



METRO Gold Line BRT CMC Meeting

September 6, 2018

- Welcome
- CBAC Update
- Project Scope in the EA (continued from 8/2)
- Discussion of Mixed Traffic vs. Dedicated Guideway
- Confirmation of EA Scope
- Next Meeting
- Adjourn

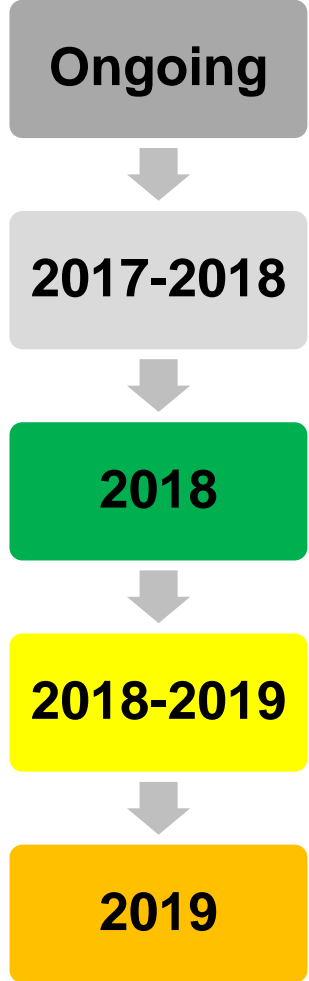
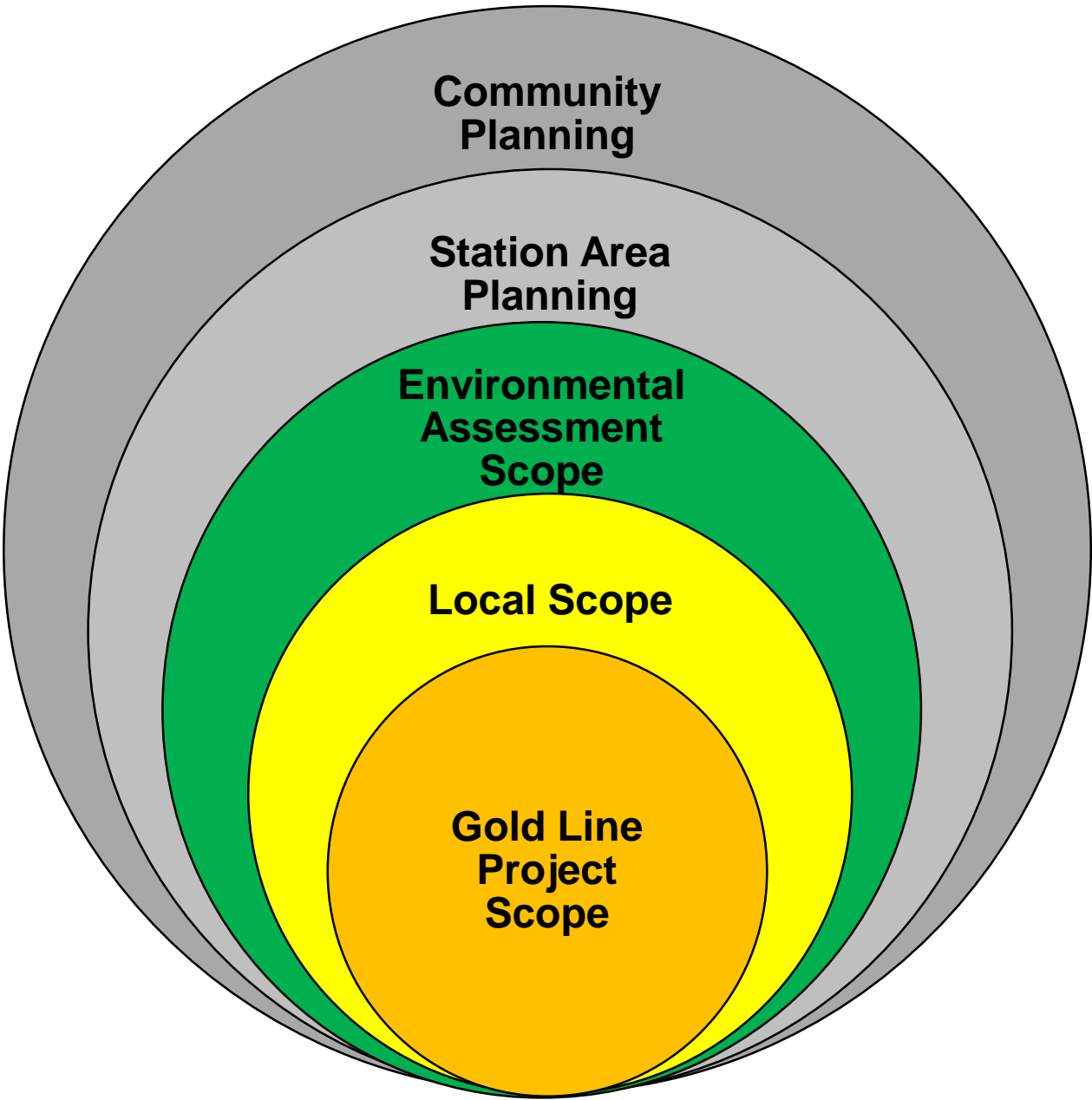


CBAC Update

Project Scope in Environmental Assessment

(continued from 8/2)

