

CITY OF ST. AUGUSTINE

City Commission Workshop Meeting

March 5, 2003

The City Commission met in a workshop session Wednesday, March 5, 2003, at 1:30 p.m. in The Alcazar Room at City Hall. The meeting was called to order by Mayor Gardner, and the following were present:

1. Roll Call:

George Gardner, Mayor/City Commissioner

William Lennon, City Commissioner

Errol D. Jones, City Commissioner

Donald A. Crichlow, City Commissioner

Absent: Susan Burk, City Commissioner

William B. Harriss, City Manager

Jack E. Cubbedge, Assistant City Manager

James P. Wilson, City Attorney

Martha V. (Nell) Porter, City Clerk

James Whitehouse, Staff Attorney

Timothy A. Burchfield, Director, General Services

Jason Sheffield, Deputy Director General Services

Orfeo Paolini, Sound Technician

Karen Rogers, Recording Secretary

2. Presentation by the Florida Department of Transportation.

James Dees, District Planning Manager, distributed a copy the FDOT Five-Year Work Program for St. Johns County. He explained that the work program was an annual process beginning in July of each year. He said that at that time the FDOT would go before the County Commission to report on the previous session and the items that

had been adopted for the work program by the Governor and Secretary for the subsequent five-years. He said that the process for the subsequent five-years began immediately. He stated that the FDOT expected the City to provide them with priorities by October first via the County Commission. He said that could change, as St. Augustine could become a Municipal Planning Organization (MPO), at which point the City would not have to go through the County Commission. He continued that during that time the FDOT was discovering how much money they would have to budget for the subsequent five-year program and measuring the priorities against the dollar amount. He noted that there were 18 counties going through the same process. He said there would then be a public hearing in late November or early December to allow the City to understand how many priorities they would be able to program, at which time the FDOT conducted a public hearing for input into the process.

Mr. Dees stated that the FDOT had to balance the fund by the amount of dollars, as well as the different types of dollars. He said the FDOT also had a target to meet, such as providing the miles of resurfacing within the budget. He said that after the public hearings they performed the final balancing and sent copies of the tentative five-year work program to the legislature for approval and the Governor's Office and the Department of Community Affairs also received a copy. He said that the program was worked on throughout the legislative session and made ready by the end of May for the Governor and Secretary of Transportation to sign.

Mr. Dees referred to the handout containing a portion of the projects in St. Johns County, especially in St. Augustine. He said the page after the map included the St. Johns County interstate projects, and he pointed out that all the interstate dollars were allotted for the year 2003; therefore everything was underway with the hopes of completing the projects within 2.5 years. He explained to the Commission the phases of the projects listed. He referred to the Heritage Signage Program, which was slated for completion in 2007; however, during the public hearing in Jacksonville in December it had been requested that the date be changed to provide signage during the Super Bowl in 2005. He said that as a result the date for initiating the project would be amended to 2004 for initiation. He described some of the projects listed.

Mr. Dees explained that the FDOT did not have flexibility, as they had to match projects with the different types of money.

Commissioner Crichlow questioned what the transportation dollars looked like for the future.

Mr. Dees stated that there had been a reduction and projections indicated a decrease in federal dollars, but the magnitude was not certain.

Commissioner Crichlow questioned how the FDOT interacted with Congressman Mica and the federal money that he might designate to the state.

Aage Schroder, District Secretary, said that he was working with Congressman Mica and all the Congressional Delegation discussing projects to understand the issues within the districts and find the best way to locate funds to deal with the projects. He expressed concern regarding federal funding and the FDOT's commitment to the counties, and he said that the department was trying to create different funding

levels to try to maintain the work program for the 2003/2004 fiscal year. He said beyond that was uncertain; however, it appeared as though there would be reductions in the future, but the objective was to shore up the work program to deliver the upcoming fiscal year.

Mayor Gardner questioned how the money was divided between the 18 counties.

Mr. Schroder said that projects were apportioned depending on the type of money. He said that larger MPO's received a specific amount annually under the surface transportation program. He stated that other programs were funded by the Florida Statutory Formula based on 50% population and 50% gasoline tax collections. He said that the FDOT received approximately 11.4% of the statewide funds collected in district two and apportioned that to the various counties. He said that there were other programs where they inspected, measured, and quantified road and bridge condition to establish a prioritization, which entailed district and statewide programs.

