

SOUTHWEST

Green Line LRT Extension



Southwest Community Works Steering Committee

Sarah Ghandour

March 19, 2015



Today's Topics

- LRT Station 101
 - Station Site Elements
 - Station Platform Elements
- Station Design Approach
- Station Design Input
 - Where have we been?
 - Where are we going?



LRT Station 101

Station Site Elements

Station Site Elements

- Park-and-Ride
- Kiss-and-Ride
- Bus Facilities
- Landscape/Streetscape
- Stormwater BMPs
- Wayfinding
- Site Lighting
- Bike Storage
- Vertical Circulation

Station Site



Blue Line 28th Avenue Station

Park-and-Ride (surface lot)



Northstar Anoka Station

Parking Structure



Blue Line 28th Ave Station

Kiss-and-Ride



Blue Line 38th Street Station

Bus Facilities



Blue Line 46th Street Station

Bus Operator Facilities



Blue Line 46th Street Station

Landscape/Streetscape



Green Line Capitol/Rice Street Station

Stormwater BMPs: Rain Garden



Green Line

Site Lighting



Northstar Coon Rapids Station

Bike Storage



Green Line

Bike Storage



Blue Line 46th Street Station

Vertical Circulation



Green Line West Bank Station



LRT Station 101

Station Platform Elements

Platform: Center



Blue Line 38th Street Station

Platform: Side

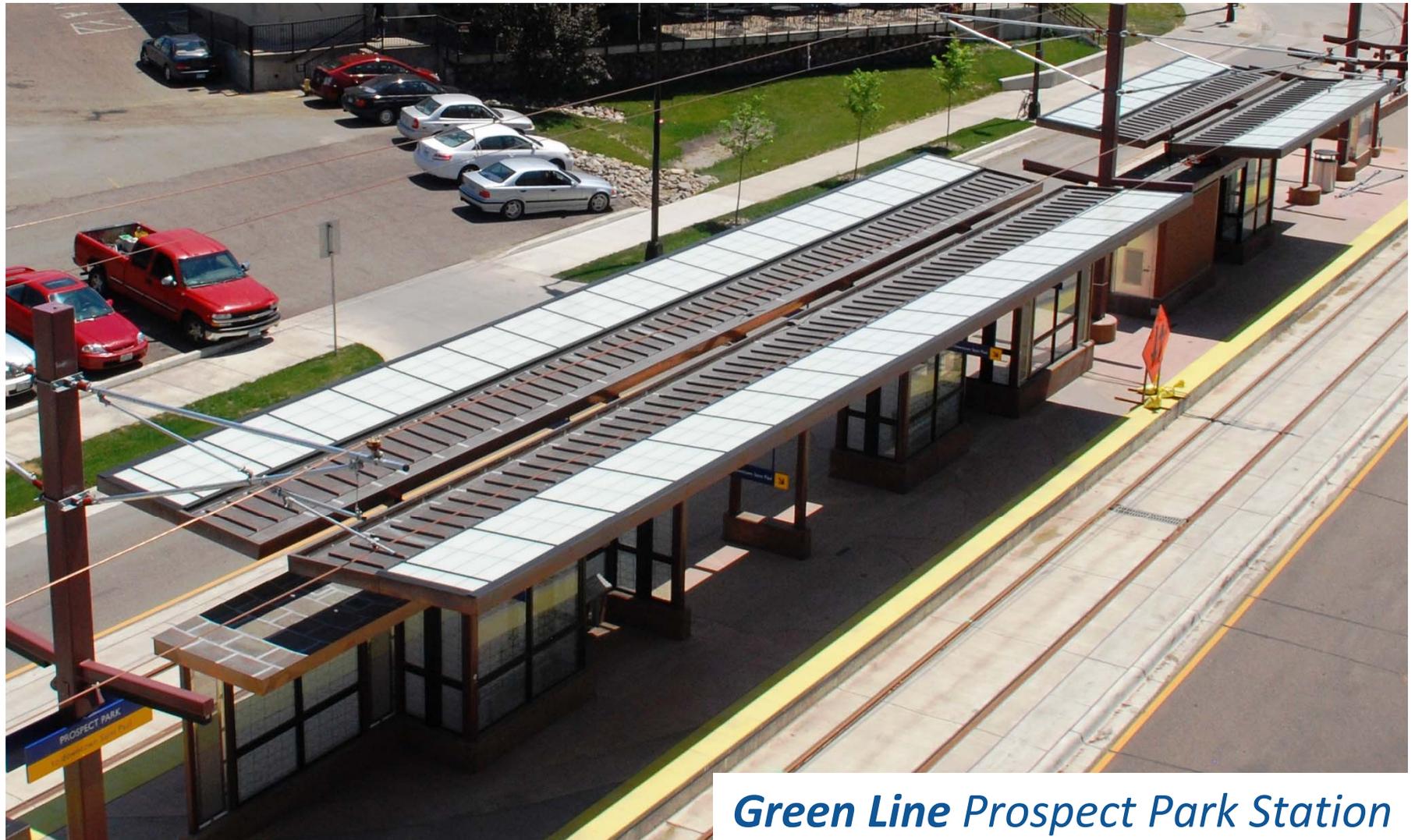


Blue Line 50th St/Minnehaha Park Station

Station Elements: Defining Features

- Canopy
- Structure
- Enclosure
- Platform
- Lighting
- Access Ramp & Railings
- Tactile Warning Edge
- Emergency Phone
- Security Cameras
- Intertrack Fencing
- Active Warning Devices
- Overhead Catenary System
- Communication Cabinet
- Identification Sign
- Kiosk Map & Schedule
- Smart Card Validator & Ticket Vending Machine
- Variable Message Signs
- Speakers
- Heaters
- Furnishings
- Integrated Public Art

Canopy and Structure



Green Line Prospect Park Station

Enclosure



Green Line Capitol/Rice Street Station

Station Elements: Safety Features

- Canopy
- Structure
- Enclosure
- Platform
- Lighting
- Access Ramp & Railings
- Tactile Warning Edge
- Emergency Phone
- Security Cameras
- Intertrack Fencing
- Active Warning Devices
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Lighting



Green Line Union Depot Station

ADA Compliant Access Ramp & Railing



Blue Line

Tactile Warning Edge



Emergency Phone & Security Cameras



Intertrack Fencing



Green Line

Intertrack Fencing



North Star

Active Warning Devices



Green Line

Station Elements: LRT Systems Features

- Canopy
- Structure
- Enclosure
- Platform
- Lighting
- Access Ramp & Railings
- Tactile Warning Edge
- Emergency Phone
- Security Cameras
- Intertrack Fencing
- Active Warning Devices
- Overhead Catenary System
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Overhead Catenary System: On-Platform



