



**Locally Preferred Alternative (LPA) Overview  
Saint Paul Transportation Committee**

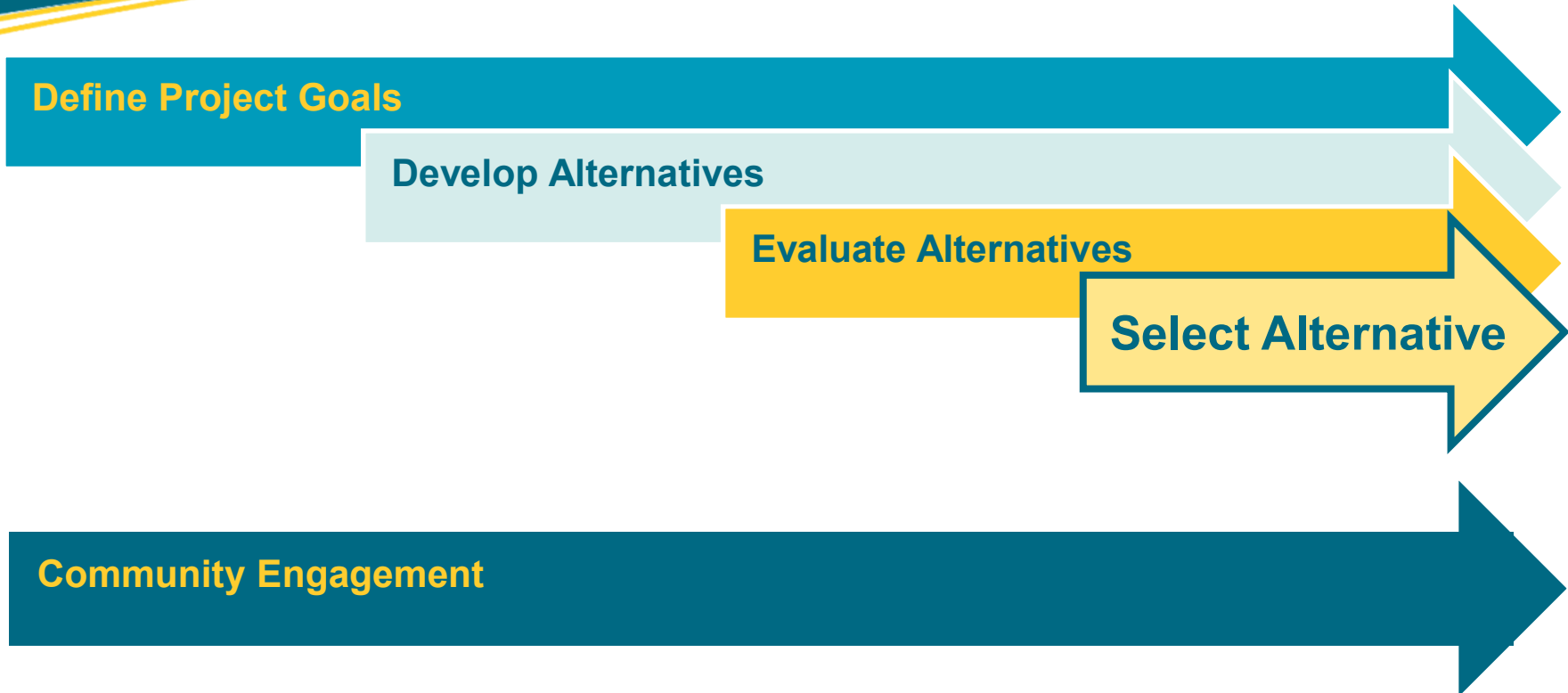
July 17, 2017

# Project Purpose and Need

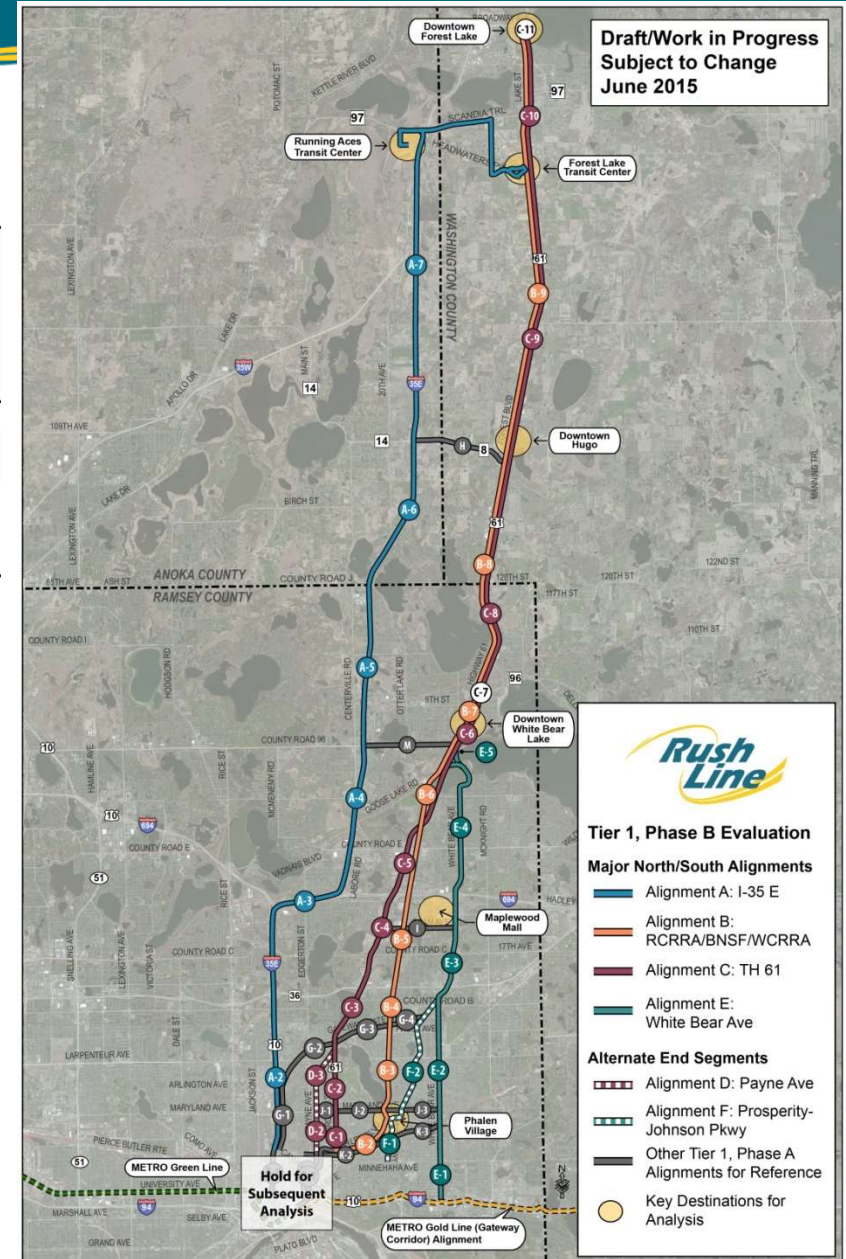
