

Regular Meeting of the
Downtown Development Authority
Thursday, December 14, 2006
Broward Center for the Performing Arts
New River Room, West Side

ROLL CALL

BOARD PRESENT: Alan Hooper, Chair
Peter Feldman, Vice Chair
Jack T. Loos, Secretary
Gale Butler, Treasurer
Charles B. Ladd, Board Member
Doug Eagon, Board Member
William R. Scherer, Board Member

ALSO PRESENT: John M. Milledge, DDA Legal Counsel
Chris Wren, DDA Executive Director
Elizabeth Veliky, Planning & Design Manager
Marti Brown, Administrative Coordinator
Erin Emmons, Planning Assistant
Charles Palmer
Richard Mancuso
Kevin Burke
Dino Donato
Eric Liberman
Phil Smelley
John Lafferty
Captain Ralph Nelson
Michael Ferber
Brittany Wallman
Pamela Adams
Bernard Jones
Tom Carpenter
Ron Hicks
Jonathon Roberson
Andrea Scarborough
Les Hollingsworth
Mark Nerenhausen

PRESIDING: Alan Hooper, Chair

Mr. Hooper called the meeting to order at 8:35 a.m. Roll call was taken by Marti Brown. All Board members were present with the exception of Mrs. Butler.

CONSENT AGENDA

Chairman Hooper asked if there was *a motion approving the items on the Consent Agenda. A motion was moved by Mr. Eagon and seconded by Mr. Loos.* Chairman Hooper asked if there was any discussion on the consent agenda. Mr. Feldman requested item C-5, Throwback at the Park be pulled off the Consent Agenda. *It was suggested to amend the motion to approve all items on the Consent Agenda except C-5. The motion makers did not object. It passed unanimously.* The following items were approved:

- C-1) Approval of the minutes and follow-ups from the November 9, 2006 Board meeting.
- C-2) Approval of Renewal Event Application-Maroon Movies, 1/27/07, 2/24/07, 3/31/07
- C-3) Approval of Outdoor Event Application –FTL MODA Fashion Show, 1/26-1/28/07
- C-4) Approval for Outdoor Event Application – Huizenga Light Project Unveiling, 1/25/07

REGULAR AGENDA

C-5) Approval of Outdoor Event Application – Throwback at the Park, 2/3/07

Mr. Feldman expressed concern about fencing the park for a one day event due to damage issues. He asked a representative from the event to give a brief presentation. Mr. Bernard Jones was present and said they created an event that would add additional value to Fort Lauderdale. He said they are certified through Superbowl 41 and that they are working with Covenant House to raise money. He said the event is related to the Superbowl.

Mrs. Butler arrived.

Mr. Jones said that this event would be before the Superbowl, on that Saturday night.

Chairman Hooper asked if the event was raising money for the Young Professionals for the Covenant House and Mr. Jones responded that a portion goes to it.

Mr. Loos asked if the event can run without the fencing and Mr. Jones said yes.

Mr. Feldman moved approval of the event without the fencing and Mr. Loos seconded. All were in favor.

R-1 Police Report, Captain Ralph Nelson

Captain Nelson was present on behalf of Major Adderley. He said the board previously expressed concern about skateboarding. He said since November 1st, there have been 72 trespassing warnings given out. He said that graffiti is also an issue. He said the biggest concern in the downtown has been vehicle burglaries. He said four individuals were arrested from Miami since November. He said outside groups are coming into the area. Items stolen were laptops and phones and that people need to be educated on being more careful.

Mr. Loos thanked Captain Nelson and said he thanks Major Adderley for his responsiveness.

R-2 PACA Appointment

Mr. Wren said that the Board appoints someone to the PACA Board and that Mr. Charlie Palmer was here requesting the appointment. Mr. Wren said that Mark Nerenhausen is present as well. Mr. Wren said he is seeking the board's approval in the reappointment of Mr. Palmer.

Mr. Palmer talked briefly about some of the major things underway such as the Master Plan being developed, possibly adding 2 more floors to the parking garage and he mentioned they've been approached by a group who bought the property behind the Museum of Discovery and Science who are talking about a major development that would involve the DDA. He said this would create a demand for parking. He mentioned that revenue from daytime parking will come into play. He said he would like the Board's support for the reappointment.

Mr. Eagon made a motion to reappoint Mr. Palmer to the PACA Board; Mr. Scherer seconded. All were in favor.

Mr. Loos confirmed with Mr. Palmer that he will come back for approval each year and Mr. Palmer said yes and that there's a letter stating that anytime the board is not comfortable with him serving on the PACA Board, he will submit his resignation.

