



Project Updates and Design Discussion

TAAC

October 7, 2020

Today's Topics

- Gold Line Project and Schedule Updates
- Platform Height Follow-up
- Design Advancement
 - Review station site plans for feedback on access, crossings and floorplans
 - Engagement



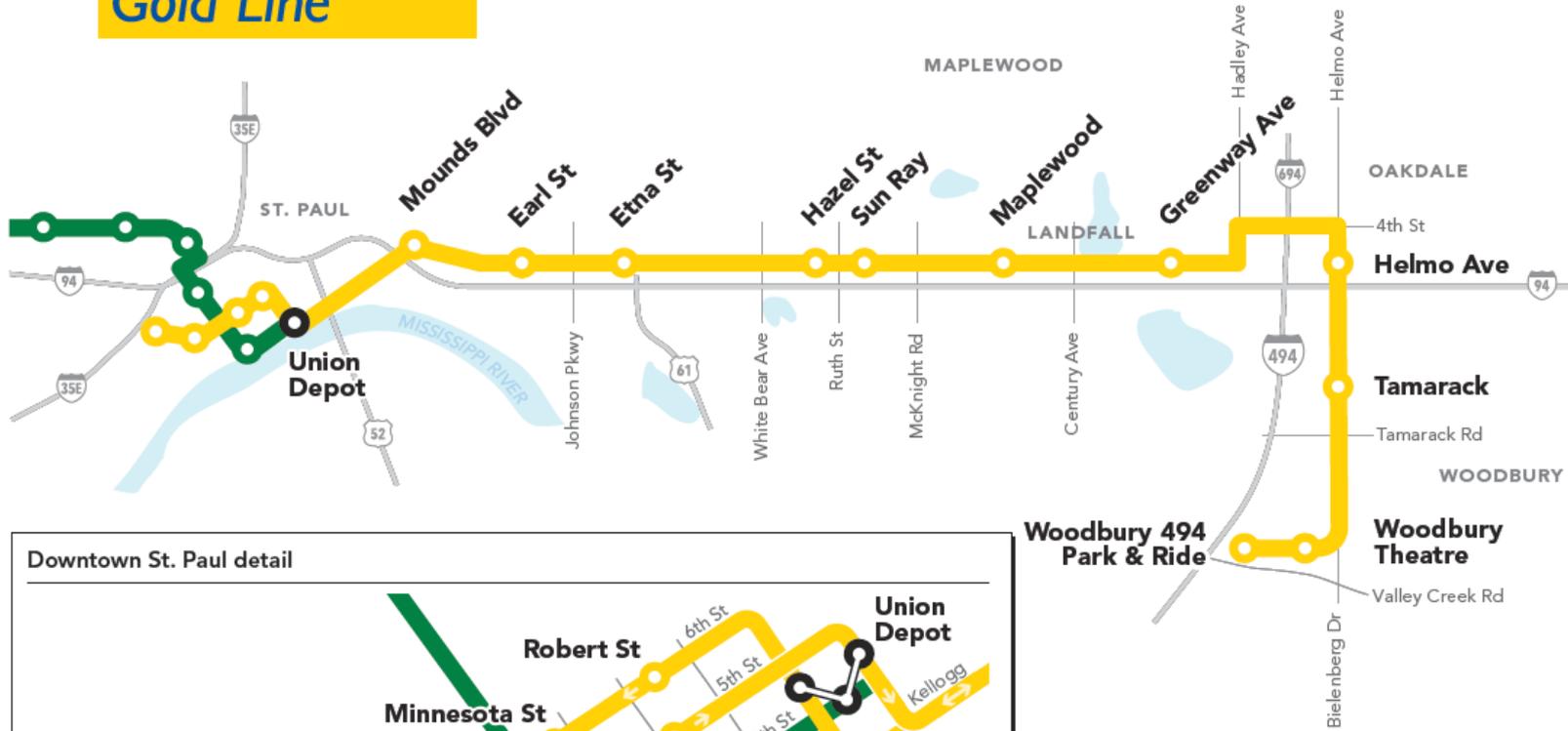
Gold Line Project and Schedule Updates



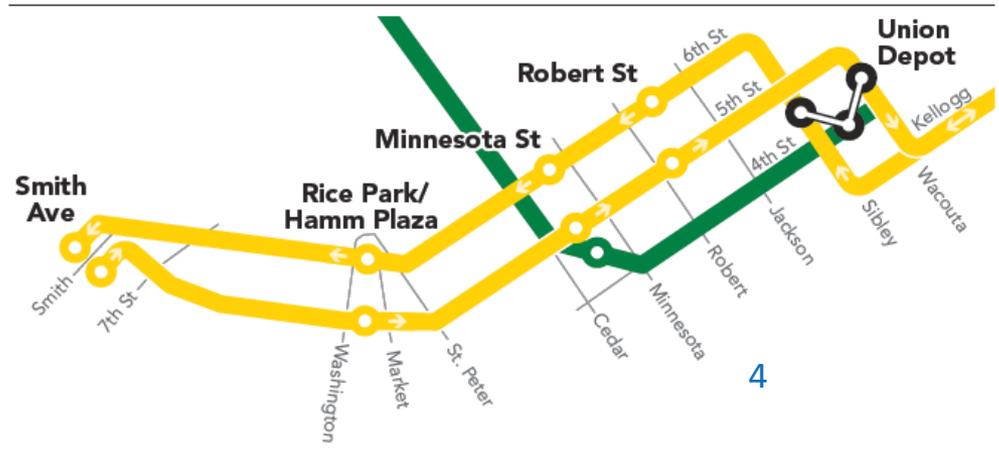
Gold Line Project Map



Gold Line



Downtown St. Paul detail

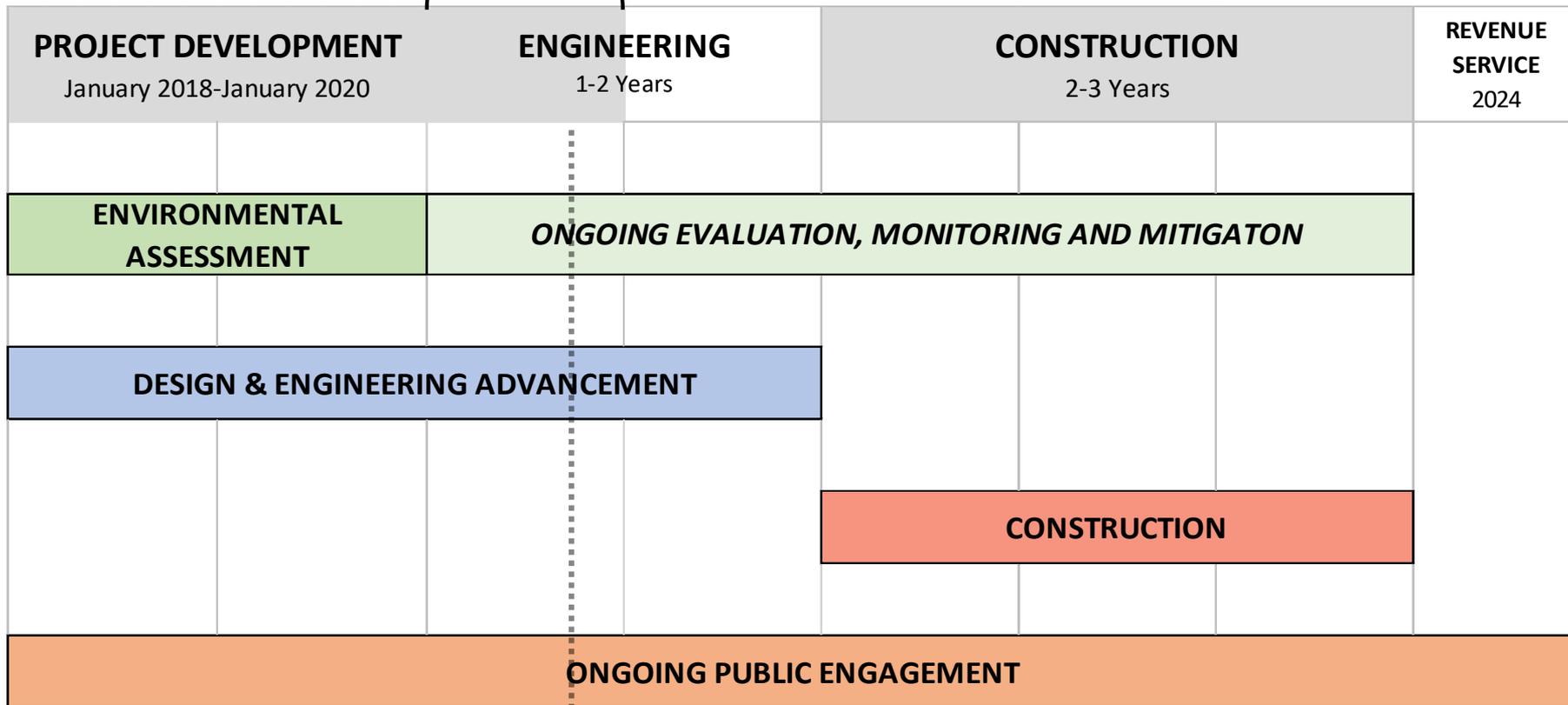


- METRO Gold Line (Bus Rapid Transit)
- METRO Green Line (Light Rail)
- Transfer Station

Gold Line Bus Rapid Transit Project Timeline



*FTA Postponed
Entry into Engineering*





Platform Height Follow-up

Platform Height Goals

- **Accessibility** - minimize or eliminate barriers for riders with disabilities using the system
- **Visual Language** - a raised platform is a key design element of a premium BRT service
