







# RUSH LINE BRT PROJECT UPDATE SAINT PAUL PLANNING COMMISSION

NOVEMBER 16, 2018

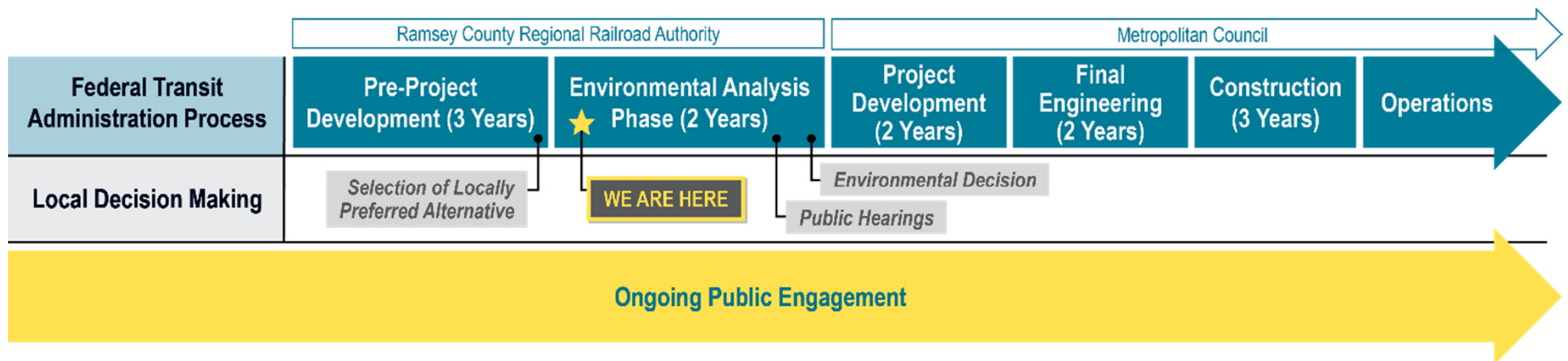
## Project Purpose and Need

- **Purpose:**
  - Provide transit service that satisfies the long-term regional mobility needs for businesses and the traveling public and supports sustainable development within the study area.
- **Needs:**
  -  Planning for sustainable growth and development.
  -  Limited sustainable travel options.
  -  Serving the needs of people who rely on transit.
  -  Increasing demand for reliable, high-frequency transit.

# Transitway Development Process



B R T



# Locally Preferred Alternative



B R T

- Dedicated guideway Bus Rapid Transit.
- 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.



## Locally Preferred Alternative

- Run seven days a week from early in the morning to late at night.
- Arrive every 10 minutes during rush hours and every 15 minutes other times.
- Travel time of approximately 30 minutes from Saint Paul Central Business District to Maplewood Mall, 14 minutes from Maplewood Mall to downtown White Bear Lake.
- Serves 14 healthcare institutions.
- Connect to 106,000 jobs within a 10-minute walk of the 20 planned stations.
- Transfer to/from the METRO Green Line at Regions/Green Line station.



# What is Bus Rapid Transit (BRT)?



## High-quality service

- Operates in own lane.
- Frequent and reliable.
- Upgraded stations and vehicles.



## BRT vehicles

- Easy boarding at all doors.
- Electric / hybrid-electric.
- Quiet, low-emissions.
- Fare collection on platform.
- Bike storage.
- Right-sized for ridership.



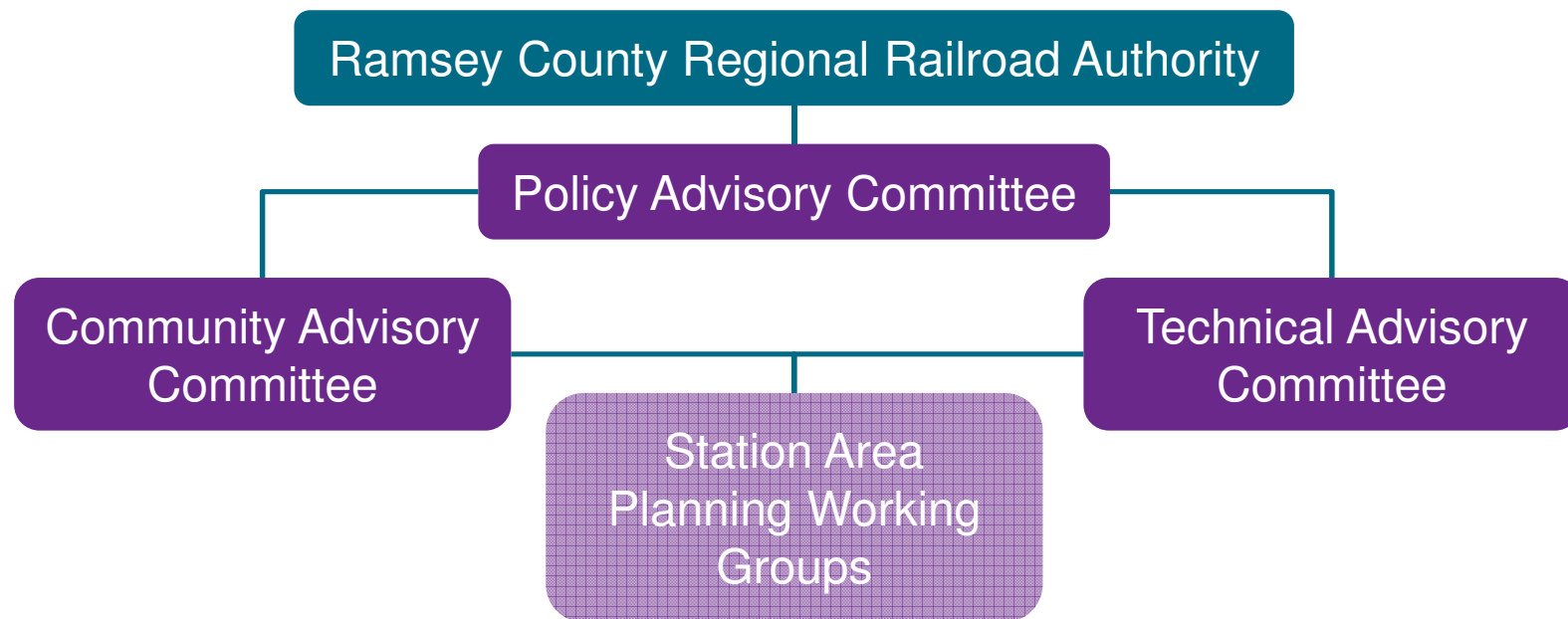
*Metro Transit's A Line BRT service between Roseville and Minneapolis*

