



May 22, 2018

STATION AREA PLANNING

MAPLEWOOD WORKING GROUP - MEETING #1

Meeting Agenda

- | | |
|--|-------------------|
| 1. Introductions | 5 minutes |
| ▪ Project overview. | |
| 2. Station area presentation | 10 minutes |
| ▪ Background information. | |
| ▪ Ideal transit-oriented development. | |
| 3. Breakout Table Discussions (consecutive) | 90 minutes |
| ▪ Highway 36/ English Station (30 min.) | |
| ▪ Frost Station (30 min.) | |
| ▪ Larpenteur Station (30 min.) | |
| 4. Table summaries | 10 minutes |
| 5. Next steps | 5 minutes |



***Rush
Line***

B R T

Project Overview

Pre-Project Development Study Process (2014-2017)

- Examined 55 route segments and 7 types of bus and rail transit vehicles.

A process flow diagram consisting of four horizontal arrows pointing to the right, arranged in a descending staircase pattern. The arrows are colored as follows: dark teal, light blue, yellow, and light yellow. Each arrow contains text describing a step in the process.

Define Project Needs, Goals & Objectives

Develop Alternatives

Evaluate Alternatives

Select Alternative

- 5,200 conversations at over 150 engagement events

Established Purpose and Need

- Purpose:
 - 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.
- Needs:
 - Sustainable growth and development.
 - People who rely on transit.
 - Sustainable travel options are limited.
 - Increasing demand for transit.



Locally Preferred Alternative



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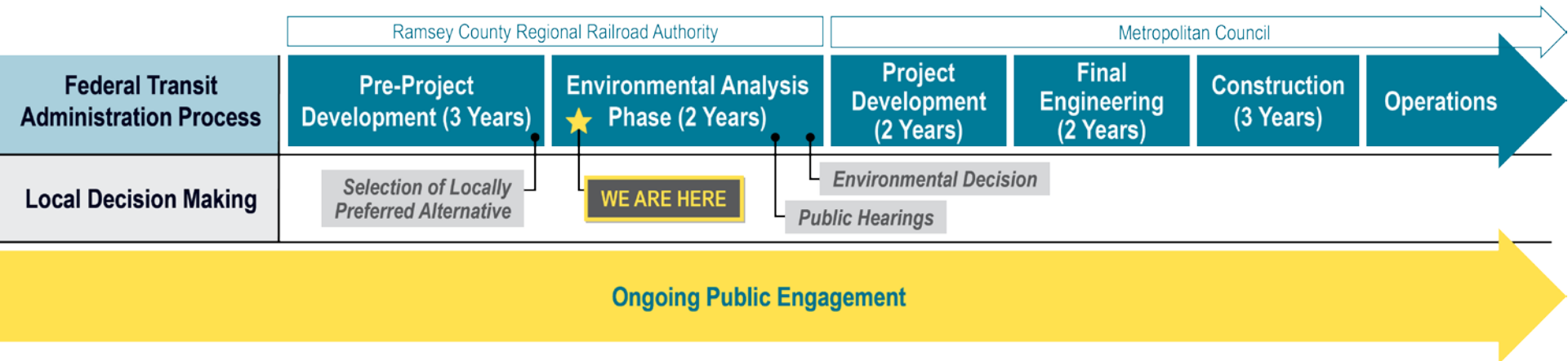
- Dedicated guideway BRT.
- Phalen Boulevard and Robert Street into downtown Saint Paul.
- Ramsey County Regional Railroad right-of-way (shared with Bruce Vento Trail).
- Highway 61 north of I-694 into White Bear Lake.
- Explore future connections to the north and other system improvements.



Transitway Development Process



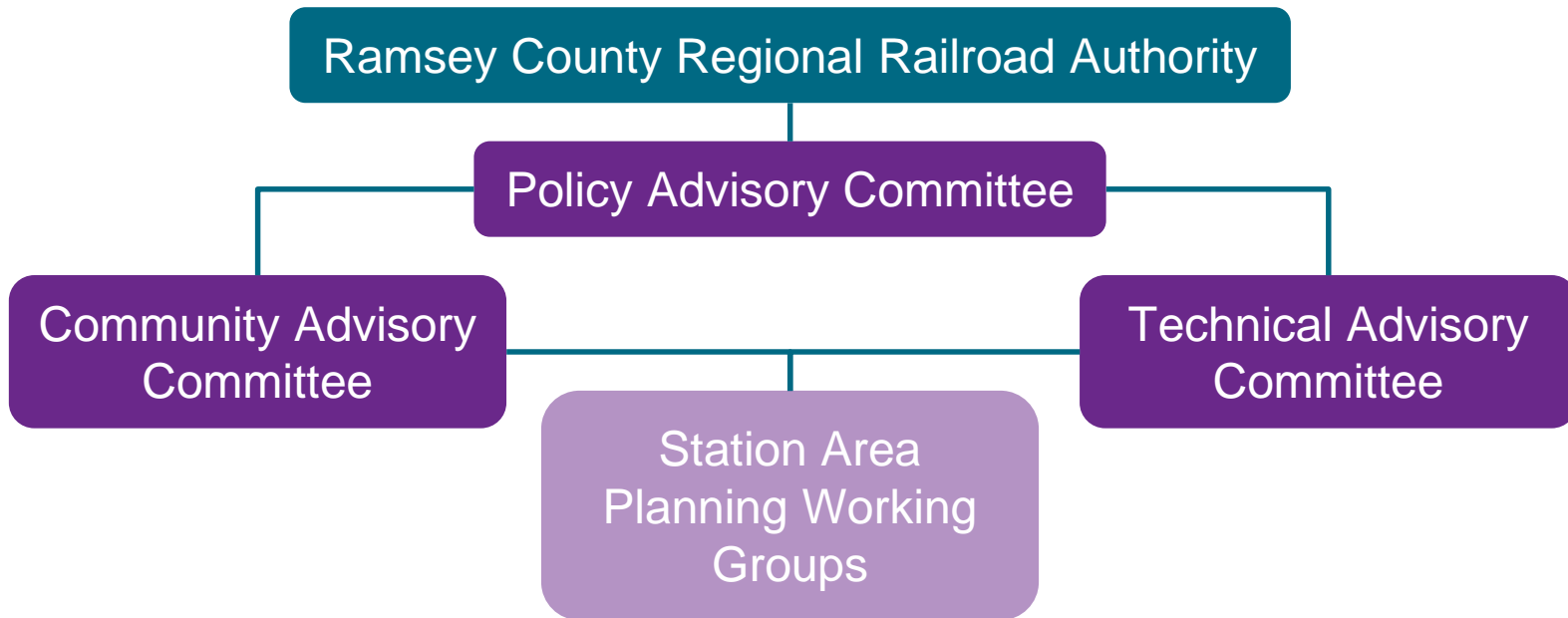
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Environmental Analysis Phase Advisory Committees and Working Groups



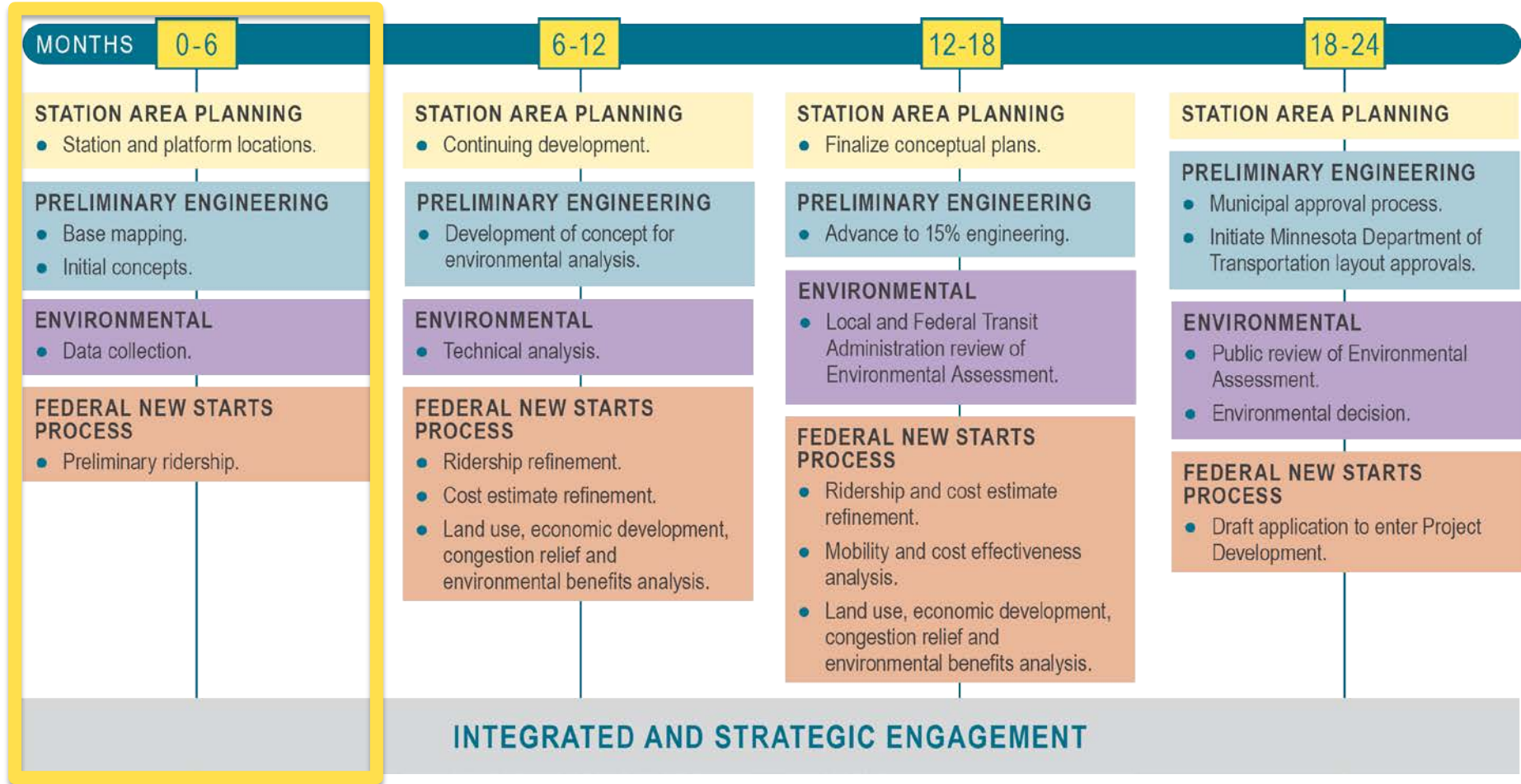
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Environmental Analysis Phase Schedule



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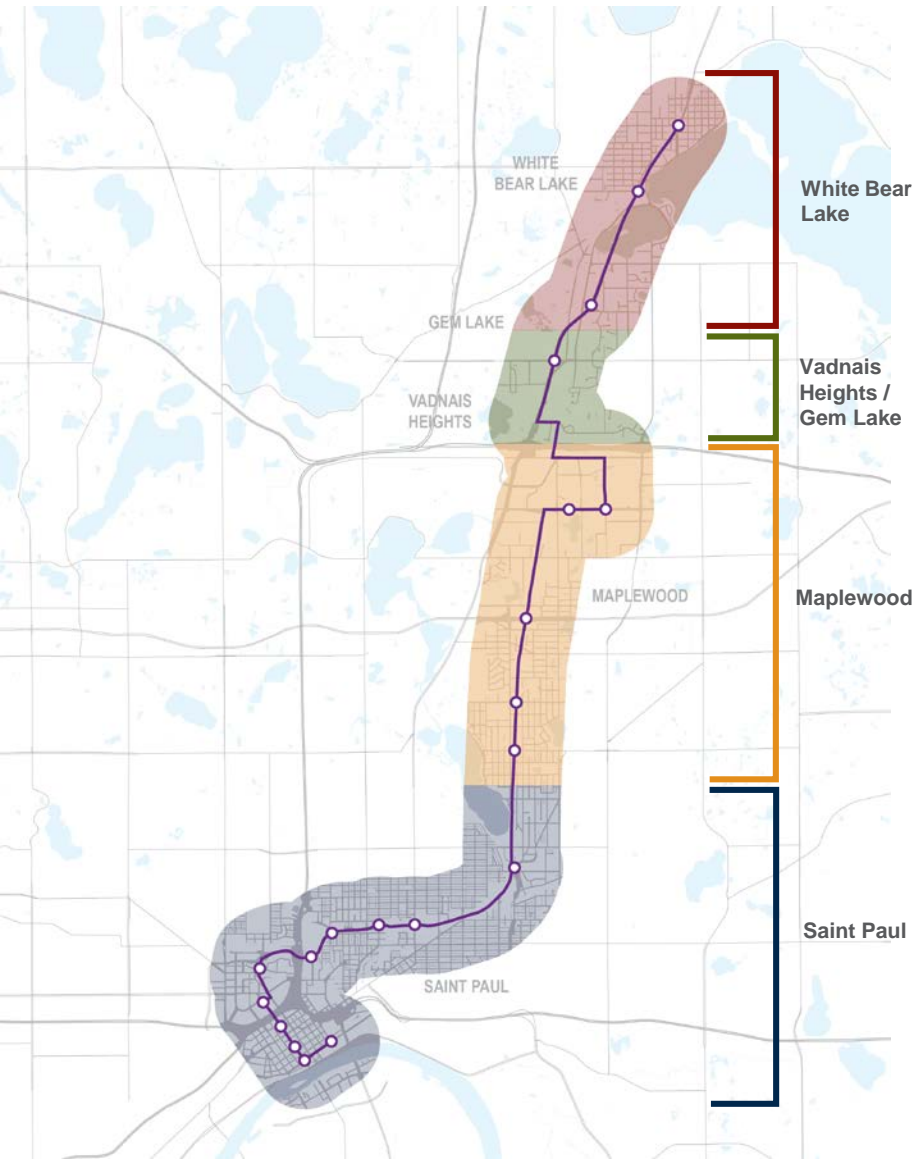
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Station Area Planning

The Corridor



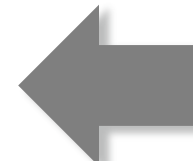
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White Bear Lake
 Downtown White Bear Lake station
 Marina Triangle station
 Cedar Avenue station

Vadnais Heights / Gem Lake
 County Road E station

Maplewood
 Maplewood Mall station
 St. John's Hospital station
Highway 36 / English Street station
 Frost Avenue station
 Larpenteur Avenue station

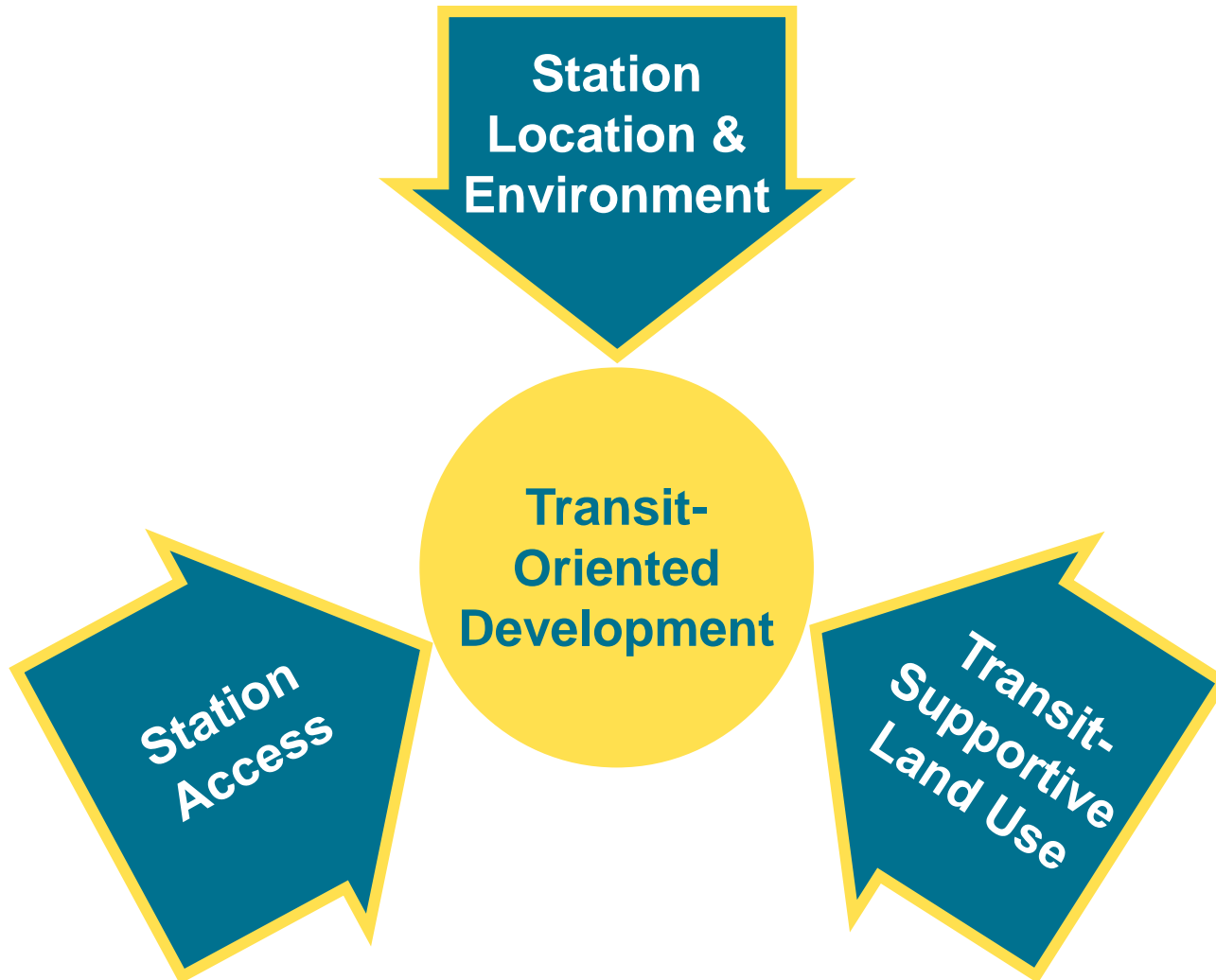


Saint Paul
 Phalen Village station
 Arcade station
 Payne station
 Cayuga Street station
 Olive station
 Mt. Airy station
 Regions / Green Line
 9th / 10th Street
 5th / 6th Street
 Kellogg Boulevard
 Union Station

Station Area Planning Tasks



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Meeting #1 – Background information and station platform location assessment

