

METRO Gold Line BRT

Downtown Alternatives Engagement Summary and Comments Received (Fall 2018)

During September and October 2018, METRO Gold Line BRT Project staff conducted a focused outreach effort to gather feedback on two downtown Saint Paul routing alternatives that will be included in the project’s environmental review process. Project staff hosted open houses, tabled at events and in community spaces and connected with organizations and businesses throughout the corridor. An online survey was broadly distributed to gather input from residents and community members. Specific feedback on the downtown routing alternatives was collected through these corridor-wide activities. The Gold Line Project is committed to public engagement and appreciates the time of all who provided input through these activities.

** See Appendix A for the maps used to collect input on each alternative.*

A concerted effort was made to provide a variety of outreach events in and along the corridor. Many event locations were selected because they were in or around areas where communities of color and low-income people live.

**See Appendix B for geographic representation of outreach activities in communities of color and low-income neighborhoods.*

Approximately 575 people attended events or took the online survey. Of the people who chose to list a preference, 78% selected the downtown routing alternative and 22% selected the end at Union Depot alternative.

Percentages - those with a preference (446)

Prefer Downtown Routing	78%
Prefer Depot Bus Deck	22%

** See Appendix C for alternatives preference totals by method of input.*

Included in this document are comments from:

- Two open houses on October 9, 2018
- Community and pop-up events in September and October 2018
- An online survey available from September 24 – October 15, 2018

Corridor-wide Engagement

Open Houses

1. October 9, 2018 Open House – 11 am-1 pm, Alliance Bank Building Skyway, 55 5th St E., Saint Paul
2. October 9, 2018 Open House – 4 pm-6 pm, Union Depot Head House, 214 4th St. E., Saint Paul

Summary

Two open houses were held on October 9 to provide community members an opportunity to view the Gold Line BRT's proposed downtown Saint Paul routing alternatives and provide input on their preferred alternative as well as learn more about the project. Staff engaged with a combined total of 65 individuals at the two events. Of the attendees, 27 shared a preference for the downtown routing alternatives: 21 preferred the alternative that travels through downtown and six preferred the alternative that begins/ends at Union Depot. Many in attendance provided valuable feedback, including the following comments that were shared during conversations with staff:

- Neutral – can get to where he's going w/ either alternative
- Waste of money
- Will be good to connect to Woodbury
- If we can handle the cost + operations, we should go w/ the full loop to serve more people.
- Security/safety concerns central station - support for depot
- Support for bringing rides directly downtown – support for loop
- Ride's destinations should take precedence over Depot activation
- Connect to rest of 3M campus - autonomous vehicles/connecting bus?
- Extend East closer to Wisconsin
- Ensure buses are fully accessible to mobility devices/wheelchairs
- Driver suggested alt route if Kellogg bridge closed: Mounds – 94 – 61 – Shepherd – 5th/6th NOT 7th St.
- Concerns w/ safety on 5th & 6th Streets – crime is a big issue, thought Union Depot Alternative would be safer
- Wondered about traffic & congestion on 5th & 6th – if congestion is okay and there will be more riders, support full downtown routing
- Difficult to board buses in winter if there are mounds of snow – buses must move further away from the stop & curb to avoid snow banks
- There are a lot of school field trips & activities at the Ordway where they block the street off
- Full loop provides better access to more people
- Prefers loop. Works in downtown and would use Gold Line to get to businesses there.
- Need train out to Hudson
- Full loop serves more people
- Need to look at the design functionality and maintenance of stations for full loop
- Live downtown and wondering about downtown zone fares, as well as transfers to other lines
- Downtown loop makes sense – better access to more destinations
- Lives in apartments near depot – either alternative works
- Travels to Xcel Energy Center
- Question about how Gold Line will also tie in with Riverview (or Rush Line) in Downtown Saint Paul? Are we saturating downtown Saint Paul with quality transit service? Gold Line loop may not be necessary.

- Someone who lives on the east side stated they would just drive instead of transferring at the Depot
- A resident that lives near the A Line stated how much she likes BRT and is glad to see the system expanding
- Union Depot functions better as a regional transit hub, not a local one

Comments received

All comments are recorded verbatim from comment cards and post-it notes. No grammatical, word choice changes or spelling has been corrected. If handwriting is unclear, then correct spelling is used and the most contextual word choice is assumed or marked illegible. Any personal identifiable information, if provided, has been deleted from these comments

1. Comment Cards

Comment #	Open house location	Verbatim comment
1.1	Alliance Bank Building Skyway	Yes to the Gold Line For work commute as well as weekend rides into DT Saint Paul. I still will ride 351 into work but having another option is awesome. I prefer the Gold Line to loop throu DT ST Paul as I work @ the Hamm Building.
1.2	Alliance Bank Building Skyway	Synergies should be sought to allow dedicated transit lanes on the length of 5th + 6th streets for use by Gold, Rush, Riverview and other transit routes. Plans should be made to extend Gold Line onto MnPass lanes on I-94 between downtown St Paul + Downtown Minneapolis to replace route 94. Routing along 5th/6th should extend to Broadway with a Mears Park stop. The Union Depot stop should use the existing bus loop rather than new stops at 4th St.
1.3	Union Depot Head House	Preference for route through Downtown for greater serviceability to the community. Local to downtown and to increase access and desire to use the route to those not located in downtown. Also, more steps will better serve those in the market with mobility restrictions and will be better in adverse weather. More stops will serve as an option with better regularity to the public. Questions regarding design cohesion with historic buildings, and fair scheduling and consistency with other public transit options in the immediate area.
1.4	Union Depot Head House	I dramatically prefer the downtown loop option. More options for local transit improves downtown mobility and assists outside of the downtown area. Continuing a “downtown zone” fee would be very helpful, as well. Sharing infrastructure with existing infra would be ideal and would encourage local transfers.

2. Questions Board

No responses on the Questions Board were received during the Union Depot Head House open house, and no post-it note responses were received by attendees for the question: Why do you prefer the alternative that begins/ends at the bus deck at Union Depot?

2.1. Why do you prefer the alternative that routes through downtown Saint Paul?

Comment #	Open house location	Verbatim response	Image
2.1.1	Alliance Bank Building Skyway	I work @ the other end of DT ST Paul	<p>2 Why do you prefer the alternative routes through downtown Saint Paul?</p> <p>Two sticky notes are shown. The left one is blue and the right one is yellow with handwritten text: "You can not overload already full buses 73435".</p>
2.1.2	Alliance Bank Building Skyway	You can not overload already full buses 73435	

2.2. Where in downtown Saint Paul do you typically travel to?

Comment #	Open house location	Verbatim response	Image
2.2.1	Alliance Bank Building Skyway	Xcel Theaters Farmers Market Court House	<p>3 Where in downtown Saint Paul do you typically travel to?</p> <p>Two blue sticky notes are shown. The left one lists: "Xcel Theaters Farmers Market Court house". The right one lists: "Hamm Building Farmer's Mkt Park Sq Theatre Xcel LHS".</p>
2.2.2	Alliance Bank Building Skyway	Hamm building Farmer's Mkt Park Sq Theatre Xcel LHS	

2.3. Where are you typically traveling from to reach downtown Saint Paul?

Comment #	Open house location	Verbatim response	Image
2.3.1	Alliance Bank Building Skyway	Woodbury	

2.3.2	Alliance Bank Building Skyway	Lake Elmo	
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2.4. Any other opportunities or challenges of these alternatives that Gold Line staff should consider?

Comment #	Open house location	Verbatim response	Image
2.4.1	Alliance Bank Building Skyway	Start more towards Wisc 73435	
2.4.2	Alliance Bank Building Skyway	Depot Route [five drawn stars]	

Community and Pop-up Events

- September 11, 2018 Neighborhood House Produce Distribution at Dayton’s Bluff Elementary - 262 Bates Ave, Saint Paul
- September 13, 2018 Sun Ray Library - 2105 Wilson Ave, Saint Paul
- September 20, 2018 Saint Paul Eastside YMCA Welcome Week Resource Fair – 875 Arcade St., Saint Paul
- September 25, 2018 Woodbury Library and Central Park – 8595 Central Park Place, Woodbury
- September 26, 2018 Robert St./7th Place E. during Securian Farmers’ Market – 121 7th Place E., Saint Paul
- September 28, 2018 Woodbury Lutheran Church Park & Ride – 7380 Afton Road, Woodbury
- September 29, 2018 Free Yoga at Union Depot - 214 4th St. E., Saint Paul
- October 3, 2018 Flyer distribution to businesses and community centers – Oakdale and Woodbury
- October 3, 2018 Flyer distribution to businesses and community centers – Saint Paul: Downtown and East Side
- October 4, 2018 Sun Ray Transit Center – 463 Pedersen St., Saint Paul

- 11. October 5, 2018 METRO Green Line Central Station – 56 5th St. E., Saint Paul
- 12. October 8, 2018 Oakdale Library – 1010 Heron Ave N., Oakdale

Summary

Project staff attended community events, held pop-ups in community spaces and transit centers as well as distributed flyers to multiple businesses and organizations throughout the corridor. Conversations were had with over 175 individuals who provided input on the downtown routing alternatives as well as the overall project. Comment themes were consistent throughout the corridor with most individuals stating a preference for the alternative that travels through downtown. Feedback regarding this alternative included interest in a one-seat ride through downtown without having to transfer or walk far, especially in the winter and during cold weather, as well as better access to more destinations for employment, education and recreation (Xcel Energy Center, RiverCentre, museums and theaters), being closer to the METRO Green Line and better access for those with mobility issues. Additional comments included concerns with personal safety at Union Depot with increased pedestrian traffic if all passengers embarked/disembarked in one place. People in support of the alternative that begins/ends at Union Depot commented that it is more cost-effective, would prevent congestion on local streets in downtown, which is already too congested, and that Union Depot provides enough connections to other transit options and skyway access.

Additional comments about the project included that Gold Line will provide needed transit access in the east metro, a connection between Saint Paul and Woodbury is a great idea and that the bus-only lanes will be nice. General transit comments were received including a need for more transit options in Woodbury and Oakdale, corridor benefits of the future Riverview transit line, the need for more light rail options and that transit investment is a waste of money.

3. In-person Survey Results

** A hard copy of the survey was available at all pop-up events after September 24; however, only two physical surveys were completed. They were completed at the Woodbury Library and Central Park pop-up event. **

Comment #	Comment date	Verbatim response
3.1	9/25/2018	1. Which downtown alternative would you prefer? A: I prefer the Gold Line begin/end at the Union Depot bus deck as the transportation hub offers transfer connections to additional destination including in downtown 2. Why did you choose your preferred alternative? [No response] 3. Where in downtown Saint Paul do you typically travel to? A: 5th & MN 4. Where do you typically travel from to downtown Saint Paul? A: Woodbury P&R 5. Are there any other opportunities or challenges of these alternatives that Gold Line staff should consider? [No response]

		<p>6. Do you have any questions that you would like Gold Line staff to follow-up with you? If so, please provide your email address or phone number. [No response]</p> <p>7. Where do you live? A: Woodbury</p> <p>8. Where do you work? A: Retired</p> <p>9. Would you like to sign up to receive Gold Line email updates? If so, please provide your email address. [No response]</p>
3.2	9/25/2018	<p>1. Which downtown alternative would you prefer? A: I prefer the Gold Line to stop at the front of Union Depot, travel to stops in downtown and begin/end at Smith Avenue Transit Center</p> <p>2. Why did you choose your preferred alternative? It will still stop in front of the Union Depot and give more options for stops with less transfers.</p> <p>3. Where in downtown Saint Paul do you typically travel to? A: Green Line</p> <p>4. Where do you typically travel from to downtown Saint Paul? A: Park and Ride</p> <p>5. Are there any other opportunities or challenges of these alternatives that Gold Line staff should consider? [No response]</p> <p>6. Do you have any questions that you would like Gold Line staff to follow-up with you? If so, please provide your email address or phone number. [No response]</p> <p>7. Where do you live? A: Oakdale</p> <p>8. Where do you work? [No response]</p> <p>9. Would you like to sign up to receive Gold Line email updates? If so, please provide your email address. [No response]</p>

Comments Received via Email

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4. Emails Received

Comment #	Comment date	Verbatim email
4.1	10/4//2018	<p>Preferred routing through downtown Saint Paul</p> <p>Hi.</p> <p>[In reference to The Gold Line project]</p> <p>I am primarily interested in the following:</p> <p>1] --- A frequent seven-day-a-week schedule ==> especially a very late-night schedule on Friday and Saturday night (many of us work very late-at-night in downtown Minneapolis).</p> <p>2] --- Petition for a stop as far east as possible along Interstate 94 (I live in the St Croix Valley: Lakeland/Afton area).</p> <p>==> Consequently, I am wondering if my attending (either of the Open Houses on Tuesday, October 9) and voicing my opinion on either of the above concerns will have any effect on these issues whatsoever?</p> <p>==> Or, have these decisions already been made on these issues, and are irrevocable?</p> <p>I thank you in advance for your thoughtful and comprehensive reply.</p>
4.2	10/4/2018	<p>I take it that there will no service scheduled on any day after midnight.</p> <p>Even hourly service after midnight would be nice!</p> <p>Many of us work until 2 AM in downtown Minneapolis.</p> <p>XX XXXXXXXXXXXXXXXXXXXXXXXXXXXX</p>
4.3	10/5/2018	<p>The Gold Line should be routed through Downtown Saint Paul instead of terminating at Union Depot. Buses would directly serve downtown employers instead of forcing people to transfer at Union Depot, and there would still be a station stop close to Union Depot.</p> <p>The downtown station stops should have the same amenities as the rest of the Gold Line stations, with ticket vending machines, heated shelters, real time information, etc.</p>
4.4	10/8/2018	<p>Nobody wants to walk through the Union Depot to make a connection. Whoever was riding end to end without the loop will not be inconvenienced with the addition of the loop. That will simply provide extra convenience for those starting or ending their trip further west. In fact, I'd like to see the line continue west outside of downtown. But I definitely would rather not see it simply end at the Union Depot.</p>

Online Survey

Summary

An online survey was open for three weeks, between September 24 and October 15, 2018, and was broadly distributed to businesses, organizations and residential groups throughout the corridor. A total of 336 respondents completed the survey with 73% stating a preference for the alternative that travels through downtown and 22% stating a preference for the alternative that begins/ends at the Union Depot. Five percent of respondents did not have a preference. Of those who completed the survey, the majority noted that they live in Saint Paul, downtown Saint Paul, Minneapolis or Woodbury and work in Saint Paul, downtown Saint Paul or Minneapolis. Survey respondents listed their most common downtown destinations as Xcel Energy Center, Lowertown, 5th or 6th Streets and West 7th Street. The most common places that survey respondents travel from to reach downtown are Minneapolis, Woodbury and east Saint Paul.

