Land Use

- The final EIS should include a consistency analysis of all relevant comprehensive plans and community redevelopment agency plans. Mitigation measures or other alternatives should be established and analyzed to resolve inconsistencies or conflicts with local plans.
- The final EIS should include a new alternative that would provide Martin, St. Lucie, and Indian River counties with some level of direct scheduled access to the AAF service, including intermittent or “skip-stop” service, to offset project impacts, more fairly distribute project benefits, and increase consistency with local government comprehensive plans.
- The final EIS should include data to confirm the maintenance of a single-track through Historic Downtown Stuart and maintenance of public parking in FEC right-of-way.
- The final EIS should include data to confirm the location of the storage track outside the boundaries of St. Lucie Village such that egress and emergency response to Village residents can be maintained.
- The final EIS should include measures to enable local governments to install landscaping and hardscape improvements to enhance pedestrian safety and beautify the FEC corridor at the lowest possible cost to the public and without the financial burden of easement lease costs.

Transportation

- An updated traffic impact analysis should be conducted that utilizes current year traffic counts and a substantially expanded sample of grade crossings. The analysis should consider high-volume roadways, grade crossings proximate to the Loxahatchee River and St. Lucie River railroad bridges, emergency access routes, roadway intersections near grade crossings that are directly affected by grade crossing closures, and vehicular delays caused by grade crossing closures, including all potential mitigation measures. Additionally, costs to local governments need to be identified for intersection, roadway, and water management improvements needed to cure traffic and traffic safety impacts on the local and regional roadway network created by increased grade crossing closures.
- The final EIS should include an analysis of pre-emption at grade crossings and include relevant improvements and their costs as part of the project.
- The final EIS should include a requirement for the installation of a connector road between Clematis and Evernia at the West Palm Beach station to reduce roadway network impacts.

Marine Navigation

- In coordination with the U.S. Coast Guard, an updated marine navigational study should be conducted utilizing more accurate data related to boater traffic, marina locations, numbers of slips, and boater access and addressing safety issues from the queuing of boats awaiting bridge openings. This survey should evaluate the distribution of boating activity and railroad
bridge closures across a twenty-four spectrum to more accurately evaluate impacts on navigation. The study should also consider the findings of the ongoing U.S. Coast Guard marine navigational survey and appropriate modifications to the Code of Federal Regulations to reduce impacts on navigation.

- Independent bridge inspections should be conducted for the Loxahatchee and St. Lucie River railroad bridges to determine their safety and structural integrity.
- The final EIS should consider physical improvements to create taller, wider bridge apertures at the Loxahatchee and St. Lucie river bridges to enable bi-directional traffic, access for more vessels when the bridge is closed, and mechanical improvements to improve the efficiency, timing, and predictability of bridge closings.
- The final EIS should consider an alternative with reduced service on the N-S Corridor, including the relocation of freight traffic onto other rail corridors such as the CSX, especially during peak boating hours.
- The project should include improvements to Taylor Creek Bridge to increase its vertical clearance.

Transit Systems

- The final EIS should include an analysis of the operation of Tri-Rail service on the FEC rail corridor, a requirement to establish reasonable access to the corridor for Tri-Rail service, and clarification that AAF stations are designed to accommodate future Tri-Rail service in the most efficient manner and at the lowest cost to the public.
- The final EIS should include an analysis of impacts on local transit service caused by grade crossing and other delays in the local roadway network.

Bicycle and Pedestrian Circulation

- The final EIS should include a requirement for the installation bicycle/pedestrian infrastructure, including gates, lights, and crossing arms, at all grade crossings as part of the project’s safety improvements. In addition, the final EIS should include the installation of pedestrian grade crossings in locations of known pedestrian activity where grade crossings are more than one mile apart.
- The final EIS should include a requirement for fencing in areas of known pedestrian activity to channelize pedestrian traffic into formal pedestrian crossings.
- The final EIS should include a requirement for the establishment of a multi-use pathway along the N-S Corridor.

Public Safety

- The final EIS should include an emergency response traffic analysis, including a detailed analysis of impacts on emergency vehicle trips, route data, access to hospitals and critical infrastructure, and key roadways and intersections to maintain timely emergency response. This analysis should be conducted with consultation from local emergency management, fire rescue, and hospital representatives.
- The final EIS should include measures to improve communications for emergency response, such as the provision of real-time information for the dispatch of first responders.
- The final EIS should require the project provide a second emergency response vessel upstream of the Loxahatchee River Bridge.
Air Quality

- The final EIS should include a more extensive analysis of vehicle and vessel delays, accumulated impacts on air quality, and appropriate mitigation measures.

Noise and Vibrations

- All historic buildings and structures adjacent to the rail corridor should be evaluated for the potential impact of vibrations.
- A medical facility assessment should be conducted to confirm location of all hospital/medical facilities, analyze noise and vibration impacts, and determine appropriate mitigations to reduce impacts. The impact analysis of noise and vibrations should specifically address the effect of Rayleigh waves.
- The final EIS should include sufficient infrastructure to enable local governments to designate quiet zones as deemed appropriate along the corridor.

Hazardous Materials & Solid Waste Disposal

- The final EIS should include an analysis of the potential impacts, the adequacy of emergency response and operational interaction among local agencies, and mitigation measures for freight train hazardous materials spills/releases in proximity of passenger trains.
- Additional data is needed regarding the entire range and frequency of chemical materials that could be carried on the corridor.

Environmental Justice

- The final EIS should provide additional information to definitively determine the project will not adversely impact environmental justice populations including but not limited to access to school and work, neighborhood fragmentation, and access by the transportation disadvantaged.

Economic Conditions

- The final EIS should include a more detailed and balanced cost/benefit analysis of the project’s economic impacts to local governments, businesses, and residents.
- The final EIS should include a requirement for the establishment of a standardized, predictable, and reasonable fee structure for local governments regarding grade crossing improvements.

Historic & Cultural Resources

- An updated historic and cultural resources analysis should be conducted with consideration of all designated historic districts as well as all designated and eligible structures along the corridor to fully assess project impacts.