Meeting #2/3 – Station platform location options and preferred concept



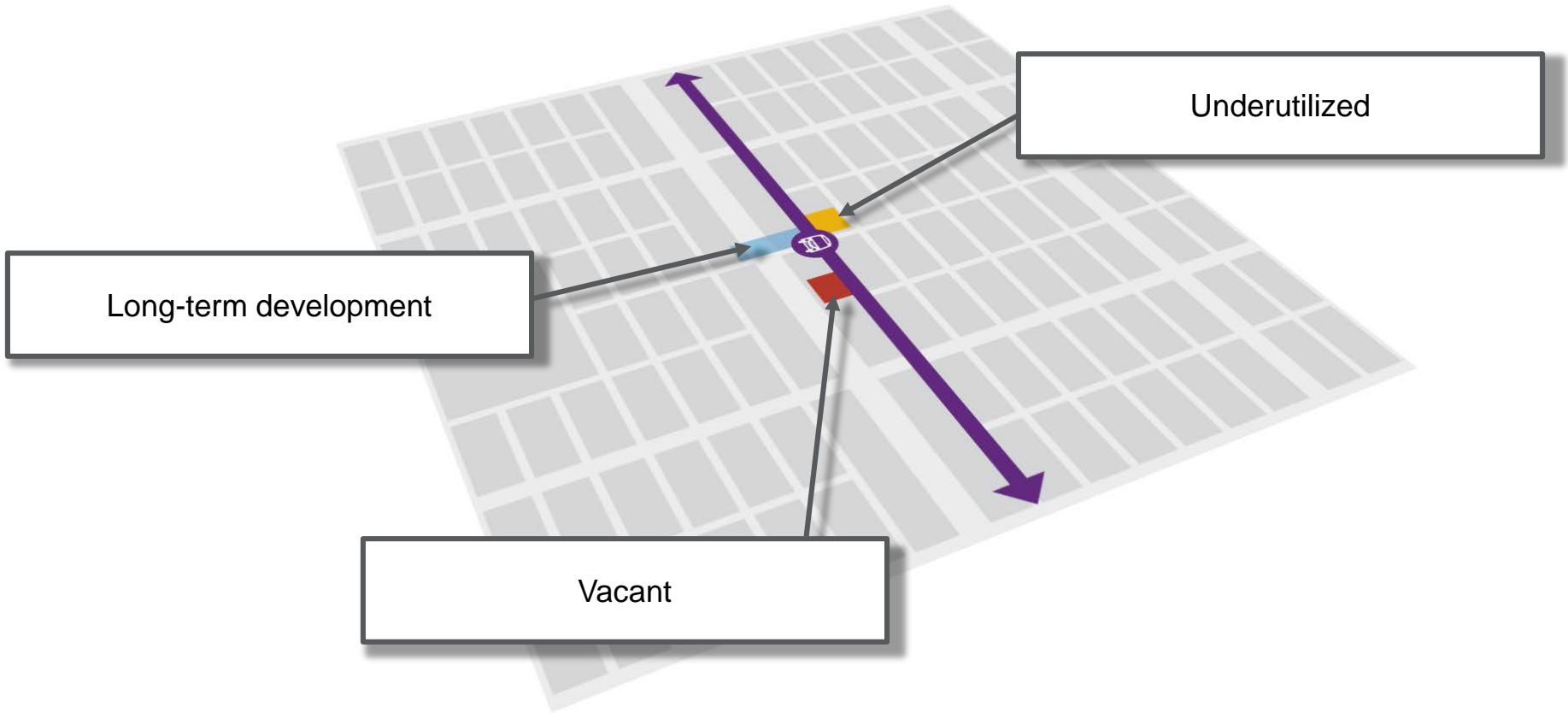
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Background Information

Development Opportunities

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Development Opportunities



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Vacant



Development Opportunities



Opportunity Sites



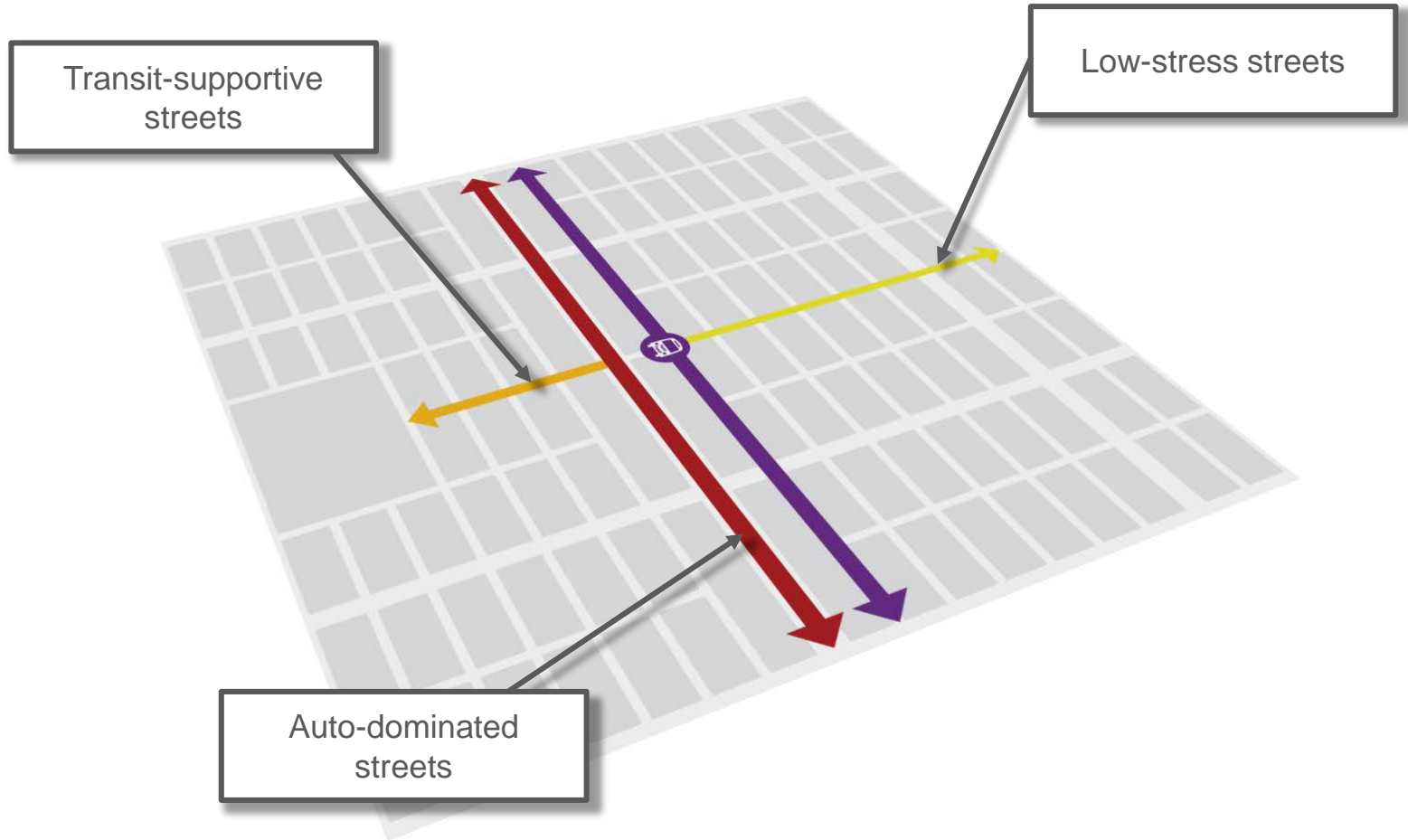
Development Opportunities



Long-Term Redevelopment



Station Access



Station Access



B R T

Low-Stress Streets (Under 1,500 average daily traffic)



Station Access



Transit-Supportive Streets (5,000-15,000 average daily traffic)



Station Access



Auto-Dominated Streets (15,000+ average daily traffic)





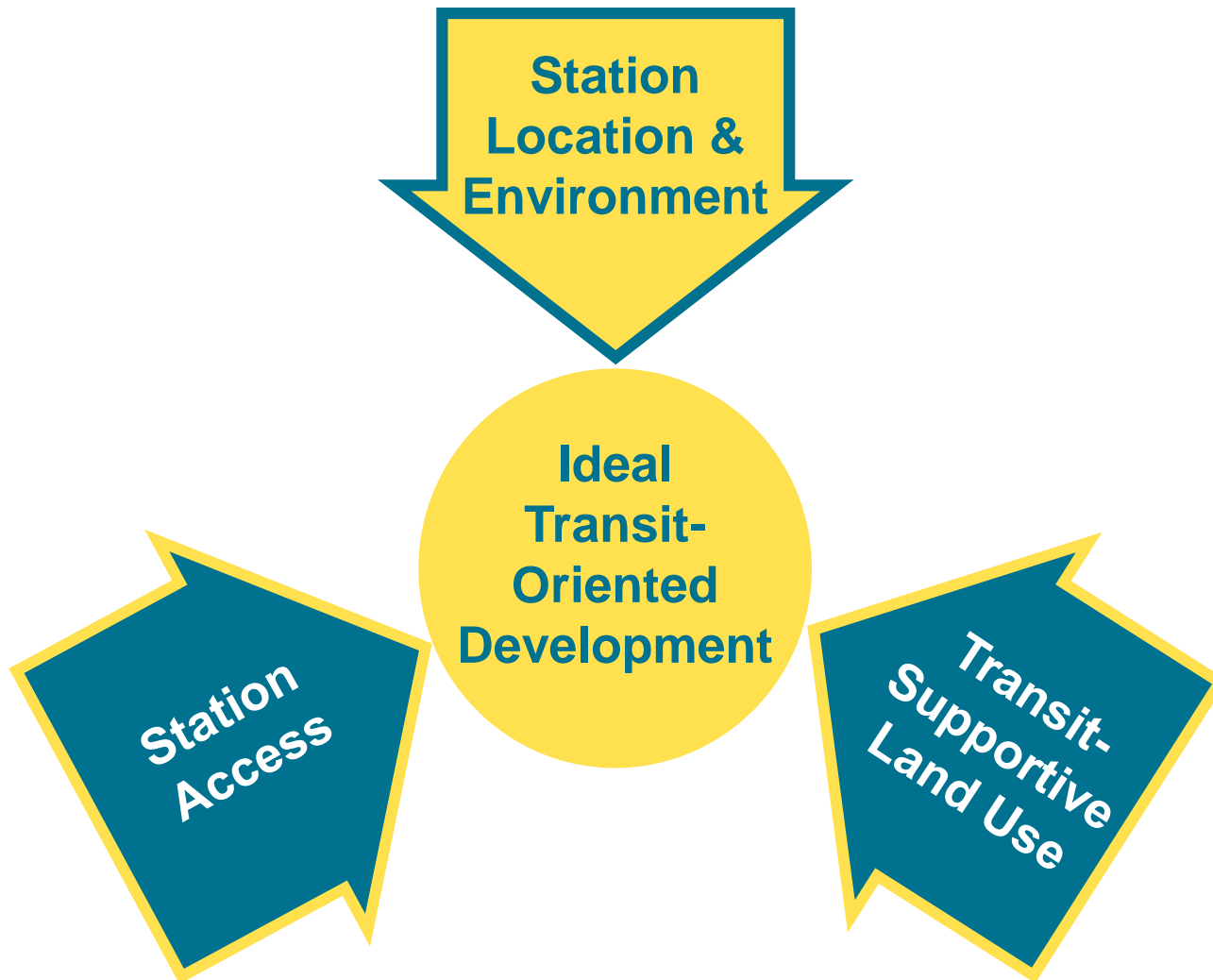
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Ideal Transit-Oriented Development

Ideal Transit Oriented Development

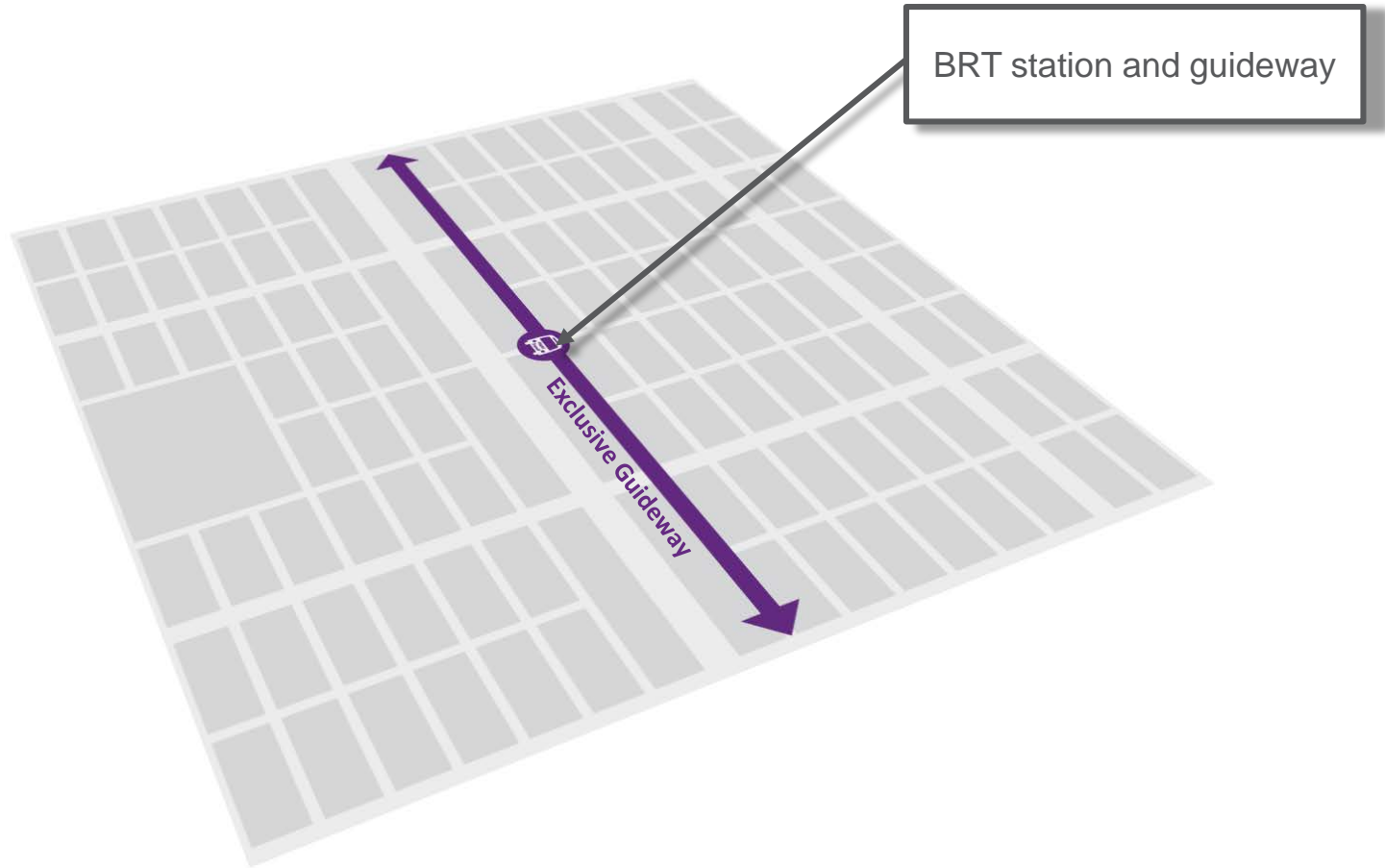


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BRT Station & Guideway

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Dedicated BRT Service



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Dedicated Bus Lane
Limited auto turning/parking access



Google Earth

Dedicated Guideway
No auto access



John Greenfield

Accessible & Comfortable Platforms



Fewer Stops (1/2 mile apart)



