

**Ann Arbor Downtown Development Authority Meeting Minutes
Wednesday, September 3, 2008**

Place: DDA Office, 150 S. Fifth Avenue, Suite 301, Ann Arbor, 48104
Time: DDA Chair Jennifer Hall called the meeting to order at 12:05 p.m.

1. ROLL CALL

Present: Russ Collins, Dave DeVarti, Rene Greff, Leah Gunn, Jennifer Hall, Roger Hewitt, John Hieftje, Joan Lowenstein, John Mouat, John Splitt

Absent: Gary Boren, Sandi Smith

Staff Present: Susan Pollay, Executive Director
Joe Morehouse, Deputy Director
Joan Lyke, Management Assistant

Audience: Fran Alexander, Alexander Resources
Peter Allen, Peter Allen & Associates
Dave Askins, The Ann Arbor Chronicle
Steven Bean, Berg & Associates
Tony Bisesi, Republic Parking
Ray Detter, CAC
Ray Fullerton, CAC
Carsten Hohnke, City Council Candidate
Adrian Iraola, Washtenaw Engineering
Dan Mooney, Luckenbach/Ziegelman Architects
Josie Parker, AADL
Dave Pezda, Luckenbach/Ziegelman Architects
Wendy Rampson, City of Ann Arbor
Nancy Shore, getDowntown Program

2. AUDIENCE PARTICIPATION

Ms. Smith enters.

Mr. Detter said that CAC members attended the presentations for the 415 W. Washington site and support the Art Center proposal. CAC has not taken a stand for or against the 25-story student housing building at S.U./Forest as it is consistent with zoning. CAC will support approval of the proposed Downtown Plan amendments and zoning changes if they are passed at the same time so they can be implemented as an integrated whole. The outcome of the A2D2 process will be to create a situation in which everyone, including developers, will have a clearer idea of what can be done in our downtown.

3. MINUTES

Ms. Gunn moved and Ms. Greff seconded approval of the July 2, 2008 regular board meeting minutes and the July 2, 2008 Annual Meeting minutes.

A vote on the motion to approve both sets of minutes showed:

AYES: Collins, DeVarti, Greff, Gunn, Hall, Hewitt, Hieftje, Lowenstein, Mouat, Smith, Splitt

NAYS: None

Absent: Boren

The motion carried.

4. STATUS OF CITY TASKFORCE EFFORTS WITH DDA MEMBERSHIP

A2D2: This item was moved to the end of the meeting to allow Ms. Rampson to report.

Connector: Mr. Hewitt stated that AATA issued an RFP for the Ann Arbor Connector Feasibility Study and there were 3 responses. All were interviewed and a decision will be made at the AATA board meeting in October. Phase I of the study will assess job and population locations, travel patterns, street forms, and potential new ridership. Phase II will compare specific routes and mode type.

Taskforce on Sustainable Revenue for Supportive Housing Services for Ending Homelessness: Ms. Smith reported that the Taskforce has completed a draft report that includes a complex pool of possible funding sources including existing service dollars, public funds and a possible millage. Once finalized, she will bring copies of the report to the DDA.

415 W. Washington Selection Committee: Mr. Mouat reported that interviews were held August 13 and although none of the three bidders responded 100% to the RFP, there were some exciting ideas. The Committee is scheduled to meet soon to determine the process toward making a recommendation.

5. NEW DDA BUSINESS

Downtown Library: Ms. Josie Parker thanked the DDA for the opportunity to give a short update about Library planning efforts. The AADL board has been exploring options regarding the downtown building: 1) move to another location; 2) demolish the oldest section of the building and renovate a section and add a new section to the front of the building; 3) demolish the entire building and build a new building with an opening into the new parking garage. The AADL Board has a retreat scheduled Thursday to discuss the pros and cons of each option. Whatever choice is made the buildings will be ADA compliant (which the current building is not) and it will have updated mechanicals.

Ms. Parker thanked the DDA for allowing her to participate in the design of the underground structure as the two projects are tightly interwoven. For instance, the creation of Library Lane and the underground pedestrian connection will be key to the design of the new Library. The AADL has a proven commitment to sustainable design and in their planning efforts they will look at how to maximize available sunlight, geothermal heating, and recycling as much of the building materials as possible.

Current planning would include a 400 seat auditorium to accommodate lectures, conferences, and smaller musical events. It will not be a full performance venue. They are also exploring how to maintain operations during the two years of construction and are looking for space that would accommodate this purpose, including warehouse space for books, and administrative space.

