



## 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, July 17, 2017, 4:00 p.m. – 5:30 p.m.

*All meetings are held in the City Hall Annex 13<sup>th</sup> floor*

*Conference room at 25 West 4<sup>th</sup> Street in Saint Paul*

1. Stillwater Ave. Bike Lanes – Luke Hanson (PW) 5 minutes
2. Safe Routes to School Plan – Fay Simer (PW) 30 minutes
3. Rush Line Locally Preferred Alternative – Andy Gitzlaff (Ramsey County Regional Rail Authority) presentation, and Bill Dermody (PED) draft resolution, 40 minutes

#### *Upcoming Transportation Committee Meetings*

- July 31
- August 14

---

*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/StPaulITC](http://bit.ly/StPaulITC) or contact Bill Dermody at [Bill.Dermody@ci.stpaul.mn.us](mailto:Bill.Dermody@ci.stpaul.mn.us) or 651-266-6617.*

---

## Transportation Committee Staff Report for Projects

*Committee date: 7/17/2017*

---

**Project Name:** Stillwater Ave Bike Lanes and connections

**Geographic Scope:** McKnight Rd to Algonquin Ave

**Project Contact:** Luke Hanson, luke.hanson@ci.stpaul.mn.us, 651-266-6146

**Project Webpage:** <https://www.stpaul.gov/departments/public-works/road-construction/stillwater-avenue-bikeway>

**Project Description:** Stillwater: Bicycle facilities are proposed for implementation on Stillwater Ave as a component of the scheduled 2017 resurfacing. Bike facilities are also proposed on Algonquin, Case, and Hazel to facilitate bikeway connectivity.

**Project Stage & General Timeline:** Design/Approval. If approved, expected implementation in late summer or fall 2017.

**Public Hearing Date & Location:** Date TBD, City Council Chambers

**Cost & Primary Funding Source(s):** \$45,000 for bikeway striping and signing

### **Transportation Committee Role:**

- ☐ Inform project scope & approach      ☐ Inform design      ☐ Inform implementation
- ☒ Make recommendation

**Explanation** Make a recommendation to the City Council to implement bicycle facilities on Stillwater Ave, and connections on Algonquin, Case, and Hazel as a component of the planned street resurfacing in 2017. Provide feedback/recommendations on the design as proposed. (Transportation Committee heard about the design in June - a recommendation was not made at that time.)

### **Attachments include:**

- ☐ Complete Streets Checklist      ☐ Scoping document      ☐ CIB request
- ☐ Summary of Engineering Recommendations

Staff recommendation	<i>Describe, if any recommendation/action is required</i>
Action item requested of the Committee	<i>State intended action for committee to take, e.g., "Recommend approval of x" or "Advise staff on which projects to apply for from the grant program"</i>
Committee recommendation	<i>To be filled in at the meeting</i>
Committee vote	<i>To be filled in at the meeting</i>

---

## Transportation Committee Staff Report for Plans and Policies

Committee date: July 17, 2017

---

**Plan Name/Policy Name:** Rush Line Pre-Project Development Study

**Contact:** Andy Gitzlaff, Ramsey County Regional Railroad Authority:  
andrew.gitzlaff@co.ramsey.mn.us, 651-266-2772

**Plan/Policy Webpage:** [www.rushline.org](http://www.rushline.org)

**Description:** The Rush Line Corridor is an 80-mile travel corridor between St. Paul and Hinckley. A Pre-Project Development Study 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 one mode and one alignment for adoption as the corridor's Locally Preferred Alternative. The PPD 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.

**General Timeline:** The 2+ year PPD Study recently concluded with a proposed Locally Preferred Alternative (LPA)

**Public Hearing Date & Location:** August 16, 2017 at Saint Paul City Council for a resolution of support for the LPA

**Transportation Committee Role:**

☐ Inform scope & approach      ☐ Review draft      ☒ Make recommendation

**Explanation** Recommend a draft resolution for Planning Commission adoption and referral to the City Council that supports the LPA

Staff recommendation	<i>Approval</i>
Action item requested of the Committee	<i>Recommend draft Planning Commission resolution recommending approval of a draft City Council resolution of support for the Rush Line LPA</i>
Committee recommendation	<i>To be filled in at the meeting</i>
Committee vote	<i>To be filled in at the meeting</i>