# Environmental Analysis Phase



- Early 2018 to early 2020.
- Evaluate impacts to transportation, community and social, and physical and environmental resources.
- 4 key tasks.
  - Environmental assessment.
  - Preliminary engineering.
  - Station area planning.
  - Public engagement.

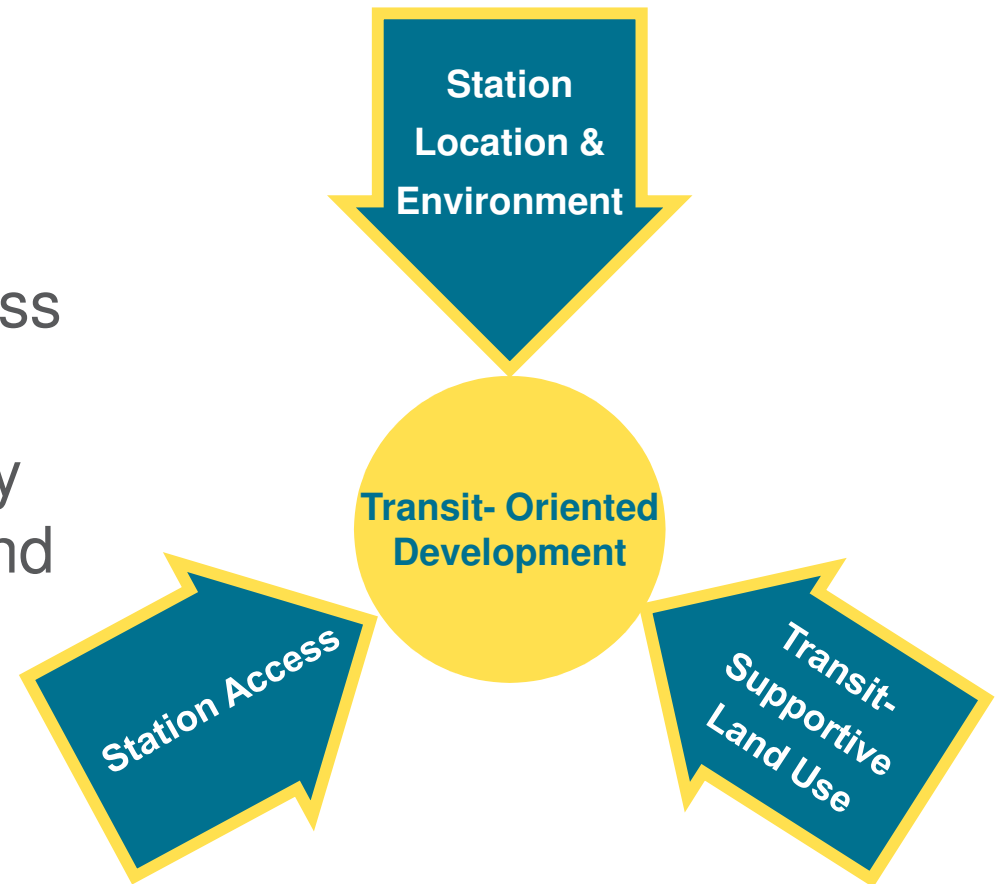
# Environmental Analysis Phase Advisory Committees





## Station Area Planning Objectives

- Identify station platform locations to maximize access and ridership.
- Increase transit connectivity consistent with the plans and objectives of each community.
- Analyze potential for development in context of current built environment.



## Saint Paul Station Area Planning

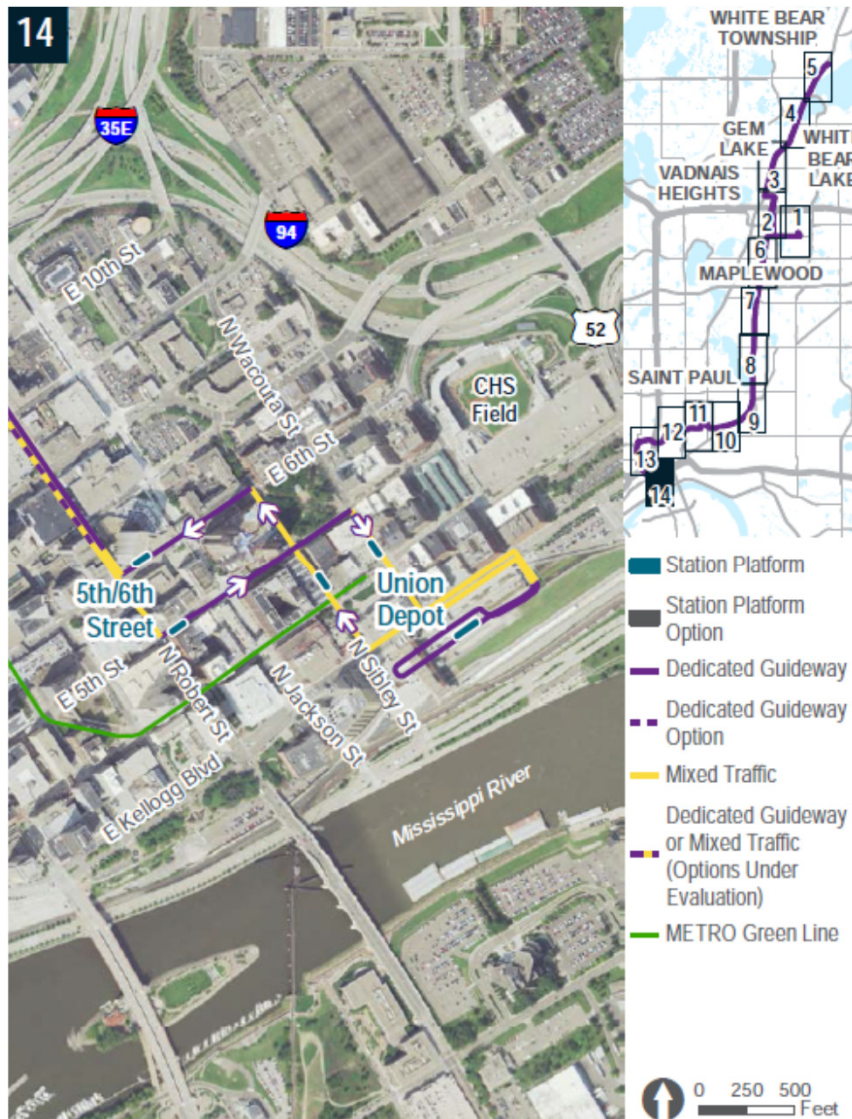
- Station area planning working group.
  - Formed with City and District Council input
  - Comprised by residents, business owners and city staff.
  - 3 meetings between April and August 2018.
- One-on-one meetings with more than 15 stakeholders.



