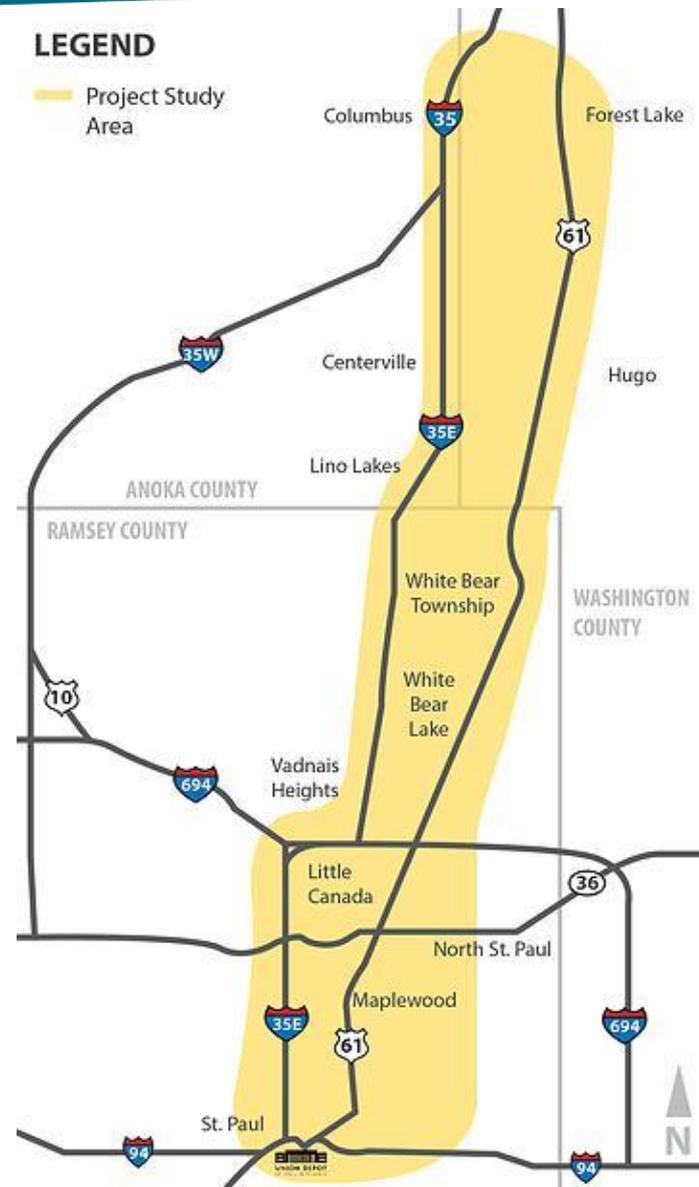


Saint Paul City Council Policy Discussion on Transitways

May 24, 2017

Study Area

- 30-mile study area between Union Depot in St Paul and Forest Lake
- Connects major destinations, neighborhood activity centers and job concentrations
- Serves diverse and growing population



