

Bruce Vento Trail Master Plan Amendment

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Appendix G. 2020 Rush Line BRT Ramsey County Rail Right-of-Way Design Guide: Executive Summary

Appendix H. 2020 Bruce Vento Trail Construction (Current Ramsey County Project) 60% Plans: Select Sheets

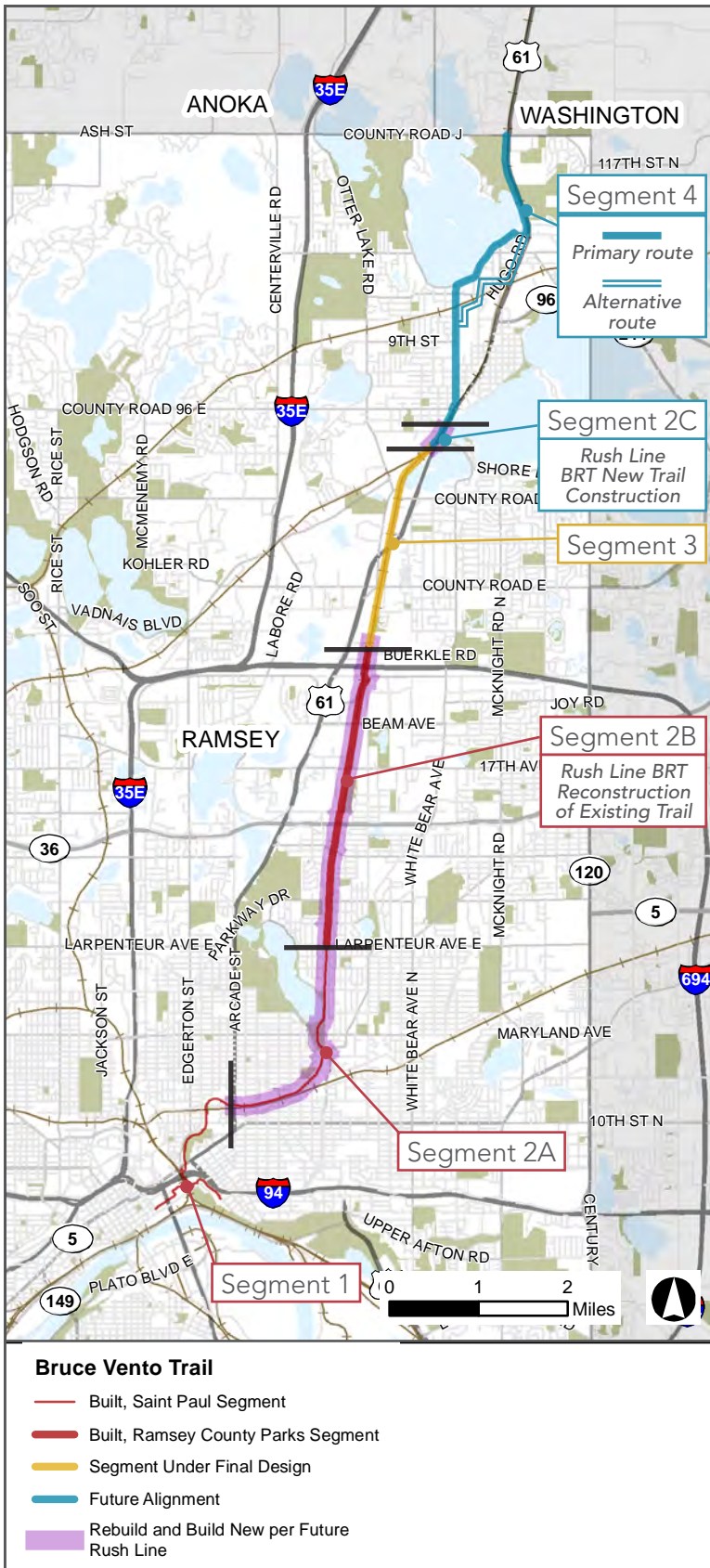
Appendix I. 2020 Bruce Vento Trail Corridor Improvements Diagram

1. EXECUTIVE SUMMARY

The Bruce Vento Trail corridor extends 13.3 miles from downtown Saint Paul to County Road J at the northern border of Ramsey County. Currently seven miles are constructed from St. Paul to Buerkle Road in Maplewood (Segments 1, 2A and 2B as depicted on Figure 1). It is a Tier 1 corridor in the Metropolitan Council Regional Bike Network and a portion of U.S. Bike Route 41. From Larpenteur Avenue to its future terminus at the border with Washington County, the trail is under the jurisdiction of Ramsey County Parks and Recreation (Segments 2B, 2C, 3 and 4 as depicted on Figure 1).

Ramsey County Parks and Recreation Department is seeking an amendment/update to the Bruce Vento Regional Trail Master Plan to accurately reflect boundary adjustment, long-term acquisition, natural resource improvements, public participation, equity analysis, trail corridor realignment, long-term regional trail improvements, and coordination with Rush Line Bus Rapid Transit (BRT) improvements. Additionally, the Ramsey County section of the Bruce Vento Regional Trail is not located within the Mississippi River Critical Corridor Area (MRCCA) boundary area and is not regulated under the MRCCA policy standards and criteria.

The Bruce Vento Trail Master Plan Amendment replaces and updates the 1993 Ramsey County Master Plan for the Burlington Northern Regional Trail Corridor. Resolutions for support have been obtained from the cities of Gem Lake, Maplewood, Vadnais Heights, White Bear Lake; White Bear Township Hills; and Ramsey County. It is written to fulfil the Metropolitan Council requirements for regional linking trails as outlined in the 2040 Regional Parks Policy Plan and to meet the expectations set forth in the 2018 Ramsey County Parks and Recreation System



Plan.

Figure 1. Bruce Vento Trail Alignment and Segment Status

1. 1. PUBLIC ENGAGEMENT, INTERAGENCY PARTNERSHIPS AND COORDINATION

Ramsey County Parks and Recreation coordinated planning efforts for the Bruce Vento Trail through a public, stakeholder, and agency involvement process over the course of several years. There were three key elements for which Ramsey County and others sought public input to determine the future of Bruce Vento Trail – first, the approval of the trail and its design features and alignment from Buerkle Road to Whitaker Street (Segment 3), second, the final alignment of the northern extension from Whitaker Street to County Road J (Segment 4), and third, the visual quality/design details for the portions of the trail that will be realigned as part of Rush Line BRT (Segments 2A, 2B, and 2C).

APPROACH TO PUBLIC ENGAGEMENT

To achieve the public engagement goals, the project team identified diverse communities to engage including:

- Hmong people living in Saint Paul and Maplewood
- Latino people living in Saint Paul
- People of color
- Public Housing residents
- Trail users (commuters and recreational)
- Residents in White Bear Lake, White Bear Township, Maplewood, Vadnais Heights and Gem Lake
- Businesses along the corridor

Public engagement activities were completed with the Rush Line BRT project in coordination with Ramsey County Parks and Recreation at different intervals dependent on project location throughout the regional trail corridor.

- Rush Line BRT/Ramsey County Parks and Recreation coordinated engagement: Segments 2B, 2C, 3.
 - Rush Line BRT Group
 - Bruce Vento Project Team – (Ramsey County Parks and Recreation, Ramsey County Public Works, Vadnais Heights, White Bear Lake, White Bear Township)
- Ramsey County Parks and Recreation: Segments 3 and 4.
 - Bruce Vento Project Team - (Ramsey County Parks and Recreation, Ramsey County Public Works, Vadnais Heights, White Bear Lake, White Bear Township)

Segments 2B, 2C and 3 of the trail corridor directly coincide with the Rush Line BRT corridor which conducted public engagement activities during the same period as the Bruce Vento Trail masterplan amendment preparation. The Bruce Vento Trail project team coordinated engagement activities with Rush Line project staff to develop traditional engagement methods as well as methods tailored to each unique group above in the segments that overlapped between projects. Segments 3 and 4 of the trail corridor was primarily completed by the Bruce Vento project team for realignment of the regional trail corridor north of Buerkle Road in White Bear Lake to County Road J in White Bear Township. Engagement activities completed throughout the regional trail corridor strived to connect with underrepresented communities living and working near the trail corridor. Underrepresented communities are those whose input has been disproportionately unheard in public decision making, including people of color, people with disabilities and people with low incomes. Engagement opportunities were developed and prioritized events to attend using the following criteria:

- Equity
- Maximizing voices heard
- Inclusivity
- Geographic representation

SUMMARY OF PUBLIC ENGAGEMENT ACTIVITIES

Public, stakeholder, and agency engagement for the Bruce Vento Trail occurred over the development of multiple projects and planning studies over the course of several years. Engagement efforts included the following:

- Bruce Vento Regional Trail Engagement – When it became clear that the future Bruce Vento Trail could not be constructed in railroad right-of-way due to the continued operation of BNSF rail north of Buerkle Road, several engagement events were held over multiple projects between 2016 through 2019 to further refine alternative trail options between Buerkle Road to County Road J (segments 3 and 4), site and infrastructure design components, and site amenities for extension of trail to County Road J.
- Rush Line-Bruce Vento Trail Coordinated Engagement - During the summer of 2019, Ramsey County Public Works and Ramsey County Parks and Recreation performed engagement activities to develop a visioning framework to guide the design of the Ramsey County rail right-of-way corridor which considered both the Rush Line BRT and the Bruce Vento Trail facilities. Information gathered from this public engagement informed the development of the Ramsey County Rail Right-of-Way Design Guide document and the Bruce Vento Master Plan. Direct engagement outcomes provided feedback for site and infrastructure design elements, and site amenities for the regional trail within the Rush Line BRT corridor and other areas throughout the regional trail corridor. Redevelopment of the section of regional trail within the Rush Line BRT corridor will be implemented with the construction of Rush Line BRT infrastructure. Specific engagement activities designed to reach underrepresented communities included:
 - Tuesdays on the Trail pop-up informational meetings targeting trail users
 - Four pop-up meetings were held at 4 locations in Saint Paul and Maplewood including Hmong Village Area, Larpenteur Avenue, Frost Avenue, Harvest Park
 - Pop-up meetings at Hmong Village Shopping Center targeting the Hmong community
 - Input from the Rush Line Community Advisory Committee whose members reflect the diverse communities along the corridor
 - Participation at the Dragon Festival at Phalen Regional Park
 - Participation at the Fiesta Latina hosted by Comunidades Latinas Unidas en Servicio
- Master Plan Specific Engagement - activities for the development of the master plan were held over multiple projects between 2018 – 2020 in addition to incorporating engagement activities completed as part of the Rush Line BRT project, and a recent 30-day public feedback review in September 2020.



WHAT WE HEARD FROM ENGAGEMENT ACTIVITIES

The engagement activities outlined above resulted in a number of comments and themes which generally resonated with most of the diverse populations that participated in the engagement. Demographic information collection was limited at meetings however underrepresented communities did participate in engagement. The following is a summary of findings from these engagement efforts which are incorporated into this master plan amendment:

- Prioritizing safety and security along the trail, particularly in locations where the trail is co-located with Rush Line BRT or with BNSF right-of-way.

- Support to maintain the natural character of the corridor (segments 2B, 3) including preservation of tree canopy and use of landscaping to provide as much separation from BRT as possible.
- Utilizing BNSF right-of-way and existing crossing structures (such as underpasses and crossing locations) to reduce the impact where feasible of realigned trail facilities (Segment 3).
- Support for the advantages provided by connecting communities in northern Ramsey County to Saint Paul, both through a multimodal trail and through its connection with Rush Line BRT.
- Inclusion of screening fencing to both retain the natural character of the corridor and provide a buffer/screen to adjacent residential properties (Segments 2B,3).

HOW ENGAGEMENT WE'VE HEARD CHANGED THE MASTERPLAN

Engagement activities were designed to reach out to the underrepresented communities as noted above. Input received as a part of the engagement activities is reflected throughout the masterplan amendment. Demographic information collection was limited at meetings however underrepresented communities did participate in engagement. The following highlight some key refinements based on public engagement feedback:

- Trail/BRT guideway separation: several thousand feet of planned trail reconstruction adjacent to the Rush Line BRT guideway has been realigned to provide additional separation between the two facilities. Final design to consider safety fencing in selected locations between the trail and BRT facility.
- Weaver Elementary School: trail alignment shifted closer to school property to minimize loss of existing mature vegetation, Vento Trail to connect to proposed BRT trail underpass to provide safe connection for students and public accessing the Vento Trail from the west.
- Trail amenities: Masterplan includes provisions for trail amenities at regular intervals including trash and recycling receptacles, drinking fountains, informational kiosks and benches.
- Trailhead locations: Masterplan includes potential trailhead locations with potential for parking, benches, bicycle repair, wayfinding. Trailhead opportunities are typically joint-use with Rush Line, the cities of Maplewood, White Bear Lake and White Bear Township.
- Harvest Park, Maplewood – Masterplan includes potential to construct the trail alignment within Harvest Park boundary to minimize loss of trees and to serve park patrons as well as through trail traffic. Harvest Park includes potential trailhead facilities as well.
- Downtown White Bear Lake: Masterplan includes trail alignment shift from the rail corridor to Bald Eagle Boulevard based on input from businesses, public officials, BNSF railway and the community at large.

1. 2. EQUITY ANALYSIS AND DEMAND FORECAST

Ramsey County is home to a growing population, estimated at over 550,000 people in 2020 and projected to be over 583,000 by 2040. The Bruce Vento Trail itself sees 280,000 plus annual visits, which is projected to grow as the trail grows in both its physical length with new extensions and due to its close relationship to Rush Line BRT. The Master Plan includes an analysis of populations along the trail to understand the benefits and impacts to different populations that are most likely to be users to the trail. The 2040 Regional Parks Policy Plan established by the Metropolitan Council provides guidance on understanding populations that will be most impacted by the trail, stating that, "Half of trail users live within a three-quarters mile of a trail while three quarters of users live within three miles."

EQUITY ANALYSIS

The Master Plan details populations and points of interest or concern that exist on or near the trail corridor. This includes income, economic, and demographic characteristics. The findings of this analysis are listed below:

- **Low-Income:** At its southern terminus, the trail passes through an area of concentrated poverty in northern Saint Paul and areas with lower median income than the areas in northern Ramsey County. The southerly limit of the influence area for this masterplan is the southern boundary of the City of Maplewood with St. Paul. Although Areas of Concentrated Poverty are greater than ½ mile from the southern trail terminus, input from this population has been incorporated into the masterplan details.
- **Youth:** Substantial concentrations of children live in White Bear Township, where 20% of residents are under the age of 15. Additionally, multiple schools are within three quarters miles of the trail – Willow Lane Elementary, White Bear Lake Area High School, White Bear Lake Area Middle School, Weaver Elementary, Frassati Catholic Academy, and Central Middle School. The engagement program included meetings with school administrators, principals and staff at most schools within the trail influence area. Location of trail within school property was discussed with Weaver Elementary and White Bear Lake High School/Middle School staff to better serve those facilities.
- **Elderly:** Significant populations of people over 65 live in northern Ramsey County in White Bear Lake and Maplewood. Several senior housing properties are within a half mile of the trail, including Walker Methodist Pioneer Manor, the Waters of White Bear Lake, Willow Wood Apartments, Ecumen Seasons at Maplewood, and Gracewood Senior Living. Engagement program included reaching out to these specific senior housing communities to inform them of the project and solicit input on design elements. Masterplan elements such as rest nodes, ADA accessibility and safety and security were noted as significant interests from the elderly community.
- **People of Color/BIPOC:** From downtown Saint Paul to the trail crossing of I-694, Bruce Vento Trail passes through multiple neighborhoods with greater than 30% non-white population. This includes significant Hmong populations in northern Saint Paul and Maplewood as well as Latino, Karen and African American populations. Specific engagement activities designed to reach people of color included:
 - Pop-up meetings at Hmong Village Shopping Center targeting the Hmong community and other retail establishments frequented by people of color in the community.
 - Participation at ethnic festivals
 - Directed informational and invitational mailings to property owners with Hmong surnames



1. 3. PLAN SYNOPSIS

SEGMENTS 2A, 2B, 2C: RUSH LINE COLLABORATION

Portions of the Bruce Vento Trail corridor will run adjacent to the proposed Rush Line BRT. From Arcade Street to Larpenteur Avenue (segment 2A), the existing trail facilities will be removed and realigned, but this portion is not under the jurisdiction of Ramsey County Parks and Recreation. From Larpenteur Avenue to Buerkle Road (segment 2B), the trail will be reconstructed and realigned and is under the jurisdiction of Ramsey County Parks and Recreation. Further north, from Whitaker Street to White Bear Avenue (segment 2C), a Rush Line BRT station will be constructed alongside a short segment of new trail which will connect to future trail facilities. In order to facilitate construction of the dedicated BRT guideway within the Ramsey County Regional Railroad Authority corridor segments 2B and 2C, the regional trail will need to be reconstructed in a new alignment within the existing corridor as a part of the Rush Line Project. These portions of the trail corridor will be a reconstructed to current design standards and will provide convenient access to adjacent BRT stations. Access includes improved pedestrian crossings and access points, reconstruction of existing trail crossings, updated ADA infrastructure, new trail amenities, and related improvements such as revegetation of disturbed

landscaping and stormwater management facilities. These plans also include a potential trailhead facility south of the Frost Avenue Station.

SEGMENT 3: BUERKLE ROAD TO WHITE BEAR AVENUE EXTENSION

Between Buerkle Road and White Bear Avenue, detailed design has been completed. This segment of the trail is planned for construction in 2024 or 2025 pending the acquisition of funds. The proposed trail will utilize the approximately 0.5 miles of existing BNSF railway right-of-way with the remaining portion constructed within Ramsey County ROW. The trail design meets ADA and other accessibility goals, reduces impact to vegetation and other natural features, and provides opportunities to improve adjacent community infrastructure including drainage and roadways.

SEGMENT 4: FUTURE EXTENSION SEGMENT

The final trail gap to be completed will be the segment from White Bear Avenue to County Road J. The preferred trail corridor will follow Bald Eagle Avenue north to Bald Eagle Boulevard around the south east end of Bald Eagle Lake. It will then utilize a short section of either Taylor Avenue or Buffalo Street to connect to Hugo Road to reach the northern Ramsey County trail terminus at County Road J. Bald Eagle Boulevard includes significant spatial and right-of-way constraints which may prove to be too challenging for trail construction. In the event Bald Eagle Boulevard is not feasible, an alternate sub route utilizing White Bear Schools property, Division Avenue, and Park Avenue can be utilized to connect the trail from Bald Eagle Avenue to Hugo Road. Funding has not been secured for the implementation of this segment, however Ramsey County is actively exploring future potential funding opportunities to construct this segment.

1. 4. OVERALL TRAIL CORRIDOR LENGTH REVISION

The original Bruce Vento Trail corridor was envisioned to utilize vacated BNSF Railroad right-of-way for its entire length. Due to the active use of rail right-of-way north of Buerkle Road the planned trail corridor is proposed to deviate from the railroad corridor in portions of Segment 3 and Segment 4. This alignment shift will increase the overall trail corridor length from 13.0 miles to 13.3 miles.

1. 5. ESTIMATED COSTS

Anticipated costs associated with the construction and maintenance of Segments 3 and 4 of the Bruce Vento Trail were developed as part of this Master Plan Amendment and are included in Table 1. No costs to Ramsey County Parks and Recreation are associated with Segments 2A, 2B, 2C which will be completed under the Rush Line BRT project.

Table 1. Cost Estimate by Segment

<i>Segment</i>	<i>Cost Item</i>	<i>Amount</i>
Segment 3	Construction	\$5,860,000
	Engineering and Administrative Costs	\$1,210,000
	TOTAL:	\$7,060,000
Segment 4	Construction	\$7,500,000
	Engineering and Administrative Costs	\$1,250,000
	TOTAL:	\$8,750,000

1. 6. PROPERTY ACQUISITION SUMMARY

SEGMENTS 2A, 2B, 2C: RUSH LINE COLLABORATION

No property acquisition costs anticipated as a part of the Rush Line relocation of the trail. A short segment of trail corridor may be located in Harvest Park if requested by the City of Maplewood. Permanent trail easement would be required for this segment if the alignment shifts into the city park area.

SEGMENT 3: BUERKLE ROAD TO WHITE BEAR AVENUE EXTENSION

Permanent easement is required from one private parcel and an MCES parcel (lift station site). In addition, an agreement between the BNSF Railroad and Ramsey County will need to be obtained to facilitate trail improvements within portions of the BNSF corridor including underpasses at County Road E and Highway 61.

SEGMENT 4: FUTURE EXTENSION SEGMENT

Property acquisition for this segment will be determined as a part of future preliminary engineering efforts beginning in 2021.

1. 7. CONCLUSION

This master plan amendment is written to fulfill the requirements of the Metropolitan Council for regional linking trails as outlined in the 2040 Regional Parks and Trails Policy Plan. The trial will be constructed in segments and key aspects impacting the final trail's alignment and design are the relationship between the trail and the proposed Rush Line BRT project and the viability of routing options between White Bear Avenue and County Road J. Future planning efforts will determine the final location and construction timeline necessary to complete the trail in its entirety through Ramsey County.

2. PLANNING FRAMEWORK

2. 1. OVERVIEW

The Bruce Vento Trail is a seven-mile multi-use trail from downtown Saint Paul to Buerkle Road in Maplewood and is part of a planned thirteen-mile trail that will extend an additional six miles from its current terminus at Buerkle Road to County Road J/the Ramsey County line with Washington County. The purpose of the Bruce Vento Trail Master Plan Amendment is to guide the development, preservation, management, and improvement of the Bruce Vento Trail under the jurisdiction of Ramsey County. The entire extent of the future trail once built will bisect Ramsey County from Kellogg Boulevard in Downtown Saint Paul to County Road J at the border of Ramsey and Washington County in White Bear Township. The extent of Bruce Vento Trail and its context within the Twin Cities metro area is shown in Figure 2.

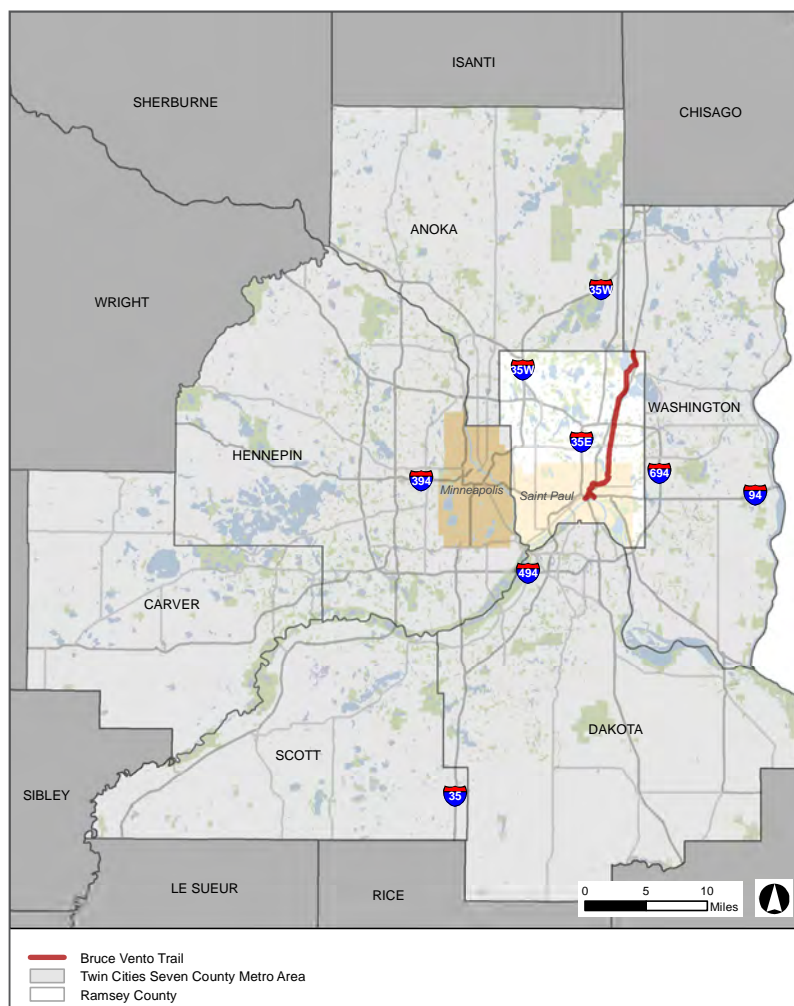


Figure 2. Location of Bruce Vento Trail Within the 7-County Metropolitan Area

This Master Plan Amendment replaces and updates the 1993 Ramsey County Master Plan for Burlington Northern Regional Trail Corridor. The length of trail which is covered by this Master Plan Amendment is the northern section of the trail under Ramsey County Parks and Recreation jurisdiction, which extends from Larpenteur Avenue to the border of Washington County at County Road J. The segment of Bruce Vento Trail south of Larpenteur Avenue is under the jurisdiction of the City of Saint Paul and discussion of this segment is included only for reference - no proposals are made for the trail south of Larpenteur Avenue. This Master Plan Amendment is written to fulfill the requirements of the Metropolitan Council for regional linking trails for as outlined in the 2040 Regional Parks Policy Plan and the expectations set in the 2018 Ramsey County Parks and Recreation System Plan, included as Appendix C.

2. 2. HISTORY

Before it became the Bruce Vento Trail, the corridor was once 7 miles of a railroad that linked the cities of Saint Paul and Duluth, Minnesota. Originally laid in 1870, the rail line eventually came to be owned by Burlington Northern as part of the Burlington Northern Corridor/Phalen Creek Line in 1970. By 1986, the southern portion of the railway – from Kellogg Bridge in Saint Paul to Beam Avenue in Maplewood - was abandoned and track was removed by Burlington Northern. In 1992 the right-of-way of this section was purchased by Ramsey County Regional Railroad Authority and was designated as a regional recreational trail with potential future use as a light rail transit line. The City of Saint Paul, Ramsey County, and the Ramsey County Regional Railroad Authority agreed to a joint powers agreement for development and operation of the future trail.

1993 MASTER PLAN FOR BURLINGTON NORTHERN REGIONAL TRAIL CORRIDOR

In 1993 Ramsey County Parks and Recreation published its Master Plan for Burlington Northern Regional Trail Corridor. The extents of the 1993 Master Plan included the abandoned Kellogg Avenue to Beam Avenue section (approximately six miles of trail), as well as a plan for extending the trail to the Ramsey/Washington County line to the north. At the time, the existing railroad corridor north of Beam Avenue to the county line was still in operation. However, the 1993 Master Plan anticipated future abandonment of the northern railroad segment and thus included it in the document as a future alignment for the trail.

Through the 1990s, portions of the trail extent south of Beam Avenue were paved. It was designated the Bruce Vento trail in 2001 honoring Bruce Vento, a member of the US House of Representatives recognized for his environmental efforts. By 2005, the Phalen Boulevard segment was completed and paved creating the continuous seven-mile segment of the Bruce Vento Trail between Kellogg Avenue and Buerkle Road as it is known today. The remaining trail to the Washington County line/County Road J as envisioned remains unbuilt. The trail plan outlined in the 1993 Master Plan is updated and revised in this Master Plan Amendment.

This Master Plan Amendment document covers the portion of trail under Ramsey County Parks and Recreation jurisdiction and includes references to the Saint Paul segment only for reference. The trail is divided between jurisdictions at Larpenteur Avenue. Between the trailhead at Bruce Vento Nature Sanctuary in Downtown Saint Paul and Larpenteur Avenue in Maplewood, the trail is operated and maintained by Saint Paul. Between Larpenteur Avenue and County Road J/the Washington County Line in White Bear Township, the trail is owned and operated by Ramsey County Parks and Recreation. This Master Plan Amendment updates the 1993 Master Plan for the Ramsey County Parks and Recreation owned and operated section of the trail.



Figure 3. Historical Image of the Burlington Northern Railroad Station in Maplewood, MN¹

¹ Historical image from the City of Maplewood website, accessed 11/6/2019 <https://maplewoodmn.gov/1695/Bruce-Vento-Trail>

CONNECTION TO RUSH LINE BRT

Since the completion of the Bruce Vento Trail to Buerkle Road, there have been new developments which could alter the trail's current location. The 7-mile segment of the Ramsey County Parks and Recreation-controlled rail right-of-way from Johnson Parkway in Saint Paul to Beam Avenue in Maplewood has for years been open for potential transit use. Early planning efforts identified this corridor as a possible light rail transit (LRT) route, but further studies determined bus rapid transit (BRT) as the preferred and most effective transit mode to provide for the transportation needs of northern Ramsey County communities. An Environmental Assessment phase with advancement to approximately 25% Preliminary Design is currently underway to evaluate the Rush Line BRT Line, which will extend from Union Depot in downtown Saint Paul 14 miles north to downtown White Bear Lake. This environmental assessment is expected to be completed by early 2021.

In the Ramsey County Parks and Recreation rail right-of-way, the BRT guideway will be co-located with a reconstructed Bruce Vento Trail. As a part of Environmental Assessment effort, a design guide is being developed as a planning tool for comprehensively designing the corridor's improvements. It is informed through in-depth community and stakeholder input including a visioning workshop, numerous events on the Bruce Vento Trail, and through informational mailings and online surveys. The design guide area extends from the Arcade Street station on the south to the Buerkle Road station on the north, the extent of trail which will be realigned as part of the Rush Line BRT project. While the final alignment of this portion of the Bruce Vento Trail will remain in approximately the same location as the current trail, the construction of Rush Line will alter the specific position and access points of the Bruce Vento Trail.

Figure 4 shows a preliminary section perspective of the Rush Line guideway and the Bruce Vento Trail. The Rush Line's Ramsey County Rail Right-of-Way Design Guide and plan sheets from the Rush Line BRT Environmental Assessment phase illustrating the current alignment and configuration of the trail and BRT is included as Appendix E.

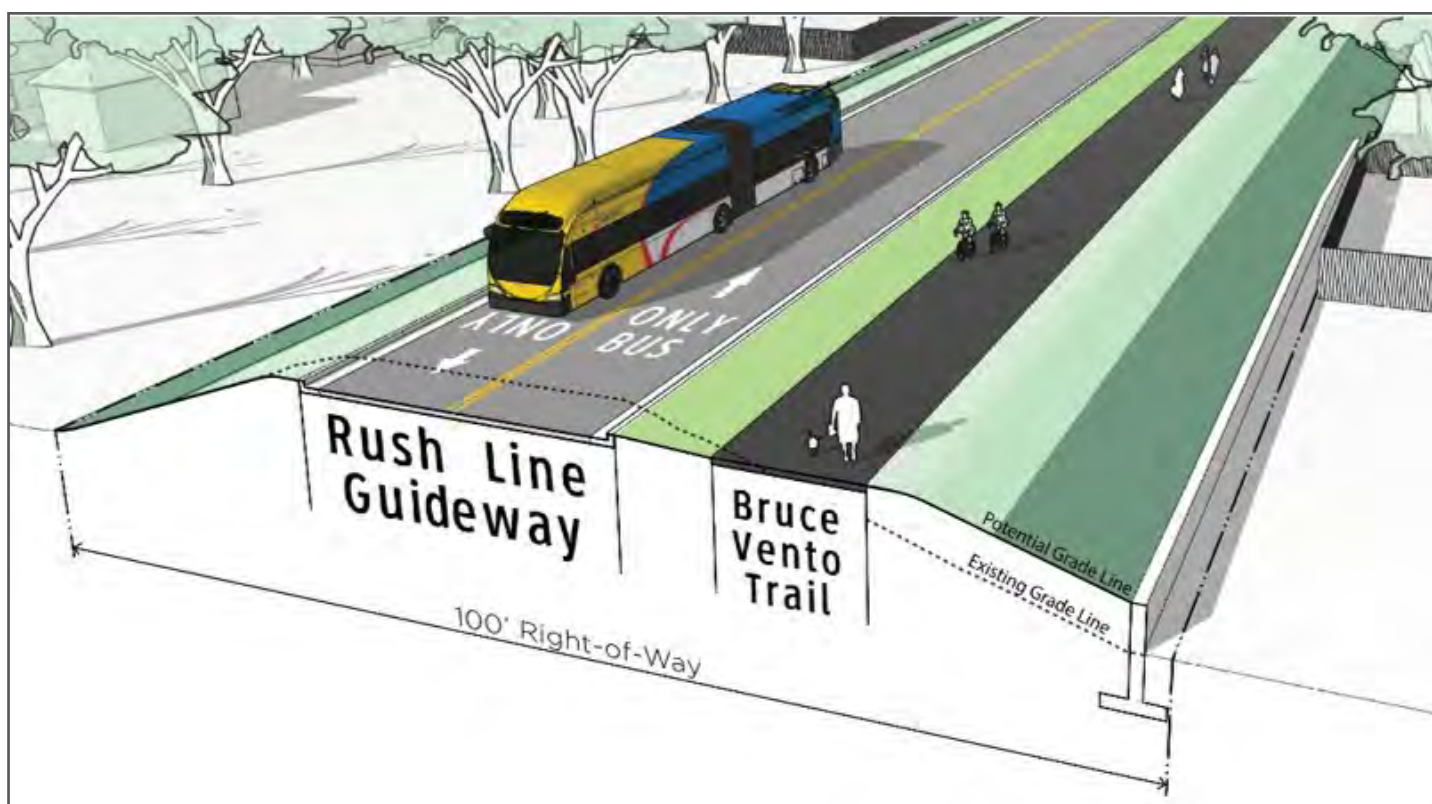


Figure 4. Section Perspective of a Typical Segment of the Rush Line BRT Guideway and Bruce Vento Trail Within the Ramsey County Rail Right-of-Way

TRAIL SEGMENTS OVERVIEW

For the purposes of this Master Plan, the trail is divided into six segments:

- Segments under Saint Paul jurisdiction:
 - Segment 1: Downtown Saint Paul to Arcade Street - Built trail, included for reference but no modifications are proposed.
 - Segment 2A: Arcade Street to Larpenteur Avenue - Built trail, also included for reference, but modifications are proposed as part of Rush Line BRT.
- Segments under Ramsey County Parks and Recreation jurisdiction:
 - Segment 2B: Larpenteur Avenue to Buerkle Road - Built trail to be realigned as part of Rush Line BRT.
 - Segment 3: Buerkle Road to Whitaker Street - Trail currently under design and anticipated to be constructed in 2024 or 2025 pending solicitation of federal funds.
 - Segment 2C: Whitaker Street to White Bear Avenue - Future trail construction anticipated to be completed as part of Rush Line BRT.
 - Segment 4: White Bear Avenue to County Road J - Northern extension alignment for future construction.

These above segments are shown in Figure 5. The scope of this Master Plan includes only the segments that are operated and maintained by Ramsey County Parks and Recreation, starting at Larpenteur Avenue and north to County Road J, Segments 2B, 3, 2C, and 4. The trail between Downtown Saint Paul and Larpenteur Avenue is under the jurisdiction of the City Saint Paul and discussion of these segments is provided for reference only. The segments which will be designed and constructed as part of the Rush Line BRT project (further detailed in Section 2. 4. 1) are labeled as segments 2A, 2B, and 2C.

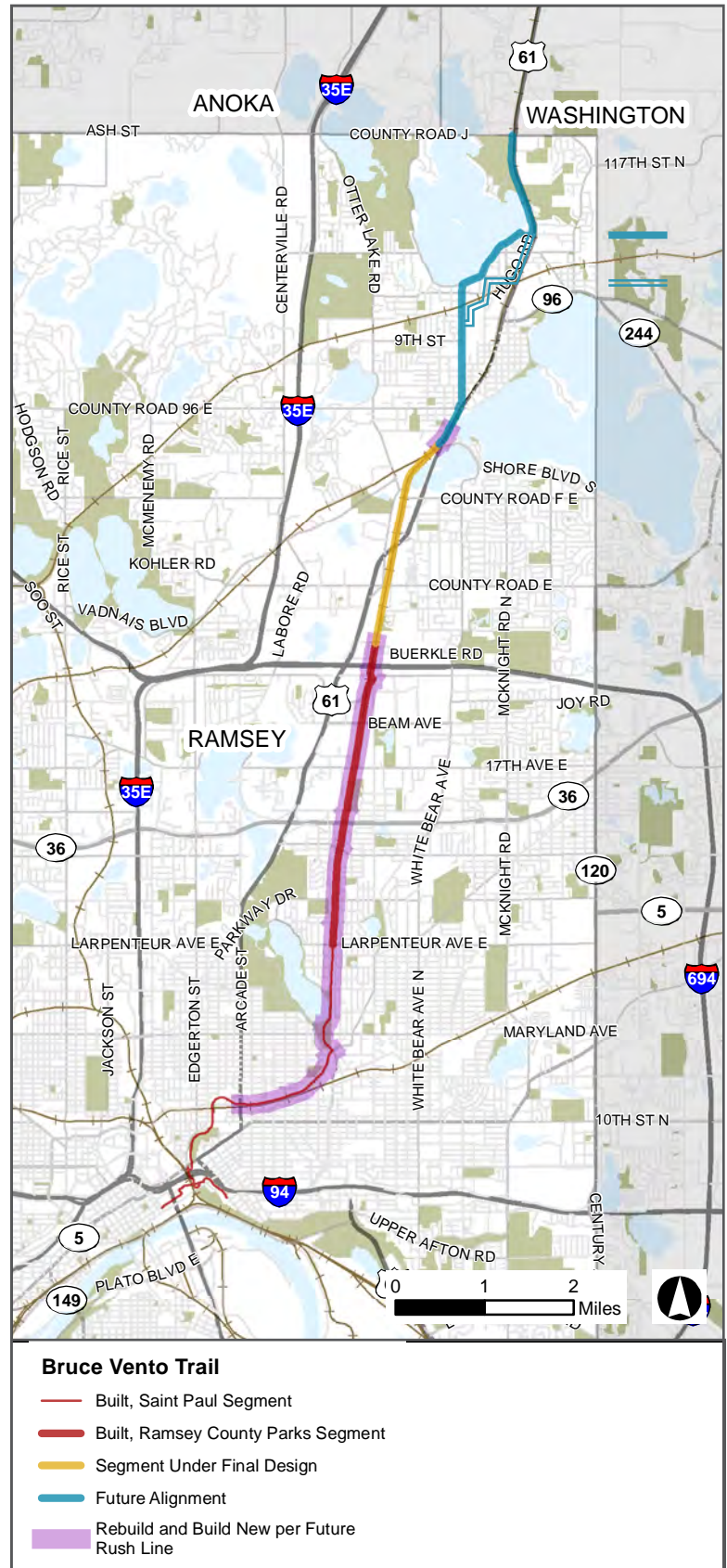


Figure 5. Bruce Vento Trail Segment Status

2. 3. PUBLIC ENGAGEMENT AND MUNICIPAL SUPPORT

Public, stakeholder, and agency engagement for the Bruce Vento Trail occurred over the development of multiple projects and planning studies over the course of several years. The sections below summarize the engagement events conducted. In general, the County's approach to public engagement focused on the following guiding principles:

- Direct engagement of the diverse communities living in the corridor
- Direct engagement with property owners that abut the existing and proposed Bruce Vento Trail corridor
- Direct engagement with businesses that abut the existing and proposed Bruce Vento Trail corridor

To achieve the public engagement goals, the project team actively reached out to the following communities:

- Hmong people (primarily living in Saint Paul and Maplewood)
- Latino people (primarily living in Saint Paul)
- People of color
- Public housing residents
- Senior housing residents
- Trail users (commuters and recreational)
- Residents in White Bear Lake, White Bear Township, Maplewood, Vadnais Heights and Gem Lake
- Businesses along the corridor
- Residential property owners along the corridor.

ENGAGEMENT RELATED TO RUSH LINE BRT

Segments 2B, 2C and 3 of the trail corridor directly coincide with the Rush Line BRT corridor which conducted public engagement activities during the same period as the Bruce Vento Trail masterplan amendment preparation. The Bruce Vento Trail project team coordinated engagement activities with Rush Line project staff to develop traditional engagement methods as well as methods tailored to each unique group above in the segments that overlapped between projects. The project team has strived to connect with underrepresented communities living and working near the trail corridor. Underrepresented communities are those whose input has been disproportionately unheard in public decision making, including people of color, people with disabilities and people with low incomes. The project team developed and prioritized events to attend using the following criteria:

- Equity
- Inclusivity
- Maximizing voices heard
- Geographic representation



Figure 6. Ramsey County Rail Right-of-Way Design Guide "Tuesdays on the Trail" Event, June 2019

Public engagement activities were completed with the Rush Line BRT project in coordination with Ramsey County Parks and Recreation at different intervals dependent on project location throughout the regional trail corridor.

- Rush Line BRT/Ramsey County Parks and Recreation coordinated engagement: Segments 2B, 2C, 3.
 - Rush Line BRT Group
 - Bruce Vento Project Team – (Ramsey County Parks and Recreation, Ramsey County Public Works, Vadnais Heights, White Bear Lake, White Bear Township)
- Ramsey County Parks and Recreation: Segments 3 and 4.
 - Bruce Vento Project Team - (Ramsey County Parks and Recreation, Ramsey County Public Works, Vadnais Heights, White Bear Lake, White Bear Township)
- During the summer of 2019, Ramsey County Public Works and Ramsey County Parks and Recreation performed engagement activities to develop a visioning framework to guide the design of the Ramsey County rail right-of-way corridor which considered both the Rush Line BRT and the Bruce Vento Trail facilities. Tools used included a virtual tour of the Ramsey County Rail Right-of-Way area and a visual preference survey addressing elements such as trail/BRT separation, grade separation, landscaping, stormwater treatment, fencing, buffer/screening, trail lighting, trailhead, and amenities.
- Direct engagement outcomes provided feedback for site and infrastructure design elements, and site amenities for the regional trail within the Rush Line BRT corridor and other areas throughout the regional trail corridor. Redevelopment of the section of regional trail within the Rush Line BRT corridor will be implemented with the construction of Rush Line BRT infrastructure. Specific engagement activities and techniques designed to reach underrepresented communities included:
 - Tuesdays on the Trail pop-up informational meetings targeting trail users
 - Pop-up meetings at Hmong Village Shopping Center targeting the Hmong community
 - Input from the Rush Line Community Advisory Committee whose members reflect the diverse communities along the corridor
 - Participation at the Dragon Festival at Phalen Regional Park
 - Participation at the Fiesta Latina hosted by Comunidades Latinas Unidas en Servicio
 - On-line survey (publicized at engagement events)
 - Direct mailings to property owners with Hmong surnames to introduce the project and solicit input
 - Interpreters in Hmong and Spanish at public events

The information gathered from this outreach provided the foundation for the development of the Ramsey County Rail Right-of-Way Design Guide document, which includes general to detailed design treatment objectives for both BRT and trail facilities. The 2020 Rush Line BRT Ramsey County Rail Right-of-Way Design Guide can be found in Appendix G.

