



METRO Gold Line BRT CBAC Meeting

August 23, 2018

- Introductions
- Corridor Management Committee Update
- Public Engagement Update
- History of Alignment
- Project Scope Discussions
- Upcoming CBAC Meetings

- CBAC Co-Chairs Appointed in July
 - Darrell Paulsen, Community Representative
 - Steve Morris, Business Representative
- Both Co-Chairs are members of the Gold Line CMC
- Attended August 2 CMC Meeting



CBAC Co-Chairs



July 26 CBAC Meeting



Public Engagement Update

- Open Houses
 - Two corridor-wide events to review design updates and options



July 17 and 18 Open Houses

- Neighborhood Meetings
 - Three locations where input is needed on design options:
 - Mounds vs. Maria Station Location
 - Hudson Road between Etna and White Bear; mixed traffic vs. dedicated guideway
 - White Bear Avenue Station Location



July 31 Neighborhood Meeting





Stakeholder Engagement Update

- Door Knocking
 - Two neighborhoods where input is needed on design options
- One-on-One Meetings
 - With various stakeholders along the corridor
- Community Events
 - Throughout the corridor



July 31 East Metro Garage Open House 7



ZEJ ZOG KEV SAB LAJ: Txog Chav Tos Nce Tsheb ntawm Mounds Boulevard los yog Maria Avenue

Xav tau koj li tswv yim. METRO Gold Line Bus Rapid Transit (BRT) thov los soj ntsuam ob qhov chaw xaiv los sim chav tos nce tshab rau ntawm txoj kev Mounds Boulevard thiab Maria Avenue. Koj puas xav kom lub chav to nce tshab ntawm Mounds Boulevard ze rau txoj kev 3rd Street los yog Maria Avenue ze rau txoj kev Conway Street? Koj li tswv yim yuav pab peb los txiav txim rau cov kev tseem ceeb no.

Mus koom zej zog kev sab laj:

- Pab tawm tswv yim txog qhov chaw tsim kho chav nce tshab rau Gold Line BRT thiab cov kev ntawm Mounds Boulevard thiab Maria Avenue
- Kom paub txog txoj kev bhin kho no, ua tau mus li cas lawm, thiab cov kauj ruam tom ntej
- Tham nrog cov neeg ua hauj lwim thiab nug lawm
- Kom paub saib yuav taug qab txog txoj kev bhim kho no tau li cas

▼ Txoj kev Thov Txhim Kho Gold Line



Upon request, the Gold Line project will provide reasonable accommodations for interpreters and persons with disabilities at community meetings. Submit requests seven business days prior to the meeting date. Liz Jones: 651-602-1977 • elizabeth.jones@metrotransit.org

A petición, el Gold Line project proporcionará acomodaciones razonables para intérpretes y personas con discapacidades en las reuniones de la comunidad. Las solicitudes deben presentarse siete días hábiles antes de la fecha de la reunión. Liz Jones: 651-602-1977 • elizabeth.jones@metrotransit.org

Hadih li coobad, Gold Line project waa ay idin hali karaan turjubaano iyo adeeg gaar ah loo fidyo dadka nafada ah ee ka qeyb galaya shirarka dadweynaha. Codsiyada waa in la soo gudbiyaa todoba cisho ka hor oo ah maalmaha shaxada adinka oo codsiyada kuu soo diraya Liz Jones: 651-602-1977 • elizabeth.jones@metrotransit.org

Yog xav tau, Gold Line project mam li pab kom tsim nyog toog kev pab tshah lus lus pab rau cov neeg xitam oob khob thum taj loom rooj sab laj. Thov tauj tau ntej li yaj hnuab ua ntej hnuab toom tauj sab laj. Liz Jones: 651-602-1977 • elizabeth.jones@metrotransit.org

မိမိတို့သည် Gold Line မြေပုံရေးဆွဲချက်နှင့် ပတ်သက်သည့် အခွင့်အလမ်းများကို ပေးအပ်ရန်အတွက် အသိပေးအမှာစာများကို အောက်ဖော်ပြပါအတိုင်း တောင်းဆိုနိုင်ပါသည်။ အသိပေးအမှာစာများကို အောက်ဖော်ပြပါအတိုင်း တောင်းဆိုရမည်။ Liz Jones: 651-602-1977 • elizabeth.jones@metrotransit.org

Hnub Tuesday, July 31 5:00-7:00 p.m.

Eastside Enterprise Center
804 Margaret Street, Saint Paul
Cov tshab npav no tuaj txog 61, 74

Tsis tau npaj yuav nthuav dab tsi tawm raws sij hawm. Cov neeg yuaj koom thaum twg los tau.

Yog tuaj tsis tau los yog xav tawm tswv yim ua ntej rooj sab laj?

Mus luj hauv computer ntawm: surveyMonkey.com/r/GoldLine4

Txoj kev METRO Gold Line yuav npaj bhim kho cuaj-mlie Bus Rapid Transit (BRT) txov kev no yuav mus txog Saint Paul, Maplewood, Landfall, Oakdale thiab Woodbury generally along Interstate 94. Txoj kev Gold Line yuav yog Minnesota thawj txoj kev BRT uas siv feem ntau yog nrog txoj kev uas cov tshab npav siv.

