

City of Fort Lauderdale

City Hall
100 N. Andrews Avenue
Fort Lauderdale, FL 33301
www.fortlauderdale.gov



Meeting Minutes - APPROVED

Tuesday, April 1, 2014

1:30 PM

City Commission Conference Room

City Commission Conference Meeting

FORT LAUDERDALE CITY COMMISSION

JOHN P. "JACK" SEILER Mayor - Commissioner
BRUCE G. ROBERTS Vice Mayor - Commissioner - District I
DEAN J. TRANTALIS Commissioner - District II
BOBBY B. DuBOSE Commissioner - District III
ROMNEY ROGERS Commissioner - District IV

LEE R. FELDMAN, City Manager
JOHN HERBST, City Auditor
JONDA K. JOSEPH, City Clerk
CYNTHIA A. EVERETT, City Attorney

Meeting was called to order at 1:32 p.m. by Mayor Seiler.

ATTENDANCE ROLL CALL

Present: 4 - Mayor John P. "Jack" Seiler, Vice-Mayor Bruce G. Roberts, Commissioner Dean J. Trantalis and Commissioner Romney Rogers

Absent: 1 – Commissioner Bobby B. DuBose (excused)

Also Present: City Manager Lee R. Feldman, City Auditor John Herbst, City Clerk Jonda K. Joseph, City Attorney Cynthia A. Everett and Sergeant At Arms Sergeant David Cortes

CITY COMMISSION REPORTS

Events and Matters of Interest

Members of the Commission announced recent and upcoming events and matters of interest including upcoming meetings related to quiet zones and beach renourishment.

After-Hours Alcohol Permitting

Vice-Mayor Roberts wanted to discuss after-hours alcohol permitting on a future conference agenda. There is data available from other jurisdictions, including Oakland Park, that may be helpful.

Tortuga and Ultra Festivals

Vice-Mayor Roberts noted concerns about the timing of the festival. Together with the experience this year on the beach, he felt it merits a closer look. He will meet with the City Manager.

Commissioner Trantalis said he has heard concerns about the Tortuga Festival in relation to the Ultra Festival. He agreed with Mayor Seiler concerning review of the security.

Beach Lighting

In response to Commissioner Trantalis, the City Manager advised that the County has expressed concerns about modifying the lighting ordinance during the beach renourishment permitting process. Staff has been working with the County, Florida Power & Light (FPL) and the Florida Department of Transportation (FDOT) to determine whether a new type of fixture could provide some relief. Commissioner Trantalis questioned why lighting would impact beach renourishment. The City Manager explained that the County has included beach lighting standards in its permit application to the U.S. Army Corps of Engineers and the Florida Fish and Wildlife Conservation Commission. The application was in play before the City began looking into amending its ordinance. He later stated that the County's desire is to put the lighting ordinance on hold until the permit process is complete. He did not want the City to be responsible for delaying beach renourishment. The permits are slated to be in place in June. Galt residents have suggestions related to lighting along the back of their property, which they are finalizing.

The City Manager went on to explain that amending the ordinance will not solve the lighting problem and the conflict between the ecological sea turtle issue and the public safety/pedestrian/vehicular issue. There is not an easy or quick solution. If all beach lighting is adapted to be turtle compliant, it becomes a

year-round condition. He is concerned about providing a recommendation that would make the beach dark year-round. Part of the answer may be to keep the beach darker during turtle season and lighter during non-turtle season and not necessarily replacing the lights but turn them off during restricted periods.

Commissioner Trantalis noted a recent incident in which a pedestrian attempted to cross A1A in front of Casablanca Café. Pedestrians have the right-of-way to cross, but it is dark, and there is tall landscaping in the median. Serious changes must occur. Vice-Mayor Roberts noted that the Commission has tried to work with FDOT on that intersection and had some push-back related to the engineering fixes the City is attempting to implement. He thought that rumble-strip lighting would help. Commissioner Trantalis felt improvements should be fast-tracked because he receives constant complaints. He thought a plan should be in place ready to move forward once the renourishment permit is issued. The City Manager advised that a meeting was held about a month ago with the state and county on this matter. The solution may be complex.

Broward County Attorney Opinion relating to Tourism Development Tax

In response to Commissioner Trantalis, the City Manager said the County Attorney still has not issued a written opinion on how Tourism Development Taxes can be spent. Mayor Seiler did not believe it has the same level of support it did initially.

Juvenile Crime

Commissioner Trantalis commented that he and Mayor Seiler met again with a panel of judges and representatives from the State Attorney's Office to discuss juvenile crime. There was strong input from all sides and he believed the discussion is moving forward. They are attempting to establish a continuum of oversight of children who have committed a crime and a mechanism for making sure they are going to school and vigilance on their whereabouts after school. Mayor Seiler explained that a juvenile can only be detained for 21 days. Some are committing more crimes while adjudication is pending, knowing they could not be held longer than 21 days. This current structure seems to be rewarding bad behavior. There should be a monitoring mechanism. The Police Department will be working with juvenile probation officers and the monitoring company. Progress is being made. Middle River, South Middle River and Middle River Terrace have been plagued by juvenile crime. There needs to be, with the help of the courts and the state legislature, a crackdown on juvenile crime. In response to Commissioner Rogers, Commissioner Trantalis noted that the court can order an ankle bracelet after adjudication. He reiterated the need for a continuum of oversight. Mayor Seiler explained the Department of Juvenile Justice has an 18 percent vacancy rate for juvenile probation officers. The pay is low and benefits are poor. He hoped the State would allocate funding toward this need.

CONFERENCE REPORTS

CF-1 14-0324 CENTRAL BEACH MASTER PLAN PUBLIC IMPROVEMENT PROJECTS UPDATE - BEACH REPORT

Aquatic Center

The City Manager noted that the Aquatic Center project is in the Development Review Committee phase.

Architect Bernard Zyscovich of Zyscovich Architects displayed an animation video on the current status of the project.

In response to Mayor Seiler, Principal Mario Suarez of Zyscovich Architects pointed out areas that are handicapped-accessible. Mayor Seiler wanted to ensure the facility could be used for rehabilitation exercises by handicapped or disabled individuals. Suarez confirmed that the pool deck and internal air-conditioned spaces are handicapped-accessible from the ground floor and each parking level. There are three elevators. The walkway around the pool extends up to 20 feet.

In response to Commissioner Rogers, Zyscovich noted that the fit-out of the International Swimming Hall of Fame was never in the budget therefore its absence does not impact the design. He pointed out that the area where the Hall of Fame would have been will now be used for training and a trampoline area that will be visible from the street. Commissioner Trantalis was concerned about there only being two rows of bleachers for the public at the training pool. He felt this pool could also be used for competition. It should be as versatile and useful as possible with more spectator area. Mayor Seiler noted that temporary seating can be added with the open space used for other activities otherwise. Joe Cerrone, president of Recreational Design and Construction (RDC), explained that this pool was designed for warm-up, warm-down, high school and local community meets. Additional space is needed for staging during large events on the top deck. Temporary bleachers can be added. The City Manager advised there is storage space within the parking garage. Cerrone explained that a rolling gate at the south side of the facility would allow for easy drop-off and removal or storage of temporary bleachers.

Zyscovich explained for Commissioner Trantalis that in the original design, there were restaurants and other entertainment, but the price tag was too high. Focus turned to the athletic component. There is concession space.

Commissioner Trantalis thought the facility looks plain and not very iconic. The current iconic structure designed by Arquitectonica is being removed. He asked whether it could be incorporated. Zyscovich said it is too large to include in the grassy area. Mayor Seiler noted that the City has been told that it creates a wall barrier wherein no one knows what is behind it. Commissioner Trantalis commented that there is also a wall in the current design. Zyscovich explained that the rendering presented today is not for marketing or public consumption. It is a technical blocking study that does not display a color scheme. The true rendering and landscape plan are incomplete. The goal was to reuse as much as made sense. They focused most of the budget on the competition-level pool facility with ample parking. It is a practical project about space and volume that could be enhanced with a larger budget. He described two design elements he thought would be attractive including banquet space for parties and events.

In further response to Commissioner Trantalis, Cerrone advised that they have met with USA Diving. Wind and height of the diving facility no longer seem to be an issue. There are some access and logistics points being worked out. Mayor Seiler believed USA Diving's concerns have to do with functionality for events and meets. Zyscovich advised they now have an acceptance letter. Vice-Mayor Roberts noted that that an issue with the direction of the sun also was resolved.

Commissioner Rogers questioned whether they considered duplicating the wave wall in the front to tie in with the beach. Zyscovich thought that could be accomplished for branding purposes. Mayor Seiler asked that it be looked at. Suarez said the current wall is 3 feet in height. Zyscovich commented that the site will be more open.

In response to Vice-Mayor Roberts, Zyscovich advised that space is allocated for a therapeutic pool; a vendor would be needed. The City Manager said once the facility is under construction and there is an anticipated completion date, staff will start the process of looking at partnerships. There is a guaranteed maximum price and the goal is to hold to it, but there is a lot of potential for expansion in the future. Staff has had some discussions and believe some of the hospitals may be interested in partnering on a therapeutic pool.

In response to Commissioner Rogers, Cerrone confirmed that the facility will still be a state-of-art swimming and diving complex. Without the Hall of Fame, there is space for more indoor training. The City Manager added that staff is working with the diving team to structure an indoor diving training facility and hopes to have a proposal in a couple of months that would outline their financial participation as well as reallocation of project dollars to bring it to fruition.

Mayor Seiler requested a copy of the letter concerning the diving facility mentioned earlier.

Las Olas Corridor

Commissioner Trantalis noted the philosophy of the Commission has been for people to park their vehicles and walk. This could create the mindset of parking on Las Olas Boulevard when going to the beach. He felt it is important to rethink how to restructure the pathways from Broward Boulevard to Las Olas Boulevard in order for the parking garage concept to make sense. One narrow corridor – 15 Avenue – cannot accommodate the volume. Another street connecting Broward and Las Olas should be identified. The City cannot continue to impose this reduction in quality of life on area residents. He wanted to revisit the possibility of making 12 Avenue and 15 Avenue one-way streets (opposite directions). Commissioner Rogers noted that the traffic engineer looked into this and found that it would be better to widen 15 Avenue. Commissioner Trantalis agreed with widening, but did not think it is sufficient. Commissioner Rogers did not feel a sense of urgency because he looks out at that street every day he is at work, and there are times when it is congested, but most of the time it is fine. He believed it was more important to get motorists to use Sunrise and Oakland boulevards, because 17 Avenue is also difficult when it is congested. Commissioner Trantalis did not disagree but pointed out that parking garages will attract vehicles. Commissioner Rogers noted that motorists can be steered through back roads to garages on either side of the Las Olas Bridge. He did not want to hurt another area. There should be a multi-pronged approach. The City Manager added that there is not a large net increase of new parking spaces. The garage allows for parking that already exists on a section of Las Olas to be consolidated. Commissioner Trantalis noted that he parked in the Oceanside parking lot around 7:30 a.m. Saturday, and it was rather empty. Around noon, there were no parking spaces. However, there were spaces available in the Las Olas parking lots. People feel like they need to park next to the ocean.

Commissioner Trantalis then noted a statement in Commission Agenda Memorandum 14-0324 related to the Sebastian Street project stating, "There has been no change in the status of this project and staff is not progressing with this project at this time." He believed that means a planned land swap is going nowhere and the City is no longer interested in a U-shaped parking facility. He would like to pursue condemnation.

Commissioner Rogers advised that he has spoken to a donor who is interested in raising funds and contributing to an investment at DC Alexander Park that involves the corporate, community and faith-based sectors. The donor suggested a platform stage. The design proposed by consultants had many components and was overwhelming. The donor was proposing removable seats and an open-air stage with the ocean behind it. Commissioner Rogers envisioned it would go in the southeast corner of the park. He confirmed for Commissioner Trantalis that he is thinking of a platform with a roof that is open on both sides.

Commissioner Trantalis agreed with the consultant's conjecture that a stage would create an iconic look to complement the aquatic center. Vice-Mayor Roberts reminded the group that this matter is pending before the Beach Redevelopment Advisory Board and he believed they meet again next week, so that is another possibility to consider. Commissioner Rogers said he was excited because the donor is interested in the project, willing to dedicate millions of dollars and this could be a community project in

which the donor would take charge of raising funds. He noted he has already spoken to the City Manager about this. Commissioner Trantalis thought it was a good idea if it does not obscure the ocean from the sea breeze. Mayor Seiler wanted to ensure that it also provides flexibility. Commissioner Rogers agreed.

Mayor Seiler opened the floor for public comment.

Abby Laughlin, representing the Central Beach Alliance, said the grassy area in front of the aquatic center appears to be passive. She thought there was previous discussion about the space being functional. Mayor Seiler explained that discussion was related to DC Alexander Park across the street. Laughlin thought there was no opportunity to engage tourists at the aquatic center unless they are going there for a swimming event. There is no shade, no trees and no area for a picnic. Mayor Seiler explained the goal is to not obstruct the swimming facility. Commissioner Trantalis agreed that it could use some landscaping, but that part of the proposal has not yet been presented. Laughlin went on to say that she would like to see the 10,000 square feet planned for the Hall of Fame to be used for a beach history center or visitors' center to attract tourists and neighbors.

Fred Carlson, representing the Central Beach Alliance, noted that many people have said the open grassy space in the park across from the aquatic center creates an upscale feel. Yet there also is a need for beach bathrooms. That should be essential. Other than that, leaving it open for flexibility would be a better fit.

Charles King, 105 North Victoria Park Road, questioned whether the City has received legal absolution in the aftermath of the Broward Inspector General's report that criticized the Commission for not having three bidders on the aquatic center project and changing the scope of the project. Mayor Seiler said he was not concerned about that opinion. It was a savings of millions of dollars to taxpayers. The City Attorney confirmed nothing else needs to be done. Mayor Seiler added that there was no violation of criminal law and thus no reason anyone would be prosecuted. King went on to say, in regard to the Las Olas corridor, 15 Avenue is completely screwed up. A traffic study advised not to tinker with it but to address it through signal timing. He believes that is wrong. He thought Commissioner Trantalis' proposal will transform how traffic gets to the beach. The street is totally impassable on weekends. He owns a townhome on 12 Avenue but would be happy to route traffic that way in order to have a functioning system that gets people to the beach. The parking garages will make the problem so much worse. Residents of the Isles feel captive in their homes. They will vote against this Commission if the problem is not fixed. Mayor Seiler added that he agreed with Commissioner Trantalis and would like to explore the idea of rerouting 12 Avenue.

Jack Newton, 1 Las Olas Circle, provided a document for the record titled "Parking Occupancy Estimates /Existing Las Olas Bridge Parking Lots." He said he lives at The Venetian across the street from the proposed location of the marina expansion and two parking decks. He has conducted economic analysis of the parking decks and believes they will lose \$600,000 a year for the next 20 years if there is a 20-year bond issue or 30 years if there is a 30-year bond issue. It is a horrible investment. The existing lots have 465 parking spaces. It would cost \$20 million to replace those spaces with two parking decks that will have 10 percent occupancy during the week. It makes no sense. The cost of two parking decks – \$20 million – would cover the total cost of marina expansion, which has tremendous benefits to the city and county for decades to come. He suggested building one parking deck; they will not be able to fill it. In response to Commissioner Rogers, Newton said there are no serious traffic issues on the beach during the week. Mayor Seiler pointed out that he receives complaints about a lack of parking during the week. Newton said he has counted rows of vehicles from The Venetian and has provided his counts to the Commission.

