

# Minutes

Transportation Accessibility Advisory Committee



**Meeting Date:** May 03, 2023

**Time:** 12:30 PM

**Location:** 390 Robert Steet

## Members Present:

- Chair, David Fenley, at large
- Vice Chair, Darrell Paulsen, Precinct F
- Sam Jasmine, Precinct A
- Christopher Bates, Precinct B
- Patsy Murphy, Precinct C
- Ken Rodgers, Precinct D
- Jeffrey Dains, Precinct E
- Kari Sheldon, Precinct G
- Rachel Garaghty, Precinct H

- Trevor Turner, MCD
- Erik Henriksen, MCD
- Diane Graham-Raff, MAAA
- Patty Thorsen, MAAA
- Heidi Myhre, MCCD
- Claudia Fuglie, MCCD
- Richard Rowen, AARP MN

## Excused

Jeffrey Dains, Rachel Garaghty, Trevor Turner

## Ex-Officio:

- Phillip Sterner, Council Member Liaison
  - Andy Streasick, Metro Mobility
  - Douglas Cook, Metro Transit Customer Advocate
  - Guthrie Byard, ADA & Title VI Administrator
- = present, E = excused

## Attending from home.

Sam Jasmine, Christopher Bates  
Ken Rodgers, Diane Graham-Raff

## Call to Order

A quorum being present, Committee Chair Fenley called the regular meeting of the Transportation Accessibility Advisory Committee to order at 12:33 p.m.

## Agenda Approved

It was moved by Bates, seconded by Jasmine to approve the agenda. Committee members had two items to remove from the agenda (Survey Monkey and Legislative Update). **Motion carried.**

## Approval of Minutes

It was moved by Henriksen, seconded by Bates to approve the minutes of the April 5, 2023, regular meeting of the Transportation Accessibility Advisory Committee. **Motion carried.**

## Business & Information Items

### 1. Blue Line Lake Street Renovation

Christina Morrison, Principal Project Coordinator in Metro Transit Engineering & Facilities.

Jenny Ackerson, Metro Transit's Planning & Urban Design Group

Morrison said I am a principal project coordinator. Working on the project facilities group. We work on designing construction of everything public facing at Metro Transit.

Ackerson said I am a planner of Metro Transit Engineering and Facilities on our Planning and Urban Design Team. Our team focuses on a lot of your experiences at the bus stop and renovating facilities as well.

Morrison said today, we are going to talk about the Blue Line Lake Street/Midtown Station in Minneapolis. This cover photo just shows an interior view of that station as you are coming up the escalator. Looking at the inside of the upstairs vestibule looking out onto the platform. The perspective of a person riding up that escalator.

Next slide. We were here last May to talk a little bit about the Blue Line Lake Street Station Renovation Project. This station is approaching 20 years of service. It is due for some refurbishment and a little bit of redesign. The scope of that project includes both of the vertical circulation buildings. The two towers. One on the south side of Lake Street and one on the north side of Lake Street. We are also looking at everything on the platform level. So, the shelters, the canopies. Those windscreens as well as all the passenger amenities that people use to ride transit.

In the photo here, I will just say shows the exterior of the south station entrance. We had an opportunity to add a mural to this building last fall. So it gives you a colorful entrance to the station.

Next slide. So, starting in 2022, we worked both internally and with some of our customer feedback to look at some of the challenges that we face at this station. We had three years of customer feedback that we went through. Including police calls and maintenance work that people call in that are coming directly from customers as well as pulling internal staff to talk about what those issues are.

The top items that we saw were cleanliness, and inappropriate use of station space. So, behavior issues. Things like smoking, drug use. We had some dangerous behavior. Just the building design and materials. Having a lot of enclosed space. Having a lot of glass makes it challenging to keep that space in its best shape.

The photo here shows the north station lobby. With the elevator out of order, which unfortunately, is more common than we like in this space.

So, we also have identified that in addition to a long-term renovation, we also have a number of short-term issues like repairs. Urgent improvements that need to be made. I mentioned the mural that we did last fall. That was a project led by our Public Arts Administrator, Mark Granlund. That replaced a building that had a lot of graffiti and damage as we cleaned that graffiti off. So we have had a lot of success with this mural and being able to keep it in a nicer state. And also bring some happiness to the community. As you look at something nicer than a brick wall.

The other things we are looking at include deep cleaning, and special repairs like ceiling repair. We are actually working on an art project inside the station as well. We did a full signage replacement. And we are looking at addressing some of the ADA building code issues that were identified in the 2019 audit. Then we are also looking at 24/7 unarmed security at the site.

The other items that we are really dealing with. This is very prevalent is just continual elevator outages at the location. We do have a bus bridge. We have rider alerts and onboard announcements on LRT. These things are really challenging to keep riders informed and updated on what is going on out there.

Next slide. Ackerson said I am going to dive into what we have discovered over the past year about what we want to get out of this renovation. What were the themes that emerged? So we have three main topics. The first of which is to provide the new station with renovations that should provide more reliable and consistent ADA access to and from the platform. A two-story station is very challenging. It has a lot of the issues that Christina just described. So the golden ticket item that we have discovered would be advantageous as to add a ramp to the south tower as a third element of accessibility. Complementing stairs and an elevator on that side as well.

This would give us a way to have egress as another option. An emergency egress. So we wouldn't need to have a bus bridge in the event of another elevator being out. Like it is too frequently. In addition to improving accessibility, we want to see the elevator can be moved closer to the street. Right now, getting from Lake Street to the elevator is insurmountably longer than if somebody were to take other modes to get to and from the platform.

The second major theme is really more on the back end for us. We want to make sure that we can



reduce the daily maintenance needs of the station. It has been described through customer complaints and an internal inquiry that it is a large and difficult station to keep clean. Just the way the building is designed, and the materials that were chosen. We would like to swap out materials so that maybe there isn't so much glass that could be susceptible to breakage. But we could use other transparent and durable materials to achieve the same effect. We would also like to make sure that there is less of a burden on our cleaning staff to maintain the station. Any time we have a snow event, there is a lot of time spent on clearing those accessible paths. And if we had appropriate overhangs or wind screens or some combination to that effect, we could reduce the amount of time it would take to make that station accessible in that instance.

Another example is that we do not have adequate water supply hookup or storage and access spaces for our cleaning staff to get their job done. We want to make their job as easy as possible and that won't really be front and center to the public until you notice that the station is just in a better state of cleanliness all the time. Which is our goal.

