½ mile. Bikes are great with 3-5 mile trips.

Connection to transit via bike is critical. Bike racks on transit enable a longer trip.

Of the 27.5 b. available for highways in the stimulus bill, 3% is for Transportation Enhancements only, and can be used for 100% federal funding. Take advantage of this program. (Downey)

The problem has always been funding for these sorts of things. Bike paths have been a lower priority, unfortunately. Maybe future funding will help.

Vancouver's RTA controls funding. Wouldn't make sense if SFRTA controlled the monies? This may help the ability to get things done. How is this done in Vancouver?

There were dedicated funding sources in Vancouver. A dedicated funding source for operating is essential for operating. Control of the funds is an exercise in politics.

MPO's are now starting to communicate better, which will help planning coordination.

There needs to be public engagement to get support for transit. Are planning efforts taking into account a younger population that are more knowledgeable of the environmental benefits of transit?

High speed rail is now a possibility within the US. How will past efforts in Florida help?

We have had pennies to spend in the past. (\$50 million) In the new legislation, we now have 8 Billion dollars. It is intended to kick start high

speed rail. It will be allocated competitively, and stated should get going now to turn plans into realities. (Downey)

Why not have all government officials take transit to work once a week? If you work for an official, it should be required to take public transportation.

Koons, Jacobs, and our Chair use transit.