Mayor Gardner noted that every MPO received a basic amount.

Mr. Schroder stated that FDOT tried to spread the money around using the statutory formula to be sure that each county received its fair share of the funding, and they tried to provide at least 80% of the formula. He said that over the years the funds balanced out.

Mayor Gardner questioned the status of the SR 312 bypass.

Mr. Schroder replied that it had been put on hold. He said that the FDOT would have to hear from the City through the County Commission that the bypass was a priority in order for the project to be addressed. He said community needs and the shortfall created difficult decisions. He pointed out that over a 20-year period they were experiencing over \$30 billion dollars in shortfall and the gap would increase unless the funding was changed. He said the good news was FDOT would do their best for district two with the dollars available, and they would fight to get a minimum of 95% of the federal tax collection in Florida that was returned to the state, which equated to several billion dollars.

Mr. Dees noted that the work program had been good for St. Johns County, as there were so many Florida Interstate Highways System Roadways in the county, and 50% of capacity dollars were spent on that system. However, he said that made the equitable share high and would not allow other dollars to apply for new priorities.

Mayor Gardner questioned the signage program for the City.

Mr. Dees said the FDOT would meet with the City to coordinate the design of the signage

Craig Teal, Project Manager, referred to the fiberboard exhibits concerning the rehabilitation of the Bridge of Lions, and asked whether there were any questions.

Commissioner Jones said that he had some questions from the citizens of St. Augustine. He questioned the impact of the roundabout proposals on the timeframe

for the rehabilitation, and the limited access on the eastside of the bridge for some businesses and residents.

Mr. Teal replied that the starting date for the rehabilitation was March 2004 and generally there would be six months in the work program before beginning the construction; therefore, construction would begin in August of 2004. He said the timeframe for construction was three to four years, with nine months to build the temporary bridge to the north of the existing bridge, two years to build the bridge and nine months to take the temporary bridge down.

Commissioner Lennon questioned the cost of the temporary bridge.

Mr. Teal replied that the cost was \$7 million dollars, and he added that they would be driving in piling and fabricating the lift span from August to February to accommodate the Super Bowl.

Commissioner Crichlow questioned the type of temporary bridge FDOT was building.

Mr. Teal said they would maintain the same type of traffic pattern and speed on the bridge; therefore, they were considering concrete piles and pile caps, a concrete deck with two lanes along with bicycle and pedestrian lanes and a lift span.

Commissioner Crichlow questioned the impact on traffic and business on Anastasia Island.

Mr. Teal expressed no concern regarding traffic other than the normal transition problems. He said the alignment would allow for the same speed limit and access to the businesses on the east side and back and forth would be open. He referred to the exhibit to help the Commission understand the configuration.

Commissioner Crichlow questioned the access onto Dolphin Drive and St. Augustine Boulevard when the temporary bridge was in use.

Mr. Teal said that when traveling east the left turn was not desirable; therefore it would be eliminated as a safety feature, and when exiting Dolphin Drive to go west over the bridge access would also be eliminated for safety purposes.

Commissioner Lennon questioned whether a traffic light could resolve the problem, as the proposal would create problems for the two motels and a restaurant.

Mr. Teal said that a traffic signal would disrupt the traffic flow on the bridge considerably, but FDOT was conducting a traffic study.

A discussion resulted regarding the change in the traffic pattern, which residents would not be agreeable to, and it was determined that safety was premier to convenience.

Commissioner Lennon stated that the temporary bridge was a waste of tax payer money; therefore, a new bridge made more sense.

Mr. Shroder pointed out that a new bridge would require a temporary bridge or closing the road and rerouting traffic over the SR 312 Bridge, which would have a negative impact on the City.

Commissioner Jones questioned whether there had been public hearings regarding the plan, and he was informed that there had been many public hearings.

Commissioner Crichlow requested that it be noted for the record that the Commission was concerned.

Commissioner Lennon suggested that a roundabout on each side of the bridge would facilitate traffic flow.

Mr. Schroder stated that the FDOT was prepared to address the possibility; however, they were not sure the time was right for a roundabout. He said they felt roundabouts could create other problems, for example when the bridge opened traffic would be backed up around the roundabout.

