






METRO Gold Line BRT Corridor Management Committee

May 7, 2020



WEBEX GROUND RULES

- Mute your line when not speaking 
- Ask questions using the chat function or raise hand to make a comment  
- Video is optional for CMC members
 - Non-CMC members please turn off video unless presenting
- Email Laura at Laura.Bishop@metrotransit.org for assistance if you are having Webex connectivity issues

CMC Agenda

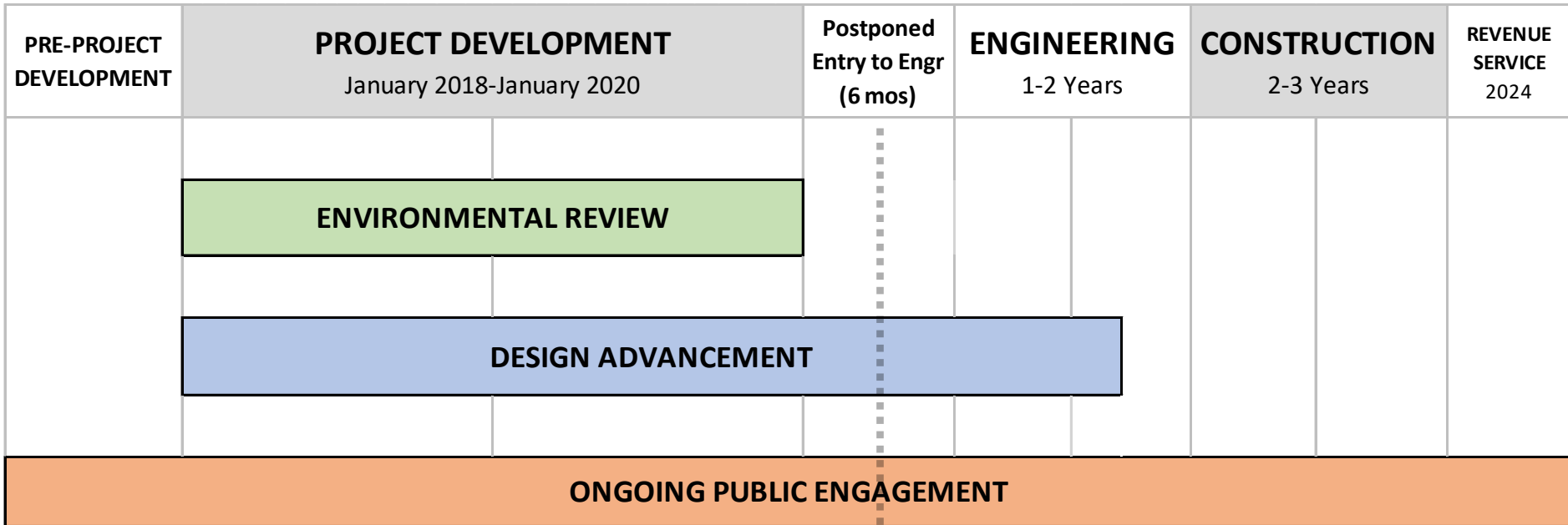
- Welcome
- Schedule & FTA Grant Status Update
 - Joint Development Update
- Platform Height Update
 - CMC Discussion, Recommendation & Action
- Shelter Design
 - TAC/CBAC Feedback
- Engagement Update
- Next Steps



Schedule & FTA Grant Status Update

Chris Beckwith, Gold Line Project Manager

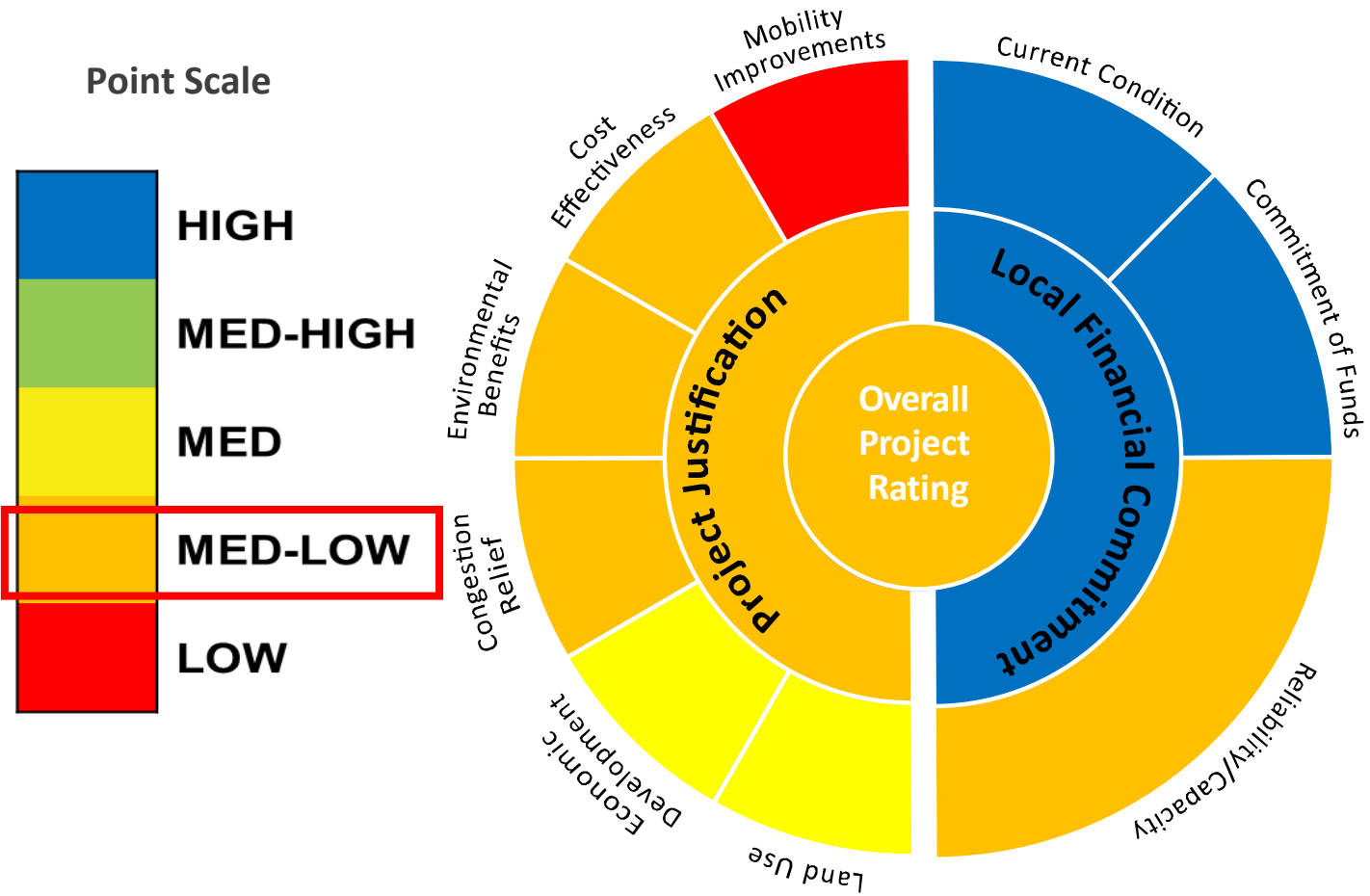
Gold Line Bus Rapid Transit Project Timeline



