



METRO Gold Line BRT CBAC Meeting

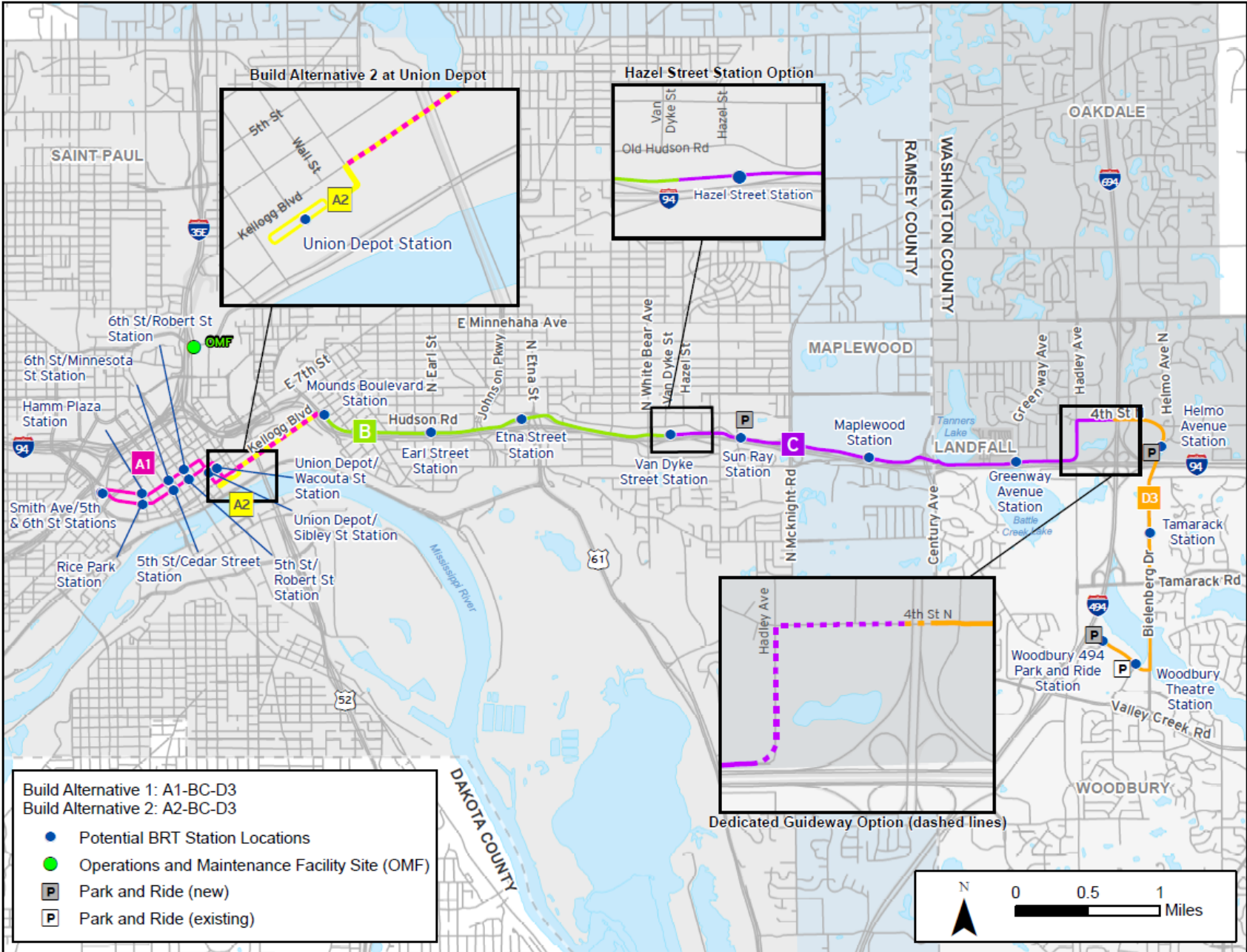
October 26, 2018

- Introductions
- Review Previous CBAC Meetings
- Corridor Management Committee Update
- Public Engagement Update
- Downtown Alternatives Recommendation
- Upcoming CBAC Meetings