Commissioner Lennon said the presentation given to the Commission indicated that the roundabout on the west side of the bridge would have two lanes on the western section that would facilitate traffic flow.

Mr. Schroder said that would be according to how long the bridge was open, as traffic could be backed up to the fort.

Commissioner Crichlow pointed out that the left lane traffic was currently backed up to the fort. He added that other than the potential delay with timeframe, he liked the idea of the roundabouts for the bridge and also for other locations.

Mr. Schroder suggested that roundabouts could be considered as a subsequent project, as he did not believe they would affect the proposed touch down points of the bridge.

Commissioner Lennon questioned whether another year was really a substantial delay.

Mr. Schroder said it could take three-years to design.

Commissioner Lennon stated that he found it hard to believe that it could take three-years.

Mr. Schroder explained that it would take at least a year for the design and a least two-years for right-of-way, because FDOT had to follow federal prescription involving appraisals, negotiating offers, and in some cases mediation or going to court.

Dave Bird, Director of Planning and Production, said they had done extensive study regarding roundabouts in different locations of St. Augustine. He said that the assumption appeared to be that there would be no problems with roundabouts, but they could create problems. He added that public input indicated that approval was 50-50. He noted that the 1-2 year timeframe for design etc. was a minimal timeframe, because they would be dealing with a landmark historic City. He said

FDOT thought roundabouts were good applications especially for complex intersections such as the east side of the Bridge of Lions; however, it would take considerable time. He requested time to conduct a study, as it might be the way to go in the future.

Commissioner Lennon suggested that something be done about the synchronization of the traffic lights. He added that the proposed two-lane bridge would not solve the traffic problems in the City.

Commissioner Jones agreed that something had to be done about the traffic lights to relieve some of the traffic flow difficulty. He questioned whether the FDOT would fund roundabouts in the future, as they were funding the currently proposed intersection.

Mr. Schroder stated that the FDOT would try to address the project if that was a City priority.

Mayor Gardner questioned whether the FDOT could begin the study immediately.

Mr. Schroder replied that the FDOT would have to fund the study first, which would be easier than funding the project. He added that they would have to look at the merits of the proposal considering the uniqueness of the City. He added that the FDOT would look into synchronization of the traffic lights to facilitate traffic flow for a conventional intersection at the bridge; however, it was a real problem considering the uniqueness of the City.

Mr. Teal referred to the Lions at the foot of the bridge and reported that the FDOT would provide funds for the City's temporary relocation, conservation, storage and return of the two statues. He said the resolution was working through the process.

A brief discussion revealed that there would be continued public hearing regarding the plans for rehabilitating the bridge, as the input would weigh heavily on decision making.

Phil Worth, Public Transportation Manager, distributed a handout with a matrix to indicate public transportation funding methods for the City. He said the funding sources would be state and federal, and he went through the table indicating the different categories. He referred to page two of federal funding and pointed out that each category contained specific requirements, such as FTA 5310 provided transportation funding for the elderly and disabled people and FTA 5307 provided transportation funding for urban service. He said that some funding sources were made available for a single year and some carried over for as much as 3-4 years. He said that in some cases funds were only available to specific recipients with specific dollar amounts. He continued to explain the table for the Commission, as well as the funding methods.

Mr. Harriss stated that the City had looked into some of the funding sources and currently the Council on Aging was a designated provider for a number of the programs. He questioned whether there could be more than one designee in the City for funding.

Mr. Worth said that if the agency was a public body the 5307 funds would go to the that body, which would be the Commission, and the Commission would contract the funds to the COA with the idea of creating a fixed route service for the general public. He continued to explain the federal funding sources.

Mr. Worth referred to page three and four indicating state funding available, and said that with State Block Grant Funds the City would receive approximately \$150,000 that would not begin immediately upon designation as the process required one-year after the use of federal funds. Therefore, he said the City would be required to document potential investments in transportation.

Mayor Gardner said that the City population was approximately 13,000, but he was not certain the number of people visiting the City. He questioned whether that situation fit into any of the funding formulas.

Mr. Worth stated that he did not believe so, as the designation was based on population and population density. He said tourism was a part of the formula when projecting future traffic and considering peak seasons.

