

Transit Workshop of the  
Downtown Development Authority  
Wednesday, May 2, 2007  
Riverside Hotel – 12:00 p.m.

**ROLL CALL**

**BOARD PRESENT:** Peter Feldman, Chair  
Jack T. Loos, Vice Chair  
Gale Butler, Secretary  
D. Fredrico Fazio, Treasurer  
Charles B. Ladd, Board Member  
Alan Hooper, Board Member

**NOT PRESENT:** William R. Scherer, Board Member

**ALSO PRESENT:**

John M. Milledge, DDA Legal Counsel	Eric Liberman
Chris Wren, DDA Executive Director	Pamela Adams
Elizabeth Veliky, Planning & Design Manager	Enrique Zelaya
Marti Brown, Administrative Coordinator	Arethia Douglas
Chadwick Blue, Urban Planner	Renee Cross
Neil Sterling	Wayne Jessup
Phil Smelley	Jeff Weidner
John Lafferty	Bud Bentley

**PRESIDING:** Peter Feldman, Chair

Chairman Feldman called the Transit Workshop to order at 12:50 p.m. He welcomed everyone and introductions were done around the table. Chairman Feldman announced there would be another workshop next Tuesday. He said today's objective was to review and discuss the core area (the River to Broward Blvd.) but that no actual voting would be done today.

Mr. Smelley said they placed a survey form in front of all those present to complete. He said he hoped everyone would be impressed with the amount of work that has been done to support their understanding of the issues and the decisions that need to be made for them to continue moving forward. He said no decisions had to be made today. He wants to get a sense of what the Board is looking at as far as station types, locations and street cross sections. He said the purpose of the workshop is to find a balance between transit and traffic for the right-of-way. He mentioned that the product is not final and that the workshops will help move them towards a Locally Preferred Alignment (LPA) decision sometime in September/October. He broke down the three workshop focus areas as: Downtown Core, South of the New River and North of Broward Boulevard. He said the lane configurations being presented include the: Existing, City Master Plan and One Way Pairs. He said the station concepts are side or center platform. He went through the potential configuration of traffic lanes.

Chairman Feldman said the City's architect, Wayne Jessup was present and perhaps he could talk

about the City's Master Plan. Mr. Jessup said it's been updated and staff is coming up with a recommendation that they will be presenting to their Commission on May 15<sup>th</sup> at the conference meeting. He said they picked four generic roadway conditions: Federal Highway Streetscape Section, Andrews Avenue Streetscape Section, 3<sup>rd</sup> Avenue Streetscape Section and Local Street Streetscape section. He discussed this further. Mr. Jessup said that the important thing going to the Commission for approval will be establishing alignments for roads that work within the roadways given curb to curb – he hopes it stays the same within the recommendation. Mr. Hooper asked how it gets implemented; how it will be funded. Mr. Jessup said that's a different discussion with someone else at the City. He said this is about establishing within the Master Plan, what the geometrics are within the streets. He said the County's alignment is different than what the City wants to do on 3<sup>rd</sup> and Andrews Avenue.

Mr. Smelley said the streetcar will require an 11-foot wide lane and the center platform is 10 feet wide. He said the two station configurations are center platform and side platform. He said the cars are 67 feet long to accommodate ADA requirements (all doors must be accessible from the platform). They discussed the typical considerations of side versus center platforms.

Mr. Ladd said he feels the center stations are a detriment to pedestrian activity in the urban area but it's not as critical in the core. He said center platforms are not conducive to ground level pedestrian or ground level retail. The Board talked about parallel parking concerns as well as side versus center platforms. Mr. Ladd added that with a side platform, there is a 16-foot sidewalk minimum; one on both sides of the street that is part of the station and that with a center platform, the sidewalks cannot be used as part of the station. Mr. Smelley said he is trying to explain both sides of the issue. He discussed the impacts of both and the affects on business owners. Arethia Douglas said some business owners want stops if proper amenities are in place. Renee Cross expressed handicapped concerns about a center platform and said side platforms are more conducive. At this time, staff showed the videos.

Mr. Loos said he does not think handicap concerns are an issue. He said he thinks side tracks create more problems for the system than the center as far as costs, etc. Mr. Fazio asked whether the cost was more for a side system than center and Mr. Smelley said it's less expensive to do center, both capital and operating.

