

# POLICY ADVISORY COMMITTEE

ENVIRONMENTAL ANALYSIS PHASE

MEETING #10



## MEETING SUMMARY

**Date:** November 21, 2019  
**Time:** 2:30-4:30 p.m.  
**Location:** Maplewood Community Center

### ATTENDEES

Name	Organization	Present
<b>Committee Members</b>		
Mayor Marylee Abrams	City of Maplewood	X
Randy Anderson	Independent School District 622	
Ruby Azurdia-Lee	Comunidades Latinas Unidas en Servicio (CLUES)	
Kit Brady	Gillette Children's Specialty Healthcare	
Council President Amy Brendmoen	City of Saint Paul	
Paris Dunning	East Side Area Business Association	
Mayor Jo Emerson	City of White Bear Lake	X
Monte Hilleman	Saint Paul Port Authority	
Councilmember Craig Johnson	City of Vadnais Heights	X
Sheila Kauppi	Minnesota Department of Transportation	X
Sheila Kelly	White Bear Area Chamber of Commerce	
Councilmember Jim Lindner	City of Gem Lake	X
Supervisor Scott McCune	White Bear Township	X
Councilmember Kelly Monson	City of Forest Lake	
Liz Moscatelli	Vadnais Heights Economic Development Corp.	
Patrick Opatz	Century College	
Commissioner Victoria Reinhardt	Ramsey County	X
Terri Thao	Nexus Community Partners	
Councilmember Susan Vento	Metropolitan Council	
Shannon Watson	Saint Paul Area Chamber of Commerce	X
<b>Alternates</b>		
Councilmember Kevin Edberg	City of White Bear Lake	
Councilmember Bryan Smith	City of Maplewood	
Jon Solberg	Minnesota Department of Transportation	
Pakou Yang	Century College	
Yao Yang	Saint Paul Area Chamber of Commerce	

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## Agency and Consultant Team Staff

- Andy Gitzlaff, Ramsey County Public Works.
- Frank Alarcon, Ramsey County Public Works.
- Cassie Fitzgerald, Ramsey County Public Works.
- Scott Yonke, Ramsey County Parks.
- Maggie Jones, Minnesota Department of Transportation Cultural Resources Unit.
- Ellen Hiniker, City of White Bear Lake.
- Jim Gersema, SRF.
- Jeanne Witzig, Kimley-Horn.
- Rachel Dammel, Kimley-Horn.
- Tom Harrington, Kimley-Horn.

## Members of the Public<sup>1</sup>

- Leslie Rosedahl.
- Craig Capeder.

## DISCUSSION SUMMARY

### 1. Welcome and Introductions

Mayor Emerson welcomed the committee members and attendees and asked everyone to introduce themselves.

### 2. Recap of July Policy Advisory Committee Meeting

Andy Gitzlaff noted that the Policy Advisory Committee has not met since July. At that meeting, project staff provided updates on public engagement and engineering and walked through the draft 15 percent plans. The Policy Advisory Committee affirmed the Technical Advisory Committee recommendation to advance the 15 percent plans for evaluation in the Environmental Assessment and staff review by the Rush Line BRT Project cities/township, Minnesota Department of Transportation and Metro Transit. The draft plans have since been provided to the agencies for comments and collaboration, which will be discussed later in the meeting.

### 3. Public Engagement Update

#### RECENT ACTIVITIES

Frank Alarcon provided an update on recent public engagement activities. One focus has been on Harvest Park and the potential parking changes there, so project staff had pop-up events at the park in September. Project staff have also attended general community events like the Eastside Community Festival. Another focus has been on informing and collecting input from employers along the route, so project staff had pop-ups at HealthPartners on Phalen Boulevard and at the Minnesota Department of Natural Resources and Minnesota Pollution Control Agency. Project staff also provided updates to Saint Paul District Councils 2 and 5 in October. In addition, project staff have been meeting one-on-one with businesses along Phalen Boulevard that are expected to experience temporary or

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<sup>1</sup> This list only includes members of the public who signed in.

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permanent impacts from the project. At these meetings, employers have given feedback about how transportation is often a barrier to recruiting employees.

Commissioner Reinhardt asked what the general feel was from each of these events and if the reaction was supportive or negative. Frank Alarcon replied that the events described so far were mostly positive. Businesses in Saint Paul are generally supportive of additional transit options. People at Harvest Park were predominately neutral about the potential parking changes. Commissioner Reinhardt asked if the city was involved with the Harvest Park engagement. Frank Alarcon said that city staff attended the Harvest Park events. In Saint Paul, the district council members are often transit users themselves and ask thoughtful questions about how the project will work.