Need for Improved Transit

#1 Sustainable Growth and Development

↑ 24% Forecasted population growth by 2040

Forecasted employment growth by 2040 **↑ 30%**

#2 Serve People Who Rely on Transit

46,100 Number of people over age 65

People living below poverty line since 2000 **↑ 55%**

↓ 11% Median household income

#3 Sustainable Travel Options are Limited

↑ 17% Commute times between 35-90 minutes

Traffic volumes are increasing



↑ 3% I-35E **↑ 9%** Hwy. 61

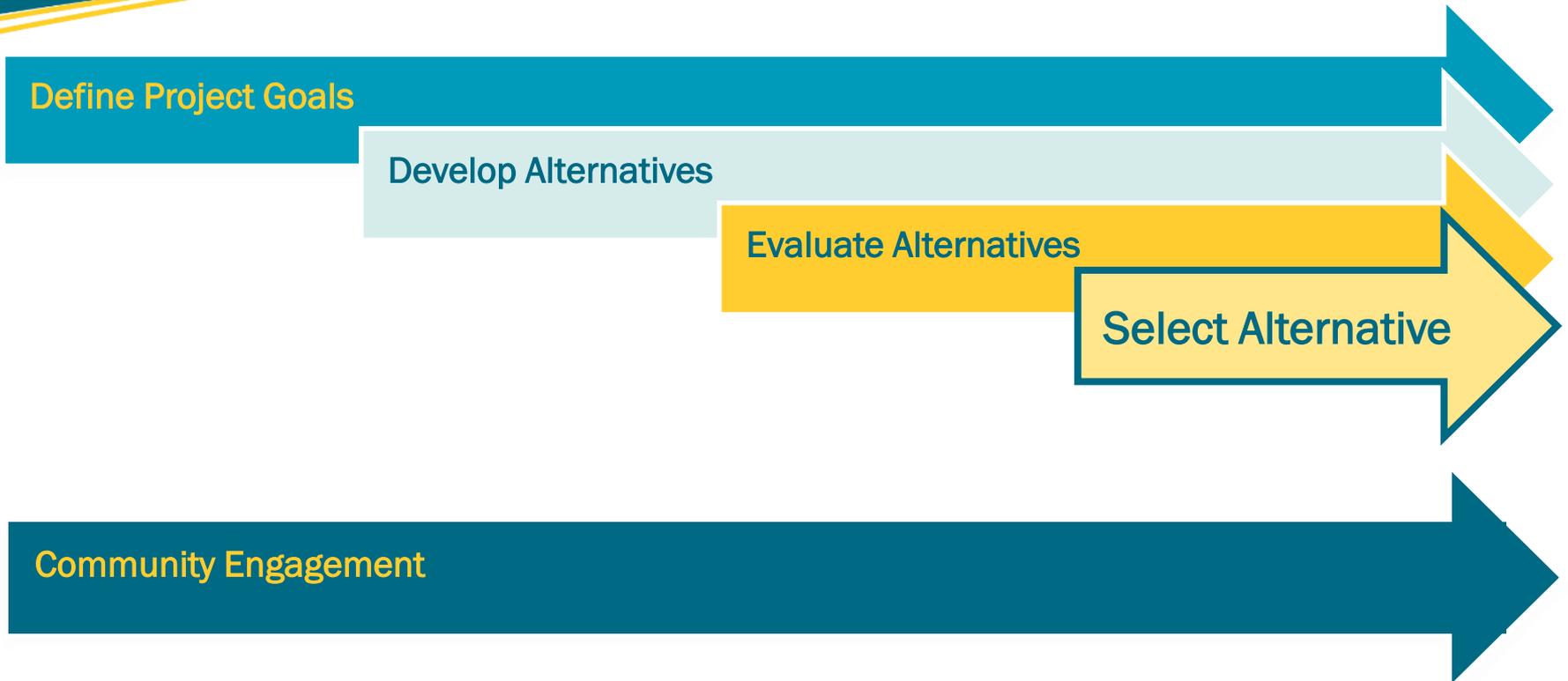
#4 Transit Demand is Increasing

Transit demand in northern oriented routes **↑ 10%**

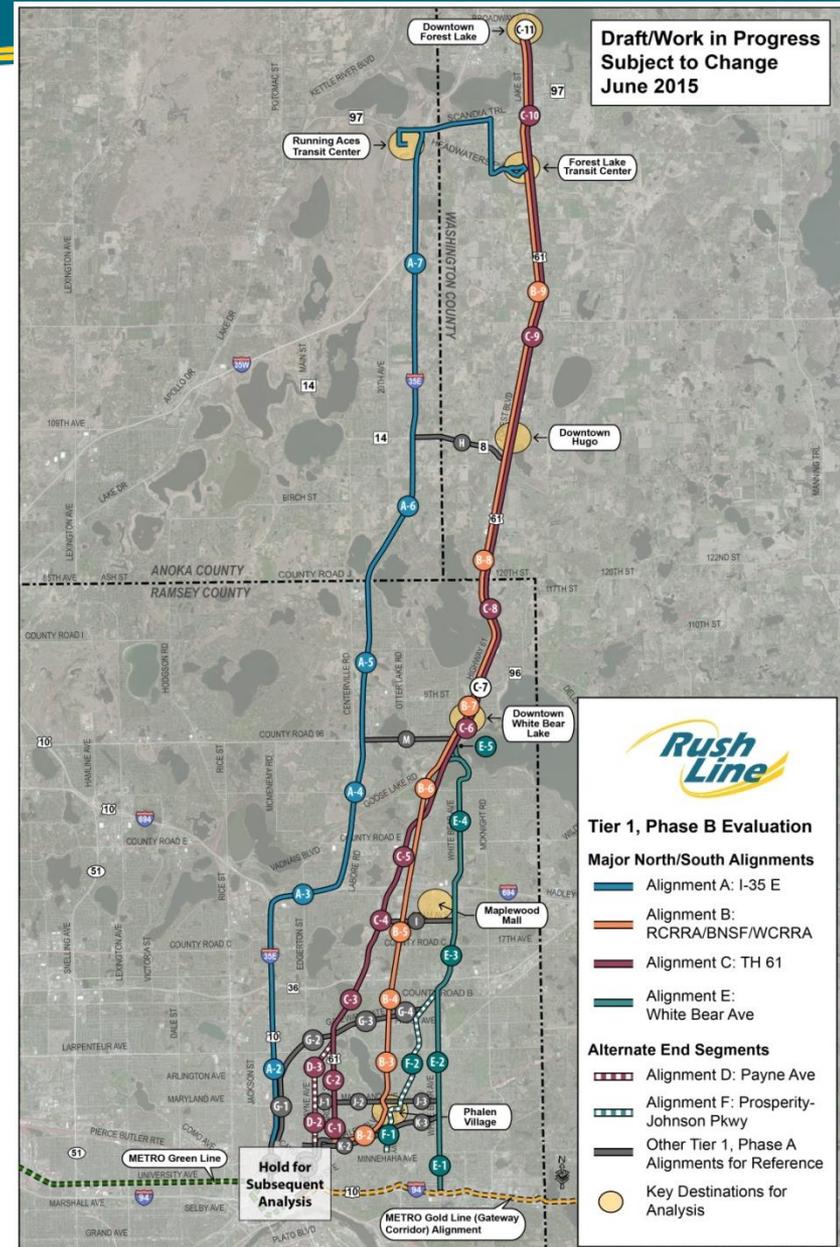
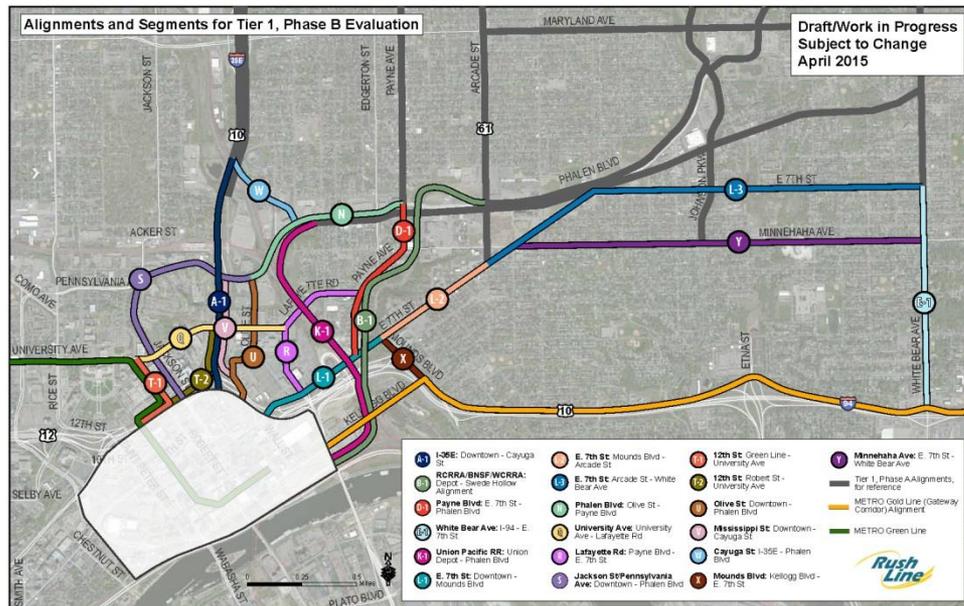
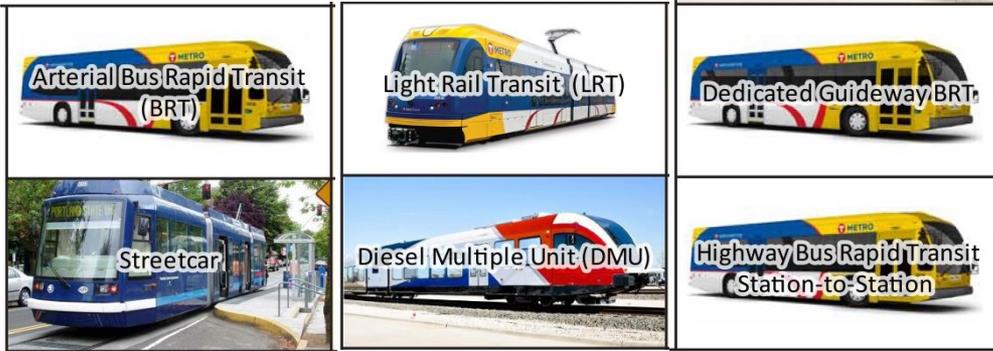


