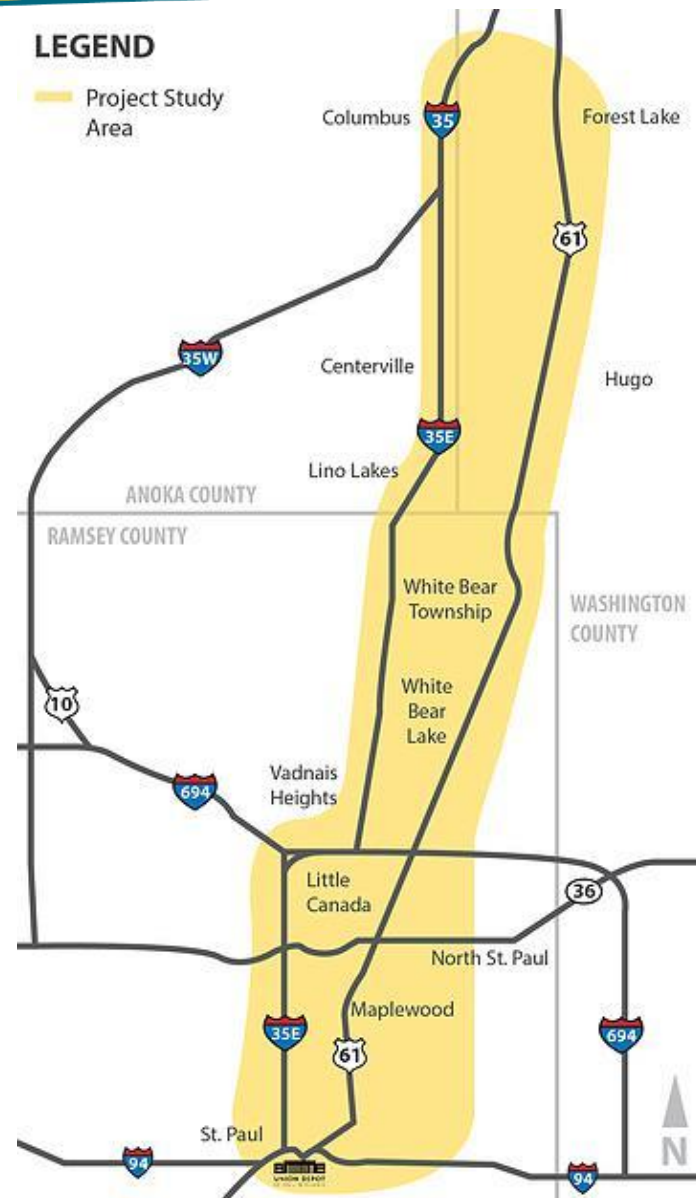


# **Saint Paul City Council Policy Discussion on Transitways**

