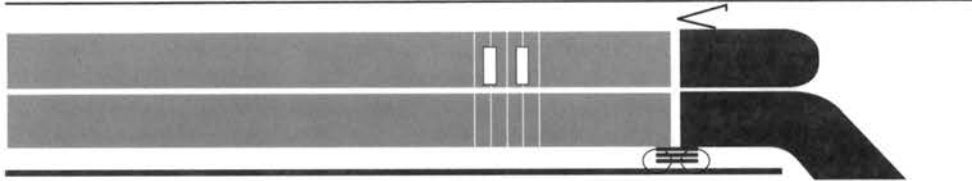




Ramsey County Regional Railroad Authority.
Records.

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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

July 13, 1999

Immediately following Administrative Board Meeting

Third Floor Council Chambers Courthouse

1. * Approve minutes of the June 22, 1999 meeting.
2. * Comprehensive Transportation and Transit Plan.
3. * Authorize staff to prepare request for proposals for Central and Hennepin/Ramsey Commuter Rail Connector Corridors.
4. *
 - A) Approve the Construction Agreement between RCRRA and MediaOne Corporation to install co-axial cable across the RCRRA right of way between 1287 East Cook Avenue and 1001 Johnson Parkway in St. Paul;
 - B) Authorize the Chair of the Ramsey County Regional Railroad Authority to sign the Construction Agreement on behalf of RCRRA.

* Action is requested

Minutes

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY MEETING

June 22, 1999

The Ramsey County Regional Railroad Authority met on Tuesday, June 22, 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: Kathy DeSpiegelaere, Paul Kirkwold, David MacMillan, Karen Tero, Tom Oertel, Gene Haselmann, Tim Mayasich, Cyndy McLeod, Dan Schacht, Terry Lindeke, Jon Walsh, Kris Longhenry

Chairman Bennett called the meeting to order at 11:45 a.m.

1. Approve minutes of the June 8, 1999 meeting.

Motion by Commissioner Guerin, seconded by Commissioner Reinhardt to accept the minutes of the June 8, 1999 meeting.

Ayes - 7, Nays - 0
Motion accepted.

2. Riverview Corridor update.

Kathy DeSpiegelaere stated that two weeks ago, a series of station area meetings were held along the Riverview Corridor. She noted nine themes that came from those that attended the meetings which included:

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.

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

Commissioner Bennett asked if control will be lost by the Rail Authority over decisions on these corridors. Commissioner Rettman asked when the contract comes back for approval, will duties of this staff person be outlined? She was concerned that this person doesn't make decisions on alignments since there hasn't been a determination on alignments by the RCRRA. Kathy DeSpiegelaere answered that the staff person hired will directly report to her and she will report to the RCRRA for approval on decisions.

Commissioner Rettman stated that she would like the BN route looked at for both LRT and commuter rail in the Central Corridor.

Commissioner Haigh asked how the potential for commuter rail in conjunction with the Central Corridor studies is being looked at and what are the pros and cons of separating the two request for proposals. Kathy DeSpiegelaere responded that staff will do more work and come back in a few weeks with options before the RFP is finalized.

Kathy DeSpiegelaere noted that the RCRRA is a decision-making body on locally preferred alignments. When federal funds are involved, the Metropolitan Council needs to approve/disapprove the RCRRA decision. The Riverview Corridor is the only corridor in Ramsey County with federal designation right now.

Commissioner Wiessner asked if a separate RFP should be done on the commuter rail corridor from St. Cloud to Hastings. Kathy DeSpiegelaere answered that the RCRRA approved a request a few months ago to become a partner in the Northstar Corridor development group. There hasn't been a formal response, but it is unlikely that the RCRRA will be a partner in that group.

Commissioner Wiessner stated that it would be helpful to have Washington County in on the planning process as soon as possible. Commissioner Bennett responded that Washington County is being kept up of the ongoings through the Red Rock Corridor group.

Commissioner Wiessner stated that the RCRRA needs to look outside Ramsey County with commuter rail in order to achieve a regional system. Commissioner Bennett commented that the legislature assigned Mn/DOT to the whole commuter rail project to connect a regional system and Ramsey County is involved with their part. Kathy DeSpiegelaere added that bringing Metro Transit in adds to the regional approach.

Commissioner Reinhardt asked for clarification on what was going to happen with item #4. Kathy DeSpiegelaere responded that the BN route will be added to the Central Corridor light rail study and options will be presented on whether there will be one RFP or two. The contract with Metro Transit will also be brought back for approval at a subsequent meeting.

Commissioner Reinhardt commented that the perception that the County has made up it's mind on LRT is incorrect and the RCRRA needs to dispel this perception. She also noted that there are other corridors in the County that need to continue to be studied, such as the Phalen Corridor and the Rush Line Corridor.

Commissioner Guerin felt that there shouldn't be coordinators on the triangle because it won't happen. The Hiawatha Corridor is going to happen, but the RCRRA should spend money on how to hook up to it. Commissioner Bennett answered that the legislature gives funding to find these answers.

A motion was made by Commissioner Reinhardt and seconded by Commissioner Wiessner to authorize staff to negotiate a contract with Metro Transit for project management services for the Riverview, Central and commuter rail corridors. Commissioner Rettman wanted it made clear that the BN route would be included in both LRT and commuter rail for the Central Corridor.

Ayes - 7, Nays - 0
Motion accepted.

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.

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.

There was discussion on this item in conjunction with item #3. It was decided that Kathy DeSpiegelaere will add the BN route into the Central Corridor LRT and Commuter Rail Corridor studies and bring options back to the RCRRA at the next meeting.

5. Comprehensive Transit and Transportation Plan.

This item was layed over until the next RCRRA meeting.

The meeting adjourned at 12:23 p.m.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

2

REGIONAL RAILROAD AUTHORITY

K. Longhenry
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:

July 13, 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.

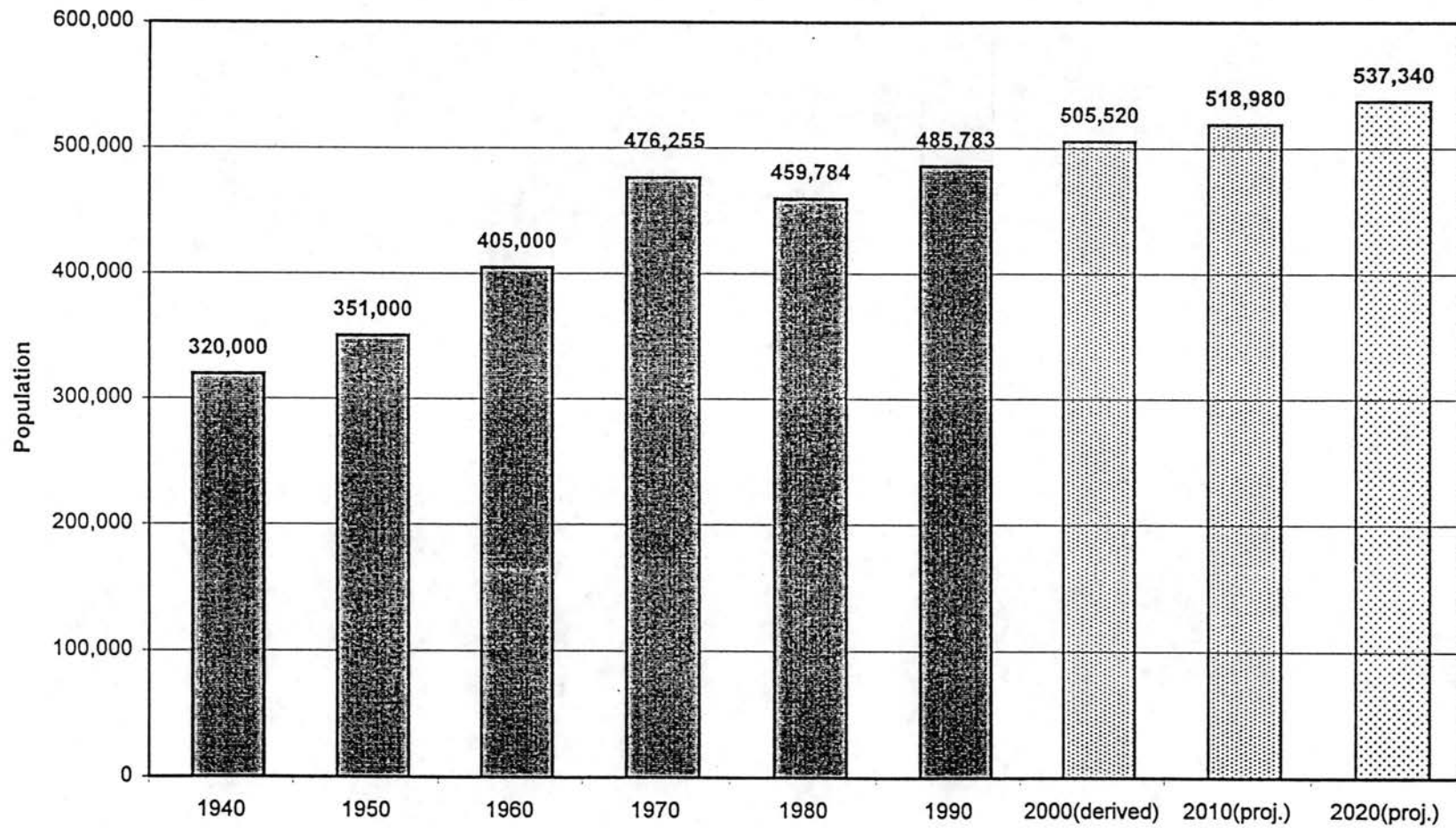
A policy mitigating road system impact through a strategy of balanced land use and transportation.