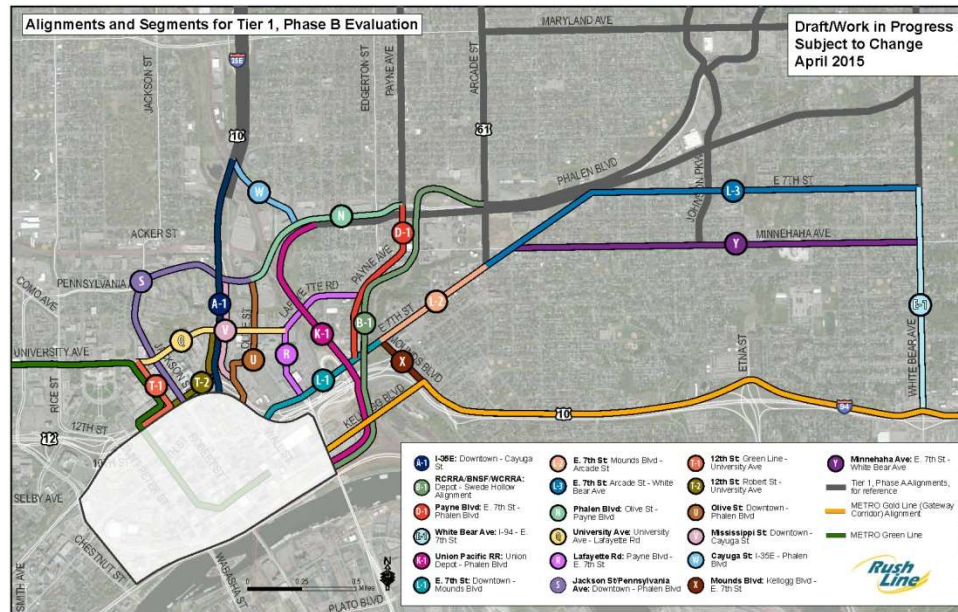
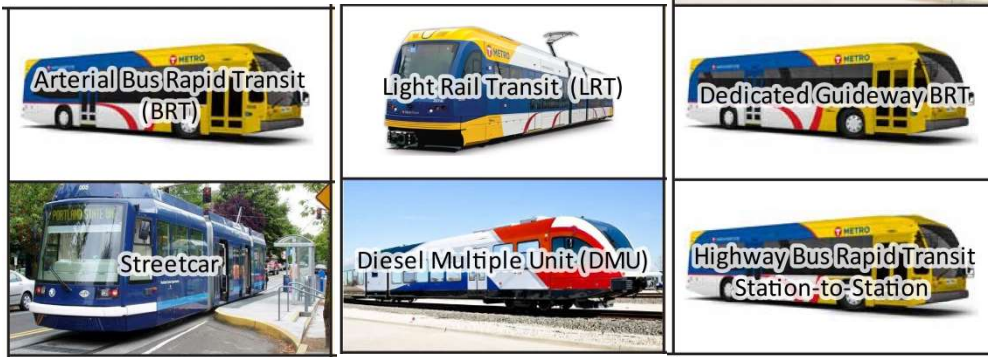
- Provide transit service that satisfies long-term regional mobility and accessibility needs for businesses and traveling public and catalyzes sustainable development
- Connect major destinations, activity centers and job concentrations
- Serve diverse and growing population