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

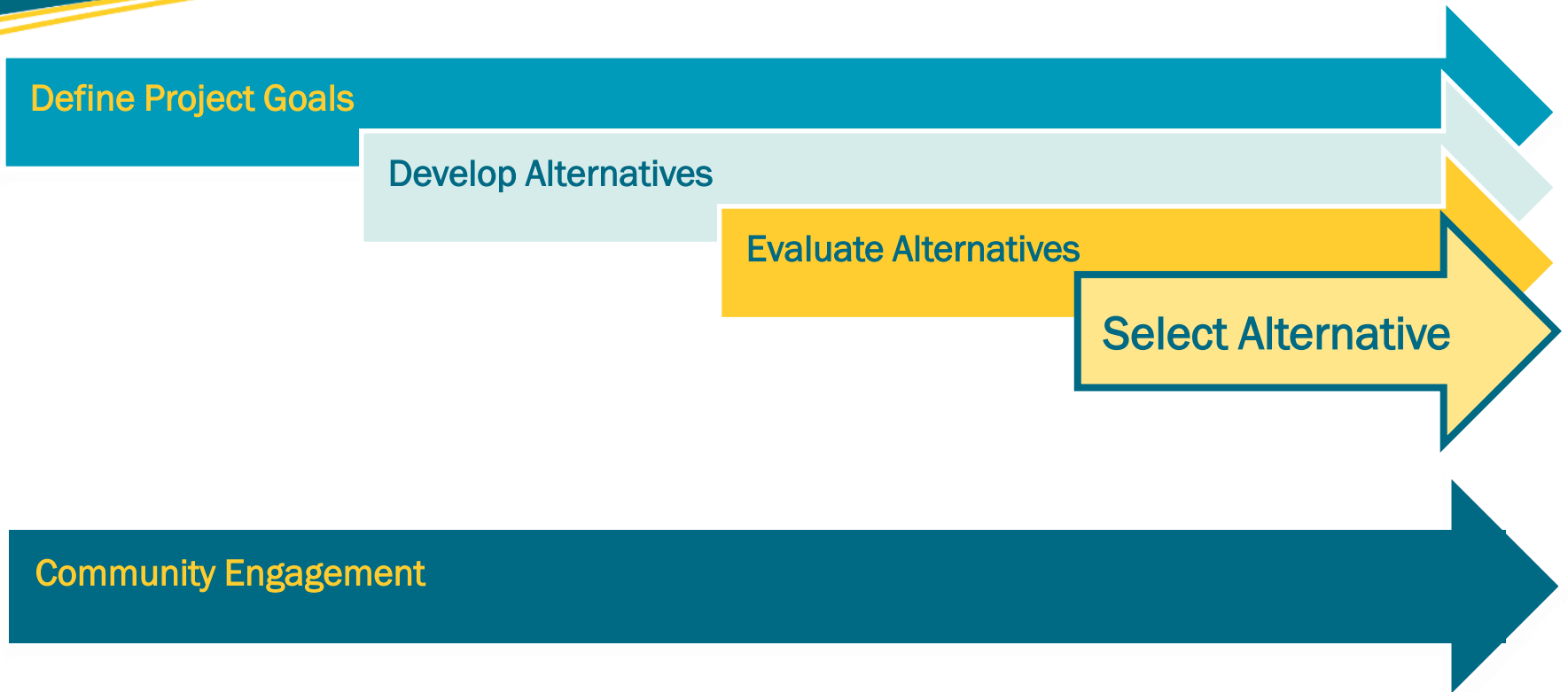
Transit demand in northern oriented routes **↑ 10%**



