Minutes of the
REGULAR MEETING OF THE TAAC COMMITTEE

Wednesday, October 7, 2020

Committee Members Present: Sam Jasmine, Ken Rodgers, Vice Chair Darrell Paulsen, Heidi Myhre, Claudia Fuglie, Diane Graham-Raff, Erik Henricksen and Richard Rowan

Committee Members Absent: Patsy Murphy

Committee Members Excused: Chair David Fenley, Christopher Bates, Jeffry Dains, Kari Sheldon, John Clark and Patty Thorsen.

Council Staff Present: Charles Carlson**,** Doug Cook, Liz Jones, Christine Beckwith, Andrea Arnoldi, Robin Caufman, Council Member Wendy Wulff, Guthrie Byard, Andy Streasick, Christine Kuennen and Alison Coleman

Public Present: Andrew Gitzlaff and Sara Allen from Washington County.

CALL TO ORDER

A quorum being present, Committee Vice Chair Paulsen called the regular meeting of the Council's TAAC Committee to order at 12:38 p.m. on Wednesday, October 7, 2020.

APPROVAL OF AGENDA AND MINUTES

It was moved by Fuglie, seconded by Jasmine to approve the agenda. **Motion carried.**

It was moved by Graham-Raff, seconded by Jasmine to approve the minutes of the September 2, 2020 regular meeting of the TAAC Committee. **Motion carried.**

BUSINESS & INFORMATION

1. Gold Line Update

Liz Jones, Outreach and Engagement Coordinator for the Gold Line Project Team
Charles Carlson, Director of BRT Projects
Chris Beckwith, Gold Line Project Director
Andrea Arnoldi, Gold Line Project Architecture Design Lead

Liz Jones spoke to the TAAC committee. I am going to pull up our powerpoint right now. What we are going to be going through today is a little bit of a project and schedule update on the Gold Line Project. We are also planning to do some follow up regarding platform height. The last time we were here at this meeting, which was last fall, we had a pretty detailed discussion regarding platform height. And so we are going to be giving an update in that regard today. And then the majority of our time today we are going to be talking about our design advancement. Our project has recently gotten to 60 percent design where we have more detail and design plans to review and go over with you folks and have a number of discussion items as well. So that would be the bulk of our presentation today.

With that I will pass along to Chris Beckwith to give a Gold Line Project update.

Chris Beckwith spoke to the TAAC committee. I am going to do a very quick update on the Gold Line itself. Then I am going to hand it over to Charles Carlson. I am showing a map of the Gold Line project. This should look pretty much the same as it did when we met with you a number of months ago. So the Gold Line starts in downtown Saint Paul. It goes generally along I-94 frontage road on the north side through the communities of East Saint Paul and it goes through Maplewood, Landfall, Oakdale and Woodbury. It terminates on the Woodbury I-494 Park and Ride, which is right adjacent to I-494 and Valley Creek Road. It is in that general

area. It is the same alignment as it has been for quite some time now. Does anybody have any questions on the alignment? Or where the Gold Line goes?

The next slide is a project timeline that is showing on slide number five. We are in the Federal Transit Administration's New Starts program. How that works is it is about seven years long if everything goes well. It is the same kind of funding program that funds the Light Rail projects locally. It is two years of what they call project development. That allows you to get through your environmental assessment and get to 30 percent design into a 30 percent cost estimate. So we have completed the two year project development phase. We completed that earlier this year.

The next phase is called engineering. That is typically one to two years. We are waiting to be granted formal entry to the engineering phase. While we wait for that we are advancing the design. We advanced it to 60 percent. We are going to be talking about some of those specifics with the committee today and some of the updates on that. We will be completing the design early to mid-next year. We have time to incorporate your comments in that next round of the next plan's update. Construction will start early 2022 or late 2021. Revenue service is still 2024.

