METRO Gold Line BRT
CBAC Meeting
October 26, 2018
Today’s Topics

• Introductions
• Review Previous CBAC Meetings
• Corridor Management Committee Update
• Public Engagement Update
• Downtown Alternatives Recommendation
• Upcoming CBAC Meetings
Corridor Management Committee Meetings
September CMC: Approved Environmental Scope
October CMC: Discussed Downtown Alternatives
Public Engagement Update
Downtown Alternatives
Downtown Routing Alternatives

2016: Approved Locally Preferred Alternative (LPA)

May 2018: Refined LPA

Oct/Nov 2018:
- Review data and public input
- Advise staff on how to proceed with LPA

July 2018: Request to add End at Depot Alternative
# Gold Line Bus Rapid Transit Project Timeline

<table>
<thead>
<tr>
<th>PRE-PROJECT DEVELOPMENT</th>
<th>PROJECT DEVELOPMENT</th>
<th>ENGINEERING</th>
<th>CONSTRUCTION</th>
<th>REVENUE SERVICE</th>
</tr>
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<tbody>
<tr>
<td></td>
<td>January 2018-January 2020</td>
<td>1-2 Years</td>
<td>2-3 Years</td>
<td>2024</td>
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<tr>
<td></td>
<td>ENVIRONMENTAL REVIEW</td>
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<td>DESIGN ADVANCEMENT</td>
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<td>ONGOING PUBLIC ENGAGEMENT</td>
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**WE ARE HERE**

**METRO Gold Line**
2016 Adopted Locally Preferred Alternative

- Alignment A-B-C-D3
- Peak: Downtown Routing to Smith
- Off-peak: Union Depot Bus Deck only
The METRO Gold Line BRT will begin (eastbound) or end (westbound) at Smith Avenue Transit Center, providing a one-seat ride through downtown that will also have a stop in front of Union Depot on Wacouta and Sibley streets. Between the stops at Union Depot and Smith Avenue Transit Center, the Gold Line will route down 5th Street or 6th Street.
The METRO Gold Line BRT will begin (eastbound) or end (westbound) on the bus deck at the Union Depot, a multimodal transportation hub that provides transfer connections to the METRO Green Line and local bus service throughout downtown Saint Paul, as well as Amtrak, Jefferson Lines, Greyhound and Megabus services. Union Depot is also the planned terminus for additional future transitways.
Downtown Stations

Previous Assumptions for Downtown Stations

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

Refined Assumptions for Downtown Stations

- Full amenity stations, similar to A Line
- 9 stations in downtown
Outreach Update for Downtown Alternatives

Engagement Summary:

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

<table>
<thead>
<tr>
<th>Alternative</th>
<th>Ridership Difference</th>
<th>Capital Cost Difference</th>
<th>Annual O&amp;M Net Cost Difference</th>
<th>Public Input Preference</th>
</tr>
</thead>
<tbody>
<tr>
<td>Downtown Routing to Smith Ave</td>
<td>+ 950 daily rides (~250 are from zero car households)</td>
<td>+ $5.8M* from baseline</td>
<td>+ $70K**</td>
<td>~ 78%</td>
</tr>
<tr>
<td>Union Depot Bus Deck Terminus</td>
<td>- $7.6M from baseline</td>
<td></td>
<td></td>
<td>~ 22%</td>
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</table>

* Includes Upgraded Stations (like A Line), level boarding is $11.1M over baseline
**$450K in additional operating costs less $380K in increased fare collection
Distribution of Reduction in Ridership

**Origin of 950 Lost Rides***
without Gold Line Downtown Routing

- Woodbury: 22%
- Maplewood, Oakdale, Landfall: 11%
- St. Paul-Downtown: 34%
- St. Paul-Other: 33%

*50% of the lost rides would choose to drive instead
Downtown Demographics

Percent Low Income

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

Percent Communities of Color

- 0-10%
- 10.1-30%
- 30.1-50%
- Over 50%
# Travel Time Example for Downtown Alternatives

<table>
<thead>
<tr>
<th>Travel Option</th>
<th>Travel Time</th>
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<tbody>
<tr>
<td>Greenway to Securian (6th and Robert)</td>
<td></td>
</tr>
<tr>
<td>Downtown Routing Alternative</td>
<td>20 minutes</td>
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<tr>
<td>End at Depot Alternative – transfer to bus</td>
<td>25 minutes</td>
</tr>
<tr>
<td>End at Depot Alternative – walk</td>
<td>26 minutes</td>
</tr>
<tr>
<td>End at Depot Alternative – transfer to Green Line</td>
<td>29 minutes</td>
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## Gold Line Project Goals and Objectives

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

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

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

CBAC Discussion
Upcoming CBAC Meetings
Upcoming CBAC Meetings

• November 29 from 6-7:30pm
• December meeting is cancelled
• January 24 from 6-7:30pm
For more information:
www.metrotransit.org/gold-line-project

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