



February 5, 2020

COMMUNITY ADVISORY COMMITTEE

MEETING #7

Agenda

1. Introductions/icebreaker.
2. Project update.
3. Section 106 cultural and historic resources.
4. Public engagement.
5. Station access.
6. Future agenda items.



B R T

Project Update

October 30 Meeting Follow-Up

- FTA Transit-Oriented Development Planning grant.
 - Application submitted November 2019.
 - Anticipate decision in early 2020.
- Platform height.
 - Metro Transit testing platform operations between 10" and 12".
- Ramsey County Rail Right-of-Way Design Guide.
 - Draft will be shared with Community Advisory Committee in February.



Environmental Analysis Phase Schedule Update

2020 and 2021 Milestones

- Ramsey County Rail Right-of-Way Design Guide (submit to advisory committees) – February 2020.
- 15 percent plans complete – March 2020.
- Ownership and Maintenance Technical Report – March 2020.
- Station area planning documents (city specific) – March 2020.
- Staff Approved Layout submittal to MnDOT – March to June 2020.
- Visual Quality Manual (corridor wide) – summer 2020.
- Preliminary bridge plans – fall 2020.

2020 and 2021 Milestones

- 15 percent plans resolutions of support from municipalities – anticipated summer 2020.
- Environmental Assessment:
 - Publication – December 2020.
 - Comment period and public open houses – December 2020 to January 2021.
 - Environmental decision – April 2021.
- Continue to advance design and transition project to Metropolitan Council – April 2021.



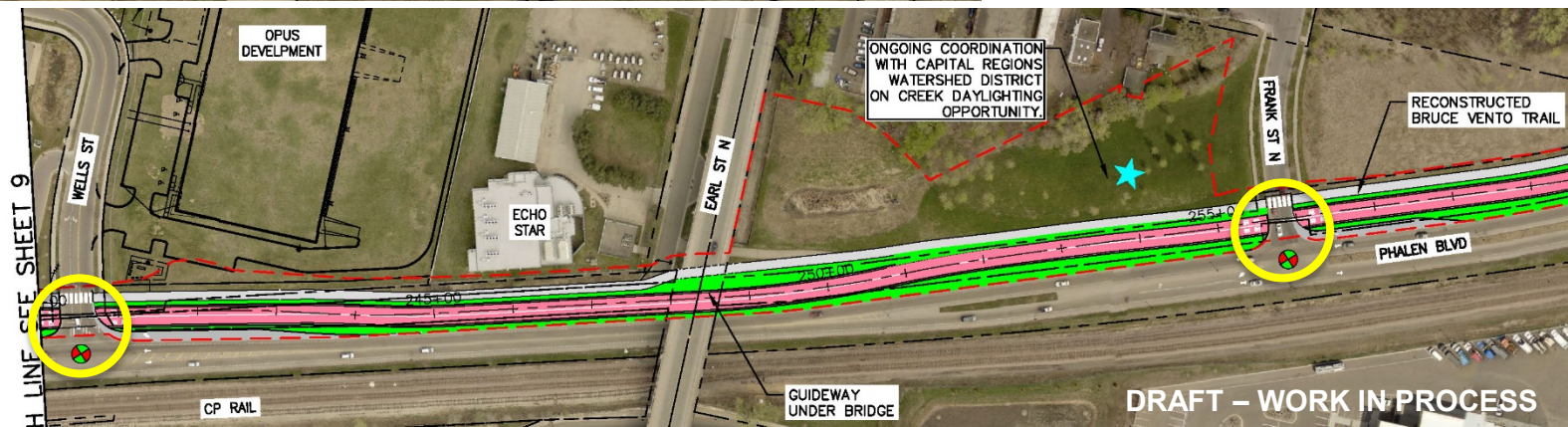
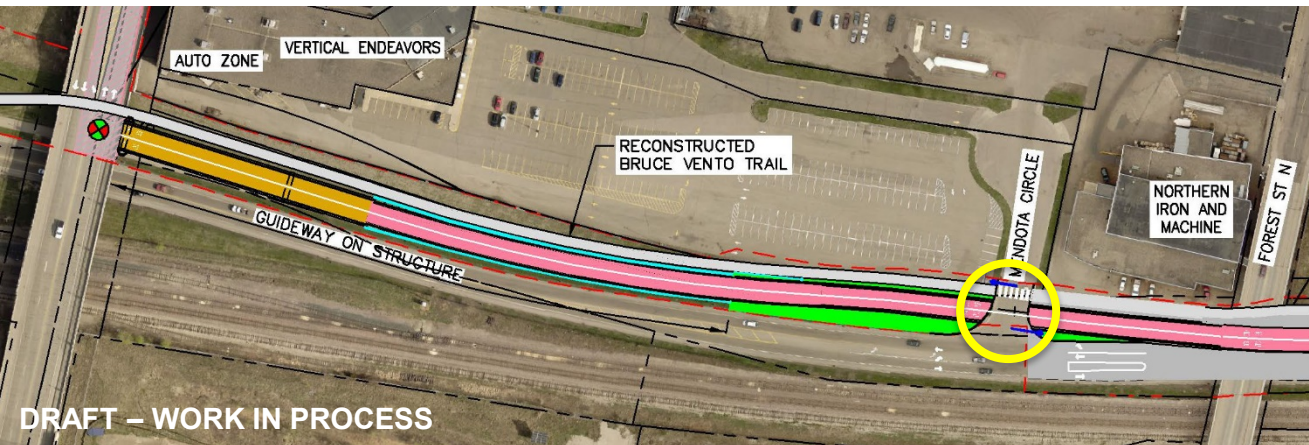
Engineering Update

Recent Coordination Activities

- Issue resolution team meetings (Highway 61, Maplewood and Saint Paul).
- Agency coordination meetings:
 - Saint Paul:
 - 15 percent plan comment review.
 - Robert Street.
 - MnDOT:
 - Highway 61 cross section.
 - Whitaker Street area geometrics.
 - Metro Transit:
 - 15 percent plan comment review.
 - Maplewood Mall Transit Center design.

