

### Snelling BRT Community Advisory Committee Meeting #3

Wednesday, February 19, 2014, 6:00 – 8:30 p.m.

Macalester College

Davis Court Room

62 S Macalester Street, St. Paul, MN 55105

#### Meeting Summary (DRAFT)

Meeting began at approximately 6:30 P.M.

Organization	Representative	5/15/13	8/21/13	11/20/13	2/19/14
City of Falcon Heights	Wendy Noble	X		CANCELLED MEETING	
City of Roseville	Lisa Laliberte	X	X		x
District 10 Como Community Council	Kathy Stock	X	X		
District 11 Hamline Midway Coalition	Rachel Wiken	X	X		x
District 11 Hamline Midway Coalition	James Lucken Hills	X	X		x
District 13 Union Park District Council	Ryan Wilson	X			x
District 13 Union Park District Council	Colleen Beagan	X	X		
District 14 Macalester Groveland Community Council	Joyce Krech	X	X		
District 14 Macalester Groveland Community Council	Dave Pasiuk	X	X		x
District 15 Highland District Council	Charles Decker	X	X		x
Longfellow Community Council	Nadya Trytan		X		
Longfellow Community Council	Kevin Baumgartner	X			
Minneapolis Ward 12	Polly Millea	X	X		x
Saint Paul Ward 1	Jim Barton	X			x
Saint Paul Ward 4	Matt Lang	X	X		
Hamline University	Dianna Fielding		X		
Macalester College	Sara Staszak	Alt	X		x
At-large Committee Member	Triesta Brown	X			
At-large Committee Member	Lisa Larges	X			
At-large Committee Member	Annette Rondano	X	X		x
At-large Committee Member	Carole Chabries	X			
Metro Transit	Katie Roth	X	X	x	
Metro Transit	Jill Hentges	X	X	x	
Metro Transit	Kate Christopherson	X	X		
Metro Transit	Joyce Lloyd			x	

Guests present: Tony Barranco (Ryan Companies)

1. Welcome and introduction of the agenda – Jill Hentges
2. Introductions and community updates – All
  - Annette Rondano: Highland Park bus stop is a problem with all the snow. Stepping off and on the bus with the large snow drifts is so dangerous. Ford Parkway a nightmare going downhill from Snelling. Accidents happen all the time. How do buses navigate in this area? When it snows this section of Snelling and Ford Parkway is really slippery.
  - Rachel Wiken-comment: If you use a Smartphone St. Paul has an app (St. Paul Connect) that you can use to file a complaint about uncleared sidewalks. St. Paul Public Works will send a letter to the property owner who isn't clearing the snow. By using the app, St. Paul can sort out who needs to be contacted and whose responsibility it is to clear the snow. NOTE: Rachel also mentioned that there are meetings occurring right now to gather feedback on bicycle planning. She encourages people to get involved.
  - Lisa Laliberte: A new County Inn and Suites is being built on the former Fuddrucker's site. The Country Inn and Suites location may be used for student housing but there is much work to do with the City before that can happen.
  - Polly Millea: She works at the Oaks Station Place, which is at the end of the A Line at the METRO Blue Line 46<sup>th</sup> Street Station. Polly reports that the renters are asking about bus and LRT lines and connections. She is getting the word out about BRT and LRT.
  - Charles Decker: Spoke briefly about Fairview reconstruction from Snelling to Howell, design in 2014 and construction in 2015. NOTE: Careful coordination between A Line construction and Fairview construction in 2015.
  - Sara Staszak: The various transportation and transit projects have been of interest to Macalester students and they are aware of the June 14 METRO Green Line opening and BRT on Snelling. There has been coverage in the student newspaper. Macalester students are also involved in the Bikeways planning.
  - Dave Pasiuk: In his role as board member for Macalester-Groveland Community Council, the 10-year plan is a tremendous focus and safe transit is a key focus of that planning work. In discussing the goals for Macalester-Groveland, snow shoveling the bus shelters and intersection was of importance. Transit a big focus for the next 10 years. Dave mentioned another website seeclifix.com that is another way of reporting City infrastructure concerns.
  - James Lucken Hills: Goodwill has a store currently on Fairview and they are looking to move this retail site from their location on Fairview to the Whittaker site on University and Griggs. Goodwill is looking for variances for more than double parking that zoning would allow. James is working toward making certain this area along the line has less single use suburban retail sites in the corridor as it does today and more multi-use density.
  - Jim Barton: Asked about the coordinated effort around design at Snelling and Selby? He has not seen a site plan. Jim notes that the area is auto-oriented and the transportation committee is trying to promote transit oriented development. How will the BRT facility be implemented, pedestrians vs. autos. What will be the reconstruction of Ford Parkway?
  - Ryan Wilson: He owns a business on University Avenue and sits on the land-use committee for Union Park District Council. He is very active in the Vintage site with Ryan Construction;

they have held many meetings about Vintage site. The committee meeting about the Vintage site meets on Wednesdays and the committee on land-use meets the last Tuesday of the month. Ryan Construction will post the site plan. Ryan Wilson is concerned about the bump out and believes in no right turns from Selby.

- Dave Pasiuk comment: Hopes that the rail line through the Ford Plant site will not be ignored as solutions for West 7<sup>th</sup> are explored.
3. Business Outreach Report – Roth
    - The strategy implemented for corridor businesses involved one-on-one meetings with business owners directly at the intersections where stations are planned.
    - 42 letters were sent to each business in each interaction. 60 phone calls were made to contact each business who received a letter. 25 meetings were scheduled. Each meeting was scheduled for 30 minutes with each property manager and owner.
  