# Saint Paul Walkthrough



B R T



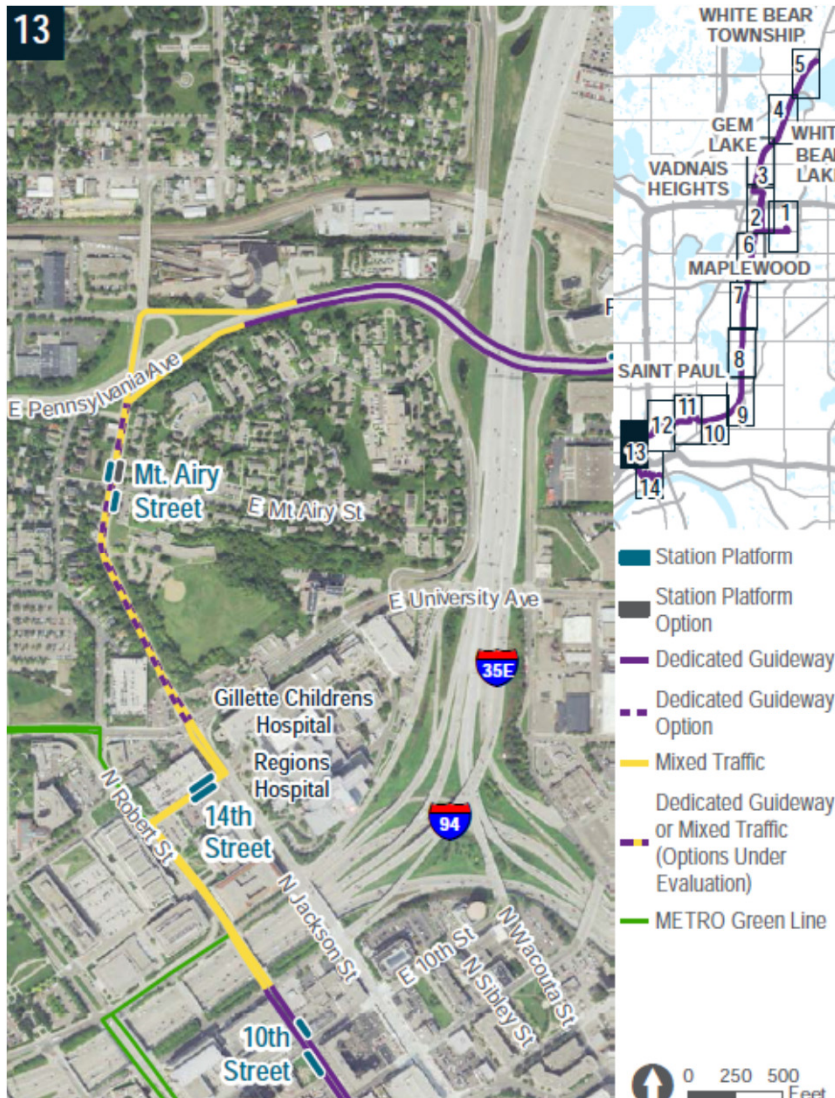
- Union Depot Bus Deck Terminus
- 5<sup>th</sup>/6<sup>th</sup> Street Platforms and Union Depot Wacouta/Sibley Street Platforms shared with Gold Line
- Use existing bus only lanes on 5<sup>th</sup> and 6<sup>th</sup>