Potential Refinements to 15 Percent Plans

- Consider traffic signal or gates at Mendota Circle, Wells Street and Frank Street.



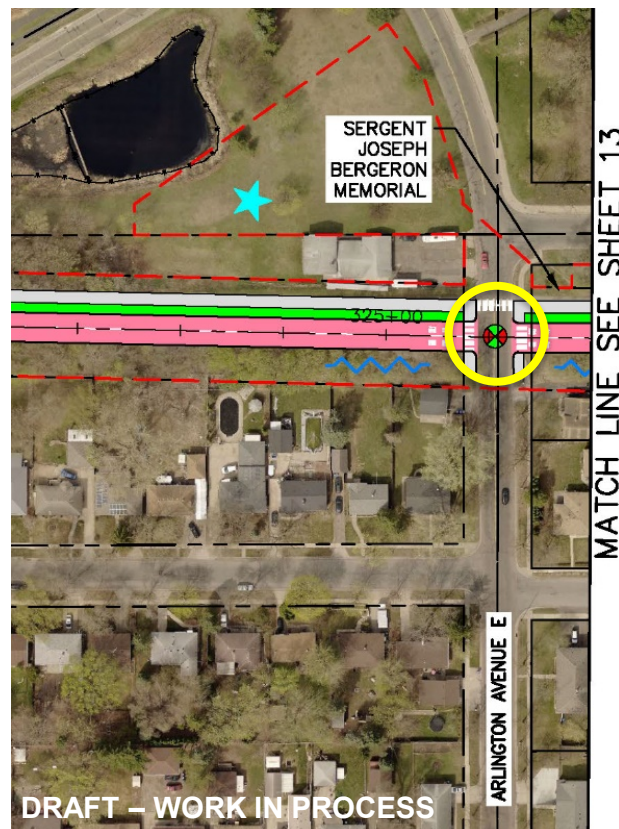
Potential Refinements to 15 Percent Plans

- McAfee Street underpass to potentially remain open.



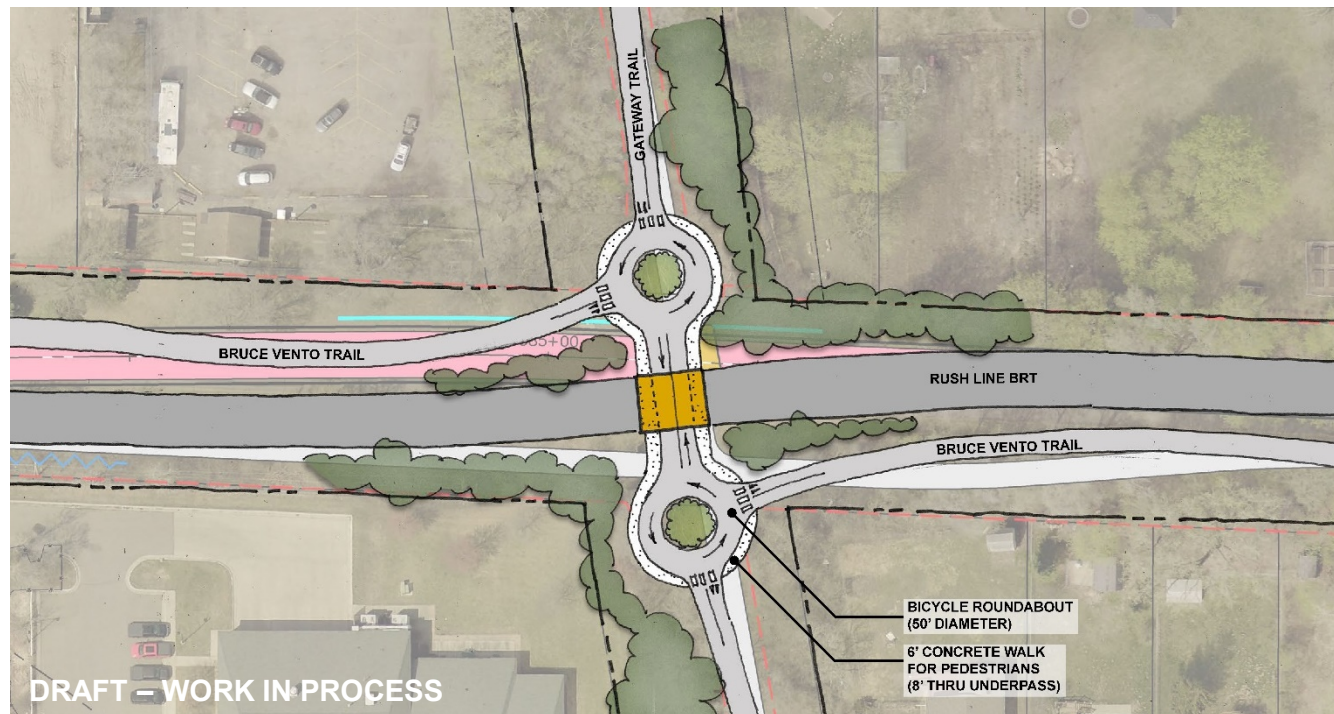
Potential Refinements to 15 Percent Plans

- Utilize stop sign instead of signal at Arlington Avenue.