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

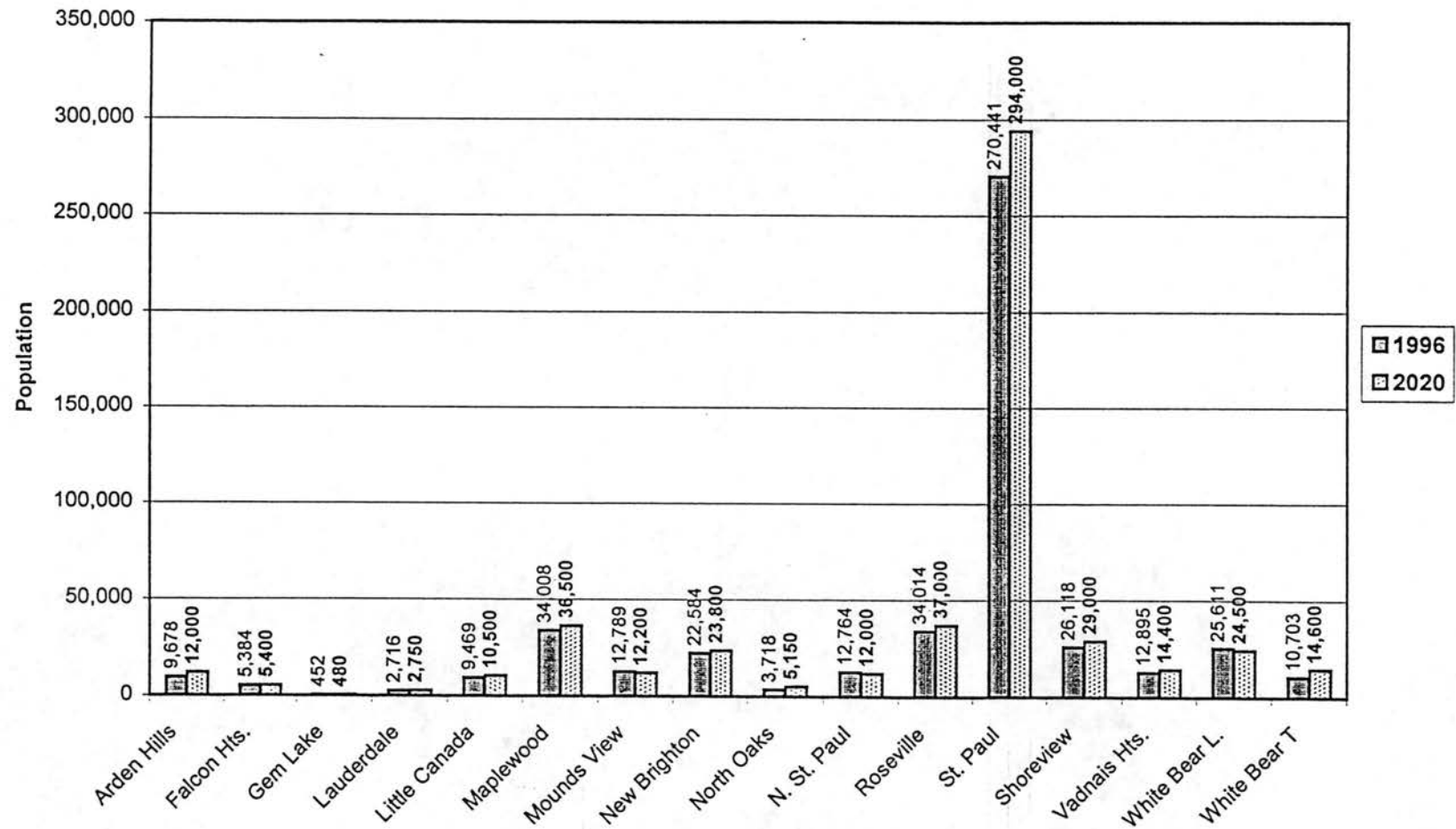
GROUP - A

RAMSEY COUNTY POPULATION GROWTH BY DECADE



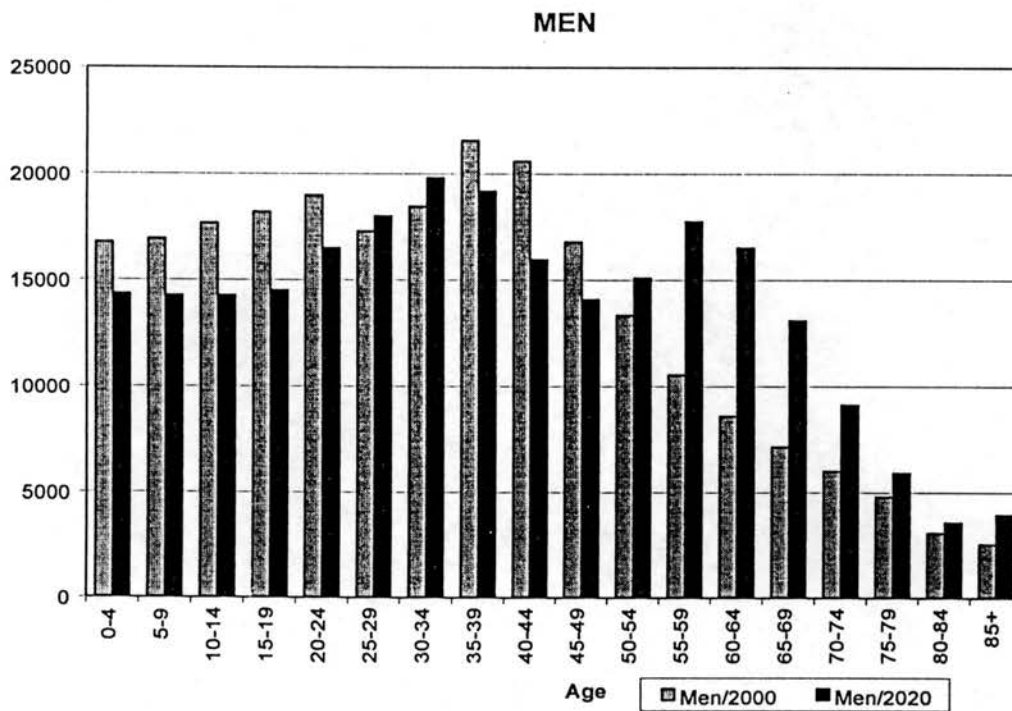
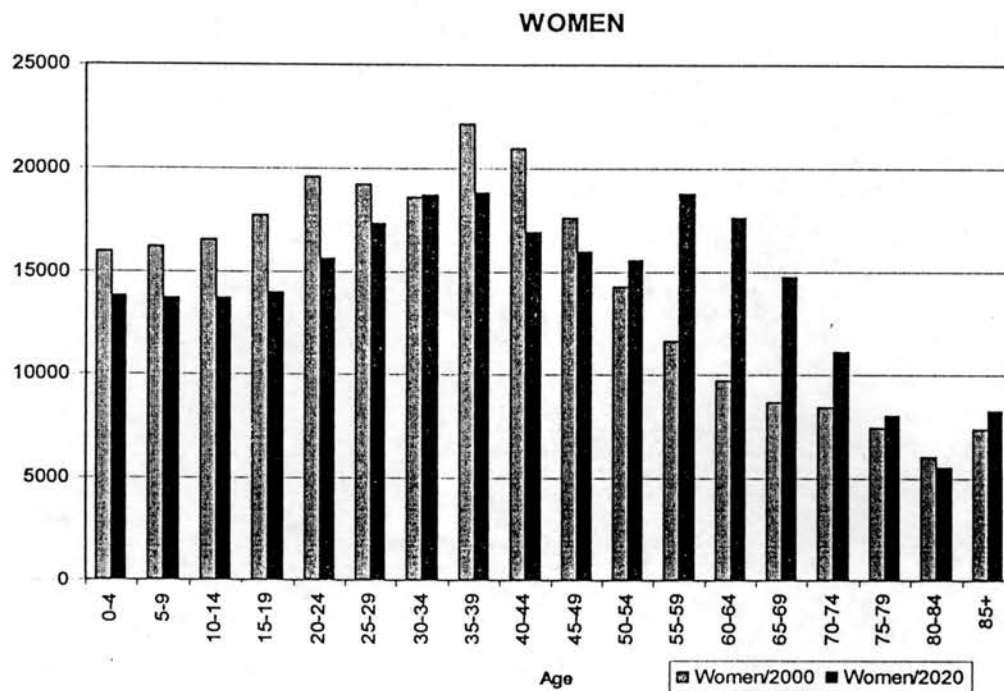
Source: Metropolitan Council

RAMSEY COUNTY 2020 FORECASED POPULATION CHANGE BY CITY



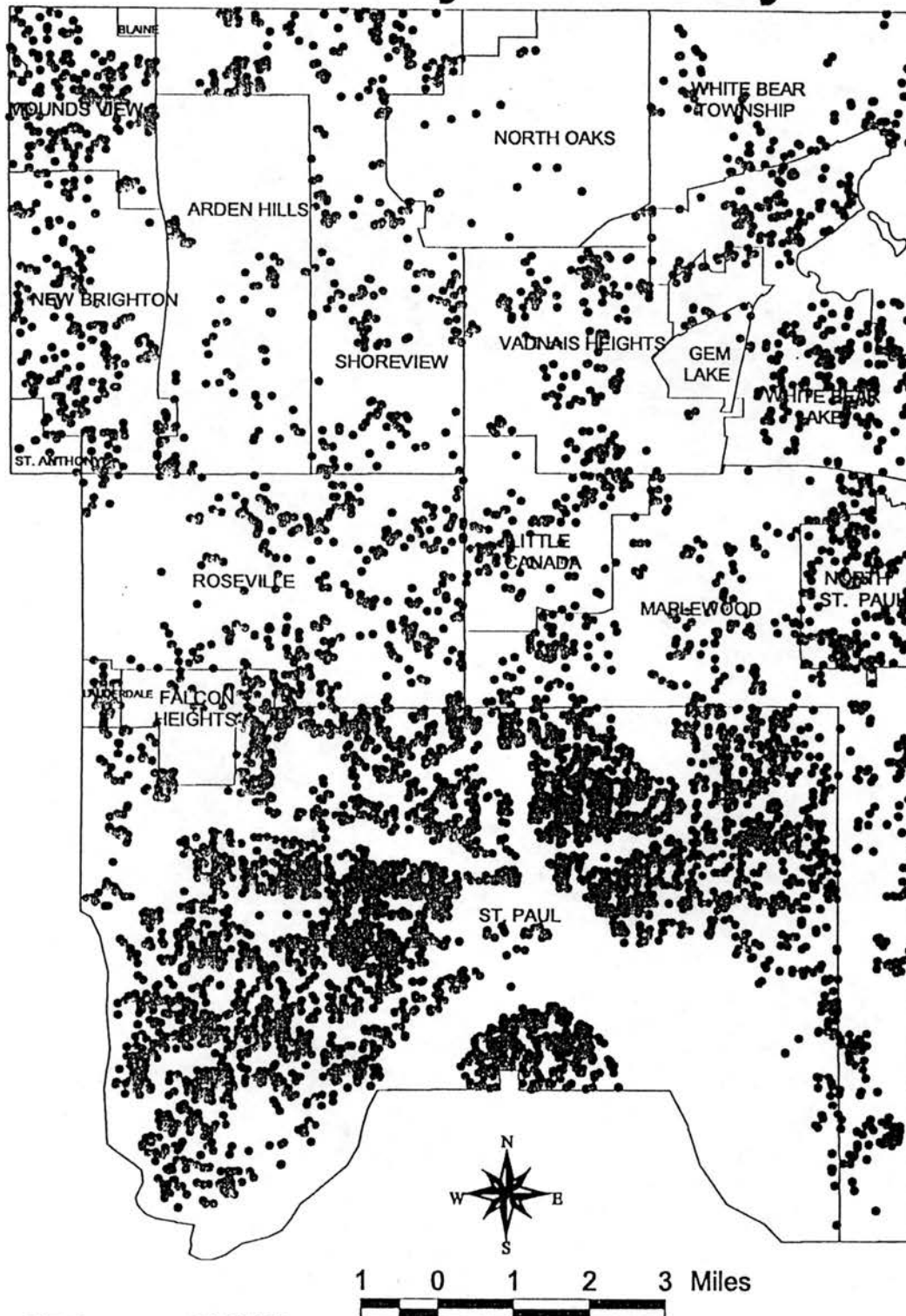
Sources: Census Bureau 1996 Population Estimates // Metropolitan Council 2020 Population Forecasts

AGE DISTRIBUTION IN RAMSEY COUNTY



Source: State Demographic Center at Minnesota Planning/May 1998

1995 Births Ramsey County



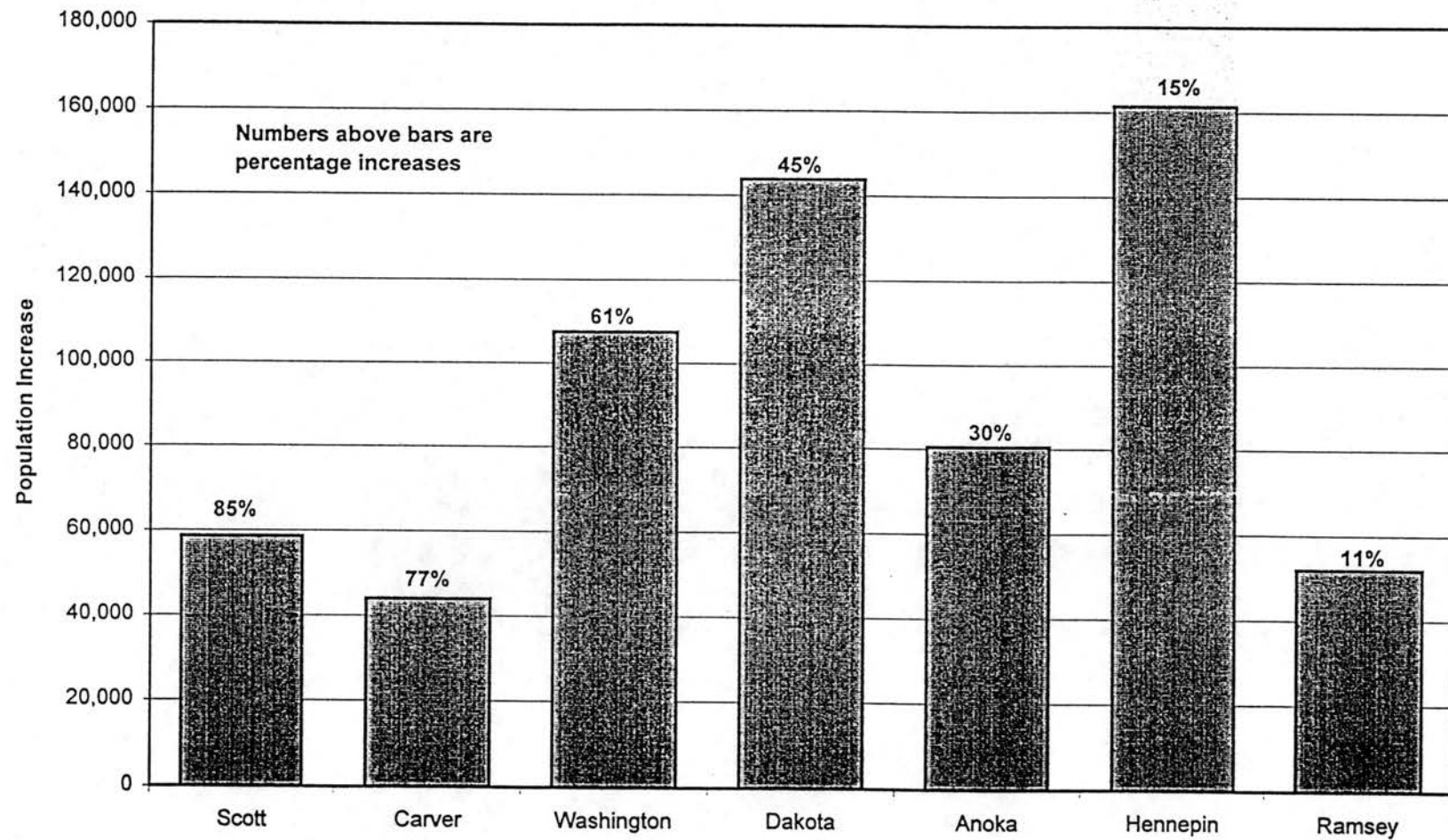
CITY	BIRTHS
● ARDEN HILLS	91
● FALCON HEIGHTS	96
● GEM LAKE	4
● LAUDERDALE	33
● LITTLE CANADA	135
● MAPLEWOOD	408
● MOUNDS VIEW	206
● NEW BRIGHTON	259
● NORTH OAKS	18
● NORTH ST. PAUL	156