# Saint Paul Walkthrough



B R T

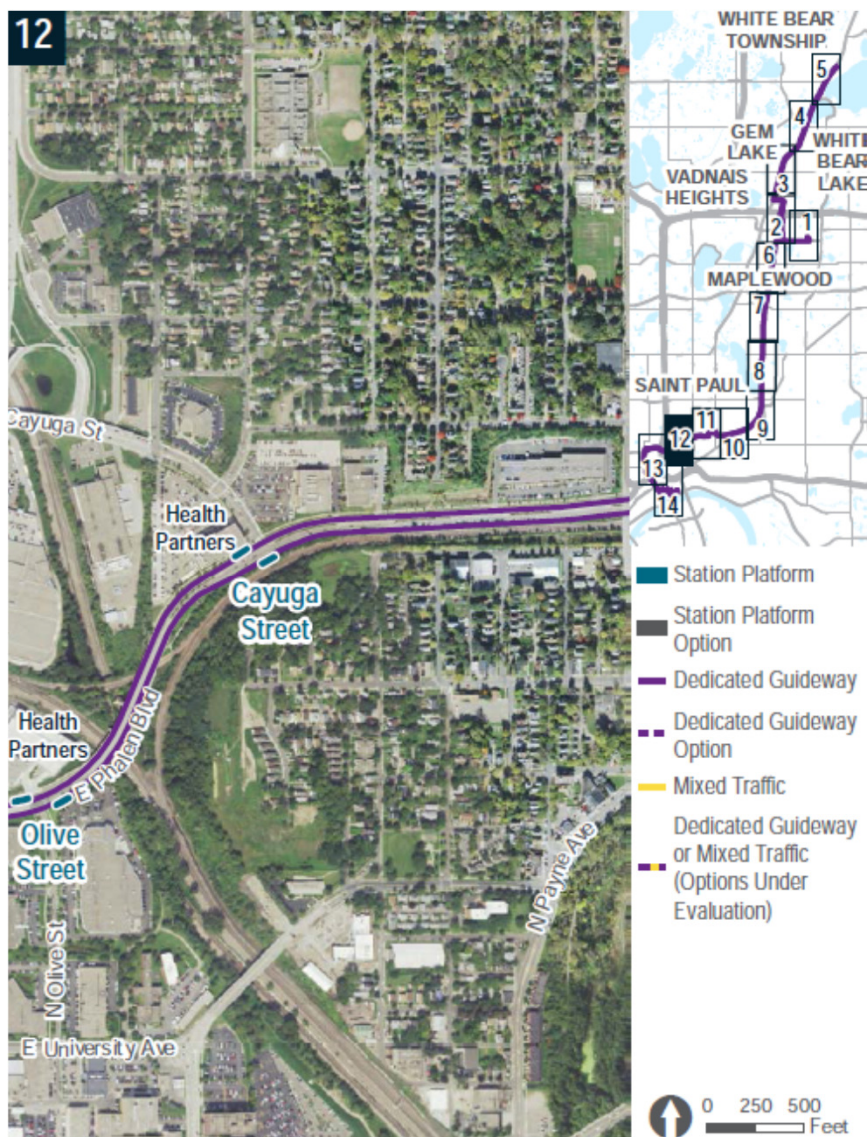


- Coordination with MnDOT Robert Street Improvement Project and Saint Paul Pedro Park planning
- 14<sup>th</sup> street Station by Regions Hospital and Green Line
- Dedicated and Mixed Traffic options being considered on Jackson

# Saint Paul Walkthrough



B R T



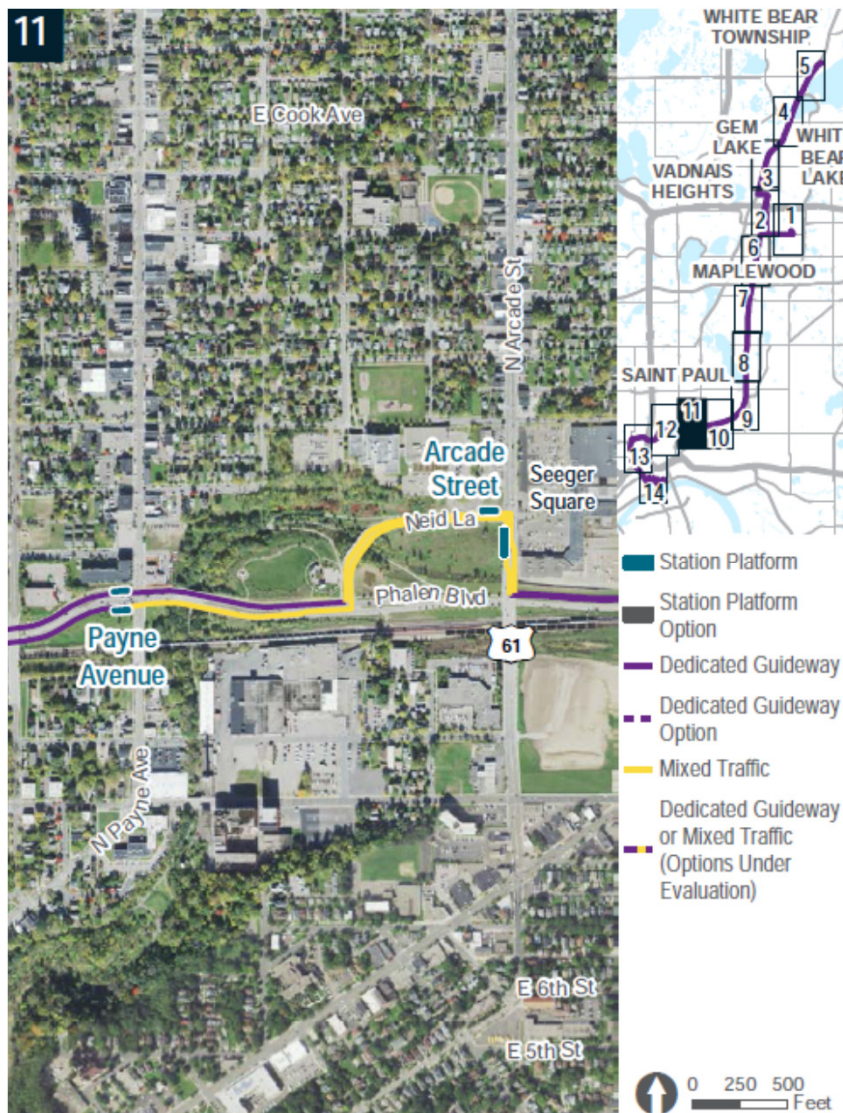
- Dedicated transit lanes on Phalen Boulevard under evaluation
- Connects to multiple healthcare facilities



