

60% Design Engagement Summary

1.0 Overview

Between September 21 and November 23, 2020, the community had an opportunity to view and comment on the METRO Gold Line Bus Rapid Transit (BRT) project's 60%-complete design plans, particularly the station site designs. Due to the COVID-19 pandemic, most engagement opportunities were online activities; however, some in-person, socially-distanced events were held to ensure everyone had an opportunity to view and provide feedback on the designs. Public input collected from this comment period will help advance Gold Line design to 90% completion.

1.1 Promotions

The 60% design engagement opportunities were advertised through a variety of promotions. Staff made a concerted effort to be inclusive of people who primarily speak a language other than English and people who do not 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, as well as subscribers to various Met Council and Metro Transit digital newsletters, including The Wire, Insights, Riders Club, Connect and Inside Lane, which are widely distributed throughout the region. The mailing for the print newsletter also included a survey handout that people could fill out and mail in.
- **Postcards and mailers** were mailed to nearly 9,500 residences and businesses in the corridor. The mailing to Landfall residences included both English and Spanish content.
- **Press release** was sent to local media outlets to garner news coverage.
- **Social media ads and posts** were promoted on the project Twitter account and Metro Transit Facebook page. Ads were posted in English, Spanish, Hmong, Somali, and Karen. Boosted posts were targeted to specific zip codes: 55101, 55102, 55106, 55119, 55125, 55128, 55129, and 55130.
- **Print, digital, and animated news media ads** were placed in the Pioneer Press, Patch (Woodbury, Saint Paul and Oakdale feeds), Dayton's Bluff District Forum, Hmong Times, 3HmongTV, La Matraca News, La Voz Latina, Somali American Newspaper, Access Press, and MN Spokesman Recorder. The ads were in English, Spanish, and Somali.
- **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 news media ads and social media ads were documented by their clicks to the project website and their impressions. Impressions are the number of times the ads appeared across the screens of internet users. The Twitter ads had 101,786 impressions and 113 clicks and the Facebook ads had 158,879 impressions and 928 clicks. Only some news media outlets provided the results of the digital ad. The Pioneer Press digital ad had 40,001

impressions and 93 clicks, Patch ads received 24,421 impressions and 51 clicks, Hmong Times ads had 53,232 impressions and 20 clicks, and 3HmongTV had 1,149 impressions and 19 clicks.

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

1.2 Engagement Activities

The purpose of the engagement efforts was to share the station site designs with the community and better understand how future Gold Line riders will use the station areas. People could provide feedback directly to project staff at online open houses and in-person pop-up events or through a survey and online comment forms.

Online Open Houses

Online open houses were held on Thursday, October 8 from 12-1:30 p.m. and Tuesday, October 13 from 5:30-7 p.m. with Zoom videoconferencing. Participants registered in advance of meetings to receive a meeting link. Thirteen people registered for the October 8 open house and 22 registered for the October 13 open house.

During the meetings, staff provided an overview of the 60% design plans with a recorded presentation. After the presentation, participants could ask questions and provide comments through the chat box or by selecting the “raise hand” feature and unmuting themselves when called on. See **Appendix B** for the messages sent through the Zoom chat box at the open houses. Eight people attended the October 8 open house and eleven people attended the October 13 open house.

Online open houses were recorded and uploaded onto YouTube: October 8 video: youtu.be/0mYZu3Svi5g; October 13 video: youtu.be/VuXguk4X3-w. As of December 11, 2020, there are 13 views of the October 8 recording and 24 views of the October 13 recording.

Pop-up Events

Four socially-distanced, outdoor pop-up events were held throughout the corridor to offer an opportunity for people who may have limited internet access to view design plans and provide feedback to project staff. Pop-up event locations included:

- Green Line Operations & Maintenance Facility during the St. Paul Farmer’s Market, downtown Saint Paul: Saturday, September 26, 10 a.m.-12 p.m.
- Sunset Park, Landfall: Wednesday, September 30, 4-6 p.m. (ended early due to rain)
- Indian Mounds Regional Park, East Side Saint Paul: Saturday, October 3, 11 a.m.-1 p.m.
- Woodbury 10 Theatre parking lot, Woodbury: Wednesday, October 7, 5-7 p.m.

Attendees reviewed project plan sheets and display boards with the station site designs and cross sections and asked questions to project staff. Print surveys and open-ended comment cards were available for people to provide written feedback. A Spanish interpreter attended the Sunset Park, Landfall event, and Spanish-translated surveys were able for participants. Forty-six people attended the pop-up events. One person provided written feedback with a comment card.

To protect staff and the community from the spread of COVID, project staff wore face masks and provided disposable masks for participants, as well use of hand-sanitizer. Project plan sheets were laminated, and staff disinfected them between use. The pens that attendees used to complete surveys were placed in a separate container and disinfected after the event.

See **Appendix B** for an example the pop-up event display boards.

Survey

The survey asked people to review the station site designs and provide feedback on the station elements and station access. See **Appendix B** for the survey handout. Surveys were available in English, Spanish, Somali, Hmong, and Karen.

Fifty-two people completed the survey. Optional demographic questions were included in the survey. Fifty-nine percent reported they are between the ages of 35-54. Thirty percent are older than 55 years, and 12% are under 34-years-old. Fifteen percent identify as people of color and 85% as white. Fifty-seven percent stated they are female, 41% as male, and 2% as non-binary or another gender identity.

Online Comment Forms

Comment forms were available on each station design page on the Gold Line project website for people to review the station site designs and cross sections and submit comments directly on the same webpage. See **Appendix B** for an example of the online comment form. In addition, project staff received comments through email.

There were 16 comments or questions submitted via online comment form or by email regarding station site designs and other related questions about the project.

2.0 Comment Overview

The following takeaways are inclusive of all comments received during this engagement phase. For more details on the comments received on specific station site designs, see **Section 3.0 Comment Summary**.

- Most respondents said they currently use transit, and the most common transit destinations are work and social/recreation.
- Most East Side Saint Paul respondents anticipate they will walk to future Gold Line stations, and most suburban respondents – Maplewood, Landfall, Oakdale and Woodbury – expect they will be dropped off and picked up from stations.
- While reviewing the station site designs, respondents were asked to rate station elements from zero to ten. Ten meaning excellent and zero meaning poor. Lighting and landscaping elements tended to receive high ratings and station access received low ratings.
- East Side Saint Paul stations tended to have higher ratings for access for people walking, biking, or using a mobility device than suburban stations. However, suburban stations tended to have higher ratings for access for people driving and parking or getting dropped off and picked up.
- While many respondents expressed the importance of creating more pedestrian connections between stations and neighborhoods, many also shared concerns that distances will be too far for people to realistically walk or use a mobility device to access stations.

- Several respondents commented on pedestrian accessibility in the station site designs. Particularly, people said all textured warning strips should be prominent and pedestrian crosswalks should be easy and safe to navigate.
- Overall, people were supportive of the station design and features shown in the station rendering. Some recommended security features like cameras and an emergency call button, and some recommended seating inside the station shelter.

3.0 Station Specific Comment Summary

This section summarizes feedback that is station specific. Feedback collected on station site designs have been grouped by their locations along the route:

- East Side Saint Paul: Mounds Boulevard Station, Earl Street Station, Etna Street Station, Hazel Street Station, Sun Ray Station
- Maplewood, Landfall, and Oakdale: Greenway Avenue Station, Helmo Avenue Station
- Woodbury: Tamarack Station, Woodbury Theatre Station

The station site design plans for the downtown Saint Paul stations and Woodbury 494 Park & Ride Station were not advanced enough to share with the public during this engagement phase so there are no comments on those stations.

For the complete responses from the survey, comment card, online comment forms, and emails see **Appendix C**.

3.1 East Side Saint Paul Stations

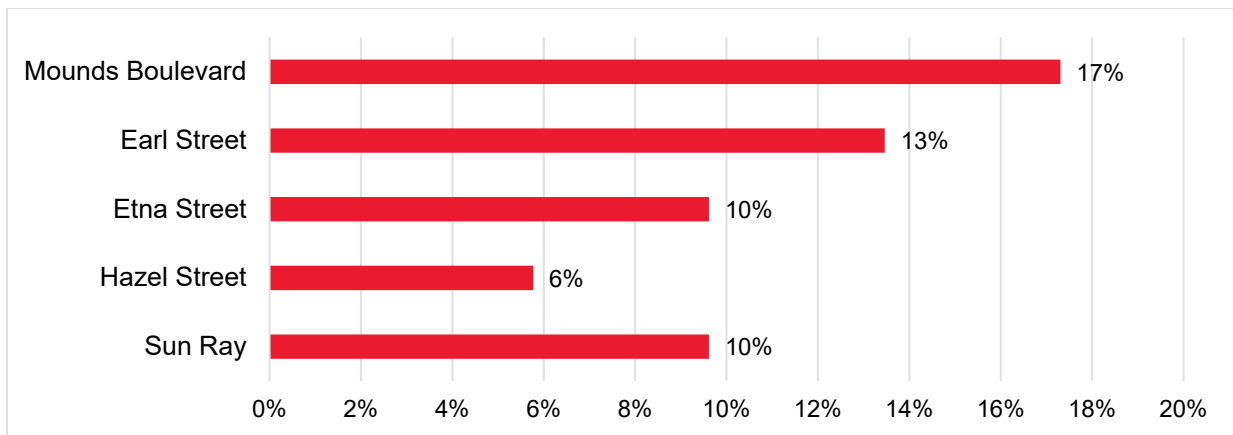
East Side Saint Paul includes the project segment between the Kellogg Boulevard bridge and Maplewood. There are five stations in this area, including Mounds Boulevard Station, Earl Street Station, Etna Street Station, Hazel Street Station and Sun Ray Station. Highlights from feedback about East Side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

- Most East Side Saint Paul respondents expect to access future Gold Line stations by walking or transferring from another transit line.
- Respondents gave Mounds Boulevard Station site plans the highest average rating for station access and features compared to the other East Side Saint Paul stations. Many people are supportive of improvements to pedestrian and bicyclist facilities, increasing safety in the station area, and creating safe connections south of Interstate 94; however, there were concerns about high traffic volumes and cars speeding through the station area.
- Etna Street Station site plans had the lowest average rating for station access and station elements compared to other East Side Saint Paul stations. Many people expressed concern for the long trail uphill to the station platform being a challenge for pedestrians, as well as the need for more improvements to create a safe pedestrian crossing at Etna Street.
- Several people expressed concern for trying to fit too much infrastructure and uses in tight areas, particularly at Earl Street Station and Sun Ray Station.

- Trees and plantings had the highest average rating for station elements for all East Side Saint Paul stations, and access for people driving and parking nearby had the lowest average rating.
- Most East Side Saint Paul survey respondents were supportive of the Gold Line station design shown in the rendering. Some people recommended an emergency call button, security cameras, and seating on the station platform designated for transit riders who are elderly.

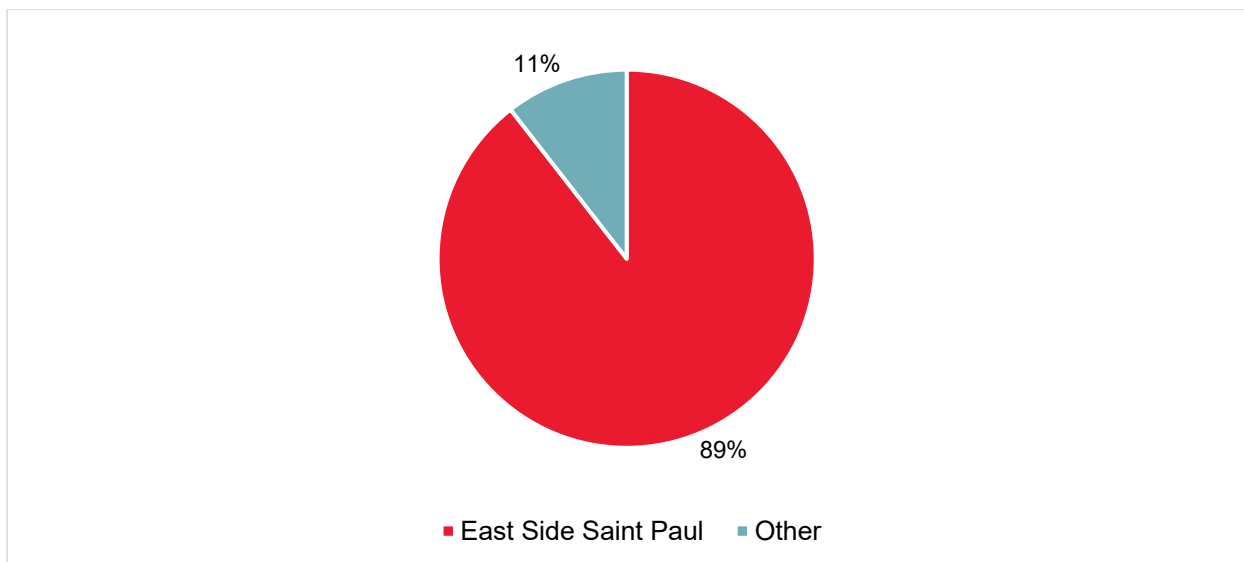
Fifty-six percent of survey respondents provided feedback on East Side Saint Paul stations. Most of these respondents provided feedback on Mounds Boulevard Station followed by Earl Street Station.

Figure 1: East Side Saint Paul: Which stations do you want to comment on?



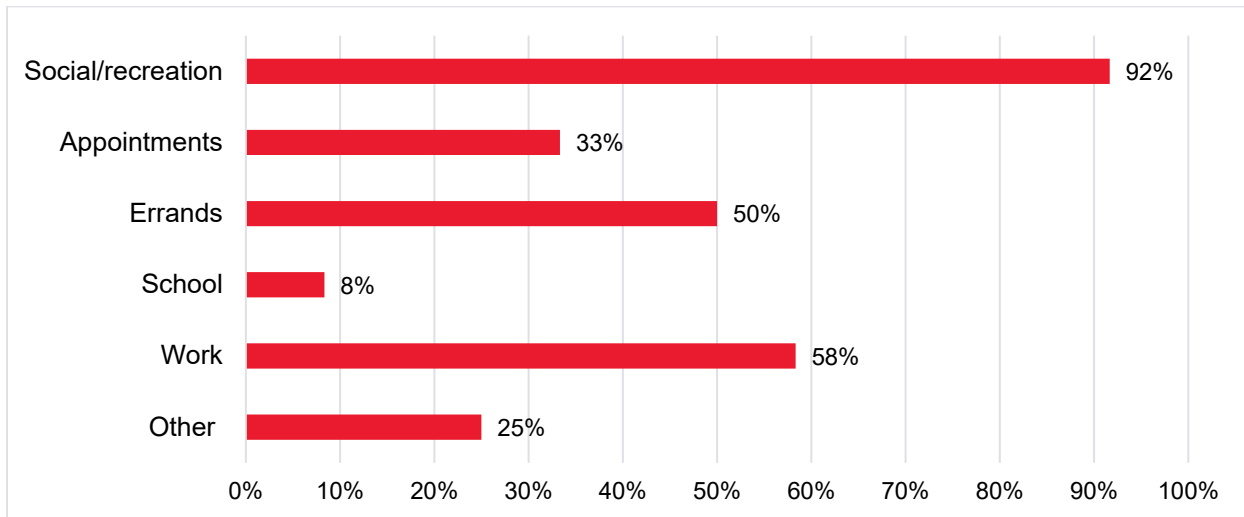
Eighty-nine percent of respondents who commented on the East Side Saint Paul stations live in East Side Saint Paul. Those who reported they do not live in East Side Saint Paul commonly said they live in downtown Saint Paul.