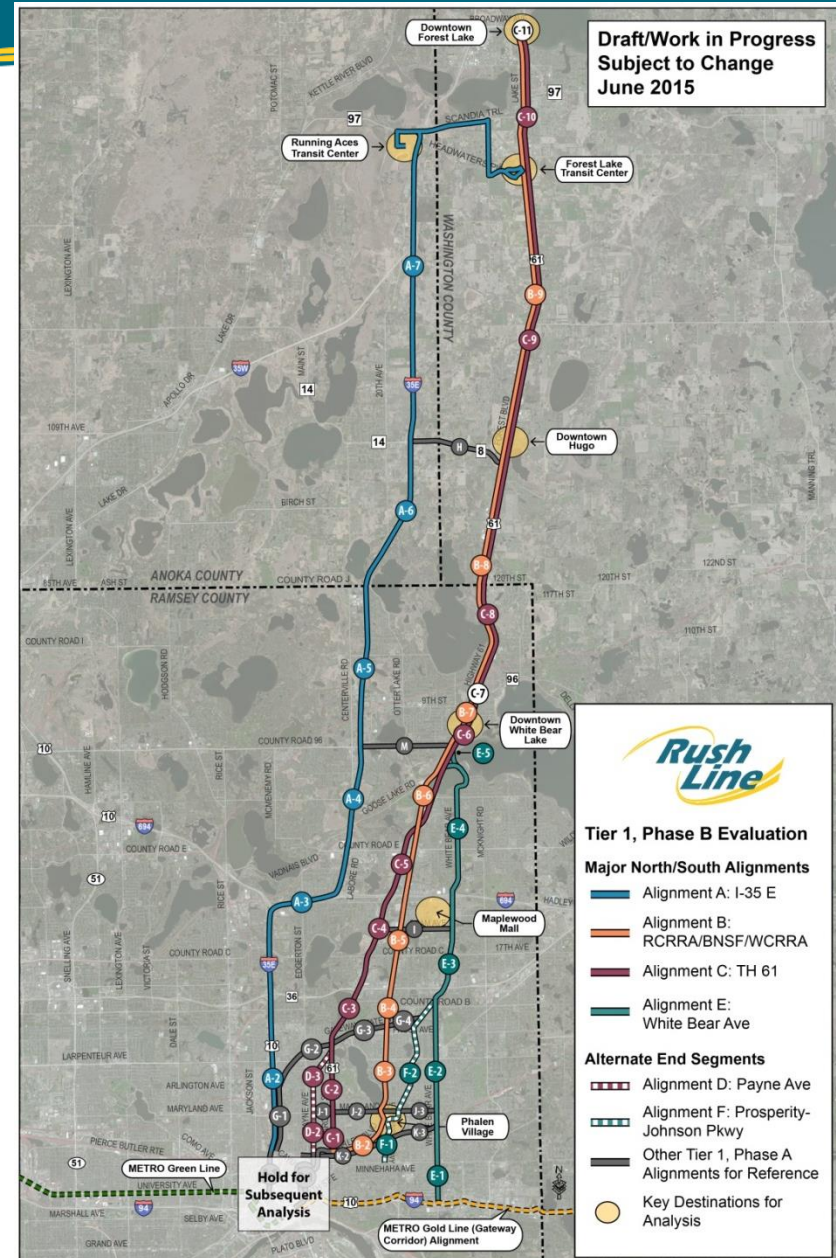
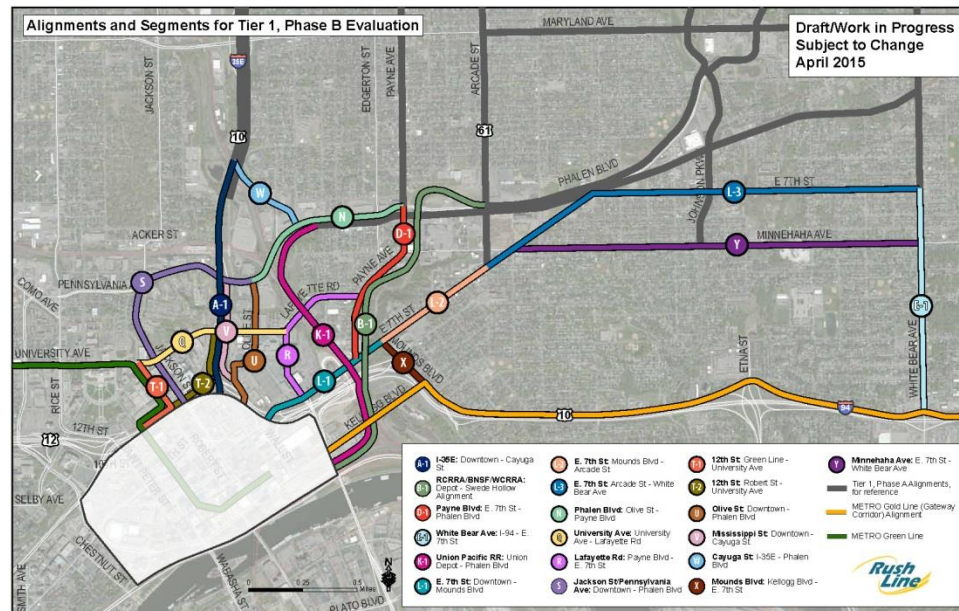
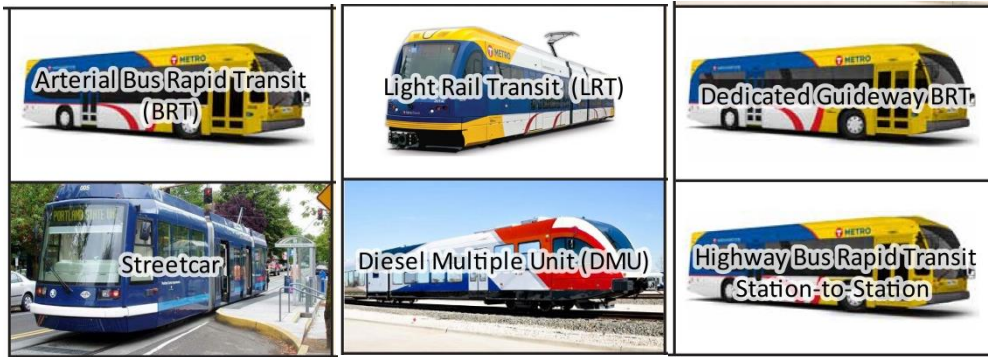
Demand by route type

