



*Rush
Line*

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April 18, 2019

POLICY ADVISORY COMMITTEE

ENVIRONMENTAL ANALYSIS PHASE

Agenda

1. Welcome and introductions.
2. Recap of February Policy Advisory Committee meeting.
3. Community Advisory Committee update.
4. Public engagement update.
5. Ramsey County Rail Right-of-Way Visioning Framework update.
6. Vadnais Sports Center area parking study update.
7. Engineering updates and visualizations.
8. Station design discussion.
9. Station walkshed and bikeshed analysis.
10. Schedule review.
11. Public comment.
12. Upcoming activities.

Recap of February Policy Advisory Committee Meeting

- Election of Mayor Emerson as Chair and Council Member Lindner as Vice-Chair
- Updates on environmental coordination, public engagement, the Health Impact Assessment and the Ramsey County Rail Right-of-Way Visioning Framework.
- Actions:
 - Confirm the project refinements brought forward through the peer review process for further evaluation in the Environmental Assessment.
 - Confirm the Downtown White Bear Lake station location for further evaluation in the Environmental Assessment.

Community Advisory Committee Update

- Met on April 8:
 - Project updates.
 - Environmental assessment overview and discussion.
 - Station design discussion.



Community Advisory Committee meeting, January 17

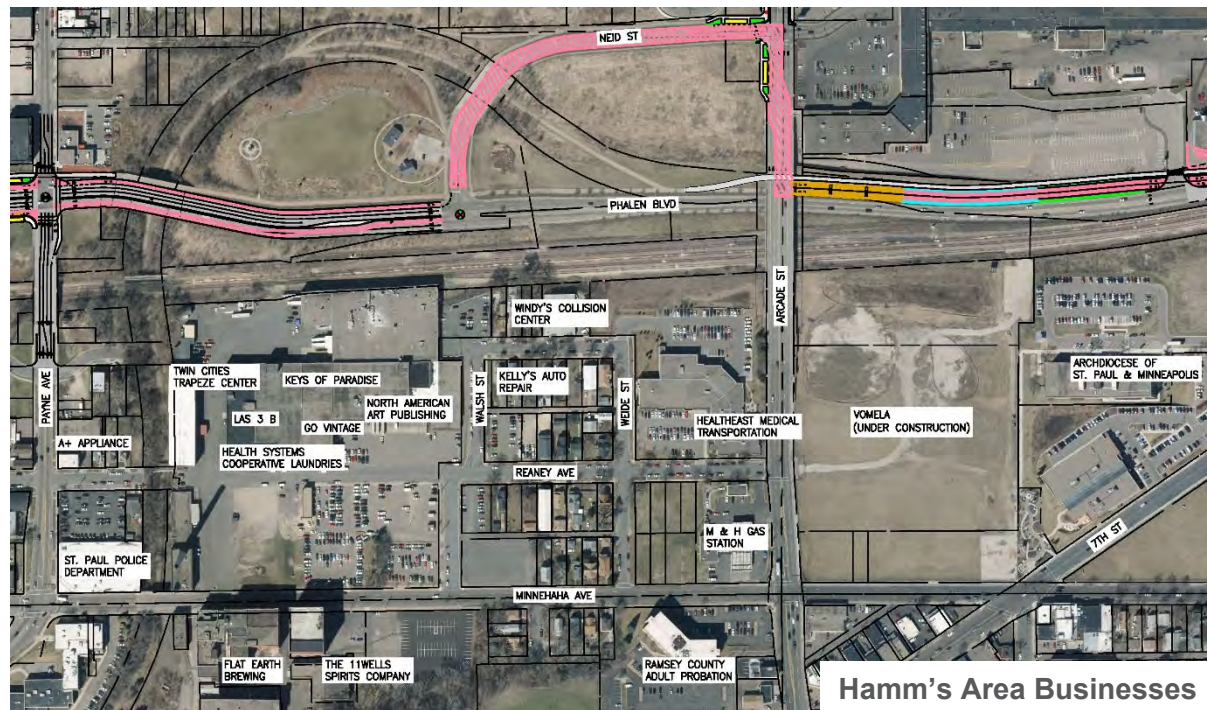
Recent Public Engagement Activities



Hamm's Area Business Engagement, March 26

- February: Hmong Village survey.
- March 6: Pedro Park Open House.
- March 26: Hamm's area business engagement meeting.
- March 27: Ramsey County Rail Right-of-Way Visioning Workshop.
- April 7: Northeast Metro Community Expo.
- April 9: Update to Capitol River Council Development Review Committee.
- April 13: Saint Paul Farmers Market.
- Ongoing interactive map.

Hamm's Area Business Engagement



- Organized in collaboration with ESABA and Everest LLC.
- 8 people representing different businesses attended.
- Overall support for improved transit in the area and recognition that many workers use transit to get to work.
- Strong interest in improving biking and walking connections to Rush Line stations and general connectivity within the neighborhood.

Public Engagement Themes

- Hmong Village:
 - 250 surveys distributed; 25 returned.
 - Most business owners drive, often because they are unaware of public transit options, and few of them know if their employees or customers take transit.
 - Additional public engagement ideas:
 - Work with Metro Transit to do an educational/awareness campaign in Hmong Village about nearby transit options.
 - Conduct a customer/employee survey to learn more about travel patterns of other people regularly traveling to Hmong Village.

