



Gold Line & Rush Line BRT Projects

UPDATE TO PLANNING COMMISSION

JANUARY 26, 2018



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City in America

Today's Presentation

What is Bus Rapid Transit (BRT)?

Gold Line BRT

- Transitway Planning
- Station Area Plans

Rush Line BRT

- Transitway Planning
- Station Area Plans

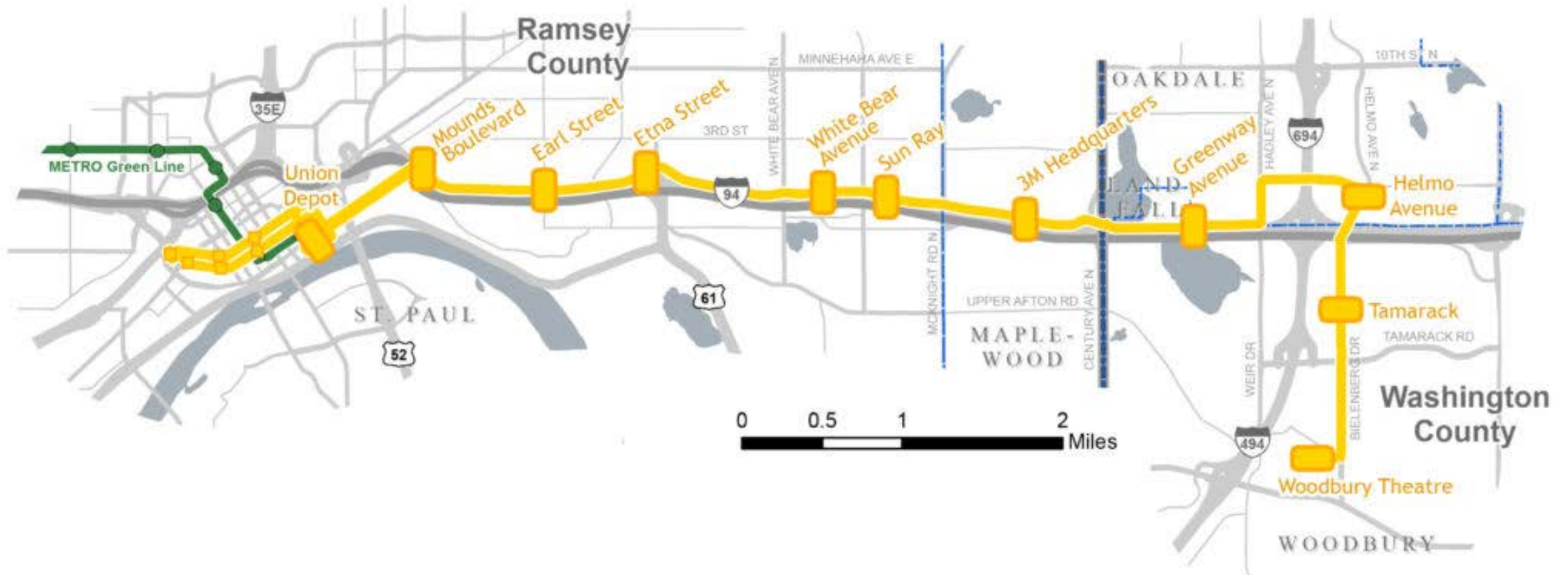
What is Bus Rapid Transit (BRT)?

BRT is a **high-amenity** mass transitway that provides bus service **every 10-15 minutes**, every day **in both directions** and largely **within a dedicated guideway** (its own road). BRT features include level boarding, off-board payment and shelters with amenities like heat, seating and real-time bus information.



Gold Line BRT

Locally Preferred Alternative (LPA) approved in 2016 as BRT along a specific route:



Gold Line BRT

Transitway Planning

- Draft Environmental Impact Statement (EIS) completed in 2016
 - Process included the LPA
 - Was staffed by Washington County
- The Federal Transit Administration (FTA) reclassified the project from EIS to Environmental Assessment (EA)
- Project Development & Final EA stage was officially launched January 19, 2018 ← *WE ARE HERE*
 - Must be completed within 2 years
 - Metro Transit is the lead agency
 - We will have Councilmember & PED/PW staff representation on the committees
- Then requires ~5 years of final engineering and construction
- Projected opening date: 2024

