Minutes of the
REGULAR MEETING OF THE TAAC COMMITTEE

Wednesday, November 2, 2016

Committee Members Present: Chair Kjensmo Walker, Christopher Bates, Adora Sage, Dona Harris, Kari Sheldon, Heidi Myhre, Margot Imdieke Cross, David Fenley and Patty Thorsen.

Committee Members Absent: Julianne Bina and Nichole Villavicencio.

Committee Members Excused: Pamela Zimmerman, Bob Platz and Ken Rodgers.

Council Staff Present: Sam O'Connell, Gene Sheldon, Rebecca Fabunmi, Christina Morrison, Anne Taylor, Rick Carey and Pam Steffen from Metro Transit; Dana Rude, Andy Streasick, Rodrick Southall, Judd Schetnan and Alison Coleman.

Public Present: LaShella Sims from MICAH; Lori Conklin, Tim Conklin and John Clark.

CALL TO ORDER

A quorum being present, Committee Chair Walker called the regular meeting of the Council's TAAC Committee to order at 12:35 p.m. on Wednesday, November 02, 2016.

APPROVAL OF AGENDA AND MINUTES

It was moved by Bates, seconded by Thorsen to approve the agenda. **Motion carried.**

It was moved by Fenley, seconded by Thorsen to approve the minutes of the October 5, 2016 regular meeting of the TAAC Committee. **Motion carried.**

BUSINESS & INFORMATION

1. Orange Line

Christina Morrison and Rebecca Fabunmi spoke to the TAAC committee. Morrison is the Project Manager for BRT Small Starts and the Orange Line. Fabunmi is a Project Engineer at Metro Transit. They are giving an update on the design of the Orange Line. The Orange Line is a 17 mile Bus Rapid Transit project on I-35W between Minneapolis, Richfield, Burnsville and Bloomington. They have 12 stations throughout the alignment. The service would be 10 minute peak, 15 minute off peak. That includes nights and weekends. The span of service is very similar to the other metro lines. They are going to be procuring a new bus fleet for this. It will be a three door low floor buses. They will be 60 feet. It is similar to the existing articulated buses but with a third door in the middle. The back door is in the current location as in the current articulated bus.

On the design side, on the station side they have completed 30 percent design and are looking for some feedback today and the next couple of months. They reinitiated work at Lake Street. The Lake Street station is part of a larger MnDOT project that is being constructed. MnDOT is reconstructing the freeway and a number of structures between the I-94 commons and roughly 42nd Street, including the Lake Street station, which will be brought into compliance. It will be a new center median station that is fully accessible. They are looking to start construction in 2017. Those early pieces will be part of MnDOT's Lake Street project. They will be opening service in late 2019.

They will start at Lake Street. It is a keystone station on the Orange Line. It is a large multimodal hub. It has about 25 other bus routes on the freeway level as well as all of the local service on Lake Street will be stopping here. It is a big place for transfers and getting where you need to go. The freeway level is on top of Lake Street. There will be side platforms. They will be able to accommodate three buses at a time pulling into the station. This is necessary in the peak hours and will serve about 90 buses an hour and close to 100 buses an hour on I-35W as they bring the Orange Line into service. In this area they have reduced service to Lake Street northbound because of the a.m. peak congestion. Metro Transit no longer stops northbound. In the p.m. peak it is drop off service only. This is a huge addition to the service there.

There are staircases as well as elevators on both sides of the platform areas. They are creating a new plaza under I-35W on Lake Street. All the bridges are being reconstructed, creating a Lake Street level boarding area that will have a nine inch curb for the BRT. This is a future BRT stop. It will also have semicircle areas that are the indoor waiting areas. It is the interior first floor that you can use to get to the second floor or the freeway area. It is about an acre below the bridge. They are looking at breaking up that space with the use of colored concrete. They are looking for feedback on the pavement area under the bridge. This will be a high traffic area for lots of pedestrians coming in and out of the station. On either side of the semicircle spaces there are ramps going down to the plaza. The plaza is a little bit lower than the indoor space. There will be two entrances by ramps to get into those.