UA KOM PAUB TXOG

Cuv npe kom xa email tuaj qhia: www.metrotransit.org/gold-line

Xa Email tuaj rau peb ntawm: goldline@metrotransit.org

Hu xov tooj tuaj rau peb ntawm: 651-602-1955

Saib peb ntawm:
@GoldLineBRT
f @MetroTransitMN

Flyer Translation into Hmong Language



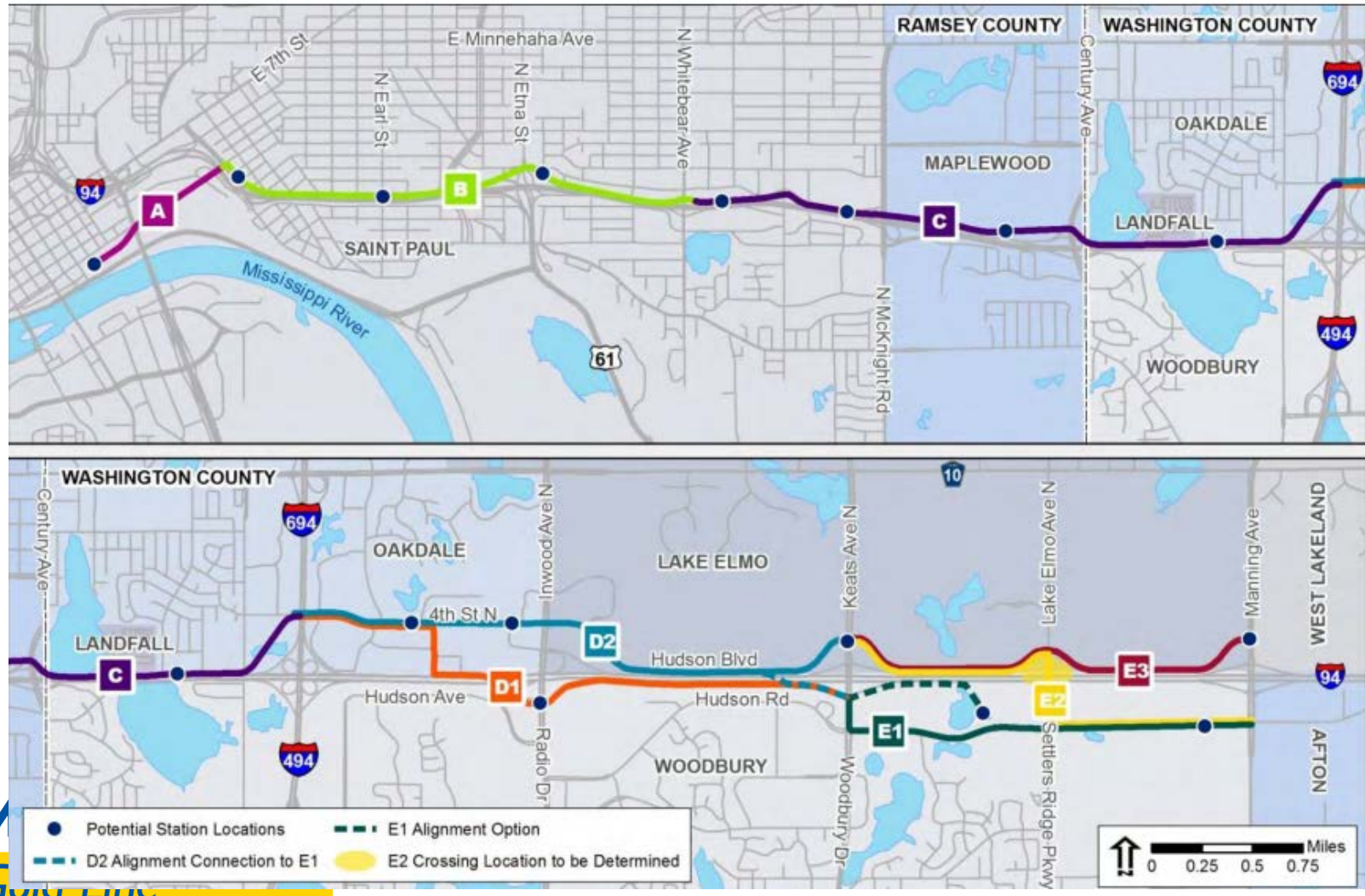


History of Alignment

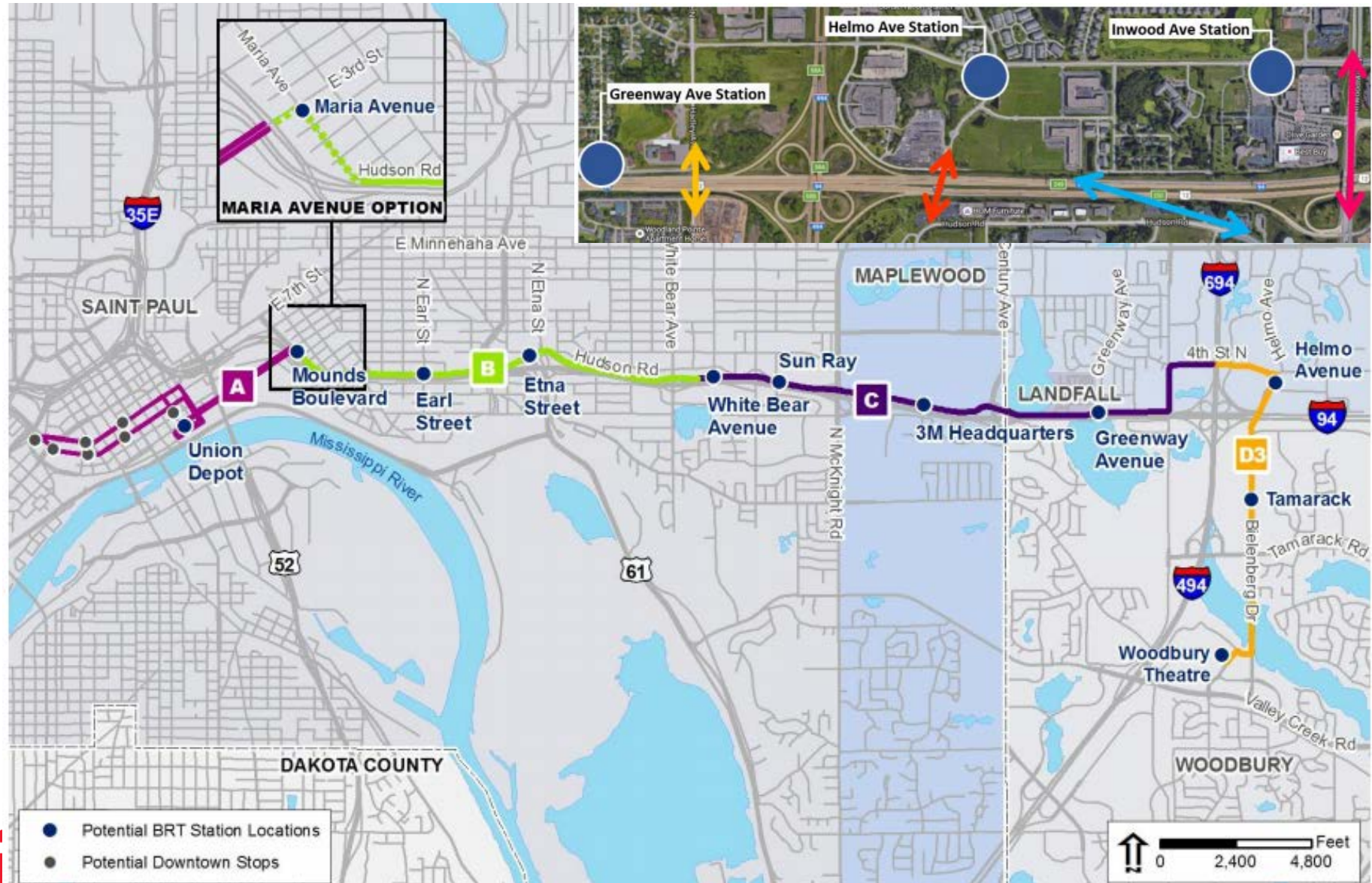
- Many options were considered and ultimately eight alternatives were analyzed



