Agenda

1. Welcome and introductions.
2. Recap of February Policy Advisory Committee meeting.
3. Community Advisory Committee 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.
Recent Public Engagement Activities

- 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.
- Ongoing interactive map.
- 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.
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.
Ramsey County Rail Right-of-Way Visioning Framework Schedule

- Visioning Framework Workshop
- Public Engagement
- Develop Draft Visioning Framework
- Incorporate into Design Concepts
- Public Engagement
- Finalize Visioning Framework

 SPRING  |  SUMMER  |  FALL
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

- **Lot A**: 131 Spaces
- **Lot B**: 32 Spaces
- **Lot C**: 70 Spaces
- **Lot D**: 122 Spaces
- **Lot E**: 57 Spaces
- **Lot F**: 33 Spaces
- **Lot G**: 35 Spaces
- **Lot TC**: 33 Spaces
- **International Drive Access 1**
- **International Drive Access 2**
- **Vadnais Sports Center**
- **US 61 Access**
- **CR E Access**
- **BRT Platform**

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.
• 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

45 Degree Wing Wall
Visualization: Pedestrian Underpass Near Weaver Elementary School

45 Degree Wing Wall
Visualization: Pedestrian Underpass Near Weaver Elementary School

90 Degree Wing Wall
Visualization: Pedestrian Underpass Near Weaver Elementary School
Visualization: County Road B Intersection
Visualization: County Road B Intersection
• 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.
Standard Features

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

- 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.

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

Existing Walkshed

Improved Walkshed
Bikeshed Analysis Example: Maryland Avenue Station

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.
  - Environmental Assessment publication: fall 2020.
  - Environmental decision: spring 2021.
### Key Policy Advisory Committee Dates

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

rushline.org  
info@rushline.org  
651-266-2760  

facebook.com/rushline  
@rushlinetransit