

Transit Workshop of the
Downtown Development Authority
Thursday, December 7, 2006

BOARD MEMBERS PRESENT:

Alan Hooper, Chair
Peter Feldman, Vice Chair
Gale M. Butler, Treasurer
William Scherer, Board Member

ALSO PRESENT:

Chris Wren, DDA Executive Director
Elizabeth Veliky, DDA Planning & Design Manager
Phil Smelley, Parsons Brinckerhoff
Eric Liberman, Parsons Brinckerhoff

TRANSIT DISCUSSION

The meeting began at 2:00 p.m. with Mr. Wren explaining what needs to happen at the next Board meeting. He explained that the Board will need to make the alignment decisions and the consultants will present a schedule of meetings with critical decision making points.

Mr. Smelley then went over the unweighted categories that were used for the final recommendations of the highest ranking alignments, showing the pros and cons of the alignments that are not within the same family (tunnel, bridge, loop). He also went over the methodology for the analysis and noted that the total length for all alternatives is reflective of the entire study area.

Discussion was held about possible revenue sources for garage intercepts at the end of the alignments. Mr. Smelley explained the significant federal subsidy that is available to construct these intercepts and urged members to think about purchasing land as soon as possible to minimize the financial burden by purchasing at today's prices.

Mr. Smelley went over the bridge modifications that would have to be done and also explained that once the alignments are narrowed down, a block by block analysis will be completed to give a very detailed picture of the alignments. Mr. Smelley said that moving forward with 2 alignments is good, but more than 3 may be a problem. Mr. Scherer gave creative ideas for the utilization of the tunnel.

Mr. Smelley went over the ADA requirements of the platforms within the stations. He then explained the concept of the vissim modeling system. He noted that once the baseline is determined, the chosen alignments can be inputted into the system to reflect real time traffic information.

At the request of Mr. Feldman, Mr. Liberman presented the results of the traffic data analysis. He explained what the map represents, the time periods the data was taken, and the methods which were utilized to receive the information. Mr. Feldman then emphasized the importance of understanding the traffic counts. Mr. Wren requested that the consultants create a better visual for the traffic counts so that people can understand what they are looking at.

As no decisions were to be made, the meeting ended at 4:15 p.m.