She said that it is exciting to have this opportunity to plan a project in tandem with the DDA's underground structure project. Ms. Parker was thanked for making time to provide this report and for assisting the DDA throughout its design process for the parking structure.

6. CAPITAL IMPROVEMENTS COMMITTEE

Fifth & Division: Ms. Greff moved and Ms. Smith seconded the following resolution:

RESOLUTION TO APPROVE A PROJECT BUDGET FOR PHASE I CONSTRUCTION ELEMENTS OF THE FIFTH & DIVISION IMPROVEMENT PROJECT

Whereas, With the aim of creating a more bicycle- and pedestrian-friendly downtown, in December 2003 the DDA commissioned Pollack Design Associates to develop an Urban Design Workbook for the Fifth

Avenue and Division Street corridors and in 2005 selected Beckett & Raeder to develop the conceptual plan for these streets;

Whereas, In July 2008 City Council voted to approve the Fifth & Division conceptual plan;

Whereas, In April 2007 the DDA submitted a request to MDOT for Transportation Enhancement grant funding assistance, but DDA members subsequently resolved to revisit the project elements that were selected, and the DDA/City Partnerships Committee was used as a discussion forum, as the Committee includes a number of City Council members;

Whereas, Following a great deal of discussion, the Committee recommends the following elements for a Phase I construction plan:

- Widen Division between Washington and Catherine Street by burying utility lines and adjusting curb lines to make more room for current/future vehicle traffic, as well as for the new bike lane.
- Install gateway improvements at Division/Packard and Fifth/Beakes to reduce the width of pavement and establish the "culture" of pedestrian/bike friendly streets.
- Install intersection improvements at Division/Liberty, Division/Washington and Fifth/Liberty to encourage more safe and comfortable east/west pedestrian movements.
- Install sidewalk improvements along Fifth between Ann and William Streets and along Division between Liberty and Huron Streets to support the important private and public sector reinvestment currently taking place in these areas.
- Stripe bike lanes and install parking meters and other parking along the length of the streets as possible.

Whereas, It is anticipated that the cost for Phase I will be \$7.1 million, less funds from the State or, approximately \$6.1 million in DDA dollars;

Whereas, The cost for Phase I includes some elements that would otherwise be included in improvements associated with the new parking structure project to be constructed beside the new Library building on the City's South Fifth Avenue lot;

Whereas, Following DDA approval of this recommendation, additional materials will be provided to the State so that their grant review can be concluded, and construction documents would be provided to City staff for their review and approval, with the aim of beginning construction sometime in Spring 2009;

RESOLVED, The DDA accepts the recommendation of its Partnerships Committee and includes the following elements in a Phase I construction plan for the Fifth & Division improvement plan:

- Widen Division between Washington and Catherine Street
- Install gateway improvements at Division/Packard and Fifth/Beakes
- Install intersection improvements at Division/Liberty, Division/Washington and Fifth/Liberty
- Install sidewalk improvements along Fifth between Ann and William, and along Division between Liberty and Huron
- Stripe bike lanes and install parking meters and other parking along the length of the streets as possible

RESOLVED, The DDA establishes a project budget for the Phase I portion of the Fifth and Division Improvement Project as \$7.1 million.

RESOLVED, The DDA will revised its FY 08/09 budget to reflect the decisions made today, including adjustments in its TIF (003) and Parking Fund (063) accounts.

RESOLVED, The DDA reserves the opportunity to approve the selection of the contractor for this project and thus reserves the opportunity to approve the expenditure of these funds at a later date.

Ms. Greff thanked the Board for its hard work and persistence on this project, noting that this project took several years to coalesce. There were points where there was strong disagreement between board members, but throughout, the board listened to one another's concerns and in the end came together to create a plan for the betterment of downtown.

Mr. DeVarti stated that he would vote to support this resolution but he wanted to voice his concern that large amounts of money were being spent on projects such as the Police/Court Municipal building and the 5th & Division underground parking structure, and he was fearful that the resources wouldn't be available to replace the 100 units of SRO housing units when the opportunity is presented.

Mr. Hewitt said he supports the concept of this project as it fits into downtown portion of the City's Non Motorized Plan, including new north/south bike lanes. Mr. Hieftje said that he rode his bike on these streets every day and has not experienced difficulty as a bicyclist. However, he has a lot of confidence in the plan and believes the pedestrian improvements will be helpful.

