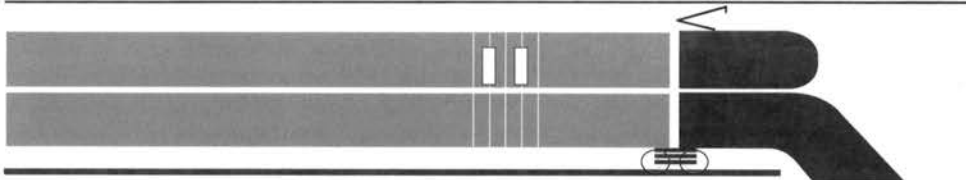




Ramsey County Regional Railroad Authority.
Records.

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Ramsey County Regional Railroad Authority

665 Ramsey County Government Center-West, 50 West Kellogg Boulevard
St. Paul, Minnesota 55102 (651) 266-2760 / FAX (651) 266-2761

Agenda

Regional Railroad Authority Meeting

June 8, 1999

**Immediately following Legislative Committee of the Whole
Meeting**

Third Floor Council Chambers Courthouse

1. * Approve minutes of the May 18, 1999 meeting.
2. Riverview Corridor update.
3. Authorize staff to negotiate a contract with Metro Transit for project management services for the Riverview, Central and commuter rail corridors.
4. Authorize staff to develop request for proposals for Central Corridor from downtown St. Paul to downtown Minneapolis and Hennepin/Ramsey Commuter Rail Corridor from downtown St. Paul to downtown Minneapolis.
5. * Comprehensive Transit and Transportation Plan.

* Action is requested

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Minutes

May 18, 1999

The Regional Railroad Authority met on Tuesday, May 18, 1999, in Council Chambers, Third Floor Courthouse.

MEMBERS PRESENT: Chair Tony Bennett
Commissioner Dino Guerin
Commissioner Susan Haigh
Commissioner Rafael Ortega
Commissioner Victoria Reinhardt
Commissioner Janice Rettman
Commissioner Jan Wiessner

OTHERS PRESENT: Terry Schutten, Kathy DeSpiegelaere, Karen Tero, Dave MacMillan, Gary Davis, Jim Van Houdt, Tom Oertel, Bonnie Jackelen, Paul Kirkwold, Tom Faschingbauer, Mary Ann Palmer, Sarah Kneece, Jane McClure, Arlene Shepard

Chairman Bennett called the meeting to order at 12:00 NOON.

1. **Approve minutes of the May 18, 1999 meeting.**

Motion by Commissioner Rettman, seconded by Commissioner Ortega to accept the minutes from the May 18, 1999 RCRRA Meeting.

Ayes – 7, Nays – 0
Motion accepted.

2. **Legislative update.**

Kathy DeSpiegelaere stated that because of the legislation that was passed, Ramsey County will be receiving additional funding to do work on the three corridors that the RCRRA has indicated are priorities, Riverview, Central and the commuter rail connection between Hennepin and Ramsey Counties. At a subsequent meeting she will come before the RCRRA with more information and ask the RCRRA's approval for additional staffing, budget and the next steps relating to those corridors.

3. **Riverview Corridor update.**

Kathy DeSpiegelaere said there are five station area meetings scheduled in June. There are as follows:

Station Areas between St. Clair Avenue and Monteval
Monday, June 7, 1999, 6:00 p.m.
Minnesota Brewing Company Rathskeller
(In cooperation with the West End Business and Professional Association)
882 West Seventh Street
St. Paul, Minnesota

Station Areas between Montreal and West River Road
Tuesday, June 8, 1999, 6:00 p.m.
St. Lukes Lutheran Church
1807 Field Avenue
St. Paul, Minnesota

Station Areas between Downtown St. Paul and Grand Avenue
Tuesday, June 8, 1999, 7:30 a.m.
Minnesota History Center Irvine Room
345 Kellogg Boulevard
St. Paul, Minnesota

Station Areas between Arcade Street and Robert Street
Wednesday, June 9, 1999, 7:30 a.m.
Metropolitan State University
Founders Hall L122
700 East Seventh Street
St. Paul, Minnesota

Station Areas in the Lowertown Area
Wednesday, June 9, 1999, 6:00 p.m.
Galtier Plaza Seventh Floor Conference Room
175 East Fifth Street
St. Paul, Minnesota

Kathy DeSpiegelaere explained that the first three meetings are in the Riverview Corridor. The station areas are not meant to be for one specific type of transit. The areas could be for bus or rail. She will be sending information out to the community through neighborhood newspapers regarding the meetings.

Commissioner Ortega asked why some meetings were being held at 7:30 a.m. Kathy DeSpiegelaere responded that the morning meetings are primarily oriented toward downtown or the business community areas. She also stated that the lower East Side would include the area along Lafayette Road.

Chair Bennett noted that on the reverse side of the memorandum that Kathy handed out there was a request for additional staffing. He said that because of the amount of things that will have to be done, there is a great need for additional staffing and this will have to be discussed.

4. Ratify quarterly report of payments for January 1 through April 30, 1999.

Commissioner Guerin felt the disbursement reports that come from the County Manager's office were a little easier to read. He asked what account number 424303 represented. Kathy DeSpiegelaere responded that this account was for conferences and seminars. Commissioner Guerin then asked what 424306 represented. Kathy DeSpiegelaere responded this account is for expenses that are incurred for meetings that the Commissioners have that she participates in. Commissioner Guerin asked if the total for account 424501 was for monthly, bi-weekly or yearly. Kathy DeSpiegelaere said this account is for mileage and parking and these are submitted quarterly.

Motion by Commissioner Rettman, seconded by Commissioner Ortega to ratify the quarterly report of payments for January 1 through April 30, 1999.

Ayes – 7, Nays – 0
Motion accepted

WHEREAS, Payments have been made from the Ramsey County Regional Railroad Authority budget for the period of January 1, 1999 through April 30, 1999, and a record of these disbursements is attached; Now, Therefore, Be It

RESOLVED, That the report of payment is accepted by Ramsey County Regional Railroad Authority.

The meeting adjourned at 12:07 p.m.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

2

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere

Authorized Signature

June 1, 1999

Date

Board Action Requested

Riverview Corridor update.

DISCUSSION ONLY

Request Justification

Discussion will occur at the meeting.

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

June 8, 1999

Board Date

Kristine A. Longherry
Signature

June 1, 1999
Date

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

3

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere
Authorized Signature

June 1, 1999
Date

Board Action Requested

Authorize staff to negotiate a contract with Metro Transit for project management services for the Riverview, Central and commuter rail corridors.

DISCUSSION ONLY

Request Justification

See attached information.

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

June 8, 1999

Board Date

Kristine A. Longhenry
Signature

June 1, 1999
Date

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: _____

No: _____

DRAFT

WHEREAS, Ramsey County Regional Railroad Authority adopted on February 23, 1999 a position that its preferred corridors for transit in the county were:

Riverview, connecting the Lower East Side, downtown St. Paul to the airport and jointly with Hiawatha to the Mall of America;

Central, connecting downtown St. Paul and Minneapolis;

Hennepin/Ramsey Commuter rail Connector, connecting to the Northstar and Red Rock Corridors, between downtown St. Paul and Minneapolis; and

WHEREAS, Although engineering and planning consulting services will be used for the majority of the work to be conducted in these corridors; and

WHEREAS, Additional staff services will be needed by Ramsey County Regional Railroad Authority to progress work in the three corridors in the areas of project manager, procurement, contracts, grant management, budget/accounting, legal, risk management, community education, legislative, public information and administrative support; Now, Therefore, Be It

RESOLVED, That Ramsey County Regional Railroad Authority's Director is authorized to negotiate a contract with Metro Transit for the provision of project management services for the three projects; and Be It Further

RESOLVED, That the contract will be returned to Ramsey County Regional Railroad Authority for its approval.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY	YEA	NAY	OTHER
---	-----	-----	-------

Tony Bennett	___	___	___
Dino Guerin	___	___	___
Susan M. Haigh	___	___	___
Rafael E. Ortega	___	___	___
Victoria Reinhardt	___	___	___
Janice Rettman	___	___	___
Jan Wiessner	___	___	___

Tony Bennett, Chairman

By: _____
Rafael E. Ortega, Secretary

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

4

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere

Authorized Signature

June 1, 1999

Date

Board Action Requested

Authorize staff to develop request for proposals for Central Corridor from downtown St. Paul to downtown Minneapolis and Hennepin/Ramsey Commuter Rail Corridor from downtown St. Paul to downtown Minneapolis.

DISCUSSION ONLY

Request Justification

See attached information.

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

June 8, 1999

Board Date

Kristine A. Longhenry

Signature

June 1, 1999

Date

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: _____ No: _____

DRAFT

WHEREAS, On February 23, 1999, the Ramsey County Regional Railroad Authority adopted a position that the regional master plan must include the core triangle of Hiawatha, Riverview and Central Corridors and a minimum of three major transit corridors in Ramsey County:

Riverview Corridor
Central Corridor
Commuter Corridor, Elk River to St. Paul (Hennepin/Ramsey portion); and

WHEREAS, A Major Investment Study is being conducted on the Riverview Transit Corridor; and

WHEREAS, Funding has been committed for work in Ramsey County transit corridors by the Metropolitan Council and Minnesota Department of Transportation; Now, Therefore Be It

RESOLVED, That staff is authorized to develop requests for proposals for continuing work on transit improvements in the Central and Hennepin/Ramsey Commuter Rail Corridors.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY	YEA	NAY	OTHER
Tony Bennett	_____	_____	_____
Dino Guerin	_____	_____	_____
Susan M. Haigh	_____	_____	_____
Rafael E. Ortega	_____	_____	_____
Victoria Reinhardt	_____	_____	_____
Janice Rettman	_____	_____	_____
Jan Wiessner	_____	_____	_____

Tony Bennett, Chairman

By: _____
Rafael E. Ortega, Secretary

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

5

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

[Signature]
Authorized Signature

6/1/99
Date

Board Action Requested

Comprehensive Transportation and Transit Plan.

ACTION IS REQUESTED

Request Justification

See attached information.

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

June 8, 1999

Board Date

Kristine A. Longhenry
Signature

June 1, 1999

Date

RAMSEY COUNTY

1999 – 2020

COMPREHENSIVE TRANSPORTATION PLAN

ISSUE PAPER

LAND USE

Define issue and how it relates to the vision:

Ramsey County has a limited role in land use issues. This is therefore an issue of coordination rather than of jurisdiction for the County. Land use decisions impact the County system of roadways. Given that the County does not have jurisdiction over land use, it is especially important for Ramsey County to work with municipalities within the County, sharing information and reviewing new development and redevelopment projects.

The County vision proposes that regional land use patterns need to reflect and respect community identities, economic, and social needs; that all decision making will consider the greater good of the residents of the community and Ramsey County, yet minimize the adverse effects of those decisions on neighboring communities; that local land use plans should strive to be consistent with this vision for the County and with each other.

The County vision supports high quality maintenance of the infrastructure in the region, and managing demand for more highways by encouraging appropriate development patterns. The County thoroughfare vision states that all County roadways will be restricted to a design maximum of four travel lanes, and that the roadway design will increase street capacity by obtaining the maximum level of service from the existing highway system while minimizing the impact these facilities have on the social and physical environment.

The County vision supports a comprehensive review process which will provide for coordination, oversight, and mediation of land use planning, ensuring consistency and concern for all stakeholders in both public and private sectors.

The County vision supports a routine review process of land use plans by agencies with authority to make and enforce decisions in order to minimize fragmentation. These

agencies would coordinate and expedite the plans that ensure land is used in concert with the values of the whole community as well as individual and community interests.

Existing conditions of issue:

The demographic overview (Appendix X, Group A) provides information on the growth of Ramsey County. As demonstrated by this material, the population of Ramsey County is expected to increase eleven percent by 2020; the smallest rate of growth in the seven county metropolitan area.

The development and economic overview (Appendix X, Group B) provides information on jobs and employment trends in Ramsey County. According to 2020 employment projections, the number of employed people in Ramsey County will continue to increase.

The existing and future land use maps (Appendix X, Group C) illustrate why Ramsey County is considered fully developed, and explain why it is generally necessary for municipalities to pursue redevelopment rather than new development.

Although Ramsey County has limited control over land use decisions, the County provides and maintains a system of minor arterial roadways within the County. Minor arterials are high volume roadways that provide a link between trunk highways and local routes, emphasizing mobility rather than land access. The County road system absorbs the majority of the impact created by increased traffic volumes which accompanies growth and redevelopment. Communities should strive to develop access plans that provide adequate access without compromising the integrity of the roadway system. For example, multiple driveways onto a roadway may be beneficial to a particular development, but they are not beneficial to the community as a whole because excessive land access restricts the mobility of a roadway.

Expectations based on current trends:

According to the Metropolitan Council, almost 650,000 new residents, almost 350,000 new households, and about 400,000 new jobs are projected in the region by 2020. Because little roadway expansion is planned, this growth will have a significant impact on the transportation system. This constraint in the movement of goods and people could result in lost economic productivity, higher overall cost of doing business, and decreased regional competitiveness in the world economy.

Between 1970 and 1990, the number of the region's households that have 2 or more cars almost tripled. There were 600,000 more licensed drivers in 1990 than in 1970, while the population only grew by 414,00. By 1990, there were more work commuters traveling suburb to suburb rather than suburb to city.

These Metropolitan Council figures point to a transportation system facing increasing traffic and congestion, with little highway expansion planned to alleviate the problem. As a result, minor arterials will serve an important function as traffic is diverted from state principal arterial highways onto the County minor arterial system.

Expanding transit services and utilizing congestion-reduction techniques such as travel demand management (TDM), travel system management (TSM) and access management will help alleviate demand on the existing metropolitan highway system and on the County roadway system. Reducing traffic and congestion is vital to maintain the economic productivity of both the County and the region.

According to the Metropolitan Council, LRT and commuter rail have the potential to improve transit services available to residents in fully developed areas. In addition, mass transit can help assure continued long-term access to primary economic centers, and can be used as a land use tool to guide development along corridors where mass transit is implemented. Studies in the Twin Cities area have shown that if ten percent of its projected growth over a twenty year period were to locate around rail transit stations, thirty thousand jobs and twenty-three thousand households would be channeled around rail transit stations.

Transportation and land use planning should be linked to ensure development designs that are favorable to transit options. Within its authorities, Ramsey County will: (1) encourage compact development that will provide a mix of housing, jobs and services within easy walking distance, (2) cluster jobs and commerce, and (3) design developments to accommodate walking, biking or transit use. Linking transportation and land use planning will help provide a balance between the automobile and alternate forms of transportation.

Due to the relationship between land use and transportation, Ramsey County and the municipalities should plan for future growth and transportation needs together.

What needs to be done to influence the future and change the expectations?

Improve cooperation between the County and municipalities for sharing responsibility for the delivery of services. For example, the County and municipalities should work more closely together on right of way and access management issues.

The County should study municipal land use plans to review economic growth and redevelopment areas identified by the municipality to better coordinate access management and major trip generators.

The above efforts will increase the efficiency and capacity of the County roadway system through coordinated development. Coordinated development will reduce the trend to increase the capacity of the County roadway system by adding thru lanes.

What role does the County play in this issue?

Land use density is directly related to an area's transportation needs. Given that the County does not have land use jurisdiction, it is important for the County to work with municipalities in reviewing new development and redevelopment projects. Within its authorities, Ramsey County should review site designs to ensure that provisions are

implemented for travel demand management (TDM), travel system management (TSM), access management, pedestrians, bicycles and transit.

The County should partner with municipalities on maintaining the functional integrity of roadways. Permitting officials in Ramsey County should establish contacts with municipal staff to insure early involvement with access location decisions.

The County should provide a forum of County, state and municipal staff, held on a regular basis, to discuss land use issues and their affect on the County system of roadways.

What policy should be in place regarding this issue to make the County play the role it should play?

A policy supporting County involvement in the development and review of municipal plans.

A policy mitigating road system impact through access management partnerships with municipalities through a strategy of balanced land use and transportation that ensures both economic viability and community values are considered.

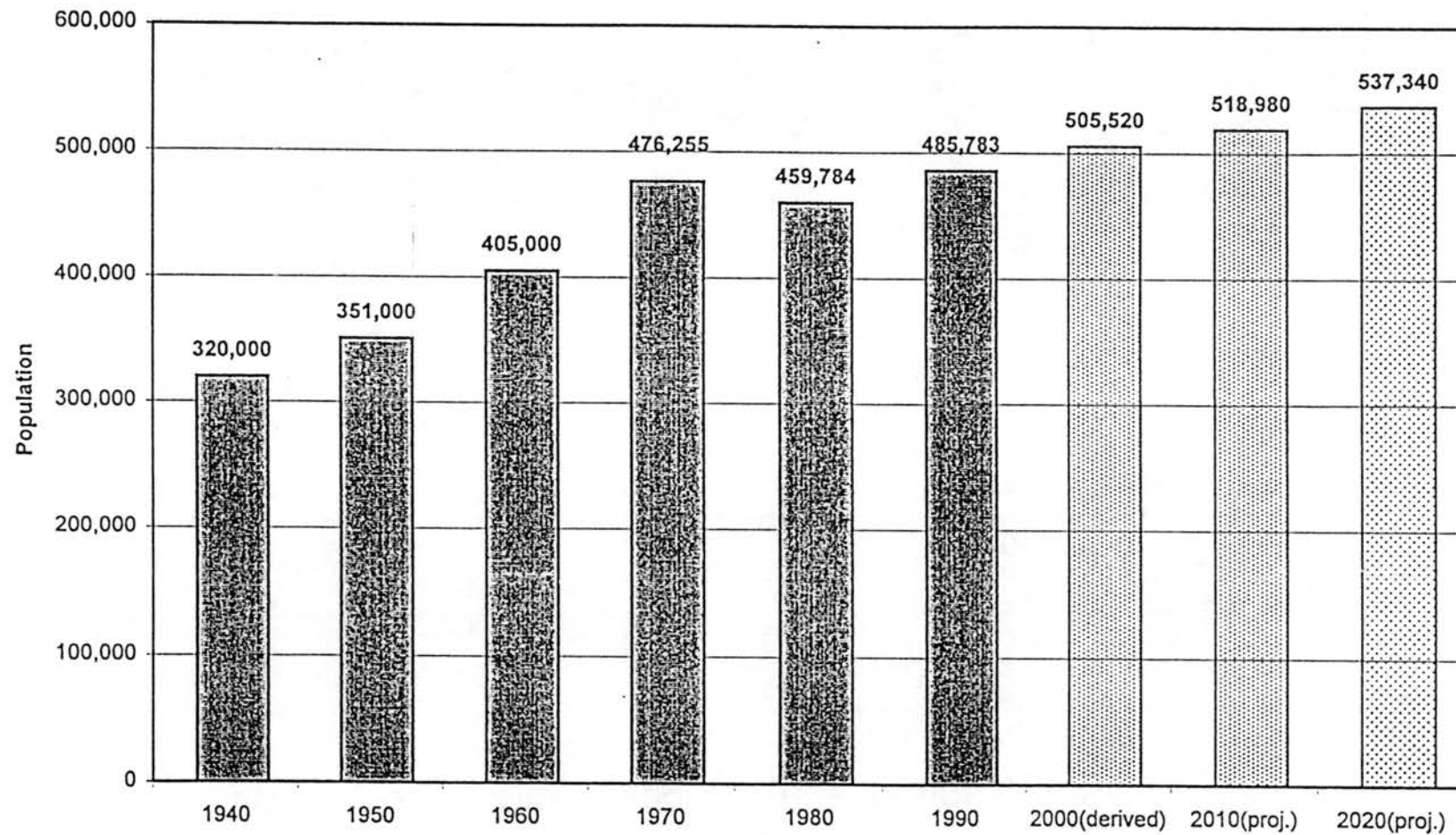
A policy mitigating road system impact through a strategy of balanced land use and transportation.

A policy ensuring that provisions will be implemented in new development or redevelopment site designs for travel demand management (TDM), travel system management (TSM), access management, pedestrians, bicycles and transit.

APPENDIX – X

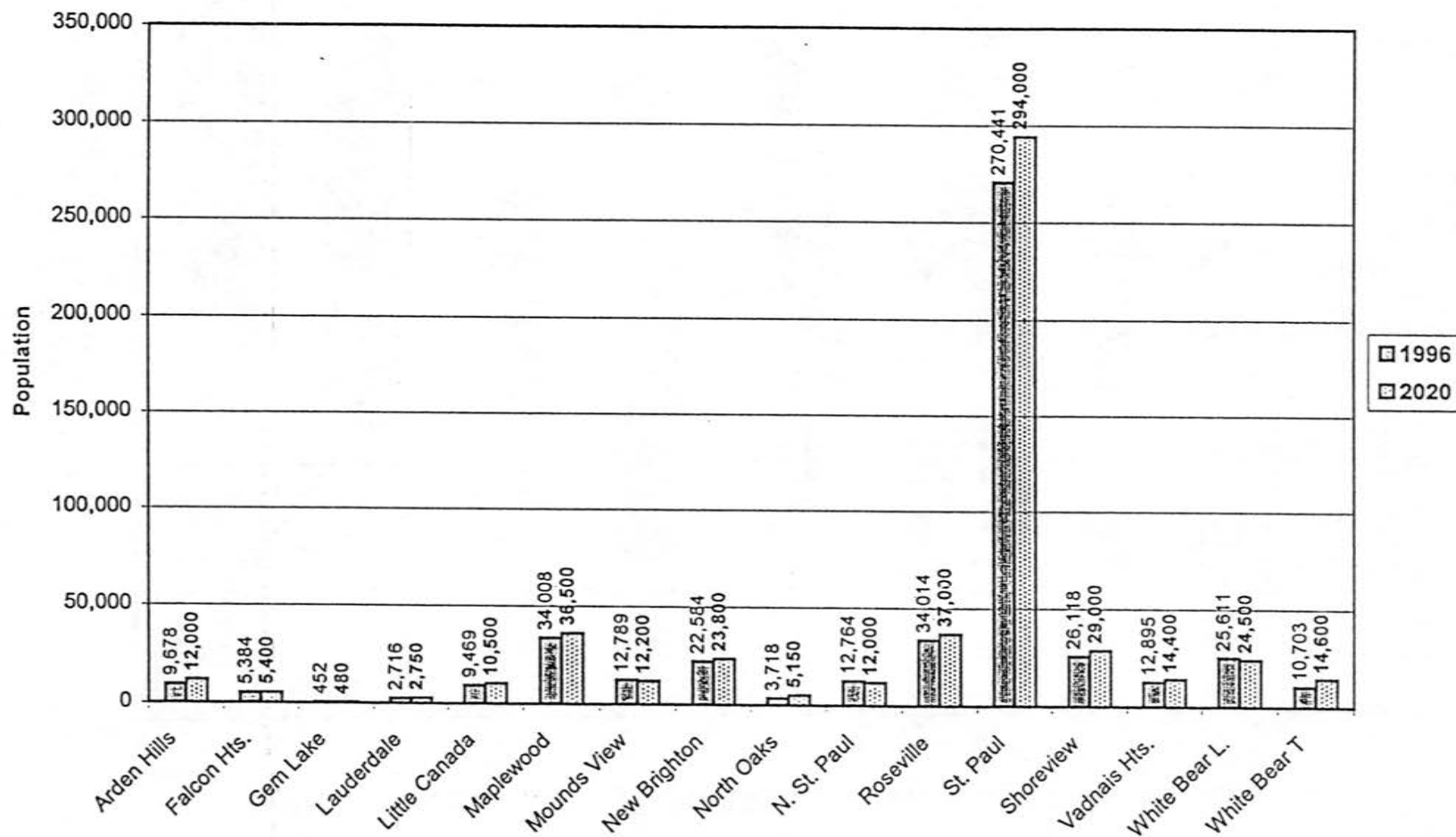
GROUP - A

RAMSEY COUNTY POPULATION GROWTH BY DECADE



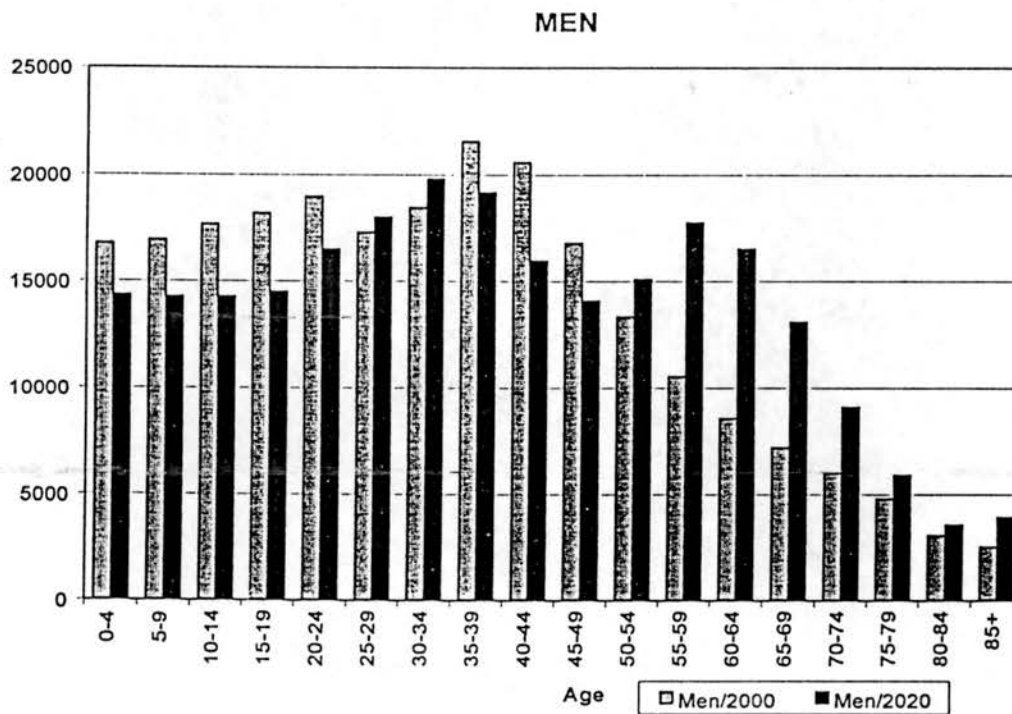
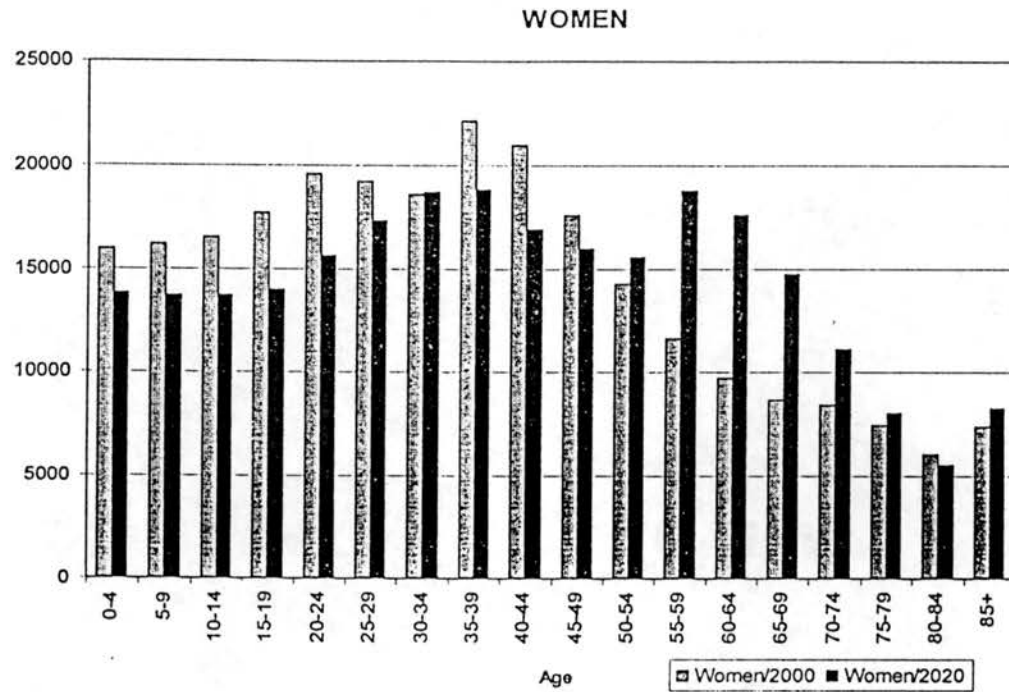
Source: Metropolitan Council

RAMSEY COUNTY 2020 FORECASTED POPULATION CHANGE BY CITY



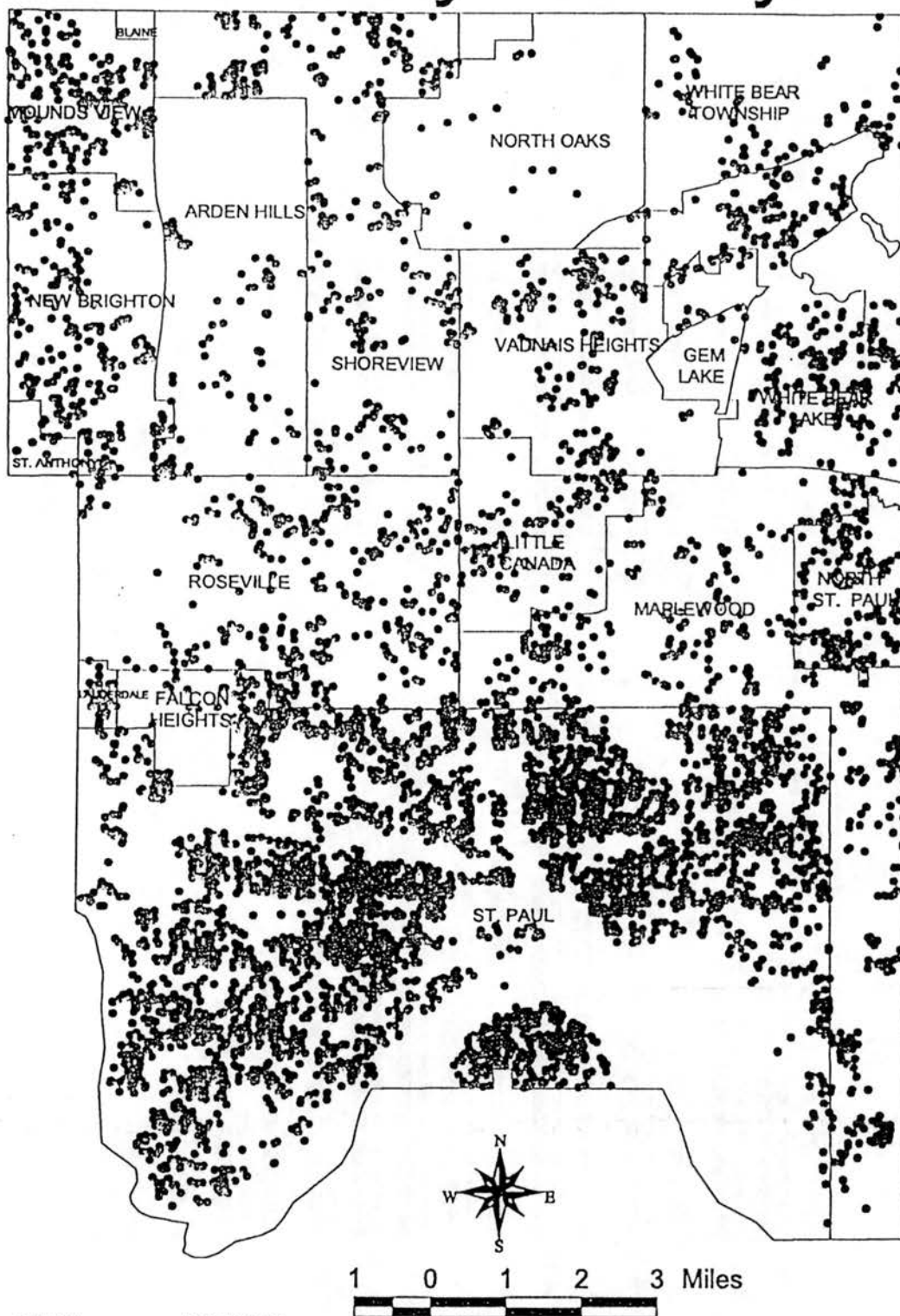
Sources: Census Bureau 1996 Population Estimates // Metropolitan Council 2020 Population Forecasts

AGE DISTRIBUTION IN RAMSEY COUNTY



Source: State Demographic Center at Minnesota Planning/May 1998

1995 Births Ramsey County



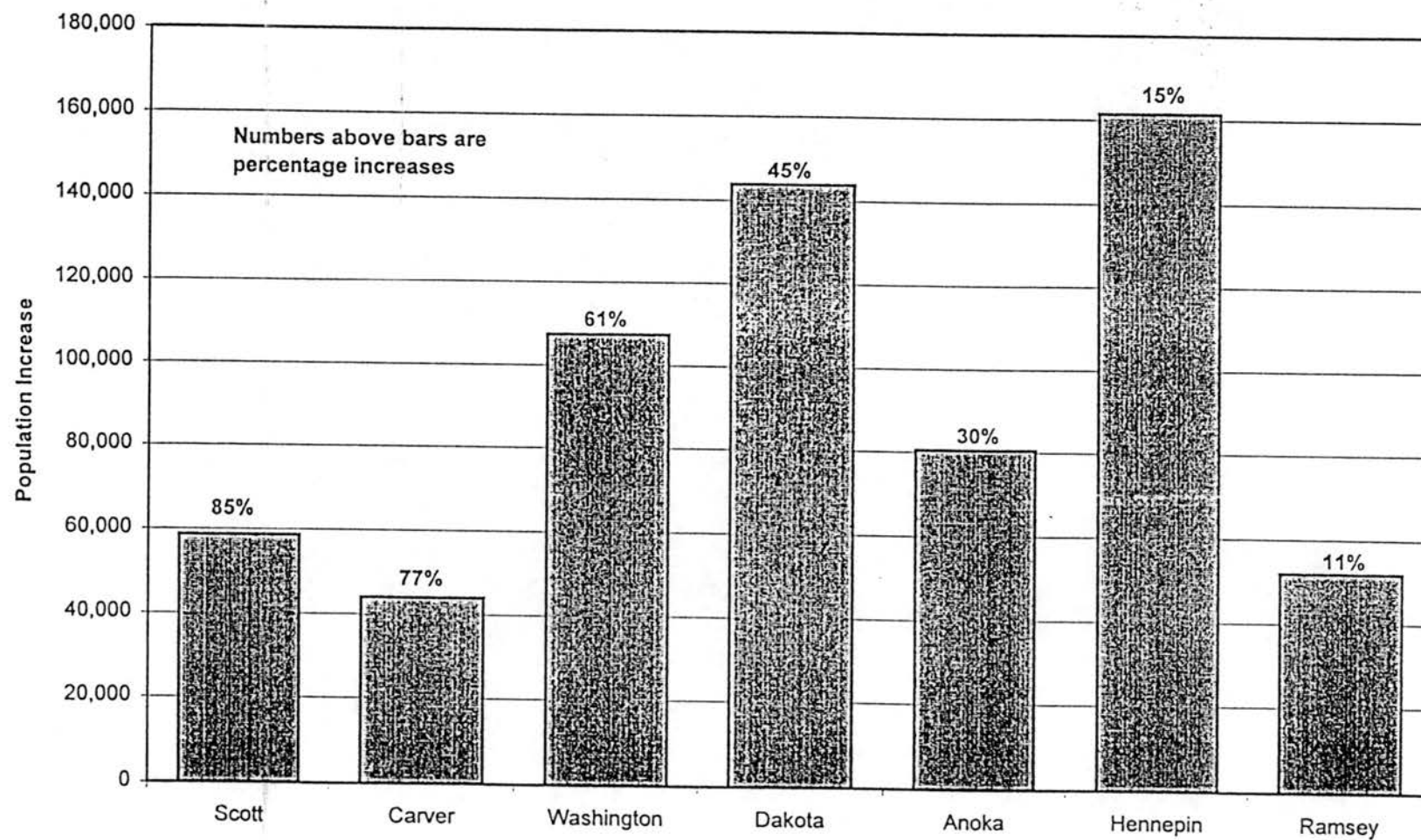
CITY	BIRTHS
● ARDEN HILLS	91
● FALCON HEIGHTS	96
● GEM LAKE	4
● LAUDERDALE	33
● LITTLE CANADA	135
● MAPLEWOOD	408
● MOUNDS VIEW	206
● NEW BRIGHTON	259
● NORTH OAKS	18
● NORTH ST. PAUL	156

CITY	BIRTHS
● ROSEVILLE	371
● SHOREVIEW	303
● SPRING LAKE PARK	3
● ST. ANTHONY	13
● ST. PAUL	4561
● VADNAIS HEIGHTS	180
● WHITE BEAR LAKE	292
● WHITE BEAR TOWNSHIP	139

Source: Ramsey County Public Health
Prepared By: Ramsey County GIS

□ Ramsey County Cities

7 COUNTY METROPOLITAN AREA 1995 TO 2020 POPULATION INCREASE

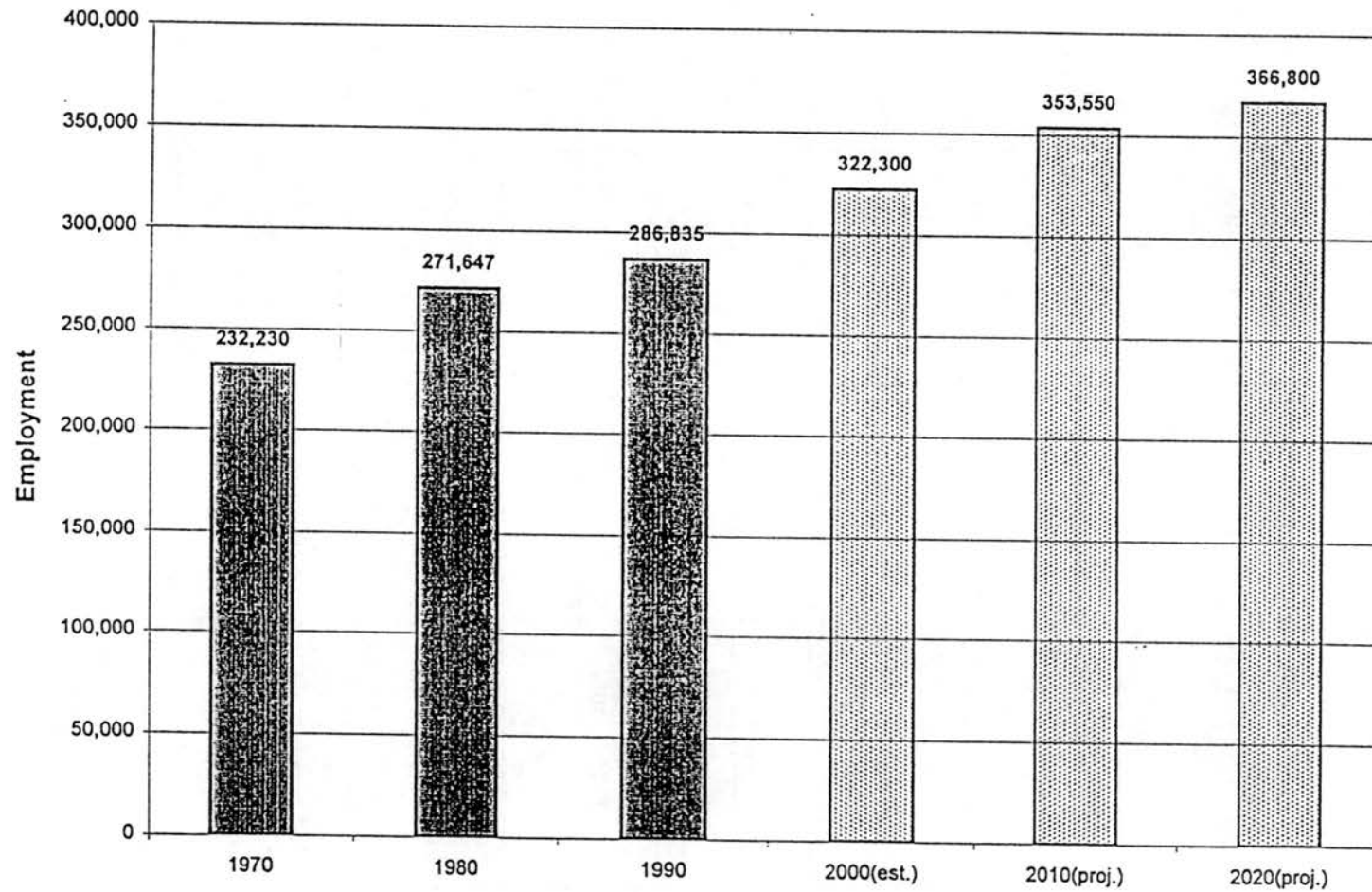


Source: Metropolitan Council

APPENDIX – X

GROUP - B

RAMSEY COUNTY EMPLOYMENT TRENDS



Source: Metropolitan Council

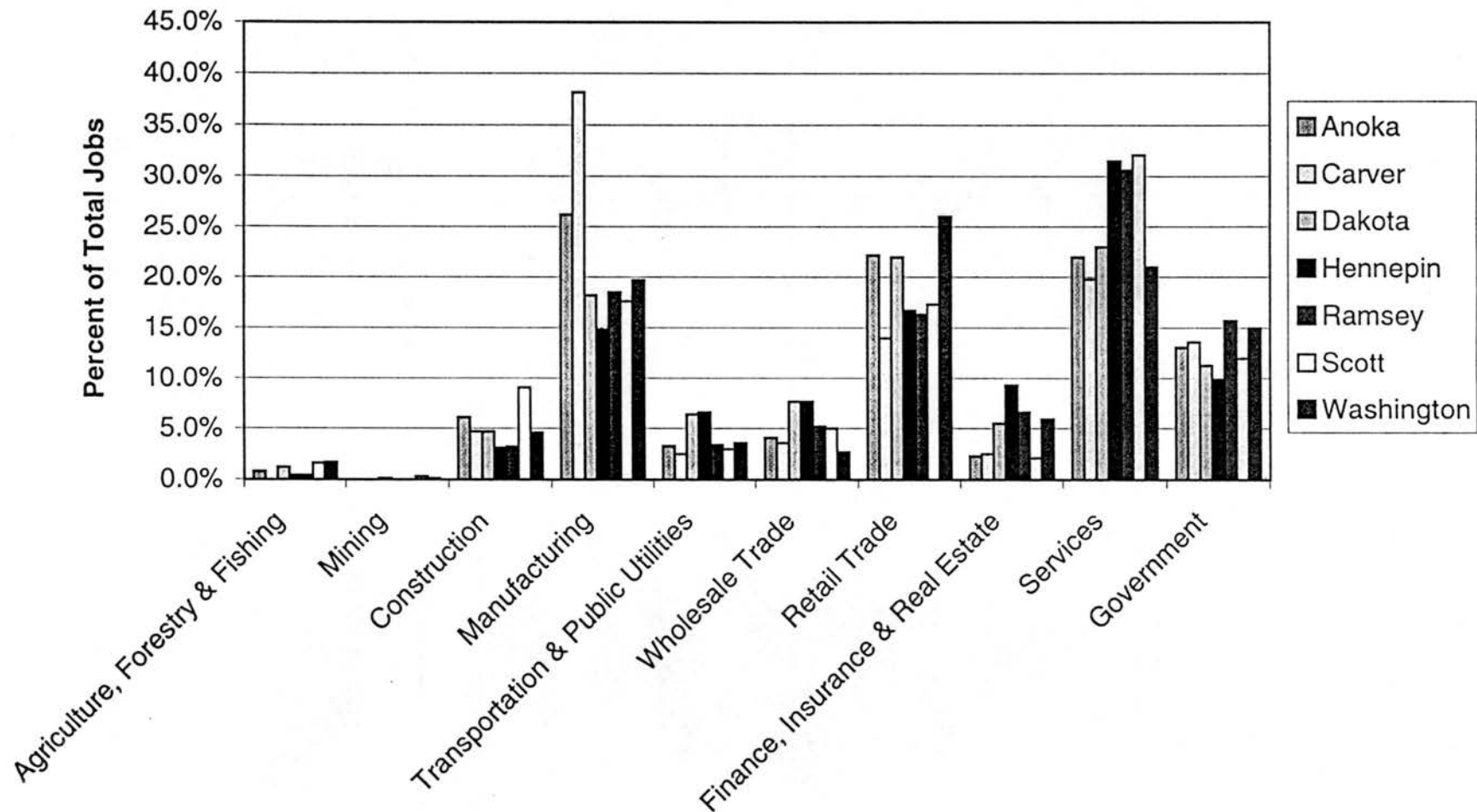
RAMSEY COUNTY EMPLOYEES BY INDUSTRY

Employees By Industry	1990	1997	Increase	Growth %
Agriculture, Forestry and Fishing	943*	1,151	208*	22.1%*
Mining	nd	18	nd	nd
Construction	9,520	10,182	662	6.9%
Manufacturing	72,444	58,791	-13,653	-18.8%
Transportation/Public Utilities	10,302	10,831	529	5.1%
Wholesale Trade	12,112	16,572	4,460	36.8%
Retail Trade	49,745	51,772	2,027	4.1%
Finance, Insurance, Real Estate	18,901	21,055	2,154	11.4%
Services	75,662	97,240	21,578	28.5%
Government	43,958	49,956	5,998	13.6%
TOTAL	293,587	317,568	23,981	8.2%

*1990 mining numbers were nondisclosable as one firm had 80% or more of the employment in the industry. Therefore, these numbers are slightly high as 1990 mining numbers were added to this category to mask the identity of that firm.

**Source: Research and Statistics Office
Minnesota Department of Economic Security**

1997 JOBS BY INDUSTRY



Source: Research and Statistics Office of the Minnesota Department of Economic Security

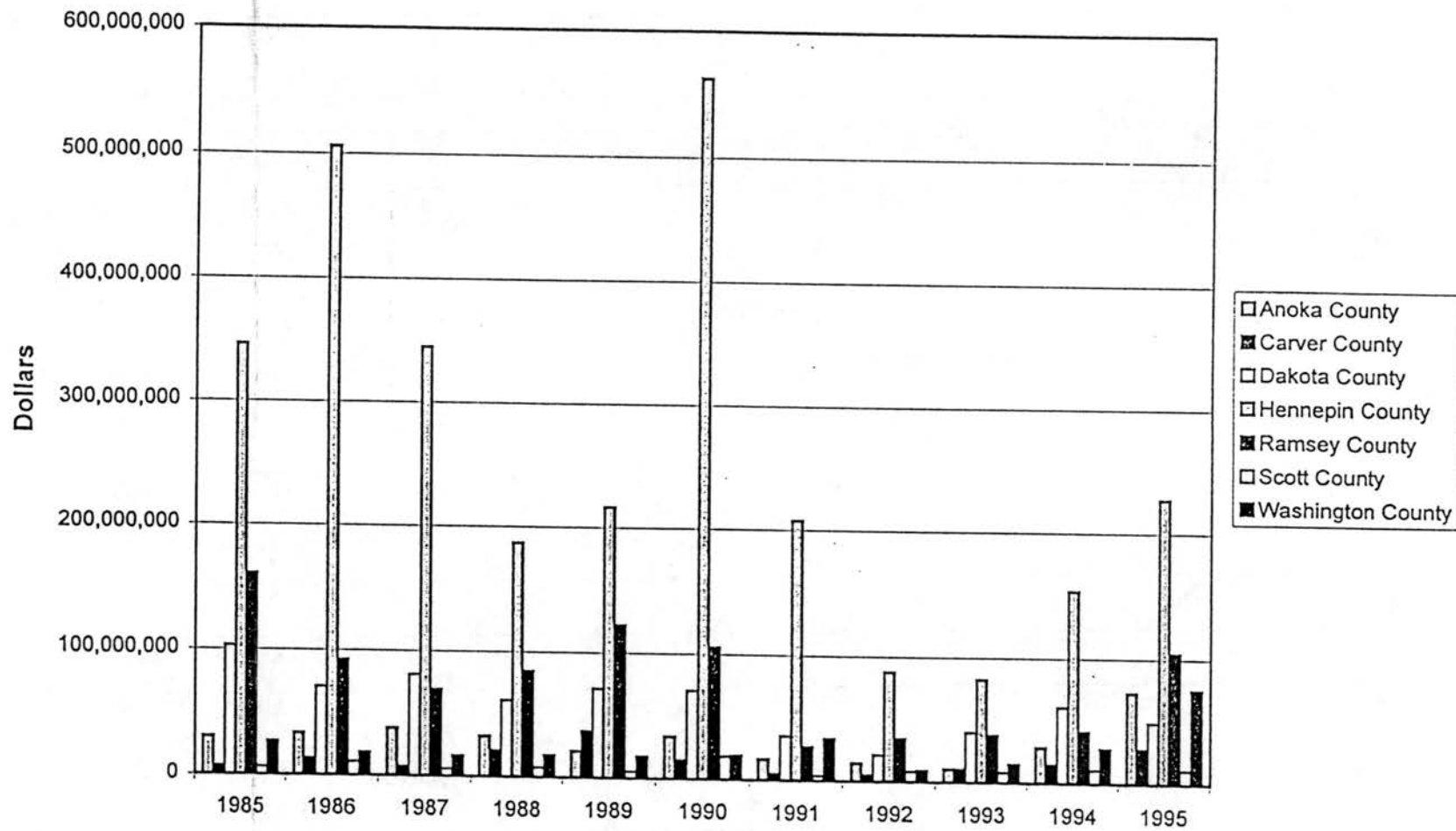
RAMSEY COUNTY LARGEST EMPLOYERS

COMPANY	CITY	NUMBER OF EMPLOYEES
State of Minnesota	St. Paul	54,379
United States Government	Fort Snelling*	33,481
3M Company	Maplewood	20,373
HealthEast	St. Paul	6,171
Independent School District/625	St. Paul	5,186
County of Ramsey	St. Paul	4,128
Ebenezer Social Ministries	White Bear Lake	3,943
The St. Paul Companies, Inc.	St. Paul	3,500
City of St. Paul	St. Paul	3,400
Deluxe Corporation	Shoreview	3,093

*Hennepin County: However, this location includes all of the U.S. government employees in Ramsey County.

Source: Smith, Tom, "Minnesota's 100 Largest Employers," *Corporate Report Minnesota*, August 1998. (Provided by Metro East Development Partnership.)

Commercial-Industrial Building Permits for the 7 County Metro Area



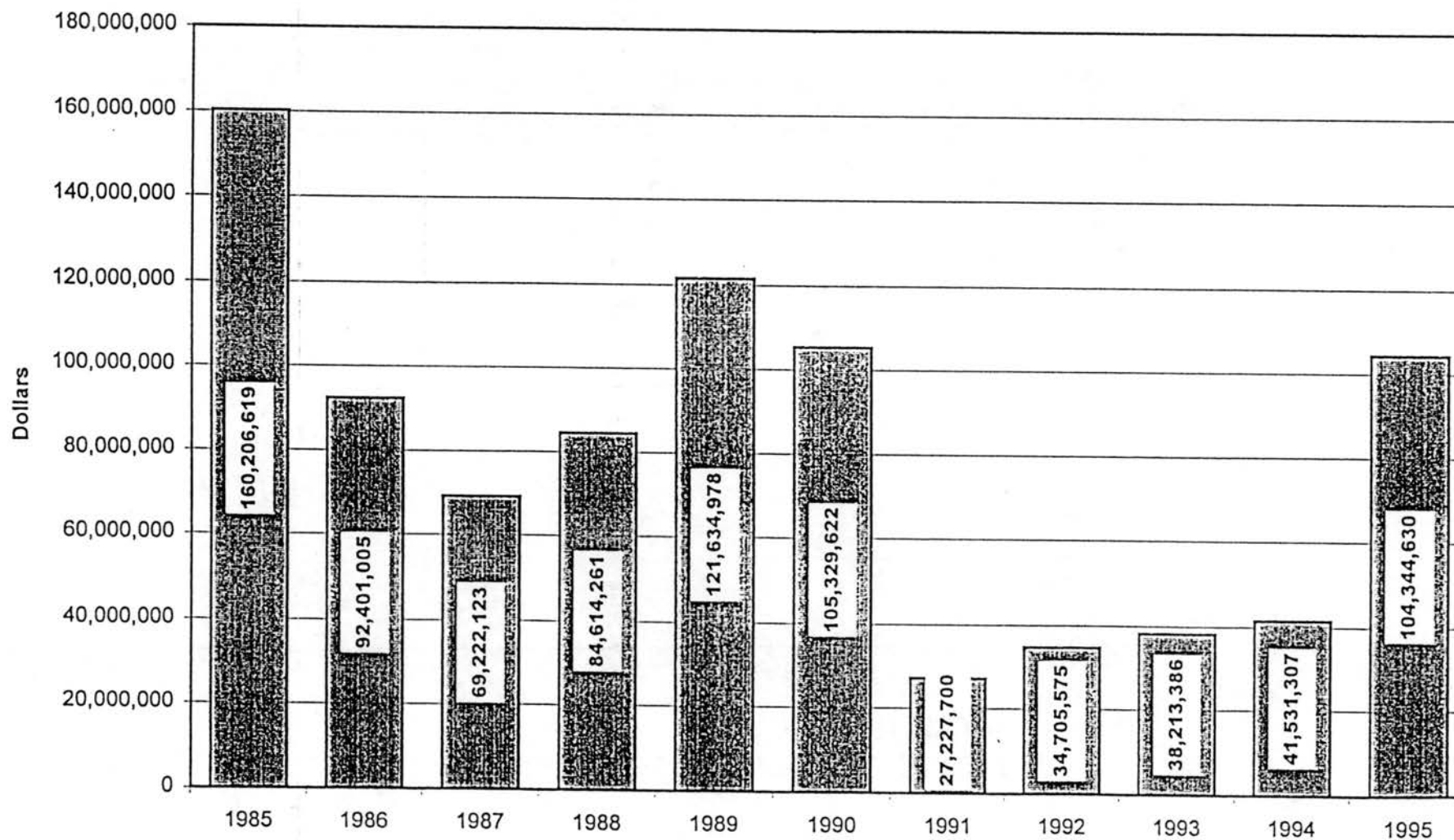
Source: Metropolitan Council/Census Bureau

COMMERCIAL – INDUSTRIAL BUILDING PERMITS FOR RAMSEY COUNTY (DOLLARS)

CITY	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995
Arden Hills	6,824,000	7,121,220	0	1,320,00	1,216,930	1,555,200	0	11,716,821	0	13,500	2,709,515
Falcon Hts.	1,131,132	1,189,530	182,600	427,880	1,348,628	0	0	0	0	0	0
Gem Lake	0	165,786	0	105,124	0	62,668	0	0	117,000	0	35,000
Lauderdale	0	18,200	24,600	0	0	0	0	29,362	0	0	0
Little Canada	3,838,676	2,542,279	4,010,424	1,064,000	686,000	1,200,000	465,650	10,035,000	0	209,600	1,166,549
Maplewood	12,605,513	5,599,177	1,579,500	2,612,000	20,049,369	52,561,299	6,165,995	380,000	70,000	9,664,005	30,726,836
Mounds View	360,000	500,000	3,290,103	8,913,710	14,142,029	510,000	2,337,000	0	0	50,000	0
New Brighton	2,393,922	6,789,340	4,848,047	1,796,549	4,073,600	3,324,896	1,800,962	1,609,700	7,149,218	4,206,788	2,919,443
North Oaks	0	0	0	0	0	2,310,872	1,707,000	237,854	242,241	750,200	976,050
North St. Paul	306,200	515,000	92,000	1,016,550	270,000	0	0	0	691,950	52,200	1,548,141
Roseville	16,296,069	17,761,840	12,393,200	3,606,500	11,145,157	22,991,000	1,351,300	945,000	2,315,900	9,695,290	11,092,039
St. Paul	107,846,942	36,483,733	33,771,853	47,945,958	41,385,200	11,475,887	8,203,153	3,629,923	14,671,100	7,554,940	18,201,310
Shoreview	1,430,900	6,789,400	2,200,000	1,725,500	11,068,000	1,032,800	615,640	849,000	350,000	611,000	1,800,000
Vadnais Hts.	5,289,000	2,241,000	3,947,000	3,434,000	3,330,000	1,420,000	0	0	4,857,000	2,554,000	23,780,000
White Bear L.	1,142,265	4,684,500	2,355,000	10,138,500	5,442,000	4,585,000	1,581,000	4,897,601	5,083,248	3,192,607	2,960,387
White Bear T.	742,000	0	527,796	507,990	7,478,065	2,300,000	3,000,000	375,314	2,665,729	2,977,177	6,429,360

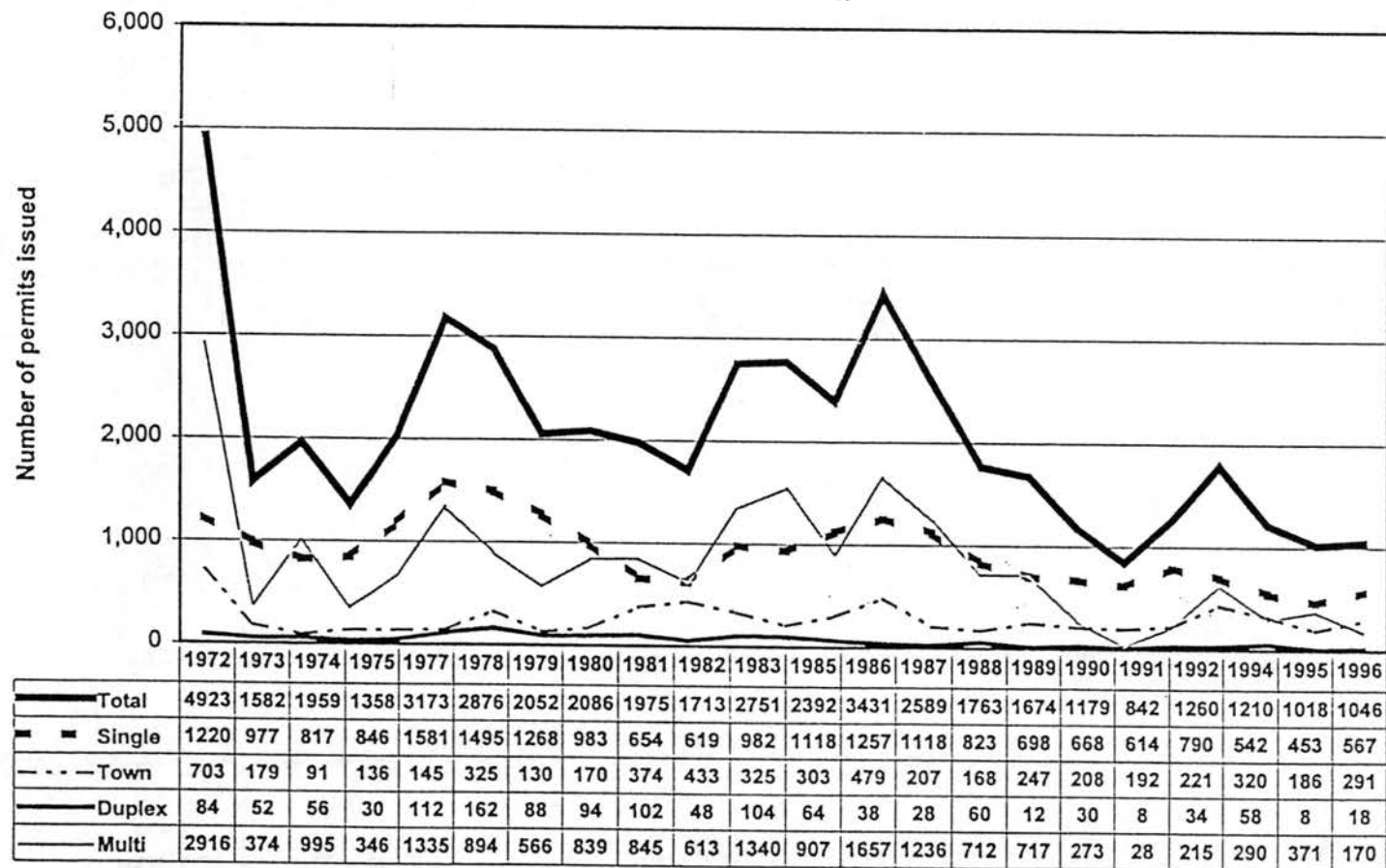
Source: Metropolitan Council/Census Bureau

COMMERCIAL - INDUSTRIAL BUILDING PERMITS FOR RAMSEY COUNTY



Source: Metropolitan Council/Census Bureau

RAMSEY COUNTY HOUSING BUILDING PERMITS (NEW CONSTRUCTION)

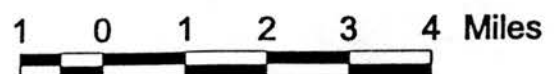
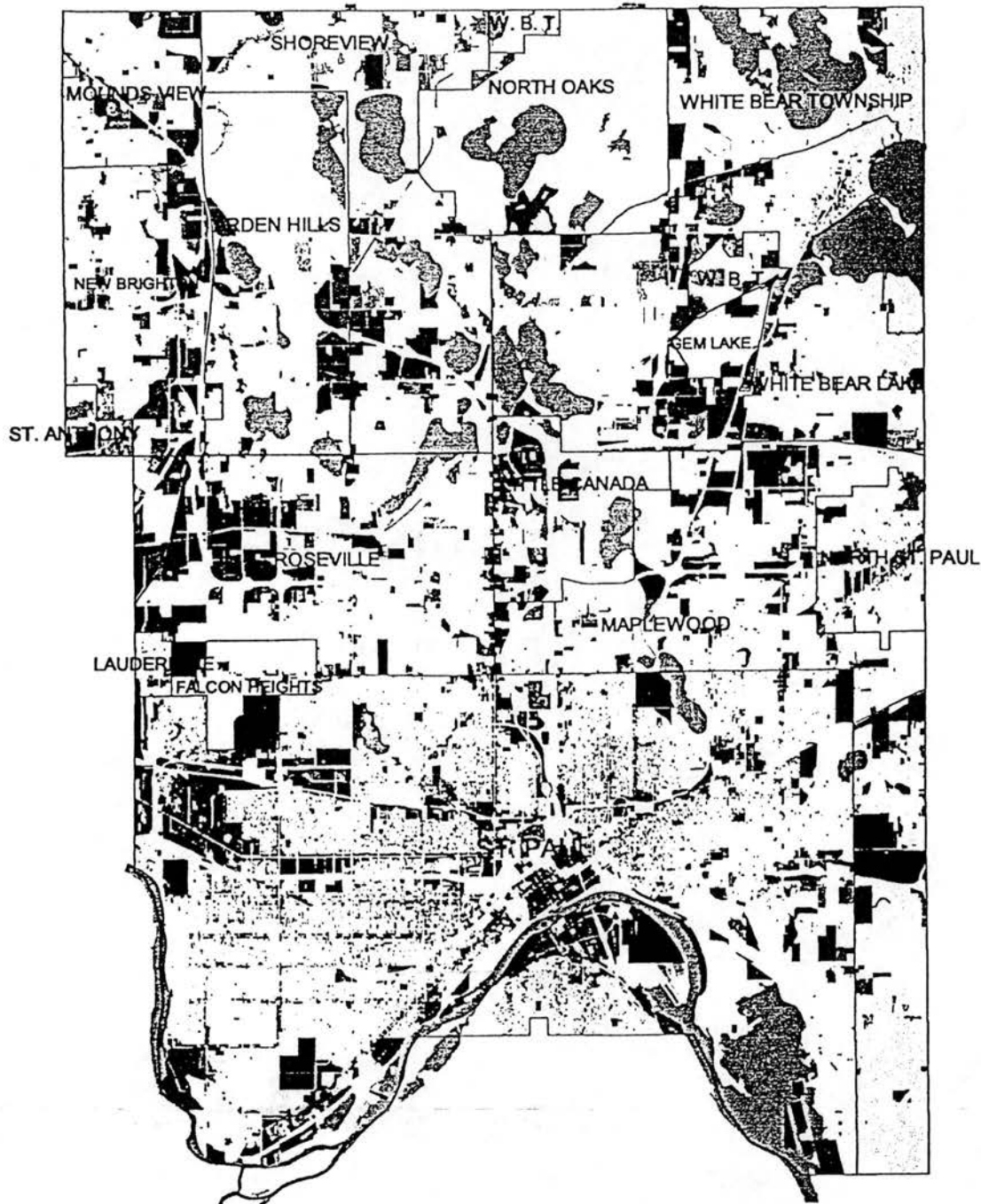


Source: Metropolitan Council

APPENDIX – X

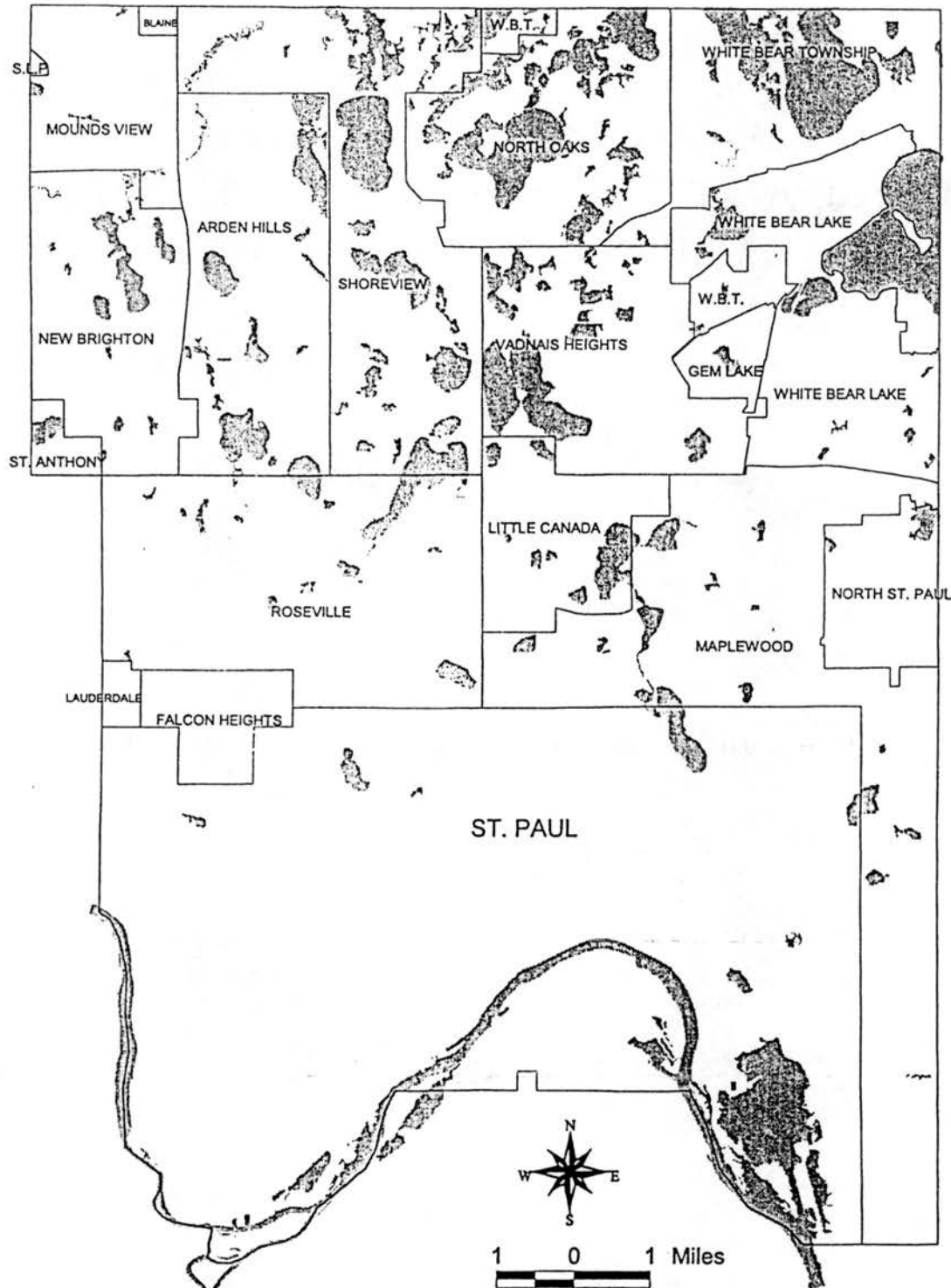
GROUP - C

Ramsey County Land Use



Source: Ramsey County Records and Revenue Department.

