



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

SEPTEMBER 2017

FINAL

PREPARED BY:

AECOM

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1.0 Locally Preferred Alternative Summary

The Locally Preferred Alternative (LPA) is Dedicated Bus Rapid Transit (BRT), from Union Depot in downtown St. Paul to White Bear Lake (see Figure 1-1). The route will generally run along Phalen Boulevard, Ramsey County Regional Railroad Authority (RCRRA) right-of-way (Bruce Vento Trail), and Highway 61.

The Locally Preferred Alternative

Length: Approx. 14 miles

Percent Dedicated Guideway: 85%-90%

Number of Stations: 20 stations, including Union Depot and Maplewood Mall Transit Center

Schedule: 5 AM – 12 AM, 7 days/week; starts at 6 AM on Sundays

Frequency: every 10 minutes during rush hour; 15 minutes non-rush hour

Capital costs: \$420 M (2021\$); + \$55 M for other transit routes to use the guideway

Annual Operating and Maintenance Costs: \$7.9 - \$8.0 M (2015\$)

Travel time (minutes, one way):

White Bear Lake > Maplewood Mall: 14

Maplewood Mall > Robert/5th: 30

Robert/5th > Union Depot: 6

Average Daily Ridership (2040):

5,700-9,600; ridership range reflects other routes using guideway

of Residents in Station Areas:

40,600 (2010); 60,200 (2040)

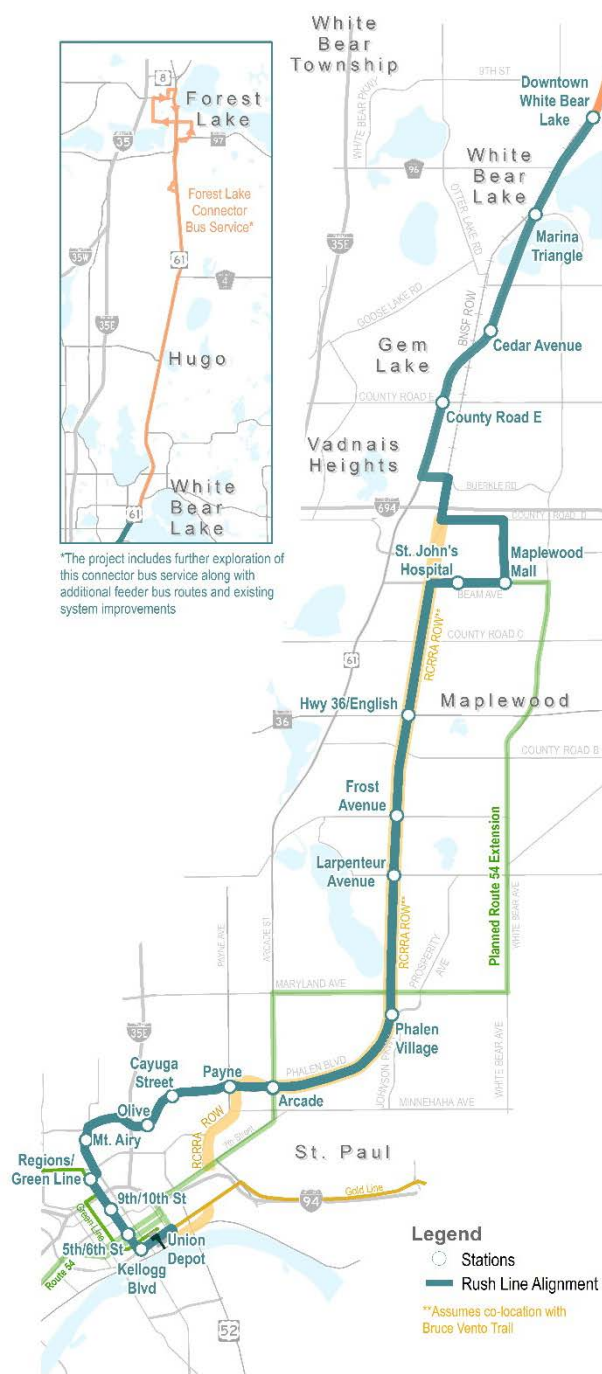
of Jobs in Station Areas:

68,300 (2010); 106,700 (2040)

of People Living Below Poverty in Station Areas:

11,700 (2014)

Figure 1-1: Locally Preferred Alternative



2.0 Introduction

The LPA Selection Summary Report summarizes the Pre-Project Development (PPD) Study evaluation process, which has resulted in the recommendation of an LPA for the Rush Line Corridor. This report describes which transit modes, facilities, and alignments were studied. This report also describes the major steps in the decision process, who was involved, and the next steps.

2.1 Project Description

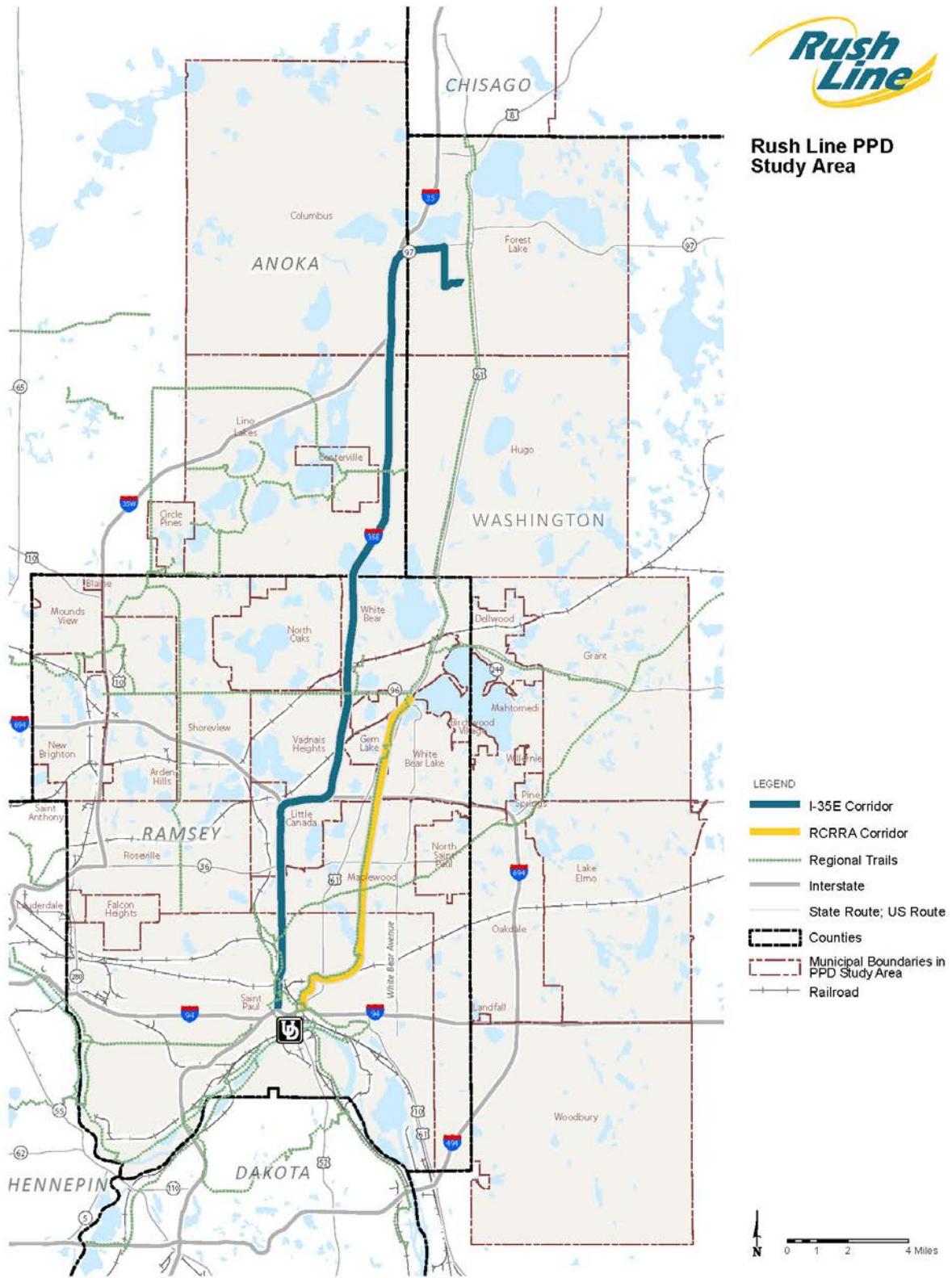
The Rush Line Corridor is a transportation corridor extending 80 miles from Hinckley to the north, to Union Depot in downtown St. Paul to the south, roughly following Interstates 35 and 35E and Trunk Highway (TH) 61. This corridor has been identified by the Metropolitan Council/Metro Transit, the Minnesota Department of Transportation (MnDOT), the Rush Line Corridor Task Force, and the corridor counties for transportation improvements based on current and future population, employment and travel demand.

Based on the findings and recommendations of the 2001 Rush Line Transit Study and the 2009 Rush Line Corridor Alternatives Analysis, this PPD Study focused on analyzing bus and rail alternatives within the 30-mile study area between Forest Lake and Union Depot. The 2009 Rush Line Corridor Alternatives Analysis identified two promising transit corridors within Interstate 35E/35 and the Ramsey County Regional Railroad Authority right-of-way (as shown in Figure 2-1). Additional alternatives were developed and evaluated as part of the PPD Study. Following this alternative development and evaluation process and extensive public engagement activities, the study identified a transit mode and alignment for adoption as the corridor's LPA, which may be subject to refinement and revision during the subsequent environmental review process. The LPA is the transit investment alternative that best meets the purpose and need for the project and is competitive for funding through the Federal Transit Administration's (FTA's) New/Small Starts capital funding program.

The PPD Study was a joint local and regional planning effort conducted by the Rush Line Corridor Task Force and led by the RCRRA. The Rush Line Corridor Task Force (Task Force) is a joint powers board of local and regional representatives charged with exploring transit alternatives that support mobility, economic development and community and environmental enhancement within the Rush Line corridor.



Figure 2-1: Rush Line Pre-Project Development Study Area



2.2 Project Process

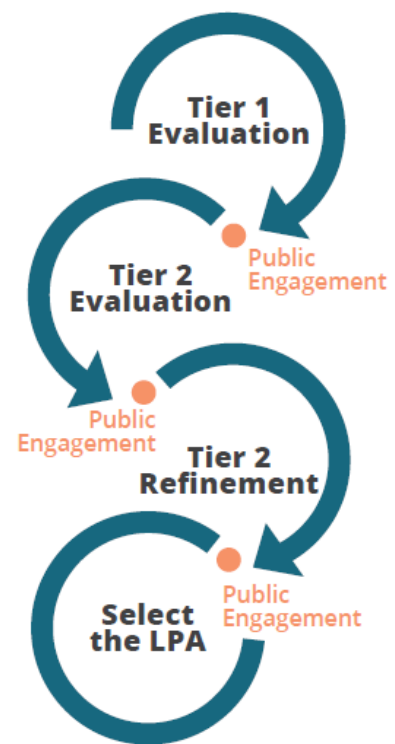
In order to evaluate the initial group of transit modes and alignment options and identify the appropriate transit mode-alignment pairings that comprised the detailed alternatives, the Rush Line Pre-Project Development Study followed a three-step method:

- The first step (“Tier 1 Evaluation”) entailed the assessment of each transit mode and alignment relative to overall implementation viability.
- The second step (“Tier 2 Evaluation”) assessed the transit mode/alignment pairings that passed the Tier 1 Evaluation and compared the benefits and impacts of each.
- The alternative that fared best against the detailed criteria in this second step was further refined in the third step (“Tier 2 Refinement”). The refinement process is summarized in this report. The LPA was identified at the conclusion of this step.

The evaluation criteria associated with each step are a combination of quantitative and qualitative performance measures:

- The Tier 1 Evaluation applied fewer, but broader measures, including information from previous corridor/area studies. The analysis largely relied on broad estimates and comparisons to similar transit projects from around the country.
- The Tier 2 Evaluation applied more detailed and alternative-specific evaluation results.
- The Tier 2 Refinement evaluated the remaining Alternative against federal criteria to identify and refine the LPA.

This three-step process resulted in the identification of an LPA that not only meets locally-identified project purpose and needs, but is also eligible for federal funding.



2.3 Project Decision-Making

Several different committees and, most importantly, extensive public engagement, informed the decisions for the Rush Line Corridor PPD Study. Members of the Technical Advisory Committee (TAC), Policy Advisory Committee (PAC) and Project Management Team (PMT) included:

- | | |
|-----------------------------|-------------------------|
| • Anoka County | • City of Gem Lake |
| • BNSF | • City of Harris |
| • Canadian Pacific Railroad | • City of Hinckley |
| • Chisago County | • City of Hugo |
| • City of Centerville | • City of Lino Lakes |
| • City of Columbus | • City of Little Canada |
| • City of Forest Lake | • City of Maplewood |

- City of North Branch
- City of Pine City
- City of Rush City
- City of St. Paul
- City of Sandstone
- City of Stacy
- City of Vadnais Heights
- City of White Bear Lake
- City of Wyoming
- East Central Regional Development Commission
- East Metro Strong
- East Side Area Business Association
- Forest Lake Area Chamber of Commerce
- Metropolitan Council
- Metro Transit
- Metro State University
- Minnesota Commercial Railroad
- Minnesota Department of Natural Resources
- Minnesota Department of Transportation
- Minnesota Historical Society
- Pine County
- Ramsey County
- St. Paul Area Chamber of Commerce
- St. Paul Port Authority
- Union Pacific Railroad
- Washington County
- White Bear Area Chamber of Commerce
- White Bear Township

The PMT is made up of staff from Ramsey County, staff from the consulting firms, and a small group of people who represent some of the critical decision makers for the project. The PMT manages the overall project and materials, such as report and presentations before going before the TAC. The TAC consists of technical staff from agencies convened to advise on study deliverables and process. The TAC provides advice regarding local government perspectives and issues of concern. It also offers technical input and recommends project actions to the PAC. The PAC is composed of representatives from corridor communities and key partnering agencies and provides policy recommendations to the Task Force. Figure 2-2 shows how the TAC, PAC and public input work together to create the LPA.

Figure 2-2: LPA Recommendation and Selection Process



The recommendations and decisions of each of these committees were also informed by public input. Members of the public have been engaged throughout the Pre-Project Development Study process; a summary of public engagement activity can be found in Section 2.5 of this report.

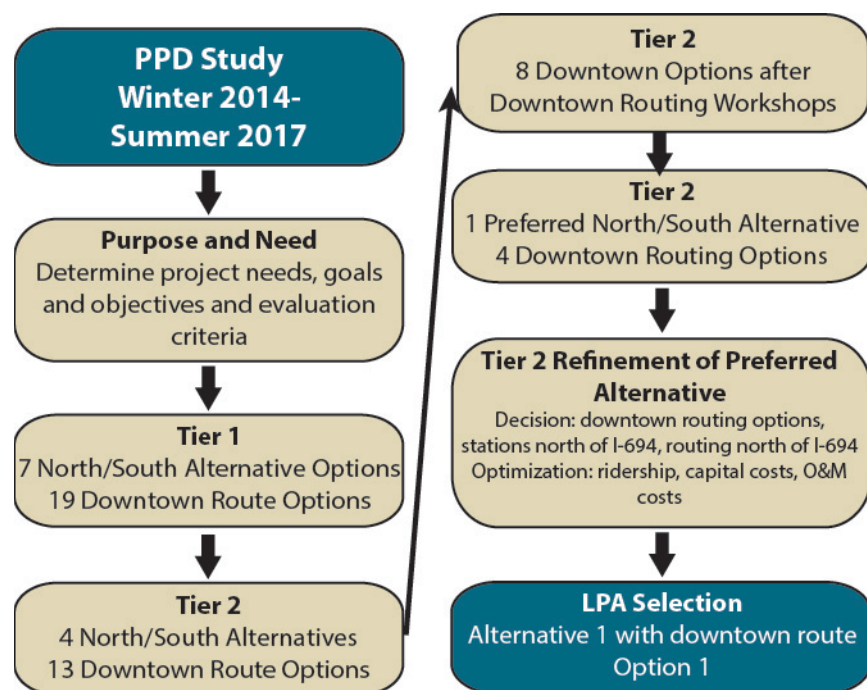
2.4 Project Evaluation Process

2.4.1 What is a Pre-Project Development Study?

A Pre-Project Development Study is a process for the local evaluation of the costs, benefits and impacts of transit alternatives that are designed to address mobility problems and other locally-identified objectives in a transportation corridor. It is used to identify the investment strategy to be advanced for more focused study and development. The PPD Study further serves as the basis for developing the technical information necessary to support a project's entry into the project development phase of the FTA Capital Improvement Grants (CIG) Program if the project is deemed eligible for federal funding. The PPD process officially concludes with the recommendation of an LPA for consideration in the regional long-range transportation plan, the 2040 Transportation Policy Plan.

Figure 2-3 shows the steps in the PPD process, specific to the Rush Line Corridor. Overall, the study started with a large universe of alternatives that was refined and reduced using the project's evaluation criteria and constantly measuring how well each of the alternatives met the project's purpose and need.

Figure 2-3: Alternative Analysis Process – Universe of Alternative to LPA Selection



2.4.2 What is a Locally Preferred Alternative and why is it important?

The LPA is the transitway alternative that the corridor's cities and counties prefer to best address the project's identified purpose and need. The LPA is a general description of the type of transit that will be used (mode) and the location (alignment). The LPA definition is general; LPA design specifics and definition of additional elements of the project, including station locations, can be refined during subsequent engineering and planning efforts.

Identification of an LPA is a critical step in pursuit of federal funding. The selection of an LPA tells the FTA which alternative local agencies expect to be the most competitive. It is expected that the region will pursue federal funding for the Rush Line Corridor project through the FTA New Starts program.

2.5 Summary of Public Engagement

A critical component of the PPD Study is stakeholder and public participation. Effective stakeholder and public participation is essential for good decision making and to assist in making a lasting contribution to the quality of life of those who live in the corridor. Based on the Stakeholder and Public Engagement Plan, the consultant team developed and conducted activities in the corridor since the inception of the PPD Study. Summaries and all materials related to public engagement activities over the course of the Rush Line PPD Study are available on the project website at www.rushline.org, and more information is available in Appendix B of this report.

2.5.1 Public Involvement Goal and Approach

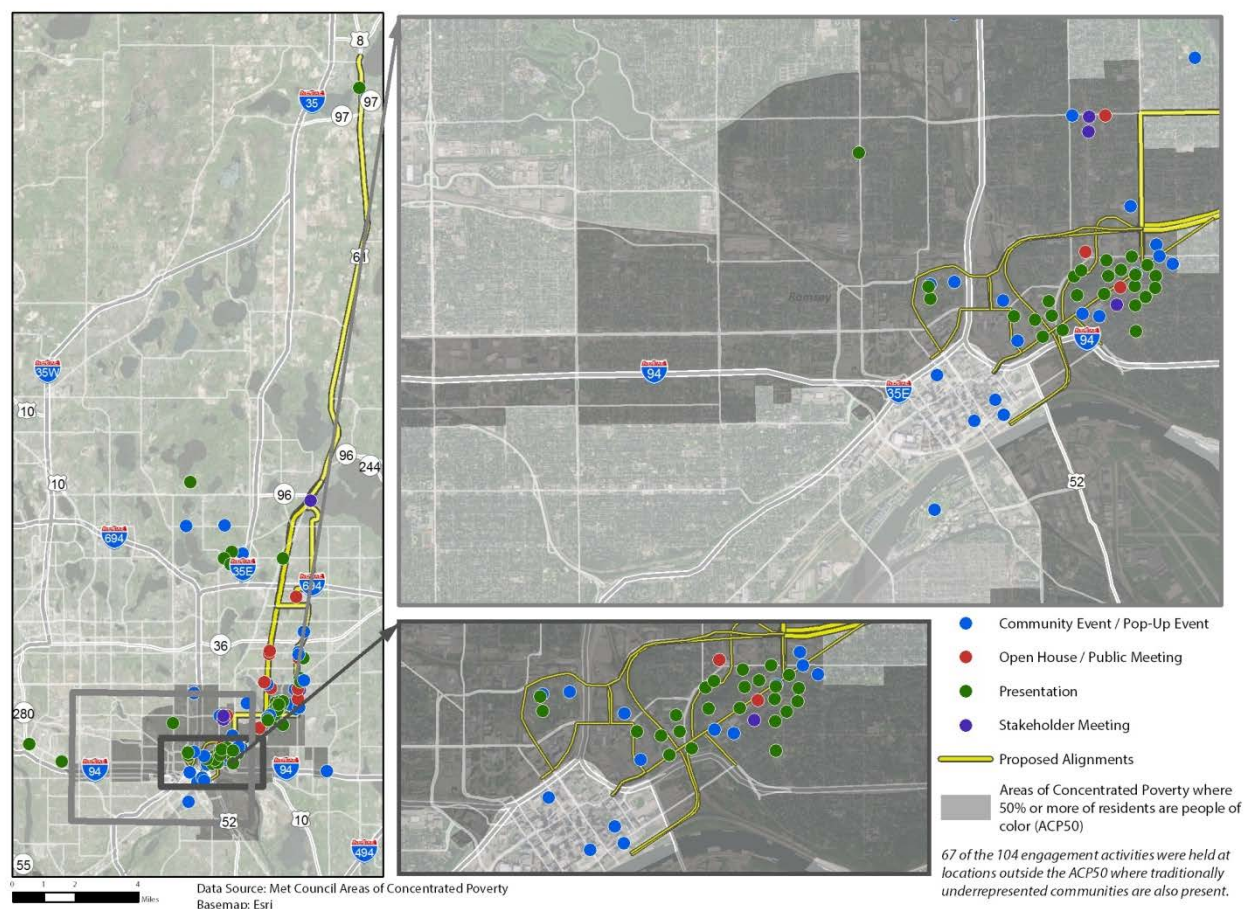
The goal of public involvement is to ensure that the concerns and issues of those with a stake in the corridor are identified and addressed. To achieve this goal, the Rush Line PPD Study:

- Identified stakeholders, including disadvantaged populations not traditionally involved in transit decision making.
- Engaged stakeholders in meaningful and accessible ways.
- Solicited early and continuous involvement from stakeholders.
- Offered reasonable public availability of project information.
- Sought out collaborative input on alternatives and evaluation criteria.
- Provided transparency during the decision-making process.

Effective and meaningful engagement and outreach to under-represented populations was instrumental to the success of this study. Strategies that were used to reach under-served populations included:

- Providing meeting notices in ethnic media publications for communities represented in the corridor.
- Ensuring that the news releases reach ethnic media outlets.
- Translating meeting notices and project information, at a minimum, to Spanish, Somali and Hmong.
- Providing interpretation services and/or staff that are bi-lingual at public meetings, at a minimum, in Spanish, Somali and Hmong.
- Attended meeting of established organizations that serve specific cultural/ethnic groups or business communities.
- Attended local events and festivals to provide information and answer questions about the project.

Figure 2-4 shows the location of public engagement activities and those activities that also fall within the Metropolitan Council's predefined Areas of Concentrated Poverty where 50 percent or more of residents are people of color (ACP50).

Figure 2-4: Engagement Activities in Underrepresented Areas

2.5.2 Tier 1 Public Engagement

Several public engagement activities occurred during the Tier 1 phase of public engagement (August 20, 2015 through October 23, 2015). Public meetings were held that allowed residents and businesses to view the Tier 1 Evaluation results and talk with staff. Two neighborhood meetings were held in Maplewood and St. Paul and directly focused on residents and property owners who live adjacent to the Ramsey County right-of-way/Bruce Vento Trail. In addition, three larger community meetings were held in Forest Lake, Maplewood and St. Paul that provided an opportunity for a broad attendance and a more formal opportunity for attendees to participate in a public “town hall” session with project staff. Members of the Public Engagement Advisory Panel were also consulted during this phase on engagement activities and materials. Frequent PAC meetings continued over the course of the study.

Comments and feedback collected from these activities provided insight into preferred routes and transit vehicle alternatives. The approximately 90 comments received were taken under consideration in the approval of the Tier 1 route and transit mode alternatives, and informed the Tier 2 study process, see section 4.4 for more detail.

2.5.3 Tier 2 Public Engagement

To collect input and engage the community during the Tier 2 phase of public engagement (November 1, 2015 through January 4, 2017), the study team conducted public meetings and other activities: pop-up informational tables; presentations; online engagement (website, social media,

email updates, web-based engagement platforms); and distributed project information through mailings and displays. During this time, over 1,500 public contacts were made through the engagement activities. Monthly TAC, PAC, and PMT meetings continued during the Tier 2 phase of the study, see section 5.2 for more detail..

2.5.4 Locally Preferred Alternative Public Engagement

Public engagement related to the Draft LPA was from March 24 to May 4, 2017. 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 the public hearing and the open house, there were 85 attendees, 30 speakers and 18 comment sheets. There were 80 attendees at the pop-up events, and 65 attendees at the presentations, see section 7.2 for more detail.

Public Input Received on Draft LPA

Opportunities

- Less visual and noise impacts than LRT
- Less expensive than LRT or other routes
- Possibility to convert to LRT in future
- Perceived as safer than LRT
- Faster travel times
- Preference for hybrid or electric buses

Challenges

- Need to consider how people will access service at stations
- Concerns about potential impacts to existing green space, trail, and private property
- Perception that it will impact property value and quality of life and/or change character of neighborhood
- Concerns about safety in neighborhood and along route

2.5.5 Summary of Public Engagement

In total, more than 5,200 people participated in the Rush Line Study through 104 community events, workshops, business outreach, presentations, pop-up events, social media, and online engagement forums.

Community input was critical to shaping the process and outcomes of the study, including:

- Which routes and transit vehicle options should be explored
- Where proposed stations should be located
- Which goals are the most important to community members
- How to minimize or avoid potential impacts

Figure 2-5: Rush Line Public Involvement



Public engagement will continue through the environmental phase of the study, which is anticipated to begin in fall 2017.

Public Involvement Summary

- More than 5,200 people participated
- 104 community events

Common feedback heard by the project team:

- Provide all-day transit service
- Connect people to businesses, services, jobs and education
- Preserve natural spaces
- Concern about property and business impacts
- Pursue highest transit investment possible to make areas more desirable
- Transit options should also be cost-effective

3.0 Project Purpose and Need

3.1 Purpose and Need

One of the first reports completed for the Rush Line PPD Study was the Purpose and Need Statement. This document identified the transportation needs of the corridor, which in turn led to the development of the alternatives (transit modes paired with routes) that could meet these needs.

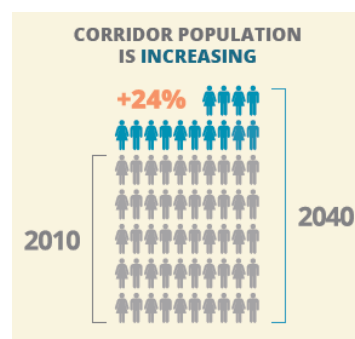
The purpose of this study is to:

- Provide transit service that satisfies the long-term regional mobility needs for businesses and the traveling public and catalyzes sustainable development within the study area.

The development of the project purpose also identified the four following project needs:

1. Project Need 1: Sustainable growth and development

- Study area communities, and the surrounding region, need transportation options that are supportive of sustainable growth and development patterns.
- The overall corridor population will increase by 24 percent by 2040.
- Area employment will increase by 30 percent with 70,000 jobs added by 2040.
- Major residential, commercial and mixed-use activity centers are planned throughout the study area.



2. Project Need 2: People who rely on transit

- Study area demographics are shifting toward households that must or choose to rely on transit to meet their mobility needs.
- The population is growing older and additional mobility options are needed to support quality of life for the aging population that cannot or chooses not to drive.
- Average household income has decreased and the number of people living below the poverty line has increased. Multi-modal mobility options offer travelers a lower user-cost alternative to car ownership while maintaining mobility and accessibility.
- The number of households without a car has increased in the areas with the least amount of transit service. Shifts in generational preferences are increasing the number of households that choose not to own a car.



3. Project Need 3: Sustainable travel options are limited

- Study area commute times are increasing. Improvements to the study area transit network will provide options and may encourage commuters to shift from driving to transit service that offers consistent and competitive commute times.



- Traffic volumes are growing. The scale of roadway expansion required to mitigate this growth in traffic volume and resulting congestion is unlikely to be financially feasible, environmentally sensitive or aligned with the region's vision for growth.

4. Project Need 4: Increasing demand for transit

- Corridor bus ridership trends indicate increasing demand for express, suburban local and northern-oriented bus routes. Additional transportation network investment that matches these emerging transit demand patterns will improve mobility within the study area, improve connectivity to the regional transit network and increase transit system ridership.



3.2 Goals

As part of the development of the project's purpose and needs, six project goals were developed to describe the outcomes that the LPA hopes to deliver. Evaluation criteria were developed to assist in understanding the degree to which each alternative would meet these project goals. The TAC and PAC provided input into what information would be useful in determining an alternative's ability to meet the project goals, and which evaluation criteria would help identify the key differentiators between the alternatives.

1. Project Goal – Increase Transit Use

Daily ridership on the Rush Line Corridor, overall ridership within the study area, transit travel time, and the number of new transit riders and transit-dependent riders were calculated to determine the ability of each alternative to meet the goal of increasing transit use.

Daily ridership estimates the total number of riders that will use each alternative. Transit travel time calculates how long a one-way trip on each alternative would take. Travel time influences the numbers of riders – the longer a transit trip takes, the less likely people are to use transit. The number of transit-dependent riders helps decision-makers to ensure that the alternative would expand the mobility of people who rely on transit to meet their everyday needs.

2. Project Goal – Develop an Implementable Project

The evaluation considered construction costs, operating and maintenance costs, and the FTA cost effectiveness calculation to assist in determining whether an alternative is implementable (from a local funding perspective) and eligible for FTA's New Starts or Small Starts Capital Investment Program (from a federal funding perspective).

3. Project Goal – Improve Quality of Life

Determining whether an alternative will improve quality of life for residents is critical to ensure that both benefits and adverse impacts are measured. Quality of life criteria include consideration of water resources, noise and vibration issues, potential parkland and cultural resource impacts, as well as

Figure 3-1: Project Goals



increasing services to transit-dependent populations, such as households below poverty and zero-car households.

4. Project Goal – Improve Sustainable Transportation Options

Sustainable transit options maximize the connectivity of bicyclists and pedestrians to the transit system. This increased access is measured by determining the number of residents within reasonable walking and biking distance of stations and the degree to which the routes to the stations are comfortable for bicyclists and pedestrians.

5. Project Goal – Enhance Regional Connectivity

It is important to understand that transit is part of a larger transportation network and must work well with drivers, bicyclists and pedestrians, as well as the existing transit network. The criteria that measure this goal were designed to measure potential impacts to drivers and transit users by identifying the number of driveways and local roadways intersecting each alternative, calculating the level of existing traffic congestion on corridor roadways, inventorying the number of existing transit routes the service could connect with, and counting the potential number of parking spaces impacted by each alternative.

6. Project Goal – Supports the Local Vision for Sustainable Development

To support the local vision for sustainable development patterns, a transit alternative should minimize impacts to adjacent property while encouraging future development. It should also focus service to areas with the highest levels of forecast population and employment growth, and complement the development plans of the communities in the corridor by maximizing development potential near the transit corridor.

3.3 Evaluation Criteria

This project's sponsors will likely apply for capital funding through the FTA's Capital Investment Grants Program. This program uses predefined criteria to evaluate projects, and the Rush Line Evaluation process has been designed to incorporate these criteria into the local evaluation process. The Rush Line PPD Study evaluation process was designed to identify which alternatives meet local needs and also complete a high-level review of their eligibility for federal funding.