Charles Carlson spoke to the TAAC committee. I am the Director of BRT Projects. I am following up today with some information about platform height that we have discussed in the past but we have since gone through a number of different evaluation measures and have arrived at a recommended platform height that we wanted to share with the committee.

We have gone through a number of different exercises and discussions with this but really set forth some key goals that were described in the slide about accessibility. So certainly, conforming in full with the requirements set forth for accessible vehicles. But beyond that, we also wanted to set apart BRT service from regular bus service. So a raised platform is part of how we distinguish a BRT service. That is factored into this recommendation. We also want to be consistent. So we don't want to have platforms of all different heights across the corridor.

We want a familiar, comfortable and consistent platform height across the project to the full extent possible. Then finally, more than being accessible, we want a platform that considers all abilities when boarding and alighting. Getting on and off the vehicle. And that it is a common experience for all. So that has really guided us in our consideration on this topic.

The ADA requirements as it pertains to roll-on boarding. A number of pieces of our conversation in this topic has related to how can we find a way to consistently and safely enable a roll-on boarding condition for BRT users where deploying the ramp would not be required in each case. So in order to do that and meet ADA guidelines for vehicles, we would have to have consistent gap vertically. So the floor of the bus couldn't be more than five eights of an inch above or below the platform. And a two inch or less horizontal gap. So that the floor of the bus would need to be within two inches of the platform. That is a very narrowly defined requirement. In some of the observations that we have been able to do including places that do this roll-on boarding, it is difficult to achieve that consistently. When we think about our climate here in Minnesota, with significant snow events at times. We can't be accessible most of the time. We need to be accessible every time on every trip. And for that reason, one of the requirements we set forth in going through this process has been that we want to be able to deploy the mechanical ramp on the bus, in any circumstance. That has guided some of our exploration as well.

One of the big things that we have done with this is a simulation of different platform heights and different conditions that we might face. So there are a couple of images on this slide that I will describe. On the left there is a forklift and on the forklift is a pallet with a sheet of plywood tacked to the pallet. The forklift. We were able to lift that pallet up and down and tilt it back and forth. So it is pulled up to the front door of the bus. It is one of our Bus Rapid Transit (BRT) vehicles. Through that we were able to test a range of platform heights and then test whether we can successfully deploy the ramp to that platform. This was done in a bus garage. So the bus garage has a very flat floor. But we know in real life that the roadways are not flat. So the picture on the right shows a portable bus lift that has pulled up and is lifting up the drivers side of the bus to simulate the cross slope of the roadway. So between the simulated platform and the simulating of the roadway. We could really test a wide range of both real life conditions for this boarding height.

For the next slide, the first height we did was a 12-inch height. So we sought to see if what we were looking for is to see the highest height to which we can reliably deploy the ramp. At a 12-inch test, the lip of the ramp was

at 7-inches above the platform. That is because the vehicle would catch the platform and prevent the ramp from fully deploying. So from this we knew that a 12-inch platform would definitely not work.

In the next slide we also tested an 11-inch platform. This was a lot closer. However, it is still a sizeable gap at the lip of the ramp and so we knew from simulating this condition that an 11-inch ramp would really be too close for comfort and any variation in the roadway or the bus or anything like that would really lead us to uncertainty over whether we would be able to deploy the ramp. So we ruled out 11-inches as well.

The next slide unfortunately, we were very successful in what is shown in the next image. A 10-inch simulated platform. The ramp is fully deployed. It is flush with the platform and provides a level roll-on. Its variance with the ramp deployed. At the same time, at the 10-inch level where also the ramp is not deployed, we were able to get within the 5/8-inch vertical gap with kneeling the bus a little bit. So it really has helped us focus in on a 10-inch platform as a recommended height.

The next slide shows that recommendation. So we are suggesting and designing a 10-inch standard platform that all of the Gold Line stations that are contemplated with one exception that is at Hamm Plaza. So Hamm Plaza has some unique park constraints as well as roadway constraints to have an accessible through walk and connect with the park at this location. It does require a standard 6-inch type curb that exists today. It will continue at that location. That enables us to have a better connected platform with that park area at a standard sidewalk height.

