

Minutes of the REGULAR MEETING OF THE TAAC COMMITTEE

Wednesday, August 4, 2021

Committee Members Present: Chair David Fenley, Sam Jasmine, Patsy Murphy, Ken Rodgers, Jeffrey Dains, Vice Chair Darrell Paulsen, Kari Sheldon, John Clark, Heidi Myhre, Claudia Fuglie, Diane Graham-Raff, Trevor Turner, Erik Henricksen and Richard Rowan.

Committee Members Absent: None.

Committee Members Excused: Christopher Bates and Patty Thorsen.

Council Staff Present: Jason Tintes, Andy Streasick, Christine Kuennen, Guthrie Byard, Sonja Burseth, Lucy Galbraith, Doug Cook, Berry Farrington, Faduma Mahamed and Alison Coleman.

Public Present: None.

CALL TO ORDER

A quorum being present, Committee Chair Fenley called the regular meeting of the Council's TAAC Committee to order at 12:33 p.m. on Wednesday, August 4, 2021.

APPROVAL OF AGENDA AND MINUTES

It was moved by Dains, seconded by Vice Chair Paulsen to approve the agenda. **Motion carried.**

It was moved by Graham-Raff, seconded by Murphy to approve the minutes of the June 2, 2021 regular meeting of the TAAC Committee. **Motion carried.**

BUSINESS & INFORMATION

Chair Fenley said Guthrie Byard, who is the ADA and Title VI Administrator, at the Metropolitan Council, has given us a few updates on this. It has been about six months. The Metropolitan Council and Metro Transit is putting together a comprehensive ADA Transition Plan. Essentially this is a guide for any entity to remove all the barriers that the entity may have. Whether it is policy, whether it is problematic, whether it is physical barriers, digital disability barriers. Guthrie is going to give us an update on how the transition plan is coming along.

1. ADA Transition Plan Update

Guthrie Byard, ADA & Title VI Administrator, spoke to the TAAC committee. Byard said the Council has embarked on a multi-year effort to ensure that we are in compliance with the ADA under Title II of the Americans with Disabilities Act. That started with a self-evaluation primarily of our physical facilities. But it has expanded beyond that, and we are doing quite a bit around digital accessibility. In other areas where we were incorporating universal design principles. So I wanted to be able to provide you all with an update on where we are at with all of that work. So not just strictly what is in the Transition Plan but a lot of the other work that we are doing. And to do this at least on an annual basis. If not more to provide you with the latest.

So, background on the self-evaluation. So the second half of 2019, we brought in JQP, Inc, which is a local accessibility specialist vendor. They are what is considered a MCUB (Metropolitan Council Underutilized Business vendor. It is a small, local, women owned business. So they went to over 140 facilities and provided us with reports on all of those facilities. So not only Metro Transit, but also wastewater facilities. So not only the wastewater treatment plants. So that work resulted in the ADA Transition Plan which is up on our ADA accessible website that is updated on an annual basis. It was updated earlier this year. With the work that occurred last year as well as the work that is occurring this year and will be updated again on an annual basis to reflect work that has been done and work that is planned to be done.

Next slide. Just to recap. There was some community engagement when we undertook the ADA self-evaluation. So we held a couple of listening sessions in the community. We had a formal public comment period and conducted a survey both for staff and community and we got a ton of feedback that primarily focused on information that was available on the website and making sure that it was digitally accessible but also around public transit and entering the things like the priority seating was available, which I know there is the subgroup here with the TAAC that is working on that. But also things like ensuring that the parks that we have purview over and supporting our both accessible and digital and things like that.

So we got a lot of good feedback and I was able to work with some of our divisions that are not just related to transportation.

Next slide. Each facility received a report and that report with the ADA self-evaluation essentially listed all of the barriers. Both under the ADA design standards but also under Minnesota accessibility code were applicable and those barriers were listed on a 1 to 4 significance level. One being the most significant. And four being the least significant. We had over 3,000 barriers that were identified. Priority 3 was the most common severity level. Of those 3,000 barriers, only one percent, possibly two percent were priority one. So this was good. There weren't significant barriers for the public to be able to access our programs and services. I should say, with Priority one, that means that it is a significant barrier for anybody to access a program with service. It is also something that is easy to modify or fairly inexpensive. So those priority ones that did come up, those were addressed more quickly or are in the process of being addressed. So for instance with Environmental Services, they have public tours. And then there were some inaccessible routes with those public tours that are being addressed. As you also know, with Covid, we are not offering those public tours in person right now. This is something that will be worked on as we go forward.

Those reports helped to prioritize on an annual basis, the work that Metro Transit does. That Environmental Services does. And what the other divisions do when they carry out their work.

Next slide. A few examples of the breadth of the findings here. There are two photos on this slide. There is a photo on the left. That is of the Maplewood Mall Transit Center. That is just showing a trash receptacle that is essentially in the way of the accessible entrance to the interior of that building. It is essentially blocking access to the push button to open up the automatic door. So that is an example of where it is public facilities. Just making sure that they are properly placing receptacles. So that is not impeding on one's ability to be able to access the facility.

Then the photo on the right is the 38th Street Light Rail Station along the Blue Line. And this is more complex because there is a receptacle that is in the way of the accessible route coming off of the southbound train. But there is also a shelter that has built-in heat that is essentially too close to the curb cut. So there is a significant cross slope there where somebody trying to get into the shelter there would hit that significant cross over. So it is a bit harder to fix and a bit more of a repair. Just showing you the breadth of the work that lies ahead.

Next slide. As you know with Covid, a lot of the physical work that was planned for last year was stymied a bit. So we are picking up on that work this year. But there was work that occurred in 2019. In some cases prior to the ADA Self-evaluation occurring, then work that did occur in 2020. I listed a few here. There was some re-striping of some of our parking lots. To make those in compliance with the ADA. And then there were numerous truncated domes that were replaced along the Blue Line that aged out.

Then they installed several concrete 5 X 8 ADA Pads at various bus stops. There will be a presentation on the Better Bus Stops Program that we will talk more about installing those pads going forward. Then last year the pavers were replaced at the Robbinsdale Transit Center. There were designs created for FTH first floor bathroom remodel where we have the Metro Transit Police Department building. There is a Chambers there and across from the Chambers is the bathroom there and that is being remodeled. It will be fully accessible.

Then the Transit Control Center that parking lot known as the Green Lot is an accessible lot that was installed there to connect another parking lot as well as connect the Heywood Bus Garage.

Then to focus more on a digital accessibility. We had a split contract with Wesco. It is accessible 360 in WeCo contract. It has done quite a bit to audit our websites for digital accessibility to 2.0 Level 2A standards. They conducted a full audit of the Metro Transit website last year.