They showed a typical platform they are using. It is 120 feet. Basically they are going to have the pieces that a typical LRT platform has. There is an information kiosk, a ticket validator, pylon, that will identify it as an Orange Line station. The pylons on the A Line has technology in them. They are still determining what the pylons will be like and what they will include. There are trash receptacles. At the bottom of the platform there will be the tactile that goes all the way across it. There is also a door mat indicator as well. There are also ticket vending machines. There is seating inside and outside the shelter. There will be vertical bike racks. They have heard that TAAC members wanted benches with arm rests. On the other side there is also ticket vending machines and trash receptacles. This is a typical showing of a 120 foot platform. That platform size is for 76th Street, American Boulevard and Nicollet Avenue. They have smaller versions for 66th Street, 98th Street and Burnsville Parkway. They may just have one ticket validator. There is vertical bike parking. There is at grade parking outside of the shelter as well. She showed a picture of what a typical station would look like. There will be real time arrival information at all of the stations.

On 66th Street both of the stations are on the ramp. The northbound side is an exit ramp. On the southbound side is an entrance ramp. This is a smaller station. The bus will get off of the freeway for the 76th Street station. You will come off I-35W to Knox Avenue. This has a 120 foot platform. They are building an underpass under I-494. The buses will come in either direction in the transit only part of the Knox Avenue underpass. There is a bike path in both Richfield and Bloomington. It is pedestrian and bike. There will be a split side on either side of American Boulevard. They will be very mindful of the lighting in the park and ride.

The Nicollet Avenue platform is 120 feet long. There is also local bus boarding. There is also a parking ramp.

In the downtown portion they will be operating on Marquette and Second similar to the Route 535, which is the precursor for the BRT. They are in the mix of all the I-35W buses going both north and south. One of the challenges is going to be to differentiate the Orange Line stations. They are going to be using stop group C on Marquette and stop group E on Second Avenue. Over the next couple of months they are going to be thinking about how do you identify the Orange Line stations but also not create much of a footprint or clutter in the stop groups that are already very busy. Second Avenue is the northbound route. Today they have about 26 routes making this trip. They have about six people a day board downtown going northbound. They are considering making the fare free on the northbound trip from downtown because there are so few people riding there. This is a new concept. There is the Nicollet Mall fare free zone for Metro Mobility.

2. Metro Mobility Stats

Dana Rude spoke to the TAAC committee. He is a Project Manager at Metro Mobility. He broke the stats down by provider and service. There is demand response and agency. There were five separate packets broken down by statistics. All of those are sub sets of the TAAC stats that they have always presented to the TAAC committee in the past. The source of the information is the Trapeze pass scheduling system. That is where they collect most of the information. The information is then held in the Oracle database, which they run various reports against to produce the information that they base the statistics on. Basically what that gets down to is that in addition to the five groups of stats that he gave to the TAAC committee. There is an example of what is known as a NTD (National Transit Database) which is how the FTA or the Department of Transportation provides information to Congress in terms of transportation legislation. This covers just transit. It is the 2014 profile for Metro Mobility. The 2015 hasn't come out yet. And 2016 won't be available until next year when he gets done with it. All of the transit systems in the country that receive federal financing or federal funding of any sort will provide information to the National Transit Database. Most of them are broken up by the provider and then there is a profile that is created for all of them. That is just a presentation of the information. The data that was collected is much more layered and featured than that. The total system ridership and all of the ridership of all of the various providers are arrived at by running what is known in Trapeze is the NTD

Standard Report. That is where they gather what is known as unlinked passenger trips. The number that you see is an average number. It is based on the length of time they gather the data for. They gather data for average Saturdays, average Sundays and average weekdays. The period of time determines what the average is. That is how it is applied.

In this instance when you look at the numbers here they are done by the month and then they pull them out at the bottom of the year. For the NTD report they are using the entire year. Since they are required to report to them by the month, this is what is given to them.

The next item they present is the Total System Revenue Hours. It is what they have provided the providers for the services they have provided. The total is broken down by provider. On time performance is one of the measures they use. The information is derived from a way of presenting data from a database that is associated with Oracle as Apex or Application Extender. It is really not a reporting system in like the one that is used in the ridership or NTD standard report. It is a method of presenting data and it is used to allow the providers to require the information that they need for their billing Metro Mobility for the services they provide. The spreadsheets show the total hours that are broken down by the provider.