Regarding the rationale for alternatives preference, the comments collected through the survey were similar to the comments provided by attendees at the open houses and pop-up events. Those who preferred that the Gold Line begin/end at Union Depot noted the main reasons for their preference was increased traffic congestion and increased costs if Gold Line traveled through downtown and a desire for a transit hub. Additional comments from those who preferred Gold Line begin/end at Union Depot included that there are adequate existing transit options downtown for transferring as well as a desire to minimize construction and neighborhood disruption. Those who preferred that Gold Line route through downtown stated that this alternative provided more options and direct access to popular downtown destinations for entertainment and employment; they do not want to transfer or would not ride if they had to transfer; additional stations would be better for those with mobility challenges; and those interested in traveling to Union Depot would still have access and a stop at the front of the building.

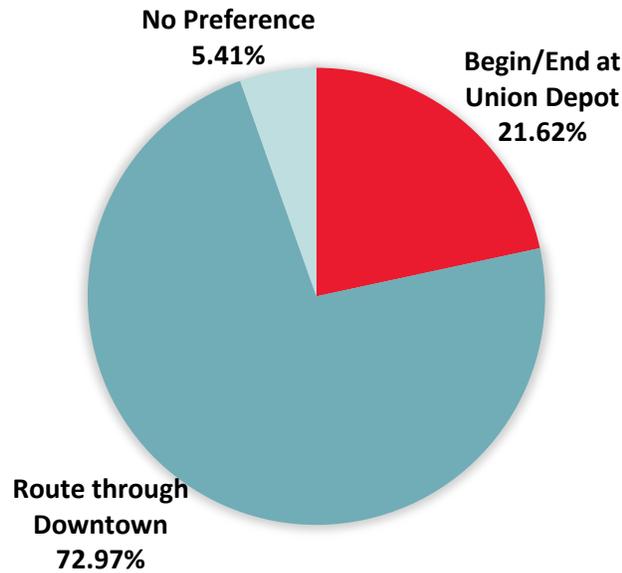
Comments received

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5. Online Survey Results

5.1. Which downtown alternative do you prefer?

**ONLINE SURVEY: GOLD LINE DOWNTOWN ROUTING
ALTERNATIVE PREFERENCE**



Total answered: 333 Number skipped: 3

5.2. Why did you choose your preferred alternative?

Responses from those whose preferred alternative was “Begins/Ends at Union Depot”

Comment #	Comment date	Verbatim Response
5.2.1	10/4/2018	A lot less cluttered, and a cheaper reality
5.2.2	10/5/2018	Adding additional stops beyond Union Depot would add unneeded cost and complexity. Downtown is serviced well enough with other modes of transportation.
5.2.3	10/11/2018	allows for connections to other routes; create hub and spoke network
5.2.4	10/5/2018	Because I don't want other buses running on West 5th and 6th Streets to be bumped by the Gold Line.
5.2.5	10/4/2018	Because it is a central hub where if need be I could connect to other modes of transportation
5.2.6	10/14/2018	Because it is less disruptive to the neighborhood.
5.2.7	10/11/2018	Because the majority of the routes go to Union Depot
5.2.8	10/11/2018	Because Union Depot should be the hub of transportation in Saint Paul. I might also encourage the open office and retail spaces to fill in Union Depot & Galtier and the beautifying of 4th street.?
5.2.9	10/15/2018	better connections are always good also direct connection with light rail
5.2.10	10/12/2018	Bus service already supplies public transport through downtown. Having the new lines run through what is essentially the middle of Lowertown would be incredibly disruptive and have a negative impact on the quality of life for the residents who call this area home.

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5.2.11	10/12/2018	By definition BRT is supposed to be rapid and have fewer stops. Union depot being the main transit hub in Lowertown, with multiple connection options, makes sense. Routing through downtown adds congestion and slows the trip down, eliminating the 'rapid' from BRT.
5.2.12	10/11/2018	Centralizing the line with a multimodal hub increases rider flexibility and creates more of a "destination" at Union Depot
5.2.13	10/5/2018	closer to other transit options
5.2.14	10/11/2018	Connections
5.2.15	9/28/2018	Connections to Green Line, other proposed transit lines
5.2.16	10/3/2018	cost savings and other options to transfer within downtown area
5.2.17	10/11/2018	Efficiency and cost
5.2.18	10/9/2018	Everything is already connected there why dick around and create more have when there could just be an Express bus from UD to Smith ave
5.2.19	10/5/2018	For people who come to Saint Paul by Amtrak or Jefferson Lines, that is with luggage, there is a spacious and protected place to wait, not just a street corner.
5.2.20	10/3/2018	I believe that if the Gold Line terminated at Union Depot it would aid in clarity, thereby making the service more attractive to new riders. However, if this alternative is to be successful, I strongly believe that more trips need to begin and end at Union Depot. For example, all Route 3 and 16 trips should end here, versus their current intermittance.
5.2.21	10/10/2018	I feel the gold line will take longer with the alternative and all i need is to get from 3M are to the edge of downtown which stopping at union depot would be fine for me
5.2.22	10/2/2018	I find this routing to be less confusing. Downtown's bus stops still need serious upgrades, but this can be done with planned aBRT lines, likely to be completed sooner than the Gold Line.
5.2.23	10/8/2018	I like it
5.2.24	10/13/2018	I live in Galtier Towers and don't want the line running down 5th or 6th streets.
5.2.25	10/12/2018	I live in Lowertown and do not wish to see any more construction tearing up the roads in the area
5.2.26	10/14/2018	I love downtown and the more stops the better
5.2.27	10/13/2018	I think it helps support turning the union depot into a transit hub. I think there are a variety of buses which could provide transfers from there and will minimize bus traffic through downtown and maximize speed of the rapid transit line.
5.2.28	10/11/2018	I think that downtown St Paul is already adequately served by local bus service
5.2.29	10/11/2018	I want Saint Paul to be a hub for regional transportation.
5.2.30	10/6/2018	Increase patronage of Union Depot.
5.2.31	10/5/2018	Increased access to the Xcel center, as well as proximity to the businesses on 7th street.
5.2.32	10/3/2018	It is much less complicated, and there is already sufficient bus service throughout downtown to connect to the Union Depot terminal.
5.2.33	10/12/2018	It seems to make the most sense to connect the most people.
5.2.34	10/7/2018	It would be nice to have Union Depot as the hub because it is a big station with a lot of connections.

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5.2.35	10/11/2018	Less costly, less congestion on city streets. Already have other buses and the LRT running downtown and there is no need for more buses disrupting car and pedestrian traffic.
5.2.36	10/5/2018	less obstruction to the rest of downtown. People can always catch the bus or the green line to go further into downtown.
5.2.37	10/5/2018	Less tracks in downtown saint paul. There is plenty of skyway and sidewalks to get where you need to in downtown once you get there. More tracks in downtown proper block streets for car travel.
5.2.38	10/12/2018	Looping downtown duplicates existing services and crowds streets while also removing connecting traffic from Union Depot that could support local business there.
5.2.39	10/12/2018	Make Union Depot a central transfer point
5.2.40	10/13/2018	Many buses plus LRT connect there; DT route would duplicate those
5.2.41	10/11/2018	More options for getting around DT w/less transfers
5.2.42	10/5/2018	More stops within downtown
5.2.43	10/5/2018	More transfer options
5.2.44	10/15/2018	Nice to wait inside
5.2.45	10/3/2018	No need to duplicate routes of other mass transit lines.
5.2.46	10/5/2018	Other public transportation will connect riders to the Gold Line
5.2.47	10/14/2018	preferred
5.2.48	10/11/2018	Provides more options for riders
5.2.49	10/11/2018	Reduce excess traffic
5.2.50	10/10/2018	Reduces the need for road work on W 5th and W 6th St. It's not necessary.
5.2.51	10/11/2018	Seems like there's already a lot of buses in downtown along those two streets.
5.2.52	10/12/2018	The current situation of traffic congestion at and around the excel center, smith ramp and entrance exits for I94 and 35E are a nightmare only getting worse! How will adding the Gold line to the foray reduce congestion and ease already stressed event goers and regular peak time traffic?
5.2.53	10/4/2018	The Gold Line will be less likely to get bogged down in downtown traffic this way. And almost all routes that you could connect to on 5th/6th streets also connect at Union Depot.
5.2.54	10/11/2018	The green line is easy to transfer to for other areas of downtown
5.2.55	10/4/2018	The purpose of Gold Line is to get people TO and FROM downtown from the East Suburbs efficiently. It's not intended to be a chauffeur service.
5.2.56	10/12/2018	The station is where all transit starts and stops
5.2.57	10/11/2018	There are already bus or light rail options to get to/from the suggested multiple stops.
5.2.58	10/4/2018	There are already transit options from Union depot through downtown Saint Paul and the added cost is not worth it since it could be spent on other needed transit improvements.
5.2.59	10/11/2018	There's skyway connections to Xcel Center from Union Depot, no need to go further
5.2.60	10/12/2018	To reduce congestion downtown and centralize transit alternatives at Union Depot.

5.2.61	10/11/2018	UD is the main transit hub for the region. Transfers to other buses, such as 3, 21 Happen at the bus deck. Walk through to Green rail.
5.2.62	10/3/2018	union depot central location
5.2.63	10/9/2018	Union Depot is a major transit hub
5.2.64	10/5/2018	Union Depot is an ideal hub of activity
5.2.65	10/12/2018	Union Depot is closer to the light rail
5.2.66	10/13/2018	Union Depot is the best transit spot
5.2.67	10/12/2018	While extending a one-seat experience through downtown sounds convenient, I anticipate delays and less reliable service. Furthermore, I see Union Depot as an underutilized resource that should be capitalized for future growth.
5.2.68	10/2/2018	With having more routes use the bus deck, Union Depot can be grown to be a true transportation hub. Especially if the other routes can be better coordinated so they arrive and leave in concert.

