

30% Design Engagement Summary

1.0 Overview

Between April 20 and May 18, 2020, METRO Gold Line Bus Rapid Transit (BRT) project staff completed an engagement effort to solicit feedback on Gold Line route and station design plans at 30% completion. Due to the COVID-19 outbreak, engagement activities were predominantly shifted to virtual opportunities to comment on design plans. Public comments and preferences collected from this effort will be used to advance design to 60% completion.

1.1 Promotions

The 30% design engagement opportunities were promoted through a variety of methods. Staff made a concerted effort to be inclusive of people who primarily speak a language other than English and people who don't have regular access to the internet. Promotions included:

- **Project website** was updated to encourage people to complete the engagement activities.
- **Print and digital newsletters** were sent to nearly 1,000 recipients through the Gold Line subscriber list. The mailing for the print newsletter also included a survey handout that people could mail in their responses.
- **Social media ads and posts** were promoted on the project Twitter account and Metro Transit Facebook page.
- **Print and digital newspaper ads** were placed in Pioneer Press, Patch (Woodbury, Saint Paul and Oakdale feeds), The Bulletin and Dayton's Bluff District Forum.
- **Radio ads** in Spanish, Hmong and Somali were placed in KFAI radio programs: Somali Public Radio, La Voz Del Pueblo and Hmong American Reachout.
- **Direct emails** were sent to approximately 50 project partners, advisory committee members, community organizations, businesses and individuals encouraging them to participate in engagement activities and share information with their networks.

The reach of the digital newspaper ads and social media ads were documented by their online clicks to the project website page and their impressions. Impressions are the number of times the ads appeared across the screens of internet users. The Twitter ad had 24,403 impressions and 209 clicks and the Facebook ad had 14,298 impressions and 238 clicks. The Patch digital ads received 27,511 impressions and 78 clicks, and the Pioneer Press ad had 40,001 impressions and 96 clicks.

See **Appendix A** for examples from the promotions.

1.2 Engagement Activities

The purpose of the community engagement was to share with the general public the design changes from 15% to 30% completion and to better understand how future Gold Line riders will travel to and from stations and what would encourage more people to walk or bike. To convey

this information and collect feedback, the project staff created a survey, comment forms and a recorded presentation.

Survey

The survey asked eight questions about how people will access Gold Line stations and what would encourage more people to walk or bike to stations. See **Appendix B** for the survey handout. Surveys were available in English, Spanish, Somali, Hmong and Karen.

Exactly one-hundred people completed the survey.

Comment Forms

Online comment forms were created on each station design page on the Gold Line project website. People could review individual station design plans and submit comments directly on the same webpage. See **Appendix B** for an example comment form. In addition, project staff received comments through emails and phone calls.

There were 11 comments or questions submitted via online comment form and 5 comments regarding 30% design updates submitted by project email or phone call.

Recorded Presentation

Due to the COVID-19 outbreak, planned in-person events for the 30% design engagement period were canceled. In an effort to recreate a similar experience people would receive visiting a Gold Line information table at a community event or a pop-up event, project staff recorded an informal presentation of the updated design plans and posted it on YouTube:

youtu.be/Sh_o91iZlu0. A transcript of the presentation was also available in English, Spanish, Somali, Hmong and Karen on the project website.

As of May 21, 2020, there were 128 views of the video and zero comments.

2.0 Key Takeaways

The key takeaways from all comments received are provided below. For more details on the comments received by station and alignment location, see **Section 3.0 Comment Summary**.

- Most respondents who live in Saint Paul currently use transit, while most that live in suburban communities – Maplewood, Landfall, Oakdale and Woodbury – do not currently use transit.
- Those who currently use transit reported they use transit for social/recreation, work and errands.
- Most respondents live near, work near, or expect to use the stations at Union Depot, Woodbury 494 Park & Ride Station, Woodbury Theatre Station, and Tamarack Station.
- The majority expect to walk or drive and park nearby to access stations.
- Most respondents recommended building more sidewalk and trail connections to stations to encourage more users to walk or bike to stations. Other common recommendations included safer pedestrian crossings, easy and secure bike storage at stations and on buses, and stations with amenities to keep users comfortable in all weather conditions, like an enclosed shelter, air-conditioning and heat.
- Some respondents also expressed the importance of ensuring safety and security for pedestrians, transit users and neighborhoods located near future transit stations.

3.0 Comment Summary

The following sections summarize survey results and comments during engagement that are location specific. Feedback collected on stations and alignment have been grouped by their locations along the route:

- Downtown Saint Paul
- East Side Saint Paul
- Maplewood, Landfall and Oakdale
- Woodbury

For the complete data from the survey and comment forms, see **Appendix C**.

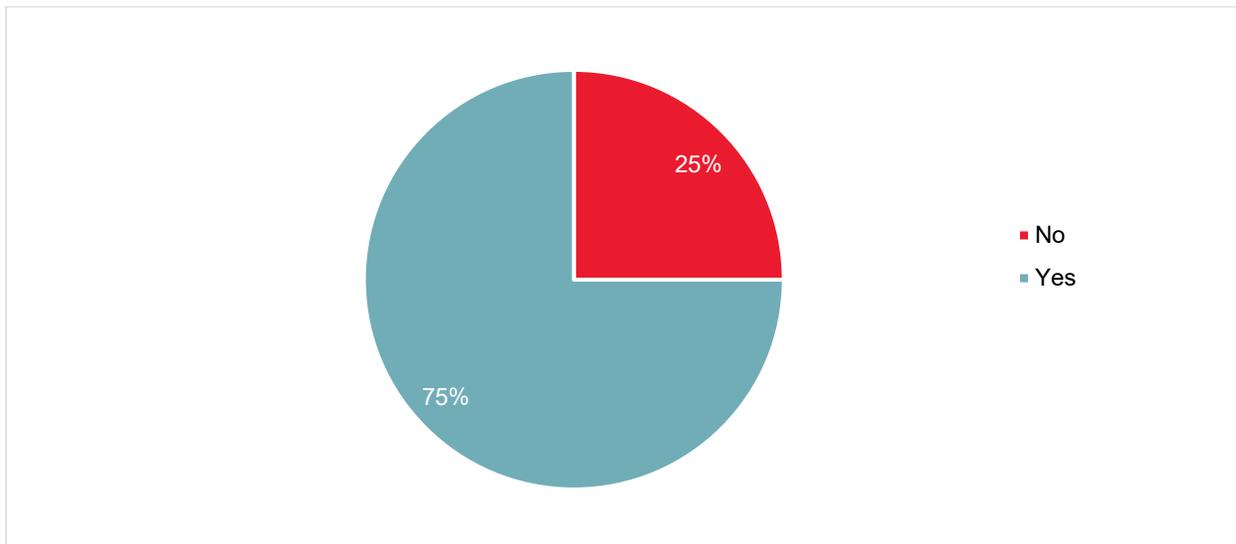
3.1 Downtown Saint Paul

Downtown Saint Paul incorporates the stations and route between Smith Ave Transit Center and Union Depot. There are ten future Gold Line stations in this area: Smith Avenue & 5th Street/6th Street, Rice Park & 5th Street, Hamm Plaza & 6th Street, Minnesota Street & 5th Street/6th Street, Robert Street & 5th Street/6th Street, Union Depot: Wacouta Street between 5th Street/4th Street, and Union Depot: Sibley Street between 5th Street/4th Street. Highlights from feedback about downtown Saint Paul Gold Line stations and route include:

- Most respondents living in downtown Saint Paul currently use transit.
- Downtown Saint Paul respondents expect to use the stations at Union Depot most often.
- Most downtown Saint Paul respondents expect to access Gold Line stations by walking or transferring from another transit line.
- More sidewalk and trail connections to stations, safer crosswalks and easy and secure bike storage would encourage more downtown Saint Paul respondents to walk, bike or use a mobility device to access stations.

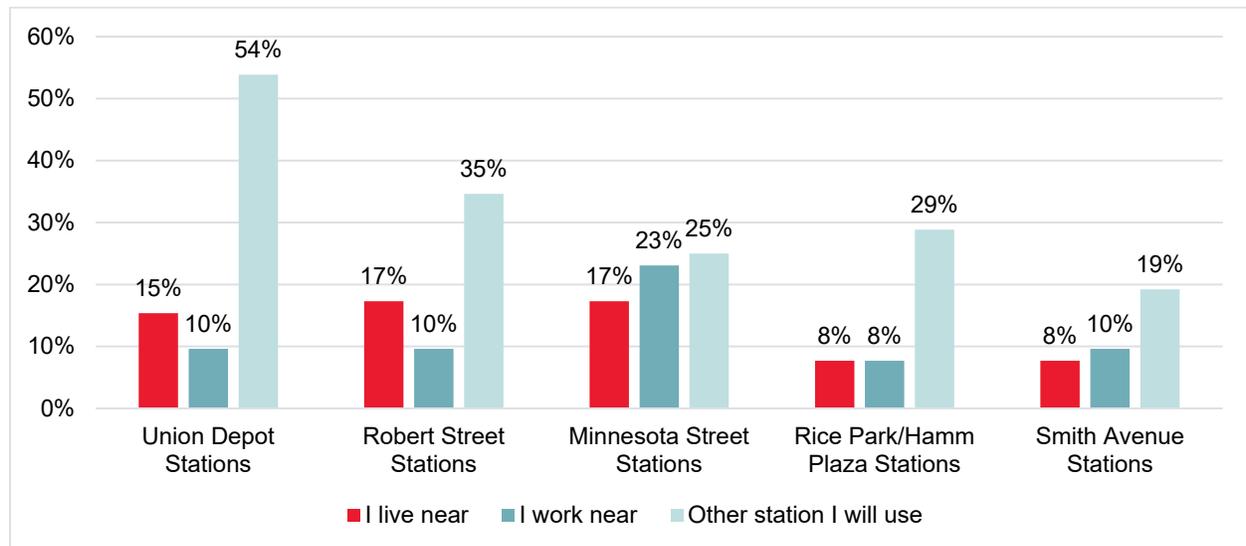
Twelve percent of survey respondents reported they live in downtown Saint Paul. Of those respondents, most (75%) currently use transit.

Figure 1: Downtown Saint Paul: Do you use transit?



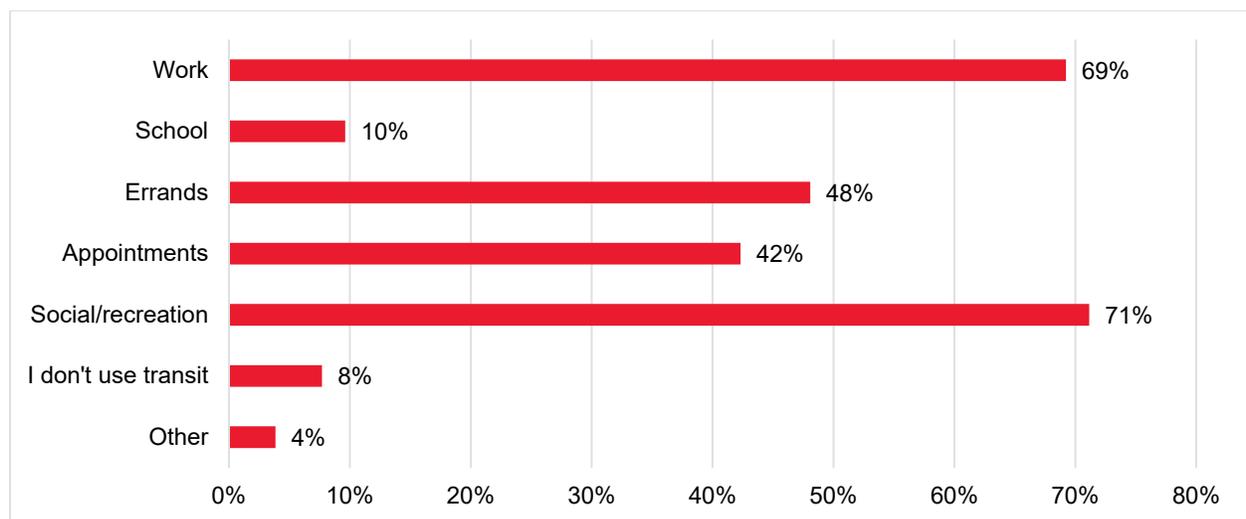
Fifty-four percent of survey respondents reported they live near, work near, or plan to use the downtown Saint Paul stations. Most of these respondents reported they live near, work near, or plan to use the Gold Line stations at Union Depot followed by the stations at Minnesota Street and at Robert Street.