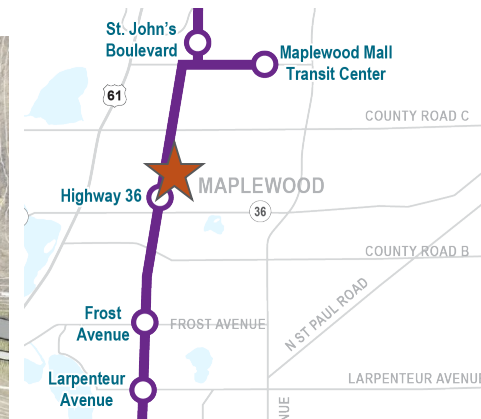
Potential Refinements to 15 Percent Plans

- Switch the Bruce Vento Trail from the west to the east side of the guideway at the Gateway State Trail rather than at Larpenteur Avenue.



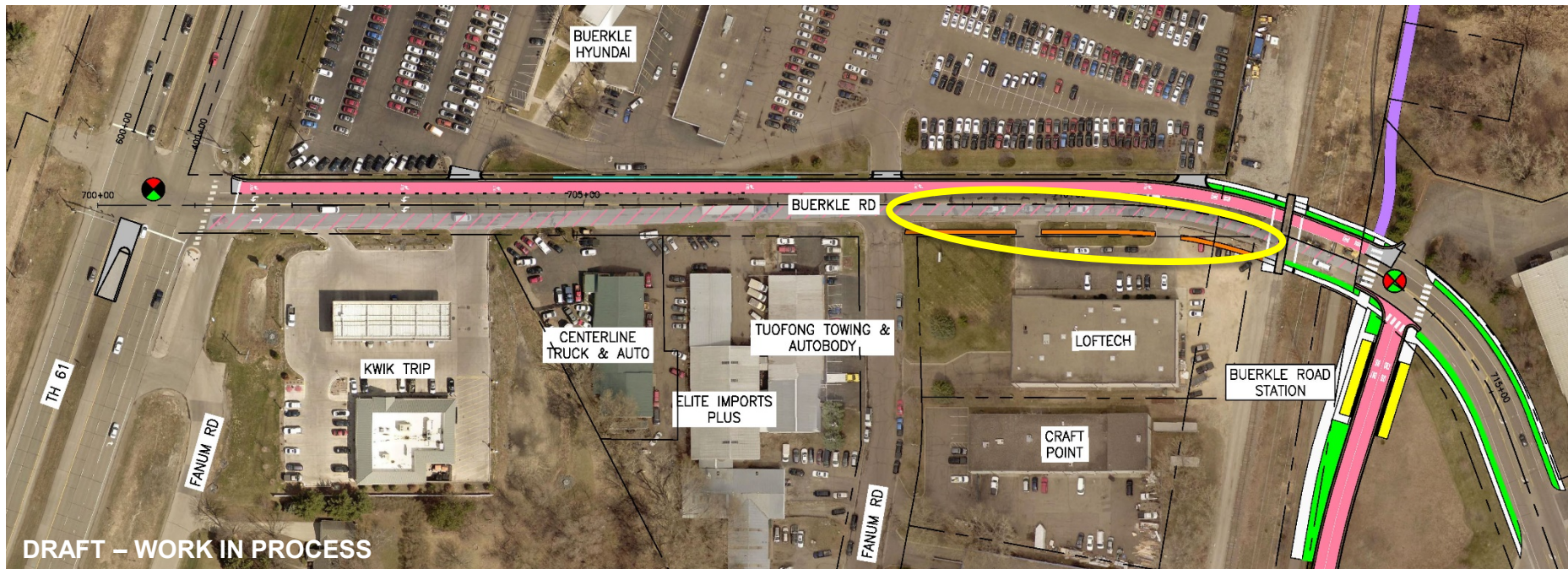
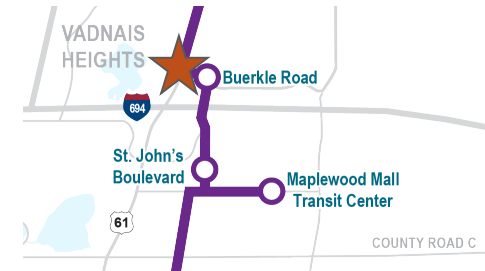
Potential Refinements to 15 Percent Plans

- Evaluate two options for the Highway 36 station in the Environmental Assessment: platforms only and platforms plus joint use parking (surface lot plus one level) in Harvest Park.



Potential Refinements to 15 Percent Plans

- Add sidewalk on south side of Buerkle Road through railroad crossing west to Fanum Road.

