



RUSH LINE CORRIDOR PRE-PROJECT DEVELOPMENT STUDY
LOCALLY PREFERRED ALTERNATIVE SELECTION REPORT

APPENDIX B: LPA ENGAGEMENT SUMMARY REPORT

MAY 2017

DRAFT

PREPARED BY:

AECOM



Rush Line Corridor Pre-Project Development Study Public Engagement Summary #4: Draft LPA

Tier 2 Alternatives Results: January 5, 2017 – March 22, 2017

Draft LPA Phase: March 23, 2017 - May 4, 2017

May 2017

DRAFT

Prepared for:
Rush Line Corridor Task Force



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1.0 Introduction

The Rush Line Corridor is an 80-mile travel corridor between St. Paul and Hinckley, consisting of 23 urban, suburban and rural communities linked by a common need to be mobile and connected. A pre-project development study (PPD) is underway to analyze bus and rail transit alternatives between Forest Lake and Union Depot in St. Paul. The study builds upon previous work completed for the corridor and will identify a Locally Preferred Alternative (LPA). The transit study is a joint local and regional planning effort conducted by the Rush Line Corridor Task Force and led by the Ramsey County Regional Railroad Authority (RCRRA).

1.1 Pre-Project Development Study: Tier 2 Evaluation Results

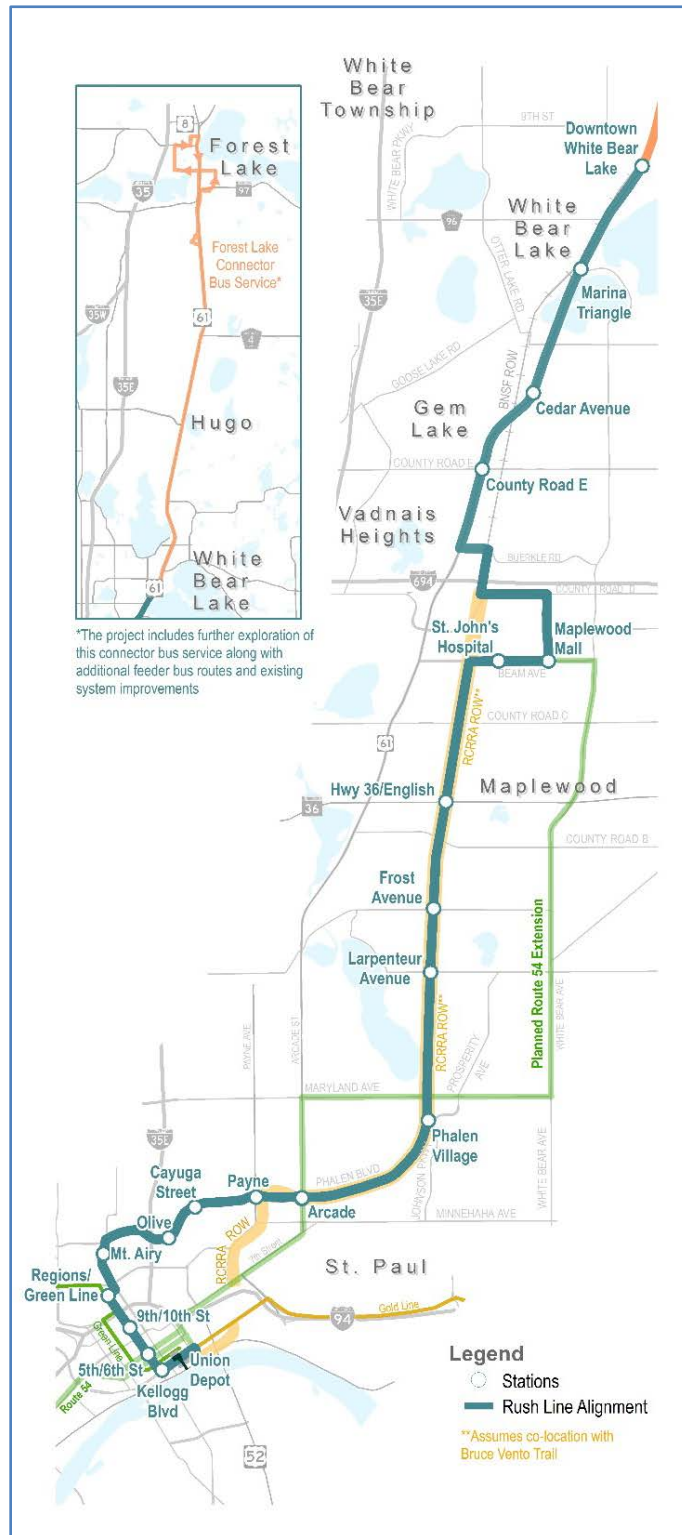
The Tier 2 Evaluation studied the routes and vehicles recommended from the Tier 1 Evaluation. Four alternatives north of Phalen Blvd were evaluated and Alternative 1 (Dedicated BRT on County/Rail ROW to White Bear Lake with connecting bus service to Forest Lake) was recommended for advancement and further refinement. In addition, four routes into downtown St. Paul were also recommended for further consideration.

1.2 Draft Locally Preferred Alternative

The recommendation from the Tier 2 Evaluation was refined and optimized. As a result, on March 23, the PAC approved Alternative 1: Dedicated Bus Rapid Transit (DBRT) from Union Depot in downtown Saint Paul to White Bear Lake, generally along Robert Street, Phalen Boulevard, Ramsey County Regional Railroad Authority right-of-way (Bruce Vento Trail), and Highway 61 as the Draft LPA. A map of the Draft Locally Preferred Alternative is provided in **Figure 1-1**.



Figure 1-1 Draft Locally Preferred Alternative Route



1.3 Public Engagement Activities Overview

This public engagement summary provides an overview of the Rush Line PPD Study engagement activities conducted between January 5–May 4, 2017. Its purpose is to review the engagement activities conducted and provide a summary of common themes and comments collected from key stakeholders, communities and individuals on the Tier 2 Alternatives Results from January 5–March 22, 2017 and of the Draft LPA from March 23–May 4. Stakeholder and public participation along the corridor is a critical component of the PPD Study and the feedback collected is provided to policy makers to help inform their decisions.

To collect input and engage the community, the study team conducted an open house and public hearing and other activities: pop-up informational tables; presentations; online engagement (website, social media, email updates); and distributed project information through mailings and displays. Between January 5–May 4, 2017, over 417 public contacts were made through the engagement activities. An overview of public engagement activities completed during the development of the Tier 2 Alternatives Results are included in **Table 1-1**; engagement activities completed in response to the Draft LPA are in **Table 1-2**.

Table 1-1: Tier 2 Alternatives Results - Engagement Activities January 5–March 22, 2017

Event/Organization	Date	Location	Engagement Method	Estimated Contacts
1. Saint Paul Area Chamber of Commerce - Public Affairs Committee	January 10, 2017	Securian	Presentation	21
2. Columbus City Council Update	January 11, 2017	City of Columbus	Presentation	15
3. Friends of the Parks and Trails of St. Paul and Ramsey County	January 19, 2017	Episcopal Homes	Presentation	18
4. Roosevelt Homes Resident Council	January 23, 2017	Roosevelt Community Center	Presentation	45
5. White Bear Lake Economic Development Corporation	February 9, 2017	The Waters Senior Living	Presentation	13
6. Lower Phalen Creek Project Board Meeting	February 21, 2017	East Side Enterprise Center	Presentation	10
7. Bring Transit to the People: Dayton's Bluff District Council Event	February 28, 2017	Dayton's Bluff Recreation Center	Presentation	15
8. White Bear Township Annual Town Meeting	March 14, 2017	Otter Lake Elementary	Presentation	50
Total Estimated Number of Contacts for Tier 2 Alternatives Results				187

Table 1-2: Draft LPA - Engagement Activities March 23–May 4, 2017

Event/Organization	Date	Location	Engagement Method	Estimated Contacts
1. Merrick Community Service Food Shelf	April 17, 2017	Merrick Community Services	Pop-up	35
2. Lafayette Park Earth Week Community Fair	April 20, 2017	Ramsey County Law Enforcement Center	Pop-up	20
3. Maplewood Community Center/YMCA	April 20, 2017	Maplewood Community Center	Pop-up	25
4. Metropolitan Council Transportation Committee	April 24, 2017	Metropolitan Council	Presentation	10
5. Maplewood Community Center Workshop	April 24, 2017	Maplewood Community Center	Presentation	5
6. Mt. Airy Resident Council Meeting	April 25, 2017	Mt. Airy Residential Homes	Presentation	50
7. Rush Line Open House and Public Hearing	April 27, 2017	Our Redeemer Lutheran Church	Open House and Public Hearing	85
Total Estimated Number of Contacts for Draft LPA				230

Table 1-3: Total Engagement Activities January 5–May 4, 2017

Tier 2 Phase	Estimated Contacts
Number of contacts for Tier 2 Alternatives Results	187
Number of contacts for Draft LPA	230
Total Estimated Number of Contacts for Tier 2 Results and Draft LPA Engagement Activities	417

2.0 Committee Meetings

This study is being guided by a Policy Advisory Committee and supported by a Technical Advisory Committee and a Project Management Team that is supported by a team of consultants. The overall Locally Preferred Alternative (LPA) decision-making process for this project is outlined in **Figure 2-1** below.

Figure 2-1: Decision-Making Structure



2.1 Policy Advisory Committee

The Policy Advisory Committee (PAC) includes Rush Line Corridor Task Force members and key partner agency representatives and organizations including the Metropolitan Council, Metro Transit and the Minnesota Department of Transportation (MnDOT). The PAC provides policy input, direction, approval of study work efforts and will make the final locally LPA recommendation to the task force who will then recommend it to the Regional Railroad Authority Boards. During the evaluation of Tier 2 Alternatives Results and the Draft LPA, the PAC held three meetings. A list of PAC members is available on the project website: www.rushline.org/transitstudy.

2.2 Technical Advisory Committee

The Technical Advisory Committee (TAC) membership is comprised of staff representatives from corridor counties and cities, as well as representatives from key stakeholder agencies and groups in the corridor; including, publicly and privately owned railroad representation and business organizations. The TAC is a forum for updates, exchange of ideas and direct input into the PPD Study process. The TAC discusses project alternatives, identifies issues and concerns, reviews potential benefits and costs of the alternatives, reviews goals and objectives and makes recommendations to the PAC. The TAC also assists in building partnerships and sharing information with constituents and the public. During the evaluation of Tier 2 Alternatives Results and the Draft LPA, the TAC held three meetings. A list of organizations represented on the TAC is available on the project website: www.rushline.org/transitstudy.

2.3 Project Management Team

The Project Management Team (PMT) consists of key staff from the Metropolitan Council, Metro Transit, impacted county regional railroad authorities (Washington County, Anoka County, Chisago County and Pine County), stakeholder groups, Ramsey County Regional Railroad Authority (RCRRA) staff and consultant team members. This group is actively involved in the management of the PPD Study. The PMT assists in identifying potentially contentious study issues prior to bringing the issues to the TAC. The PMT is responsible for facilitating coordination among the partner agencies, the consultant team and the other project committees. The PMT is responsible for oversight of all technical work, as well as, the project schedule and making staff recommendations to the TAC and PAC. During the evaluation of Tier 2 Alternatives Results and the Draft LPA, the PMT held four meetings.

2.4 Public Engagement Advisory Panel

Recognizing that engagement work is ongoing in the corridor for transit and other issues of importance, a Public Engagement Advisory Panel (PEAP) was formed for the PPD Study to provide guidance and advice on the project's public engagement strategies, materials and messages. Members of the advisory panel consist of communication and engagement staff from corridor cities, business associations and community organizations, especially those who work with culturally diverse and underrepresented communities. During the evaluation of Tier 2 Alternatives Results and the Draft LPA, the PEAP did not meet

3.0 Engagement Activities for Underrepresented Communities

It is important to engage with underrepresented communities as many are transit reliant. PPD Study staff provided activities in or around areas identified as having underrepresented communities (populations of color and/or low-income). Engagement activities included pop-up events, attendance at community events, neighborhood open houses and formal presentations. These events and activities were designed and coordinated to engage with community members at convenient locations and to foster face-to-face interaction.

During the evaluation of Tier 2 Alternatives Results, from January 5 to March 22, PPD Study staff coordinated and participated in four presentations in or around areas identified as having underrepresented communities and engaged with 88 community members (see Table 3-1).

Table 3-1: Tier 2 Engagement Activities: Underrepresented Communities January 5–March 22, 2017

Engagement Methods	Number of Events	Estimated Contacts
Presentations	4	88
Tier 2 Alternatives Results	4	88

During the Draft LPA public comment period, from March 23, 2017 to May 4, 2017, project staff provided three activities in or around areas identified as having underrepresented communities and engaged with 195 community members (see Table 3-2).

Table 3-2: Draft LPA Engagement Activities: Underrepresented Communities March 23–May 4, 2017

Engagement Methods	Number of Events	Estimated Contacts
Presentations	1	50
Pop-up Meetings	2	60
Draft LPA Phase	3	110

As a result of these events and activities, PPD Study staff were able to gather input and needs from residents, business owners, and other stakeholders, and interacted with people who would otherwise not have participated in traditional open houses. A summary of comment themes from these activities is provided in Table 3-3.

Table 3-3: Comment Themes: Underrepresented Communities Activities January 5–May 4, 2017

Comment Themes from Underrepresented Activities

Draft Locally Preferred Alternative: Route

- Improved transit will bring in new amenities and increase connectivity to services and existing amenities along the corridor
- Improved transit accessibility in Maplewood will improve connection to jobs located in Maplewood, along Phalen and in downtown Saint Paul
- Connection to the Green Line and other amenities are important and is preferred
- Concern about transit access to trail users
- Improved transit on E. 7th Street will serve residents and existing local businesses, but it will impact business retention due to loss of parking space
- Relieved to hear that Bruce Vento Trail will remain in the Ramsey County Regional Railroad Authority (RCRRA) right-of-way and share the corridor with the BRT guideway

Draft Locally Preferred Alternative: Vehicle

- Curious about vehicle performance between Dedicated Bus Rapid Transit and Light Rail Transit: frequency, design and infrastructure, and where stations will be located
- Questions about whether Dedicated Bus Rapid Transit will use diesel buses or electric (hybrid)

Cost

- Questions about cost of implementing and operating Dedicated Bus Rapid Transit
- Important to set aside funding for landscaping and improving natural resources along the trail

Study Process

- Questions about study process and timeline
- Questions about changes to County Transit Improvement Board (CTIB) and its impact on the Rush Line Corridor schedule

Others

- Support for route 54 extension
- Transit, in general, will support the aging population and transit reliant community
- Questions about whether improved transit would increase or reduce traffic and congestion
- Questions about job creation and job connectivity
- Need to invest in roads as well as transit

For a summary of common themes and comments received from all engagement activities, see **Section 7: Common Themes and Comments from Public Engagement Events and Forums**. To view full comments from public engagement events and forums, see **Appendix A: Comments from Public Engagement Events and Forums**

4.0 Open Houses

One open house was held in conjunction with a public hearing for the PPD Study over this reporting period on April 27, 2017.

Table 4-1: Open Houses March 23–May 4, 2017

Study Phase	Event	Date and Location	# of Attendees*	# of Public Hearing Speakers	# of Comment Cards Received**
Draft LPA	Rush Line Open House and Public Hearing	April 27, 2017 Our Redeemer Lutheran Church 5-8 p.m.	85	30	18

**Attendance numbers are based on the number of people who signed in at the registration table. This number does not include project staff or members of the Rush Line Corridor PPD project committees; however, some attendees did not sign in so the actual number in attendance may be higher than recorded.*

*** Eighteen comment forms were received (seven were submitted at the meeting; 11 were sent in via mail or email after the meeting).*

4.1 Rush Line Open House and Public Hearing

An open house and public hearing was held for the Rush Line Corridor PPD Study on April 27, at Our Redeemer Lutheran Church. The purpose of this open house and public hearing was to provide updates on the PPD study, inform residents of the Draft LPA selection process, and gather comments and questions on the recommended route and vehicle. The open house and public hearing was an opportunity for residents, businesses, and other stakeholders to provide feedback on the Draft LPA to the PAC and for the project's public record. Approximately 85 people attended the open house and public hearing.

4.1.1 Format

The open house and public hearing was open to the public. The open house and public hearing was held for three hours, structured with an open house format with display boards, a physical model of the Draft LPA corridor, and a map layout of the recommended route. Display boards and activities at the open house provided an overview of the project; Tier 2 evaluation process and results, and route and vehicle evaluation criteria. Information about transit vehicles; the Route 54 extension; Draft LPA, and how to provide comments and questions during the comment period were also included. Staff from RCRRA, PAC members, TAC members and the consultant team were available to answer questions and provide additional information on the Draft LPA. Following the open house, a thirty-minute presentation conducted by RCRRA staff provided an overview of the project and details on the Draft LPA. The PAC opened the public hearing by reading letters from organizations and opening the floor for residents, businesses and other stakeholders to give comments and ask questions about the Draft LPA. Each person who spoke had three minutes to provide feedback on the Draft LPA to the PAC and for the public record. Open house and public hearing materials and presentation are available on the project website: www.rushline.org/documents.



4.1.2 Promotions

Many different methods of promotion were used to spread the open house/public hearing information as far as possible and encourage maximum attendance.

4.1.2.1 Direct Mail

A meeting notice was mailed for the open house/public hearing to over 964 residents, businesses and property owners along the County/Rail right-of-way in St. Paul (Maryland Ave to Larpenteur Ave) and in Maplewood (Larpenteur Ave to I-694).

4.1.2.2 Email

Four email updates were sent to the project email list (of over 2,300 subscribers) to promote the open house and public hearing, including to project committee members (PAC, TAC, PEAP and PMT) who were asked to share the open house information with their contacts. The email updates were sent out one month prior to the open house and public hearing on March 24; a week prior on April 19; and a day prior on April 26.

4.1.2.3 Project website

The open house and public hearing was promoted on the Rush Line website: www.rushline.org. During the promotion of the open house and public hearing between March 24 - April 27 there were 3,431 unique visits and 4,572 total visits to the website.

4.1.2.4 Social Media

The project's Facebook site, www.facebook.com/rushline, and Twitter account, twitter.com/rushlinetransit, were used to promote the open houses and public hearing. Facebook and Twitter posts were provided on March 27 and April 20, 26, and 27. Paid "boosted posts" on Facebook began from April 19 – April 27 (one week) to broaden the reach of the information to eight targeted areas defined by zip codes. The targeted zip code areas included: downtown Saint Paul, Robert Street, south of Frogtown, Payne/Phalen Village, East Side Saint Paul, Maplewood, Gem Lake and White Bear Lake

The boosted Facebook post was shared by four people/organizations for a reach of approximately 5,233 people; and 63 people/organization reacted to the boosted posts. On Twitter, the information was retweeted six times by people/organizations. Organizations included FreeBikes4Kidz, Vadnais Height Economic Development Corporation, Transit for Livability Minnesota, and Saint Paul Smart Trip. Two people and businesses retweeted and shared information to promote the open house and public hearing.

4.1.2.5 Text Message

Two text messages were sent out to those who signed up for text alerts (of 134 subscribers) to remind them of the upcoming open house and public hearing. Text reminders were sent out a month in advance, and a day prior to the scheduled open house on the following dates: April 4 and April 26.

4.1.2.6 Radio

RCRRA purchased a promotions package with KFAI radio station consisting of 15 underwriting spots or short announcements, promoting the April 2017 open house and public hearing. Spots were aired on English, Spanish, Somali, and Hmong language programs. KFAI estimates the combined listening audience for the programs, during which the spots were aired, to be approximately 7,613 people.

- Somali Public Radio – April 16 and 23 in Somali



- Somalida Maanta – April 16 and 23 in Somali
- Hmong American Reachout – April 16 and 23 in Hmong
- La Voz Del Pueblo – April 16 and 23 in Spanish
- Hmong FM – April 14 and 21
- Sábados Alegres – April 15 and April 22
- Disabled and Proud – April 20
- Latino Alt Rock – April 17 and 24

The following radio script was translated and announced in multiple languages:

Programming on KFAI is supported by the Rush Line Corridor, currently seeking community feedback on the proposed locally preferred alternative, a bus rapid transit route between Union Depot in downtown Saint Paul and downtown White Bear Lake. Listeners can join project team members at the April 27th public hearing from 5 to 8 p.m. at Our Redeemer Lutheran Church on Larpenteur Avenue in Saint Paul. More information at [rushline\[dot\]org](http://rushline[dot]org).