WHAT WE HEARD FROM ENGAGEMENT ACTIVITIES

The engagement activities outlined above resulted in a number of comments and themes which generally resonated with most of the diverse populations that participated in the engagement. Demographic information collection was limited at meetings however underrepresented communities did participate in engagement. The following is a summary





of findings from these engagement efforts which are incorporated into this master plan amendment:

- Prioritizing safety and security along the trail, particularly in locations where the trail is co-located with Rush Line BRT or with BNSF right-of-way.
- Support to maintain the natural character of the corridor (segments 2B, 3) including preservation of tree canopy and use of landscaping to provide as much separation from BRT as possible.
- Utilizing BNSF right-of-way and existing crossing structures (such as underpasses and crossing locations) to reduce the impact where feasible of realigned trail facilities (Segment 3).
- Support for the advantages provided by connecting

communities in northern Ramsey County to Saint Paul, both through a multimodal trail and through its connection with Rush Line BRT.

- Inclusion of screening fencing to both retain the natural character of the corridor and provide a buffer/screen to adjacent residential properties (Segments 2B,3).

HOW ENGAGEMENT WE'VE HEARD CHANGED THE MASTERPLAN

Engagement activities were designed to reach out to the underrepresented communities as noted above. Input received as a part of the engagement activities is reflected throughout the masterplan amendment. Demographic information collection was limited at meetings however underrepresented communities did participate in engagement. The following highlight some key refinements based on public engagement feedback:

- Trail/BRT guideway separation: several thousand feet of planned trail reconstruction adjacent to the Rush Line BRT guideway has been realigned to provide additional separation between the two facilities. Final design to consider safety fencing in selected locations between the trail and BRT facility.
- Weaver Elementary School: trail alignment shifted closer to school property to minimize loss of existing mature vegetation, Vento Trail to connect to proposed BRT trail underpass to provide safe connection for students and public accessing the Vento Trail from the west.
- Trail amenities: Masterplan includes provisions for trail amenities at regular intervals including trash and recycling receptacles, drinking fountains, informational kiosks and benches.
- Trailhead locations: Masterplan includes potential trailhead locations with potential for parking, benches, bicycle repair, wayfinding. Trailhead opportunities are typically joint-use with Rush Line, the cities of Maplewood, White Bear Lake and White Bear Township.
- Harvest Park, Maplewood – Masterplan includes potential to construct the trail alignment within Harvest Park boundary to minimize loss of trees and to serve park patrons as well as through trail traffic. Harvest Park includes potential trailhead facilities as well.
- Downtown White Bear Lake: Masterplan includes trail alignment shift from the rail corridor to Bald Eagle Boulevard based on input from businesses, public officials, BNSF railway and the community at large.

RAILROAD ENGAGEMENT

The proposed trail alignment is adjacent to the existing BNSF Railway-owned railroad for the entire length of Segment 3 and approximately half the length of Segment 4. Ramsey County Parks and Recreation initiated meetings with BNSF Railway and Minnesota Commercial Railway representatives to discuss project issues given the proximity of the proposed Bruce Vento Trail to the railroad corridor. The first set of railroad engagement meetings were held from 2014 to 2016 as part of the preliminary design study. As part of later

design meetings, four more meetings occurred with representatives of Ramsey County Public Works, Ramsey County Parks and Recreation, BNSF Railway and Minnesota Commercial Railway in 2018 and 2019.

Discussion topics and key takeaways from these meetings included:

- An understanding of the railroad's concerns and requirements for improvements adjacent to or within railroad property.
- Potential opportunities to close an existing roadway crossing south of White Bear Avenue and make improvements to an existing pedestrian crossing at Whitaker Street. No new at-grade or grade-separated crossings are proposed as part of either the Bruce Vento Trail or Rush Line projects.
- Constructing trail improvements within the railroad property will be considered where feasible alternatives do not exist and when it is possible to maintain minimum of 50 feet of separation from track centerline. Trail within BNSF right of way will need to include safety/security fencing to keep trail users away from track.
- For deterring trail users from encroaching into the railroad property, including a fence in the trail project between the trail and railroad was strongly encouraged by railroad representatives.
- Trail alignment under the County Road E and Highway 61 bridges will occur within the railway right-of-way and should be located a minimum of 50 feet from the existing track centerline.
- Segment 3 plans will be provided to railroad representatives at design milestones for review and approval of proposed trail elements within BNSF right of way.
- Discussion of potential trail alignments adjacent to the BNSF track through downtown White Bear Lake (Segment 4) concluded that inadequate separation could be achieved to allow a trail within BNSF right-of-way north of County Road J.
- The trail located with railway right-of-way would be by permit instead of acquisition of easement.

BRUCE VENTO TRAIL PUBLIC ENGAGEMENT

While Segments 3 and 4 are separated into different design projects, engagement events were held in order to facilitate public input on both the current design project (Segment 3) and the future northern alignment to County Road J (Segment 4). Engagement events occurred prior to the identification of Rush Line BRT station areas, and included discussion of trail alignments between Buerkle Road and Highway 96. Ramsey County Parks and Recreation held two initial public open houses for the trail extension north of Buerkle Road alignment of Bruce Vento Trail on May 18, 2016 and May 25, 2016. The public meetings offered and opportunity for residents and other stakeholders to provide input on the proposed alignments and design considerations related to a future extension of the Bruce Vento Trail. A combined total of 55 residents and stakeholders attended the two open house events.

When it became clear that the future Bruce Vento Trail could not be constructed in railroad right-of-way due to the continued operation of BNSF rail north of Buerkle road, engagement events were held to further refine alternative options for getting the trail to County Road J on alternative corridors. In 2018, Ramsey County Parks and Recreation initiated a planning study to refine alternative regional trail alignment corridors outside of the right-of-way and provide a basis for this Master Plan document. This second study was specific to the trail between Highway 96 and County Road J (Segment 4) and included two engagement meetings on October 4, 2018 and October 25, 2018.

The alignment of the future trail segment was further refined following the two rounds of 2018 engagement. Over the following year, the concept was further narrowed down to a single alignment following an additional open house in November 2019. The comments received in the final open house informed and ultimately selected the preferred alignment, with two potential alternative alignments, for the Bruce Vento Trail. A list of comments received and images of engagement materials from all five of these events are included in Appendix F. In addition to feedback received at open house events, Ramsey County Parks and Recreation also met with individual homeowners and commercial companies to discuss the trail alignment between Buerkle Road and County Road E.

General takeaways from these events and meetings included:

- 2016 events:
 - General support for trail design and proposed links to existing and proposed trails (Lake Links, Hwy 96 South Lake Shore, County Road E).
 - Overall connection for northern Ramsey County communities to the greater Saint Paul area was frequently mentioned as an advantage.
- 2018 events:
 - Relation of Bruce Vento Trail to downtown White Bear Lake was important.
 -
 - Flexible trail use was important to balance multiple modes in one area.
- 2019 events:
 - General support for the trail alignment and design by most.
 - Some concerns by avid bicyclists about the north segment trail routing through residential neighborhoods and not along Highway 61.
 - Ski club members concerned with maintaining trail access and loss of on-street parking along Hoffman Road during summer shows and events on Goose Lake.



INTERAGENCY COORDINATION

Ramsey County staff maintains working relationships with public agencies with jurisdiction over the trail corridor including the Cities of Saint Paul, Maplewood, White Bear Lake, Vadnais Heights and White Bear Township. Planning activities related to the trail corridor are communicated with the appropriate agency staff for input and feedback. Ramsey County also coordinates with the Minnesota Department of Natural Resources relative to the intersection of the Gateway Trail and Bruce Vento Trail in Maplewood and watershed organizations with jurisdiction over construction activities.

As a part of the development and refinement of plans for Segment 3 Ramsey County convened a Project Management Team which consisted of representatives from the City of White Bear Lake, White Bear Township, Vadnais Heights, BNSF railroad and Ramsey County Public Works and Rush Line leadership. This group provided feedback and direction on plan alignment alternatives, typical section details and identified planned local projects for consideration in the design of Segment 3 of the trail. Ramsey County staff were also members of the Rush Line Project Management Team, participating in decision-making on Rush Line issues, specifically those that required coordination with the Bruce Vento Trail planning and design.

2. 4. EXISTING CONDITIONS

The BNSF railroad right of way occupied by Bruce Vento Trail varies in width from 60 to 150 feet. In the built and future Rush Line BRT segments the paved trail is 12 feet in width. Adjacent amenities typically include benches and trash and recycling receptacles, as well as wayfinding and informational signage. In a few locations where the trail intersects with other trail facilities, there are bicycle repair stations and other special use facilities. The trail passes through a variety of areas, each with a different character depending on the land use of the adjacent property. It varies from a narrow industrial corridor on the east side of Saint Paul to a wider, more natural corridor in suburban sections.

The following sections outline the existing conditions of the Bruce Vento Trail by segment. An overall map of the trail is in Figure 5. As Segments 1 and 2A are under the jurisdiction of the City of Saint Paul, they are not included in discussion of this section except for where 2A will be reconstructed as part of Rush Line BRT.

SEGMENTS 2B AND 2C: SEGMENTS TO BE CONSTRUCTED BY RUSH LINE BRT

Segments 2A, 2B, and 2C are all segments of the trail that will be reconstructed or built new as part of Rush Line BRT. Segment 2A between Arcade Street and Larpenteur Avenue is under the jurisdiction of Saint Paul and is only included for reference. Segment 2B extends from Larpenteur Avenue through Buerkle Road. Both Segments 2A and 2B already have a completed, existing multi-use trail but will be realigned and reconstructed as part of the Rush Line BRT project. Segment 2C is farther north, from Whitaker Street to White Bear Avenue. This segment is not yet built and will be constructed as part of one of the future station areas included in Rush Line BRT. For these segments, the design and alignment of the trail is determined by the 2020 Rush Line BRT Ramsey County Rail Right-of-Way Design Guide, included in Appendix G. Final design for these segments is to be completed with the Rush Line design and construction schedule.

The following maps and images show what these existing trail segments look like today. A summary of the proposed changes to these trail segments under Rush Line BRT are included in Section 2.1.

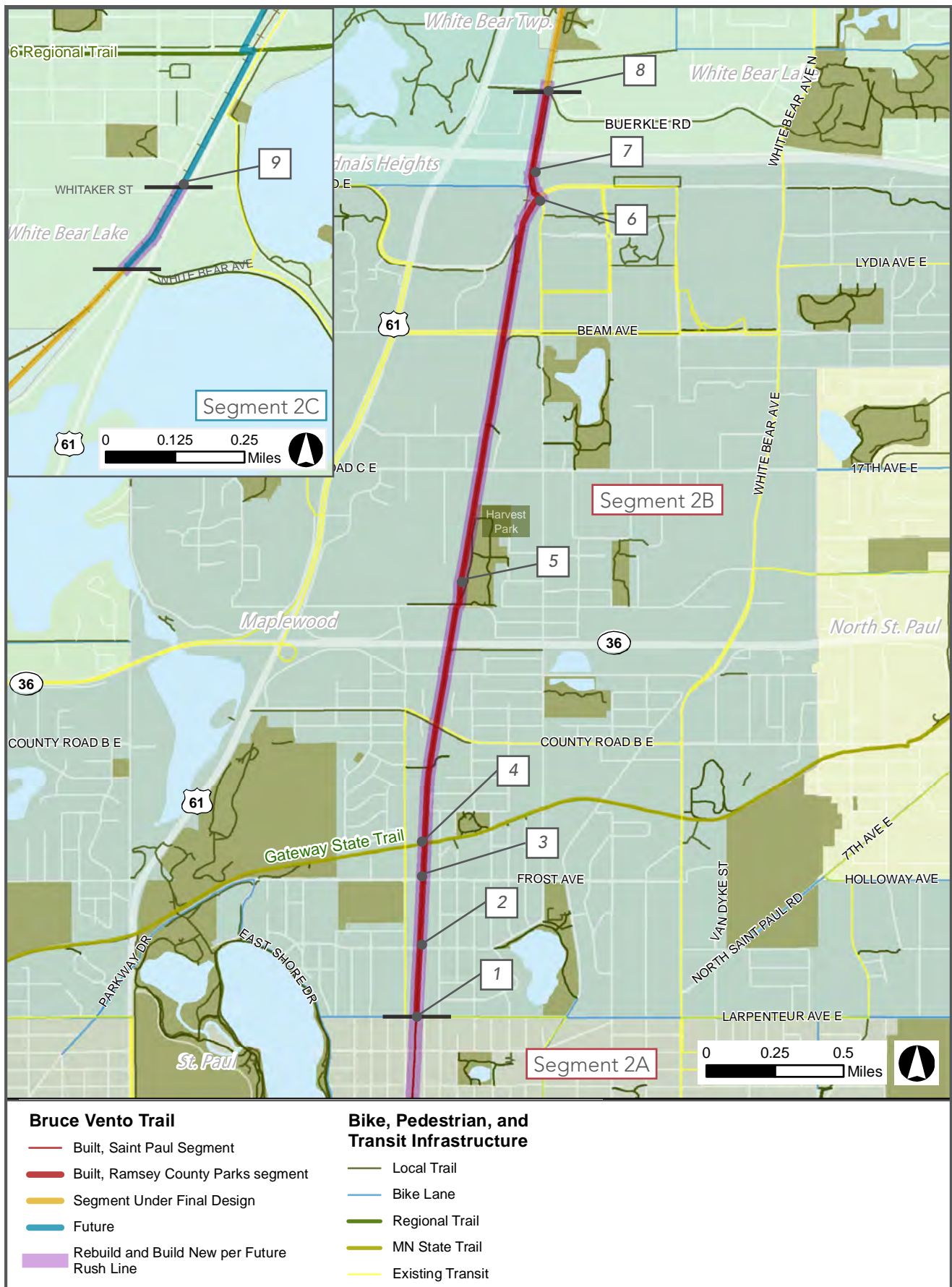


Figure 7. Segment 2B, Larpenteur Avenue to Buerkle Road; and Segment 2C, White Bear Avenue to Whitaker Street



1 Trail crossing of Larpenteur Avenue, which delineates the Saint Paul segment from the Ramsey County segment.



4 Trail signage and bicycle repair facilities at the intersection with Gateway State Trail.



7 As the trail approaches its terminus at Buerkle Road the character becomes less wooded.



2 Trail signage with Ramsey County wayfinding standards.



5 Informational signage and bench along the trail at Harvest Park.



8 Existing trail terminus at Buerkle Road.



3 The typical character for this segment of trail is residential, flat, and wooded.



6 Trail crossing at County Road D/ Hazlewood Street.



9 Intersection of Whitaker Street and Highway 61.



SEGMENT 3: CURRENT DESIGN PROJECT

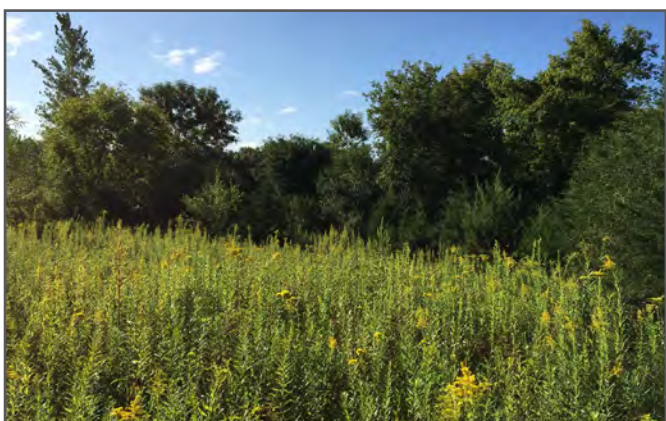
Segment 3 is currently under design and will extend the trail from Buerkle Road to White Bear Avenue, essentially spanning the gap between the two Rush Line segments. This 2.7-mile extension will utilize City of White Bear Lake property, Ramsey County Public Works Property and BNSF railroad right-of-way to provide a trail where there are no current trail facilities. A map of this segment is to the left, along with existing conditions images, below. The plans for this section are described in Section 2.2 of this Master Plan.



1 Vegetation and greenery adjacent to the BNSF right-of-way.



3 Highway 61 bridge crossing over BNSF right-of-way.



2 Typical character of BNSF right-of-way.



4 Existing conditions along Hoffman Road.



5 Existing conditions along Hoffman Road near Goose Lake.

SEGMENT 4: FUTURE NORTHERN EXTENSION SEGMENT

After the Rush Line BRT realignment at Whitaker Street, the Bruce Vento Trail will travel north through White Bear Lake and White Bear Township to the Ramsey County/Washington County line at County Road J. Because the original trail alignment considered sharing the right-of-way with active railroad service, two feasibility studies for the northern extension starting at Highway 96 were conducted by Ramsey County, the first in 2016 and the second in 2018. The goal of the studies were to determine an alternative trail alignment outside of railway right-of-way. Initially there were multiple alignments under consideration determined by the first feasibility study, which are shown in Figure 9.

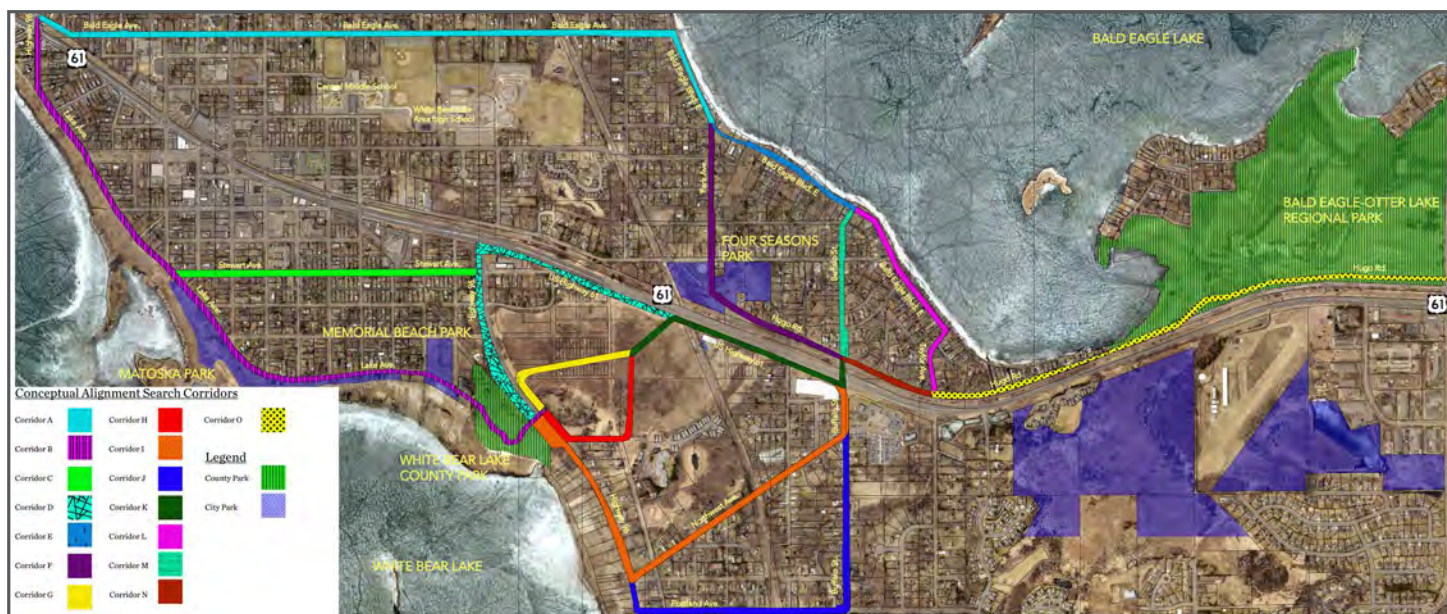


Figure 9. Northern Extension Potential Alignments from the 2017 Study

Based on public engagement comments and coordination with other agencies, the multiple alignments shown in the figure above were narrowed down to three main options for the Bruce Vento Trail in the later feasibility study. They are shown in Figure 10, with justification for the selection of Route 1 as the preferred route below:

- Route 1: Route 1 was identified as the preferred route through the downtown area for connection to Hugo Road. The route would extend along Bald Eagle Avenue to Bald Eagle Boulevard to either Taylor Avenue or Buffalo Street and make connection to Hugo Road to reach County Road J. Buffalo Street could be considered as alternative trail corridors for connection onto Hugo Road depending one-way consideration of Bald Eagle Boulevard. In the event Bald Eagle Boulevard is not feasible, an alternate sub route utilizing White Bear Schools property, Division Avenue, and Park Avenue can be utilized to connect the trail from Bald Eagle Avenue to Hugo Road.
 - Scored the highest in the routes survey at the November 19, 2019 community meeting.
 - Provided the most appealing trail alignment and atmosphere for a regional trail.
 - Less turns.
 - Good connections to the High School.
 - High quality viewing to Bald Eagle Lake.
 - Potential partnership/coordination with the White Bear Lake and Ramsey County Public Works for railway crossing improvements.
 - White Bear Lake desire to incorporate trail connections from Bald Eagle Avenue to downtown area.
 - Sections of Bald Eagle Boulevard should be reviewed for possible 1-way road configuration east of Bald Eagle Avenue.

- Could provide long-term trail loops between Bruce Vento Trail and Lakes Link Regional Trail. This would require partnership for potential city connections to create this loop.
- Route 2 and 3: Both routes were not favored due to the amount of turns through the residential areas for connection into either Division Avenue or Long Avenue. It was anticipated this route may be confusing to users of the regional trail corridor.
 - Scored the lowest at the November 19, 2019 community meeting.
 - Does not provide high quality trail use and atmosphere for a regional trail.
 - Does not fit into overall regional trail context for planning alignment routes.
 - High amount of turns.
 - Get you closer to downtown area.
 - Potential impact with existing road right-of way and public infrastructure.

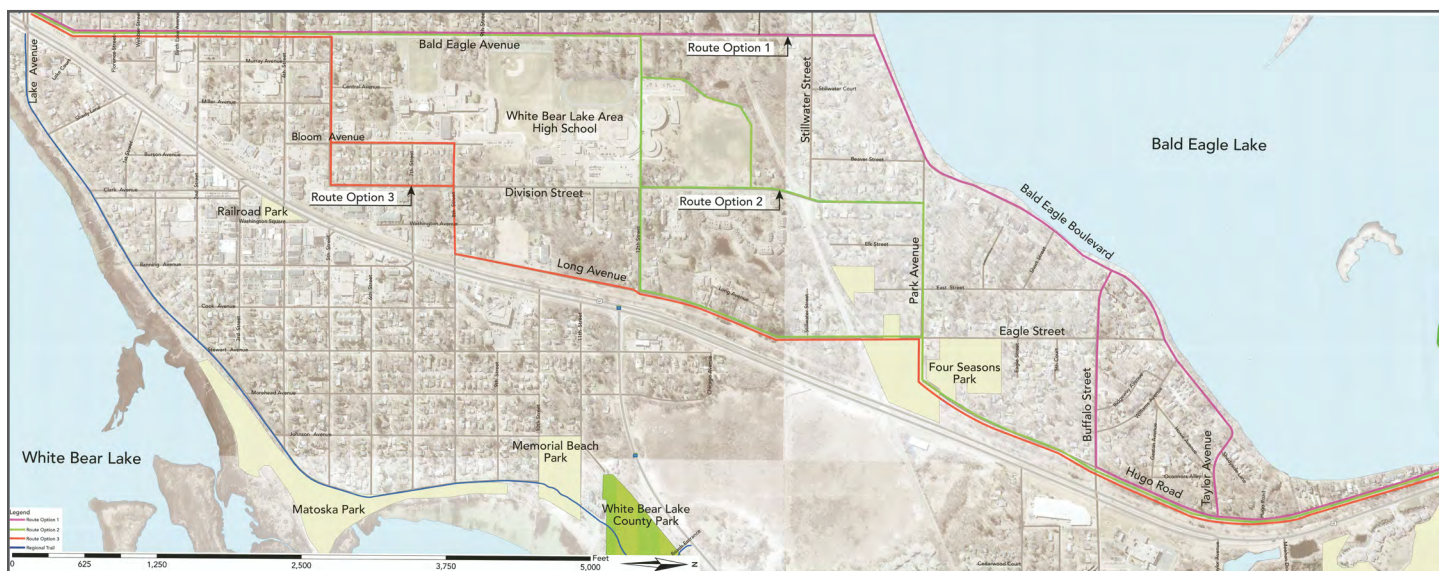


Figure 10. Three Route Options from the 2019 Community Meeting

Section 2.3 provides more detail on the specific plan for this segment, based on the findings of the feasibility study. Route 1 is the preferred route that is shown but may be altered in the future due to continued studies in downtown White Bear Lake for potential long-term development of the school, Rush Line BRT project, and surrounding business development on Long Avenue. Investigations are anticipated to be completed over the summer of 2020 which will determine the impact of these studies on the Bruce Vento Trail northern extension alignment and provide a basis for an alternative to the preferred route or a reevaluation of the proposed alignment.

A map showing existing conditions in the northern extension feasibility study area and the preferred alignment is shown in Figure 11, with existing conditions images following.



Figure 11. Segment 4, Whitaker Street to County Road J



1 Cul-de-sac at the southern end of Bald Eagle Avenue facing the intersection of Highway 61/County 96.



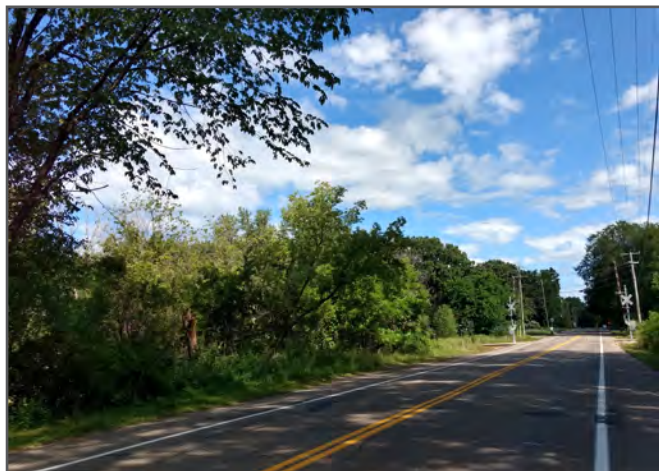
4 No shoulders or separated facilities exist along the narrow stretches of Bald Eagle Boulevard.



2 Parking and pedestrian facilities along Bald Eagle Avenue.



5 Existing conditions of Hugo Road.



3 The shoulder along Bald Eagle Avenue narrows as the road extends north.

2. 5. EQUITY ANALYSIS & DEMAND FORECAST

Metropolitan Council adopted equity as one of the outcomes of the Thrive MSP 2040, stating that it “connects all residents to opportunity and creates visible housing, transportation, and recreation options for people of all races, ethnicities, incomes, and abilities so that communities share the opportunities and challenges of growth and change.”² In order to fulfill the requirements of the Metropolitan Council 2040 Regional Parks Policy Plan, the Bruce Vento Trail Master Plan Amendment must address the ways in which the proposed trail will strengthen equitable use of the Regional Park System. The Bruce Vento Trail is supportive of the following regional goals as set forth in this plan:

- Expanding the regional parks system to conserve, maintain, and connect natural resources identified as being of high quality or having regional importance.
 - The trail will directly benefit populations in multiple cities across Ramsey County, including Saint Paul, Maplewood, Gem Lake, Vadnais Heights, White Bear Township, and White Bear Lake. The trail will also connect to communities and trail facilities in Washington County, providing enhanced trail connections to communities across the metro area. Once the entire 13-mile trail is completed, it will fill a large gap in the Regional Bicycle Transportation Network (RBTN) as established by the Metropolitan Council, as well as provide separated facilities between Saint Paul and White Bear Lake, filling a gap in a largely urban portion of U.S. Bicycle Route 41 (USBR 41) between the cities of Saint Paul and Duluth, Minnesota.
 - The trail will provide a safe, efficient aesthetically pleasing, and fully accessible connection for underrepresented communities and communities of color between neighborhoods and natural areas including White Bear Lake, Bald Eagle Lake and Goose Lake which are currently not connected with trail infrastructure. The trail extension will provide expanded access to the natural environment , regional parks and points of interest for underrepresented communities in St. Paul and Maplewood as well.
 - The masterplan has identified numerous opportunities for connections between adjacent neighborhoods and the trail corridor to make use of the trail more accessible for the community.
- Providing a comprehensive regional park and trail system that preserves high-quality natural resources, increases climate resiliency, fosters healthy outcomes, connects communities, and enhances quality of life for the region.
 - The trail will expand the regional parks system to connect populations to natural resources and high-quality regional multimodal infrastructure. Further discussion of natural resources related to the trail is included in section 1.6. Bruce Vento Trail will serve as a new trail facility which will improve multimodal access throughout Ramsey County. Providing a multimodal trail encourages healthy transportation options, particularly in the area north of Buerkle Road where there are fewer separated bicycle and pedestrian facilities compared to more urban areas of the metro area.
 - The trail alignment traverses multiple natural areas and allows users to interact with the natural environment around them through use of the trail and thoughtfully located rest nodes designed to foster the connection to natural world within the limits of the County.
- Promoting expanded, multimodal access to regional parks, regional trails, and the transit network, where appropriate.
 - As the Bruce Vento Trail is highly integrated with the future Rush Line BRT, the trail will enhance connections for those who bicycle, walk, or roll to transit facilities enhancing connections across the Ramsey County community and quality of life for the region. Multiple opportunities exist for the partnership between Bruce Vento Trail and Rush Line BRT to be complementary facilities, including enhanced intersection crossings, protected pedestrian and bicycle infrastructure and shared parking lots.

2 <https://metro council.org/about-us/why-we-matter/Equity.aspx#:~:text=Equity%20is%20recognizing%20institutional%20and,PROMOTE%20EQUITY%20IN%20THE%20REGION>. Accessed 7/16/2020

- Strengthening equitable use of regional parks and trails by all our region's residents, such as across age, race, ethnicity, income, national origin, and ability.
 - Ensuring equitable use of the Bruce Vento Trail is a key component of this Master Plan Amendment. The trail will improve multimodal access between downtown Saint Paul and northern Ramsey County communities including Bald Eagle Regional Park in the northernmost extent of the masterplan boundary.. An analysis of populations that will be served by the trail is included in sections 1.5.2 and 1.5.3.

In addition to addressing regional goals set forth by Metropolitan Council, Bruce Vento Trail will fulfil specific equity goals set forth by Ramsey County. Ramsey County recognizes its role and responsibility in advancing racial and health equity within the county. The Ramsey County Racial Equity Policy specifically aims to advance racial equity by taking the following action, met by the Bruce Vento Trail: "apply an equity lens in all county programs, services, and decisions with an emphasis on transparency and inclusivity." The Bruce Vento Trail project included multiple rounds of community engagement in order to ensure that the future alignment of the trail will best meet the needs of the communities that it serves. Preliminary studies for Bruce Vento Trail also included identification of low-income and BIPOC populations within Ramsey County that will be served directly by the trail and the enhanced multimodal access to those communities that are more likely to not own a car. The trail will include links to local and regional park systems, in order to provide recreational access for residents whose mobility is limited by lack of vehicle ownership. The outcomes of engagement were accessible to the public and published on Ramsey County's website to generate transparency in the planning process.

HOW AND WHO DID WE ENGAGE

The Master Plan details populations and points of interest or concern that exist on or near the trail corridor. This includes income, economic, and demographic characteristics. The findings of this analysis are listed below along with the strategies and activities conducted to engage the diverse communities that live and work in the corridor:

- **Low-Income:** At its southern terminus, the trail passes through an area of concentrated poverty in northern Saint Paul and areas with lower median income than the areas in northern Ramsey County. The southerly limit of the influence area for this masterplan is the southern boundary of the City of Maplewood with St. Paul. Although Areas of Concentrated Poverty are greater than ½ mile from the southern trail terminus, input from this population has been incorporated into the masterplan details.
- **Youth:** Substantial concentrations of children live in White Bear Township, where 20% of residents are under the age of 15. Additionally, multiple schools are within three quarters miles of the trail – Willow Lane Elementary, White Bear Lake Area High School, White Bear Lake Area Middle School, Weaver Elementary, Frassati Catholic Academy, and Central Middle School. The engagement program included meetings with school administrators, principals and staff at most schools within the trail influence area. Location of trail within school property was discussed with Weaver Elementary and White Bear Lake High School/Middle School staff to better serve those facilities.
- **Elderly:** Significant populations of people over 65 live in northern Ramsey County in White Bear Lake and Maplewood. Several senior housing properties are within a half mile of the trail, including Walker Methodist Pioneer Manor, the Waters of White Bear Lake, Willow Wood Apartments, Ecumen Seasons at Maplewood, and Gracewood Senior Living. Engagement program included reaching out to these specific senior housing communities to inform them of the project and solicit input on design elements. Masterplan elements such as rest nodes, ADA accessibility and safety and security were noted as significant interests from the elderly community.
- **People of Color/BIPOC:** From downtown Saint Paul to the trail crossing of I-694, Bruce Vento Trail passes through multiple neighborhoods with greater than 30% non-white population. This includes significant Hmong populations in northern Saint Paul and Maplewood as well as Latino, Karen and African American populations. Specific engagement activities designed to reach people of color included:
 - Pop-up meetings at Hmong Village Shopping Center targeting the Hmong community and other retail establishments frequented by people of color in the community.

- Participation at ethnic festivals
- Directed informational and invitational mailings to property owners with Hmong surnames

DEMAND FORECAST

Park and trail usage in Ramsey County and the greater metropolitan area is growing. As of 2018, Bruce Vento Trail saw 279,560 visits³, which is expected to increase once the trail is fully built. The trail extension to the north of Buerkle Road to County Road J will add multiple trail connections to other Ramsey County Parks and Recreation facilities which will increase access and usage for multiple communities within Ramsey County and for other users of the regional bicycle network. Additionally, the Ramsey County 2040 Comprehensive Plan projects population growth out to 2040, which is shown in the table below. This growing population will be served by the enhanced transit and trail connectivity of the Bruce Vento Trail.

Table 2. Ramsey County Population Estimates

2010 Census	2020 Estimate	2040 Estimate
508,640	550,120	595,220 (Metropolitan Council estimate) 583,771 (Ramsey County estimate)

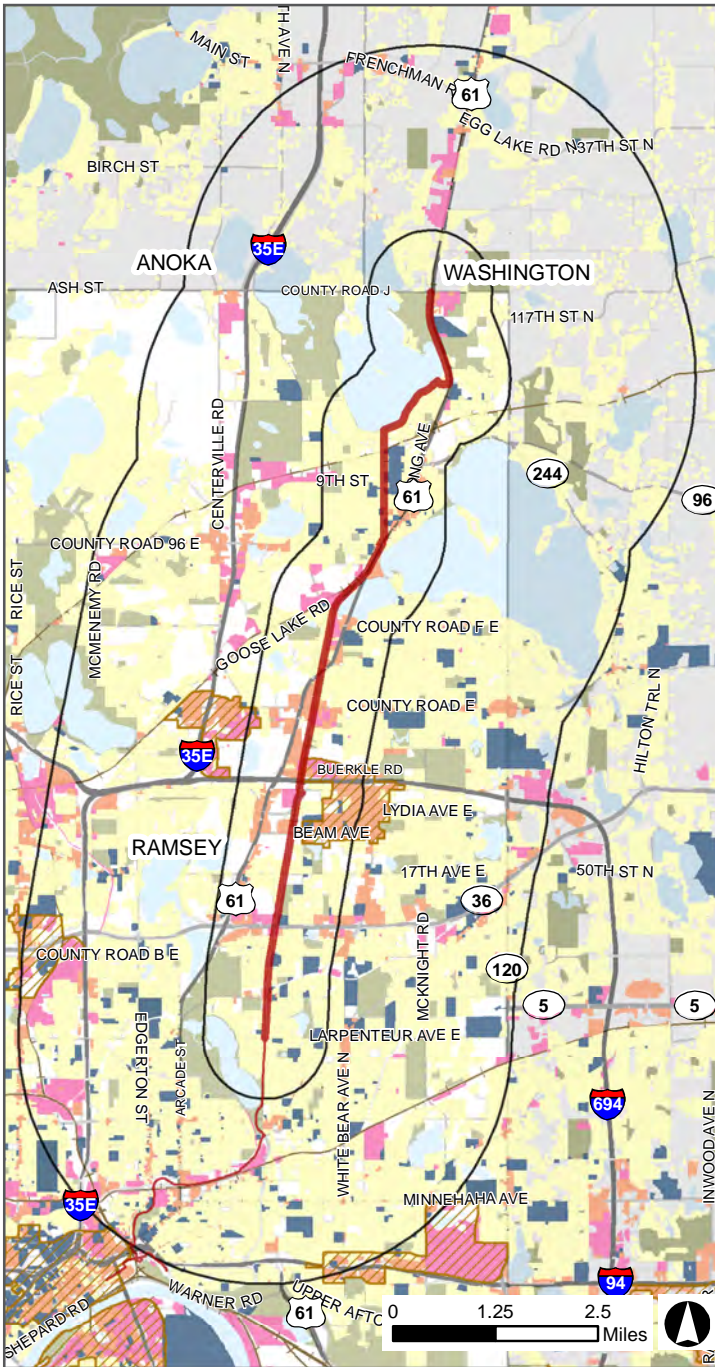
The 2040 Regional Parks Policy Plan established by the Metropolitan council provides an understanding of what population will most benefit from a trail: “1/2 of trail users live within a ¾ mile of a trail while ¾ of users live within 3 miles”. The sections below show the populations within a ¾-mile and 3-mile radius of the Bruce Vento Trail. These populations will receive the most direct benefit of the new trail connection provided by Bruce Vento Trail, alongside those regional trail users that will benefit from a new safe, separated trail throughout the RBTN and users that will benefit from the trail’s relationship with Rush Line BRT.

INCOME AND ECONOMIC CHARACTERISTICS

The Bruce Vento Regional Trail benefits people with low-incomes, minority populations, populations with disabilities, youth, and elders by providing a safe, multi-use trail between housing, shopping, schools, jobs, services, and transit facilities. Based on land use and the job and activity centers shown below in Figure 12, the trail corridor is primarily residential, with pockets of commercial and industrial developments at Frost Avenue, Highway 36, Highway 694, Buerkle Road, and near the Maplewood Mall area. Because the trail is directly linked to Rush Line BRT, the trail will provide enhanced transit access to communities and businesses in these job centers, as well as to the residential areas to the north and south.

In Saint Paul, the existing trail already passes through a large job and activity center, as well as a large Area of Concentrated Poverty. The income in the area of the trail in Ramsey County is typically between \$50,000 and \$75,000, 50-75% of the area median income for the Twin Cities metropolitan area, shown in Figure 13. In White Bear Lake, the trail corridor includes median income slightly higher than Saint Paul. The Bruce Vento Trail will enhance access for communities of low-income in Saint Paul with communities, jobs, and activity centers in northern Ramsey County. The trail’s planned connections to Rush Line BRT and to the existing Metro Transit bus route 265 (Saint Paul to White Bear Lake) will provide safe and comfortable bicycle and pedestrian network for transit riders in Ramsey County, which will benefit low-income populations more likely to rely on foot, bicycle, or transit to reach their destinations.