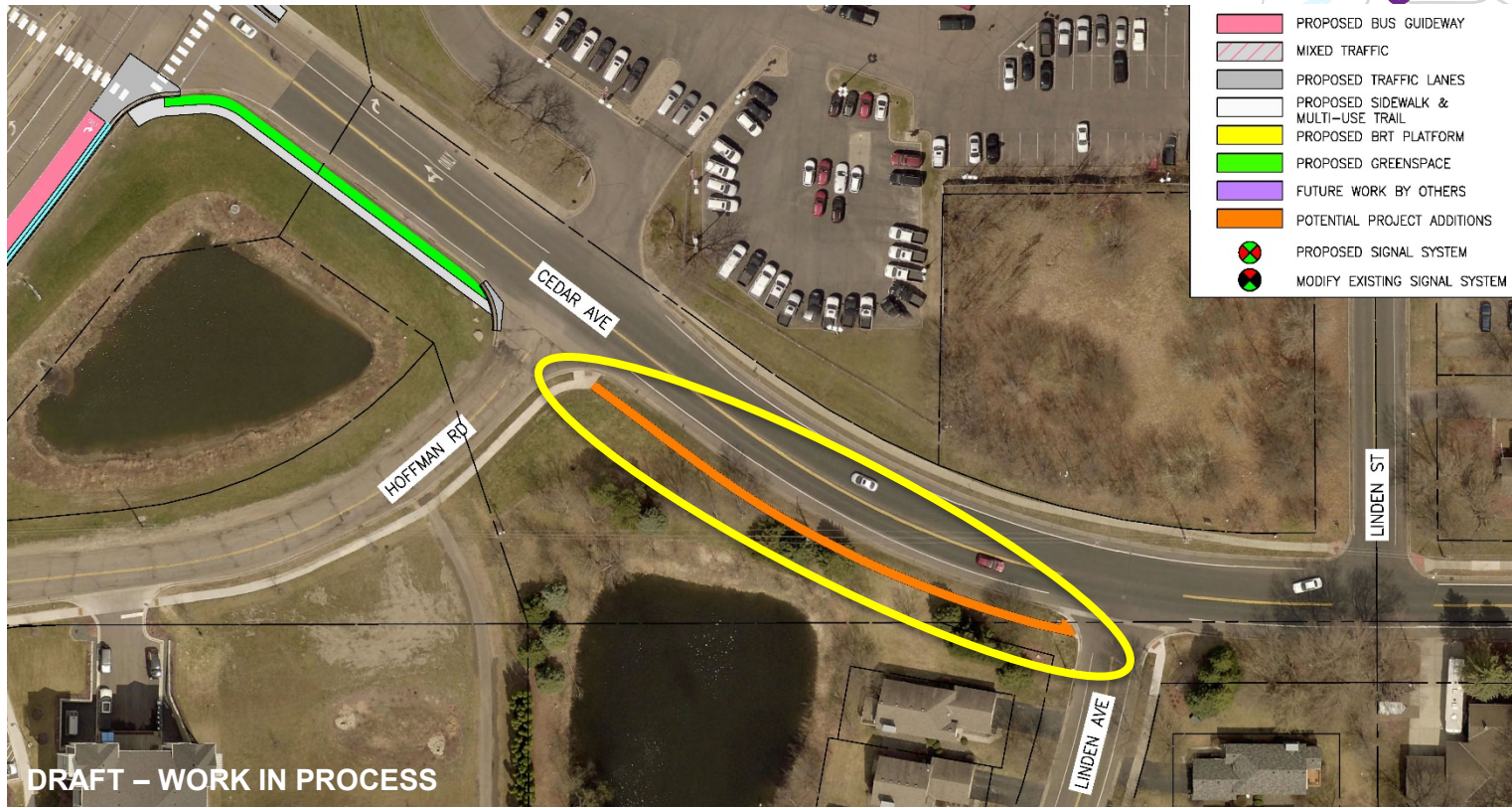
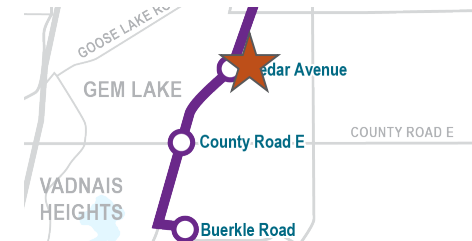


Potential Refinements to 15 Percent Plans

- Minnesota Department of Transportation coordination:
 - Roadway configuration for Highway 61.
 - Business access and transit lane operations for Highway 61.
 - Pedestrian enhancements.
 - Stations in the clear zone.
 - Constrained areas (Gem Lake bridge and causeway).

Potential Refinements to 15 Percent Plans

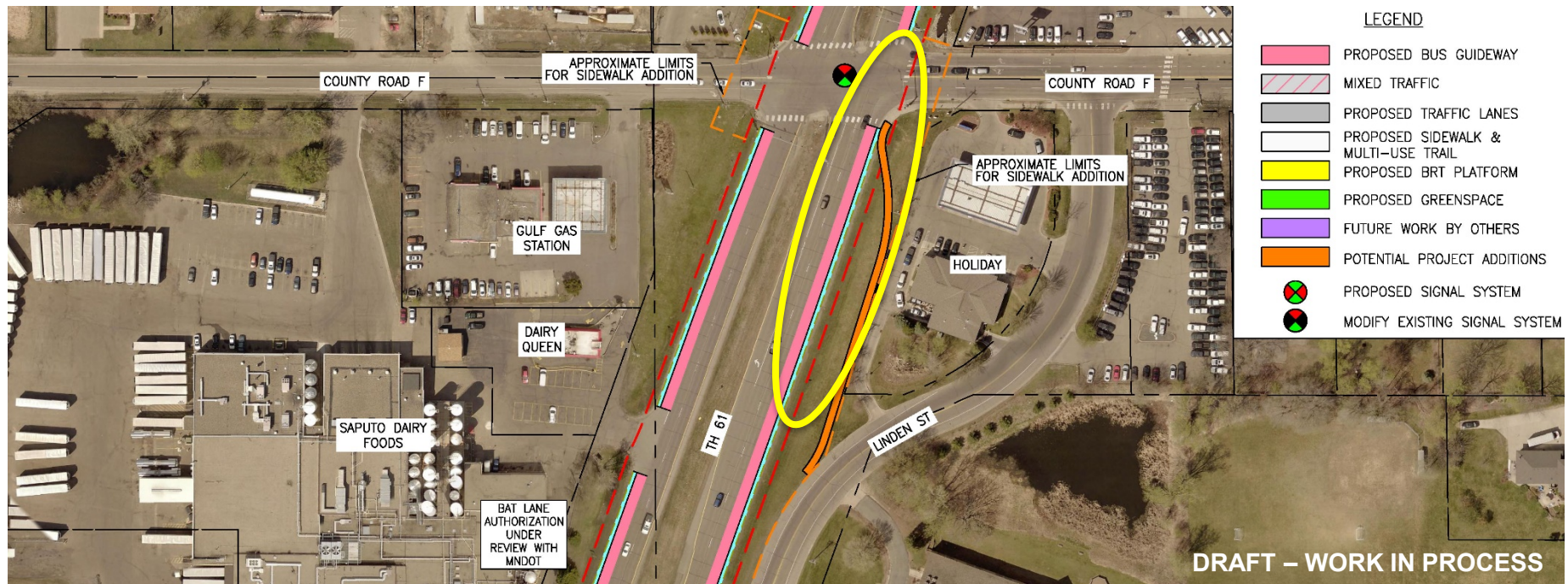
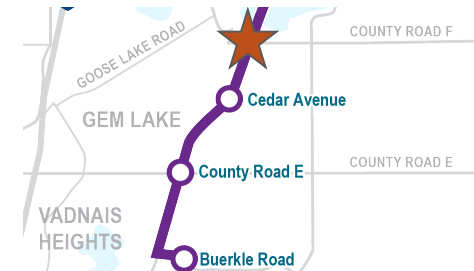
- Add sidewalk on south side of Cedar Avenue from Hoffman Road to Linden Avenue.