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

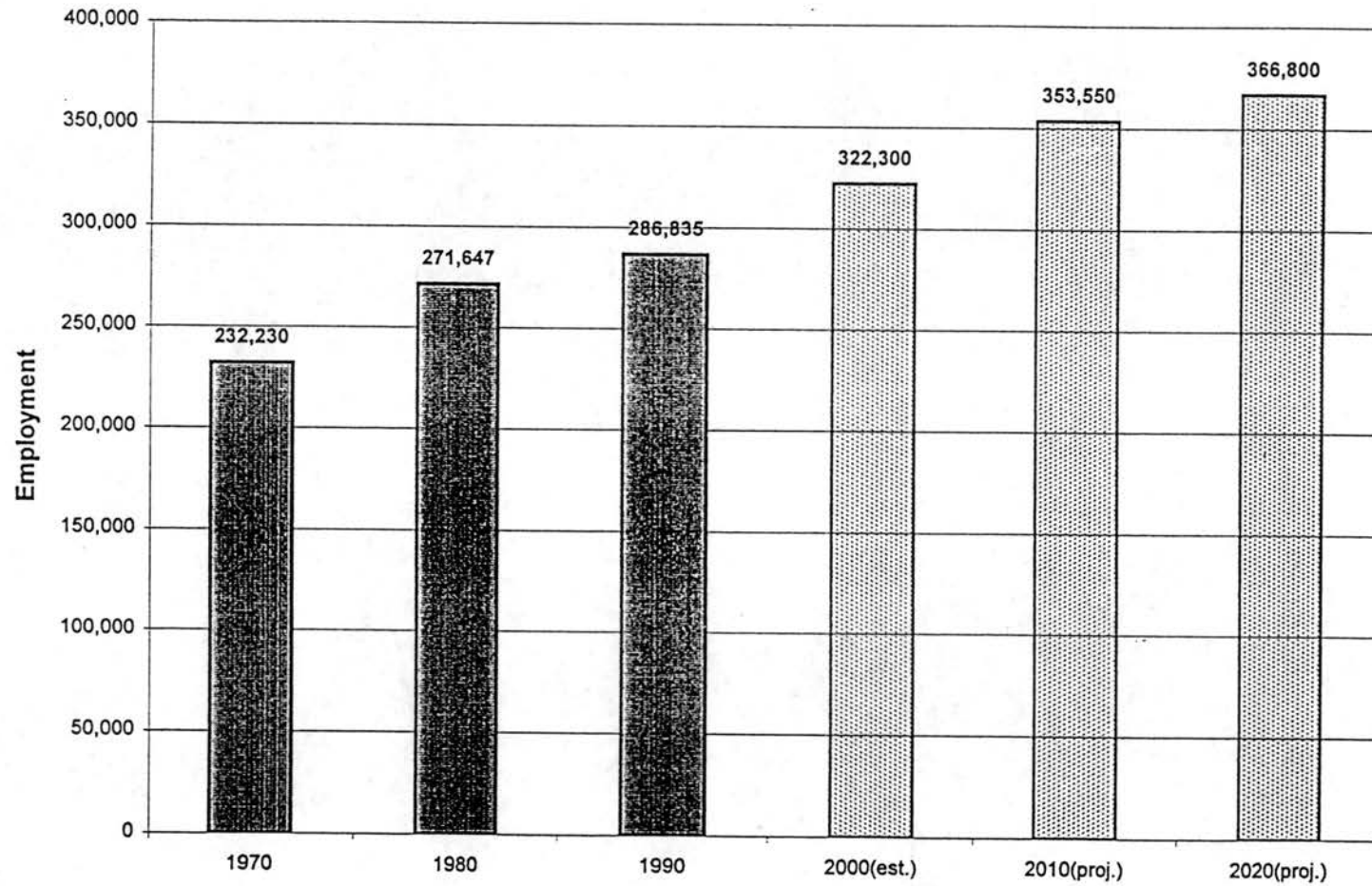


Source: Metropolitan Council

APPENDIX – X

GROUP - B

RAMSEY COUNTY EMPLOYMENT TRENDS



Source: Metropolitan Council

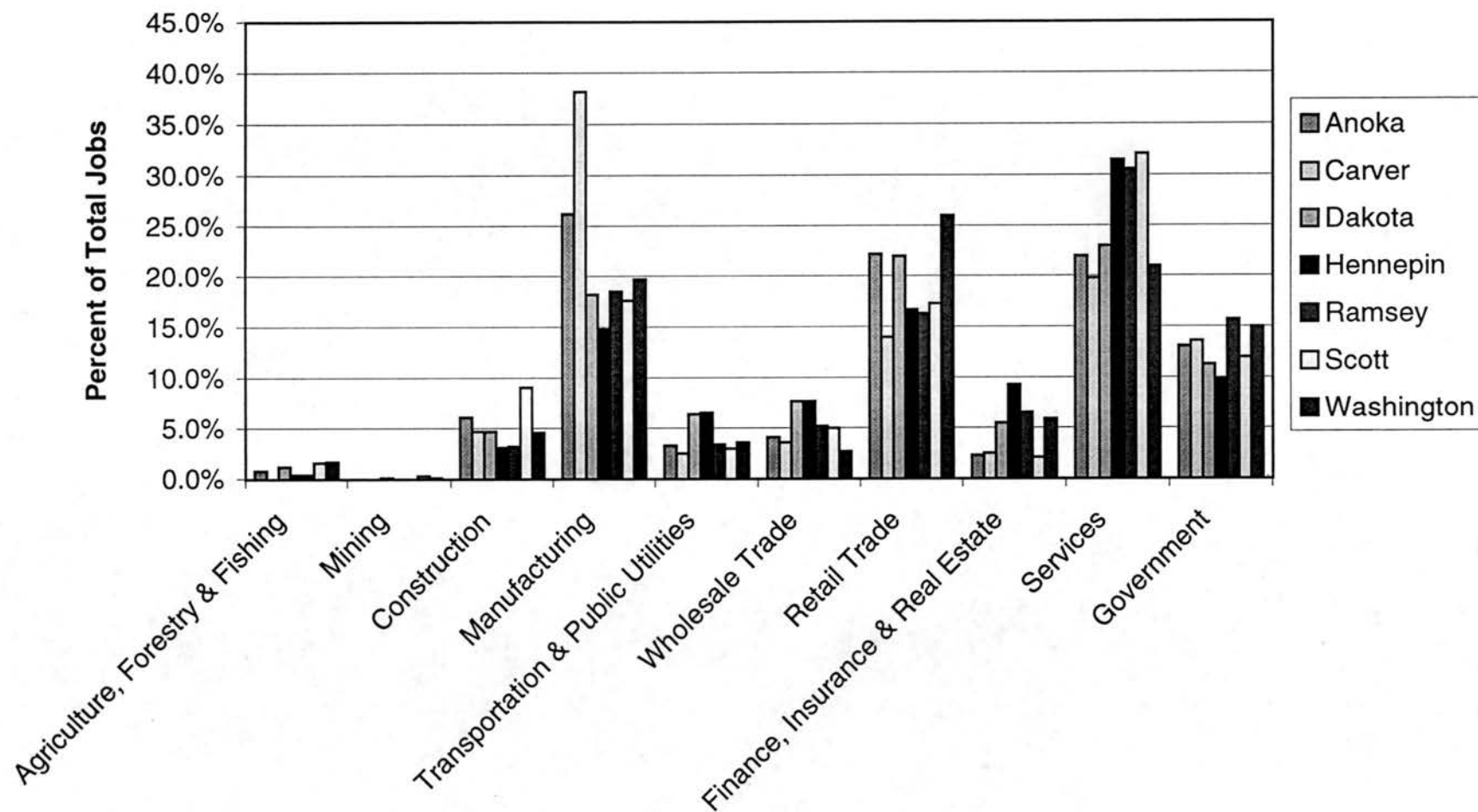
RAMSEY COUNTY EMPLOYEES BY INDUSTRY

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

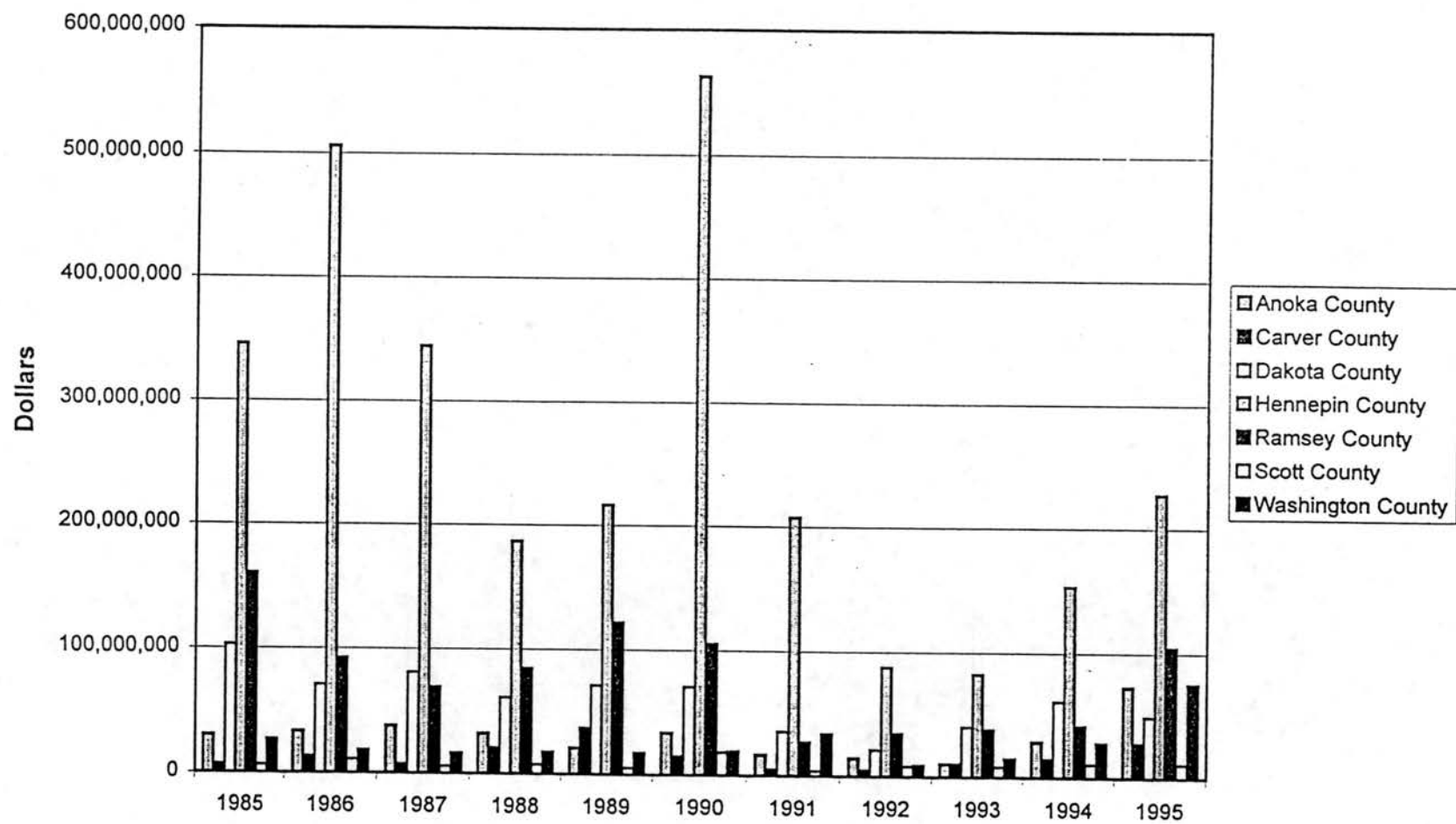
RAMSEY COUNTY LARGEST EMPLOYERS