Mr. Worth said that there was a classification that allowed funds to enhance a transit system with specific parking lot requirements, such as location and 60% utilization of the lot. He said that in relation to overall state funding there was approximately one million dollars available for Park N Ride; however, the most that had been devoted to parking lot application was \$450,000 in Miami. He said an application from a small urban area would not mean that the funding would be small, as the decision was made on the basis of merit.

Mr. Worth said the Transit Service Development provided funds for new and innovative services for transit, and could be a source for acquiring buses.

Mr. Worth referred to page four of the handout and stated that in order to acquire Corridor Development funding the City would have to examine the congested corridors, and they might find that there were funds available for buses, bus shelters, and Park-N-Ride lots to enhance the corridor by being transit friendly. He added that it might be one of the only options available to the City in a restrained corridor.

Mr. Worth said the Commuter Assistance Program funds could be available to the City if they wanted to encourage van and bus pools and park and ride opportunities. He said that \$70,000 was the average allotted to the grantees pursuing that type of program.

Mr. Worth said that he could not discount the potential of Intermodal Development Program assistance as there was a caveat that included other related uses. However, he said that typically funding was utilized to finish established projects.

Mayor Gardner questioned whether any of the funding was retroactive and could be advanced to the City while working on grants.

Mr. Worth clarified that for the City to obtain money a number of interlocal agreements would have to be executed to allow the federal money into the area, which would provide the legal capacity to receive and dispense funds.

Jim Scott, Traffic Operations Engineer, distributed an outline to assist the Commission, and explained that his office was responsible for short-term improvements to the state highway system. He described the areas of responsibilities of his department, and he offered to answer any questions.

Commissioner Crichlow questioned whether two of the three lanes on King Street could be directed west during the congested times of the day.

Mr. Scott pointed out that making that adjustment would gridlock the traffic traveling east, as it would prohibit left turns.

Commissioner Crichlow stated that there were traffic lights at the intersections; therefore he could not understand how his suggestion could present a problem. He added that sometimes it took 20-minutes to get from M.L. King to US 1 at certain times of the day.

Mr. Scott indicated that he would review the situation in more detail; however, he thought there was more traffic traveling east than Commissioner Crichlow was aware of, and without the turn lane it would halt the entire lane as one vehicle attempted to make a left turn.

Commissioner Crichlow suggested a traffic signal on San Marco Avenue in the area of Locust and Rhode Streets, because pedestrians could not cross the street, nor could drivers make a left turn.

Mr. Scott agreed there was a problem although studies had proved that there was no adequate location to place an additional traffic signal, but they would review the situation. He added that a certain criteria had to be met in order for the FDOT to place traffic signals.

Commissioner Crichlow suggested a traffic signal activated by an approaching vehicle or a button pushed by pedestrians.

Mr. Scott stated that traffic signals generally worked that way. He noted that the FDOT would be adding four new un-signalized pedestrian crossings on San Marco Avenue and King Street. He explained that the crossings would consist of new crosswalks with colored pattern pavement and signage. He added that there would be a new signal pedestrian crosswalk located at the south end of the fort parking lot. He said the FDOT would also be replacing all the pedestrian signal indicators on the corridors with the new international symbols, and new ADA ramps.

Commissioner Jones questioned whether the pedestrian crossings would be equipped with the new sound indicators for the blind, considering that the Florida School for the Deaf and Blind was in St. Augustine. He pointed out that the children from the school used San Marco Avenue regularly; therefore the indicators should be a priority.

Mr. Scott explained that those indicators were installed on a case by case basis, and the Division of Blind Services determined where those indicators would be beneficial.

Commissioner Jones suggested that the FDOT meet with the school to discuss the matter, and it was agreed.

Mayor Gardner questioned the timeframe for installation of a traffic signal at Malaga and King Streets.

Mr. Scott agreed that there was a signal in the plan; however, the funding was four years in the future.

Mayor Gardner questioned the reference to lane reduction and horse carriages.

Mr. Scott noted that at one point reducing the four lanes on the bayfront to two lanes and to use the other lanes for the horse drawn carriages had been considered; however study proved that the idea would create traffic problems.

Commissioner Crichlow suggested that the push buttons for the cross walks included the time the signal would take to work, as it might encourage pedestrians to be patient.

Mr. Scott suggested that a pedestrian would probably try to cross the street regardless.

