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What is the purpose of the Rush Line BRT project?



B R T

PROJECT PURPOSE

Provide transit service that satisfies the long-term regional mobility needs for businesses and the traveling public and supports sustainable development within the study area.

PROJECT NEEDS



Serving the needs of people who rely on transit.



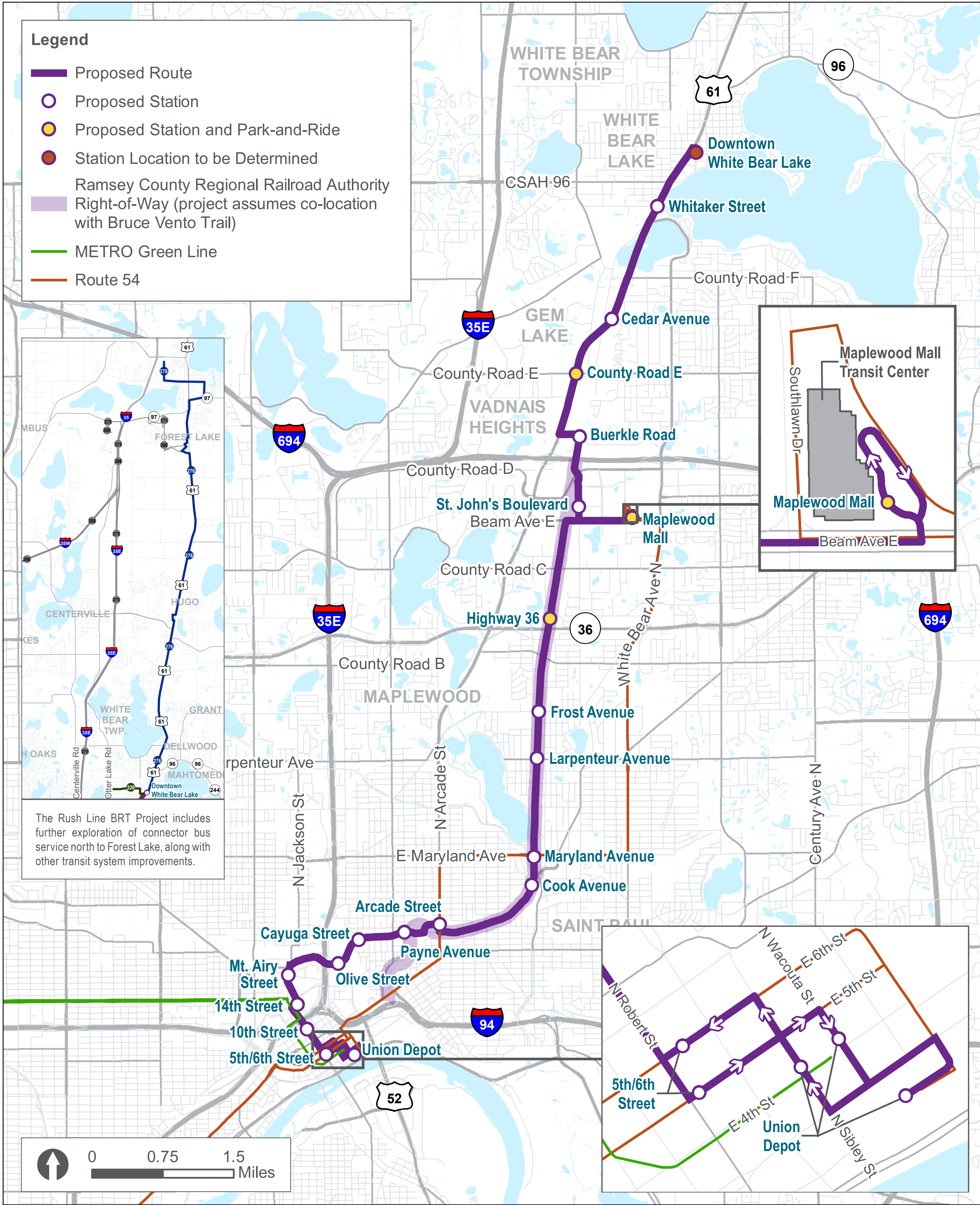
Planning for sustainable growth and development.



Meeting increasing demand for reliable, high-frequency transit.



Expanding multimodal travel options.



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Why is the Rush Line BRT project needed?

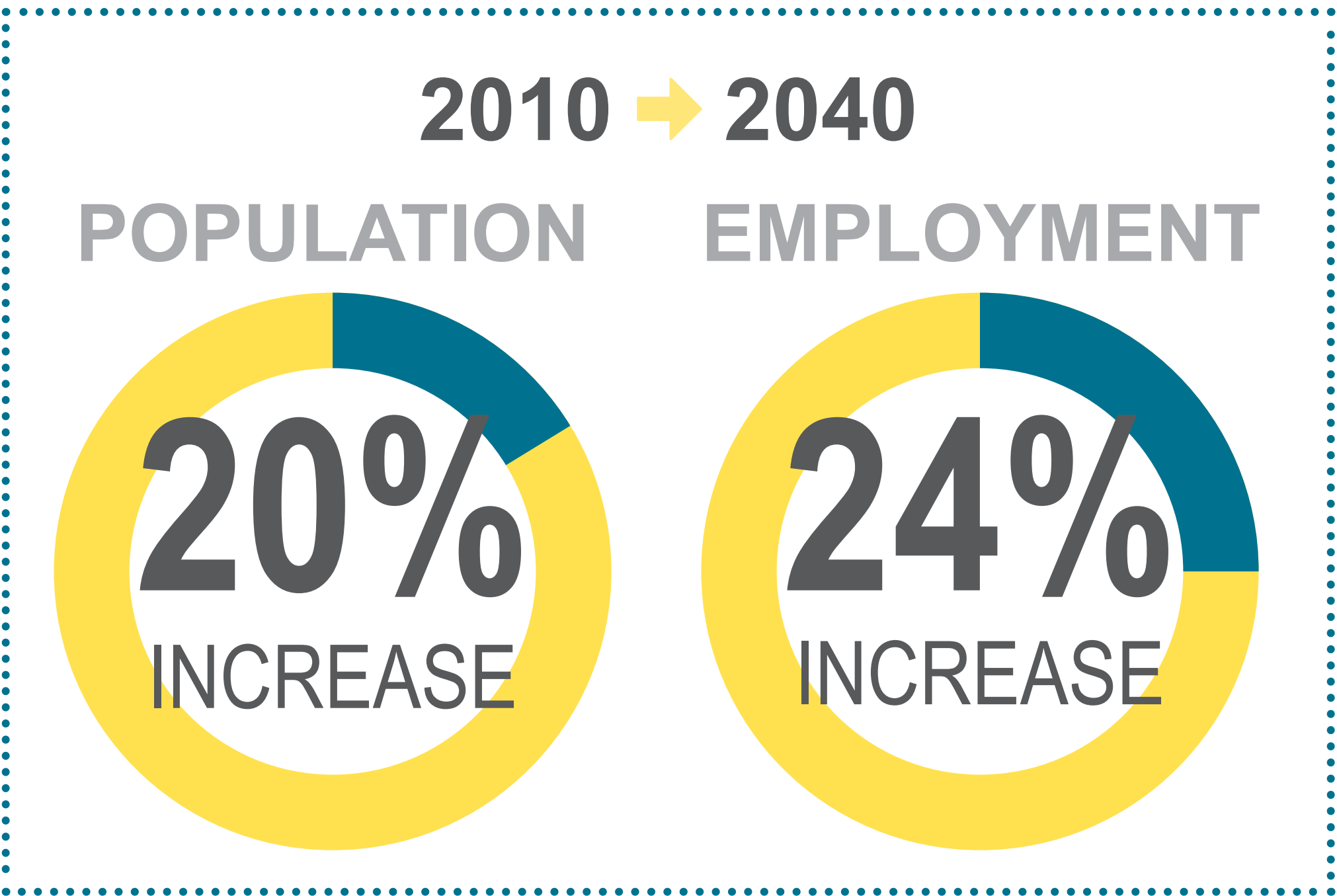


B R T

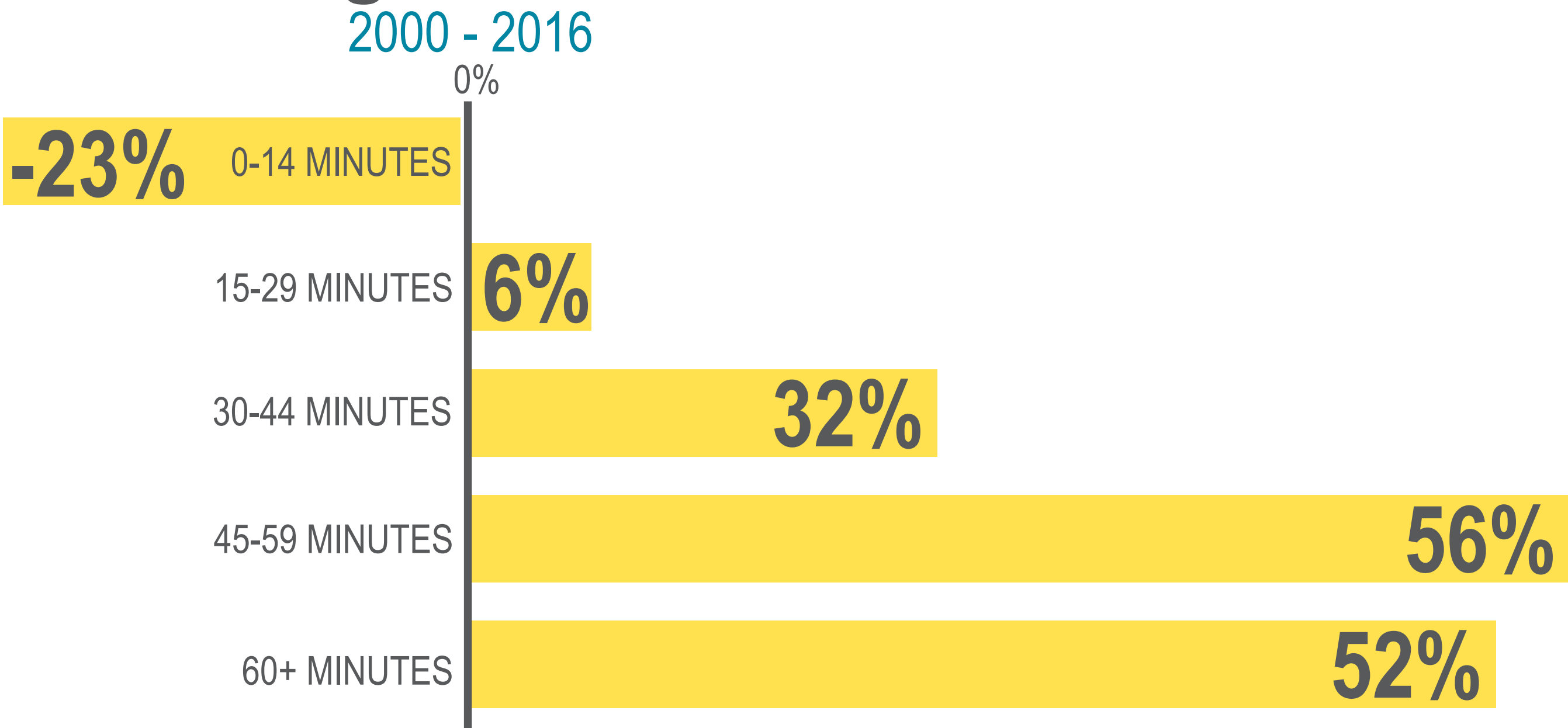


PLANNING FOR SUSTAINABLE GROWTH AND DEVELOPMENT

Population and employment are forecast to grow in the study area. As concentrations of jobs and residents grow in different communities, the need to travel between these communities will increase.