- ↑ 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

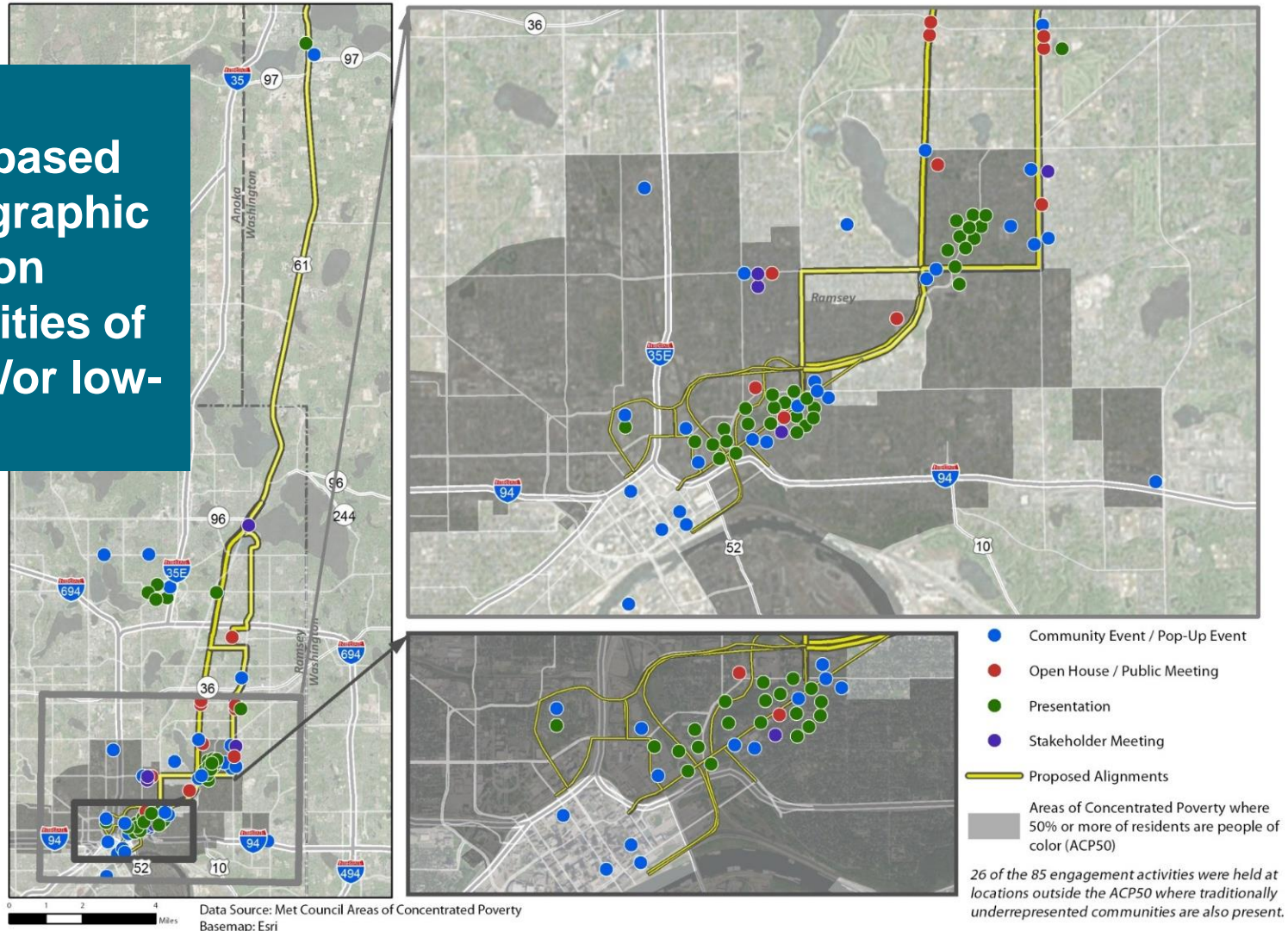
# ..and Community Engagement

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.



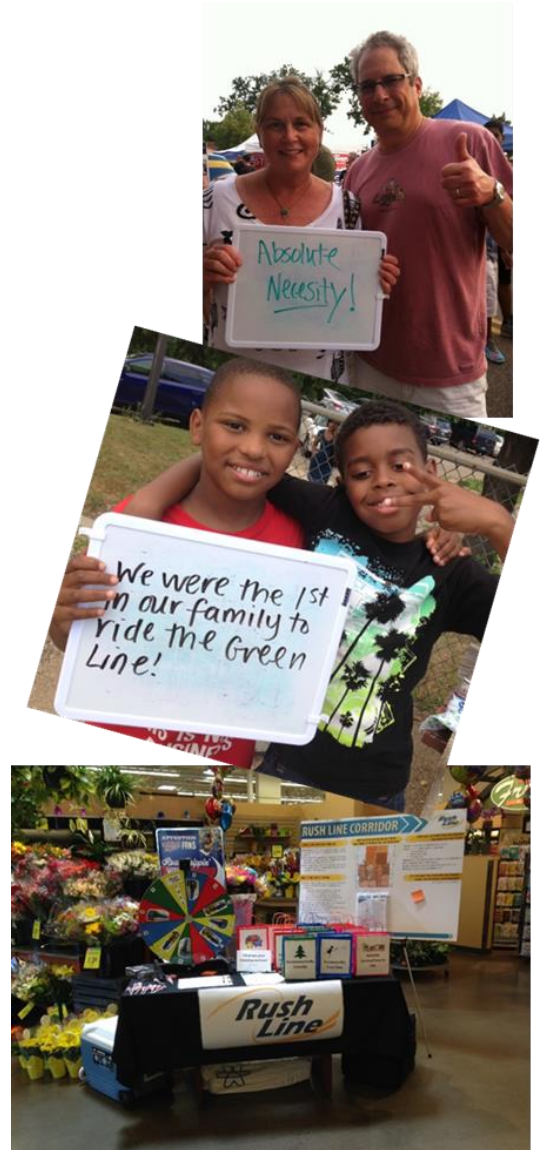
# Engagement Activities in Underrepresented Areas

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

- 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 7<sup>th</sup> 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**

