

TRANSPORTATION AESTHETICS REVIEW COMMITTEE (TARC)
OF THE METROPOLITAN PLANNING ORGANIZATION (MPO)
FOR THE MIAMI URBANIZED AREA

AGENDA
MEETING OF WEDNESDAY, APRIL 7, 2010
AT 4:00 P.M. *
STEPHEN P. CLARK CENTER
111 N.W. 1ST STREET, MIAMI
18TH FLOOR, REAR CONFERENCE ROOM 18-2
Please Note Room Change

* = 3:30 P.M. FOR TARC MEMBERS ONLY: PLEASE MEET INSIDE THE WEST OUTDOOR ENTRANCE TO THE 111 NW 1 STREET BUILDING NO LATER THAN 3:30 PM, FOR THE MPO NEWSLETTER PHOTO

I. INTRODUCTION 4:00

- A. APPROVAL OF AGENDA
- B. APPROVAL OF MINUTES
February 3, 2010

II. ACTION ITEMS

- 4:10 A. SOUTH FLORIDA EAST COAST CORRIDOR TRANSIT (SFECC) ANALYSIS STATION DESIGN GUIDELINES - FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT) DISTRICT IV - Ms. Sharon Cino, and Consultant EDSA - Paul Kissinger

RESOLUTION APPROVING THE DIRECTION OF THE SOUTH FLORIDA EAST COAST CORRIDOR (SFECC) TRANSIT ANALYSIS STATION DESIGN GUIDELINES, AND REQUESTING THAT THE PROJECT RETURN TO TARC DURING THE EIS AND NEW STARTS APPLICATION PHASES OF THE PROJECT

- 5:00 B. TARC'S GOLDEN GLADES POSITION STATEMENT DRAFT - TARC CHAIRMAN

III. INFORMATION ITEM

- 5:30 A. MPO TRANSPORTATION IMPROVEMENT PROGRAM (TIP) INTERACTIVE MEETING - MARCH 30, 2010, 5:30 - 8:00 PM, COMMISSION CHAMBERS, ACCESSIBLE BY LOCAL ACCESS TV CHANNEL, WEBCAST, PHONE, AND E-MAIL

IV. REPORTS

- 5:35 A. MEMBER REPORTS
- 5:45 B. STAFF REPORTS

V. NEW BUSINESS

- 5:55 A. UPCOMING TARC MEETINGS
Wednesday, May 5, 2010

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TARC MEETING OF WEDNESDAY, APRIL 7, 2010

V. NEW BUSINESS (continued)

Wednesday, June 9, 2010

VI. ADJOURNMENT 6:00

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NOTE: TIMES ARE APPROXIMATE. FOR MORE INFORMATION CONTACT THE MPO OFFICE AT 305 375-4507

**TRANSPORTATION AESTHETICS REVIEW COMMITTEE
WEDNESDAY APRIL 7, 2010, 4:00 PM
SPCC- CONFERENCE ROOM 18-4
MEETING SUMMARY**

ATTENDANCE

Members Present

Juan A. Crespi
Megan McLaughlin
Alex A. David
Trent Baughn
Steve Pinna
James M. Kanter
Ken Gardner
Luis O. Revuelta
Victor H. Nieves

Members Excused

Danny Perez-Zarraga
Rick Crooks
Jason Greene
Cheryl Polite-Eaford
Jonathan Martinez
Jackie D. Genard

Others Present

Shawn Rairigh, Gannett
Fleming
Paul Kissinger, Edward D.
Stone Associates
Erica Stimart, EDSA

Others Present

Sharon Cino, FDOT D4
David Korros, FDOT D6
Isabel Padron, MDT
Wilson Fernandez, MPO
Susan Schreiber, MPO

Chairman Juan Crespi called the meeting to order at exactly 4:00 PM. He introduced himself and a new TARC member, Mr. Victor Nieves. Mr. Nieves said that he is with Flagler Development Group, in Design/Construction, with a background in Architecture. The Chairman then asked TARC members to introduce themselves.

I. A. Approval of Agenda

Mr. Ken Gardner moved to approve the agenda. Mr. James Kanter seconded the motion and the agenda was approved.

