

Transit Improvement Advisory Committee [TIAC]
<http://rtatiac.wordpress.com>

CAB Focus Areas 2010:

- Systemwide Ease of Use
- Systemwide Safety and Security
- Partnerships and Advocacy

MINUTES FOR Fri April 2 2010 8:30am

Topic: Station Engineering & Design for current capital projects (Puritas, E. 55, STJ Transit Center)

Guest Speaker: Joseph Shaffer, Director of Engineering & Project Development, GCRTA

Attendees:

Andrew Baston, CSU Grad Student
Brad Chase, CAB Chair
Emelio DiSabato, Slavic Village Development
George Zeller, CAB Member
Ian Andrews, Detroit Shoreway CDC
Jacob VanSickle, Slavic Village Development
John McGovern, TIAC Chair
Joseph Shaffer, Guest Presenter
Laura Miller, CSU Grad Student

8:30 After some technical difficulties due to a missing LCD projector, the meeting began.

8:45 Joe Schaffer led a powerpoint-assisted dialogue covering the following capital projects that are currently under construction.

Puritas Red Line Station

Presenter Statements

-RTA will remove underground tunnel and replace it with a high level bridge as a means of connecting the neighborhood head-house to the main station.

CAB Comments

-Is pervious pavement being considered as an option for paved areas (parking lot) of this station?

-Presenter Reply: RTA is piloting pervious pavement at several stations/transit centers, but not Puritas.

E. 55th Red Line Station

Presenter Statements

A. The size of the upper waiting area is approx. 1200 square feet

B. The bus stop serving E. 55th will stay at it's current location even though the rail access point (stairs) will be removed

C. Station access for bus riders connecting with the RedLine by crossing the very busy intersection of E. 55 will be facilitated via the utilization of a signalized crosswalk

D. Bicycle parking will be included somewhere outside the station, likely with a 'wave style' bike rack

CAB Comments

A. Is the upper waiting area of sufficient size to include bike parking inside?

Does the lower waiting area provide ample coverage from the elements, i.e. a rain/snow storm?

B. Can the bus stop on E. 55 be moved since rail access will no longer be possible? Perhaps move it further south, past the 490 entrance, to deter jay walking?

C. Can pedestrian movements across E.55 be facilitated by building a concrete/planted median to slow drivers and re-enforce the notion that pedestrians can use the street? Perhaps such infrastructure could be combined with moving the E.55th bus stop south?

D. Can more secure and covered bicycle parking be incorporated into the station plans? A style of bicycle parking that would encourage a user to lock an expensive bicycle is encouraged and necessary if RTA intends to encourage transit users to travel to the station by bicycle. To increase security, something like a bike locker would work well or indoor bike parking and/or bike parking monitored with a security camera that includes a sign 'this facility under 24hr surveillance'.

Presenter Replies

A. The space in the upper station waiting areas is often underused. This may indeed be a good location for bicycle parking.

The lower waiting area does not provide adequate coverage from large rain/snow events. This is an architectural design issue.

B. Moving the bus stop is a possibility, but it cannot be moved much further south or it will interfere with right turns onto I-490.

C. Building a concrete/planted median is a good idea to enforce a slower vehicle speed at intersections. Rob Mavec, Commissioner of the Division of Traffic Engineering (City of Cleveland) will need to be notified as ultimately it is his responsibility.

D. More secure bicycle parking can be incorporated, perhaps inside the upper waiting area. RTA does not intend to invest in bike lockers due to issues with people sleeping inside of them.

Stephanie Tubbs Jones Transit Center @ CSU

Presenter Statements

A. CSU will maintain this station as part of a 99 year lease. The entry to the indoor waiting area will include a large garden and a sculpture of Stephanie Tubbs Jones. The station will be well lit and serve as a starting/ending point for many of the busses that serve CSU, regardless of the direction of the route.

B. Bollards will be incorporated in a 'dragon tooth' design to engender a feeling of safety for pedestrians who are waiting for the bus.

C. The indoor waiting area will be modern and include ample seating, HD TV's broadcasting news (a first for RTA), a small kiosk that may sell snacks/beverages at a future date, and automated ticket machines.

D. Bicycle parking will likely be placed near the garden and under the canopy in the form of a multi-bike 'wave-style' rack.

CAB Comments

- A. What is the cost of the station and how many bus lines will it serve?
- B. Can the bollards incorporate green plantings or a different design so that they do not serve as a collection point for wind strewn trash?
- C. Does RTA have an operator for the snack/beverage kiosk? Will tickets purchased from the automated ticket machines be able to be used anywhere on the RTA system?
- D. CSU is currently replacing all bike parking on campus; can their bike rack design be incorporated into this station?

Presenter Replies

- A. The cost of the station is \$6M and will serve approx. 6 bus lines. It is not yet known whether the station will serve the E-Line Trolley. CSU will be responsible for maintaining this facility.
- B. The bollard formation is proven for creating a sense of protection for pedestrians and greenery would be difficult to maintain and further the trash attraction problem.
- C. RTA has created a RFP for operators at the kiosk, but has not yet received any response. The W. 65/EcoVillage RedLine station was built to include a snack/beverage kiosk, but no operator was ever found. The only example of a successful food/beverage operation at an RTA facility is Michael's Diner on the Blue/Green Line @ Shaker Square.
- D. Yes, we would include the CSU Bicycle Rack design if it met our specs. Please connect me with the appropriate contact.