- Same route was considered for bus rapid transit and light rail transit service

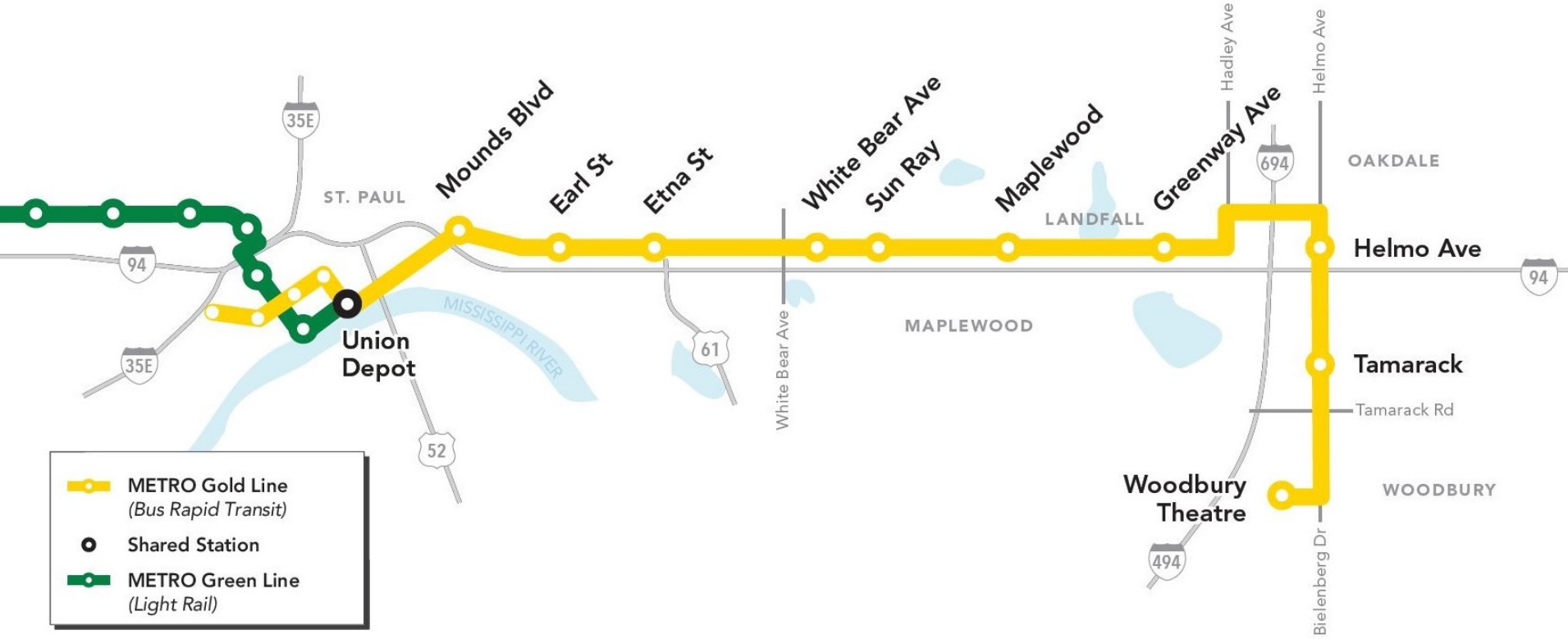


Locally Preferred Alternative 2016



Gold Line

Project Development 2017-2019



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



Project Scope in Environmental Assessment

Tier 1 goals must be considered first

Improve Mobility (Ridership & Travel Time)