Percent Change in Commute Time

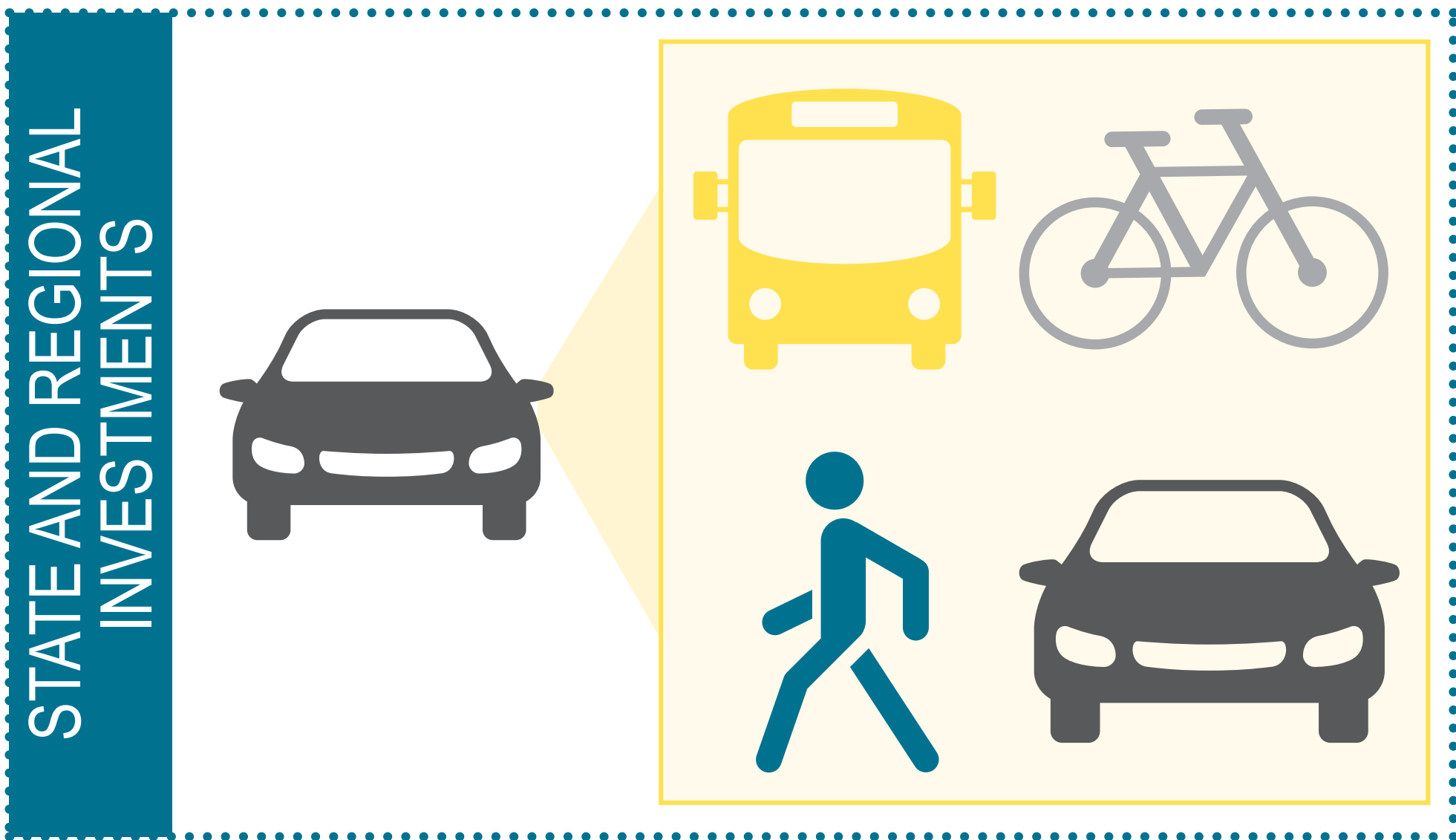


EXPANDING MULTIMODAL TRAVEL OPTIONS

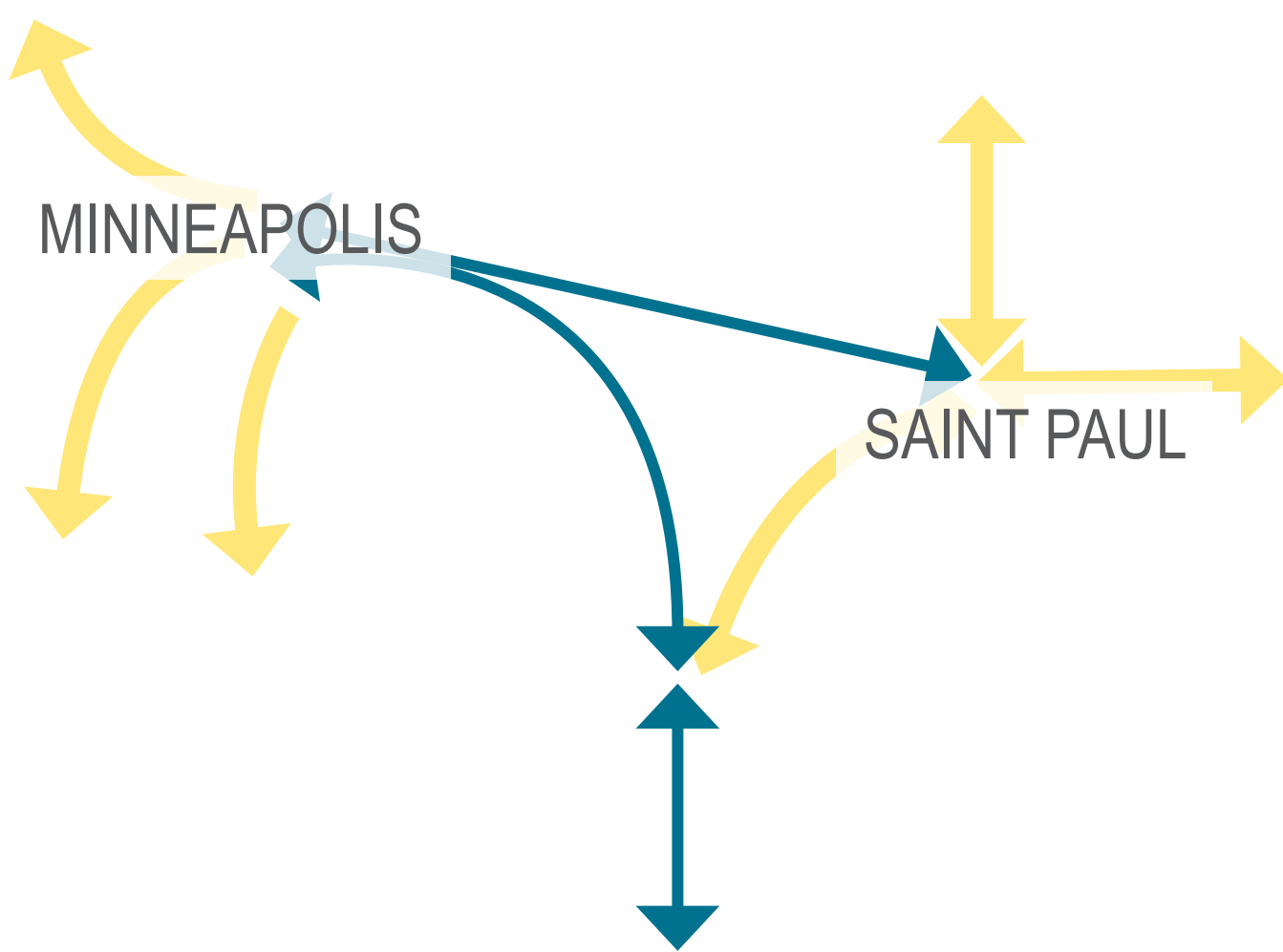
State and regional transportation policies identify the need to provide multimodal transportation options.

The state of Minnesota and the Twin Cities region are shifting away from investing in cars only to investing in multiple modes including cars, transit, walking, biking and more.

This promotes greater travel choice and flexibility and provides opportunities for benefiting health.



Regional transportation plans include the Rush Line BRT Project as one of multiple METRO lines to be built in the next decade.



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Why is the Rush Line BRT project needed?



B R T



SERVING THE NEEDS OF PEOPLE WHO RELY ON TRANSIT

The number of people in the study area who rely on transit to meet their transportation needs is increasing.

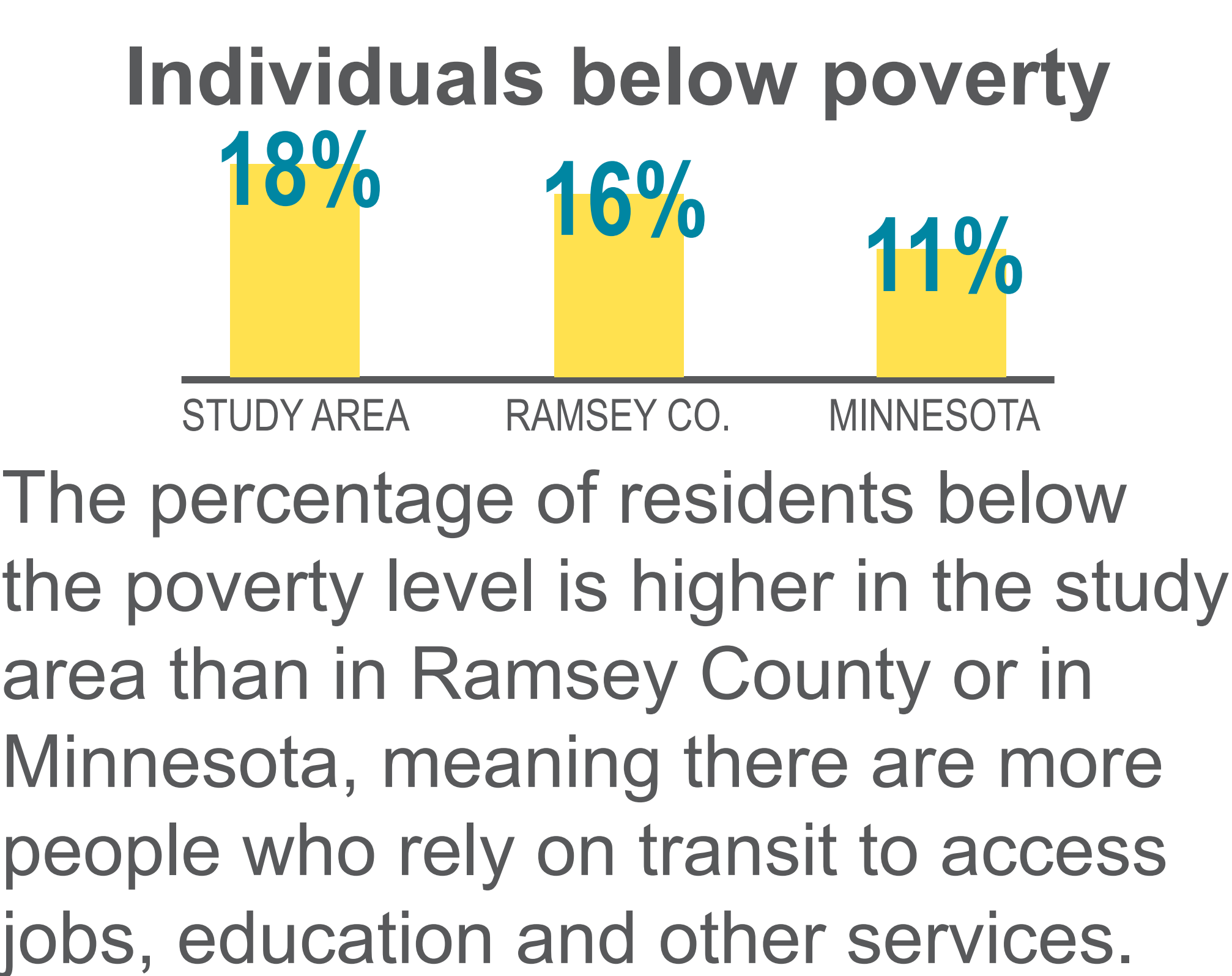
Transit-dependent populations

AGE:



