



RUSH LINE BUS RAPID TRANSIT PUBLIC ENGAGEMENT SUMMARY

MARCH 2018 – MAY 2021

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1. INTRODUCTION

1.1. RUSH LINE BUS RAPID TRANSIT PROJECT OVERVIEW

The Rush Line Bus Rapid Transit (BRT) Project is a proposed 15-mile transit route connecting Union Depot in Saint Paul to the east side of Saint Paul and the communities of Maplewood, White Bear Township, Vadnais Heights, Gem Lake and White Bear Lake. The Rush Line BRT Project is led by Ramsey County.

In early 2018 the Rush Line BRT Project entered the environmental analysis phase. This phase is expected to last through the end of 2021. The purpose of the environmental analysis phase is to advance the project's design while seeking to maximize the potential benefits of the project and minimize potential social and environmental impacts along the route. A significant component of these tasks is engaging with the communities in the corridor to learn about their priorities for the project. Input gathered through this public engagement helped inform the topics and areas of study in the Environmental Assessment. The Environmental Assessment will determine whether the Rush Line BRT Project has the potential to cause significant environmental effects.

Public engagement efforts throughout the environmental analysis phase have built upon public engagement conducted throughout the Pre-Project Development Study. The Pre-Project Development Study, completed in 2017, included extensive public engagement that was used to guide selection of the locally preferred alternative, which identified the preferred route and mode for what is now Rush Line BRT. To guide and prioritize public engagement efforts throughout the environmental analysis phase, the Rush Line BRT Project team created a Communication and Public Engagement Plan. This plan describes the diverse communities throughout the corridor, identifies methods for engaging with these communities and established goals for public engagement during the environmental analysis phase. The three goals are to inform a diverse public, collect input from a diverse public and use this public input to shape the project.

This document focuses on the public engagement conducted throughout the environmental analysis phase, from March 2018 to May 2021 and how the project has changed as a result. Previous public engagement summaries and other project documents can be found on the Rush Line BRT Project website, rushline.org.

1.2. APPROACH TO PUBLIC ENGAGEMENT

To achieve the three public engagement goals set out in the Communication and Public Engagement Plan, the project team first identified the diverse communities to engage:



Project staff speak with shoppers at Hmong Village during a pop-up on January 12, 2019.

- Hmong people living in Saint Paul and in Maplewood.
- Latino people living in Saint Paul.
- Karen people.
- People of color.
- Public housing residents.
- Transit users.
- People with disabilities.
- Seniors.
- Residents of each community along the corridor.
- Employees in each community along the corridor.

The project team has engaged the public using traditional methods as well as methods that are tailored to each unique group listed above. The project team has sought to attend in-person activities and events that present opportunities to connect with underrepresented communities living and working along the corridor. Underrepresented communities are those whose input has been disproportionately unheard in public decision-making, including people of color, people with disabilities and people with low incomes. The project team prioritized which events to attend using the following criteria:

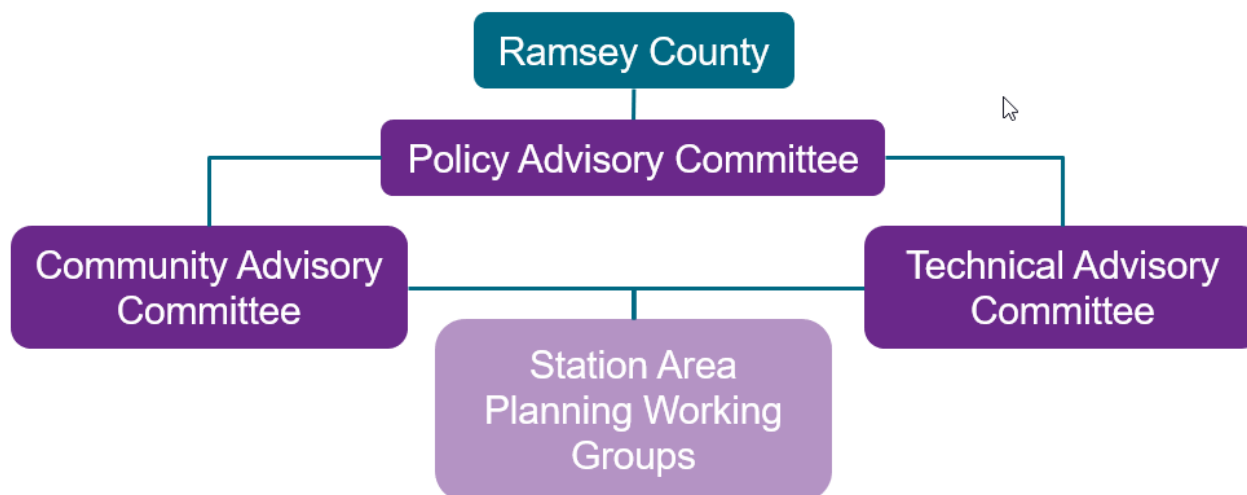
- Equity.
- Inclusivity.
- Maximizing voices heard.
- Geographic representation.

There are many community events along the project route, and the project team has focused on participating in these events rather than organizing original events to reach as many people as possible while using resources effectively. The project team tracks each public engagement event and characteristics of the attendees, then uses this information to determine where future public engagement efforts should be directed. The project team has aimed to reach targeted audiences in formats and venues that enable participants to engage in discussions, learn about the project and provide input in a comfortable and accessible setting. To seek out these audiences, the project team uses cultural and, when needed, linguistic ambassadors.

1.3. DECISION-MAKING PROCESS

The decision-making process is led by the following groups that are informed by input gathered from public engagement efforts.

Figure 1: Environmental Analysis Phase Advisory Committees and Working Groups



The Policy Advisory Committee consists of elected and appointed officials and other leaders from communities in the Rush Line BRT Project area and key partner agencies. The Policy Advisory Committee provides the overall direction and guidance for the project and meets every other month. All Policy Advisory Committee meetings allow for public comment. The Policy Advisory Committee provides recommendations to the Ramsey County Regional Railroad Authority Board on project decisions using input and findings from other committees and working groups.

The Technical Advisory Committee, comprised of planning and public works staff from Rush Line BRT Project area communities and other agencies, provides technical input on issues including design, environmental analysis, engineering, construction and operation of the Rush Line BRT Project. Technical Advisory Committee members review technical documents and make recommendations to the Policy Advisory Committee.

The Community Advisory Committee advises the Rush Line BRT Project team and Policy Advisory Committee on key project design, station area planning, environmental analysis and operational plan decisions from a community and business perspective. The Community Advisory Committee, which meets quarterly, consists of people who live and work along the Rush Line BRT route.

Station area planning working groups were assembled in consultation with cities and are composed of area residents, business owners and elected and appointed officials. These working groups met as



Project staff present information about BRT stations to the Community Advisory Committee during its April 8, 2019 meeting.

needed to discuss station area plans for the stations in their communities. During spring and summer 2018 the station area planning working groups focused on recommending locations for station platforms, opportunities for transit-oriented development and potential infrastructure investments that would improve access to stations.

2. PUBLIC ENGAGEMENT

From March 2018 to May 2021, project staff conducted or staffed 165 events including pop-up meetings, drop-in discussions, presentations to stakeholders and attendance at community festivals. The locations of these events are depicted in Figure 2 and a full list is included in Table 1 in Appendix A. This work included both general engagement efforts, which aimed to raise awareness of the Rush Line BRT Project to residents, employees and other stakeholders in the project area, and targeted engagement efforts, which focused on informing stakeholders and gathering input about specific aspects of the project.

2.1. GENERAL ENGAGEMENT

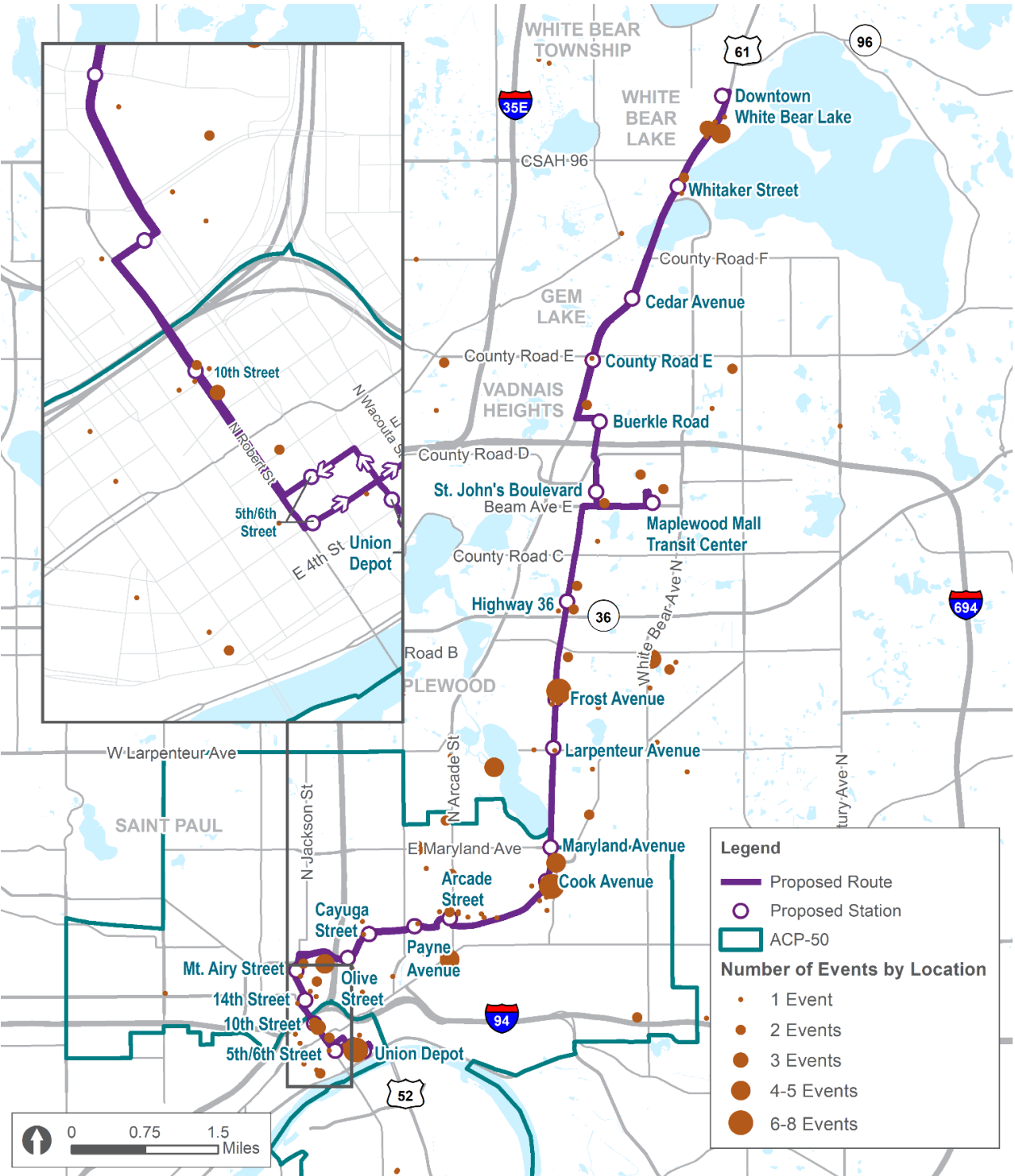
The purpose of general engagement events was to broadly raise awareness of the Rush Line BRT Project and collect input from residents and other stakeholders who may not otherwise be actively engaged in the project. This effort included attendance at annual community events and pop-up meetings at locations including area hospitals, existing transit stations and recreation centers as well as presentations to Saint Paul district councils and public housing resident councils. Project staff planned events with a particular focus on reaching people of color, people with low incomes and other traditionally underrepresented groups, and engaged with these communities in settings such as the Dragon Festival at Phalen Regional Park; Fiesta Latina, hosted by Comunidades Latinas Unidas en Servicio; and pop-ups held at Hmong Village. Pop-up meetings are an effective way to share information with and gather high-quality feedback from community members in a convenient, comfortable setting.

In addition to attending events, project staff maintained an online interactive map where visitors could provide their input on the Rush Line BRT Project and responded to emails received through the project website. Project staff also scheduled follow-up meetings with community organizations as appropriate based on input gathered. Through these efforts, project staff interacted with more than 3,000 people and recorded more than 1,300 total comments.



Project staff speak to attendees at Fiesta Latina on August 10, 2019.

Figure 2: Location of Public Engagement Events, March 2018-May 2021¹



¹ ACP50 is defined as Areas of Concentrated Poverty (census tracts where 40% or more of the residents live with incomes below 185% of the federal poverty threshold) where 50% or more of residents are people of color.



Rush Line BRT billboard along Beam Avenue in Maplewood.

In late 2019, project staff ran an advertising campaign to raise awareness of the project and encourage community members to share their thoughts about the project. The campaign consisted of advertisements in community newspapers, at transit stops, on billboards and on social media. Project staff noted an increase in the number of emails received and comments submitted via the online interactive map during this campaign. The themes of these comments were similar to the themes of comments submitted throughout the environmental analysis phase.

Project staff developed a video about the project and Environmental Assessment that is available on Rush Line BRT Project social media sites and the Ramsey County YouTube page. This video, along with an animation showing the planned Downtown White Bear

Lake station, has been used to promote deeper understanding of the project.

The main themes that emerged through these general engagement efforts are as follows:

- Support for improved transit options on Saint Paul's east side and in the northeast metro from both transit users and non-transit users.
- Support for fixed and dedicated guideway projects throughout the metro.
- Rush Line BRT will add value to residents, employees and visitors in the project area.
- Interest in and concerns regarding changes to the Bruce Vento Regional Trail.
- Safety for transit users and nearby residents and road users.
- Questions about bicycle and pedestrian access to Rush Line BRT and across the guideway.

Many of the people who spoke with project staff expressed a desire for the project to be built sooner than the current construction timeline of 2024 to 2026, while others stated that they wished they lived in an area where it made sense to use Rush Line BRT once it begins operations. People who emailed project staff were typically concerned with the location of the planned Downtown White Bear Lake station or interested in how Rush Line BRT will interact with the Bruce Vento Regional Trail.

Comments received through the online interactive map addressed a broad range of topics including interest in routing the project on I-35 or White Bear Avenue instead of Highway 61.

2.2. TARGETED ENGAGEMENT

Project staff conducted several targeted engagement efforts throughout the environmental analysis phase to gather input to guide specific project decisions. These efforts addressed specific station locations, the Ramsey County rail right-of-way, the Health Impact Assessment, changes to businesses resulting from the project, and station design. Project staff hosted 47 events and meetings related to specific project decisions. These efforts and their outcomes are described below.

2.2.1. Station Locations

Following the initial selection of station locations in early 2018, project staff conducted additional targeted engagement efforts regarding the 10th Street and Downtown White Bear Lake stations in response to community interest in these station locations.

10th Street Station

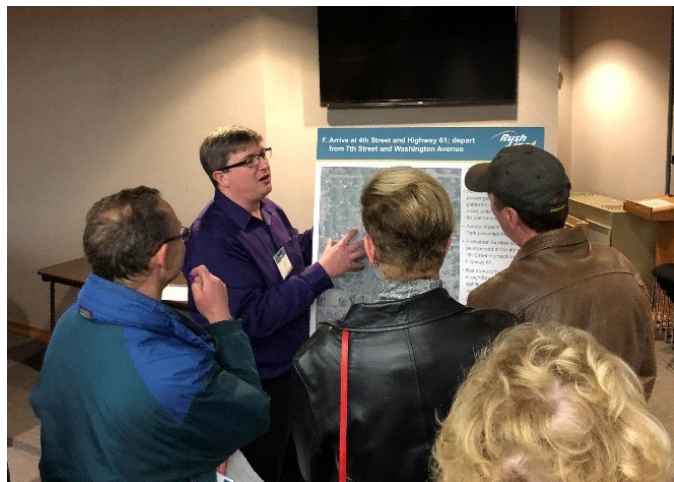
In April 2019, residents near the planned 10th Street station in downtown Saint Paul conveyed concerns to project staff about the proximity of the southbound station platform to Pedro Park. Similarly, businesses near the station expressed concern about the project's potential effect on parking availability in the immediate area near the station. To address these concerns, in May 2019 project staff met with business owners and other stakeholders near the planned station and hosted two drop-in discussions to gather input regarding the station location from nearby residents, employees and visitors. Project staff also conducted a technical analysis to identify potential platform location refinements. Based on the technical analysis and community input gathered, project staff recommended that the southbound platform for the 10th Street station be moved north of 10th Street. The Policy Advisory Committee approved this change in late May 2019. A full summary of this engagement is provided in Appendix B.

Downtown White Bear Lake Station

In spring and summer 2018, the White Bear Lake station area planning working group evaluated several potential station platform locations for the Downtown White Bear Lake station and ultimately recommended locating the station at 2nd Street and Clark Avenue. The Policy Advisory Committee confirmed all Rush Line BRT stations, with the exception of the Downtown White Bear Lake station, with the understanding that more public engagement would be needed in downtown White Bear Lake to confirm the location of this station due to concerns expressed by residents.

In October 2018, project staff began a targeted engagement effort regarding the Downtown White Bear Lake station to make sure its location would serve the needs of the White Bear Lake community, the traveling public and the Rush Line BRT Project. This effort began with two listening sessions hosted at the White Bear Lake branch of the Ramsey County Library. Throughout winter 2018, project staff, in partnership with the City of White Bear Lake, conducted a technical analysis to evaluate six potential station locations. In January 2019, staff hosted a series of pop-up meetings and an open house focused on the location of the Downtown White Bear Lake station. Project staff also posted an online survey, which was available from January 9 through January 31. More than 120 people attended the open house, 77 of which filled out comment sheets, and 365 people submitted responses to the online survey. Key themes of these comments are as follows:

- Rush Line BRT would bring additional residents and businesses to White Bear Lake.
- Rush Line BRT would be helpful to families for shopping and other daily errands.
- A station location close to downtown would yield the best access to jobs and retail.
- Rush Line BRT would increase access between White Bear Lake and other communities along the route.
- A BRT station would negatively impact the character of downtown.



Project staff speak to open house attendees about the Downtown White Bear Lake station on January 9, 2019.

- Perception that buses will impact safety (e.g. transit will lead to an increase in crime; buses present a risk to pedestrians, especially children).
- Perception that the project would remove a lane of traffic from Highway 61.
- There are few well-paying jobs or evening shopping destinations in White Bear Lake, and therefore little reason for people to ride transit there.
- There is generally not a need for better transit in White Bear Lake.
- The project is a waste of money and Metro Transit should try adding buses to existing routes first.
- Preference for locations away from downtown White Bear Lake, including comments preferring that the project avoid the community entirely.

The two most-preferred station locations were the 2nd Street and Clark Avenue location and a new proposed location at 7th Street and Washington Avenue. Based on these results and the technical analysis, the White Bear Lake City Council recommended that the station location be located at 7th Street and Washington Avenue. In February 2019, the Policy Advisory Committee approved this change. A full summary of this public engagement is provided in Appendix C.

In early 2020, White Bear Lake city staff hosted a follow-up neighborhood meeting to provide additional information about the proposed Downtown White Bear Lake station. Residents expressed the following:

- Concern that the Downtown White Bear Lake station would be similar in size to the Maplewood Mall Transit Center and park-and-ride (the Downtown White Bear Lake station will in fact be a much smaller facility than the Maplewood Mall Transit Center and is not proposed to include a park-and-ride facility).
- Traffic concerns mostly related to the expansion of White Bear Lake Area High School, which is located near the planned station.
- Concerns about pollution and crime that were somewhat alleviated with information about electric buses and the research that has found that transit does not cause crime.

2.2.2. Ramsey County Rail Right-of-Way

A portion of the Rush Line BRT guideway will be co-located with the Bruce Vento Regional Trail along the Ramsey County rail right-of-way. Along this portion of the route, the trail will be reconstructed as part of the Rush Line BRT Project. Maintaining the trail as a community asset is a priority for the project. Throughout 2019, project staff conducted a series of engagement events to gather input to inform the creation of the Ramsey County Rail Right-of-Way Design Guide. This document establishes guiding principles for the future design of the trail and recommends design treatments intended to promote safety and maintain the natural atmosphere of the trail. Project staff also engaged Weaver Elementary School staff, students and parents and Harvest Park users, as both locations are adjacent to the trail. A full summary of public engagement related to the Ramsey County Rail Right-of-Way Design Guide is included in Appendix D.