WE ARE HERE



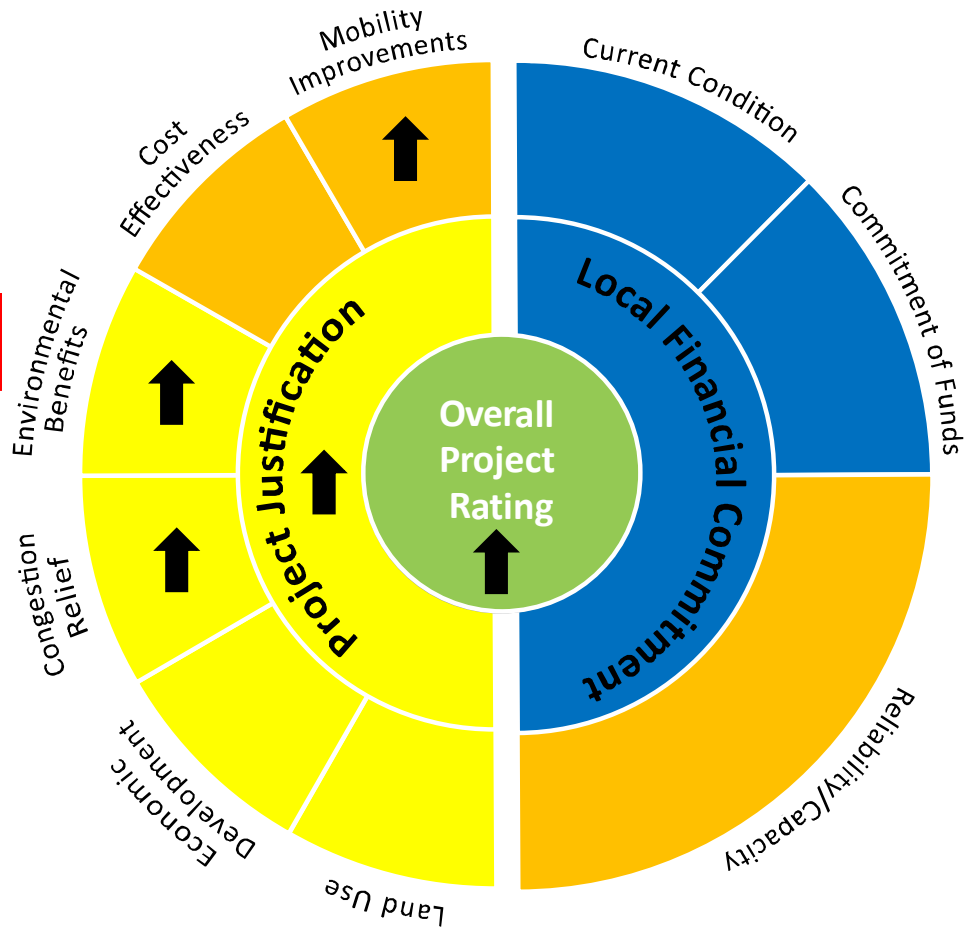
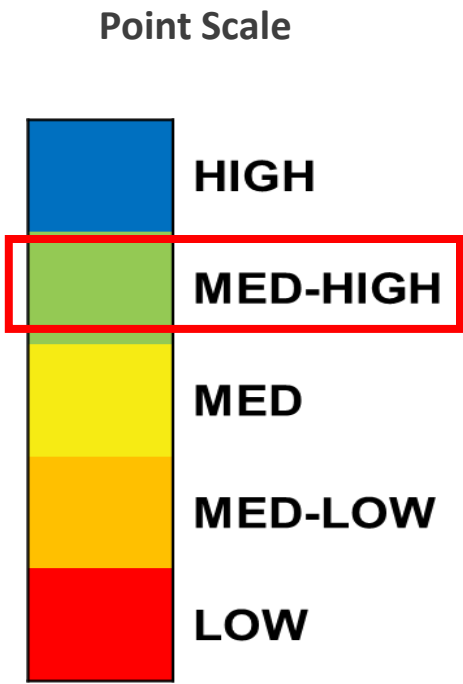
February 2020 Annual Report on Funding Recommendation (Fiscal Year 2021)