# Saint Paul Walkthrough



B R T

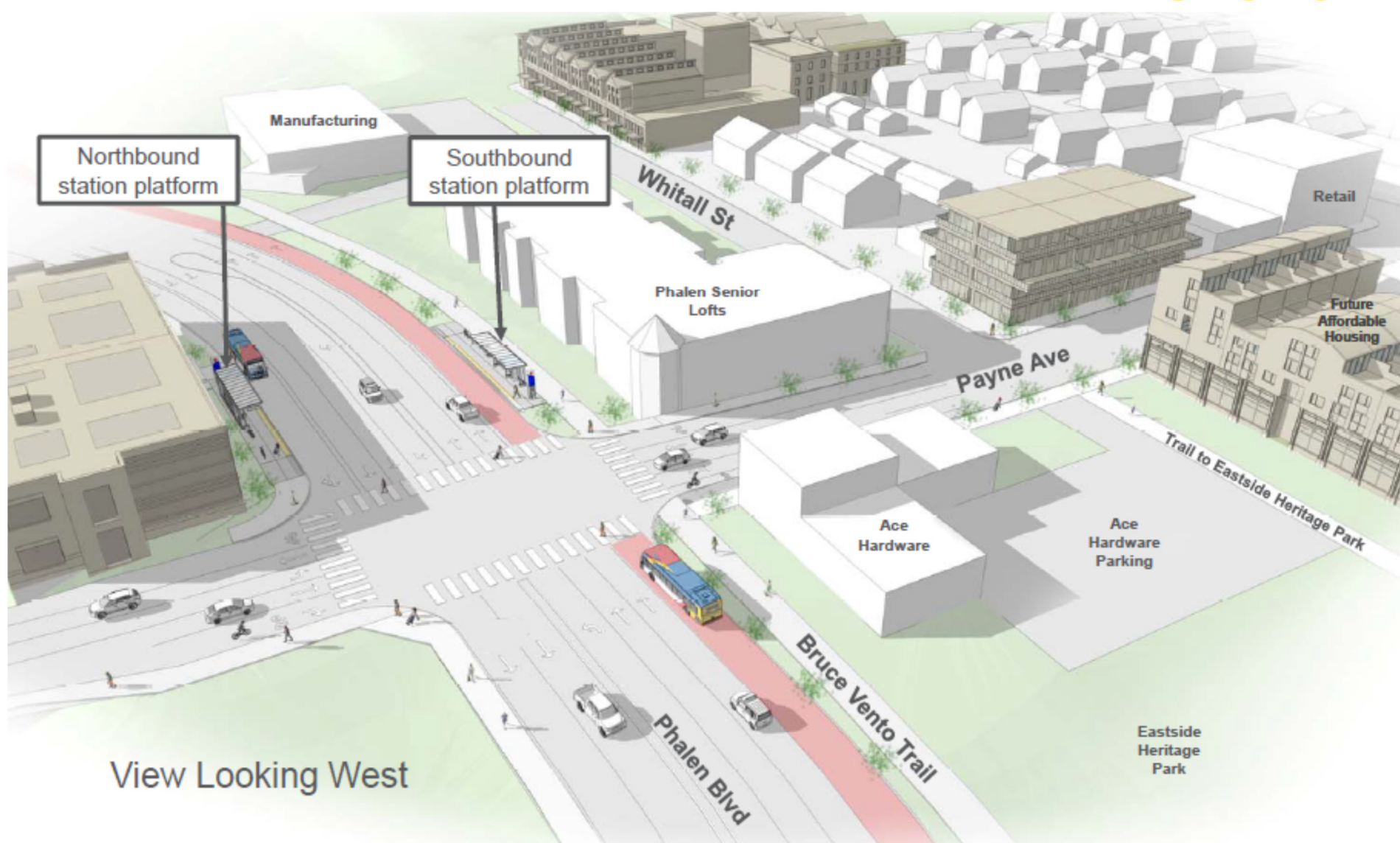


- Payne Avenue Intersection improvements
- Arcade Street Station at Neid Lane to better serve transit supportive land uses