Gold Line Scope Refinement Process



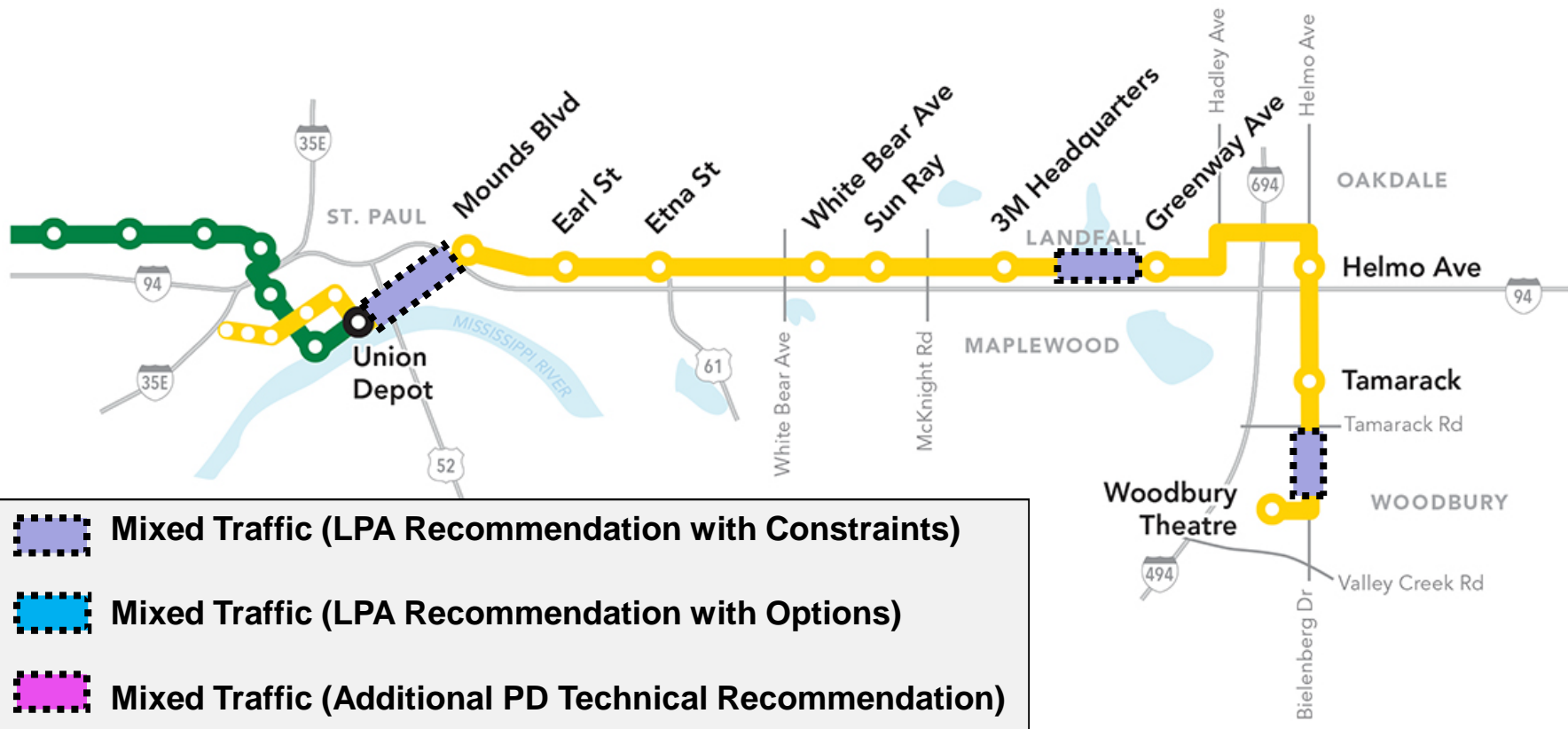
- Presentation of Environmental Assessment scope
 - Continuation of 8/2 CMC Presentation:
 - Helmo Station Area to Woodbury Park and Ride - Marc Briese




