



METRO Gold Line BRT

Project Update and Station Discussion

TAAC

September 4, 2019



Gold Line Overview

Today's Topics

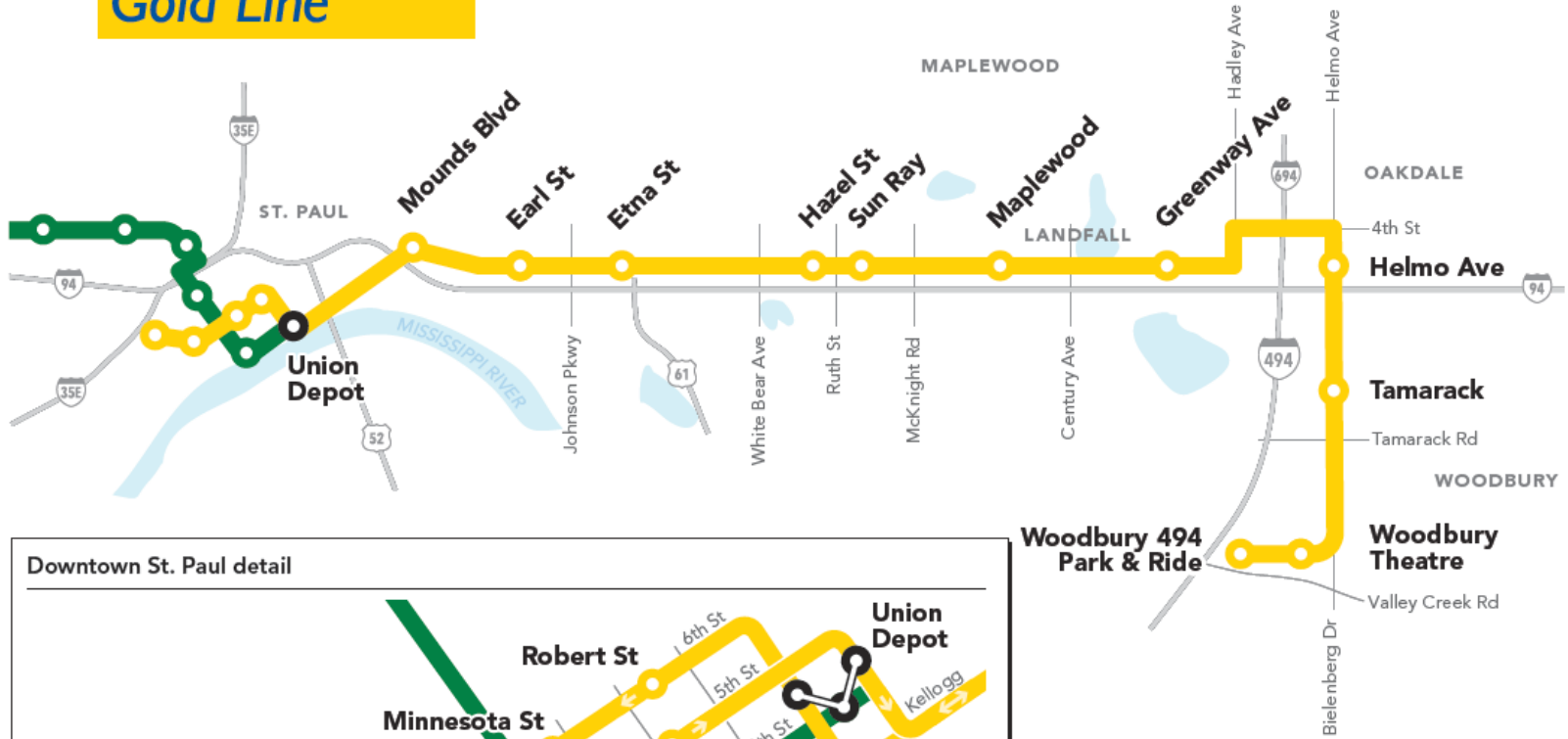
- Gold Line Project Overview
- Platform Discussion