This picture on the slide shows two of our facilities workers that know this station in and out and we really used a lot of time and interviews and site visits with them to learn about the challenges of how we can design this station better as well.

Next slide. The third theme is quite a large one. We want to improve the customer experience of the station. That means a lot of things to a lot of people. And that can look like cleanness as was previously described. But comfort, in many definitions. Improving visibility, wayfinding, lighting and safety. So there are a lot of tactics that we want to achieve that.

First, is that today, the experience of accessing the Lake Street Station from Lake Street is akin to going through the back door of someone's house. You have to cross a long distance, turn around, access the stairs or elevators. We want to have more of a direct connection between the platform and Lake Street. So turning around the stairs is going to be a simple and novel solution to improve site lines. Get people to access their bus transfers more quickly and feel that they are not going through the back door of the transit station.

In addition to that, we found that if we provide reliable accessibility options that we may not have a need for escalators and we can widen the stairs. With it being a center platform, any kind of space that we can provide accessibility is going to be pretty essential here. In addition to turning around the station, we are trying to resolve the need to have an oversized lobby to house these elements today. And we can create an open-air station.

So this is a good time for me to point out the image on the slide here. It is of West Bank Station. Which is an open-air station on the Green Line. These stairs are covered on both sides with a metal mesh. And there is art inclusive here. There are birds lining the whole station. This still achieves breathability. So there is air flowing through. It is not fully enclosed. But it does protect from weather or climate elements here. You can see that this is after a snow event and there is not very much snow on the stairs themselves. That also ties back to the cleaning burden that we were discussing.

A few other elements relate to improving the customer experience. We want to make sure that we can delineate transit spaces and the ground plane public spaces today. There are ticket purchasing options on the platform and in the ground plane lobby. But we would like to clearly delineate that once you climb up the stairs, the elevator or the ramp, that you are now entering the transit station. And that would be considered a paid fare zone. We would like to have high quality lighting throughout the station. And making sure that we can achieve those clear site lines for people and for cameras as well. For some people, the definition is safety. That is knowing that someone else will be able to see what you see on the platform. I will have a better visual on another slide to discuss this concept more clearly. But today, on the platform, we have a lot of bus shelters, if you will, that create that kind of climate, wind protection. But that also does create a lot of materials to obstruct your site lines to get in the way of queuing getting on and off the train today. We would like to free up the platform by not needing to have those elements. And lastly, this is a discussion about more and better protection from the weather. This being a two-story station that crosses Lake Street. You kind of feel like you are on a windy cliff. And we would like to make



sure you do not feel like you are on a windy cliff while you are waiting for the train.

Next slide. Today, we have two concept images to share that were developed through this process. So, I ran through a long list of all of the design details that we hope to achieve. This is kind of a rendering of what that could look like. The two main things that you are going to notice from this rendering picture is the idea of the ramp. So that will be on the right side of this picture. This is a ramp that you could enter from Lake Street or from 31<sup>st</sup> and it will be flanking the Market Plaza Park that is adjacent to the station today. The idea for this ramp is it is for all reasons and purposes an addition to being an emergency egress. So a lot of people have strollers or luggage or a variety of wheeled devices. You could still walk up there and get a lovely vantage point of the park if you wanted to. We would like to tie it into the adjacent park and have seating as a part of it. So that we feel like this is a shared public space in addition to being an element of accessibility to the platform.

The other main thing you are going to see from this rendering is a more substantial canopy and wind screen covering the platform. Today, we have no wind screen. There are gaps in the canopy that could make it uncomfortable when you wait on the platform. There is too much snow accumulation on the platform today. Kind of these other themes that were emerging over the past year.

Next slide. This is the second concept rendering that we are going to show you today. This is what the new platform could look like. So this is now you are inside this more substantial canopy and wind screen. But you have free and clear sight lines. You have a little more visual wayfinding here. There is a nod to that that you could see downtown on one end and get some directionality while you are on the platform. Not having to solely rely upon transit information or announcements. Trying to have a more holistic understanding of where you are when you are on the platform. And importantly, being able to see other people. Have more space to que on and off the train. And more space to access the elevator, the ramp, the stairs. Whatever you need here.

Next slide. Morrison said just to give you an idea of the timeline we are looking at. A lot of our work in 2022 and to date in 2023, has been internal to figure out what are the existing conditions and opportunities and some of these themes that have been emerging in looking at those issues. We are really just starting the public engagement phase of this project. So, we recently launched a website. As part of Metro Transit's website at [metrotransit.org/high-lake](https://metrotransit.org/high-lake). So you can look up just some kind of basic information. We will be adding a lot of information there as we continue to progress through the project. We are going to be entering the full design phase. So, a real detailed design where we work with both internal and external stakeholders to talk about all the technical elements of this renovation.

The other big projects that are coming through this area in the same timeframe as the Metro B-Line construction. That is a BRT Line. It is starting next week. They start construction at Hi-Lake street reconstruction next spring in 2024. We are doing one half of the construction, then the other half. So this B-Line construction at Hi-Lake will be in the 2024 section. It is actually being constructed by MnDOT as part of their full street reconstruction. I know there has been a lot of concern about pedestrian safety at Hi-Lake and that is one of the items that is driving MnDOT to redesign this interchange. So that construction will happen about a year from now.

We have been working with MnDOT really closely. They are at about 30 percent design to talk about how we can best maintain access to the LRT stations to both towers during construction. Knowing that many people use them every day.

Then the other item that we are really coordinating with and looking towards is the Blue Line State of Good Repair project. This is a project in Metro Transit Rail Engineering. And trying to coordinate some of our construction impacts with the State of Good Repair project that is going to be replacing some track and signals on the Blue Line that is going to impact light rail service. So it is seeing if we can work with our own kind of concurrent projects to see if we can reduce those overall impacts for customers.

We are just starting to talk about construction impacts due to this station itself. It is a very high boarding station, at Lake Street. We really take seriously the tradeoffs between a station closure



verses retaining some access during construction in mitigating some of those impacts. So, those are things we are just starting to talk about. But we will have more to come in the next year with the design process.

I can take questions.

Myhre said I have issues with getting to my bus in time when I have to take the stairs. The stairs can be difficult to manage.

Morrison said there are escalators at this station. Almost daily outages are pretty common. We have found that escalators don't do well in very cold weather. They don't do very well in the really hot weather. They are very susceptible to a piece of paper or a rock or anything that gets stuck in them will shut them down. And then they have to be restarted. The escalators are a real challenge especially in a high traffic station where you have a lot of people going through them.