Public Engagement Themes

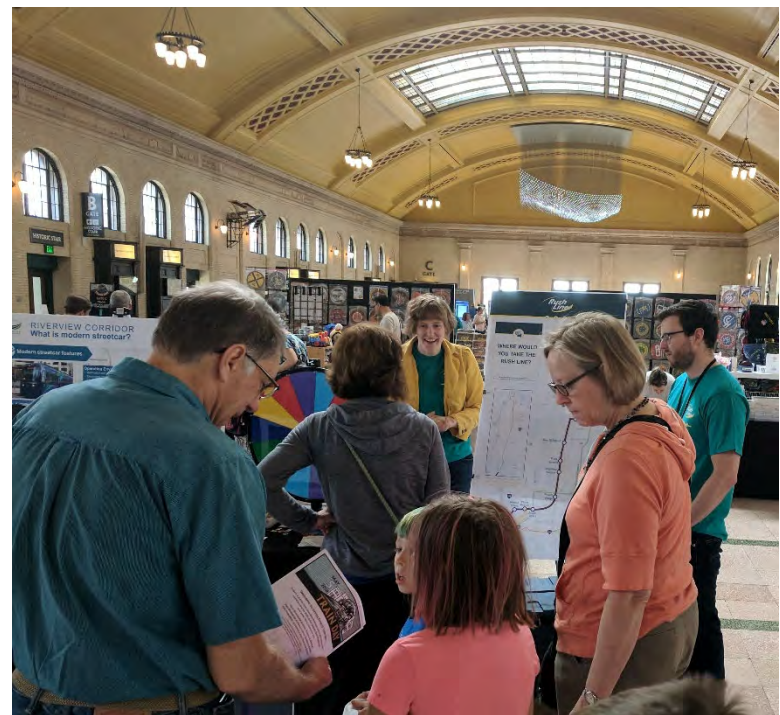
- Northeast Metro Community Expo:
 - Spoke to about 50 people; majority neutral to positive about the project.
 - Some interest in where the Downtown White Bear Lake station will be.
 - Support and excitement for improved public transit options in the northeast metro.



Northeast Metro Community Expo, April 6

Upcoming Public Engagement

- Focus areas:
 - Highway 36 station area business.
 - Downtown Saint Paul along Robert Street.
 - Ramsey County rail right-of-way.
 - Outreach to underrepresented populations.
 - Weaver Elementary School.
- Attendance at community events throughout the corridor during the spring and summer.



Union Depot Train Day, May 5, 2018

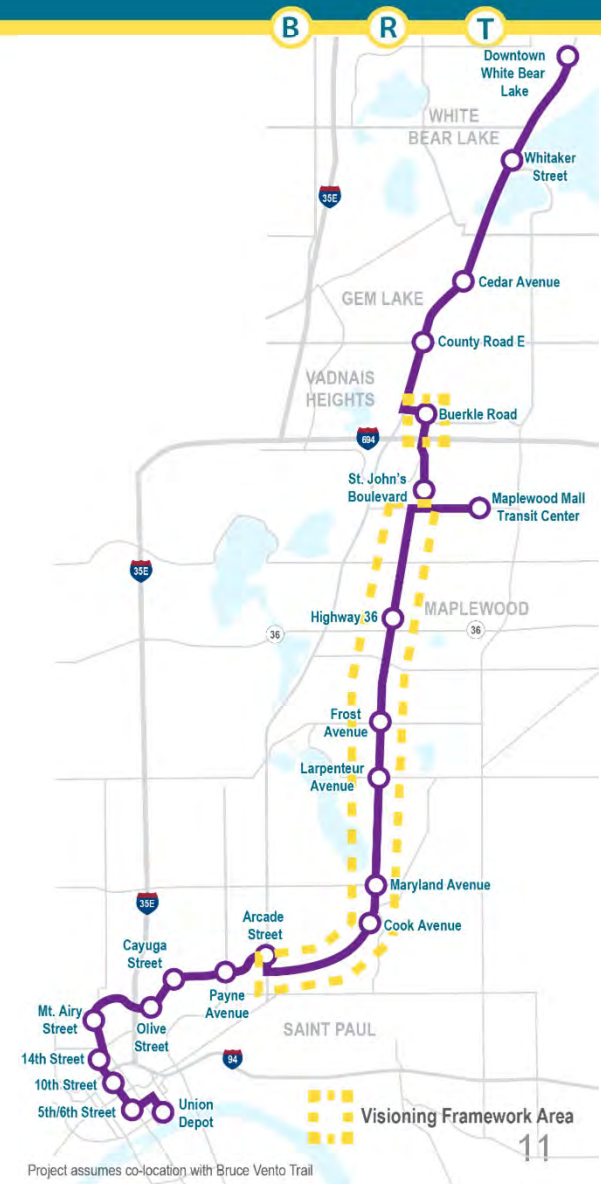
Scheduled Public Engagement Activities

- April 26: Weaver Elementary School Carnival.
- May 5: West Side Cinco de Mayo Celebration.
- May 7: Weaver Elementary Parent Information Night.
- May 14: Maplewood Bike Rodeo.
- June 1: WaterFest at Phalen Regional Park.
- June 1-2: Union Depot Train Day.
- July 25: Environmental Resource Expo (MarketFest) in downtown White Bear Lake.

Ramsey County Rail Right-of-Way Visioning Framework Workshop



- Participants:
 - Advisory committee members
 - Interested stakeholders.
- Key questions addressed:
 - What is important?
 - What is the vision for the Ramsey County rail right-of-way?
 - What are potential design solutions?
- Interactive workshop.
 - Table exercise reviewing and discussing dedicated BRT and Bruce Vento Trail co-location.
 - Design preference exercise.



Ramsey County Rail Right-of-Way Visioning Framework Workshop

- Design elements considered.
 - Trail/BRT separation.
 - Grade separation.
 - Landscaping.
 - Stormwater treatment.
 - Fencing.
 - Buffer/screening.
 - Trail lighting.
 - Wayfinding/signage.
 - Trailhead/amenities.



Ramsey County Rail Right-of-Way Visioning Framework Workshop

- Major takeaways:
 - Maintenance is a common concern.
 - Context is important – look to residents and adjacent property owners for additional guidance.
 - Opportunity to showcase the historic nature of the rail corridor.
 - Preference towards maximizing green space and natural features.
 - Desire to maximize permeability and pedestrian access to and across the corridor.
 - Safety and wayfinding continue to be areas of importance.