# Study Process



# Where We Started



# Evaluation based on Project Goals...

## *Increase Transit Use*



Ridership  
New Transit Riders  
Transit-Dependent Riders  
Travel Time

## *Implementable Project*



Construction Costs  
Operations and Maintenance Costs  
Cost Effectiveness

## *Improves Quality of Life*



Wetland/ Water Resources  
Noise/Vibration  
Parkland  
Cultural/ Historic Properties  
Traffic Safety  
Below Poverty Households  
Transit-Dependent Households

## *Improves Sustainable Travel Options*



Population at Stations  
Bike/Ped Access  
Bike/Ped Level of Travel Stress

## *Enhances Regional Connectivity*



Access Changes  
Traffic Operations  
Transit Connectivity  
Parking

## *Supports Local Vision*



Corridors with Constrained Right-of-Way  
Employment At Stations  
Development Potential for Transit Oriented Development  
Development Potential Survey

# ..and Community Engagement

More than **5,000 people** participated in the Rush Line study through over **200 community events** including workshops, business outreach, presentations, pop-up events, social media, and online engagement forums.



# What we heard

- Provide all-day transit service
- Connect people to businesses, services, jobs and education
- Preserve natural spaces
- Concern about property and business impacts
- Pursue highest transit investment possible to make areas more desirable
- Transit options should also be cost-effective



# Community input has shaped the process

- Which routes and transit vehicle options should be explored
- Where proposed stations should be located
- Which goals are the most important to community members
- How to minimize or avoid potential impacts





# What is an LPA?

## The LPA is:

- Preferred Route and Transit Vehicle
  - Service Plan
  - General Station Locations
  - Cost and Ridership Estimate

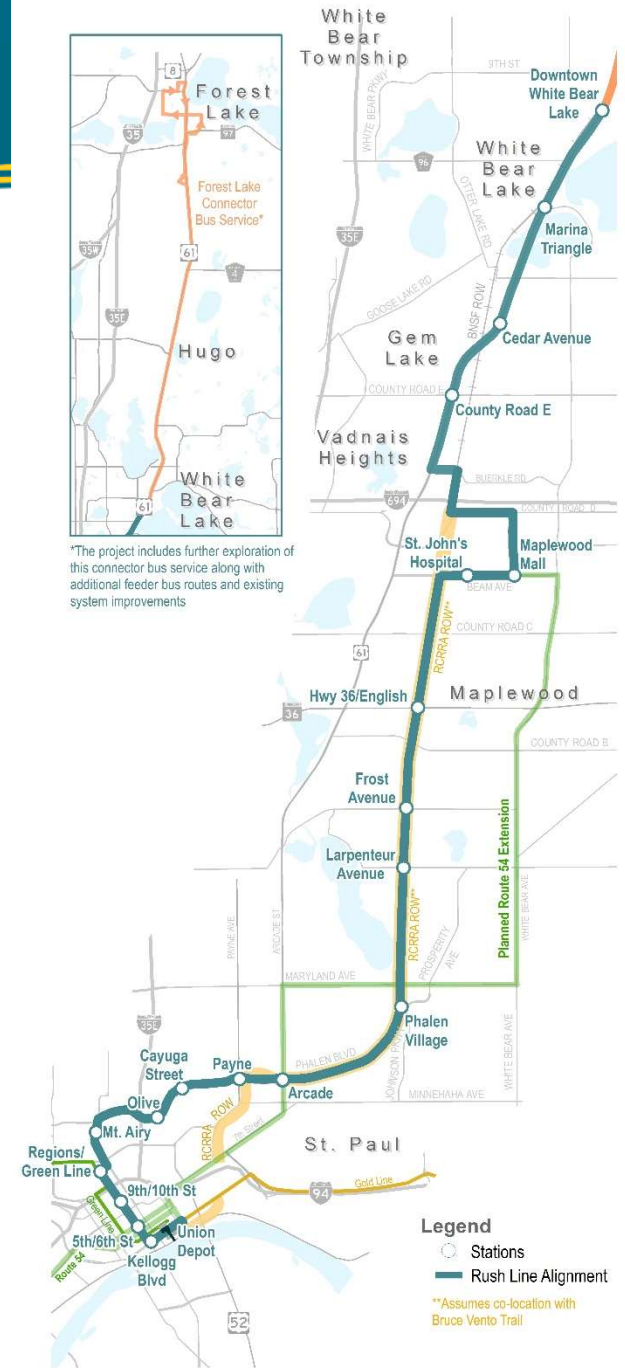
## The LPA is NOT:

- Set in stone
  - Project elements can be further refined during next phase
- Final approval
  - Local partners will have additional review / approval opportunities



# Preferred Transit Vehicle and Route

- Dedicated Guideway Bus rapid Transit (BRT)
- Phalen Boulevard and Robert Street into downtown St. Paul
- Ramsey County Regional Railroad Authority 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 transit system improvements



# Why Dedicated BRT?

- High quality service similar to LRT
  - Operates in own lane
  - Frequent and Reliable
  - Upgraded Stations and Vehicles
- Cost-effective solution
  - Less than 1/2 cost of LRT
- Catalyst for development at stations

Orange Line – Los Angeles



# Why use Phalen into Downtown?



Serves the most jobs and equity populations (zero-car households, households below poverty)