Figure 2: East Side Saint Paul: Where do you live?



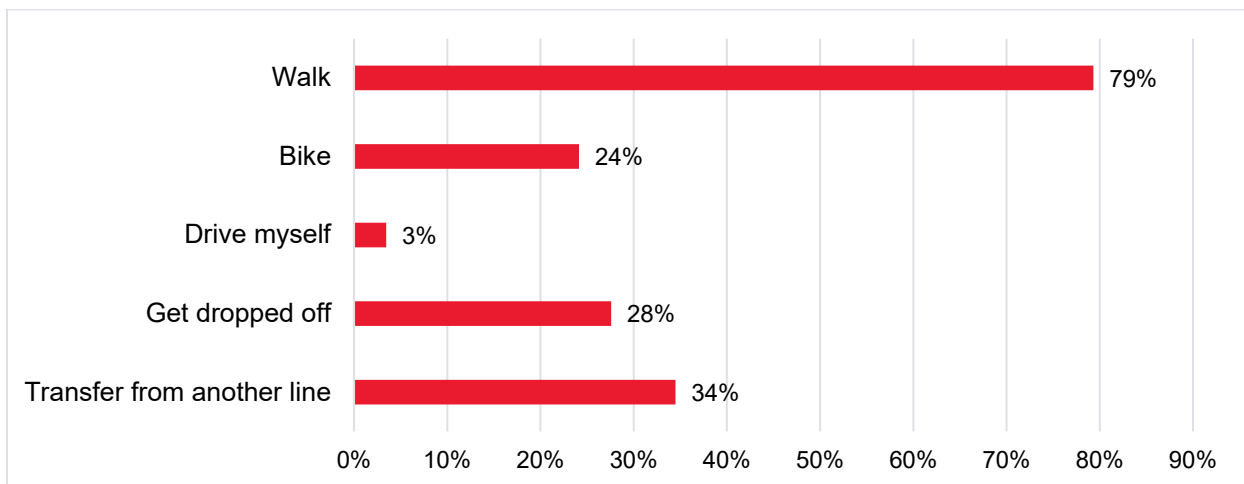
Sixty-three percent of East Side Saint Paul respondents said they use transit, and 37% said they do not use transit currently. Most East Side transit riders reported they use transit for social/recreation (92%), work (58%), and errands (50%). Those who select “Other” wrote in sport events, concerts, and winter travel.

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



Most East Side Saint Paul respondents (79%) stated they will walk to access stations. Thirty-four percent of the respondents expect to transfer from another line, 28% will get dropped off, and 24% will bike.

Figure 4: East Side Saint Paul: How will you access stations?



Survey respondents were asked to review the station site designs and rate elements regarding access, lighting, and landscaping on a scale from zero to 10. Ten meaning excellent and zero meaning poor. Overall, Mounds Boulevard Station had the highest average rating (6.39) and Etna Street Station had the lowest average rating (2.96).

The station element with the highest average rating for all East Side Saint Paul stations was landscaping (6.69), followed by access biking (5.41) and lighting (5.31). The station element

with the lowest average rating for East Side Saint Paul stations was access driving and parking (2.49).

Figure 5: East Side Saint Paul: Rate the following station elements.

Stations	Access walking	Access biking	Access using mobility devices	Access driving and parking	Access drop off/pick up	Lighting	Trees and plants	Average station rating
Mounds Boulevard	7.57	7.57	6.57	2.43	3.43	8.29	8.86	6.39
Earl Street	7.67	7.17	6.83	3	5.2	6	5.6	5.92
Etna Street	1.25	3	1.33	2.67	3.75	2.75	6	2.96
Hazel Street	5	5	4	0	0	5	8	3.86
Sun Ray	4.33	4.33	3.33	4.33	6	4.5	5	4.55
Average station element rating	5.16	5.41	4.41	2.49	3.68	5.31	6.69	

Other comments on the East Side Saint Paul station site designs include:

- Mounds Boulevard Station: Many shared that slowing traffic and improving pedestrian and bicyclist infrastructure at the Mounds Boulevard and Kellogg Boulevard/3rd Street intersection is important for ensuring safety. Some people shared support for added pedestrian connections south of I-94 and the sidewalk connection from Conway Street to the station platform. There was also a recommendation to use landscaping or murals to make the station area more welcoming since the plans show a retaining wall separating the station platform from the neighborhood. There were some concerns that traffic flow on north 3rd Street could be impeded due to people dropping off and picking up at the station.
- Earl Street Station: Some comments about the importance of trail connections to Johnson Parkway and to neighborhoods south of I-94. There were some comments concerned about the amount of new infrastructure and uses being added in a tight area.
- Etna Street Station: Some people expressed concern for the long trail uphill to the station platform being a barrier for pedestrians, as well as pedestrian safety crossing Etna Street. Some recommended building a Park & Ride in the green space just north of the station to improve access for people driving to the station. Some comments expressed concerns for ongoing disruptions to nearby residents when the line is in service and there was one suggestion to construct a barrier near Carriage Crossing Condos to prevent pedestrians from crossing through the property.
- Hazel Street Station: Some people shared concerns about transit riders taking on-street parking that residents use, and concerns for pedestrians being required to walk a long trail between Old Hudson Rd and the station to access the station.
- Sun Ray Station: Some comments expressed concerns about access and how far away the station is from the Park & Ride and the existing Sun Ray Transit Center, as well as concerns for pedestrian safety crossing busy Old Hudson Road. There was also a comment about concern for snow storage and amount of infrastructure and new uses being placed in a tight area.

Additionally, survey respondents were asked to review the station rendering and provide feedback on the station and station features. Most East Side Saint Paul respondents were supportive of the station design. Some people recommended an emergency call button, security cameras, and seating on the station platform designated for transit riders who are elderly.

To view all comments submitted about the East Side Saint Paul station site designs, see **Appendix C**.

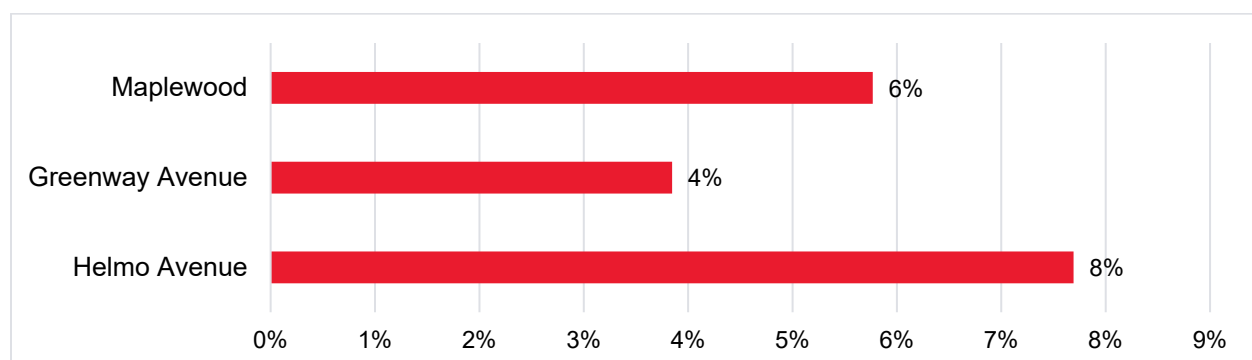
3.3 Maplewood, Landfall, and Oakdale Stations

Maplewood, Landfall, and Oakdale includes the stations 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 station site designs include:

- Most Maplewood, Landfall, and Oakdale respondents anticipate they will get dropped off, walk to, or transfer from another transit line to access future Gold Line stations.
- Respondents gave the Helmo Avenue Station site plans the highest average rating for station elements compared to the other Maplewood, Landfall, and Oakdale stations. Many people expressed support for the Park & Ride, but some expressed concern that the distance between the station platform and the Park & Ride may be too far for some people to walk.
- Maplewood Station site plans had the lowest average rating for station elements. Many said the station is located too far away from residences to be able to access by walking and biking. Some people recommended building more pedestrian connections south of I-94 so more Maplewood residents have access to the station and transit riders can access Battle Creek Park.
- Lighting had the highest average rating for station elements for Maplewood, Landfall, and Oakdale stations, and access for people walking had the lowest average rating.
- Most Maplewood, Landfall, and Oakdale respondents were supportive of the Gold Line station design shown in the rendering, but some commented that sense of safety and quality and speed of service is more important than the design.

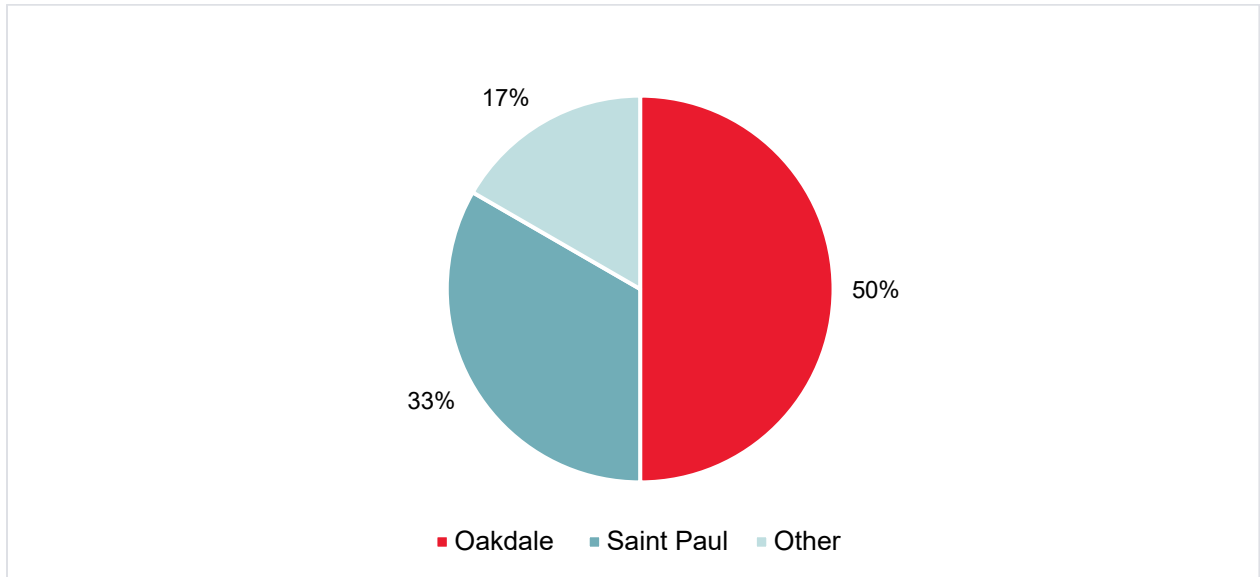
Eighteen percent of survey respondents provided feedback on Maplewood, Landfall, and Oakdale stations. Most of these respondents provided feedback on Helmo Avenue Station followed by Maplewood Station.

Figure 6: Maplewood, Landfall, & Oakdale: Which stations do you want to comment on?



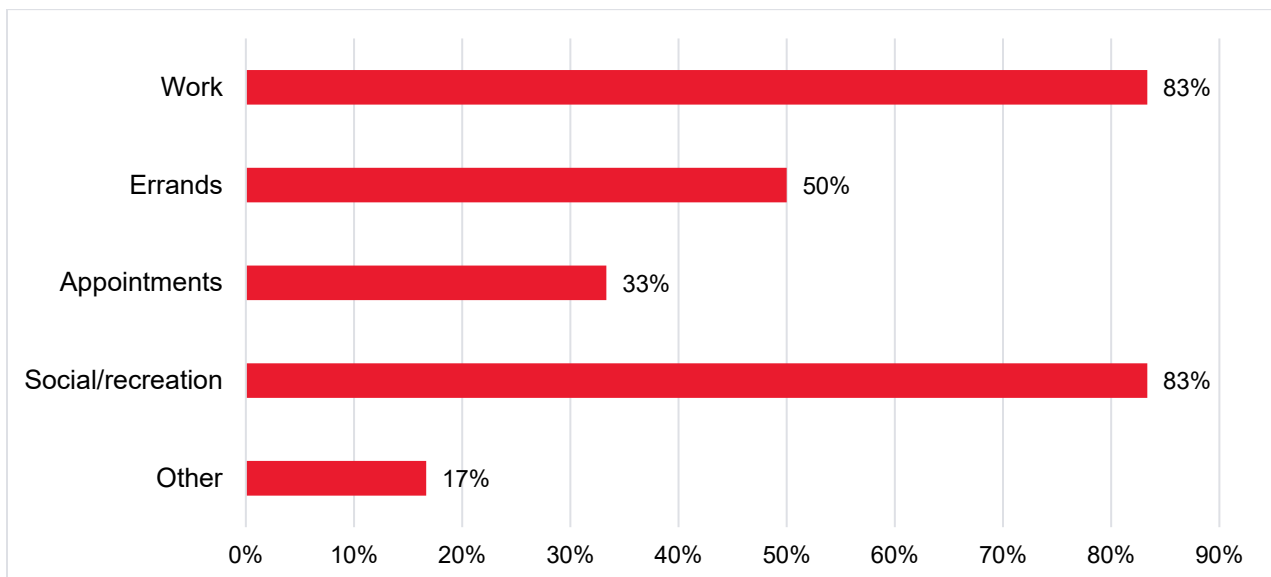
Fifty percent of respondents who commented on the Maplewood, Landfall, and Oakdale stations live in Oakdale. Those who reported they do not live in Oakdale commonly reported they live in Saint Paul. People who selected “Other” wrote in Minneapolis.

Figure 7: Maplewood, Landfall, & Oakdale: Where do you live?



Eighty-three percent of Maplewood, Landfall, and Oakdale respondents said they use transit, and 17% said they do not use transit currently. Most transit riders reported they use transit for work (83%), social/recreation (83%), and errands (50%). Those who select “Other” wrote-in shopping trips.

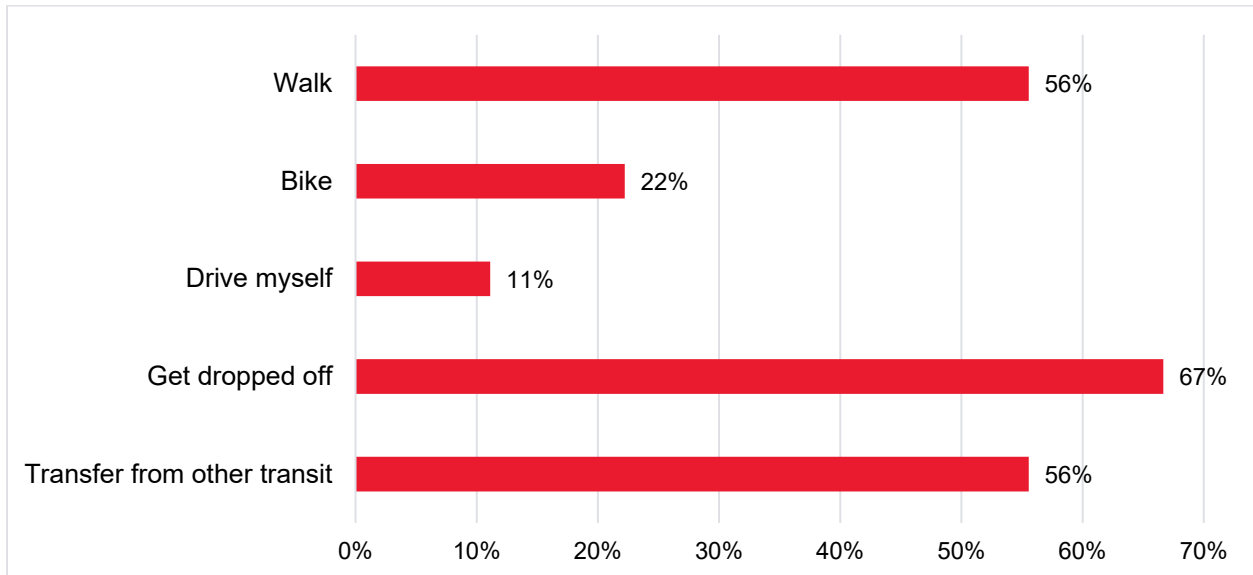
Figure 8: Maplewood, Landfall, & Oakdale: What kinds of trips do you use transit for?