4.1.3 Activities to Collect Feedback

Community feedback was collected in many forms at the open house and public hearing: verbally through the public hearing process and discussion with project staff, on comments sheets and on the rollout map.

4.1.3.1 Public Hearing

During the public hearing portion of the meeting, attendees provided comments and posed questions about the Draft LPA to the PAC. People had three minutes to provide feedback and their comments were recorded by a court reporter. Thirty people provided comments during the public hearing. The transcripts of the public hearing comments are available in **Appendix B: April 2017 Open House Comments and Public Hearing Transcript**

4.1.3.2 Comment Sheet

A comment sheet with the following pre-printed questions was available to attendees to solicit input. A total of 18 comment sheets were received (seven were submitted at the meeting; 11 were sent in via mail or email after the meeting). Comments recorded on the comment sheets are available in **Appendix B: April 2017 Open House Comments and Public Hearing Transcript**







The questions asked on the comment sheet included:

Dedicated Bus Rapid Transit (BRT) from Union Depot in St. Paul to White Bear Lake, generally along Phalen Blvd, Ramsey County Regional Railroad Authority right-of-way (Bruce Vento Trail) and Hwy 61, is being recommended as the draft locally preferred alternative (LPA) for the Rush Line Corridor (see map on back).

1. *What do you see as the challenges and opportunities associated with the draft locally preferred alternative?*



2. Does the draft locally preferred alternative meet the six project goals that were established to meet the purpose and need for the Rush Line Corridor Transit Study? (please check one per goal)

PROJECT GOAL	YES	SOMEWHAT	NO
 1. Increase the use of transit and its efficiency and attractiveness for all users			
 2. Develop and select an implementable and community-supported project			
 3. Contribute to improving regional equity, sustainability, and quality of life			
 4. Improve sustainable travel options between and within study area communities			
 5. Enhance connectivity of the corridor to the regional transportation network			
 6. Support sustainable growth and development patterns that reflect the vision of local and regional policies			

3. Are there any specific areas of concern or importance that you would like policy makers to take a closer look at as the project moves forward?
4. Please provide any additional feedback regarding the Rush Line Transit Study

Table 4-2: Comment Themes from the April 27, 2017 Open House and Public Hearing

Comment Themes from the April 27, 2017 Open House

Draft Locally Preferred Alternative: Route

- Route will connect people to jobs and educational opportunities
- Increase access to health care facilities and services, as well as amenities in Maplewood
- Improves transit options on the East Side: will assist low-income and aging population; provides connection to the Green Line; provides much needed transit on Phalen Blvd
- Will attract new development and residents to the East Side
- Provides a reliable, convenient and affordable transportation choice of residents living in mobile home parks in the corridor
- Consider staying on rail corridor north of Beam Ave
- Concerns about safety with buses; safety for kids crossing the trail to school and pedestrians
- Concerns about transit proximity to existing homes; noise and environmental impacts
- Preference for alternative routes along Hwy 61 and/or White Bear Avenue to support existing business instead of traveling through residential neighborhoods

Draft Locally Preferred Alternative: Vehicle

- Keep the trail (Bruce Vento Trail); consider improving current bus system or use express buses
- Concerns about cost of fare and return on investment
- Preference for light rail transit or other rail options

Draft Locally Preferred Alternative: Stations

- Consider moving the proposed station in Phalen Village to Maryland Avenue; it would connect to existing routes

Bruce Vento Trail Impacts

- Concerns about the loss of green space and the impact transit will have on the environment
- Appreciate the aesthetic and nature of the Bruce Vento Trail; concerns that transit will impact the quality of life of the surrounding community and those who use the trail

General Comments

- Doubtful that people will ride the new bus
- How can people influence the elected officials voting on the LPA?
- Unclear on the purpose of the project and why it is needed
- Concern with construction funding, timeline and impacts

Full comments from the April Open House and Public Hearing can be viewed in **Appendix B: April 2017 Open House Comments and Public Hearing Transcript**

5.0 Other Public Engagement Events

5.1 Overview

Between January 5 and May 4, 2017, Rush Line staff coordinated or participated in 14 events; including pop-up information table and presentations. Through these events, approximately 332 people were engaged.

5.2 Presentations

Stakeholder and community engagement activities also included presentations at specifically identified neighborhood and business group meetings throughout the Rush Line PPD Study area. At these presentations, a project representative provided study information and updates, including Tier 2 route and transit vehicle alternatives, the Draft LPA route and vehicle recommendation and responded to questions to collect information regarding the evaluation of Tier 2 Alternatives Results and the Draft LPA. During the evaluation of Tier 2 Alternatives Results between January 5 – March 22, Rush Line staff delivered eight presentations and engaged with 187 people. During the Draft LPA, public comment between March 23 – May 4, Rush Line staff delivered three presentations and engaged with 46 people. In total, 233 people were engaged through 11 presentations.



Table 5-1: Presentations January 5–March 22, 2017

Study Phase	Event/Organization	Date and Location	Number of Attendees
Tier 2 Alternatives Results	Saint Paul Area Chamber of Commerce - Public Affairs Committee	January 10, 2017 Securian 8:30–10:00 a.m.	21
Tier 2 Alternatives Results	Columbus City Council Update	January 11, 2017 City of Columbus 7 p.m.	15
Tier 2 Alternatives Results	Friends of the Parks and Trails of St. Paul and Ramsey County	January 19, 2017 Episcopal Homes 7:30 a.m.	18
Tier 2 Alternatives Results	Roosevelt Homes Resident Council	January 23, 2017 Roosevelt Community Center 6:00–8:00 p.m.	45
Tier 2 Alternatives Results	White Bear Lake Economic Development Corporation	February 9, 2017 The Waters Senior Living 7:30 a.m.	13
Tier 2 Alternatives Results	Lower Phalen Creek Project Board Meeting	February 21, 2017 East Side Enterprise Center 10:00 a.m.	10
Tier 2 Alternatives Results	Bring Transit to the People: Dayton's Bluff District Council Event	February 28, 2017 Dayton's Bluff Recreation Center 6 p.m.–8 p.m.	15
Tier 2 Alternatives Results	White Bear Township Annual Town Meeting	March 14, 2017 Otter Lake Elementary 7–9 p.m.	50
Total			187

Table 5-2: Presentations March 23–May 4, 2017

Study Phase	Event/Organization	Date and Location	Number of Attendees
Draft LPA	Metropolitan Council Transportation Committee	April 24, 2017 Metropolitan Council 4 p.m.	10
Draft LPA	Maplewood Community Center Workshop	April 24, 2017 Maplewood Community Center 7–9 p.m.	5
Draft LPA	Mt. Airy Resident Council Meeting	April 25, 2017 Mt. Airy Residential Homes 5:30–7:30 p.m.	50
Total			65

A question and answer period followed each presentation and a summary of comments and questions received is included in **Section 7: Common Themes and Comments from Public Engagement Events and Forums**. To view full comments from public engagement events and forums, see **Appendix A: Full Comments from Public Engagement Events and Forums**

5.3 Pop-Up Events

Pop-up tables allow the dissemination of project information to locations in the community where people are already gathering: a grocery store, library or community center. During the reporting period, three pop-up tables were set-up in the corridor and over 80 people engaged. Rush Line staff distributed handouts, encouraged signups for website and/or text updates and were also available to engage with passing members of the community, asking and responding to questions. Interactive activities were also used to engage people, gather input and spark conversation on the route and mode alternatives. For a summary of common themes and comments from pop-up events, see **Section 7: Common Themes and Comments from Public Engagement Events and Forums**. To view full comments from public engagement events and forums, see **Appendix A: Comments from Public Engagement Events and Forums**

Table 5-3: Pop-Up Information Tables March 23–May 4, 2017

Study Phase	Event	Date and Time	Public Engaged
Draft LPA	Merrick Community Service Food Shelf	April 17, 2017 Merrick Community Services 2:30–4:30 p.m.	35
Draft LPA	Lafayette Park Earth Week Community Fair	April 20, 2017 Ramsey County Law Enforcement Center 11:00 am–12:30 pm	20
Draft LPA	Maplewood Community Center/YMCA	April 20, 2017 Maplewood Community Center 4–6:30 p.m.	25
Total			80

6.o Public Engagement Communication Methods

Different people are best engaged in different manners. The Rush Line Transit Study has used a variety of methods to collect input in an effort to interact with as many people as possible.

Table 6-1: Comments Received from Communication Methods January 5–March 22, 2017

Means of Communication	Number of Comments
Facebook and Twitter	2
Project Email/Website	9
U.S. Mail	0
Telephone/Text	0
PAC Meeting Comments	1
TOTAL	12

Table 6-2: Comments Received from Communication Methods March 23–May 4, 2017

Means of Communication	Number of Comments
Facebook and Twitter	5
Project Email/Website	42
U.S. Mail	0
Telephone/Text	3
PAC Meeting Comments	1
TOTAL	51

6.1 Electronic Engagement

6.1.1 Social Media

Social media sites are used to notify the community of project milestones and encourage a continuous dialogue with constituents. The project used social media to provide updated information including notices of upcoming events, real-time reminders, and photos from recent events. Updates were available to be followed on both Facebook and Twitter at:

<https://www.facebook.com/rushline>

<https://twitter.com/rushlinetransit>



As of April 28, 2017, there were 347 “likes” on Facebook and 210 followers on Twitter. From January 4 to March 22, project staff provided 62 posts on Facebook and Twitter; from March 23 to May 4, 45 posts were provided.

6.1.2 Project Website

The Rush Line website, www.rushline.org, was regularly updated with route and mode alternative information and materials. For all engagement activities, the website was promoted as the main source for updated project information. During the reporting period, all engagement activities were promoted through the website. In addition, content was updated regularly, at minimum monthly, but more frequently as needed when public events occurred. During the reporting periods, the Rush Line website showed steady use, with increased activity around the open house and public hearing date:

- January 4 to March 22, 2017: 4,170 unique visits and 3,163 total visits to the website
- March 23 to May 4, 2017: 3,854 unique visits and 5,158 total visits to the website

6.2 Email Notifications and Text Message Updates

6.2.1 Email Updates

The public and interested stakeholders are also able to stay involved through email updates. People have signed up on the email list through the website, open houses, community and pop-up events, and presentations. The email notification list includes 2,336 contacts as of May 4, 2017. Between January 4 and May 4, 2017, Rush Line staff sent out five email updates.

6.2.2 Cellphone Text Updates

People can sign up for cellphone text message updates; as of May 4, 2017, there are 134 individuals signed up to receive cellphone text updates. Between January 4 and May 4, 2017, Rush Line staff sent out three text updates and reminder about the open house and public hearing.

6.3 Project Email

Rush Line staff were reachable through the email at: info@rushline.org. Between January 4 and March 22, 2017, Rush Line staff received 9 emails through the project website, email address, through emails or mail sent directly to RCRRA staff. Between March 23 and May 4, 2017, 42 emails were received. As needed, project staff provided a response to the emails received. For a summary of common themes and comments received through the project email, see **Section 7: Common Themes and Comments from Public Engagement Events and Forums**.

6.4 Phone

The community could receive further information about Rush Line by contact RCRRA staff via phone. Between January 4 and March 22, 2017, Rush Line staff did not receive any calls from the public. Between March 23 and May 4, 2017, two comments (one text message and one phone call) were received. For a summary of common themes and comments received from phone calls, see **Section 7: Common Themes and Comments from Public Engagement Events and Forums**.



6.5 PAC Meeting Public Comments

At the end of each PAC meeting, the public is invited to make comments and give feedback. From January 4 to May 4, 2017, seven people provided public comments at PAC meetings. Comments from PAC meetings can be found in **Appendix C: PAC Meetings: Public Comments**

6.6 Letters from Organizations

Eight letters from organizations were received expressing their views on the study and the Draft LPA between January 4 and May 4, 2017, including All Parks Alliance for Change, the Lower Phalen Creek Project, HealthEast St. John's Hospital, Sherman Associates, Inc., Saint Paul Area Chamber of Commerce, Maplewood Mall, White Bear Economic Development Corp and St. Paul Bicycle Coalition. Letters received from organizations are included in **Appendix D: Letters from Organizations**.

6.7 Print Communications

Printed communications were created to help the public learn about the project and find out how to stay involved. The following print communications were used to educate the public and raise awareness about the project and can be found in **Appendix E: Print Communications**.

- Project post card (Available in English, Hmong, Somali, Spanish and Karen)
- April 2017 Open House and Public Hearing Announcement

7.0 Common Themes from Public Engagement Events and Forums

In general, at all the engagement events and through the communication forums, participants were asked to provide their thoughts and input on the route and transit vehicle alternatives. Common themes that were expressed at events and/or received through the communication forums are summarized below. To view full comments from public engagement events and forums, see **Appendix A: Comments from Public Engagement Events and Forums**

Table 7-1: Common Themes from Public Engagement Events and Forums

Comment/Question Themes from Public Engagement Events and Forums
Draft Locally Preferred Alternative: Route
<u>Opportunities</u>
<ul style="list-style-type: none">• Provides a one-seat ride between downtown Saint Paul and White Bear Lake, which is preferred• Will decrease traffic congestion and get more people to use transit• Route will support people who live and work in downtown Saint Paul; connect people to jobs in White Bear Lake, Maplewood, and along Phalen Blvd and in downtown Saint Paul• Relieved to hear that Bruce Vento Trail will remain in the Ramsey County Regional Railroad Authority (RCRRA) right-of-way and share the corridor with the BRT guideway• Much needed route to improve transit accessibility for transit reliant residents on the East Side• Preference for RCRRA right-of-way: Less impact to business corridors; good connection to jobs and employment centers; RCRRA owns the property• A more frequent Rush Line schedule and east-west connections would be beneficial to students, especially low-income, who attend area technical schools and colleges, like Century College• Additional transit supports development of affordable housing especially around areas with lower-wage employment
<u>Challenges</u>
<ul style="list-style-type: none">• Concern with potential impacts to private property: lower property value and quality of life• Too close to homes; impacts nature and current aesthetic of Bruce Vento Trail; loss of green space• Concern about safety with buses; safety for kids crossing the trail to school and pedestrians• Preference for alternative routes along Hwy 61 and/or White Bear Avenue to support existing businesses instead of traveling through residential neighborhoods• Concern about ridership since not many people travel to downtown Saint Paul during non-rush hour, and the route does not provide direct service to Minneapolis• Concern about access to transit for trail users and park and ride users

Comment/Question Themes from Public Engagement Events and Forums

Draft Locally Preferred Alternative: Vehicle

Opportunities

- Consider using electrical (hybrid) buses instead of traditional diesel buses
- Dedicated Bus Rapid Transit is a cheaper option compared to Light Rail Transit, and a better performing vehicle compared to traditional buses and Arterial Bus Rapid Transit

Challenges

- Concern that population density does not support vehicle choice
- Potential negative impacts to neighborhood and current trail: noise and visual impacts
- Light Rail Transit would encourage more development/redevelopment compared to Bus Rapid Transit
- Concern about how Dedicated Bus Rapid Transit will operate in downtown St. Paul
- Concern about cost of fare and return on investment

Draft Locally Preferred Alternative: Stations

- Connection to the Green Line and amenities are important
- A preference for having a stop at Maryland Ave; it would connect to existing routes
- Consider putting a station at the old 3M campus to increase economic development potential
- Concern about below grade stop at Phalen Blvd and Arcade St; ADA accessibility and safety
- Adding more stops will increase travel time

Other Comments

- Transit, in general, will support seniors and transit dependent communities
- Keep the bicycle and pedestrian trail, and preserve and enhance the multiple benefits of the existing corridor
- Consider replacing green space/open space if current trail is impacted.
- Many people expressed a preference for prairie style planting versus turf along the RCRRA right-of-way
- Consider improving current bus system first and invest in resurfacing roads and bridges instead
- Concern about length of time for construction of transit guideway and construction impacts to the Bruce Vento Trail
- Concern about the cost of landscaping along the route and maintenance requirements

Comment/Question Themes from Public Engagement Events and Forums

Letters from Organizations

All Parks Alliance for Change

- Draft LPA will improve accessibility for underrepresented communities and transit dependent communities; promote sustainable, vibrant, and healthy communities specifically nearby manufactured home parks
- Transit access within a half-mile of manufactured home parks in Ramsey County and Washington County are minimal
- Dedicated Bus Rapid Transit should align with the region's existing bus routes
- Pleased that Rush Line is making effort to engage underrepresented communities

HealthEast St. John's Hospital

- Expressed the importance for proposing a transit line connecting people to St. John's Hospital existing and new health care facilities
- Consider strategically placing stations near health care facilities that will improve access to health care services

Lower Phalen Creek Project

- Concern about the loss of green space; consider fostering community ownership and landscaping strategies that will sustain nature and wildlife, and reduce environmental impacts along the Ramsey County right-of-way and Bruce Vento Trail
- Appreciate the Policy Advisory Committee for listening to the public and removing route that will transect Swede Hollow Park

Sherman Associates, Inc.

- Dedicated Bus Rapid Transit along the Bruce Vento Trail will provide transit access to existing and future residents in Maplewood; connecting people to jobs, recreation, and health services.
- Reliable and good transit access will encourage additional redevelopment opportunities in the Gladstone Redevelopment Area

Maplewood Mall

- Consider placing proposed stations in location accessible by park and rides, shopping centers, services and other amenities
- Draft Locally Preferred Alternative will connect people to Maplewood's major economic hub

St. Paul Area Chamber of Commerce

- Improves transit connection between East Metro urban centers and suburban centers; increasing connectivity to jobs, services, new development and other amenities and opportunities
- Improved transit will facilitate increased growth opportunities for businesses and employees; supporting sustainable growth
- Reliable transit is a valuable resource for people who live, work, shop and visits north-end suburbs and Saint Paul

White Bear Economic Development Corp

- Draft Locally Preferred Alternative is a good investment for connecting White Bear Lake with other municipalities
- Improved transit will connect residents to jobs, education, shopping, recreation, arts and culture, and health care facilities; enhancing vibrancy and livability

Comment/Question Themes from Public Engagement Events and Forums

- Hwy 61 (north of I-694) serves areas with recent investments; transit access will guide redevelopment decisions in the area
- Consider placing stations near park and rides, other amenities and in areas that will promote economic growth

St. Paul Bicycle Coalition

- Cautiously supports the proposed co-location of rapid bus and trail north of Phalen Blvd
- Prioritize retention and improvement of the trail's shade canopy: assists with comfort and safety
- Between Jackson, Pennsylvania Ave and University Ave: explore creative solutions to accommodate all users within the limited right-of-way.
- Right-of-way south of Valley St. is narrow: consider options to expand the street into adjacent city-owned property, or combine the two sidewalks into a multiuse trail on the west side.

Appendix A

Comments from Public Engagement Events and Forums

Dedicated Bus Rapid Transit: Routes and Alignment

Opportunities

- The County/Rail right-of-way makes sense as an alignment but the busway should be built so that cars could use it as well.
- I used to live in Forest Lake and enjoy shopping in White Bear Lake. Instead of taking Metro Mobility, a DBRT could get me to White Bear Lake and Forest Lake.
- People are interested about the connections to jobs in Maplewood, along Phalen Blvd and in downtown St. Paul.
- Using the RCRRA right-of-way makes a lot of sense: Less impact to business corridors; good connection to jobs and employment centers; RCRRA owns the property.
- In response to the post, "Where do you go to in the Rush Line corridor? What proposed route option is the best for you?" Nowhere, not until you rebuild the Railroad, then riding from St. Paul
- My mother-in-law was recently living in Waverly Gardens, a large senior home in North Oaks on Centerville Road and County Road. One day when I was leaving, a female health aide asked me where she could catch the bus? I had to direct her to the front desk because there was nothing in the vicinity. So this type of project is on my radar— we just need to get it in areas where it will serve the community it serves. Union Depot to Rush City will be an option that will get used.
- Smaller stations on E 7th St might be a better fit.
- Most attendees preferred an E 7th St routing because it serves local businesses and is closer to where they live.
- In favor of improving transit service in Maplewood.
- We need to invest in roads as well as transit.
- General support for Rush Line and improving transit on the East Side.
- Resident near Frost Ave and English St: I would use the service.
- My eyesight is getting worst and I am aging, so I will be needing to rely on transit in the future.
- My car is getting old and fixing it is very expensive, so transit could help cut this cost.
- I haven't heard of this transit study before, and this DBRT is great for the community.
- Young family lives within ½ mile of Larpenteur Ave stop and is excited for Rush Line to be a new amenity for the community.
- The City of Vadnais is upgrading this to be their "City Center" during the summer. They are planning baskets of hanging flowers from the soon-to-be installed pedestrian-friendly lower height. The health care/senior care (Summit Orthopedic, new large Senior center on Hwy 61 and Cedar Ave) workers have a great need for mass transit. Many workers in that field are new to our community and rely on mass transit.
- The community wants ownership in the project. The best way to do this is through station planning, station design, and design of the trail with the guideway. There was lots of discussion about separation of uses and landscaping. I stated that these items were something the community should weigh in on. Prairie-style plantings and less turf grass were brought up.