Lands Affected By Ramsey County Decision Making



 Open Water
 Road System
 County Property

Source: Ramsey County Records
and Revenue Department.

Prepared By: Ramsey County GIS.

THE FOLLOWING WILL BE DEVELOPED BY
RAMSEY COUNTY ONCE ALL
MUNICIPALITIES RELEASE FUTURE LAND
USE INFORMATION:

- LAND USE FORECAST



COUNTY OF ANOKA

Public Services Division

HIGHWAY DEPARTMENT

1440 BUNKER LAKE BLVD. N.W., ANDOVER, MINNESOTA 55304

(612) 862-4200 FAX (612) 862-4201

From the desk of

STEPHANIE EILER

MULTIMODAL TRANSPORTATION MANAGER

(612) 862-4230

May 10, 1999

Ms. Cynthia MacLeod
Comprehensive Plan Intern
Ramsey County Department of Public Works
3377 N. Rice Street
Shoreview, MN 55126

Re: Draft Issue Papers
Ramsey County Comprehensive Transportation Plan

Dear Ms. MacLeod:

Thank you for the opportunity to comment on the draft Issue Papers relevant to the Ramsey County Comprehensive Transportation Plan. We offer the following comments.

* Land Use

We agree with the attention to the relationship between land use and transportation. Like Ramsey County, Anoka County believes access management and multimodal options including transit and travel demand management techniques will be increasingly necessary to manage demand on the roadway system.

The policy restricting County roadways to a four through lane may result in additional pressure on roadways under the jurisdiction of others, including those shared with other jurisdictions, such as County Road J with Anoka County.

Travel and System Management (TSM)

Ramsey County may wish to add coordination with major employers in addition to the County itself to its list of potential Travel Demand Management strategies.

Access Management

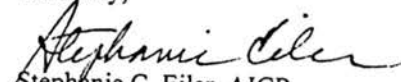
As noted above, we agree with the need to inform, coordinate and implement access management policies to maintain the functional integrity of roadways.

Right of Way

No comments.

Again, thank you for the opportunity to review and comment.

Sincerely,


Stephanie C. Eiler, AICP

Cc: Jon Olson, Anoka County Engineer
Lyndon Robjent, Assistant County Engineer

CITY OF LAUDERDALE
1891 WALNUT STREET
LAUDERDALE, MN 55113
Voice: 651-631-0300
Fax: 651-631-2066

Fax Cover Sheet

To: Cyndy MacLeod
From: Rick Getschow – City Administrator
Fax: 651-482-5232
Pages: 1
Phone:
Date: April 22, 1999
Re: RC Transportation
Comp Plan

☐ Urgent ☒ For Review ☐ Please Comment ☐ Please Reply ☐ Please Recycle

● Comments:

The City of Lauderdale does not have specific comments on the Transportation Comprehensive Plan. The four issues paper drafts have been well researched and well done.

Please continue to involve the municipalities in the development, and most importantly, the future implementation of this Plan

RAMSEY COUNTY
1999 – 2020
COMPREHENSIVE TRANSPORTATION PLAN
ISSUE PAPER
ACCESS MANAGEMENT

Define issue and how it relates to the vision:

Access management is the careful control of the location, design, and operation of all driveways and public street connections to a roadway. It is the process of providing access to adjacent land development while maintaining the flow of traffic. (Graph xxx.) Access management techniques control the location and spacing of intersections, driveways, median openings, and related traffic signs or signals. According to the Federal Highway Administration (FHWA), access control is the "largest single cumulative design element" in increasing roadway safety and capacity, and comprehensive access management is a response to the problem of congestion and access related accidents.

Effective access management contributes to an area's economic vitality, reduces congestion, and reduces vehicular accidents. The value of lost productivity and other costs to society because of congestion is difficult to calculate. However, the General Accounting Office estimates U.S. congestion costs to be as high as 100 billion dollars per year. According to the Minnesota Department of Transportation's (MnDOT) Office of Access Management, businesses suffer when they are located adjacent to roadways experiencing high levels of congestion. Community prosperity further declines as people shop at businesses that exist along arterial roadways with less congestion and fewer accidents. For the majority of people, traveling extra miles is not as significant as the loss of minutes and hours due to congestion. FHWA studies indicate that congestion now claims over one billion vehicle hours per year. Using access management techniques can increase the capacity of a four lane arterial to an extent equal to widening the roadway to six lanes. In addition, these techniques drastically reduce accident and injury rates. According to MnDOT's Office of Access Management, there is a direct correlation between the number of access points and vehicular crashes; any increase in access density results in increased vehicular crash rates. (Graph xxx.)

This issue corresponds with the County vision of providing for the efficient movement of goods, protecting the economic vitality of the community.

This issue relates to the County vision ensuring the safe and efficient movement of motor vehicles, bicyclists and pedestrians.

This issue supports the County vision of restricting roadways to a design maximum of four travel lanes, and of developing street designs that will increase street capacity by obtaining the maximum level of service from the existing highway system while minimizing the impact these facilities have on the social and physical environment.

Existing conditions of the issue:

Preliminary and final plat review processes do not include access restrictions. Access restriction symbols are not used on plats because every roadway is treated as having restricted access, which is then amended as needed during the permitting process.

The current permitting process is somewhat effective in applying access management techniques to County roadways. Property owners frequently install driveways prior to permit submittal. Pre-existing conditions of driveway access along the roadway system is not in accordance with accepted principles. These two issues limit the effectiveness of applying access management principles.

According to Met Council's Transportation Policy Plan, county and city plans should include "provisions for minimizing access to principal and minor arterials in the community. This could include plans or ordinances for consolidating and limiting access points or zoning and subdivision ordinances that regulate the type, number and location of access points."

Expectations based on current trends:

There has traditionally not been an active exchange of information between the County and some jurisdictions regarding access management issues. If this trend continues, the functional integrity of roadways can change as access density increases, thereby increasing congestion and vehicular accidents. If municipalities do not work with the County on land use and management issues affecting "county roads," it is difficult for the County to work with the municipalities on reducing through traffic on "city streets" when a County road becomes congested. As a result of this lack of communication, jurisdictions continue to work at cross purposes as each jurisdiction seeks to protect its own system rather than work together to provide an integrated system that works best for all jurisdictions. Establishing access management guidelines would provide uniform standards and promote fair and equal application in every community.

What needs to be done to influence the future and change the expectations:

Revise the preliminary and final plat review processes to include application of access management practices and access spacing guidelines. The County Surveyor's Office would provide developers with copies of Ramsey County's access management guidelines so that developers will be aware of County requirements at the beginning of each development or redevelopment project. (Tables xxx and xxx.)

Early involvement with local officials is vital:

- Municipalities, through subdivision or platting processes, have the ability to enforce access management guidelines.
- To incorporate access management practices and access spacing guidelines into the design of the project.
- To work closely with property owners to generate access changes which improve safety and mobility on a roadway. (Such as incorporating service roads. Chart xxx.)
- To monitor major changes, such as when a roadway is reconstructed, or when development or redevelopment projects cause significant increases in traffic volumes or changes in roadway operations.
- To restrict the addition of new driveways onto the existing arterial system.

Access management guidelines should be established, applied to all roads, and be the basis for permit review:

- To provide information to developers and city staff.
- To maintain consistency throughout the County.
- To assist jurisdictions in reaching cooperative decisions regarding roadway improvements.

County role in the issue:

The County should continue to work with cities, townships and the state:

- To maintain the functional integrity of roadways.
- To be assured of early involvement with access location decisions.
- To educate transportation and planning officials, elected officials, and developers on County access management guidelines.
- To be aware of possible changes in land use. For example, once municipal Comprehensive Plans are complete, Ramsey County staff could review those plans and identify commercial corridors where there could be changes/interactions with County roads.
- To be aware of the plans and/or ordinances municipalities are required to provide to the Metropolitan Council in their Comprehensive Plans for minimizing access to principal and minor arterials.
- To give priority to projects with associated access management plans. Local access management requirements could be a precondition to road improvements. Communities could be rewarded for their access management efforts by using savings on road design amenities. (A MnDOT, Office of Access Management suggestion.)

The County will be the lead agency responsible for initiating a policy at the Ramsey County Technical Advisory Committee (TAC) level whereby communities with an adopted access management plan would receive additional points when submitting projects to the County's Transportation Improvement Plan (TIP) process.

What policy should be in place regarding this issue to make the County play the role it should play:

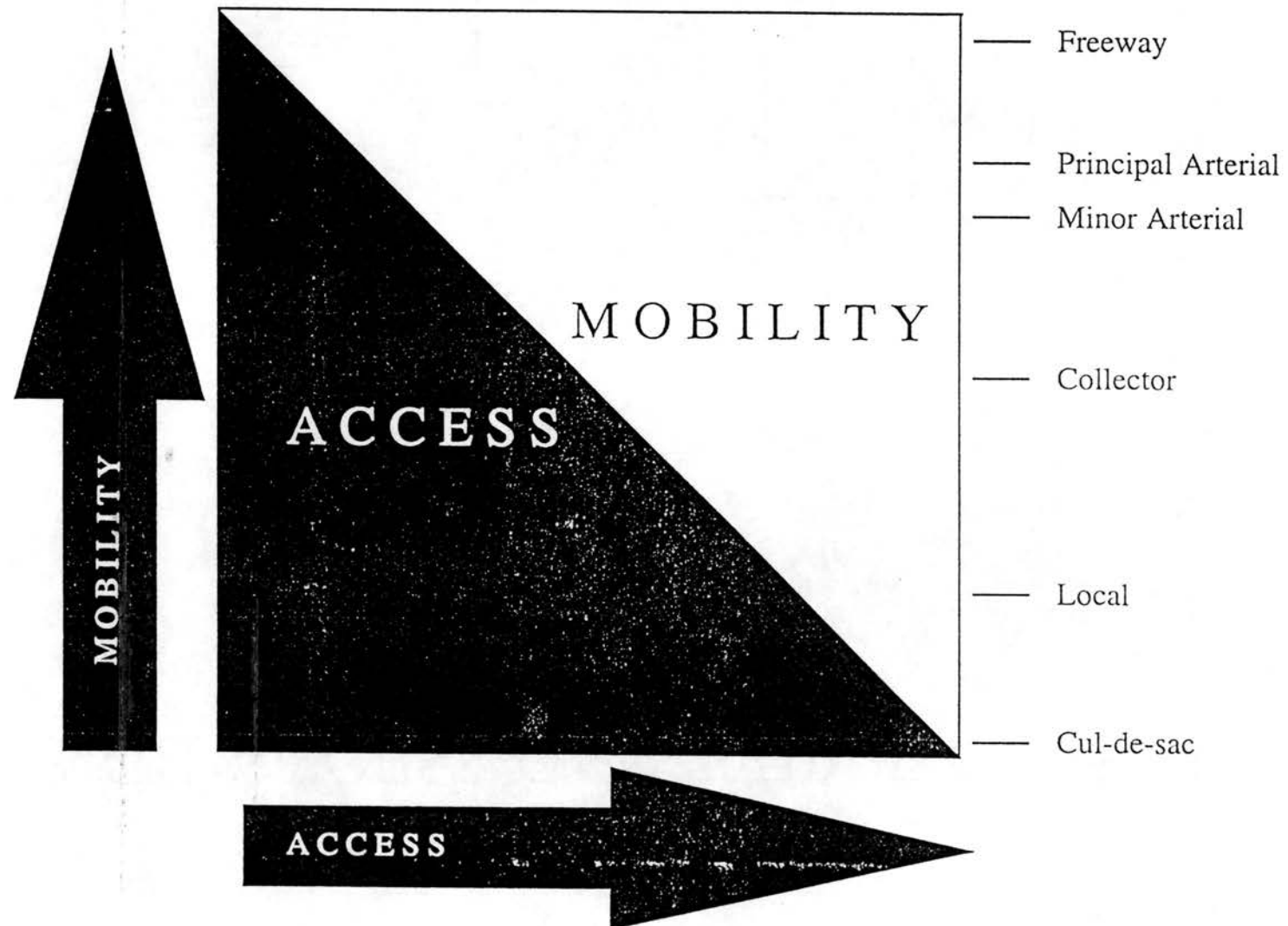
A policy that requires the access classification system and spacing guidelines, and the optimum signalized intersection spacings (tables xxx and xxx) to be utilized as guidelines whenever development or redevelopment occurs.

To delay deteriorating roadway conditions, a nondegradation policy whereby access points cannot be added onto existing roadways that are already experiencing higher vehicular crash rates and increased congestion.

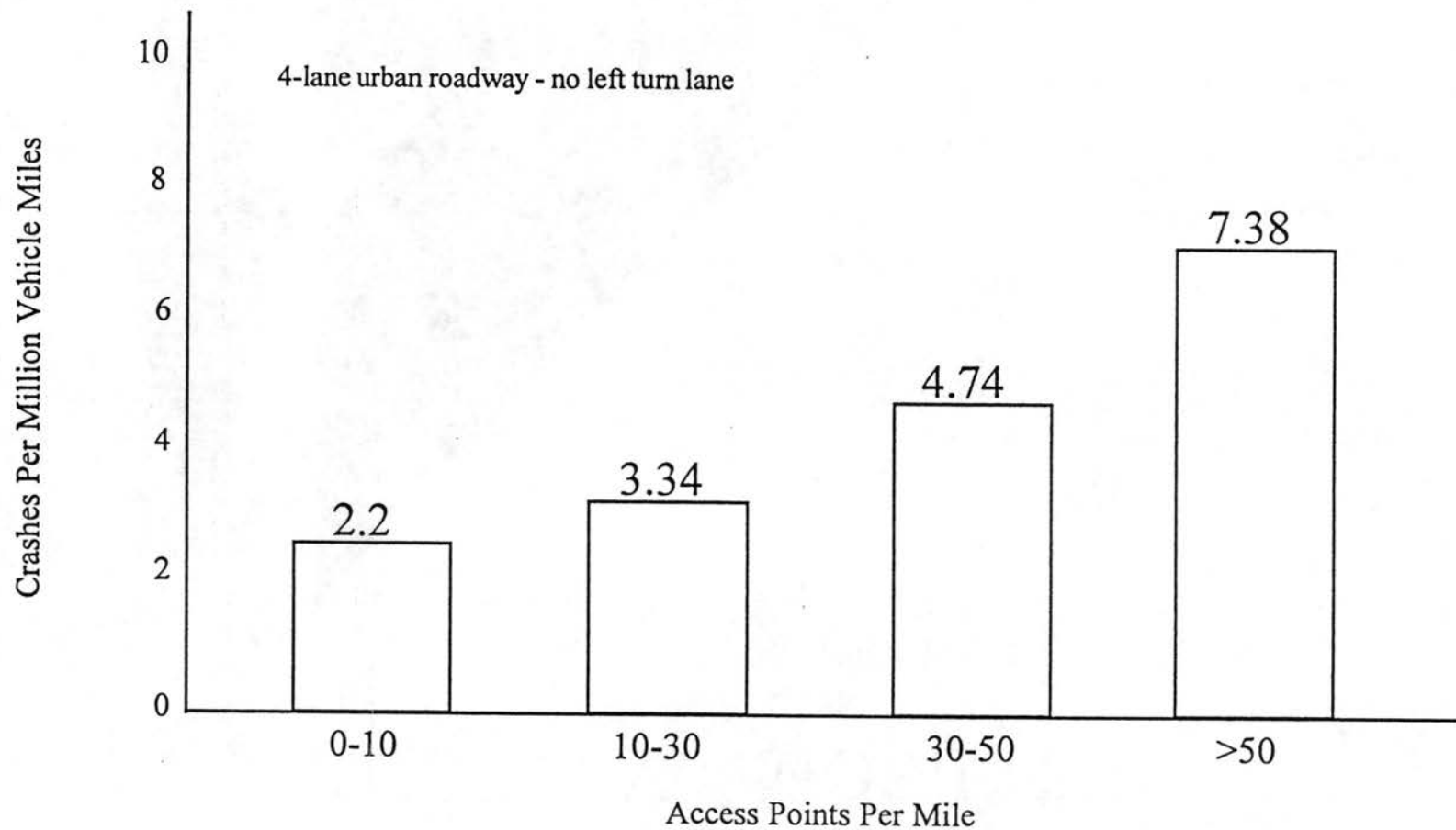
A policy whereby communities with an adopted access management plan would receive additional points when submitting projects to the County's Transportation Improvement Plan (TIP) process.

ACCESS VS. MOBILITY

FUNCTIONAL CLASSIFICATION



HIGH ACCESS CAN TRIPLE CRASHES



Source: Minnesota Department of Transportation, Office of Access Management. 1994-1996 figures.

ACCESS CLASSIFICATION SYSTEM AND SPACING GUIDELINES

Functional Class	Median Treatment	Typical Posted Speed	Suggested Roadway Spacing (Miles)		Full Median Opening Spacing (Miles) ¹	Spacing Between Connections ²	Maximum Connection Points Per Mile ³
			MA	CO			
Minor Arterial	Full	40 or higher	1 - 2	1/2 - 1	1/4 - 1/2	490	20
		<40	1/2	1/4	1/4	275	32
	None	40 or higher	1 - 2	1/2 - 1	1/2	490	20
		<40	1/2	1/4	1/4	350	24
Collector	Full	40 or higher	NA	1/2 - 1	1/4	490	16
		<40	NA	1/4 - 3/4	1/8	275	32
	None	40 or higher	NA	1/2 - 1	1/4	490	16
		<40	NA	1/4 - 3/4	1/8	310	32

NA: not applicable

Source: Minnesota Department of Transportation, Office of Access Management

¹ If route has no median control, the spacing refers to the minimum distance between traffic signals.

² Distances are based upon spacing between connections (major roads, local public streets and private driveways).

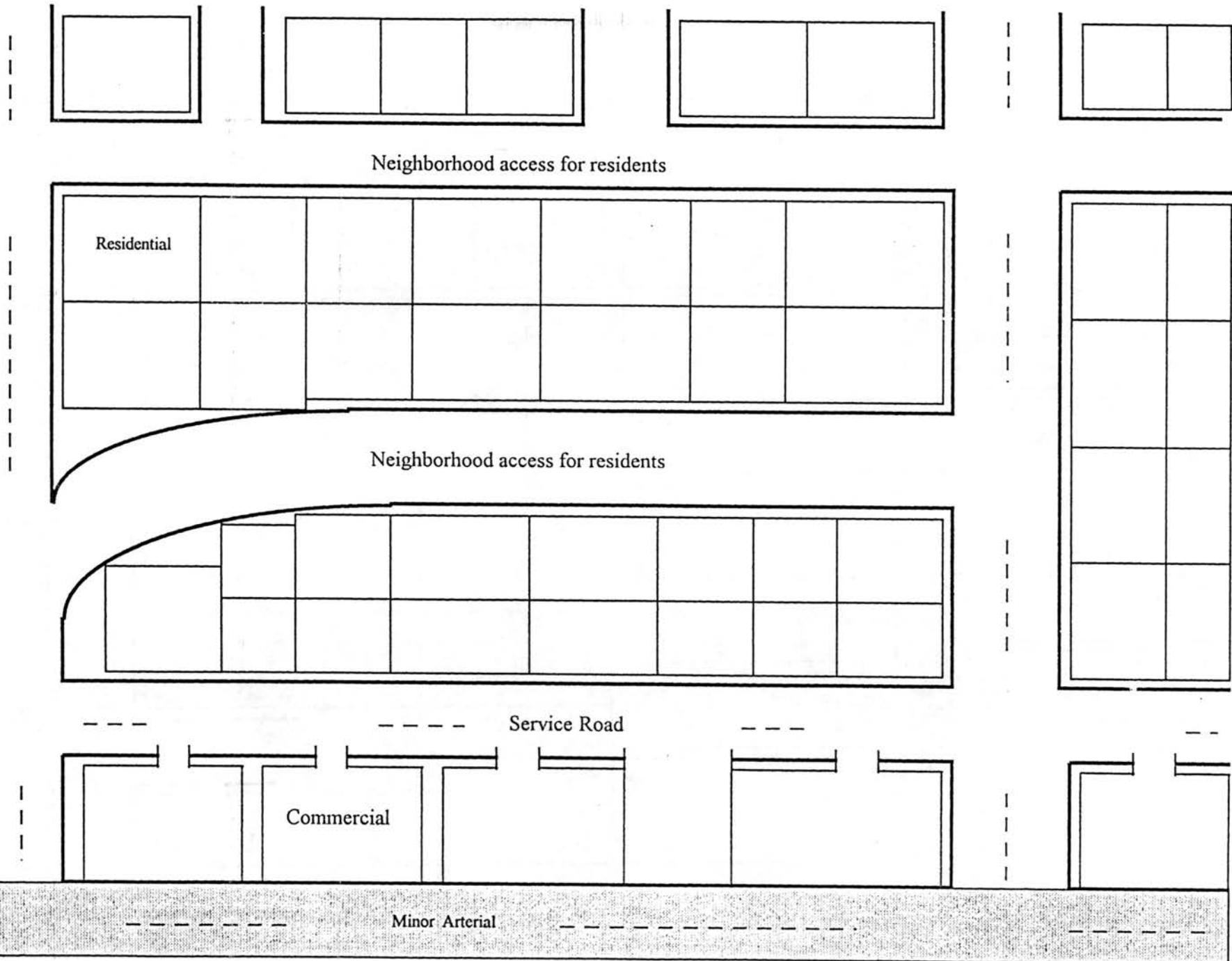
³ Connections are counted by adding each public and private approach as they occur along the roadway. (For example, a full intersection is counted as two connections, while a right-in/right-out driveway is counted as one.)

OPTIMUM SIGNALIZED INTERSECTION SPACINGS

Cycle Length (seconds)	Speed (mph)					
	30	35	40	45	50	55
	Distance in Feet					
60	1,320	1,540	1,760	1,980	2,200	2,430
70	1,540	1,800	2,050	2,310	2,500	2,820
80	1,760	2,050	2,350	2,640	2,930	3,220
90	1,980	2,310	2,640	2,970	3,300	3,630
120	2,640	3,080	3,520	3,960	4,400	4,840
150	3,300	3,850	4,400	4,950	5,500	6,050

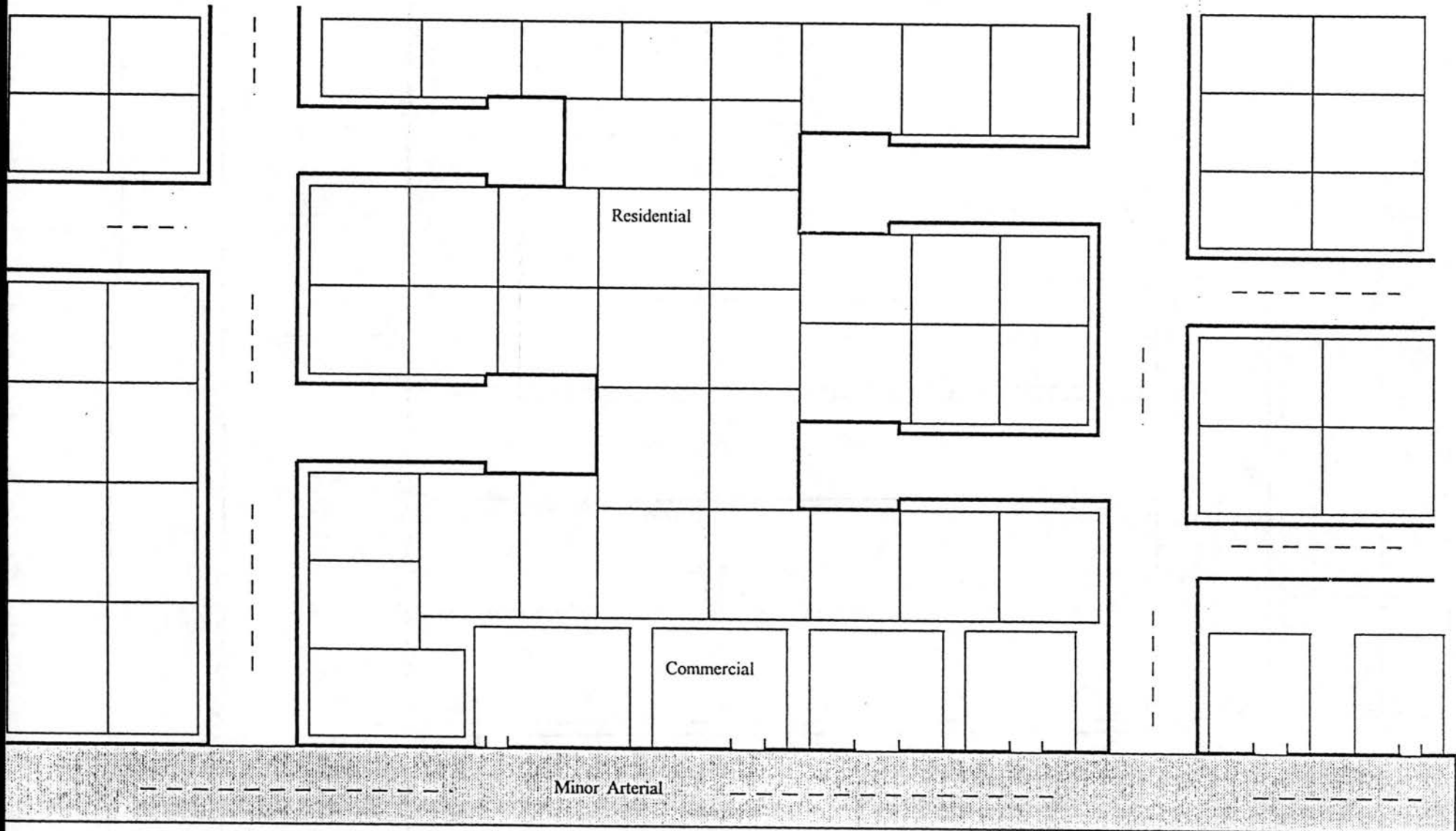
Source: Minnesota Department of Transportation, Office of Access Management: Transportation Research Circular #456
3/96 TRB/NRC1

DO



Source: Minnesota Department of Transportation, Office of Access Management

DON'T



Source: Minnesota Department of Transportation, Office of Access Management



COUNTY OF ANOKA

Public Services Division

HIGHWAY DEPARTMENT

1440 BUNKER LAKE BLVD. N.W., ANDOVER, MINNESOTA 55304

(612) 862-4200 FAX (612) 862-4201

From the desk of

STEPHANIE EILER

MULTIMODAL TRANSPORTATION MANAGER

(612) 862-4230

May 10, 1999

Ms. Cynthia MacLeod
Comprehensive Plan Intern
Ramsey County Department of Public Works
3377 N. Rice Street
Shoreview, MN 55126

Re: Draft Issue Papers
Ramsey County Comprehensive Transportation Plan

Dear Ms. MacLeod:

Thank you for the opportunity to comment on the draft Issue Papers relevant to the Ramsey County Comprehensive Transportation Plan. We offer the following comments.

Land Use

We agree with the attention to the relationship between land use and transportation. Like Ramsey County, Anoka County believes access management and multimodal options including transit and travel demand management techniques will be increasingly necessary to manage demand on the roadway system.

The policy restricting County roadways to a four through lane may result in additional pressure on roadways under the jurisdiction of others, including those shared with other jurisdictions, such as County Road J with Anoka County.

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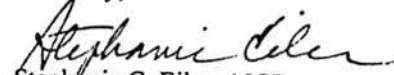
As noted above, we agree with the need to inform, coordinate and implement access management policies to maintain the functional integrity of roadways.

Right of Way

No comments.

Again, thank you for the opportunity to review and comment.

Sincerely,


Stephanie C. Eiler, AICP

Cc: Jon Olson, Anoka County Engineer
Lyndon Robjant, Assistant County Engineer

CITY OF LAUDERDALE 1891 WALNUT STREET LAUDERDALE, MN 55113 Voice: 651-631-0300 Fax: 651-631-2066

Fax Cover Sheet

To:	Cyndy MacLeod	From:	Rick Getschow – City Administrator
Fax:	651-482-5232	Pages:	1
Phone:		Date:	April 22, 1999
Re:	RC Transportation Comp Plan		

☐ Urgent ☒ For Review ☐ Please Comment ☐ Please Reply ☐ Please Recycle

• Comments:

The City of Lauderdale does not have specific comments on the Transportation Comprehensive Plan. The four issues paper drafts have been well researched and well done.

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RAMSEY COUNTY

1999 – 2020

COMPREHENSIVE TRANSPORTATION PLAN

ISSUE PAPER

RIGHT OF WAY

Define issue and how it relates to the vision:

Reserving highway right of way for public use guides County highway planning. Acquiring adequate rights of way along the County highway system should continue to be used as a long range planning tool, and should incorporate applicable state and federal regulations.

The right of way planning process has been condensed into the following basic steps:

- Determine the width of facility necessary to accommodate proposed vehicular traffic volumes and potential multimodal uses;
- Consider on-street parking needs;
- Consider additional roadside width needed for traffic signals, sidewalks, bikeways, snow storage, signing, utilities, etc.;
- Consider additional roadside width needed for amenities, such as landscaping;
- Consider all eventualities, including the review of municipal setback requirements whenever redevelopment occurs to ensure sufficient right of way widths are established on higher volume roadways.

This issue relates to the County vision of providing a coordinated system of thoroughfares, highways, streets and other public ways which meet state and/or federal highway specifications that ensure the safe and efficient movement of motor vehicles, bicyclists and pedestrians.

Existing conditions of issue:

The existing right of way planning process should no longer be applicable because of functional consolidation and the resulting changes to the County roadway system. The 1925 Major Street Plan has been used for almost 75 years as the basis for planning County highways. This document is updated as necessary, and major revisions occurred

in 1980 and 1998. In 1980, the Major Street Plan was updated to consider transportation developments such as the interstate freeway system, which has had a significant impact on the County highway system. The 1998 revision was based on a County roadway system which changed following the March, 1992 approval of the functional consolidation plan by the Ramsey County Board of Commissioners. Changes in functional classification also required an updated Major Street Plan.

Expectations based on current trends:

Update the existing Major Street Plan and apply it to the 2003 roadway system. (Map xxx is in progress.) The matrix in figure xxx outlines the right of way planning process, including minimum roadway widths for a variety of design elements. This matrix was implemented following the functional consolidation process and the changes to the County roadway system.

How do expectations fit the vision?

By reflecting current factors influencing right of way needs such as jurisdiction, functional classification and development adjacent to the roadway.

By providing a Major Street Plan of the County's highway needs for municipalities to use in decisions involving land use adjacent to the County road system.

By recognizing the long term planning process and the need to take into consideration all eventualities, including reviewing municipal setback requirements whenever redevelopment occurs to ensure sufficient right of way widths are established on higher volume roadways.

By recognizing past cooperative efforts between the County and the municipalities and to continue this intergovernmental approach to reserving public rights of way during the platting and development process.

What role does the County play in this issue?

It is the responsibility of the Ramsey County Department of Public Works to update and implement the existing Major Street Plan and to maintain the existing right of way planning process.

What policy should be in place regarding this issue to make the County play the role it should play?

A policy of supporting the updated version of the current Major Street Plan.

A policy of maintaining a right of way planning process.

RIGHT OF WAY PLANNING PROCESS

Design Elements								Right of Way Requirements (ft)			
Road	Blvd.	Parking		Walk (5')		Path (10')		ADT	ADT	ADT	ADT
		1- Side	Both	1- Side	Both	1- Side	Both	0-8000	8000-15000	15000-24000	24000+
X								* 32	* 52	* 66	* 66
X	X							66	86	99	120
X	X			X							
X	X				X						
X	X					X					
X	X	X									
X	X	X		X							
X	X			X		X					
X	X	X			X						
X	X	X				X		86	99	120	180
X	X	X					X				
X	X						X				
X	X		X								
X	X	X		X		X					
X	X		X	X							
X	X	X					X				
X	X		X		X						
X	X		X			X					
X	X		X	X		X					
X	X		X				X				
X	X		X				X				
X	X		X								
X	X		X				X				
X	X		X								
X	X		X				X	99	120		

ADT - Average Daily Traffic.

* - Minimum Roadway width including curb and gutter.

- Above matrix includes curb.
- Medians, turn lanes and on street bike lanes may require additional width.

**THE FOLLOWING MAP IS BEING
DEVELOPED BY RAMSEY COUNTY STAFF:**

- **MAJOR STREET PLAN**

RAMSEY COUNTY
1999 – 2020
COMPREHENSIVE TRANSPORTATION PLAN
ISSUE PAPER
TRAVEL AND SYSTEM MANAGEMENT (TSM)

Define the issue and how it relates to the vision:

According to the Metropolitan Council, travel and system management strategies (TSM) are technical programs and methods to improve the efficiency and effective capacity of the transportation system. These strategies may include signal timing, access management, transit improvements, and freeway management (e.g. ramp metering, video surveillance, and providing travel information). The focus of system management must be to move more people, not more vehicles. The goal is not to build additional roadways, but to help current roadways operate efficiently. Therefore, management of the highway system should provide incentives to those willing to share rides and reduce single occupant vehicles as well as providing for a smoother flow of vehicles.

The County vision supports a proactive role in clarifying the consequences of travel decisions and providing incentives for community members to facilitate change in travel behavior.

The County vision supports a system operation that will focus on increasing the occupancy of the vehicles which use the system while continuing to accommodate alternatives that cater to the individual.

Existing Conditions of issue:

There are three levels at which travel and system management strategies can be applied to help existing roadways operate more efficiently. A low level of TSM is a two lane rural road that does not require travel and system management because the roadway is operating at full potential. A high level of travel and system management, like that found on an interstate highway, uses video cameras, loop detectors, and devices to measure speed and accidents. A high level of TSM has a full traffic management center - a complete system. A medium level of travel and system management is found on the County's system.

One TSM strategy, signal timing, is utilized in Ramsey County. All County traffic signals are fully actuated signals that minimize stops, delay, and fuel consumption. In other words, County traffic signals are set to keep traffic moving. The amount of traffic determines how long a light remains red or green. The goal is to coordinate as many cars as possible traveling as a group without encountering a red light. This system works well when there are heavy volume arterials and low volume cross streets. It represents the highest technological level of TSM in the County.

Another TSM strategy, transit improvement, is also being implemented in Ramsey County. Ramsey County Public Works Department is currently working with a consultant to develop viable commuter options and incentives for County employees. These options include utilizing programs such as car/van pools, riding the bus, park and ride, biking, Regional Guaranteed Ride Home, and reduced rate parking ramps/lots and free street parking for registered car/van pools. In addition, although there are currently no designated bus only shoulders or HOV lanes on the County roadway system, bus shoulders could be considered in the future if transit demands increase or when a roadway is expanded.

Access management is another TSM strategy which is discussed in detail in a separate issue paper.

Expectations based on current trends:

Ramsey County will continue to implement signal interconnect projects to alleviate the need to expand roadways. Additional interconnected, traffic responsive, coordinated signal systems will be implemented within the County where possible.

Ramsey County will continue to explore the use of new technologies which will minimize travel times and provide driver information regarding trip choices and roadway conditions.

What needs to be done to influence the future and change the expectations?

According to the Federal Highway Administration (FHWA), 75% of all road trips made today are not work related. It is therefore important to consolidate the number of trips made on the roadways. This can be achieved through public education and by working with employers on transit and telecommuting programs.

Technological developments and availability can provide a guideline for improvement and changes to the County roadway system. Available technology should be used to minimize delay at an intersection; less delay equals less frustration, resulting in fewer accidents.

What role does the County play in this issue?

Ramsey County Public Works will continue to utilize TSM preservation strategies to maintain its system of roadways in order to make good use of County funds.

Ramsey County will continue to educate its employees on the transportation choices available to them other than the single occupant vehicle.

Ramsey County will work with communities to educate the public on the impact trips have on the roadway system.

What policy should be in place to make the County play the role it should play?

A policy supporting signal timing and interconnect projects.

A policy supporting employee car pool/van pool programs.

A policy supporting telecommuting.

A policy of working with communities and educating the public on the impact each trip has on the roadway system.

A policy of coordinating TSM strategies with major employers within and adjacent to the County.



COUNTY OF ANOKA

Public Services Division
HIGHWAY DEPARTMENT
1440 BUNKER LAKE BLVD. N.W., ANDOVER, MINNESOTA 55304
(612) 862-4200 FAX (612) 862-4201

From the desk of
STEPHANIE EILER
MULTIMODAL TRANSPORTATION MANAGER
(612) 862-4230

May 10, 1999

Ms. Cynthia MacLeod
Comprehensive Plan Intern
Ramsey County Department of Public Works
3377 N. Rice Street
Shoreview, MN 55126

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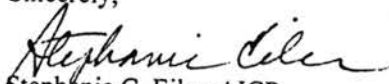
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Right of Way

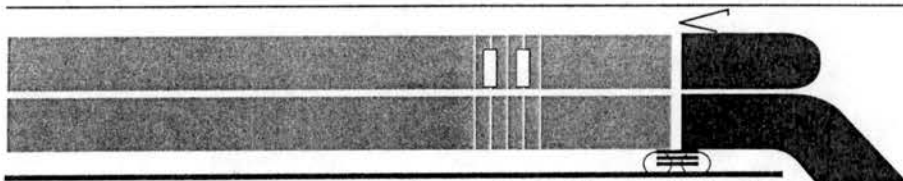
No comments.

Again, thank you for the opportunity to review and comment.

Sincerely,


Stephanie C. Eiler, AICP

Cc: Jon Olson, Anoka County Engineer
Lyndon Robjant, Assistant County Engineer



Ramsey County Regional Railroad Authority

665 Ramsey County Government Center-West, 50 West Kellogg Boulevard
St. Paul, Minnesota 55102 (651) 266-2760 / FAX (651) 266-2761

Agenda

Regional Railroad Authority Meeting

June 8, 1999

**Immediately following Legislative Committee of the Whole
Meeting**

Third Floor Council Chambers Courthouse

1. * Approve minutes of the May 18, 1999 meeting.
2. Riverview Corridor update.
3. Authorize staff to negotiate a contract with Metro Transit for project management services for the Riverview, Central and commuter rail corridors.
4. Authorize staff to develop request for proposals for Central Corridor from downtown St. Paul to downtown Minneapolis and Hennepin/Ramsey Commuter Rail Corridor from downtown St. Paul to downtown Minneapolis.
5. * Comprehensive Transit and Transportation Plan.

* Action is requested



RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Minutes

May 18, 1999

The Regional Railroad Authority met on Tuesday, May 18, 1999, in Council Chambers, Third Floor Courthouse.

MEMBERS PRESENT: Chair Tony Bennett
Commissioner Dino Guerin
Commissioner Susan Haigh
Commissioner Rafael Ortega
Commissioner Victoria Reinhardt
Commissioner Janice Rettman
Commissioner Jan Wiessner

OTHERS PRESENT: Terry Schutten, Kathy DeSpiegelaere, Karen Tero, Dave MacMillan, Gary Davis, Jim Van Houdt, Tom Oertel, Bonnie Jackelen, Paul Kirkwold, Tom Faschingbauer, Mary Ann Palmer, Sarah Kneece, Jane McClure, Arlene Shepard

Chairman Bennett called the meeting to order at 12:00 NOON.

1. Approve minutes of the May 18, 1999 meeting.

Motion by Commissioner Rettman, seconded by Commissioner Ortega to accept the minutes from the May 18, 1999 RCRRA Meeting.

Ayes – 7, Nays – 0
Motion accepted.

2. Legislative update.

Kathy DeSpiegelaere stated that because of the legislation that was passed, Ramsey County will be receiving additional funding to do work on the three corridors that the RCRRA has indicated are priorities, Riverview, Central and the commuter rail connection between Hennepin and Ramsey Counties. At a subsequent meeting she will come before the RCRRA with more information and ask the RCRRA's approval for additional staffing, budget and the next steps relating to those corridors.

3. Riverview Corridor update.

Kathy DeSpiegelaere said there are five station area meetings scheduled in June. There are as follows:

Station Areas between St. Clair Avenue and Montcal
Monday, June 7, 1999, 6:00 p.m.
Minnesota Brewing Company Rathskeller
(In cooperation with the West End Business and Professional Association)
882 West Seventh Street
St. Paul, Minnesota

Station Areas between Montreal and West River Road
Tuesday, June 8, 1999, 6:00 p.m.
St. Lukes Lutheran Church
1807 Field Avenue
St. Paul, Minnesota

Station Areas between Downtown St. Paul and Grand Avenue
Tuesday, June 8, 1999, 7:30 a.m.
Minnesota History Center Irvine Room
345 Kellogg Boulevard
St. Paul, Minnesota

Station Areas between Arcade Street and Robert Street
Wednesday, June 9, 1999, 7:30 a.m.
Metropolitan State University
Founders Hall L122
700 East Seventh Street
St. Paul, Minnesota

Station Areas in the Lowertown Area
Wednesday, June 9, 1999, 6:00 p.m.
Galtier Plaza Seventh Floor Conference Room
175 East Fifth Street
St. Paul, Minnesota

Kathy DeSpiegelaere explained that the first three meetings are in the Riverview Corridor. The station areas are not meant to be for one specific type of transit. The areas could be for bus or rail. She will be sending information out to the community through neighborhood newspapers regarding the meetings.

Commissioner Ortega asked why some meetings were being held at 7:30 a.m. Kathy DeSpiegelaere responded that the morning meetings are primarily oriented toward downtown or the business community areas. She also stated that the lower East Side would include the area along Lafayette Road.

Chair Bennett noted that on the reverse side of the memorandum that Kathy handed out there was a request for additional staffing. He said that because of the amount of things that will have to be done, there is a great need for additional staffing and this will have to be discussed.

4. Ratify quarterly report of payments for January 1 through April 30, 1999.

Commissioner Guerin felt the disbursement reports that come from the County Manager's office were a little easier to read. He asked what account number 424303 represented. Kathy DeSpiegelaere responded that this account was for conferences and seminars. Commissioner Guerin then asked what 424306 represented. Kathy DeSpiegelaere responded this account is for expenses that are incurred for meetings that the Commissioners have that she participates in. Commissioner Guerin asked if the total for account 424501 was for monthly, bi-weekly or yearly. Kathy DeSpiegelaere said this account is for mileage and parking and these are submitted quarterly.

Motion by Commissioner Rettman, seconded by Commissioner Ortega to ratify the quarterly report of payments for January 1 through April 30, 1999.

Ayes - 7, Nays - 0
Motion accepted

WHEREAS, Payments have been made from the Ramsey County Regional Railroad Authority budget for the period of January 1, 1999 through April 30, 1999, and a record of these disbursements is attached; Now, Therefore, Be It

RESOLVED, That the report of payment is accepted by Ramsey County Regional Railroad Authority.

The meeting adjourned at 12:07 p.m.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

2

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere

Authorized Signature

June 1, 1999

Date

Board Action Requested

Riverview Corridor update.

DISCUSSION ONLY

Request Justification

Discussion will occur at the meeting.

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

June 8, 1999

Board Date

Kristine A. Longherry
Signature

June 1, 1999
Date

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

3

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere
Authorized Signature

June 1, 1999
Date

Board Action Requested

Authorize staff to negotiate a contract with Metro Transit for project management services for the Riverview, Central and commuter rail corridors.

DISCUSSION ONLY

Request Justification

See attached information.

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

June 8, 1999

Board Date

Kristine A. Longhenry
Signature

June 1, 1999
Date

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: _____

No: _____

DRAFT

WHEREAS, Ramsey County Regional Railroad Authority adopted on February 23, 1999 a position that its preferred corridors for transit in the county were:

Riverview, connecting the Lower East Side, downtown St. Paul to the airport and jointly with Hiawatha to the Mall of America;

Central, connecting downtown St. Paul and Minneapolis;

Hennepin/Ramsey Commuter rail Connector, connecting to the Northstar and Red Rock Corridors, between downtown St. Paul and Minneapolis; and

WHEREAS, Although engineering and planning consulting services will be used for the majority of the work to be conducted in these corridors; and

WHEREAS, Additional staff services will be needed by Ramsey County Regional Railroad Authority to progress work in the three corridors in the areas of project manager, procurement, contracts, grant management, budget/accounting, legal, risk management, community education, legislative, public information and administrative support; Now, Therefore, Be It

RESOLVED, That Ramsey County Regional Railroad Authority's Director is authorized to negotiate a contract with Metro Transit for the provision of project management services for the three projects; and Be It Further

RESOLVED, That the contract will be returned to Ramsey County Regional Railroad Authority for its approval.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

	YEA	NAY	OTHER
Tony Bennett	_____	_____	_____
Dino Guerin	_____	_____	_____
Susan M. Haigh	_____	_____	_____
Rafael E. Ortega	_____	_____	_____
Victoria Reinhardt	_____	_____	_____
Janice Rettman	_____	_____	_____
Jan Wiessner	_____	_____	_____

Tony Bennett, Chairman

By: _____
Rafael E. Ortega, Secretary

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

4

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere

Authorized Signature

June 1, 1999

Date

Board Action Requested

Authorize staff to develop request for proposals for Central Corridor from downtown St. Paul to downtown Minneapolis and Hennepin/Ramsey Commuter Rail Corridor from downtown St. Paul to downtown Minneapolis.

DISCUSSION ONLY

Request Justification

See attached information.

Budgeting and Accounting

[Signature]

County Attorney

[Signature]

Risk Management

Documentation certified complete for:

June 8, 1999

Board Date

Kristine A. Longhenry

Signature

June 1, 1999

Date

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: _____ No: _____

DRAFT

WHEREAS, On February 23, 1999, the Ramsey County Regional Railroad Authority adopted a position that the regional master plan must include the core triangle of Hiawatha, Riverview and Central Corridors and a minimum of three major transit corridors in Ramsey County:

Riverview Corridor
Central Corridor
Commuter Corridor, Elk River to St. Paul (Hennepin/Ramsey portion); and

WHEREAS, A Major Investment Study is being conducted on the Riverview Transit Corridor; and

WHEREAS, Funding has been committed for work in Ramsey County transit corridors by the Metropolitan Council and Minnesota Department of Transportation; Now, Therefore Be It

RESOLVED, That staff is authorized to develop requests for proposals for continuing work on transit improvements in the Central and Hennepin/Ramsey Commuter Rail Corridors.

RAMSEY COUNTY REGIONAL	RAILROAD AUTHORITY		
	YEA	NAY	OTHER
Tony Bennett	_____	_____	_____
Dino Guerin	_____	_____	_____
Susan M. Haigh	_____	_____	_____
Rafael E. Ortega	_____	_____	_____
Victoria Reinhardt	_____	_____	_____
Janice Rettman	_____	_____	_____
Jan Wiessner	_____	_____	_____

Tony Bennett, Chairman

By: _____
Rafael E. Ortega, Secretary

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

5

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

[Signature]
Authorized Signature

6/1/99
Date

Board Action Requested

Comprehensive Transportation and Transit Plan.

ACTION IS REQUESTED

Request Justification

See attached information.

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

June 8, 1999

Board Date

Kristine A. Longhenry
Signature

June 1, 1999

Date

RAMSEY COUNTY

1999 – 2020

COMPREHENSIVE TRANSPORTATION PLAN

ISSUE PAPER

LAND USE

Define issue and how it relates to the vision:

Ramsey County has a limited role in land use issues. This is therefore an issue of coordination rather than of jurisdiction for the County. Land use decisions impact the County system of roadways. Given that the County does not have jurisdiction over land use, it is especially important for Ramsey County to work with municipalities within the County, sharing information and reviewing new development and redevelopment projects.

The County vision proposes that regional land use patterns need to reflect and respect community identities, economic, and social needs; that all decision making will consider the greater good of the residents of the community and Ramsey County, yet minimize the adverse effects of those decisions on neighboring communities; that local land use plans should strive to be consistent with this vision for the County and with each other.

The County vision supports high quality maintenance of the infrastructure in the region, and managing demand for more highways by encouraging appropriate development patterns. The County thoroughfare vision states that all County roadways will be restricted to a design maximum of four travel lanes, and that the roadway design will increase street capacity by obtaining the maximum level of service from the existing highway system while minimizing the impact these facilities have on the social and physical environment.

The County vision supports a comprehensive review process which will provide for coordination, oversight, and mediation of land use planning, ensuring consistency and concern for all stakeholders in both public and private sectors.

The County vision supports a routine review process of land use plans by agencies with authority to make and enforce decisions in order to minimize fragmentation. These

agencies would coordinate and expedite the plans that ensure land is used in concert with the values of the whole community as well as individual and community interests.

Existing conditions of issue:

The demographic overview (Appendix X, Group A) provides information on the growth of Ramsey County. As demonstrated by this material, the population of Ramsey County is expected to increase eleven percent by 2020; the smallest rate of growth in the seven county metropolitan area.

The development and economic overview (Appendix X, Group B) provides information on jobs and employment trends in Ramsey County. According to 2020 employment projections, the number of employed people in Ramsey County will continue to increase.

The existing and future land use maps (Appendix X, Group C) illustrate why Ramsey County is considered fully developed, and explain why it is generally necessary for municipalities to pursue redevelopment rather than new development.

Although Ramsey County has limited control over land use decisions, the County provides and maintains a system of minor arterial roadways within the County. Minor arterials are high volume roadways that provide a link between trunk highways and local routes, emphasizing mobility rather than land access. The County road system absorbs the majority of the impact created by increased traffic volumes which accompanies growth and redevelopment. Communities should strive to develop access plans that provide adequate access without compromising the integrity of the roadway system. For example, multiple driveways onto a roadway may be beneficial to a particular development, but they are not beneficial to the community as a whole because excessive land access restricts the mobility of a roadway.

Expectations based on current trends:

According to the Metropolitan Council, almost 650,000 new residents, almost 350,000 new households, and about 400,000 new jobs are projected in the region by 2020. Because little roadway expansion is planned, this growth will have a significant impact on the transportation system. This constraint in the movement of goods and people could result in lost economic productivity, higher overall cost of doing business, and decreased regional competitiveness in the world economy.

Between 1970 and 1990, the number of the region's households that have 2 or more cars almost tripled. There were 600,000 more licensed drivers in 1990 than in 1970, while the population only grew by 414,00. By 1990, there were more work commuters traveling suburb to suburb rather than suburb to city.

These Metropolitan Council figures point to a transportation system facing increasing traffic and congestion, with little highway expansion planned to alleviate the problem. As a result, minor arterials will serve an important function as traffic is diverted from state principal arterial highways onto the County minor arterial system.

Expanding transit services and utilizing congestion-reduction techniques such as travel demand management (TDM), travel system management (TSM) and access management will help alleviate demand on the existing metropolitan highway system and on the County roadway system. Reducing traffic and congestion is vital to maintain the economic productivity of both the County and the region.

According to the Metropolitan Council, LRT and commuter rail have the potential to improve transit services available to residents in fully developed areas. In addition, mass transit can help assure continued long-term access to primary economic centers, and can be used as a land use tool to guide development along corridors where mass transit is implemented. Studies in the Twin Cities area have shown that if ten percent of its projected growth over a twenty year period were to locate around rail transit stations, thirty thousand jobs and twenty-three thousand households would be channeled around rail transit stations.

Transportation and land use planning should be linked to ensure development designs that are favorable to transit options. Within its authorities, Ramsey County will: (1) encourage compact development that will provide a mix of housing, jobs and services within easy walking distance, (2) cluster jobs and commerce, and (3) design developments to accommodate walking, biking or transit use. Linking transportation and land use planning will help provide a balance between the automobile and alternate forms of transportation.

Due to the relationship between land use and transportation, Ramsey County and the municipalities should plan for future growth and transportation needs together.

What needs to be done to influence the future and change the expectations?

Improve cooperation between the County and municipalities for sharing responsibility for the delivery of services. For example, the County and municipalities should work more closely together on right of way and access management issues.

The County should study municipal land use plans to review economic growth and redevelopment areas identified by the municipality to better coordinate access management and major trip generators.

The above efforts will increase the efficiency and capacity of the County roadway system through coordinated development. Coordinated development will reduce the trend to increase the capacity of the County roadway system by adding thru lanes.

What role does the County play in this issue?

Land use density is directly related to an area's transportation needs. Given that the County does not have land use jurisdiction, it is important for the County to work with municipalities in reviewing new development and redevelopment projects. Within its authorities, Ramsey County should review site designs to ensure that provisions are

implemented for travel demand management (TDM), travel system management (TSM), access management, pedestrians, bicycles and transit.

The County should partner with municipalities on maintaining the functional integrity of roadways. Permitting officials in Ramsey County should establish contacts with municipal staff to insure early involvement with access location decisions.

The County should provide a forum of County, state and municipal staff, held on a regular basis, to discuss land use issues and their affect on the County system of roadways.

What policy should be in place regarding this issue to make the County play the role it should play?

A policy supporting County involvement in the development and review of municipal plans.

A policy mitigating road system impact through access management partnerships with municipalities through a strategy of balanced land use and transportation that ensures both economic viability and community values are considered.

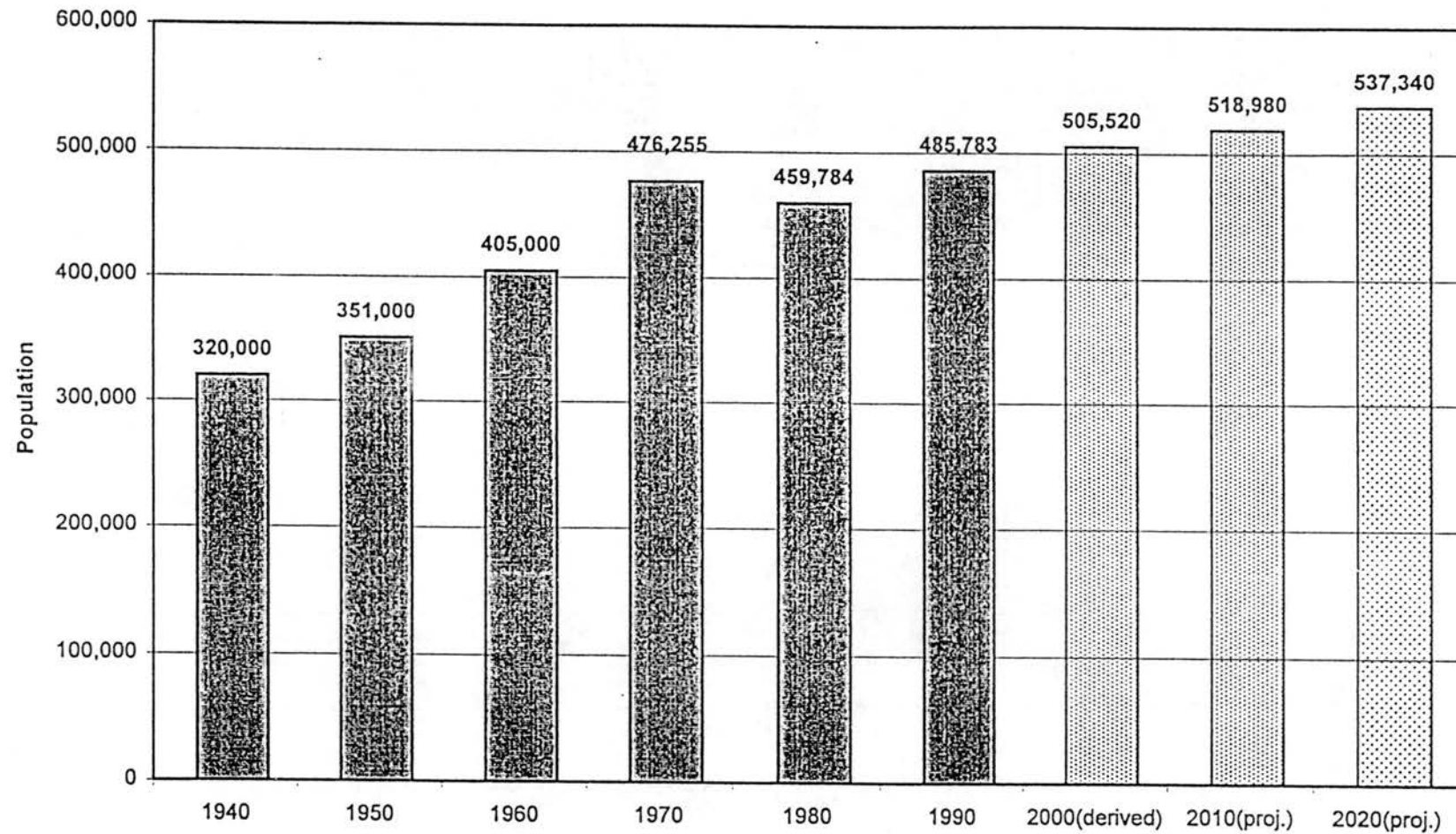
A policy mitigating road system impact through a strategy of balanced land use and transportation.