*****SEE 11x17 HANDOUT*****



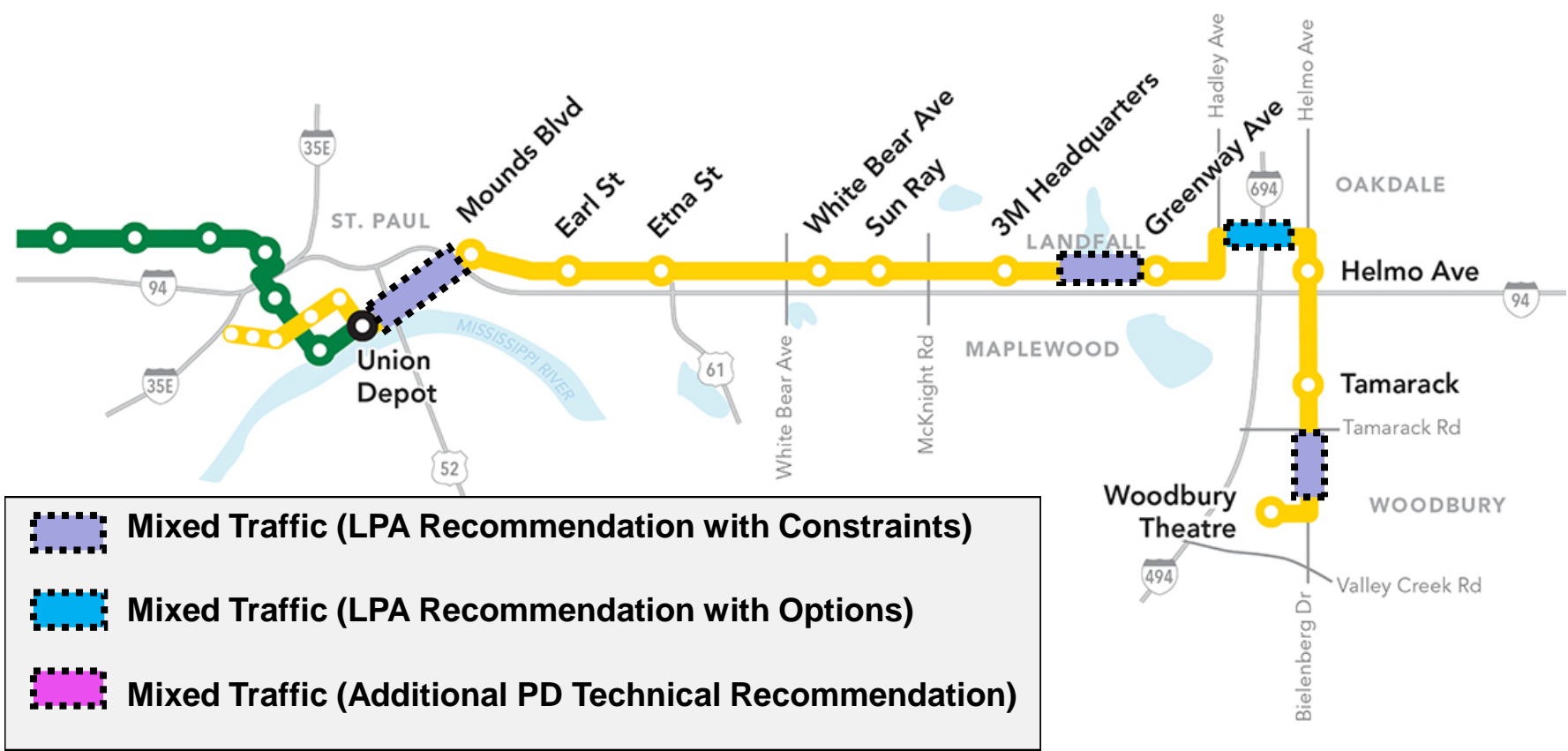
Mixed Traffic vs. Dedicated Guideway

Gold Line Mixed Traffic: LPA & Constraints

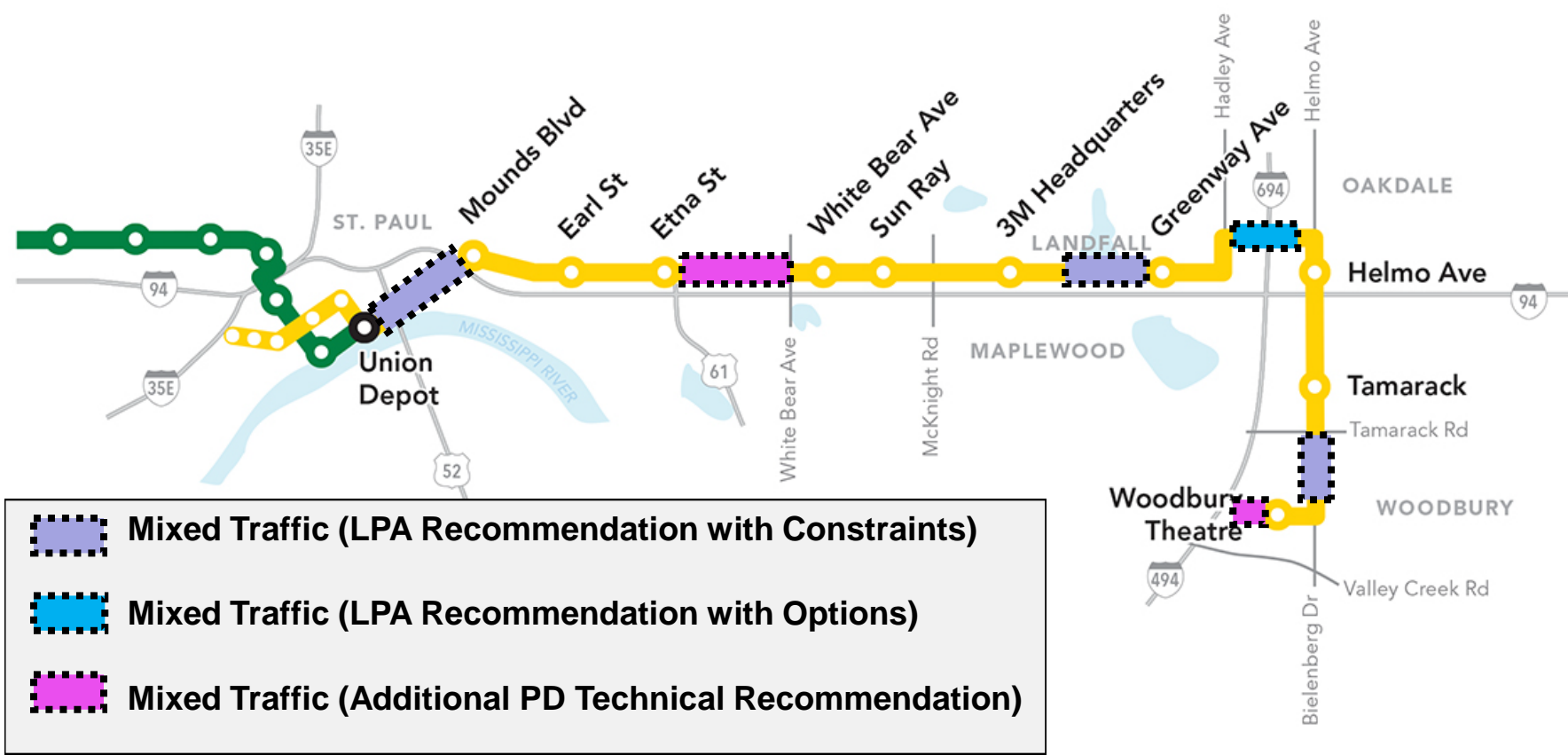


-  **Mixed Traffic (LPA Recommendation with Constraints)**
-  **Mixed Traffic (LPA Recommendation with Options)**
-  **Mixed Traffic (Additional PD Technical Recommendation)**

Gold Line Mixed Traffic: LPA & Options



Gold Line Mixed Traffic: PD Recommendation



- 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	Right of Way constraints (note: Maria is not preferred option, Mounds is)
Hudson from White Bear to Etna	Low daily traffic means it operates like dedicated guideway; avoids impacts to trees, neighborhood character, historic church, and private properties; fewer noisewall impacts; avoids ped bridge replacement and associated property impacts; lower cost
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
Tamarack Nature Preserve	Right of Way constraints and environmental impacts to nature preserve
Woodbury Theater to 494 Park and Ride	City's preference and better ped environment to operate in mixed traffic

