

PLANNING COMMISSION

Barbara A. Wencil, Chair



CITY OF SAINT PAUL

Christopher B. Coleman, Mayor

*25 West Fourth Street
Saint Paul, MN 55102*

*Telephone: 651-266-6700
Facsimile: 651-228-3220*

TRANSPORTATION COMMITTEE OF THE PLANNING COMMISSION

Monday, September 21, 2015, 4:00 p.m. – 5:30 p.m.

*All meetings are held in the City Hall Annex 13th floor
Conference room at 25 West 4th Street in Saint Paul*

1. Rush Line Pre-Project Development Study Update - Mike Rogers (Ramsey County Regional Rail Authority) 30 minutes
2. Victoria Park/Otto Avenue Trail Improvements - Dan Haak (Public Works) and Alice Messer (Parks) 20 minutes

Upcoming Transportation Committee Meetings

- October 5
- October 19

Meetings are open to the public. The Chair may allow five minutes for informal public comment (from non-committee members) at the beginning of each agenda as needed. Additional time may be allocated for comments or further discussion at the discretion of the Chair. Meetings will be cancelled if there is not a quorum expected, or if there are no agenda items. For additional information on the Transportation Committee of the Planning Commission, please visit our website at bit.ly/StPaulTC or contact Bill Dermody at Bill.Dermody@ci.stpaul.mn.us or 651-266-6617.

Transportation Committee Staff Report

Committee date: September 21, 2015

Project Name	<i>Rush line Corridor Pre-Project Development Study</i>
Geographic Scope	<i>Downtown Saint Paul northeast to Forest Lake</i>
Ward(s)	<i>2, 5, 6, 7</i>
District Council(s)	<i>2, 4, 5, 6, 7, 17</i>
Project Description	<i>Update on long-term study of potential transitways, including potential modes such as LRT, BRT, Arterial BRT, streetcars</i>
Project Contact	<i>Mike Rogers, Ramsey County Regional Rail Authority</i>
Contact email/phone	<i>Michael.Rogers@co.ramsey.mn.us, 651-266-2773</i>
Lead Agency/Department	<i>Ramsey County Regional Rail Authority</i>
Purpose of Project/Plan	<i>Study potential transitway modes and routes between Downtown Saint Paul to Forest Lake, with a Locally Preferred Alternative to be selected in 2016</i>
Planning References	<i>Comprehensive Plan Transportation Chapter, Figure T-C Preferred Transit Network; Metropolitan Council's Regional Transportation Policy Plan</i>
Project stage	<i>Pre-Project Development (PPD) study</i>
General Timeline	<i>PPD study through 2016, construction potentially 2021, open for service potentially 2025</i>
District Council position (if applicable)	<i>n/a</i>
Level of Committee Involvement	<i>Inform</i>
Previous Committee action	<i>None</i>
Level of Public Involvement	<i>Inform, advise & consent. Extensive public outreach has occurred and will continue, including a public meeting on September 30 at Arlington Hills Community Center.</i>
Public Hearing	<i>Not required at this stage</i>
Public Hearing Location	<i>n/a</i>
Primary Funding Source(s)	<i>Anticipated construction funding is approximately 50%federal, 30% County Transit Improvement Board (CTIB), 10%state, 10% participating counties (Ramsey and/or Anoka, Washington)</i>
Cost	<i>Not yet determined</i>

Staff recommendation
Action item requested of the Committee
Committee recommendation
Committee vote

The logo for 'Rush Line' features the words 'Rush' and 'Line' stacked vertically in a bold, italicized, blue sans-serif font. The text is set against a white background with a yellow swoosh that curves around the letters. The entire logo is centered on a white background that is framed by dark blue borders at the top and bottom, with yellow swooshes extending from the blue areas into the white space.