One of the things that I wanted to address is the design of the stairs. I think we are looking at different options. Multiple options on how those stairs can be broken up. They might turn to make them face the street. But also, to make them face the center of the platform. So we are looking at a couple of different options. As we get further into the design, we will have more information about that.

Chair Fenley said how many elevators are going to be on the platform?

Morrison said we are currently proposing two elevators. One on each side of Lake Street. Bringing those elevators closer to the street. Today, they are pretty far from the curb. I think almost 80 to 100 feet from the curb. Can we bring those closer into the street so you can make those bus transfers a bit easier.

Chair Fenley said can you go back to the street level, Park view. I think on the right I see that green concrete wall. Is that part of the ramp that I am looking at?

Morrison said yes. Our designers illustrated a living wall, so to speak. That is to be determined if that is to be our best solution. But the wall itself would be the ramp switching back and underneath. That would be an opportunity for us to have operations and maintenance space folded into that as well.

Chair Fenley said so the ramp is not covered, then.

Morrison said no.

Obviously, that would be maintained in snow and ice conditions. Then you say you have problems with the elevators. I would just put it out there that if you continue to have issues with the elevators. Not to rely on the ramp as an excuse to not fix the elevators.

It's a good point. I think a lot of our issues with the elevators stem from them being almost 20 years old and the typical elevator has a life span of about 20 years. So we are coming up against that deadline. Especially the South elevator that has been out for some time. It is in need of major repairs. As we replace these elevators, we kind of look at a future refurbishment program. Thinking about something more proactive. We are taking care of those elevators as we move forward. Because they are a critical part of our system.

Chair Fenley said it would definitely decrease the time of getting up and down from platforms. I know the ramps require a lot squarer footage than steps do. A whole lot of square footage than elevators do.

Heidi said when you do the remodeling, are you asking people who have disabilities and actually live it every day to test some of this out? To see if it really works or do you just take somebody's word that they are following some of these aspects of it?

We can tell you the real truth on what is going on. I should have the same rights as somebody else.

I would say the answer is yes. We have participated in those station design workshops, and we are here right now, giving you feedback. But if you want to add to that please do.



Morrison said that's a good point. We are just really starting the design process. Some of these renderings are concepts to help us talk to the public about what the possibilities there are here. There are a lot of questions about the ramp, and what it looks like. About how it feels to use it. Is it practical? Is it something that we want to look at pushing further under the LRT Bridge? I think there's a lot of questions still to come and this is a good jumping off point to talk about some of those questions. And also, we can continue to engage this group and others during design.

Chair Fenley said this is actually a really good point. If you want to have a site visit, we could have some folks from this committee visit if the timeline is right. Summer, fall for your design process. Just tossing it out there because we have participated in both mockup site or station design things as well as site visits. So, thank you Heidi for bringing that up.

Let us know. it doesn't have to be at the TAAC meeting. it could just be folks who could join. Two or three people. Hopefully a wheelchair person too. Keep in touch with us.

Rowan said keep in mind people who use manual wheelchairs. Going up a long ramp could be a chore for somebody who is using their shoulder to propel themselves.

Chair Fenley said it looks like it is going to be a pretty awesome ramp.

Bates said my concern is on the accessibility if you get rid of the escalators. I can't do steps at any place. It has to be an elevator. With the escalator, I can fold the walker and put that on the escalator. But if the elevator is down, I can't use that site then. I think you have to rethink the whole escalator issue. A way to make it. There has to be an alternative to the elevator.

Chair Fenley said that is a good argument that the elevators have to be maintained. With a multilevel platform like this, escalators have daily outages. At that point, what is the point? I will toss that to the presenters to see if they can deal with that.

Morrison said the escalators do require a conditioned indoor space. That has been part of the challenge. You can't have turns on an escalator. So your stairs have to be facing away from the station. You have to create that long distance. Then also, you need to have basically a building to house that escalator in. I think, in looking back at some of the original designs of the station. The reason that we have a lobby is because of the escalator. It would take care of the escalator. It is a very expensive way to maintain that piece of infrastructure. It hasn't been very successful in keeping it operational. It is a challenge that we face. We don't have a lot of escalators in our system. We typically have them in places that are maintained by others. Like Terminal One at MSP or the Mall of America. Those are escalators that we don't maintain. They are also fairly enclosed within a building rather than in these outdoor conditions where people are bringing in salt onto the treads.

Fuglie said I am looking at the security. What will you have around security with the corridor? Keeping the troublemakers from hanging around there? Making it safe for the passengers.

Ackerson said at Metro Transit, we have a contract that was just passed through the Council to have supplemental security for one to two years as a pilot. That is to assist the Metro Transit Police Department staffing shortages. So that will be 24/7 presence at this facility as well as six others. That is a short-term contract to see how that delivers. If that is successful. I am not sure what the plan will be once this facility is open.

Vice Chair Paulsen said this project, is there a class statement to this? Is that why we are proposing their renovation? It is 20 years old. Is that why there is a problem with the escalators.

Morrison said some of it is about the state of good repair. So, we have elements in this station that are failing due to structural issues. Like the elevators. They have met their 20-year lifespan and they just need to be replaced. Some of those, we just need to have a renovation to keep those in good repair. But the station is usable. I think our long-term goal is that the station is. it does save some resources on the maintenance side. Today we have staff that spend four or six hours there to just pull trash, going up and down. We know they also rely on those elevators and stairs to go up and down with their equipment and trash cans.

Just thinking about how we can make it more efficient for the people that work there every day.



And also, how we can create a good experience for transit riders. As I said, this is one of our highest ridership stations on the Blue Line.

Myhre said my other concern is you have a nice park you are thinking about putting together. I know that in Saint Paul, by Harriet Island has been trashed and they are thinking about remodeling. They are close to the bus line. The escalator goes too fast. It is hard to access it.

Ackerson said so far, in our concepts, it was determined that the escalators are not our most viable path for a collection of accessibility elements. I won't say that they are 100 percent discounted but that is not the direction we are moving forward with at this time.

Regarding the first comment that Heidi made regarding the park. So that park is already there today. That was built by Hennepin County. That is now owned and managed by Minneapolis Parks and Recreation Board. The primary use and programming of that park is for a farmers' market twice a week in the warm months. That is the main programming that is occurring. But there is seating and a playground there today. The concept rendering we showed looked like it was all grass. But that is not the true state of the park today. We do imagine that while we are pushing forward a lot of new designs in this renovation that there will be some kind of cooperative operational agreement between us, the County, the Park Board, all of our agency partners to make sure that we have a cohesive space.

