

Surface Transportation Board

Incoming Correspondence Record

#EI-20846

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Date of Letter:	12/15/2014	In Public Docket?	☐ Yes ☒ No
Group's Address:	703 Solana Shores Dr		
	B304	Phone Number:	
Group's City:	Cape Canaveral	Email Address:	
Group's State:	FL	Group's Zip Code:	32920-

Submitter's Comments

STB's Comments

Image Attachment(s)

An attachment has not been added.

EI-20846
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Attention Environmental filing Docket number FD 35852

I am writing this as a concerned citizen of Cape Canaveral, FL. Prior to my retirement, I spent several years as a board member of a local economic development corporation in Northwest Indiana. I am very much in favor of growth.

Over the last several years, we have watched the Canaveral Port Authority going on a binge of random development with little or no thought given to supportive infrastructure or environmental issues. It is like the storied 800 pound gorilla.

It is a well established fact, that the dredging of the inlet, which led to there being a Port Canaveral has caused serious erosion and degradation of the local beaches and the necessity for their continual restorations.

But more to the point, the plans and building that this Port Authority and its executive director are undertaking have given no regard to how we will move people and products from the area. Currently there is but one road in or out of the port, that being State Road 528.

The idea of moving common freight through the secure area that makes up the Kennedy Space center is fraught with concerns of not only the environmental impact, but also the security of the Space Center itself.

Heavy freight lines are not gentle on the environment, especially one as unique as the area to be traversed. So now, having built a new cargo pier, equipped with a container crane system, the Port Authority is wondering how will we move those goods out of here. Rail would be the best answer except for environmental, security, and cost effectiveness concerns. This leads to the question of whether Port Canaveral should even consider freight operations beyond what is already in place.

Now lets add in the new cruise pier, slated to begin operation later this month, and the possible addition of several more cruise terminals, and remember, that there is but one way in and one way out. The recent

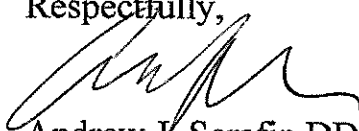
realignment of George King Blvd for the new cruise terminal, demonstrates that Port Authority is reacting rather than planning.

Those container cranes at the new north cargo pier are not going to sit idle while negotiations proceed for rail service. Container ships are going to arrive at the port, and those containers are going to be loaded on trucks to head west, along with fuel tankers, possibly auto carriers, cruise line busses, limos and people just about their daily business. And 528 is our only route in and out.

Having recently come to this area from Northwest Indiana, I can attest to what it is like to traverse the heavy traffic area that is Interstate 94. Current port authority plans are going to create this same situation locally.

Has consideration been given to the concept that perhaps this area is not conducive to heavy shipping and industrial development because of its geography? Perhaps that concept should definitely be given consideration.

Respectfully,



Andrew J. Serafin DDS