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



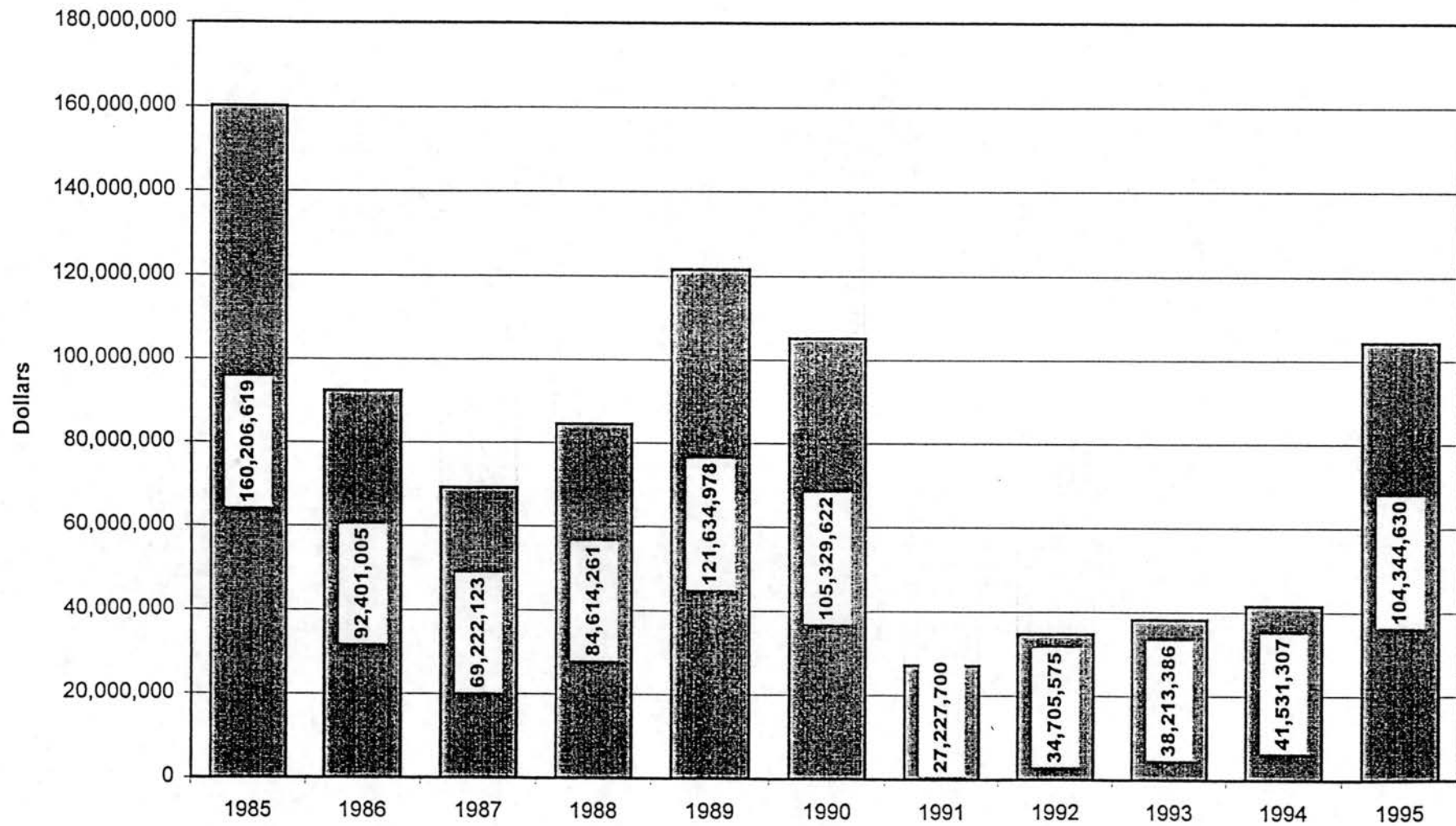
Source: Metropolitan Council/Census Bureau

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

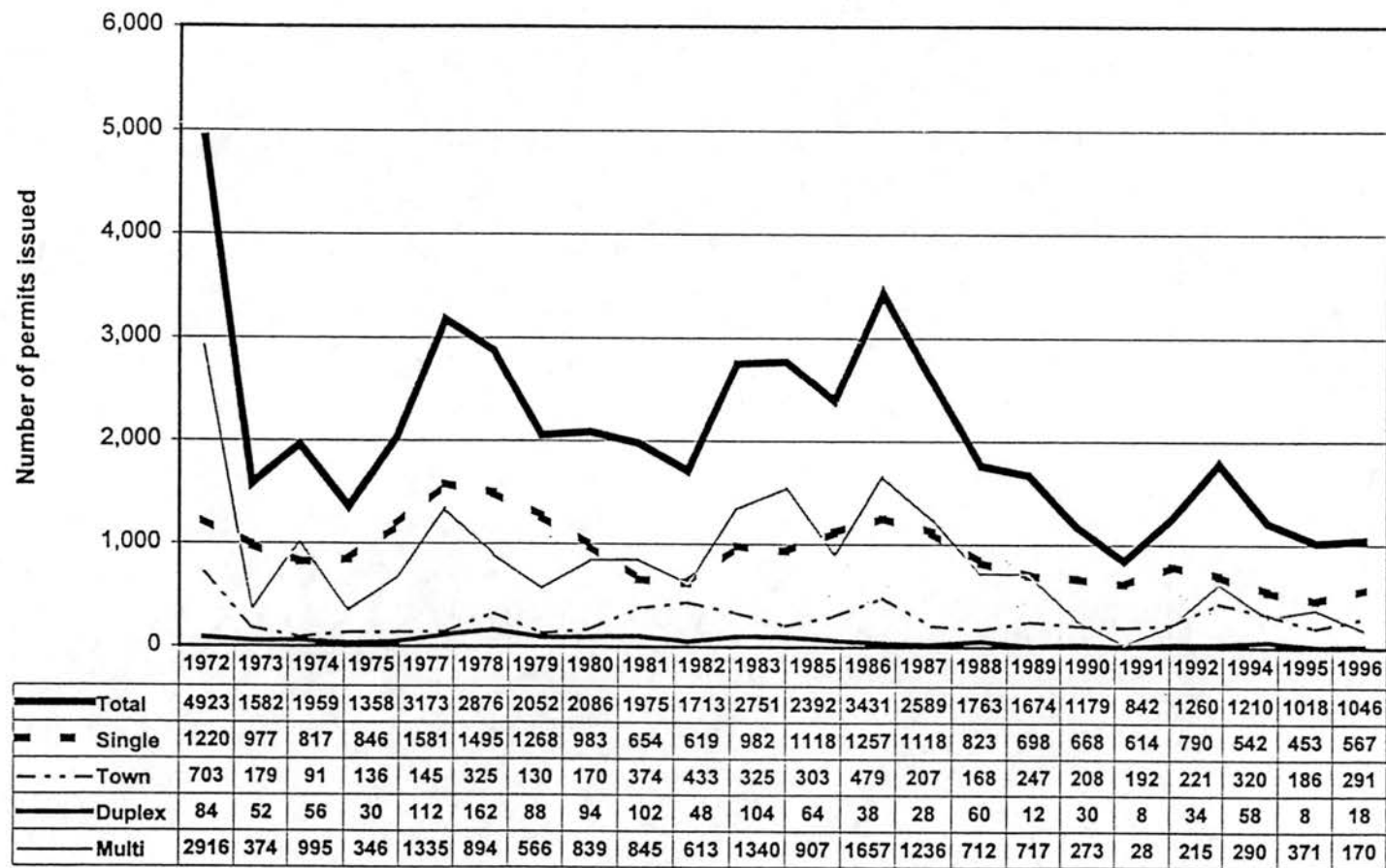
Source: Metropolitan Council/Census Bureau

COMMERCIAL - INDUSTRIAL BUILDING PERMITS FOR RAMSEY COUNTY



Source: Metropolitan Council/Census Bureau

RAMSEY COUNTY HOUSING BUILDING PERMITS (NEW CONSTRUCTION)