A policy ensuring that provisions will be implemented in new development or redevelopment site designs for travel demand management (TDM), travel system management (TSM), access management, pedestrians, bicycles and transit.

APPENDIX - X

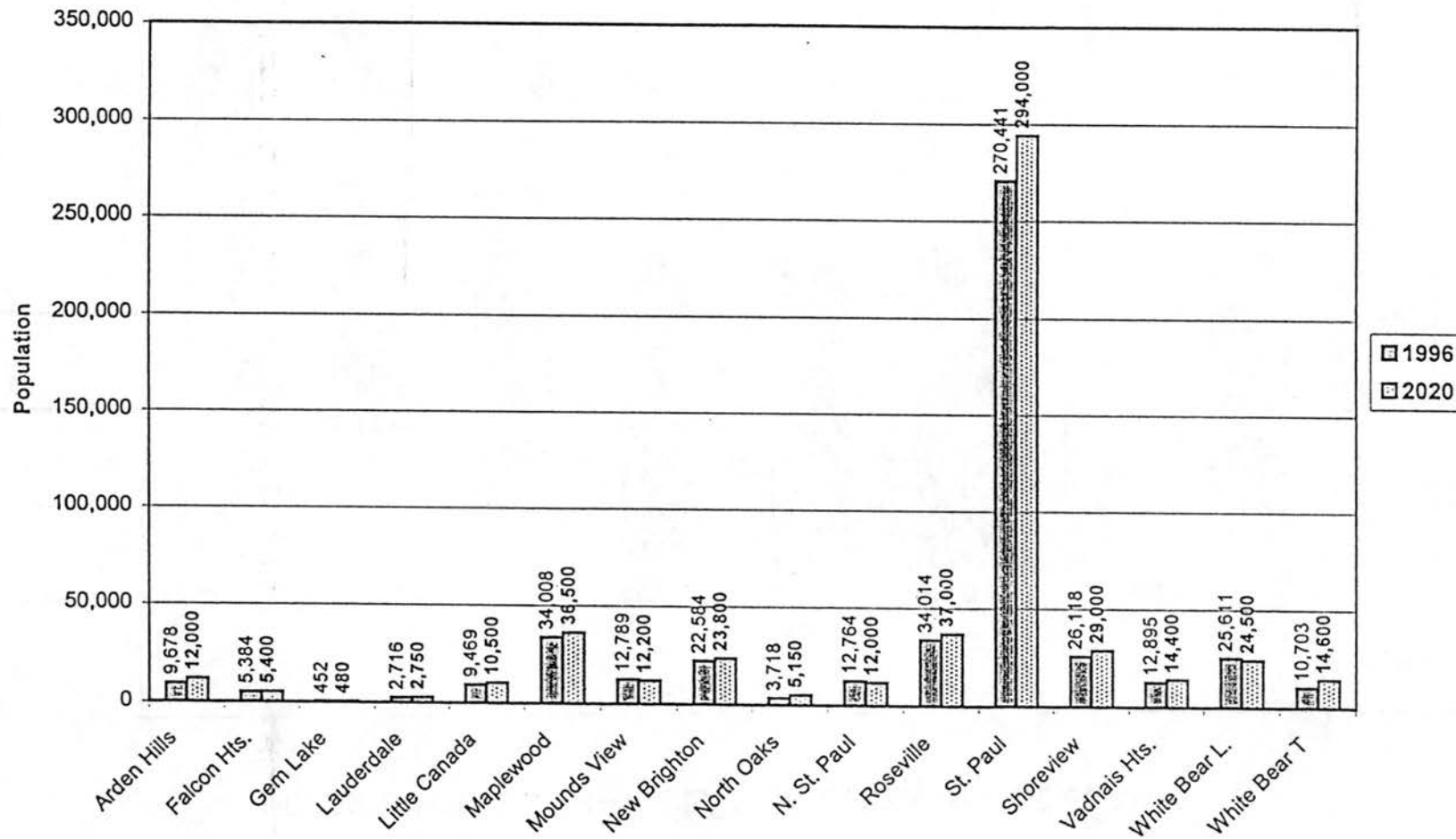
GROUP - A

RAMSEY COUNTY POPULATION GROWTH BY DECADE



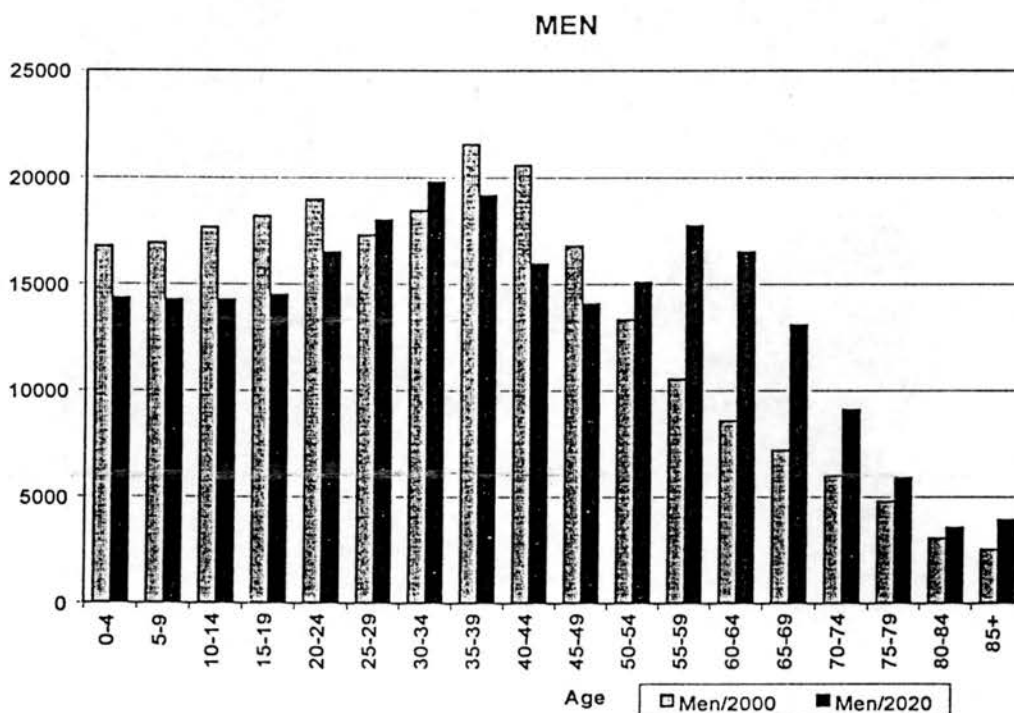
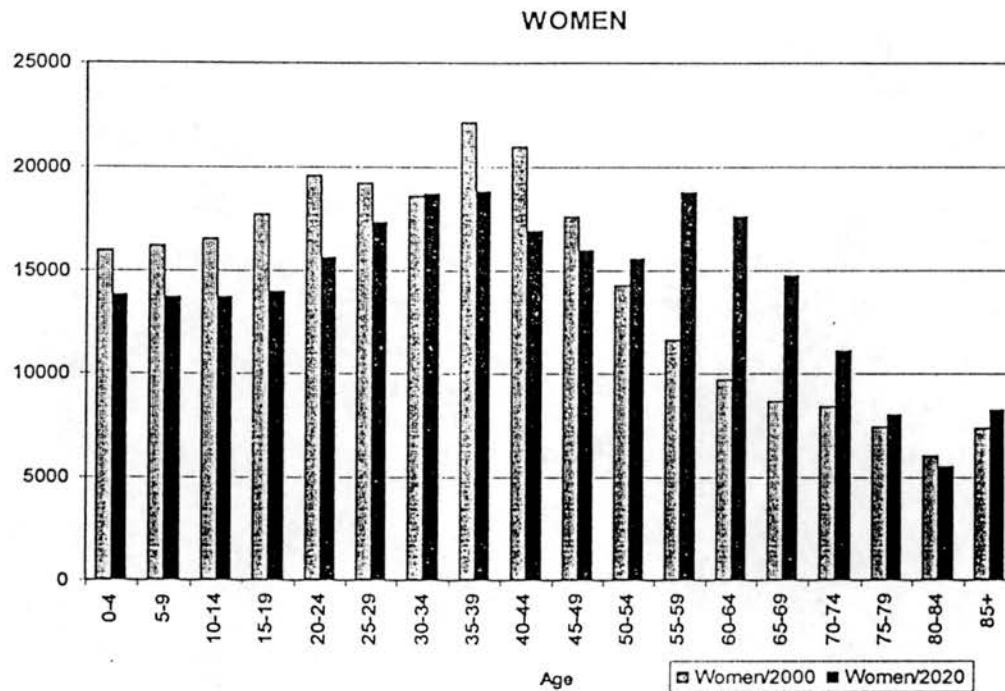
Source: Metropolitan Council

RAMSEY COUNTY 2020 FORECASTED POPULATION CHANGE BY CITY



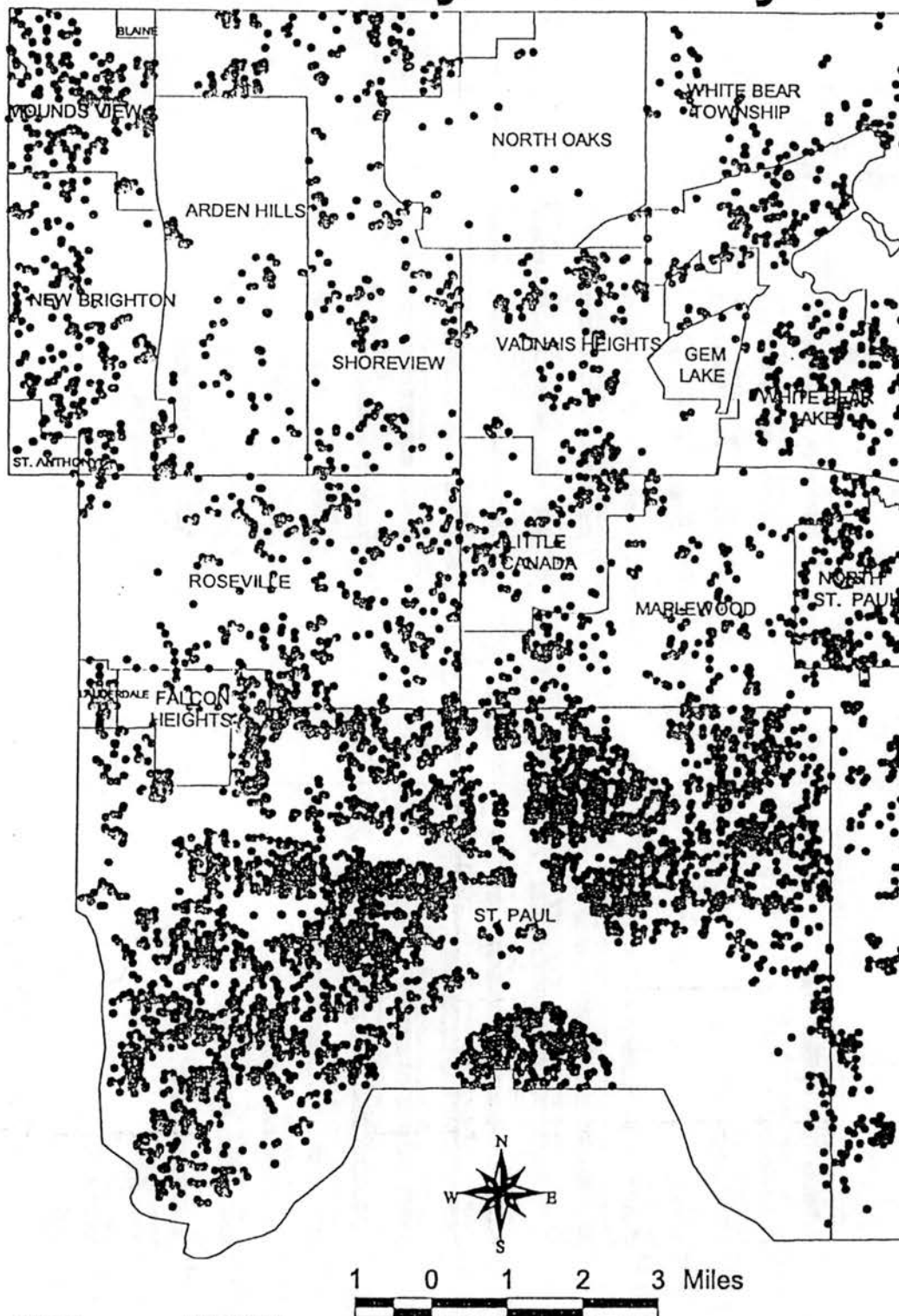
Sources: Census Bureau 1996 Population Estimates // Metropolitan Council 2020 Population Forecasts

AGE DISTRIBUTION IN RAMSEY COUNTY



Source: State Demographic Center at Minnesota Planning/May 1998

1995 Births Ramsey County



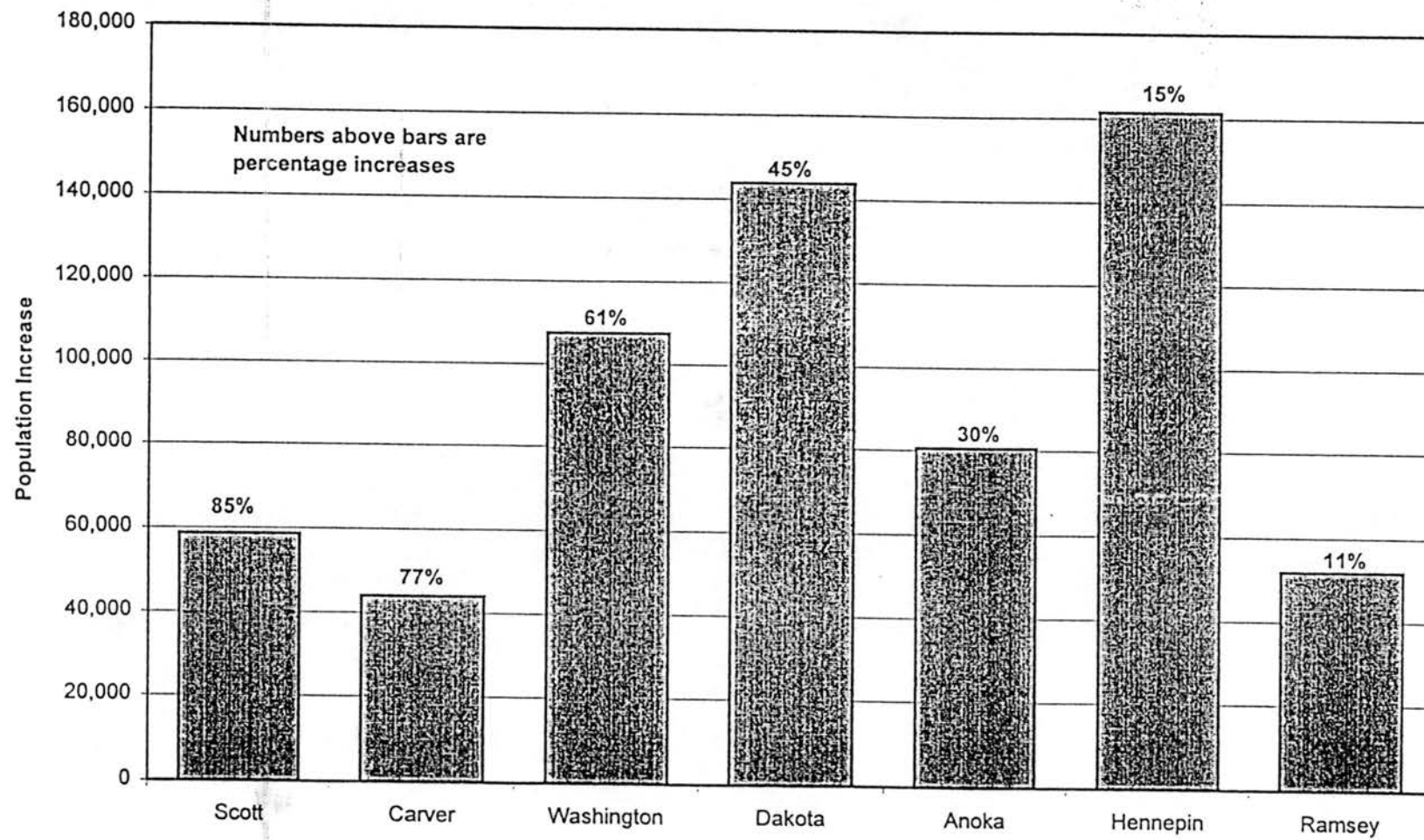
CITY	BIRTHS
● ARDEN HILLS	91
● FALCON HEIGHTS	96
● GEM LAKE	4
● LAUDERDALE	33
● LITTLE CANADA	135
● MAPLEWOOD	408
● MOUNDS VIEW	206
● NEW BRIGHTON	259
● NORTH OAKS	18
● NORTH ST. PAUL	156

CITY	BIRTHS
● ROSEVILLE	371
● SHOREVIEW	303
● SPRING LAKE PARK	3
● ST. ANTHONY	13
● ST. PAUL	4561
● VADNAIS HEIGHTS	180
● WHITE BEAR LAKE	292
● WHITE BEAR TOWNSHIP	139

Source: Ramsey County Public Health
Prepared By: Ramsey County GIS

□ Ramsey County Cities

7 COUNTY METROPOLITAN AREA 1995 TO 2020 POPULATION INCREASE

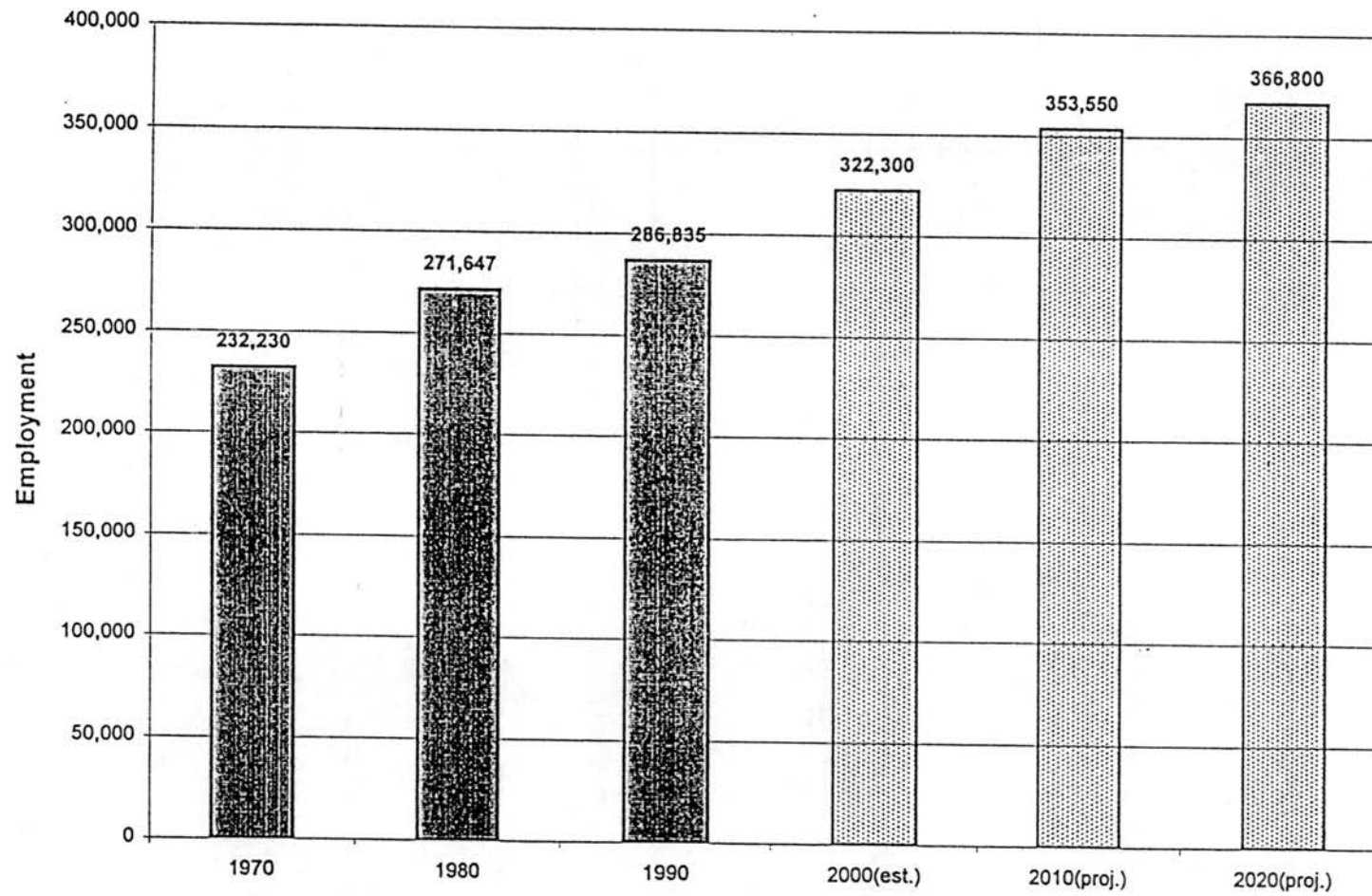


Source: Metropolitan Council

APPENDIX - X

GROUP - B

RAMSEY COUNTY EMPLOYMENT TRENDS



Source: Metropolitan Council

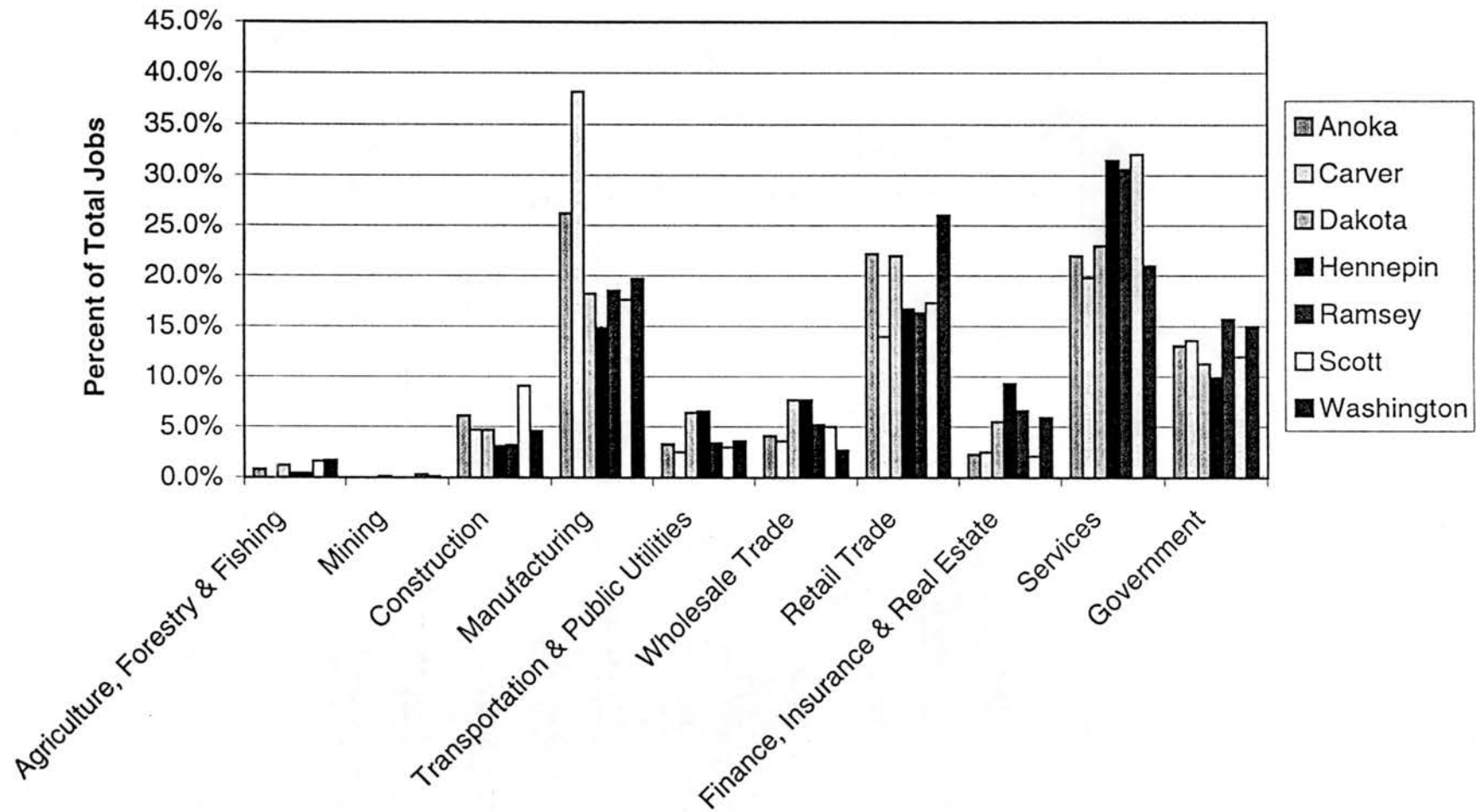
RAMSEY COUNTY EMPLOYEES BY INDUSTRY

Employees By Industry	1990	1997	Increase	Growth %
Agriculture, Forestry and Fishing	943*	1,151	208*	22.1%*
Mining	nd	18	nd	nd
Construction	9,520	10,182	662	6.9%
Manufacturing	72,444	58,791	-13,653	-18.8%
Transportation/Public Utilities	10,302	10,831	529	5.1%
Wholesale Trade	12,112	16,572	4,460	36.8%
Retail Trade	49,745	51,772	2,027	4.1%
Finance, Insurance, Real Estate	18,901	21,055	2,154	11.4%
Services	75,662	97,240	21,578	28.5%
Government	43,958	49,956	5,998	13.6%
TOTAL	293,587	317,568	23,981	8.2%

*1990 mining numbers were nondisclosable as one firm had 80% or more of the employment in the industry. Therefore, these numbers are slightly high as 1990 mining numbers were added to this category to mask the identity of that firm.

**Source: Research and Statistics Office
Minnesota Department of Economic Security**

1997 JOBS BY INDUSTRY



Source: Research and Statistics Office of the Minnesota Department of Economic Security

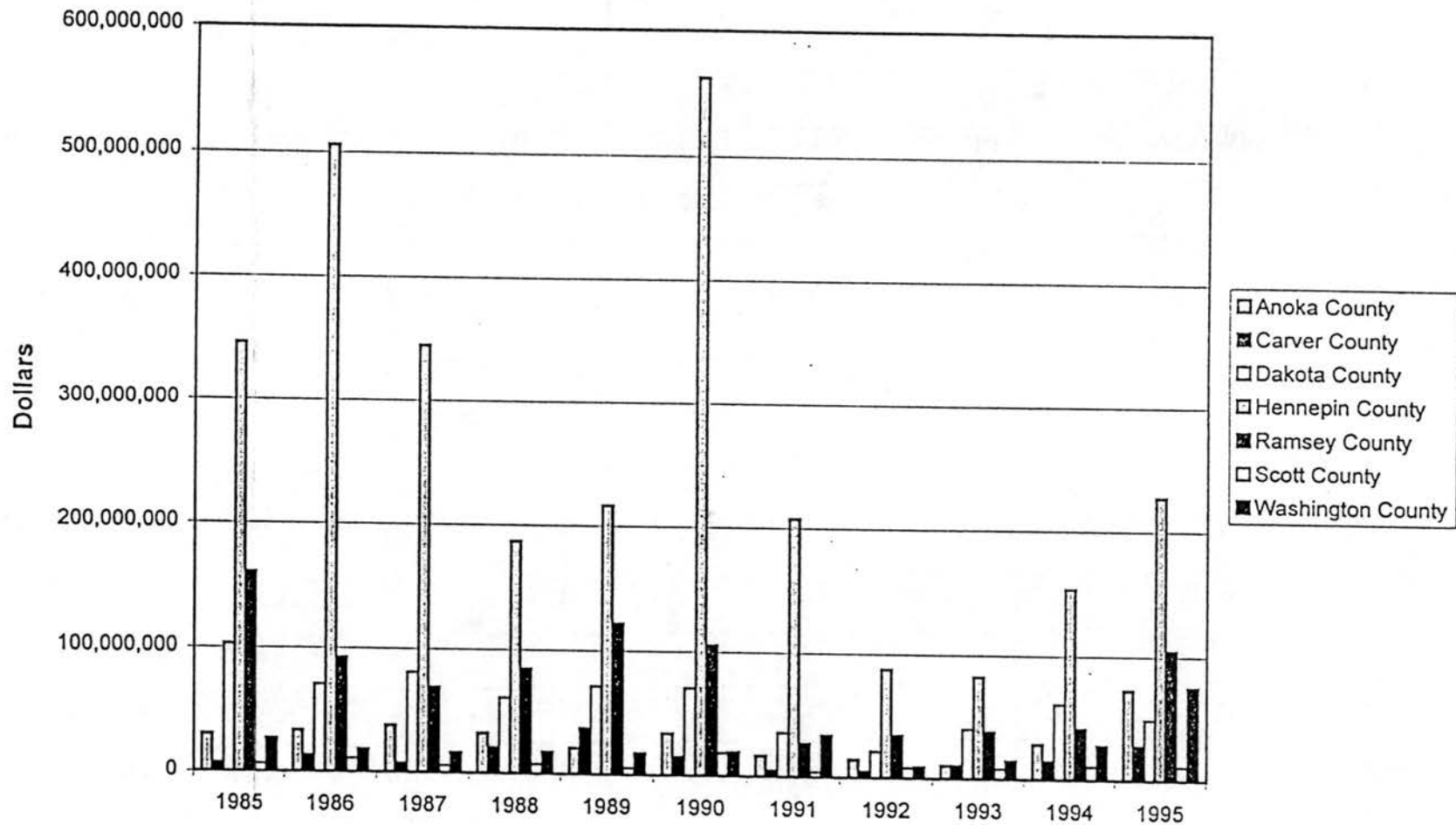
RAMSEY COUNTY LARGEST EMPLOYERS

COMPANY	CITY	NUMBER OF EMPLOYEES
State of Minnesota	St. Paul	54,379
United States Government	Fort Snelling*	33,481
3M Company	Maplewood	20,373
HealthEast	St. Paul	6,171
Independent School District/625	St. Paul	5,186
County of Ramsey	St. Paul	4,128
Ebenezer Social Ministries	White Bear Lake	3,943
The St. Paul Companies, Inc.	St. Paul	3,500
City of St. Paul	St. Paul	3,400
Deluxe Corporation	Shoreview	3,093

*Hennepin County: However, this location includes all of the U.S. government employees in Ramsey County.

Source: Smith, Tom, "Minnesota's 100 Largest Employers," *Corporate Report Minnesota*, August 1998. (Provided by Metro East Development Partnership.)

Commercial-Industrial Building Permits for the 7 County Metro Area



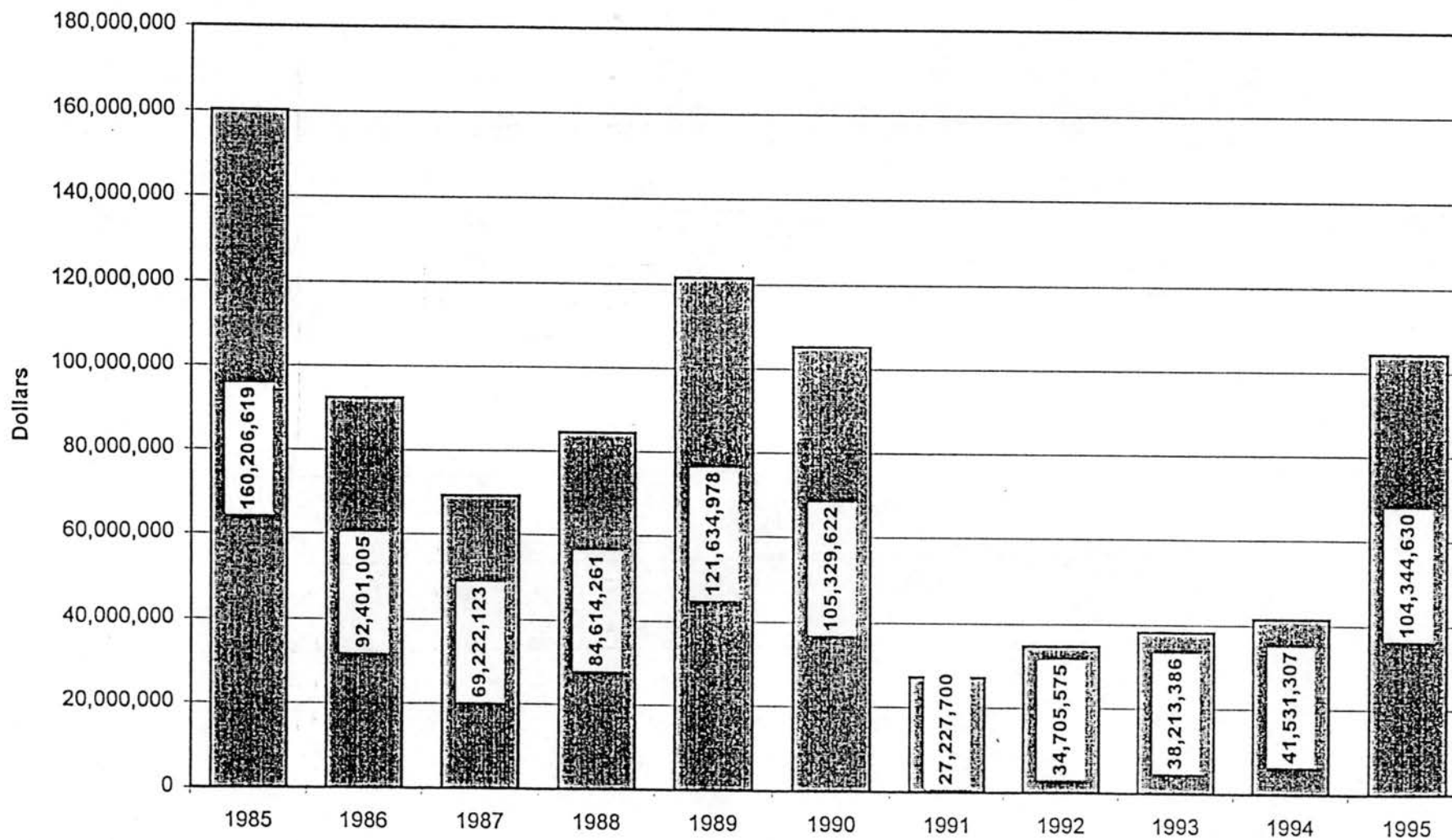
Source: Metropolitan Council/Census Bureau

COMMERCIAL – INDUSTRIAL BUILDING PERMITS FOR RAMSEY COUNTY (DOLLARS)

CITY	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995
Arden Hills	6,824,000	7,121,220	0	1,320,00	1,216,930	1,555,200	0	11,716,821	0	13,500	2,709,515
Falcon Hts.	1,131,132	1,189,530	182,600	427,880	1,348,628	0	0	0	0	0	0
Gem Lake	0	165,786	0	105,124	0	62,668	0	0	117,000	0	35,000
Lauderdale	0	18,200	24,600	0	0	0	0	29,362	0	0	0
Little Canada	3,838,676	2,542,279	4,010,424	1,064,000	686,000	1,200,000	465,650	10,035,000	0	209,600	1,166,549
Maplewood	12,605,513	5,599,177	1,579,500	2,612,000	20,049,369	52,561,299	6,165,995	380,000	70,000	9,664,005	30,726,836
Mounds View	360,000	500,000	3,290,103	8,913,710	14,142,029	510,000	2,337,000	0	0	50,000	0
New Brighton	2,393,922	6,789,340	4,848,047	1,796,549	4,073,600	3,324,896	1,800,962	1,609,700	7,149,218	4,206,788	2,919,443
North Oaks	0	0	0	0	0	2,310,872	1,707,000	237,854	242,241	750,200	976,050
North St. Paul	306,200	515,000	92,000	1,016,550	270,000	0	0	0	691,950	52,200	1,548,141
Roseville	16,296,069	17,761,840	12,393,200	3,606,500	11,145,157	22,991,000	1,351,300	945,000	2,315,900	9,695,290	11,092,039
St. Paul	107,846,942	36,483,733	33,771,853	47,945,958	41,385,200	11,475,887	8,203,153	3,629,923	14,671,100	7,554,940	18,201,310
Shoreview	1,430,900	6,789,400	2,200,000	1,725,500	11,068,000	1,032,800	615,640	849,000	350,000	611,000	1,800,000
Vadnais Hts.	5,289,000	2,241,000	3,947,000	3,434,000	3,330,000	1,420,000	0	0	4,857,000	2,554,000	23,780,000
White Bear L.	1,142,265	4,684,500	2,355,000	10,138,500	5,442,000	4,585,000	1,581,000	4,897,601	5,083,248	3,192,607	2,960,387
White Bear T.	742,000	0	527,796	507,990	7,478,065	2,300,000	3,000,000	375,314	2,665,729	2,977,177	6,429,360

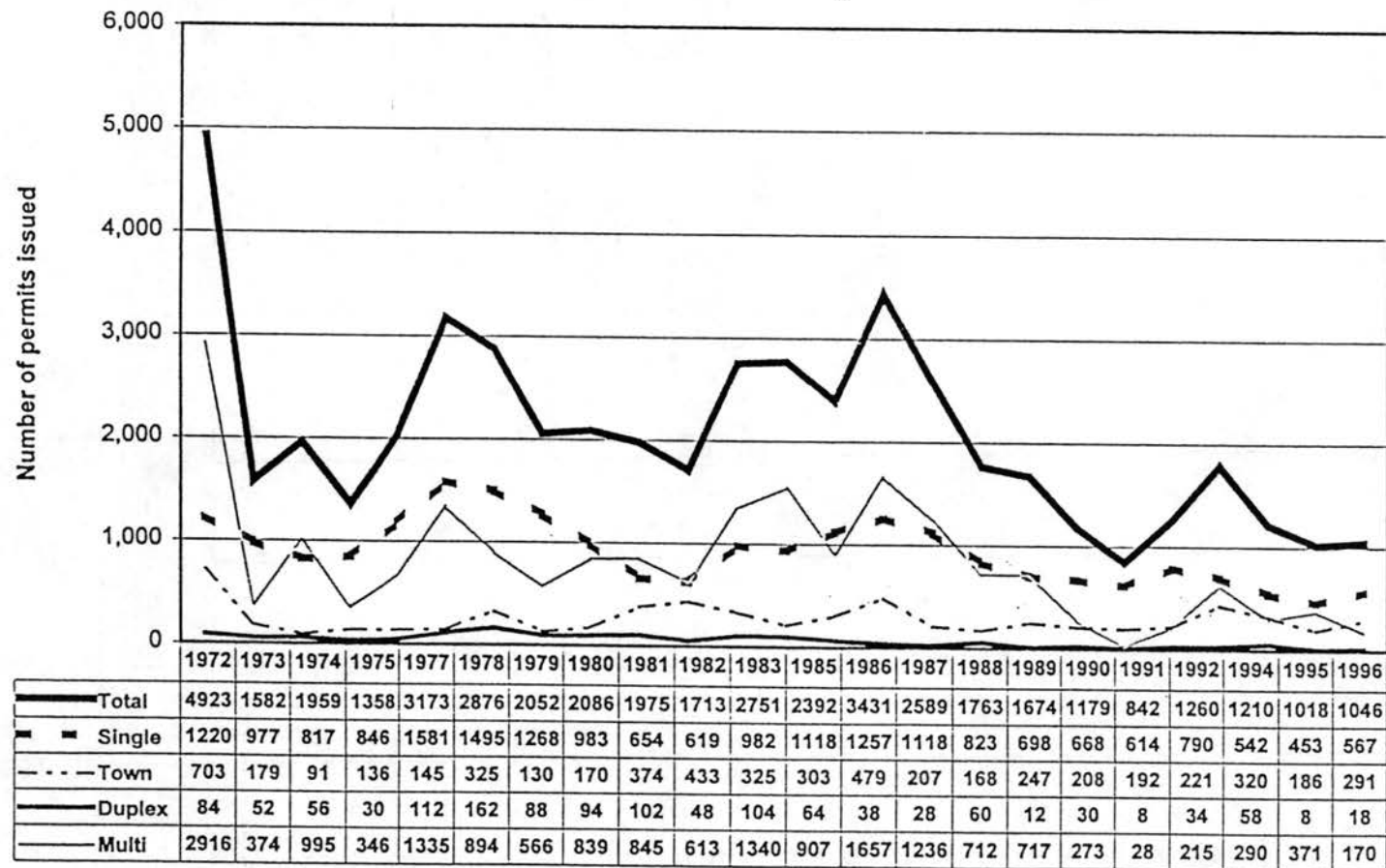
Source: Metropolitan Council/Census Bureau

COMMERCIAL - INDUSTRIAL BUILDING PERMITS FOR RAMSEY COUNTY



Source: Metropolitan Council/Census Bureau

RAMSEY COUNTY HOUSING BUILDING PERMITS (NEW CONSTRUCTION)

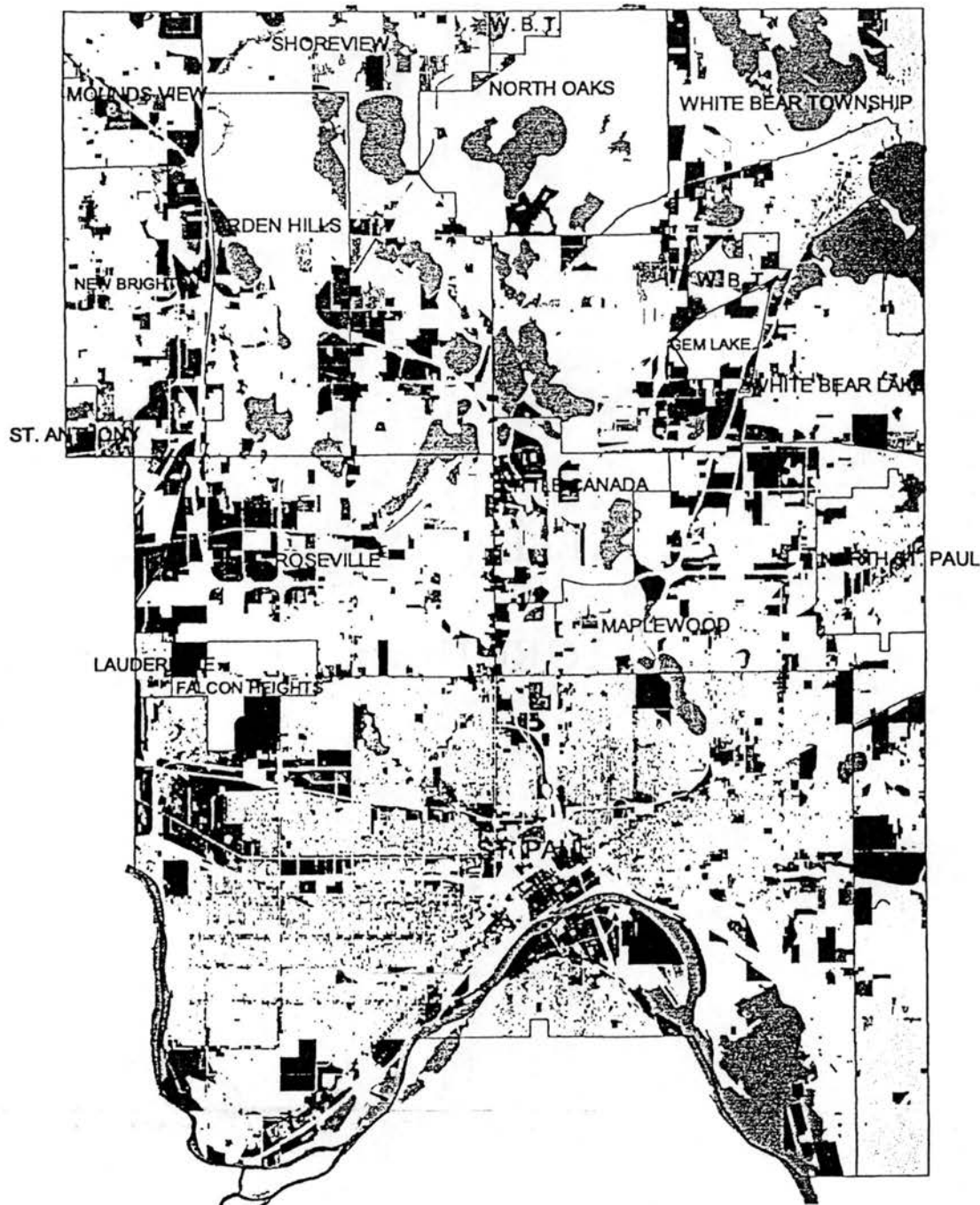


Source: Metropolitan Council

APPENDIX - X

GROUP - C

Ramsey County Land Use



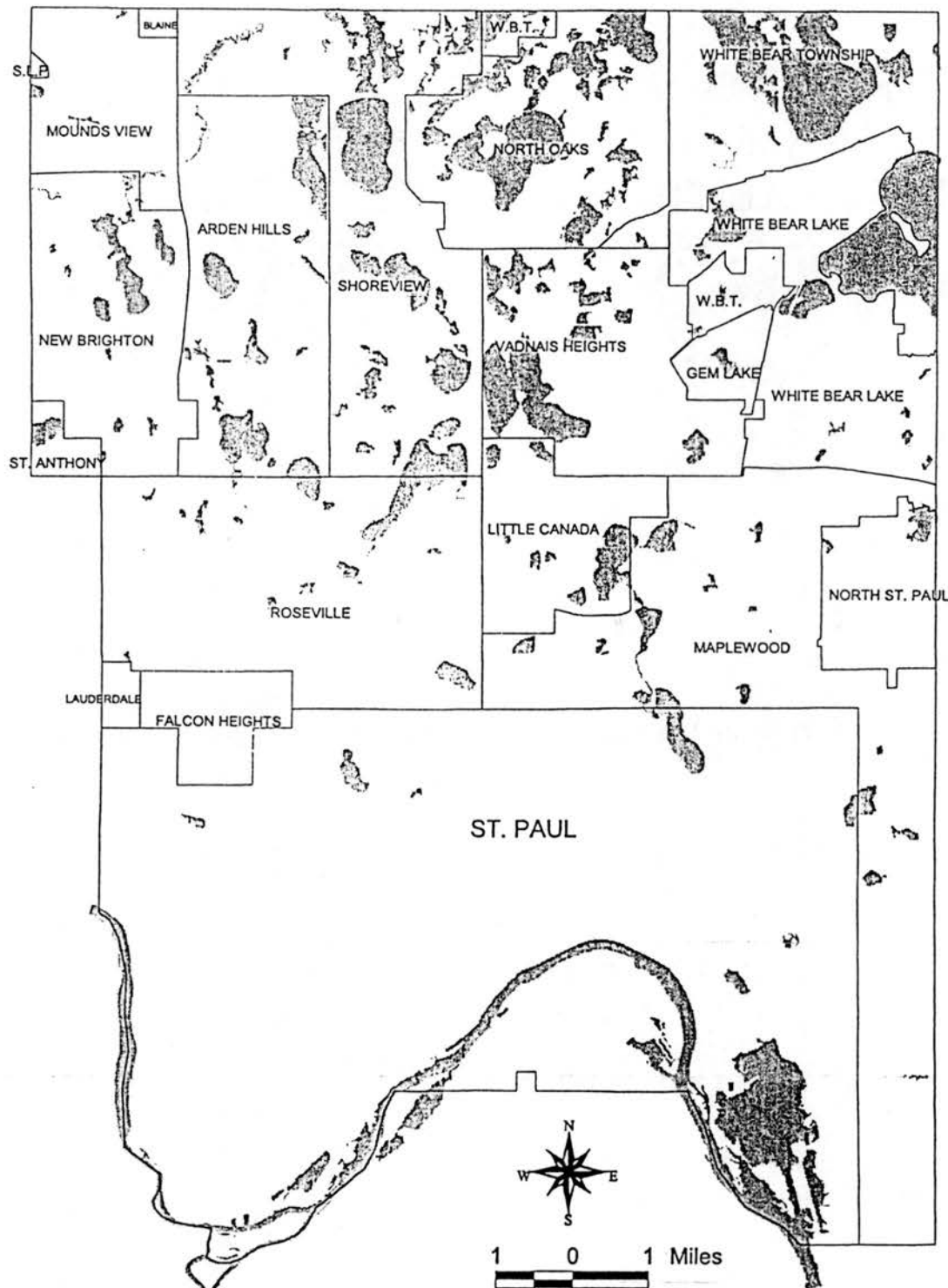
-  Ramsey County Cities
-  Agricultural
-  Commercial
-  Industrial
-  Residential Attached
-  Residential Detached
-  Mobile Home
-  Open Water



1 0 1 2 3 4 Miles

Source: Ramsey County Records and Revenue Department.

Lands Affected By Ramsey County Decision Making



 Open Water
 Road System
 County Property

Source: Ramsey County Records
and Revenue Department.

Prepared By: Ramsey County GIS.

THE FOLLOWING WILL BE DEVELOPED BY
RAMSEY COUNTY ONCE ALL
MUNICIPALITIES RELEASE FUTURE LAND
USE INFORMATION:

- LAND USE FORECAST



COUNTY OF ANOKA

Public Services Division

HIGHWAY DEPARTMENT

1440 BUNKER LAKE BLVD. N.W., ANDOVER, MINNESOTA 55304

(612) 862-4200 FAX (612) 862-4201

From the desk of

STEPHANIE EILER

MULTIMODAL TRANSPORTATION MANAGER

(612) 862-4230

May 10, 1999

Ms. Cynthia MacLeod
Comprehensive Plan Intern
Ramsey County Department of Public Works
3377 N. Rice Street
Shoreview, MN 55126

Re: Draft Issue Papers
Ramsey County Comprehensive Transportation Plan

Dear Ms. MacLeod:

Thank you for the opportunity to comment on the draft Issue Papers relevant to the Ramsey County Comprehensive Transportation Plan. We offer the following comments.

* Land Use

We agree with the attention to the relationship between land use and transportation. Like Ramsey County, Anoka County believes access management and multimodal options including transit and travel demand management techniques will be increasingly necessary to manage demand on the roadway system.

The policy restricting County roadways to a four through lane may result in additional pressure on roadways under the jurisdiction of others, including those shared with other jurisdictions, such as County Road J with Anoka County.

Travel and System Management (TSM)

Ramsey County may wish to add coordination with major employers in addition to the County itself to its list of potential Travel Demand Management strategies.

Access Management

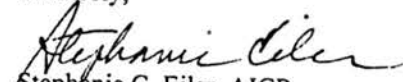
As noted above, we agree with the need to inform, coordinate and implement access management policies to maintain the functional integrity of roadways.

Right of Way

No comments.

Again, thank you for the opportunity to review and comment.

Sincerely,


Stephanie C. Eiler, AICP

Cc: Jon Olson, Anoka County Engineer
Lyndon Robjent, Assistant County Engineer

CITY OF LAUDERDALE 1891 WALNUT STREET LAUDERDALE, MN 55113 Voice: 651-631-0300 Fax: 651-631-2066

Fax Cover Sheet

To:	Cyndy MacLeod	From:	Rick Getschow – City Administrator
Fax:	651-482-5232	Pages:	1
Phone:		Date:	April 22, 1999
Re:	RC Transportation Comp Plan		

☐ Urgent
 ☒ For Review
 ☐ Please Comment
 Please Reply
 ☐ Please Recycle

• Comments:

The City of Lauderdale does not have specific comments on the Transportation Comprehensive Plan. The four issues paper drafts have been well researched and well done.

Please continue to involve the municipalities in the development, and most importantly, the future implementation of this Plan

RAMSEY COUNTY

1999 – 2020

COMPREHENSIVE TRANSPORTATION PLAN

ISSUE PAPER

ACCESS MANAGEMENT

Define issue and how it relates to the vision:

Access management is the careful control of the location, design, and operation of all driveways and public street connections to a roadway. It is the process of providing access to adjacent land development while maintaining the flow of traffic. (Graph xxx.) Access management techniques control the location and spacing of intersections, driveways, median openings, and related traffic signs or signals. According to the Federal Highway Administration (FHWA), access control is the "largest single cumulative design element" in increasing roadway safety and capacity, and comprehensive access management is a response to the problem of congestion and access related accidents.

Effective access management contributes to an area's economic vitality, reduces congestion, and reduces vehicular accidents. The value of lost productivity and other costs to society because of congestion is difficult to calculate. However, the General Accounting Office estimates U.S. congestion costs to be as high as 100 billion dollars per year. According to the Minnesota Department of Transportation's (MnDOT) Office of Access Management, businesses suffer when they are located adjacent to roadways experiencing high levels of congestion. Community prosperity further declines as people shop at businesses that exist along arterial roadways with less congestion and fewer accidents. For the majority of people, traveling extra miles is not as significant as the loss of minutes and hours due to congestion. FHWA studies indicate that congestion now claims over one billion vehicle hours per year. Using access management techniques can increase the capacity of a four lane arterial to an extent equal to widening the roadway to six lanes. In addition, these techniques drastically reduce accident and injury rates. According to MnDOT's Office of Access Management, there is a direct correlation between the number of access points and vehicular crashes; any increase in access density results in increased vehicular crash rates. (Graph xxx.)

This issue corresponds with the County vision of providing for the efficient movement of goods, protecting the economic vitality of the community.

This issue relates to the County vision ensuring the safe and efficient movement of motor vehicles, bicyclists and pedestrians.

This issue supports the County vision of restricting roadways to a design maximum of four travel lanes, and of developing street designs that will increase street capacity by obtaining the maximum level of service from the existing highway system while minimizing the impact these facilities have on the social and physical environment.

Existing conditions of the issue:

Preliminary and final plat review processes do not include access restrictions. Access restriction symbols are not used on plats because every roadway is treated as having restricted access, which is then amended as needed during the permitting process.

The current permitting process is somewhat effective in applying access management techniques to County roadways. Property owners frequently install driveways prior to permit submittal. Pre-existing conditions of driveway access along the roadway system is not in accordance with accepted principles. These two issues limit the effectiveness of applying access management principles.

According to Met Council's Transportation Policy Plan, county and city plans should include "provisions for minimizing access to principal and minor arterials in the community. This could include plans or ordinances for consolidating and limiting access points or zoning and subdivision ordinances that regulate the type, number and location of access points."

Expectations based on current trends:

There has traditionally not been an active exchange of information between the County and some jurisdictions regarding access management issues. If this trend continues, the functional integrity of roadways can change as access density increases, thereby increasing congestion and vehicular accidents. If municipalities do not work with the County on land use and management issues affecting "county roads," it is difficult for the County to work with the municipalities on reducing through traffic on "city streets" when a County road becomes congested. As a result of this lack of communication, jurisdictions continue to work at cross purposes as each jurisdiction seeks to protect its own system rather than work together to provide an integrated system that works best for all jurisdictions. Establishing access management guidelines would provide uniform standards and promote fair and equal application in every community.

What needs to be done to influence the future and change the expectations:

Revise the preliminary and final plat review processes to include application of access management practices and access spacing guidelines. The County Surveyor's Office would provide developers with copies of Ramsey County's access management guidelines so that developers will be aware of County requirements at the beginning of each development or redevelopment project. (Tables xxx and xxx.)

Early involvement with local officials is vital:

- Municipalities, through subdivision or platting processes, have the ability to enforce access management guidelines.
- To incorporate access management practices and access spacing guidelines into the design of the project.
- To work closely with property owners to generate access changes which improve safety and mobility on a roadway. (Such as incorporating service roads. Chart xxx.)
- To monitor major changes, such as when a roadway is reconstructed, or when development or redevelopment projects cause significant increases in traffic volumes or changes in roadway operations.
- To restrict the addition of new driveways onto the existing arterial system.

Access management guidelines should be established, applied to all roads, and be the basis for permit review:

- To provide information to developers and city staff.
- To maintain consistency throughout the County.
- To assist jurisdictions in reaching cooperative decisions regarding roadway improvements.

County role in the issue:

The County should continue to work with cities, townships and the state:

- To maintain the functional integrity of roadways.
- To be assured of early involvement with access location decisions.
- To educate transportation and planning officials, elected officials, and developers on County access management guidelines.
- To be aware of possible changes in land use. For example, once municipal Comprehensive Plans are complete, Ramsey County staff could review those plans and identify commercial corridors where there could be changes/interactions with County roads.
- To be aware of the plans and/or ordinances municipalities are required to provide to the Metropolitan Council in their Comprehensive Plans for minimizing access to principal and minor arterials.
- To give priority to projects with associated access management plans. Local access management requirements could be a precondition to road improvements. Communities could be rewarded for their access management efforts by using savings on road design amenities. (A MnDOT, Office of Access Management suggestion.)

The County will be the lead agency responsible for initiating a policy at the Ramsey County Technical Advisory Committee (TAC) level whereby communities with an adopted access management plan would receive additional points when submitting projects to the County's Transportation Improvement Plan (TIP) process.

What policy should be in place regarding this issue to make the County play the role it should play:

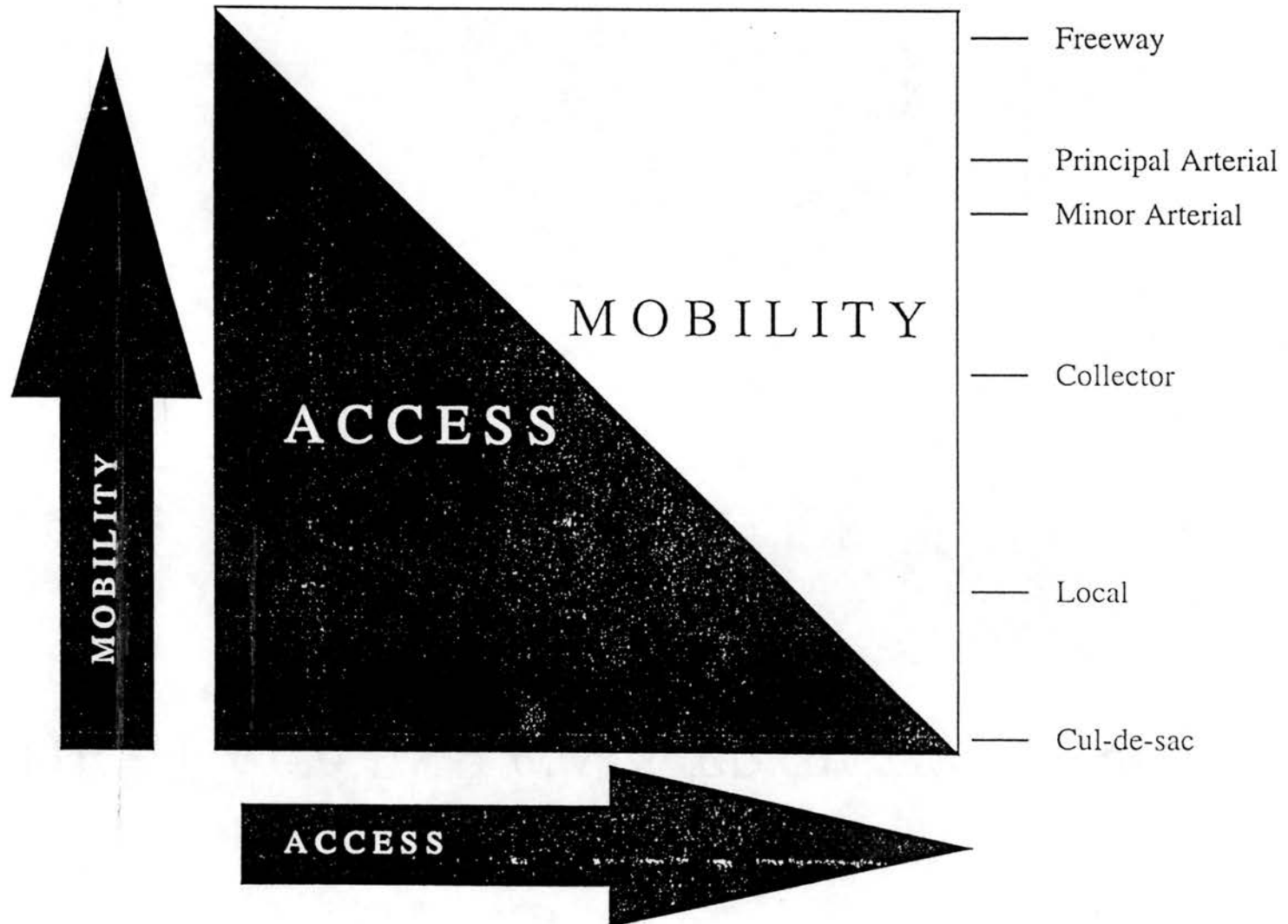
A policy that requires the access classification system and spacing guidelines, and the optimum signalized intersection spacings (tables xxx and xxx) to be utilized as guidelines whenever development or redevelopment occurs.