Table 3-1: Rush Line PPD Evaluation Criteria

Project Goals	Evaluation Phases		
	Tier 1 Evaluation (qualitative analysis)	Tier 2- Detailed Evaluation (qualitative and quantitative)	Tier 3 – LPA Refinement (quantitative and qualitative)
Increase the use of transit and its efficiency and attractiveness for all users	Ridership capacity <ul style="list-style-type: none"> • Current corridor transit ridership • Typical transit mode capacity 	Ridership <ul style="list-style-type: none"> New transit riders Transit-dependent riders Travel time 	Mobility improvements* Congestion relief*

Project Goals	Evaluation Phases			
Improve sustainable travel options between and within study area communities	Multi-modal connectivity <ul style="list-style-type: none">Proximity to planned and existing bike routes and pedestrian facilitiesProximity to activity centers	Multi-modal connectivity to and between activity centers Access provided to the community	Mobility improvements* Congestion relief*	
Enhance connectivity of the corridor to the regional transportation network	Multi-modal connectivity <ul style="list-style-type: none">Proximity to existing and regional transit and transportation services	Potential right-of-way impacts Bicycle and pedestrian safety Parking and traffic impacts	Congestion relief*	
Support sustainable growth and development patterns that reflect the vision of local and regional plans and policies	Land use / economic development <ul style="list-style-type: none">Consistency with local and regional plansConsistency with existing land useProximity to planned and existing activity centers	Compatibility with local and regional plans Land use and economic development opportunities	Economic development* Land use*	
Contribute to improving regional equity, sustainability and quality of life	<ul style="list-style-type: none">Contributed to improved transportation network safety	<ul style="list-style-type: none">Contributed to improved transportation network safety	<ul style="list-style-type: none">Contributed to improved transportation network safety	
Develop and select an implementable and community-supported project	<ul style="list-style-type: none">Capital and operating and maintenance costsCost effectivenessCommunity support	<ul style="list-style-type: none">Capital and operating and maintenance costsCost effectivenessCommunity support	<ul style="list-style-type: none">Capital and operating and maintenance costsCost effectivenessCommunity support	

**consistent with FTA New Starts/Small Starts criteria*

See Appendix B for additional information on public engagement and feedback received during the Purpose and Need phase of the study.

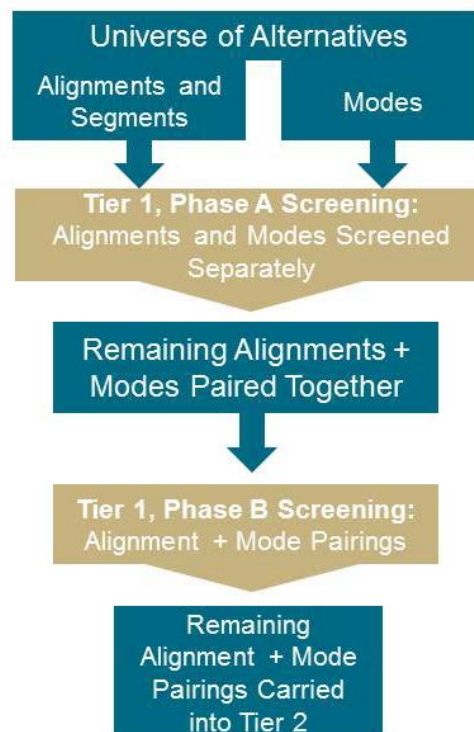
4.0 The Tier 1 Evaluation

The Tier 1 Analysis was a two-step process that relied on readily available information and focused on high-level, qualitative assessments of alignments and transit modes. The purpose of the Tier 1 Analysis was to identify the alignments and modes that are feasible for implementation within the Rush Line Corridor and eliminate those that are not feasible. Based on the results of the analysis, some alignments and transit modes were determined to be infeasible and removed from further consideration; other alignments and transit modes were determined to be feasible and carried forward for further definition and analysis during the Tier 2 analysis.

The Tier 1 Analysis was broken down into two phases.

- The **Phase A** analysis focused on the separate evaluation of alignments and transit modes north of Phalen Boulevard.
 - The analysis found that all alignments and transit modes were feasible for implementation; therefore, all alignments and transit modes were carried forward into the Phase B analysis.
- The **Phase B** analysis paired the alignments and transit modes together to create alternatives.
 - Four north/south alternatives (north of Phalen Boulevard) and 13 segments into downtown St. Paul were recommended for further study during Tier 2.

Figure 4-1: The Evaluation Process



4.1 Tier 1, Phase A Transit Modes for Evaluation


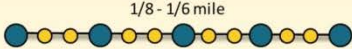

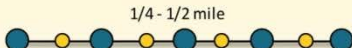

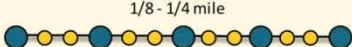



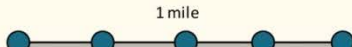

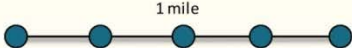


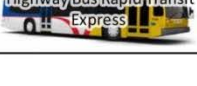
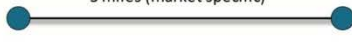
In the Tier 1, Phase A project phase, there were eight transit modes under consideration. These modes were:

- No Build*
- Local Bus
- Arterial Bus Rapid Transit (BRT)
- Streetcar
- Light Rail Transit (LRT)
- Diesel Multiple Unit (DMU)
- Dedicated Guideway BRT
- Highway BRT Station to Station
- Highway BRT Express

*No build is not technically a transit mode, but just assumes the continuation of existing transit, with no improvements beyond any improvements that are already planned.

Figure 4-2 describes the typical frequency, runningway, system length, capital costs and station spacing associated with each of these transit modes.

Figure 4-2: Tier 1 Transit Modes

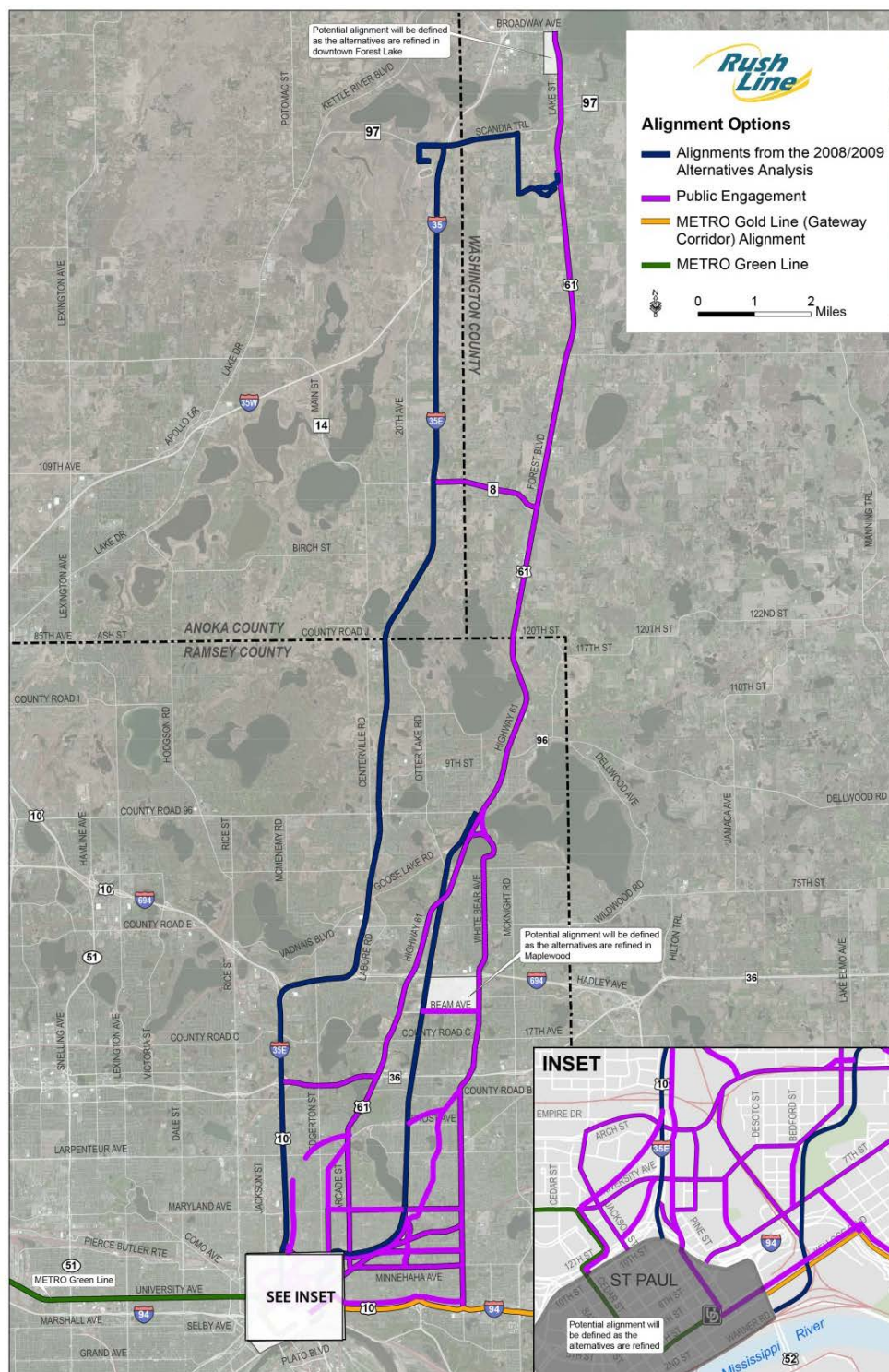
MODE	Frequency How often does a typical bus or train arrive at a stop?	Runningway Does a typical bus or train travel in mixed traffic or its own dedicated lane?		System Length From end-to-end, how far does a typical bus or train travel?	Capital Costs What is the relative cost to construct this mode?	Station Spacing What is the average mileage between each station for this mode?
		Mixed Traffic	Dedicated Guideway			
All-Day Frequent Service		Varies	●	Varies	\$	
		Every 7 - 15 minutes	●	5 - 15 miles	\$\$	
		Every 7 - 15 minutes	●	1 - 5 miles	\$\$\$	
		Every 10 minutes	●	10 - 30 miles	\$\$\$\$\$	
		Every 10 minutes	●	20 - 40 miles	\$\$\$\$\$	
		Every 10 minutes	●	10 - 30 miles	\$\$\$\$	
		Every 10 - 15 minutes	●	10 - 20 miles	\$\$\$	
Commuter Express Service		Every 30+ minutes	●	10 - 25 miles	\$\$-\$\$\$	

4.2 North/South Segments for Evaluation

There were seven north/south alignments that were evaluated as part of the Tier 1, Phase A analysis. These alignments were developed by the PMT and the TAC in fall 2014. They were recommended by the TAC in December 2014. The public then gave their input on the alignments during the January 2015 open houses; those routes are highlighted in purple in Figure 4-3. Finally, they were approved by the PAC in February 2015. The alignments are listed below and shown in Figure 4-3:

- Alignment A: I-35E
- Alignment B: RCRRA / BNSF / WCRRA right-of-way (ROW)
- Alignment C: Trunk Highway (TH) 61
- Alignment D: Payne Avenue
- Alignment E: White Bear Avenue
- Alignment F: Prosperity / Johnson Parkway
- Alignment G: Gateway Corridor

Figure 4-3: Tier 1 North/South Alignments

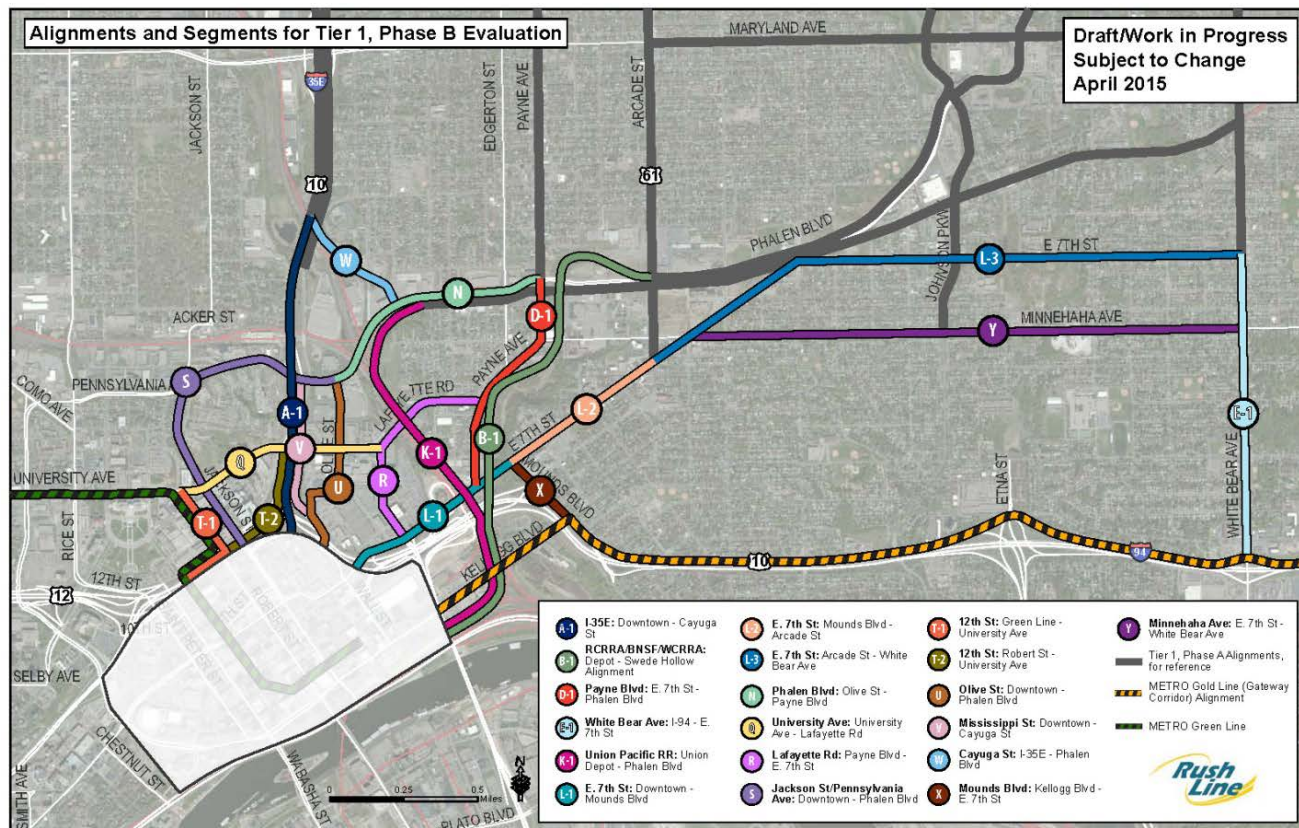


In addition to Alignments A through G, there were several east/west connector alignments that were defined that could potentially connect one north/south alignment to another.

4.3 Downtown Segments for Evaluation

At the start of the Tier 1 Phase A evaluation process, there were 19 downtown alignments under consideration, see Figure 4-4.

Figure 4-4: Tier 1, Phase A Downtown Alignments



4.4 Tier 1 Public Feedback

Several public engagement activities took place during the Tier 1 phase. Below is a summary of the comments that were received.

Dedicated BRT on County/Rail ROW to Forest Lake

Opportunities

- Goes farther north; serve more communities
- Fast, reliable route
- Provides needed weekday and weekend service
- Less expensive than rail
- Infrastructure could be used by other buses
- Lead to potential development on Hwy 61
- Assist to relieve highway traffic
- Properties along Hwy 61 are commercial not residential

- Park and ride option in Forest Lake

Challenges

- Preference for maintaining and/or improving existing express bus service
- Route runs along Bruce Vento Trail
- Route runs through Swede Hollow

LRT/DMU on County/Rail ROW to White Bear Lake

Opportunities

- Less bus exhaust/emissions
- Quiet, efficient
- Practical: rail-bed is still in place; county-owned
- Cost effective
- Rail option would have better ridership
- Provides other options to commuters
- Dedicated lanes: provides a faster route

Challenges

- LRT is expensive and inflexible compared to BRT
- Not in favor of DMU
- Preference for BRT on this route
- Route runs along Bruce Vento Trail
- Route runs through Swede Hollow

Arterial BRT on White Bear Avenue to White Bear Lake

Opportunities

- Benefits the neighborhoods who need this service the most
- More accessible for residents
- Better access to businesses
- Increase business in the area
- Faster than regular bus
- Flexible
- Less expensive
- More frequent all day service
- Improved stations
- Sidewalk improvements
- Less impact on home values

Challenges

- Loss of parking
- Impacts to properties and businesses
- Preference for LRT instead of bus

Routes into downtown

Opportunities

- Connect to the 30,000 plus people of Payne Ave/Phalen Blvd
- Connect to areas of low income; there is a need for improved transportation
- Connect Lafayette Office Park to Green Line
- Coordinate with city and their future projects
- RCRRA ROW: Union Depot to Swede Hollow
- E. 7th Street routes
- Union Pacific Railroad: Union Depot to Payne Ave
- Phalen Blvd: Olive St to Payne Ave
- Jackson St/Pennsylvania Ave: Downtown to Phalen Blvd
- Robert St/University Ave /Olive St/Phalen Blvd

Challenges

- RCRRA ROW: Union Depot to Swede Hollow
- Routes adjacent to Regions Hospital

Route: RCRRA ROW/Swede Hollow

Opportunities

- East Side would benefit the most from this route
- Provides access to residents
- Makes sense: county-owned

Challenges

- No access to businesses
- Unsafe
- Minimal development opportunities
- Loss of greenspace and community resource
- Increase noise
- Lower property values
- Impacts to natural environment
- Decreases quality life and health of community

Route: General Comments

- Should serve the local community, people reliant on transit and commuters
- Need a fast connection to the Green Line, especially from the East Side
- Extend route past Forest Lake

Petitions were received from the following organizations:

- Friends of Swede Hollow
 - Material submitted with a preferred alternative route for the Rush Line corridor: from the Green Line at University Avenue and Robert Street to Phalen Boulevard; referenced an online petition with 352 supporters
- St. Paul Garden Club
 - Petition submitted with 34 signatures requesting that a transit alignment not go through Swede Hollow Park

City Council/Committee Input

- St Paul
 - Desire to serve areas of concentrated poverty and provide access to jobs for various skill levels
 - Interested in development opportunities at station locations (Phalen Village)
- Maplewood
 - Concern about impacts along rail ROW alternatives and the need for closer examination
 - Desire to serve Gladstone and Maplewood Mall areas
- Middle Cities (White Bear Lake, Gem Lake, Vadnais Heights, White Bear Township)
 - See a strong need for Rush Line service
 - Input on where station stops should be located
 - See the potential for people to reverse commute to suburbs for jobs
- Northern Cities (Forest Lake, Hugo, Centerville, Lino Lakes)
 - Do not see as strong a need for Rush Line service
 - Supportive of existing express bus service on I-35E
 - Interest in feeder connections

District Council Input

- District 2: Greater East Side
 - Took action to express “general support of LRT in District 2”, but did not identify a specific route
- District 5: Payne Phalen



- Rush Line creates tremendous opportunity for community residents and region
- Phalen Boulevard alignment serves community better than others (high transit dependent population and opportunity for job creation and development)
- Community not supported well by any alignment that impacts Swede hollow and the northern portion of the Bruce Vento Trail
- Encourage consideration of creative hybrid solutions
- Evaluation should look at broader environmental impacts (natural, health, equity)
- District 6: North End
 - Supportive of more transit connections to job centers in the district
- District 4: Dayton's Bluff
 - Supportive of Rush Line but not through Swede Hollow

Business Community Input

- Concern about property impacts, loss of parking and access restrictions for alignments along arterials
- Desire to see service to 5,000 plus jobs in Lafayette Business Park
- East 7th Street, Beacons Bluff and Phalen Village also identified as areas to be potentially served
- Pursue highest transit investment possible to make areas more desirable
- Identified need for transit improvements to get employees to work

4.5 Tier 1 Evaluation Process and Results

4.5.1 Phase A Transit Mode Evaluation














The following criteria were used to evaluate each of the transit modes listed above in section 4.1. These criteria were selected because they related specifically to mode choice, whereas other criteria are more specific to the alignment.

- **Ridership capacity:** How many passengers the transit mode can typically carry.
- **Economic development:** Whether there is a demonstrated ability of a transit mode to catalyze economic development in other communities across the country.
- **Environmental impacts:** Assessment based on anticipated property acquisition, construction activity and transit operations that are associated with each of the modes.
- **Capital costs:** This was calculated by taking the average per-mile capital costs of similar projects constructed around the country.
- **Community awareness:** For information only, a description to assess the degree to which community members are familiar with different types of modes.

Each transit mode was rated on each criterion, and received 3, 2 or 1 point(s). The total, overall score is presented in Figure 4-5.



Figure 4-5: Tier 1 Transit Mode Evaluation Results

MODE	OVERALL SCORE (out of 15)	
No Build	8	
 Arterial Bus Rapid Transit (BRT)	10	
 Streetcar	10	
 Light Rail Transit (LRT)	10	
 Diesel Multiple Unit (DMU)	10	
 Dedicated Guideway BRT	10	
 Highway Bus Rapid Transit (Station-to-Station)	9	

Decision: The differences between the overall scores for each of the transit modes was not significant enough to remove any transit modes from further consideration, therefore all transit modes were carried forward to the Tier 1, Phase B analysis.

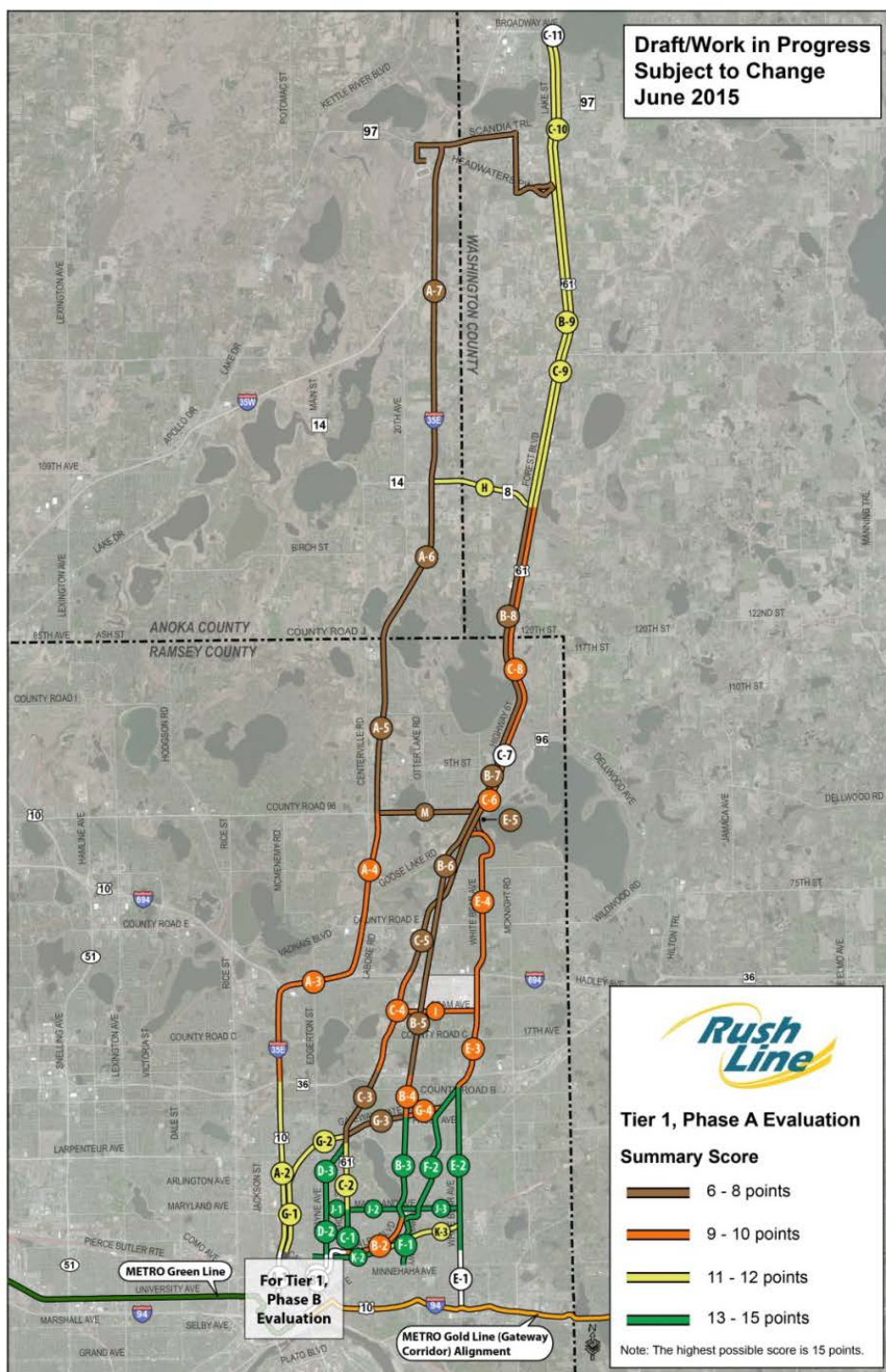
4.5.2 Phase A Alignment Evaluation

For evaluation purposes, alignments were broken down into several segments to facilitate the analysis, and determine if part of an alignment would perform differently than another part of the same alignment. After evaluation, it was determined that all alignments would be carried forward into the Phase B analysis. While the differences between the alignments were not significant enough to remove an alignment from further consideration, there were some areas to note where there are strengths and weaknesses, including:

- Alignment A: I-35E lost points on multi-modal connectivity, land use/economic development and equity.
- The northern segments of TH 61 lost points on regional connectivity, land use/economic development and equity.
- The southern segments had better regional connectivity and fewer environmental impacts than northern segments.
- The segments north of the City of Saint Paul had lower equity scores.
- All segments in the City of Saint Paul had strong performance across the board.

The results of the Tier 1, Phase A alignment evaluation are shown in Figure 4-6.

Figure 4-6: Tier 1, Phase A Alignment Evaluation Results









Decision: All alignments were carried forward into the Tier 1, Phase B analysis.

4.5.3 Phase B Paired Transit Mode and Alignment Evaluation

The Tier 1, Phase B analysis paired the transit modes and alignments together to create alternatives. This process was developed with the guidance of the PMT. Table 4-1 shows how the modes were paired with the major north/south alignments. Some modes are better suited for some alignments than others. For example, Arterial Bus needs to run an alignment that is an arterial street and therefore, could not run on the RCRRA/BNSF/WCRRRA right-of-way.

Table 4-1: Phase B Transit Mode and Alignment Pairing

ALIGNMENT ► MODE ▼	A: I-35E	B: RCRRA/ BNSF/ WCRRRA	C: TH 61	E: White Bear Ave
NO BUILD	●	●	●	●
 ARTERIAL BUS RAPID TRANSIT (BRT)			●	●
 STREETCAR			●	●
 LIGHT RAIL TRANSIT (LRT)		●	●	●
 DIESEL MULTIPLE UNIT (DMU)		●	●	●
 DEDICATED GUIDEWAY BRT		●	●	●
 HIGHWAY BRT STATION-TO-STATION	●			

The Tier 1, Phase B analysis was a seven-step process:

1. Define north/south alternatives and criteria (modes combined with alignments are called alternatives).
2. Apply environmental criteria to north/south alternatives.
3. Apply the other criteria to remaining north/south alternatives.
4. Apply all criteria to the east/west connector segments.
5. Apply all criteria to the downtown segments.
6. Meet with the PMT and review results.
7. Apply existing transit/transportation policies to the alternatives.

Steps 1-5 are considered the technical analysis and steps 6 and 7 are considered the policy analysis.

Step 1- Define North/South Alternatives

The first step was to identify the key corridor destinations (see Figure 4-7). The following destinations were identified:

- Downtown Forest Lake
- Running Aces Transit Center
- Forest Lake Transit Center
- Downtown Hugo
- Downtown White Bear Lake
- Maplewood Mall
- Phalen Village

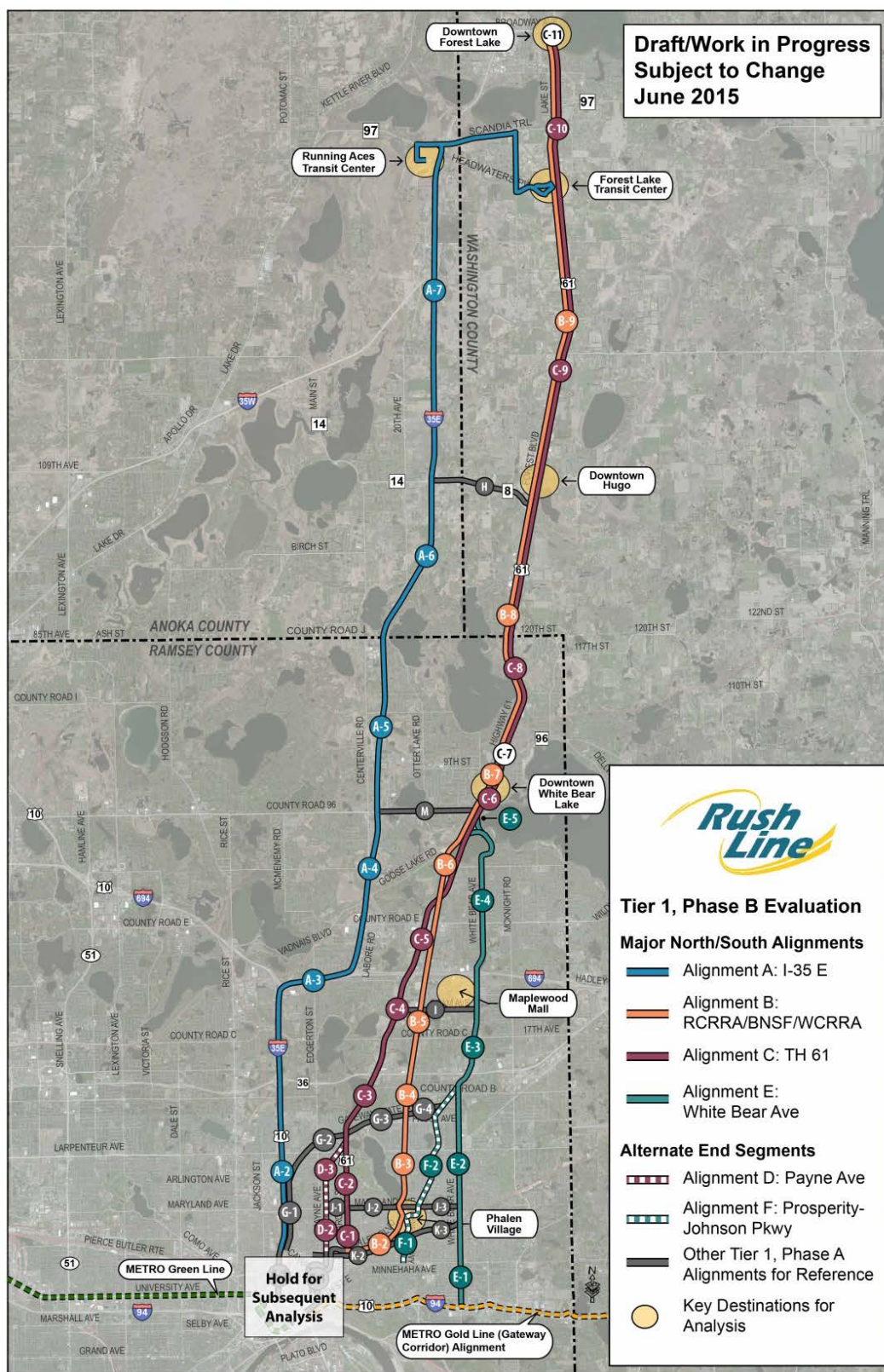
Next, the alignments were sub-divided into major north/south alignments and alternative end segments (see Figure 4-7). The major north/south alignments were:

- Alignment A: I-35E
- Alignment B: RCRRA / BNSF / Washington County Regional Railroad Authority (WCRRA)
- Alignment C: TH 61
- Alignment E: White Bear Avenue

The alternate end segments were (see Figure 4-7):

- Alignment D: Payne Avenue
- Alignment F: Prosperity – Johnson Parkway

Figure 4-7: Tier 1, Phase B Step 1 – Key Corridor Destinations with Major North/South Alignments



The alternatives considered in the Phase B analysis extend the full length of the corridor, into downtown St. Paul to Union Depot. Four criteria were used to evaluate the north/south alternatives and east/west connectors:

- **Environmental impacts:** Anticipated property acquisition, construction activity and transit operations impacts along the alignments.
- **Land use/Economic development:** Degree to which transit service within each alignment is compatible with local and regional plans, existing and future land uses and is close to existing and planned activity centers.
- **Capital costs:** Average per-mile capital costs of transit modes applied to the estimated length of the alternative.
- **Travel times:** Total distance divided by average mode speed.