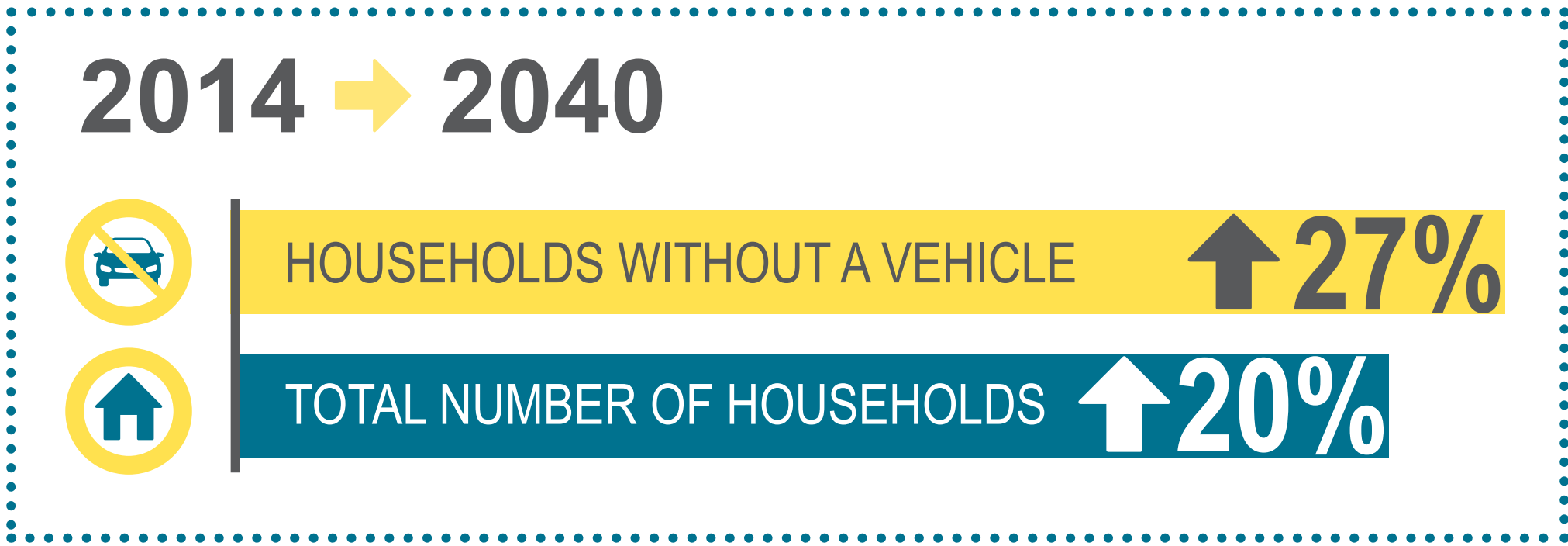
Growth in the 65+ age group is increasing the need for access to medical services and ability to maintain an active and mobile lifestyle without having to rely on a personal automobile.

INCOME:



VEHICLE AVAILABILITY:

From 2014 to 2040, the number of households without a vehicle is forecast to grow at a faster rate than the total number of households in the study area.



MEETING INCREASING DEMAND FOR RELIABLE, HIGH-FREQUENCY TRANSIT

Demand for reliable, high-frequency transit service is increasing, and the existing high-frequency network does not currently serve the study area outside of Saint Paul.



Only **3 of 41** existing routes within one mile of the proposed Rush Line BRT route are high-frequency.



Metro Transit has seen an increase in ridership on high-frequency routes, including the highly successful A Line BRT.

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What is BRT?



HIGH-QUALITY BUS TRANSIT THAT:

- Provides frequent service seven days a week from early in the morning to late at night.
- Operates primarily in dedicated bus lanes.
- Connects people to jobs, education, healthcare and recreation.
- Provides fast and reliable service.
- Has stations with amenities like shelter, light and heat.
- Supports economic development.

Orange Line BRT – Burnsville Parkway Station (Looking North)



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Why is Rush Line BRT important?



B R T



Key component connecting the northeast metro to the regional transit system.



Will serve more than 97,000 people who are diverse in income, race, ethnicity, age, ability and languages spoken.



Will connect to more than 106,000 jobs within a ten-minute walk of the 21 planned stations.



Can reduce traffic crashes and improve safety for pedestrians, cyclists and drivers.



Metro Transit is considering buying all electric buses, which would reduce air and noise pollution.

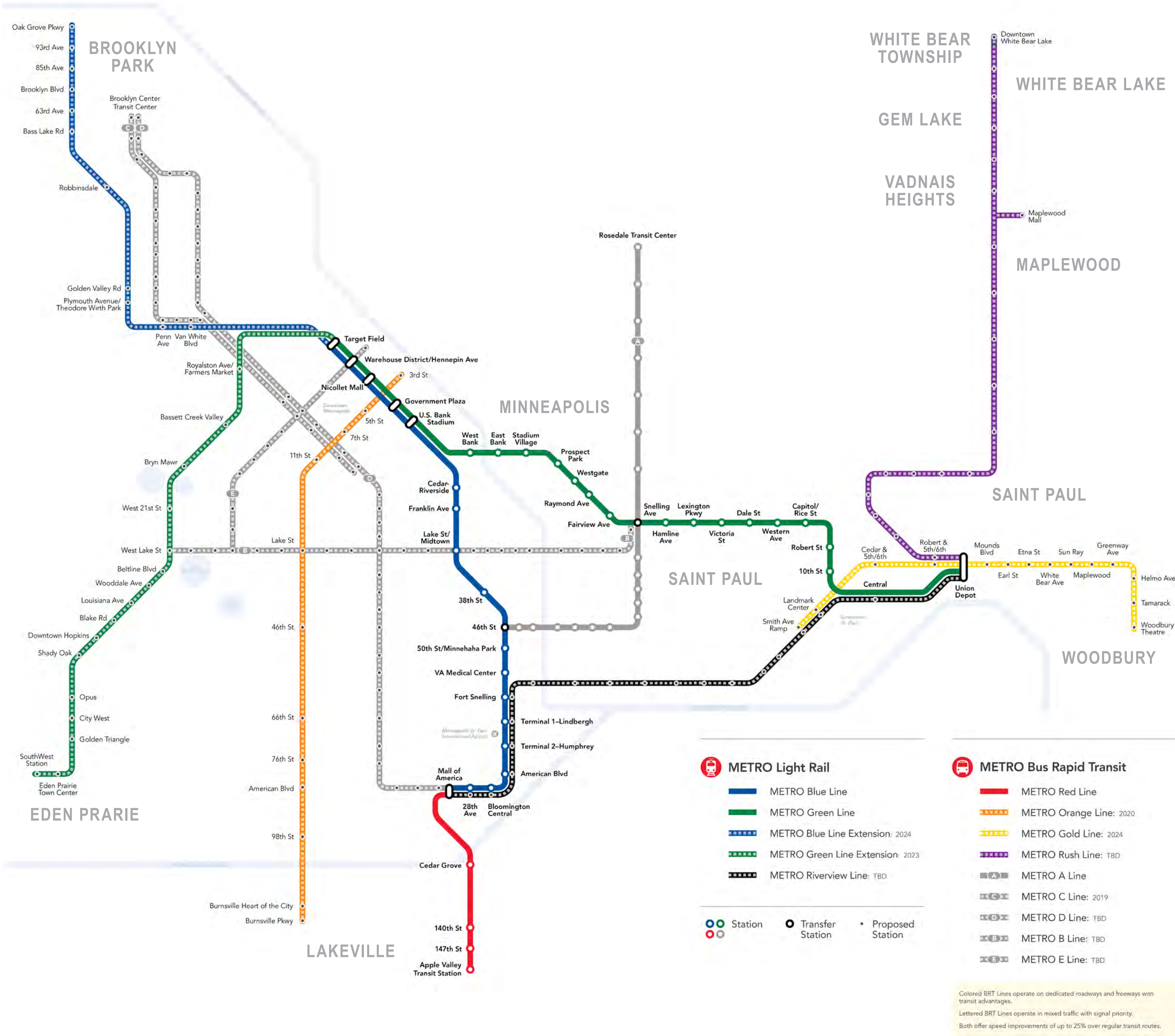


Ramsey County has been planning to add transit in this area since the 1990s. Previous studies have shown that BRT is a cost effective transportation solution to meet the needs of the communities served.



Fast. Frequent. All Day. All Yours.

Future Rapid Transit Network



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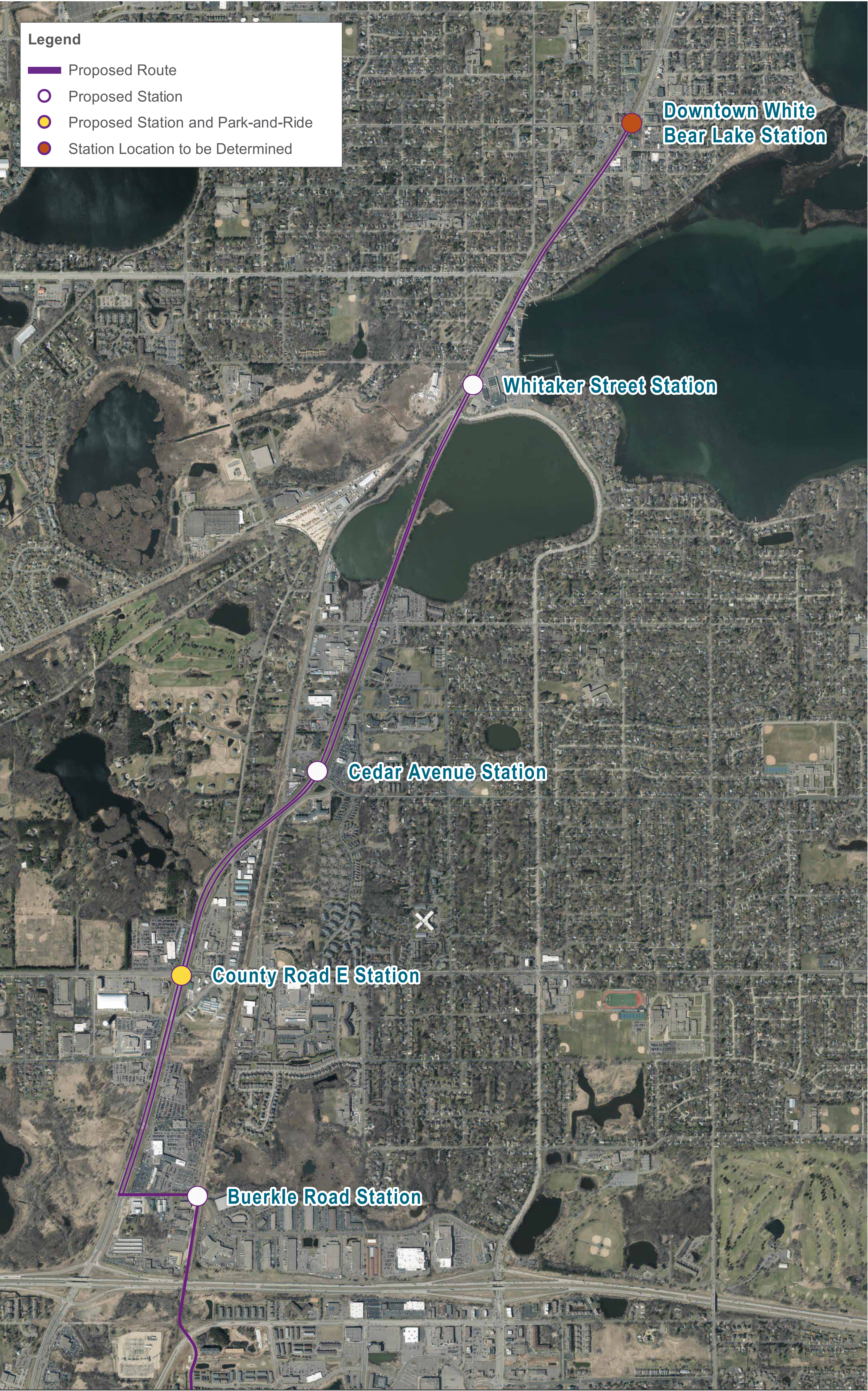
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Planned White Bear Lake stations