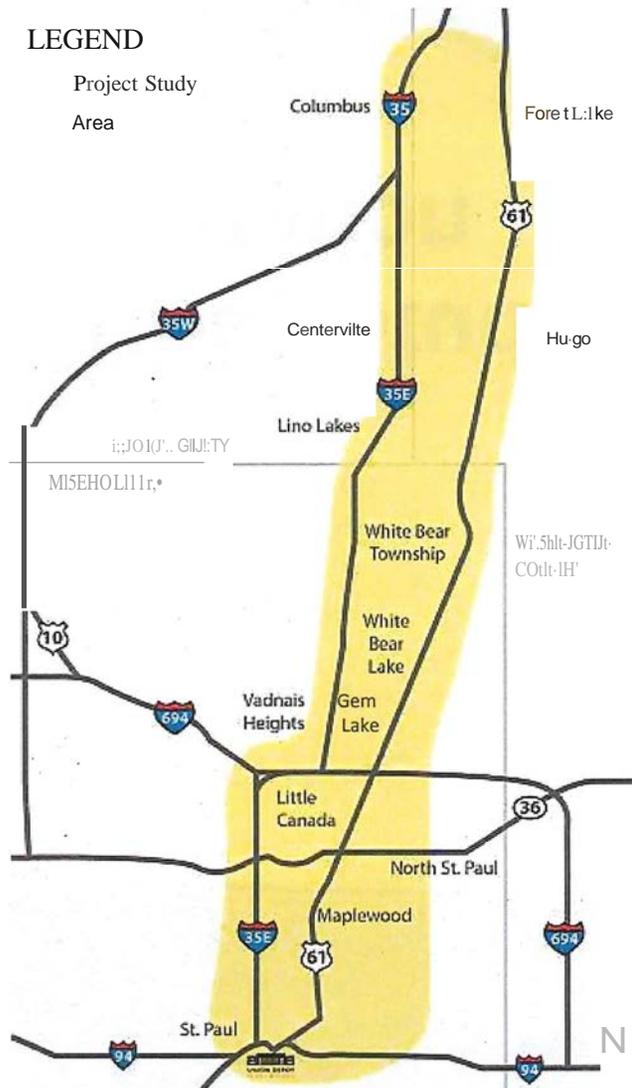
Rush Line

Pre-Project Development (PPD) Study City of Saint Paul Transportation Committee

September 21 2015

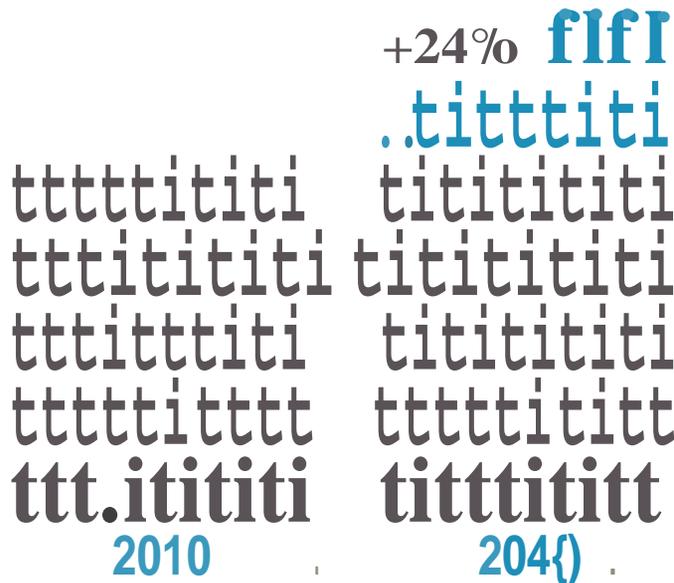
Rush Line Corridor PPD Study

- 30-mile study area between Union Depot in St Paul and Forest Lake
- Purpose is to provide transit service that satisfies the long-term regional mobility and accessibility needs for businesses and the traveling public catalyzing sustainable development within the study area
- Led by Ramsey County Regional Rail Authority (RCRRA) on behalf of Rush Line Task Force
- Builds off 2008/09 Alternatives Analysis Results



Need #1: Sustainable Growth and Development

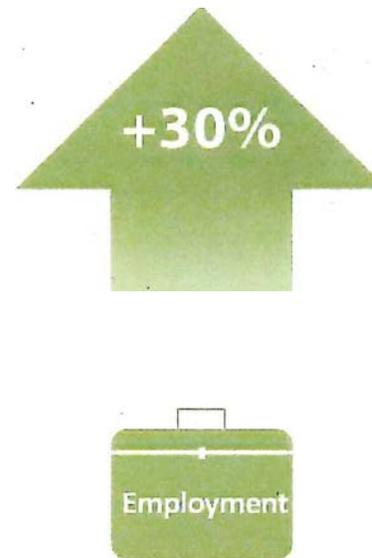
Population is **growing**.



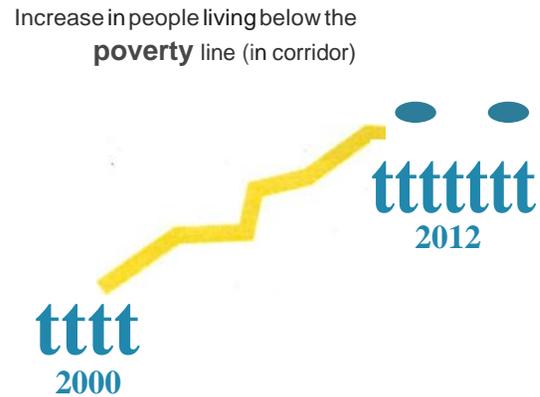
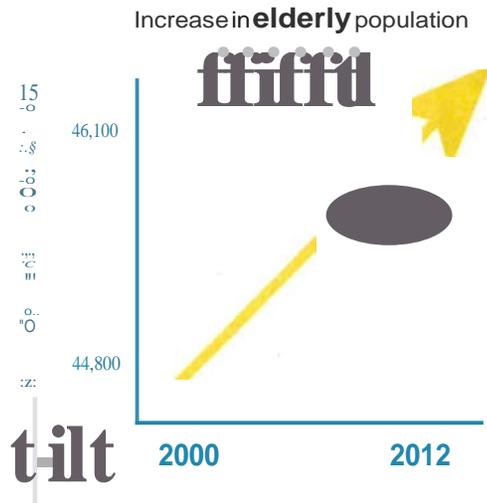
Corridor population will increase from 445,000 to 555,000 through 2040

Employment is **increasing**

Corridor employment will increase from 245,000 to 315,000 through 2040



Need #2: Serve People Who Rely on Transit



Needs #3 & #4: Sustainable Travel Options are Limited and Transit Demand is Increasing