Responses from those whose preferred alternative was "Routes through Downtown"

Comment #	Comment date	Verbatim Response
5.2.69	10/5/2018	A downtown loop would be helpful to riders transferring throughout downtown, and the Union Depot stop looks like it requires a walk through the whole depot, which is a lousy transfer.
5.2.70	10/4/2018	A downtown loop would enhance mobility and serve a much greater population of St Paul transit riders as Union Depot is not near much residential.
5.2.71	10/8/2018	A good way to get around downtown
5.2.72	10/5/2018	A loop through downtown, without requiring a transfer, will help streamline transit for all users. It will also greatly improve the other transit options for other lines that run along those stops.
5.2.73	10/11/2018	A. don't force people to walk through Union Depot and transfer to get to jobs, Xcel Center, etc. B. Everyone knows the Gold Line will be extended to Minneapolis via I-94 HOV lanes (when built). Building the 5th/6th Street route now makes perfect sense.
5.2.74	10/11/2018	Access to the Xcel energy center
5.2.75	10/12/2018	Additional transportation that links West 7th with the light rail, and provides more encompassing transportation throughout downtown Saint Paul.
5.2.76	10/12/2018	As an everyday transit user, I know that transfers can be a big issue. With the loop through downtown you would eliminate the need for many to connect with a transfer to their final destination.
5.2.77	10/5/2018	B/c catching two buses in a row for downtown workers isn't nearly as helpful or attractive to non-bus riders as just catching one bus.
5.2.78	10/5/2018	Based on where I normally go on downtown St Paul
5.2.79	10/12/2018	Because I wouldn't have to transfer to a different bus to get into downtown.
5.2.80	10/11/2018	Because it is more useful to more riders.
5.2.81	10/11/2018	Because it provides connections to where people actually want to go
5.2.82	10/5/2018	Because it will be easier to transfer to local bus routs that enter or leave downtown Saint Paul

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5.2.83	10/11/2018	Because it will serve more commuters and transit users.
5.2.84	10/3/2018	Because not serving the core of downtown would be the stupidest thing I've ever heard. Transit should go as close to where people want to travel as possible. Union Depot is NOT a destination.
5.2.85	10/9/2018	Because of all the routes that do not go to the Depot
5.2.86	10/5/2018	because of where I get light rail, and buses
5.2.87	10/5/2018	Because these stations will encourage more transit use and come at a fairly nominal cost. The bus ramps at Union Depot make Green line transfers complicated, and add a significant walk to most trips. If we want the gold line to be successful we need it to stop at the places where people are already headed, and unfortunately Union Depot is far enough from most of St Paul's major employers that terminating there would discourage people who might otherwise use the system.
5.2.88	10/4/2018	Because Union Depot isn't near employment and entertainment destinations
5.2.89	10/11/2018	Best of both worlds. Can transfer at the Union Depot if you want to but can stay on the bus to get to other downtown locations.
5.2.90	10/5/2018	better access to downtown
5.2.91	10/4/2018	Better access to more of downtown, Doesn't force people to walk or change trains/buses which is especially beneficial for people with disabilities
5.2.92	10/11/2018	Better access to/from all of downtown Saint Paul
5.2.93	10/5/2018	Better accessibility
5.2.94	10/5/2018	Better alternative for getting people around downtown, transfers take time and I'd rather stay on one bus. Union Depot is not really in the heart of downtown.
5.2.95	10/12/2018	Better alternatives for those commuting to/from downtown. People won't want to transfer just to reach a destination five or six blocks from Union Depot.
5.2.96	10/11/2018	Better coverage and access to downtown and better connection to green line.
2.2.97	10/3/2018	Better service to destinations downtown with the option to stop at union depot for any transfer and full transit service needs. Transfers required in the option to end at union depot without the downtown routing would deter my use of the gold line.
5.2.98	10/14/2018	Better utility, I'm unlikely to transfer to a bus but routinely need to get to 5th street as shown
5.2.99	10/5/2018	Closer access to green line and actual downtown Saint Paul. Not enough traffic to deter more buses through downtown.
5.2.100	10/11/2018	Commuters should not have to transfer unnecessarily.
5.2.101	10/12/2018	Convenience in getting to events at Xcel
5.2.102	10/11/2018	Convenience - more stops, more options
5.2.103	10/10/2018	Direct service to all of downtown and all transit connections. The line will fail if it only goes to Union Depot.
5.2.104	10/5/2018	Downtown needs to be connected with multiple drop off points east to west. With a limited drop off at Union Station, most people who might consider riding the bus instead of driving a car would consider it too inconvenient if they have to still find a way to get across downtown. If

METRO Gold Line Bus Rapid Transit (GBRT)

Metro Square | 121 7th Place East, Suite 102 | Saint Paul, MN 55101



		you want to increase ridership, make ridership feasible and more attractive for more people.
5.2.105	10/5/2018	Ease of travel, no transfer to another bus
5.2.106	10/3/2018	easier ability to move around in downtown, and one seat service
5.2.107	10/6/2018	Easier access to downtown/Xcel Center, do not have to wait for a 21 bus or walk to to transfer.
5.2.108	10/4/2018	Easier connections
5.2.109	10/11/2018	easier to get on and off it
5.2.110	10/6/2018	Easier transfers from Minneapolis.
5.2.111	10/11/2018	easy access
5.2.112	10/5/2018	Ending the Gold Line at Union depot forces people to transfer to the 21, which has waits anywhere from 15-20 minutes. Or they have to take stairs/elevator and walk multiple blocks through Union Depot to transfer to the Green Line. If it goes through downtown, many will be dropped off adjacent to their destinations without having to transfer. Plus, it offers transfer opportunities to many more local bus routes.
5.2.113	10/6/2018	Excel energy center
5.2.114	10/13/2018	Expanded access to areas of downtown
5.2.115	10/11/2018	Expecting suburban commuters to transfer to LRT or another bus route to reach their final destinations downtown is unreasonable. Ending at Union Depot will lose would-be riders. Added bus frequency downtown will also help transit circulation.
5.2.116	10/9/2018	Faster service
5.2.117	10/11/2018	Fewer transfers
5.2.118	10/5/2018	Fewer transfers which means less transit time
5.2.119	9/29/2018	Gets you further throughout St Paul
5.2.120	10/6/2018	Gives downtown far better access to transit.
5.2.121	10/12/2018	Gives riders more direct options for destinations
5.2.122	10/5/2018	Gold Line needs to serve all of downtown.
5.2.123	10/11/2018	Greater coverage of stops
5.2.124	10/11/2018	Greater versatility, union Depot sucks to get from front to back where the buses are, and it just makes sense to have a line that covers the length of downtown.
5.2.125	10/11/2018	Having to transfer to get across downtown is a pain. It's easier to continue on
5.2.126	10/12/2018	I believe it will increase ridership if people do not have to grab transfers in the downtown area.
5.2.127	10/11/2018	I believe that bus rapid transit should connect to as many opportunities as possible. The more complicated the transit the less likely people are to ride.
5.2.128	10/11/2018	I believe that having more options is better! If there are more accessible stops, more people will use it
5.2.129	10/9/2018	I don't have to transfer to the green line to reach my final destination
5.2.130	10/5/2018	I don't want to transfer to get to stops downtown
5.2.131	10/6/2018	I feel like it's probably going to be a lot more convenient for people going somewhere like the XCel Energy Center or the Science Museum for them to be able to get closer to that part of Saint Paul with a one-seat ride.

METRO Gold Line Bus Rapid Transit (GBRT)

Metro Square | 121 7th Place East, Suite 102 | Saint Paul, MN 55101



5.2.132	10/13/2018	I like the idea of a line that stops near Xcel Energy Center, and more areas of lowertown than the Green line currently passes through.
5.2.133	10/6/2018	I like the idea of being able to get to downtown Saint Paul without having to usr another mode of transportation
5.2.134	10/11/2018	I live & work downtown. The alternative would work better for me since I don't live or work near the depot.
5.2.135	10/4/2018	I live closer to the smith end of downtown. There is evidence that this end will attract more ridership. The more riders the better.
5.2.136	10/12/2018	I live down town
5.2.137	10/5/2018	I live near Union Depot and am a daily transit rider. Having an additional route through downtown (hopefully with better quality shelters) will make it easier to reach places through downtown and on the western edge of downtown.
5.2.138	10/15/2018	I prefer the light rail connection at Central Station
5.2.139	10/6/2018	I strongly prefer not to have to transfer if I can avoid it, and a loop offers the best of both worlds.
5.2.140	10/10/2018	I take the express bus into downtown where I work. I would not want to stop at the Depot and then have to transfer to a local bus to go the last half-mile.
5.2.141	10/11/2018	I think it will generate more riders for the whole line. I'm not sure if the cost/rider would go down or not, though. So cost and impact on other routes would have to be studied.
5.2.142	10/11/2018	I think it would better serve patrons who want to go from the suburbs to the Ordway, Xcel Center and Science Museum. All of those venues are open year round, while CHS Field is seasonal.
5.2.143	10/3/2018	I think more people will ride the Gold Line if they don't need to transfer to the Green Line or other local service at Union Depot
5.2.144	10/5/2018	I think the more options for people the better for people to use transit
5.2.145	10/5/2018	I think this would be most convenient for riders going to various downtown destinations as well as those transferring to other routes., and would maximize patronage
5.2.146	10/5/2018	i want stops along dt. st paul
5.2.147	10/10/2018	I want transportation directly to popular destinations
5.2.148	10/5/2018	I work in downtown. Live in Woodbury. I do ride my bike to work and would take the bus if it stopped along 6th. I don't like the idea of having to transfer if I work downtown. I see needing only two stops downtown. Not 10. Use the existing bus stop locations along 5 th and 6th.
5.2.149	10/10/2018	I work in the Hamm Building which is on the other side of DT Saint Paul.
5.2.150	10/11/2018	I would not have to transfer if I rode it to work
5.2.151	10/16/2018	I would rather not transfer busses
5.2.152	10/15/2018	I'd like more downtown connections via train.
5.2.153	10/5/2018	I'm not a fan of transferring. So if there is a direct connection that would increase likelihood of use.
5.2.154	10/10/2018	IF DEDICATED LANES, provides better circulation & access around and through downtown
5.2.155	10/5/2018	if the purpose is rapid transit, give the riders the most opportunity to get where they are going with one ride instead of having to transfer at Union Depot as an endpoint (only) in downtown before Smith Ave. Station

METRO Gold Line Bus Rapid Transit (GBRT)

Metro Square | 121 7th Place East, Suite 102 | Saint Paul, MN 55101



5.2.156	10/11/2018	If you want people to use the line to get to their jobs, get them to their jobs! It will also help improve east-west circulation downtown, a win for everyone who spends time there.
5.2.157	10/11/2018	I'm never going to Union Depot! I am also going to the center of Downtown for work, errands, family and to make connections to other buses and the train!
5.2.158	10/11/2018	Improvements to bus stops along 5th and 6th. Additionally, if this line is to attract riders, cutting transfers or a walk from the end point of the skyway system at Union Depot will likely deter riders. A stop at Union Depot should certainly be included, but this should not be the terminus with the current routing.
5.2.159	10/15/2018	Increased downtown ridership, easier access to Xcel Center from suburbs.
5.2.160	10/2/2018	It allows for use to and from locations in DT STP without the need for a transfer which can be time consuming.
5.2.161	10/2/2018	It connects the Rice Park-adjacent/amenity rich area of dt St Paul with the more efficient transit routes (green and gold lines)
5.2.162	10/5/2018	It connects to more of downtown Saint Paul. the walk from union depot to the center of st paul can be a bit much or disorienting for visitors
5.2.163	10/12/2018	It connects with more routes
5.2.164	10/13/2018	It could also connect through smith bridge to west st paul
5.2.165	10/11/2018	It is easier for me to have a direct connection to 6th and Robert where I can either catch a Robert St connection or walk the 7 blocks to my office.
5.2.166	10/6/2018	It make no sense to have to transfer plus it will serve Xcel center and businesses near Smith TC
5.2.167	10/11/2018	It makes it easier for west 7th residents to walk to the stop
5.2.168	10/11/2018	It makes more sense to me to give passengers a chance to transfer at different areas downtown. I believe that ending at Union Depot could cause problems with congestion for boarding more popular buses, as well as supporting more people concentrated in that area. There are a lot of residential buildings near Union Depot and heightened foot traffic could bring addition issues. Spreading out the areas that people can depart and board would give more exposure to areas of downtown as well and could stimulate better foot traffic is less frequented areas which would also support businesses.
5.2.169	10/5/2018	It offers the best and fastest way for riders to get closer to their preferred endpoint of their trip.
5.2.170	10/4/2018	It provides better access to both destinations and embarkments, making the line a more viable option for more people. Better opportunity for transfers, less lastmile problems
5.2.171	10/1/2018	It seems that riders into downtown Saint Paul would prefer to disembark as close as possible to their work locations or other destinations rather than being dumped at the union station.
5.2.172	10/5/2018	It simplifies transit options for riders, which will make the route more attractive.
5.2.173	10/5/2018	It stops at bus stops I use regularly. It would be easier for me to get to it.
5.2.174	10/11/2018	It will avoid people having to transfer to other buses and probably make a significant difference in ridership, since more people will ride if it drops

METRO Gold Line Bus Rapid Transit (GBRT)