Cook said Chris, I understand that if the elevators are out, that would be difficult for you. Is the ramp a go for you? Or is that a no go too? They are usually at a pretty good grade.

Bates said a ramp would work. As long as it is at an angle that you could handle with the walker or with a cane.

Henricksen said with the public engagement, how are you planning on engaging the public?. Do you have a timeframe yet that is set for it to occur in 2023?

Morrison said I can speak to that. We have an Outreach Coordinator, Cody Olson, from Metro Transit, who is going to be working on this project with us. Our base outreach group is that MnDOT has been doing a lot of outreach in this area for the past couple of years. Related to the design and construction of the roadway underneath the station. There is an existing group of stakeholders, people on Lake Street, residents and property owners. A broad group has been assembled for that project. And we intend to start by building on that group. They are already experts about this site. One of the things that we are going to with, as we enter the design phases that we are going to bring on it. An outreach consultant to bring us to produce a stakeholder plan for how to reach people. And to do things like host public meetings, whether they are in person or virtual. To table at the market and other events like open streets and things like that.

We will be bringing on more staffing resources in order to have a more robust outreach plan.

Thorsen said I was looking at the stairway. Color or some kind of contrast is helpful. I use a wheelchair and I also walk. I also have poor depth perception and can't see to the right side. When I look long distances, when I am walking or in a large crowd, if there is no contrast, I don't want to fall down.

Morrison said when you talk about color contrast, are you talking about the stair tread or some kind of delineator?

Thorsen said something like that. I was just looking at the drawing. Heidi has talked about consistency of color. You used yellow to alert people to some change. It could be tactile as well. Because in a wheelchair, you don't have as much time to make adjustments. And so if you see something ahead, it is going to be a different terrain. You have more time to get around people.

Chair Fenley said so what are you all currently. I know there is a push for consistency. This particular light rail. All the stations were different. You moved away from that as a design standard. What do you all do now with stairs and demarcations for where they began or where a ramp might begin?

Morrison said I don't know from the top of my head. Two story stations are very much in the



minority in the system. Each of them is pretty different. I think that we have looked at them individually in the past. But I think it is a good point that we could think more comprehensively about how to treat the entrance to stairs as something more consistent to the system. That is a really good idea.

Chair Fenley said at least in terms of conceptually, on the Blue Line, 20 years ago, there were more community artists who were brought in to make the stations unique. I think wayfinding is all the same. But in terms of how the station looks, there was an eye towards keeping local artists involved in the design. I think Metro Transit moved away from that. But I don't want to speak about that.

Vice Chair Paulsen said when we design those stations here in Saint Paul, we designed them intentionally to be different in that is why the local artists came in. We did that for folks that had some disorientation issues. That is why the artists came in. To bring that individuality piece to it. It was a lot easier to memorize what station you were at. We hope that we keep that in some way throughout the system. Incorporate that as we build on the system. We often talk about through the BRT and things like that as well.

Morrison said when the Blue Line was designed, the thought was that they were to be like charms on a charm bracelet. They were all different. They were all special. Over the last 20 years, what we have learned about metro design is that consistency is king. So there is that balance. I hear that idea that bringing in local art is a form of wayfinding. People can remember where they are going. You get off of the platform and you are like "This mural reminds me I am going to the South Tower." Instead of the North Tower. I think we will continue to incorporate public art. Especially in this station. But the idea, just like the Green Line, the individuality is really limited to specific elements. Maybe fencing or something rather what we did on the Blue Line. On the Blue Line we had pavers. That is not something we would do again.

I think that we have learned a lot about how to create these stations to make them useable first and foremost. But after that, identifiable. That is definitely a balance.

Rodgers said I just wanted to clarify. This was quite a while ago and the Central Corridor work was being designed and implemented. But I sit on the Citizen Advisory Committee. We did learn from the Blue Line creation initially. But the Green Line. People are correct in that the look of the stations may have a unique look. But the footprint of the stations. They are all the same. The footprints are all exactly the same. So, where the machines are in each location is the same. Where the seating is is all the same.

Where the uniqueness can be placed is also the same on each station. It's just different art that is included on each station. I know we are now looking at the Blue Line Extension and there has been some talk of color changes on the stations. But again, the footprint is going to be exactly the same.

I don't want people to get too confused that yes, they may have a visual appearance that may look different. But it is going to be pretty consistently the same work.

Chair Fenley said thank you, Ken. That really does help.

Murphy said I have never been to this actual site. So I am kind of lost on a couple of things. But I have heard discussion about removing canopies. And other times it is adding covering in other places. So I am kind of lost. Are we looking at removing the walls and whatever, or keeping them? I see that back and forth on this, different things are being said. So I am kind of lost.

Ackerson said I think the image that is most helpful is the one that says: Platform view. In the top right corner image on that page is the platform today. That represents the kind of bus shelters that are center lining the platform itself. So that are a lot of panes of glass, a lot of structural metal that is getting in the way for your ability to get on and off the train or see down the platform. But it does create a windscreen or climate protection for you.

What we would like to do instead of needing those bus shelters in the center of the platform. Is to move those structural elements to the outside of the tracks and on top. So that is the new





windscreen and canopy enclosing the entire station. Or covering. Rather than putting that in the center where the humans are. Moving it out to the outside of the structure. I hope that clarifies.

Chair Fenley said so it is safe to say that there will be a lot more protection from elements in the redesign rather than what currently exists.

Ackerson said yes. That is what we are trying to achieve.

Chair Fenley said so, in that canopy. I am guessing those are skylights. Not open air.

Ackerson said I am not sure they would be glass. But they would be transparent, not open air.

Morrison said we typically use polycarbonates. A strong plastic.

## 2. Move Minneapolis

Karl Hedlund, Outreach Specialist. My name is Karl. I am an Outreach Specialist for Move Minneapolis.

Tiffani Orth, Executive Director of Move Minneapolis.

Hedlund said my goal is in this meeting primarily to introduce ourselves as an organization. And start to give you an oversight of really what we do in a very quick fashion. But I hope throughout the presentation you can get a sense of what points you might want to hear from us in the future. Or what ways we can engage with you as we go forward. We would love to be able to have your feedback.

There are a number of questions at the end of this. Hopefully, we blocked enough time to have a discussion at the end of this presentation.