Ramsey County Rail Right-of-Way Design Guide

In March 2019, project staff initiated the public engagement process for the Ramsey County Rail Right-of-Way Design Guide with a workshop attended by members of the three project advisory committees. At this workshop, project staff gathered input on a range of potential trail treatments for various aspects of the guideway and trail including landscaping, separation between the trail and guideway, and additional trail amenities.

In June 2019, project staff hosted a series of pop-ups called “Tuesdays on the Trail” along the Bruce Vento Regional Trail, as well as supplementary pop-ups at Sun Foods and Hmong Village in Saint Paul.

Tuesdays on the Trail were promoted using social media and a targeted mailer sent to residents near the right-of-way. At Tuesdays on the Trail, project staff solicited input from trail users and nearby residents regarding landscaping, safety and other key elements of the trail and guideway. Project staff augmented these efforts with an online survey that was available throughout June. Project staff also held an open house-style meeting specifically for the Hmong community residing near the right-of-way. More than 90 people attended these events and an additional 37 people filled out the survey. The following are the key themes of the input gathered through these efforts:

- Maintain natural, shaded atmosphere of the trail.
- Promote safety and security for all users (pedestrians, bicyclists, transit riders).
- Preferred amenities are trash and recycling receptacles, drinking fountains, informational kiosks and benches.

Event attendees and survey respondents also indicated a general preference for landscaping and other features that would promote a natural atmosphere along the trail, such as a native understory, ornamental hedge or other natural buffer, and an engineered green slope, which is intended to blend with landscaping more than a stone retaining wall or other alternative would. A full summary of these meetings and the input gathered is provided in Appendix E.

Using input from these events, staff created the Ramsey County Rail Right-of-Way Design Guide and shared key elements of the draft document at a series of drop-in discussions in December 2019. More than 50 people attended these events to review these Ramsey County Rail Right-of-Way Design Guide elements. Input gathered through these meetings confirmed that the draft Ramsey County Rail Right-of-Way Design Guide addresses the areas of greatest interest for residents who live near the trail and trail users, though some nearby residents continue to have concerns about BRT operations near their homes and the trail.



A resident provides input for the Ramsey County Rail Right-of-Way Design Guide at the June 18, 2019 Tuesdays on the Trail event.

Weaver Elementary School

Weaver Elementary School is adjacent to the Ramsey County rail right-of-way and some students cross the Bruce Vento Regional Trail when walking to and from school. Weaver Elementary School faculty expressed concern about the safety of this crossing following construction of the Rush Line BRT. Project staff held a meeting with school faculty in January 2019 to discuss the design of a trail underpass for students and other pedestrians to use to cross the Rush Line BRT route including two options: one with a 45-degree wall and one with a 90-degree wall. School faculty expressed the following:

- Concern for ability to safely cross the BRT route at the existing crossing; appreciation for the proposed underpass.
- Interest in exploring fencing along certain portions of the route to prevent at-grade crossings.
- Preference for replacing any vegetation that is removed during construction.
- Concerns regarding stormwater management.
- Prioritization of sufficient lighting.
- Preference for 45-degree wall.
- Concerns regarding appearance of improvements.



Project staff demonstrate a Metro Transit bicycle rack at the Maplewood Bike Rodeo on May 14, 2019.

To gather additional input regarding the Rush Line BRT route and crossing, project staff attended the annual school carnival, a parent information night and the annual Bike Rodeo to provide parents and teachers with information about the project, present the underpass concepts and gather input regarding the project and associated improvements. These stakeholders provided input that enabled staff to select a bridge design and develop an access plan that achieves the objective of maintaining safety for students and other trail users while facilitating efficient BRT operations. Parents also noted the following:

- Preference that the trail remains unchanged.
- Strong support for Rush Line BRT and expanded mobility.
- Interest in additional information about the appearance and operations of Rush Line BRT.
- Prioritization of maintaining the natural feel of the Bruce Vento Regional Trail.
- Prioritization of safety for children, other trail users and nearby residents.

Harvest Park

One component of the environmental analysis phase is a ridership forecast, which determines how many people are anticipated to use each station and the project each day, and how they will likely access the station. The ridership forecast for the Highway 36 station identified it as a potential park-and-ride location. In summer 2019, project staff met with businesses and agencies located near the

planned station to determine where a parking facility could be constructed. The presence of wetlands northwest of the planned station precludes construction of a parking facility in this area. Truck Utilities is located southwest of the planned station and the Minnesota Department of Transportation Materials Lab is to its southeast. Construction of a park-and-ride facility is not feasible on either of these properties because of the existing uses.

Harvest Park in Maplewood is also located adjacent to the planned Highway 36 station to the northeast. With support from the city, project staff began to evaluate options for constructing a parking facility within the existing Harvest Park footprint, consolidating parking for the BRT and park and freeing up some of the existing park parking lot to be converted to green space. At the final Tuesdays on the Trail event, project staff presented the new parking concept to trail and park users to gather feedback regarding parking needs and park use. In September 2019, project staff hosted two additional pop-ups in Harvest Park to again present the concept to park users and gather feedback. Most people had neutral to positive reactions to the proposed park-and-ride concept and primarily focused on changes to the Bruce Vento Regional Trail. Key comment themes are as follows:

- General support for the Rush Line BRT Project.
- Concern about removing trees in the Ramsey County rail right-of-way.
- Neutral reaction to the proposed parking concept.

City staff have noted that maintaining some of the existing parking is a priority to facilitate easy access to ball fields and other features at the northern end of the park. In 2020, the city prepared a master plan for Harvest Park that includes the proposed park-and-ride. Existing programmed areas adjacent to the proposed park-and-ride, including basketball and tennis courts and a soccer field, are planned to remain and would not be impacted by the proposed parking structure. Implementation of the master plan is anticipated to begin in 2023. The Environmental Assessment includes the analysis of an option without a park-and-ride and an option where the park-and-ride could start as a surface lot and be potentially converted to a structured facility later if warranted by demand.

2.2.3. Health Impact Assessment

Ramsey County prepared a rapid Health Impact Assessment to identify ways to maximize health benefits and minimize impacts of the project. A rapid Health Impact Assessment relies on input from project stakeholders and decision-makers to identify the key topics of study and could provide a basis for broader public engagement in future phases of project planning. In October 2018, Ramsey County hosted a workshop with members of the three project advisory committees and representatives from Saint Paul-Ramsey County Public Health. At this workshop, project staff described key elements of the Health Impact Assessment and provided an overview of demographic, employment and healthcare information throughout the project area. Based on this information,



Attendees at the October 30, 2018 Health Impact Assessment Workshop discuss topics for study.

project staff facilitated a discussion and workshop attendees to identified the following focus areas of the Health Impact Assessment:

- Access and accessibility.
- Connectivity.
- Employment and jobs.
- Affordable housing.

A summary of the workshop is included in Appendix E. Project staff developed the document and provided an opportunity for project advisory committee members to review the draft in June 2019.

2.2.4. Business Engagement

Hamm's Complex

The Hamm's Complex (the former home of Hamm's Brewery, located at 688 Minnehaha Avenue East) is located within approximately one-half mile of the planned Payne Avenue and Arcade Street stations. In March 2019, project staff collaborated with the East Side Area Business Association to invite businesses located in and near the Hamm's Complex to a discussion about the Rush Line BRT Project and how improved transit service could benefit their employees and customers. Project staff also visited businesses in person to invite representatives to the meeting. Business representatives who attended this meeting provided the following input:

- Rush Line BRT would likely be beneficial for employees, many of whom rely on transit.
- Minnehaha Avenue, Phalen Boulevard and Arcade Street would benefit from pedestrian and bicycle improvements such as wayfinding signs, street trees and enhanced lighting.
- The area may benefit from redevelopment of sites including vacant land within and near the Hamm's Complex as well as underused parking lots near Stroh Drive.



Business owners in the Hamm's Complex discuss pedestrian and bicycle access and potential redevelopment sites.

A summary of this engagement effort and the input received is included in Appendix F.

Phalen Boulevard

A portion of the Rush Line BRT route will operate along what is currently the shoulder of Phalen Boulevard. This construction may require several permanent acquisitions and easements affecting properties along this segment of the route. From August through October 2019, project staff met with representatives from eight businesses and properties that are anticipated to be impacted to provide information about the project and specific details about what changes might be expected. These business representatives provided the following input for the project:

- Rush Line BRT would likely help attract customers and/or recruit and retain employees.
- Rush Line BRT may not directly benefit their business but would be good for the broader community.

- Some concerns about where acquisitions may be required and how that would impact their property.

Representatives had questions about the appearance and size of stations as well as the timeline for construction of the project. Many also expressed their appreciation for being able to discuss the project well in advance of its implementation. A summary of these meetings is provided in Appendix G.

2.2.5. Station Design Engagement

In July 2020, Ramsey County conducted an informal survey to gather input regarding station design for project partners to incorporate into planning efforts in the next phase of project development. The survey ran for approximately five weeks and garnered 471 responses. Most respondents indicated that they live in Saint Paul, Maplewood and White Bear Lake; respondent workplaces are distributed much more widely across the metro area. Most respondents are not frequent transit users.

Respondents indicated that safety at stations and safe, convenient connections to stations are the most important factors for considering use of the Rush Line, and shared that they would most likely walk (42 percent of respondents), bike (27 percent) or drive and park (25 percent) to access stations. Priority additional station features are secure bicycle parking, wayfinding signage, public art and enhanced landscaping. Respondents ranked cleaning, repair and snow clearance as the top priority for their boarding experience, followed by level boarding, offboard fare collection and all-door boarding.

A full summary of the survey effort and input gathered is included in Appendix H.

2.3. PUBLIC ENGAGEMENT AND COVID-19

In March 2020, Rush Line BRT Project staff suspended all in-person public engagement activities in accordance with Minnesota Department of Health and Centers for Disease Control guidance as a result of the COVID-19 pandemic. Project staff increased online communications in an ongoing effort to keep the public informed about progress on the project. These efforts included the station design survey, continuation of the Rush Line BRT interactive map as well as regular communications on the Rush Line BRT Facebook and Twitter accounts providing information about both project updates and county-led initiatives responding to the pandemic. Rush Line BRT e-newsletters have been published regularly to share project updates and advertise opportunities for input.

2.4. WHAT WE'VE HEARD AND HOW IT'S CHANGED THE PROJECT

As described in the preceding sections, project staff collected input from the community on a variety of project aspects, resulting in the following changes to the project:

- Stations, station locations and routing.
 - **10th Street station.** The southbound platform of the 10th Street station was relocated north of 10th Street in response to community concerns regarding potential impacts to Pedro Park.
 - **Arcade Street station.** In response to community input, the Arcade Street station location was moved north from Phalen Boulevard to Neid Lane to enhance accessibility and increase proximity to nearby destinations.

- **Cook Avenue station.** A station was added at Cook Avenue in response to community support for improved transit service at Hmong Village and the surrounding neighborhood.
- **Routing near Maplewood Mall Transit Center and St. John's Hospital.** Based on meetings with St. John's Hospital staff, project staff adjusted the Rush Line BRT route and St. John's Boulevard station to better serve hospital patients and employees.
- **Buerkle Road station.** Employers located along Buerkle Road in Maplewood and White Bear Lake expressed desire for improved transit service in the area to enhance employee recruitment and retention efforts. Project staff added a station at Buerkle Road in response to this input.
- **Downtown White Bear Lake station.** After members of the community expressed concern about impacts to Downtown White Bear Lake, project staff assessed potential station locations and relocated the planned station from 2nd Street and Clark Avenue to 7th Street and Washington Avenue.
- Ramsey County rail right-of-way.
 - **Ramsey County Rail Right-of-Way Design Guide.** In spring and summer 2019, project staff conducted a targeted engagement effort to gather input that informed the creation of the Ramsey County Rail Right-of-Way Design Guide, including its guiding principles and recommendations addressing a variety of guideway and trail features. In winter 2019, project staff presented the key elements of the document to confirm that it reflected the community's values and priorities.
 - **Weaver Elementary School.** In spring 2019, project staff conducted outreach with faculty, staff and parents at Weaver Elementary School to address the design of Rush Line BRT where the Bruce Vento Regional Trail intersects its route. Based on the input provided, project staff decided an overpass bridge for the guideway would be appropriate to maintain safety of trail users and efficient BRT operations and refined the design of the overpass in response to stakeholder feedback.
 - **Harvest Park.** Project staff began coordinating with Maplewood city staff in summer 2019 to determine how a parking facility could be implemented to serve both park users and Rush Line BRT riders. Project staff have hosted several pop-ups and attended community meetings regarding Harvest Park to gather input on parking facility concepts. Public engagement efforts and technical analysis are ongoing and have led to multiple options being evaluated in the Environmental Assessment.
- **Health Impact Assessment.** In October 2018, project staff hosted a workshop with project advisory committee members and representatives from public health agencies to identify the four topics of study for the Health Impact Assessment: access and accessibility, connectivity, employment and jobs, and affordability.
- Business engagement.
 - **Hamm's Complex.** In March 2019, project staff visited businesses in the Hamm's Complex and coordinated with the East Side Area Business Association to invite representatives to discuss areas where pedestrian and bicycle improvements would be beneficial and where redevelopment is feasible.

- **Phalen Boulevard.** In fall 2019, project staff met with business and property owners located along Phalen Boulevard to discuss potential impacts to their properties and businesses. Project staff refined the design of the guideway to minimize impacts where possible and are continuing to engage with these stakeholders as the project design is advanced.

2.5. ENVIRONMENTAL ASSESSMENT

Near the conclusion of the environmental analysis phase, project staff conducted an intensive public engagement effort surrounding publication of the Environmental Assessment and its public comment period. This effort began in March and ran through the end of April 2021 with presentations and outreach to community organizations about the upcoming publication of the Environmental Assessment. Further information about public engagement related to the publication and review and comment period (May 11 through June 25, 2021) of the Environmental Assessment will be included in the environmental decision document, expected to be published in fall of 2021.

APPENDIX A: PUBLIC ENGAGEMENT ACTIVITIES MARCH 2018—MAY 2021

Table 1: Public Engagement Activities Completed March 2018-April 2021

Date	Activity Name	Location	Type of Activity	Approximate Number of Contacts
March 29, 2018	Policy Advisory Committee Meeting #1	Ramsey County Environmental Health Office	Policy Advisory Committee	16
April 10, 2018	Presentation to District 17 Development Review Committee	District 17 Capitol River Council	Presentation to Stakeholder	8
April 17, 2018	White Bear Lake Station Area Planning Working Group #1	Boatworks	Station Area Planning Working Group	12
April 17, 2018	White Bear Lake Stakeholder Meeting	Boatworks	Targeted Event	10
April 18, 2018	Saint Paul Station Area Planning Working Group	Saint Paul City Hall Annex	Station Area Planning Working Group	6
April 18, 2018	Vadnais Heights Station Area Planning Working Group #1	People's Bank Midwest	Station Area Planning Working Group	7
April 19, 2018	Maplewood Station Area Planning Working Group #1	Maplewood Public Works	Station Area Planning Working Group	6
April 29, 2018	Northeast Metro Community Expo	White Bear High School South Campus	Community Event	50
May 4, 2018	Station Area Planning I – Downtown White Bear Lake	Downtown White Bear Lake	Pop-Up	14
May 5, 2018	Cinco de Mayo	Saint Paul West Side	Community Event	70
May 5, 2018	Union Depot Train Day	Union Depot	Community Event	100
May 7, 2018	Frogtown Neighborhood Association Board Meeting	Kings Crossing	Presentation to Stakeholder	6

Date	Activity Name	Location	Type of Activity	Approximate Number of Contacts
May 17, 2018	Presentation to Residents of RealLife Cooperative of Phalen Village	RealLife Cooperative of Phalen Village	Presentation to Stakeholder	5
May 18, 2018	Bike to Work Week Celebration	Union Depot	Community Event	10
May 18, 2018	Mt. Airy Homes Spring Event	Mt. Airy Homes	Community Event	39
May 19, 2018	State of Our City Summit	Johnson High School	Listening Session	5
May 19, 2018	Station Area Planning I – Phalen Village Station	Hmong Village	Walk-and-Engage	31
May 20, 2018	Station Area Planning I – Mt. Airy	Mt. Airy Homes	Walk-and-Engage	7
May 21, 2018	Johnson High School Leadership Class	Johnson High School	Targeted Event	45
May 22, 2018	Maplewood Station Area Planning Working Group #2	Maplewood Fire Station	Station Area Planning Working Group	15
May 22, 2018	Stakeholder Meeting: Frost Avenue Station	Legacy Funeral Home	Targeted Event	1
May 22, 2018	Stakeholder Meeting: Frost Avenue Station	Sherman & Associates	Targeted Event	1
May 22, 2018	Stakeholder Meeting: Maplewood Mall Station	Maplewood Mall	Targeted Event	1
May 22, 2018	Stakeholder Meeting: St. John's Hospital Station	HealthEast	Targeted Event	2
May 22, 2018	Vadnais Heights Economic Development Corporation Meeting – County Road E Station	Buerkle Honda	Presentation to Stakeholder	1
May 22, 2018	Vadnais Heights Station Area Planning Working Group #2	Buerkle Honda	Station Area Planning Working Group	17
May 23, 2018	Station Area Planning Group #1	RealLife Cooperative of Phalen Village	Station Area Planning Working Group	11

Date	Activity Name	Location	Type of Activity	Approximate Number of Contacts
May 31, 2018	Policy Advisory Committee Meeting #2	Maplewood Community Center	Policy Advisory Committee	13
June 2, 2018	WaterFest	Phalen Regional Park	Community Event	5
June 7, 2018	Presentation to Capitol Area Architecture and Planning Board	Capitol Area Architectural and Planning Board Office	Presentation to Stakeholder	3
June 7, 2018	Walk-and-Engage with Mt. Airy Hi-Rise Residents	Mt. Airy Homes	Pop-Up	4
June 13, 2018	Presentation to Peoples Bank	Peoples Bank Midwest	Presentation to Stakeholder	3
June 19, 2018	Party in the Park	Berwood Park	Community Event	30
June 16, 2018	Informational Fun Walk & Ride	Maplewood Fire Station	Open House	8
June 20, 2018	XChange: Career Fair	Merrick Community Services	Pop-Up	30
June 20, 2018	District 2 Board Meeting	National Association of Letter Carriers Office	Presentation to Stakeholder	30
June 26, 2018	District 5 Payne-Phalen Monthly Meeting	Arlington Hills Community Center	Presentation to Stakeholder	25
June 27, 2018	Stakeholder Meeting: Phalen Village Station	Saint Paul City Hall Annex	Targeted Event	2
June 27, 2018	Stakeholder Meeting: Phalen Village and Payne/Arcade Stations	East Side Enterprise Center	Targeted Event	2
June 27, 2018	Stakeholder Meeting: Phalen Village Station	Mt. Airy Homes	Targeted Event	3
June 27, 2018	White Bear Lake Station Area Planning Working Group #2	White Bear Lake City Hall	Station Area Planning Working Group	10
June 28, 2018	Stakeholder Meeting: Arcade Street Station	Black Dog Cafe	Targeted Event	1
June 28, 2018	Stakeholder Meeting: Phalen Village Station	Hmong Village	Targeted Event	1

Date	Activity Name	Location	Type of Activity	Approximate Number of Contacts
June 28, 2018	Stakeholder Meeting: Phalen Village Station	Cub Foods – Arcade Street	Targeted Event	1
June 28, 2018	Payne Avenue & Arcade Street Station Area Planning Working Group #1	Arlington Hills Community Center	Station Area Planning Working Group	8
June 28, 2018	Stakeholder Meeting: Marina Triangle	Kowalski's Markets, Marina Triangle	Targeted Event	1
June 28, 2018	Maplewood and Saint Paul Area Chamber of Commerce	Maplewood Community Center	Targeted Event	10
June 28, 2018	Meeting with BNSF Railway and Minnesota Commercial Railway	BNSF Office, Fridley	Presentation to Stakeholder	2
July 10, 2018	Route 54 Ribbon Cutting	East Side Enterprise Center	Community Event	5
July 10, 2018	Gold Line Targeted Meeting	East Side Community Center	Targeted Event	2
July 11, 2018	Roosevelt Homes Walking Event	Mt. Airy Homes	Community Event	7
July 12, 2018	Community Advisory Committee Meeting #1	East Side Enterprise Center	Community Advisory Committee	30
July 14, 2018	Dragon Festival	Phalen Regional Park	Community Event	42
July 14, 2018	Ramsey County Fair	2020 White Bear Ave	Community Event	25
July 17, 2018	Gold Line Open House	Grace Lutheran Church	Open House	1
July 24, 2018	Gold Line Targeted Meeting	Sun Ray Culver's	Targeted Event	2
July 25, 2018	Bruce Vento Trail Pop-Up	Bruce Vento Trail	Pop-Up	25
July 26, 2018	Environmental Resource Expo at MarketFest	Downtown White Bear Lake	Community Event	35
July 26, 2018	Political Advisory Committee Meeting #3	Hiway Federal Credit Union	Political Advisory Committee	16
July 27, 2018	Stakeholder Meeting: Bamboo Hut and Maplewood Mall	Bamboo Hut	Presentation to Stakeholder	3