Metro Square | 121 7th Place East, Suite 102 | Saint Paul, MN 55101



		them off right by their jobs, compared to several blocks away with a transfer that might take too long.
5.2.175	10/4/2018	It will be able to serve more of the population in downtown St Paul; people can access the Science Museum, Xcel Energy Center, and various hospitals using the alternate route.
5.2.176	10/8/2018	It will serve downtown better.
5.2.177	10/2/2018	It would get me within an easy walking distance of work (downtown Saint Paul; I live on the East Side). If it stops at Union Depot, I'll have to transfer to another bus. I know the people working on this want to make Union Depot into a transit hub, but that just isn't the case. I hardly ever see anyone at Union Depot. My bus stop now going home is the 5th & Minnesota stop by the Central LRT station, and from what I can tell, that effectively is the transit hub. That's where the crowds of people are waiting, because that's where the buses run. If the planners want Union Depot to be the hub, bus routes need to be planned differently.
5.2.178	10/5/2018	It would make it much easier for downtown residents to ride out to other parts of the Cities
5.2.179	10/4/2018	It would serve more riders. Transfers are a barrier for many
5.2.180	10/4/2018	It would serve the most people, and minimizes bus/train transfers.
5.2.181	10/12/2018	it's better
5.2.182	10/15/2018	It's a long way from the Depot to the CBD.
5.2.183	10/3/2018	It's easier to stay on the same bus to get to my end destination because I won't have to worrying about catching a transfer bus.
5.2.184	10/5/2018	It's far more useful to a variety of passengers. And we know requiring transfers discourages riders.
5.2.185	10/11/2018	It's much easier to transfer to other buses when there are actually stops in downtown. I am disabled, so having to walk or transfer to other transit options in order to get a few blocks is a hassle. In general, having stops farther apart will always negatively impact accessibility for me, especially in the winter.
5.2.186	10/5/2018	It's much more convenient to serve all of downtown in one trip rather than force riders to transfer.
5.2.187	10/5/2018	Less hassle dealing with changing buses
5.2.188	10/5/2018	Less need to transfer, more commuters will be dropped off near their destination
5.2.189	10/13/2018	Less transfer confusion and shorter route to downtown destinations
5.2.190	10/5/2018	Less transfers, more options
5.2.191	10/5/2018	Less transfers. Gets me to the other side of downtown.
5.2.192	10/3/2018	Light rail connection
5.2.193	10/3/2018	Location of where I work. I don't want to walk out in the elements from the bus.
5.2.194	10/3/2018	Makes it easier to get to work places and events by not having to exit the bus and transfer to the train.
5.2.195	10/11/2018	Makes more sense - more people won't need to transfer.
5.2.196	10/12/2018	Makes service better for rider by bringing them closer to most common destinations. Better, easy connection to high ridership Green LineLRT.
5.2.197	10/5/2018	makes the line more useful
5.2.198	10/12/2018	Many of my interests lie near the XCel Center

METRO Gold Line Bus Rapid Transit (GBRT)

Metro Square | 121 7th Place East, Suite 102 | Saint Paul, MN 55101



5.2.199	10/2/2018	Many people won't ride two buses or transit options, especially folks heading to/from the suburbs. They want one ride from Maplewood to the Xcel Center or West Seventh Street. It seems the Ramsey County Commisisoners are trying to justify their investment in the Union Depot, rather than prioritize what works and what will attract ridership and fulfill the promises of public transportation as an alternative to car travel.
5.2.200	10/4/2018	More access to gold line and better integration to the downtown area
5.2.201	10/11/2018	More access to workplaces and stores
5.2.202	10/12/2018	More convenient. Making the Gold Line a bus route rather than light rail already severely limited its appeal and convenience. Limiting bus stops downtown and requiring transfers will make it even less appealing.
5.2.203	10/9/2018	More flexibility for moving people downtown
5.2.204	10/11/2018	More flexible
5.2.205	10/5/2018	More incentive to ride because of more single-ride destinations.
5.2.206	10/13/2018	More likely to be used by commuters if transfers not required
5.2.207	10/6/2018	More one-ride access to downtown, closer to destinations and transit connections.
5.2.208	10/5/2018	More opportunity for folks to get on before bus departs downtown
5.2.209	10/4/2018	More options
5.2.210	10/5/2018	More options for mass transit
5.2.211	10/13/2018	More options for people in different parts of Saint Paul and more convenient for events at xcel
5.2.212	10/5/2018	More options for people traveling from/to diverse locations within downtown.
5.2.213	10/14/2018	More options to get to west 7th area
5.2.214	10/11/2018	More practical, reaches more destinations.
5.2.215	10/11/2018	More riders would use a service that doesn't require switching busses/train.
5.2.216	10/11/2018	More riders, better access to places used by locals & families and thus fewer cars
5.2.217	10/5/2018	More riders, improved downtown stops.
5.2.218	10/11/2018	More stops
5.2.219	10/5/2018	More stops downtown, other way not a convenient transfer
5.2.220	10/11/2018	More stops throughout downtown
5.2.221	10/2/2018	More stops, so nice to not have to transfer.
5.2.222	10/4/2018	More transfer options
5.2.223	10/5/2018	More transit connections, more access through downtown.
5.2.224	10/11/2018	More transit options based on my location.
5.2.225	10/14/2018	Most of my end destinations will be closer to Smith, not Union Depot. It will be more convenient and I will be more likely to use if I do not have to walk or transfer to alternative transportation.
5.2.226	10/4/2018	Most riders will be going to or coming from destinations in downtown proper, West of union Depot. Even with high frequency routes, a transfer will slow and complicate these trips, and probably discourage many riders.
5.2.227	10/5/2018	Much more useful for riders and will improve the condition of existing bus stops
5.2.228	10/5/2018	Much more useful to get to various destinations downtown

METRO Gold Line Bus Rapid Transit (GBRT)

Metro Square | 121 7th Place East, Suite 102 | Saint Paul, MN 55101



5.2.229	10/13/2018	My biggest challenge with using public transit is when public transit doesn't stop near to where I am or where I need to go. Weather, an injury, or a large load to carry can keep me from using transit because of that. More stops in downtown would hopefully help more people use the service.
5.2.230	10/6/2018	Nice having the option to get a little further into Saint Paul without having to switch buses
5.2.231	10/11/2018	Nice to have options to go to downtown St Paul
5.2.232	9/29/2018	No transfers
5.2.233	10/3/2018	Not having to transfer just to finish getting downtown would be nice.
5.2.234	10/11/2018	Offers fewer transfers, thus greater convenience to downtown visitors, residents, and commuters
5.2.235	9/30/2018	One seat to excel energy center & to west 7th street
5.2.236	10/5/2018	one-seat ride
5.2.237	10/11/2018	People = stops
5.2.238	10/3/2018	People are not going to use the BRT if they have to transfer to another bus
5.2.239	10/10/2018	People with disabilities will benefit from the extra stops, especially for events closer to the Xcel Center.
5.2.240	10/5/2018	provides additional easy access to venues like Xcel Energy Center, RiverCentre, Ordway, library, Science Museum, etc.
5.2.241	10/5/2018	Provides better service for downtown Saint Paul workers instead of having to transfer to other metro buses
5.2.242	10/5/2018	Proximity to Xcel Energy Center
5.2.243	10/5/2018	Reach Xcel Energy center from East metro without having to transfer
5.2.244	9/28/2018	Ridership will be higher if serving the core of downtown Saint Paul
5.2.245	10/2/2018	Ridership would be higher, and transit is attractive when it is a ONE SEAT RIDE.
5.2.246	10/5/2018	route options
5.2.247	10/9/2018	Saint Paul needs more public transit options to help cut down on vehicular traffic in downtown. The ability to travel between places in downtown is sorely lacking.
5.2.248	10/3/2018	Saves 5 to 10 minute wait for green line
5.2.249	10/12/2018	Seem like it would offer eastsiders the option to bus itevents at Excel
5.2.250	10/4/2018	seems that this option allows connection to the most people and gets closest to Xcel Center
5.2.251	10/11/2018	Serves my West Side neighborhood better.
5.2.252	10/5/2018	Service to more places that I either eat at, shop at, or attend
5.2.253	10/8/2018	Since it will be running from the East Suburbs, it makes sense for it to make other stops. Elderly people or disabled people who want to go to the Science Museum or other locations would not have to transfer or walk.
5.2.254	10/2/2018	Single seat ride advantages
5.2.255	10/6/2018	Snow
5.2.256	10/11/2018	So I don't have to walk to the excel area in the winter
5.2.257	10/8/2018	Sounds like it still offers transfer capability but also increases access to other parts of downtown

METRO Gold Line Bus Rapid Transit (GBRT)

Metro Square | 121 7th Place East, Suite 102 | Saint Paul, MN 55101



5.2.258	10/6/2018	St Paul needs better public transit, and it is getting built, yet we need to do all we can to make it easier, and more convenient for people to use it. This gives rider more options and allows them to travel throughout downtown more in a single ride. Thanks you for considering this.
5.2.259	10/5/2018	Stopping at edge of downtown would force transfers and extended travel times just to get to other downtown destinations like the X or CBD or make connections to other st paul routes
5.2.260	10/11/2018	Stopping at the downtown stops will make it easier for riders to catch transfers and get to downtown locations. Union Depot is far away from a lot of the rest of downtown. It's not even adding any new infrastructure, so no reason not to go through downtown.
5.2.261	10/12/2018	Stops at the Xcel Energy Center
5.2.262	10/3/2018	Stops in Downtown provides flexibility and convenience.
5.2.263	10/11/2018	The amount of traffic busses will cause I'm downtown Saint Paul will make it a nightmare to travel through just like Minneapolis
5.2.264	10/5/2018	The bus area at Union Depot is very disconnected from the rest of Downtown, including the Union Depot LRT stop. I work next door to UD and catch the bus by Mears Park even though it leaves from UD because it's so annoying to get to the buses there.
5.2.265	10/5/2018	The bus should go through downtown Saint Paul, not stop at the edge of it.
5.2.266	10/5/2018	The bus terminal as it now exists at Union Depot is invisible and inconvenient. Stop there, but go on to more of downtown St Paul.
5.2.267	10/2/2018	The Depot is on the edge of downtown and forces a transfer or long walk for most riders
5.2.268	10/14/2018	the entertainment "hotspots" are along this route
5.2.269	10/4/2018	The extended route would be much more useful (requiring fewer transfers from N/S routes like the 62) and would make any future extension easier.
5.2.270	10/8/2018	The front of U depot is easier for me to access.
5.2.271	10/5/2018	the loop brings the bus all the way into city -totally logical. Furthermore, it enhances the ridership numbers so that federal matching funding has a higher probability to succeed -and at \$10M add (2% of total cost), a very economical decision.
5.2.272	10/5/2018	The Loop is badly needed in downtown St Paul. Better transit options will help more people.
5.2.273	10/11/2018	The more stops it makes in DT the more it will be used.
5.2.274	10/13/2018	The most access fo lr the most people.
5.2.275	10/11/2018	The option to continue through Saint Paul serves more destinations in Saint Paul conveniently than ending at Union Depot and transferring.
5.2.276	10/12/2018	The point should be to make transit more accessible and easier to use. Forcing office workers to stop and transfer at union depot to ride one stop to central station makes no sense to me. That will just serve to drive people away from using transit.
5.2.277	10/11/2018	The transfer time cost is too high for the primary users of this route: East Metro riders ending in Saint Paul
5.2.278	10/5/2018	The Union Depot stop is closer to the Green Line platforms. This route also allows for transfers to the Green Line at City Center station. Finally, it better serves downtown St Paul, for riders whose destination is St Paul.

METRO Gold Line Bus Rapid Transit (GBRT)

Metro Square | 121 7th Place East, Suite 102 | Saint Paul, MN 55101



5.2.279	10/10/2018	The walk to the Xcel center from Union depot is a bit much in the heart of winter.
5.2.280	10/11/2018	There are incredibly more options with the Smith Avenue route.
5.2.281	10/5/2018	There are limited options to travel through downtown Saint Paul currently, especially for events at Xcel Energy Center. An option from light rail to Xcel makes sense!
5.2.282	10/4/2018	This option seems like it would connect more people with fewer transfers.
5.2.283	10/11/2018	This route is much more useable for those needing to get into downtown. If it stops at Union Depot, it would require another transfer with short trip. Why not make it as useful a as possible?
5.2.284	10/14/2018	This route provides better access to more stops without transferring.
5.2.285	10/5/2018	This will certainly increase ridership and create more value for riders. Many will take the gold line to the Xcel directly they Wil not want to stop and walk from union depot
5.2.286	10/11/2018	To help with traffic for wild games and concerts
5.2.287	10/2/2018	transfers are annoying, and there are no jobs at Union Depot, they're on the other end of downtown
5.2.288	10/2/2018	Transfers are dumb, especially for last 1/2 mike.
5.2.289	10/6/2018	Transfers make people less likely to use transit, especially in the winter.
5.2.290	10/11/2018	Transit like this will be use more if it provides access to more of downtown
5.2.291	10/5/2018	Union Depot does not give good access to a lot of Downtown.
5.2.292	10/5/2018	Union Depot is irrelevant except for the Green Line
5.2.293	10/9/2018	Union Depot is not centrally located in downtown St Paul and would require a lot of people to transfer once they arrive in downtown. I would recommend the Smith Avenue Transit center so that more people can get directly where they are going (closer to jobs, the Xcel, etc) and so that the bus meets up with more buses for transfers, etc.
5.2.294	10/5/2018	Union Depot is not convenient. It's a long walk from most of downtown.
5.2.295	10/11/2018	Union Depot is on the outskirts of downtown. It doesn't seem like a very accessible option for people trying to reach the business core of the eastern half of downtown. Adding the three stops in each direction along 5th/6th makes it a more useful line for people working (and living) in that area.
5.2.296	10/5/2018	Union Depot is out of the way, and the route will be less useful if it doesn't connect to more destinations in the core of downtown.
5.2.297	10/11/2018	Union Depot, while a transit hub, isn't really connected to the rest of the core downtown area,
5.2.298	10/11/2018	Union is already flooded.
5.2.299	10/5/2018	Useful
5.2.300	10/4/2018	Waiting for transfers defeats the purpose of the express bus. People will not want to ride if it can't get them to their final destination quickly.
5.2.301	10/2/2018	Want to go downtown, not transfer
5.2.302	10/12/2018	We need to plan for the expansion of the businesses located near the Xcel Center.
5.2.303	10/3/2018	What successful transportation route in the world stops just short of its primary destination? The idea of stopping at the Union Depot is deeply silly. Obviously transit should run through areas where there is high travel

METRO Gold Line Bus Rapid Transit (GBRT)

Metro Square | 121 7th Place East, Suite 102 | Saint Paul, MN 55101



		demand, not stop short of it. Whomever conceived of the Union Depot terminus idea obviously does not use transit.
5.2.304	10/13/2018	While I live a half a block from the depot and that is where I will catch the Gold Line BRT, the other route looks as though it would serve the rest of downtown better.
5.2.305	10/11/2018	Will encourage more people to ride the Gold Line!
5.2.306	10/7/2018	Work near 5th/6th streets
5.2.307	10/11/2018	Would love a way to get from lower town to the excel energy center quickly!