Mayor Gardner pointed out that the location of the sign for VIC at San Marco Avenue and Castillo Drive did not facilitate visitors. He suggested that a parking sign with an arrow would serve the public better at that intersection.

Mr. Scott stated that the FDOT could take care of that; however, it was difficult to find the best location at a congested intersection with sign clutter.

Commissioner Crichlow pointed out that the stop sign on Cordova Street and Cathedral Place was difficult to recognize.

Discussion revealed that was a City Street and sign, and Mr. Harriss stated that he would look into the matter.

Commissioner Lennon suggested an overpass at US 1 and King Street as a method of solving the traffic problem. The general consensus was not favorable to the suggestion, because of the marsh involvement, number of traffic lights, impact on business, huge expense, and the potential for public outcry.

Commissioner Lennon suggested changing the south bound scenic vista sign at May Street and San Marco Avenue to move large vehicles off San Marco Avenue to US 1 and further route that traffic to the VIC or over the SR 312 Bridge to relieve the traffic congestion.

Mr. Scott stated that he would research the issue; however, it was more complex than simply moving a sign.

Mr. Harriss questioned whether the FDOT would use pedestrian bubbles on the proposed crosswalks on San Marco Avenue.

Mr. Scott replied that the option was not part of the proposal.

Mr. Harriss questioned the status of the US 1 corridor study to make more neighborhood friendly streets by eliminating left turns to reduce impact.

Mr. Scott replied that he was not aware of the outcome of the study, but he would find out the status. He said that the FDOT tried not to add median openings, but it was difficult to remove them.

Mr. Harriss requested the FDOT's assistance to develop a traffic signal system to address traffic flow.

Mr. Scott said the FDOT had the resources and they would utilize a consultant to research the potential project.

Larry Parks, Urban Area Transportation Development Engineer, reported on the Metropolitan Planning Organization (MPO) process. He said the area would be under an MPO whether solely or merged with the First Coast MPO. He explained that according to federal law if the population was over 50,000 with a density of 1,000 people per square mile the area was required to be under an MPO for transportation planning purposes. He said that the Federal Highway certified MPO's every 3-5 years, but because the City would be considered a small MPO it would be certified on a 5-year cycle.

Mr. Parks explained that there would be 5-19 members in the organization based on population and representation between the City and County.

Mayor Gardner clarified that the City was not currently part of an MPO, but the county had applied for an independent MPO following the boundaries of St. Johns County.

Mr. Parks agreed and said that currently the First Coast MPO boundary was CR 210. He suggested that the City enter into discussion with the county regarding the matter, as well as the First Coast MPO because it would affect their MPO boundaries. He added that because there were so many commuters traveling north it made sense to have a regional MPO; however, the county wanted more control.

Mayor Gardner said that he believed the county felt their voice would be stronger with a county MPO that included the City.

Mr. Parks said that there were two boundaries one for the census, which was set once every ten-years and one for planning area, which would extend to the county line. He continued that if they formed a separate MPO they would have to execute bylaws, establish members, and create a Citizens Advisory Committee and Technical Advisory Committee, which would hinge on the population. He said the advisory committees were appointed by the MPO board who were elected officials except for authorities like JEA, Airport, and Seaport.

Mr. Parks said the federal funds awarded to a MPO for planning and operation would be \$275,000 annually, and any amount above that was based on population. He pointed out that the First Coast had approximately 899,000 people, and they were projected to receive \$742,000 in PL funds. He said that as a transportation organization the needs were projected over 20 years along with a cost feasible plan to develop a priority list. He repeated that the area would be included in an MPO, and they would be competing with Jacksonville and Gainesville for funds. He pointed out that St. Johns County had received more than the statutory formula.

Commissioner Crichlow questioned whether it would be more beneficial to be a part of the First Coast MPO.

Mr. Parks replied that it was more reasonable to part of a Regional MPO.

Mayor Gardner questioned whether the City could refuse to be an urban area.

Mr. Parks responded that the City could not, but in the next couple of months the City, County, First Coast and Governor would meet to discuss how to make it work and reach a consensus.