- **Consistency in Customer Experience** - stations are consistent across the corridor, and full amenity stations are provided in downtown Saint Paul
- **Equality** - consideration for all abilities for boarding/alighting and movement on and off the platform

ADA Requirements

- Roll-on boarding: consistent 5/8" vertical and 2" horizontal gap
- Ability to deploy mechanical wheelchair ramp



Height Testing Process



12-inch Test



11-inch Test



Ramp deployment not fully successful at 11"

10-inch Test



Ramp deployment successful at 10”

Platform Height Recommendation & Decision

- 10-inch standard height platform at Gold Line stations
- Standard curb height at Hamm Plaza due to unique roadway and park constraints at this location
- Pursue a standard operating procedure to meet federal requirements (36 CFR 1192.T404)
 - ADA compliant “roll-on” boarding when $<5/8$ ” vertical and <2 ” horizontal gap between platform and bus
 - 10” Allow ramp deployment if needed, or upon request
- Continue development of technical details to assist bus docking and maximize customer experience



Design Advancement

- Today:
 - Discuss typical platform elements
 - Review three typical station access layouts
- Questions/Input:
 - Do the access points of the stations fit your needs? Any concerns?
 - Do the crossings fit your needs? Any concerns?
 - Are there any comments on the platform elements?
 - Any other considerations to make these stations more accessible?

Typical Platform – Maplewood Station



Guideway Station Access – Hazel Station



- LEGEND**
- Overstory Tree
 - Upright/Ornamental Tree
 - Coniferous Tree
 - Understory Planting
 - Shrub/Perennial Massing
 - Roadway Light
 - Pedestrian Light
 - Bituminous Pavement
 - Concrete Pavement
 - Enhanced Pavement
 - Turf
 - Native Seed
 - Stormwater Seed