Highway 126 EmX West BRT — Eugene, Oregon

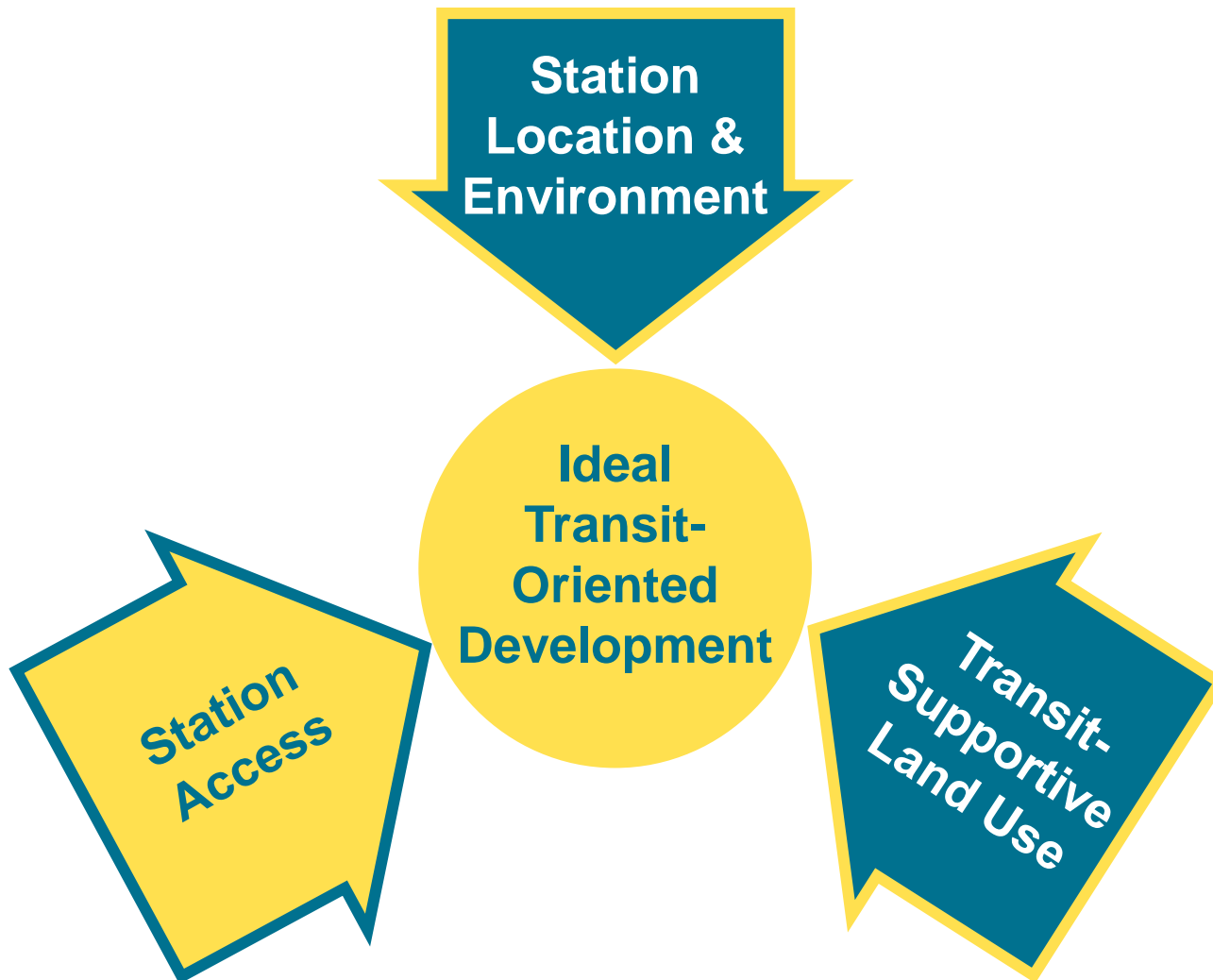


Station platform

Ideal Transit-oriented Development

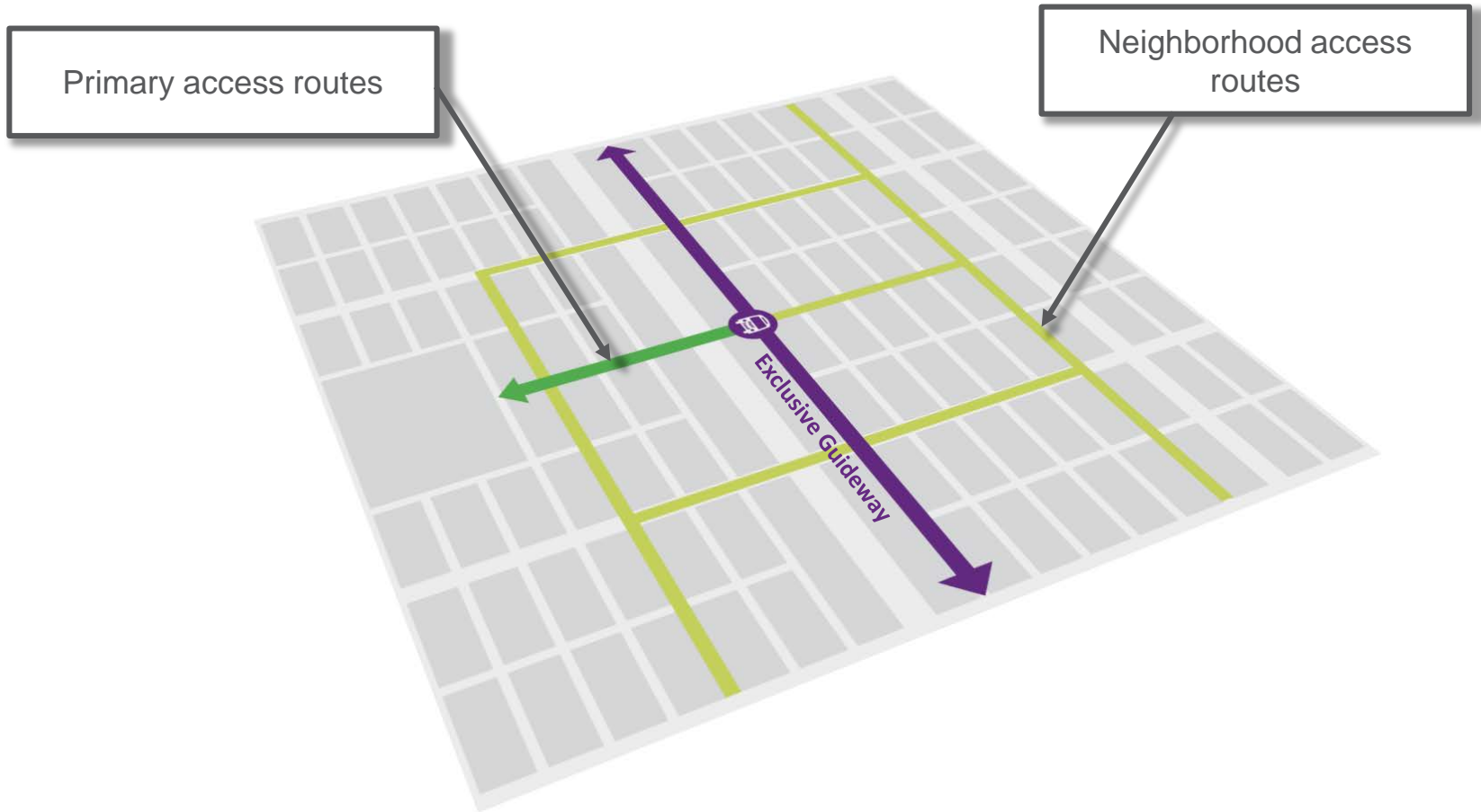


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Station Access Routes

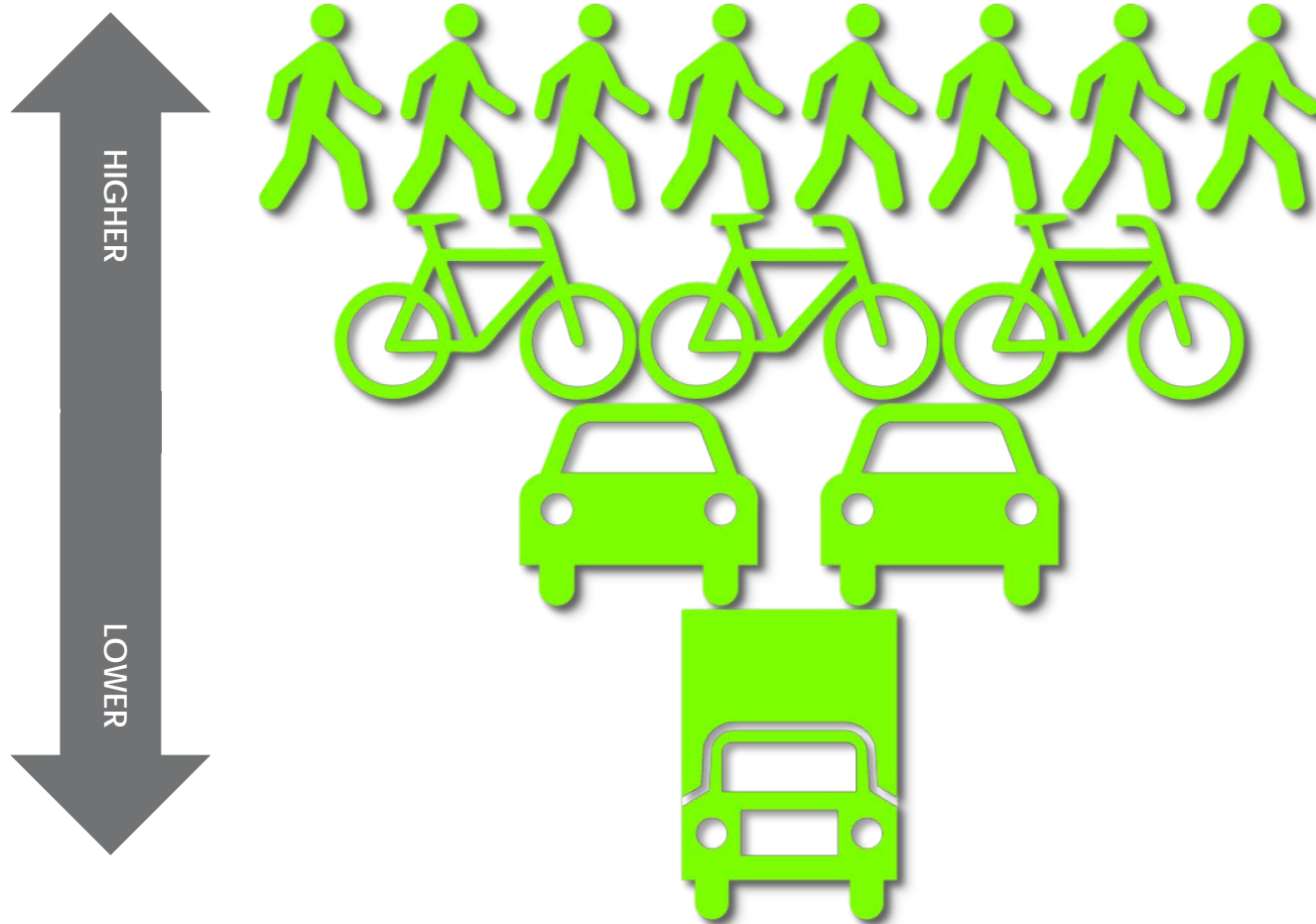
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Pedestrian & Bicyclist Emphasis

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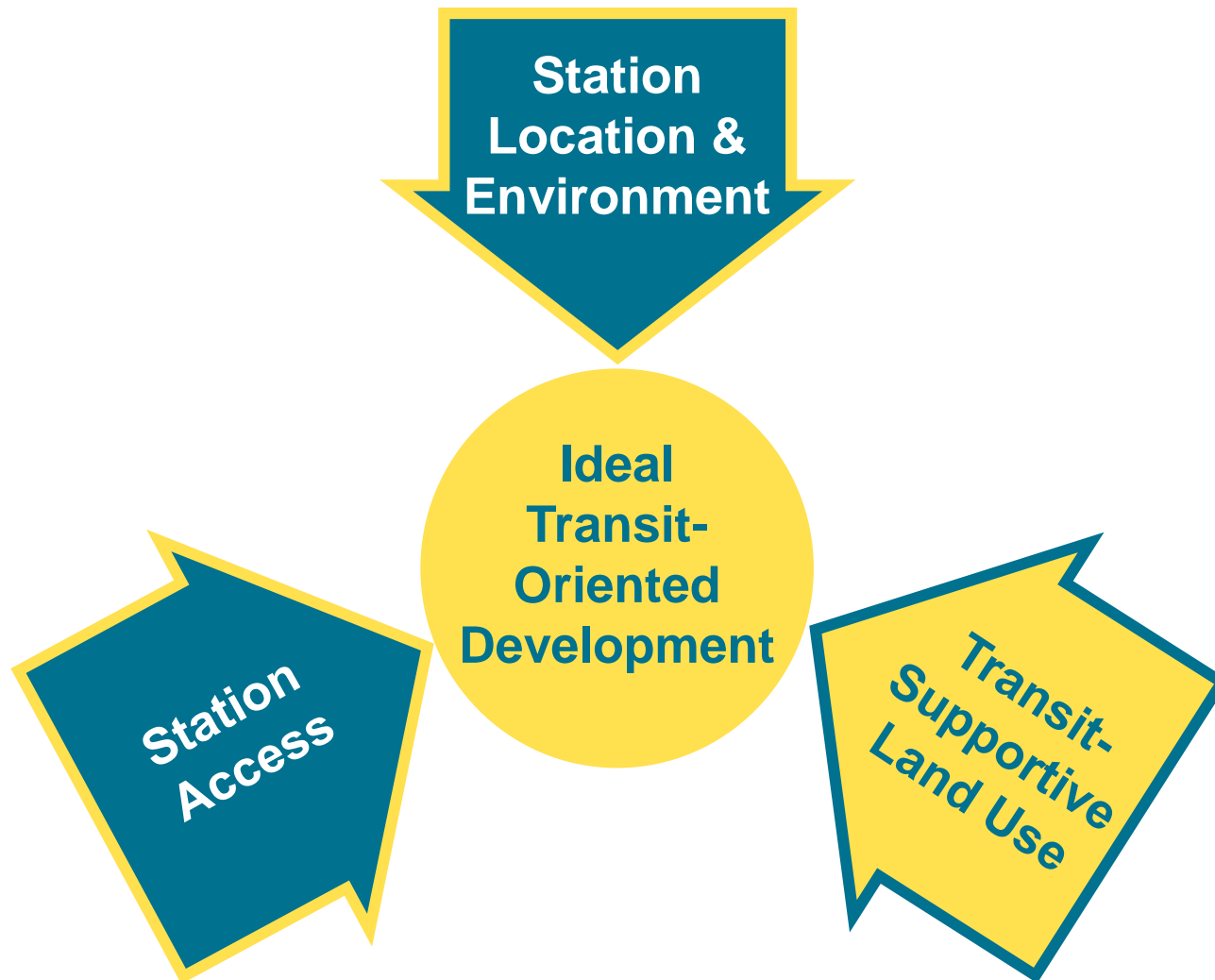
Transit-Oriented Development Street Design Priorities



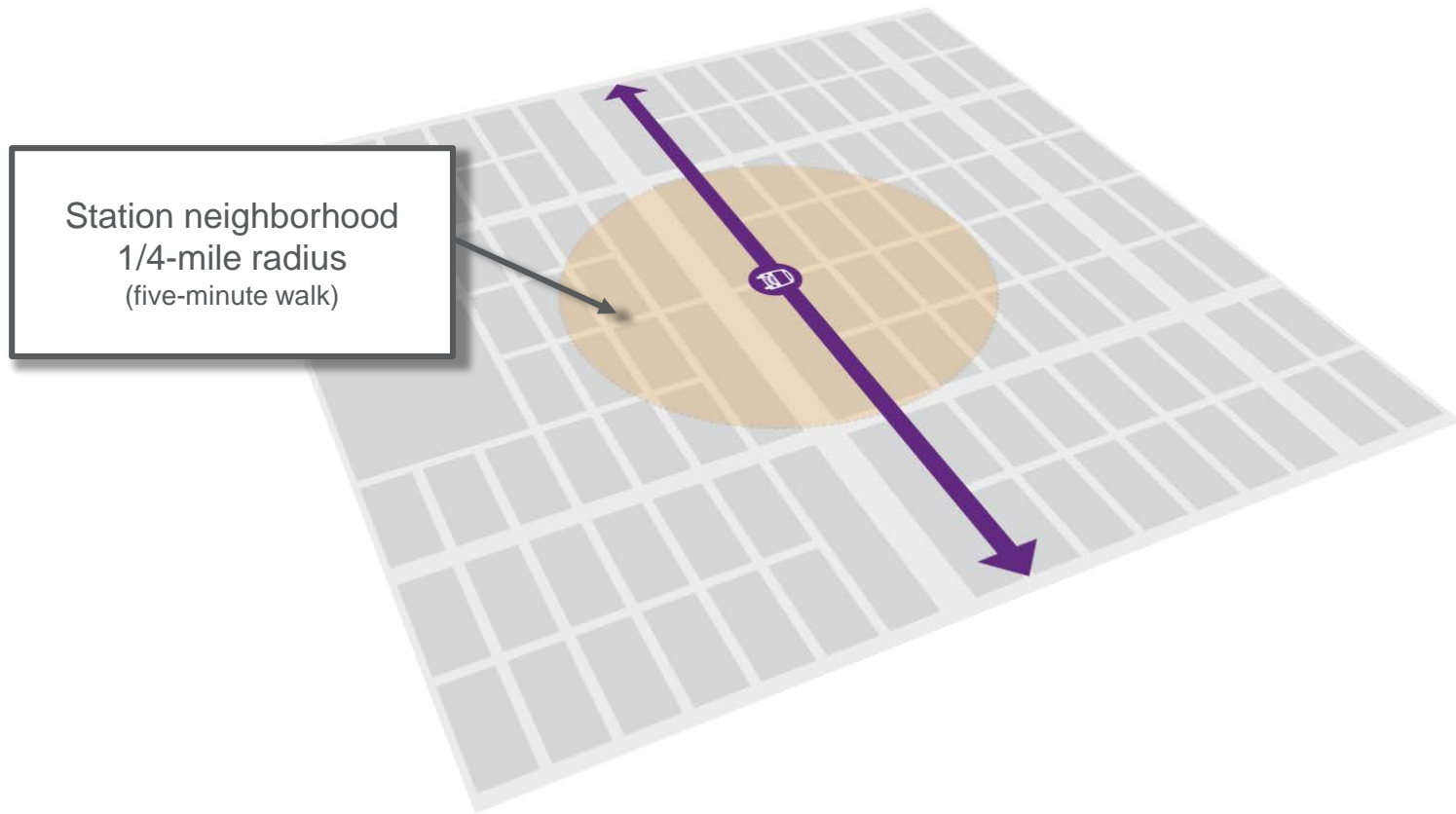
Ideal Transit Oriented Development



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Transit-Supportive Land Use

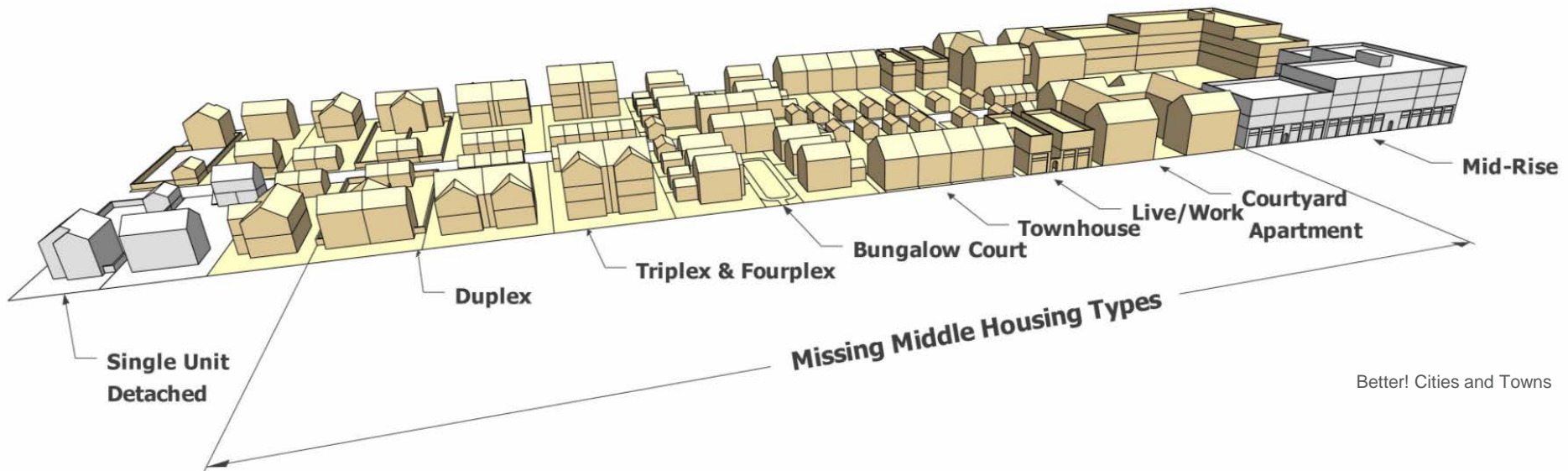


Station neighborhood
1/4-mile radius
(five-minute walk)

Station Neighborhood: Infill Housing

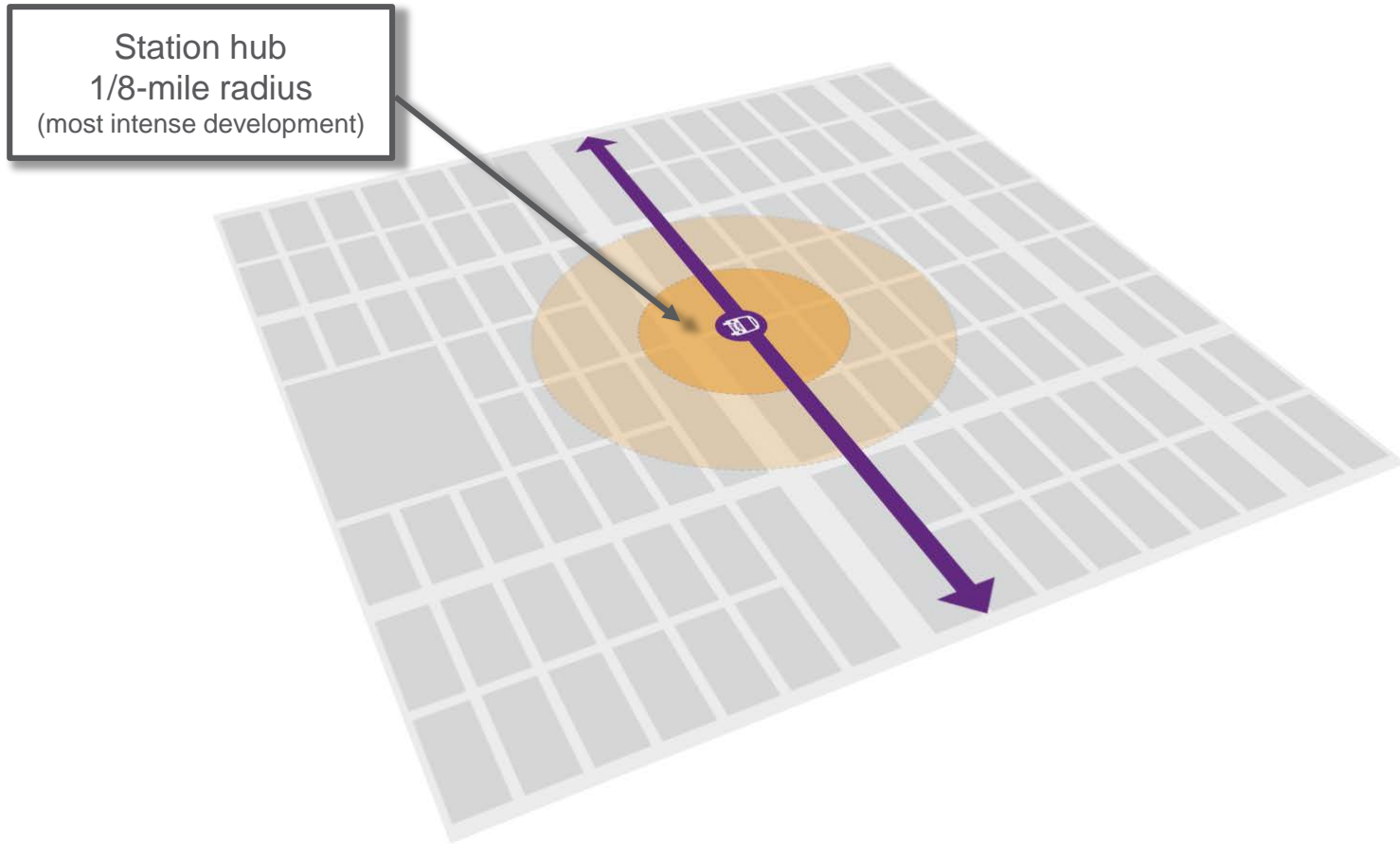
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Missing – Middle Housing Types