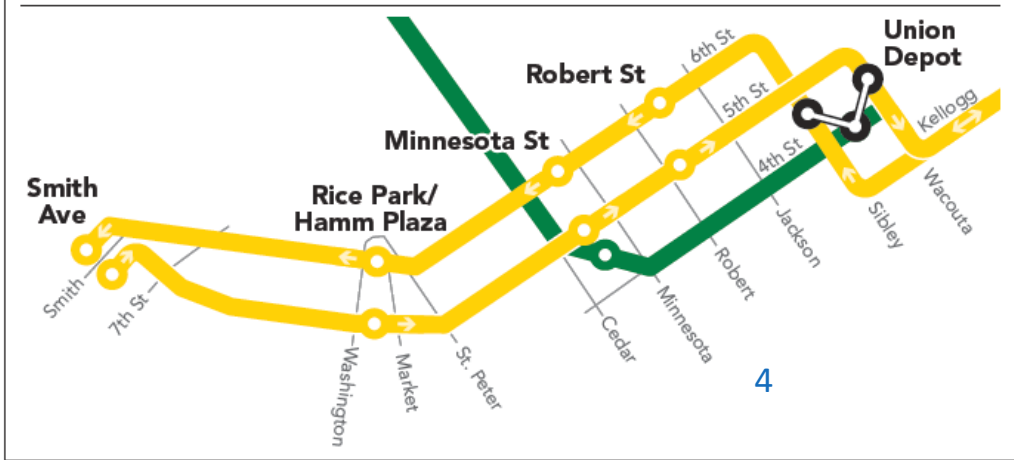
Gold Line Project Map



Gold Line



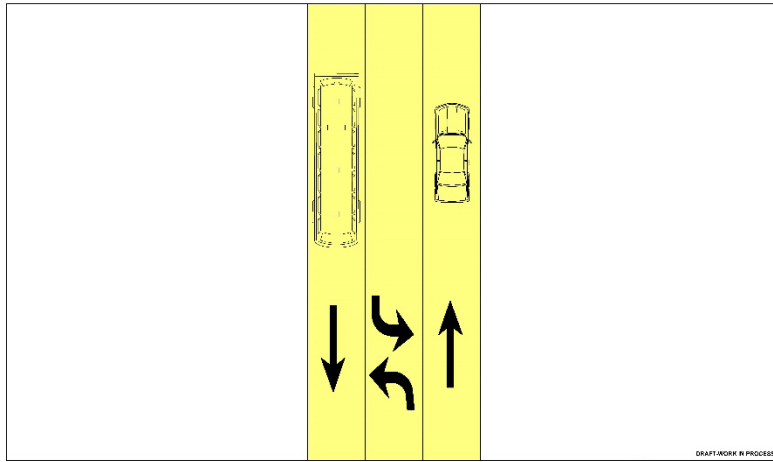
Downtown St. Paul detail



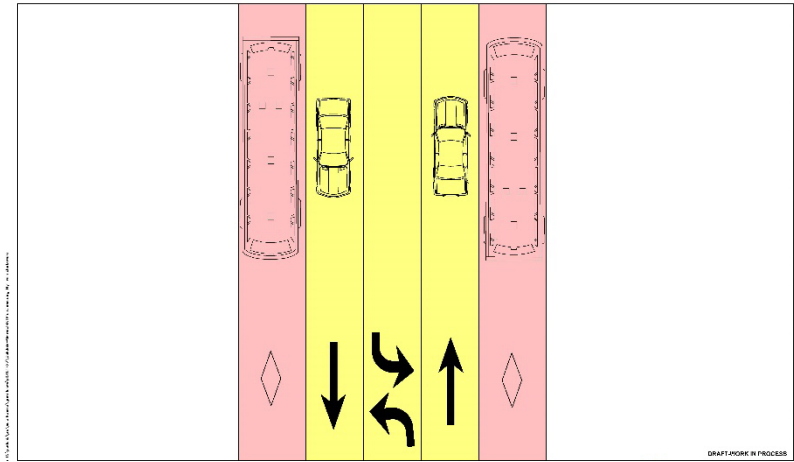
Types of Dedicated Guideway (BRT-only lanes)