Increase in demand for express and suburban local routes

Northern - oriented routes

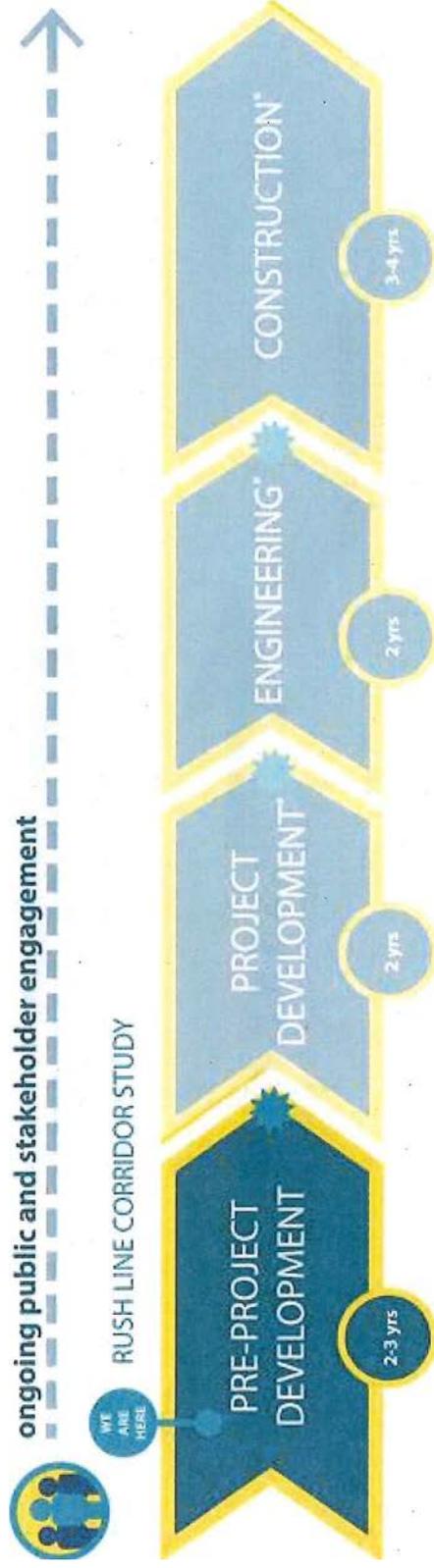
EXPRESS → +33%^A

SUBURBAN LOCAL → +90%

URBAN LOCAL → +4%

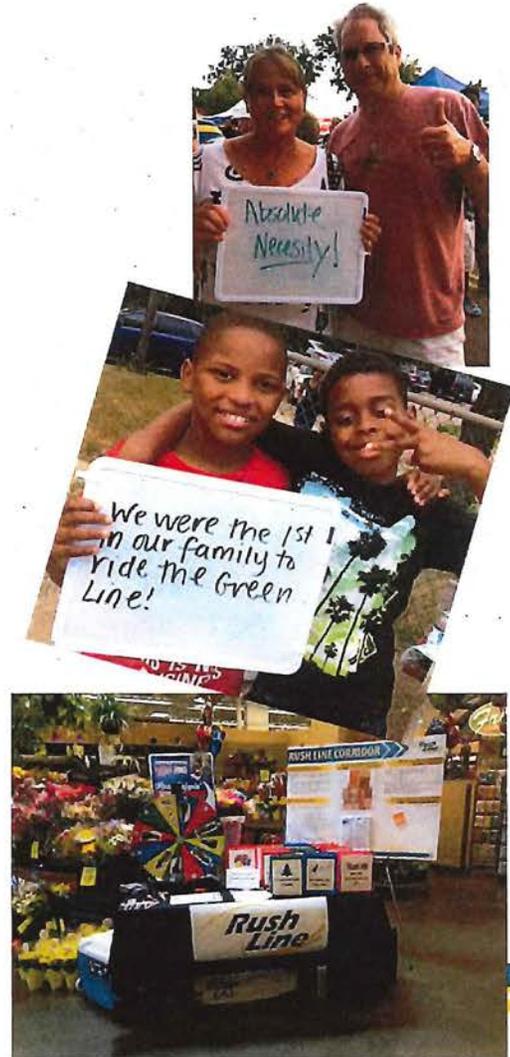


Public and Stakeholder Engagement Process

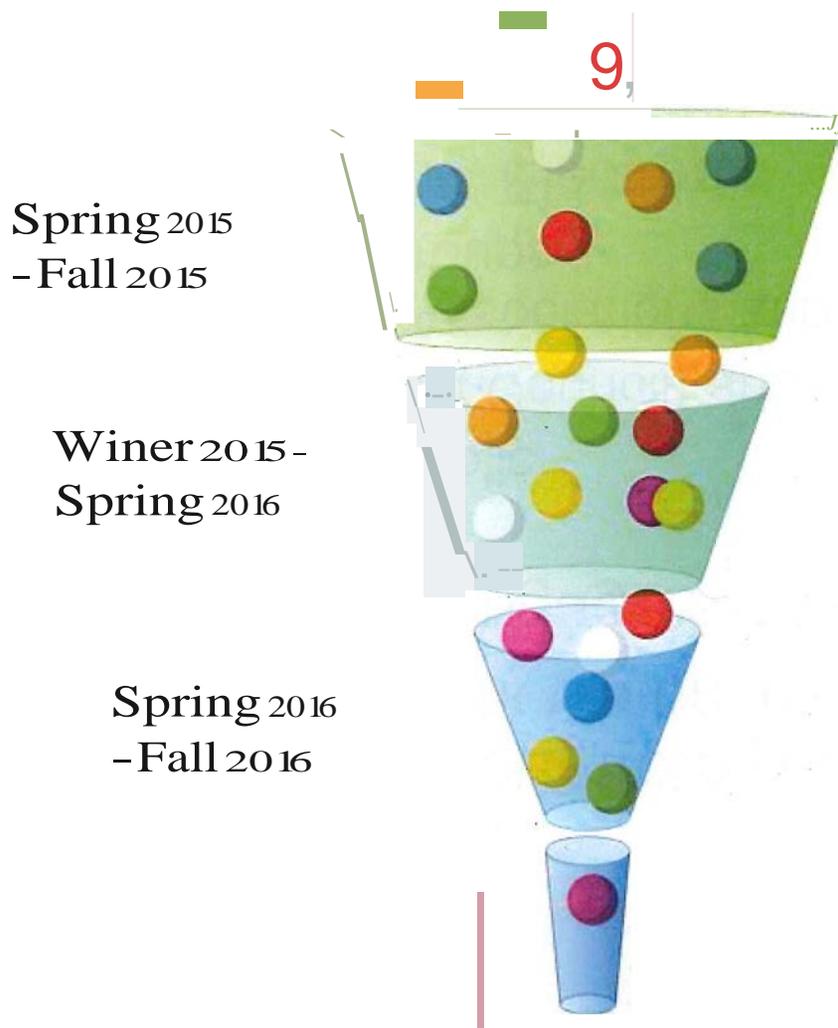


Public Engagement Efforts

- We want to hear from you and share the work we have done
- We want to engage many audiences
 - General Public
 - City (District Council) and County Business Associations and Special Interest Groups
- Presentations, Electronic Communication, Pop-up activities, Neighborhood Meetings and Community Events



Identifying the Best Alternative



Alternative Evaluation Process

Tier 1 - Preliminary Analysis

- What goes in: all modes, and alignments under consideration
- How they are evaluated: high-level qualitative assessment to identify if any modes or alignments have fatal flaws
- What comes out: a smaller set of modes and alignments for more detailed definition and evaluation

Tier 2 - Detailed Evaluation

- What goes in: paired modes and alignments that survived Tier 1
- How they are evaluated: against the project purpose and needs and goals and objectives. Uses detailed quantitative and qualitative criteria.
- What comes Out: one or two preferred alternatives for further refinement

Tier 3 - Locally Preferred Alternative (LPA) Refinement

- What goes in: the preferred alternative from Tier 2
- How they are evaluated: detailed evaluation criteria that are similar to FTA evaluation criteria
- What comes out: the Locally Preferred Alternative - the alternative that best meets the project purpose and needs

Transit Modes Considered

	Frequency	Runningway	System Length	Capital Costs	Station Spacing
					
					
					
					
	Every 10-15 minutes	● ●	10- 20miles	\$\$\$	
	Every 30t-minutes	● ●	10- 25 miles	\$\$-\$\$\$	

2
E.C.C

5 miles (market specific)



