

Transit Workshop of the  
Downtown Development Authority  
Tuesday, May 8, 2007  
Riverside Hotel – 12:00 p.m.

**ROLL CALL**

**BOARD PRESENT:** Peter Feldman, Chair  
Jack T. Loos, Vice Chair  
Charles B. Ladd, Board Member  
Alan Hooper, Board Member

**NOT PRESENT:** Gale Butler, Secretary  
D. Fredrico Fazio, Treasurer  
William R. Scherer, Board Member

**ALSO PRESENT:**

John M. Milledge, DDA Legal Counsel	Irene Cooper
Chris Wren, DDA Executive Director	George Robertson
Elizabeth Veliky, Planning & Design Manager	Lynn Everett Lee
Marti Brown, Administrative Coordinator	Renee Cross
Chadwick Blue, Urban Planner	James Cromar
Phil Smelley	Richard Allen
John Lafferty	Mario Aispuro
Eric Liberman	Michelle Gonzalez
Pamela Adams	Bud Bentley
Jonathan Roberson	Wayne Jessup
Arethia Douglas	Peter Partington
Alan Tinter	

**PRESIDING:** Peter Feldman, Chair

Chairman Feldman called the transit workshop to order at 12:35 p.m. He thanked everyone for coming and indicated this was the Board's second workshop to discuss the Downtown Transit Circulator. He thanked everyone for serving on the SAC Committee and he appreciates hearing everyone's opinion on how the transit project is going. He said we are looking at where we are and the workshop was an opportunity for interaction and that it's important to hear from everyone. The Chairman asked for self-introductions around the table and then handed it over to Mr. Smelley.

Mr. Smelley mentioned that they will talk about some of the information discussed at last week's workshop. He said they will talk about the LPA request and process and where we are in the project. He showed a graphic of what they've done thus far and the approvals were checked off with the last item indicating approval needed from Broward County for the Locally Preferred Alternative (LPA). Mr. Smelley showed a copy of the evaluation summary. He talked about the responsiveness to goals and objectives. He said that copies of the backup are available. Mr. Smelley said that costs, both capital and operating, are a concern for the Board. Mr. Aispuro asked about costs and Mr. Smelley

said they have the base year, year of expenditures and opening year (2012 or so) and projected costs. He said the SAC needs to decide on a preferred alignment, streetcar or light rail vehicle and 2 yard and shop location possibilities that are easily accessed with the chosen minimal operable segment (MOS). He said they do not need to make a decision on the configuration of the station as side or center, this will occur during the next phase, Preliminary Engineering (PE). Mr. Smelley said they do need to figure out the number and location of the substations and the limits of the MOS. He went through the alternatives. He said that all the alternatives they are carrying forward are double-tracked. He continued on. He said what they've learned from the first workshop is: the City has revised their Master Plan, cost is a major concern for the Board (capital and O&M) and there is no clear preference for center or side platforms. Mr. Smelley said everyone was given copies of the results from last week's survey given out at the May 2<sup>nd</sup> Workshop. Elizabeth Veliky read the results of the survey as follows:

1) What is the proper balance between transit & traffic?

Number of lanes & configurations: **Existing-2 lanes each direction with shared left-turn lane.**

Need for on-street parking: **Tied between both side of street & everywhere it will fit.**

Do we need bike lanes: **No**

2) What is the preferred location & configuration of stations?

Side platform stations: **Should be dominant station type.**

Center platform stations: **Where side platform will not fit.**

What type and quality should stations represent: **A variety of station types to fit the need.**

3) Degree of pedestrian amenities desired?

Preferred sidewalk widths: **As wide as possible.**

Trees, landscaping and lighting: **Street furniture and planters.**

Hardscape on sidewalks/crossings: **On sidewalks and at street crossings.**

Mr. Smelley said they went through the review of the City Master Plan issues that need to get addressed: New River to Broward Boulevard on Andrews & 3<sup>rd</sup> Avenue, Andrews Avenue North of Broward, 3<sup>rd</sup> Avenue, Broward to Flagler and New River to Davie Boulevard and local streets. He said it is not approved yet.

Mr. Loos asked about 5-foot setbacks. He said in the past the City has allowed developers to go back behind the property line. Mr. Ladd said he was involved in that process and it's not anticipated. He said a 12-foot setback is really a 17-foot sidewalk allowing a tree to hang over 2-feet over the 15 feet. The Board discussed this further.