Better! Cities and Towns

Transit-Supportive Land Use



Station Hub: Mix of Uses

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**‘18-Hours of Activity’
Residential and Office Over Retail and Commercial Storefronts**





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Ramsey County Regional Right-of-way

Ramsey County Regional Right-of-way



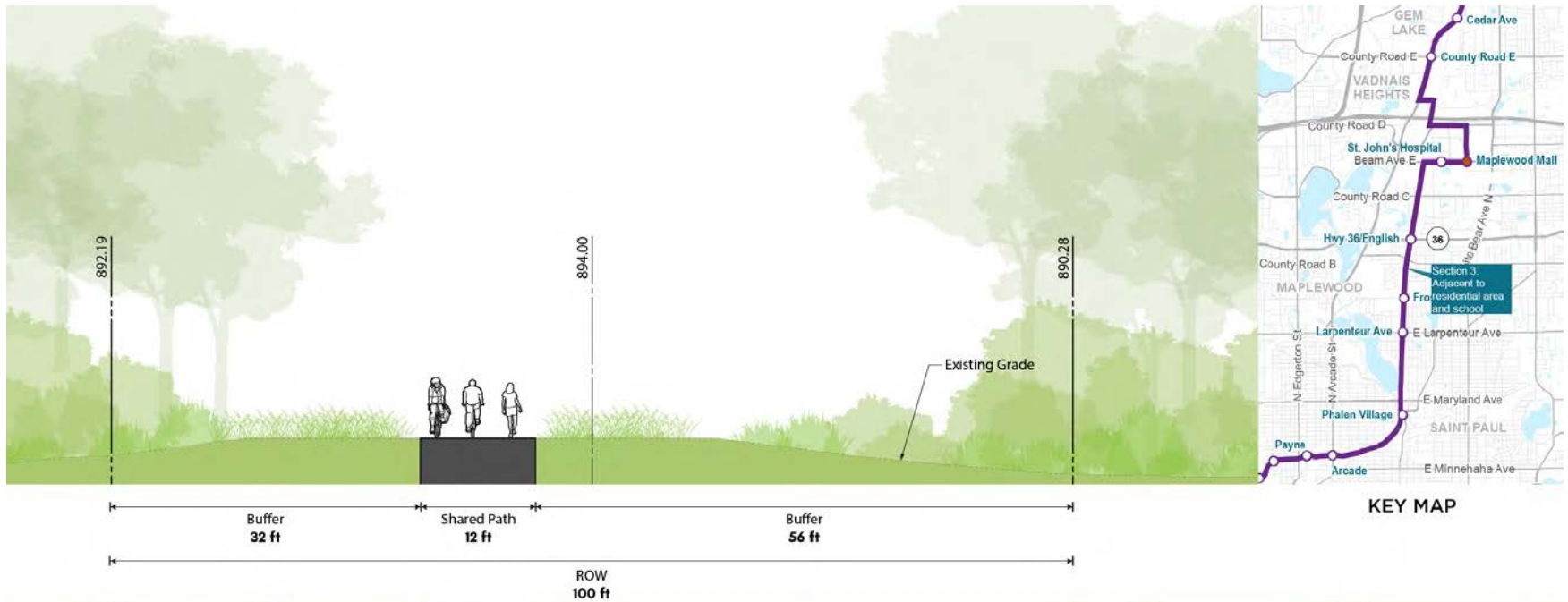
Ramsey County Regional Right-of-way

B R T



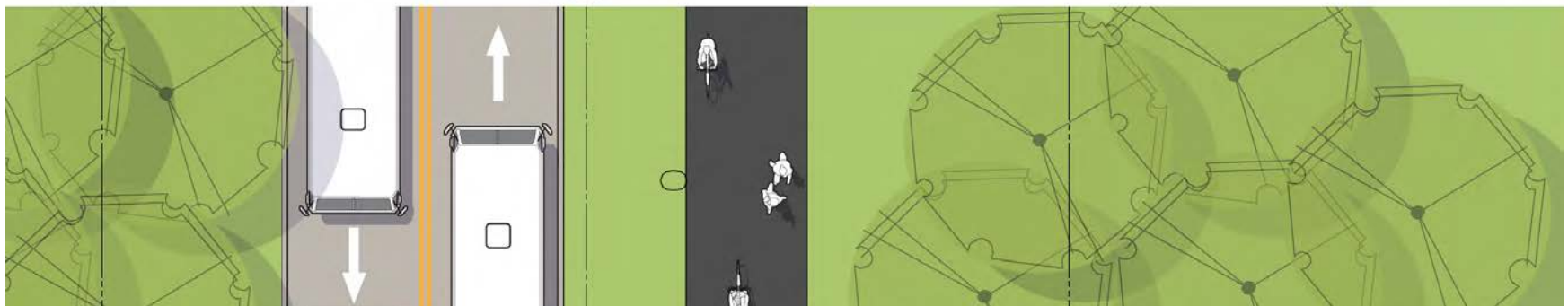
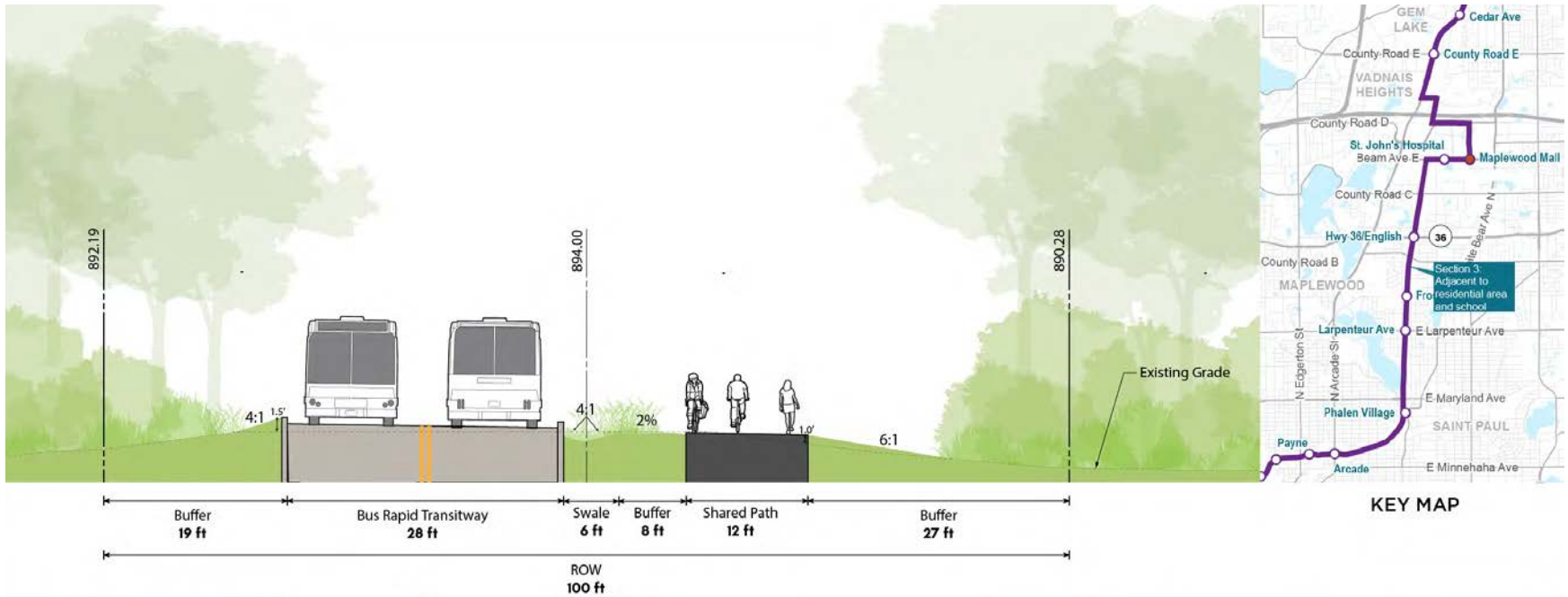
Existing Conditions

B R T



BRT & Shared Use Path

B R T





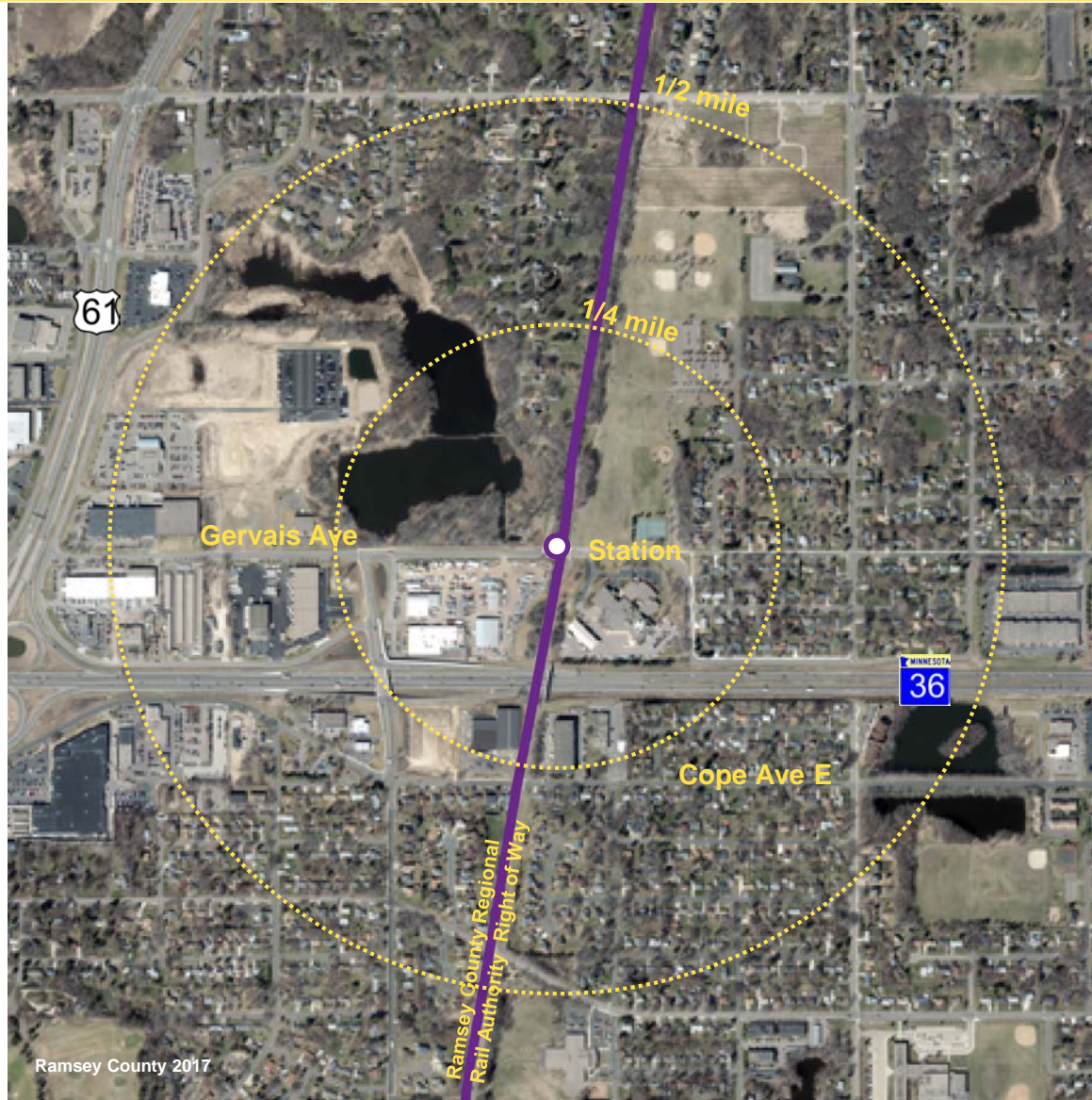
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B R T

Breakout Table Discussions Highway 36/English

Highway 36/ English Street

B R T





Breakout Table Discussion (30 minutes)



Identify on your table map:

- #1 – Pedestrian accessible and comfortable station platform location north of Highway 36 along Ramsey County Regional Rail Authority Right-of-way.
- #2 – Potential park-and-ride location within this area.
- #3 – Pedestrian and bicycle access routes to neighborhoods, Harvest Park and other destinations.
- #4 – Potential long term and short term redevelopment opportunities.
- #5 – Any concerns or areas of importance where the BRT shares space with the Bruce Vento Trail.



Breakout Table Discussion (30 minutes)



Summarize your table's top three Highway 36/ English Street opportunities & top three challenges.

Opportunities

1. _____
2. _____
3. _____

Challenges

1. _____
2. _____
3. _____

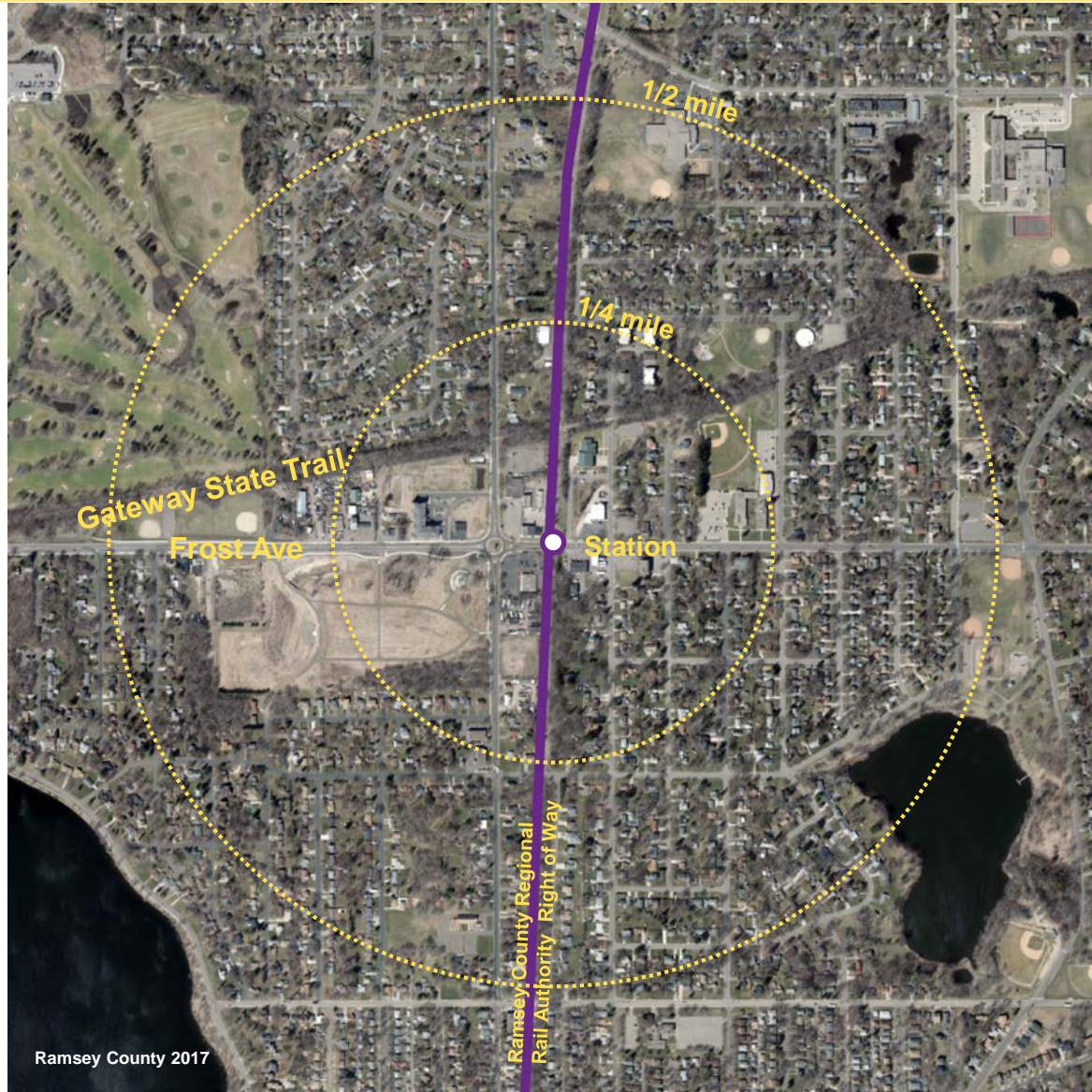


B R T

Breakout Table Discussions Frost Avenue

Frost Avenue Station Area

B R T





Breakout Table Discussion (30 minutes)



Identify on your table map:

- #1 – Pedestrian accessible and comfortable station platform location north or south of Frost Avenue, along Ramsey County Regional Rail Authority Right-of-way.
- #2 – Opportunities for potential short-term & long-term redevelopment along Frost Avenue and English Avenues.
- #3 – Opportunities for neighborhood pedestrian & bicycle access routes.
- #4 – Any concerns or areas of importance where the BRT shares space with the Bruce Vento Trail.



Breakout Table Discussion (30 minutes)



Summarize your table's top three Frost Avenue station opportunities & top three challenges.

Opportunities

1. _____
2. _____
3. _____

Challenges

1. _____
2. _____
3. _____



B R T

Breakout Table Discussions Larpenteur Avenue

Larpenteur Avenue Station Area

B R T





Breakout Table Discussion (30 minutes)



Identify on your table map:

- #1 – Pedestrian accessible and comfortable station platform location north or south of Larpenteur Avenue, along Ramsey County Regional Rail Authority Right-of-way.
- #2 – Opportunities for neighborhood pedestrian & bicycle routes.
- #3 – Explore opportunities for infill transit-supportive use within ¼- mile of the station.
- #4 – Any concerns or areas of importance where the BRT shares space with the Bruce Vento Trail.



Breakout Table Discussion (30 minutes)



Summarize your table's top three Larpenteur Avenue station opportunities & top three challenges.