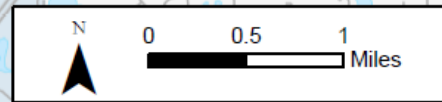


Corridor Management Committee Meetings

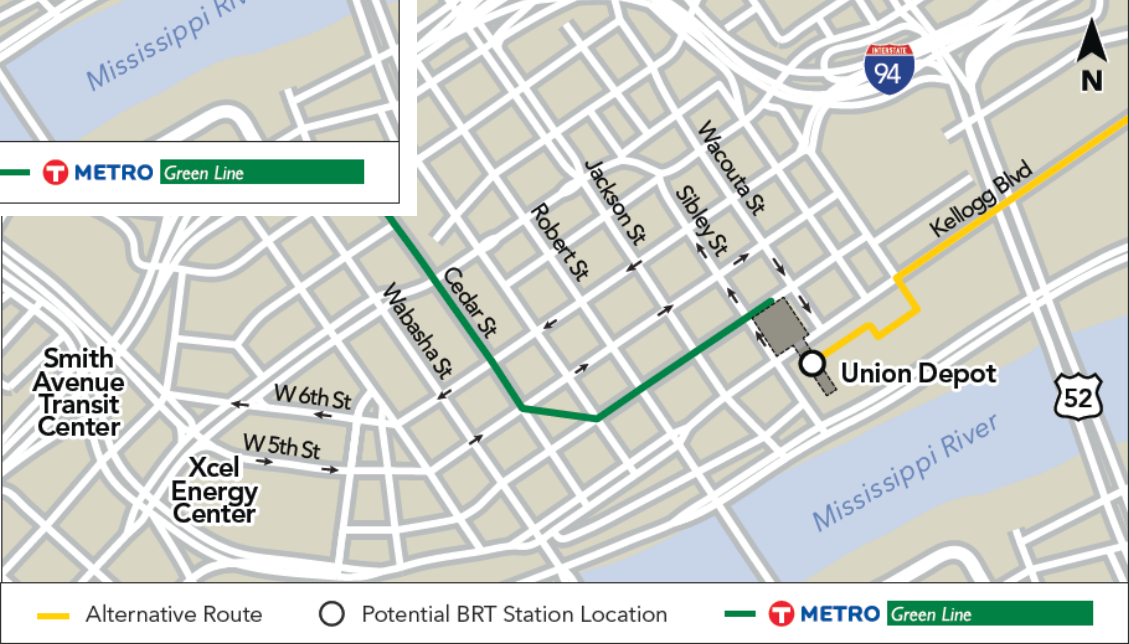
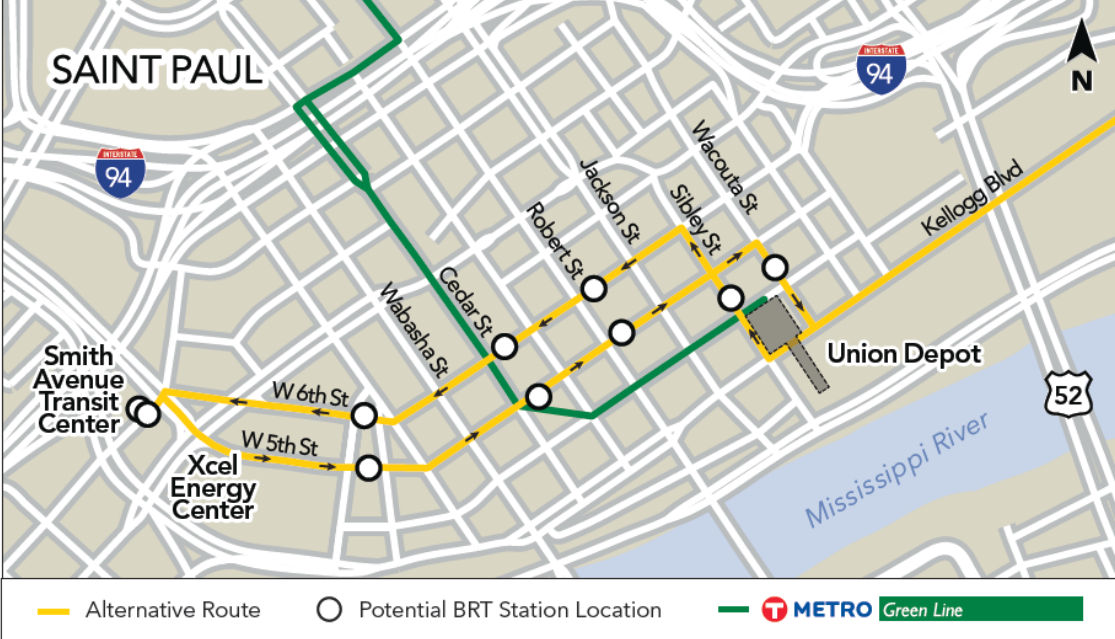
September CMC: Approved Environmental Scope



- Build Alternative 1: A1-BC-D3
- Build Alternative 2: A2-BC-D3
- Potential BRT Station Locations
- Operations and Maintenance Facility Site (OMF)
- P Park and Ride (new)
- P Park and Ride (existing)



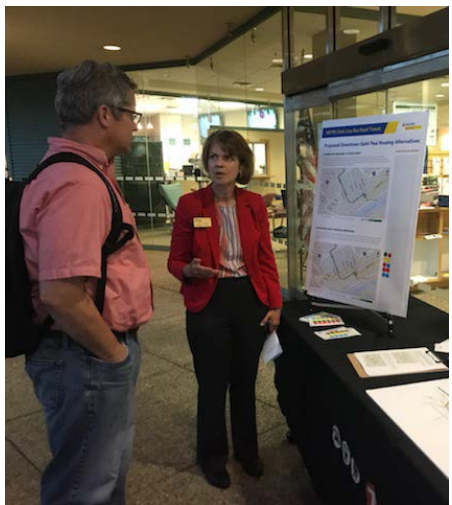
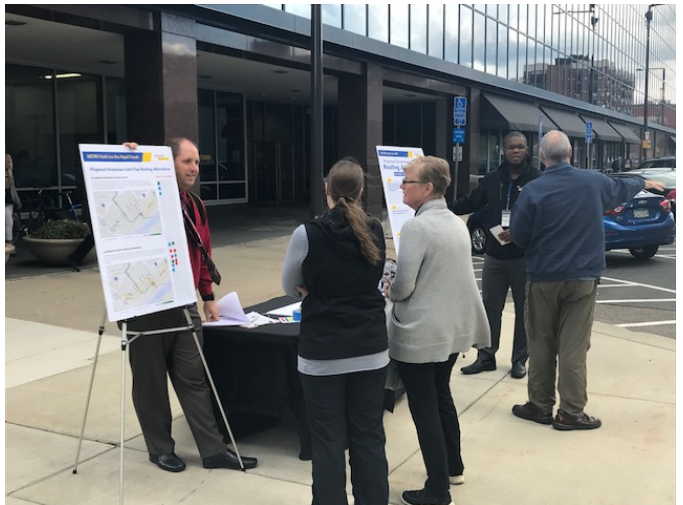
October CMC: Discussed Downtown Alternatives





Public Engagement Update

Fall Engagement



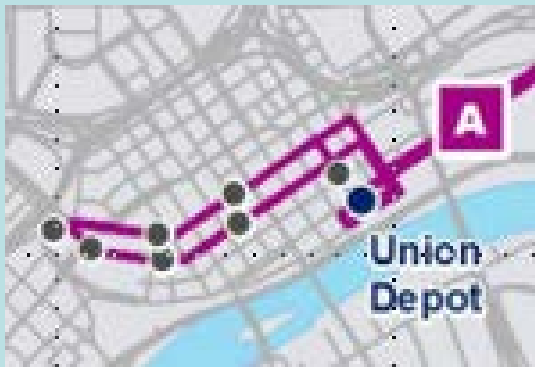


Downtown Alternatives

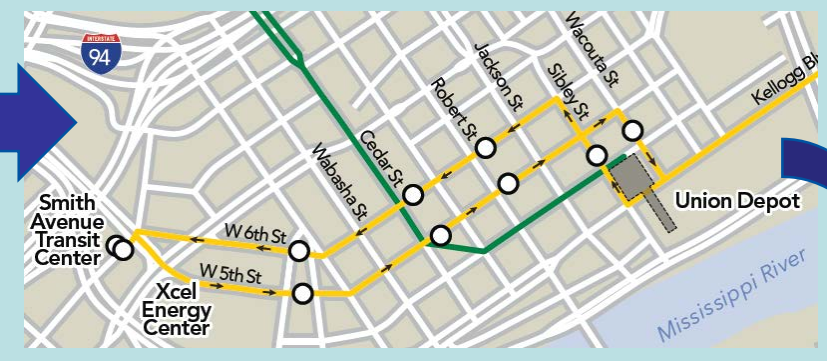
Downtown Routing Alternatives



2016: Approved Locally Preferred Alternative (LPA)