Demand by route type **↑ 33%** Express
↑ 9% Suburban Local
↑ 3% Urban Local

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

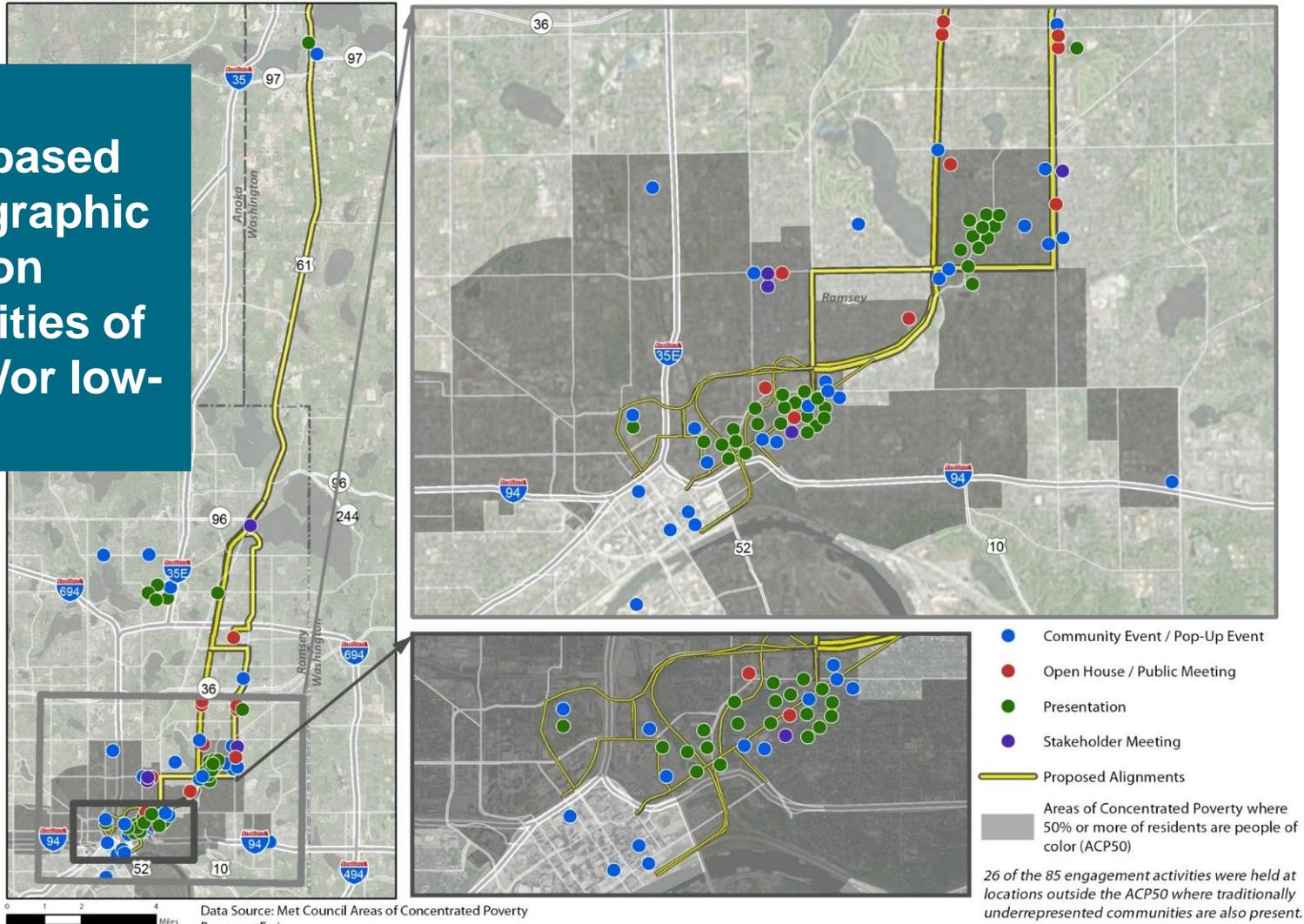
..and Community Engagement

More than **5,000 people** participated in the Rush Line study through over **150 community events** including workshops, business outreach, presentations, pop-up events, social media, and online engagement forums.