Responses from those who selected "No Preference" on Gold Line Downtown Routing Alternatives

Comment #	Comment date	Verbatim Response
5.2.308	10/7/2018	?
5.2.309	10/4/2018	Because I do not have a preference
5.2.310	10/5/2018	Either route will have lots of traffic downtown
5.2.311	10/6/2018	I didn't
5.2.312	10/2/2018	I don't plan to use this service and I don't have strong feelings here.
5.2.313	10/5/2018	I don't have any preference
5.2.314	10/5/2018	I don't have enough information about why they were chosen or the advantages of either
5.2.315	10/5/2018	I walk around downtown and either option works for me to get to another part of downtown.
5.2.316	10/11/2018	I would catch the bus at Union Depot, so either route works.
5.2.317	10/5/2018	I would prefer it begin/end at Smith Ave Transit Center but I am concerned that it will get off schedule when there are special events if it travels through downtown.
5.2.318	10/11/2018	Neither option addresses the lack of transit service on Kellogg Boulevard
5.2.319	10/5/2018	Not sure I would need to use it.
5.2.320	10/13/2018	Not sure if either makes a difference in my ridership pattern
5.2.321	10/5/2018	Sufficient service throughout downtown. Concerned with larger route service throughout Woodbury

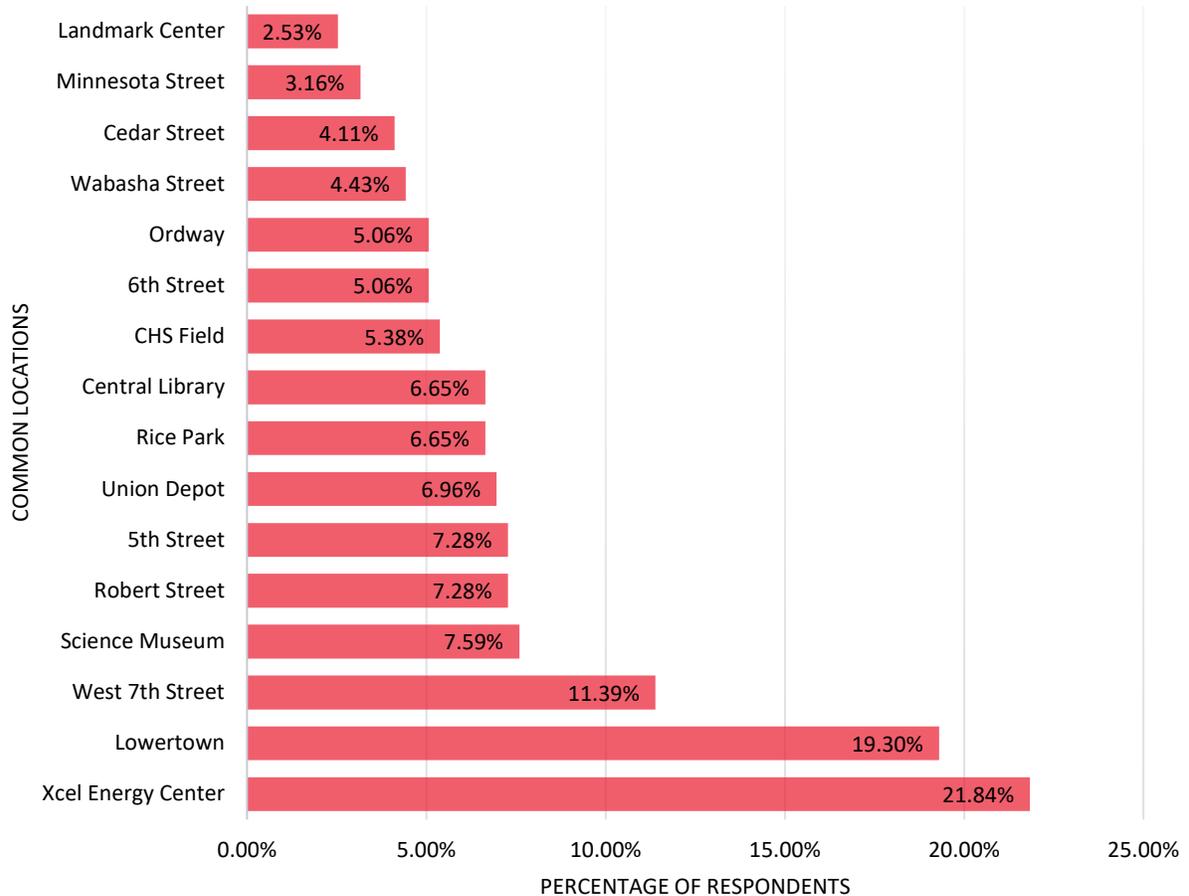
Response from individual who left "Preference on Gold Line Downtown Routing" blank

Comment #	Comment date	Verbatim Response
5.2.322	10/9/2018	It provides additional options for riders going to different parts of downtown Saint Paul.

5.3. Where in downtown Saint Paul do you typically travel to?

The total percentage of online respondents does not equal one hundred percent. Only commonly provided locations are noted in the graph and respondents frequently responded with multiple locations.

ONLINE SURVEY: LOCATIONS RESPONDENTS TYPICALLY TRAVEL TO IN DOWNTOWN

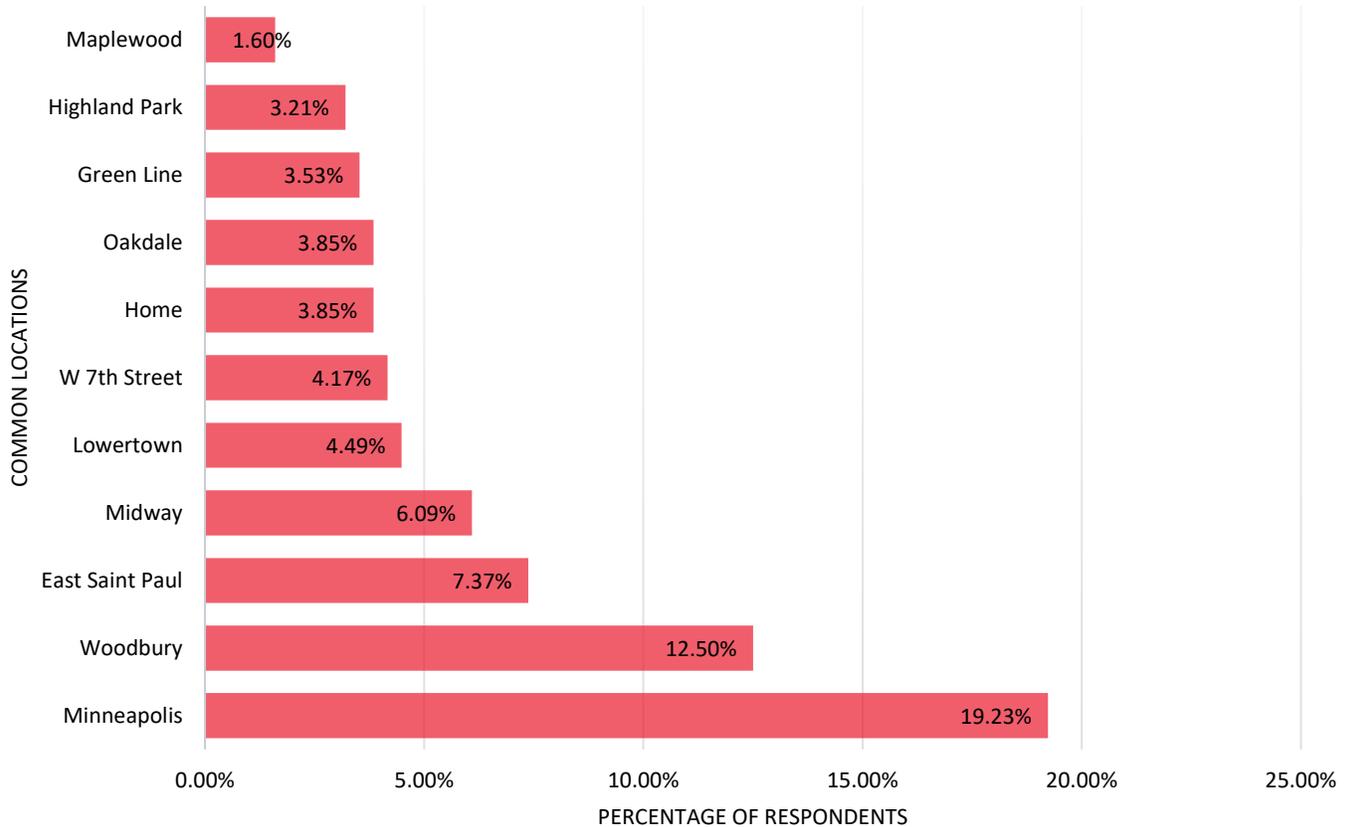


Total answered: 316 Number skipped: 20

5.4. Where are you typically traveling from to reach downtown Saint Paul?

The total percentage of online respondents does not equal one-hundred percent. Only commonly provided locations are noted in the graph and respondents frequently responded with multiple locations.

ONLINE SURVEY: LOCATIONS RESPONDENTS TYPICALLY TRAVEL FROM TO REACH DOWNTOWN



Total answered: 312 Number skipped: 24

5.5. Are there any other opportunities or challenges of these alternatives that Gold Line staff should consider?

Comments stating “No”, “N/A”, “I don’t know”, etc. have been removed from the following tables to reduce table length

Responses from those whose preferred alternative was “Begins/Ends at Union Depot”

Comment #	Comment date	Verbatim Response
5.5.1	10/11/2018	accessibility
5.5.2	10/5/2018	additional building costs
5.5.3	10/11/2018	Additional traffic congestion along 5th & 6th
5.5.4	10/11/2018	Better signage for all bus bays and shelters

METRO Gold Line Bus Rapid Transit (GBRT)