Opportunities

1. _____
2. _____
3. _____

Challenges

1. _____
2. _____
3. _____



Next Steps

Meeting #1 – Background information and station platform location assessment

Meeting #2/3 – Station platform location options and preferred concept



B R T

May 22, 2018

STATION AREA PLANNING

MAPLEWOOD WORKING GROUP - MEETING #1



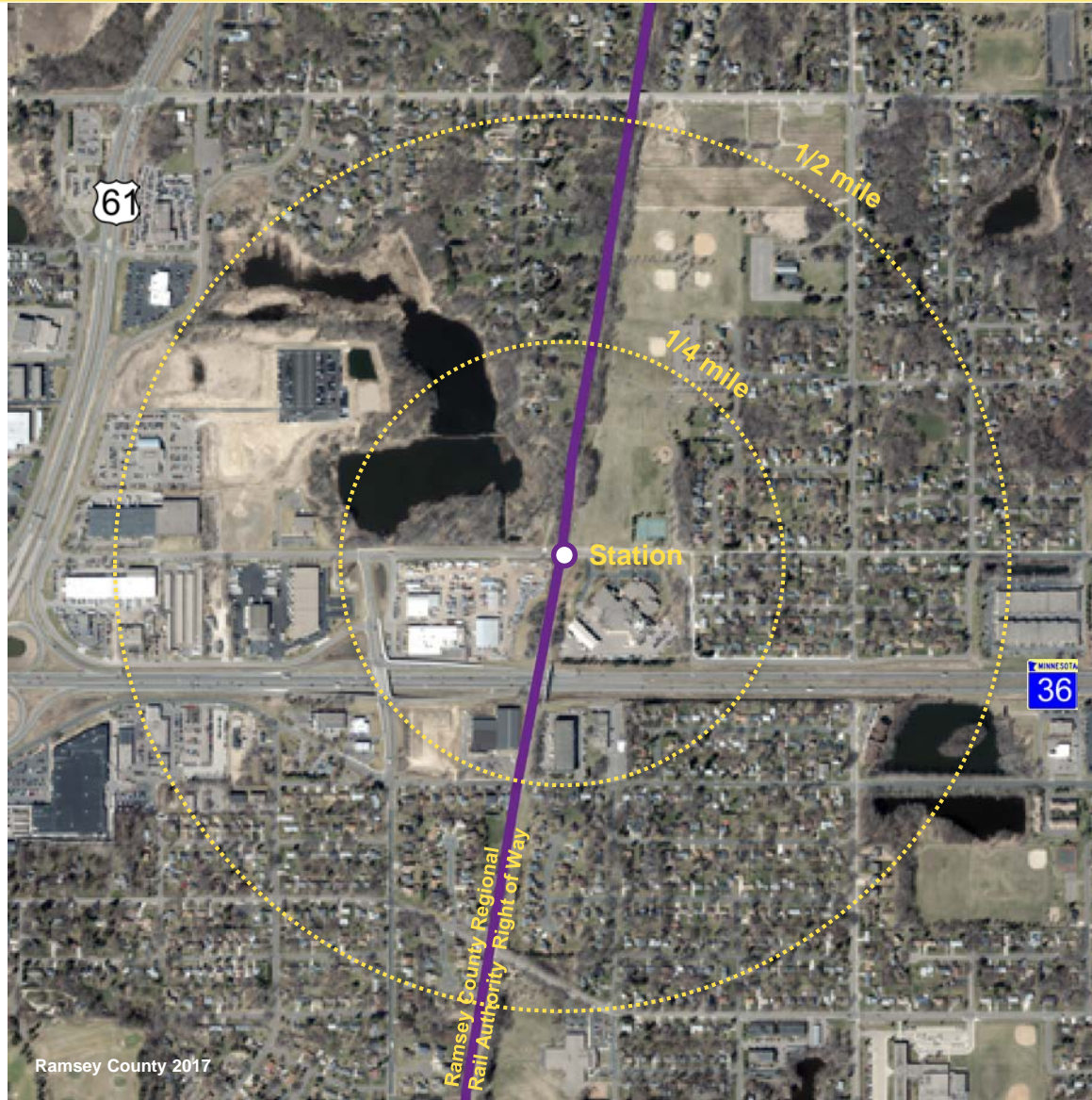
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B R T