Aage Schroder, District Secretary, stated that before the governor made a recommendation, the FDOT had to work with the local governments to determine what would be best. He noted that he felt bad about how they had to answer some of the Commissioner's questions, but there were so many circumstances that needed to be weighed in decision making. He said that he understood the City's desire to select projects for the community; however, everything had to be weighed to see how much money could be acquired for projects. He added that it was complex, as there were advantages for the City being a MPO and in other cases it would be advantageous to be part of a larger MPO. He said the FDOT wanted to work with staff to establish a model that best fit the City and region. He said that currently the FDOT was leaning toward a Regional MPO. He concluded that the issues were challenging in the state, region and communities.

Mayor Gardner noted the presence of the new Parking and Traffic Committee and stated that they would be action oriented in many different areas.

Mr. Schroder noted that historic St. Augustine was unique, and the FDOT wanted to work with the City to reach the destination that was important to the City's economic vitality.

3. Discussion with the Parking and Traffic Committee.

Mayor Gardner suggested that a chairman had to be selected for the committee, as well as scheduled day and time for the meetings. He said that he would like the Commission to provide an outline of specific tasks for the committee to address. He suggested that the committee be prepared to work with staff to establish their availability for technical and financial aspects, and establish a reporting procedure to the Commission. He questioned the Commission's thoughts regarding the chairman of the committee.

Commissioner Jones suggested that the members introduce themselves, which the committee took a few minutes to do. The member names are as follows:

1. William T. Abare
2. Gerald Dixon
3. Fred J. Harris
4. Thomas Kavanaugh
5. John R. Marples
6. Phillip J. Moan
7. Richard Pinto
8. Nancy Sikes-Kline
9. Daniel F. Sullivan
10. David Toner
11. Henry Whetstone, Sr.

Commissioner Lennon suggested that the committee select the chairman.

Mr. Harris stated that the City Clerk had polled the committee to establish a suitable day and time for the meeting. He said the results were the fourth Thursday at 8:30 or 9:00 a.m.

Mayor Gardner expressed concern about the public's ability to attend the meeting, as morning hours were not necessarily convenient.

Mr. Fred Harris pointed out that the meeting had been held in the morning hours because the members had to take time off from their work to attend.

After a brief discussion it was determined that the committee would select the chairman, and the meetings would be held on the fourth Thursday at 8:30 a.m.

Mayor Gardner questioned whether the Commission was prepared to provide direction to the committee.

Commissioner Crichlow noted that the parking and traffic situation had to be addressed and there was no one solution; therefore pooling the solutions would not happen over night. He said the VIC was the focus of where visitors should arrive, and disperse from. He said that parking would have to be increased at the VIC, signage would be necessary to direct the visitors, and the existing transportation companies and shuttle service would have to be coordinated. He said another element was the college parking situation, and he noted that William Abare, President of Flagler College, would be an asset to the committee. He continued that restricted parking lots were another issue that should be addressed immediately for weekend and event parking. He added that the subject of parking decals should be addressed. He suggested that the other citizens who applied for the committee were a good resource for sub-committees.

Commissioner Lennon noted that the committee needed to find a place for business people to park and allow locals to utilize the downtown. He mentioned that the Commission should not be micro managing the committee. He suggested that the committee formulate conclusions to report to the Commission. He noted that the

previous parking committee had a complete list of all available parking spaces in the City; therefore he suggested that the new committee examine that research.

Commissioner Jones suggested that perimeter parking, signage in and outside of City limits, pedestrian orientation, service vehicle loading zones, traffic flow, business parking downtown, seasonal parking, college parking, local parking, and overflow parking were all issues for the committee to consider. He agreed that the committee should not be micro managed, and he suggested that the committee deliver their innovative thoughts and ideas to the Commission.

Mayor Gardner disclosed that he did like to micro manage. He stated that the community had stood still for too long; therefore the challenge for the committee was to research and develop ideas regarding parking and traffic, details on parking garages including funding, design etc., a trolley system, and immediate and tangible provisions for residents. He emphasized that there were established elements for the community that had to happen immediately or within a month or so. He said the heritage signage program in and out of the City directing traffic to the VIC had to be examined. He suggested that raising parking meter rates significantly would encourage business people and their employees to park on the periphery.

Mayor Gardner noted that Commissioner Burk had recommended a study for a parking garage; however, he did not share her belief that the City needed a parking garage considering that the VIC was not used to capacity. He requested that the list of applicants be distributed to the current members of the committee for their consideration as resource people to conduct research and development.