3 From the Metropolitan Council 2018 Use Estimates for the regional park and trail system.

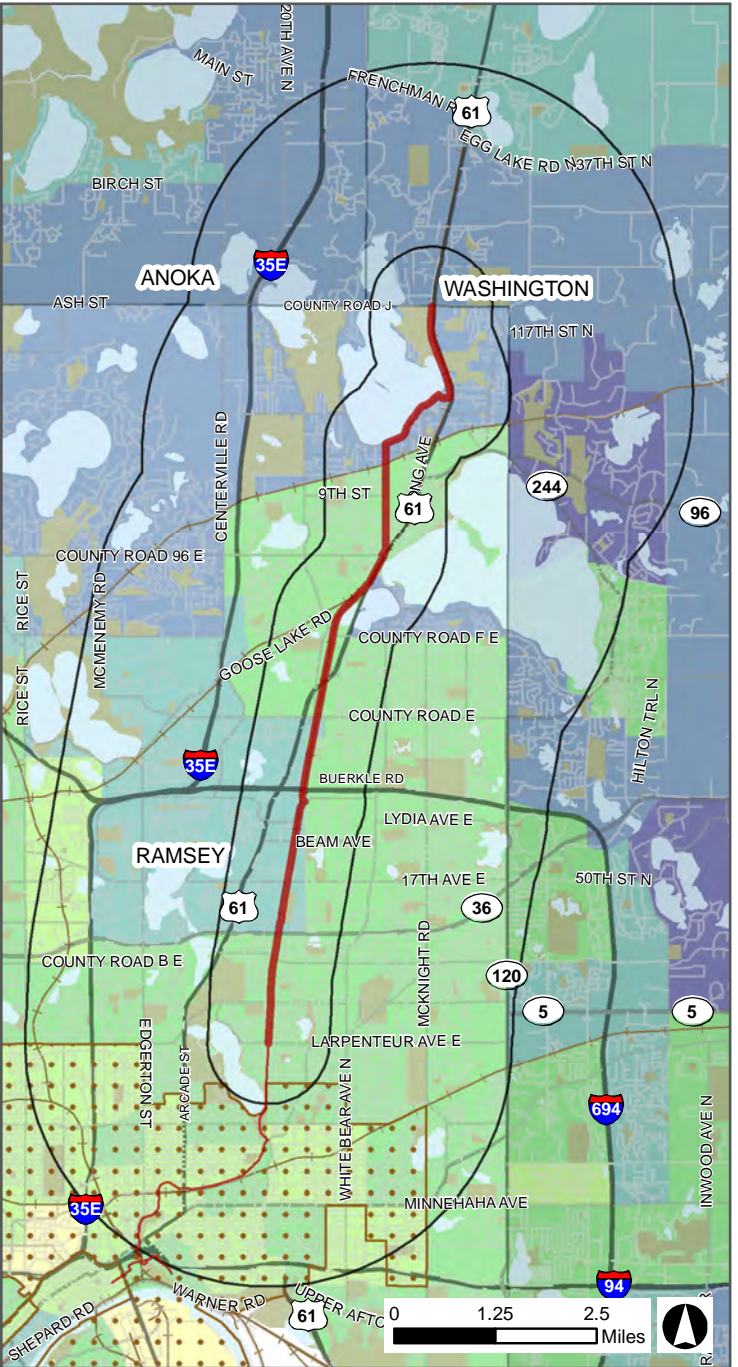


Bruce Vento Trail

- Saint Paul Segment
- Ramsey County Parks Segment
- 3/4 Mile Area
- 3 Mile Area
- ▨ Job and Activity

Land Use

- Institutional
- Industrial
- Residential
- Commercial



Bruce Vento Trail

- Saint Paul Segment
- Ramsey County Parks Segment
- 3/4 Mile
- 3 Mile
- ▨ Areas of Concentrated Poverty

Median Income

- <\$30,000
- \$30,000 - \$50,000
- \$50,000 - \$75,000
- \$75,000 - \$100,000
- \$100,000 - \$150,000
- >\$150,000

Figure 12. Land Use, Jobs and Activity Centers

Figure 13. Median Income and Areas of Concentrated Poverty

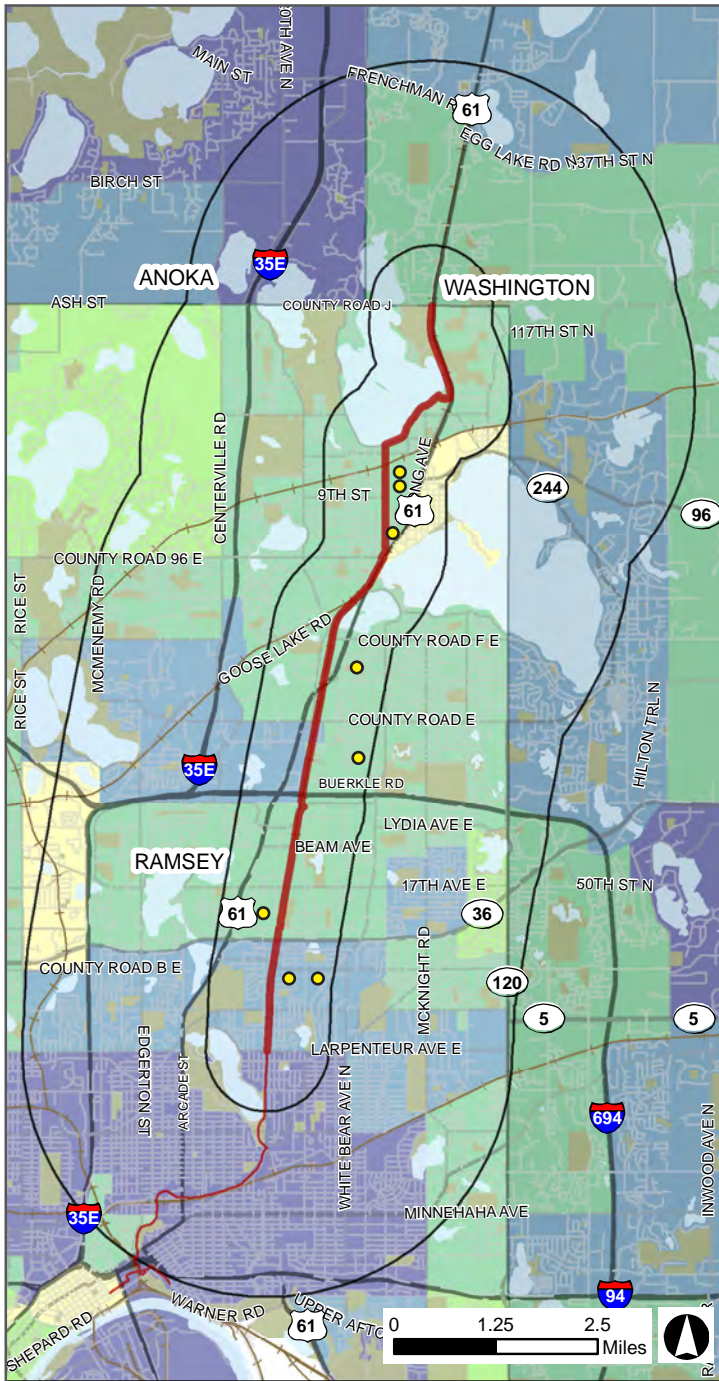
DEMOGRAPHIC CHARACTERISTICS

The Bruce Vento Trail will serve populations of all ages, from youth to elderly along the trail. As seen in Figure 14, there are a number of pockets with high populations of youth under 18 near the trail at its southern terminus at Larpenteur Avenue and another pocket near the commercial area adjacent to Highway 494. At its northern terminus, the project provides a connection for a substantial population of children in White Bear Township census tract 405.04, where 20% of residents are under age 15. Bruce Vento Trail provides a safe walking and biking route to families, children and students within a half-mile of multiple schools including Willow Lane Elementary, White Bear Lake Area High School, White Bear Lake Area Middle School, Weaver Elementary, Frassati Catholic Academy, and Central Middle School.

There are also significant populations of elderly over 65 in White Bear Lake and White Bear Township, shown in Figure 15, which will equally benefit from multimodal trail access in order to access the regional trail system and the Rush Line BRT. Several senior housing properties are located within a half-mile of the trail, including the Walker Methodist Pioneer Manor, the Waters of White Bear Lake, the Willow Wood Apartments, the Ecumen Seasons at Maplewood, and Gracewood Senior Living. Expanded trail and transit access provided by the trail will allow these populations more recreation opportunities and access to places to shop, work, and play.

The Bruce Vento Trail will provide significant multimodal access to BIPOC populations living near the proposed trail. The trail alignment includes two areas in White Bear Lake with higher than average shares of the population that are people of color. Additionally, the southern end of the trail at Larpenteur Avenue connects neighborhoods in northern Saint Paul with high concentrations of People of Color/BIPOC populations (greater than 30% of the population) to northern communities in northern Ramsey County. The full alignment of the Bruce Vento Trail will greatly enhance multimodal connectivity throughout the region, allowing communities in Saint Paul to reach Maplewood, White Bear Lake, Vadnais Heights, and White Bear Township on new facilities that enhance connectivity across the RBTN. The Bruce Vento Trail will provide long-term benefits to populations that are more likely to rely on public transit or multimodal facilities to reach their destinations.

Disabled populations, shown in Figure 17, will benefit from the Bruce Vento Trail in its close relationship to Rush Line BRT. High concentrations of disabled populations exist in White Bear Lake, which aligns with higher concentrations of elderly populations as described in the previous section. White Bear Lake census tract 404.01 identifies 15% of residents living with a disability. Rebuilding the trail with Rush Line will improve transit access for those populations getting to and from Saint Paul and provide separated, ADA-accessible trail facilities for disabled populations looking to access communities in northern White Bear Lake. There are 10 Rush Line BRT station-stops that will be directly adjacent to Bruce Vento Trail and at all of these locations enhanced pedestrian crossings, improved ADA infrastructure, and multimodal design will increase intermodal access throughout the region. These locations will include ADA improvements to ease the transition between the multimodal trail and transit facilities for disabled users



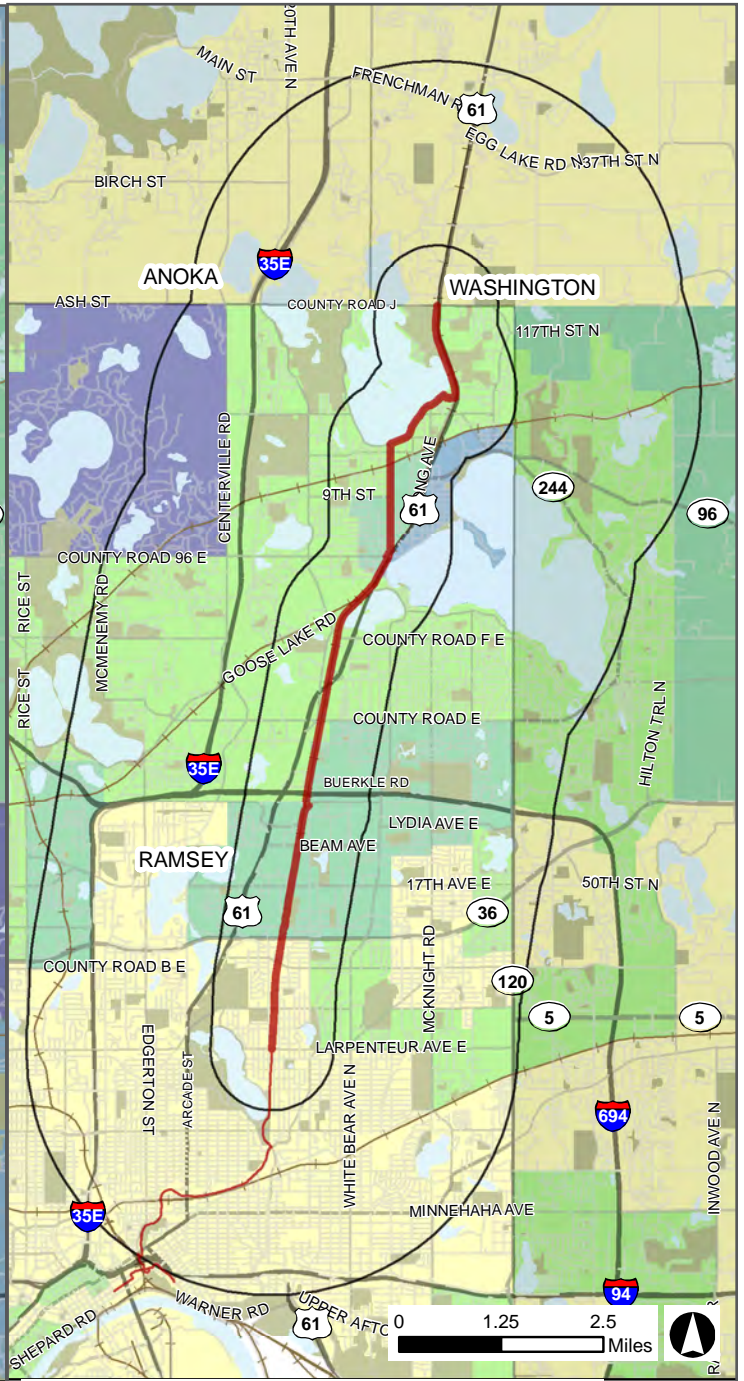
Bruce Vento Trail

- Saint Paul Segment
- Ramsey County Parks Segment

- 3/4 Mile
- 3 Mile

Population Under 18

- <15%
- 15 - 20%
- 20 - 25%
- 25 - 30%
- >30%
- School within 3/4 mile



Bruce Vento Trail

- Saint Paul Segment
- Ramsey County Parks Segment

- 3/4 Mile
- 3 Mile

Population Over 65

- <15%
- 15 - 20%
- 20 - 25%
- 25 - 30%
- >30%

Figure 14. Percentage of Population 18 and Under Figure 15. Percentage of Population 65 and Over

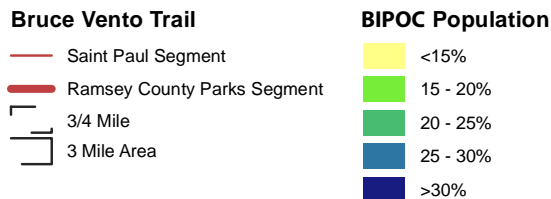
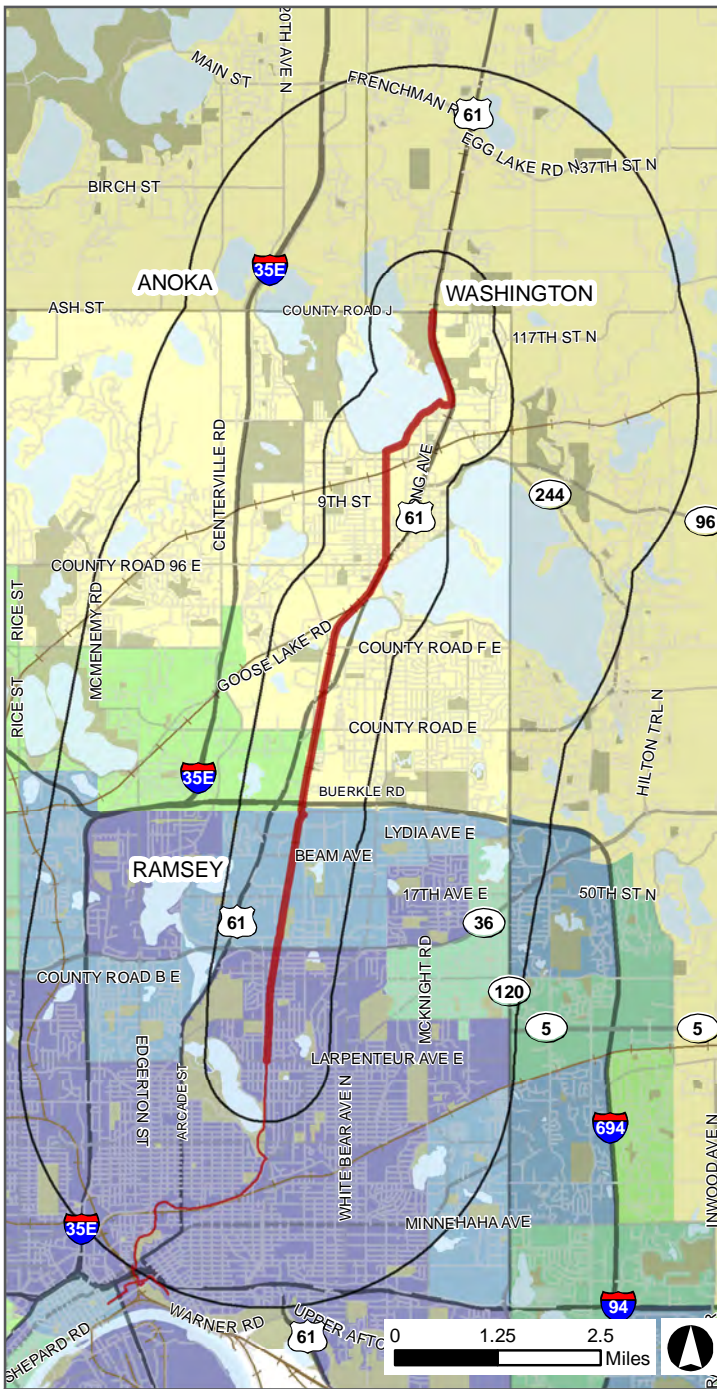


Figure 16. Percentage of People of Color/BIPOC and disabled populations near the Bruce Vento Trail

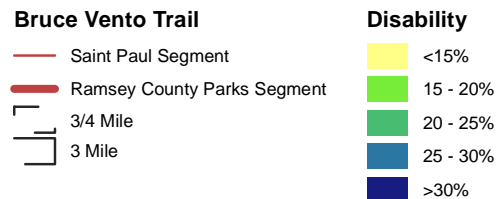
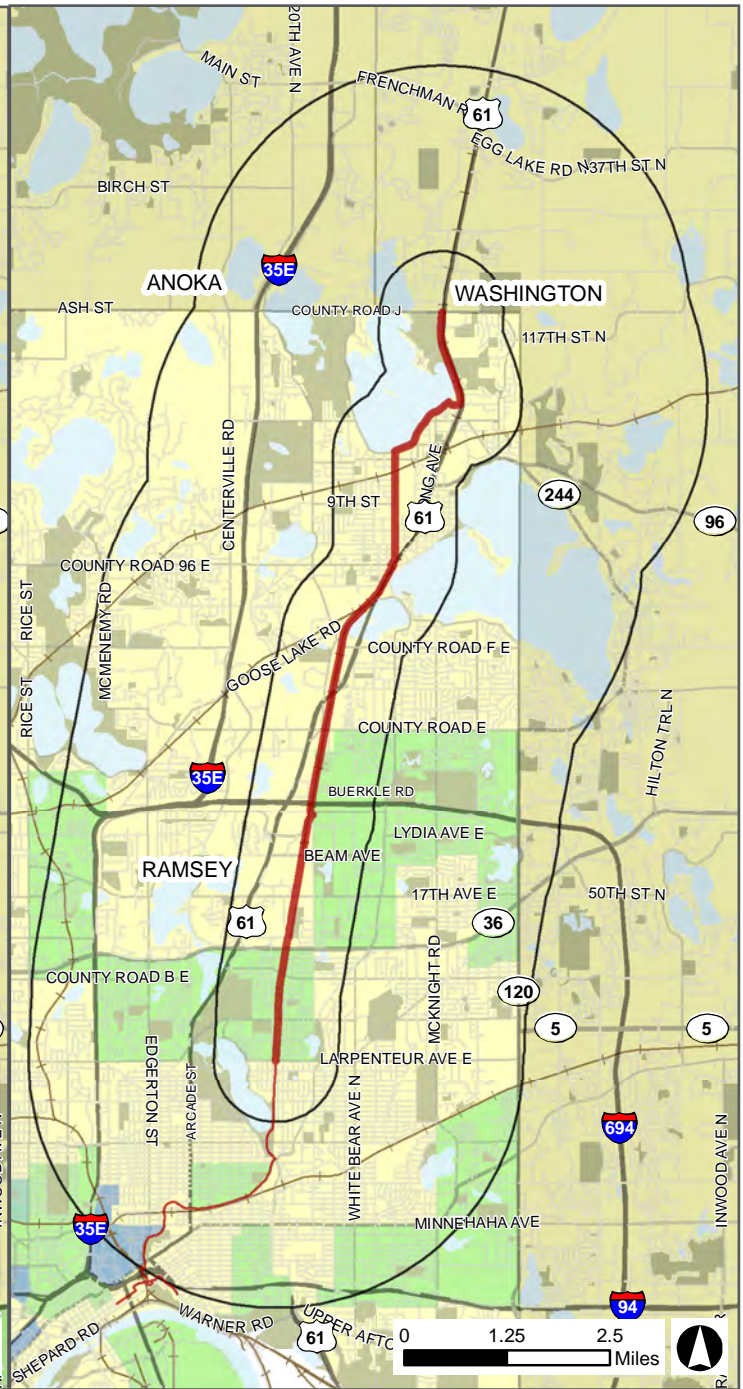


Figure 17. Percentage of Disabled Population

2. 6. NATURAL RESOURCES

The 2018 Ramsey County Parks and Recreation System Plan (Appendix C) provides guidance on the management of natural resources that will be used in the development and maintenance of the Bruce Vento Trail. Ramsey County Parks and Recreation's mission in managing plant, animal, and water resources is to provide an adequate sustainable habitat to support populations of native wildlife species within the county's park system. To sustain these native wildlife populations will require the maintenance and restoration of large areas of habitat containing a vast number and variety of natural resources. The Ramsey County Parks and Recreation Department will work to manage the diversity and quantity of natural resources to provide the largest possible tracts of land that contain key wildlife habitats within the Ramsey County park and trail system. The Ramsey County section of the Bruce Vento Regional Trail is not located within the Mississippi River Critical Corridor Area (MRCCA) boundary area and is not regulated under the MRCCA policy standards and criteria.

2. 7. BOUNDARIES AND ACQUISITIONS

Within Segment 3, portions of the following parcel is anticipated to be acquired to construct the proposed trail:

PID 343022420013
BBC II LLC
1755 Buerkle Road, White Bear Lake

Parts of property owned by entities other than Ramsey County Parks and Recreation are anticipated to require agreements, ownership transfer through turnback processes or permits to construct the Segment 3 improvements:

- Metropolitan Council Environmental Services (portion of lift station parcel).
- Burlington Northern Santa Fe Railroad.
- City of White Bear Lake (portions of Willow Lake Marsh).
- White Bear Township (portion of old township hall site).
- Right-of-way on city streets:
 - Hoffman Road.
 - Scheuneman Road.

As Segment 4 planning only recently established a preferred conceptual alignment, the need to acquire specific parcels is undetermined. Given the alignment is conceptual, the following generally describes the assumptions related to potential parcel acquisition:

- Whitaker Street to Highway 96 – The trail may be located within the Lincoln Avenue right-of-way and no acquisitions are assumed.
- Highway 96 to Bald Eagle Boulevard East - The trail may be located within the Bald Eagle Avenue right-of-way and no acquisitions are assumed.
- Bald Eagle Avenue to Taylor Avenue/Buffalo Street and to Hugo Road – The trail may be located along

Bald Eagle Boulevard East and Taylor Avenue or Buffalo Street. Further studies are required as trail design advances to determine if sufficient right-of-way exists for both roadway and trail functions. Acquisitions for this segment are to be determined.

- In the event Bald Eagle Boulevard is not feasible, an alternate sub route utilizing White Bear Schools property, Division Avenue, and Park Avenue can be utilized to connect the trail from Bald Eagle Avenue to Hugo Road. Further studies are required to determine the final alignment of the trail.
- Hugo Road to Bald Eagle Regional Park – The trail may be located along Hugo Road adjacent to approximately 20 existing residential properties. Further studies are required as trail design advances to determine if sufficient right-of-way exists for both roadway and trail functions. Acquisitions for this segment are to be determined
- Hugo Road to County Road J – The trail may be located either within the Hugo Road right-of-way or within Ramsey County's Bald Eagle Regional Park and no acquisitions are assumed.

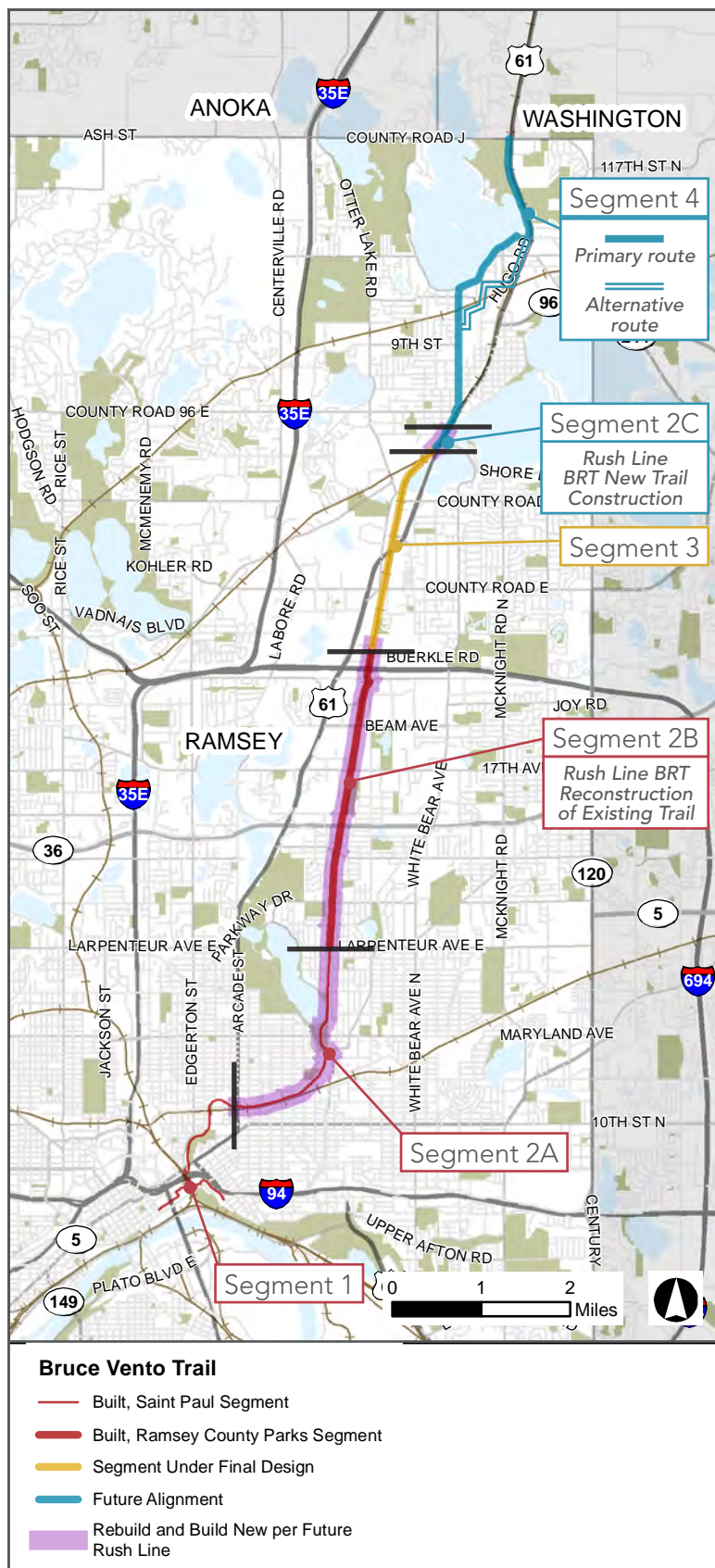
Portions of property owned by entities other than Ramsey County Parks and Recreation are anticipated to require agreements, ownership transfer through turnback processes or permits to construct the Segment 4 improvements:

- White Bear Township.
- White Bear Lake Area School District.
- Right-of-way on city streets:
 - Lincoln Avenue.
 - Bald Eagle Avenue.
 - West Bald Eagle Boulevard.
 - Taylor Avenue.
 - Buffalo Street.
 - Hugo Road.

Temporary construction easements may be needed for construction of the trail. These will be identified as the projects approach construction.

3. THE PLAN

This section outlines the Master Plan elements related to the future alignment and construction of Bruce Vento Trail. Segment 1 and Segment 2A (Downtown Saint Paul to Larpenteur Avenue) are operated and maintained by the City of Saint Paul and are not included as it is built and there are no current plans for renovation or reconstruction. Figure 4 (repeated on this page for reference) illustrates the location of this segment in the context of the complete Bruce Vento Trail corridor and provides context for the individual Segments that make up this section. The segments which will be designed and constructed as part of the Rush Line BRT project are labeled for consistency as segments 2A, 2B, and 2C.



3. 1. SEGMENTS 2B & 2C: SEGMENTS TO BE CONSTRUCTED BY RUSH LINE BRT

While the extent of this Master Plan Amendment extends from Larpenteur Avenue to County Road J, a portion of the trail that is being realigned as part of Rush Line BRT extends further south to Arcade Street (Segment 2A). Plans illustrating the design and location of the Bruce Vento Trail are located within Appendix E of this document.

Master Planning activities for the development of the Rush Line BRT corridor from downtown Saint Paul to White Bear Lake started in 2014. Because of those activities, an alignment and plan for the Bruce Vento Trail segments from Arcade Street to Buerkle Road and from White Bear Avenue to Whitaker Street was created. Figure 4 illustrates the location of this segment in the context of the complete Bruce Vento Trail corridor. The Rush Line BRT's Ramsey County Rail Right-of-Way Design Guide document and 15% plans illustrate current planning and design and are included as Appendices G and E, respectively.

In summary, the Rush Line BRT constructed segments will include:

- Reconstruction of the Bruce Vento Trail to current design standards with convenient access to adjacent proposed BRT stations to promote intermodal connectivity.
- Improved pedestrian access points to the regional trail corridor including extension of sidewalks into the adjacent residential and commercial properties and neighborhoods.
- Reconstruction of existing trail crossings of local streets to improve access and safety while crossing roads.
 - Existing at-grade crossings.
 - Realignment of access points.
 - Safety signaling.
 - Trail transition areas.
 - Updated ADA infrastructure.
- Trail amenities to current design standards which include benches, trash and recycling containers and trail signage.
- Related improvements which include revegetation of disturbed landscaping and stormwater management facilities.
- Potential trailhead facility located south of the Frost Avenue Station. Should this concept be advanced, a partnership with the City of Maplewood and Rush Line BRT will be necessary.

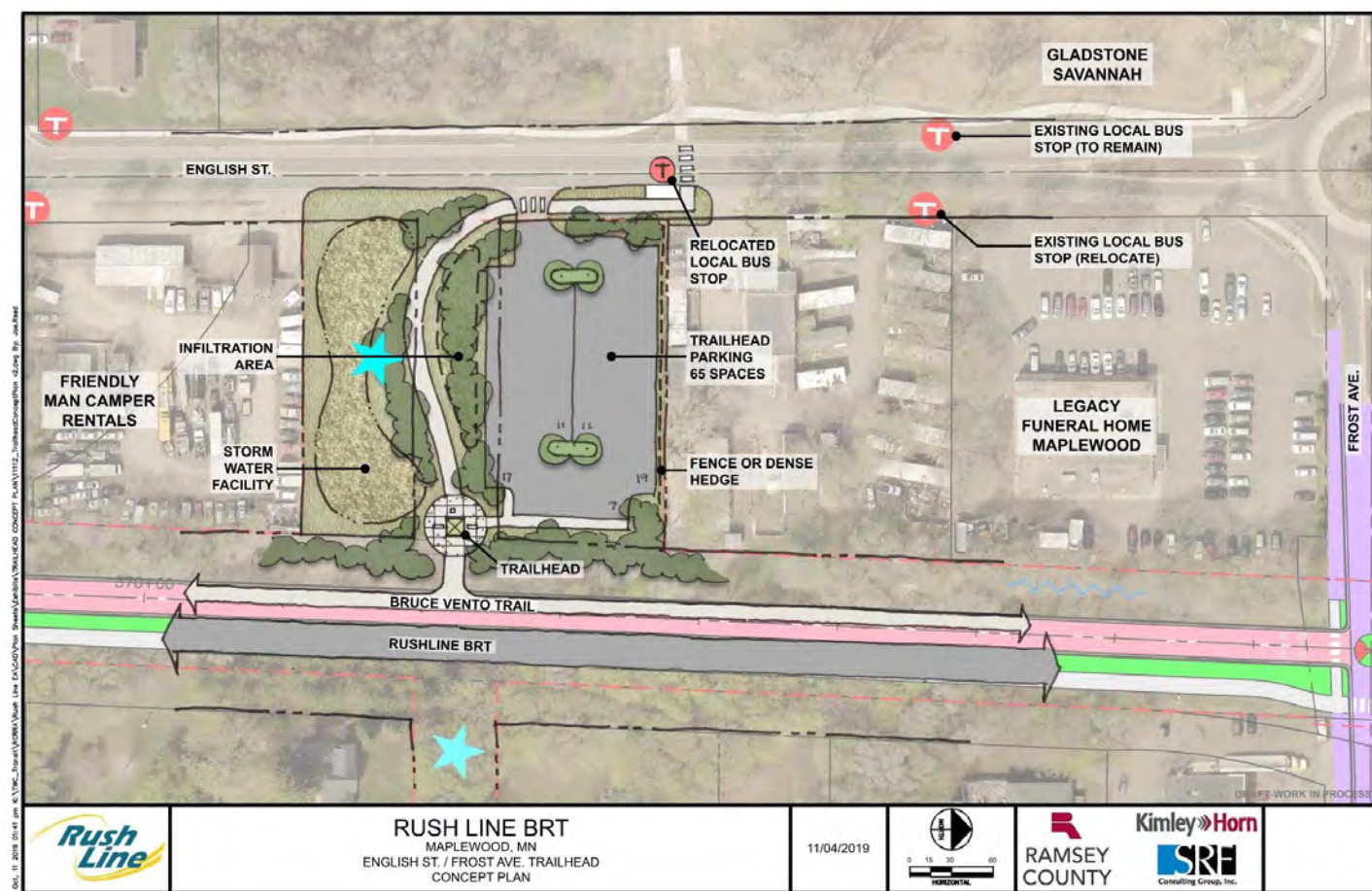


Figure 18. Rush Line BRT Concept Plan for a Potential Bruce Vento Trailhead Site Located South of Frost Avenue and East of English Street

The following list identifies the proposed Rush Line BRT stations connecting to Bruce Vento Trail Segments 2B and 2C, and stations that are near to and potentially include connection to Segments 3 and 4, as well as a general description of how each will directly connect to the proposed Bruce Vento Trail:

- Segment 2B:
 - Larpenteur Avenue Station - The trail is proposed to be located adjacent and connecting to the southbound platform.
 - Frost Avenue Station - The trail is proposed to be located adjacent and connecting to the southbound platform.
 - Highway 36 Station - The trail is proposed to be located adjacent and connecting to the northbound platform. Plaza and trailhead facilities are currently proposed at the station site.
 - Maplewood Mall Transit Center/Station - The trail is proposed to be located approximately ½ mile west of the station, and existing sidewalks on Beam Avenue will provide this connection.
 - St. Johns Boulevard Station - The trail is proposed to be located approximately 1/8 mile west of the station, and existing sidewalks on Hazelwood Street and Beam Avenue will provide this connection.
 - Buerkle Road Station - The trail is proposed to be located adjacent and connecting to the northbound platform.
- Segment 2C:
 - Whitaker Street Station - The trail is proposed to be located adjacent and connecting to the northbound platform.

- Segment 3:
 - County Road E Station - The trail is proposed to be located east of Highway 61 approximately ¼ mile from the station, and sidewalks are proposed for this connection.
 - Cedar Avenue Station - The trail is proposed to be located west of Hoffman Road, with is approximately 500 feet west of the station, and sidewalks are proposed for this connection.
- Segment 4:
 - Downtown White Bear Lake Station - The trail is proposed to be located approximately 4 blocks west of the station, and existing sidewalks will provide this connection.

Graphics and plan sheets developed as part of the Ramsey County Rail Right-of-Way Design Guide are included as Figure 19 through Figure 21. The inclusion of these graphics is intended for reference only and the content of this Master Plan Amendment does not alter the design intent of the Rush Line BRT segments. The graphics shown in this Master Plan Amendment show a typical section and may vary throughout the corridor depending on existing conditions and as the plans for Rush Line BRT advance.

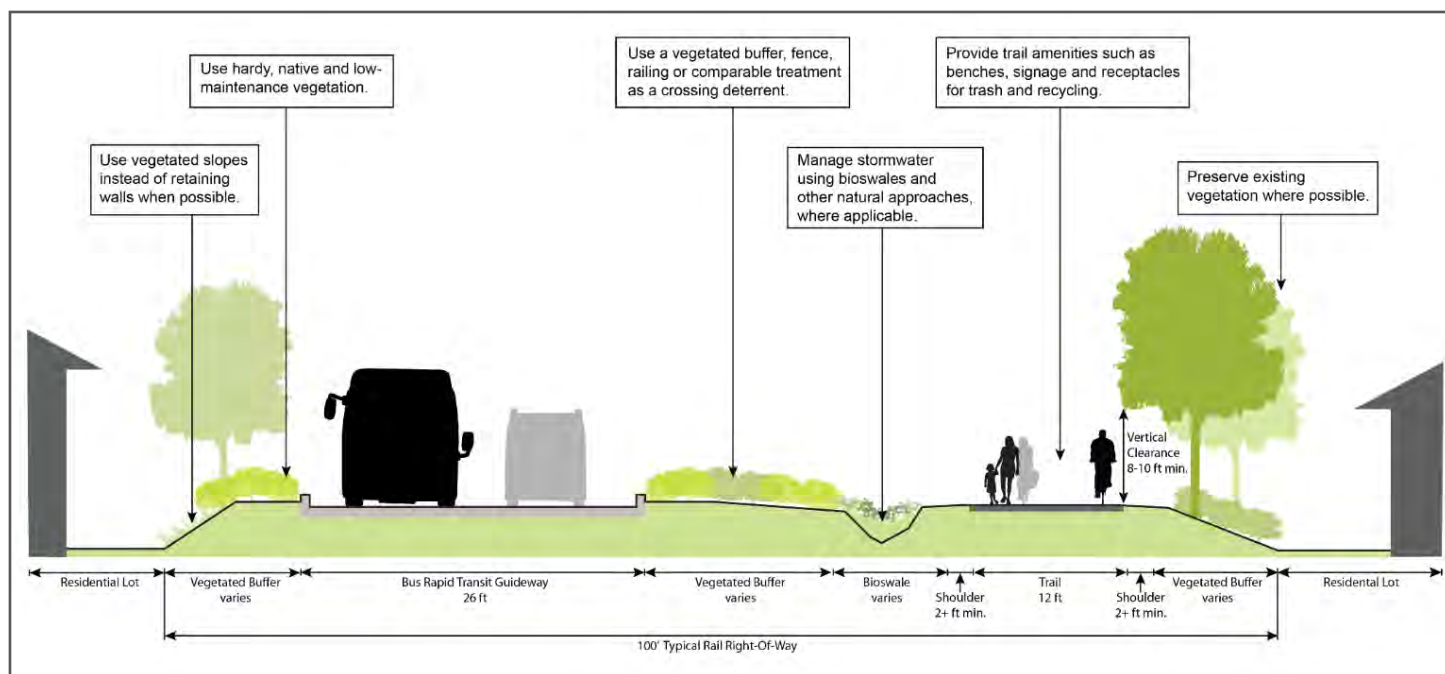


Figure 19. Design Guide Section Showing the Typical Ramsey County Rail Right-of-Way Corridor



Figure 20. Ramsey County Rail Right-of-Way Design Guide Graphics Highlighting Connectivity Between the Bruce Vento Trail and Proposed Rush Line BRT Stations

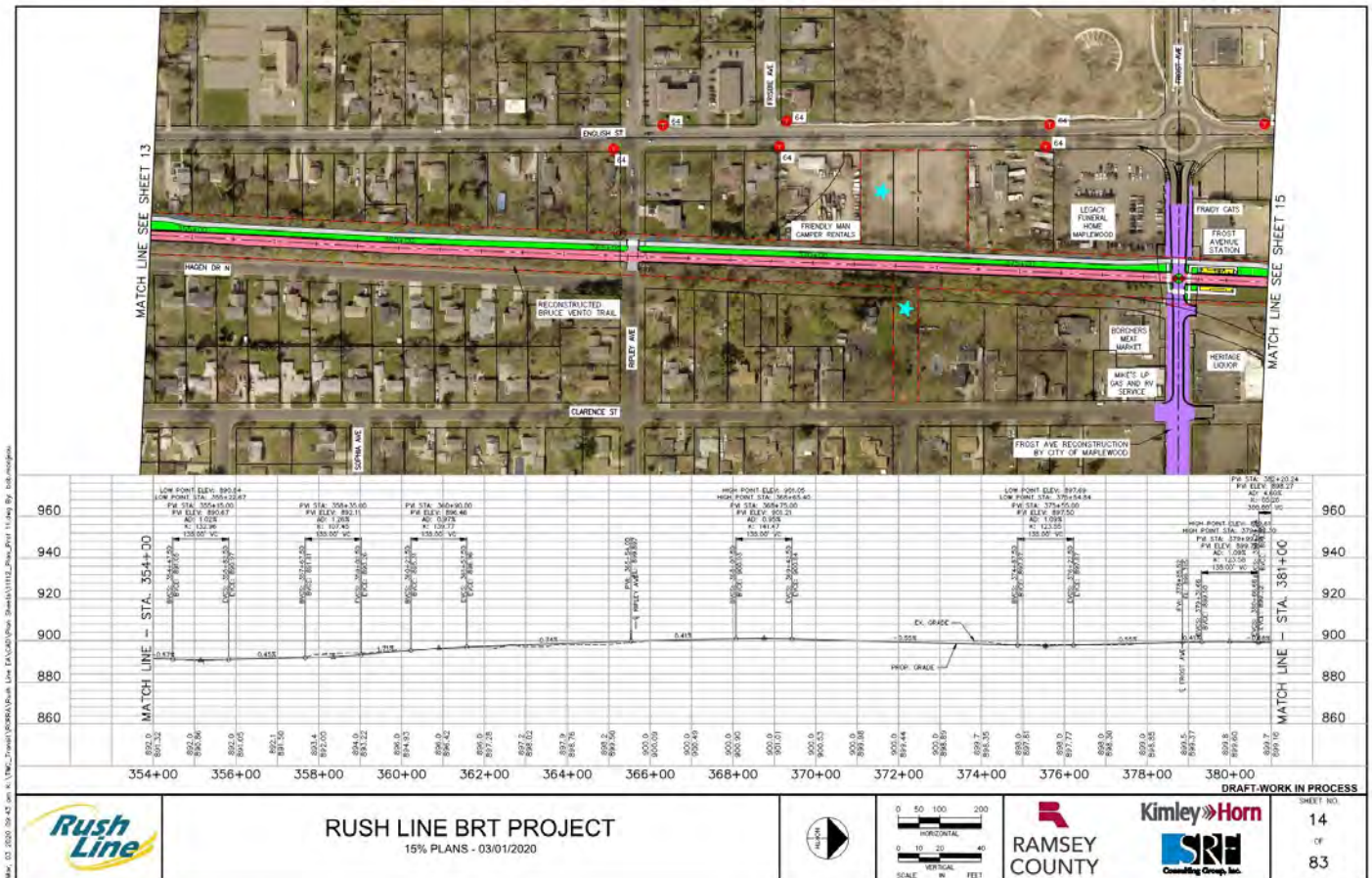


Figure 21. Sample Sheet from the Rush Line BRT 15% Plans Near the Frost Avenue Station Illustrating the Existing and Reconstructed Bruce Vento Trail

3. 2. SEGMENT 3: CURRENT DESIGN CONCEPT

Segment 3 is a 2.7-mile segment being designed and constructed separately from the reconstructed and new Bruce Vento Trail implementation as part of the Rush Line BRT project. This project is led by Ramsey County Parks and Recreation and extends from Buerkle Road to White Bear Avenue. This project is the first of two segments to eliminate half of the remaining six-mile trail gap in the regional and national trail system and will also set the stage for future connections north of Whitaker Street to County Road J for future connection to the Hardwood Creek Trail. Figure 4 illustrates the location of this segment in the context of the complete Bruce Vento Trail corridor.