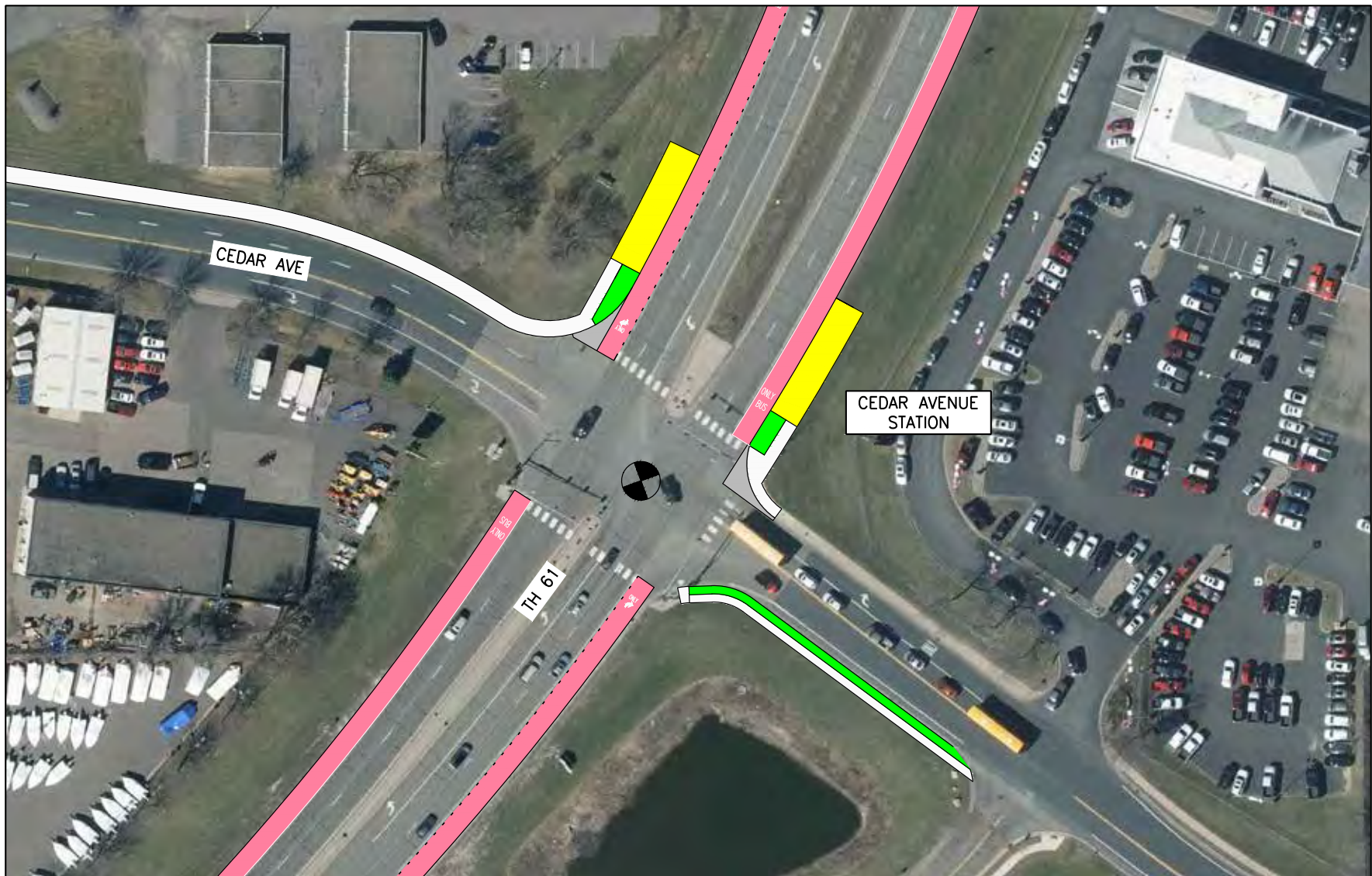
B R T



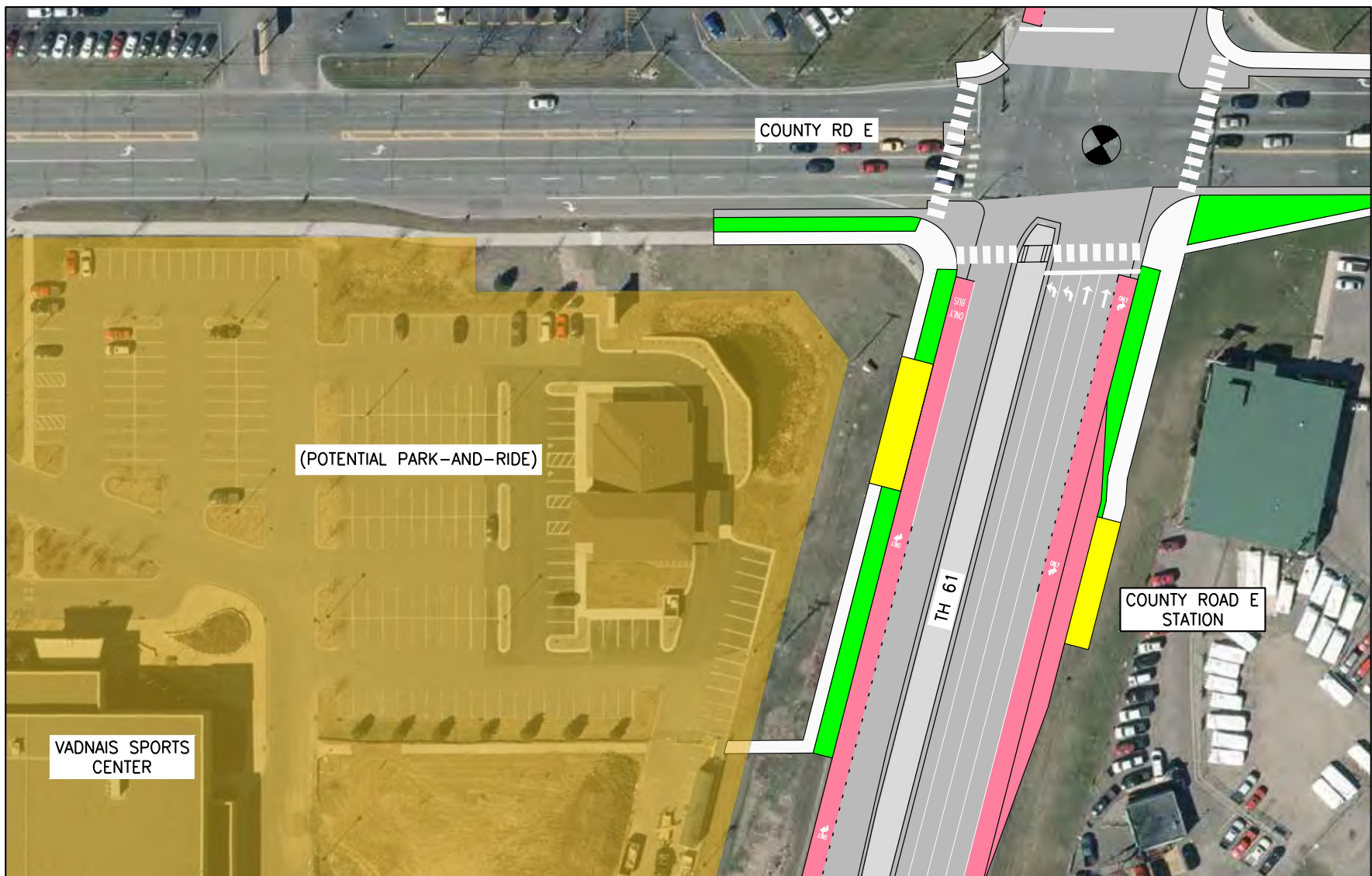
Whitaker Street Station



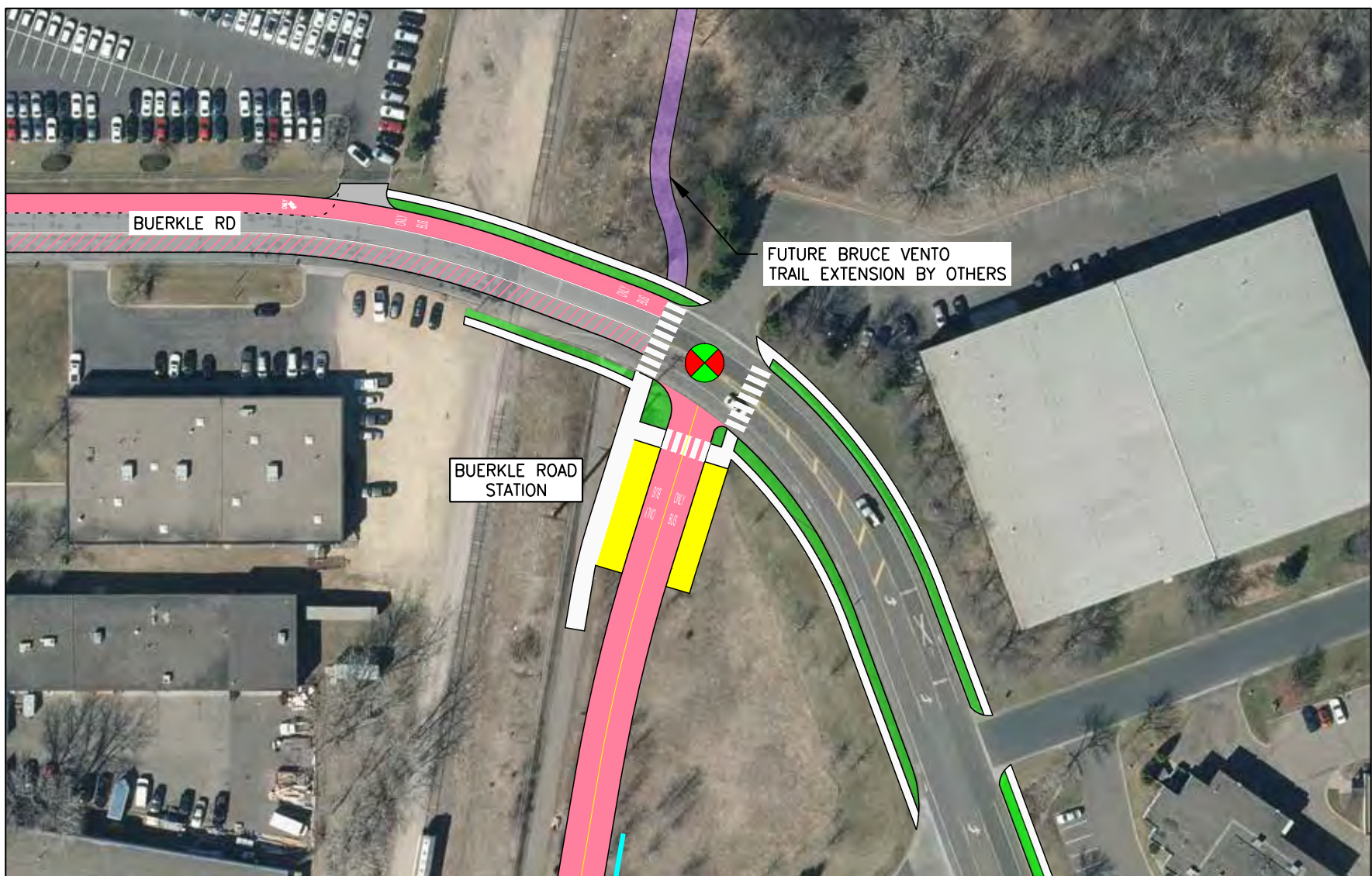
Cedar Avenue Station


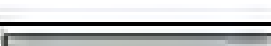


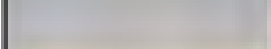

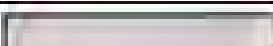

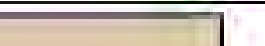









County Road E Station



Buerkle Road Station



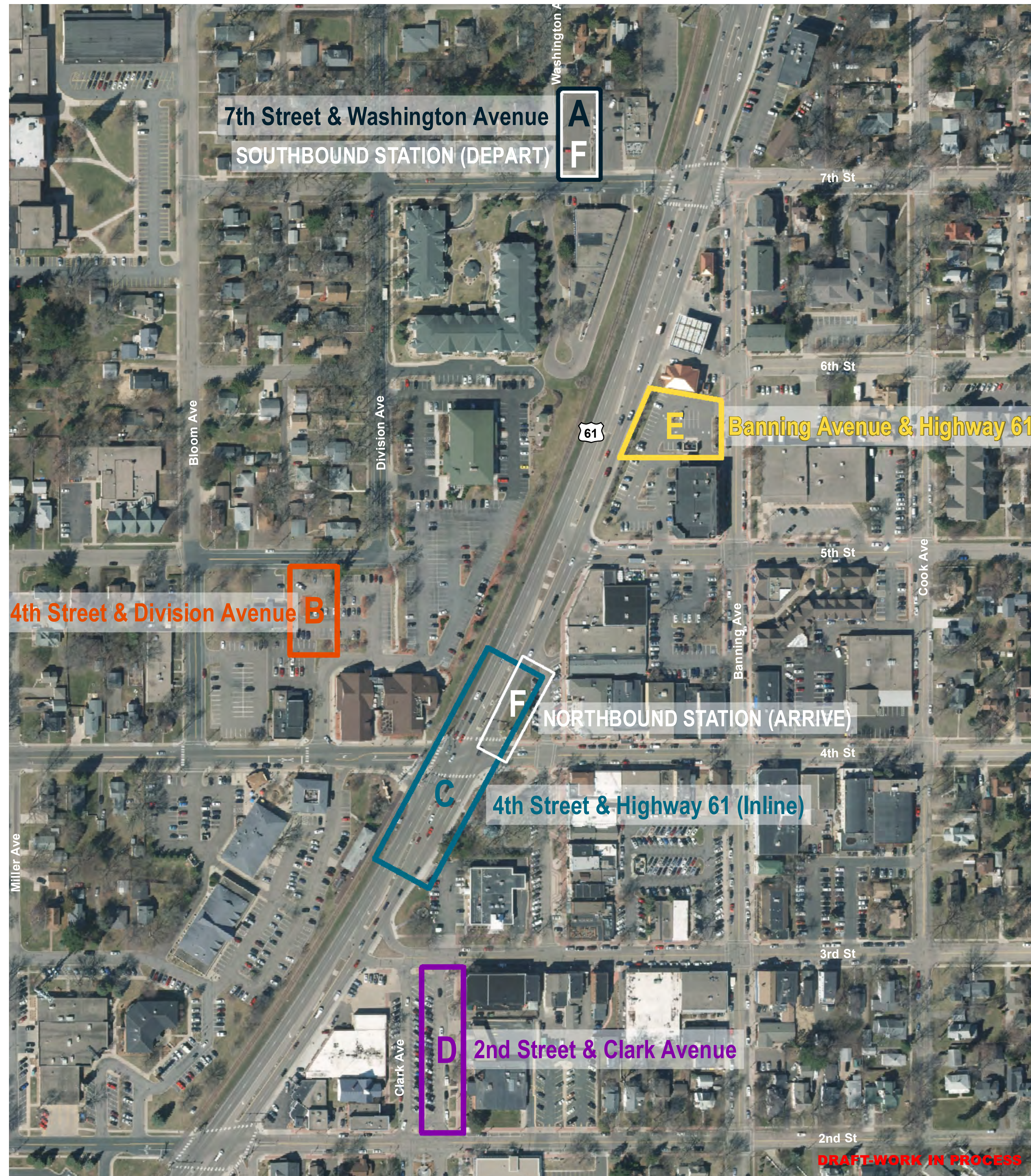
| LEGEND | | | | | |
|--|-----------------------------|---|------------------|---|----------------------------------|
|  | BRT GUIDEWAY |  | ROADWAY |  | GREEN SPACE |
|  | BRT IN MIXED TRAFFIC |  | BRIDGE/UNDERPASS |  | WORK BY OTHERS |
|  | STATION PLATFORM |  | MEDIAN |  | RETAINING WALL |
|  | SIDEWALK OR MULTI-USE TRAIL |  | PARK AND RIDE |  | EXISTING RIGHT OF WAY |
| | | | |  | EXISTING SIGNALIZED INTERSECTION |
| | | | |  | PROPOSED SIGNALIZED INTERSECTION |
| | | | |  | PROPOSED DIRECTIONAL LANE USE |
| | | | |  | LOCAL BUS ROUTE |

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Downtown station options under evaluation



B R T



- A. 7th Street and Washington Avenue.
- B. 4th Street and Division Avenue – 4th Street or 7th Street routing.
- C. 4th Street and Highway 61 – In line platform.
- D. 2nd Street and Clark Avenue.
- E. Banning Avenue and Highway 61.
- F. Arrive at 4th Street and Highway 61; depart from 7th Street and Washington Avenue.

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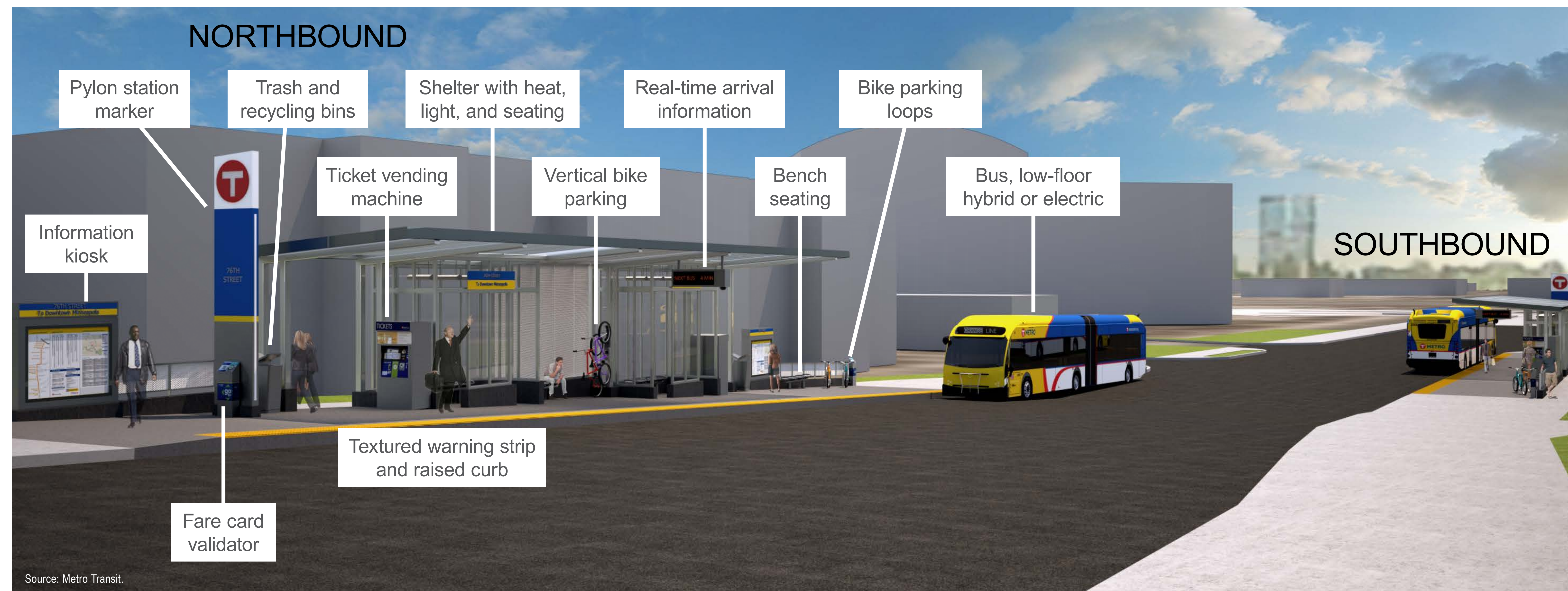
Downtown station characteristics



WHILE EACH OF THE DOWNTOWN STATION LOCATION OPTIONS HAVE QUALITIES UNIQUE TO THEIR LOCATIONS, THEY SHARE SEVERAL CHARACTERISTICS:

- Because these station options are end-of-line stations, all platforms are long enough for two buses.
- Provides space for the bus to turn around.
- Drivers would park the bus and take a short break before restarting their route. A small driver facility with restroom is provided for each station option.
- Station locations are proximate to homes, businesses, and places people want to go.
- The station would be a walk-up station, providing access to many destinations within a short walk. Demand for parking would be met by park-and-ride facilities at other planned stations.
- Any of the station options would likely be served by an electric buses, which are quiet and have no on-site emissions.

Rendering of 76th Street station for Orange Line BRT, Richfield, demonstrating BRT station elements



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What we have heard: community preferences for downtown station qualities



- The station should be an attractive facility that fits into and contributes to the character of downtown White Bear Lake.
- The station should be located near places people want to go.
- The station should promote additional economic investment nearby.
- The station design should minimize or avoid impacts to private property.
- The station should be located in a place that minimizes lengthy bus routing on local streets and avoids congestion.
- The station design should prioritize people safely walking, biking and connecting via transit, rather than reserving large areas for parking.
- Pedestrian access across Highway 61 should be improved near the station.
- The benefits of adding a station should outweigh any potential negative impacts.



