

Minutes

RTA Operational Planning & Infrastructure Committee

9:56 a.m. April 12, 2022

Committee Members: Duarte (Chair), Moss (Vice Chair), Joyce, Pellot

Other Board members: Biasiotta, Lucas, McCall, Weiss **Not present:** Koomar

Staff: Becker, Benford, Birdsong, Burney, Caver, Coppock, Dangelo, Davidson, Feke, Fields, Fleig, Freilich, Garofoli, Gautam, Hale, Johnson, Kirkland, Lively, Manning, Marotta, Miller, Mothes, Schipper, Talley, Tarka, Walker-Minor

Public: Braddock, Gibbons, Loh, Marguart, Wright

The meeting was called to order at 9:56 a.m. Four (4) committee members were present.

In accordance with the Ohio Open Meetings Act and House Bill 51, signed into law on February 17, 2022 and effective immediately through June 30, 2022, this meeting will be live-streamed on RTA's Board Page www.RideRTA.com/board via the meeting date for staff and members of the public. House Bill 51 allows Board members to participate by telephone or video and be considered present as if in person. It also allows Board members to vote and be counted for determining a quorum while attending by telephone or video.

Warrensville Van Aken Station Area

Matt Marotta, Resident Architect and Chris Coppock, Engineering Project Manager, gave the presentation. The purpose of the Warrensville Van Aken Station project is to rehabilitate the RTA station site and enhance the Van Aken District Development. The design is being produced primarily by GCRTA staff. They have had a great experience working with the City of Shaker Heights to look at improving the site, build upon that, and leverage that with RTA's new station.

Project Consultants:

- HWH - Structural, Mechanical, Plumbing Engineering
- WSP – Train Track Realignment Engineering
- KS Associates – Site Survey
- K&J – Safety & Security Certification

Public Realm design coordination with City of Shaker / WSP.

Van Aken District: Transit Oriented Development

- Phase 1: Mixed Use Development
 - \$91 million, completed 2019.
 - 75,000 SF of new retail
 - 65,000 SF of new office space
 - 103 new apartments
- Phase 2: Apartment Towers
 - Multi-million, completion 2024
 - 228 new apartments on Farnsleigh
- Phase 3: Future Office Building
 - 100,000 SF of proposed office space. Cost & schedule unknown

He showed a map of the existing conditions. The RTA Comfort Station was demolished a few years ago to make way for the new development and implement new Tuttle Road. The underlying goal of the project is to replace that facility. The substation is stored on site. They are waiting to get it connected with CEI. This is a major bus/rail transfer point. There is an existing RTA bus way located there with multiple bus stops. They are fitting the work into the Van Aken District and City to make a nice project for customers and community.

Phase 1:

- Scope of Work
 - Replacement of RTA Comfort Station.
 - Install CEI Pad mounted equipment cabinets fence screen.
 - Construction of new ADA compliant relocated train-waiting platform (3-car platform).
 - Demolish eastbound platform track, storage track and associated catenary structures in order to install new train waiting platform.
 - Upgraded security and lighting.
 - Increased traffic and pedestrian safety.
 - Improve ADA access & mobility.
 - Promote cycling, with bike storage area.
 - Contribute to increased activity and pulse within Van Aken District Development.
 - Create inspiring experiential public space & Architecture

The Comfort Station will be located at the intersection of the Busway and Tuttle Road. There are two platform entrances. The existing station only has one. By having two entry points, it enhances the transfer point from bus to rail and rail to bus. They will replace the storage track and install a new double crossover. The signage and RTA station fits into the district design. The canopy will provide shelter from the weather. The CEI cabinet screening will meet the City of Shaker zoning code requirements, provide visibility for customers and adheres to security. The shelter design builds on the conversation design and architecture. Crime Prevention Through Environmental Design (CPTED) is a key point of the project. There are multiple cameras and call boxes throughout the site. The landscape plan will include native species and salt tolerant plants to hold up to deicing.

Project Schedule - Phase 1

- Shaker ABR Final Design Approved: March 21, 2022
- Advertise For Bid: July 2022
- Construction Notice to Proceed: October 2022
- Construction Substantial Complete: December 2023
- Existing Train Station open during construction – westbound track
- Temporary Busway open during construction
- Construction Estimate: \$3.0 – 3.5 million

Project Overview – Phase 2

Scope of Work:

- Demolish of remaining platform and track.
- Complete track replacement east of Farnsleigh Road.
- New track alignment and double crossover.
- New track bed and drainage.
- New overhead catenary system.
- New signal system upgrades.

The new track will flow better with the bus way. It will allow them to get further east of Farnsleigh to get around snow, salt and roadway debris, reducing maintenance. The existing conditions have OCS wires that are no longer in use. They will get rid of old feeder cables and clean up the site lines. They will streamline the operations into and out of the new station. With the new track alignment and

double crossover, they will move the double cross over to the east and that will clean up the at grade crossing on the west end of the project limits, making it more pedestrian friendly and walkable. The alignment is more streamline for operations and the overhead catenary will be simplified.

Project Schedule – Phase 2

- Advertise For Bid: September 2022
- Construction Notice to Proceed: December 2022
- Construction Substantial Complete: July 2024
- Buses replace train service during portion of construction
- Existing Busway open during construction
- Construction Estimate: \$5.0 - \$5.5 million (\$4.3 million from ODOT track grant)


Ms. Moss said she wanted this presentation due to all the media coverage. She is concerned about the cost and does not see Shaker's contribution. She is concerned that this level of upgrade is not implemented in other areas. Mr. Marotta said they want to create a welcoming station for customers. Mr. Schipper said it is higher than what RTA would normally spend. If it were a normal station project, the track work would be significantly less. Last year, through advocacy efforts they were able to change the State requirements for TRAC funding. The \$4.3 million we received was part of a \$70 million program to replace all the tracks on the light rail. We have eight projects in the program. TRAC decided to fund this project, opposed to the multi-year funding we requested. This is three of eight projects in the program. Another project will be funded through FTA. They will go back to TRAC to fund the overall program. Some of the work with the bus shelters has a separate \$2 million funding with NOACA to upgrade shelters on light rail platforms on the Blue and Green line. There will be consistencies between the shelter types in this project.

Ms. Moss noted that shelters in her neighborhood do not look like these. She said fares on the Blue and Green Lines amount to 3% of fares. Ms. Pellot agreed with Ms. Moss. She hopes this will be a benchmark for future locations. She asked about signage. Mr. Marotta said the standard signage would be included. Rev. Lucas said this sets a benchmark for where we want to go with station design. Ms. Moss said she would like a commitment from management that this is the standard. How much does the shelter cost and do we have enough money to put this type of shelter across the system? Ms. Birdsong said this is a good conversation about equity. This is a good way to see how our stations could look. Going forward we can look at how to maintain the standard before we move to next steps on any project. Ms. McCall added that the design fits into the investment made at Van Aken, which is still in the middle of a core urban area. RTA needs to make this the standard. Usually cities or CDCs have to provide funding for better bus stops. The bus stops need to be consistent. When customers see differences in shelters, they see inequality and disparity. It is phenomenal to see the work in that district. Rail was not previously considered for TRAC funding. She said that should be recognized.

Ms. Duarte thanked the staff and Board for their comments. This is a prototype and a great opportunity for collaboration. This was an update and no action is required.

The meeting was adjourned at 10:30 a.m.


Rajan D. Gautam
Secretary/Treasurer


Theresa A. Burrage
Executive Assistant