May 2018: Refined LPA

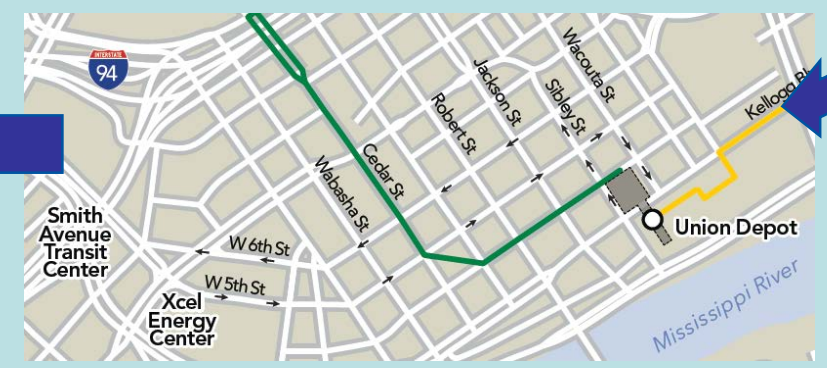


Oct/Nov 2018:

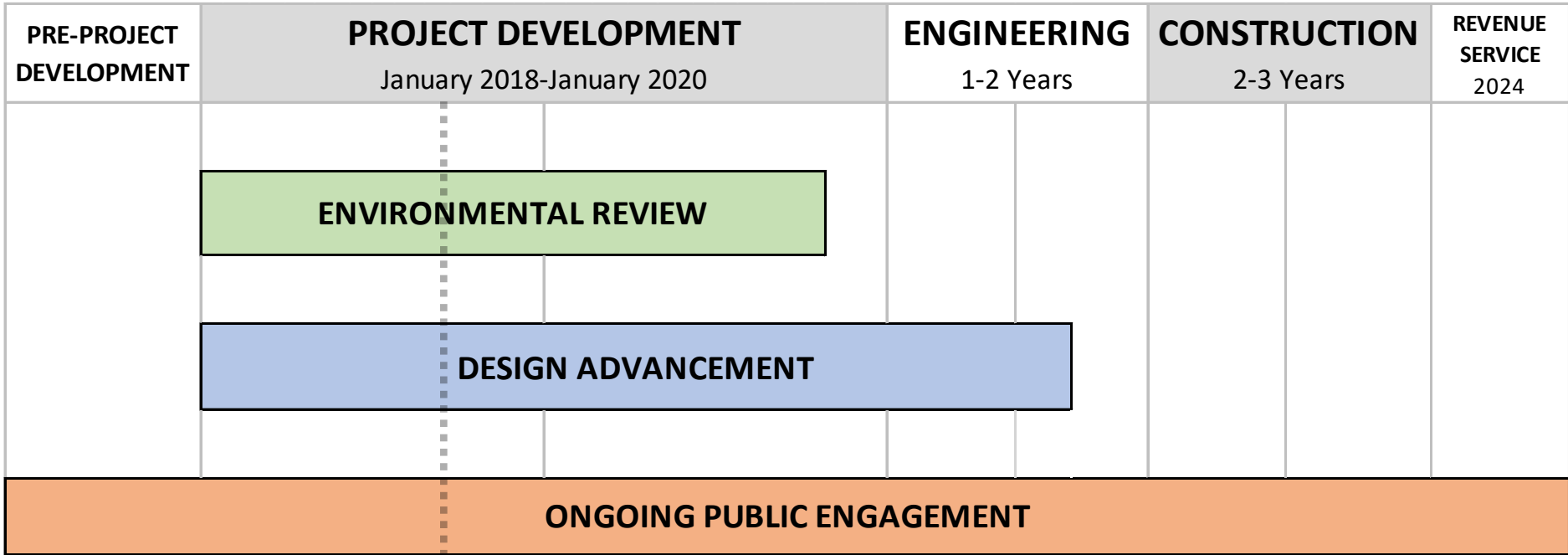
- Review data and public input
- Advise staff on how to proceed with LPA