**CITY OF SAINT PAUL**  
*Christopher B. Coleman, Mayor*

*25 West Fourth Street  
Saint Paul, MN 55102*

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

DATE: July 10, 2017

TO: Transportation Committee

FROM: Bill Dermody, City Planner

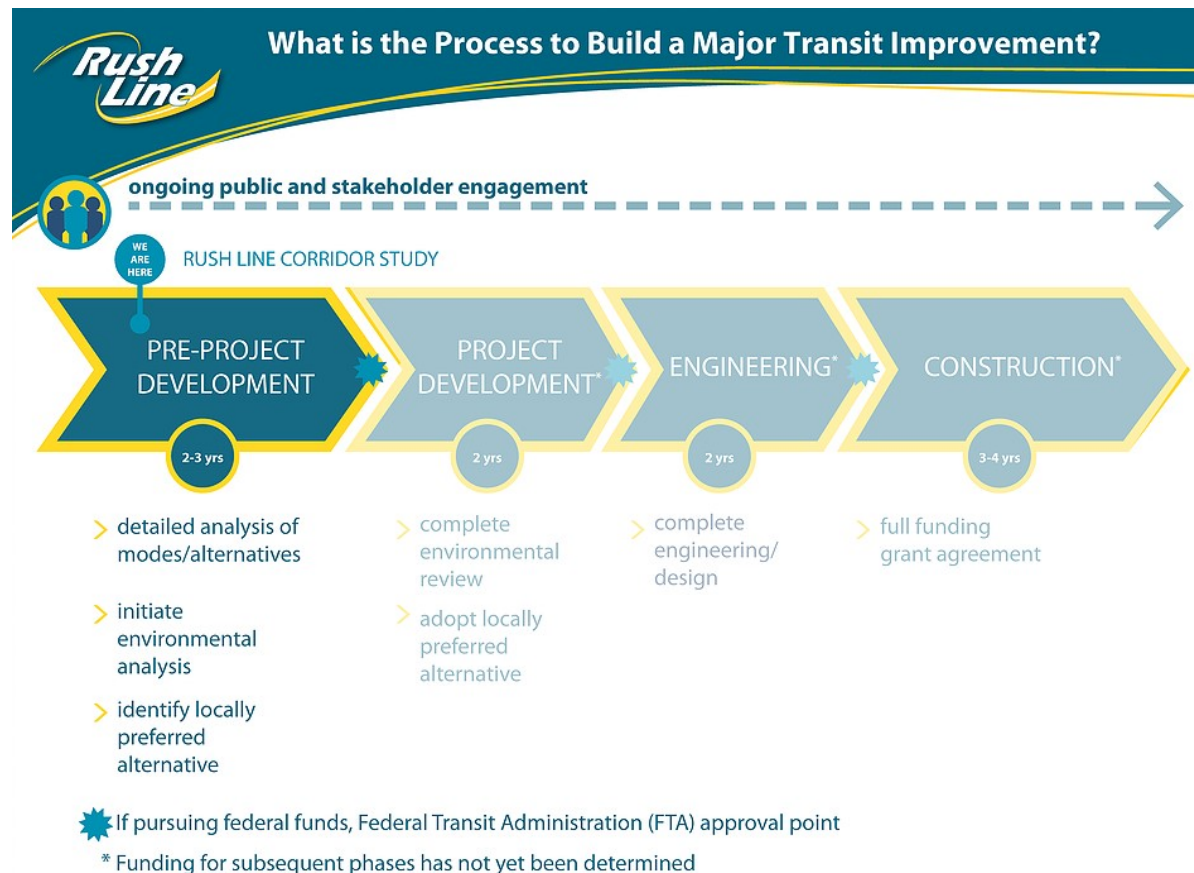
RE: Rush Line Corridor Locally Preferred Alternative (LPA)

## ISSUE

The City of Saint Paul is requested to take action to support the Rush Line Corridor Locally Preferred Alternative (LPA).

