

METRO Orange Line Design Workshop Update

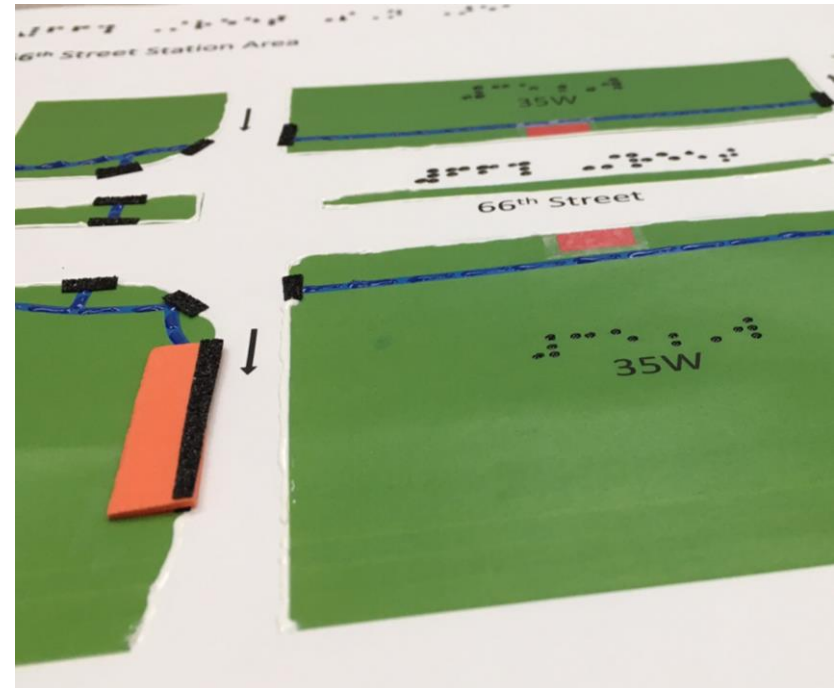
Transportation Accessibility Advisory Committee

March 1, 2017

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Principal Engineer

Max Holdhusen,
Community Outreach & Engagement Coordinator

- Station group discussions
 - Operations of existing/planned stations
 - Typical platform layout
 - 66th Street Station Area
 - 76th Street Station Area
 - 98th Street Station Area
 - Nicollet Avenue Station Site
- Use of tactile maps with braille



- Audible wayfinding
 - Announcements, inside and outside, notify riders when bus arrives
 - Outside speakers on the bus
- Consistency
 - Gate letter, colors, signage, wayfinding methods
 - Layout of amenities across platforms
- Platform width and adequate space for customers in mobility devices to pass
- Access to signalized street crossings to connect to platform
- Metro Mobility connections