DRAFT - WORK IN PROCESS

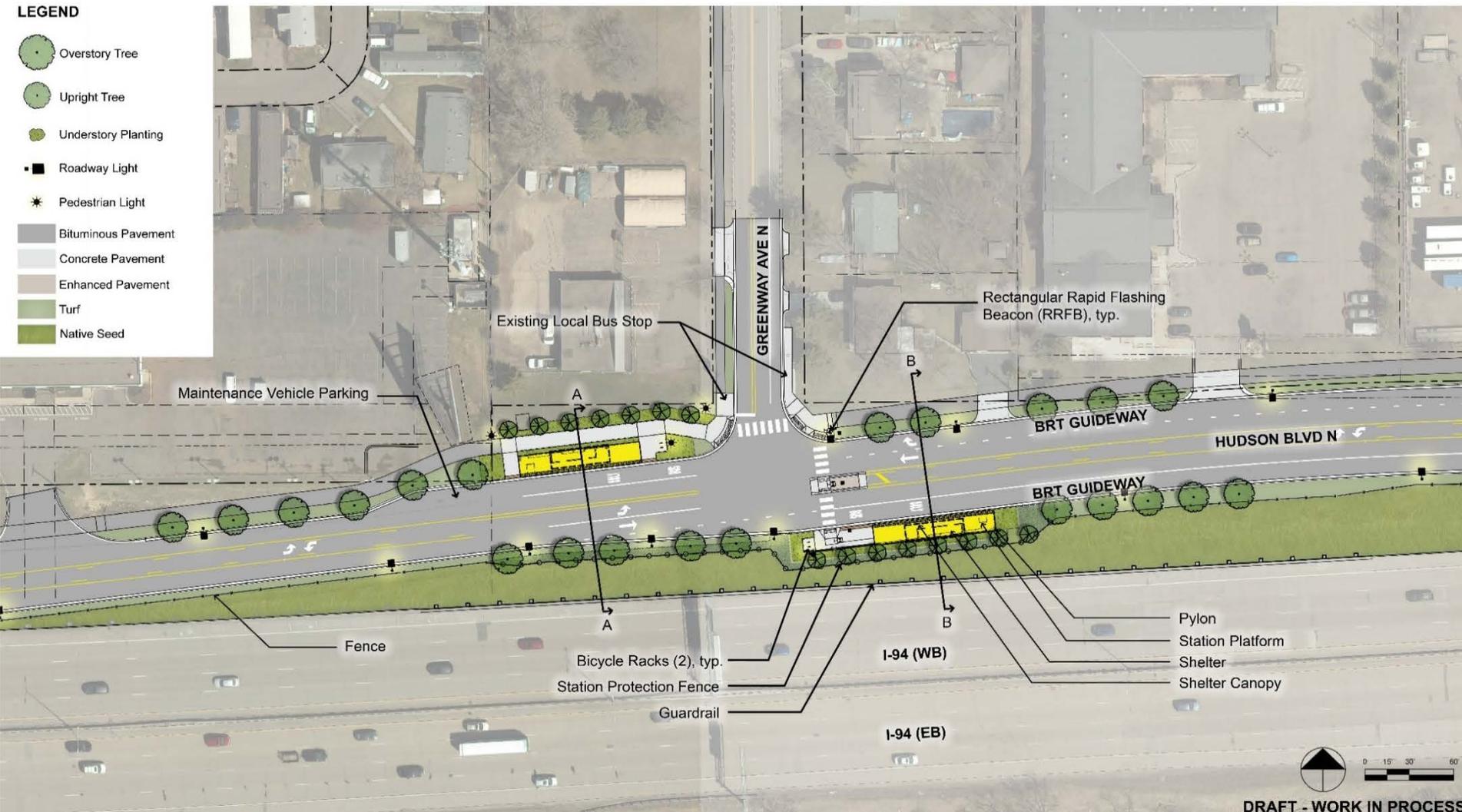
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 North arrow pointing up.