# Payne Avenue Station Area Concept

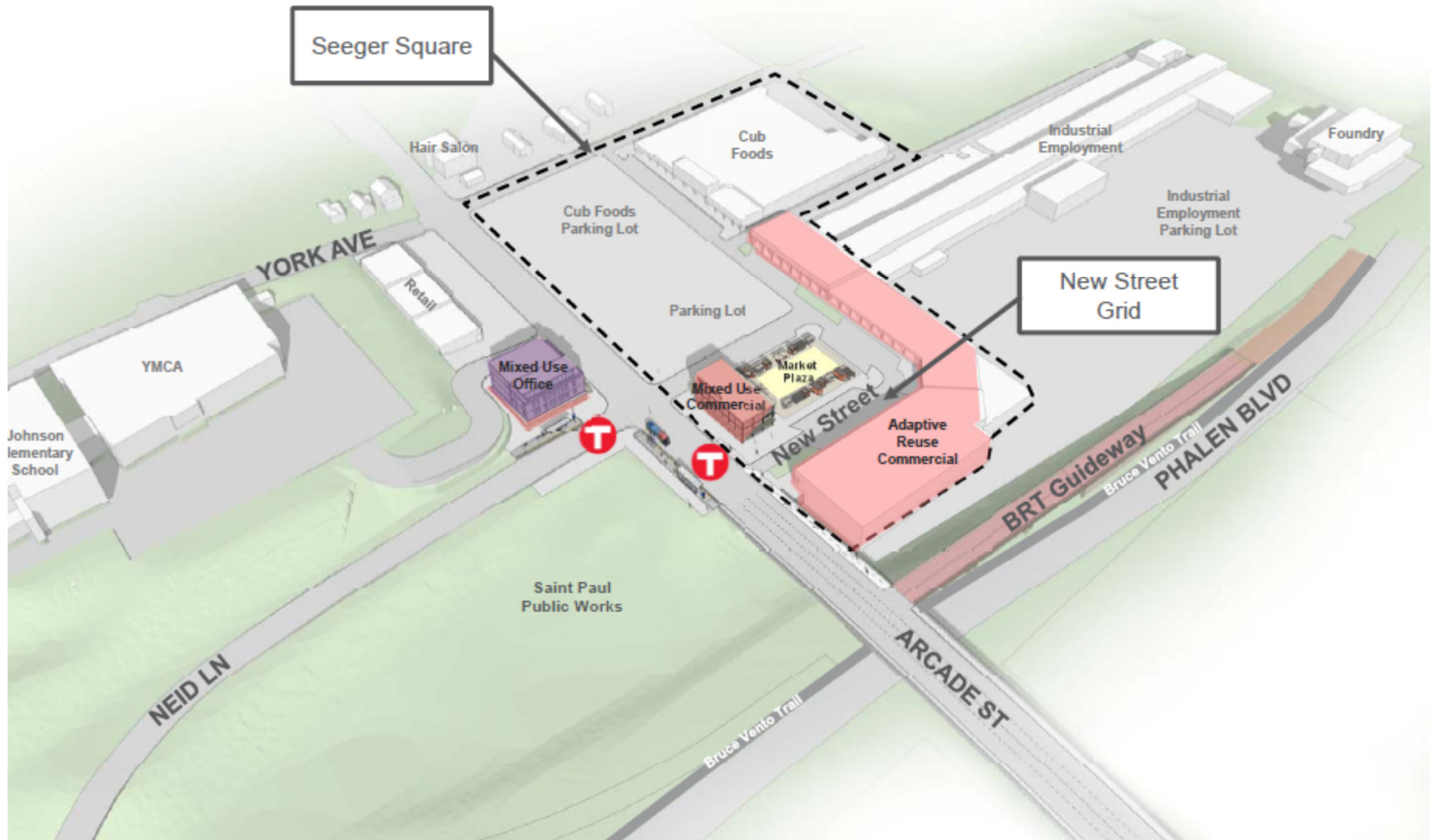
B R T



# Arcade Street Station Area Concept



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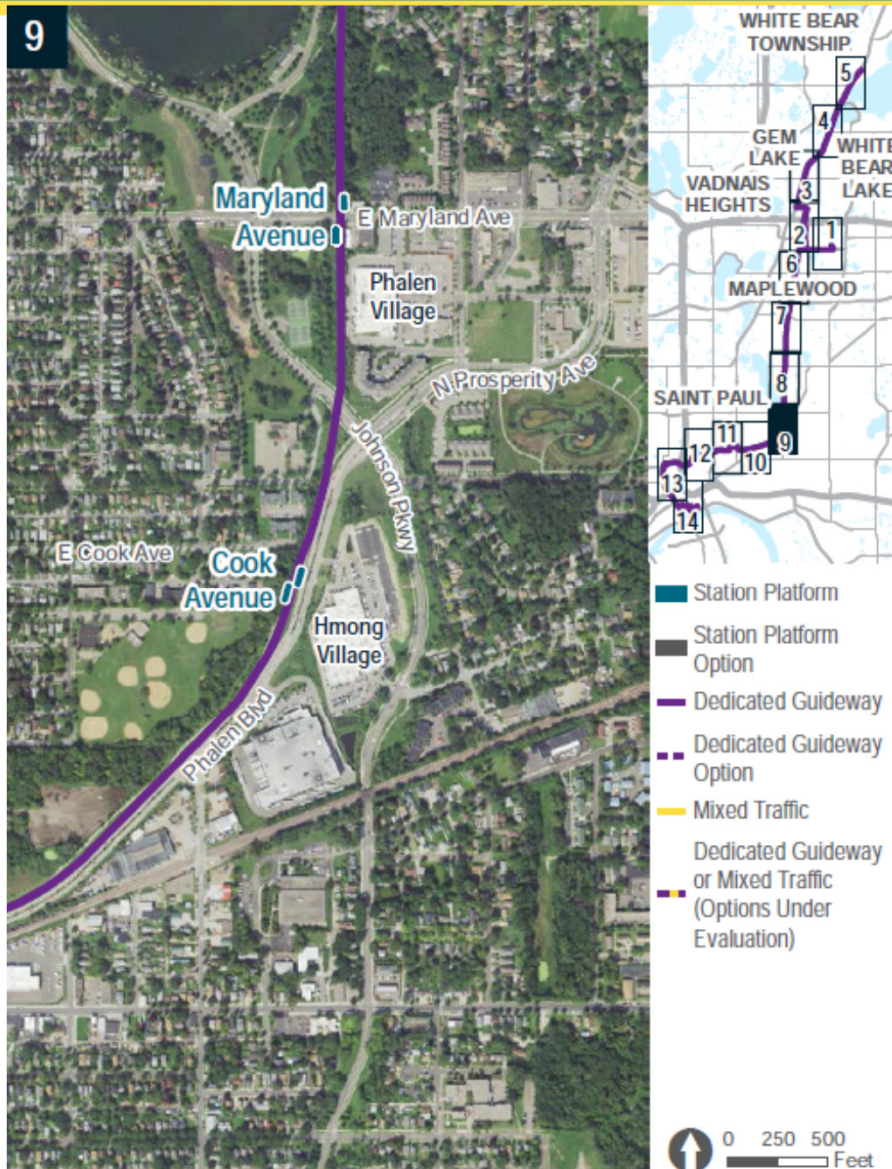




# Saint Paul Walkthrough



B R T



- Station added at Hmong Village.
- New bridge over Johnson Parkway and trail connection.
- Ongoing stormwater management.

