

Policy Advisory Committee

June 18, 2015

Agenda

- Welcome and Introductions
- Public Engagement
- Tier 1 A Analysis
- Methodology Memos
- Project Schedule Update
- Public Comment
- Other and Next Policy Advisory Committee Meeting



Public Engagement



Overview

- Engagement Activities
- Joint Rush Line and Riverview PEAP Meeting – 5/6
- Summer 2015 Open Houses



Engagement Activities

- **Completed Community Events**

- White Bear Lake Library Grand Opening (April 11)
- Spring Fling – McDonough Homes (May 1)
- National Train Day (May 9)
- RiverWork Exhibit – Great River Gathering (May 14)
- Chamber of Commerce: White Bear Lake Community (June 9)

- **Upcoming Presentations**

- Mt. Airy Hi-Rise Resident Council (June 19)

- **Upcoming Community Events**

- Business Owners and Managers Association (BOMA) Membership Meeting (June 15)
- Metro Transit Park and Ride (June 16 and 17)
- White Bear Lake Marketfest (July 30)
- Forest Lake Farmer's Market (TBD)

- **Upcoming Mini Open House**

- Roosevelt Homes Community Meeting (TBD)



Joint PEAP Meeting – May 6

- **Discussion Topics**

- Open house promotions, activities, format
- Digital communication/engagement
- Innovative engagement ideas

- **Outcomes**

- Generate conversation about transit, how it relates to everyday life and benefits to individuals
- Incorporate/engage partner social media networks
- Work to improve transparency of study info and use plain language
- Encourage/facilitate further community transit conversation
- Provide meetings and activities that are fun and family-friendly



Summer 2015 Open Houses

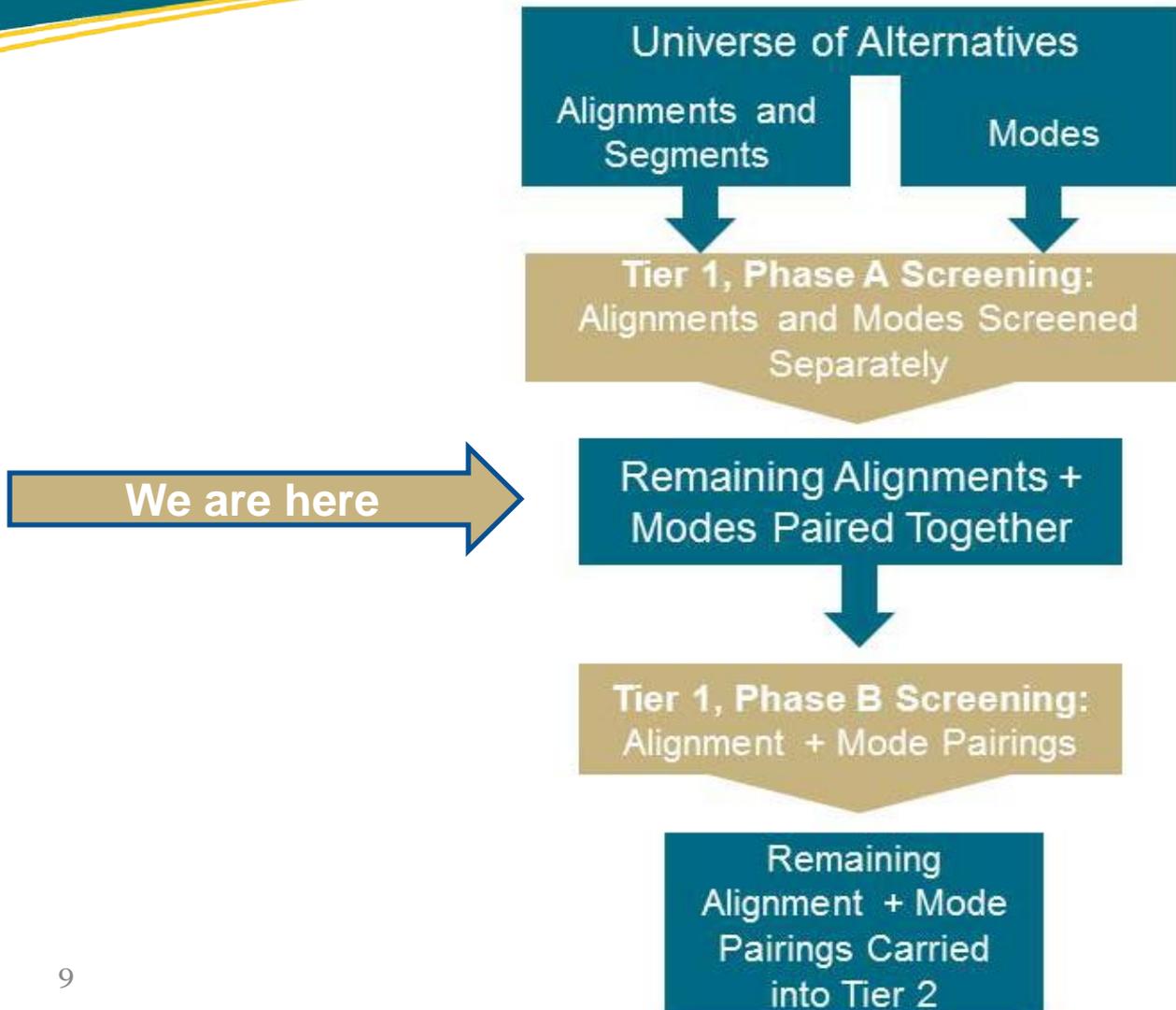
- Open Houses
 - August
- Content
 - Results of Tier 1 Analysis
 - Transit mode education
- Promotion and Outreach
 - Website
 - Social media
 - Email update
 - Flyer distribution