Commissioner Trantalis pointed out that there is not one day, by Newton's analysis, on which the parking

areas are full. Newton suggested parking is full occasionally on weekends between noon and 6 p.m. Mayor Seiler noted that Newton's analysis does not even show full parking during the boat show. The City Auditor advised he has not reviewed these figures but he will. Newton pointed out the City has not done a financial analysis on the \$20 million parking decks.

Commissioner Trantalis noted that the Oceanside lot is always full but the Las Olas lots are not. He reiterated that the new garages would not necessarily add a significant number of parking spaces but would displace the parking so the land could be used for other purposes.

Mary Fertig, 511 Ponciana Drive, commented that in reading back-up materials for the February 4, 2014 conference meeting, she realized how many components of the Central Beach Master Plan impacted the Las Olas Mobility Study but there was no real conversation about the commonalities. Las Olas Boulevard is about two miles from the ocean to the riverfront. She outlined the mix of uses that make up the area, in addition to almost 4,000 residents. It serves as a gateway to the beach. There have been four different planning initiatives studying this area but there is no overview. She referenced an article in the *Sun-Sentinel* in which Mayor Seiler was quoted saying the City is planning 4,000 new residential units downtown. Another article states the population of downtown could double since the 2010 U.S. Census, when there were 8,200 residents. An article last March said it could grow to 45,000. The item before the Commission today contemplates adding taxpayer-built, owned and operated businesses, entertainment venues and parking garages. Parking will be doubled within a few blocks. Anyone using a GPS to input the address of one of these garages will travel by Las Olas to get there. The same issue will occur when people travel to such venues as DC Alexander Park. A lack of regional planning will negatively impact Las Olas. She encouraged the Commission to spread out the parking garages at Las Olas, Alhambra and the aquatic center.

Fertig went on to reference another article in the *Sun-Sentinel* which outlined the need for parking near Sunrise Lane. She suggested expanding the marina on the north side of Las Olas Intracoastal Bridge, using the funds allocated for parking garages for open space and surface parking instead. A few years ago, the community worked diligently to ensure open space, including acres of water, remained on the Intracoastal at the aquatic center and the proposed Bahia Mar project. Now prime Intracoastal property is being considered for parking garages. She questioned whether the garages would share the same fate and public opinion as the jail built along the New River. She implied there is no need for more parking in a small area deemed to have ample parking by the City's own study less than two years ago. She reinforced the need for regional planning on Las Olas from the ocean to riverfront. The Las Olas corridor is more significant than four blocks of beach area.

Mayor Seiler noted he does not disagree with locating parking garages farther north. The Community Redevelopment Area (CRA) does not extend as far north as Sunrise Lane. Fertig said there are many worthy projects within the CRA and the funds could be used for more than concrete parking garages.

Anne Hilmer, 621 Idlewyld Drive, thought the existing downtown parking areas could be better utilized through trolley service to get residents used to visiting the beach via public transportation. Offering free trolleys would be cheaper than building two parking garages and would free up CRA funds for other projects. The open space on the Intracoastal Waterway is critical. She has heard good ideas from other residents, such as using free trolleys from the downtown parking garage – which is usually empty – to the beach on weekends. Another resident suggested using existing garage on the east side of the Galleria and seeking federal funds that could be justified by providing hurricane parking space for residents of the beach. A new garage could be built in the adjacent open space. Commissioner Trantalis confirmed that traffic engineer Molly Hughes suggested this at his district meeting since CRA money is not available for this area. Vice-Mayor Roberts thought there might be federal funds available for evacuation areas. The City Manager added that federal funds are available through hazard mitigation grants for hardening

existing public infrastructure, not to provide shelter.

Art Seitz, 1905 North Atlantic Boulevard, said the City needs a comprehensive plan for 30.5 acres. This has been done piecemeal. He referenced a report in which several officials cited concerns about the way this has been handled. There has been no due diligence on this \$76 million plan. Mayor Seiler advised there is no \$76 million plan because this Commission rejected it. Seitz felt that the aquatic center should be iconic, world-class, family-oriented and an economic catalyst. Instead it is bland. The plan was rated one out of 10; the City Manager's plan was probably a nine. The current plan lacks a link to the convention center, a restaurant, kitchen, water park, shade over the pool, on-site accommodations and more. Six out of 1,600 people surveyed were interested in competitive swimming and diving. They care about pedestrian and bicycle elements, which is outlined in the mission statement of the CRA.

Laura Croscenco, 1616 North Dixie Highway, supported Hilmer's comments. She suggested at Commissioner Trantalis' district meeting that the Sunrise Lane lot could be used. The lot has been underutilized since 1998. There has been a concern about where beach residents will go in the event of a storm. One solution is to create a parking garage to relieve the situation on Las Olas that also includes a shelter for residents of the beach. Commissioner Trantalis advised he just found out the City does not own that land. Mayor Seiler agreed that it is a good idea to try to do something at the Sunrise Lane Bridge. The problem, again, is CRA funds are not available for that area.

Vice-Mayor Roberts commented that there have been several good ideas. There may be opportunities for parking at Alhambra Street. The aquatic center will have 500 parking spaces. Perhaps what is removed by the marina expansion can be compensated for with just one parking garage.

In response to Croscenco, Mayor Seiler said there may be hindrances to building a shelter in an evacuation zone.

There was no one else wishing to speak.

Mayor Seiler requested that staff look into routing traffic via 12 Avenue and the possibility of constructing just one parking garage. He would rather have a garage than a concrete parking lot. Greenspace could be created around it. Additionally, he recommended looking into other parking garages, potentially at Sunrise Lane or Alhambra Street. Funding is an issue.

In response to Vice-Mayor Roberts, the City Manager advised there may be an opportunity for a funding partnership with Club Natchez or the V Hotel. Staff has had preliminary discussions with the owners of the Natchez property who are interested in a land swap. He is planning to prepare documents for the City Attorney's Office to review, which would start the dialogue. There is potential to preserve the City's spaces at Sebastian and Alhambra streets, while also adding capacity at Natchez. Mayor Seiler supported the idea of moving parking to that area. He agreed with Fertig's comment that when an address is input into a GPS, it will direct the driver over the Sunrise Bridge to Natchez rather than over the Las Olas Bridge.

Commissioner Rogers said the owner of the former Down Under property on Oakland Boulevard contacted him and said he might be interested in working with the City on a parking area. People could park there and take a trolley. Vice-Mayor Roberts noted that it would be an opportunity to work with the Sun Trolley, leverage that partnership and publicize the availability. People will still want to park close to the beach but trolleys can alleviate some of the parking issues. Commissioner Rogers noted that the beach is walking distance from Oakland.

The City Manager pointed out that as long as the private parking lots on the beach are charging \$35 per

day, municipal lots will remain at capacity. A few years ago, parking on the beach was available for \$20 per day. The demand exists. Mayor Seiler suggested more wayfinding may also be helpful.

Mayor Seiler left the meeting at approximately 3:17 p.m.

CF-2 14-0392 SOUTH SIDE SCHOOL UPDATE

Commissioner Rogers wanted to address the sidewalk issue.

The City Manager said staff contacted the Florida Communities Trust (FCT) and was advised of several requirements for installing a linear facility (sidewalk). The City must complete an appraisal and reimburse FCT for the appraised value of the land where the sidewalk will be installed. FCT provided the City a grant to purchase the land, which mandates that the City has to comply with their regulations. One such regulation is to change the management plan to permit the sidewalk. They have requested reimbursement of at least 50 percent of the cost of the value of the land in order to have the right to install a sidewalk. Staff continues work on this matter, but it is unlikely to be resolved soon. He confirmed for Commissioner Trantalis that FCT is a state agency under the Department of Environmental Protection. He further confirmed that the land in question was previously owned by the school board. Commissioner Rogers explained that the sidewalk widening was not included in the original plan but should have been.

Vice-Mayor Roberts noted that the sidewalk in its current condition would be unsafe for two people walking side by side. He has some new information related to South Side that he is vetting and would like to discuss at a future meeting. It is intended to add a potential function to the school.

The City Manager confirmed for Commissioner Rogers that the dates outlined in Exhibit 1 are still on schedule.

BUS-2 14-0467 ALL ABOARD FLORIDA - MARINE INTERFACE AT THE NEW RIVER

Jose Gonzales, senior vice-president for Florida East Coast Industries, the parent company for All Aboard Florida, reviewed slides concerning this matter. A copy of the slides is attached to these minutes.

In response to Commissioner Trantalis, Gonzales said input from the marine industry is important. If they say they want a bridge tender, that is the appropriate mitigation. The U.S. Coast Guard could prevent it if it would impede navigation, but he did not think that would happen. It is not All Aboard Florida's decision to install a tender. The Coast Guard controls bridge operations. All Aboard Florida has said it is committed to funding and installing a tender, but they first have to go through a process. The current discussion relates to whether there will be a bridge tender; then an operations permit would be coordinated with the Coast Guard and the marine industry. They are conducting an analysis.

In response to Commissioner Rogers, Gonzales said they do not declare in an environmental impact statement (EIS) whether there will be a bridge tender. They provide a navigational study showing how it operates today and the mitigation measures. A mitigation measure could be the train crossing at the New River. Instead of closing the crossing 32 times for 32 trains, they are only closing it 16 times so trains will cross simultaneously. That is one of the proposals outlined in their application process. Because installing a bridge tender must be authorized by the Coast Guard, it was not a proposal in the application process. They understand that a bridge tender is desired and recommended. A draft EIS will be distributed in late April and a series of public meetings will follow. Comment cards distributed at the meetings will be forwarded to the U.S. Railroad Administration and U.S. Coast Guard. He did not expect that there would be push-back from the Coast Guard related to a bridge tender, but they still must go through the process. They cannot commit to it without the Coast Guard's blessing, but they are

committing to it corporately. The process is supposed to be neutral, based on data. They also are working with the marine industry to determine what they can do better once the system is operating.

In further response to Commissioner Rogers, Gonzales advised there is nothing structurally or mechanically they can do to make the bridge go up or down faster. Improvements can be made in terms of operations and function. They are working with freight companies to improve the process. They also have talked with the marine industry about "ghost trains," when the bridge goes up but there is no train. They are attempting to address such issues.

Gonzales continued review of the slides.

In response to Commissioner Rogers, Gonzales noted that freight trains will not be shifted from the Florida East Coast Railway (FEC) to CSX Corporation until 2018. That is controlled by the Florida Department of Transportation. It currently takes about 18 to 20 minutes for a train to pass through. They are attempting to reduce that time to 12 to 13 minutes. In order to get a 100-car freight train to pass through in that time frame, they have discussed increasing speed. They are working to develop a schedule for freight trains. They want to find a balance between marine traffic and freight traffic. He confirmed that there are fewer trains on weekends. Radio ability is important because it allows the bridge tender to radio someone and ask when the next train is coming. That is important to the marine industry. They are committed to communication. They plan to upgrade crossings before they launch operations. They conducted an environmental assessment from Miami to West Palm Beach. Now they are doing a larger study which includes all the bridges in West Palm to Orlando and the track work and station in Orlando. They submit data, and the Federal Rail Administration reviews the data and ensures compliance. The Administration will publish a draft EIS at the end of this month for discussion at the public hearings. The Federal Rail Administration holds those meetings in a workshop style where the public can go to different stations to ask questions. All the submitted comments are published in a final document. The public can add more comments, and then a final decision is published that includes comments from the U.S. Coast Guard and U.S. Army Corps of Engineers, which has jurisdiction over bridges, and Federal Rail Administration. Thus far they have held one of two required public hearings. Additionally, public meetings are held in every region of the 235-mile project. The Federal Rail Administration analyzes a model that shows how trains flow at all times, including how it goes over crossings and rivers. That is how they determine speed and how the system links together. A meeting is scheduled for April 22 with the marine industry to facilitate more dialogue. Rails and Trails has requested a greenway, but the Federal Rail Administration will review the request. There are no mitigation issues that would require such a greenway.

Vice-Mayor Roberts opened the floor for public comment.

Ina Lee, representing the Greater Fort Lauderdale Chamber of Commerce, spoke in support of the item. She noted that the marine industry is vitally important to the community. This will open up tourism opportunities and an extraordinary economic impact.

Jim Ellis, representing the Flagler Village Improvement Association, spoke in support of the item. Flagler Village has \$200 million worth of multi-family units within three or four months of opening. Another \$300 million worth of units have been approved. An additional \$300 million worth of units is in the pipeline. It would damage the area to thwart All Aboard Florida. The transportation hub will be in Flagler Village because of its connections to The Wave streetcar and the Sun Trolley. He understood there are commercial operations west of the river but that area does not have as much of an impact as the businesses east of the bridge. He encouraged the Commission to review and evaluate literature about All Aboard Florida.

Ben Fisher, 4691 SW 42 Avenue, spoke in opposition to the item.

Art Seitz, 1905 North Atlantic Boulevard, was pleased to see there would be ample room for bicyclists and bicycle racks. East Sunrise and East Oakland Park boulevards are extremely dangerous. Fort Lauderdale is one of the five most dangerous places in the U.S. for pedestrian and bicycle fatalities. A connection to the beach is important. Adequate bicycle lanes are needed. The City should consider shadow routes and routes through Holiday Park. He spoke of a commission candidate in Miami Beach who tried to get Richard Branson to build a gondola/skyway/metro mover that would move people from Miami to Miami Beach. He believed that a Japanese company wanted to do that in the 1970s but it did not happen.

Len DeLaHaye, 571 NW 108 Avenue, Plantation, spoke in opposition to the item. He wished to discuss the use of FEC Railway by All Aboard Florida and the freight companies. It is projected that South Florida will be a freight hub for Miami Port and Port Everglades. There will be a significant amount of freight coming through Fort Lauderdale over the New River Bridge. He spoke of the volume some of these freight trains can carry – up to 13,000 containers. There will be so much freight coming through; it will not be possible to schedule passenger trains. The infrastructure does not exist. A recent study on the New River Bridge found that it should either be a 65-foot bridge, a 45-foot opening bridge or a tunnel. Vice-Mayor Roberts explained that there was resistance to a bridge, and a tunnel would have been exorbitantly expensive. Commissioner Rogers said there are issues with running trains through tunnels because they may be carrying explosives. DeLaHaye went on to say this will be questioned by future generations.

Gonzales addressed DeLaHaye's comments and noted some inaccuracies. Not all the ships will stop in Fort Lauderdale. Many of the containers come to Fort Lauderdale and stay here. He explained for Commissioner Rogers All Aboard Florida's plans to shift their freight so it does not all go from Port Everglades to FEC. DeLaHaye believed that the CEO of All Aboard Florida said his vision was to move all the freight along the FEC to South Florida.

