

BARRIER GATES & DISTANCE BASED FARES

Executive Management & Audit Committee Operations Committee November 16, 2006



New York's "Iron Maiden" Gate

"HEET" Gate
with Magnetic
Reader

Note Sign
Indicating
Metrocard Entry



New York Metro's "HEET" Gates ...



Metro

requires separate ADA entry...

Note Ticket office, Agent Booth, & Attendant



Note ADA gate & assist gate at both ends of array

Note CCTV cameras and speakers suspended from ceiling



Union Station may likely need similar numbers of gates to accommodate surges of Metrolink passengers at “peak”...

Bi-directional gates keep ingress & egress separated

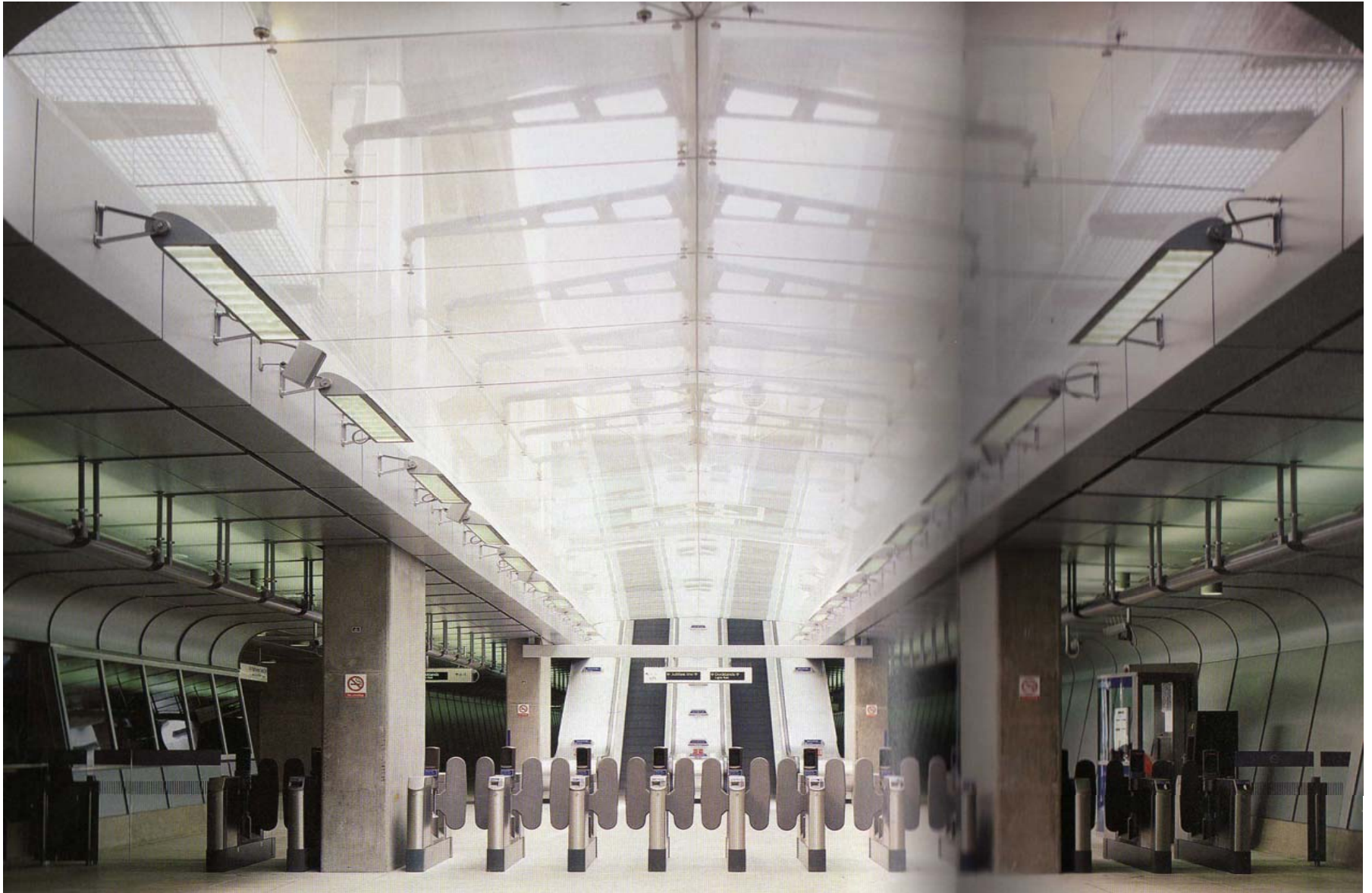


“Booths” in middle, ADA gates, & Ticket Office control entry & exit

Red & green arrows direct entry & exit...



Narrower stations still require booth & ticket office



Note ADA gates on either ends of array

Modular booths for fare inspection can be alternative to barriers...



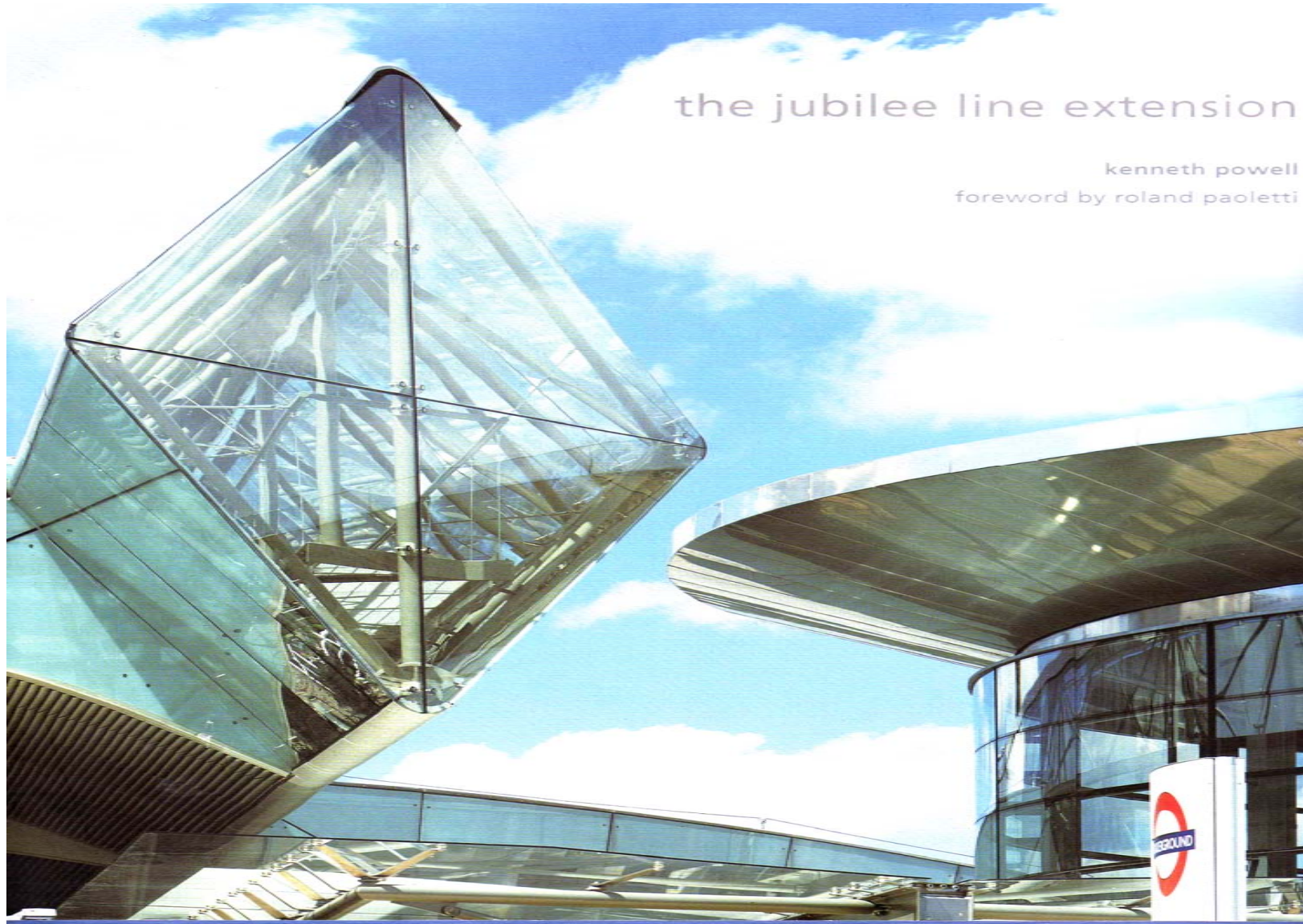
“Fencing” such as this can direct patrons to validators...