Two additional criteria were used to evaluate the downtown segments. These criteria are particularly relevant to the downtown segments

- **Multi-modal connectivity:** Segment connectivity to the larger transportation network.
- **Equity:** Proximity of segments to Metropolitan Council-defined Areas of Concentrated Poverty and Racially Concentrated Areas of Poverty (RCAP).

Step 2 – Apply Environmental Criteria to North/South Alternatives

In Step 2, the environmental criterion was applied to the major north/south alternatives. The environmental criterion was intended as a “first cut”, meaning if the ROW was insufficient or too constrained, it would not be feasible to implement an alternative, regardless of performance against any of the other criteria.

Decision: The results of this analysis removed LRT, DMU and Dedicated BRT on Highway 61 and White Bear Avenue from further consideration as part of this project

Step 3 – Apply Other Criteria to Remaining North/South Alternatives

The remaining major north/south alternatives were then evaluated on the other three criteria. A threshold was established for each of these criteria, intended as a cut-off point when an alternative would be removed from further consideration in this study. These thresholds were established by the PMT. Capital cost is a representative comparison in current year dollars.

- **Land use:** Low density existing land uses; planned land uses to remain low, and below transitway-supportive thresholds.
- **Capital cost:** More than \$1 billion.
- **Travel time:** More than 75 minutes.

The results of the analysis are described below.

Decisions:

Alignment A: I-35

Alignment A: I-35E was removed from further consideration because the densities of existing and planned land uses are too low to support high-capacity transit investment. The existing express bus market has been improved through planned MnPass investment, and the removal of this alignment from consideration does not limit the ability to advocate for future express bus improvements.

Alignment B: RCRRA / BNSF / WCRRA

Streetcar and LRT north of downtown Hugo and DMU north of the Forest Lake Transit Center were removed from further consideration because of combination of high capital costs (over \$1 billion) and long travel times (over 75 minutes). While Dedicated Guideway BRT did not perform well when evaluated against land use around the Forest Lake Transit Center (due to low existing and planned density), it did pass the criterion for downtown Forest Lake, so it was recommended to be carried forward in the study.

Alignment C: Highway 61

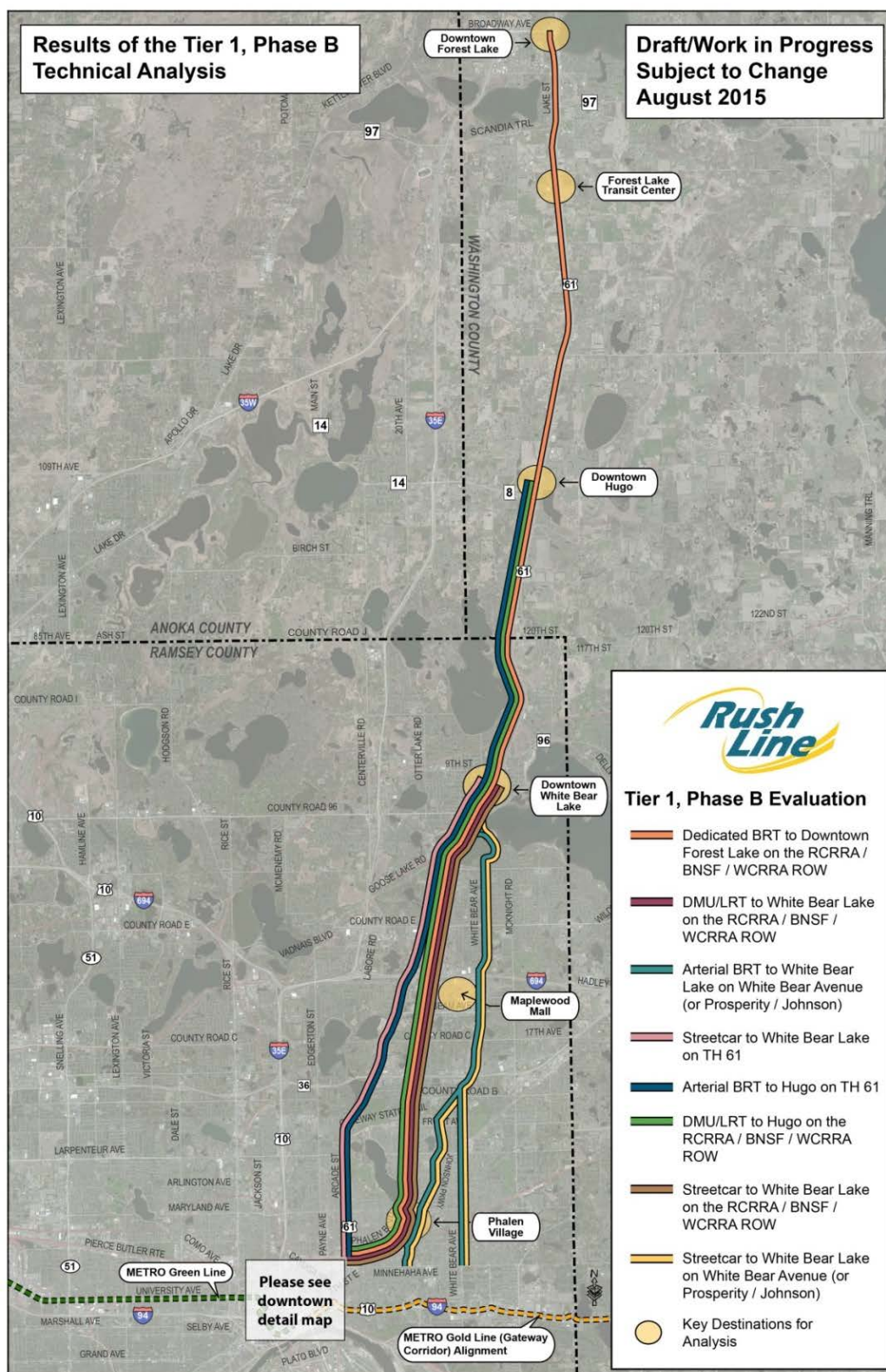
Arterial BRT north of downtown Hugo was deferred because of long travel times (over 75 minutes), streetcar north of downtown White Bear Lake was deferred because of high capital costs (over \$1 billion) and long travel times, and as previously mentioned, LRT, DMU and Dedicated Guideway BRT were deferred because of environmental reasons (ROW is too narrow). LRT and DMU also performed poorly for travel time and capital cost at the northern end of the corridor.

Alignment E: White Bear Avenue

During the technical analysis in Step 2, LRT, DMU, and Dedicated Guideway BRT were deferred because of environmental reasons (ROW is too narrow). Arterial BRT and streetcar to downtown White Bear Lake passed the technical analysis.

The major north/south alternatives that passed the technical analysis are shown in Figure 4-8.

Figure 4-8: Results of Tier 1, Phase B the North/South Alternatives Technical Analysis



Step 4 – Apply All Criteria to East-West Connectors

Step 4 involved applying all of the criteria to the east/west connectors. The results of the analysis are summarized below.

- Environmental criteria did not eliminate many mode/segment pairings except DMU, LRT and Dedicated BRT on Maryland Avenue.
- Connectors did not generate benefits (multi-modal and regional connectivity, land use/development impacts, equity) but added capital costs and travel time.
- When the number of alignments was reduced, there was less of a need for the connectors.

Decision: Based on these results, the east/west connectors were removed from further consideration.

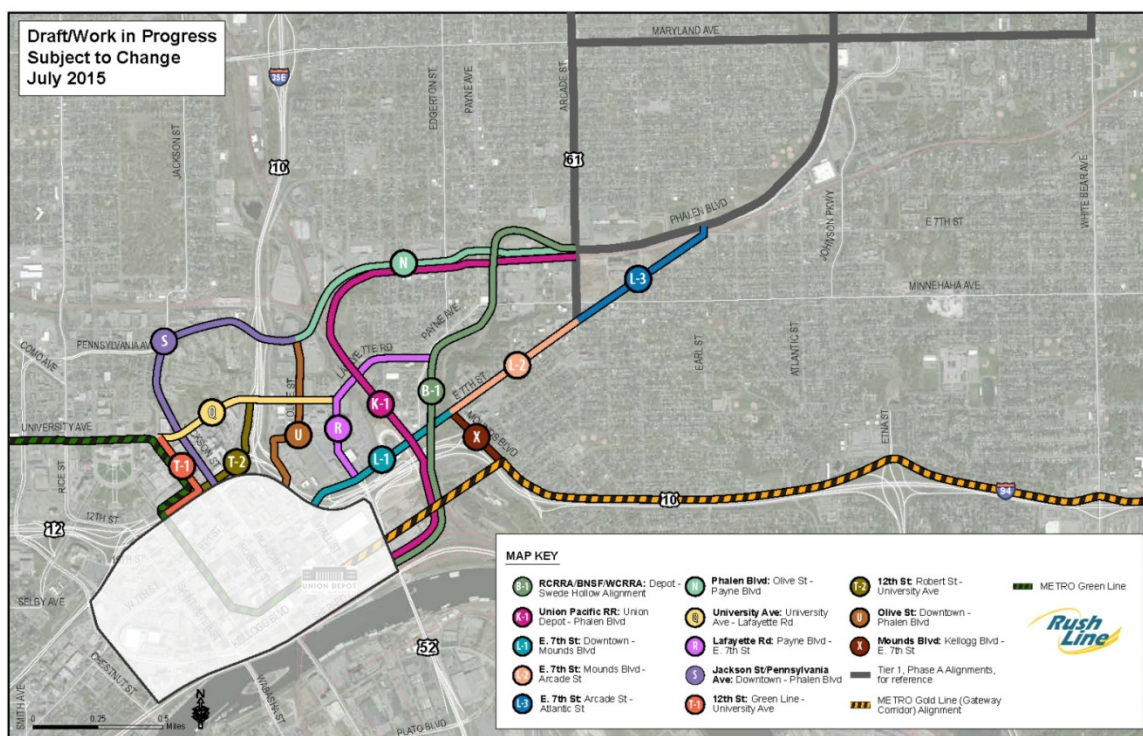
Step 5 – Apply All Criteria to the Downtown Segments

All criteria were applied to the downtown segments in Step 5, see Figure 4-9. The results of the analysis are summarized below.

- Environmental criteria did not eliminate many transit mode/segment pairings except DMU, LRT and Dedicated BRT on White Bear Avenue, Minnehaha Avenue, and Payne Avenue.
- Benefits and costs were not significant enough to differentiate between the segments.
- Having fewer north/south alignments reduced the need for as many downtown segments.

Decisions: During the technical analysis, two of the downtown St. Paul segments (A-1 and W) were immediately removed from consideration based on their connection to Alignment A, which was recommended for deferral.

Following the environmental analysis of the downtown segments, segments D-1, E-1, V and Y were recommended for deferral. None of the remaining downtown segments failed when evaluated against the remaining criteria (land use, capital costs, travel time, multi-modal connectivity, and equity).

Figure 4-9: Tier 1, Phase B Recommended Downtown Segments

Step 6 – Meet with the PMT and Review Results

Step 6 was the start of the policy analysis. This was initiated by a meeting of the PMT in July 2015. At the meeting, the PMT met to review the results of the technical analysis. The PMT recommended the following alternatives move forward.

- To Downtown Forest Lake
 - Dedicated BRT on the County/Rail ROW
- To Hugo
 - LRT/DMU on the County/Rail ROW
 - Arterial BRT on Highway 61
- To White Bear Lake
 - LRT/DMU on the County/Rail ROW
 - Streetcar on Highway 61
 - Streetcar on the County/Rail ROW
 - Streetcar on White Bear Avenue
 - Arterial BRT on White Bear Avenue

Step 7 – Apply Existing Transit Policies to the Alternatives

Step 7 applied existing transportation plans and policies to make sure that the alternatives that emerged from the technical analysis were consistent with the regional plans.

Six alternatives that passed the technical analysis did not pass the policy analysis and were deferred from the rest of this study. Those alternatives and the reason for their deferral are summarized in Table 4-2.

Table 4-2: Results of the Policy Analysis

Destination	Alternative	Reason for Deferral
Hugo	LRT/DMU on the RCRRA/BNSF/WCRR ROW	High cost plus low existing and planned development density does not make it a competitive alternative
	Arterial BRT on Highway 61	Low existing and planned development density does not make it a competitive alternative
White Bear Lake	Streetcar on Highway 61	Existing and planned land uses along Highway 61 and White Bear Avenue are not compatible with streetcar AND
	Streetcar on White Bear Avenue	High capital costs plus long travel times do not make it a competitive alternative
White Bear lake (Prosperity/Johnson)	Arterial BRT on Prosperity/Johnson	Existing and planned land uses on Prosperity/Johnson are less transit-supportive than White Bear Avenue
White Bear Lake	Arterial BRT south of Maryland on White Bear Avenue	Metro Transit's Arterial Transitway Corridor Study recommends ABRT on Maryland Avenue / Arcade Street

4.6 Tier 1 Recommendation for Detailed Definition and Evaluation

Based on the results of the technical analysis and the policy analysis, and the public feedback, the major north/south alignments that were recommended for Tier 2 analysis are listed below and shown in Figure 4-10.

- **Alignment B: County/Rail ROW**
 - LRT / DMU to White Bear Lake
 - Dedicated BRT to Downtown Forest Lake
- **Alignment E: White Bear Avenue**
 - Arterial BRT to White Bear Lake

The downtown segments that are recommended for Tier 2 analysis are shown in Figure 4-9. The transit modes that could run on the downtown segments are:

- Arterial BRT could operate along any of the streets, but could not operate in the County/Rail ROW.
- Dedicated Guideway BRT, LRT and DMU were considered for operation on all of the alignments.



Decision:

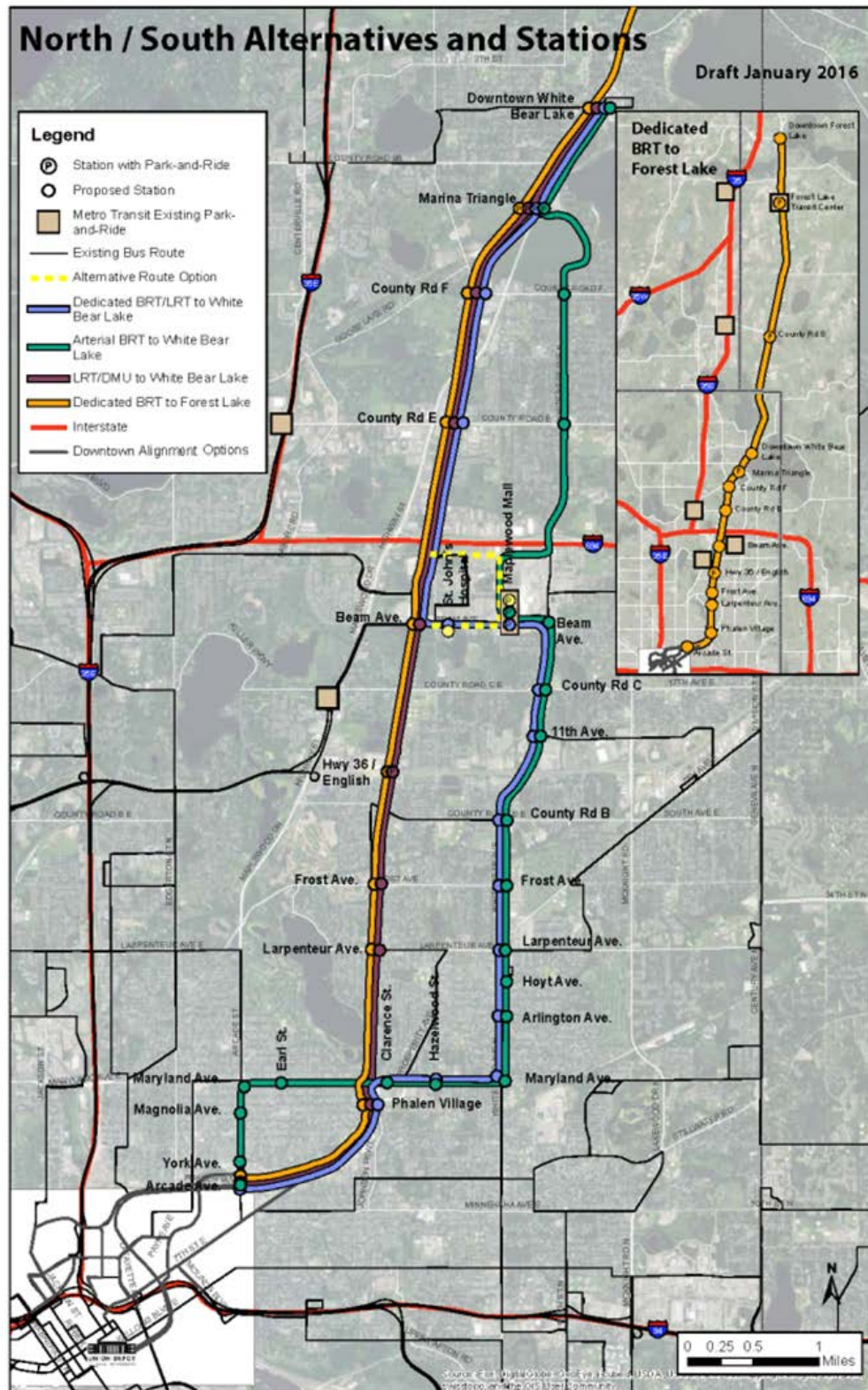
In addition, based on community input, it was recommended by the TAC and PAC to add Dedicated BRT or LRT on White Bear Avenue back into consideration for the Tier 2 Analysis. LRT on White Bear Avenue had originally been deferred because of the environmental criterion; the ROW was too constrained to accommodate LRT in this corridor. However, more consideration is being given into how Dedicated BRT or LRT could be feasible on White Bear Avenue if mixed traffic operations were considered through the most constrained areas.

Four alignments moved into the Tier 2 Analysis. For further information about the Tier 1 Analysis, please visit the project website, www.rushline.org, for the full report.

Decision: Move the following alternative into Tier 2:

- **Alignment B: County/Rail ROW**
 - LRT / DMU to White Bear Lake
 - Dedicated BRT to Downtown Forest Lake
- **Alignment E: White Bear Avenue**
 - Arterial BRT to White Bear Lake
 - Dedicated BRT / LRT on White Bear Avenue

Figure 4-10: Recommended Major North/South Alignments for Tier 2 Analysis



5.0 The Tier 2 Detailed Evaluation of Alternatives

Using suggestions from community meetings and direction from the TAC and PAC, the Tier 2 analysis added additional details to the recommended routes and transit vehicles that were carried forward from the Tier 1 analysis and more definition to how they would be analyzed, such as:

- Station locations based on federal and regional spacing guidelines, the desire to access employment or public activity centers, and connections to other major transit routes.
- Connecting bus routes were developed to support the Rush Line corridor transit service.
- Mixed traffic options, where the transit vehicle uses an existing travel lane with current traffic, should be used, if needed, to minimize property impacts.
- Impacts to environmental and culturally important landmarks should be reviewed and potential impacts determined.

Additional detail and refinement resulted in four alignment alternatives for the North/South portion of the corridor (between Phalen Village and Forest Lake) along with eight options for routing into downtown St. Paul to the Union Depot.

5.1 Alternatives for Evaluation

5.1.1 North/South Alternatives

The four alternatives that were recommended from the Tier 1 analysis were renamed for clarity in the Tier 2 analysis; a description of each of the alternatives is below and maps are included in Figure 5-1.

Alignment 1 would use the County/Rail corridor from Phalen Village to Forest Lake with Dedicated BRT transit option. Alignment 1 is 23 miles long and includes 13 station locations. This alignment would use Dedicated Guideway BRT as the transit mode.

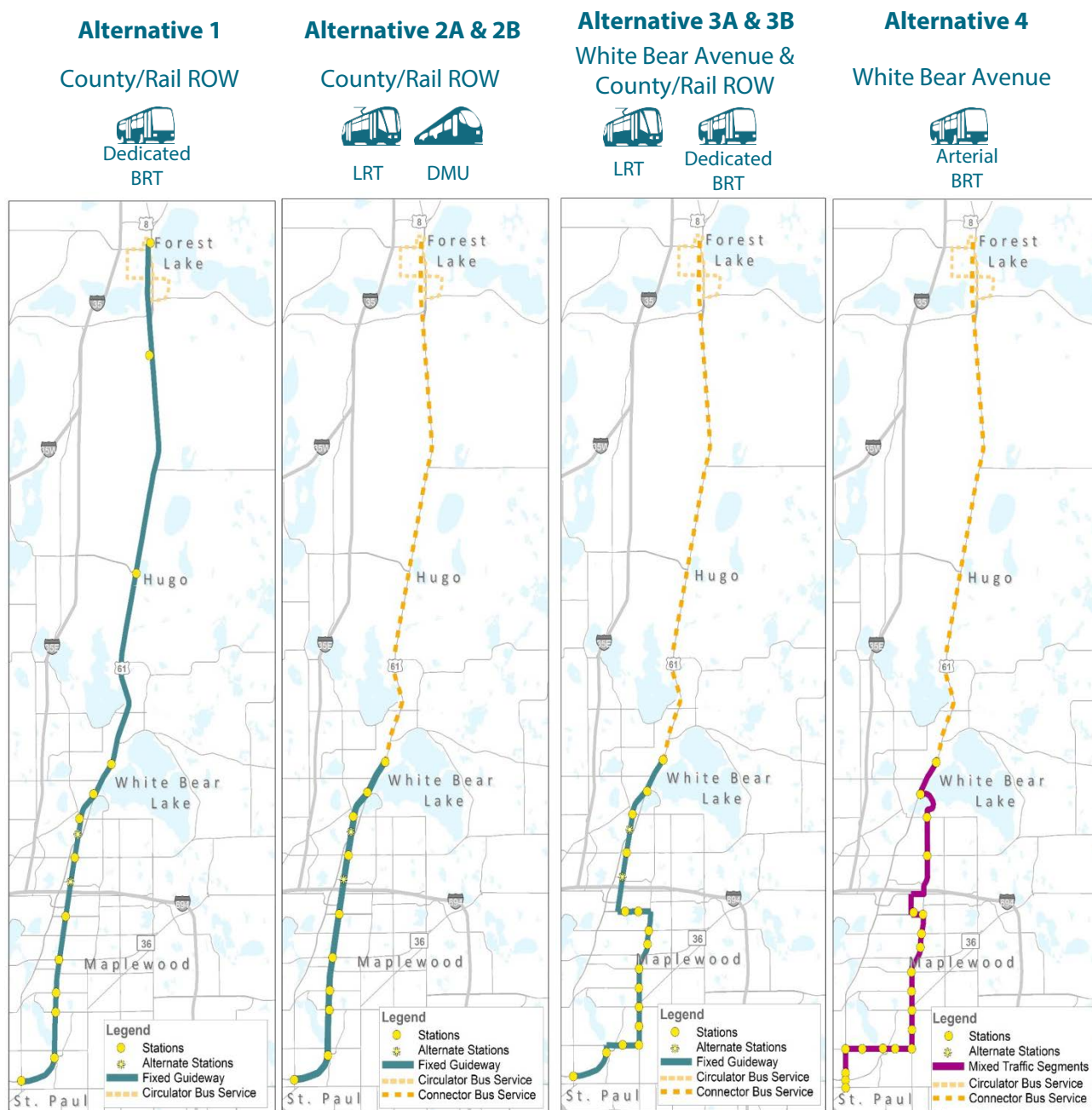
Alignment 2A (LRT)/2B (BRT) would use the County/Rail corridor from Phalen Village to White Bear Lake with LRT or Diesel Multiple Unit (DMU) as the transit mode. The alignment is nine miles long and includes 10 stations. This Alternative includes a connecting bus route from downtown White Bear Lake to downtown Forest Lake

Alignment 3A (LRT)/3B (BRT) would use a combination of Maryland Avenue, White Bear Avenue and County/Rail corridor from Phalen Village to White Bear Lake with LRT or Dedicated BRT as the transit mode. The alignment is 11 miles long and includes 16 stations. This alternative includes a connecting bus route from downtown White Bear Lake to downtown Forest Lake.

Alignment 4 would use Arcade Street, Maryland Avenue, White Bear Avenue, and Highway 61 to White Bear Lake with Arterial BRT as the transit mode, operating in mixed traffic. This alignment is 12 miles long and includes 20 stations.



Figure 5-1: North/South Alternatives for Tier 2 Evaluation



5.1.2 North/South Alternative Sub-Options

In addition to the four base North/South Alternatives, three sub-options were considered.

Maplewood Mall Sub-Option

For the alternatives using the County/Rail corridor (Alternatives 1 and 2), the sub-option would deviate from the County/Rail corridor at Beam Avenue, continue east to Southlawn Drive at Maplewood Mall, and use County Road D to reconnect to the County/Rail corridor. This sub-option was considered to make a direct connection to Maplewood Mall and Transit Center that was identified

early in the study as a key destination and employment center. The route would also directly connect to St. John's Hospital.

Highway 61 Sub-Option

The option to use Highway 61 north from Maplewood Mall to White Bear Lake applied to all alternatives. For Alternatives 2 and 3, this provides an alternative route to the BNSF-owned rail corridor. For Alternative 4, the sub-option would provide an alternative to using White Bear Avenue north of Beam Avenue. This option was considered in order to provide an additional alignment option aside from the BNSF rail ROW. The right-of-way for Highway 61 is wide enough to accommodate the transit options here.

Mixed Traffic Sub-Option

For the mixed traffic sub-option, segments of the LRT and Dedicated BRT alternatives would no longer use a dedicated guideway. Instead, the transit vehicle would use existing travel lanes on the roadways. This sub-option is being considered along segments where existing roadway right of way is limited and significant property impacts along one or both sides of the roadway would be needed to accommodate a dedicated guideway.

Locations where this sub-option was considered for the North/South alternatives include:

- Maryland Avenue between Arcade Street to White Bear Avenue
- White Bear Avenue south of Larpenteur Avenue to Maryland Avenue
- East 7th Street from Phalen Boulevard into downtown St. Paul
- Highway 61 between County Road F and downtown White Bear Lake
- Buerkle Road

5.1.3 Downtown Routing Options

Three downtown routing workshops were held to develop and analyze the routes into downtown St. Paul from Phalen Village, the southern end of the North/South Alternatives. The Downtown Routing Workshops involved community representatives, including District Council members, Chamber of Commerce and Business associations and community groups who were asked to participate and evaluate the downtown routing options carried forward from the Tier 1 analysis. Participants discussed the proposed routes, reviewed demographic data, assessed the feasibility of different types of transit vehicles and reviewed travel times. Small group discussion and presentations from the Rush Line staff provided opportunities for representatives to make recommendations on route preferences.

The first two workshops focused on taking the 13 segments that were moved from Tier 1 into the Tier 2 analysis and creating routes to connect to the Union Depot. In addition, there was a discussion about what types of transit vehicle should be applied to each of the routes depending on the feasibility of implementation. For example, the DMU vehicle is a better fit in existing rail corridors, since the benefit of the vehicle is its ability to share tracks with freight trains. Based on these discussions, the community members agreed to have eight routing options analyzed in the Tier 2 analysis (see Figure 5-2). These routing options were:

Option 1

Option 1 is Dedicated BRT on Phalen Boulevard, Pennsylvania Avenue and Jackson Street. The route is 2.3 miles long and includes eight station locations.



Option 2

Option 2 is Dedicated BRT or LRT on Phalen Boulevard, Olive Street, Lafayette Road and East 7th Street. The route is 2.1 miles long and includes six stations.

Option 3

Option 3 is Dedicated BRT or LRT via Phalen Boulevard, and East 7th Street. The route is 1.9 miles long and includes six stations.

Option 4

Option 4 is Arterial BRT via Arcade Street and East 7th Street. The route is 1.6 miles long and includes five stations.

Option 5

Option 5 is DMU via Union Pacific RR. The route is 2.5 miles long and includes six stations.

Option 6

Option 6 is Dedicated BRT or LRT or DMU via Swede Hollow. The route is 2.1 miles long and includes four stations.

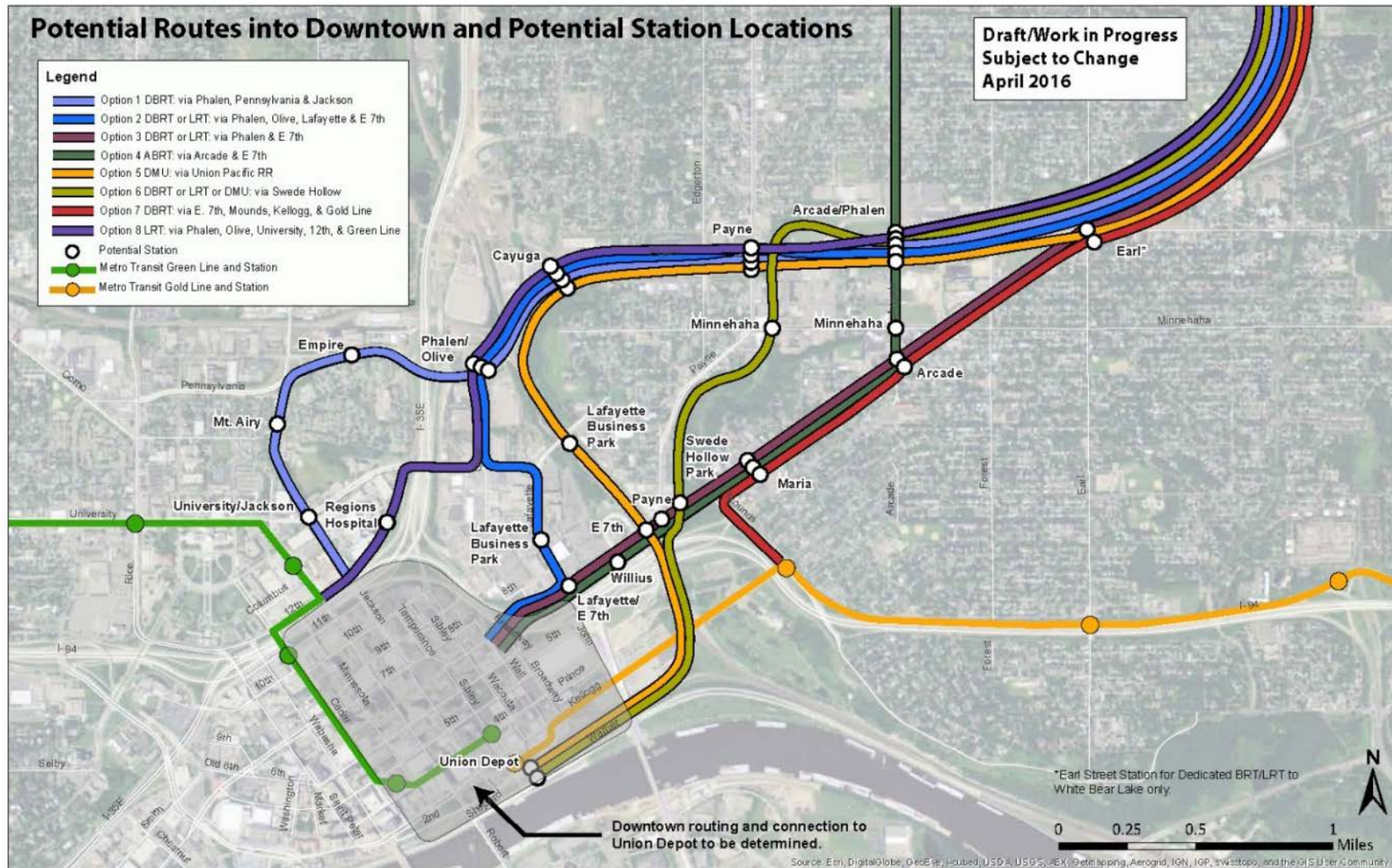
Option 7

Option 7 is Dedicated BRT via East 7th Street, Mounds Boulevard, and Kellogg Boulevard. The route is 1.5 miles long and includes four stations.

