



METRO Orange Line Design Workshop Update

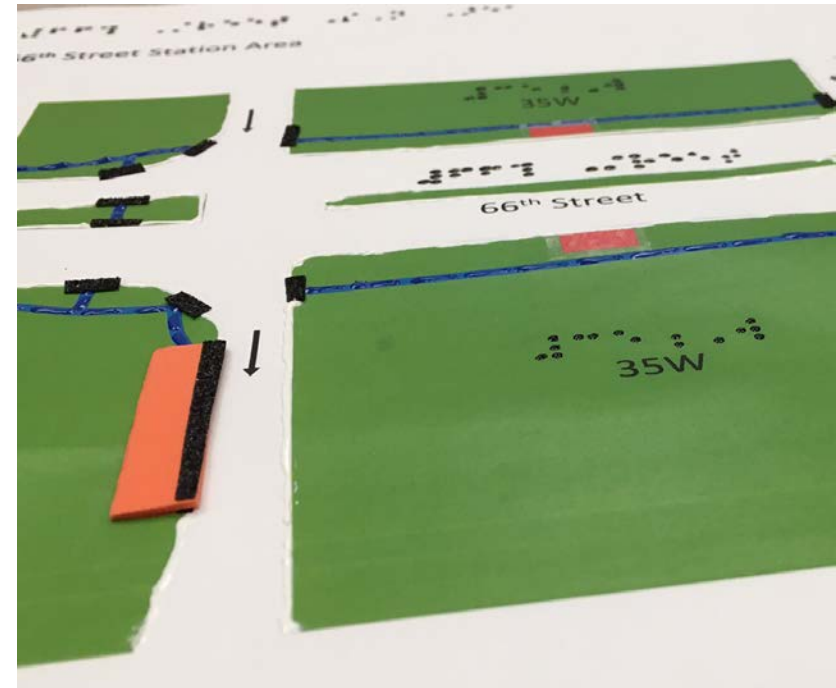
Transportation Accessibility Advisory Committee

March 1, 2017

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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



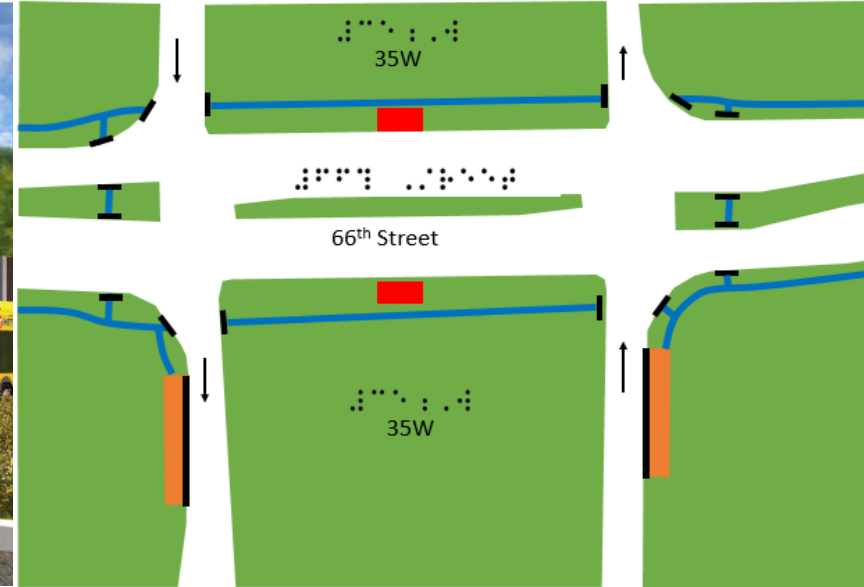


| Issue | Outcome |
|--|--|
| Inconsistent arrival location of Marq2 buses | Discussed with Service Planning & Operations and this is primarily a peak-hour issue. Need driver training and will pursue use of exterior speakers on the bus |
| Explore use of tactile strip or doormat downtown | Studied, tactile 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 |