Roadway Station Access – Greenway Station

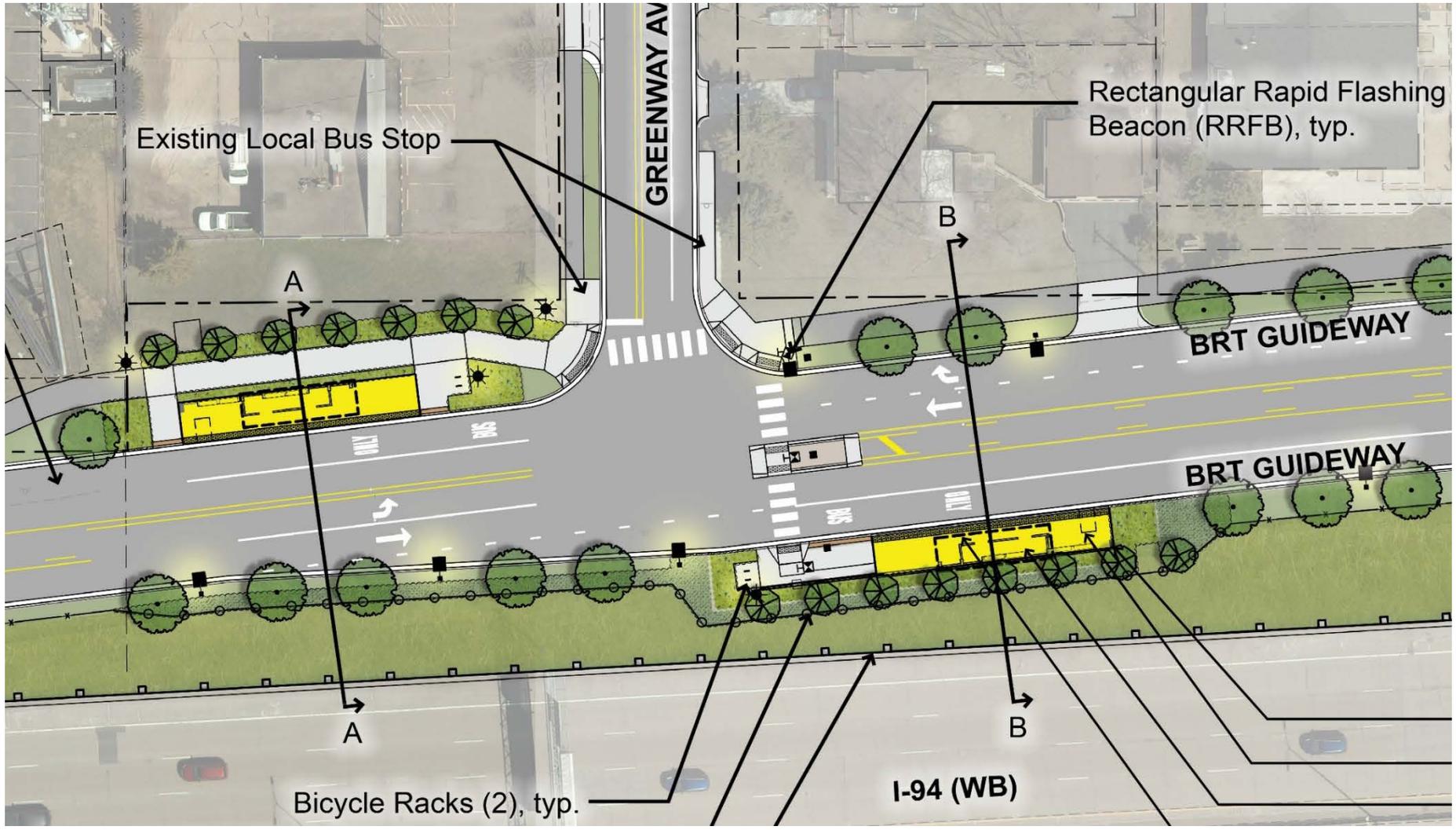


- LEGEND**