BRT Guideway & Bus Lanes

Get them where you'll need them and customers will appreciate them

- Perception of Quality Service:
 - Dedicated guideway or lanes where traffic speeds/congestion requires them or physical space allows for it
- Maximize Value on Corridor:
 - Mixed flow where traffic speeds/congestion does not impact operations and where physical space is constrained

Corridor Dedicated Runningway

20.9 Corridor Lanes Miles

- 14.8 mi Guideway
- 0.9 mi Bus Lane
- 5.2 mi Mixed Flow

75% in Dedicated Runningway



Gold Line Setting a New Bar

Orange Line (Los Angeles)	100%
CTfastrak (Route 101, New Haven)	90%
Gold Line (Twin Cities)	75%
Orange Line* (Twin Cities)	72%
Health Line (Cleveland)	65%
Emerald Express (Eugene)	60%
Pulse Line (Richmond, VA)	36%
Metroway (D.C.)	29%
South Bay BRT (San Diego)	20%

*Includes 18% transit-only and 54% MnPass express lanes

BRT-mode provides Choices & Opportunities

- Design and cost flexibility in local neighborhoods
- Savings in fixed guideway infrastructure affords improved operations through grade separations
 - ½ mile of guideway can equal up to 2 BRT grade separations



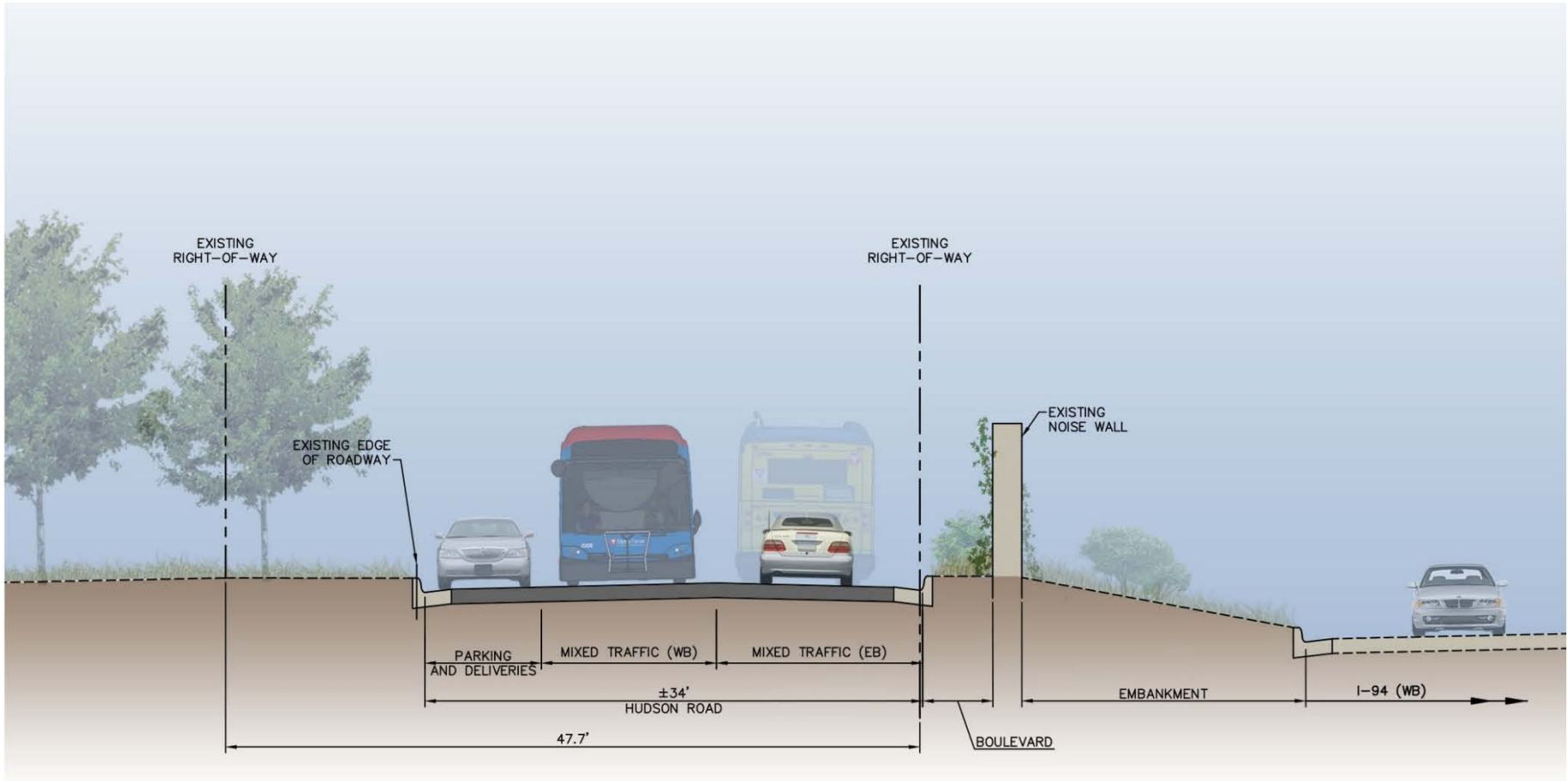
Hudson Road Mixed Traffic/Dedicated Guideway