IS THERE ANYTHING ELSE THAT SHOULD BE CONSIDERED WHEN SELECTING A DOWNTOWN STATION LOCATION? PLEASE TELL US ON YOUR COMMENT CARD.

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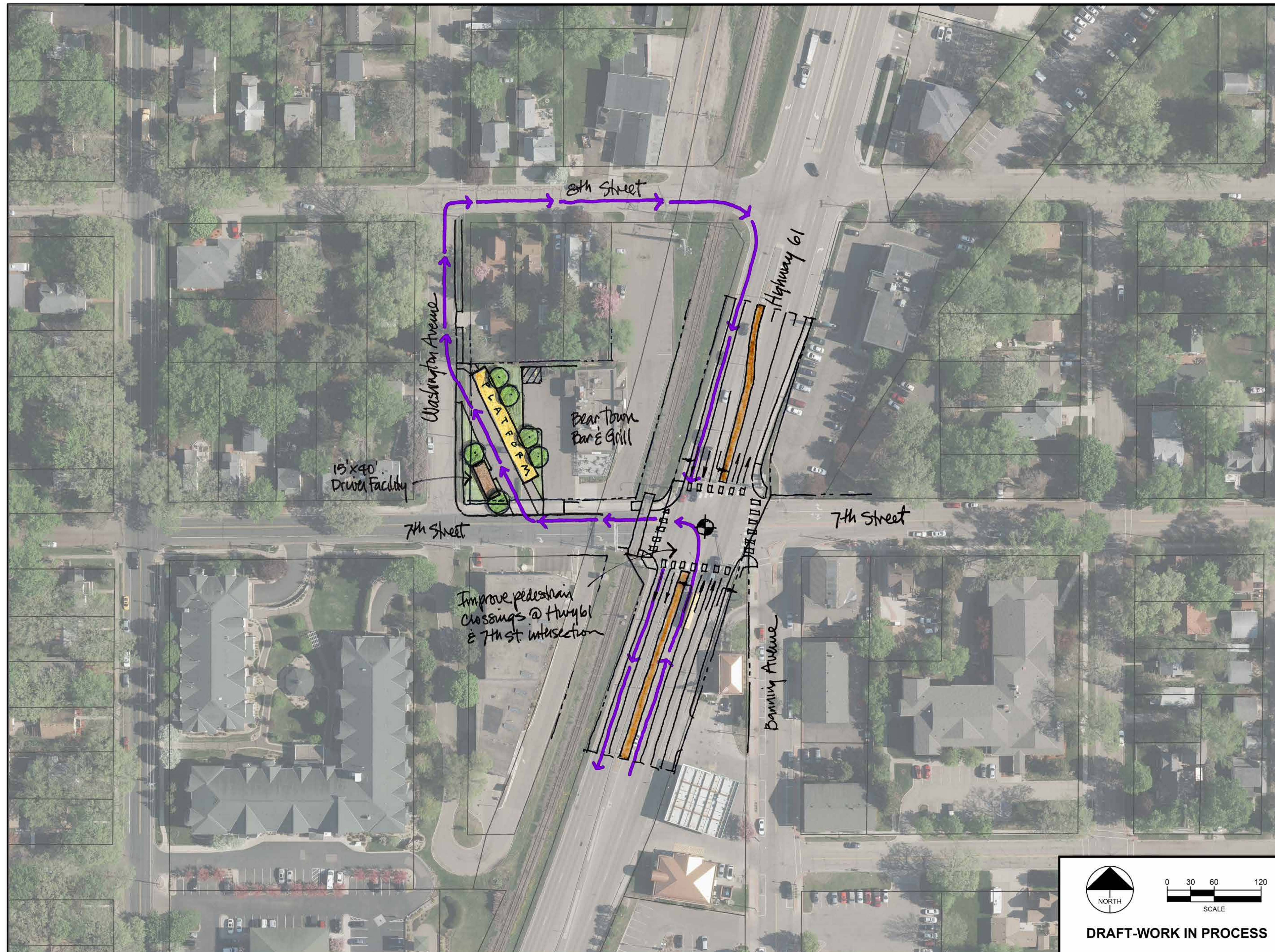
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A. 7th Street and Washington Avenue



B R T



- Station is farthest from the core of downtown and has longest travel time.
- Pedestrian facilities would be improved at the 7th Street and Highway 61 intersection.
- Bus operations are straightforward; no major sightline or turning radius issues.
- Off-street parking impacts would need to be mitigated.
- Northbound and southbound passengers would arrive and depart from the same platform.

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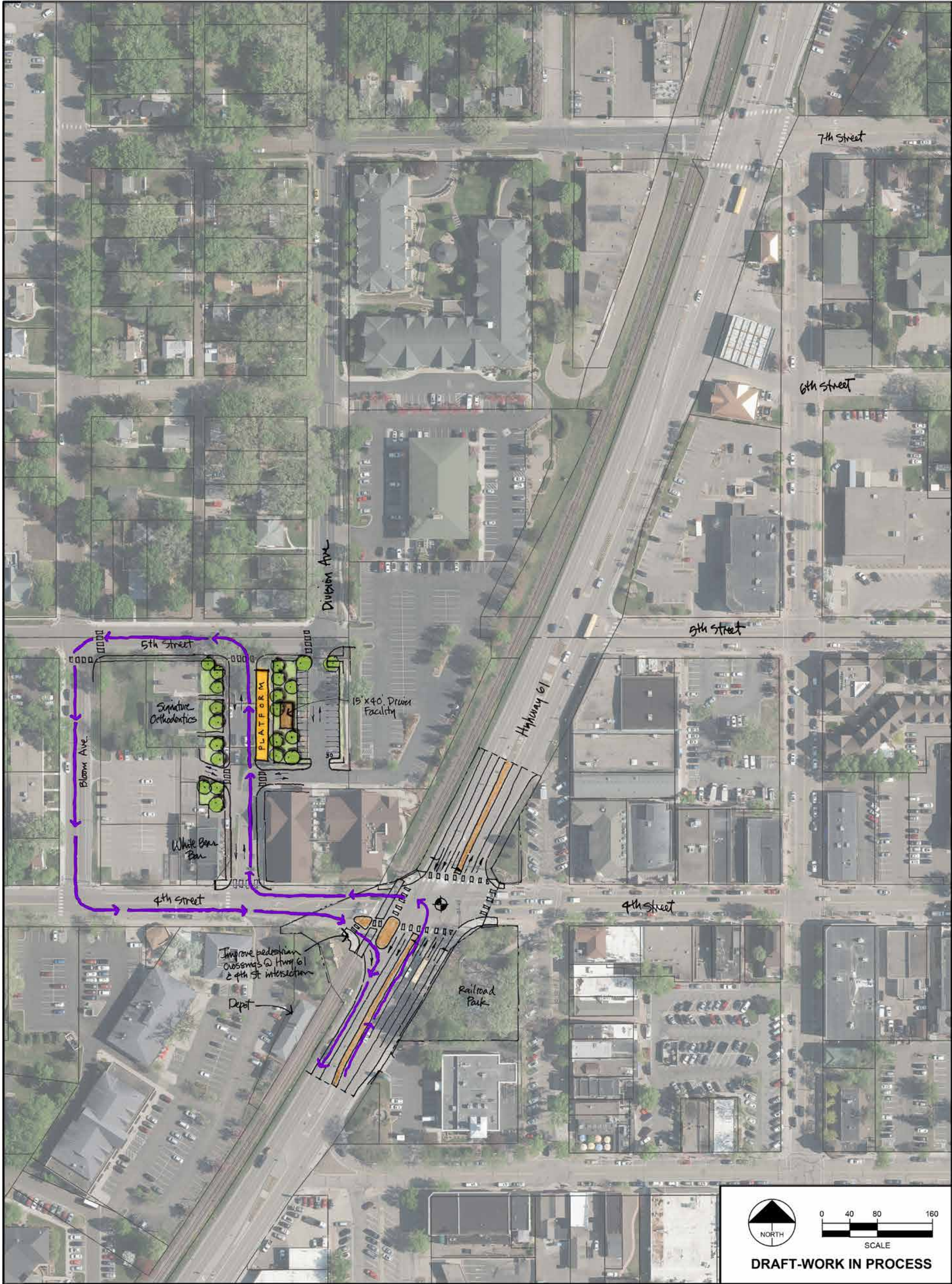
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B. 4th Street and Division Avenue – 4th Street or 7th Street routing