Next slide. This slide has a couple of photos of some of the completed work that I mentioned. The photo on the left is of the Robbinsdale Paver Project. The photo on the right is of the Better Bus Routes Program of Route 63. It is a recently installed ADA pad at one of the bus stops.

Next slide. Here is a list of in some cases, has already occurred. In other cases, it is occurring now. Or will occur this year. And so that first floor bathroom that I mentioned, is being completed right now at the Heywood facility. And a few other projects that were going on right now. So the Nicollet Garage maintenance area is being renovated. These are all based on the facility reports that were received.

The Sunray Transit Center will have pedestrian ramps placed there. The Mall of America pedestrian crossing has been completed. They grounded a tactile strip along the outside of that angle crosswalk to aid those who are blind or of low vision as the curb cut dumps you out away from that crosswalk so that aligns you and orients you to the crosswalk. That was completed here recently.

Additionally, there will be work completed at the Northtown Transit Center pedestrian ramps. It looks like the go ahead has been given to do some construction there. Then outside the JQP reports, the 6th and Minnesota Street bus stop sidewalk area is going to be renovated and improved. And the curb cuts there. And the bus stop itself. Then there are some tactile replacements occurring at the Nicollet Station LRT at the Blue Line/Green Line.

Next slide. In some cases here, going beyond physical ADA compliance. Physical accessibility. I just wanted to include you all with a list of some of the broader work that we are doing for Metro Transit. So there is a new mobile app that will be in place. We work to ensure that it is going to be digitally accessible. Ken Rodgers was in on that technical advisory group to provide some input on that. So we have a vendor for that app.

There is going to be some swapping out of some of the ticket vending machines to ensure that on the Blue Line that we have an accessible vending machine at each stop. So the JQP findings showed that the vending machines were along the Blue Line, two of the highest operating part was two inches too high. I want to make sure that we have an accessible vending machine at each one of those stops. That is going to be kind of a multi-year effort. But underway. I believe no later than this fall they will be start making those changes.

The website was recently audited. And so, certain folks are going through that. They make sure that the Metro Transit website is in compliance, with digital accessibility standards as new projects are underway. As work is done to refine the information on the Metro Transit website that will continually work to make sure that it is digitally accessible and in some cases, will consult with WeCo on any proposed changes.

As some of you may know, the Aira, third party wayfinding app is live now. That is a six-month pilot that started in June. If you haven't used it or if you have, we would appreciate any feedback that you may have on that. That is something that we are really excited about. You see for the rollout and used with the upcoming State Fair. Any feedback you may have on that and any promotion that you could provide would be great as we are moving forward there.

That is going to be free services for those who use it. Any sort of Metro Transit services. Any buses. You can use Aira within the Metro Transit service area. I will mention the Beacon pilot here. This is something that we will get going later this year. But really the idea is to develop and install Beacons at two locations. So one being at University and Raymond and the other at University and Snelling. The idea here is to evaluate the Beacon technology and to see if it really benefits those who are blind or low vision to determine if it really supports them and their wayfinding of multimodal transportation support. There will be a series of evaluation components to that. And then a look at maintenance and what it might require to keep in place. Then next year there will be a final report and evaluation later in the year.

In expanding on that, there has been a lot of work that transit information has done around accessible wayfinding signage. Also, later this year there will be an installation of some improved wayfinding signage at the Mall of America. I know many know that it could be hard to navigate the Mall of America Transit Station. They will evaluate the experience of customers once that is in place.

Then, early next year, a similar process will be undertaken at the West Bank Station. Some of you also know Transit and Marketing has undertaken a series of improvements to print and digital materials. There has been a subgroup working on some of that. Including some folks from TAAC. So that effort is underway and continues and will continue until the end of the year.

I won't speak too much on this because this is the topic of the presentation after this. As I mentioned, Better Bus Stops is a program that in part is looking to improve the accessibility of our bus stops in our metro area. They have a five-year plan to upgrade shelters and improve our ADA pads, which I will explain after this presentation. It also includes a new regular route bus stop design guide that will be gone through. And an ADA

check list to support staff and ensuring that we have got an inventory of our ADA bus stops but also that were improving bus stop accessibility based on guidelines.

Next slide. I just wanted to share some updates. As you know, we had the ADA Self-evaluation in 2019. As I mentioned that split contract for digital accessibility. One was with accessible 360 that we did a series of conversations with staff to understand where we were at with digital accessibility across the organization. So where do we implement digital accessibility training? What do our document templates look like across the Council? Where can it be accessed? How accessible are those templates? And things of that nature to kind of get at more of a well-rounded digital accessibility program at the Council.

Last year we fully implemented the ADA Transition Plan that will be updated on an annual basis. We updated our accessibility policy to provide more guidance and clarity. Specifically, around the state standard on accessibility and formally a Document 2.0 level for 2A standards. We conducted a very large pilot around the Minnesota IT Services Accessible Word Document Training. That is now the requirement for all staff so that now we have baseline training on document accessibility. Especially, since a lot of our documents end up making their way onto our websites or presented to Councils or committees. It is important that the document is accessible before it goes live.

Then there is ongoing ADA in Minnesota building code training that is occurring. We had a couple of sessions with Metro Transit last year. And ongoing work with Environmental Services this year. And in some cases expanding to include universal design principles. That is being led by JQP as a follow up to reports they provided to us. Ensuring that hey, we now know what is out of compliance. But do you know how to fix those issues? But more importantly too do you know how to be proactive, so these issues don't occur with new construction and renovation going forward?

Then an ongoing review of our policies and procedures to make sure that there is not discriminatory language. That is part of a broader equity effort that we are undertaking. Making sure that our policies and procedures both for staff and for the public are equitable.

Next slide. A few other items that are occurring this year. There are things that we are working on. So we have drafted an accessible video and an accessible IT Services procedure. And so those procedures are going through the process of refinement and eventual adoption by the Council. We are working to continue to improve our video accessibility efforts. And with any sort of remodel and our newly installed larger public meeting rooms. We are ensuring that there are hearing loops that are installed there. We are ensuring that our social media practices are meeting accessibility standards. And kind of a complex process, but making sure that map accessibility is front and center and that we are connecting staff with community and practice groups across the state. Kind of leverage the state experiences around map accessibility and adopting those practices here at the Council. Since we do create quite a bit of maps here for community use.

Next slide. That is all. I appreciate you taking the time to listen. I am open to questions now.

Myhre said. The first thing is this meeting we are having today. The transcript isn't accurate. It gets some of the words wrong. The meeting is not ADA. I had a bus driver on the 68C that goes down Robert Street and then turns. There is a bus stop that is not ADA. He was telling me that it was not ADA. There are bus drivers that care about us. But how do we make it ADA? Then the other thing is the bus schedules are placed where people have a hard time finding them. Then coming back on the 54 bus, from the Mall of America to St. Paul to the Green Line. It is low on one side and high on the other. In the winter, snow could pile up on this step.