Tier 1 Analysis



Tier 1 Process



Tier 1, Phase A Criteria

- Modes

- Ridership capacity
- Economic development
- Environmental impacts
- Capital costs

- Alignments

- Multi-modal connectivity
- Regional connectivity
- Land use / economic development
- Environmental impacts
- Equity

Tier 1, Phase A Rating

- Rating process
 - Modes and segments rated 3 (good), 2 (fair) or 1 (poor)
 - Individual scores added up
 - Modes: maximum score of 12
 - Segments: maximum score of 15



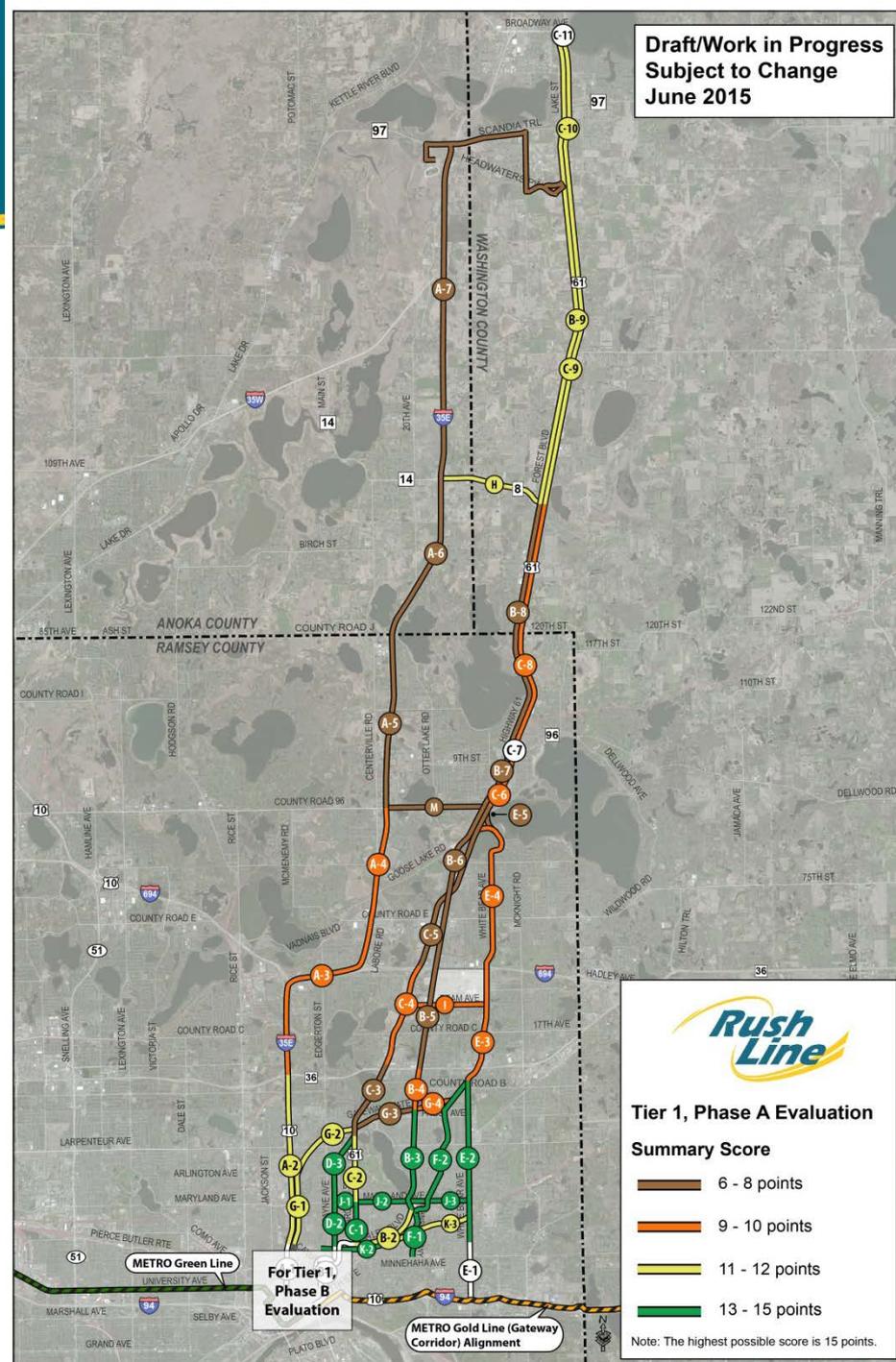
Mode Evaluation Results

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	●



Segment Evaluation Results

Draft/Work in Progress
Subject to Change
June 2015



Tier 1, Phase A Evaluation

Summary Score

- 6 - 8 points