Most Maplewood, Landfall and Oakdale respondents (67%) said they will get dropped off and

picked up at stations. Fifty-six percent of the respondents expect to walk or transfer from another transit line.

Figure 9: Maplewood, Landfall, & Oakdale: How will you access stations?



Overall, Maplewood, Landfall, and Oakdale survey respondents rated Helmo Avenue Station the highest with an average rating of 5.05. Maplewood Station had the lowest average rating (3).

The station element with the highest average rating for Maplewood, Landfall, and Oakdale stations was lighting (7.67), followed by access for drop off and pick up (5.56) and access driving and parking (5.44). The station element with the lowest average rating for Maplewood, Landfall, and Oakdale stations was access walking (1.56).

Figure 9: Maplewood, Landfall, & Oakdale: Rate the following station elements.

Stations	Access walking	Access biking	Access using mobility devices	Access driving and parking	Access drop off/pick up	Lighting	Trees and plants	Average station rating
Maplewood	0	3	0	5	0	6	7	3
Greenway Avenue	0	0	1	5	10	10	0	3.71
Helmo Avenue	4.67	4.33	4.33	6.33	6.67	7	2	5.05
Average station element rating	1.56	2.44	1.78	5.44	5.56	7.67	3	

Maplewood, Landfall and Oakdale survey respondents shared other comments about the station site designs including:

- **Maplewood Station:** Many stated that the station is located too far away from residences to be able to access by walking and biking. Some comments recommended the project provides access for pedestrians and bicyclists to Battle Creek Park and neighborhoods south of I-94.
- **Greenway Avenue Station:** Some expressed concerns for pedestrian accessibility in the station area, particularly that using a pedestrian-activated flashing beacon feels unsafe to people with low vision who may not be able to determine if a car is coming to a stop.
- **Helmo Avenue Station:** Many expressed support for the Park & Ride but some shared concerns that the Park & Ride is too far away from the station and it may be challenging for people to walk in the winter or for people using a mobility device to access the station. One respondent shared concern for potential environmental issues in the station area like harming wetlands and removing trees.

When asked about the station rendering, Maplewood, Landfall and Oakdale respondents said the station design is less important than the station amenities, sense of safety, and quality of service. Some people recommended seating in the station shelter, more pay stations and more recycling and trash bins.

For a full list of comments submitted about Maplewood, Landfall, and Oakdale station site designs, see **Appendix C**.

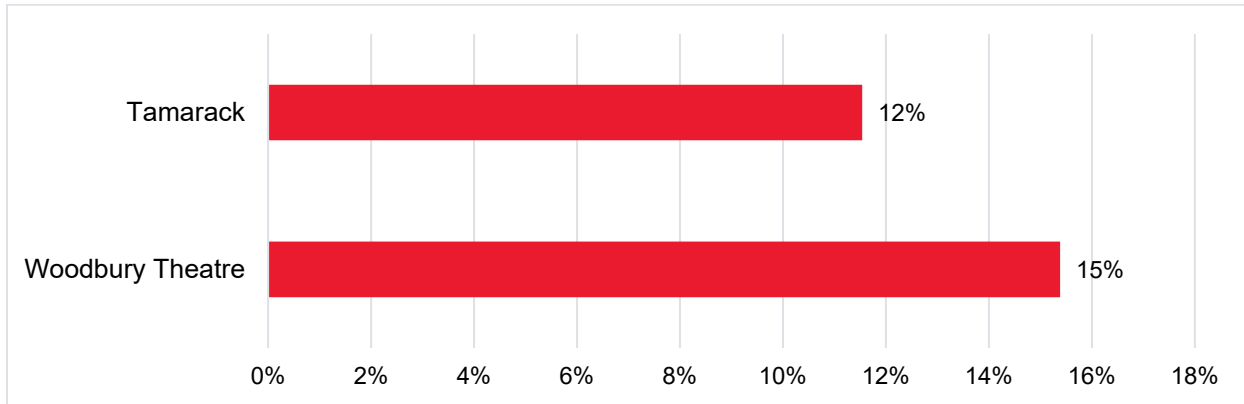
3.4 Woodbury Stations

The Woodbury area stations includes Tamarack Station and Woodbury Theatre Station. The Woodbury 494 Park & Ride Station site design was not shared with the public during this engagement phase because it is not advanced enough. Highlights from feedback about Woodbury stations include:

- Most Woodbury respondents said they expect to access future Gold Line stations by getting dropped off and driving and parking nearby.
- The average rating for station elements for the Tamarack Station site design was slightly higher than Woodbury Theatre Station site design. Many people expressed support for the planned pedestrian and bicycle connections on Bielenberg Drive, but shared it may be challenging for people to realistically access Woodbury stations when there are no local bus lines supporting transit use and distances are too far for people walking or biking.
- Lighting had the highest average rating for station elements for Woodbury stations, and access for people using a mobility device and walking had the lowest average rating.
- Overall, Woodbury respondents were supportive of the Gold Line station design shown in the rendering and shared that they liked the amount of plants and greenery and that the station was open and highly visible for an added sense of security. There were some comments that the rendering does not feel like a “rapid transit” line and more could be done to enhance the design.

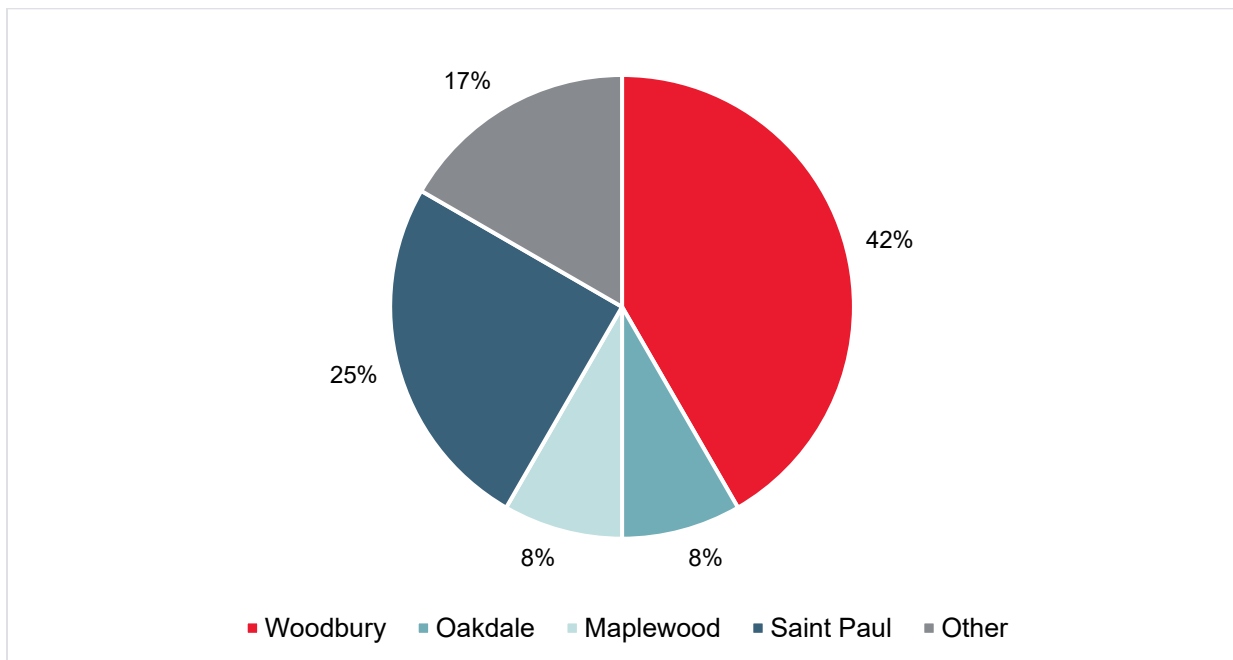
Twenty-seven percent of survey respondents gave feedback on Woodbury stations. Most of these respondents shared feedback on Woodbury Theatre Station.

Figure 10: Woodbury: Which stations do you want to comment on?



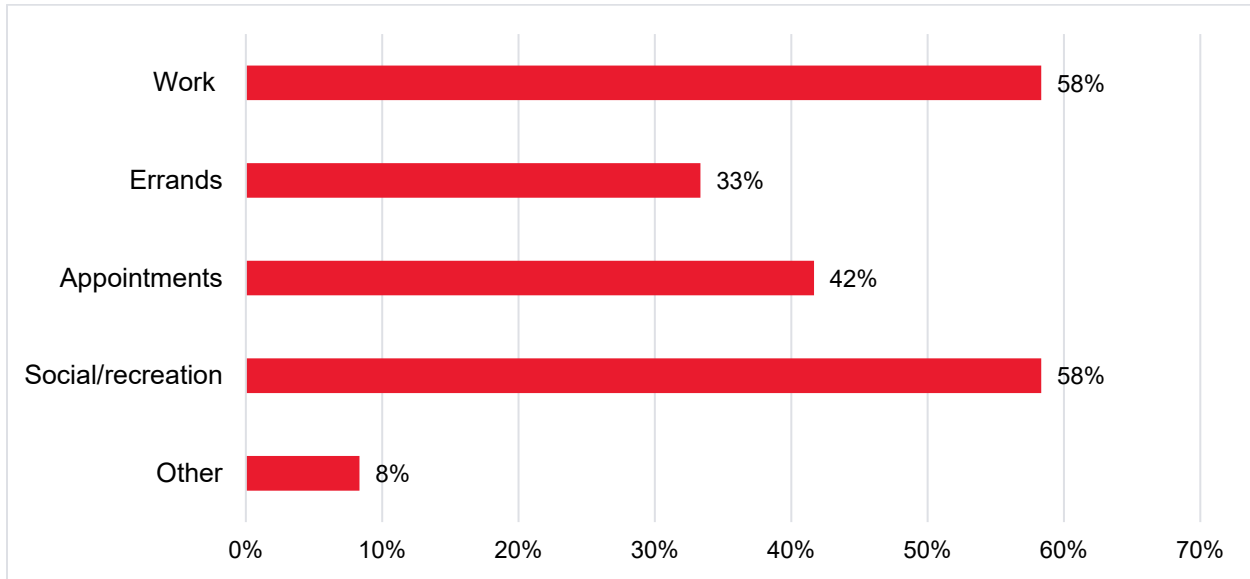
Forty-two percent of respondents who commented on the Woodbury stations live in Woodbury and 25% live in Saint Paul. Those who selected “Other” wrote in Newport.

Figure 11: Woodbury: Where do you live?



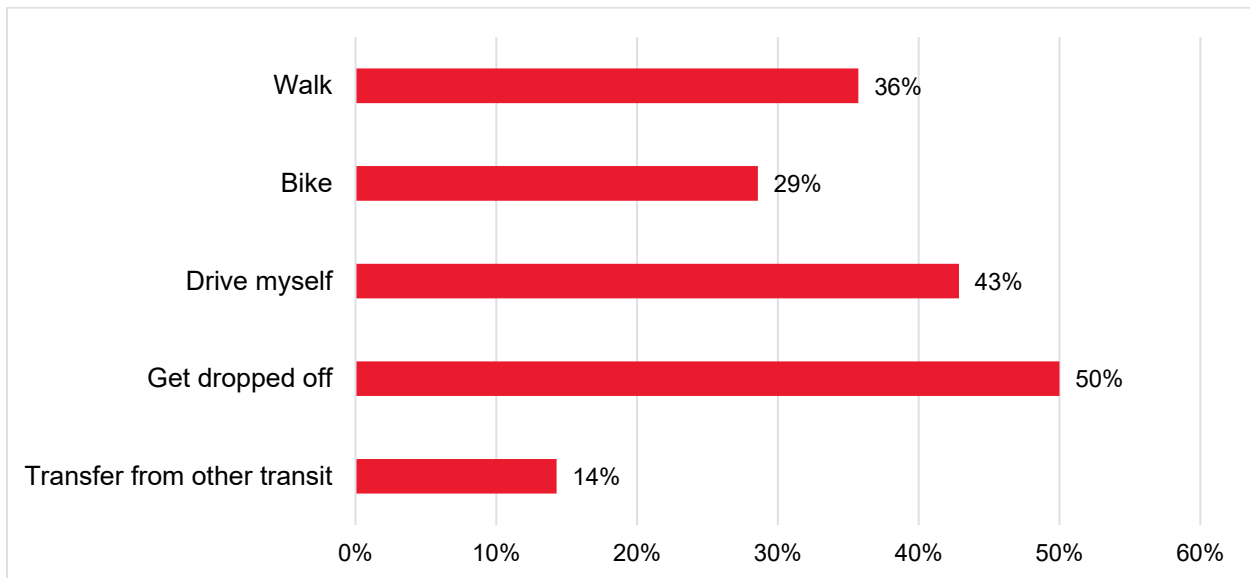
Fifty percent of Woodbury respondents said they use transit. Most of those transit riders reported they use transit for work (58%), social/recreation (58%), and appointments (42%). Those who select “Other” wrote-in shopping trips.

Figure 12: Woodbury: What kinds of trips do you use transit for?



Fifty percent of Woodbury respondents stated they will get dropped off and picked up at stations. Forty-three percent of the respondents expect to drive and park nearby and 36% will walk.

Figure 13: Woodbury: How will you access stations?



Woodbury survey respondents rated Tamarack Station (5.57) site design slightly higher than Woodbury Theatre Station (5.47).

The station element with the highest average rating for Woodbury stations was lighting (6.97), followed by access driving and parking (6.57) and access for pick up and drop off (6.21). The station element with the lowest average rating in Woodbury was access using a mobility device (4.34).

Figure 14: Woodbury: Rate the following station elements.

Stations	Access walking	Access biking	Access using mobility devices	Access driving and parking	Access drop off/pick up	Lighting	Trees and plants	Average station rating
Tamarack	3.2	5.4	4.4	N/A*	7	7.8	5.6	5.57
Woodbury Theatre	5.71	4.86	4.29	6.57	5.43	6.14	5.29	5.47
Average station element rating	4.46	5.13	4.34	6.57	6.21	6.97	5.44	

*Survey respondents were not asked to rate access driving and parking at Tamarack Station.