Figure 2: Downtown Saint Paul: Which stations do you live near, work near, and/or plan to use?



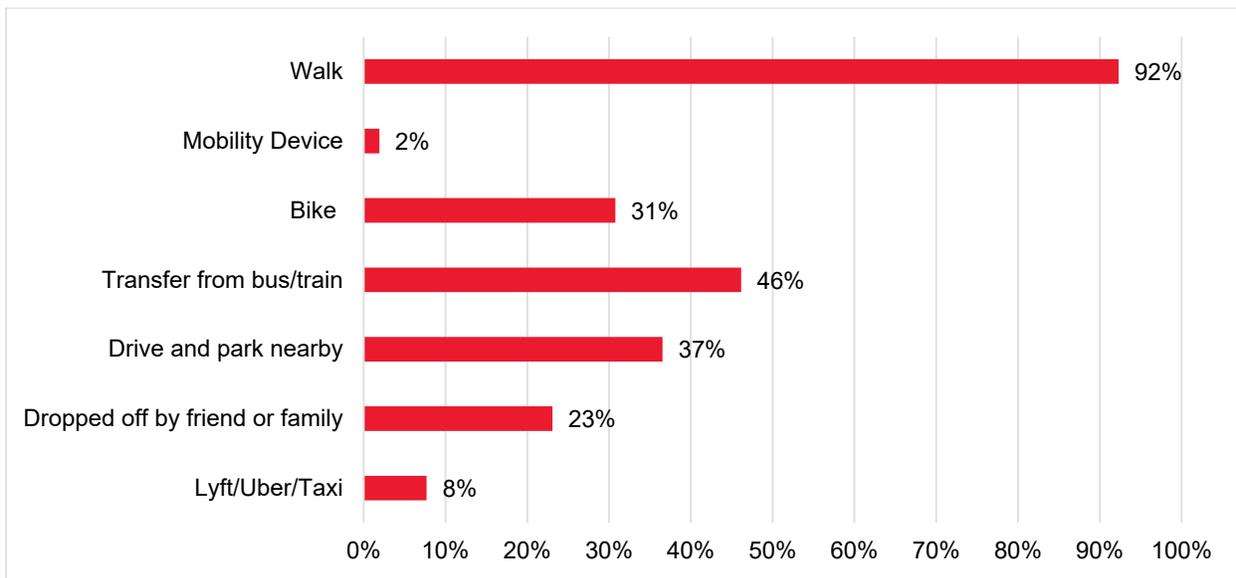
Most downtown Saint Paul respondents reported they currently use transit primarily for social/recreation (71%), work (69%), and errands (48%). Those who reported “Other” commonly wrote in destinations like school or work.

Figure 3: Downtown Saint Paul: What kinds of trips do you use transit for?



Most downtown Saint Paul respondents (92%) stated they will walk to access stations. Nearly half (46%) said they will transfer from another transit line to access the stations, and 37% of the respondents expect to drive and park nearby.

Figure 4: Downtown Saint Paul: How will you access stations?



Downtown Saint Paul respondents commonly reported they would be encouraged to walk, bike or use a mobility device to access Gold Line stations with the following features:

- More sidewalk and trail connections to stations
- Safe and direct crosswalks
- Quick and secure bike storage at stations and/or on the bus
- Stations with enhanced features to keep people comfortable in all-weather conditions, including shelters, heat, and streetlights

For a full list of comments submitted about access to future Gold Line stations by walking, biking or mobility device, see **Appendix C**.

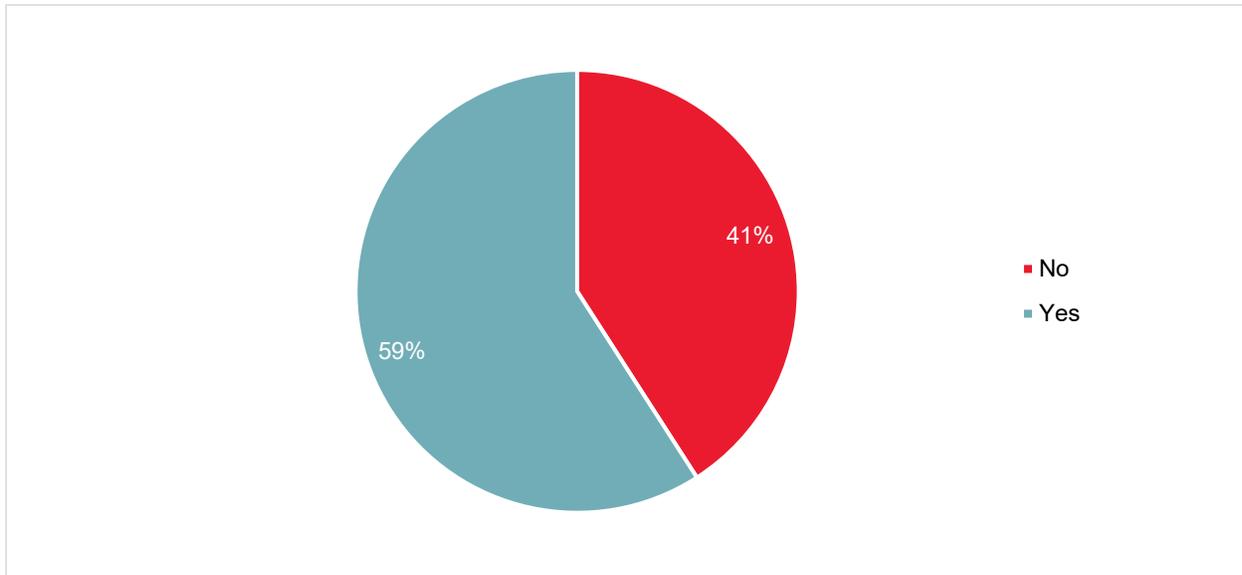
3.2 East Side Saint Paul

East Side Saint Paul incorporates the stations and route between the Kellogg Boulevard bridge and Maplewood. There are five stations in this area, including Mounds Boulevard Station, Earl Street Station, Etna Street Station, Hazel Street Station and Sun Ray Station. Highlights from feedback about East Side Saint Paul Gold Line stations and route include:

- Most respondents living in East Side Saint Paul currently use transit.
- East Side Saint Paul respondents are expecting to use Sun Ray Station most often.
- Most East Side Saint Paul respondents expect to access future Gold Line stations by walking or driving and parking nearby.
- More sidewalk and trail connections to stations, safer road crossings and direct connections to neighborhoods south of Interstate 94 would encourage more East Side Saint Paul respondents to walk, bike or use a mobility device to access future stations.
- Multiple people expressed concerns about pedestrian and bicyclist safety at the Mounds Boulevard and Kellogg Boulevard intersection near Mounds Boulevard Station.

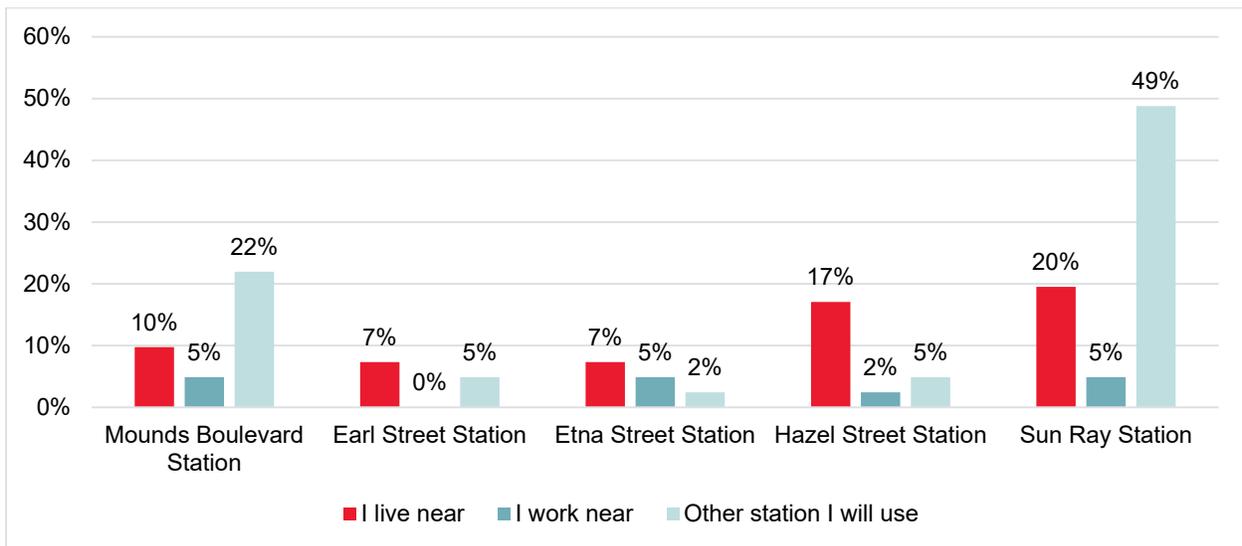
Twenty-two percent of survey respondents reported they live in East Side Saint Paul. Of those respondents, most (59%) currently use transit.

Figure 5: East Side Saint Paul: Do you use transit?



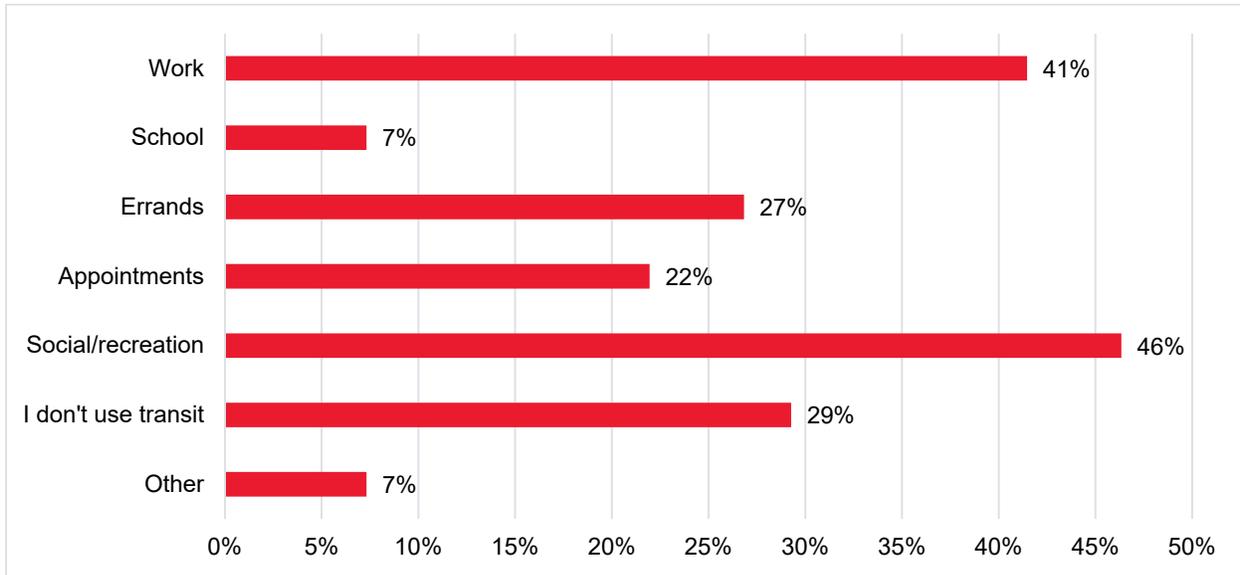
Forty-one percent of survey respondents reported they live near, work near, or plan to use the East Side Saint Paul stations. Most of these respondents reported they live near, work near, or plan to use Sun Ray Station followed by Mounds Boulevard Station and Hazel Street Station.

Figure 6: East Side Saint Paul: Which stations do you live near, work near, and/or plan to use?