- 9 - 10 points
- 11 - 12 points
- 13 - 15 points

Note: The highest possible score is 15 points.

For Tier 1, Phase B Evaluation

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Comparatively better regional
connectivity and equity scores

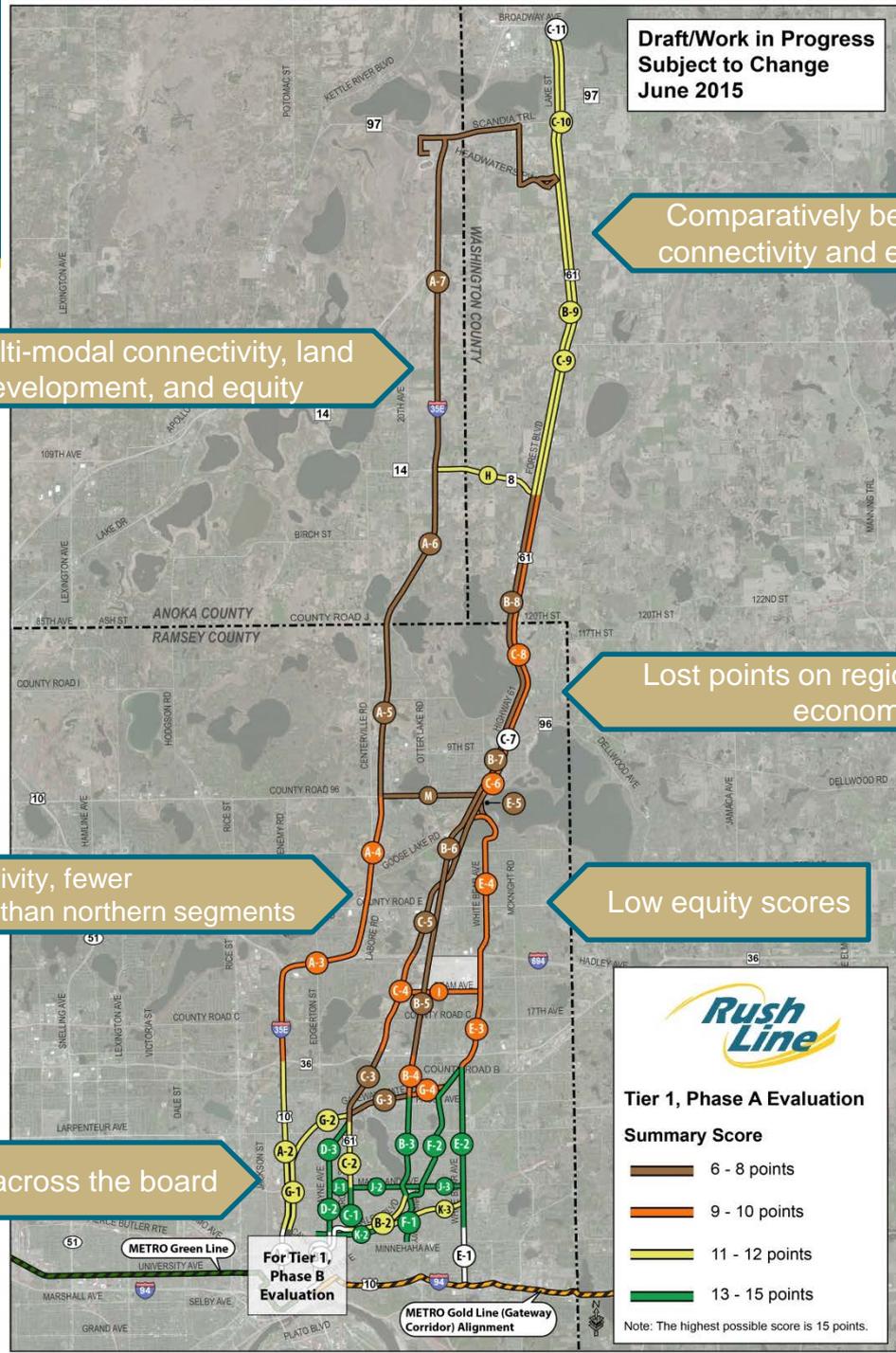
Lost points on multi-modal connectivity, land
use / economic development, and equity

Lost points on regional connectivity, land use /
economic development, and equity

Better regional connectivity, fewer
environmental impacts than northern segments

Low equity scores

Strong performance across the board



Rush Line

Tier 1, Phase A Evaluation

Summary Score

- 6 - 8 points
- 9 - 10 points
- 11 - 12 points
- 13 - 15 points

Note: The highest possible score is 15 points.