I.B. Approval of Minutes for February 3, 2010

Mr. Alex David moved approval of the minutes of February 3, 2010. Mr. Steve Pinna seconded the motion and the minutes were approved without dissent.

II.A. South Florida East Coast Corridor Transit Analysis Station Design Guidelines - Florida Department of Transportation (FDOT) District 4

TARC member, James Kanter, excused himself from participating since his firm may be seeking work under this project.

Ms. Sharon Cino, Assistant Project Manager for FDOT District 4 (Broward, Palm Beach, Martin, St. Lucie and Indian River Counties) introduced the rest of the project team with her and explained that the project began in 2005 and they are in Phase II, finishing up the Alternative Analysis. They will begin Phase III, the Draft Environmental Impact Statement (DEIS), after the Public Hearing in May to close out Phase II. They will go before the MPOs for support of the project and approval of the Locally Preferred Alternative (LPA).

Mr. Shawn Rairigh of Gannett Fleming, the prime consultant, reminded the group that the study has now focused on the FEC line around which the South Florida cities grew. He gave a brief PowerPoint presentation and said that the team has been trying to determine the type of system it will be. What came out of the fall Public meetings was that this line should be well integrated with TriRail. One option they are developing, which shows good ridership projections, is to utilize the FEC corridor as a local line from Jupiter to Miami. At Pompano Tri-Rail would branch off to the FEC corridor to connect at Pompano and continue south on the FEC where it would function as more of an express line. The other branch of Tri-Rail would continue to function as it does now.

As part of the analysis as to where to locate the stations they came up with a station typology which varied by function and land use. They have come down to a list of forty-five stations at this stage. They looked at demographics, the local community plans, the ridership projections, and real estate market.

Paul Kissinger for the sub-consultant EDSA then took over, saying that they started with Gannet Fleming participating in the station location evaluation, looking at the urban design and redevelopment potential since FTA has now has land use criteria. He went through the document quickly which Ms. Cino said the members had access to download. He said that the stations need to be nice, safe and functional. They picked generic station types and developed diagrams and some 3 dimensional imagery of what the station types may begin to look like without getting into architectural style. They also had to consider a variety of transit modes including community and regional bus, bus rapid transit, light rail and heavy rail. They covered station design components and then the elements of design. They articulated goals and objectives. They think the transit line could be catalyst for development.

In answer to Mr. Crespi's question he was told that there would be two points of contact between the FEC corridor and the Tri-Rail Corridor, and that the travel time on the local train would be approximately 2 and ½ hours. The express would be approximately an hour and forty five minutes.

There is still another phase to go so the stations locations have not been finalized. The next steps would include going to the Southeast Florida Technical Committee (SEFTCC) and the 3 MPOs to gain their approval for the Locally Preferred Alternative (LPA.), a public hearing in May and beginning Phase III, the Draft EIS.

Mr. David moved a resolution approving the direction of the South Florida East Coast Corridor Transit Analysis Station Design Guidelines and requesting that the Project return to TARC during the Draft environmental Impact Statement and New Starts Application phases of the project. Ms. McLaughlin seconded the motion and it passed unanimously.

TARC Resolution #3-10

Approving the direction of the South Florida East Coast Corridor Transit Analysis Station Design Guidelines and requesting that the Project return to TARC during the Draft Environmental Impact Statement and New Starts Application phases of the project..

Mr. Crespi asked when they would return, saying that the TARC likes the project. Mr. Rairigh said that they could return at the end of the current Phase (Phase II) when they have the alternatives set, which would probably occur this fall.

Mr. Pinna asked whether there are some stations among the many proposed that they probably know already will work. Could it be where mode transfer time is low? His reason for asking was to avoid the situation with Metrorail where some stations are totally unused. Mr. Rairigh pointed out that that is the reason for the station typology.

II.B. TARC's Golden Glades Intermodal Center Position Statement Draft - TARC Chairman

Mr. Crespi began to summarize the process that the FDOT had engaged in for said project. Ms. Schreiber informed the Chairman that Mr. David Korros of FDOT was present in case there were any questions on the project. Mr. Crespi thanked Mr. Korros for coming and asked him to help explain the history. Mr. Korros said that although FDOT did receive one response to their Design-Build RFP, by the time the FDOT was able to proceed, the economic downturn had begun and the respondent had to bow out.