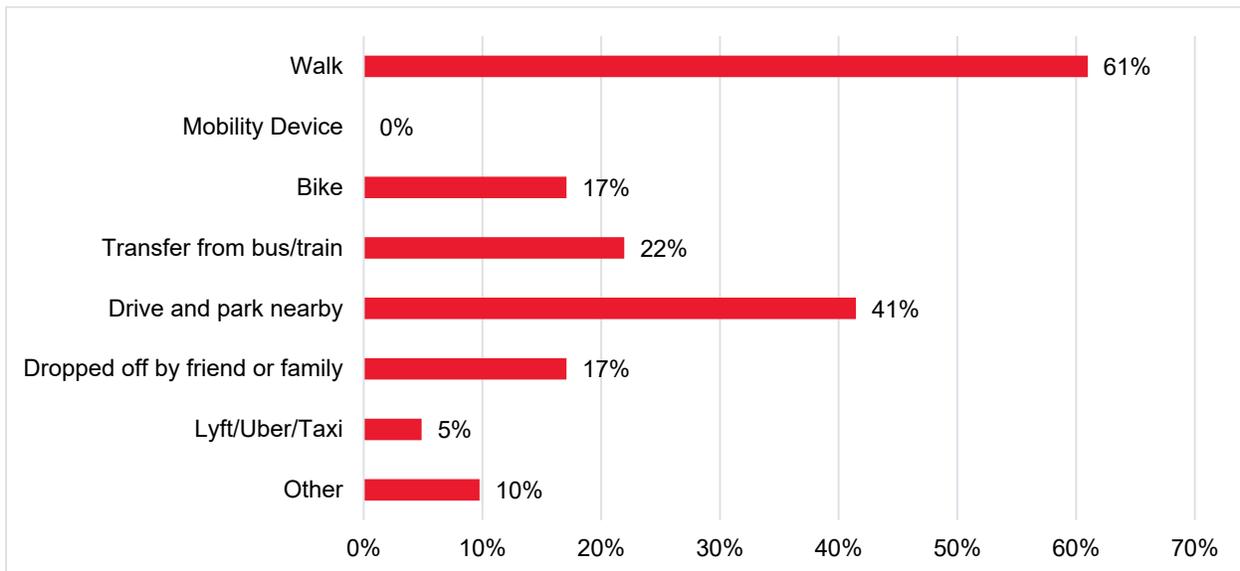
Most East Side Saint Paul respondents reported they currently use transit primarily for social/recreation (46%), work (41%), and errands (27%). Twenty-nine percent reported they don't currently use transit. Those who reported "Other" wrote in state fair and out-of-town travel.

Figure 7: East Side Saint Paul: What kinds of trips do you use transit for?



Most East Side Saint Paul respondents (61%) stated they will walk to access stations. Forty-one percent of the respondents expect to drive and park nearby and 22% will transfer from another transit line.

Figure 8: East Side Saint Paul: How will you access stations?



East Side Saint Paul respondents commonly reported they would be encouraged to walk, bike or use a mobility device to access Gold Line stations with the following features:

- Sidewalk and trail connections to stations
- Safe pedestrian crossings, particularly near Mounds Boulevard Station
- Direct connections to neighborhoods south of I-94
- Quick and secure bike storage at stations and/or on the bus
- Stations with enhanced features like shelters, heat and streetlights

Multiple people expressed concerns about pedestrian and bicyclist safety near Mounds Boulevard Station through the survey and comment forms. People reported the existing conditions at the intersection of Kellogg Boulevard and Mounds Boulevard make it dangerous for walkers and bicyclists to cross at this intersection due to the number of traffic lanes and drivers speeding as they exit I-94.

There were also some comments about the lack of bridges and pedestrian bridges and underpasses crossing I-94 in East Side Saint Paul. The lack of north and south connections limit options for people who live south of I-94 to walk or bike to future Gold Line stations.

For a full list of comments submitted about access to future Gold Line stations by walking, biking or mobility device, see **Appendix C**.

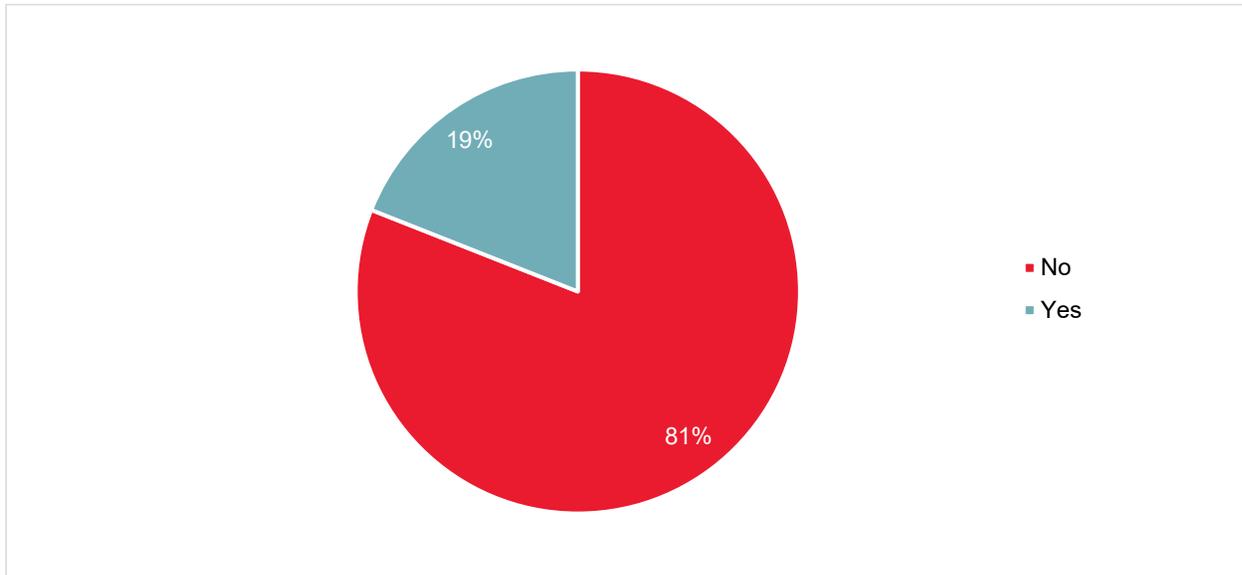
3.3 Maplewood, Landfall and Oakdale

Maplewood, Landfall and Oakdale includes the stations and route between the city of Maplewood and Oakdale. There are three stations in this area, including Maplewood Station, Greenway Avenue Station and Helmo Avenue Station. Highlights from feedback about Maplewood, Landfall and Oakdale stations and route include:

- Most respondents living in Maplewood, Landfall and Oakdale do not currently use transit.
- Maplewood, Landfall and Oakdale Gold Line respondents expect to use Helmo Avenue Station most often.
- Most respondents from Maplewood, Landfall and Oakdale expect to access Gold Line stations by walking, driving and parking nearby or getting dropped off by a friend or family member.
- More sidewalk and trail connections to stations from suburban neighborhoods, more police presence and enforcement of laws, and pedestrian and bicyclist infrastructure on bridges would encourage more Maplewood, Landfall and Oakdale respondents to walk, bike or use a mobility device to access future stations.
- Multiple respondents expressed concerns about safety and security for pedestrians, transit users and neighborhoods located near future transit stations.

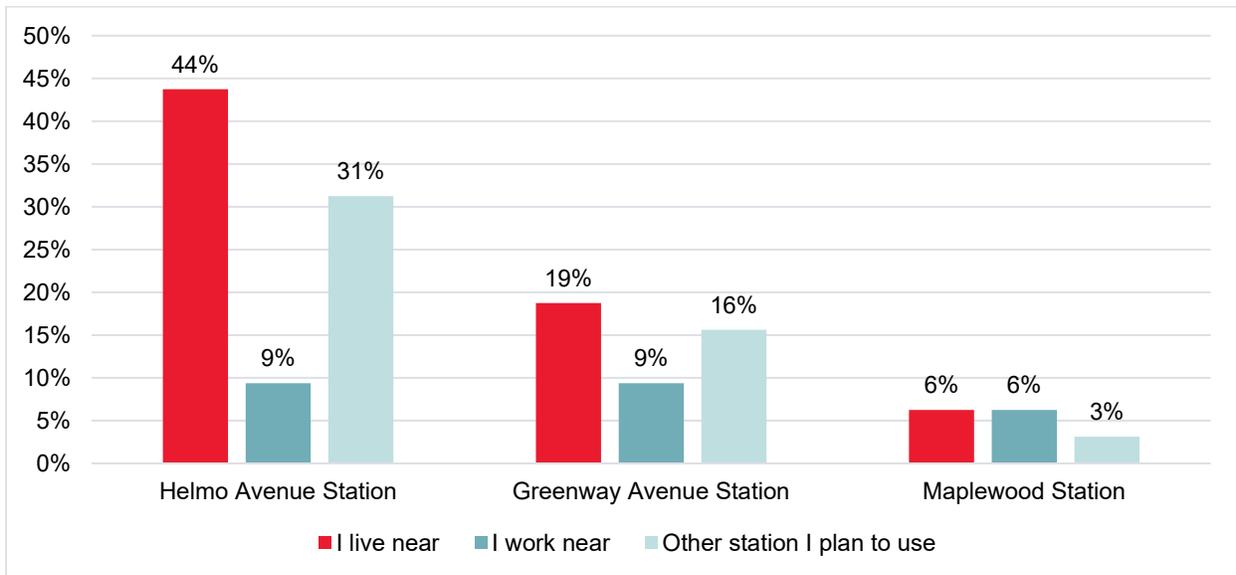
Twenty-one percent of survey respondents reported they live in Maplewood, Landfall or Oakdale. Only 19% of Maplewood, Landfall and Oakdale residents reported they use transit.

Figure 9: Maplewood, Landfall & Oakdale: Do you use transit?



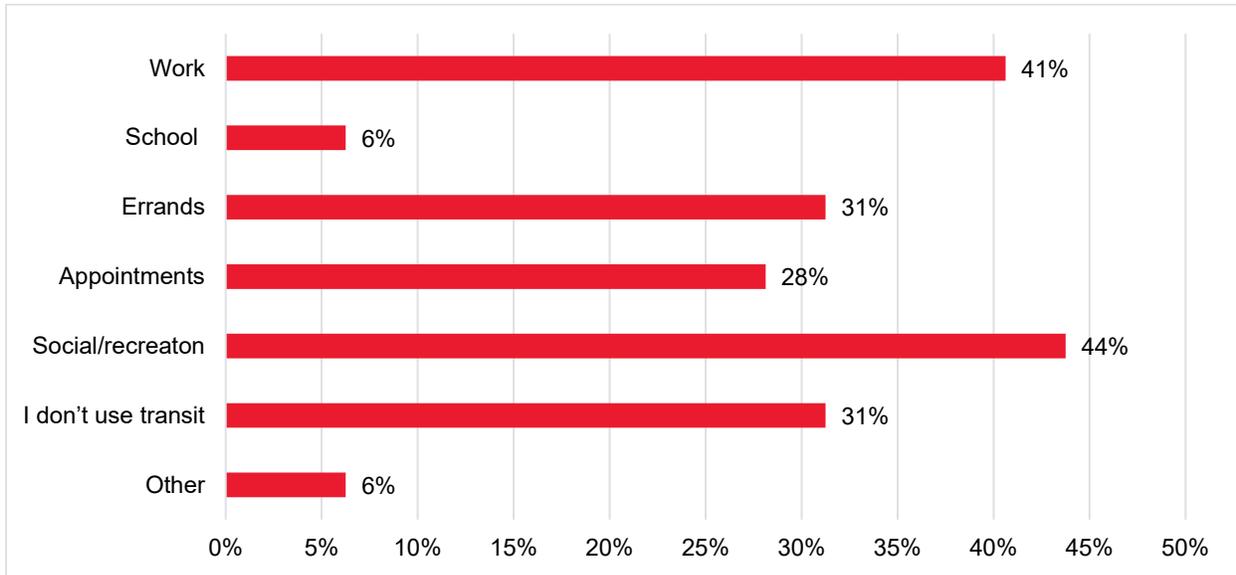
Thirty-two percent of survey respondents reported they live near, work near, or plan to use the Maplewood, Landfall or Oakdale stations. Most of these respondents reported they live near, work near, or plan to use Helmo Avenue station in Oakdale.