To delay deteriorating roadway conditions, a nondegradation policy whereby access points cannot be added onto existing roadways that are already experiencing higher vehicular crash rates and increased congestion.

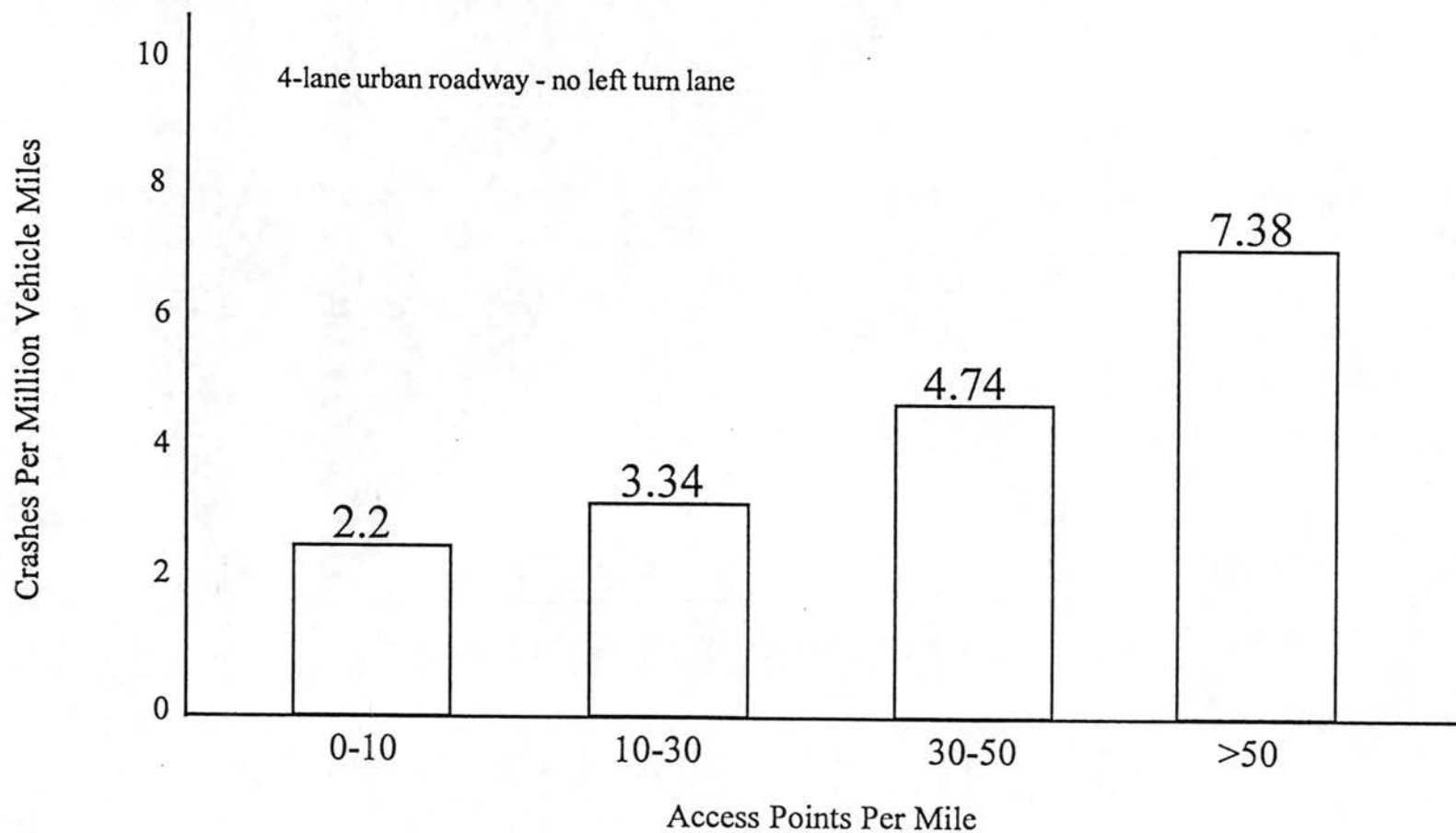
A policy whereby communities with an adopted access management plan would receive additional points when submitting projects to the County's Transportation Improvement Plan (TIP) process.

ACCESS VS. MOBILITY

FUNCTIONAL CLASSIFICATION



HIGH ACCESS CAN TRIPLE CRASHES



Source: Minnesota Department of Transportation, Office of Access Management. 1994-1996 figures

ACCESS CLASSIFICATION SYSTEM AND SPACING GUIDELINES

Functional Class	Median Treatment	Typical Posted Speed	Suggested Roadway Spacing (Miles)		Full Median Opening Spacing (Miles) ¹	Spacing Between Connections ²	Maximum Connection Points Per Mile ³
			MA	CO			
Minor Arterial	Full	40 or higher	1 - 2	1/2 - 1	1/4 - 1/2	490	20
		<40	1/2	1/4	1/4	275	32
	None	40 or higher	1 - 2	1/2 - 1	1/2	490	20
		<40	1/2	1/4	1/4	350	24
Collector	Full	40 or higher	NA	1/2 - 1	1/4	490	16
		<40	NA	1/4 - 3/4	1/8	275	32
	None	40 or higher	NA	1/2 - 1	1/4	490	16
		<40	NA	1/4 - 3/4	1/8	310	32

NA: not applicable

Source: Minnesota Department of Transportation, Office of Access Management

¹ If route has no median control, the spacing refers to the minimum distance between traffic signals.

² Distances are based upon spacing between connections (major roads, local public streets and private driveways).

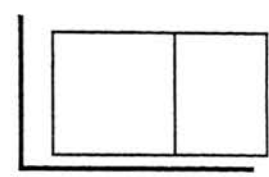
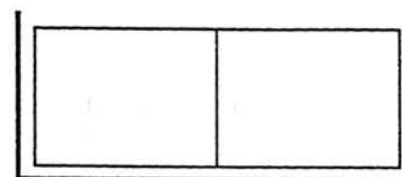
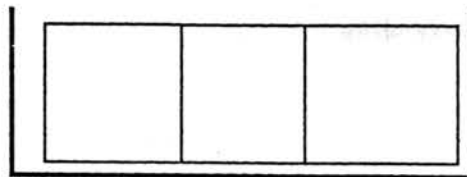
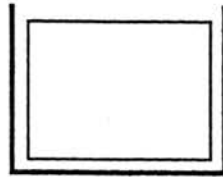
³ Connections are counted by adding each public and private approach as they occur along the roadway. (For example, a full intersection is counted as two connections, while a right-in/right-out driveway is counted as one.)

OPTIMUM SIGNALIZED INTERSECTION SPACINGS

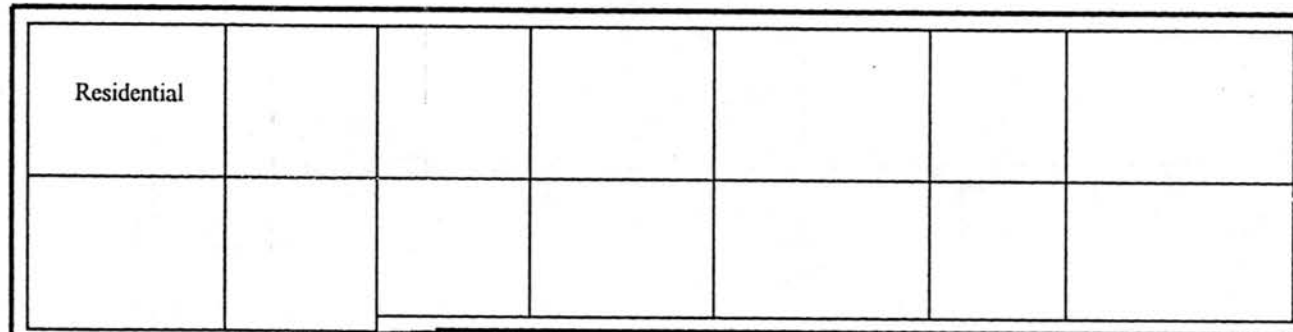
Cycle Length (seconds)	Speed (mph)					
	30	35	40	45	50	55
	Distance in Feet					
60	1,320	1,540	1,760	1,980	2,200	2,430
70	1,540	1,800	2,050	2,310	2,500	2,820
80	1,760	2,050	2,350	2,640	2,930	3,220
90	1,980	2,310	2,640	2,970	3,300	3,630
120	2,640	3,080	3,520	3,960	4,400	4,840
150	3,300	3,850	4,400	4,950	5,500	6,050

Source: Minnesota Department of Transportation, Office of Access Management: Transportation Research Circular #456
3/96 TRB/NRC1

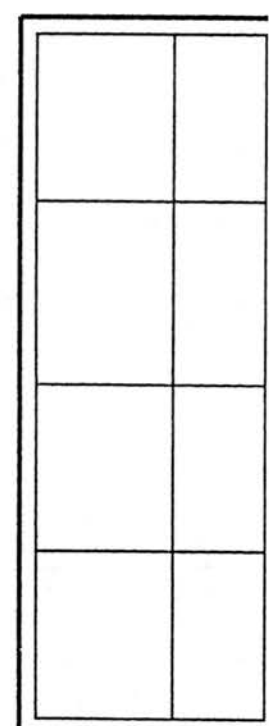
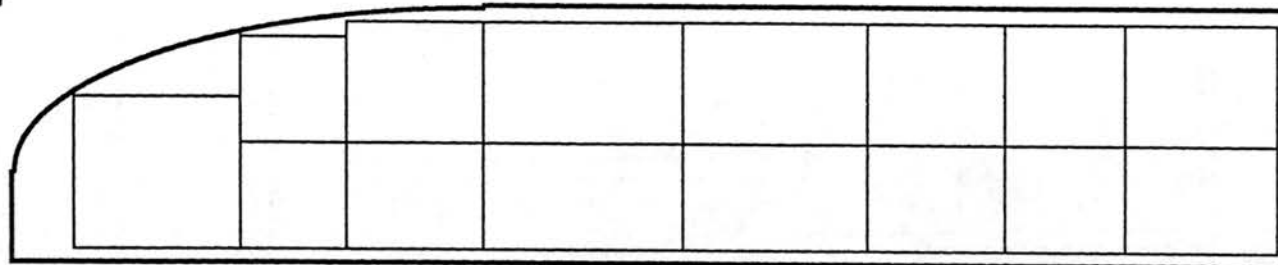
DO



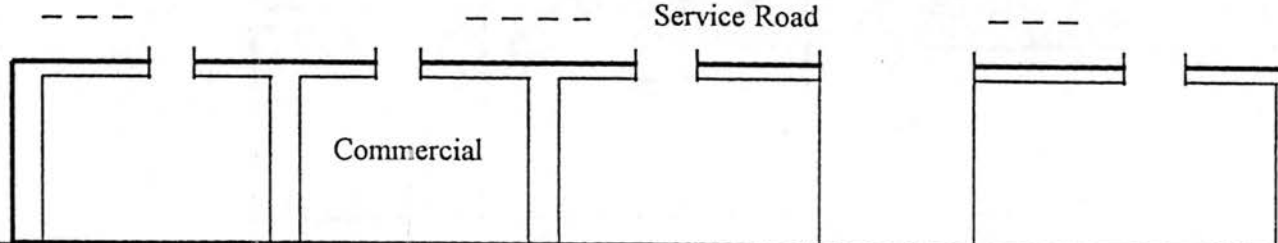
Neighborhood access for residents



Neighborhood access for residents



Service Road

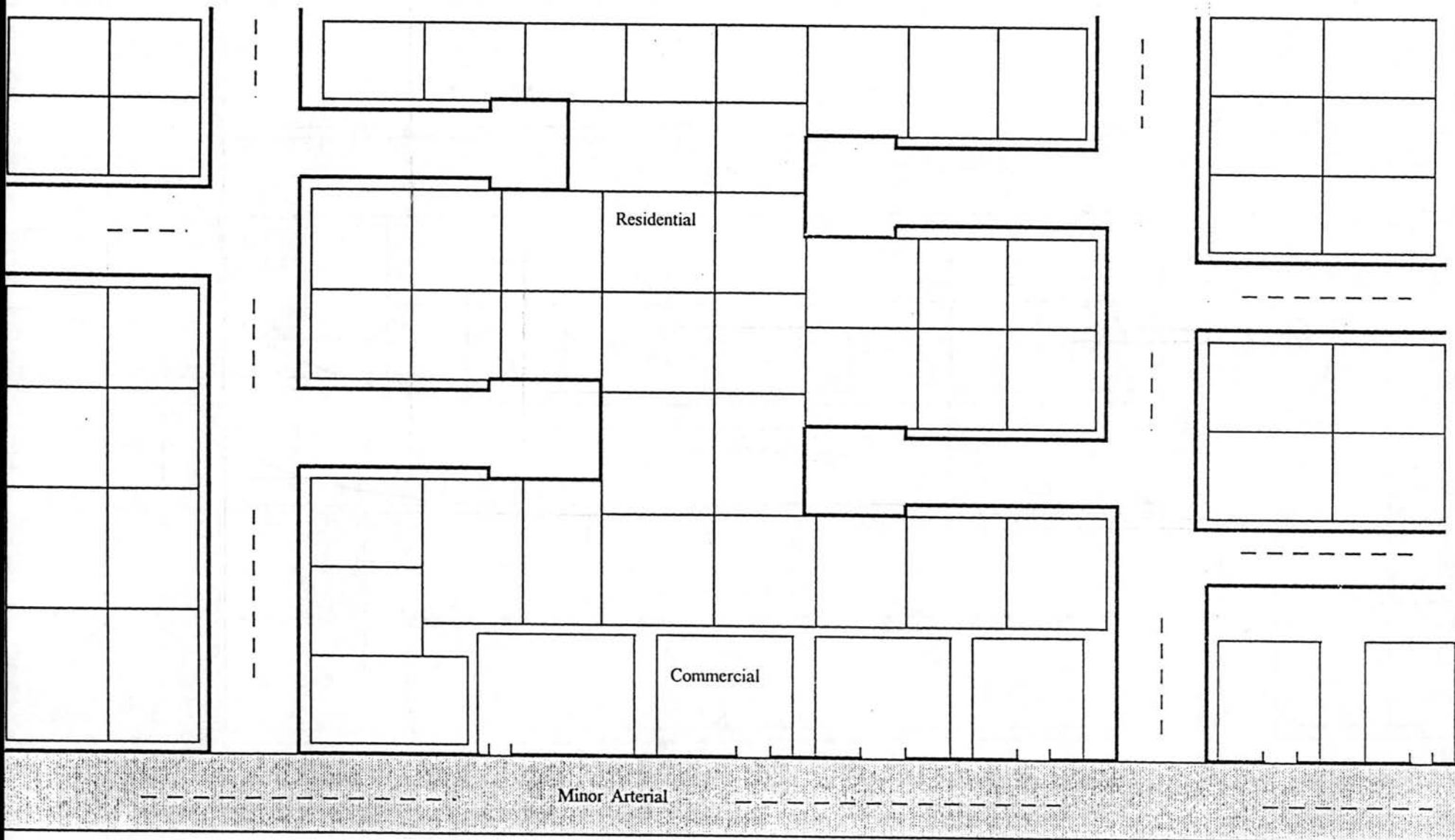


Commercial

Minor Arterial

Source: Minnesota Department of Transportation, Office of Access Management

DON'T



Source: Minnesota Department of Transportation, Office of Access Management



COUNTY OF ANOKA

Public Services Division

HIGHWAY DEPARTMENT

1440 BUNKER LAKE BLVD. N.W., ANDOVER, MINNESOTA 55304

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From the desk of

STEPHANIE EILER

MULTIMODAL TRANSPORTATION MANAGER

(612) 862-4230

May 10, 1999

Ms. Cynthia MacLeod
Comprehensive Plan Intern
Ramsey County Department of Public Works
3377 N. Rice Street
Shoreview, MN 55126

Re: Draft Issue Papers
Ramsey County Comprehensive Transportation Plan

Dear Ms. MacLeod:

Thank you for the opportunity to comment on the draft Issue Papers relevant to the Ramsey County Comprehensive Transportation Plan. We offer the following comments.

Land Use

We agree with the attention to the relationship between land use and transportation. Like Ramsey County, Anoka County believes access management and multimodal options including transit and travel demand management techniques will be increasingly necessary to manage demand on the roadway system.

The policy restricting County roadways to a four through lane may result in additional pressure on roadways under the jurisdiction of others, including those shared with other jurisdictions, such as County Road J with Anoka County.

Travel and System Management (TSM)

Ramsey County may wish to add coordination with major employers in addition to the County itself to its list of potential Travel Demand Management strategies.

* Access Management

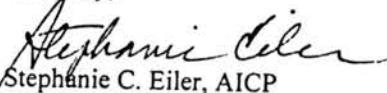
As noted above, we agree with the need to inform, coordinate and implement access management policies to maintain the functional integrity of roadways.

Right of Way

No comments.

Again, thank you for the opportunity to review and comment.

Sincerely,



Stephanie C. Eiler, AICP

Cc: Jon Olson, Anoka County Engineer
Lyndon Robjert, Assistant County Engineer

CITY OF LAUDERDALE 1891 WALNUT STREET LAUDERDALE, MN 55113 Voice: 651-631-0300 Fax: 651-631-2066

Fax Cover Sheet

To:	Cyndy MacLeod	From:	Rick Getschow – City Administrator
Fax:	651-482-5232	Pages:	1
Phone:		Date:	April 22, 1999
Re:	RC Transportation Comp Plan		

☐ Urgent ☒ For Review ☐ Please Comment ☐ Please Reply ☐ Please Recycle

• Comments:

The City of Lauderdale does not have specific comments on the Transportation Comprehensive Plan. The four issues paper drafts have been well researched and well done.

Please continue to involve the municipalities in the development, and most importantly, the future implementation of this Plan

RAMSEY COUNTY

1999 – 2020

COMPREHENSIVE TRANSPORTATION PLAN

ISSUE PAPER

RIGHT OF WAY

Define issue and how it relates to the vision:

Reserving highway right of way for public use guides County highway planning. Acquiring adequate rights of way along the County highway system should continue to be used as a long range planning tool, and should incorporate applicable state and federal regulations.

The right of way planning process has been condensed into the following basic steps:

- Determine the width of facility necessary to accommodate proposed vehicular traffic volumes and potential multimodal uses;
- Consider on-street parking needs;
- Consider additional roadside width needed for traffic signals, sidewalks, bikeways, snow storage, signing, utilities, etc.;
- Consider additional roadside width needed for amenities, such as landscaping;
- Consider all eventualities, including the review of municipal setback requirements whenever redevelopment occurs to ensure sufficient right of way widths are established on higher volume roadways.

This issue relates to the County vision of providing a coordinated system of thoroughfares, highways, streets and other public ways which meet state and/or federal highway specifications that ensure the safe and efficient movement of motor vehicles, bicyclists and pedestrians.

Existing conditions of issue:

The existing right of way planning process should no longer be applicable because of functional consolidation and the resulting changes to the County roadway system. The 1925 Major Street Plan has been used for almost 75 years as the basis for planning County highways. This document is updated as necessary, and major revisions occurred

in 1980 and 1998. In 1980, the Major Street Plan was updated to consider transportation developments such as the interstate freeway system, which has had a significant impact on the County highway system. The 1998 revision was based on a County roadway system which changed following the March, 1992 approval of the functional consolidation plan by the Ramsey County Board of Commissioners. Changes in functional classification also required an updated Major Street Plan.

Expectations based on current trends:

Update the existing Major Street Plan and apply it to the 2003 roadway system. (Map xxx is in progress.) The matrix in figure xxx outlines the right of way planning process, including minimum roadway widths for a variety of design elements. This matrix was implemented following the functional consolidation process and the changes to the County roadway system.

How do expectations fit the vision?

By reflecting current factors influencing right of way needs such as jurisdiction, functional classification and development adjacent to the roadway.

By providing a Major Street Plan of the County's highway needs for municipalities to use in decisions involving land use adjacent to the County road system.

By recognizing the long term planning process and the need to take into consideration all eventualities, including reviewing municipal setback requirements whenever redevelopment occurs to ensure sufficient right of way widths are established on higher volume roadways.

By recognizing past cooperative efforts between the County and the municipalities and to continue this intergovernmental approach to reserving public rights of way during the platting and development process.

What role does the County play in this issue?

It is the responsibility of the Ramsey County Department of Public Works to update and implement the existing Major Street Plan and to maintain the existing right of way planning process.

What policy should be in place regarding this issue to make the County play the role it should play?

A policy of supporting the updated version of the current Major Street Plan.

A policy of maintaining a right of way planning process.

RIGHT OF WAY PLANNING PROCESS

Design Elements								Right of Way Requirements (ft)			
Road	Blvd.	Parking		Walk (5')		Path (10')		ADT	ADT	ADT	ADT
		1- Side	Both	1- Side	Both	1- Side	Both	0-8000	8000-15000	15000-24000	24000+
X								* 32	* 52	* 66	* 66
X	X							66	86	99	120
X	X			X							
X	X				X						
X	X					X					
X	X	X									
X	X	X		X							
X	X			X		X					
X	X	X			X			86	99	120	180
X	X	X				X					
X	X						X				
X	X		X								
X	X	X		X		X					
X	X		X	X							
X	X	X					X				
X	X		X		X						
X	X		X			X					
X	X		X	X		X					
X	X		X				X				
X	X		X								
X	X		X				X	99	120		
X	X		X				X				

ADT - Average Daily Traffic.

* - Minimum Roadway width including curb and gutter.

- Above matrix includes curb.
- Medians, turn lanes and on street bike lanes may require additional width.

**THE FOLLOWING MAP IS BEING
DEVELOPED BY RAMSEY COUNTY STAFF:**

- **MAJOR STREET PLAN**

RAMSEY COUNTY

1999 – 2020

COMPREHENSIVE TRANSPORTATION PLAN

ISSUE PAPER

TRAVEL AND SYSTEM MANAGEMENT (TSM)

Define the issue and how it relates to the vision:

According to the Metropolitan Council, travel and system management strategies (TSM) are technical programs and methods to improve the efficiency and effective capacity of the transportation system. These strategies may include signal timing, access management, transit improvements, and freeway management (e.g. ramp metering, video surveillance, and providing travel information). The focus of system management must be to move more people, not more vehicles. The goal is not to build additional roadways, but to help current roadways operate efficiently. Therefore, management of the highway system should provide incentives to those willing to share rides and reduce single occupant vehicles as well as providing for a smoother flow of vehicles.

The County vision supports a proactive role in clarifying the consequences of travel decisions and providing incentives for community members to facilitate change in travel behavior.

The County vision supports a system operation that will focus on increasing the occupancy of the vehicles which use the system while continuing to accommodate alternatives that cater to the individual.

Existing Conditions of issue:

There are three levels at which travel and system management strategies can be applied to help existing roadways operate more efficiently. A low level of TSM is a two lane rural road that does not require travel and system management because the roadway is operating at full potential. A high level of travel and system management, like that found on an interstate highway, uses video cameras, loop detectors, and devices to measure speed and accidents. A high level of TSM has a full traffic management center - a complete system. A medium level of travel and system management is found on the County's system.

One TSM strategy, signal timing, is utilized in Ramsey County. All County traffic signals are fully actuated signals that minimize stops, delay, and fuel consumption. In other words, County traffic signals are set to keep traffic moving. The amount of traffic determines how long a light remains red or green. The goal is to coordinate as many cars as possible traveling as a group without encountering a red light. This system works well when there are heavy volume arterials and low volume cross streets. It represents the highest technological level of TSM in the County.

Another TSM strategy, transit improvement, is also being implemented in Ramsey County. Ramsey County Public Works Department is currently working with a consultant to develop viable commuter options and incentives for County employees. These options include utilizing programs such as car/van pools, riding the bus, park and ride, biking, Regional Guaranteed Ride Home, and reduced rate parking ramps/lots and free street parking for registered car/van pools. In addition, although there are currently no designated bus only shoulders or HOV lanes on the County roadway system, bus shoulders could be considered in the future if transit demands increase or when a roadway is expanded.

Access management is another TSM strategy which is discussed in detail in a separate issue paper.

Expectations based on current trends:

Ramsey County will continue to implement signal interconnect projects to alleviate the need to expand roadways. Additional interconnected, traffic responsive, coordinated signal systems will be implemented within the County where possible.

Ramsey County will continue to explore the use of new technologies which will minimize travel times and provide driver information regarding trip choices and roadway conditions.

What needs to be done to influence the future and change the expectations?

According to the Federal Highway Administration (FHWA), 75% of all road trips made today are not work related. It is therefore important to consolidate the number of trips made on the roadways. This can be achieved through public education and by working with employers on transit and telecommuting programs.

Technological developments and availability can provide a guideline for improvement and changes to the County roadway system. Available technology should be used to minimize delay at an intersection; less delay equals less frustration, resulting in fewer accidents.

What role does the County play in this issue?

Ramsey County Public Works will continue to utilize TSM preservation strategies to maintain its system of roadways in order to make good use of County funds.

Ramsey County will continue to educate its employees on the transportation choices available to them other than the single occupant vehicle.

Ramsey County will work with communities to educate the public on the impact trips have on the roadway system.

What policy should be in place to make the County play the role it should play?

A policy supporting signal timing and interconnect projects.

A policy supporting employee car pool/van pool programs.

A policy supporting telecommuting.

A policy of working with communities and educating the public on the impact each trip has on the roadway system.

A policy of coordinating TSM strategies with major employers within and adjacent to the County.



COUNTY OF ANOKA

Public Services Division
HIGHWAY DEPARTMENT
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From the desk of
STEPHANIE EILER
MULTIMODAL TRANSPORTATION MANAGER
(612) 862-4230

May 10, 1999

Ms. Cynthia MacLeod
Comprehensive Plan Intern
Ramsey County Department of Public Works
3377 N. Rice Street
Shoreview, MN 55126

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Ramsey County Comprehensive Transportation Plan

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* Travel and System Management (TSM)

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Access Management

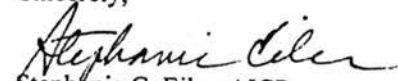
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Right of Way

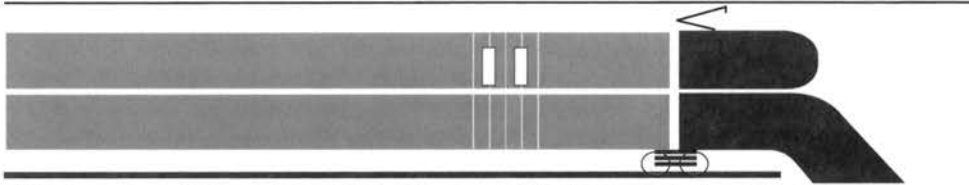
No comments.

Again, thank you for the opportunity to review and comment.

Sincerely,


Stephanie C. Eiler, AICP

Cc: Jon Olson, Anoka County Engineer
Lyndon Robjant, Assistant County Engineer



Ramsey County Regional Railroad Authority

665 Ramsey County Government Center-West, 50 West Kellogg Boulevard
St. Paul, Minnesota 55102 (651) 266-2760 / FAX (651) 266-2761

Agenda

Regional Railroad Authority Meeting

June 22, 1999

Immediately following Administrative Board Meeting

Third Floor Council Chambers Courthouse

1. * Approve minutes of the June 8, 1999 meeting.
2. Riverview Corridor update.
3. * Authorize staff to negotiate a contract with Metro Transit for project management services for the Riverview, Central and commuter rail corridors.
4. * Authorize staff to develop request for proposals for Central Corridor from downtown St. Paul to downtown Minneapolis and Hennepin/Ramsey Commuter Rail Corridor from downtown St. Paul to downtown Minneapolis.
5. * Comprehensive Transit and Transportation Plan.

* Action is requested

Minutes

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY MEETING

June 8, 1999

The Ramsey County Regional Railroad Authority met on Tuesday, June 8, 1999, in Council Chambers, Third Floor Courthouse.

MEMBERS PRESENT: Chair Tony Bennett
Commissioner Dino Guerin
Commissioner Susan Haigh
Commissioner Rafael Ortega
Commissioner Janice Rettman
Commissioner Jan Wiessner

MEMBERS ABSENT: Commissioner Victoria Reinhardt

OTHERS PRESENT: Kathy DeSpiegelaere, Paul Kirkwold, David MacMillan, Mary Ann Palmer, Jane McClure, Karen Tero, Sarah Kneece, Gail Blackstone, Dorothy McClung, Tom Oertel, Gary Davis, Gene Haselmann, Bonnie Jackelen, Tim Mayasich, Cyndy McLeod, Dan Schacht, Kris Longhenry

Chairman Bennett called the meeting to order at 11:38 a.m.

1. Approve minutes of the May 18, 1999 meeting.

Minutes were approved.

Ayes - 6, Nays - 0
Motion accepted.

2. Riverview Corridor update.

Kathy DeSpiegelaere reported that two station area meetings have been held and there are three more scheduled this week. Transit stops are being addressed along the Riverview Corridor at these meetings.

3. Authorize staff to negotiate a contract with Metro Transit for project management services for the Riverview, Central and commuter rail corridors.

Kathy DeSpiegelaere stated that in February, the RCRRA adopted three corridors that they would like staff to work on. Funding from the legislature was successful for these corridors. Kathy noted that there is a need for staffing a project manager to manage the consulting work for the two additional projects of the Central Corridor and the commuter rail corridor between the two downtowns as well as the Riverview Corridor. Kathy said that project managers for transportation are in short supply and Metro Transit has expressed interest in helping the RCRRA with activities by contracting a project manager position that would report to Kathy and would work with the consultants. Commissioner Bennett added that this area has not had transit other than bus transit and the managing agency for this will be the transit authority. It will help the RCRRA to use Metro Transit's expertise.

Commissioner Rettman questioned where the funds are coming from and how much it would cost for this position. Commissioner Bennett answered that the funding would come from the funds that the RCRRA received from the legislature for the three corridors.

Commissioner Guerin asked why consultants were being used for all our projects and questioned why Kathy DeSpiegelaere is not going to be the project manager. Commissioner Bennett noted that \$12 million has been allotted for these corridors and it needs to be spent and monitored wisely. Kathy's work schedule doesn't allow for her to do everything.

Paul Kirkwold stated that Kathy's initial job has grown from understanding regional rail issues and doing comprehensive planning of rail to managing a \$1.4 million contract. Paul noted that typically, 10% of contract cost is to manage the contract. \$9 million is being added to manage for contracts and this is overtaxing Kathy in her duties. Kathy also is contributing more than project management work and is the ambassador for Ramsey County when rail issues are involved. Paul commented that the County will do the legwork for this project, the state will build the project and Metro Transit will operate the project. The County may not be able to attract someone with expertise but Metro Transit will. This is better in the long run. Commissioner Bennett added that Kathy is involved with other projects such as the Rush Line Corridor and Red Rock Corridor, attended many long legislative sessions, nightly meetings and this shows that she has too much to do.

Commissioner Haigh remarked that this resolution is a forward-thinking approach for the RCRRA. Good communication is needed between the transit operator and the developer and this contract sets in motion the relationship. It wouldn't serve our community well if Kathy does all the work.

Commissioner Rettman questioned the corridor alignments and the funding without back up documentation. Commissioner Haigh noted that the resolution is to authorize the RCRRA to begin negotiations and then details and specifics will be brought back for approval.

Kathy DeSpiegelaere apologized for the lack of detail due to time constraints. She added that Metro Transit is able to attract staff where the County couldn't and this will bring a regional transit agency in on a regional approach.

Commissioner Wiessner stated that the RCRRA needs to move towards regional management and this is a good step. With Metro Transit being involved, rail and bus will be planned together.

4. Authorize staff to develop request for proposals for Central Corridor from downtown St. Paul to downtown Minneapolis and Hennepin/Ramsey Commuter Rail Corridor from downtown St. Paul to downtown Minneapolis.

This item was layed over until the next RCRRA meeting.

5. Comprehensive Transit and Transportation Plan.

This item was layed over until the next RCRRA meeting.

The meeting adjourned at 12:05 p.m.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

2

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere

Authorized Signature

June 16, 1999

Date

Board Action Requested

Riverview Corridor update.

DISCUSSION ONLY

Request Justification

See attached information.

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

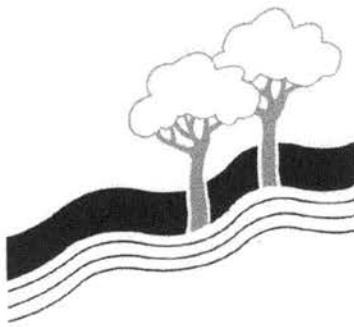
June 22, 1999

Board Date

Kristine A. Longhenry
Signature

6-16-99

Date



Riverview Corridor

MAJOR INVESTMENT STUDY

Ramsey County Regional Railroad Authority

STATION AREA MEETINGS

JUNE 7, 8, 9, 1999

FIRST ROUND OF STATION AREA MEETINGS

It was decided that community representatives and organizations should be involved in the Major Investment Study (MIS) process as early as possible. Accordingly, a first round of meetings was scheduled immediately following the consultant team's initial collection and analysis of information. The purpose was to elicit comments and questions from members of the public early in the process, before station area planning and design work had begun, so that the design would be influenced by what was learned at the meetings.

Each meeting was structured to begin a constructive conversation with that group of area representatives. The design process was described, and possible alignments and different mode options were presented. A slide show was given, focusing on how transit has been introduced into communities elsewhere, illustrating aspects and design features, which may be applicable here. The show was adapted to address known issues of concern in each of the five station areas in which meetings were held.

In the notes which follow, a summary of each comment or question from the floor is followed by a bulleted response from the consultant team, or as noted.

Meeting One

West 7th Business Association

Landmark Brewery

June 7, 1999, 6:00 PM

Introduction by Kathy DeSpiegelaere, RCRRA

Overview of Alignments & Technologies by Myrna Valdez, PB

Slide presentation on *Transit in Communities* by Greg Baldwin, ZGF

Questions and comments by participants, who numbered approximately 60, exclusive of consultants, City and County staff.

Comments and Questions

1. What if a park is what we want... How can LRT help us with that?
 - LRT should be a part of a greater whole. Go for "twofer's": projects which result in multiple, related benefits. Perhaps a way can be found for this transit project to leverage state and federal dollars to get the park that your community wants.
2. New housing is important here.
 - Improved transit can provide better access, and can focus energy on particular housing sites, if they are part of the larger agenda of a pro-active community.
3. City of St. Paul has tried to develop guidelines for economic development; create a gateway at the entry to the City
 - Tax increment financing could be used to help revitalize an area.
4. Overwhelmed by autos. Many commuters traverse the Riverview corridor. Afraid that we may be trading that for park-and-ride in our neighborhoods.
 - A real and valid concern. Must absolutely ensure that it does not happen. Many tools: e.g. note of taking license plates and enforcing parking controls by towing. Surveillance and ticketing program is effective in Portland, as well as simply not allowing parking.
5. The transportation systems in this corridor are used to serve others. Much has been lost - churches, schools etc. This transit project looks like more of the same. We are a small, attenuated community. Not poor enough to be an eyesore nor rich enough to have influence.
 - It is not unusual for natural corridors to occur next to rivers and hills. Too much infrastructure can cause community facilities suffer. There are models that suggest faster passage through neighborhoods is preferable, but it is reasonable to ask a transit project to conform to the kind of street and service that the community needs.
6. Would feel better if this was replacing another infrastructure facility rather than adding another.
 - The new transit improvement must be what you want it to be; do what you need it to do. If compromising the community is implied, then we must address that.
7. Would like more local traffic on commercial stretches of West Seventh Street, like seven corners where there are lots of pedestrians, but commuters take up the space, just passing through.
 - The art of building a good city is putting together those elements that do contribute, and eliminating those that do not.
8. Pedestrian traffic. Local community. A place to live and shop. A cleaner West Seventh Street. These are basic needs of the communities that I have found in Boston and other places with established transit. We want to keep the historic character. West Seventh is now damaged, through poor redevelopment, filling the street with traffic including smelly buses. Keep the local character intact!

9. Residents near the CP Railroad don't want LRT to disrupt their neighborhoods in addition to Ford plan trains. Safety and aesthetics is an issue.
 - Figure out what you want for your community and then determine if transit can help you accomplish that vision.
10. (Dan Galles) Parking is an issue – what are our options? We need more parking beyond what exists today both on-street and off-street.

Summary:

- Let's be clear about what we're trying to achieve.
- Some criteria have begun to emerge:
 - The only failed transit systems are those which have been designed solely as transit systems.
 - Have caused too much disruption.
 - Have taken too much property.
 - Have not formed partnerships with local communities.
- If you take a hand and make this your own, then you will succeed in doing many other things besides meeting transit objectives.

Meeting Two
Downtown, Rice Park, Grand Avenue Area
History Museum
June 8, 1999, 7:30 am

Introduction by Kathy DeSpiegelaere, RCRRA
Overview of Alignments & Technologies by Myrna Valdez, PB
Slide presentation on *Transit in Communities* by Greg Baldwin, ZGF

Questions and comments by participants, who numbered approximately 25, exclusive of consultants, City and County staff.

Comments and Questions:

11. A regional imperative for transit exists. A broader reason to be thinking about it is to make Downtown a better place to live, especially along the riverfront. Downtown as civic and cultural center for St. Paul imposes demands for transit. More people are living there and it is important to making it work 18 hours a day. The Mayor's agenda is to increase downtown employment too.
 - Portland and St. Paul have some similarities in their recent past. Creation of Downtown housing is an example. Portland was pushed as the regional retail center, which brought people to it, and so sold it locally as a desirable place to live.
12. Minneapolis is stronger as a retail center; St. Paul is not. Retail study done for downtown says St. Paul is under-served, and that there is room for more retail. Big civic improvements are now under way - science museum, hockey arena, will bring

four million visitors to downtown each year. These will bring massive parking demands too.

13. Regional activities downtown make sense. Retail is not a regional activity for downtown St. Paul. LRT is a regional facility, and should be capable of bringing the region to downtown events - like Camden Yards in Baltimore.
 - The Anasazi in New Mexico built a thousand years ago conspicuously straight roads. They probably were not used to capacity, but made a strong statement about the importance of Chaco Canyon as the center of that culture.
14. How do business owners on West Seventh Street view LRT? Delicate balance of charm, scale etc. Is transit viewed as an opportunity?
 - One participant sees this project as an opportunity to get more people into the central city, so favors it.
 - This project should be recognized as part of a larger transportation agenda which provides for those unfamiliar with downtown, as well as regular commuters, providing parking and improved circulation as well as better transit service.
15. There are about 300 businesses in a 2-mile stretch along Grand. How do we get regional visitors in downtown to visit Grand to do their shopping there? It is a business area with lots of residential property on either side. Steep bluff eliminates LRT.
 - 100 foot bluff. A tram connection might be considered if a feasible transit route cannot be found. Pittsburgh has a similar circumstance. Too far for pedestrian connections because of a bluff. There once was a trolley from Smith to Grand and on St. Clair, so it is possible.
16. Is there another project along Grand which would prompt this link? Where is the confluence?
 - At this time there is no similar transit project along Grand, and it would be the subject of a separate study. Retail linkage is proposed through downtown to Phalen Corridor. Maybe that could be part of the thinking.
17. What would be the key places for LRT to touch in order to strengthen the urbanity of Downtown?
 - The City has prepared an Urban Design plan for Downtown. A recurrent idea is that transit should terminate in parks. Numerous single block parks are contemplated as places where riders become pedestrians, and as centers for Mears Park are key places now, that has been accomplished without upsetting the parks. Both of are already ringed by transit routes. These are precious spaces, and the sense of enclosure by nearby buildings is also part of their character and to be protected.
 - A downtown housing. Plan for mixed use urban villages downtown. Rice Park & Portland example is the park at Lloyd Center, a bad place before LRT. It was rethought with the installation of LRT. Now it is in a third stage of attracting major development around it. Transit can be a positive influence on a park, how it functions and who uses it.

18. Talk about the benefits of living in downtown St. Paul. I live there, and I can walk to the Ordway, bus to Mall of the Americas, to Minneapolis. There is no problem in not having a car. I am close to major sports venues. Much downtown parking is underused at night. Ball park eagerly awaited - five possible sites.
- When sports come, they can be introverted or extroverted, benefiting retail. Gund Hall in Cleveland is introverted, and nothing happens around it. It will be important to ensure that the ball park interacts with its surroundings. Denver is an example, where the City enforced a policy of limited parking at the venue, relying instead on existing downtown parking. Patrons have brought Lower Downtown to life with their business at bars and restaurants there.
19. Would like to integrate LRT with a park along the river. (County Commissioner) Maybe transit is key to getting an integrated park system along the river. We see little evening and weekend use, unlike Portland where Waterfront Park seems a major destination. State Capitol: do other cities link theirs with LRT as a tourist destination?
- The health of the retail core in Portland helps park use, but activities in the waterfront park attract people who also shop. Not many state capitals have LRT, but we will investigate those that do.
20. Farmers Market in downtown St. Paul has a huge potential for being served by transit, as you cannot park near it. It will grow.
- Saturday Market planned to leave downtown Portland when LRT came. They were asked what they needed, which was storage. We were able to find adjacent storage, and worked with them on various aspects to keep the market in its original location. It is now very successful. Weekend marketing power is enormous. Now synonymous with LRT, since so many patrons use the train to get to it.
21. (Bill Booth) Calls received on investment downtown tend to relate to 'where do I park', not to transit. The proposed route will benefit Downtown. We need to do something now, or we'll never catch up. Business has no consistency on what the preferred routes are. Downtown St. Paul is fairly compact. Concern about how it gets linked to nearby and more distant communities. LRT is expensive. Maybe constant ridership of buses is a higher priority (meaning close headways?)
- Office buildings are less sensitive than many other downtown uses to disruption during construction, yet can be staunch supporters of transit by providing high ridership. You will need parking as well as transit to compete effectively against other locations. Do it concurrently.
22. The hub of circulation spokes is downtown. Why not route transit along those spokes?
- A regional plan is in progress, including commuter rail, LRT, and bus. (Kathy DeSpiegelaere) A number of priority corridors for commuter rail are being evaluated for their ability to fulfill that need.
 - If we assume 35% to 40% of downtown land to be devoted to streets, operating at capacity for 2 hours during the peak with most people driving, this equates to a floor area ratio (FAR) of 2 to provide parking, 2 FAR for office. This would probably use up all the development capacity of downtown. Introduce 50% transit ridership, and triple office development potential with same parking

provision, since only one parking space of about 330 square feet would be required for each 1000 SF of office space.

Next Steps

The consultant team plans to digest today's information, and return with ideas about alignment, collateral improvements, locations for activities at critical locations; probably not retail. Links to Grand and to the Ball Park will be considered. How could these things strengthen LRT?

Meeting Three Highland Area St. Luke's Parish Hall June 8, 1999, 6:00 PM

Introduction by Kathy DeSpiegelaere, RCRRA

Overview of Alignments & Technologies by Myrna Valdez, PB

Slide presentation on *Transit in Communities* by Greg Baldwin, ZGF

Questions and comments by participants, who numbered 32, exclusive of consultants, City and County staff.

Comments and Questions

23. This project has evolved from a government agency. It has defined a solution, but not a problem. What is the problem, and where is the data that says shifting people from Downtown to Mall of America is something that is needed?
- There is no solution yet. There are alternative alignments. There is a corridor, which carries all other modes; we are not aware of a specific problem but are addressing a number of related transit needs. Portland didn't need LRT, but recognized a number of contingent benefits, and cautiously embraced it. It may make sense to put transit in the Seventh Street corridor too, and discover if it can be helpful.
24. Does Ramsey County have information that says that the corridor is overwhelmed, that transit is needed here?
- Information is being collected on region-wide needs, and priorities will emerge.
 - PB has been asked to come up with relevant data, and to begin to elicit a vision for what each place wants to be over the next 20 years. The technical data is being collected, but at best, it is only half of the story.
 - There are a couple of reasons to undertake a project: because you have to solve a problem, or because you may want to do it for some other reason. You need to verify the reasons for this transit project and decide if it is worth it.
25. We are sick and tired of having freeways driven through our neighborhoods for the benefit of people who live out in the suburbs.
- Portland said that too; if LRT comes, it must do something for me. We know that freeways do us no good. We rejected a new freeway, but built light rail.

26. Much of the problem before us has been created because of Minneapolis and the Hiawatha Corridor. They got more money than we did.
- Can't respond.
27. This neighborhood has spent 18 months developing the Shepard/Davern and Gateway Plan. We were not interested in including LRT. Invitation to this evening said "transit station", which signaled a specific issue to be dealt with. We are already working to get rid of parking in our neighborhood by transit riders. We don't want any more. People work in the city but live in the suburbs. We don't need them coming into our neighborhood.
- We are aware of the plan. The relationship of the bridge to the park as a gateway into St. Paul and into Highland is important. We spent time today looking at the bridge and talking to engineers. It is reasonable to look at minimizing changes. Within the neighborhood, parking for transit riders should not be allowed to happen, and in our experience, it has not been permitted to occur. Portland excluded park-and-ride facilities within the city, and actively discouraged on-street parking by transit riders, by towing etc. Connections: where do people want to go? If you cater only for work trips, you have wasted your investment. In Portland, trips are made to ball games, shopping, and for a dozen different reasons. You design it to create many new opportunities. As people become smarter, station locations become refined.
28. Regional transit issues, why don't you want to talk about them?
- Because there are better times and places to discuss them. It is better to focus on local issues today.
29. So are there no cities in which LRT successfully carries workers to work?
- Yes, Portland's system carries people to work, but as we became smarter about it, we learned what the real capabilities were, and now expect much more of it than just commuter transport. It's about bringing people together.
30. Downtown St. Paul is not interested in semantics. Part of the deal for the new Lawson building is that everyone will drive there. Same for other buildings. They don't need transit.
- These decisions were taken with some transit already in place. My experience is that farsighted building owners can see past parking and are staunch supporters of transit. Ultimately, a city's ability to expand its capabilities will be stymied if everyone depends on driving himself or herself. Street capacities will limit growth.
31. Point A to point B transit is of limited use. Did Portland start out with that?
- Yes, but that initial leg has functioned as an integral part of the overall transit system. People are also changing their habits, walking to the stops. We too assumed that driver access was essential to success, but the City held firm on their resolve to keep park-and-ride in the suburbs, and that has really paid off.
32. How long is the proposed Riverview line?
- 8 ½ miles.

33. You said that transit must do more than just work trips. How can this alignment do this because it is an isolated corridor?
- It will serve vast hinterland at each end.
 - It will function as one element in a metropolitan area-wide system. That system will continue to adapt, changing its routes and operations with the objective of making it quicker and easier to get from anywhere to anywhere else in the metropolitan area.
 - This route follows a natural corridor joining developed areas. The corridor is already there. Our challenge is how to change the character of transit along the corridor to contribute something worthwhile for each community it touches.
34. Don't see why we have to provide a route for folks from suburbs to get downtown. Why do we get airport parking? The freeway (I-35) was shoved down our throats, just like this will be. We will end up with suburban riders parking in our streets.
- You don't have to have parking everywhere; it will only happen if you want it or let it happen.
35. Commissioner Bennett said we have to get our share of money. Minneapolis said that it will increase employment by X thousand people. Their numbers don't jibe with reality. The Hockey arena is a pipe dream too. The fans won't take transit.
- Experience in other cities is that sports fans use transit in droves, because it is capable of handling large numbers of people quickly, and cars take a long time to clear.
36. People in this neighborhood won't go to hockey, and won't use transit to get there, so neither makes any sense.
- As part of a larger system, it will serve the community well.
37. What happened to systems in other cities when other links were added to the original LRT line?
- Some increase in ridership, greater balance in system-wide movements. San Diego began with a quick cheap system. As it has learned more about how transit is actually used, it has become much more sophisticated in its design decisions.
38. We are not following the agenda.
- Probably. You should begin to give us advice. That is why we are here; to listen to what you can tell us about your community and how transit might fit and enhance what you have.
39. How can you minimize noise, and other nuisances associated with a station, such as the undesirable people that it will bring into our neighborhood?
- You should not have much noise, though some buses are noisy. LRT shouldn't be noisy; concerns elsewhere are that it is too quiet for safety. People standing around are the people who are already attracted to the area. If they are undesirables, that is separate problem and should be addressed as such. Why are they there in the first place?
 - There is a fundamental difficulty of judging an unknown technology here. We are asking you to react to a transit system, which does not presently exist in the twin cities. Light rail is very different from locomotives or trolleys or trucks. An

example worthy of description is Gresham, at the suburban extremity of Portland's first light rail segment. They were emphatic that they did not want LRT near their downtown. It would bring nothing but crime and trouble to a community struggling to assert itself as a real city, not just a dormitory. A decade later, the most progressive development is occurring outside the downtown, next to the light rail station; and downtown is trying to shift its center to capitalize on the now obvious benefits. On the issue of noise, trains approaching Saturday market are now required to ring the bell to alert pedestrians who might otherwise be unaware that the train was approaching. It is not noisy.

40. Need bus lanes marked on map. How come no public input except for these June meetings, then all will be decided in 6 months?
 - (Schedule of meetings presented).
41. What is a station area?
 - Not a new kind of community, but a place where transit can make its greatest contribution; near where it stops. Bus stop is relatively small. LRT station area is defined as being within easy walking distance for pedestrians.
42. Is question about suitability of station locations shown on the map open for discussion?
 - Yes, it is appropriate to discuss.
43. Would this take the place of buses, which stop every block? Why do you need such big stations?
 - Many options exist as to how bus and LRT operations could be coordinated. The corridor could be shared with buses.
44. These stations are not where the bus stops are, so how can you transfer? The street is not wide enough for trains and buses.
 - Let's assume that you want them all there, but you don't want to widen the street? Then the challenge is in the design. We are constantly looking for new ways to operate and to design better solutions. First establish the criteria, then design a solution.
45. We don't want big stations like European ones.
 - Most light rail stations nowadays are no different from sidewalks.
46. Then why do we need to decide now where they will be?
 - Because frequency is something to decide about. Also opportunities to affect improvements that the community has identified as being worthwhile.
 - (Steve Quam) Shepard-Davern Small Area Plan: enhancements were identified that will improve property values. Transit stations are an important component. We build on what we have: a beautiful river, a rail track and a big road, not to mention some ugly buildings. Transit project would bring investment to the corridor, and could be used to make the corridor whole again. We can decide how it is to look, how it is to work. It can be taken back by the community and used to its benefit.

47. The Shepard Davern Plan wants to create and preserve a quality and character for whole area. Our real concern is that you are sending a Mason Dixon line down the middle of the corridor while we are trying to tie it all together again.
- Side running LRT can be helpful to some streets. When it is not present, nothing but a sidewalk is evident. In other circumstances, it may make more sense to run transit lanes down the middle of the street. [slides of downtown Portland and Stadium station} At Portland's stadium, folks wanted it in the middle of the street, even though it was not a solution that the engineers favored.
48. Could that be built on West Seventh?
- That street is about the same width. No property was taken.
49. From Randolph to Downtown, there are only businesses that cannot survive without on-street parking.
- You can expect to lose parking at stations, but could keep it between.
50. Transit will drive businesses away after generations of striving. A family grocery that has been there for a hundred years is closing this week.
- In order to succeed, transit needs to support retail and other businesses, not destroy them, so it is a high priority to find ways not to damage businesses.
51. In St. Paul, we endure snow and ice for several months.
- If you design large, enclosed shelters, then platforms do get big; but if small platforms and hospitable shelters are the criteria, then those are the design challenges that we shall engage.
52. Look at transit stations downtown. They are huge and cost thousands. What's so beautiful about the river; we can't even see it.
- Weather does affect design, and is clearly a challenge to be addressed.
53. Please address costs next time.
- Be clear about apparent cost vs. overall costs and benefits, compared with the apparent costs of driving. Those who drive may be aware of the out-of-pocket costs involved, yet ignore the enormous hidden subsidies, especially for those who drive during peak hours. Fare-box returns typically provide a third of operating costs, but compare this to the costs of providing additional freeway lanes, paying the health costs attributable to atmospheric pollution by automobiles, and all the other costs. In order to understand the real cost of a transit project, one must look at the whole picture. Communities generally decide that transit is worthwhile in terms of its contribution to the overall profitability and livability of the area served.

Summary

Key points made: You have a plan. Read it and use it. Make sure that access through your community remains good. Don't accept parking in your neighborhood. Transit is not only about linking A and B.

We will return with some preliminary ideas, and share what is happening along other segments of the alignment. There is new interest downtown in connecting to institutions and parks.

Meeting Four
Phalen Corridor
Metropolitan State University
June 9, 1999, 7:30 am

Introduction by Kathy DeSpiegelaere, RCRRA
Overview of alignments by Myrna Valdez, PB
Slide presentation on *Transit in Communities* relative to Phalen corridor by Greg Baldwin, ZGF

Questions and comments by participants, who numbered six, exclusive of consultants, City and County staff.

Comments and Questions

54. How have things in Portland changed since LRT became established?
- Downtown was in a bad way, losing out to the suburbs in the 70s. Since then, things have improved immeasurably. None of this is ascribed to transit, but transit has always been a part of each improvement. Portland was committed to freeway construction, but downtown was at an impasse. We canceled a freeway project and built a park instead. As the downtown has grown as part of a regional strategy, retail has recovered and downtown employment has doubled. Development of contingent relationships has been a critical part of how that prudent city has moved forward. For example, we knew that the downtown retail market was limited, but required every new office building to have retail around its base. Developers became very inventive and effective in finding good retail tenants for their space. Downtown businesses levied a tax on themselves to manage construction of LRT in downtown. They took responsibility for protecting their market and their marketplace, making it a safer and cleaner place. After substantial recent growth in the metropolitan area, pressures mount on the downtown, and there is concern that downtown businesses may not have the resolve that led their predecessors to effect such a change. Housing is the third element.
55. There is a general recognition that the potential of transit has not been recognized in St. Paul. The legislature has never recognized its value. Currently supported largely on property taxes.
- The first Portland LRT project depended heavily on federal freeway transfer funding. The second used a diversity of unlikely local sources to leverage federal dollars. This collateral relationship is typical of how things have been done in Portland. Westside was funded with an 80% federal match to local property tax dollars. A recent effort lost vote for property tax match, based on an ill-conceived statewide vote. The latest is a streetcar, built by a private entity created for that purpose. It is much less expensive than LRT; \$52 million for a five mile track, inclusive of rolling stock etc.

56. How does Portland's fare-box shortfall get paid?
- Through a head tax, federal moneys, advertising revenues etc.
57. A better transit system for St. Paul would be more widely accessible. Strong feeling exists indicating that this part of town needs links to surrounding job markets. Success of the Phalen initiative will depend on giving access to it from other city regions.
58. It is important to grow the Metro State campus, and focus growth on this side of the river.
59. Brown Institute recently established on The Heights, and that small campus needs transit.
- Students are consistently good supporters of transit. We increasingly see a need for institutions to become more firmly linked together. This is where HUD and others become interested investors - a good way to broaden the funding base.
60. Federal substitution funding can be spent on campus connections. This area has historically been left out of transportation investment projects.
- Support of an external community is often an effective means of making the connection between institutions and community.
61. Phalen corridor is important as a transportation corridor, and connections to Seventh Street are particularly important. How might the current situation be improved?
- (Alan Lovejoy) A diagonal road using the corridor (which belongs in part to the county) from the freeway interchange to the Phalen buildings would not serve through trips, but would help circulation internal to the community and connect to the regional system, giving some relief to Seventh Street.
62. What has LRT done for Portland population other than downtown white-collar workers? Other than airport and Mall of Americas users, whom would it help here?
- It will be limited in its contribution, but recognize that more than half of Portland's ridership is making trips which are not work related. The first 15-mile segment of LRT in Portland was through blue-collar neighborhoods.
63. Is PRT (personal rapid transit) an option? Some support from Commissioners is evident.
- (Kathy) We will study the possibility of this mode as part of our effort.

Meeting Five
Lowertown
Galtier Plaza
June 9, 1999, 6:00 PM

Introduction by Kathy DeSpiegelaere, RCRR

Overview of Alignments & Technologies by Myrna Valdez, PB
Slide presentation on *Transit in Communities* relevant to Lowertown by Greg Baldwin, ZGF

Questions and comments by participants, who numbered 18, exclusive of consultants, City and County staff.

Greg Baldwin explained that it might be useful to begin the discussion with a conversation about the Lowertown streets that are being considered as routes for this transit line. Typical street sections have 2-3 lanes of traffic, parking on one or both sides, sidewalks of 12' to 15' width. How can one introduce transit to such a street without detracting from its usefulness? Add trees, a building frontage zone, transit loading areas, and there is arguably a need for wider sidewalks to maintain an appropriately wide through zone. Shelters to keep riders warm in the winter also demand wider sidewalks.

One solution would be to add transit onto the curb lanes with two traffic lanes in opposite directions. Another might be one-way transit with three lanes of general traffic, and limited on-street parking; this would be half of a couplet. A third possibility is to put two way transit on one side of the street, with one-way general traffic.

Tell me about what makes a good street for you?

Comments and Questions

64. Would transit lanes be shared with light rail or buses, or must they have exclusive lanes?
- Mixed use works for short distances. Speed advantage favors exclusive lanes.
65. A good street is a busy one. Couplets can be confusing to strangers. Chicago is looking at heavy rail; perhaps because of some other agenda. But when you add transit to a busy street are you eroding safety? What is the proven safety record?
- Portland blocks are only 200' long, so trains cannot begin breaking from 15-mph downtown running speed until 100' from stop. In an emergency, can stop even faster. A single 200' block separates the Portland couplet. Denver 16th Street Mall operates with two way buses.
66. Are Portland's downtown streets all the same width?
- No, N-S streets are typically 80' wide, E-W streets are 60'
67. St. Louis system makes use of rail rights-of-way. Can this be mixed with street running where most people are? Why use the rail alignment south of West Seventh?
- Good question, and one that is being investigated.
68. We accommodate people in cars from other places in our downtown. Don't like our streets being used as driveways from suburbs to Dayton's or to Lawson Commons. There are 5000 people living downtown now, and our streets should serve these residents first.

- Perhaps the real issue is how efficiently can the streets be used to address the needs of all users. Look at the area of downtown used for streets, say 40%. If there was no transit, build-out would probably be at a floor area ratio (FAR) of 4:1, then parking structures (accommodating three spaces for each 1000 SF office space) would occupy as much space as offices; FAR 2:1 for each. If 50% transit patronage were achieved for downtown workers (e.g. Portland), then only one parking space would be needed per 1000 SF office. This enables development capacity to rise to FAR 6:1; tripling the office space for the same FAR 2:1 parking provision.
69. How could 5th and 6th accommodate LRT as well as buses? Seem to be at capacity now in rush hour. How LRT integrates with the bus system is important.
- We need to look for greater efficiencies in the ways in which those streets are used. In Europe, buses increasingly share LRT lanes, for example, where they were once invariably exclusive. Portland Transit Mall appeared to be at capacity with its buses and general traffic. But we investigated how south-north light rail vehicles could share the same right of way without changing the curb lines. We looked at buses leap-frogging between stops at every third block, allowing them to run on LRT lanes. Discontinuous general traffic at blocks where LRT stops. Capacity of the system was carefully modeled, and works with three-minute headways.
70. Why not elevate where you need to?
- Because it gets in the way of other street functions, is expensive, conflicts with skyways, and creates blockages of street spaces.
 - St. Paul had a referendum on an elevated 'People Mover' in 1980 and overwhelmingly rejected it.
71. But why keep pushing a Portland system on us? This is the wrong alignment anyway. We have a bad urban sprawl problem. That is illegal in Portland OR, which makes it irrelevant to St. Paul. Portland is an artificial place because of its form of government. Portland sidewalks are too wide. (Etc.).
- You have a lot of misinformation.
72. In Downtown Denver, Milwaukee, and elsewhere, investments have been made to welcome the pedestrian, and there, transit feels first class. Those investments invite visitors to play there as well as accommodating workers. We have great potential for that here, and have begun some efforts, but much more should be done.
- These are investments in special places, and are appropriate.
73. (Wei Ming Lu) We have worked for many years to make this part of St. Paul work better. We have wanted transit of this sort for a long time. Think about how this might also relate to the Midway Corridor, as well as the airport. The conclusion in the MC study was to use 4th Street, so find out why, it may be relevant. How will the skyway system, Depot, and other features work with transit? We have also been working with Swede Hollow and Dayton's Bluff. It may not be wise to put rail back there. Respect what the neighborhoods are trying to do. It would be wiser to leave the natural corridor alone, but use instead a route that serves Metro State University and the huge number of state workers at Lafayette.