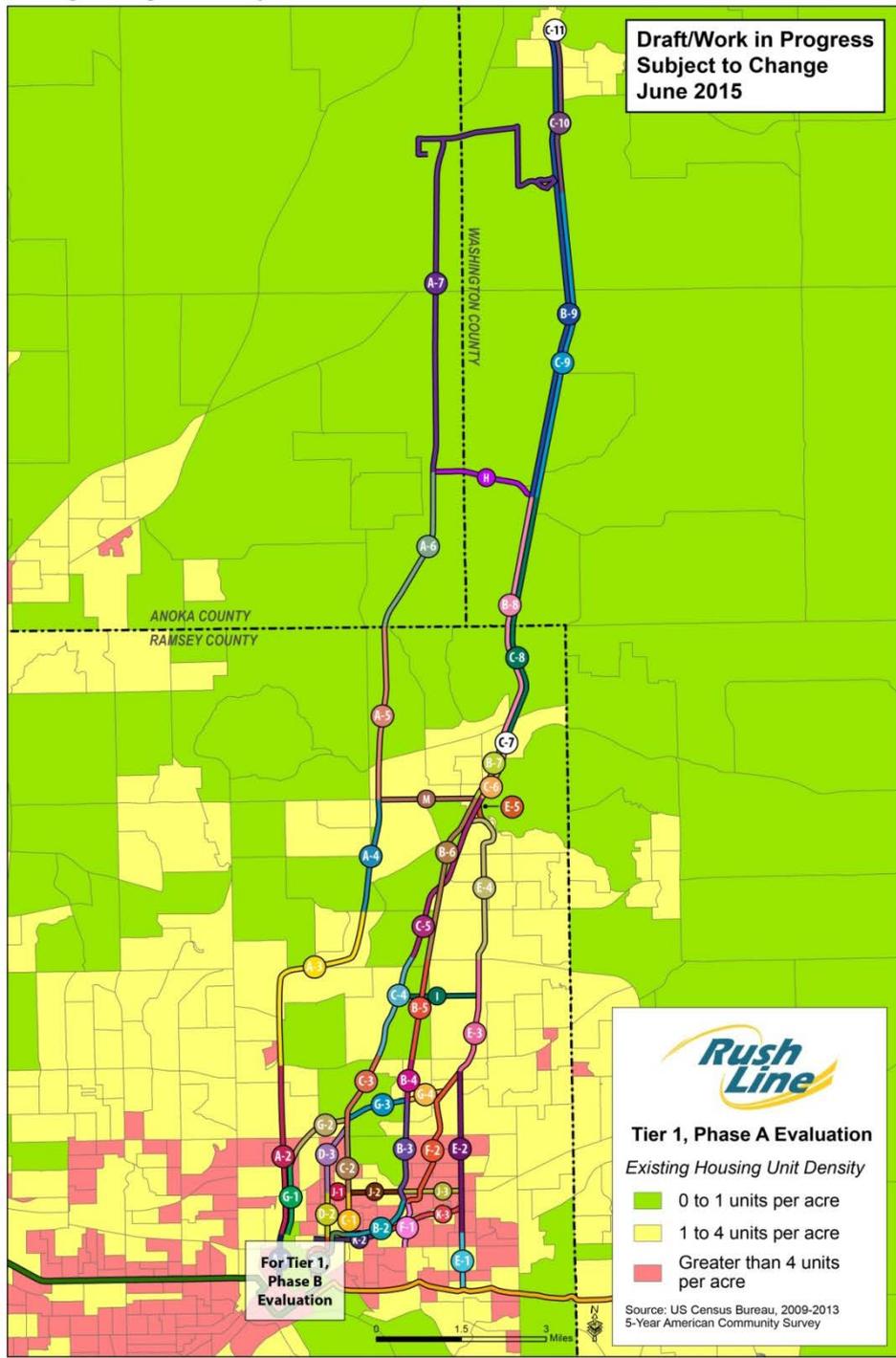


Evaluation Results

- All modes and segments carried forward into Tier 1, Phase B analysis
 - Not enough differences to remove modes or segments from further consideration at this point in the analysis
 - Addition of modes in Tier 1, Phase B is anticipated to generate differences
 - In Tier 1, Phase B, key considerations may include:
 - Development densities
 - Location of activity centers
 - Economic development impacts
 - Travel time
 - Capital costs
 - Service type: all-day vs peak hour/express