The conclusion of the evaluation is that Metro Transit will pursue a standard operating procedure while tryng to meet federal requirements for roll on boarding where the vertical and horizontal gaps will allow wheelchair users if they wish to directly come on to the vehicle without the need to deploy the ramp. However, as is the case today, anybody who wishes to use the ramp. The ramp can be deployed at this 10-inch platform height. We feel like we are focusing on a new accessibility option where ramp deployment is not required. Because of the process that we are developing and because of the design that we have recommended. But also enabling the choice for anybody who wants to use the ramp as they do today.

So we are going to be continually developing that and there are a lot of technical details and design details that go into both the training as well as the physical infrastructure. But we will continue to be guided by the goals that were mentioned earlier in the presentation. And continually focused on how we can improve the customer experience with this line.

Myhre said are you thinking of the height of the front door? I am thinking of how I will be able to get off the bus safely and maneuver whatever is in front of me.

Carlson said the intent is that the front door would be more or less flush with the platform. Other doors would have some of a vertical gap in some cases.

The operator would need to judge if they have met the 5/8 vertical and the two-inch horizontal gap. If they have not, our intent is that they be trained both to accomplish this and also to recognize when it isn't the case. Then they would need to be ready to deploy the ramp if that roll-on boarding condition wasn't met. The standard would be that if we did not deploy the ramp under the scenario that we get within that roll- on condition. But if we missed it or if anybody asked, we would always be able to deploy the ramp.

Myhre said if road construction or winter conditions get in the way, how do we deal with it? in West Saint Paul we have road construction. In some areas of downtown Saint Paul we have road construction. So we have to figure out how to park the bus so we can get off correctly. How does that work?

Carlson said that is exactly the kind of situation that I think we are anticipating. That is why going higher than 10-inches isn't the standard because we want to successfully deploy the ramp in those cases. The other nice thing about that is that if we had a substitute stop location. There is construction and the station is closed but we could still drop off at a regular curb. The ramp on the bus would still allow deployment at any other bus stop location. We feel this arrangement gives us this new simple choice in terms of roll-on boarding while still maintaining the flexibility for those very real life conditions that we will undoubtably run into as an operation.

Fuglie said so the drivers will be trained on how to do a backup in case something goes wrong?

Carlson said yes. So the operators will be able to get in close enough to do the roll-on condition. But as today we would be able to deploy the ramp. That would be the backup option in case or if somebody asks. Anybody can ask for the ramp deployment.

Myhre said are we going to start thinking about this in all of the buses? Some buses have this and other buses have that. Are we in the future going to start looking at this idea you are talking about?

Carlson said I continue to monitor how all the buses develop. Floor heights of buses have gotten lower over time. We feel like we would need this higher platform for Bus Rapid Transit. But certainly, I think our aim is to make getting on and off the vehicle as easy as possible. So the technology or the infrastructure doesn't exist right now to do this with every bus but certainly in many cases with BRT we lead the way on other bus innovations.

Myhre said in the wintertime, I know the curbs have different levels of snow. Can it work with all the different streets? In Minnesota, we don't shovel very well. We fought for this for many years for the disabled community. So have you tried different scenarios for the snow?

Carlson said one piece I haven't mentioned is although it is hard to keep up with it at all, these stations will have additional snow removal investment beyond regular bus stops. We aim to get that as a priority for snow clearing by Metro Transit forces. But beyond that, being able to deploy the ramp will help avoid any situation where the stop isn't available.

I will hand it over to Andrea Arnoldi, who will walk through design advancement.

Andrea Arnoldi spoke to the TAAC committee. I am the Architecture Design Lead on the Gold Line Project. I will review our design on our 50 percent station plans and get feedback.

Today, I am going to ask about what we think about a couple of different questions as we go through the material. Specifically, we are going to review the typical platform and the components that are on the platform. We are going to go over four different station layouts that represent the conditions that we have in the corridor. As we look at those, think about the access points at the station and how those fit your needs.