Additional comments from people who provided feedback on Woodbury station site designs included:

- Tamarack Station: Many people expressed support for the planned pedestrian and bicyclist connections on Bielenberg Drive. However, since there is no parking on site, there was some concern that the station is located too far away from residences and businesses and people will not want to walk or bike to the station, particularly in winter weather.
- Woodbury Theatre Station: Ensure trails and crosswalks between the Park & Ride and station platform are clearly marked and maintained. Some concern was expressed that the distance between the Park & Ride and the station is too far, particularly because current transit users are used to express buses picking up in the parking lot. A recommendation to provide more traffic calming infrastructure on Guider Drive, like a prominent median, since there will be more traffic on Guider Drive traveling to the Woodbury 494 Park & Ride Station.

Additionally, multiple people expressed concerns that the lack of local bus routes or a circulator bus line will create challenges for people to easily access the Gold Line stations in Woodbury and access other areas of Woodbury, like businesses on Radio Drive or the planned Costco west of Interstate 494.

When asked to provide feedback on the station rendering, most Woodbury stations respondents expressed support for the station design and stated that they liked the amount of green space and landscaping in the station area and that the station platform is open and highly visible for an added sense of safety. Some shared that the station environment does not feel like a rapid transit line, and more could be done to better brand Gold Line as a faster, more frequent service than the existing express bus lines. There was also a comment about ensuring the station area is accommodating for low vision transit riders, particularly that all textured warning strips are prominent and pedestrian crosswalks are easy to navigate. Some people also recommended seating in the station shelter, an emergency assistance button, and more recycling and trash bins.

For all of comments submitted about Woodbury station site designs, see **Appendix C**.

Appendix A: Promotions

Newsletters

Examples of print newsletters are provided in the following pages. Digital newsletters with similar content were also sent to the email subscriber list.

September 30, 2020

Review and comment on updated station site designs

Based on community input, METRO Gold Line Bus Rapid Transit (BRT) project engineers and designers updated project plans for the route, station areas and shelters. Updates to the plans help to:

- Ensure safety and ease of access for people walking, biking and rolling to stations with trail connections and clear sightlines
- Highlight the natural environment of the Gold Line corridor with landscaping and natural building materials
- Provide safety and security with a well-lit shelter and station area
- Protect transit riders from all-weather conditions with shelters that have heat and protection from wind and rain

We are seeking community feedback on the updated station site plans and station features.

View the updated designs on the project website and provide your feedback: metrotransit.org/gold-line-design-and-engineering

Your feedback will help project staff to refine the design and ensure that the Gold Line BRT best serves you and your community's needs.

Share your feedback online or in person

You can provide feedback on station site design plans online and in-person

Virtual open house

Hear from project leaders and ask questions in an online meeting. Both online open houses will share the same content. Register in advance to receive the online meeting link.

Thursday, October 8, 2020

Noon-1:30 p.m.

Register: <https://bit.ly/2RVw6OP>

Tuesday, October 13, 2020

5:30-7 p.m.

Register: <https://bit.ly/2FX6i2r>



Outdoor pop-up event

Join project staff at a socially-distanced, outdoor information table in your neighborhood. Please wear a mask if you plan on dropping by.

Saturday, October 3, 2020

11 a.m.-1 p.m.

Indian Mounds Regional Park
10 Mounds Boulevard, Saint Paul

Wednesday, October 7, 2020

5-7 p.m.

Woodbury 10 Theatre parking lot
1470 Queens Drive, Woodbury

Online survey

Provide feedback in an online survey: metrotransit.org/GoldLineSurvey

Or complete the hard copy survey in this newsletter and mail it to:

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

Online comment form, email or phone

Submit a comment online through the project website and specifically about each station on the station-specific webpage: metrotransit.org/gold-line-design-and-engineering

You can also provide your feedback through email, goldline@metrotransit.org, or by phone, 651-602-1977. Please leave a voicemail message and your call will be returned as soon as possible.

We are collecting feedback on the updated designs now through November 16, 2020.

Next Steps

Your feedback will help project staff refine the Gold Line route and station area plans. We expect the final project design to be completed in summer 2021 and construction to begin in 2022.

Provide input on future BRT lines

Metro Transit is also seeking input on the Network Next plan. Network Next is a 20-year plan for expanding and improving the bus network. Help prioritize the next BRT lines by checking out this interactive map: metrotransit.org/network-next-interactive-map

Complete a survey by Friday, October 9: surveymonkey.com/r/futurebus

Learn more about Network Next: metrotransit.org/network-next

Stay up-to-date on Gold Line project activities

Connect with Gold Line staff

If you are interested in connecting about the Gold Line project, please reach out to Liz Jones, Community Outreach Coordinator, at 651-602-1977 or elizabeth.jones@metrotransit.org.

Liz is working remotely. Please leave a voicemail message and your call will be returned as soon as possible.

Follow us on social media

Get the latest Gold Line updates by following us on Twitter @GoldLineBRT and Facebook @MetroTransitMN.

Sign up for project updates to get the latest information

If you have an email address, sign up to receive the Gold Line newsletter via email: metrotransit.org/gold-line

October 28, 2020

Thank you for attending station site design events

A big thank you to those who attended one of the METRO Gold Line Bus Rapid Transit (BRT) station site design events. In September and October, over 60 people participated in two online open houses and three outdoor pop-up events. At these events, the community talked with project staff, reviewed the updated station site designs, and provided feedback.

Feedback we heard at these events include:

- Provide sidewalk and trail connections between stations and neighborhoods
- Ensure safe pedestrian crossings at busy intersections
- Maintain or improve traffic flow and safety in places where Gold Line is impacting the existing road
- Limit construction impacts to homes by protecting trees, staging work, and minimizing noise



This feedback will help project staff refine the stations' design and ensure that the Gold Line project best serves the community's needs.

Missed the events? You can still provide feedback!

Online open house recordings are posted on the project website: metrotransit.org/gold-line-public-engagement. Watch the presentation for project updates and hear what your neighbors had to say about the station site designs.

We are collecting feedback on the updated station site plans until November 16, 2020.

View the updated designs on the project website, metrotransit.org/gold-line-design-and-engineering, and provide your feedback:

Complete a survey

Provide feedback in an online survey: metrotransit.org/GoldLineSurvey

Or complete the hard copy survey in this newsletter and mail it to:

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

Submit an online comment form, send an email, or give us a call

Submit a comment online through the project website and specifically about each station on the station-specific webpage: metrotransit.org/gold-line-design-and-engineering

You can also provide your feedback through email, goldline@metrotransit.org, or by phone, 651-602-1977. Please leave a voicemail message and your call will be returned as soon as possible.

Next Steps

Your feedback will help project staff refine the Gold Line route and station area plans. We expect the final project design to be completed in summer 2021 and construction to begin in 2022.

Stay up-to-date on Gold Line project activities

Connect with Gold Line staff

If you are interested in connecting about the Gold Line project, please reach out to Liz Jones, Community Outreach Coordinator, at 651-602-1977 or elizabeth.jones@metrotransit.org. Liz is working remotely.

Please leave a voicemail message and your call will be returned as soon as possible.

Follow us on social media

Get the latest Gold Line updates by following us on Twitter [@GoldLineBRT](https://twitter.com/GoldLineBRT) and Facebook [@MetroTransitMN](https://www.facebook.com/MetroTransitMN).

Sign up for project updates to get the latest information

If you have an email address, sign up to receive the Gold Line newsletter via email: metrotransit.org/gold-line

Postcard and Mailer



Provide your feedback!

Attend a METRO Gold Line BRT event!

Participate in an upcoming event to learn more about the METRO Gold Line project and provide feedback on the updated station site design plans.

ONLINE OPEN HOUSE

Hear from project leaders and ask questions in an online meeting. Both online open houses will share the same content.

Thursday, October 8, 2020 | Noon–1:30 p.m.

Tuesday, October 13, 2020 | 5:30–7:00 p.m.

Register to attend: metrotransit.org/gold-line

POP-UP EVENT

Join project staff at a socially-distanced, outdoor event in your neighborhood.

Saturday, October 3, 2020

11:00 a.m.-1:00 p.m.

Indian Mounds Regional Park
10 Mounds Boulevard, Saint Paul

Please wear a mask if you plan on attending.

Gold Line is a planned ten-mile bus rapid transit (BRT) line that will connect Woodbury, Oakdale, Landfall, Maplewood and Saint Paul with bus-only lanes generally along Interstate 94. Design and engineering of the BRT line is underway, and service is anticipated to begin in 2024.

More information



Visit the project website to view station site designs & for more opportunities to provide feedback: metrotransit.org/gold-line

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:
- Yog 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:
- နမူနာအားအိတ်ဆီးနစ်ဘတ်တစ်ဖိုင်ကိုင်ဆောင်ပေးရန်အတွက်အထောက်အကူပြုပေးရန်အတွက်ဆက်သွယ်ပါ။

Liz Jones, Community Outreach Coordinator | 651-602-1977 • elizabeth.jones@metrotransit.org



Project area map



Provide feedback on station site designs!

Learn more about the designs and opportunities to provide feedback

metrotransit.org/gold-line

goldline@metrotransit.org

651-602-1977



Gold Line Project Office
121 7th Pl E #102
St Paul, MN 55101



Gold Line

Attend a METRO Gold Line BRT event!

Participate in an upcoming event to learn more about the METRO Gold Line project and provide feedback on the updated station site design plans.

Provide your feedback!

ONLINE OPEN HOUSE

Hear from project leaders and ask questions in an online meeting. Both online open houses will share the same content.

Thursday, October 8, 2020

Noon–1:30 p.m.

Tuesday, October 13, 2020

5:30–7:00 p.m.

Register to attend:

metrotransit.org/gold-line

POP-UP EVENT

Join project staff at a socially-distanced, outdoor event in your neighborhood.

Wednesday, September 30, 2020

4:00–6:00 p.m.

Sunset Park

Aspen Way, Landfall

Please wear a mask if you plan on attending.

A Spanish interpreter

will be at the pop-up table.

Gold Line is a planned ten-mile bus rapid transit (BRT) line that will connect Woodbury, Oakdale, Landfall, Maplewood and Saint Paul with bus-only lanes generally along Interstate 94. Design and engineering of the BRT line is underway, and service is anticipated to begin in 2024.

Need more information?

Visit the project website to view station site designs & for more opportunities to provide feedback:
metrotransit.org/gold-line



Gold Line

¡Únase a nosotros en un evento de METRO Gold Line BRT!

Hemos actualizado los planes de diseño del sitio de la estación y queremos sus comentarios.

¡Queremos conocer su opinión!

Jornada de puertas abiertas en línea

Escuche a los directores del proyecto y haga preguntas en una reunión en línea. Ambas jornadas de puertas abiertas en línea compartirán el mismo contenido.

Jueves 8 de octubre de 2020

Noon–1:30 p.m.

Martes 13 de octubre de 2020

5:30–7:00 p.m.

Regístrese para asistir:

metrotransit.org/gold-line

Mesa emergente

Acompañe al personal del proyecto en una mesa de información al aire libre y socialmente distanciada en su vecindario.

Miércoles 30 de septiembre de 2020

4:00–6:00 p.m.

Sunset Park

Aspen Way, Landfall

Use una mascarilla si planea acercarse a la

mesa. Un intérprete de español

estará en la mesa emergente.

Gold Line es una línea de autobús de transporte rápido (BRT) planificada de diez millas que conectará Woodbury, Oakdale, Landfall, Maplewood y Saint Paul con carriles exclusivos para autobuses generalmente a lo largo de la Interestatal 94. El diseño y la ingeniería de la línea de BRT está en marcha y se prevé que el servicio comenzará en 2024.

¿Necesita más información?

Visite el sitio web del proyecto para ver los diseños del sitio de la estación y para obtener más oportunidades de proporcionar comentarios:
metrotransit.org/gold-line



Provide your feedback! ; Queremos conocer su opinión!

Learn more about the designs and opportunities to provide feedback
 Obtenga más información sobre los diseños y las oportunidades para proporcionar comentarios
metrotransit.org/gold-line • goldline@metrotransit.org • 651-602-1977



Attend a METRO Gold Line BRT event!
¡Únase a nosotros en un evento de METRO Gold Line BRT!

Gold Line Project Office
 121 7th Pl E #102
 St Paul, MN 55101



Social Media Posts and Ads

Twitter Ads

Examples of Twitter ads are provided. Facebook ads with similar content were also published.

METRO Gold Line @GoldLineBRT · Sep 28
Provide your feedback! View [#GoldLineBRT](#) updated station site designs and learn about events and opportunities to provide feedback: metrotransit.org/gold-line

View updated station site designs and learn about events and opportunities to provide feedback

8

METRO Gold Line @GoldLineBRT · Sep 28
Pab tawm koj li suab! Mus saib [#GoldLineBRT](#) cov chav nce tsheb npav npaj txhim kho thiab kom paub txog cov koob tsheej thiab kom muaj tsam thawj los tawm suab: metrotransit.org/gold-line

Mus saib cov chav nce tsheb npav npaj txhim kho thiab kom paub txog cov koob tsheej thiab kom muaj tsam thawj los tawm suab

2 5

METRO Gold Line @GoldLineBRT · Sep 28
Provide your feedback! View [#GoldLineBRT](#) updated station site designs and learn about events and opportunities to provide feedback: metrotransit.org/gold-line

ကျွန်အါထိုင်သန့တင်လီလါအဟ်ဖျါထိုင်အသးဒီးမလိတင်တင်မအသးဒီးတင်ခွဲတင်ယင်လါနကဟ့ၣ်ခိဆာတင်တက့ၢ်

6

METRO Gold Line @GoldLineBRT · Sep 28
Ra'yigaaga ka dhiibo! Kala soco [#GoldLineBRT](#) isbedelkii ugu dambeeyey ee naqshadaha xarumaha adiga xog dheeraad ah ka ogaanaya dhacdooyinka iyo fursadaha kana dhiibanaya ra'yigaaga: metrotransit.org/gold-line

Halkan kala soco isbedelkii ugu dambeeyey ee naqshadaha xarumaha adiga oo xog dheeraad ah ka ogaanaya dhacdooyinka iyo fursadaha kana dhiibanaya ra'yigaaga.

3 4 7

METRO Gold Line @GoldLineBRT · Sep 28
¡Envíe sus comentarios! Vea diseños del sitio de la estación actualizados de la [#GoldLineBRT](#) y obtenga información sobre eventos y oportunidades para brindar comentarios: metrotransit.org/gold-line

Vea diseños actualizados del sitio de la estación y obtenga información sobre eventos y oportunidades para brindar comentarios

2

Twitter Posts

METRO Gold Line
@GoldLineBRT

Headed to the downtown St. Paul Farmer's Market this Saturday? Stop at the #GoldLineBRT social-distanced pop-up event near the farmer's market from 10 a.m. to 12 p.m.! Pick up some fresh produce and then drop by to learn about the updated station site designs + provide feedback.

Pop-up event
in downtown
St. Paul

METRO Gold Line Sat., Sept. 26 10:00 a.m.-12:00 p.m.
340 N. Broadway St., St. Paul

10:35 AM · Sep 25, 2020 · Hootsuite Inc.

METRO Gold Line
@GoldLineBRT

View updated #GoldLineBRT station design plans and provide feedback at an online open house! Pick the date/time that works for you to hear project updates and ask questions. Both sessions will cover the same topics.

Register and learn about more events:
metrotransit.org/gold-line

View updated design plans and provide feedback at an online open house!

Thursday, October 8
Noon to 1:30 p.m.

Tuesday, October 13
5:30 to 7:00 p.m.

METRO Gold Line Register to attend: metrotransit.org/gold-line

8:30 AM · Sep 29, 2020 · Hootsuite Inc.

