1. Welcome and introductions.
2. Project updates.
4. Environmental Assessment.
Project Updates
Field Activities

- April: Noise measurements taken.
- April-present: Architectural/history survey throughout corridor.
- June-July: Harvest Park parking counts.
15 Percent Design Plan

- Created in coordination with staff from cities, Minnesota Department of Transportation and Metro Transit, as well as project advisory committees.
- Includes:
  - Guideway.
  - Station locations.
  - Site improvements (pedestrian, traffic signal and local bus improvements; park-and-ride facilities; and bus charging infrastructure).
  - Retaining wall and bridge locations.
  - Potential stormwater treatment facility locations.
  - Traffic signal locations.
- Briefings with city/township councils underway.
Key Refinements in 15 Percent Design

• Addition of signal at intersection of Whitaker Street and Highway 61.
• Potential reconfiguration of Highway 36 park-and-ride.
• Coordination to determine where daylighting of Phalen Creek could be accommodated.
• Shift in northbound Arcade Street station platform location to Neid Lane.
• Recommendation to move 10th Street station southbound platform from far side to near side.
• Signal added at Whitaker Street to enhance pedestrian safety.
Highway 36 Park-and-Ride Concept

Highway 36 Station
Harvest Park Site Diagram
06/25/2019
• Lower Phalen Creek Project and Capitol Region Watershed District.
  – Potential accommodations of creek daylighting proposal:
    • Provide infrastructure to convey Lower Phalen Creek water between Arcade and Earl Streets.
    • Construct the Lower Phalen Creek channel between Arcade Street and Neid Lane.
    • Construct stormwater treatment facilities between Earl Street and Frank Street that complement the Lower Phalen Creek Project.
• Northbound platform shifted onto Neid Lane to improve BRT operations and customer experience.
• Continued coordination with Lower Phalen Creek Project and Capitol Region Watershed District.
• Near side southbound platform recommended by Saint Paul Issue Resolution Team and Technical Advisory Committee.
Next Steps

• Technical Advisory Committee review of draft plans until July 17.

• Technical Advisory Committee recommended that Policy Advisory Committee advance the 15% plans for:
  – Staff review by city/township staff, Minnesota Department of Transportation and Metro Transit in August/September.
Public Engagement Updates
Public Engagement Overview

• Nearly 140 pop-up meetings, community events, targeted meetings and other public engagement events since March 2018.
• More than 1,200 conversations and comments recorded.
• Three online surveys conducted.
• Addition of two stations and adjustment of several more in response to public input.
Recent Public Engagement Activities

- May 13: Maplewood City Council workshop.
- May 14: Maplewood Bike Rodeo.
- May 16: Realife Cooperative discussion.
- May 17: Mt. Airy Homes Spring Event.
- May 24 and 28: One-on-one meetings with representatives from Penfield Apartments, Alano Society and Lunds & Byerlys.
- May 29: North End Vision open house.
- June 1: Train Day.
- June 1: WaterFest at Phalen Regional Park.
Recent Public Engagement Activities

- June 4, 13, 18 and 25: Tuesdays on the Trail.
- June 6: Pop-up at Sun Foods.
- June 15: Pop-up at Hmong Village.
- June 20: MnDOT Lab presentation.
- June 26: Meeting with Cardinal Pointe residents.
- June 26: Hmong community gathering.
- July 10: Pop-up at Vadnais Heights farmers’ market.
- July 13: Dragon Festival at Phalen Regional Park.
- Ongoing online survey.
Public Engagement Themes: 10th Street Station

- **Drop-in discussions.**
  - Some attendees expressed concerns that a transit station would negatively affect the environment of the park and surrounding neighborhood.

- **One-on-one stakeholder meetings.**
  - Nearby service organizations believe increased transit service would be beneficial to many of their clients and employees.
  - Apartment management see enhanced transit as a way to recruit and retain tenants.
  - Questions about potential Business Access and Transit (BAT) lanes on Robert Street.
Other Public Engagement Themes

- Maplewood North End coordination.
  - Some residents of Cardinal Pointe expressed concerns about BRT operations on Hazelwood Street and a preference for Rush Line to operate on alternative routes that avoid passing Cardinal Pointe.
  - St. John’s Hospital and other nearby residents have expressed support for routing and station on Hazelwood Street.