Figure 10: Maplewood, Landfall & Oakdale: Which stations do you live near, work near, and/or plan to use?



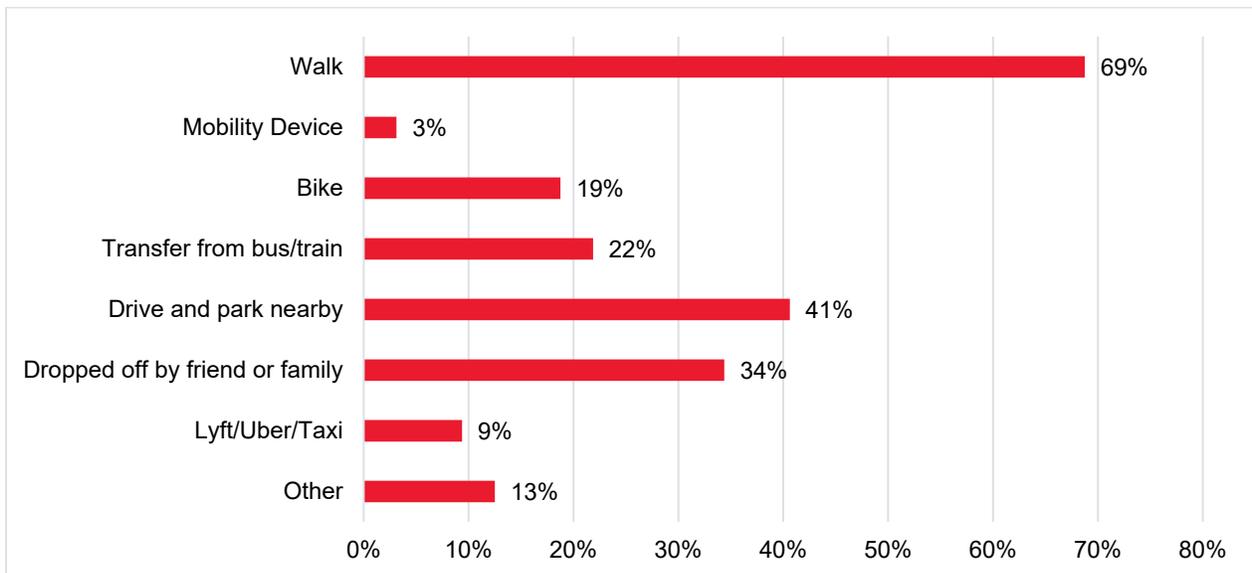
Respondents from Maplewood, Landfall and Oakdale who indicated they currently use transit primarily use transit for social/recreation (44%), work (41%), and errands (31%). Thirty-one percent reported they don't currently use transit. Those who selected "Other" wrote in sports events.

Figure 11: Maplewood, Landfall & Oakdale: What kinds of trips do you use transit for?



Most Maplewood, Landfall and Oakdale respondents (69%) stated they will walk to access stations. Forty-one percent of the respondents expect to drive and park nearby and 34% will be dropped off at the station by a friend or family member. Those who selected “Other” wrote in they will not use Gold Line.

Figure 12: Maplewood, Landfall & Oakdale: How will you access stations?



Maplewood, Landfall and Oakdale survey respondents commonly reported they would be encouraged to walk, bike or use a mobility device to access Gold Line stations with the following features:

- Continuous sidewalk and trail connections between stations and suburban neighborhoods
- Police presence and enforcement on Gold Line buses and at Gold Line stations

- Pedestrian and bicyclist facilities on new and reconstructed bridges at Helmo Avenue and Bielenberg Drive and on 4th Street
- Stations with features to keep people out of uncomfortable weather, like shelters, heat and air-conditioning
- Slower traffic speed on Century Avenue

Multiple people reported that there is a lack of existing continuous sidewalk and trail connections in suburban neighborhoods and suggested completing these connections would encourage people to walk or bike. Multiple people also expressed concerns about safety and security for pedestrians, transit users and neighborhoods located near future transit stations. Some people stated it is important to build sidewalks and/or bike lanes on new or reconstructed bridges in Oakdale and ensure there is comfortable space between sidewalks and driving lanes. There was also a comment about drivers speeding on Century Avenue making the environment unsafe for walkers and bikers.

For a full list of comments submitted about access to future Gold Line stations by walking, biking or mobility device, see **Appendix C**.

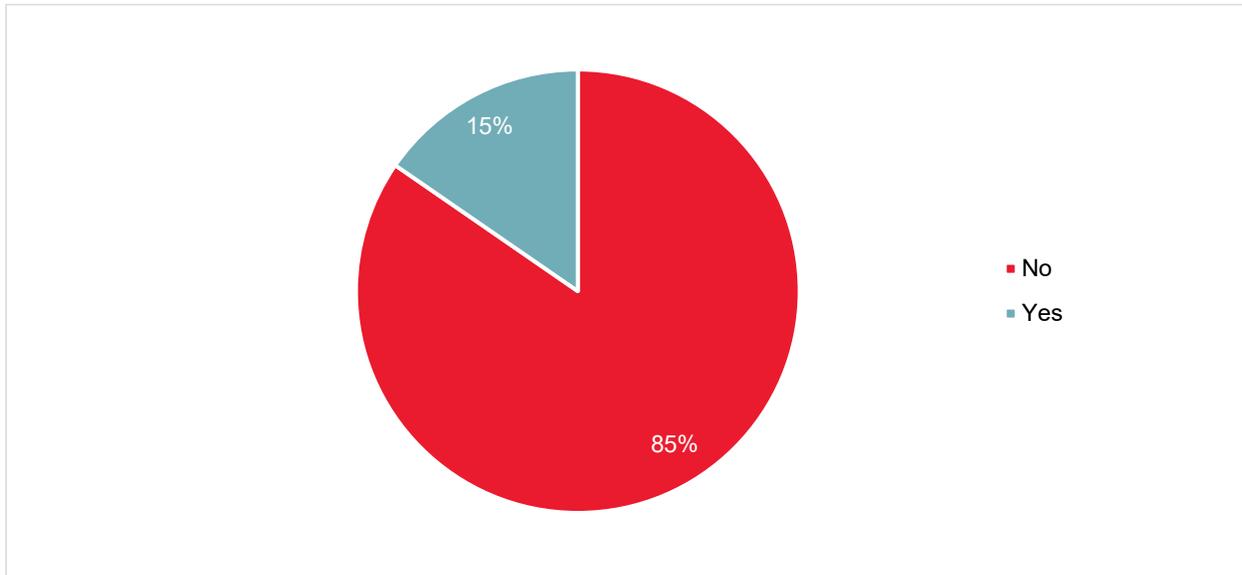
3.4 Woodbury

The Woodbury area stations include Tamarack Station, Woodbury Theatre Station and Woodbury 494 Park & Ride Station. Highlights from feedback about Woodbury stations and route include:

- Most respondents living in Woodbury do not currently use transit.
- Woodbury survey respondents expect to use Woodbury 494 Park & Ride Station most often.
- Most respondents from Woodbury expect to access Gold Line stations by walking or driving and parking nearby.
- More sidewalk and trail connections to stations on adjacent streets, secure and easy bike storage on buses and at shelters and local bus or transfer bus options to Gold Line stations would encourage more people to walk, bike or use a mobility device to access future stations.
- Multiple respondents recommended constructing sidewalks along Bielenberg Drive and Tamarack Road to improve pedestrian connections to stations, neighborhoods and nearby destinations.

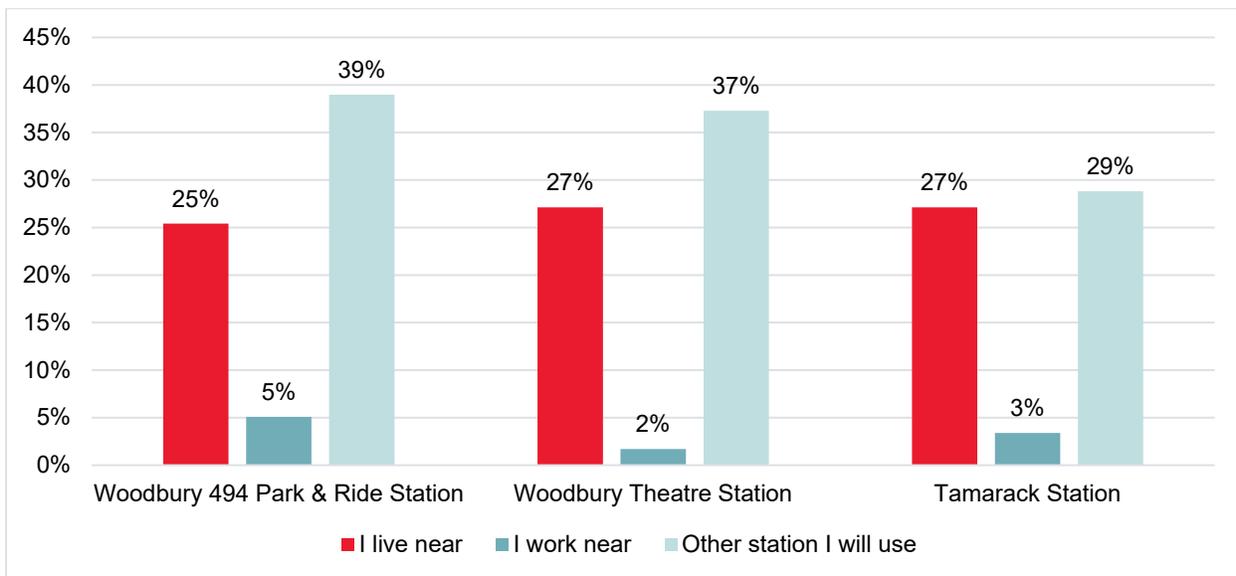
Twenty-six percent of survey respondents reported they live in Woodbury. Only 15% of Woodbury residents reported they currently use transit.

Figure 13: Woodbury: Do you use transit?



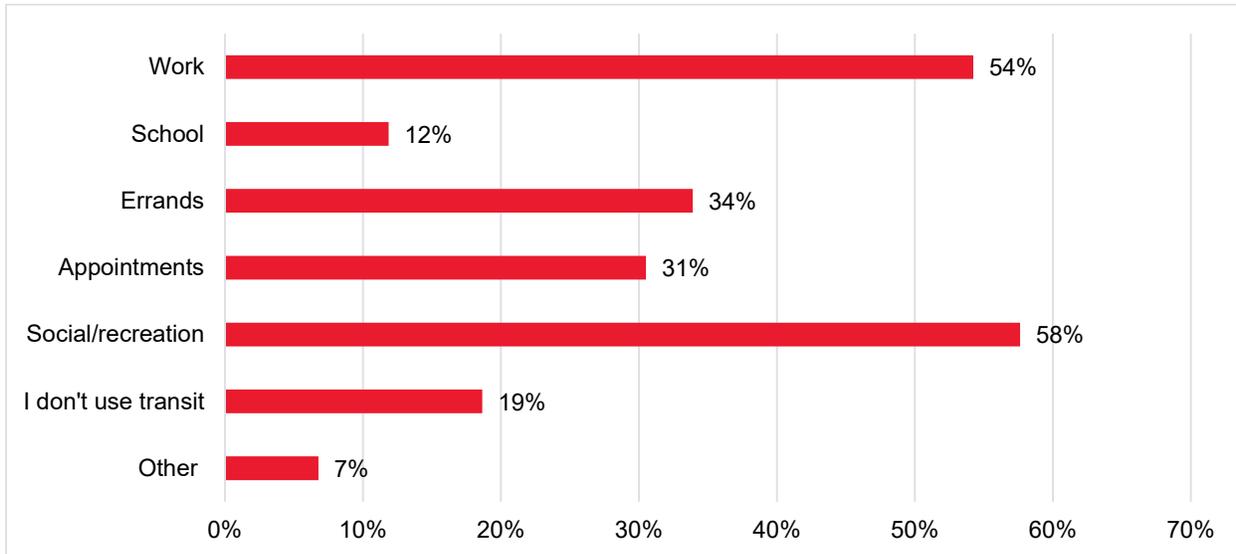
Fifty-nine percent of survey respondents reported they live near, work near, or plan to use the Woodbury stations. Most of these respondents reported they live near, work near, or plan to use Woodbury 494 Park & Ride Station.