Date	Activity Name	Location	Type of Activity	Approximate Number of Contacts
July 30, 2018	Stakeholder Meeting: Move Minnesota	Move Minnesota Office	Presentation to Stakeholder	3
July 31, 2018	Stakeholder Meeting: Gillette and Regions	Gillette Children's Hospital	Targeted Event	5
July 31, 2018	Gold Line Neighborhood Meeting	East Side Enterprise Center	Targeted Event	1
July 31, 2018	Maplewood Station Area Planning Working Group #3	First Evangelical Church	Station Area Planning Working Group	8
August 2, 2018	Stakeholder Meeting: Kowalski's and White Bear Shopping Center	White Bear Shopping Center	Presentation to Stakeholder	5
August 7, 2018	National Night Out: Roosevelt Homes	Roosevelt Homes	Community Event	18
August 7, 2018	National Night Out: Hmong American Partnership	Hmong American Partnership	Community Event	27
August 9, 2018	Stakeholder Meeting: Buerkle Hyundai	Buerkle Hyundai	Presentation to Stakeholder	5
August 14, 2018	White Bear Lake Station Area Planning Working Group #3	White Bear Lake City Hall	Station Area Planning Working Group	8
August 16, 2018	Midwest Special Services Block Party	Midwest Special Services	Community Event	24
August 16, 2018	Clean Fleets for Healthy Neighborhoods	East Side Freedom Library	Community Event	17
August 16, 2018	Payne Avenue, Arcade Street and Phalen Village Station Area Planning Group #2	Hmong Village	Station Area Planning Working Group	11
August 18, 2018	Fiesta Latina	CLUES	Community Event	51
August 19, 2018	Vadnais Heights Heritage Days	Community Park	Community Event	20
August 21, 2018	North End Study Kickoff	Ramsey County Library – Maplewood	Community Event	30
August 22, 2018	End of Summer Celebration	Edgerton Park	Community Event	25

Date	Activity Name	Location	Type of Activity	Approximate Number of Contacts
August 28, 2018	Women on Bikes Bruce Vento Trail Ride	Bruce Vento Trail	Community Event	12
August 30, 2018	Stakeholder Meeting: Cummins Sales and Service	Cummins Sales and Service	Presentation to Stakeholder	2
September 8, 2018	White Bear Lake Township Day	Polar Lakes Park	Community Event	45
September 12, 2018	Stakeholder Meeting: Vadnais Sports Center Tenants	Vadnais Sports Center	Presentation to Stakeholder	10
September 17, 2018	Lower Phalen Creek Project Meeting	East Side Enterprise Center	Presentation to Stakeholder	2
September 18, 2018	Gem Lake City Council Presentation	Gem Lake City Hall	Presentation to Stakeholder	44
September 18, 2018	Community Advisory Committee Meeting #2	East Side Enterprise Center	Community Advisory Committee	15
September 22, 2018	Payne Avenue Harvest Festival	Payne Avenue	Community Event	17
October 4, 2018	Bruce Vento Regional Trail Meeting	White Bear Lake Public Safety Building	Information Sharing	45
October 11, 2018	White Bear Lake Listening Session	Ramsey County Library - White Bear Lake	Public Forum	50
October 11, 2018	Gladstone Phase III Open House	Maplewood Fire Station 2	Information Sharing	15
October 12, 2018	White Bear Lake Listening Session	Ramsey County Library - White Bear Lake	Public Forum	20
October 25, 2018	Bruce Vento Regional Trail Meeting	White Bear Lake Public Safety Building	Information sharing	40
October 25, 2018	Railroad Island Task Force Meeting	HOPE Community Academy	Presentation to Stakeholder	5
October 30, 2018	Health Impact Assessment Workshop	Union Depot	Public Forum	25
November 1, 2018	Community Business Engagement Breakfast	Maplewood Community Center	Targeted Event/Focus Group	15

Date	Activity Name	Location	Type of Activity	Approximate Number of Contacts
November 1, 2018	Buerkle Road Station Meeting with White Bear Area Chamber of Commerce	White Bear Lake City Hall	Targeted Event/Focus Group	2
November 7, 2018	Pop-up at Century College	The "Nest" at Century College	Pop-Up	5
December 4, 2018	Hmong Village Meeting	Hmong Village	One on One Meeting	1
December 6, 2018	Santa Dinner - Duluth and Case Rec Center	Duluth and Case Rec Center	Community Event	10
January 4, 2019	Pop-up at Ramsey County Library - White Bear Lake	Ramsey County Library - White Bear Lake	Pop-Up	12
January 8, 2019	Pop-up at White Bear YMCA	White Bear YMCA	Pop-Up	14
January 10, 2019	Downtown White Bear Lake Station Open House	White Bear Lake City Hall	Public Forum	120
January 12, 2019	Pop-up at Hmong Village	Hmong Village	Pop-Up	20
January 16, 2019	Update to District 2 Community Council	District 2 Community Council	Presentation to Stakeholder	30
January 22, 2019	St. John's Hospital Leadership Meeting	St. John's Hospital	Presentation to Stakeholder	25
January 23, 2019	Pop-up at St. John's Hospital	St. John's Hospital	Pop-Up	33
January 23, 2019	Update to District 5 Payne-Phalen	Arlington Hills Community Center	Presentation to Stakeholder	20
February 2, 2019	Winter Carnival Family Day	Landmark Center	Pop-Up	10
March 6, 2019	Pedro Park Open House	Great Northern Building	Presentation to Stakeholder	30
March 8, 2019	Hamm's Complex door knocking	Hamm's complex	Information Sharing	10
March 26, 2019	Hamm's Area Engagement	Hamm's complex	Targeted Event/Focus Group	10
March 27, 2019	Ramsey County Rail Right-of-Way Design Guide Workshop	Realife Cooperative	Targeted Event/Focus Group	30

Date	Activity Name	Location	Type of Activity	Approximate Number of Contacts
March 28, 2019	Maplewood Business Council	Maplewood Community Center	Targeted Event/Focus Group	18
April y, 2019	Northeast Metro Community Expo	White Bear Lake High School	Community Event	45
April 9, 2019	Update to CapitolRiver Council Development Review Committee	CapitolRiver Council Office	Presentation to Stakeholder	8
April 12, 2019	MnDOT Lab Coordination Meeting #1	MnDOT Office of Materials Lab	Targeted Event/Focus Group	5
April 13, 2019	Saint Paul Farmers' Market	Saint Paul Farmers' Market	Pop-Up	55
April 24, 2019	One-on-one with East Side Freedom Library	East Side Freedom Library	One on One Meeting	1
April 26, 2019	Robert Street literature sharing	10th Street station area	Information Sharing	5
April 26, 2019	Weaver Elementary School Carnival	Weaver Elementary School	Pop-Up	30
May 2, 2019	Robert and 10th door knocking	10th Street station area	Information Sharing	6
May 4, 2019	Cinco de Mayo	Saint Paul's West Side	Pop-Up	70
May 7, 2019	Parent Information Night at Weaver Elementary	Weaver Elementary	Presentation to Stakeholder	11
May 8, 2019	Drop-in Discussions: 10th Street Station	Metro Square	Public Forum	8
May 8, 2019	Stakeholder meeting: Metropolitan Council for Independent Living	Metropolitan Council for Independent Living	One on One Meeting	5
May 9, 2019	Drop-in Discussions: 10th Street Station	Metro Square	Public Forum	8
May 13, 2019	Maplewood Council Workshop	Maplewood City Hall	Targeted Event/Focus Group	15
May 14, 2019	Maplewood Bike Rodeo	Maplewood Fire Station	Pop-Up	17
May 16, 2019	Realife Cooperative Discussion	Realife Cooperative	Targeted Event/Focus Group	20
May 17, 2019	Mt. Airy Homes Spring Event	Mt. Airy Homes	Community Event	54

Date	Activity Name	Location	Type of Activity	Approximate Number of Contacts
May 24, 2019	Stakeholder meeting: The Penfield	Penfield Apartments	One on One Meeting	1
May 24, 2019	Stakeholder meeting: Alano Society	Alano Society	One on One Meeting	1
May 28, 2019	Stakeholder meeting: Lunds and Byerlys	Lunds & Byerlys	One on One Meeting	1
May 29, 2019	North End Vision meeting	Maplewood Library	Public Forum	10
June 1, 2019	Train Day	Union Depot	Community Event	147
June 1, 2019	WaterFest	Phalen Regional Park	Community Event	47
June 4, 2019	Tuesdays on the Trail	Bruce Vento Regional Trail	Pop-Up	3
June 6, 2019	Pop-up at Sun Foods	Sun Foods	Pop-Up	25
June 13, 2019	Tuesdays on the Trail	Bruce Vento Regional Trail	Pop-Up	25
June 15, 2019	Pop-up at Hmong Village	Hmong Village	Pop-Up	20
June 17, 2019	Saint Paul Transportation Committee	Saint Paul City Hall	Presentation to Stakeholder	9
June 18, 2019	Presentation to Ramsey County Regional Railroad Authority	Union Depot	Presentation to Stakeholder	35
June 18, 2019	Tuesdays on the Trail	Bruce Vento Regional Trail	Pop-Up	35
June 18, 2019	Vadnais Heights City Council Workshop	Vadnais Heights City Hall	Presentation to Stakeholder	10
June 20, 2019	MnDOT Lab Coordination Meeting #2	MnDOT Materials Lab	Targeted Event/Focus Group	5
June 21, 2019	White Bear Township Executive Committee	White Bear Township	Targeted Event/Focus Group	8
June 25, 2019	Tuesdays on the Trail	Bruce Vento Regional Trail	Pop-Up	30
June 26, 2019	Meeting with Cardinal Pointe	Maplewood City Hall	Targeted Event/Focus Group	10
June 26, 2019	Larpenteur Avenue Neighborhood Meeting	Frost Lake Elementary	Targeted Event/Focus Group	3
June 26, 2019	Saint Paul City Council	Saint Paul City Hall	Presentation to Stakeholder	12
July 10, 2019	Vadnais Heights Farmers Market	Vadnais Heights City Hall	Pop-Up	13

Date	Activity Name	Location	Type of Activity	Approximate Number of Contacts
July 13, 2019	Dragon Festival	Phalen Regional Park	Community Event	98
July 24, 2019	Maplewood Touch-a-Truck	Maplewood Mall	Community Event	40
July 25, 2019	Environmental Resource Expo (MarketFest)	Downtown White Bear Lake	Community Event	35
August 6, 2019	National Night Out - Hmong American Partnership	Hmong American Partnership	Community Event	38
August 6, 2019	National Night Out - Hayden Heights Rec Center	Hayden Heights Rec Center	Community Event	11
August 10, 2019	Fiesta Latina	Comunidades Latinas Unidas en Servicio	Community Event	64
August 14, 2019	Stakeholder meeting: North Central States Regional Council of Carpenters	North Central States Regional Council of Carpenters	One on One Meeting	2
August 14, 2019	Stakeholder meeting: Northern Iron and Machine	Northern Iron and Machine	One on One Meeting	3
August 15, 2019	Pop-up at Robert Street station	Freeman Building Plaza	Pop-Up	40
August 21, 2019	Stakeholder meeting: Kendall's Ace Hardware	Kendall's Ace Hardware	One on One Meeting	2
August 21, 2019	End of Summer Celebration	Edgerton Park	Community Event	30
August 27, 2019	Pop-up at Regions Hospital	Regions Hospital	Pop-Up	25
August 28, 2019	Stakeholder meeting: Baldinger Bakery	Baldinger Bakery	One on One Meeting	1
August 29, 2019	Stakeholder meeting: Glimcher Group	Seeger Square	One on One Meeting	2
September 5, 2019	Stakeholder meeting: Realife Cooperative	Realife Cooperative	Presentation to Stakeholder	2
September 17, 2019	Gem Lake Council Update	Gem Lake City Hall	Presentation to Stakeholder	5
September 19, 2019	Pop-up at Harvest Park	Harvest Park	Pop-Up	4

Date	Activity Name	Location	Type of Activity	Approximate Number of Contacts
September 24, 2019	Stakeholder meeting: Interstate Development	Viking Electric	One on One Meeting	2
September 24, 2019	Stakeholder meeting: Opus Group	Beacon Bluff	One on One Meeting	2
September 28, 2019	East Side Community Festival	Eastside YMCA	Pop-Up	10
September 29, 2019	Pop-up at Harvest Park #2	Harvest Park	Pop-Up	3
October 8, 2019	Stakeholder meeting: Glimcher Group	Seeger Square	One on One Meeting	2
October 8, 2019	Pop-up at HealthPartners	HealthPartners 401 Clinic	Pop-Up	50
October 10, 2019	Sprint one-on-one	Sprint	One on One Meeting	5
October 15, 2019	Pop-up at Minnesota Department of Resources / Minnesota Pollution Control Agency	Minnesota Department of Natural Resources / Minnesota Pollution Control Agency	Pop-Up	35
October 16, 2019	Update to District 2 Community Council	District 2 Community Council	Presentation to Stakeholder	12
October 23, 2019	Update to Payne-Phalen District Council	Payne-Phalen District Council	Presentation to Stakeholder	12
November 19, 2019	Exchange Hi-Rise Resident Council Meeting	Exchange Hi-Rise	Presentation to Stakeholder	11
November 19, 2019	Stakeholder meeting: Mount Airy Boys & Girls Club	Mount Airy Boys & Girls Club	One on One Meeting	7
November 19, 2019	Bruce Vento Trail Extension Open House	Ramsey County Library - White Bear Lake	Information Sharing	20
November 20, 2019	Stakeholder meeting: Robert Street businesses	Keys Cafe	One on One Meeting	5
December 4, 2019	Valley Hi-Rise Resident Council Meeting	Valley Hi-Rise	Presentation to Stakeholder	12

Date	Activity Name	Location	Type of Activity	Approximate Number of Contacts
December 5, 2019	Drop-In Discussions: Right-of-Way Design Guide	Hmong Village	Public Forum	25
December 9, 2019	Wabasha Hi-Rise Resident Council Meeting	Wabasha Hi-Rise	Presentation to Stakeholder	8
December 10, 2019	Drop-In Discussions: Right-of-Way Design Guide	Maplewood Fire Station	Public Forum	18
December 12, 2019	Pop-up at Union Depot Farmers Market	Union Depot Farmers Market	Pop-Up	15
December 12, 2019	Drop-In Discussions: Right-of-Way Design Guide	Comunidades Latinas Unidas en Servicio	Public Forum	12
January 21, 2020	Harvest Park Community Meeting	Wakefield Park Community Building	Public Forum	18
April 20, 2020	White Bear Township Meeting	Virtual	Presentation to Stakeholder	10
November 12, 2020	White Bear Lake Campus Meeting	Virtual	Presentation to Stakeholder	5
January 26, 2021	White Bear Lake Arts, Culture and Education Study Meeting	Virtual	Community Meeting	10
April 27, 2021	Payne-Phalen District Council Meeting	Virtual	Presentation to Stakeholder	8

APPENDIX B: 10TH STREET STATION ENGAGEMENT SUMMARY – JUNE 25, 2019

INTRODUCTION

The Rush Line Bus Rapid Transit (BRT) Project is a future 14-mile transit route with stops between Union Depot in Lowertown Saint Paul and downtown White Bear Lake. The project definition, which was most recently refined at the Policy Advisory Committee meeting on February 28, 2019, places the southbound platform of the 10th Street station on the southeast corner of the intersection of 10th and Robert streets, directly adjacent to Pedro Park, and the northbound platform on the northwest corner of the intersection, in front of two client-oriented nonprofit offices.

With the City of Saint Paul advancing planning for Pedro Park in spring 2019, parks advocates, residents of downtown Saint Paul and other stakeholders became interested in the placement of the 10th Street station and its platforms as well as other project-related changes to Robert and 10th streets. Meanwhile, Rush Line project staff were considering placement of the 10th Street station platforms and potential impacts of the Rush Line project on nearby residents, businesses and institutions.

Implementation of the northbound platform would require removal of a driveway serving the Metropolitan Council for Independent Living, thus necessitating reconfiguration of its parking lot and potentially impacting access for employees and clients. Implementation of business access and transit (BAT) lanes along Robert Street would require removal of on-street parking serving nearby businesses including Keys Café and Bakery, Black Sheep Coal Fired Pizza and Sawatdee Saint Paul.

Project staff identified the need for additional station platform options for the 10th Street station and organized a series of engagement opportunities to gather input on the station platform location from affected residents, businesses and other local stakeholders.

PUBLIC ENGAGEMENT

During April and May 2019, project staff conducted public engagement efforts focused on the 10th Street station to gather input and answer questions from local residents, businesses, nonprofits and other stakeholders, as outlined in the Downtown Saint Paul Public Engagement Plan dated May 10, 2019.

Drop-In Discussions

The largest of these efforts was a set of two informal open houses titled “10th Street Station Drop-In Discussions” held at Metro Square, just two blocks from the planned station. These drop-in discussions drew approximately 15 attendees, most of whom expressed their opposition to locating the southbound platform adjacent to Pedro Park, citing concerns that addition of a transit station next to a park would be detrimental to the park environment,



10th Street Station Drop-In Discussion, May 8

its visitors and people who live nearby. Attendees also noted a desire for additional station features and amenities including a minimal station footprint, public art near the station, and public parking for residents and visitors.

Prior to these forums, project staff visited the following businesses to advertise the upcoming opportunities to provide input and raise awareness about the project generally:

- Black Sheep Coal Fired Pizza.
- Camp Bar (closed at time of visit).
- Keys Café and Bakery.
- Lunds and Byerlys.
- Sawatdee Thai.
- The Smallest Cog.
- Tin Whiskers (closed at time of visit).
- Union Gospel Mission Childcare Center.

Project staff were not able to speak with managers or owners at most of these locations; however, employees and managers they were able to speak to were grateful for the effort to communicate.

Stakeholder Meetings

In addition to the Drop-In Discussions, project staff met with the following businesses and nonprofit organizations located proximate to the future 10th Street station in May 2019:

- Penfield Apartments.
- Lunds and Byerlys.
- Metropolitan Center for Independent Living.
- Alano Society.

These stakeholders are generally supportive of transit, though each had concerns related to the nature of their organization or business. The property manager for Penfield Apartments and Lunds and Byerlys stated that they are generally supportive of transit because it could help recruit and retain Penfield Apartments tenants, including people who work in the northeast metro. The property manager preferred the far-side platform location and also noted that Robert and 11th streets are currently unpleasant for pedestrians, so improvements accompanying the project would be beneficial. Conversely, the manager of Lunds and Byerlys expressed concern that if visibility of the store were reduced, or if congestion increased as a result of the project, leading people to avoid driving on Robert Street, then sales would suffer. Both managers said they were concerned about people loitering and creating an uncomfortable environment for residents and shoppers.

Staff at the Metropolitan Center for Independent Living said that their location was chosen for its accessibility via transit and that they are currently considering expansion of their facility. Priorities for the organization include accessibility for Metro Mobility buses, which typically drop clients off in the parking area and stay in the lot for some period of time. Staff noted that reconfiguring the parking lot to accommodate changes resulting from implementation of Rush Line BRT would create a challenge for Metro Mobility drivers in maneuvering their vehicles. Staff emphasized that it would be important to examine ADA accessibility within three to four blocks of the station platform, as it can often be difficult for a person using a mobility device to navigate to their final destination after alighting from the bus. Staff also highlighted the importance of winter maintenance and snow removal around stations to maintain accessibility throughout the winter.