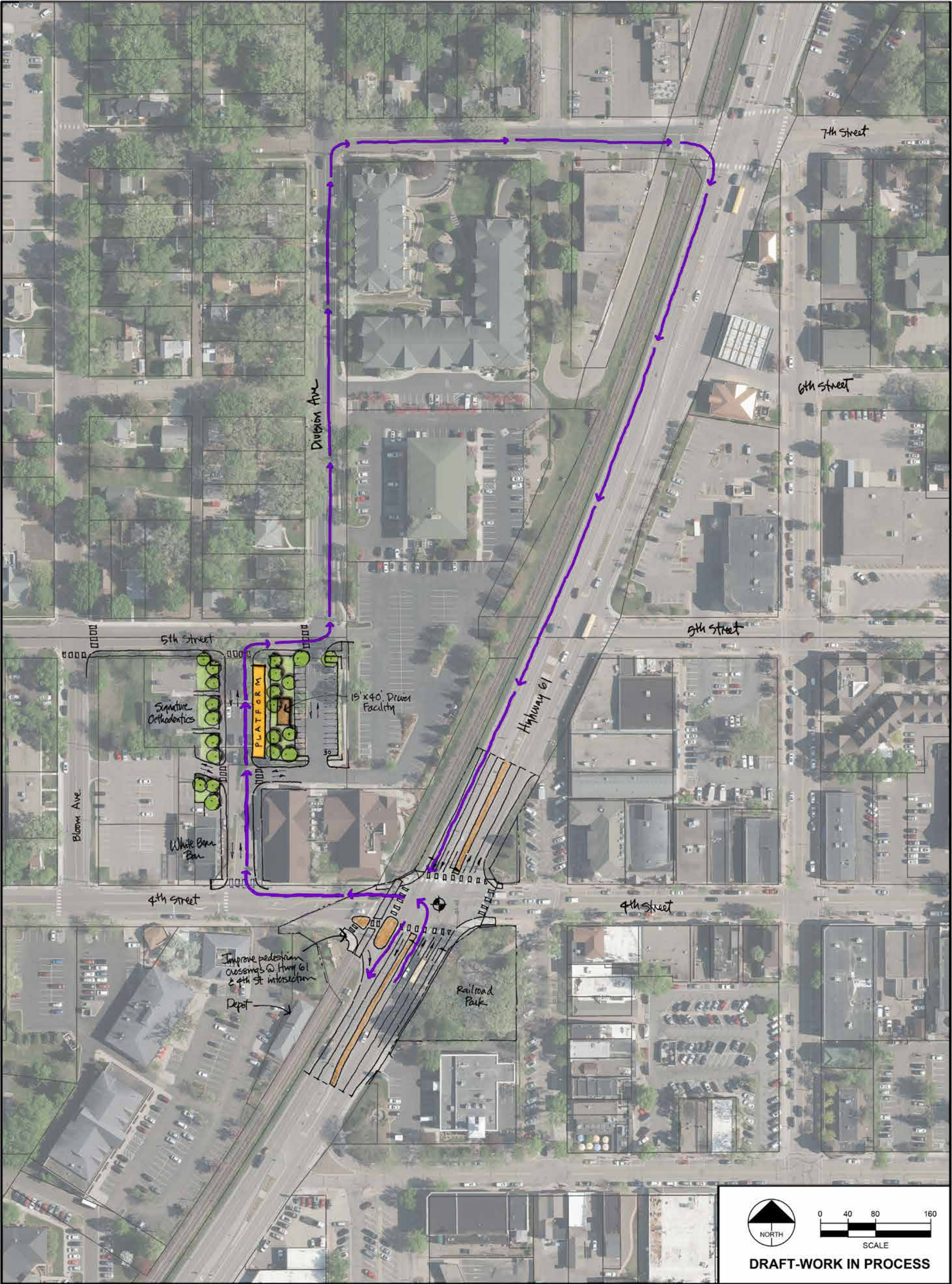


B R T

4TH STREET ROUTING



7TH STREET ROUTING



4th Street and Division Avenue - 4th Street routing

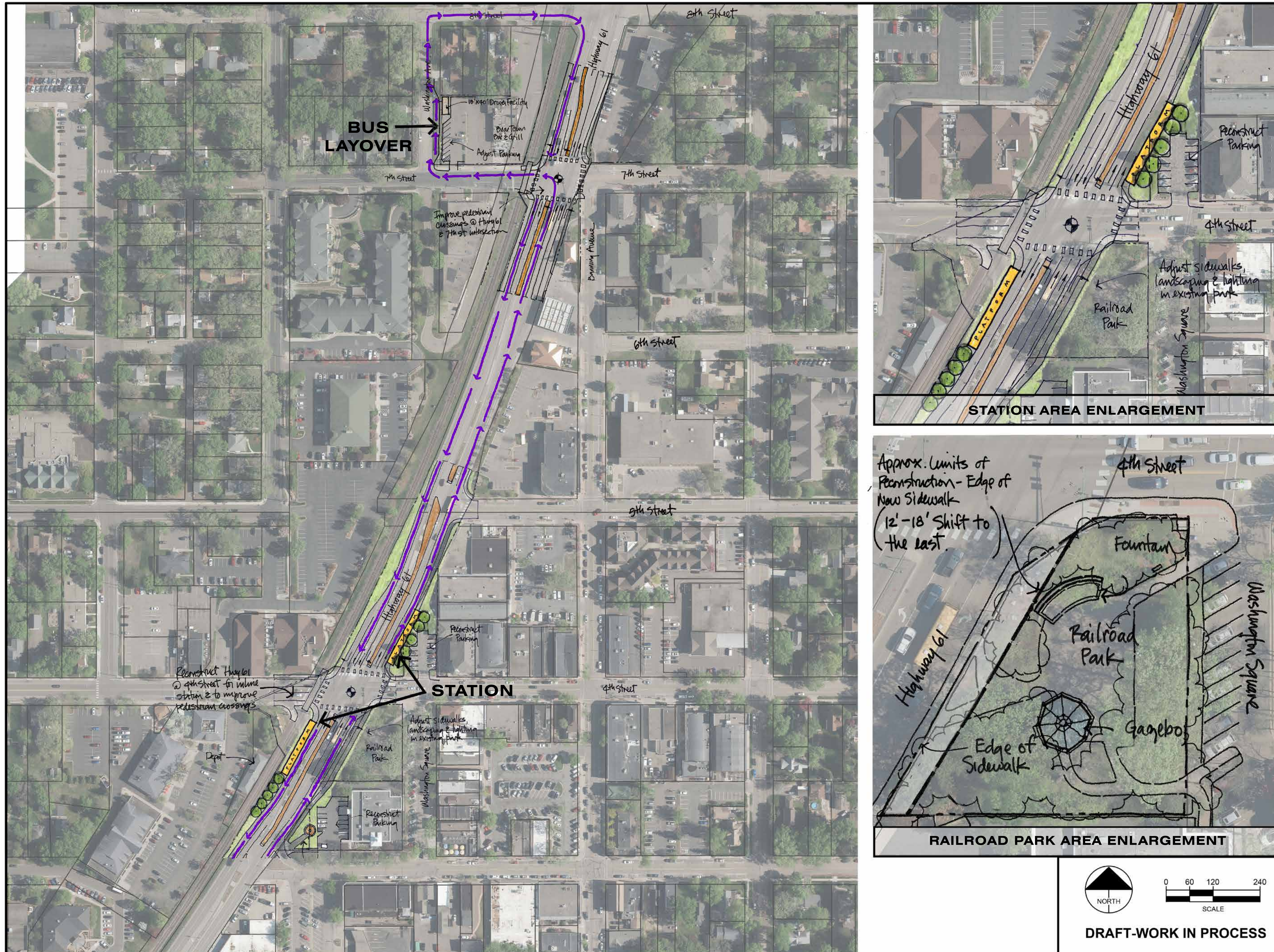
- Station is close to the downtown core.
- Division Avenue would be extended from 4th Street to 5th Street with the station platform and driver facility on the east side of the street.
- Pedestrian facilities would be improved at the 4th Street and Highway 61 intersection.
- Bus operations are straightforward; no sightline or turning radius issues.
- Off-street parking impacts would need to be mitigated.
- Northbound and southbound passengers would arrive and depart from the same platform.

4th Street and Division Avenue - 7th Street routing

- This option is the same station location as Option B, but buses would use Division Avenue and 7th Street to reach Highway 61.
- Compared to the 4th Street routing option, the 7th Street option adds travel time.

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C. 4th Street and Highway 61 – in line platform



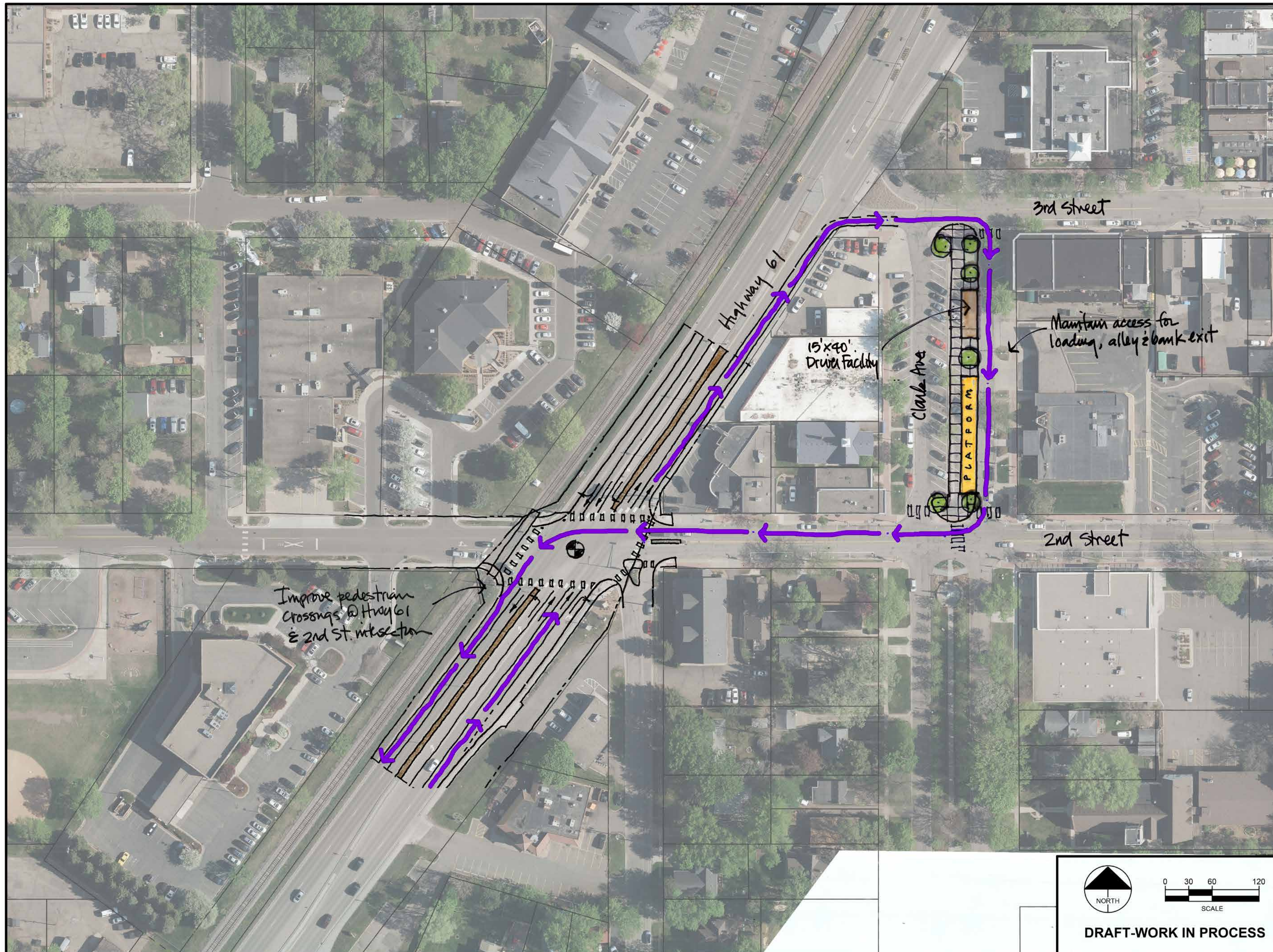
- Station is close to the core of downtown.
- The railroad tracks on the west side of Highway 61 constrain the highway from expansion to the west.
- To fit the station platforms, the highway would be shifted approximately 15 feet into the westernmost part of Railroad Park.
- Pedestrian facilities would be improved at the 4th Street and Highway 61 intersection.
- Bus operations are straightforward. No sightline or turning radius issues.
- A driver facility would be located at 7th Street and Washington Avenue. This would only be a bus layover and turn-around facility; customers would not be able to board there.
- Parking impacts at the layover location would be mitigated.
- Northbound and southbound passengers would arrive and depart from platforms across Highway 61 from each other.

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D. 2nd Street and Clark Avenue



B R T



- Station location is closest to the downtown core.
- Access is maintained to local businesses on Clark Avenue.
- Pedestrian facilities would be improved at the 2nd Street and Highway 61 intersection.
- Bus operations are straightforward. No sightline or turning radius issues.
- On-street parking impacts would need to be mitigated.
- Northbound and southbound passengers would arrive and depart from the same platform.

