METRO Gold Line BRT
CBAC Meeting
August 23, 2018
Today’s Topics

• Introductions
• Corridor Management Committee Update
• Public Engagement Update
• History of Alignment
• Project Scope Discussions
• Upcoming CBAC Meetings
CBAC Co-Chairs Attending First CMC Meeting

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

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

July 17 and 18 Open Houses
Stakeholder Engagement Update

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

• Door Knocking
  • Two neighborhoods where input is needed on design options

• One-on-One Meetings
  • With various stakeholders along the corridor

• Community Events
  • Throughout the corridor

Flyer Translation into Hmong Language

July 31 East Metro Garage Open House
History of Alignment
Many options were considered and ultimately eight alternatives were analyzed.
Environmental Scoping 2013-2016

- Same route was considered for bus rapid transit and light rail transit service
Locally Preferred Alternative 2016
Project Scope in Environmental Assessment
GBRT Goals and Objectives

 Tier 1 goals must be considered first

- Improve Mobility (Ridership & Travel Time)
- Cost-Effective & Economically Viable
- Support Economic Development
- Protect the Natural Environment
- Preserve & Protect Quality of Life

Metro Transit
Gold Line
Gold Line Committee Structure

- Issue Resolution Teams (IRTs)
- Technical Advisory Committee (TAC)
- Community and Business Advisory Committee (CBAC)
- Corridor Management Committee (CMC)
- Counties
- Metropolitan Council

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Gold Line Scope Refinement Process

- Community Planning
- Station Area Planning
- Environmental Assessment Scope
- Local Scope
- Gold Line Project Scope

- Ongoing
  - 2017-2018
  - 2018
  - 2018-2019
  - 2019
Scope Refinement Tasks

• July
  – Reviewed scope currently included in the Environmental Assessment

• August
  – Discuss stakeholder feedback and areas along route where options exist

• Fall/Winter
  – Review updated project costs at 15% design

• 2019
  – Review 30% Design, Cost Estimate, and Funding
Discussion Outline

• Consider all information presented to date
• Participate in the conversation
• Allow time for others to speak
• Be open to all ideas and comments
• Consensus is not required
Percent Dedicated Guideway
BRT as a Premium Service

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

Mixed Traffic

Curbside Running

Side Running

Center Running
### Gold Line BRT Mixed Traffic

**Where is mixed traffic proposed and why?**

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

<table>
<thead>
<tr>
<th></th>
<th>Guideway</th>
<th>Semi-Exclusive</th>
<th>Mixed Traffic</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>1% Design*</td>
<td>7.11</td>
<td>N/A</td>
<td>4.82</td>
<td>11.93</td>
</tr>
<tr>
<td>59%</td>
<td></td>
<td>N/A</td>
<td></td>
<td></td>
</tr>
<tr>
<td>58%</td>
<td>0.89</td>
<td>N/A</td>
<td>3.96</td>
<td>11.57</td>
</tr>
<tr>
<td>58%</td>
<td>8%</td>
<td>N/A</td>
<td>34%</td>
<td>100%</td>
</tr>
</tbody>
</table>

*Assumes downtown PM peak route
**Assumes guideway on 4th Ave & 4th St over bridge in Oakdale & mixed traffic on Hudson Rd
Mixed Traffic versus Dedicated Guideway

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

CBAC Discussion
Mounds Blvd/Maria Ave Station Location
Mounds Boulevard Station Option
Maria Avenue Station Option
## Mounds Blvd/Maria Ave Station Location

<table>
<thead>
<tr>
<th></th>
<th>Mounds Blvd</th>
<th>Maria Ave</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>BRT operations</strong></td>
<td>Preserves two-lane dedicated guideway</td>
<td>Mixed-traffic: lower level of BRT service</td>
</tr>
<tr>
<td><strong>Property impacts</strong></td>
<td>No impacts</td>
<td>No impacts</td>
</tr>
<tr>
<td><strong>Noise wall</strong></td>
<td>Requires noise wall reconstruction</td>
<td>No impacts</td>
</tr>
<tr>
<td><strong>I-94 impacts</strong></td>
<td>Changes to I-94 offramp and Mounds Blvd required</td>
<td>No impacts</td>
</tr>
<tr>
<td><strong>Location</strong></td>
<td>Station further from neighborhood center</td>
<td>Station closer to neighborhood center</td>
</tr>
<tr>
<td><strong>City policy</strong></td>
<td>Adopted in city’s Station Area Plan</td>
<td>Not in city policy</td>
</tr>
<tr>
<td><strong>Cost</strong></td>
<td>Included in current $420M estimate</td>
<td>$4M cost savings over Mounds</td>
</tr>
</tbody>
</table>
Technical Advisory Committee (TAC) prefers Mounds Blvd option
  - Pending review of
    - Americans with Disabilities Act (ADA) concerns
    - Final technical review by Minnesota Department of Transportation
Hudson Road Mixed Traffic/Dedicated Guideway
Hudson Rd Mixed Traffic Option
Hudson Rd Dedicated Guideway Option

EXISTING PROPERTY LINE

EXISTING RIGHT-OF-WAY

EXISTING NOISE WALL

WE HUDSON RD

BUS-ONLY LANES

±42'-0"
Hudson Rd

±20'-0"

Existing WB 1-94

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Metro Transit
a service of the Metropolitan Council
<table>
<thead>
<tr>
<th>Mixed Traffic</th>
<th>Dedicated Guideway</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pedestrian bridge</td>
<td>No impacts</td>
</tr>
<tr>
<td>Noise wall</td>
<td>Minimal impacts</td>
</tr>
<tr>
<td>Property impacts</td>
<td>Reduced property / boulevard impacts by 8’</td>
</tr>
<tr>
<td>Parking</td>
<td>Maintains on-street parking</td>
</tr>
<tr>
<td>Hudson Rd</td>
<td>No change: remains two-way</td>
</tr>
<tr>
<td>BRT operations</td>
<td>Operates as if dedicated (existing 200 cars/day traffic volumes)</td>
</tr>
<tr>
<td>Neighborhood character</td>
<td>Limited impacts</td>
</tr>
<tr>
<td>Grace Lutheran Church</td>
<td>No impacts</td>
</tr>
<tr>
<td>Cost</td>
<td>$7.5M cost savings over dedicated guideway</td>
</tr>
</tbody>
</table>
Technical Advisory Committee (TAC) has not indicated a preference

CBAC Discussion
White Bear Avenue Station Location
### White Bear Avenue Station Location

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

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**Gold Line**

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

CBAC Discussion
Upcoming CBAC Meetings
• Next CBAC meeting will be a bus tour
• Hold Tuesday September 25 from 10 am to 2 pm for tour
  – Meet up location and exact times forthcoming
For more information:

www.metrotransit.org/gold-line-project