- Overstory Tree
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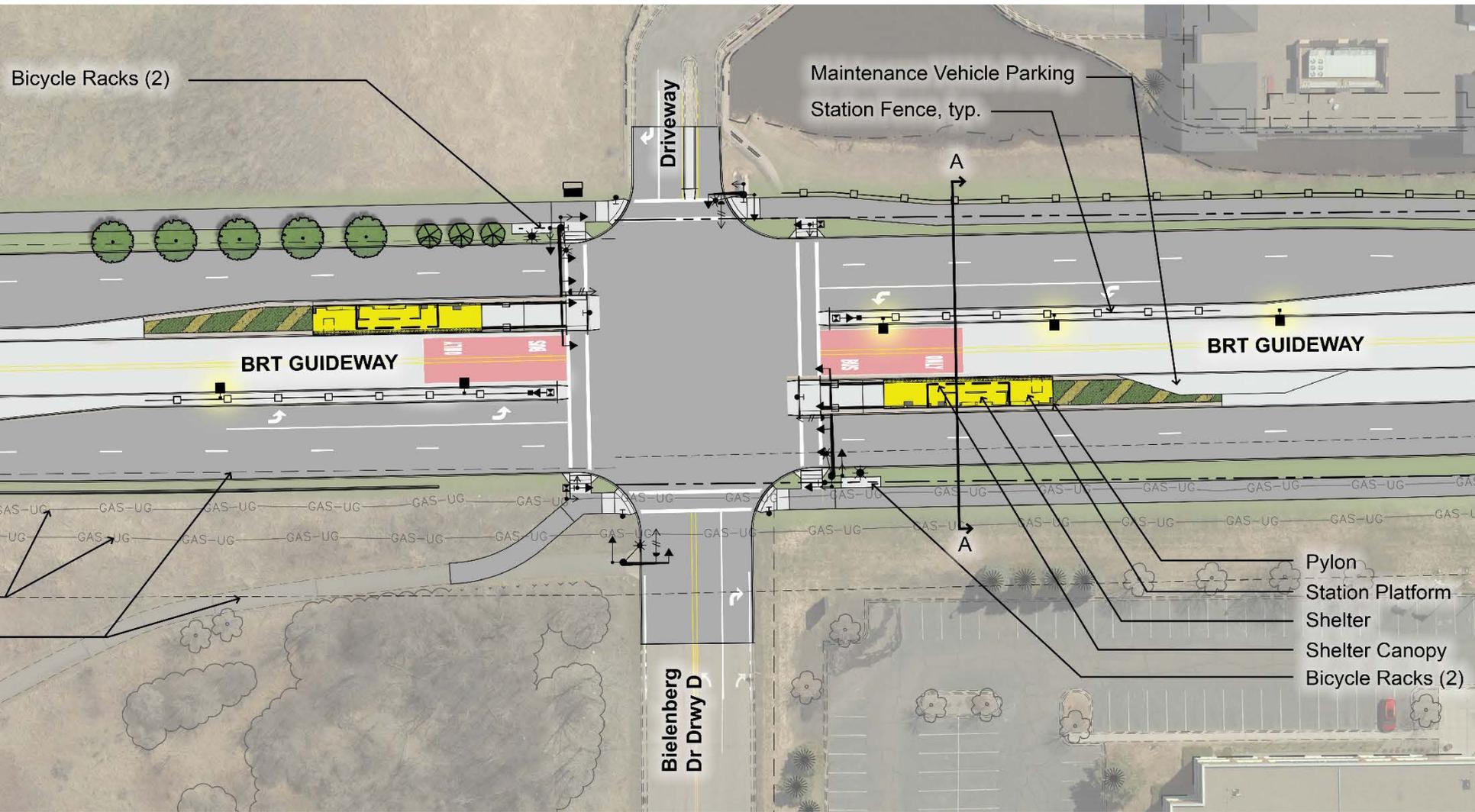