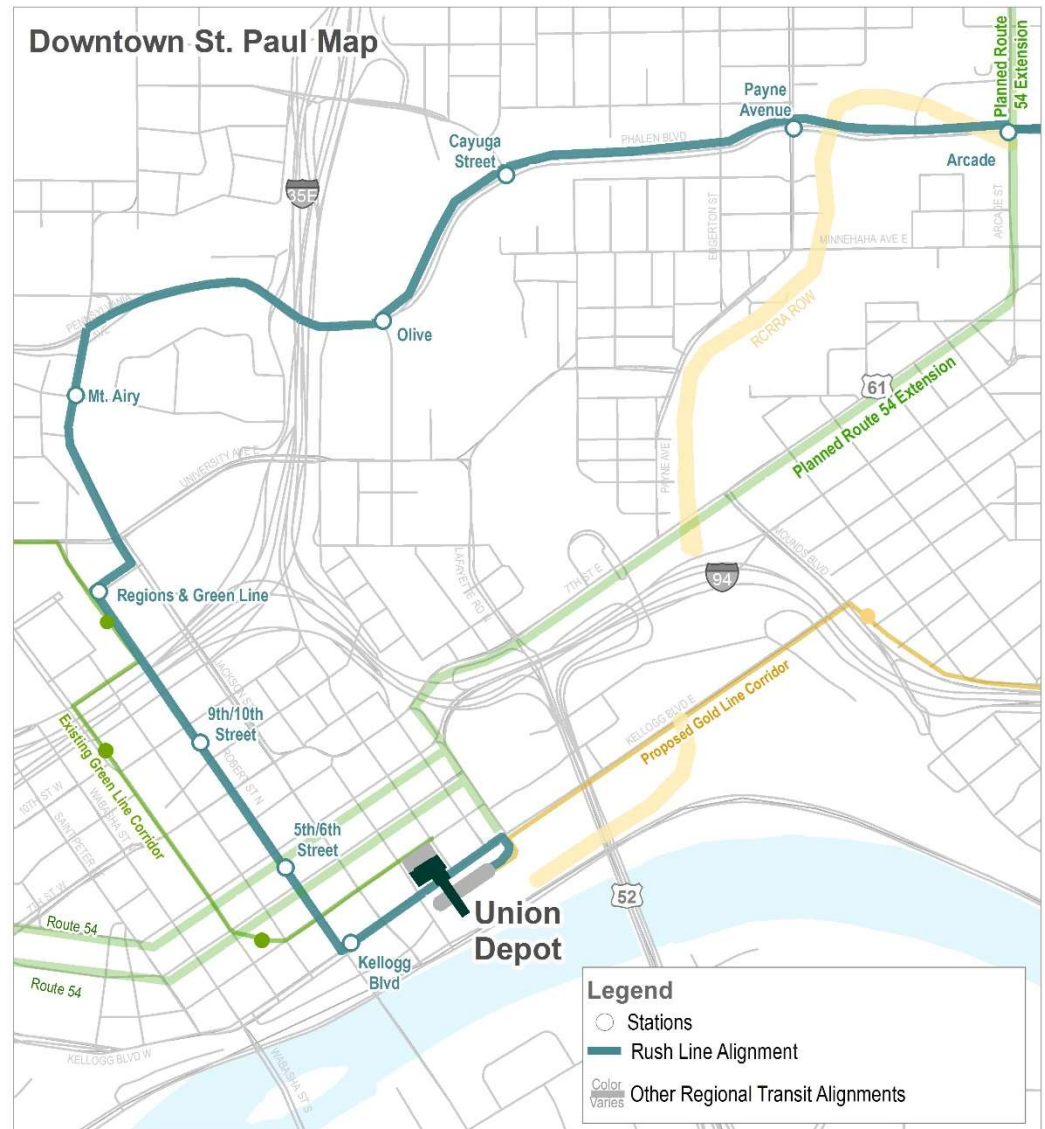
High ridership potential



Shortest travel time



Convenient transfer to METRO Green Line near Region's Hospital



# Why Use RCRRA ROW?



**Cost effective** due to public ownership of right-of-way



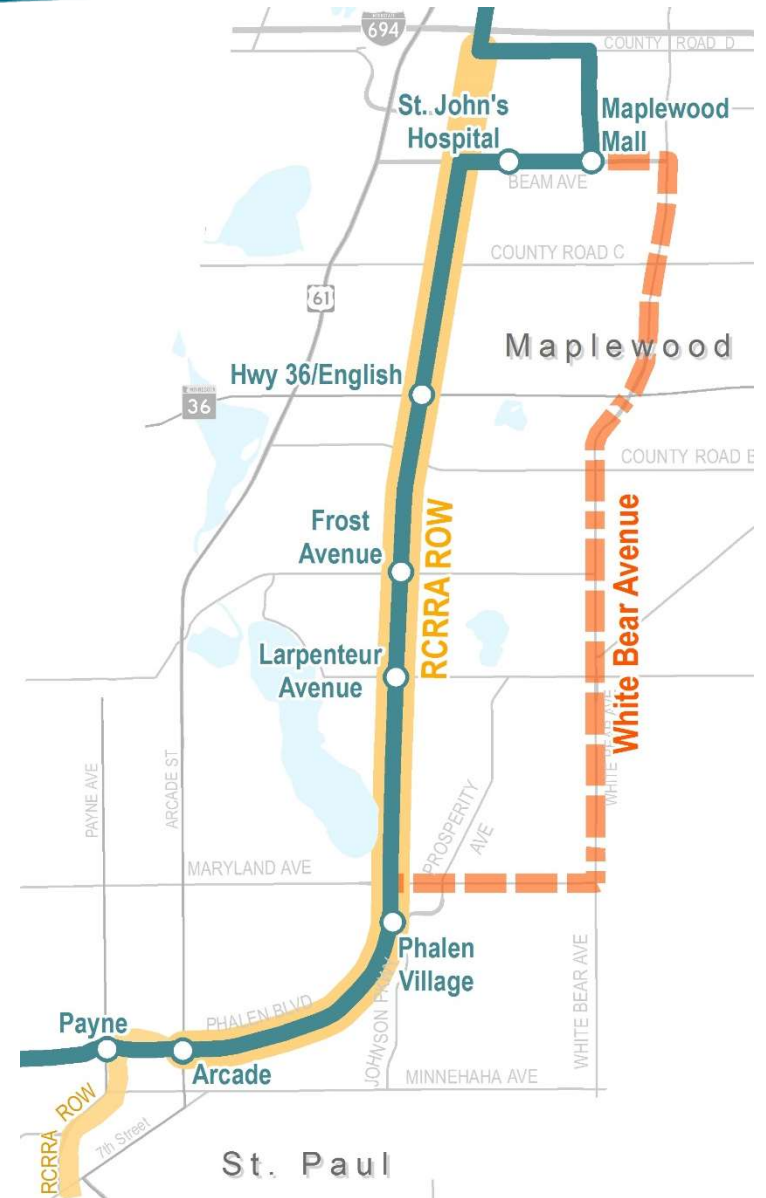
Longest route with fixed guideway, **maximizing development potential** at station areas



**Competitive travel time** between St. Paul and Maplewood Mall



Direct routing to **St. John's Hospital and Maplewood Mall** serves **over 7,000 jobs**