In a little bit I am going to talk about how you get to those stations. Then talk about the platform elements and other considerations we should have as we look to make the stations more accessible. Keep those in mind as we run through the next couple of slides.

On the screen right now is a rendering of the Maplewood Station. We are using this because it represents the majority of the platforms along the Gold Line Corridor. With the exception of one station, which is Sun Ray, which I will dive into. All of our station platforms, the platform serves one direction of movement. In the case of what is on the screen right here, at Maplewood, we would be heading Westbound back into Downtown Saint Paul. All of our stations are going to have a shelter with lights. That will also include real time signage that extends across the platform canopy. All stations will also include ticket vending machines and the GoTo card validator pass. We will have trash and recycling receptacles. The entire front boarding edge of the platform will have a tactile strip as you see on LRT and other Arterial BRT platforms.

One key thing I would like to mention is we have a consistent floor plan from station to station. You will find the fare collection on the Maplewood Station is what you will find on the Boulevard Station. We also have bike parking at our stations. Those are located directly on the platform and that is another feature of our stations.

We are going to do an overview of the configurations of the stations. The next slide features the Hazel Station. This is located between White Bear Avenue, and Ruth. It is just directly North of I-94 and situated back from the frontage road.

We are going to talk about the platform and the crossing at this station. This station is directly off of Hazel Street and Ruth. This is an existing unsignalized intersection along the frontage road. We have a sidewalk that you will take to the platform. It is at a slight incline. At that point, you will be able to either turn to enter the westbound platform or you have the option to cross the guideway to get to the eastbound platform and head out towards Woodbury. There is a cross walk that allows you to access either platform. Once you get across the guideway, the south side, you would walk up a gentile slope from the ADA ramp up to the 10-inch high platform. Where the yellow box is defined, that has a 10-inch platform where you would find all your station elements. That is true for both sides of the station.

Acting Chair Paulsen said the real time pylon markers. Is that going to have the approaching capabilities that we have seen on a couple of our other trips? So that when the bus is approaching, it lights up. It gets lighter. Or is it going to be a pylon marker and we are going to have to guess when the bus is coming?

Arnoldi said there are two indicators. The pylon will have the pulsing feed very similar to what you see on the Arterial BRT on the A-Line and the C-Line system. Then there will also be the real time signage which will let you know when the next bus will be coming. So there are two different methods for knowing when your bus will be arriving.

Carlson said so when the bus is approaching, we would have the blinking when it is within a certain distance. One of the challenges with the bar type of approach like a thermometer. When the thermometer is full or empty, the bus is arriving. The reliability of the travel time. It can be difficult to predict. But certainly, with the blinking system. All of this is supplemented by the real time sign and the enunciator of the real time sign. The blinking feature can be adjusted to exactly the distance. I think in a corridor like the Gold Line we would likely have better reliability where we could really dial in. When it starts blinking, it is two minutes away.

Jasmine said on the real time sign, the enunciator would be announcing the number of the bus and whatever. Where are those speakers located?

Arnoldi said the push button enunciator is triggered by the pressing of a button. It is located near the front door boarding zone. There is a small box on the front side of the platform. There is a dash box indicating the boarding area. As we look at the platform layout, the pylon would be equipped with that push button, which is directly next to that boarding zone. So you would be able to hear the oncoming time for the bus.

Jasmine said will there be some kind of. You discussed a pulsing thing on the pylon. Will that be audio then, so that I might find that button and know where that is? How will I know that button is there?

Carlson said in that case, it would be covered by the regular enunciator. So say if it is within two minutes, the enunciator would say it is due in two minutes. That would be equivalent to the pulsing.

Jasmine said when does the enunciator first go off? How long does it take for it to start triggering?

Carlson said the intent is it would be a push button enunciator that would be actuated by a user. It would list the upcoming bus arrivals by route and direction.

