



**30% Design Presentation**  
April 20, 2020



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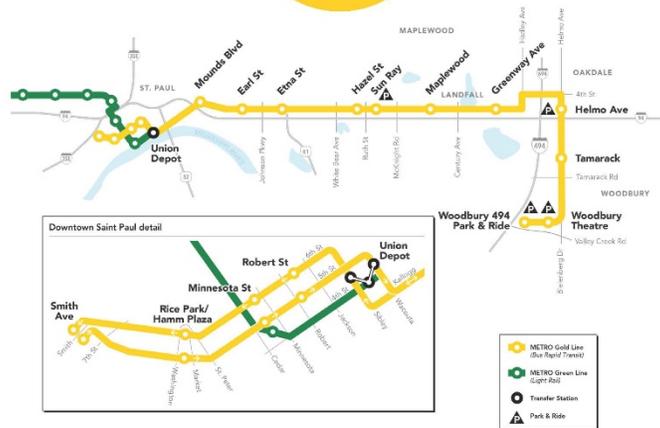
Video transcript in English

## A new transit line that will connect the East Metro and Saint Paul

Ten-mile route through Saint Paul, Maplewood, Landfall, Oakdale and Woodbury

Twenty-one new stations between downtown Saint Paul and Woodbury

Bus-only lanes constructed north of I-94



Hi there. My name is Liz Jones and I am the Community Outreach Coordinator for the METRO Gold Line Bus Rapid Transit Project and I will be going through the project's updated design plans at 30%.

So now I'm going to turn off my camera so that we can focus on the presentation.

Ok, to start us off a little bit, I just wanted to give a brief overview of what the project is. So the Gold Line project is a bus rapid transit project that will be going from downtown Saint Paul through the East Side of Saint Paul and Maplewood, Landfall, Oakdale, and Woodbury.

We'll be running through those cities as well as the counties of Ramsey and Washington Counties. We will, the whole Gold Line is about 10 miles long.

We're building about 21 new stations and the Gold Line is a little bit different than other lines, the other bus rapid transit lines, as we will be running in primarily bus-only lanes.

The project is anticipated to begin construction in about 2022, and service in 2024.

## Minnesota's first Bus Rapid Transit (BRT) line that will operate primarily within exclusive bus-only lanes

-  Specialized buses
-  Frequent service: All-day; 10-15 min service
-  Operates seven days a week
-  Limited stops
-  Pay before you board
-  Uses bus-only lanes
-  More green light time
-  Stations with improved features



▲ BRT in bus-only lanes

In case you are not familiar with bus rapid transit, it's a little bit different than a regular bus. So, Metro Transit currently has a few other bus rapid transit lines that just run on the regular road, the A line. and the C line, like I mentioned, Gold Line, will be running in mostly its own lanes. So just making it a more efficient service than bus rapid transit already is.

So busses look a little bit different. They almost look like trains that drive on the road, you pay before you get on, there is more frequent service, and stations have more features than a regular local bus.

So a more efficient, fast, frequent type of service.