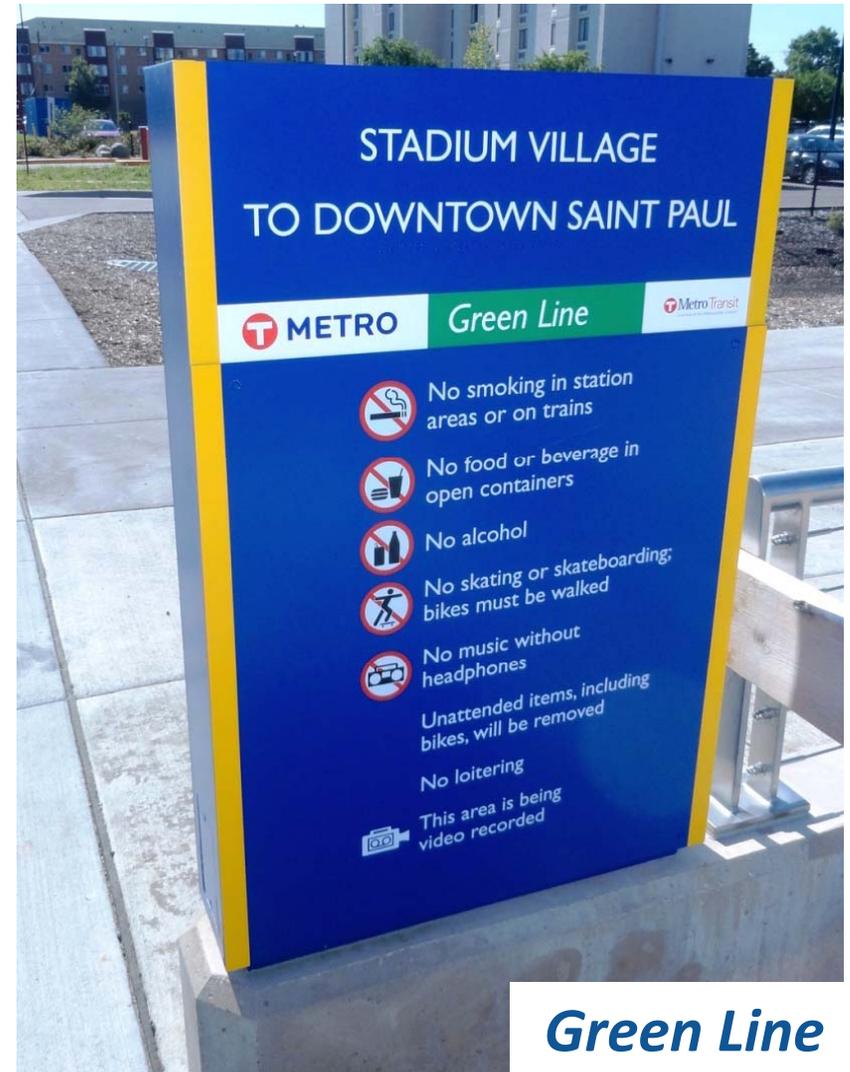
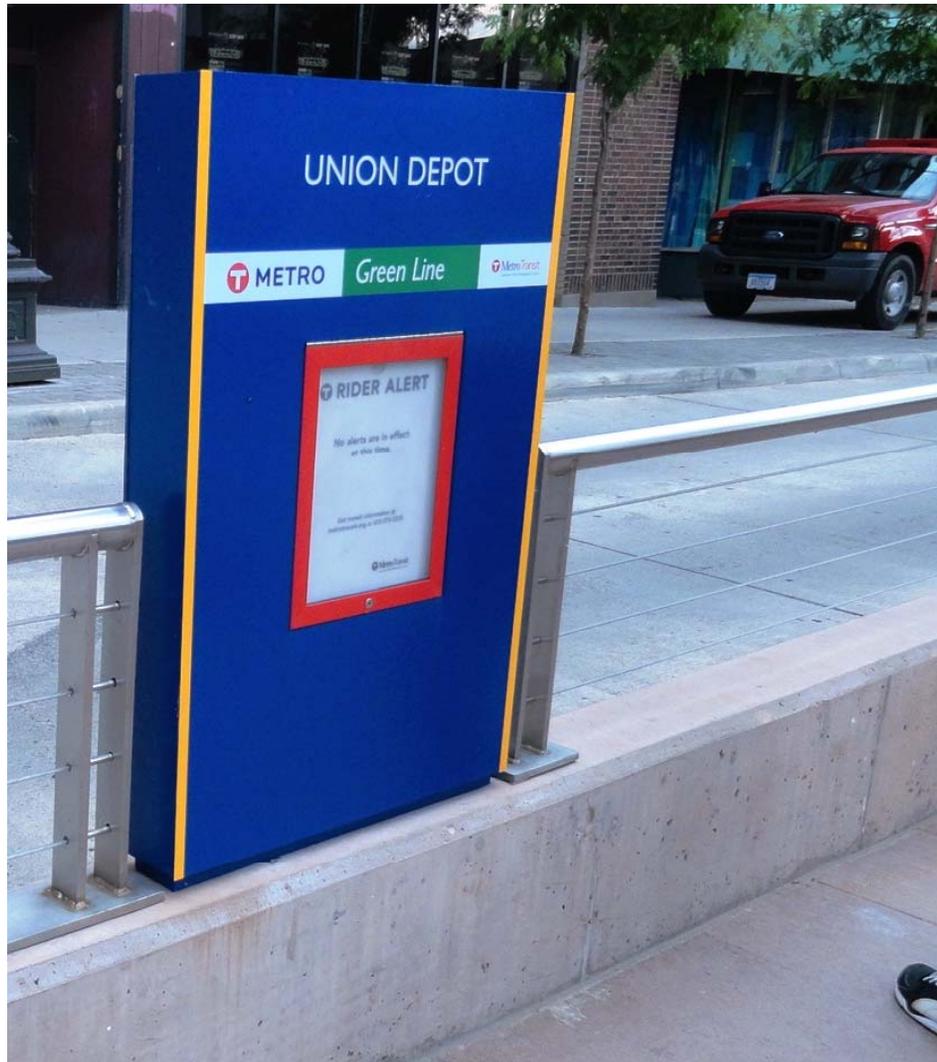
Blue Line Target Field Station

Communication Cabinet



Blue Line

Identification Sign



Green Line

Identification Sign



Blue Line



Green Line

Kiosk Map & Schedule: On-Platform



Blue Line

Smart Card Validator & Ticket Vending Machine



Blue Line

Variable Message Signs



Blue Line

Speakers



Green Line

Station Elements: Passenger Amenities

- Canopy
- Structure
- Enclosure
- Platform
- Lighting
- Access Ramp & Railings
- Tactile Warning Edge
- Emergency Phone
- Security Cameras
- Intertrack Fencing
- Active Warning Devices
- Overhead Catenary System
- Communication Cabinet
- Identification Sign
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- Integrated Public Art