Chair Fenley said just to TAAC members, if you need any accommodations for this meeting, please let us know.

Byard said Heidi, I will follow up with you to learn a bit more about the comments you made so I can better understand and work with those who might be able to make those changes.

Henricksen said I was just wondering if I could get some clarification on the priority level that you discussed. You had mentioned of the over 3,000 barriers, one or two percent were at this priority one, which wasn't at the highest significance. But they were cheap and easy to fix. Just intuitively something that has a higher significance might be a little more difficult and a little more expensive. With a little clarification on how that works. Especially how significant and any priority levels of removing the barrier. Is it a scheme where you go for the highest significance and go 1. 2. 3. then 4. My last question would be looking at what was accomplished this last couple of years as far as barrier removals, what would be the trend line for completing or removing a

majority of the 3,000? If 50 are being removed each year, that leaves us at about 60 years out, actually eliminating all barriers. How are we looking, as far as progress?

Byard said as far as the clarification goes for priority one. These priorities were established by JQP. We have our own way of prioritizing based on where these facilities fall in line with capital improvement projects. The scope of those projects? The amount of personnel available to take some of this work on. So that makes it hard because it is fluid in some cases and certainly Covid makes it hard to move forward in an established timeline. With priority one, the idea that there are issues for upgrade for priority one. We have the highest priority. So it is more of a barrier for participation in a program or activity. Yet it is easy to modify. It is inexpensive. Like it might just be in the case of Environmental Services it is the case of providing an alternate route or changing the route slightly, so it avoids a series of stairs. That it doesn't require a lot of work or effort to change. So that is how JQP identified it That that would be one that you look at those. What I would say is that as far as the percentage, I think that I would less focus on the percentage based on when projects were occurring, and we are looking at the reports and making as many fixes as possible. Since priority 3 has come up as the most common level, I would look at priority 2's and priority 3's because most of the priority 1's were Environmental Services. So we are looking at a lot of those fixes. A lot of times they are like the height of operable parts and things like that. And obstructions that just need to be relocated. So now you are talking about packaging projects where it is like parking signage and striping verses public maintenance with location of objects and things like that. So you try to package those out. That is an ongoing effort. One that we are doing on an annual basis. The sooner we can get a lot of these barriers completed and fixed, the better.

There is not an end date. I don't think that serves us well to have an end date. It is continually being prioritized. Thankfully folks understand that we need to make sure the ADA improvements are made. Whatever work is being done in any of the facilities. In some cases, that is the primary focus is that we just go in and we make these ADA improvements. We are ensuring that there is funding available to do that on an annual basis.

Henricksen said I can understand not wanting to put an end date on meeting this goal. If we are going to be removing all 3,000 barriers because barriers can be introduced later, which are discovered, but I would recommend that there is some type of tracking regarding the barriers in looking or forecasting out how long it will take because with the approaches, we are going to incorporate these on the CIP project as best we can. But if it is found that it won't happen for about 100 years, that might push people who write the checks to maybe put a standalone CIP item or some kind of budgetary framework to try to remove as many barriers as possible. But more on standalone projects. Therefore, giving it a little more priorities. It would be just as a recommendation to maybe try to track and get a handle on how much progress is being made. The plan and remove.

Byard said we have ongoing discussions and plans with Metro Transit. It is complex, but everyone knows it is well taken and I think that that makes a lot of sense, and we will continually work towards that.

Sheldon said just a couple of questions. On slide number 8, more 2020-2021 Metro Transit work. You mentioned these pilot programs. There were two of them. Could you go over them just one more time? I think I missed that.

Byard said yes, I can do that. The first one is the Aira pilot. So that is a six-month pilot that started in June. So it will run until the end of the year. And that is a third-party navigation or wayfinding app that you can find on your smart phone. You can use it for free while you are utilizing Metro Transit. So, to support you while taking Metro Transit. And certainly, in areas where there could be complex urban environments.

Then there is a navigator who is trained to support you and navigating your surroundings to get you where you need to go. We are monitoring the progress of that pilot to see if it is successful enough to incorporate into our broader transit information and wayfinding kind of suite of resources.

Then the other one is that beacon. That Bluetooth beacon, that pilot. So that is one that hasn't started yet. But though essentially there will be content and then devolved here later this year and then in the last quarter. The installation of these beacons will be made available on next year. They are at two locations along the Green Line and University. They will be evaluated for their success throughout the year. To report on their findings of that pilot at the end of the year.

Andy Streasick said I just wanted to point out that Metro Mobility has been able to piggyback on a couple of things that Metro Transit had initiated. One with the contract. With WeCo we were able to have them do a comprehensive review of the online trip booking site for Metro Mobility. We were rolling that out, so we were

pleased with their expertise and were able to make some substantial changes. They are, with regard to accessibility, and also we are currently working with Metro Transit staff and our contractors to see whether or not there might be some use with the Aira project to have some of our pick up and drop off for patients in a complex facility. It is something specifically static. So that it would be a good fit there.

The Mall of America, for example, comes to mind. Where there is a specific Metro Mobility pick and stop location and a complex facility that I always go online and choose location facility. And it is unlikely to change. We are looking at that as well.

Vice Chair Paulsen said I am impressed with the short time you have been at the Council. They have been able to use some of the self-evaluation and then moving to implementation of some of those things. I am really excited about the digital stuff that we are putting forward. And Metro Transit and our facilities and our online presence. I am totally impressed by all that as the couple trips I have taken before Covid, when Metro Transit and some staff. The digital presence and the signage all that accessible features, they were looking at these things probably five to 10 years ago. And the fact that we are looking at them now, some of those places have been using digital presence for the last seven years. The fact that we are doing that now. I am excited about it because we don't have to go through the hiccups and the bugs that they had to work out. When they implemented their programs. So we don't have to fight with that. But more importantly, I do think that the general public is turning out to be more familiar with it, and more comfortable with its use. The reason we need these accessible features. And I am impressed every day when I hear things come out of your office and out of the staff. Even people that are not thinking about this on a regular basis.

Murphy said I was questioning on page 9 under your More 2021 Metro Transit Work. New mobile app. What app are we referring to and is this just for doing buses or is this also going to be working for the Metro Mobility, which is what I use. I am not able to use some stuff.

Byard said this is the new Metro Transit app. So it will replace the one that is currently available right now. I don't have a hard timeline for you and when it will be in place. Someone is working on it for the vendor and that will be putting together that app because we wanted to make sure that that is one that is digitally accessible and screen reader accessible and can provide us on some input on that earlier this year. And so I am sure that there will be more about that. In fact, I don't mean to speak too much for the next agenda but I understand correctly, there will be a discussion on the app during the September meeting.

Murphy said the other question that I had was, I know that they had a pilot program with Dakota County, covering Lyft. I was wondering if that was something that was going to be happening here in Hennepin County. If so, how soon?