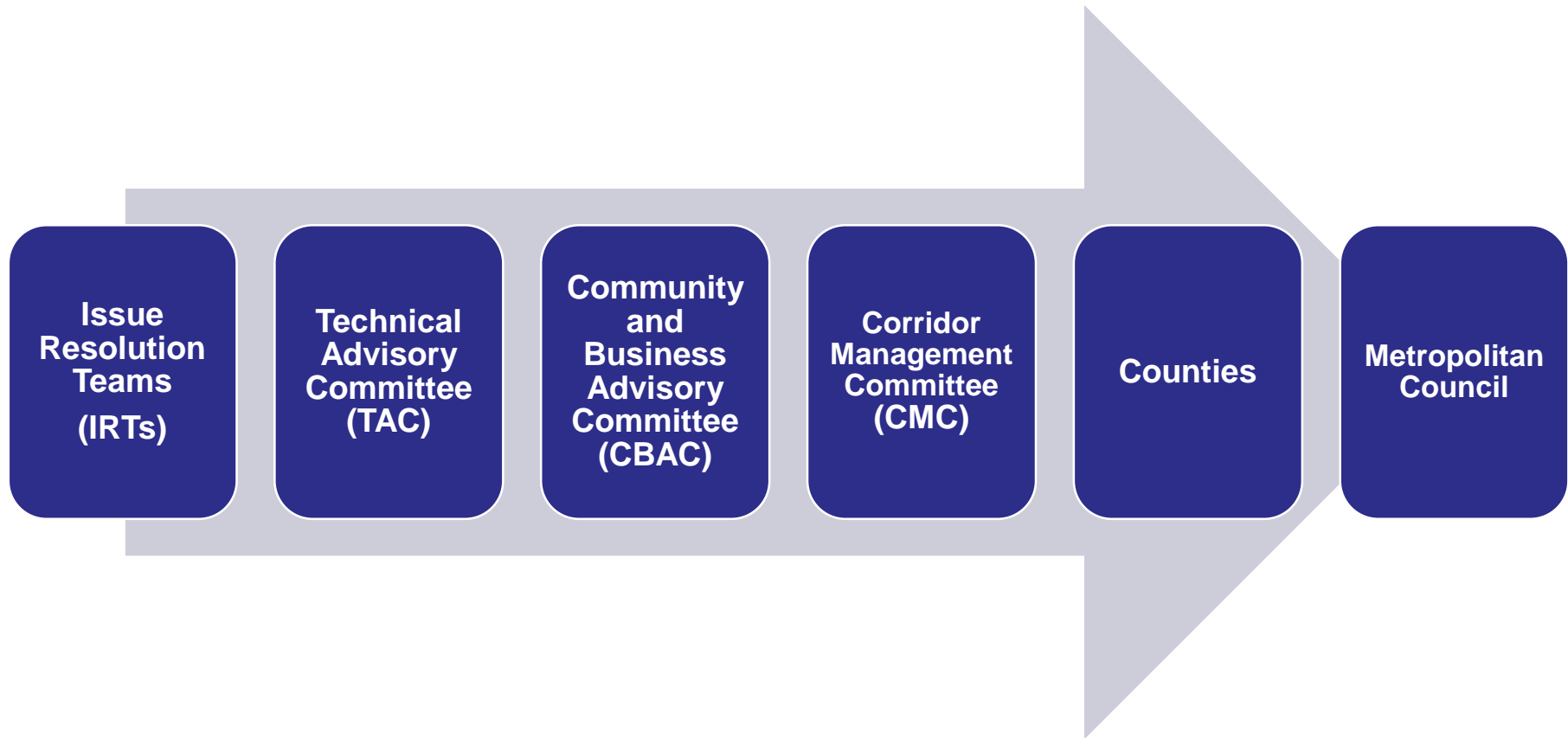
Cost-Effective & Economically Viable

Support Economic Development

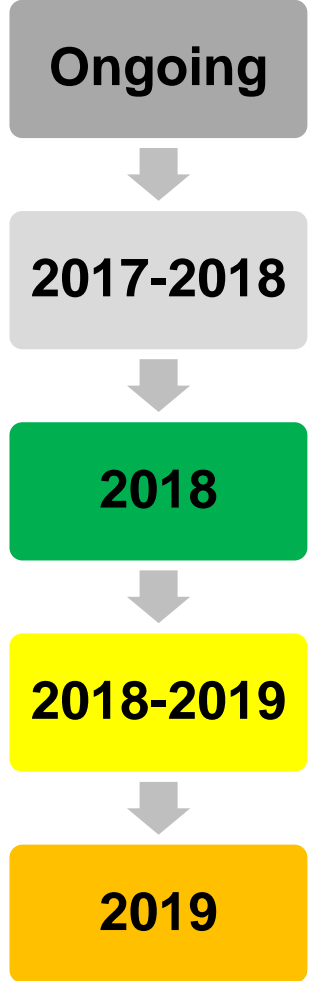
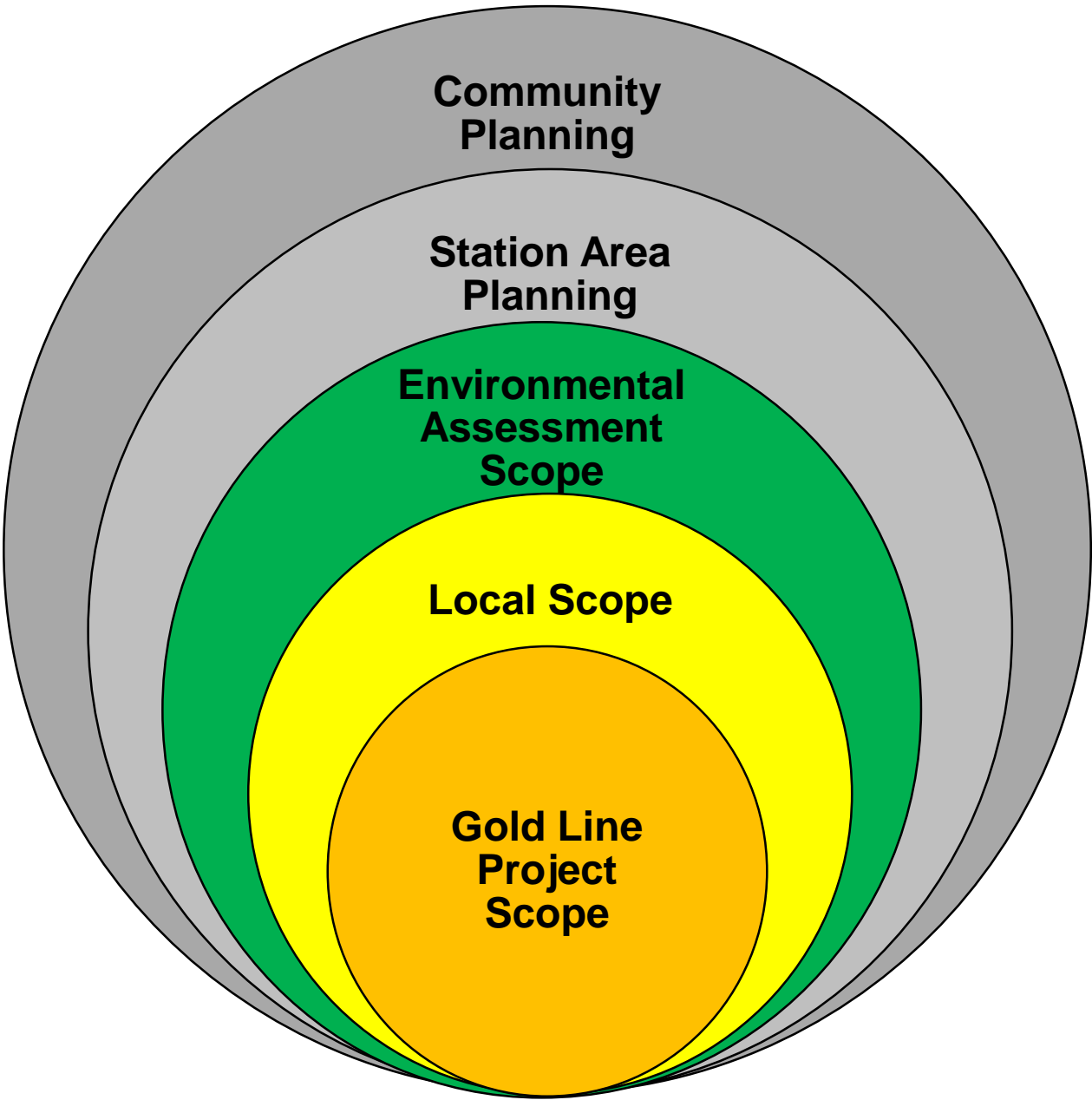
Protect the Natural Environment

Preserve & Protect Quality of Life

Gold Line Committee Structure



Gold Line Scope Refinement Process



- July
 - Reviewed scope currently included in the Environmental Assessment
- August
 - Discuss stakeholder feedback and areas along route where options exist
- Fall/Winter
 - Review updated project costs at 15% design
- 2019
 - Review 30% Design, Cost Estimate, and Funding

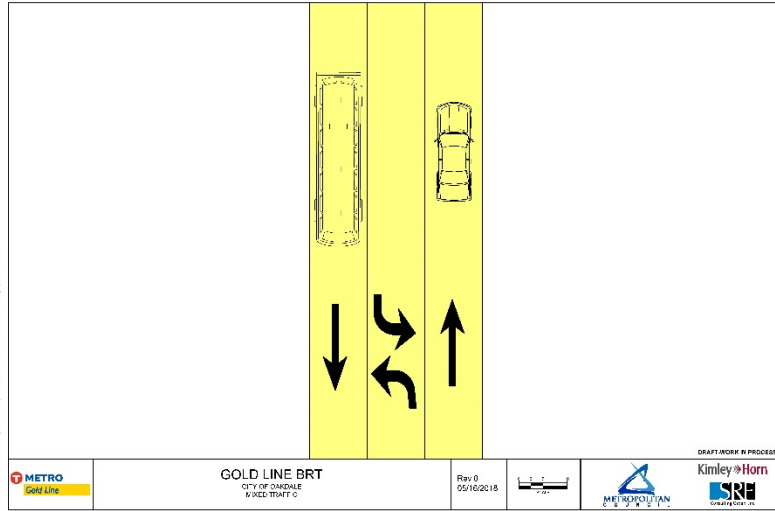
- Consider all information presented to date
- Participate in the conversation
- Allow time for others to speak
- Be open to all ideas and comments
- Consensus is not required