- Mt. Airy Homes.
  - Excitement for improved transit options serving the area.
  - Some concern about steep grade to access station.
Upcoming Public Engagement

- July 25: Environmental Resource Expo at White Bear Lake MarketFest.
- August 10: CLUES Fiesta Latina.
- Other events to be scheduled:
  - Pop-up at Regions Hospital.
  - Pop-up at METRO Green Line Robert Street station.
  - Outreach with public housing residents.
- Additional public engagement when draft Visioning Framework is available.
Pulse BRT Peer System Visit

- October 2-4 (Wednesday-Friday).
- 7.6 mile route (3 miles dedicated) opened in 2018.
- Connects:
  - Suburban communities.
  - Healthcare providers.
  - Urban neighborhoods.
  - The State Capitol.
  - Downtown business district.
Pulse BRT Peer System Visit

- Learn from local leaders and stakeholders.
- Firsthand experience with BRT construction, operations, maintenance and associated economic development.
Pulse BRT Peer System Visit

- Runs in mixed traffic, dedicated lanes and BAT lanes.
- Daily boardings more than double weekday ridership goal.
Pulse BRT Peer System Visit
• Ramsey County offering stipends to help cover travel costs.
• Attendees responsible for reserving their own flight/hotel.
• Invites and more information coming shortly!
Ramsey County Rail Right-of-Way Visioning Framework
Visioning Framework

- Document that will guide the design of the Ramsey County rail right-of-way and the Bruce Vento Trail area.
- Goal: to develop a safe and context-sensitive BRT guideway and shared-use trail plan incorporating relevant user, stakeholder and public guidance within the Ramsey County rail right-of-way.
Public Engagement: Ramsey County Rail Right-of-Way

- Input sought based on feedback from March 27 workshop:
  - Priority right-of-way elements including safety and security of users, design and accessibility.
  - How people plan to use the Ramsey County rail right-of-way after Rush Line BRT is constructed.
  - Design of the Bruce Vento Trail and BRT guideway.
  - Trail amenities.

Tuesdays on the Trail, June 13
Public Input

- Opportunities for input:
  - Tuesdays on the Trail, Hmong Community Gathering and pop-up meetings.
  - Online survey.
- Event promotion.
  - Tuesdays on the Trail promoted on social media, newsletter and county website.
  - Residents near right-of-way invited to events through targeted mailings.
  - Flyers distributed at other nearby pop-ups.

Promotional Facebook post, June 11
Public Engagement Themes: Ramsey County Rail Right-of-Way

- Top priorities:
  - Maintaining natural, shaded atmosphere of the trail.
  - Promoting safety and security for users.
Right-of-Way Elements

- Project staff asked people which element of the right-of-way is their top priority for the design of the guideway and Bruce Vento Trail.
- Most popular elements: safety and security and additional station amenities (landscaping, public art, wayfinding signage, etc.).
Use of Ramsey County Rail Right-of-Way

- Project staff asked how people would use the right-of-way after Rush Line BRT is constructed.
- Most popular: recreational walking, running or using a mobility device; recreational bicycling.

Source: Washington, DC
Source: Trek Bikes
BRT/Trail Separation

- BRT/trail separation: this area separates trail users of all ages and abilities from the BRT guideway.
- Most popular: dense planting and linear stormwater swale.
Landscape Buffer

- Landscape buffer: area between the BRT guideway or Bruce Vento Trail and the edges of the right-of-way.
- Most popular landscape buffer: native understory.
• Buffer/edge: area along the right-of-way edges.
• Most popular: ornamental hedge and natural buffer.
Grade Separation

- Grade separation: areas where corridor grades require engineered vertical structures to keep development within the right-of-way.
- Most popular grade separation: green slope with geotextile.
Amenities

- Project staff asked people to identify their four top amenities from a list of ten potential amenities.
- Preferred amenities: trash/recycling receptacles, benches, informational kiosks and drinking fountains.
Next Steps

• Preparing draft Visioning Framework; expected to be available in late summer/early fall.
• Project staff will conduct additional public engagement in fall 2019 to gather input on the draft and refine recommendations.
Discussion

- Opportunities for public engagement regarding the Visioning Framework:
  - Pop-ups at popular community destinations near the right-of-way.
  - Tabling at community event.
  - Listening session or open house.
  - Potential online survey.
- Suggestions for events or locations?
Environmental Assessment Updates
Technical Reports

- Technical reports address the following:
  - Land use, economics and community resources.
  - Traffic.
  - Noise.
  - Ridership and operations.
  - Section 4(f) – park resources.
  - Visual impacts.
  - Utilities.
  - Environmental justice.
  - Cultural and historic resources.
Technical Report Schedule

- As they become available, technical reports submitted to staff at cities/township and partner agencies for technical review through summer 2019.

- Technical reports will inform draft Environmental Assessment, which is expected to be submitted to Federal Transit Administration in early 2020.
Next Meeting

• A Doodle poll will be distributed for the next Community Advisory Committee in the fall.
• Contact the co-chairs and Frank if you have ideas for future agenda items.
Thank you!

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