METRO Gold Line
@GoldLineBRT

Drop by Sunset Park in Landfall for a socially-distanced #GoldLineBRT pop-up event on Wednesday from 4-6 p.m.! Learn about the station site designs and provide feedback to project staff. Details: metrotransit.org/gold-line

Pop-up event
in
Landfall at Sunset Park

METRO Gold Line Wed., Sept. 30 4:00 - 6:00 p.m.
Aspen Way, Landfall

1:10 PM · Sep 29, 2020 · Hootsuite Inc.

METRO Gold Line
@GoldLineBRT

Stop by a socially-distanced #GoldLineBRT pop-up event at Indian Mounds Regional Park on Saturday! View the updated station site designs and provide feedback. Please wear a mask if you plan on coming by.

Pop-up event
in
St. Paul at Indian Mounds Regional Park


METRO Gold Line Sat., Oct. 3 11:00 a.m.-1:00 p.m.
10 Mounds Blvd, St. Paul

11:00 AM · Oct 2, 2020 · Hootsuite Inc.

METRO Gold Line
@GoldLineBRT

Attend the first [#GoldLineBRT](#) online open house this week on Thursday from noon-1:30 p.m.! Learn about the station site designs and provide feedback to project staff.

Register to attend and learn about more events:
metrotransit.org/gold-line



View updated design plans and provide feedback
Online Open House
Thursday, October 8
Noon to 1:30 p.m.


METRO Gold Line Register to attend: metrotransit.org/gold-line

11:01 AM · Oct 5, 2020 · Hootsuite Inc.

METRO Gold Line
@GoldLineBRT

Learn about the updated [#GoldLineBRT](#) station site designs at a socially-distanced pop-up event on Wednesday in the Woodbury 10 Theatre parking lot! Bring a mask and stop by!

Learn about more opportunities to provide feedback:
metrotransit.org/gold-line [#GoldLineBRT](#)



Pop-up event
in
Woodbury 10 Theatre parking lot

METRO Gold Line Wed., Oct. 7 5:00 -7:00 p.m.
1470 Queens Dr., Woodbury

1:01 PM · Oct 6, 2020 · Hootsuite Inc.

METRO Gold Line
@GoldLineBRT

Don't forget! Attend the first [#GoldLineBRT](#) online open house on Thursday from noon-1:30 p.m. Learn about the station site designs, ask questions, and provide feedback to project staff! Register to attend the event:
metrotransit.org/gold-line



View updated design plans and provide feedback
Online Open House
Thursday, October 8
Noon to 1:30 p.m.


METRO Gold Line Register to attend: metrotransit.org/gold-line

12:02 PM · Oct 7, 2020 · Hootsuite Inc.

METRO Gold Line
@GoldLineBRT

REMINDER: Our first [#GoldLineBRT](#) online open house is today from noon-1:30 p.m.! Learn about the station site designs, ask questions, and provide feedback to project staff!

Register NOW to attend the event:
metrotransit.org/gold-line



View updated design plans and provide feedback
Online Open House
Thursday, October 8
Noon to 1:30 p.m.

METRO Gold Line Register to attend: metrotransit.org/gold-line

9:15 AM · Oct 8, 2020 · Hootsuite Inc.

METRO Gold Line
@GoldLineBRT

Attend an online open house for #GoldLineBRT on Tuesday from 5:30-7 p.m.! Learn about the station site designs, ask questions, and provide feedback to project staff!

Register to attend: metrotransit.org/gold-line

View updated design plans and provide feedback
Online Open House
Tuesday, October 13
5:30 to 7:00 p.m.

METRO Gold Line Register to attend: metrotransit.org/gold-line

10:03 AM · Oct 12, 2020 · Hootsuite Inc.

METRO Gold Line
@GoldLineBRT

Don't forget! Attend an online open house for #GoldLineBRT tonight from 5:30-7 p.m. Learn about the station site designs, ask questions, and provide feedback to project staff!

Register NOW to attend: metrotransit.org/gold-line

View updated design plans and provide feedback
Online Open House
Tuesday, October 13
5:30 to 7:00 p.m.

METRO Gold Line Register to attend: metrotransit.org/gold-line

9:02 AM · Oct 13, 2020 · Hootsuite Inc.

METRO Gold Line
@GoldLineBRT

Provide feedback on the updated #GoldLineBRT station site designs until Nov. 16! Visit the project website to view the designs, take a survey, and complete an online comment form: metrotransit.org/gold-line

METRO Gold Line
GIF

10:30 AM · Nov 2, 2020 · Hootsuite Inc.

METRO Gold Line
@GoldLineBRT

Good news! If you haven't provided feedback on the #GoldLineBRT station site designs, the deadline has been extended to Friday (November 20). Visit the project website to view the designs, take a survey, and complete an online comment form: metrotransit.org/gold-line


Provide feedback on station site designs by November 20

METRO Gold Line

10:15 AM · Nov 16, 2020 · Hootsuite Inc.

METRO Gold Line
@GoldLineBRT

Today is the last day to provide comments on the updated #GoldLineBRT station site designs! Visit the project website to view the designs, take a survey, and complete an online comment form:
metrotransit.org/gold-line



9:02 AM · Nov 20, 2020 · Hootsuite Inc.

Print Newspaper Ads

METRO Gold Line

Future bus rapid transit (BRT) line connecting:

- Saint Paul
- Maplewood
- Landfall
- Oakdale
- Woodbury

Provide your feedback on updated station site designs.

Attend an **online open house**

- 1 Thursday, October 8
Noon – 1:30 p.m.
- 2 Tuesday, October 13
5:30 – 7 p.m.

Register for an online open house and learn about other events and opportunities to provide feedback:

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

METRO Gold Line

Futuras líneas conectando el Camión de Tránsito Rápido (BRT):

- Saint Paul
- Maplewood
- Landfall
- Oakdale
- Woodbury

Veá diseños actualizados de las estaciones de Metro Transit y obtenga información sobre eventos y oportunidades para brindar comentarios:

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

METRO Gold Line

Futuras líneas conectando el Camión de Tránsito Rápido (BRT):

- Saint Paul
- Maplewood
- Landfall
- Oakdale
- Woodbury

Proporcione sus comentarios sobre los diseños actualizados del sitio de la estación.

Asista a una jornada de puertas abiertas en línea:

- 1 Jueves 8 de octubre
12 – 1:30 p.m.
- 2 Martes 13 de octubre
5:30 – 7 p.m.

Regístrese para una jornada de puertas abiertas en línea y conozca más sobre otros eventos y oportunidades para brindar comentarios:

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

METRO Gold Line

Khadka baska xawliga ku socda ee isku xiridoona:

- Saint Paul
- Maplewood
- Landfall
- Oakdale
- Woodbury

Fikradaada ka soo dhiibo meelaha basku istaagayo ee dila u habaynta lagu samayey.

Ka soo qayb gal shir dadka oo dhan u furan oo lagu qabanayo xagga intaneetka maalinta

- 1 Khamiis, bisha Oktoobar 8da
1.30 Duhurnimo
- 2 Talaado, bisha Oktoobar 13keeda
5.30 Galabnimo

Si aad fikiradaada uga dhiibto halwaha kale iyo fursadaha jira, waxad iska diiwaan gelisaashir dadka oo dhan u furan oo xagga intaneetka lagu qabanayo:

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

Digital Newspaper Ads

T METRO
Gold Line

Gold Line BRT

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

View updated station site designs and learn about events and opportunities to comment!

LEARN MORE >

T METRO
Gold Line

View updated station site designs and learn about events and opportunities to comment!

LEARN MORE >

T METRO
Gold Line

Gold Line BRT

Futuras líneas conectando el Camión de Tránsito Rápido (BRT):
Saint Paul • Maplewood • Landfall
Oakdale • Woodbury

Vea diseños actualizados de las estaciones de Metro Transit y obtenga información sobre eventos y oportunidades para brindar comentarios:

Aprende más >

T METRO
Gold Line

Gold Line BRT

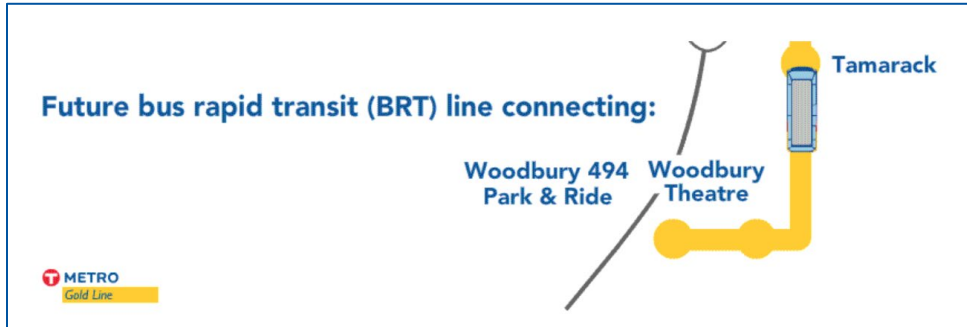
Khadka baska xawliga ku socda ee isku xiridoona:
Saint Paul • Maplewood • Landfall
Oakdale • Woodbury

Firi meelaha basku istaago ee dib u habaynta lagu sameeyey. La soco hawlaha kale iyo fursadaha jira si aad fikrad uga dhiibato!

MACLUUMAAD DHEERAAD AHI >

Animated Ads

The following images are stills from the animated GIFs.



Appendix B: 60% Design Engagement Activities

Open House Zoom Chat Messages

Names of open house attendees are redacted for privacy.

October 8 Open House

- 12:00:32 Liz Jones- Gold Line : Hello all! We will get started shortly. Thanks for being here!
- 12:04:11 Liz Jones- Gold Line : Let's give folks about two more minute. Enjoy the music :)
- 12:07:10 Angela Popenhagen - Gold Line : Moderator is speaking. If you cannot hear, check computer audio. Thanks for joining us this afternoon!
- 12:22:49 Lyssa Leitner, Gold Line Staff : If people have questions while the video is playing, feel free to put them in the chat and we can track them and answer after the video is complete.
- 12:31:39 Liz Jones- Gold Line : I tried to speak slowly and annunciate in this video to help pick up the closed captioning and transcriptions we have for this presentation as well :)
- 12:35:08 [REDACTED] : Has there been any discussion with 3M to utilize their parking on weekends or at night for commuters to concerts/sporting events...etc. It could be a real boost to their image as being part of the community after they contaminated the water
- 12:36:27 Lyssa Leitner, Gold Line Staff : Survey:
<https://wh1.snapsurveys.com/s.asp?k=160079368248>
- 12:36:44 [REDACTED] : What is timing for getting final approval to execute the plan?
- 12:37:36 [REDACTED] : For the phased plan of construction starting in 2022, does that start at 1 end and move along the path, or more of a time of project like the bridges over the interstates needing to start sooner?
- 12:38:01 [REDACTED] : When will final decision on Electric vs diesel bus happen?
- 12:38:57 [REDACTED] : what are strategies for noise mitigation at mounds blvd & earl?
- 12:39:35 [REDACTED] : what types of safety measures will be implemented at the stations, and how will community privacy be respected within those measures?
- 12:40:23 [REDACTED] : Regarding Maplewood access from the north, would folks travel through 3M's campus or would they have to go around to arrive at the station?
- 12:41:40 [REDACTED] : why are there no stops between 61 & Sunday? extensive residences and business between those two stops, that could benefit from equitable access
- 12:41:51 [REDACTED] : *sunray

12:50:03 [REDACTED] : What kind of changes will be made for how this route interact with the transit system? This seems crucial to make transit work best

12:55:09 [REDACTED] : thank you, helpful information.

12:57:42 [REDACTED] : While it's not part of the Gold line task, do you know how soon 3M would be making that connection path outlined now as "Future Access to 3M Campus (By Others)"?

12:57:53 [REDACTED] : It seems like their is a lot of attention to storm-water management. As this design is implemented could you working watersheds to amplify your actions to spur along other projects nearby. Yay!

13:00:19 [REDACTED] : ah, thank you.

13:04:38 [REDACTED] : AWSOME! you folks are great

13:04:48 Liz Jones- Gold Line : Great questions, folks!

13:04:53 Liz Jones- Gold Line : Thank you!

13:04:58 [REDACTED] : There are a lot of parking lots near the Tamarack station - are those lots public and available for riders to use or do those companies control those lots and no public parking for that station?

13:08:17 [REDACTED] : can you refresh us on route hours?

13:08:56 [REDACTED] : Is the pricing to ride gold line the same as other current rider pricing?

13:09:12 [REDACTED] : Are the BRT routes prioritized for snow removal?

13:09:34 [REDACTED] : thank you team, great info.

13:11:28 Liz Jones- Gold Line : Any other questions or comments please feel free to reach out to me! My email is elizabeth.jones@metrotransit.org

13:11:50 Lyssa Leitner, Gold Line Staff : Site plans:
https://www.metrotransit.org/Data/Sites/1/media/about/improvements/gold-line/gold-line_site-plans_station-sections_combined.ada-reduced.pdf

13:12:00 Lyssa Leitner, Gold Line Staff : 60% plans:
https://www.metrotransit.org/Data/Sites/1/media/about/improvements/gold-line/rollplots11x17_60pct_ada.pdf

13:12:26 [REDACTED] : I may have missed this, but is the next jump after 60% all the way to 100%? or is there another intermediate plan coming?

13:13:21 [REDACTED] : For the turn onto 4th from the west, the east to north turn appears curved but the north to east turn appears sharper. Is this a concern for traffic flow?

13:16:22 Ed Sanderson, Gold Line BRT Project : Hi John - could you clarify where along the corridor you are referencing?

13:19:48

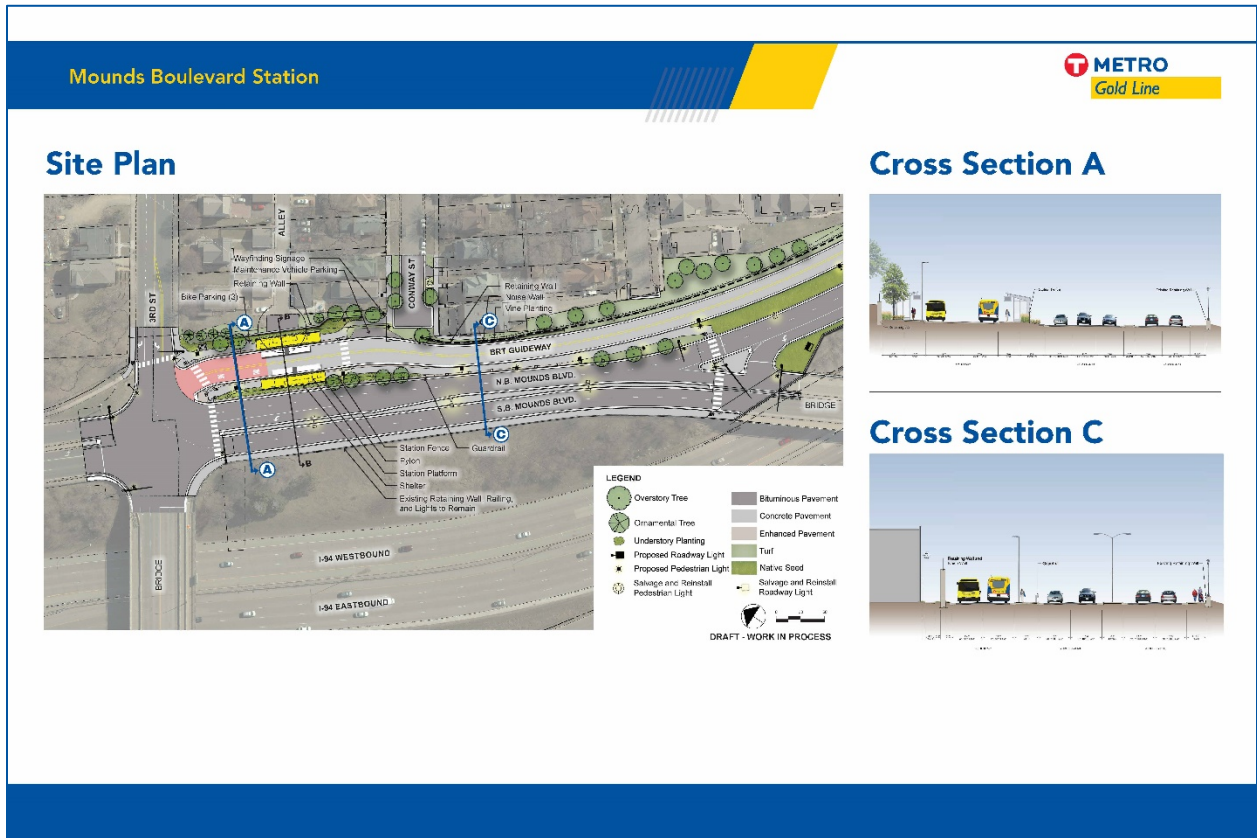
██████████ : When is the design supposed to come out for the Woodbury end of like park and ride? Will there be a light at that current 90degree angle with a stop sign now?