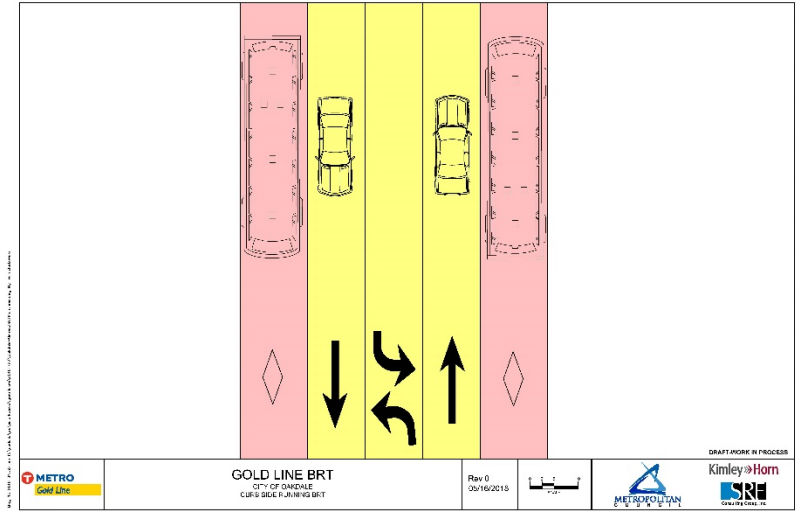
Percent Dedicated Guideway

- What makes the Gold Line a premiere service?
 - BRT is like LRT
 - Distinctive station architecture and design
 - Station amenities like real time signage
 - Uniquely branded buses
 - Regular all-day reliable service
 - Direct connection to METRO system
 - Exclusive lanes

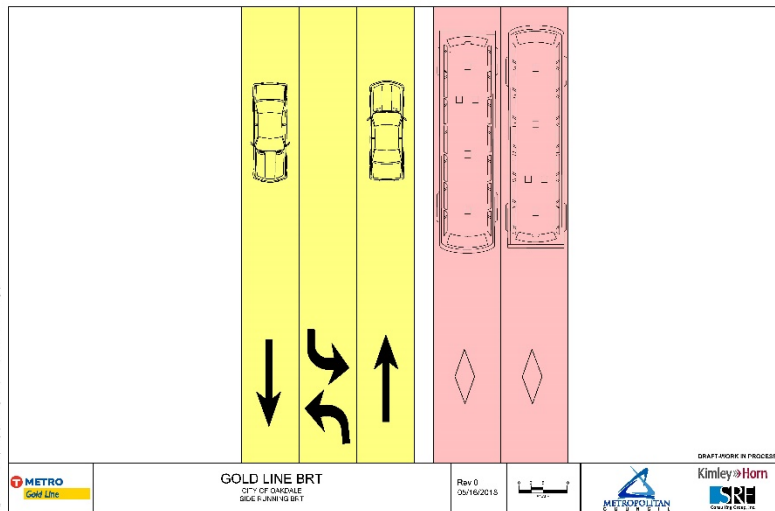
Mixed Traffic



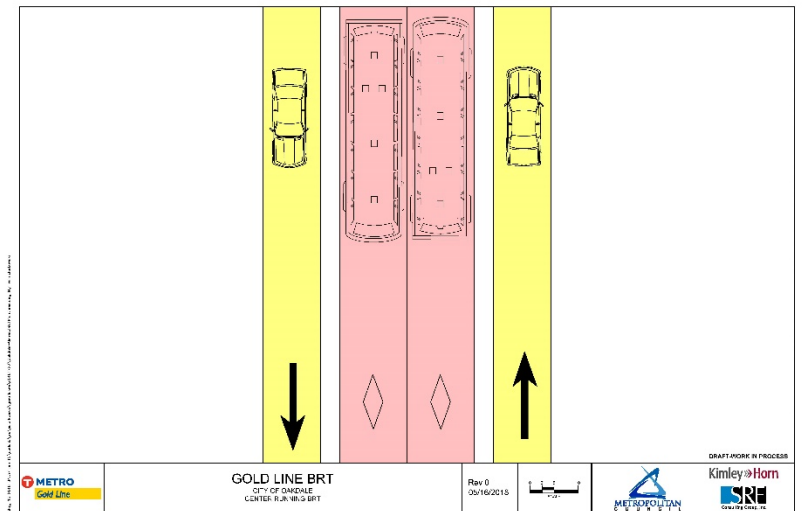
Curbside Running



Side Running



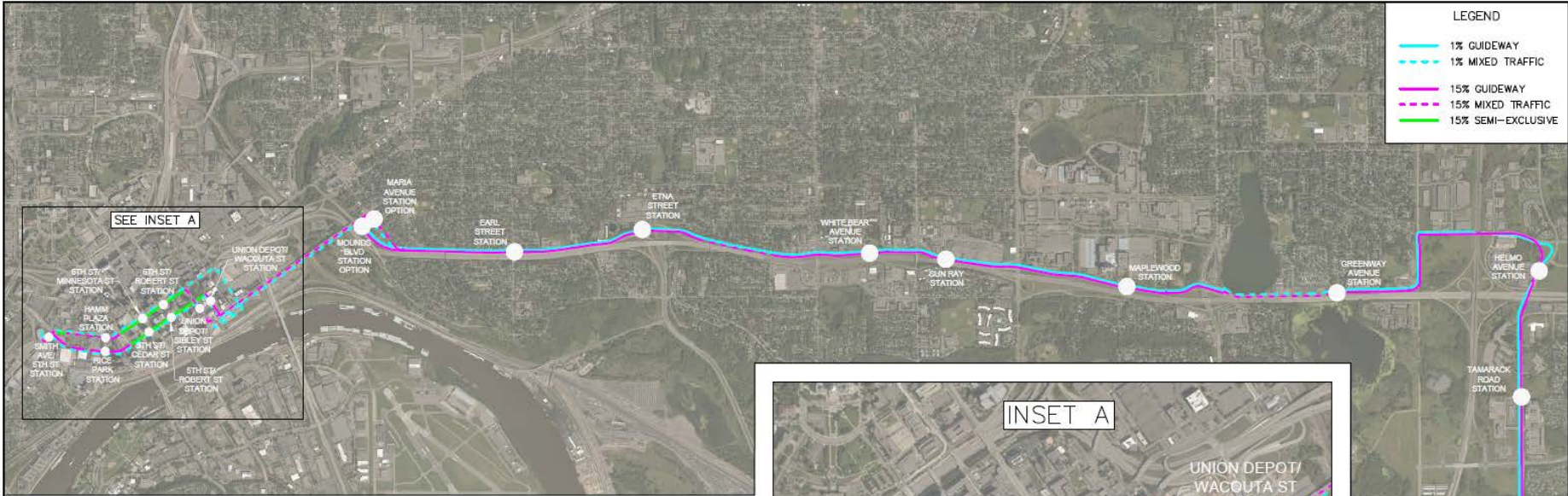
Center Running



- Where is mixed traffic proposed and why?