Supervisor McCune asked for a sense of how many people attend these events. Frank Alarcon replied that there were dozens of people at the Harvest Park events, 25 to 50 people at the Eastside Community Festival and the HealthPartners pop-up was very busy with both staff and patients. Supervisor McCune noted that it is good that we are talking to so many people now so there are no surprises later. Frank Alarcon said that project staff try to strategically choose events that will put us in front of a lot of people. Andy Gitzlaff added that pop-up events consist of tables with one to two staff at an event planned by others, so they are a good way to interact with a lot of people in a cost-effective manner. Attending community events is supplemented with project-specific meetings for more in-depth conversations.

Sheila Kauppi asked if people have asked about the workforce that will be needed to construct the project. Frank Alarcon said it was discussed briefly with the Carpenters' Union, but it has not been a common question so far. Andy Gitzlaff added that there has been discussion about businesses attracting workers, but not so much on the construction side.

### UPCOMING ACTIVITIES

The focus of public engagement activities over the next month or so will be on the Ramsey County Rail Right-of-Way Design Guide, which is a product of public engagement that took place over the spring and summer about the segment of the route where the Bruce Vento Trail will run alongside the BRT guideway. The document will guide the design of that segment in years to come as the project advances and will be discussed more later in the meeting. The December public engagement will share how public input was used to develop the Ramsey County Rail Right-of-Way Design Guide and capture any additional feedback.

In addition, project staff are reaching out to public housing residents in Saint Paul. Many public housing residents are transit users, so we want to make sure they are aware of the project.

Ramsey County also has an ongoing awareness campaign about the project and has placed advertising online and physically throughout the corridor in bus shelters, at Green Line stations, on billboards and in community newspapers. There has been an uptick in comments since the campaign launched last month, and it will last about another month. As part of the awareness campaign, Ramsey County created a project video, which can be seen at <https://www.youtube.com/watch?v=99rZ1A00M1U>.

### VISUALIZATIONS

Project staff created an animation of the bus serving the Downtown White Bear Lake station to show how the end of line would work. The animation shows two buses at the platform, which may happen during peak periods since drivers take a 10-minute break at this location.

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Mayor Emerson commented that it was helpful to see that it is not a depot at the end of the line, just a platform.

Commissioner Reinhardt asked if the project would add additional stoplights in downtown White Bear Lake. Andy Gitzlaff replied that the project is looking at adding a stoplight at 8<sup>th</sup> Street. The school consolidation will be taken into account in relation to that decision, and Ramsey County is working with the Minnesota Department of Transportation on warrants for the light. The project is also evaluating a new signal at Whitaker Street. At other locations along the route, the project is looking at whether stoplights or stop signs would work better where the guideway would cross existing roadways.

Councilmember Johnson noted that the end of the line looks very different than what he was expecting. An article in the paper said Beartown Bar & Grill would lose half of its parking lot, and this is much less impactful than that. He asked if there would be a building for driver breaks. Andy Gitzlaff said there would be a small bathroom facility for bus operators. Councilmember Johnson asked if there would only be one house left on that block. Andy Gitzlaff said the project is just looking for enough space to fit the bathroom facility for bus operators, which does not require removal of any houses.

#### **4. Coordination Activities**

Andy Gitzlaff provided an update on recent coordination activities. Project staff have provided city council updates to Gem Lake and White Bear Lake that focused on walking through the draft 15 percent plans in each city. In Gem Lake the biggest concern was the need for people to cross Highway 61 to access the station at County Road E, so project staff shared what the project would do for pedestrian and traffic safety. At the White Bear Lake council workshop, project staff received feedback on all the stations in White Bear Lake and discussed questions such as whether or not there is an opportunity for drop-off space at the Cedar Avenue station.

Project staff have also been meeting with the project's issue resolution teams, which include agency staff, to review comments submitted on the draft 15 percent plans. There are often questions about ownership and maintenance (e.g., snow removal, rain garden maintenance), so project staff have been having initial conversations about what is being done now and starting to think about future arrangements. Another issue resolution team will be formed to start assigning ownership and maintenance responsibilities moving forward. This effort will be ongoing through the first half of next year.

