Today’s Topics

• Welcome
• CBAC Update
• Project Scope in the EA (continued from 8/2)
• Discussion of Mixed Traffic vs. Dedicated Guideway
• Confirmation of EA Scope
• Next Meeting
• Adjourn
CBAC Update
Project Scope in Environmental Assessment
(continued from 8/2)
Gold Line Scope Refinement Process

- Community Planning: Ongoing
- Station Area Planning: 2017-2018
- Environmental Assessment Scope: 2018
- Local Scope: 2018-2019
- Gold Line Project Scope: 2019

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Review Environmental Scope Design

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

***SEE 11x17 HANDOUT***
Mixed Traffic vs. Dedicated Guideway
Gold Line Mixed Traffic: LPA & Options

1. Mixed Traffic (LPA Recommendation with Constraints)
2. Mixed Traffic (LPA Recommendation with Options)
Gold Line Mixed Traffic: PD Recommendation

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

Map of the Gold Line route showing various stations and roads in the Twin Cities area.
## 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 (note: Maria is not preferred option, Mounds is)</td>
</tr>
<tr>
<td>Hudson from White Bear to Etna</td>
<td>Low daily traffic means it operates like dedicated guideway; avoids impacts to trees, neighborhood character, historic church, and private properties; fewer noisewall impacts; avoids ped bridge replacement and associated property impacts; lower cost</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>Tamarack Nature Preserve</td>
<td>Right of Way constraints and environmental impacts to nature preserve</td>
</tr>
<tr>
<td>Woodbury Theater to 494 Park and Ride</td>
<td>City’s preference and better ped environment to operate in mixed traffic</td>
</tr>
</tbody>
</table>
BRT Guideway & Bus Lanes

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

• Perception of Quality Service:
  – Dedicated guideway or lanes where traffic speeds/congestion requires them or physical space allows for it

• Maximize Value on Corridor:
  – Mixed flow where traffic speeds/congestion does not impact operations and where physical space is constrained

METRO Gold Line

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Corridor Dedicated Runningway

20.9 Corridor Lanes Miles
- 14.8 mi Guideway
- 0.9 mi Bus Lane
- 5.2 mi Mixed Flow

75% in Dedicated Runningway
BRT National Comparison

Gold Line Setting a New Bar

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

*Includes 18% transit-only and 54% MnPass express lanes
BRT-mode provides Choices & Opportunities

- Design and cost flexibility in local neighborhoods
- Savings in fixed guideway infrastructure affords improved operations through grade separations
  - ½ mile of guideway can equal up to 2 BRT grade separations
Hudson Road Mixed Traffic/Dedicated Guideway
Hudson Rd Dedicated Guideway Option

EXISTING RIGHT-OF-WAY

EXISTING EDGE OF ROADWAY

Hudson Rd (WB)

Bus-Only Lanes

Boulevard

Embankment

I-94 (WB)

47.7'

442' Hudson Road

Existing Noise Wall

METRO
Gold Line
## Hudson Rd Mixed Traffic vs. Dedicated Guideway

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

• Scope to be included in the EA analysis:
  – Both Back of Depot Terminus and Downtown Routing
  – Both Hazel and Van Dyke Station Locations
  – Potential 4th Street Bridge Replacement
  – Guider Drive/494 Park and Ride Terminus in Woodbury

• Scope decisions proposed today:
  – Select Mounds Option as preferred option over Maria
  – Confirm Hudson Road (Etna to White Bear) Mixed Traffic as preferred option over dedicated guideway
Next Steps

• Next scheduled CMC meeting is October 4
  – Discussion of operations

• Fall/Winter meeting(s):
  – Review updated project costs at 15% design
  – Refine scope if possible, where options exist

• 2019
  – Review 30% Design, Cost Estimate and Funding
  – Confirm final Gold Line Scope
For more information:
www.metrotransit.org/gold-line-project
Reference Slides
Types of Guideway

- Mixed Traffic
- Curbside Running
- Side Running
- Center Running
## Hudson Rd (Etna to White Bear) Public Input

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

**Mixed Traffic Preference**
- 6: Want parking; there's already areas of no parking in the area; want pedestrian bridge across east side of WBA
- 2: One preferred parking, one preferred no parking; keep two-way access for residents; keep pedestrian bridge where it is
- 1: Wondering where residents will park if there is no parking
- 0: N/A

**Dedicated Guideway Preference**
- 0: N/A

**Dedicated Guideway Comments**
- N/A: Faster; mixed traffic segments are counterproductive; less congested traffic
Outreach Activities – Communities of Color

Percent Communities of Color

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

Open Houses
Pop-ups
Door Knocking
Neighborhood Mtgs

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Outreach Activities – Communities of Color

- Open Houses
- Pop-ups
- Door Knocking
- Neighborhood Mtgs

Percent Communities of Color

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

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Outreach Activities – Low Income Neighborhoods

- Open Houses
- Pop-ups
- Door Knocking
- Neighborhood Mtgs

Percent Low Income:
- 0-10%
- 10.1-20%
- 20.1-30%
- Over 30%

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