# Why use RCRRA ROW?



BRT lanes **will share the RCRRA ROW** with the **Bruce Vento Trail**

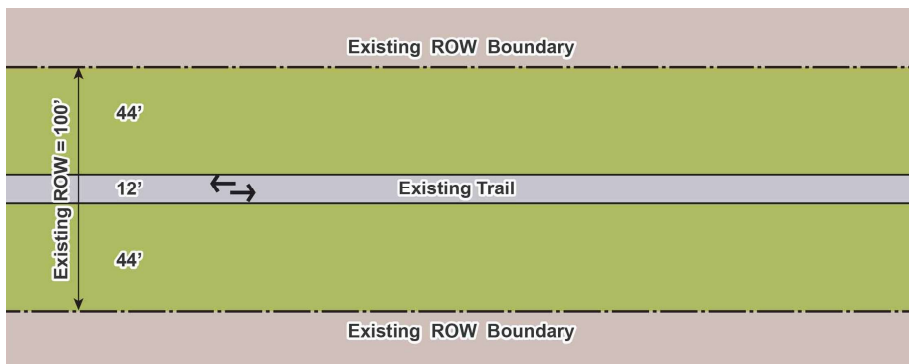


**No private property acquisition** anticipated because ROW is already in public ownership

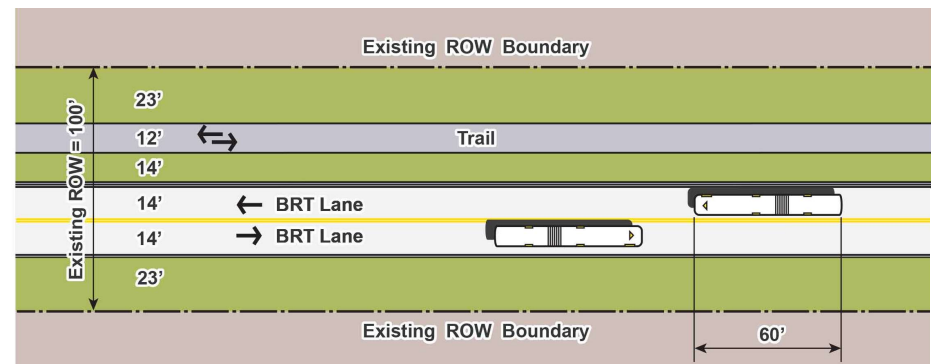


**Potential environmental impacts** can be addressed as design progresses

## Current



## Future Concept



# LPA Statistics

Approx. Length: **14 miles**

Dedicated  
Guideway: **85-90%**

# of Stations: **20**  
(includes Union Depot &  
Maplewood Mall Transit Center)

Schedule: **5 am to midnight**  
**7 days/week**

Frequency: **Rush hour: every 10 mins**  
**Non-rush hour: every 15 mins**

Travel Time: **14 mins**  
One way, White Bear Lake > Maplewood  
**30 mins**  
One way, Maplewood Mall > Robert/5<sup>th</sup>  
**6 mins**  
One way, Robert/5<sup>th</sup> > Union Depot

Capital Cost **\$420 M**  
(\$2021): (+ \$55 M if other routes  
in guideway)

Annual O&M **\$7.8 – 8 M**  
Cost (\$2015):

Average Daily **5,700 – 9,700**  
Ridership (2040): (higher ridership if other  
routes use guideway)