October 13 Open House

- 0:11:30 Angela Popenhagen: Music is playing, if you cannot hear, check computer audio. Thank you!
- 00:13:39 Liz Jones: Welcome folks! Thanks for joining us!
- 00:18:07 Liz Jones: We will be getting started in a few minutes. Hopefully you enjoy the music until then :)
- 00:22:17 Liz Jones: We will give folks a couple more minutes to log on, thanks for sticking with us!
- 00:24:24 Angela Popenhagen, Gold Line: Moderator is speaking, if you cannot hear, check your computer audio.
- 00:38:50 [REDACTED] I could not see the Mounds Blvd station for very long. I want to make sure you are not taking any houses in the Historic District for this project.
- 00:42:05 Liz Jones: Thanks, Diane. We can pull up the plans after the presentation to take a closer look at Mounds. We will not be taking any of those historic homes or any homes with this project.
- 00:54:28 [REDACTED]: Thank you for this information! Can you expand on the front yard acquisition? Assuming it is on 3rd ST E?
- 01:06:03 [REDACTED]: Can you please show the plans for 4th & Helmo. I'm concerned that large pine trees will be taken out that provide privacy for my home. How many lanes will be added on 4th, and what is the plan for noise control. It is already so loud.
- 01:08:24 [REDACTED]: I'm in the townhomes just east of Helmo
- 01:12:35 [REDACTED]: Can you revisit the St Paul residential area between the Mounds and the Earl and Etna stops as far as speeds and frequency? We are one block off of Hudson and we cross often to the south side of the freeway. The Earl and Hudson intersection is quite busy. I also cannot tell what you are doing over Johnson Parkway.
- 01:32:27 [REDACTED]: Just wanted to say thank you for the information again. Also, the plans we have seen to date look great. We are really looking forward to seeing this project completed.
- 01:32:57 Liz Jones: Thank you Rebecca!
- 01:35:53 [REDACTED]: We use that turn lane to access 94W!
- 01:43:21 Lyssa Leitner: <https://www.ci.oakdale.mn.us/DocumentCenter/View/3644/Helmo-Station-BRTOD-Plan-PDF>

Display Boards

The following is an example of the Mounds Boulevard Station display board.



Survey

An example of the English survey is provided in the following pages. Surveys were also available in Spanish, Hmong, Somali, and Karen.

METRO Gold Line BRT Station Site Design Survey



September/October 2020

Provide feedback on site and shelter plans for the upcoming METRO Gold Line BRT (Bus Rapid Transit) line. Your feedback will help us refine the design and ensure that the Gold Line best serves you and your community's needs.

View the station site design plans online: metrotransit.org/gold-line-design-and-engineering

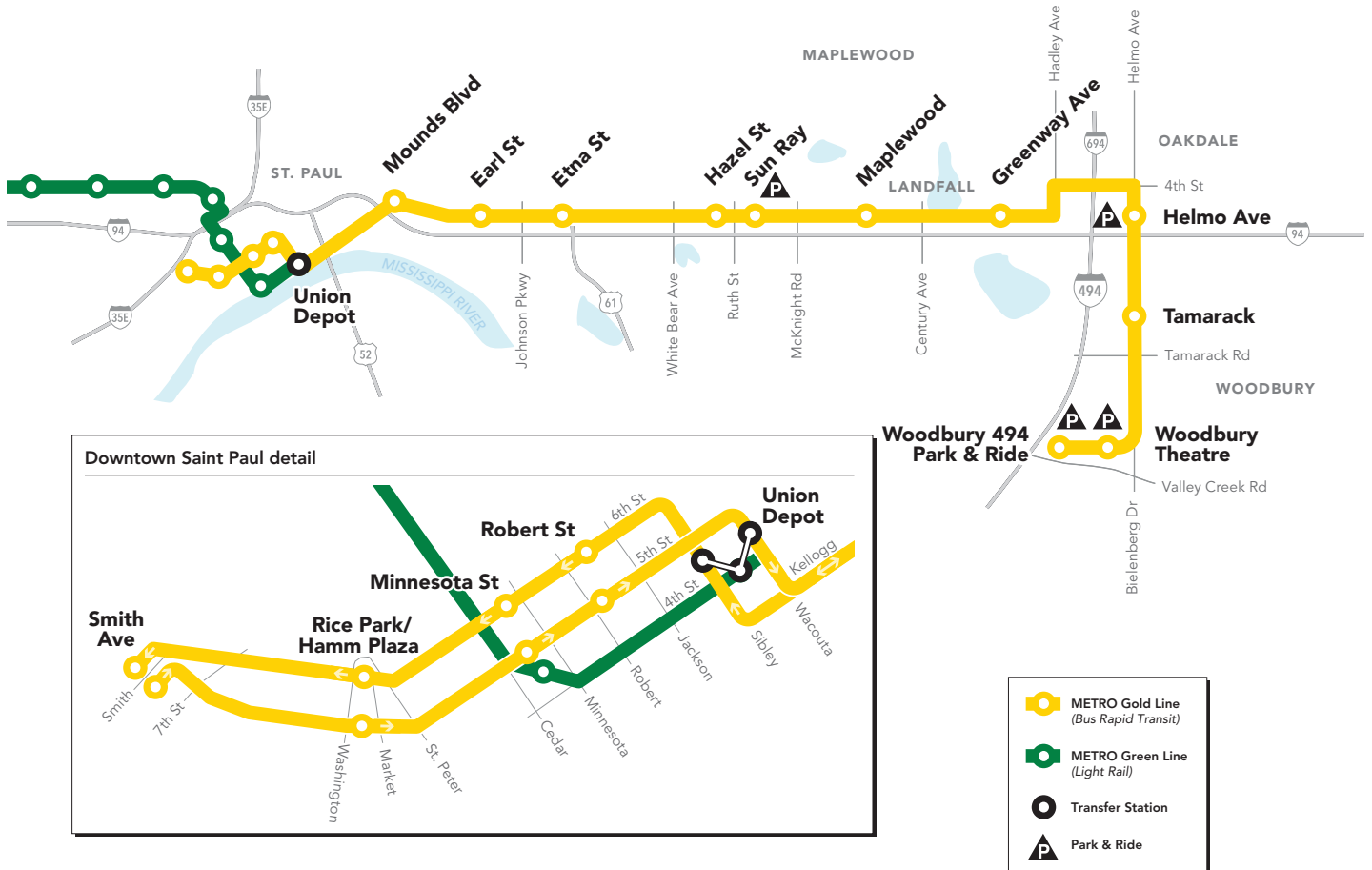
Please note that the downtown Saint Paul and Woodbury 494 Park & Ride station site designs are not yet ready for feedback and are not included in this survey.

Submit your feedback online or send responses through U.S. mail.

Provide your feedback by November 16, 2020.

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

Online: metrotransit.org/GoldLineSurvey



Station-specific feedback

Provide feedback on **up to three** Gold Line stations. If you want to provide feedback on more Gold Line stations, take the online survey: metrotransit.org/GoldLineSurvey

Select three stations listed below and mark with a check mark, and answer the following questions with the corresponding number.

	STATION	STATIONS I WILL PROVIDE FEEDBACK ON		
		STATION 1 <input type="checkbox"/>	STATION 2 <input type="checkbox"/>	STATION 3 <input type="checkbox"/>
WOODBURY	Woodbury Theatre	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Tamarack	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
OAKDALE	Helmo Avenue	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
LANDFALL/OAKDALE	Greenway Avenue	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
MAPLEWOOD	Maplewood	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
EAST SIDE SAINT PAUL	Sun Ray	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Hazel Street	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Etna Street	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Earl Street	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Mounds Boulevard	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Station-specific feedback: Station 1

1. How would you arrive to this station?
Check all that apply.
- Walk
 - Bike
 - Mobility device, like a scooter or wheelchair
 - Drive myself
 - Get dropped off
 - Transfer from other transit
 - Other _____

2. How would you rate the following station site elements (**0 = poor, 5 = okay, 10 = excellent**)?

	0	1	2	3	4	5	6	7	8	9	10
Access for people walking?											
Access for people biking?											
Access for people using other mobility devices?											
Access for people driving and parking onsite or nearby?											
Access for people being dropped off?											
Lighting around the station?											
Trees and plantings around the station?											

3. Share any additional thoughts on this station.
What do you like best? What do you like least?

Station-specific feedback: Station 2

1. How would you arrive to this station?

Check all that apply.

- Walk
- Bike
- Mobility device, like a scooter or wheelchair
- Drive myself
- Get dropped off
- Transfer from other transit
- Other _____

2. How would you rate the following station site elements (**0 = poor, 5 = okay, 10 = excellent**)?

	0	1	2	3	4	5	6	7	8	9	10
Access for people walking?											
Access for people biking?											
Access for people using other mobility devices?											
Access for people driving and parking onsite or nearby?											
Access for people being dropped off?											
Lighting around the station?											
Trees and plantings around the station?											

3. Share any additional thoughts on this station. What do you like best? What do you like least?

Station-specific feedback: Station 3

1. How would you arrive to this station?

Check all that apply.

- Walk
- Bike
- Mobility device, like a scooter or wheelchair
- Drive myself
- Get dropped off
- Transfer from other transit
- Other _____

2. How would you rate the following station site elements (**0 = poor, 5 = okay, 10 = excellent**)?

	0	1	2	3	4	5	6	7	8	9	10
Access for people walking?											
Access for people biking?											
Access for people using other mobility devices?											
Access for people driving and parking onsite or nearby?											
Access for people being dropped off?											
Lighting around the station?											
Trees and plantings around the station?											

3. Share any additional thoughts on this station. What do you like best? What do you like least?

5. How did you learn about this survey? Select all that apply.

- Gold Line website
- Gold Line newsletter
- Social media
- Newspaper (online or print)
- Radio
- Other _____

Demographic questions (optional)

1. 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

3. What is your gender identity?

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

2. 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

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:
- Yog 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:

• နမူနာအဖြစ် အင်္ဂလိပ်ဘာသာဖြင့် အချက်အလက်အကျဉ်းချုပ်အား ရရှိလိုပါက အောက်ဖော်ပြပါအတိုင်း ဆက်သွယ်ပါ။

Liz Jones, Community Outreach Coordinator | 651-602-1977 • elizabeth.jones@metrotransit.org



Online Comment Form

The following is an example of the comment form for the Mounds Boulevard Station.



The image displays two architectural drawings for the Mounds Boulevard Station. The top drawing is a site plan showing the station's layout, including the BRT guideway, station platform, and surrounding streets like Allen St, Conway St, and Mounds Blvd. A legend identifies various elements such as trees, pavement types, and lighting. The bottom drawing is a perspective view of the station platform, showing a yellow BRT vehicle, a pedestrian, and the station's structural elements like the station fence and retaining wall. Both drawings are marked as 'DRAFT - WORK IN PROCESS'.

Your Email Address

Your Name

Subject

Message

Appendix C: Engagement Results

Survey Results

Responses to open-ended questions had a 500-character limit, including spaces and punctuation. Some responses are cut off due to this.

1. Check the box next to any station you would like to comment on. Click on the link to any station to see more information.

Stations	Responses	
	Percentage	Count
Woodbury Theatre Station	24%	8
Tamarack Station	18%	6
Helmo Avenue Station	12%	4
Greenway Avenue Station	6%	2
Maplewood Station	9%	3
Sun Ray Station	15%	5
Hazel Street Station	9%	3
Etna Street Station	15%	5
Earl Street Station	21%	7
Mounds Boulevard Station	27%	9

2. How would you arrive to Woodbury Theatre station? Check all that apply.

Access	Responses	
	Percentage	Count
Get dropped off	57%	4
Walk	43%	3
Drive myself	43%	3
Bike	29%	2
Transfer from other transit	14%	1
Mobility device, like a scooter or wheelchair	0%	0

3. How would you rate the following Woodbury Theatre station site elements (0 = poor, 5 = okay, 10 = excellent)?

	0	1	2	3	4	5	6	7	8	9	10
Access walking	1			1		1		2		2	
Access biking	1		1	1		1		1	1	1	
Access using mobility devices	1			1	2	1	1		1		
Access driving and parking	1						1	2	2		1
Access drop off/pick up	1				1	1	1	1	2		
Lighting	1					2		1	1	2	
Trees and plantings	1			1		1	1	1	2		

4. Share any additional thoughts on Woodbury Theatre station. What do you like best? What do you like least?

just say no
Because walkers, bikers and mobility device users may need to cross up to four lanes of traffic on Guilder at any given time, I suggest making the Station Fence median more prominent. This would

encourage traffic calming for those struggling to cross in time. I also suggest adding more mounted lighting.
Do we still park in the same theatre parking lot but now have to walk farther to where we would load/exit the bus? This could be bad in winter as this Woodbury Theatre site has had terrible plowing and shoveling in the past few winters.
The access to the platform every morning with a marked crosswalk is an improvement. Time needed to access platform with a mobility device is a disappointment.
Would be helpful if a help button or phone was provided in case of an emergency to call for assistance. Also, the addition of a short sidewalk connection from the west end of the parking lot to the sidewalk connecting to the station on Guider Dr. would be very helpful so people will not ruin the grass/plants walking through them to get to the sidewalk.

5. How would you arrive to Tamarack station? Check all that apply.

Access	Responses	
Get dropped off	67%	4
Walk	33%	2
Drive myself	50%	3
Bike	33%	2
Transfer from other transit	33%	2
Mobility device, like a scooter or wheelchair	0%	0

6. How would you rate the following Tamarack station site elements (0 = poor, 5 = okay, 10 = excellent)?

	0	1	2	3	4	5	6	7	8	9	10
Access walking	1	2				1				1	
Access biking	1				1	1				2	
Access using mobility devices	1	1			1		1			1	
Access drop off/pick up		1					1	1			2
Lighting								3	1		1
Trees and plantings	1			1				1	1		1

7. Share any additional thoughts on Tamarack station. What do you like best? What do you like least?

It seems too isolated away from parking and anything people would actually be walking to.
I like that the station is along a main thoroughfare, but not at a busy intersection. Appreciate the addition of trails
Just the idea that light rail will be available in Woodbury is enough for me. Please make this happen
Easy access for riders to transfer or be dropped off.