Mr. Smelley went through the purpose of the workshop: they need a proper balance between transit and traffic, preferred station locations and lane configurations, and the degree of amenities desired. He said they will go through the alignments and station locations. He said the alignments are not final products. He said the three workshop focus areas are: Downtown core, South of the New River and North of the New River. Mr. Smelley said the topics for discussion are the lane configurations (existing, City Master Plan, one-way pairs) and station concepts & locations (side or center). He talked about the potential configuration of traffic lanes. He then showed typical station layouts beginning with a center at-grade platform. He talked about details such as ramps for wheelchairs and canopies. Jonathan Roberson brought up left turn lanes in this configuration and they discussed this further.

Mr. Smelley said the doors must comply with ADA requirements by being accessible over the

platform. He then went over the at-grade side platform layout. He said the cost is 70% more than the center platform. The cost would rise from \$3.4 million up to \$5.9 million if all side platforms were constructed. Mr. Loos asked if they had a fall back. Mr. Smelley said that they need to define the MOS and construct those. Discussion was further held.

Mr. Loos asked if there was an MOS that falls under \$100 million and Mr. Smelley said no, but gave a couple examples of how they could fall within that budgetary amount. Mr. Loos said he feels they should have other plans in place as cost is a concern. He encouraged the consultants to look at two or three options that would be 8 digits instead of 9.

Mr. Smelley said they are in the process of putting together the funding options. He said they are looking at 17% of the total being funded locally with the rest funded by Federal and State. Mr. Loos said they should look at more likely scenarios and to give the Board the best system they can get.

Mr. Smelley showed a diagram of the design parameters. He talked about the typical considerations of side versus center platforms and said center platforms have less impact.

Mr. Liberman said there are handouts in the back which summarizes all the work they've done to date. He said there are various simulations and renderings of what the DTC can look like. He said they are focusing on the downtown core first and if time permits, they will go through the other areas. He began to go through the simulations. He showed what is existing on 3<sup>rd</sup> Avenue and said there may be potential for using open spaces for wider sidewalks.

Mr. Cromar asked about the right-of-way line. Mr. Liberman said off the edge of the sidewalk it's a 60 or 70-foot right-of-way. He said the City's Master Plan proposes taking out the lane and using the extra width for sidewalks. They discussed this further and continued through the renderings.

Mr. Allen asked about walking through the station to get to the other side. Mr. Liberman said they would really have sidewalks to the right and would have to negotiate with Stiles to do that.

Mr. Loos asked about sides lanes on the right side as it relates to shade trees and asked how they will handle that and if they create catenary problems. Mr. Liberman said they wouldn't want shade trees growing over the catenary lines. Mr. Smelley said you can have trees above the catenary, but they would need to be pruned. Mr. Loos asked how high the lines are and the consultants said they vary, but are about 23 feet.

Mr. Ladd said the diagram used has parallel parking and bulb outs and the trees are 10-feet set back from where the station is. Discussion held further.

Mr. Ladd said that they discussed from the beginning that having side catenaries with trees will work. Mr. Smelley said yes they would, but that they would have to prune the trees. The Board discussed this further and then continued with the renderings. Mr. Loos departed.

Discussion was held about trees versus canopies and the pros and cons. Mr. Allen brought up concerns like rain and bird droppings. Mr. Hooper said trees feel more comfortable than man made shade and it would be a shame if they chop down the oak trees near the library.

Mr. Ladd asked if they could put a station location within Stranahan Park. Mr. Liberman said the issue will be getting the rail into the park. Mr. Liberman continued through the renderings showing 3<sup>rd</sup> Avenue looking south. He then showed an east/west option with a tail track where the train needs to turn around. He said they will require a dedicated area which is the cheapest and most economical. Another option would be to take the train off the line.

Irene Cooper brought up Las Olas and discussed traffic concerns. Mr. Robertson said the County's policy on Andrews and 3<sup>rd</sup> Avenue is there will be no decrease in vehicular capacity. Brief discussion held.

Mr. Liberman went on with the renderings showing 2<sup>nd</sup> Street near the Performing Arts Center, then showing Andrews Avenue looking south. He said there will be separate meetings to discuss bridges. He went through the remainder of the simulations. Mr. Hooper departed.