## BACKGROUND

The LPA falls within the broader Rush Line Corridor study and development process as follows:



With regard to the LPA itself, the following is a general timeline for action:

April 27	Rush Line Corridor Task Force public hearing on LPA
May 25	Rush Line Corridor Task Force adopts LPA
<b>July 17</b>	<b>Transportation Committee makes LPA recommendation</b>
July 28	Planning Commission makes LPA recommendation
August 16	City Council public hearing and action on LPA resolution
Aug/Sept	Rush Line Corridor Task Force and Metropolitan Council actions

The LPA is a preliminary indication of local government preferences. Final municipal consent by each city is required later in the process, closer to the construction stage.

#### **STAFF RECOMMENDATION**

Staff recommends that the Transportation Committee recommend that the Planning Commission adopt the attached draft Planning Commission resolution recommending City Council support for the LPA, which is Alignment 1 (Bus Rapid Transit along a specific route between Downtown Saint Paul and White Bear Lake).

#### **Attachments**

1. Draft Planning Commission LPA resolution of support
2. Transportation Committee staff report form

city of saint paul  
planning commission resolution  
file number \_\_\_\_\_  
date \_\_\_\_\_

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

moved by \_\_\_\_\_  
seconded by \_\_\_\_\_  
in favor \_\_\_\_\_  
against \_\_\_\_\_

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

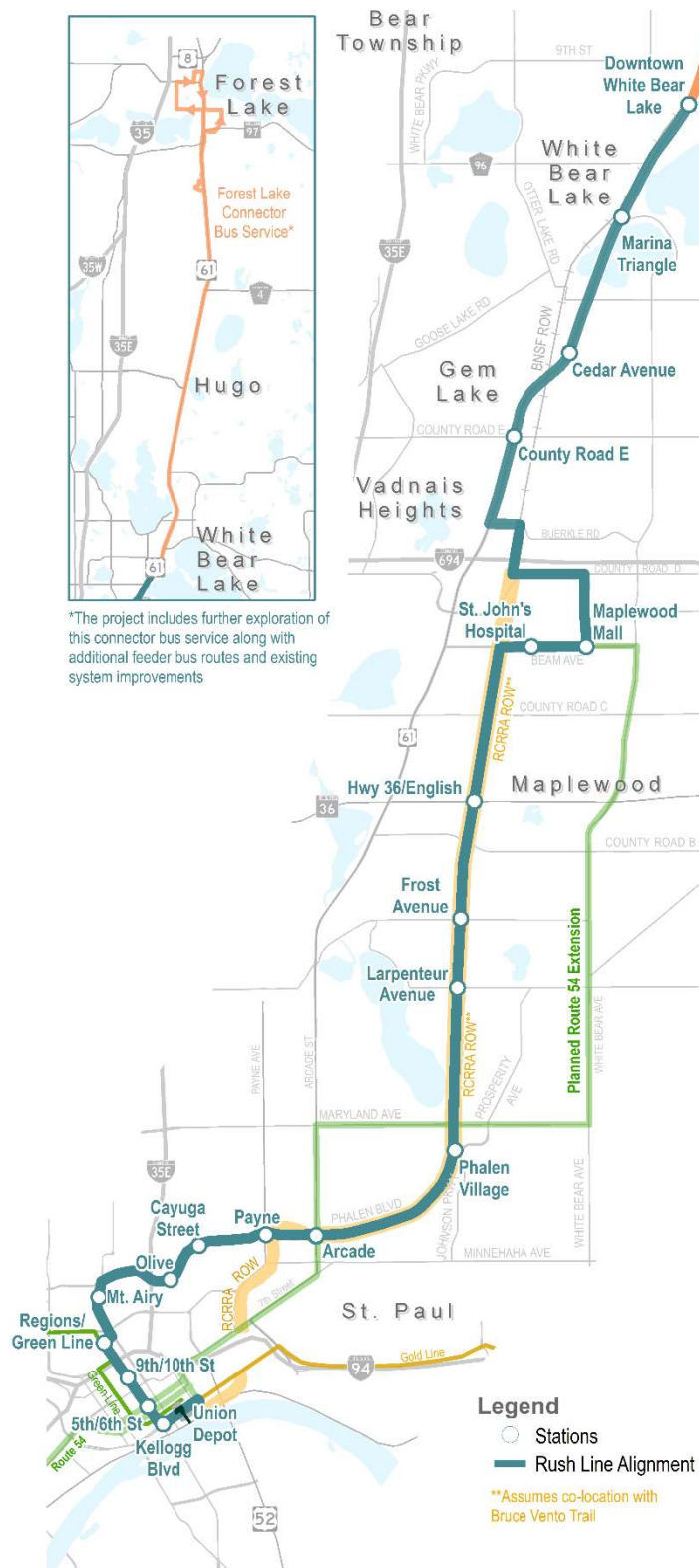
WHEREAS, the comments submitted by agencies, adjacent communities, the business sector and the public during the Locally Preferred Alternative comment period and throughout the duration of the Pre-Project Development Study will be addressed accordingly in the environmental analysis phase of the Project; 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 Transportation Committee of the Planning Commission recommended support for the LPA on July 17, 2017.