- The Environmental Analysis is going to need to include resources for Station Area Planning. We will likely run into opposition to the continued advancement of the corridor without it.
- Don't over-promise and under-deliver. What we say we are going to do, we need to do. The trail was put in by telling people what they were going to get and that's what they got. Now people love the trail. Councilmember Juenemann heard many of the same opposing comments when the trail was going in as she is hearing now with the BRT.
- It is important to personalize the project, and get stories from corridor residents/businesses about how the project will help or impact them. This will help make the project real to people and allow everyone to see community benefit.
- Need to close the loop on project, and let people know how they impacted the process.
- There is a need for us to capture "stories" of the people in the corridor and why they want the Rush Line. Maybe have 20-second videos that have a testimonial of riders or potential riders. It is great that we talked to 5,000 people but it would be good to have some testimonials from actual people.
- It will be important not only to keep the trail but to improve on the trail and make it better.
- Aesthetic amenities will make a difference in Maplewood for the project.
- Natural plantings will be important in the design.
- Environmental will be important during the next phase of the project.
- Want to make sure Rush Line is amended into the TPP as part of the overall update that is in process.
- The County Road E location seems like a better suited option for increased ridership primarily because there are sidewalks with many restaurants, recreational and retail establishments (Walmart, Target, Fresh Thyme Grocery store, Vadnais Sports Complex, Hotels) that under 16's and lower income people would frequent.
- We love our quiet community and its beautiful trails. The addition of the Rush Line will disrupt those very things that we value and keep us here.

Challenges

- Need a connection to Walmart in Vadnais Heights.
- The Bruce Vento Trail is not 100 feet wide, so therefore the purchase of private property would be required at least from Maryland Ave to Larpenteur Ave. Or am I completely wrong?
- Use existing routes instead: Phalen Blvd, Maryland Ave and White Bear Ave.
- How will the Rush Line BRT connect with existing park-and-rides like the one at County Road E in Vadnais Heights?
- How would this route bring business development to Maplewood? It would run through neighborhoods instead of through commercial or employment areas. If the logic for Hwy 61 being selected vs Bruce Vento Trail to "serve higher employment areas" works north of Beam Ave, why doesn't it apply south?
- I own convenience store, gas station, car wash and auto repair facility on White Bear Avenue. I have strong concerns about light rail coming through the area.
- Do not place route next to a gas station where people are in their car getting gas or next to a car dealership where people are bringing in their car for service or to purchase a new one.
- Not clear how running two dedicated bus lines through residential back yards will "encourage development." I see no plans for parking at the few stops north of Phalen Village in our backyard development area. None of the route will pass through the backyards or parks of those north of I-694 for whom this route is designed. You should instead consider moving back to our city rather than considering it just part of a feeder route.

- The freeway (I-35E) provides a quicker and safer corridor to the north with its dual occupancy lane.
- What the heck is wrong with using the very expensive MnPass lane on I-35E? You people must be insane to propose something like that! How would you like them running through your back yard?
- By providing your proposed transit option to the citizens of White Bear Lake, you are taking away from the HAVE NOTS to bestow an unneeded bus line to the disinterested HAVES to the north. Just so you can send your mostly empty buses on a "safer, more beautiful" route. Let's keep in mind how you destroyed the University Ave area while there was a freeway just two blocks away.
- No one rides the current system, so why invest in improvements?
- No one would want to go downtown St. Paul after dark.
- Proposed route on the Vento trail will impact homes and neighborhoods along the pathway.
- At the public meeting on April 27th virtually everyone in attendance was against the Rush Line proposal. I feel it is important that the citizens have a voice in this faulty proposal.
- Concerns about impacts to businesses and parking along White Bear Avenue.
- There are very few people who have the need/desire to travel to downtown St. Paul during non-rush hour times and rush hour transit is already in place. The focus should be transit that helps people head west, toward the U of M and downtown Minneapolis. From there a person can connect to the Blue Line and head to the airport and the Mall of America. With a stop at Rosedale to pick up the A Line, a person could go through St. Paul and connect to the Green Line to get to downtown St. Paul.
- I am strongly opposed to the Rush Line along the Bruce Vento Trail. I want to express a strong 'NO' to this plan. Please listen to the people living along this trail! I was told by Victoria Reinhard our voices would be heard at the first walk-along on the trail. I want to know who is listening to the residents along the trail. My voice is a NO!
- We are NOT in favor of Rush Line project. Please forward my negative (NO) to whoever is pursuing this project.
- I strongly oppose the Rush Line as I feel it is not needed as a transportation alternative. Furthermore, the Rush Line will create many problems along the proposed path displacing homeowners and disrupting the beauty and nature of the area.
- Rush Line is waste of money.
- Why not spend the money on fixing the roads and bridges rather than adding a LRT system that is not necessary. I feel it is a total waste of taxpayer's money. Please reconsider this waste of money and environmental destruction!
- We own two houses on the proposed bus line, the idea of buses running up and down the state trail is a huge move in the wrong direction and a real spoiler for our neighborhood. Our tax dollars have been spent on the Gladstone Savanna and the area around it for the last twenty years, the state trail(s) have been promoted and developed as well, to be used and appreciated by the neighborhood and surrounding communities. Now the plan is to RUN A BUS THROUGH IT!!!
- So we are to spend hundreds of millions of dollars for a bus lane that will sit empty 95% of the time. Such inefficient use of our tax dollars. Just add more buses to 35E and your transit problem is solved. There, I've saved the state hundreds of millions.
- Put the Rushline along Highway 61, and leave our peaceful Bruce Vento trail alone.

- Prefer Rush Line to use Highway 61, existing road (it would be cheaper, could remove parking on Arcade to fit it)

Others

- Encourage people to car-pool more, even if you have to pay them to do it. Would be MUCH better use of money in the long run. Not to mention helping the environment and keeping people outside to enjoy fresh air.
- Really like the Route 54 bus extension.
- How many miles between Union Depot and downtown White Bear Lake?
- Do all the options connect to Union Depot?
- Will the guideway add more traffic than it would eliminate if it were on a city street?
- How will the dedicated BRT operate on Phalen Blvd?
- Will you be using the BNSF rail right-of-way north of I-694?
- Why the deviation from RCRRRA rail right-of-way to Maplewood Mall?
- Will the service compete (take away riders) from express buses on I-35E?
- The 270 and 223 go right by the Hospitals now and in all the years I have been riding the bus I have only seen 2 people get off at the hospital.
- Locally preferred?
- Can this insanity be stopped?
- The Rush Line is crap.
- Please do not move forward with the plan to build the rush line along the Bruce Vento Trail. My vote is a strong 'NO'.
- The benefits of this project are to the people and businesses of the northern suburbs but the brunt of negative impacts will be in the city and that is unfair. Our desire is to make Saint Paul more livable.
- The only people I know that are in favor of this are corporatists who only want to spend money to help their businesses and that at an extreme cost to taxpayers.
- Calling this project a "Health line" is irrational as the employees of the hospital are mostly first responders and need their cars to get to places fast.
- Our residents/business owners need to have a say in the design of the stations.
- Need to look at replacing any open space that is impacted.
- Need to have mitigation techniques for impacts to the natural environment. Considering the needs of the bats and frogs in the corridor and constructing bat houses once the project is built.
- Talked about naming the transit line. Mentioned the Health Line.
- What is the projected cost for the Bruce Vento compared to other locations?

Dedicated Bus Rapid Transit: Vehicles

Opportunities

- The process of narrowing options has been good at keeping costs down and eliminating poor performing options.
- I ride the bus daily from Maplewood Mall to Minneapolis and am very satisfied with the bus service. It's my understanding this train will go to St. Paul not Minneapolis. Believe me there are a lot more passengers on buses to Minneapolis than St. Paul. So it makes no sense at all!
- In my opinion this LRT will totally destroy the environment in this area.



- In an email I received last week, I saw the statement, "Routing option north of Interstate 694 – Highway 61 was selected over the adjacent privately owned BNSF Railway corridor because it is more cost effective to build due to public ownership of the right-of-way and the stations along the way will serve higher employment areas including downtown White Bear Lake, Marina Triangle, Cedar Ave and County Road E." Glad that Rush Line is looking at bus versus rail but still have a concern that it will require a subsidy and that all fares will not pay the cost of the trip, and feel that it should turn a profit.
- I'd LOVE to see the Route 54 extension be the eventual (color) Line as our third LRT. Even extend it to White Bear Lake to Mall of America. That would be GREAT!
- Hwy 61 or White Bear Ave, with their easy access to White Bear Lake are other excellent alternatives for an express bus.
- We heard that businesses are interested in having this rapid transit route but I suspect owners of those businesses do not live in the areas affected.
- Increase current direct routes using current bus lines.
- There are already express buses that provide needed services with many alternatives to enhance ridership: Add more direct buses to the current schedule, redesign the routes, add incentives to attract new riders such as discounted tickets.

Challenges

- Are they really thinking of sending noisy & stinky diesel buses right through our backyards & neighborhoods? Questioned the noise of the buses and they can't be noisy diesel buses.
- Will the buses be diesel or electric (hybrids)?
- The impact of having busses run every few minutes throughout the days and evenings truly will impact neighborhoods.
- Please make it a train instead of a bus.
- I am very disappointed that the planned Rush Line will not be a LRT line. The current light rail lines have been very successful. I believe that whenever possible, new transit lines should consider light rail. I have cancelled my email subscription.
- If you want riders, rebuild the railroad.
- I do believe we see better investment/redevelopment with rail. I have seen many social media posts by the Rush Line accounts touting that this line will bring redevelopment, I am unsure that BRT has had that effect here in MN yet. Have we seen it on the A Line or Red Line? Not nearly like we have along the Blue and Green Lines.
- So we are to spend hundreds of millions of dollars for a bus lane that will sit empty 95% of the time. Such inefficient use of our tax dollars. Just add more buses to I-35E and your transit problem is solved. There, I've saved the state hundreds of millions.
- Keep the buses on the street, do what you need as far as scheduling, lanes, routes, etc. but don't think they'll be compatible with the trails or the homes on it. The beauty of the existing roads and buses is they belong there and can run or not without upsetting communities or recreation.
- DBRT would be running about ½-block from Weaver grade school where a lot of little ones walk to school. Sounds like an accident waiting to happen to me.
- I work right next to a station on the green line. You have no idea how frustrating it is to see those trains coming & going all day long, with very few riders on them. What an expensive ride for such a very select few. I'm afraid this venture will turn into the exact same thing.

- I do not feel that this proposal with the accompanying huge price tag will improve the quality of life in our community.

Others

- Does the project budget have enough money set aside for pedestrian and natural resources enhancements in the County/Rail right-of-way corridor?
- What is the cost of building a separate dedicated guideway?
- How much of the project budget is set aside for things like landscaping along the trail, storm water management, etc.?
- Will the project generate jobs (both construction and permanent)?
- Could the private sector could fund the Rush Line project and operate it?
- How will the BRT option operate downtown? On city streets or dedicated guideway?
- Compared the dedicated BRT option to the U of M busway.
- What is the difference between BRT and LRT?
- Why was DMU ruled out?
- Dedicated BRT could be converted to LRT at a later date.
- Is it that much better than Route 54 extension? I understand that it travels up to White Bear Lake Downtown, but Route 54 travels (one seat) to MSP and the Mall of America. I don't have all the numbers, but I believe it is somewhere near 10 times the cost for Rush Line vs Route 54 extension. That's quite the investment.
- Can you tell us on which side the bus line would located to the trail, east or west.
- Feeling that rail projects cost too much (Northstar cited as an example) and there is not enough money at the state and federal money for these projects.
- Add incentives for carpooling and parking.
- How often will the train/buses go back and forth?
- I have 5 kids and I don't want them to be running around with trains close to the backyard. What is the noise level of the train?
- Would replacing the Bruce Vento Trail with the Rush Line Transit make the neighborhood safer or less safe?
- What will the speed of transit be on RCRRA ROW?
- What do vehicles look like?
- How often will the BRT buses run?

Dedicated Bus Rapid Transit: Stops and Stations

- How many stops between Union Depot and downtown White Bear Lake?
- Which stops will include park-and-rides?
- Which stations will have park-and-rides?
- Regarding the Arcade St/Phalen Blvd stop and the Phalen Village alignment: need to get more direct access to the stations. When would that analysis be happening?
- When does input into the stations and guideway happen?
- Where will the station stops be located?
- Like the ability to connect to the Green Line at Region's Hospital (and not have to go all the way downtown first).
- What do stations look like?
- Will people be driving or walking to stations?

Bruce Vento Trail Impacts

- Question about how wide is the current trail and is it used for both bikers and walkers?
- I am a Maplewood resident, and I am against co-locating BRT through the Bruce Vento Trail. The BRT belongs in a commercial/employment area.
- This is our trail and there is ownership now in the trail.
- For people who are aware of the alignment: very pleased to hear that Bruce Vento Trail would remain within the corridor.
- Can the buffer between the trail and the guideway be increased?
- We cannot believe you plan to put the bus Rush Line next to the Bruce Vento Trail! We use it all the time for walking in nature and biking. We have had visitors comment on how lucky we are to have the quiet trail in a city area! There are many trails and roads crossing the trail.
- There is an elementary school playground (Weaver Elementary) 50 feet from the trail! School kids cross the trail on foot to get to school! WHY would you put them in danger? My husband has been to meetings on this and you don't seem to listen to the public, (of which most neighbors have no idea what you are proposing).
- We are totally against the Rush Line plan that is in the works. The Bruce Vento trail runs behind our property and is used a lot for biking and walking. There is also a lot of nature to be seen along the trail.
- What happens to the wildlife that lives along the trail? I picture a lot of dead animals. I also feel it will depreciate the value of our property. Who wants a train running through your backyard? I also have grandchildren - what will protect them from the LRT that will run beside our property?
- I am Strongly Against a bus line along the Bruce Vento Trail!! We enjoy the peaceful trail. There are many elementary and middle school students walking across that trail to get to school. The Weaver Elementary school playground is just feet away. The bus route belongs on Hwy 61!!!
- The attractiveness of our present greenway on Bruce Vento Trail is that the land is free.
- I live on the Bruce Vento Trail and wanted to provide comments for the possible bus line. I am not in favor of building the line next to the trail. I don't understand why the line, if it truly needs to be built, can't be built on Hwy 61 which is already set up for bus traffic and is on current stops for hospital, Maplewood Mall and commuter parking lots. To build another road 1/2 mile to the east seems very wasteful and expensive. Also, the estimates of 5-9,000 people per day using the line seems extremely optimistic when there was already an express bus line from Forest Lake that didn't work well because of low ridership.
- Double use of the trail destroys the safe and quiet trails many now enjoy and spends tax dollars that could be put to better use on Hwy 61 or fixing existing roads which are terrible.
- Is there a document that explains why English St isn't possible and/or preferable to the Bruce Vento Trail? Or why a dedicated guideway on Hwy 61 isn't preferable? It's frustrating that we have to lose the only dedicated bike path in St. Paul that's even remotely comparable to the Minneapolis Greenway in order to have bus transit.
- The current Bruce Vento Trail runs along the back of our property. I read that the biking/walking trails will be kept. Will the new biking/walking trail construction be included in the same timeline as the LRT? Is there a map or plan as to where they will be re-routed? We're hoping our neighborhood will be able to continue enjoying them.
- The Bruce Vento Trail is a much-needed resource for the entire region. I am concerned about the loss of this resource for people and other animals and plants.

- Although I live in Minneapolis, I am well acquainted with the parks and natural areas in the east metro as well. I work as a psychotherapist in St. Paul. Many of my clients find healing and comfort on the Bruce Vento Trail. My Hmong elders often tell me that being out in nature is the only thing that helps. And the opportunity to get exercise in a safe area away from traffic is also very important.
- It seems to be that the decision to essentially destroy this natural area was made to get the time and money numbers to come out right for the Rush Line project. If this is the only way you can justify this project, I believe the project will do more harm than good for the general public.
- My wife and I live a peaceful and quiet life on the east side near Lake Phalen. We cannot understand how the RCRRA can justify destroying the bountiful nature area along the Bruce Vento Trail and surrounding area near Lake Phalen. If it was not for the huge subsidies that the bus line carries, I would say you must be getting your advice from Mr. Trump. Since you must agree with his environmental policies.
- If the line should go anywhere it should be on or near existing bus or transit routes. Why spend the money on tearing down a beautiful and peaceful nature area to put in a disruptive, noisy and polluting bus line? This line will never, ever pay for itself. To me this is just another way for the government to justify raising our taxes and desecrating our infrastructure. The Bruce Vento Trail is a tranquil and wonderful area to walk and bike without interrupting traffic.
- We're extremely concerned about the air pollution and noise. Also the Bruce Vento trail is one of the nicest and the safest trails in the twin cities area. You're adding constant source of air pollution as well as introducing risk of accidents. The trail is home for many wild inhabitants. You're about to destroy so much green space. How will you address the environmental issues?
- There are places where it's too narrow to have the both trail and route, I can think of the county rd C bridge over the Bruce Vento trail, how would address that?'
- Using the Bruce Vento Trail for express service from the northern suburbs to downtown Saint Paul is a short sighted decision. The present proposal to use the Bruce Vento Trail defines some areas of Maplewood and Saint Paul as feeder routes and fly over areas. What you should have heard at the open houses is the community impact on everyday lives of people in adjacent neighborhoods. That is not measured in a cost/benefit analysis. Using the Bruce Vento Trail will split neighborhoods and community cohesion and change property values.
- It will diminish visual quality by removing trees and vegetation for 3.8 miles. Forty mph buses will be a danger to adults and children, unless it is completely fenced which will further split neighborhoods.
- Turning the Bruce Vento Trail into a bus lane will remove 45 acres of equivalent park from Maplewood and Saint Paul. Preserve our green space. Use existing transit corridors. Do not ignore our health, enhance our local reality. Removing green space is unethical.
- The Bruce Vento Trail is widely used and cherished by all in the neighborhood.
- It's not necessary to construct new roads and destroy beautiful greenery for something that's already in place.
- My neighbors and I enjoyed the Bruce Vento Trail for walking and biking. Children often come here to learn about preservation, wildflowers, erosion and the deer, fox and songbirds that make this area their home.
- How wide is the projected rush Line be on Bruce Vento trail?
- Will there be fencing for safety?
- What type of noise mitigation measures would there be, like berms?

Other Impacts:

- Need to address the property values and crime argument.
- What about our property values? They will almost certainly drop like a rock with diesel buses running through our back yards!!
- Who is going to pay for this stupid thing? We better not be taxed for it, when we don't even believe in it!! How much time do we have to sell our homes before they totally go down in value, and this turns into a slum neighborhood? I think I've made my points pretty clear & you can bet I'll be at the meeting & bringing friends who feel the same way. See you there, but really - how much time do we really have? We're putting our house on the market!!
- I own a home on the corner of McAfee St & Arlington Ave. What will happen to our home?
- [Property owner adjacent to RCRR ROW] I was told I was "One of those". What does that mean? What is being planned for my situation?
- Has this project been approved? What say do the people that will be impacted by this have?
- Our property at butts up to the proposed LRT south of the intersection of Beam Ave and Hazelwood St. The current Bruce Vento Trail runs along the back of our property. Can we expect our property values to increase, decrease or stay the same when the LRT is installed?
- We have lived in our home for 20 years. We take pride in our home and keep our property clean and curb appealing for the look of the neighborhood. A Rush Line directly behind my home would be distracting and take away the trees and wildlife we enjoy.
- Please take into account the property values and the quality of life in the area of the proposed route. If your pocket book speaks louder than common sense, consider this: It will cost those living on the line hundreds of thousands of dollars in lost property values. Not to mention the loss of habitat for the deer, fox, songbirds and other wildlife. Haven't we torn down enough?
- I'm not a realtor but I feel strongly this would bring my property value down. My husband and I have worked many years to afford to live here and we were looking forward to retirement in this home. Things have changed in the 20 years and there is more traffic and noise on Cty Rd. C but now with noise also along the trail our home will not be a desirable location. Please consider the impact this Rush Line will have on the residents of Maplewood. Who is looking out for the people of this community?
- We're worried how the project will impact home values, specially homes right along the Bruce Vento trail. This route is going to be basically on our backyard. We don't want this. We're going to be affected by it in so many ways. What will do to remedy these issues?
- The proposed location on Buerkle Rd does not seem to support the goal of attracting riders. We have zero pedestrian traffic on our busy highway and cross street that is void of sidewalks. It is difficult and frankly dangerous to maneuver in a vehicle from 3 p.m. to 6 p.m. and certainly would not want pedestrians nearby.
- Our 200 employees that work here (near the proposed location on Buerkle Rd) come from all over Roberts, WI., North St. Paul, Roseville, Blaine, New Brighton, etc. and the vast majority would not utilize this service. The other nearby neighbors are all auto service related: Tou Fong, Centerline, Tousley AutoNation Truck center. The Public Mini Storage tenants are usually moving items in or out and a bus service would be difficult at best.
- Will there be a fence to protect kids from crossing the bus line from their own backyard?