Highway 36/English Handout

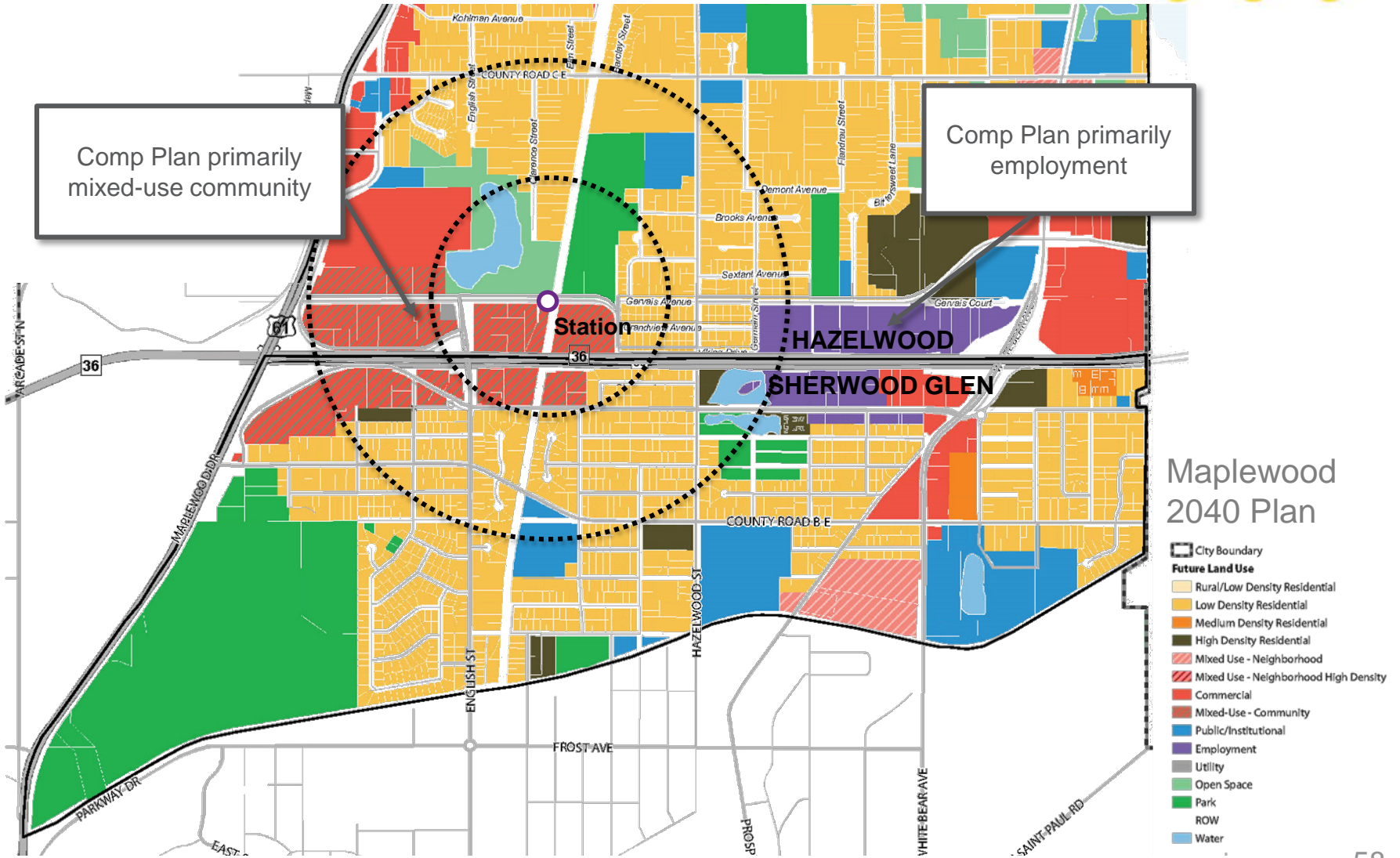
Highway 36/ English Street

B R T



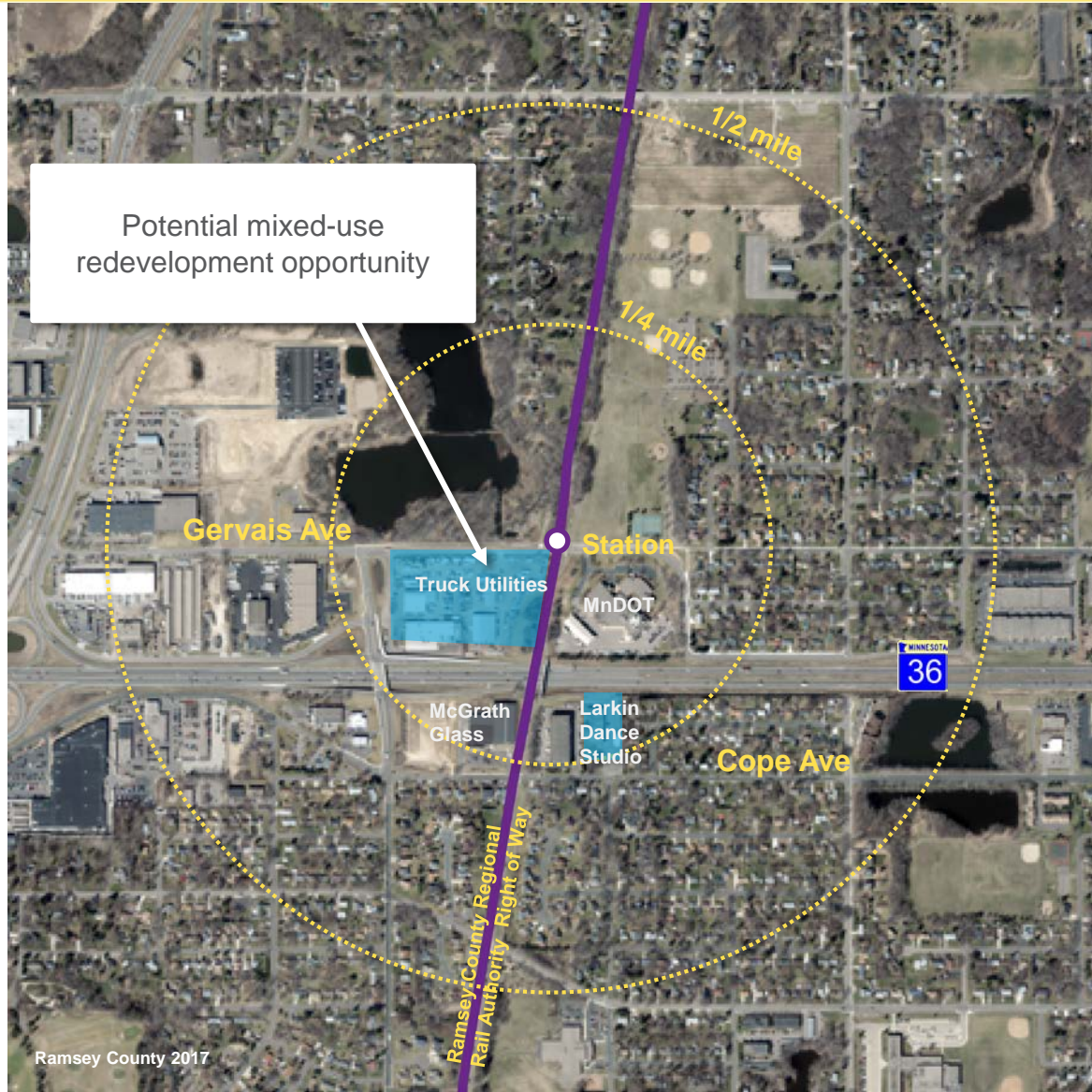
Comprehensive Plan

B R T



Redevelopment Sites

B R T

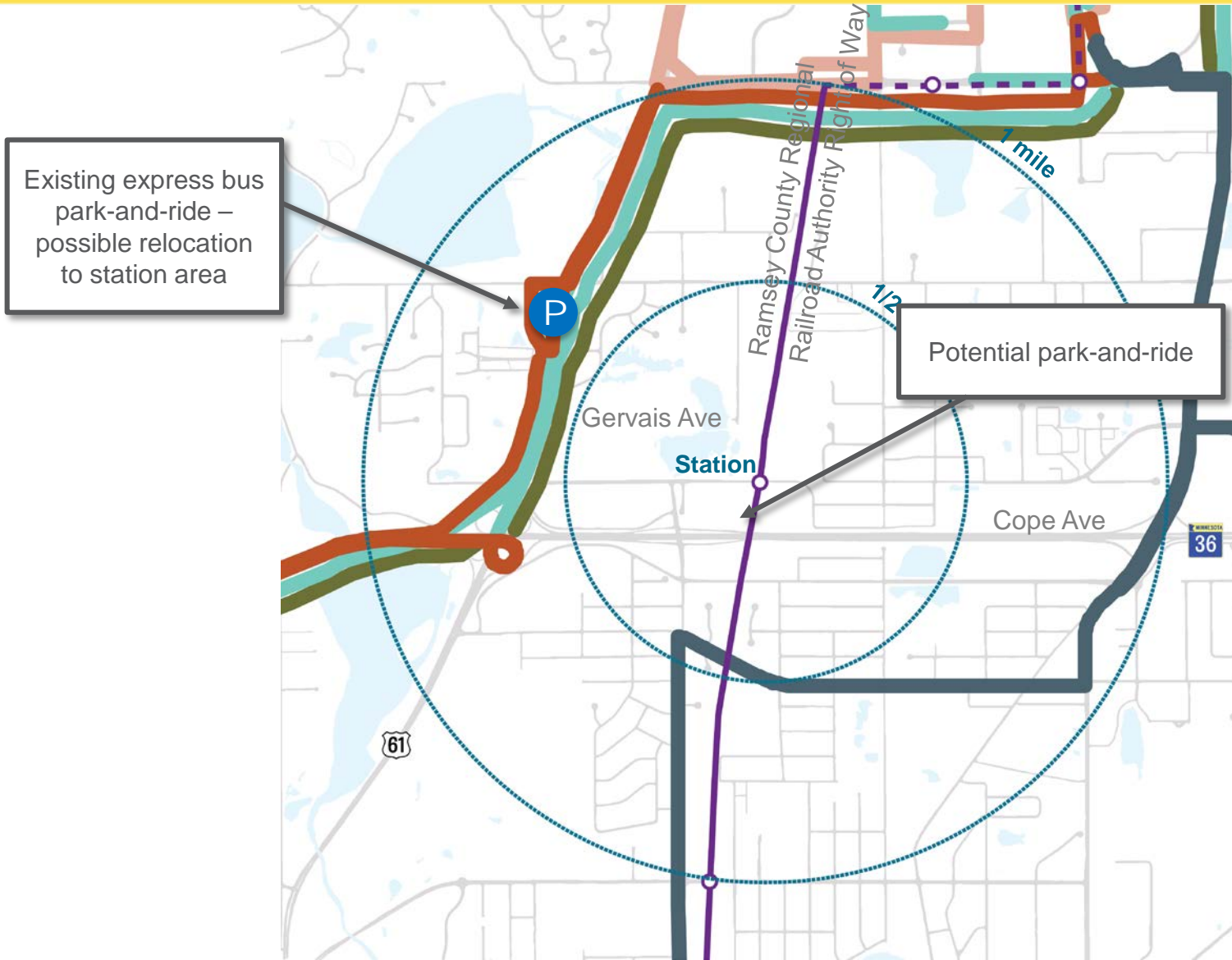


Ramsey County 2017

- Vacant
- Opportunity sites
- Long-Term Redevelopment

Existing Connecting Bus Route

B R T

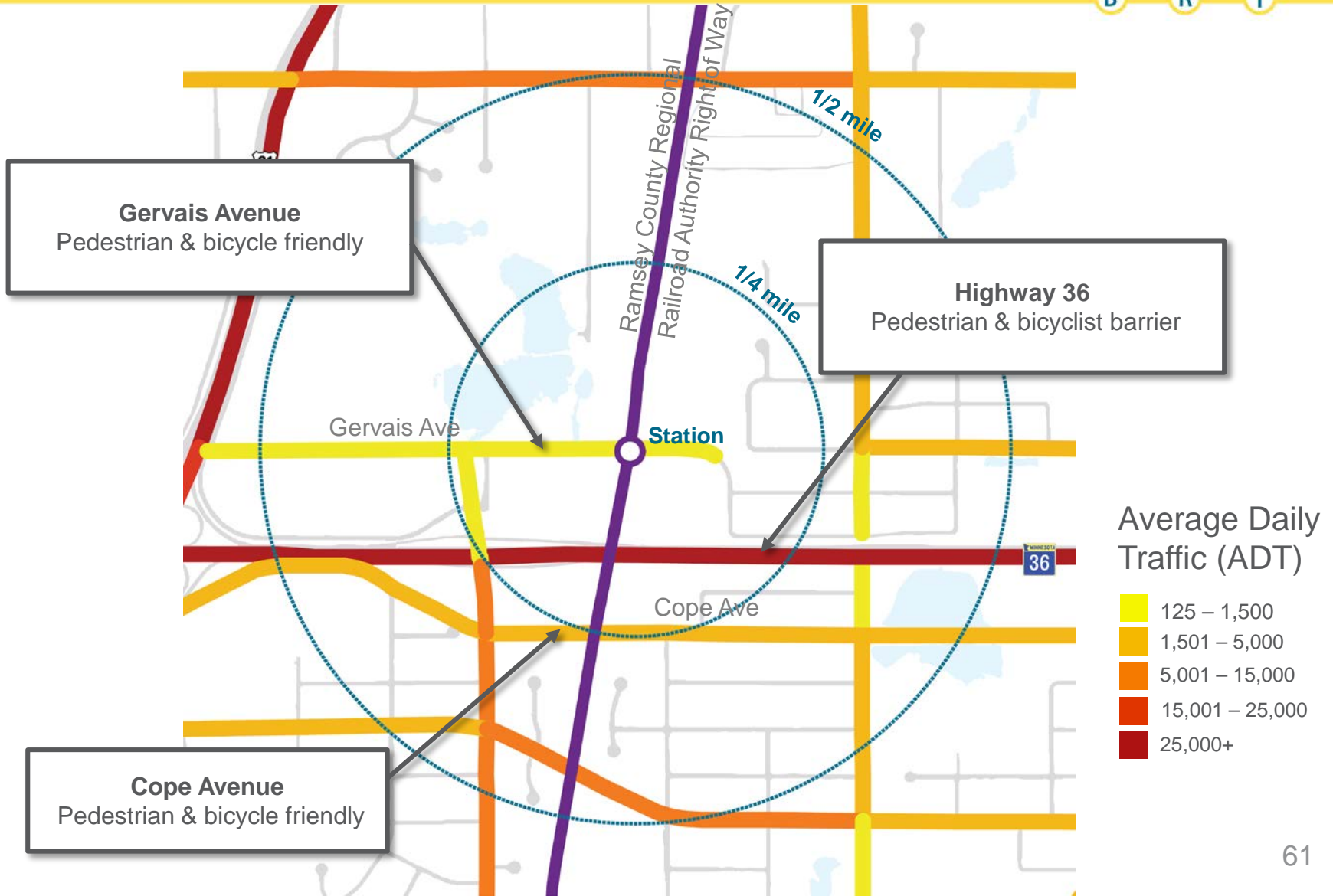


Bus Lines

- Line 270
- Line 272
- Line 265
- Line 64

Station Access

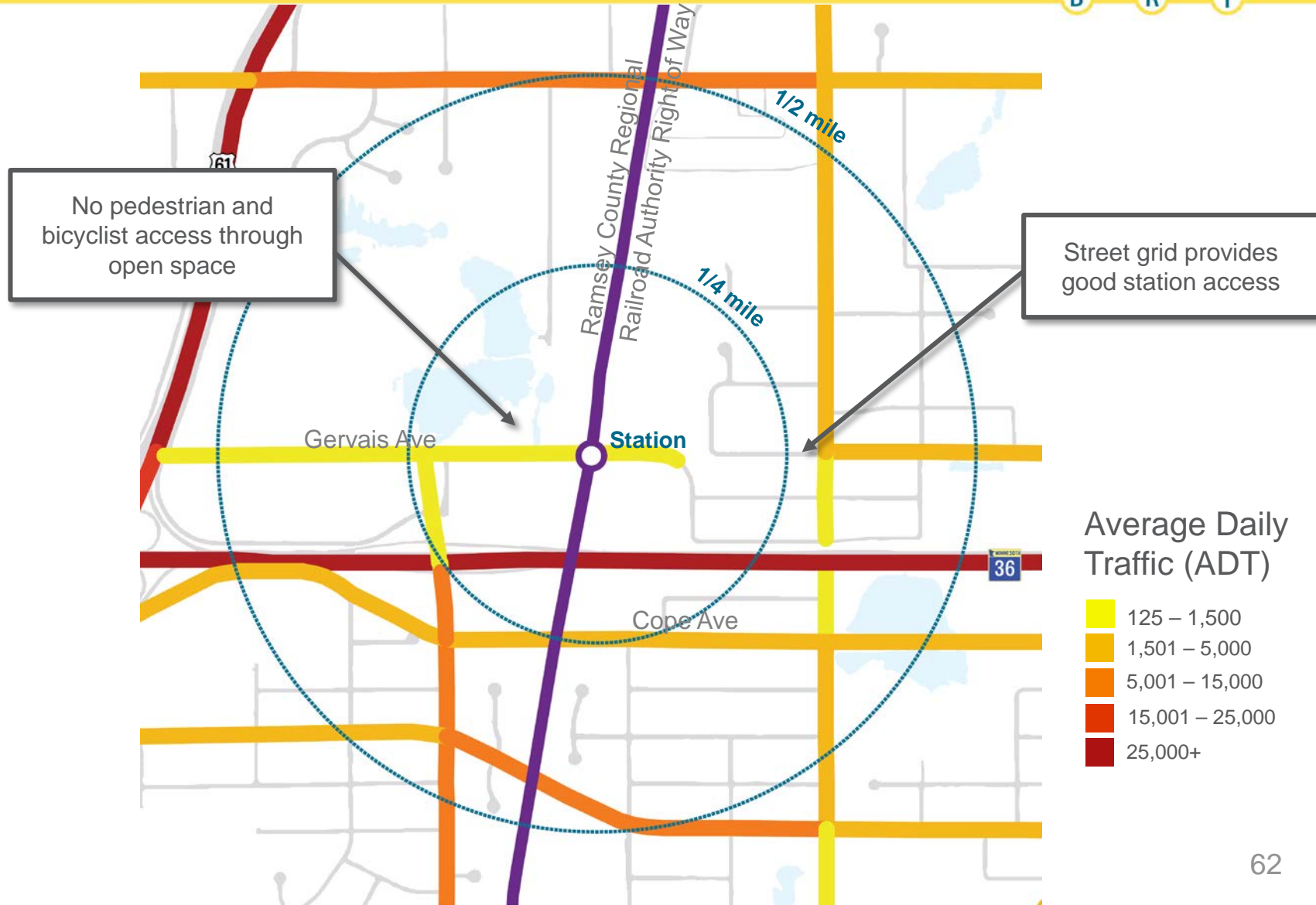
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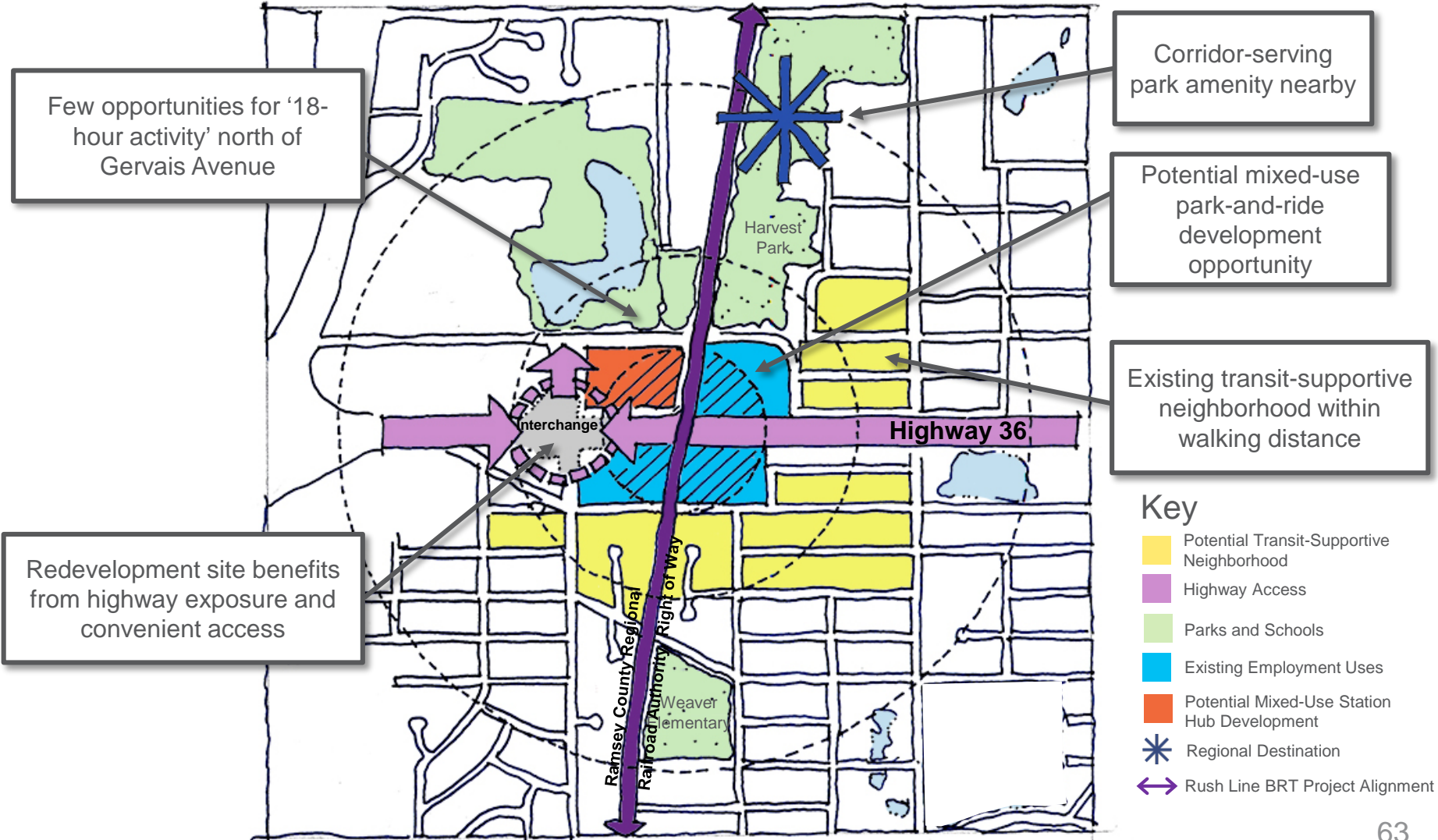
Station Access

B R T



Station Opportunities & Constraints

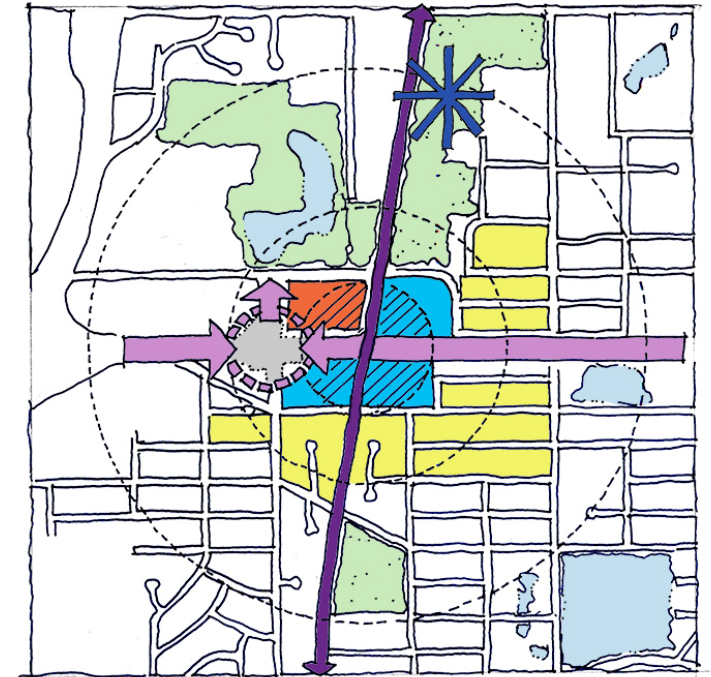
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Station Assessment

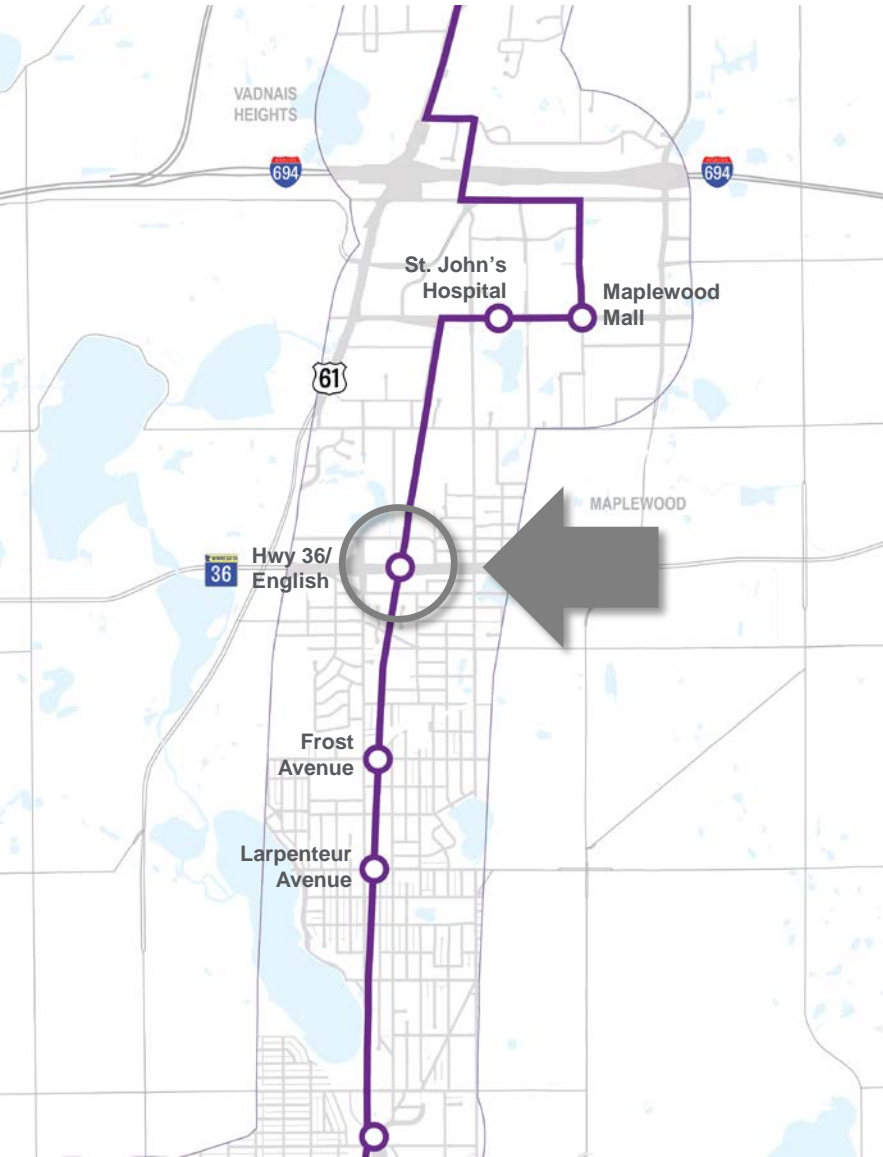
Strong
 Present
 Absent

Transit-Supportive Land Use	HWY 36/ ENGLISH
Dense Residential (1/4 mile 'station neighborhood')	<input type="checkbox"/>
Intense Employment (1/8 mile 'station hub')	<input checked="" type="checkbox"/>
Daily Use Retail (1/8 mile 'station hub')	<input type="checkbox"/>
Station Access (Pedestrian, Bicycle, Auto)	HWY 36/ ENGLISH
Safe (streets & intersections)	<input checked="" type="checkbox"/>
Direct (no barriers & continuous)	<input checked="" type="checkbox"/>
Street Grid (multiple access routes)	<input checked="" type="checkbox"/>
Station Location & Environment	HWY 36/ ENGLISH
Active (18-hour uses)	<input checked="" type="checkbox"/>
Accessible & Comfortable (inviting platform environment)	TBD
Integrated (compatible with context)	TBD



Crandall Arambula 2018

Initial Thoughts



Transit-Supportive Land Use

- Explore opportunities for transit-supportive uses at potential redevelopment site.
- Explore opportunities for transit-supportive uses that benefit from adjacency to Harvest Park.
- Explore opportunities for potential mixed-use development park-and-ride at MnDOT site.

Station Access

- Explore options that better link pedestrians and cyclists to the station, especially existing residential and employment uses south of the highway.
- Explore opportunities to link pedestrians and cyclists to station from Harvest Park.

Station Platform Location & Environment

- Examine station platform location options minimize highway impacts.



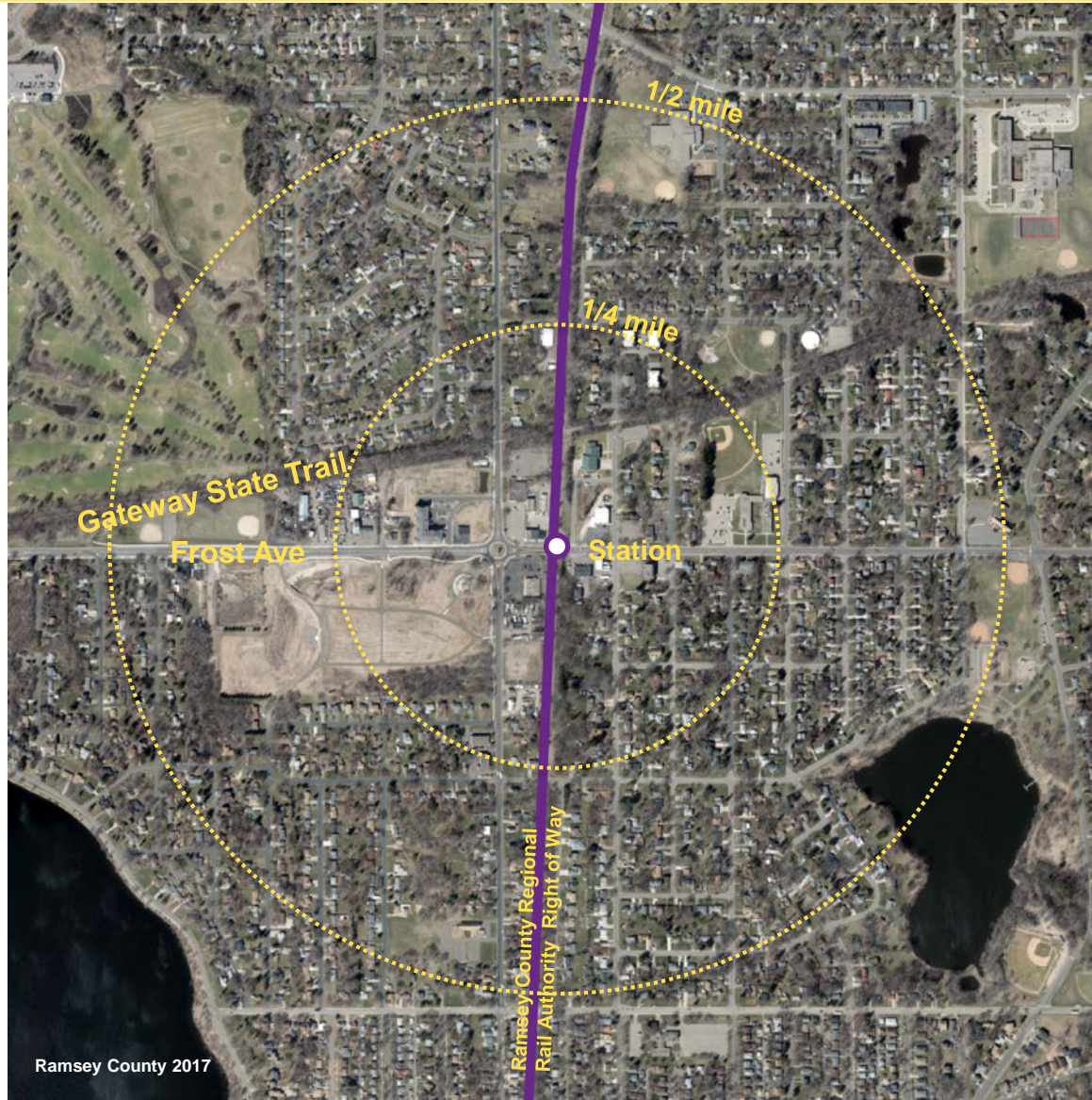
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Line*

B R T

Frost Avenue Handout

Frost Avenue Station Area

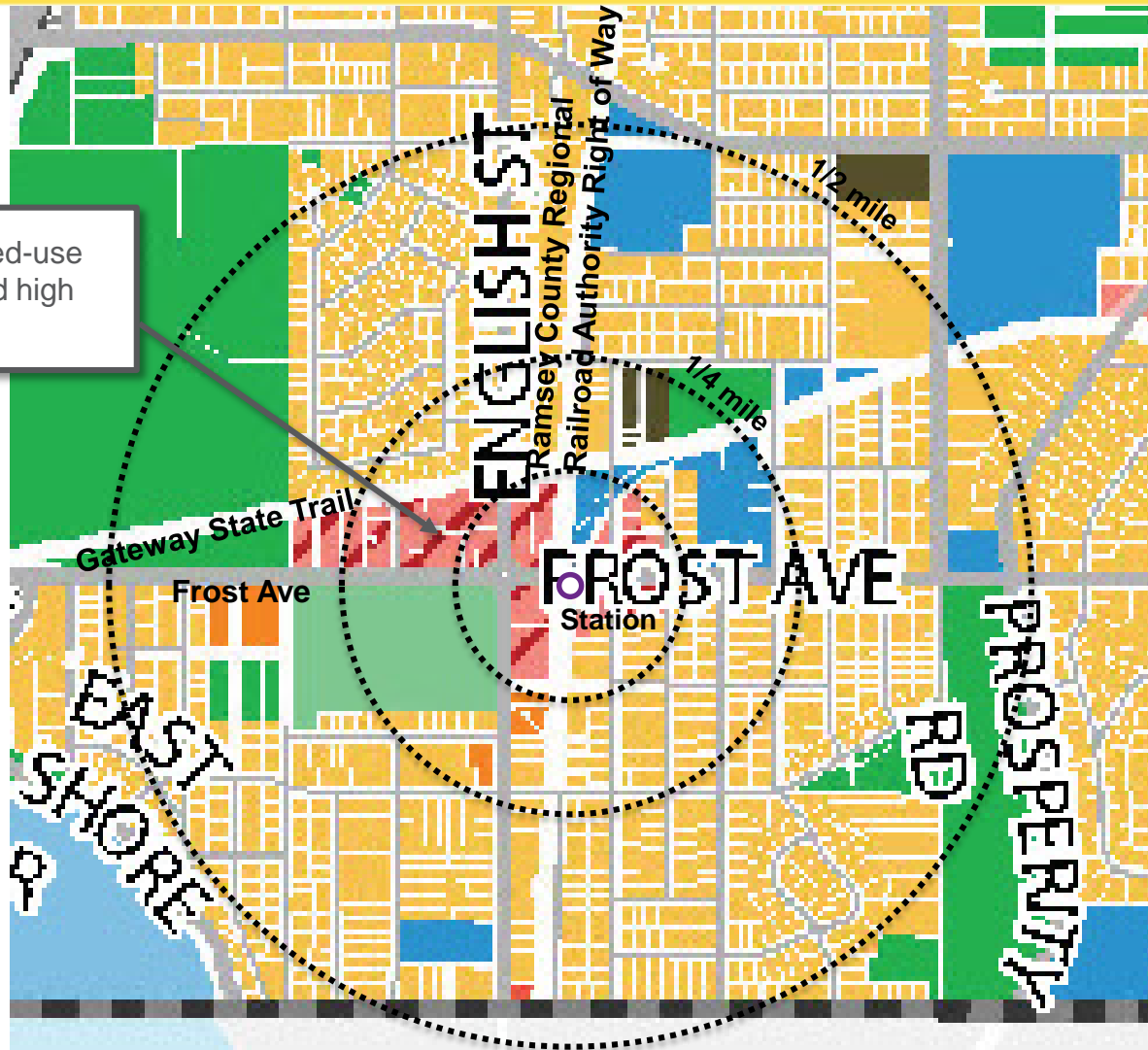
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Comprehensive Plan

B R T

Primarily mixed-use neighborhood high density



Maplewood 2040 Plan

- City Boundary
- Future Land Use**
- Rural/Low Density Residential
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Mixed Use - Neighborhood
- Mixed Use - Neighborhood High Density
- Commercial
- Mixed-Use - Community
- Public/Institutional
- Employment
- Utility
- Open Space
- Park
- ROW
- Water