July 2018: Request to add End at Depot Alternative



Gold Line Bus Rapid Transit Project Timeline

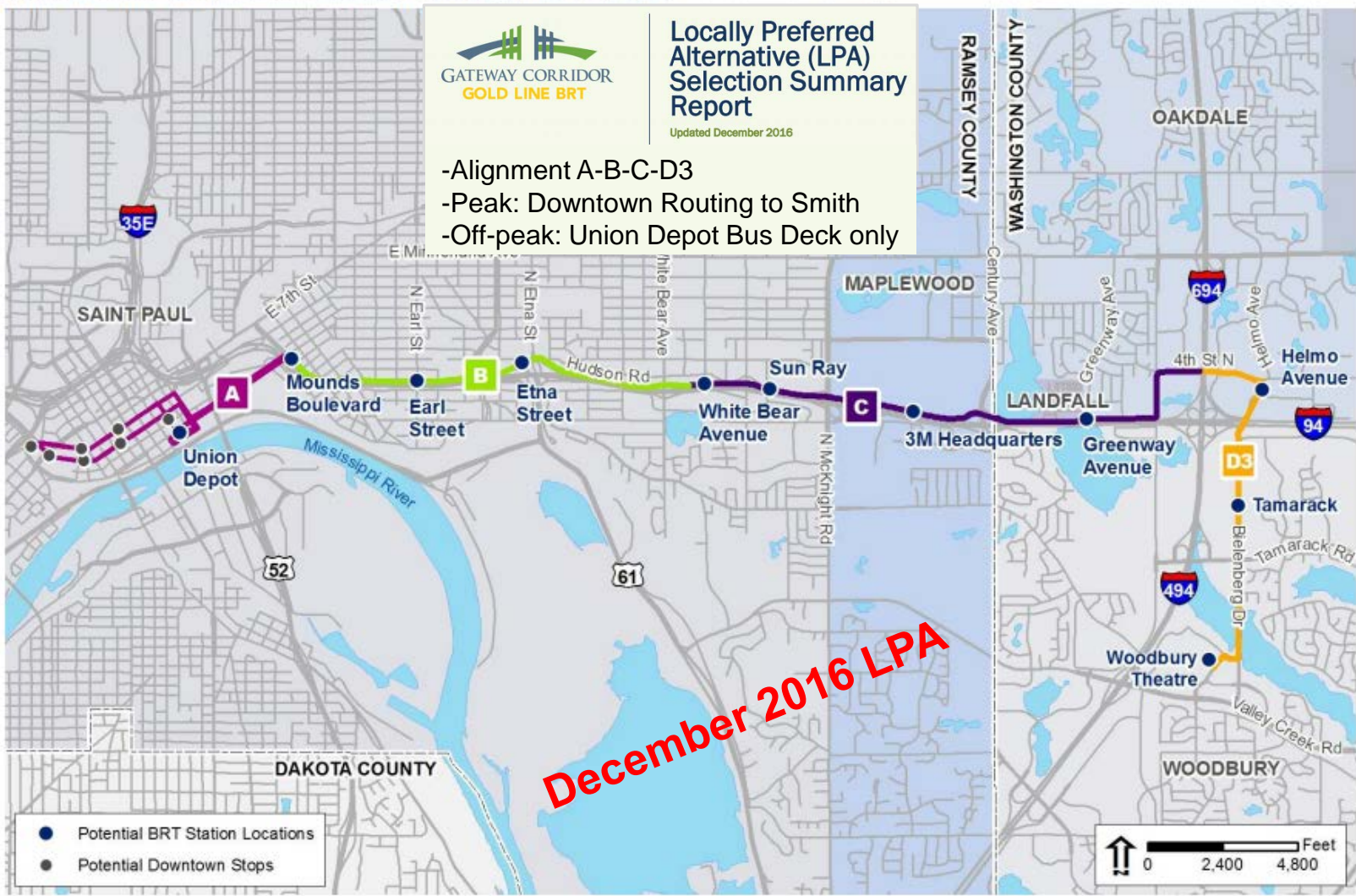


WE ARE
HERE

2016 Adopted Locally Preferred Alternative



Figure 10. Refined LPA Recommendation in 2016 (Alternative ABC-D3)