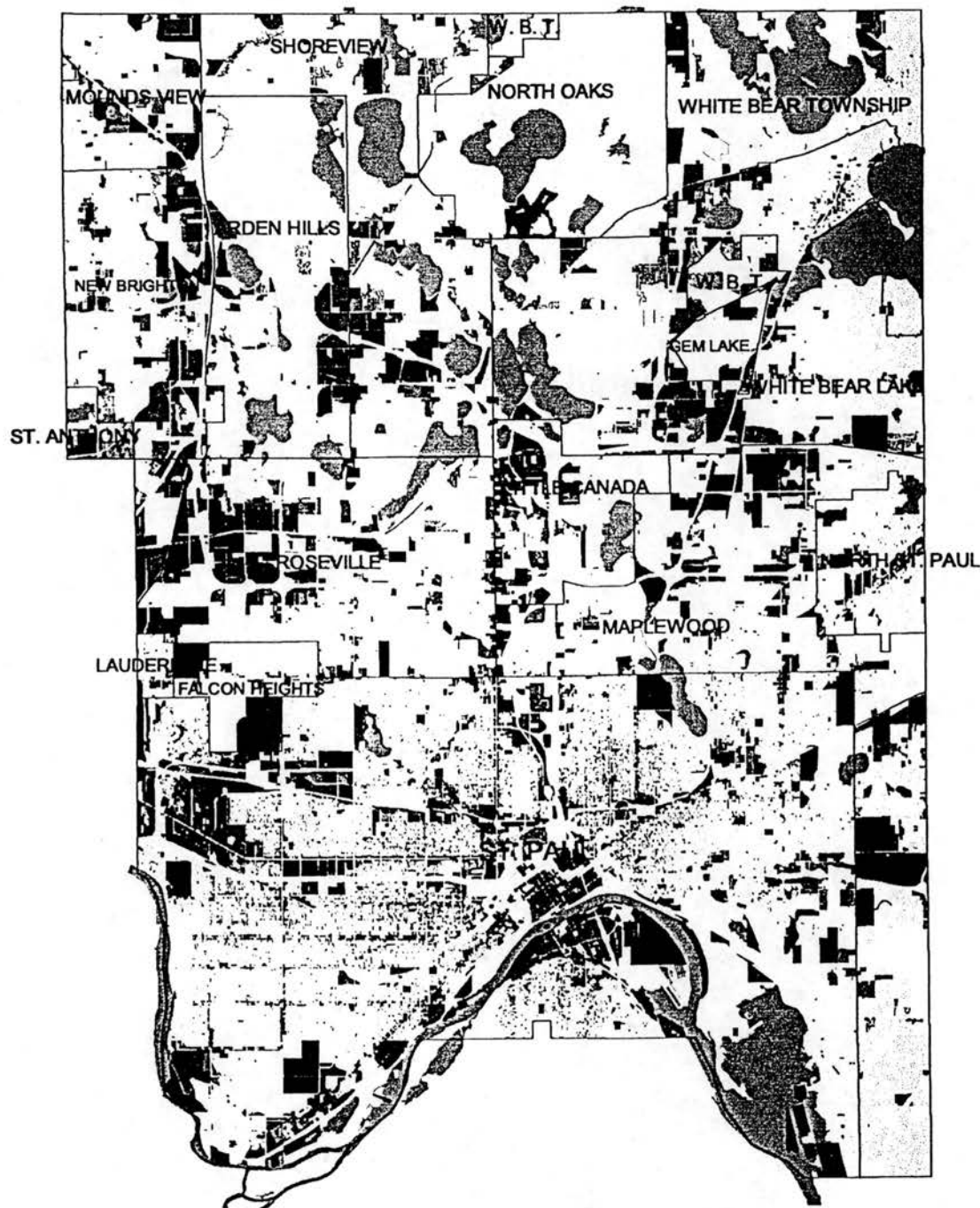


Source: Metropolitan Council

APPENDIX – X

GROUP - C

Ramsey County Land Use



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

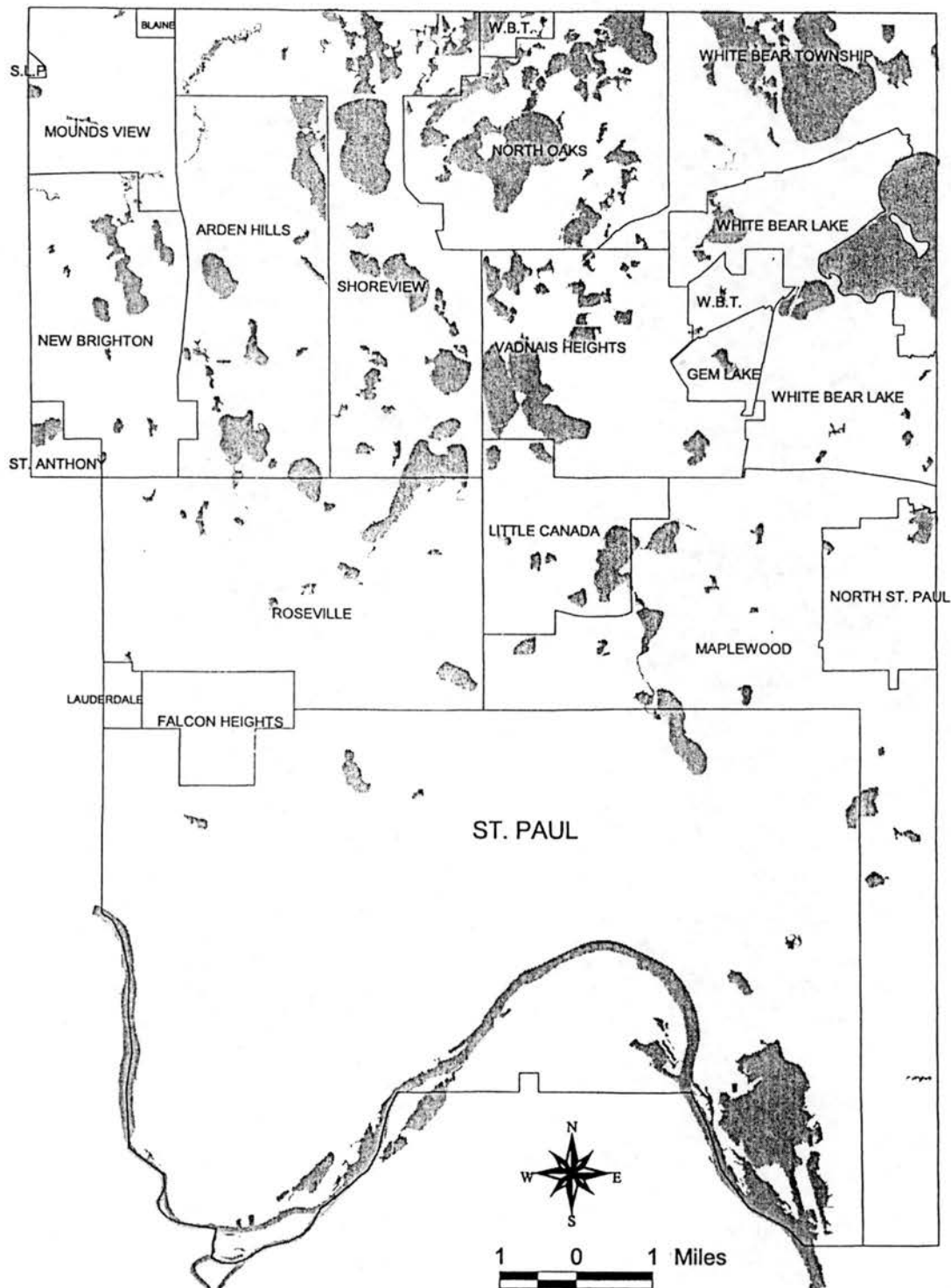


1 0 1 2 3 4 Miles



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

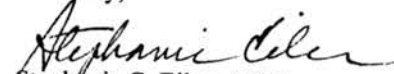
As noted above, we agree with the need to inform, coordinate and implement access management policies to maintain the functional integrity of roadways.

Right of Way

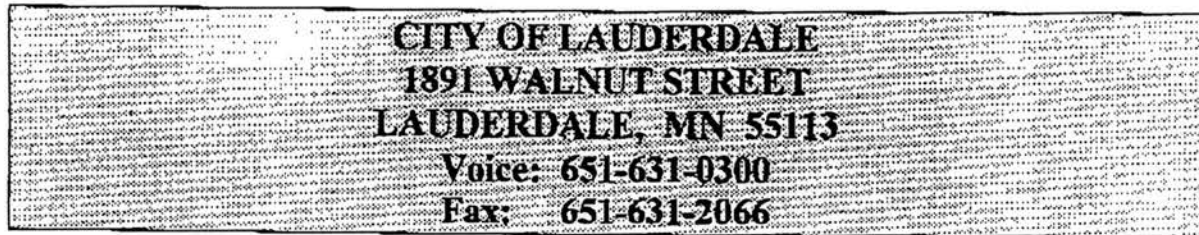
No comments.

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



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:

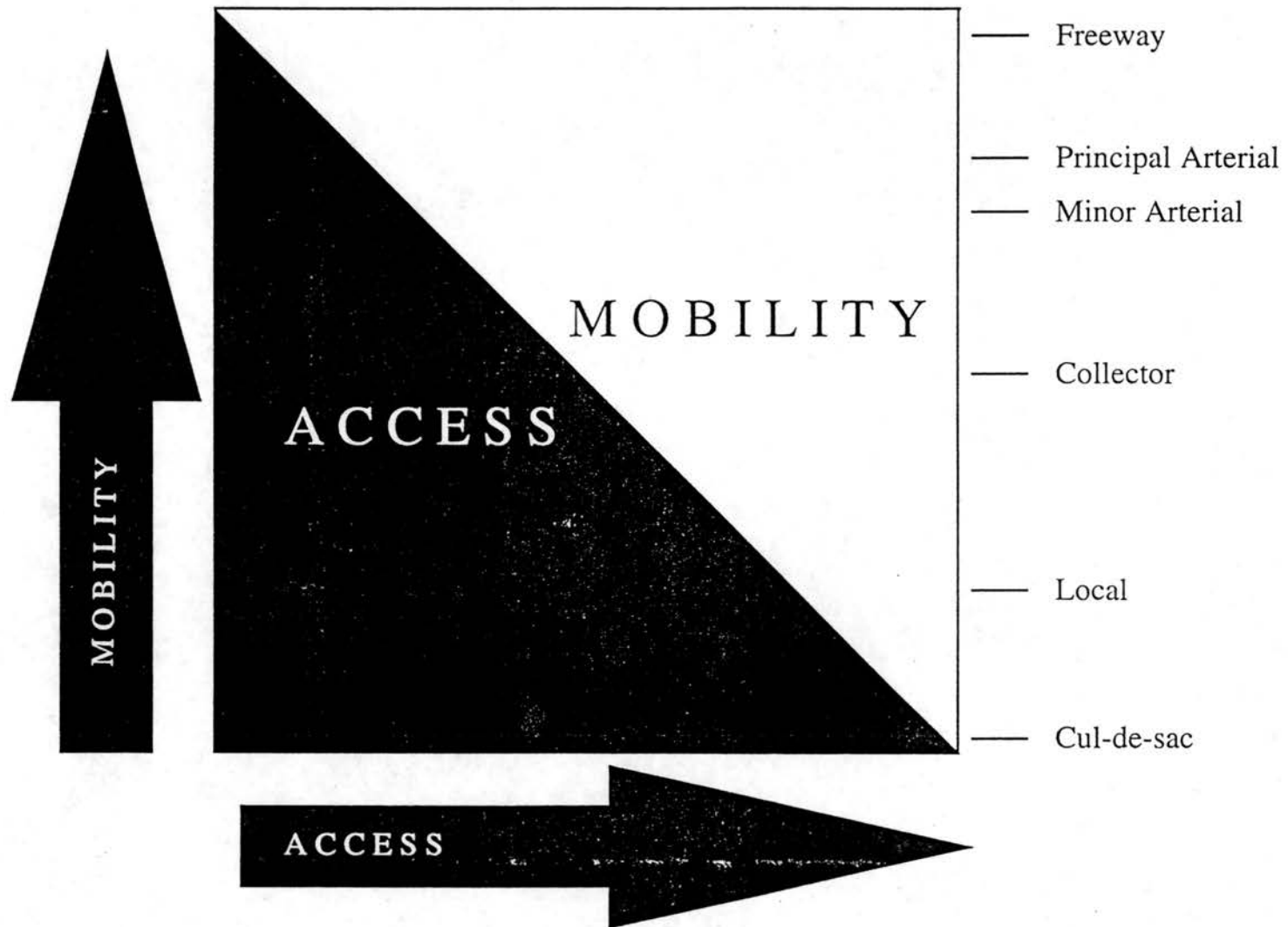
A policy that requires the access classification system and spacing guidelines, and the optimum signalized intersection spacings (tables xxx and xxx) to be utilized as guidelines whenever development or redevelopment occurs.

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.

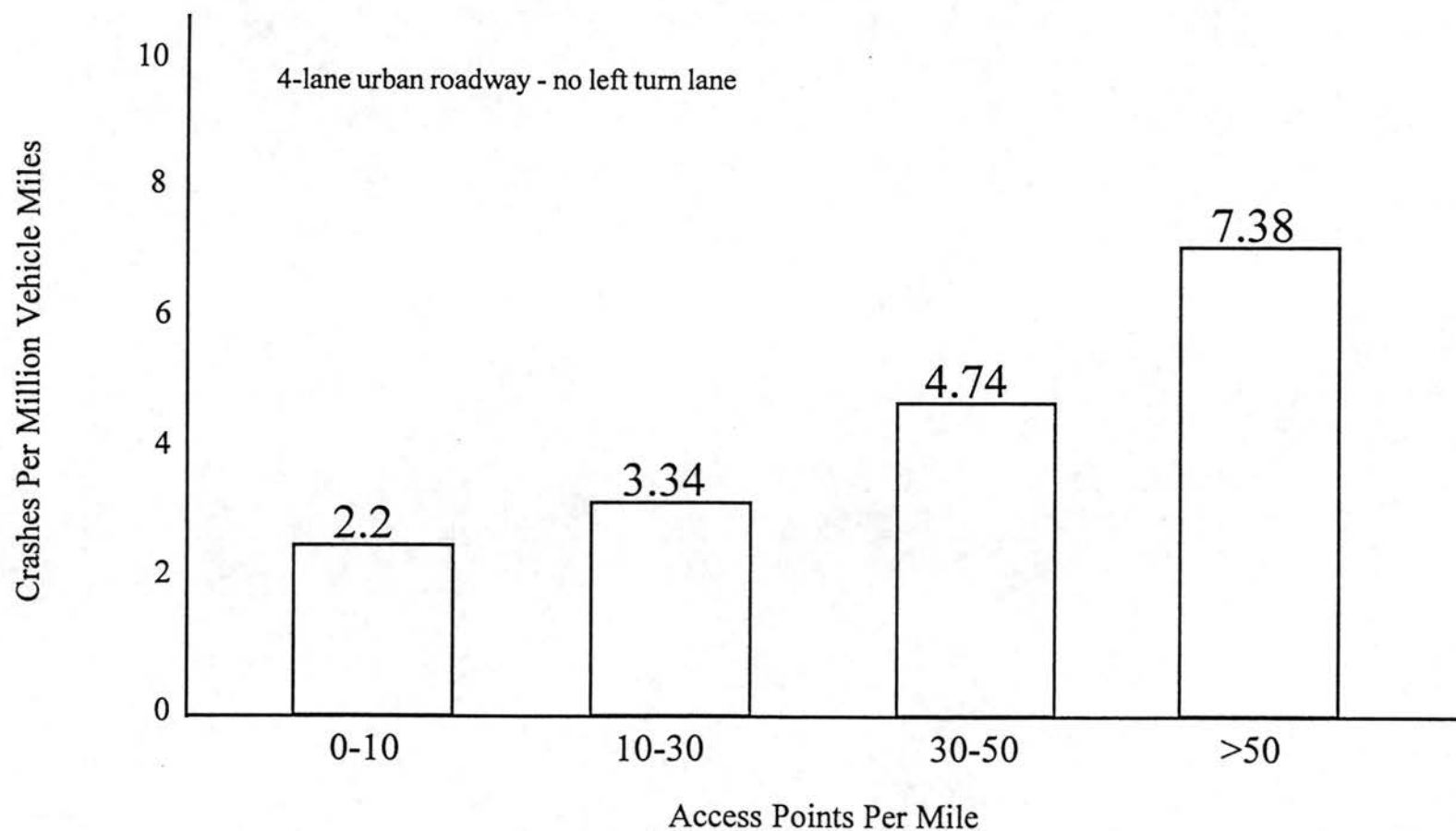
A policy whereby communities with an adopted access management plan would receive additional points when submitting projects to the County's Transportation Improvement Plan (TIP) process.