# People Living **11,700**  
below Poverty  
in Station  
Areas (2040):

# of Jobs in **106,700**  
Station Areas  
(2040):

# of Residents **60,200**  
in Station  
Areas (2040):

# Why the LPA?



Meets FTA **cost effectiveness and project justification** benchmarks



**Fast, frequent and reliable** travel option between corridor destinations



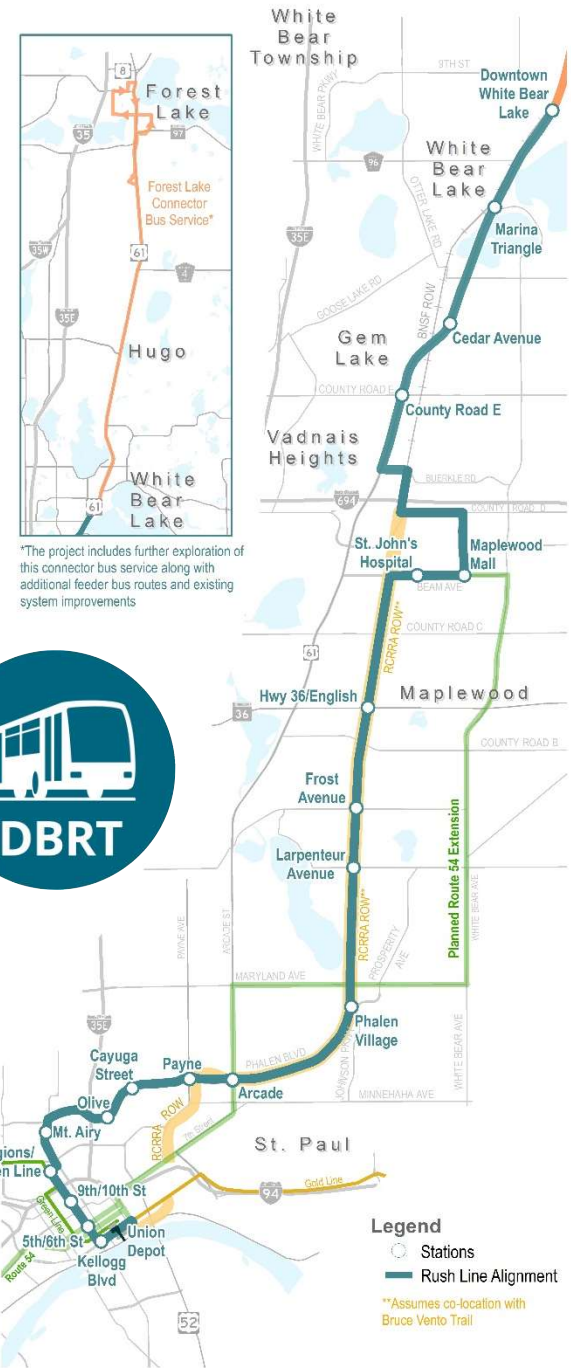
**Maximizes development potential** while minimizing costs



**Highest potential ridership**



**Serves most jobs and equity populations**





# Serves Emerging Health Corridor

- 17 medical centers along route including Regions, St John's and Bethesda Hospitals, Gillette Children's, Health Partners, Health East and Allina Clinics



# Input Received LPA

## Opportunities

- Less expensive than other options
- Possibility to convert to LRT in future
- Faster travel times
- Preference for hybrid or electric buses
- Less visual and noise impacts and than LRT



## Challenges

- Need to consider how people will access service at stations (walking, biking, driving)
- Concerns about potential impacts to existing green space, trail, and property values
- Concerns about safety in neighborhood and along route



# What are others saying about the LPA Decision?

*“Good transportation access is key in guiding redevelopment decisions”* – **Sherman Associates**

*“High quality transit in a dedicated guideway will create value for employers, employees, clients, customers, and residents along the corridor”* – **St. Paul Area Chamber of Commerce**

*“The proposed Rush Line route and strategically placed stations will provide transportation options for our clients to connect with our state of the art health care services”* – **HealthEast St. Johns Hospital**



# Schedule

APRIL 2017	MAY 2017	JUNE/JULY 2017	AUGUST 2017
<ul style="list-style-type: none"><li>• <b>Public hearing</b> to receive feedback on the draft LPA</li></ul>	<ul style="list-style-type: none"><li>• <b>Project committees</b> review public input and made a final LPA recommendation</li></ul>	<ul style="list-style-type: none"><li>• <b>County and cities</b> along route asked to confirm support for LPA</li></ul>	<ul style="list-style-type: none"><li>• <b>Submit LPA and resolutions of support</b> to Met Council</li></ul>

- More detailed environmental analysis and additional public engagement to begin Fall 2017



# Questions



## STAY INVOLVED IN THE RUSH LINE STUDY

- ✎ Make yourself heard on preferred routes, transit vehicles and station locations.

### FOR MORE INFORMATION

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

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 651-266-2760

 [www.facebook.com/rushline](https://www.facebook.com/rushline)

 @rushlinetransit

*The Rush Line Corridor Pre-Project Development 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.*