Ms. Hall stated that she was very excited about this resolution and acknowledged that it is a better project thanks to the input from a wide variety of stakeholders along the length of these streets, as well as the committee members' efforts and dialogue.

Mr. Mouat announced a conflict of interest with this project, as his firm served as part of the design team, and he would abstain from voting.

A vote on the motion showed:

AYES: Collins, DeVarti, Greff, Gunn, Hall, Hewitt, Hieftje, Lowenstein, Smith, Splitt

NAYS: None

Abstain: Mouat

Absent: Boren

The motion carried.

Mr. Hewitt moved and Ms. Gunn seconded the following resolution:

RESOLUTION TO APPROVE A PROJECT BUDGET AND SCOPE FOR THE SOUTH FIFTH AVENUE PARKING STRUCTURE PROJECT

Whereas, The 2003 DDA Renewal Plan sets forward the strategy for the DDA to construct parking facilities to support existing and future downtown developments and in 2007 the Nelson/Nygaard Comprehensive Downtown Parking Study determined that additional downtown parking was needed to support future downtown development;

Whereas, In February 2008 City Council authorized the DDA to design and construct an underground parking garage under the South Fifth Avenue lot with at least 500 parking spaces, subject to approval by the City Council of the project site plan;

Whereas, In March 2008 the DDA approved a Professional Services Agreement with the design team of Carl Walker, Inc., Luckenbach/Ziegelman Architects, Douglas Kelbaugh, AIA, Beckett & Raeder, Inc., Alexander Resources, Midwestern Consultants, Berbiglia Associates;

Whereas, An on-line survey was conducted in partnership with the Library with 6,000+ responses, and meetings were held with members of City Council, Planning Commission, the City's Development Review Committee, and other city staff members, and from these conversations important messages came through about the design of the DDA's project, including:

- Address concerns about safety in an underground parking structure
- Create an environmentally friendly design
- Provide a welcoming environment and pedestrian amenities
- Design the structure so parking can be accessed by the State, Liberty and Main Street areas

Whereas, DDA members through its committees have worked closely with its designers to meet these goals with a structure that will include the following elements:

- Natural light wells as possible throughout
- Pedestrian/vehicular separation where possible
- Environmentally friendly design
- Maximal bearing capacity so that the City retains flexibility over future uses on grade
- A new midblock street (Library Lane) that will divide this over-large block with a pedestrian-friendly design, in addition to pedestrian amenities along Fifth and Division Streets
- A new midblock alley to serve buildings along Liberty Street, as well as whatever is placed atop the underground structure, including electrical transformers and trash containers
- Addressing safety concerns through design and management
- Structure designed so that future lateral expansions are possible to the east and west

Whereas, The DDA Partnerships and Capital Improvements Committees recommend that the project design extend under S. Fifth Avenue and down Fifth to William Street, as this will provide several benefits including additional parking, an opportunity to upsize utilities in the street, a speed ramp into the structure reducing vehicular traffic on Library Lane, improved redevelopment options for the former YMCA lot, as well as a pedestrian exit on the west side of S. Fifth which will enable them to avoid crossing Fifth Avenue on surface;

Whereas, The Committees also recommend that the DDA construct 4 full floors underground on the City lot to maximize the opportunity to place parking underground in the downtown, as well as the opportunity to support future high-traffic uses in the newly designed Library and potential, emerging opportunities and needs in the mid-town area;

Whereas, It is recognized that in addition to the cost to construct parking spaces, approximately 30% of the project cost will be related to separate pedestrian elements on the block as well as the cost to support future development, thus the Committees recommend that this proportionate share of the project be paid for using the DDA's TIF (003) funds;

Whereas, It is also recognized that the project is closely interrelated with plans for the new Library building as well as the DDA's plan to redesign Fifth and Division as "complete streets" that encourage greater pedestrian and bicycle use;

Whereas, It is also recognized that the DDA is underway with an ambitious effort to encourage alternative transportation choices including funding go!passes for 6,500 downtown workers, funding the getDowntown program including additional administrative funds, sponsoring 3 downtown Zipcars, sponsoring the LINK, and installing over 100 new bike and moped/motorcycle parking spaces each year, as well as dramatically shifting the organization of the downtown parking system toward a "Demand Management" system, so parking patrons can make more informed transportation and parking choices that best suit their need for cost saving, time saving, or convenience;