Figure 14: Woodbury: Which stations do you live near, work near, and/or plan to use?



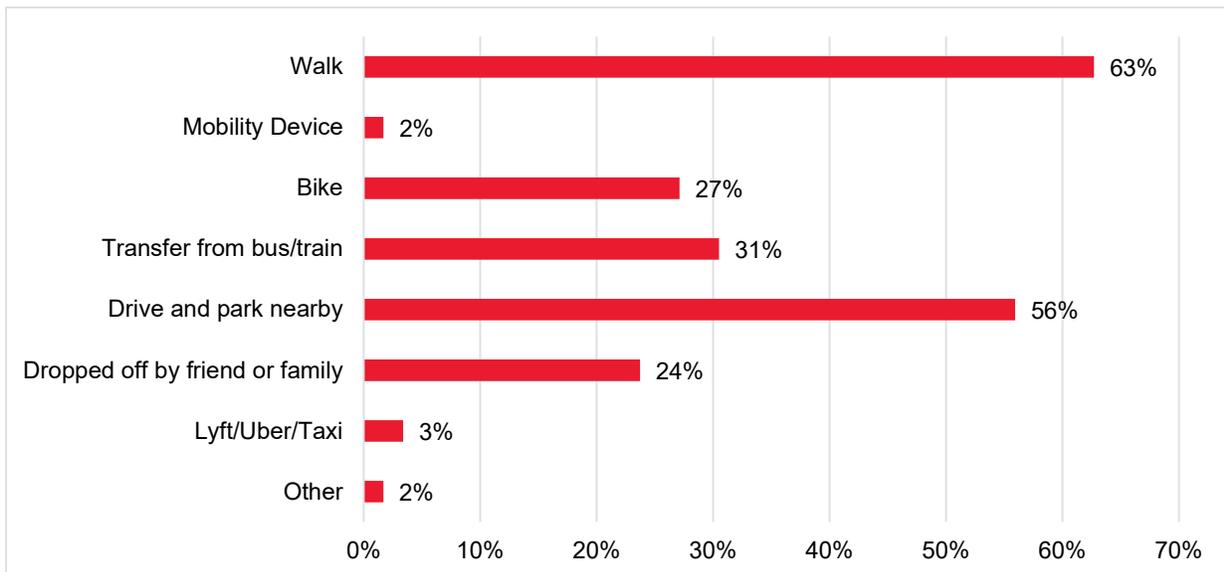
Most Woodbury survey respondents reported they currently use transit primarily for social/recreation (58%), work (54%), and errands (34%). Nineteen percent reported they don't currently use transit. Those who selected "Other" wrote in state fair and out of town travel.

Figure 15: Woodbury: What kinds of trips do you use transit for?



Most Woodbury respondents (63%) stated they will walk to access stations. Fifty-six percent of the respondents expect to drive and park nearby and 31% will transfer from another transit line. Those who selected “Other” wrote in they will not use Gold Line.

Figure 16: Woodbury: How will you access stations?



Woodbury survey respondents commonly reported they would be encouraged to walk, bike or use a mobility device to access Gold Line stations with the following features:

- More sidewalk and trail connections, particularly on Tamarack Road and Bielenberg Drive
- Easy and secure bike storage at stations and on buses
- A local bus circulator route to make transferring to Gold Line stations easier
- Stations with features to keep people out of poor weather conditions like shelters, heat and air conditioning

Multiple people recommended building more pedestrian and bike connections on roads leading to Gold Line stations and key destinations nearby. People particularly recommended building sidewalks on Tamarack Road for easier access to nearby residential neighborhoods and Costco. There were also recommendations to ensure the walking and biking environment on Bielenberg Drive is comfortable for all ages and abilities. Some people also stated that distance from residences makes it challenging for many people to walk or bike to stations. There were some recommendations to build a local circulator or feeder bus route to future Gold Line stations.

For a full list of comments submitted about access to future Gold Line stations by walking, biking or mobility device, see **Appendix C**.

Appendix A: Promotions

Print Newsletter



NEWSLETTER

April 20, 2020

Provide your feedback on updated project designs

Based on community and stakeholder feedback collected in 2019, the METRO Gold Line Bus Rapid Transit (BRT) project route and station area design details have been refined, including the following modifications:

- Reduced amount of one-way streets in Saint Paul's Dayton's Bluff neighborhood
- Modified sidewalks and trails to increase safety for biking, walking or rolling to stations
- Lowered traffic speeds in Oakdale along Hadley Avenue to improve safety
- Updated park & ride designs at Helmo Avenue Station and Woodbury 494 Park & Ride Station

We are now asking for additional feedback on project designs as we continue to increase the level of detail. You can review the updated designs on the project website and watch a design update presentation video to get more details from project staff on the route and station area design in your neighborhood: metrotransit.org/gold-line-public-engagement.

Then, share your feedback to ensure the project best serves you and your community's needs. As you review design plans, think about:

- How will your community use your future station area?
- How will you travel to and from your station?
- What would make it easier to walk, bike or roll to access stations?

How can you share your feedback?

You can share your input in a survey or by completing an online comment form.

Take a survey

Provide your feedback in an online survey: bit.ly/3aJFMDh. Or complete the hard copy survey in this newsletter and mail it to the Gold Line Project Office, 121 7th Place East, Suite 102, Saint Paul, MN 55101. Survey closes May 18, 2020.

Complete an online comment form

Leave a comment about the design on the corresponding station webpage. Find all station pages listed here: metrotransit.org/gold-line-design-and-engineering.

Talk with project staff

Share your feedback directly with project staff by contacting Liz Jones, Community Outreach Coordinator, at 651-602-1977 or elizabeth.jones@metrotransit.org.

Gold Line Project Office
Metro Square Building, 121 7th Place East, Suite 102
St. Paul, MN 55101

METRO Gold Line BRT Project
metrotransit.org/gold-line



- Provide your feedback on updated project designs
- New community and business members selected to serve on advisory committee
- Stay up-to-date on Gold Line project activities

Provide your feedback on updated project designs

Based on community and stakeholder feedback collected in 2019, the METRO Gold Line Bus Rapid Transit (BRT) project route and station area design details have been refined including the following modifications:

- Reduced amount of one-way streets in Saint Paul's Dayton's Bluff neighborhood
- Modified sidewalks and trails to increase safety for biking, walking or rolling to stations
- Lowered traffic speeds in Oakdale along Hadley Avenue to improve safety
- Updated park & ride designs at Helmo Avenue Station and Woodbury 494 Park & Ride Station

We are now asking for additional feedback on project designs as we continue to increase the level of detail. You can [review the updated designs](#) and watch a [design update presentation video](#) on the project website to get more details from project staff on the route and station area design in your neighborhood. Then, share your feedback to ensure the project best serves you and your community's needs. As you review design plans, think about:

- How will your community use your future station area?
- How will you travel to and from your station?
- What would make it easier to walk, bike or roll to access stations?

How can you share your feedback?

You can share your input in an online survey or by completing an online comment form.

Take a survey

Provide your feedback in an online survey: wh1.snapsurveys.com/s.asp?k=158342840264

Survey will be available through May 18, 2020.

Complete an online comment form

Leave a comment about the design on the corresponding station webpage. Find all station pages listed here: metrotransit.org/gold-line-design-and-engineering

For a complete list of how you can learn more, provide feedback and get your questions answered, visit: metrotransit.org/gold-line-public-engagement

- [Submit feedback on the updated designs today](#)
- [Stay up-to-date on Gold Line project activities](#)

Submit feedback on the updated designs today

Don't forget! Today, May 18, is the last day to submit comments on the updated route and station area design details for the METRO Gold Line Bus Rapid Transit (BRT) project. We need your feedback to help ensure the project best serves the needs of you and your community as we continue to refine project details.

You can review the design plans on the [project website](#) and watch a presentation video to get more information from project staff on the route and station area design. Then, share your comments on the design details by completing an online survey or an online comment form.

Take a survey

Provide your feedback in an online survey: wh1.snapsurveys.com/s.asp?k=158342840264

Complete an online comment form

Leave a comment about the design on the corresponding station webpage. Find all station pages listed here: metrotransit.org/gold-line-design-and-engineering

So far, we've heard:

- Most people will walk or drive and park to access future Gold Line stations
- It is important to have good trail and sidewalk connections to stations
- The safety of pedestrians and transit riders is a top priority

After today, we'll review all comments and feedback submitted and continue to refine the Gold Line design plans. We'll have more opportunities later this year for you to review new updated plans and to again provide feedback.

Social Media Posts and Ads

Facebook



Metro Transit
April 20 · 🌐

The METRO Gold Line Bus Rapid Transit (BRT) Project has updated station area and route design plans. We need your feedback to ensure the updated design plans best serve you and your community's needs. Review the design plans and comment online: metrotransit.org/gold-line-design-and-engineering
Complete a survey by May 18: [bit.ly/3aJFMDh...](https://bit.ly/3aJFMDh) See More



METROTRANSIT.ORG
Gold Line Design and Engineering - Metro Transit [Learn More](#)

   John Clark, Taylor Huffman and 63 others 8 Comments 9 Shares

 Like  Comment  Share 

Twitter

METRO Gold Line
@GoldLineBRT

We need your feedback! The #GoldLineBRT project has updated station area and route design plans. Help us ensure the project best serves your community's needs!

Review plans and comment online:
metrotransit.org/gold-line-desi...

Take a survey by May 18: bit.ly/3aJFMDh



9:00 AM · Apr 20, 2020 · Hootsuite Inc.

METRO Gold Line
@GoldLineBRT

The #GoldLineBRT design survey closes next week! Provide feedback on the updated route and station area details to ensure plans best serve your needs.

Review the design plans: metrotransit.org/gold-line-desi...

Complete the survey by May 18: bit.ly/3aJFMDh



9:15 AM · May 15, 2020 · Hootsuite Inc.

METRO Gold Line
@GoldLineBRT

Don't forget, the #GoldLineBRT design survey closes today! Help project staff ensure station area and route designs best serve your community.

Review the updated design plans:
metrotransit.org/gold-line-desi...

Take the survey: bit.ly/3aJFMDh



8:45 AM · May 18, 2020 · Hootsuite Inc.

Print Newspaper Ad

T METRO
Gold Line

Future bus rapid transit (BRT) line connecting:
Saint Paul • Maplewood • Landfall
Oakdale • Woodbury

*Help make sure Gold Line BRT best serves
the communities' needs.*

View and comment on updated plans TODAY!

metrotransit.org/gold-line
goldline@metrotransit.org
651-602-1977

This print advertisement features a white background with a black border. At the top left is the METRO logo (a red 'T' in a circle) followed by the word 'METRO' in bold black letters. Below this, 'Gold Line' is written in white on a black rectangular background. The main text describes a future BRT line connecting Saint Paul, Maplewood, Landfall, Oakdale, and Woodbury. A call to action asks readers to help ensure the line serves community needs and to view updated plans today. Contact information is provided at the bottom.

Digital Newspaper Ad

T METRO
Gold Line

Gold Line BRT

Future bus rapid transit (BRT) line connecting:
Saint Paul • Maplewood • Landfall
Oakdale • Woodbury

View and
comment on
updated design
plans TODAY!

LEARN MORE >

This digital advertisement has a blue and white background with diagonal stripes. It features the METRO logo and 'Gold Line' branding. The main headline is 'Gold Line BRT' in large yellow letters. Below it, the route details are listed. A call to action on the right encourages users to view and comment on updated design plans today, accompanied by a yellow 'LEARN MORE' button with a right-pointing arrow.

T METRO
Gold Line

Future bus rapid transit (BRT) line
**View & comment on
updated design plans TODAY!**

This smaller digital advertisement version features the METRO logo and 'Gold Line' branding. It highlights the future BRT line and includes a call to action to view and comment on updated design plans today.