Heaters



Furnishing: Seating

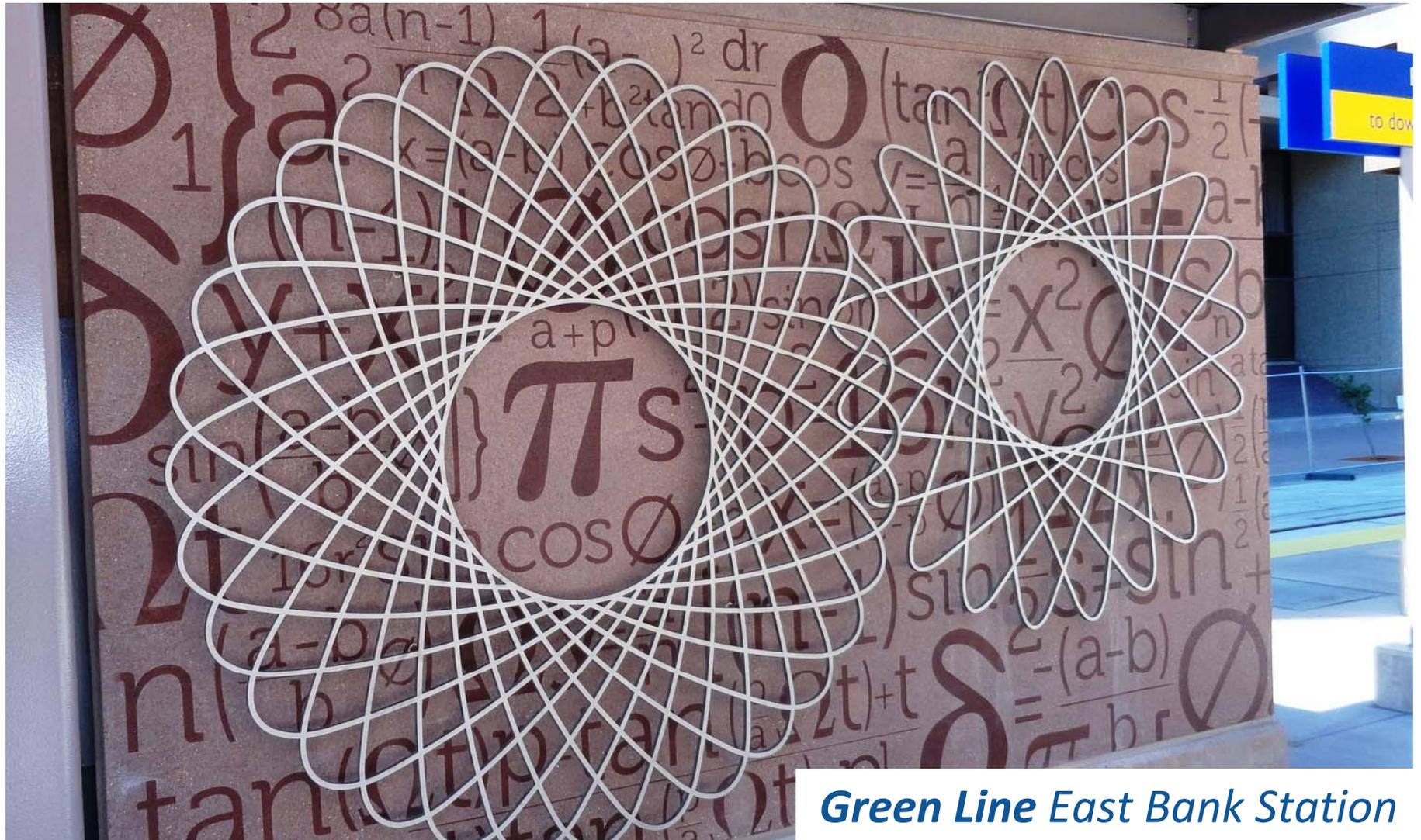


Green Line

Furnishings: Waste Receptacles/Recycling



Integrated Public Art



Green Line East Bank Station

Integrated Public Art



Green Line Lexington Pkwy Station

Integrated Public Art



Green Line Prospect Park Station

Integrated Public Art



Green Line West Bank Station

Station Design Approach

Station Design Goals

- Acknowledge the different communities and station sites along the line
- Tie the stations together with a corridor-wide design approach
- Provide design consistency with the METRO Green Line
- Control construction and maintenance costs based on lessons learned from past projects

Station Design Approach

- Identify 4 station types based on station site characteristics
 - Each station to be 1 of 4 unique station types
- Station site character contributors
 - Public comments
 - City, county, and park staff comments
 - Previous Hennepin County station area planning – Transitional Station Area Action Plans (TSAAP)
 - Southwest LRT Project Office staff station site observations

Station Context



Business Park



Activity Center



Natural Landscape



Neighborhood



Corporate Campus



Downtown Neighborhood

Four Station Types

- Landscape Station
- Neighborhood Station
- Town Square Station
- Landmark Station

