

City of Saint Paul Transportation Committee



The Goal

- Implementation Plan that Outlines:
 - Detailed technical elements
 - Service plan, stations, vehicles, etc.
 - Station area plans
 - Schedule and costs of staged investments
 - Partner responsibilities through 2040
 - Stakeholder buy-in and detailed resolutions of support

Implementation Plan – *Committee Structure*

TAC

Technical Advisory Committee

Staff from MnDOT, the Metropolitan Council, Metro Transit, and the cities and counties along the corridor

B-CAC

Business and Civic Advisory Committee

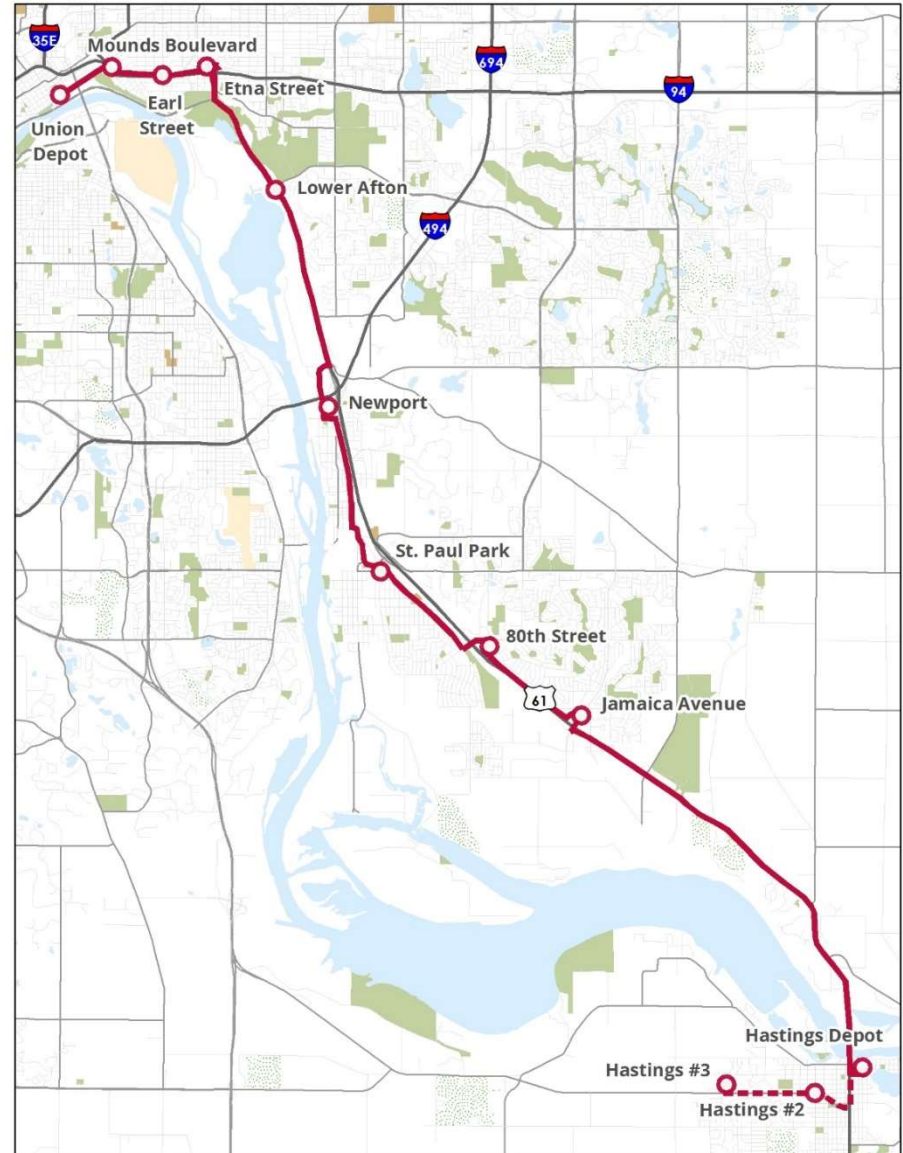
Staff and leaders from businesses and civic organizations along the corridor