# Smith Avenue & 5th Street/6th Street Stations

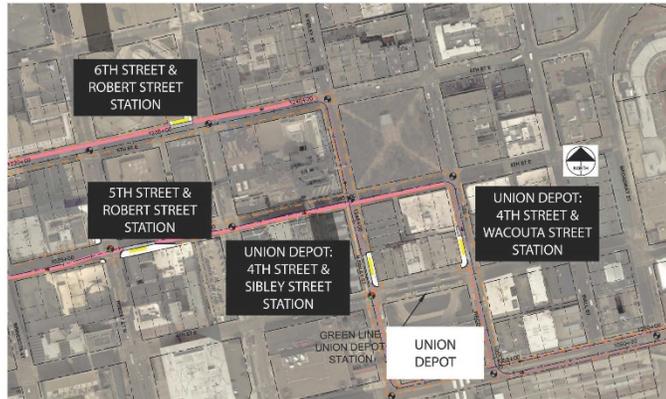


LEGEND			
BRT GUIDEWAY	BRIDGE/UNDERPASS	RETAINING WALL	CONSTRUCTION LIMITS
BRT IN MIXED TRAFFIC	MEDIAN	EXISTING NOISE WALL TO REMAIN IN PLACE	EXISTING RIGHT OF WAY
STATION PLATFORM	PARK AND RIDE	EXISTING SIGNAL SYSTEM TO REMAIN IN PLACE	EXISTING PROPERTY LINE
SIDEWALK OR MULTI-USE TRAIL OR DRIVEWAY APRON	EXISTING GREEN LINE ROUTE	PROPOSED SIGNAL SYSTEM	PROPOSED DIRECTIONAL LANE USE
ROADWAY	PROPOSED NOISE WALL	MODIFY EXISTING SIGNAL SYSTEM	

So, starting in downtown Saint Paul. The beginning of Gold Line will be at the Smith Avenue Transit Center, which is right by the Xcel Energy Center.

And the Gold Line will then be running down 5th and 6th Streets. So those are one-ways in either direction.

## 5th Street/6th Street & Robert Street Stations and Union Depot Stations: 4th Street & Sibley Street/Wacouta Street

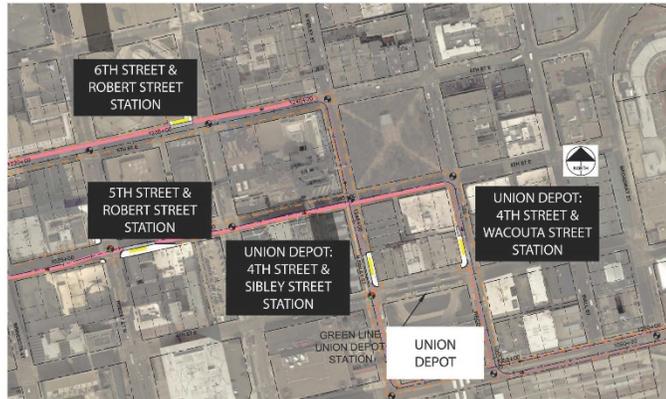


LEGEND			
	BRT GUIDEWAY		BRIDGE/UNDERPASS
	BRT IN MIXED TRAFFIC		MEDIAN
	STATION PLATFORM		PARK AND RIDE
	SIDEWALK OR MULTI-USE TRAIL OR DRIVEWAY APRON		EXISTING GREEN LINE ROUTE
	ROADWAY		PROPOSED NOISE WALL
	RETAINING WALL		EXISTING NOISE WALL TO REMAIN INPLACE
	CONSTRUCTION LIMITS		EXISTING RIGHT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

So there'll be a station at 6th Street and Hamm Plaza as well as 5th Street and Rice Park Station.

So, those are by the Landmark Center, downtown Saint Paul. There will also be stations at Minnesota Street, and Robert Street.

# 5th Street/6th Street & Robert Street Stations and Union Depot Stations: 4th Street & Sibley Street/Wacouta Street



LEGEND			
	BRT GUIDEWAY		BRIDGE/UNDERPASS
	BRT IN MIXED TRAFFIC		MEDIAN
	STATION PLATFORM		PARK AND RIDE
	SIDEWALK OR MULTI-USE TRAIL OR DRIVEWAY APRON		EXISTING GREEN LINE ROUTE
	ROADWAY		PROPOSED NOISE WALL
	RETAINING WALL		EXISTING RIGHT OF WAY
	EXISTING NOISE WALL TO REMAIN INPLACE		EXISTING SIGNAL SYSTEM TO REMAIN INPLACE
	PROPOSED SIGNAL SYSTEM		PROPOSED DIRECTIONAL LANE USE
	MODIFY EXISTING SIGNAL SYSTEM		CONSTRUCTION LIMITS

And the last station heading outside of downtown Saint Paul will be near Union Depot, at 4th Street and Sibley and 4th and Wacouta.

# Mounds Boulevard Station



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

The Gold Line will then head down the Kellogg Bridge over to the East Side of Saint Paul to Mounds Boulevard, where we'll have a station right at Kellogg before Kellogg turns into 3rd and Mounds Boulevard.