QLW VJ

Route Options Considered

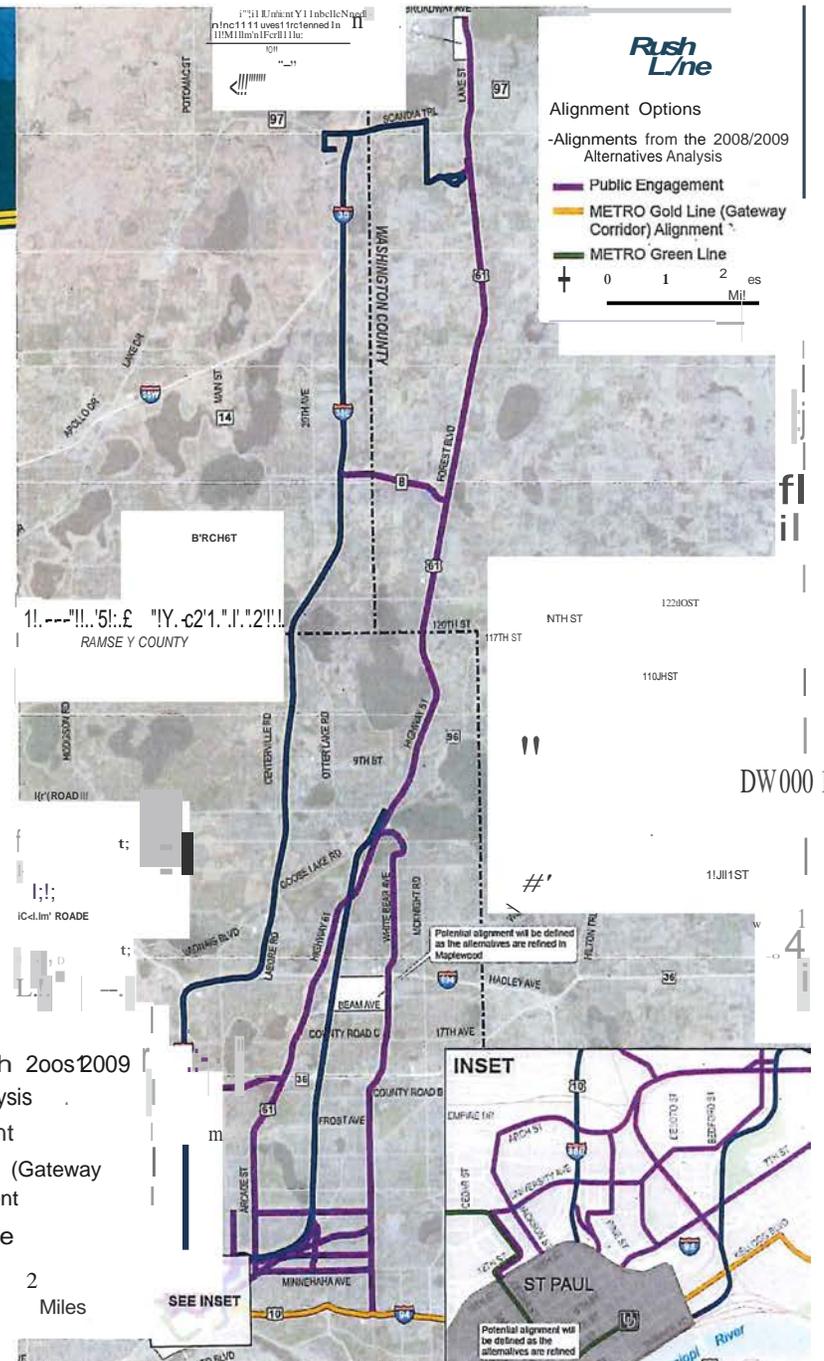
Identified through previous studies and public engagement efforts

INSET



Alignment Options

- Alignments from the 2008/2009 Alternatives Analysis
- Public Engagement
- METRO Gold Line (Gateway Corridor) Alignment
- METRO Green Line



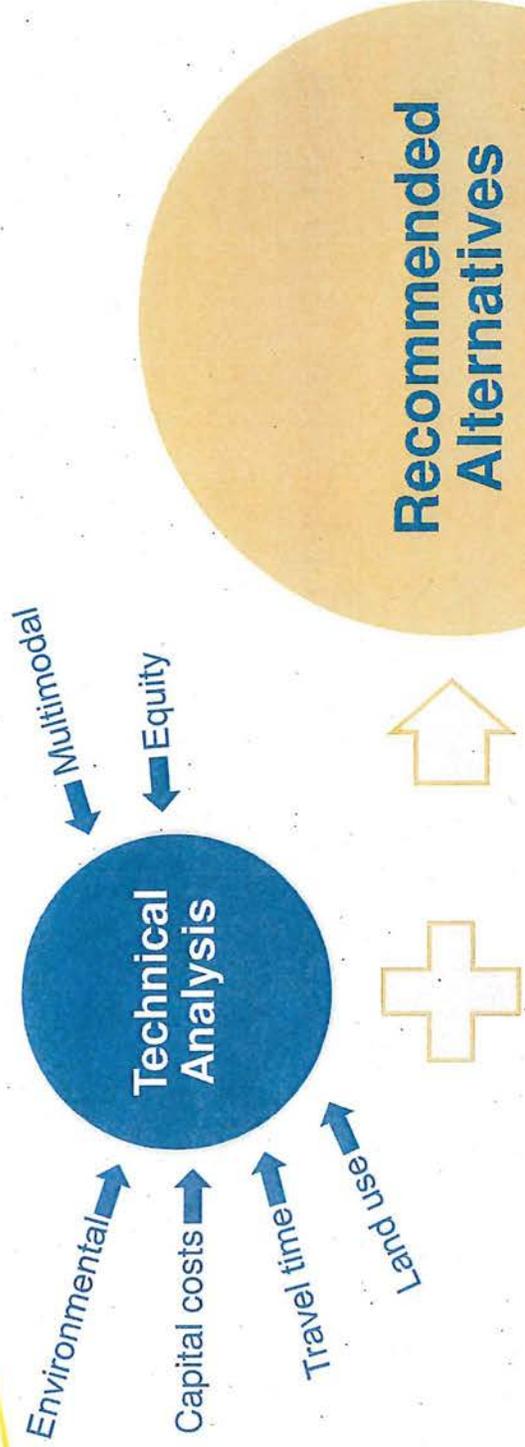
Tier 1

Phase A - Alignment Evaluation Results

The strongest performing segments are in the southern portion of the corridor.