NOW, THEREFORE BE IT RESOLVED that the Planning Commission recommends that the Saint Paul City Council adopt a resolution supporting the selection of Alternative 1 as the locally preferred alternative; committing the City of Saint Paul 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; supporting 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. 7<sup>th</sup> St to create a more comprehensive transit system; and that their resolution be forwarded to the Rush Line Corridor Task Force, the Ramsey County Regional Railroad Authority and the Metropolitan Council for their consideration.

**LPA Figure**



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

## Transportation Committee Staff Report for Plans and Policies

Committee date: 7.17.17

Plan Name/Policy Name: City of Saint Paul Safe Routes to School Policy Plan

Contact: Fay Simer

Plan/Policy Webpage: <https://www.stpaul.gov/departments/public-works/walking-saint-paul/safe-routes-school>

Description: The plan recommends ways that the City of Saint Paul, Saint Paul Public Schools, and Ramsey County can deepen involvement with Safe Routes to School activities and promote walking and bicycling to school in Saint Paul

General Timeline: completed 6.30.17

Public Hearing Date & Location: 8.2.17 City Council Meeting, requesting adoption at that time

### Transportation Committee Role:

☐ Inform scope & approach      ☒ Review draft      ☒ Make recommendation

**Explanation:** Transportation Committee members are asked to review the draft SRTS Policy Plan and endorse the proposed planning commission resolution for adoption of this plan as policy by the City Council.

---

Staff recommendation	<i>Endorse proposed planning commission resolution</i>
Action item requested of the Committee	<i>Review draft plan and endorse proposed planning commission resolution requesting the City Council adopt the draft plan.</i>
Committee recommendation	<i>To be filled in at the meeting</i>
Committee vote	<i>To be filled in at the meeting</i>

city of saint paul  
planning commission resolution  
file number \_\_\_\_\_  
date \_\_\_\_\_

**Saint Paul Safe Routes to School Policy Plan**

WHEREAS, the City of Saint Paul Safe Routes to School Policy Plan recommends ways that the City of Saint Paul, Saint Paul Public Schools, and Ramsey County can deepen involvement with Safe Routes to School activities and promote walking and bicycling to school in Saint Paul; and

WHEREAS, the Minnesota Department of Transportation awarded the City of Saint Paul with funding to develop a Safe Routes to School Policy Plan to systematically address Safe Routes to School needs throughout the city; and

WHEREAS, City staff from the Department of Public Works, the Saint Paul Police Department, the Saint Paul Fire Department, City Council President Russ Stark's Office, City Councilmember Amy Brendmoen's Office, Saint Paul Public Schools, Saint Paul Ramsey County Public Health, and Ramsey County contributed to the findings of this plan via participation in a steering committee; and

WHEREAS, the Saint Paul Safe Routes to School Policy Plan will inform the development of the upcoming Citywide Pedestrian Plan and the upcoming Comprehensive Plan; and

WHEREAS, the Transportation Committee considered the Saint Paul Safe Routes to School Policy Plan on July 17, 2017 and has recommended approval to the Planning Commission; and

WHEREAS, the Planning Commission finds that the Saint Paul Safe Routes to School Policy Plan is consistent with the Saint Paul Comprehensive Plan and other addenda;

NOW, THEREFORE, BE IT RESOLVED, that the Planning Commission recommends that the City Council adopt as City policy the Saint Paul Safe Routes to School Policy Plan dated June 2017; and

BE IT FURTHER RESOLVED, that the Planning Commission will consider incorporating appropriate policies in support of the Safe Routes to School Policy Plan into the next update of the Transportation Plan chapter of the City's Comprehensive Plan.