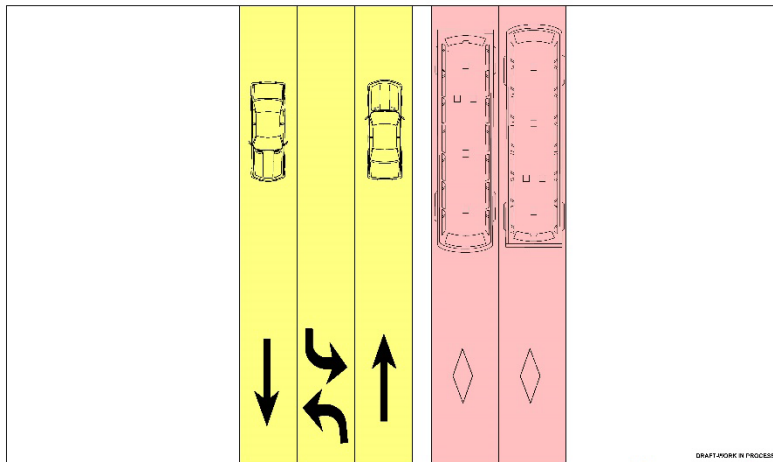
Mixed Traffic



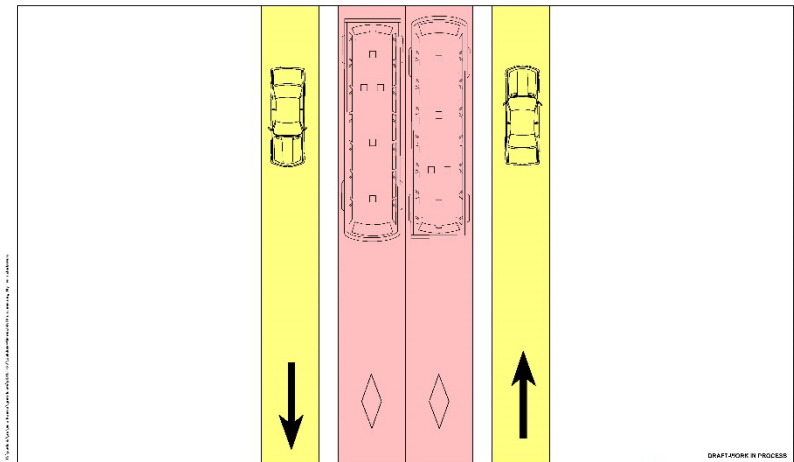
Dedicated Curbside Running



Dedicated Side Running



Dedicated Center Running



Demographics within the Gold Line Corridor

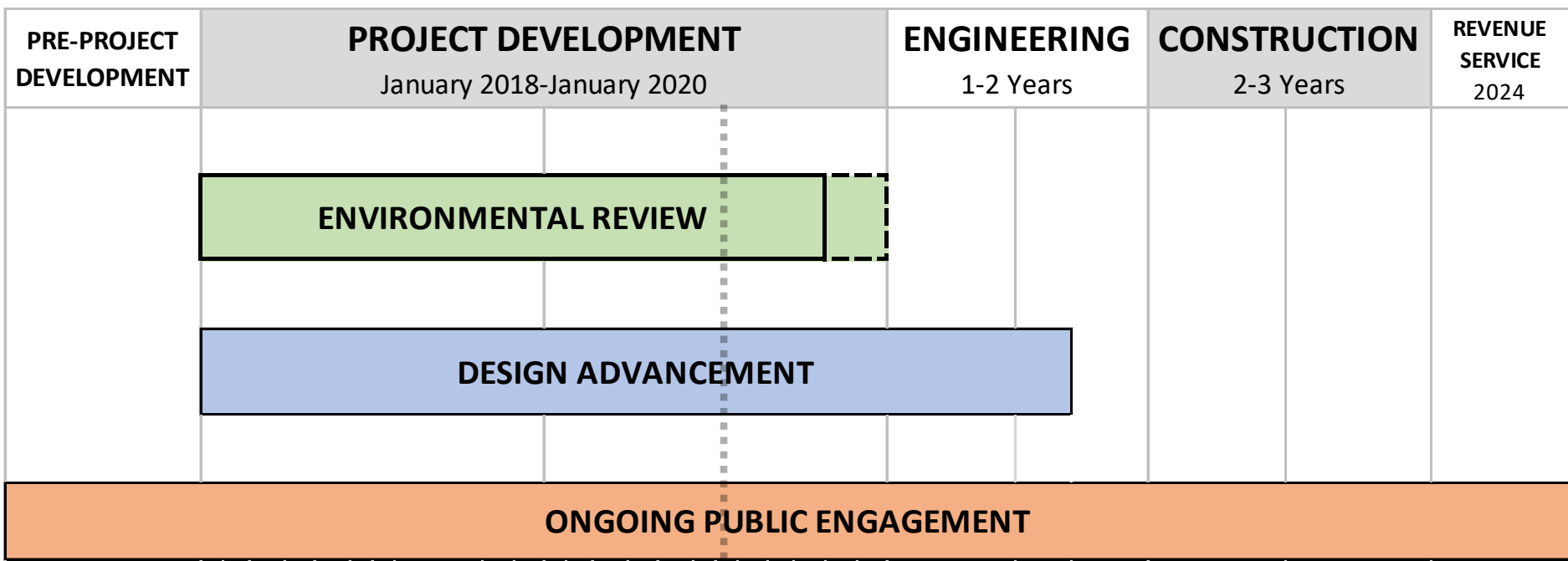
- 17% of households ¼ mile from the Gold Line do not have access to a car
- 14% of people report having a disability
- 47% of people identify as people of color
- Saint Paul has the highest concentration of zero-car households and people that report having a disability
- Saint Paul and Landfall have the highest concentrations of people of color