Appendix B: 30% Design Engagement Activities

Survey

METRO Gold Line BRT Design Survey



The METRO Gold Line BRT project has refined route and station area designs from 15% to 30% completion. We need your feedback to ensure the project best serves you and your community's needs. View the updated design plans online: metrotransit.org/gold-line-design-and-engineering

Submit the survey online or send responses through U.S. mail. Survey closes May 18, 2020.

Online: <https://bit.ly/3aJFMDh>

Mail: Gold Line Project Office, 121 7th Place East, Suite 102, Saint Paul, MN 55101

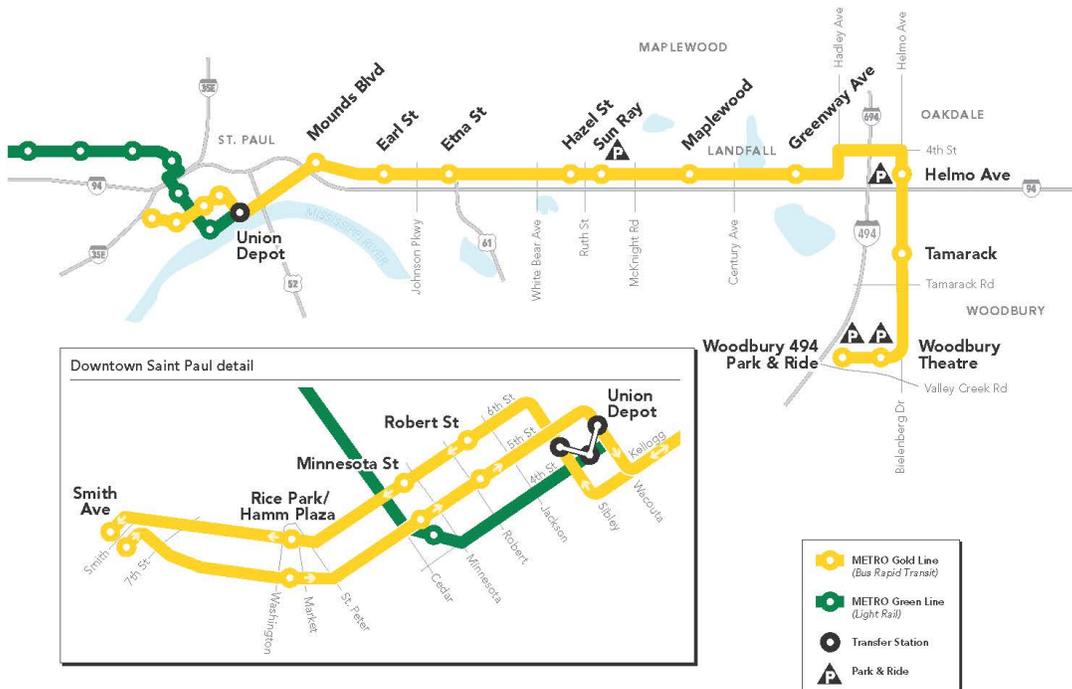
1. Where do you live?

- Woodbury
- Oakdale
- Landfall
- Maplewood
- East Side Saint Paul
- Downtown Saint Paul
- Other _____

2. Where do you work? Provide city or neighborhood of place of employment

3. Are you a current transit rider?

- Yes
- No



Demographic questions (optional)

9. Why do you use transit? Select all that apply.

- Work
- School
- Errands
- Appointments
- Social/recreation
- I don't use transit
- Other _____

10. What is your age?

- Under 12
- 13-15
- 16-17
- 18-24
- 25-34
- 35-44
- 45-54
- 55-64
- 65-74
- 75-84
- 85 and over

11. What is your race, ethnicity, or origin?

Select all that apply.

- American Indian or Alaska Native
- Asian
- Black or African American
- East African
- Hispanic, Latinx, or Spanish origin
- Middle Eastern or North African
- Native Hawaiian or other Pacific Islander
- White
- Other race, ethnicity, or origin _____

12. What is your gender identity?

- Female
- Male
- Non-binary/third gender
- Prefer to self-describe _____

If you need this information in an alternative format or language, contact:

- Si necesita esta información en un formato o idioma alternativo, póngase en contacto con:
 - Yooj koj xav tau cov lus no txhais uas lus hmoob lossis xav tau ib tus neeg pab txhais cov lus no rau koj, tiv tauj:
 - Haddii aad dooneyso in aad macluumaadkan ku hesho siyaabo kale ama afaf kale, la xiriir:
 - နေရာသားဆိုင်ခိုင်းနဲ့ဘက်တင်တင်ကူညီပေးဖို့အလားတန်ခံယူကျွေးပေးတာကယူထုတ်ပေးဖို့အစီအစဉ်တင်ပြပါ။ဆေးကျွေး
- Liz Jones, Community Outreach Coordinator | 651-602-1977 • elizabeth.jones@metrotransit.org



Comment Form

Example of the comment form for the Maplewood Station



BRT GUIDEWAY	BRIDGE/UNDERPASS	EXISTING NOISE WALL TO REMAIN/INPLACE	CONSTRUCTION LIMITS
BRT IN MIXED TRAFFIC	MEDIAN	PROPOSED NOISE WALL	EXISTING PROPERTY LINE
STATION PLATFORM	PARK AND RIDE	EXISTING SIGNAL SYSTEM TO REMAIN/INPLACE	EXISTING RIGHT OF WAY
SIDEWALK OR MULTI-USE TRAIL OR DRIVEWAY ASPEN	STORMWATER TREATMENT LOCATION	PROPOSED SIGNAL SYSTEM	EXISTING WETLAND DELINEATION
ROADWAY	RETAINING WALL	MODIFY EXISTING SIGNAL SYSTEM	PROPOSED DIRECTIONAL LANE USE

[View the full route and station layout for the Gold Line project.](#)

Your Email Address

Your Name

Subject

Message



Appendix C: Engagement Results

Survey Results

Optional demographics questions and question about how people heard about the survey are not included in the data below. Responses to open-ended questions had a 500-character limit, including spaces and punctuation. Some responses are cut off due to this.

1. Where do you live?

Answer Choices	Responses	
Downtown St. Paul	12%	12
East Side St. Paul	22%	22
Landfall	1%	1
Maplewood	3%	3
Oakdale	17%	17
Woodbury	26%	26
Other	19%	19
TOTAL RESPONDENTS		100

Other Responses:

Minneapolis
White Bear Lake
Anoka
Roseville
Hudson
Downtown Minneapolis
Highland Park
Falcon Heights
Oak Park Heights
Frogtown, St Paul
Lex-Ham neighborhood of St Paul
Como neighborhood
Stillwater
Midway St Paul
New Brighton
Saint Paul (Hamline-Midway)
Newport
South St. Paul
Hudson, Wisconsin

2. Where do you work?

SouthvMpls
Minneapolis
Woodbury
Moundsview
White Bear
Retired
downtown St. Paul
Unknown

City of Woodbury
Downtown Saint Paul
Eagan
St. Paul
Downtown St Paul
Downtown St. Paul
St. Paul
Saint Paul
Retired
Maplewood
North Loop
Saint Paul DownTown
3M
Stillwater
Downtown St Paul
New Horizon Academy in E. St. Paul MN
Minneapolis
Minneapolis
Saint Paul College
science museum
Vadnais Heights
Hy vee oakdale
Oakdale
downtown
neighborhood
Woodbury
Oakdale
Newport
Saint Paul
East side st paul, Harding high school
Downtown St Paul
Eagan
University of Minnesota
NA
North Minneapolis
Downtown Ramsey Co. courthouse
Saint Paul, North End
Lowertown home office
Bloomington
Oakdale
Oakdale
Eagan
Eden Prairie
Edina
City
St Paul
Midway
North Loop Minneapolis
Woodbury
St. Paul
Downtown Minneapolis
Downtown St.Paul
St Paul
SGT Peppers Grille and Bar

Roseville
Eagan
Downtown Minneapolis
East Side St. Paul
Minneapolis
Minneapolis
State of MN-Downtown St. Paul
East St. Paul
retired
retired
Downtown St Paul
St. Louis Park
minneapolis
Maplewood
St Paul and Roseville
St. Paul
St paul
Lowertown
East Side of Saint Paul (Metro State)
retired
st paul
retired
Woodbury, Anytime Fitness off Bielenberg Dr.
Downtown Saint Paul
Como area, St. Paul
St. Paul
Retired
Minneapolis
Home office in Woodbury plus Stillwater office
Downtown Minneapolis
Woodbury
Cottage Grove
St Paul
Minneapolis
Newport

3. Are you a current transit rider?

Answer Choices	Responses	
Yes	45%	45
No	55%	55
		100

4. Which Gold Line station(s) do you live by or work near, and/or which station(s) will you use?

	Station I live near		Station I work near		Other station(s) I expect to use		Total
Woodbury 494 Park & Ride Station	37%	15	7%	3	56%	23	41
Woodbury Theatre Station	41%	16	3%	1	56%	22	39

Tamarack Station	46%	16	6%	2	49%	17	35
Helmo Avenue Station	52%	14	11%	3	37%	10	27
Greenway Avenue Station	43%	6	21%	3	36%	5	14
Maplewood Station	40%	2	40%	2	20%	1	5
Sun Ray Station	27%	8	7%	2	67%	20	30
Hazel Street Station	70%	7	10%	1	20%	2	10
Etna Street Station	50%	3	33%	2	17%	1	6
Earl Street Station	60%	3	-	0	40%	2	5
Mounds Boulevard Station	27%	4	13%	2	60%	9	15
Union Depot Station	20%	8	12%	5	68%	28	41
Robert Street Station	28%	9	16%	5	56%	18	32
Minnesota Street Station	26%	9	35%	12	38%	13	34
Rice Park / Hamm Plaza Station	17%	4	17%	4	65%	15	23
Smith Avenue Station	21%	4	26%	5	53%	10	19
None	44%	7	38%	6	19%	3	16

5. In general, how will you access the Gold Line station(s)? Please select all that apply.

Answer Choices	Responses	
Walk	63%	63
Mobility device	1%	1
Bicycle	22%	22
Scooter	-	0
Transfer from another transit line	28%	28
Drive and park	43%	43
Dropped off by friend of family	19%	19
Lyft/Uber/taxi	5%	5
Other	6%	6
TOTAL RESPONDENTS		100

Other Responses:

Don't personally use
I will not access the goldline
Please don't make this happen!!!!
Will NOT use it
I do not anticipate using
Never going to use the half billion dollar cesspool

6. What would encourage you to access Gold Line stations by biking, walking or using your mobility device?

Closer to schools, too far from Tartan or Woodbury schools to be used alone. Any outlying routes need reliable connections.
Local Feeder services connecting to Gold line stations/trips
Having clear sidewalks in the winter and safe pedestrian crossings.
Secure bike parking
More sidewalks and bike lanes on the East Side! I live off White Bear Avenue and it's a death-trap for anyone not in a car. Half the blocks in my neighborhood have only partial sidewalks or no sidewalks at all, so people walk in the street.
Safe and welcoming environment. Amenities such as heated shelters, bike parking and real-time schedule displays
Walking or biking paths
Clear sidewalks to the Tamarack Station from Upper Afton. That seems to be in place mostly already.
Trails Secure bike storage
Put a station on the East side of Woodbury. There is plenty of space near Manning or Bailey
Fast and easy transition for bike
Area that is clean and safe for me. Having wide sidewalks that are cleaned regularly and maybe have a bike lane. Greenery/landscape so the walk/bike is enjoyable.
NA
N/a
Good connectivity with sidewalks and bike lanes
Ample bike parking at stations, good sidewalk/bikeway connections
Trails
Absolutely nothing. I have no reason to head downtown. Who does?
Access to 10th st in oakdale and t Radio drive shops in woodbury
Nothing. Metro transit brings in criminal activity.
Nothing
Station is just slightly too far to walk
No
If I feel safe walking to the stations (good walkability design where I don't feel like I'm dodging cars)
better bike trail connections to stations
Covered bike racks
Stop signs at Wilson and Pederson streets. It is dangerous to cross there now with drivers not yielding to pedestrians.
Safe stations. Well lit, supervised, frequent stops.
Reliable service clear schedule
If I needed to use it.
Rigorous Transit Police enforcement of an anti-loitering regime (as was once the law) and ruthless enforcement of anti-drug, gang, and sex-trade laws. For public health improvement, reintroduce antispying laws since spitting spreads TUBERCULOSIS even when (or especially when) the spittle dries. DOES METROTRANSIT THINK THIS IS A JOKE?
Safe, direct, off-street paths
Closer station
Clean facilities
Easy access to bike holders in gold line.
Proximity to the station. If it is close to where I live, I will absolutely use it
Station would need to be closer to home, nearer to 50th and Hadley or Olson Lake.
Sidewalk on the north side of Tamarack Rd.
Nothing to be honest because they are putting it in the nice neighborhood like Woodbury and Oakdale your guys are basically gonna turn nice neighborhoods into bad one because there is nothing good that comes from the train lines
I'm in walking distance but I do not expect to use it.
Station stop in Stillwater
Proximity, safe storage for bike, trail/sidewalk access