- Those are all-important considerations, and will certainly be examined as we move forward. Connections to cultural facilities such as the University are particularly important.
74. Would like to not preclude a future connection to the Midway LRT.
75. In the study of LRT, which was done a decade ago, the worse feature was the high platforms, which just would not fit our streets. That all changes with low platform trains.
- Agree.
76. Think about how much downtown has changed in office development, new housing, and now added cultural attractions - all in the past ten years, so there are many new opportunities, which the last LRT study did not address.
- Clearly.
77. Talk more about one-way vs. two-way transit on a single street.
- A couplet is very different from a single transit street, not only in its function, but also in how it appears as a feature of the City. Consider the 16th Street mall in Denver; a distinctive street with a distinctive culture. Very different from the 5th and 6th Street couplet here.
78. The Science Museum is interested in an alignment on the south side of downtown. How much sidewalk width is needed if you add light rail?
- If you have a bus system in downtown, sidewalks need about 5' for people to move laterally near loading doors. This suggests about 18' width. LRT typically has several doors for simultaneous loading, so milling area is reduced and a narrower sidewalk can be sufficient.
79. Was Kellogg considered?
- Yes, 42 downtown alignment alternatives have been evaluated, and Kellogg featured in a number of them.
80. Use Kellogg at west, and use 4th at east of downtown to serve the Science Museum, but also the core. The County is now considering making the West Center into a private building to capitalize on the river. The jail will move elsewhere one day. Increasing density along the river should be anticipated.
- What is the value of a transit system that takes riders to 'the third place'?
81. Historically, streetcars went to parks and open spaces. We should learn from that. We have the new bridge with wide sidewalks, lookouts, and other people-friendly features to make it attractive. Transit arguments need to address this. 4th and 5th or 6th do not rate very high in capturing the vibrancy of the community. There will be dining, theater, etc. near the river.
82. When we looked at the Riverview Corridor, we suggested that you should stay along the bluff to the Depot, but were told that it would miss the '100% corner' in the heart of the city between 5th and 6th.
83. Last week Public Works discussed a redesign of Kellogg. No one was thinking about transit.

- Correct; so much is going on at River Centre and the Science Museum that transit capability must be considered.

84. Would like to see land uses on the maps, amenities, resources, so that the public can better react to how the alignments/stations affect them.

Summary

Think about how all this will fit and make a special place. There are many solutions other than Portland to look at. Today we have begun a dialogue that will continue, as more is understood about the best way to route and design for Riverside transit.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

3

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere

Authorized Signature

June 14, 1999

Date

Board Action Requested

Authorize staff to negotiate a contract with Metro Transit for project management services for the Riverview, Central and commuter rail corridors.

ACTION IS REQUESTED

Request Justification

See attached information.

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

June 22, 1999

Board Date

Kristine A. Longhenry
Signature

6-14-99

Date

FUNDING TO BE DETERMINED
WHEN CONTRACT RETURNS TO
REG. RAIL BOARD.

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: _____ No: _____

WHEREAS, Ramsey County Regional Railroad Authority adopted on February 23, 1999 a position that its preferred corridors for transit in the county were:

Riverview, connecting the Lower East Side, downtown St. Paul to the airport and jointly with Hiawatha to the Mall of America;

Central, connecting downtown St. Paul and Minneapolis;

Hennepin/Ramsey Commuter rail Connector, connecting to the Northstar and Red Rock Corridors, between downtown St. Paul and Minneapolis; and

WHEREAS, Although engineering and planning consulting services will be used for the majority of the work to be conducted in these corridors; and

WHEREAS, Additional staff services will be needed by Ramsey County Regional Railroad Authority to progress work in the three corridors in the areas of project manager, procurement, contracts, grant management, budget/accounting, legal, risk management, community education, legislative, public information and administrative support; Now, Therefore, Be It

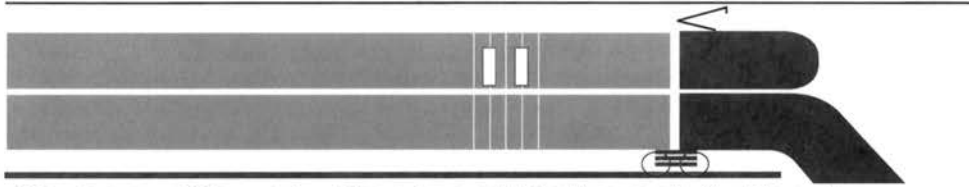
RESOLVED, That Ramsey County Regional Railroad Authority's Director is authorized to negotiate a contract with Metro Transit for the provision of project management services for the three projects; and Be It Further

RESOLVED, That the contract will be returned to Ramsey County Regional Railroad Authority for its approval.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY	YEA	NAY	OTHER
Tony Bennett	_____	_____	_____
Dino Guerin	_____	_____	_____
Susan M. Haigh	_____	_____	_____
Rafael E. Ortega	_____	_____	_____
Victoria Reinhardt	_____	_____	_____
Janice Rettman	_____	_____	_____
Jan Wiessner	_____	_____	_____

Tony Bennett, Chairman

By: _____
Rafael E. Ortega, Secretary



Ramsey County Regional Railroad Authority

665 Ramsey County Government Center-West, 50 West Kellogg Boulevard
St. Paul, Minnesota 55102 (651) 266-2760 / FAX (651) 266-2761

Memorandum

To: Ramsey County Regional Railroad Authority Commissioners
Paul Kirkwold, Interim County Manager

From: Kathryn DeSpiegelaere *KD*

Subject: Staff Needs for Railroad Authority Work

Date: June 12, 1999

At the June 22 Ramsey County Regional Railroad Authority (RCRRA) meeting, you will be considering a resolution relating to staff needs of the Regional Railroad Authority and contracting with Metro Transit.

The proposed resolution authorizes staff to develop the contract which will be returned to you for discussion and approval.

Staff needs for the Railroad Authority work on the Riverview, Central, and commuter rail corridor, as well as needs on other projects, including the Rush Line, Red Rock Corridor, Joint Powers Board, Welfare to Work Transportation, right of way acquisition and maintenance are increasing. The current staff complement is one FTE Director, 1/2 FTE Administrative Assistant, and .4 FTE right of way specialist. An additional FTE planner was authorized in December, 1998 but the position hasn't been filled because of budget constraints.

The Minnesota Department of Transportation and Metropolitan Council have agreed to make up to \$9 million in federal funds available to RCRRA in the next two years for transit projects in three corridors:

- o Riverview
- o Central

- o Downtown to downtown commuter rail -- Hennepin/Ramsey Connector

In order to undertake planning and engineering work on these projects, staff is needed for project management, grant management, budgeting and accounting, legal, risk management, community education, legislative, public information and administrative support.

RCRRA has no employees of its own. The contract to be developed with Metro Transit will allow for a project manager to be hired by Metro Transit and loaned to RCRRA to manage the three projects, Riverview, Central and Commuter rail. The person to be hired is not on the staff complement currently. The person to be hired will have rail experience. The salary is not known at this time but would be developed as part of the recruitment process. RCRRA would pay salary, benefits and an overhead factor to Metro Transit, just as RCRRA does for its current employees on loan from the Ramsey County Public Works Department.

Although a consulting engineering firm will be hired for the projects, it is necessary to have staff to handle some of the project management and related activities listed in order to safeguard the RCRRA's interests.

A project manager loaned to RCRRA from Metro Transit offers many benefits to RCRRA and to Metro Transit. They include:

- o Metro Transit is the operator of bus systems and will operate rail systems. Having their expertise in at early stages of work and continuing work is beneficial to the ultimate operation of the system.
- o The approach is regional, not parochial. It allows RCRRA to operate with the regional perspective it has advocated.
- o Metro Transit, because it is the region's transit agency, can attract a broader range of candidates for this position than RCRRA. Transportation project managers are in short supply nationally because of the many transportation projects being designed and constructed.

o Government needs to seek new ways of doing business to be efficient and effective. The contracting for staff approach is entrepreneurial for both RCRRA and Metro Transit.

There are additional staff needs and project budgets that will be developed as the projects are better formulated. The hiring of a project manager is an initial step. Completing requests for proposals for the new projects is another step. The complete package of information needs to be developed incrementally.

Recommendation:

Consider the resolution attached.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

4

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere

Authorized Signature

June 14, 1999

Date

Board Action Requested

Authorize staff to develop request for proposals for Central Corridor from downtown St. Paul to downtown Minneapolis and Hennepin/Ramsey Commuter Rail Corridor from downtown St. Paul to downtown Minneapolis.

ACTION IS REQUESTED

Request Justification

See attached information.

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

June 22, 1999

Board Date

Kristine A. Longhenry

Signature

6-14-99

Date

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: _____ No: _____

WHEREAS, On February 23, 1999, the Ramsey County Regional Railroad Authority adopted a position that the regional master plan must include the core triangle of Hiawatha, Riverview and Central Corridors and a minimum of three major transit corridors in Ramsey County:

Riverview Corridor
Central Corridor
Commuter Corridor, Elk River to St. Paul (Hennepin/Ramsey portion); and

WHEREAS, A Major Investment Study is being conducted on the Riverview Transit Corridor; and

WHEREAS, Funding has been committed for work in Ramsey County transit corridors by the Metropolitan Council and Minnesota Department of Transportation; Now, Therefore Be It

RESOLVED, That staff is authorized to develop requests for proposals for continuing work on transit improvements in the Central and Hennepin/Ramsey Commuter Rail Corridors.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY	YEA	NAY	OTHER
Tony Bennett	_____	_____	_____
Dino Guerin	_____	_____	_____
Susan M. Haigh	_____	_____	_____
Rafael E. Ortega	_____	_____	_____
Victoria Reinhardt	_____	_____	_____
Janice Rettman	_____	_____	_____
Jan Wiessner	_____	_____	_____

Tony Bennett, Chairman

By: _____
Rafael E. Ortega, Secretary

RIVERVIEW CORRIDOR STATION AREA MEETINGS THEMES
FROM THOSE WHO ATTENDED

- 1. Any change needs to preserve and enhance local character**
- 2. Identify the problem – response was that problems may not be the issue**
- 3. There are outspoken supporters and detractors of transit improvements in the corridor**
- 4. There continues to be a lack of understanding about what was discussed at the meetings – vision, transit, leveraging investments – we need to continue to provide information in various ways**
- 5. A transit investment should fit into a regional strategy. There is a sense that a regional strategy isn't in place**

- 6. The Riverview Corridor transit improvements should connect to other communities and corridors and should be placed into the context of other plans**
- 7. There is belief that the Rail Authority has already made up its mind that light rail transit will be built in the Riverview Corridor**
- 8. Who will this transit investment serve and how will it serve them? An underlying fear is that transit improvements may be designed to serve people who don't live in the Riverview Corridor**
- 9. There is concern about issues such as park/ride, parking for business customers, river crossing, cost**

REQUEST FOR PROPOSALS

CENTRAL CORRIDOR

Downtown Minneapolis to Downtown St. Paul

RFP to examine I-94 and University Avenue for LRT, bus or busway

**Work to build upon the many previous Central Corridor studies and
engineering work**

RFP to be returned to Rail Authority for approval before it is issued

REQUEST FOR PROPOSALS

COMMUTER RAIL CORRIDOR

Downtown Minneapolis to Downtown St. Paul

**RFP to examine BN alignment and CP Rail (Short Line alignment) for
commuter rail**

Work to build upon commuter rail study conducted by Mn/DOT

RFP to be returned to Rail Authority for approval before it is issued

REQUEST FOR PROPOSALS

COMMUTER RAIL CORRIDOR

Downtown Minneapolis to Downtown St. Paul

**RFP to examine BN alignment and CP Rail (Short Line alignment) for
commuter rail**

Work to build upon commuter rail study conducted by Mn/DOT

RFP to be returned to Rail Authority for approval before it is issued

Staff Needs for Railroad Authority Work

**Up to \$9 million in federal funds available for work on transit corridors in
Ramsey County**

Riverview, Central, Hennepin/Ramsey Commuter Rail Connector

Proposal: Develop contract with Metro Transit for project manager position to manage the consultant contracts needed for engineering work

Next Step: Return contract to Rail Authority for approval when it is developed

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

5

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

[Signature]
Authorized Signature

6/1/99
Date

Board Action Requested

Comprehensive Transportation and Transit Plan.

ACTION IS REQUESTED

Request Justification

See attached information.

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

June 22, 1999

Board Date

Kristine A. Longhenry
Signature

June 1, 1999
Date

RAMSEY COUNTY

1999 – 2020

COMPREHENSIVE TRANSPORTATION PLAN

ISSUE PAPER

LAND USE

Define issue and how it relates to the vision:

Ramsey County has a limited role in land use issues. This is therefore an issue of coordination rather than of jurisdiction for the County. Land use decisions impact the County system of roadways. Given that the County does not have jurisdiction over land use, it is especially important for Ramsey County to work with municipalities within the County, sharing information and reviewing new development and redevelopment projects.

The County vision proposes that regional land use patterns need to reflect and respect community identities, economic, and social needs; that all decision making will consider the greater good of the residents of the community and Ramsey County, yet minimize the adverse effects of those decisions on neighboring communities; that local land use plans should strive to be consistent with this vision for the County and with each other.

The County vision supports high quality maintenance of the infrastructure in the region, and managing demand for more highways by encouraging appropriate development patterns. The County thoroughfare vision states that all County roadways will be restricted to a design maximum of four travel lanes, and that the roadway design will increase street capacity by obtaining the maximum level of service from the existing highway system while minimizing the impact these facilities have on the social and physical environment.

The County vision supports a comprehensive review process which will provide for coordination, oversight, and mediation of land use planning, ensuring consistency and concern for all stakeholders in both public and private sectors.

The County vision supports a routine review process of land use plans by agencies with authority to make and enforce decisions in order to minimize fragmentation. These

agencies would coordinate and expedite the plans that ensure land is used in concert with the values of the whole community as well as individual and community interests.

Existing conditions of issue:

The demographic overview (Appendix X, Group A) provides information on the growth of Ramsey County. As demonstrated by this material, the population of Ramsey County is expected to increase eleven percent by 2020; the smallest rate of growth in the seven county metropolitan area.

The development and economic overview (Appendix X, Group B) provides information on jobs and employment trends in Ramsey County. According to 2020 employment projections, the number of employed people in Ramsey County will continue to increase.

The existing and future land use maps (Appendix X, Group C) illustrate why Ramsey County is considered fully developed, and explain why it is generally necessary for municipalities to pursue redevelopment rather than new development.

Although Ramsey County has limited control over land use decisions, the County provides and maintains a system of minor arterial roadways within the County. Minor arterials are high volume roadways that provide a link between trunk highways and local routes, emphasizing mobility rather than land access. The County road system absorbs the majority of the impact created by increased traffic volumes which accompanies growth and redevelopment. Communities should strive to develop access plans that provide adequate access without compromising the integrity of the roadway system. For example, multiple driveways onto a roadway may be beneficial to a particular development, but they are not beneficial to the community as a whole because excessive land access restricts the mobility of a roadway.

Expectations based on current trends:

According to the Metropolitan Council, almost 650,000 new residents, almost 350,000 new households, and about 400,000 new jobs are projected in the region by 2020. Because little roadway expansion is planned, this growth will have a significant impact on the transportation system. This constraint in the movement of goods and people could result in lost economic productivity, higher overall cost of doing business, and decreased regional competitiveness in the world economy.

Between 1970 and 1990, the number of the region's households that have 2 or more cars almost tripled. There were 600,000 more licensed drivers in 1990 than in 1970, while the population only grew by 414,00. By 1990, there were more work commuters traveling suburb to suburb rather than suburb to city.

These Metropolitan Council figures point to a transportation system facing increasing traffic and congestion, with little highway expansion planned to alleviate the problem. As a result, minor arterials will serve an important function as traffic is diverted from state principal arterial highways onto the County minor arterial system.

Expanding transit services and utilizing congestion-reduction techniques such as travel demand management (TDM), travel system management (TSM) and access management will help alleviate demand on the existing metropolitan highway system and on the County roadway system. Reducing traffic and congestion is vital to maintain the economic productivity of both the County and the region.

According to the Metropolitan Council, LRT and commuter rail have the potential to improve transit services available to residents in fully developed areas. In addition, mass transit can help assure continued long-term access to primary economic centers, and can be used as a land use tool to guide development along corridors where mass transit is implemented. Studies in the Twin Cities area have shown that if ten percent of its projected growth over a twenty year period were to locate around rail transit stations, thirty thousand jobs and twenty-three thousand households would be channeled around rail transit stations.

Transportation and land use planning should be linked to ensure development designs that are favorable to transit options. Within its authorities, Ramsey County will: (1) encourage compact development that will provide a mix of housing, jobs and services within easy walking distance, (2) cluster jobs and commerce, and (3) design developments to accommodate walking, biking or transit use. Linking transportation and land use planning will help provide a balance between the automobile and alternate forms of transportation.

Due to the relationship between land use and transportation, Ramsey County and the municipalities should plan for future growth and transportation needs together.

What needs to be done to influence the future and change the expectations?

Improve cooperation between the County and municipalities for sharing responsibility for the delivery of services. For example, the County and municipalities should work more closely together on right of way and access management issues.

The County should study municipal land use plans to review economic growth and redevelopment areas identified by the municipality to better coordinate access management and major trip generators.

The above efforts will increase the efficiency and capacity of the County roadway system through coordinated development. Coordinated development will reduce the trend to increase the capacity of the County roadway system by adding thru lanes.

What role does the County play in this issue?

Land use density is directly related to an area's transportation needs. Given that the County does not have land use jurisdiction, it is important for the County to work with municipalities in reviewing new development and redevelopment projects. Within its authorities, Ramsey County should review site designs to ensure that provisions are

implemented for travel demand management (TDM), travel system management (TSM), access management, pedestrians, bicycles and transit.

The County should partner with municipalities on maintaining the functional integrity of roadways. Permitting officials in Ramsey County should establish contacts with municipal staff to insure early involvement with access location decisions.

The County should provide a forum of County, state and municipal staff, held on a regular basis, to discuss land use issues and their affect on the County system of roadways.

What policy should be in place regarding this issue to make the County play the role it should play?

A policy supporting County involvement in the development and review of municipal plans.

A policy mitigating road system impact through access management partnerships with municipalities through a strategy of balanced land use and transportation that ensures both economic viability and community values are considered.

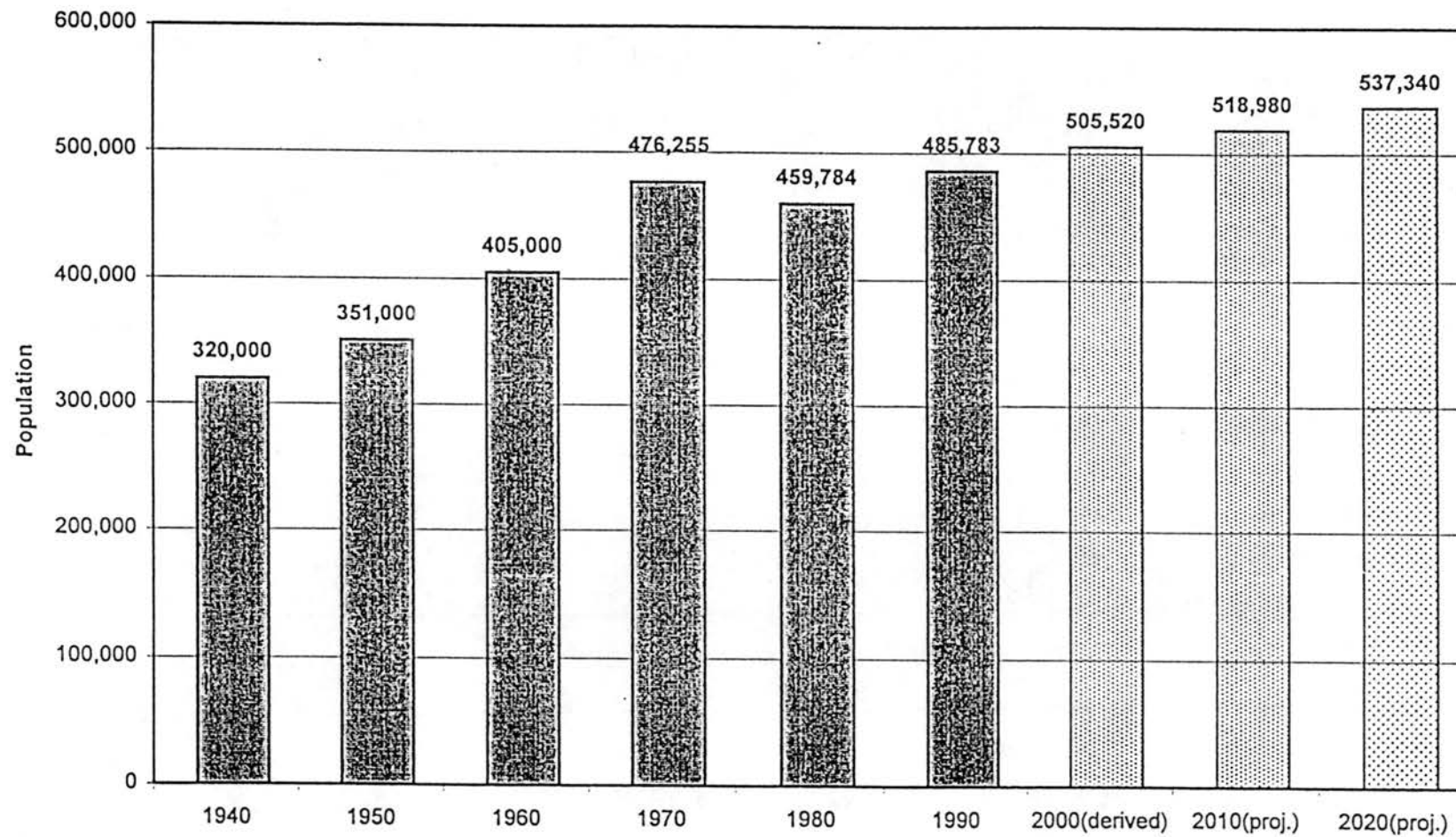
A policy mitigating road system impact through a strategy of balanced land use and transportation.

A policy ensuring that provisions will be implemented in new development or redevelopment site designs for travel demand management (TDM), travel system management (TSM), access management, pedestrians, bicycles and transit.

APPENDIX – X

GROUP - A

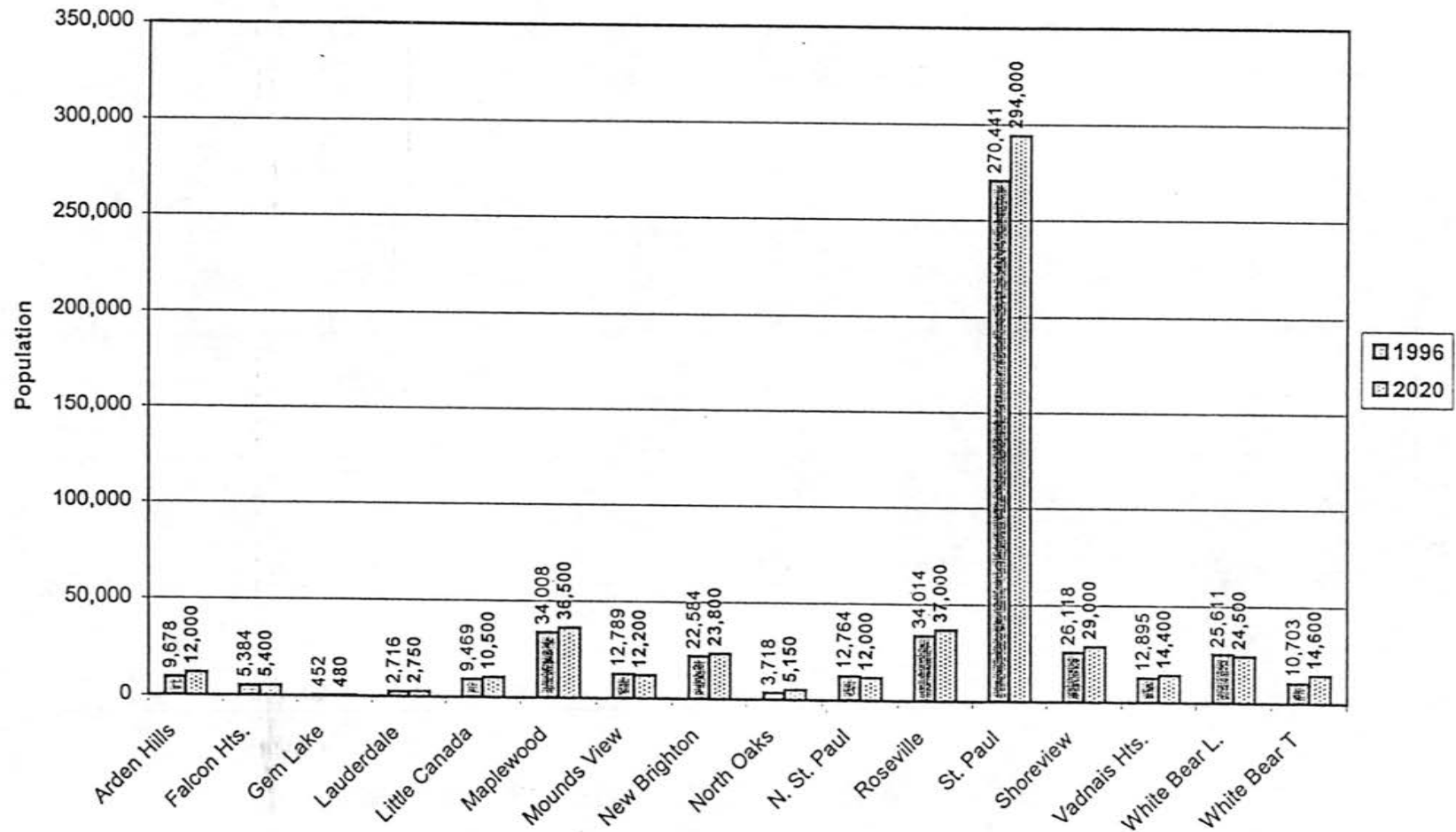
RAMSEY COUNTY POPULATION GROWTH BY DECADE



Source: Metropolitan Council

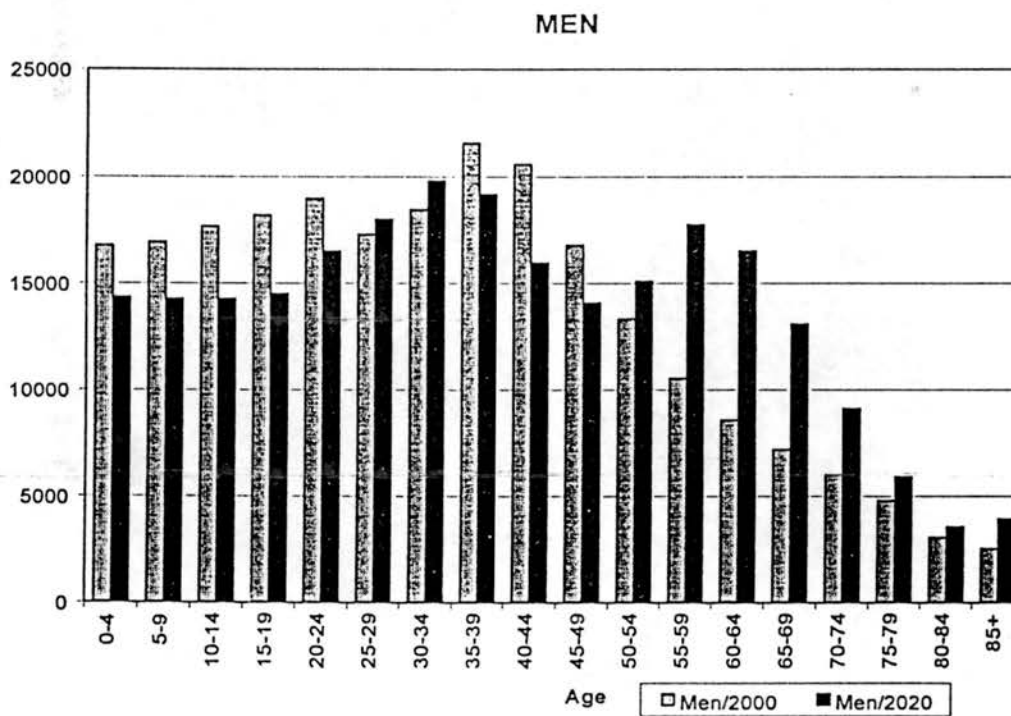
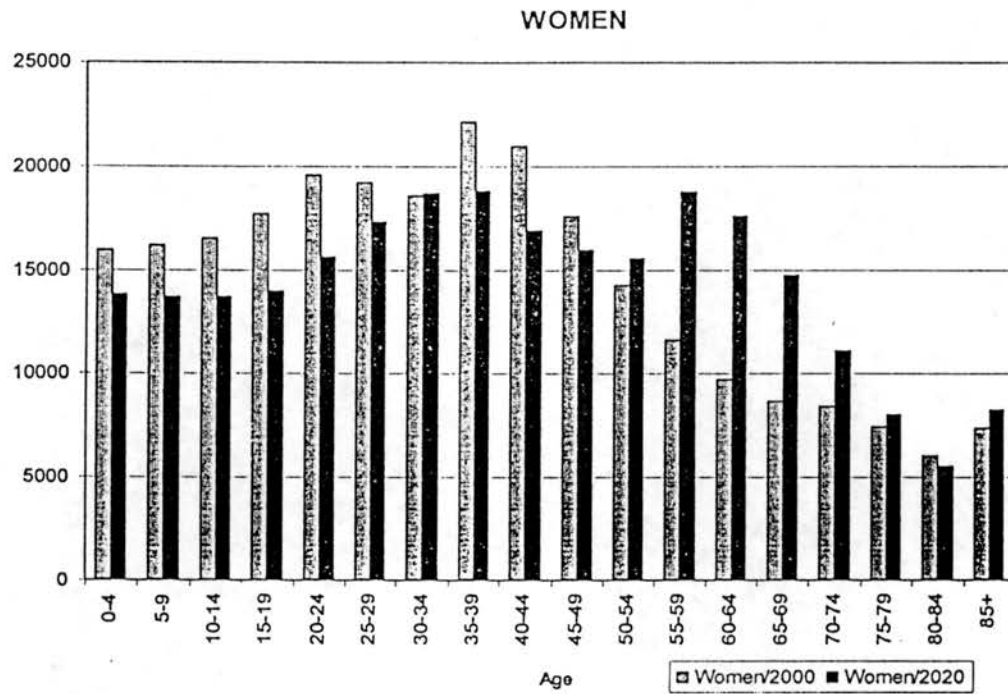
6

RAMSEY COUNTY 2020 FORECASTED POPULATION CHANGE BY CITY



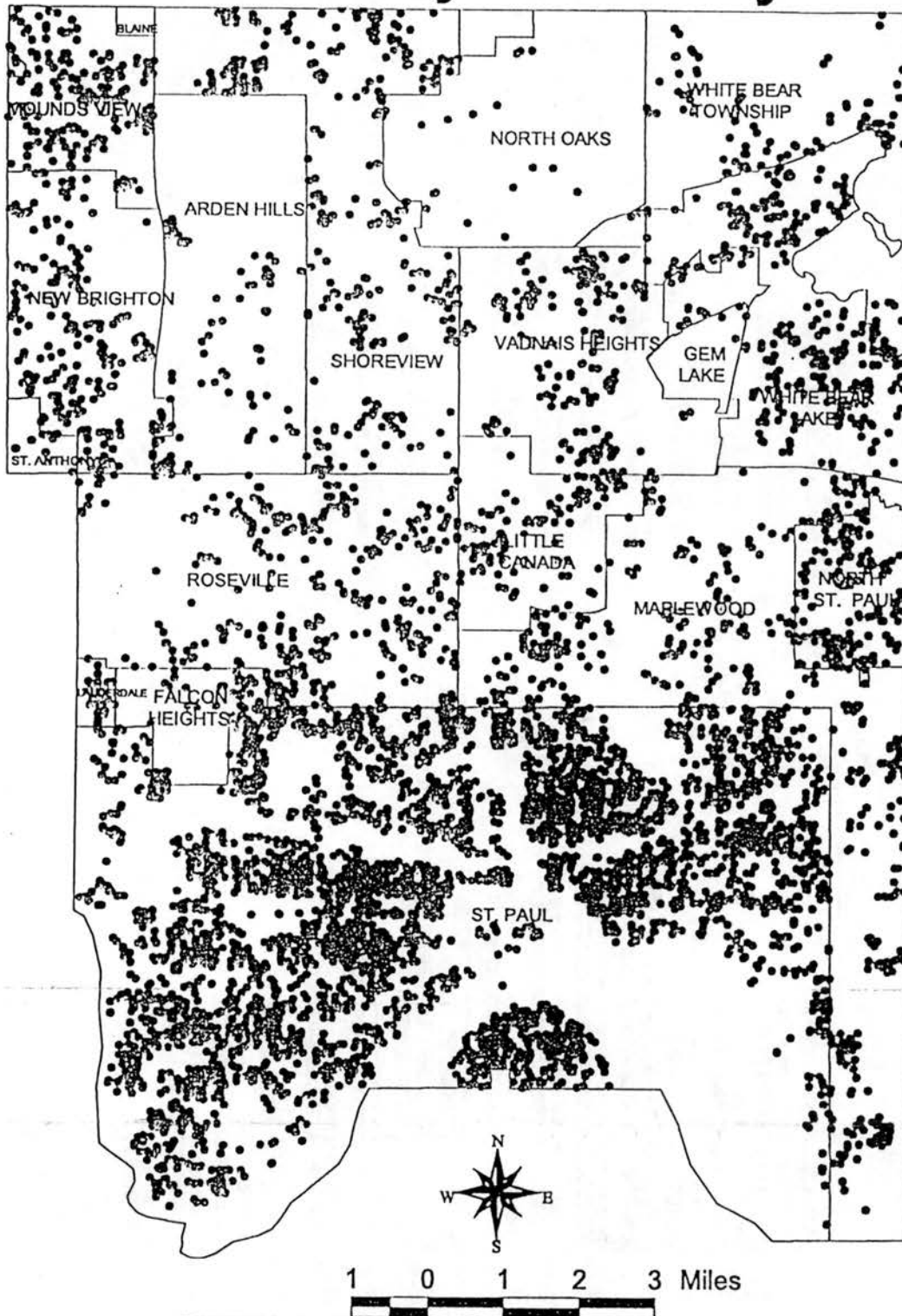
Sources: Census Bureau 1996 Population Estimates // Metropolitan Council 2020 Population Forecasts

AGE DISTRIBUTION IN RAMSEY COUNTY



Source: State Demographic Center at Minnesota Planning/May 1998

1995 Births Ramsey County



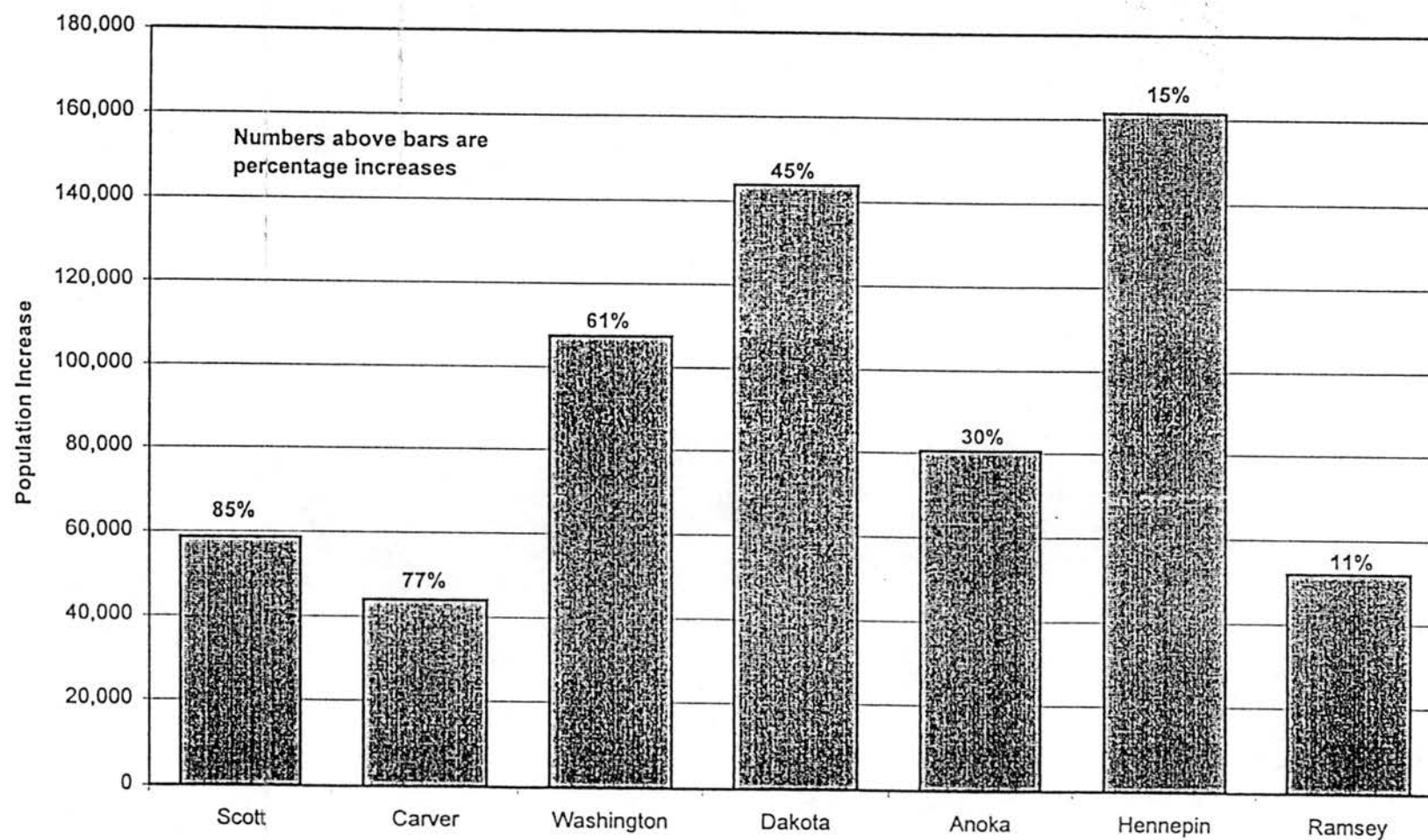
CITY	BIRTHS
● ARDEN HILLS	91
● FALCON HEIGHTS	96
● GEM LAKE	4
● LAUDERDALE	33
● LITTLE CANADA	135
● MAPLEWOOD	408
● MOUNDS VIEW	206
● NEW BRIGHTON	259
● NORTH OAKS	18
● NORTH ST. PAUL	156

CITY	BIRTHS
● ROSEVILLE	371
● SHOREVIEW	303
● SPRING LAKE PARK	3
● ST. ANTHONY	13
● ST. PAUL	4561
● VADNAIS HEIGHTS	180
● WHITE BEAR LAKE	292
● WHITE BEAR TOWNSHIP	139

Source: Ramsey County Public Health
Prepared By: Ramsey County GIS

□ Ramsey County Cities

7 COUNTY METROPOLITAN AREA 1995 TO 2020 POPULATION INCREASE

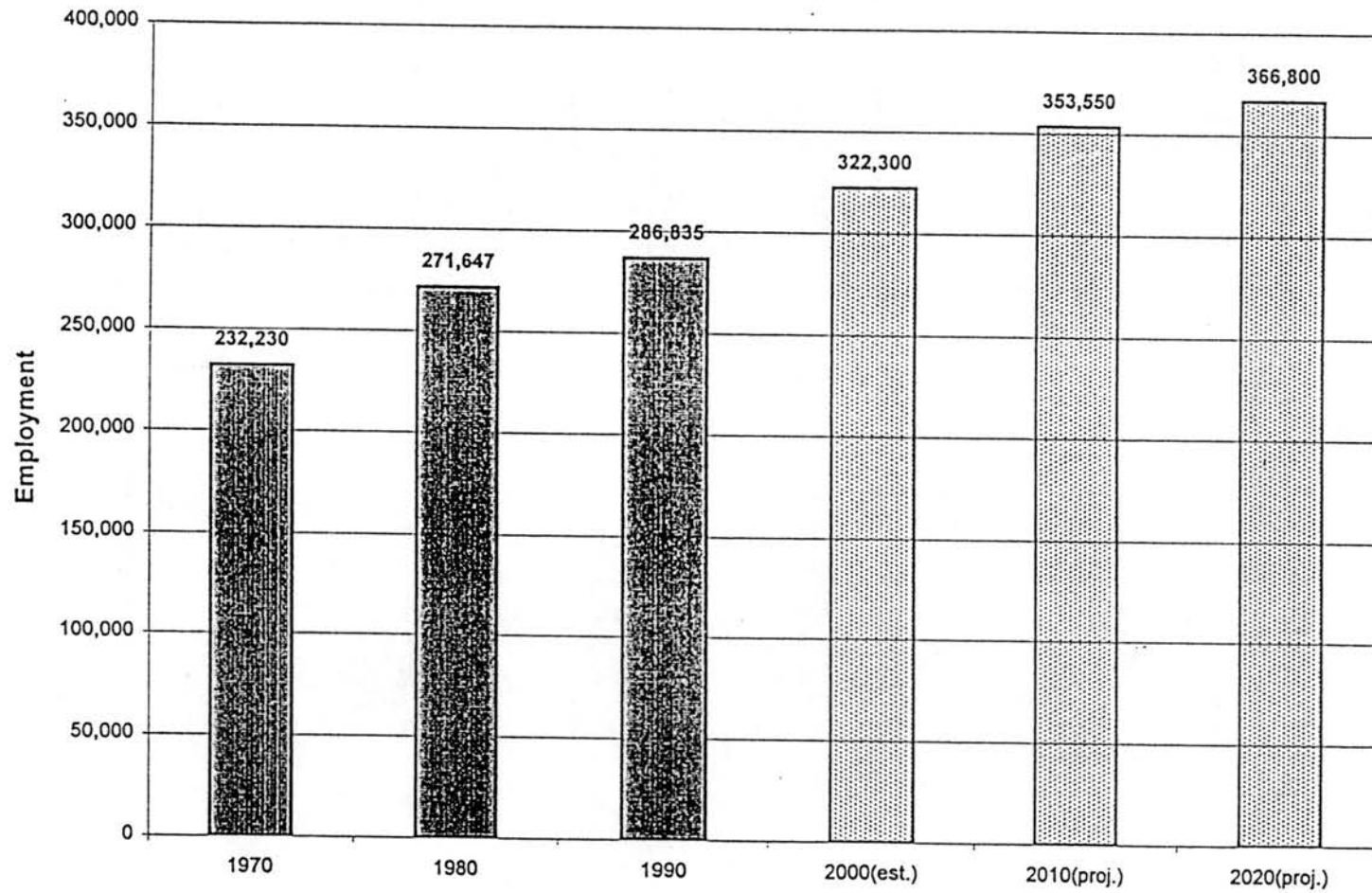


Source: Metropolitan Council

APPENDIX – X

GROUP - B

RAMSEY COUNTY EMPLOYMENT TRENDS



Source: Metropolitan Council

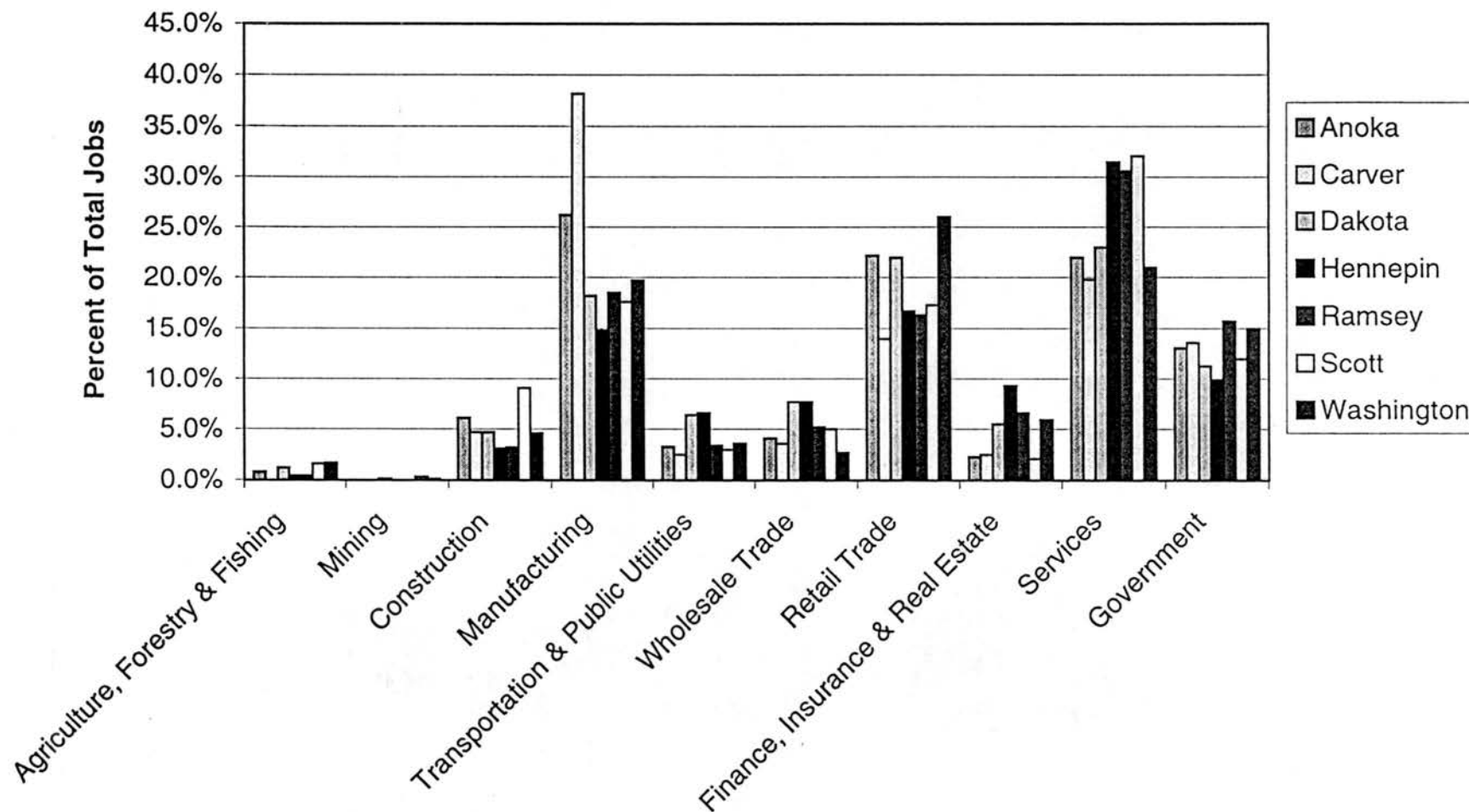
RAMSEY COUNTY EMPLOYEES BY INDUSTRY

Employees By Industry	1990	1997	Increase	Growth %
Agriculture, Forestry and Fishing	943*	1,151	208*	22.1%*
Mining	nd	18	nd	nd
Construction	9,520	10,182	662	6.9%
Manufacturing	72,444	58,791	-13,653	-18.8%
Transportation/Public Utilities	10,302	10,831	529	5.1%
Wholesale Trade	12,112	16,572	4,460	36.8%
Retail Trade	49,745	51,772	2,027	4.1%
Finance, Insurance, Real Estate	18,901	21,055	2,154	11.4%
Services	75,662	97,240	21,578	28.5%
Government	43,958	49,956	5,998	13.6%
TOTAL	293,587	317,568	23,981	8.2%

*1990 mining numbers were nondisclosable as one firm had 80% or more of the employment in the industry. Therefore, these numbers are slightly high as 1990 mining numbers were added to this category to mask the identity of that firm.

**Source: Research and Statistics Office
Minnesota Department of Economic Security**

1997 JOBS BY INDUSTRY



Source: Research and Statistics Office of the Minnesota Department of Economic Security

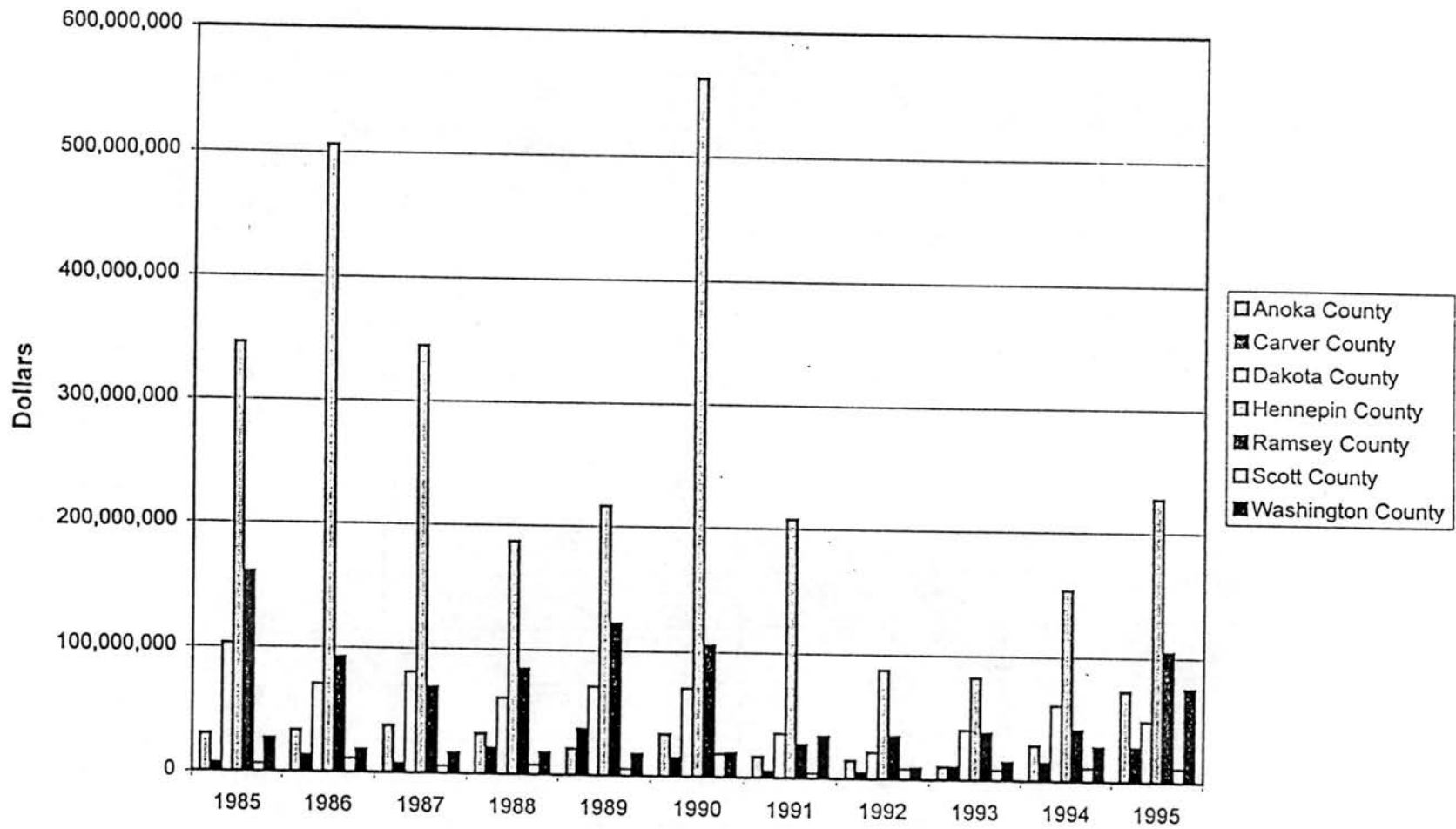
RAMSEY COUNTY LARGEST EMPLOYERS

COMPANY	CITY	NUMBER OF EMPLOYEES
State of Minnesota	St. Paul	54,379
United States Government	Fort Snelling*	33,481
3M Company	Maplewood	20,373
HealthEast	St. Paul	6,171
Independent School District/625	St. Paul	5,186
County of Ramsey	St. Paul	4,128
Ebenezer Social Ministries	White Bear Lake	3,943
The St. Paul Companies, Inc.	St. Paul	3,500
City of St. Paul	St. Paul	3,400
Deluxe Corporation	Shoreview	3,093

*Hennepin County: However, this location includes all of the U.S. government employees in Ramsey County.

Source: Smith, Tom, "Minnesota's 100 Largest Employers," *Corporate Report Minnesota*, August 1998. (Provided by Metro East Development Partnership.)

Commercial-Industrial Building Permits for the 7 County Metro Area



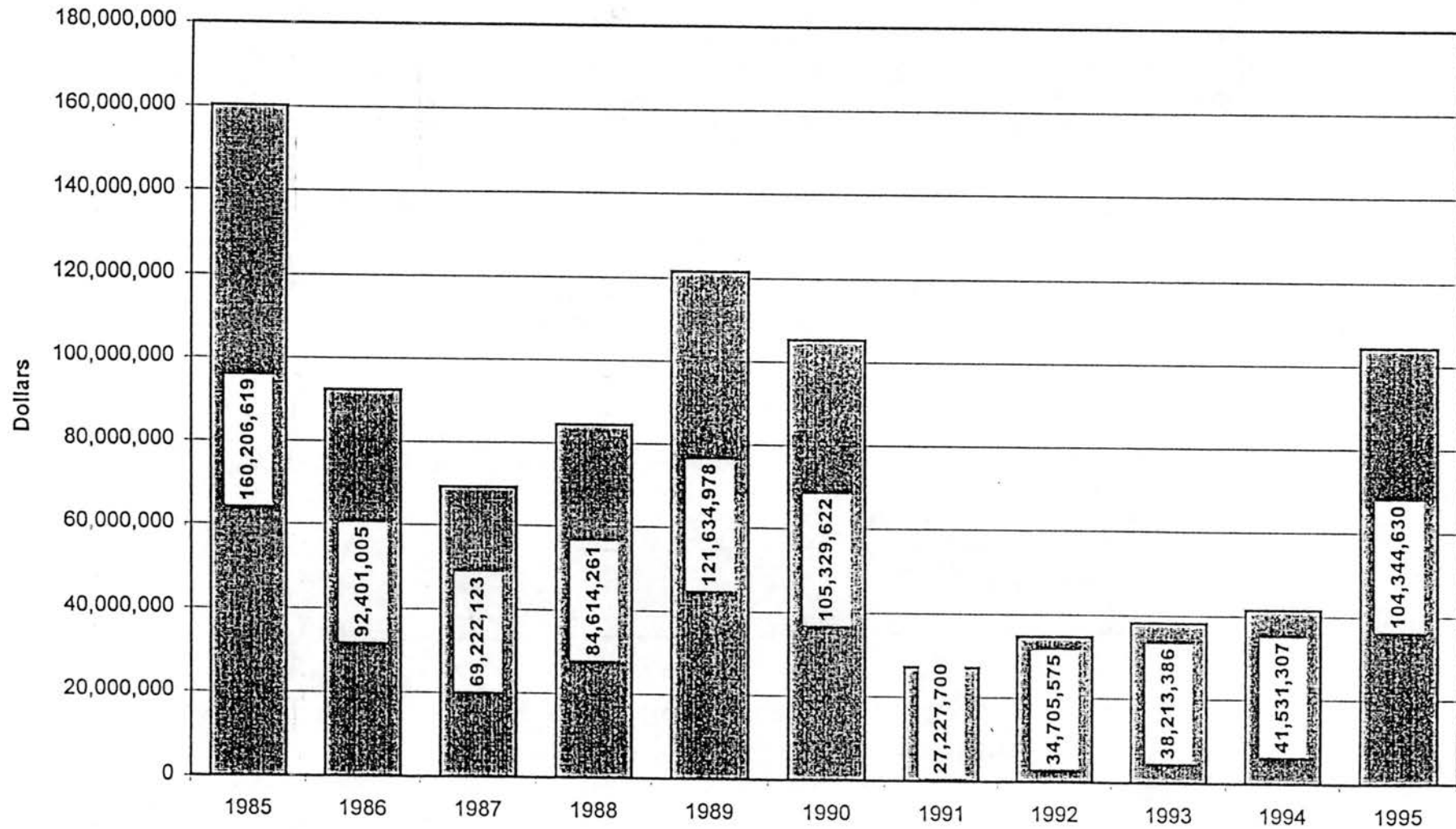
Source: Metropolitan Council/Census Bureau

COMMERCIAL – INDUSTRIAL BUILDING PERMITS FOR RAMSEY COUNTY (DOLLARS)

CITY	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995
Arden Hills	6,824,000	7,121,220	0	1,320,00	1,216,930	1,555,200	0	11,716,821	0	13,500	2,709,515
Falcon Hts.	1,131,132	1,189,530	182,600	427,880	1,348,628	0	0	0	0	0	0
Gem Lake	0	165,786	0	105,124	0	62,668	0	0	117,000	0	35,000
Lauderdale	0	18,200	24,600	0	0	0	0	29,362	0	0	0
Little Canada	3,838,676	2,542,279	4,010,424	1,064,000	686,000	1,200,000	465,650	10,035,000	0	209,600	1,166,549
Maplewood	12,605,513	5,599,177	1,579,500	2,612,000	20,049,369	52,561,299	6,165,995	380,000	70,000	9,664,005	30,726,836
Mounds View	360,000	500,000	3,290,103	8,913,710	14,142,029	510,000	2,337,000	0	0	50,000	0
New Brighton	2,393,922	6,789,340	4,848,047	1,796,549	4,073,600	3,324,896	1,800,962	1,609,700	7,149,218	4,206,788	2,919,443
North Oaks	0	0	0	0	0	2,310,872	1,707,000	237,854	242,241	750,200	976,050
North St. Paul	306,200	515,000	92,000	1,016,550	270,000	0	0	0	691,950	52,200	1,548,141
Roseville	16,296,069	17,761,840	12,393,200	3,606,500	11,145,157	22,991,000	1,351,300	945,000	2,315,900	9,695,290	11,092,039
St. Paul	107,846,942	36,483,733	33,771,853	47,945,958	41,385,200	11,475,887	8,203,153	3,629,923	14,671,100	7,554,940	18,201,310
Shoreview	1,430,900	6,789,400	2,200,000	1,725,500	11,068,000	1,032,800	615,640	849,000	350,000	611,000	1,800,000
Vadnais Hts.	5,289,000	2,241,000	3,947,000	3,434,000	3,330,000	1,420,000	0	0	4,857,000	2,554,000	23,780,000
White Bear L.	1,142,265	4,684,500	2,355,000	10,138,500	5,442,000	4,585,000	1,581,000	4,897,601	5,083,248	3,192,607	2,960,387
White Bear T.	742,000	0	527,796	507,990	7,478,065	2,300,000	3,000,000	375,314	2,665,729	2,977,177	6,429,360

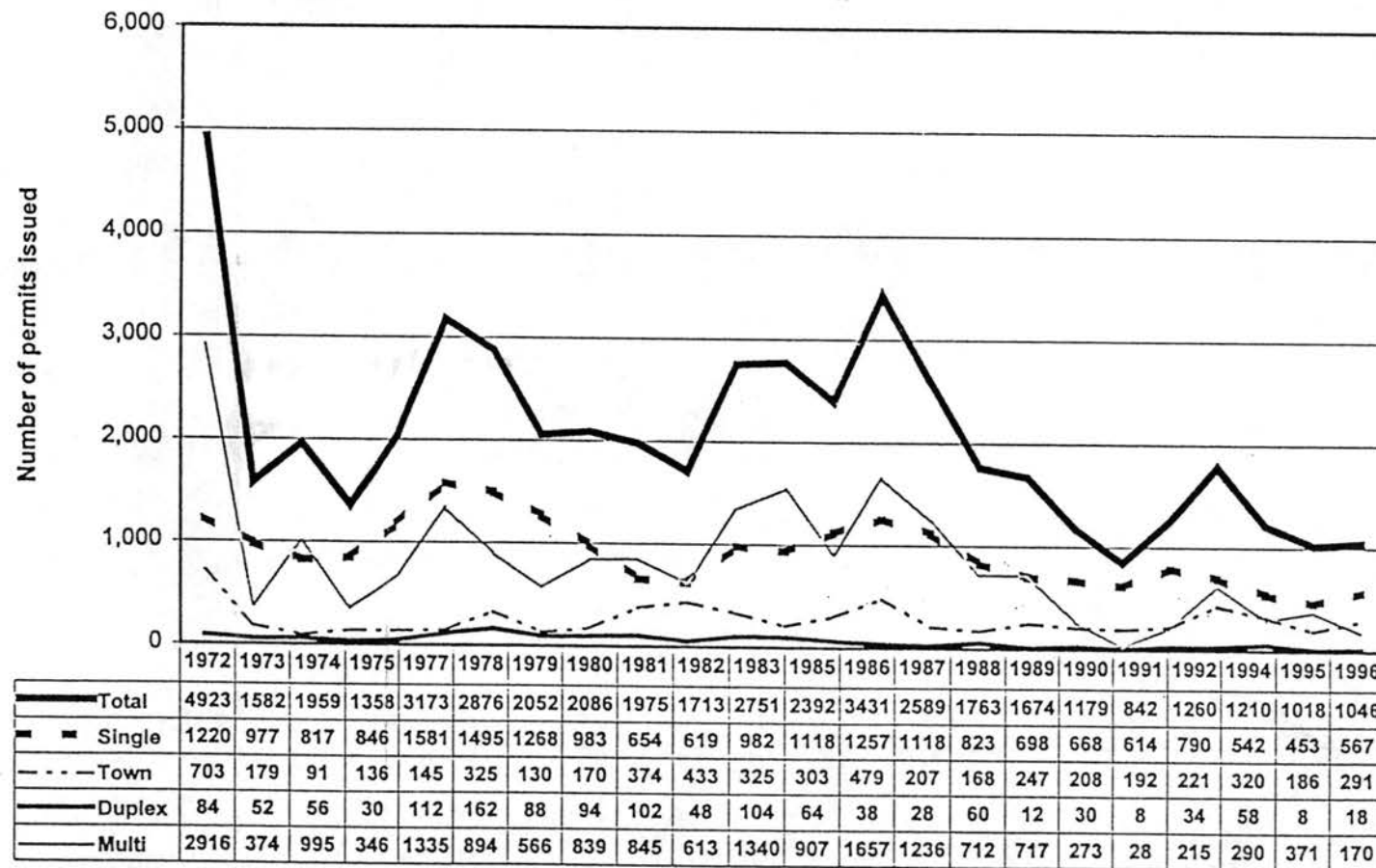
Source: Metropolitan Council/Census Bureau

COMMERCIAL - INDUSTRIAL BUILDING PERMITS FOR RAMSEY COUNTY



Source: Metropolitan Council/Census Bureau

RAMSEY COUNTY HOUSING BUILDING PERMITS (NEW CONSTRUCTION)

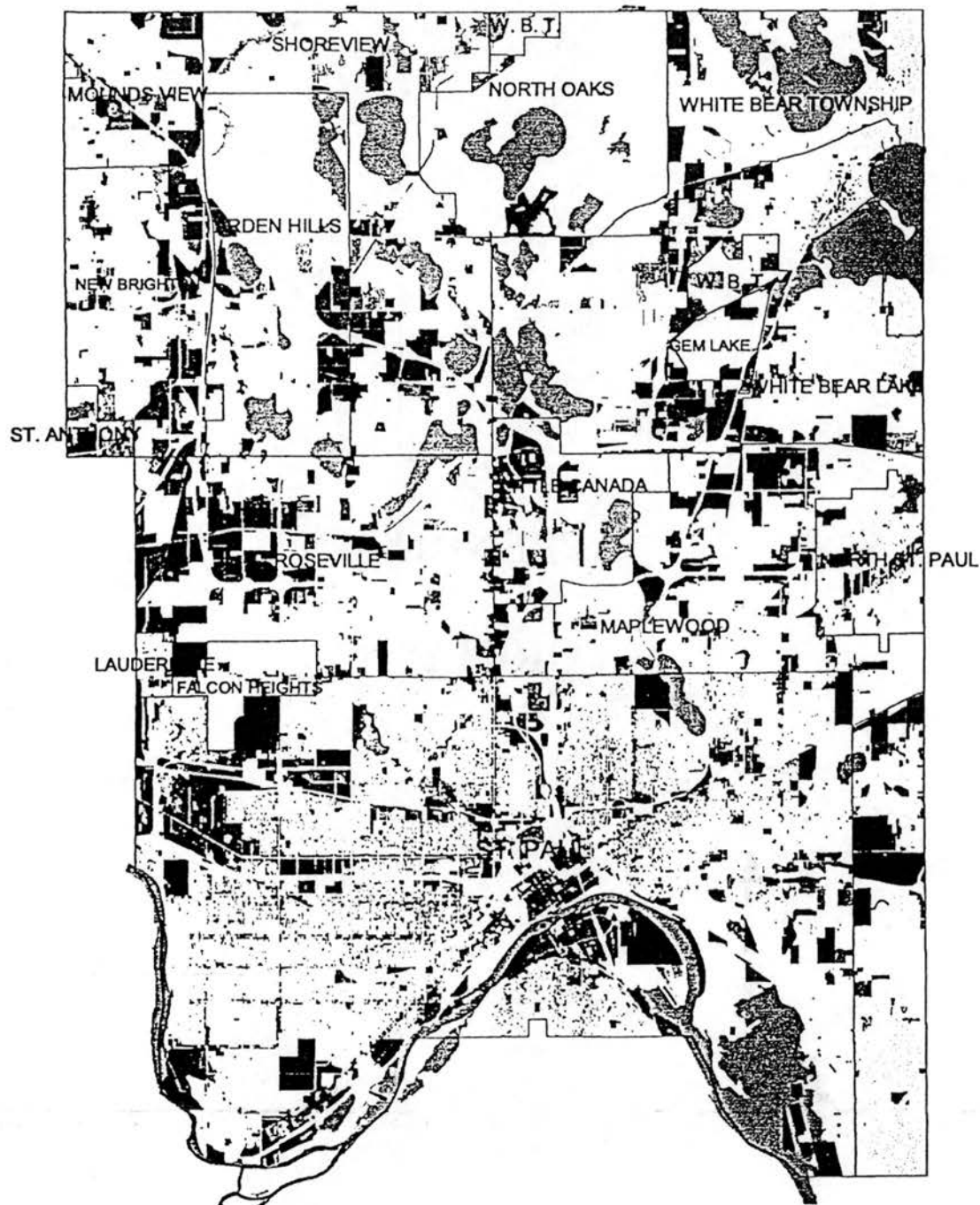


Source: Metropolitan Council

APPENDIX – X

GROUP - C

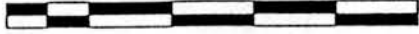
Ramsey County Land Use



-  Ramsey County Cities
-  Agricultural
-  Commercial
-  Industrial
-  Residential Attached
-  Residential Detached
-  Mobile Home
-  Open Water

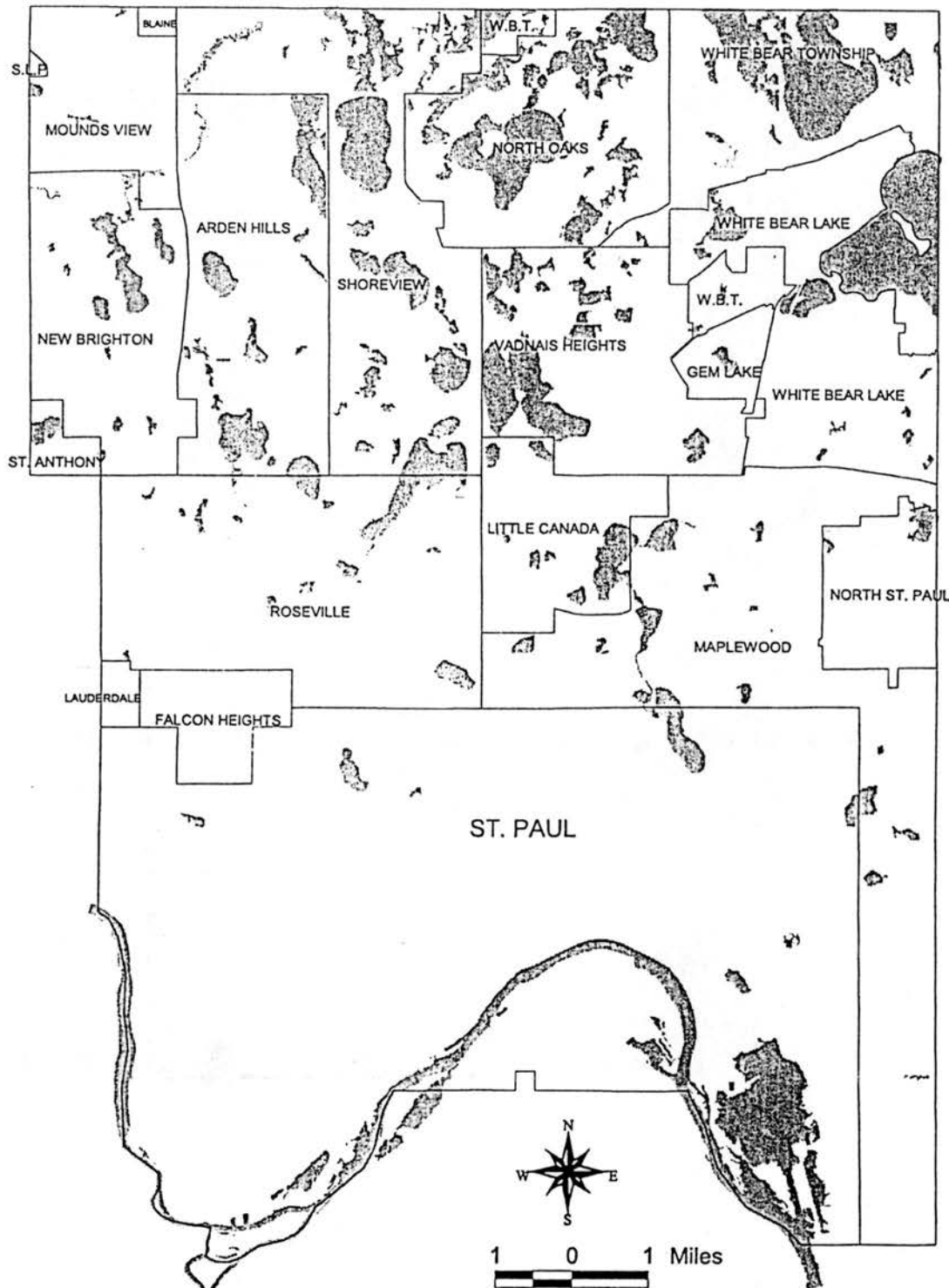


1 0 1 2 3 4 Miles



Source: Ramsey County Records and Revenue Department.