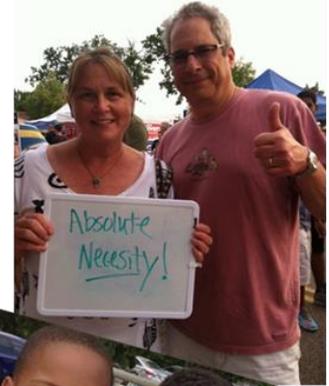
Engagement Activities in Underrepresented Areas

Locations selected based on demographic information (communities of color and/or low-income)



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 potential impacts



Draft Locally Preferred Alternative (Recommended Route and Vehicle)



Recommended Vehicle

- Cost-effective solution
 - Less than half the cost of Light Rail Transit (LRT)
 - Meets benchmarks for federal funding
- Similar level of service as LRT
 - Operates in it's own lane
 - Frequent and reliable
 - Upgraded stations and vehicles
- Is a catalyst for economic development

***Dedicated Bus
Rapid Transit***



Health Line - Cleveland



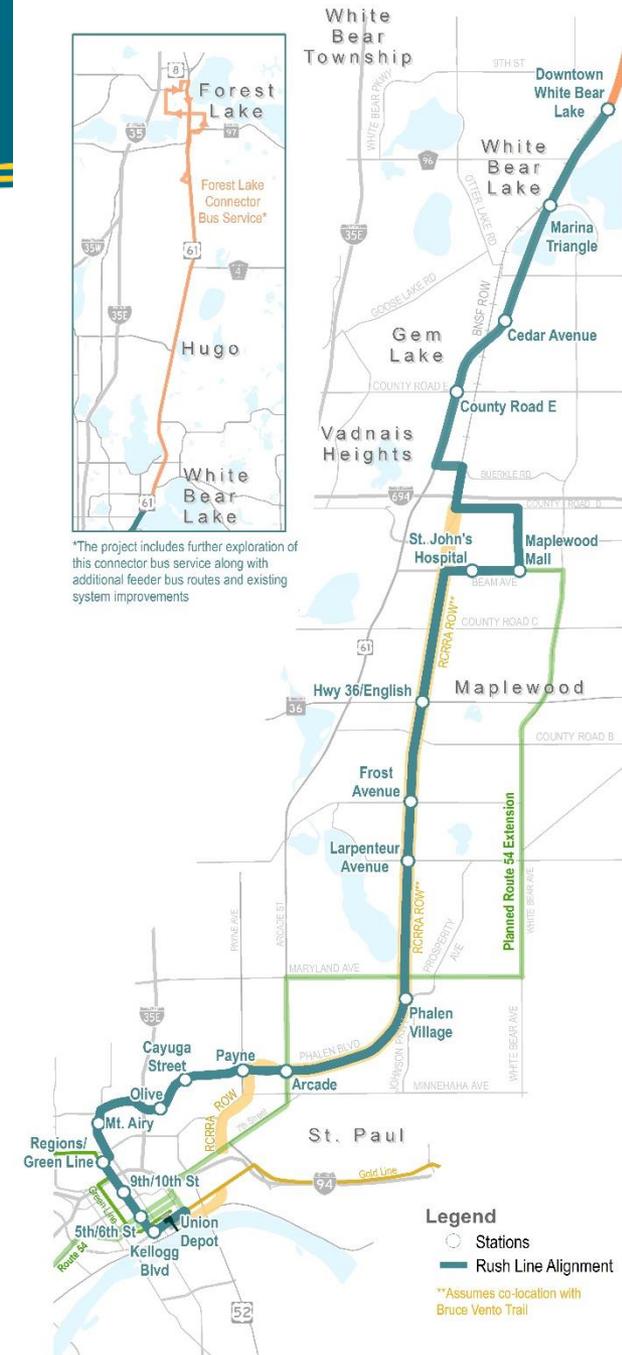
Orange Line - Los Angeles



Photo Credit: Los Angeles Metro

Recommended Route

- 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
- Future Connections to the North
- Support separate transit investments on E 7th St. and White Bear Avenue



Why Use RCRRA ROW?