Visioning Framework Workshop, March 27

Ramsey County Rail Right-of-Way Visioning Framework Schedule



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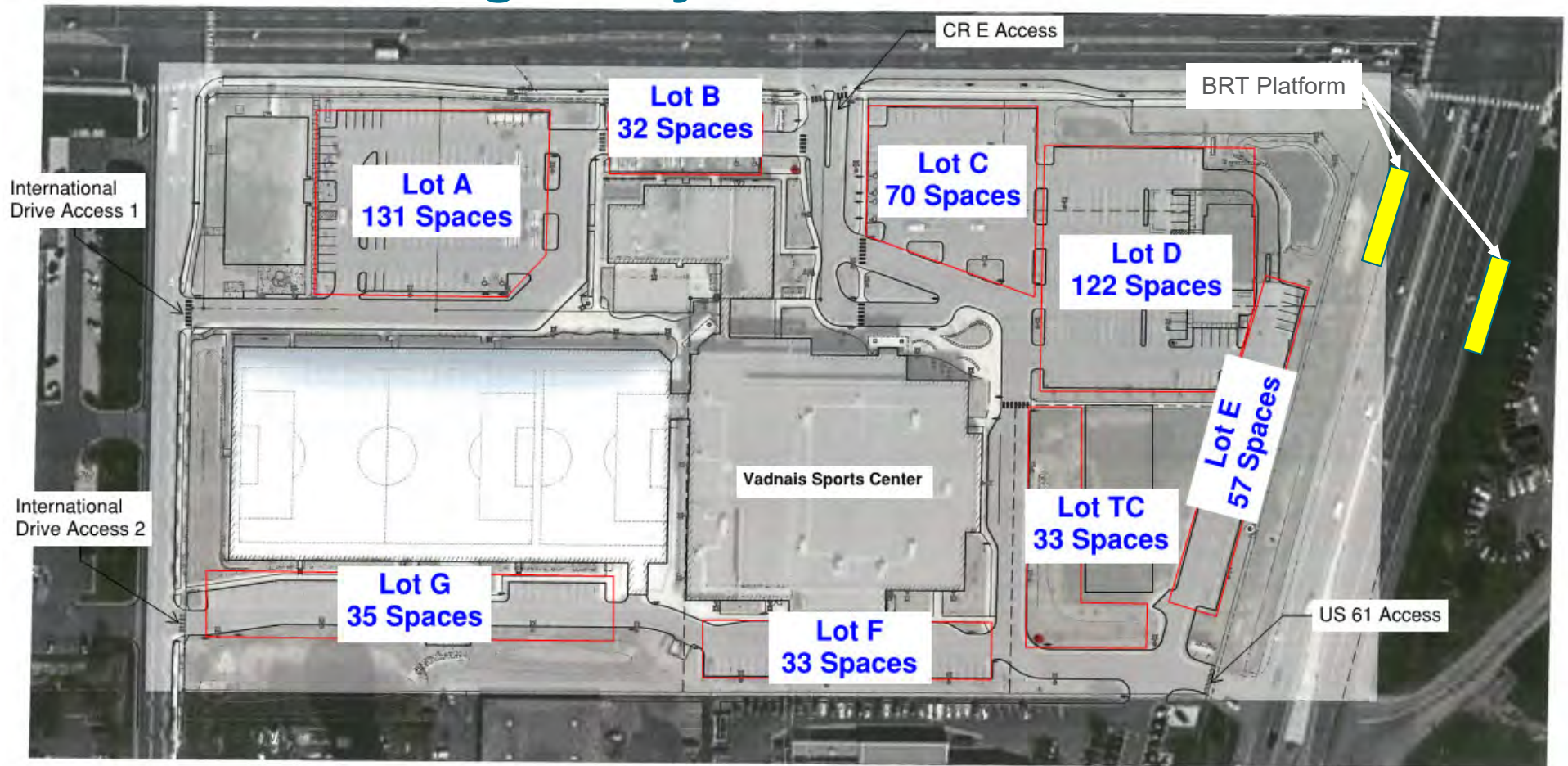


Vadnais Sports Center Parking Study

Purpose

- Understand existing operations.
- Look for near and long-term opportunities for operational improvements.
- Determine feasibility of future/added uses.
 - Rush Line BRT station.
 - Future dome replacement concepts.

Parking Study Location Overview



Parking Notes:

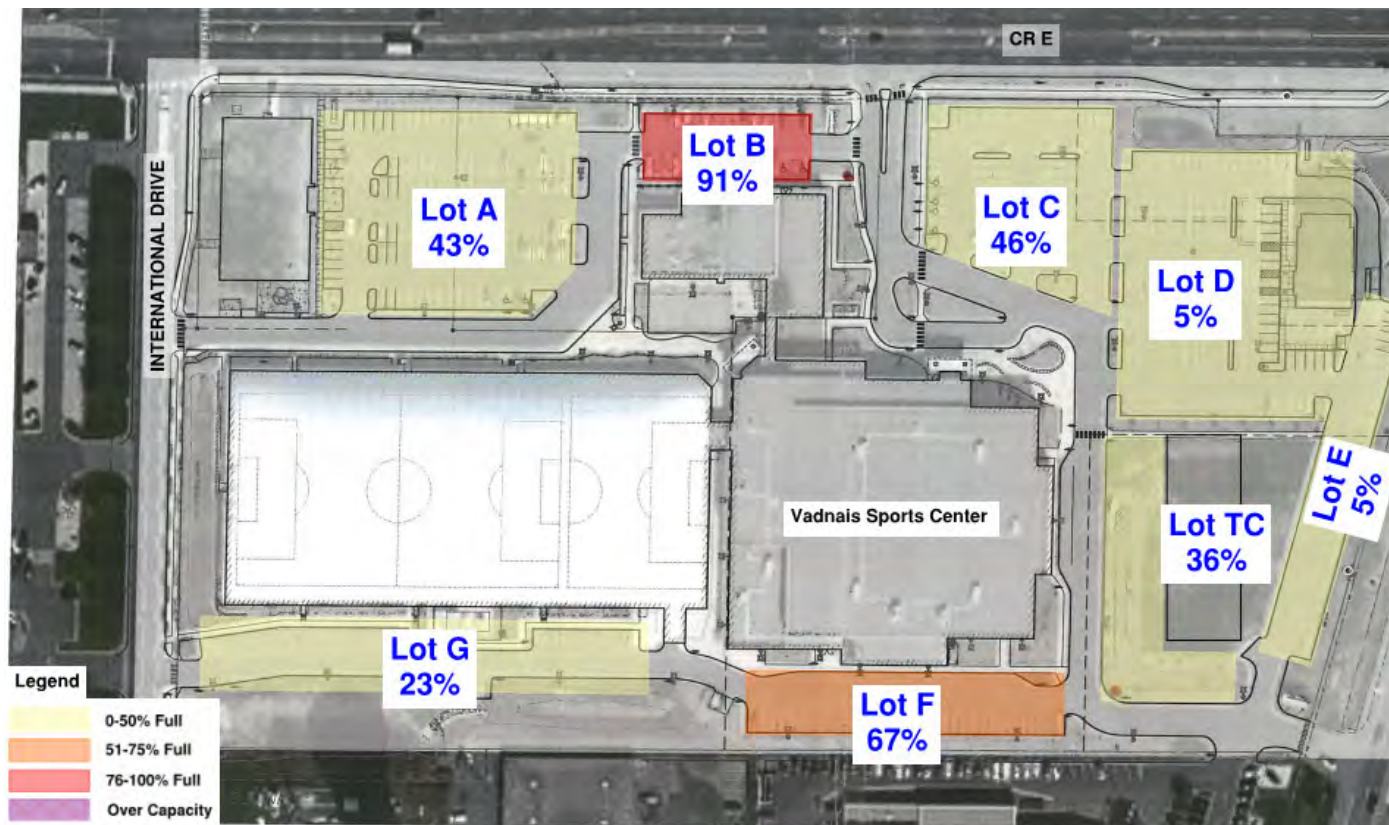
Existing On Site Parking 464 Stalls

Parking Study Conclusions

- Business and sports center parking availability is adequate during the business day.
- Weekday evening demand at the sports center is manageable because some businesses are closed.
- High-demand weekend games result in over-capacity parking conditions.

Note: Parking was observed while the dome was out of service. Dome parking demand was estimated for planning purposes, but will be reviewed as planning continues.

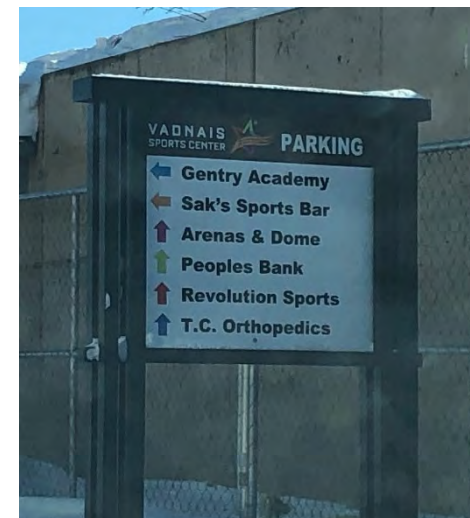
Weeknight Game at 4:30 p.m.



- On weeknights business parking decreases (with the exception of Sak's) as sports center parking increases.

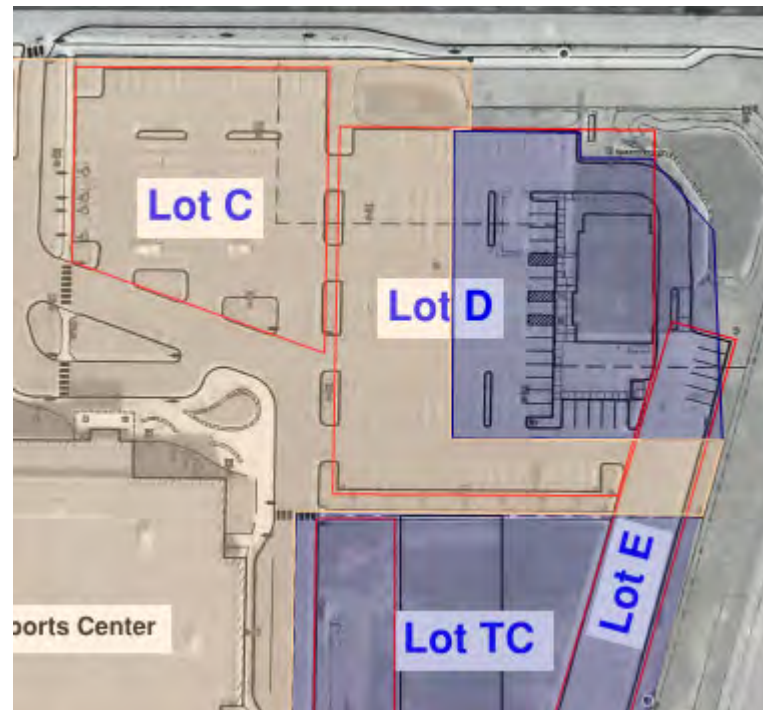
Potential Areas of Improvement

- New smaller dome facility along with onsite parking modifications allows for additional parking capacity.
- Signing and marking improvements could improve navigation.
- Roadway and parking south of the sports center present additional areas for parking.
- A pedestrian management plan could be implemented to improve pedestrian flow during peak periods.



Additional and more visible wayfinding onsite could be helpful.

Potential Park-and-Ride Feasibility



- Assumed park-and-ride demand = 50 stalls.
- Lot C and portion of Lot D not owned by People's Bank are potential park-and-ride options.

Visualizations

- Purpose:
 - Assist with decision-making.
 - Help build public understanding of project.
- Images are works in progress and subject to change as design advances.