If the weather stayed nice all year around. Ice, snow, cold, rain keeps me from walking now so that won't change.
Bike and scooter shares should be available in Woodbury for "reverse commutes" to get to jobs in Woodbury.
Safe and easy crossings at stations and nearby. Easy placement for bikes on the BRT.
Increased access points and paths across I-94.
Gold line station is not useful to me. I work in Minneapolis and have access to express bus
Better maintenance of trails that lead to it - hard to use them reliably in the winter with level of snow removal.
I'm going to walk to the line and I'm so excited to be able to ride the bus from the East metro
Nice weather or not having to deal with inclement weather; purchasing myself a bike would be helpful!
Clearly marked access routes that have safe connections to the existing neighborhoods.
I'm too old for that! It's 2.6 miles from my home, some hills and would take almost an hour according to google maps to walk there from my home.
pedestrian friendly access
Heated or air conditioned waiting area. Security cameras.
I will most likely not utilize the Gold Line; I have my Anytime Fitness business outside the Tamarack station.
Better trail connections to stations from existing trail network
Safe places to lock up bikes.
safer location
Secure bike lockers, more trail connections and walkable neighborhoods with extensive pedestrian walkways to get there early from my home. Also adequate number of bike racks on the buses is also important. "Transfer from bus" above would be if city-wide circulator bus/van service was available.
If the Gold Line was near Lakeland.
Safe passage. (Not mixing with automobile traffic.)
Weather
Connections to trails
Nothing. Who'd want to bike, walk, let alone drive to take an hour ride just to St. Paul? The entire commute to Minneapolis would take over two hours from out my door in Woodbury to in the door at work... I drive there in 45 minutes, no getting coughed on, felt up by low lifes, mugged, or being out in the cold, rain, snow, etc longer than I have to be.
Nothing. I live too far from any station. And Minnesota weather 6 months out of the year.

7. Any other comments on the design plans or Gold Line station(s) in your area? 30% design plans can be viewed on the Gold Line website.

This is waste of money its does have the ridership to even support all day service.Except for rush hours it will barely able to support hourly services let alone 15mins
I am particularly looking forward to the new bridge over 94 connecting Bielenberg and Helmo. Pedestrian path on that bridge would be important as there currently is no crossing between Century and Inwood.
Make the bridge across 94 be pedestrian/bike accessible as that would reduce having to go down inwood/radio drive, which is notorious for cars coming off 94 to not pay attention to bikers.
I live near the hazel street station, so if this area can have nice sidewalk, landscape, safety, that would be greatly appreciated and i am it will attract more people to use it.
As I live near the Woodbury stations, I have asked in the past what the reality of transit users to these areas would be. I have only ever been provided geralized statements of potential increase but not real data. I see the current routes either mostly empty over the last 3 years here, or only full for the rush hours which take Woodbury residents into the city. I don't see the value in cost of this project to extend I to Woodbury more than already in place, if not removing some routes. If you c
Does this line still plan on taking over the Bruce Vento trail in maplewood or will the trail stay in place? I love the trail and with it being across from my residence, I would hate to see it go
I think the gold line is a complete waste of taxpayer dollars and will have a very negative affect on

Maplewood oakdale and woodbury
What design plans? The website shows me nothing except the potentially some of my neighbors will lose their homes and I should sell now before my home loses value. The buses go up and down my street all day and they are empty. This is a colossal waste of money and resources for a bus line that no one will use
Can't wait for it. Hurry up!
This is going to bring rif raff to our area while waiting for transfers. Thanks
It should not go along Hudson Road in Dayton's Bluff. It should go down on I94
Don't like it! To close to my neighborhood that is quiet. Don't want it near our homes!
Why is the station at Etna instead of Hazelwood? With Harding High school on Hazelwood, that makes sense for a lot more riders
Designs too complicated, difficult to understand
I would prefer to see light rail!
Why would you start a new project and not even start in the streets of East Side St Paul.
Need more safety. Of the sketchy behaviors I've seen in St. Paul, 80% or more have been in and around the Green Line. From people smoking pot on the platforms and on the trains, to insulting and abusive language (nearly every ride), to various forms of thuggery... it's not an experience most would repeat. I'm a little hardened to it having lived in other cities, but... even in those cities, they didn't put up with the BS that we see often.
The bridge across 94 at Helmo should be open to all traffic to relieve Radio Drive
I think the Gold Line represents a much needed link between the East Side of St. Paul and the rest of the city. My previous apartment was in Dayton's Bluff, not far from the Mounds Street station. Part of the reason I moved was to be in a more transit friendly area.
Excellent expansion project, and am so looking forward to using it!
None
I honestly don't think it will work out with all this crap that has happened on the green line like sex trafficking, the crimes, the killings. HANDS DOWN I DO NOT WISH THIS TRAIN TO COME IN MY NEIGHBORHOODS WHEN THERE HAS BEEN NOTHING GOOD COMING FROM THE TRAINS
Building a bridge across from helmo to bielenberg is a very bad idea. It will create an enormous amount of traffic on helmo, which is a largely residential area. A crossing going south at Hadley could cover the same territory and not disrupt as many homes. Alternatively, a crossing at radio drive would save the cost of a bridge and access a large shopping area. This needs to be reconsidered
Not sure if I would use Gold Line or continue to ride the 355 express to downtown Minneapolis. It would depend on travel time. And I am not clear on whether the Gold Line is meant to replace service on the 355 since it starts around the same place (Woodbury Theatre)? I live in Saint Paul but sometimes commute from Woodbury to Minneapolis on the 355 express when I drop off my children at their daycare in Woodbury (close to my wife's work). I know it is not the topic of this survey, but I want to
I'm interested in this expanded service, not for me, but for my adult refugee students who live on the East Side. This could potentially be useful as one LEG of their transit to school near Payne and Maryland, as the Gold Line appears to run through or near some of our student address areas.
Travel speed is key consideration.
1. Pedestrian connection needed between 494 Park & Ride and Valley Creek. 2. Pedestrian access needed on west side Bielenburg between Woodbury Theater and Tamarack. 3. Bielenburg Bridge crossing 94 must have pedestrian accommodations. 4. Really like pedestrian path from Burns to Etna Station. 5. 4th street bridge crossing 694 must have pedestrian accommodations. 6. Like pedestrian connection to Johnson Parkway and Earl Street Station
Gold Line bus station is a complete waste of taxpayer money. I understand the need to try to "get our fair share" of tax dollars, but an express lane between Manning Avenue and Minneapolis would be much better. If you think the Gold Line bus will see a good amount of ridership, then maybe you could try a few years of bus service with the stops that you have designated. The problem is, I would never utilize a 40 minute bus ride that would take me 10 minutes to drive.
I don't see the value.
As with most transit projects, I think there should be fewer attempts to minimize the impacts on existing automobile traffic. The whole point (in my opinion) is to encourage people to use transit instead, but if driving is still the easiest/fastest option, people will probably keep using that primarily. By codifying the

project around single-occupancy auto traffic, the advantages of transit are degraded and more money overall is spent, all the just shoehorn in a new project into the existing fra
think the underpass at Ruth is a great idea. I like the 2 way traffic between Frank and Cypress. More parking is great. However, I believe having stations approximately every 1/2 miles is not going to make the Gold Line "rapid" - not compared to the Express Bus or driving in a car.
The Mounds Street Station is absolutely terrifying for pedestrians. Walking from the Mounds Park neighborhood to that station is bad. The intersection of Mounds Blvd. and Kellogg Blvd. is already terrible for bicyclists and pedestrians. It also has the worst traffic accident record in St. Paul. You aremaking it even worse. These streets are BOULEVARDS! Intended for people to enjoy the scenicbluff views. Your design is making it awful for people to bike and walk. You are ruining access t
Area for bicycles to be either stored or chained.
The plans look great
Mounds and Kellogg/3rd is one of the highest accident intersections in the city. With the addition of this transit station, we NEED to remove the second left turn lane from west-bound Mounds to Kellogg. The second lane creates blind spots and MANY accidents.
My concern is that opening a new road across 94 to car traffic in addition to buses will create more ut-through traffic on Landau Drive where speeds are already an issue before higher volume is potentially added.
the intersection where this is planned is very difficult for crossing the street as a pedestrian - there are more accidents at this intersection than any other in St. Paul. Putting the station on East 7th and Mounds Park Blvd would be better
Interesting art work at each stop is important, such as metal design work in station railings, or small sculptures similar to other art in Woodbury at small retail centers. The Guider Drive apartments (on the north side of the street), have small metal statues of groups of children playing with dogs and wagons. That theme could be used at the Guider Drive stop and at the 494 last stop In Woodbury. Also use screening on the spaces between floors on the stacked parking structure to mimic the look
Thought this was to included more stations in Woodbury, like near Sam's Club and Wal-Mart
This is the biggest trash dump waste of money white elephant in the history of Minnesota mass transit. Didn't you learn from the Red Rock Corridor and the Most expensive bus stop in Minnesota (Newport Transit Station) that people are not going to stop using park and ride or driving? This is the dumbest idea to build mass transit for the Richest of the 7 metro Counties to the richest cities in Washington County (Lake Elmo and Woodbury). If logic and common sense can't convince you to ax this mons
If you just added more park and ride locations, such as on the east side of Woodbury and further east on I-94 toward Hudson, and run express buses on existing roads, you could save us from this progressive wasteful unnecessary expense. We do not need special lanes for the few number of buses that are needed. I am opposed to this project.
Must have adequate parking

8. What kind of trips do you use transit for?

Answer Choices	Responses	
Social/recreation	51%	51
Work	50%	50
Errands	31%	31
I don't use transit	26%	26
Appointments	25%	25
School	9%	9
Other	5%	5
TOTAL RESPONDENTS		100

Other Responses:

Sports
Independent scientific research at major Twin Cities research libraries
Fair, occasionally to Downtown for entertainment
Travel. When out of town for work, I use transit systems rather than rent a car.

Comment Forms

The following comments were submitted via comment form or project email. Personal information is redacted.

From: [REDACTED]
To: [Jones, Elizabeth](#)
Subject: 30% design comment or question
Date: Thursday, May 14, 2020 12:14:07 PM

Greetings. I hope this finds you well.

I'm an Oakdale resident. I reside just off Helmo avenue. This needs to be reconsidered.

First, putting a bridge across from bielenberg to helmo will cause a tremendous amount of traffic through a residential area on helmo north of 4th Street. This is a very bad idea.

An alternative that would save money would be to make a crossing south from Hadley to Weir on the east side of 694/494. This would save the expense of rebuilding the 4th Street bridge. It would also carry The buses through a business neighborhood, and still would enable them to connect at tamarack and Valley view.

A second alternative which would save almost as much money would be to go ahead and widen the 4th Street bridge but cross 94 At radio road. That way, you would be accessing and servicing the large shopping area on both sides of radio road.

both of these would be preferable for the citizens who live along helmo, and the second would serve a broader swath of the community than the current plan.

I look forward to hearing of a revision of this plan.