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



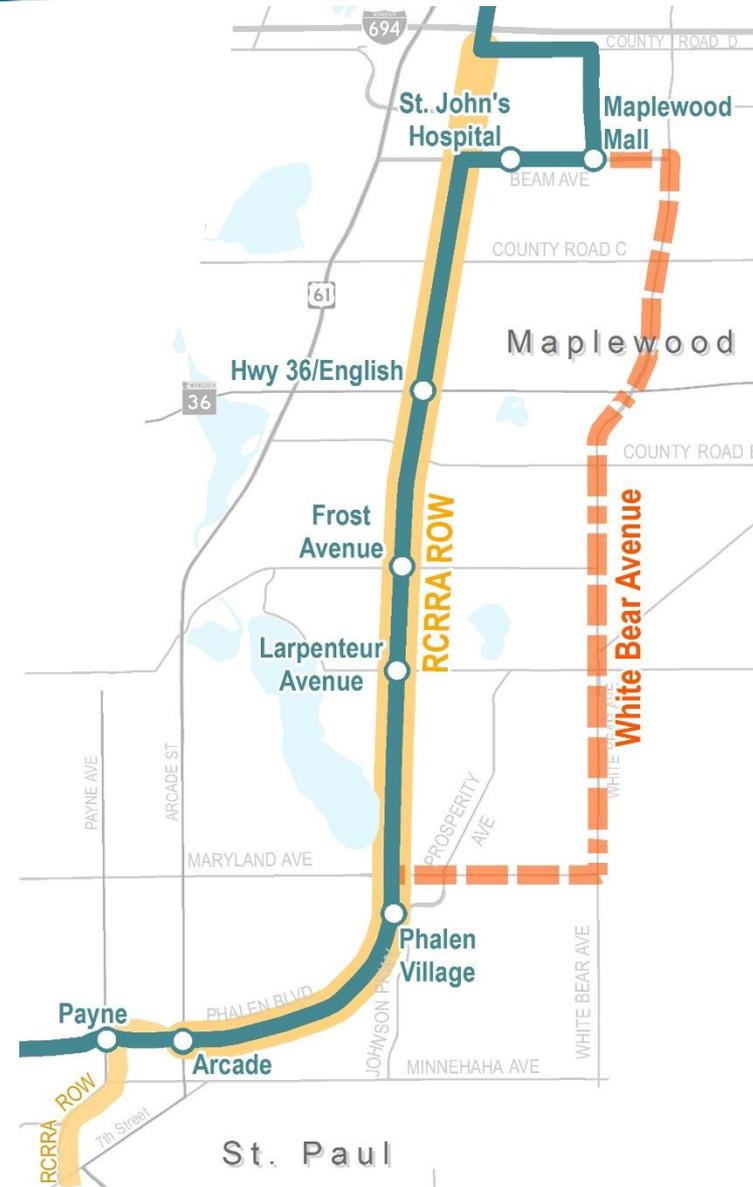
Longest route with fixed guideway, **maximizing development potential** at station areas



Shortest travel time between St. Paul and White Bear Lake



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**

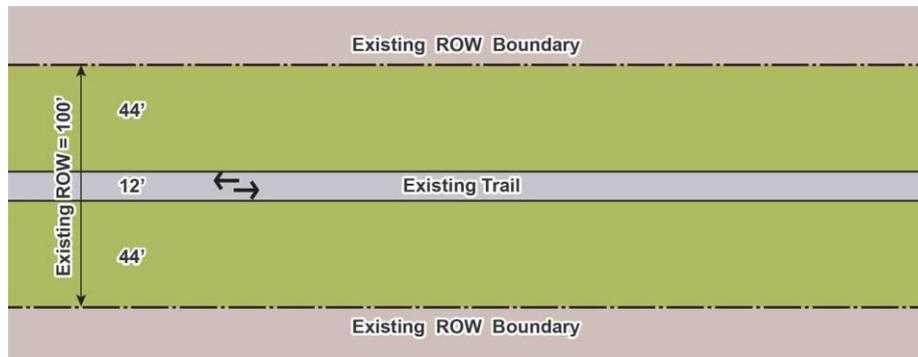


No private property acquisition anticipated because ROW is already in public ownership

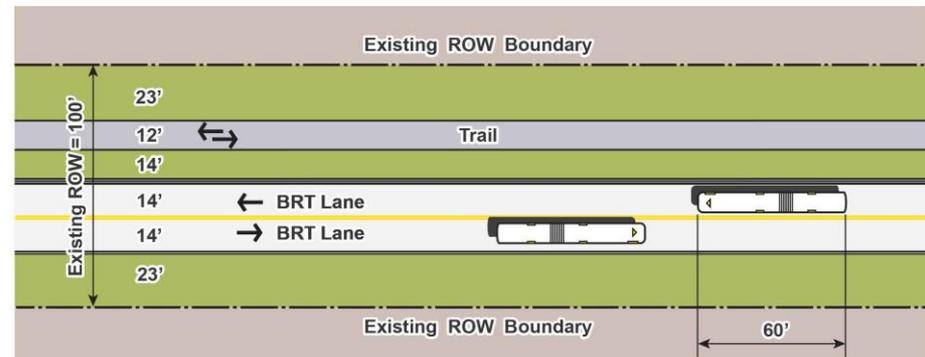


Potential environmental impacts will be addressed as design progresses

Current



Future Concept



Why use Phalen into Downtown?