Understated



Bold

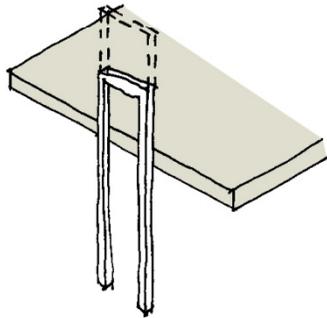
Use Station Elements from the Green Line



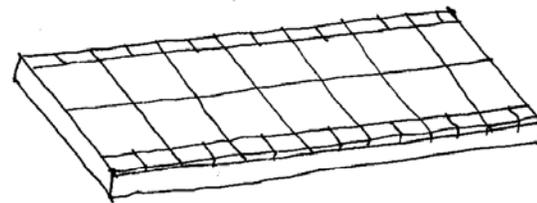
Green Line Dale Street Station

Station Elements

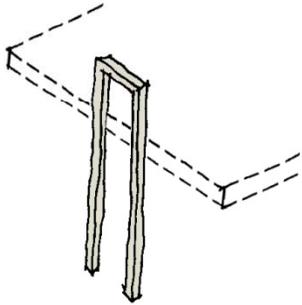
- Used in unique ways to form station types:



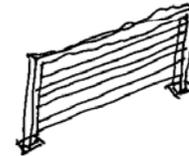
Canopy



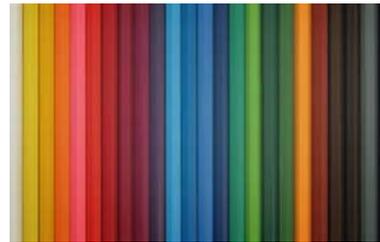
Platform



Structure



Railings



**Materials
and Color**

Station Prototypes



Station Types

- Landscape Station:
 - Located within a natural setting or a gateway to a significant natural features
 - Architecturally understated and sensitive to its context
 - Design engages with natural and recreational features



Station Types

- Neighborhood Station:
 - Located within a neighborhood/ urban village setting
 - Architecturally sensitive to the pedestrian scale of the neighborhood
 - Design engages with neighborhood contextual features



Station Types

- Town Square Station:
 - Located at a gateway to a major activity center
 - Architecturally recognizable as a significant place in the community
 - Design enhances public spaces



Station Types

- Landmark Station:
 - Located at a community amenity, institution or major employment area where a station might be less visible
 - Architecturally recognizable as significant destination
 - Design enhances the station visibility