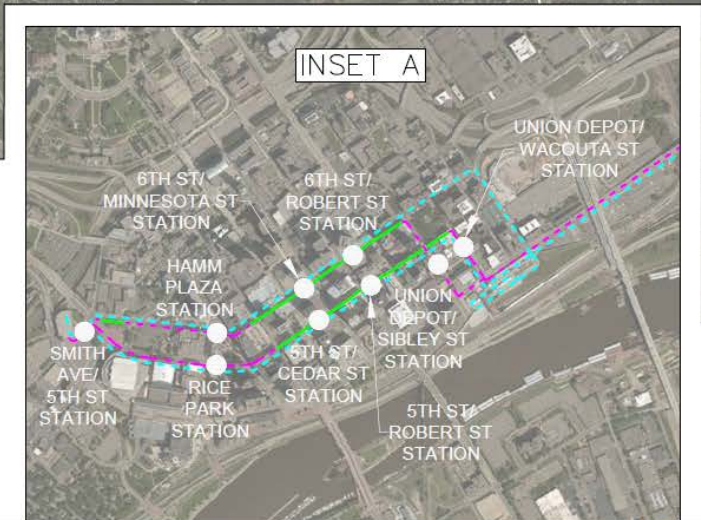
Location	Reason
Sections of downtown	Right of Way constraints
Kellogg Bridge	Planned replacement of bridge is not part of GBRT Project
Maria Ave Option <i>(not preferred option)</i>	Right of Way constraints
Hudson from White Bear to Etna	Low ADT means it operates like dedicated guideway, avoids impact to vegetation and neighborhood character
Tanners Lake	Right of Way constraints and environmental impacts to lake
4 th Street	Planned replacement of bridge is not part of GBRT Project. Bridge width is constraint.
Bielenberg/Tamarack Nature Preserve	Right of Way constraints and environmental impacts to nature preserve.

Gold Line BRT Mixed Traffic



LEGEND

- 1% GUIDEWAY
- 1% MIXED TRAFFIC
- 15% GUIDEWAY
- 15% MIXED TRAFFIC
- 15% SEMI-EXCLUSIVE



	GUIDEWAY	SEMI-EXCLUSIVE	MIXED TRAFFIC	TOTAL
1% DESIGN*	7.11 MILES	N/A	4.82 MILES	11.93 MILES
	59%	N/A	41%	100%
15% DESIGN**	6.70 MILES	0.89 MILES	3.98 MILES	11.57 MILES
	58%	8%	34%	100%

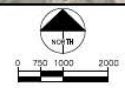
*ASSUMES DOWNTOWN PM PEAK ROUTE
 **ASSUMES GUIDEWAY ON HADLEY AND 4TH ST OVER BRIDGE IN OAKDALE & MIXED TRAFFIC ON HUDSON RD

DRAFT-WORK IN PROCESS



GOLD LINE BRT
 MIXED TRAFFIC VS BRT GUIDEWAY

Rev 0
 8/20/2018



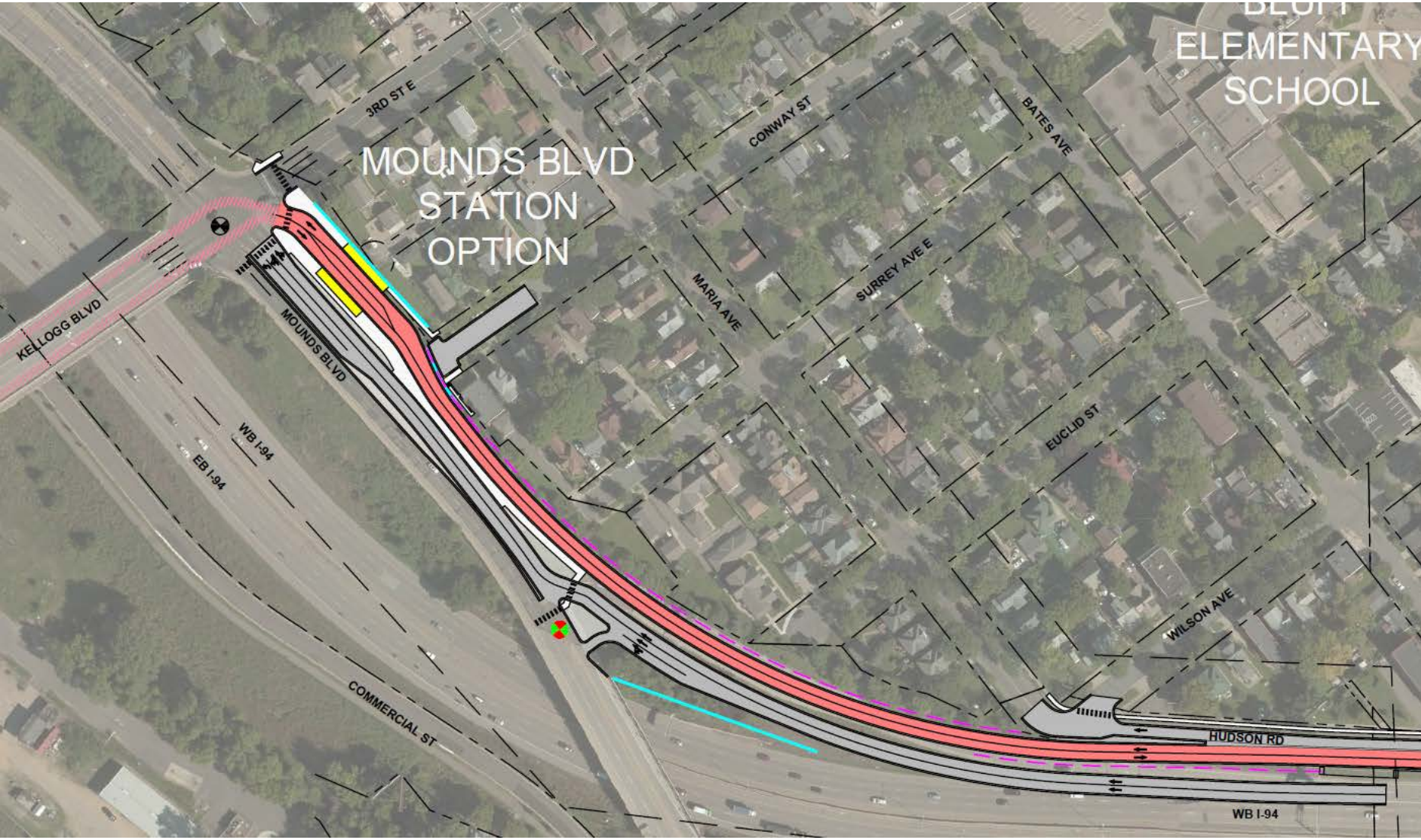
- Federal Transit Administration requires at least 50% dedicated
- LPA route is 78% dedicated
- Amount of dedicated lanes could be less depending on options selected