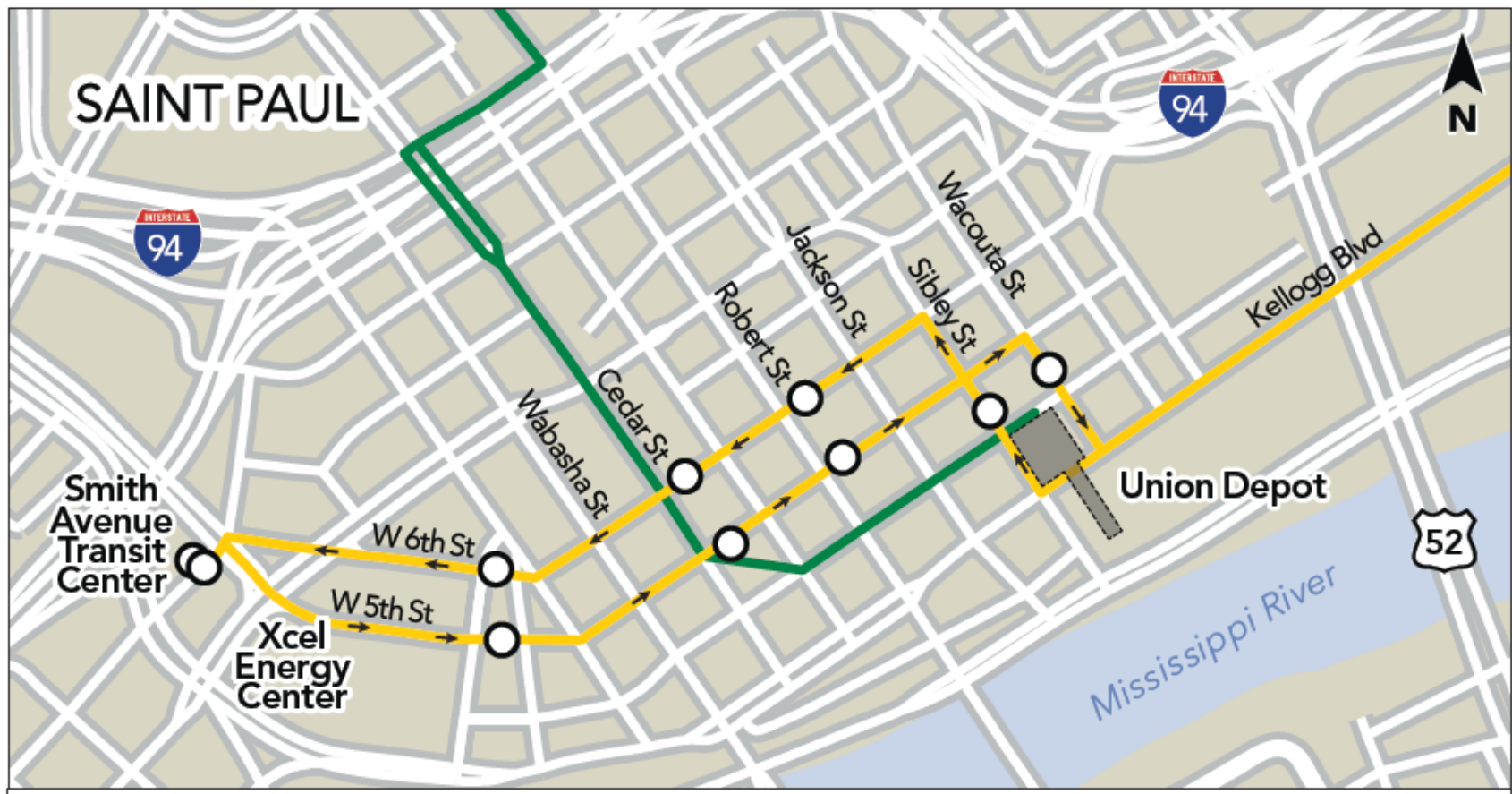


Refined Locally Preferred Alternative



ALTERNATIVE: ROUTE THROUGH DOWNTOWN

The METRO Gold Line BRT will begin (eastbound) or end (westbound) at Smith Avenue Transit Center, providing a one-seat ride through downtown that will also have a stop in front of Union Depot on Wacouta and Sibley streets. Between the stops at Union Depot and Smith Avenue Transit Center, the Gold Line will route down 5th Street or 6th Street.



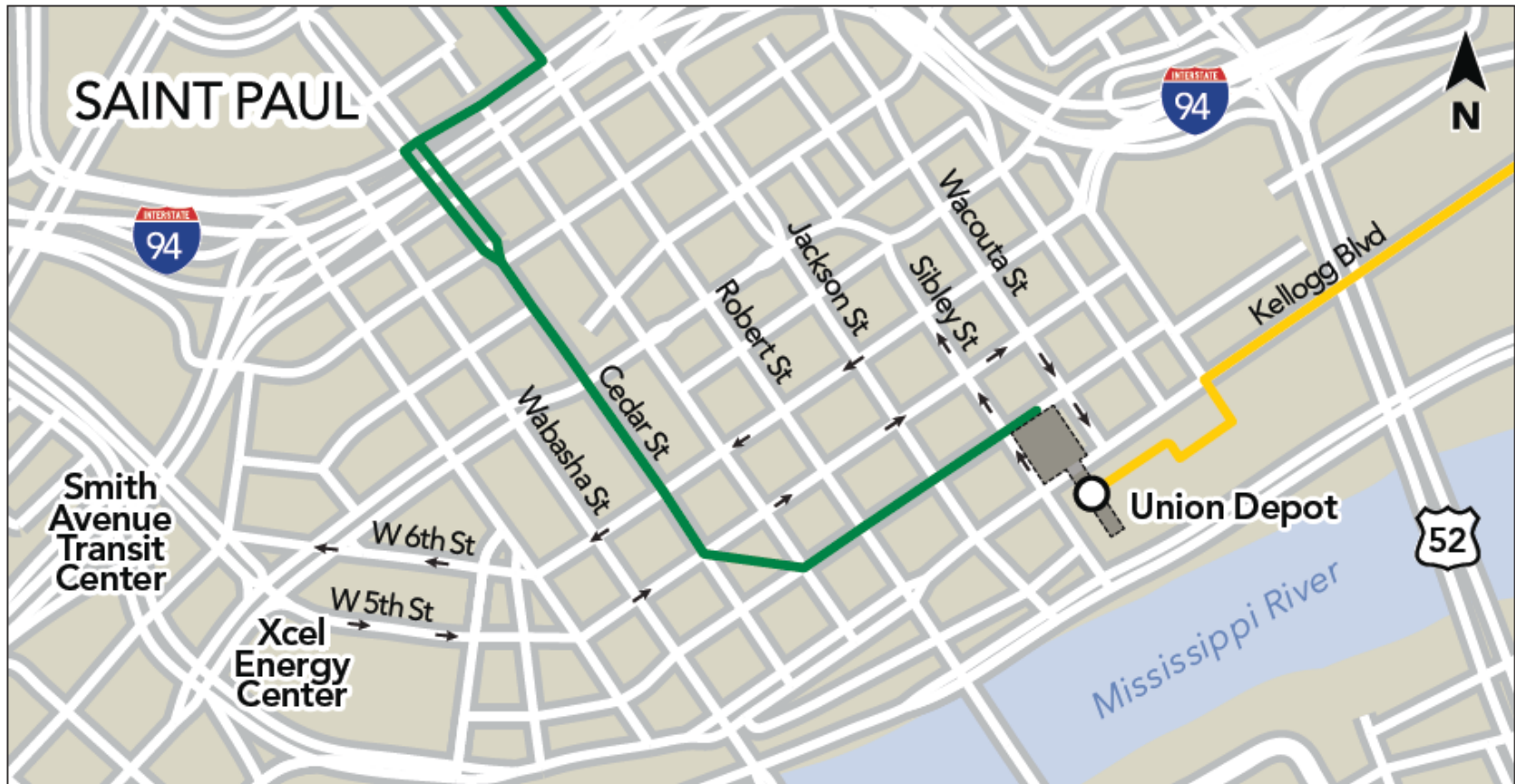
- Alternative Route
- Potential BRT Station Location
- METRO Green Line

End at Union Depot Alternative



ALTERNATIVE: BEGIN/END AT UNION DEPOT

The METRO Gold Line BRT will begin (eastbound) or end (westbound) on the bus deck at the Union Depot, a multimodal transportation hub that provides transfer connections to the METRO Green Line and local bus service throughout downtown Saint Paul, as well as Amtrak, Jefferson Lines, Greyhound and Megabus services. Union Depot is also the planned terminus for additional future transitways.