Major stations will require ticket offices and...



customer service agents to assist patrons

All photos were taken from this book...



and are from the London Underground "Jubilee Line" extension

Current Fare System

- SAVs were placed along existing conduit routes



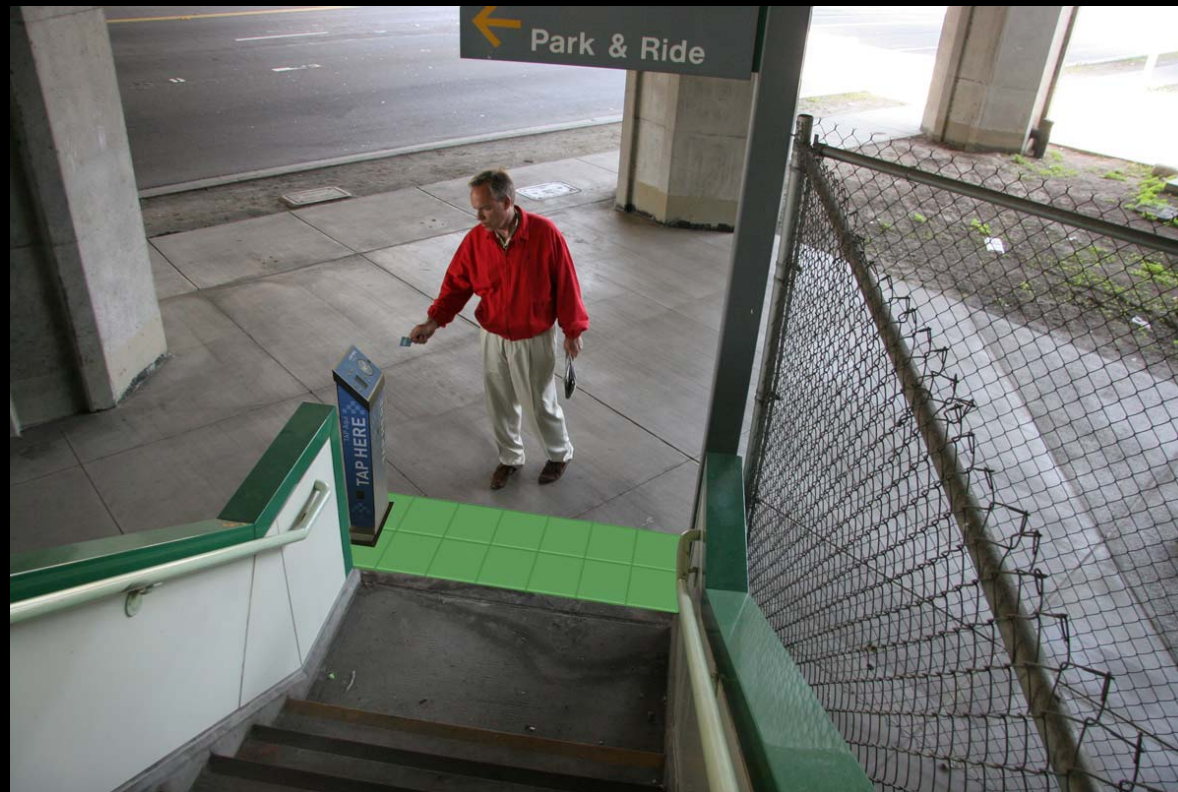
Color Designations

- Proper placement and color designations will make tapping easier



Convenience

- **SAVs in-line with customers path are convenient**
- **Ensures revenue capture and reduces fraud.**