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5.5.5	10/11/2018	Capacity/availability of ticketing machines, payment options, etc. at either terminus
5.5.6	10/4/2018	Consider routes that are express routes - from one station to downtown, not stopping at multiple stations, alternating this throughout the morning/evening commutes.
5.5.7	10/12/2018	Dedicated brt lanes
5.5.8	10/5/2018	Don't block roads in the already tight downtown with more tracks.
5.5.9	10/13/2018	Fewest possible left turns
5.5.10	10/11/2018	Frequency of buses and coordinating with other transit options.
5.5.11	10/5/2018	Having a single end-point at Union Station would be the most cost-effective and least complex option.
5.5.12	10/9/2018	I don't like the idea of running a bus line adjacent the Bruce Vento trail - that is currently a wonderful route for walking, biking, and running. Buses would add potential for accidents as well as noise and air pollution.
5.5.13	10/11/2018	I object to the increasing property taxes and other fees that are being proposed to pay for these transit projects. They lose money and government keeps coming back to the taxpayers asking for more money. Just keep the roads and bridges fixed so I can drive my own vehicle.
5.5.14	10/12/2018	I think everyone would like mass public transit to be accessible but not intrusive, especially for the businesses and residents of Saint Paul. The residential buildings around, for example, Mears Park, enjoy a certain oasis in the city; a walkable lifestyle that would be altered by the presence of light rail routes. The appeal of DT Saint Paul v. DT Minneapolis is that Saint Paul retains its 'neighborhood feel' vs the cluttered, busy streets of Mpls that can, at times, feel hostile to urban residency.
5.5.15	10/5/2018	i think it would create a burdon on car traffic flow in the downtown area to have another line loop through the downtown area unnecessarily
5.5.16	10/7/2018	I think Union Depot will benefit greatly with the Gold Line being inside
5.5.17	10/11/2018	ldk, build more and better connected route
5.5.18	10/12/2018	In the last 5 o so years there have been numerous street closures on 5th and 6th as well as around Xcel for repairs, mechanical work, as well as concerts ... this could hamper routing a BRT through town.
5.5.19	10/4/2018	It may be useful if the union depot to the airport route one west 7th is BRT or a waste if it is lightrail.
5.5.20	10/12/2018	Keep in mind the increased traffic when there are events at the Xcel Energy Center. Choosing the Smith Transit Center may cause delays and long waiting periods for people when there's an event going on.
5.5.21	10/12/2018	Looping downtown raises the number of vehicles and drivers needed for same service levels.
5.5.22	10/4/2018	Make sure the Gold Line is not just a limited route, Make it available all day/night and weekends for those that do not have other modes of transportation.
5.5.23	10/11/2018	No, excited to see more BRT!
5.5.24	10/14/2018	not for me but yes for others
5.5.25	10/3/2018	Not necessarily with the routing, but a contracted bus that goes to Lakeland - Afton might be something to consider.
5.5.26	10/13/2018	People who live here and want a neighborhood. We don't want transit tracks on every street. Use what already in place. Don't disrupt the

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		neighborhood with another 2-3 years of construction to and more tracks when they aren't needed. Ridership / demand doesn't support this project and the residents don't want it.
5.5.27	10/3/2018	Perhaps a later extension out to Hudson WI
5.5.28	10/14/2018	Please consider options that are less disruptive to our Lowertown neighborhood. Too much noise by people commuting, buses exhaust and noise, traffic congestion.
5.5.29	10/11/2018	Pollution sound and chemical that will effect the residents.
5.5.30	10/12/2018	Separate bus from other traffic for less congestion
5.5.31	10/11/2018	Skyway entrances
5.5.32	10/10/2018	too many ppl on the gold lines when there is an event downtown saint paul, like how the green line gets super crowded
5.5.33	10/2/2018	Wayfinding should be greatly improved.
5.5.34	10/12/2018	What planning is taking place to reduce current congestion matters? Parking, traffic flow, increase in hired car transports and Tavern van transports?
5.5.35	10/3/2018	will riders pay (or not pay) like the Green Line?
5.5.36	10/2/2018	With the growth in Eastern Woodbury it'd be nice to have a stop added there since it's about a 15 minute drive to the current park and rides, where traveling to Saint Paul is about 30 minutes so there isn't much time savings

Responses from those whose preferred alternative was "Route through Downtown"

Comment #	Comment date	Verbatim Response
5.5.39	10/11/2018	A loop that includes Union Depot? Best of both worlds?
5.5.40	10/11/2018	Adding incentive to take the bus through downtown will relieve congestion and ease environmental problems caused by cars.
5.5.41	10/4/2018	Alignment with other bus schedules from greater St Paul to reduce transfer friction
5.5.42	10/9/2018	An even larger loop around downtown.
5.5.43	10/5/2018	Approve the loop because it makes sense!
5.5.44	10/11/2018	Build a functional transit system not a cheap one!
5.5.45	10/5/2018	Bus safety and cleanliness are top priority
5.5.46	10/2/2018	By extending the Gold Line through downtown, it would provide all-day span and frequent service to riders within downtown that may otherwise not ride east on the Gold Line. It would connect the event centers (Lowertown/CHS Field/Mears Park to Xcel/Ordway) in a way that will attract new people to transit, and provide improved service for transit-reliant people
5.5.47	10/13/201	Can't wait for this to become operational! Woodbury needs mass transit opps during most hours of most days, perhaps even try some on weekends. Demand seems to be there! We just need more parking spaces for others to take advantage of Metro Transit opps to downtowns.
5.5.48	10/5/2018	Cedar & Robert Street stations seem too close/redundant, signal preference for Gold Line through downtown to speed up service
5.5.49	9/28/2018	Challenge - ridership loss by stopping at the Union Depot
5.5.50	10/5/2018	Congested Downtown Streets

METRO Gold Line Bus Rapid Transit (GBRT)

Metro Square | 121 7th Place East, Suite 102 | Saint Paul, MN 55101



5.5.51	10/11/2018	Consider that the Gold Line is obviously meant to extend to Minneapolis via I-94 and 5th/6th Street are how you would get there. Build it now. Terminating at Union Depot is a ridership killer. LISTEN TO TRANSIT PLANNERS, NOT COUNTY COMMISSIONERS
5.5.52	10/11/2018	Continue the line through downtown
5.5.53	10/2/2018	Cost. \$10m for Loop sounds good. But if it crept up to a much higher number that benefit could be too costly.
5.5.54	10/5/2018	Creating a system of high quality bus stations on the transit spine of downtown St Paul will be a huge win for gold line users and all other transit users who go through downtown. It would be a big win for the project and for the entire region.
5.5.55	10/10/2018	Dedicated bus lanes through routing downtown; quality of additional station stops
5.5.56	10/15/2018	Dedicated Gold Line bus lanes in downtown area might be a difficult thing to manage.
5.5.57	10/5/2018	definitely, it's a must to use transit signal priority (TSP) if it gets routed through downtown. This would also benefit the local bus routes along with Gold Line BRT by reducing delays at red lights
5.5.58	10/3/2018	direct service to events at Xcel Arena, RiverCentre, and Ordway will be a big selling point.
5.5.59	10/3/2018	Do not get rid of the circulator
5.5.60	10/14/2018	Downtown congestion
5.5.61	10/5/2018	Embrace buses, cycling, scooters, and don't be afraid to use permanent traffic lanes for these three!
5.5.62	10/4/2018	Ending the line at Union Depot makes no sense at all.
5.5.63	10/4/2018	Ensure they serve the largest number of people possible.
5.5.64	10/5/2018	Extend it to downtown Minneapolis
5.5.65	10/11/2018	Extending gold line further west into St Paul. West seventh is on top of old railroad tracks.
5.5.66	10/8/2018	Extending the line along i94 to minneapolis
5.5.67	10/5/2018	Forcing riders to transfer at Union Depot will deter people from riding.
5.5.68	10/5/2018	Gold Line should continue as express bus to Downtown Minneapolis maybe with a stop at Snelling. There should be bus only lanes for the Gold Line in downtown St Paul
5.5.69	10/4/2018	Have the BRT stops be shared stops - unlike A Line.
5.5.70	10/10/2018	Having the GoldLine will make ST St Paul much more accessible to folks in the east metro not just for work but for entertainment during the evening and weekends!.
5.5.71	10/5/2018	Higher frequency during rush hours
5.5.72	10/5/2018	How well can the "Begin/End at Union Depot" route serve those with limited mobility? Will transfers be accessible to them?
5.5.73	10/5/2018	how will this impact other buses in east metro?
5.5.74	10/11/2018	I am wondering if it will connect with Maplewood Mall
5.5.75	10/3/2018	I appreciate the goal of making Union Depot a major transit hub, but think that it can still be that with the proposed start/end at Smith Ave Transit Station
5.5.76	10/10/2018	I have some general operations feedback, but that is outside of the scope of the gold line.

METRO Gold Line Bus Rapid Transit (GBRT)

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5.5.77	10/2/2018	I have to admit, I was hesitant to choose the loop because as soon as the bus travels among normal traffic, it'll slow way down and lose a lot of the benefit of BRT. At that point, why not just ride a local bus? But if it can go faster for most of the route, and still get me closer to where I'm trying to go without requiring a transfer, that's worth it to me.
5.5.78	10/12/2018	I like the idea that the Gold Line would have a transfer point at Cedar for those who want to get from the Green Line to the Xcel Center and Smith Ave. It will help draw more people to Downtown by making it more accessible to those of us who, due to mobility issues, can't walk 3 blocks to attend events
5.5.79	10/12/2018	I think BRT is great and can attract many riders who use car now because of nice buses, frequent pick ups, and very excited about this but one stop at back of Depot would ruin most of it's appeal
5.5.80	10/11/2018	I understand the drive to save money, but the cost is a small portion of the overall project and would make a big positive impact in ridership.
5.5.81	10/5/2018	I won't use the GL to commute if it stops at Union Depot. It's too cold in the winter to walk the rest of the way and I don't want to traipse through the depot to wait for a bus to drive me less than a mile.
5.5.82	10/11/2018	I would like it if transit planners would survey disabled riders (not just those of us in wheelchairs, but people using canes, crutches, and walkers, too!) about the impact to accessibility that existing BRT lines have had, since it almost always involves eliminating stops and making more usable routes with more stops less frequent. I have a much harder time connecting with the A line than I ever did its predecessor because the distance between the closest stop I can transfer from to the closest A line stop is much farther, and it's quite literally impossible for me to traverse that added distance on ice and snow in the winter. That's just an example, but it's one way in which able-bodied people go, "Eh, another block or two without a stop is no big deal," while for some of us, a lack of stops or a need to transfer several more times (how long does that take when you use a wheelchair or walker?) to get close literally makes a route unusable. It's also worth considering that more stops allow people to use the time that they are waiting for their connecting buses to run errands or do other little necessary tasks like banking, going to the post office, or returning library books. Enabling people to do this more easily is a good way to encourage people to drive less, since it means having to take fewer dedicated trips for specific tasks. Union Depot isn't exactly a hub of these things, so my waiting time there is just waiting time, vs. being able to do something useful.
5.5.83	10/5/2018	I'd be very glad if the Gold Line made the last mile of my commute from Minneapolis to the DNR building on Lafayette Rd. easier in any way, and the same is probably true for many other state employees who work in the area.
5.5.84	10/8/2018	Idk but I love BRT and want a ton more of it
5.5.85	10/1/2018	If i know that I would have to walk a big distance from the bus to my destination, I'd drive.
5.5.86	10/10/2018	If it becomes a major cost of technical issue to do the downtown loop, a loop with fewer stops would be better than no loop at all.

METRO Gold Line Bus Rapid Transit (GBRT)

Metro Square | 121 7th Place East, Suite 102 | Saint Paul, MN 55101



5.5.87	9/29/2018	If you want to transfer to green line you can but if you want to go to Ordway you can stay on gold line.
5.5.88	10/5/2018	impact on street parking and traffic flow
5.5.89	10/5/2018	Improve transit experience for ALL of downtown
5.5.90	10/12/2018	Job and business displacement that may be caused by this addition of transportation.
5.5.91	10/11/2018	Keep it out of downtown Saint Paul.
5.5.92	10/11/2018	Keeping all lines clean and safe.
5.5.93	10/5/2018	Lack of regional rail service limits Union Deopt as destination for local transit connections
5.5.94	10/5/2018	Light rail eastbound instead of BRT
5.5.95	10/14/2018	Limited number of stops
5.5.96	10/5/2018	Look at maximizing connections to other transit lines, access to park and rides too.
5.5.97	10/5/2018	loop has many more benefits to riders and would encourage bus usage, compared to one downtown stop at Union Depot
5.5.98	10/11/2018	Lowest barrier of entry to using public transit avoids transfers. For those traveling to Saint Paul for work, that means continuing bus through the downtown district. Those going to Minneapolis are already transferring to green line.
5.5.99	10/2/2018	Makes it more useful for people going to events or to Lowertown from other parts of downtown
5.5.100	10/13/2018	Making paying convenient
5.5.101	10/5/2018	Many people living out in Woodbury may not be used to transit trips and dropping them far from their final destination will reduce ridership
5.5.102	10/11/2018	Maximizing ridership
5.5.103	10/5/2018	More stations in Woodbury
5.5.104	10/15/2018	More stops by multiple family dwellings increase options for disabled residents, thank you.
5.5.105	10/5/2018	No. Since don't get the light rail that we need and have to settle for buses the second option is the best thing available. I'm disappointed that once again the east side of the metro gets substandard transit. Not surprised but still disappointed. I will likely move closer to light rail and out of Washington County to gain better access to transit
5.5.106	10/11/2018	None - I'm excited because my daughter goes to Mound Park Academy and the Gold line could help shorten bus route.
5.5.107	10/2/2018	Nope, just make it do the loop.
5.5.108	10/5/2018	Only need 2 downtown stops for the gold line. Not 10.
5.5.109	10/11/2018	Opportunity to improve downtown stations
5.5.110	10/11/2018	Other future aBRT routes could use the 5th/6th St infrastructure too.
5.5.111	10/3/2018	Park and ride, free parking near each stops.
5.5.112	10/14/2018	parking options at the hub
5.5.113	10/5/2018	people trying to hoof it to Union Depot to catch gold line in very cold or snowy weather... no good
5.5.114	10/3/2018	Perhaps just use kellogg blvd instead of 5th and 6th
5.5.115	10/11/2018	Put in a bike lane when you put in the gold line
5.5.116	10/4/2018	Regular late night schedule i.e. Some of us work late into the night in Minneapolis!