Gladstone Master Plan

B R T



Redevelopment Opportunities

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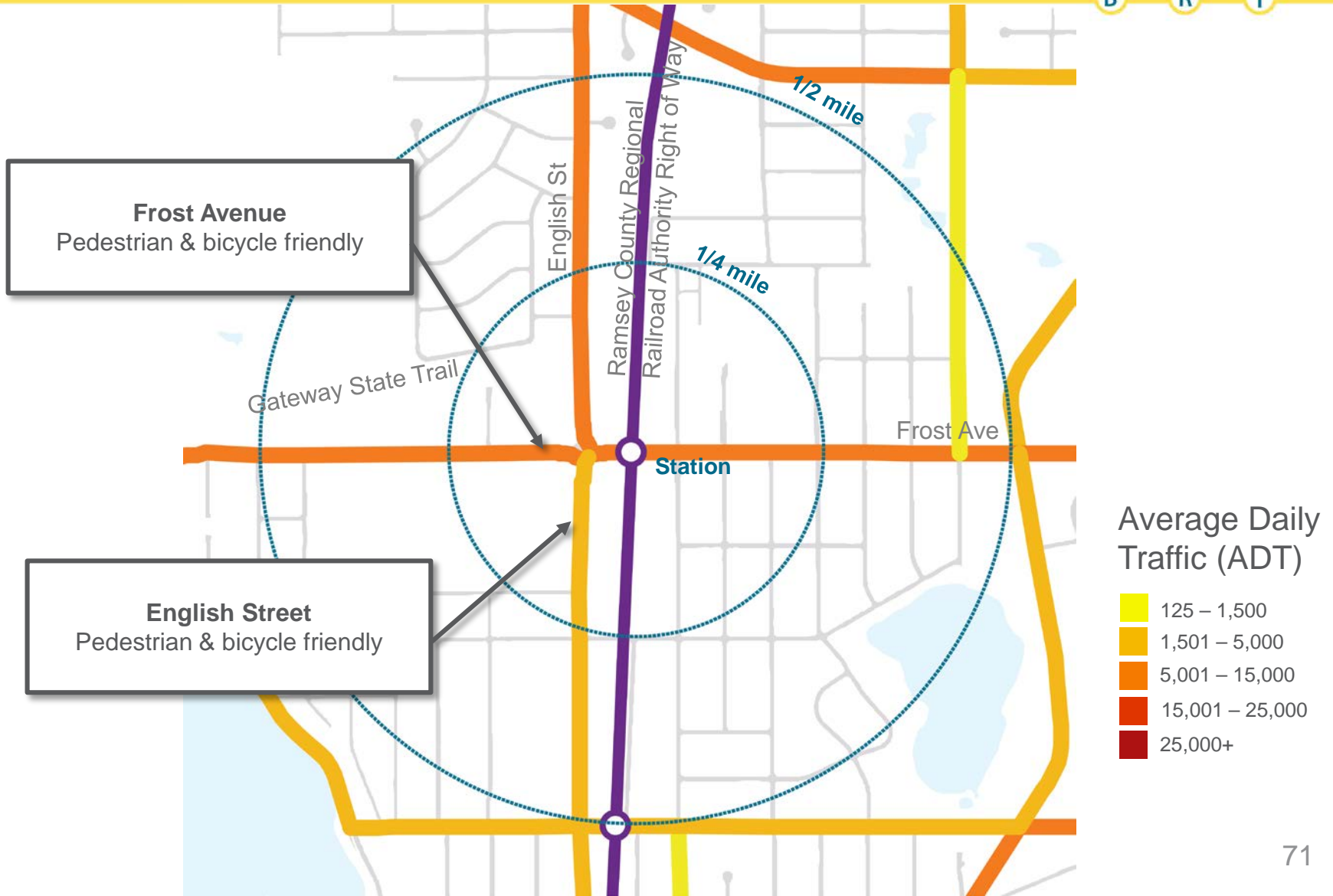


Multiple potential redevelopment opportunities along Frost Ave.

- Vacant
- Opportunity sites
- Long-Term Redevelopment

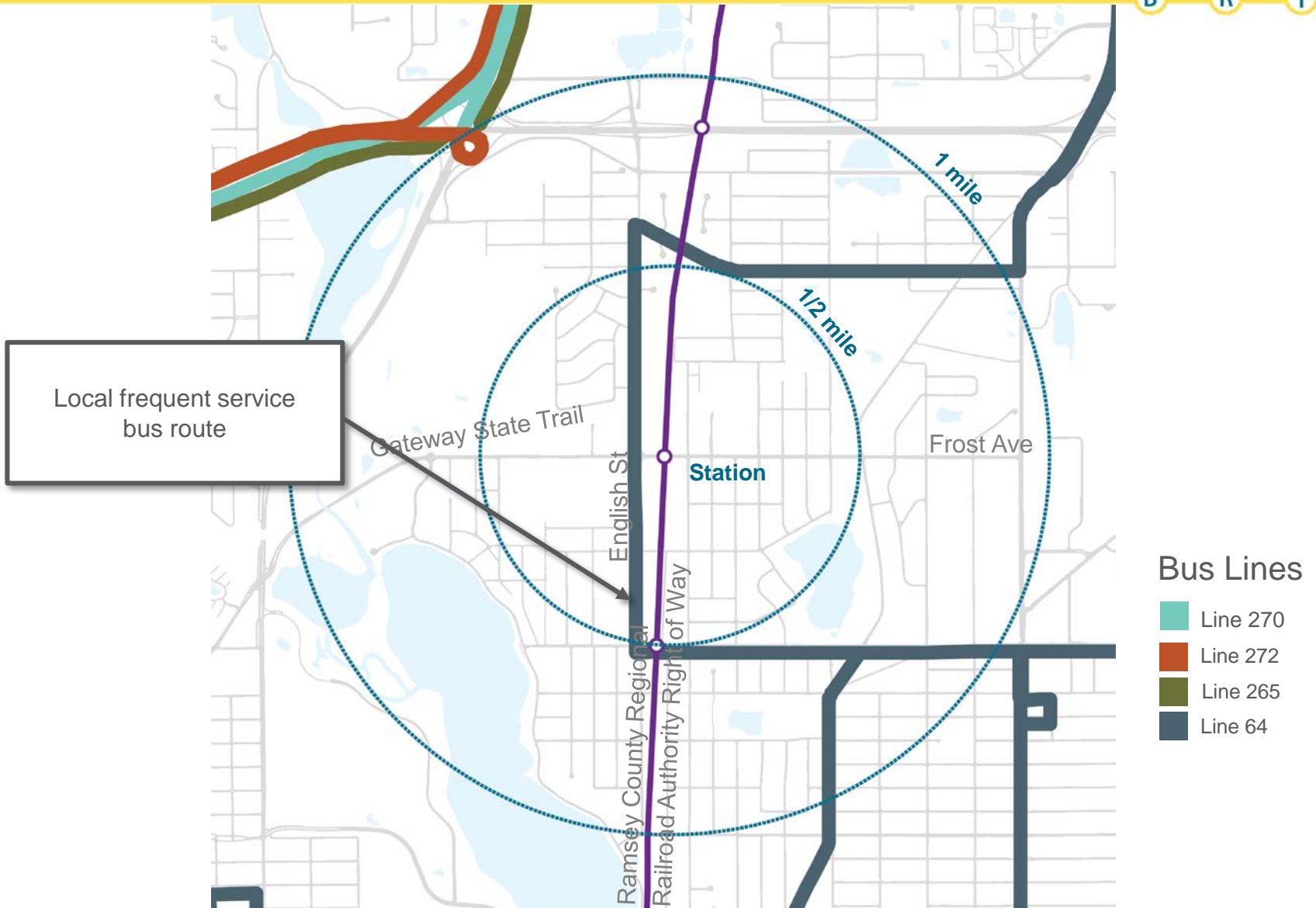
Station Access

B R T



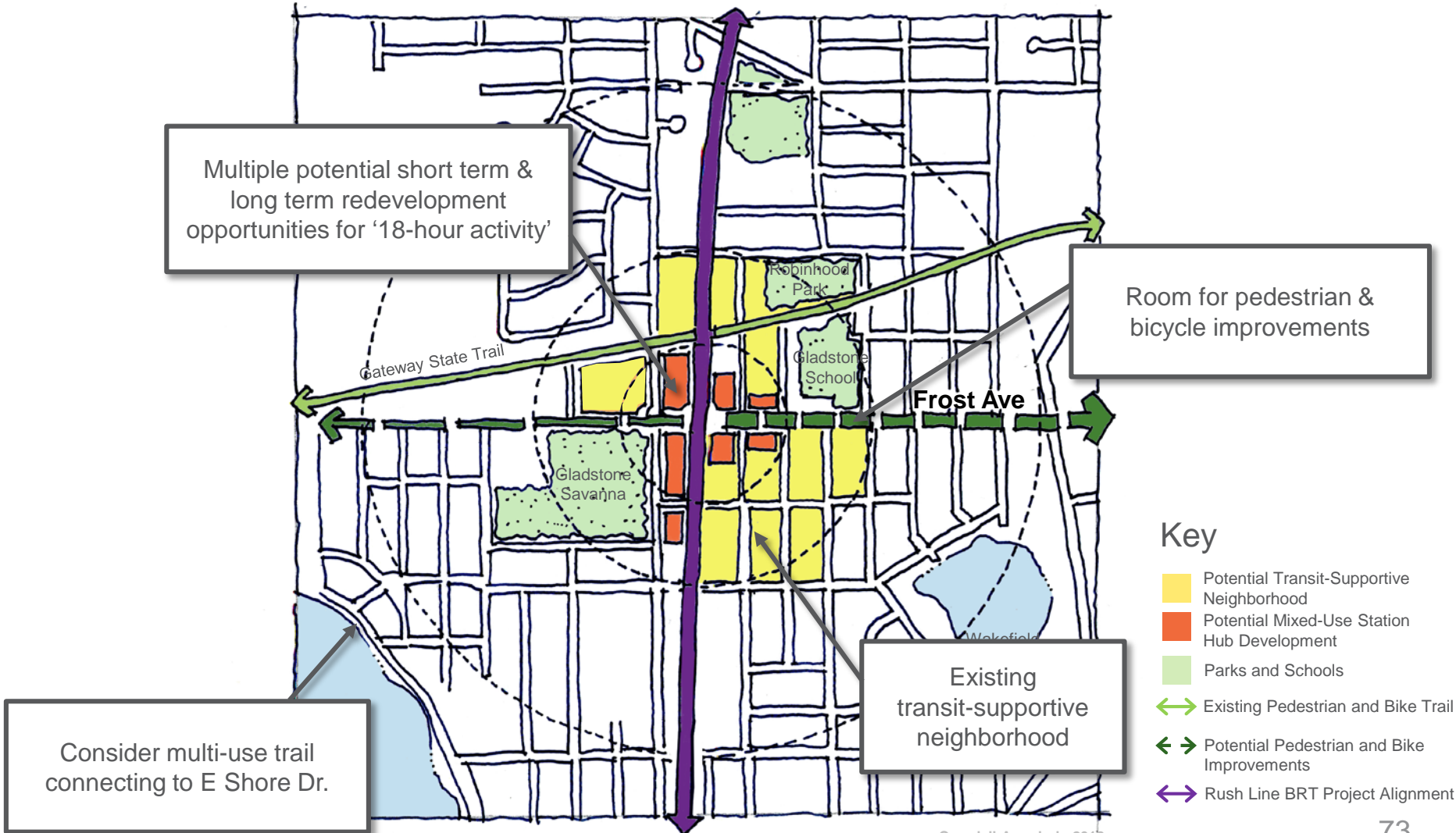
Existing Connecting Bus Route

B R T



Opportunities & Constraints

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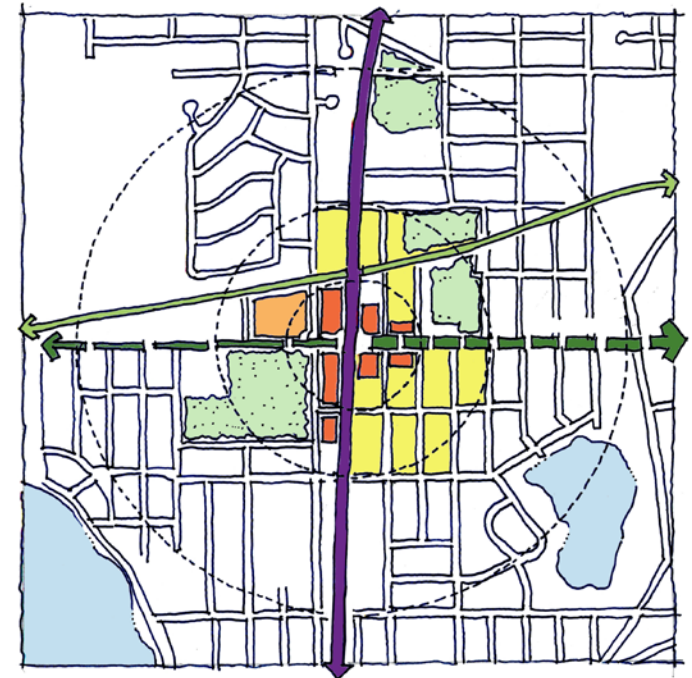


Preliminary Station Area Assessment

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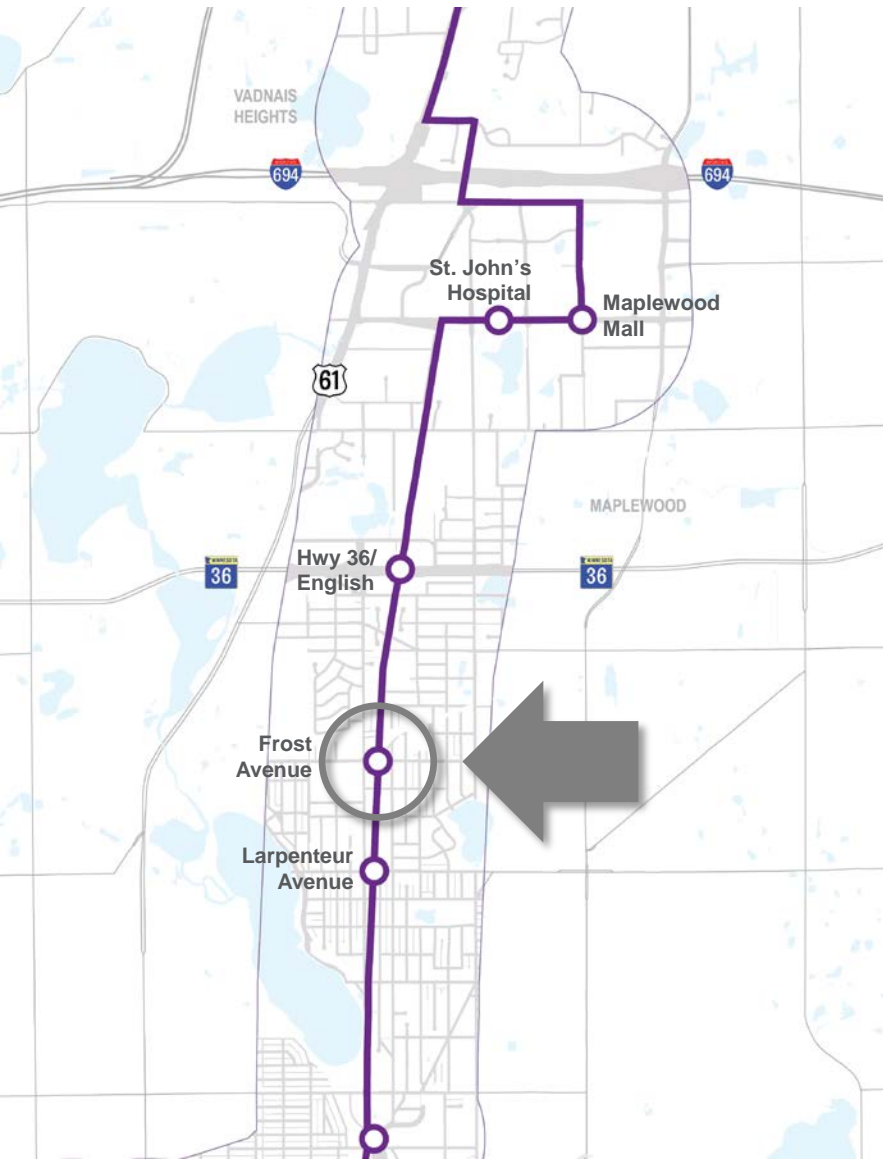
■ Strong ▣ Present □ Absent

Transit-Supportive Land Use	FROST AVENUE
Dense Residential (1/4 mile 'station neighborhood')	■
Intense Employment (1/8 mile 'station hub')	▣
Daily Use Retail (1/8 mile 'station hub')	■
Station Access (Pedestrian, Bicycle, Auto)	FROST AVENUE
Safe (streets & intersections)	■
Direct (no barriers & continuous)	■
Street Grid (multiple access routes)	■
Station Location & Environment	FROST AVENUE
Active (18-hour uses)	■
Accessible & Comfortable (inviting platform environment)	TBD
Integrated (compatible with context)	TBD



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Initial Thoughts



Transit-Supportive Land Use

- Explore opportunities for potential short-term & long-term redevelopment sites along Frost Avenue and English Street.
- Explore opportunity for 18-hour uses adjacent to station platform.

Station Access

- Explore opportunities for pedestrian & bicycle facility improvements along Frost Avenue.
- Explore opportunities for pedestrian & bicycle access to neighborhoods and key destinations.

Station Platform Location & Environment

- Examine station platform locations north and south of Frost Avenue to maximize transit-oriented development & station access opportunities.