Kristina Hebert, president of the Marine Industries Association of South Florida, noted that the trains are going to come. She is concerned for the marine industry. They have been meeting with All Aboard Florida and have discussed solutions that include a bridge, a tunnel and a tender. The goal of the marine industry is working toward predictable bridge timing and a minimum number of minutes that the bridge will be open per hour for boat traffic in order to protect the 90,000 affected jobs. When the bridge goes down, it affects all boat traffic, including kayakers and paddle boarders, and it creates some safety issues. The Marine Industries Association has asked the Metropolitan Planning Organization for a study to determine whether there are enough daylight hours to accommodate all those who use the river. She suggested working together toward solutions.

Mayor Seiler returned to the meeting at approximately 4:11 p.m.

Mary Sessions, 1020 Citrus Isle, spoke in opposition to the item.

Dianne Karnatz, 1332 Citrus Isle, spoke in opposition to the item.

Linda Gossett, representing the Gulfstream Sailing Club, spoke in opposition to the item. Many sailboat owners live west of the New River Bridge. She believed the railroad bridge would become a fixed bridge that would not allow access for sailboats and would devalue their property. It is already a problem, and it will get a lot worse.

Steve Baum, 3377 SW 2 Avenue, said he represents a local marine business. He was concerned that the

timing of trains crossing at the same time would not work. Things happen on a 300-mile rail corridor that cannot be controlled. The trains will not simultaneously meet at the New River 16 times a day.

James Dunn, 1212 Mango Isle, spoke in opposition to the item.

Downtown Development Authority (DDA) Vice-Chair Mike Weymouth, 600 Sagamore Road, spoke in support of the item. FEC has gone out of its way to meet with the DDA and local businesses. This will provide significant economic opportunity. There are many cities to the north and south that would love to have this opportunity. There are two economic engines. The marine industry is vital to the City, as is the opportunity presented by All Aboard Florida.

Gail Bulfin, representing the Greater Fort Lauderdale Alliance, spoke in support of the item. The Alliance helped facilitate All Aboard Florida's discussion with the marine industry in the early stages of the project. They were impressed by All Aboard Florida's willingness to listen to concerns. Another opportunity to provide feedback is offered in today's forum. Most companies looking to locate in Broward County are concerned foremost with quality of life, education, an educated workforce and transportation. It is not an either/or situation. She complimented those who have committed to bringing Fort Lauderdale into a new transportation era while preserving the marine industry.

Ron Centamore, 638 NW 2 Avenue, spoke in support of the item.

Mike Ferber, 422 NE 2 Avenue, spoke in support of the item.

Victoria Barnas, 915 NE 30 Court, spoke in support of the item.

Charles King, 105 North Victoria Park Road, spoke in support of the item.

Marine Industries Association of South Florida Executive Director Phil Purcell understood the commitment of the businesses west of the bridge. There are 90,000 middle class jobs in the industry. The employees put money into the economy. Everyone has the same goal: to determine the predictability of the bridges, determine how long they will be open per hour and stick with a schedule. A new component is a \$50 million Transportation Investment Generating Economic Recovery (TIGER) grant. If a tender is installed at one bridge, the same consideration should be given to the CSX bridge. Passenger rail is a great component if it works, and the freight component will definitely work. When the schedule is proposed, it will be important to have the freight component included so the public can intelligently review it and All Aboard Florida can reach a conclusion that satisfies everyone.

Pat Faber, 921 Mulberry Way, spoke on behalf of the Jungle Queen Riverboat. The predictability of bridge openings is a concern. He questioned when the Coast Guard would either approve or deny a bridge tender. Representatives of All Aboard Florida noted a study would be published May 14, followed by six weeks of review and a public comment period. He understood that a second mitigation factor would be having the trains cross simultaneously. He inquired whether a new, higher bridge would be installed. Gonzales explained that the bridge is structurally sound. They are looking into operations and scheduling. There will be set times when the bridge is closed. All Aboard Florida Public Affairs Manager Ali Soule advised that trains will be dispatched from the same location to avoid scheduling issues and delays. Passenger trains historically have not made a profit, so it is important for them to be on time. Gonzales confirmed they will provide in the EIS an average estimate of how many minutes per hour the bridge will be closed. Faber stated that All Aboard Florida is committed to at least two mitigation factors and to keep the bridge open as much as possible. Soule reiterated the importance of having trains cross at the same time. She agreed they are committed to those measures.

Commissioner Trantalis noted that things change, and residents will have to adjust. The community is growing, and adjustments must be made in order for it to prosper. They will try to mitigate the impacts as much as possible.

Randall Vitale, 450 East Las Olas Boulevard, spoke in support of the item.

Steve Cook, 708 SW 16 Court, spoke in support of the item.

Laura Croscenco, representing Middle River Terrace Neighborhood Association, spoke in support of the item. She noted there are five train crossings in the area. When a train goes through, they hear it. It creates an unbearable quality of life. There are many nurses who live in Middle River Terrace who sleep during the day and are distracted by the noise. She asked that All Aboard Florida prioritize the quality of life of those who live along the tracks.

John Ziegler, 7852 NW 11 Place, Plantation, inquired as to the default position of the bridge if it breaks down. Mayor Seiler explained that currently, the bridge defaults up and he expects that will not change. Soule explained that the bridges are inspected regularly. Ziegler noted it is a 60-year-old bridge. Soule agreed to provide confirmation on the default position.

Two comments were submitted by email that are attached to these minutes.

There was no one else wishing to speak.

Gonzales confirmed for Commissioner Rogers that there are no plans to widen the opening at the railroad bridge. Commissioner Rogers noted he has received some complaints.

Vice-Mayor Roberts suggested supporting the bridge tender formally in correspondence to the U.S. Coast Guard. Commissioner Rogers agreed. Vice-Mayor Roberts believed it should be done prior to the release of the final draft plan. A resolution could be adopted to support the marine industry's desire to have a bridge tender. That should be included in the study. Mayor Seiler agreed. Gonzales said he would confirm for Mayor Seiler that CSX has a bridge tender on the western track that crosses under Interstate 95. Faber confirmed the bridge tender operates 24 hours a day, seven days a week. Captain Luis Santos, representing the Jungle Queen Riverboat, said the tender was temporarily moved to the other side of the tracks during construction.

Vice-Mayor Roberts wanted to ensure that once the draft EIS study is released May 14, Fort Lauderdale residents will be aware of public meetings and able to attend them. Gonzales said meeting notices would be posted online. The City Manager confirmed that staff will also publicize the meetings. Commissioner Rogers wanted to formally support radio contact ability in addition to the tender.

Mayor Seiler confirmed that Mary Sessions is leading this effort for the Citrus Isles neighborhood and asked that staff work directly with her on this matter.

Gonzales confirmed for Vice-Mayor Roberts that the EIS study will include a portion of public comments. Port Everglades will still use the FEC. There will always be freight on the FEC.

Purcell noted that an Economic Development Administration (EDA) grant is available and should be considered.

Hebert agreed to provide the Marine Industries Association's requests in writing to the City Manager to be included in the resolution. Commissioner Rogers suggested that Citrus Isles residents could also provide

recommendations via email. Mayor Seiler asked Commissioner Rogers to ensure that neighborhoods west of the bridge, such as Sailboat Bend and River Oaks, are also involved.

BUS-3 14-0376 INTERSTATE 95 EXPRESS MANAGED LANES PROJECT UPDATE

Transportation and Mobility Director Diana Alarcon made introductory remarks.

Senior Project Manager Robert Bostian of the Florida Department of Transportation (FDOT) reviewed slides concerning this matter. A copy of the slides is attached to these minutes.

Bostian confirmed for Commissioner Trantalis that there would be five regular travel lanes and two express lanes. He explained to Mayor Seiler that construction will run from early 2016 to late 2018. The total 42 months includes design time. Each phase will be slightly different.

Bostian continued review of the slides. He confirmed for Mayor Seiler that plans call for adding a signal at 18 Avenue and widening the right turn to a triple right, similar to the configuration at Oakland Park Boulevard. In response to Commissioner Trantalis, he said landscaping will take place after construction.

In response to Commissioner Trantalis, Alarcon explained that a meeting is set for Thursday with FDOT and Riverbend residents to discuss potential traffic impacts near Wal-Mart. They are attempting to minimize the impacts. Bostian noted they have met with the transit group to address concerns. Additionally, they are planning to meet with Broward County transportation officials.

In response to Mayor Seiler, Bostian explained that the park and ride lot (Slide 15) is owned by FDOT. It is not subcontracted. Mayor Seiler felt that the lot is underutilized. Alarcon confirmed that Tri-Rail and the City run trolleys between that lot and downtown. Ridership is low. She expects it will increase as opportunities with express bus service improve.

Alarcon noted that Bostian was asked to provide an informational presentation because of capacity being added to the roadway due to the I-95 Express that will begin affecting the City this summer. Additional traffic is expected. Bostian explained for Vice-Mayor Roberts that prices are established based on traffic volume and an attempt to maintain a speed of 50 mph or greater. Commissioner Rogers believed that the higher the price, the more congested it becomes. Bostian confirmed for Mayor Seiler that Interstate 595 has functioned well in the past week of its new configuration. The concessioner does not keep toll revenues. They get paid based on the amount of time the lanes are open. When lanes are closed due to an accident or maintenance, their pay is docked. They are motivated to keep the lanes open.

OLD/NEW BUSINESS

BUS-1 14-0433 OFFICE OF CITY MANAGER, NEIGHBOR SUPPORT - INFORMATIONAL PRESENTATION

Deferred.

BOARDS AND COMMITTEES

BD-1 14-0384 COMMUNICATIONS TO CITY COMMISSION AND MINUTES CIRCULATED - period ending March 27, 2014

Beach Business Improvement District Advisory Board

Motion by Ms. Lee, seconded by Mr. Crawford, that the BID expresses a desire to bring a company on board to help brand the Beach, using BID funds. In a voice vote, the motion passed unanimously.

After considering the Beach Business Improvement District Advisory Board (BID) meeting minutes above, Mayor Seiler said he would like to know more about their proposal. Commissioner Trantalis suggested branding the beach is the responsibility of the Convention and Visitors Bureau (CVB). Mayor Seiler wanted to meet with the BID to discuss the matter further.

Central City Redevelopment Advisory Board

Commissioner Trantalis noted that resident Laura Croscenco suggested at his district meeting that a rezoning within the Central City Community Redevelopment Area (CRA) should be considered separately. Mayor Seiler agreed.

BD-2 14-0385 BOARD AND COMMITTEE VACANCIES

Please see regular meeting item R-1.

Beach Redevelopment Advisory Board	Thomas McManus (Commissioner Roberts)
Charter Revision Board	Maria Del Rosario (Mayor Seiler) Rochelle Golub (Commissioner Roberts) Ron Gunzburger (Commissioner Trantalis)
Education Advisory Board	Trisha Halliday (Commissioner Trantalis) Rochelle Horowitz (Commissioner Trantalis)
Marine Advisory Board	Bob Moss (Consensus/Mayor Seiler)

CITY MANAGER REPORTS

None.

There being no other business to come before the Commission, the meeting adjourned at 5:25 p.m.



**Update to Fort Lauderdale City Commission
Tuesday, April 1, 2014**

**Jose Gonzalez
Senior Vice President - Corporate Development
Florida East Coast Industries**

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ACTIVITIES TO DATE

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 - Created a working group of marine industry stakeholders to discuss issues and determine solutions
 - Presented to City of Fort Lauderdale Marine Advisory Board, Broward County Marine Advisory Committee, Council of Fort Lauderdale Civic Association and other HOAs
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- Environmental Impact Statement (EIS) Process being led by the Federal Railroad Administration began in April 2013
 - West Palm Beach to Orlando segment
 - Will cover impacts and mitigation measures for New River bridge

MARINE INDUSTRY DISCUSSION

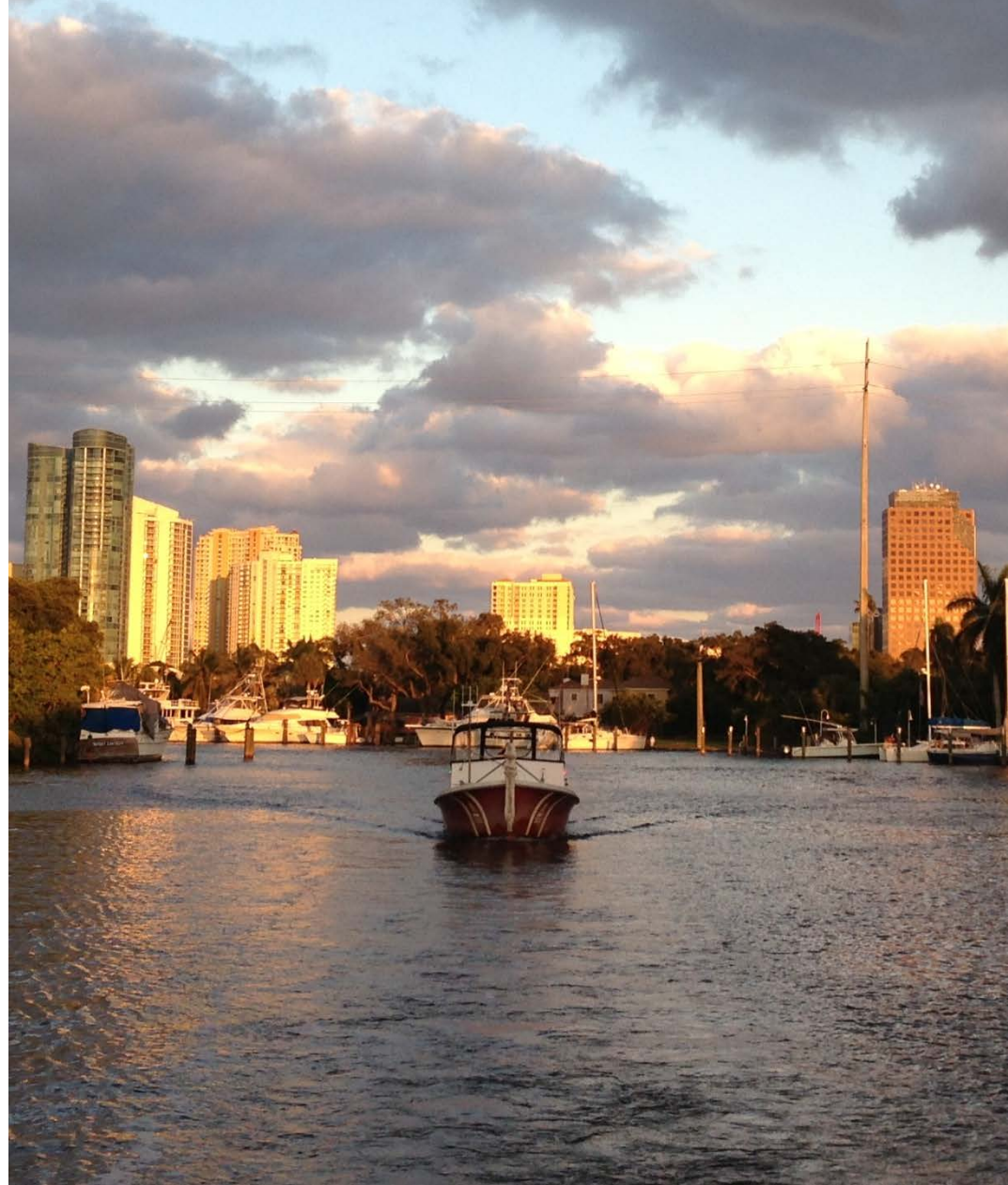
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 - Set train schedule
 - Radio connection with AAF/FECR
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BENEFITS