Visualization: Pedestrian Underpass Near Weaver Elementary School



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45 Degree Wing Wall

Visualization: Pedestrian Underpass Near Weaver Elementary School



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45 Degree Wing Wall

Visualization: Pedestrian Underpass Near Weaver Elementary School



B R T



90 Degree Wing Wall

Visualization: Pedestrian Underpass Near Weaver Elementary School



B R T



90 Degree Wing Wall

Visualization: Pedestrian Underpass Near Weaver Elementary School



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DRAFT-WORK IN PROCESS



RUSH LINE
CITY OF MAPLEWOOD
WEAVER ELEMENTARY SCHOOL PEDESTRIAN UNDERPASS
VIEW FROM WEAVER ELEMENTARY SCHOOL BUILDING, LOOKING WEST

1/31/2019



Visualization: County Road B Intersection



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DRAFT-WORK IN PROCESS



RUSH LINE
CITY OF MAPLEWOOD - COUNTY RD B EAST
BRT GUIDEWAY AND COUNTY ROAD B
LOOKING NORTHEAST

2/7/2019



Visualization: County Road B Intersection



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DRAFT-WORK IN PROCESS



RUSH LINE
CITY OF MAPLEWOOD - COUNTY RD B EAST
VIEW FROM CROSSWALK TOWARD BRT
GUIDEWAY, LOOKING NORTH

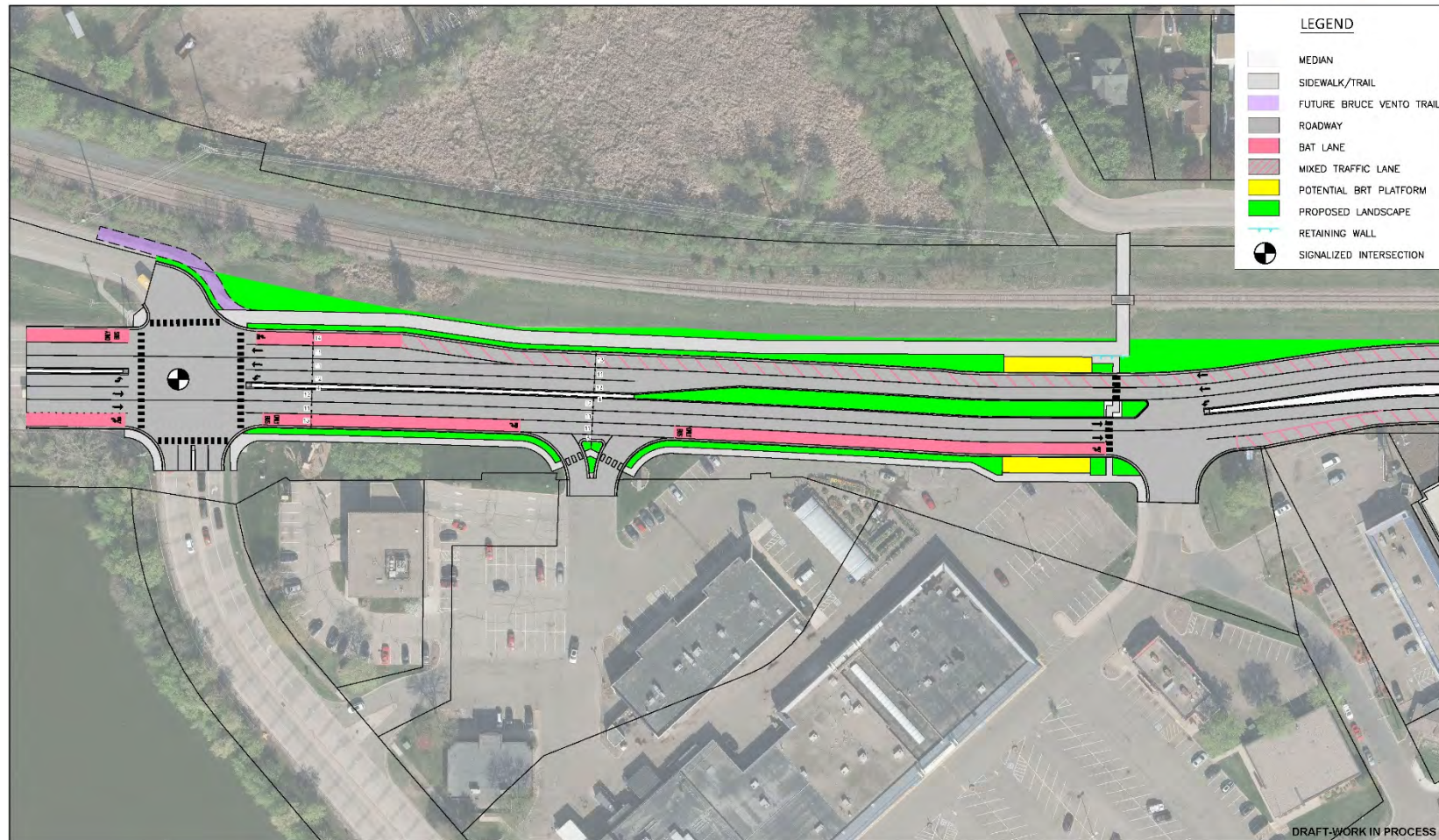
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Marina Triangle Area Design Refinement



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- Coordination with Bruce Vento Trail Extension Project.
- Further discussion and evaluation with MnDOT needed.