Mr. Liberman talked about the a.m. and p.m. traffic counts, the right of way maps of the downtown and the DTC element dimension widths. He said this workshop is focusing on: 3<sup>rd</sup> Avenue North of Las Olas, 3<sup>rd</sup> Avenue at Las Olas, Andrews Avenue North of SE 2<sup>nd</sup> Street, Las Olas Boulevard, the Himmarshee area on 2<sup>nd</sup> Street and the Andrews Avenue Bridge. He said as they go through the material, they want to get a sense of what the Board's thoughts are. He went through the existing conditions and side platform scenarios. He said they looked at all left turns in the downtown. He went through and discussed the pictures and discussed variations that could be done. Mr. Wren said that there are a lot of variables and possible solutions, talked about left turns and said the future traffic analysis has not been completed yet.

Mr. Hooper said that not all areas have the same conditions. Mr. Smelley said you can't change every station configuration. He said when they come back again, they will have capital costs. Mr. Fazio asked what the timeframe would be and Mr. Smelley said sometime in July. Mr. Loos added that he would like to see financial details. Mr. Smelley said he will see it along with detailed analysis.

Mr. Hooper said that in some areas, it may be better with side stations versus center but he would like to keep center configuration stations on Andrews with trees and that having a little variety is acceptable.

Mr. Weidner said we started with 10 alignments and are down to 4. He said in the operational analysis there were 426 left turns in one hour and he hopes to see something more simplified. Mr. Jessup added that they will sit down with the PB Team and go through how it impacts the City's vision.

Mr. Liberman continued through the one-way pair visuals. He added that one way pairing allows you the opportunity for parallel parking. Mr. Ladd brought up concerns about sidewalks and right-of-way. Mr. Loos asked what the net loss of traffic flow was for two-way versus one-way scenarios. Mr. Smelley indicated that in that particular scenario, there were two northbound traffic lanes and a left turn lane. The other two lanes were dedicated to transit. With transit providing 2,800 trips per hour the net loss was 1,400 cars per hour. Mr. Ladd questioned some of the various options and discussion was held.

Chairman Feldman said the benefit of one-way pairing is parking and additional space to fit all the elements desired. He said that diagram #5 shows the best scenario with Jeff and Charlie's comments. Mr. Smelley said it provides the best option for transit, pedestrians and quality of life.

Mr. Liberman said the headways at peak are 7 ½ minutes. Mr. Bentley asked how much traffic a shared lane will carry as compared to a dedicated lane. Brief discussion held.

Mr. Liberman showed Andrews Avenue by the Governmental Center and showed a center platform in the median with 5 traffic lanes. Mr. Weidner said 3<sup>rd</sup> Avenue has double the left hand turning movements they have on Andrews. Mr. Hooper asked about going through Brickell. Mr. Loos brought up concerns about the new Stiles building and other factors in that area that could create some issues. Mr. Liberman continued through the various scenarios. Mrs. Butler arrived.

Mr. Liberman showed the LPA/MOS decision process and then proceeded to show more intersection visuals. He showed a scenario looking eastbound on Las Olas with a tail track (showing the car exiting and reentering the track, going in the opposite direction). Mr. Hooper expressed concern about losing parallel parking on Las Olas and how busy that street is on a Friday or Saturday night. The Board continued discussing parking on Las Olas. Mr. Ladd asked if one of the alternatives showed rubber tire on this route and Mr. Wren said that as the Board works its way through, the consultants will work on what happens with the TMA trolleys.

Mr. Liberman continued through the visuals and when they got to the Andrews Avenue bridge example, Mr. Hooper said that the bridge needs sidewalks on both sides. He asked if anything can be done to get a second sidewalk done as part of the process. Mr. Smelley discussed the possibility. Mr. Jessup said they are looking at making it easier to make it pedestrian friendly to get across the river and that they are not looking into funding. Mr. Wren said he wanted to meet with him. When asked about the estimate of bridge costs, Mr. Smelley said to accommodate transit, it would cost around \$15 million to rehabilitate the bridge and \$25-\$30 million to replace it, construction time would be longer and probably result in the requirement of an Environmental Impact Statement in addition to the

Environmental Assessment already underway.