We are a federally funded nonprofit known as a Transportation Management Organization. Primarily for Downtown Minneapolis. We focus on improving air quality and reducing congestion through facilitating ways for folks to get around in their commutes in any other way than driving their own car.

So often that looks like transit, carpooling, active transportation like walking or rolling. Or a lot of the different micro transit options that are showing up like shared mobility or things like that. We focus on commuting. Often this is leveraged through employers to help get the conversation of how we are getting folks to and from their daily needs when that is work or different errands, etc. 'On the screen here you can see our team on the bus as well as us at one of our events with an employer relocating downtown. Trying to help all of these new employees who are new to Downtown Minneapolis. It can be an intimidating space to navigate around with all the different transit lines that are going around as well.

We have a number of different things we do to promote different ways of getting around. The way I like to think about us is a liaison between transportation providers and the commuters themselves. So, we don't actually have leverage over the transit services. We are not Metro Transit, who were just here speaking to you. We are often the folks who are out there on the street helping commuters figure out this system as it exists now. And helping folks figure out how they can get around in their daily lives. Often that is leveraged through the employers. So you can see on the screen here, we are working with some folks. My coworker Catherine and I are helping folks figure out a door-to-door service from their home to wherever they need to go.

You can get that service through Metro Transit online. We want to meet you where you are and get that sense of changing habits, so folks aren't just relying on driving their own car. We produce a number of different resources and consultations. I was going to allude to a couple of those that we are generating in the future. That I would like your feedback on as well. Later in the presentation.

Then we also do a lot of promotion. So, a lot of what we do is change the narrative that driving your own car is not the only way people get around. As well as it is a lot of the ways that we get to build into our everyday life. Changing that narrative. That we are a city that relies on a lot more than folks driving their own car.



Next slide. Starting with those resources and guide. So we develop a lot of different print materials. As well as different items we can have at our events as well as generally out there for the public to use. The ones we have existing so far were instigated by the transition to remote work. A lot of different changes happened through Covid. So we have a remote working guide that is available for employers online. As well as a guide for affordable transportation.

A big reason I wanted to bring this up today is that we are in the development of two guides in the future. Those being a transportation accessibility guide. Paring hand and hand with that guide are Micro Mobility Guides. So that is providing guides for folks who will be using electric scooters and electric bikes and those shared mobility items. We want to make sure we are integrating respect for right-of-way and the right way to use this equipment in our city that allows for navigation as well.

Chair Fenley said what is your definition of accessibility?

Hedlund said I think that is where we want to start this conversation. Accessibility means a lot of different things. I think in this sense, we are thinking of physical accessibility. I think accessibility is something that we need to be integrating in all senses of that and defining it seems like a good point of feedback is a place to start.

Chair Fenley said there are two at least in our community. The overarching definition is how do we access it? How does anybody access anything? Increasing access could make sure that it costs less money. That doesn't involve removing barriers for folks with disabilities. But then there is our definition, which is more barrier removal. How do folks with limited mobility or other disabilities access that particular thing? That's why I asked. Is that guide focusing on that definition or is there a broader definition of disability? Either one is fine. I was just curious.

That's why I wanted to start the conversation at this place is that we recognize we are new to this space and we want to start this conversation in a way that we are doing it in not repeating work that is already done as well as maybe do it in a way that is.

Chair Fenley said I am aware that our definition fits into the broader definition as well. But when we are talking about it, what we really focus on is barrier removal and access. So thank you for that clarification.

Next slide. We want to bring the expertise we have as well as the expertise that you have with all these different points of guides we are providing in use for these materials as well. One of the main ways that we end up relaying information is by webinars. Those are about a monthly recurring basis. Our last two topics were on Micro Transit. Those are some of the more shuttle services that are being provided by our transportation providers now as well as the driver shortage on why some of the bus lines are being cut more frequently right now. So, those are topics that are moving the conversation about transportation forward as well as keeping the public up to date on some of those questions of what issues we are facing with transportation as well.

Next slide. Our focus is really on Downtown Minneapolis. We are a part of the conversation of bringing back vibrancy downtown. But I wanted to note that downtown really being a unique transportation space both as the hub in our system of transit. As well as the vast amount of concrete and skyway systems that exist in the transportation that exists there as well.

Next slide. One of our unique programs is what is called the Commute Ambassadors. This is a group of folks who want to be advocates within their own communities. Whether that be their workplace or their social groups of folks that want to elevate transportation needs and ways to get around. We hope to empower those folks to become passionate commuters. And being able to leverage them as folks that we can use our connections with transportation providers to help elevate the issues commuters are facing with transportation providers themselves.

As I spoke to, we are the liaison both from the direction of helping commuters to better understand the transportation system we have. But then also that conversation goes the other way around. We really want to be out here talking to folks about what is and what isn't working with the transportation system. And ways they can get around that we can relay the conversation to the transportation providers. Going the other direction around.



Next slide. We are just one of the transportation management organizations that exist. Tiffini, do you want to speak about our other partners?

Orth said we have interactions with these other organizations. We just wanted to point out that there are different geographies beyond Downtown Minneapolis and the Metro that are covered by other transportation management organizations. Some in Saint Paul. We have Move Minnesota. Metro Transit also covers a lot of these gaps where these other organizations aren't able to provide service. Then we have Commute Solutions in the Anoka County area. then Commuter Services in the I-494.

So, we work closely. A big push in the last year has been really deepening those relationships and making sure that we are communicating best practices, learning and working together. We are also continuing to do a pilot effort around our Car Free MSP. Which you might have seen. It is our region wide event in September. To really promote car free modes throughout the month. And we are excited to collaborate with all of our partners in that space.

Next slide. Karl did a good job of illustrating that we are in that liaison role. So, an example of the different service providers and other hubs and organizations that we work with and also really looking to expand our local community organizations. We are working with communities that are directly using these different systems and we really see our role again and try to elevate what we hear and see from commuters to these providers. To improve services as well as communicate these services and connect people to them.

Next slide. Hedlund said Tiffini just spoke to it but the last couple of slides here, I just want to focus on some of our big namesake annual events. Those being CAR-FREE MSP. That is a month-long celebration of car free commuting in the month of September. It is centered around World Car-Free Day. Which is September 19<sup>th</sup>. We are really trying to get some messaging out around a lot of different events. A lot of different prizes. A lot of different ways folks can share their stories. Both about what is joyful in their car-free commute as well as some of the tips and tricks and challenges of how you make this work in our life that isn't necessarily built around it.