8. How would you arrive to Helmo Avenue station? Check all that apply.

Access	Responses	
Get dropped off	50%	2
Walk	50%	2
Drive myself	25%	1
Bike	25%	1
Transfer from other transit	50%	2
Mobility device, like a scooter or wheelchair	0%	0

9. How would you rate the following Helmo Avenue station site elements (0 = poor, 5 = okay, 10 = excellent)?

	0	1	2	3	4	5	6	7	8	9	10
Access walking	1					1				1	
Access biking	1					1			1		
Access using mobility devices	1					1		1			
Access driving and parking						1		2			
Access drop off/pick up						2					1
Lighting					1			1			1
Trees and plantings	1	1				1					

10. Share any additional thoughts on Helmo Avenue station. What do you like best? What do you like least?

It looks like the park and ride lot is quite a ways from where you actually board the bus. What if I have limited mobility once I get out of my car? How far am I going to have to walk to catch the bus from the park and ride lot?
I'm concerned about the potential damage to the wetlands and the significant loss of significant tree in the area between the station and 4th street. What is the plan to protect and preserve the wetland and trees?
Easy access for riders to transfer or be dropped off.

11. How would you arrive to Greenway Avenue station? Check all that apply.

Access	Responses	
Get dropped off	100%	2
Walk	50%	1
Drive myself	0%	0
Bike	0%	0
Transfer from other transit	100%	2
Mobility device, like a scooter or wheelchair	0%	0

12. How would you rate the following Greenway Avenue station site elements (0 = poor, 5 = okay, 10 = excellent)?

	0	1	2	3	4	5	6	7	8	9	10
Access walking	1										
Access biking	1										
Access using mobility devices		1									
Access driving and parking						1					
Access drop off/pick up											1
Lighting											1
Trees and plantings	1										

13. Share any additional thoughts on Greenway Avenue station. What do you like best? What do you like least?

Easy access for riders to transfer or be dropped off.

14. How would you arrive to Maplewood station? Check all that apply.

Access	Responses	
Get dropped off	67%	2
Walk	67%	2
Drive myself	0%	0
Bike	33%	1
Transfer from other transit	33%	1
Mobility device, like a scooter or wheelchair	0%	0

15. How would you rate the following Maplewood station site elements (0 = poor, 5 = okay, 10 = excellent)?

	0	1	2	3	4	5	6	7	8	9	10
Access walking	2										
Access biking	1						1				
Access using mobility devices	1										
Access driving and parking	1										1
Access drop off/pick up	1										
Lighting							1				
Trees and plantings								1			

16. Share any additional thoughts on Maplewood station. What do you like best? What do you like least?

Please include access to Battle Creek Park across 94 - so walkers and bikers can use BRT from St. Paul

17. How would you arrive to Sun Ray station? Check all that apply.

Access	Responses	
Get dropped off	50%	2
Walk	75%	3
Drive myself	0%	0
Bike	75%	3
Transfer from other transit	75%	3
Mobility device, like a scooter or wheelchair	0%	0

18. How would you rate the following Sun Ray station site elements (0 = poor, 5 = okay, 10 = excellent)?

	0	1	2	3	4	5	6	7	8	9	10
Access walking				1	1		1				
Access biking	1					1			1		
Access using mobility devices	1			1				1			
Access driving and parking	1			1							1
Access drop off/pick up	1									2	
Lighting					1	1					
Trees and plantings						2					

19. Share any additional thoughts on Sun Ray station. What do you like best? What do you like least?

I'm concerned about people crossing Old Hudson Road getting to the platforms. People treat freeway entrances/exits like freeways.
You are trying to cram too much infrastructure into too little space. Where will you put the snow removed from the BRT lanes? Also, you need "will not use" category for the questions above.
I don't like how far people have to walk, or use mobility devices, to get from where they will park or should be dropped off. Particularly if the pathway will be bituminous pavement that gets rough/uneven if it is not maintained. I suspect people will want to be dropped off on the street immediately next to the station, which will block traffic along Old Hudson Road. It shouldn't happen, but it probably will - specially in the winter. I didn't see any bicycle racks on this plan - will there be any?
remove parking from project. Sun Ray will be major transfer point to transit and opportunity for building housing or amenities instead of car storage

20. How would you arrive to Hazel Street station? Check all that apply.

Access	Responses	
	Percentage	Count
Get dropped off	100%	2
Walk	100%	2
Drive myself	0%	0
Bike	50%	1
Transfer from other transit	50%	1
Mobility device, like a scooter or wheelchair	0%	0

21. How would you rate the following Hazel Street station site elements (0 = poor, 5 = okay, 10 = excellent)?

	0	1	2	3	4	5	6	7	8	9	10
Access walking						1					
Access biking						1					
Access using mobility devices					1						
Access driving and parking	1										
Access drop off/pick up	1										
Lighting						1					
Trees and plantings									1		

22. Share any additional thoughts on Hazel Street station. What do you like best? What do you like least?

Why would anybody on the East side use this? We don't have jobs in Woodbury or downtown Saint Paul.
My experience in the neighborhood is that there is not a lot of capacity for parking nearby - with many apartment buildings, a lot of street parking is already filled. Also, where are people expected to be dropped off? Will this cause any traffic issues? I think there is already a lot of on-street parking along Old Hudson Road in that area - during the winter, the street will be pretty narrow

23. How would you arrive to Etna Street station? Check all that apply.

Access	Responses	
	Percentage	Count
Get dropped off	25%	1
Walk	75%	3
Drive myself	25%	1
Bike	25%	1
Transfer from other transit	50%	2
Mobility device, like a scooter or wheelchair	0%	0

24. How would you rate the following Etna Street station site elements (0 = poor, 5 = okay, 10 = excellent)?

	0	1	2	3	4	5	6	7	8	9	10
Access walking	2	1			1						
Access biking	1			1	1	1					
Access using mobility devices	1	1		1							
Access driving and parking	1				2						
Access drop off/pick up	1		1				1	1			
Lighting	1	1				1					
Trees and plantings	1						1		1		1

25. Share any additional thoughts on Etna Street station. What do you like best? What do you like least?

<p>Could pedestrian/bike pathway be built into the Bridge crossing Highway 61? Why or why not? Please clarify the crosswalks coming south along Etna and across Etna from the east to reach the station; where are people walking from the north and east expected to go? I can't comment on access for people driving and parking - I am unfamiliar with what the current capacity of the neighborhood is, other than the private lots nearby.</p>
<p>This street is really busy and has a lot of traffic with cars speeding down this road and fear for pedestrians safety trying to cross the street to access the station. I do like the look of it. I also live on the property located at the Northeast corner and wonder if you will install a fence blocking people from trespassing on our property (Carriage Crossing- Condos).</p>
<p>Need a parking lot at this station - too much turf with no practical use. Need more lighting at the station. **For the record, on the Gold Line itself, I still believe this is a total waste of tax payer dollars, which can be better used elsewhere, and am opposed to it.**</p>
<p>I would first like to know how you could have possibly come to the conclusion that this complete waste of tax payor money will have "No significant impact" on anything! You have given no thought about the "impact" that this is going to make on the residents living right next to this so called "project". Not only are you about to tear up, destroy and devastate what is left of this neighborhood, you are about to bring increased crime, litter, pollution, noise and traffic. You have given ZERO consideration to those who have spent many, many years of their lives investing their money time and love into their homes and properties. Have you informed these residents that their property taxes are going to skyrocket as their homes value plummets by THOUSANDS of dollars? You care nothing about how this is going to devastate lives and families that have residents that have underlying health issues such as PTSD, anxiety, respiratory issues, etc... You want to claim that this will have no impact on</p>

26. How would you arrive to Earl Street station? Check all that apply.

Access	Responses	
	Percentage	Count
Get dropped off	14%	1
Walk	100%	7
Drive myself	0%	0
Bike	29%	2
Transfer from other transit	43%	3
Mobility device, like a scooter or wheelchair	0%	0

27. How would you rate the following Earl Street station site elements (0 = poor, 5 = okay, 10 = excellent)?

	0	1	2	3	4	5	6	7	8	9	10
Access walking				1		1				2	2
Access biking			1	1						2	2
Access using mobility devices			1			1	1		1		2
Access driving and parking	1		1	1	1		1				
Access drop off/pick up	1	1					1			1	1
Lighting						3		1	1		
Trees and plantings	1			1	1	1			2		

28. Share any additional thoughts on Earl Street station. What do you like best? What do you like least?

I think station has some of the most untapped ridership potential, because it has relatively dense neighborhoods on both sides, but due to 94 separating the station from the neighbors to the south, it will not feel very accessible from that direction. Are there any improvements that could be incorporated as part of the project to make it feel safer/more pleasant for people walking from the south? Also, this area, while not totally bike-unfriendly as most of the streets are relatively quiet, has no bike infrastructure either, so I think the odds that someone feels safe getting that last bit over 94 to the station from the south on a bike are also going to be low. I can't tell for sure looking at the satellite view, but the Earl St vehicle lanes look pretty wide - perhaps the bridge could have narrowed travel lanes with a widened shared sidewalk on either side that would help with safety for people walking and biking?
This is already a very busy and crowded intersection in a RESIDENTIAL neighborhood. I am very much opposed to this stop cluttering our neighborhood- it should be built on the freeway with access stairs and elevator. I am very upset that high-speed buses are going to be driving feet away from our only bridge to cross the freeway. This has no place on our streets.
No bike racks? Also, where are people expected to be dropped off? Will this cause any traffic issues?
Please also make sure the sidewalk on Hudson continues past the senior apartments building and connects to paths in or around Johnson Parkway. Currently, there is dirt or mud which makes it unfriendly to pedestrians and inaccessible for wheelchairs.
It would be nice to have some garden plantings around the station.

29. How would you arrive to Mounds Boulevard station? Check all that apply.

Access	Responses	
	Percentage	Count
Get dropped off	25%	2
Walk	100%	7
Drive myself	0%	0
Bike	13%	1
Transfer from other transit	13%	1
Mobility device, like a scooter or wheelchair	0%	0

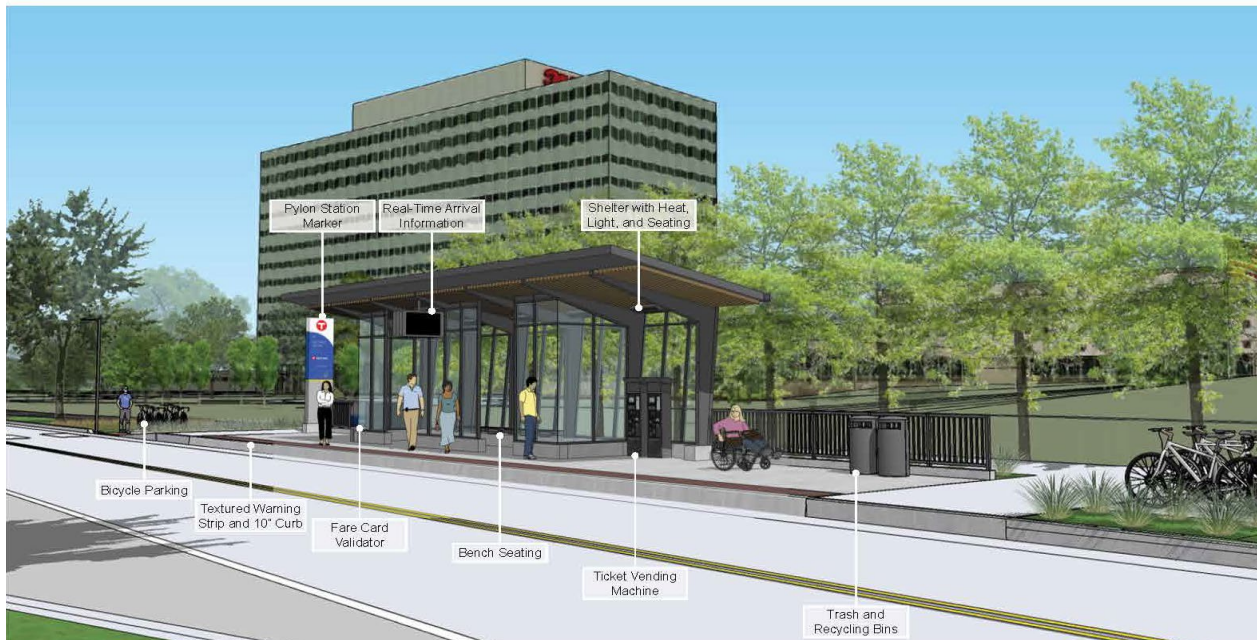
30. How would you rate the following Mounds Boulevard station site elements (0 = poor, 5 = okay, 10 = excellent)?

	0	1	2	3	4	5	6	7	8	9	10
Access walking						1		2	3		1
Access biking						1		2	3		1
Access using mobility devices					1	2	1	1		1	1
Access driving and parking	3		1	1		1		1			
Access drop off/pick up	2	2				1		1			1
Lighting						1		2		1	3
Trees and plantings								2	1		4

31. Share any additional thoughts on Mounds Boulevard station. What do you like best? What do you like least?

This is a VERY dangerous intersection right now . The addition of buses crossing this intersection will only make it worse. If a bus comes in, it should be from the freeway and not across all of the lanes of traffic.
I like the lighting and instead of unkempt "grass" it will be nice to see it maintained. What do I like least? There are going to be MORE vehicle/pedestrian accidents at this intersection. Especially since people will want to drop off/pick up Gold Station passengers and there is only one lane on 3 rd planned. I shudder to think of how many accidents there are going to be there because too many people will be trying to do too much.
I like the design, but I have concerns about the location.
This is a great step forward to connecting east saint paul with the rest of the Twin Cities
Traffic is already challenging at this intersection for drivers and pedestrians. I'm concerned about the impact of the BRT lanes on the intersection and making sure that traffic actually yields/stops for pedestrians. I like the addition of the pedestrian access at Conway and the additional crossing of Mounds Blvd further south closer to the 94 exit. But I worry about this Mounds Blvd crossing will work. Will there be a pedestrian signal? What is being done to slow traffic coming off of 94? Despite the reduction in speeds from 94 to Mounds Blvd, traffic often goes over 45 mph here and I don't think they would stop for pedestrians.
I have thought about the one lane going east on 3rd Street from Kellogg Blvd and I have decided that is a good thing. I used to think that was terrible, but now I think it is good. People will be less likely to try to drop off/pick up friends and loved ones with only one lane there. There might even be less accidents at that intersection if everyone will be forced to be more careful. I hope.
Turn lane off of Kellogg needs to be improved. NO right on red!

Station design concept



32. Here is an example of a Gold Line station outside of downtown. Do you think the station and shelter features meet your needs? If not, please let us know why. Please note, these examples do not reflect the final design for landscaping, railing, or shelter color.