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



High ridership potential



Shortest travel time

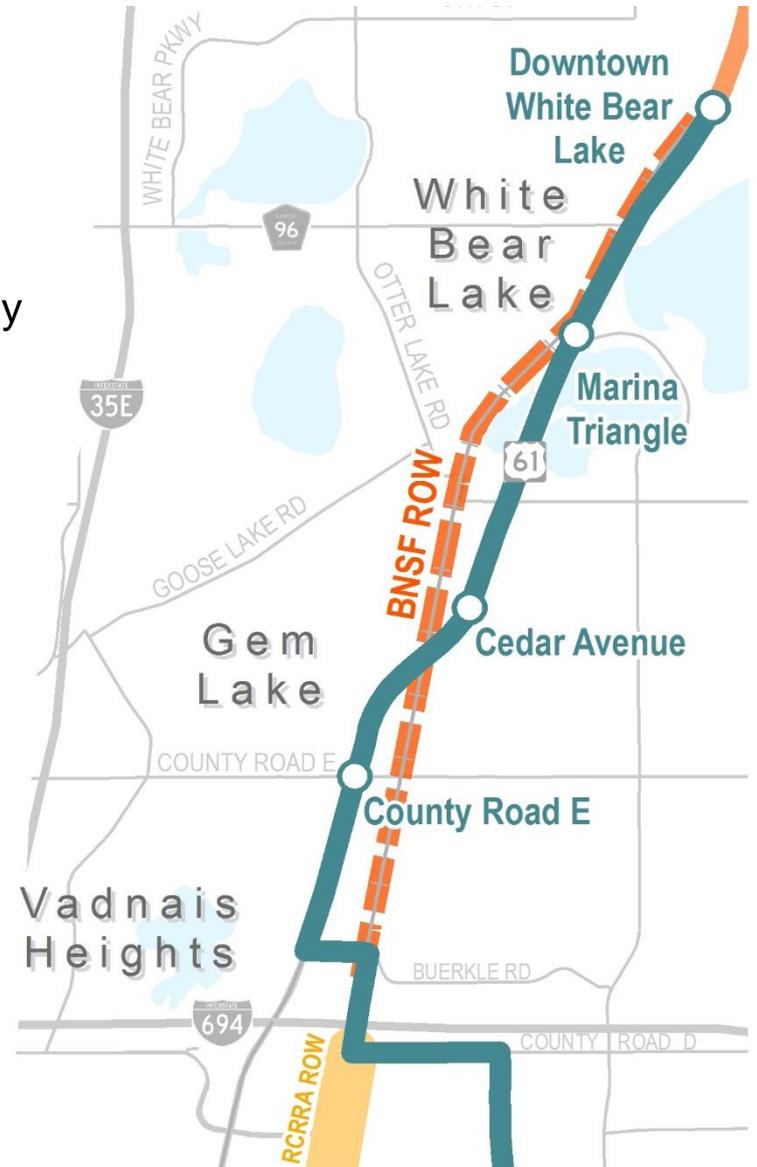


Convenient transfer to METRO Green Line near Region's Hospital



Why use Hwy 61 north of I-694?

-  More cost effective than using BNSF Railway right-of-way due to public ownership
-  Similar ridership potential and travel times
-  Stations along Hwy 61 provide greater access to jobs



Why the Draft LPA?



Meets current FTA **cost effectiveness** benchmarks



Shortest travel time between St. Paul and White Bear Lake



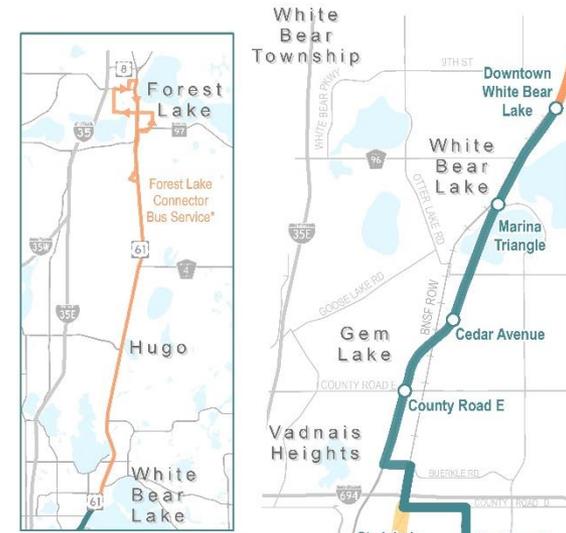
Maximizes development potential while minimizing costs