Whereas, The DDA's contribution to alternative transportation programs has been in excess of \$400,000/year, in addition to costs for infrastructure improvements such as bike parking plus transitioning the public parking system to a Demand Management system;

RESOLVED, The DDA approves the design of the S. Fifth Avenue Parking Structure as recommended by its Capital Improvements and Partnerships Committees, with a footprint that extends under S. Fifth Avenue to William Street, and which will include approximately 777 parking spaces;

RESOLVED, The DDA approves \$56.4 million as its project budget, which will include the cost of parking space construction, expansive pedestrian-amenities on the block including a new street, as well as enhancements to support future development;

RESOLVED, The DDA shall divide its project costs with approximately 70% to be paid for using Parking (063) funds, and 30% to be paid for using TIF (003) funds, thereby reflecting the project costs related to building underground parking spaces and those costs related to supporting other benefits including area redevelopment opportunities;

RESOLVED, The DDA shall work to consolidate its many efforts to encourage alternative transportation and parking demand management from several committees into a single committee focused on alternative transportation so that the goals of all its various programs are interrelated more closely;

RESOLVED, The DDA will revise its FY 08/09 budget to reflect the decisions made today, including adjustments in its TIF (003) and Parking Fund (063) accounts.

Ms. Smith stated that she was excited about 5th & Division and this project. She said that this area of downtown was often seen as the hole in a donut, and this investment in infrastructure is what's needed to spark other improvements and activities in the area. At the same time, Ms. Smith said that she doesn't want the DDA to lose its focus and commitment to enhancing and increasing alternative transportation options. **Ms. Smith proposed the following which was accepted by Mr. Hewitt and Ms. Gunn as a friendly amendment:**

RESOLVED, The DDA shall work to bolster its many current alternative transportation initiatives in the coming fiscal year by providing an additional \$100,000 to pursue such goals as extending LINK hours to include evening and Saturday service, working in collaboration with AATA to improve services for commuters such as express buses and park and ride lots, and working in collaboration with the getDowntown office to more effectively market transportation options to downtown employees;

Ms. Gunn stated that she supported this resolution and referenced the Nelson/Nygaard Parking Study that said that additional parking capacity would be necessary in order to move to a Demand Management framework. She said that more parking will give patrons confidence to let go of their parking permits to try other options. She also said that she was very excited about the proposed Library plan, and the design of this structure will work well to support the Library's efforts.

Mr. Mouat acknowledged Mr. Bean's e-mail to the board last month. Although he supports this resolution, Mr. Mouat said that he does agree that the Board should be careful to design the structure so that it can be as environmentally friendly as possible. He also would like the design to be one that could be adaptable to meet future vehicular needs, including micro cars, electric cars, etc.

Mr. Collins said that he would reiterate what others had said. He is happy with the resolution and at the same time hopeful that in the future we can work to demolish the older above ground structures so that

parking is offered underground. Maybe in the future vehicles will be much smaller and the 777 space structure will hold 1,500 – 1,600 vehicles. Congratulations to the DDA and the City Council, as it is wonderful to see what's happening with structure and new library developing in parallel course.

Mr. DeVarti stated that there appears to be lots of support for the structure and that he was supportive of the structure being next to the new library building. He said that he was also supportive of Mr. Bean's comments and felt that the \$100,000 approved in the friendly amendment vs. \$56 million for the project is not adequate. He proposed the following amendment:

“Whereas no attempt has been made to assess future demand for downtown parking with consideration to expected transportation fuel costs and the recent success of alternative modes of transportation, nor to assess the financial impact of a possible decrease in parking demand on the parking system;

RESOLVED, that prior to construction of the proposed parking structure a thorough analysis be made of current and future parking demand, giving consideration to the success of the go!Pass program and other recent transportation initiatives (i.e., the possible creation of a light rail commuter train to serve the area), as well as to the impact on automobile use caused by anticipated fuel price increases.”

Mr. Hewitt and Ms. Gunn said that as the makers of the motion they did not accept the proposed amendment as friendly, thus this would need to be voted upon by the board. Ms. Greff stated that she also did not support the amendment, saying that she is very supportive of the goal to reduce the number of vehicles downtown in the future, but our numbers indicate that even as the price of gasoline was increasing, so too were the number of patrons paying to park downtown. It was not dissuading them from using their personal vehicle.