On time performance is one of the measures they use. That information is from Apex. It is used in this instance, the totals from each month, it is an average of all of the averages for the providers and their services. The providers use that information and it is one of the performance measuring statistics that they use with bonuses to their contracts and damages to their contracts by not meeting the levels that are required under the contract. The same goes for on time performance for appointment times. There is some variation there. Appointment times are tougher than on time performance with a 30 minute window.

Complaints for every 1,000 rides is derived from another bit of recording they use which is in the customer service modules. That is based on a number of valid complaints per 1,000 rides, which gives you the average of .6 per 1,000 rides. The average trip per hour is known as productivity. That is the basis of how they measure overall system productivity. In this instance when you are looking at the total for the agency includes both demand response trips and agency trips. Agency has higher productivity period. It runs at about 3.3 passengers per hour. Demand response is closer at about 1.8 passengers per hour. It gets skewed when you put it all together by the agency trips.

The last page is accidents and incidents. Essentially what is happening here is what they refer to as a preventable accident by their determination. The provider uses that and then it is broken up by the number of occurrences per 50,000 miles. In addition to that they provide some additional information which is the gross number of late trips per gross number of late appointments. The total number of valid complaints received in a given month and the total number of accidents that are preventable in a given month. You can follow things in a sense that as you look at accidents through the course of the year, you can watch the accident rate rise and fall according to the weather.

If you look at the profile for the year, 2014 in this instance, 2015 should be out shortly. It is available online if anyone is interested in following this. He can give you the website and you can look it up. You have to look it up under the Metro Mobility ID number. There is more than one Metro Mobility in the United States.

In looking at the charts, when it says “total ridership” it is the system. TTW is Transit Team West Zone. FTS is First Transit South Zone. FTE is First Transit East Zone. AGN is agency. Demand response is the service that most people use. It is equivalent to using a regular route bus (3/4 of a mile from regular route service). Agency is service that is a set of rides for a standing order (subscription service). Most of that service is delivered to places like day training and rehabilitation services, day cares, etc. The defining characteristic is that in terms of how they are structured is like school bus routes. They pick up in many locations and go to just one drop off point. The return trip in the afternoon is they pick up at one location and bring to many drop off points. Most of the fairs that is collected for that are paid through the agency that the service is being delivered to. The passengers that are getting on the vehicles don’t provide a fare. It is billed back to either their family or the residence they live in.

3. Green Line Extension Type 3 Light Rail Vehicles

Sam O’Connell, Anne Taylor and Gene Sheldon spoke to the TAAC committee. O’Connell is a Manager of Public Involvement for the Green Line Extension at Metro Transit. Taylor is a Project Manager for Metro Transit and Sheldon is a Manager of Maintenance for Rail Vehicles for Metro Transit.

Today's topics will be the LRV procurement background, proposed Type III design overview and next steps – TAAC engagement. They are the current extension of the Green Line that runs from St. Paul to Minneapolis. That same train will continue through Minneapolis, through St. Louis Park, Hopkins and Minnetonka to Eden Prairie. Those who have access to the Green Line today will also have access to the Green Line Extension. It will provide a one-seat ride from St. Paul to Eden Prairie. It is 14.5 miles with 15 new stations. They expect to have 34,000 weekday boardings by 2040.

Back in February of 2015 when the Met Council had adopted some regional transitway guidelines. There was an amendment to that guideline to have better seating for those in wheelchairs and companion seating next to the wheelchair spaces. The amended guidelines were approved by the Met Council.

In April of 2016 they invited the TAAC to come out and participate in the Green Line Extension station design workshop to provide feedback on layout and features. They modified Type II seating. With the current vehicles they are running they removed some bike racks and added companion seating next to a dedicated space for wheel chairs.

There is progress on the Type III vehicles which will serve the Green Line Extension's additional service. A little over a year ago in 2015 they issued a RFP for light rail vehicle manufacturers to propose how they will fulfill our base award of 27 vehicles. They received one proposal in March. They used the time between then and last month to evaluate the proposal and ultimately found that that proposal was responsive and the price was a little better than was expected, which was under the project budget. The price was just under $118.1 million. Just last week they presented to the Transportation Committee and the Council. The Council approved the recommendation to authorize a word of that contract. At that point that the procurement went from being non-public so that the negotiations were not influenced to public. This is the first time they were able to reach out to some of the constituencies. Here in November they hope to execute the contract. They won't execute the contract until the FTA authorizes the Southwest Project to enter the next phase of the grant making project. It is called the Engineering Phase. They anticipate that they will do that and will be able to execute the contract but they can't get ahead of themselves.