Lands Affected By Ramsey County Decision Making



Open Water
Road System
County Property

Source: Ramsey County Records
and Revenue Department.

Prepared By: Ramsey County GIS.

THE FOLLOWING WILL BE DEVELOPED BY
RAMSEY COUNTY ONCE ALL
MUNICIPALITIES RELEASE FUTURE LAND
USE INFORMATION:

- LAND USE FORECAST



COUNTY OF ANOKA

Public Services Division
HIGHWAY DEPARTMENT
1440 BUNKER LAKE BLVD. N.W., ANDOVER, MINNESOTA 55304
(612) 862-4200 FAX (612) 862-4201

From the desk of
STEPHANIE EILER
MULTIMODAL TRANSPORTATION MANAGER
(612) 862-4230

May 10, 1999

Ms. Cynthia MacLeod
Comprehensive Plan Intern
Ramsey County Department of Public Works
3377 N. Rice Street
Shoreview, MN 55126

Re: Draft Issue Papers
Ramsey County Comprehensive Transportation Plan

Dear Ms. MacLeod:

Thank you for the opportunity to comment on the draft Issue Papers relevant to the Ramsey County Comprehensive Transportation Plan. We offer the following comments.

* Land Use

We agree with the attention to the relationship between land use and transportation. Like Ramsey County, Anoka County believes access management and multimodal options including transit and travel demand management techniques will be increasingly necessary to manage demand on the roadway system.

The policy restricting County roadways to a four through lane may result in additional pressure on roadways under the jurisdiction of others, including those shared with other jurisdictions, such as County Road J with Anoka County.

Travel and System Management (TSM)

Ramsey County may wish to add coordination with major employers in addition to the County itself to its list of potential Travel Demand Management strategies.

Access Management

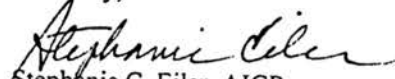
As noted above, we agree with the need to inform, coordinate and implement access management policies to maintain the functional integrity of roadways.

Right of Way

No comments.

Again, thank you for the opportunity to review and comment.

Sincerely,


Stephanie C. Eiler, AICP

Cc: Jon Olson, Anoka County Engineer
Lyndon Robjent, Assistant County Engineer

CITY OF LAUDERDALE
1891 WALNUT STREET
LAUDERDALE, MN 55113
Voice: 651-631-0300
Fax: 651-631-2066

Fax Cover Sheet

To: Cyndy MacLeod
From: Rick Getschow – City Administrator
Fax: ~~651~~ 482-5232
Pages: 1
Phone:
Date: April 22, 1999
Re: RC Transportation
Comp Plan

☐ Urgent ☒ For Review ☐ Please Comment ☐ Please Reply ☐ Please Recycle

• Comments:

The City of Lauderdale does not have specific comments on the Transportation Comprehensive Plan. The four issues paper drafts have been well researched and well done.

Please continue to involve the municipalities in the development, and most importantly, the future implementation of this Plan

RAMSEY COUNTY

1999 – 2020

COMPREHENSIVE TRANSPORTATION PLAN

ISSUE PAPER

ACCESS MANAGEMENT

Define issue and how it relates to the vision:

Access management is the careful control of the location, design, and operation of all driveways and public street connections to a roadway. It is the process of providing access to adjacent land development while maintaining the flow of traffic. (Graph xxx.) Access management techniques control the location and spacing of intersections, driveways, median openings, and related traffic signs or signals. According to the Federal Highway Administration (FHWA), access control is the “largest single cumulative design element” in increasing roadway safety and capacity, and comprehensive access management is a response to the problem of congestion and access related accidents.

Effective access management contributes to an area’s economic vitality, reduces congestion, and reduces vehicular accidents. The value of lost productivity and other costs to society because of congestion is difficult to calculate. However, the General Accounting Office estimates U.S. congestion costs to be as high as 100 billion dollars per year. According to the Minnesota Department of Transportation’s (MnDOT) Office of Access Management, businesses suffer when they are located adjacent to roadways experiencing high levels of congestion. Community prosperity further declines as people shop at businesses that exist along arterial roadways with less congestion and fewer accidents. For the majority of people, traveling extra miles is not as significant as the loss of minutes and hours due to congestion. FHWA studies indicate that congestion now claims over one billion vehicle hours per year. Using access management techniques can increase the capacity of a four lane arterial to an extent equal to widening the roadway to six lanes. In addition, these techniques drastically reduce accident and injury rates. According to MnDOT’s Office of Access Management, there is a direct correlation between the number of access points and vehicular crashes; any increase in access density results in increased vehicular crash rates. (Graph xxx.)

This issue corresponds with the County vision of providing for the efficient movement of goods, protecting the economic vitality of the community.

This issue relates to the County vision ensuring the safe and efficient movement of motor vehicles, bicyclists and pedestrians.

This issue supports the County vision of restricting roadways to a design maximum of four travel lanes, and of developing street designs that will increase street capacity by obtaining the maximum level of service from the existing highway system while minimizing the impact these facilities have on the social and physical environment.

Existing conditions of the issue:

Preliminary and final plat review processes do not include access restrictions. Access restriction symbols are not used on plats because every roadway is treated as having restricted access, which is then amended as needed during the permitting process.

The current permitting process is somewhat effective in applying access management techniques to County roadways. Property owners frequently install driveways prior to permit submittal. Pre-existing conditions of driveway access along the roadway system is not in accordance with accepted principles. These two issues limit the effectiveness of applying access management principles.

According to Met Council's Transportation Policy Plan, county and city plans should include "provisions for minimizing access to principal and minor arterials in the community. This could include plans or ordinances for consolidating and limiting access points or zoning and subdivision ordinances that regulate the type, number and location of access points."

Expectations based on current trends:

There has traditionally not been an active exchange of information between the County and some jurisdictions regarding access management issues. If this trend continues, the functional integrity of roadways can change as access density increases, thereby increasing congestion and vehicular accidents. If municipalities do not work with the County on land use and management issues affecting "county roads," it is difficult for the County to work with the municipalities on reducing through traffic on "city streets" when a County road becomes congested. As a result of this lack of communication, jurisdictions continue to work at cross purposes as each jurisdiction seeks to protect its own system rather than work together to provide an integrated system that works best for all jurisdictions. Establishing access management guidelines would provide uniform standards and promote fair and equal application in every community.

What needs to be done to influence the future and change the expectations:

Revise the preliminary and final plat review processes to include application of access management practices and access spacing guidelines. The County Surveyor's Office would provide developers with copies of Ramsey County's access management guidelines so that developers will be aware of County requirements at the beginning of each development or redevelopment project. (Tables xxx and xxx.)

Early involvement with local officials is vital:

- Municipalities, through subdivision or platting processes, have the ability to enforce access management guidelines.
- To incorporate access management practices and access spacing guidelines into the design of the project.
- To work closely with property owners to generate access changes which improve safety and mobility on a roadway. (Such as incorporating service roads. Chart xxx.)
- To monitor major changes, such as when a roadway is reconstructed, or when development or redevelopment projects cause significant increases in traffic volumes or changes in roadway operations.
- To restrict the addition of new driveways onto the existing arterial system.

Access management guidelines should be established, applied to all roads, and be the basis for permit review:

- To provide information to developers and city staff.
- To maintain consistency throughout the County.
- To assist jurisdictions in reaching cooperative decisions regarding roadway improvements.

County role in the issue:

The County should continue to work with cities, townships and the state:

- To maintain the functional integrity of roadways.
- To be assured of early involvement with access location decisions.
- To educate transportation and planning officials, elected officials, and developers on County access management guidelines.
- To be aware of possible changes in land use. For example, once municipal Comprehensive Plans are complete, Ramsey County staff could review those plans and identify commercial corridors where there could be changes/interactions with County roads.
- To be aware of the plans and/or ordinances municipalities are required to provide to the Metropolitan Council in their Comprehensive Plans for minimizing access to principal and minor arterials.
- To give priority to projects with associated access management plans. Local access management requirements could be a precondition to road improvements. Communities could be rewarded for their access management efforts by using savings on road design amenities. (A MnDOT, Office of Access Management suggestion.)

The County will be the lead agency responsible for initiating a policy at the Ramsey County Technical Advisory Committee (TAC) level whereby communities with an adopted access management plan would receive additional points when submitting projects to the County's Transportation Improvement Plan (TIP) process.

What policy should be in place regarding this issue to make the County play the role it should play:

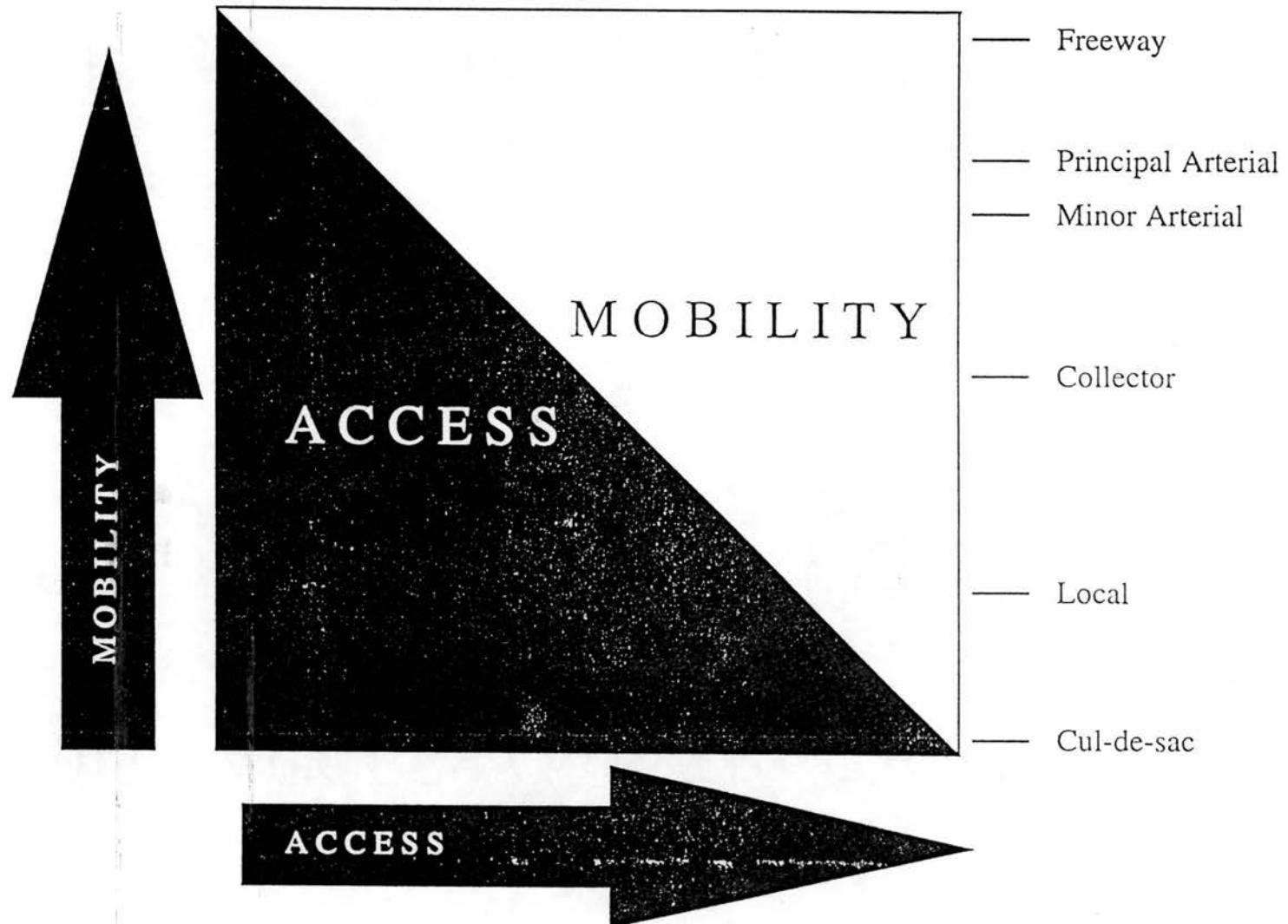
A policy that requires the access classification system and spacing guidelines, and the optimum signalized intersection spacings (tables xxx and xxx) to be utilized as guidelines whenever development or redevelopment occurs.

To delay deteriorating roadway conditions, a nondegradation policy whereby access points cannot be added onto existing roadways that are already experiencing higher vehicular crash rates and increased congestion.

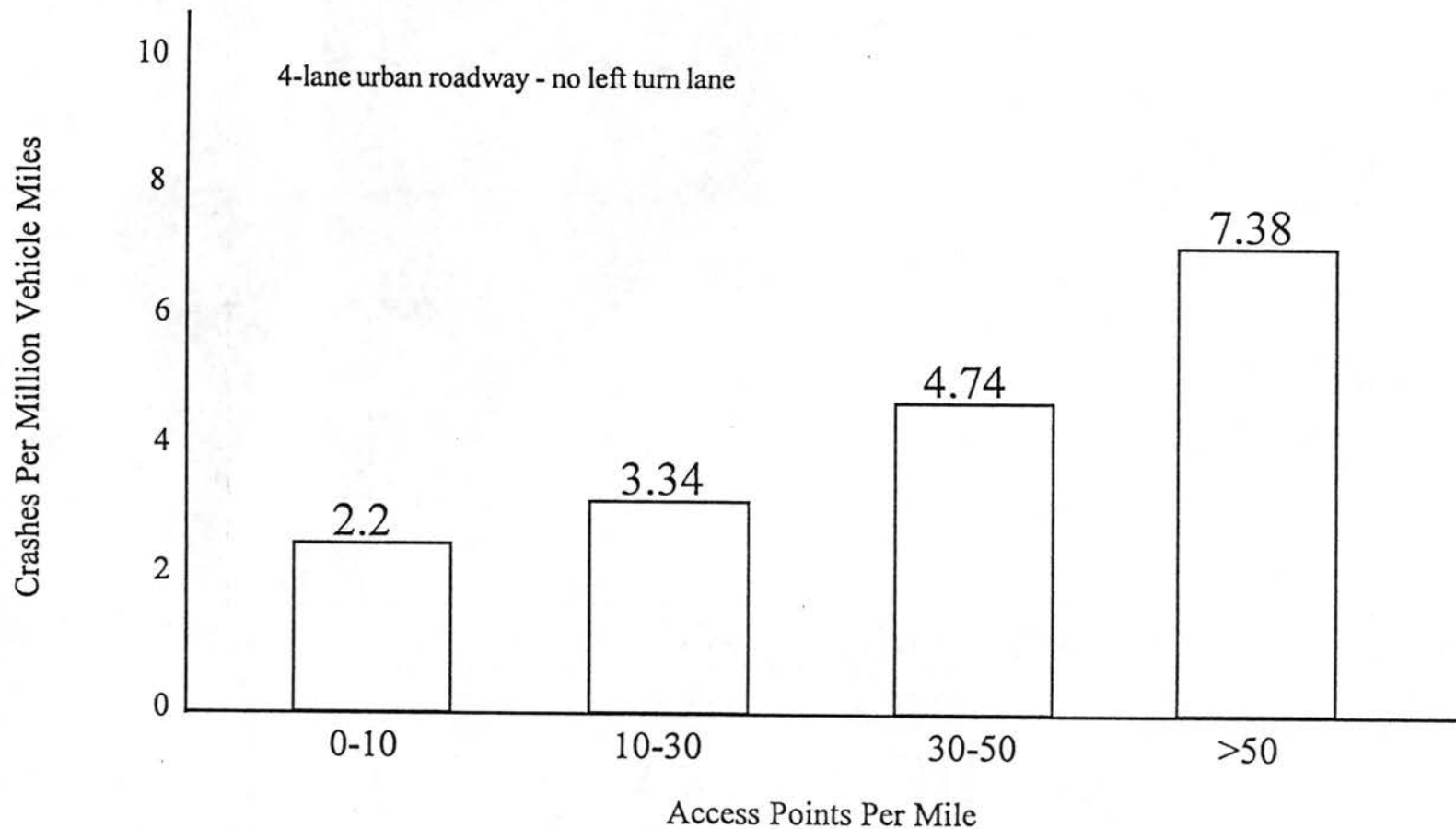
A policy whereby communities with an adopted access management plan would receive additional points when submitting projects to the County's Transportation Improvement Plan (TIP) process.

ACCESS VS. MOBILITY

FUNCTIONAL CLASSIFICATION



HIGH ACCESS CAN TRIPLE CRASHES



Source: Minnesota Department of Transportation, Office of Access Management. 1994-1996 figures.

ACCESS CLASSIFICATION SYSTEM AND SPACING GUIDELINES

Functional Class	Median Treatment	Typical Posted Speed	Suggested Roadway Spacing (Miles)		Full Median Opening Spacing (Miles) ¹	Spacing Between Connections ²	Maximum Connection Points Per Mile ³
			MA	CO			
Minor Arterial	Full	40 or higher	1 - 2	1/2 - 1	1/4 - 1/2	490	20
		<40	1/2	1/4	1/4	275	32
	None	40 or higher	1 - 2	1/2 - 1	1/2	490	20
		<40	1/2	1/4	1/4	350	24
Collector	Full	40 or higher	NA	1/2 - 1	1/4	490	16
		<40	NA	1/4 - 3/4	1/8	275	32
	None	40 or higher	NA	1/2 - 1	1/4	490	16
		<40	NA	1/4 - 3/4	1/8	310	32

NA: not applicable

Source: Minnesota Department of Transportation, Office of Access Management

¹ If route has no median control, the spacing refers to the minimum distance between traffic signals.

² Distances are based upon spacing between connections (major roads, local public streets and private driveways).

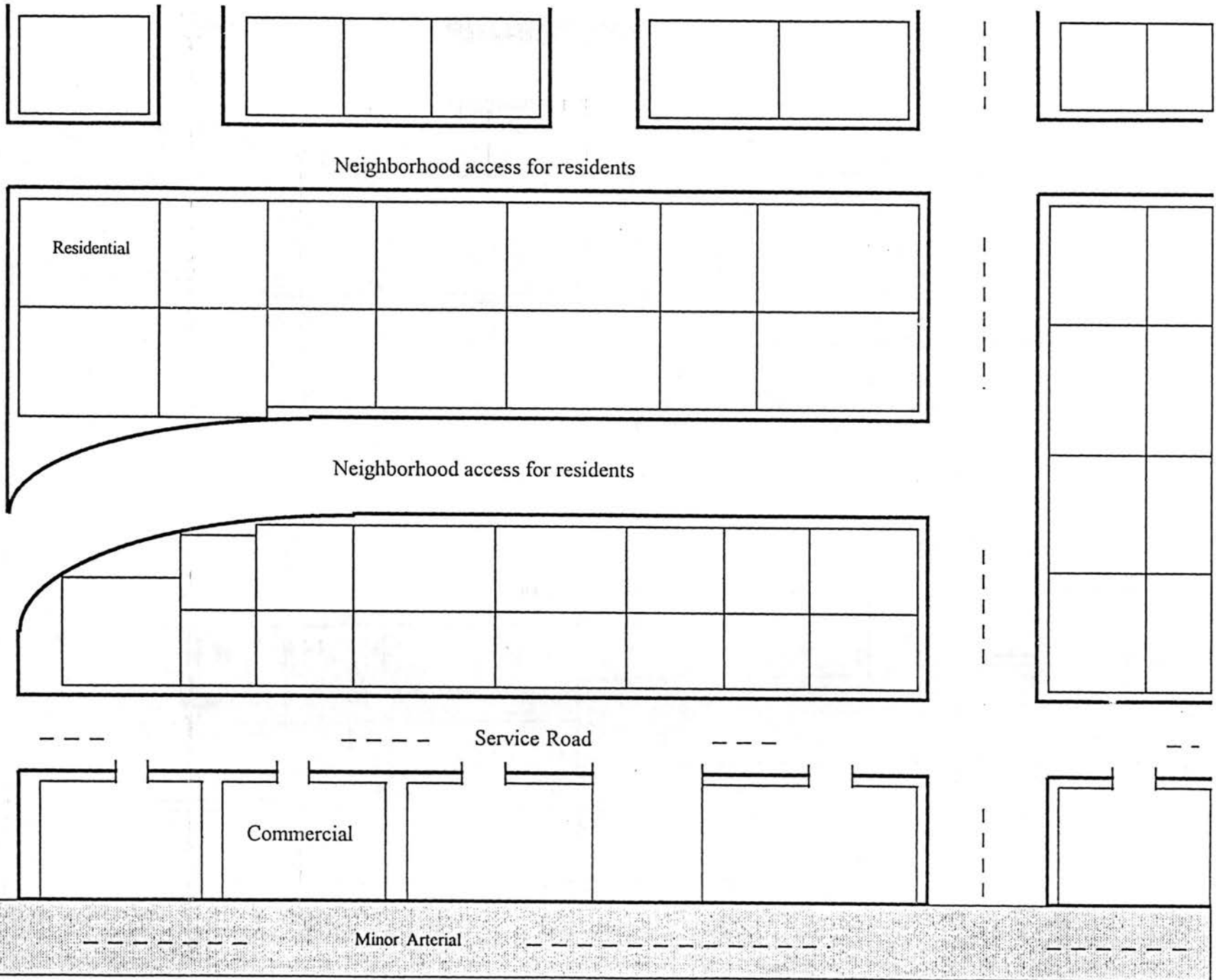
³ Connections are counted by adding each public and private approach as they occur along the roadway. (For example, a full intersection is counted as two connections, while a right-in/right-out driveway is counted as one.)

OPTIMUM SIGNALIZED INTERSECTION SPACINGS

Cycle Length (seconds)	Speed (mph)					
	30	35	40	45	50	55
	Distance in Feet					
60	1,320	1,540	1,760	1,980	2,200	2,430
70	1,540	1,800	2,050	2,310	2,500	2,820
80	1,760	2,050	2,350	2,640	2,930	3,220
90	1,980	2,310	2,640	2,970	3,300	3,630
120	2,640	3,080	3,520	3,960	4,400	4,840
150	3,300	3,850	4,400	4,950	5,500	6,050

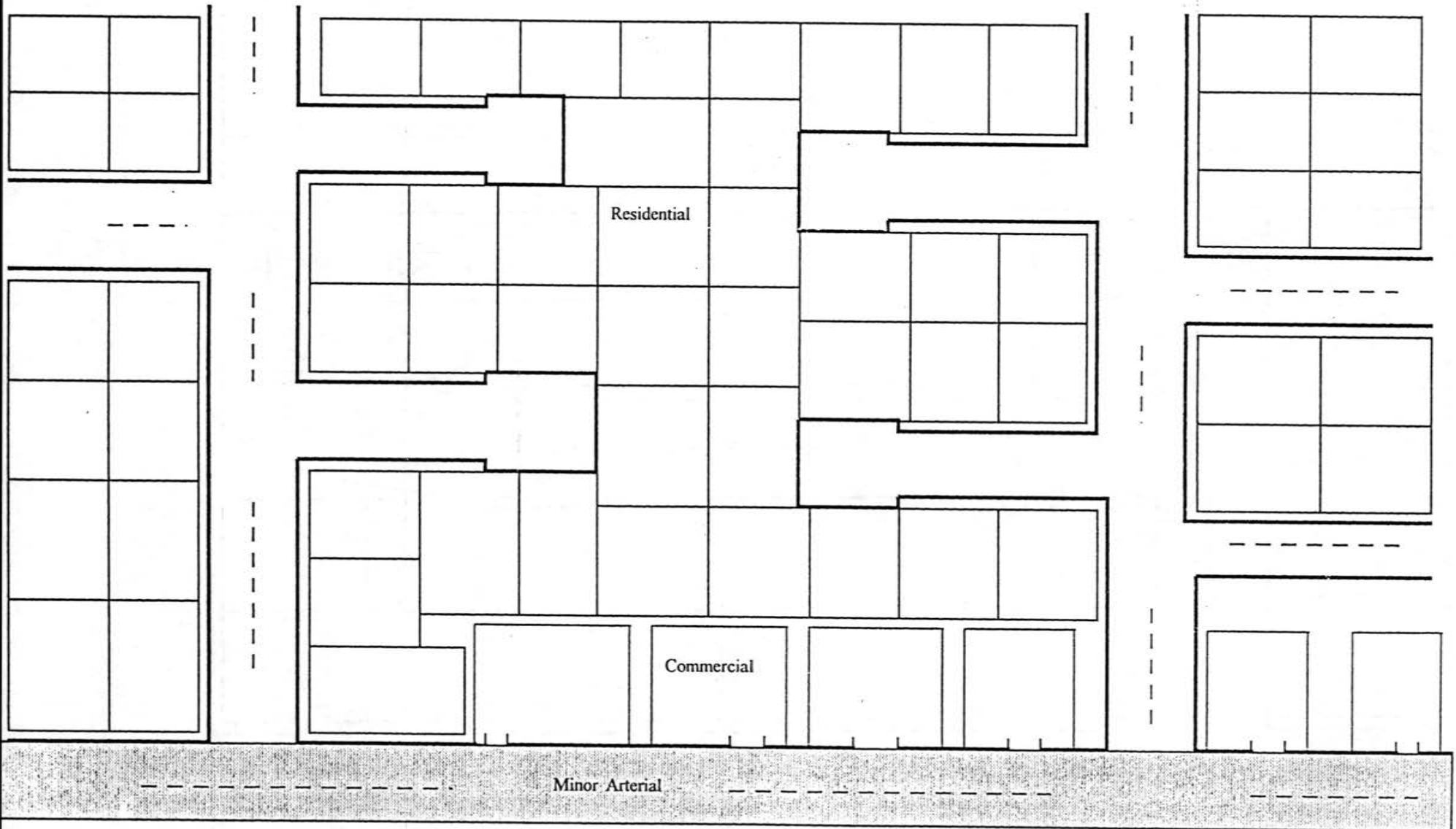
Source: Minnesota Department of Transportation, Office of Access Management: Transportation Research Circular #456
3/96 TRB/NRC1

DO



Source: Minnesota Department of Transportation, Office of Access Management

DON'T



Source: Minnesota Department of Transportation, Office of Access Management



COUNTY OF ANOKA

Public Services Division

HIGHWAY DEPARTMENT

1440 BUNKER LAKE BLVD. N.W., ANDOVER, MINNESOTA 55304

(612) 862-4200 FAX (612) 862-4201

From the desk of

STEPHANIE EILER

MULTIMODAL TRANSPORTATION MANAGER

(612) 862-4230

May 10, 1999

Ms. Cynthia MacLeod
Comprehensive Plan Intern
Ramsey County Department of Public Works
3377 N. Rice Street
Shoreview, MN 55126

Re: Draft Issue Papers
Ramsey County Comprehensive Transportation Plan

Dear Ms. MacLeod:

Thank you for the opportunity to comment on the draft Issue Papers relevant to the Ramsey County Comprehensive Transportation Plan. We offer the following comments.

Land Use

We agree with the attention to the relationship between land use and transportation. Like Ramsey County, Anoka County believes access management and multimodal options including transit and travel demand management techniques will be increasingly necessary to manage demand on the roadway system.

The policy restricting County roadways to a four through lane may result in additional pressure on roadways under the jurisdiction of others, including those shared with other jurisdictions, such as County Road J with Anoka County.

Travel and System Management (TSM)

Ramsey County may wish to add coordination with major employers in addition to the County itself to its list of potential Travel Demand Management strategies.

* Access Management

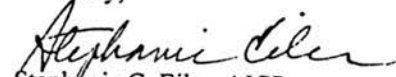
As noted above, we agree with the need to inform, coordinate and implement access management policies to maintain the functional integrity of roadways.

Right of Way

No comments.

Again, thank you for the opportunity to review and comment.

Sincerely,


Stephanie C. Eiler, AICP

Cc: Jon Olson, Anoka County Engineer
Lyndon Robjert, Assistant County Engineer

CITY OF LAUDERDALE 1891 WALNUT STREET LAUDERDALE, MN 55113 Voice: 651-631-0300 Fax: 651-631-2066

Fax Cover Sheet

To:	Cyndy MacLeod	From:	Rick Getschow – City Administrator
Fax:	651 482-5232	Pages:	1
Phone:		Date:	April 22, 1999
Re:	RC Transportation Comp Plan		

☐ Urgent
 ☒ For Review
 ☐ Please Comment
 Please Reply
 ☐ Please Recycle

• Comments:

The City of Lauderdale does not have specific comments on the Transportation Comprehensive Plan. The four issues paper drafts have been well researched and well done.

Please continue to involve the municipalities in the development, and most importantly, the future implementation of this Plan

RAMSEY COUNTY

1999 – 2020

COMPREHENSIVE TRANSPORTATION PLAN

ISSUE PAPER

RIGHT OF WAY

Define issue and how it relates to the vision:

Reserving highway right of way for public use guides County highway planning. Acquiring adequate rights of way along the County highway system should continue to be used as a long range planning tool, and should incorporate applicable state and federal regulations.

The right of way planning process has been condensed into the following basic steps:

- Determine the width of facility necessary to accommodate proposed vehicular traffic volumes and potential multimodal uses;
- Consider on-street parking needs;
- Consider additional roadside width needed for traffic signals, sidewalks, bikeways, snow storage, signing, utilities, etc.;
- Consider additional roadside width needed for amenities, such as landscaping;
- Consider all eventualities, including the review of municipal setback requirements whenever redevelopment occurs to ensure sufficient right of way widths are established on higher volume roadways.

This issue relates to the County vision of providing a coordinated system of thoroughfares, highways, streets and other public ways which meet state and/or federal highway specifications that ensure the safe and efficient movement of motor vehicles, bicyclists and pedestrians.

Existing conditions of issue:

The existing right of way planning process should no longer be applicable because of functional consolidation and the resulting changes to the County roadway system. The 1925 Major Street Plan has been used for almost 75 years as the basis for planning County highways. This document is updated as necessary, and major revisions occurred

in 1980 and 1998. In 1980, the Major Street Plan was updated to consider transportation developments such as the interstate freeway system, which has had a significant impact on the County highway system. The 1998 revision was based on a County roadway system which changed following the March, 1992 approval of the functional consolidation plan by the Ramsey County Board of Commissioners. Changes in functional classification also required an updated Major Street Plan.

Expectations based on current trends:

Update the existing Major Street Plan and apply it to the 2003 roadway system. (Map xxx is in progress.) The matrix in figure xxx outlines the right of way planning process, including minimum roadway widths for a variety of design elements. This matrix was implemented following the functional consolidation process and the changes to the County roadway system.

How do expectations fit the vision?

By reflecting current factors influencing right of way needs such as jurisdiction, functional classification and development adjacent to the roadway.

By providing a Major Street Plan of the County's highway needs for municipalities to use in decisions involving land use adjacent to the County road system.

By recognizing the long term planning process and the need to take into consideration all eventualities, including reviewing municipal setback requirements whenever redevelopment occurs to ensure sufficient right of way widths are established on higher volume roadways.

By recognizing past cooperative efforts between the County and the municipalities and to continue this intergovernmental approach to reserving public rights of way during the platting and development process.

What role does the County play in this issue?

It is the responsibility of the Ramsey County Department of Public Works to update and implement the existing Major Street Plan and to maintain the existing right of way planning process.

What policy should be in place regarding this issue to make the County play the role it should play?

A policy of supporting the updated version of the current Major Street Plan.

A policy of maintaining a right of way planning process.

RIGHT OF WAY PLANNING PROCESS

Design Elements								Right of Way Requirements (ft)			
Road	Blvd.	Parking		Walk (5')		Path (10')		ADT	ADT	ADT	ADT
		1- Side	Both	1- Side	Both	1- Side	Both	0-8000	8000-15000	15000-24000	24000+
X								* 32	* 52	* 66	* 66
X	X							66	86	99	120
X	X			X							
X	X				X						
X	X					X					
X	X	X									
X	X	X		X							
X	X			X		X					
X	X	X			X			86	99	120	180
X	X	X				X					
X	X						X				
X	X		X								
X	X	X		X		X					
X	X		X	X							
X	X	X					X				
X	X		X		X						
X	X		X			X					
X	X		X	X		X					
X	X		X				X				
X	X		X				X				
X	X		X				X				
X	X		X				X				
X	X		X				X	99	120		

ADT - Average Daily Traffic.

* - Minimum Roadway width including curb and gutter.

- Above matrix includes curb.
- Medians, turn lanes and on street bike lanes may require additional width.

**THE FOLLOWING MAP IS BEING
DEVELOPED BY RAMSEY COUNTY STAFF:**

- **MAJOR STREET PLAN**

RAMSEY COUNTY
1999 – 2020
COMPREHENSIVE TRANSPORTATION PLAN
ISSUE PAPER
TRAVEL AND SYSTEM MANAGEMENT (TSM)

Define the issue and how it relates to the vision:

According to the Metropolitan Council, travel and system management strategies (TSM) are technical programs and methods to improve the efficiency and effective capacity of the transportation system. These strategies may include signal timing, access management, transit improvements, and freeway management (e.g. ramp metering, video surveillance, and providing travel information). The focus of system management must be to move more people, not more vehicles. The goal is not to build additional roadways, but to help current roadways operate efficiently. Therefore, management of the highway system should provide incentives to those willing to share rides and reduce single occupant vehicles as well as providing for a smoother flow of vehicles.

The County vision supports a proactive role in clarifying the consequences of travel decisions and providing incentives for community members to facilitate change in travel behavior.

The County vision supports a system operation that will focus on increasing the occupancy of the vehicles which use the system while continuing to accommodate alternatives that cater to the individual.

Existing Conditions of issue:

There are three levels at which travel and system management strategies can be applied to help existing roadways operate more efficiently. A low level of TSM is a two lane rural road that does not require travel and system management because the roadway is operating at full potential. A high level of travel and system management, like that found on an interstate highway, uses video cameras, loop detectors, and devices to measure speed and accidents. A high level of TSM has a full traffic management center - a complete system. A medium level of travel and system management is found on the County's system.

One TSM strategy, signal timing, is utilized in Ramsey County. All County traffic signals are fully actuated signals that minimize stops, delay, and fuel consumption. In other words, County traffic signals are set to keep traffic moving. The amount of traffic determines how long a light remains red or green. The goal is to coordinate as many cars as possible traveling as a group without encountering a red light. This system works well when there are heavy volume arterials and low volume cross streets. It represents the highest technological level of TSM in the County.

Another TSM strategy, transit improvement, is also being implemented in Ramsey County. Ramsey County Public Works Department is currently working with a consultant to develop viable commuter options and incentives for County employees. These options include utilizing programs such as car/van pools, riding the bus, park and ride, biking, Regional Guaranteed Ride Home, and reduced rate parking ramps/lots and free street parking for registered car/van pools. In addition, although there are currently no designated bus only shoulders or HOV lanes on the County roadway system, bus shoulders could be considered in the future if transit demands increase or when a roadway is expanded.

Access management is another TSM strategy which is discussed in detail in a separate issue paper.

Expectations based on current trends:

Ramsey County will continue to implement signal interconnect projects to alleviate the need to expand roadways. Additional interconnected, traffic responsive, coordinated signal systems will be implemented within the County where possible.

Ramsey County will continue to explore the use of new technologies which will minimize travel times and provide driver information regarding trip choices and roadway conditions.

What needs to be done to influence the future and change the expectations?

According to the Federal Highway Administration (FHWA), 75% of all road trips made today are not work related. It is therefore important to consolidate the number of trips made on the roadways. This can be achieved through public education and by working with employers on transit and telecommuting programs.

Technological developments and availability can provide a guideline for improvement and changes to the County roadway system. Available technology should be used to minimize delay at an intersection; less delay equals less frustration, resulting in fewer accidents.

What role does the County play in this issue?

Ramsey County Public Works will continue to utilize TSM preservation strategies to maintain its system of roadways in order to make good use of County funds.

Ramsey County will continue to educate its employees on the transportation choices available to them other than the single occupant vehicle.

Ramsey County will work with communities to educate the public on the impact trips have on the roadway system.

What policy should be in place to make the County play the role it should play?

A policy supporting signal timing and interconnect projects.

A policy supporting employee car pool/van pool programs.

A policy supporting telecommuting.

A policy of working with communities and educating the public on the impact each trip has on the roadway system.

A policy of coordinating TSM strategies with major employers within and adjacent to the County.



COUNTY OF ANOKA

Public Services Division
HIGHWAY DEPARTMENT
1440 BUNKER LAKE BLVD. N.W., ANDOVER, MINNESOTA 55304
(612) 862-4200 FAX (612) 862-4201

From the desk of
STEPHANIE EILER
MULTIMODAL TRANSPORTATION MANAGER
(612) 862-4230

May 10, 1999

Ms. Cynthia MacLeod
Comprehensive Plan Intern
Ramsey County Department of Public Works
3377 N. Rice Street
Shoreview, MN 55126

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Ramsey County Comprehensive Transportation Plan

Dear Ms. MacLeod:

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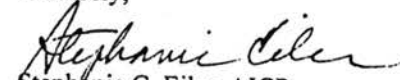
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Right of Way

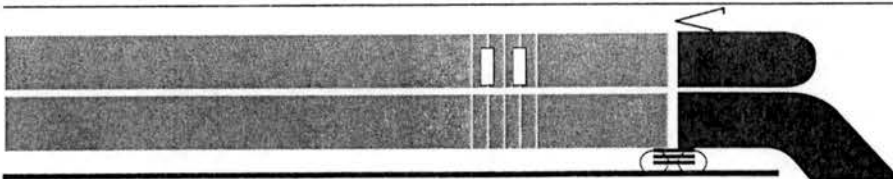
No comments.

Again, thank you for the opportunity to review and comment.

Sincerely,


Stephanie C. Eiler, AICP

Cc: Jon Olson, Anoka County Engineer
Lyndon Robjent, Assistant County Engineer



Ramsey County Regional Railroad Authority

665 Ramsey County Government Center-West, 50 West Kellogg Boulevard
St. Paul, Minnesota 55102 (651) 266-2760 / FAX (651) 266-2761

Agenda

Regional Railroad Authority Meeting

June 22, 1999

Immediately following Administrative Board Meeting

Third Floor Council Chambers Courthouse

1. * Approve minutes of the June 8, 1999 meeting.
2. Riverview Corridor update.
3. * Authorize staff to negotiate a contract with Metro Transit for project management services for the Riverview, Central and commuter rail corridors.
4. * Authorize staff to develop request for proposals for Central Corridor from downtown St. Paul to downtown Minneapolis and Hennepin/Ramsey Commuter Rail Corridor from downtown St. Paul to downtown Minneapolis.
5. * Comprehensive Transit and Transportation Plan.

* Action is requested



Minutes

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY MEETING

June 8, 1999

The Ramsey County Regional Railroad Authority met on Tuesday, June 8, 1999, in Council Chambers, Third Floor Courthouse.

MEMBERS PRESENT: Chair Tony Bennett
Commissioner Dino Guerin
Commissioner Susan Haigh
Commissioner Rafael Ortega
Commissioner Janice Rettman
Commissioner Jan Wiessner

MEMBERS ABSENT: Commissioner Victoria Reinhardt

OTHERS PRESENT: Kathy DeSpiegelaere, Paul Kirkwold, David MacMillan, Mary Ann Palmer, Jane McClure, Karen Tero, Sarah Kneece, Gail Blackstone, Dorothy McClung, Tom Oertel, Gary Davis, Gene Haselmann, Bonnie Jackelen, Tim Mayasich, Cyndy McLeod, Dan Schacht, Kris Longhenry

Chairman Bennett called the meeting to order at 11:38 a.m.

1. Approve minutes of the May 18, 1999 meeting.

Minutes were approved.

Ayes - 6, Nays - 0
Motion accepted.

2. Riverview Corridor update.

Kathy DeSpiegelaere reported that two station area meetings have been held and there are three more scheduled this week. Transit stops are being addressed along the Riverview Corridor at these meetings.

3. Authorize staff to negotiate a contract with Metro Transit for project management services for the Riverview, Central and commuter rail corridors.

Kathy DeSpiegelaere stated that in February, the RCRRA adopted three corridors that they would like staff to work on. Funding from the legislature was successful for these corridors. Kathy noted that there is a need for staffing a project manager to manage the consulting work for the two additional projects of the Central Corridor and the commuter rail corridor between the two downtowns as well as the Riverview Corridor. Kathy said that project managers for transportation are in short supply and Metro Transit has expressed interest in helping the RCRRA with activities by contracting a project manager position that would report to Kathy and would work with the consultants. Commissioner Bennett added that this area has not had transit other than bus transit and the managing agency for this will be the transit authority. It will help the RCRRA to use Metro Transit's expertise.

Commissioner Rettman questioned where the funds are coming from and how much it would cost for this position. Commissioner Bennett answered that the funding would come from the funds that the RCRRA received from the legislature for the three corridors.

Commissioner Guerin asked why consultants were being used for all our projects and questioned why Kathy DeSpiegelaere is not going to be the project manager. Commissioner Bennett noted that \$12 million has been allotted for these corridors and it needs to be spent and monitored wisely. Kathy's work schedule doesn't allow for her to do everything.

Paul Kirkwold stated that Kathy's initial job has grown from understanding regional rail issues and doing comprehensive planning of rail to managing a \$1.4 million contract. Paul noted that typically, 10% of contract cost is to manage the contract. \$9 million is being added to manage for contracts and this is overtaxing Kathy in her duties. Kathy also is contributing more than project management work and is the ambassador for Ramsey County when rail issues are involved. Paul commented that the County will do the legwork for this project, the state will build the project and Metro Transit will operate the project. The County may not be able to attract someone with expertise but Metro Transit will. This is better in the long run. Commissioner Bennett added that Kathy is involved with other projects such as the Rush Line Corridor and Red Rock Corridor, attended many long legislative sessions, nightly meetings and this shows that she has too much to do.

Commissioner Haigh remarked that this resolution is a forward-thinking approach for the RCRRA. Good communication is needed between the transit operator and the developer and this contract sets in motion the relationship. It wouldn't serve our community well if Kathy does all the work.

Commissioner Rettman questioned the corridor alignments and the funding without back up documentation. Commissioner Haigh noted that the resolution is to authorize the RCRRA to begin negotiations and then details and specifics will be brought back for approval.

Kathy DeSpiegelaere apologized for the lack of detail due to time constraints. She added that Metro Transit is able to attract staff where the County couldn't and this will bring a regional transit agency in on a regional approach.

Commissioner Wiessner stated that the RCRRA needs to move towards regional management and this is a good step. With Metro Transit being involved, rail and bus will be planned together.

4. Authorize staff to develop request for proposals for Central Corridor from downtown St. Paul to downtown Minneapolis and Hennepin/Ramsey Commuter Rail Corridor from downtown St. Paul to downtown Minneapolis.

This item was layed over until the next RCRRA meeting.

5. Comprehensive Transit and Transportation Plan.

This item was layed over until the next RCRRA meeting.

The meeting adjourned at 12:05 p.m.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

2

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere

Authorized Signature

June 16, 1999

Date

Board Action Requested

Riverview Corridor update.

DISCUSSION ONLY

Request Justification

See attached information.

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

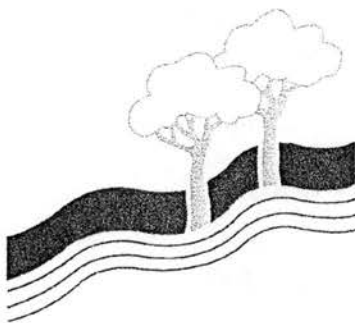
June 22, 1999

Board Date

Kristine A. Longhenry
Signature

6-16-99

Date



Riverview Corridor

MAJOR INVESTMENT STUDY

Ramsey County Regional Railroad Authority

STATION AREA MEETINGS

JUNE 7, 8, 9, 1999

FIRST ROUND OF STATION AREA MEETINGS

It was decided that community representatives and organizations should be involved in the Major Investment Study (MIS) process as early as possible. Accordingly, a first round of meetings was scheduled immediately following the consultant team's initial collection and analysis of information. The purpose was to elicit comments and questions from members of the public early in the process, before station area planning and design work had begun, so that the design would be influenced by what was learned at the meetings.

Each meeting was structured to begin a constructive conversation with that group of area representatives. The design process was described, and possible alignments and different mode options were presented. A slide show was given, focusing on how transit has been introduced into communities elsewhere, illustrating aspects and design features, which may be applicable here. The show was adapted to address known issues of concern in each of the five station areas in which meetings were held.

In the notes which follow, a summary of each comment or question from the floor is followed by a bulleted response from the consultant team, or as noted.

Meeting One

West 7th Business Association

Landmark Brewery

June 7, 1999, 6:00 PM

Introduction by Kathy DeSpiegelaere, RCRRRA

Overview of Alignments & Technologies by Myrna Valdez, PB

Slide presentation on *Transit in Communities* by Greg Baldwin, ZGF

Questions and comments by participants, who numbered approximately 60, exclusive of consultants, City and County staff.

Comments and Questions

1. What if a park is what we want... How can LRT help us with that?
 - LRT should be a part of a greater whole. Go for "twofer's": projects which result in multiple, related benefits. Perhaps a way can be found for this transit project to leverage state and federal dollars to get the park that your community wants.
2. New housing is important here.
 - Improved transit can provide better access, and can focus energy on particular housing sites, if they are part of the larger agenda of a pro-active community.
3. City of St. Paul has tried to develop guidelines for economic development; create a gateway at the entry to the City
 - Tax increment financing could be used to help revitalize an area.
4. Overwhelmed by autos. Many commuters traverse the Riverview corridor. Afraid that we may be trading that for park-and-ride in our neighborhoods.
 - A real and valid concern. Must absolutely ensure that it does not happen. Many tools: e.g. note of taking license plates and enforcing parking controls by towing. Surveillance and ticketing program is effective in Portland, as well as simply not allowing parking.
5. The transportation systems in this corridor are used to serve others. Much has been lost - churches, schools etc. This transit project looks like more of the same. We are a small, attenuated community. Not poor enough to be an eyesore nor rich enough to have influence.
 - It is not unusual for natural corridors to occur next to rivers and hills. Too much infrastructure can cause community facilities suffer. There are models that suggest faster passage through neighborhoods is preferable, but it is reasonable to ask a transit project to conform to the kind of street and service that the community needs.
6. Would feel better if this was replacing another infrastructure facility rather than adding another.
 - The new transit improvement must be what you want it to be; do what you need it to do. If compromising the community is implied, then we must address that.
7. Would like more local traffic on commercial stretches of West Seventh Street, like seven corners where there are lots of pedestrians, but commuters take up the space, just passing through.
 - The art of building a good city is putting together those elements that do contribute, and eliminating those that do not.
8. Pedestrian traffic. Local community. A place to live and shop. A cleaner West Seventh Street. These are basic needs of the communities that I have found in Boston and other places with established transit. We want to keep the historic character. West Seventh is now damaged, through poor redevelopment, filling the street with traffic including smelly buses. Keep the local character intact!

9. Residents near the CP Railroad don't want LRT to disrupt their neighborhoods in addition to Ford plan trains. Safety and aesthetics is an issue.
 - Figure out what you want for your community and then determine if transit can help you accomplish that vision.
10. (Dan Galles) Parking is an issue – what are our options? We need more parking beyond what exists today both on-street and off-street.

Summary:

- Let's be clear about what we're trying to achieve.
- Some criteria have begun to emerge:
 - The only failed transit systems are those which have been designed solely as transit systems.
 - Have caused too much disruption.
 - Have taken too much property.
 - Have not formed partnerships with local communities.
- If you take a hand and make this your own, then you will succeed in doing many other things besides meeting transit objectives.

Meeting Two

Downtown, Rice Park, Grand Avenue Area

History Museum

June 8, 1999, 7:30 am

Introduction by Kathy DeSpiegelaere, RCRRA

Overview of Alignments & Technologies by Myrna Valdez, PB

Slide presentation on *Transit in Communities* by Greg Baldwin, ZGF

Questions and comments by participants, who numbered approximately 25, exclusive of consultants, City and County staff.

Comments and Questions:

11. A regional imperative for transit exists. A broader reason to be thinking about it is to make Downtown a better place to live, especially along the riverfront. Downtown as civic and cultural center for St. Paul imposes demands for transit. More people are living there and it is important to making it work 18 hours a day. The Mayor's agenda is to increase downtown employment too.
 - Portland and St. Paul have some similarities in their recent past. Creation of Downtown housing is an example. Portland was pushed as the regional retail center, which brought people to it, and so sold it locally as a desirable place to live.
12. Minneapolis is stronger as a retail center; St. Paul is not. Retail study done for downtown says St. Paul is under-served, and that there is room for more retail. Big civic improvements are now under way - science museum, hockey arena, will bring

four million visitors to downtown each year. These will bring massive parking demands too.

13. Regional activities downtown make sense. Retail is not a regional activity for downtown St. Paul. LRT is a regional facility, and should be capable of bringing the region to downtown events - like Camden Yards in Baltimore.

- The Anasazi in New Mexico built a thousand years ago conspicuously straight roads. They probably were not used to capacity, but made a strong statement about the importance of Chaco Canyon as the center of that culture.

14. How do business owners on West Seventh Street view LRT? Delicate balance of charm, scale etc. Is transit viewed as an opportunity?

- One participant sees this project as an opportunity to get more people into the central city, so favors it.
- This project should be recognized as part of a larger transportation agenda which provides for those unfamiliar with downtown, as well as regular commuters, providing parking and improved circulation as well as better transit service.

15. There are about 300 businesses in a 2-mile stretch along Grand. How do we get regional visitors in downtown to visit Grand to do their shopping there? It is a business area with lots of residential property on either side. Steep bluff eliminates LRT.

- 100 foot bluff. A tram connection might be considered if a feasible transit route cannot be found. Pittsburgh has a similar circumstance. Too far for pedestrian connections because of a bluff. There once was a trolley from Smith to Grand and on St. Clair, so it is possible.

16. Is there another project along Grand which would prompt this link? Where is the confluence?

- At this time there is no similar transit project along Grand, and it would be the subject of a separate study. Retail linkage is proposed through downtown to Phalen Corridor. Maybe that could be part of the thinking.

17. What would be the key places for LRT to touch in order to strengthen the urbanity of Downtown?

- The City has prepared an Urban Design plan for Downtown. A recurrent idea is that transit should terminate in parks. Numerous single block parks are contemplated as places where riders become pedestrians, and as centers for Mears Park are key places now; that has been accomplished without upsetting the parks. Both of are already ringed by transit routes. These are precious spaces, and the sense of enclosure by nearby buildings is also part of their character and to be protected.
- A downtown housing. Plan for mixed use urban villages downtown. Rice Park & Portland example is the park at Lloyd Center, a bad place before LRT. It was rethought with the installation of LRT. Now it is in a third stage of attracting major development around it. Transit can be a positive influence on a park, how it functions and who uses it.

18. Talk about the benefits of living in downtown St. Paul. I live there, and I can walk to the Ordway, bus to Mall of the Americas, to Minneapolis. There is no problem in not having a car. I am close to major sports venues. Much downtown parking is underused at night. Ball park eagerly awaited - five possible sites.
- When sports come, they can be introverted or extroverted, benefiting retail. Gund Hall in Cleveland is introverted, and nothing happens around it. It will be important to ensure that the ball park interacts with its surroundings. Denver is an example, where the City enforced a policy of limited parking at the venue, relying instead on existing downtown parking. Patrons have brought Lower Downtown to life with their business at bars and restaurants there.
19. Would like to integrate LRT with a park along the river. (County Commissioner) Maybe transit is key to getting an integrated park system along the river. We see little evening and weekend use, unlike Portland where Waterfront Park seems a major destination. State Capitol: do other cities link theirs with LRT as a tourist destination?
- The health of the retail core in Portland helps park use, but activities in the waterfront park attract people who also shop. Not many state capitals have LRT, but we will investigate those that do.
20. Farmers Market in downtown St. Paul has a huge potential for being served by transit, as you cannot park near it. It will grow.
- Saturday Market planned to leave downtown Portland when LRT came. They were asked what they needed, which was storage. We were able to find adjacent storage, and worked with them on various aspects to keep the market in its original location. It is now very successful. Weekend marketing power is enormous. Now synonymous with LRT, since so many patrons use the train to get to it.
21. (Bill Booth) Calls received on investment downtown tend to relate to 'where do I park', not to transit. The proposed route will benefit Downtown. We need to do something now, or we'll never catch up. Business has no consistency on what the preferred routes are. Downtown St. Paul is fairly compact. Concern about how it gets linked to nearby and more distant communities. LRT is expensive. Maybe constant ridership of buses is a higher priority (meaning close headways?)
- Office buildings are less sensitive than many other downtown uses to disruption during construction, yet can be staunch supporters of transit by providing high ridership. You will need parking as well as transit to compete effectively against other locations. Do it concurrently.
22. The hub of circulation spokes is downtown. Why not route transit along those spokes?
- A regional plan is in progress, including commuter rail, LRT, and bus. (Kathy DeSpiegelaere) A number of priority corridors for commuter rail are being evaluated for their ability to fulfill that need.
 - If we assume 35% to 40% of downtown land to be devoted to streets, operating at capacity for 2 hours during the peak with most people driving, this equates to a floor area ratio (FAR) of 2 to provide parking, 2 FAR for office. This would probably use up all the development capacity of downtown. Introduce 50% transit ridership, and triple office development potential with same parking

provision, since only one parking space of about 330 square feet would be required for each 1000 SF of office space.