Suggested Station Type Locations

Landscape Station Type



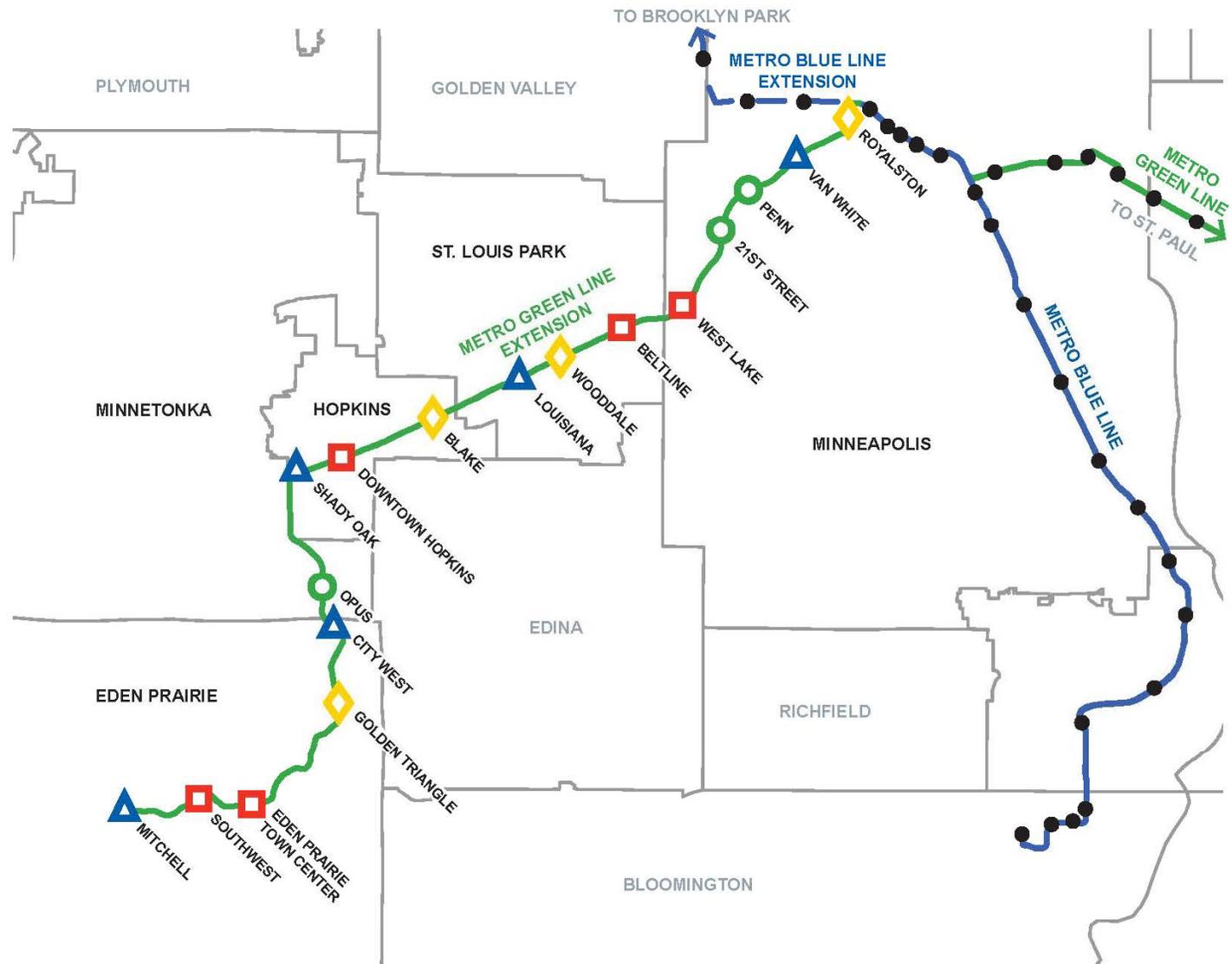
Neighborhood Station Type



Town Square Station Type

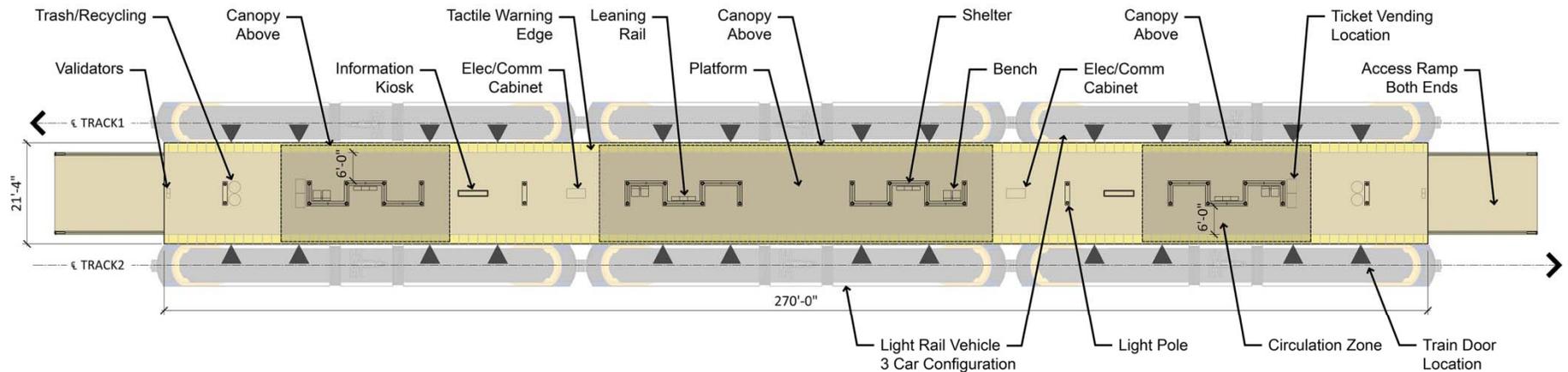


Landmark Station Type



Station Design Consistency

- Station layout and location of features needs to be consistent for passenger use
- Typical center platform plan diagram:



Station Design Flexibility

- 4 station types based on setting
- Adjustments to station types based on site specific conditions
- Additional use of station elements for wayfinding
- Color, texture and pattern
- Integrated Public Art
 - On-platform
 - Off-platform

Station Design Input

Where Have We Been?

- The SPO discussed the station design approach and received initial input from:
 - TPAC in September 2014
 - City and County staff in Fall 2014
 - CMC in December 2014
 - Hopkins/Minnetonka City Council Work Session in January 2015
 - Eden Prairie City Council Work Session in February 2015

Where Are We Going?