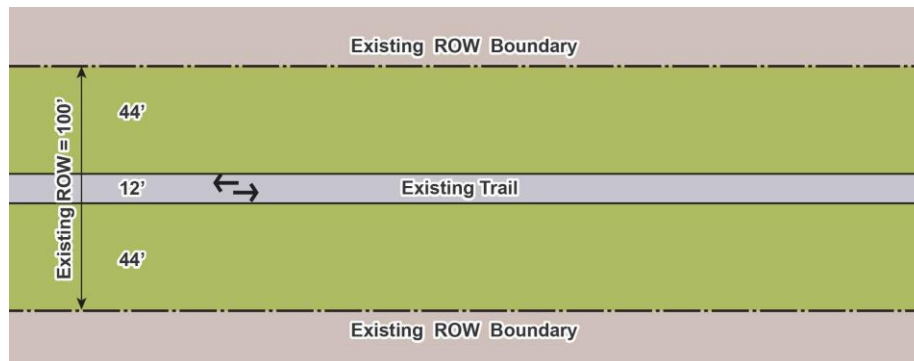


**No private property acquisition** anticipated because ROW is already in public ownership

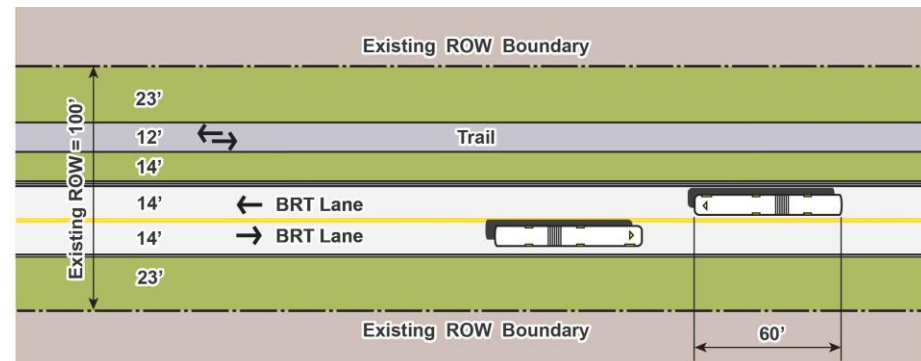


**Potential environmental impacts** will be addressed as design progresses

## 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

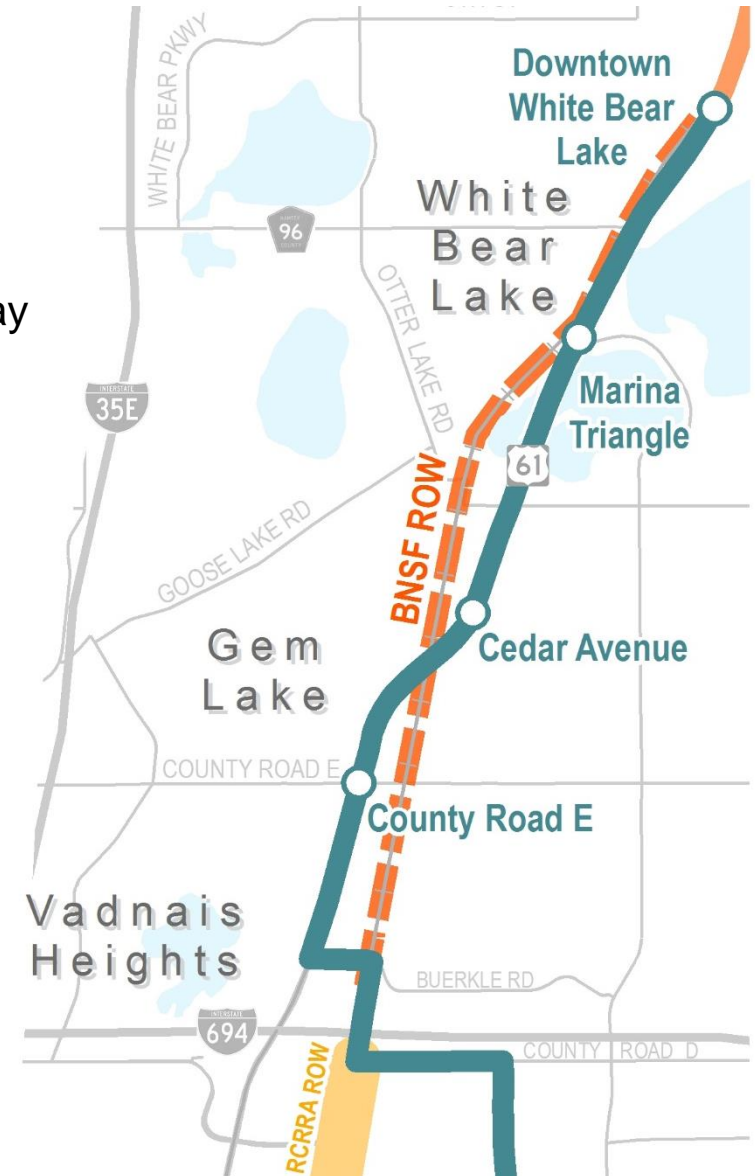


## Convenient transfer to METRO Green Line near Region's Hospital



# 