Byard said, Andy, I wonder if you have any information on that. I know that that is mobility there with a contract in place. I was wondering if there was a pilot looking at that with Lyft. Is that correct?

Streasick said yes, members of the committee, we are in the process of trying to execute a contract with Lyft. That is not yet a done deal. We ran into some confusion about the interpretation of the scope of work that made it a little more challenging. And less of an eventuality than we hoped at this point. But we are working on it and we hope to have some sort of TNC style. We are more immanently hopefully final testing phases I think hopefully final. With our current taxi provider to launch an app-based platform very similar to those used on TNC's. We have the final testing.

We have a number of testers involved like Sam and I know a number of this committee are involved in that. Fast forward, the contract with itself, we are still working it out.

Chair Fenley said a reminder to TAAC members. If you need accommodations, whether it is text or something else, please let Alison or me know. We are happy to make sure that anything you need to come to these meetings we will be happy to get.

And also, Guthrie had said that he would follow up with Heidi about specific recommendations or instances that you bumped into barriers that you think might have a place in the transition plan. Specific instances should be handled offline instead of at these meetings. Guthrie might be able to provide us with either a phone number or an email address where we can send of instances of access barriers that exist in the Metro Transit system.

Myhre said we still need to work on the signage at some of the bus stops. They are not putting them in the right spot. So everybody can access that correctly.

2. Better Bus Stops 5-Year Work Program & Regular Route Bus Stop Design Guide

Berry Farrington, Senior Planner and Sonja Burseth, Planner, spoke to the TAAC committee. Farrington said I have Sonja with me and we work in the Engineering and Facilities Department at Metro Transit. Today I am working at home. Our purpose today is to give you the details of work that Metro Transit is doing for bus stop accessibility. It is very much what Guthrie talked about as well.

First, I am going to highlight the Better Bus Stops Five Year Program. Then Sonja will give you an overview of some key sections from a new design guide that we have for bus stops. We are sharing this information with you today because we would like to share experiences with bus stop accessibility. And if there are topics that you would like to discuss in further detail at a future time too.

Next slide. So better bus stops is about improving the transit stops experience at the bus stop. That is transit information, accessible boarding areas, pedestrian connections and at our higher ridership bus stops, the shelters, light and heat that come with those shelters.

So we began this program as a focus on equity and access to opportunity. Last year we achieved the goal to add 150 shelters and improve 75 existing shelters in neighborhoods where the majority of residents are people of color and experiencing lower incomes. So shelter, light and heat are now available at similar or higher rates within the equity focused areas compared to the rest of our service areas. So with those original goals met, we have been working to set new goals through a five-year plan.

Next slide. Here are the five-year goals that the people of color continue to have equitable access to shelters, light and heat. Then we have three broad goals about accessibility. First is that all bus stops with shelters have accessible boarding areas, pedestrian access and clear spaces. Metro Transit places shelters at stops where many people are boarding the bus and we want to further focus on the steps to correct accessibility barriers where they exist.

The next goal is that the availability of accessible transit stops increases. This sounds like a basic goal. But it is really to help us focus on measurement. Erik, earlier, had comments about tracking your progress. That is something we really want to do better when it comes to accessible bus stops with 12,000 bus stops and we need to set up systems that show how we are doing and what is the work that is yet to be needed.

Finally, we have a goal that construction projects that touch bus stops will result in accessible bus stops. That is construction projects by Metro Transit, by Roadway Authorities and developments that should result in accessible transit stops. Construction projects that have pedestrian facilities within that projects scope. They should not leave stops in place that are inaccessible. So this requires that Metro Transit work closely with cities and development partners outside of our control in terms of others projects that we want to influence our partners in design and construction of bus stops. That is something that Sonja will talk more about.

Next slide. We now have a checklist that Metro Transit staff can use to inventory the physical features that determine a bus stops accessibility. And this will have us have better data with what we have out there and what we need to change. So the checklist helps us evaluate whether there is a hardened surface at the front door of the bus stop. It takes measurements of the boarding areas with the depth and the cross slope. We are looking for surface conditions that is firm and stable. Not hazardous or in poor condition. We want to look for the required cleared spaces, free of obstacles. We have a photo here on the slide that shows a bus stop that the boarding area is blocked by a light post, a trash can, and a bench. So some of those obstacles we can move and correct the situation. Finally, we want to make sure that the boarding area connects to the pedestrian route. So we did include this one-page checklist in your information packet if you want to see those details.

Next slide. Last year, Metro Transit completed a conditions survey for our over 800 shelters and bus stops. We flagged those shelters that had any of the bus stop accessibility issues on the checklist that I just mentioned would flag. And we flagged shelters that where there was a full bench. From sidewalk to sidewalk. The benches that were blocking that open floor area within the shelter. And we flagged shelters where the shelter itself is an obstacle through the pedestrian routes. So, in this slide the top photo shows that full bench. And the bottom slide shows the shelter that is in the partially sidewalk to the point where it has really become a barrier.

Next slide. Trying to make progress on these goals, we are focusing our capital improvements or capital budget on accessibility. We have that shelter condition survey. And so we prioritized those that were flagged. To the next couple of years that makes an improvement. Makes construction improvements. Move the shelters or stretch out the shelters to address these issues. We are working on systematically prioritizing methods to

systematically prioritize bus stops for constructing accessible boarding areas. Those bus stops that are outside of our shelter program.

Then our five-year capital plan includes adding up to 120 shelters. Replacing up to 150 shelters. That would include site construction as needed for accessibility. And constructing 150 accessible boarding areas.

Another category of strategies is data improvements. We need that to track accessibility deficiencies and to standardize the informationally collect when bus stop sales inventories are taken. The checklist is helping us do that. And we are working on some backend database work as well. So we can collect accurate and consistent data. And finally, we are using the newly created design guide with our partner agencies to influence bus stop accessibility for roadway and development projects that Sonja is going to talk about now.

Sonja Burseth spoke to the TAAC committee. Next slide. I am a planner in the Engineering and Facilities Department. I am currently working from home today. I am going to present on the Regular Route Bus Stop Design Guide, which is a tool to help Metro Transit and partners deliver transit to people, jobs and community. One thought that really underpinned the thinking of this guide is that a sustainable and accessible system really starts at the bus stop where many riders access the Metro Transit system. The regular route here refers to local, Metro Transit service, limited stop and express service for on street Metro Transit bus stops. But it really does not include the big projects like BRT, LRT and CRT. Bus Rapid Transit, Light Rail and Commuter Rail.

So Berry talked a little bit about our projects and programming. I am going to talk a little bit more about design. The guide was recently posted on Metrotransit.org for project staff, roadway authorities and community members to reference online. I am hoping a link could potentially be included in the meeting minutes for everyone to review if they are interested. But my aim is to highlight some key graphics and design principles in the guide and hear your suggestions and feedback.