Option 8

Option 8 is LRT via Phalen Boulevard, Olive Street, University Avenue, and 12th Street. The route is 2.0 miles long and includes sharing track with the existing Green Line LRT line and has eight stations, include two existing Green Line Stations at 10th Street and Central.

Figure 5-2: Downtown Routing Options



5.2 Tier 2 Public Feedback

Below is a summary of public comments from open houses and engagement activities during the Tier 2 Detailed Evaluation.

Alternative 1: Dedicated BRT on County/Rail ROW to White Bear Lake

- Better fit for County/Rail ROW than LRT; less visual and noise impact
- Best option for corridor; less expensive; safer than LRT; possibly convert to LRT in future
- Need to consider how people will access service
- Concerns with how both a trail and bus would fit in the corridor; changes to character of neighborhood; safety; increase in traffic, noise, pollution
- Potential impacts to green space, trail, private property; lowers property value and quality of life

Alternative 2: LRT on County/Rail ROW to White Bear Lake

- Perception that personal safety on LRT is better than bus
- Felt LRT on this route would be easier to implement than on White Bear Avenue
- More attractive to riders
- More development potential
- Potential impacts to trail
- Potential negative impacts to neighborhood; noise, visual impacts, loss of green space
- Great safety concern for children
- Too expensive
- Difficult to get funding and support from legislature

Alternative 3A/3B: Dedicated BRT/LRT on White Bear Avenue to White Bear Lake

- On existing bus route
- Better access to businesses and services
- More potential for development opportunities
- Not enough space for dedicated lanes; too much impact to businesses and private property
- Will increase traffic in area and change character of neighborhood
- Concerns with safety and construction impacts to businesses and residents
- Too expensive

Alternative 4: Arterial BRT on White Bear Avenue to White Bear Lake

- Minimal impact to neighborhood and businesses
- Uses existing road and bus line
- Improves transit to East Side and to businesses and does not impact Bruce Vento Trail
- Increases traffic
- Travel time will be slow



- Does not make sense with future route 54 extension

Routes into Downtown

- Option 1: DBRT via Phalen, Pennsylvania and Jackson
 - Good access for people reliant on transit
- Option 2: DBRT via Phalen, Olive, Lafayette and E. 7th Street
 - Fast route to Union Depot
- Option 3: DBRT via Phalen and E. 7th Street
 - E. 7th Street: Better at-grade access to Metro State University and businesses than Phalen Boulevard; too narrow for dedicated lanes; concern with parking impacts
- Option 8 DBRT via Phalen, Olive, University, 12th and Green Line
 - Access to medical center, hospitals, jobs; good for senior citizens; connection to the Green Line

5.3 Summary of Initial Assessments

A series of initial assessments was conducted to evaluate and screen the remaining options, sub-options, and transit vehicle types in an effort to reduce the potential number of full alternatives. For these initial assessments, transit vehicle and route options were evaluated against each other and options that best met the project goals were retained.

A total of six initial assessments were completed. Each initial assessment is summarized below. For a more detailed description of the technical assessment by project goal, see the Rush Line Tier 2 Alternative Ranking Memo.

Initial Assessment 1: Review of Downtown Routing Options

The eight downtown routing options were evaluated based on their performance in meeting the project goals and input from the Downtown Stakeholder Workshops. Each of the eight downtown routing options were ranked Low, Medium or High, for meeting project goals and objectives using the evaluation criteria, see Figure 5-3.

Figure 5-3: Downtown Routing Initial Assessment

	Option 1 BRT	Option 2 BRT/LRT	Option 3 BRT/LRT	Option 4 Art BRT	Option 5 DMU	Option 6 BRT/LRT/ DMU	Option 7 BRT	Option 8 LRT
TRAVEL TIME/RIDERSHIP	Med	Med	Med	Med	Med	H M	Med	High
COST <i>Low Ranking = Higher Cost High Ranking = Lower Cost</i>	Med	H L	H L	High	Low	H M L	High	Med
ENVIRONMENTAL	Low	Med	Med	High	High	Low	Med	Med
EQUITY	High	Med	Med	Low	Med	Low	Med	High
PED/BIKE CONNECTIVITY	High	Med	Med	Med	Med	Low	Med	High
ON-STREET PARKING/ACCESS, EXISTING TRANSIT SERVICE	Med	Med	Low	Med	Med	Med	Low	Med
EMPLOYMENT/DEVELOPMENT POTENTIAL	High	Med	Low	Low	Low	Med	Med	High
RIGHT-OF-WAY	Med	Med	Low	High	High	High	Low	Med
DOWNTOWN ROUTING STAKEHOLDER INPUT	Med	High	Med	Low	Low	Low	Low	High
OVERALL RANKING	+2 _{im}	+2/+0	-2/-4	+0 _{im}	-2	-2/-4	-2	+5

Decision: Based on this analysis, Options 3, 5, 6 and 7 ranked Low. The PAC voted at the September 8, 2016 meeting to remove Option 5, Option 6, and Option 7. The PAC action also redefined Option 3 as mixed-traffic only operation, increasing its overall ranking to Medium, due to a reduction in property and parking impacts.

Initial Assessment 2: Review of Transit Vehicles

The second assessment compared the four transit vehicle types (DMU, LRT, Dedicated BRT and Arterial BRT) to review how the transit options performed considering the project goals. Based on the results of the evaluation, DMU performed lower than the other three vehicles. DMU would be more expensive (additional cost of \$200 million to \$850 million) to build with no significant ridership increase.

Decision: At the September 8, 2016 PAC meeting, the PAC voted to remove DMU (Alternative 2B) from further consideration for the Rush Line Corridor.

Initial Assessment 3: Dedicated Guideway Northern End

Alternative 1 is the only alternative with a dedicated guideway option between White Bear Lake and Forest Lake. All other alternatives end at White Bear Lake and provide a connecting bus route to Forest Lake.

- The alternative with dedicated guideway to Forest Lake would be 14 miles longer than the other three North/South alternatives.
- The alternative to Forest Lake would only attract 14 percent more riders per day than the Dedicated BRT alternative that ends in White Bear Lake
- Construction costs to Forest Lake would be 70 percent higher and operations and maintenance costs would be 37 percent higher than the Dedicated BRT alternative that ends in White Bear Lake.
- The alternative to Forest Lake had the highest number of wetland, noise sensitive receptors, parkland and cultural resources within the buffer of all alternatives (due to the longer alignment).

Decision: Due to the higher cost and limited additional ridership, the PAC, at its October 2016 meeting, voted to modify the northern end of Alternative 1, ending dedicated guideway at White Bear Lake and continuing a connecting bus route to Forest Lake. This modification better met the goals of the project, described in section 3.2.

Initial Assessment 4: Mixed Traffic Sub-Options

There are several points along the mixed traffic route where right-of-way less than 70 feet wide. This narrow width would require private property acquisition along one side of the roadway to fit both travel lanes in each direction and a dedicated guideway within the corridor. Because of this potential impact, a combination of dedicated guideway and mixed-traffic operations was proposed.

- Property impacts could be reduced by almost 75 percent on White Bear Avenue south of Larpenteur and Maryland Avenue.
- There would be a capital cost decrease of five percent to 14 percent depending on the transit vehicle, since dedicated guideway infrastructure would not be needed.
- There would be an increase in travel time, which reduces ridership by two percent and increases operating costs by two percent.

Decision: Given the reduced property impacts and cost savings associated with the mixed traffic option, the PAC, at its October 2016 meeting, voted to assume mixed traffic operations for the segments on Maryland Avenue and White Bear Avenue south of Larpenteur Avenue, see section 5.1.2.

Initial Assessment 5: Maplewood Mall Sub-Options

Maplewood Mall was identified early in the study as a key corridor destination. Alternatives 1 and 2 included potential connection via sub-options on Beam Avenue, Southlawn Drive and County Road D. Compared to staying on the County/Rail corridor, the Maplewood Mall sub-option would:

- Increase ridership by six percent, even with a three-to-six minute increase in travel time, depending on which downtown routing option is used.
- Increase construction costs by 13-16 percent, depending on the transit vehicle used and operating costs increase by ten percent.
- Increase access by households below the poverty line, people of color, and zero-car households, compared to staying in the County/Rail corridor.
- Increase access to employment by 20 percent and improve connections to existing transit at the Mall's existing park-and-ride facility.
- Increase potential property impacts from 20 to 25 parcels.

Decision: The benefits of increase access to jobs and projected ridership, improving existing transit connections and expanding equitable access to transit led the PAC to vote at the October 2016 meeting to approve using the direct connection to the Mall as the preferred route for Alternatives 1 and 2 moving forward.

Initial Assessment 6: Highway 61 Sub-options

The Highway 61 sub-options would use the Highway 61 corridor instead of the County/Rail corridor north of I-694; this segment of the corridor is an active freight corridor owned by the BNSF railway. For Alternatives 1, 2 and 3, the sub-option would use the County/Rail corridor north of Buerkle Road. For Alternative 4, the sub-option would connect to Highway 61 at Beam Avenue. Compared to the County/Rail corridor, Highway 61 generates:

- No difference in equitable access and population access at station.
- Better connection to jobs for Alternative 4 on Highway 61, compared to White Bear Avenue north of Beam Avenue; there is no difference for Alternatives 2 and 3.
- Reduction in noise impacts by 20-50 fewer impacted properties.
- Higher potential water resources impacts to Goose Lake with using Highway 61.

Decision: After the initial assessment, there was no decision between the County/Rail corridor and the Highway 61 corridor for all alternatives. Both options will move forward into the refinement stage of the study.

5.4 Summary of the Tier 2 Evaluation Results by Goal

Based on the results of the initial assessments, the remaining North/South Alternatives were paired with the Downtown Routing Options to create full corridor alternatives from Union Depot in St. Paul

to Forest Lake (see Figure 5-4). The overall Tier 2 assessment categorizes the project goals into two groups: 1) goals and evaluation criteria that are influenced by the type of transit vehicle and 2) goals and evaluation criteria that are directly tied to the route chosen. For example, the development potential analysis found that the amount of new development is directly related to the type of transit vehicle chosen. Vehicle options that have either dedicated guideway or embedded rail have the most positive impact on development. In comparison, travel time is directly tied to the route chosen. Each alternative was reviewed looking at the goals in these two categories, and benefits and disadvantages were highlighted for each. Based on this overall assessment, recommendations to either move an alternative forward into further refinement or remove from further consideration were presented to the PAC in November 2016.

Figure 5-4: Tier 2 North/South Alternatives Paired with Downtown Routing Options

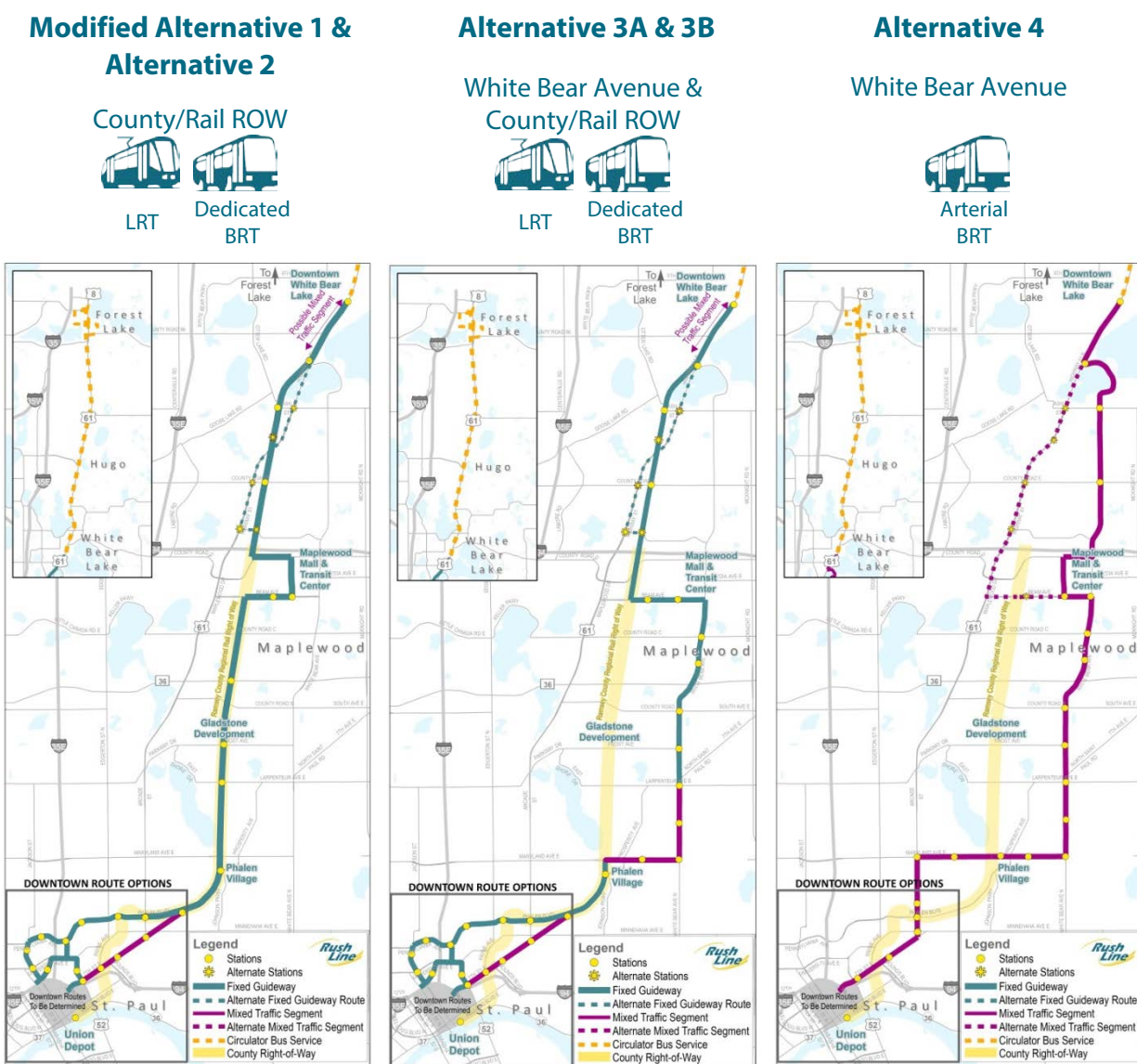


Table 5-1 summarizes the evaluation of each alternative based on the project criteria.

Table 5-1: Alternative Evaluation by Criteria

Transit Mode/Alignment	Criteria	Alternative 1 (BRT) Rating	Alternative 2 (LRT) Rating	Alternative 3A (LRT) Rating	Alternative 3B (BRT) Rating	Alternative 4 (BRT) Rating
Transit Mode	Ridership	Average: 5,400 riders per day, 65% of which are new riders.	Good: 6,400-9,500 riders per day, 62% of which are new riders.	Poor: 4,900 riders per day, lowest ridership of all alternatives, 70% are new riders.	Good: 6,400-9,500 riders per day; 59% are new riders.	Poor: 5,700-6,000 riders per day; 34% are new riders. Less new riders because the service replaces the planned Route 54 service along White Bear Avenue.
	Cost Effectiveness	Average: Lowest cost of fixed guideway options, at most \$733 million, lowest O&M costs; cost per rider has potential to be eligible for federal funding with refinement.	Poor: Higher costs (\$1.2 billion+) compared to other dedicated guideway options; higher O&M costs than other options; cost per rider unlikely to qualify for federal funding.	Poor: Higher costs (\$900 million+) compared to other dedicated guideway BRT options; average O&M costs compared to other options; cost per rider unlikely to qualify for federal funding.	Poor: Highest costs (\$1.6 billion+) of all options; higher O&M costs compared to others; cost per rider unlikely to qualify for federal funding.	Good: Lower costs (\$75 million) of all options; average O&M costs compared to others; cost per rider likely to be eligible for federal funding.
	Development Potential	Good: Longest route with fixed guideway of all options; likely to increase development potential around stations.	Good: Longest route with dedicated guideway of all options; likely to increase development potential around stations.	Average: Less dedicated guideway than County/Rail ROW alternatives; dedicated guideway alternatives likely to increase development.	Average: Less dedicated guideway than County/Rail ROW alternatives; dedicated guideway alternatives likely to increase development.	Poor: No dedicated guideway; likely to have limited influence on development potential around stations.
Alignment	Travel Time	Good: Shortest travel time; depending on downtown routing options (37-42 minutes)	Good: Shortest travel time; depending on downtown routing options (37-42 minutes)	Poor: Longer travel time; depending on downtown routing options (46-51 minutes).	Poor: Longer travel time; depending on downtown routing options (46-51 minutes)	Poor: Longest travel time (56 minutes)
	Environmental	Average: Moderate level of potential impacts; they can likely be mitigated.	Average: Moderate level of potential impacts; they can likely be mitigated.	Average: Moderate level of potential impacts; they can likely be mitigated.	Average: Moderate level of potential impacts; they can likely be mitigated.	Good: Lowest potential for environmental impact due to staying within current roadway footprint.
	Equity	Average: Good accessibility at stations; 900 zero-car households. 3,500 households living below poverty and 9,500	Average: Good accessibility at stations; 900 zero-car households. 3,400 households living below poverty and 9,500	Good: Highest level of accessibility at stations; 1,800 zero-car households, 7,200 households below poverty and	Good: Highest level of accessibility at stations; 1,800 zero-car households, 7,200 households below poverty, and	Good: Highest level of accessibility at stations; 2,600 zero-car households, 11,400 households below poverty and

Transit Mode/Alignment	Criteria	Alternative 1 (BRT) Rating	Alternative 2 (LRT) Rating	Alternative 3A (LRT) Rating	Alternative 3B (BRT) Rating	Alternative 4 (BRT) Rating
		people of color within station areas.	people of color within station areas.	17,000 people of color within station areas	17,000 people of color within station areas.	24,600 people of color within station areas.
	Ped/Bike Connectivity	Average: Good accessibility at stations for pedestrians and bicyclists. 76,000 people within walking/biking distance.	Average: Good accessibility at stations for pedestrians and bicyclists. 76,000 people within walking/biking distance.	Good: Good accessibility at stations for pedestrians and bicyclists. 100,000 people within walking/biking distance.	Good: Good accessibility at stations for pedestrians and bicyclists; 100,000 residents within walking/biking distance.	Good: Good accessibility at stations for pedestrians and bicyclists; 115,000 residents within walking/biking distance.
	On-street Parking/Access, Existing Transit Service	Average: Limited impacts to existing parking and access since route within County/Rail ROW; good access to existing transit routes.	Average: Limited impacts to existing parking and access since route within County/Rail ROW; good access to existing transit routes.	Average: Limited impacts to existing parking and access; average access to existing transit routes.	Average: Limited impacts to existing parking and access; average access to existing transit routes.	Average: Average: Limited impacts to existing parking and; good access to existing transit routes.
	Employment	Average: Good access to employers at station locations; dependent on downtown route; 13,700 jobs within station areas.	Average: Good access to employers at station locations; dependent on downtown route; 13,700 jobs within station areas.	Good: Good access to employers at station locations; dependent on downtown route; 19,400 jobs within station areas	Good: Good access to employers at station locations; dependent on downtown route; 19,400 jobs within station areas	Good: Good access to employers at station locations; 17,700 jobs within station areas.
	Property Impacts	Good: Least private property impacts of all dedicated guideway options because it operates in the County/Rail ROW.	Good: Least private property impacts of all dedicated guideway options because it operates in the County/Rail ROW.	Poor: Greatest private property impacts of all dedicated guideway options.	Poor: Greatest private property impacts of all dedicated guideway options.	Good: Least private property impacts because it uses existing roadway.

Modified Alternative 1

Modified Alternative 1 would use Dedicated BRT as the transit mode on the County/Rail ROW, running from downtown St. Paul to White Bear Lake. This alignment shares the County/Rail ROW with the Bruce Vento Trail and a connecting bus route to Forest Lake.

Decision: This alternative is recommended to advance for further refinement. This alternative is recommended because:

- It is the longest route with dedicated guideway, maximizing development potential.
- It has the least amount of private property impacts of all dedicated guideway options.
- It has the shortest travel time between St. Paul and White Bear Lake.
- The cost per rider, with further refinement, could qualify for federal funding.

Alternative 2

Alternative 2 would use LRT as the transit mode on the County/Rail ROW, running from downtown St. Paul to White Bear Lake and a connecting bus route to Forest Lake.

Decision: This alternative was not recommended to advance. It did not meet the project goals as well as other alternatives. The primary reason for its deferral is that the cost per rider is unlikely to qualify for federal funding.

Alternative 3A

Alternative 3A would use Dedicated BRT as the transit mode on White Bear Avenue, running from downtown St. Paul to White Bear Lake and a connecting bus route to Forest Lake.

Decision: This alternative was not recommended to advance. It did not meet the project goals as well as other alternatives did. The route has the greatest negative property impacts and it has the longest travel time. The travel time could be up to 14 minutes longer than the County/Rail ROW route. Finally, the cost per rider is unlikely to qualify for federal funding.

Alternative 3B

Alternative 3B would use LRT as the transit mode on White Bear Avenue, running from downtown St. Paul to White Bear Lake and a connecting bus route to Forest Lake.

Decision: This alternative was not recommended to advance. It has similar route benefits as Alternative 1 and it does not meet the project goals as well as other alternatives. The cost per rider is also unlikely to qualify for federal funding.

Alternative 4

Alternative 4 would use Arterial BRT as the transit mode on White Bear Avenue, running from downtown St. Paul to White Bear Lake and a connecting bus route to Forest Lake.

Decision: This alternative was not recommended to advance. This alternative does not meet project goals as well as other alternatives. This alternative has the lowest number of new riders and total corridor ridership and it also has the lowest potential to generate economic development due to lack of a dedicated guideway investment. The planned Route 54 extension will also provide similar service.

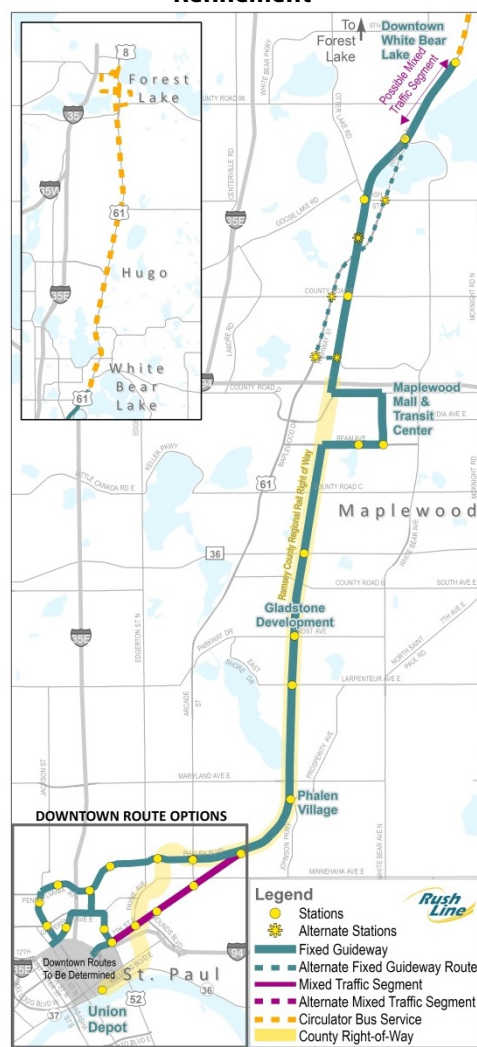
5.5 Tier 2 Recommendation for Refinement

Based on the analysis of each of the alternatives, Modified Alternative 1 was recommended as the Preferred Alternative to advance for further refinement, see Figure 5-5. This alternative ranked the best for meeting the project goals based on the transit vehicle and route assessment. It has the longest route with fixed guideway, maximizing development potential. There would be no private property impacts along the County/Rail ROW portion of the route. And it has the shortest travel time between downtown St. Paul and White Bear Lake. With further refinement, the cost per rider would likely qualify for FTA funding.

The additional refinements to Alternative 1 focused on:

- Determining the preferred downtown routing option,
- Using Highway 61 or County/Rail ROW north of I-694,
- Determining station locations north of I-694, and
- Optimizing capital costs, O&M costs and ridership.

Figure 5-5: Modified Alternative 1 for Refinement



6.0 Tier 2 Refinement

The Preferred Alternative that emerged from the Tier 2 evaluation process was Modified Alternative 1, which was originally defined as dedicated BRT on the County/Rail ROW alignment from Union Depot in downtown St. Paul to Forest Lake. Based on the Tier 2 technical analysis of cost and ridership of Dedicated BRT between White Bear Lake and Forest Lake, the northern terminus was modified to White Bear Lake, with a potential connecting bus route to Forest Lake.

The Preferred Alternative would attract approximately 5,400 riders per day, with over 65 percent as new transit riders. This alternative had the lowest cost of the fixed guideway options at \$470-735 million, depending on downtown routing and alignment north of I-694, as well as the lowest annual O&M costs of all alternatives¹. Furthermore, the cost per rider could qualify for federal funding with refinement. Because this route is the longest route with a fixed guideway, it is more likely than other alternatives to increase development potential around stations. Fixed guideway is beneficial because it creates the potential for more economic development due to its permanence, reliability, high-capacity and integration with other transit modes.

The route for the Preferred Alternative had several additional benefits over the other proposed alignments. These benefits include: having the shortest travel time between downtown St. Paul to White Bear Lake; providing moderate to high accessibility at stations for households that are below poverty and to zero-car households; limited impacts to existing parking and access; and the least amount of ROW is needed for all fixed guideway options due to existing County/Rail ROW being used.

For the other criteria in the route assessment, the Preferred Alternative was neutral when compared to the other alignments. For example, the Preferred Alternative provides average accessibility at stations for pedestrians and bicyclists; there is average access to existing transit routes; and there is moderate access to employers at station locations, depending on the downtown route.

Before being selected as the LPA, the Preferred Alternative needed additional refinements including three key decisions: 1) determining the preferred downtown routing option; 2) determining whether to use Highway 61 or County/Rail ROW north of I-694; and 3) selecting the station locations north of I-694. The refinements also involved optimizing three criteria for federal evaluation: 1) capital cost refinements; 2) operating and maintenance cost refinements; and 3) ridership forecasts. After these refinements were made, both the TAC and PAC recommended that this refined alternative move forward for consideration as the draft Locally Preferred Alternative.

6.1 Decision 1: Routing into Downtown St. Paul

Several different routing options into downtown from Arcade and Phalen to Union Depot were discussed throughout the project. At the end of the Tier 2 evaluation, four options remained; these options were 1, 2, 3, and 8, see Figure 6-1. From the north, Option 1 takes Phalen Boulevard to Pennsylvania Avenue to Robert Street to Union Depot; Option 2 takes Phalen Boulevard to Olive Street, through Lafayette Business Park to E. 7th Street and into downtown to Union Depot; Option 3 goes down Arcade to E. 7th Street to Union Depot; and Option 8 runs down Phalen Boulevard to Olive Street, University Avenue to Robert Street to Union Depot.

¹ The low end of capital cost range reflects the PACs decision to redefine downtown Option 3 as a mixed traffic option.


















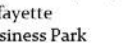
These four options offered different advantages and disadvantages and were further evaluated and analyzed to determine which option best meets the project's overall needs and goals.

These routing options were further evaluated based on public input and updated criteria to determine which option best meets the project's purpose and need. The criteria included:

- Development potential
- Equity access
- Employment access
- Environmental impacts
- Connection to key destinations
- Ridership (new riders, total riders, and transit dependent riders)
- Costs (capital and operating)
- Travel times
- Potential property, parking and traffic impact







Figure 6-1: Downtown Routing Options



		Option 1	Option 2 *	Option 3 *	Option 8
					
	Ridership	Highest	Low	Low	-200
	<i>BRT ONLY</i>	5,800 riders	5,000 riders	5,000 riders	5,600 riders
	<i>OTHER GUIDEWAY TRANSIT</i>	3,400 riders	2,300 riders	2,300 riders	3,400 riders
	Capital Cost	+\$6 million	+\$5-6 million	+\$3-4 million	Lowest Cost
		\$412 - \$467 million	\$411 - \$467 million	\$409 - \$465 million	\$406 - \$461 million
	O&M Costs	+\$100,000	+\$200,000	+\$100,000	Lowest Cost
		\$7.9 million	\$8.0 million	\$7.9 million	\$7.8 million
	Travel Time	Fastest Time	+3 minutes	+4 minutes	Fastest Time
		25 minutes	28 minutes	29 minutes	25 minutes
	% Ded. Guideway	85% - 90%	80% - 85%	65% - 70%	85% - 90%
	Current Transit	No existing transit on Phalen	No existing transit on Phalen	Route 61, 74 Proposed Route 54 Ext	No existing transit on Phalen
	Connection to Green Line	Station Adjacent to Green Line Station	Station adjacent on outbound route only	Station adjacent on outbound route only	Station Adjacent to Green Line Station
	Activity Centers	 	 Lafayette Business Park	 Lafayette Business Park	  Lafayette Business Park

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*Comparative purposes only

	# of Stations	10 stations	11 stations	10 stations	9 stations
	Potential Parking Impacts	30 spaces Jackson 69 spaces Robert St	52 spaces Olive	Lowest Potential impacts only at station locations	52 spaces Olive 69 spaces Robert St
	2040 Employment	Highest 93,700 employees	-2,300 91,400 employees	-6,200 87,500 employees	-800 92,900 employees
	Households Below Poverty	Highest 8,200 households	-900 7,300 households	-1,000 7,200 households	-700 7,500 households
	# Minority Population	Highest 12,100 people	-1,100 11,000 people	-3,600 8,300 people	-1,000 11,100 people
	Zero Car Households	Highest 3,100 households	-200 2,900 households	-400 2,700 households	-100 3,000 households

- No difference for right-of-way needs; latest cost assumptions assume guideway would not require additional right-of-way within the downtown segments

*Comparative purposes only

Decision: After the analysis, Option 1 emerged as the preferred downtown routing option (see Figure 6-2). Downtown Option 1 was chosen as the preferred downtown routing option at March 23, 2017 PAC meeting.

This option was selected for several reasons:

- This option has the highest ridership potential (5,800 – 9,200 riders). The ridership range reflects other bus routes sharing the guideway.
- It has the fastest travel time (25 minutes from Phalen Village to Union Depot).
- It is one of the longest routes within fixed guideway out of all the options (85-90% in fixed guideway), and therefore had more potential for development around the stations.
- There are currently no existing transit routes on Phalen Boulevard; therefore this option introduces transit to a roadway that currently does not have direct access to transit.
- The station adjacent to a Green Line station will be optimal for west bound transfers and connections to the entire transit network.
- It has the highest number of employees along the corridor (93,700) and connects two out of the four key activity centers within the project area.
- It provides high accessibility for households that are below poverty, as well as high accessibility to zero-car households.
- The capital costs are only slightly higher than the lowest cost option, and the benefits outweigh the additional cost.