DRAFT – WORK IN PROCESS

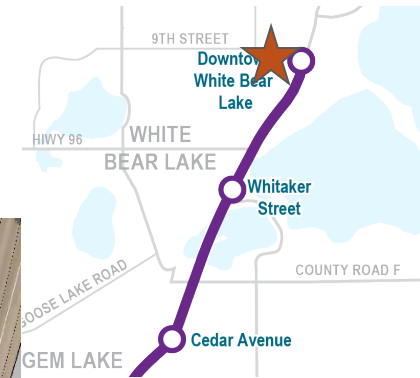
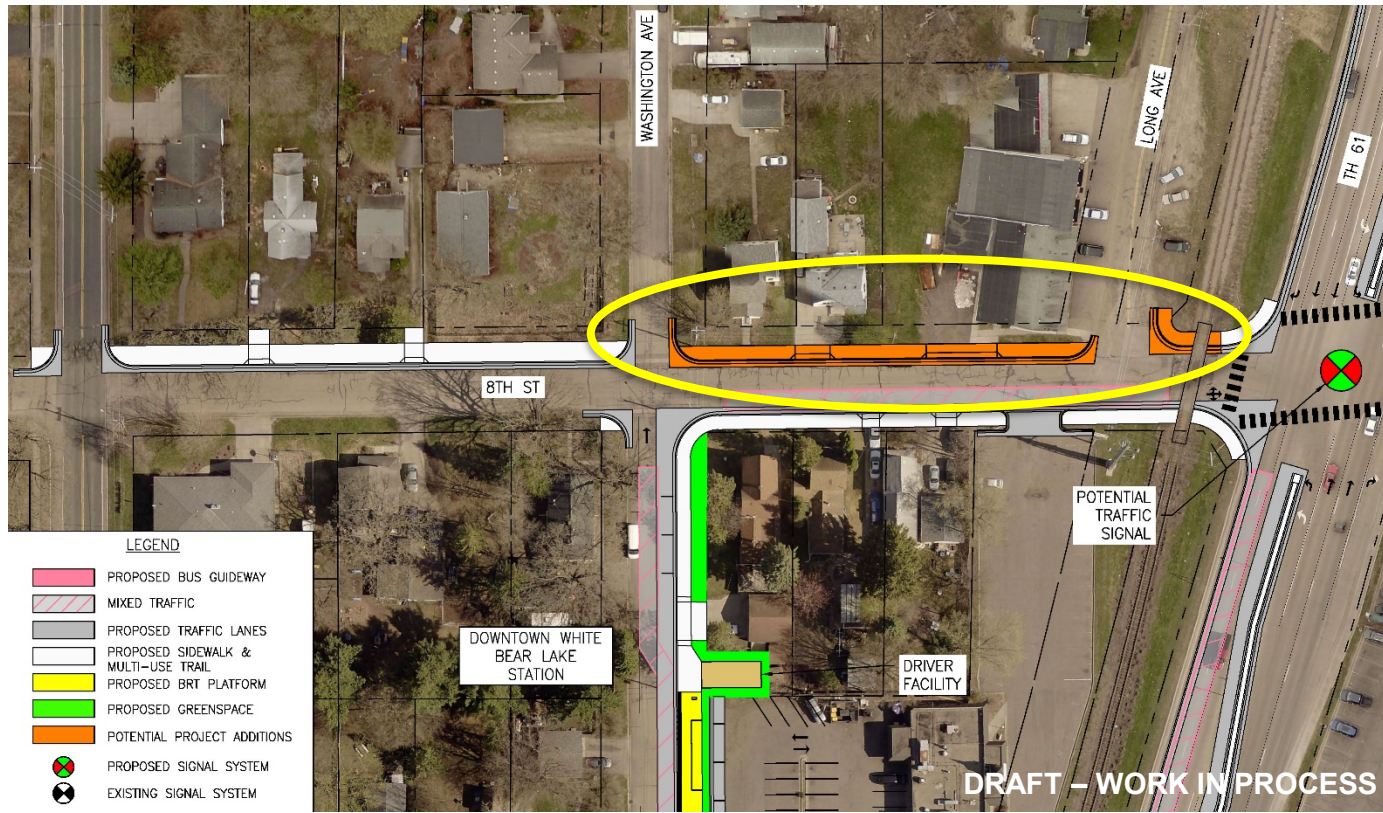
Potential Refinements to 15 Percent Plans

- Add sidewalk from Linden Street to County Road F.



Potential Refinements to 15 Percent Plans

- Add sidewalk on north side of 8th Street between Washington Avenue and Highway 61.



Ongoing Discussions/Evaluations

- Robert Street area.
 - Minimize parking impacts.
 - Metropolitan Center for Independent Living access.
- Jackson Street design.
- Payne Avenue station.
 - Platform location and intersection design.
- Phalen Boulevard design.
 - Consistency with Saint Paul Bicycle Plan.
- Larpenteur Avenue station area sidewalk connections.

Ongoing Discussions/Evaluations

- Guideway/trail crossings of low-volume streets in Maplewood.
- County Road E platform location and design.
- Maplewood Mall Transit Center design.
- Platform height.