Alano Society staff were generally supportive of transit, noting that the majority of their clients use transit and that Rush Line BRT could benefit their clients by providing better transit service for people who live in the suburbs. The primary concern for the Alano Society is the potential for transit riders to loiter or litter near their building.

APPENDIX C: DOWNTOWN WHITE BEAR LAKE STATION LOCATION INPUT SUMMARY – FEBRUARY 7, 2019

DOWNTOWN WHITE BEAR LAKE STATION

In response to community interest in the planned Downtown White Bear Lake station for the Rush Line BRT Project, project staff have facilitated a variety of public engagement efforts to obtain feedback on several station location options. These efforts include:

- Pop-up events at the White Bear Lake library (January 4) and YMCA (January 8).
- An online survey released on January 9.
- An open house held on January 10 at White Bear Lake City Hall.

INPUT RECEIVED

More than 120 people attended the open house. Of these attendees, 77 filled out comment sheets, and 365 responses to the online survey were submitted from January 9 to January 31.

- Comments from residents in favor of the project reflect the following beliefs:
 - Rush Line BRT would bring additional residents and businesses to White Bear Lake.
 - Rush Line BRT would be helpful to families for shopping and other daily errands.
 - A station location close to downtown would yield the best access to jobs and retail.
 - Rush Line BRT would increase access between White Bear Lake and other communities along the route.
- Comments from residents with concern about the Downtown White Bear Lake station reflect the following beliefs:
 - A BRT station would negatively impact the character of downtown.
 - Buses will impact safety (e.g. transit will lead to an



Station location options under consideration

- increase in crime; buses present a risk to pedestrians, especially children).
 - Perception that the project would remove a lane of traffic from Highway 61.
 - There are few well-paying jobs or evening shopping destinations in White Bear Lake, and therefore little reason for people to ride transit there.
 - There is generally not a need for better transit in White Bear Lake.
 - The project is a waste of money and that Metro Transit should try adding buses to existing routes first.
 - Preference for locations away from downtown White Bear Lake, including comments preferring that the project avoid the community entirely.
- Station option comments:
 - **A – 7th Street and Washington Avenue:** Often selected by residents opposed to the project and/or residents whose top priority is safety or compatibility with existing downtown character. These residents cite reasons for their selection including the location outside the core of downtown White Bear Lake and minimization of impacts on parking and/or the character of downtown.
 - **B – 4th Street and Division Avenue (4th Street or 7th Street routing):** Often selected by residents supportive of the project who value access to activity and employment centers and/or compatibility with existing downtown character. Many residents who selected B note that its location is convenient for walking to downtown, though it requires crossing Highway 61.
 - **C – 4th Street and Highway 61 (In line platform):** Often selected for its limited impact on parking, businesses and residences, as well as its close proximity to downtown. The top priority of people who rated Option C as their first choice is access to activity and employment centers. Comments note that Option C could also allow for an extension north to a terminal location in Hugo. A noted drawback is that Highway 61 is not safe for pedestrians.
 - **D – 2nd Street and Clark Avenue:** Often selected by residents supportive of the project and residents whose top priority is access to activity and employment centers or safety. Reasons for selecting this option include its proximity to the center of downtown, the good transit access it would provide to residents who live close to downtown and its proximity to Highway 61. The loss of parking on Clark Avenue is still a concern for some. This is the preferred option of people who support transit and the Rush Line BRT Project.
 - **E – Banning Avenue and Highway 61:** Often selected by residents opposed to the project because of its distance from the center of downtown and the perception that it would minimize impacts to the character of downtown. The top priority of people who preferred this option is safety.
 - **F – Arrive at 4th Street and Highway 61; depart from 7th Street and Washington Avenue:** Comments note that Option F would require bus riders to cross Highway 61, which can be unpleasant and unsafe for pedestrians. Very few commenters were in favor of this option.
- Other comments:

- People who support a downtown station want to be sure it will be walkable.
- Many people would like to see safety improvements on Highway 61 such as a reduced speed limit, leading pedestrian intervals at crossings, pedestrian islands, bumpouts and pedestrian bridges.
- Some people look forward to having a more sustainable travel option.
- Some people are excited about the project and would like it to be as close to destinations as possible.
- Some people suggested the inclusion of public art at and around stations.
- Some residents believe there is a need for additional parking regardless of the station location. There is concern that transit riders will park their cars before riding the bus, taking up spaces that would otherwise be used by downtown employees and visitors.
- Some people want to know why bus rapid transit was chosen instead of light rail.
- Some commenters are skeptical about the need for BRT and don't want transit at all. Similarly, some people don't believe the station would benefit downtown.
- Some people think the station should be further north, suggesting potential locations including the north end of town near Hanifl Performing Arts Center, Bald Eagle, Hugo and Forest Lake. Others suggest placing the station closer to I-35E.
- Some people suggested terminating the line further south and implementation of a circulator to downtown.
- Some people think buses every ten to fifteen minutes would be far too frequent and express concerns about increased congestion and/or crime as a result.

APPENDIX D: DESIGN GUIDE PUBLIC ENGAGEMENT SUMMARY – AUGUST 20, 2019

INTRODUCTION

The Rush Line Bus Rapid Transit (BRT) Project is a future 14-mile transit route with stops between Union Depot in Lowertown Saint Paul and downtown White Bear Lake. A portion of Rush Line BRT will operate in right-of-way owned by Ramsey County. In the 1990s, after freight railroads stopped using the corridor, Ramsey County acquired this right-of-way to preserve it for future investment in high-quality transit serving the east metro. Along the segment of the route operating in the Ramsey County rail right-of-way, the BRT guideway will be co-located with a reconstructed Bruce Vento Trail.

Ramsey County is developing a Visioning Framework that will guide the design of the Ramsey County rail right-of-way and the Bruce Vento Trail area. The goal of the Visioning Framework is 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.

In January 2019, Ramsey County adopted the Parks & Recreation System Plan, which identifies community priorities and system gaps, opportunities for development and redevelopment, planned system enhancements and expansions, and natural areas requiring proactive management. The Bruce Vento Regional Trail section of the plan identified the need to adopt a master plan amendment later in 2019. This amendment is intended to identify the alignment for extending the Bruce Vento Regional Trail from Larpenteur Avenue to County Road J, accounting for the selected alignment of Rush Line BRT and continued active use of the railway. The amendment will also address other changes to the corridor such as trailhead development, improvements throughout the corridor to address changing trends and demographics, and increased recreational opportunities.

Public engagement regarding the Visioning Framework and the framework document itself are intended to be complementary to the Bruce Vento Regional Trail amendment process. Rush Line BRT Project staff distributed flyers about the future extension of the Bruce Vento Regional Rail north of Buerkle Road at each public engagement event and collected comments regarding the extension on behalf of Ramsey County Parks and Recreation, which is leading the master plan amendment and trail extension project.

PUBLIC ENGAGEMENT

On March 27, 2019, Rush Line BRT Project staff hosted a workshop to introduce the Ramsey County rail right-of-way Visioning



Tuesdays on the Trail, June 18

Framework and solicit initial feedback on a variety of guideway and trail aspects. Attendees included representatives from the Policy Advisory Committee, Technical Advisory Committee and Community Advisory Committee as well as other stakeholders with an interest in the Visioning Framework process. Project staff provided a virtual tour of the Visioning Framework area and sought input using a visual preference survey. The visual preference survey addressed:

- Trail/BRT separation.
- Grade separation.
- Landscaping.
- Stormwater treatment.
- Fencing.
- Buffer/screening.
- Trail lighting.
- Trailhead.
- Amenities.

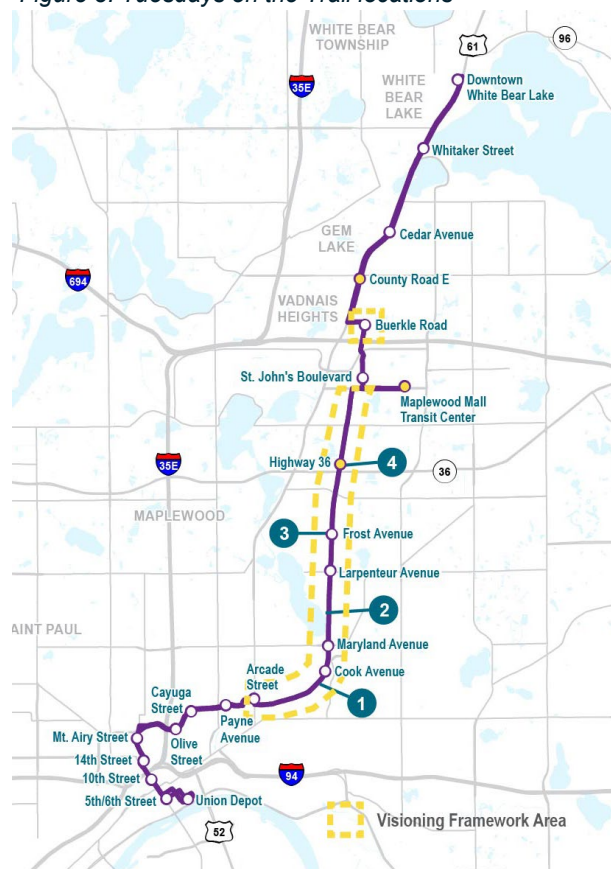
The most popular survey options were used in subsequent public engagement materials. Options that elicited a negative response from workshop attendees were eliminated from consideration. A full summary of the workshop, including detailed information regarding the visual preference survey and responses, can be found in the appendix.

Throughout June 2019, Rush Line BRT Project staff facilitated public engagement events to solicit input from stakeholders and inform the creation of the Visioning Framework. This included a series of four planned “Tuesdays on the Trail” pop-up events in which staff set up boards with project information and visual preference surveys at various locations along the Bruce Vento Trail, shown in Figure 1. Project staff sent informational mailings to residents and property owners within approximately one-quarter mile of the right-of-way to promote these events. At these events, project staff spoke with more than 90 residents, trail users and other people with interest in future changes to the trail. At each of these events, project staff also provided information about the Bruce Vento Trail Extension project.

In addition to the “Tuesdays on the Trail” series, project staff hosted pop-up meetings at locations and community events near the right-of-way including the local grocery store Sun World Supermarket and WaterFest, an annual event held in Phalen Regional Park. To gather feedback from members of the Hmong community who live near the right-of-way, project staff hosted an open house-style meeting. Project staff specifically invited members of this community with a mailing and collaborated with related organizations, such as Hmong American Partnership, to distribute promotional materials for the meeting to the community.

Project staff created an online survey seeking input on the same aspects of the right-of-way as the boards presented during the in-person events described above. This survey was promoted on social

Figure 3: Tuesdays on the Trail locations



media, in the mailing and in the project newsletter, and was available throughout the month of June for people to take at their leisure. The survey garnered 37 responses. The following summary accounts for input received both at in-person events and through the online survey.

PUBLIC INPUT

Project staff solicited feedback on the following aspects of the Bruce Vento Trail and Ramsey County rail right-of-way:

- Most important right-of-way elements.
- 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.

The boards used at each in-person event and replicated in the online survey are included in the appendix for reference.

Right-of-Way Elements

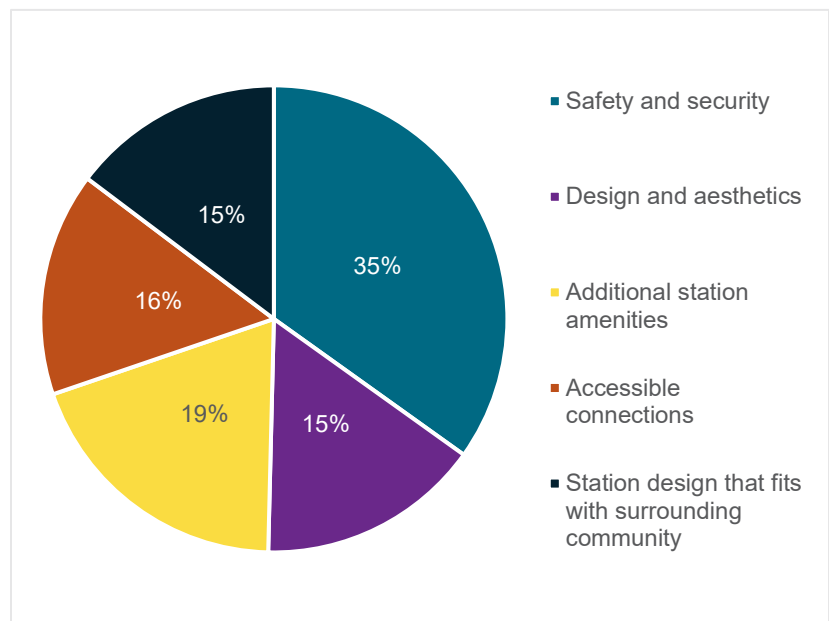
Project staff requested input on which of the following right-of-way elements were most important to consider in the design of the Bruce Vento Trail:

- Safety and security.
- Design and aesthetics.
- Additional station amenities (landscaping, public art, wayfinding signage, etc.).
- Accessible connections.
- Station design that fits with the surrounding community.

Respondents' top priority was safety and security, which received approximately twice as many votes as any other right-of-way elements for consideration, as shown in Figure 1-2.

Those who indicated a desire for additional amenities suggested low- or mid-level lighting, low or no lights after midnight and increased wayfinding signage at stations.

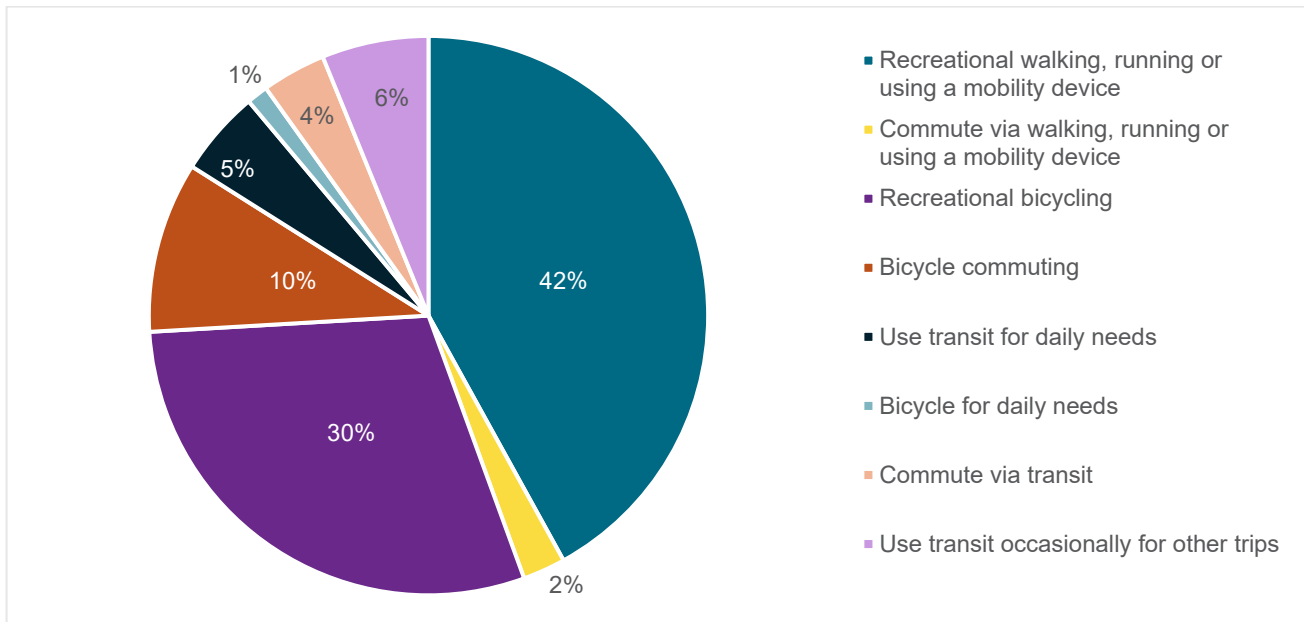
Figure 1-2: Priority Right-of-Way Elements for Consideration



Use of Ramsey County Rail Right-of-Way

Project staff asked how people would use the right-of-way once Rush Line BRT is constructed to learn more about user needs. Respondents primarily indicated that they would continue using the right-of-way for recreational walking, running or using a mobility device, as well as bicycling for recreational purposes and for their commute, as shown in Figure 1-3. Some expressed that they would sometimes use transit for their commute, other daily needs and for other trips. Few people indicated that they would walk, run or use a mobility device for a commute in the right-of-way.

Figure 1-3: Future Right-of-Way Use



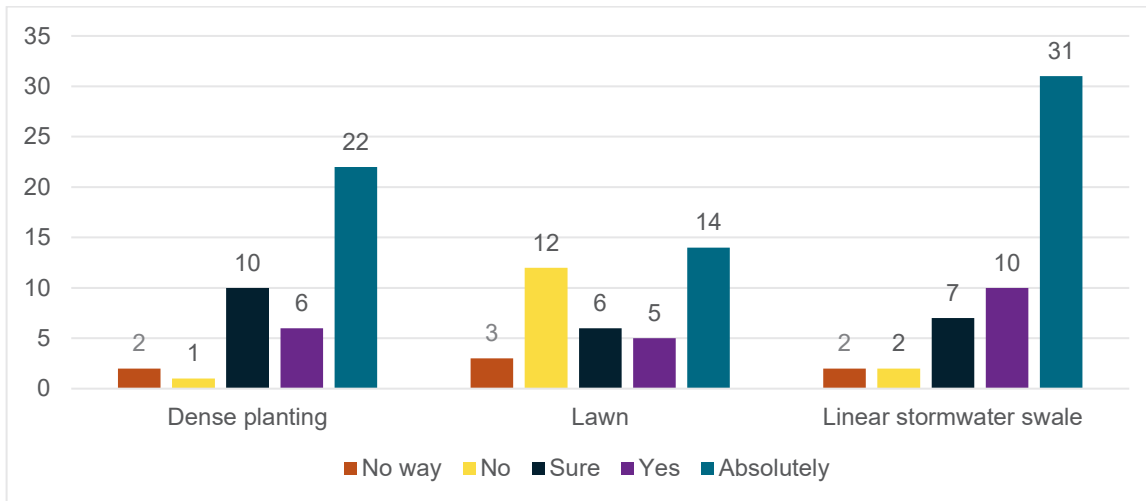
Cross Section

The Ramsey County right-of-way, where the Rush Line BRT guideway will be co-located with the Bruce Vento Trail, is generally 100 feet wide, allowing for a 28-foot-wide BRT guideway and 12-foot-wide trail while leaving space for buffers, plantings and other features. Project staff solicited input on various aspects of the typical cross section for this area, including the separation between the guideway and the trail; landscape buffer between the trail or the guideway and the edge of the right-of-way; the buffer between the edge of the right-of-way and the surrounding area; and vertical structures where grade separation is required. The visual preference survey boards used to collect this input are included in the appendix.

Separation between BRT and Trail

For the area between the BRT guideway and the Bruce Vento Trail, project staff asked respondents which of the following separation treatments they would prefer: dense planting, lawn or linear stormwater swale. A swale is a shallow channel used to manage stormwater; vegetation within a swale slows the movement of water and aids in removing pollutants. Respondents generally favored the linear stormwater swale and had a positive but less enthusiastic reaction to the lawn option, as shown in Figure 1-4. Those who preferred the swale cited reasons including aesthetic considerations, support for pollinator-friendly habitat and preference for an option they perceived as low-maintenance. Some people who preferred dense planting stated a desire to see a mixture of coniferous and deciduous trees. People who responded ambivalently or negatively to the lawn options expressed concern about environmental sustainability and maintenance of grass.