At 2:45, a break was taken and everyone completed their surveys. The meeting resumed at 3:06 p.m. Chairman Feldman said that since Mr. Fazio will be out of town during the next workshop, they would like to look at the south section now so he can participate and perhaps we could alter the agenda for next week's workshop.

Mr. Liberman went through a center platform visual showing Andrews Avenue south of Publix and pointed out a different type of catenary pole that straddled the street. Mr. Liberman indicated a number of types of poles and configurations were included in the presentation. He showed northbound on Andrews Avenue, showed SE 6<sup>th</sup> Street with a pedestrian mall and said SE 6<sup>th</sup> or 7<sup>th</sup> could be used as crossovers with any of the alternatives. Mrs. Butler said the drop off and pick up occurring in front of the courthouse during rush hour will create more congestion on 3<sup>rd</sup> Avenue or Andrews if 6<sup>th</sup> Street is converted to a pedestrian mall. Mr. Smelley indicated that the federal courthouse will result in the need for added security and the closing of S.E. 6<sup>th</sup> Street and that a drop off place could be created. Mr. Loos added that creating pedestrian areas creates other problems.

Mr. Liberman went through three locations North of Broward Boulevard. He showed center platform scenarios. Mr. Hooper said opportunity for parallel parking occurs when properties get redeveloped. Mr. Liberman showed a rendition of what could happen with NE 6<sup>th</sup> Street (Sistrunk) looking westbound. The Board mentioned that the CRA has a plan for this street and that it calls for it to be wider.

At this point, review of the computer simulations was completed and the Board talked about on-street parking further. Mr. Fazio brought up concerns about giving up a lane of traffic for on-street parking. Mr. Loos said he feels on-street parking impedes the flow of traffic and that it is more important to get people in and out rather than having on-street parking. The Board discussed the courthouse area and on-street parking in more detail. Mr. Ladd said they need to decide what kind of character/feel they want on the south side.

Mr. Hooper asked if it is possible to run a walkway across mid-block on North Andrews Avenue with a center platform scenario. Mr. Smelley said there are safety issues when pedestrians are not crossing at lighted intersections. Arethia Douglas added that you would need additional pedestrian features. Mr. Hooper asked if they could have for the next meeting, the same scenario with side platforms from the south side of Avenue Lofts to 4<sup>th</sup> Street, having the visual from the other direction looking south.

Mr. Liberman began talking about the conceptual engineering plans. At this time, Mr. Hooper departed.

Mrs. Butler asked what the cost was for a center platform versus side platform. Mr. Liberman said 10-20% higher for a side platform taking into account other factors. Mr. Smelley said he would get better cost estimates by next workshop. Mr. Smelley said they looked at places to locate the substations where they would be secure and out of sight like under the bridges and in parking garages. Mrs. Butler asked what happens to the vehicles at night and Mr. Liberman said they are stored at the maintenance facility.

As he continued through the drawings, Mr. Liberman said the greatest challenge will be the FEC

crossing. Mr. Milledge said from a legal aspect that Broward County will be required to enter into an indemnity agreement releasing the FEC of all liability.

Mr. Ladd asked if they are going to modify 3<sup>rd</sup> Avenue to show the sections they just received this morning with reference to the Master Plan and Mr. Liberman responded yes. Mr. Ladd said that with 3<sup>rd</sup> Avenue North of Broward, they should look and see how it works and what the City is going to do. Mr. Liberman said he would like to talk with Mr. Jessup.

Mr. Milledge said that with each alternative as far as cost analysis, they should look at the before and after affects on the roadway.

Mr. Ladd added that someone needs to get the consultant that section on NE 6<sup>th</sup> Street and 2<sup>nd</sup> Avenue as the CRA will be widening those areas.

Mr. Smelley said they appreciate all the input and they got a sense of where the Board, the SAC and the public are at and that they hope to craft something that balances all concerns.

Mr. Loos said that with so many interests involved, he's concerned that they need to make sure what they do is viable and will work. Mr. Smelley said they want to build something that lasts a long time and that generates an increase in tax revenues to pay for itself.

Chairman Feldman thanked everyone for attending and mentioned the next workshop is Tuesday. He adjourned the workshop at 4:50 p.m.