Existing Facilities: Marquette Ave & 2nd Ave, 46th St Station

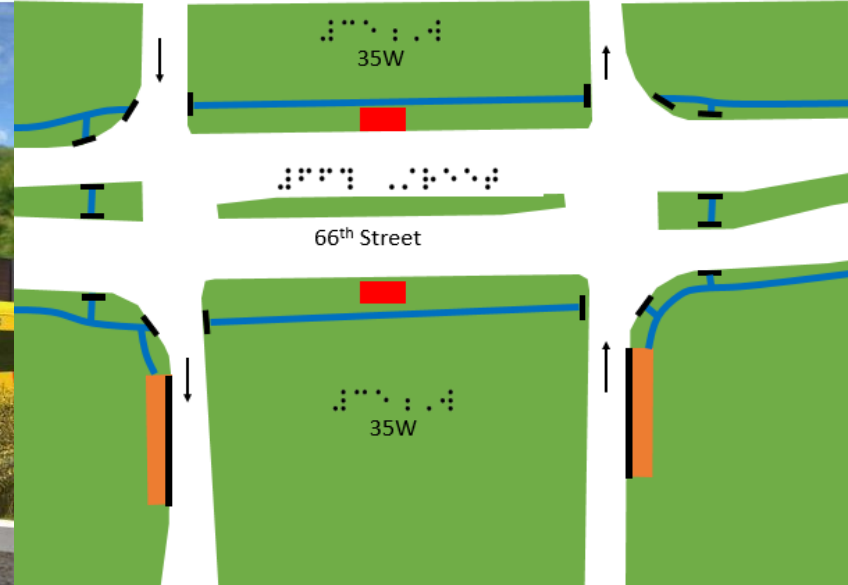


Issue	Outcome
Inconsistent arrival location of Marq2 buses	Discussed with Service Planning & Operations and this is primarily a peak-hour issue. Need driver training and will pursue use of exterior speakers on the bus
Explore use of tactile strip or doormat downtown	Studied, tactile is <u>not</u> recommended. Reduces PAR clear zone to less than 4 feet between shelter and curb, could cause confusion along boarding area, doormat could discourage all-door boarding
Confusing gate naming at 46 th St	Continue conversation with Marketing department
Noisy environment	Focus platform activities and amenities indoors – fare collection, seating
Need for audible station announcements	Studying options. Concerns with peak/off peak volumes

Lake St Station



Issue	Outcome
Inconsistent arrival location of Lake St Station buses	Discussed with street operations and use of gates is not plausible, need driver training and will pursue use of exterior speakers on the bus
Difficulty navigating station	Braille & audible wayfinding added to design – elevator signage, ramp entrance push buttons and validators Will pursue tactile maps with Marketing
Nowhere to sit on Lake St platform	Adding benches on freeway level platform to design
Consistency of colors	Yellow warning strip, like on Green Line & Blue Line
Bike racks as barrier/obstacle	Racks moved to be located against station wall



Issue	Outcome
Unsafe crossings between bus stops and BRT platforms	City of Richfield agreed to change move bus stops to east & west of the bridge to minimize crossing distance
Protection from roadway & traffic	Studying design options to provide barrier and protection between platform and road, especially on southbound platform
Confusion around location of northbound & southbound platforms	Will collaborate with Marketing & Transit Information to provide accessible wayfinding signage from connecting bus stops

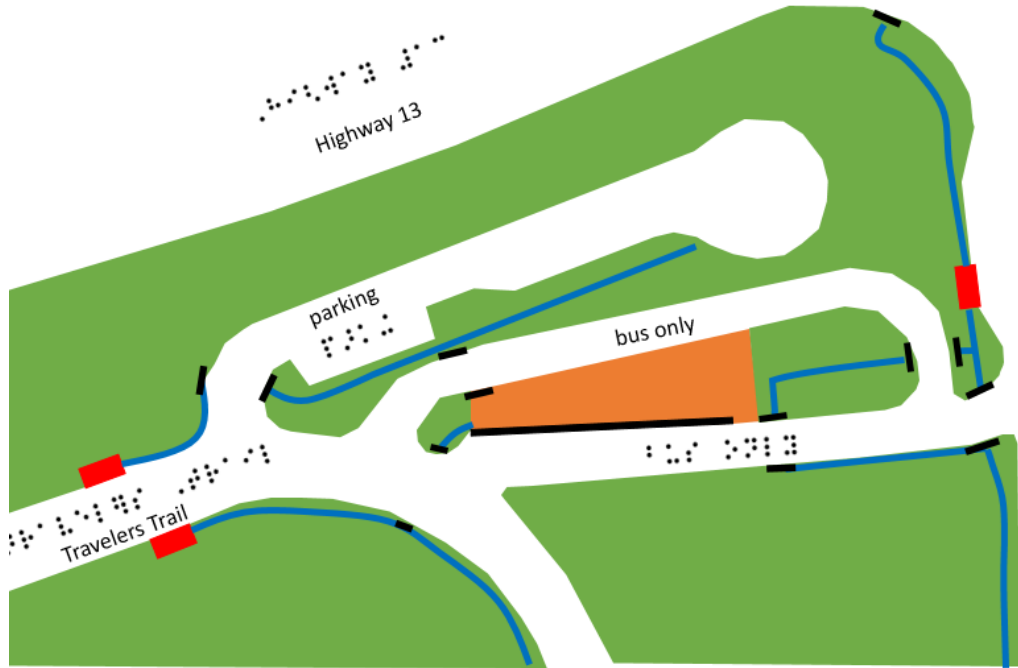
Issue	Outcome
Long, unsafe pedestrian crossing across cul de sac	Cul de sac is a requirement for public road, studying design options for improving pedestrian conditions
No notification of bus in tunnel	Pursue flashing light notification for approaching bus