I don't care about the design. I am only there a few minutes I hope to catch the bus. I want to feel safe and able to get to and from my vehicle safely.
Yes it does. I will need transit to work at Maplewood if offices open. Otherwise, would not be using it much.
NO
I look forward to this long term metro transit Improvement, particularly for East of St Paul (though o really wish the powers that be would have fought more for light rail on the Gold Line). Anyway, the design is fantastic, thank you. I hope security cameras and patrolling will be provided to keep the stops safe and in good repair, in particular now in light of the increase in crime/vandalism since COVID-19. Being that the Earl St station will be right out my front door, I look forward to utilizing the Gold Line for trips to SunRay & East, and getting owtown St Paul. I may even try to utilize it and the Green Line to get to work once complete..
Looks pretty good! I can't think of anything I think it needs.
Yes
The addition of bike parking is excellent. I use a three-wheel recumbent trike due to cerebral palsy and would feel comfortable locking my bike here. Although I do not have low vision, please be mindful of the needs of low vision users, particularly that all textured warning strips should be prominent enough to intuitively signal that a user has entered or is leaving a station area.
Yes, a roof to get out of the rain/snow is the best thing.
Shelters are fine, but I have huge concerns with station placements. Many of planned stations are at the ends of long walkways, and the stations themselves are far from population centers. There is no way that the people you need to serve (older people, disabled people, those without cars who need transit desperately from these areas to do their daily business, such as grocery shopping) will be willing or even able to travel outside from their homes in often ugly weather, across maybe icy or snow-covered sidewalks during MN winters. Imagine trying to navigate these long walks with groceries or holiday presents. In the dark. In the cold. By yourself. No way, and that is not even addressing the safety issues of traveling in lonely areas by yourself. What were you thinking? What are the reasons you have planned to have these stations far from housing and regular city streets? Is it a right-of-way issue? Money? This seems far from my understanding that this Gold Line was meant to give unde

I think this is nice. Maybe add some more color, like the blue, red, and yellow like on the light rail trains.
I like it!
Yes, it looks open and safe, but has landscaping and other aesthetics to feel comfortable. The realtime arrival information is really important to me.
I am very excited about this station and feel that it will meet many of my needs for going further into town and not having to worry about parking and traffic. I am much more likely to go into other areas of the Twin Cities for shopping or eating if I don't have to pay for parking or fight traffic.
Station and shelter design seems fine.
Yes
looks ok. It seems like the stations are very near one another considering most people will drive to a station anyway.
Would be helpful if a help button or phone was provided in case of an emergency to call for assistance.
I really like this design.
I think seats should be included for people carrying small children or who have stamina issues (elderly, disabled).
Looks to have a different identity than the rail Metro lines. Branding really should be consistent between them. This doesn't say "rapid transit" like a Chicago CTA station or Detroit's proposed BRT stations from 2016 (videos on YouTube via their RTA)
Etna Street location may experience a lot of wind off 94 traffic. just an FYI
Shelter needs a seating area and multiple pay stations. There must be a recycling bin.
How about adding an emergency button somewhere to call 911 in case of emergencies?
I have seen your plan drawings. Do you think for one moment that once you begin digging away on the hillside and bringing in your heavy machinery that it will have "no impact" on houses that are 100 years old? Do you actually think that there will be "no impact" on the environment? It already has! The eer that used to come onto my cul de sac have vanished! The trees are being ripped up or cut down, the landscape is changing ALREADY in your "preparation" to begin destruction. I have put my heart and soul into my home and property, and here you are about to, without care or concern demolish the land surrounding my property. I do have certain rights, as do you have certain guidelines and restrictions. We will both be paying VERY close attention on a frequent, and continuous basis on this such as property lines, (down to the centimeter), air quality, noise pollution and decibels, vibration damage, start and stop times of workers, parking and placement of construction equipment, daily cle
Will they look like other BRT Stations like the A-Line in St. Paul? I hope so
Yes. Some shelters bring up if there is adequate snow storage space. For dealing with added impervious; Holland has added green roofs to their stations with flowering sedums (also is bee habitat). Pk lots should incorporated stormwater collection in medians- would water the trees also.
It won't meet my needs since I will never use the light rail as I suspect most of the people in Woodbury will never use this. It's a waste of money and energy. I see the public transport is used only minimally when I travel to Eden Prairie or Eagan. There are hardly any cars in the lots. I wish that the Twin Cities would reconsider the use of this plan and not spend the money. Our federal government is spread thin already with the Covid pandemic to lay out more cash to pay the 45 percent that I believe they are suppose to contribute. I read that one in five doesn't own a car along this route and I can hardly believe that statistic.

33. Where do you live?

City	Responses	
	Percentage	Count
East Side of St. Paul	40%	21
Woodbury	25%	13
Other	19%	10
Oakdale	10%	5
Downtown St. Paul	4%	2
Maplewood	2%	1
Landfall	0%	0

Other responses

NO
Minneapolis
Newport
Mac/Groveland
Minneapolis
Midway East
St Paul, west side
Minneapolis
mpls
Roseville

34. Where do you work? City, neighborhood, or employer is fine.

Oakdale
St. Paul
3M, Maplewood
Work at Metro State
NO
Downtown Minneapolis
Maplewood
Oakdale
MPCA
Energy Park Drive - St. Paul, Minnesota
Shopping and clinics
Downtown Saint Paul
St paul
St Paul
Minneapolis (home for past 7 months)
Downtown St.Paul
Not accessible with current transit or proposed transit
Dayton's Bluff
Randolph neighborhood in Saint Paul
Roseville
Downtown St. Paul (At home during COVID-19 pandemic)
Woodbury
East Saint Paul
I work at home, but travel to St Paul
Downtown St Paul
MSP Int'l Airport
Arden Hills
Downtown Minneapolis
3m
East St. Paul
UMN West Bacnk
Saint Paul Public Schools in the West Seventh Neighborhood
Saint Paul
St Paul
Harding HS
Fridley
Minneapolis
Downtown Saint Paul
New Horizon Academy
Work from home or downtown Minneapolis
burnsville

Minnesota Dept. of Health
Downtown St Paul
Minneapolis.
Downtown St Paul
mounds park
At home
St. Paul
at home from myhome
Retired
St. Paul- I would bike to a shelter and go into St. Paul after COVID
I'm retired now but have driven to all the jobs that I have had over the years.

35. Are you a current transit rider?

	Responses	
Yes	54%	28
No	46%	24

36. What kind of trips do you use transit for? Select all that apply.

Trips	Responses	
Social/recreation	54%	28
Work	50%	26
Errands	31%	16
I don't use transit	27%	14
Appointments	25%	13
Other	8%	4
School	4%	2

Other responses

winter travel
Shoppings at Walmart n Thrifty stores...etc
Sports, concerts and theater

37. What is your age?

	Responses	
Under 17	0%	0
18-24	2%	1
25-34	10%	5
35-44	28%	14
45-54	31%	16
55-64	20%	10
65-74	10%	5
75-84	0%	0
85 or over	0%	0

38. What is your race, ethnicity, or origin? Select all that apply.

	Responses	
Asian	8%	4
American Indian or Alaska Native	4%	2
Black or African American	2%	1
East African	0%	0
Hispanic, Latinx, or Spanish origin	4%	2
Middle Eastern or North African	0%	0
Native Hawaiian or other Pacific Islander	0%	0
White	85%	41
Other race, ethnicity, or origin	2%	1

38. What is your gender identity?

	Responses	
Female	57%	28
Male	41%	20
Non-binary/third gender	2%	1
Prefer to self-describe	0%	0

Comment Card

The following comment card was submitted at a pop-up event. Personal information is redacted.

Comment Form

T METRO
Gold Line

Date: 09/26/20

The bus route going in east side of Saint Paul, will be a very welcomed site for myself & my handicapped fiancé.

[Redacted]

Online Comment Forms

The following comments were submitted via online comment form or project email.

Date: 9/15/2020

Hi. I'm looking at the Mounds Blvd. station design. I'm curious about what is happening at the end of Conway butting up to the walkway to the station platform. Is this parking? Or some sort of station structure? Or both? If it's parking, how many car-spaces are anticipated? And what is the thinking around traffic/signage on the adjoining blocks? This specific block, being a dead-end is pretty traffic-quiet and only accessible via Maria, right? I'm guessing you've had conversations and input from the immediate neighbors of this pretty significant change in development?

Secondly, there is a big circle on the design at the end of what looks like the alley between 3rd and Conway right at the station. There's also a gray rectangle there. But it's all behind a proposed noise wall. Is this just showing that there will be some construction changes there related to the station? Are there any further details about what is expected to happen there at that spot?

Lastly, kudos for what I think I see going on between 3rd and Mounds Park itself. It appears that there is a walkway on the western side of the stationway that will be safely accessible at the 3rd-Mounds intersection and will be a safe walkway for neighbors/passengers wishing to navigate on foot or bike from 3rd-Mounds or the station itself to Mounds Park. It does look like you don't have access to doing any construction or changes on the bridge over 94 at the southern edge of this span (other than what looks like a sorely needed signal addition!), but hopefully your improvements can lead to further improvements from that bridge to the park itself. This, currently, is a dangerous and unpleasant pedestrian nightmare which effectively cuts off this end of the neighborhood from Mounds Park and the neighborhood across 94. We'd love to see this be an accessible walk.

Thanks!

Date: 9/30/2020

Elizabeth,

I was wondering if you had determined a schedule for the construction of the Gold Line. We currently live just north of 94 on Johnson Pkwy, and we are concerned about access to 94 during construction. Will you be conducting construction in parts, and if so, how large will the sections be? The portions that we are concerned about would be the construction on Mounds Ave connecting to Hudson Rd, the installation of the bridge over Johnson Pkwy, and the portion near highway 61. Will these areas be under construction at the same time?

It was also somewhat unclear from page 6 of the 60% Design roll plots--[link here](#)-- if the Eastbound 94 exit would still be accessible from Etna St. Could you clarify this point?

Thank you!

Date: 9/30/2020

Hello,

I'm an east sider who is very excited for the expansion of rapid transit into our neck of the woods. I feel the Maplewood station would be much more valuable if it included a pedestrian crossing over 94. There are no pedestrian-only crossings across east 94 outside of St. Paul. Maplewood is growing more dense and pedestrian-friendly, but slowly. I think a crossing here would be much appreciated and much used, especially by Gold Line riders and cyclists attempting to reach Battle Creek Park.

Date: 10/1/2020

Hello,

Once the workers get to Woodbury, how are they suppose to get to their place of employment since there are three stations located in Woodbury? Wait for another bus to take them to that area? I don't think that the service is 24 hrs. a day either. But maybe you can clarify this.

Date: 10/3/2020

Don't worry about the hard working tax payers that live in the area. Lets make it easy for the drug dealers, pimps, hookers, and criminals to get from one place to another, Just rob a home jump on the line and get away fast. And in the process destroy the suburb on Woodbury. People move there to get away from crime and you vey willingly just transport them there.

Light rail, seriously, its a freaking train. Destroyed downtown, its empty most of the time when it disrupts traffic. No one wants to be trapped and get assaulted.

What brain dead idiot came up with this stupid plan. Oh I know someone who needed a safe place and a bottle of bubbles.

Date: 10/1/2020

Hello,

The Tamarack Road Station on the Gold Line BRT should be closer to the Bielenberg Drive and Tamarack Road intersection. Having it closer to that intersection would make it easier to walk to businesses and offices such as Skin Speaks Dermatology, Akita Sushi, El Machete, and the Sheraton Hotel. It would also make sense to have it closer to Tamarack so that it's easier to walk to Costco just across the bridge. I live in Woodbury and would also like to see a local circulator bus that would be connected to the Gold Line (like the Orbit circulator bus in Tempe, Arizona for example). Thank you!

Date: 11/3/2020

Due to Covid and decreased ridership will they be re-evaluating the need for the Goldline BRT? It seems like the sensible thing to do since no one uses the bus transportation that is available now. There are no schedules posted at the sites available to Woodbury. More people are working from home and want to continue to do that. It seems like a waste of federal and county tax dollars. I saw that they were evaluating whether to continue with the the Northstar which is one line that was heavily used prior to Covid. With the federal debt estimated at over 20 trillion

dollars this seems like an area that isn't essential. The public transport is subsidized yearly which is an inefficient use of tax dollars.

In addition to the possibility of limiting the parking available to those that drive into St. Paul in the future. As you can see, I'm opposed to this expense and it doesn't make sense for Woodbury. I feel that we aren't given the choice in our community to public transportation. With an expense like this there should at least be a vote. Is there anything that I'm not aware of with the cost? 520,000 million with a yearly operation and maintenance of over 36,000. I think that the federal government pays 45 percent but still inadvertently coming out of our pockets. I can't believe that this is being implemented across the country without public consent.

Date: 11/3/2020

[Regarding Maplewood Station]

I had attended the recent virtual open house and asked a question about those folks on the north side of the 3M campus getting access and the response was they would have to essentially go around 3M property, which is quite a walk. Recommend negotiations with 3M to allow a through-way for peds to be able to cross the campus and get to the station more easily and quickly.

Thanks!

Date: 11/6/2020

Hello,

It appears they propose to plant non-native tree varieties, and a lot of mowed turf grass. I would like to ask for the consideration of only native tree varieties, and not all the same two species. A diversity of [native] tree species and native flowering grasses are much more resilient to climate change and drought. Native grasses require no watering or mowing - extra maintenance costs. And pollinator/butterfly gardens are in need everywhere.

Please reconsider areas of mowed grass!

Date: 11/6/2020

Hello,

I see there are vines proposed to be planted to cover the concrete walls at a few locations. I'm wondering if there is a plan to incorporate some local artists' murals on any of the concrete retaining walls that may be otherwise blank (where vines are not planned)? I think a community mural project would get buy-in from the community while at the same time, creating a sense of place whereby each station is somewhat unique. The content of the murals could be the historical aspects of a specific station area and allow the communities a sense of 'ownership' in the project. Also, there are a lot of starving artists at this time. :)

Date: 11/6/2020

Hello,

I see the latest roll plot shows this station consolidated into 1 station with two platforms. Is that correct? If that is the case, I propose that station be named, "Smith Avenue Transit Center"

12/18/2020

C-17

because that has been the common name for long enough that the public and Metro Transit staff understand where that is. Metro Transit & Met Council GIS staff are also currently working on a new Transitways GIS data set, and I would like to represent this station (whatever we call it) as a single point.

Can anyone confirm that we have a single station at this site (Not 5th Ave & Smith Ave, and/or 6th Ave & Smith Ave)

Less critical at this point, but I am still asking, what is the likelihood this station will be referred to as the "Smith Avenue Transit Center"?

I noticed there are also plans for several other high frequency routes to connect at this station in the future.

Date: 11/8/2020

Please give some signage projects to www.lettertech.com The are at the western avenue transit stop on the University Avenue light rail line. Also, let us know where to bid on sign projects.

Date: 11/8/2020

It looks great! I own property near the sunray station and I attend toastmasters, club 208, at the culvers (locally owned)

Date: 11/9/2020

[Regarding Tamarack Station]

1. There should be a cross walk on all sides at Tamarack and Bielenberg.
 2. The paths on both sides of Bielenberg should run from Tamarack all the way to 94.
-

Date: 11/9/2020

[Regarding Woodbury Theatre Station]

1. There should be a path on both sides of Guider from Bielenberg to Woodlane.
 2. RRFB should flash Red, Not Yellow.
 3. Is Guider going on a road diet (4 to 3 conversion) except at station? This would be a good choice.
 4. Is there sufficient bike rack storage for potential bike/scooter share? How about bike lockers?
-

Date: 11/18/2020

[Regarding Mounds Boulevard Station]

Mounds Blvd is too wide through this area—should not be 2 lanes in each direction (only 1 each direction are needed as cars go way too fast through this area). I live close by and never see more than 5 cars queuing.