The proposed trail will be designed to meet Federal State Aid Standards for multi-use trails and bicycle facilities. The trail is planned to be a twelve-foot wide trail section consisting of bituminous pavement, trail underpasses utilizing existing roadway bridges at County Road E and Highway 61 and one at-grade crossing at Scheuneman Road. The design includes narrowing of segments of Hoffman Road to accommodate the trail and boulevard. The project includes fencing, landscaping and restoration, wayfinding and safety signage, and site amenities. The project is intended to be constructed in conjunction with Rush Line BRT improvements which will include intersection safety improvements at Buerkle Road, Hoffman Road/Highway 61 and the at-grade crossing of the BNSF tracks at Whitaker Street.

Trail amenities envisioned as a part of Segment 3 construction include wayfinding, wayside rest areas with benches and trash receptacles landscaping for buffers and vegetation replacement.

A potential trailhead location is envisioned near County Road E and Hoffman Road in conjunction with a City of White Bear Lake redevelopment. Another potential trailhead location has been identified near Goose Lake in conjunction with redevelopment of a vacant White Bear Township parcel. Ramsey County will continue to work with local cities and the township on potential planning and design of future trailheads.

During the design process, efforts were made to provide a trail that meets ADA and other accessibility goals, reduces impacts to vegetation and other natural features, provides interesting and diverse trail user experience, and provides opportunities to improve adjacent community infrastructure that includes drainage and roadways.

Benefits of the Segment 3 Bruce Vento Trail Construction Project include:

- Eliminates several barriers and provides north-south multi-use trail and pedestrian facilities from Maplewood to downtown White Bear Lake through an area that does not have facilities currently.
- Provides alternate regional trail alignment outside of BNSF rail property on public land where possible.
- Provides connections to the Rush Line BRT.
- Reduces the risk of crashes and conflicts between pedestrians/bicycles and vehicles.
- Provides safe access to jobs and recreation opportunities for residents within northern Ramsey County.
- Trail amenities for wayfinding, comfort and convenience to include trail signage, benches, trash/recycling containers and landscaping.

Graphics and plan sheets from the current trail project that illustrate key trail location and issues are shown in Figure 22 through Figure 24.

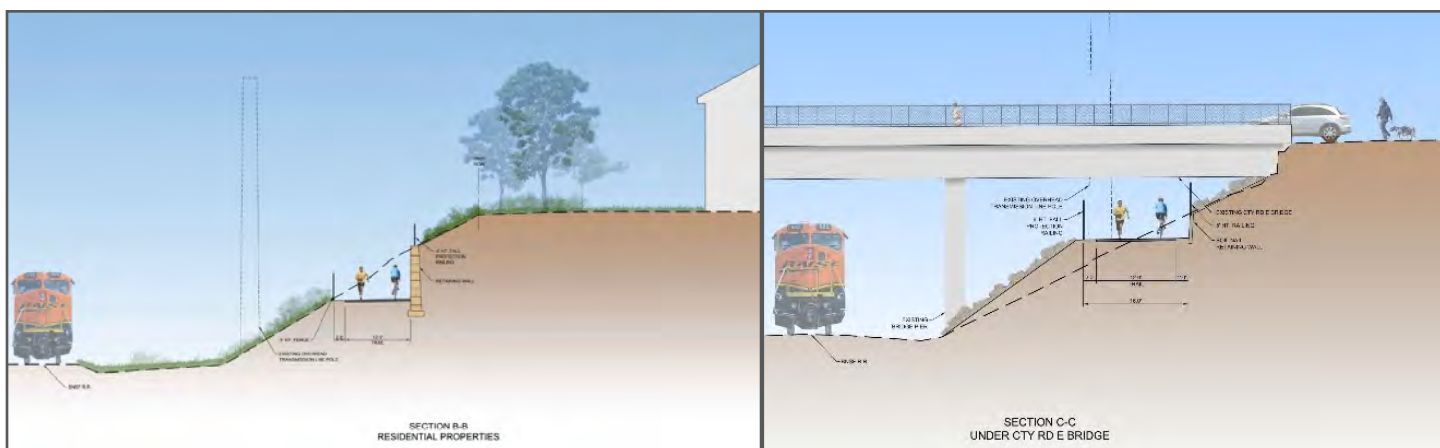


Figure 22. Cross-Sections Illustrating Two of the Numerous and Diverse Bruce Vento Trail Location Conditions

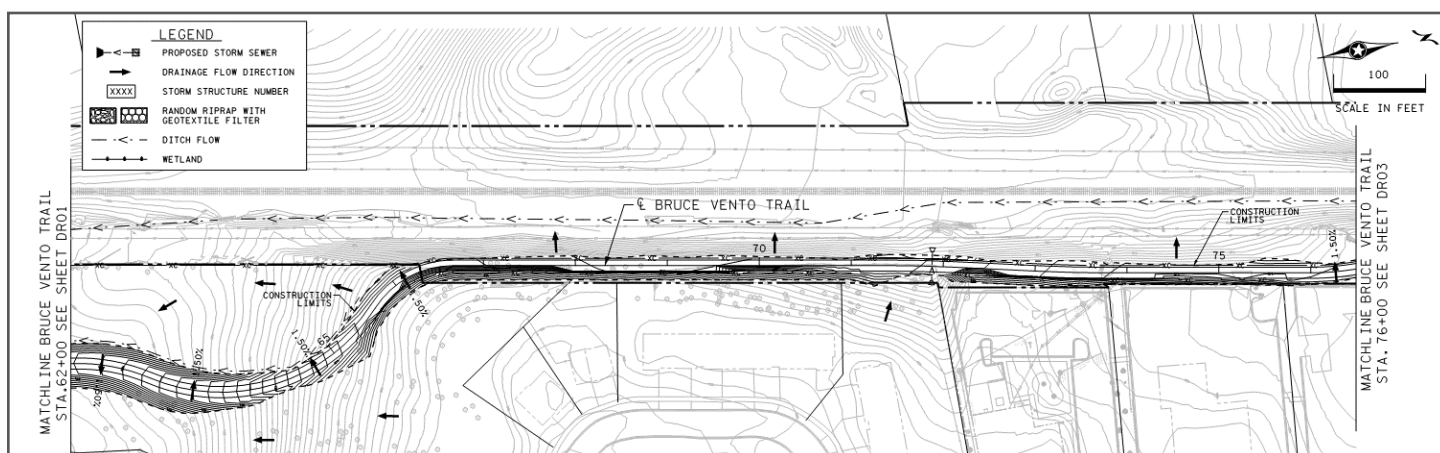


Figure 23. A Plan Sheet Example of the Bruce Vento Trail Segment 3 Construction Plans Showing the Relationship of the Bruce Vento Trail to the BNSF Rail Corridor Along with Grading and Drainage Construction Requirements

Figure 24. Materials Graphic Identifying Proposed Bruce Vento Trail Amenities, Wall and Fencing Design Treatments



3. 3. SEGMENT 4: FUTURE NORTHERN EXTENSION SEGMENT(S)

Ramsey County Parks and Recreation is currently planning the second of two segments to eliminate the six-mile trail gap in the regional and national trail system as described in Segment 3. It extends from Whitaker Street in White Bear Lake north to County Road J. Figure 4 illustrates the location of this segment in the context of the complete Bruce Vento Trail corridor. Discussion of the feasibility study which led to the selection of the preferred route is in section 1.4.3.

For a short length of this trail segment from Whitaker Street to Highway 96, the Bruce Vento Trail is planned to be located within City of White Bear Lake Lincoln Avenue right-of-way, and adjacent to the BNSF railroad corridor. The configuration is illustrated in Figure 25. For the remainder of this segment from Highway 96 to County Road J, eight different routes and alignments were studied over a 2-year period. A major component of this study was investigating the feasibility of locating the Bruce Vento Trail within or adjacent to the BNSF right of way and Highway 61 corridor through the heart of downtown White Bear Lake, a consistent choice expressed by many in the community. Numerous design alternatives were prepared for work sessions with BNSF railway staff and conversations with White Bear Lake City staff related to potential public and private property impacts. Two primary routes were studied adjacent to the Highway 61 corridor, one located on the west side and the other on the east side of Hwy 6. Both alternatives revealed numerous conflicts with BNSF right-of-way and City of White Bear Lake roadway and adjacent private property improvements. It was concluded that there were no feasible solutions for locating the trail within the BNSF right-of-way or Highway 61 corridor.

Based on community outreach feedback, accessibility, trail user experience considerations, cost of construction and overall feasibility, Route 1 was determined as the preferred route. The process for this selection is outlined in Section 2. 4. 3.

Route 1 was identified as the preferred route through the downtown area for connection to Hugo Road, extending along Bald Eagle Avenue to Bald Eagle Boulevard to Taylor Avenue and making its final connection into Hugo Road. Buffalo Street could be considered as an alternative trail corridor for connection onto Hugo Road depending one-way consideration of Bald Eagle Boulevard. In the event Bald Eagle Boulevard is not feasible, an alternate sub route utilizing White Bear Schools property, Division Avenue, and Park Avenue can be utilized to connect the trail from Bald Eagle Avenue to Hugo Road.

Funding has not been secured for the implementation of Segment 4, however Ramsey County Parks and Recreation is actively exploring potential funding opportunities to construct all or portions of Segment 4.

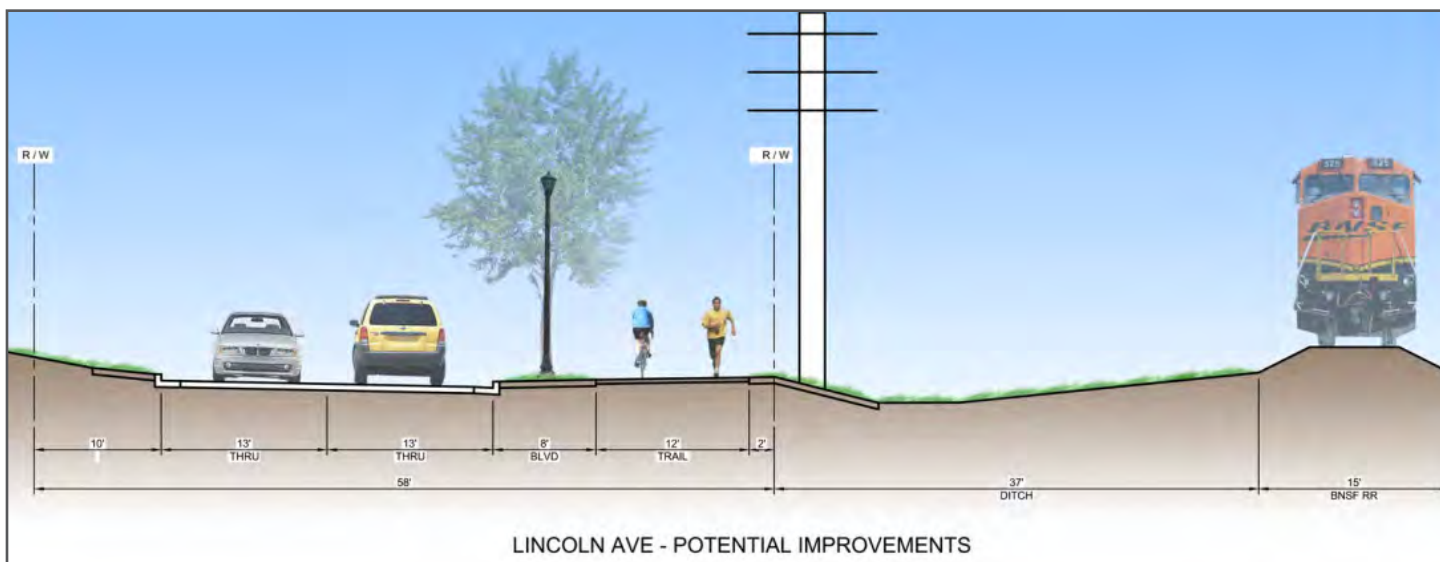


Figure 25. Section Illustrating the Bruce Vento Trail within the Lincoln Ave Right-of-Way Between Whitaker Street and Highway 96

3. 4. TRAIL AMENITIES

The Bruce Vento Trail offers many opportunities to connect trail users to amenities. In some locations, redevelopment of existing facilities is sufficient wherein at others, new access points or amenities should be added. Redevelopment of the existing trail will be required during implementation of the Rush Line BRT within the regional trail corridor, as the trail will be shifted to allow for construction of the BRT line, terminals and parking facilities. Therefore, the location of trail amenities for Segments 2B and 2C will be identified and completed as part of Rush Line BRT.

Appendix I illustrates the preliminary proposed trail amenities on Segment 3 to include benches, trash and recycling containers, picnic tables, signage and landscaping. Future trail amenities and locations for Segment 4 will be determined once design is underway for the segment, but they will generally include the standard amenities as proposed for Segment 3. As planning advances, local connections to city parks and key destinations will be considered for inclusion in the northern extension. Additionally, Ramsey County Parks and Recreation will prioritize maximizing views and recreation opportunities around Bald Eagle Lake.

WAYFINDING

Improved pedestrian signage will be provided for trail accesses, trail crossings and other amenities. Interpretive signage in natural areas will provide increased nature and local education opportunities. Examples of Ramsey County Parks and Recreation wayfinding can be seen in Figure 26. The design of future wayfinding on the Bruce Vento Trail will follow the 2011 Ramsey County Parks Wayfinding Master Plan, included as Appendix B. The wayfinding shown and included in this Master Plan is based on this document and future wayfinding for the trail will follow any branding changes that may occur after this publication. The location of wayfinding along Bruce Vento Trail segment 2B as proposed in the Ramsey County Parks Wayfinding Master Plan is shown in Figure 27.

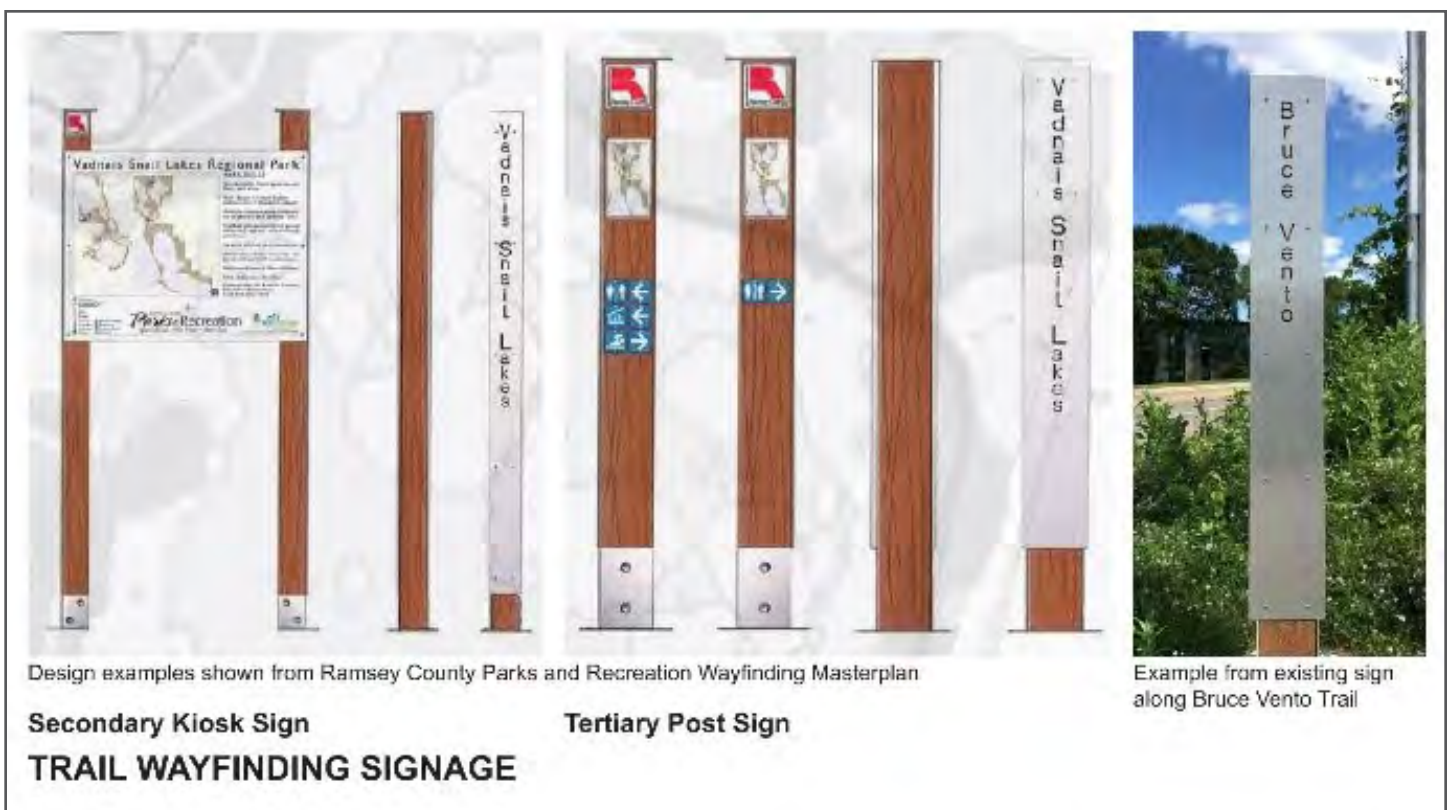


Figure 26. Design Standards for Ramsey County Parks and Recreation Wayfinding

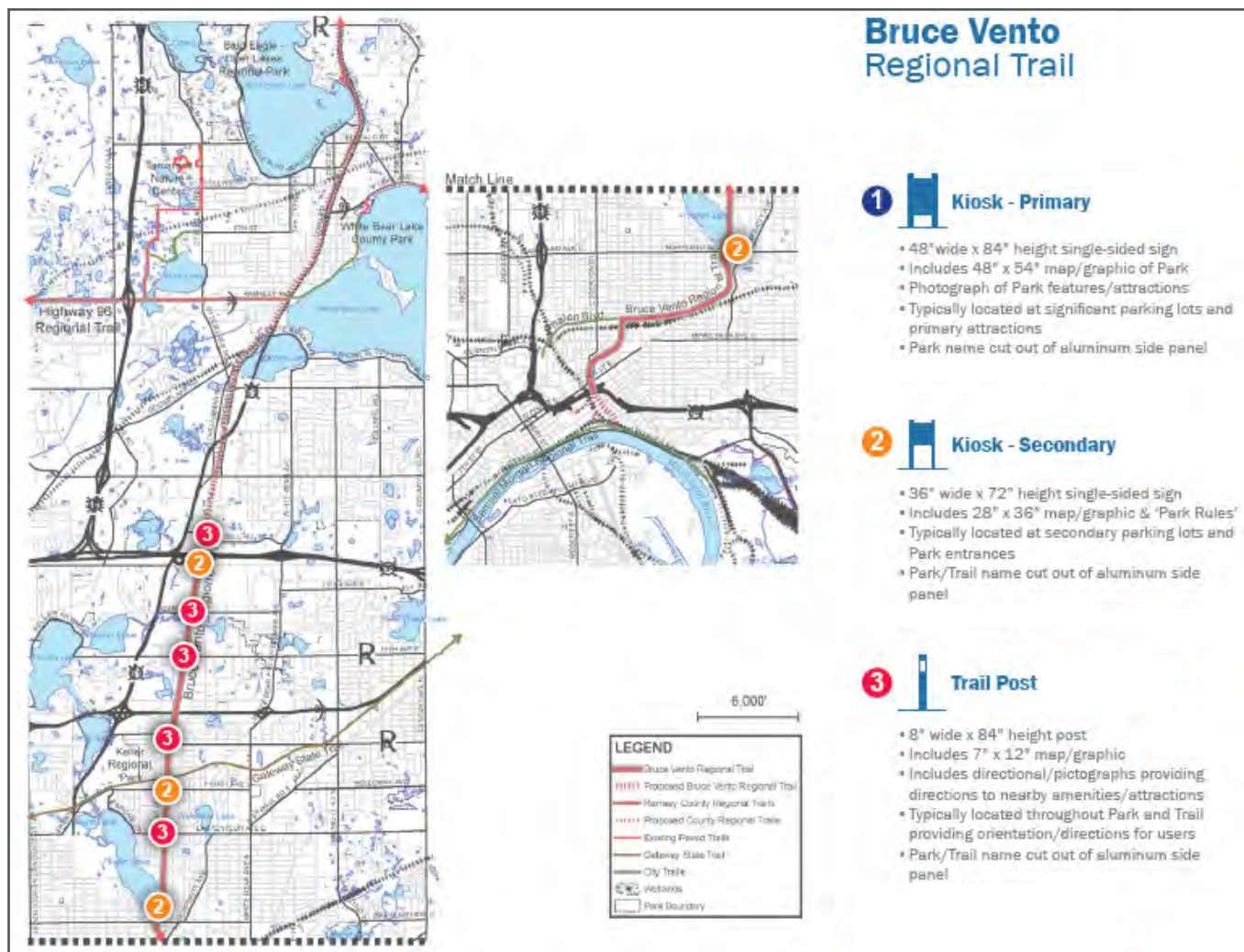


Figure 27. Proposed Locations for Wayfinding on Bruce Vento Trail Segment 2B as Identified in the 2011 Ramsey County Wayfinding Master Plan⁴

TRAILHEAD DEVELOPMENT

As proposed in the 2018 Ramsey County System Plan, there are multiple opportunities for trailhead development on the Bruce Vento Trail. These are divided in to two categories:

- Pedestrian trail connections - Increasing pedestrian access points to the regional trail corridor to improve connectivity to adjacent residential and commercial real estate.
- Access points at roadway corridors - Several access points to the regional trail are in existing roadway corridors, and there is a demand to redevelop many of these points for improved access and safety while crossing roads. Proposed improvements include:
 - Redevelopment of existing at-grade crossings.
 - Realignment of access points.
 - Safety signaling.
 - Trail transition areas.

There are currently two trailheads with parking lots along Bruce Vento Trail (at the Bruce Vento Nature Preserve and the East Side Heritage Park) both located in the Saint Paul segment. There has been demand to increase parking access to the corridor. The construction of the Rush Line BRT will impact parking opportunities along

⁴ Additional wayfinding will be added for areas north of Buerkle Road following the same wayfinding design method for location, and sign type as described in the Ramsey County Wayfinding Master Plan document.

the trail, potentially adding new facilities that can be used both for Rush Line BRT parking and for trail users. Opportunities for implementing trailheads have been conceptually identified at the following locations:

- Frost Avenue (partnership with Rush Line BRT and the City of Maplewood) as shown in 3. 1 as Figure 18.
- County Road E (partnership with the City of White Bear Lake) as shown in Figure 28.
- Old White Bear Township Town Hall Site (partnership with White Bear Township) as shown in Figure 29.

The implementation of new trailheads along Bruce Vento Trail will require partnerships and potential cost sharing with the City of White Bear Lake, White Bear Township, Rush Line BRT and the City of Maplewood. Conceptual illustrations of potential improvements are shown in Section 2.1 and below in Figures 25 and 26.



Figure 28. Concept Sketch of a Potential Trailhead Located Within the North Corner of an Existing Underutilized Private Parking Lot West of Hoffman Road and North of County Road E in Maplewood



Figure 29. Concept Sketch of a Potential Trailhead Located Within the Existing and Vacant White Bear Township Property Located West of Hoffman Road and South of White Bear Avenue in the City of White Bear Lake

RECREATION OPPORTUNITIES

The 2018 Ramsey County Parks and Recreation System Master Plan (Appendix C) indicates that the future alignment of the Bruce Vento Trail will provide multiple recreation opportunities. In that document, Ramsey County Parks and Recreation indicated the following activities are a priority:

- **Public Art:** Provide the opportunity and appropriate infrastructure to accommodate public art to improve community connections.
- **Culturally Significant Areas:** Provide connections and interpretive education to culturally significant areas along the railway corridor. Proposed improvements would consist of interpretive educational signage and pedestrian connections for viewing opportunities.
- **Programming:** Increase recreation and nature programming activities. This may be accomplished through interpretive and educational signage.
- **Wildlife Areas:** Provide visual and interpretive educational signage and pedestrian connections to wildlife areas. If federally or state listed protected plants or animals are discovered statutes and guidelines will be followed.

Within the Bruce Vento Trail corridor encompassed by this Master Plan Amendment, opportunities exist to realize these items along the Bruce Vento Trail. These include:

- **Maplewood:**
 - Gladstone Savanna / Gloster Park.
 - Harvest Park, Maplewood.
 - Other nearby local parks.
 - Maplewood Mall area.
- **White Bear Lake:**
 - Willow Marsh, White Bear Lake.
 - Goose Lake.
 - Marina Triangle.
 - South Boulevard Shore Trail.
 - Other nearby local parks.
 - White Bear Lake downtown area.
 - White Bear Lake High School.
- **White Bear Township:**
 - Other nearby local parks.
- **Ramsey County:**
 - Keller-Phalen Regional Park.
 - Lakes Link Regional Trail.
- **Highway 96 Regional Trail.**
- **Bald Eagle Lake.**
- **Bald Eagle-Otter Lakes Regional Park.**
- **TCO Sports Garden (formerly Vadnais Sports Center).**
- **Several direct connections to the Rush Line BRT.**
- **State of Minnesota:**
 - Gateway State Trail.

Opportunities for public art and programming will be developed as the design and alignment of the final trail segment is realized. Opportunities exist along Bruce Vento Trail for the incorporation of future public art, which will be coordinated with Ramsey County and the local municipalities.

3. 5. CONNECTIVITY

The Bruce Vento Trail will be highly connected to both existing and future transit routes as well as to many bicycle and pedestrian routes and trails between Saint Paul and White Bear Lake. As the trail that exists today originates in downtown Saint Paul, the trail is already highly connected to transit and trail facilities at its

southern terminus, which benefits the multimodal connectivity for the trail as a whole. However, this Master Plan Amendment only discusses the Ramsey County Parks and Recreation portion of the trail from Larpenteur Avenue to County Road J, and thus the connections discussed in this section are specific to these Segments of the trail corridor. The following sections outline those connections to both the existing trail and those that will be added with the extension of the future trail, and considers planned additions to future transit, bicycle and pedestrian infrastructure.

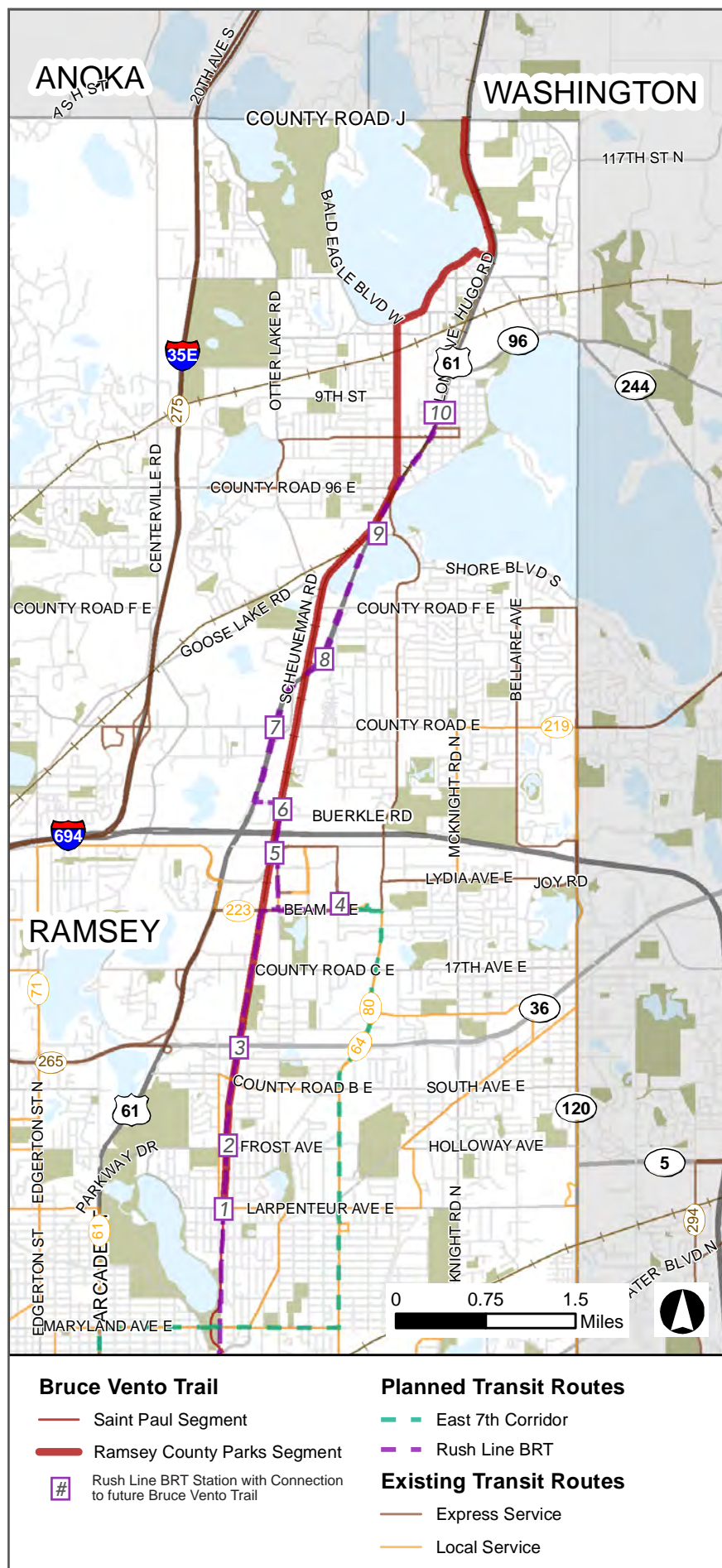
TRANSIT

The existing Bruce Vento Trail from Larpenteur Avenue to Buerkle Road is within a half-mile or a 10-minute walk from Metro Transit stops serving local routes 64, 270, 223, 219, 54, 64 and 80. It is within a half-mile of the Maplewood Mall Transit Center which provides multiple transit connections across the region. The future trail will add one new local route connection to route 265 in White Bear Lake. The planned Rush Line BRT alignment will greatly improve transit access along Bruce Vento Trail, including five new Saint Paul stations and the following ten stations north of Larpenteur Avenue:

- 1 Larpenteur Avenue Station.
- 2 Frost Avenue Station.
- 3 Highway 36 Station.
- 4 Maplewood Mall Transit Center/Station.
- 5 St. Johns Boulevard Station.
- 6 Buerkle Road Station.
- 7 County Road E Station.
- 8 Cedar Avenue Station.
- 9 Whitaker Street Station.
- 10 Downtown White Bear Lake Station.

These transit connections are shown in Figure 30, with Rush Line BRT stations identified by number. The future use of Bruce Vento Trail is closely linked to the future of the Rush Line BRT, as outlined in sections above. The future of the Bruce Vento Trail is highly linked to future transit throughout Ramsey County and the greater Twin Cities region as the trail will directly serve Rush Line BRT in locations, enhancing transit access for trail users.

Figure 30. Existing and Future Transit Routes Near the Bruce Vento Trail



LINKS TO OTHER TRAIL SYSTEMS

The Metropolitan Council Regional Bicycle Transportation Network⁵ classifies Bruce Vento Trail as a Tier 1 Regional Bicycle Transportation Network corridor which saw around 279,500 visits in 2018⁶. The trail is also part of national bicycle route USBR 41⁷, the North Star bicycle Route, from Saint Paul to Grand Portage State Park at the Canadian Border. The existing Bruce Vento Trail intersects with multiple major trail facilities in its current extent between downtown Saint Paul and White Bear Lake. Once the trail is completed, it will connect to Hardwood Creek Trail at the county line with Washington County, which becomes Sunrise River Trail in Chisago County. Once Bruce Vento Trail is complete, it will contribute to a chain of off-road trail facilities totaling 25-miles from Saint Paul to Hugo and North Branch.

As shown in Figure 31, the existing Bruce Vento Trail connects to numerous bicycle and walking facilities. The trail between Larpenteur Avenue and County Road J is within a half-mile or 10-minute walk Frost Trail and County Road B. The trail also intersects directly with the Gateway State Trail/Munger State Trail before it crosses Highway 694 and terminates at Buerkle Road. The future trail alignment will add a trail intersection in White Bear Lake with the Highway 96 Regional Trail, Lake Links Regional Trail and Lake Avenue Trail as well as provide a connection to the bicycle facilities around Bald Eagle Lake and White Bear Lake. Future planning efforts by Ramsey County Parks and Recreation will determine specific connections to local trails and destinations that can be made with Bruce Vento Trail. These connections could include the Willow Marsh trails in White Bear Lake.

In addition to providing connection to off-road trail facilities, the trail connects to many existing on-road bicycle facilities like bicycle lanes, bicycle boulevards and widen shoulders. The trail will be connected to multiple sidewalk networks, improving pedestrian connections in addition to bicycle connections. In completing Bruce Vento Trail, Ramsey County will assess connection points to local systems, including these on-street facilities and sidewalks. Access to these types of facilities, particularly in northern Ramsey County where there are fewer separated bicycle facilities, will greatly improve connectivity across the regional network.

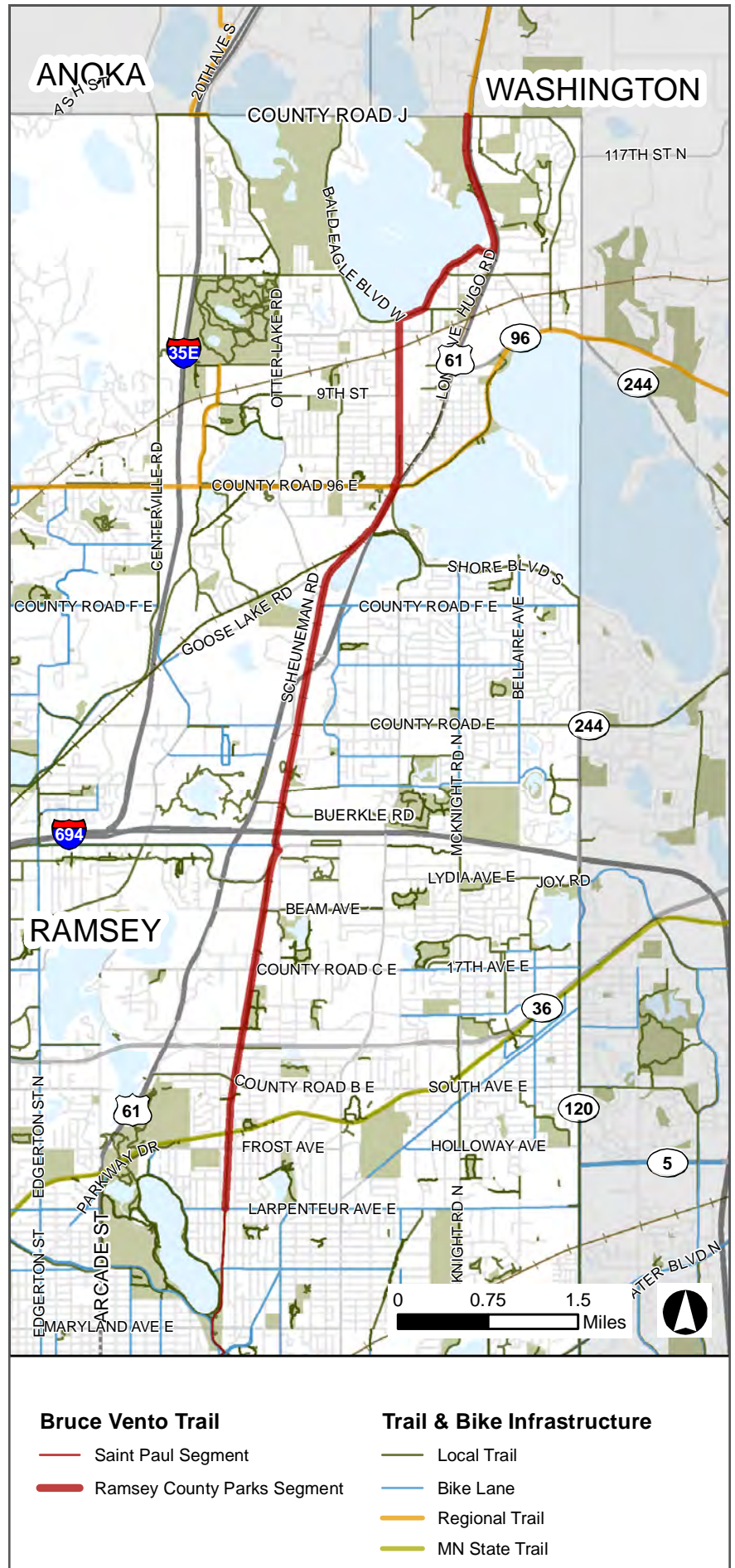
Planned future trails which will connect to Bruce Vento Trail include the South Shore Trail along the south side of White Bear Lake, which will follow South Shore Boulevard. This trail will complete the remaining gap in trail facilities around White Bear Lake within Ramsey County limits and connect trail users to Bruce Vento Trail. South Shore Trail is in preliminary design and is scheduled for construction in 2022.

5 <https://metrocouncil.org/Transportation/Planning/Transportation-Resources/Regional-Bikeways.aspx>

6 Based on Metropolitan Council 2018 Use Estimates for the regional park and trail system.

7 <https://www.adventurecycling.org/routes-and-maps/us-bicycle-route-system/maps-and-route-resources/>

Figure 31. Existing Trails and Bicycle Facilities Near Bruce Vento Trail



3. 6. COST ESTIMATE

Anticipated cost associated with the construction and maintenance of the future Bruce Vento Trail are listed by segment in the table below. No costs are associated with segments 2B or 2C as they will be paid for under Rush Line BRT.

Table 3. Cost Estimate by Segment

Segment	Cost Item	Amount
Segment 3	Construction	\$5,860,000
	Engineering and Administrative Costs	\$1,210,000
	TOTAL:	\$7,060,000
Segment 4	Construction	\$7,500,000
	Engineering and Administrative Costs	\$1,250,000
	TOTAL:	\$8,750,000

3. 7. CONFLICTS

No major conflicts will affect the viability of the recommendation of this Master Plan Amendment. Adjacent land uses include residential, commercial and railroad. Ongoing coordination with the railroads, road authorities, and private properties will be necessary in order to complete Bruce Vento Trail and any potential conflicts are in the following sections.

RAILROADS

Final design of Segment 3 will need to be approved by the BNSF railway in order to proceed with construction. Recently, BNSF has provided correspondence to Ramsey County documenting their conditional approval of the Bruce Vento Trail being located adjacent to and within the rail right-of-way.

Segment 4 includes an at-grade crossing of a Canadian Pacific track as well as a section of alignment within BNSF corridor along Hugo Road. Coordination with the railroads will be necessary to finalize plans for this segment.

ROAD AUTHORITIES

The trail design for portions of Segment 3 and 4 located within local roadway right of ways (Hugo Road, Taylor Avenue, West Bald Eagle Boulevard, Bald Eagle Avenue, Lincoln Avenue and Hoffman Road) will need to be reviewed and approved by the appropriate roadway jurisdiction (Ramsey County, White Bear Lake, White Bear Township) as the trail construction will require narrowing of some streets. In addition, the Segment 4 alignment may require conversion of Bald Eagle Boulevard from two-way traffic to one-way traffic to facilitate trail construction to desired standards. Ramsey County is in discussions with the City of White Bear Lake and White Bear Township regarding potential turnback of Hoffman Road and Bald Eagle Boulevard which may impact the design of the trail.

PRIVATE PROPERTY EASEMENTS

Segment 3 includes only one private property easement to construct and initial discussions with that owner indicate a willingness to cooperate with the project. As design progresses on Segment 4 additional easements with private property owners may be required to be obtained in areas to facilitate desired trail construction.

4. IMPLEMENTATION

4. 1. PHASING AND PRIORITIES

The Bruce Vento Trail will be constructed in phases. The first priority and phase will be the completion of Segment 3, from Buerkle Road to White Bear Avenue. Final design of this segment is anticipated to be complete by 2021 and construction will take place once funding is secured, likely in 2024 or 2025. This timeline aligns with the planned construction timeline for Rush Line BRT, wherein segments 2B and 2C will be completed sometime in 2024 or 2025. Segment 4 will complete the final gap to Washington County and the Hardwood Creek trail, and design is anticipated to begin after the completion of Segment 3 and Rush Line BRT, after 2024 or 2025.

4. 2. ACQUISITION COSTS

As detailed in section 1.7, Boundaries and Acquisitions, the following properties are anticipated to be required to construct the improvements proposed. Acquisition timing will follow the planned construction timing in the section above. The table below lists those properties and the anticipated cost by segment. Acquisitions are not anticipated for any of the Rush Line BRT segments under Ramsey County Parks and Recreation jurisdiction (2B and 2C) and are anticipated to be acquired under Rush Line BRT.

Table 4. Acquisition Costs by Segment

Segment	Property	Ownership	Amount
Segment 3	PID 343022420013, BBC II LLC, 1755 Buerkle Road, White Bear Lake	Private	\$16,000
	Lift Station Parcel	Metropolitan Council Environmental Services	\$0
	Burlington Northern Santa Fe Railroad	BNSF	\$2,500 ⁸
	Portions of Willow Lake Marsh, Hoffman Road	City of White Bear Lake	\$0
	Portion of Old Township Hall Site	White Bear Township	\$0
	TOTAL:		\$18,500
Segment 4	Private Parcels	Multiple	\$50,000 - \$400,000 ⁹
	Burlington Northern Santa Fe Railroad	BNSF	\$2,500 ⁹
	TOTAL:		\$52,500 - \$402,500¹⁰

⁸ Trail construction in BNSF property will be by permit/lease, actual costs anticipated to be related to licensing process vs. easement acquisition and will not be based on square foot.

⁹ Acquisition costs for segment 4 will be dependent on the final route selected north of Whitaker Street. This value will be examined further in depth as part of studies beginning in 2021 to determine the acquisition needed.