Hudson Rd Mixed Traffic Option



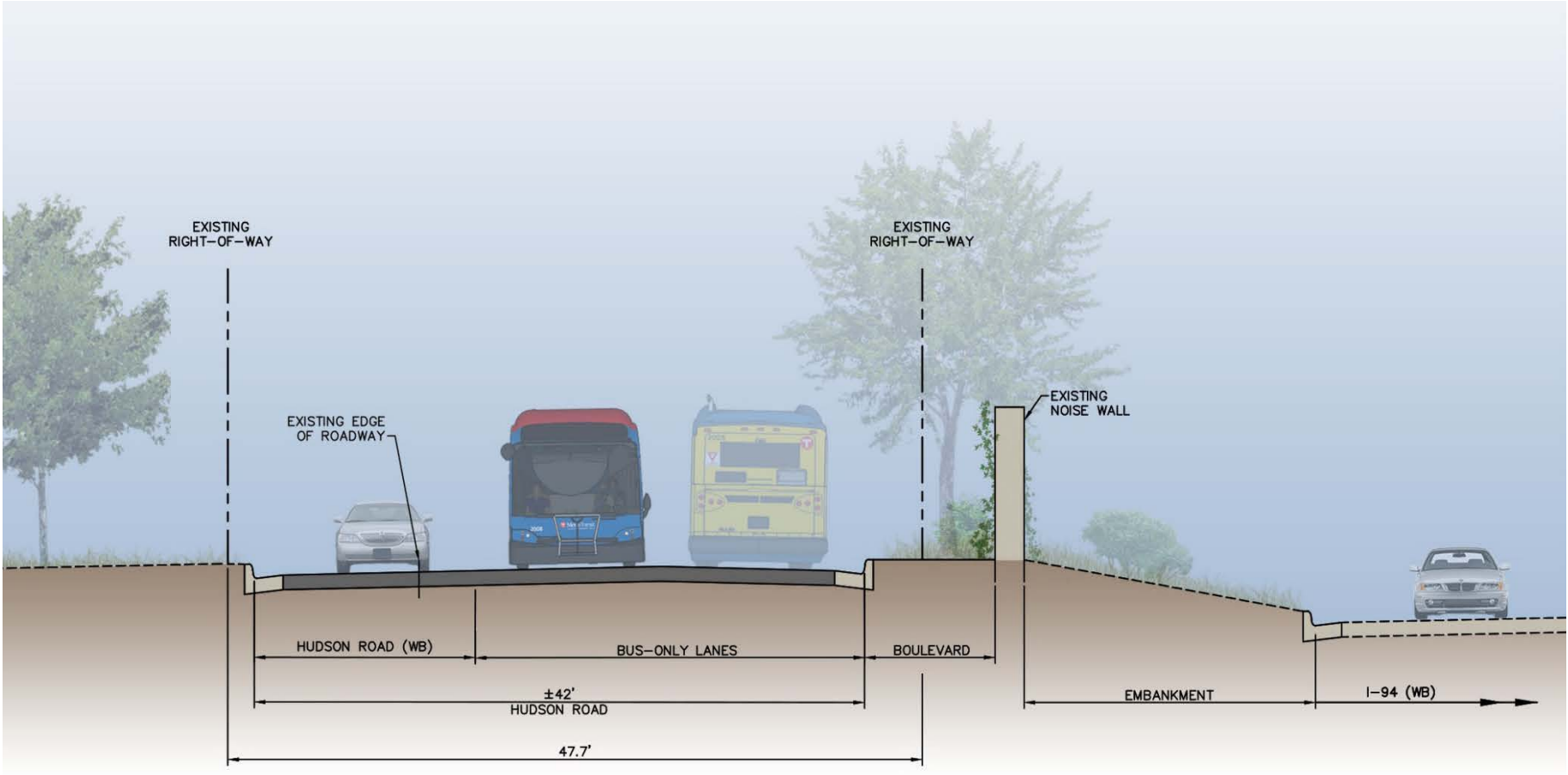
Hudson Rd Mixed Traffic Option



Hudson Rd Dedicated Guideway Option



Hudson Rd Dedicated Guideway Option



Hudson Rd Mixed Traffic vs. Dedicated Guideway



	Dedicated Guideway	Mixed Traffic
Pedestrian Bridge	Impacts Hazelwood bridge; Property impacts for new bridge	No impacts
Noise Wall	Impacts noise wall	No noise wall impacts anticipated
Property Impacts	Impacts 8' to the north	No property impacts to the north
Parking	Eliminates on-street parking, curbside delivery space in-lane	Maintains on-street parking
Hudson Rd	One-way westbound general purpose traffic	No change: general purpose traffic remains two-way
BRT operations	Highest level of operations	Operates as if dedicated (existing traffic volumes 200 cars/day)
Neighborhood Character	Potential for perceived impacts	Limited impacts
Grace Lutheran Church	Impacts driveway; Adverse effect to historic property	No impacts
Cost	Included in current \$420M estimate	\$13M cost savings over dedicated guideway



CMC

Confirmation of EA Scope

- Scope to be included in the EA analysis:
 - Both Back of Depot Terminus and Downtown Routing
 - Both Hazel and Van Dyke Station Locations
 - Potential 4th Street Bridge Replacement
 - Guider Drive/494 Park and Ride Terminus in Woodbury
- Scope decisions proposed today:
 - Select Mounds Option as preferred option over Maria
 - Confirm Hudson Road (Etna to White Bear) Mixed Traffic as preferred option over dedicated guideway

- Next scheduled CMC meeting is October 4
 - Discussion of operations
- Fall/Winter meeting(s):
 - Review updated project costs at 15% design
 - Refine scope if possible, where options exist
- 2019
 - Review 30% Design, Cost Estimate and Funding
 - Confirm final Gold Line Scope