You'll notice that the pink, kind of salmon colored, lanes are the bus-only lanes which you will see outside of downtown. We will not be building new bus lanes in downtown Saint Paul.

So those pink lines there are lanes only for the bus here on Mounds Boulevard in the Dayton's Bluff neighborhood.

# Earl Street Station



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

Then heading further east, we will have a station at Hudson Road and Earl Street.

So here is a project change from our 15% design. We will be having two-way traffic between Cyprus and Frank Street and our 15% design we showed one-way traffic, but we were actually able to accommodate a little bit more space so that two-way traffic could be maintained for automobiles.

# Etna Street Station



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

Heading further, east. The project will then have a station near Etna Street.

So this will be a completely different roadway, than what is there today. So this is the Highway 61 interchange. Wilson is the street right here. Down in this area here we'll be having a station.

Some changes from 15% design is that we did add some additional pedestrian connections, some bike and trail connections with these white lines here and we also updated the access to the station from the road up here with a pedestrian connection that is a little bit more accessible and a more comfortable design for pedestrians to access the station.

The Gold Line will then be bridging over the Highway 61 interchange here so the busses do not have to interface with traffic. So, this whole area here are bus only lanes and then here is the bridge only for the bus.

# Hazel Street Station

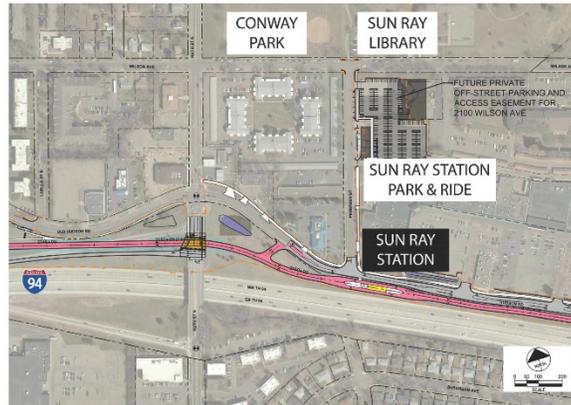


LEGEND			
	BRT GUIDEWAY		BRIDGE/UNDERPASS
	BRT IN MIXED TRAFFIC		MEDIAN
	STATION PLATFORM		PARK AND RIDE
	SIDEWALK OR MULTI-USE TRAIL OR DRIVEWAY APRON		STORMWATER TREATMENT LOCATION
	ROADWAY		RETAINING WALL
	EXISTING NOISE WALL TO REMAIN IN PLACE		CONSTRUCTION LIMITS
	PROPOSED NOISE WALL		EXISTING PROPERTY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

Heading further east we are approaching the Hazel Street Station and this station is another example of where the bus-only lanes are separated from the road.

So, Old Hudson Road is up here, and the bus only lanes will be behind some of these apartment buildings back here. And there will be pedestrian connections to this station as well.

## Sun Ray Station



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

Ok, and now we're entering the Sun Ray area. We will be having a station here at Sun Ray. You'll notice back here, another orange, yellow, little bridge piece, this actually is showing an underpass, so the Gold Line will be going under both Ruth and White Bear Avenue so that we don't have to interface with traffic and also those areas both have very steep grades, but Gold Line will be going under White Bear Avenue and Ruth and have a station here at Sun Ray.

You'll notice this station is a little bit different than the other stations that typically have pairs. This is a switchback design station. So the busses will enter at either side and then flip around to let passengers on and off. So it's essentially two stations in one, we did this design here to accommodate the very small amount of space that we have.

We did not want to impact the Sun Ray property over here. So we have the Sun Ray Shopping Center, as well as the Sun Ray Transit Center that will remain intact as well as a new park and ride that the project will be building. So very space constrained in this area, but we're able to make it work with the station design. You'll also notice these added pedestrian connections so that folks can get through these neighborhoods, the Conway Park, Sun Ray Library, and continue further east to our additional stations.

# Maplewood Station



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

Heading further east, we approach the Maplewood Station. And so this is the project's only station in the city of Maplewood, and it's actually right out front of 3M campus.