RRCC

Red Rock Corridor Commission

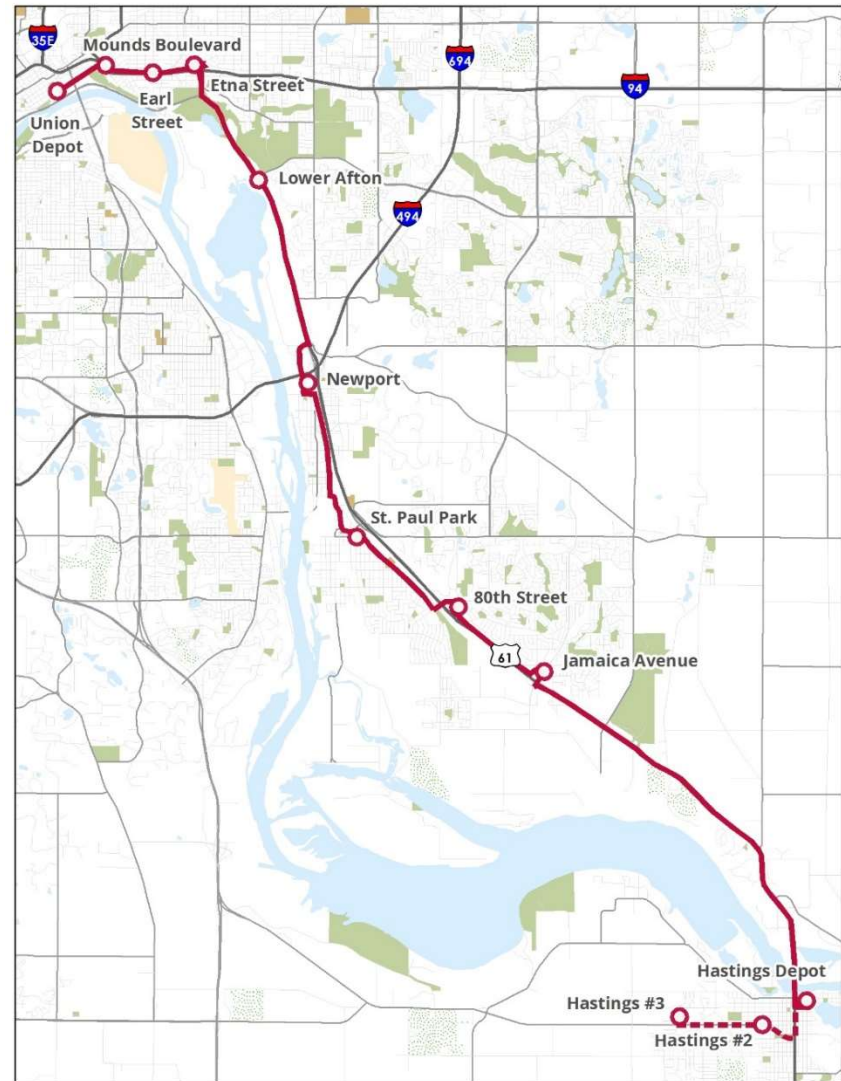
Staff and elected officials from the cities and counties along the corridor

Bus Rapid Transit Alignment



Potential BRT Phases

- Frequency: **15 minutes (30 minutes 7pm-12am)**
- Span: **5am-12am**
- BRT station amenities
- Potential Phases:
 1. To Cottage Grove w/o Gateway Stations
 2. Add Gateway Stations
 3. To Hastings Depot
 4. Add last two Hastings Stations