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

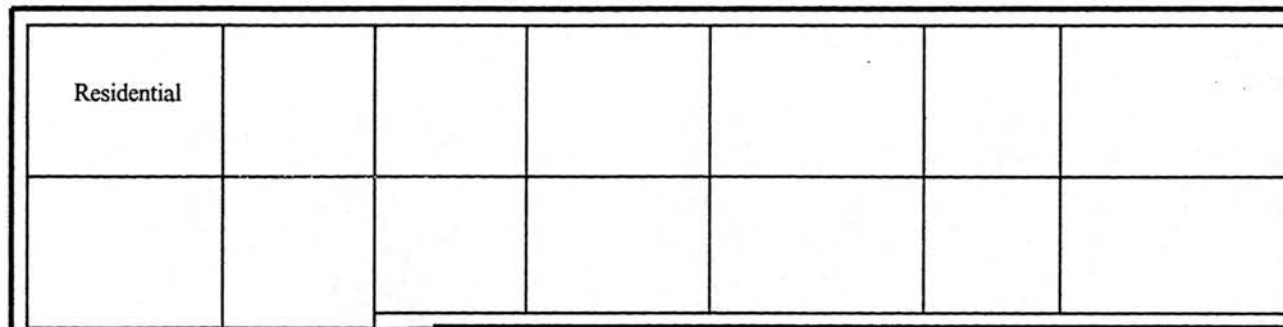
Cycle Length (seconds)	Speed (mph)					
	30	35	40	45	50	55
	Distance in Feet					
60	1,320	1,540	1,760	1,980	2,200	2,430
70	1,540	1,800	2,050	2,310	2,500	2,820
80	1,760	2,050	2,350	2,640	2,930	3,220
90	1,980	2,310	2,640	2,970	3,300	3,630
120	2,640	3,080	3,520	3,960	4,400	4,840
150	3,300	3,850	4,400	4,950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

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

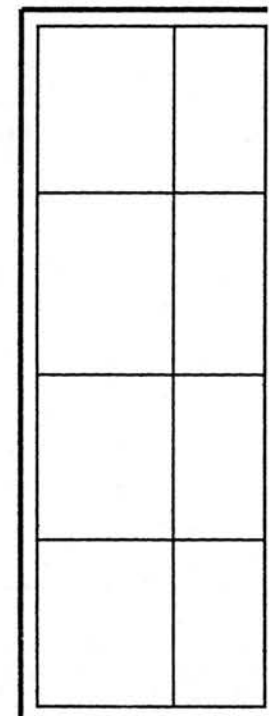
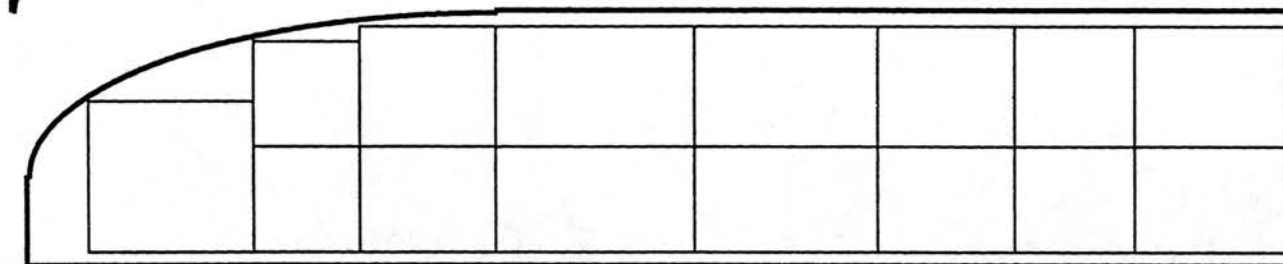
DO



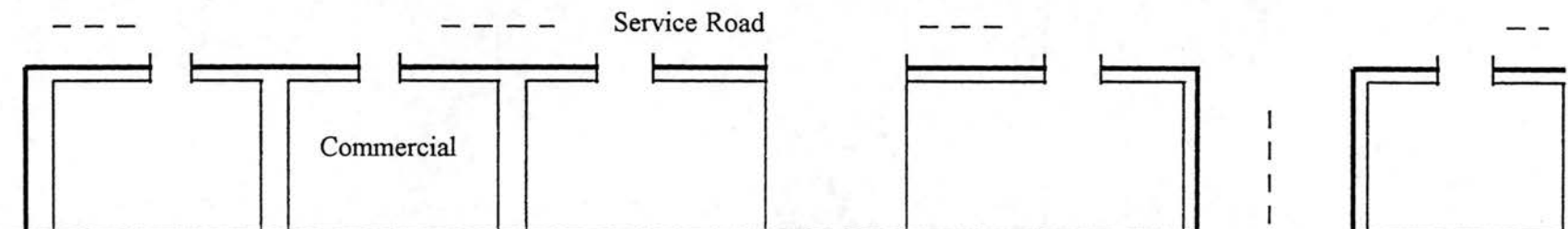
Neighborhood access for residents



Neighborhood access for residents



Service Road

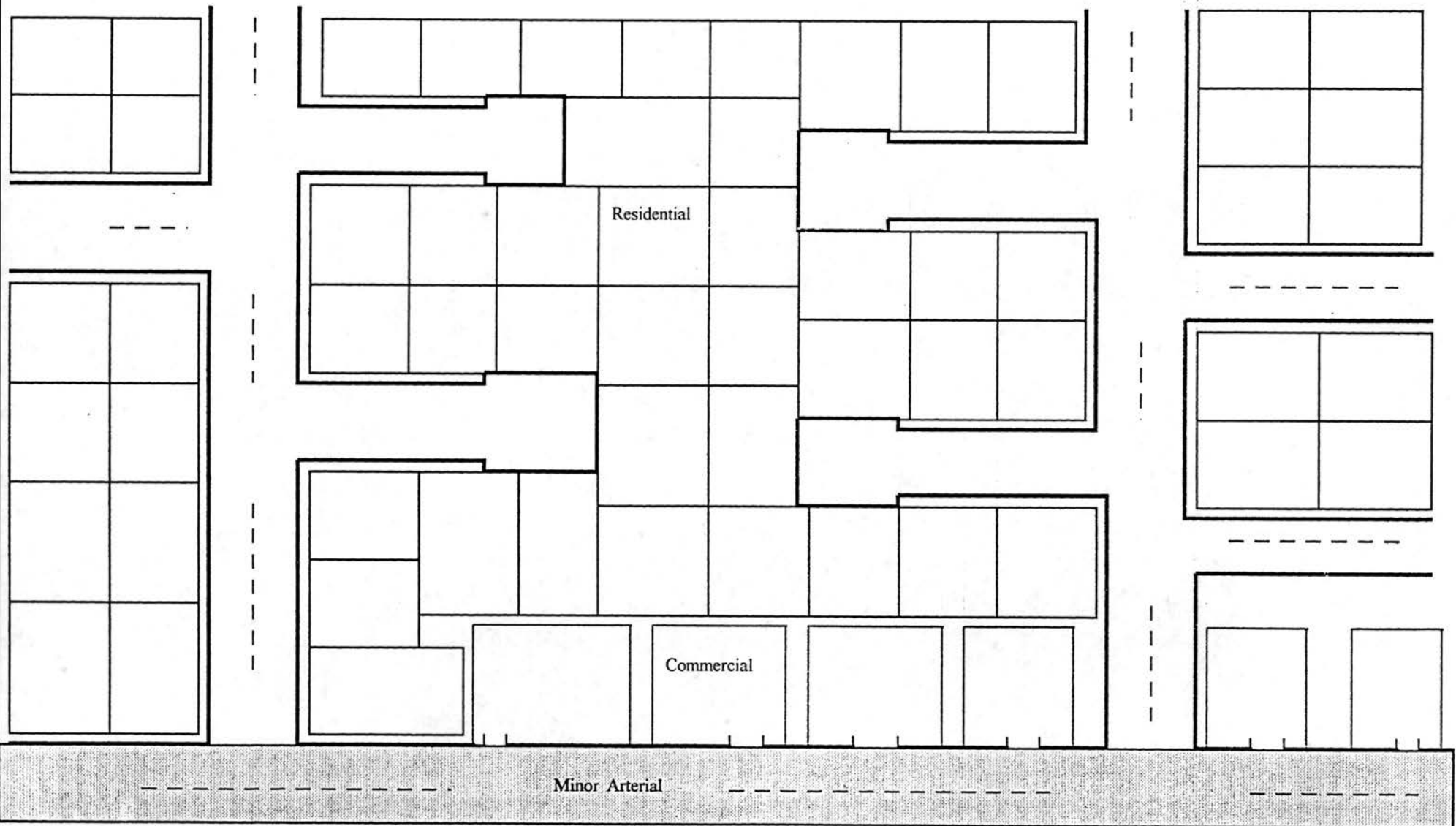


Commercial

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

(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

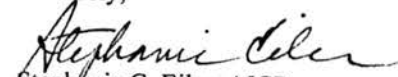
As noted above, we agree with the need to inform, coordinate and implement access management policies to maintain the functional integrity of roadways.

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

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				
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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

Re: Draft Issue Papers
Ramsey County Comprehensive Transportation Plan

Dear Ms. MacLeod:

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Access Management

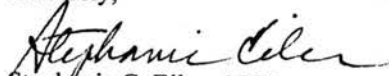
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Right of Way

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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'S COMPREHENSIVE PLAN

FOR

TRANSPORTATION, TRANSIT AND SURFACE WATER MANAGEMENT

1999 – 2020

ISSUE PAPER

COMMUTER RAIL

Define issue and how it relates to the vision:

Commuter rail is high quality transit service providing essentially peak period commuting opportunities over longer distances. Service is generally provided in the early morning and late afternoon. The diesel powered trains used by commuter rail may be self-propelled or pulled by standard locomotives. Trains operate over either private right of way or shared railroad right of way. Stations are spaced at 5-7 mile intervals in suburban and rural areas, and may be closer together in urban areas. Commuter lines are 30-60 miles long. Intermodal connections from commuter rail stations to bus and LRT are essential.

Commuter rail provides fast, high capacity service. However, unlike LRT, it is usually limited to AM/PM peak trips, with fewer trains and longer station spacing. Scheduling may provide some opportunity for reverse commute and midday travel.

Commuter rail routes to downtown St. Paul and Minneapolis would directly serve long distance commuters, many of whom come from outside Ramsey County. The direct benefit of serving long distance commuters is to reduce the number of autos in downtown St. Paul, and reserve capacity on the current roadway system for Ramsey County commuters. The addition of commuter rail to the mix of transit modes is therefore consistent with the County vision for high quality transit.

Commuter rail service is consistent with the transit vision to provide safe, convenient, fast, and economical alternatives to the automobile. It is also responsive to the thoroughfares and highway vision of integrating all modes of transportation on County

roadways. The different modes will interact collaboratively as one system in an effort to maximize efficiency.

Existing conditions of issue:

The Minnesota Department of Transportation (MnDOT) has completed a legislatively mandated study of all existing rail corridors entering the Twin Cities metro area. The corridors linking Hastings and Forest Lake to downtown St. Paul and Minneapolis are among the top six corridors for potential implementation of commuter rail. The St. Paul/Minneapolis to Elk River Corridor is recommended as the first priority if commuter rail is implemented in the region.

Ramsey County Regional Railroad Authority (RCRRA) is directly involved in community discussions and committees interested in further exploring the possibilities of commuter rail implementation in both the Hastings and Forest Lake corridors. In addition, RCRRA Commissioners and staff have been directly involved in the MnDOT studies.

Federal and state funds have been identified for the Northstar and Hastings Corridors, and state funds may be available for planning on the Forest Lake Corridor.

Expectations based on current trends:

It is likely that commuter rail will be implemented in at least one corridor in the Twin Cities region over the next five years. The corridor connecting downtown St. Paul/Minneapolis with Elk River ranks highest in the MnDOT study. Portions of the corridor are eligible for state funding and are included in the federal legislation as an authorized project. The strong local support and funding potential make the St. Paul to Elk River Corridor a strong candidate for initial commuter rail implementation in the region.

The Hastings (Red Rock) Corridor, located between the city of Hastings and downtown St. Paul, is also highly recommended by the MnDOT study. It is also eligible for state funding and included for federal funding through preliminary engineering in the current federal transportation bill. A corridor committee consisting of cities and counties has been actively supporting development of commuter rail in this corridor. The strong support and funding potential make this corridor a strong candidate for commuter rail implementation in the region.

The Rush Line (Forest Lake) Corridor, located between the city of Forest Lake and downtown St. Paul, while indicating good commuter rail potential, is ranked in the second phase of commuter rail implementation by the MnDOT study.

Further analysis and legislative direction will be necessary to determine if the cost and ridership warrant investment in commuter rail. Meanwhile, corridor transit planning is occurring.

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

- A funding source dedicated to improving transit in Ramsey County and the Twin Cities metro area needs to be established.
- Planning and engineering studies relating to commuter rail need to be undertaken if commuter rail is to be implemented.
- RCRRA should work with communities to educate the public on the economical and environmental benefits of supporting and utilizing transit options.

What role does the County play in this issue?

Commuter rail transit is a new transit mode for the Twin Cities. It must compete with established modes of transportation, such as highway, buses, and HOV, as well as the emerging role of LRT, for limited capital and operation funds. Careful planning and staging of such capital intensive projects must therefore be accomplished with full understanding of their impacts and intermodal connectivity.

RCRRA should continue to work with the Metropolitan Council and other agencies to ensure that County transportation needs are met, and are consistent with regional, state, and federal investments in major transit projects.

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

Ramsey County and the Ramsey County Regional Railroad Authority policies regarding participation in regional issues are in place and are consistent with the Ramsey County vision.