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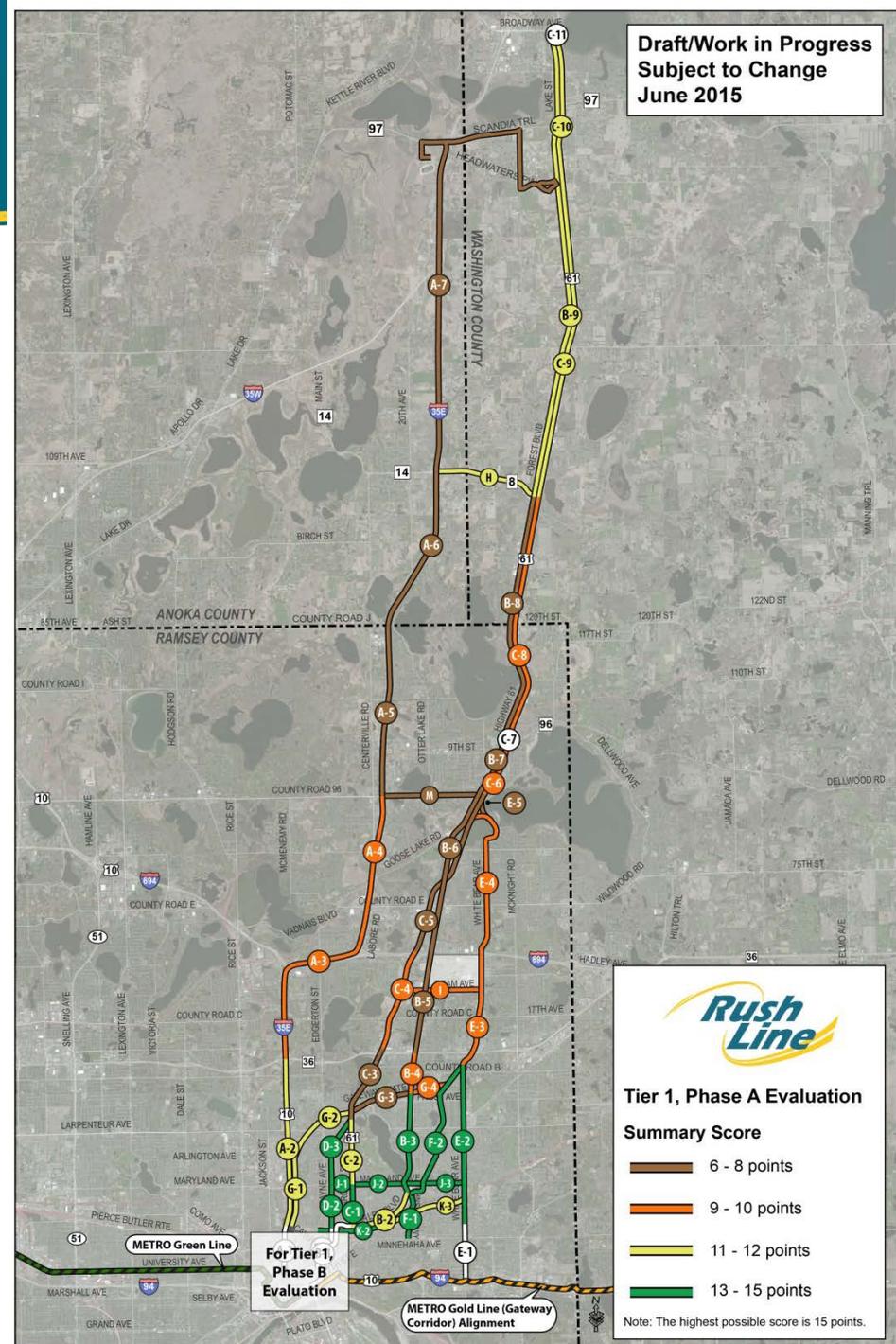
Rush Line