The Chairman said that TARC had asked FDOT to work out a phased plan whereby some improvements could occur at the site using public funds, until the economic situation improved and private investment would again be possible. He referred to the designs sent out with the agenda package as responding to that request. He noted that some access improvements on the perimeter of the site, are in the FDOT work program but none for the site itself. He said that as a result of his report to the MPO Review Committee,

they asked him to come back with a TARC position statement. He said that he is looking for everyone's help in drafting the statement.

Mr. Crespi began going through the images. Mr. Korros said that a consultant (DMJM at the time, now AECOM) prepared a set of design criteria and some schematics to show different phases of the project. The first schematic for Phase 1 Stage 1 shows the temporary relocation site of the Greyhound terminal to allow for initial site improvements. Phase 1 Stage 2 shows the area currently occupied by Greyhound as it will look after additional parking with a pedestrian "spine" or path, is placed there. Phase 1, Stage 3 shows the entire site reconfigured to concentrate all the transportation modes (including Greyhound) in close proximity, centered on a Transportation Hub structure, to be located next to the Tri-Rail Station. The following two schematics showed the magnified bi-level HUB, with connection to Tri-Rail at the second level.

The result of all phases would be an air-conditioned Hub building with security and vending, and 10 bus bays, bringing Park and Ride parking, Miami-Dade Transit Buses, Broward Transit Buses, 95 Express Buses, Greyhound Buses and Tri-Rail together.

Much discussion about the site, the opportunities for private development, current and possible funding sources, political support and maintenance responsibilities ensued. Some TARC members asked whether the parking construction could not work around the existing Greyhound terminal, thereby necessitating only one move instead of two, and then coming back to complete the parking area. The Chairman tried to bring the discussion back around to the original purpose which was to come up with a TARC position statement. He asked for a member to help Ms. Schreiber to draft it and Mr. Kanter agreed to do so. He suggested that Ms. Schreiber then send it out for comments, including to FDOT. The following reasons justifying the project should be covered: the historic use and Sustainability and Greenhouse Gas Emission Reduction. Mr. Crespi said that he was quite satisfied with the planning for the site using only public funds as produced for FDOT by their consultant. He said that the next step should be the Maintenance Agreement as require by FDOT.

III.A. Transportation Improvement Program (TIP) Interactive Meeting

Chairman Crespi reported that he once again co-hosted this meeting which was accessible via Local Access TV, Webcast, Phone and E-mail. He said that there is a tape of that meeting and he would like Susan to show some excerpt to the Committee. Ms Schreiber explained that the value of the meeting was that it had high level representatives of the transportation agencies that operate in the County summarizing projects they completed in the past year and projects they will be doing in the coming year.

Mr. Crespi said that there are limited numbers of people watching local access cable and said that there should be another medium making this available more widely. He said that the public participation had been better a few years ago. He was disappointed that there was no one in the Chamber other than the Citizen Committee chairs and staff. Overall he felt they were losing ground and losing the audience. Someone asked whether it could be put on the Website. Ms. Schreiber said that she asked and was told that it was too large and could crash at least the MPO's Website, if not the County's.

Mr. Pinna referred to a Web-cast he had watched regarding an interesting pedestrian project planned for Ground Zero in New York. Ms Schreiber identified that as a Context Sensitive Solutions (CSS) Webcast about which she had mailed a notice, but it was not related to the TIP Meeting they had been discussing. She said that all the CSS Webcasts can be accessed through a web link that she would re-send.

IV. A. Member Reports

There were no other member reports.

IV. B. Staff Reports

There were no staff reports.

V. New Business

Asked whether there were any changes to the next meetings for May and June, Ms Schreiber responded in the negative. They were scheduled for May 5th and June 9th, 2010

VI. Adjournment

Mr. David move to adjourn at approximately 6:25 PM, Ms. McLaughlin seconded the motion and it was approved.