Rush Line Corridor Information and Study Process:

- How long will the environmental process take?
- How long until Rush Line could be up and running?



- Where is this project in the development process compared to other projects in the region?
- How will potential changes to CTIB impact the project schedule?
- When will decisions be made on a downtown route?
- When it will be built?
- Compliments to the design and information on the LPA one-pager.
- It will be important to reach out during the environmental process.
- How are you coordinating with the Riverview project and with traffic planning in downtown St. Paul?
- Why should Columbus stay in the Task Force if the LPA does not go into their community?
- Commendation to Ramsey County for preserving the corridor all these years for future transit.
- Where is this [project] summary viewed? I am not familiar with this process.
- Will the feedback from the hearing have an impact on the decision as to which route will be used, or is that already decided?
- It's too bad this meeting (and many others) for planning and government is happening midday when many are at work.
- I saw the packet posted online and sent an email with my comments. Any chance it's been updated with the LPA statistics for the full line now that the options are chosen?
- I'm interested in mass transit and getting involved in this project. How can I do that?
- I have been navigating through this site for an hour or so and I still not sure where things lie as of now. Can you tell me what phase the project down White Bear Avenue is in? I would like to know meeting dates, timeline, ways to express concern and ways to effectively become involved in discussions about this project.
- There is a proposed station on our corner of Buerkle Rd and Hwy 61. Why is it that the business owners are left out of this process completely?
- Most all of the Saint Paul area affected by using the Bruce Vento trail is in Ward 6. Why is Ward 6 NOT represented by Councilmember Dan Bostrum on the task force.
- I see many appointed officials on the task force, but which have experience in the social impact of transit corridors passing through communities? Other than the business representatives I see.
- The Rush Line continues as a pre-planned, after token community input in true Dilbert fashion.
- I see there is a Draft LPA! How exciting! I feel like there is a page missing that summarizes the LPA key details, travel time end to end, total capital cost, OMF cost, ridership, etc. All of the things that were used when deciding between the options. There should be a summary of the LPA! I look forward to seeing the complete LPA statistics.
- It's not clear whether the option to run the Rush Line up through Swede Hollow Park is still viable for the Rush Line. Can you let me know the current status and when final decisions will be made?
- A few years ago the powers that be tried to have this Bruce Vento Trail bulldozed but with enough opposition that it was canceled.
- Do you have any video record from the last meeting?
- It is important to listen to residents.

COMMENTS FROM KATHY SIDLES
April 27, 2017 PUBLIC HEARING

HISTORY

1. A multi-county study of possible dedicated bus or LRT routes was done. The cento Trail was rated in the upper part of the lower third as an option because of high cost and low ridership. I was told this study is no longer valid.
2. The Hiawatha and then University LRTs were built.
3. It is assumed each part of the metro will have at least one mass transit plan funded. A plans have been recommended and partially approved by cities and counties for southwest of Minneapolis and SE of Saint Paul and east paralleling Interstate 94.
4. About three years ago a large grant was given to the Ramsey Rail Authority to hire a design group to pick a route for northeast of Saint Paul.
5. Routes were identified and given points based on ridership in large part using existing ridership. Since one of the highest bus riderships is along Maryland and White Bear Avenue and there are no empty corridors for a dedicated route the Vento Trail was chosen as well as the new lanes on 35E.
6. The 35E option of stations added for BRT was eliminated for reasons that are unclear as explained on the Rushline web site. I heard it was because anyone can pay to use the lanes.
7. Upgrading White Bear Avenue for a Snelling-like Express bus and stations has plans drawn up but it was eliminated as a recommended option for some reason.
8. This leaves removing the Vento bike trail and replacing it with two bus lanes and a bike lane within the approximately 110 foot Rail Authority owned land as the recommended option. No negative points were given for removing green space since it is not considered parkland. It will run so close to the back yards of 80 dwellings that you can see what they are BBQing for a picnic from the bus and in the direct backyards of about 300 dwellings. But no negative points were given for that. The route doesn't cross any high density ridership bus stops but no negative points were given for that.

Stepping back it looks like a mistake to put the study of the large NE metro area mass transit needs under the watch of the Rail Authority and the result was to put a dedicated busway on their land. The study should be re-done with independent oversight.

The NE Metro area is unique in that as a post-WWII housing development with large areas of wetlands and lakes it is made of a grid of neighborhoods with no arterial roads as developed in suburbs. And being a newer urban neighborhood there has been no removal of older houses to make way for freeways to the suburbs. It is also a very large area.

So this reality calls for a different approach to an increased use of mass transit.

See my flyer for first the impacts of removing the Vento Trail on the East Side of Saint Paul and Maplewood. Every other neighborhood is putting in this kind of dedicated bike and walking trail as well as improving mass transit. Our housing is starting to get old and to compete for renters and owners in

the future we need both a trail and better transit. The Vento is also a unique wildlife corridor connecting many parks from the Mississippi River on north. We see deer and owls and fox tracks and birds which is especially great for my low to moderate income neighborhood. Neighborhoods where I live test lower on health outcomes (except for excessive drinking). Removal of the trail as a safe walking route for all ages and abilities when there are better transit improvement options will make these disparities worse. We have a very high density of kids in neighborhoods along the trail – when they can grow up in green spaces and educated about nature they will support state-wide parks as adults.

Then see my proposed alternative that better fits the reality of the design of the east side – make the trail into a Regional Park, and use the \$900 million cost of the Vento Busway to upgrade three public transit lines to and from the NE suburbs instead of one – 35E BRT, Phalen Blvd/White Bear Ave Express and Phalen Blvd/English/Hwy 36/Hwy 61 express. English street parallels the stretch of the Vento Trail that would be removed and has low traffic during rush hour – it only takes 16 minutes with 6 stop signs to go from Ames Lake at Johnson and Phalen to get all the way to downtown White Bear using this route. It only takes 17 minutes to get from downtown White Bear down Hwy 61 to Arcade to Phalen Boulevard. There are few stop signs and few stop lights on these routes and there would be Express stops at half of them anyway. \$900 million is a lot of money to get rid of 3 stop signs and 3 traffic lights, and would include commercial White Bear but not East side commercial.

Kathy Sidles



RAIL AUTHORITY RECOMMENDS BULLDOZING VENTO BIKE TRAIL AND GREEN SPACE AND BUILD BUS AND BIKE LANES INSTEAD SO BUSES CAN GET FROM WHITE BEAR TO DOWNTOWN SAINT PAUL

BUSES WILL -

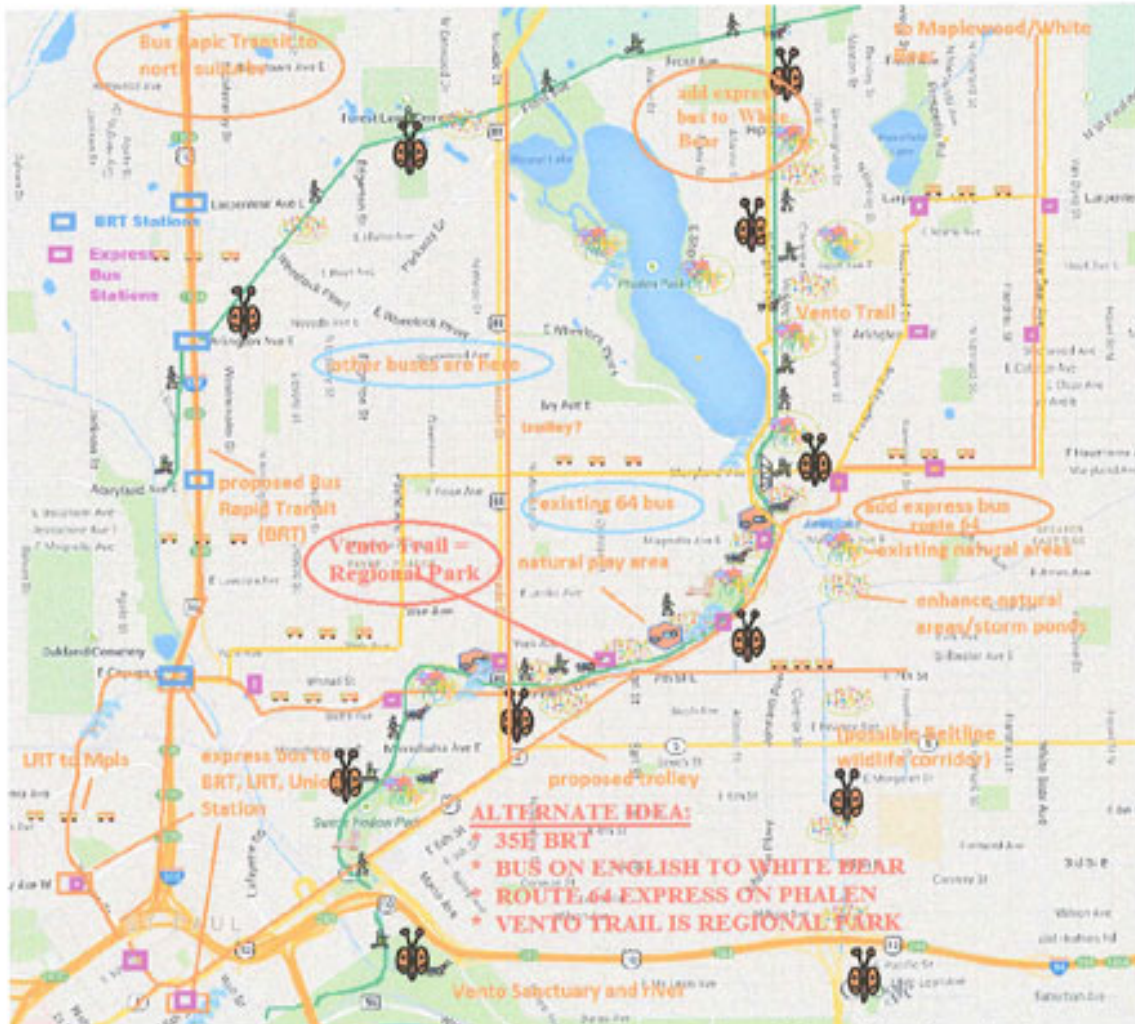
- RUN IN THE BACK YARD OF ABOUT 300 DWELLINGS EAST OF LAKE PHALEN
- DIVIDE OUR NEIGHBORHOOD AND BLOCK ROADS WITH NOISY CROSSING ARMS
- RUN LATE AT NIGHT
- REMOVE WILDLIFE HOMES AND WILDLIFE CORRIDOR FOR OTHER PARKS
- MAKE THE TRAIL UNSAFE FOR CHILDREN
- WE CAN'T COMPETE WITH SUBURBS FOR HOMEOWNERS AND RENTERS WITH NO TRAIL AND WITH BUSES IN BACK YARDS
- THE TRAIL MIGHT NO LONGER BE PART OF BIKE ROUTE 41 FROM MEXICO TO CANADA
- WRECK ENDANGERED RUSTY PATCH BUMBLEBEE NESTS AND FLOWERS



Comment at www.rushline.org or call (651) 266-2760. Leave comments at this open house, 651-266-2760, www.rushline.org, or email at info@rushline.org. Comment by May 4, 2017

A BETTER AND CHEAPER PLAN (LESS THAN RUSHLINE \$900 MILLION!):

1. MAKE THE TRAIL THE BRUCE VENTO REGIONAL PARK WITH A PARK NATURALIST AND NATURE EDUCATION FOR CITY KIDS ON THE TRAIL AND NEARBY PARKS.
2. IMPROVE THE 64 BUS ROUTE ON MARYLAND AND WHITE BEAR AND ADD A 64 EXPRESS BUS ON PHALEN BOULEVARD TO 500 NEW HEALTH PARTNER JOBS, AND BRT AT 35E, AND UNIVERSITY LIGHT RAIL TRAIN. EXAMPLE: SNELLING BUS.
3. ADD A BUS RAPID TRANSIT ON NEW 35E LANES TO JOBS IN NORTH AND SOUTH SUBURBS. EXAMPLE: 35W BRT.
4. ADD ROUTE 64 EXPRESS BUS TO WHITE BEAR ON PHALEN TO JOHNSON - ENGLISH - HWY 36 – HWY 61 TO WHITE BEAR ON EXISTING STREETS – SAME ROUTE AS BUS!



Kathy Sidles - I live 6 blocks east of Lake Phalen, am a St Paul Parks volunteer, picked up 100s of bags of trash and Garlic Mustard along the Vento trail and woods and got a positive Rusty Patch Bumblebee ID at www.xerces.org, Bumble Bee Watch at the SE end of Lake Phalen

John Gilkeson



May 4, 2017

Ramsey County Regional Railroad Authority and
Rush Line Corridor Staff, Task Force, and Policy Advisory Committee
Union Depot
214 4th Street East, Suite 200
Saint Paul, MN 55101

Transmitted by e-mail to info@rushline.org

RE: Comments on Rush Line Corridor Locally Preferred Alternative

Dear Rush Line Corridor Staff, Task Force, and Policy Advisory Committee,

Thank you for the opportunity to comment on this important public transportation study. I request that you extend the comment period 15 to 30 days past May 4, 2017. This date was only one week after the public meeting/hearing on April 27. It was clear at that meeting/hearing that many people directly affected by the proposal were not really aware of the full scope of this proposal and its impacts. For people who are not working on a project or directly involved in the process from the beginning, it is very likely that they may not fully understand the impacts of and alternatives to such a proposal until such a meeting/hearing where the details are presented. One week after that is a very short time for people in this situation to formulate a meaningful comment letter. You owe this to the homeowners, taxpayers, residents, and voters throughout the corridor, given the expense, magnitude, and impacts of the Locally Preferred Alternative and the final decision that you will make.

When I was younger, I lived in the northeast quadrant of the Twin Cities metro area where the Rush Line Corridor is located. Then and now there is virtually no regular route bus service and there are only a few rush hour express options into Saint Paul. Growing up in this area with little public transportation, and seeing major road, housing, commercial, and retail development and expansion over the past 50 years, I have always believed that there should be a rail transit line in the corridor connecting the Twin Cities metro area to towns and cities up to Hinckley and Duluth. I supported the purchase of the Right of Way (ROW) by the Ramsey County Regional Railroad Authority (RCRRA) many years ago. I came to the public meeting/hearing on April 27 to testify in support of a rail corridor system much like the Sprinter service corridor of the North County Transit District (NCTD) in San Diego County that was put into service in 2009 and has a solid 8-year operating history now. [Additional Sprinter information below.]

I was in fact the first person to testify at the April 27 event and I urged the Rush Line staff and decision-makers to consider the NCTD Sprinter Corridor design, equipment, and service level as a model for the Rush Line Corridor.

Then something unusual happened. I listened to an hour and a half of citizen testimony that followed mine, and after nearly 50 years of believing rail transit on the RCRRA Rail Right of Way was the right thing to do, I CHANGED MY MIND. I strongly urge all of the members the Rush Line Task Force, Policy Advisory Committee, project staff, and consultants to carefully consider the testimony and CHANGE YOUR MINDS AS WELL.

Page 1 of 3, Comments Rush Line Corridor Locally Preferred Alternative, John Gilkeson, 5/4/17

The eloquent testimony of the speakers at the public meeting/hearing made this fact clear: Today in 2017 and in the future, the RCRRA ROW is a priceless asset as a trail and open space/natural area for the surrounding communities, which have few other comparable natural places and assets. The RCRRA ROW is no longer a transportation asset to the County or the communities around it. The envisioned bus transportation use, with a road 28 feet or more in width, will completely destroy the current and future value and character of the Bruce Vento Trail.

It is the actions and investments of Ramsey County that have brought this about, and that is one of the major reasons that Ramsey County as a whole, the Regional Railroad Authority, and the Rush Line Corridor Task Force and Policy Advisory Committee must take this seriously. From the very beginning, Ramsey County has liquidated or disinvested in the rail infrastructure in the corridor and invested in the conversion to trail and open space uses. Ramsey County removed two important double rail bridges immediately after purchasing the ROW. One bridge spanned Maryland Avenue and one bridge was further south at a location I cannot now recall. When I learned of these plans, I wrote to RCRRA staff (probably Kathy DeSpiegelaere) and the RCRRA Chair at the time, and strongly urged the RCRRA not to remove the bridges. I argued that the bridges were a very valuable infrastructure asset and would cost millions of dollars to replace if or when the corridor was used for transit purposes, and that the future replacement cost and the changes to the corridor resulting from removal would be a barrier to eventual future use of the corridor for transit. The response was that they were inexpensive to remove and they would be removed, but the reasons for removal were never clear to me.

When the double bridge over Maryland and the other bridge were removed, that required significant removal of the railroad grades/embankments at these and other locations, again at significant, seriously compromising the rail infrastructure, adding costs to future transportation use, and explicitly converting the Rail ROW to trail and open space use. All of these rail disinvestments and trail investments created high expectations in the surrounding communities that these changes are permanent.

Within the past few years another double rail bridge was removed over Highway 36 and replaced with a single trail bridge. Again, this is an explicit disinvestment in the existing rail infrastructure and future transit use of the corridor, and explicit conversion of the Rail ROW to trail use. Even if this was not done by the county, it was done with the county's consent and approval as owner of the bridge and ROW.

The homeowners, taxpayers, and citizens of the surrounding communities who testified passionately against converting the existing priceless trail and open space asset to a 28 foot wide highway are not NIMBY's. Not one of them argued against improved public transportation serving their communities. The NIMBY testifiers are those who opposed transit in their community and claimed they did not want it near them and would never use it. It is critical to differentiate among these groups, and what they asked of you as their elected and appointed officials. These citizens asked you to not put a 28 foot wide road for Dedicated Bus Rapid Transit in the Bruce Vento Trail. Use the capacity of existing roads and do not destroy the investment in, and the priceless asset of, the Bruce Vento Trail.

The same issues are certain to be raised if and when there is any discussion of using this corridor between Hugo and North Branch, where the rail infrastructure has been removed in favor of explicit trail and open space investments, and the trail use and expectations of the community that have been created as a result.

What I propose to you today is that the Regional Railroad Authorities, the Rush Line Corridor Task Force and Policy Advisory Committees, and all of the surrounding communities work closely with Metropolitan Transit to identify the best alternatives for improved regular route and limited stop transit service on existing roads, which have more than sufficient capacity for this bus service and other northeast metro bus service. (English Street is one candidate and Route 64 currently operates between Larpenteur and County B.) Take the best ideas from the current process to provide new services and new routing along the corridor, and implement this low cost service as soon as possible to build ridership and community

support for the initial service and eventual future service enhancements of some type. I suggest that the options should include limited stop bus service along Old 61 serving town centers up to Forest Lake and possibly beyond to North Branch and the North Branch Outlet Mall. For the portion closer than Forest Lake, there are many combined regular and limited stop routes running in similar corridors from suburban areas to downtown Minneapolis. Look at those corridors and routes for ideas that can work in the Rush Line Corridor. Look at where the I-35E and Old 61 rush hour traffic comes from and is going to. Work intensively with businesses in downtown Saint Paul and throughout the corridor to identify where employees and others want and need service.

There have recently been major road and capacity expansions, including MNPASS lanes, in the I-35E and I-35 corridors. These expansions undermine actual and potential transit ridership and significantly diminish the financial viability and demand for transit service in the corridor. New travel in the corridor should be served by the new public transportation in the corridor system. Some part of the existing road demand should be shifted to the new bus routes to relieve heavy AM inbound and PM outbound traffic loads. It is also critical to provide corridor residents and businesses with frequent off peak service transit in both directions so that people have a real alternative to the single occupant vehicle for more of their travel needs and not just five day per week one way rush hour commuting. People work, shop, and travel to school and many other activities seven days per week 18 hours per day or more.