RAMSEY COUNTY'S COMPREHENSIVE PLAN

FOR

TRANSPORTATION, TRANSIT AND SURFACE WATER MANAGEMENT

1999 – 2020

ISSUE PAPER

EXISTING/FUTURE TRANSIT SYSTEM NEEDS

Define issue and how it relates to the vision:

Transit, for purposes of this issue paper, is defined as regular route bus service. It includes circulator, local, and express bus routes provided by Metro Transit, private contractors, or local community services. Other forms of transit such as LRT, Commuter Rail, Travel Demand Management (TDM), or services for the elderly or disabled, such as Metro Mobility, are discussed in separate transit issue papers.

Transit, as described in the *Metropolitan Transportation Policy Plan*, “plays a number of roles within the metropolitan area. Transit is an attractive alternative to driving alone for many people. Transit supports the region’s growth and economic vitality by providing essential access to economic centers and labor markets (Map XXX). Transit is a necessity in many people’s lives, providing basic transportation for those who use it as their primary means of travel. Finally, transit enhances community livability by reducing auto trips, conserving energy and reducing pollution.”

Ramsey County transit service is provided principally by Metro Transit, although communities from outside the County (opt-out) provide express service to downtown St. Paul. (Table XXX) Downtown Minneapolis, downtown St. Paul, and the University of Minnesota are the three largest economic centers and labor markets in the Twin Cities.

Transit helps shape the region by providing an attractive, economic, and efficient alternative to the private automobile. Quality transit service providing access to employment, education, entertainment, and health care is essential for the economic success of the Ramsey County business community and the quality of life for all

residents. Conversely, development patterns can make or break transit service. City zoning ordinances and economic development policies that are transit oriented create a synergy yielding the greatest benefit to the community.

Quality transit service that provides safe, convenient, fast, flexible, and economical alternatives to the automobile is the basic tenet of the Ramsey County transit vision. Furthermore, the service should meet the needs of all citizens, including special populations such as low income, ethnically diverse, elderly, youth, and the disabled.

Existing conditions of issue:

As the region's population grows and the number of automobile trips increase, transit utilization has declined. Over the last twenty years, transit trips have fallen by about one-third. At the same time, the number of miles of congested freeways has quadrupled, and is expected to double again to about 200 miles of congested freeways by 2010.

In 1994, the Metropolitan Council concluded that the regional transit system was not effectively meeting current regional needs and was not in position to effectively respond to future demands. With that realization, the Council launched a comprehensive assessment of the transit system, which resulted in a transit redesign policy. Transit redesign goals include: (1) a commitment to match service to demand, (2) making service delivery more efficient, (3) enhancing local involvement, and (4) developing adequate and equitable financing for transit.

In 1997, the state legislature increased funding for public transit in the metro area. The funding increase was coupled with a goal to increase transit ridership. Currently, Metro Transit is about four percent ahead of the goal established by the legislature, and in recent months has been exceeding the monthly goal by about ten percent. Part of the success in meeting the ridership goal is due to the implementation of a number of transit redesign projects in the County, including improved service to downtown St. Paul. Ongoing transit service studies throughout the County with emphasis on revised local service in suburban communities, along with better express service to downtown St. Paul, are expected to yield further transit service improvement and corresponding ridership increases.

In early 1999, the St. Paul Transit Vision Advisory Task Force adopted goals for transit that include support for a stable transit funding source, development of multimodal transportation infrastructure, and linking transit and land use.

The transit vision supports "dedicated, sufficient, and increasing funding" to support transit. It also recognizes the need to keep fares affordable and equitable. Metro Transit acknowledges that a stable and increasing funding source is essential for continuing transit service enhancements. While transit fares currently cover about thirty-seven percent of operating cost, that rate is very high relative to recovery rates of twenty-nine to nineteen percent in comparable cities such as Pittsburgh, Cleveland, Portland, Seattle, Houston, and Denver.

Expectations based on current trends:

Metro Transit's success in increasing ridership is directly attributable to increased funding by the state legislature as well as the effective utilization of these funds to provide cost effective service and facility improvements. The legislative goal is being met and indications are that a tremendous backlog of latent transit ridership demand willing to respond to improved transit alternatives exist. Continued transit service improvements are, however, contingent upon the ability to fund them.

What role does the County play in this issue?

Ramsey County and its constituent communities provide input to the Metropolitan Council. Such input may be provided through direct contact with the full council or individual council members, membership on various advisory committees such as the Transportation Advisory Board (TAB) for elected officials, or the Technical Advisory Committee (TAC) for professional staff, or through staff contact. The County may, therefore, exert influence in policy decisions and provide input through requests for various services. However, the County cannot directly implement changes.

Ramsey County should continue to work with the Metropolitan Council and other agencies to ensure that County transportation needs are met.

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

Ramsey County and the Ramsey County Regional Railroad Authority policies regarding participation in regional issues are in place and are consistent with the Ramsey County vision.

A policy supporting a stable, dedicated, sufficient, and increasing transit funding source for continuing transit enhancements in Ramsey County and the Twin Cities metro area is needed.

A policy supporting continued bus service improvements is needed. Bus service improvements advocated could include:

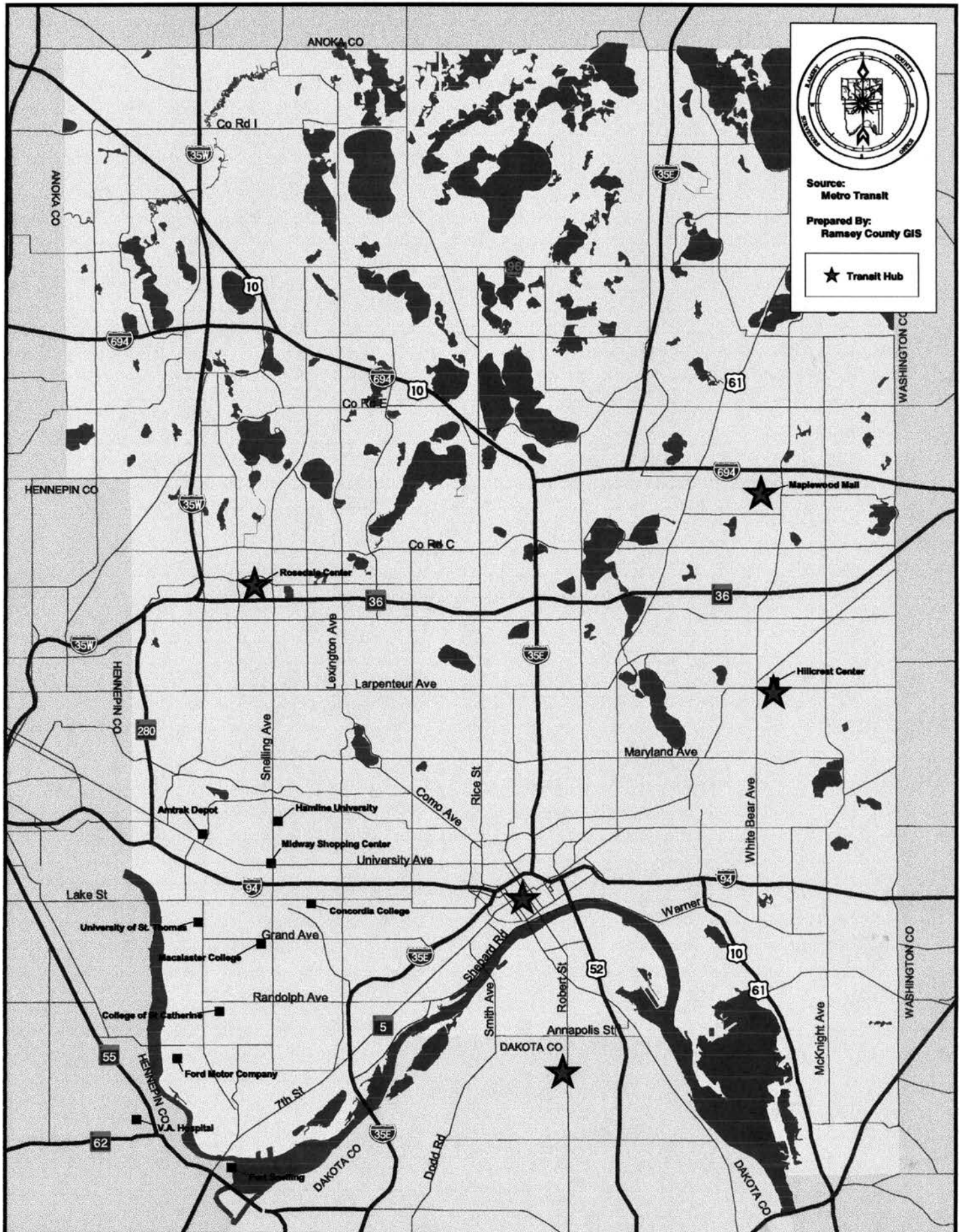
- *improved express bus service to downtown St. Paul*
- *improved reverse commute service*
- *increased neighborhood to neighborhood bus connections as well as better opportunities to reach transit hubs and downtown connections from neighborhoods*
- *improve basic safety elements of service, such as lighting and security cameras*

- *improve basic access elements of service, such as the number of shelters, cleaning, and snow removal*
- *improve pedestrian facilities to access transit waiting areas*

Ramsey County will promote improved transit services.

DRAFT

Ramsey County Existing Transit Hubs



RAMSEY COUNTY TRANSIT SERVICES

ROUTE	SERVICE	COMMUNITIES SERVED
3	Local Radial	St. Paul, Maplewood, Oakdale
4	Local Crosstown	St. Paul, Roseville, Bloomington
5	Local Radial	St. Paul, W. St. Paul, Mendota Hts, Inver Grove Hts
7	Local Radial	St. Paul, W. St. Paul, Mendota Hts
8	Local Radial	St. Paul, W. St. Paul, Inver Grove Hts
9	Local Radial	St. Paul, Maplewood, Oakdale
10	Local Radial	Minneapolis, Fridley, Blaine
11	Local Radial	St. Paul, S. St. Paul, Inver Grove Hts
12	Local Radial	St. Paul, Roseville, Lauderdale, Oakdale
14	Local Radial	St. Paul
15	Local Radial	St. Paul, White Bear Lake, Mahtomedi
16	Local Radial	St. Paul, Minneapolis
17	Local Crosstown	St. Paul, Roseville
20	Local Crosstown	St. Paul, Maplewood
21	Local Radial	St. Paul, Minneapolis
22	Midday Radial	St. Paul
25	Express	Minneapolis, Arden Hills, New Brighton, Mounds View, Blaine, St. Paul, W. St. Paul
29	Peak Local	St. Paul, W. St. Paul
33	Peak Express	Minneapolis, Rosedale, Shoreview, Arden Hills
35ABC	Peak Express	St. Paul, White Bear Lake area
35N	Peak Express	St. Paul, Mounds View, Blaine
36	Peak Express	Minneapolis, Maplewood, White Bear Lake area
38	Peak Express	Minneapolis, Mounds View, Lino Lakes, Lexington, Blaine
48	Peak Express	St. Paul, Eagan, Apple Valley, Burnsville
49	Local Radial	St. Paul, Maplewood
50	Ltd Stop Radial	St. Paul, Minneapolis
52E-F	Express	St. Paul, Minneapolis (U of M)
54	Express	St. Paul, Bloomington
72SUW	Peak Reverse	St. Paul, Eagan
94BCD	Express	St. Paul, Minneapolis
94H, 94J, 94L	Peak Express	St. Paul, Minneapolis
95E	Peak Local	St. Paul, Minneapolis
95MU	Peak Express	W. St. Paul, Mendota Hts, Minneapolis
101-105	Suburb Local	Roseville
210-211, 213	Peak Ltd Stop	St. Paul, Little Canada, Roseville, Shoreview, Arden Hills, Circle Pines, Vadnais Hts
212	Ltd Stop	St. Paul, Roseville, Shoreview, Arden Hills, Circle Pines
270-271	Peak Express	St. Paul, Centerville, Lino Lakes
294	Express	St. Paul, Stillwater, Bayport, Oak Park Hts
350	Peak Express	St. Paul, Maplewood
351-353, 355	Peak Express	St. Paul, Minneapolis, Woodbury
361-362, 364	Peak Express	St. Paul, Cottage Grove, Newport, St. Paul Park
477	Peak Ltd Stop	St. Paul, Mendota Hts, W. St. Paul
851	Peak Express	St. Paul, Coon Rapids, Anoka

RAMSEY COUNTY'S COMPREHENSIVE PLAN

FOR

TRANSPORTATION, TRANSIT AND SURFACE WATER MANAGEMENT

1999 – 2020

ISSUE PAPER

LIGHT RAIL TRANSIT (LRT)

Define issue and how it relates to the vision:

LRT is an electric railway system that operates single cars or short trains in either mixed traffic or exclusive right of way. Maximum passenger capacities usually range from 6,000 to 8,000 passengers per hour per direction; about the same as three to four freeway lanes. LRT is generally utilized in urban to suburban markets, with station spacing averaging about one mile, and with closer spacing in downtown areas. LRT considered for the Twin Cities is high frequency, premium transit service.