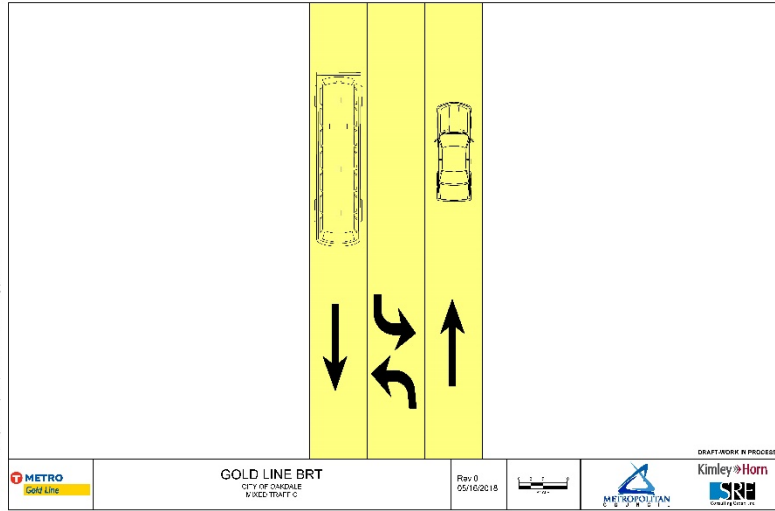


For more information:
www.metrotransit.org/gold-line-project

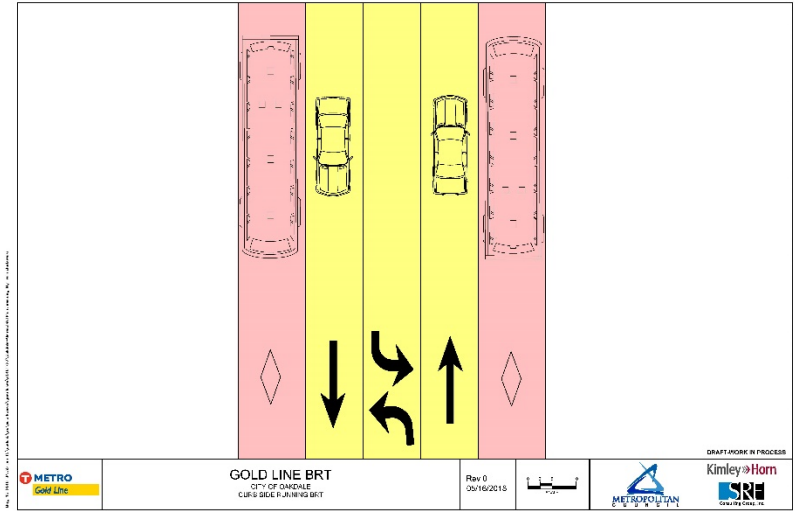


Reference Slides

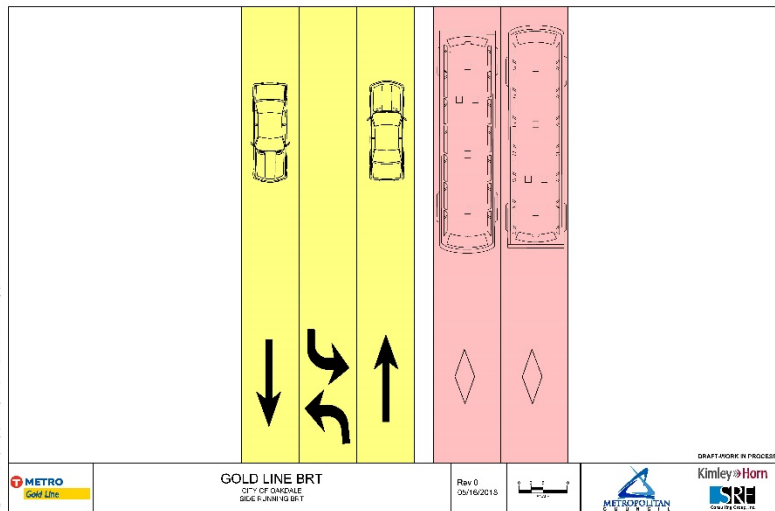
Mixed Traffic



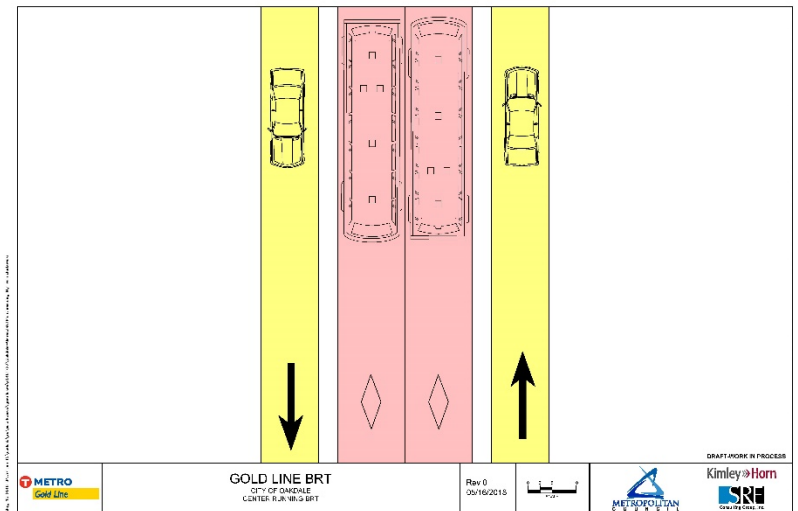
Curbside Running



Side Running



Center Running

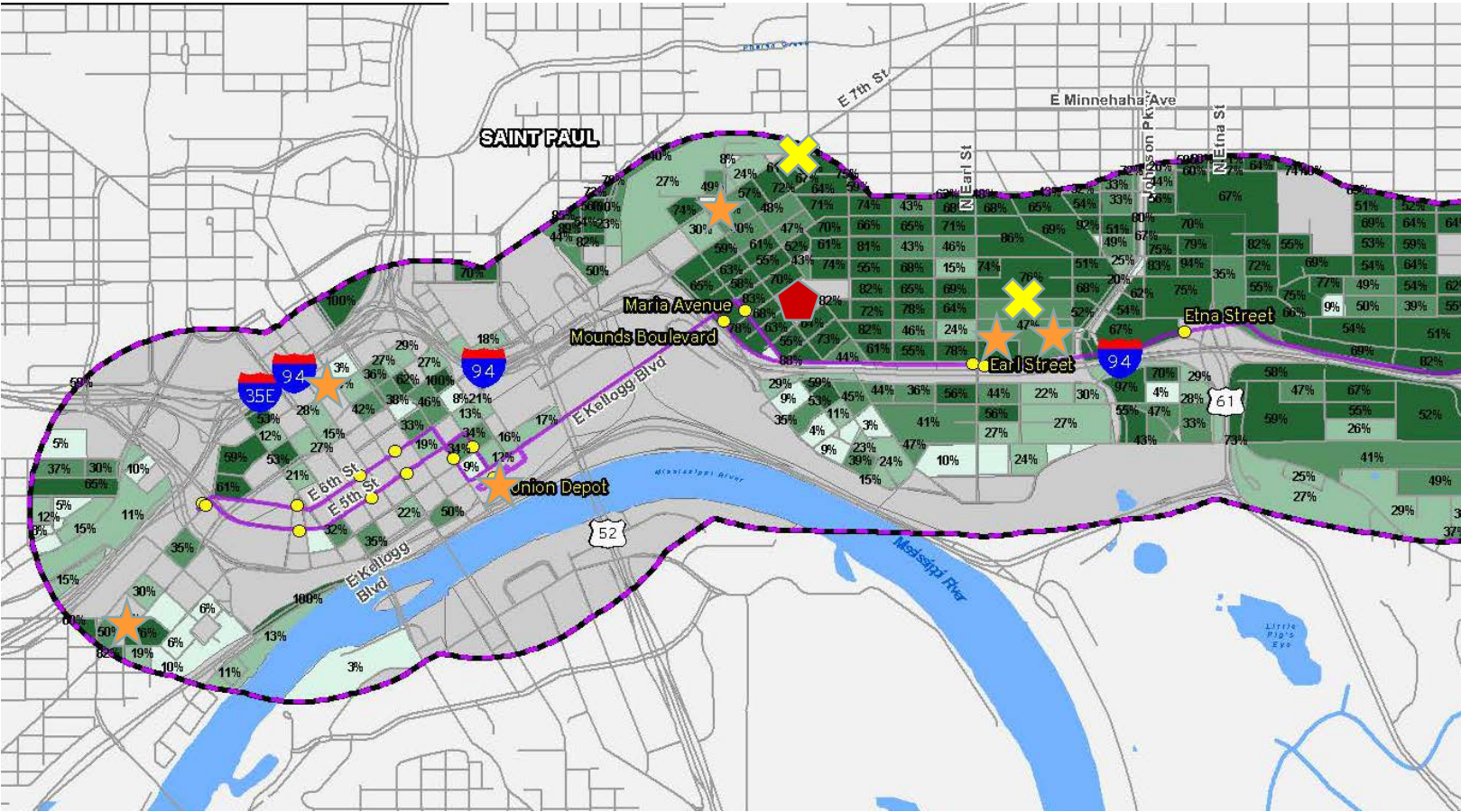


Hudson Rd (Etna to White Bear) Public Input



Method of Community Input:	Neighborhood Open House at East Side Community Center	Print Survey (at Neighborhood Open House)	Corridor-wide Open House at Grace Lutheran Church	National Night Out at Conway Rec Center	Online Survey (majority from outside neighborhood)	Totals
Mixed Traffic Preference	6	2	1	1	0	10
Mixed Traffic Comments	Want parking; there's already areas of no parking in the area; want pedestrian bridge across east side of WBA	One preferred parking, one preferred no parking; keep two-way access for residents; keep pedestrian bridge where it is	Wondering where residents will park if there is no parking	Save berm and vegetation along Old Hudson	N/A	
Dedicated Guideway Preference	0	0	0	0	6	6
Dedicated Guideway Comments	N/A	N/A	N/A	N/A	Faster; mixed traffic segments are counterproductive; less congested traffic	