Medium-Low
6



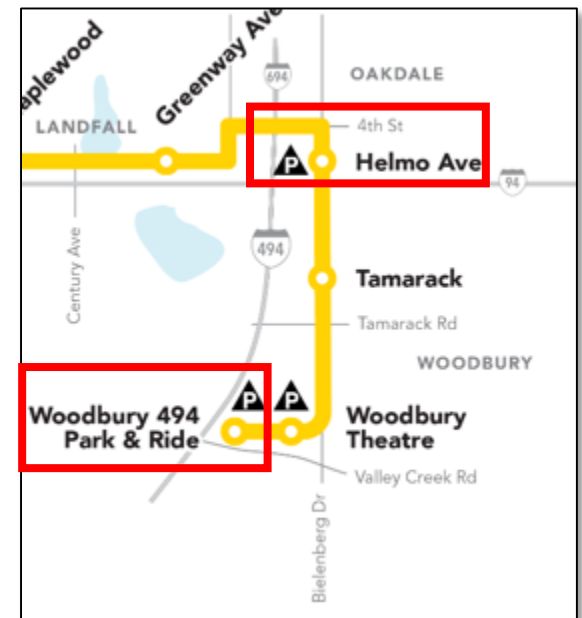
Projected Rating (received feedback from FTA on 3/5)



Medium-High
7

Project Rating Strategies

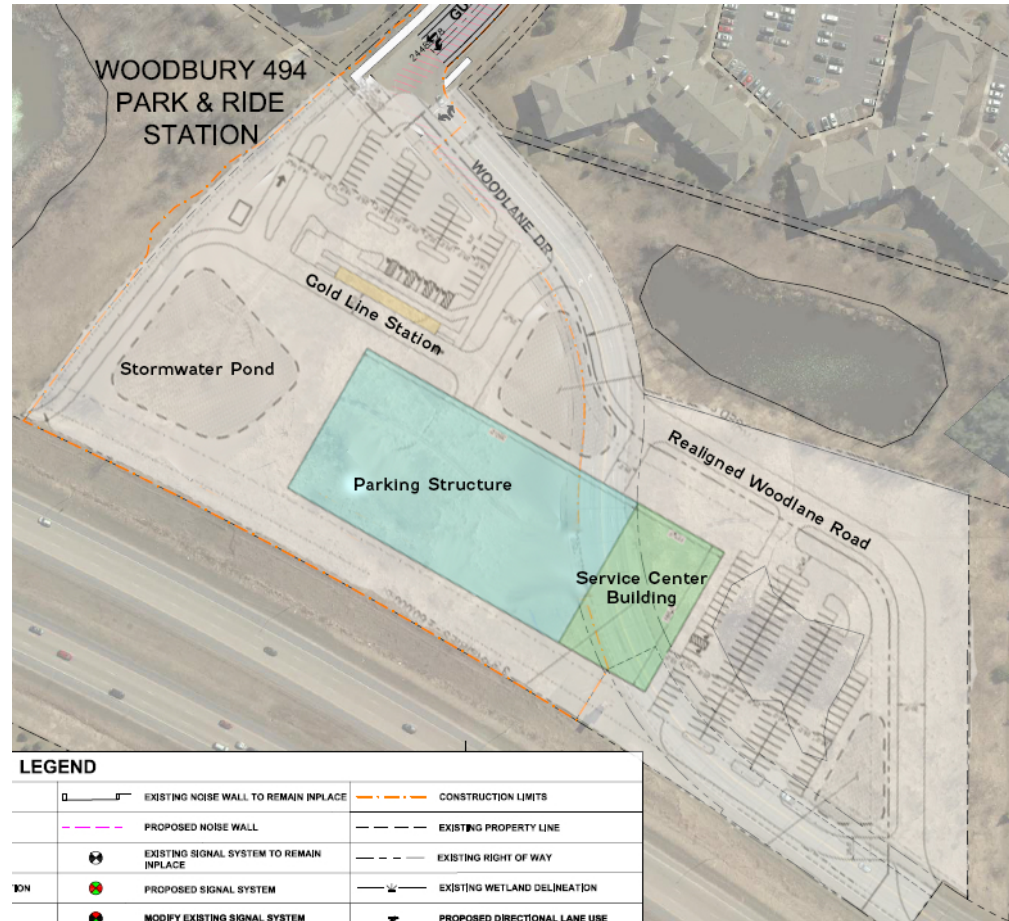
- Re-examine assumptions for travel time
- Re-examine traffic signal priority
- Connecting bus refinements in model
- Additional parking (350 stalls)
 - Helmo Park and Ride (38 stalls)
 - 494 Park and Ride (312 stalls)



Potential Joint-Development Overview

Wash. Co. Western Service Center:

- Replaces existing facility that doesn't meet needs of county stakeholders
- 60,000 square foot building with approx. 150 jobs
- Region-wide services for residents (license services, workforce center, social services, public health, community corrections)



Key Unknown: COVID-19 Impacts?