Additional information on the NCTD Sprinter Corridor Service:

The Sprinter Corridor is single track with diesel light rail vehicles and no overhead power, 22 miles with 15 stations, 53 minute travel time, 30 minute weekday service from 4 am to 8:30 pm, average 9000 weekday riders, and freight trains run in the corridor at night and occasionally during Sprinter service hours. So it is a low cost, flexible, scaleable service with many similarities to the Rush Line Corridor up to Hinckley.

In California, local transportation authorities routinely purchase operating rail corridors and then provide the former owner with trackage rights. Then the operating rail corridor is upgraded or otherwise converted to passenger rail service without rail service interruption or removal of rail infrastructure while existing freight operators and customers continue to use the line at night or between scheduled passenger services.

California transportation authorities often acquire right of way and initiate service with local funds only and then look to the federal government to fund expansions after the initial system is well-established. In Minnesota local authorities have the authority to raise money, purchase or lease right of way, build infrastructure, and operate or contract for the operation of public transportation under the Regional Railroad Authority Act (Chapter 398A) and the Elwell Law (Chapter 430), among other statutes.

Thank you again for the opportunity to comment.

John Gilkeson

Appendix B

April 27, 2017: Open House Comments and Public Hearing Transcript

Eighteen comment sheets were submitted as a result of the April 27, 2017 open house/public hearing: Seven were submitted at the open house and 11 were received after the open house.

Results of Comment Sheets:

1. What do you see as the challenges and opportunities associated with the draft locally preferred alternative?

- The biggest challenge/opportunity missed is not having a stop on Maryland Ave. The 64 is a crazy busy route of people who ride into downtown Saint Paul. Interesting with that route would ease the burden and overcrowding.
- Unsafe for kids and neighbors.
- Dollars spent compared to population density and trail and housing impact.
- How will development occur north of St. Paul?
- The loss of peace and green space without vehicles; safety for children and place to enjoy.
- Taxpayers covering cost, trouble in neighborhoods, noise and pollution.
- One major challenge is interfering with the existing walking/bike trail that many people use, it is also a wildlife corridor. It also is close to many houses that would be negatively affected by transit going by every 15 minutes.
- The RCRRA wish to destroy the Bruce Vento Trail for a very poor ridership. This city has the Bruce Vento Trail, which is beautiful and you aim to destroy it for future generations.
- The challenge is to choose a route that impacts the least amount of people. Using the Bruce Vento Trail will take away a valuable asset to the community used by a large segment of Maplewood residents.
- The challenge is in tearing up quiet residential neighborhoods with high traffic bus lines on the trail. This is unacceptable when you have Hwy 61 and White Bear Ave on both sides. Please don't use the trail.
- I like that it will offer increased and easier access to the medical campus at Health East, St. John's. It will be better than driving my car during rush hour when I go to Maplewood Mall or medical appointments. I appreciate that the Draft LPA offers increase transit coverage.
- Challenges: 1) Ruin Neighborhoods 2) Higher traffic serving few people 3) Higher crime rates. Opportunities: None unless you are a criminal!
- The Property values of thousands of homes and the quality of life will plummet.
- Lower property values. Higher crime. Higher pollution. Nature trail ruined. Higher noise. No space for bus and trail together.

- No, no, no! Will be in my back yard!
- No! Please don't put Rush Line behind my home!
- The proposed Rush Line is going through right in-between dense residential areas. The Bruce Vento Trail is used every single day by so many people who live near. I am also concerned about our safety, our nature preservation, and the value of our properties.

2) Does the draft locally preferred alternative meet the six project goals that were established to meet the purpose and need for the Rush Line Corridor Transit Study? (please check one per goal)

Project Goal	Yes	Somewhat	No
1. Increase the <i>use of transit</i> and its <i>efficiency and attractiveness</i> for all users	2	1	14
2. Develop and select an <i>implementable</i> and <i>community-supported</i> project	2	1	13
3. Contribute to <i>improving</i> regional equity, sustainability, and quality of life	2	1	13
4. Improve <i>sustainable travel</i> options between and within study area communities	2	0	13
Enhance <i>connectivity</i> of the corridor to the regional transportation network	2	1	13
Support <i>sustainable growth and development</i> patterns that reflect the vision of local and regional policies	2	1	12

3. Are there any specific areas of concern or importance that you would like policy makers to take a closer look at as the project moves forward?

- Skipping Maryland Ave is a shame. Please reconsider a stop on Maryland Ave that would help connect more routes.
- Unsafe for kids and neighbors, disagree. (2)
- Too close to existing homes.
- Do our opinions really matter? Or will you just ram this through our neighborhoods like many other projects? I love this trail now. I bring people on this trail as a safe intro to biking. It won't be a safe place to bring beginners with a huge bus population. There has to be another route to accomplish the goal.
- Noise in neighborhoods. Run it along Hwy 61 from Downtown.
- Why use the Bruce Vento Trail? The major travel arteries are already there – I-35 and Hwy 61. They are already noisy, existing corridors. The Bruce Vento Trail is a pretty busy walking/biking trail that connects to the Gateway Trail. It is already a nice trail that would be greatly impacted by additional transit.
- I am against using the Bruce Vento Trail! Destroying Bruce Vento Trail. Property value of homes along Bruce Vento Trail. Destruction of Officer Bergeron's memorial! Environmental impact on people and wildlife, trees will be great.
- The Bruce Vento Trail is one of the best bike trails in the Twin Cities, used by Maplewood and St. Paul. Trying to sandwich a new trail next to a bus line would take away the beauty of

the trail as well as making it less accessible and much more dangerous trying to get on/off the trail.

- Maplewood has very little of quiet, peaceful space left. The Rush Line will destroy the neighborhoods it is on. Safety of users of the trail is also a big concern with buses a few feet away. Noise and air pollution in the neighborhoods.
- This area has a rich diversity of people with different backgrounds, abilities and ages. This (the Draft LPA) will connect everyone to educational and employment opportunities. Please go forward with it.
- Why would we want to take a beautiful and well-used bike/walking trail and turn it into an ugly thoroughfare for people to travel through? This will not be any good for the people who live in Maplewood!
- All homes along the Bruce Vento Trail. Impact of tax assessments/value on Maplewood.
- Use Hwy 61 not Bruce Vento Trail.
- Vote No!!! Take away trees, wildlife—bring noise, ugliness!!
- Through Hwy 61 and NOT the Bruce Vento Trail. There's going to be a cost. Why not construct through Hwy 61? I am not against a Rush Line. I am against where it's going through!

4. Please provide any additional feedback regarding the Rush Line Transit Study?

- If you're really looking to boost development, why not put a stop on the old 3M Campus? Arcade St is on the end of that but the middle of the campus would reach more of the area. Maybe save the "random" letters for display online. You're on letter #5 and losing your crowd.
- Not needed, additional bus routes would suffice.
- We've already lost green space on Gateway Trail with 35E project. I bike to work twice a week and I also bike as a mode of transportation and recreation. I particularly like the existing Rush Line because it is safe from vehicle traffic and gets me almost to White Bear Lake. There are so few trails for bikers, families and pets without traffic. This doesn't seem necessary with Hwy 61 and White Bear Ave available. What will you give us for safe, non-vehicle trails if you take this from us? Why can't you develop Hwy 61 & White Bear Ave? Why can't you go through English St? Why can't you use existing roadways?
- Don't come into Gladstone neighborhood.
- The cost of putting in the suggested transit isn't an intelligent use of funds or attractive to the community. I'm sure it sounds great to those commuting to downtown from the North metro, but for people like myself whose backyard the Bruce Vento trail runs right behind, this will degrade my property value, my quality of life and in favor of what? Increasing quality of life of those that chose to live in the North metro to commute downtown at the expense of those who chose to live closer to their jobs?
- Please reroute off the Bruce Vento Trail to Hwy 61. More studies are needed. Bumblebees just starting to return and you are going to kill them with these changes.
- This entire process is geared to guarantee success of the BRT and all the parties involved. The process should start with the input of all the impacted parties (public) before all the money is spent on planning the route and gathering statistics from some vendor paid by the BRT!!



- Please put the extra busses on existing highways! This can be done. Do not destroy what little quiet, green space we have left!
- No additional feedback. Thank you for the job well done.
- Serving 5-6,000 in 25 years – at what cost? This neighborhood says NO to Rush Line!
- I would like the Mayor of Maplewood to come to our neighborhood and speak and explain why she supports this project.
- Mayor needs to come to our neighborhood to discuss.
- Vote no!!!!
- I am one of many residents who are living along the Bruce Vento Trail. I believe in preserving the trail for many generations to come, preserving the nature for all communities to enjoy! I strongly reject the idea of this Rush Line proposed using the Bruce Vento Trail.

Comments from the map displayed during the open house:

- What impact will bus lanes have on planned Jackson St bike lanes?
- Where are the stops for businesses along Phalen Blvd?
- Maryland Ave and Johnson Pkwy is busy. How will the bus make traffic stop when it goes across?
- Bring this Phalen stop up to Maryland Ave. Help Route 64. (2)
- Endangered Rusty Patch bumblebees identified here [location noted: Boardwalk & SE Phalen]
- My house is 12' off the proposed line.
- Keep the trail like it is and put express bus on English St to Hwy 36 to Hwy 61 = 16 min to White Bear Ave, Johnson Pkwy & Phalen Blvd.
- How much does right-of-way cost? Hwy 61 vs. Bruce Vento Trail?
- What's the travel difference between Hwy 61 and the Bruce Vento Trail?
- A bus will change our green space... not much tranquility.
- Why not Hwy 61 to Beam Ave? Leave the trail alone.
- Do we make sure we have no more additional vehicles or the guideway?
- Buerkle Rd to Hwy 61 is very busy now. Bruce Vento Trail comes in on curve in right-of-way.

Public Hearing Transcript

RUSH LINE CORRIDOR PUBLIC HEARING

TRANSCRIPT
OF
PROCEEDINGS



Taken April 27, 2017

By Christine M. Clark, RPR

APPEARANCES:

RUSH LINE PUBLIC ADVISORY COMMITTEE:

Mayor of Maplewood Nora, Slawik

Sheila Kauppi

Tom Cook

Sandy Rummel

Will Schoeer

Sheila Kelley

Mara Bain

Paris Dunning

Also Present:

Andy Gitzlaff, Ramsey County Regional Railroad Authority



The Rush Line Corridor Public Hearing is taken on this 27th day of April, 2017, at Our Redeemer Lutheran Church, 1390 Larpenteur Drive Avenue East, Maplewood, Minnesota, commencing at 6:33 p.m.

MAYOR SLAWIK: Is there a motion to open the public hearing?

MR. COOK: So moved.

MS. RUMMEL: Second.

MAYOR SLAWIK: It's been moved by Tom Cook and seconded by Sandy Rummel. Is there any further discussion? All those in favor say aye.

(All committee members respond "Aye.")

MAYOR SLAWIK: The public hearing is now open. The motion passes. So the first letter is from Sherman Associates.

(Whereupon six letters are read into the record by Committee members Mayor Nora Slawik, Tom Cook, and Sandy Rummel.)

MAYOR SLAWIK: Thank you. So that's the process of getting them into the public record.

We have the public comment hearing signup. You can still sign up. So I know the room's getting fuller. If you would like to comment tonight, the signup sheet is out there. Otherwise, we are going to go down the list. There's one person where I'm going to read their comment because they'd rather have me do that than talk, so I have the sheets that you signed up right here. Hopefully, I can get your names right. Now, where do they -- do they come right there?



MR. GITZLAFF: So over by the stand, yes.

MAYOR SLAWIK: So you can stand there. Joy is going to have -- you want to show your cards? She has the one minute, the 30 seconds and stop. So thank you, so if you can respect that.

The first will be, I think it's John Gilkeson and then Conrad Adams. If you can introduce yourself, again, your name and your address, and we'll be listening to your comments.

MR. GILKESON: Thank you very much. Good evening, everybody. My name is John Gilkeson. I live at 1933 Laurel in St. Paul near the University of St. Thomas. I appreciate the opportunity to speak with you this evening. Obviously, you've all put a great deal of work into figuring out what all the criteria are and what seems to be the best alternative, although I hear a lot of rumbling in the audience. I would like to bring three points to your attention that from my perspective are important. One is that there is really no regular route service in this quadrant of the city at all. So there's not a good baseline of demand to understand what -- what is ultimately going to be the best alternative for transit. We've put a huge amount of money into the highways in the northeast quadrant. To have an option that will really get people out of their cars, it's got to have a level of services that is attractive. One thing I would recommend is that the Met Council really establish their bus line now with more or less following the east corridor, start building demand and understanding what the riders want, see what the traffic



destinations are, and so when you ultimately get to constructing this you're going to have a much better sense of where things are going and what's going to work best.

The second point I want to make is this, that there's a corridor in southern California that's very, very similar to this corridor and they are using a technology and service that I think is unique in this country, and I'd just like to bring it to your attention. This is the Sprinter Corridor in the North County Transit District in San Diego. It's 22 miles long and has 15 stations. There's half hour service, from 4:00 a.m. to 8:30 p.m., five days a week, and then varying hours on the weekends. It carries about 10,000 people a day. It's -- I don't know how it's funded. I didn't have a chance to do all that research, but California often builds their transit with local money first, and then when they expand, get the access through federal money. San Diego just got a billion dollars to expand their streetcar to the University of California San Diego.

So I think this corridor has a lot of similarities to the Sprinter Corridor which is a diesel light-rail vehicle. It's a single track system. It has no overhead power. It's low cost. It's versatile. So thank you very much.

MAYOR SLAWIK: Thank you. Conrad Adams and then Denise Bricher. If you could state your name for the record and your address.

MR. ADAMS: Yeah. I'm Conrad Adams, and I'm at 1530



English Street. And it's quite obvious you guys are reading, you know, good, you know, feel-good letters about this, you know, bus line going through.

The fact of the matter is from Highway 36 to Phalen Boulevard you're going through a residential neighborhood. Many of these homes just feed off this line and they're going to be highly affected by these. What is it, about 120 buses a day if I did a little simple math? Isn't that what it is? And that's an awful lot of disturbance in our neighborhood. I think you really best do some planning when you decide on exactly what you're going to do as far as maybe buying out homes or, you know, the green space. You know, it's one of those things where this part is probably the most sensitive part of the, you know, project, and this has got to be done properly. That's what I have to say tonight.

(Applause by audience.)

MAYOR SLAWIK: At the public hearing we don't have clapping. We're being respectful and listening. Denise Bricher, and then Kathy Sides (sic). Welcome to the hearing.

MS. BRICHER: Hi, I'm Denise Bricher. I live in St. Paul, 2428 Amberjack Lane. I live in a mobile home park. I am President of the Board of Directors, APAC. I have a letter we proposed, but first I'd like to say personally, the better our mass transit options are on the east side, the more livable it is, the more



affordable it is, especially as an aging population needs affordable transportation, in addition to affordable housing.

That said, Dear Mayor Slawik and Committee Members -- our letter is dated April 27, today, and I will read the first paragraph and skip the rest because it gets into a lot of statistics.

Dear Mayor Slawik and Committee Members, We write on behalf of All Parks Alliance for Change (APAC) in support of the Rush Line Policy Advisory Committee's recommendation of dedicated guideway bus rapid transit as the locally preferred alternative for this section of the Rush Line Transit Corridor. APAC is the statewide organization for Minnesota's 180,000 manufactured or mobile home park residents. Along the proposed transit line, there are five cities with eight park communities and 1,133 households. The residents of parks tend to be lower income people and, therefore, are less likely to own a car or even have access to one. The 13 mile BRT line offers a reliable, convenient and affordable transportation choice of residents living in park communities in Little Canada, Maplewood, and Vadnais Heights, and, if connected in the future, Forest Lake and Hugo. And the rest of the letter goes on with statistics, pointing out the definition of a manufactured home and average income, and it lists the parks by name and points out that many residents of manufactured home parks are people of color.

So our closing paragraph says, Thank you for your time and consideration. If you have any questions for us, we can be reached at



651.644.5525 or info@allparksallianceforchange.org.

Thank you for your time. Can I give you a copy?

MAYOR SLAWIK: Thank you. Who does she give the copies to?

MR. GITZLAFF: She can bring them over here and we'll enter them into the record.

MAYOR SLAWIK: Thank you. Next is Kathy Sides (sic) and then Mark Bradley. State your name and address for the record.

MS. SIDLES: Yeah. Kathy Sidles. There should be an l in there. 1380 Winchell Street, St. Paul 55116, six blocks east of Lake Phalen. Okay. Here are some history -- I've been following this. I'm a park steward and I adopted the Bruce Vento Bike Trail and also Frost Lake Park, which is nearby, and have picked up over a couple hundred bags of trash off of the Rail Authority land and pulled up 70 bags of garlic mustard, etcetera. It's a beautiful nature trail right in the city, pretty thrilling.

A multicounty study of possible dedicated bus or LRT routes was done. This is a history, as I see it, over the last three years. Our trail is rated in the upper part of the lower third as an option because of high cost and low ridership. I was told this study is no longer valid.

Then the Hiawatha and University LRTs were built, and overall it's assumed each of the metro will have at least one mass transit plan funded. And about three years ago a large grant was given to



Ramsey Rail Authority to hire a design group to pick a route for northeast of St. Paul. Routes were identified and given points based on ridership, in large part using existing ridership mostly along Maryland and White Bear. Because there's no empty corridors for a dedicated route, the Vento Trail was chosen, as well as the new lanes on 35E.

The 35E option was then eliminated for reasons that are unclear as explained on the Rush Line website.

Upgrading White Bear Avenue for a Snelling-like bus and station had plans drawn up, but eliminated as one of the top two options, although I heard tonight that in some way it's going to be upgraded. So this leaves removing the Vento Bike Trail and replacing it with two bus lines and a bike lane within about 110 foot of Rail Authority owned land is the recommended option. No negative points were given for removing green space since it's not considered park land. It will run so close to the backyards of 80 dwellings that you can see what they are barbecuing for a picnic from the bus. I just delivered fliers to 200 of those people in the last two nights because they hadn't heard of it. And in the direct backyards of about 300 dwellings. But no negative points were given for that. The route doesn't cross any high density ridership bus stops, but no negative points were given for that.

Stepping back, it looks like a mistake to put the study of the large Northeast Metro area mass transit needs under the watch of the



Rail Authority, and the result was to put a dedicated bus-way on their land. The study should be redone with independent oversight.

The Northeast Metro area is unique in that as a post World War II housing development with large areas of wetlands and lakes and is made of a grid of neighborhoods with no arterial roads as developed in suburbs. And being a newer urban neighborhood, there has been no removal of older houses to make way for freeways to the suburbs, and it's also a very large area.

Anyway, I'll turn this in, and it includes the fliers.

MAYOR SLAWIK: Thank you.

(Applause by audience.)

MAYOR SLAWIK: Mark Bradley, and then we will have Steve Kollas. If you could state your name and address for the record, please.

MR. BRADLEY: Mark Bradley, 2164 Woodlynn Avenue, and I'm talking about all the issues here. First issue, they're saying it's more expensive to do light rail. Well, if you take a look at the European where they're doing their mass transit, they have what's called quadrant control shunt line. So we could use a single rail which would mean that you wouldn't have to have as much grab at this point until we prove that we need a two-line route if we're using light rail.

Second of all, when we're looking at this thing, we also have to realize that there are all types of different modes of transit,



including third rail, which means you wouldn't have to use the antiquated streetcar design where you've got that up there. It would make it a lot cheaper to put it in. And if you've been watching Channel 2, they talked about that quadrant in Europe and also the United States. But they also talked of there's a gentleman, an English guy who's been traveling the United States, and if you go to the one that talks about going to connect New York and the Niagara Falls, they stop at Westinghouse, and they show that you use the equipment -- if it happens to be one of theirs, it will use less fuel. It will be quieter because they can slow -- they're more efficient than drivers. And if you're using the rail, also remember, there's less derailments because the fact is you're on a rail, a structured area, that as long as you don't overrun the rails with speed or you have damage to them, they'll stay more likely on the rails. So in many ways it's a lot cheaper to use the light rail, but we're trying to make this as expensive as possible.