Looking ahead, assuming that they do execute the contract and go full speed ahead with Siemens, in much of 2017 they will finalize design and engineering. That would position Siemens to begin production in 2018. Each vehicle takes about a year to produce. They won't see the first vehicle until 2019 and the last vehicle in 2020. They are hoping to get about two per month delivered to the Twin Cities. So that would fit the project's schedule of doing the testing and training that is needed with the vehicles in hand before they begin passenger operations in 2021.

About the design and engineering phase in 2017. It is expected to begin that right away. They did solicit proposals for a vehicle that is much the same as the Green Line trains that is used today. Incorporating the lessons learned including the redesigned seating for wheelchairs and companion seating. But they also received a proposal for a design they thought would be favorable for the community for the middle part of the vehicle.

Siemens did propose the S70 light rail vehicle, which is very similar to the Type II vehicle that is used today on the Light Rail System. The A and the B section have gone pretty much unchanged from the Type II. Everything that they have today is incorporated into these vehicles. What you are going to see today is some enhancements that have been made to the C car section or the middle section of the train. He showed that on the left is the Type II design, which is what they have today. They have the close knee to knee seating and it is a pretty congested isle. On the Type III design the seating design is more longitudal and it opens up the floor plan a little bit more. If you were to measure the Type II that exists today you would notice the seats that are in the center section of the C car are 24 inches in width. The seats that remain in the A and B cars, the last set of seats before you move in to the C car are 27 inches in width. As you move to the new design the seats are almost 42 inches apart from each other. The constricting factor are the two seats that remain in the A and B cars at 27 inches. So there is 27 inches that are able to flow through this center section. This makes it possible for a standard wheelchair to move from the A car through the center section and into the B car if desired.

By the end of this month they will be able to get going on this contract. In the design phase they would like the opportunity to engage this committee in getting better oriented to this new design through perhaps a workshop. The typical design process has a preliminary design that gets reviewed, final changes made and approved. That is what Siemens will build. They wanted to suggest the tentative schedule between now and January to work out the details at the workshop and come back in January or February, get some feedback on this new

design and how it integrates to the current system and then present that to Siemens and see what the final design looks like.

The dedicated wheelchair seats are in the A section and B section. There is one dedicated and one flip up wheelchair seat in both the A and B sections. The new C section comes with a new frame design underneath. It is more maintenance accessible. It has a better weight bearing capacity. For maintenance operations the new suspension system is unique to this car. The A and B sections have 48 inches in width. All doors lead to the ADA accessible seating. There are no doors to the C car at all. If someone were to go from the A section through the C section to the B section, the chair would have to be 27 inches or less. There is one bike rack in the A section and one bike rack in the B section.

4. ADA Facilities Part 2

Margot Imdieke Cross spoke to the TAAC committee. She is an Accessibility Specialist at the Minnesota State Council on Disability. Today she is going to give a historical perspective. When historically did access become an issue for the American public to the point where they created regulations around it? The first access document was created in 1968 (the Architectural Barriers Act of 1968). That had to do with federal buildings being more accessible. The Rehabilitation Act of 1973 had more to do with programs and services provided with federal money and what they created to address those accessibility issues was what they currently call the Uniform Federal Accessibility Standards. In 1988 the Federal Fair Housing Acts Amendments were published. That had to do with housing. In 1990 The Americans with Disabilities Accessibility Guidelines came into existence based a lot on uniform accessibility standards. Then more recently in 2010 the ADA of 1991 was updated. Currently what they are using, they talk about the ADA and they talk about accessibility guidelines. They are using the updated guidelines that were published in 2010.

There is a close relationship with the American National Standards Institute (ANSI). That is actually the code that building code officials like to use. That is what they have adopted in the building code. It is written in building code language. What you will see is a lot of similarities. Sometimes ANSI is a little bit farther ahead than ADA or the 2010 standards. For instance, right now in ANSI they are talking about two critically important things in the disability community: requiring power door operators in certain sized and types of buildings and putting a restriction in place regarding bed heights in hotels. Once ANSI decides on their language it will probably be adopted by ADA. The access board that creates ADA is not always the leader. Sometimes ANSI is the leader, sometimes the US Access Board is the leader. It is a blending of the two. What they currently have in the building code is an adoption of ANSI with the Minnesota amendments.