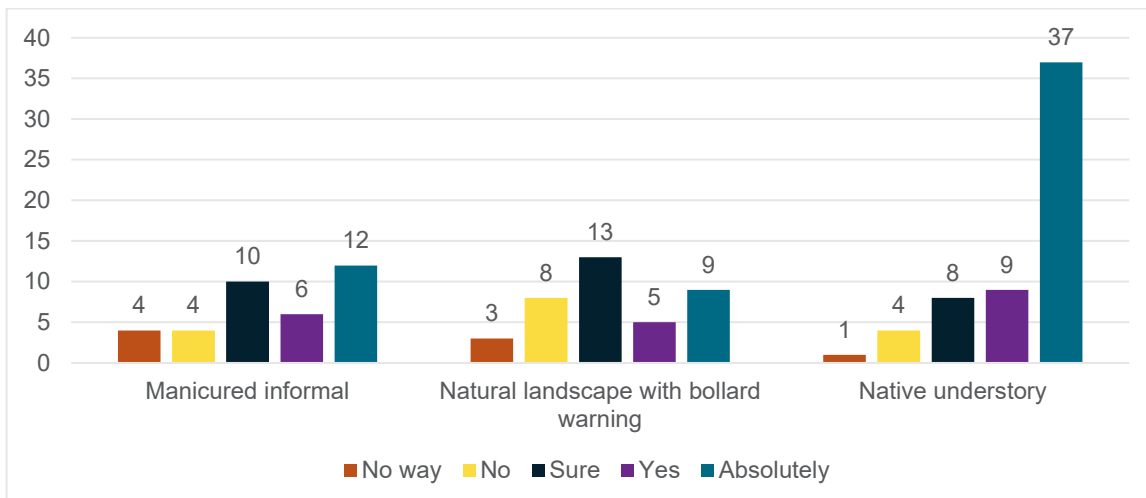
Figure 1-4: Preference for Separation between BRT and Trail



Landscape Buffer

Project staff asked which landscape buffer people would prefer between the trail or guideway and the edge of the right-of-way: a manicured informal landscape, a natural landscape with bollard warning, or native understory. Respondents overwhelmingly selected native understory as their preferred option, though the response to all three options was generally positive, as shown in Figure 1-5. People who voted in favor of native understory frequently expressed a desire to maintain the existing tree canopy to the greatest extent possible and a perception that it would better contribute to a healthy ecosystem than other options. Reasons for preferring the “natural landscape with bollard warning” included concern about visibility of the trail from the guideway if other options were implemented. Some respondents cited concerns about the design of the bollard detracting from the aesthetic quality of the trail. Though most respondents were comfortable with the manicured informal landscape option, comments on this treatment primarily focused on concerns about its environmental sustainability and ease of maintenance.

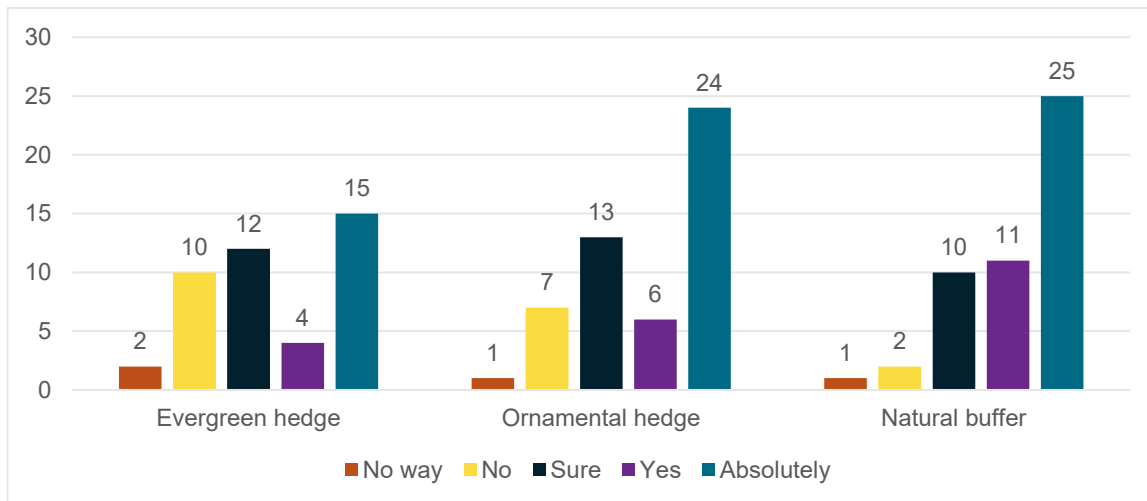
Figure 1-5: Preference for Landscape Buffer Treatment



Buffer/Edge

Project staff asked which treatment people prefer for the edge between the right-of-way and adjacent properties. The following options were presented: evergreen hedge, ornamental hedge and natural buffer. All three options were well-received overall, and the ornamental hedge and the natural buffer options were particularly popular, as shown in Figure 1-6. Comments on each option primarily focused on maintaining visibility and safety for trail users and traffic crossing the right-of-way. Comments for each option also focused on selecting plants that are native and easy to maintain.

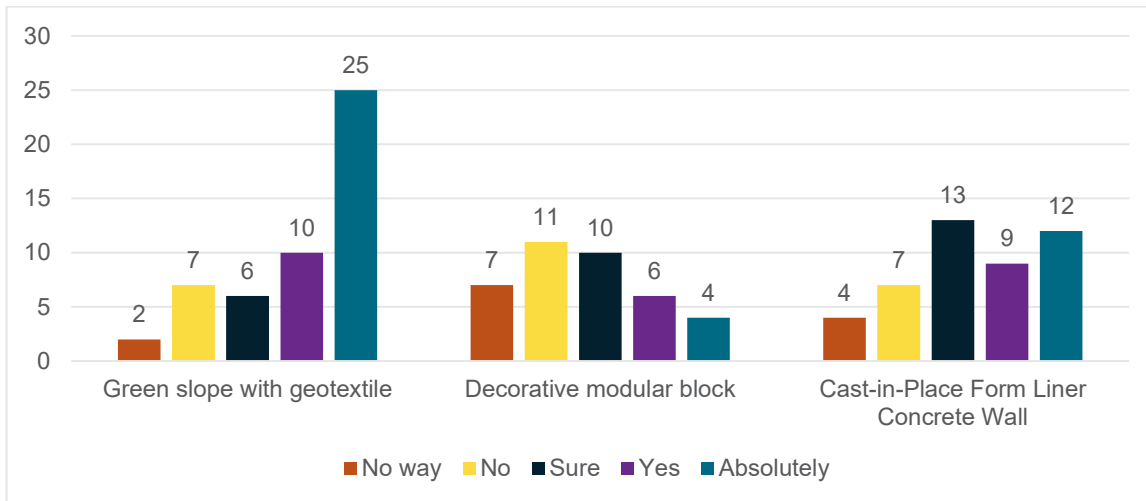
Figure 1-6: Preference for Buffer/Edge Treatment



Grade Separation

Project staff asked whether people would prefer a green slope with geotextile, decorative modular block, or cast-in-place form liner concrete wall in areas where engineered structures will be necessary for both the guideway and trail to fit within the right-of-way. The green slope with geotextile was the most preferred option by a large margin. Respondents were generally neutral to positive about the cast-in-place form liner concrete wall; the decorative modular block received some positive feedback, though responses were more ambivalent or negative overall, as shown in Figure 1-7. People who preferred the green slope option stated reasons including a general preference for plants over concrete when possible, though some believed a green slope may be less sturdy than the other two options. People who commented on the two concrete options stated a general distaste for the appearance and expressed concerns about graffiti.

Figure 1-7: Preference for Grade Separation Treatments



Other Input

In addition to indicating their preference for these treatment options, several respondents provided comments on other aspects of the right-of-way that they found important. These comments addressed the following:

- Desire to maximize distance between the guideway and the trail, even if the width of the landscape buffer must be reduced to achieve this.
- Desire to vertically separate the guideway and the trail as much as possible.
- Question about the necessity of an additional parking facility at Highway 36 Station with the Maplewood Mall Transit Center nearby.
- Desire to preserve trees and wildlife habitat.
- Concern about increased crime and people experiencing homelessness around the trail.
- Concern about increased noise.

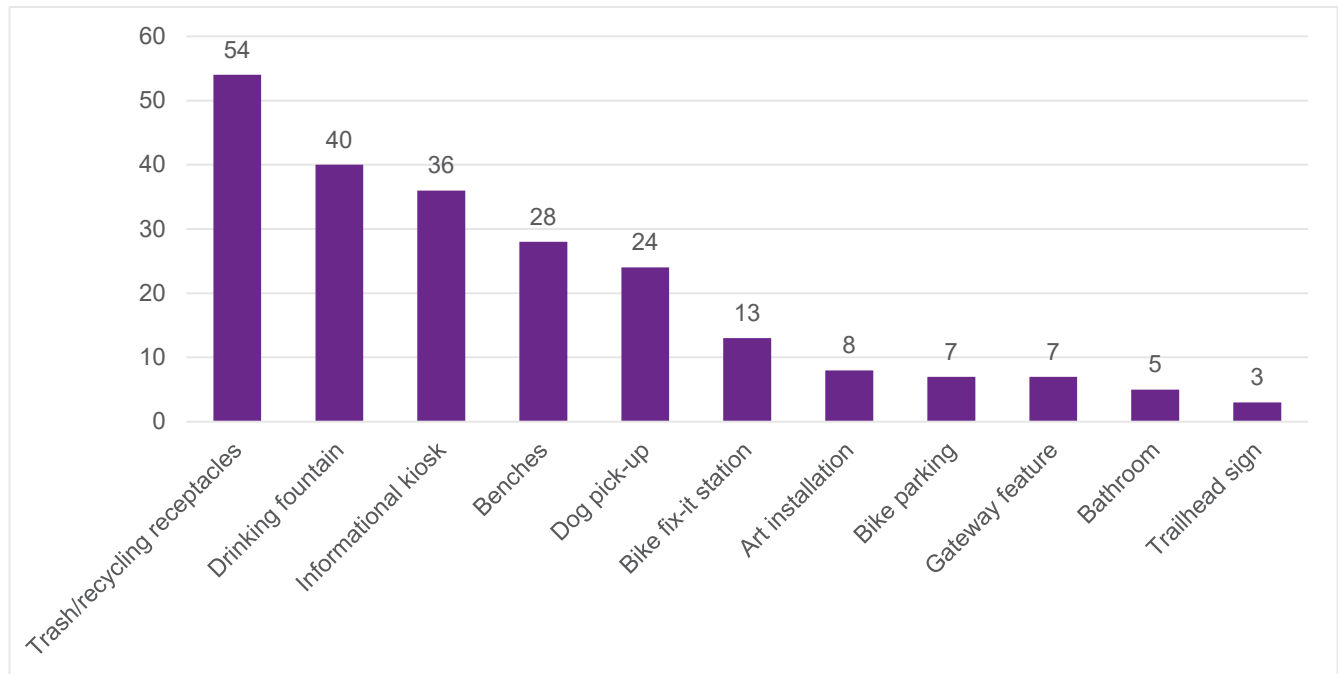
Amenities

Project staff asked which four amenities people would most like to have on the trail from the following list:

- Trash/recycling receptacles.
- Informational kiosk.
- Bike parking.
- Dog pick-up bags.
- Benches.
- Trailhead sign.
- Gateway feature.
- Bike fix-it station.
- Art installation.
- Drinking fountain.
- Additional amenities (write-in option).

The most-desired amenity was trash and recycling receptacles, as shown in Figure 1-8, with drinking fountains and informational kiosks not far behind. Benches and dog pick-up bags were also popular, while there was relatively little desire for an art installation, gateway feature, trailhead sign or bike parking. Six respondents wrote in public restrooms as a desired amenity and two requested shelters with picnic tables.

Figure 1-8: Preferred Trail Amenities



RESPONDENTS

Project staff aimed to solicit input from a diverse group of residents, trail users and other interested people throughout the first round of public engagement regarding the Visioning Framework. People who attended the “Tuesdays on the Trail” events appeared to be primarily white homeowners aged 45 and up who live in the area. Most of these attendees also indicated they use the Bruce Vento Trail “sometimes” or “often.” Survey respondents who filled out their demographic information were also predominantly white homeowners age 45 and older who live adjacent to or near the right-of-way, but unlike “Tuesdays on the Trail” attendees, half of the survey respondents indicated that they rarely use the trail. Project staff gathered input from more diverse groups at WaterFest, the Sun Foods pop-up and the Hmong community gathering.

NEXT STEPS

The input gathered through this public engagement will be used to inform the creation of a draft Visioning Framework, which is anticipated to be available for public review in September 2019. Project staff will seek feedback on the draft through additional public engagement, which may include pop-up meetings, presentations to community organizations and an open house. Input received during this time will be used to refine the Visioning Framework before it is formally approved and incorporated into the project definition in late 2019.

ADDENDUM

Figure 1-9: Board displaying Ramsey County rail right-of-way history and plans

Ramsey County rail right-of way: past, present and future



B R T

PAST



The Ramsey County rail right-of-way was once the Lake Superior & Mississippi Rail Corridor. Constructed between 1867 and 1870, the corridor was the first direct rail connection between Saint Paul and the Great Lakes Port of Duluth. Because of its historic transportation significance, the corridor is eligible for the National Register of Historic Places. Potential impacts as well as mitigation measures being evaluated as part of the Rush Line BRT Project.

PRESENT



The Ramsey County rail right-of-way currently hosts the Bruce Vento Trail.

FUTURE



The Ramsey County rail right-of-way will host the Rush Line BRT guideway and stations, along with the Bruce Vento Trail. It is a priority of Ramsey County that the Bruce Vento Trail remain a community asset and that there are safe crossings with existing roadways.

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Figure 1-10: Board seeking input on right-of-way treatments

Representative cross section

B
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Use stickers to indicate your preferred option for each of the four elements:

1 BRT/Trail Separation

Quiet electric buses will only pass every 10 to 15 minutes. This area separates trail users of all ages and abilities from the BRT guideway.

	<p>Dense Planting</p> <p>Native, natural maintained landscape promoting the local ecosystem</p>
	<p>Lawn</p> <p>Mowed and maintained landscape</p>
	<p>Linear Stormwater Swale</p> <p>Native, natural maintained landscape promoting environmental services</p>

2 Landscape Buffer

Area between the BRT or Bruce Vento Trail and the right-of-way edges.

	<p>Manicured Informal</p> <p>Mowed and maintained landscape with informal tree planting</p>
	<p>Natural Landscape w/ Bollard Warning</p> <p>Native, natural maintained landscape utilizing bollards to identify the BRT guideway</p>
	<p>Native Understory</p> <p>Dense native, natural maintained shrubs and plants promoting the local ecosystem</p>

3 Buffer/Edge Area

Area along the edge of the right-of-way edges

	<p>Evergreen Hedge</p> <p>Dense evergreen screen</p>
	<p>Ornamental Hedge</p> <p>Dense deciduous screen with seasonal interest</p>
	<p>Natural Buffer</p> <p>Dense native, natural maintained landscape</p>

4 Grade Separation

Areas where corridor grades require engineered vertical structures to keep development within the right-of-way.

	<p>Green Slope w/ Geotextile</p> <p>Steep engineered green slope</p>
	<p>Decorative Modular Block</p> <p>Stacked engineered blocks with a decorative surfaces</p>
	<p>Cast-in-Place Form Liner Concrete Wall</p> <p>Engineered concrete wall with a decorative surface</p>

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Figure 1-11: Board seeking input on priority right-of-way elements

Which right-of-way elements are most important to consider?



B R T

Use stickers to indicate the three right-of-way elements you think are most important to consider:


<p>Safety and Security</p> 	<p>Accessible Connections</p> 
<p>Design and Aesthetics</p> 	<p>Station Design that Fits with Surrounding Community</p> 
<p>Additional Station Amenities (Landscaping, Wayfinding Signage, etc.)</p> 	

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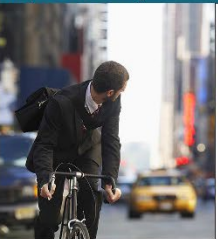


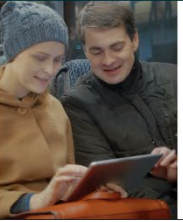
Figure 1-12: Board seeking input on how people plan to use the right-of-way

How do you plan to use the Ramsey County rail right-of-way after Rush Line BRT is constructed?



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Use stickers to indicate how you plan to use the rail right-of-way:


<div style="background-color: #00728f; color: white; padding: 2px 5px; font-weight: bold;">Recreational walking, running or using a mobility device</div>  <div style="height: 150px; background-color: white;"></div>	<div style="background-color: #00728f; color: white; padding: 2px 5px; font-weight: bold;">Commute via walking, running or using a mobility device</div>  <div style="height: 150px; background-color: white;"></div>	
<div style="background-color: #00728f; color: white; padding: 2px 5px; font-weight: bold;">Recreational bicycling</div>  <div style="height: 150px; background-color: white;"></div>	<div style="background-color: #00728f; color: white; padding: 2px 5px; font-weight: bold;">Bicycle commuting</div>  <div style="height: 150px; background-color: white;"></div>	
<div style="background-color: #00728f; color: white; padding: 2px 5px; font-weight: bold;">Use transit for daily needs (shopping, entertainment, healthcare, etc.)</div>  <div style="height: 150px; background-color: white;"></div>	<div style="background-color: #00728f; color: white; padding: 2px 5px; font-weight: bold;">Commute via transit</div>  <div style="height: 150px; background-color: white;"></div>	<div style="background-color: #00728f; color: white; padding: 2px 5px; font-weight: bold;">Use transit occasionally for other trips</div>  <div style="height: 150px; background-color: white;"></div>

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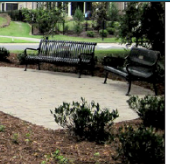




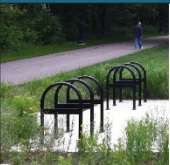

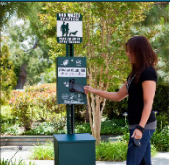
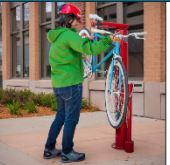
Figure 1-13: Board seeking input on trail amenities

Which trail amenities would you most like to see at stations?