4. 3. OPERATIONS

Operations of the regional trail will be the responsibility of the Ramsey County Parks and Recreation department. Operations and maintenance services will be provided at a level that is appropriate for the designated use and consistent with proposed development. The level of services (LOS) will be directly influenced by budget limitations and the county's operation and maintenance policies. Funding for maintenance and operation is appropriated from county tax revenue, supplemented by State of Minnesota appropriation for Regional Parks Operation and Maintenance Funding.

OPERATING HOURS

Regional parks and trails have general operating hours from ½ hour before sunrise to ½ hour after sunset. Ramsey County Parks and Recreation is in the process of assessing their operating hours for all park and trail facilities, and future ordinances may change these operating hours. The operating hours for Bruce Vento Trail will be the same as other trail facilities in the same jurisdiction and incorporate similar signage and communication of those changes.

ORDINANCES

Public use and enjoyment of the Ramsey County park system is controlled by "An Ordinance for the Control and Management of Park, Recreation and Open Space Areas and Facilities under the Jurisdiction of the Ramsey County Board of Commissioners." This ordinance, adopted in 1992 and amended in 2007, will govern the conduct of the public during the use of the regional trail corridor, its facilities and resources. Ramsey County Parks and Recreation is in the process of assessing their park and trail ordinances and may amend the existing ordinances. Bruce Vento Trail will operate under the same ordinances as other trail facilities in the same jurisdiction and incorporate similar signage and communication of those changes to the public. The current ordinance, incorporates pertinent Minnesota statutes and includes the following sections:

- Purpose/Definitions.
- Regulations of Public Use.
- General Conduct.
- Regulation of Recreation Activity.
- Regulation of Motorized Vehicles, Traffic and
- Parking.
- Enforcement.
- Miscellaneous.
- Effective Date.



Figure 32. Existing Bruce Vento Trail Ordinance and Operating Hours Sign

Activity	Cost
Trash and Recycling Collection	\$10,700
Spring Cleanup	\$11,000
Mowing and Turf Maintenance	\$12,200
Brush Cutting and Tree Trimming	\$12,200
Amenities (Benches, Signs, Picnic Tables, etc.) Maintenance	\$6,100
Snow Removal	\$4,900
Paved Trail Maintenance	\$7,300
Total Annual Operating Budget:	\$64,400

All costs in the table above are shown are in 2020 dollars. Costs are for the entire Ramsey County Parks and Recreation portion of the trail, from Larpenteur Avenue to County Road J. Costs reflect staff labor only and are not reflective of materials or equipment costs.

MAINTENANCE

Maintenance responsibilities are divided between Ramsey County Parks and Recreation and the city of Saint Paul at Larpenteur Avenue as identified in the Joint Powers Agreement. On all current and future segments between Larpenteur Avenue and County Road J, Ramsey County Parks and Recreation will use the standard maintenance level of service to upkeep Bruce Vento Trail. Standard regional trail maintenance activities (daily or weekly maintenance) include:

- Spring maintenance:
 - Assess damaged pavement and adjacent turf and complete repairs needed after frost thaw.
 - Remove downed trees or branches and blow trail off.
- Summer/fall maintenance:
 - Weekly mowing, or as-needed if rain lessons.
 - Tree and brush trimming as needed to trim overgrowth adjacent to trails. Additional removal to be assessed if further action is needed.
 - Removal of trash and recycling weekly or twice weekly depending on use.
 - Assess site amenities (benches, wayfinding, trail crossings, fencing, etc.) for damage, graffiti, or general repair and repair or replace as needed.
- Winter maintenance:
 - Assess weekly for snow build-up and plow if snowfall is 2" or greater.
 - Assess weekly for ice build-up; salting not required unless freezing rain conditions or ice build-up is assessed.

The typical annual operations and maintenance costs for these activities is detailed in the table to the left. Standard pavement schedule for regional trails is based on the pavement maintenance conditions as identified in the Park and Trails Bituminous Management Report. Regional trails are set on a 6-year pavement maintenance schedule, started from new construction and assessed every 6 years following. Bruce Vento Trail will follow this maintenance plan.

Table 5. Estimated Annual Operating Budget

ENFORCEMENT AND SAFETY

The Ramsey County Parks and Recreation Department, in conjunction with the Ramsey County Sheriff's Department, will educate and direct the public in appropriate use, provide ordinance enforcement, assist with first aid, and ensure security along the regional trail. The Ramsey County Sheriff will be responsible for enforcement of park hours. All trailhead access roads are equipped with gates that can be controlled to limit access. Ramsey County Parks and Recreation will supplement the regular Sheriff's Department patrol as needed. Fire services as needed are provided by the cities that the trail traverses including the cities of Saint Paul, Maplewood and White Bear Lake.

4. 4. PUBLIC SERVICES

The construction of Segments 2B, 2C, 3 and 4 of the Bruce Vento Trail all include significant coordination with County and local road authorities as well as the Metropolitan Council in order to incorporate roadway modifications, (narrowing, realignments, conversion to one-way) that will be necessary to provide the intended physical space for the trail. The trail construction will also include modifications to existing storm drainage infrastructure and construction of new storm drainage infrastructure in conjunction with roadway modifications. Stormwater quality infrastructure will also need to be incorporated into Segments 2B, 2C, 3 and 4. Construction plans will be developed and coordinated with the appropriate road authorities to ensure that completed roadway infrastructure meets the required standards and maintenance operations are established for roadway, drainage and trail.

4. 5. ACCESSIBILITY

Ramsey County Parks and Recreation is committed to providing universal accessibility at all trail facilities and are free of charge. Ramsey County is part of the Ramsey County Active Living Communities partnership which works to bring about and sustain changes in design, transportation and public/private policies to cultivate and support a way of life that makes physical activity in our neighborhoods and communities safer and easier. Ramsey County uses the following to assess and implement these changes:

- **ADA Transition & Implementation Plan** - The department is implementing a plan to bring its sites and facilities into compliance with the requirements of Title II of the American with Disabilities Act of 1990, and updated 2010 standards.
- **Ramsey County Pedestrian and Bicycle Plan** - The Ramsey County Pedestrian and Bicycle Plan, developed through collaboration between Active Living Ramsey Communities, Ramsey County Parks and Recreation and other county departments, municipalities, state agencies, residents and other organizations, establishes a vision and strategy for providing safe and comfortable facilities for pedestrians and bicyclists throughout the county.
- **All Abilities Transportation Network** -The All Abilities Transportation Network unifies regional transportation efforts under a shared vision and implementation strategy to realize an integrated and fully interconnected multi-modal transportation system providing safety, health, mobility and connectivity for residents of all abilities.

Bruce Vento Trail will be designed and built following the most current ADA standards in order to provide accessible trail facilities to all trail users.

4. 6. PUBLIC AWARENESS

The Ramsey County Parks and Recreation department will use a variety of tools to promote awareness and use of the regional trail system. Ramsey County Parks and Recreation will make the public aware of when the trail is open as well as how to access the trail by transit. This communication includes electronic and print communication methods such as websites, trail maps, brochures, email notification, Twitter, Facebook and press releases to local newspapers.

Ramsey County Parks and Recreation will also collaborate with the cities of Saint Paul, Maplewood, Gem Lake, White Bear Lake, White Bear Township, and with the Metropolitan Council to promote the trails through their websites, newsletters, and brochures. Wayfinding signage within the trail corridor will be updated as needed following the existing Ramsey County Parks and Recreation Department Wayfinding Master Plan for consistency with other regional parks and trails.

Appendix A

Resolutions of Support

August 27, 2021

Scott Yonke, Director of Planning and Development
Ramsey County Parks and Recreation
2015 North Van Dyke Street
Maplewood, MN 55109-3796

RE: **Ramsey County, Bruce Vento Regional Trail Master Plan Amendment - Notice of Council Action**
Metropolitan Council Review File No. 50042-2
Metropolitan Council Districts 11
Metropolitan Parks and Open Space Commission District F

Dear Mr. Yonke:

The Metropolitan Council reviewed Ramsey County's Bruce Vento Regional Trail Master Plan Amendment at its meeting on August 25, 2021. The Council based its review on the staff's report and analysis.

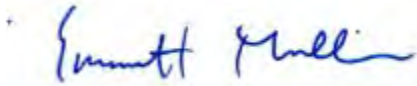
The Council found that the Bruce Vento Regional Trail Master Plan Amendment is consistent with the requirements of the *2040 Regional Parks Policy Plan*, including Planning Strategy 1, and other Council policies.

In addition to the Review Record, the Council adopted the following recommendations:

1. Approve Ramsey County's Bruce Vento Regional Trail Master Plan Amendment.
2. Inform Ramsey County that, when Segment 4 alignments have been finalized, it must submit a future master plan amendment to update regional trail boundaries and acquisition costs.
3. Require Ramsey County, prior to initiating any new development of the regional trail corridor, to send preliminary plans to the Metropolitan Council's Environmental Services Division Assistant Manager.

If you have any questions, please contact Colin Kelly, Principal Reviewer, at 651-602-1361.

Sincerely,



Emmett Mullin, Manager
Regional Parks and Natural Resources

CC: Susan Vento, Metropolitan Council District 11
Cecily Harris, Metropolitan Parks and Open Space Commission District F
Jake Reilly, Sector Representative
Colin Kelly, Principal Reviewer
Jerome Benner II, Reviews Coordinator

*\\rafsshare.mc.local\shared\CommDev\Parks_ParksNew\Implementing Agencies and units\Ramsey County\Bruce Vento
RT_Ramsey Cty\Correspondence\Parks Post Council Action Letter_Bruce Vento Regional Trail Master Plan Amendment
_Adopted August 25 2021.docx*



Board of Commissioners

Resolution

B2021-112

15 West Kellogg Blvd.
Saint Paul, MN 55102
651-266-9200

Sponsor: Parks & Recreation

Meeting Date: 5/18/2021

Title: Bruce Vento Regional Trail Master Plan Amendment

File Number: 2021-242

Background and Rationale:

The Parks and Recreation department has prepared a master plan amendment for the Bruce Vento Regional Trail to accurately reflect boundary adjustment, long-term acquisition, natural resource improvements, public participation, equity analysis, trail corridor realignment, long-term regional trail improvements, and coordination with Rush Line Bus Rapid Transit (BRT) improvements. The Bruce Vento Regional Trail corridor extends 13.3 miles from downtown Saint Paul to County Road J at the northern border of Ramsey County. Currently seven miles of regional trail is constructed from Saint Paul to Buerkle Road in Maplewood.

This master plan amendment amends the 1993 Burlington Regional Trail Master Plan for the Ramsey County section of regional trail north of Larpenteur Street to County Road J. It is written to fulfill the Metropolitan Council requirements for regional linking trails as outlined in the 2040 Regional Parks Policy Plan and to meet the expectations set forth in the 2018 Ramsey County Parks and Recreation System Plan.

The Parks and Recreation department worked in coordination with Metropolitan Council staff throughout the master plan amendment development process. If approved by the Ramsey County Board of Commissioners, the master plan amendment will be forwarded to the Metropolitan Council for review and approval. Once the master plan amendment is approved by the Metropolitan Council, costs associated with all improvements identified in the master plan amendment will be eligible for reimbursement through grants administered by the Metropolitan Council for Regional Parks and Trails.

For more information on the Bruce Vento Trail Master Plan, please visit:

<https://www.ramseycounty.us/residents/parks-recreation/parks-planning-projects/bruce-vento-regional-trail>.

Recommendation:

The Ramsey County Board of Commissioners resolved to:

1. Approve the Bruce Vento Regional Trail Master Plan Amendment dated April 23, 2021.
2. Authorize submission of the Bruce Vento Regional Trail Master Plan Amendment to the Metropolitan Council.

A motion to approve was made by Commissioner Reinhardt, seconded by Commissioner McDonough.

Motion passed.

Aye: - 7: Carter, Frethem, MatasCastillo, McDonough, McGuire, Ortega, and Reinhardt

By: 
Abby Goldsmith, Interim Chief Clerk - County
Board

RESOLUTION NO. 12640

**RESOLUTION IN SUPPORT OF THE BRUCE VENTRO REGIONAL TRAIL
MASTER PLAN 2020 UPDATE PREPARED BY RAMSEY COUNTY**

WHEREAS, Ramsey County and the City of Saint Paul established a joint master plan for the Bruce Vento Regional Trail in 1989; and

WHEREAS, Ramsey County has submitted a master plan update for the Bruce Vento Regional Trail master plan section between Larpenteur Avenue and County Road J; and


WHEREAS, the 2020 master plan update incorporates several changes to the regional trail corridor between Larpenteur Avenue and County Road J to address, boundary expansion and acquisition, trail alignment changes, long-term site and infrastructure improvements, recreation improvements, and additional recreational opportunities throughout the Ramsey County section of the Bruce Vento Regional Trail corridor; and

WHEREAS, the City of White Bear Lake staff have reviewed the plan and supports the master plan update for the Bruce Vento Regional Trail corridor between Larpenteur Avenue and County Road J; and

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of White Bear Lake that the Council fully supports Ramsey County's Bruce Vento Regional Trail Master Plan update and encourages the Ramsey County Board of Commissioners and Metropolitan Council to approve the Master Plan Update.

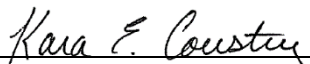
The foregoing resolution, offered by Councilmember **Biehn** and supported by Councilmember **Jones**, was declared carried on the following vote:

Ayes: Biehn, Edberg, Engstran, Jones, Walsh
Nays: None
Passed: October 13, 2020

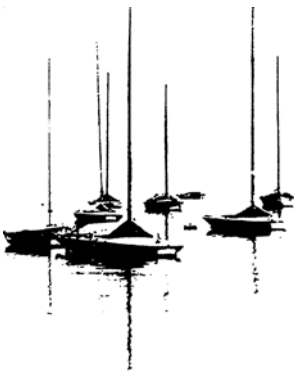


Jo Emerson, Mayor

ATTEST:



Kara Coustry, City Clerk



City of White Bear Lake

4701 Highway 61 • White Bear Lake, Minnesota 55110

Phone (651) 429-8526 • Fax (651) 429-8500

www.whitebearlake.org

October 13, 2020

Scott Yonke, Director of Planning and Development
Ramsey County Parks and Recreation
2015 Van Dyke Street
Maplewood, MN 55109

RE: 2020 Bruce Vento Regional Trail Master Plan update

Dear Mr. Yonke:

This letter is to share our support for Ramsey County Parks and Recreation's plan to extend the Bruce Vento Regional Trail north of Highway 96 on Bald Eagle Avenue, around Bald Eagle Lake to the County's northern limits at County Road J. Staff believes this proposed trail improvement project will be of tremendous benefit to the community and will help create a connected and safe regional recreation and transportation system that serves all modes of transport.

The 13-mile planned regional trail corridor extends from the east side of downtown St. Paul to the north County line in White Bear Township spanning through the cities of Saint Paul, Maplewood, Vadnais Heights, Gem Lake, White Bear Lake and White Bear Township. The Ramsey County portion of the regional trail between Larpentuer Avenue to County Road J has approximately 6 miles of undeveloped trail north of Buerkle Road. This undeveloped section is a critical trail gap for the northern communities of Ramsey County.

This project will set the stage for future connections north of Highway 96 to County Road J, provide connections to the Highway 96 Regional Trail, Lakes Line Regional Trail, South Shore Trail, and will provide a future connection to the Hardwood Creek Trail at County Road J. This project will also complete a major gap in the National US Bike Route 41 (USBR 41) for connections north of Ramsey County to the Canadian border, since the Bruce Vento Regional Trail is the designated USBR 41 route through Ramsey County. Another important aspect for this project is providing critical pedestrian connections and removing significant barriers to the proposed Rush Line Bus Rapid Transit (BRT) between Buerkle Road and Highway 96. The Bruce Vento Trail will provide pedestrian access to these station stops

The trail improvement project is extremely important to the County and Regional system, and is also unanimously supported by the White Bear Lake City Council (Resolution of Support enclosed).

Sincerely,

Ellen Hiniker
City Manager

**CITY OF VADNAIS HEIGHTS
COUNTY OF RAMSEY
STATE OF MINNESOTA**

RESOLUTION NO. 20-10- 156 D

**RESOLUTION OF SUPPORT FOR THE BRUCE VENTO REGIONAL TRAIL
MASTER PLAN UPDATES**

WHEREAS, Ramsey County and the City of Saint Paul established a joint master plan for the Bruce Vento Regional Trail in 1989; and

WHEREAS, Ramsey County has submitted a master plan update, attached as Exhibit A, to update the Bruce Vento Regional Trail master plan section between Larpenteur Avenue and County Road J; and


WHEREAS, the 2020 master plan update incorporates several changes to the regional trail corridor between Larpenteur Avenue and County Road J to address, boundary expansion and acquisition, trail alignment changes, long-term site and infrastructure improvements, recreation improvements, and additional recreational opportunities throughout the Ramsey County section of the Bruce Vento Regional Trail corridor; and

WHEREAS, the City of Vadnais Heights staff have reviewed the revised master plan and supports the update for the Bruce Vento Regional Trail corridor between Larpenteur Avenue and County Road J; and

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Vadnais Heights, Minnesota, supports the Bruce Vento Regional Trail Master Plan update.

This Resolution was declared duly passed and adopted and was signed by the Mayor and attested to by the City Administrator this 6th day of October, 2020.

Attest:



Heidi Gunderson, Mayor



Kevin Watson, City Administrator

(SEAL)

City of Gem Lake
Ramsey County, Minnesota

RESOLUTION NO. 2020-0013
BRUCE VENTO TRAIL SUPPORT – CITY OF GEM LAKE

WHEREAS, Ramsey County and the City of Saint Paul established a joint master plan for the Bruce Vento Regional Trail in 1989; and

WHEREAS, Ramsey County has submitted a master plan update to update the Bruce Vento Regional Trail master plan section between Larpenteur Avenue and County Road J; and

WHEREAS, the 2020 master plan update incorporates several changes to the regional trail corridor between Larpenteur Avenue and County Road J to address, boundary expansion and acquisition, trail alignment changes, long-term site and infrastructure improvements, recreation improvements, and additional recreational opportunities throughout the Ramsey County section of the Bruce Vento Regional Trail corridor; and

WHEREAS, the City of Gem Lake's City Council have reviewed the plan and supports the master plan update for the Bruce Vento Regional Trail corridor between Larpenteur Avenue and County Road J; and


NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Gem Lake, Minnesota, supports the Bruce Vento Regional Trail Master Plan update within the City of Gem Lake.

The foregoing Resolution was offered by Councilor Lindner and was supported by Councilor Kuny and was declared **adopted** based upon the following vote:

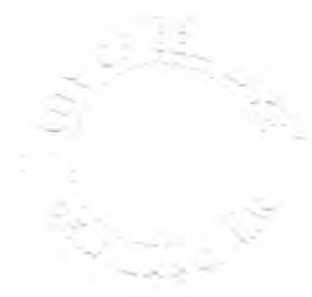
NAME	ARTIG-SWOMLEY	AMLEE	CACIOPPO	KUNY	LINDNER
Vote	yes	yes	Yes	Yes	yes

Attest

I, Gloria Tessier, the duly qualified Acting City Clerk for the City of Gem Lake, County of Ramsey, State of Minnesota, do hereby certify that the foregoing Resolution is a true and accurate representation of action taken by the City Council of the City of Gem Lake on the date first written.

	October 20, 2020
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GLORIA TESSIER, City Clerk



EXTRACT OF MINUTES OF A MEETING OF THE TOWN
BOARD OF THE TOWN OF WHITE BEAR, MINNESOTA,
HELD ON NOVEMBER 2, 2020

Pursuant to due call and notice thereof, a Regular meeting of the Town Board of the Town of White Bear, Minnesota was duly held at Heritage Hall in said Town on November 2, 2020.

The following members were present: Prudhon, Ruzek, McCune; and the following members were absent: None.

Supervisor McCune introduced the following Resolution and moved its adoption:

**RESOLUTION SUPPORTING THE MASTER
PLANNING OF THE BRUCE VENTO REGIONAL TRAIL**

WHEREAS, Ramsey County and the City of Saint Paul established a joint master plan for the Bruce Vento Regional Trail in 1989,

AND WHEREAS, Ramsey County has submitted a master plan update, attached as Exhibit A, to update the Bruce Vento Regional Trail master plan section between Larpenteur Avenue and County Road J,

AND WHEREAS, the 2020 master plan update incorporates several changes to the regional trail corridor between Larpenteur Avenue and County Road J to address boundary expansion and acquisition, trail alignment changes, long-term site and infrastructure improvements, recreation improvements, and additional recreational opportunities throughout the Ramsey County section of the Bruce Vento Regional Trail corridor,

AND WHEREAS, White Bear Township Board has reviewed the plan and supports master planning for the Bruce Vento Regional Trail corridor between Larpenteur Avenue and County Road J,

NOW, THEREFORE, BE IT RESOLVED by the Town Board of the Town of White Bear, Minnesota that White Bear Township supports the Bruce Vento Regional Trail Master Planning.

The motion for the adoption of the foregoing Resolution was duly seconded by Supervisor Ruzek, and upon vote being taken thereon, the following voted in favor thereof: Prudhon, Ruzek, McCune; and the following voted against the same: None.

Whereupon said Resolution was declared duly passed and adopted.

STATE OF MINNESOTA)
)
COUNTY OF RAMSEY) ss.
)
TOWN OF WHITE BEAR)

I, the undersigned, being the duly qualified and acting Clerk of the Town of White Bear, Minnesota, DO HEREBY CERTIFY, that I have carefully compared the attached and foregoing Extract of Minutes of a Regular meeting of the Town Board of the said Town held on the 2nd day of November, 2020, with the original on file in my office, and that the same is a full, true and complete transcript therefrom, insofar as the same relates to a Resolution relating to the Bruce Vento Regional Trail Master Plan.

WITNESS my hand as such Clerk and the Town Clerk's seal this 2nd day of November, 2020.



PATRICK CHRISTOPHERSON, Clerk-Treasurer

March 17, 2021
Ramsey County Board of Commissioners
Ramsey County Board Office
15 West Kellogg Blvd.
Saint Paul, MN 55102

RE: Ramsey County Parks and Recreation Commission Letter of Support and Concern - Bruce Vento Trail

Dear Commissioners:

The Ramsey County Parks and Recreation Commission supports the Bruce Vento Master Plan Amendment. This support is for the approved plan - technically and physically. However, our commission members have concerns with the historical planning and community engagement process. Our Commission prides itself on being collaborative and deliberative, often coming to unanimous decisions. This Amendment has received a split vote of 4-2, with some reservations held by all members of our Commission.

We have strategic level concerns about the pattern of engagement, or lack of qualitative community engagement, on this and past planning efforts. We continue to have concerns related to equity at every level of the planning process. We recognize that many planning efforts require additional community engagement, after the approval of an initial master plan, and to be done prior to project completion. We further recognize that many projects pre-date recent progress in the County's furtherance of equity and enhanced community engagement reforms. However, it is critical for us to see acknowledgement and documentation on gaps and needed future engagement within presented materials, including planning efforts. We seek transparency on areas that are below expectations in equity and qualitative community engagement, as well as documentation and communication on these deficiencies. The community engagement process of the Bruce Vento Trail plan is insufficient compared to what we have been told are the Department's own practices and goals.

Since December 2019, we have been informed at commission meetings that the Parks Department has committed to implementing use of the GARE racial equity toolkit to assist with Equity Analysis of parks planning efforts. Implementation of the GARE toolkit has been on the Parks and Recreation Racial Equity Leadership Team (PRRELT) work plan since 2019. However, the GARE toolkit has not been utilized, consulted, or alluded to in the Bruce Vento Trail Master Plan Amendment document. The Equity Analysis of the plan is insufficient compared to what we have been told are the Department's own practices and goals.

While we understand that the Bruce Vento Trail planning and other similar projects have been in development for many years, and before these department level changes to equity and community engagement policies were adopted, we respectfully expect that plans we are asked to review and approve integrate these concepts. We do not expect immediate perfection - we do expect implementation and progress.

We ask that the following be documented in all planning efforts:

- **Acknowledge shortcomings.** We know that some planning efforts have been in progress for years. We want to see an open, honest, and transparent assessment of how planning differs from current equity and community engagement process expectations.
- **Mitigate.** We want to see, explicitly and concisely laid out in the planning reports, how the department is reconciling and mitigating the differences in how the planning was developed vs. current known and adopted best practice. Please articulate what actions the department has taken to ensure that the process is getting as close to best practice as reasonably possible?

- **Move Forward.** State specific actions to be taken as planning unfolds to conduct equity analysis review utilizing the GARE tool kit and current known best practices regarding qualitative community engagement as projects proceed towards completion .

We wish to see movement and progress on equity goals and qualitative community engagement in every planning effort. It is our vision and desire to work with the parks and recreation department on plans and projects to support the department in achieving their goals. We hope you agree and will join us in this vision.

Respectfully,

The Ramsey County Parks and Recreation Commission

Melissa Wenzel (District 6)

Leah Shepard (At-Large)

Metric Giles (District 4)

Brian Tempas (District 3)

Jordan Nelson (District 2)

Michael Berger (At-Large)

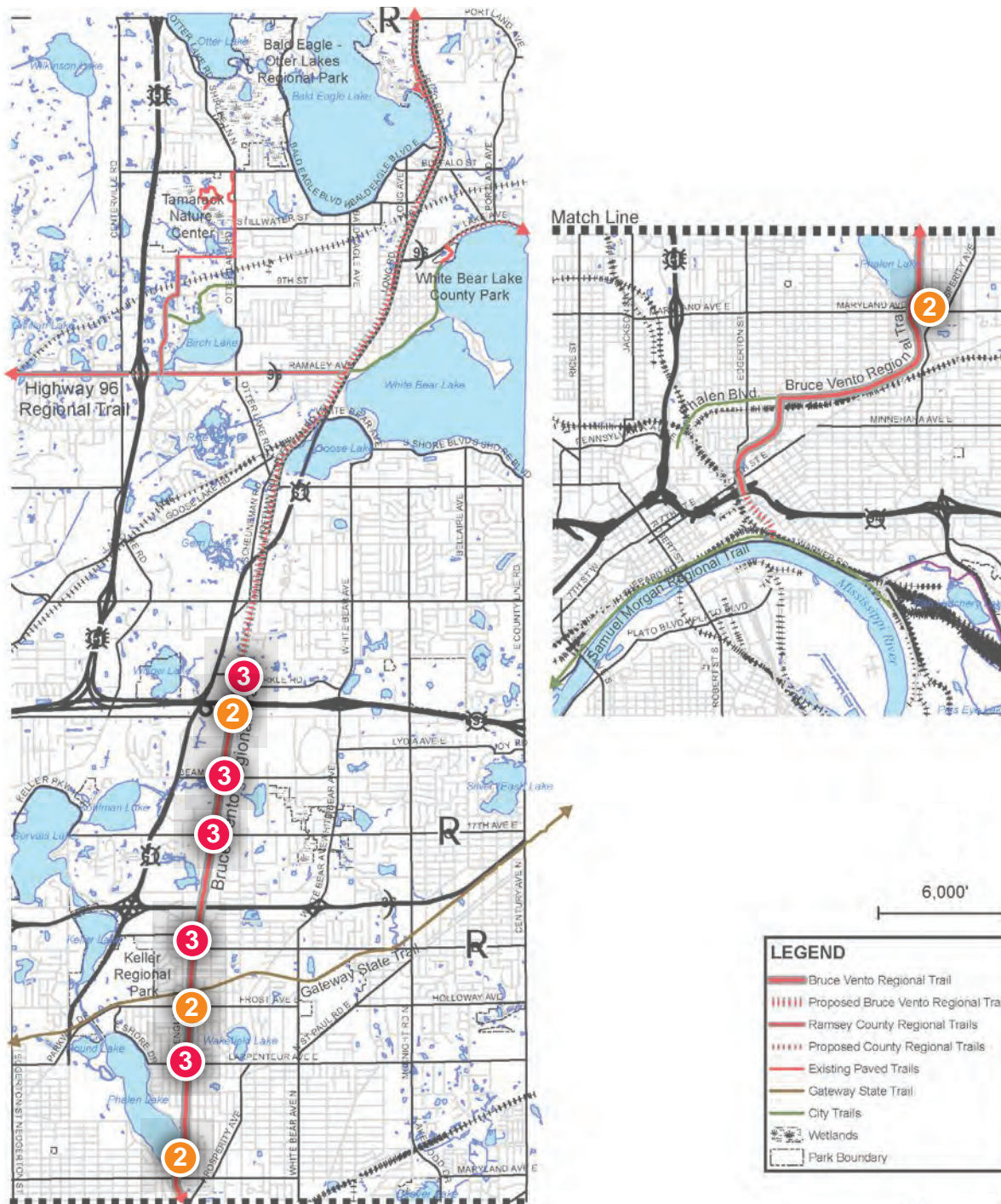
Absent- Candy Peterson (District 7)

Appendix B

2011 Ramsey County Parks Wayfinding Masterplan (Bruce Vento Trail Only)

The full Ramsey County Parks Wayfinding Masterplan will be provided upon request to Ramsey County Parks and Recreation. Additional wayfinding will be added for areas north of Buerkle Road following the same wayfinding design method for location, and sign type as described in this document.

Bruce Vento Regional Trail



1 Kiosk - Primary

- 48" wide x 84" height single-sided sign
- Includes 48" x 54" map/graphic of Park
- Photograph of Park features/attractions
- Typically located at significant parking lots and primary attractions
- Park name cut out of aluminum side panel

2 Kiosk - Secondary

- 36" wide x 72" height single-sided sign
- Includes 28" x 36" map/graphic & 'Park Rules'
- Typically located at secondary parking lots and Park entrances
- Park/Trail name cut out of aluminum side panel

3 Trail Post

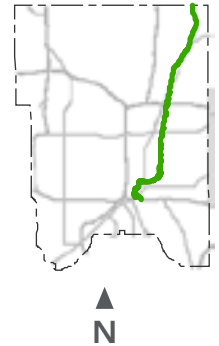
- 8" wide x 84" height post
- Includes 7" x 12" map/graphic
- Includes directional/pictographs providing directions to nearby amenities/attractions
- Typically located throughout Park and Trail providing orientation/directions for users
- Park/Trail name cut out of aluminum side panel

Appendix C

2018 Ramsey County Parks and Recreation System Plan (Bruce Vento Trail Only)

The full Ramsey County Parks and Recreation System Plan can be accessed on the Ramsey County Parks and Recreation website, at <https://www.ramseycounty.us/residents/parks-recreation/parks-trails/parks-planning-projects/parks-system-plan>

BRUCE VENTO REGIONAL TRAIL



EXISTING SITE CONDITIONS

MASTER PLAN DATE: 1989



LOCATION AND SIZE

The Bruce Vento Regional Trail is 13 miles in length and extends from the east side of downtown Saint Paul northwest to the north county line in White Bear Township. The trail is located on the former right of way of the Burlington Northern Santa Fe (BNSF) Railroad. The trail passes through the cities of Saint Paul, Maplewood, Vadnais Heights, Gem Lake, White Bear Lake, and White Bear Township. Although the designated trail extends the entire length of the BNSF Railroad right of way, only the southern 7 miles have been acquired for public use. The Ramsey County Regional Rail Authority has acquired the abandoned sections of the right of way for future light rail and transit use. A joint powers agreement between the Ramsey County Regional Rail Authority, Ramsey County, and the city of Saint Paul provides for continued use of a portion of the right of way for regional trail.



SITE CHARACTERISTICS

The BNSF Railroad right of way varies in width from 60 to 150 feet. It passes through a variety of areas, each with a different character depending on the land use of adjacent property. It varies from a narrow industrial corridor on the east side of Saint Paul to a wider, more natural corridor in suburban sections.



RECREATION DEVELOPMENT

The trail has been developed from East Seventh Street in the city of Saint Paul to Buerkle Road in the city of White Bear Lake, a distance of 7 miles. The section south of Phalen Regional Park was constructed by the city of Saint Paul, while sections north of Phalen Regional Park were constructed by Ramsey County. Larpen Ave is identified in the Joint Powers Agreement as the separation of maintenance responsibilities between Ramsey County and the city of Saint Paul. The completed section of the Bruce Vento Regional Trail intersects the Gateway Section of the Willard Munger State Trail and other local trails.

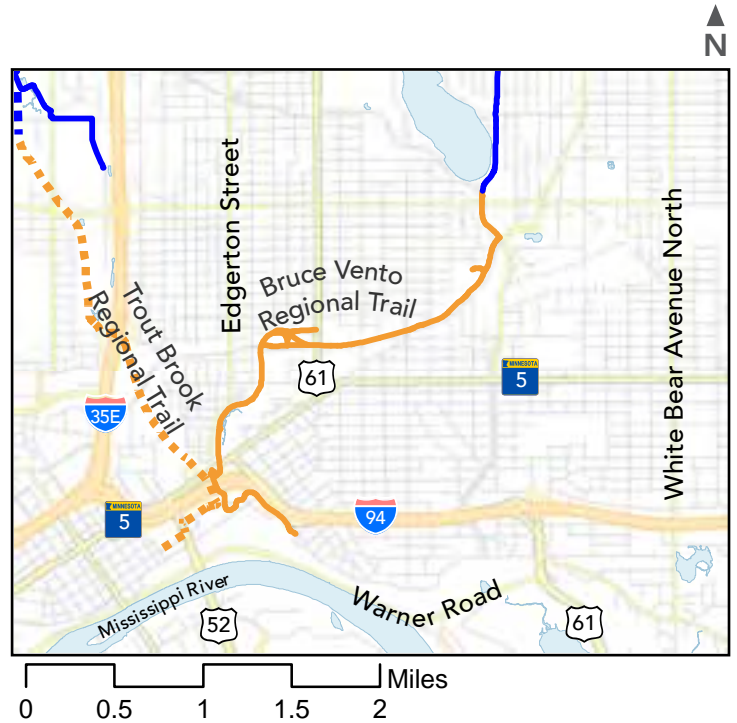
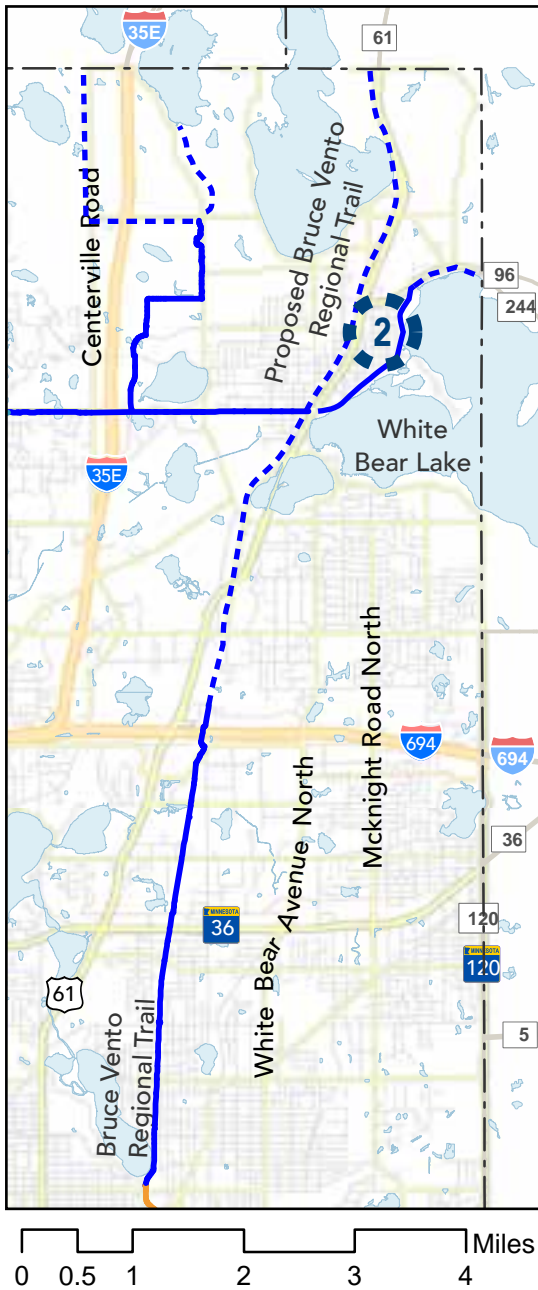


MAINTENANCE

Winter Maintenance:

- Plow trail from Lake McCarron's County Park to Arlington Ave E.

EXISTING CONDITIONS



Legend

Park Border	— · — · —	Park Paved Trail	— (red)	Regional Trail	— (blue)
Proposed Development	[3]	Park Turf Trail	— (green)	Proposed Regional Trail	- - - (blue)
Proposed Development Node	[1]	Municipal Trail	— (yellow)	Proposed Paved Park Trail	- - - (red)
Metro Tranist Stop	[T]	Municipal Ped/Bike Facility	— (cyan)		

PLANNING CONSIDERATIONS

The BNSF Railroad right of way north of Buerkle Road is currently licensed to the Minnesota Commercial Railroad for operations and maintenance. The Minnesota Commercial Railroad provides delivery and transloading service to a limited number of customers. Consolidation of the delivery and transloading at the M and D junction located in the city of White Bear Lake would enable the BNSF Railroad to abandon the railroad right of way south of that point. Once abandoned, the Ramsey County Regional Rail Authority would be in a position to purchase the right of way and provide easement access for trail purposes. North of that point, the railroad right of way is immediately adjacent to the Highway 61 right of way. With the anticipated return of Highway 61 from the State of Minnesota to Ramsey County, it is possible that a future trail north of the M and D junction could be located within the right of way of Highway 61. Redevelopment of Highway 61 should incorporate the regional trail extension to the north county line.

The abandoned railroad right of way was acquired by the Ramsey County Regional Rail Authority for future light rail or transit use. The majority of the trail constructed to date was placed in the center of the right of way in the former track bed. The trail utilizes former railroad bridge crossings on major roadways including Highway 36, Beam Avenue, and Interstate 694. Future transit improvements will likely require that the trail be relocated within the corridor. The specific design of the future transit improvements should incorporate the trail including accommodation for grade separated crossing at major roadway intersections.

Segments of the BNSF Railroad right of way have been abandoned in Washington and Chisago counties. Washington County has constructed the Hardwood Creek Trail and Chisago County has constructed the Sunrise River Trail on this right of way. Collectively, these trails extend from the city of Hugo to the city of North Branch, a total distance of 25 miles. The connection between the Bruce Vento Regional Trail and these trail segments will be coordinated with Washington County.

There is also a proposed connection from the Bruce Vento Regional Trail to the Trillium Trail and Trout Brook Regional Trail as well as Lake McCarron's County Park. As the county has participated in the Trillium Trail procurement, the Parks & Recreation department will work with the city of Saint Paul, community groups, and the Minnesota Department of Transportation to complete this connection.

PROPOSED DEVELOPMENT

1. Master Planning

The master plan for the Bruce Vento Regional Trail is a joint regional trail master plan between Ramsey County and the city of Saint Paul and was approved in 1989 by the Ramsey County Board of Commissioners, city of Saint Paul, and the Metropolitan Council. Several changes to the existing regional trail and additional development is proposed throughout the regional trail corridor which will require additional master planning activities.

- A master plan amendment is planned for 2019 due to proposed changes within the regional corridor and recreational development opportunities. Currently the railway lines north of Buerkle Road in the city of White Bear Lake to Hugo are active. It is undetermined how long this section of railway will stay active. As a result the master plan will address trail realignment for areas north of Buerkle Road to County Road J in the Cities of White Bear Lake, Vadnais Heights, and White Bear Township to County Road J. Improvements throughout the corridor for recreational needs due changing trends, demographics, and recreational amenities will also be addressed. Continued development of the regional trail corridor will follow items addressed in the 2019

PROPOSED DEVELOPMENT

master plan amendment until future changes are required.

- Develop partnerships with Ramsey County Regional Rail, the Cities of Saint Paul, Maplewood, Vadnais Heights, Gem Lake, White Bear Lake, and White Bear Township, the Minnesota Department of Transportation (MNDOT), Washington County Park & Recreation department, local schools adjacent to the corridor, Burlington Northern Santa Fe (BNSF) and Minnesota Commercial Railway, Rice Creek Watershed District (RCWD), Ramsey Washington Metro Watershed District (RWMWD), and private properties adjacent to the corridor for funding strategies, increased recreational opportunities, and proposed improvements.

2. Rush Line Bus Rapid Transit (BRT)

Ramsey County Regional Rail started master planning activities in 2014 for development of the Rush Line BRT from downtown Saint Paul to the downtown area of White Bear Lake. The majority of the Rush Line BRT is proposed to be located within the existing former BNSF right-of-way from downtown Saint Paul to Buerkle Road in the city of White Bear Lake. The north extension of the Rush Line BRT is planned to follow Buerkle Road and Highway 61 to the downtown area within the city of White Bear Lake. Dependent on the outcome of the Rush Line BRT master planning process, realignment of the existing trail will likely be required within the former railway corridor. Connections to bus terminals, parking areas, and other recreational development opportunities will need to be planned in conjunction with the Rush Line BRT.

3. Trail Development

- **Pedestrian Trail Connections:** increase pedestrian access points to the regional trail corridor for improved connectivity to adjacent residential and commercial real estate.
- **Access points at Roadway Corridors:** Several access points to the regional trail are in existing roadway corridors. There has been a demand to redevelop many of these access points for improved access and safety while crossing roads. Proposed improvements may consist of the redevelopment of existing at-grade crossings, realignment of access points, safety signaling, and trail transition areas. A planning study may be required to identify necessary improvements for these crossings.
- **New Access Points:** There has been a demand to increase access points to adjacent residential neighbors and commercial real estate. Additional access points will be proposed for undeveloped trail sections as development occurs. A planning study may be required to identify additional trail connections to the corridor.

Existing Regional Trail: Redevelop existing sections of regional trail for more direct connections to amenities. Redevelopment of the existing trail will be required during implementation of the Rush Line BRT within the regional trail corridor. The regional trail is proposed to be shifted to allow construction of the Rush Line BRT, bus line terminals, and parking areas. Improvements shall consist of trail repaving and the re-alignment of trail sections to reduce sharp corners and steep slopes adjacent to trail sections.