- The SPO will continue to discuss the station design approach and receive input from:
 - BAC/CAC in March 2015
 - The public at Station Open Houses in April 2015 and in 3rd Quarter 2015

Station Design Input

- The SPO is looking for input on:
 - Significant station site characteristics
 - Suggested station type locations
 - Station prototypes

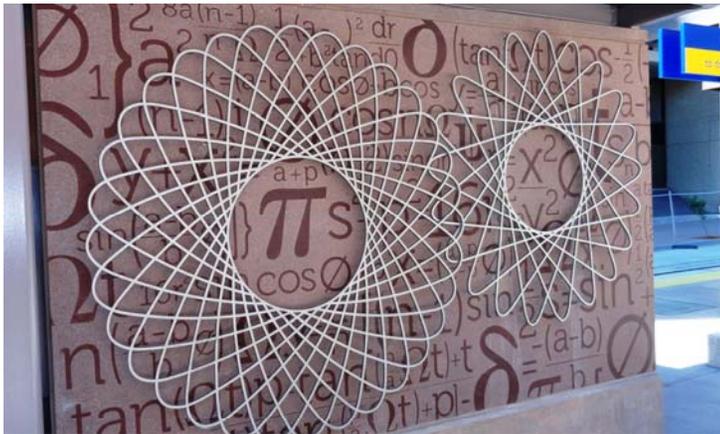
Station Open House Schedule

- Minneapolis Stations
 - Dunwoody College of Technology, 818 Dunwoody Blvd., Minneapolis
 - Thursday, April 2, 2015, 5:30 – 7:30PM
 - Wednesday, April 8, 2015, 7:30 – 9:30AM
- St. Louis Park Stations
 - St. Louis Park City Hall, 5005 Minnetonka Blvd., St. Louis Park
 - Wednesday, April 8, 2015, 5:30 – 7:30PM
- Eden Prairie Stations
 - Eden Prairie City Center, 8080 Mitchell Road, Eden Prairie
 - Thursday, April 9, 2015, 5:30 – 7:30PM
- Hopkins & Minnetonka Stations
 - Hopkins City Hall, 1010 1st Street S, Hopkins
 - Tuesday, April 14, 2015, 5:30 – 7:30PM

Integrated Public Art

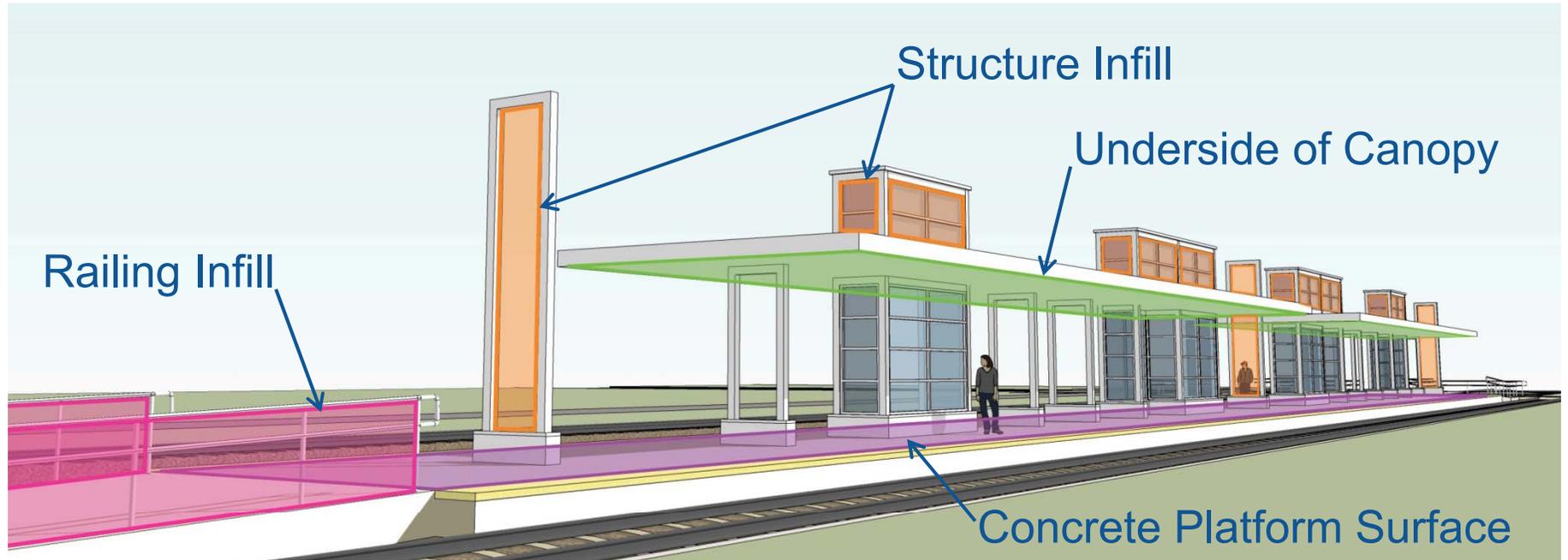
Integrated Public Art

- Enhance the unique identity of stations, aid in passenger wayfinding, promote transit use and community pride
- Reflect community values and history
- Artist designs to be incorporated into station designs and the Operations and Maintenance Facility