R-3 CIP

Chairman Hooper said that he and Mr. Wren met with the City Manager and presented the application for improvements. He said the City has to be the applicant and that it's in their hands now. He said staff will follow-up to get the application in as soon as possible. He stated he hopes the City will move forward with this.

Mr. Wren said that Ron Hicks was present from the City. He said this is an opportunity for a partnership with the City and staff will keep working on it.

Mr. Eagon asked where the CIP document was and Mr. Wren said it was given to the City and that the Redevelopment Grant is a component of it. He said at the board's direction, the redevelopment grant is the first step. He said that in January, the Chairman will meet with the County Administrator and the City Manager and they are still on schedule to do that.

Mr. Eagon asked if the Board received the CIP document and Mr. Wren said yes and handed him an extra copy to which Mr. Eagon responded he had received the document before.

Chairman Hooper said it's a work in progress and that the board should continually review it.

Mr. Wren said that if they are successful in getting projects approved somewhere within the three agencies, they should target doing one a year. Chairman Hooper said they should always have something under construction, something completed and something in planning.

Mr. Eagon added that during the process, it should be mentioned that this is a participatory process so they are not always relying on grants.

R-4 Transit – Alignment Selection

Mr. Wren said that Phil Smelley is present today. He said the presentation is a follow-up of all the

workshops and work to date. He said the Board needs to select 2 or 3 alternatives. He said one of the board members requested that the traffic study and traffic counts are discussed today.

Mr. Smelley said that Eric Liberman, John Lafferty and Pamela Adams are all present today. He said they met with the County's Traffic Department yesterday and that they will set up a regular series of meetings, the next one being in January. He said they collected data in May 2006 and consolidated it. He discussed the am/pm peaks and stated the pm peaks a little longer in some cases. Parking issues were discussed. He talked about the process of loading data in the vissim model and why it's beneficial. He said timing for the lights is important. He said the software allows you to put a train in the mix and that in January sometime, they will be ready to review that data.

Mr. Smelley said they have all the information for every intersection that will be impacted. He talked further about the traffic counts and signalization and went through the PowerPoint presentation. He said that 2010 is the projected opening. He said that the data model will predict what's going to happen. Discussion held about the evaluation of traffic and traffic counts.

Mr. Smelley said the scoping process will be finished in September. He said they've held approximately 85 meetings with encouraged participation. He said two of the major concerns brought up were: extending further south to the hospital and why just in the downtown and not in the County.

He stated that they've held workshops and individual sessions with the Board. He said the procedure has been followed in accordance with all agency requirements.

Mr. Wren talked about the SAC Committee being upper management and different governmental agencies and the details they will go through. He said that Jonathon Roberson was present and he is on the SAC Committee.

Mr. Smelley said the decisions before the Board today are: Light Rail versus Street car, inclusion of Rim/Intercept Parking lots in all project alternatives, dropping certain alternatives, and carrying forward the following alignments into the Detailed Analysis phase of project development: alignment A (loop on 3rd & Andrews Ave), B.2 (double track on 3rd Ave), D.3 (Andrews Ave/3rd Ave combination with Federal Highway Tunnel) in addition to the No-Build and TSM Alternatives.

Mr. Loos moved a motion endorsing Street car and Mr. Eagon seconded. All were in favor. He asked for a definition of Street car and Light Rail. Mr. Smelley went through the various differences including that Light Rail is 88-94 feet long, designed to hold approximately 220 people and Streetcar is 67 feet long and holds approximately 154 people.

The Board discussed the systems in more detail.

The Board discussed parking concerns. Mr. Smelley talked about the funding through the New Starts Program and funding through the State and other sources.

Discussion held on the cost of building a parking garage. Mr. Ladd said that if buildings are built without parking, there won't be parking in the downtown and that parking can have a profound impact on the downtown.

Mr. Wren said this would be the appropriate place to make a motion to make this part of the process to include intercept parking facilities as part of the transit corridor program.

Mr. Loos moved a motion to include remote intercept parking in various areas in the downtown. Mr. Scherer seconded.

Mr. Smelley went through the alternatives to be dropped and those to be carried forward along with the no-build and TSM alternatives.

Mrs. Butler asked for clarification on whether there was a cost difference in fixing the bridges to hold the weight versus going through the tunnel.

Mr. Loos asked how many alternatives the Board needs to move forward on. Mr. Smelley said it's the Board's decision but that moving forward with three is a good amount.

Mr. Eagon made a motion to accept the three alternatives to move forward with further detailed analysis. Mr. Scherer seconded.