- Density (jobs and housing) and number of activity centers are highest in the southern portion of the corridor.
- Environmental and cultural impacts (right-of-way) are less in the northern portion of the corridor.
- Regional connectivity is limited in the middle and northern portions of the corridor.
- All modes and alignments advanced from Tier 1, Phase A to Tier 1, Phase B.

Tier 1 Phase B – Screening Process



2016
ACC



Key Criteria for deferral (not advancing)

- Environmental
 - If property (right-of-way) is insufficient or too constrained
- Land use
 - Low density existing and planned land uses
- Capital cos
 - More than \$1 billion
- Travel time
 - More than 75 minutes
- Policy Rational

Tier 1

Phase B – Alternatives Recommended to Advance

-- Advanced:

LRT/DMU to downtown White Bear Lake (along RCRRA / BNSF rail corridor)

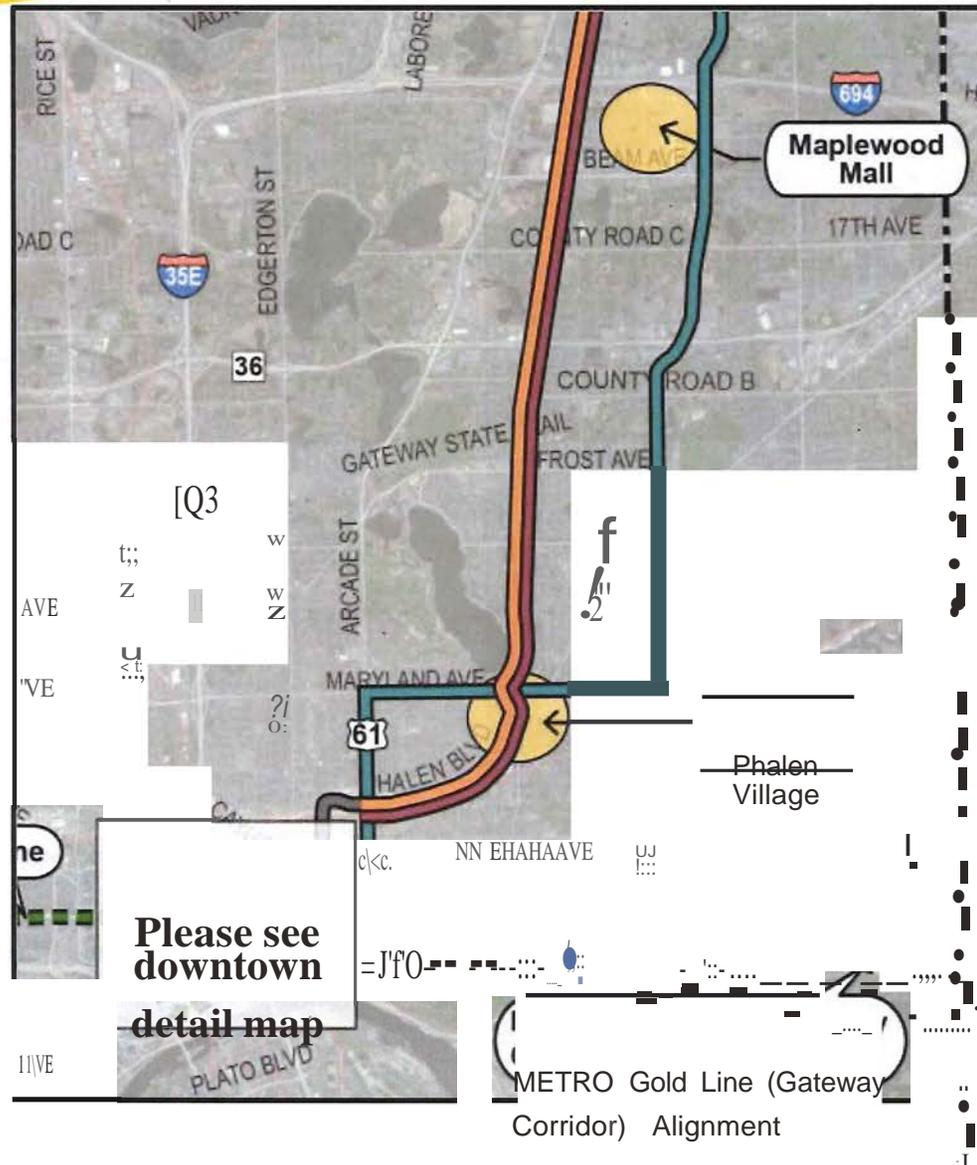
Dedicated Guideway BRT to downtown Forest Lake (along RCRRA / BNSF / WCRRA rail corridor)

Arterial BRT to White Bear Lake (along White Bear Avenue and US Highway 61)