Next Steps

- Continued coordination with Metro Transit, Minnesota Department of Transportation and local municipalities through the issue resolution team process.
- Utilize 15 percent plans for evaluation in the Environmental Assessment.



Section 106 Cultural and Historic Resources

Section 106 Overview

- Section 106 of the National Historic Preservation Act of 1966 requires federal agencies to take into account the effects of their undertakings on historic properties.
- A historic property is one that is listed in or eligible for the National Register of Historic Places based on:



3M Administration Building
Source: National Register Nomination



ASSOCIATION WITH A
HISTORICALLY
SIGNIFICANT EVENT



ASSOCIATION WITH THE
LIVES OF SIGNIFICANT
PERSONS



DESIGN OR CONSTRUCTION
TYPE, STYLE OR METHOD

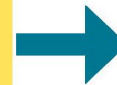


POTENTIAL TO YIELD
IMPORTANT HISTORICAL
OR PREHISTORICAL
INFORMATION

Section 106 Overview

DEFINE THE AREA OF POTENTIAL EFFECTS

The study area for archaeology is typically limited to where the project will disturb the soils. For architecture, the study area is wider, especially around stations, to account for visual effects. As project plans develop, the area of potential effects is refined in consultation with consulting parties (see Who is Involved? below).



IDENTIFY HISTORIC PROPERTIES

Properties throughout the area of potential effects are inventoried if they will reach 50 years or older at the time the bus service begins. Those with potential significance are evaluated for listing in the National Register of Historic Places.



ASSESS EFFECTS

The project's potential to impact historic properties is assessed. Adverse effects can include alteration of the historic property or introducing visual or audible elements that diminish the property's historic integrity.



RESOLVE ADVERSE EFFECTS, IF ANY

If there will be an adverse effect to a historic property, it must be resolved in consultation with the consulting parties. Resolution measures may include avoidance, minimizing effects or mitigating the effect through additional documentation, educational elements and more.

Section 106 Overview

- Project staff consults with interested stakeholders, including consulting parties, throughout the process.



LS&M Railroad Corridor Historic District

- Important early direct connection between Saint Paul and Great Lakes port of Duluth (completed in 1870).
- Saint Paul to White Bear Lake segment is eligible under criteria A, C and D.
- Features: 1868 and later roadways, grade-separation structures, depots, retaining walls and sense of path between destinations.



Source: Maplewood Area Historical Society

Section 106 Update

- Assessment of effects.
 - Primary focus: LS&M and historic properties near stations and bridges.
 - Submittal to consulting parties in summer 2020.
- Resolution of adverse effects.
 - Consulting party meetings in summer 2020.
 - Draft Memorandum of Agreement (MOA) published for public comment with EA.



Madeline L. Weaver Elementary School, Maplewood
Source: Survey reports and 15% plans

Rush Line Section 106 Process

- What properties are important to your community because of their historic qualities?
- What questions do you expect from your community about historic properties?
- Other questions about the Section 106 process?



B R T

Public Engagement

Recent Public Engagement Activities



Robert Street businesses

- November 19: Meeting with Boys & Girls Club.
- November 19: Bruce Vento Trail Extension Open House.
- November 20: Meeting with Robert Street businesses.

Recent Public Engagement Activities

- Meetings with public housing resident councils:
 - November 19: Exchange Hi-Rise.
 - December 4: Valley Hi-Rise.
 - December 9: Wabasha Hi-Rise.
- Ramsey County Rail Right-of-Way Design Guide drop-in discussions:
 - December 5: Hmong Village.
 - December 10: Maplewood Fire Station.
 - December 12: CLUES.



Hmong Village Drop-In Discussion, December 5

Recent Public Engagement Activities

- December 12: Pop-up at Saint Paul Farmers Market.
- December 16: Meeting with Metropolitan Center for Independent Living.
- January 7: Downtown White Bear Lake station neighborhood drop-in discussion.
- January 21: Harvest Park Master Plan community open house.



Downtown White Bear Lake station neighborhood drop-in discussion, January 7

Public Engagement Themes



Downtown White Bear Lake station neighborhood drop-in discussion, January 7

- Saint Paul residents, businesses and employees.
 - Excitement for increased transit options downtown and on the East Side.
 - Concern about loss of access and parking on Robert Street.
 - Interest in changes to the Bruce Vento Trail.
- White Bear Lake residents.
 - Concern about traffic impacts of Downtown White Bear Lake station along with planned expansion at White Bear Lake Area High School campus.

Public Engagement Themes

- Ramsey County Rail Right-of-Way Design Guide drop-in discussions:
 - Concern about safety for trail users and nearby residents.
 - Interested in the size and design of the buffer between the BRT guideway, trail and surrounding property.
 - Desire to maintain natural feeling of the trail.
 - Interest in adding public art at stations.



Maplewood Fire Station Drop-In Discussion, December 10

Upcoming Public Engagement

- Spring 2020: Targeted engagement with Hmong community and other communities of color in the project area.
- Ongoing efforts to increase general awareness about the project, such as pop-ups at community events.



Saint Paul Farmers Market, December 12

Public Engagement Summary

- March-September 2018.
 - Spoke with more than 1,300 people at 87 events.
- October 2018-December 2019.
 - Spoke with more than 2,000 people at 101 events.
 - Targeted engagement:
 - 10th Street and Downtown White Bear Lake station refinements.
 - Robert Street, Hamm's Complex and Phalen Boulevard businesses.
 - Hmong community.
 - Ramsey County Rail Right-of-Way Design Guide, Weaver Elementary School, Harvest Park.