Next Steps

The consultant team plans to digest today's information, and return with ideas about alignment, collateral improvements, locations for activities at critical locations; probably not retail. Links to Grand and to the Ball Park will be considered. How could these things strengthen LRT?

Meeting Three Highland Area St. Luke's Parish Hall June 8, 1999, 6:00 PM

Introduction by Kathy DeSpiegelaere, RCRRA
Overview of Alignments & Technologies by Myrna Valdez, PB
Slide presentation on *Transit in Communities* by Greg Baldwin, ZGF

Questions and comments by participants, who numbered 32, exclusive of consultants, City and County staff.

Comments and Questions

23. This project has evolved from a government agency. It has defined a solution, but not a problem. What is the problem, and where is the data that says shifting people from Downtown to Mall of America is something that is needed?
 - There is no solution yet. There are alternative alignments. There is a corridor, which carries all other modes; we are not aware of a specific problem but are addressing a number of related transit needs. Portland didn't need LRT, but recognized a number of contingent benefits, and cautiously embraced it. It may make sense to put transit in the Seventh Street corridor too, and discover if it can be helpful.
24. Does Ramsey County have information that says that the corridor is overwhelmed, that transit is needed here?
 - Information is being collected on region-wide needs, and priorities will emerge.
 - PB has been asked to come up with relevant data, and to begin to elicit a vision for what each place wants to be over the next 20 years. The technical data is being collected, but at best, it is only half of the story.
 - There are a couple of reasons to undertake a project: because you have to solve a problem, or because you may want to do it for some other reason. You need to verify the reasons for this transit project and decide if it is worth it.
25. We are sick and tired of having freeways driven through our neighborhoods for the benefit of people who live out in the suburbs.
 - Portland said that too; if LRT comes, it must do something for me. We know that freeways do us no good. We rejected a new freeway, but built light rail.

26. Much of the problem before us has been created because of Minneapolis and the Hiawatha Corridor. They got more money than we did.
- Can't respond.
27. This neighborhood has spent 18 months developing the Shepard/Davern and Gateway Plan. We were not interested in including LRT. Invitation to this evening said "transit station", which signaled a specific issue to be dealt with. We are already working to get rid of parking in our neighborhood by transit riders. We don't want any more. People work in the city but live in the suburbs. We don't need them coming into our neighborhood.
- We are aware of the plan. The relationship of the bridge to the park as a gateway into St. Paul and into Highland is important. We spent time today looking at the bridge and talking to engineers. It is reasonable to look at minimizing changes. Within the neighborhood, parking for transit riders should not be allowed to happen, and in our experience, it has not been permitted to occur. Portland excluded park-and-ride facilities within the city, and actively discouraged on-street parking by transit riders, by towing etc. Connections: where do people want to go? If you cater only for work trips, you have wasted your investment. In Portland, trips are made to ball games, shopping, and for a dozen different reasons. You design it to create many new opportunities. As people become smarter, station locations become refined.
28. Regional transit issues, why don't you want to talk about them?
- Because there are better times and places to discuss them. It is better to focus on local issues today.
29. So are there no cities in which LRT successfully carries workers to work?
- Yes, Portland's system carries people to work, but as we became smarter about it, we learned what the real capabilities were, and now expect much more of it than just commuter transport. It's about bringing people together.
30. Downtown St. Paul is not interested in semantics. Part of the deal for the new Lawson building is that everyone will drive there. Same for other buildings. They don't need transit.
- These decisions were taken with some transit already in place. My experience is that farsighted building owners can see past parking and are staunch supporters of transit. Ultimately, a city's ability to expand its capabilities will be stymied if everyone depends on driving himself or herself. Street capacities will limit growth.
31. Point A to point B transit is of limited use. Did Portland start out with that?
- Yes, but that initial leg has functioned as an integral part of the overall transit system. People are also changing their habits, walking to the stops. We too assumed that driver access was essential to success, but the City held firm on their resolve to keep park-and-ride in the suburbs, and that has really paid off.
32. How long is the proposed Riverview line?
- 8 ½ miles.

33. You said that transit must do more than just work trips. How can this alignment do this because it is an isolated corridor?
- It will serve vast hinterland at each end.
 - It will function as one element in a metropolitan area-wide system. That system will continue to adapt, changing its routes and operations with the objective of making it quicker and easier to get from anywhere to anywhere else in the metropolitan area.
 - This route follows a natural corridor joining developed areas. The corridor is already there. Our challenge is how to change the character of transit along the corridor to contribute something worthwhile for each community it touches.
34. Don't see why we have to provide a route for folks from suburbs to get downtown. Why do we get airport parking? The freeway (I-35) was shoved down our throats, just like this will be. We will end up with suburban riders parking in our streets.
- You don't have to have parking everywhere; it will only happen if you want it or let it happen.
35. Commissioner Bennett said we have to get our share of money. Minneapolis said that it will increase employment by X thousand people. Their numbers don't jibe with reality. The Hockey arena is a pipe dream too. The fans won't take transit.
- Experience in other cities is that sports fans use transit in droves, because it is capable of handling large numbers of people quickly, and cars take a long time to clear.
36. People in this neighborhood won't go to hockey, and won't use transit to get there, so neither makes any sense.
- As part of a larger system, it will serve the community well.
37. What happened to systems in other cities when other links were added to the original LRT line?
- Some increase in ridership, greater balance in system-wide movements. San Diego began with a quick cheap system. As it has learned more about how transit is actually used, it has become much more sophisticated in its design decisions.
38. We are not following the agenda.
- Probably. You should begin to give us advice. That is why we are here; to listen to what you can tell us about your community and how transit might fit and enhance what you have.
39. How can you minimize noise, and other nuisances associated with a station, such as the undesirable people that it will bring into our neighborhood?
- You should not have much noise, though some buses are noisy. LRT shouldn't be noisy; concerns elsewhere are that it is too quiet for safety. People standing around are the people who are already attracted to the area. If they are undesirables, that is separate problem and should be addressed as such. Why are they there in the first place?
 - There is a fundamental difficulty of judging an unknown technology here. We are asking you to react to a transit system, which does not presently exist in the twin cities. Light rail is very different from locomotives or trolleys or trucks. An

example worthy of description is Gresham, at the suburban extremity of Portland's first light rail segment. They were emphatic that they did not want LRT near their downtown. It would bring nothing but crime and trouble to a community struggling to assert itself as a real city, not just a dormitory. A decade later, the most progressive development is occurring outside the downtown, next to the light rail station; and downtown is trying to shift its center to capitalize on the now obvious benefits. On the issue of noise, trains approaching Saturday market are now required to ring the bell to alert pedestrians who might otherwise be unaware that the train was approaching. It is not noisy.

40. Need bus lanes marked on map. How come no public input except for these June meetings, then all will be decided in 6 months?
 - (Schedule of meetings presented).
41. What is a station area?
 - Not a new kind of community, but a place where transit can make its greatest contribution; near where it stops. Bus stop is relatively small. LRT station area is defined as being within easy walking distance for pedestrians.
42. Is question about suitability of station locations shown on the map open for discussion?
 - Yes, it is appropriate to discuss.
43. Would this take the place of buses, which stop every block? Why do you need such big stations?
 - Many options exist as to how bus and LRT operations could be coordinated. The corridor could be shared with buses.
44. These stations are not where the bus stops are, so how can you transfer? The street is not wide enough for trains and buses.
 - Let's assume that you want them all there, but you don't want to widen the street? Then the challenge is in the design. We are constantly looking for new ways to operate and to design better solutions. First establish the criteria, then design a solution.
45. We don't want big stations like European ones.
 - Most light rail stations nowadays are no different from sidewalks.
46. Then why do we need to decide now where they will be?
 - Because frequency is something to decide about. Also opportunities to affect improvements that the community has identified as being worthwhile.
 - (Steve Quam) Shepard-Davern Small Area Plan: enhancements were identified that will improve property values. Transit stations are an important component. We build on what we have: a beautiful river, a rail track and a big road, not to mention some ugly buildings. Transit project would bring investment to the corridor, and could be used to make the corridor whole again. We can decide how it is to look, how it is to work. It can be taken back by the community and used to its benefit.

47. The Shepard Davern Plan wants to create and preserve a quality and character for whole area. Our real concern is that you are sending a Mason Dixon line down the middle of the corridor while we are trying to tie it all together again.
- Side running LRT can be helpful to some streets. When it is not present, nothing but a sidewalk is evident. In other circumstances, it may make more sense to run transit lanes down the middle of the street. [slides of downtown Portland and Stadium station} At Portland's stadium, folks wanted it in the middle of the street, even though it was not a solution that the engineers favored.
48. Could that be built on West Seventh?
- That street is about the same width. No property was taken.
49. From Randolph to Downtown, there are only businesses that cannot survive without on-street parking.
- You can expect to lose parking at stations, but could keep it between.
50. Transit will drive businesses away after generations of striving. A family grocery that has been there for a hundred years is closing this week.
- In order to succeed, transit needs to support retail and other businesses, not destroy them, so it is a high priority to find ways not to damage businesses.
51. In St. Paul, we endure snow and ice for several months.
- If you design large, enclosed shelters, then platforms do get big; but if small platforms and hospitable shelters are the criteria, then those are the design challenges that we shall engage.
52. Look at transit stations downtown. They are huge and cost thousands. What's so beautiful about the river; we can't even see it.
- Weather does affect design, and is clearly a challenge to be addressed.
53. Please address costs next time.
- Be clear about apparent cost vs. overall costs and benefits, compared with the apparent costs of driving. Those who drive may be aware of the out-of-pocket costs involved, yet ignore the enormous hidden subsidies, especially for those who drive during peak hours. Fare-box returns typically provide a third of operating costs, but compare this to the costs of providing additional freeway lanes, paying the health costs attributable to atmospheric pollution by automobiles, and all the other costs. In order to understand the real cost of a transit project, one must look at the whole picture. Communities generally decide that transit is worthwhile in terms of its contribution to the overall profitability and livability of the area served.

Summary

Key points made: You have a plan. Read it and use it. Make sure that access through your community remains good. Don't accept parking in your neighborhood. Transit is not only about linking A and B.

We will return with some preliminary ideas, and share what is happening along other segments of the alignment. There is new interest downtown in connecting to institutions and parks.

Meeting Four
Phalen Corridor
Metropolitan State University
June 9, 1999, 7:30 am

Introduction by Kathy DeSpiegelaere, RCRRA
Overview of alignments by Myrna Valdez, PB
Slide presentation on *Transit in Communities* relative to Phalen corridor by Greg Baldwin, ZGF

Questions and comments by participants, who numbered six, exclusive of consultants, City and County staff.

Comments and Questions

54. How have things in Portland changed since LRT became established?

- Downtown was in a bad way, losing out to the suburbs in the 70s. Since then, things have improved immeasurably. None of this is ascribed to transit, but transit has always been a part of each improvement. Portland was committed to freeway construction, but downtown was at an impasse. We canceled a freeway project and built a park instead. As the downtown has grown as part of a regional strategy, retail has recovered and downtown employment has doubled. Development of contingent relationships has been a critical part of how that prudent city has moved forward. For example, we knew that the downtown retail market was limited, but required every new office building to have retail around its base. Developers became very inventive and effective in finding good retail tenants for their space. Downtown businesses levied a tax on themselves to manage construction of LRT in downtown. They took responsibility for protecting their market and their marketplace, making it a safer and cleaner place. After substantial recent growth in the metropolitan area, pressures mount on the downtown, and there is concern that downtown businesses may not have the resolve that led their predecessors to effect such a change. Housing is the third element.

55. There is a general recognition that the potential of transit has not been recognized in St. Paul. The legislature has never recognized its value. Currently supported largely on property taxes.

- The first Portland LRT project depended heavily on federal freeway transfer funding. The second used a diversity of unlikely local sources to leverage federal dollars. This collateral relationship is typical of how things have been done in Portland. Westside was funded with an 80% federal match to local property tax dollars. A recent effort lost vote for property tax match, based on an ill-conceived statewide vote. The latest is a streetcar, built by a private entity created for that purpose. It is much less expensive than LRT; \$52 million for a five mile track, inclusive of rolling stock etc.

56. How does Portland's fare-box shortfall get paid?
- Through a head tax, federal moneys, advertising revenues etc.
57. A better transit system for St. Paul would be more widely accessible. Strong feeling exists indicating that this part of town needs links to surrounding job markets. Success of the Phalen initiative will depend on giving access to it from other city regions.
58. It is important to grow the Metro State campus, and focus growth on this side of the river.
59. Brown Institute recently established on The Heights, and that small campus needs transit.
- Students are consistently good supporters of transit. We increasingly see a need for institutions to become more firmly linked together. This is where HUD and others become interested investors - a good way to broaden the funding base.
60. Federal substitution funding can be spent on campus connections. This area has historically been left out of transportation investment projects.
- Support of an external community is often an effective means of making the connection between institutions and community.
61. Phalen corridor is important as a transportation corridor, and connections to Seventh Street are particularly important. How might the current situation be improved?
- (Alan Lovejoy) A diagonal road using the corridor (which belongs in part to the county) from the freeway interchange to the Phalen buildings would not serve through trips, but would help circulation internal to the community and connect to the regional system, giving some relief to Seventh Street.
62. What has LRT done for Portland population other than downtown white-collar workers? Other than airport and Mall of Americas users, whom would it help here?
- It will be limited in its contribution, but recognize that more than half of Portland's ridership is making trips which are not work related. The first 15-mile segment of LRT in Portland was through blue-collar neighborhoods.
63. Is PRT (personal rapid transit) an option? Some support from Commissioners is evident.
- (Kathy) We will study the possibility of this mode as part of our effort.

Meeting Five
Lowertown
Galtier Plaza
June 9, 1999, 6:00 PM

Introduction by Kathy DeSpiegelaere, RCRRA

Overview of Alignments & Technologies by Myrna Valdez, PB
Slide presentation on *Transit in Communities* relevant to Lowertown by Greg Baldwin, ZGF

Questions and comments by participants, who numbered 18, exclusive of consultants, City and County staff.

Greg Baldwin explained that it might be useful to begin the discussion with a conversation about the Lowertown streets that are being considered as routes for this transit line. Typical street sections have 2-3 lanes of traffic, parking on one or both sides, sidewalks of 12' to 15' width. How can one introduce transit to such a street without detracting from its usefulness? Add trees, a building frontage zone, transit loading areas, and there is arguably a need for wider sidewalks to maintain an appropriately wide through zone. Shelters to keep riders warm in the winter also demand wider sidewalks.

One solution would be to add transit onto the curb lanes with two traffic lanes in opposite directions. Another might be one-way transit with three lanes of general traffic, and limited on-street parking; this would be half of a couplet. A third possibility is to put two way transit on one side of the street, with one-way general traffic.

Tell me about what makes a good street for you?

Comments and Questions

64. Would transit lanes be shared with light rail or buses, or must they have exclusive lanes?
 - Mixed use works for short distances. Speed advantage favors exclusive lanes.
65. A good street is a busy one. Couplets can be confusing to strangers. Chicago is looking at heavy rail; perhaps because of some other agenda. But when you add transit to a busy street are you eroding safety? What is the proven safety record?
 - Portland blocks are only 200' long, so trains cannot begin breaking from 15-mph downtown running speed until 100' from stop. In an emergency, can stop even faster. A single 200' block separates the Portland couplet. Denver 16th Street Mall operates with two way buses.
66. Are Portland's downtown streets all the same width?
 - No, N-S streets are typically 80' wide, E-W streets are 60'
67. St. Louis system makes use of rail rights-of-way. Can this be mixed with street running where most people are? Why use the rail alignment south of West Seventh?
 - Good question, and one that is being investigated.
68. We accommodate people in cars from other places in our downtown. Don't like our streets being used as driveways from suburbs to Dayton's or to Lawson Commons. There are 5000 people living downtown now, and our streets should serve these residents first.

- Perhaps the real issue is how efficiently can the streets be used to address the needs of all users. Look at the area of downtown used for streets, say 40%. If there was no transit, build-out would probably be at a floor area ratio (FAR) of 4:1, then parking structures (accommodating three spaces for each 1000 SF office space) would occupy as much space as offices; FAR 2:1 for each. If 50% transit patronage were achieved for downtown workers (e.g. Portland), then only one parking space would be needed per 1000 SF office. This enables development capacity to rise to FAR 6:1; tripling the office space for the same FAR 2:1 parking provision.
69. How could 5th and 6th accommodate LRT as well as buses? Seem to be at capacity now in rush hour. How LRT integrates with the bus system is important.
- We need to look for greater efficiencies in the ways in which those streets are used. In Europe, buses increasingly share LRT lanes, for example, where they were once invariably exclusive. Portland Transit Mall appeared to be at capacity with its buses and general traffic. But we investigated how south-north light rail vehicles could share the same right of way without changing the curb lines. We looked at buses leap-frogging between stops at every third block, allowing them to run on LRT lanes. Discontinuous general traffic at blocks where LRT stops. Capacity of the system was carefully modeled, and works with three-minute headways.
70. Why not elevate where you need to?
- Because it gets in the way of other street functions, is expensive, conflicts with skyways, and creates blockages of street spaces.
 - St. Paul had a referendum on an elevated 'People Mover' in 1980 and overwhelmingly rejected it.
71. But why keep pushing a Portland system on us? This is the wrong alignment anyway. We have a bad urban sprawl problem. That is illegal in Portland OR, which makes it irrelevant to St. Paul. Portland is an artificial place because of its form of government. Portland sidewalks are too wide. (Etc.).
- You have a lot of misinformation.
72. In Downtown Denver, Milwaukee, and elsewhere, investments have been made to welcome the pedestrian, and there, transit feels first class. Those investments invite visitors to play there as well as accommodating workers. We have great potential for that here, and have begun some efforts, but much more should be done.
- These are investments in special places, and are appropriate.
73. (Wei Ming Lu) We have worked for many years to make this part of St. Paul work better. We have wanted transit of this sort for a long time. Think about how this might also relate to the Midway Corridor, as well as the airport. The conclusion in the MC study was to use 4th Street, so find out why, it may be relevant. How will the skyway system, Depot, and other features work with transit? We have also been working with Swede Hollow and Dayton's Bluff. It may not be wise to put rail back there. Respect what the neighborhoods are trying to do. It would be wiser to leave the natural corridor alone, but use instead a route that serves Metro State University and the huge number of state workers at Lafayette.

- Those are all-important considerations, and will certainly be examined as we move forward. Connections to cultural facilities such as the University are particularly important.
74. Would like to not preclude a future connection to the Midway LRT.
75. In the study of LRT, which was done a decade ago, the worse feature was the high platforms, which just would not fit our streets. That all changes with low platform trains.
- Agree.
76. Think about how much downtown has changed in office development, new housing, and now added cultural attractions - all in the past ten years, so there are many new opportunities, which the last LRT study did not address.
- Clearly.
77. Talk more about one-way vs. two-way transit on a single street.
- A couplet is very different from a single transit street, not only in its function, but also in how it appears as a feature of the City. Consider the 16th Street mall in Denver; a distinctive street with a distinctive culture. Very different from the 5th and 6th Street couplet here.
78. The Science Museum is interested in an alignment on the south side of downtown. How much sidewalk width is needed if you add light rail?
- If you have a bus system in downtown, sidewalks need about 5' for people to move laterally near loading doors. This suggests about 18' width. LRT typically has several doors for simultaneous loading, so milling area is reduced and a narrower sidewalk can be sufficient.
79. Was Kellogg considered?
- Yes, 42 downtown alignment alternatives have been evaluated, and Kellogg featured in a number of them.
80. Use Kellogg at west, and use 4th at east of downtown to serve the Science Museum, but also the core. The County is now considering making the West Center into a private building to capitalize on the river. The jail will move elsewhere one day. Increasing density along the river should be anticipated.
- What is the value of a transit system that takes riders to 'the third place'?
81. Historically, streetcars went to parks and open spaces. We should learn from that. We have the new bridge with wide sidewalks, lookouts, and other people-friendly features to make it attractive. Transit arguments need to address this. 4th and 5th or 6th do not rate very high in capturing the vibrancy of the community. There will be dining, theater, etc. near the river.
82. When we looked at the Riverview Corridor, we suggested that you should stay along the bluff to the Depot, but were told that it would miss the '100% corner' in the heart of the city between 5th and 6th.
83. Last week Public Works discussed a redesign of Kellogg. No one was thinking about transit.

- Correct; so much is going on at River Centre and the Science Museum that transit capability must be considered.

84. Would like to see land uses on the maps, amenities, resources, so that the public can better react to how the alignments/stations affect them.

Summary

Think about how all this will fit and make a special place. There are many solutions other than Portland to look at. Today we have begun a dialogue that will continue, as more is understood about the best way to route and design for Riverside transit.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

3

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere

Authorized Signature

June 14, 1999

Date

Board Action Requested

Authorize staff to negotiate a contract with Metro Transit for project management services for the Riverview, Central and commuter rail corridors.

ACTION IS REQUESTED

Request Justification

See attached information.

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

June 22, 1999

Board Date

Kristine A. Longhewy
Signature

6-14-99

Date

FUNDING TO BE DETERMINED
WHEN CONTRACT RETURNS TO
REG. RAIL BOARD.

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: _____ No: _____

WHEREAS, Ramsey County Regional Railroad Authority adopted on February 23, 1999 a position that its preferred corridors for transit in the county were:

Riverview, connecting the Lower East Side, downtown St. Paul to the airport and jointly with Hiawatha to the Mall of America;

Central, connecting downtown St. Paul and Minneapolis;

Hennepin/Ramsey Commuter rail Connector, connecting to the Northstar and Red Rock Corridors, between downtown St. Paul and Minneapolis; and

WHEREAS, Although engineering and planning consulting services will be used for the majority of the work to be conducted in these corridors; and

WHEREAS, Additional staff services will be needed by Ramsey County Regional Railroad Authority to progress work in the three corridors in the areas of project manager, procurement, contracts, grant management, budget/accounting, legal, risk management, community education, legislative, public information and administrative support; Now, Therefore, Be It

RESOLVED, That Ramsey County Regional Railroad Authority's Director is authorized to negotiate a contract with Metro Transit for the provision of project management services for the three projects; and Be It Further

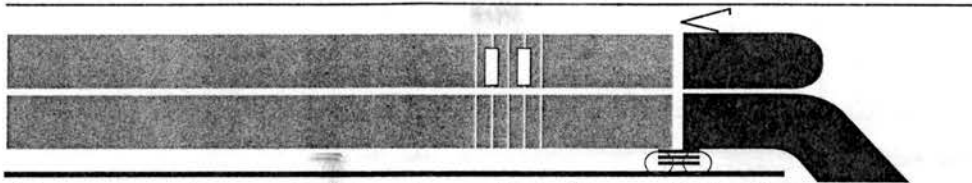
RESOLVED, That the contract will be returned to Ramsey County Regional Railroad Authority for its approval.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

	YEA	NAY	OTHER
Tony Bennett	___	___	___
Dino Guerin	___	___	___
Susan M. Haigh	___	___	___
Rafael E. Ortega	___	___	___
Victoria Reinhardt	___	___	___
Janice Rettman	___	___	___
Jan Wiessner	___	___	___

Tony Bennett, Chairman

By: _____
Rafael E. Ortega, Secretary



Ramsey County Regional Railroad Authority

665 Ramsey County Government Center-West, 50 West Kellogg Boulevard
St. Paul, Minnesota 55102 (651) 266-2760 / FAX (651) 266-2761

Memorandum

To: Ramsey County Regional Railroad Authority Commissioners
Paul Kirkwold, Interim County Manager

From: Kathryn DeSpiegelaere *KD*

Subject: Staff Needs for Railroad Authority Work

Date: June 12, 1999

At the June 22 Ramsey County Regional Railroad Authority (RCRRA) meeting, you will be considering a resolution relating to staff needs of the Regional Railroad Authority and contracting with Metro Transit.

The proposed resolution authorizes staff to develop the contract which will be returned to you for discussion and approval.

Staff needs for the Railroad Authority work on the Riverview, Central, and commuter rail corridor, as well as needs on other projects, including the Rush Line, Red Rock Corridor, Joint Powers Board, Welfare to Work Transportation, right of way acquisition and maintenance are increasing. The current staff complement is one FTE Director, 1/2 FTE Administrative Assistant, and .4 FTE right of way specialist. An additional FTE planner was authorized in December, 1998 but the position hasn't been filled because of budget constraints.

The Minnesota Department of Transportation and Metropolitan Council have agreed to make up to \$9 million in federal funds available to RCRRA in the next two years for transit projects in three corridors:

- o Riverview
- o Central

o Downtown to downtown commuter rail -- Hennepin/Ramsey Connector

In order to undertake planning and engineering work on these projects, staff is needed for project management, grant management, budgeting and accounting, legal, risk management, community education, legislative, public information and administrative support.

RCRRA has no employees of its own. The contract to be developed with Metro Transit will allow for a project manager to be hired by Metro Transit and loaned to RCRRA to manage the three projects, Riverview, Central and Commuter rail. The person to be hired is not on the staff complement currently. The person to be hired will have rail experience. The salary is not known at this time but would be developed as part of the recruitment process. RCRRA would pay salary, benefits and an overhead factor to Metro Transit, just as RCRRA does for its current employees on loan from the Ramsey County Public Works Department.

Although a consulting engineering firm will be hired for the projects, it is necessary to have staff to handle some of the project management and related activities listed in order to safeguard the RCRRA's interests.

A project manager loaned to RCRRA from Metro Transit offers many benefits to RCRRA and to Metro Transit. They include:

- o Metro Transit is the operator of bus systems and will operate rail systems. Having their expertise in at early stages of work and continuing work is beneficial to the ultimate operation of the system.
- o The approach is regional, not parochial. It allows RCRRA to operate with the regional perspective it has advocated.
- o Metro Transit, because it is the region's transit agency, can attract a broader range of candidates for this position than RCRRA. Transportation project managers are in short supply nationally because of the many transportation projects being designed and constructed.

o Government needs to seek new ways of doing business to be efficient and effective. The contracting for staff approach is entrepreneurial for both RCRRA and Metro Transit.

There are additional staff needs and project budgets that will be developed as the projects are better formulated. The hiring of a project manager is an initial step. Completing requests for proposals for the new projects is another step. The complete package of information needs to be developed incrementally.

Recommendation:

Consider the resolution attached.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

4

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere

Authorized Signature

June 14, 1999

Date

Board Action Requested

Authorize staff to develop request for proposals for Central Corridor from downtown St. Paul to downtown Minneapolis and Hennepin/Ramsey Commuter Rail Corridor from downtown St. Paul to downtown Minneapolis.

ACTION IS REQUESTED

Request Justification

See attached information.

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

June 22, 1999

Board Date

Kristine A. Longhenry
Signature

6-14-99

Date

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: _____ No: _____

WHEREAS, On February 23, 1999, the Ramsey County Regional Railroad Authority adopted a position that the regional master plan must include the core triangle of Hiawatha, Riverview and Central Corridors and a minimum of three major transit corridors in Ramsey County:

Riverview Corridor
Central Corridor
Commuter Corridor, Elk River to St. Paul (Hennepin/Ramsey portion); and

WHEREAS, A Major Investment Study is being conducted on the Riverview Transit Corridor; and

WHEREAS, Funding has been committed for work in Ramsey County transit corridors by the Metropolitan Council and Minnesota Department of Transportation; Now, Therefore Be It

RESOLVED, That staff is authorized to develop requests for proposals for continuing work on transit improvements in the Central and Hennepin/Ramsey Commuter Rail Corridors.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY	YEA	NAY	OTHER
Tony Bennett	—	—	—
Dino Guerin	—	—	—
Susan M. Haigh	—	—	—
Rafael E. Ortega	—	—	—
Victoria Reinhardt	—	—	—
Janice Rettman	—	—	—
Jan Wiessner	—	—	—

Tony Bennett, Chairman

By: _____
Rafael E. Ortega, Secretary

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

5

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

[Signature]
Authorized Signature

6/1/99
Date

Board Action Requested

Comprehensive Transportation and Transit Plan.

ACTION IS REQUESTED

Request Justification

See attached information.

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

June 22, 1999

Board Date

Kristine A. Longhenry
Signature

June 1, 1999
Date

RAMSEY COUNTY

1999 – 2020

COMPREHENSIVE TRANSPORTATION PLAN

ISSUE PAPER

LAND USE

Define issue and how it relates to the vision:

Ramsey County has a limited role in land use issues. This is therefore an issue of coordination rather than of jurisdiction for the County. Land use decisions impact the County system of roadways. Given that the County does not have jurisdiction over land use, it is especially important for Ramsey County to work with municipalities within the County, sharing information and reviewing new development and redevelopment projects.

The County vision proposes that regional land use patterns need to reflect and respect community identities, economic, and social needs; that all decision making will consider the greater good of the residents of the community and Ramsey County, yet minimize the adverse effects of those decisions on neighboring communities; that local land use plans should strive to be consistent with this vision for the County and with each other.

The County vision supports high quality maintenance of the infrastructure in the region, and managing demand for more highways by encouraging appropriate development patterns. The County thoroughfare vision states that all County roadways will be restricted to a design maximum of four travel lanes, and that the roadway design will increase street capacity by obtaining the maximum level of service from the existing highway system while minimizing the impact these facilities have on the social and physical environment.

The County vision supports a comprehensive review process which will provide for coordination, oversight, and mediation of land use planning, ensuring consistency and concern for all stakeholders in both public and private sectors.

The County vision supports a routine review process of land use plans by agencies with authority to make and enforce decisions in order to minimize fragmentation. These

agencies would coordinate and expedite the plans that ensure land is used in concert with the values of the whole community as well as individual and community interests.

Existing conditions of issue:

The demographic overview (Appendix X, Group A) provides information on the growth of Ramsey County. As demonstrated by this material, the population of Ramsey County is expected to increase eleven percent by 2020; the smallest rate of growth in the seven county metropolitan area.

The development and economic overview (Appendix X, Group B) provides information on jobs and employment trends in Ramsey County. According to 2020 employment projections, the number of employed people in Ramsey County will continue to increase.

The existing and future land use maps (Appendix X, Group C) illustrate why Ramsey County is considered fully developed, and explain why it is generally necessary for municipalities to pursue redevelopment rather than new development.

Although Ramsey County has limited control over land use decisions, the County provides and maintains a system of minor arterial roadways within the County. Minor arterials are high volume roadways that provide a link between trunk highways and local routes, emphasizing mobility rather than land access. The County road system absorbs the majority of the impact created by increased traffic volumes which accompanies growth and redevelopment. Communities should strive to develop access plans that provide adequate access without compromising the integrity of the roadway system. For example, multiple driveways onto a roadway may be beneficial to a particular development, but they are not beneficial to the community as a whole because excessive land access restricts the mobility of a roadway.

Expectations based on current trends:

According to the Metropolitan Council, almost 650,000 new residents, almost 350,000 new households, and about 400,000 new jobs are projected in the region by 2020. Because little roadway expansion is planned, this growth will have a significant impact on the transportation system. This constraint in the movement of goods and people could result in lost economic productivity, higher overall cost of doing business, and decreased regional competitiveness in the world economy.

Between 1970 and 1990, the number of the region's households that have 2 or more cars almost tripled. There were 600,000 more licensed drivers in 1990 than in 1970, while the population only grew by 414,00. By 1990, there were more work commuters traveling suburb to suburb rather than suburb to city.

These Metropolitan Council figures point to a transportation system facing increasing traffic and congestion, with little highway expansion planned to alleviate the problem. As a result, minor arterials will serve an important function as traffic is diverted from state principal arterial highways onto the County minor arterial system.

Expanding transit services and utilizing congestion-reduction techniques such as travel demand management (TDM), travel system management (TSM) and access management will help alleviate demand on the existing metropolitan highway system and on the County roadway system. Reducing traffic and congestion is vital to maintain the economic productivity of both the County and the region.

According to the Metropolitan Council, LRT and commuter rail have the potential to improve transit services available to residents in fully developed areas. In addition, mass transit can help assure continued long-term access to primary economic centers, and can be used as a land use tool to guide development along corridors where mass transit is implemented. Studies in the Twin Cities area have shown that if ten percent of its projected growth over a twenty year period were to locate around rail transit stations, thirty thousand jobs and twenty-three thousand households would be channeled around rail transit stations.

Transportation and land use planning should be linked to ensure development designs that are favorable to transit options. Within its authorities, Ramsey County will: (1) encourage compact development that will provide a mix of housing, jobs and services within easy walking distance, (2) cluster jobs and commerce, and (3) design developments to accommodate walking, biking or transit use. Linking transportation and land use planning will help provide a balance between the automobile and alternate forms of transportation.

Due to the relationship between land use and transportation, Ramsey County and the municipalities should plan for future growth and transportation needs together.

What needs to be done to influence the future and change the expectations?

Improve cooperation between the County and municipalities for sharing responsibility for the delivery of services. For example, the County and municipalities should work more closely together on right of way and access management issues.

The County should study municipal land use plans to review economic growth and redevelopment areas identified by the municipality to better coordinate access management and major trip generators.

The above efforts will increase the efficiency and capacity of the County roadway system through coordinated development. Coordinated development will reduce the trend to increase the capacity of the County roadway system by adding thru lanes.

What role does the County play in this issue?

Land use density is directly related to an area's transportation needs. Given that the County does not have land use jurisdiction, it is important for the County to work with municipalities in reviewing new development and redevelopment projects. Within its authorities, Ramsey County should review site designs to ensure that provisions are

implemented for travel demand management (TDM), travel system management (TSM), access management, pedestrians, bicycles and transit.

The County should partner with municipalities on maintaining the functional integrity of roadways. Permitting officials in Ramsey County should establish contacts with municipal staff to insure early involvement with access location decisions.

The County should provide a forum of County, state and municipal staff, held on a regular basis, to discuss land use issues and their affect on the County system of roadways.

What policy should be in place regarding this issue to make the County play the role it should play?

A policy supporting County involvement in the development and review of municipal plans.

A policy mitigating road system impact through access management partnerships with municipalities through a strategy of balanced land use and transportation that ensures both economic viability and community values are considered.

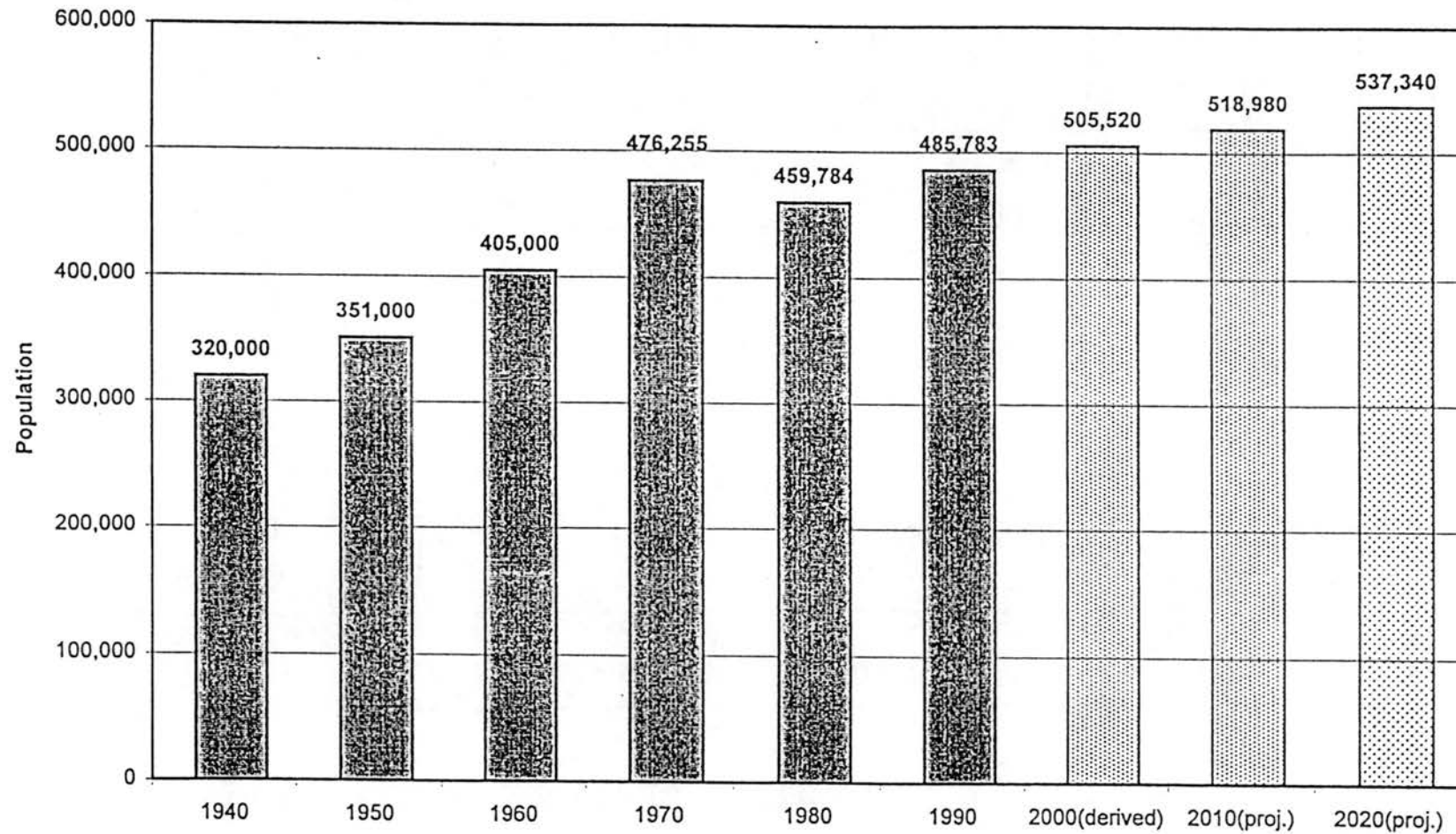
A policy mitigating road system impact through a strategy of balanced land use and transportation.

A policy ensuring that provisions will be implemented in new development or redevelopment site designs for travel demand management (TDM), travel system management (TSM), access management, pedestrians, bicycles and transit.

APPENDIX – X

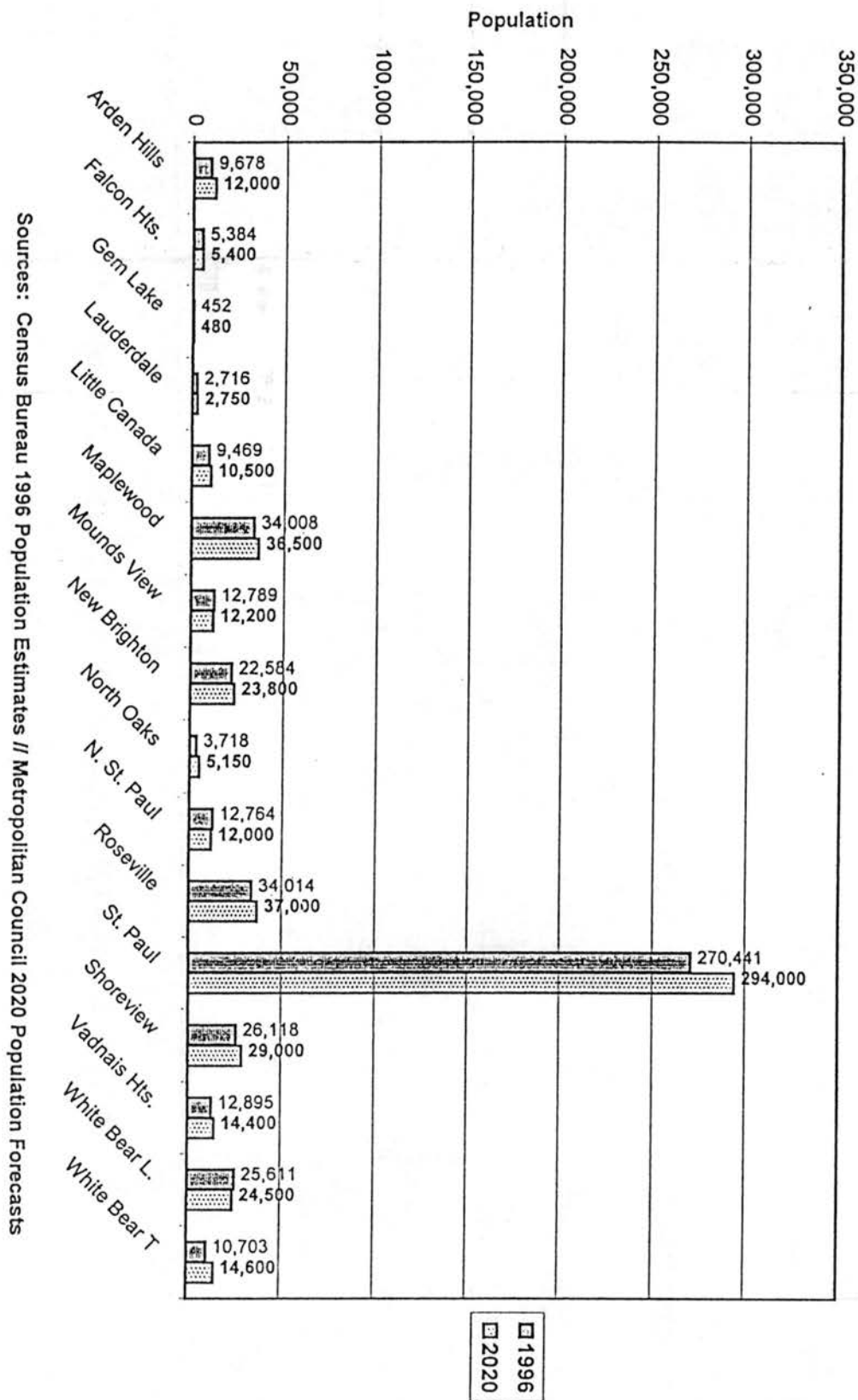
GROUP - A

RAMSEY COUNTY POPULATION GROWTH BY DECADE

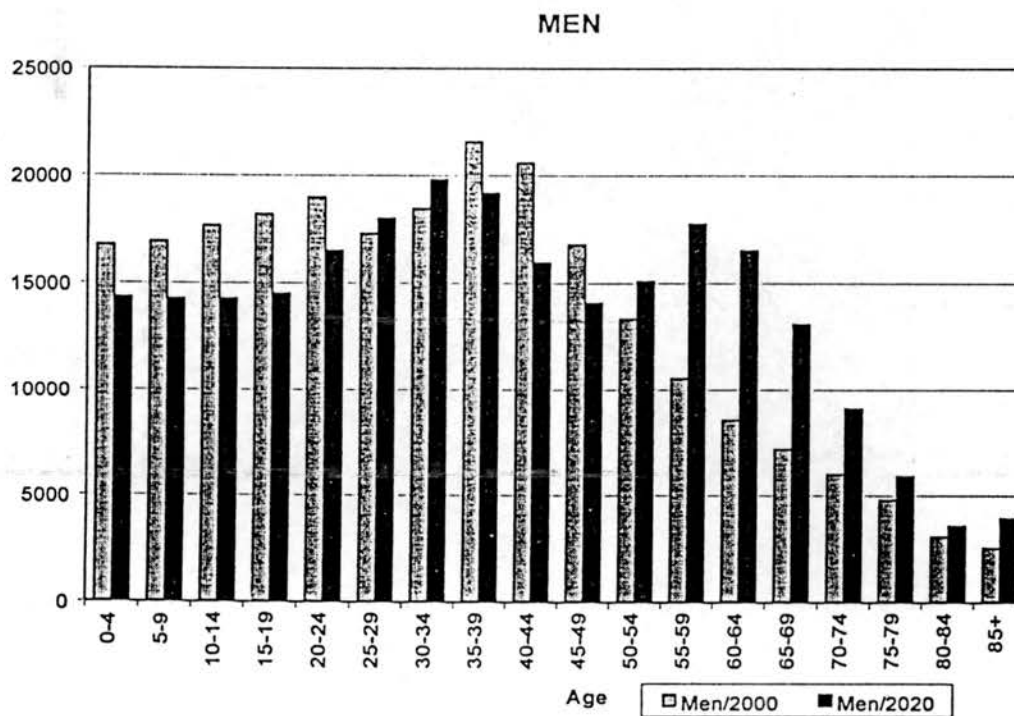
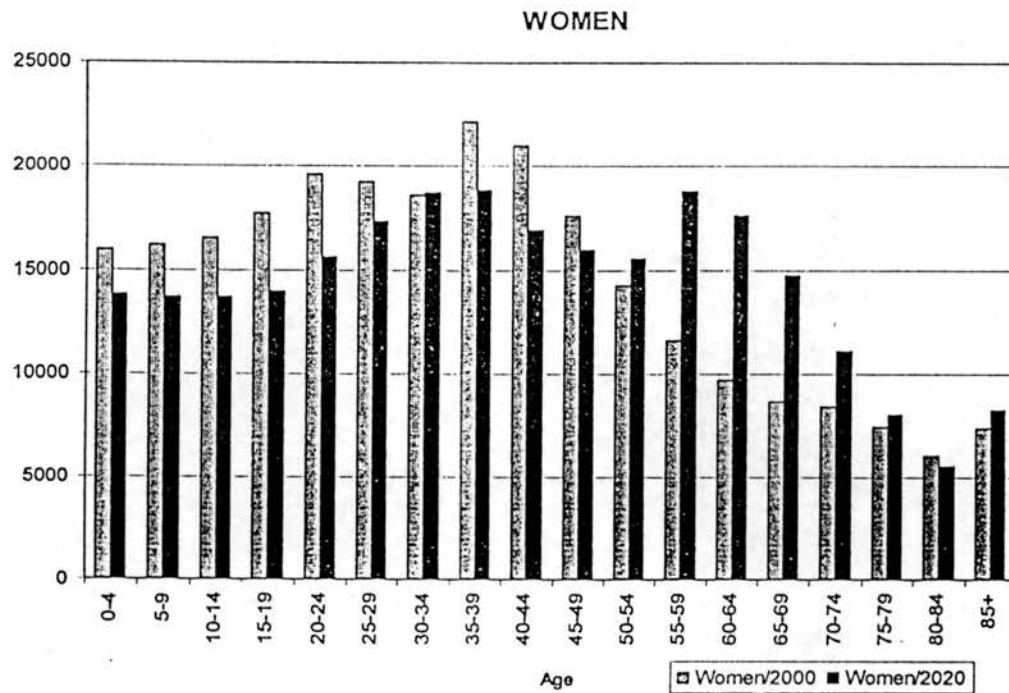


Source: Metropolitan Council

RAMSEY COUNTY 2020 FORECASED POPULATION CHANGE BY CITY

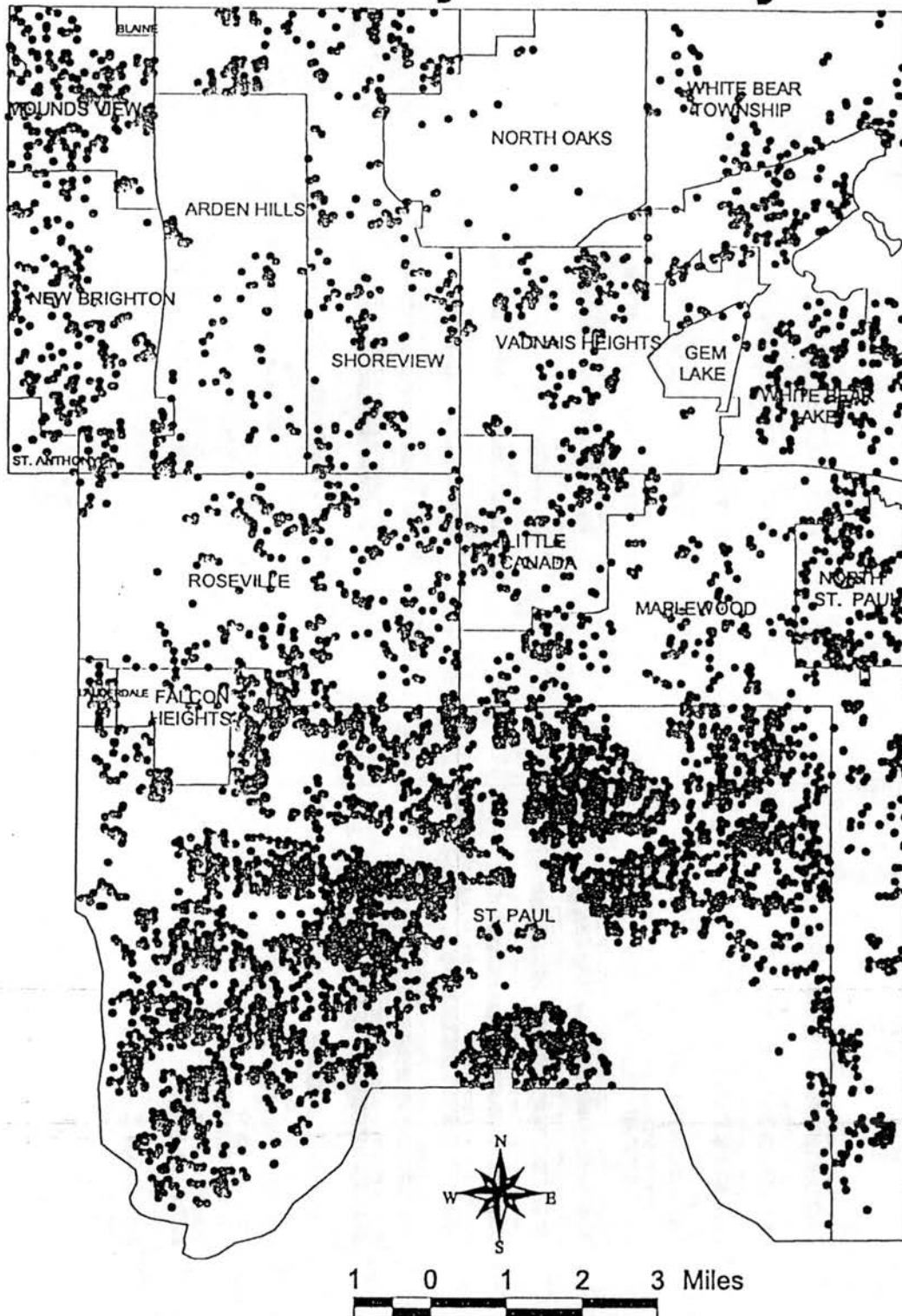


AGE DISTRIBUTION IN RAMSEY COUNTY



Source: State Demographic Center at Minnesota Planning/May 1998

1995 Births Ramsey County



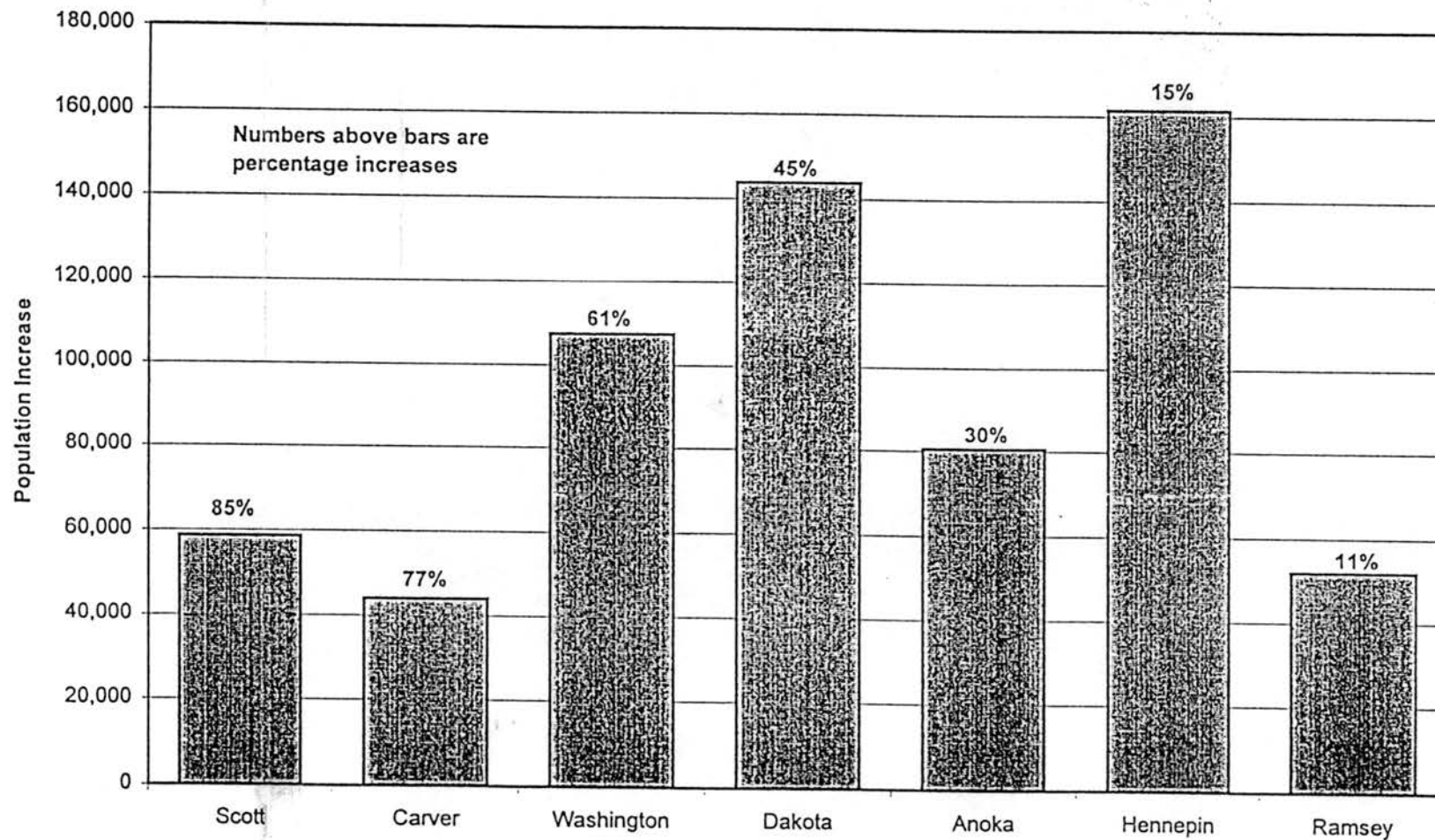
CITY	BIRTHS
● ARDEN HILLS	91
● FALCON HEIGHTS	96
● GEM LAKE	4
● LAUDERDALE	33
● LITTLE CANADA	135
● MAPLEWOOD	408
● MOUNDS VIEW	206
● NEW BRIGHTON	259
● NORTH OAKS	18
● NORTH ST. PAUL	156

CITY	BIRTHS
● ROSEVILLE	371
● SHOREVIEW	303
● SPRING LAKE PARK	3
● ST. ANTHONY	13
● ST. PAUL	4561
● VADNAIS HEIGHTS	180
● WHITE BEAR LAKE	292
● WHITE BEAR TOWNSHIP	139

Source: Ramsey County Public Health
Prepared By: Ramsey County GIS

□ Ramsey County Cities

7 COUNTY METROPOLITAN AREA 1995 TO 2020 POPULATION INCREASE

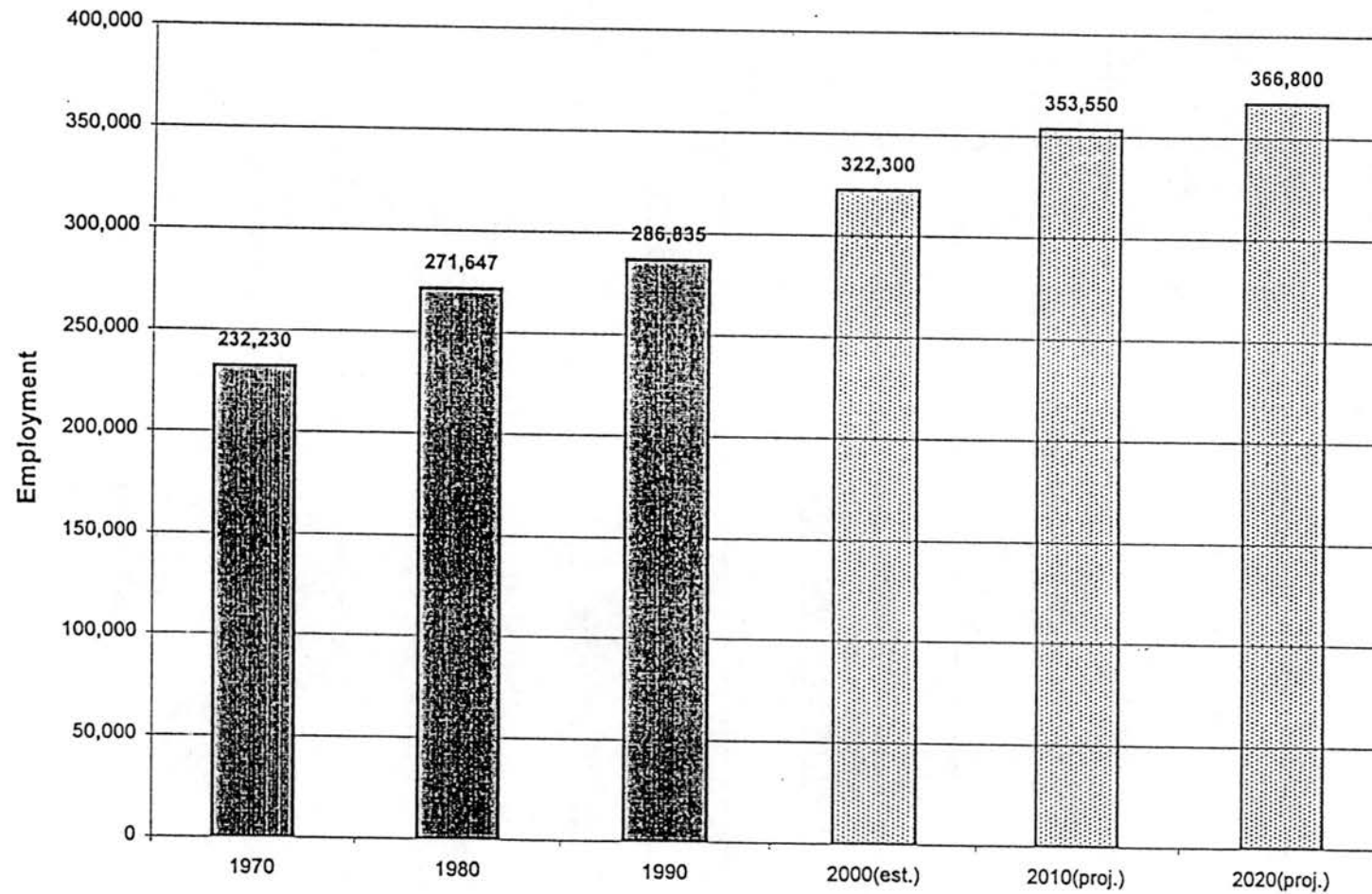


Source: Metropolitan Council

APPENDIX - X

GROUP - B

RAMSEY COUNTY EMPLOYMENT TRENDS



Source: Metropolitan Council

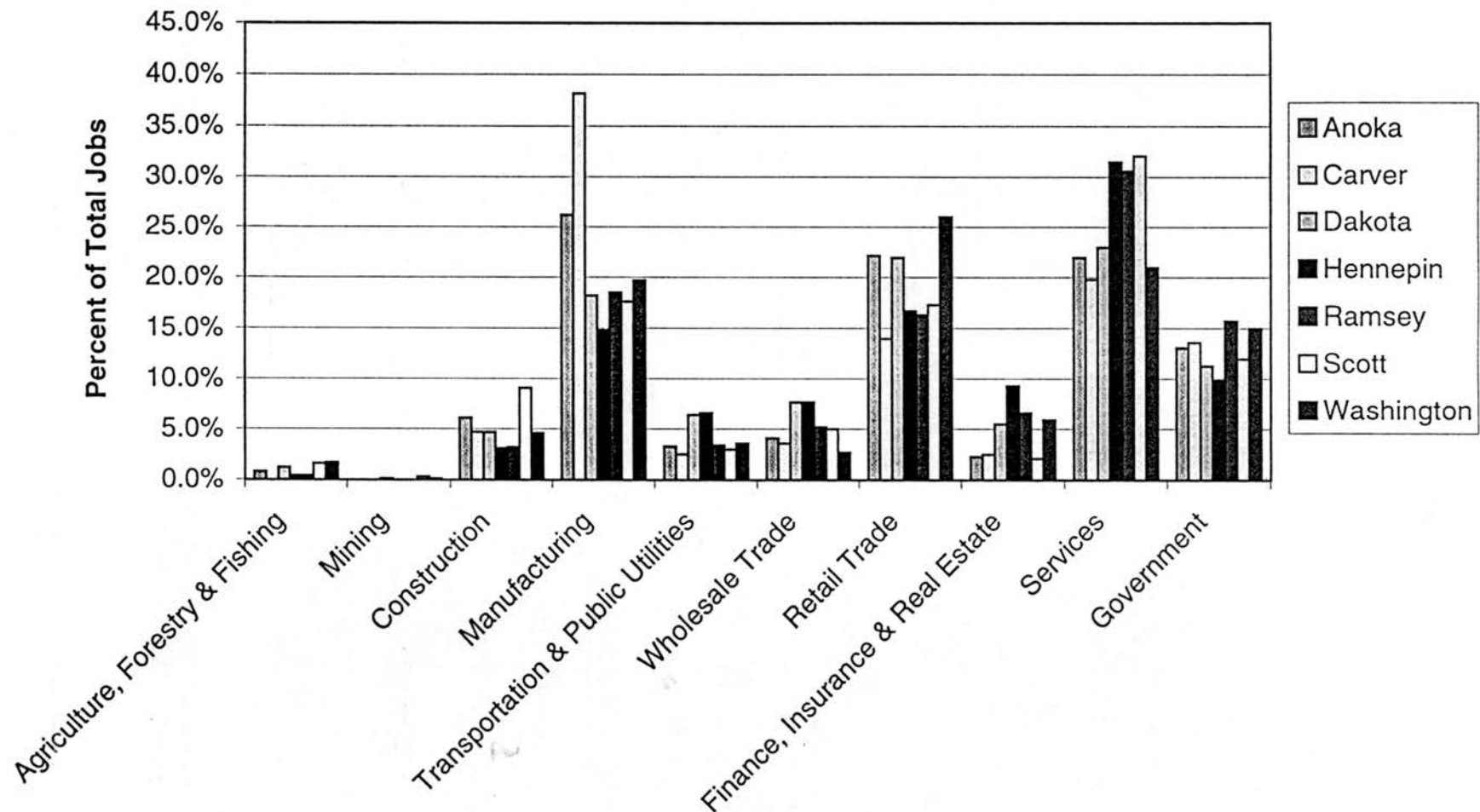
RAMSEY COUNTY EMPLOYEES BY INDUSTRY

Employees By Industry	1990	1997	Increase	Growth %
Agriculture, Forestry and Fishing	943*	1,151	208*	22.1%*
Mining	nd	18	nd	nd
Construction	9,520	10,182	662	6.9%
Manufacturing	72,444	58,791	-13,653	-18.8%
Transportation/Public Utilities	10,302	10,831	529	5.1%
Wholesale Trade	12,112	16,572	4,460	36.8%
Retail Trade	49,745	51,772	2,027	4.1%
Finance, Insurance, Real Estate	18,901	21,055	2,154	11.4%
Services	75,662	97,240	21,578	28.5%
Government	43,958	49,956	5,998	13.6%
TOTAL	293,587	317,568	23,981	8.2%

*1990 mining numbers were nondisclosable as one firm had 80% or more of the employment in the industry. Therefore, these numbers are slightly high as 1990 mining numbers were added to this category to mask the identity of that firm.