Mr. Eagon then discussed consistency in the alternative layouts/titles.

Mr. Scherer said that the Board should not choose a favorite alternative. The Board continued to discuss examples of inconsistencies with Mr. Smelley that they'd like changed. The Board also discussed different pairings and alternative suggestions as well as tunnel concerns. Mr. Scherer mentioned his concern about the Board not picking the route.

Chairman Hooper said he laid out 9 alternatives with the City Manager and the one they liked was 3rd and Andrews.

Mr. Milledge said the County will choose the route and that the Board should be careful of too narrow of choices. He asked for clarification from Mr. Smelley on what happens after it goes to the SAC and they review the Board's choices of alternatives. The process was discussed.

Mr. Milledge said the Board has their preferences but the SAC will have their recommendations as well. Chairman Hooper said that a member of the SAC was here and could speak about this.

Jonathon Roberson, Senior Planner with Broward County said the action is really that the Board provides the decision that goes to the County. He said the SAC provides input. He said the Committee will not make or break the process. He said the Feds don't look at it negatively when alignments get changed.

Mr. Milledge said the SAC will make a recommendation and come back to the Board.

Further discussion held about alignment issues and street configurations.

Mr. Wren clarified that the Board was choosing the alignments today. They will get feedback from the SAC and will come back to the Board on the street configurations.

Mr. Eagon said they are looking to the consultants for their input on what the Board has selected to see if they make sense. He said they are taking a variety of options forward are looking to the experts now.

R-5 FDOT Grant Application

Mr. Wren said he walked on two items, R-5 and R-6.

He said that Jeff Weidner of FDOT told him about this grant application and he had Parsons look at it and it is current. It is due tomorrow and he apologized for the short time frame but that it is an opportunity. He said this would enable the Board to partner on a 50/50 basis for funds that are undesignated under the transit. He said it would be \$225,000 from the DDA bond funds and that DOT would match for \$225,000 totaling \$450,000. He said this money could be used for putting up interim ITS Systems throughout some of the downtown areas coupled with an FTA Grant they've been waiting to utilize as well. He talked about how it could be used for the interim TMA trolley alignment. He said that alignment is in their package - Option A that they just chose.

Mr. Wren then introduced Mr. Les Hollingsworth and asked him to stand to be recognized. Chairman Hooper introduced him as the new TMA Executive Director and said they are happy to have him.

Mr. Wren said they would partner with FDOT and the money should become available. He added that in the coming months, they will be selecting the future rail stops.

Mr. Loos moved approval of staff's recommendation and Mr. Eagon seconded. Chairman Hooper asked if there was discussion and hearing none, roll call was taken and all approved.

Mr. Wren added that before anything is final, they will come back to the board for direction on how the monies should be dispensed.

R-6 Downtown New Year's Eve Event/Fireworks by DDA

Mr. Wren said the City has asked for a partnership from the Board to sponsor the fireworks.

Mr. Wren said if the Board agrees with the partnership, he is seeking approval to allocate \$8,000 out of marketing reserves for this event. Mr. Loos made a motion for discussion and Mr. Eagon seconded.

Chairman Hooper said that last year the City helped greatly with this event and that it was great. He thanked the City Manager and staff.

Ron Hicks said it was a great event. He said they want people to celebrate New Year's in Fort Lauderdale and they want it bigger and bigger.

Concern was discussed on the location of the stage and Mr. Hicks that it would get addressed in the future but that they were too far along in this year's process to change it. ***Roll call was taken and all Board members approved the motion.***

Chairman Hooper asked if there was any discussion on the Ongoing Items and Mr. Wren responded that he believes they have been updating the Board on all activities.

DIRECTOR'S REPORT

D-1 TMA Approved Route

Mr. Eagon asked whether it was a one way loop. Mr. Wren said yes. Mr. Eagon asked if there is the ability to have the route go in both directions. Mr. Wren said that he is involved as the Chair of the TMA Route Committee and that everyone expressed some frustration in changing today's route to a modern route without increasing the budget. He said they believe they've made a small evolutionary step to a better route and that he is working with Les Hollingsworth, the City, the MPO and the County with the concurrency monies so they can use those monies to double the budget from \$250,000 to \$500,000 a year so the two different loops can function even at a better headway. It's not where they want to be but it's a better step. He said they want to get more funds within the next 6-12 months to get where they want to go.

Mr. Eagon said he is glad that Les is on board and asked that the TMA look at managing the headways of the trolleys a little better.

As no other business was before the Board, the meeting was adjourned at 10:16 a.m.