Base Project + Joint Development (JD)

Decisions on Joint Development | Revision of Financial Management Plan, **May**

Resubmittal for FTA New Starts Project Rating, **May-June**

Final Joint Development Application | Environmental Review, **Summer?**

FTA New Starts Engineering Reviews, **Sept-Dec?**

Entry into Engineering, **Late 2020/Early 2021?**



Platform Height Update

Charles Carlson, Director of BRT Projects

CMC November 2018 Action

- November 1, 2018 CMC recommendation confirmed downtown routing as preferred alternative. Also directed platform height evaluation task.

“All stations will be evaluated for level boarding, including those downtown. Near-level boarding will be considered only on a case-by-case basis with input from the project advisory committees.”

Goals for Boarding Experience

- **Accessibility**
 - Minimize barriers for all riders
- **Visual Language**
 - Raised platforms are an element of premium BRT service
- **Consistency**
 - Stations are consistent and full amenity stations are provided in downtown
- **Equality**
 - Consideration for all abilities for movement on and off the platform
- **ADA Requirements**
 - Roll-on boarding: consistent 5/8” vertical and 2” horizontal gap
 - Ability to deploy mechanical wheelchair ramp



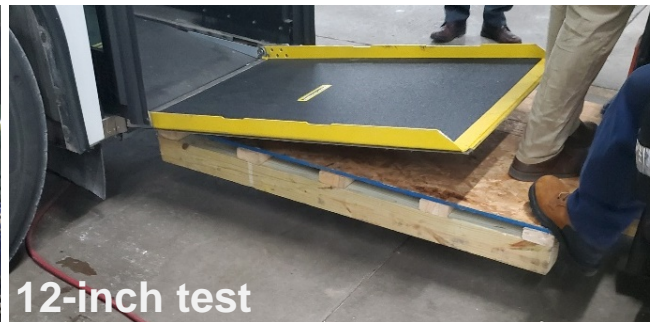
Analysis Since CMC Action



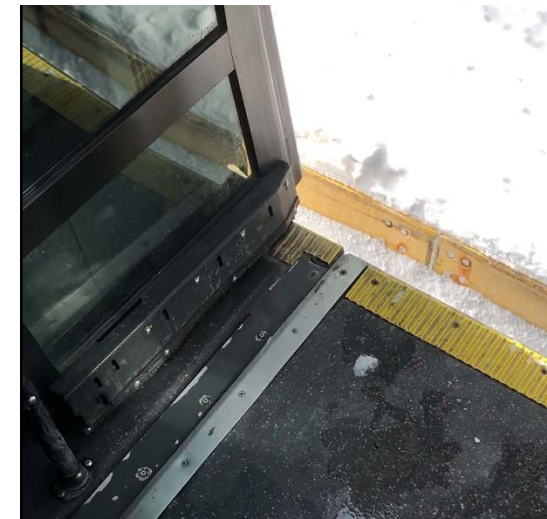
- In-person tours and phone interviews of BRT systems in United States
 - platform heights from 10 inches to 14 inches
- Technical analysis of limitations & space constraints downtown
- Tested 12, 11, and 10-inch platform height options with actual Metro Transit buses



Review of U.S. BRT Systems.



Simulated platform using forklift. Ramp deployment not successful at a 12-inch and 11-inch platform height.



METRO Red Line observations.



- 10 inches: Ramp deployment successful
- “Kneeling” bus achieves roll-on/roll-off boarding



Design/Operational Next Steps

- Design
 - Evaluate use of rub rails to minimize horizontal gaps
 - Design heated platforms to support snow/ice removal
 - Advance other technical platform design choices (curb batter, tactile, etc.) to optimize boarding experience
- Operations
 - Develop training and operational strategies to minimize platform gaps
 - Kneeling to minimize vertical gap at each station
 - Evaluate emerging technologies (self-leveling buses, etc.)
 - Implement roadway snow removal practices to minimize platform impacts

CMC Discussion, Recommendation & Action

Project Management Team (PMT) Recommendation:

- 10-inch standard height platform
- Consider <10” with input from project partners at these select downtown stations with unique constraints:
 - Hamm Plaza and Rice Park
- Pursue a standard operating procedure to meet 36 CFR 1192.T404
 - ADA compliant roll-on boarding (5/8” vertical and 2” horizontal gap)
 - Allow ramp deployment if needed or upon request
- Continue development of technical details to assist docking and maximize customer experience