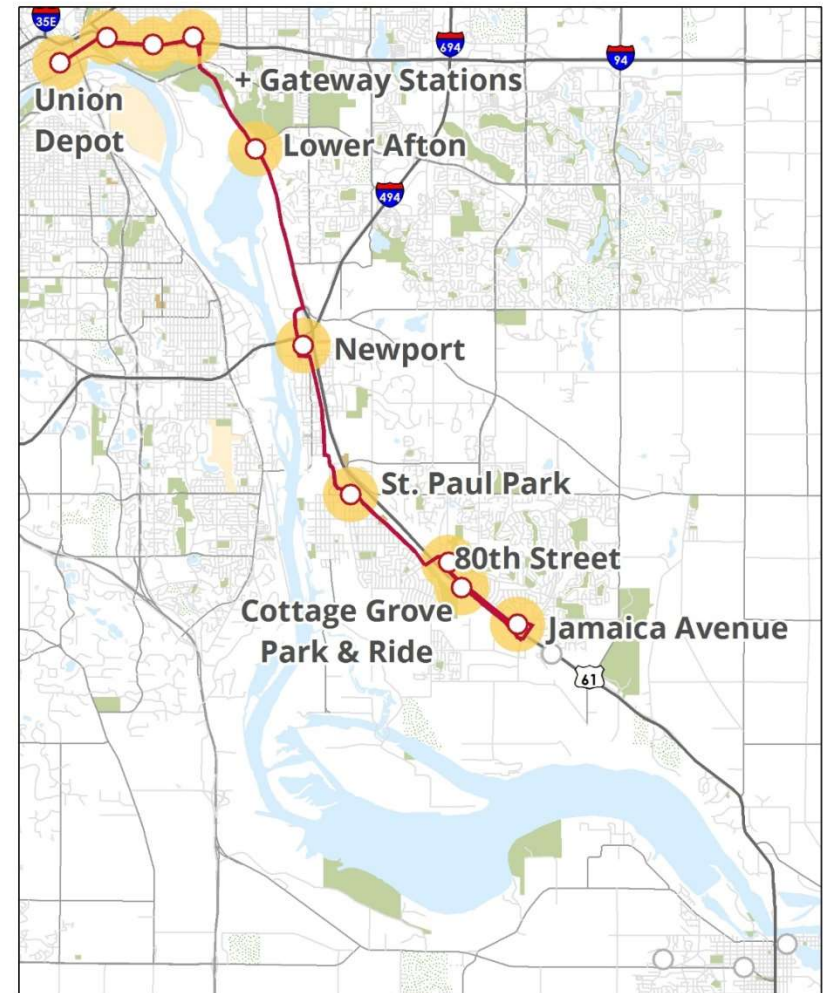


Evaluation of BRT Phases

	Year	In-Service Hours	Daily Boardings	PPISH*	PPISH Target	Ridership Increase Needed
BRT Phase 1 (To Cottage Grove)	2024	92	1,070	12	≥25	114%
	2040	92	1,240	14		85%
BRT Phase 2	2024	96	1,550	16	≥25	55%
(add Gateway Stations)	2040	96	1,800	19		33%
BRT Phase 3 (to Hastings)	2040	114	2,000	18	≥25	43%
BRT Phase 4 (final Hastings stations)	2040	135	2,200	16	≥25	54%
Red Line	2040	73	4,700	65	≥25	-----

Ridership Increase Needed to Meet Regional Target

- BRT Phase 2 (to Cottage Grove with Gateway Stations) is the best performing option in 2040
- Ridership need to increase by 33% to hit regional target PPISH
- Current 2040 ridership projection is 1,800 – ridership projection needs to get to 2,400 to meet PPISH



Implementation Plan Summary

- Operating and maintenance costs are not in line with other regional transit systems
- Unclear funding path for capital costs and therefore no set evaluation process - need creative funding options
- Passenger Per In-Service Hour (PPISH) should be used to evaluate when BRT could be implemented
- Best performing BRT phase by 2040 is to Cottage Grove with Gateway Stations – this phase misses PPISH target by 33%
- Utilize regular route transit as a way to monitor for when BRT could be implemented

Implementation Phasing/ Recommendations



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Pre-2020

- Work with Metro Transit to implement all-day 30-minute local service to Cottage Grove (Route 363)
- Work with Metro Transit to maintain existing express service
- Work with Metro Transit and Hastings to determine if express bus service (such as Route 367) or local service within Hastings is a viable option
- Work with Corridor cities and counties to update Comprehensive Plans, consideration should be given to increasing population density and employment within station areas

2020 to 2040

- Implement comprehensive plans by focusing development within and around station areas
- If Route 363 is implemented, monitor ridership; work with Metro Transit to identify potential service improvements to reach 1,200 passengers per day
- Assess comprehensive plan updates, demographic changes, and performance of Route 363 to determine if the Implementation Plan could be updated
- Replace Route 363 with BRT service when estimated BRT PPISH reaches 25 passengers per in-service hour (timing subject to reevaluation with updated ridership model)
- Explore extensions of BRT to Hastings and within Hastings when forecasted Hastings ridership exceeds 450 passengers per day

Schedule

- **September 22:** Red Rock Corridor Commission released draft final report for public comment
- **September 22-October 26:** 30+ day public comment period
- **October 26:** Open house and public hearing on draft final plan
- **Late October or November:** Red Rock Corridor Commission approves final report based on public comment
- **November and December:** Resolutions of Support from Commission members

Questions?

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www.RedRockCorridor.com

Hally Turner
Planner, Washington County
651-430-4300
Hally.Turner@co.washington.mn.us