PROPOSED DEVELOPMENT

New Trail Sections: Trail development is proposed for undeveloped sections of the Bruce Vento Regional Trail. A preliminary design study was completed in 2016 to identify the proposed trail alignment, preliminary design and engineering, impacts, cost, and site amenities for additional recreation opportunities of the trail extension from Buerkle Road to Highway 96 West in the city of White Bear Lake. Additional planning activities started in 2016 for possible trail alignment corridors for the extension of trail from Highway 96 West to County Road J. Additional planning activities will be required to determine the location of the regional trail corridor and will require a master plan amendment for proposed trail locations and improvements.

4. Trailhead Parking Lots

There are no trailhead parking lots. There has been a demand to increase parking for access to the regional trail corridor. Additional trailheads are proposed for new sections of trail from Buerkle Road to County Rd J. Additional planning studies may be required to determine parking opportunities for existing sections of trail, partnerships, and new trailhead locations.

5. Wayfinding

Improve pedestrian signage for improved wayfinding to trail accesses, trail crossings and other amenities. Provide interpretive signage in natural areas for increased nature education opportunities.

6. Recreation Opportunities

Public Art: Provide the opportunity and appropriate infrastructure to accommodate public art to improve community connections.

Culturally Significant Areas: Provide connections and interpretive education to culturally significant areas along the railway corridor. Proposed improvements would consist of interpretive educational signage and pedestrian connections for viewing opportunities.

Programming: Increase recreation and nature programming activities. This may be accomplished through interpretive and educational signage.

Wildlife Areas: Provide visual and interpretive educational signage and pedestrian connections to wildlife areas. If federally or state listed protected plants or animals are discovered statutes and guidelines will be followed.

7. Acquisitions

Identify properties for future regional trail acquisition when properties become available.

Appendix D

2018-2019 Railroad Engagement Meeting Summaries and Graphics

Bruce Vento Trail Design

Railroad Coordination Meeting

October 11, 2018

AGENDA

1. Introductions

2. Project Overview

- Project History and Background
- Bruce Vento Trail Master Plan

3. Buerkle Road to Hwy 96 Final Design Project

- Proposed Alignment
- Existing Rail Crossings
- Potential Encroachments of BNSF Property

4. Discussion

- Understanding Railroad Issues and Concerns
 - Plans to Improve Existing Facilities
 - Plans for Rail Service
 - Safety and Crossing Concerns
 - Other Issues and Concerns
- BNSF Design Guidelines for At-Grade Trails and Parallel Roadways
- Public Input on Trail Alignment Through Downtown White Bear Lake
- Opportunities for Flexible Design Solutions
- Continuing the Dialogue

5. Next Steps

Bruce Vento Trail Design

Railroad Coordination Meeting

February 26, 2019

AGENDA

1. Introductions

2. October 11, 2018 Meeting Recap

- Project history and background
- Railroad interests and concerns
- Trail alignment review

3. Project Activities Since Last Meeting

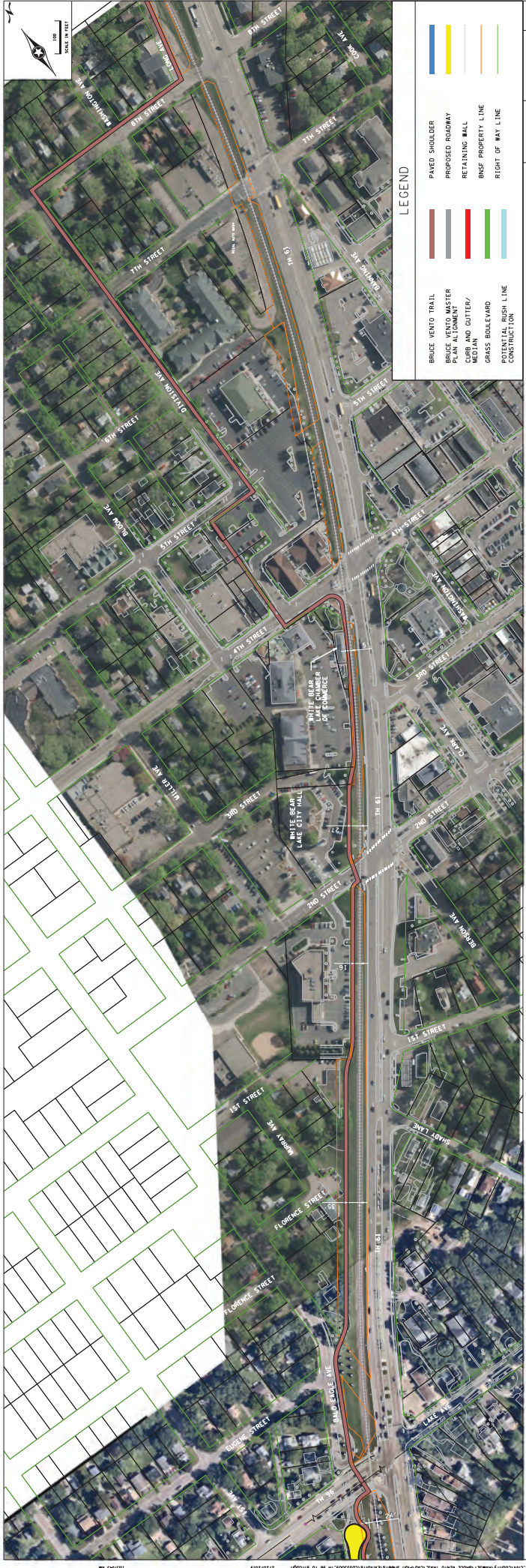
- Concept design and refinement
- Public engagement
- Rush Line coordination
- Topographical survey, geotechnical investigation

4. Trail Alignment Discussion

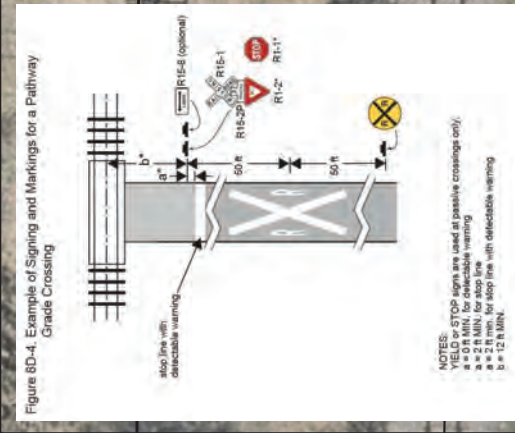
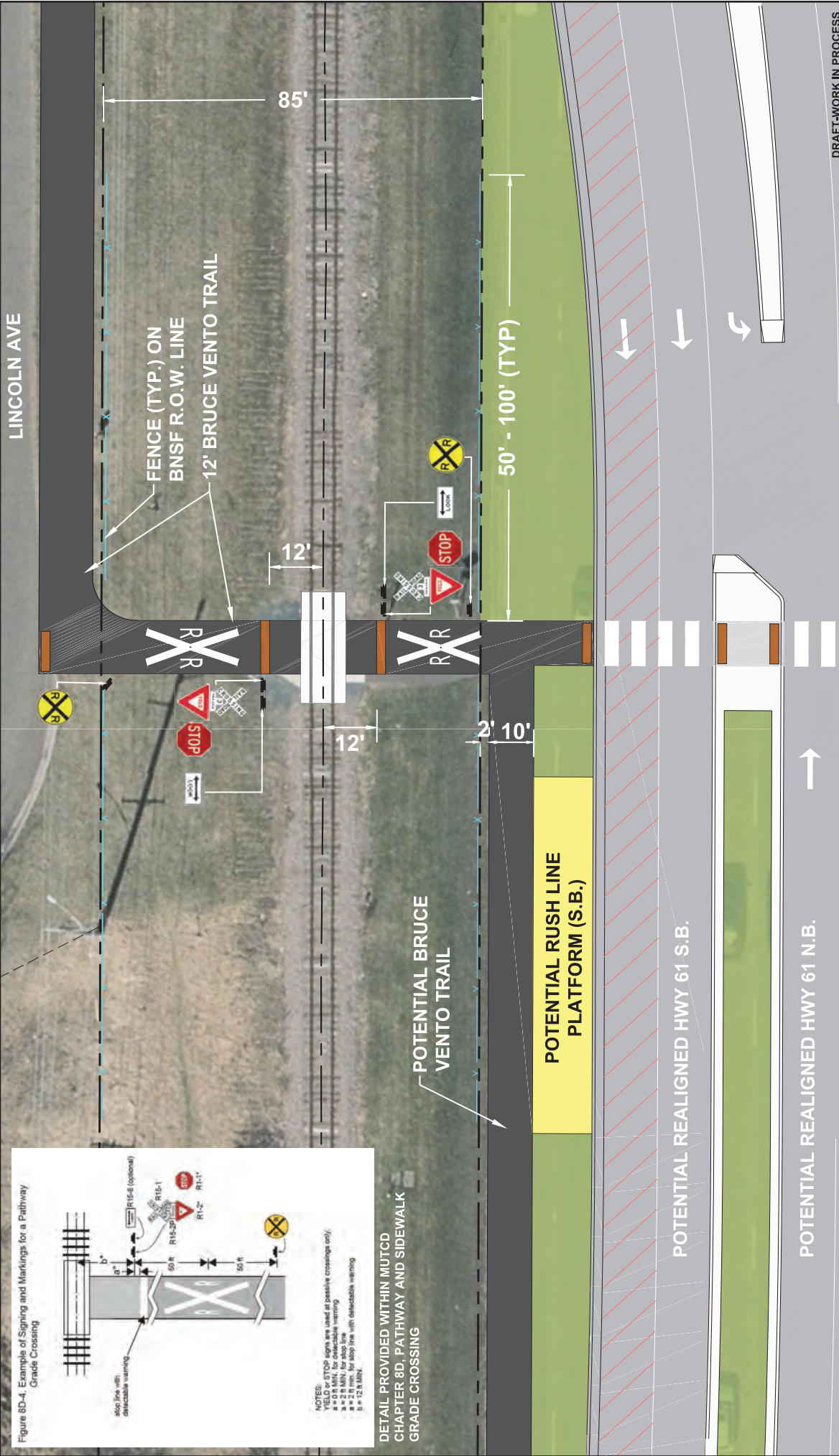
- Buerkle Road to County Road E
 - Buerkle Road crossing
- County Road E and Highway 61 bridge underpasses
- Hoffman Road corridor
- Hoffman Road/US 61 Area
 - Marina Triangle Rush Line station
 - Whitaker Street pedestrian track crossing
- Downtown White Bear Lake

5. Next Steps

- Concept layout refinement
- Encroachment permit process
- Final design



BRUCE VENTO TRAIL - TH 96 TO 8TH STREET



DETAIL PROVIDED WITHIN MUTCD
 CHAPTER 8D, PATHWAY AND SIDEWALK
 GRADE CROSSING

<p>BRUCE VENTO TRAIL WHITE BEAR LAKE RAMSEY COUNTY POTENTIAL PEDESTRIAN CROSSING OF RAILROAD AT WHITAKER STREET</p>	<p>REV 0 02/21/2019</p>		<p>RAMSEY COUNTY</p> <p>Kimley-Horn</p>
<p>DRAFT-WORK IN PROCESS</p>			

PARKING DATA

- EXISTING: 88 SPACES
- REMOVED: 34 SPACES
- ADDED: 19 SPACES
- PROVIDED: 73 SPACES
- ADDED w/ CLOSED DRIVE: 6 SPACES
- PROVIDED 79 SPACES

2ND STREET

OPTION:
CLOSE DRIVE/
ADD PARKING

NORTH STAR BANK
- 2 STORY
- APPROX 22KSF

BRUCE VENTO TRAIL

EXISTING PARKING
34 SPACES

BRUCE VENTO TRAIL

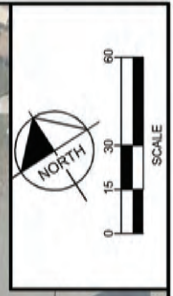
WHITE BEAR LAKE

1"=30'
1/01/2019

Hwy 61

BNF

EDGE OF BALLOST
E OF RAIL



Bruce Vento Trail Design

Railroad Coordination Meeting

June 11, 2019

AGENDA

1. Introduction/Safety Briefing

2. February 26, 2019 Meeting Recap

- Trail alignment refinements- Buerkle Road to Highway 96
- Downtown White Bear Lake
- Trail alignment review

3. Project Activities Since Last Meeting

- Concept design and refinement – downtown WBL
- Agency (City, County, Rush Line) coordination

4. Trail Alignment Discussion

- Buerkle Road to Hoffman Road/US 61 Intersection
- US 61 Area (Hoffman Road to Highway 96)
- Downtown White Bear Lake Alternatives
 - East Side of US 61
 - West Side (along/within BNSF
- Hugo Road frontage

5. Next Steps

- Begin 30% design plans for trail (Buerckle to Highway 96)
- Clarify encroachment permit locations/limits
- Finalize trail corridor in downtown White Bear Lake
- Geotechnical borings at County Road E and Highway 61 bridges



200
SCALE IN FEET



BALD EAGLE LAKE

UNCONSTRAINED RIGHT OF WAY

CONSTRAINED RIGHT OF WAY

TAYLOR AVE

GILBERT AVE

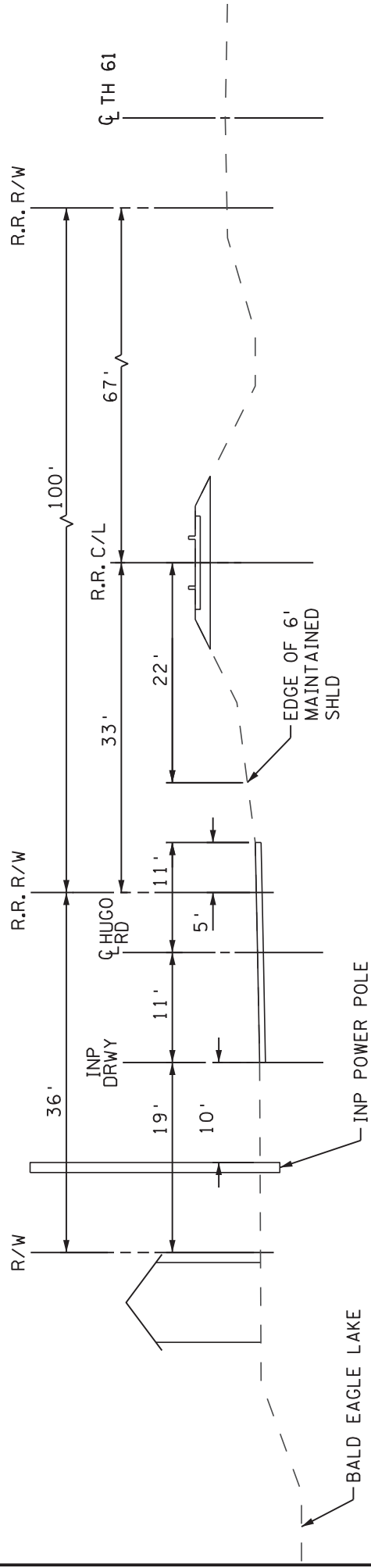
EAGLE
BROOK
CHURCH

HUGO ROAD

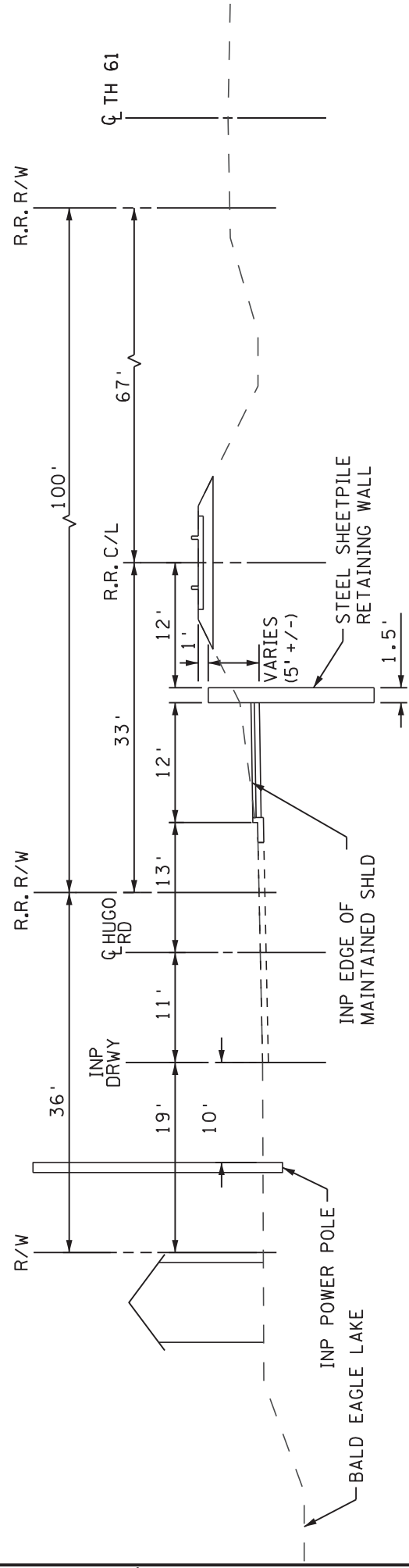
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ASPEN LANE

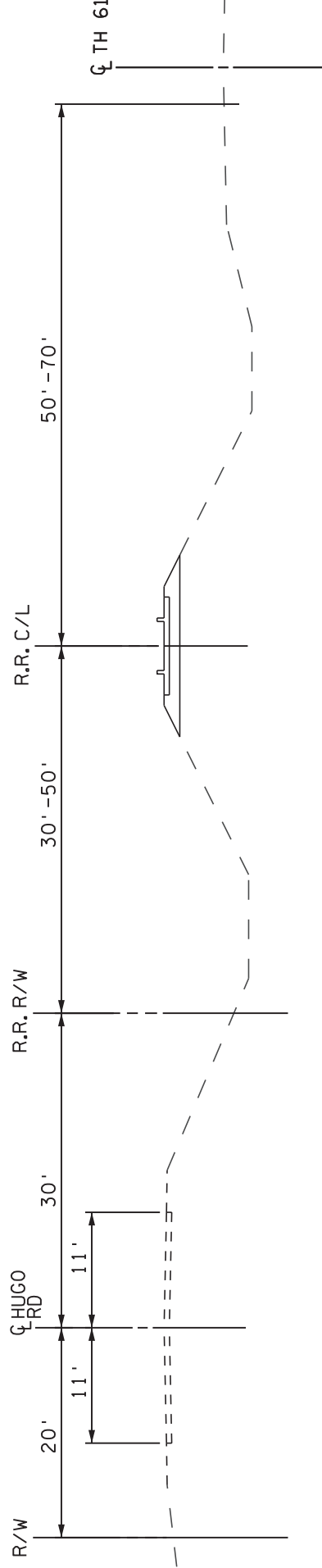
TH 61



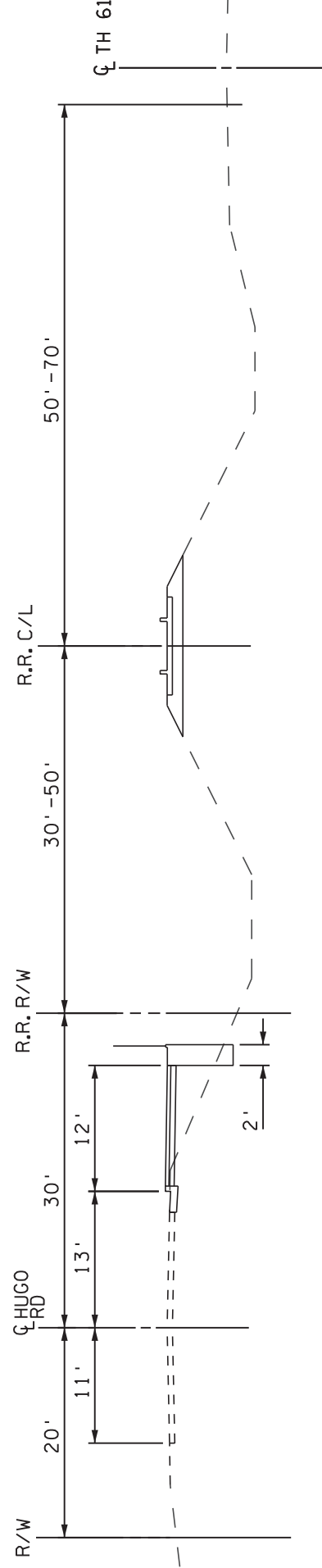
INPLACE TYPICAL SECTION



PROPOSED TYPICAL SECTION



INPLACE TYPICAL SECTION



PROPOSED TYPICAL SECTION

Bruce Vento Trail Design

Railroad Coordination Meeting

December 4, 2019

AGENDA

1. Introductions

2. Project Overview

- Project History and Background
- Project schedule
- Railroad coordination to date

3. Buerkle Road to Hwy 96 Final Design Project

- Proposed Trail Layout
- Areas of Encroachment within BNSF Property
 - North Marsh to County Road E
 - County Road E underpass
 - Highway 61 underpass
 - Hoffman Road
- Rush Line coordination
- Whitaker Street Crossing improvement

4. Highway 96 to County Road J Master Planning

- Downtown White Bear Lake
- Hugo Road pinch point

5. Discussion and Next Steps

- 30% Plan Review process with BNSF
- Funding application

Bruce Vento Trail Design

Railroad Coordination Meeting

June 22, 2020

AGENDA

1. Introductions

2. December 2019 Meeting Recap

- Review of project history and previous railroad coordination
- Review of Buerkle Road – White Bear Avenue project details
- Discussion of future trail extension through White Bear Lake to CR J

3. Buerkle Road to White Bear Avenue Project

- Trail/BNSF property interaction area focus
 - North Marsh to County Road E area
 - County Road E underpass area
 - Highway 61 underpass area
 - Hoffman Road frontage
- Design refinements since December
 - Minimized walls on RR side of trail
 - Shifted trail at underpasses to provide 50 feet of separation (vs. 25)
 - Drainage design
 - Shifted trail out of BNSF property near White Bear Avenue (in progress)
- Federal funding application in May 15, 2020 (2024 construction)
 - Coordination letter for funding application

4. Next Steps

- Coordination letter for funding application
- Preliminary Engineering Plan Review with BNSF

Appendix E

2019 Rush Line Corridor 15% Plans: Select Sheets

Legend

- Proposed Route
- Proposed Station
- Proposed Station and Park-and-Ride
- Ramsey County Rail Right-of-Way (project assumes co-location with Bruce Vento Trail)
- METRO Green Line

Project includes further exploration of connector bus service along with other transit improvements

Map Labels:

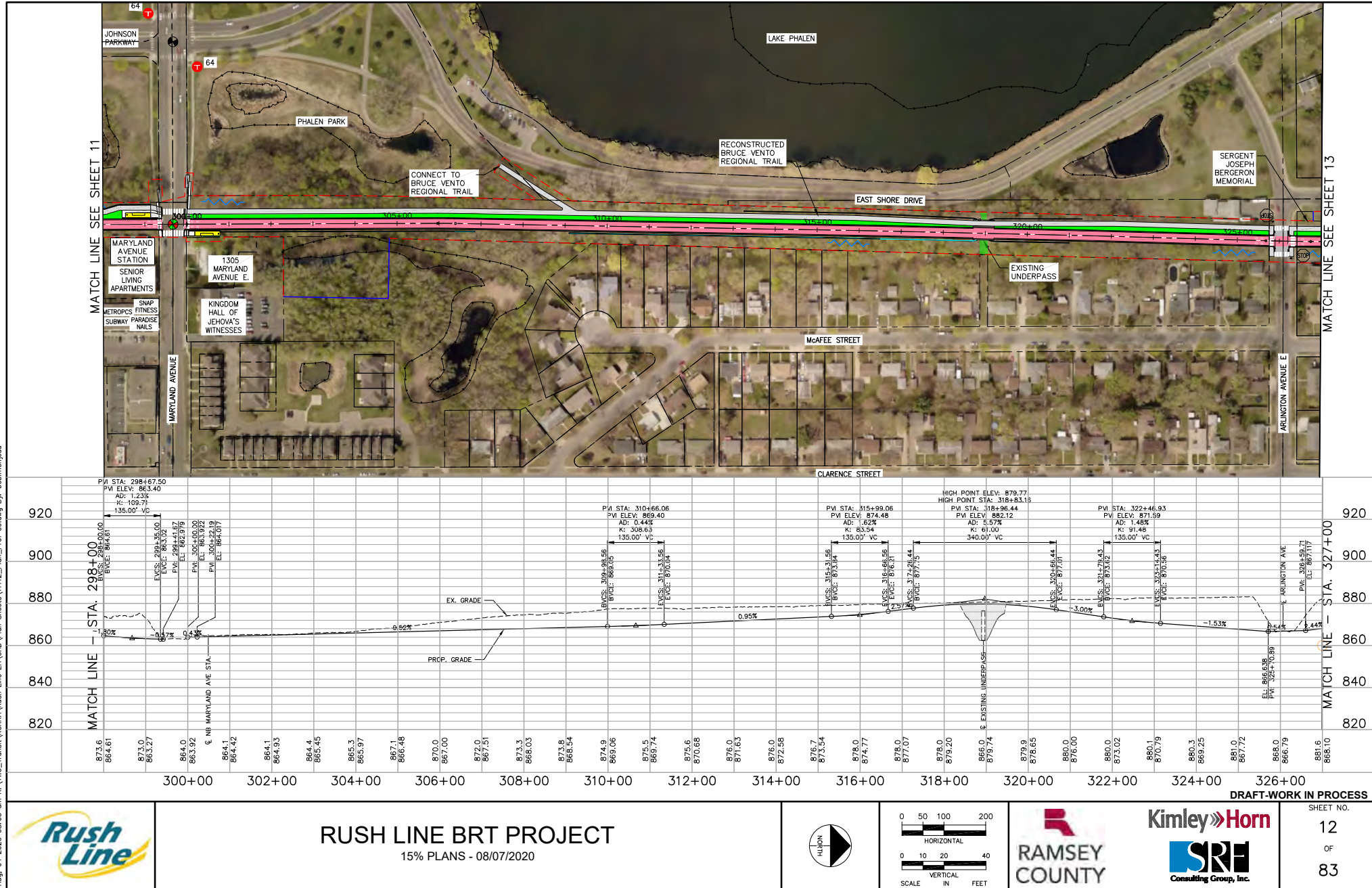
WHITE BEAR TOWNSHIP
WHITE BEAR LAKE
Downtown White Bear Lake
Whitaker Street
County Road F
Cedar Avenue
County Road E
Buerkle Road
St. John's Boulevard
Beam Ave E
Maplewood Mall Transit Center
County Road C
Highway 36
County Road B
Frost Avenue
Larpenteur Avenue
Maryland Avenue
Cook Avenue
Arcade Street
Payne Avenue
Olive Street
14th Street
10th Street
5th/6th Street
Union Depot

Inset Maps:

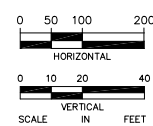
South
Maplewood Mall Transit Center
Beam Ave E

Union Depot
5th/6th Street
E 4th St
N Sibley St
E 5th St
E 6th St
N Wacouta St
N Robert St

Scale: 0 0.75 1.5 Miles



RUSH LINE BRT PROJECT
15% PLANS - 08/07/2020

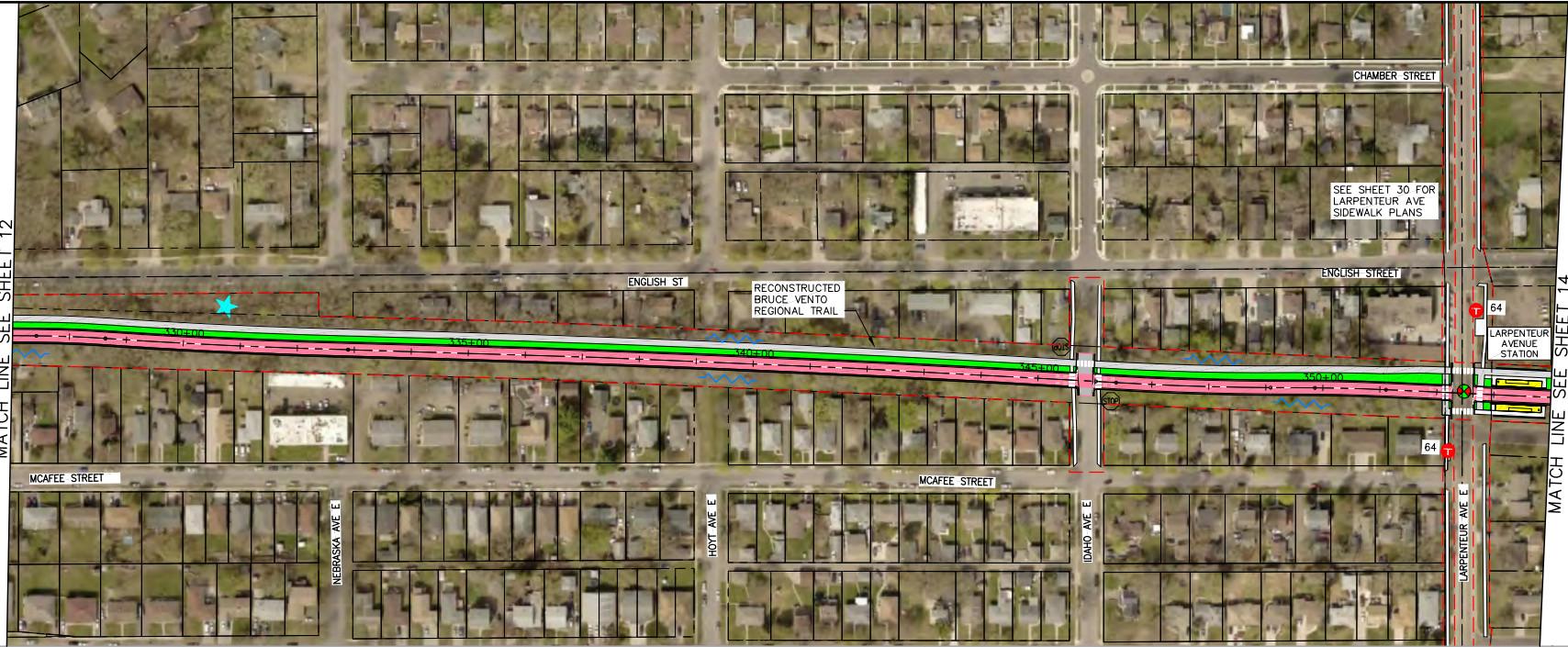


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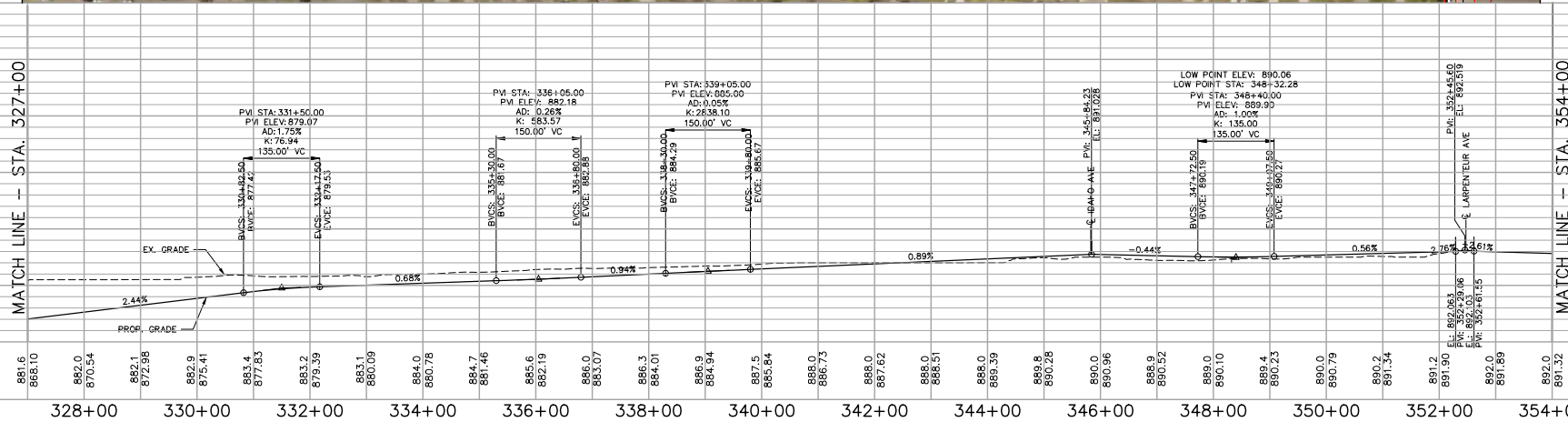
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MATCH LINE SEE SHEET 14



MATCH LINE - STA. 327+00

MATCH LINE - STA. 354+00

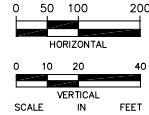


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RUSH LINE BRT PROJECT

15% PLANS - 08/07/2020

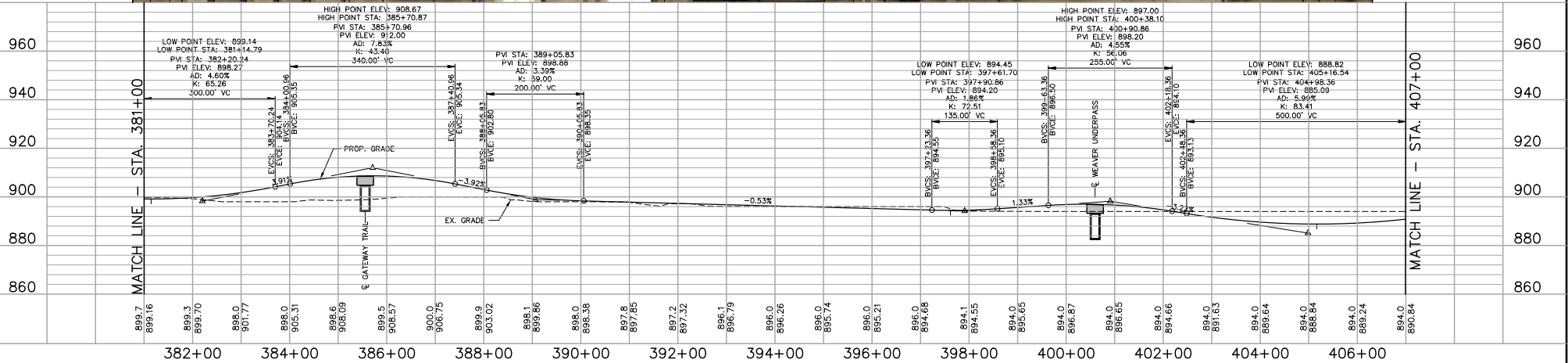
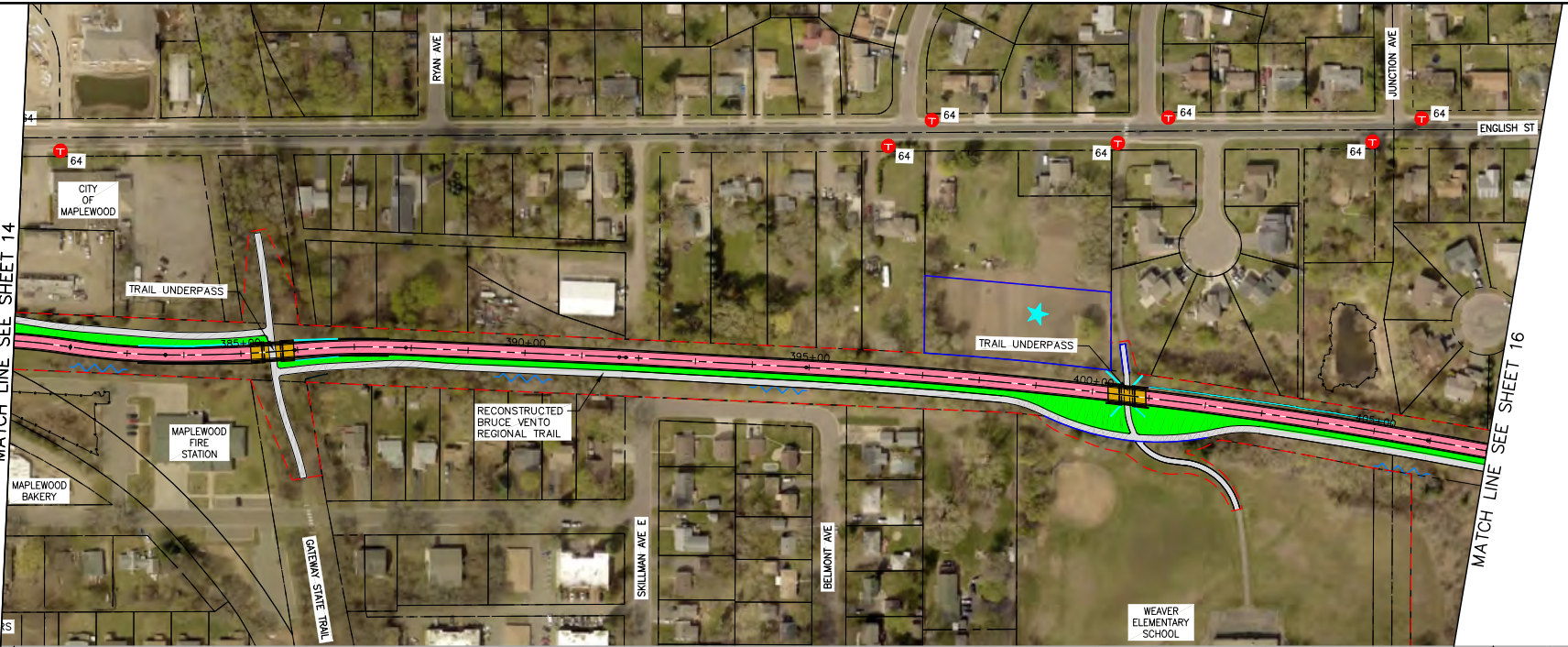


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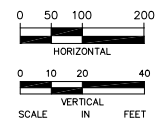
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RUSH LINE BRT PROJECT

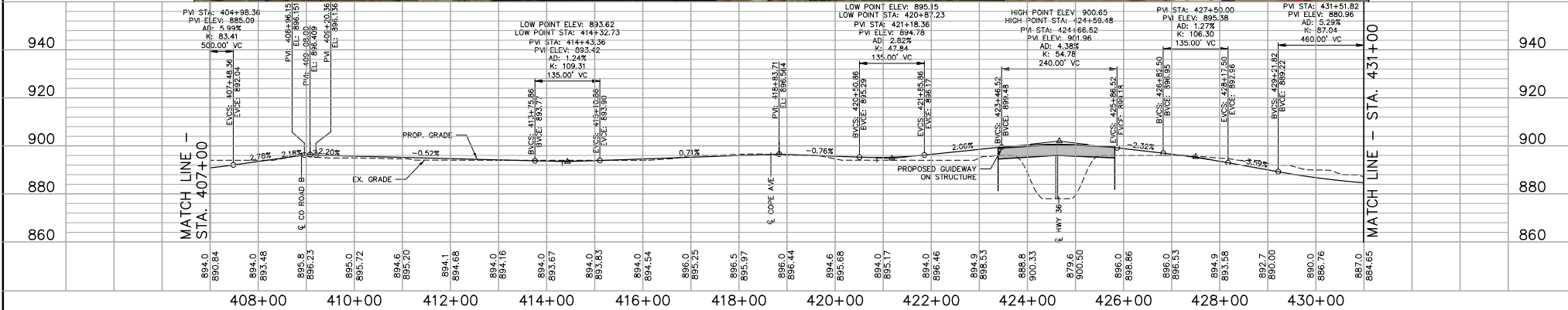
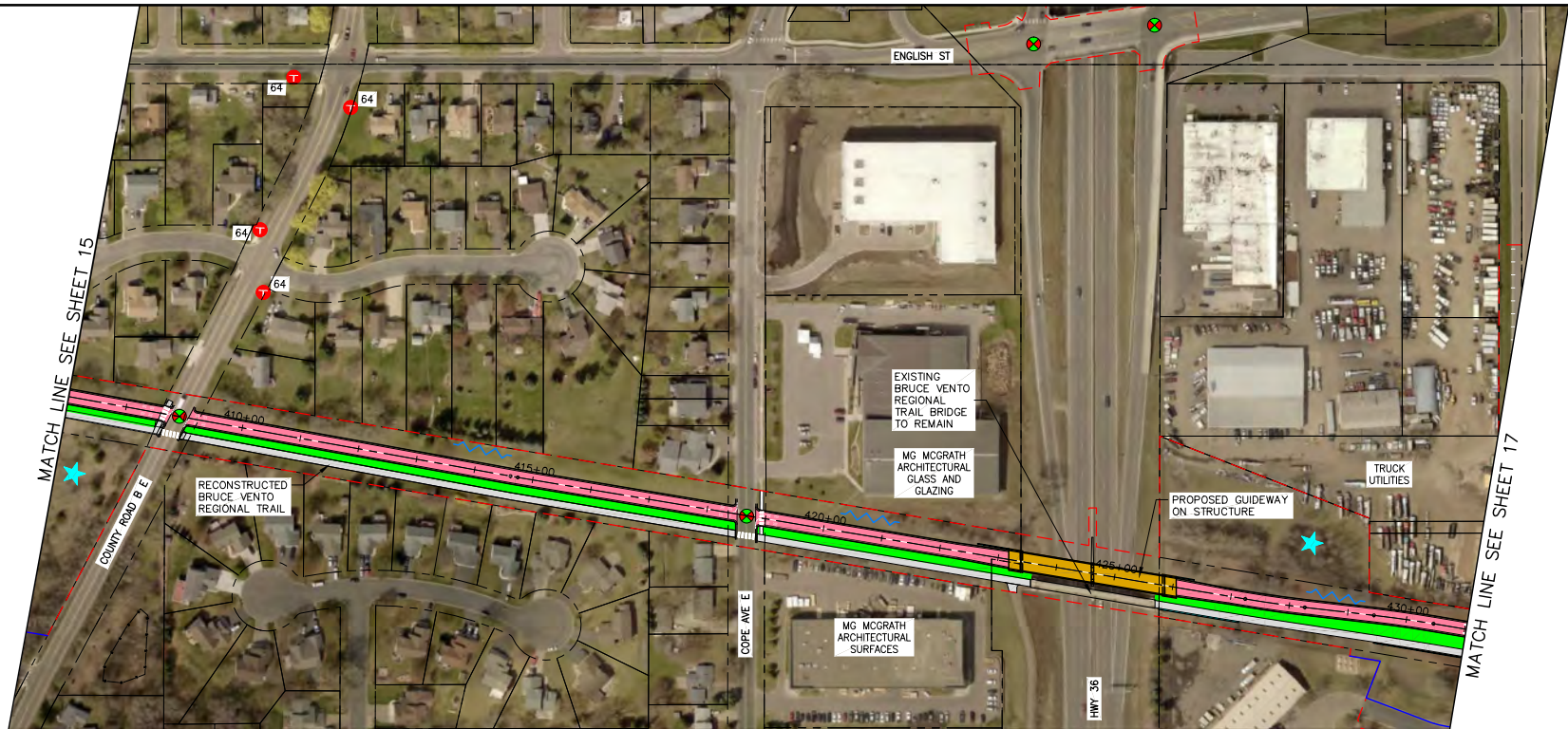
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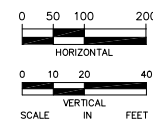