Figure 6-2: Preferred Downtown Route – Option 1



Figure 6-3: Routing Options North of I-694



6.2 Decision 2: Routing North of I-694

There were two routing options under consideration north of I-694: continuing on the County/Rail ROW or using Highway 61 to continue north to White Bear Lake, see Figure 6-3. One option would be to convert the shoulders of Highway 61 to dedicated outside lanes, however, further coordination with MnDOT would be needed to pursue this option.









The trade-offs between these two options included concerns about freight traffic along BNSF Rail ROW and concerns about the speed and efficiency of operating Dedicated BRT on Highway 61.

These routing options were further evaluated based on public input and updated criteria to determine which option best meets the project's purpose and need. The criteria included:

- ROW ownership coordination with existing freight service on the BNSF rail ROW vs. traffic on Highway 61;
- A comparison of station equity, employment, pedestrian/bicycle access and development potential;
- Travel time;
- Capital and operating costs; and
- Ridership.

See Figure 6-4 for more details on the analysis between the BNSF Rail corridor and Highway 61.

Figure 6-4: BNSF Rail Corridor vs. Highway 61 Corridor

	BNSF Rail Corridor	Hwy 61 Corridor
 Ridership	Highest 5,000 – 9,150 riders	- 150 4,850 – 9,000
 Cost	+ \$39 million \$430 – \$441 million	Lowest Cost \$391 – \$402 million
 O&M Costs	Lowest Cost \$7.6-\$7.9 million	+ \$55k \$7.7-8.0 million
 Travel Time Phalen Village to White Bear	Fastest Time 22.5 minutes	+ 2 minutes 24.5 minutes
 Mixed Traffic Segments	1 mile (Marina Triangle and Downtown White Bear)	1 ¼ mile (Marina Triangle and Downtown White Bear and Buerkle Road)
 Water Resources	Goose Lake	Goose Lake
 Noise	+ 50 350 sensitive receptors	Lowest 300 sensitive receptors
 Employment	- 600 employees 13,200 employees	Highest 13,800 employees

- No difference for Parkland, Cultural/Historic Resources, Bike/Ped, Equity, Population

Decision: Based on this analysis, Highway 61 was the preferred routing option north of I-694. This was approved in the March 23, 2017 PAC meeting.

Highway 61 was selected for several reasons:

- Highway 61 has similar ridership to the BNSF Rail ROW
- Highway 61 has lower costs

- Highway 61 serves higher employment areas
- This option best meets the project goals with lower costs and higher employment access (an additional 600 employees) with similar ridership to the BNSF rail ROW corridor.

6.3 Decision 3: Stations North of I-694

At the northern end of the corridor, there were two station locations north of I-694 that needed to be decided on; the station location choices are between either Buerkle Road or County Road E, and either Cedar Avenue or County Road F, see Figure 6-5.

Each of these stations were further evaluated based on public input and updated criteria to determine which option best meets the project's purpose and need. The criteria included:

- Compatibility with land use plans;
- Comparison of station equity access;
- Employment
- Pedestrian/bicycle access;
- Development potential;
- Station spacing;
- Ridership (new riders, total riders and transit dependent riders);
- Capital and operating costs; and
- Travel times.

Figure 6-5: Preferred Station Locations North of I-694



Buerkle Road vs. County Road E








County Road E was the preferred choice over Buerkle Road because it includes more developable land, more potential for transit-oriented development (TOD) and mixed-use development. There are also more people who live nearby and more people are within a reasonable walking and biking distance of the station. Additionally, both the Cities of Vadnais Heights and Gem Lake prefer this location. Buerkle Road does have more employment, but development opportunities are limited due to the nature preserve on the west side of Highway 61.

Figure 6-6: Buerkle Road vs. County Road E

		Buerkle St	Cty Rd E
	City Preference		Preferred
	Developable Land	63%	81%
	TOD or Mixed Use	6%	33%
	Employment (2040)	Highest 3,900 people	-1,520 2,380 people
	Population (2040)	-510 690 people	Highest 1,200 people
	Equity		
	Households Below Poverty	270	140
	Minority Population Households	370	300
	Zero Car Households	50	40
	Population in Ped/Bike Walkshed	700 walk	5,900 walk
		7,800 bike	9,600 bike

- No difference for Cost, Ridership, Parkland, Cultural/Historic Resources

Figure 6-7: Cedar Avenue vs. County Road F

		Cedar Ave	Cty Rd F
	Municipality Preference	Preferred	
	Developable Land	83%	65%
	TOD or Mixed Use	22%	9%
	Employment (2040)	750 people	740 people
	Population (2040)	1,830 people	1,870 people
	Equity		
	Households Below Poverty	130	220
	Minority Population Households	290	210
	Zero Car Households	30	20
	Population in Ped/Bike Walkshed	2,800 walk 14,700 bike	4,900 walk 17,400 bike

- No difference for Cost, Ridership, Parkland, Cultural/Historic Resources

Cedar Avenue vs. County Road F

Cedar Avenue was the preferred choice over County Road F because it includes a higher percentage of developable land, greater near-term redevelopment potential, better connections to established neighborhoods and new Waters Senior Housing, and the City of White Bear Lake had a preference for the Cedar Avenue location. The drawbacks of the County Road F location are that it has less development potential with its proximity to Goose Lake and the current land uses that are less likely to turn over for redevelopment.

Decision: County Road E and Cedar Avenue were recommended as the preferred station locations because they are supported by the local municipalities and offer the greatest station area development potential. This was approved at the March 23, 2017 PAC Meeting.

6.4 Optimization 1: Capital Costs

Preferred Alternative

The Preferred Alternative included building a two-lane dedicated guideway from downtown St. Paul to White Bear Lake. While the majority of the alignment utilized the County/Rail ROW, the alternative also included major new construction on the roadways south of Phalen Village and around the Maplewood Mall Transit Center. Constructing this new guideway involved new bridges over freight railroad track and interstates and the acquisition of additional ROW to construct the new guideway.

Because of these significant capital improvements, the estimated capital costs of the Preferred Alternative ranged from \$470-735 million (2021\$).

LPA

The Preferred Alternative was revisited with the specific intention of lowering the capital costs and increasing the ridership, with the ultimate goal of improving the projects' rating under the FTA's Project Justification Criteria for New Starts. The cost reductions were determined by identifying locations along the alignment where existing infrastructure could be utilized, rather than constructing new infrastructure. In particular, this was accomplished by identifying roadway segments that could be converted to dedicated transit guideway, rather than constructing a new guideway. This resulted in the ability to reduce the necessary right-of-way acquisition and new construction. In addition, the

station cost assumptions were revised to be consistent with the Gold Line BRT, which lowered the cost per station.

In addition to cost reductions, the adjacent bus routes were evaluated to determine they could benefit from the use of the dedicated guideway and stations being built for the Rush Line project. Based on ridership forecasts, a few corridor bus routes (68, 71, 270, and 272) would experience an increase in ridership if they were rerouted to take advantage of the dedicated guideway and improved stations constructed for the Rush Line BRT. However, this increase in ridership would require providing additional capacity in the corridor. In particular, it would require providing a park-and-ride at English and Highway 36, and providing additional trips on Routes 270 (express service to downtown Minneapolis) and 272 (express service to University of Minnesota)².

Optimization Results: The capital costs for the draft LPA without the costs associated with rerouting the adjacent bus routes is estimated at \$420 million (2021\$); the capital costs with the additional costs of rerouting the bus routes to the guideway is approximately \$475 million (2021\$).

The overall cost reduction from the Preferred Alternative to the LPA was approximately \$270 million (2021\$). The cost savings primarily came from:

- Refinement of the dedicated guideway and not reconstructing existing bridges (\$31 million);
- Reduction of unit cost for BRT stations (\$46 million);
- Roadway and intersection sitework (\$108 million);
- Reduction in signals (\$27 million); and
- Reduction in ROW costs (\$46 million).

6.5 Optimization 2: O&M Costs and Service Plan

Preferred Alternative

Operating and Maintenance costs for the Preferred Alternative ranged from \$7.0 million to \$7.4 million (2015\$), depending on the final downtown alignment pairing. When Alternative 1 was paired with downtown Option 1 (the draft LPA), its O&M cost was estimated at \$7.4 million. Costs among the downtown Options varied based on distance and travel time differences. The addition of four connecting bus routes and additional service added to Route 265 during the midday and Route 64 on Sunday totaled to \$4.2 million.

The Preferred Alternative saw several refinements in the evolution towards the draft LPA. These refinements changed the alignment, which impacted the amount of dedicated right-of-way, costs related to station amenities, the number of stations and number of intersection controls. In total, the increase in O&M between the Preferred Alternative and LPA for these changes was approximately \$400,000.

² Rerouting of other corridor bus routes to utilize the Rush Line guideway and stations must demonstrate service for existing transit riders on those routes will be as good or better as a result of the rerouting to utilize project facilities.

The White Bear Lake connecting bus route was extended west of I-35E to serve a commercial/retail activity center located at the intersection of Centerville Road and Highway 96. This resulted in a longer travel time (affecting total revenue service), an additional vehicle requirement, and subsequent increase of roughly \$300,000 in O&M costs for this service. Refinements were also done on the other services and O&M costs increased between the Preferred Alternative and LPA by \$1 million.

LPA

The Preferred Alternative was refined to lower the capital costs and increase ridership. This included selecting both sub-option A (in addition to the included sub-option B), deviation to Highway 61 via Buerkle Road from County/Rail ROW, downtown routing Option 1, and removing Empire Station (isolated and low performing location).

BRT frequencies and span of service are unchanged from prior service level recommendations for the draft LPA; however midday and evening frequencies were increased on the Forest Lake to White Bear Lake connecting bus route and Maplewood Mall connecting bus route in the evening. Overall, connecting bus route service O&M costs for the draft LPA saw an increase with an alteration to the White Bear Lake service, and in addition to refinements on the other routes, totaled \$5.2 million (2015\$).

Optimization Results: The additional time and distance associated with sub-option A resulted in a total annual O&M cost of \$7.9 million for the BRT service (2015\$).

6.6 Optimization 3: Ridership

Preferred Alternative

The alignment for the Preferred Alternative was run on BNSF Rail ROW and Ramsey County Regional Railroad ROW between downtown White Bear Lake and Phalen Village, using downtown route Option 8. The forecasted ridership was approximately 5,400 trips.

LPA

Ridership projections were optimized between the Preferred Alternative and LPA. The route shifted to Highway 61 for the LPA between Buerkle Road and White Bear Lake. This also changed station locations and added a couple of minutes of travel time. Additionally, the downtown option was changed from Option 8 to Option 1, and added a station at Mt. Airy and still maintained a similar travel time. The extension of the guideway to Mt. Airy also allowed for additional shared guideway trips from Route 68 to be included in project trip calculations. The White Bear Lake connecting bus route also shifted alignments, resulting in a ridership increase.

Ridership with and without shared guideway for the 2040 forecast increases from the Preferred Alternative to the LPA by about 100 due to the use of downtown Option 1 instead of Option 8, as well as the increased coverage from the White Bear Lake connecting bus route. The shared guideway project trips increase in the LPA primarily due to allowing Route 68 to continue on the guideway past Regions Hospital where there are more riders who would potentially use the transit routes in the Rush Line Corridor. The following stations have the highest ridership projections for 2040 LPA Maplewood Mall Transit Center, Highway 36 and English Park-and-Ride, Regions Hospital Station, and Robert

Street and 5th Street Station due to either park-and-ride demands and/or high transfer rates at those locations.

Optimization Results: Ridership for the LPA is projected to be between 5,700 – 9,600 trips. The higher end of the range accounts for trips from other routes using the shared guideway.

7.0 The Locally Preferred Alternative

7.1 Description of the LPA

After deciding on the downtown routing option, the routing north of I-694, the station locations north of I-694 and further refining the ridership estimates, capital costs, O&M costs, and the service plan, the Draft Locally Preferred Alternative (LPA) was recommended by the TAC and PAC in March 2017.

Table 7-1 details how the initial Preferred Alternative and the LPA changed through the refinement process.

Table 7-1: Comparison of Preferred Alternative to LPA Evaluation Results

Evaluation Criteria	Preferred Alternative	LPA
Ridership	5,400	5,700-9,600
Capital Cost (2021\$)	\$470-735 million	\$420 million (+\$55 million with additional guideway service)
O&M Costs (2015\$)	\$7.0-\$7.4 million	\$7.9-\$8.0 million
Development Potential	High Potential	High Potential
Travel Time	37-42 minutes	50 minutes
Environmental	Moderate	Moderate
Equity	Moderately-high accessibility	Moderately-high accessibility
Pedestrian/Bicycle Connectivity	Good accessibility	Good accessibility
On-street parking impacts*	99 spaces	147 spaces
Employment Access	13,700 jobs at station areas	13,800 (106,700 including downtown segment)
Anticipated Right-of-Way	1-61 parcels impacted	1-61 parcels impacted

**Note: the count for the Preferred Alternative includes potential impacts at station locations only; refinement of the guideway design enabled a refined estimation of the potential impacts of the LPA*

Based on these refinements and the selection of the downtown routing option, the LPA is Dedicated BRT from Union Depot in downtown St. Paul to White Bear Lake, generally running along Phalen Boulevard and the County/Rail ROW to I-694 and Highway 61 to White Bear Lake (see Figure 7-1). The LPA uses downtown Option 1, generally running along Phalen Boulevard, Jackson Street and Robert Street. This LPA best meets the project goals and is a cost-effective solution that has the potential to qualify for FTA New Starts Funding.

There are 20 preliminary stop locations, all of which may be modified during the refinement of the LPA and environmental clearance process. The proposed stations are:

- Union Depot (existing station)
- Kellogg Boulevard
- 5th/6th Street
- 9th/10th Street
- Regions and Green Line
- Mt. Airy



- Olive Street
- Cayuga Street
- Payne Avenue
- Arcade and Phalen
- Phalen Village
- Larpenteur Avenue
- Frost Avenue
- Highway 36/English
- St. John's Hospital
- Maplewood Mall Transit Center (existing station)
- County Road E
- Cedar Avenue
- Marina Triangle
- Downtown White Bear Lake

Decision: The LPA was selected based on a thorough technical analysis as well as feedback from the public and guidance and input from the PAC and TAC. It is also responsive to the transportation needs that were defined in the project Purpose and Need Statement.

The Locally Preferred Alternative

Length: Approx. 14 miles

Percent Dedicated Guideway: 85%-90%

Number of Stations: 20 stations, including Union Depot and Maplewood Mall Transit Center

Schedule: 5 AM – 12 AM, 7 days/week; starts at 6 AM on Sundays

Frequency: every 10 minutes during rush hour; 15 minutes non-rush hour

Capital costs: \$420 M (2021\$); + \$55 M for other transit routes to use the guideway

Annual O&M Costs: \$7.9 - \$8.0 M (2015\$)

Travel time (minutes, one way):

White Bear Lake > Maplewood Mall: 14

Maplewood Mall > Robert/5th: 30

Robert/5th > Union Depot: 6

Average Daily Ridership (2040):

5,700-9,600; ridership range reflects other routes using guideway

of Residents in Station Areas:

40,600 (2010); 60,200 (2040)

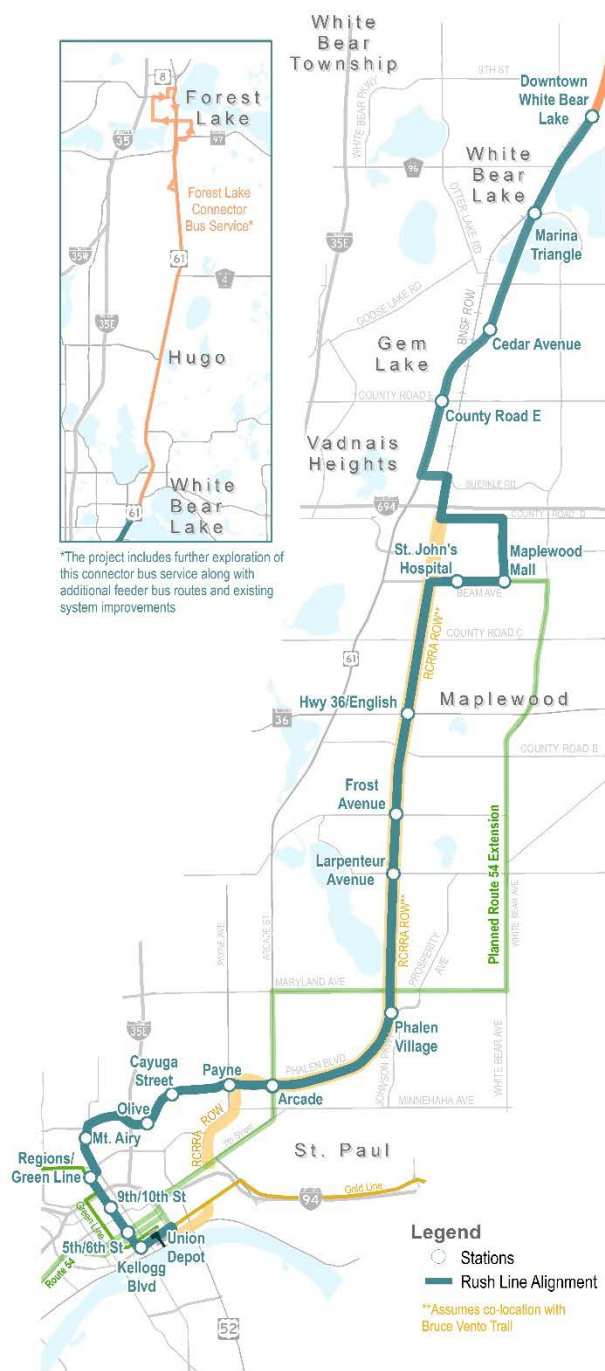
of Jobs in Station Areas:

68,300 (2010); 106,700 (2040)

of People Living Below Poverty in Station Areas:

11,700 (2014)

Figure 7-1: The Locally Preferred Alternative



7.2 Public Feedback

Below is a summary of the comments received during the LPA Public Engagement period.

Opportunities

- Less visual and noise impacts than LRT
- Less expensive than LRT or other routes
- Possibility to convert to LRT in future
- Perceived as safer than LRT
- Faster travel times
- Preference for hybrid or electric buses

Challenges

- Need to consider how people will access service at stations
- Concerns about potential impacts to existing green space, trail, and private property
- Perception that it will lower property value and quality of life and/or change character of neighborhood
- Concerns about safety in neighborhood and along route

Figure 7-2: LPA Public Engagement



Draft LPA Comments and Feedback

There were continuous efforts throughout the entire project, including the LPA phase to reach out to underrepresented communities in the corridor by coordinating activities in specific targeted areas.

What We Heard

- Many are reliant on transit or frequent transit users
- Supportive of improved transit services especially for seniors, people with disabilities, low-income
- Like proposed routes that provide better service for low-income and communities of color
- Concerns about safety at and around transit stations
- Green Line connection important
- Excited about Route 54 expansion

The LPA comments have been documents in the LPA Selection Report and Engagement Summary Report. The next phase of this project will include environmental analysis under the federal and state environmental review processes. This includes looking at ways to avoid, minimize and mitigate potential impacts. Additional community engagement will also be a key component of the next phase of this project.

7.3 Next Steps

7.3.1 Approval and Adoption of the LPA

The LPA was recommended to the PAC by the TAC at the TAC's May 11, 2017 meeting; the PAC approved the LPA resolution at its May 25, 2017 meeting, and forwarded the resolution to the cities of Saint Paul, Maplewood, Vadnais Heights, Gem Lake, White Bear Lake, White Bear Township, and Ramsey County for their action on it. The county and cities along the route confirmed their support for the LPA at the meetings on June 20, 2017 (Gem Lake City Council), June 26, 2017 (Maplewood City Council), July 25, 2017 (White Bear Lake City Council), July 19, 2017 (Vadnais Heights City Council), August 16, 2017 (St. Paul City Council), July 6, 2017 (White Bear Township Board), and September 12, 2017 (Ramsey County Regional Rail Authority Board). Resolutions of support were also sought from broader project partners; these resolutions are available in the attached Appendix C. Following the approval of the cities and counties, the RCRRA will submit the LPA and resolutions of support to the Metropolitan Council for consideration in August 2017. See Appendix C for all Resolutions of Support.

7.3.2 Compliance with National Environmental Policy Act

RCRRA has begun preliminary work to ensure the compliance with the National Environmental Policy Act (NEPA). The first step in this process will be to work with the FTA to make a Class of Action (COA) Determination. At this time it is anticipated that the COA for this project will be an Environmental Assessment (EA), however it could be elevated to an Environmental Impact Statement (EIS) or downgraded to a categorical exclusion (CE). RCRRA anticipates receiving a COA determination in fall 2017. The COA will affect the estimated time required to complete the appropriate NEPA documentation.

7.3.3 New Starts Process

While project funding still needs to be determined, it is likely that project sponsors will apply for capital funding through the FTA's New Starts Capital Investment Program. The FTA evaluates projects based two primary criteria: Local Financial Commitment and Project Justification. The Local Financial Commitment criterion is comprised of three sub-criteria: current capital and operating condition, commitment of capital and operating funds, and reasonableness of capital and operating cost estimates and planning assumptions/capital funding capacity. The Project Justification criterion is comprised of six sub-criteria: congestion relief, mobility improvements, cost effectiveness, environmental benefits, land use, and economic development. The Rush Line evaluation process has been designed to incorporate these criteria into the local evaluation process. Projects must receive a minimum of a Medium rating for both Local Financial Commitment and Project Justification to be eligible for funding through the New Starts Program. The New Starts criteria are based on the following measures:

- Congestion Relief – New transit trips (based on the average of current year ridership forecasts and 20-year forecasts)
- Mobility Improvements – Trips on project, with trips taken by transit dependent persons receiving twice the weight as trips by non-transit dependent persons (based on the average of current year ridership forecasts and 20-year forecasts)
- Cost Effectiveness – Annualized capital cost and annual operating and maintenance cost per annual trips on the project (based on the average of current year ridership forecasts and 20-year forecasts)



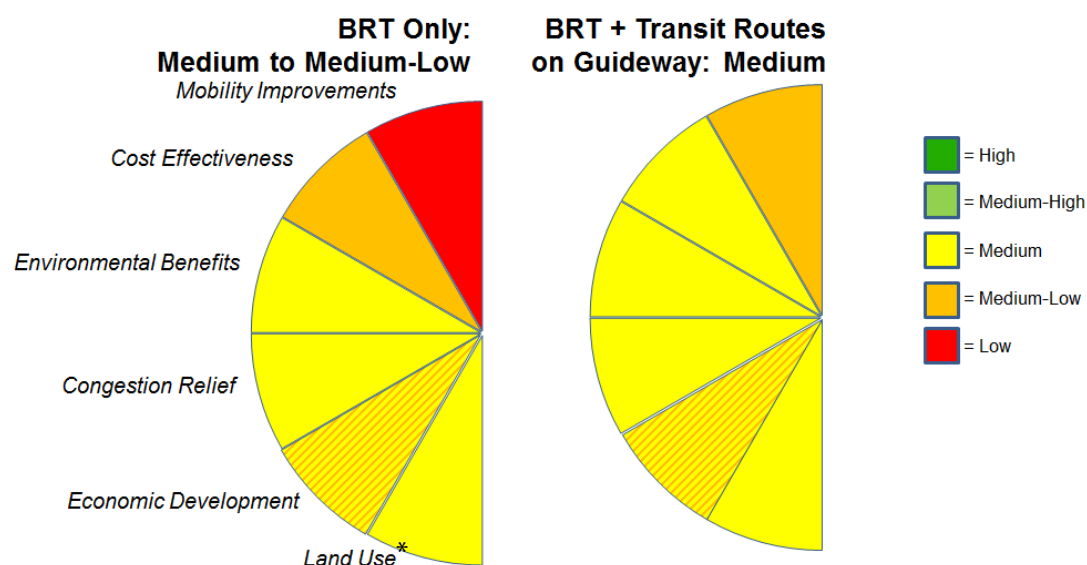
- **Environmental Benefits** – Monetized change in air quality (including carbon monoxide, mono-nitrogen oxides, particulate matter, and volatile organic compounds), energy use, greenhouse gas emissions, and safety (including disabling injuries and fatalities) associated with surface transportation (based on the average of current year ridership forecasts and 20-year forecasts) compared to the annualized capital cost and annual operating and maintenance cost
- **Land Use** – The population density and total employment within a half-mile of a station; share of legally binding affordable housing within a half-mile of a station compared to the share of legally binding affordable housing within the county(ies) served; central business district parking supply and pricing; pedestrian-friendly facilities
- **Economic Development** – Based on a qualitative review of transit-supportive plans and policies, performance and impact of policies, and tools to maintain or increase the share of affordable housing in the project corridor.

The Rush Line PPD Study evaluation process was designed to identify which alternatives meet local needs and also complete a high-level review of the eligibility for federal funding. The FTA criteria will continue to be refined and reviewed through the development of the Rush Line BRT. Figure 7-3 shows how the PPD Study evaluation criteria match the federal criteria.

When the draft LPA was selected, it was evaluated against the New Starts Project Justification criteria to determine the likely rating the project would receive if it were rated by FTA. Since the LPA leaves open the possibility that other bus routes could be routed on the Rush Line guideway for a portion of their trip, the New Starts evaluation was performed for both for the BRT only and BRT with other bus routes utilizing the guideway. Figure 7-4 presents the preliminary New Starts Project Justification rating for the Rush Line project both with and without other transit routes being routed along the guideway. Table 7-2 presents the values used to support the preliminary ratings. Overall, the Rush Line LPA is anticipated to receive a Medium-Low or Medium Project Justification rating without routing other transit routes onto the guideway and a Medium Project Justification rating with routing other transit routes onto the guideway.

Figure 7-3: Evaluation Criteria Comparison: Rush Line PPD Study vs. Federal Criteria

EVALUATION CRITERIA COMPARISON		
STUDY CRITERIA		FEDERAL CRITERIA
Ridership New Riders (%) Transit-Dependent Riders (%) Travel time		Mobility (Ridership) Congestion Relief (New Riders)
Capital & O&M costs FTA Cost Effectiveness Calculation		Cost Effectiveness (Balance of Cost & Ridership)
Bike/Ped Access Bike/Ped Comfort		Environmental Benefits (Benefits Compared to Costs)
Environmental (Natural & Cultural/Historic) Equity Safety		Environmental Benefits (Benefits Compared to Costs)
Traffic Parking Transit Connectivity		Mobility (Ridership) Congestion Relief (New Riders)
Employment Access & Development Potential Right-of-Way		Economic Development Effects (Future Development) Land Use (Existing Conditions)

Figure 7-4: Preliminary New Starts Project Justification Rating (Medium Required)

*Based on current zoning and planning in the corridor the project would likely receive a Medium-Low for economic development, however, as has happened with the other New Starts projects in the region, it is anticipated that local governments will review their local planning and zoning efforts to encourage transit-supportive development prior to requesting rating from the FTA. It is anticipated that through revising local plans and policies to be transit-supportive, the economic development rating could be increased to a Medium.

Table 7-2: Preliminary New Starts Project Justification Values

FTA New Starts Criteria		BRT Only	BRT + Transit Routes
Mobility Improvements	Trips on Project + Trips on Project by Transit Dependent Persons	2,100,000	3,200,000
Cost Effectiveness	Cost per Rider	\$11.52	\$8.30
Environmental Benefits	Ratio of Monetized Environmental Benefits to Project Costs	2.0%	2.8%
Congestion Relief	New Transit Riders	3,400	3,600
Economic Development	Local Plans and Policies to shape development in transit oriented development	Qualitative	
Land Use			
Population density	2010 pop/sq. mi.	3,870	
Employment served	2010	68,300	

FTA New Starts Criteria		BRT Only	BRT + Transit Routes
Affordable Housing	Share of affordable housing compared to the share of affordable housing in Ramsey County		2.76
CBD parking rate	Average Daily parking rate in the core of downtown Saint Paul		\$9.36

7.3.4 Project Funding

In addition to receiving a Medium or higher for Project Justification, projects also must receive a Medium or higher for Local Financial Commitment based on the following measures:

- Capital and operating condition - The average fleet age, bond ratings, if given within the last two years, the current ratio as shown in the project sponsor's most recent audited financial statement (ratio of current assets to current liabilities), and recent service history including whether there have been significant cuts in service.
- Commitment of capital and operating funds - Percentage of funds (both capital and operating) that are committed or budgeted.
- Reasonableness of capital and operating cost estimates and planning assumptions/capital funding capacity - Capital and operating planning assumptions are comparable to historical experience, the reasonableness of the capital cost estimate of the project, adequacy of meeting state of good repair needs, and the project sponsor's financial capacity to withstand cost increases or funding shortfalls.

In the past, Twin Cities New Starts projects have received Medium or higher ratings for local financial commitment. The funding for the Rush Line Corridor project is anticipated to be FTA New Starts funds of up to 50% of the cost of the project and matching funds from Ramsey County and RCRRA.

The financial plan documenting Local Financial Commitment will be developed as the NEPA process is completed, which will occur prior to the request to enter Project Development.