Tier 1

Phase B – Alternatives Recommended to Advance



Tier 1 Phase B - Alternatives

Recommend for Deferral Rational

Streetcar

High cost and slower travel time compared to other alternatives

Streetcar lines are typically much shorter

I-35E

Low-density existing and planned land uses

Existing express market will be improved through MnPass investment

Deferral does not limit ability to advocate for future express bus improvements

LRT or DMU north of White Bear Lake

High costs compared to other alternatives

Low-density existing and planned land uses



Tier 1 Phase B - Alternatives Recommend for Deferral Rational

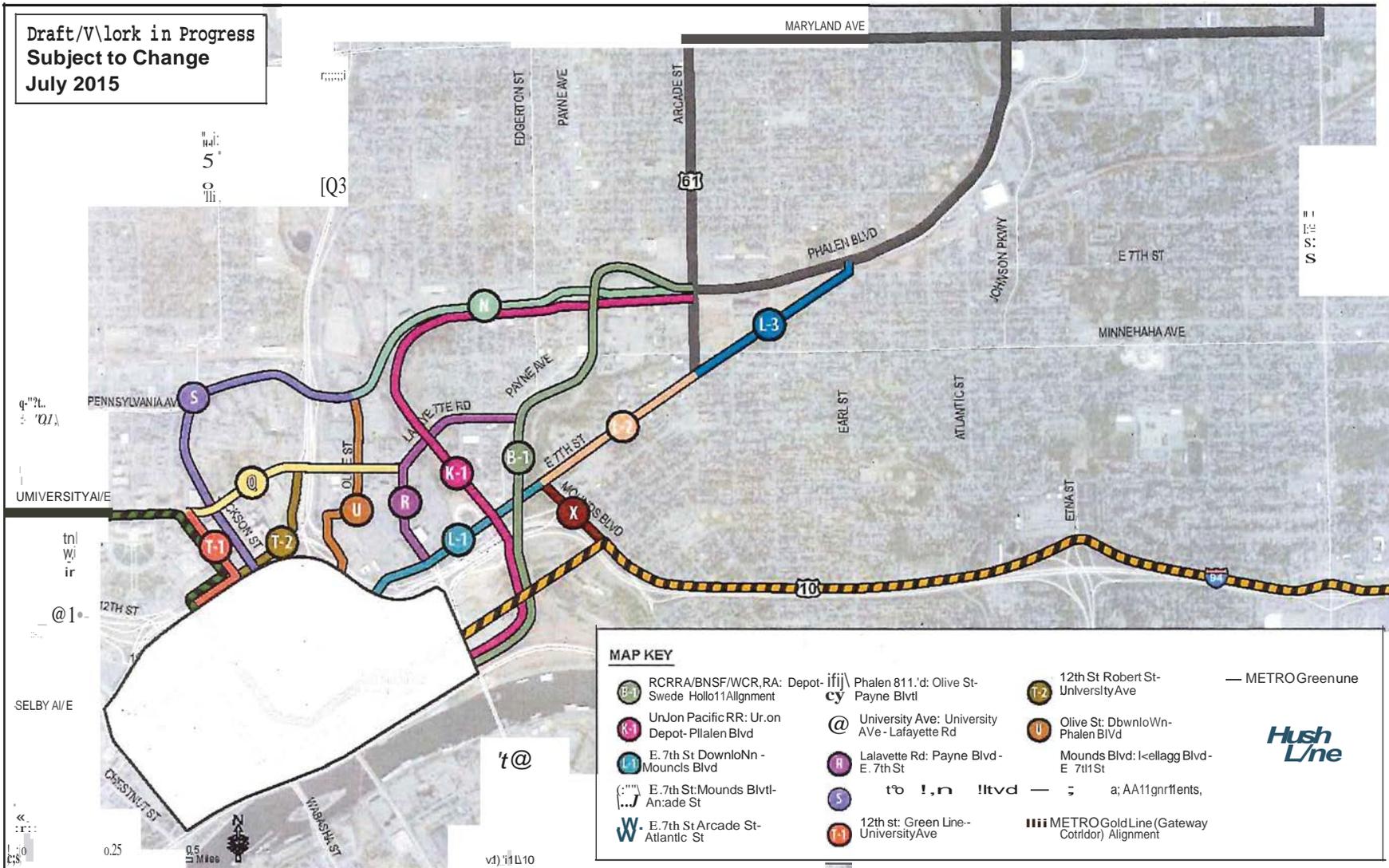
- LRT/DMU or Dedicated Guideway BRT on White Bear Avenue or Highway 61 (south of White Bear Lake)

Significant property impacts because these transit modes require their own travel lanes

Higher cost and slower travel time compared to other alternatives

Tier 1 Phase B – Many downtown alignment options being considered

Draft/Work in Progress
Subject to Change
July 2015



Tier 1 Swede Hollow

- Considered for LRT/DMU or Dedicated Guideway BRT
- Passed Technical Analysis:
 - Environmental – A transit line could fit on the existing RCRRA property
 - Land Use – Adjacent land use is supportive of transit
 - Capital Cost – The property is in public ownership providing the potential for reduced capital cost
 - Travel Time – the route is shorter than others routes being studied

Additional Considerations:

- The route is good enough to pass Tier 1 analysis and move into Tier 2.
- Most routes south of Phalen Boulevard remain for analysis in Tier 2.
- Premature removal of this or any other route will make it more likely that it will be required to be studied again at a later stage:



Next Steps

- **November 2015** - Policy Advisory Committee will take action on the Tier 1 Analysis after reviewing the draft final Tier 1 technical report and summary of public comments
- **Winter 2015** - Detailed Tier 2 analysis of remaining alternatives (ridership, cost, impacts and etc.)
- **Spring 2016** - Recommendation on a draft Locally Preferred Alternative
- **Summer 2016** - Recommendation on Locally Preferred Alternative
- **Fall 2016** - Approval of Locally Preferred Alternative by impacted cities and counties and the Metropolitan Council



How to provide input?

Attend a Community Meetings

Tuesday

Sept. 22, 2015

5:00 p.m. - 7:00 p.m.
Presentation at 5:30 p.m.

Headwater Service Center
19955 Forest Rd. N., Forest Lake

Tuesday

Sept. 29, 2015

5:00 p.m. - 7:00 p.m.
Presentation at 5:30 p.m.

Maplewood Community Center
2100 White Bear Ave., Maplewood

. Wednesday

Sept. 30, 2015

6:00 p.m. - 8:00 p.m.
Presentation at 6:30 p.m.