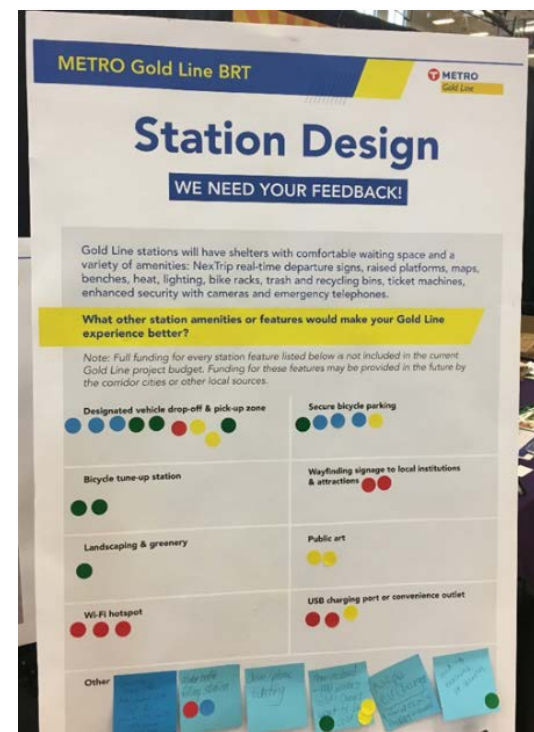
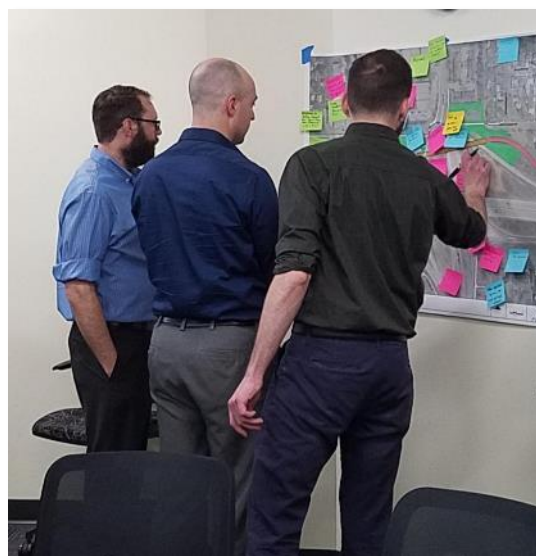
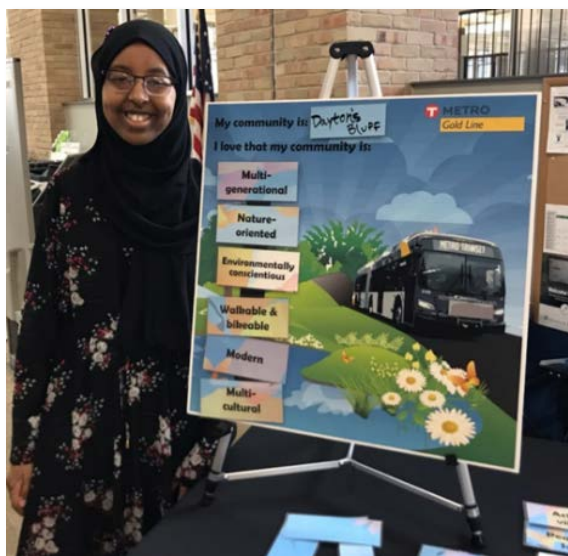
Shelter Design

Alicia Vap, Metro Transit
Gold Line Station Design Team

Station Advancement Milestones



- Outreach Activities (Q1-Q2, 2019)
- Station Workshops with city/county/MnDOT staff (Q2, 2019)
- CBAC Input (Q2, 2019)
- Transportation Accessibility Advisory Committee (TAAC) Input (Q3, 2019)
- Shelter Concepts (Q1-Q2, 2020)

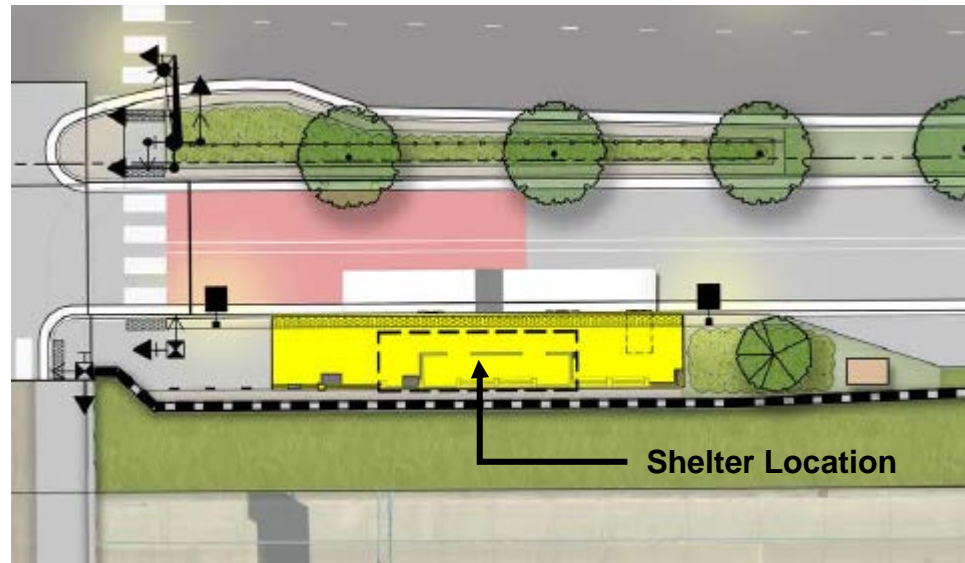


Design Principles	Stakeholder Comments
Identity	Consistent design between stations
Safety & Comfort	Well-lit station area Protection from wind and rain on all sides Heaters and protected seating, specifically for the disabled and elderly Consistent platform layout
Connectivity	Clear signage and sightlines for pedestrians
Context	Natural materials
Resiliency	Simple, durable, easily cleaned Able to withstand weathering and vandalism Simple to clean and touch-up Use standard glass size with frit glass pattern Light colors show dirt and graffiti

- Today: Review shelter design concept
 - What are the strengths you see?
 - Do you have any concerns?
 - Did we miss anything?
- Future design advancement:
 - Shelter Material/Color
 - Railings/Fences
 - Platform Pavement
 - Site Furnishings
 - Platform Lighting
 - Landscape