**Source: Research and Statistics Office
Minnesota Department of Economic Security**

1997 JOBS BY INDUSTRY



Source: Research and Statistics Office of the Minnesota Department of Economic Security

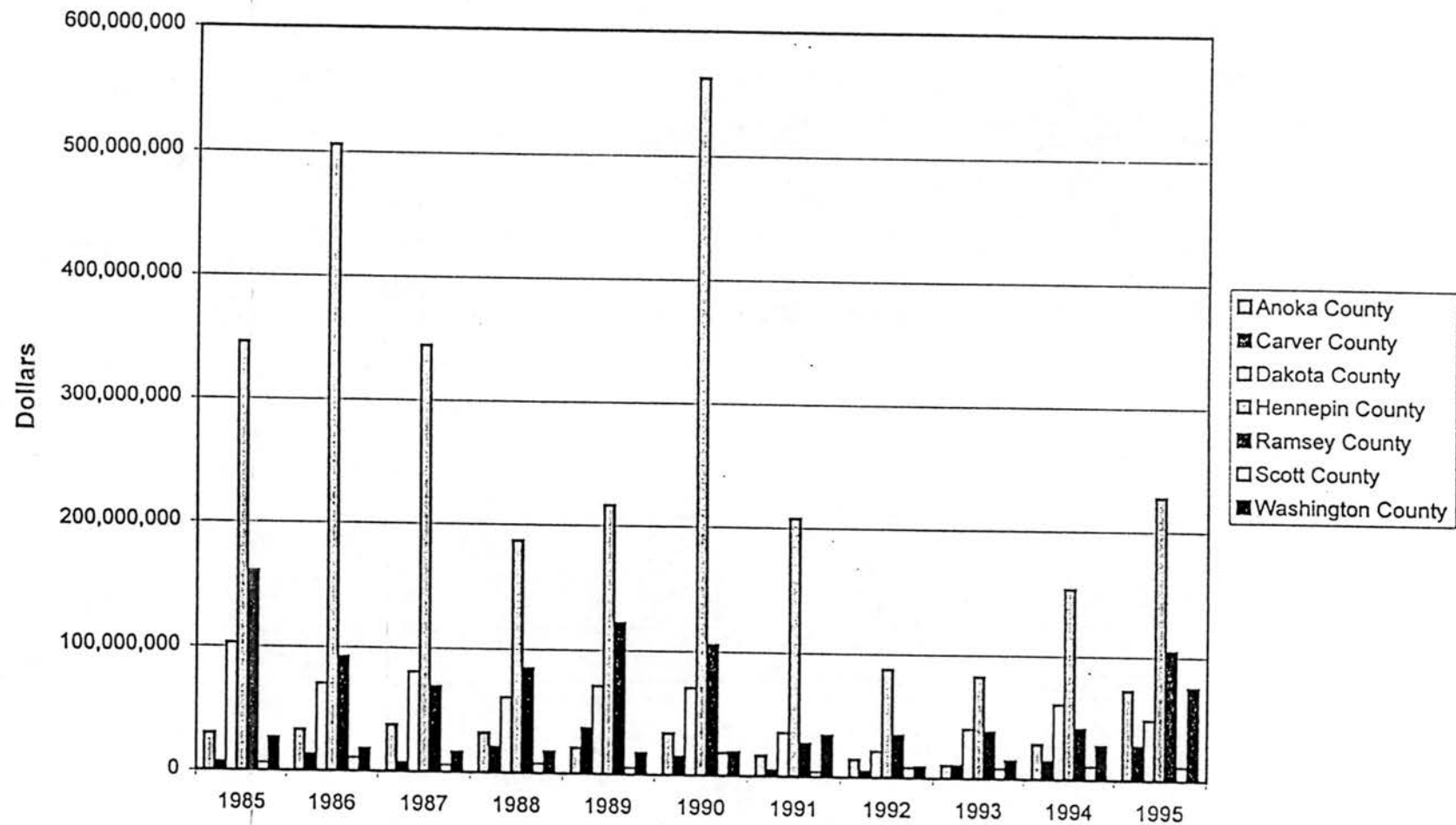
RAMSEY COUNTY LARGEST EMPLOYERS

COMPANY	CITY	NUMBER OF EMPLOYEES
State of Minnesota	St. Paul	54,379
United States Government	Fort Snelling*	33,481
3M Company	Maplewood	20,373
HealthEast	St. Paul	6,171
Independent School District/625	St. Paul	5,186
County of Ramsey	St. Paul	4,128
Ebenezer Social Ministries	White Bear Lake	3,943
The St. Paul Companies, Inc.	St. Paul	3,500
City of St. Paul	St. Paul	3,400
Deluxe Corporation	Shoreview	3,093

*Hennepin County: However, this location includes all of the U.S. government employees in Ramsey County.

Source: Smith, Tom, "Minnesota's 100 Largest Employers," *Corporate Report Minnesota*, August 1998. (Provided by Metro East Development Partnership.)

Commercial-Industrial Building Permits for the 7 County Metro Area



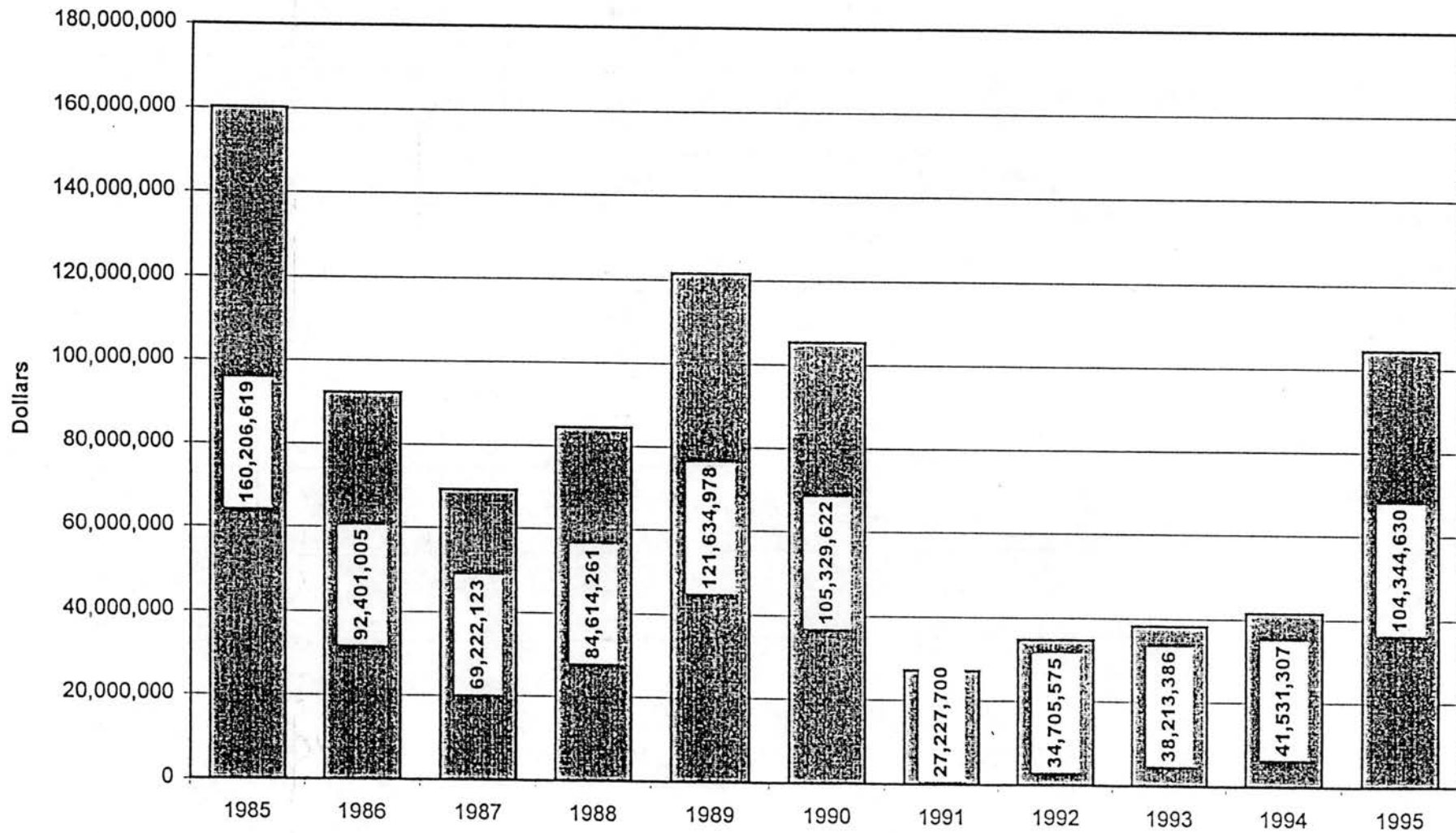
Source: Metropolitan Council/Census Bureau

COMMERCIAL – INDUSTRIAL BUILDING PERMITS FOR RAMSEY COUNTY (DOLLARS)

CITY	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995
Arden Hills	6,824,000	7,121,220	0	1,320,00	1,216,930	1,555,200	0	11,716,821	0	13,500	2,709,515
Falcon Hts.	1,131,132	1,189,530	182,600	427,880	1,348,628	0	0	0	0	0	0
Gem Lake	0	165,786	0	105,124	0	62,668	0	0	117,000	0	35,000
Lauderdale	0	18,200	24,600	0	0	0	0	29,362	0	0	0
Little Canada	3,838,676	2,542,279	4,010,424	1,064,000	686,000	1,200,000	465,650	10,035,000	0	209,600	1,166,549
Maplewood	12,605,513	5,599,177	1,579,500	2,612,000	20,049,369	52,561,299	6,165,995	380,000	70,000	9,664,005	30,726,836
Mounds View	360,000	500,000	3,290,103	8,913,710	14,142,029	510,000	2,337,000	0	0	50,000	0
New Brighton	2,393,922	6,789,340	4,848,047	1,796,549	4,073,600	3,324,896	1,800,962	1,609,700	7,149,218	4,206,788	2,919,443
North Oaks	0	0	0	0	0	2,310,872	1,707,000	237,854	242,241	750,200	976,050
North St. Paul	306,200	515,000	92,000	1,016,550	270,000	0	0	0	691,950	52,200	1,548,141
Roseville	16,296,069	17,761,840	12,393,200	3,606,500	11,145,157	22,991,000	1,351,300	945,000	2,315,900	9,695,290	11,092,039
St. Paul	107,846,942	36,483,733	33,771,853	47,945,958	41,385,200	11,475,887	8,203,153	3,629,923	14,671,100	7,554,940	18,201,310
Shoreview	1,430,900	6,789,400	2,200,000	1,725,500	11,068,000	1,032,800	615,640	849,000	350,000	611,000	1,800,000
Vadnais Hts.	5,289,000	2,241,000	3,947,000	3,434,000	3,330,000	1,420,000	0	0	4,857,000	2,554,000	23,780,000
White Bear L.	1,142,265	4,684,500	2,355,000	10,138,500	5,442,000	4,585,000	1,581,000	4,897,601	5,083,248	3,192,607	2,960,387
White Bear T.	742,000	0	527,796	507,990	7,478,065	2,300,000	3,000,000	375,314	2,665,729	2,977,177	6,429,360

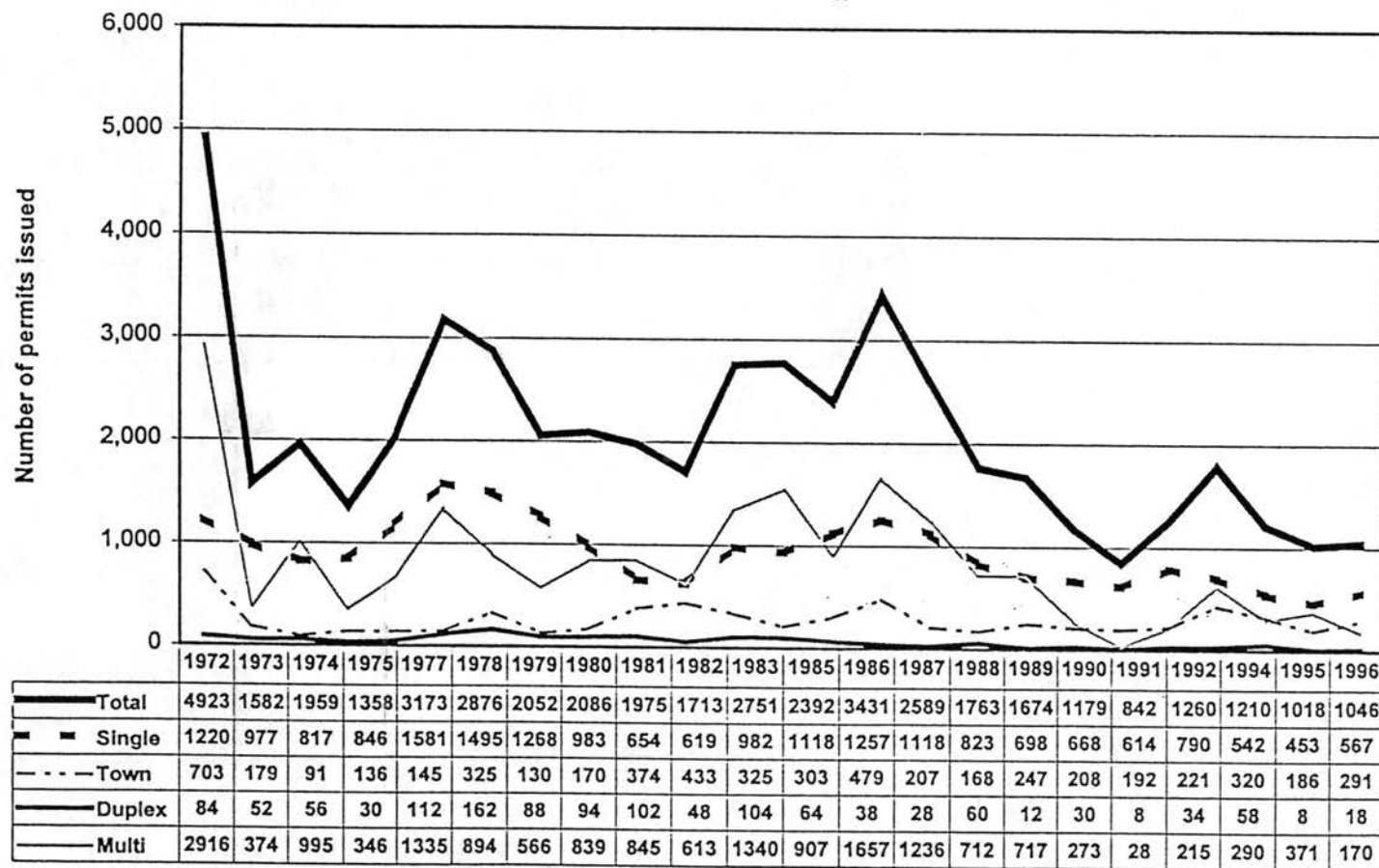
Source: Metropolitan Council/Census Bureau

COMMERCIAL - INDUSTRIAL BUILDING PERMITS FOR RAMSEY COUNTY



Source: Metropolitan Council/Census Bureau

RAMSEY COUNTY HOUSING BUILDING PERMITS (NEW CONSTRUCTION)

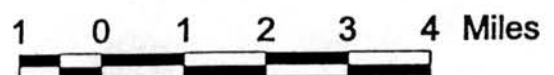
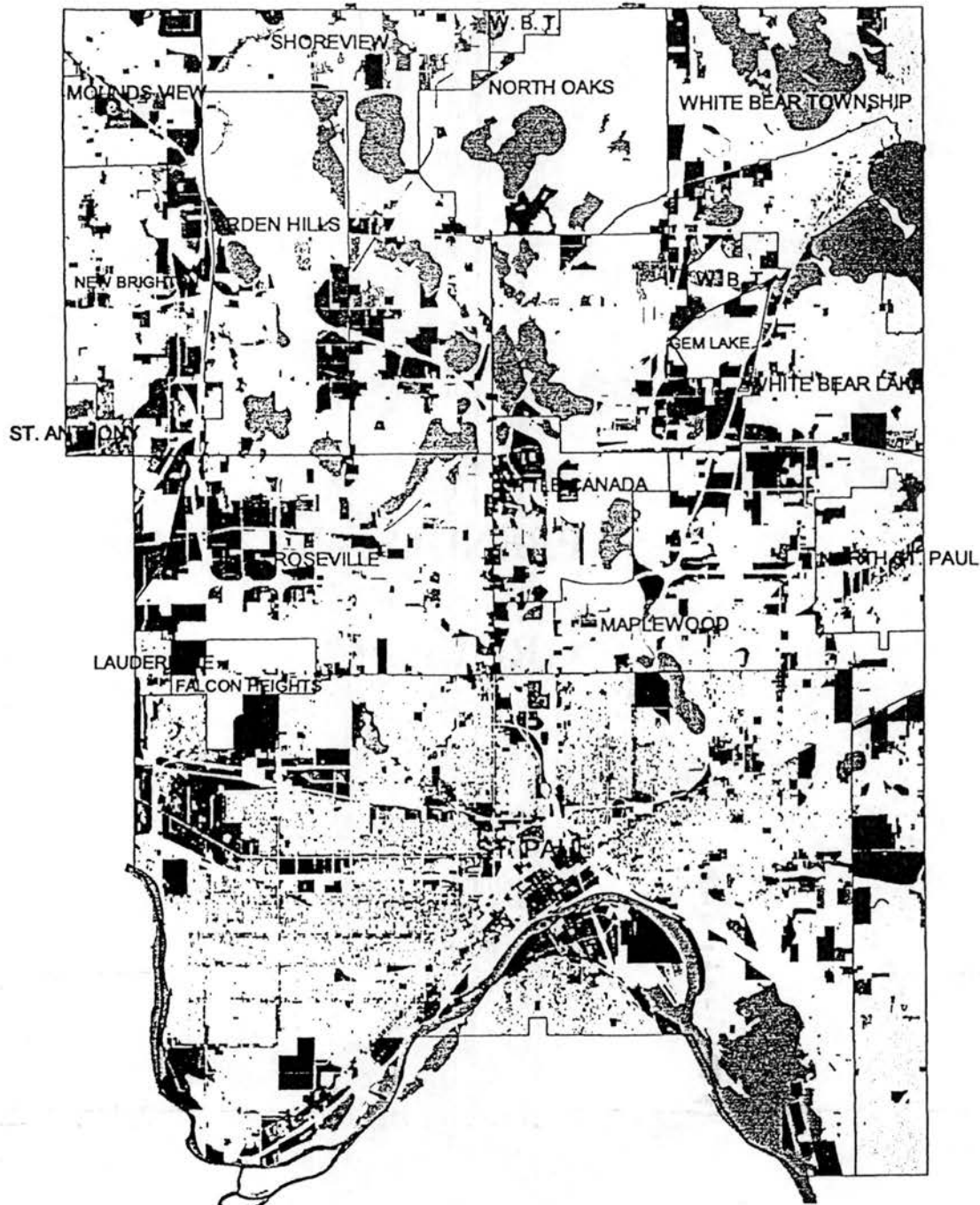


Source: Metropolitan Council

APPENDIX - X

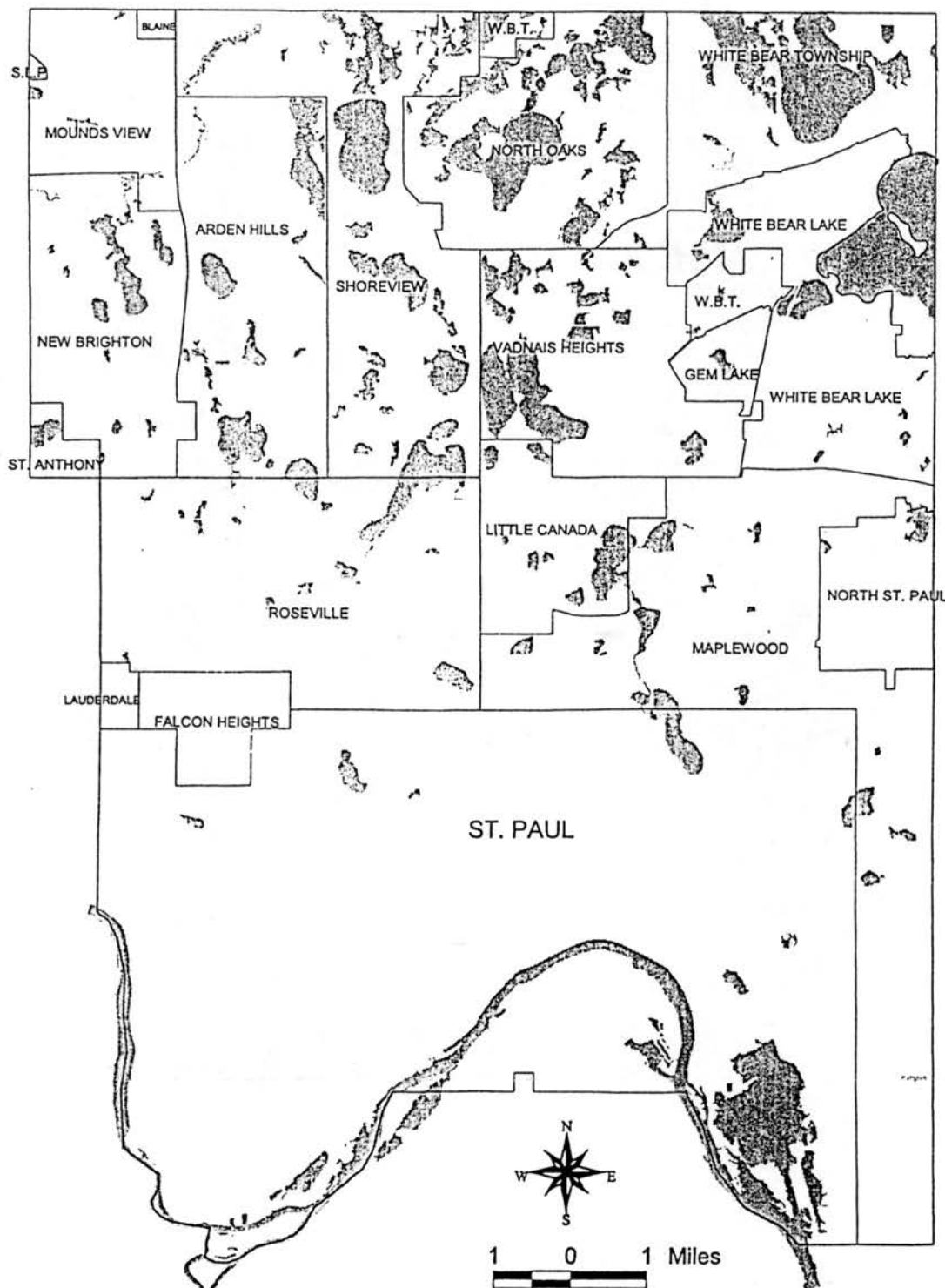
GROUP - C

Ramsey County Land Use



Source: Ramsey County Records and Revenue Department.

Lands Affected By Ramsey County Decision Making



 Open Water
 Road System
 County Property

Source: Ramsey County Records
and Revenue Department.

Prepared By: Ramsey County GIS.

THE FOLLOWING WILL BE DEVELOPED BY
RAMSEY COUNTY ONCE ALL
MUNICIPALITIES RELEASE FUTURE LAND
USE INFORMATION:

- LAND USE FORECAST



COUNTY OF ANOKA

Public Services Division

HIGHWAY DEPARTMENT

1440 BUNKER LAKE BLVD. N.W., ANDOVER, MINNESOTA 55304

(612) 862-4200 FAX (612) 862-4201

From the desk of

STEPHANIE EILER

MULTIMODAL TRANSPORTATION MANAGER

(612) 862-4230

May 10, 1999

Ms. Cynthia MacLeod
Comprehensive Plan Intern
Ramsey County Department of Public Works
3377 N. Rice Street
Shoreview, MN 55126

Re: Draft Issue Papers
Ramsey County Comprehensive Transportation Plan

Dear Ms. MacLeod:

Thank you for the opportunity to comment on the draft Issue Papers relevant to the Ramsey County Comprehensive Transportation Plan. We offer the following comments.

* Land Use

We agree with the attention to the relationship between land use and transportation. Like Ramsey County, Anoka County believes access management and multimodal options including transit and travel demand management techniques will be increasingly necessary to manage demand on the roadway system.

The policy restricting County roadways to a four through lane may result in additional pressure on roadways under the jurisdiction of others, including those shared with other jurisdictions, such as County Road J with Anoka County.

Travel and System Management (TSM)

Ramsey County may wish to add coordination with major employers in addition to the County itself to its list of potential Travel Demand Management strategies.

Access Management

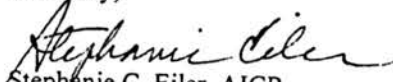
As noted above, we agree with the need to inform, coordinate and implement access management policies to maintain the functional integrity of roadways.

Right of Way

No comments.

Again, thank you for the opportunity to review and comment.

Sincerely,


Stephanie C. Eiler, AICP

Cc: Jon Olson, Anoka County Engineer
Lyndon Robjent, Assistant County Engineer

CITY OF LAUDERDALE 1891 WALNUT STREET LAUDERDALE, MN 55113 Voice: 651-631-0300 Fax: 651-631-2066

Fax Cover Sheet

To:	Cyndy MacLeod	From:	Rick Getschow – City Administrator
Fax:	651 482-5232	Pages:	1
Phone:		Date:	April 22, 1999
Re:	RC Transportation Comp Plan		

☐ Urgent ☒ For Review ☐ Please Comment ☐ Please Reply ☐ Please Recycle

● Comments:

The City of Lauderdale does not have specific comments on the Transportation Comprehensive Plan. The four issues paper drafts have been well researched and well done.

Please continue to involve the municipalities in the development, and most importantly, the future implementation of this Plan

RAMSEY COUNTY

1999 – 2020

COMPREHENSIVE TRANSPORTATION PLAN

ISSUE PAPER

ACCESS MANAGEMENT

Define issue and how it relates to the vision:

Access management is the careful control of the location, design, and operation of all driveways and public street connections to a roadway. It is the process of providing access to adjacent land development while maintaining the flow of traffic. (Graph xxx.) Access management techniques control the location and spacing of intersections, driveways, median openings, and related traffic signs or signals. According to the Federal Highway Administration (FHWA), access control is the "largest single cumulative design element" in increasing roadway safety and capacity, and comprehensive access management is a response to the problem of congestion and access related accidents.

Effective access management contributes to an area's economic vitality, reduces congestion, and reduces vehicular accidents. The value of lost productivity and other costs to society because of congestion is difficult to calculate. However, the General Accounting Office estimates U.S. congestion costs to be as high as 100 billion dollars per year. According to the Minnesota Department of Transportation's (MnDOT) Office of Access Management, businesses suffer when they are located adjacent to roadways experiencing high levels of congestion. Community prosperity further declines as people shop at businesses that exist along arterial roadways with less congestion and fewer accidents. For the majority of people, traveling extra miles is not as significant as the loss of minutes and hours due to congestion. FHWA studies indicate that congestion now claims over one billion vehicle hours per year. Using access management techniques can increase the capacity of a four lane arterial to an extent equal to widening the roadway to six lanes. In addition, these techniques drastically reduce accident and injury rates. According to MnDOT's Office of Access Management, there is a direct correlation between the number of access points and vehicular crashes; any increase in access density results in increased vehicular crash rates. (Graph xxx.)

This issue corresponds with the County vision of providing for the efficient movement of goods, protecting the economic vitality of the community.

This issue relates to the County vision ensuring the safe and efficient movement of motor vehicles, bicyclists and pedestrians.

This issue supports the County vision of restricting roadways to a design maximum of four travel lanes, and of developing street designs that will increase street capacity by obtaining the maximum level of service from the existing highway system while minimizing the impact these facilities have on the social and physical environment.

Existing conditions of the issue:

Preliminary and final plat review processes do not include access restrictions. Access restriction symbols are not used on plats because every roadway is treated as having restricted access, which is then amended as needed during the permitting process.

The current permitting process is somewhat effective in applying access management techniques to County roadways. Property owners frequently install driveways prior to permit submittal. Pre-existing conditions of driveway access along the roadway system is not in accordance with accepted principles. These two issues limit the effectiveness of applying access management principles.

According to Met Council's Transportation Policy Plan, county and city plans should include "provisions for minimizing access to principal and minor arterials in the community. This could include plans or ordinances for consolidating and limiting access points or zoning and subdivision ordinances that regulate the type, number and location of access points."

Expectations based on current trends:

There has traditionally not been an active exchange of information between the County and some jurisdictions regarding access management issues. If this trend continues, the functional integrity of roadways can change as access density increases, thereby increasing congestion and vehicular accidents. If municipalities do not work with the County on land use and management issues affecting "county roads," it is difficult for the County to work with the municipalities on reducing through traffic on "city streets" when a County road becomes congested. As a result of this lack of communication, jurisdictions continue to work at cross purposes as each jurisdiction seeks to protect its own system rather than work together to provide an integrated system that works best for all jurisdictions. Establishing access management guidelines would provide uniform standards and promote fair and equal application in every community.

What needs to be done to influence the future and change the expectations:

Revise the preliminary and final plat review processes to include application of access management practices and access spacing guidelines. The County Surveyor's Office would provide developers with copies of Ramsey County's access management guidelines so that developers will be aware of County requirements at the beginning of each development or redevelopment project. (Tables xxx and xxx.)

Early involvement with local officials is vital:

- Municipalities, through subdivision or platting processes, have the ability to enforce access management guidelines.
- To incorporate access management practices and access spacing guidelines into the design of the project.
- To work closely with property owners to generate access changes which improve safety and mobility on a roadway. (Such as incorporating service roads. Chart xxx.)
- To monitor major changes, such as when a roadway is reconstructed, or when development or redevelopment projects cause significant increases in traffic volumes or changes in roadway operations.
- To restrict the addition of new driveways onto the existing arterial system.

Access management guidelines should be established, applied to all roads, and be the basis for permit review:

- To provide information to developers and city staff.
- To maintain consistency throughout the County.
- To assist jurisdictions in reaching cooperative decisions regarding roadway improvements.

County role in the issue:

The County should continue to work with cities, townships and the state:

- To maintain the functional integrity of roadways.
- To be assured of early involvement with access location decisions.
- To educate transportation and planning officials, elected officials, and developers on County access management guidelines.
- To be aware of possible changes in land use. For example, once municipal Comprehensive Plans are complete, Ramsey County staff could review those plans and identify commercial corridors where there could be changes/interactions with County roads.
- To be aware of the plans and/or ordinances municipalities are required to provide to the Metropolitan Council in their Comprehensive Plans for minimizing access to principal and minor arterials.
- To give priority to projects with associated access management plans. Local access management requirements could be a precondition to road improvements. Communities could be rewarded for their access management efforts by using savings on road design amenities. (A MnDOT, Office of Access Management suggestion.)

The County will be the lead agency responsible for initiating a policy at the Ramsey County Technical Advisory Committee (TAC) level whereby communities with an adopted access management plan would receive additional points when submitting projects to the County's Transportation Improvement Plan (TIP) process.

What policy should be in place regarding this issue to make the County play the role it should play:

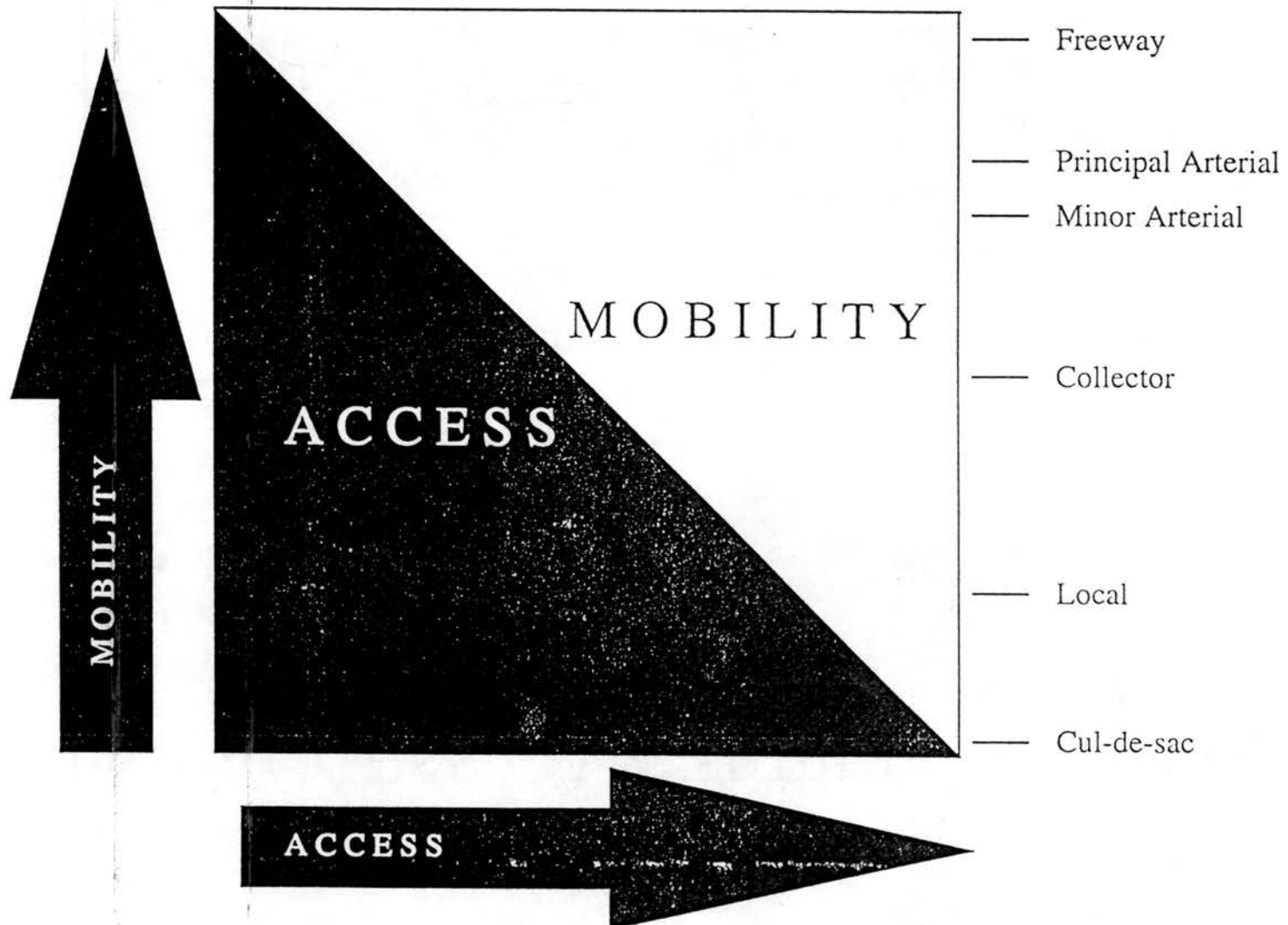
A policy that requires the access classification system and spacing guidelines, and the optimum signalized intersection spacings (tables xxx and xxx) to be utilized as guidelines whenever development or redevelopment occurs.

To delay deteriorating roadway conditions, a nondegradation policy whereby access points cannot be added onto existing roadways that are already experiencing higher vehicular crash rates and increased congestion.

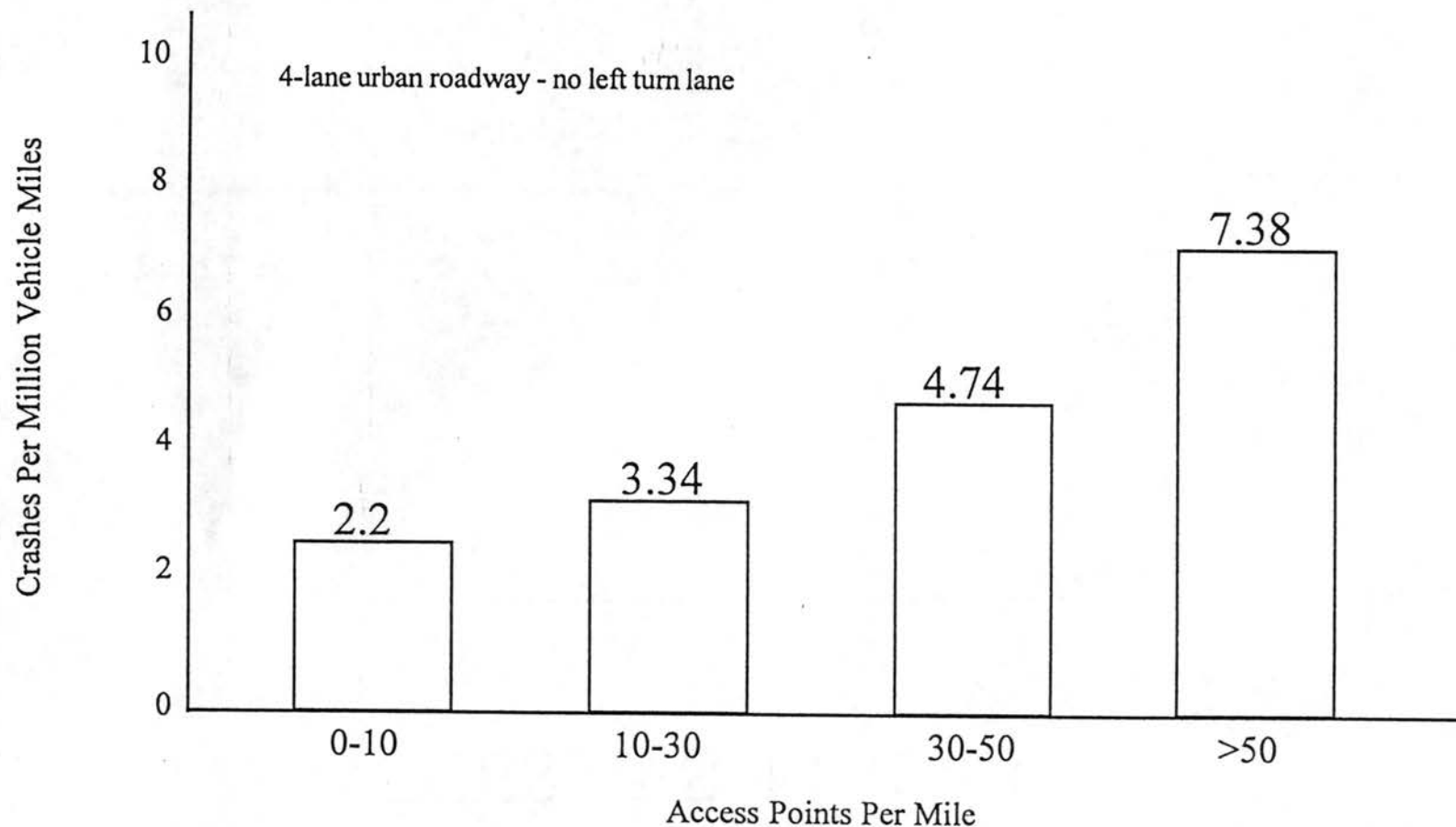
A policy whereby communities with an adopted access management plan would receive additional points when submitting projects to the County's Transportation Improvement Plan (TIP) process.

ACCESS VS. MOBILITY

FUNCTIONAL CLASSIFICATION



HIGH ACCESS CAN TRIPLE CRASHES



Source: Minnesota Department of Transportation, Office of Access Management. 1994-1996 figures.

ACCESS CLASSIFICATION SYSTEM AND SPACING GUIDELINES

Functional Class	Median Treatment	Typical Posted Speed	Suggested Roadway Spacing (Miles)		Full Median Opening Spacing (Miles) ¹	Spacing Between Connections ²	Maximum Connection Points Per Mile ³
			MA	CO			
Minor Arterial	Full	40 or higher	1 - 2	1/2 - 1	1/4 - 1/2	490	20
		<40	1/2	1/4	1/4	275	32
	None	40 or higher	1 - 2	1/2 - 1	1/2	490	20
		<40	1/2	1/4	1/4	350	24
Collector	Full	40 or higher	NA	1/2 - 1	1/4	490	16
		<40	NA	1/4 - 3/4	1/8	275	32
	None	40 or higher	NA	1/2 - 1	1/4	490	16
		<40	NA	1/4 - 3/4	1/8	310	32

NA: not applicable

Source: Minnesota Department of Transportation, Office of Access Management

¹ If route has no median control, the spacing refers to the minimum distance between traffic signals.

² Distances are based upon spacing between connections (major roads, local public streets and private driveways).

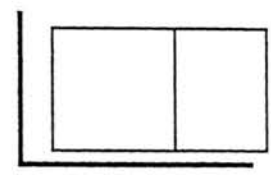
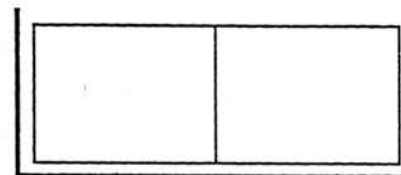
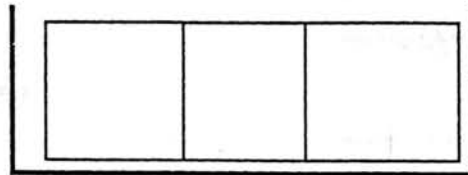
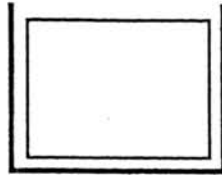
³ Connections are counted by adding each public and private approach as they occur along the roadway. (For example, a full intersection is counted as two connections, while a right-in/right-out driveway is counted as one.)

OPTIMUM SIGNALIZED INTERSECTION SPACINGS

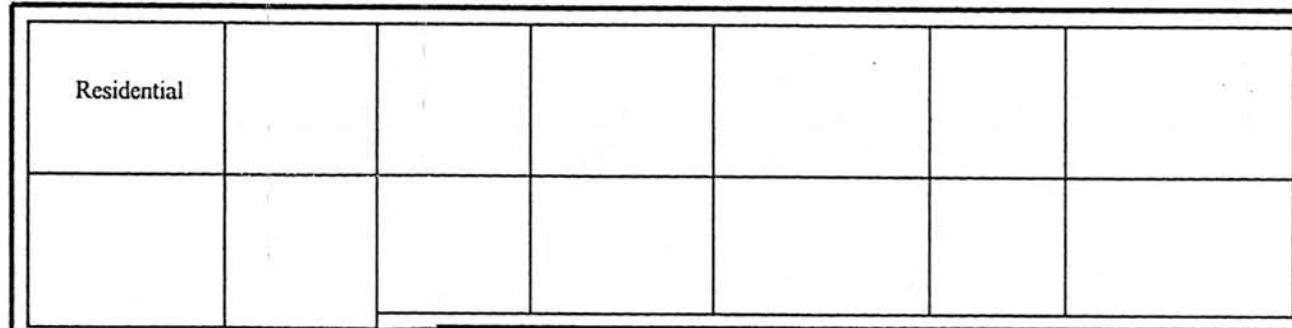
Cycle Length (seconds)	Speed (mph)					
	30	35	40	45	50	55
	Distance in Feet					
60	1,320	1,540	1,760	1,980	2,200	2,430
70	1,540	1,800	2,050	2,310	2,500	2,820
80	1,760	2,050	2,350	2,640	2,930	3,220
90	1,980	2,310	2,640	2,970	3,300	3,630
120	2,640	3,080	3,520	3,960	4,400	4,840
150	3,300	3,850	4,400	4,950	5,500	6,050

Source: Minnesota Department of Transportation, Office of Access Management: Transportation Research Circular #456
3/96 TRB/NRC1

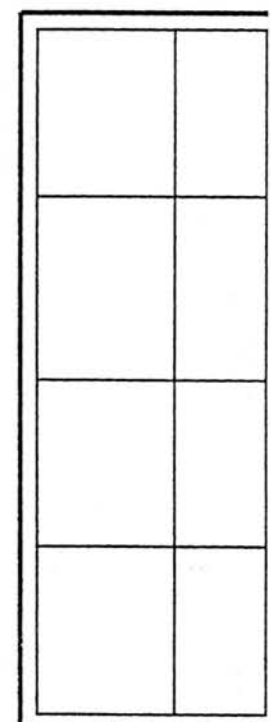
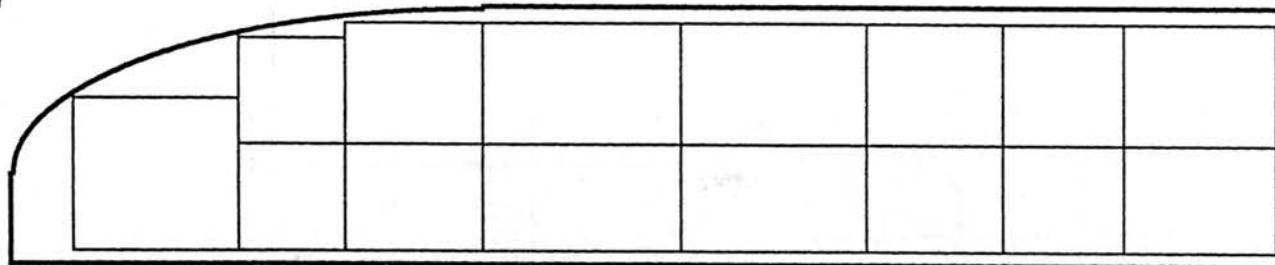
DO



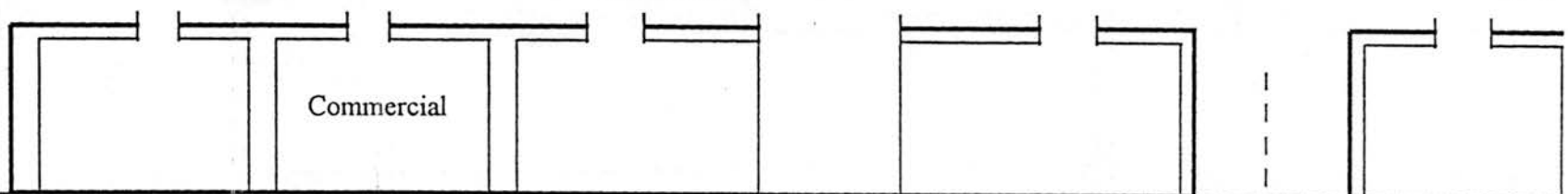
Neighborhood access for residents



Neighborhood access for residents



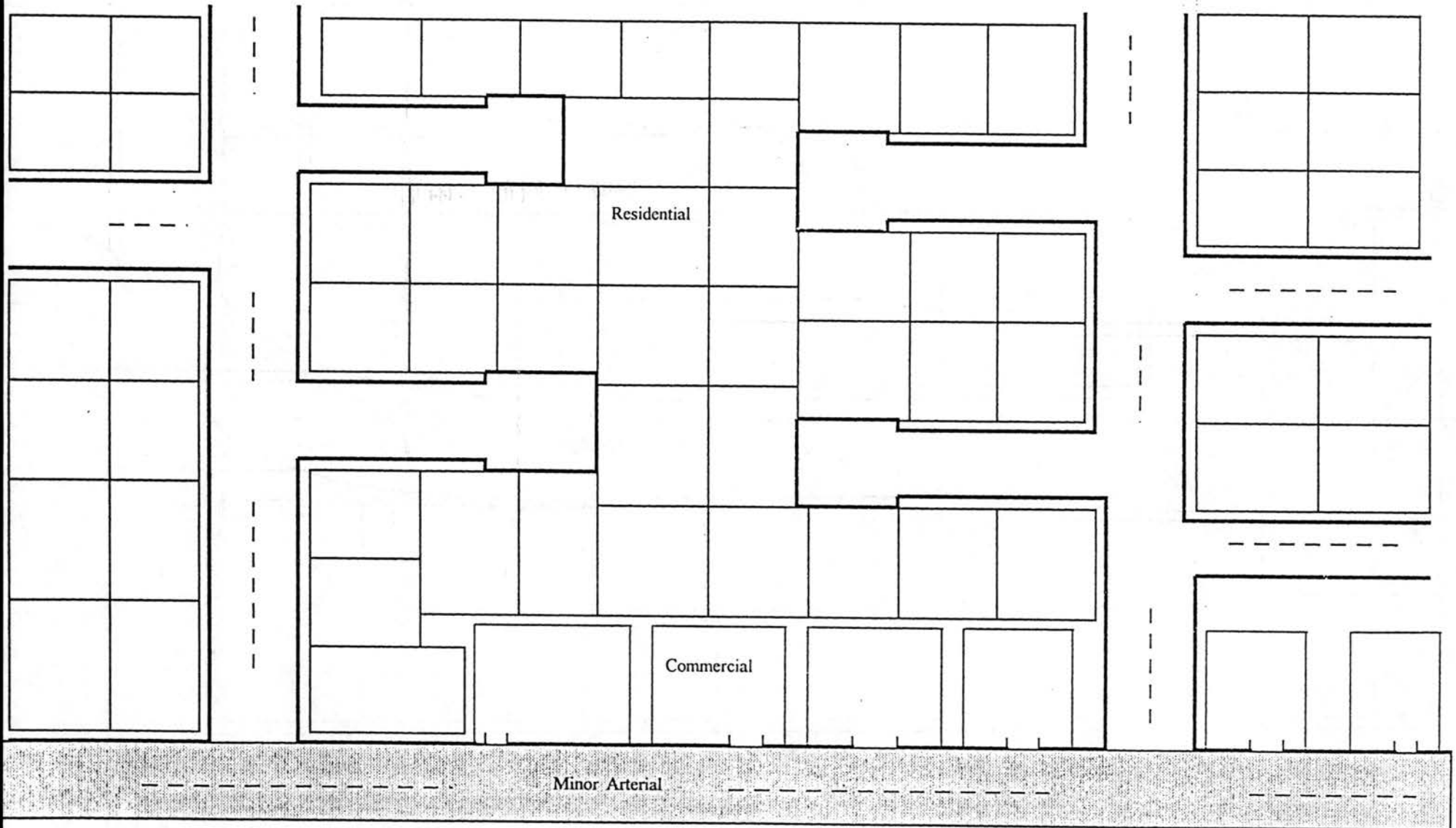
Service Road



Minor Arterial

Source: Minnesota Department of Transportation, Office of Access Management

DON'T



Source: Minnesota Department of Transportation, Office of Access Management



COUNTY OF ANOKA

Public Services Division

HIGHWAY DEPARTMENT

1440 BUNKER LAKE BLVD. N.W., ANDOVER, MINNESOTA 55304

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From the desk of

STEPHANIE EILER

MULTIMODAL TRANSPORTATION MANAGER

(612) 862-4230

May 10, 1999

Ms. Cynthia MacLeod
Comprehensive Plan Intern
Ramsey County Department of Public Works
3377 N. Rice Street
Shoreview, MN 55126

Re: Draft Issue Papers
Ramsey County Comprehensive Transportation Plan

Dear Ms. MacLeod:

Thank you for the opportunity to comment on the draft Issue Papers relevant to the Ramsey County Comprehensive Transportation Plan. We offer the following comments.

Land Use

We agree with the attention to the relationship between land use and transportation. Like Ramsey County, Anoka County believes access management and multimodal options including transit and travel demand management techniques will be increasingly necessary to manage demand on the roadway system.

The policy restricting County roadways to a four through lane may result in additional pressure on roadways under the jurisdiction of others, including those shared with other jurisdictions, such as County Road J with Anoka County.

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Ramsey County may wish to add coordination with major employers in addition to the County itself to its list of potential Travel Demand Management strategies.

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As noted above, we agree with the need to inform, coordinate and implement access management policies to maintain the functional integrity of roadways.

Right of Way

No comments.

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Sincerely,


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Cc: Jon Olson, Anoka County Engineer
Lyndon Robjent, Assistant County Engineer

CITY OF LAUDERDALE
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Voice: 651-631-0300

Fax: 651-631-2066

Fax Cover Sheet

To: Cyndy MacLeod
From: Rick Getschow – City Administrator
Fax: 651-482-5232
Pages: 1
Phone:
Date: April 22, 1999
Re: RC Transportation
Comp Plan

☐ Urgent ☒ For Review ☐ Please Comment Please Reply ☐ Please Recycle

• Comments:

The City of Lauderdale does not have specific comments on the Transportation Comprehensive Plan. The four issues paper drafts have been well researched and well done.

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RAMSEY COUNTY

1999 – 2020

COMPREHENSIVE TRANSPORTATION PLAN

ISSUE PAPER

RIGHT OF WAY

Define issue and how it relates to the vision:

Reserving highway right of way for public use guides County highway planning. Acquiring adequate rights of way along the County highway system should continue to be used as a long range planning tool, and should incorporate applicable state and federal regulations.

The right of way planning process has been condensed into the following basic steps:

- Determine the width of facility necessary to accommodate proposed vehicular traffic volumes and potential multimodal uses;
- Consider on-street parking needs;
- Consider additional roadside width needed for traffic signals, sidewalks, bikeways, snow storage, signing, utilities, etc.;
- Consider additional roadside width needed for amenities, such as landscaping;
- Consider all eventualities, including the review of municipal setback requirements whenever redevelopment occurs to ensure sufficient right of way widths are established on higher volume roadways.

This issue relates to the County vision of providing a coordinated system of thoroughfares, highways, streets and other public ways which meet state and/or federal highway specifications that ensure the safe and efficient movement of motor vehicles, bicyclists and pedestrians.

Existing conditions of issue:

The existing right of way planning process should no longer be applicable because of functional consolidation and the resulting changes to the County roadway system. The 1925 Major Street Plan has been used for almost 75 years as the basis for planning County highways. This document is updated as necessary, and major revisions occurred

in 1980 and 1998. In 1980, the Major Street Plan was updated to consider transportation developments such as the interstate freeway system, which has had a significant impact on the County highway system. The 1998 revision was based on a County roadway system which changed following the March, 1992 approval of the functional consolidation plan by the Ramsey County Board of Commissioners. Changes in functional classification also required an updated Major Street Plan.

Expectations based on current trends:

Update the existing Major Street Plan and apply it to the 2003 roadway system. (Map xxx is in progress.) The matrix in figure xxx outlines the right of way planning process, including minimum roadway widths for a variety of design elements. This matrix was implemented following the functional consolidation process and the changes to the County roadway system.

How do expectations fit the vision?

By reflecting current factors influencing right of way needs such as jurisdiction, functional classification and development adjacent to the roadway.

By providing a Major Street Plan of the County's highway needs for municipalities to use in decisions involving land use adjacent to the County road system.

By recognizing the long term planning process and the need to take into consideration all eventualities, including reviewing municipal setback requirements whenever redevelopment occurs to ensure sufficient right of way widths are established on higher volume roadways.

By recognizing past cooperative efforts between the County and the municipalities and to continue this intergovernmental approach to reserving public rights of way during the platting and development process.

What role does the County play in this issue?

It is the responsibility of the Ramsey County Department of Public Works to update and implement the existing Major Street Plan and to maintain the existing right of way planning process.

What policy should be in place regarding this issue to make the County play the role it should play?

A policy of supporting the updated version of the current Major Street Plan.

A policy of maintaining a right of way planning process.

RIGHT OF WAY PLANNING PROCESS

Design Elements								Right of Way Requirements (ft)			
Road	Blvd.	Parking		Walk (5')		Path (10')		ADT	ADT	ADT	ADT
		1- Side	Both	1- Side	Both	1- Side	Both	0-8000	8000-15000	15000-24000	24000+
X								* 32	* 52	* 66	* 66
X	X							66	86	99	120
X	X			X							
X	X				X						
X	X					X					
X	X	X									
X	X	X		X							
X	X			X		X					
X	X	X			X						
X	X	X				X		86	99	120	180
X	X	X				X					
X	X						X				
X	X		X								
X	X	X		X		X					
X	X		X	X							
X	X	X					X				
X	X		X		X						
X	X		X	X		X					
X	X		X				X	120			
X	X		X				X				
X	X		X				X	99			

ADT - Average Daily Traffic.

* - Minimum Roadway width including curb and gutter.

- Above matrix includes curb.
- Medians, turn lanes and on street bike lanes may require additional width.

**THE FOLLOWING MAP IS BEING
DEVELOPED BY RAMSEY COUNTY STAFF:**

- **MAJOR STREET PLAN**

RAMSEY COUNTY
1999 – 2020
COMPREHENSIVE TRANSPORTATION PLAN
ISSUE PAPER
TRAVEL AND SYSTEM MANAGEMENT (TSM)

Define the issue and how it relates to the vision:

According to the Metropolitan Council, travel and system management strategies (TSM) are technical programs and methods to improve the efficiency and effective capacity of the transportation system. These strategies may include signal timing, access management, transit improvements, and freeway management (e.g. ramp metering, video surveillance, and providing travel information). The focus of system management must be to move more people, not more vehicles. The goal is not to build additional roadways, but to help current roadways operate efficiently. Therefore, management of the highway system should provide incentives to those willing to share rides and reduce single occupant vehicles as well as providing for a smoother flow of vehicles.

The County vision supports a proactive role in clarifying the consequences of travel decisions and providing incentives for community members to facilitate change in travel behavior.

The County vision supports a system operation that will focus on increasing the occupancy of the vehicles which use the system while continuing to accommodate alternatives that cater to the individual.

Existing Conditions of issue:

There are three levels at which travel and system management strategies can be applied to help existing roadways operate more efficiently. A low level of TSM is a two lane rural road that does not require travel and system management because the roadway is operating at full potential. A high level of travel and system management, like that found on an interstate highway, uses video cameras, loop detectors, and devices to measure speed and accidents. A high level of TSM has a full traffic management center - a complete system. A medium level of travel and system management is found on the County's system.

One TSM strategy, signal timing, is utilized in Ramsey County. All County traffic signals are fully actuated signals that minimize stops, delay, and fuel consumption. In other words, County traffic signals are set to keep traffic moving. The amount of traffic determines how long a light remains red or green. The goal is to coordinate as many cars as possible traveling as a group without encountering a red light. This system works well when there are heavy volume arterials and low volume cross streets. It represents the highest technological level of TSM in the County.

Another TSM strategy, transit improvement, is also being implemented in Ramsey County. Ramsey County Public Works Department is currently working with a consultant to develop viable commuter options and incentives for County employees. These options include utilizing programs such as car/van pools, riding the bus, park and ride, biking, Regional Guaranteed Ride Home, and reduced rate parking ramps/lots and free street parking for registered car/van pools. In addition, although there are currently no designated bus only shoulders or HOV lanes on the County roadway system, bus shoulders could be considered in the future if transit demands increase or when a roadway is expanded.

Access management is another TSM strategy which is discussed in detail in a separate issue paper.

Expectations based on current trends:

Ramsey County will continue to implement signal interconnect projects to alleviate the need to expand roadways. Additional interconnected, traffic responsive, coordinated signal systems will be implemented within the County where possible.

Ramsey County will continue to explore the use of new technologies which will minimize travel times and provide driver information regarding trip choices and roadway conditions.

What needs to be done to influence the future and change the expectations?

According to the Federal Highway Administration (FHWA), 75% of all road trips made today are not work related. It is therefore important to consolidate the number of trips made on the roadways. This can be achieved through public education and by working with employers on transit and telecommuting programs.

Technological developments and availability can provide a guideline for improvement and changes to the County roadway system. Available technology should be used to minimize delay at an intersection; less delay equals less frustration, resulting in fewer accidents.

What role does the County play in this issue?

Ramsey County Public Works will continue to utilize TSM preservation strategies to maintain its system of roadways in order to make good use of County funds.

Ramsey County will continue to educate its employees on the transportation choices available to them other than the single occupant vehicle.

Ramsey County will work with communities to educate the public on the impact trips have on the roadway system.

What policy should be in place to make the County play the role it should play?

A policy supporting signal timing and interconnect projects.

A policy supporting employee car pool/van pool programs.

A policy supporting telecommuting.

A policy of working with communities and educating the public on the impact each trip has on the roadway system.

A policy of coordinating TSM strategies with major employers within and adjacent to the County.



COUNTY OF ANOKA

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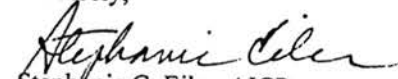
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