- Significant **job creation** – more than a thousand jobs during construction for station and rail infrastructure
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- Opening **new markets** for Fort Lauderdale and Broward County



BUS-3



95 EXPRESS PHASE 3

Broward & Palm Beach Counties
From Stirling Road to Linton Boulevard



City of Fort Lauderdale Update

I-95 at Broward Blvd/P&R Lot and 95 Express Phase 3

April 1, 2014

APR 1, 2014



PRESENTATION OUTLINE

- Regional Express Lanes Network
- 95 Express Interim Phase 2 and Interim 3A (Broward Boulevard Park and Ride Lot)
- Overview of I-95 at Broward Boulevard Park and Ride Area
 - Issues/Alternatives, Cost, Schedule
- Next Steps
 - Ultimate I-95 at Broward Boulevard Improvements

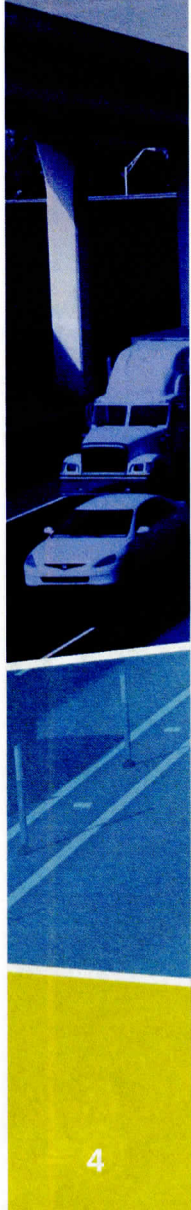
SOUTH FLORIDA REGIONAL EXPRESS LANE NETWORK



I-95 Express Corridor Status & Schedule

- Phase 1 - Open to traffic 2008
- Phase 2 - Under Construction; Anticipated Completion of Design-Build Contract 2015
- Phase 3 - 29 Miles (From Stirling Rd. to Linton Blvd.), PD&E LDCA Obtained, Preliminary Design Underway to Develop First Segment for Design-Build Letting in April 2015.





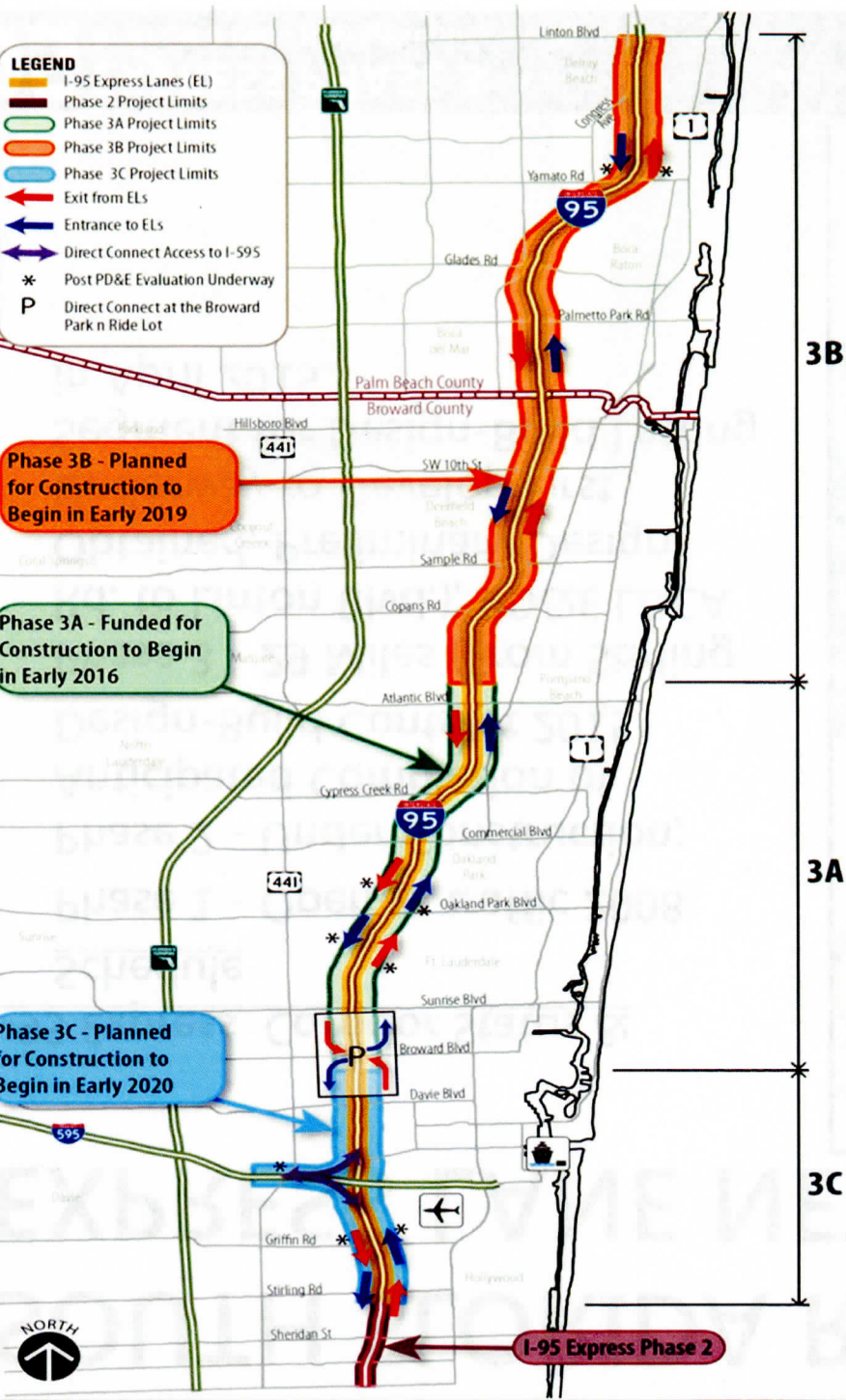
- LEGEND**
- I-95 Express Lanes (EL)
 - Phase 2 Project Limits
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 - Exit from ELs
 - Entrance to ELs
 - Direct Connect Access to I-595
 - Post PD&E Evaluation Underway
 - Direct Connect at the Broward Park n Ride Lot

Phase 3B - Planned for Construction to Begin in Early 2019

Phase 3A - Funded for Construction to Begin in Early 2016

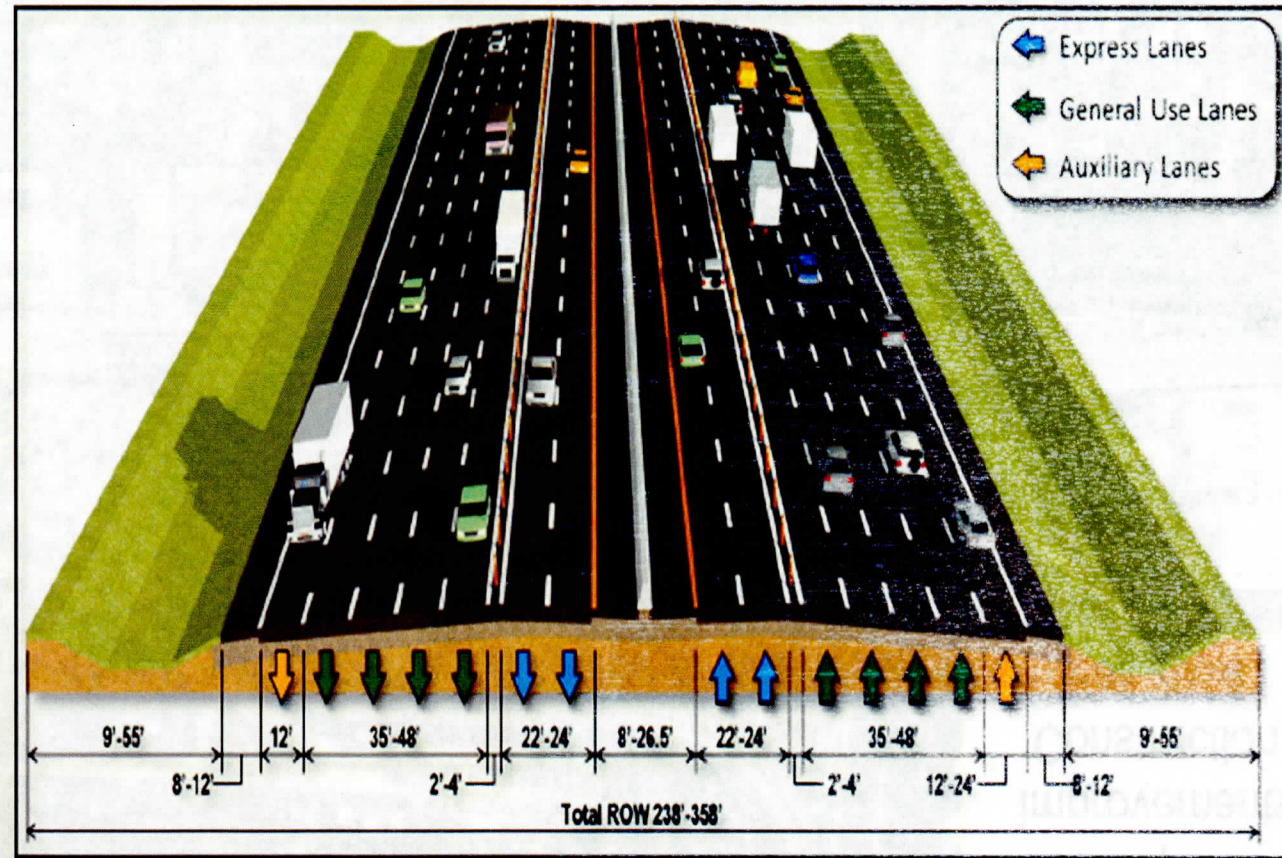
Phase 3C - Planned for Construction to Begin in Early 2020

I-95 Express Phase 2



95 Express Phase 3 Project Limits

PHASE 3 TYPICAL SECTION



- Converts Existing HOV Lanes to Tolloed Express Lanes
- Adds One Additional Tolloed Express Lane in Each Direction
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Interim Phase 2
95 Express
Improvements
Construction
Fall 2014



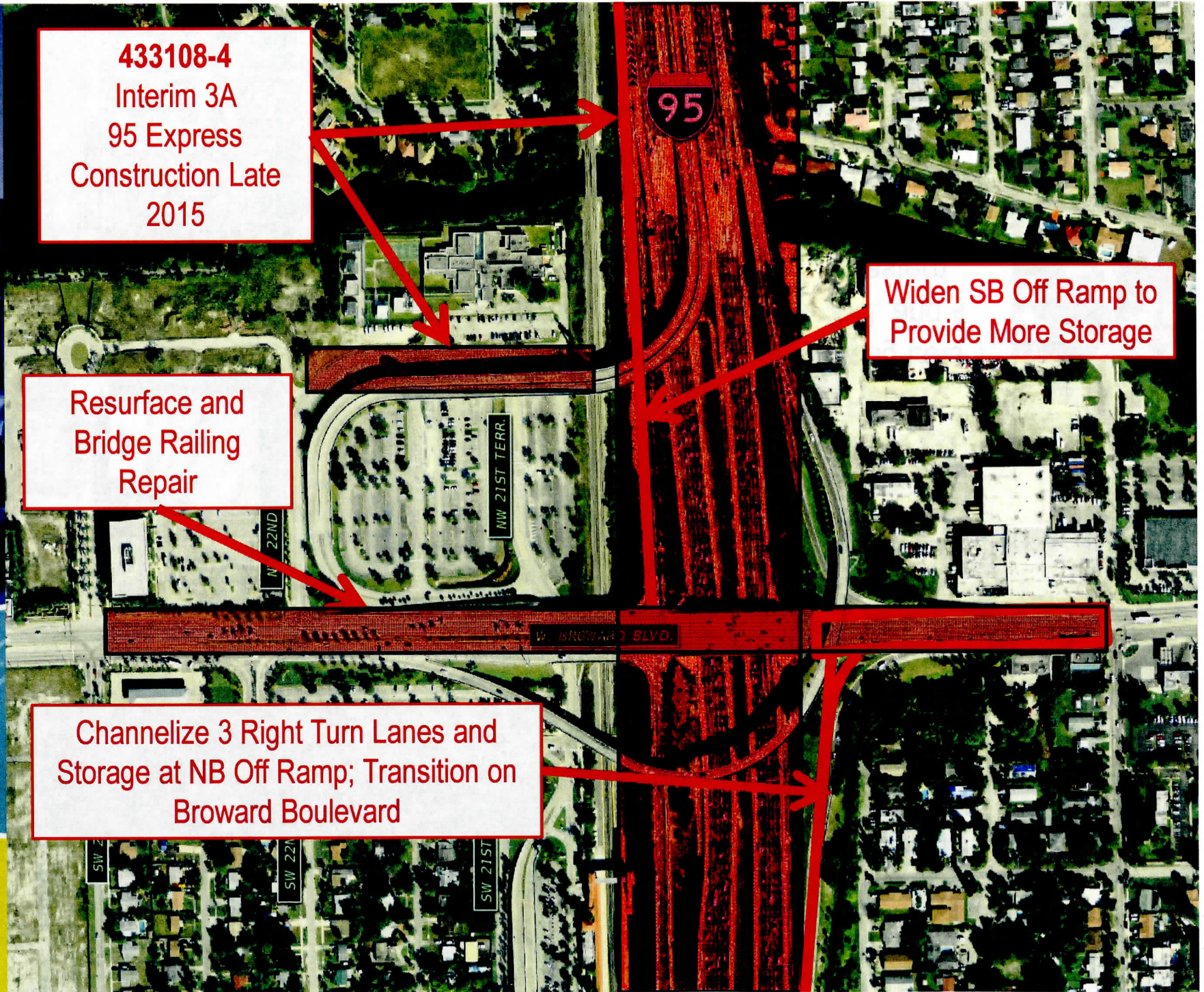
433972-1
Repave
Parking Lots 1,
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433108-4
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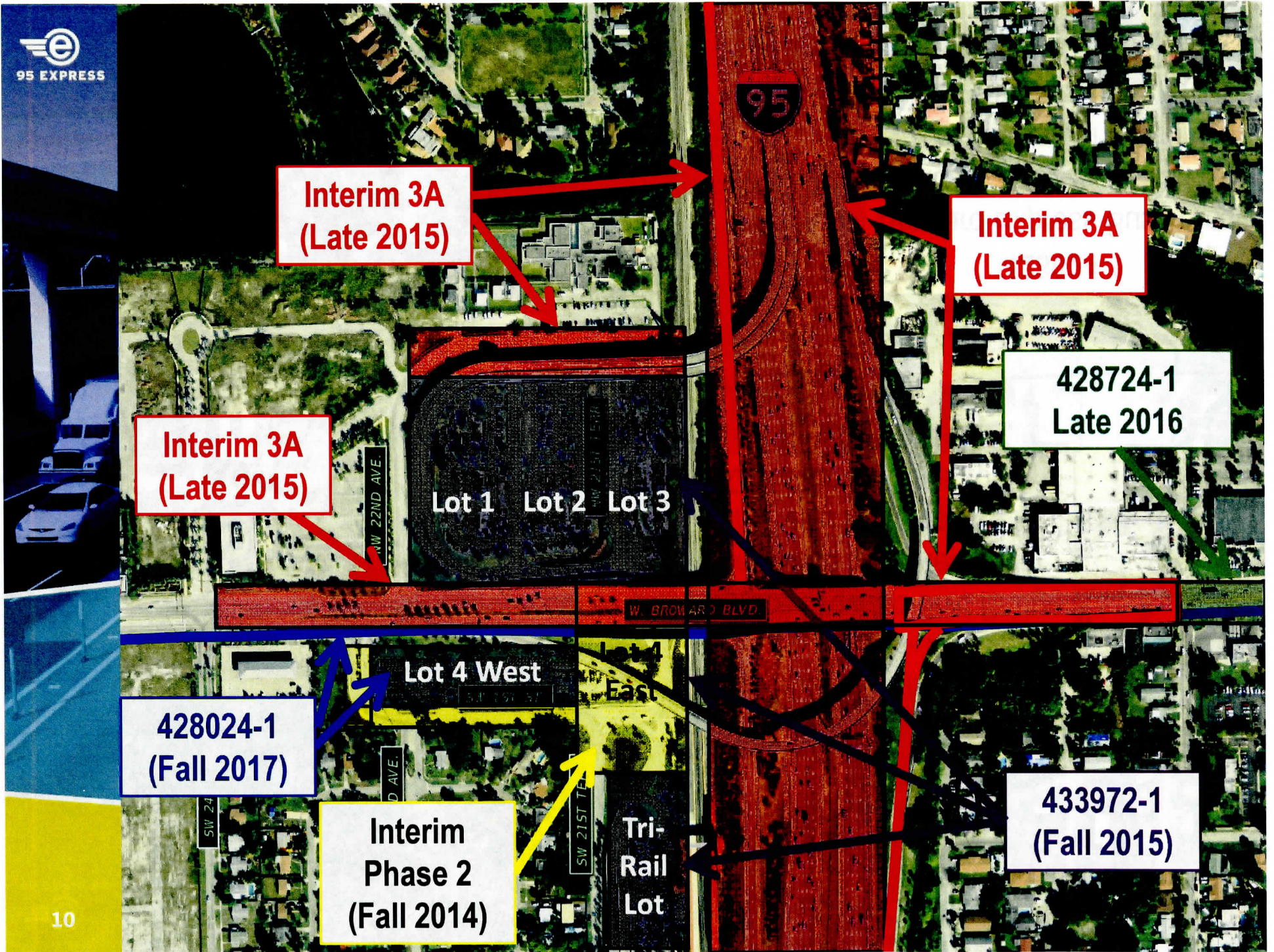
Widen SB Off Ramp to
Provide More Storage