Tier 1, Phase A Evaluation
Existing Housing Unit Density

- 0 to 1 units per acre
- 1 to 4 units per acre
- Greater than 4 units per acre

Source: US Census Bureau, 2009-2013 5-Year American Community Survey

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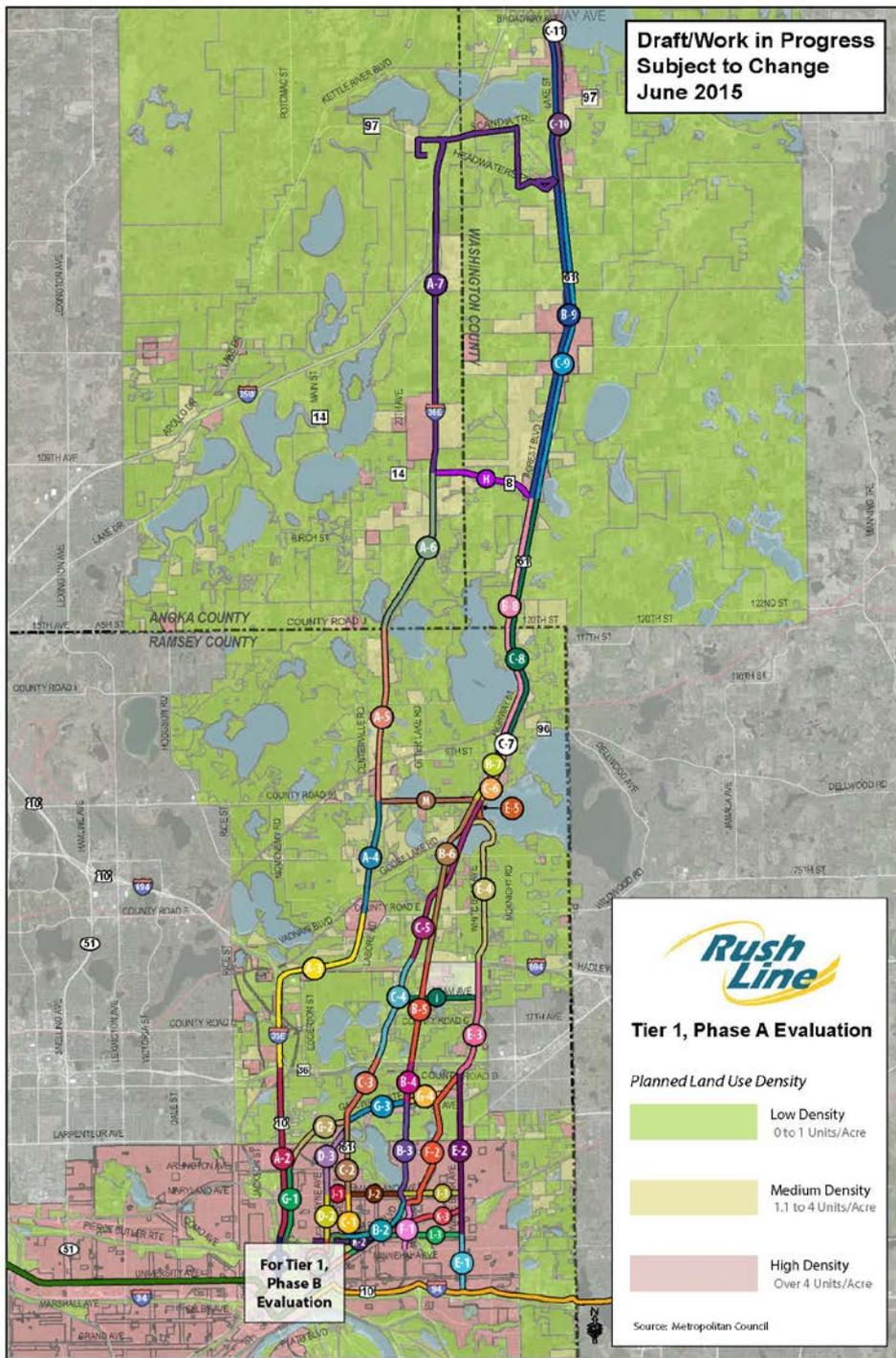
Rush Line