You'll continue to see these white pedestrian connections that have come all the way from the east side and will continue further east, and also pedestrian connections will connect north and south a little bit through the neighborhoods in Maplewood.

## Greenway Avenue Station



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

Continuing along, the Gold Line is still operating along the Hudson Road area and entering near the city of Landfall. So we'll have a station here at Hudson Road and Greenway Avenue. So the city of Landfall is up here. And this station is actually in the city of Oakdale, so serving the communities of both Landfall and Oakdale.

This is an area where you'll notice the bus lanes actually switch to being on either side of the roadway lanes. So, heading further east, the bus in either direction will be at both shoulders.

Going further into Oakdale, this is where the bus will go beyond Hudson Road. So, this is Hadley Avenue up here.

A project change is that we did lower the speed limit and make this curve a little more safe for busses and for cars and pedestrians as well.

So, now the Gold Line will be heading up Hadley to 4th Street, this 4th Street here.

# Helmo Avenue Station



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



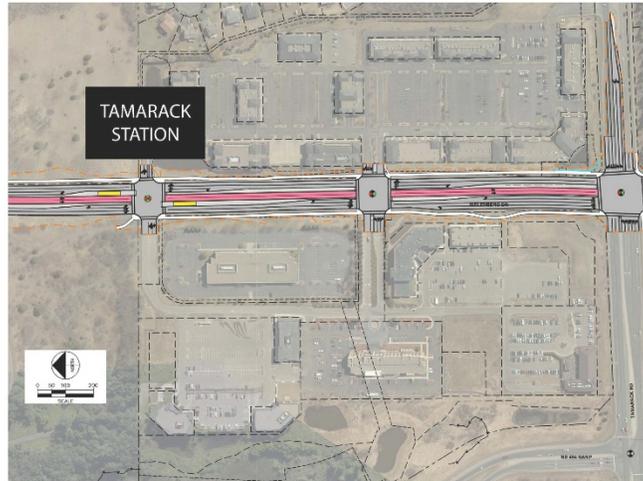
We're still in Oakdale and you can see a little bit in this corner here is the 4th Street bridge, which we will be replacing with lanes for the bus, lanes for other automobiles, as well as pedestrian connections for folks walking, rolling and biking.

Here, you'll see the pink and salmon colored bus only lanes will continue on to a kind of a realigned the road than what is currently there today.

So, it'll be realigned Hudson and Helmo Avenue in Oakdale where we will be having a station here on Helmo Avenue as well as a new park and ride.

The project will then continue to another new roadway connection. This is actually a new bridge that will connect Helmo Avenue in Oakdale to Bielenberg Drive in Woodbury and this, similar to the 4th Street bridge, this will be a new bridge, but it will also have bus only lanes, lanes for other automobiles, as well as pedestrians.

# Tamarack Station



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

So now, this connects Oakdale to Woodbury. Getting further into Woodbury, we approach the Tamarack Station. So this station, Tamarack Road is actually over here.

So it's a little bit off of Tamarack Shopping Center and other businesses in this area, and you'll see the pink lanes are down the middle of the road. So the busses will be running down the middle of Bielenberg Drive.

# Woodbury Theatre Station



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

Continuing through Woodbury, the bus will not be running in its own lane, so we will not be building bus lanes in this area here which is the Tamarack Nature Preserve.

So the bus will just be running on the regular road in this area, then we will head down Guider to Woodbury Theatre. So the Gold Line will have a station on Guider, outside of the Woodbury Theatre, not I actually going into that parking lot and leaving that current park and ride intact.

# Woodbury 494 Park & Ride Station



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

Gold Line will then head down Guider Drive to the end of the line in Woodbury where we will be building a new park and ride. And a project change from 15% is that we are making this park and ride a little bit bigger to accommodate more cars.

So that is the full alignment of the Gold Line corridor.

**Website**

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▲ BRT in bus-only lanes

▼ Example of a station



Please don't hesitate to reach out to me, and my contact information is on this last slide, as well as information on how to stay connected to the project.

Please don't hesitate to reach out to me with any comments or questions you may have. And thank you so much for tuning into this virtual presentation.