Shelter Concept



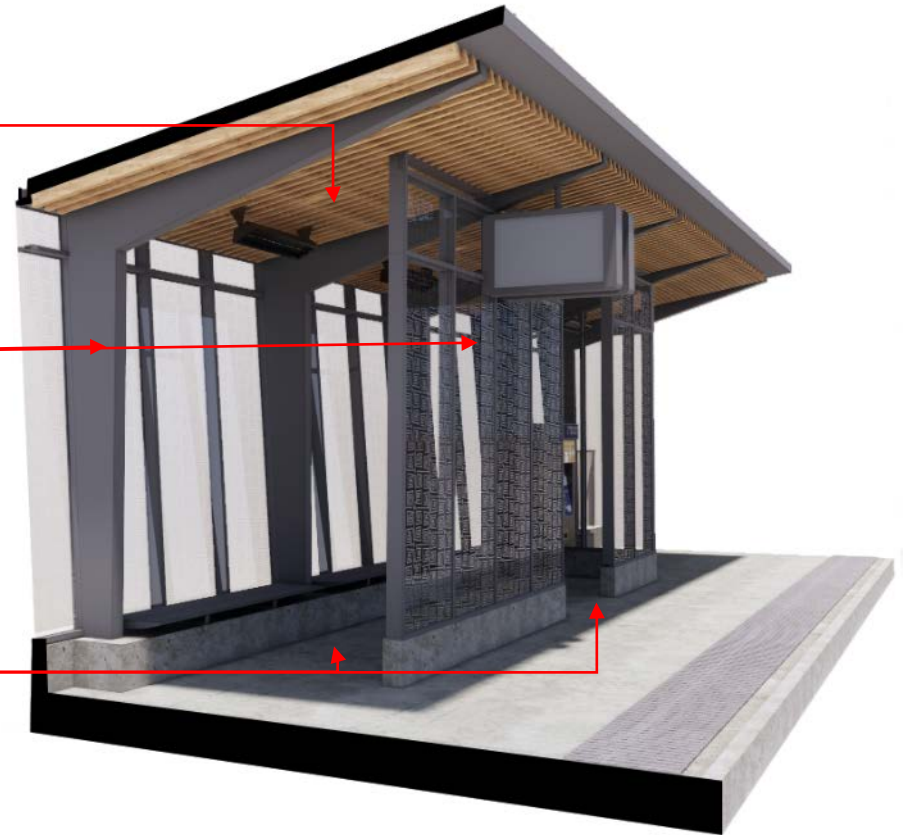
Shelter is one part of the overall station site