Tier 1, Phase A Evaluation
Summary Score

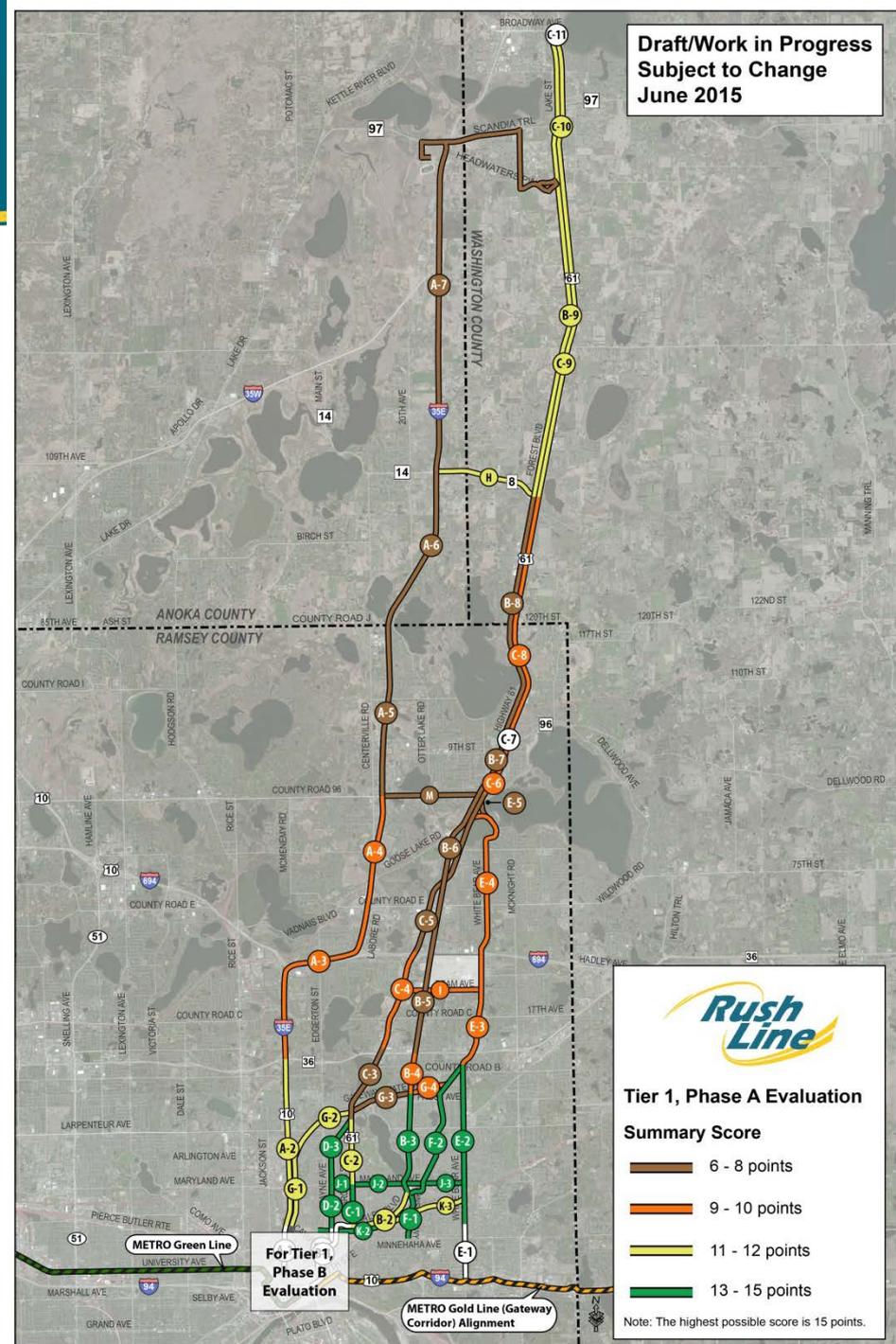
- 6 - 8 points
- 9 - 10 points
- 11 - 12 points
- 13 - 15 points

Note: The highest possible score is 15 points.

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Tier 1, Phase B Downtown Alignments



Tier 1, Phase B

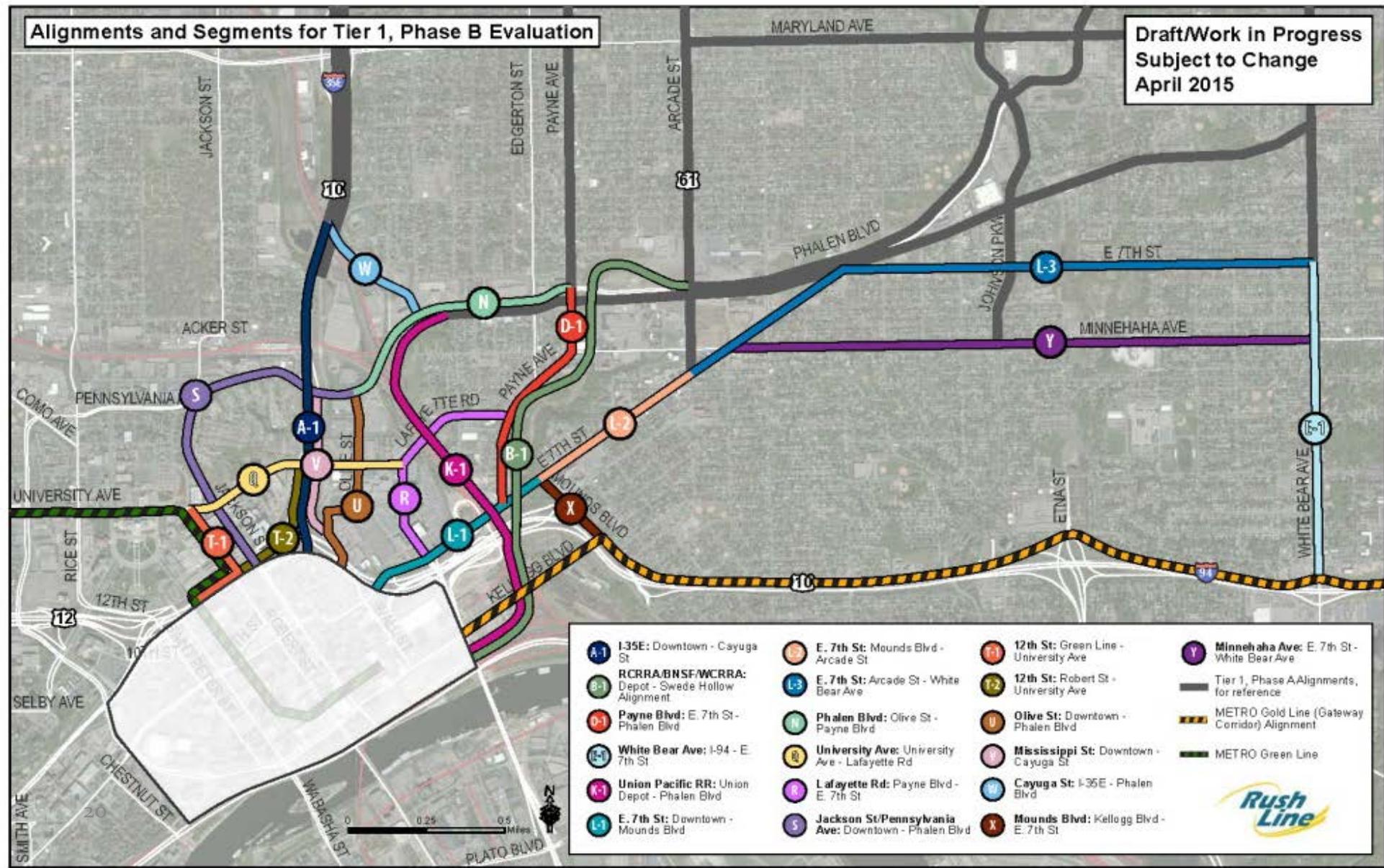
- Paired modes and segments
 - All modes from Tier 1, Phase A
 - All segments from Tier 1, Phase A + segments south of Phalen Boulevard