The last thing is that I'd like to point out, among the other things, is that we're talking about coming off on Beam. If you take a look where you have to, it's at wetlands on both sides because you're going to have to cross over Beam and come up that side there because at Costco where -- what happened to the microphone? Costco is there, so you can't do a curly Q up to that road anyway. So --

(Whereupon someone helps fix the microphone.)

MR. BRADLEY: Okay. So the fact is you're going to have

to go across in the wetlands on both sides of where the original tracks were. It's much cheaper to use those tracks, and then you can have a stop right at St. John's, which means people who are using the light rail can get to their hospital appointments because the station could be right there at St. John's.

These are things that we're not looking at. They would help one of our major businesses, but it would also bring back a lot of other things as well. Thank you very much.

(Applause by audience.)

MAYOR SLAWIK: Thank you. Next is Steve Kollas, and then I'm going to read for Sharon Bierwirth.

MR. KOLLAS: Yeah, I'm going to pass on that.

MAYOR SLAWIK: Steve is going to pass. So Sharon said she would like her comment read and she would prefer not to talk. Again, if you want to sign up, there's the comments sheets here. Sharon -- is it Bierwirth? 1395 Laurie Road, Maplewood.

I would like to present comments on the following topics: How do we get our representatives to vote the way we want? Do they actually take our choices rather than their own?

So thank you, Sharon.

(Applause by audience.)

MAYOR SLAWIK: The next is Craig Munson, and then Teresa Munson.

MR. MUNSON: Hi, everyone. Thank you for indulging. I'm

not a public speaker by trade. I'm just -- (Whereupon, the microphone cuts off and is switched out.)

MR. MUNSON: Thank you. How about this? I was just listening to some of the comments and I think mine is in respect to a lot of what people are speaking about here today. We heard a lot of thoughts or options about the what, but we really haven't talked about the why. Are we really -- do we really feel that we want to move to this? You know, because we haven't established a need for moving people through, and we haven't talked about that yet. I don't know where we get these numbers, and so it's just all speculation. So that's one of the things I'd like to consider for the group. And also we're going to rip up through hundreds of people's properties like we said. I don't know. We don't even know what the good is for, and this as all one half billion dollar project is what I heard; is that right? Those are all the comments I have. Thank you.

(Applause by audience.)

MAYOR SLAWIK: And next we have Teresa Munson and then Eric Saathoff.

MS. MUNSON: Therese Munson. I live at 2691 Barclay Street in Maplewood. I wanted to address the fact that we live right up against the Bruce Vento Trail, and my concerns are huge, but to me they're huge, and I have many, but I'll address basically the environmental impact that it will have. When we -- we live on the access from the cul-de-sac, we live on to the Bruce Vento Trail, is

right on our -- just at the edge of our property. So we see people going back and forth. We see the kids that go back there and play and the exercise on the Bruce Vento Trail. And they have -- there's so much that people -- I've seen parents taking their children out there to walk them and teach them and show them all the different plants that are out there, the native species. We have wood ducks out there. We have owls, we have bats, we have deer. I can just keep going on. We have multiple, different birds, and I'm seeing -- I just can see that going away, and which is really bad because we are urban and we have that green space. And it's -- so much money was put into redeveloping all those wetlands and fixing up along the line, and it's going to go away. All those deer, all that environmental stuff. So I'm just really saddened to see that, and I think it's going to impact our future generations and how they spend their time. They're not going to be spending it out cycling or biking or walking along the Bruce Vento Trail, experiencing some nature in an urban setting. They're going to be going other places, and they're not going to be taking that transit because, you know what, in order for us to take that transit we're still going to have to drive.

(Applause by audience.)

MAYOR SLAWIK: Next is Eric Saathoff, and then Tom Denisson. Welcome to the meeting. If you could state your name and address for the record.

MR. SAATHOFF: Thank you, Mayor. My name is Eric



Saathoff, and I live at 6911 Wells Street in St. Paul. I'm a member of the Payne Phalen Community Council. I'm also on the Advisory Committee for the Lower Income Projects, serve on the St. Paul Transportation Committee. I'm also President of the Holy Trinity Parish Council, which is a church that's really near to Phalen Boulevard, over on Forest Street.

So I want to reiterate from the Payne Phalen Community Council that we support this particular route. We voted unanimously in support of this route. And some of the reasons why was because we thought it was critical for the many residents at our neighborhood that are lower income to be able to find jobs or reach jobs, but also to attract development and new residents to our neighborhood. One of the critical points for us was this nice connection to the Green Line so that we could continue west into the city, even to Minneapolis without having to go through downtown St. Paul, and also to get service on Phalen Boulevard because we don't have any service there currently.

I had a lot of questions from people about the bikeway, and I would tell them that I heard from Rush Line planners that they promise to maintain the trail and co-locate the trail, and I just want to say personally that I -- from what I've heard that if we have a bike lane that's on a parallel path, that's insufficient because what we have now is an all ages, all abilities bikeway, and I really want to make sure that is a priority to maintain that kind of a bikeway.



Personally I want to say that I live at 6911 Wells Street, but I moved to that house. I relocated in our neighborhood because I wanted to move closer to where I thought this line would go. So I'm one of those people that was trying to move towards the transit. And personally, again, I do want to get -- this might be a little bit technical, but on some of the stations like Phalen Village, currently it looks like that the station might be behind Cub, by a tennis court, in the Park Line area almost, and I think we need to think about maximizing the potential of development and ridership by just slightly shifting that to the eastern side of the Core (phonetic) Phalen Village area. Similarly, with the Arcade Street stop, we have Arcade Street bridge. If we have a station that's underneath that, it's not going to affect any riders, but if we slightly shift that to the north and cooperate with the owners of Cedar Square, we could have a lot more development, we could be closer to home and really maximize that stop.

And finally I want to comment on the Cayuga stop, and we have many residents that live around the Cayuga area, but it's going to require a bridge south to Railroad Island, and that might be expensive and hard to do, but Railroad Island's got one of the poorest census tracts in the state, and this is a really key thing for people that live in that neighborhood. So thank you very much.

MAYOR SLAWIK: Next we have Tom Denisson and then Dan Viskoe. Welcome to the meeting. If you could state your name and



address.

MR. VISKOE: Hi, I'm Tom Denisson, and I live on 1624 English Street. It's on the corner of English and Idaho. I'm not a public speaker and this scares me, but I'm a concerned neighbor and I'm talking against destroying the trail, the path. I've lived at that house for 51 years, half a century. I bought the house new right on the corner there, and I'm right -- bordered right -- backyard's right by the path, like many neighbors there. And when I first moved I got all kinds of little four inch seedling pine trees, and I planted them. I planted them. They were so small I planted them too close together and had to thin them out every year for Christmas trees, but now they're 70 feet tall. It's a healthy environment of green for the people who enjoy the track. And there's so many people and families of all ages that can use it, and even their dogs like to go there. And I've always lived there. And back in the '60s, the railroad train was there and there was a very sad and tragic thing that happened right about three -- three doors south of me, right on Idaho. A little girl was killed by the train. And all these yards that back, backyards are right by the path, they don't -- we don't want anything like to that happen with any kind of trains or buses or anything. And as far as the nature goes, all the animals and critters -- I get raccoons. I get all of them at my backyard. It's just wonderful, and we're blessed to have that in a city environment like this. Thank you.



(Applause by audience.)

MAYOR SLAWIK: Thank you. Dan Viskoe and then Joe, it looks like Joe Remley. Welcome to the committee. If you could state your name and address for the record.

MR. VISKOE: Dan Viskoe. I live at 1415 County Road C. Like a lot of others here, I will be impacted by the Bruce Vento Trail. My house actually sides up to it, so I will be 10 feet away. My sum total will be 10 feet away from the line of the trail. I have multiple concerns. I'll try to be quick so we can be under three minutes.

I don't feel that this is a good use of American taxpayer dollars. I know you guys keep saying we want those federal dollars back in. I want those federal dollars not to be spent. It's also not a good use of Minnesota taxpayer dollars or a good use of Ramsey County taxpayer dollars.

I would like to see additional regular bus routes tried first. It looks like you're doing one, but one is not a very good sample size. Like others, I'm very concerned about noise pollution, loss of green space, and I know you said that it's a 10 year project, but a lot of those years are in construction. And as much as I don't want buses running at the side of my house every seven minutes, I also don't want a construction project for multiple years 10 feet from my house.

That's all. Thank you.



(Applause by audience.)

MAYOR SLAWIK: Thank you. And Joe Remley and then Chris Imm.

MR. REMLEY: Good evening. Joe Remley, 4823 Lake Avenue North, White Bear Lake. Mine are a series of questions. You might help me out there because I wrote them down and handed them in. But the first one is what is the estimated subsidy per rider?

MAYOR SLAWIK: So you can ask questions, but at a public hearing we're not going to answer questions.

MR. REMLEY: That's unfortunate. So somewhere along the way, the Blue Line, I believe the estimated subsidy per rider on that one is \$6 a rider, the Green Line is \$8 a rider. And I keep wondering how the people in Bemidji feel about that, but I don't think anybody asked them.

The second one, who's going to finance the initial construction project? You probably know that answer. You have to know that answer.

MAYOR SLAWIK: This is the way public hearings work. I mean, yeah, we just listen, but I would ask the staff to get back to you.

MR. GITZLAFF: Yeah. We have staff members over at the back.

MAYOR SLAWIK: So can you talk to Mr. Remley and make sure he has answers?



MR. REMLEY: Well, I want everybody to have them, but not just me.

MAYOR SLAWIK: I know, believe me. It's the rules of the city council.

MR. REMLEY: And the other is, for instance, the bus stops on, what, 4th and Stewart in White Bear every day. How many riders are actually going out of White Bear Lake on a bus that's there right now? Is it thousands? The other question I have is, what, 90 percent of the route is cornfields. There aren't that many people out there that are going to pick that bus up, except for a few at Forest Lake potentially. But I am very concerned about how it's -- how it's going to be subsidized, who's planning to pay for it and who's pushing the agenda and why. That's a big concern for me. Is it the state that's pushing this? Is it the county, or is it Met Council?

(Applause by audience.)

MAYOR SLAWIK: Thank you. Chris Imm and then Terri Maller. Welcome to the committee. If you could state your name and address for the record.

MR. IMM: My name is Chris Imm. I live at 2211 Ide Court in Maplewood. I'd like to have a motion. First I'd like to put a motion out that we change the name of this draft from locally preferred alternative to government preferred alternative.

(Applause by audience.)

MR. IMM: If that's not acceptable, we could actually

have it as corporate preferred alternative as the second alternative.

(Applause by audience.)

MR. IMM: First off, I'd like to raise a concern that it seems that I'm trying to be sold on this path, that it is the fastest path that we have to go down the Bruce Vento line. And I'd like to understand how much faster it is to go from Maplewood Mall to downtown St. Paul compared to what the express route is now today, 'cause I'd like to understand the economic impact of how much we're going to pay for two, three, maybe five minutes. It seems pretty exorbitant to me, so I'd like to understand that piece first.

Second, I'd like to understand if you did a dedicated express route down 61, what would that speed be? Because I would imagine it's faster than the current rate. So now you're probably cutting your benefit in half, and actually all you're doing is adding a lane to 61, and you're keeping the green space and you're not impacting your actual voters' properties, their livelihoods, their families, and you're not increasing the risk of actually someone getting killed because now you're running a bus every 15 minutes and it's going to intersect numerous roads where people are walking. It's going past schools. There's a school. I mean how many schools are actually located within three blocks of where there trail is? Think about all of these, you know, elementary school kids that are walking down the road and they're going to have to deal with a bus every 15 minutes. And then we have to think about the fact that we see cars actually



mistake the trail for a road today. So how many cars are actually going to go down this expressway and get into an accident and kill how many riders? I don't know. That's all I have. Thank you.

(Applause by audience.)

MAYOR SLAWIK: Okay. Terri Maller and then Therese Sonnek. Welcome to the committee. If you can state your name and address for the record.

MS. MALLER: Hi. My name is Terri Maller and I live at 2231 Ide Court, and this will go right through my backyard, which is the number one thing I really don't want. It's right next to the grade school, but the thing that I've been looking at is the safety. The Green Line, I drive by it every morning. At 7 a.m. there are eight to ten police officers every morning going on the Green Line to kick off the sleeping people that have been on there all night. So that shows you what's riding on that. I don't want that behind my house. There are -- you go out there at noon and there's nobody on that Green Line. I've ridden the Green Line to see what it's like and I've watched half the people don't even pay for it. They just get on it. So I don't find this is very safe. Also, if you're saying it's going faster and people want this up north, well, I work with somebody who rides the one from Forest Lake, and there were several different ones that ran daily. They cut them all, except for one in and two out, because nobody was using it. They want their cars. They don't want a bus. That's all I have to say.



(Applause by audience.)

MAYOR SLAWIK: Therese Sonnek and Stuart Knappmiller. Welcome to the committee. If you could state your name and address for the record.

MS. SONNEK: My name is Therese Sonnek, and I live at 1986 English Street, and the Bruce Vento goes through my the backyard or past my backyard. Not through my backyard.

One thing that we've never even talked about is the reason why this is the locally preferred route is because it's on land that was purchased for light rail. What we're not talking about is the decision to do that in the first place. Why did we buy this land that we knew went through people's backyards? Why do we have to have the land be for light rail when that land could be for the green space that it is now that brings joy to so many people as they walk it? Because if you put rapid transit down it, you're going to take away the quality that we love about it. We love this that it's a place you can walk your dog and walk your bike and teach your kids how to ride a bike without having to worry about cross traffic. We love that it's peaceful. So, if you put the buses down it, if you put the light rail down it, even though it's co-located, you've taken away the peacefulness of it. And when you have something co-located and you take 20 feet for buses and 10 feet for trail, you're inevitably going to go into the site and take out the largest trees because they're there and they've been growing for 50 to 100 years. So, yes, you can

put in rain gardens and, yes, you can bring back the nature, but it will take 50 years before it's tall trees again. So, if you do do this, please do your best to save as many of those trees as you can because those trees bring the life to us, they bring -- they revive us as we walk down that trail. We bring our energy back. We get our energy back from our long days at work and our weekends when we walk and we bike on those trails. We get that energy back from those trees and that nature.

And I also want to know if there's any sort of studies to find out what this rapid transit will do to the patterns of larger fauna. You know, what does this do to the possums and the raccoons and deer that go up and down there? Are they -- has that been studied? Then, yeah, I think that's all of my notes on here. You know, how will the buses affect the natural patterns of the wildlife? I know it will affect us and how it affects how we enjoy the trail. But how does that also affect it as the green way for wildlife to move up and down?

Thank you.

(Applause by audience.)

MAYOR SLAWIK: Stuart Knappmiller and then Laura Heimer. Welcome to the committee. Please state your name and address for the record.

MR. KNAPPMILLER: Hi. This is Stuart Knappmiller. I live at 1112 Orange Avenue East, in St. Paul. And I guess I'm feeling sad because I really -- I'm hearing the difference between the people



who live on the line and those of us who live in the city.

I grew up on a gravel road. My father spent his early years with two work horses to travel. I live two blocks from the 64 bus line. I have a different life. I very much appreciate it, the kind of mass transit that's available here in the city. The only way my mother got care for the last 15 years of her life living in the country was that my brother-in-law lived a quarter mile away and he could take care of her.

I thank you for your work in looking at ways to improve transit on the east side. I trust that your plan is that this will create jobs for the East Metro, something that the people who live in my neighborhood and aren't as fortunate as I am need. My life has been wonderful living on the east side of St. Paul. The people who live there are good people. They'll be the people that will be coming out on the lines.

Our daughter and son-in-law looked at the home that was perfect for them. It was on the Vento Trail. We biked -- we biked the Gateway before it was the Gateway, when it was dirt, and they understood when they saw the signs, oh, there could be a rail here. So they didn't buy that perfect home. They found a home that isn't as perfect, but it's in the city and they're very happy there. Thank you.

(Applause by audience.)

MAYOR SLAWIK: Laura Heimer, and then Sharon Bierwerth



decided to speak, so we're going to give her the time. Welcome to the committee. Please state your name and address for the record.

MS. HEIMER: My name is Laura Heimer. I live at 1551 Nebraska Avenue East, and right up the road, and I also, with the fellow that was talking about the railroad tracks right in the back of the yard, I remember when that was there. The railroad train would come by, not very often, but then I appreciate the land that was put as a path because it's been so special. My oldest is 35. She learned to ride her back on the path. We see all the different nature. I appreciate Kathy. She's been at Frost Lake. I see her all the time, and I see a lot of familiar faces. And our kids grew up on the path, you know, riding their bikes. My friend over here takes her kids while she jogs, and with her mom. We walk the dogs. And it's so true, we see all of the nature, and there are a lot of houses that are right up against it. And like one lady said, you know, you're barbecuing, and there goes the train by. I mean, you know, I appreciate the fact that you want to get jobs from the inner city, but then again, I've driven by homeless people. I said, you know, the post office is hiring, and they say, oh, okay, thanks, but he's there on the corner the next day because I work in Minneapolis, and I see the same person. And, you know, there's got to be something else as an answer.

I appreciate the path. We love it. Anyway, thank you.

(Applause by audience.)



MAYOR SLAWIK: Sharon Bierwerth, welcome to the meeting. If you could state your name and address for the record.

MS. BIERWERTH: Sharon Bierwerth, at 1395 Laurie Road. I live in a cul-de-sac that borders up against the trail. We came from eastside St. Paul to Maplewood to have a good life, to have a life where our kids could ride their bikes wherever they wanted. They have the trail. They could go off on the trail and they'd be fine, wouldn't be a problem. People's houses are there. You put in the rail or a bus line, kids are going to get hurt. The animals are going to get hurt.

This is a -- it seems like the city is worried more about the businesses and keeping them alive than the people that live here. We came here for the good life, and you're talking about bringing in something that we tried to get away from. Now we're going to have -- another thing I noted, I'd like to note for the public record on how everybody voted for this, where I could find that. And I noticed when the people were reading the letters from corporations there was no signs. Nobody stopped anybody and said, hey, this is well over the five minute limit, which was three minutes for us, but there didn't seem to be any limit for the corporations that wrote in. I could write in and give you a little bit more time.

We don't want it. The people here came here knowing there was no transit, and we all have cars and we all drive back and forth to work or go to a bus stop along the way, but we don't want it around here.



We don't want it in our backyard where our kids are playing. Thank you.

(Applause by audience.)

MAYOR SLAWIK: Amanda Dobbelmann. Welcome to the committee. Please state your name and address for the record.

MS. DOBBELMANN: Amanda Dobbelmann, 1719 Idaho Avenue East.

SPEAKER IN AUDIENCE: Speak up, we can't hear you.

MS. DOBBELMANN: I'm a person that has used the trail to run and take my kids biking for the past 10 years. And even before that, I grew up in the east side. When all of my friends moved out of the city to get out of the city, I said I can't run on a country road, but I love my trail. I can take two dogs, two kids in a stroller and two kids on bikes. I can't do that anywhere else. It's been my mental health in the city. It has been my -- my life saving really, probably, and it's been awesome for my kids because they get to grow up in the city and have access to the trail. You don't get that. You don't get -- you just -- it's the city. So what do cities have to offer families? Parks and trails, and this trail is unique. It's very unique. It's very, very beautiful. And another thing I think too is I didn't know about this whole process or anything until I was telling a friend how much I loved the trail. And she was like, well, you know about the Rush Line. And I was like, no, I don't know about the Rush Line. People don't know. I use it every day. How could I



not know? I just think it's really sad that we take the hit while businesses think that they're getting something. And so that's all. Thank you.

(Applause by audience.)

MAYOR SLAWIK: Kay Berthiaume. Welcome to the committee. Please state your name and address for the record.

MS. BERTHIAUME: Sure. It's Kay Berthiaume. I live at 1771 Golden place, Maplewood. And I've lived in Maplewood my entire life, grew up here, was here when the train went through and it's just really sad to see this happening. From an economic standpoint, it's a total waste of the money. The light rail doesn't get used as it is in the city, much less out here in the suburb, and I too, I run on that trail almost every day, and I see it used year round. It can be 20 below -- I'm exaggerating, but it can be cold and snowy, and there's people on that trail. There are those of us that use it all the time, and I think there are more people that use that trail than there would be riding the rail. So thank you.

(Applause by audience.)

MAYOR SLAWIK: So that ends the list. The way we do public hearings, I'm going to check with staff here on it. I'm going to ask three times if there's anybody else. If you come up, we do need you to write down your name just so that we have your name on the record. Is there anybody else that would like to speak? Come on up. Since you didn't sign up, just come and sign. You just got to say

your name. You may have to spell your name. State your name and address for the record.