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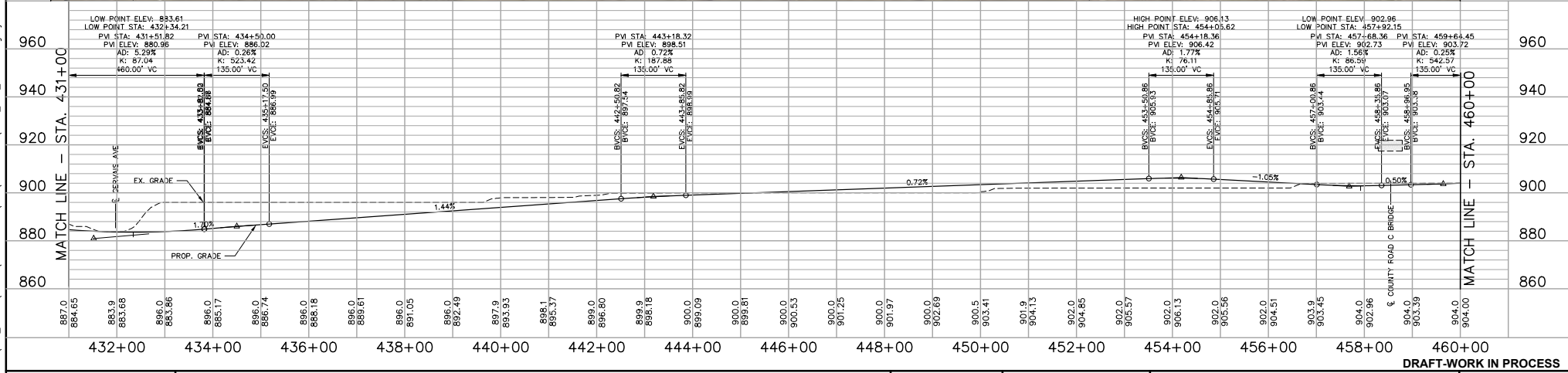
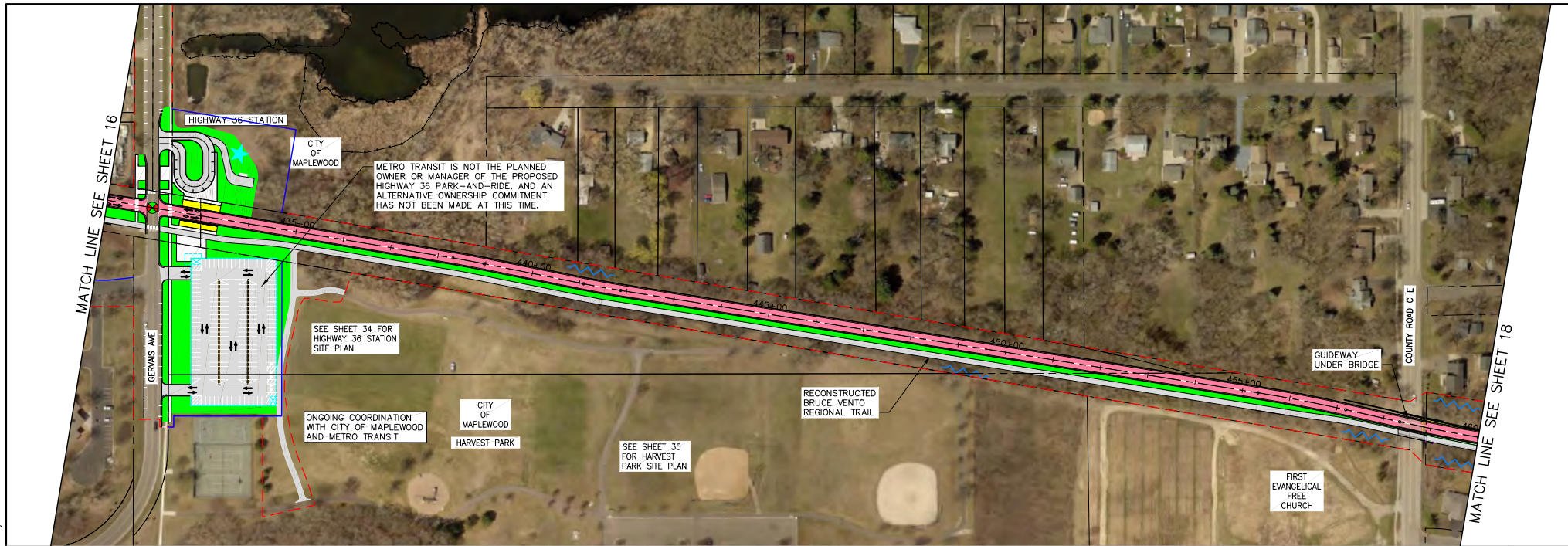
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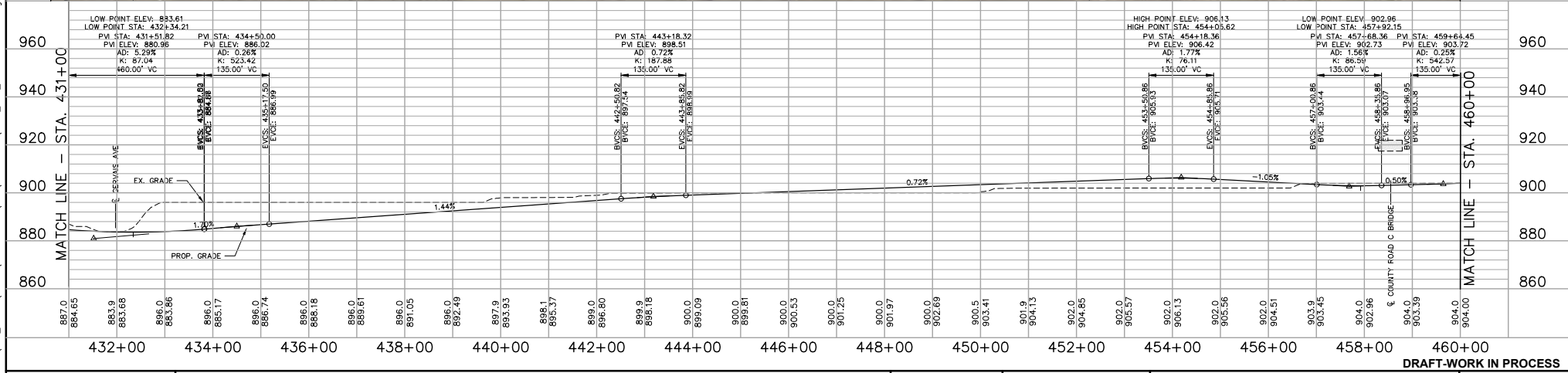
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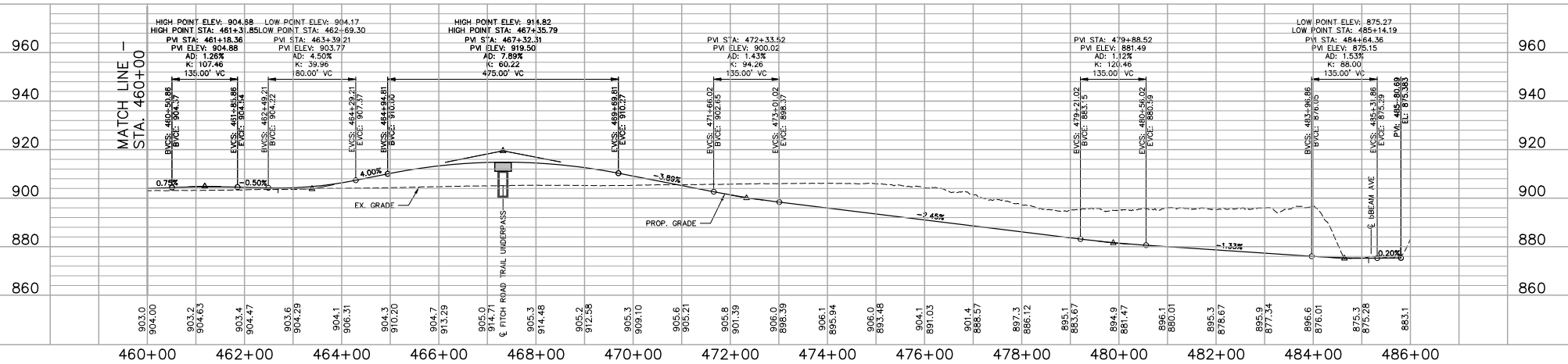
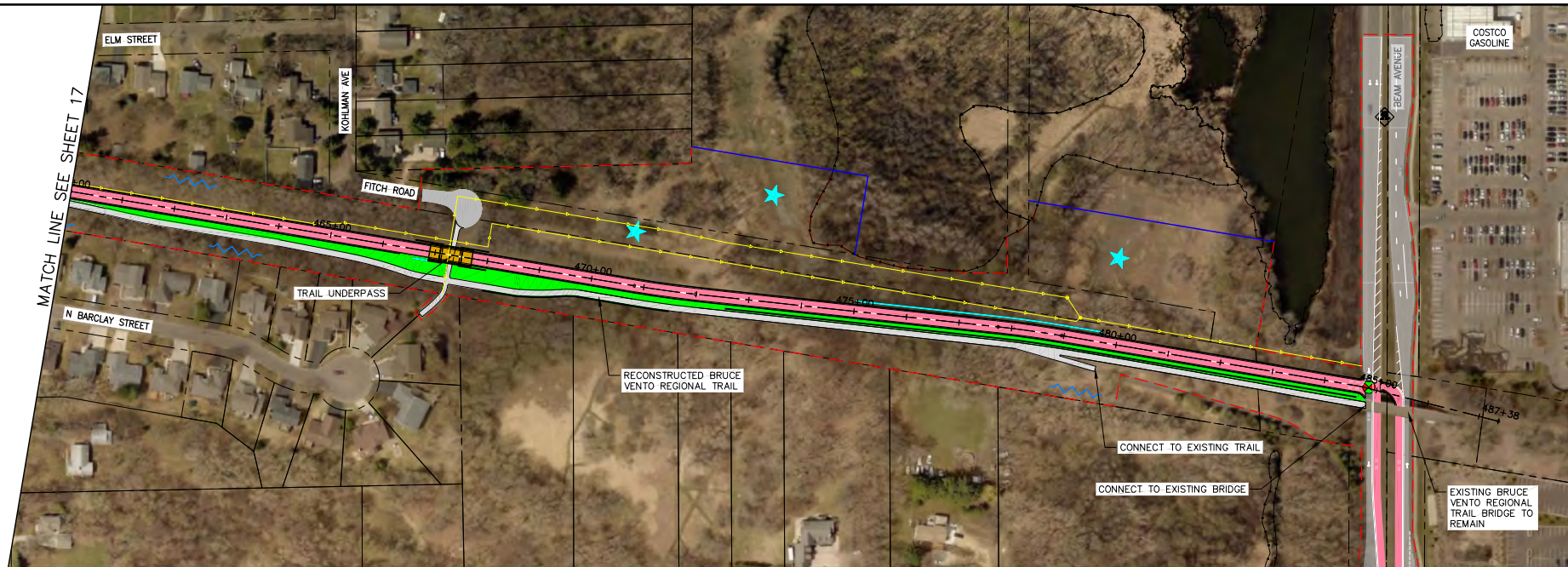
RUSH LINE BRT PROJECT

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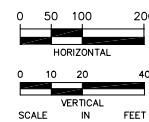
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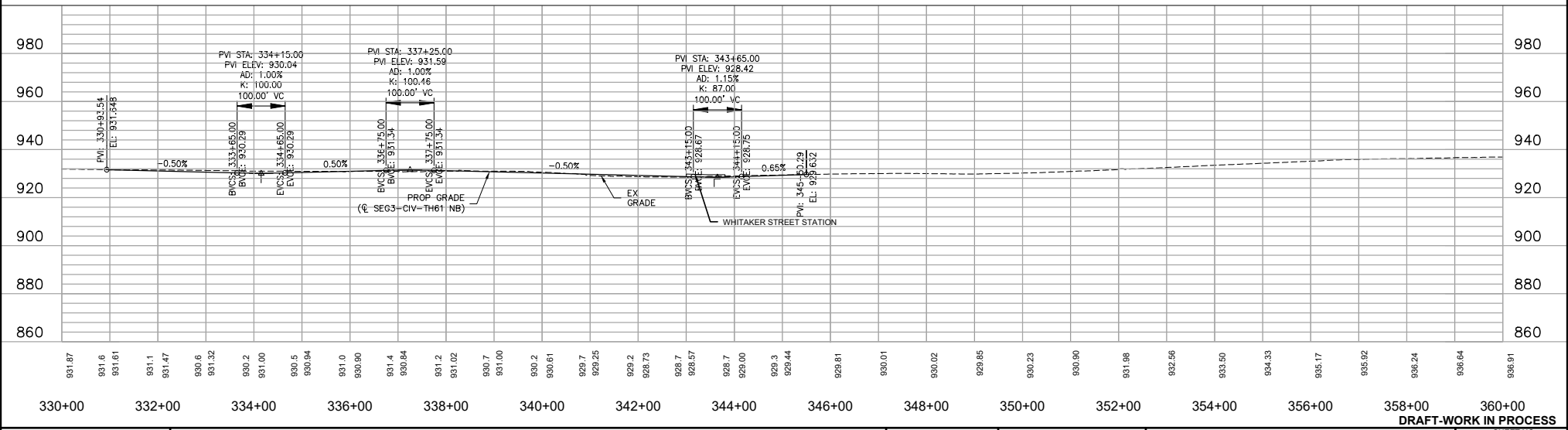
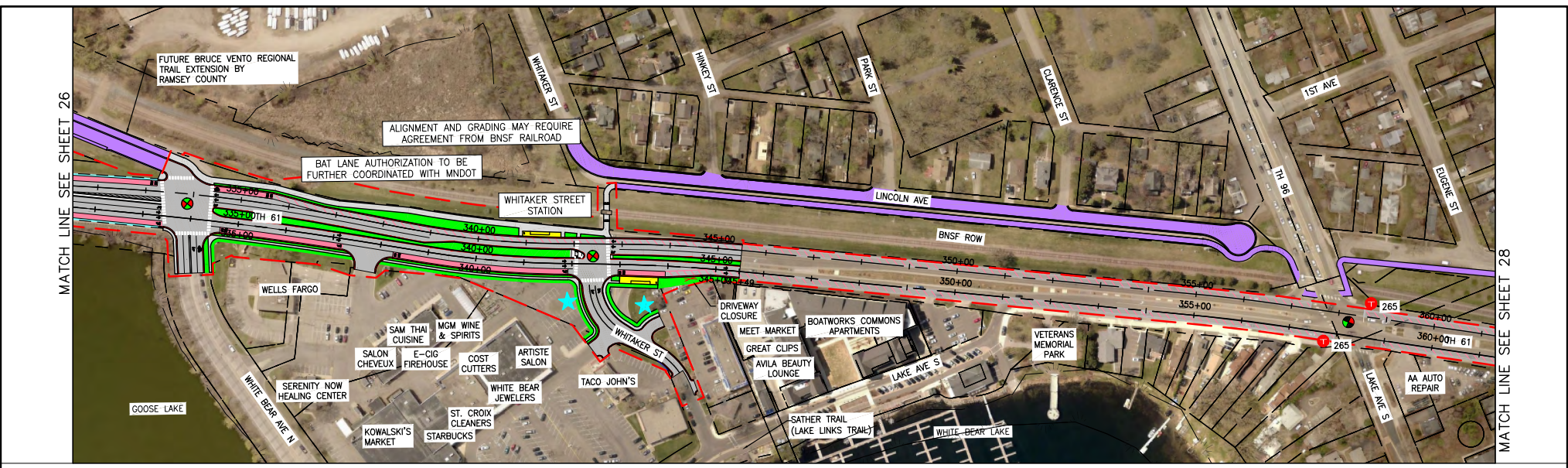


RUSH LINE BRT PROJECT 15% PLANS - 08/07/2020



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RUSH LINE BRT PROJECT

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VERTICAL
SCALE IN FEET

DRAFT-WORK IN PROCESS

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Appendix F

2018-2019 Engagement Event Summaries and Comments Received

Bruce Vento Regional Trail

HIGHWAY 96 TO COUNTY ROAD J EXTENSION



Community Engagement Meetings

Ramsey County Parks & Recreation is initiating a planning study to refine alternative regional trail alignment corridors out of the rail right-of-way. This process will find one preferred trail alignment for the Bruce Vento Regional Trail.

OCTOBER 4

6 - 8 p.m.

*Present proposed corridors
for public input.*

OCTOBER 25

6 - 8 p.m.

*Present refined corridor
from first meeting and gain
additional public input.*

Meeting Location:

WHITE BEAR LAKE PUBLIC SAFETY BUILDING

4701 Highway 61, White Bear Lake, MN 55110

**NEWS RELEASE**

September 17, 2018

FOR IMMEDIATE RELEASE

Contact: Kristi Saksvig 651-486-2208

Bruce Vento Trail Extension: Highway 96 to County Road J

Ramsey County Parks & Recreation is initiating a planning study to refine alternative regional trail alignment corridors out of the rail right-of-way. This project area is located between Highway 96 and County Road J in the cities of White Bear Lake and White Bear Township. This process will find one preferred trail alignment for the Bruce Vento Regional Trail.

Community engagement meetings

Thursday, October 4, 2018

Proposed corridors will be presented for public input. Come and share your thoughts on the Bruce Vento Trail extension design options.

Thursday, October 25, 2018

Refined corridor drawings will be presented based on input from the first meeting.

Both meetings will be held from 6 to 8 p.m. at the White Bear Lake Public Safety Building, 4701 Highway 61, White Bear Lake, MN 55110.

Project goal

Extend trail from Highway 96 to County Road J:

- Determine if the Bruce Vento Regional Trail route can be routed through downtown White Bear Lake.
- Refine potential trail alignment search corridors.
- Provide trail connections to Rush Line Bus Rapid Transit and downtown White Bear Lake.
- Provide basis for Master Plan Amendment for the Bruce Vento Regional Trail north of Highway 96.

More information about the project can be found on the [Parks website](#).

Bruce Vento Regional Trail

Highway 96 to County Road J

Public Meeting No. 1



Presentation Contents and Agenda

- | | |
|--|------|
| • Open Time | 6:00 |
| • Presentation | 6:15 |
| • Bruce Vento Trail Overview | |
| • Overview of Public Engagement Meetings & Master Planning Process | |
| • Project Goals | |
| • Possible Alignments | |
| • Comments & Questions | 6:30 |
| • Open House Forum & Public Input | 6:40 |

Bruce Vento Trail Overview

- Buerkle Road to Highway 96
 - Build on the preliminary design study completed in 2016
 - Complete Final Construction Plans
 - Align with 2018 Regional Solicitation Funding Opportunities
 - Anticipated Implementation in 2022
- Highway 96 to County Road J
 - Refine potential alternative trail alignment search corridors
 - Determine if the Bruce Vento Regional Trail can be routed through downtown White Bear Lake
- Bruce Vento Regional Trail Master Plan
 - Amend the Bruce Vento Regional Trail Master Plan to illustrate trail improvements, and trail re-alignment from Larpenteur Avenue to County Road J



Master Plan Process



Project Goals

Goals: Highway 96 to County Road J

- Refine potential alternate trail alignment search corridors
- Determine if the Bruce Vento Regional Trail route can be routed through downtown White Bear Lake
- Provide trail connections to Rush Line BRT and downtown White Bear Lake
- Additional community engagement meetings will take place to seek input and design options, fall 2018
- Provide basis for Master Plan Amendment for the Bruce Vento Regional Trail north of Highway 96

Possible Alignments

Alignment Concepts



Alignments West of Highway 61

- **Opportunities**
 - Provides connections to multiple schools
 - Mimics the Lake Links Regional Trail, offering a second lake shore destination trail in the local community
 - Minimizes major highway crossings
 - Provides connections to multiple parks
 - The route is already used by local pedestrians and bicyclists, and would provide improved access to Bald Eagle Blvd. E
- **Constraints**
 - Bald Eagle Blvd. E is a narrow two-way road with limited right-of-way making passage difficult in areas
 - More utilities, private driveways, etc. to contend with

Alignments East of Highway 61

- Opportunities
 - Utilize the existing Lake Links Regional Trail
 - Connects White Bear Lake County Park to the Regional Trail System, helping to achieve the goal of connecting regional facilities as outlined in Thrive 2040
 - More trail length along lake shore
 - Connections to Downtown White Bear Lake readily available
- Constraints
 - Requires two crossings of Highway 61

Forum Questions to Consider

- Which Alignment do you prefer most and why?
- Which Alignment do you prefer least and why?
- Are any alignments missing from the concepts that should be reviewed further?
- What trail amenities, local connections, etc. is most important to you that should be considered within the proposed alignments?

Break for Open House Forum

Next Meeting: Thursday October 25 6:00 P.M

Contact Information

PH: 651-748-2500

E-Mail: Parks@CO.ramsey.mn.us

THEMES

- ① Downtown Location
Master Plan
- ② Railway Reg.
 - can we use rail ROW.
- ③ Phased Approach
 - Downtown vs. OTHER AREAS
- ④ Cong Ave to CR J
- ⑤ Downtown Bk/Red Friendly
- ⑥ Related with Rushline
 - Marina triangle
 - portion of L.L.

THEMES

- ⑦ FLEXIBLE TRAIL width
 - use of Bike lanes
- ⑧ Hwy 96 (Ped Bridge)
- ⑨ Case Study
 - Rail vs. trail
- ⑩ Combined Railway use
 - CP & BNSF
 - Bypass downtown

Bruce Vento Regional Trail

Highway 96 to County Road J

Public Meeting No. 2



Agenda

- | | |
|-----------------------------|------|
| • Open Time | 6:00 |
| • Introduction | 6:15 |
| • Breakout into Work Groups | 6:20 |
| • Work Group Presentation | 7:20 |
| • Summary Discussion | 7:40 |



Alignment Concepts

10/4/18



Break for Into Work Groups

Design Criteria:

- Identify trail route from Highway 96 to County Rd J.
- Realistic trail alignment design and location (public vs. private, infrastructure cost)
- 12-foot wide bituminous trail
- Conscience of active railway (impact on railway right-of-way)
- No negative effect on public parking or business

Work Group Presentations

Idea Sharing:

- Trail route location
- Why was that route chosen?
- What are the barriers and impacts?
- What are the opportunities?

Summary Discussion

Work Group Outcomes:

- Identify work group trail alignment(s)
 - Opportunities and Constraints
- Define next steps (trail alignment concepts)

Contact Information

PH: 651-748-2500

E-Mail: Parks@CO.ramsey.mn.us

Next Meeting:
December (TBD)





Bruce Vento Regional Trail Corridor Search 2018



Bruce Vento Regional Trail Corridor Search 2018



Appendix G

2020 Rush Line BRT Ramsey County Rail Right-of-Way Design Guide: Executive Summary

The full Rush Line BRT Ramsey County Rail Right-of-Way Design Guide can be accessed on the Ramsey County Roads and Transportation website, at <https://www.ramseycounty.us/residents/roads-transit/transit-corridors-studies/rush-line-brt-project/project-library>



RAMSEY COUNTY RAIL RIGHT-OF-WAY DESIGN GUIDE

FEBRUARY 2020

EXECUTIVE SUMMARY

The Rush Line Bus Rapid Transit (BRT) Project is a proposed 14-mile BRT route connecting Saint Paul, Maplewood, Vadnais Heights, Gem Lake, White Bear Township and White Bear Lake. Following a three-year pre-project development study of various routes and modes of transit that included light rail, BRT and commuter rail, Ramsey County, in coordination with the project area communities, selected the locally preferred alternative for the Rush Line BRT Project in September 2017. The identified route would generally run in dedicated guideway along Robert Street, Jackson Street, Phalen Boulevard, Ramsey County rail right-of-way (co-located with the Bruce Vento Trail) and Highway 61.

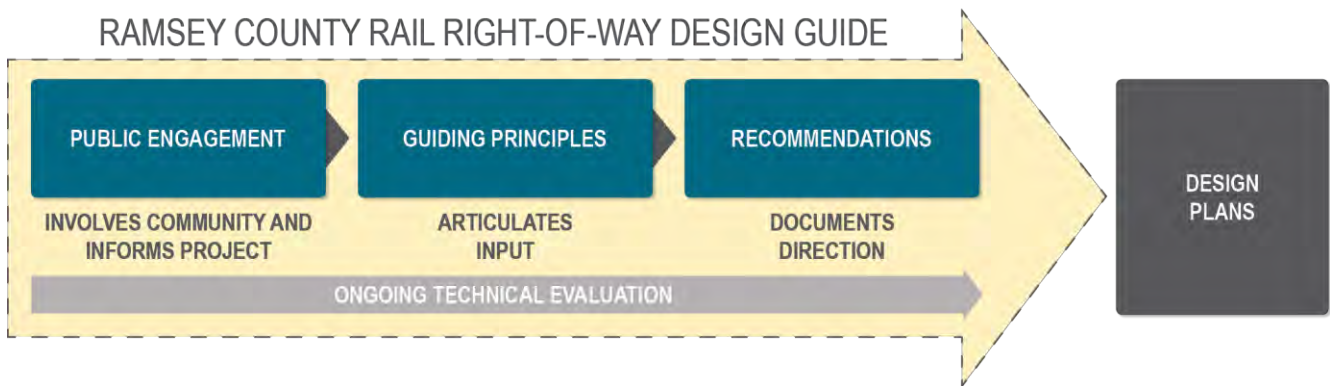
The Ramsey County rail right-of-way was once the Lake Superior & Mississippi Railroad corridor, which was active from the 1870s to 1980s. It was the first direct rail connection between Saint Paul and the Great Lakes Port of Duluth and is eligible for the National Register of Historic Places. This corridor would be impacted by modifications necessary to accommodate the Rush Line BRT Project and is subject to review under Section 106 of the National Historic Preservation Act. Ramsey County is working closely with the Minnesota Department of Transportation Cultural Resources Unit and the Federal Transit Administration to understand the effects to this resource.

Ramsey County purchased the rail right-of-way in the early 1990s to reserve it for future transit use. In 1993, Ramsey County and the city of Saint Paul developed the Bruce Vento Trail Master Plan for a regional trail to be located in the Ramsey County rail right-of-way, and the initial segment of the trail was completed between downtown Saint Paul and Beam Avenue in Maplewood. The Bruce Vento Trail was extended north to Buerkle Road in White Bear Lake in 2005.

In January 2019, Ramsey County adopted the Parks & Recreation System Plan, which identifies community priorities and system gaps, opportunities for development and redevelopment, planned system enhancements and expansions, and natural areas requiring proactive management. The Bruce Vento Trail section of the plan identified the need to adopt a master plan amendment later in 2019. The amendment is intended to identify the alignment for reconstructing and extending the Bruce Vento Trail from Arcade Street to County Road J, accounting for the selected Rush Line BRT route and continued active use of the railway. The amendment will also address other changes to the corridor such as trailhead development, improvements throughout the corridor to address changing trends and demographics and increased recreational opportunities.

The Ramsey County Rail Right-of-Way Design Guide is intended to be complementary to the Bruce Vento Trail Master Plan amendment process, and the goal is to develop a safe BRT guideway and shared-use trail within the Ramsey County rail right-of-way that fits in with the surrounding landscape and reflects relevant user, stakeholder and public guidance. The Ramsey County Rail Right-of-Way Design Guide process is illustrated in Figure 1.

Figure 1: Ramsey County Rail Right-of-Way Design Guide Process



The Ramsey County Rail Right-of-Way Design Guide area extends north along the proposed BRT route from the Arcade Street station to the Buerkle Road station (see Figure 2). A section of the Ramsey County rail right-of-way between Beam Avenue and County Road D where the BRT guideway separates from the right-of-way is not included in the design guide area.

The portions of the BRT route outside of the Ramsey County rail right-of-way are not included in this design guide. However, applicable guiding principles and recommendations developed for the Ramsey County rail right-of-way will inform the design of the entire project as design advances, taking into consideration the investments, character and design of the existing roadways the route would follow. To further guide the design of the BRT route and to supplement this design guide, a visual quality manual is being prepared to illustrate the aesthetic design of the primary project elements including bridges, retaining walls, fencing and barriers, and plantings. In addition, as part of the project's environmental analysis phase, station area planning guides will be developed for each community along the route that includes contextual design considerations and recommendations based on a market assessment, health impact assessment and walkshed and bikeshed analysis.

PUBLIC ENGAGEMENT

This document is informed by in-depth public input. Stakeholders gathered at a workshop in March 2019 where they reviewed site-specific opportunities and challenges, discussed the vision and priorities for the Ramsey County rail right-of-way and provided input on potential design solutions. Public engagement activities, including pop-up events, specific stakeholder meetings and community presentations, validated conclusions from the stakeholder workshop and provided additional feedback used to establish the guiding principles.

GUIDING PRINCIPLES

Guiding principles articulate the input received through public engagement activities and help project planners and engineers develop recommendations for design. The public engagement activities related to the Ramsey County Rail Right-of-Way Design Guide identified five overarching themes of highest importance to the community, adjacent property owners and key stakeholders, and a guiding principle was developed for each of the five themes as summarized below.



Character and landscape impacts: Consider impacts to the historic character of the former rail corridor, minimize impacts to existing landscape and enhance the Ramsey County rail right-of-way with ecologically beneficial, resilient, seasonally diverse and low maintenance vegetation.



Safety and security: Address safety and security concerns by reducing and/or removing perceived security risks and minimizing actual physical safety conflicts.



Access and borders: Retain ease of access while promoting safe crossings of the guideway to access the trail, surrounding neighborhoods and transit.



Maintenance: Incorporate design strategies and materials that are durable, affordable and do not require excessive or unanticipated maintenance practices.



Operations: Provide a safe, high-quality trail and BRT user experience.

Figure 2: Ramsey County Rail Right-of-Way Design Guide Area



RECOMMENDATIONS

The guiding principles have been translated into recommendations for design, construction, operations and maintenance specific to the Ramsey County Rail Right-of-Way Design Guide area. The recommendations will be used to develop both preliminary and final plans for the project. They are organized into three design topic categories: proposed typical right-of-way conditions; safety and security; and environment.

The following is a summary of the primary recommendations of the Ramsey County Rail Right-of-Way Design Guide by design topic category.

Proposed Typical Right-of-Way

This design topic category includes recommendations for the basic components within the Ramsey County Rail Right-of-Way Design Guide area.

- Trail and BRT guideway:
 - BRT guideway will be 26 feet wide and used exclusively for buses and, when needed, emergency vehicles.

- Guideway and trail will be separated by a vegetated buffer.
 - The trail is recommended to remain a 12-foot wide shared-use path.
 - A narrower trail may be used near obstructions.
 - Fences may be implemented where needed for safety.
- Buffers and screening:
 - Preserve existing vegetation as much as possible and add native, diverse plant sizes and species.
 - Use vegetated buffers to preserve privacy between right-of-way and surrounding properties.
 - Use topography, ditches, fencing and railings to deter crossing and access in unsafe locations.
 - Design elements such as fencing and walls with natural appearance and qualities.
- Landscape character:
 - Use hardy, native and low-maintenance vegetation.
 - Design plantings to be organically arranged and diverse in height and spacing.
 - Use ornamental and seasonally diverse plants in station areas.
 - Minimize density and height of plants in station and crossing areas to maintain visibility.

Safety and Security

This design topic category includes strategies for user safety and security.

- Use signage to promote safety and help navigation.
- Use lighting at stations and crossings. Limit lighting in corridor to maintain existing natural character.
- Avoid obstructing pathway illumination and lines of sight.
- Use pavements, signage and other tools to prevent motor vehicle access.

Environment

This design topic category includes elements and applications related to ecology and resilience as well as specific amenities that enhance the setting and user experience.

- Where possible, preserve existing vegetation and reestablish habitat.
- Manage stormwater using bioswales and other natural management options.
- Use engineered slopes where possible for mitigating steep grade changes.
- Coordinate stormwater treatment needs with community desire to daylight portions of Phalen Creek where applicable.
- Install amenities and wayfinding in a manner consistent with other Ramsey County and Saint Paul parks and trails – benches, trash and recycling receptacles, bicycle repair stations, dog waste pick-up stations, trail route maps, informational kiosks.

Appendix H

**2020 Bruce Vento Trail Construction (Current Ramsey County Project)
60% Plans: Select Sheets**

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7/18/2020

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MINNESOTA DEPARTMENT OF TRANSPORTATION RAMSEY COUNTY PARKS DEPARTMENT

STATE AID PROJECT NUMBER xxx-xxx-xxx

CONSTRUCTION PLAN FOR BITUMINOUS TRAIL, BITUMINOUS MILL & OVERLAY, ADA IMPROVEMENTS AND SIGNAL IMPROVEMENTS,
LOCATED ON HOFFMAN ROAD FROM BUEKLE ROAD TO CASH 96 IN WHITE BEAR LAKE

STATE AID PROJ. NO. XXX-XXX-XXX
GROSS LENGTH.....12909.05 FEET..2.445 MILES
BRIDGES-LENGTH.....50.00 FEET..0.010 MILES
EXCEPTIONS-LENGTH 0.00 FEET..0.000 MILES
NET LENGTH.....12859.05 FEET..2.435 MILES

NOTE: LENGTH AND DESCRIPTION BASED ON



END SAP xxx-xxx-xxx
BRUCE VENTO TRAIL
STA. 179+09.05

BEGIN SAP xxx-xxx-xxx
BRUCE VENTO TRAIL
STA. 50+00.00



DESIGN DESIGNATION

TRAIL

Design Speed 20 MPH
Based on STOPPING Sight Distance
Height of eye 4.5', Height of object 0.0'

SCALES

INDEX MAP 5000'
GENERAL LAYOUT 500'
ALIGNMENT PLAN 200'
PLAN 50'
PROFILE 50' HORIZONTAL 10' VERTICAL

PLAN REVISIONS		
DATE	SHEET NO.	APPROVER

ALL TRAFFIC CONTROL DEVICES AND SIGNING SHALL CONFORM TO THE MOST RECENT VERSION OF THE MN MUTCD, INCLUDING FIELD MANUAL FOR TEMPORARY TRAFFIC CONTROL ZONE LAYOUTS.

FOR PLANS AND UTILITIES SYMBOLS SEE TECHNICAL MANUAL

NOTE:
THE SUBSURFACE UTILITY INFORMATION IN THIS PLAN IS UTILITY QUALITY LEVEL D. THIS QUALITY LEVEL WAS DETERMINED ACCORDING TO THE GUIDELINES OF C/ASCE 38-2, ENTITLED "STANDARD GUIDELINES FOR THE COLLECTION AND DEPICTION OF EXISTING SUBSURFACE UTILITY DATA".

THE EXACT LOCATION OF UNDERGROUND UTILITIES SHOWN IN THIS PLAN SET ARE UNKNOWN. THE CONTRACTOR SHALL CONTACT GOPHER STATE ONE PRIOR TO STARTING ANY EXCAVATION.

GOPHER STATE ONE CALL SYSTEM.....1-800-252-1166



PROJECT LOCATION
COUNTY : RAMSEY
DISTRICT : METRO

SAP xxx-xxx-xxx

STATE/LOCAL FUNDS

GOVERNING SPECIFICATIONS

THE 2018 EDITION OF THE MINNESOTA DEPARTMENT OF TRANSPORTATION "STANDARD SPECIFICATIONS FOR CONSTRUCTION" SHALL GOVERN EXCEPT AS MODIFIED BY THE SPECIAL PROVISIONS OF THIS PROJECT.

INDEX

1	TITLE SHEET
2	GENERAL LAYOUT
3	ESTIMATED QUANTITIES
4	SOIL & CONSTRUCTION NOTES
5	UTILITY TABULATION
6-8	TYPICAL SECTIONS
9-19	STANDARD PLAN SHEETS
20-22	ALIGNMENT PLAN
23-24	ALIGNMENT TABULATION
25-29	INPLACE UTILITY PLAN AND TOPOGRAPHY
30-34	REMOVAL PLAN
35-44	CONSTRUCTION PLAN & PROFILE
45-47	INTERSECTION DETAIL PLAN
48-52	RETAINING WALL PLAN & PROFILE
53-62	DRAINAGE & EROSION CONTROL PLAN
63-67	CONTOUR PLAN
68-70	STORM WATER POLLUTION PROTECTION PLAN
71-75	EROSION CONTROL/TURF ESTABLISHMENT PLAN
76	CROSS SECTION LAYOUT
XI-X31	CROSS SECTIONS

THIS PLAN CONTAINS 76 SHEETS

Kimley»Horn

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I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

PRINT NAME: GREG BROWN LICENSE # XXXXX

DATE: SIGNATURE:

DESIGN SQUAD TIM G, EMILY B, KEVIN C, GREG K

RECOMMENDED FOR APPROVAL RAMSEY COUNTY ENGINEER 2019

RECOMMENDED FOR APPROVAL CITY OF WHITE BEAR LAKE ENGINEER 2019

DISTRICT STATE AID ENGINEER REVIEWED FOR COMPLIANCE WITH STATE AID RULES/POLICY 2019

APPROVED FOR STATE AID FUNDING STATE AID ENGINEER 2019

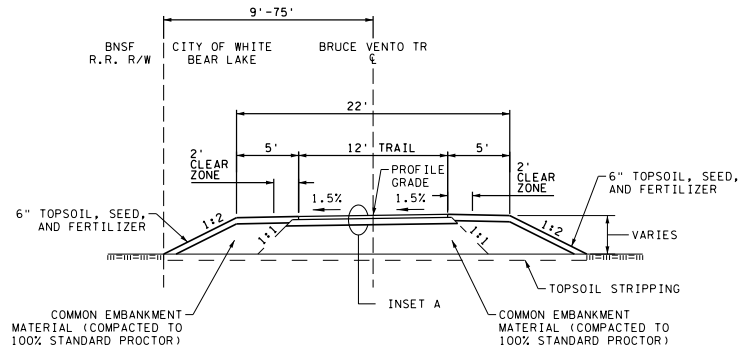
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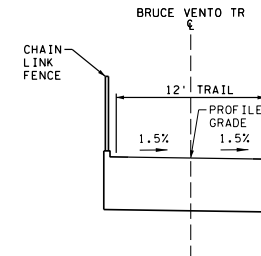
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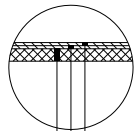


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PROPOSED TRAIL
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STA. 110+27 TO STA. 110+92

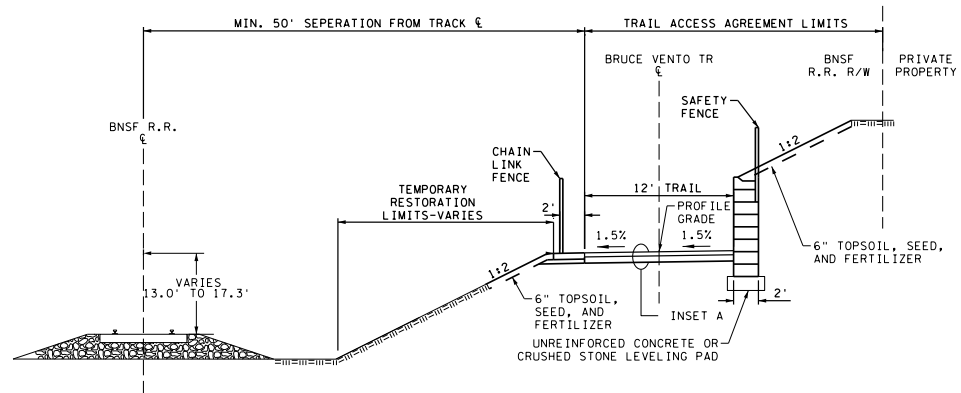
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- 1.5" TYPE 9.5 WEARING COURSE MIXTURE (SPWEA230B)
- 1.5" TYPE 9.5 WEARING COURSE MIXTURE (SPWEA230B)
- 6.0" AGGREGATE BASE, CLASS 5 (CV)

GENERAL NOTES:

1. MAXIMUM SLOPE OF 0.015 FOOT PER FOOT ON TRAIL.
2. UNLESS OTHERWISE SPECIFIED THE GRADING GRADE CROSS SLOPES SHALL BE THE SAME AS THE FINISHED GRADE.