Next slide. So why is this guide needed? We wanted to highlight this graphic and page of the guide that just shows a level of partnership. What cities and roadways authorities that we need to design great bus stops. The graphic shows the layout of the space behind the curb at a stop. The bus stop sign, accessible boarding area at the front door, back door zone, and possible shelter locations are all labeled. The possible shelter locations ensure that the pedestrian access route is direct and doesn't jog around obstruction. The clear zone, which is defined here is just the space six-feet back from the curb. Where transit riders get off and on the bus. And where most street furniture should avoid being placed except for specific transit amenities like a shelter, trees, streetlights. Each bus stop has its own unique contacts as folks who take transit now. So the team siting or changing the bus stop zone should really consider how people walking and rolling to approach the stop.

How does the bus driver navigate the roadway configuration and other vehicles to serve the stop? How do riders, waiting for the bus engage the local contacts? I do expect this design guide to be updated in the future with new information and best practices as the design continues to evolve.

Next slide. Pages of the guide, bus stop position. The Design Guide includes information about bus stop position, which is how we describe where the bus stop is in relation to the intersection. So the Bus Stop Position Design Guidance helps partners make sure that the bus doesn't block the crosswalk when serving the stop or the legal crossing. And will help bus stops to include an Across from stop at a key intersection. Across from stops can be either near side or far side. And will help bus stops more consistently in relation to corners at the intersection.

So this image shows a near side bus stop just before the intersection in the direction of travel. A far side bus stop just after the intersection, in the direction of travel. And a midblock stop, which is not near an intersection, or located in a long space between traffic lights. The Metro Transit categories also include an across from stop, which is at a key intersection. The across from stops can be either near side or far side.

Next slide. Pages of the Guide. Bus stop zone design – Accessible boarding area. As folks here know, accessible bus stops are really the building blocks of an accessible system. The accessible boarding area or ADA pad is just that firm and stable surface at the front door which helps riders get on and off the bus. And operators deploy the ramp for folks that are using mobility or other wheel devices.

So this graphic just shows the accessible boarding area, which is located immediately next to the bus stop sign. It is unobstructed and a firm, stable non-slip surface. That is where operators are trained to stop. And many riders are trained to wait.

Next slide. Pages of the Guide: Bus Stop Zone Design – Clear Zone. This is another graphic showing the elements of the bus stop zone behind the curb. The graphic shows the distances between the bus stop sign and the door zone. This helps ensure that the door zone is unobstructed when cities and developers design the sidewalk or place street scape amenities. It shows the front accessible boarding area at the front door. And then the back door zone on both the 40-foot and 60-foot or articulated bus.

I just wanted to highlight, for example, we don't necessarily control where the city or park board plants street trees, but this design guide can help to make sure that trees or other street furniture don't block the door zones while still providing shade to riders. There are many instances where during our formalized processes street plan review, we worked with the City of Minneapolis to make sure to get something like a raised planter bed out of the door zone to a better location.

Next slide. In conclusion. Thank you Chair and TAAC members for your time today. We have a few prompts today for discussion. What are some of your experiences with bus stop accessibility? Are there bus stop accessibility topics you would like to discuss in more detail with us in the future? Or are there other questions or comments?

Vice Chair Paulsen said when you present Better Bus Stops stop, it sounds good. We talk about what an ADA pad looks like. What an accessible shelter looks like. What the path to the children may look like. But we often forget about talking about the lighting and the heating elements. Those often are secondary, often left to last. When we talk about new shelter design. When you talk about the fact of, you may be or are looking at reconstructing 150 new shelter stops or spots. Are we looking at any of those new construction spots including a different type of heating element? Or a different type of glass element within the shelter space? So that the glass, without the edging, without the cute little designs on them, would create that safety and that security feature that we often miss when we are putting shelters in these neighborhoods that are considered low-income or maybe challenging neighborhoods. Are we actually walking through those neighborhoods in times of day that might be unsafe for us? But are we looking at connecting those shelters in the appropriate spots with making sure that the safety and the security features that we think are built-in when we look at those designs? Are we making sure that we are elevating those to the top so that those shelters can be successful spots? And those could be high-frequent response from time-to-time. If we did it right from the beginning.

Farrington said first I just wanted to touch on the heat element. I have heard that you talk about that in the past. I want to open our eyes to the fact that the heating element that we place that high does not work well if you are sitting lower. So that is something that our department has discussed. We have not found a solution or taken action on it. I appreciate you bringing that back up.

Vice Chair Paulsen said if we are doing it the same way we have been doing it, there is never going to be a change. We are never going to find a good solution to it. We are never going to find an alternative to it.

Farrington said I guess I mean to say we are working on it. I don't have progress to share today. The other items you mentioned, about safety and security and taking in that bigger context. I want to let you know that our shelter purchases going forward and new glass we are purchasing will be clear. We are not going to continue to buy and install the glass that has the patterning on it. The striped with the maize, they call it. We have heard that there are a lot of reasons for that decision one of them being safety and security visibility. Making sure that the bus operator can see you and people can see in and out of the shelter.

Other topic, lighting. And just how we decide to place that. It involves trying to look for that documented cases of security concerns. And like you said, walking the system and understanding the system is important to know. There are shelters where we added lighting because of rider concerns about safety. We use our Metro Transit Police data to help understand what is going on and prioritize those electrical connections.

Turner said one of the things in my personal experience every day is the placement of the bus shelter. When they are right up to the road. Right up to the curb and the back of it is facing. A lot of times what happens is the bus pulled up and I tried to get off of the bus. The back door is blocked by the bus shelter. I had situations where I have gotten off and the bus driver didn't notice that I am still in between the shelter and the bus and he takes off. I am a low-vision person, but fortunately I have enough vision that I can figure it out. But for people that have lower vision it can be very disorienting. I can see a situation where you can become grated like cheese between the bus and the shelter. It is kind of scary, to be honest. I am curious why the reason for bus shelters being placed like that. The first line had a shelter, that had that kind of situation. Then on your diagram of the shelter, diagram 3, that is the kind of situation I am talking about. I know technically, the doors are supposed to line up. The shelter is supposed to line up between the doors. I found in my situation, the bus

driver pulled up a little too far. He is focused on getting people on the bus that he is not noticing on the back. I was curious about that.