Jasmine said I guess my question was will it automatically go off at five minutes to or two minutes to? If not, how would I know that button is pushing?

Arnoldi said what I believe to be the case is that it is triggered by the individual. Our way of helping to locate it is to provide it on a consistent spot for each platform. So it would be mounted within the pylon and that pylon would be located at the same place on every platform. So the consistency of its location is what we are trying to accomplish with this spot.

Jasmine said if I am not from here and I have to ride the system to get where I am going, I would not know where that spot is.

Acting Chair Paulsen said often those push buttons don’t work. They are not operational. I can barely find a push button for the heater that works.

Jasmine said I have been in other cities where the enunciator just goes off. It tells people when the next bus is arriving and when it is coming. With that you could announce if you had a push button, where the push button is located.

Arnoldi said this is something I will take back and discuss with the others.

Myhre said are you looking at how we design the building to make sure that everything is level and there is enough space for everyone?

Arnoldi said as we consider waiting space on the platform we are trying to provide as much flexibility as possible. So people can wait under cover or outside a cover. We are looking at bench seating that is outside the cover by the loading zone by the front door. Directly adjacent to that is an open space that is allowing for a wheelchair space that is outside the cover. Directly adjacent to the front door loading zone. So that is how we are handling the seating outside the shelter. Plus, there are other places on the platform that are free of other obstructions that allow for a wheelchair to wait towards the back door.

Within the shelter itself, there is a series of different places that are all open. So you would enter one enclosure. There is an open bay that is available for someone in a wheelchair to wait. So there is a variety of open space and bench seating in the shelter and outside of the shelter.

The platforms along the station, we try to maintain a reasonable slope to provide drainage to avoid that being uncomfortable when you are waiting on the platform. We are trying to keep that to a minimum and keep that slope to an ADA minimum.

Myhre said how do we make a complaint? What I saw in Saint Paul, I don't want to happen again in the future. Whoever got together to think of this idea, doesn't know how many people are there all day long. How do we make the complaint if there is something that needs to be worked on? It is the shelter across from the Metropolitan Council. It needs two shelters. People who are not disabled, only two people can sit at that bench. Next to it is a wheelchair spot. There is a slope. I did not know if they did that for the snow. But isn't like it was before. I don't know why they took out the second shelter.

Jones said you should definitely call the Customer Relations Department. But separately, I will also reach out internally about this issue you are finding in Downtown Saint Paul. For any issues or complaints, feel free to call or email Customer Relations.

Acting Chair Paulsen said why are we having more space on the outside of the structure and on that wheelchair platform when we know there are colder elements. We have to push ourselves into the shelter where there is little space.

Jones said we are looking at a larger shelter that allows ample space inside, but that is positioned in the center of the eighty-foot long platform. We positioned it there to provide a reasonable amount of space between the pylon and the shelter obstruction to allow for accessible boarding and the deployment of the ramp at that front door. We are striking a balance and trying to get seating in the shelter that is close to the front door as well as something outside the shelter near the front door. Knowing that we have these beautiful days on occasion. We have protection the other days. So we are trying to find a balance the rest of the time with the layout of the platform.

Jasmine said the enunciator. It seems that the button needs to be pushed in order for it to go off. How would I know how to find the button, first of all? If there is no locator. They are trying to put them in the same general area so that they are all similar. My feeling is that if you are new you wouldn't know that. Darrell said sometimes the buttons don't work. if there is an audio that goes off at a certain time that would help you know where that was. Announcing what bus was coming next. Would somebody be able to find the button in order to push it?

Rodgers said is there a reason why there cannot be a locater tone provided on that push button element?

Jasmine said that is what I would want. I think it is important to have the audio tone in that area where the locator is. Traffic lights have it now so why wouldn't you have it here?