Security cameras with unobstructed view of platform

Integral LED lighting

Minimize columns and mullions to maximize views from and through the shelter

Multiple entries/exits



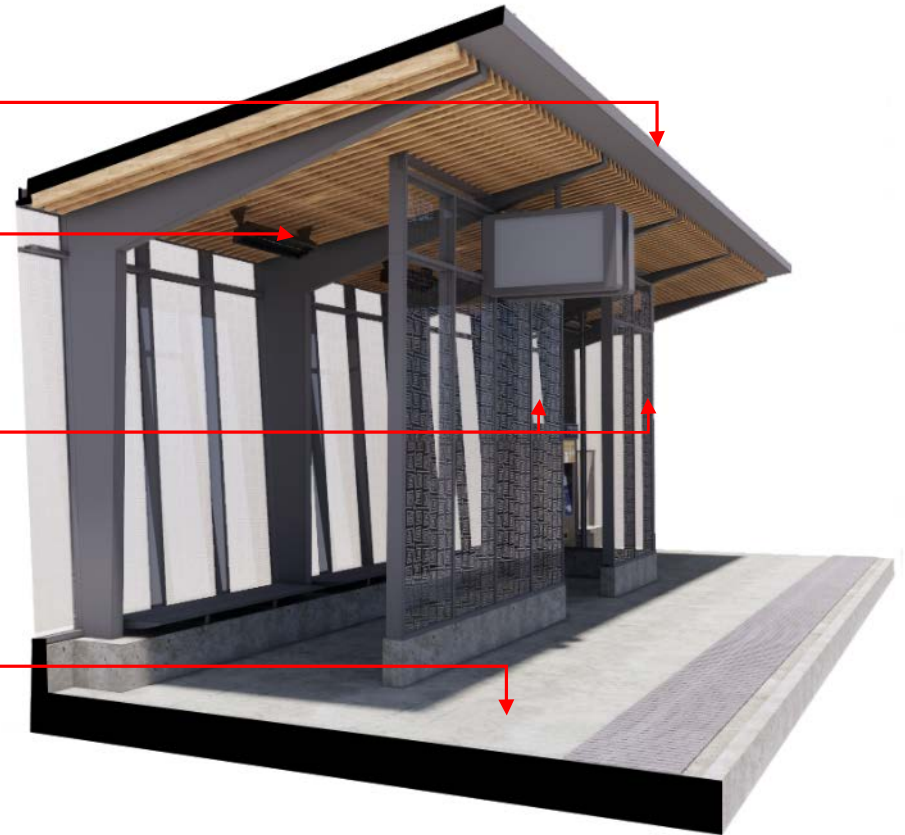
Cutaway view of typical shelter

Roof extends over boarding zone

Heaters

Weather screens on all four sides of shelter

Platform heating to aid snow removal



Cutaway view of typical shelter

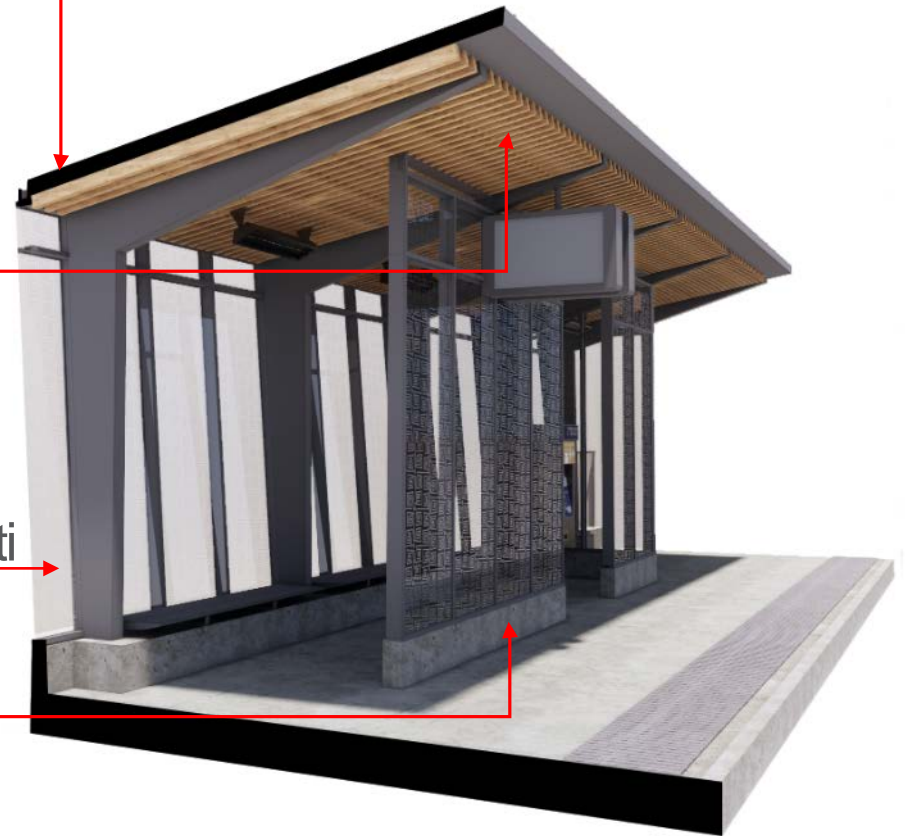
Standing seam metal roof is durable and low-maintenance

Roof slope allows larger equipment to be located out of reach

Durable, easily cleaned and repairable metal finishes

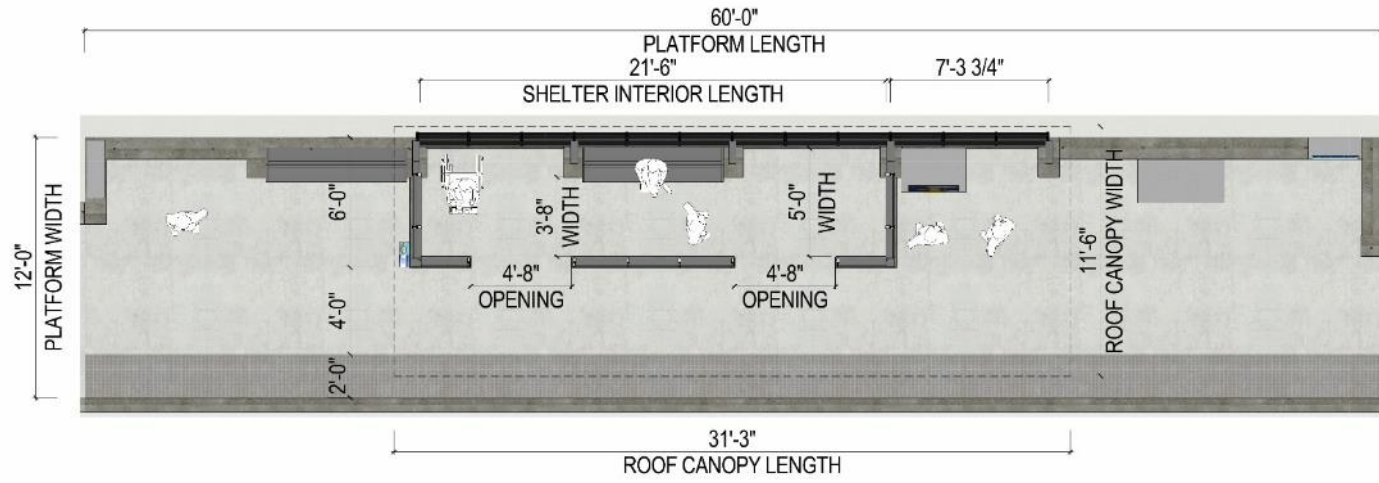
Patterned glass “frit” to discourage graffiti