428724-1
Replace Broward Blvd Bridge
over North Fork New River
and resurfacing to US-1.
Construction Late 2016

428024-1
Broward Express Bus Transit
Including Repaving Parking
Lot 4 Western Portion.
Construction Fall 2017



**Interim 3A
(Late 2015)**

**Interim 3A
(Late 2015)**

**Interim 3A
(Late 2015)**

**428724-1
Late 2016**

Lot 1 Lot 2 Lot 3

W. BROWARD BLVD

Lot 4 West

East

**428024-1
(Fall 2017)**

**Interim
Phase 2
(Fall 2014)**

SW 21ST TER

**Tri-
Rail
Lot**

**433972-1
(Fall 2015)**

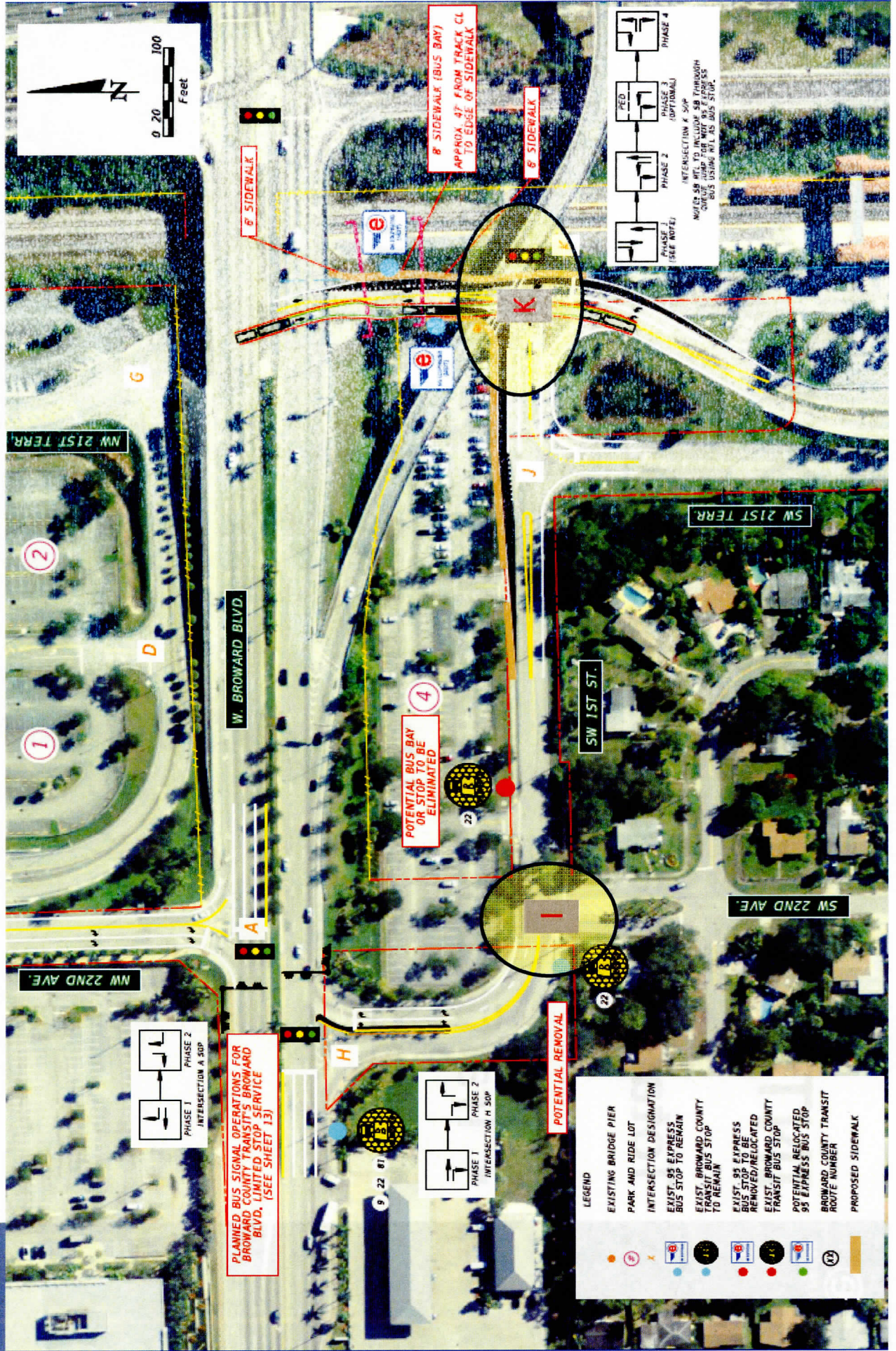
BROWARD BLVD. P&R LOT CONCEPTS/ALTERNATIVES

- Existing Conditions
- Interim Phase 2 Alternative
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95 EXPRESS

INTERIM PHASE 2 ALTERNATIVE



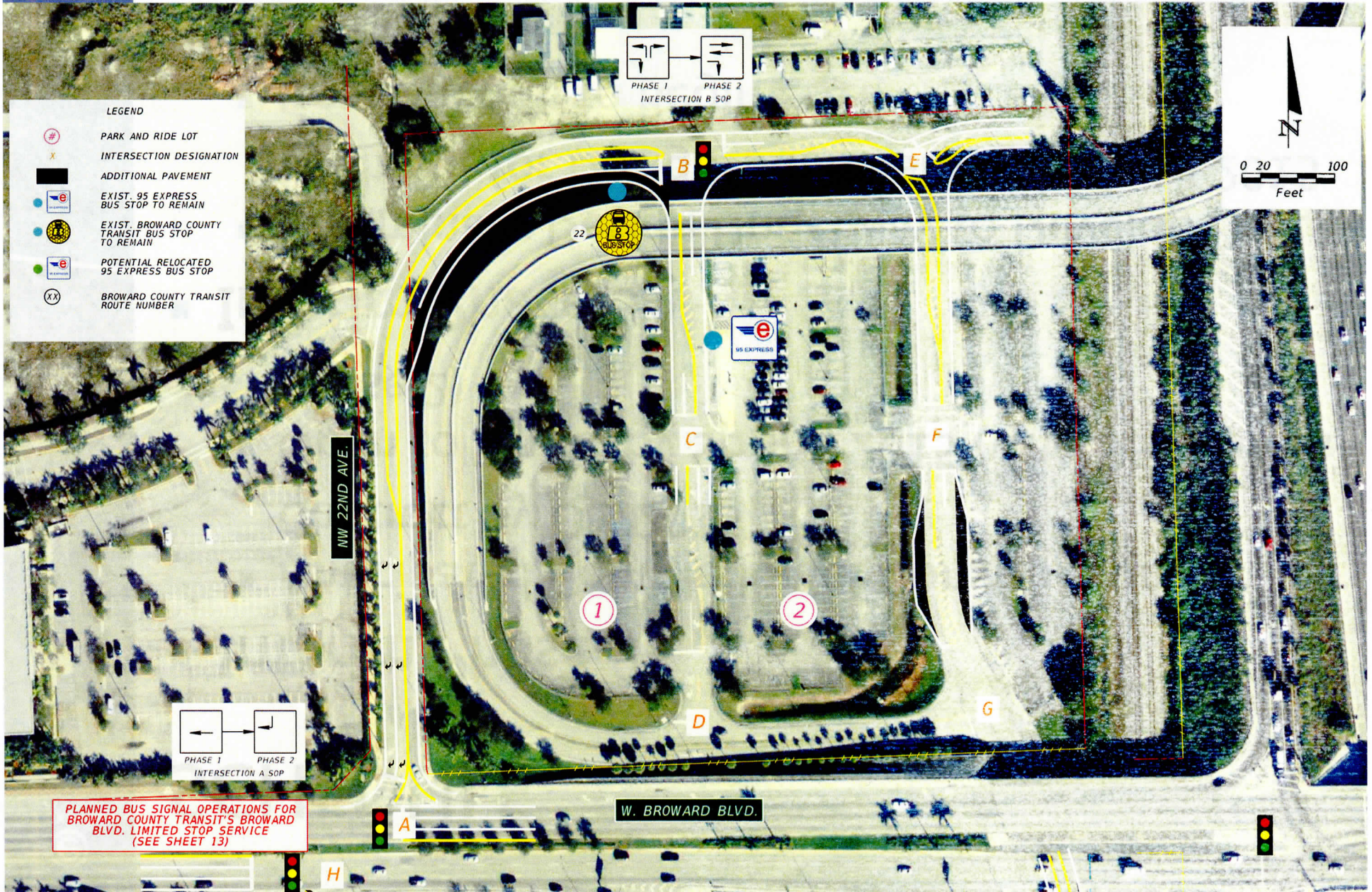
INTERIM PHASE 2 COST

Total Estimated Cost- \$580,000

- Traffic and Signalization- \$270,000
- Roadway and Drainage- \$310,000



INTERIM PHASE 3A ALTERNATIVE



SCHEDULE

- Interim Phase 2-
 - Anticipated Completion of Construction Contract by Q1/2015
 - Open to Traffic by Spring 2015 (with 95 Express Phase 2)
- Interim Phase 3A-
 - Preliminary Design Underway to Develop First Segment for Design-Build Letting in April 2015
 - Construction to Begin 2016

NEXT STEPS

- Public Outreach
 - Riverland Civic HOA
- Ultimate Interchange PD&E to Address Future Concurrent Projects
 - City of Fort Lauderdale Gateway Master Plan
 - Wave Streetcar Extension/Central Broward East-West Transit (Extension Stop at Tri-Rail Station)
 - I-95 Express Direct Connect Ramps



QUESTIONS?

95 EXPRESS PHASE 3
Broward & Palm Beach Counties

From Stirling Road to
Linton Boulevard



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Tuesday, April 1, 2014**

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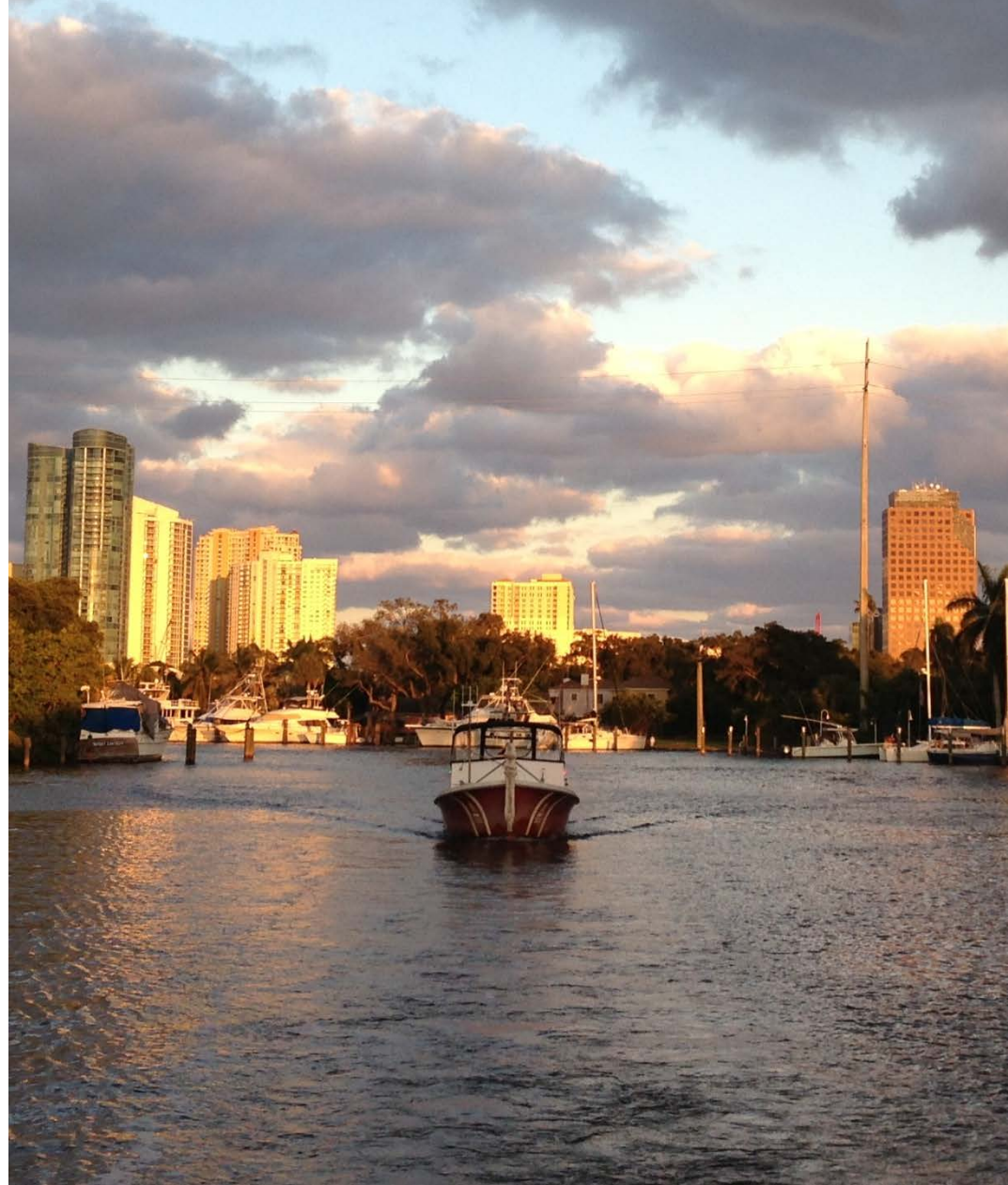
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City Commission Conference Meeting on 2014-04-01 1:30 PM

Meeting Time: 04-01-14 13:30

eComments Report

Meetings	Meeting Time	Agenda Items	Comments	Support	Oppose	Neutral
City Commission Conference Meeting on 2014-04-01 1:30 PM	04-01-14 13:30	12	2	1	1	0

Sentiments for All Meetings

The following graphs display sentiments for comments that have location data. Only locations of users who have commented will be shown.