Arlington Hills Community Center
1200 Payne Ave., St Paul

Contact Us



www.facebook.com/rushline



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

• www.rushline.org

• info@rushline.org

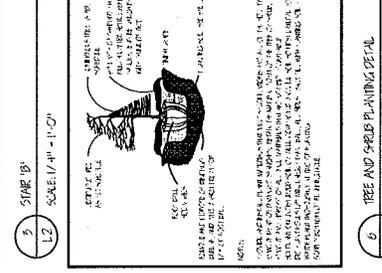
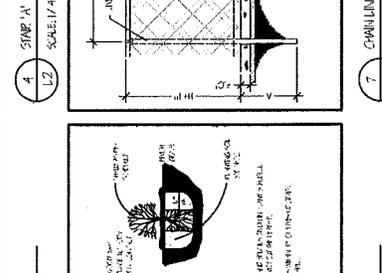
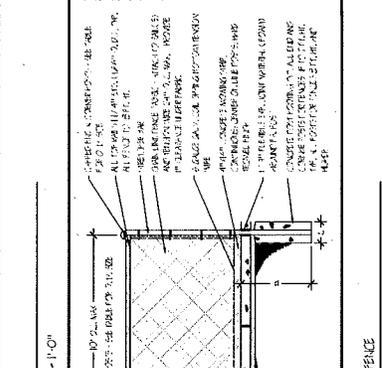
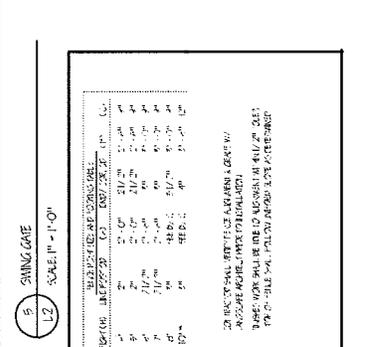
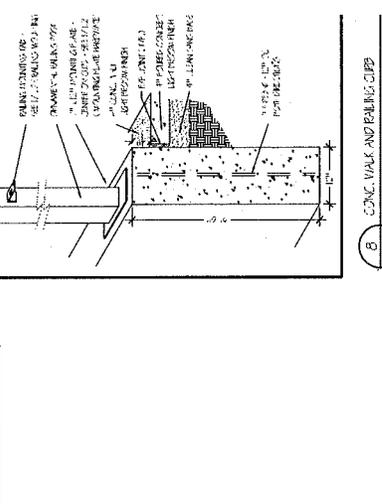
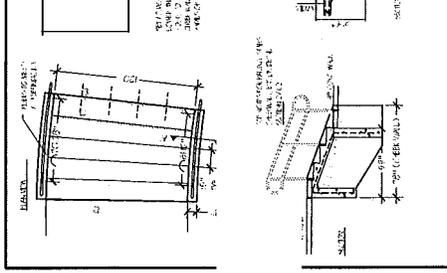
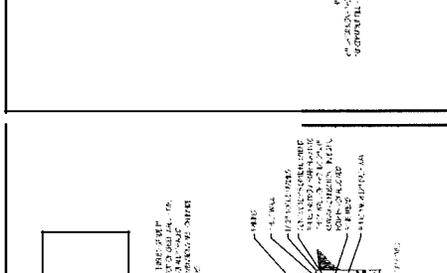
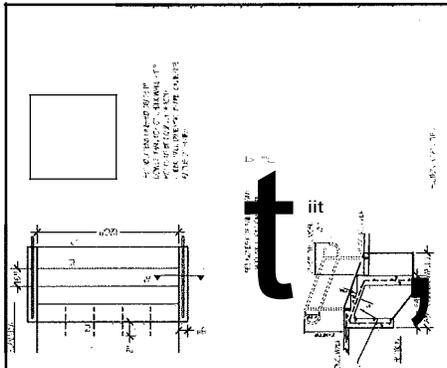
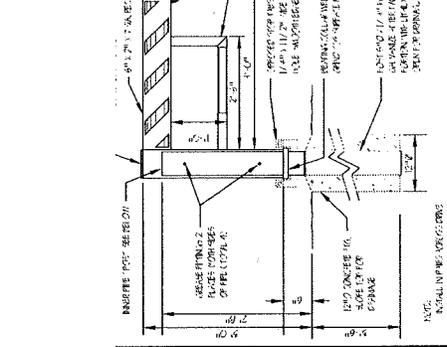
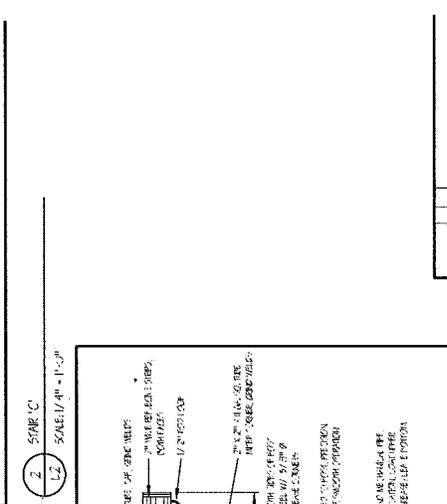
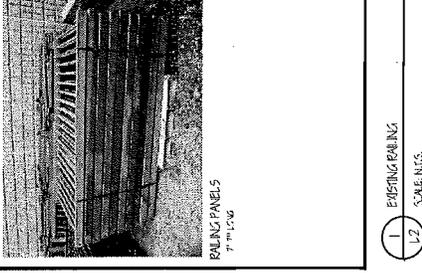
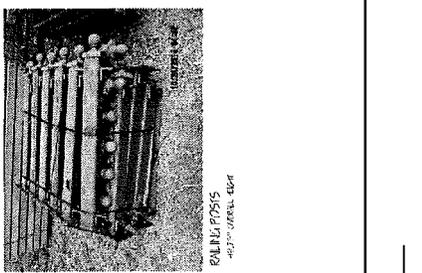
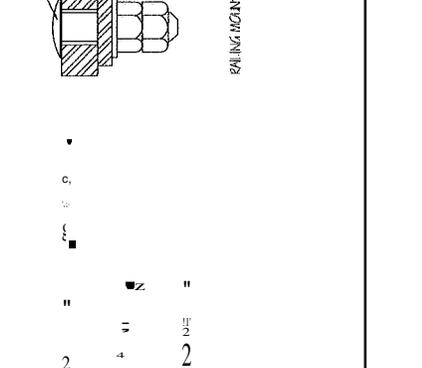
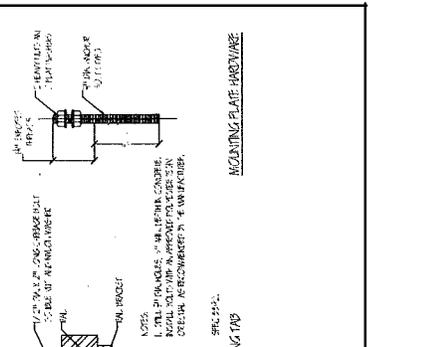
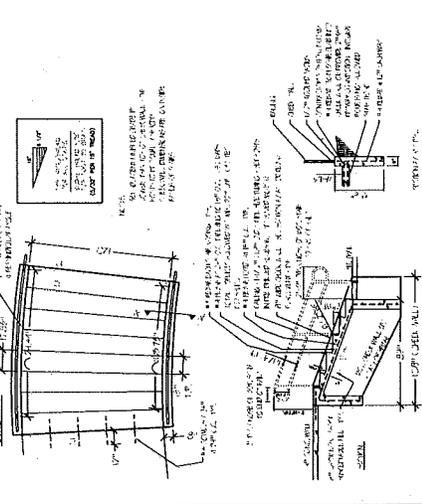
• 651-266-2760