METRO Gold Line Bus Rapid Transit (GBRT)

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5.5.117	10/15/2018	Ridership.
5.5.118	10/4/2018	Security
5.5.119	10/13/2018	Service is key.
5.5.120	10/11/2018	Service late into the evening.
5.5.121	10/4/2018	Signal priority for all transit through Saint Paul
5.5.122	10/3/2018	Snow
5.5.123	10/11/2018	Some of the sidewalks along 5th and 6th are not great. This would be a chance to reimagine the non-auto public realm.
5.5.124	10/5/2018	Stopping at union depot only will hobble this line and discourage ridership
5.5.125	10/4/2018	Stopping the Gold Line at the Union Depot would detract downtown workers from the east metro from taking this, as it might require them to transfer to a bus or train or long walk. The Gold Line could be used for events at the RiverCentre or Xcel if it goes all the way to the Smith Ave Transit Center.
5.5.126	10/11/2018	The alternate route should stop at multiple points the light rail does to commingle the two services.
5.5.127	10/11/2018	The alternative route presented looks good to me.
5.5.128	10/11/2018	The back of the Union Depot provides poor connections to anything except Amtrak and Jefferson Lines
5.5.129	10/11/2018	The congestion in getting multiple buses out of the depot will make my connection longer and if I want to walk it is much further from the Depot.
5.5.130	10/3/2018	The Gold Line and Rush Line should ultimately be merged to provide one through-running service connecting the East and Northeast metro and create efficiencies for the service provider.
5.5.131	10/6/2018	The Green Line doesn't serve the "entertainment district" so the next line should!
5.5.132	10/11/2018	The improved stops, if done, for 5th and 6th should also help future BRT projects, such as the Riverview Corridor proposal and future such lines to points east and west. Would cut projected future costs.
5.5.133	10/4/2018	The priority should be creating a useful transit service, not trying to make union Depot feel like a central hub (which it never will without a huge expansion in regional rail service anyway)
5.5.134	10/3/2018	The traffic from Wild games is going to make the extension worth it
5.5.135	10/11/2018	There are no destinations near the Union Depot.
5.5.136	10/6/2018	This route is serving mostly suburbanites and will be poorly patronize because the riders will not transfer to GL when they can reach downtown in 20mins
5.5.137	10/3/2018	Time it takes to travel those extra stops
5.5.138	10/11/2018	Time the route with green line departures
5.5.139	10/5/2018	timing overall depending upon frequency
5.5.140	10/5/2018	Timing to make waits between bus transfers more efficient
5.5.141	10/13/2018	Traffic
5.5.142	10/5/2018	Traffic near 5th & W 7th St due to Xcel Energy Center Events
5.5.143	10/10/2018	Traffic, the fact that in Minneapolis and other cities people are used to the lines overlapping
5.5.144	10/3/2018	travel time, ridership projections

METRO Gold Line Bus Rapid Transit (GBRT)

Metro Square | 121 7th Place East, Suite 102 | Saint Paul, MN 55101



5.5.145	10/11/2018	What areas need more foot traffic to stimulate better retail and small business growth downtown. Being mindful of the residential buildings desire for quieter evenings.
5.5.146	10/12/2018	Wild games and events at the Xcel (as well as potential bar traffic), could pollute that route with too many passengers
5.5.147	10/5/2018	Xcel will likely get bogged down on event nights. What about an alternative to just terminate Gold Line at Depot, but have a different type of shuttle(s) that just run loops through downtown from Depot - Light Rail - Xcel

Responses from those who selected "No Preference" on Gold Line Downtown Routing Alternatives

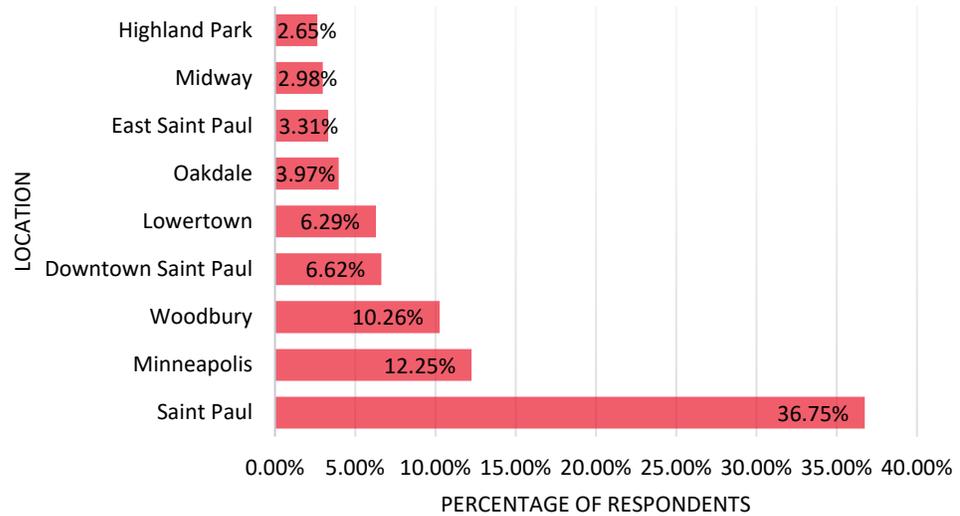
Comment #	Comment date	Verbatim Response
5.5.148	10/5/2018	Better expansion along Woodbury to accommodate service and retail workers that work there, don't only focus on 9-5ers that live in suburbs.
5.5.149	10/13/2018	Bus stops more conveniently located for getting on and off the bus
5.5.150	10/5/2018	construction, considerable NB traffic on Wabasha during rush
5.5.151	10/9/2018	Handicap access, high school truancy, drug use in shelters
5.5.152	10/4/2018	Homes, businesses...those affected by road construction
5.5.153	10/5/2018	The challenge of keeping passengers safe while riding
5.5.154	10/13/2018	The only way you are going to get me to ride this bus is if you put a stop up by Robert and 12th. The parking wait lists are hundreds deep in Capitol complex parking garages. We need commuter service to the Capitol complex
5.5.155	10/11/2018	There are already a lot of busses running down 5th and 6th Streets
5.5.156	10/11/2018	There is no bus service on Kellogg.

Response from individual who left "Preference on Gold Line Downtown Routing" blank

Comment #	Comment date	Verbatim Response
5.5.157	10/8/2018	There is no way this line will be successful when it will be travelling on the highway. ST Paul residents will not ride unless they are near the station. There are many local buses nearby that take less than 20mins to downtown Only benefit Woodbury riders which are few except for rush hour

5.6. Where do you live?

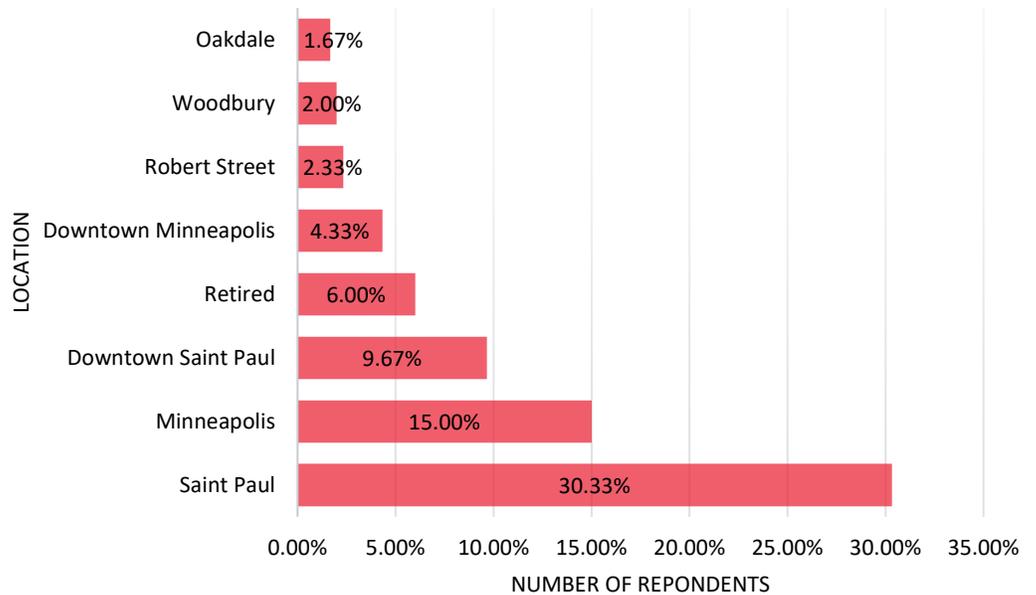
ONLINE SURVEY: WHERE RESPONDENTS LIVE



Total answered: 302 Number skipped: 34

5.7. Where do you work?

ONLINE SURVEY: WHERE RESPONDENTS WORK



Total answered: 300 Number skipped: 36

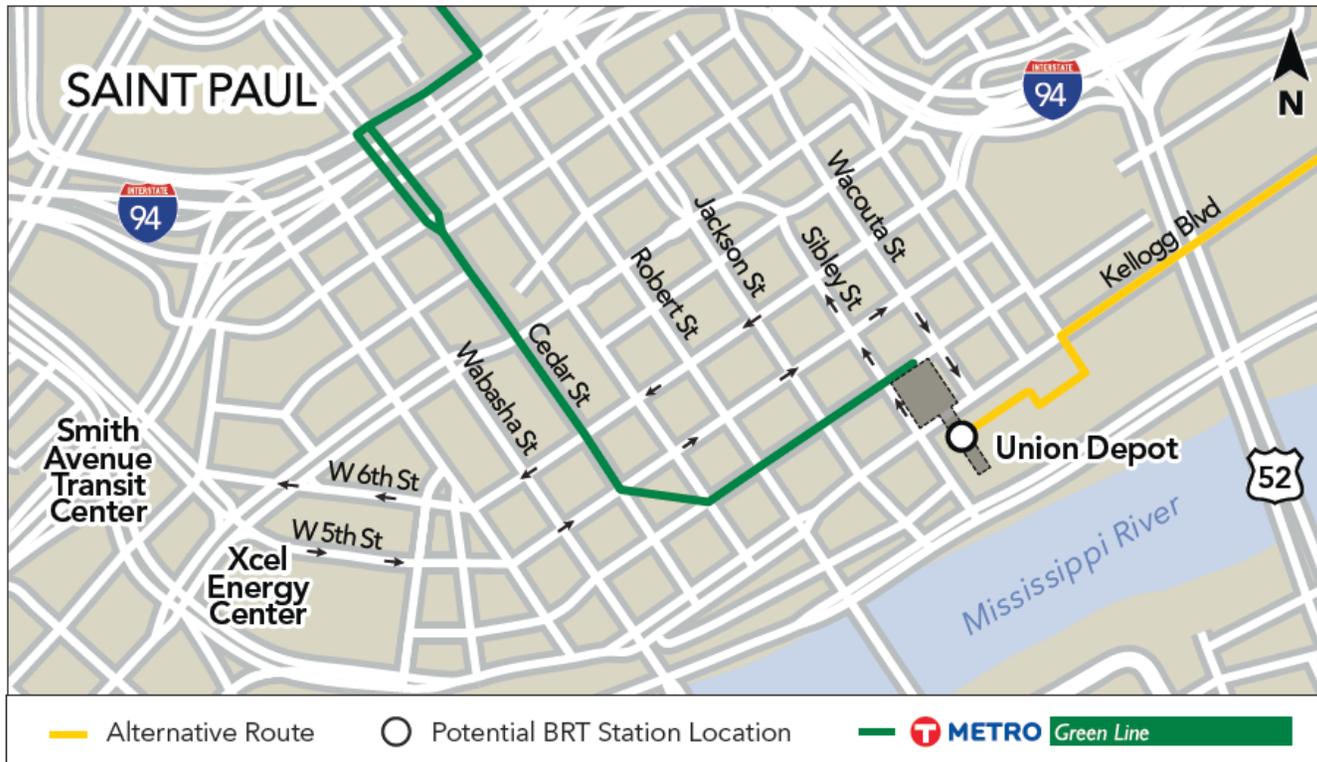
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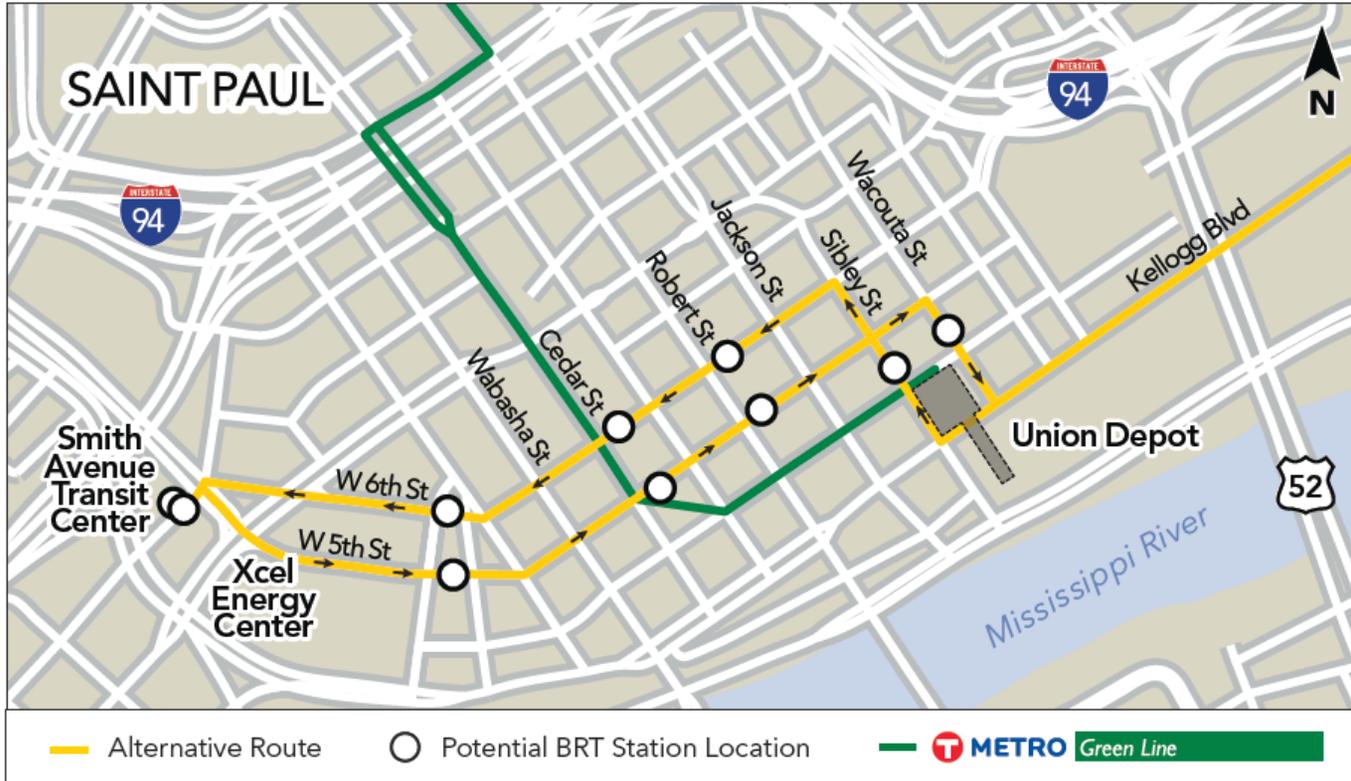
Appendices