  4. Roseville/ Falcon Heights Open House Report  
Hentges/Lisa Laliberte/Roth
    - An additional open house was held at the request of CAC member, and Roseville City Council Member Lisa Laliberte
    - Lisa Laliberte reported open house went very well. People lingered and asked questions, wrote post it note and completed feedback forms. Lisa mentioned feedback received was very detailed and specific including the desire for a stop by the HHH Job Corp site across from the Fairgrounds, as well as requests for stops north of the Rosedale Transit Center - specifically at Cty Road C and at Lydia.
  
  5. Progress update – Katie Roth
    - Katie brought CAC members up to date on project progress since last meeting.
  
  6. Station Design Concept Review – All
    - Station Locations / General system questions and clarification
      - Snelling and University – northbound and southbound at Spruce Tree
        1. Concern regarding transfer activity (distance to transfer)
        2. Pedestrian safety issues and concerns
        3. Good decision to have the Snelling/University Station across from one another
      - General
        1. Is the station on the bump out
        2. How does this work with stored-value cards
        3. How does off-board payment speed up service
        4. Further explain dwell time
        5. Should be sure to use station ambassadors to educate A Line riders
        6. How will bike lanes work with these stations
        7. Explain pre-emption

- 8. Maintain flexibility for some nearside stops (at the cost of right turn lanes)
- 9. A Line stations could improve safety at dark corners

3. Discussion of Criteria for A Line Bus Shelter Design – Katie Roth

- Katie Roth provided background for developing the design of the new BRT bus shelters and introduced the draft principles to the group.
- Metro Transit will build a pilot station to test what stations and platforms will look like. This will be at 7<sup>th</sup> St. & Olson Highway in Minneapolis. All of the features of BRT except for off-board payments will be in this station. This pilot station will see how to better handle snow removal and be a template for all the other 400+ stations that will be built in future years.
- BRT shelter designs will have custom items that will be standard for all the shelters. Station elements include heat, light, pylon, real time display, trash, bike parking, and seating, covered ticket vending machines. Need to have an identity.
- The concept layout calls for 2 feet tactile strip on the platform area, 4 feet completely clear zone, shelter zone, existing sidewalk behind shelter. These will be site specific and different sizes, small, medium and large depending on the location.
- Consultant has drawn 3 base layout views and 10 “identities.” The base concepts will help to identify the BRT brand and we can configure the shelters with what the customer would like and need.
- Representatives were asked to prioritize their top five shelter identities.
  - Concept 1/Roll – 2 votes
  - Concept 6/Rise – 4 votes
  - Concept 2/Gust – 6 votes
  - Concept 7/Lift – 1 vote
  - Concept 3/Weave – 2 votes
  - Concept 8/Hop – 6 votes
  - Concept 4/Circuit – 5 votes
  - Concept 9/Swing – no votes/out
  - Concept 5/Pulse – no votes/out
  - Concept 10/Glance – 3 votes

After some discussion, concepts narrowed down to five. Committee members were asked – What do you like/dislike about the shelter designs?

Hop	Rise	Circuit	Gust	Glance
Pylon, nice roof line, opportunity for color ridge on pylon so it can be seen from far away. Roof line deflects rain and snow from where people stand. Looks conceptually more open with raised roof, some curves, classic style, modularity looks like basic structure and can reconfigure basic structure. Dark top may be a bit too	Don't like the pylon in the Rise style. Curvature is subtle but appreciated. Curved roof line with all the snow dropping down on passengers needs to be addressed. Remove pylon on	Circuit looks like Glance, but doesn't have separation of roof. Looks a little more streamlined but a bit ordinary. Don't like the Pylon. Bad pylon. Looks more like	Lighting, modern curve, glow came from shelter roof. Traditional tube, LED looks great. Integrate lighting.	Nice clean lines of Glance, seems more timeless, dated roof may be an issue. Straight forward different levels give some interest. Connection of pylon on Glance. Prairie-style is timeless. Like the protection of ticket-buyers.

heavy looking/design. Curvature is subtle but appreciated. Loved the design of Hop.	Rise. Bad pylon.	a plain bus stop.		
<p>ADDITIONAL COMMENTS/ADVICE :</p> <p>Materials are a big key to how to do these shelters. Shelter needs to have air of nicer, upscale bus service (part of the brand).</p>				
<p>Don't add more concrete, boulevard possibly a rain garden for run off. Don't add more water into the storm sewer.</p>				
<p>If all shelters look the same how do passengers know the correct bus stop to get off? Maybe floor design different on shelters or an artistic element that signals the different stations/neighborhoods.</p>				
<p>Light up fare payment box and make validator separate from TVM to avoid confusion for riders.</p>				
<p>Add a shelf to the shelters, near the TVM, so there is a place for bags and purses when you are purchasing ticket.</p>				
<p>What does the first time rider do? There should be instruction at the station via voice regarding bus etiquette, not allowed on the bus if you haven't paid, don't stand in queue if you haven't paid.</p>				
<p>No metal seats, recycle plastic seats instead because metal is cold.</p>				
<p>Promote the new mode. Better marketing of the mode so people know what it is.</p>				
<p>LARGE format system information and connecting transit information at the station.</p>				

7. Next steps – Katie Roth (5 min)

- Final meeting of this group
- 30-50% and 90% design an email will go out to the group to inform of design and potential open houses. If CAC members would co-host open houses in locations convenient/interesting to their community and invite neighbors, the tone of the open house would be more community-focused.

The meeting adjourned at 8:50 p.m.