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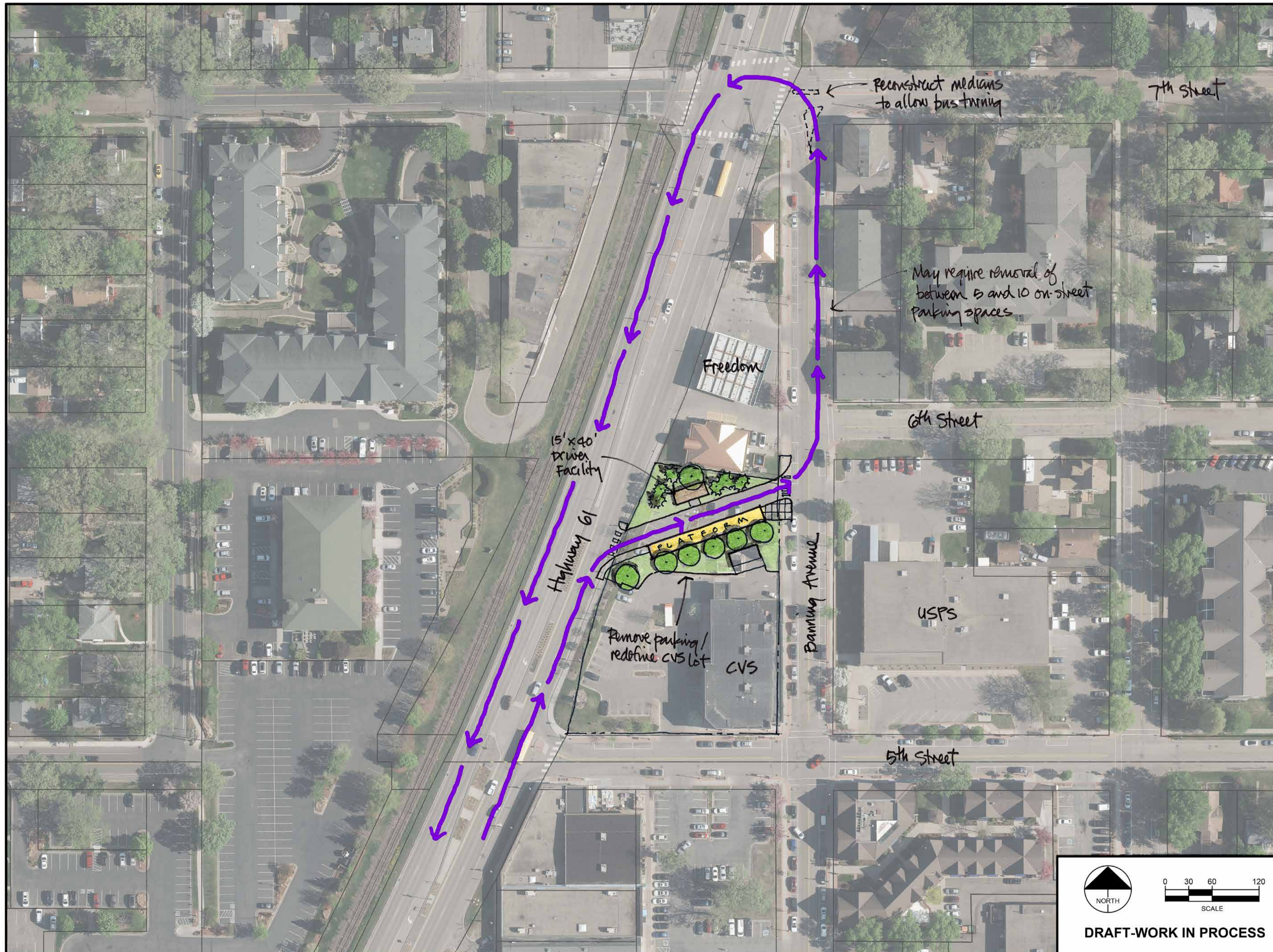
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E. Banning Avenue and Highway 61



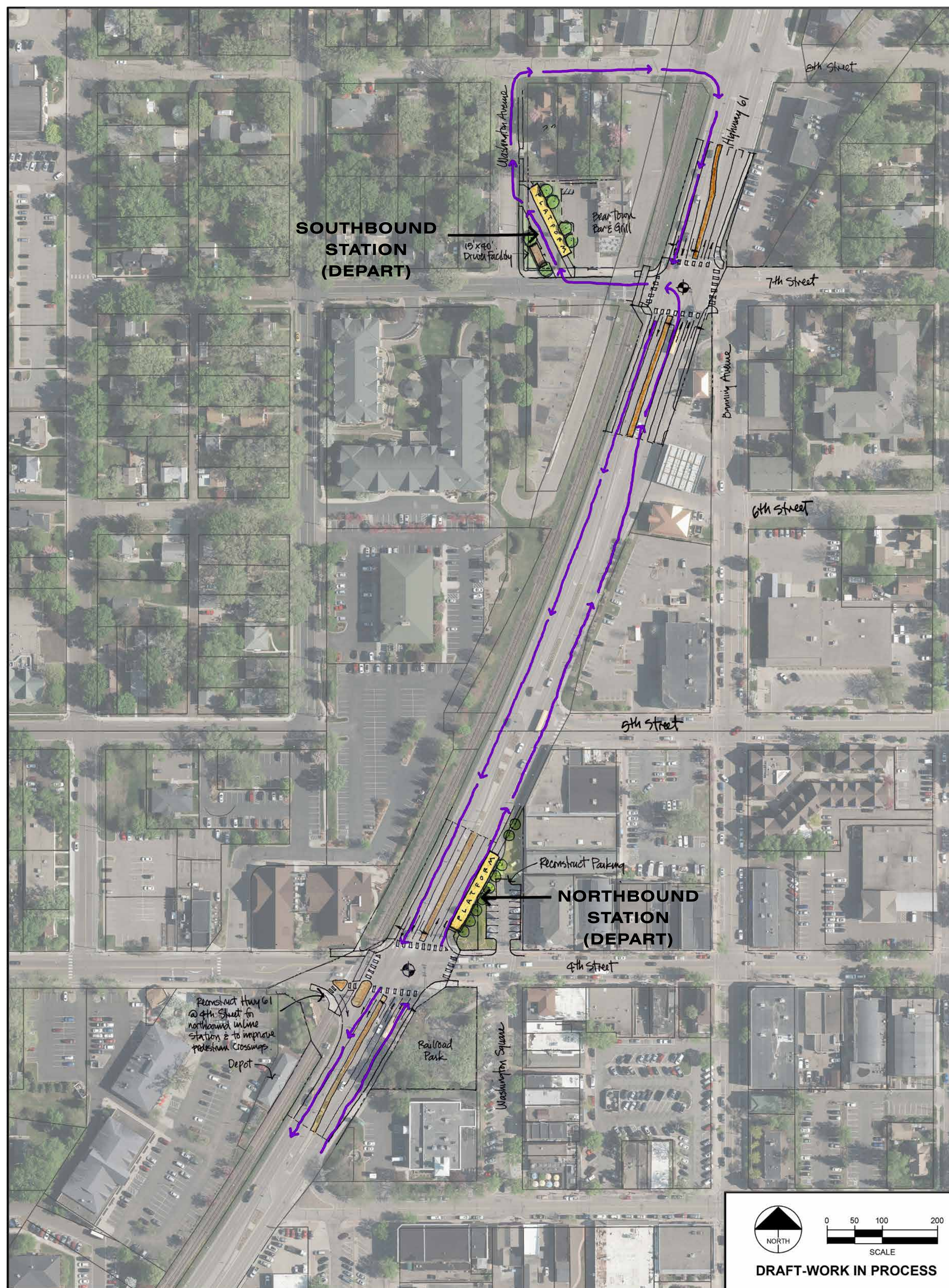
- Station is close to the downtown core.
- Mid-block station location does not provide options for safe and convenient crossing of Highway 61.
- Unique intersection configuration at Banning Avenue/7th Street/Highway 61 presents safety concern for pedestrians and drivers.
- Bus operations are difficult. Turn on to Banning Avenue presents sightline issues. Turn on to 7th Street/Highway 61 presents turning radius issues. May be difficult for buses to reach station in inclement weather.
- On and off-street parking impacts would need to be mitigated.
- Northbound and southbound passengers would arrive and depart from the same platform.

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F. Arrive at 4th Street and Highway 61; depart from 7th Street and Washington Avenue



B R T



- The southbound platform location is farthest from downtown destinations.
- Northbound and southbound passengers would use platforms approximately ¼ mile apart, which may be confusing for customers.
- Avoids impacts to Railroad Park presented in Option C.
- Pedestrian facilities would be improved at the 4th and 7th Street intersections with Highway 61.
- Bus operations are straightforward; no major sightline or turning radius issues.
- Off-street parking impacts would need to be mitigated.

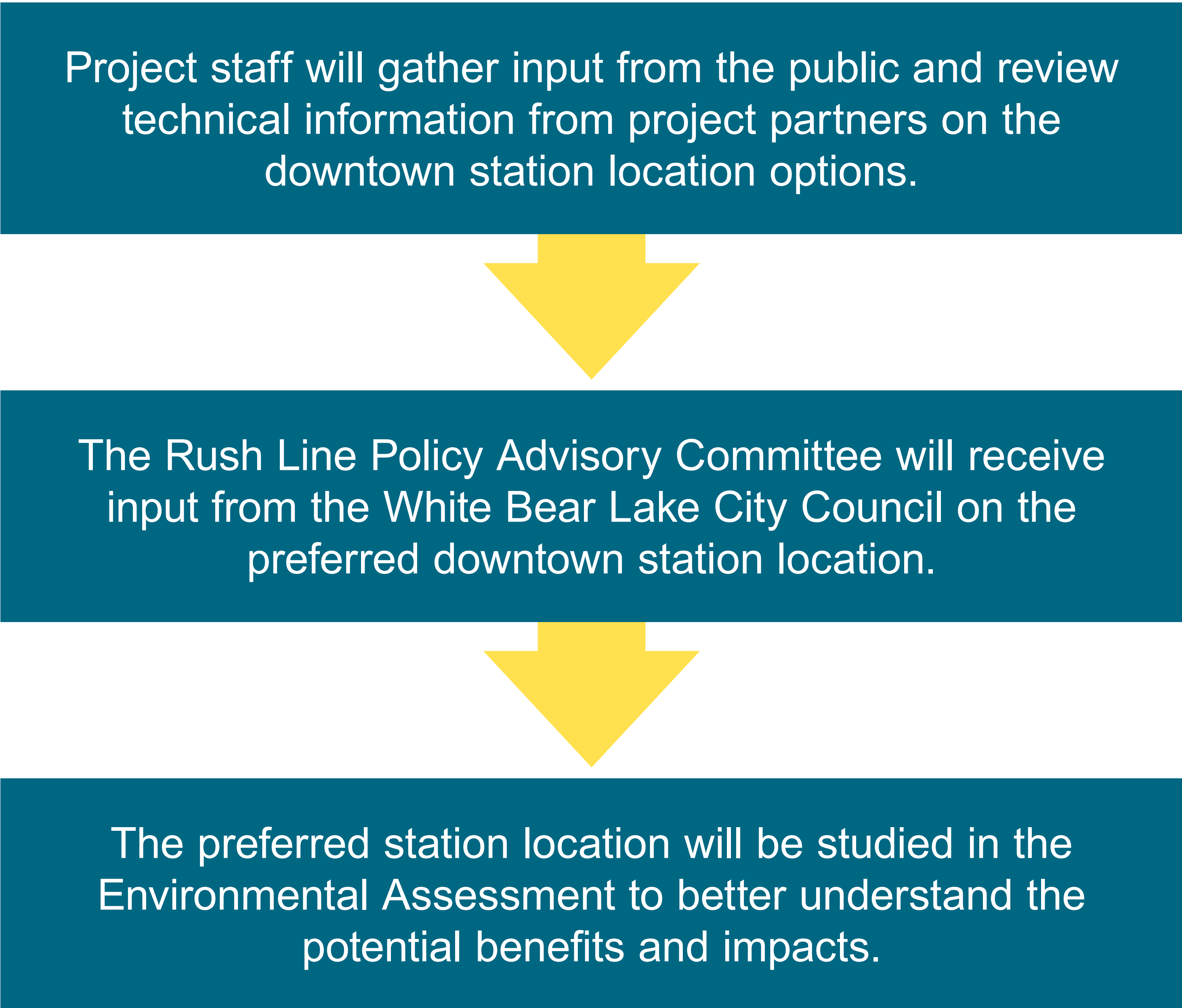
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Next steps



B R T

DOWNTOWN WHITE BEAR LAKE STATION LOCATION SELECTION PROCESS



FEDERAL TRANSIT ADMINISTRATION PROCESS



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