Outreach Activities – Communities of Color

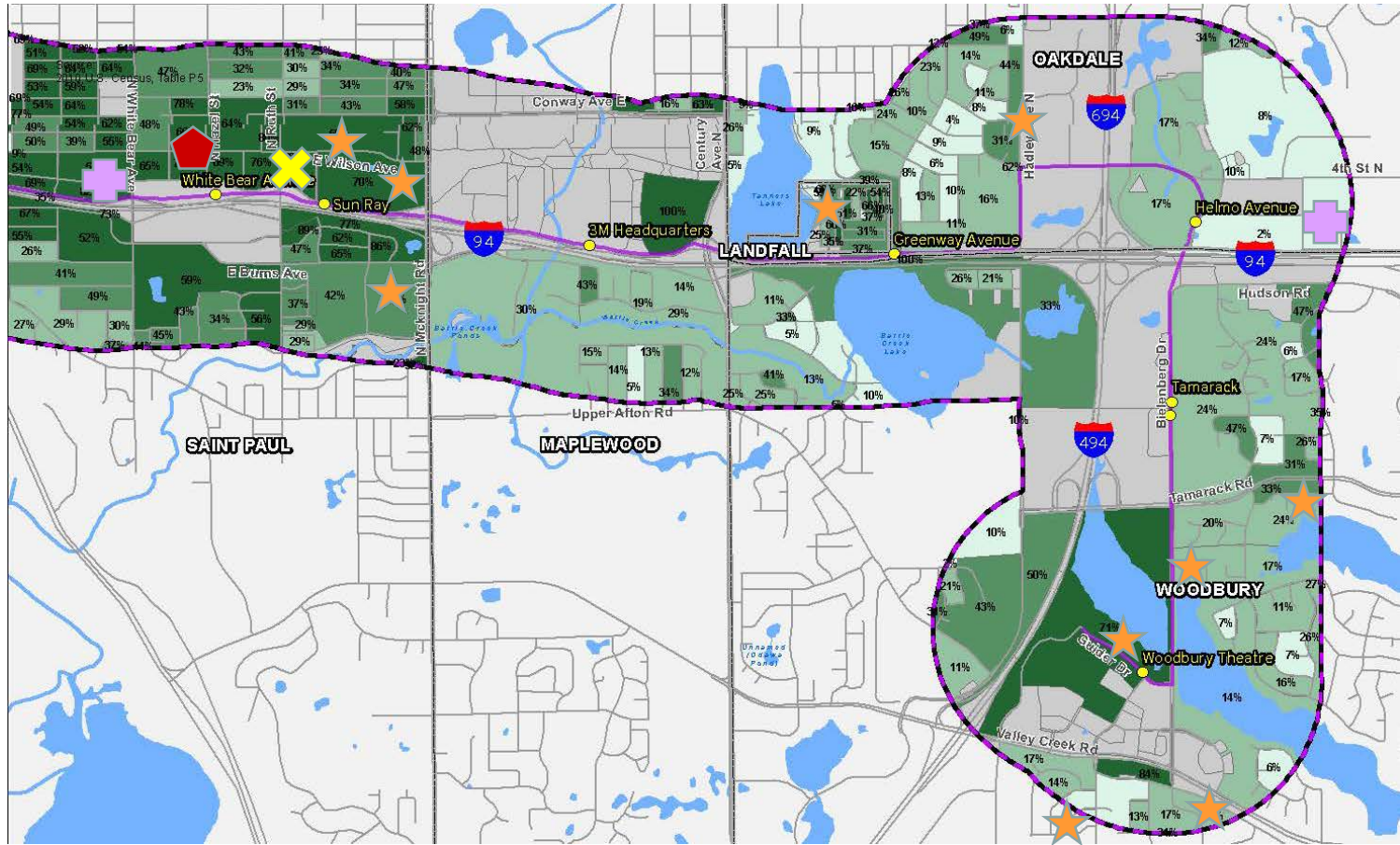


Percent Communities of Color

- | | | | |
|--|----------|--|-------------------|
| | 0-10% | | Open Houses |
| | 10.1-30% | | Pop-ups |
| | 30.1-50% | | Door Knocking |
| | Over 50% | | Neighborhood Mtgs |



Outreach Activities – Communities of Color



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Outreach Activities – Low Income Neighborhoods

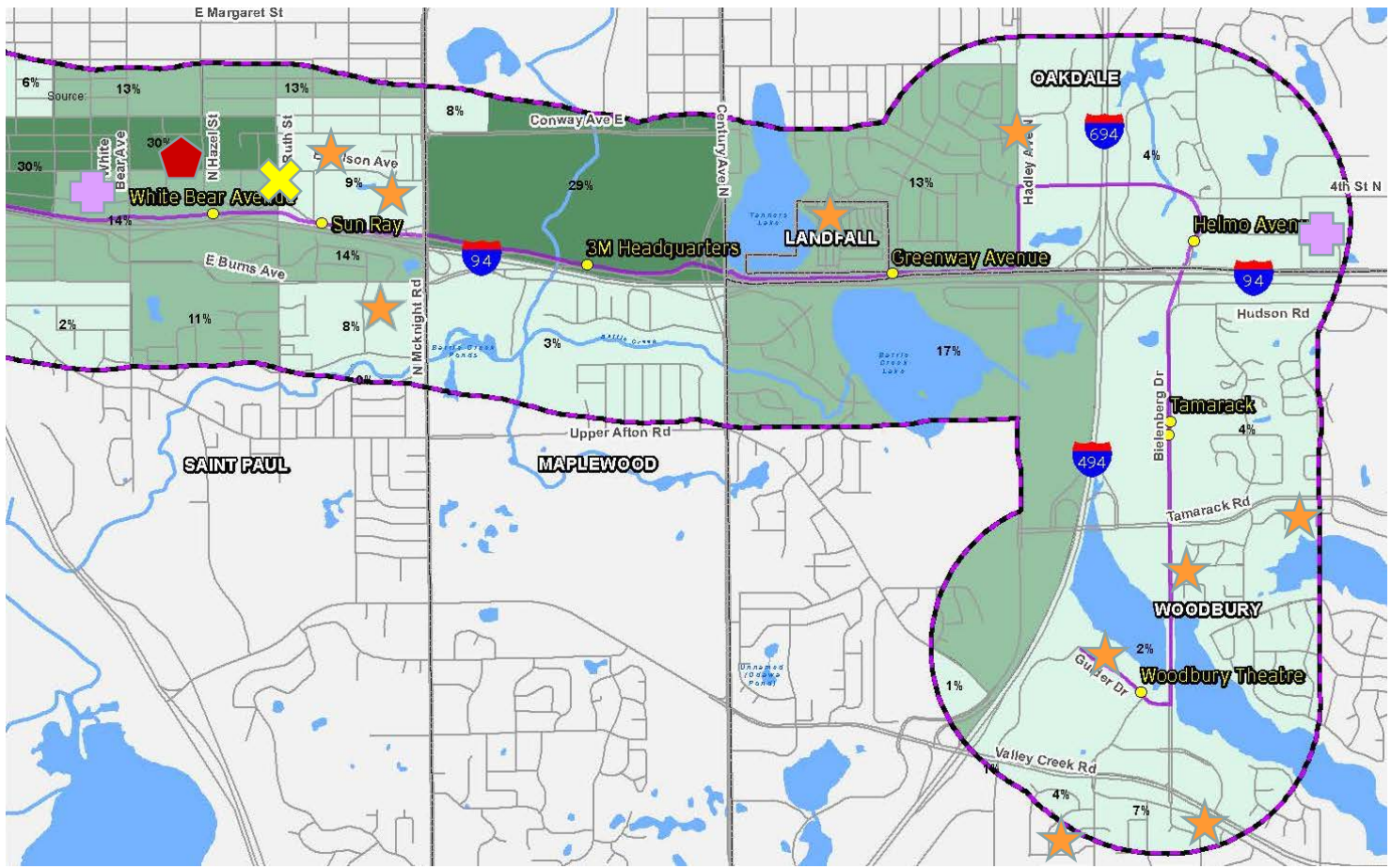


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Outreach Activities – Low Income Neighborhoods



Percent Low Income