# Phalen Village Station Area Concept





# Saint Paul Walkthrough

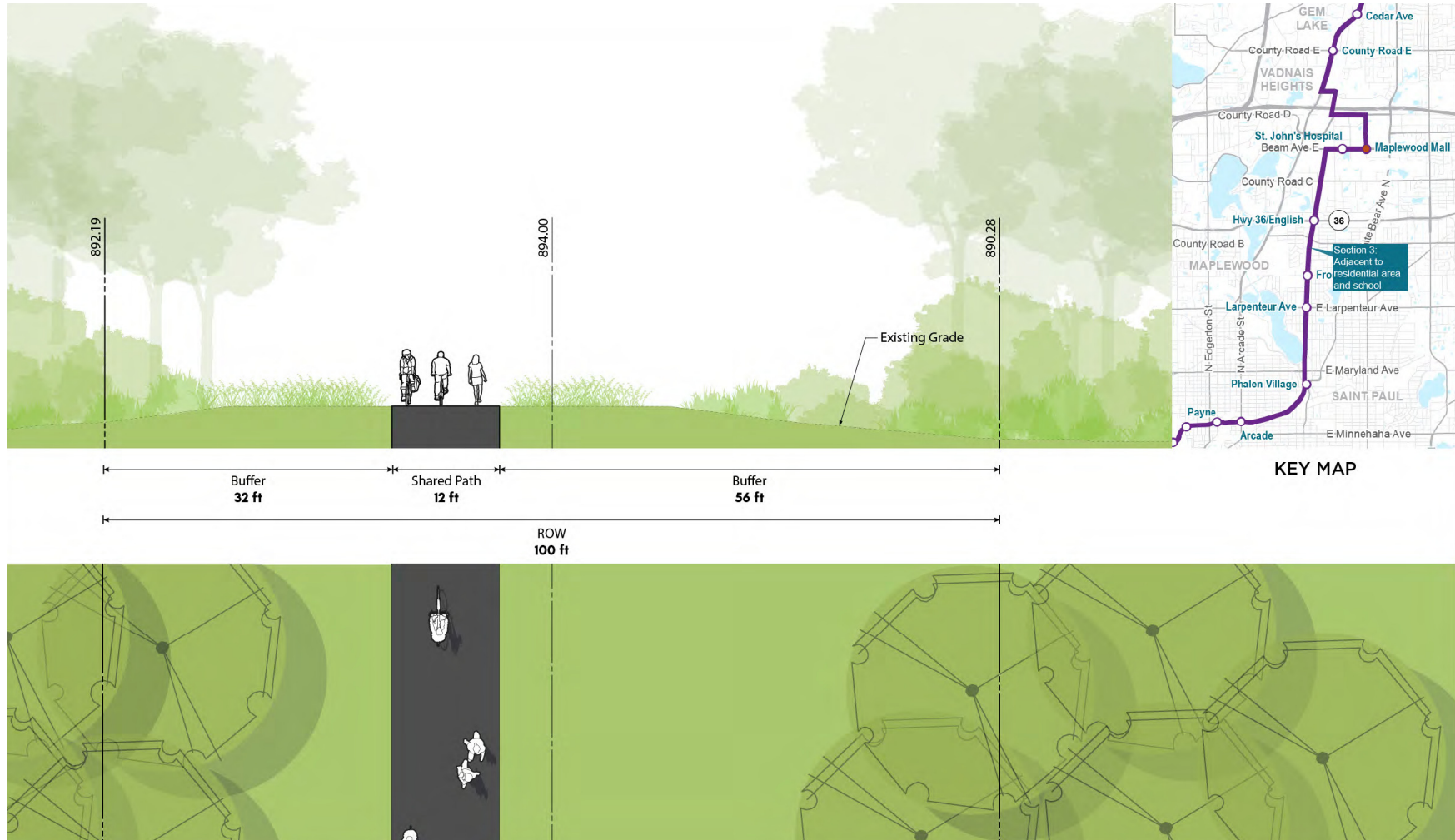


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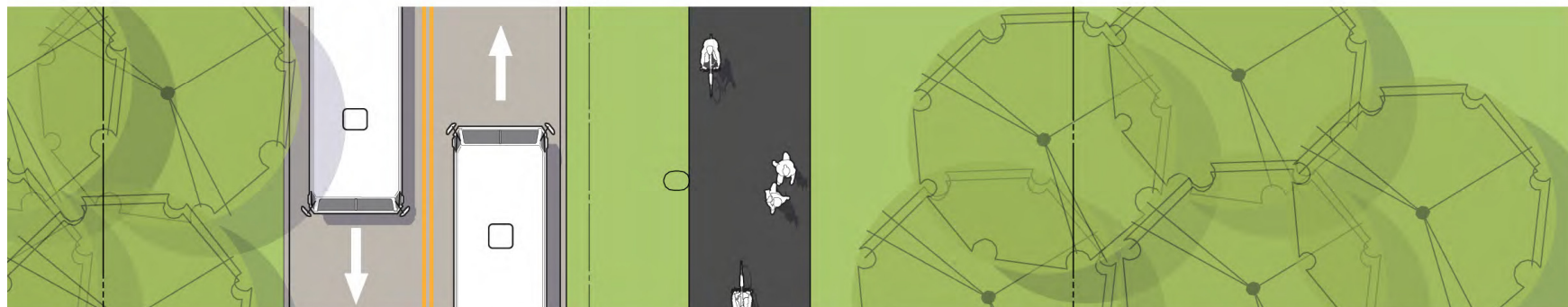
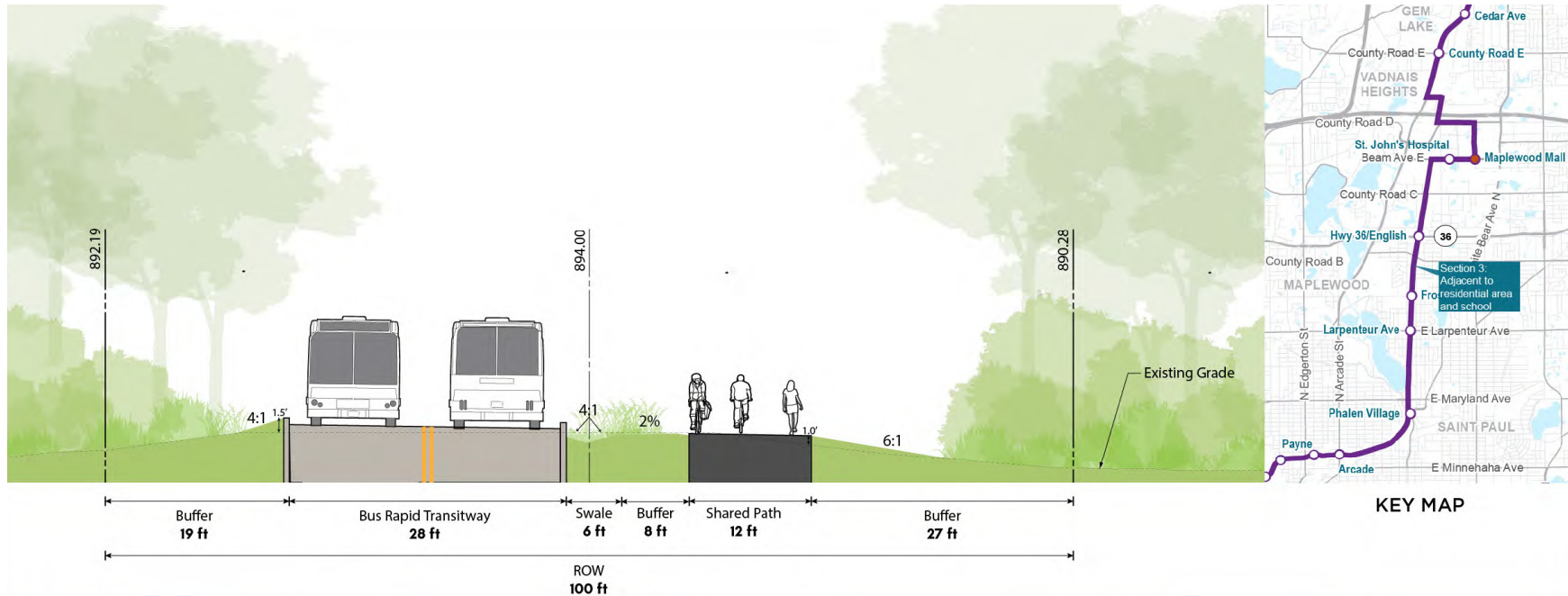
- Reconstructed Bruce Vento Trail
- Potential underpass closure south of Arlington
- Pedestrian Improvements at Larpenteur Avenue