City Commission Conference Meeting on 2014-04-01 1:30 PM

04-01-14 13:30

Agenda Name	Comments	Support	Oppose	Neutral
BUS-2 14-0467 ALL ABOARD FLORIDA - MARINE INTERFACE AT THE NEW RIVER	2	1	1	0

Sentiments for All Agenda Items

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Agenda Item: eComments for BUS-2 14-0467 ALL ABOARD FLORIDA - MARINE INTERFACE AT THE NEW RIVER

bob peppers

Location: 33315, Fort Lauderdale
Submitted At: 5:06pm 03-30-14

I live in Tarpon River, and I read alot of negative comments circling around this overall plan, however I think its a great step forward and am happy to see that the city is working with all parties to make it happen.

Norman Smith

Location: 33315, Fort Lauderdale
Submitted At: 12:48pm 03-29-14

Davie Blvd is near gridlock now twice a day, 5 days a week. The increase in crossing closures and RR bridge lowerings, will destroy thousands of people's quality of life. Those trying to get to work or home and those who live in FLL because they are boaters will pay a huge price. No thank you!!



95 EXPRESS PHASE 3

Broward & Palm Beach Counties
From Stirling Road to Linton Boulevard



City of Fort Lauderdale Update

I-95 at Broward Blvd/P&R Lot and 95 Express Phase 3

April 1, 2014

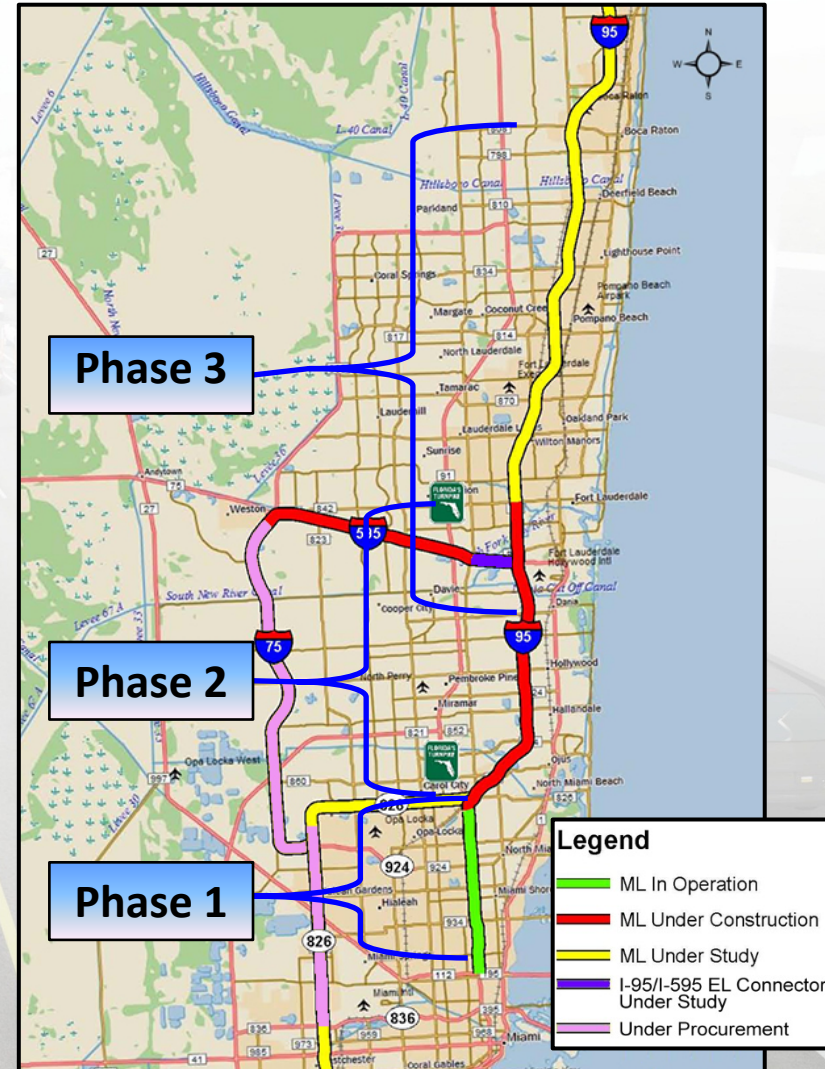
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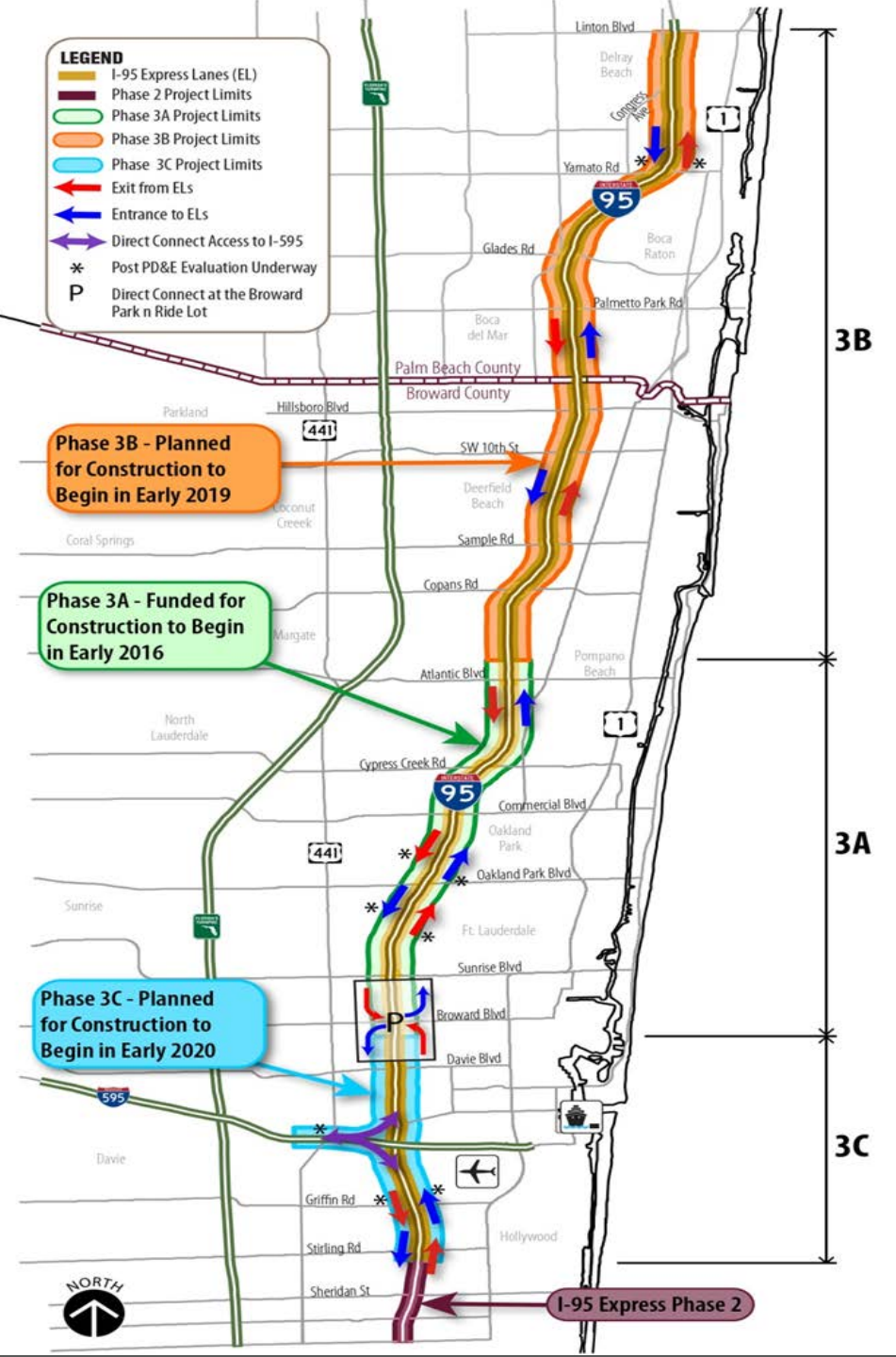
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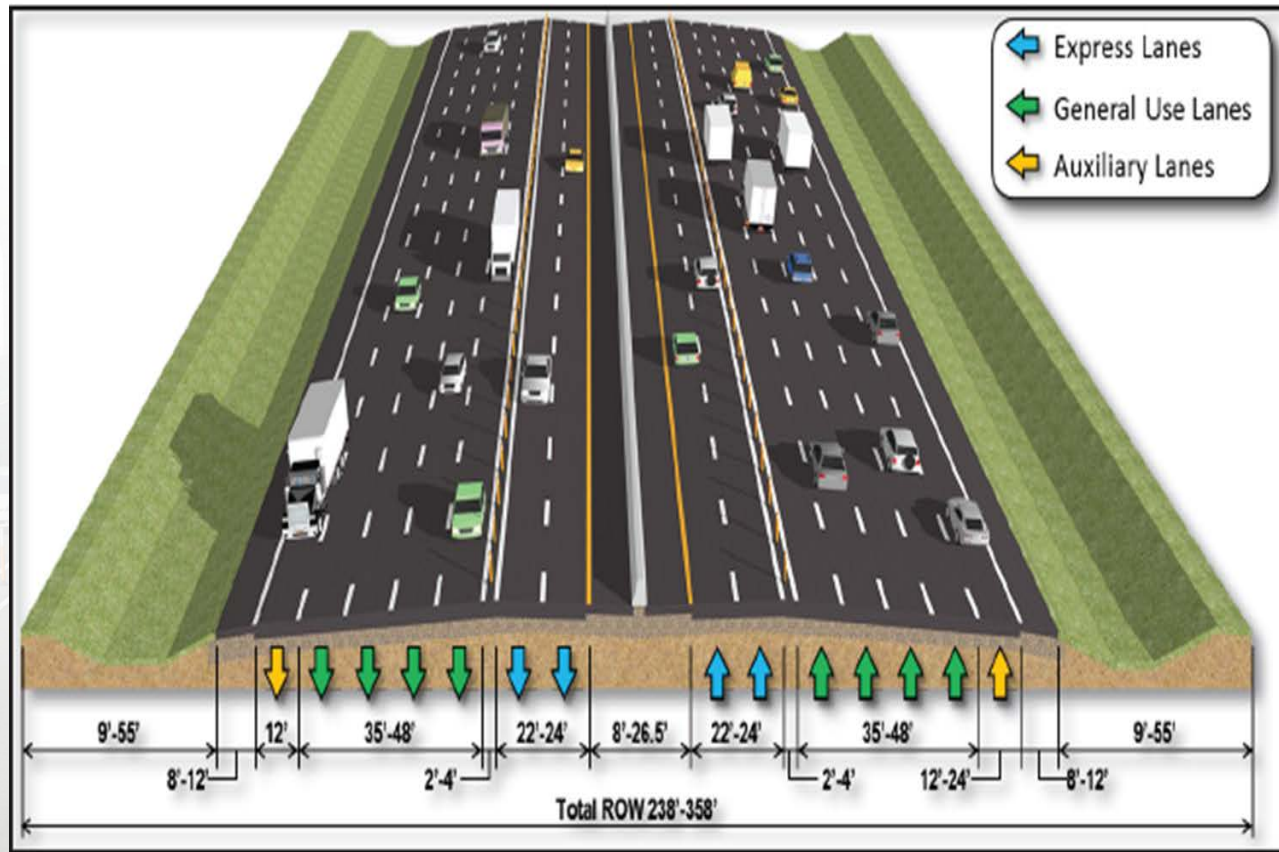
- █ I-95 Express Lanes (EL)
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- Entrance to ELs
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- * Post PD&E Evaluation Underway
- P Direct Connect at the Broward Park n Ride Lot