Burseth said I am so sorry that you had that experience. It sounds really frightening and terrible. As Berry mentioned, we want to make sure that our transit amenities, specifically shelters, are not adding any additional barriers or any safety concerns to the bus stop. I think you are right that we do attempt to place it sometimes between the front and the rear doors, specifically on a 40-foot bus because there is enough space if we both get the installation right and if an operator is able to stop right at the bus stop sign. But also acknowledging that it is a dynamic street scape environment. A parked car could be in the bus stop zone, making it shorter or other obstruction. So that is really good feedback. I think part of the answer could be making sure that it is a smaller shelter and then getting that installation more precisely. One of the reasons we kept that space as a possibility is because when the city, county or other roadways provide the pedestrian network. Sometimes the space could be so narrow that the pedestrian access route which we want to not create a jog. Make sure it is straight and direct. It is only up against the building face. So if we were going to flip the shelter, it could then impede the pedestrian access route. Sometimes it is a tradeoff between keeping that straight and providing a shelter or not providing a shelter or some other solution like moving the bus stop.

Turner said a lot of it could be training on the driver's part. I was always making sure that the back door is clear. If you are having people coming on and off, especially with the pandemic, where they are asking you to go out the back door, I am just making sure that the back door is clear before the bus driver takes off.

Burseth said I will pass that along to our street operations to keep an eye on that back door. To do that training. I am sure that they do.

Henricksen said my only question is you had mentioned you were performing inspections and doing inventorying the old conditions at these bus stops. And when you were doing the inspections, I assume for accessibility, were your inspections, where they compared to the inspections that were performed with the ADA transition plans through JQP inspections? If so, was there pretty much 100 percent agreement on the barriers that may have been there?

Burseth said the shelters we inspected as you were experiencing that Better Bus Stops were a different set of shelters than what JQP did. So there was no overlap. That is an interesting question though. Would we get the same results? It was a different group of transit stops.

Henricksen said so ADA transit stops. So the ADA transition plan didn't look at bus stops?

Byard said with 140 or so facilities that were evaluated, all facility connected bus stops were evaluated at that time. Given just the number of bus stops under our purview, the 12,000 or so bus stops were just a massive undertaking. So I think that the reports and the findings related to those bus stops definitely informed the accessibility of those bus stops going forward. So the checklist was definitely informed by JQP's input. So going forward as we worked to inventory all of our bus stops and where we are at with the accessibility of those bus stops since it is a uniformity with how JQP had evaluated our bus stops that were connected to those facilities at that time.

Rowan said the one comment I have is just the terms of making bus Better Bus Stops, distance between bus stops is also an issue of accessibility. I didn't see a specific guideline as far as distance between bus stops. Just raising that issue.

Burseth said as I understand Service Development has some guidelines in the Appendix G portion of the Transportation Policy Plan adopted for 2040. I think there are some distance between bus stops and the distance between routes and standards there. So I focused in this guide on very much at the site level of the bus stop site level. And that is also good feedback that I am happy to pass on.

Clark said I just find myself concerned about Trevor's experience and the real danger that it poses. I just wonder what percentage of bus shelters are butting the street. Do you have that statistic?

Farrington said that is a good question. I cannot answer at my fingertip. I can look that over to get an estimate. Part of our survey was the orientation of the shelter. I do want to bring that case back to our department on the design side. And as Sonja mentioned, I want to bring it back to the group that does bus operator training. So often, that is considered a good place to put a shelter when the space is tight. The available space behind the sidewalk is really where we want to be. Often, that is private property, and we can't get permission to put the shelter there. This is good feedback for us to bring back.

Clark said the focus on whenever possible to not put this on the street.

Vice Chair Paulsen said out of the 12,000 or so bus stops that you didn't look at, how many bus stops do we actually have that are attached to facilities that you did look at? And did we look at updating or changing any of those in reference to making this bus stop accessibility checklist, which only has 10 questions on it and I would assume that Metro Transit and Met Council has their own accessibility checklist. I would assume that it is a lot more extensive than just these 10 questions. How did these 10 questions get to be the short list of accessibility? Why aren't there some other questions on that checklist as well?

Farrington said the checklist is only getting at that bus stop environment where it is on the street. There is a signpost and no shelter, no transit center or park and ride. It is very simplified to that most basic bus stop, if that makes sense.

Vice Chair Paulsen said those are the bus stops that I like to use the most. And those are the most inaccessible bus stops, especially during inclement weather changes.

Farrington said yes, those are the most common type of bus stops in our system. The checklist does not get at the things that JQP inventoried through the ADA Transition Plan. It does not include the data that was collected for our shelter inventory.

Vice Chair Paulsen said so do we have to call them back to do another list of inventories? Specifically, to those bus shelters that we most typically look at their system? When you tell me that there is 12,000 bus stops, but you have only looked at maybe there are about 150 of them that are attached to the facilities and maintenance. Maybe there is even more. I think there is approximately 300 of them. If I am not mistaken. I am getting closer, right?

Farrington said let me clarify my numbers. We have got our 12,000 or so bus stops. And we have 850 or so on street shelters. Those have been inventoried and evaluated for accessibility. We have our park and rides and our transit centers. Those have been evaluated for accessibility. The bus stops you described are the ones you like to use and are the ones that are the most common that are needing to be evaluated.

Vice Chair Paulsen said because that five-by-five low pad. You showed me the accessible pad. Even though it is considered ADA accessible, that does not meet the average transit user's way of how they use that pad or how they access that pad. To put those in and show that as a replacement pad, or as something that you are replacing within the system. I think we could do better.

3. Transit Oriented Development

Lucy Galbraith, Director Transit Oriented Development, spoke to the TAAC committee. Galbraith said my field is Transit Oriented Development, which is trying to create sustainable and equitable communities supported by transit. I call it the most intersectional field because it really does combine everything.

Next slide. I started this by thinking "What would a TOD neighborhood look like? Many of us have seen these neighborhoods because many of our favorite neighborhoods in our cities were Transit Oriented Development neighborhoods. Because they were the streetcar neighborhoods that were built about 100 years ago. They had sidewalks, they had corner stores. You can walk down the old streetcar routes and tell where the stops used to be. Because you will find corner stores where the stops used to be.

So, if we were trying to build the modern version of those, what would we see? So, transit trips. You don't go from the front door of your home to the place where you want to go. Whether it is the store, or your job or the doctor's office, there is everything in between. So what a transit oriented neighborhood needs to look like. It needs to have the right infrastructure. It needs safe streets for all users. And that means among other things is I think some of you have already discussed, appropriate sidewalks that are wide enough and smooth enough. It needs protected bikeways. So that the bikes aren't in front of the cars or getting onto the sidewalks. And it needs for cars to be accommodated but not prioritized.

They have highways where the cars, it is their very own space. But in neighborhoods, they need not to be their very own space everywhere. And it means that in intersections, the intersection is designed with people first. That we need generally, shorter crossing distances than we do at highway places. We need to generally lengthen crossing times. that the standards in many places. The crossing time is to prioritize the car trip time and not everybody's comfort level with being able to cross. People have different crossing times for different

reasons. It is not always people looking at their phones. Sometimes you have a stroller, or you need a cane. So the crossing time needs to accommodate the users in our neighborhoods.