Mr. Pinto, as chairman of the former Parking Committee, noted that from experience the previous committee was unable to talk with one another as a result of the Sunshine Laws, which was a limitation that took time. He suggested that the newly formed committee would become fatigued from meeting without results. He questioned who would bring in resource people and who would talk with them.

Mayor Gardner explained that if an individual member used a resource from the community there was no violation of the Sunshine Law as long a committee was not formed.

Mr. Harriss clarified that the newly formed committee could not discuss matters regarding parking and traffic other than during the monthly meeting.

A brief discussion resulted regarding the Sunshine Law.

Mr. Pinto pointed out that the former parking committee had not been given a specific timeframe by the City Commission. Therefore, he suggested that the new committee be given a timeline for accomplishments. He questioned whether the plan for parking garage locations behind the Lightner Museum, VIC and San Sebastian Inland Harbor was still in affect.

Commissioner Crichlow stated that the plans for a parking garage behind the Lightner Museum had been eliminated; however, the other plans were still in place. He suggested focusing on the VIC. He said any of the areas that he had mentioned that could be implemented immediately could be the committees focus.

Mayor Gardner suggested that the committee determine what they could accomplish as quickly as possible. He said that the previous committee had discussed a City map for parking for months; however, the current committee could not afford to spend months on one element considering the parking and traffic situation. He suggested that the committee work on several projects simultaneously.

Commissioner Crichlow suggested that the committee work on moving the horse drawn carriages to the traffic circle at the VIC. He said a committee member could serve as liaison with the City to provide feedback to the Commission. He said the relocation of the carriage and train depot would be a challenge.

Mr. Sullivan noted that the previous Parking Committee had done a fine job, but he agreed that something had to be done soon. He suggested that the St. Augustine Record would be a friend to the committee, as it supported a walking city; therefore the newspaper could help build a constituency. He said that he had spoken with William Abare, President of Flagler College, about the college promoting some aspect of a walking city. He suggested that the committee take baby steps.

Mayor Gardner said the new committee consisted of veterans and new blood that was anxious to succeed. He suggested that the committee have an organizational meeting, and he did not want to wait three weeks for it.

Commissioner Lennon questioned what the difference was.

Mayor Gardner replied that the difference was that they had been sitting on their a__ doing nothing for years.

Commissioner Lennon suggested that the Mayor not go in that direction.

Mr. Whetstone suggested that the new committee meet after the current meeting was complete, and it was agreed they would meet to organize.

Commissioner Lennon questioned what had happened to the plan of installing a horse drawn carriage depot at the end of Orange Street until the VIC plans were complete.

Mr. Harriss said that was a temporary plan; therefore it was a good idea to create a final plan as well. He noted that putting the horse drawn carriages in the turn-around could not take place until the buses were relocated.

Commissioner Crichlow suggested that the circle at the VIC would be easier to implement when the buses were moved.

Commissioner Lennon noted that drainage was a consideration when moving the horse drawn carriages.

Commissioner Crichlow suggested that if the committee adopted the motto to keep cars out of downtown, they would be successful.

Commissioner Jones requested that the committee present some long and short term solutions to the Commission.

A brief discussion ensued regarding the Sunshine Laws, and it was noted that the committee could meet outside of City Hall as long as the meeting was advertised and a recording secretary was present to take minutes.

Mr. Harriss assigned Jack Cubbedge and James Whitehouse as City representatives to the new Parking and Traffic Committee to attend meetings and assist the committee.

Mr. Marple suggested that the Commission assist by prioritizing the task list to provide the committee with direction.

After a brief discussion it was determined that the committee would develop a priority list within the first couple of meetings.

Mayor Gardner noted that there was \$4.5 dollars available for a parking and traffic solution. He questioned whether they could use any of the money for a transit system and be reimbursed through grants and funding.

Mr. Harriss stated that he believed some of the programs the FDOT had mentioned earlier in the meeting were programs the City could not implement because the Council on Aging Public Transit Program absorbed the funds; therefore, it might not be possible to overlap that program. He said that he would further research the situation.

Commissioner Jones suggested that the Committee work on the situation as they saw fit, and the Commission would react accordingly.

3. Adjournment

There being no further business, the meeting was adjourned at 5:20 p.m.

MAYOR

CITY CLERK