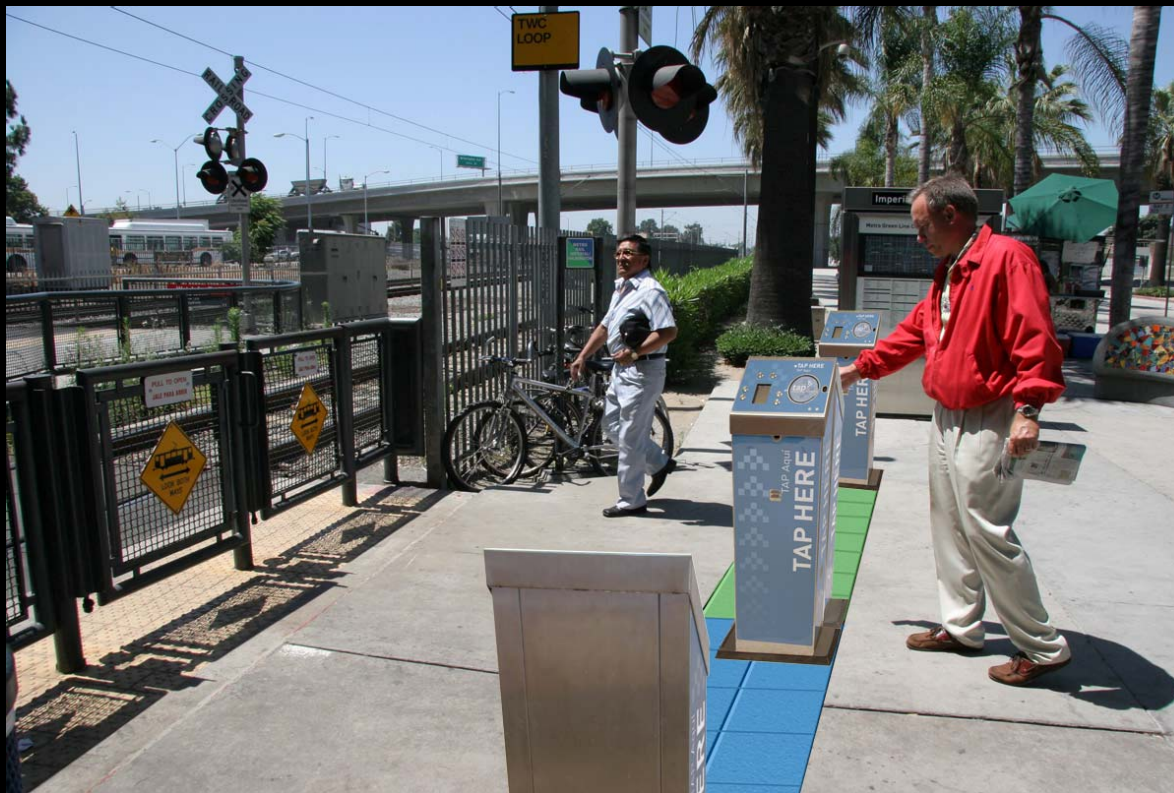
Meets ADA Requirements

- SAV's at every entrance including elevators ensures ADA compliance



Consistency

- Virtual gates at light rail stations are consistent with Metro Red Line SAV positions



Equipment available for Distance Based Fare on Bus System



Driver Control Unit



Validator with Paper Receipt



**Lite Validator to "tap on"
and "tap off"**

Front & Side views of simple off-board ticket machine in London...