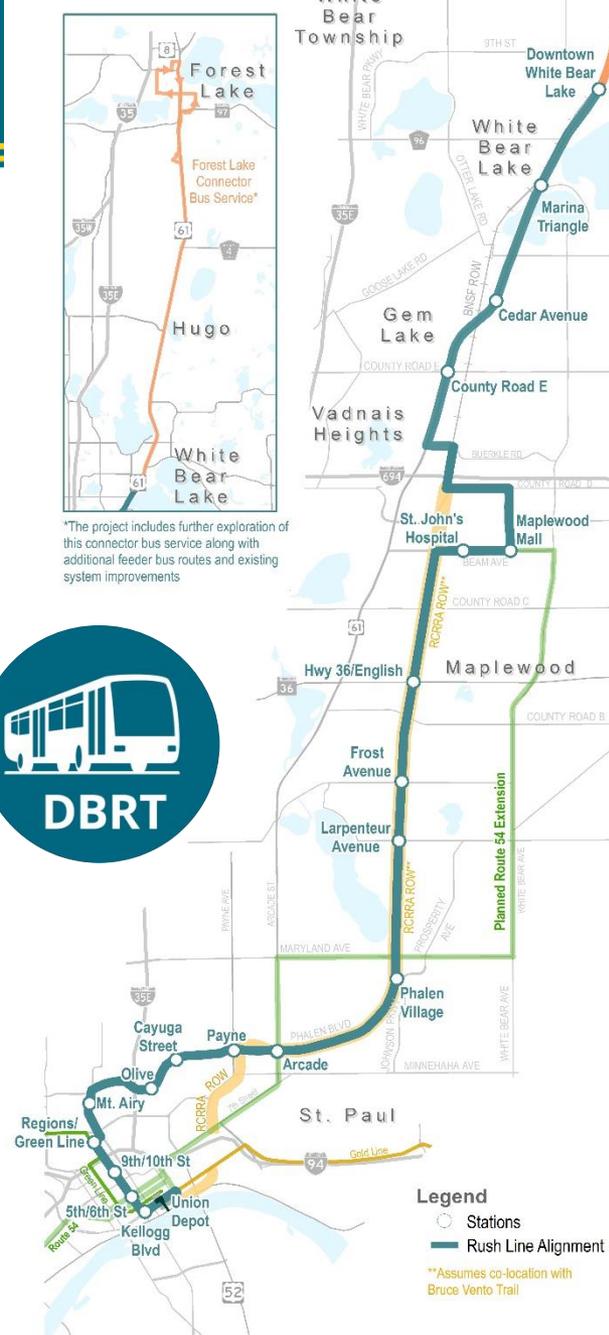
Highest potential ridership



Serves most jobs and equity populations



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



Legend
 ○ Stations
 — Rush Line Alignment
 **Assumes co-location with Bruce Vento Trail

Draft LPA Statistics

Approx. Length: **14 miles**

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

Dedicated Guideway: **85-90%**

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

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

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

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

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

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

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

Travel Time: **14 mins**
One way, White Bear Lake > Maplewood

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

30 mins
One way, Maplewood Mall > Downtown St. Paul

Ongoing Draft LPA Engagement Activities

- **Timeline for public comment
March 24 - May 4, 2017**
- PAC Public Hearing and Open House
- Pop-Up Information Tables
- Website notice and email updates
- Presentations upon request



Input Received on Draft LPA

Opportunities

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

Challenges

- Need to consider how people will access service at stations
- Concerns about potential impacts to existing green space, trail, and private property
- Perception that it will lower property value and quality of life and/or change character of neighborhood
- Concerns about safety in neighborhood and along route



Input Received on Draft LPA

“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**



Next Steps during the Study

APRIL 2017

- **Public hearing** to receive feedback on the draft LPA

MAY 2017

- **Project committees** review public input and make a final LPA recommendation

SUMMER/FALL
2017

- **County and cities** along route will be asked to confirm support for LPA

- More detailed environmental analysis 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

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 651-266-2760

 www.facebook.com/rushline

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