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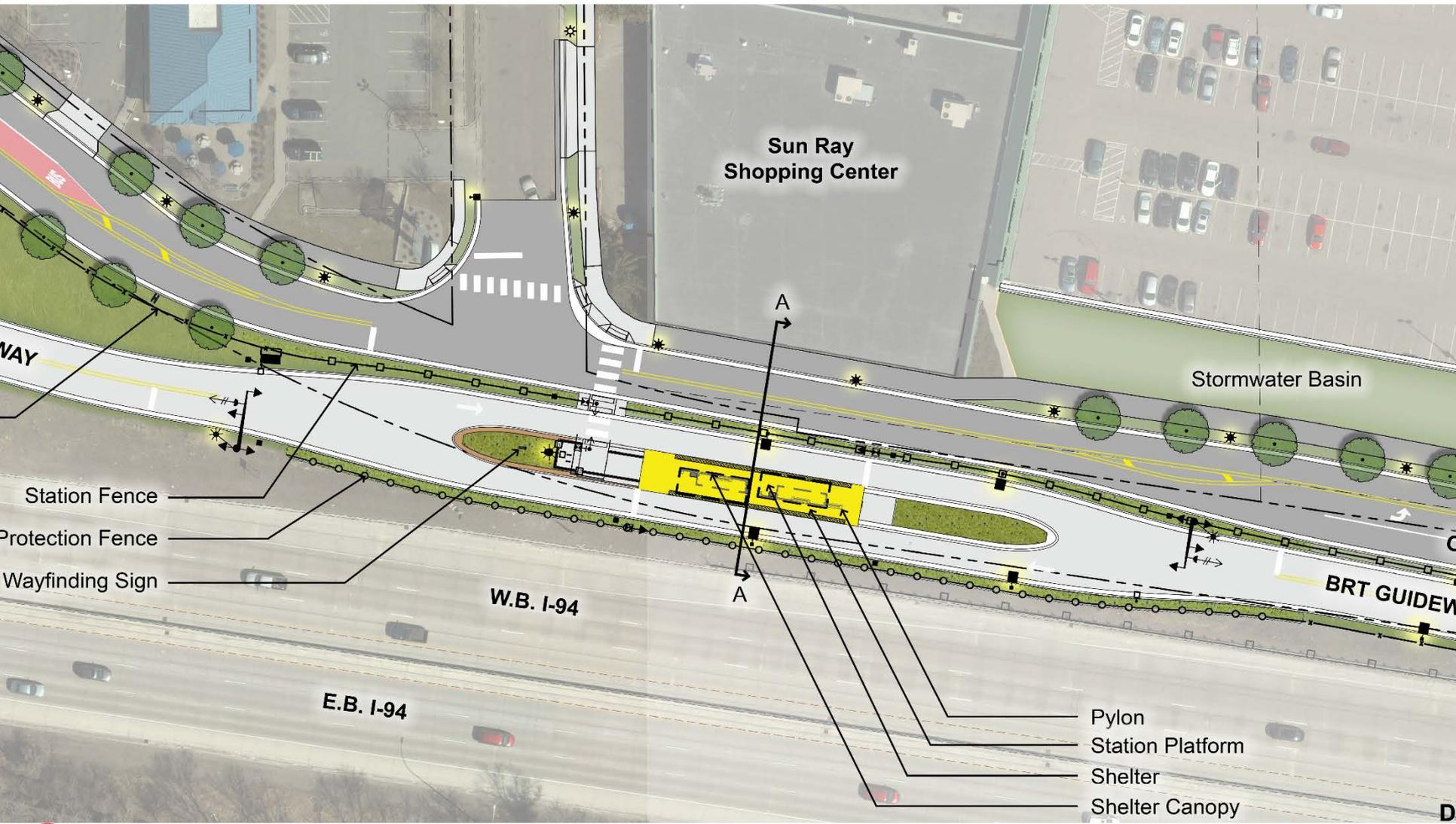
Roadway Station Access – Greenway Station



Center Running Station Access – Tamarack Station



Crossover Station Access – Sun Ray Station



- Do the access points of the stations fit your needs? Any concerns?
- Do the crossings fit your needs? Any concerns?
- Are there any comments on the platform elements?
- Any other considerations to make these stations more accessible?

Additional Feedback on Design

- Comments collected through November 16, 2020
 - Gold Line website: metrotransit.org/Gold-Line
 - Snap Survey: metrotransit.org/GoldLineSurvey
 - Contact Liz Jones: elizabeth.jones@metrotransit.org, 651-602-1977

Next Steps

- Continue to receive input on design
 - Through November 2020
- Design advancement to 90% design
 - Early 2021

For more information:

www.metrotransit.org/gold-line-project

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