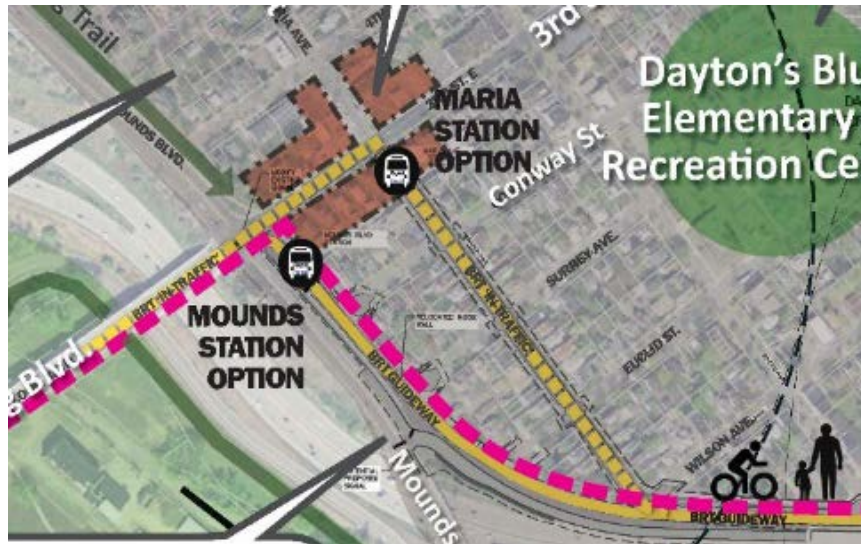
Gold Line BRT

Station Area Planning

- City adopted *Gold Line Station Area Plans* in 2015
 - Addressed development intensity, housing, pedestrian/bicycle connections, stormwater, preferred station locations, and more
- Washington County is leading an FTA-funded station area planning effort
 - Crandall Arambula is the lead firm
 - In Woodbury, Oakdale, Landfall and Maplewood it will result in full station area plans ready for municipal adoption
 - In St. Paul, it will result in:
 - Updated market study
 - Refined pedestrian/bicycle network planning
 - Refined station location proposals
 - Could require amendments to our GLSAP, particularly for the Mounds and White Bear stations
 - We recommend that any such (presumably minor) amendments go through the relevant District Council for a recommendation to the Planning Commission
 - Staff would help DCs with public outreach

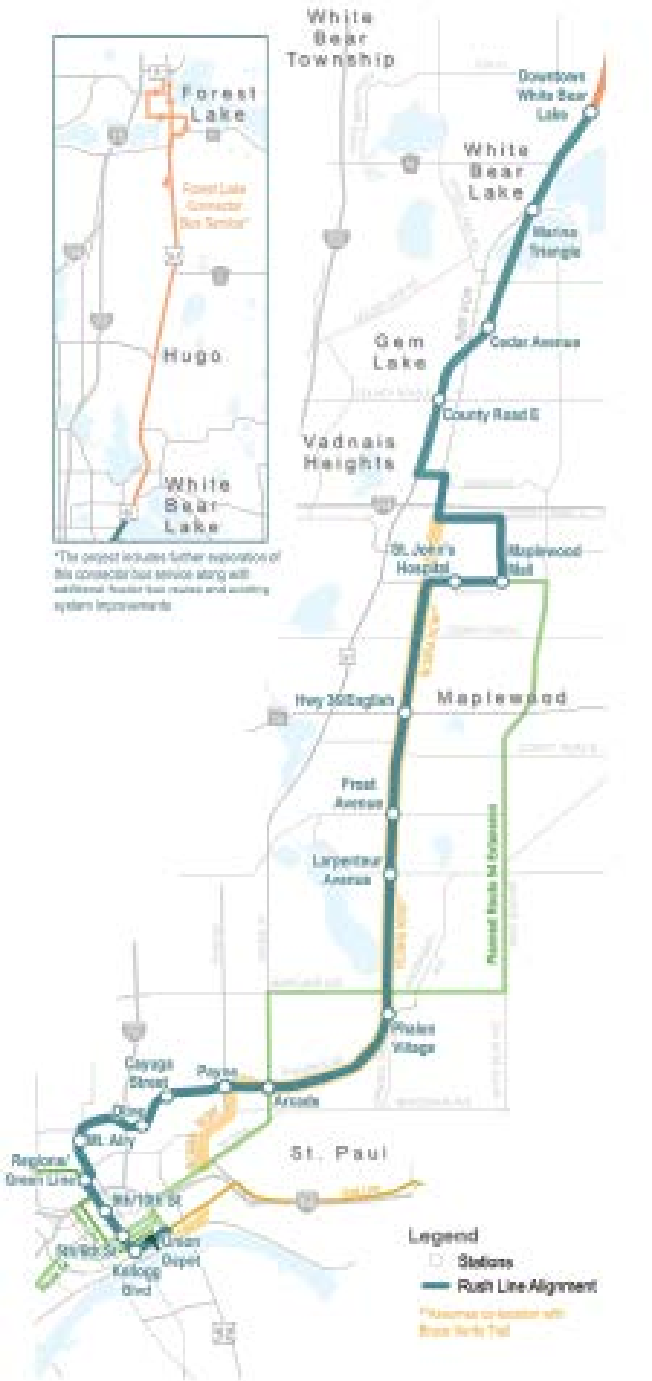
Gold Line BRT

Mounds and White Bear Stations



Rush Line BRT

Locally Preferred Alternative (LPA) approved in 2017 as BRT along a specific route:



Rush Line BRT

Transitway Planning

- Pre-Project Development completed in 2017
 - Process included the LPA
 - Was staffed by Ramsey County
- The FTA classified the project as an EA (not EIS)
 - No “draft” and “final” for an EA
- Environmental Assessment (EA) and preliminary engineering stage will begin shortly ← *WE ARE HERE*
 - Anticipated to take ~2 years
 - Ramsey County is the lead agency
 - We will have Councilmember & PED/PW staff representation on the committees
- Then requires ~7 years of final engineering and construction
- Projected opening date: 2026

Rush Line BRT

Station Area Planning

- City has not conducted any station area planning in the corridor to-date
- Station area planning is integrated into the upcoming EA contract
 - Station location priorities will be first task (first 6 months)
 - Work will be conducted simultaneously in all cities
 - Consultants report to Ramsey County
 - Lots of community engagement assumed in the contract
- Planning Commission will need to take official action on the station area plans
 - We suggest that occurs as a follow-up to the Ramsey County-led work
 - Staff might recommend modifications to the plans
 - Involves public hearing at Planning Commission, followed by a recommendation to the City Council
 - In the interim, we would consult the Planning Commission for direction on the preferred station locations before they get solidified