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Use stickers to indicate the three potential trail amenities you would most like to see at stations:

Trash/recycling receptacles 	Benches 	Art installation 
Informational kiosk 	Trailhead sign 	Drinking fountain 
Bike parking 	Gateway 	Additional amenities (bikeshare, shade, picnic tables, etc.) - leave a Post-It note!
Dog pickup bags 	Bike fix-it station 	

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Figure 1-14: Board providing an overview of station design

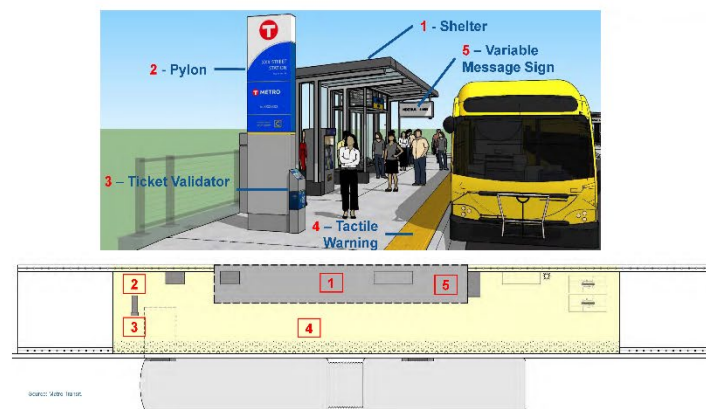
Station Design



B R T

SEVERAL STANDARD FEATURES ARE INCLUDED AT EVERY STATION:

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



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APPENDIX E: HEALTH IMPACT ASSESSMENT WORKSHOP SUMMARY – NOVEMBER 5, 2018

Date: October 30, 2018
Time: 3:00-5:00 p.m.
Location: Veterans Gallery, Union Depot

ATTENDEES

Name	Organization	Present	Absent
Nora Slawik	City of Maplewood	X	
Mark Finken	City of Saint Paul	X	
Bob Morse	Community Advisory Committee	X	
Pang Moua	City of Saint Paul	X	
Steven Love	City of Maplewood	X	
Rick Johnstone	Community Advisory Committee	X	
Brent Peterson	Community Advisory Committee	X	
Cheryl Armstrong	Saint Paul-Ramsey County Public Health	X	
Dave Anderson	Community Advisory Committee	X	
Victoria Reinhardt	Policy Advisory Committee	X	
Julie Vang	Community Advisory Committee	X	
Sandy Rummel	Metropolitan Council	X	
Lara Stilp	Community Advisory Committee	X	
Carissa Glatt	Saint Paul-Ramsey County Public Health	X	
Cynthia Whiteford	Community Advisory Committee	X	
Max Holdhusen	Ramsey County	X	
Connie Bernardy	Ramsey County	X	
Sheila Kelly	Policy Advisory Committee	X	
Alena DeGrado	City of Saint Paul	X	
Erin Bailey	Gillette Children's Hospital	X	
Sam Crosby	Community Advisory Committee	X	
Frank Alarcon	Rush Line BRT Project Team	X	

Name	Organization	Present	Absent
Andy Gitzlaff	Rush Line BRT Project Team	X	
Ed Sanderson	Rush Line BRT Project Team	X	
Jeanne Witzig	Rush Line BRT Project Team	X	
Beth Bartz	Rush Line BRT Project Team	X	
Mitzi Baker	Rush Line BRT Project Team	X	
Joe Lampe	Rush Line BRT Project Team	X	
Alicia Valenti	Rush Line BRT Project Team	X	

DISCUSSION SUMMARY

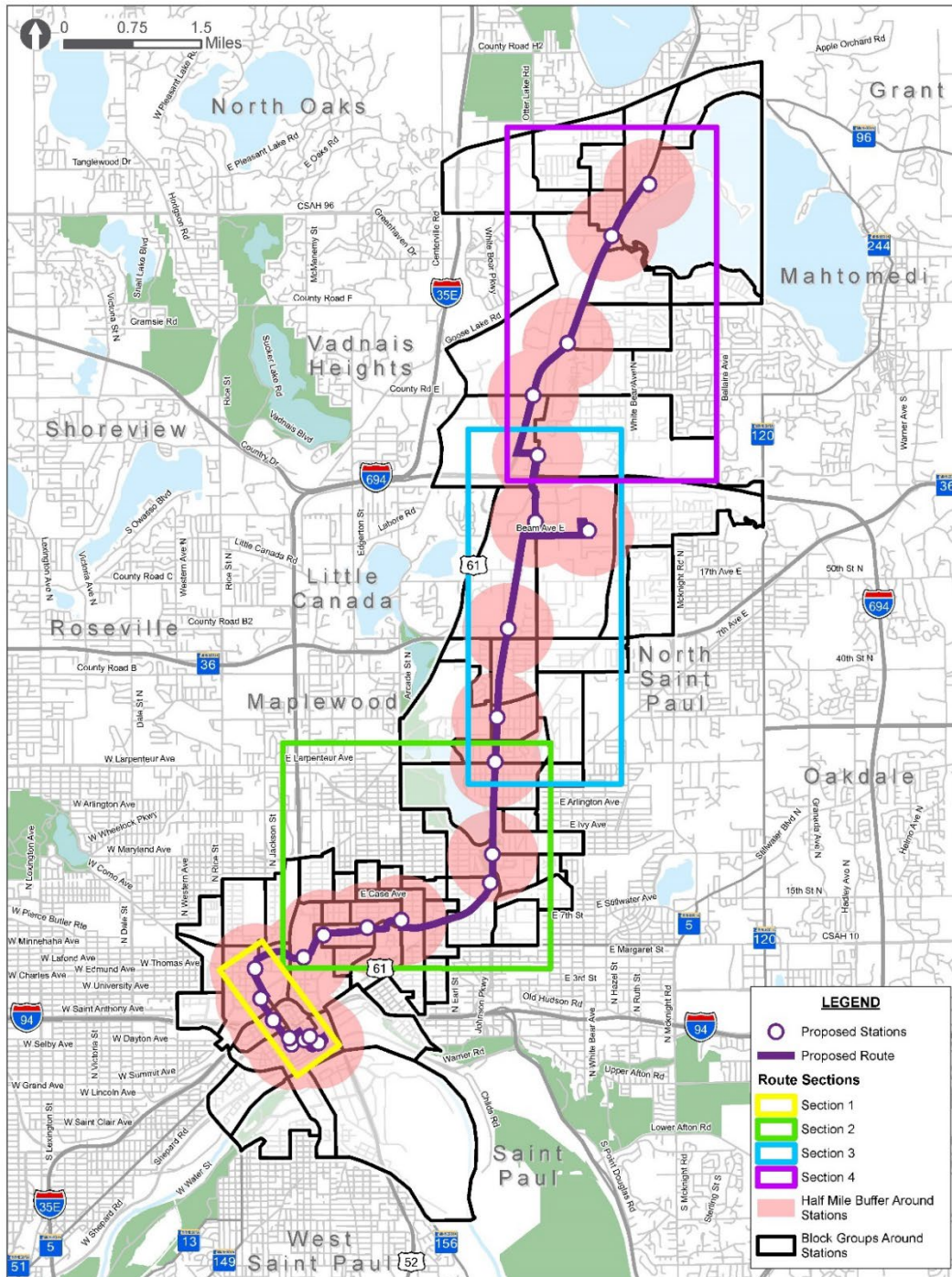
Maplewood Mayor Nora Slawik started the Health Impact Assessment Workshop with opening remarks. Frank Alarcon then facilitated introductions among workshop attendees and gave an overview of the Rush Line BRT Project. Mitzi Baker described the purpose of the Health Impact Assessment, which is to identify health indicators that may be affected by the Rush Line BRT Project, identify options and strategies to maximize benefits associated with station area planning through plans, policy or design, and identify potential adverse impacts as well as options and strategies to minimize or mitigate potential adverse impacts through plans, policy or design. The goals of the assessment are to create a tool to help educate policymakers and community members on the project's ability to achieve social equity, environmental and economic development goals, and to build capacity among planners, engineers and public health officials in achieving positive health outcomes throughout the corridor.

Mitzi then provided an overview of the process for completing a Rapid Health Impact Assessment, which consists of six steps: screening, scoping, assessment, recommendations, reporting, and monitoring and evaluation. The Health Impact Assessment is currently in the scoping phase. Mitzi described the three different types of Health Impact Assessments: rapid, intermediate and comprehensive. A Rapid Health Impact Assessment is being created for the Rush Line BRT Project, which is characterized by a short timeline and based on a literature review. This type of Health Impact Assessment requires some public engagement and primary research and lays a foundation for future analysis.

Mitzi described a health indicator as a measurable characteristic that describes the health of a population, determinants of health or healthcare access, cost, quality and use. A health indicator may be defined for a specific population, place, political jurisdiction or geographic area. Mitzi defined determinants of health as commonly considered factors that determine a person's state of health, including genetics, personal health practices, income and social status, social support networks, employment and working conditions, physical environments and education. Mitzi next introduced the Transportation and Health Tool created by the U.S. Department of Transportation as a resource for the Health Impact Assessment and the workshop. This tool examines the five primary pathways through which transportation influences public health: active transportation, safety, clean air, connectivity and equity.

Mitzi requested that workshop attendees sit at tables according to their geography of interest: Section 1, from Union Depot station to Mt. Airy station; Section 2, from Olive Street station to Larpenleur Avenue station; Section 3, from Larpenleur Avenue station to Buerkle Road station; and Section 4, from Buerkle Road station to Downtown White Bear Lake station. These sections are shown in Figure 1.

Figure 15: Rush Line BRT Route and Sections for Study



The Section 1 group included Mark Finken, Cynthia Whiteford, Erin Bailey, Pang Moua, Brent Peterson and Carissa Glath and focused on downtown Saint Paul and the Mt. Airy neighborhood. The Section 2 group included Julie Vang, Cheryl Armstrong and Alena DeGrado and focused on Saint Paul's Railroad Island, North End and Greater East Side neighborhoods. The Section 3 group included Sam Crosby, Connie Bernardy, Steve Love, Lara Stilt and Mayor Slawik and focused on

Maplewood. The Section 4 group included Dave Anderson, Sandy Rummel, Victoria Reinhardt, Rick Johnstone, Bob Morse, Sheila Kelly and Max Holdhussen and focused on Vadnais Heights, Gem Lake and White Bear Lake.

Factors That Influence Health

Mitzi asked the workshop attendees to discuss what ways the Rush Line BRT Project might affect factors that influence health. The Section 1 group named access to walking, active transportation and jobs as important factors that would be affected by the Rush Line BRT Project. They also noted improved mental and physical health, including increased social cohesion and ability to age in place, and access to trails as potential benefits of the project and expressed concern about potential decreased peace of mind and air quality on the Bruce Vento Trail. The Section 2 group stated that they had discussed many of the same factors as the Section 1 group and added decreased auto-dependency and a resulting improvement in air quality, as well as increased mobility, as potential benefits of the project.

The Section 3 group said that access to healthcare, parks and fresh food would be a benefit, as well as encouragement of walking, opportunities for greater connectivity, less congestion and improved air quality. The potential negative impacts this group named were motion sickness, safety at crossings and safety in neighborhoods. The Section 4 group stated that the project would provide opportunities to age in place and may decrease emissions, then added that potential negative effects that are a concern for some members of the community include a change in the atmosphere and an increase in crime.

Existing Conditions

After concluding the initial discussion of factors that would be affected by health, Mitzi gave an overview of existing conditions in each section and along the route as a whole. These focused on demographic measures such as the racial and ethnic composition of communities in the corridor, English proficiency, unemployment and the average median household income. Mitzi then asked each group to discuss the following three questions:

- How does the data for your section compare to the others?
- What differences exist that could influence health?
- What health factors are most important to the section your table is reviewing?

How does the data for your section compare to others?

The Section 1 group noted that downtown had higher levels of poverty and unemployment, lower median household incomes and a greater population with low English proficiency. The Section 2 group highlighted the large discrepancies even within Saint Paul, noting that from the Mt. Airy to Cook Avenue stations unemployment is higher, and education and incomes are lower than in the area from Union Depot station to Regions/Green Line station. The Section 3 group stated that Maplewood has higher car ownership rates than other communities along the route, but that it also has less infrastructure for non-automotive transportation. The Section 4 group noted that White Bear Lake is whiter, wealthier and more educated than other communities in the corridor, and that there are higher rates of English proficiency.

What differences exist that could influence health?

The Section 1 group stated that this area of Saint Paul has a greater proportion of the population with limited English proficiency, more people with disabilities and higher poverty rates along with other characteristics that directly impact employment opportunities and, consequently, access to healthcare.

The Section 2 group reiterated that this part of Saint Paul experiences worse outcomes than other areas of the city and that significant portions of the population may not have access to employment opportunities. The Section 3 group said that lack of knowledge about what resources are available may be one of the most significant barriers to accessing care or improving health. The Section 4 group stated that White Bear Lake fares well on most health indicators with the exception of the proportion of the population over age 65.

What health factors are most important to the section your table is reviewing?

The Section 1 group said that access to employment is a major indicator of access to healthcare and that made it the most important health factor for their area. The Section 2 group stated that a lot of indicators are related to the ability to have holistic health, focusing on mental health in particular. This group added that another layer of information including data on asthma rates may give additional insight into the key health factors for this area such as air quality. The Section 3 group also focused on access to and options for employment and employment services as health factors, noting that transportation options contribute significantly to employment access or lack thereof. The Section 4 group again expressed their interest in workforce issues, focusing on workforce gaps, the workforce housing located in White Bear Lake and the various community organizations undertaking workforce initiatives.

Health Equity and Health Indicators

After the health factors discussion, Mitzi shared the Centers for Disease Control Health Equity Working Group's definition of health equity as the "fair distribution of health determinants, outcomes and resources within and between segments of the population, regardless of social standing" and described health disparities in Minnesota. Mitzi then asked the four groups to discuss which health indicators they think could be influenced by the Rush Line BRT Project. The four groups shared potential changes, both positive and negative, to health indicators in their respective geographies:

- Section 1:
 - Greater access to and opportunities for employment.
 - Greater access to green space.
 - Increased social connections.
 - Potential for gentrification.
 - Potential for a decrease in housing affordability and displacement of lower-income communities.
- Section 2:
 - Greater access to employment.
 - Questions about the type of jobs that will become accessible and whether they offer healthcare as well as whether they will be obtainable by people with limited English proficiency and/or less formal education.
- Section 3:
 - Opportunity to increase wealth for people through jobs.
- Section 4:
 - Increased access to jobs resulting in greater access to healthcare and higher income.
 - Connecting service would be important to enhance benefits.

Scoping

Following the discussion of which health indicators may be influenced by the project, Mitzi provided guidance for deciding on the scope of the Health Impact Assessment. Mitzi instructed workshop attendees to consider timing, duration and severity of potential impacts and the geographic boundaries of the assessment and population groups that will be prioritized when deciding which topics should be highest priority for the Health Impact Assessment. Mitzi asked each group to identify the two topics that they felt were most important to study for this assessment.

The Section 1 group stated that the push to narrow topics is a disservice to communities with high levels of poverty but stated that their priorities are affordable housing and access to grocery stores and health clinics. The Section 2 group identified their priority topics as affordable housing and access to employment, noting that it will be important to know the health status of the community and that the Community Health Needs Assessment for Ramsey County will be released later in 2018. The Section 3 group said that their priority is safe, accessible and efficient access to stations for all riders. The Section 4 group stated that their main topic of interest is the connectivity the project will provide to jobs, education and other transit, with Rush Line BRT acting as a spine in a regional transit network.

Next Steps

Mitzi identified the primary topics heard through this discussion as connectivity, access and accessibility, and employment and jobs, and confirmed these as the topics for study with the workshop attendees. Mitzi listed the following potential research questions:

- What barriers might there be to fully realizing health benefits of the Rush Line BRT Project?
- What could be done to minimize or eliminate these barriers?
- What opportunities are there to maximize health benefits of the Rush Line BRT Project in ways that positively influence health?

Mitzi provided an overview of the Health Impact Assessment process. The assessment will entail a review of plans, policy and programs to address topics identified through scoping. The project team will prepare a preliminary report and recommendations based on peer-reviewed evidence, literature review, expert insight and best practices.

When the Health Impact Assessment is completed, there will be a stakeholder meeting to present findings and recommendations and finalize the report. The recommendations will then be shared with project advisory committees to inform near- and long-term decision making.

APPENDIX F: HAMM'S BUSINESS ENGAGEMENT MEETING SUMMARY – APRIL 4, 2019

Date: March 26, 2019
Time: 2:00 - 4:00 p.m.
Location: Hamm's Complex, 717 Minnehaha Avenue East

ATTENDEES

Name	Business or Affiliation
Business Representatives	
Abdi Ali	Karibu Grocery and Deli
Mohamed Ali	Karibu Grocery and Deli
Jason Burbul	Socrat(Easy)
Eryk Cianciarulo	E Photo Vision
Paris Dunning	East Side Area Business Association
Joann Ellis	Ramsey County
Tom Labey	A Plus Appliance
Jaclyn Semlak	Saint Paul Brewing
Danielle Thielen	Health Systems Cooperative Laundries
Project Staff and Other Attendees	
Bill Dermody	City of Saint Paul
Joann Ellis	Ramsey County
Frank Alarcon	Rush Line BRT Project Staff
Andy Gitzlaff	Rush Line BRT Project Staff
Marc Valencia	Rush Line BRT Project Staff
Alicia Valenti	Rush Line BRT Project Staff

DISCUSSION SUMMARY

On March 26, Ramsey County hosted a meeting to engage with businesses located in and around the former Hamm's brewing complex, shown in Figure 1. Ramsey County coordinated with Paris Dunning, Executive Director of the East Side Area Business Association, to reach out to these businesses and encourage their attendance. Frank Alarcon, a planning specialist with Ramsey County Public Works, facilitated introductions among all meeting attendees and Paris provided an overview of the East Side Area Business Association's mission and members.

Frank described the Rush Line Bus Rapid Transit (BRT) Project. Questions from attendees included:

- What will the hours of transit service be?
- How many buses will be needed?
- Will other buses operate in the corridor, like the A Line and Route 84?

Frank responded that approximately 13 or 14 vehicles will be needed to operate service from approximately 5 a.m. to midnight, though exact service hours have yet to be determined. He said that Rush Line BRT will differ from the A Line because the A Line substantially replaced Route 84, while Rush Line BRT follows a new transit route. Frank noted that it would connect with intersecting routes at various points throughout the project area.

Feedback regarding the project was generally positive. Several people said that Rush Line BRT could help their business by providing a convenient transit option for employees or by increasing visibility among people taking transit in the area. They also said that while parking is abundant around the Hamm's complex, and therefore not an area of concern, pedestrian and bicycle infrastructure is limited and the streets feel unsafe, especially on Minnehaha Avenue, Payne Avenue and Arcade Street.

Attendees identified the following areas for improvement in pedestrian and bicycle infrastructure around the Hamm's complex and suggested several possible treatments:

- Sidewalks and wayfinding on Minnehaha Avenue.
- Payne Avenue from Phalen Boulevard to Minnehaha Avenue.
 - Construct a pedestrian bridge across the Swede Hollow trail to connect Reaney Avenue to businesses in the northern section of the Hamm's complex. Attendees also identified Bush Avenue as a spot for a potential pedestrian bridge connection, but a representative of Health Systems Cooperative Laundry said that providing direct pedestrian access to this part of the Hamm's complex may be a safety concern because of delivery truck circulation in the area.
 - Provide continuous bicycle infrastructure connecting the bicycle lanes on Payne Avenue north of Phalen Boulevard to those on Payne Avenue south of Minnehaha Avenue.
- Arcade Street from Phalen Boulevard to Minnehaha Avenue.
 - Construct a pedestrian boulevard and add bicycle amenities, including a bike lane.
 - Plant trees and make other additions to enhance the visual appeal of the street.



Business representatives consider areas for improvement and redevelopment around the Hamm's complex

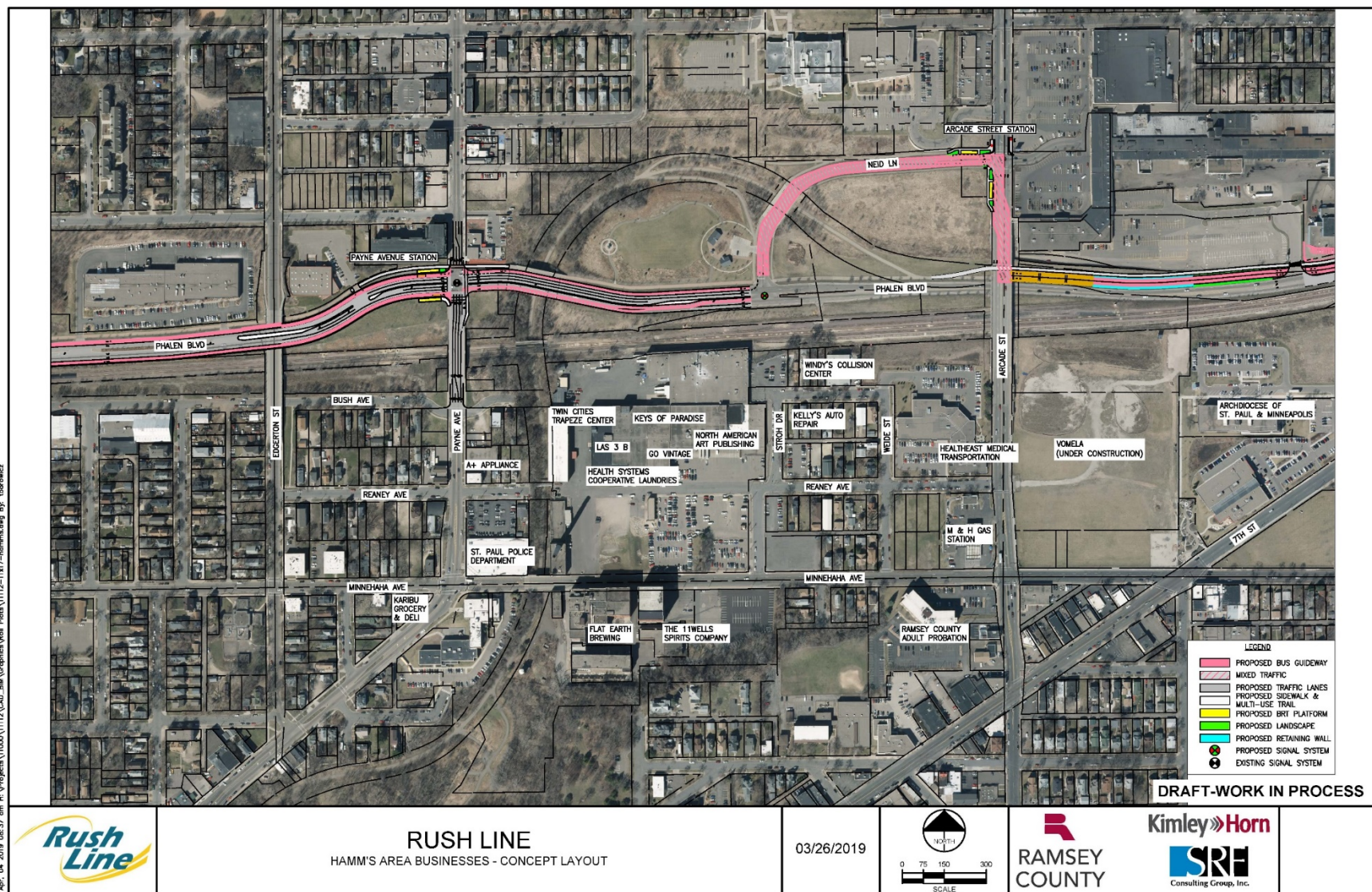
- Close a lane and/or implement parking restrictions to calm traffic near Minnehaha Avenue.
- Create space for transit users at Neid Lane to get off the bus onto the sidewalk rather than having to walk in the street.
- Provide safe access to Vertical Endeavors and the shopping mall off Neid Lane.
- Improve the Swede Hollow bicycle trail and provide better access from the trail to businesses in the Hamm's complex, such as Saint Paul Brewing.
- Install bikeshare stations near nodes with high traffic, such as the intersection of Arcade Street and Neid Lane and the intersection of Payne and Minnehaha avenues.