MR. JAROSIEWICZ: John Jarosiewicz, 2649 Barclay, Maplewood. I'd like to see this trail from start to finish labeled with this Rush Line so people know what you guys are about to do to it. I think you guys are just stuffing it down our throats, and it's pretty sad. We have many mothers, many wildlife running on this trail and everybody just wants to keep on pushing it, and nobody's listening to anybody on our side. This thing just keeps on going. I don't know where, where anybody is thinking that this mass transit rail line is going to be helpful in the future. We have Uber cabs, we have buses that go out to that hospital all the time. They're about this big and one person is in it. I don't understand why we need a big bus to run every 15 minutes, or wherever it's going to run, for three people. It doesn't work. It's not working now, and we have people fighting to stop this money being wasted. The roads -- that's a perfect example, out on 694, they have widened it. And where is everybody going? Right straight through. It's a little backed up again now thanks to the other side being done, but the roads take care of this business. People want buses? There's a bus that runs by here since the time I've been here seven times. There's nobody on it. Seven times. I don't understand. Nobody's going to the hospital on a bus.

(Applause by audience.)

MAYOR SLAWIK: Thank you. If you raise your hands and



you want to just speak, you can come on up. State your name and address for the record.

MR. LEE: All right. My name is Nachee Lee, and I live on 1720 Hagen Drive. I'm the second owner of the house, and my house faces the trail, and, you know, I'm not going to repeat some of the stuff that people talked about earlier, but I just want to state some of the points that had been introduced to us earlier. One of the things that I think you guys talked about was business, you know, jobs. And I feel like the trail's not going to create jobs, having a mass, you know, station going through there, but I do see that White Bear or 61 can create jobs because there are jobs there already. Like some of the small businesses like Paris is -- you know, something that Paris is working on, improving business. Why can't you have transportation going on White Bear or 61 where you can have -- I call it multipurpose, you know, buildings, where you can have, you know, residential on the top, businesses on the bottom, and you have a bus going through it. So you can have, you know, small families living there, and that also creates jobs and opportunity for families that will want to use transportation to that area as well. So that's more like the idea I think to have.

The other part is about, you know, if you have mass transportation going through that neighborhood or where I live right now, one of the negative things I see that is also a negative impact to all of us is about dividing community as well, just like how we get



on 94, and I mean actually someone who's new to the area, how that divides the whole community. And some people, they don't know how they impacted like Frogtown, Frogtown, for example. So those are some of the negative things that I think that we might see will impact us greatly.

And also some of the stuff that will also be impacted is the wildlife there. You know, I have a lot of rabbits in front of my house every day, and if you have a bus every day, every 15 minutes, I think that's going to be a great impact on some of those habitats there. So thank you.

MAYOR SLAWIK: If you could state your name and address for the record.

MS. CHA: My name is Sue Cha. I also live at 1720 Hagen Drive, and we live right in front of the Bruce Vento Trail. I would have to say that I definitely do not support this plan at all. You guys talk a lot about how this is going to benefit a lot of people, but when I bought this house I bought it because it was -- I live right in front of a trail and I thought about how that would improve my quality of life and how that would improve my children's quality of life. If you take away the trail and you put a bus line there, that does diminish that, and it does also -- we are trying to promote healthy living, and by having a bus line or having a bus that's going back in our backyard or in front of our house does not promote any sort of healthy living at all.

One of the great joys of Maplewood though is we take pride in that trail. That trail is like -- it's very unique and you don't see that in the cities a lot. And you see the wildlife and you see the animals, just like other residents have said. But I think the important thing to think about here is that I want you to think about when you vote, if this was you, if you lived on this trail, how that would affect you and your family. Yes, I think that when we look from a business standpoint, maybe that does make a lot of sense for those business folks, but when you look at creating a healthier living environment, a healthy living life, having a trail and maintaining and preserving the wildlife, that's what's great about this trail is that a lot of people use it, and I don't see a lot of people taking the buses, but I do definitely do see -- I live right in front of the trail. I see a lot of people using that trail than I do see people taking a bus. So, when you vote, I want you to think about how if this was you, how this would affect you and how this would affect your family and your kids and your grandkids and for generations to come.

(Applause by audience.)

MAYOR SLAWIK: I saw somebody else. If you can state your name and address for the record. Welcome to the committee.

MR. NGU: Thank you. Hue Ngu, 2451 Park Place. I'd like to talk to the Maplewood elected public officials. I understand the benefit of St. Paul, White Bear Lake. I still don't understand the benefit of Maplewood going through the Bruce Vento Trail, going



through the neighborhoods. Where is the business development at that's promised? So for all the Maplewood elected officials, you need to tell us that, and because it's not clear to me. And, you know, you guys are going to vote. This is going to benefit your city, but Maplewood, again, I don't know how it's going to benefit us.

(Applause by audience.)

MAYOR SLAWIK: Second time, would anybody else like to speak? You can only speak once.

SPEAKER: I'd like to add one more thing.

MAYOR SLAWIK: You may speak no more than once. Have you already spoken? Okay. Could you state your name and address.

MS. MAIER: Melissa Maier, and I live at 467 Arlington Avenue East, which isn't in Maplewood. But I bike on this trail quite frequently, and I wanted to add onto what she had to say about the trail. And one thing that I like about this particular trail is I bike all over. I bike to Minneapolis. I bike to St. Paul. I bike everywhere. This trail is particularly safe and that's why I like it more so than Swede Hollow or some of the other ones, especially since I am kind of close to Maryland and Edgerton, which is where I live which is kind of a little bit in the Hood, and going down Swede Hollow there's a lot of homeless people, and a lot of the trails that we do have available, whether shared with vehicles or not, are sometimes safe, sometimes not, and this one is very safe and I feel very safe to go there. And so I feel like it's a big loss to lose this particular

trail because it is safe.

(Applause by audience.)

MAYOR SLAWIK: So is there anybody else?

SPEAKER: Can she talk again?

MAYOR SLAWIK: No. With public hearings we really have time for one comment. So anybody else? Okay. Pastor, welcome to the committee. If you could state your name for the record and your address.

MR. NELSON: My name is Karsten Nelson. My address is 135 Ridge Way, but I work here. I'm the pastor here at Our Redeemer, 1390 Larpenteur. I've got people in my congregation who rest deeply on both sides. I haven't been able to be in here because I've got another meeting going on. My guess is that there's maybe some on both sides. One of those things for me is that I was involved, it was with some of the deliberations in the initial Green Line and about how important it was to look at a bigger, wider picture about what transportation does for us as a regional city. And I think part of what hasn't been seen is that the Green Line has actually been far more beneficial and helpful and used than we could see. My sense is right now we're at a place where this Rush Line is hard to see how this would be really helpful in 5 and 10, 15, 20 years, but I think that's very important. It's helpful to think that when we talk about it we don't talk about it only for our neighborhood but for a wider community. And I know that there's a lot of people who are



transportation dependent and need deeper access and that there's an economic sense about being able to make use of the trail for -- for that kind of transportation, being able to get people, not just to health programs, but to jobs. And being able to have an artery that is beautiful, I'm somebody who runs, I love this trail. I use it. I should probably bike more, but I don't, not yet. But the sense of my understanding of how it still would be a trail as well as being used for possible deeper transit that long term could be really beneficial for the wider community both here, farther north and farther south.

MAYOR SLAWIK: Thank you. I think there's a couple people moving toward the mic. If you want to come forward and state your name for the record and your address.

MR. JUAN: Good evening. My name is Dezmond Juan. I live on the north end, 180 Larpenleur West, but, you know, I'm really representing, as far as I'm the community organizer here on the east side. The majority of my work is in District 4, District 5 on the eastside. I've been involved with this kind of transit project, but really looking at it from the southern part, you know, of the transit end. Really looking at it as far as like getting that mobility for the communities, you know, on the southern side. But coming to listen here, you know, this other section, this northern section, you know, of the east side and also into Maplewood, it's interesting to listen that, you know, everything that you've worked really hard for, you know, these families, that you're community members here, you know,

you've invested a lot of money, you know, to own a home, to own a specific area, you know, over here, not to be so inner city just surrounded by concrete. You know, I'm listening to everyone that talks about this trail, that talks about, you know, the wildlife, that talks about, you know, the nature, you know and that talk of, you know, how beneficial it is. You know, I have to be, you know, up front as far as those areas are very beneficial. You know, I live in a very concrete street area, so I go to different areas, different neighborhoods to get that relief, to get that healing because it is very healing to be out into nature, to be out, you know, kind of -- kind of get lost, forget that you're in the city. You know, so I understand as far as community members here. You know, I represent community members. I'm a community organizer. You know, I fight for the people. I fight for their issues. You know, for myself, coming from, you know, the transit issue, the Rush Line issue again, you know, I was in support of it as far as just looking at Dayton's Bluff, looking at it for community members in, you know, District 5 as far as trying to get their mobility, you know, more easier, instead of just east to west, kind of north to south, or hitting some, you know, medical areas that it's hard to get to, where you're kind of jumping around in different bus lines. But, again, you know, when you look north, when you're looking here, at, you know, neighbors here, the community here, you know, and the conscious choice that a lot of neighbors here made, that a conscious choice to move a little bit more



north to kind of get away and to get into the nature area. You know, I don't want to see that gone because, again, you know, I would love to be in the position that you all are in as far as homeowners. You know, I would love to be in an area where I'm kind of away and out of the city but I'm still close to it. When I look at Maplewood, I look at this area in that fashion. You know, so it's really difficult. I'm listening, but at the same time I'm in support of how you feel, and I would love to see how this dialogue could go because, again, it is a very tough issue.

MAYOR SLAWIK: If you can wrap up your time, sir.

MR. JUAN: Yes, yes, yes. So, again, you know, I just wanted to express, you know, my support with everyone's concerns as a community. Thank you.

(Applause by audience.)

MAYOR SLAWIK: Welcome to the committee. If you could state your name and address for the record.

MR. NELSON: My name Dave Nelson. I'm at 2574 East 4th Avenue, North St. Paul. I hear everybody talking about they're going to be putting the rail down. There will be a lot of trees down. What purifies the air that you guys are breathing? It's the trees. You don't cut down trees. You want to plant trees. And before you vote on this I would like to see each and every one of you go and live on one of those trails where the light rail or the bus lines run for one year and see how you like to sit out in the backyard and grill and

have everybody look to see what you're eating. Thank you.

(Applause by audience.)

MAYOR SLAWIK: I think there's a couple more people. If you could state your name and address for the committee. Welcome to the committee.

MR. RUSS: My name is Tom Russ. I live on the east side of St. Paul, at 1144 Jessamine. And sometimes I think we confuse or see transportation as being a critical or the most important ingredient to having quality of life, social, a healthy social climate. I would like to suggest that transportation is only one component. And listening to people, honoring what they say, allow them to feel like they're a part, if you ignore that, you do a harm to the social body, to the consciousness. The second thing is we have lots of transportation corridors on the eastside and in Maplewood. If you would tell me who is stopping you from running extra buses, I'll go knock on their door. The solution is there. Please don't take away one of our amenities to create a problem in search of maybe a pretend solution. That's all. Thank you.

(Applause by audience.)

MAYOR SLAWIK: Last call. Anybody else? Going once, twice, three times. The meeting is, the hearing is --

MR. GITZLAFF: Do a motion.

MAYOR SLAWIK: Is there a motion to adjourn?

MS. KELLEY: So move.



MAYOR SLAWIK: Is there a second?

MR. SCHOEER: Let me just say thanks to the folks for sharing.

MAYOR SLAWIK: But we need to close the hearing first.

MR. SCHOEER: I would second that.

MAYOR SLAWIK: So it's been moved by Sheila Kelley and seconded by Will Schoeer to close the hearing, and then we can do some comments after the hearing. All in favor, say aye.

(All committee members said Aye.)

MAYOR SLAWIK: So thank you for coming. Thank you for being here.

(The public hearing concludes at 7:50 p.m.)

STATE OF MINNESOTA

CERTIFICATE

COUNTY OF CARVER

I, Christine M. Clark, RPR, hereby certify
that I reported the Rush Line Corridor Public Hearing, on this 27th
day of April, 2017, in Maplewood, Minnesota;

That I was then and there a notary public in and for the County
of Carver, State of Minnesota;

That the foregoing transcript is a true and correct
transcript of my stenographic notes in
said matter, transcribed under my direction and
control;

That the cost of the original has been
charged to the party who ordered the original transcript and that all
parties who ordered copies have been charged at the same rate for such
copies;

That I am not related to any of the parties
hereto, nor interested in the outcome of the
action and have no contract with any parties,
attorneys or persons with an interest in the action
that has a substantial tendency to affect my
impartiality;

WITNESS MY HAND AND SEAL this 2nd day of
May, 2017.

Christine M. Clark, RPR
Notary Public



Appendix C

PAC Meetings: Public Comments

January 19, 2017

Name: Michele Jersak
Affiliation: Century College
City: White Bear Township

Michele Jersak, a counselor at Century College, presented comments on the importance of bus service for Century College students: Students rely on public transportation like the proposed Maplewood loop. We have lots of low-income students and classes last until as late as 10 pm. More frequent service would be preferred to assist them; 30 minute headways would be great, but 15-minute headways in the morning & afternoon would be good. Our students are parents, and come from all over. You could consider timing the routes to match Century College class times.

February 16, 2017: No Public Comments

March 23, 2017

Name: John Slade
Affiliation: Not provided
City: Not provided

John Slade, affiliated with the Metropolitan Interfaith Council on Affordable Housing, presented comments in support of Rush Line: Mr. Slade noted that he lives on the east side; works with congregations in White Bear Lake and Mahtomedi; and is in support of Rush Line as transit supports affordable housing. Mr. Slade asked cities in the corridor to look at comprehensive plans and add multi-family housing/affordable housing, especially around areas with lower-wage employment.



Appendix D

Letters from Organizations



All Parks Alliance for Change ■ APAC

An Organization of Manufactured Home Park Residents

April 27, 2017

The Honorable Nora Slawik
Chair, Rush Line Policy Advisory Committee
1830 County Road B E
Maplewood, MN 55109

Dear Mayor Slawik and Committee Members:

We write on behalf of All Parks Alliance for Change (APAC) in support of the Rush Line Policy Advisory Committee's recommendation of dedicated guideway bus rapid transit as the locally preferred alternative for this section of the Rush Line Transit Corridor. APAC is the statewide organization for Minnesota's 180,000 manufactured (mobile) home park residents. Along the proposed transit line there are five cities with eight park communities, and 1,133 households. The residents of parks tend to be lower-income people and therefore are less likely to own a car or even have access to one. The 13-mile BRT line offers a reliable, convenient and affordable transportation choice for residents living in park communities in Little Canada, Maplewood, and Vadnais Heights and, if connected in the future, Forest Lake and Hugo.

APAC has been a member of the Rush Line Public Engagement Advisory Panel and has also regularly attended meetings of the policy advisory and technical advisory panels. We support using the region's emerging transit way system as a way to promote sustainable, vibrant, and healthy communities in the Twin Cities region, including manufactured home park communities. A "manufactured home" is a single or multi-section home constructed entirely in a controlled factory environment following the U.S. Department of Housing and Urban Development (HUD) code adopted by Congress in 1976. They are home to one out of every 20 households in the state. Statewide, the households are 87% owner occupied and 42% of residents have lived in the same home for 10 or more years. In the Twin Cities metro area, all manufactured housing is restrictively zoned so that it can only be located in manufactured home park communities.

Manufactured housing is an affordable living option; the typical lot rent is approximately 30 to 50 percent of the metro area median income. The average household income for those living in park communities falls between \$10,000 and \$19,999. In addition, according to the 2013 five-year American Community Survey, there are few if any bus stop stations within 0.5 miles of the Ramsey and Washington County parks including those located along this section of the corridor, specifically 5 Star Estates, Maplewood Mobile Home Court, Northstar Estates, Terrace Heights Mobile Home Court, Thirty Twenty Estates, Town and Country, Twin Pine, and Woodlund. The introduction of the dedicated BRT line will be of tremendous benefit, especially if it followed by an evaluation and overall realignment of the region's other bus routes.

Expanding the transit system is a foundation for connecting and growing the region. As part of this effort, we are pleased that Rush Line planners made a concerted effort to engage underrepresented communities in planning, decision-making, and implementation processes on and around transit-oriented corridors, particularly manufactured home park residents. Not only are the residents living in the corridor mostly low-income, but they are also diverse communities where 27% of residents are people of color, most notably Hispanic and Asian. In addition, a review of U.S. Census data reveals that there is a higher percentage of non-car commuters in the block groups containing manufactured home parks than overall in the census tract. Parks located closer to the central city show higher percentages of resident non-car transportation use.

Thank you for your time and consideration. If you have any questions for us, we can be reached at 651-644-5525 or info@allparksallianceforchange.org.

Sincerely,

Denise Bricher
President, Board of Directors
(Maplewood resident)

Dave Anderson
Executive Director
(Vadnais Heights resident)

2380 Wycliff Street, Suite 200 ■ St. Paul, MN 55114
Phone: (651) 644-5525 ■ Fax: (651) 523-0173 ■ Toll Free: (855) 361-2722
info@allparksallianceforchange.org ■ www.allparksallianceforchange.org





April 6, 2017

Andy Gitzlaff
Ramsey County Regional Rail Authority
214 4th Street East
Saint Paul, MN 55101

Dear Mr. Gitzlaff:

St. John's Hospital is committed to providing superior health care to our growing community. Our 184-bed facility offers a wide variety of diagnostic and therapeutic services. Creating the best patient experience is a priority at St. John's.

The St. John's Hospital campus continues to thrive in Maplewood and we look forward to the completion of the Hazelwood Medical Office Building adjacent to our main facility at Beam Avenue and Hazelwood Street later this year which is comprised of 140,000 square feet of new medical office space.

With these state of the art health care facilities it is most important that we are connecting people to our services. The proposed Rush Line route will bring patients to our door for services ranging from preventative care services to lifesaving treatments.

It is important that patients have suitable access to health care services. The proposed Rush Line route and strategically placed stations will provide transportation options for our clients to connect with our state of the art health care services.

Thank you for the opportunity to provide this input for the Public Hearing to be held on April 27th. We support this project and look forward to working with the city of Maplewood and your staff on the details of the station near our facility as the project moves forward.

Sincerely,

Laura Keithahn, MBA
Site Operations Executive
HealthEast St. John's Hospital Administration



healtheast.org



733 East Seventh Street
Saint Paul, Minnesota 55106

www.lowerphalencreek.org



April 27, 2017

Ramsey County Regional Railroad Authority
Attn: Rush Line Corridor comments
214 E. 4th Street, Suite 200
Saint Paul, MN 55101

Dear Rush Line Public Advisory Committee:

Lower Phalen Creek Project (LPCP) submits this letter to the Rush Line Public Advisory Committee (PAC) to express concerns about the draft locally preferred alternative and what LPCP sees as opportunities in light of those concerns. LPCP requests that the PAC recommend that the Task Force commit to specific mitigating actions.

LPCP's mission is to strengthen the East Side and Lowertown communities of St. Paul through developing and maximizing the value of local parks and trails, ecological and cultural resources, and by rebuilding connections to the Mississippi River. LPCP has over 650 subscribers to its newsletter and effectively engages hundreds of diverse community members in its parks and trails projects.

As an initial matter, LPCP appreciates that the PAC listened well to public comments and did not recommend a route that transects Swede Hollow Park. As stated in its subsequent letter dated December 30, 2016, however, LPCP opposed any transit alternative that removes green space along the Bruce Vento Regional Trail. Although LPCP is disappointed that such a route has been selected as the draft alternative, there are opportunities for mitigation and trail improvements that could offset the green space loss and provide improved ecological and health benefits.

The draft locally preferred alternative will convert permeable surface to impermeable surface, thereby increasing storm runoff and reducing water quality. To mitigate this impact, the remaining green space along the trail should be strategically planted with rain gardens and biofiltering flora. This will not only help to mitigate the reduction in water quality, but will also add beauty and increase ecological health along the trail. The additional strategic use of pollinator species, native plants, and wildlife enhancing flora to attract animals like bats, for example, will improve local ecology and enrich the trail experience. Moreover, if combined with a landscaping plan to minimize maintenance, such plantings could in fact reduce municipal costs.