Arnoldi said what we are going to look at right now is the Greenway Avenue Station. This is located on Hudson Boulevard. Right between Landfall and Oakdale. This shows an access crossing configuration that is a bit unique to our stations. We are at the intersection in the road. The platform position on the side running guideway condition. The bus runs alongside traffic and there is no physical barrier between mixed traffic and the bus. To access the station, which are split stations. The westbound platform is on the northwest side of the intersection. Then the eastbound platform is across the street and on the southeast corner. So to access the eastbound platform, you do need to cross two lanes of roadway to get to a median, that is a refuge. Then two lanes. One that is mixed traffic and one for the bus to get to the platform.

The crossing is triggered with a rectangular rapid flashing beacon. This is one of two stations that would have this type of crossing configuration. The other one is the Woodbury Theater Station. These are unique within our corridor.

Rodgers said this in my opinion, is not a safe crossing for anybody that has a visual disability. For people who are visually impaired, deaf and blind, this is impossible for a safe crossing. I know FHWA has authorized the rectangular flashing beacon as an acceptable crossing for mid-blocks. But I challenge any one of you with sight to go with me to a rectangular flashing mid-block crossing where there is heavy traffic and multiple lanes and let me put a blindfold on you and give you a cane and have you tell me when it is safe to cross that street. You cannot do it. There is no safe way to cross that street. Because cars do not have to stop. At one of those rectangular flashing red beacon crossings in Saint Paul that I used before. I almost got creamed because the first lane cars stopped. I thought the cars stopped. I stepped into the street and a car went around that stopped car to the other lane and almost clipped me. If it hadn't been for my dog doing what my dog is supposed to do, I would not be here today. That is not a safe crossing and it is just not safe, period.

I would submit that if you can't do it in a safe place, then there doesn't need to be a pickup at that location. That platform should not be there. They should only be at safe locations. As you described it, crossing multiple lanes, going to a median and then crossing additional lanes. How would you do that if you were blindfolded or if you don't have sight? And do that safely.

Myhre said it is not just the blind people. It is people who have a problem with figuring this out on how to cross this street.

Fuglie said motorists do not watch for pedestrians. I don't care where we are at. If you are going to have a place that is going to be hard to cross, someone has to look at that for safety issues. I don't think the Met Council wants to have that on their back if somebody gets killed trying to get to the buses.

Rodgers said I would request that planners and engineers on this particular type of crossing. If you would look up and do some research on FHWA on rectangular rapid red flashing crossings. There are some footnotes in those where they talk about the appropriateness of those from a safety perspective. There are some footnotes that identify some reports that were done by the Transportation Research Board that talk about how difficult those are.

I would submit to you if it needs to be there, that platform needs to be there for bus pickup. Why wouldn't you just put a regular signal there and figure out how to arrange that so that it is a safe crossing and not one that you have to put your life in danger in order to get to a platform. Can you imagine if you could see the bus coming and that is your bus? And you are trying to get there. The added stress and anxiety to get across that multiple lane street that is a busy street to begin with. That just adds to the safety factor of it. We shouldn't be engaged in that kind of unsafe stuff.

Myhre said can they think about not only the blind community but those with brain injuries and other folks who were born with learning processing problems? I don't know how I would teach myself how to cross this intersection and keep myself safe. I just want them to look at all avenues of protecting the community.

Arnoldi said I have two more and I would like to touch on this one briefly. This is the Tamarack Station. Our stations are along an intersection. It is a center running guideway that runs down the middle of the road. Our platforms are staggered along the intersection. One for eastbound and one for westbound. This is very similar to the Central Corridor LRT stations. There are pictures of configurations much like those platforms you would have at a signalized intersection where you indicate the push button you triggered for crossing. You are able to get to the median which is the station access point. Then you access the platform for the direction you are headed. That is a quick overview of the Tamarack Station.

Graham-Raff said when you talk about being able to push a button and the light. From a driver's point of view, is that then a traffic signal up above or is it a low down kind of thing? I have seen some places along the Green Line where the signal is down low enough that if you are following a truck you can't see that signal until it is too late to stop.