DESIGNED BY:	RKM			
DRAWN BY:	KJC			
CHECKED BY:	CSB	NO.	BY	DATE

I hereby certify that this plan was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.
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Printed Name: _____ Dates 7/18/2020



RAMSEY COUNTY, MINNESOTA
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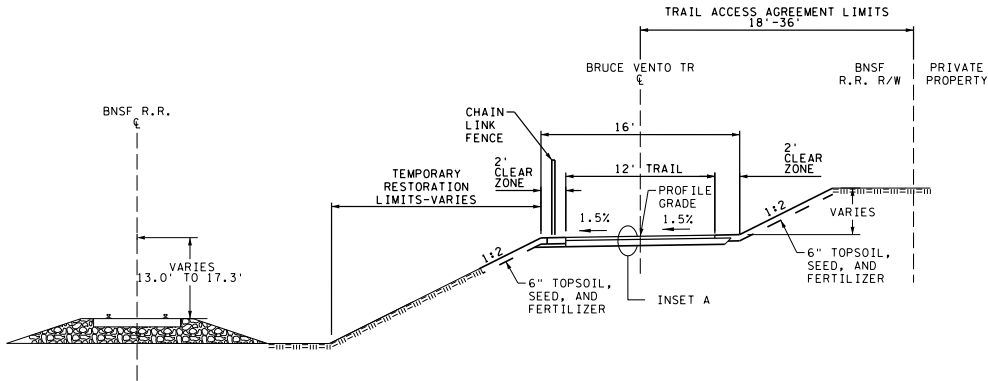
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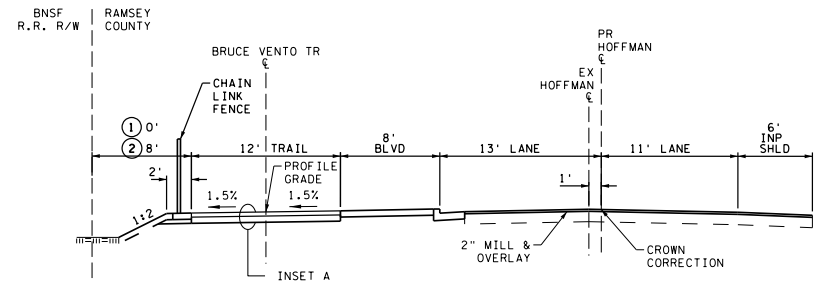
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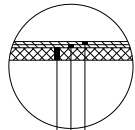


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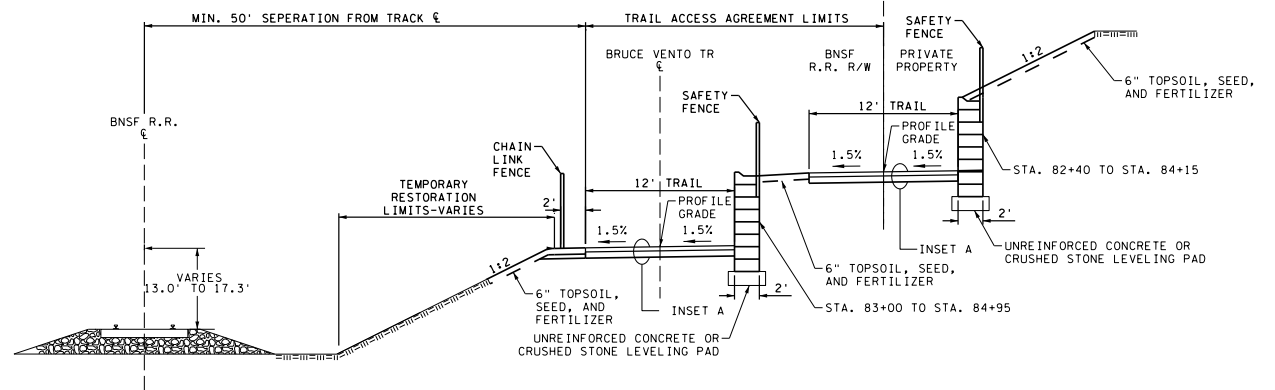
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TYPICAL SECTIONS
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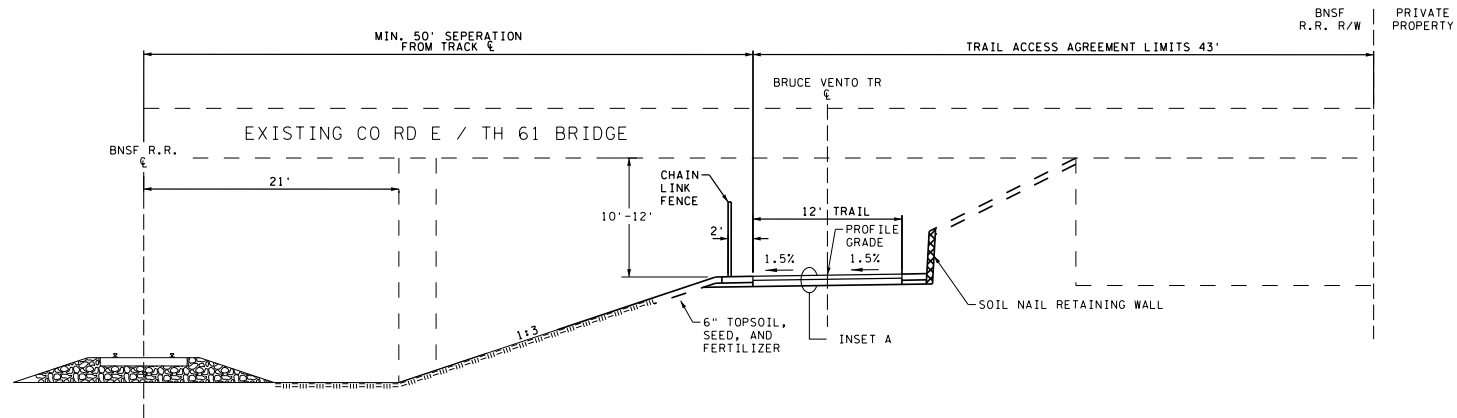
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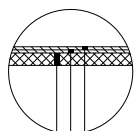
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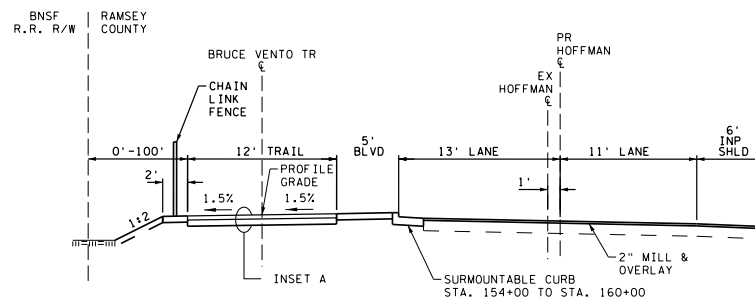


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PROPOSED BRUCE VENTO TRAIL
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Printed Name: _____ Dates: 7/18/2020

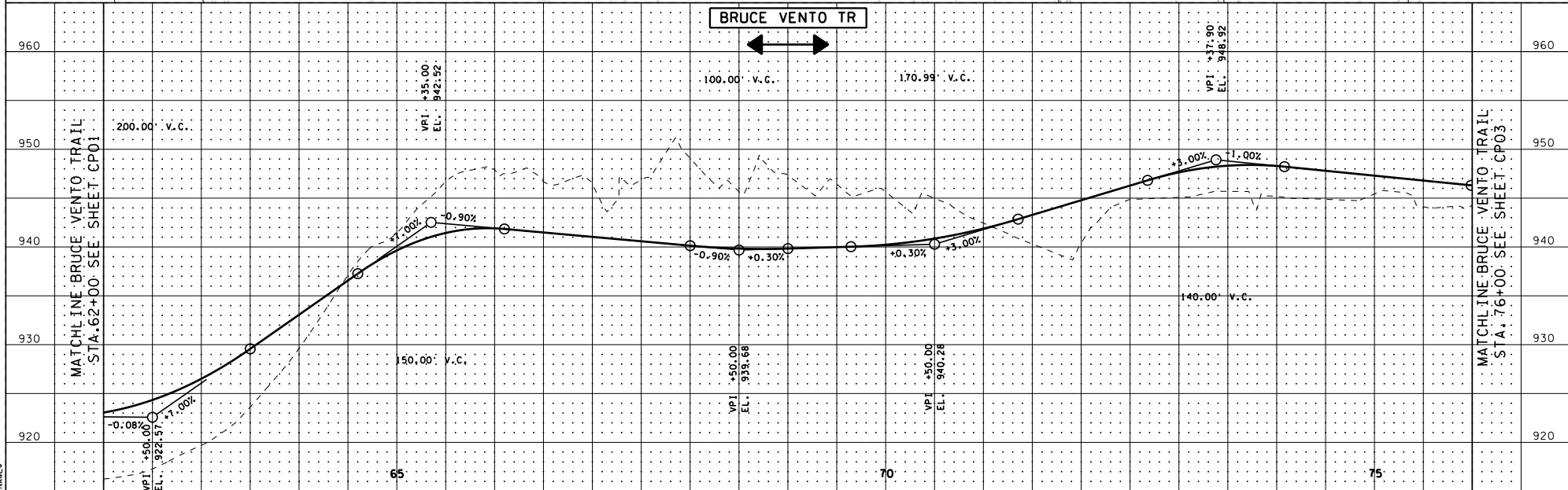
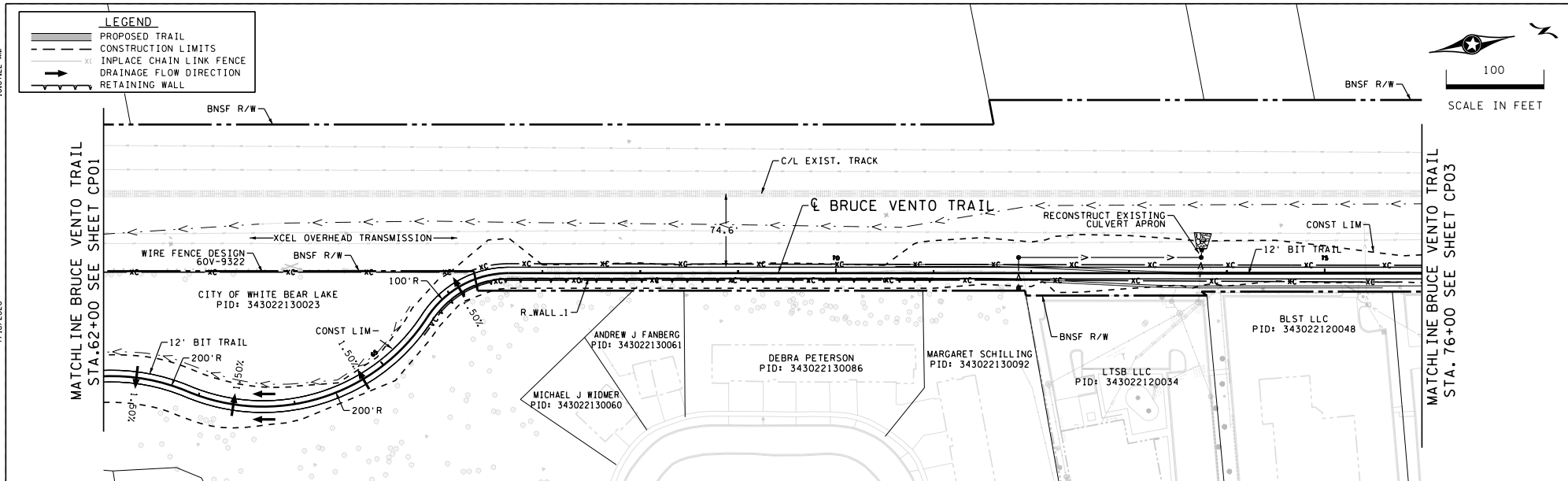
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PH: 612-545-1010 WWW.KIMLEY-HORN.COM

RAMSEY COUNTY, MINNESOTA
BRUCE VENTO TRAIL
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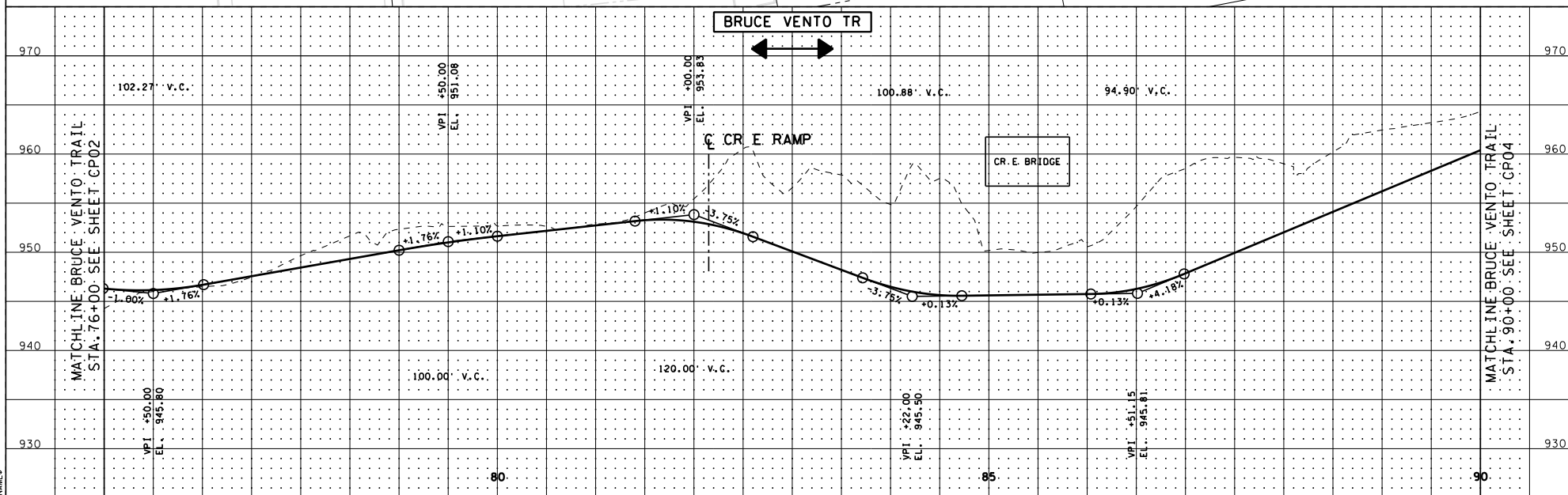
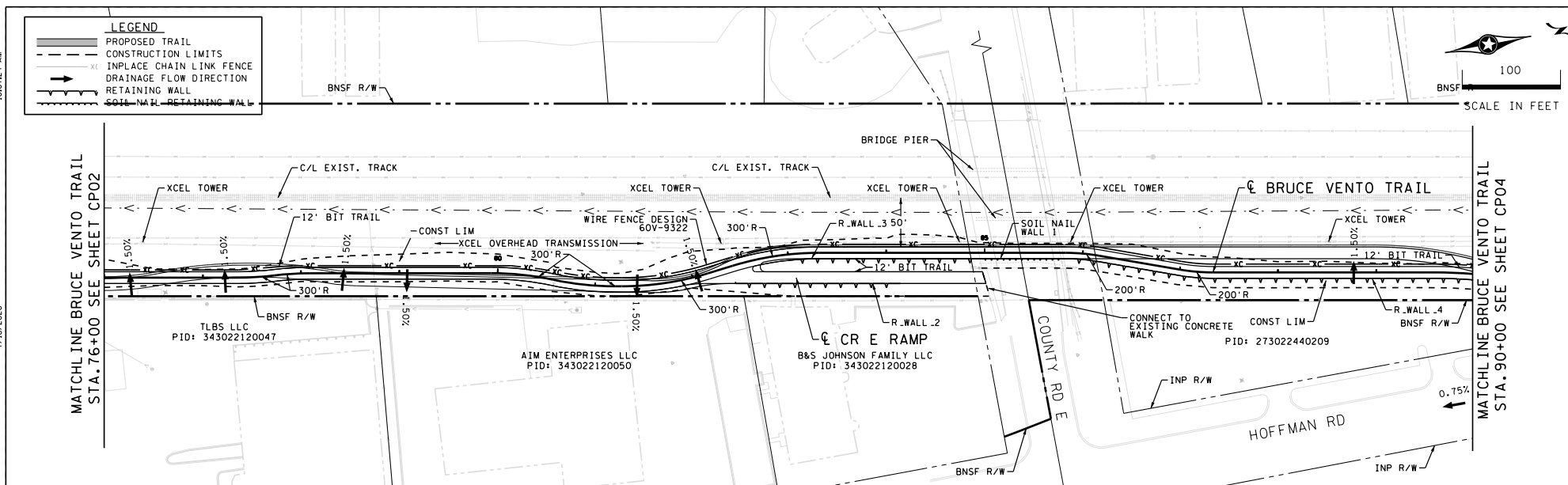
TYPICAL SECTIONS
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DESIGNED BY:	RKM					I hereby certify that this plan was prepared by me or under my direct supervision and that I am a duly licensed Professional Engineer under the laws of the State of Minnesota. Certified By: _____ Lic. No. _____ Licensed Professional Engineer Printed Name: _____ Date: 7/18/2020	 2050 UNIVERSITY AVENUE, WEST, SUITE 230N SAINT PAUL, MINNESOTA 55114 PH: 612-842-1111 WWW.KIMLEY-HORN.COM	RAMSEY COUNTY, MINNESOTA	CONSTRUCTION PLAN AND PROFILE		CP02	
DRAWN BY:	KJC							BRUCE VENTO TRAIL	STA 62+00 TO STA 76+00		OF	CP10
CHECKED BY:	GSB	NO.	BY	DATE	REVISIONS			STATE PROJ. NO. XXXX-XX (TH XX)			36	76



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CHECKED BY:	GSB

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Certified By: _____ Lic. No. _____

 Licensed Professional Engineer

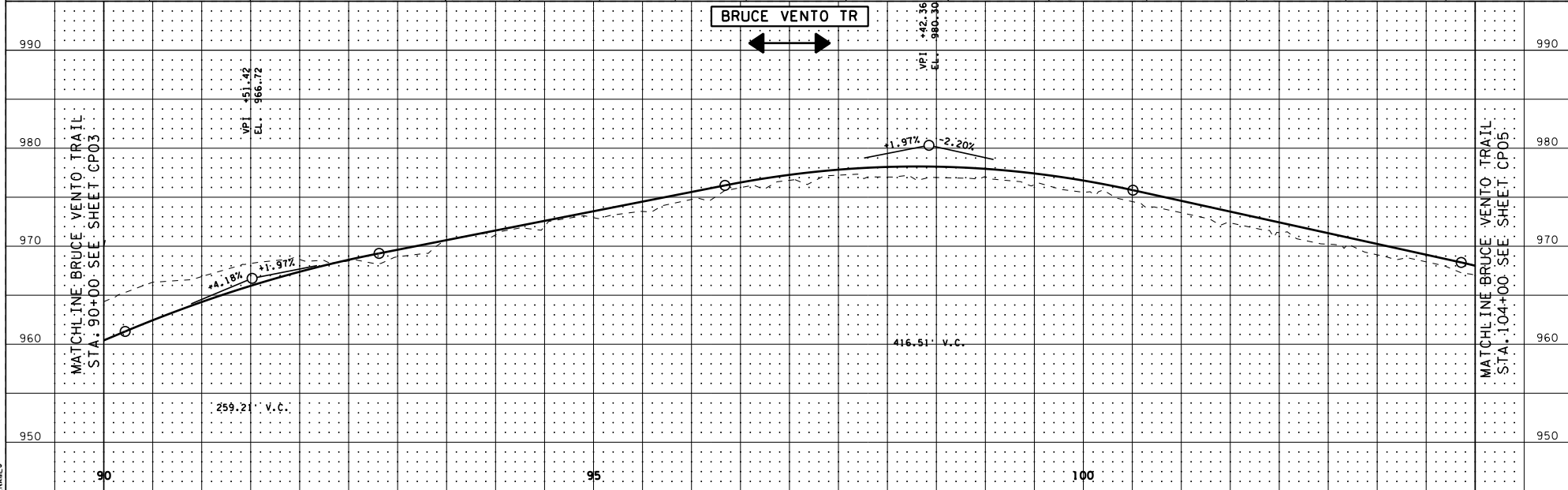
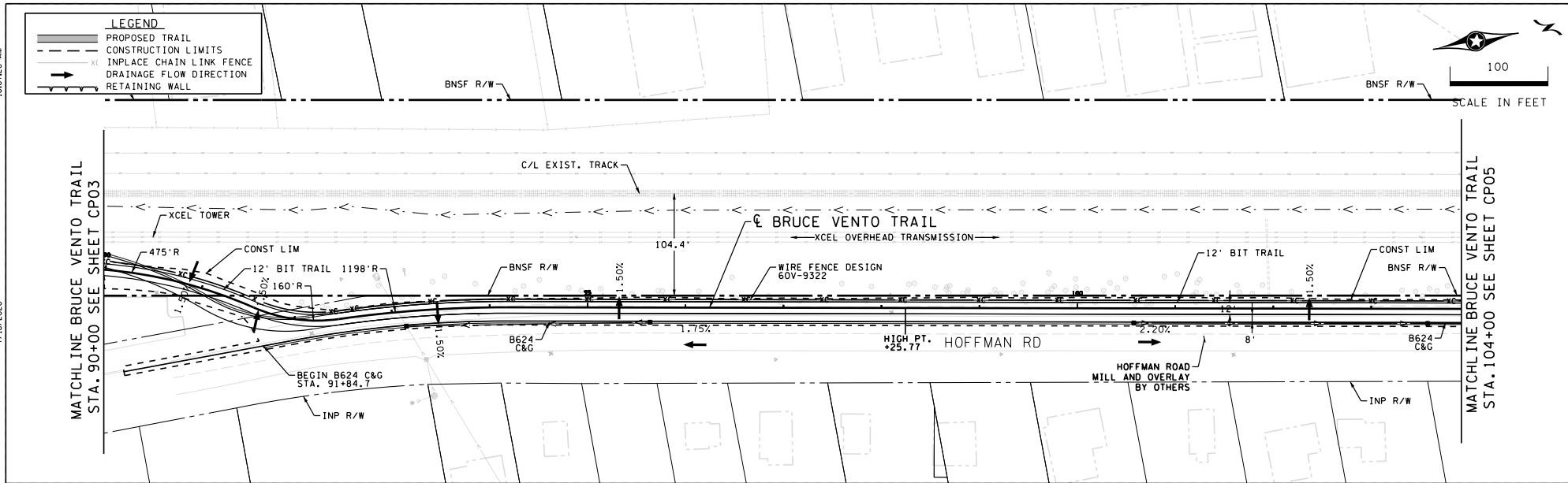
Printed Name: _____ Date: 7/18/2020

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RAMSEY COUNTY, MINNESOTA	
BRUCE VENTO TRAIL	
STATE PROJ. NO. XXXX-XX (TH XX)	

CONSTRUCTION PLAN AND PROFILE
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DESIGNED BY:	RKM
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CHECKED BY:	GSB

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Certified By: _____ Lic. No. _____
Licensed Professional Engineer

Printed Name: _____ Date: 7/18/2020

Kimley»Horn
2950 UNIVERSITY AVENUE WEST, SUITE 238N
SAINT PAUL, MINNESOTA 55114
Ph: 651-645-4197 www.kimley-horn.com

RAMSEY COUNTY, MINNESOTA	
BRUCE VENTO TRAIL	
STATE PROJ. NO. XXXX-XX (TH XX)	

CONSTRUCTION PLAN AND PROFILE
STA 90+00 TO STA 104+00

CP04
OF CP10
38 / 76

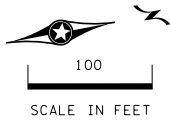
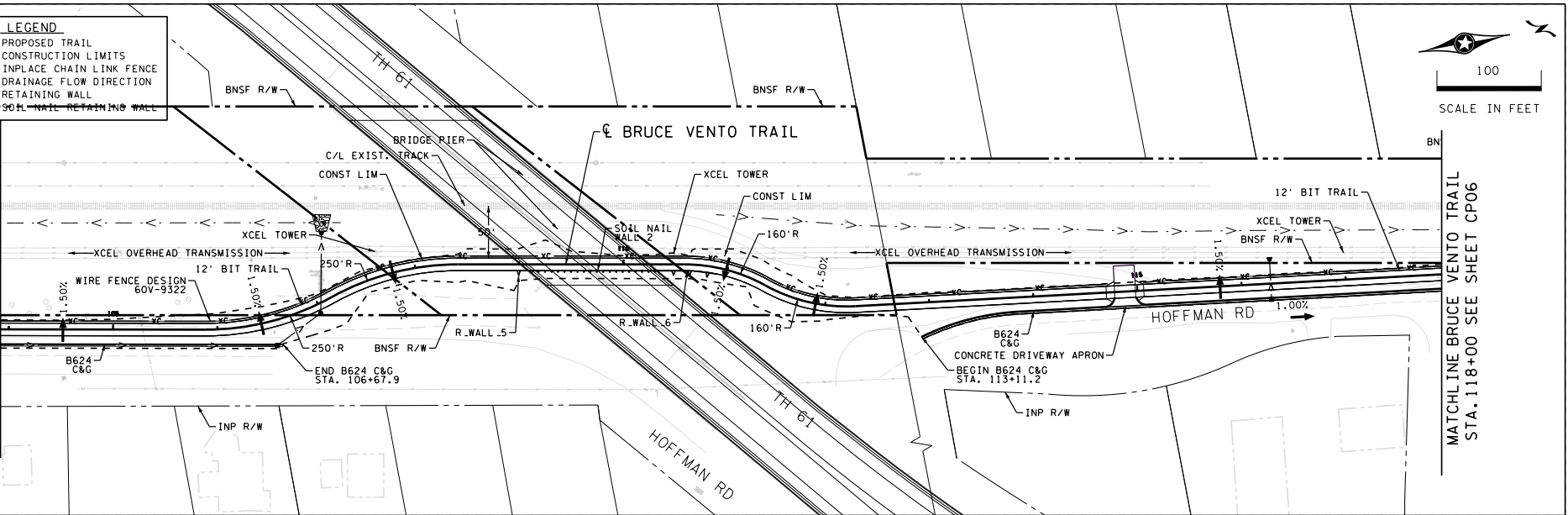
10/01/2021 AM

7/18/2020

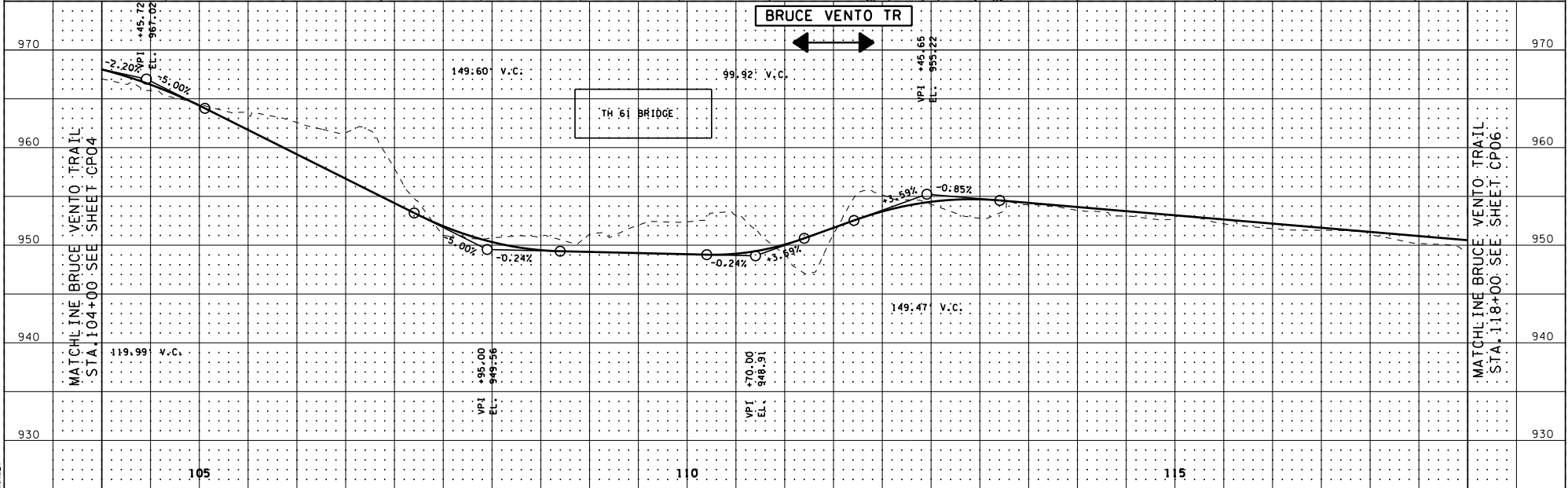
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MODEL NAME

LEGEND	
	PROPOSED TRAIL
	CONSTRUCTION LIMITS
	INPLACE CHAIN LINK FENCE
	DRAINAGE FLOW DIRECTION
	RETAINING WALL
	90° RAIL RETAINING WALL

MATCHLINE BRUCE VENTO TRAIL
STA. 104+00 SEE SHEET CP04



MATCHLINE BRUCE VENTO TRAIL
STA. 118+00 SEE SHEET CP06



DESIGNED BY:	RKM			
DRAWN BY:	KJC			
CHECKED BY:	GSB			
	NO.	BY	DATE	REVISIONS

I hereby certify that this plan was prepared by me, or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.
Certified By: _____ Lic. No. _____
Printed Name: _____ Dates 7/18/2020



RAMSEY COUNTY, MINNESOTA
BRUCE VENTO TRAIL
STATE PROJ. NO. XXXX-XX (TH XX)

CONSTRUCTION PLAN AND PROFILE		CP05 OF CP10
STA 104+00 TO STA 118+00		
(TH XX)		39 / 76

10/07/2020 AM

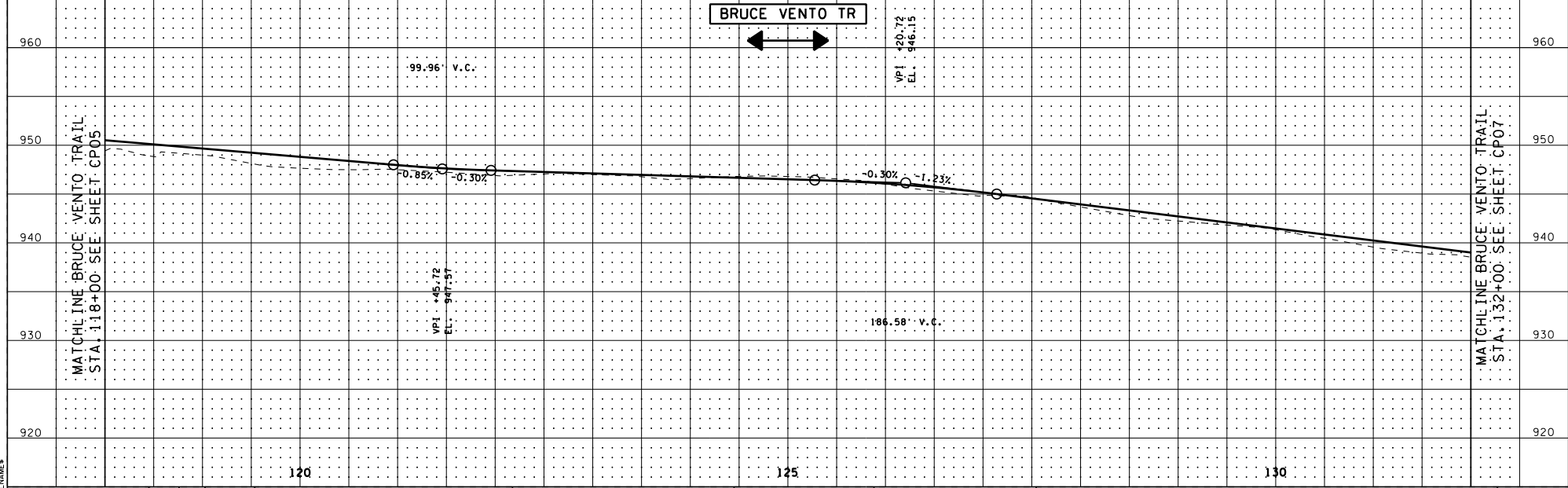
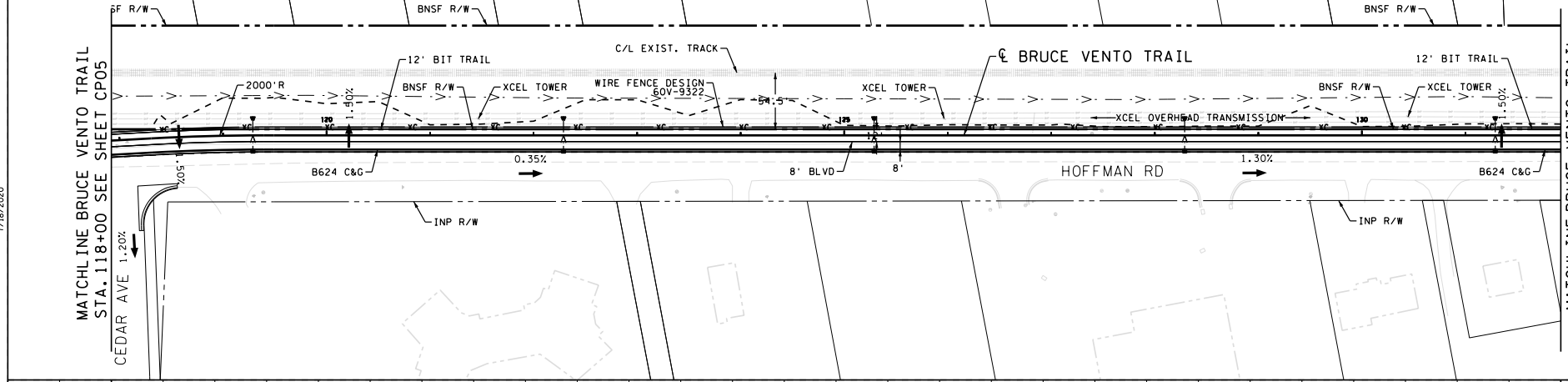
7/18/2020

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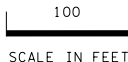
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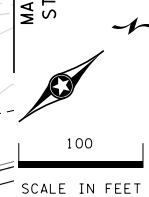
- PROPOSED TRAIL
- CONSTRUCTION LIMITS
- INPLACE CHAIN LINK FENCE
- DRAINAGE FLOW DIRECTION
- RETAINING WALL

100
SCALE IN FEET



DESIGNED BY: RKM						<p>I hereby certify that this plan was prepared by me, or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.</p> <p>Certified By: _____ Lic. No. _____ Printed Name: _____ Dates 7/18/2020</p>	<p>Kimley»Horn</p> <p>200 UNIVERSITY AVENUE, SUITE 100 ST. PAUL, MINNESOTA 55105 PH: 612-545-1111 www.kimley-horn.com</p>	RAMSEY COUNTY, MINNESOTA	CONSTRUCTION PLAN AND PROFILE		CP06
DRAWN BY: KJC								BRUCE VENTO TRAIL	STA 118+00 TO STA 132+00		OF CP10
CHECKED BY: GSB									STATE PROJ. NO. XXXX-XX (TH XX)		40 / 76
NO.	BY	DATE	REVISIONS								





BRUCE VENTO TR

MATCHLINE BRUCE VENTO TRAIL
STA. 160+00 SEE SHEET CP08

MATCHLINE BRUCE VENTO TRAIL
STA. 174+00 SEE SHEET CP10

950
940
930
920
910

160 165 170

200.00 V.C.

+0.30% -0.30%

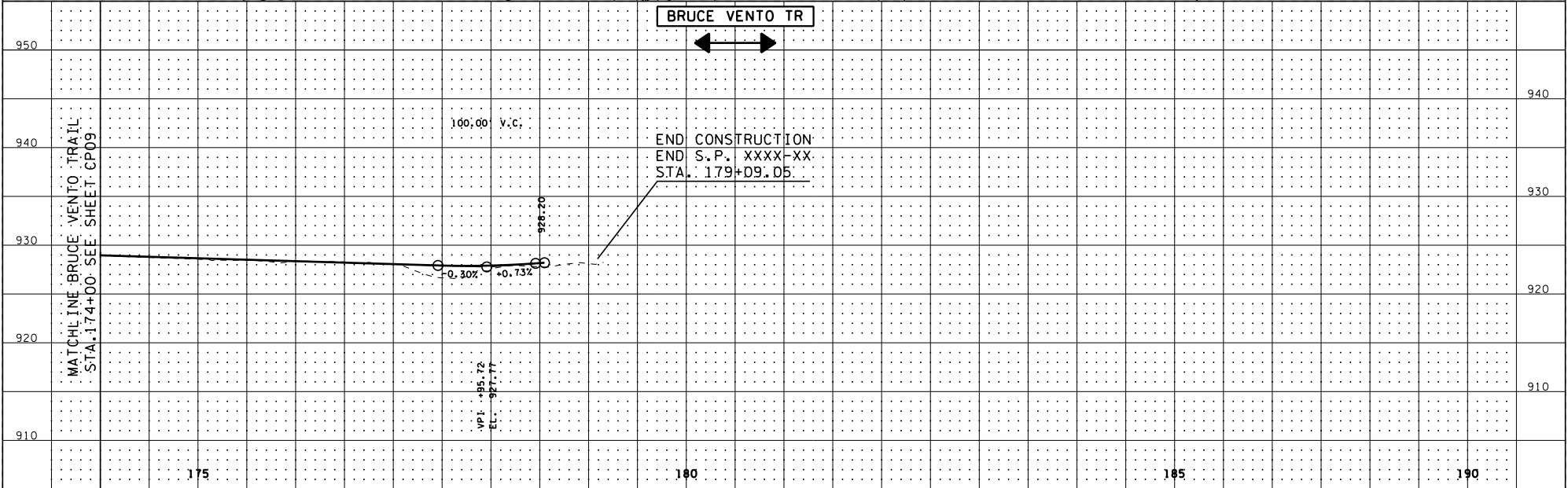
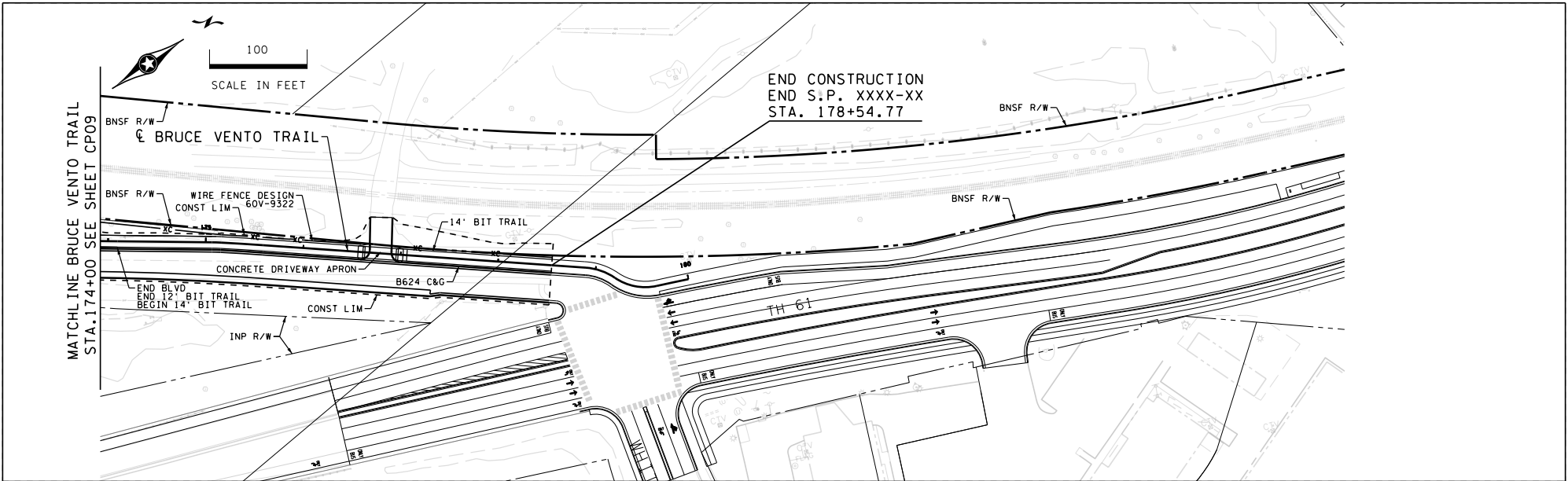
PVI --+5.72
ST-- 311+22

DESIGNED BY:	RKM					I hereby certify that this plan was prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota.	 2000 UNIVERSITY AVENUE WEST, SUITE 230N SAINT PAUL, MINNESOTA 55104 PH: 612-440-1100 WWW.KIMLEY-HORN.COM	RAMSEY COUNTY, MINNESOTA	CONSTRUCTION PLAN AND PROFILE	CP09	
DRAWN BY:	KJC					Certified By: _____ Lic. No: _____		BRUCE VENTO TRAIL	STA 160+00 TO STA 174+00		OF CP10
CHECKED BY:	GSB	NO.	BY	DATE	REVISIONS	Printed Name: _____ Date: 7/18/2020		STATE PROJ. NO. XXXX-XX (TH XX)			43 / 76

10/07/2020 AM

7/18/2020

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#MODELNAME\$



DESIGNED BY: RKM					I hereby certify that this plan was prepared by me, or under my direct supervision and that I am a duly Licensed Professional Engineer under the laws of the State of Minnesota. Certified By: _____ Lic. No. _____ Printed Name: _____ Dates: 7/18/2020	Kimley»Horn 2550 UNIVERSITY AVENUE, SUITE 100 ST. PAUL, MINNESOTA 55105 PH: 612-545-1317 www.kimleyhorn.com	RAMSEY COUNTY, MINNESOTA	CONSTRUCTION PLAN AND PROFILE		CP10
DRAWN BY: KJC							BRUCE VENTO TRAIL	STA 174+00 TO STA		OF CP10
CHECKED BY: GSB	NO.	BY	DATE	REVISIONS			STATE PROJ. NO. XXXX-XX (TH XX)			44 / 76

Appendix I

2020 Bruce Vento Trail Corridor Improvements Diagram