Mr. Collins suggested amendments to Mr. DeVarti's proposed amendment, eliminating the whereas clause and revising the resolved clause as follows:

~~***“Whereas no attempt has been made to assess future demand for downtown parking with consideration to expected transportation fuel costs and the recent success of alternative modes of transportation, nor to assess the financial impact of a possible decrease in parking demand on the parking system;***~~

~~***“RESOLVED, that prior to construction of the proposed parking structure a thorough an additional analysis be made of current and future parking demand, giving consideration to the success of the go!Pass program and other recent transportation initiatives (i.e., the possible creation of a light rail commuter train to serve the area), as well as to the impact on automobile use caused by anticipated fuel price increases.”***~~

Mr. Hieftje said he would support this revision. Ms. Smith said that the proposed amendment aims to produce information that would predict future parking demand and too often we've found that you could ask four different experts and get four different viewpoints, because each would assess the wide array of variables differently. The future DDA Alternative Transportation Committee can continue to follow national and regional trends on an on-going basis. She said that she didn't support the amendment.

Ms. Hall stated said that the amendment is a good one as additional study cannot hurt. For instance, it could help the DDA know when to tear down an older structure. Ms. Gunn said that much study has already been done. She said that transportation is a regional issue and further study should be done by a larger regional body such as AATA, WATS, etc. not just the DDA. Mr. Mouat stated that linkages will

occur as the future transportation committee does its work. Mr. DeVarti said that studies are part of the DDA and it should continue to examine the issue with due diligence. Perhaps, studying the trends and further analysis could be a charge to the new DDA committee.

A vote on the amendment shows:

AYES: Collins, DeVarti, Hall

NAYS: Greff, Gunn, Hewitt, Hieftje, Lowenstein, Mouat, Smith, Splitt

Absent: Boren

The amendment failed.

Ms. Smith said that although the proposed amendment failed that the new DDA Transportation committee will also be charged with ongoing assessment of downtown parking demand.

Ms. Hall stated that she would like to speak to the main resolution, not as the DDA board chair, but as an individual member of the board. It was important to separate out these two roles as she would not be supporting the resolution. She said she is only one voice of twelve, and it is a difficult choice for her to be out of step with the rest of the board, but she has thought a great deal about the project and the correct scale the project should take. She said she cares a great deal for downtown, and needed to be clear that she was not saying no to all new public parking ever, but just not this project at this time. She said that she appreciated the board's patience with all the questions she has been asking, but ultimately she came to the conclusion that she could not support a 777 space parking structure. She may be supportive of a smaller structure, but out of concern about climate change she could not support this structure.

Ms. Gunn said that she respected Ms. Hall's struggle about this issue and how she came to her position. However, she had served on the DDA for many more years and remembered back to when the DDA spent \$40 million to repair the parking structures – but didn't add any new parking spaces as a result of this enormous cost. As future development demand grows the surface parking lots will disappear, and if we want business to thrive we need parking.

Mr. Hewitt said that he too struggled to arrive at a decision. He said there isn't enough parking in the State Street area. He said that he sees the Library project and the new underground parking structure as key to the ongoing health of the area. A great deal of his personal time has been spent recently working to bring the WALLY and east/west commuter rail into being, as well as the future connector that will be part of a full transportation system. If these efforts are successful in the coming decades, the new parking structure may well be is last one standing if things go as he hoped. He said he believed this is the right structure, in the right location at the right time. We will hurt downtown if we don't do it.

Ms. Lowenstein said that the public parking system is being tapped increasingly to support all the new downtown residential projects. Even as we shift more employees to alternative transportation options we will need to increase the amount of downtown parking for residents. She said that City development rules sets forward a limited amount of required parking, but the vast majority of new residents are not parking on site but are looking to the DDA system for their parking.

Ms. Smith said that by building the underground structure we will be increasing the value of the former YMCA site. The demand for parking will increase as this and other nearby sites are developed. She said that she was more comfortable constructing the larger structure given this future development.

Mr. DeVarti stated that he is concerned that the community is continuing to allocate funds to many projects, and that we need to make the same commitment to affordable housing as we give toward all these other projects, i.e., Google, the library, the police/courts building, this structure, etc..