Tier 1, Phase B

Alignments and Segments for Tier 1, Phase B Evaluation

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Subject to Change
April 2015



- | | | | |
|--|--|---|--|
| A-1 I-35E: Downtown - Cayuga St | S Jackson St/Pennsylvania Ave: Downtown - Phalen Blvd | T-1 12th St: Green Line - University Ave | Y Minnehaha Ave: E. 7th St - White Bear Ave |
| B-1 RCRRA/BNSF/WCRR: Depot - Swede Hollow Alignment | L-3 E. 7th St: Arcade St - White Bear Ave | T-2 12th St: Robert St - University Ave | — Tier 1, Phase A Alignments, for reference |
| D-1 Payne Blvd: E. 7th St - Phalen Blvd | N Phalen Blvd: Olive St - Phalen Blvd | U Olive St: Downtown - Phalen Blvd | — METRO Gold Line (Gateway Corridor) Alignment |
| E-1 White Bear Ave: I-94 - E. 7th St | Q University Ave: University Ave - Lafayette Rd | M Mississippi St: Downtown - Cayuga St | — METRO Green Line |
| K-1 Union Pacific RR: Union Depot - Phalen Blvd | R Lafayette Rd: Payne Blvd - E. 7th St | W Cayuga St: I-35E - Phalen Blvd | |
| L-1 E. 7th St: Downtown - Mounds Blvd | X Mounds Blvd: Kello gg Blvd - E. 7th St | | |



Tier 1, Phase B Criteria

- Mode / alignment pairings
 - Multi-modal connectivity
 - Regional connectivity
 - Environmental impacts
 - Land use / economic development
 - Equity
 - Capital costs
 - Travel times



Tier 1 Outcomes

- Identify which mode and alignment pairings (alternatives) should be advanced from Tier 1 to Tier 2 analysis
- Tier 2 analysis, Detailed Definition and Evaluation of Alternatives, includes:
 - Ridership
 - Costs (capital and O&M)
 - Service plans
 - Environmental / equity impacts
 - Land use / economic development
- All Tier 2 analysis is alternative-specific, each alternative will have its own results



Methodology Memos



Methodology Memos

- Utilized during Tier 2
- Service Plan
 - Defines how detailed alternatives operate – Updating based on PMT comments
- Methodology memos will define how detailed technical analysis will be performed
 - Ridership – Under PMT review
 - Capital costs – Under PMT review
 - O&M costs – Under PMT review



Project Schedule Update



Public Comment

When Commenting, Please...

- Be respectful
- Be brief - Speak for 3 or fewer minutes to give others an opportunity to speak
- Visitor comments will be included in the PAC meeting summary

The Chair reserves the right to limit an individual's presentation if it becomes redundant, disrespectful, or is not relevant to the Rush Line Corridor.



Other and Next Meeting



Next PAC meeting

- Thursday, August 20, 2015
 - 2:00 pm – 3:30 pm
 - Maplewood Community Center, Room C
- Items for discussion at next meeting
 - Full draft Tier 1 Analysis
 - Open houses