Station Design Overview

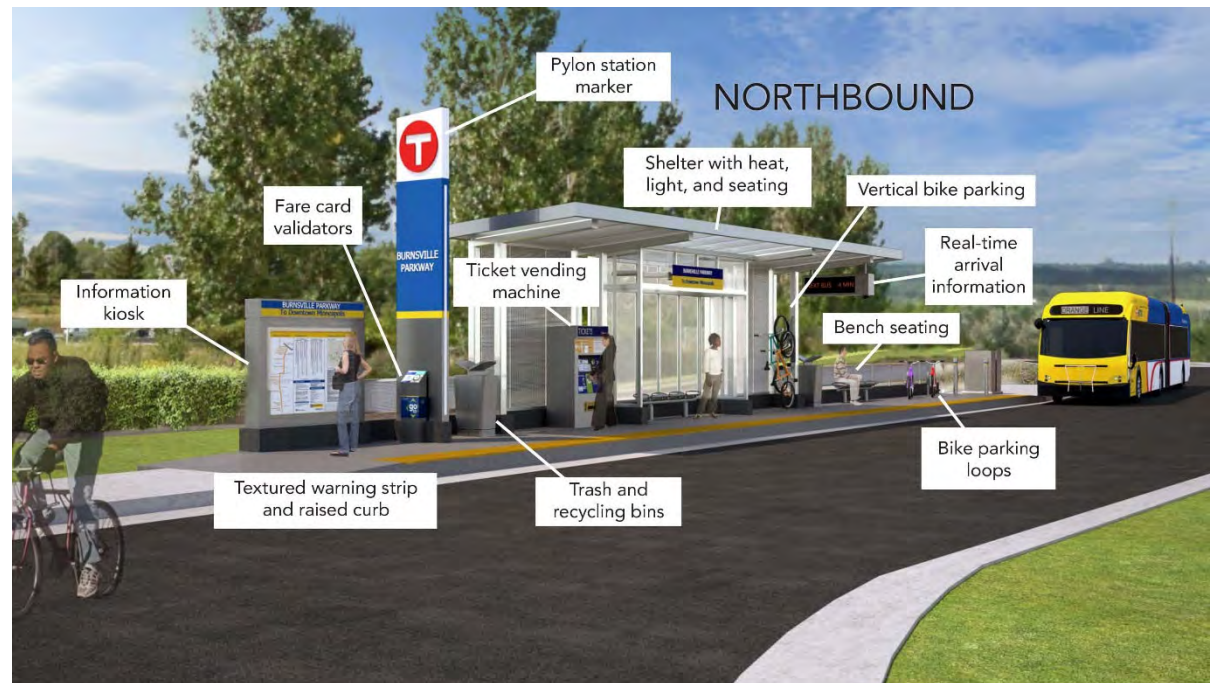
- Platform size and location are determined during environmental analysis phase.
- Several standard features are included at every station.
- Station design and additional amenities may vary from station to station based on community input, surrounding physical environment, etc.
- Station design is further refined in project development and final engineering phases.

FEDERAL TRANSIT ADMINISTRATION PROCESS



Standard Features

- NexTrip real-time departure signs.
- Raised platforms.
- Maps.
- Benches.
- Heat.
- Lighting.
- Bike racks.
- Trash and recycling bins.
- Ticket machines.



METRO Orange Line BRT I-35W & Burnsville Parkway station

Elements to Consider in Station Design

- Safety and security.
- Design and aesthetics.
- Additional station amenities.
- Sidewalk and trail connections to station.
- Accessible connections and station amenities for people with disabilities and/or mobility devices, strollers, carts, etc.
- Cohesive station design with the surrounding community and, if present, historic resources.



Potential Added Amenities



"Falling Leaves" station design, Portland, Oregon (Photo courtesy of TriMet)

- Designated vehicle drop-off and pick-up zone.
- Bicycle lockers.
- Bicycle tune-up station.
- Wayfinding signage to local institutions and attractions.
- Landscaping and greenery.
- WiFi hotspot.
- USB charging port or outlet.
- Design features: specific theme, architectural style, building materials, colors, etc.

Station Design Discussion

- How should standard station features be configured?
- Which elements (safety, aesthetics, etc.) are most important to consider in station design?
- What station amenities are most important to you?
- If you could design a Rush Line BRT station, what would it look like? If you designed it to reflect your community, what design features would you use?

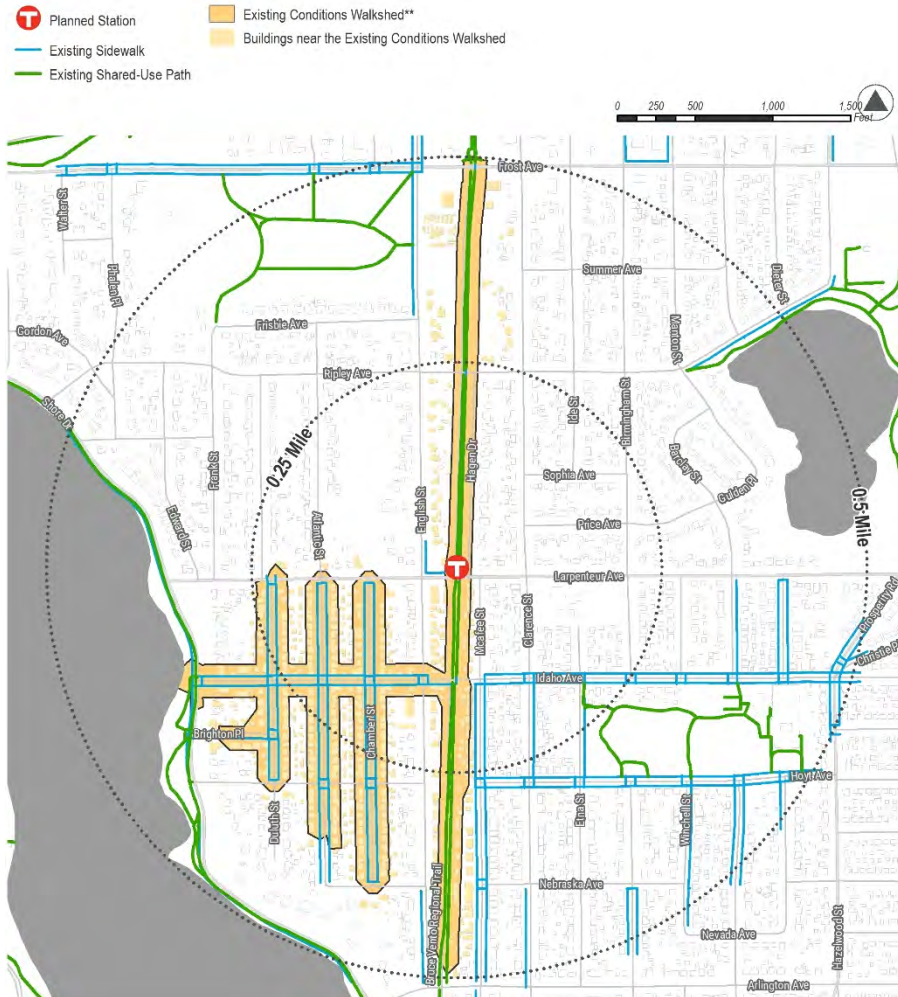
Station Walkshed and Bikeshed Analysis

- Evaluated ½ mile walking distance and 3 mile bicycling distance to/from planned stations.
- Includes existing conditions, project-related improvements and programmed improvements by others (cities, county).
- Coordinating with cities on potential future improvements to maximize accessibility to stations.
- Goal is to improve connections to stations and make them as accessible as possible for users.