Appendix A – Alternative Maps Used for Public Input



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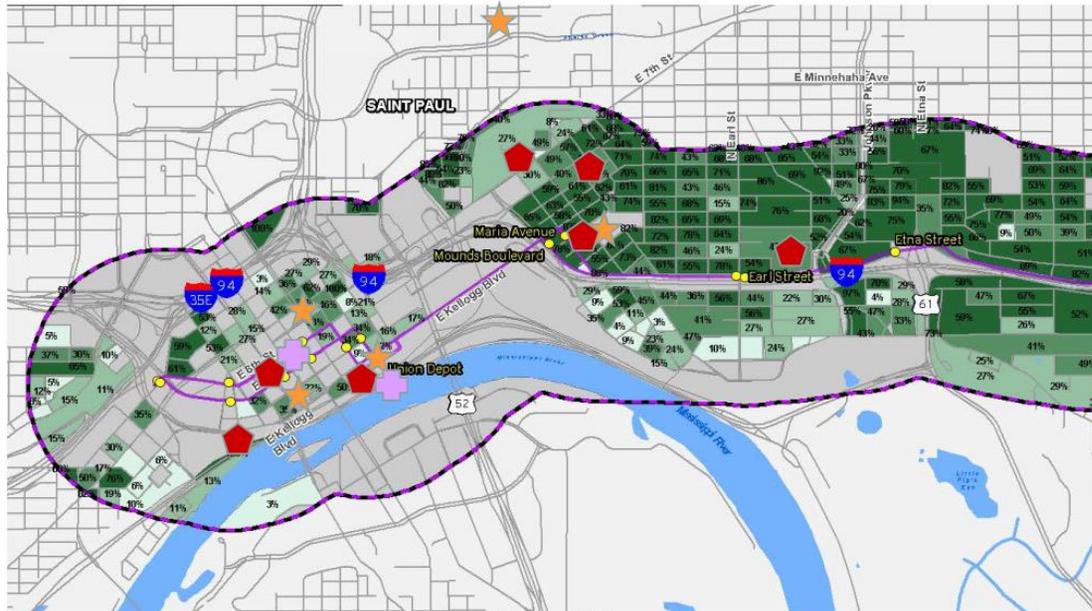


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Appendix B – Outreach Activities in Communities of Color and Low-income Neighborhoods, Fall 2018

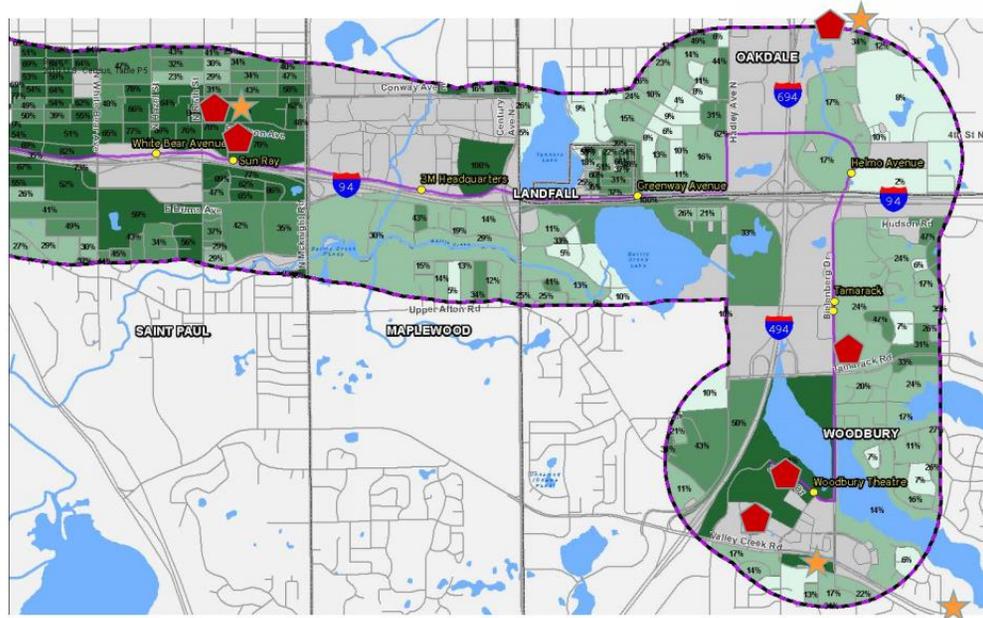


Percent Communities of Color

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

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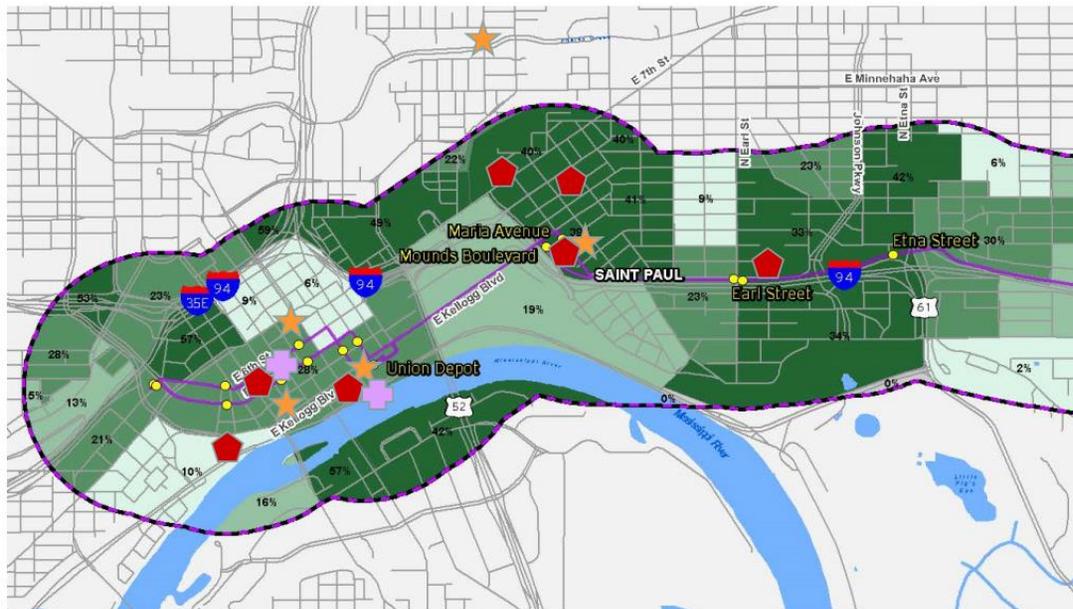


Percent Communities of Color



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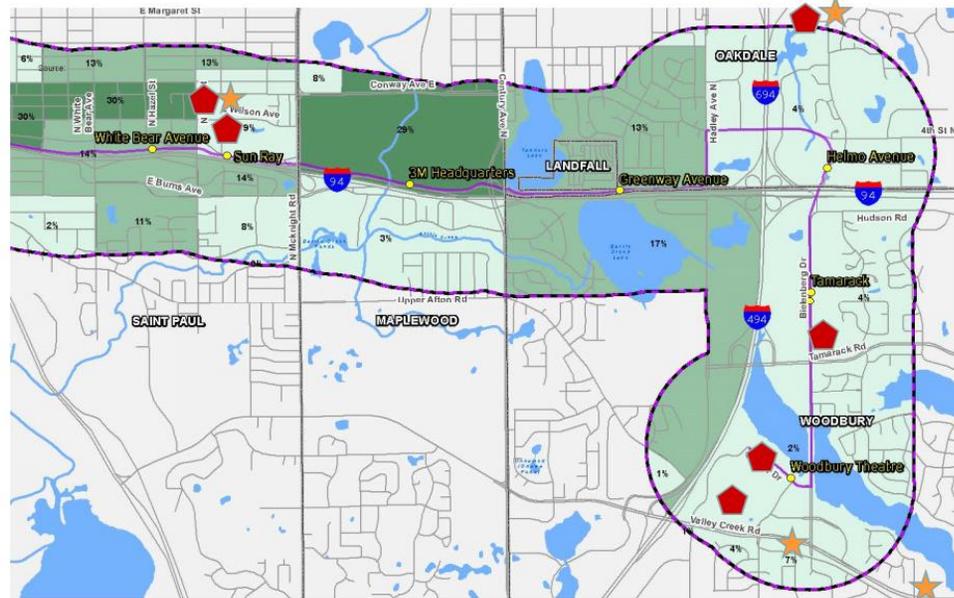


Percent Low Income

- | | |
|----------|--------------------|
| 0-10% | Open Houses |
| 10.1-20% | Pop-ups |
| 20.1-30% | Flyer Distribution |
| Over 30% | Neighborhood Mtgs |

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Percent Low Income

- | | |
|--|--|
| 0-10% | Open Houses |
| 10.1-20% | Pop-ups |
| 20.1-30% | Flyer Distribution |
| Over 30% | Neighborhood Mtgs |

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Appendix C – Downtown Alternatives Data Charts

Event	Date	Prefer Downtown Routing	Prefer Depot Bus Deck	Total Attendees/Responses
Dayton's Bluff Elementary	Sept. 11, 2-4PM	1	0	8
Sun Ray Library	Sept. 13, 4-6PM	4	0	12
Woodbury Central Park/Library	Sept. 25	16	1	31
Securian Farmer's Market	Sept. 26	11	3	21
Woodbury Lutheran Park and Ride	Sept. 28, 6:30-8:30AM	18	3	25
Yoga at Union Depot	Sept. 29, 9-10:30AM	7	2	15
Sun Ray Transit Center	Oct. 4, 2-4PM	13	4	26
Green Line Central Station	Oct. 5, 11AM-1PM	5	4	14
Oakdale Library	Oct 8, 4-6pm	7	2	15
Open House 1 (Skyway, Alliance Bank)	Oct 9, 11AM-1PM	14	6	50
Open House 2 (Union Depot)	Oct 9, 4-6PM	7	0	15
Online Survey	Open from Sept. 24 - Oct. 15	243	72	336
Emailed Comments		3	0	3
TOTALS		349	97	571

Percentages - all event attendees and respondents (571)

Prefer Downtown Routing	61%
Prefer Depot Bus Deck	17%
Did not name a preference	22%