Sincerely yours,

[REDACTED]

From: TransitWebmail@metrotransit.org
To: [Jones, Elizabeth](#)
Subject: Gold Line Contact Form - Etna: Etna St Station Access
Date: Wednesday, April 29, 2020 11:11:20 PM

[REDACTED]

Please consider adding trail access to bridge to the east of station with connectivity to Old Hudson Road and Birmingham Street. This would allow easier bike/pedestrian access without crossing busy roads.

Not only would this shorten the distance traveled, it would also improve the level of service, as people using these modes would no longer need to wait for two traffic signals to cross Etna Street and the Wilson Avenue I94 exit ramp.

From: TransitWebmail@metrotransit.org
To: [Jones, Elizabeth](#)
Subject: Gold Line Contact Form - Mounds: Mounds Blvd Station is bad
Date: Monday, May 18, 2020 1:24:34 PM

[REDACTED]

I am co-chair of the Saint Paul Bicycle Coalition.

The Mounds Boulevard Station will take an already horrible intersection for bicyclists and pedestrians and make it worse. Currently cyclists and pedestrians have to cross 6 lanes of traffic to reach the east side neighborhoods or the 3rd/Kellogg Bridge. After this station is added, they will have to cross 9 lanes. THAT IS INSANE! There are freeways in the Twin Cities that aren't this wide. Many additional people will be hit (and badly injured or killed) by cars and buses, including Metrotransit patrons who are attempting to cross Mounds Boulevard, exiting or boarding their buses. The City of Saint Paul's adopted Bicycle Plan calls for bikeways on 3rd Street across this intersection (to Maria) and along Mounds Boulevard. Neither of these will be possible after this station is put in, or (particularly the former) will be rendered so dangerous as to not be functionally usable. This spot is one of many surrounding downtown Saint Paul where freeways and rail lines have cut off downtown from the rest of the city, creating a moat of asphalt, concrete and cars that surrounds the city's core. Projects like this make it worse.

Metrotransit should use existing lanes on Mounds Boulevard for this station. I wouldn't significantly increase travel times and would have only marginal impacts on traffic. The intersection and 3rd/Kellogg are already overbuilt for the amount of traffic they carry. I will be raising this issue with the City.

From: TransitWebmail@metrotransit.org
To: [Jones, Elizabeth](#)
Subject: Gold Line Contact Form - Mounds: Mounds Blvd station:dangerous for bikers
Date: Monday, May 18, 2020 12:33:34 PM

[REDACTED]

Hi,

The Mounds Blvd station design for gold line appears VERY dangerous for walkers and bikers. Please make changes to make this walk and bike friendly!!

Thank you,

[REDACTED]

From: TransitWebmail@metrotransit.org
To: [Jones, Elizabeth](#)
Subject: Gold Line Contact Form - Mounds: Mounds Blvd. Station
Date: Monday, May 18, 2020 10:17:35 PM

[REDACTED]

Dear Gold Line Design Staff, The location of the Mound Blvd. Station is poorly placed and will not see the ridership expected. Mounds Blvd. and Kellogg is one of the most congested and accident prone intersections in the city. To place a rapid transit station at that intersection will further create a bottle neck in an area that is already difficult for cars and walkers to maneuver. Pedestrians and bikers in the neighborhood avoid crossing to down town and towards 7th Street due to the already unsafe intersection. If you look at the pedestrian light use and observe the intersection, not just motor vehicle crossing, you will see that it is not a highly used walking route. Walking the steep bridge grade is not comfortable for aging residents, those with strollers or disabilities. Nothing at the intersection is offered as beautification to the neighborhood or economic potential beyond guesswork for potential housing with non-vacant land. Why would a housing development thrive at such a loud unsafe intersection. Housing nearby is already struggling to find tenants. A Mounds Blvd station is redundant with Earl Street close by. Earl Street proposes a better footprint for pedestrian, bike and bus access. It further creates economic potential for existing commercial buildings, local business, and street parking potential. Earl street offers more potential to the neighborhood by linking both sides of 94 with a safe walking and riding path in the bridge design concept. Mounds Blvd will only create more accidents and an eyesore to the neighborhood. Mounds Blvd and Kellogg present an opportunity for a celebrated entrance into our neighborhood that I would like to see polished, not smudged by bus exhaust. I am against the proposed Mounds Blvd. Station. Sincerely, [REDACTED]

From: TransitWebmail@metrotransit.org
To: [Jones, Elizabeth](#)
Subject: Gold Line Contact Form - Mounds: Pedestrian Safety
Date: Wednesday, April 29, 2020 2:43:19 PM

[REDACTED]

A high level of protection including physical barriers are needed to keep this area feeling protected from the high volume of high speed motor vehicle traffic. Special consideration needs to be made for these crossings and the station area.

From: TransitWebmail@metrotransit.org
To: [Jones, Elizabeth](#)
Subject: Gold Line Contact Form - Sun Ray: Pedestrian Access
Date: Friday, May 15, 2020 5:40:14 PM

[REDACTED]

Pedestrian access from the south side of I-94 appears to be more roundabout than needed, especially on the Ruth St. side of the station. There appears to be no sidewalk at all on the south side of Old Hudson Rd. from either direction, and from Ruth St. pedestrians have to walk up, past the station a bit, and then cross Old Hudson Rd. simply to cross back at Pedersen St.

Some sort of sidewalk/pedestrian access on the south side of either Old Hudson. Rd. or the new BRT route should be seriously considered. Ideally, a pedestrian connection along Pedersen Rd., along with pedestrian access along the south side of I-94 from Ruth St., would be created so those from east of Pedersen St. could cross without having to go a couple blocks over to Ruth, then back to Pedersen along the north end of Old Hudson Rd. Having a pedestrian tunnel could easily save a third of a mile (1750 ft.) of walking distance, or 6-8 minutes (a cutacross is roughly 300 feet, while measuring the south side of 94 to Ruth from there, up to Old Hudson Rd, then back down, is 2050 ft.) Given the large number of apartments along the south side of I-94 in this area, having some sort of pedestrian connection here would significantly improve the usable walkshed for this station.

From: TransitWebmail@metrotransit.org
To: [Jones, Elizabeth](#)
Subject: Gold Line Contact Form - Tamarack: Tamarack Station Location
Date: Wednesday, April 29, 2020 2:36:44 PM

[REDACTED]

This station seems to be too far north to serve the Tamarack area well. It is also a 20 minute walk for employees at Costco. This area would be better served by locating the station centrally just to the north of Tamarack Rd. Alternatively, a pedestrian/bike bridge could be built across 494.

From: [REDACTED]
Sent: Wednesday, May 20, 2020 11:24 AM
To: METRO Gold Line <GoldLine@metrotransit.org>
Subject: Comments on current design of Gold line

Dear Metrotransit,

I have just become aware of the deadline of Monday on input for the current station location at 3rd and Mounds Boulevard for the Metropolitan Gold Line. My home is located at Mounds Boulevard and drive past 3rd and Mounds Boulevard daily. This location has many accidents as it is and I feel that your locating the station here would only incur more problems.

Thank you,

[REDACTED]

From: [REDACTED]
Sent: Friday, April 24, 2020 10:35 AM
To: Jones, Elizabeth <Elizabeth.Jones@metrotransit.org>
Subject: Comments on Gold BRT

Hi Elizabeth,

I tried to find the appropriate place to provide some comments on the station design of the proposed Gold BRT line by following the links in the most recent Met Council newsletter. I was unsuccessful. I contacted Guthrie and he provided me with your address.

On the Gold Line web page there was opportunity for providing comments on individual proposed stations but there was no place to provide general comments or comment on the collective station design. I wish to make a general comment that should be applied to ALL the stations.

I am an individual that is transit dependent and I happen to be blind. I also have many friends that are deafblind. My specific comments are specifically related to our needs as blind and deafblind travelers.

1. All bus stations need to be as consistently uniformly designed as possible. This means that uniformity in footprint and design is critically important. With uniform station design, I will always know where features are located. The absolutely worse case scenario is to have stations with different configurations and designs. This makes it very difficult, if not flat out dangerous, for blind and deafblind bus riders to navigate. If all the stations are identical then traveling becomes much safer for us.
2. Every effort should be made to build consistency with the kinds of stations that get developed. In other words, avoid using different configurations throughout the line. For example, avoid using some stations as as “shared” platforms where riders can enter a station and access buses that travel in both directions; “split” stations, like a station existing on each side of an intersection traveling in different directions. I have heard that in some locations because space is an issue, the plan is to use different types of station designs to “fit” into the street limitations. This is extremely dangerous for those of us without sight to navigate. This safety issue becomes exponentially greater when we need to travel to a location we do not use regularly because the structure will be unfamiliar and inconsistent. These are current issues we have to deal with on the LRT (green line). A blind or deafblind person needs different travel skills to deal with different station designs, like center station designs (i.e., Nicolett Mall LRT station), split station designs (i.e., Government Plaza Station), and other split station designs (i.e., Snelling Station).
3. Any time a passenger needs to cross the path of travel the bus uses, this increases the safety level for passengers who are blind and or deafblind. Passengers should only be able to enter a station platform from a sidewalk. If all the stations are identical and not consist of “shared” directional platforms then this will not be an issue.

Thanks for the opportunity to provide comments on the station design of the Gold BRT.

[REDACTED]

From: TransitWebmail@metrotransit.org <TransitWebmail@metrotransit.org>
Sent: Monday, April 20, 2020 11:50 AM
To: Jones, Elizabeth <Elizabeth.Jones@metrotransit.org>
Subject: Gold Line Contact Form - Greenway: Add station

[REDACTED]

If you're going to be placing stations in the Oakdale area place one near the intersection of 10th and Hadley where there is a shopping center.

From: TransitWebmail@metrotransit.org <TransitWebmail@metrotransit.org>
Sent: Monday, April 20, 2020 10:09 AM
To: Jones, Elizabeth <Elizabeth.Jones@metrotransit.org>
Subject: Gold Line Contact Form - Maplewood: DT to Maplewood Station

[REDACTED]

This plan looks great, I can't wait to see it up and running. I would be picking it up after biking to Jackson & 5th, or from the 21/56 route. I commute in various ways from Merriam Park to 3M.

Thank you.

From: TransitWebmail@metrotransit.org <TransitWebmail@metrotransit.org>
Sent: Saturday, May 2, 2020 12:57 PM
To: Jones, Elizabeth <Elizabeth.Jones@metrotransit.org>
Subject: Gold Line Contact Form - Woodbury Theatre: Link and Expand Route 353

[REDACTED]

Hello. Route 353 also stops at Woodbury Theater. With the Gold Line being faster and a different option from Saint Paul, is it possible to expand route 353 to go farther east on Tamarack (passes Tamarack Village and housing community) to Commerce Drive (goes through office and shopping district) to Woodbury Drive (City Walk apartments and shopping area) then back to Tamarack to head West back to the current route? I would love to bus to work from downtown Saint Paul where I live but routes don't go east beyond 353 route. You could possibly pick up more ridership at the areas I listed above, and help me out at the same time. Thank you.

[REDACTED]
Sent: Monday, May 4, 2020 3:06 PM
To: Jones, Elizabeth <Elizabeth.Jones@metrotransit.org>
Subject: Re: METRO Gold Line BRT - Project Updates and Feedback Request

Hello again Ms. Jones!

I took a look at the new station designs and I think they look great.

I have a question regarding a couple of the stations, specifically the Tamarack and Sun Ray stations. My brother said that there are plans to develop the areas surrounding these stations (especially Sun Ray) into mixed-use developments. Are there any more details about these developments?

Thanks for reaching out to me again!

[REDACTED]

From: [REDACTED]
To: [Jones, Elizabeth](mailto:Elizabeth.Jones@metrotransit.org)
Subject: Station at Aetna on Gold Line
Date: Monday, May 18, 2020 11:50:38 AM

Hi Elizabeth:

Good day!

Just saw your presentation on the Gold Line 30%. I was wondering about the Aetna station. How do riders access the bus since the bus is elevated?

Is there an elevator? Is the station at street level or bus/bridge level? How is that going to work?

Thanks in advance,

[REDACTED]