- Alternative Route
- Potential BRT Station Location
- METRO Green Line





Previous Assumptions for Downtown Stations

- Small shelter
- Off-board fare collection
- Pylon
- 7 stations in downtown



Refined Assumptions for Downtown Stations

- Full amenity stations, similar to A Line
- 9 stations in downtown



Platform Shelter (A-Line shown)



Tactile Warning Plate
Concrete Platform Pavement

Outreach Activity

Dayton's Bluff Elementary

Sun Ray Library

Woodbury Central Park/Library

Securian Farmer's Market

Woodbury Lutheran Park and Ride

Yoga at Union Depot

Sun Ray Transit Center

Green Line Central Station

Oakdale Library

Open House 1 (Skyway, Alliance Bank)

Open House 2 (Union Depot)

Online Survey

Comments via email

Engagement Summary:

- Report with all comments was prepared
- People preferring End at Depot: ~22%
 - Lower cost
 - Would transfer or walk
 - Live/work near Depot
- People preferring Downtown Routing: ~78%
 - Going to destinations throughout downtown
 - Would not take Gold Line if they had to transfer or walk from Depot

Downtown Alternatives Summary Data



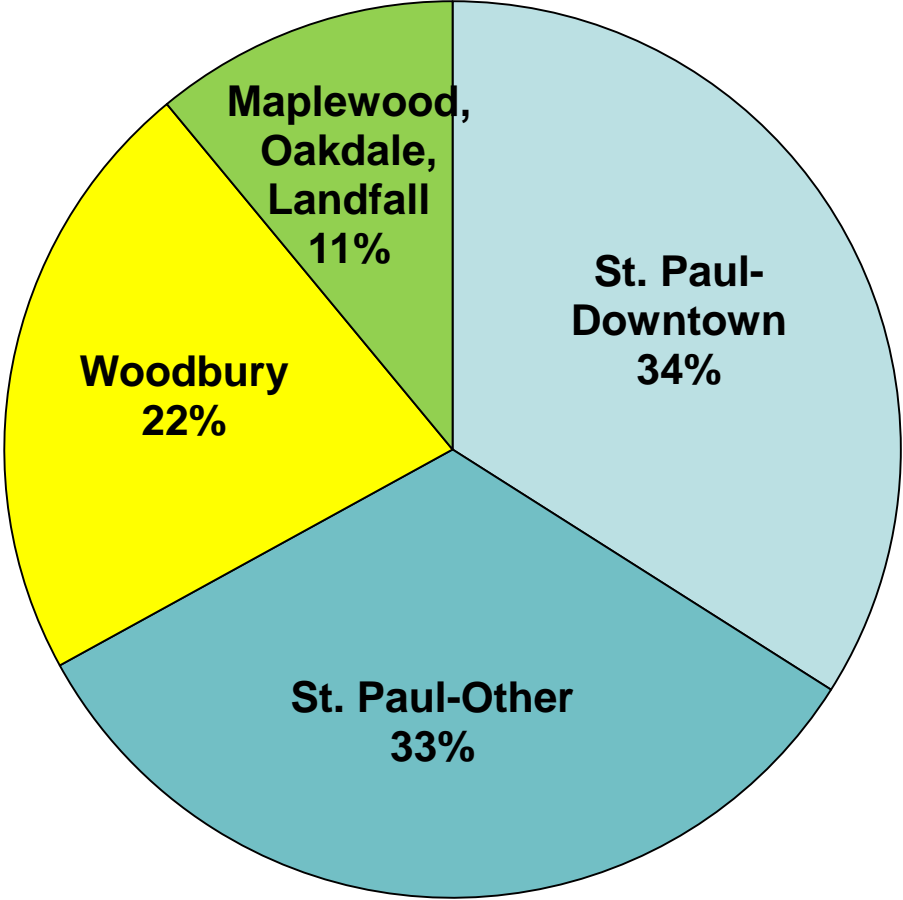
Alternative	Ridership Difference	Capital Cost Difference	Annual O&M Net Cost Difference	Public Input Preference
Downtown Routing to Smith Ave	+ 950 daily rides (~250 are from zero car households)	+ \$5.8M* from baseline	+ \$70K**	~ 78%
Union Depot Bus Deck Terminus		- \$7.6M from baseline		~ 22%

* Includes Upgraded Stations (like A Line), level boarding is \$11.1M over baseline

**\$450K in additional operating costs less \$380K in increased fare collection



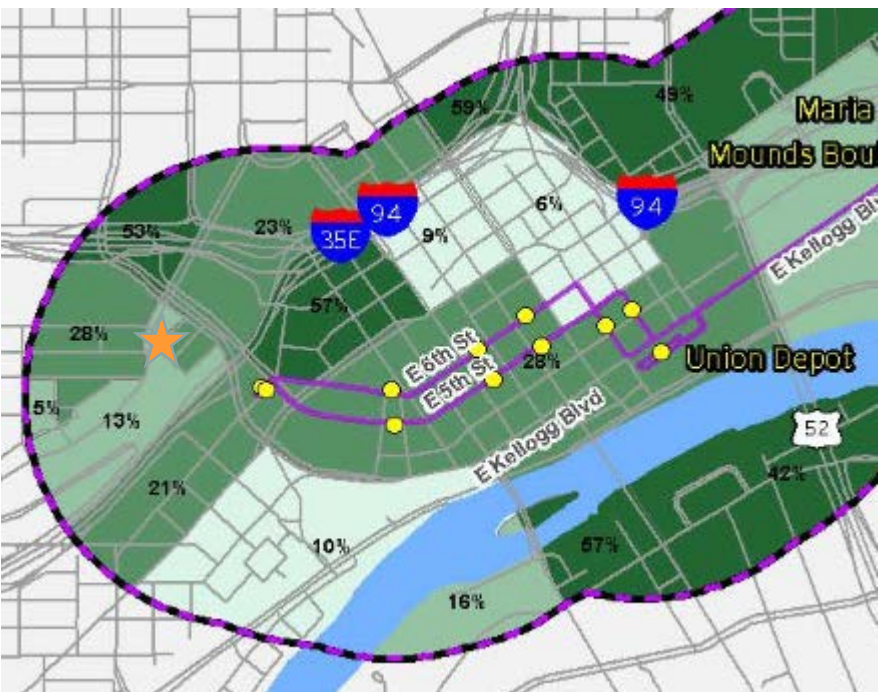
Origin of 950 Lost Rides* without Gold Line Downtown Routing