Maplewood Bike Rodeo, May 14

2020 Public Engagement

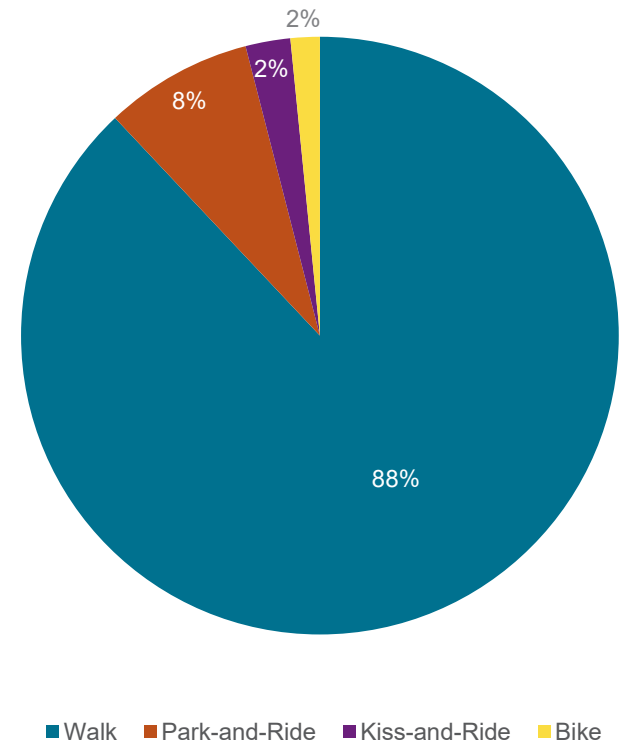
- Continue to attend community events.
- Targeted engagement:
 - Hmong community and other communities of color.
 - Downtown White Bear Lake.
 - Harvest Park.
 - Environmental justice populations.
 - Environmental Assessment.
- Suggestions?



Station Access

How People Access Transit

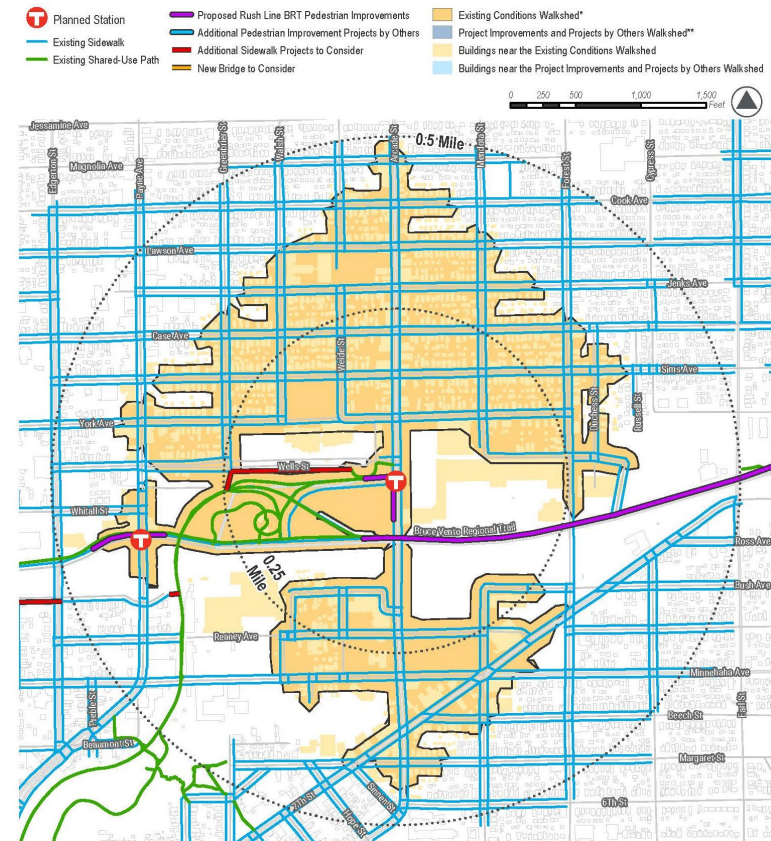
- Primarily on foot or with a mobility device; some riders drive, are dropped off by another person or bicycle to access transit.



Source: Metro Transit 2016 On-Board Survey

Walking and Biking Improvements

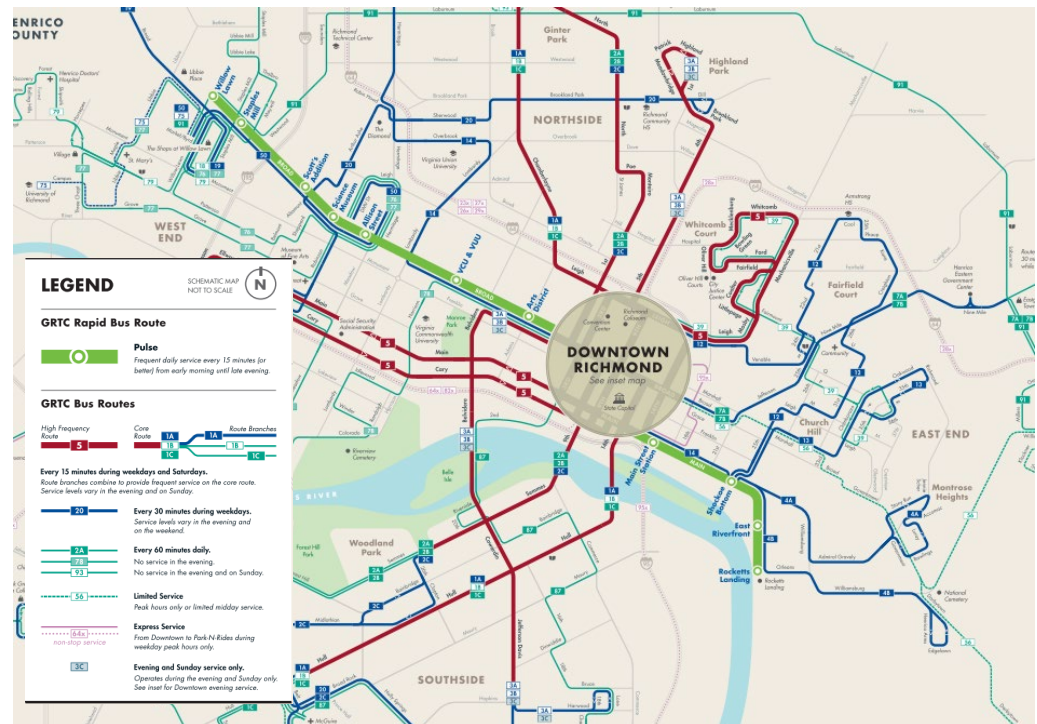
- Walkshed and bikeshed analyses and public input guided recommendations for walking and biking improvements.
 - Existing walking and biking infrastructure.
 - Critical gaps.
 - Improvements planned by other agencies (cities).
 - Population and employment in station areas.
 - Bicycle level of stress.
- Walking improvements will be made in every station area and include addition of sidewalks and crosswalks as well as reconstruction/widening of existing sidewalks.