Attendees also highlighted several areas for that may be prime for redevelopment and other investments:

- Redevelopment.
 - Vacant land within the Hamm's complex.
 - Underused parking lots near Stroh Drive.
 - Vacant lots near the Hamm's complex. For example, suggestions for the vacant area at the northeast corner of Payne and Bush avenues included a movie theater, museum and art gallery.
 - Payne Avenue from Phalen Boulevard to Minnehaha Avenue.
- Improved lighting.
 - The delivery area serving Health Systems Cooperative Laundry.
 - Payne Avenue from Phalen Boulevard to Minnehaha Avenue.

Overall, the Rush Line BRT Project was positively received by the business representatives in attendance, and input focused on improving infrastructure for walking and biking and enhancing opportunities for economic development. Meeting attendees were enthusiastic about providing feedback and staying involved in the Rush Line BRT Project as it moves forward.

Figure 18: Rush Line BRT Route and Hamm's Area Businesses



APPENDIX G: PHALEN BOULEVARD BUSINESSES PUBLIC ENGAGEMENT SUMMARY – JANUARY 15, 2020

The Rush Line Bus Rapid Transit (BRT) Project is a 14-mile future transit route with stops between Lowertown Saint Paul and downtown White Bear Lake. A portion of the route will run along Phalen Boulevard, and construction and operation of the project will require acquisitions and easements from properties adjacent to this street. From August through October 2019, project staff met with business and property owners that are likely to be impacted by implementation of the project to share information about the project and how it may affect their properties. Project staff met with the following representatives from the following businesses:

- Northern Iron and Machine.
- North Central States Regional Council of Carpenters.
- Kendall's Ace Hardware.
- Baldinger Bakery.
- Glimcher Group, owner of the Seeger Square site.
- Interstate Development, owner of the development at 1065 Phalen Boulevard.
- Opus Development Group, owner of the Beacon Bluff site.
- Sprint Corporation.

These business representatives were largely supportive of the project and felt that it would be beneficial for attracting customers and/or recruiting and retaining employees. Some did not anticipate direct benefits to their businesses but stated that they thought the project would be a useful service for the broader community. Some had questions about the appearance and size of stations and the timeline for implementation. Several representatives expressed that they were glad to have the opportunity to discuss the project. Project staff will continue to meet with these businesses as the design of the project advances.

APPENDIX H: STATION DESIGN SURVEY SUMMARY

INTRODUCTION

The Rush Line Bus Rapid Transit (BRT) Project is a proposed 15-mile transit route with stops between Union Depot in Lowertown Saint Paul and downtown White Bear Lake. Rush Line BRT will operate daily with 10- to 15-minute frequencies and will have stations with amenities like shelters with light and heat, raised platforms with fare payment machines and real-time departure signs. The Rush Line BRT Project is led by Ramsey County in partnership with the Metropolitan Council, Metro Transit, the Minnesota Department of Transportation and the municipalities along the route.

In July 2020, Ramsey County conducted an informal survey to gather input regarding station design for project partners to incorporate into planning efforts in the next phase of project development. The survey ran for approximately five weeks and garnered 471 responses. The survey was available in English, Spanish, Hmong, Somali and Karen, and was advertised via boosted Facebook posts, Twitter posts, the Rush Line BRT e-newsletter and yard signs posted along the Bruce Vento Regional Trail. The purpose of this document is to summarize this input.

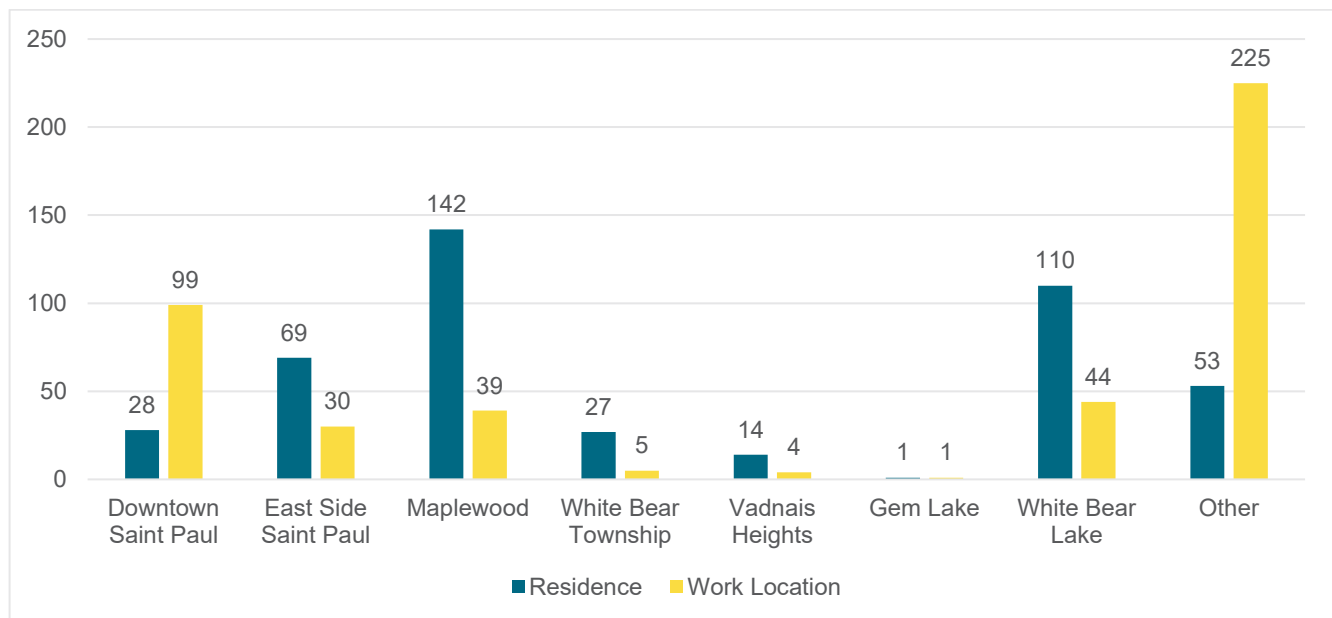


Station design survey yard sign

RESIDENCE AND PLACE OF WORK

The majority of respondents indicated that they lived in Maplewood, White Bear Lake, and downtown and the east side of Saint Paul; most of the remainder indicated living elsewhere in the corridor, while approximately 12 percent listed residences including Minneapolis, Little Canada, North St. Paul, and Saint Paul neighborhoods such as Midway, Frogtown and Highland Park (Figure 1). In contrast, while just one fifth of respondents indicated that they work in downtown Saint Paul, nearly half work outside of the project area in locations including Minneapolis, Roseville, Woodbury and Stillwater, and approximately six percent of respondents stated that they are retired.

Figure 17: Residence and Workplace of Survey Respondents



TRANSIT USE

The survey asked what would encourage respondents to use Rush Line BRT and allowed multiple selections. Safety at stations was the most popular choice, followed by safe pedestrian connections to stations, convenient locations for vehicle drop-off and pick-up, and safe bicycle connections, as shown in Figure 2. These priorities were fairly consistent for respondents from all project area municipalities, as shown in Figure 3. Those who selected “other” indicated that parking options, safety and cleanliness on the bus, and convenience and access to destinations such as restaurants would encourage them to use Rush Line BRT; some stated that they have no intent of using Rush Line BRT regardless of what features are included.

Figure 18: Features that Would Encourage Rush Line BRT Use

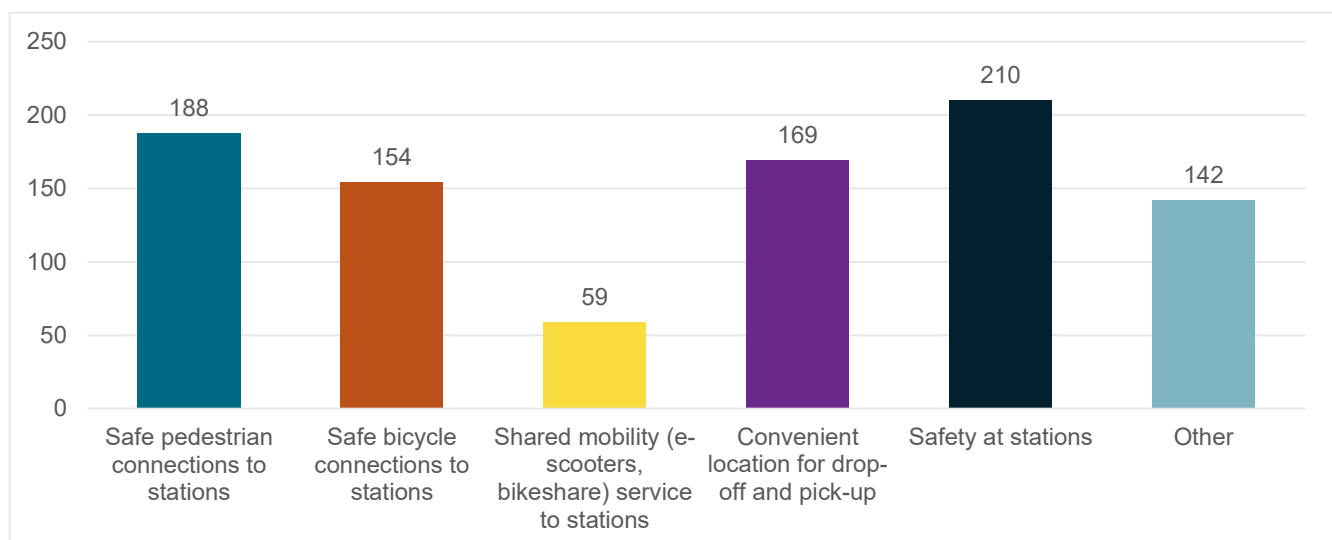
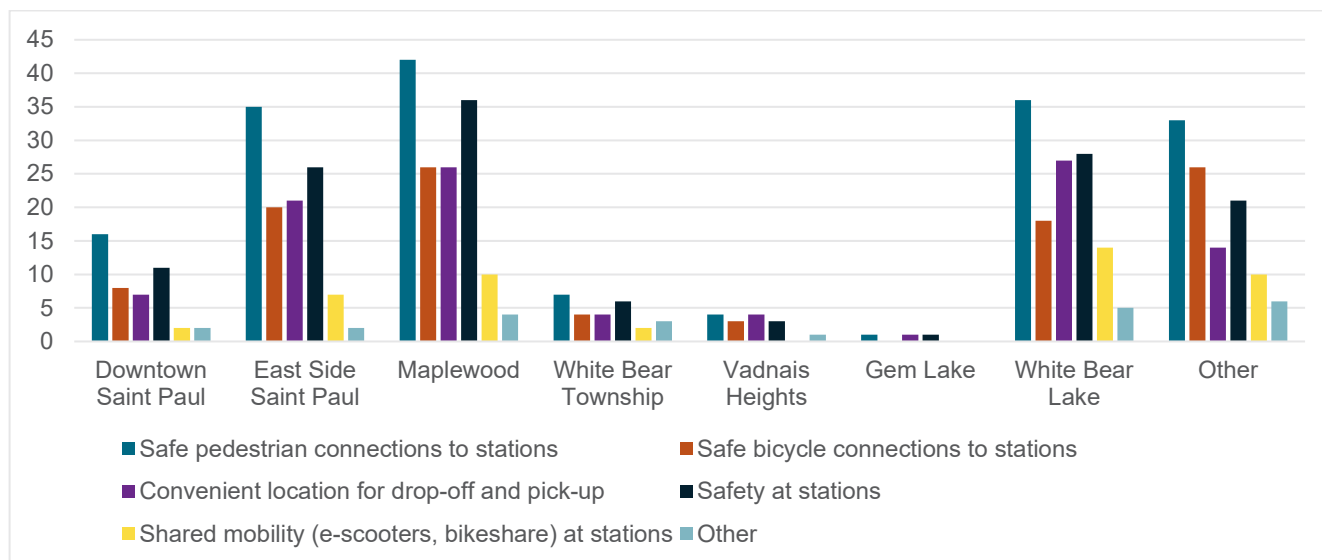
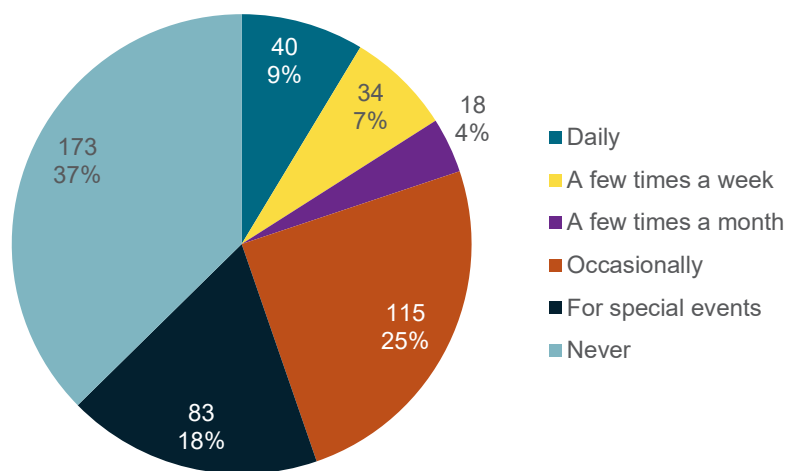


Figure 19: Features that Would Encourage Rush Line BRT Use by Respondent City of Residence



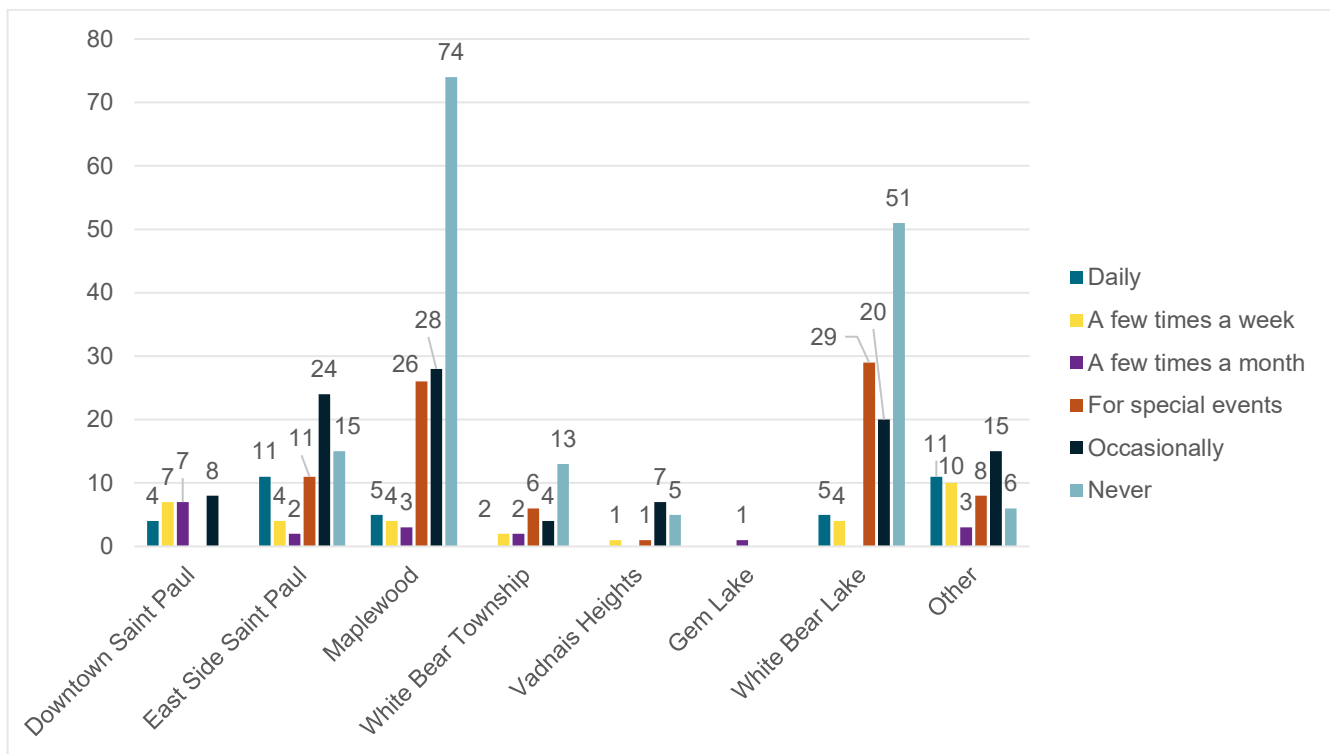
More than two thirds of respondents shared that they have some experience using transit, either on a regular basis or for special events. Approximately one fifth stated that they use transit for special events, nearly one quarter said they ride transit occasionally, and one fifth said they use transit a few times a month or more; the remaining one third of respondents indicated that they never use transit (Figure 4). For reference, approximately 15 percent of metro area residents use transit a few times a month or more.² The frequency of transit use by city of residence is shown in Figure 5.

Figure 22: Respondents' Frequency of Current Transit Use



² Metropolitan Council 2019 Travel Behavior Inventory, available at <https://gisdata.mn.gov/dataset/us-mn-state-metc-society-tbi-home-interview2019>.

Figure 21: Frequency of Transit Use by City of Residence



STATIONS NEAR DESTINATIONS

The survey asked respondents to indicate each of the 21 stations that is located near where they live, work, go to appointments, go to school, go to restaurants or shopping, or pursue other activities. Station locations are shown in Figure 6 and responses are illustrated in Figure 7.