95 Express Phase 3 Project Limits



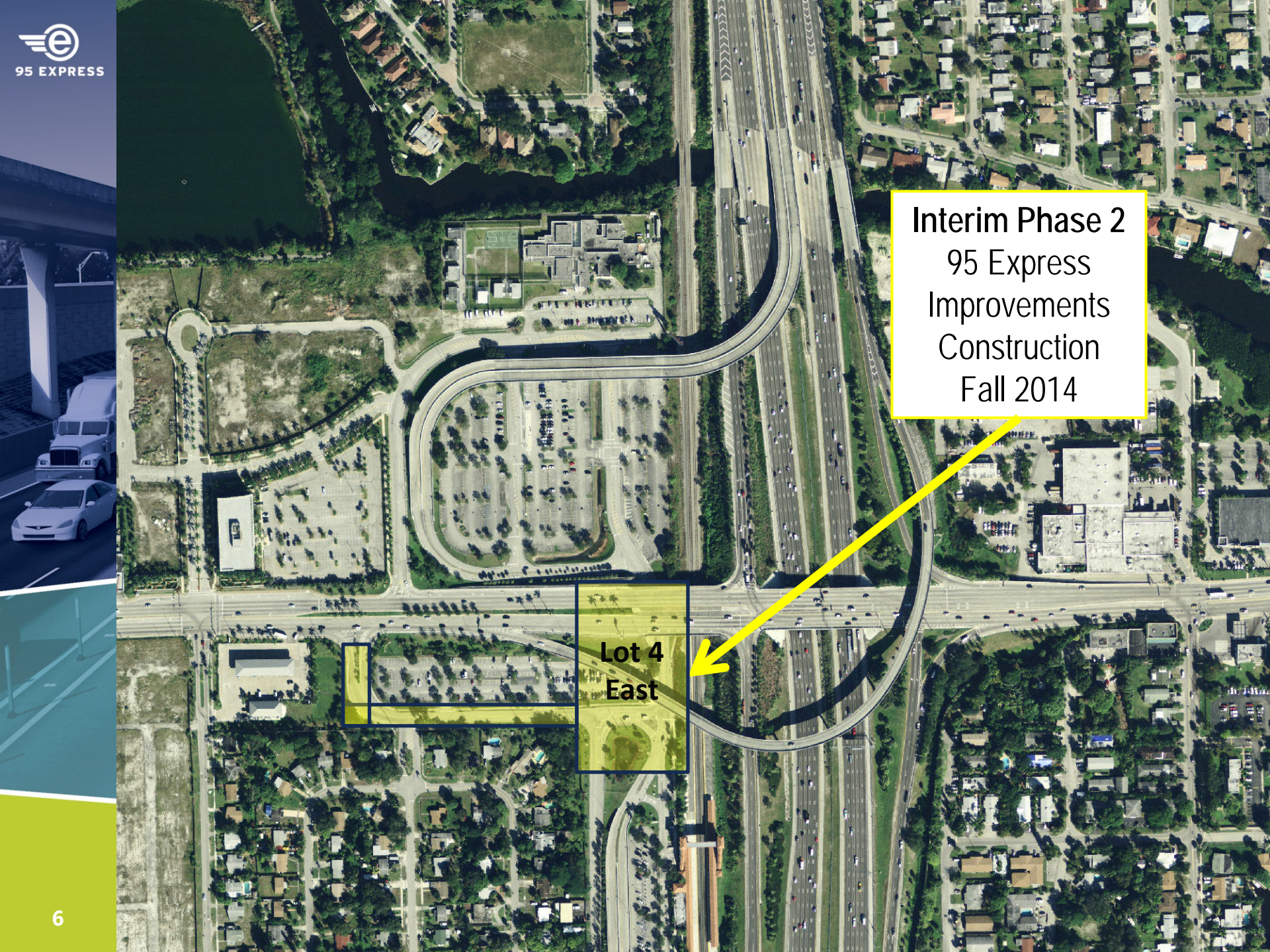
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Interim Phase 2
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Construction
Fall 2014

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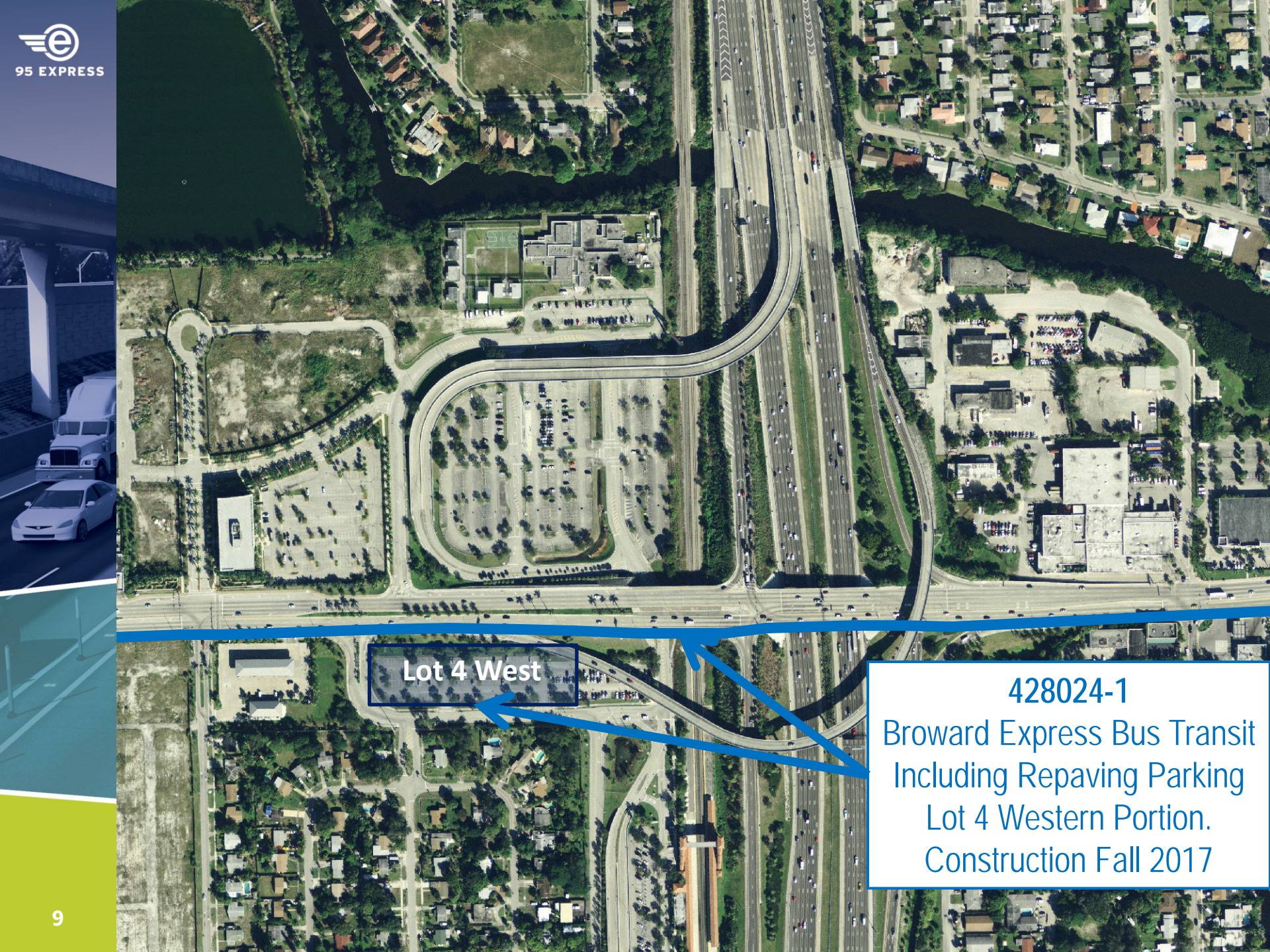
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Resurface and
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Repair

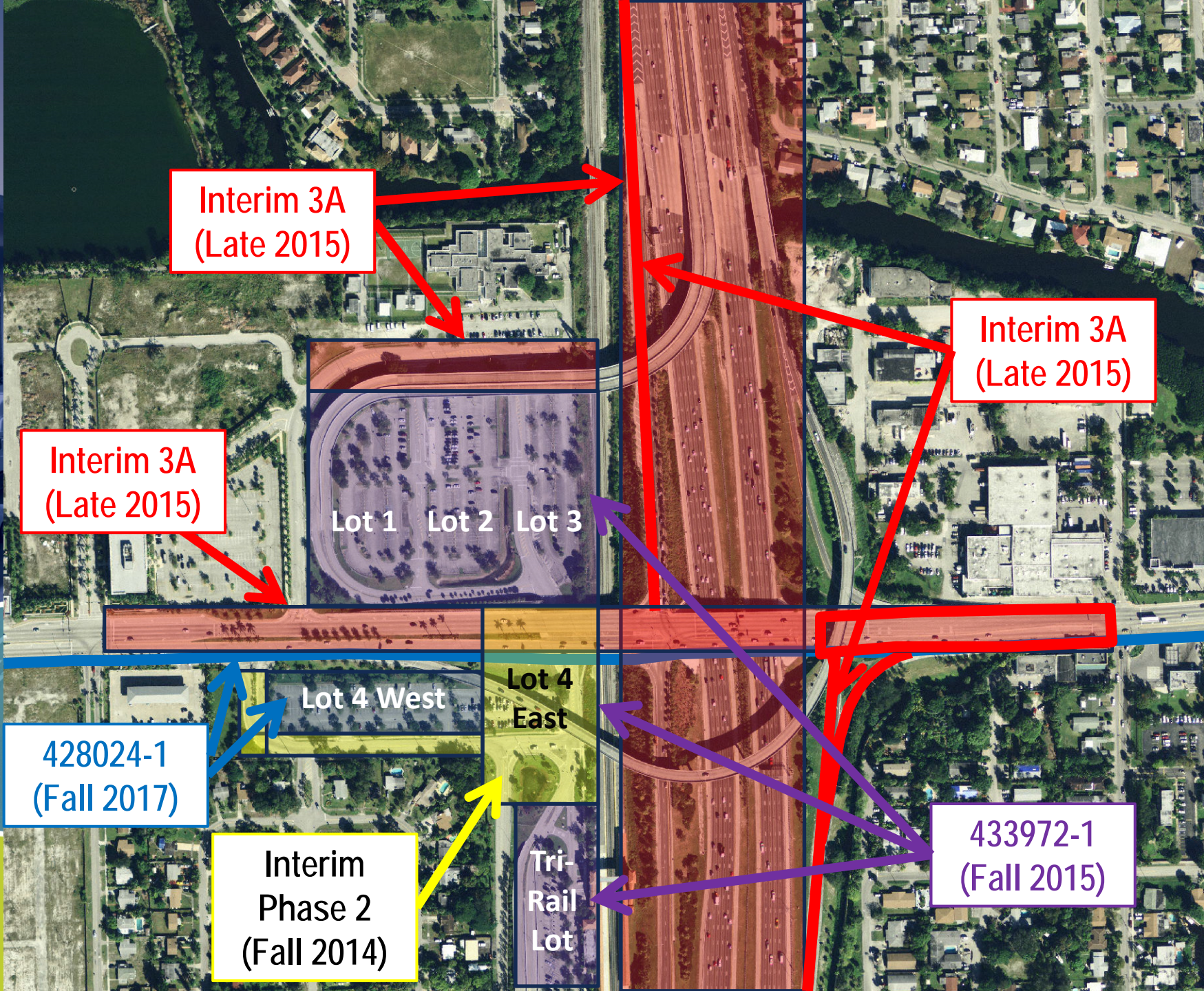
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Construction Fall 2017



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(Late 2015)

Interim 3A
(Late 2015)

Interim 3A
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Lot 1 Lot 2 Lot 3

428024-1
(Fall 2017)

428024-1
(Fall 2017)

Lot 4 West

Lot 4 East

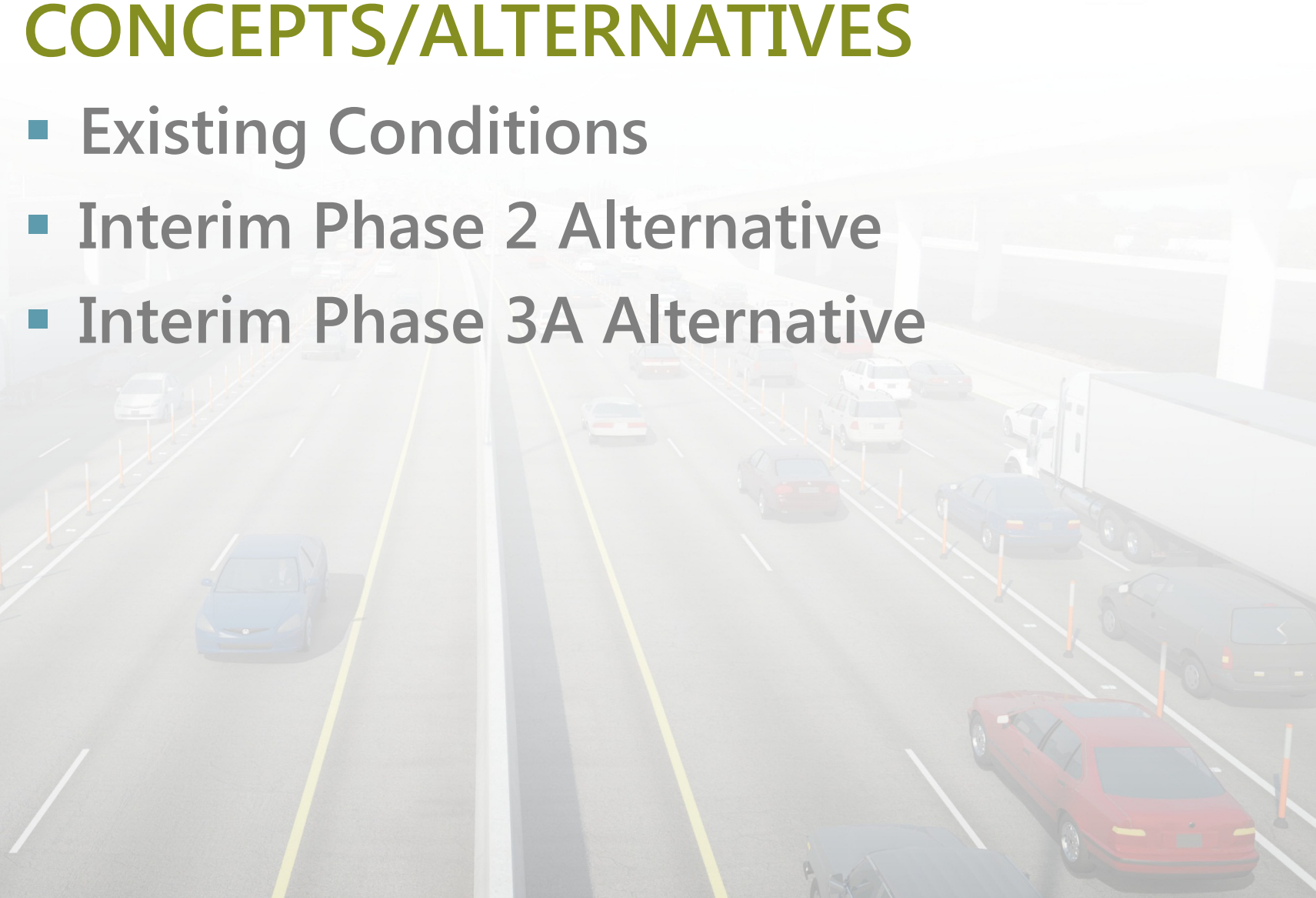
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Tri-
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Lot

433972-1
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BROWARD BLVD. P&R LOT CONCEPTS/ALTERNATIVES

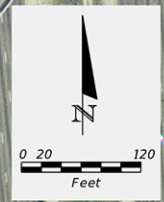
- Existing Conditions
- Interim Phase 2 Alternative
- Interim Phase 3A Alternative