Arcade Street station walkshed analysis

Connecting Bus Service

- Project staff coordinating with Metro Transit on conceptual connecting bus plan.
- Potential route changes get closer evaluation two years before opening service.
- Routes and schedules will be adjusted to integrate Rush Line BRT with existing service.
- Direct routes allow for greater frequency and speed; riders are willing to transfer when service is fast and convenient.



Local connections to Richmond's Pulse BRT system

Park-and-Ride

- Park-and-rides are parking lots with transit connections that allow riders to leave their vehicles and transfer to transit.
- More common in suburban areas than urban areas because of lower density, lower transit coverage and greater opportunity to build parking.
- Some park-and-ride facilities operated and maintained by Metro Transit; others by cities.
- Park-and-rides can be lots or ramps, can have shared uses and come in all sizes depending on demand, funding, land availability, etc.
- Can be located up to a few blocks from a transit station if a good walking connection is provided.



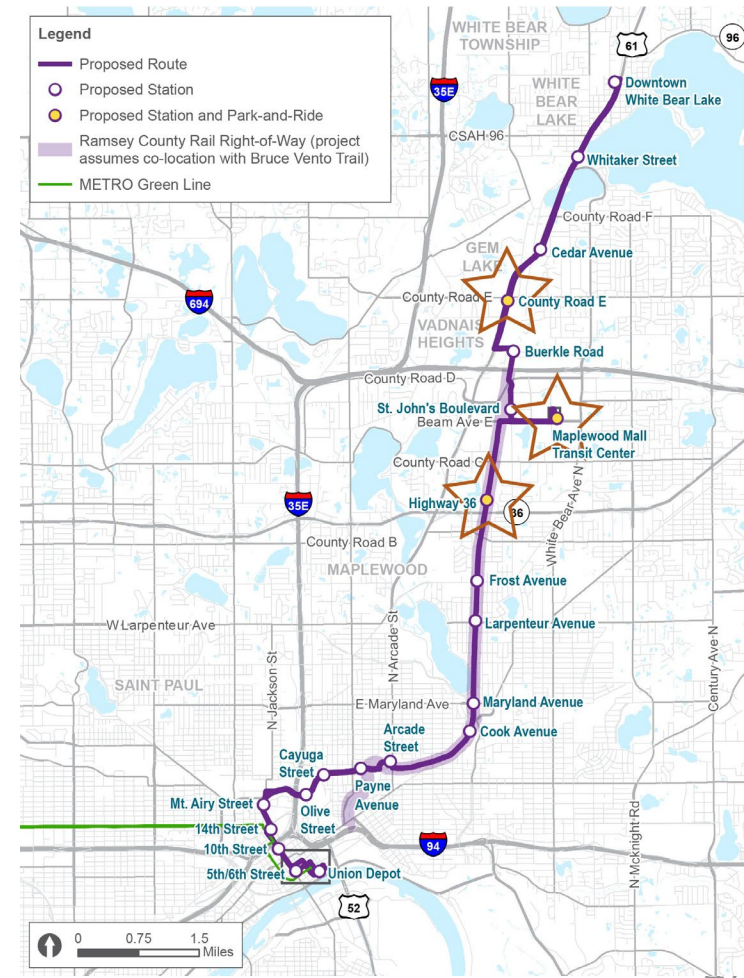
Metro Transit I-394 & County Road 73 S Park-and-Ride

Ridership Model

- Ridership model evaluates how people are expected to use Rush Line BRT.
 - Population and employment.
 - Current and projected travel flows (origin and destination).
 - Transit system (stops, routes, schedules, etc.).
 - On-board survey calibrates model to real world.
 - Travel times (auto vs. transit).
 - District zone system used to confirm results of analysis.
 - Data sources include Metro Transit, comprehensive plans, American Community Survey and Longitudinal Employer-Household Dynamics.

Rush Line Park-and-Ride

- Three park-and-ride stations planned for Rush Line BRT.
 - Highway 36: capacity to be determined (up to 325 spaces); potentially shared with Harvest Park.
 - County Road E: 70-stall joint use facility shared with Vadnais Sports Center.
 - Existing Maplewood Mall facility.
 - 1,000 spaces built based on forecast demand for 2030.
 - Currently approximately half full; Rush Line BRT expected to use much of remaining capacity.



Rush Line BRT route and park-and-ride stations

Transit-Supportive Land Use

- Station area planning can maximize benefit of transit investment.
 - Guide development and public realm improvements.
 - Identify areas that could support new retail, office, housing, etc.
 - More intensive land uses can increase transit demand.
- There are tradeoffs between providing parking and generating ridership with transit-supportive land uses such as employment and housing.



METRO A Line Snelling & Dayton station

Next Meeting

- Discussion.
 - Suggest future agenda items.
- A Doodle poll will be distributed for the next Community Advisory Committee in spring 2020.



Thank you!



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