Mr. Liberman showed North of Broward renderings-N.E. 6<sup>th</sup> Street before and after pictures. He showed South of NE 5<sup>th</sup> Street (Andrews looking northbound) with a center platform. He said this particular rendering sparked some debate on side platforms taking away on-street parking. He then showed Andrews Avenue looking southbound.

Mr. Ladd said with a side station you loose parallel parking and with a center station you loose left turns.

Mr. Roberson asked how the catenary lines would survive a Category 1 hurricane and if a pole in the middle would provide more stability. The consultants responded the lines can withstand 100-125 MPH winds. At this time, a break was taken.

The meeting was called back to order by Chairman Feldman at 2:20 p.m. Mr. Jessup arrived.

Mr. Liberman said he wanted to go through the DTC elements and said handouts were given out. He said they want to know what the desired width is and what they can get away with. He went through the elements in greater detail. Mr. Ladd said that the street design at the City level when you assume the right-of-way lines you are shortening yourself. He said the amount of room is more than what you're assuming. He added they should get into actual street sections instead of right-of-way.

Mr. Liberman went onto the drawings (existing and proposed) and said it is not a final product. He said the DTC will operate like vehicles operate. He said they will make a right turn from a right lane into a right lane and a left turn from a left lane into a left lane. He said the maintenance and storage facilities will be discussed at a later workshop. Ms. Cooper asked what DOT thinks and Mr. Liberman said that Jeff Weidner and Scott Seeburger are reviewing plans now that they were given at the last SAC Meeting. Mr. Liberman said that stations locations came out of previous analysis through professional and public input. He indicated that SE 6<sup>th</sup> Street would have no traffic if it was created as a pedestrian mall. He continued through the north & south routes and said they want to provide some type of transfer between the east/west and north/south alignments. Mr. Ladd said that they will potentially end up with around 3 east/west loops and come in from the tri-rail on Broward Boulevard. Mr. Ladd also mentioned that the challenge is going to be an increase in economic development, but the issue will be who is going to pay. He said they need to do a piece as quick as possible.

Mr. Smelley said they looked at six different MOS alternatives and they need to get down to \$100 million or less. Further discussion held after which, Mr. Ladd said property values will be higher because of the transit. The Board then talked about the east/west tri-rail line.

Mr. Smelley discussed the benefits of single versus double-tracked lines. He said they want to try and keep the double-tracking alignments. Mr. Bentley asked how far people will walk and Mr. Smelley said somewhere between 1200-1500 feet (over 3 blocks). They went through the alternatives including further discussion on station locations. Mr. Ladd departed and Mr. Partington arrived.

Discussion was held about the tunnel. Chairman Feldman asked if there were any comments from anyone.

Mr. Partington asked what the timing of the implementation of the east/west and north/south lines were. Mr. Wren said they are working on that and the overall plan has ballooned in cost. He said they are trying to figure out what they can do that is reasonable and can afford. The group then discussed ridership of the east/west and north/south systems.

Chairman Feldman said the next SAC Meeting is May 17<sup>th</sup> and he looks forward to more interaction and feedback. Ms. Adams said they had additional surveys which everyone who didn't complete it now has the opportunity to.

Mr. Jessup asked what the Board and the Consultants got out of the two workshops. Mr. Smelley said that not much has changed but that they learned the following: Cost is important, there is no consensus between side versus center platforms, the limits of the MOS, traffic on Federal Highway and other locations are concerns, left turn concerns, parking concerns, etc. He said they talked about what decisions can be made later such as center versus side platforms. Mr. Jessup asked what the next step was. The next step will be a series of meetings where they will bring back detailed information/analysis back to the Board. The Board decided on streetcar, but now it needs the SAC to make their determination. He said in late September/early October they will have an idea of what the LPA will be and they will take that to the County.

Mr. Wren said they are all on the same page with the three alignments. He said the DDA Board and SAC will continue their work and then agenda the City, County and RTA. He said there is no consensus yet and there was lot of information. He said it's best for people to think about all the information and details so they can balance it all. He said that next week, they will start scheduling meetings with the City and County and that some meetings are already setup as with FDOT.

As there was no further business to come before the Board, Chairman Feldman adjourned the workshop at 4:07 p.m.