The Gold Line BRT Project published its Environmental Assessment this fall, and the comment deadline was earlier this month. Gold Line is a similar project to Rush Line and is about one and a half years ahead in the process. The projects will share some stations in downtown Saint Paul so there is coordination between projects. Both projects are submitting to the same federal program, so we will continue to learn from Gold Line as the projects move forward.

#### **5. Community Advisory Committee Update**

Frank Alarcon provided a recap of the October Community Advisory Committee meeting. Project staff covered many of the same topics with the Community Advisory Committee that are on the Policy Advisory Committee agenda today. There was discussion about platform design, the Richmond Pulse BRT peer system visit, the transit-oriented development grant application and the Ramsey County Rail Right-of-Way Design Guide. The Community Advisory Committee meets quarterly, and the next meeting will be in late January or early February 2020.

## 6. Recap of Key Takeaways from Richmond Pulse BRT Tour

Cassie Fitzgerald provided an overview of the Richmond Pulse BRT tour. Thirty-five participants from the project advisory committees, partner agencies and project staff took the trip to Richmond, Virginia to experience a BRT project that has similarities to Rush Line. Pulse BRT opened in 2018 and is a 7.6-mile route with 14 stops. Like Rush Line, it connects residential areas, healthcare providers, the state capitol and business areas. One key similarity is that it travels in a combination of mixed traffic, center running dedicated lanes and curb running dedicated lanes. Daily boardings have doubled the expected weekday ridership.

Participants toured the route and met with representatives from agencies involved with delivering Pulse BRT and with local businesses and community members. Some key takeaways included that Pulse BRT had a good use of dedicated lanes, there was great connectivity with local routes due to a system redesign that was coordinated with the opening of Pulse BRT and that level boarding and off-board payment streamlined the boarding process. Cassie Fitzgerald asked if any committee members that attended the trip had other takeaways they would like to share.

Mayor Emerson said that she spoke with one gentleman who had to use the bus because his car was in the shop, and after riding for a few days he thought he might stop using his car and take the bus instead. Now that he is riding the Pulse BRT, he likes it. Mayor Emerson said she heard many comments like that from riders.

Shannon Watson commented that viewing fare enforcement as customer service rather than police enforcement was a difference. She would be interested in talking to businesses along route who were opposed to the project and did not get what they wanted since the business owner we talked to did get what she wanted. She has reached out to the chamber there to see if they can put her in touch with someone.

Commissioner Reinhardt commented that since we rode regular route service it was interesting to talk to the riders. She talked to someone who really did not like the idea, but he rode it and it was not what he expected. This is where the visualizations can really help the public better understand the project. One thing that was critical was the connectivity with other bus routes. Rush Line is different from Pulse BRT because it is a longer line and has more communities involved, but she wants to make sure we can get people from Rush Line to Century College, I-35E businesses and other destinations, and changes will need to take place to provide that connectivity. Commissioner Reinhardt noted that change is difficult, but it made her feel better to hear that other places have similar challenges that they have successfully navigated.

Mayor Abrams added that she saw level boarding as a game changer. The buses were packed, but level boarding meant that people could move in and out quickly. She was surprised how inclusive it was and how great of a connector it was getting people to jobs. She heard similar comments that people were not thrilled about it, but now that its there they like it and are amazed by how quickly they can get around on it. It was also amazing to see how much development there was around the line. She said she is glad we are going to have articulated buses with three doors for Rush Line. She hopes that we will have the same dilemma of high ridership but that we will be prepared for it.

Mayor Emerson commented that the trip was a really good experience since many people have not been on a bus in years. The buses were much quieter than the old diesel buses.

Andy Gitzlaff said that the trip summary included in the committee packet will also be posted on the project website. Project staff will send out more detailed notes from the sessions along with the

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presentations that presenters were willing to share. Brian McClung from MZA is also putting together a short video of the trip.