Then there is some regulatory stuff. The 20 is Plenty movement is really global. It is not just in this country. It is both a safety thing. If you get hit by a car going 20 miles per hour, you are probably going to survive. The higher the speed, both the greater the likelihood of a car crash and the greater the damage and the risk to the person who is hit. So 20 is Plenty is the safety thing. And then drivers that are going 20 are much more likely to see and be able to stop.

Then the last regulatory thing is it makes a really huge difference is to not have right turns on red in urban neighborhoods. Because the driver who is thinking about turning right, is looking left, to look out for the car that is coming from the left. They are not looking to the right to the pedestrian who might be in that crosswalk. And who might have the right-of-way green light. So that is the kind of example. And this slide, I had to condense it for things that I could talk forever about. But these are the kinds of things that thinking about that space between one door to getting to the transit. All the little pieces that make it comfortable. As well as safe for people.

Chair Fenley said what we want to start doing, which is what this is. We are doing department introductions to you. So both the department at Metro Council is familiar with us and we are familiar with them as well. So that is what this is. This is not like project specific. This is department specific information. I apologize for not saying this at the beginning of the presentation.

Gailbraith said next slide. The Transit Oriented Development Office started in 2014. I arrived here from Austin, Texas, where I started their TOD office. I have been doing this kind of urbanism. I usually say I am a practicing urbanist. What I do is log cities, trying to make cities better for everybody. Until Covid, I got to walk to work. I wanted to give just one simple, kind of example of how thinking about these connection between development and the transit, can make all the difference in the world. And the accessibility to transit. So this is a diagram. It has all text on the slide. I don't know if that is going to be popped up. But it shows a little bus going along the street across the top of this diagram. Then there is an apartment building that is on a cul-de-sac that comes off of a parallel street on the diagram is at the bottom. So the bus would have to turn right, go down to the parallel street. Go over. Go up into the cul-de-sac, stop at the bus stop and then go down the cul-de-sac and then back over to the next street up to the top street, the original parallel street and go on its way.

It is a really large delay. Then if there is anybody that is originally on the bus, then they are not going to be happy about this. It is not going to be efficient because no single apartment building is going to have enough bus riders.

Next slide. This is the kind of thing that if you have this connect the people to the transit lens, you could add a sidewalk, a pedestrian way. From the top of the cul-de-sac up to the main street, and put the bus stop there. So then the bus can stay on the main street. Stop at the end of this connecting sidewalk. The people in the apartment buildings assuming there is a sidewalk built at the edge of the cul-de-sac, can walk to the bus stop. Have a very efficient ride. Be more likely to ride. It is a better route for them and it is a better route for everybody on this bus ride. This is a very simple example. But it tends to fall between the two stops because it is on private property. So it takes the collaboration of the apartment building and whoever owns that little piece of land and the transit agency, and the city and everybody. But it is a simple thing that connects people to the transit.

So sometimes I talk about Development Oriented Transit as well as Transit Oriented Development. This is the lens and the thing TOD office, besides trying to get development out of the ground on property that we own, we try to work with all our partners including my friends Sonja and Berry, to think about those solutions about take more process in the front end. But that really connect people to places they want to go.

Next slide. Over the last three years, I worked with a group at the American Public Transit Association. To develop transit universal design guidelines. The group was led by the Chief Architect, Bart, who is my friend and in my opinion, a genius. Whose passion is making transit welcoming to everybody. As he says it shouldn't just meet ADA, it should be welcoming and comfortable for everyone. So I was privileged to get to be on that committee. I am not sure other than an interest in the subject of why I was there. But I am glad I was.

So this was issued in August of 2020. It starts at the higher level. To help people like Berry and Sonja and everybody else to have a framework of thinking. They have developed a here's how big the pad has to be. This is more of a guideline's kind of thing. The big picture and how to think about this.

So these are the goals. The big goals of universal design. That body fit. That whatever you design, should accommodate a wide range of sizes and abilities. Then comfort. That whatever we demand in terms of a user, should be within the limits of both function and perception. It should be easy for the user to figure out what to do and how to do it. Then awareness that we should ensure critical information for use is easily perceived, that people shouldn't have to work to figure out where to put the money in whatever it is. Then awareness to ensure that critical information is easily perceived again. As we walk through this to think about it from a user lens and do whatever we can as the designers and the builders to do our best. These are our goals. This doesn't tell you how to design it. It tells you what to think about as you are doing it.

Then understanding to make how to use things as intuitive as we can. Then wellness has at least three components. One is to promote health. One is to prevent disease. And one is to prevent injury. So these are all things to look at as we go through this process. I was thinking of that with what Trevor said. O.K. what else could we do here? In terms of moving the shelter. Moving the bus stops or moving the parking space. This is what happens there. This is part of the framework.

Social integration is to treat all groups of people with dignity and respect. Personalization is if we can, to make it possible is to get people to personalize their experience. I think this comes up a lot of times with the applications. If people are always going to want to use one option. Then they should be able to pick it. So they don't always have to go through two or three choices to get to the one that they are always going to use. That is just a small example. But if we have this lens then maybe we can do that. And cultural appropriateness to respect and reinforce the cultural values in this social and economic environmental context of any design project.

And that is very broad and very sweeping to mean a lot of different things. But to me it always means engaging in and really listening to the people of the community where you are.

I was privileged to work with Jennifer McPhail in Austin, a lot. Some of you may know of her. She taught me a lot. One of the slogans she used, I carry it with me. It is like nothing about us without us. She and I worked on a project that ended up making a lot of pieces in downtown more accessible. I am very grateful to her for all of that I learned. She is kind of a hero.

Next slide. I just have a couple of pictures here of examples that are in this 53-page Transit Universal Design Guide. This is a picture in Columbia. To show that leaning rails, that are in a lot of places. It is really easy to make the leaning rails at multiple heights. So that different people can use them. They are meant for places where nobody is going to be there long. they are comfortable for some people and not all. All too often they come in one size. And anytime it is one-size-fits-all, we are not really thinking broadly enough.

Next slide. This is an example in Amsterdam. In their Central Station where they have a bikeway going through and large pedestrian way going through. This is not meant to be "We should do it exactly like this." But I like the care they took to make sure that everything is safe, and comfortable and appropriately lit for the different kind of users that they have in this shared space. And so that the difference in textures, the difference in lighting, the difference in pavement that many, many people can go through this space and experience it comfortably. And not get lost and not feel overwhelmed by "Where do I get off?" Or any of those things.