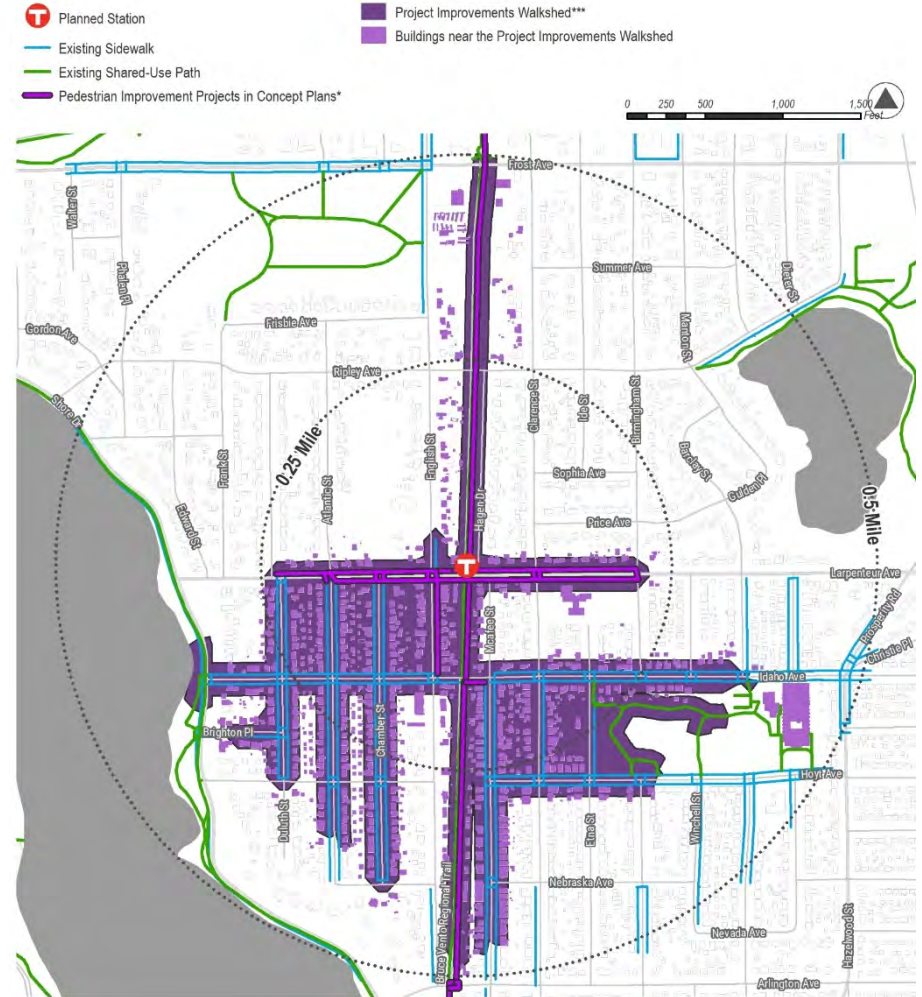
Walkshed Analysis Example: Larpenteur Avenue Station