### 7. Engineering Update

#### 15 PERCENT PLANS

Jim Gersema provided an update on the 15 percent plans. The plans were sent to the Rush Line BRT Project cities/township, Minnesota Department of Transportation and Metro Transit after the last Policy Advisory Committee meeting in July. The main themes from the comments received include the following:

- Minnesota Department of Transportation:
  - Typical sections and stations along Highway 61.
  - Design of Robert Street and section of Highway 61 at Whitaker Street.
  - General comments on operation and location of traffic signals along the route.
- Metro Transit:
  - Business access and transit (BAT) lane operations and maintenance.
  - Platform height.
  - Pedestrian accessibility and safety.
  - Maplewood Mall Transit Center design.
  - Scaling of proposed park-and-rides.
  - Intersection operations and traffic signals.
- White Bear Lake:
  - Additional sidewalk connections.
  - Consider public restroom at Downtown White Bear Lake station.
- Gem Lake:
  - Traffic and pedestrian safety concerns at the intersection of Highway 61 and County Road E.
- Vadnais Heights:
  - Sidewalk additions at Buerkle Road.
  - County Road E connecting bus service planning.
- Maplewood:
  - Traffic modeling requests for information.
  - Provided information on city utilities.
- Saint Paul:
  - Operations of BAT lane.
  - Pedestrian/bicycle interactions with BRT.
  - Coordination on park impacts.
- Ramsey County Parks & Recreation:
  - Trailhead considerations.
  - Maintenance and operations of Bruce Vento Trail.
  - Trail access and connections.

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- Ramsey County Public Works:
  - Coordination on nearby Ramsey County projects.
  - Additional traffic analysis of the Beam Avenue segment.

Project staff are working to provide responses to comments by the end of 2019 and are using the issue resolution team process to facilitate discussions. Project staff will share responses with the advisory committees and finalize the 15 percent plans early next year.

### PLATFORM HEIGHT

Jim Gersema provide an overview of platform height options. Platform height affects how people board transit vehicles. It can improve accessibility and equity by minimizing or eliminating barriers for riders with disabilities and improving the experience for other riders. It can also contribute the visual branding of a premium BRT service.

Level boarding uses 14-inch platforms, which was the platform height in Richmond. Level boarding minimizes the vertical and horizontal gap between the platform and bus. It requires additional technology to dock the bus at the platform, but a bus ramp may not be needed. One challenge is that local buses typically cannot use these platforms. There are also some additional maintenance and operations considerations for buses and platforms with level boarding.

Near level boarding uses 9- to 11-inch platforms. This height reduces the step onto the bus, but a ramp would need to be deployed for those with a mobility device. BRT and local buses could stop at same platforms.

Standard curb boarding height is 6 inches. At this height, there is a step up onto the bus and the bus ramp needs to be deployed for those with a mobility device.

Both level and near level boarding are being discussed as options for Rush Line in coordination with other agencies.

Commissioner Reinhardt commented that the weather in Minnesota could make level boarding difficult with snow and ice buildup. It was great to be able to walk right on to the bus in Richmond, but our weather could be more challenging. Jim Gersema replied that winter weather is one of the main topics of consideration in this decision-making process. There are other BRT systems across the country that do get snow and use level boarding, including Grand Rapids, Michigan. It does require more maintenance; they have heated pavement on their platforms to melt snow, and they need to pay close attention to street plowing. They have special procedures in place during snow events. There are challenges with our weather, but there are ways to mitigate concerns.

Mayor Abrams asked if we have level boarding on other routes in the Twin Cities. Jim Gersema replied that we have level boarding on the light rail lines and on the Red Line. Mayor Abrams said that from her perspective level boarding was really a benefit that made things very easy and efficient for riders.

Mayor Emerson noted that she was in Germany before going to Richmond, and there some trains had level boarding and others had a gap. The level boarding does make for a nicer experience.

Sheila Kauppi asked what A Line has. Jim Gersema said that A Line and C Line have near level boarding. Most platforms are 9 inches, but a few are 4- to 6-inch platforms due to site constraints.

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Shannon Watson asked if level boarding works with articulated buses. Jim Gersema said that it does but has additional operational considerations. Those can be worked around with design and driver training.

Later in the meeting, Councilmember Johnson commented that if we are going to have BRT across our region, it would be crazy to have lines with different height platforms. We should establish one height for the whole region.

### **8. Ramsey County Rail Right-of-Way Design Guide Update**

Tom Harrington provided an update on the Ramsey County Rail Right-of-Way Design Guide. The process began with public engagement and will end with a document that will be used to design the segment of the project in Ramsey County rail right-of-way where the BRT guideway and Bruce Vento Trail will be co-located. It includes the portion of the project from Arcade Street to Buerkle Road. The segment from Beam Avenue to County Road D is not included because the route is outside the Ramsey County rail right-of-way. The goal is to develop a safe and context-sensitive BRT guideway and shared use trail plan incorporating relevant user, stakeholder and public guidance along the Ramsey County rail right-of-way.