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

APPENDIX A: LPA OVERVIEW

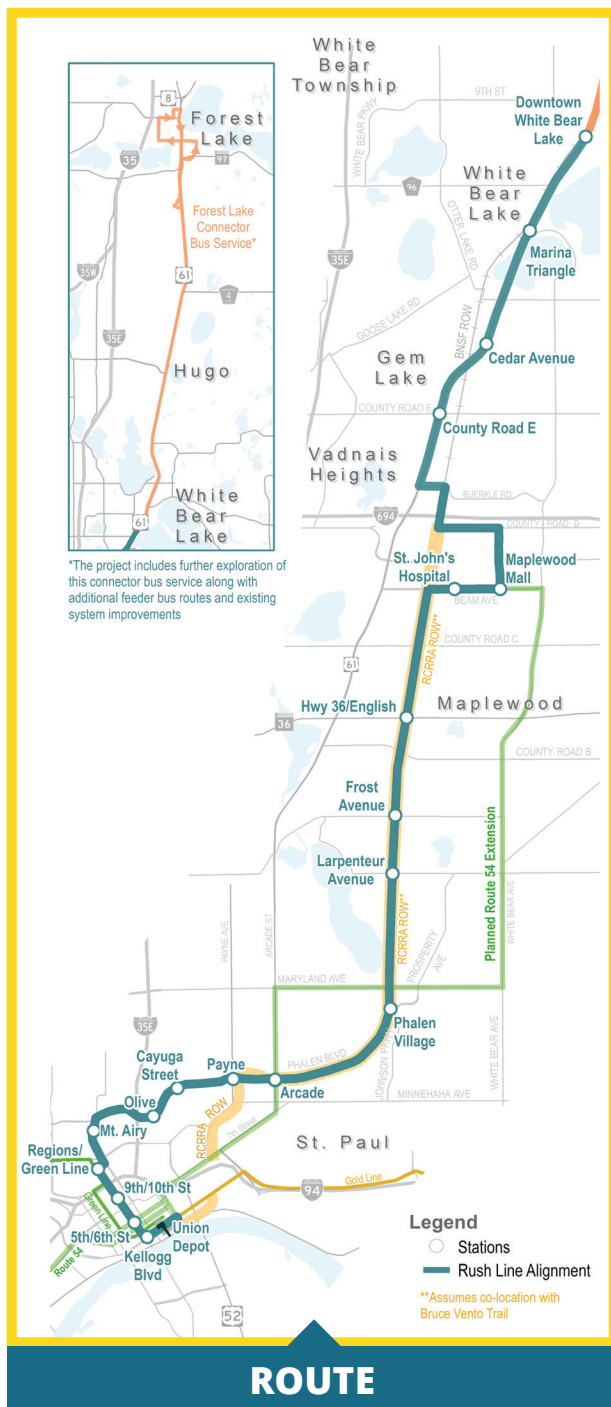
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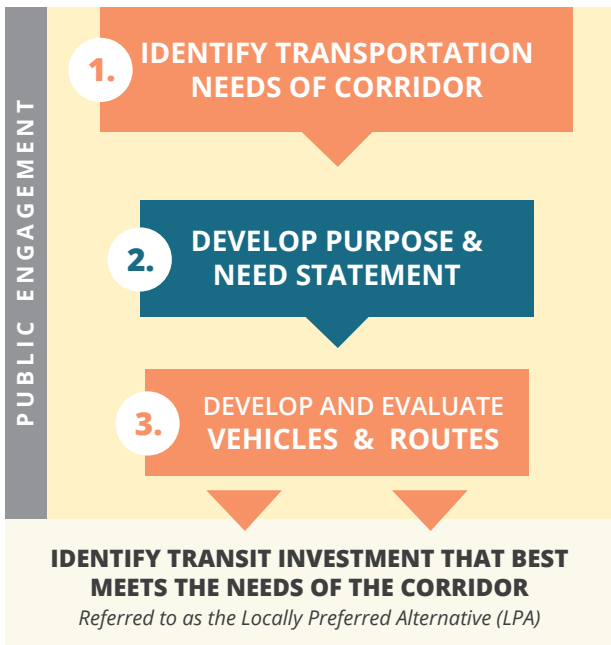
PREPARED BY:

AECOM

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**

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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



Prepared by:



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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

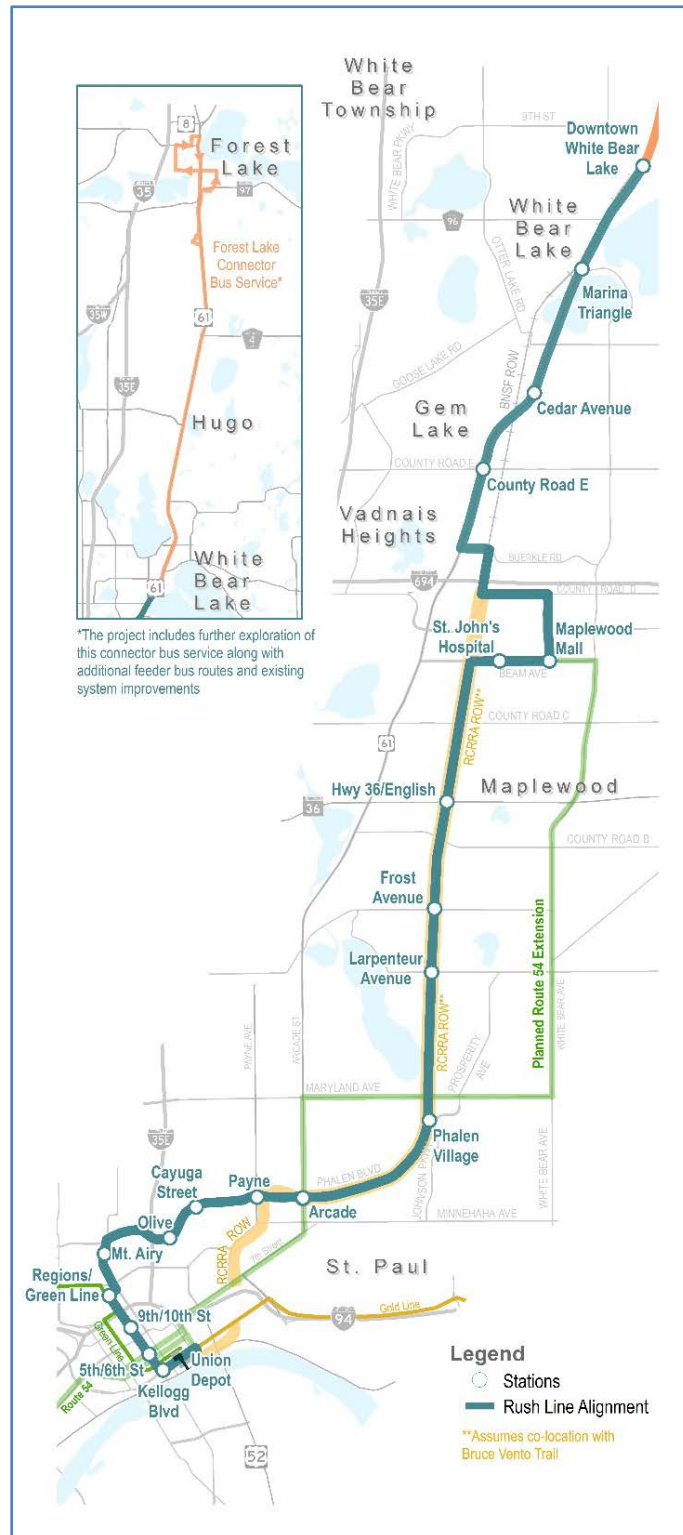
The Tier 2 Evaluation studied the routes and vehicles recommended from the Tier 1 Evaluation. Four alternatives north of Phalen Blvd were evaluated and Alternative 1 (Dedicated BRT on County/Rail ROW to White Bear Lake with connecting bus service to Forest Lake) was recommended for advancement and further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

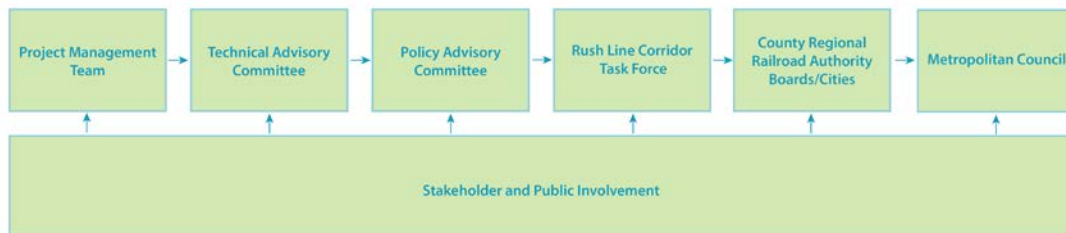
Table 1-3: Total Engagement Activities January 5–May 4, 2017

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 -

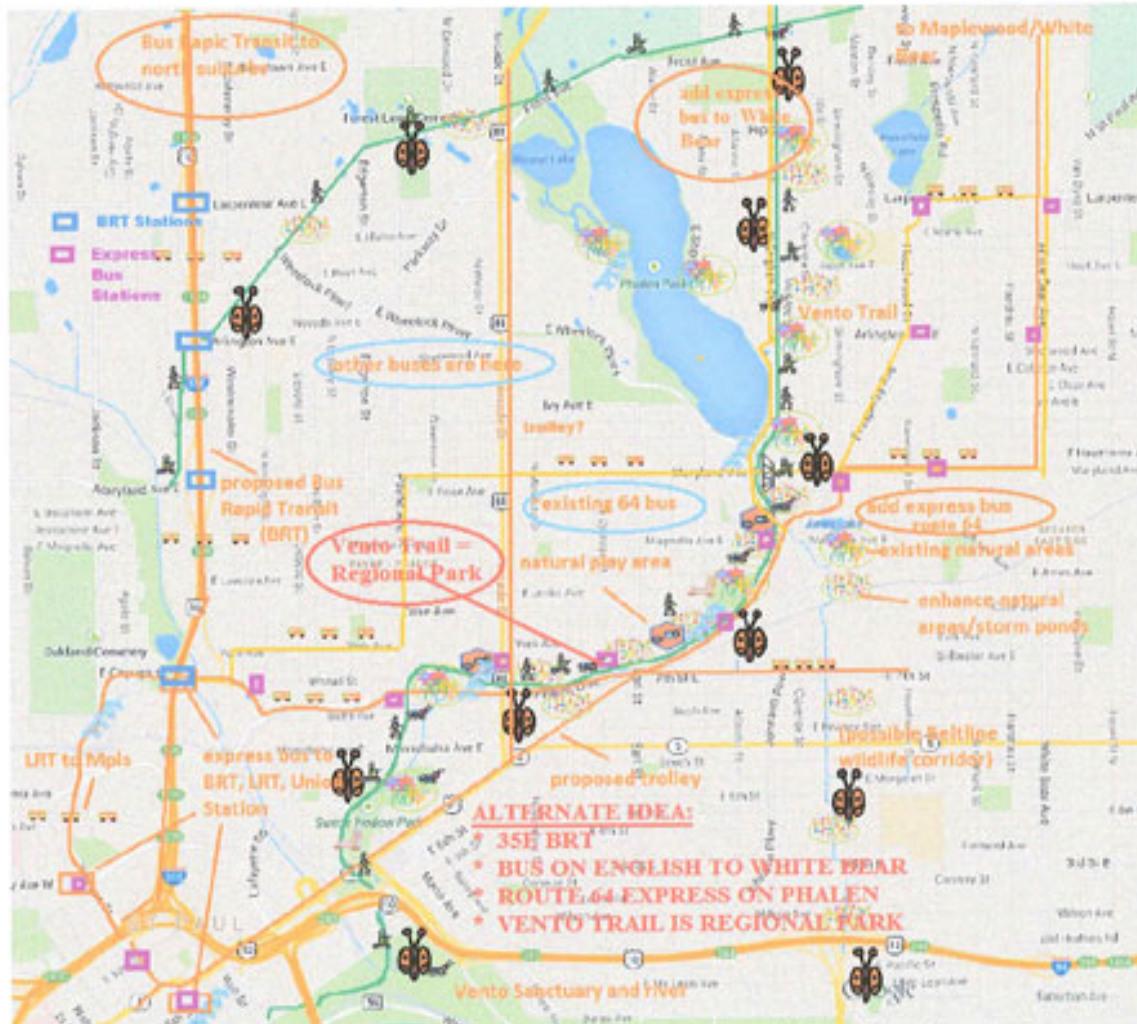
- RUN IN THE BACK YARD OF ABOUT 300 DWELLINGS EAST OF LAKE PHALEN
- DIVIDE OUR NEIGHBORHOOD AND BLOCK ROADS WITH NOISY CROSSING ARMS
- RUN LATE AT NIGHT
- REMOVE WILDLIFE HOMES AND WILDLIFE CORRIDOR FOR OTHER PARKS
- MAKE THE TRAIL UNSAFE FOR CHILDREN
- WE CAN'T COMPETE WITH SUBURBS FOR HOMEOWNERS AND 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 RCRRRA 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 RCRRRA 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 RCRRRA staff (probably Kathy DeSpiegelaere) and the RCRRRA Chair at the time, and strongly urged the RCRRRA 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,

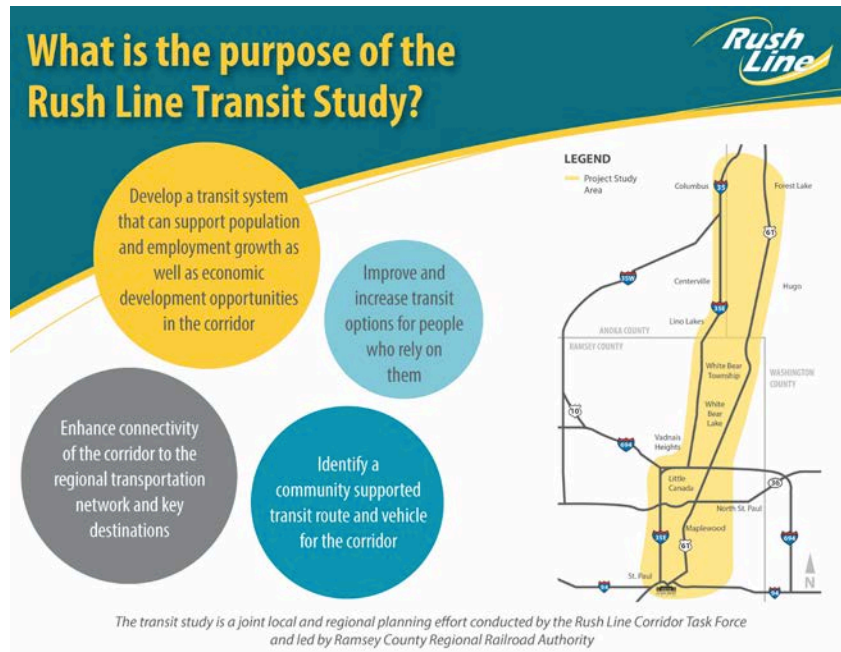
Ethan Osten and Margot Higgins
Co-Chairs Saint Paul Bicycle Coalition
osten072@umn.edu
mhiggin1@macalester.edu



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

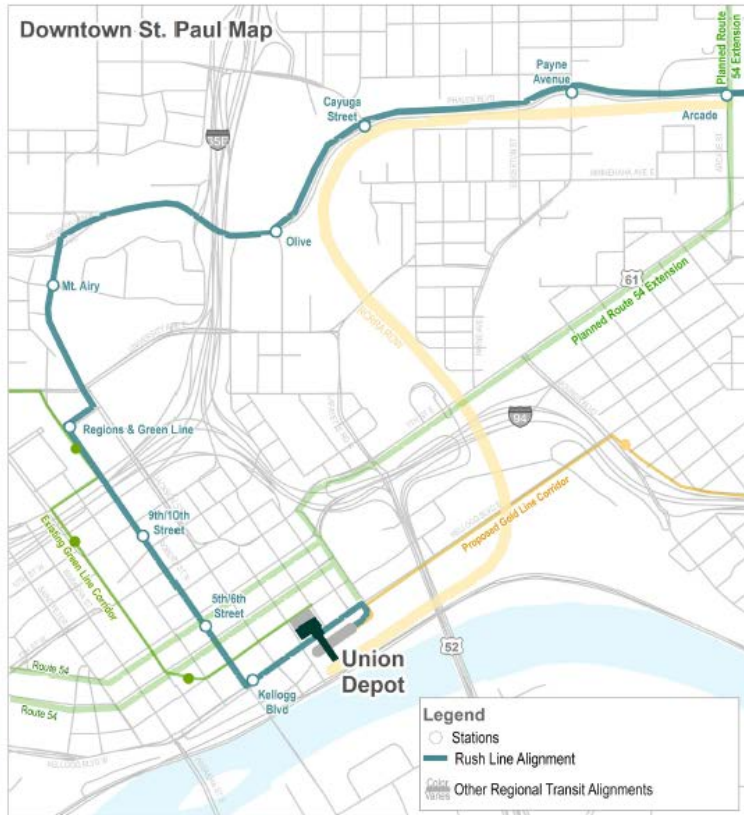
Upon request, RCRRA will provide reasonable accommodations to persons with disabilities or interpreters at the public meeting. Please submit such requests by April 18, 2017: info@rushline.org • 651-266-2760

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 midaan 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



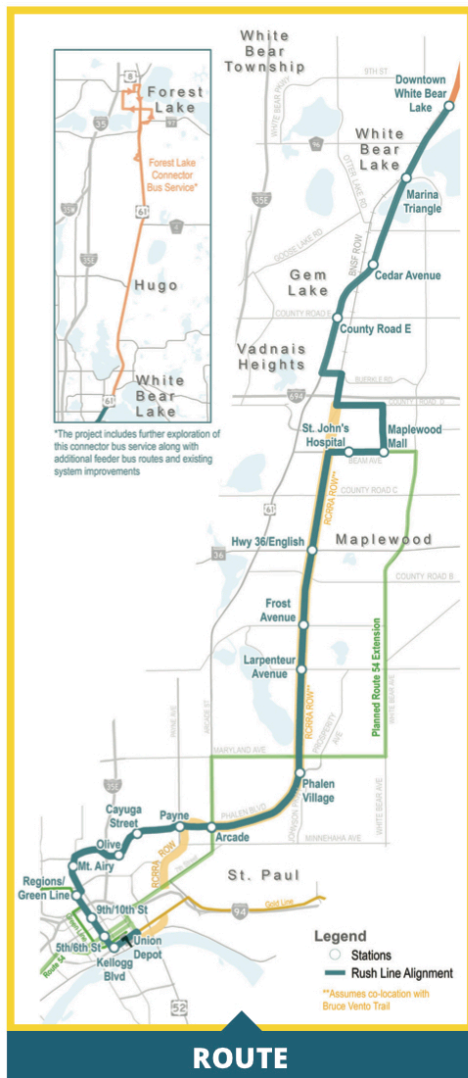
April 27 Open House/Public Hearing Announcement (Back)



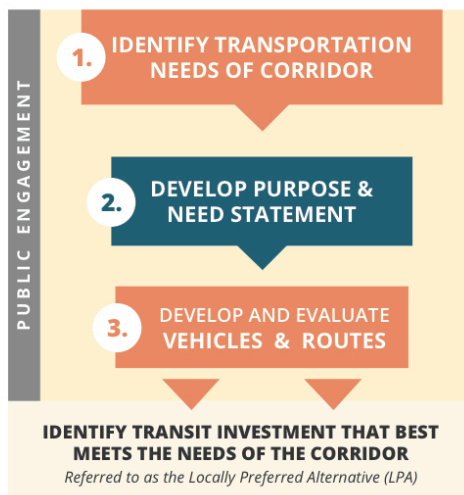


SPRING 2017

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



facebook.com/rushline



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

Draft LPA Handout (Back)

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





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

APPENDIX C: LPA RESOLUTIONS OF SUPPORT

JUNE 2017

DRAFT

PREPARED BY:

AECOM



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

September 8, 2016

Dear Mayor Slawik and Committee Members,

I am writing on behalf of the East Side Area Business Association Board of Directors to urge you to continue consideration of Rush Line options along East 7th Street and especially for mixed traffic transit options along East 7th. Our members have been investing in the East Side for a quarter of a century, and the cumulative impact of many partners' work is apparent. The East 7th Street community is responding to strategic investments, and the time is right to take the next step, through the added stimulus of the Rush Line. Some of the reasons cited at our Board Meeting include the following.

The Rush Line on East 7th Street would build cohesive community. The East 7th Street route offers a number of independent growth and development trends that are combining to attract commerce, housing, density, and investment. The East 7th Street area, with events, restaurants, and local history, is steadily becoming a destination in its own right and a natural part of other destinations, such as CHS Field, Lowertown art and music venues, and new City bikeways, not to mention access to downtown employment. These factors would help leverage the public investment in the Rush Line, and enhance return on investment, in ways that other routing options would be unlikely to do. Siting Rush Line along East 7th Street, especially with a mixed traffic option that would minimize property and parking impacts, would put major transit investment where people already are, whereas the Phalen corridor does not have this walkable, place-making potential.

The Rush Line project has the potential to generate development of high density housing, which East 7th can accommodate. East 7th is zoned appropriately and has sites ready for development now and in the future, and much of the line will be located next to opportunities for high density development that will be on grade. Along Phalen there are few sites that are possible for housing development on grade with this transit project, zoning is not favorable for housing development, and displacing single family detached units may be necessary to add housing density.

Rush Line has the opportunity on East 7th to build on vital previous investment and new community-building assets. Mississippi Market and Metropolitan State University are examples

of members who are located on East 7th. By attracting commercial investment and high density housing, we will contribute to the health of those who are already anchoring this corridor and Rush Line rider numbers will benefit as well. Metropolitan State has opened (in January 2016) a state-of-the-art science education center, a unique asset that is not available at their 30 other instructional sites. Science-based programs and careers are in high demand, and students are travelling to the Dayton's Bluff campus from farther distances around the region to attend classes and labs in this building. Current ridership numbers don't take into account these new assets that suggest the Rush Line on East 7th Street will encounter greater demand.

Further, the East 7th Street route would serve many residents for whom access to higher education and better jobs is a realistic next step. Other central routing options pass through areas of high poverty, but would not necessarily be serving residents positioned to step into higher learning and the skilled workforce. Because of the kind of crossroads that the East 7th Street/Arcade/Payne sector is, many prospective adult learners and job seekers could gain access to opportunities that are currently out of reach.

Finally, the East 7th route is the fastest to Union Depot and there is a risk that other, less direct routes to downtown would add so much travel time that they would weaken incentives for commuters to the north to use the Rush Line service. Once a trip from Forest Lake or White Bear Lake has gotten within 2 miles of Union Depot, the most direct route, with high-use stops, seems like the strategic option to maximize ridership scores for the proposal, and effectiveness for the final project. That shortest route along East 7th Street should continue to be considered in this process.

Sincerely,



Paris Dunning
Interim Executive Director

Received via email: January 4, 2016

Dear Mr. Rogers,

Thank you for the opportunity to comment on the Rush Line. Friends of the Parks and Trails of Saint Paul and Ramsey County is a non-profit organization that has been promoting park-friendly policies, participating in parks and trails planning, and preserving open spaces since 1985. As such, we speak to protect and increase the shared open space aspects of the transit project. In particular, we want to make sure that this corridor will continue to have a trail for bike and pedestrian use after transit is added, and that the natural character of the corridor is protected and enhanced. Since acquisition by the Ramsey County Regional Rail Authority, bicycle and pedestrian users and infrastructure planners have come to rely on this corridor as a vital community asset. It supports property values by providing green space and commuting options. It is included in city and county plans and the Regional Bicycle Transportation Network. It encourages community health by supporting recreation, active transportation and an urban forest canopy for many communities. Friends of the Parks and Trails of Saint Paul and Ramsey County supports transit to increase access and livability for residents. We value transit for its role in reducing emissions of particulate matter and greenhouse gases, which benefits recreation and helps reduce negative effects of our changing climate. But as transit modes and alignments are considered and added, Friends recommends that special care be taken to preserve and enhance the multiple benefits of the existing corridor.

* We laud the recent decision to remove Swede Hollow from the routing options at the southern end of the corridor. * We encourage careful corridor selection and design to retain the trail function and increase the natural character of the route when adding new transit modes. * In areas where the trail exists today, we encourage retaining as much natural vegetation and character as possible, and creating additional connections to surrounding neighborhoods. * North of the existing trail, where the land uses tend toward commercial and light industrial, we recommend selecting a route where transit, trail and vegetation can create a new identity for the area by weaving transit, trails and vegetation together in the public corridor.

Thank you for the opportunity to comment on this important public project.

On behalf of the Board of Directors, Dan Marckel and Richard Arey.



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.

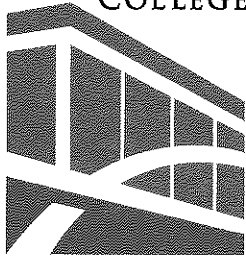
The Rush Line will provide transportation choices for a growing and diverse community. The Saint Paul Area Chamber of Commerce strongly supports the creation of a transit line that provides reliable and consistent access so that the businesses and residents of the area can benefit from our shared success.

Sincerely,

A handwritten signature in black ink, appearing to read "Mindee Kastelic", is positioned below the "Sincerely," text.

Mindee Kastelic
Interim President and CEO





March 14, 2017

Ramsey County Regional Railroad Authority
Union Depot
214 Fourth Street East, Suite 200
Saint Paul, MN 55101

Re: Rush Line Routing Option

To Andrew Gitzlaff:

Century College has reviewed the routing options for the Rush Line Corridor into downtown St. Paul. We believe that students and employees in our surrounding communities would benefit most from Alternative 1 (option 1) since this would provide the timeliest access to the college.

Century College serves over 10,000 students per semester, with the vast majority of them coming from the area supported by this transit route.

We also wish to emphasize our opinion that the proposed Maplewood Mall Circulator is a critical addition to the project. Without the circulator, students may encounter extended transit times and delays much as they do now, and this has proven to be a significant barrier to college access and student success. Under the proposed plan that includes the Maplewood Mall Circulator, students coming from areas of Saint Paul and Maplewood could see their one-way transit times decrease by up to 45 minutes. For many people in these communities, this could be the difference between earning a degree or never attending college.

Bus service currently runs up Century Ave. every 30 minutes from the Maplewood Mall. Students could be better served by service running every 15 minutes between the hours of 7:30AM – 9:30AM and 2:00PM – 4:00PM Monday through Thursday.

Based upon our priorities, we would rank the routes as:

1. Option 1
2. Option 8
3. Option 2

Sincerely,

Pat Opatz
Interim President



October 17, 2016

Ramsey County Regional Railroad Authority
Rush Line Corridor Task Force Policy Advisory Committee
214 4th St. E
Saint Paul, MN 55101

Dear Rush Line Corridor Task Force Policy Advisory Committee Members:

Gillette Children's Specialty Healthcare ("Gillette") extends our support for the Rush Line project. We believe that the proposed line provides new public transportation options for people with disabilities to travel to work, school, social activities and healthcare appointments. This supports increased independence and community participation; helping to support Minnesota's Olmstead Plan goal of ensuring that "People with disabilities have access to reliable, affordable, and accessible transportation choices that support their work, housing, education, and social connections."

At our 60 bed hospital in St. Paul and clinics located in the metro area and other locations across the state, we specialize in high acuity services such as trauma, inpatient rehabilitation, and other treatments for short-term and long-term disabilities. We treat children, teens and adults who have complex, lifelong medical conditions such as cerebral palsy, spina bifida, brain and spinal cord injuries, epilepsy, hydrocephalus, scoliosis, muscular dystrophy and craniofacial deformities.

Gillette operates two outpatient clinics located at 435 Phalen Boulevard in St. Paul; Gillette Lifetime Specialty Healthcare for adult patients, and Gillette Children's Specialty Healthcare Phalen Clinic. This location is not currently well served by public transportation. Our St. Paul Campus (Hospital and Clinics) at 200 University Avenue East offers both comprehensive outpatient services and inpatient care. While we support the Rush Line project overall, we are extremely supportive of the improved transit opportunities that Options 8 and 1 would provide.

Route Options 8 and 1 offer many options for our patients and employees, as well as those of Regions Hospital / HealthPartners. The proposed station at Cayuga with both Options 8 and 1, the station at Regions' (adjacent to Gillette and thus convenient for Gillette's patients) with Option 8, and the station at University and Jackson with Option 1 would all increase transit access for patients and families living along or near the Rush Line Corridor to our clinics at Phalen and our St. Paul Campus. Route 8 has the additional advantage of connecting with the Green line.

For patients who do not drive, increased public transportation options may make Gillette more accessible or reduce the cost of using taxis to get to an appointment. It also simplifies transportation between our clinics on Phalen and our St. Paul Campus and could allow patients who have appointments at both locations during the same day to park at one location and use public transportation to travel back and forth. As parking at both locations is already challenging, this could remove a source of potential stress for patients and families.


Clinic locations:

Brainerd Lakes
Burnsville
Duluth
Mankato
Maple Grove
Minnetonka
Phalen
St. Paul
Willmar

These same new public transportation options would also be available to Gillette employees and student interns, including those who travel back and forth between our clinics on Phalen and our St. Paul Campus during the course of the day. Many of our employees and student interns already use public transportation to get to Gillette, which we encourage by providing a free Metropass to any employee willing to take public transportation. For those who drive, parking is limited at both our University Avenue and Phalen Boulevard locations.

While we support the Rush Line project overall, we strongly support Options 8 and 1 and are excited about the new opportunity to use public transportation that Option 8 or 1 could provide to our patients, families, employees and student interns. We look forward to the progression of this project and are available as a resource or for further feedback if needed.

Sincerely,



Barbara Joers
Chief Executive Officer
Gillette Children's Specialty Healthcare

Corridor Conversations: Gillette Children's Specialty Healthcare Phalen Clinic

Read on to learn what Marnie Falk, Gillette Children's Specialty Healthcare's Director of Government Relations and Advocacy, has to say.

Where are you located, and what type of service does your organization provide?

Gillette Children's Specialty Healthcare ("Gillette") specializes in services for children, teens and adults, such as trauma, inpatient rehabilitation, and other treatments for short-term and long-term disabilities, including lifelong medical conditions.

We operate two outpatient clinics located at 435 Phalen Boulevard in St. Paul: Gillette Lifetime Specialty Healthcare for adult patients, and Gillette Children's Specialty Healthcare Phalen Clinic. Our St. Paul Campus (Hospital and Clinics) at 200 University Avenue East offers both comprehensive outpatient services and inpatient care.

What value would a regional transit system bring to your organization?

We believe the proposed Rush Line Corridor provides new public transportation options for people with disabilities to travel to work, school, social activities and healthcare appointments. This supports increased independence and community participation for our younger clients as they grow into adulthood. We support Minnesota's Olmstead Plan goal of ensuring that "People with disabilities have access to reliable, affordable, and accessible transportation choices that support their work, housing, education, and social connections."

How will patients or employees benefit from having access to improved transit options?

For patients who don't drive, increased public transportation options may make Gillette more accessible, or reduce the cost of using taxis to get to an appointment. This is especially true for patients coming to our clinic on Phalen Boulevard, which is not currently well served by public transportation.

The proposed Rush Line also simplifies transportation between our clinics on Phalen and our St. Paul Campus, and could allow patients who have appointments at both locations during the same day to park at one place and use public transportation to travel back and forth. As parking at both locations is already challenging, this could remove a source of potential stress for patients and families.

Our employees come to us from different parts of the region, and we offer internships to students, primarily in clinical fields, as part of a college or professional program. We currently encourage taking public transportation by providing a free Metropass to employees. Creating an option for employees to take the bus or train to work means they not only save money on parking, it reduces the stress of driving to work. Increasing the availability of public transportation to our sites would help us to attract employees and students who might otherwise not be able to come to Gillette.

What makes you proud about being located in the east metro?

Gillette has a long history in the east metro. We were founded nearly 120 years ago by a Saint Paul physician, and in 1910 opened a hospital on Lake Phalen. We moved to our current hospital location over 30 years ago.

We are deeply invested in the future and well-being of the east metro community. The majority of Gillette's employees work in the east metro, and it is home for many of our patients and employees, which is why we are excited about the opportunities that new public transportation options could provide.

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

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,

A handwritten signature in cursive script that reads "Melanie Kleiss".

Melanie Kleiss
Executive Director

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,

A handwritten signature in cursive script, appearing to read "Jennifer Lewis".

Jennifer Lewis
Manager, Maplewood Mall



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



Payne-Phalen

DISTRICT FIVE PLANNING COUNCIL

506 Kenny Road, Ste 130, St. Paul MN 55130 www.paynephallen.org 651-774-5234 district5@paynephallen.org

February 14, 2017

Ramsey County Regional Railroad Authority
Union Depot
214 Fourth Street East, Suite 200
Saint Paul, MN 55101

Re: Rush Line routing option

To Andrew J. Gitzlaff:

On January 24th, the Payne-Phalen District Council took up discussion of the remaining four routing options for the RUSH Line into downtown St. Paul. The council unanimously voted to recommend Option 1: DBRT via Phalen, Pennsylvania, & Jackson.

Of the four remaining options, District 5 believes that our neighborhood would clearly benefit by having the route travel along Phalen Boulevard, with stops at Arcade, Payne, Cayuga, and Olive. These are four very important intersections in our neighborhood for current commercial activity and future development - both residential and commercial. A routing on East 7th Street (Option 3) would bring no direct benefit to the Payne-Phalen community and would duplicate transit service that already exists in that corridor.

Further, we prefer Option 1 because it provides a vital link to the Green Line LRT and serves the people of Mt. Airy. The connection to the Green Line is very important to our neighborhood because it is currently difficult to travel by transit to the western portion of St. Paul or Minneapolis. Options 2 & 3 would require residents of Payne-Phalen to still transfer in downtown St. Paul in order to take the Green Line west, adding a great deal of travel time.

While the homes of Mt. Airy are not in our neighborhood, we recognize that this is an area that could greatly benefit from improved transit to the east. It is worth adding a small amount of time to the ride in order to serve this population.

Based upon our priorities, we would rank the routes in this order:

1. Option 1
2. Option 8
3. Option 2
4. Option 3

Sincerely,

Eric Foster, Board President



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



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,

A handwritten signature in blue ink, appearing to read "Shane LaFave", written over a horizontal line.

Shane LaFave
Director of Multifamily Development
Sherman Associates, Inc.