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



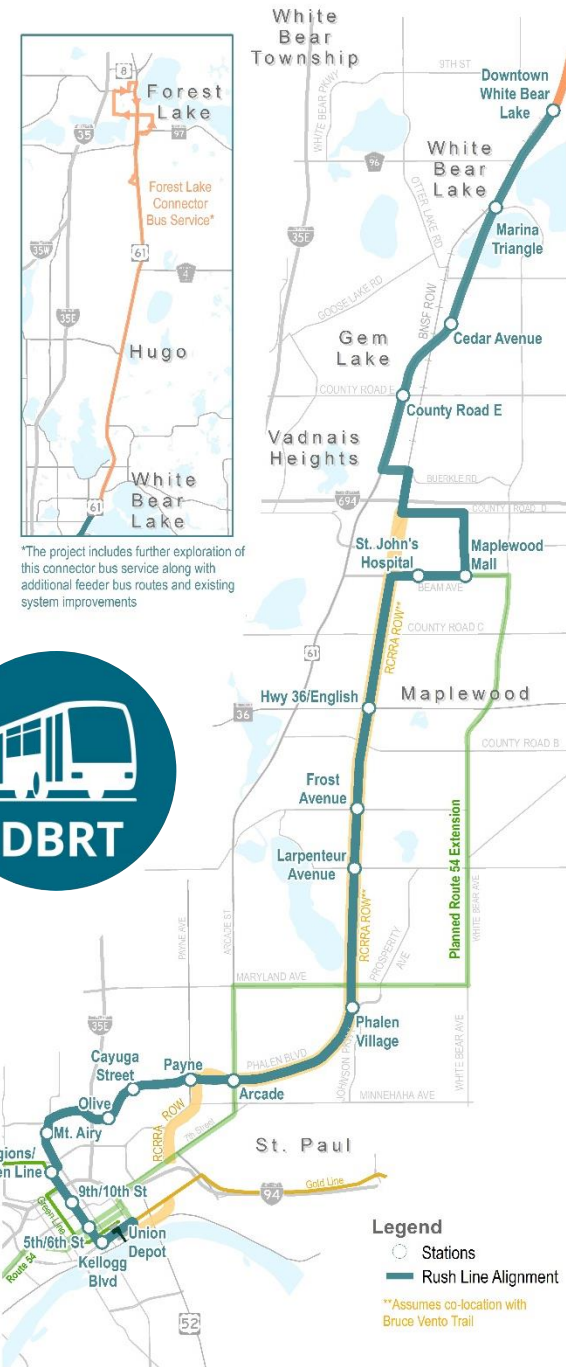
**Maximizes development potential** while minimizing costs



**Highest potential ridership**



**Serves most jobs and equity populations**



# 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



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



[info@rushline.org](mailto:info@rushline.org)



651-266-2760



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