Commissioner Reinhardt asked if the design guide only covered the Ramsey County rail right-of-way portion of the route or the whole thing. Tom Harrington said it is for the Ramsey County rail right-of-way. Commissioner Reinhardt asked if there would be a different design guide for the portion of the route on Highway 61. Tom Harrington replied that there are distinguishing characteristics of the rail right-of-way that require additional study and review, which is why a design guide was developed for this segment.

Shannon Watson asked what guides the rest of the design. Tom Harrington said that there will be station design for the whole project through a separate process as we move forward. What is developed for the Ramsey County rail right-of-way can be applied to other locations along the route in general theme.

Andy Gitzlaff added that in addition to the uniqueness of this portion of route, Ramsey County has received a lot of input from the public on this area. The county is also working on a master plan for the Bruce Vento Trail and wants these efforts to work together. In this area, the Rush Line project would build a new BRT guideway adjacent to residential areas. Other parts of the route would be on existing roads, either by adding a lane or converting an existing lane, so the project fits in differently in other areas of the corridor. As we move forward, there will be things from the Ramsey County Rail Right-of-Way Design Guide that can be applied to other areas.

Mayor Abrams said that in her mind the design guide should be for the entire route, not just some areas. People in other areas will want to know what the design in their area will be and how they can provide input.

Jeanne Witzig said that when we started this phase of the project, there was recognition that in the pre-project development study the Ramsey County rail right-of-way was an area of high sensitivity given how BRT will change the character of the Ramsey County rail right-of-way. The area covered by this design guide is where BRT would go right next to the Bruce Vento Trail, which is unique. Andy Gitzlaff added that project staff will consider aspects we can apply from the Ramsey County Rail Right-of-Way Design Guide to other portions of the corridor.

Mayor Abrams said she can envision a general design guide that has subparts to it. Mayor Emerson said that in her community people will be concerned about adding a bus to a street that didn't have buses before. Commissioner Reinhardt added that we need to have design guides for other areas. It



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is true that Highway 61 is already there but everything that is designed in that segment will be equally important. We need to articulate that now so people know it will be coming. Mayor Emerson said we need to make sure the rest of corridor doesn't feel left out. Councilmember Johnson said he thinks we simply have a titling issue and suggested we change it to something like the guideway and Bruce Vento Trail interaction design guide.

Andy Gitzlaff said there will also be guides for station areas for each community that will pull from the initial station area planning work, this design guide and a market assessment. If there is a gap in coverage, project staff will figure out how to address it. Project staff will discuss the naming and how present it to the public. Commissioner Reinhard noted that she preferred that the design guide be referred to as the Ramsey County Rail Right-of-Way Design Guide to address the concerns expressed by the Policy Advisory Committee.

Tom Harrington described the process to develop the Ramsey County Rail Right-of-Way Design Guide. It began with community engagement, and then guiding principles were developed to articulate the public input received. Based on the guiding principles, project staff developed recommendations, which are the conclusion of the document and will inform design plans as the project moves forward.

Public engagement began in 2015 during the pre-project development study. In March 2019, there was a stakeholder workshop, then there was public engagement in June at locations along the right-of-way to gather additional input. Key themes from public input included:

- Maintain the natural feel.
- Make it a safe place for everyone to be.
- Preferred amenities include trash/recycling receptacles, drinking fountains, informational kiosks and benches.

Draft guiding principles include:

- Landscape impacts and character: Preserve the existing landscape and enhance the right-of-way with ecologically beneficial, resilient, seasonally diverse and low maintenance vegetation.
- Safety and security: Address physical safety and personal security concerns by reducing and/or removing perceived security concerns and minimizing physical safety conflicts at crossings and in other areas.
- Access and borders: Retain ease of access while promoting safe crossings of the guideway to access the trail and surrounding neighborhoods.
- Maintenance: Use 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.

Draft recommendations include:

- Trail and BRT guideway:
  - 12-foot wide shared use path.
  - 26-foot wide BRT guideway used exclusively for buses and, when needed, emergency vehicles.
  - Guideway and trail should be separated by a vegetated buffer of varying widths.
  - Fences may be implemented where needed for safety.