Gold Line in the Community

- 2018-2019 Outcomes
 - More than 120 outreach & engagement events, meetings and activities
 - Over 2,500 individual connections
 - Mailings to over 2,100 residents
 - Nearly 800 survey respondents
 - Contact with nearly 200 residents while door-knocking



Gold Line Bus Rapid Transit Project Timeline



WE ARE HERE



Platform Discussion

Platform Discussion Goals

- TAAC members provide feedback to Gold Line staff to help guide platform design
 - What are the highest priorities?
 - What are some great examples of platform features that work well?
 - What could help make our platforms even better?
 - What other ideas or innovations do you have?
- TAAC feedback will inform initial concept designs
- Future meeting(s)
 - TAAC input on concept designs
 - TAAC input on vehicle design

BRT Platform Elements



Pylon

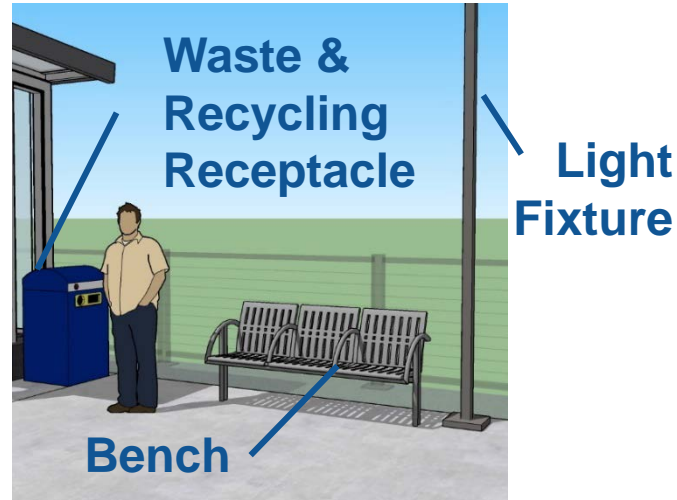
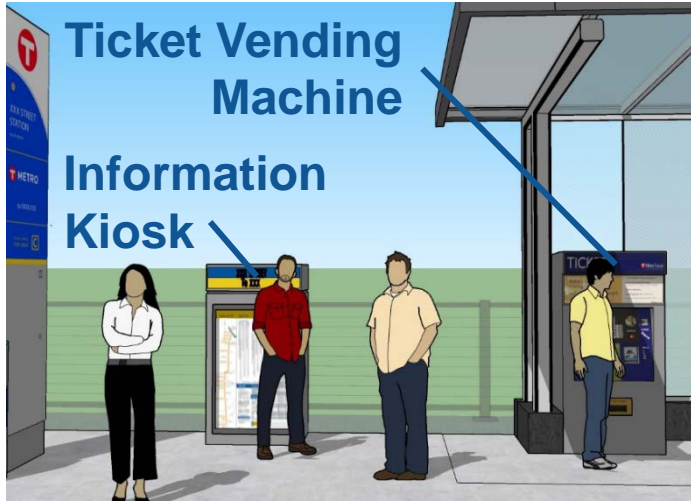
Shelter

Real-Time Arrival Sign

Ticket Validator

Tactile Warning

BRT Platform Elements



Arrival Annunciator

Emergency Telephone

Security Camera

Platform Light & Heaters

BRT Platform Elements – Bus Interface



14"+ platform

- Minimal vertical gap
- 3-5" horizontal gap
- Bus ramp is usually deployed
- BRT bus only
- Separate local bus stop location



9-11" platform

- Minimal horizontal gap
- 3-5" vertical gap
- Bus ramp is deployed
- BRT and other buses



Standard Sidewalk

- 6" curb (standard sidewalk height)
- Ramp is deployed
- Compatibility with all bus models

Ongoing evaluation of platform height

BRT Platform Elements- Winter Maintenance



Red Line BRT Jan 2019 Snow Event



Snow and Ice Maintenance Challenges



Platform Discussion

- What platform design choices can make Gold Line a premium service for all users?
- What other ideas or innovations do you have?

Next Steps

- Environmental Assessment Comment period
 - Mid-October to Mid-November
- Feedback on platform design concepts and station access
 - early 2020
- Advancing to 60% design
 - through July 2020



For more information:

www.metrotransit.org/gold-line-project

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