CBAC Discussion



Mounds Blvd/Maria Ave Station Location

Mounds Boulevard Station Option



Mounds Boulevard Station Option

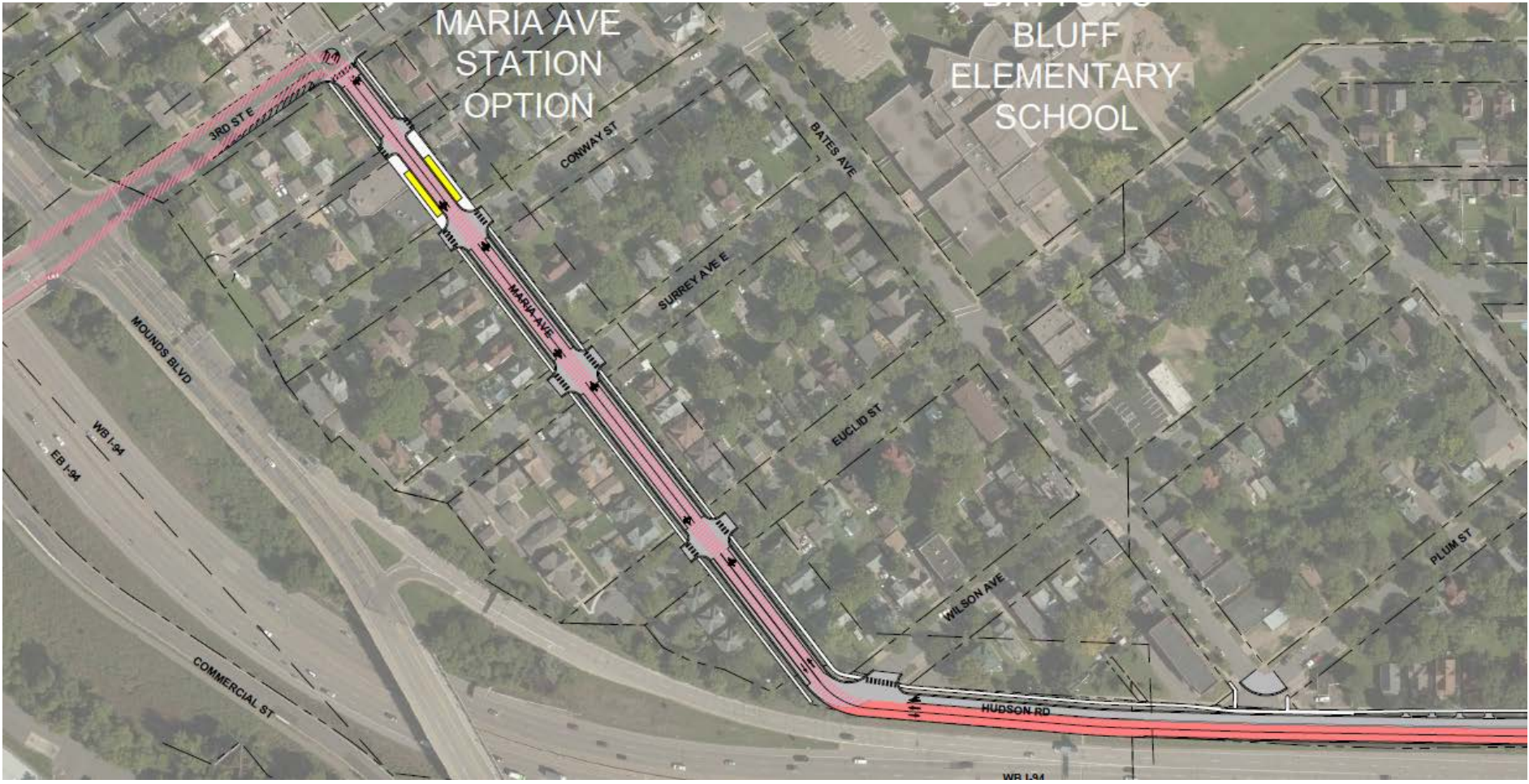


Gold Line

Mounds Boulevard Station Option



Maria Avenue Station Option



Maria Avenue Station Option



Gold Line

Maria Avenue Station Option



Mounds Blvd/Maria Ave Station Location



	Mounds Blvd	Maria Ave
BRT operations	Preserves two-lane dedicated guideway	Mixed-traffic: lower level of BRT service
Property impacts	No impacts	No impacts
Noise wall	Requires noise wall reconstruction	No impacts
I-94 impacts	Changes to I-94 offramp and Mounds Blvd required	No impacts
Location	Station further from neighborhood center	Station closer to neighborhood center
City policy	Adopted in city's Station Area Plan	Not in city policy
Cost	Included in current \$420M estimate	\$4M cost savings over Mounds

- Technical Advisory Committee (TAC) prefers Mounds Blvd option
 - Pending review of
 - Americans with Disabilities Act (ADA) concerns
 - Final technical review by Minnesota Department of Transportation