A taped recording of the full proceedings of the December 14, 2006 Regular Meeting of the Board is on file in the DDA office – 305 South Andrews Avenue, Suite 301.

Transit Workshop of the
Downtown Development Authority
Monday, December 4, 2006

BOARD MEMBERS PRESENT:

Alan Hooper, Chair
Peter Feldman, Vice Chair
Jack T. Loos, Secretary
Doug Eagon, Board Member

ALSO PRESENT:

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

TRANSIT DISCUSSION

The workshop began at 1:45 p.m. and Mr. Wren went over the purpose of the meeting and reviewed the agenda. He noted that he wanted to give the Board members enough time to absorb the content so they can make an informed decision.

Mr. Smelley started off his presentation by explaining mistakes that were made with Portland's streetcar system so that these issues can be addressed early on in the Fort Lauderdale system. He then went over the comparative table that shows several components that were analyzed to arrive at the alignment recommendations such as, but not limited to: utility data, magnitude of relocation for each street, the right of way for each of the streets, contamination sites, archeological remains and the potential ridership for each of the alignments. Drainage concerns were brought up and Mr. Smelley said that a thorough analysis would be completed once the alternatives were narrowed down.

Mr. Hooper asked questions about the streetcar infrastructure needs. Mr. Smelley noted that the streetcar would need to be 18 inches below grade to function, with a total of 28 inches to the bottom of the duck bank. He did highlight concerns about existing utilities that are 3 feet below ground and the importance of identifying where possible conflicts could arise. Mr. Feldman mentioned that these possible conflicts could determine if the alignment should go on Andrews Avenue or 3rd Avenue or both.

Mr. Smelley then went over the possibilities for revenue within the duck bank. He noted that power and communication can be placed along the alignment and could bring in between \$1 million and \$3 million annually for fiber optic leasing. More dialogue was held about the potential revenue source and Mr. Hooper and Mr. Loos felt very strongly that it should be explored.

Mr. Smelley continued to summarize what the Parsons Brinckerhoff team has done to date. He explained the vissim modeling system. He said that once the technical committee members agreed on

the base model (existing traffic), the different alignments can then be put into the system to show traffic needs against existing traffic. This can help determine preemption/prioritization of streets. Once current day modeling is done, the team will then project what the traffic conditions will be through 2030. Mr. Liberman then showed the group examples of the vissim modeling software.

Mr. Smelley then explained that potentially all intersections along the chosen alignment would have to have street lights to accommodate the streetcar system. It is estimated that between 34 and 64 intersections will need between 12 and 42 new traffic signals. He clarified that these improvements are within the current budget. He then discussed that the existing poles could be used to support some of the catenary wires. Ornate poles are available and video cameras could be placed on them. Mr. Loos said that more modern street furniture should be used.

Mr. Wren then went over scheduling in terms of Board decision-making dates. He noted that decisions are not going to be made today, but they are looking for a decision to be made on the 3 alignments at the regular meeting on the 14th. He said that if the Board was not ready to make a decision in December, then January is okay to meet the current, aggressive schedule.

Mr. Smelley then went over the methodologies used for the alignment analysis and the feedback received from each of the technical appointees. Mr. Feldman then raised concern over the authoritative level of members on the Study Advisory Committee (SAC). Mr. Smelley explained that each of the committee members has to be in a management level and have authority within their organization to even be on the committee.

There was discussion held about the County and City scheduling and what each would actually be approving. It was clarified that the alignments would need to be approved.

Mr. Smelley started to review the highest ranking alignments: A, B-2, and D-3. Discussion was held about the direction the streetcars should go, the crossovers, parallels vs. loop systems, one-way vs. two-way pairing, and single vs. double tracking. Conversation was held about the durability of the bridges. Mr. Smelley said the Andrews Avenue Bridge would have to be modified to support the streetcar infrastructure. He also mentioned that the 3rd Avenue Bridge would need a locking mechanism installed for one panel to rest on the other and the counterbalance of each bridge would have to be altered to accommodate the weight. Mr. Smelley then went over the maintenance issues of the bridges once the system was built.

Mr. Smelley addressed the tunnel issues, to include: overhead clearance, fire safety, catenary cleaning and track installation. The group then discussed the platform orientation and location. It was suggested that depending on the location along the alignment, the placement of the platform (side vs. center) should change to address the given area's constraints.

Mr. Feldman was interested in a presentation of the traffic data counts and Mr. Wren said he would have that arranged during a future workshop or meeting.

Members told Mr. Smelley they wanted cross sections that show the 2-way pairing just as the 1-way pairing was shown.

As no decisions were to be made, the meeting ended at 5:25 p.m.

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.