Meeting Summary

CAC Members: Giuseppe Marrari, George Selman, Chris Berne, Vicki Moore, Steve Schmidt, La Shella Sims

BAC Members: Brad Clift, Staci Horwitz, Jim White, Mark Steinhauser

Agency Staff and Guests: Dan Pfeiffer, David Davies, Juan Rangel, Alicia Vap, Shelley Miller, Rachel Dammel, Sam O’Connell, Nick Landwer, Kathryn O’Brien, Caroline Miller, Jim Toulouse, Joan Vanhala

1. Station Design
   Alicia Vap presented.
   
   • Station Design
     o LRT stations provide access to the light rail system
     o LRT stations provide form in terms of shelters and function in terms of ticket vending machines, heaters, and train information
     o LRT stations and access are owned and maintained by Metro Transit
     o LRT stations are one element of the larger transit system

   • Design Framework
     o Respond to lessons learned
     o Provide safe and accessible facilities
     o Enhance customer experience
     o Develop design consistency
       ▪ Customer wayfinding
       ▪ Constructability/cost
       ▪ Maintenance
     o Response to character and context of each site
     o Incorporate Section 106/Secretary of Interior standards
     o Areas of variability to create identity for each station through use of color, materials, and massing
Metro Transit encourages partnerships with stakeholders and community members to facilitate addition of artwork along BLRT corridor

- Corridor Framework
  - Designers looked at station in segments
    - West Broadway Ave “Grand Boulevard”
    - West Broadway Ave “Community Connector”
    - BNSF Rail Bottineau Blvd “Crossroads”
    - BNSF Rail Robbinsdale “Town Center”
    - BNSF Rail “Parkway”
    - Olson Memorial Highway Minneapolis “Gateway”

- Opportunities for Variability
  - Roof edge
  - Underside
  - Standard Metro Transit glass panel size
  - Column paint color
  - Concrete platform surface treatment

Committee members looked at boards showing the draft station designs and were asked the following:

- Is the design on track with the context and character?
- What did you like?
- What’s missing?

Feedback included the following:

- Plymouth Avenue Station
  - Historic looking light fixtures?
  - More seating
  - Seating should not be too low in height
  - Clear signs at stations indicating how to get to stairs, bridge, trail – not everyone will be able to climb the stairs

- Golden Valley Road Station
  - Creative park-and-ride site solution – sets up special place for it
  - Positive: minimalist design and park setting

- Robbinsdale Station
  - Screen bus headlights from residential area
  - Include car share, electric car charging, and bike storage in park-and-ride
  - Too many vertical lines – looks like it is even taller than it is
  - Good wayfinding for where to enter the parking ramp
  - Perhaps use a darker brick
  - Only stop with historic downtown at station – need to make sure people can find their way into downtown from the station
• Bass Lake Road Station
  o Note Metro bus stops in proposed improvements
    ▪ They are on Bass Lake Road – will stay in existing location
  o Positive: asymmetrical shape – nod to Crystal airport, pointing people west
  o Two access points to station
    ▪ Traffic signals will be timed so pedestrians can get across in one signal phase
    ▪ Hennepin County will also be widening the median to serve as refuge in case someone only makes it halfway across
• 63rd Ave Station
  o Like the treatment on entryway
  o Nice color (green part)
• Brooklyn Blvd Station
  o Neat idea for wavy panels – etched panels will give feeling of movement
  o Feels safe, contained, secure
• 85th Ave Station
  o Visually busy, annoying
  o Trying to make it look like the brick on the college, a destination/entrance to the future
  o If less contrasting and more tonal it might be more visually appealing
  o Hard to show in SketchUp – using shades of color to give feeling of movement
• 93rd Ave Station
  o Very institutional, corporate – feels right for neighborhood
  o Will be interested to see how it compares with the two new hotels that are going in in terms of colors
  o Suggesting something dark with something light on top of it
• Oak Grove Pkwy Station
  o Nice integration – a lot going on but doesn’t feel visually busy
  o Does a nice job of fitting in
• Van White Blvd and Penn Ave Stations
  o Van White
    ▪ Continues the original system – feels like it continues on from the original Blue Line
  o Penn Ave
    ▪ Hwy 55 is an entryway into Minneapolis
    ▪ Like similar but different approach to Van White
    ▪ Stainless panels feel cold compared to panels on Van White – a warmer color may be more inviting
  o Neither station reflects the character of the Heritage Park and Harrison neighborhoods – the design is too sterile and institutional
    ▪ Both neighborhoods are family friendly, these stations feel more like a business or industrial area
- Work some elements of Target station into Van White station
  - Stations should be inviting both into the neighborhood and into downtown
  - Incorporate design elements from library or Heritage Park?
  - Have discussed having the ends glow at night like a beacon
  - Should these stations be larger than the others to accommodate all the people?
  - Make accessible to seniors, those with disabilities, and people that speak different languages

2. **Community Open Houses**
   The station design concepts will be shared at community open houses on:
   - November 9: Minneapolis
   - November 10: Golden Valley
   - November 14: Crystal
   - November 16: Robbinsdale
   - November 17: Brooklyn Park

   The open house will start at 5:00, and then at 6:00 there will be a presentation on where the design concepts came from and have some time for Q&A. The boards and presentation will be posted online along with a comment form tomorrow (November 8th).

   The purpose of these open houses is to:
   - Educate the community about station design evolution
   - Receive feedback about station design concepts

   After the open houses, we will share with the committees what we heard and what we learned.

3. **Adjourn**
   The meeting was adjourned at 7:10 pm.