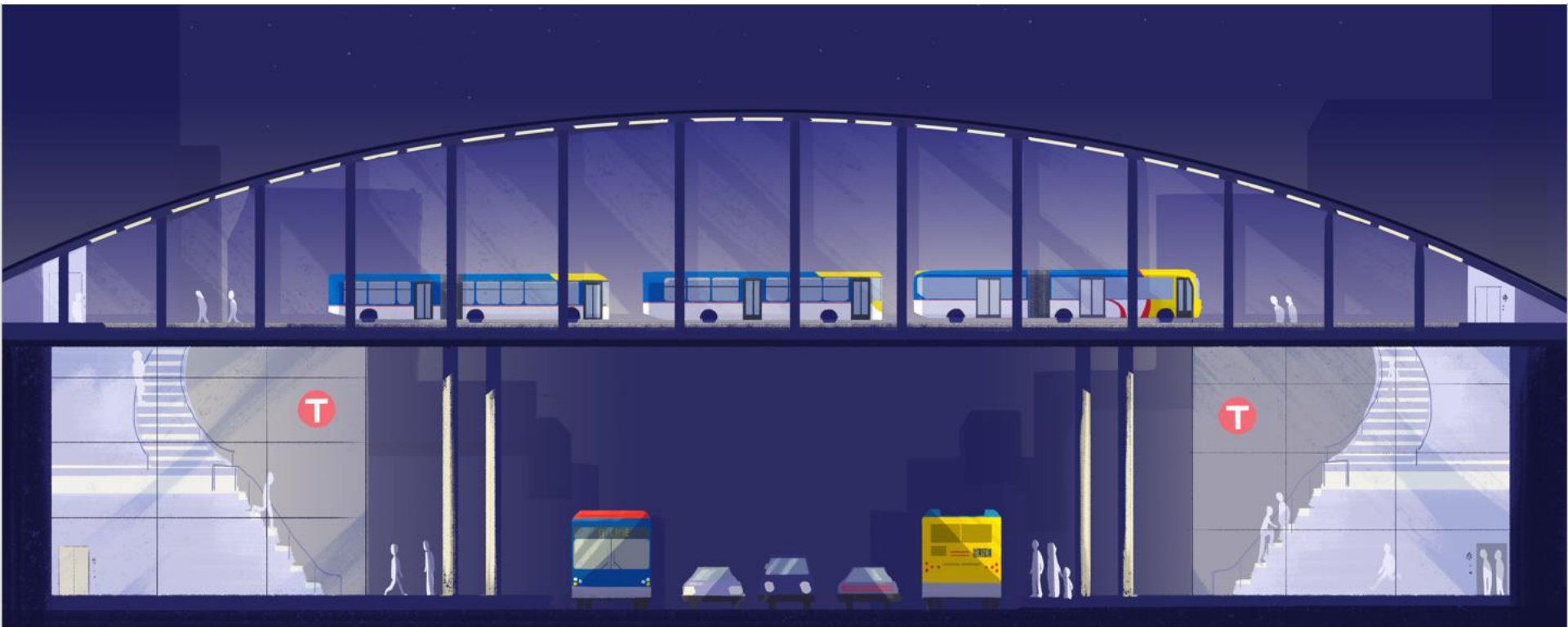
Issue	Outcome
Challenging to navigate and access platforms	Use accessible wayfinding, discussed guide tiles with Maintenance department, pursuing pilot project over summer
Delineate station area from on-ramp to platform and roadway/freeway on-ramp	Use landscaping as detectible barrier to indicate edge of walkway
Northbound & southbound platforms are adjacent, could cause confusion	Provide clear messaging on destinations, with northbound and southbound signs (to Minneapolis, to Burnsville)



Issue	Outcome
Need improved sidewalk connections	City of Burnsville has agreed to improve and add connecting sidewalks
Clear wayfinding and connections to MVTA service	Another possible use of guide tiles, along with clear and extensive signage
Provide easy location for Metro Mobility connections	Metro Transit will discuss with Metro Mobility staff to understand projected needs



- Pursue pilot project with guide tiles, Summer 2017
 - Is there an existing transit center that would benefit from this pilot?
- Orange Line staff available for site visit to Marq2 or 46th Street Station





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www.metrotransit.org/orangeline

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