Next slide. The second of our namesake events is the Annual Transportation Summit. This last year's topic was Mobility Justice. You can see the definition on the screen in the way we presented it. "In order for our communities to thrive, people need to be able to move freely and safely no matter their identities."

This was a gathering for a lot of folks that operate in the transportation service industry. As well as a lot of different transportation advocates and elected officials in that conversation as well. It is annual events we are going to be starting a conversation on the next topic in the year forward.

Next slide. This is where I want to hand the conversation over. I gave you a really quick review of who we are as an organization. That recognition that we haven't been present in this space. And talking to you about the work we have been doing. And wanting to raise the question broadly around where you might want to hear from us in the future. In what ways you might want to hear from us in the future. And a couple of pointed questions. Specifically, around those guides that I mentioned. With the one that is going really quickly. With Minneapolis we have seen a really big transition in the Micro Mobility service providers we have had. We have different companies servicing these scooters and servicing the bikes that are out there on our streets. We want to make sure we are inserting ourselves in a place of being able to communicate to the public and the user bases that are learning this system and how they integrate accessibility into the basic training and the basic knowledge of those devices as well.

I will turn it over to any questions that arise.

Chair Fenley said I am guessing that you are a nonprofit.

Hedlund said we are nonprofit.

Chair Fenley said where does your funding come from?

Hedlund said a reason we are here today is a part of the Metropolitan Council is that we are primarily funded through federal funding through the Congestion Mitigation and Air Quality grants.



Orth said and then that grant funding is administered through the Met Council's Regional Solicitation process. So we receive that renewed on an annual basis. We also, as part of the that we have to have a 20 percent local match. So that is met through a contract that we hold through the City of Minneapolis' ABC Ramps Mobility Hub. So we contracted with them to promote carpooling and administer their carpool registration process.

Then we also are an affiliate of the Minneapolis Regional Chamber of Commerce. Through that affiliate relationship, we have an in-kind shared agreement with them. At the end of the day, we are pursuing diverse funding sources going forward. So, looking at that, the opportunity to receive different grants or apply fees for services and represent service providers as well.

Chair Fenley said I do notice that some of your partners are Lyft and Our Car. There have been ongoing discussions nationally, and also in this state. About their lack of desire to provide accessible vehicles for one reason or another. I won't get into that. But I know that multiple states and cities around the nation have had the courage to require them. And they do it. Does your organization have a position on Lyft or Our Car providing accessible vehicles so everybody can utilize that?

Orth said the short answer is no. We don't have a formal position on that. I should provide context on how we worked with them in the past. It has really been more of a promotional aspect because we feel that we have to be a little agnostic in terms of which service providers we promote over others. Our mission at the end of the day is to connect people to all the different options that are out there.

So that is really the formal way that we have generated our partnership agreement. With Lyft, specifically, we did have a contract to promote their Nice Ride for All program. Which was meant to provide affordability. Programs that increase sign ups to that and connecting to lower income communities. That obviously ended as they ended their involvement in the Nice Ride for All program.

Going forward, I think we would welcome the opportunity to look to developing those formal positions. I think that is where we are expanding as we have conversations with yourself and other entities. We would welcome that opportunity to develop formal positions in the future.

Chair Fenley said do you have a presence at the Capitol?

Orth said so, through our chamber relationship, we are not able to formally lobby through our funding arrangement as of yet. But we will look to that in the future. But we do help to inform some of the Chamber's transportation advocacy priorities.

Chair Fenley said my next question is about Car Free. I do want to make sure that it is included in the discussion. I think a Car Free society is ideal. I don't think we are at the place yet where folks with disabilities can fit in a car free society. There are folks who utilize their lift equipped vans to still get around because they can't do the bikes or the scooters. Do the public transportation as it currently exists. I know there is a push for accessibility and in self-driving vehicles when that becomes a thing. We are not quite there yet. So, as we do push to kind of remove cars and have people use other forms of transportation that we are not quite there in terms of that capability for our community. Folks with disabilities tend to be invisible in those kinds of conversations. I just want to make sure that you are aware that that is something that comes up a lot. I know that this is not pertinent in this committee. But it comes up a lot when corridors are talking about removing parking, which is fine, but street parking is generally accessible parking. Which is great. So you don't need to have a disability parking permit. You don't have to have an access isle. You just deploy the ramp onto the curb and then be on your way.

As you take those parking spots out of full corridors, you are essentially disallowing folks to use their cars to get around because they have a wheelchair to not park there anymore. But that is a whole different discussion. But I do know that it does play into the Car Free push.

Hedlund said I do appreciate your stance on the Car Free push. That is the namesake of our big celebration event. Don't blur the lines between personal and professional life. I am the son of a father who recently, in the last couple of years, gutted out a Toyota van with a ramp coming out of the passenger side doors. On a personal life, I am very familiar with those parking solutions. The



way I like to think about those conversations I had with him. Our goal isn't to have a car free society. Coming back to that congestion mitigation question. We want to make the driving experience better for folks who need to drive. Is that there are fewer folks out there driving their own vehicles, who don't need to be. It makes that transportation experience better for folks who are out there driving their cars. That conversation is our goal as well.

Orth said I would just add to that. We are actually examining this Car Free brand and the future. But we are also out there actively promoting carpooling and vanpooling and different shuttle options that need to exist for folks. So it is not purely no cars at all. And the other aspect that we are really looking to a strategic focus of our organization, which is also forming this outreach here is that we really want to figure out solutions for folks who have more limited options in how they get around. And how can we bring stability and congestion mitigation lens into that and also at the end of the day, how can we best connect people to the options that are available and focus on expanding their choices.

So those are the things that we don't have figured out. But that is why we are starting these conversations now as we revamp our strategic direction and really looking to work with other folks and cocreate in that direction.

Chair Fenley said my final question. I am curious how the mobility Justice discussion went. I think that the last two questions fit really well into mobility justice. Was accessibility and multimodal transportation accessibility included in that discussion?

Orth said it was. That was actually part of the reason why we framed the summit around What is Mobility Justice rather than leading with some different topics recognizing that it isn't fully encompassing of so many different identities and backgrounds. It was noted that at the end of the day, there are all of the considerations that we are trying to elevate and bring forward what we are talking about with mobility justice and making that, what is that broader lens framework that we should be applying to every decision. Every conversation informs how people are getting around.