Access isn't new for the state of Minnesota. Even though at the federal level they had documents in existence since 1968, Minnesota has had documents in existence since 1977. She showed one of the original Chapter 55's from 1977. They didn't have any illustrations. They had to hand draw them. She has one of the last copies in circulation. Chapter 55 was adopted in 1975. The illustrated copy was printed in 1977. That was in existence until 1996. After the ADA was passed in 1990 and signed into law, it went into effect in 1992. They stopped using their code and used ADA. Now there has been a reversal. The Minnesota code exceeds the ADA access design requirements. The Minnesota building code is what we want people to use instead of the ADA code. That has the highest standard. It gets updated every six years. It has examples of the Minnesota amendments including the width of the access isles including the vertical grab bar. For decades it was required the vertical grab bar next to the toilet. They never required that on the federal level. That was a Minnesota thing. Toilet paper dispensers below the horizontal grab bar is also a Minnesota thing. If the toilet paper dispenser is above the grab bar you can't use the horizontal grab bar.

The slope of an incline to approach a building. Everywhere else in the country it could be one to 12. In Minnesota they have said no, it has to be one in 20. No steeper than five percent. There are very specific things that are in Minnesota that they want to retain. They meet every six years and fight it out. There is a committee that is a bunch of architects, building code officials and a couple of advocates. We have to fight hard to keep the changes they have and to build in more changes. Everybody in the country wants to move to a model code. So an architect in Texas can bid for a job in Minnesota and doesn't have to think about it. Minnesota has its own standard and they want to keep that standard.

You only need a few tools if you want to do access work. You need a tape measurer, pressure gauge, level and pencil and paper. The pressure gauge will tell you how much force is on the door. It determines if there is more than five pounds of pressure.

The footprint when you are looking at wheelchair design or wheelchair footprint. This is what you have in code. If you are trying to make something accessible and provide enough space for them to get through an isle, like on a LRT, the footprint is 30 inches wide is your minimum and 48 inches deep is the length. This is changing. ANSI is having discussions to increase the size of the footprint to 30 X 52 because of scooters. Scooters are longer and narrower. They are doing nothing about the width even though wheelchairs are wider. That is because of all of the retooling from the industry standpoint in reworking doorways.

Turning options in code. There are two turning options. One is a 60 inch circle and you will find that requirement. One example is a restroom. You are never required to back out of a restroom. You need to have a turning radius somewhere where the sinks are. So you turn around and leave a restroom forward. The 60 inch turning circle is one. The other is what we call a T-Turn. A T-Turn is perfectly acceptable.

There are two types of reach ranges. They are forward and parallel. Parallel means you can pull up right next to it and reach up. Forward means you can reach forward. Each instance says the operable part you are trying to reach should not be higher than 48 inches. At one point it was 60 inches. In 2010 it was 48 inches. The more accessible it is to use the more accessible it is to people of short stature and kids.

Disability parking. If you are looking at disability parking generally you will notice the disability parking requirements are for one to 25 regular parking spaces you have to have one disability parking space. For 26 to 50 regular parking spaces you have to have two disability parking spaces. As you increase the total number of parking spaces you increase the number of disability parking spaces. Disability parking is required to have signage. Where you see disability parking you see that symbol on the surface that is not code. It has never been code. What we want to see is the sign. After the first snowfall whatever you have on the ground is going to be compromised. They want there to be a sign at the head of every disability parking space. It has to be centered. There will be a disability parking space, an access isle and then another disability parking space. They can share the access isle. As of 2007 going forward every access isle has to be eight feet wide. There are no longer five foot access isles. If you currently have one in your lot that just means it hasn't been striped since 2007. If it gets restriped for any other reason than maintenance they have to put in new code. In the access isles we want to see a no parking sign. After the first snowfall it is hard to see what it is and people will think it is another parking space. If you can't put up a sign because the head of the access isle is part of the path of travel and the curb ramp is there then you have to put "no parking" on the surface of the space.