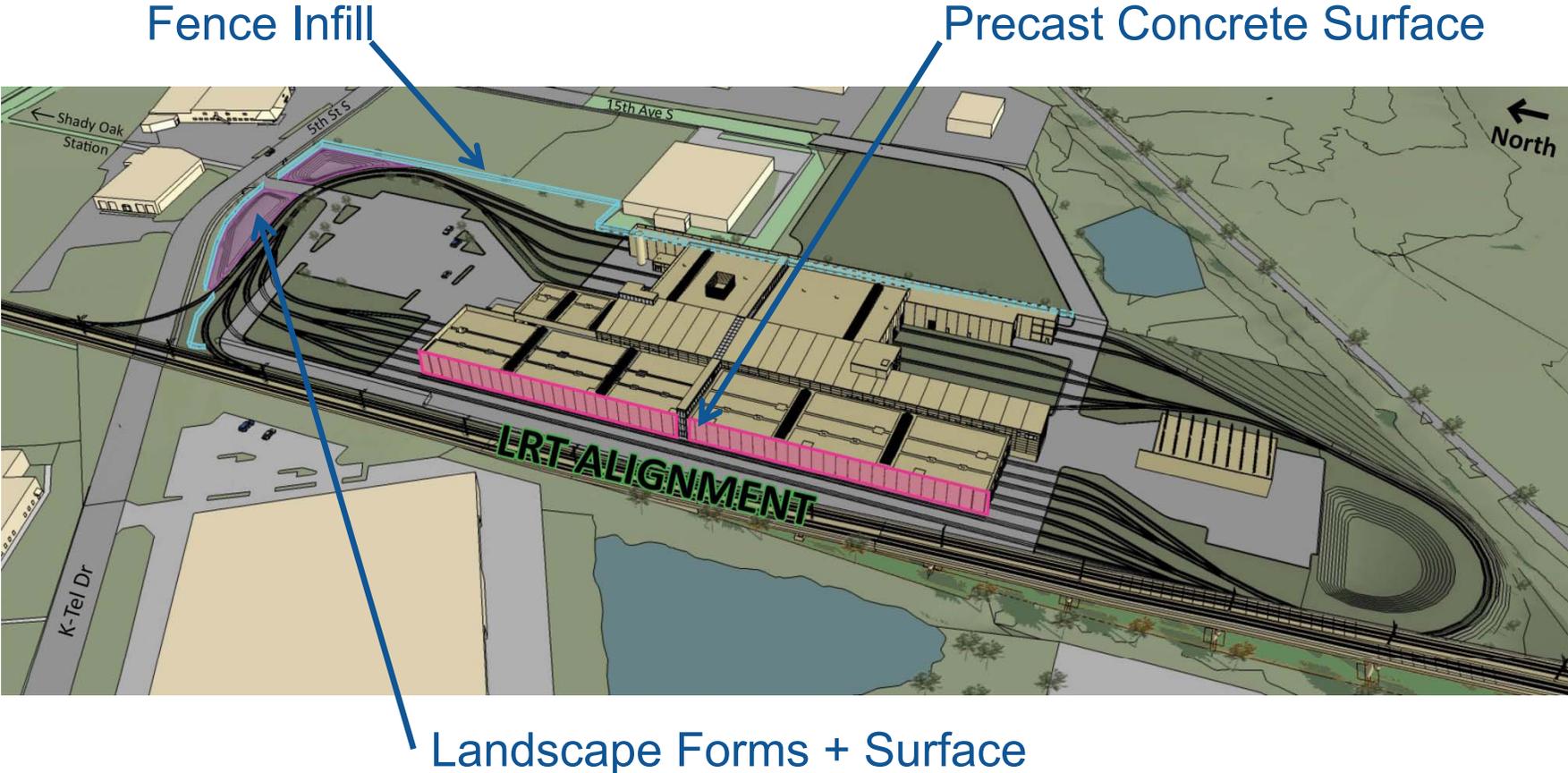


Green Line East Bank Station

Station Integrated Public Art Opportunities



Operations and Maintenance Facility (OMF) Integrated Public Art Opportunities



Integrated Public Art: Process

- Anticipate hiring 6 to 8 artists or artist teams for artwork at the 17 stations and OMF
- Selection committee includes city and county staff representatives
- Forming 1-2 Station Art Committees (SAC) per city to provide input on artwork

Integrated Public Art: Next Steps

- Feb/March: Seek appointments for the Station Art Committee (SAC)
- April: Establish SACs
- April: Select artists
- April: Hold SAC kick-off meetings
- Late spring: Host public events with artists seeking input on public art design concepts

More Information

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