Hedlund said I think that you covered it well. I think it is in the planning of that event itself, we really came to that broad consensus of wanting to have an open conversation around what barriers exist and how transportation affects the different ways people navigate their life. A large part of what that conversation is is that this year is focused on how different neighborhoods and different corridors are affected from the history of how our community was developed. Through the history of redlining and through the history of the freeway system, and how we decided to direct a lot of our corridors. I think we ended up with a very large raw topic of "What is Mobility Justice?" The day itself really focused on some of those ways that the way streets are designed now, have impacts on the way folks navigate and have access to different places in our community.

Myhre said I am concerned because the disability community is losing transportation. What I mean by that is somebody who can take them in a car and go places and do certain things. Options are great. But for the ones who really need support and help and being in the community. I want to be able to keep that so I can go to the dentist and see my doctor and do different things. And be a part of the community. I still use city buses. I know that those with a disability can use Uber a lot. Certain transportation isn't reliable. Be really careful how you sell this. I like your concept, but I am concerned about that. Some scooters are being left in accessible pathways.

Orth said thank you for the feedback on how we talk about these things. We recognize the scooter problem. One of the things we tried to propose is how can we, as a partner, work with and supervise more workshops and learning opportunities so folks have more of a sense of how to use these things properly. And how to understand what they can and can't do. That is something we are trying to explore.

Rodgers said I wanted to share a comment that I think goes back to when David was talking about your definition of accessibility. Something that I am starting to see more and more widely used in the global community. Because the problem when you talk about accessibility, it means something different to everybody. The audience and who is speaking. If you can combine the term usability any time you talk about accessibility. I think that is a much clearer and concise approach to understanding that when you talk about accessibility, we really mean the use and usability of the



system. If we can't use it, it doesn't matter who we are, it is not accessible to us. That term, accessibility, by itself, can be pretty squishy. Usability is pretty concise and pretty clear. So, I would urge you that in your definitions, you include the term usability even when you think about and create new publications. Usability is an important key.

Chair Fenley said I think that does really lend itself. Accessibility is nice on paper. If you think about ADA. And you think about the technical specifications and the building code. Those really are the bare minimum. There is nothing special or prideful about meeting the bare minimum for folks. Ken's comment about usability does really focus on great, it is accessible in the letter of the law. But can people actually use it? is it actually a space that people want to go into? So again, looking at usability above and beyond the ADA technical specifications. The building code is ultimately the bare minimum. You are obeying the law if you do that. We just assume that everybody obeys the law. That is what we all agree upon as a functioning society.

Myhre said do they even understand what Ken was saying? And know how to take it and put it in reality. I can see it malfunctioning.

Hedlund said I am going to combine David's previous question and Ken's insight. Historically, when we talk about accessibility. We are an organization that talks a lot more about that first definition of is a place accessible if you can get there? If there is a bus route that runs from your home to that place. If places are accessible. When that term usability comes into that definition. For my understanding, is that other definition of if there are barriers in the physical world that prevent you from accessing that place is if there are, the usability in my sense, is the lack of those physical barriers in being able to navigate a space and have freedom in your mobility to utilize a space as well as in more of the micro how the space operates and how usable it is as opposed to that broader definition of can you access a destination? In a broader sense.

Chair Fenley said that is the overarching definition of accessibility. Our definition fits into that. Are you then focusing on accessibility in terms of removing barriers for folks with disabilities specifically? Again, it fits into the broader definition.

Rodgers said I think the explanation that you gave. I think I understand it but I want to suggest that you shy away from equating usability with physical barriers. For example, if we are looking at network transportation like Lyft or Uber. And I can't access the app to order Lyft or Uber, I can't use it. So if that is not usable to me. And it has nothing to do with the physicalness of getting into the vehicle or what kind of vehicle it is. That has everything to do with that aspect of problematic stuff. So I don't want to limit usability just to barriers or physical barriers. I think usability is a broader term and I want to make sure that that is really an understanding.

Orth said also in thinking about this. I think it is helpful for us to frame up how we are thinking about our role in this. If we are not necessarily transforming the actual provision of the service. Although we hope to be able to elevate whatever we are hearing and observing from people who are using it to service providers. What really, I think is trying to spread awareness and connect people to those resources and then tips for how to use them. And so when we think about accessibility and usability within that framework. Then it becomes a conversation of how we make sure that our resources are able to reach people in different populations, depending on their needs. And then how are we able to communicate to folks the best way to use these options depending on their individual needs. So that is the framing that I thought would reorient us back into it a little bit.

Chair Fenley said thank you for that clarification. I think we do understand that you are not the person that is creating these resources. You are like the middle person. You are connecting people and making it easier. I think the reason why you are here too. And the reason why we are dumping all this on you. You are like a fire hose of disability rights. And accessibility in general. People who you choose to partner with. Or priorities that you set for your organization. When you do choose to move forward with a particular project. Are you asking people? Are your vehicles accessible? Even if you don't have to, how about you include one. These are things that you require of your partners. Because your customers are folks with disabilities. Folks with disabilities utilize other forms of transportation a lot. I think that is why you are here. I hope we are giving you what you want. Kind of like a crash course in disability awareness to what it is like to navigate the world. Thank you for



making that clarification.

Henricksen said one of the questions that you have is who should we be partnering with? In that partner list I don't see any advocacy groups for either the disabled or for accessibility. And the TAAC is an amalgamation of a lot of those groups. So if you look at who is sitting around the table. The Minnesota Council on Disability. You have AARP. TAAC has obviously different precincts as well. That is a good list to start with.

Looking internally within your organization, do you have internal advocacy? Someone there to always be a sounding board or to be able to ask those important questions. You are a group or an organization that looks at accessibility through a big umbrella. But there are a lot of pillars under there. We focus on a different portion of disability. Having someone in the organization that focuses on it or starts looking at it through that lens is really important.

With the Annual Transportation Summit, how many groups were there that would more or less resemble TAAC? Or was there anybody there that had that lens or frame of reference to offer that Summit? I don't know. But if it is not there, if you partner with those other organizations, that would be important.

Vice Chair Paulsen said you have to look at how do you get around? I would like to get around that way too. I have seen some of your marketing materials online. Other than that summit or webinar that you just talked about, Mobility Justice. Other than that, your materials do not reflect what you asked about today. My thing is that you are putting together a pamphlet or a flyer about accessibility. When is that supposed to be out?

Hedlund said I don't have an answer for you on that.

Vice Chair Paulsen said are you guys just thinking about putting it together now? Is that why we are at the table in the beginning? Or is that scheduled to be produced and put out in the next six months?