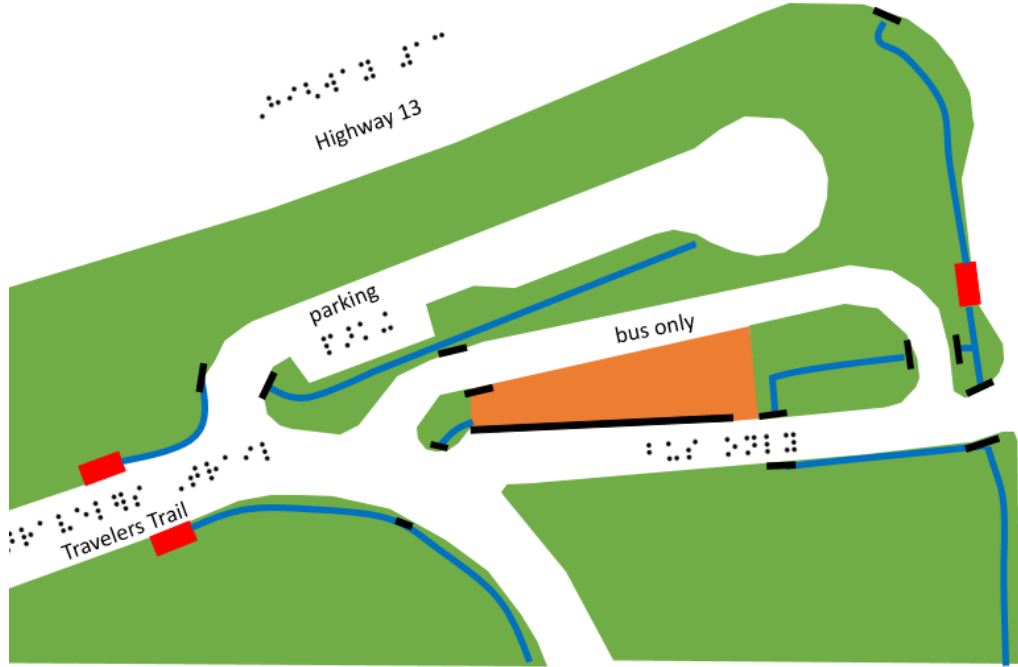
| Issue | Outcome |
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| Long, unsafe pedestrian crossing across cul de sac | Cul de sac is a requirement for public road, studying design options for improving pedestrian conditions |
| No notification of bus in tunnel | Pursue flashing light notification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



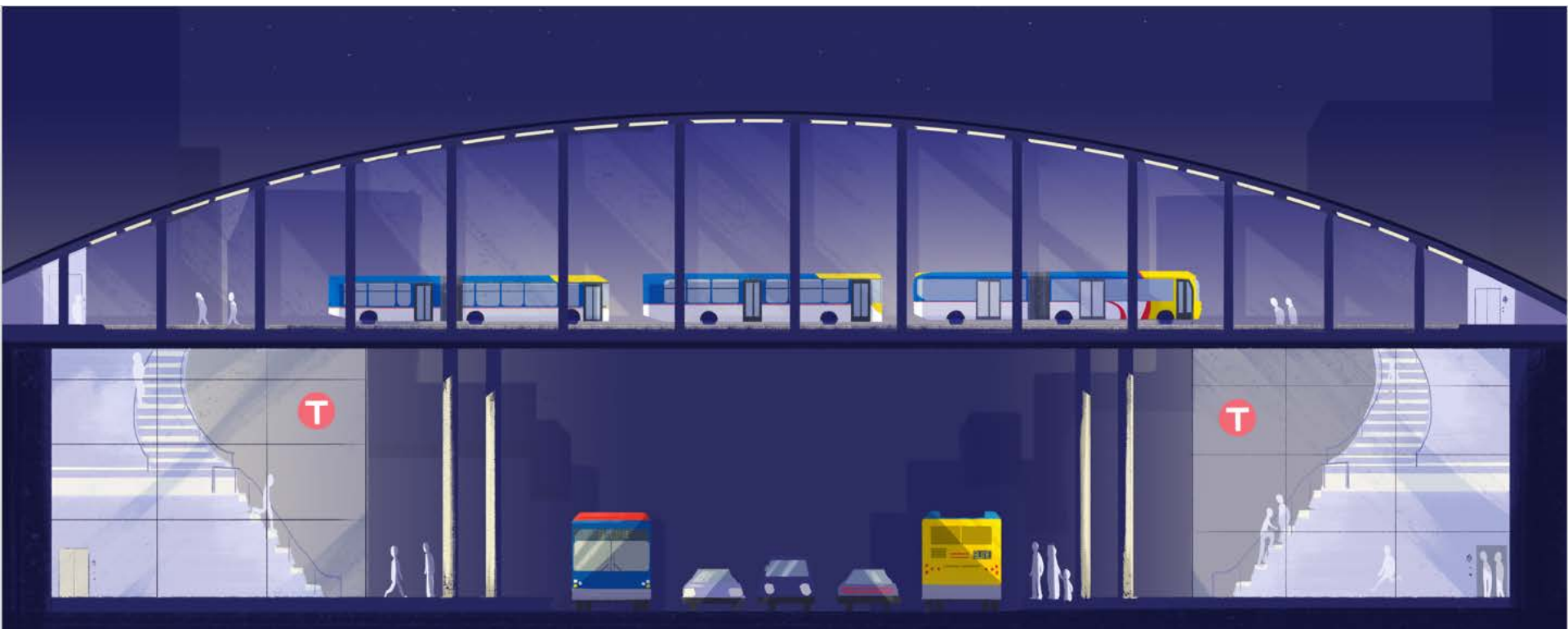
| Issue | Outcome |
|---|--|
| Challenging to navigate and access platforms | Use accessible wayfinding, discussed guide tiles with Maintenance department, pursuing pilot project over summer |
| Delineate station area from on-ramp to platform and roadway/freeway on-ramp | Use landscaping as detectible 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





Get more information or sign-up for our e-newsletter at

www.metrotransit.org/orangeline

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