Mr. Hieftje said that we must be mindful that businesses and customers can readily go elsewhere, and not necessarily downtown. He noted that on a recent trip to Europe he saw that underground parking structures were still being built, despite gasoline that was two to three times the cost of gas here in the U.S., the greater availability of mass transportation, etc. He said that he would support parking in this location. He said that it would be a difficult task to look into the future to guess what people will be driving. We must add more parking now and if we are more successful with alternative transportation efforts we can decommission the older structures in the system. He added with regard to the former YMCA site that the City has been working to replace the 100 SRO units. For instance, recently it provided funds to Avalon for 14 new units. It may be possible that future plans might have some or all of the other replacement units on a bus line and not downtown. All options are being explored.

A vote on the motion showed:

AYES: Collins, Greff, Gunn, Hewitt, Hieftje, Lowenstein, Mouat, Smith, Splitt

NAYS: DeVarti, Hall

Absent: Boren

The motion carried.

Sidewalk Curb Ramps: Mr. Splitt reported that work will continue for the rest of the construction season.

7. RESEARCH AND OPERATIONS COMMITTEE

Energy Grants: Mr. Collins reported that applications are already coming in. The deadline is September 29th. ROC will work with the City Energy Office to distribute the grants.

Wayfinding: Mr. Collins said that a packet of information was sent to MDOT several weeks ago asking approval for our signs in the MDOT right-of-way. DDA staff will meet with City staff this week to discuss elements of the project and to hear if there are any concerns. It is anticipated that the project will be out to bid in late October. The bid process for sign manufacture and installation will be overseen by Corbin and a recommendation brought to the DDA for approval.

DDA Annual Retreat: Mr. Collins announced that Ms. Fran Alexander will facilitate the session again. ROC will shape the agenda which may include such topics as the DDA committee structure and priority projects we want to take on in the coming year. More details will be provided as they are finalized.

8. PARTNERSHIPS COMMITTEE

Ms. Smith reported that Partnerships and Capital Improvements committee held a joint meeting in August to finalize plans for the parking structure. A possible new energy grant program for affordable housing units will be discussed at upcoming meetings. Earlier this summer an informational meeting was held with Mary Jo Callan/City-County Community Development Dept and Betsy Lindsley/Ann Arbor Housing Commission to understand what existing energy saving programs are in place and if there are gaps where the DDA might play a role.

9. OPERATIONS COMMITTEE

Financials: Mr. Hewitt reported that the financial statements for FY 2007/2008 will be provided at the October meeting as the audit is currently underway. As discussed at the July meeting, updated financials will be provided to the Board on a quarterly basis from now on, rather than monthly, however, financial information is available upon request at any time.

Shift to Demand Management: Mr. Hewitt reported that staff are exploring which pay-by-space machine to recommend for purchase by the DDA. Vendors have been interviewed, and he invited DDA

members to test out the various demonstration equipment after the meeting. The parking facility data transfer tests using the internet was a success and all facilities will be switching over to this system in the next many months. Republic Parking is in its third and final month of running parallel accounts receivable systems. Mr. Hewitt said that DDA and getDowntown staff are working together to expand alternative transportation options and are nearly done with the Zipcar contract, have installed reserved spaces for vanpools and carpools in premium structure locations, have been promoting a Night-Ride for downtown evening workers, and have communicated the benefits of the off peak/overnight monthly parking permit to restaurants for their workers rather than parking at the street meters all evening.

10. OTHER DDA BUSINESS MATTERS

None.

11. OTHER AUDIENCE PARTICIPATION

Ms. Rampson provided an update on the A2D2 zoning and design guidelines plans. She stated that the revised zoning will go to the Planning Commission after allowing additional time for public comment, but it seems likely that design guidelines will be separated out to allow even more time to clarify details. She invited everyone to visit the City of Ann Arbor web site and click on the links for the A2D2 using a2gov.org/a2d2.

Mr. Bean thanked the DDA members for reading his e-mail and considering his comments. He said that he was not aware that developers are not required to provide all the parking for their residents. He said that many European countries have a tax earmarked for alternative transportation and we could work to encourage this here in America. He said that we need to continue to watch the trends and begin thinking in terms of sustainability rather than market based responses.

Ms. Shore thanked the DDA for the friendly amendment to adding more funds to encourage alternative transportation use by downtown workers. She said that she is looking forward to continuing to work with the DDA on the Zipcar program, adding more bike parking, park & ride efforts, the GoPasses, etc.

12. ADJOURNMENT

As there was no further discussion Ms. Gunn moved and Ms. Smith seconded adjournment of the meeting at 2:00 PM.

Respectfully submitted,
Susan Pollay, Executive Director