Glass placed on concrete curb for protection from incidental impacts

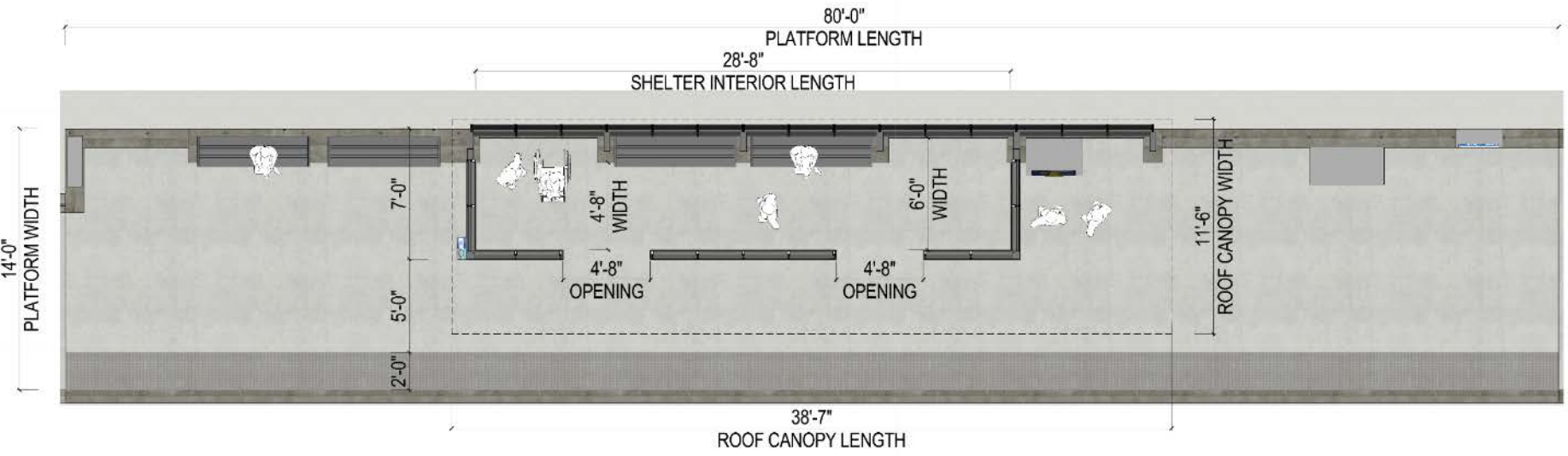


Cutaway view of typical shelter

Shelter Design: Accessibility



Downtown shelter



Standard shelter









Platform will include additional lighting beyond the shelter

Standing seam metal roofing

- Very durable, low maintenance
- Long history of use in the area, from farm buildings to transit shelters and park buildings



Northstar Platform, Minneapolis



Stonemill Farms Park, Woodbury

Steel structure

- High strength, smaller member sizes, lower material and fabrication costs
- Dark, shop-applied finish - corrosion-resistant, and easily field-repaired
- Color drawn from similar treatments of exposed metal in the vicinity



Discovery Center, Oakdale



Union Station, St. Paul

Wood soffit

- Adds an element of warmth, natural environment
- Relates to many local landmarks
- Design of wood slats allows concealment and integration of conduits and lighting



CHS Field, St. Paul

Image by Paul Crosby



Nature Center, Oakdale

- Saint Paul:
 - Smaller downtown footprint, less massing, lighter roofline & consolidated vending/trash
 - An unobstructed 8-12' pedestrian path desired in downtown
 - Sightlines need to remain unobstructed through shelter elements
- Maplewood, Landfall, and Oakdale:
 - Supportive of design
 - No other specific comments
- Woodbury:
 - Desire for additional shelter materials besides wood, metal, and glass
 - More consideration given to areas around shelter
 - Current design seems “cold”
 - Would like more space outside of shelter that is covered by roof

- Ramsey County:
 - Flexibility may be required in constrained areas, but not to the detriment of the transit rider, especially those with mobility challenges
 - Support for current shelter size downtown
 - Reduced length from 40 to 30 feet
 - Reduced width from 14 to 12 feet
 - Further shelter size restrictions will not be supported as they compromise the integrity of stations, ability to serve transit users of all abilities, and run counter to the intent to create a consistent premium transitway experience

- Washington County:
 - Questions about materials related to durability and long-term maintenance

- General support for shelter design:
 - Many comments supportive of the combination of wood and metal in the design
 - Support of simple design that has a lot of weather protection
 - Other terms used: elegant, handsome, open, safe, accessible, sleek
- Very supporting of the consistent platform layout at each station area for accessibility
- Questions from CBAC:
 - How art can be accommodated
 - Asked for more details on the coverage of the security cameras
 - Cost of snowmelt system
 - What other accessibility features are on platforms
 - Can the wood be maintained easily
 - How do we determine the size of the shelters, is it based on ridership

- What are the strengths you see?
- Do you have any concerns?
- Did we miss anything?





Engagement Update

Liz Jones, Gold Line Outreach Coordinator

- Engagement Goals
 - Share general project information to community
 - Notify adjacent property owners of updated design (30%, 60%)
 - Obtain input to inform design
 - Notification of federal and state environmental decision documents
 - Share ROW acquisition process and timelines with property owners

Engagement Strategies

- Pop-ups
- Community events
- Individual meetings and mailings
- Neighborhood meetings
- Corridor-wide open houses
- Online surveys
- Phone/virtual meetings
- Email communications
- Video/recorded presentations
- Website
- Social media
- Digital, print, radio communications and ads

- Goal:
 - Intent is to share, elicit questions and obtain feedback on 30% design and station access to inform design team
- Strategies:
 - Updated design on website with comment boxes
 - Survey on station access (including translations)
 - Electronic and print newsletters
 - Social media targeted posts by zip code
 - Digital and print newspaper ads
 - Radio ads
 - KFAI: Somali Public Radio, La Voz Del Pueblo, Hmong American Reachout
 - Recorded virtual presentation
 - Including closed captioning, transcription and translations



Next Steps

Chris Beckwith, Gold Line Project Manager

CMC Next Steps

- Gold Line Project Office (GPO) to continue design coordination with project partners
- Recommendation for quarterly or as-needed CMC meetings
 - Sept-Dec-March
 - No actions currently anticipated
- Submit any additional follow up comments from today's meeting to Chris at christine.beckwith@metrotransit.org