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Existing Walkshed

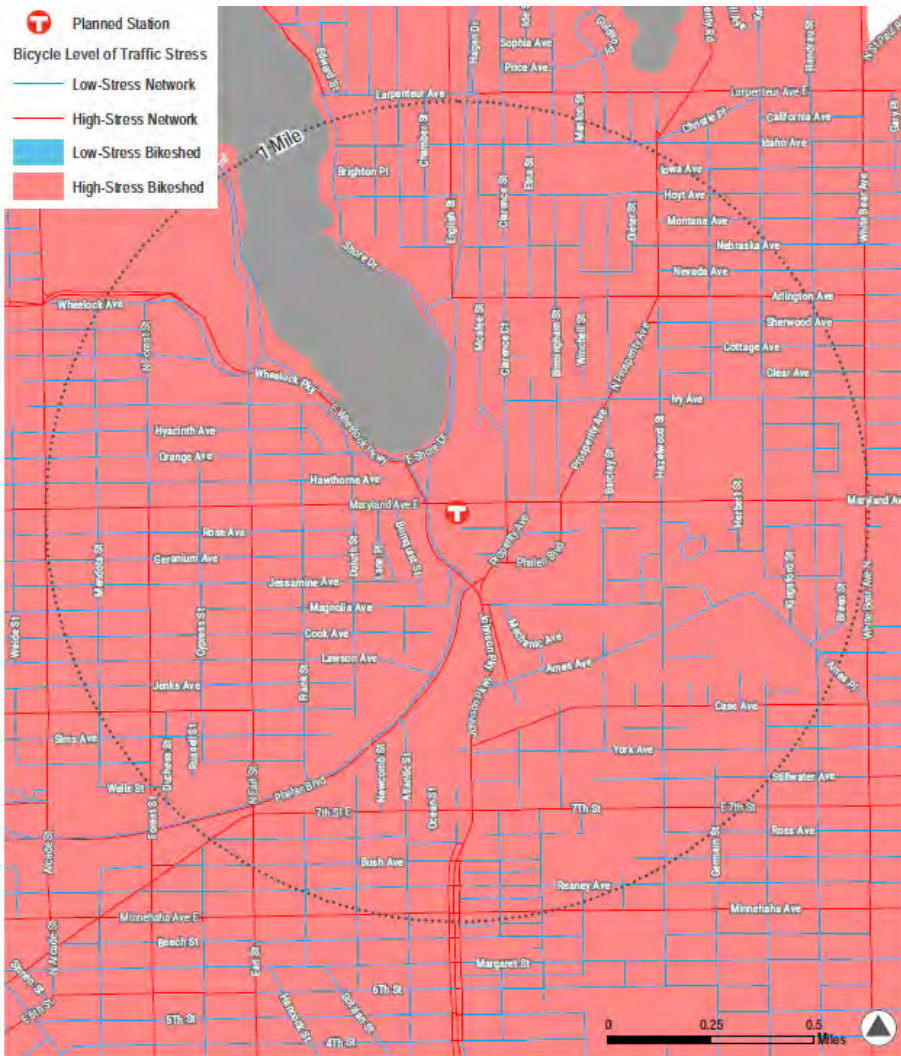


Improved Walkshed

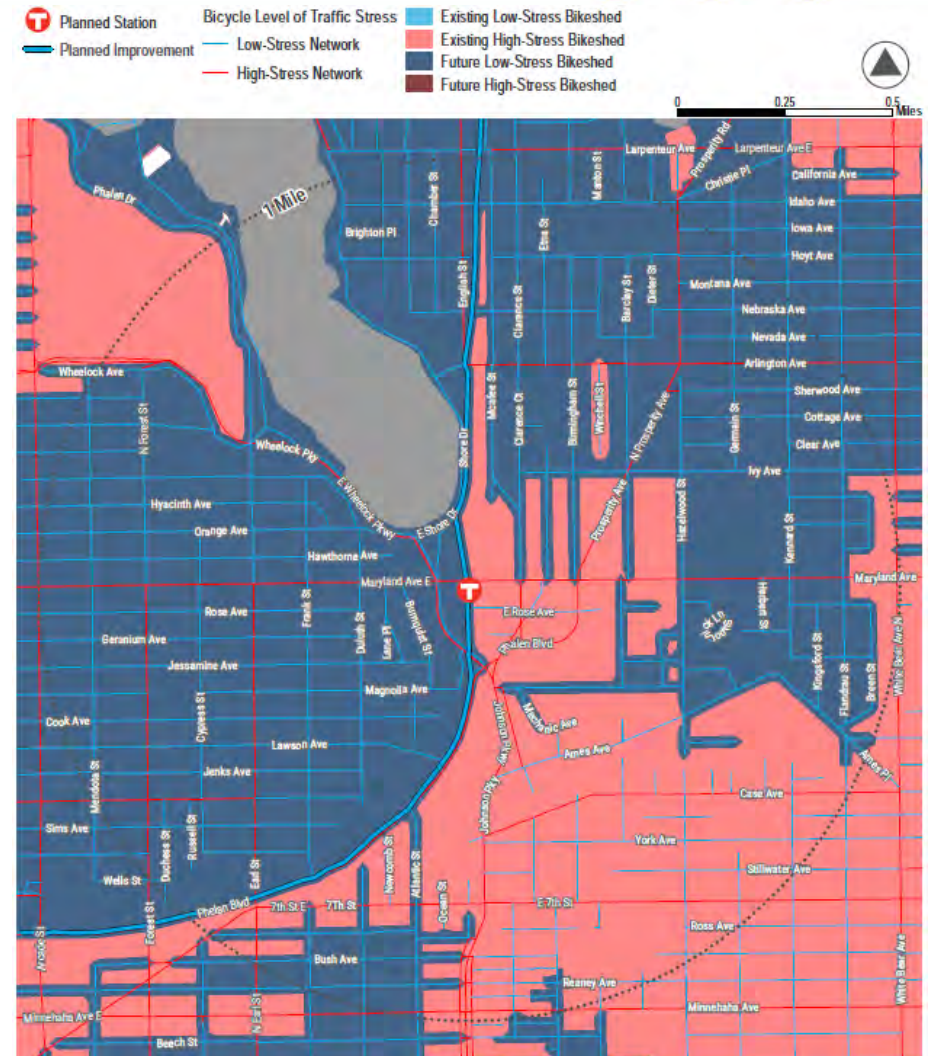
Bikeshed Analysis Example: Maryland Avenue Station



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Existing Bikeshed



Improved Bikeshed

Walkshed and Bikeshed Analysis Next Steps

- Input regarding other planned or programmed projects that could expand walkshed and bikesheds.
- Are there other areas where there are gaps in the network near the proposed station locations?

Schedule Review

- Federal Transit Administration coordination.
 - Provided input regarding additional review requirements.
- Municipal collaboration process.
 - Anticipated in August/September 2019.
 - Project staff is available to provide updates at city council meetings or workshops in June/July timeframe.
 - Approach similar to Gold Line – comments or resolutions of support can be submitted, at city's discretion.
- Milestone environmental review dates.
 - First Federal Transit Administration review of draft Environmental Assessment: early 2020.
 - Environmental Assessment publication: fall 2020.
 - Environmental decision: spring 2021.

Key Policy Advisory Committee Dates

Activity	Timeframe
Review and confirm project definition for more detailed engineering and environmental analysis	September 27, 2018
Review and confirm peer review recommendations and Downtown White Bear Lake station location	February 28, 2019
Review 15 percent concept design prior to submittal to project area cities	July 2019
Review key findings from environmental analysis and project definition in the Environmental Assessment	Fall 2019

Public Comment

- When commenting, please:
 - Be respectful.
 - Be brief. Limit comments to three minutes to give others an opportunity to speak.
- Public comments will be included in the Policy Advisory Committee meeting summary.
- The Chair reserves the right to limit an individual's comments if they become redundant, disrespectful or are not relevant to the Rush Line BRT Project.

Upcoming Activities

- Ongoing public engagement.
- Advance engineering and environmental analysis.

Next Policy Advisory Committee Meeting

- Thursday, May 30.
- 2:30-4:30 p.m.
- Maplewood Community Center.



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