Engaging the community and especially the neighborhoods nearest to the bus rapid transit stations is vital to strategically creating an ecologically rich trail and station experience. Such engagement will foster community ownership of the stations and trail. Engagement should be conducted deliberately and meaningfully. To that end, for example, LPCP employs a community-led engagement process. For



engagement related to the bus rapid transit line between Lowertown and Lake Phalen, it would likely cost between \$8,000 and \$12,000 in labor and costs. The PAC and Task Force should plan and budget for such an investment, to ensure that the community is heard and involved.

LPCP requests that the PAC recommend a commitment to establish diverse habitat, rain gardens, pollinators, native species, and biofiltering flora on a minimum of 50% of the remaining green space along the Bruce Vento Regional Trail, with a goal of achieving 100% coverage. Moreover, the PAC should recommend that the Task Force budget adequately for meaningful community engagement and that the trail be co-located to the maximum extent possible.

Thank you for your consideration and for your commitment to a stronger, healthier, well- connected community. If you have any questions, please contact me at mkleiss@lowerphalencreek.org or 612-581-8636.

Sincerely,

Melanie Kleiss Executive Director

A handwritten signature in dark ink that reads "Melanie Kleiss". The signature is fluid and cursive, with the first name "Melanie" written in a larger, more prominent script than the last name "Kleiss".

April 6, 2017

Mr. Mike Rogers
Ramsey County Regional Rail Authority
214 4th Street E
Saint Paul, Minnesota 55101

Dear Mr. Rogers:

Maplewood Mall is a top shopping destination located in Maplewood, Minnesota, serving those in the residing communities of the Twin Cities, St. Paul, Oakdale, Little Canada, Vadnais Heights and White Bear Lake.

Home to over 130 stores, Maplewood Mall includes departments stores Macy's, JCPenney and Sears, as well as specialty retailers like Victoria's Secret, Bath & Body Works, Kay Jewelers, and Express. Home of the double-decker Venetian carousel the Mall also includes many onsite dining options, like Adobo Grill, Charley's Grilled Subs or Panda Express.

The Mall prides itself on serving hundreds of thousands of people each year and supports the proposed bus rapid transit line from St. Paul to White Bear Lake. This will help connect Minnesotans to many destinations including a stop at the Park and Ride located adjacent to the mall.

We look forward to working with you and all stakeholders as this project progresses to make sure we maximize the ways this proposed bus line can connect people to jobs and services.

Sincerely,



Jennifer Lewis
Manager, Maplewood Mall





April 5, 2017

Mike Rogers
Ramsey County Regional Rail Authority
214 4th Street East
St. Paul, MN 55101

Dear Mr. Rogers:

The Saint Paul Area Chamber of Commerce (SPACC) would like to emphasize our continued support for the Rush Line Corridor project connecting downtown St. Paul via Union Depot to White Bear Lake. The Rush Line is a vital element to connecting people working and living in the east metro.

The Rush Line will provide a much needed connection for the East Metro, facilitating increased growth opportunities for businesses and their employees. Currently, there is a need for connectivity between the north-end suburbs and Saint Paul and the Rush Line will provide that connection. Transit has also become essential for businesses to attract new employees and the Rush Line will facilitate access to good jobs in a reliable, consistent matter.

High quality transit in a dedicated guideway will create value for employers, employees, clients, customers, and residents along the corridor.

The Rush Line will provide transportation choices for a growing and diverse community. The Saint Paul Area Chamber of Commerce strongly supports the creation of a transit line that provides reliable and consistent access so that the businesses and residents of the area can benefit from our shared success.

Sincerely,
Mindee Kastelic
Interim President and CEO



// Chamber of Commerce Center // 401 North Robert Street, Suite 150 // Saint Paul, Minnesota 55101





March 28, 2017

Mr. Mike Rogers
Ramsey County Regional Rail Authority
214 4th Street East
St. Paul, MN 55101

RE: Rush Line Corridor Public Hearing

Dear Mr. Rogers:

Sherman Associates, Inc. is committed to the production of quality housing to serve local communities and appreciates the opportunity to provide comments into the record for the Public Hearing hosted by the Rush Line Corridor Policy Advisory Committee.

Sherman Associates recently completed the first of three phases in redeveloping the 5.5 acre former Maplewood Bowl site at the intersection of Frost Avenue and English Street in the city of Maplewood, providing 50 units of housing to families. Phase II of the proposed development will start in the summer of 2017. The proposed dedicated bus rapid transit would travel along the Bruce Vento Trail alignment near the redevelopment site and would provide travel options for both existing and future residents.

The second phase of Sherman's redevelopment is 107 units of market-rate active living units for individuals age 55+, with a commercial component as the third and final phase thereafter. Good transportation access is key in guiding redevelopment decisions, and the proposed bus rapid transit-way will present opportunity to connect Maplewood citizens to jobs, recreation, and hospitals such as St. John's and Regions.

As an interested stakeholder, Sherman Associates supports the proposed locally preferred alternative and believes it will better connect people to places while also fostering additional redevelopment opportunities in the Gladstone Redevelopment Area.

Sincerely,

Shane LaFave
Director of Multifamily Development
Sherman Associates, Inc.

233 Park Avenue South, Suite 20 I, Minneapolis, MN 55415
Tel: 612-332-3000 Fax: 612-332-8119 www.sherman-associates.com C
Sherman Associates is an Equal Opportunity Employer





White Bear Lake
Economic
Development
Corporation

April 24, 2017

Mike Rogers
Ramsey County Regional Rail Authority
214 4th Street East
St. Paul, MN 55101

Dear Mr. Rogers:

The mission of the White Bear Lake Economic Development Corporation is to champion the economic development, stabilization, and transition to future trends for the community. Change is inevitable as infrastructure, demographics and development age in the White Bear Lake community. We are committed to ensuring area residents, businesses, employers and employees have access and the option to choose a more connected and reliable transportation system. The proposed alignment of the Rush Line dedicated bus rapid transit will connect White Bear Lake with the cities of Gem Lake, Vadnais Heights, Maplewood and Saint Paul and offers a financially sound public infrastructure investment. The Rush Line will connect residents along the corridor to jobs, education, shopping, recreation, arts and culture, and health care facilities and will enhance the vibrancy and livability within the communities served.

The White Bear Lake Economic Development Corporation understands the essential role good transportation plays in attracting and guiding redevelopment decisions. The proposed station locations in White Bear Lake along Highway 61 at Cedar Avenue, the Marina Triangle District and Downtown White Bear Lake will serve areas with recent investment and the potential for additional growth and future development. We request that further phases carefully consider the exact location of the future Downtown station location, with particular focus on impact on parking and convenient access to all amenities.

We appreciate the opportunity to submit comments into the record for the Public Hearing hosted by the Rush Line Corridor Policy Advisory Committee on April 27, 2017. The White Bear Lake Economic Development Corporation submits its support for the locally preferred alternative – we believe this offers a sensible solution and will contribute to the long-term health and vibrancy of White Bear Lake for generations to come.

Sincerely,

Carol McFarlane, President
White Bear Lake Economic Development Corporation



April 30, 2017

To Whom It May Concern,

As the Locally Preferred Alternative for the Rush Line rapid transit project has become clear, we are writing in the hope that solutions can be found for potential conflicts.

We cautiously support the proposed co-location of rapid bus and trail within the Bruce Vento corridor north of Phalen Blvd, and we are encouraged that project engineers believe that a trail can be maintained within the former railroad right-of-way. As one of the best all-ages, all-abilities trails in the East Metro, it is essential that the bicycle facilities in this corridor not be shifted to a parallel but inferior on-street route. However, we urge the Rush Line project to prioritize retention and improvement of the trail's shade canopy, which greatly increases the comfort and safety of the trail.

For the segment that would run on Jackson St between Pennsylvania Ave and University Ave, we urge planners to explore creative solutions that will accommodate the needs of all users within this extremely limited right-of-way. Jackson is one of the most important bicycle corridors in the city of Saint Paul, with existing on-street lanes between Winter Ave (south of Pennsylvania) and Maryland Ave, and a new two-way protected bicycle facility under construction south of University Ave. The Saint Paul Bicycle Plan adopted in 2015 envisioned new on-street lanes to connect these two segments, which would complete the most natural bicycle route from downtown Saint Paul to the North End and much of suburban Ramsey County.

As the right-of-way south of Valley Ave is unusually narrow (56') and existing sidewalks are far from adequate for users with limited mobility, we urge planners to consider options that would either expand the street into adjacent city-owned property, or potentially that would combine the two inadequate sidewalks into a more generous multiuse trail on the western side of the street.

Thank you for your consideration,

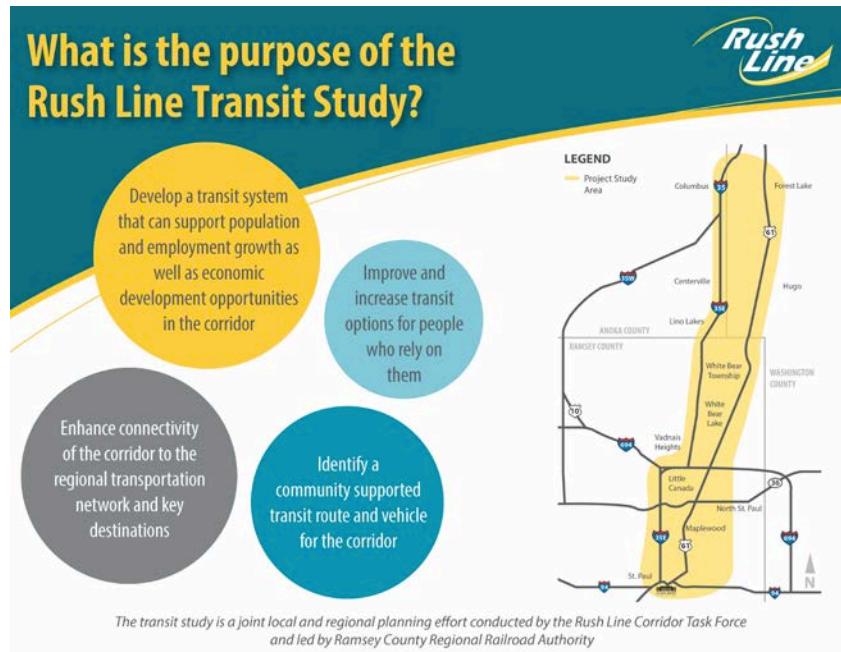
Ethan Osten and Margot Higgins
Co-Chairs Saint Paul Bicycle Coalition
osten072@umn.edu
mhiggin1@macalester.edu



Appendix E

Print Communications

Project Postcard



April 27 Open House/Public Hearing Announcement (Front)



OPEN HOUSE + PUBLIC HEARING

Thursday, April 27, 2017

5:00 - 8:00 p.m.

Our Redeemer Lutheran Church

1390 Larpenteur Ave. E, St. Paul

Accessible by bus route #64

SCHEDULE

5:00 p.m. | Open House

- Learn about the recommended route, selection process and next steps
- Talk with project team members

6:00 p.m. | Presentation

- Hear an overview of the project and details on the draft locally preferred alternative

6:30 p.m. | Public Hearing

- Provide comments and questions to the Policy Advisory Committee and for the public record

Dedicated Bus Rapid Transit (BRT) from Union Depot in St. Paul to White Bear Lake, generally along Phalen Blvd, Ramsey County Regional Railroad Authority right-of-way (Bruce Vento Trail) and Hwy 61, is being recommended as the draft locally preferred alternative for the Rush Line Corridor (see map on back).

The Policy Advisory Committee is hosting an open house and public hearing to provide information and collect input.

CAN'T ATTEND?

View materials on www.rushline.org

Comments on the draft locally preferred alternative will be accepted until May 4, 2017.

Sign up for email updates. Provide comments. Ask questions. Learn more.

- www.facebook.com/rushline
- [@rushlinetransit](https://twitter.com/rushlinetransit)
- www.rushline.org
- info@rushline.org
- 651-266-2760

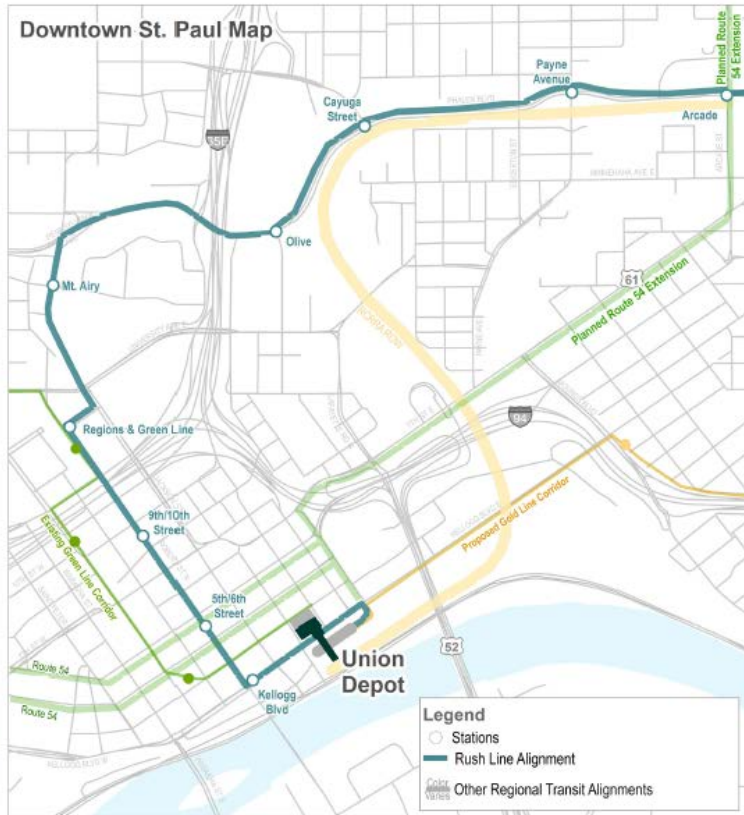
Upon request, RCRRA will provide reasonable accommodations to persons with disabilities or interpreters at the public meeting. Please submit such requests by April 18, 2017: info@rushline.org • 651-266-2760

Si necesita esta información traducida en español, llame al 651-266-2760

Yog hais tias koj xav kom muab txhais ua ntawv Hmoob hu rau tus xov tooj 651-266-2760

Haddii aad dooneyso in middaan laguugu tarjumo Af Somali, la soo xiriir 651-266-2760





* The project includes further exploration of this connector bus service along with additional feeder bus routes and bus system improvements
 ** Assumes co-location with the Bruce Vento Trail



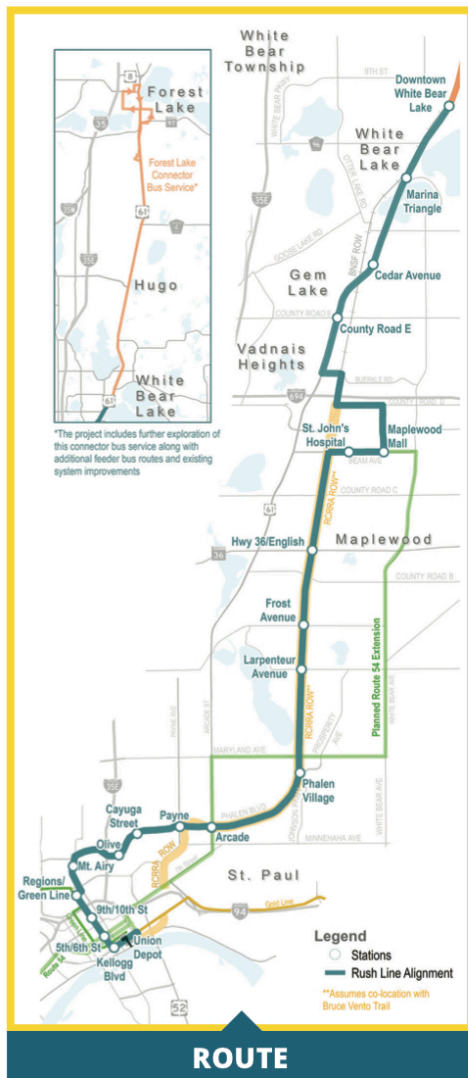
April 27 Open House/Public Hearing Announcement (Back)



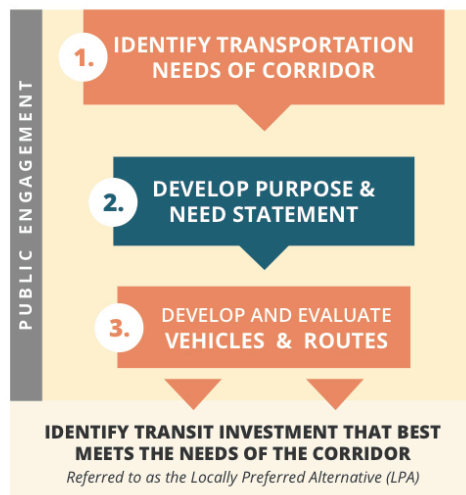


SPRING 2017

RUSH LINE PRE-PROJECT DEVELOPMENT STUDY DRAFT LOCALLY PREFERRED ALTERNATIVE



STUDY PROCESS



*Orange Line BRT, Los Angeles, CA
Photo Credit: Los Angeles Metro*

The draft **Rush Line locally preferred alternative** is **dedicated guideway bus rapid transit** from **Union Depot in St. Paul to White Bear Lake**, generally along Robert Street, Phalen Boulevard, Ramsey County Regional Railroad Authority right-of-way (Bruce Vento Trail), and Highway 61.



- ▶ **Dedicated guideway bus rapid transit will share the Ramsey County Regional Railroad Authority right-of-way with the Bruce Vento Trail.**
- ▶ **The locally preferred alternative is a cost-effective solution that meets federal transit administration benchmarks for funding**
- ▶ **The locally preferred alternative best meets the needs of the corridor**
- ▶ **Why bus rapid transit?**
 - Similar level of service, but half the cost of light rail
 - Fast and frequent
 - Reliable and convenient
 - Catalyst for economic development
- ▶ **Why the Ramsey County Regional Railroad Authority right-of-way?**
 - Less costly due to public ownership of right-of-way
 - Highest potential ridership
 - Shortest travel time
- Greatest development potential due to permanence of dedicated guideway
- No private property acquisitions are anticipated
- ▶ **Why Phalen/Robert into downtown St. Paul?**
 - Serves the most jobs and equity populations (zero-car households, households below poverty)
 - Shortest travel time
 - Highest potential ridership
 - Convenient transfer to METRO Green Line expands transit access within the region
- ▶ **Why Highway 61 north of I-694?**
 - More cost effective than using BNSF Railway right-of-way
 - Serves more jobs
- ▶ **More than 5,000 people participated in the Rush Line study through community events, business outreach, presentations, pop-up events, social media, and online engagement forums.**

NEXT STEPS ▶

APRIL 2017

Public hearing to receive feedback on the draft LPA

MAY 2017

Project committees review public input and vote on the final LPA

SUMMER/FALL 2017

County and cities along the route will be asked to confirm their support for the LPA

LOCALLY PREFERRED ALTERNATIVE STATISTICS

APPROX. LENGTH: **14 MILES**

DEDICATED GUIDEWAY: **85-90%**
*(transit-only) *important to catalyze economic development*

NUMBER OF STATIONS: **20**
includes Union Depot and Maplewood Mall Transit Center

SCHEDULE: **5A-12A | 7 DAYS/WEEK**
starts at 6a on Sunday

FREQUENCY:
RUSH HOUR: EVERY 10 MIN.
NON-RUSH HOUR: EVERY 15 MIN.

CAPITAL COST (\$2021): **\$420M**
(+\$55M for other transit routes in guideway)

ANNUAL O&M COST (\$2015): **\$7.8-8M**

AVERAGE DAILY RIDERSHIP (2040):
5,700-9,700
higher ridership if other transit routes are in the guideway

TRAVEL TIME: **50 MIN.**
one way, White Bear Lake > Union Depot in downtown St. Paul

TRAVEL TIME: **14 MIN.**
one way, White Bear Lake > Maplewood Mall

TRAVEL TIME: **36 MIN.**
one way, Maplewood Mall > Union Depot in downtown St. Paul

PEOPLE LIVING IN STATION AREAS (2040):
60,200

JOBS IN STATION AREAS (2040): **106,700**

PEOPLE LIVING BELOW POVERTY
IN STATION AREAS (2014): **11,700**

Sign up for email updates. Provide comments. Ask questions. Learn more.



www.rushline.org



info@rushline.org



651-266-2760



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[@rushlinetransit](https://twitter.com/rushlinetransit)

Draft LPA Handout (Back)

Public Engagement Summary #4 Jan 5-May 4, 2017 | May 2017 |