Curb ramps shall have a running slope of 1 to 12 maximum. Curb ramps shall be 36 inches minimum in width, exclusive of flared sides. A landing, 36 inches minimum in length, shall be provided at the top of curb ramps. We discourage diagonal curb cuts because they throw people out into the middle of traffic. It is recommended per policy that the curb cut lead you directly into the cross walk and then takes you directly across the street. This is part of public right-of-way.

There are two things that make a spot van accessible. One is the eight foot access isle and the other is the eight foot vertical clearance. As of 2007 they amended the code so that moving forward if a parking lot were to be restriped for any reason, other than going over the existing lines with a paintbrush, they have to bring it up to current code. Current code doesn't permit five foot access isles anymore. They all have to be eight foot access isles. More and more people are using vans. They will have to move the signage.

Accessible routes. Accessible routes shall be the shortest route possible and coincide with a primary use general circulation path. It must be four feet wide with a maximum slope of five percent or 1:20 and a maximum cross slope of two percent or 1:48. It must have a firm, stable and slip-resistant surface. Changes in surface must be no greater than ½ inch in height or ½ inch in width. If you have gravel or anything that is not slip resistant then it is not up to code.

Accessible doorways. In an entrance door you are going to find 36 inches in clearance. Door clearance needs to be a minimum of 32 inches from the face of the door to 90 degrees to the door stop on the other side. Double entry doors should have 48 inches plus the swing of the door. Interior doors should not have more than five pounds of pressure.

Accessible hardware, controls etc. this includes faucet features, soap dispensers. They all have to be operational with five pounds of pressure or less and with one hand. Operable parts shall be operable with one hand and shall not require tight grasping, pinching or twisting of the wrist.

Ramps inside a building. Ramp runs shall have a running slope not steeper than 1:12. That is one unit of rise for every 12 units of run. That is just a way to figure out how steep it is. The clear width of a ramp run,

measured between handrails, shall be 36 inches minimum. The rise for any ramp run shall be 30 inches maximum. Whenever the ramps change direction you need to have a level landing. You can come to a complete stop and change direction. There has to be a landing at the top and also on the bottom.

Corridors. Objects should protrude no more than four inches from the wall if between 27 inches and 80 inches. They figure that if it is below 27 inches it should be detectable with a cane.

Tactile signage, including raised letters and braille, is required for toilet rooms, bathing rooms, locker rooms, dressing rooms, fitting rooms, room numbers and room names and adjacent to each door to an egress stairway, an exit passageway and the exit discharge. Each assembly area where audible communications are integral to the use of the space shall have an assistive listening system.

Toilet rooms. At least one of each type of fixture, element, control or dispenser in each accessible toilet room and bathing facility shall be accessible; except that where no more than one urinal is provided in a toilet room or bathing facility. The urinal is not required to be accessible. In order to be accessible it has to have lateral transfer room by the open side of the toilet with no obstructions. You need grab bars on the side wall and grab bars on the back wall.

There are two types of compartments. Wheelchair accessible and ambulatory accessible. Where two or more closet compartments are provided in a toilet room or bathing room, at least one ambulatory compartment shall be provided. Ambulatory compartments shall be 36 inches wide and 60 inches minimum in depth. The water closet shall be located 17 inches minimum and 19 inches maximum from a side wall. Horizontal and vertical grab bars shall be located on both walls. A lot of people need a bar on either side to sit down or get up. The door to the toilet will open outward so the wheelchair or walker can go into the toilet space.

There should be at least one sink and that sink should have a mirror.

SUBCOMMITTEE REPORTS

1. **Blue Line**

   This item was not presented.

2. **Green Line**

   This item was not presented.

3. **Orange Line**

   This item was not presented.

PUBLIC COMMENT

LaShella Sims spoke to the TAAC committee. She is a senior organizer with MICAH (Metropolitan Interface Council on Affordable Housing). She tracks the various modes of transportation that come into this area. She is also on the Blue Line CAC. She is here looking for information on transportation accessibility.

Andy Streasick spoke to the TAAC committee. Some of the TAAC member's time is up in January 2017. He brought some applications for the members to fill out to stay on the committee. He emailed several TAAC members about a vacancy in precinct H. John Clark is interested in the position but wanted to talk to some of the current members first.

MEMBER COMMENT

Heidi Myhre and Dona Harris mentioned a few issues they had.

ADJOURNMENT

Business completed, the meeting adjourned at 2:30 p.m.

Alison Coleman
Recording Secretary