Next slide. I could go on in infinite detail, pretty much forever. But I wanted to leave a lot of room for questions. And I can talk about any of the things I have mentioned. It is not that I am an expert on all of this. But I have been working on trying to create communities supported by transit for a long time. I did want to mention one more thing before I close. Really quickly, that some of us at Metro Transit are just starting at the very beginning of trying a new approach to transit planning by compiling data on essential services like health clinics and groceries and pharmacies and banking, to put together these essential services. Then map them along a potential route. Then look at how many people can access these for different possible stop locations. Do the various iterations of breaking down different groups so we can do accessibility groups based on income groups just trying to take this lens because traditionally, transit has been planned by jobs and housing. By population and jobs. And by only a few metrics. And by how many people can access this. But our incredible people who know a lot about GIS and data can now look at many more things at once.

So we are just at the beginning of that. So if you ask me questions, I probably don't know much. But I just wanted to say that I am very excited that we are exploring that because if Covid had any value for us, we would have learned who the essential workers are. And we learned where the essential destinations were. And so we want to start using that more. With that I will close. I will be happy to answer any questions.

Myhre said this is the stuff that I talk about a lot. Processing and how do you get to the bus stop? Going from my home to the bus stop to where I want to go. Do you have anybody on your committee working with you that have disabilities and processing problems? To help you guide us further. It is not just talking about ADA and handicapped accessible. But I also have to process how to get there.

So if I have three options, which is great. Can I use all three options and understand all three options, or do I always have to use one because the only one my disability and my brain understands? Have you ever looked into people who have processing problems that have to use the city busses and the trains for the rest of their lives? They have no choice. Part of their disability is not just physical, but the brain part. So I wanted to ask you if you ever looked into that. This is a great concept. I like what you are talking about. Just how do we further it?

Gailbraith said the short answer is yes. One of the people involved in this effort does have some processing disabilities. I want to emphasize that as part of selecting both the destinations and every step of this process, I emphasized to the project managers that we need to be sure that we are inclusive in checking "Are these the right destinations?" that we check "Here's what we think we found." "Here is what we think the path is."

I have already put Guthrie's name on several lists to make sure that we check in. We are pretty far away from having "Here's the path." Or "Here are the alternative paths." I will make sure that this committee and you specifically, are consulted before a final decision is made.

Myhre said we design something beautiful. But if I can't get there and you can't even explain it and get me out of the door, then we have a problem. I have to be able to get out the door in order to do it. I would love to help your projects down the line if you ever need us.

Clark said what are the forces in Minnesota? We are such a highway-oriented community. I just happened to read an article in the nation about the power of the highway lobby. They build and build and we end up without communities that we could walk or wheel to and just any thoughts you have about the broader political, economic forces that you feel free to address. But I am really interested in talking to you about this.

Gailbraith said I will have to pick my words carefully because I am employed by the Met Council. But the research that has been done is very clear that highway culture oriented that spending more money on highways does not increase economic efficiency, does not relieve congestion, and does negatively impact air quality. There is a lot of factual research. Whatever we think about what has been done in the past. The investment for the future can almost, in general. I don't want to speak about any specific project. In general, investing in highways at this point in time, the numbers don't run. So, I will stop there. Because you are right, there is a lot out there.

Rowan said I just wanted to put in a plug, in case you haven't been in touch with them. The governor's Council on an Age Friendly Minnesota, which was just authorized by the legislature at the legislative sessions. It is an important part of what they have to deal with.

Gailbraith said I think that is at one point that I was asked to be a part of. I just don't have the bandwidth. I sent them what I could. But I don't have the bandwidth to add something more.

Henricksen said I was hoping to get verification on what is exactly what TOD is. I understand universal design. Is this a committee? Is this a department within Metro Transit? Because a lot of the things that TOD would like to accomplish seems to be based around policy. I don't think that the Met Council necessarily sets like slow traffic or 2020 or implements safe streets for all users. That is something that cities can typically approve through a subdivision project building streets for their standard and the like. So I am wondering if it is not what TOD is or what authority TOD has within Met Council and Metro Transit. Just so I can get an understanding that the whole committee here, we can get an understanding.

Gailbraith said that is a good question. The TOD office. We try to implement the Council's TOD policy. And it is not a Metro Transit policy. It is a Council policy. They want us to maximize the development impact of transit investments. So we have done some development on our property like the soccer stadium on Snelling and University. Most of it sits on Council property and they pay us an annual rent of about half a million dollars while they are there. We hope that more development happens around that. We work with all the cities a lot to help them get TOD out of the ground. We have applied for a grant to help get the 38th Street Station development out of the ground. To build the appropriate street infrastructure there and to help make it safer for pedestrians and things. So we do a lot of bits and pieces to work with our partner cities and counties to get development that is walkable to transit and we work internally to help every piece of the Council to have more of this TOD lens. We have worked with the City of Minneapolis on reducing parking ratios and things like that.

It is kind of “Anything we can do. And any support we can give to any our partners.” We try to do what we can with more people connected to jobs. That we work with the economic development entities to say we are here. Where transit is good for jobs and transit is good for tracking employers. We put out an annual report on development trends along transit. But the most recent one said that in the nine years from 2009 to 2018. More than 40 percent of all the multi-family units in the region, were built along high frequency transit, which was less than three percent of the land.

So clearly, developers see that people want transit. That is a big win for transit. It is a big win for climate and other things. Generally, we support a twenty-first century transportation system and generally we advance equity. We try to get affordable housing along transit.

Henricksen said I would take it that you probably look at comp plans.

Gailbraith said Berry and her office, they review the comp plans in their office to make sure that the transit stop is fixed. What we tend to do is to have more conversation at the city policy level. I am involved in a lot of national things. I have been involved in a lot of things for a long time. So, I tend to be available to say how other places have struggled with things, and I can tap into my network to try to answer questions and things. But yes, we talk at the comp plan level and the county and city level. A lot of it upon request. Because again, another piece of the Council is regulatory level. We are advisory. I hope that answers your question.

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.

BUS PRIORITY SEATING TAAC WORK GROUP

This item was not presented.

CHAIRS REPORT

Chair Fenley said I am sure you would like to know why we don't have the State Fair Update this month. Frankly, we just couldn't fit it in to people's schedules. But I did want to have it and I apologize for this. If we can get something sent out via email, we will.

PUBLIC COMMENT

None.

MEMBER COMMENT

Dains said so we are going to continue with the Webex meeting for the foreseeable future?

Chair Fenley said yes, it is touch and go at this point. I am sure you all can understand. We just had Minneapolis and St. Paul have mask mandates. Ramsey County did so as well. I am sure Hennepin did or will do it. We will be doing remote for a month-to-month basis. That is the best that I can give you now. I can say that we will be doing remote for at least the next few months.

Myhre said and also road construction. I was thinking about how do we get downtown? Some of us can and some of us can't. it is difficult to take the bus because you have to learn the new location of the bus stop.

Chair Fenley said nothing will change until I give notice to all of you.

ADJOURNMENT

Business completed, the meeting adjourned at 2:34 p.m.

Alison Coleman
Recording Secretary