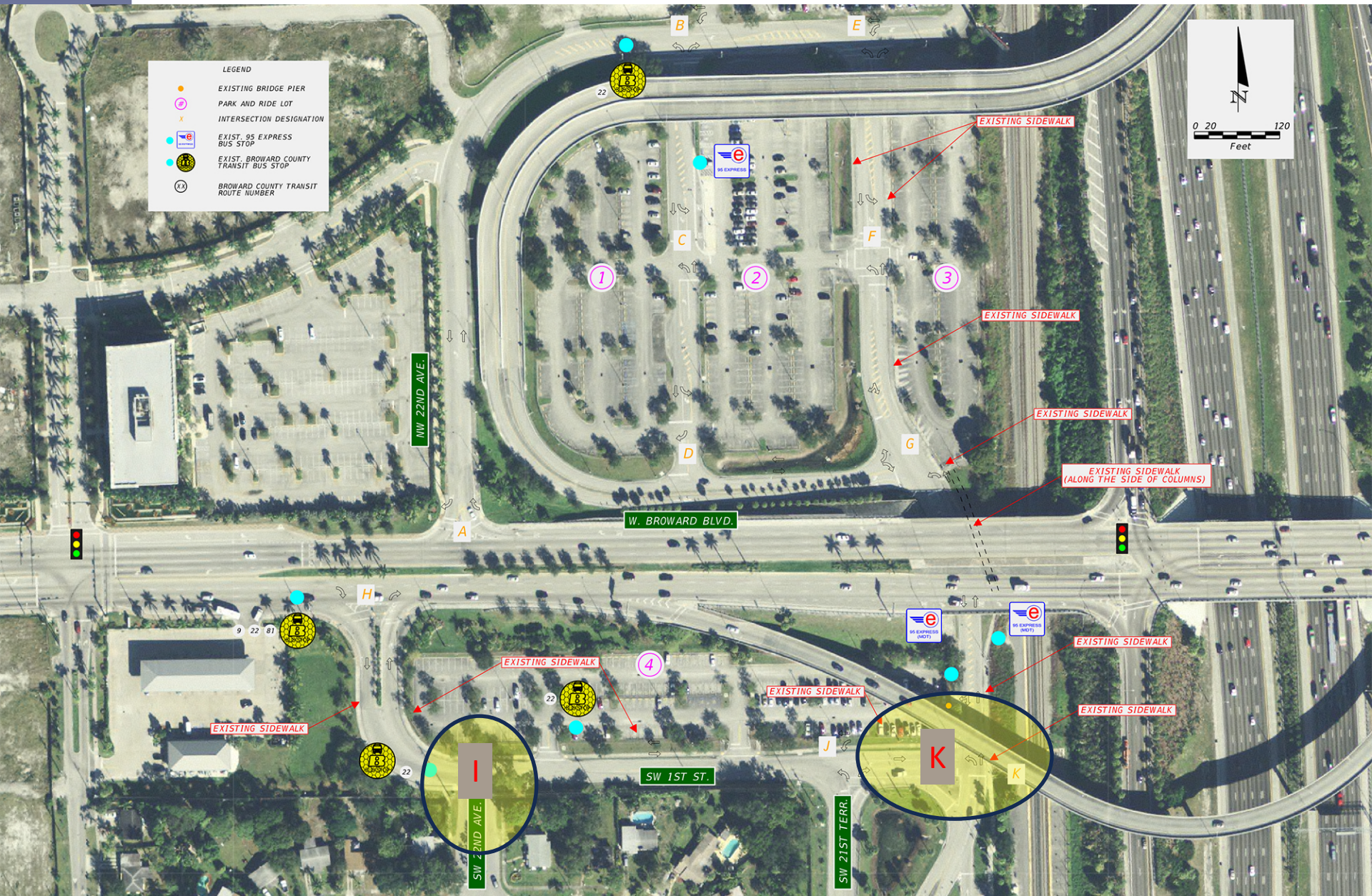
EXISTING CONDITIONS

LEGEND

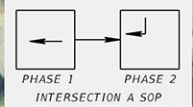
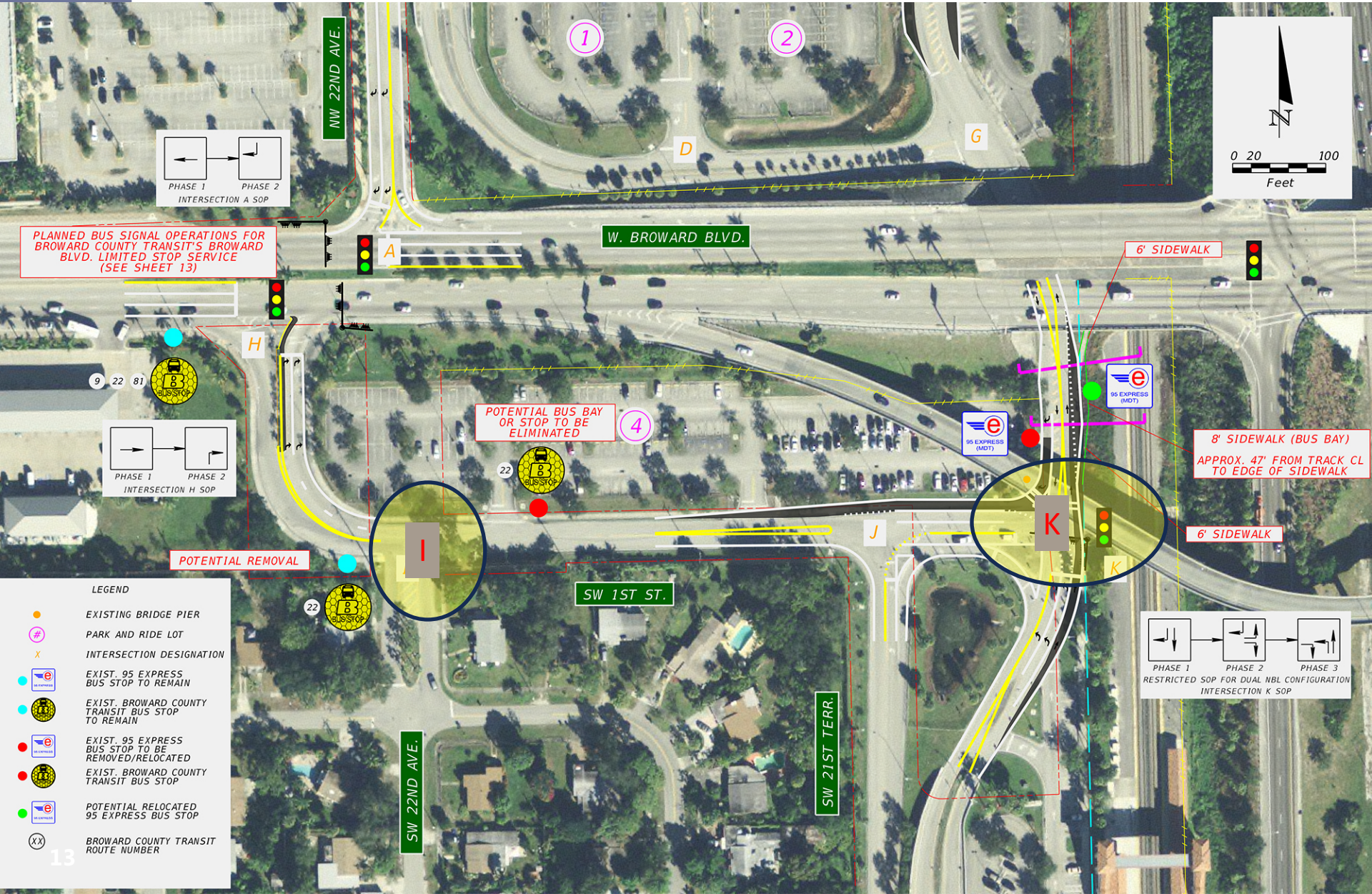
-  EXISTING BRIDGE PIER
-  PARK AND RIDE LOT
-  INTERSECTION DESIGNATION
-  EXIST. 95 EXPRESS BUS STOP
-  EXIST. BROWARD COUNTY TRANSIT BUS STOP
-  BROWARD COUNTY TRANSIT ROUTE NUMBER



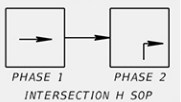
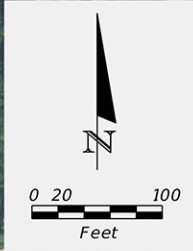
0 20 120
Feet



INTERIM PHASE 2 ALTERNATIVE



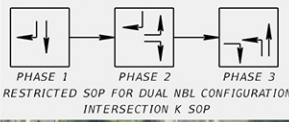
PLANNED BUS SIGNAL OPERATIONS FOR BROWARD COUNTY TRANSIT'S BROWARD BLVD. LIMITED STOP SERVICE (SEE SHEET 13)



POTENTIAL BUS BAY OR STOP TO BE ELIMINATED

8' SIDEWALK (BUS BAY)
APPROX. 47' FROM TRACK CL TO EDGE OF SIDEWALK

POTENTIAL REMOVAL



- LEGEND**
- EXISTING BRIDGE PIER
 - # PARK AND RIDE LOT
 - X INTERSECTION DESIGNATION
 - EXIST. 95 EXPRESS BUS STOP TO REMAIN
 - EXIST. BROWARD COUNTY TRANSIT BUS STOP TO REMAIN
 - EXIST. 95 EXPRESS BUS STOP TO BE REMOVED/RELOCATED
 - EXIST. BROWARD COUNTY TRANSIT BUS STOP
 - POTENTIAL RELOCATED 95 EXPRESS BUS STOP
 - XX BROWARD COUNTY TRANSIT ROUTE NUMBER

INTERIM PHASE 2 COST

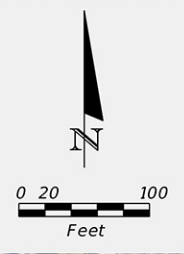
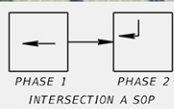
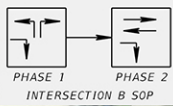
Total Estimated Cost- \$580,000

- Traffic and Signalization- \$270,000
- Roadway and Drainage- \$310,000

INTERIM PHASE 3A ALTERNATIVE

LEGEND

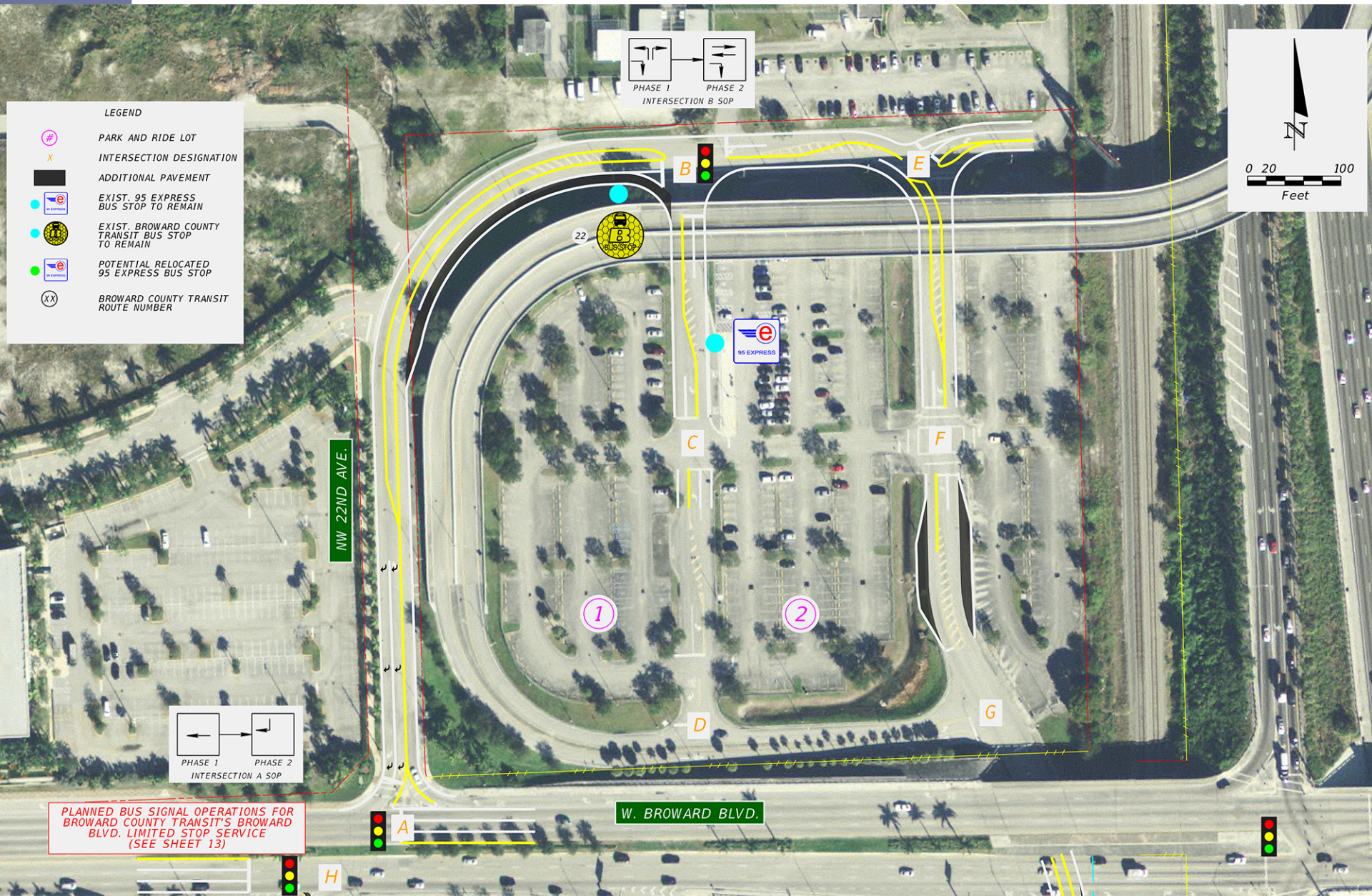
- # PARK AND RIDE LOT
- X INTERSECTION DESIGNATION
- ADDITIONAL PAVEMENT
- EXIST. 95 EXPRESS BUS STOP TO REMAIN
- EXIST. BROWARD COUNTY TRANSIT BUS STOP TO REMAIN
- POTENTIAL RELOCATED 95 EXPRESS BUS STOP
- XX BROWARD COUNTY TRANSIT ROUTE NUMBER



NW 22ND AVE.

W. BROWARD BLVD.

PLANNED BUS SIGNAL OPERATIONS FOR BROWARD COUNTY TRANSIT'S BROWARD BLVD. LIMITED STOP SERVICE (SEE SHEET 13)



SCHEDULE

- Interim Phase 2-
 - Anticipated Completion of Construction Contract by Q1/2015
 - Open to Traffic by Spring 2015 (with 95 Express Phase 2)
- Interim Phase 3A-
 - Preliminary Design Underway to Develop First Segment for Design-Build Letting in April 2015
 - Construction to Begin 2016

NEXT STEPS

- Public Outreach
 - Melrose Manors HOA
- Ultimate Interchange PD&E to Address Future Concurrent Projects
 - City of Fort Lauderdale Gateway Master Plan
 - Wave Streetcar Extension/Central Broward East-West Transit (Extension Stop at Tri-Rail Station)
 - I-95 Express Direct Connect Ramps

QUESTIONS?