Transportation Committee Staff Report

Committee date: September 21, 2015

Project Name	<i>Victoria Park/Otto Avenue Trail Improvements</i>
Geographic Scope	<i>Otto Avenue and Shepard Road</i>
Ward(s)	<i>Ward 2</i>
District Council(s)	<i>9</i>
Project Description	<i>Build bike/ped path on the NS of Otto; Construction of 12' paved path from intersection of Shepard and Otto Avenue along bluff line to new parking lot within Victoria Park</i>
Project Contact	<i>Alice Messer (Parks) and Dan Haak (Public Works)</i>
Contact email/phone	<i>Alice.Messer@ci.stpaul.mn.us and dan.haak@ci.stpaul.mn.us 651-266-6084</i>
Lead Agency/Department	<i>Parks and Recreation, Public Works, PED (HRA)</i>
Purpose of Project/Plan	<i>Improve bike/ped connection from <i>ih</i> to Shepard Rd.; Implementation of master plan for Victoria Park</i>
Planning References	<i>Approved master plan for Victoria Park</i>
Project stage	<i>Construction; Bids open September 16, 2015</i>
General Timeline	<i>Spring 2016 construction; Project will be completed summer of 2016</i>
District Council position (if applicable)	<i>District Council supports Trail project and implementation of approved master plan for Victoria Park.</i>
Level of Committee Involvement	<i>Inform, advise & consent.</i>
Previous Committee action	<i>None</i>
Level of Public Involvement	<i>Inform and involve. Extensive community engagement for master plan developed. Master plan approved by Parks Commission in 2014</i>
Public Hearing	<i>Not required</i>
Public Hearing Location	
Primary Funding Source(s)	<i>Tax Increment Financing (TIF)</i>
Cost	<i>Approximately \$1,000,000</i>

Staff recommendation	<i>Approve project as planned</i>
Action item requested of the Committee	<i>Recommend approval</i>
Committee recommendation	
Committee vote	



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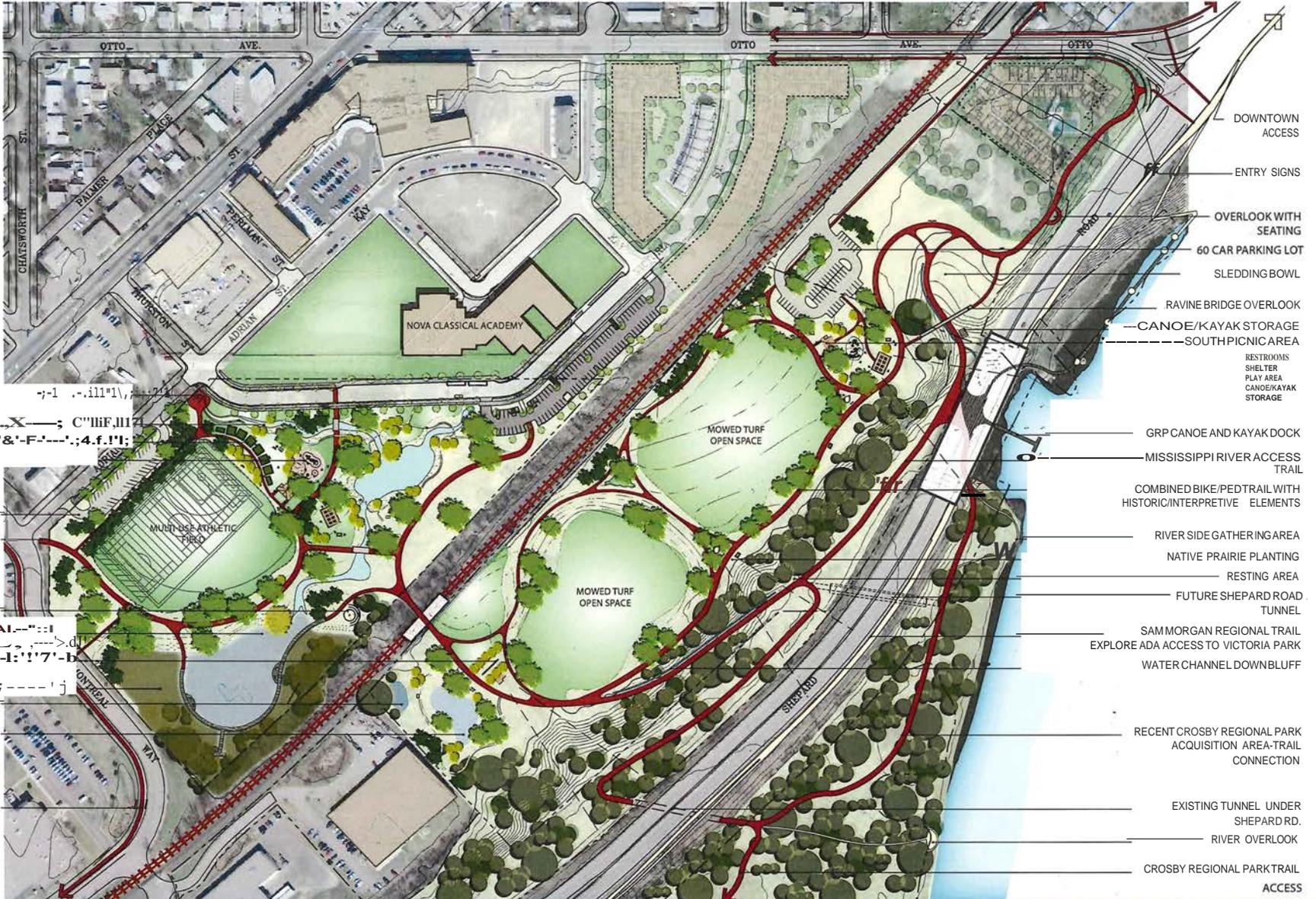
ACTIVE PARK

GENERALLY DEFINED AS AREA NORTH OF RAILROAD TRACKS

PASSIVE PARK

GENERALLY DEFINED AS AREA SOUTH OF RAILROAD TRACKS

- WATER PLAZA/PARK ENTRANCE
- RECIRCULATING WATER TREATMENT
- COMMUNITY GARDENS
- NORTH PICNIC AREA RESTROOMS SHELTER PLAY AREA/SPLASH PAD
- 40 CAR PARKING LOT
- PARK ENTRANCE
- AMPHITHEATER
- OPEN WATER WETLAND
- PARK ENTRANCE
- HISTORIC QUARRY INTERPRETIVE OPPORTUNITY
- SHRUB CARR WETLAND
- EXISTING WETLAND
- BIRD HABITAT/MOIST SOIL CELLS
- HIGHLAND PARK ACCESS TRAIL



VICTORIA PARK