*Rush
Line*

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Larpenteur Avenue Handout

Larpenteur Avenue Station Area

B R T



Comprehensive Plan

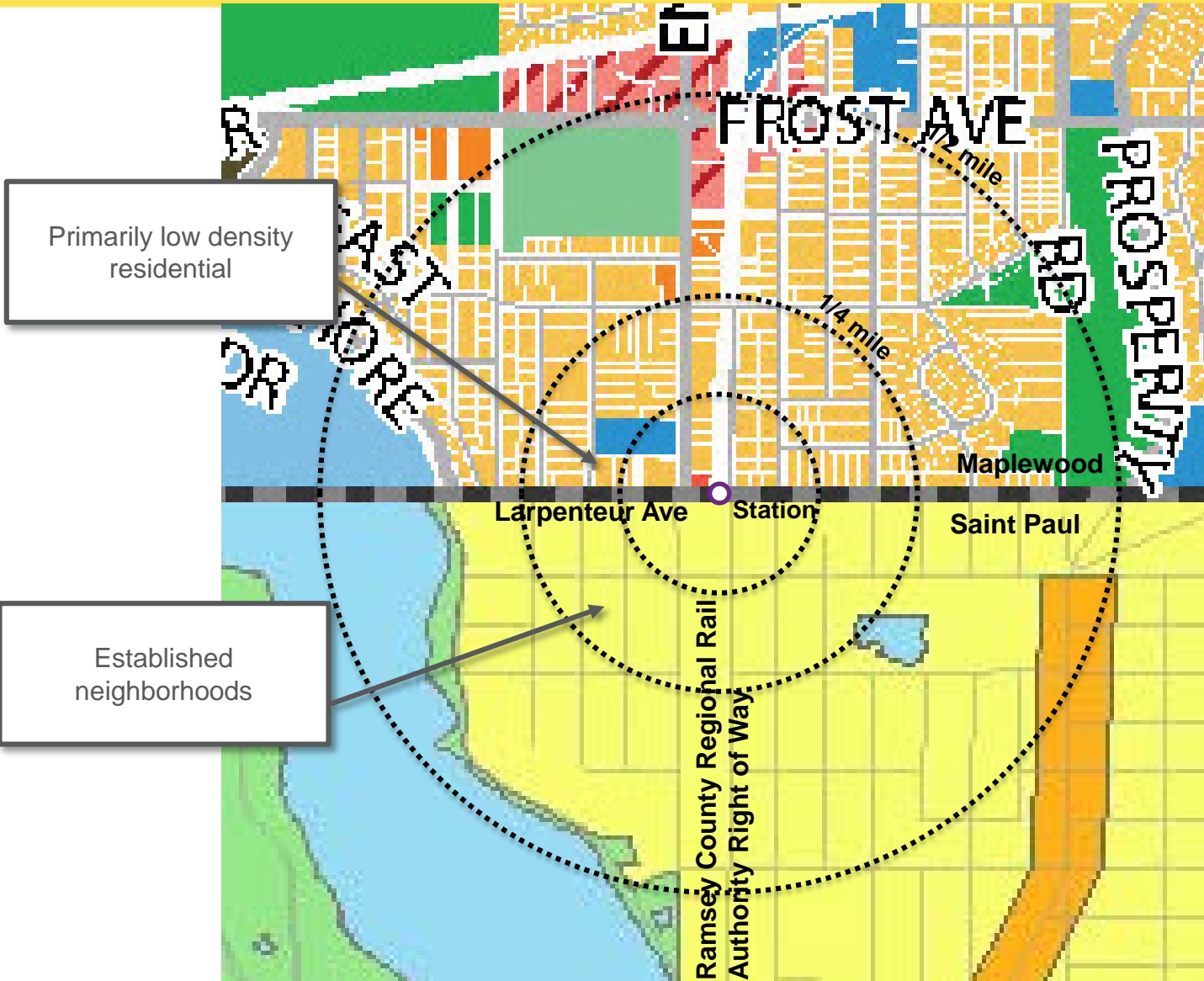
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Maplewood 2040 Plan

- City Boundary
- Future Land Use**
- Rural/Low Density Residential
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Mixed Use - Neighborhood
- Mixed Use - Neighborhood High Density
- Commercial
- Mixed-Use - Community
- Public/Institutional
- Employment
- Utility
- Open Space
- Park
- ROW
- Water

Saint Paul 2030 Plan

- Established Neighborhoods
- Residential Corridor
- Mixed Use Corridor
- Downtown
- Industrial
- Transportation
- Airport & Airport property
- Major Parks & Open Space
- Major Institutional
- Water
- Neighborhood Centers
- Opportunity sites



Primarily low density residential

Established neighborhoods

Redevelopment Sites

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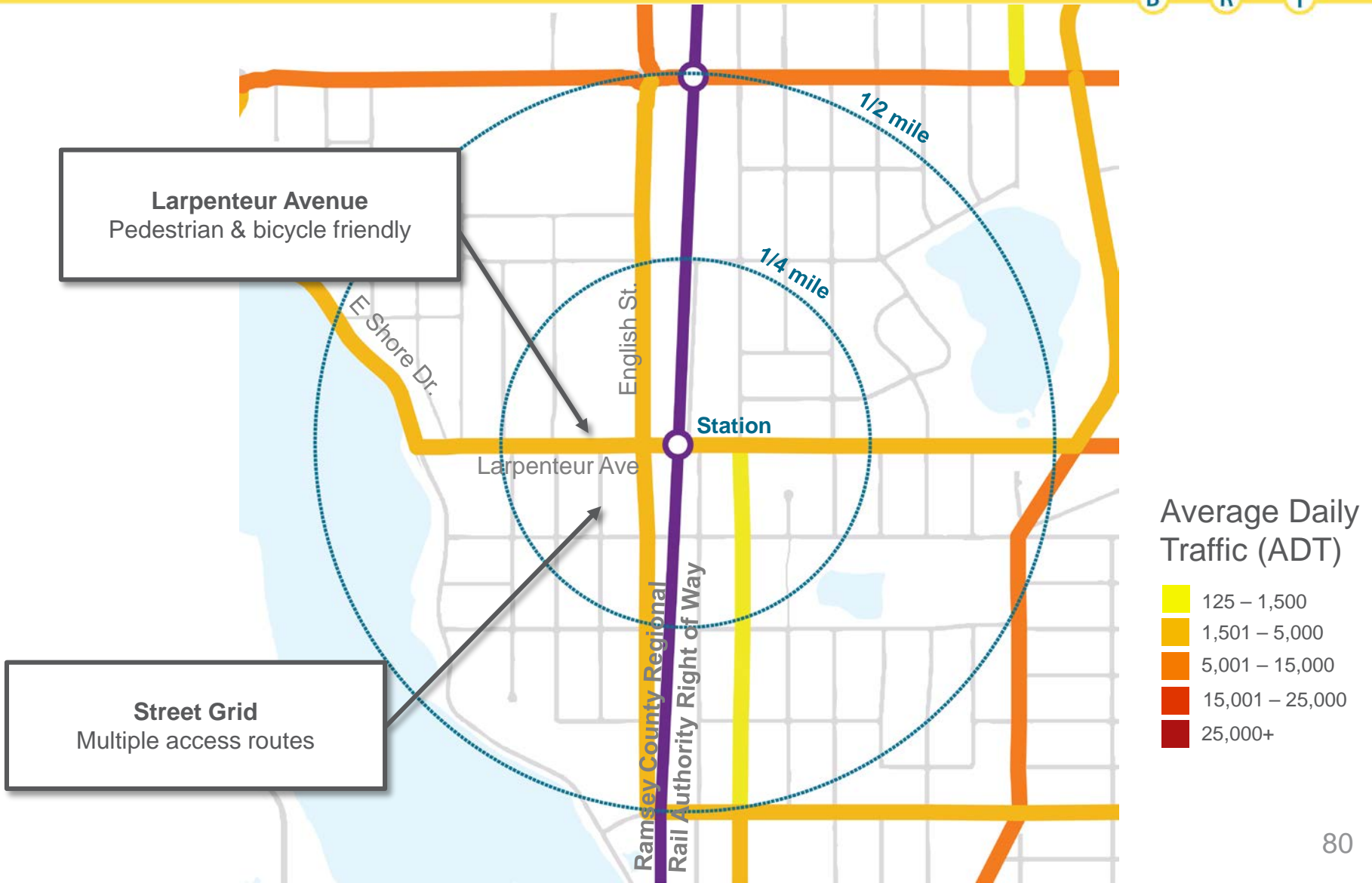


Few short-term development or redevelopment opportunities

- Vacant
- Opportunity sites
- Long-Term Redevelopment

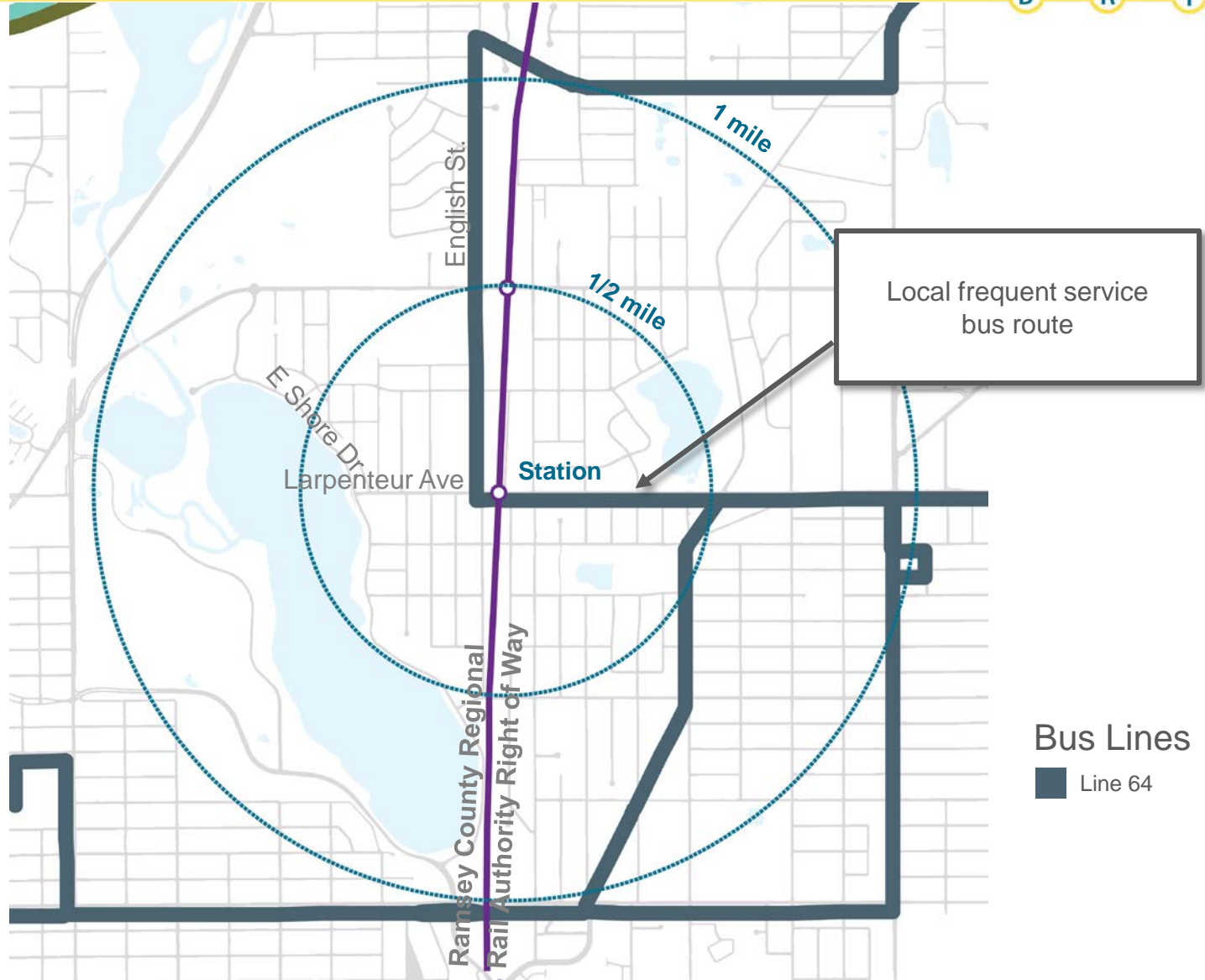
Station Access

B R T

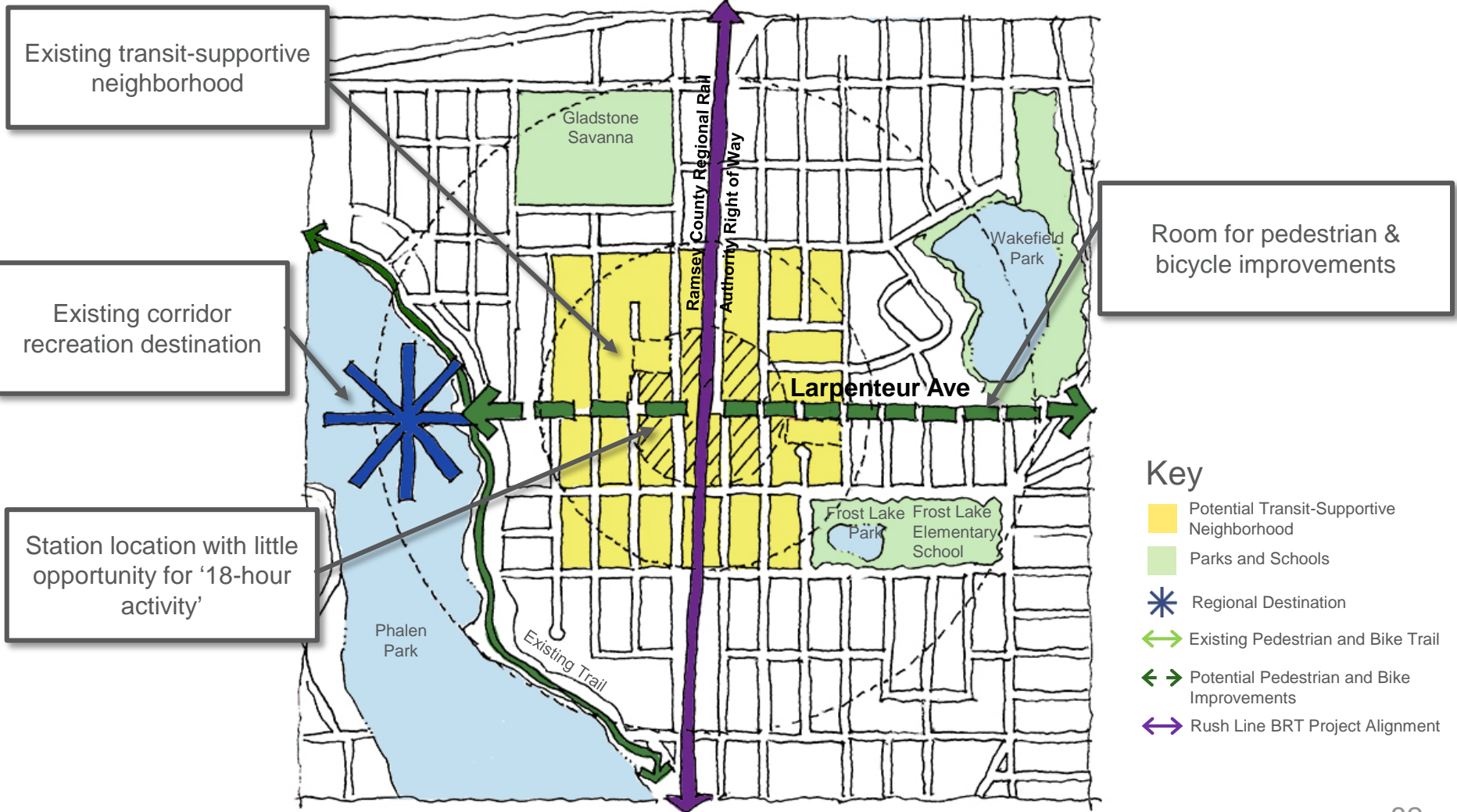


Existing Connecting Bus Route

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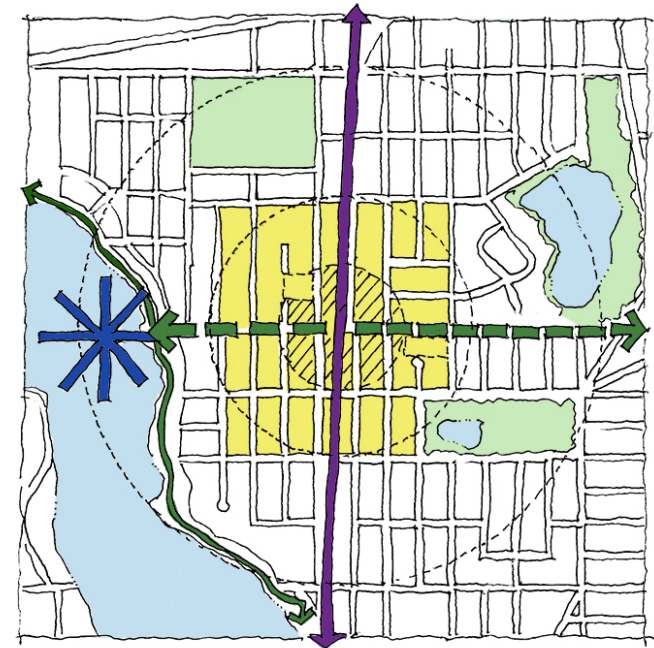
Opportunities & Constraints



Station Area Assessment

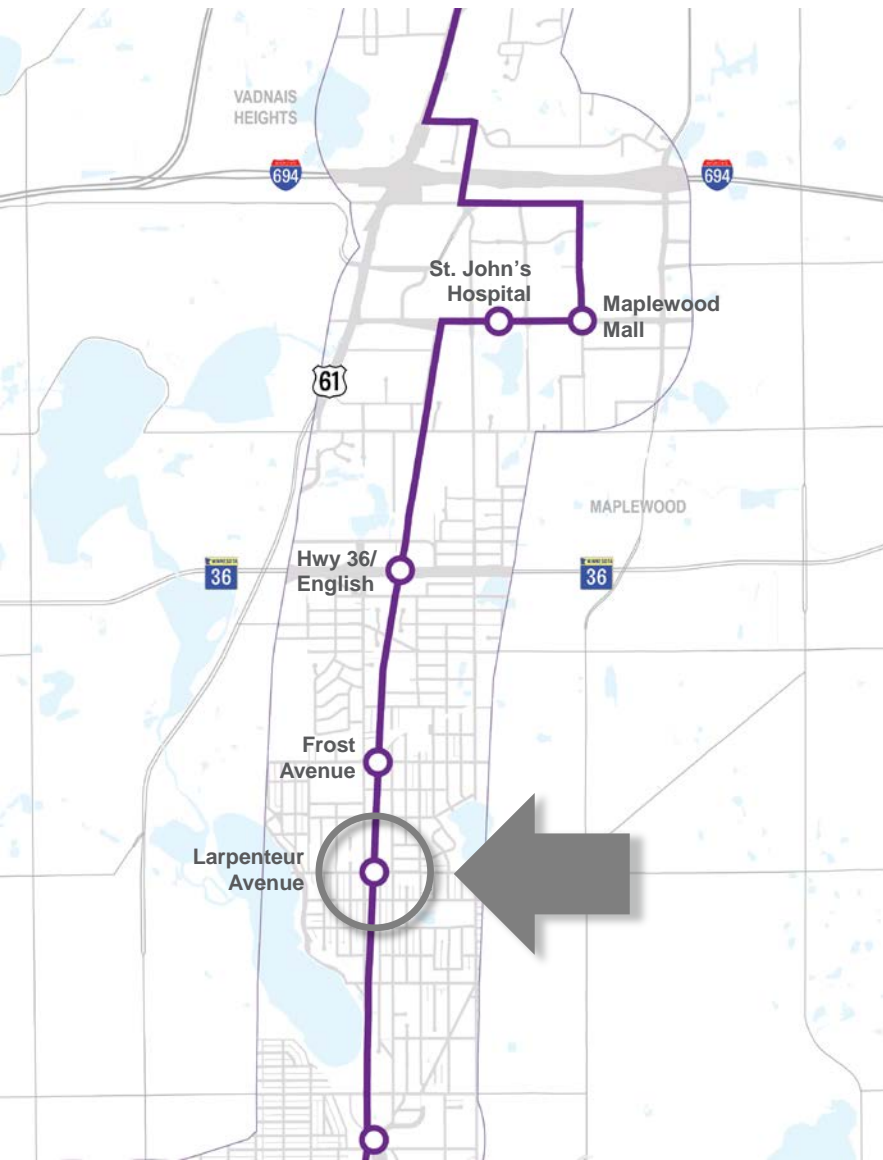
Strong
 Present
 Absent

Transit-Supportive Land Use	LARPELVEUR AVENUE
Dense Residential (1/4 mile 'station neighborhood')	<input checked="" type="checkbox"/>
Intense Employment (1/8 mile 'station hub')	<input type="checkbox"/>
Daily Use Retail (1/8 mile 'station hub')	<input type="checkbox"/>
Station Access (Pedestrian, Bicycle, Auto)	LARPELVEUR AVENUE
Safe (streets & intersections)	<input checked="" type="checkbox"/>
Direct (no barriers & continuous)	<input checked="" type="checkbox"/>
Street Grid (multiple access routes)	<input checked="" type="checkbox"/>
Station Location & Environment	LARPELVEUR AVENUE
Active (18-hour uses)	<input type="checkbox"/>
Accessible & Comfortable (inviting platform environment)	TBD
Integrated (compatible with context)	TBD



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Initial Thoughts



Transit-Supportive Land Use

- Explore opportunities for infill transit-supportive use within ¼-mile of the station.

Station Access

- Explore opportunities for pedestrian & bicycle facility improvements along Larpenteur Ave and to Phalen Park trail.

Station Platform Location & Environment

- Explore station platform locations north or south of Larpenteur Avenue to maximize station access and visibility.