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- Buffers and screening:
  - Preserve existing vegetation as much as possible and add native, diverse plants.
  - Preserve privacy between right-of-way and surrounding properties.
  - Prevent crossings in unsafe locations.
  - Make retaining walls and other intrastate natural looking.
- Landscape character:
  - Use hardy, native, low maintenance vegetation.
  - At station areas, consider more intensive plantings.
  - Stormwater facilities should be planted in natural arrangements.
  - Do not place vegetation where it obstructs views at crossings and station areas.
- Safety:
  - Have signage for navigation.
  - Avoid obstructing pathway illumination and line of sight.
  - Prevent motor vehicles from access guideway and trail.
- Environment:
  - Preserve existing vegetation where possible, reestablish habitat and maintain wildlife crossings.
  - Use area between guideway and trail to manage stormwater and to prevent people from accessing the guideway.
  - Use green slopes where possible for mitigating steep slopes.
  - Install amenities and wayfinding consistent with other Ramsey County parks and trails.

The next step is to present draft recommendations to the public. There will be three drop-in discussions in December in Saint Paul and Maplewood, and the board from the open house will be posted online to gather input.

Andy Gitzlaff added that we want public input on the recommendations to ensure they reflect what people have been saying. Then project staff will finalize the report and provide it to the advisory committees before posting it on the project website. Project staff will look at how it can apply to other portions of the corridor and how it can inform the project as it transitions to the Metropolitan Council.

Shannon Watson asked if there is any way to proactively put in trees before other ones are taken out. Tom Harrington said that currently project staff think the entire right-of-way will be touched in some way because of grading that will be needed, but we are working to keep the disturbance as tight as we can. Shannon Watson asked if there was any place where the disturbance would encroach onto someone's property. Andy Gitzlaff said no, but the project may need some temporary easements for access. He added that the project has done a survey to identify high value trees and will try to avoid impacts to those trees in particular.

### **9. Transit-Oriented Development Grant Application**

Frank Alarcon discussed a grant application the project recently submitted. In September, the Federal Transit Administration announced that it was making funds available for its pilot program for transit-oriented development planning. The program funds local agencies to do planning work around future transit investments and examine ways to increase economic development near stations to promote ridership and multimodal connections. The funds can be used for a variety of things, including

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engagement with the private sector about visions for development near stations as well as infrastructure invests needed to bring more development to station areas.

Our region has experience with this program. Gold Line received a grant in 2015 to do a BRT transit-oriented development planning process that concluded this year. The Blue Line Extension also received a grant through this program. Ramsey County heard good things about the program from colleagues in the region and decided to pursue the funding opportunity.

The funding availability was announced on September 19, and local agencies had 60 days to prepare their application. In partnership with Metro Transit, Ramsey County submitted an application for the Rush Line on November 15 and expects a decision in early 2020. Funding would be used for a station area planning process that would include public engagement, real estate market analysis, housing gap analysis, station concepts and development plans and an implantation plan.

As part of the project's environmental analysis phase, preliminary station area planning work was done last year. Now that we are further along, we can build off of the initial work to do more detailed planning with a greater focus on implementation. Ramsey County thinks they have a competitive proposal that would help local communities make the most of this transit investment.

Commissioner Reinhardt said that people want to know what will happen to the market value of their homes. Will this effort address that question? Jeanne Witzig said project staff have looked at case studies on housing values and can bring that information to a future Policy Advisory Committee meeting and discuss how the grant would build on that.

Frank Alarcon noted that the county appreciated the letters of support and partnership many agencies provided to support the grant application.

## NEXT MEETING

January 23, 2020

2:30-4:30 p.m.

Maplewood Community Center

## PUBLIC COMMENT

### Leslie Rosedahl

Leslie lives in Saint Paul and leads Rosedahl Public Affairs. She represents five business owners in the Rossmor Building on Robert Street along the Rush Line route – Sawatdee, Keys Café, Black Sheep Pizza, Camp Bar and Tin Whiskers. They are located across from the new Lunds grocery store and Pedro Park.

They are small businesses that have concerns about two projects coming to their intersection that will negatively impact customer accessibility and parking. Rush Line would eliminate on-street parking on Robert Street north of 10<sup>th</sup> Street where the stop would be and south of 10<sup>th</sup> because of the bus lane. The city of Saint Paul's Capitol City Bikeway plan for 10<sup>th</sup> Street would also eliminate on-street parking. The combination of the projects would have a dramatic impact on the businesses. They understand that transit and bikes are important, but their employees and businesses are also important. The restaurants own their spaces in the Rossmor building, so they can't just break their leases and move. They are very concerned about on-street parking especially south of 10<sup>th</sup> Street and request that parking be available during certain times. On-street parking is also better for patio service.