CBAC Discussion



Hudson Road Mixed Traffic/Dedicated Guideway

Hudson Rd Mixed Traffic Option

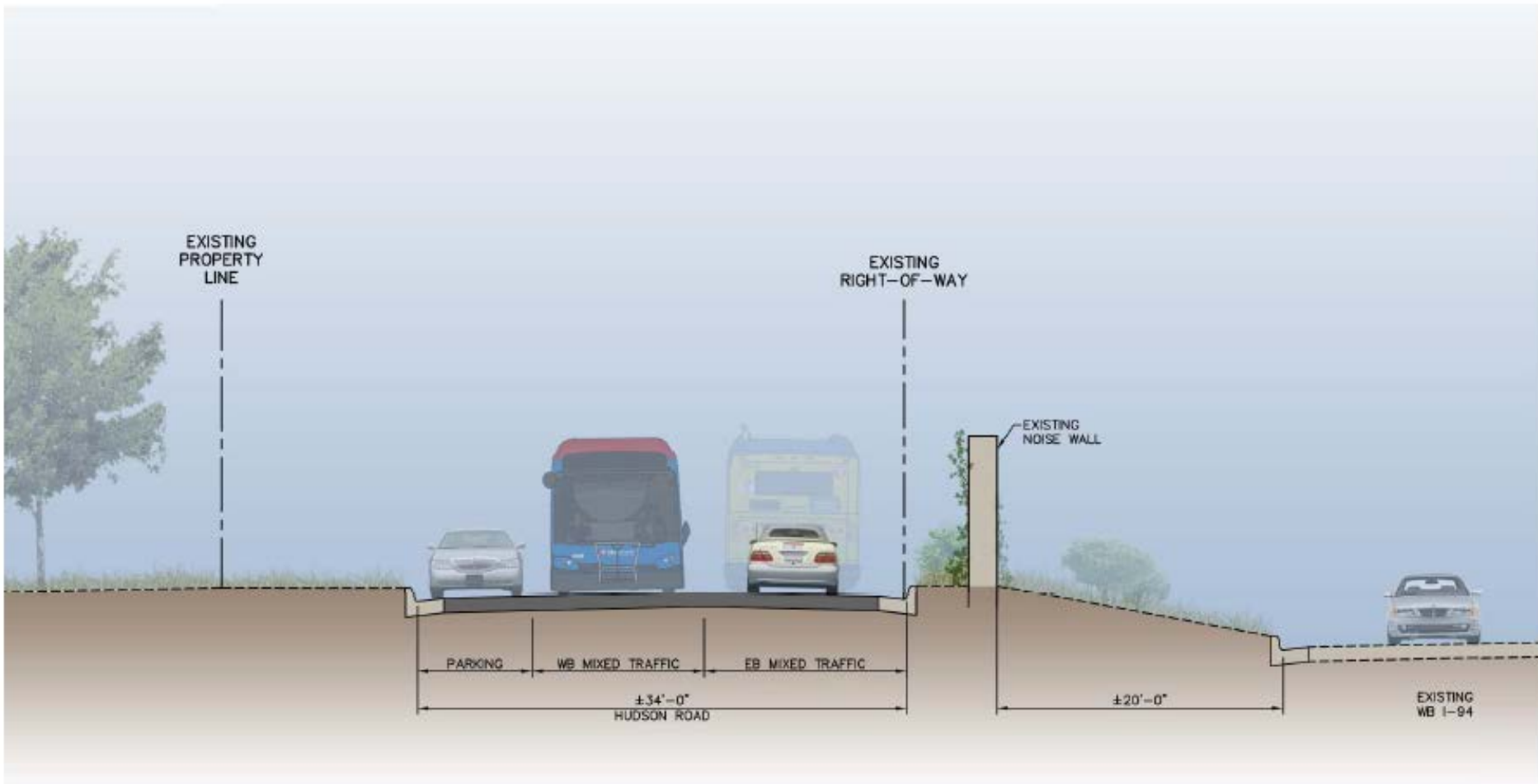


Hudson Rd Dedicated Guideway Option

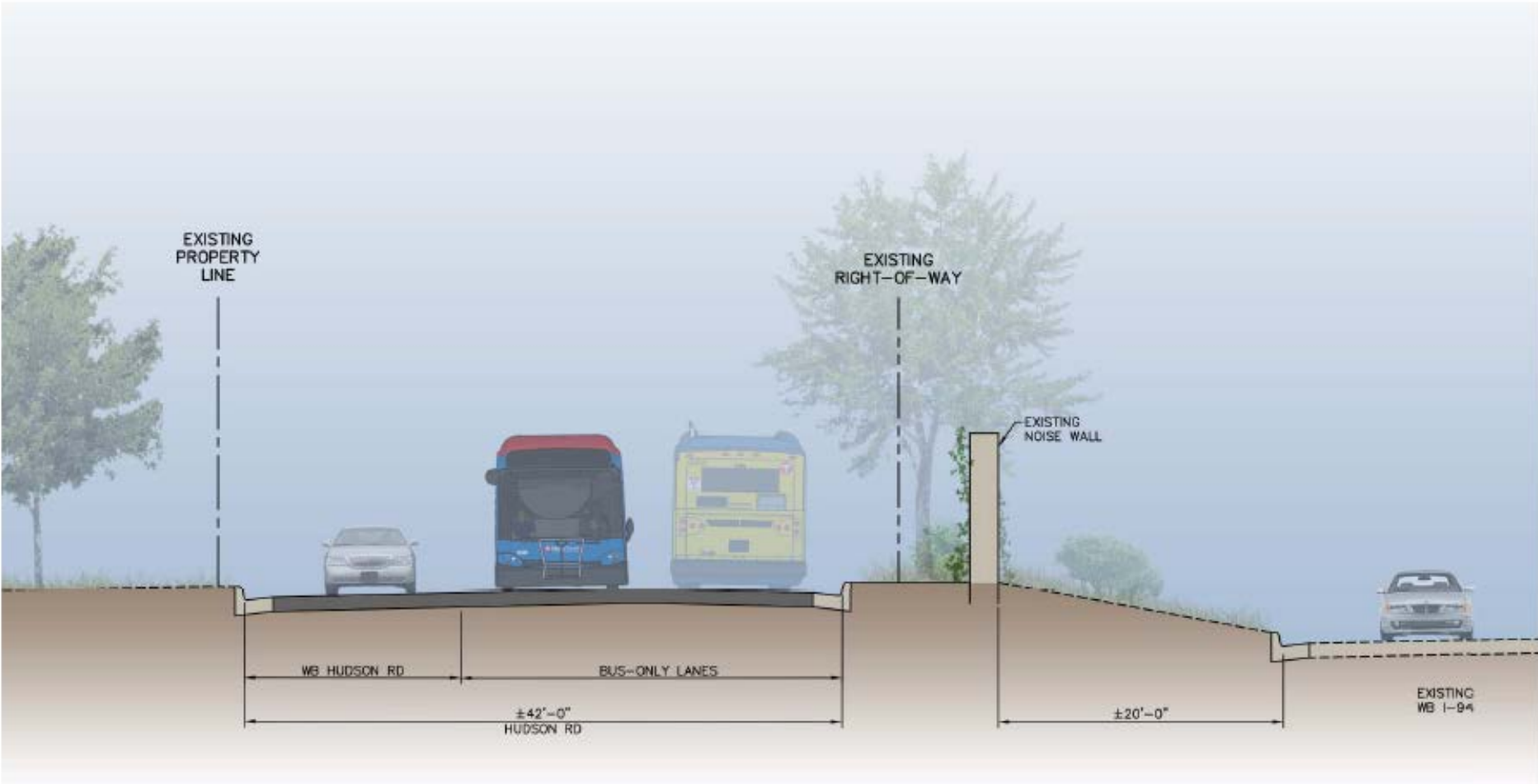




Hudson Rd Mixed Traffic Option



Hudson Rd Dedicated Guideway Option



Hudson Rd Mixed Traffic / Dedicated Guideway Option

	Mixed Traffic	Dedicated Guideway
Pedestrian bridge	No impacts	Impacts Hazelwood bridge
Noise wall	Minimal impacts	Impacts wall full length of Hudson
Property impacts	Reduced property / boulevard impacts by 8'	Impacts properties / boulevard 8' more
Parking	Maintains on-street parking	Eliminates on-street parking
Hudson Rd	No change: remains two-way	One lane westbound
BRT operations	Operates as if dedicated (existing 200 cars/day traffic volumes)	Highest level of operations
Neighborhood character	Limited impacts	Potential for perceived impacts
Grace Lutheran Church	No impacts	Impacts driveway
Cost	\$7.5M cost savings over dedicated guideway	Included in current \$420M estimate



- Technical Advisory Committee (TAC) has not indicated a preference

CBAC Discussion



White Bear Avenue Station Location

Van Dyke Station Option



Van Dyke Station Option



Hazel Station Option



Hazel Station Option



White Bear Avenue Station Location



	Van Dyke St	Hazel St
Neighborhood access	Closer to White Bear Ave businesses	Closer to high-density housing and potential redevelopment sites
Property impacts	Property impacts to provide station access	No impacts
Visibility	Station may be obstructed by buildings	Greater visibility
Station spacing	Further from Sun Ray Station	Closer to Sun Ray Station
Cost	Included in current \$420M cost estimate	\$400K increase over Van Dyke
Bike-ped links	No improvements planned for Van Dyke	Hazel designated as future minor bikeway
City policy	Adopted in city's Station Area Plan	Not currently in city policy

- Technical Advisory Committee (TAC) has not indicated a preference
- Station area planning process lead by the counties prefers Hazel

CBAC Discussion



Upcoming CBAC Meetings

- Next CBAC meeting will be a bus tour
- Hold Tuesday September 25 from 10 am to 2 pm for tour
 - Meet up location and exact times forthcoming



For more information:
www.metrotransit.org/gold-line-project