The VHEDC is a group of business leaders engaging with community stakeholders to enhance the economic vitality of our community.

June 7, 2017

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

Dear Mr. Rogers,

The Vadnais Heights Economic Development Corporation (VHEDC) is keenly focused on enhancing economic vitality in the northeast metro area. To that end, we would like to express our support for the Rush Line Corridor project connecting downtown St. Paul via Union Depot to Vadnais Heights and the White Bear Lake area. This project will lead to increased growth opportunities for businesses and their employees. The proposed station at County Road E and Highway 61 will serve an intersection that has experienced significant recent development activity and has additional adjacent redevelopment opportunities.

At the current time, there is a gap in connectivity between the north-end suburbs and Saint Paul and the Rush Line will be a key opportunity to solve this problem. The ability to attract workers to suburban Ramsey County businesses in our area is a key concern for our business community. Transit has also become essential for businesses to attract new employees and the Rush Line will facilitate access area employment opportunities.

We support the locally preferred alternative as an important future transportation choice for our growing and diverse community. High quality transit in a dedicated guideway will create value for our businesses and community. The VHEDC 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.

Sincerely,

Ling Becker
VHEDC Executive Director

2017 Board of Directors

Becky Bjorgum, President
Innovize

Debby Gustafson, Vice President
Twin Cities Metro

Kevin Wheilan, Past President
Peoples Bank Midwest

Marguerite DeFore, Secretary
MidwestOne Bank

Brian Deuel, Treasurer
Olsen Thielen & Co.

Mary Buerkle
Buerkle Automotive Group

Jill Funck
H.B. Fuller

Scott Haupt
Short Elliott Hendrickson

Eric Johannes
IC System

Colette Jurek
Xcel Energy

Wayne Kazmierczak
White Bear Lake Area Schools

Robert Morse
MidCountry Bank

Chris Olson
GDO Law

Larry Raddatz
Century College

Linda Reber
All Medical Personnel

Kyle Sommer
Toshiba Business Solutions

Michael Spellman
Lakeshore Area Players

Thomas Voegele
Comcast Business

Marty Welch
Children's Discovery Academy

Mike Enright, Advisor
Cities Credit Union

Gerry Urban, Advisor
Urban's Farm & Greenhouses

Nancy Zylla, Advisor
Impact

DISTRICT 2 COMMUNITY COUNCIL

1365 Prosperity Ave
Saint Paul, MN 55106-2108
Phone: (651) 774-2220
Fax: (651) 774-2135

June 28, 2017

Andy Gitzlaff
Ramsey County
Regional Railroad Authority
Union Depot, Suite 200
214 4th St. E
Saint Paul, MN 55101

Re: Rush Line

Dear Andy:

On behalf of the District 2 Community Council, the board of directors voted to support the plan for Bus Rapid Transit in District Two along the Vento Trail at the January 18th meeting. I have enclosed a copy of the minutes with this correspondence.

It is the strong hope of the Council Board, that in the future, improvements will be made to the line and re-develop into a rail line from Bus Rapid Transit. However, understanding the current needs and funding restrictions, support the proposed project with BRT.

Please let me know if you have any questions or concerns.

Sincerely,



Lisa Theis
Program Director

Pursuant to due call and notice thereof, a regular meeting of the City Council of the City of Maplewood, Minnesota, was duly called and held in the Council Chambers of said City on the **26th day of June, 2017** at 7:08 p.m.

The following members were present:

Nora Slawik, Mayor	Present
Marylee Abrams, Councilmember	Present
Kathleen Juenemann, Councilmember	Present
Bryan Smith, Councilmember	Present
Tou Xiong, Councilmember	Present

Rush Line Corridor, Project 15-06

a. Public Hearing 7:00 p.m.

b. Consider Approval of Resolution of Support for the Locally Preferred Alternative (LPA)

Mayor Slawik moved to approve the Resolution of Support for the Locally Preferred Alternative.

Resolution 17-06-1473
Resolution of the City of Maplewood
Ramsey County, Minnesota

Resolution transmitting the City of Maplewood's support for the Locally Preferred Alternative for the Rush Line Corridor to the Rush Line Corridor Task Force, the Ramsey County Regional Railroad Authority and the Metropolitan Council

WHEREAS, the Rush Line Corridor is an 80-mile travel corridor between St. Paul and Hinckley Minnesota, consisting of urban, suburban and rural communities; and

WHEREAS, a Pre-Project Development Study has been completed to analyze bus and rail alternatives in the 30-mile study area between St. Paul and Forest Lake, which has the greatest potential for significant transit improvements in the near term; and

WHEREAS, the purpose of the Rush Line Corridor Project is to provide transit service that satisfies the long-term regional mobility and accessibility needs for businesses and the traveling public and catalyzes sustainable development within the 30-mile study area; and

WHEREAS, the Pre-Project Development Study was a joint local and regional planning effort conducted by the Rush Line Corridor Task Force and led by the Ramsey County Regional Railroad Authority; and

WHEREAS, after a thorough technical analysis of 55 potential route segments and 7 transit modes and extensive public engagement through the Pre-Project Development Study Alternative 1 has been identified as the locally preferred alternative; and

WHEREAS, Alternative 1 best meets the project's purpose and need and would likely qualify for Federal Transit Administration New Starts funding; and

WHEREAS, the Locally Preferred Alternative includes the definition of the mode, conceptual alignment and general station locations which can be refined through further environmental and engineering efforts; and

WHEREAS, Alternative 1 is defined as Bus Rapid Transit within a dedicated guideway generally along Phalen Boulevard, Ramsey County Regional Railroad Authority right-of-way and Trunk Highway 61, extending approximately 14 miles, and connecting Union Depot in downtown St. Paul to the east side neighborhoods of St. Paul and the Cities of Maplewood, Vadnais Heights, Gem Lake and White Bear Lake (see attached figure); and

WHEREAS, Alternative 1 would be co-located with the Bruce Vento Trail through the portion of the route that utilizes the Ramsey County Regional Railroad Authority right-of-way; and

WHEREAS, the next phase of the project will include environmental analysis under the Federal and State environmental review processes to avoid, minimize, and mitigate potential impacts while maximizing mobility, accessibility and surrounding economic development opportunities; and

WHEREAS, the public will continue to be engaged throughout the environmental review process and subsequent design, engineering and construction phases to ensure that the project is reflective of the needs of the diverse communities within the Rush Line Corridor; and

WHEREAS, a connector bus from White Bear Lake to Forest Lake and other bus service improvements will continue to be explored during the environmental analysis phase of the Project; and

WHEREAS, the comments submitted by agencies, adjacent communities, the business sector and the public during the Locally Preferred Alternative comment period and throughout the duration of the Pre-Project Development Study will be addressed accordingly in the environmental analysis phase of the Project; and

NOW, THEREFORE BE IT RESOLVED that the City of Maplewood supports the selection of Alternative 1 as the locally preferred alternative, and the layout and design the Bruce Vento Trail co-location within the Ramsey County Regional Rail Authority right-of-way shall be made in such a manner that involves local community input and collaboration.

BE IT FURTHER RESOLVED, that the City of Maplewood commits to undertaking and developing station area plans for the proposed BRT station areas within its jurisdiction based on market conditions, community input and Metropolitan Council guidelines and expectation for development density, level of activity and design. This process shall also involve local community input and collaboration to ensure the station areas also reflect the needs of the local community.

BE IT FURTHER RESOLVED, that the City of Maplewood supports the planned Route 54 extension and exploration of other transit improvements within the study area by others including, but not limited to, improved bus service along 35E and to the northern portion of the Rush Line Corridor, the future conversion of Route 54 to Arterial BRT and the consideration of a potential Modern Streetcar along E. 7th St to create a more comprehensive transit system.

BE IT FURTHER RESOLVED, that this resolution adopted by the City of Maplewood be forwarded to the Rush Line Corridor Task Force, the Ramsey County Regional Railroad Authority and the Metropolitan Council for their consideration.

Seconded by Councilmember Abrams


Ayes— All

The motion passed.

STATE OF MINNESOTA)
COUNTY OF RAMSEY) SS
CITY OF MAPLEWOOD)

I, the undersigned, being the duly qualified and appointed City Clerk of the City of Maplewood, Minnesota, DO HEREBY CERTIFY that I have compared the attached and foregoing extract of minutes of a regular meeting of the City Council of the City of Maplewood, held on the **26th day of June, 2017** with the original on file in my office, and the same is a full, true and complete transcript therefrom insofar as the same relates to the Resolution of Support for the Locally Preferred Alternative (LPA).

WITNESS my hand and sealed this **30th day of June, 2017**.



Andrea Sindt, City Clerk
City of Maplewood, Minnesota

Resolution of the City of Gem Lake
Ramsey County, Minnesota
Resolution 2017 - 05

**Resolution transmitting the City of Gem Lake support for the Locally Preferred Alternative for the
Rush Line Corridor to the Rush Line Corridor Task Force, the Ramsey County Regional Railroad
Authority and the Metropolitan Council**

WHEREAS, the Rush Line Corridor is an 80-mile travel corridor between St. Paul and Hinckley Minnesota, consisting of urban, suburban and rural communities; and

WHEREAS, a Pre-Project Development Study has been completed to analyze bus and rail alternatives in the 30-mile study area between St. Paul and Forest Lake, which has the greatest potential for significant transit improvements in the near term; and

WHEREAS, the purpose of the Rush Line Corridor Project is to provide transit service that satisfies the long-term regional mobility and accessibility needs for businesses and the traveling public and catalyzes sustainable development within the 30-mile study area; and

WHEREAS, the Pre-Project Development Study was a joint local and regional planning effort conducted by the Rush Line Corridor Task Force and led by the Ramsey County Regional Railroad Authority; and

WHEREAS, after a thorough technical analysis of 55 potential route segments and 7 transit modes and extensive public engagement through the Pre-Project Development Study Alternative 1 has been identified as the locally preferred alternative; and

WHEREAS, Alternative 1 best meets the project's purpose and need and would likely qualify for Federal Transit Administration New Starts funding; and

WHEREAS, the Locally Preferred Alternative includes the definition of the mode, conceptual alignment and general station locations which can be refined through further environmental and engineering efforts; and

WHEREAS, Alternative 1 is defined as Bus Rapid Transit within a dedicated guideway generally along Phalen Boulevard, Ramsey County Regional Railroad Authority right-of-way and Trunk Highway 61, extending approximately 14 miles, and connecting Union Depot in downtown St. Paul to the east side neighborhoods of St. Paul and the Cities of Maplewood, Vadnais Heights, Gem Lake and White Bear Lake (see attached figure); and

WHEREAS, Alternative 1 would be co-located with the Bruce Vento Trail through the portion of the route that utilizes the Ramsey County Regional Railroad Authority right-of-way; and

WHEREAS, the next phase of the project will include environmental analysis under the Federal and State environmental review processes to avoid, minimize, and mitigate potential impacts while maximizing mobility, accessibility and surrounding economic development opportunities; and

WHEREAS, the public will continue to be engaged throughout the environmental review process and subsequent design, engineering and construction phases to ensure that the project is reflective of the needs of the diverse communities within the Rush Line Corridor; and

WHEREAS, a connector bus from White Bear Lake to Forest Lake and other bus service improvements will continue to be explored during the environmental analysis phase of the Project; and

WHEREAS, the comments submitted by agencies, adjacent communities, the business sector and the public during the Locally Preferred Alternative comment period and throughout the duration of the Pre-Project Development Study will be addressed accordingly in the environmental analysis phase of the Project; and

NOW, THEREFORE BE IT RESOLVED that the City of Gem Lake supports the selection of Alternative 1 as the locally preferred alternative.

BE IT FURTHER RESOLVED, that the City of Gem Lake commits to undertaking and developing station area plans for the proposed BRT station areas within its jurisdiction based on market conditions, community input and Metropolitan Council guidelines and expectation for development density, level of activity and design.

BE IT FURTHER RESOLVED, that the City of Gem Lake supports the planned Route 54 extension and exploration of other transit improvements within the study area by others including, but not limited to, improved bus service along 35E and to the northern portion of the Rush Line Corridor, the future conversion of Route 54 to Arterial BRT and the consideration of a potential Modern Streetcar along E. 7th St to create a more comprehensive transit system.

BE IT FURTHER RESOLVED, that this resolution adopted by the City of Gem Lake be forwarded to the Rush Line Corridor Task Force, the Ramsey County Regional Railroad Authority and the Metropolitan Council for their consideration.

WHEREUPON, the above resolution was adopted at the June 20th regular City Council Meeting for the City of Gem Lake, Ramsey County Minnesota, by a motion made by Council Member Lindner and seconded by Council Member Artig-Swomley, to pass Resolution No. 2017-05, all city council and Mayor voted yea. Motion passed.

ATTEST

I, William Short, the duly qualified City Clerk of the City of Gem Lake, County of Ramsey, State of Minnesota, do hereby certify that the foregoing resolution is a true and accurate representation of action taken by the City Council of the City of Gem Lake on the date first written.



William Short, City Clerk

6/29/17

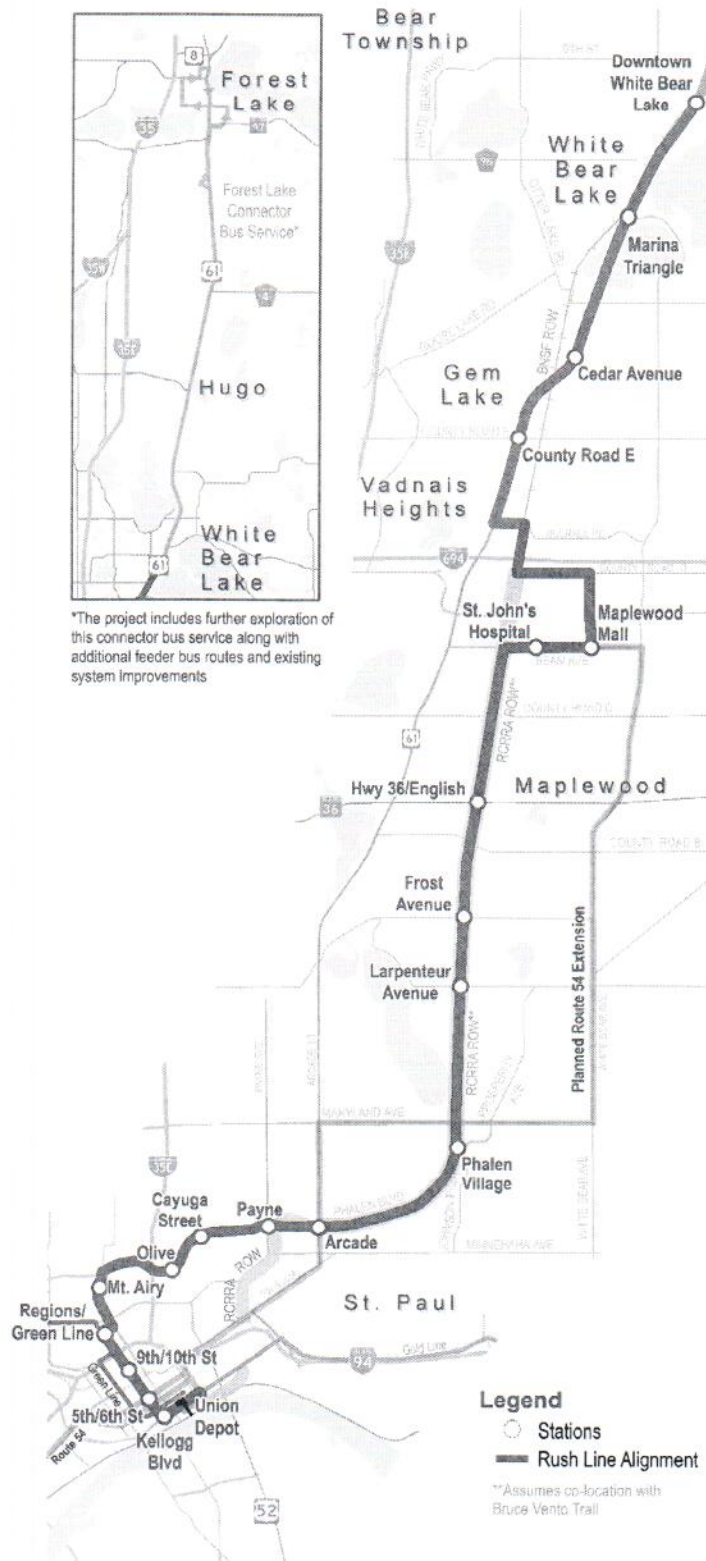
Date



LPA Figure



*The project includes further exploration of this connector bus service along with additional feeder bus routes and existing system improvements



RESOLUTION NO. 12061

RESOLUTION OF SUPPORT FOR THE LOCALLY PREFERRED ALTERNATIVE FOR THE RUSH LINE CORRIDOR TO THE RUSH LINE TASK FORCE, THE RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY AND THE METROPOLITAN COUNCIL

WHEREAS, the Rush Line Corridor is an 80-mile travel corridor between St. Paul and Hinckley Minnesota, consisting of urban, suburban and rural communities; and

WHEREAS, a Pre-Project Development Study has been completed to analyze bus and rail alternatives in the 30-mile study area between St. Paul and Forest Lake, which has the greatest potential for significant transit improvements in the near term; and

WHEREAS, the purpose of the Rush Line Corridor Project is to provide transit service that satisfies the long-term regional mobility and accessibility needs for businesses and the traveling public and catalyzes sustainable development within the 30-mile study area; and

WHEREAS, the Pre-Project Development Study was a joint local and regional planning effort conducted by the Rush Line Corridor Task Force and led by the Ramsey County Regional Railroad Authority; and

WHEREAS, after a thorough technical analysis of 55 potential route segments and 7 transit modes and extensive public engagement through the Pre-Project Development Study Alternative 1 has been identified as the locally preferred alternative; and

WHEREAS, Alternative 1 best meets the project's purpose and need and would likely qualify for Federal Transit Administration New Starts funding; and

WHEREAS, the Locally Preferred Alternative includes the definition of the mode, conceptual alignment and general station locations which can be refined through further environmental and engineering efforts; and

WHEREAS, Alternative 1 is defined as Bus Rapid Transit within a dedicated guideway generally along Phalen Boulevard, Ramsey County Regional Railroad Authority right-of-way and Trunk Highway 61, extending approximately 14 miles, and connecting Union Depot in downtown St. Paul to the east side neighborhoods of St. Paul and the Cities of Maplewood, Vadnais Heights, Gem Lake, and White Bear Lake and White Bear Township (see attached figure); and

WHEREAS, Alternative 1 would be co-located with the Bruce Vento Trail through the portion of the route that utilizes the Ramsey County Regional Railroad Authority right-of-way; and

WHEREAS, the next phase of the project will include environmental analysis under the Federal and State environmental review processes to avoid, minimize, and mitigate potential impacts while maximizing mobility, accessibility and surrounding economic development opportunities; and

WHEREAS, the public will continue to be engaged throughout the environmental review process and subsequent design, engineering and construction phases to ensure that the project is reflective of the needs of the diverse communities within the Rush Line Corridor; and

WHEREAS, a connector bus from White Bear Lake to Forest Lake and other bus service improvements will continue to be explored during the environmental analysis phase of the Project; and

WHEREAS, the comments submitted by agencies, adjacent communities, the business sector and the public during the Locally Preferred Alternative comment period and throughout the duration of the Pre-Project Development Study will be addressed accordingly in the environmental analysis phase of the Project; and

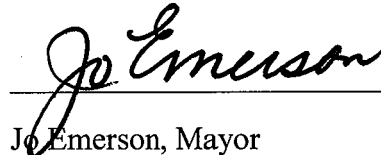
NOW, THEREFORE BE IT RESOLVED that the City of White Bear Lake supports the selection of Alternative 1 as the locally preferred alternative.

BE IT FURTHER RESOLVED, that the City of White Bear Lake commits to undertaking and developing station area plans for the proposed BRT station areas within its jurisdiction based on market conditions, community input and Metropolitan Council guidelines and expectation for development density, level of activity and design.

BE IT FURTHER RESOLVED, that this resolution adopted by the City of White Bear Lake be forwarded to the Rush Line Corridor Task Force, the Ramsey County Regional Railroad Authority and the Metropolitan Council for their consideration.

The foregoing resolution, offered by Councilmember **Jones** and supported by Councilmember **Biehn**, was declared carried on the following vote:

Ayes: Biehn, Edberg, Jones
Nays: Engstran, Walsh
Passed: July 25, 2017


Jo Emerson, Mayor

ATTEST:


Kara Coustry, City Clerk

**CITY OF VADNAIS HEIGHTS
COUNTY OF RAMSEY
STATE OF MINNESOTA**

RESOLUTION NO. 17-07- 143

**RESOLUTION TRANSMITTING THE CITY OF VADNAIS HEIGHTS SUPPORT FOR
THE LOCALLY PREFERRED ALTERNATIVE FOR THE RUSH LINE CORRIDOR
TO THE RUSH LINE CORRIDOR TASK FORCE, THE RAMSEY COUNTY
REGIONAL RAILROAD AUTHORITY AND THE METROPOLITAN COUNCIL**

WHEREAS, the Rush Line Corridor is an 80-mile travel corridor between St. Paul and Hinckley Minnesota, consisting of urban, suburban and rural communities; and

WHEREAS, a Pre-Project Development Study has been completed to analyze bus and rail alternatives in the 30-mile study area between St. Paul and Forest Lake, which has the greatest potential for significant transit improvements in the near term; and

WHEREAS, the purpose of the Rush Line Corridor Project is to provide transit service that satisfies the long-term regional mobility and accessibility needs for businesses and the traveling public and catalyzes sustainable development within the 30-mile study area; and

WHEREAS, the Pre-Project Development Study was a joint local and regional planning effort conducted by the Rush Line Corridor Task Force and led by the Ramsey County Regional Railroad Authority; and

WHEREAS, after a thorough technical analysis of 55 potential route segments and 7 transit modes and extensive public engagement through the Pre-Project Development Study; Alternative 1 has been identified as the locally preferred alternative; and

WHEREAS, Alternative 1 best meets the project's purpose and need and would likely qualify for Federal Transit Administration New Starts funding; and

WHEREAS, the Locally Preferred Alternative includes the definition of the mode, conceptual alignment and general station locations which can be refined through further environmental and engineering efforts; and

WHEREAS, Alternative 1 is defined as Bus Rapid Transit within a dedicated guideway generally along Phalen Boulevard, Ramsey County Regional Railroad Authority right-of-way and Trunk Highway 61, extending approximately 14 miles, and connecting Union Depot in downtown St. Paul to the east side neighborhoods of St. Paul and the Cities of Maplewood, Vadnais Heights, Gem Lake, White Bear Lake, and White Bear Township (see attached figure); and

WHEREAS, Alternative 1 would be co-located with the Bruce Vento Trail through the portion of the route that utilizes the Ramsey County Regional Railroad Authority right-of-way; and

WHEREAS, the next phase of the project will include environmental analysis under the Federal and State environmental review processes to avoid, minimize, and mitigate potential impacts while maximizing mobility, accessibility and surrounding economic development opportunities; and

WHEREAS, the public will continue to be engaged throughout the environmental review process and subsequent design, engineering and construction phases to ensure that the project is reflective of the needs of the diverse communities within the Rush Line Corridor; and

WHEREAS, a connector bus from White Bear Lake to Forest Lake and other bus service improvements will continue to be explored during the environmental analysis phase of the Project; and

WHEREAS, the comments submitted by agencies, adjacent communities, the business sector and the public during the Locally Preferred Alternative comment period and throughout the duration of the Pre-Project Development Study will be addressed accordingly in the environmental analysis phase of the Project; and

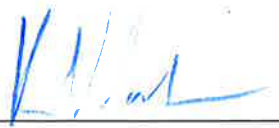
NOW, THEREFORE BE IT RESOLVED that the City of Vadnais Heights supports the selection of Alternative 1 as the locally preferred alternative.

BE IT FURTHER RESOLVED, that the City of Vadnais Heights commits to undertaking and developing station area plans for the proposed BRT station areas within its jurisdiction based on market conditions, community input and Metropolitan Council guidelines and expectation for development density, level of activity and design.


BE IT FURTHER RESOLVED, that this resolution adopted by the City of Vadnais Heights be forwarded to the Rush Line Corridor Task Force, the Ramsey County Regional Railroad Authority and the Metropolitan Council for their consideration.

This resolution was declared duly passed and adopted and was signed by the Mayor and attested to by the City Administrator this 19th day of July, 2017.

Attest:

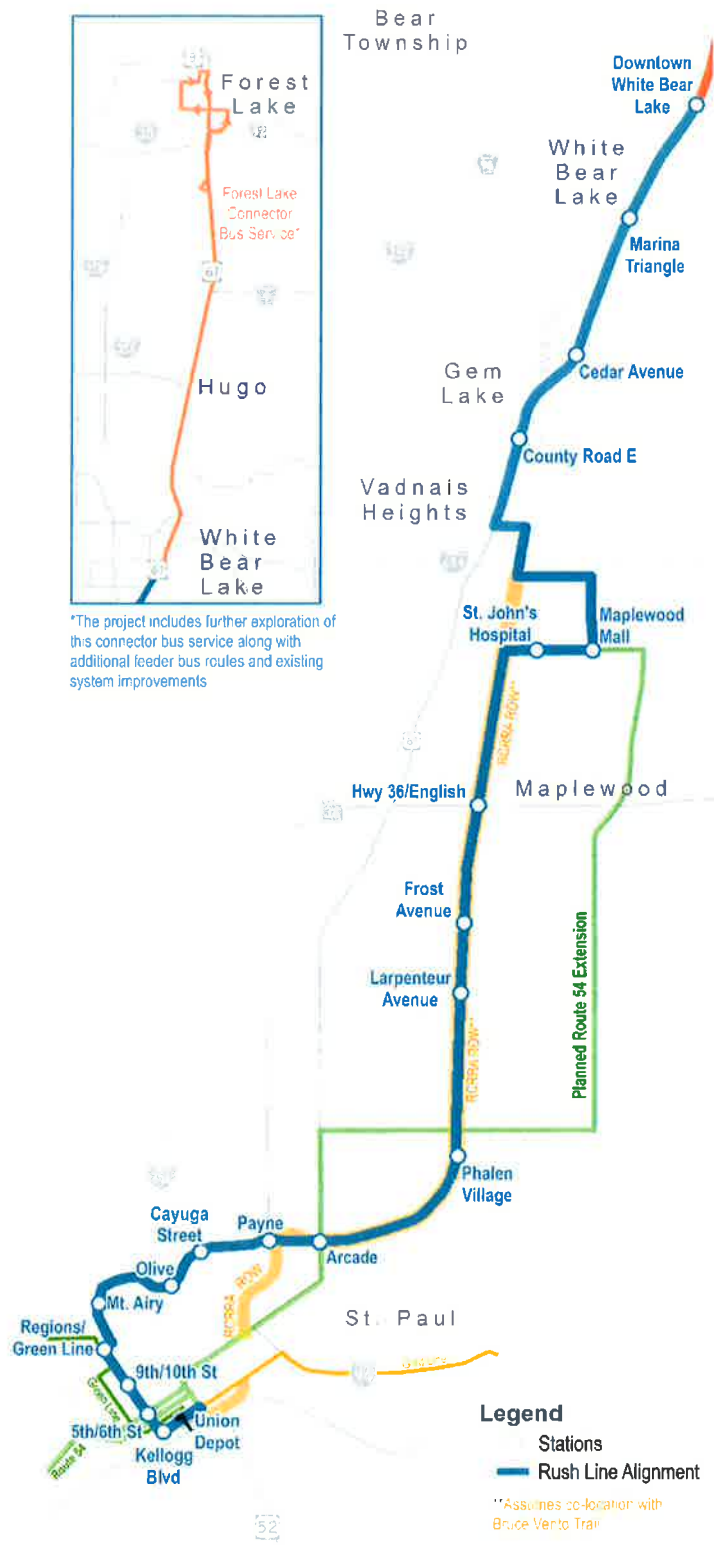


Kevin Watson, City Administrator



Bob Fletcher, Mayor

LPA Figure





City of Saint Paul

Signature Copy

Resolution-Public Hearing: RES PH 17-204

City Hall and Court
House
15 West Kellogg
Boulevard
Phone: 651-266-8560

File Number: RES PH 17-204

Transmitting the City of Saint Paul's support for the locally preferred alternative for the Rush Line Corridor to the Rush Line Corridor Task Force, the Ramsey County Regional Railroad Authority, and the Metropolitan Council.

WHEREAS, the Rush Line Corridor is an 80-mile travel corridor between St. Paul and Hinckley Minnesota, consisting of urban, suburban and rural communities; and

WHEREAS, a Pre-Project Development Study has been completed to analyze bus and rail alternatives in the 30-mile study area between St. Paul and Forest Lake, which has the greatest potential for significant transit improvements in the near term; and

WHEREAS, the purpose of the Rush Line Corridor Project is to provide transit service that satisfies the long-term regional mobility and accessibility needs for businesses and the traveling public and catalyzes sustainable development within the 30-mile study area; and

WHEREAS, the Pre-Project Development Study was a joint local and regional planning effort conducted by the Rush Line Corridor Task Force and led by the Ramsey County Regional Railroad Authority; and

WHEREAS, after a thorough technical analysis of 55 potential route segments and 7 transit modes and extensive public engagement through the Pre-Project Development Study, Alternative 1 has been identified as the locally preferred alternative; and

WHEREAS, Alternative 1 best meets the project's purpose and need and would likely qualify for Federal Transit Administration New Starts funding; and

WHEREAS, the Locally Preferred Alternative includes the definition of the mode, conceptual alignment and general station locations which can be refined through further environmental and engineering efforts; and

WHEREAS, Alternative 1 is defined as Bus Rapid Transit within a dedicated guideway generally along Phalen Boulevard, Ramsey County Regional Railroad Authority right-of-way and Trunk Highway 61, extending approximately 14 miles, and connecting Union Depot in downtown St. Paul to the east side neighborhoods of St. Paul, the Cities of Maplewood, Vadnais Heights, Gem Lake, and White Bear Lake and White Bear Township (see Attachment A); and

WHEREAS, Alternative 1 would be co-located with the Bruce Vento Trail through the portion of the route that utilizes the Ramsey County Regional Railroad Authority right-of-way; and

WHEREAS, the next phase of the project will include environmental analysis under the Federal and State environmental review processes to avoid, minimize, and mitigate potential impacts while maximizing mobility, accessibility and surrounding economic development opportunities; and

WHEREAS, the public will continue to be engaged throughout the environmental review process and subsequent design, engineering and construction phases to ensure that the project is reflective of the needs of the diverse communities within the Rush Line Corridor; and

WHEREAS, a connector bus from White Bear Lake to Forest Lake and other bus service improvements will continue to be explored during the environmental analysis phase of the Project; and

WHEREAS, the comments submitted by agencies, adjacent communities, the business sector and the public during the Locally Preferred Alternative comment period and throughout the duration of the Pre-Project Development Study will be addressed accordingly in the environmental analysis phase of the Project; and

WHEREAS, the City of Saint Paul's Comprehensive Plan, in Figure T-C of the Transportation Chapter, identifies a generalized Rush Line Corridor heading northeast from Downtown Saint Paul as being a desired transitway within its Preferred Transit Network; and

WHEREAS, the City of Saint Paul's Planning Commission, upon receiving recommendation from its Transportation Committee, recommended support for the LPA on July 28, 2017.

NOW, THEREFORE BE IT RESOLVED that the City of Saint Paul supports the selection of Alternative 1 as the locally preferred alternative; and

BE IT FURTHER RESOLVED, that the City of Saint Paul commits to undertaking and developing station area plans for the proposed BRT station areas within its jurisdiction based on market conditions, community input and Metropolitan Council guidelines and expectation for development density, level of activity and design; and

BE IT FURTHER RESOLVED, that the City of Saint Paul supports the planned Route 54 extension and exploration of other transit improvements within the study area including, but not limited to, the future conversion of Route 54 to Arterial BRT and the consideration of a potential Modern Streetcar along E. 7th St to create a more comprehensive transit system; and


BE IT FINALLY RESOLVED, that this resolution adopted by the City of Saint Paul be forwarded to the Rush Line Corridor Task Force, the Ramsey County Regional Railroad Authority and the Metropolitan Council for their consideration.