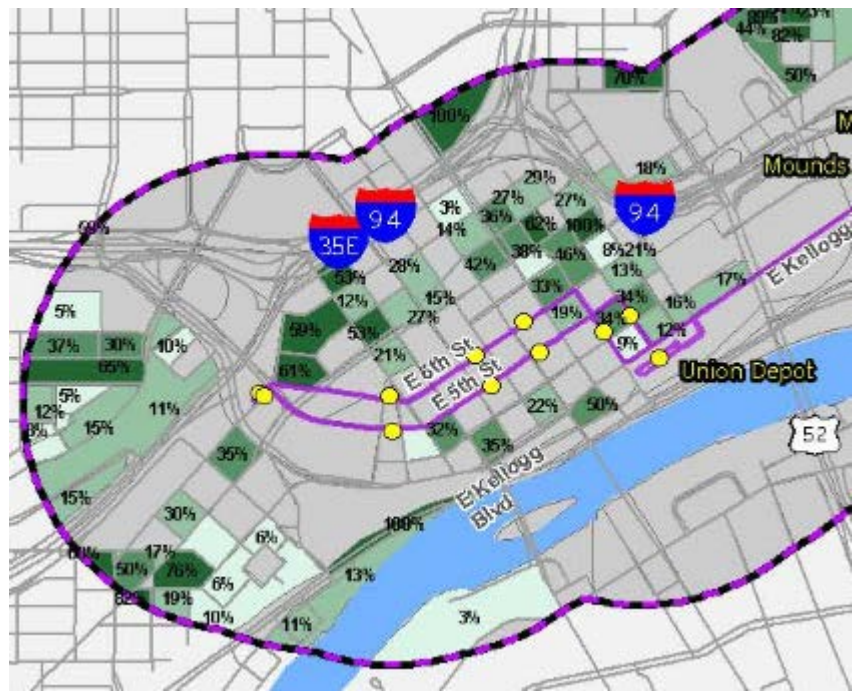
*50% of the lost rides would chose to drive instead



Percent Low Income



Percent Communities of Color



Percent Low Income

- 0-10%
- 10.1-20%
- 20.1-30%
- Over 30%

Percent Communities of Color

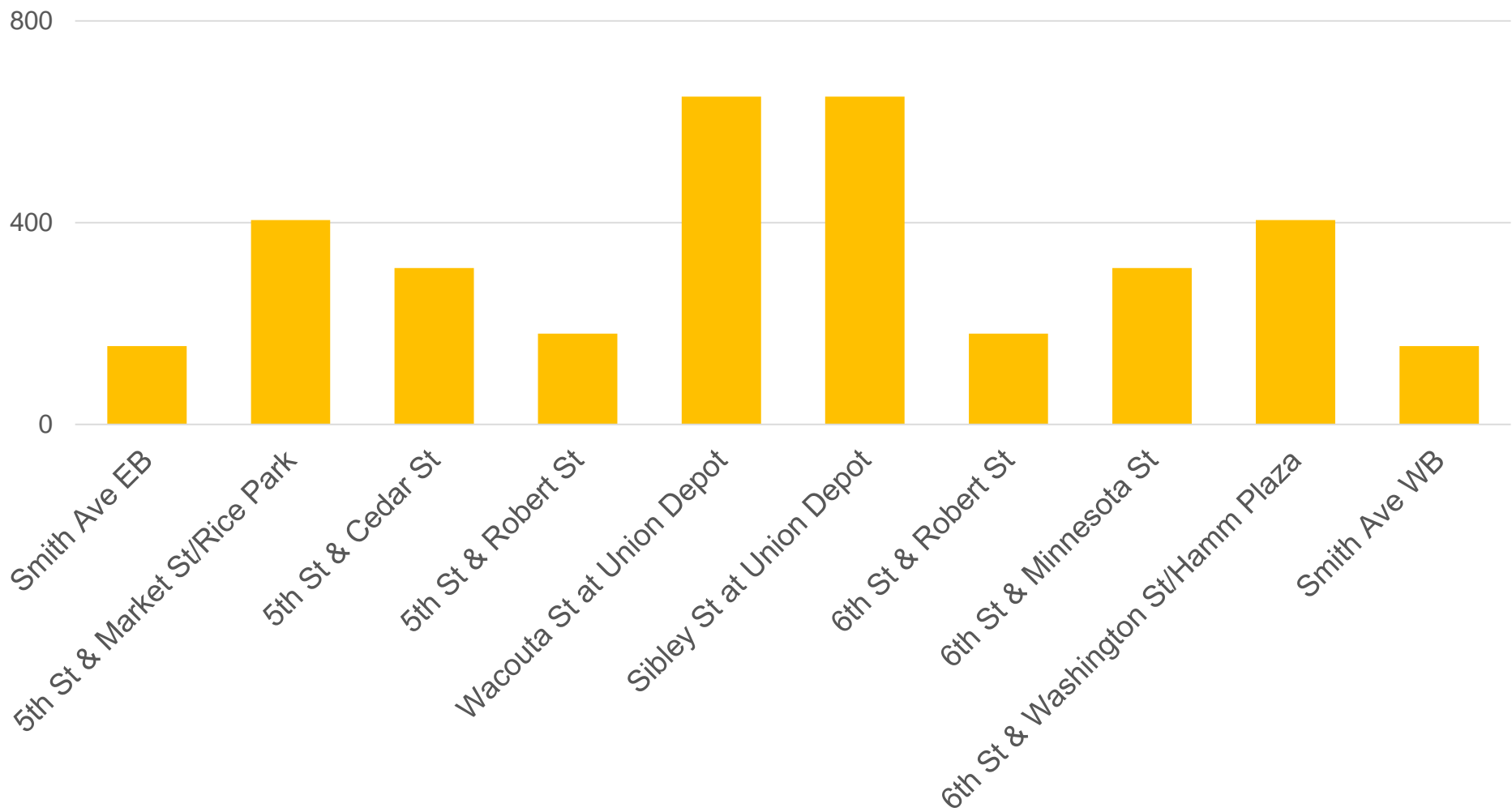
- 0-10%
- 10.1-30%
- 30.1-50%
- Over 50%

Travel Option Greenway to Securian (6th and Robert)	Travel Time
Downtown Routing Alternative	20 minutes
End at Depot Alternative – transfer to bus	25 minutes
End at Depot Alternative – walk	26 minutes
End at Depot Alternative – transfer to Green Line	29 minutes