Arnoldi said it is a signalized intersection with a crossing just like you would have at any signalized crossing. So there is going to be a ped signal that indicates when it is safe to walk or not. It would be an audible mechanism as well. You are only allowed to cross when the drivers are triggered for a stop condition. They would not be able to go through this intersection when those pedestrians are crossing to the station.

I want to make sure we can touch on the Sun Ray Station. Because this platform is a very different configuration. I want to make sure we discuss this. This is our only center platform. We call this a crossover station. The best equivalent would be the existing 46th Street bus in the middle of I-35W. When the bus is coming into the station. They are travelling on the right-hand side of the road. They will cross over to the left to allow the doors on the right-hand side to service the platform. As they pull out of the station, they are on the left-hand side. Then they cross back into right-hand traffic.

This is all a dedicated guideway. This is the only BRT that will be using this. They are trained, very skillful drivers. For the access to this platform, we are at Patterson and Hudson Road. The crossing that is on the northeast corner. This intersection is a stop condition for the traffic. There is a stop sign. A pedestrian would be able to cross the traffic lane from the south to get into the median, which there is a refuge space between the traffic lanes and then the guideway. At that point is an actual push button that would signal to the bus driver when a pedestrian is at the crossing and then would indicate for them when it is safe to cross the BRT guideway. From there they would cross the BRT guideway and then would be able to turn and walk up the ramp to the platform. From this one station you would be able to travel either eastbound or westbound.

We are configuring the shelter orientation and the pylon signage and other amenities to help provide cues for which direction to stand when you are trying to travel either eastbound or westbound.

Rodgers said this is really important safety information related to people with disabilities. The one thing I wanted to question is the push button indicator that you mentioned on the median. Is that going to be the audible locator tone so that somebody can find that box? Is there going to be audio output telling you when it is O.K. to cross?

Arnoldi said I believe so but that would be one that I would want to follow up on with our traffic engineers to confirm. I believe it is an ATF signal, but I will find out

Jasmine said maybe they should come back again when it is closer to the engineering part. They can then answer the questions that we have already asked. Maybe in six months.

Acting Chair Paulsen said I think they could come back a little sooner than that.

PUBLIC COMMENT

None.

2. Metro Mobility Photos

Andy Streasick, Customer Service Manager of Metro Mobility, spoke to the TAAC committee**.** I got a request from Jeff Syme, our Communications photographer for some new Metro Mobility pictures. If anyone is up for being a model while being on a Metro Mobility vehicle and have some pictures taken, please let me know. Is anyone up for that?

Jasmine said is a mask mandatory?

Streasick said yes. Jeff Syme is collecting the photos.

Cook said I did send out an email request. Jeff Syme is also working with me and Guthrie to get some people out to take some photos. Using the Metro Transit system and other aspects.

Streasick said just shoot me an email if you would like to do this. I just heard from Sam. I will send the information to Jeff. On the Metro Mobility side, masks are mandatory.

SUBCOMMITTEE REPORTS

1. **Blue Line**

   This item was not presented

2. **Green Line**

   This item was not presented.

3. **Gold Line**

   This item was not presented.

4. **Rush Line**

   This item was not presented.

CHAIRS REPORT

None.

MEMBER COMMENT

Acting Chair Paulsen said regarding the letter. I received an interesting message from our Chair a couple of days ago. We are still waiting for some numbers from Metro Transit. In order to put that letter together. I do have a meeting with Doug Cook and a couple of other folks. The team did provide us with some statistical data information. I felt that that information could have been imbedded in a letter, in a request right away. But it

looks like we may have a rough draft of a letter next week. But it is not scheduled to be delivered. So we do have to circle back for that reason.

Jasmine said I have been looking at the letter. So we have been working on it. Maybe David is going to pull it back and look at it. I will talk to David about it.

ADJOURNMENT

Business completed, the meeting adjourned at 2:02 p.m.

Alison Coleman
Recording Secretary