# Existing Conditions





# BRT & Shared Use Path



Conceptual rendering of co-located Bruce Vento Regional Trail and BRT guideway.

## Public Engagement

- Goals:
  - Inform and collect input from people in the study area.
  - Use input to shape the project.
- From March through September 2018:
  - Conducted or staffed 87 events.
  - Engaged with over 1,300 community members, businesses and other stakeholders.
  - Recorded over 700 comments.
  - Documented in public engagement summary.



End of Summer Celebration in Maplewood

## Public Engagement

- Main themes from engagement:
  - Support from transit users and non-users alike.
  - Usefulness and value to residents, employees and visitors
  - Accessibility and connectivity to stations by bus, walking, and biking in Saint Paul neighborhoods and suburbs
- Notable topics of Interest
  - Changes to Bruce Vento Trail
  - Safety.
  - Vehicle Choice



Bruce Vento Trail pop-up event on July 25.



## Public Engagement

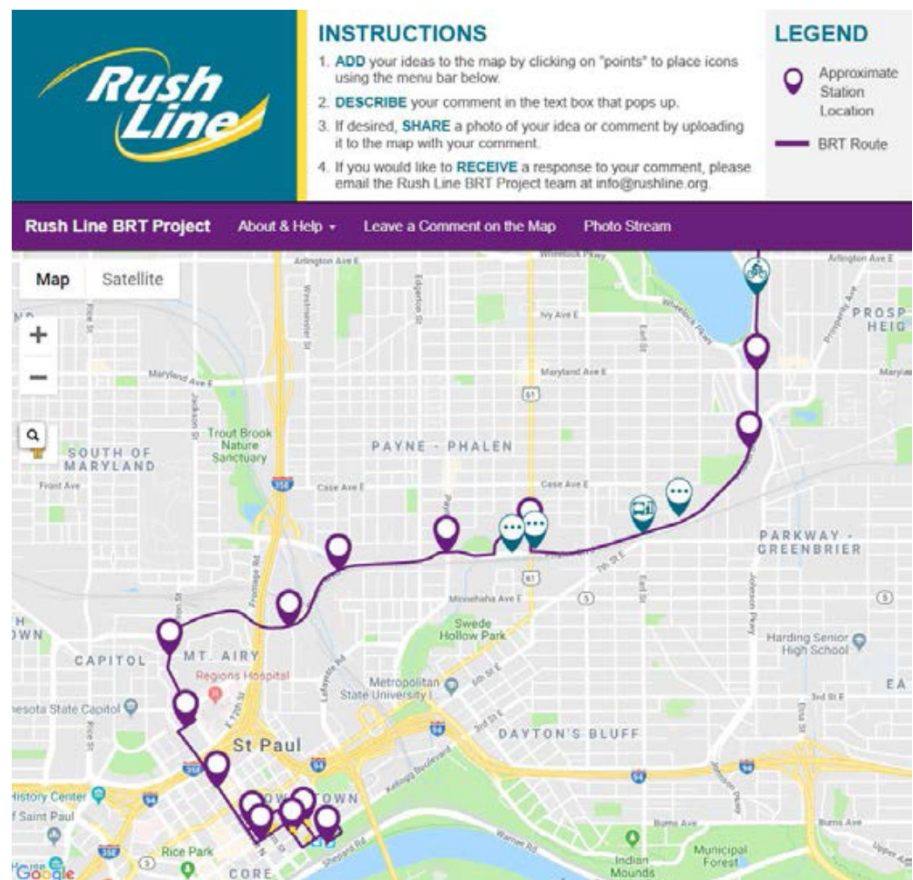
- How input is being used to shape the project:
  - Refinement and addition of station locations (Hmong village and Buerkle Road).
  - Design of guideway and Bruce Vento Trail in County Rail right of way.



Johnson Senior High School Leadership Class on May 21.

## Next Steps and Upcoming Activities

- Ongoing Public Engagement
  - Interactive Online Map
  - District 5 Payne Phalen Planning Council Update Jan 23, 2019
- Continued environmental analysis and engineering
- Environmental Assessment publication in Late 2019





***Rush  
Line***

B R T

## Questions?



[rushline.org](http://rushline.org)



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