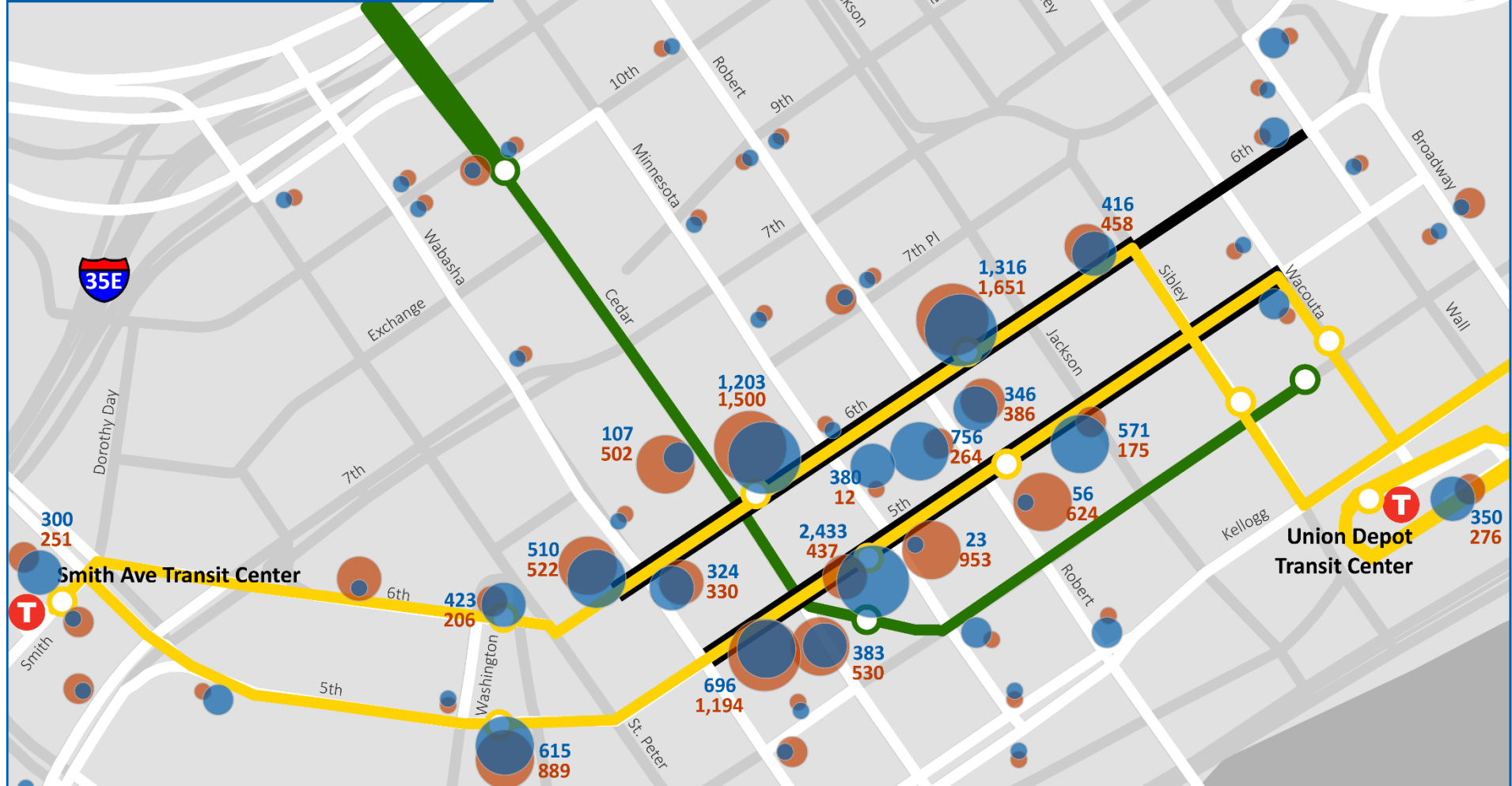
Projected Gold Line Downtown Stations Boardings



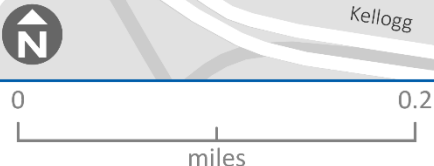
Projected Ridership for Gold Line Downtown Stations



Weekday Bus Ridership Spring 2018



Average Weekday Boardings		Average Weekday Alightings		
	0-99		0-99	Bus-Only Lanes
	100-299		100-299	Green Line
	300-499		300-499	Gold Line Routing Alternatives
	500-999		500-999	
	1,000 +		1,000 +	



Gold Line Project Goals and Objectives



- All project decisions need to be based on goals and objectives

	Goals	Objectives	Alternative that best meets Objective
Tier One Goals	Goal 1: Improve Mobility	1. Maximize number of people served (future) 2. Maximize transit ridership 3. Maximize travel time savings 4. Minimize traffic mobility impacts	
	Goal 2: Provide a Cost-Effective, Economically Viable Transit Option	5. Minimize costs and maximize cost-effectiveness	
Tier Two Goals	Goal 3: Support Economic Development	6. Maximize number of people served (existing) 7. Maximize future development opportunities	
	Goal 4: Protect the Natural Environmental Features of the Corridor	8. Minimize potential environmental impacts	
	Goal 5: Preserve and Protect Individual and Community Quality of Life	9. Maximize potential benefits to and minimize potential impacts on the community	
10. Minimize adverse parking, circulation, and safety impacts			

- CBAC input on Issue Resolution Team recommendation (Downtown Routing Alternative)
- TAC & CBAC comments to be reported to CMC

CBAC Discussion



Upcoming CBAC Meetings

- November 29 from 6-7:30pm
- December meeting is cancelled
- January 24 from 6-7:30pm



For more information:

www.metrotransit.org/gold-line-project

Metro Transit BRT/Small Starts Project Office

Charles Carlson, Director, BRT Projects

(612) 349-7639

charles.carlson@metrotransit.org

METRO Gold Line BRT Project Office

Chris Beckwith, Project Manager

christine.beckwith@metrotransit.org

Liz Jones, Community Outreach Coordinator

Elizabeth.jones@metrotransit.org

Lyssa Leitner

Deputy Project Manager

lyssa.leitner@metrotransit.org

Marc Briese

Manager of Design & Construction

marc.briese@metrotransit.org