Hedlund said the next six months, I think, is in a loose plan. I can tell you that it is an item that is within my personal work plan for the next calendar year. We are pretty close to it. The next six months on that.

Vice Chair Paulsen said I would say that a lot of your partners and a lot of your internal marketing people. There are some great partners on that list. I am not going to name the ones that I would highlight and the ones that I wouldn't. But there are a few on that list that I would intentionally push on them and make sure that their marketing materials match what you are saying before you decide to partner with them again.

Rowan said the Governor has a statewide initiative called Age Friendly Minnesota. The goal is to make sure that older people are integrated into the community. That might be a resource in terms of addressing that portion of the community that needs to be concerned about accessibility.

One other question about one of your slides. You said 64 percent building occupancy in the Minneapolis Downtown Dashboard. Is that housing? Or business?

Hedlund said that slide specifically comes from some folks we work with at the Downtown Council of Minneapolis. So that number reflects downtown office space occupancy. That was the month of April of 2023.

I want to end by saying that this was really an initial conversation. I am sure I will be following up. This is us recognizing we are not in these spaces. Not six months, I can promise. But in the next time when we actually have something tangible to have this deep of a conversation about this.

### **Legislative Update**

TAAC Chair Fenley spoke to the TAAC committee. The House and Senate have both passed different versions of House File 2887, which is the omnibus transportation bill. The two bodies now meet to discuss the difference of those bills in conference committee. In the Senate we have Senators Dibble, Morrison, Carlson, McEwen and Jasinski on their half of the conference committee. On the House side we have Hornstein, Koegel, Tabke, Brand and Petersburg. But as usual, if



specific issues come up, the Met Council always reaches out to us and let's us know "Hey, look, if you need to chat with a legislator, please do." But the conference committee is probably happening right now. Which is why Hannah is not here.

## Reports

### **Subcommittee**

#### **1. Blue Line – Ken Rodgers**

Rodgers said we are not that much further than we were last time. We did have quite a large presentation on displacement mitigation. The work of the organization ICURA that has been contracted to research that work. We are focusing on neighborhoods and what kind of displacement ears are out there and trying to address those. We have still not nailed down the preferred route from Target Center, or the Target Station to the first station north. And the extension of the Blue Line. But we are getting closer. There are a couple of options that are being narrowed down. We are in the middle of the Environmental Impact Statement research on both of those alternative routes.

Our meeting is typically on the same evening as our TAAC meetings. But this one has been moved to next week. So our next meeting is Wednesday evening of next week.

#### **2. Green Line – Christopher Bates**

Bates said I got an email last week that they are conducting Spring Walking Tours to some of the construction sites. If you go to Southswltr.org, You can sign up. The two Minneapolis walking tours fill up very quickly. But you can still sign up for the suburban tours. I actually visited the Eden Prairie, and the Minnetonka sites myself. So I think it is worthwhile. If it is something, you want to look in to. You have to go to the Southwest website to sign up. I think they are all weekends in May.

#### **3. Gold Line – Darrell Paulsen**

Vice Chair Paulsen said there is a Gold Line video. I will send it out later today. A lot of it is drone related. That will be coming online. The BRT lines. Hopefully in 2025. As long as there are no real issues.

#### **4. Purple Line – Darrell Paulsen**

Vice Chair Paulsen said the Purple Line has changed a little bit. We have a study that we are looking at. We will try to move it along White Bear Avenue in a couple of different sections. I don't know how that will play out in terms of our disability study. We are at least open to it. Ramsey County had presented that option to Maplewood and some folks on the Purple Line Engagement Team including Nick Thompson from Metro Transit, and a couple of other folks.

### ***Bus Priority Seating TAAC Work Group***

Chair Fenley said this is something that we might want to revitalize again. This is a discussion for offline. Send emails out and get meetings planned again.

### ***Chairs Report***

Chair Fenley said I have a couple of things that I would like to propose. The first thing. Andy Streasick is not able to make it today. But he wanted me to remind folks that the Metro Mobility Paratransit Appeals Panel is still hoping that all of you will fill out the application to be on that panel if needed. It is not a requirement. And you may never get called to be on the panel. If you do get asked, you can say "no". It is a pretty straightforward and simple thing to do. So, if you want to sign up for that, please do. I have participated in three, now. They happen maybe once every other year. Very infrequently.





Next topic. Our July meeting falls on July 5<sup>th</sup>. Just one day after the July 4<sup>th</sup> holiday. Do we have a July meeting or not? The last few years, July 4<sup>th</sup> fell not too close to our meeting. So we did have meetings. I would like to hear from folks. I will send out an email to see if anybody won't be here.

## Public Invitation

None

## Member Comment

Rodgers said I would like to put on your agenda to talk more about. I have a concern about. I would like to invite someone from Metro Transit to come and explain what the current policy is for Metro Transit related to bus jumping. We have had this issue on and off for quite a while. It is my understanding that we have been told before that bus jumping is not allowed. Now there is a video out that Metro Transit has created that shows how bus jumping is allowed. And what process is supposed to be followed. I have some grave safety concerns about how the implementation of that new policy puts people in danger.

First, I would like to find out if there is a new policy and what it is. And what that looks like. And how can we have a discussion about the safety and efficacy of such an implementation?

Chair Fenley said thank you, Ken. We are not going to have a discussion about that right now. We only have five minutes left and it is a 40-minute conversation. I think this will be an agenda item in the next month or two.

Bates said I just wanted to follow up on what Darrell says. Over 30-years ago, I was working with a group that had Cerebral Palsy. It was a small group and Metro. And their transportation was a mess. Thirty years ago, they got Metro Mobility. And they got organized. What I was thinking is to celebrate those 30 years, we should recognize the people who had brought us to this point.

A few years ago. I think it was my first term. We were looking at different cities and how they handled their transit. Our system is a lot better than many of the major cities in the United States. But I think we should recognize the Chairs and the members that helped bring us to this point. And the staff. Because it doesn't work if all three don't work.

I'll come up with some ideas. I will send them to you (Chair) and Darrell (Vice Chair) and we can go from there.

## Adjournment 2:30 p.m.

Business completed; the meeting adjourned at \_\_\_ p.m.

## Certification

I hereby certify that the foregoing narrative and exhibits constitute a true and accurate record of the Transportation Accessibility Advisory Committee meeting of May 03, 2023.

Approved this 03 day of May 2023.

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