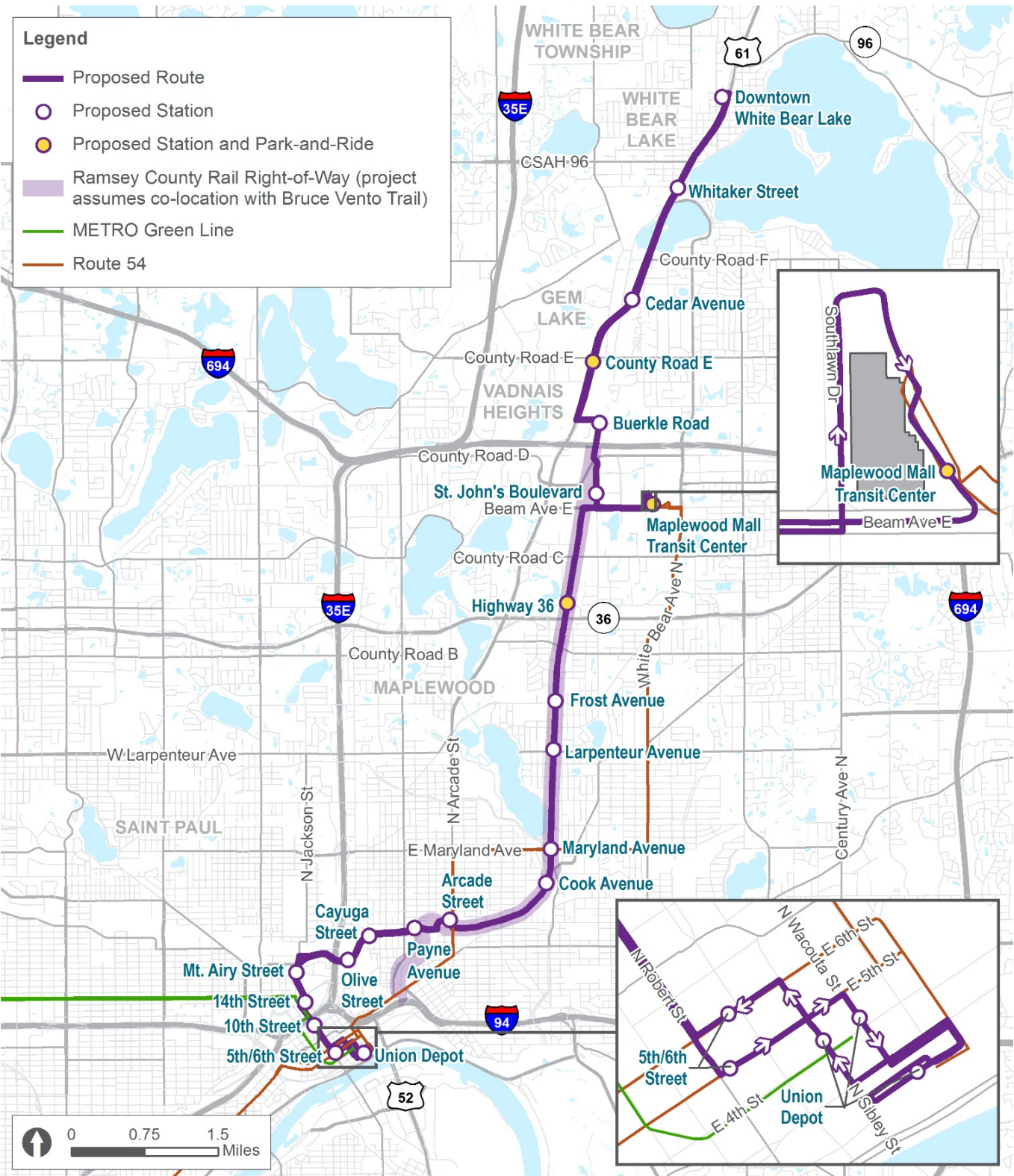
Saint Paul

The downtown Saint Paul station areas are popular destinations for work, restaurants and shopping, appointments and residences. Many respondents live or work in the Olive Street station area, and several go to appointments near the Cayuga Street station. The Payne Avenue and Arcade Street station areas are popular among respondents for restaurants and shopping, and many live in these areas. Those who shared that they go shopping near the Cook Avenue station highlighted its proximity to Hmong Village. The primary destination for people near the Maryland Avenue and Larpenteur Avenue stations is home; those who selected “other” shared that these stations are near recreational opportunities at Lake Phalen, and a few respondents said that the Maryland Avenue station is conveniently located to local shopping and restaurants.

Maplewood and White Bear Lake

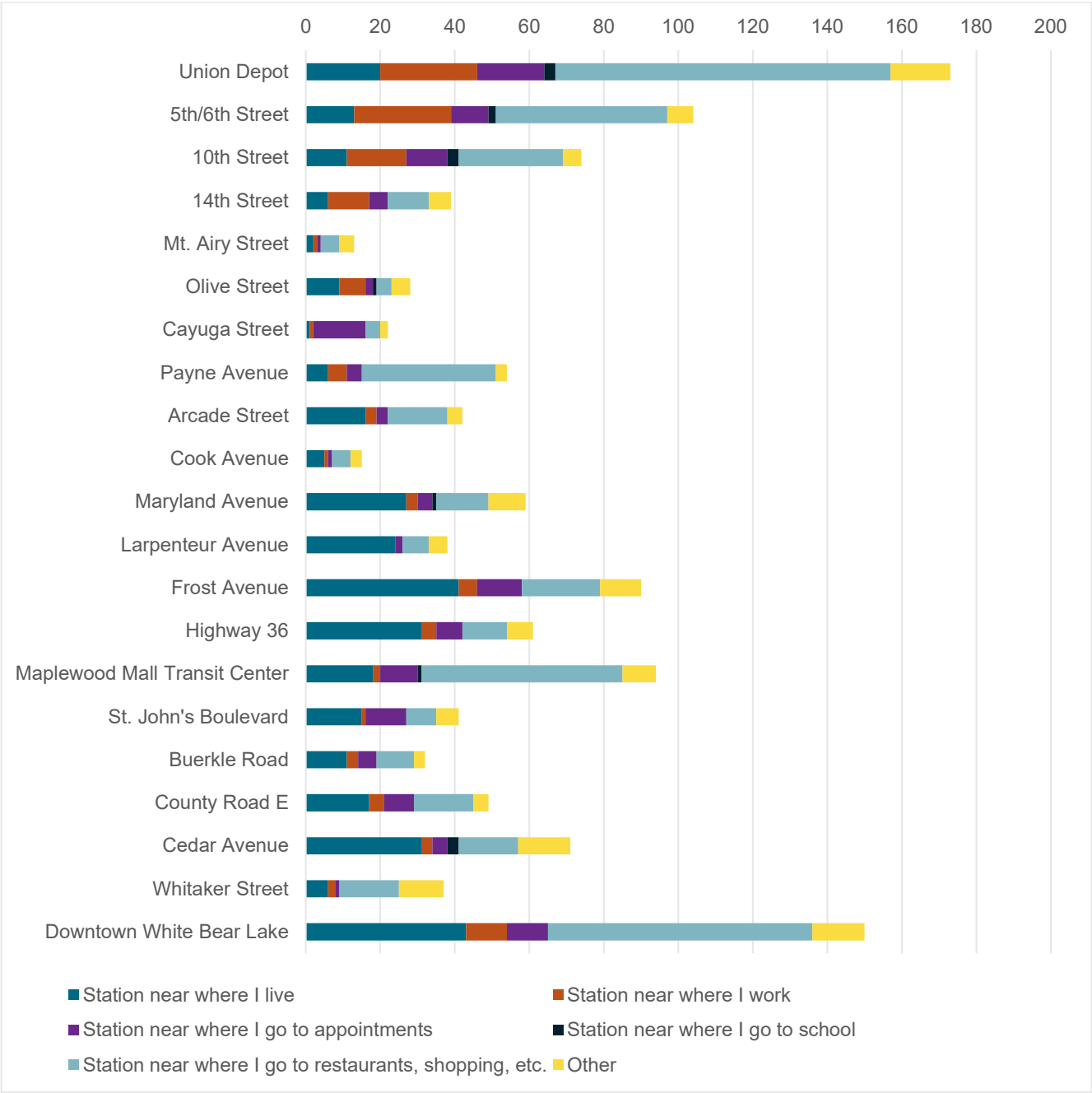
A number of respondents indicated that the Frost Avenue and Highway 36 stations are near where they live or go to restaurants or shopping, and some noted that the Frost Avenue station’s proximity to the Gateway State Trail is a benefit. Many respondents indicated that they go shopping and to restaurants near the Maplewood Mall Transit Center station, and those who selected “other” stated that they go to this station area to transfer to other transit lines.

Figure 22: Proposed Rush Line BRT Route and Stations



A few respondents indicated that they live, go to appointments and go to restaurants and shopping near the St. John’s Boulevard, County Road E, Buerkle Road and Whitaker Street stations. A significant number of respondents live, go shopping and to restaurants, work and/or go to appointments near the Cedar Avenue and Downtown White Bear Lake stations. Those who selected “other” for these six stations generally used this option to say that they would not use this station.

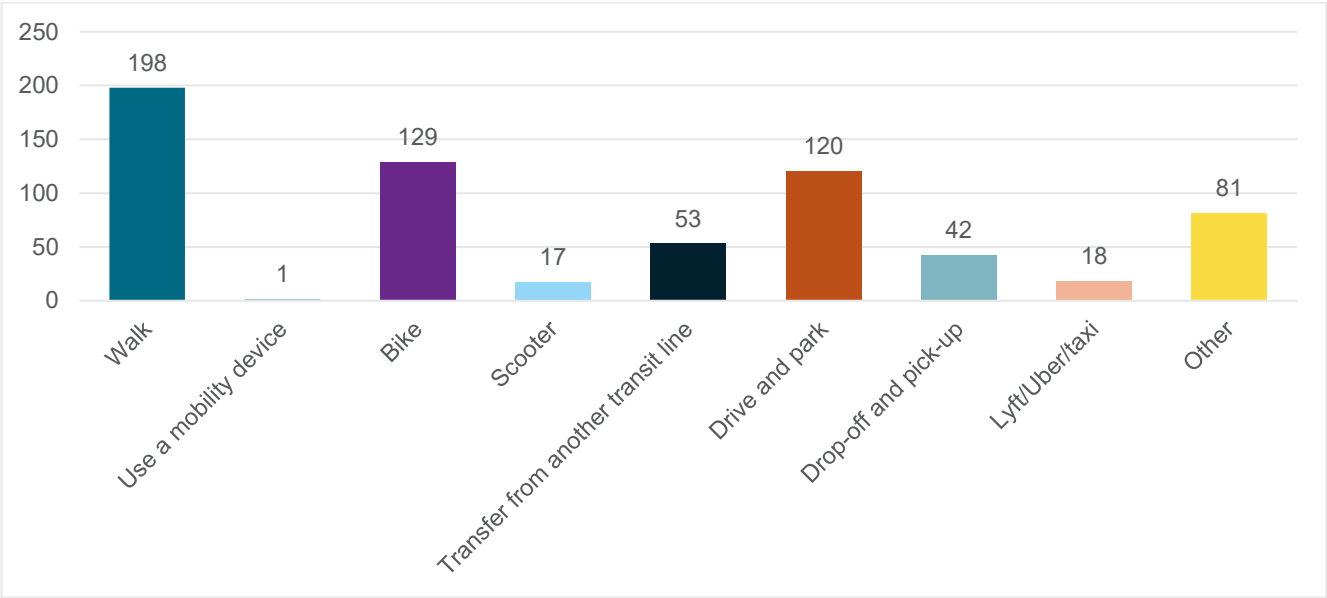
Figure 23: Respondent Activities by Station Area



USING RUSH LINE BRT

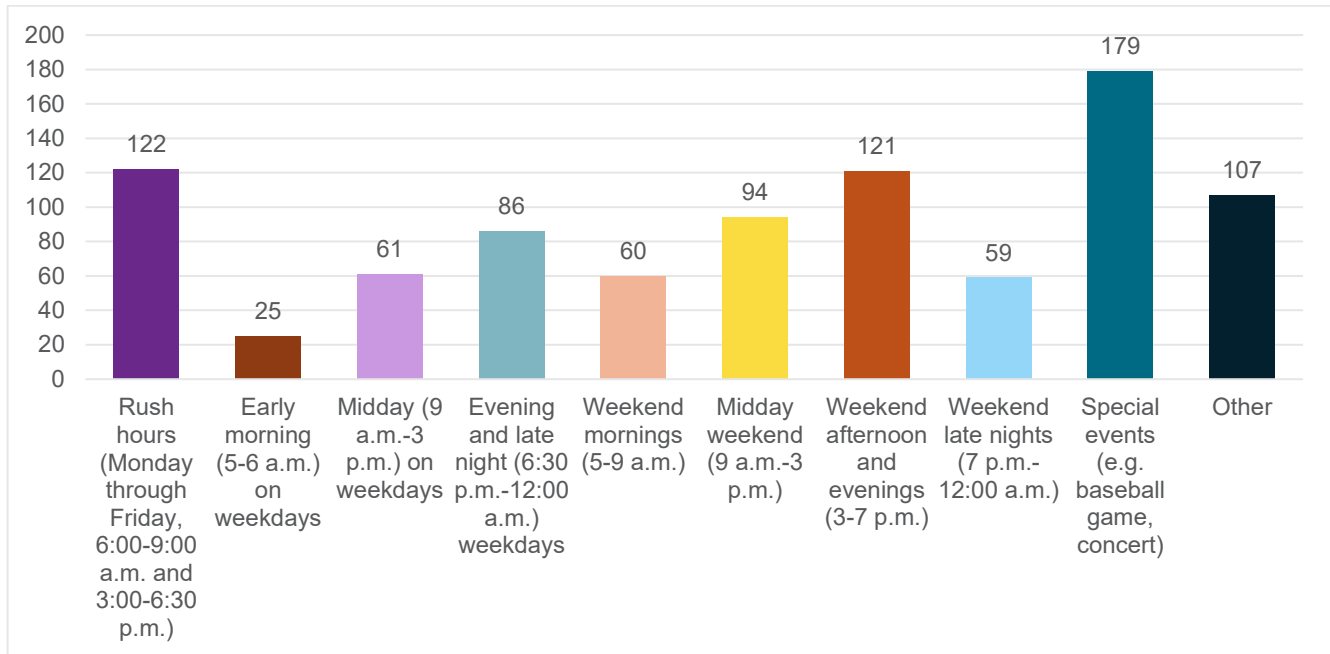
The survey next asked how respondents anticipated accessing Rush Line BRT. The most popular response was walking, followed by bicycling (Figure 8). Driving and parking to access a station was the third most popular option with one-quarter of respondents indicating that they would use a park-and-ride facility to access a station. As with the station area responses, the majority of respondents who selected “other” said that they would not use Rush Line BRT.

Figure 24: Accessing Rush Line BRT



When asked at what times they expect to use Rush Line BRT, nearly 40 percent of respondents stated that they anticipate using the Rush Line to attend special events (Figure 9). Approximately one-quarter indicated that they would use the line during rush hours and weekend afternoons. The next most popular times were midday weekend days and nighttime on weekdays. A few who selected “other” said they would use Rush Line BRT to go to doctor’s appointments, meetings or other occasional obligations; the remainder said that they do not expect to use Rush Line BRT.

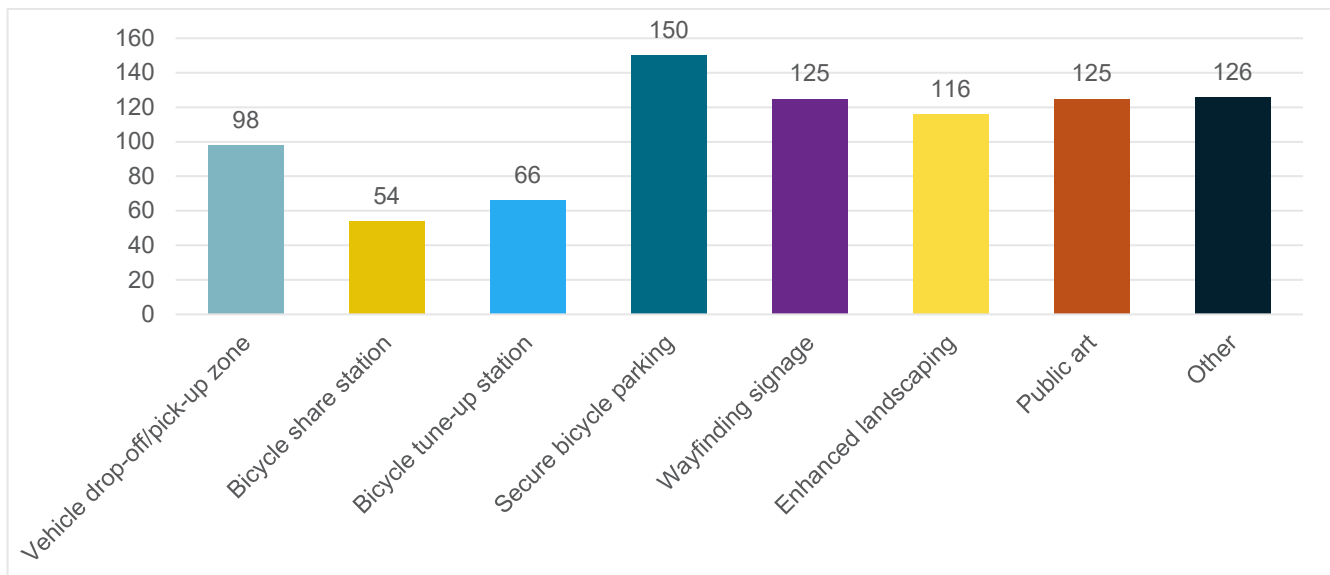
Figure 25: Expected Time of Use for Rush Line BRT



ADDITIONAL AMENITIES AND KEY FEATURES

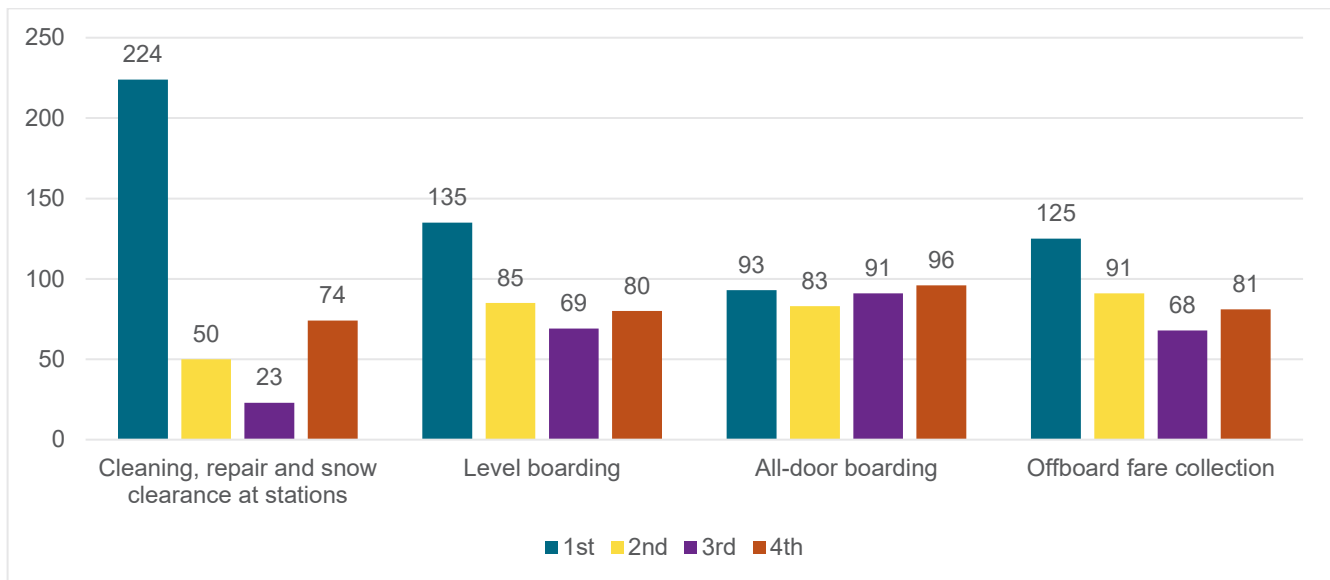
The survey asked which additional station amenities and features would improve the experience of using Rush Line BRT. The most popular answer was secure bicycle parking, with 32 percent of respondents stating that this would enhance the experience (Figure 10). Wayfinding signage, public art and enhanced landscaping were the next most popular options with 26 percent of respondents indicating a preference for each of these features. Those who selected “other” stated that they were interested in features including additional bike facilities, parking and security.

Figure 26: Preferred Additional Station Amenities and Features



This section of the survey also asked respondents to rank their priorities for an easy boarding experience. Cleaning, repair and snow clearance was the leader, with 224 respondents ranking it as most important; level boarding was the second most popular feature, with 135 respondents ranking it as most important; offboard fare collection was third with 125 first-priority rankings; and all-door boarding was least often ranked as a top priority (Figure 11).

Figure 27: Priorities for Boarding Experience



STATION AREA CHARACTERISTICS

The survey concluded by asking respondents to describe the unique characteristics of their station area, neighborhood or city in two to three words. Many respondents emphasized the quaint nature of their neighborhood, the quiet atmosphere, the historic quality and the proximity to amenities such as the Bruce Vento Trail or a downtown center.

SUMMARY

The responses received on the station design survey demonstrated community priorities for safety, convenience and accessibility, as well as access to destinations including parks and retail hubs. Many respondents are looking forward to increased transit options on Saint Paul's East Side and in the northeast metro. Other comments expressed interest in the following:

- Potential private property impacts.
- Changes to the Bruce Vento Regional Trail.
- Desired pedestrian improvements.
- Station size and siting.
- Access to destinations including Hmong Village and the Gateway State Trail.

This input will be incorporated into planning efforts in the next phase of project development.