At a meeting of the City Council on 8/16/2017, this Resolution-Public Hearing was Passed.

Yea: 6 Councilmember Bostrom, Councilmember Brendmoen, Councilmember Thao, Councilmember Tolbert, Councilmember Noecker, and Councilmember Prince

Nay: 0

Absent: 1 City Council President Stark

Vote Attested by 
Council Secretary Trudy Moloney

Date 8/16/2017

Approved by the Mayor

A handwritten signature in black ink, appearing to read "Chris Coleman", written over a horizontal line.

Chris Coleman

Date 8/17/2017

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: September 12, 2017

No.: R2017-24

WHEREAS, The Rush Line Corridor is an 80-mile travel corridor between St. Paul and Hinckley Minnesota, consisting of urban, suburban and rural communities; and

WHEREAS, A Pre-Project Development Study has been completed to analyze bus and rail alternatives in the 30-mile study area between St. Paul and Forest Lake, which has the greatest potential for significant transit improvements in the near term; and

WHEREAS, The purpose of the Rush Line Corridor Project is to provide transit service that satisfies the long-term regional mobility and accessibility needs for businesses and the traveling public and catalyzes sustainable development within the 30-mile study area; and

WHEREAS, The Pre-Project Development Study was a joint local and regional planning effort conducted by the Rush Line Corridor Task Force and led by the Ramsey County Regional Railroad Authority; and

WHEREAS, After a thorough technical analysis of 55 potential route segments and 7 transit modes and extensive public engagement through the Pre-Project Development Study Alternative 1 has been identified as the Locally Preferred Alternative; and

WHEREAS, The Locally Preferred Alternative includes the definition of the mode, conceptual alignment and general station locations which can be refined through further environmental and engineering efforts; and

WHEREAS, Alternative 1 best meets the project's purpose and need and would likely qualify for Federal Transit Administration New Starts funding; and

WHEREAS, Alternative 1 is defined as Bus Rapid Transit within a dedicated guideway generally along Phalen Boulevard, Ramsey County Regional Railroad Authority right-of-way and Trunk Highway 61, extending approximately 14 miles, and connecting Union Depot in downtown St. Paul to the east side neighborhoods of St. Paul and the Cities of Maplewood, Vadnais Heights, Gem Lake and White Bear Lake (see attached figure); and

WHEREAS, Alternative 1 would be co-located with the Bruce Vento Trail through the portion of the route that utilizes the Ramsey County Regional Railroad Authority right-of-way; and

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: September 12, 2017 No.: R2017-24

WHEREAS, The next phase of the project will include environmental analysis under the Federal and State environmental review processes to avoid, minimize, and mitigate potential impacts while maximizing mobility, accessibility and surrounding economic development opportunities; and

WHEREAS, The public will continue to be engaged throughout the environmental review process and subsequent design, engineering and construction phases to ensure that the project is reflective of the needs of the diverse communities within the Rush Line Corridor; and

WHEREAS, A connector bus from White Bear Lake to Forest Lake and other bus service improvements will continue to be explored during the environmental analysis phase of the Project; and

WHEREAS, The comments submitted by agencies, adjacent communities, the business sector and the public during the Locally Preferred Alternative comment period and throughout the duration of the Pre-Project Development Study will be addressed accordingly in the environmental analysis phase of the Project; and

WHEREAS, On August 22, 2017 the Ramsey County Regional Railroad Authority held a Public Hearing for the purpose of taking comments on the selection of the Locally Preferred Alternative for the Rush Line Corridor before considering a resolution of support; Now, Therefore Be It

RESOLVED The Ramsey County Regional Railroad Authority supports the selection of Alternative 1 as the Rush Line Corridor Locally Preferred Alternative; and Be It Further

RESOLVED, The County Manager will work collaboratively with St. Paul, Maplewood, Vadnais Heights, Gem Lake, White Bear Lake, and White Bear Township to undertake and develop station area plans for the proposed BRT station areas based on market conditions, community input, Metropolitan Council guidelines, and expectations for development density, level of activity and design; and Be It Further

RESOLVED, The Ramsey County Regional Railroad Authority supports the planned Route 54 extension and exploration of other transit improvements within the study area by others including, but not limited to, improved bus service along 35E and to the northern portion of the Rush Line Corridor, the future conversion of Route 54 to Arterial BRT and the consideration of a potential Modern Streetcar along East 7th St to create a more comprehensive transit system; and Be It Further

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: September 12, 2017

No.: R2017-24

RESOLVED, The Ramsey County Regional Railroad Authority Chair will transmit this Resolution to the Metropolitan Council to be included in the next update to the region's 2040 Transportation Policy Plan.

Ramsey County Regional Railroad Authority

	YEA	NAY	OTHER
Toni Carter	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Blake Huffman	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Jim McDonough	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Mary Jo McGuire	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Victoria Reinhardt	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Janice Rettman	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Rafael Ortega	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Rafael E. Ortega, Chair

By: 
Blake Huffman, Secretary

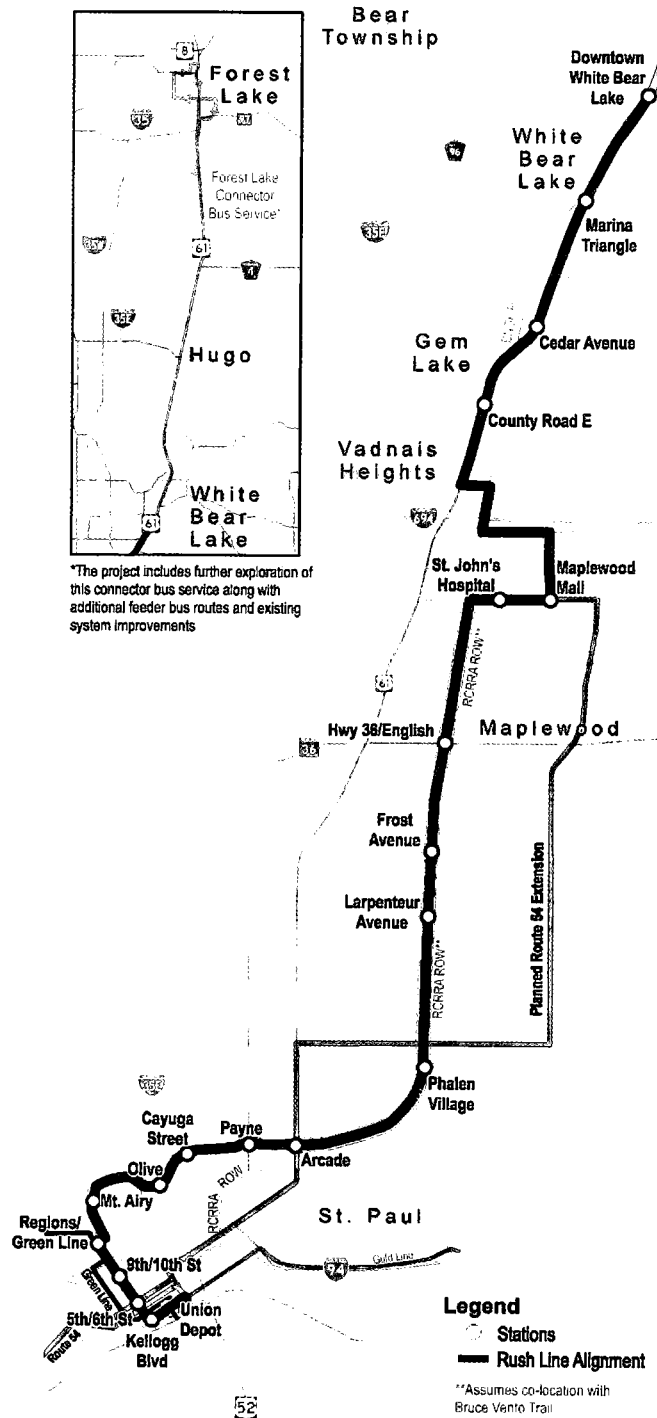
RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: September 12, 2017

No.: R2017-24

LPA Figure





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

APPENDIX D: LPA RESOLUTION

JUNE 2017

DRAFT

PREPARED BY:

AECOM

Rush Line Policy Advisory Committee

A resolution transmitting the Policy Advisory Committee's recommendation on the Locally Preferred Alternative for the Rush Line Corridor to the Rush Line Corridor Task Force, the Cities of Saint Paul, Maplewood, Vadnais Heights, Gem Lake and White Bear Lake, the Ramsey County Regional Railroad Authority and the Metropolitan Council

WHEREAS, the Rush Line Corridor is an 80-mile travel corridor between St. Paul and Hinckley Minnesota, consisting of urban, suburban and rural communities; and

WHEREAS, a Pre-Project Development Study has been completed to analyze bus and rail alternatives in the 30-mile study area between St. Paul and Forest Lake, which has the greatest potential for significant transit improvements in the near term; and

WHEREAS, the purpose of the Rush Line Corridor Project is to provide transit service that satisfies the long-term regional mobility and accessibility needs for businesses and the traveling public and catalyzes sustainable development within the 30-mile study area; and

WHEREAS, the Pre-Project Development Study was a joint local and regional planning effort conducted by the Rush Line Corridor Task Force and led by the Ramsey County Regional Railroad Authority; and

WHEREAS, the Policy Advisory Committee was formed to provide policy input, direction and approval of study work efforts and make a recommendation on the locally preferred alternative; and

WHEREAS, after a thorough technical analysis of 55 potential route segments and 7 transit modes and extensive public engagement throughout the Pre-Project Development Study Alternative 1 has been identified as the Locally Preferred Alternative; and

WHEREAS, Alternative 1 best meets the project's purpose and need and would likely qualify for Federal Transit Administration New Starts funding; and

WHEREAS, the Locally Preferred Alternative includes the definition of the mode, conceptual alignment and general station locations which can be refined through further environmental and engineering efforts; and

WHEREAS, Alternative 1 is defined as Bus Rapid Transit within a dedicated guideway generally along Phalen Boulevard, Ramsey County Regional Railroad right-of-way and Trunk Highway 61, extending approximately 14 miles, and connecting Union Depot in downtown St. Paul to the east side neighborhoods of St. Paul and the Cities of Maplewood, Vadnais Heights, Gem Lake and White Bear Lake (see attached figure); and

WHEREAS, Alternative 1 would be co-located with the Bruce Vento Trail through the portion of the route that utilizes the Ramsey County Regional Railroad Authority right-of-way; and

WHEREAS, the next phase of the project will include environmental analysis under the Federal and State environmental review processes to avoid, minimize, and mitigate potential impacts while maximizing mobility, accessibility and surrounding economic development opportunities; and

WHEREAS, the public will continue to be engaged throughout the environmental review process and subsequent design, engineering and construction phases to ensure that the project is reflective of the needs of the diverse communities within the Rush Line Corridor; and

WHEREAS, a connector bus from White Bear Lake to Forest Lake and other bus service improvements will continue to be explored during the environmental analysis phase of the Project; and

WHEREAS, the Policy Advisory Committee at their March 23, 2017 meeting recommend Alternative 1 as the draft LPA for public review

WHEREAS, the Policy Advisory Committee held a public hearing on April 27, 2017, and a total of 30 people provided public testimony at the public hearing and an additional 77 comments were received during the LPA comment period from March 23, 2017 to May 4, 2017; and

WHEREAS, the comments submitted by agencies, adjacent communities, the business sector and the public during the Locally Preferred Alternative comment period and throughout the duration of the Pre-Project Development Study will be addressed accordingly in the environmental analysis phase of the Project; and

NOW, THEREFORE BE IT RESOLVED that the Policy Advisory Committee recommends the selection of Alternative 1 as the locally preferred alternative.

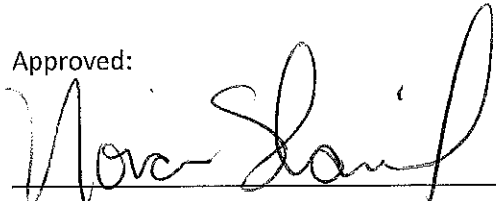
BE IT FURTHER RESOLVED, that the Policy Advisory Committee will work collaboratively with each of the municipalities along the locally preferred alternative to develop station area plans for the proposed Bus Rapid Transit station areas within its jurisdiction based on market conditions, community input and Metropolitan Council guidelines and expectation for development density, level of activity and design.

BE IT FURTHER RESOLVED, that the Policy Advisory Committee supports the planned Route 54 extension and exploration of other transit improvements within the study area by others including, but not limited to, improved bus service along I-35E and to the northern portion of the Rush Line Corridor, the future conversion of Route 54 to Arterial Bus Rapid Transit and the consideration of a potential Modern Streetcar along E. 7th St to create a more comprehensive transit system.

BE IT FURTHER RESOLVED, that this resolution adopted by the Policy Advisory Committee be forwarded to the Rush Line Corridor Task Force, the Cities of Saint Paul, Maplewood, Vadnais Heights, Gem Lake and White Bear Lake, Ramsey County Regional Railroad Authority and the Metropolitan Council for their consideration.

BE IT FURTHER RESOLVED, that the Policy Advisory Committee encourages resolutions of support for the locally preferred alternative from other Counties, Cities and Townships along the Rush Line Corridor.

Approved:

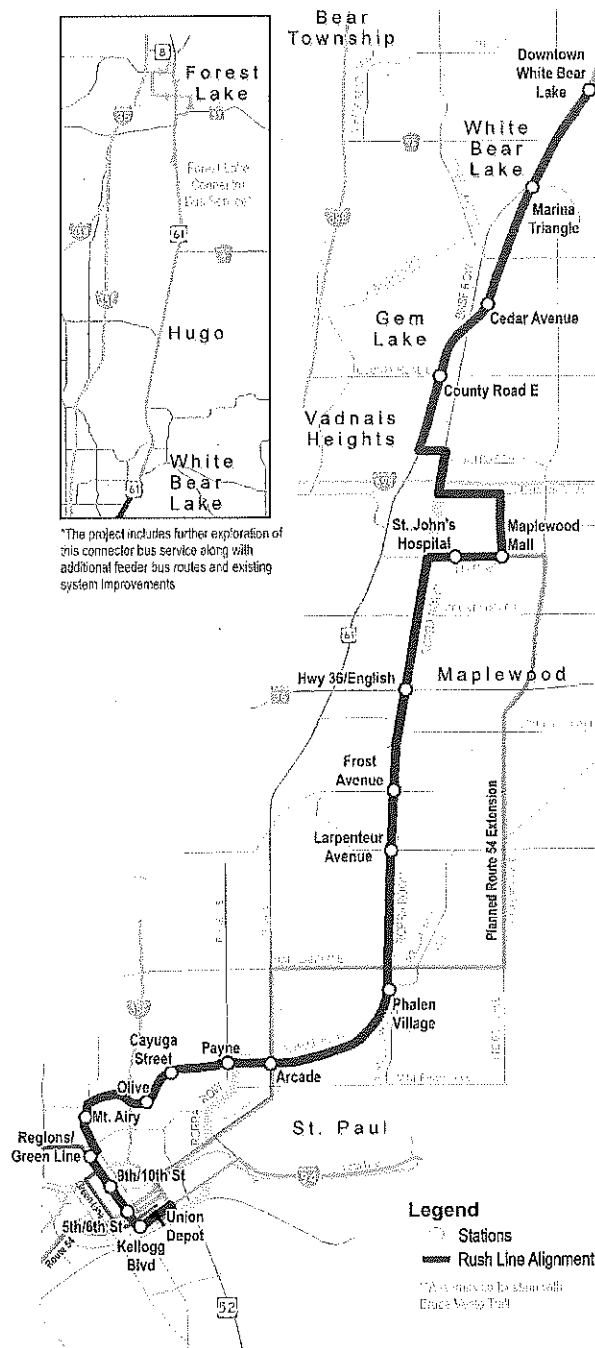

Chairperson

May 25, 2017

Date Approved by Policy Advisory Committee

I hereby certify that the foregoing resolution is a true and correct copy of the resolution presented to and adopted by the Rush Line Policy Advisory Committee at a duly authorized meeting thereof held on the 25th day of May, 2017.

LPA Figure





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

APPENDIX E: EVALUATION MATRIX

AUGUST 2017

DRAFT







PREPARED BY:

AECOM

Downtown Routing Options		Length (miles)		# of Stations	Average Weekday Ridership (Year 2040)		Travel Time (minutes)	Year 2021 Construction Cost (\$Millions)		O&M Costs (\$Millions in 2015 dollars)	Wetland/Water Resources (acres within 400-foot buffer)		Noise/Vibration (# of Sensitive Receptors within mode specific buffers)		Parkland (acres within 400-foot buffer)	Cultural/Historic (# of sites within 400-foot buffer)		Traffic Safety (# of intersections with higher than expected crash rates)		Equitable Access (# of households below poverty level within 1/4 mi of stations)		Equitable Access (# of Population of Color Households within 1/4 mi of stations)	Bike/Pedestrian Access (Population within walking/biking distance to stations)		Bike/Pedestrian Comfort (Population within comfortable routes for walking/biking to stations)	Roadway Access (# of access: cross-streets or driveways)		Traffic Operations (% of Alt Currently Congested)	Transit Connectivity (weighted # of routes within 1/4 mi of station)		Parking (# of Spaces)	Right of Way (% of corridor in constrained ROW areas)		Right of Way (# of parcels within constrained ROW areas)		Year 2040 Population Density (average people per sq. mi. around stations)		Year 2040 Employment (Employees within 1/4 mile of stations)		Development Potential (% of non-constrained land zoned TOD)		Development Potential Rank Based on Mode (3 = highest potential)	
		PROJECT GOAL CATEGORIES			TRAVEL TIME/RIDERSHIP			COST			ENVIRONMENTAL					EQUITY			PED/BIKE CONNECTIVITY		ON-STREET PARKING/ACCESS, EXISTING TRANSIT SERVICE					RIGHT-OF-WAY			EMPLOYMENT/DEVELOPMENT POTENTIAL														
1	DBRT via Phalen, Pennsylvania and Jackson	2.3	8	2,600-2,700	21	\$300	\$3.4M	1	25	3	6	3	7.6	13.7	2.5	65	13	30	0%	75	30	60%	20-40	10	69	63%	2																
2	DBRT or LRT via Phalen, Olive, Lafayette and East 7 th	2.1	6	2,600-2,700 ⁴	16	\$270 (BRT)	\$2.6M (BRT)	1	5	3	4	3	6.3	11.7	1.8	47	11	40	0%	66	50	60%	20-30	10	55	56%	2																
				3,000-3,100 ⁴		\$390 (LRT)	\$7.5M (LRT)																				3																
3	DBRT or LRT via Phalen and East 7 th in Mixed Traffic	1.9	6	1,900	16	\$245 (BRT)	\$2.5M (BRT)	0	15	2 ¹	3 ¹	3	6	12.2	1.6	47	11	50 ¹	40%	86	70 ¹	100% ¹	50-60 ¹	11	50	59%	2																
				3,000-3,100		\$325 (LRT)	\$7.2M (LRT)																				3																
4	ABRT via Arcade and East 7th Street	1.6	5	2,300-2,400	20	\$20	\$2.6M	0	5	2 ¹	3 ¹	3	4.5	8.4	1.4	46	9	40 ¹	90%	61	20	0%	0	11	49	62%	1																
5	DMU via Union Pacific RR	2.5	6	3,000-3,100	15	\$540	\$10.8M	1	6	1	3	0	5.9	11	1.6	47	11	0	0%	67	0	0%	0	10	52	57%	2																
6	DBRT or LRT or DMU via Swede Hollow	2.1	4	1,900 ⁴	12	\$310 (BRT)	\$2.0M (BRT)	3	15	13	3	0	4.9	9	1.4	40	1	0	0%	59	0	0%	0	11	49	62%	2																
				3,100 ⁴		\$370 (LRT)	\$5.6M (LRT)																				3																
				3,100 ⁴		\$350 (DMU)	\$7.8M (DMU)																				3																
7	DBRT via E.7th St, Mounds, Kellogg and Gold Line	1.5	4	1,900 ⁴	13	\$140	\$2.0M	0	20	1	1	4	5.7	11.6	1.5	44	11	50	50%	53	70	85%	50-60	11	47	66%	2																
8	LRT via Phalen, Olive, University, 12th, and Green Line ³	2.0	8	3,800-4,700	19	\$240	\$8.4M	1	5	3	3	2	7.6	13	3	51	11	40	0%	129	50	55%	15-25	11	83	70%	3																

1. Arterial BRT and mixed traffic options will operate on existing roadways and will likely not impact resources outside of the roadway footprint.
2. Cost effectiveness only calculated based on entire corridor ridership and cost. Not appropriate to apply to only parts of the alignment. Will be summarized when End-to-End Alternatives are being considered.
3. Includes two Green Line stations (10th Street, Central)
4. Representative ridership based on limited ridership downtown model runs

Higher Benefit	>3,500	<15 minutes	<\$150M	<\$3M	0 acres	<10 receptors	<2 acres	1 site	No Locations	>7k	>12k	>2k	>=50k	>12k	<5 access	0%	>80	0 spaces	0%	0 to 10 parcels	>10k	>65k	>65%	3 rank
Medium Benefit	2,000-3,500	15-20 minutes	\$150M-\$300M	\$3M -\$7M	1 to 2	10 to 19 receptors	2 to 5 acres	2 to 3 sites	1 to 3 locations	5k to 7k	9k to 12k	1k to 2k	40 k to 50k	5-11K	5 to 40 access	0% to 25%	60 to 80	1 to 30 spaces	1% to 60%	10 to 40 parcels	2.5k to 10k	55k to 65k	60% to 65%	2 rank
Lower Benefit	<2,000	>20 minutes	>\$300M	>\$7M	>2 acres	>=20 receptors	>5 acres	4 sites	4 locations	<5k	<9k	<1k	<=40k	<5k	<40 access	>25%	<60	>30 spaces	>60%	>40 parcels	<2.5k	<55k	<60%	1 rank

End Point to End Point Summary		Length (miles) # of Stations																														
				Average Weekday Ridership (Year 2040)	% of New Transit Riders	% of Ridership Transit Dependent Users	Travel Time (minutes)	Year 2021 Construction Cost (\$Millions)	O&M Costs (\$Millions in 2015 dollars)	FTA Cost Effectiveness Calculation	FTA Cost Effectiveness Ranking ⁴	Wetland/Water Resources (acres within 400-foot buffer)	Noise/Vibration (# of Sensitive Receptors within noise specific buffers)	Parkland (acres within 400-foot buffer)	Cultural/Historic (# of sites within 400-foot buffer)	Traffic Safety (# of intersections with higher than expected crash rates)	Equitable Access (# of households below poverty level within 1/4 mi of stations)	Equitable Access (# of Population of Color Households within 1/4 mi of stations)	Bike/Pedestrian Access (Population within walking/biking distance to stations)	Bike/Pedestrian Comfort (Population within comfortable routes for walking/biking to stations)	Roadway Access (# of access: cross-streets or driveways)	Traffic Operations (% of Access: cross-congested)	Transit Connectivity (weighted # of routes within 1/4 mi of station)	Parking (# of Spaces)	Right of Way (% of corridor in constrained ROW areas)	Right of Way (# of parcels within constrained ROW areas)	Year 2040 Population Density (average people per sq. mi. around stations)	Year 2040 Employment (average 1/4 mile of stations)	Development Potential (Employees within constrained land zoned TOD)	Development Potential Rank Based on Mode (3 = highest potential)	Development Potential Survey Results (Avg. Development Points or Market Activity per Station)	
PROJECT GOAL CATEGORIES				TRAVEL TIME/RIDERSHIP				COST				ENVIRONMENTAL				EQUITY				PED/BIKE CONNECTIVITY		ON-STREET PARKING/ACCESS, EXISTING TRANSIT SERVICE				RIGHT-OF-WAY		EMPLOYMENT/DEVELOPMENT POTENTIAL				
1	Ded. BRT to Forest Lake (City/Rail ROW)	25.3	20	6000-6100	66%	18%	65	\$1,100	\$14.1M	\$21.99 to \$22.35	Low	30	425	27	9	3	11.8	23.9	4.1	158	77	90	0%	91	30	4%	20-40	7.5	7.5	49%	2	13.6
2	via Phalen, Olive, Lafayette and E 7 th	25.1	18	6000-6100	66%	18%	60	\$1,050	\$13.6M	\$21.13 to \$21.48	Low	30	405	27	7	3	9.8	21.2	2.8	140	75	100	0%	82	50	4%	20-30	5.5	5.5	45%	2	13.2
3	via Phalen and East 7 th in mixed traffic	24.9	18	6000-6100	66%	18%	60	\$1,050	\$13.5M	\$20.68 to \$21.02	Low	29	415	24	6	3	9.3	21.1	2.5	140	75	60	3%	102	20	0%	0	5.2	5.2	46%	2	14.1
2A	LRT to White Bear Lake (City/Rail ROW)																															
2	via Phalen, Olive, Lafayette and East 7 th ²	11.4	15	6400-9500	62%	19%	37	\$1,300	\$24.6M	\$30.86 to \$31.34	Low	13	355	19	6	3	9.6	21.1	2.7	123	52	65	0%	79	50	11%	20-30	6.7	6.7	46%	3	12.6
3	via Phalen and East 7 th in mixed traffic ²	11.2	15	6400-9500	62%	19%	37	\$1,250	\$25.5M	\$29.6 to \$30.06	Low	12	365	16	4	3	9.2	21.0	2.5	123	52	25	7%	99	20	0%	0	6.3	6.3	48%	3	13.7
8	via Phalen, Olive, Univ., 12th, & Green Ln ³	11.3	17	6400-9500	62%	19%	42	\$1,200	\$22.9M	\$19.74 to \$29.31	Low	13	355	19	5	2	10.9	22.5	3.9	127	52	65	0%	142	50	10%	15-25	9.0	9.0	54%	3	18.5
2B	DMU to White Bear Lake (City/Rail ROW)																															
5	via Union Pacific RR	10.9	14	6400-6500	62%	19%	32	\$1,500	\$27.8M	\$32.58 to \$33.09	Low	13	356	17	5	0	9.2	20.3	2.5	123	52	25	0%	80	0	0%	0	6.4	6.4	41%	2	2
2C	Ded. BRT to White Bear (City/Rail ROW)																															
1	via Phalen, Pennsylvania and Jackson	11.6	17	5300-5400	65%	20%	42	\$650	\$10.0M	\$16.35 to \$16.66	Low	13	375	19	8	3	11.6	23.8	4.0	141	54	55	0%	88	30	7%	20-40	9.0	9.0	51%	2	16.0
2	via Phalen, Olive, Lafayette and E 7 th	11.4	15	5300-5400	65%	20%	37	\$650	\$9.5M	\$15.38 to \$15.67	Low	13	355	19	6	3	9.6	21.1	2.7	123	52	65	0%	79	50	7%	20-30	6.7	6.7	46%	2	15.8
3	via Phalen and East 7 th in mixed traffic	11.2	15	5300-5400	65%	20%	37	\$600	\$9.4M	\$14.87 to \$15.15	Low/ Medium-Low	12	365	16	5	3	18.2	21.0	2.5	123	52	25	7%	99	20	0%	0	6.3	6.3	48%	2	16.9
3A	Ded. BRT to White Bear Lake (WBA)																															
1	via Phalen, Pennsylvania and Jackson	13.6	23	4800-4900	70%	22%	51	\$900	\$11.8M	\$23.29 to \$23.78	Low	13	265	8	7	12	15.5	31.3	5.0	165	66	250	25%	123	50	51%	210-280	8.2	8.2	55%	2	10.3
2	via Phalen, Olive, Lafayette and E 7 th	13.4	21	4800-4900	70%	22%	46	\$850	\$11.3M	\$22.22 to \$22.69	Low	13	245	8	5	12	13.4	28.6	3.7	147	64	260	25%	114	70	51%	220-270	6.2	6.2	52%	2	9.7
3	via Phalen and East 7 th in mixed traffic	13.2	21	4800-4900	70%	22%	46	\$850	\$11.2M	\$21.66 to \$22.11	Low	12	255	5	4	12	13.0	28.5	3.4	147	64	220	32%	134	20	59%	250-310	5.9	5.9	53%	2	10.5
3B	LRT to White Bear Lake (WBA)																															
2	via Phalen, Olive, Lafayette and East 7 th ²	13.4	21	6500-6600	59%	21%	46	\$1,700	\$29.2M	\$38.49 to \$39.08	Low	13	355	8	5	12	13.4	28.6	3.7	147	64	260	25%	114	70	51%	220-270	6.2	6.2	52%	3	9.7
3	via Phalen and East 7 th in mixed traffic ²	13.2	21	6500-6600	59%	21%	46	\$1,650	\$28.8M	\$37.21 to \$37.78	Low	12	365	5	6	12	13.0	28.5	3.4	147	64	220	32%	134	20	59%	250-310	5.9	5.9	53%	3	10.5
8	via Phalen, Olive, Univ., 12th, & Green Ln ³	13.3	23	6400-9500	59%	21%	51	\$1,550	\$28.5M	\$25.31 to \$37.57	Low	13	355	8	4	11	14.8	30.0	4.9	151	64	260	26%	177	70	51%	215-275	8.2	8.2	57%	3	14.3
4	Arterial BRT to White Bear Lk (WBA)																															
4	via Arcade and East 7th Street	13.2	24	5700-6000	34%	26%	56	\$75	\$10.1M	\$6.61 to \$6.96	Medium	25 ¹	535 ¹	9	4	18	15.7	32.1	4.9	161	64	540 ¹	46%	125	20	55%*	0	7.4	7.4	54%	1	9.3

1. Arterial BRT and mixed traffic options will operate on existing roadways and will likely not impact resources outside of the roadway footprint.

2. Ridership assumes interlining with future Riverview Transit Corridor

3. Includes two Green Line stations (10th Street, Central)

4. FTA Cost Effectiveness Break Points: High = <\$4.00, Medium-High = \$4.00-\$5.99, Medium = \$6.00-\$9.99, Medium-Low = \$10.00-\$14.99, Low = >\$15.00

Higher Benefit	>8000	>65%	>20%	<30 minutes	<\$750M	<\$10M	<\$5.99	High to Medium-High	<10 acres	<300 receptors	<10 acres	<4 site	No Locations	>10k	>25k	>3k	>=140k	>70k	<100 access	0%	>100	<=20 spaces	0%	0 to 50 parcels	>6k	>7k	>50%	3 rank	>15.0
Medium Benefit	5000 - 8000	45%-65%	15%-20%	30-50 minutes	\$750M - \$1,200M	\$10M-\$20M	\$6.00-\$14.99	Medium to Medium-Low	10 to 20 acres	300 to 400 receptors	10-20 acres	4-6 sites	1-10 locations	5k to 10k	10k to 25k	2 to 3k	100k to 140k	50-70K	100 to 200 access	1% to 25%	50 to 100	20-60 spaces	1% to 40%	50 to 200 parcels	4k to 6k	5k to 7k	25% to 50%	2 rank	10.0 to 15.0
Lower Benefit	<5000	<45%	<15%	>50 minutes	>\$1,200M	>\$20M	>\$15.00	Low	>20 acres	>400 receptors	>20 acres	>6 sites	>10 locations	<3k	<9k	<2k	<100k	<50k	>200 access	>25%	<50	>60 spaces	>40%	>200 parcels	<4k	<5k	<25%	1 rank	<10.0
Based on high end of range					Based on FTA Cost Effectiveness Breakpoints ⁴																								