Goals for LRT were adopted by the Ramsey County Regional Railroad Authority (RCRRA) on June 28, 1988. They are included in the *Comprehensive Light Rail Transit Plan for Ramsey County* dated December, 1989. The Plan made recommendations for preservation of right of way in all corridors studied, implementation of LRT in a number of corridors, and continued evaluation in several other corridors.

The transit vision acknowledges the importance of high quality transit service to the economic well-being and quality of life for all Ramsey County citizens. It states that Ramsey County will work to develop a fast, high capacity transit service, such as LRT, to join the downtowns and serve the trip generators between them. The vision also encourages continued planning with other political jurisdictions both within and outside the County. Ramsey County and citizens will continue to be encouraged to participate in the planning for existing, new, and future transit technology.

Existing conditions of the issue:

The Comprehensive LRT Plan lists the Central Corridor, linking downtown St. Paul with downtown Minneapolis, as the first priority for light rail transit in Ramsey County. The Twin Cities region completed a legislatively mandated Regional LRT Plan that also listed the Central Corridor as the regional priority for implementation of LRT, together with recommendations for a number of additional corridors throughout the region. In 1992, the *Metropolitan Council Transportation Policy Plan* reduced the number of proposed LRT corridors to just two: the Central Corridor, and I-35W, between downtown Minneapolis and Burnsville. The Metropolitan Council's *1996 Transportation Policy Plan*, while acknowledging the benefits of LRT, conceded that funds to implement LRT are not available and therefore advocated a system of dedicated transitways throughout the region without regard to mode.

As a result of federal and state funding initiatives, however, LRT is now nearing the start of construction in the Hiawatha Corridor, linking downtown Minneapolis with the Minneapolis-St. Paul International Airport (MSP) and the Mall of America. RCRRRA has also completed a feasibility study of transit improvements in the Riverview Corridor, linking downtown St. Paul and the eastside to the Hiawatha Corridor LRT line and MSP/Mall of America connections. In addition, RCRRRA has initiated a federally funded Major Investment Study (MIS) on the Riverview Corridor to evaluate all transit options, including LRT, with respect to ridership, cost, land use, and economic development impacts. The study will be completed in spring 2000.

The St. Paul Transit Vision Advisory Task Force has recently concluded an evaluation of transit service in St. Paul. The Task Force acknowledges development of the Hiawatha Corridor as a LRT project and recommends that a priority for major transit investment in the region should be the triangle that encompasses the Hiawatha, Central and Riverview transit corridors.

The RCRRRA continues to work with the Metropolitan LRT Joint Powers Board, Metropolitan Council, Metro Transit, MnDOT, St. Paul and other Ramsey County cities, citizens, and the federal government on all aspects of planning, funding, and implementing LRT in the Twin Cities metropolitan area.

Expectations based on current trends:

It is expected that the Hiawatha Corridor LRT project will be completed by 2003. Hiawatha Corridor LRT will link downtown Minneapolis to the Minneapolis-St. Paul International Airport (MSP) and the Mall of America.

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

A funding source dedicated to improving transit in Ramsey County and the Twin Cities metro area needs to be established.

RCRRA should work with communities to educate the public on the economical and environmental benefits of supporting and utilizing transit options.

What role does the County play in this issue?

Discussions regarding planning, funding, and implementation of subsequent phases of major transit capital improvements in the metropolitan area are underway. RCRRA is fully engaged in these discussions. The data emanating from the Riverview Corridor study, together with prior information gained through the Ramsey County LRT Plan, the Central Corridor Alternatives/Draft Environmental Impact Statement, and the St. Paul Vision Advisory Task Force, will guide the Ramsey County Regional Rail Authority in developing priorities for LRT and other major transit investments in Ramsey County and the region. Such priorities will become part of the regional discussion about staging transit capital investments throughout the region.

The Regional Rail Authority conducts planning and engineering analysis of light rail corridors in cooperation with the Minnesota Department of Transportation (MnDOT), Metropolitan Council and affected cities.

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

Ramsey County and Ramsey County Regional Railroad Authority policies regarding participation in regional issues are in place and are consistent with the Ramsey County vision.

A policy supporting a stable, dedicated, sufficient, and increasing funding source for continuing transit enhancements in Ramsey County and the Twin Cities metro area is needed.

RAMSEY COUNTY'S COMPREHENSIVE PLAN

FOR

TRANSPORTATION, TRANSIT AND SURFACE WATER MANAGEMENT

1999 – 2020

ISSUE PAPER

PARKING

Define issue and how it relates to the vision:

Ramsey County charges for a limited amount of parking in downtown St. Paul, and parking in the suburbs in on an at will basis.

According to the Metropolitan Council, availability and cost of parking at the work destination is a critical factor in determining the mode of travel the commuter will choose. A task force worked with Metropolitan Council staff to develop and evaluate programs focusing on commuter parking,¹ and its recommendations were accepted by the Council in March, 1999. Ramsey County was represented by a member of the Regional Rail Authority. In addition to beginning a Commuter Choice program with state agencies, the Council directed staff to continue work on three on-going programs: (1) the study of Park-and Ride Sites; (2) the St. Paul Parking and Transit Combined Program; (3) and the demonstration "cash out" program.

This issue supports the County vision of advocating transit use through education and promotional programs, and of utilizing disincentives for automobile use in well served transit areas.

This issue supports the County vision in clarifying the consequences of travel decisions and providing incentives for community members to facilitate change in travel behavior.

¹ Information and details on these policy alternatives and recommendations are located in the Regional Parking Policy Study Recommendation report.

Existing conditions of the issue:

Rate setting for Ramsey County downtown parking becomes policy through the budgeting process.

The Regional Parking Policy Task Force utilized the following information when developing parking policy alternatives:

- Parking is an important component of the regional transportation system;
- Because it is an important factor affecting their mobility, members of the public have a legitimate interest in parking supply, location and cost;
- Employee, customer and residential parking are all unique aspects of the transportation system and cannot be treated the same;
- The more free parking, the more single-occupant vehicle (SOV) use;
- Free or reduced cost parking is a common, and valuable, employee benefit. Rarely are comparable benefits provided to those who use alternative modes of travel;
- Short-term, convenient, and free (when possible) parking is more important to customer-oriented businesses than employee parking;
- In all headquarters and large leased buildings, some on-site parking (generally underground) is required for use by upper management;
- To promote transit use, the public sector has limited parking availability in certain locations.

Expectations based on current trends:

The Regional Parking Policy Task Force developed a broad spectrum of parking policy alternatives as well as the means of evaluating these alternatives against agreed upon criteria.

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

The Metropolitan Council approved the recommendations contained in the Parking Policy Report. These recommendations allow time for their impact to be evaluated. According to the Metropolitan Council, over the long-term a more comprehensive program should be put in place to address more aspects of parking demand and supply management.

What role does the County play in this issue?

Ramsey County should support Metropolitan Council parking recommendations where feasible and applicable.

As a major employer, Ramsey County should set an example for other employers regarding pro-transit use parking policies in order to actively promote and support transit-based work commute choices for its employees.

Ramsey County should continue to pursue travel demand management (TDM) measures as outlined in the TDM issue paper.

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

A policy of continuing to pursue and implement parking alternatives and solutions which promote work destination transportation choices other than the single-occupant vehicle (SOV).

A policy of supporting all applicable Metropolitan Council parking recommendations.

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RAMSEY COUNTY'S COMPREHENSIVE PLAN

FOR

TRANSPORTATION, TRANSIT AND SURFACE WATER MANAGEMENT

1999 – 2020

ISSUE PAPER

TRANSIT CORRIDORS

Define issue and how it relates to the vision:

Transitways provide an effective express route network connecting transit hubs, transit stations, and park/ride lots with major economic activity centers such as downtown St. Paul. Dedicated transitways, where transit vehicles would not mix with other vehicular traffic, are essential to provide a travel time advantage over the single occupant vehicle and to improve transit service reliability. Examples of transitways include high occupancy vehicle lanes (HOV), exclusive busways, light rail transit (LRT), and commuter rail (CR). (Map XXX)

The Metropolitan Council encourages identification and creation of exclusive transit corridors as soon as possible, with selection of the mode or vehicle alternative secondary. The Council, in fact, supports an incremental approach to transitway implementation which could start with bus technology, but not preclude different technology in the future such as LRT or CR, either as an evolution of an existing transitway or as an entirely new initiative.

The Metropolitan Council's *1996 Transportation Policy Plan* commits to the development of a regional network of dedicated transitways to provide a travel time advantage for transit vehicles, improve transit service reliability, and increase accessibility to jobs via transit. Transitways will promote higher density development along major transportation corridors.

The development of a network of transitway corridors is consistent with the Ramsey County transit vision. The vision recognizes the importance of high quality transit service

that provides, safe, convenient, fast, flexible, and economical alternatives to the automobile. It supports transit routes and connections designed to enable passengers to reach their destinations in a reasonable time with a minimum of transferring.

The vision further supports the development of a fast, high capacity transit service, such as LRT, to joint the downtowns of St. Paul and Minneapolis and serve the major trip generators between them.

Existing conditions of issue:

The 1989 *Comprehensive Light Rail Transit Plan for Ramsey County* made recommendations for implementation of LRT in a number of corridors, continued evaluation in several others, and for preservation of right of way in all corridors studied. While the LRT study focused on LRT as the mode, all of the corridors evaluated are potential transitway corridors. (Map YYY)

The Metropolitan Council's 1996 *Transportation Policy Plan* identifies three transitway corridors under consideration for potential improvements:

- Hiawatha Ave between downtown Minneapolis and the Minneapolis - St. Paul International Airport (MSP)/Mall of America
- Northeast Corridor between downtown Minneapolis and Northtown
- Central Corridor between downtown Minneapolis and downtown St. Paul

In 1998, the Metropolitan LRT Joint Powers Board, together with support from the Metropolitan Council, successfully advocated for federal funding support for planning, design, and construction of the Twin Cities Transitways consisting of:

- Hiawatha Corridor LRT
- Northstar Corridor from downtown Minneapolis to St. Cloud
- Riverview Corridor from downtown St. Paul to MSP/Mall of America

Currently, the design of the Hiawatha LRT project is underway, with implementation expected by 2003. The Northstar corridor Major Investment Study (MIS) is underway, with a strong commuter rail alternative. The Riverview Corridor feasibility study was completed in 1998, and a MIS was initiated between downtown St. Paul and MSP/Mall of America. Alternatives ranging from bus service improvements to LRT are being considered.

The Minnesota Department of Transportation (MnDOT) has completed a legislatively mandated study of all existing freight rail corridors entering the Twin Cities metro area. The corridors linking Hastings and Forest Lake to downtown St. Paul are among the top six corridors for potential implementation of commuter rail. The St. Paul - Elk River Corridor is recommended as Phase I if commuter rail is implemented in the region.

Expectations based on current trends:

Transitway development is likely to proceed in a number of corridors, including Hiawatha LRT and the St. Paul - Elk River Commuter Rail Corridor, as discussed in the LRT and Commuter Rail issue papers. In addition, completion of the Riverview Corridor MIS in 2000 will result in recommendations by Ramsey County Regional Rail Authority (RCRRA) for transit improvements in the corridor between downtown St. Paul and MSP/Mall of America.

How do expectations fit the vision?

The vision advocates a high quality transit service, such as LRT, connecting the downtowns of Minneapolis and St. Paul, and serving the transit generators between them. This is consistent with the Metropolitan Council ranking of the Central Corridor as one of the three principle transitway corridors. Prior to 1997, Ramsey County also considered the Central Corridor as the regional priority for implementation of LRT. Currently, however, the Riverview corridor and the Hennepin/Ramsey Commuter Rail Corridor are also considered as priorities for major transit investments.

The vision also anticipates that the County will be a leader and model in promoting, developing and providing transit, including the expansion of inter-city and suburban transit modes. The development of major transit improvements in the Riverview Corridor, Central Corridor, and Commuter Rail corridors are consistent with the vision.

What role does the County play in this issue?

Discussion regarding planning, funding, and implementation of subsequent phases of major transit capital improvements in the metropolitan area are underway. The Ramsey County Regional Rail Authority is fully engaged in such discussion. The data emanating from the Riverview Corridor Major Investment Study, together with prior information gained through the Ramsey County LRT Plan, the Central Corridor Alternatives Analysis/Draft Environmental Impact Statement, and the St. Paul Vision Advisory Task Force, will guide the County in developing priorities for transitway investments in Ramsey County and the region. Such priorities will become part of the regional discussion about staging transit capital investments throughout the region.

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

Ramsey County and the Ramsey County Regional Railroad Authority policies regarding participation in regional issues are in place and are consistent with the Ramsey County vision.

A policy supporting a stable, dedicated, and increasing transit funding source for continuing transit enhancements in Ramsey County and the Twin Cities metro area is needed.

Ramsey County will promote improved transit services.

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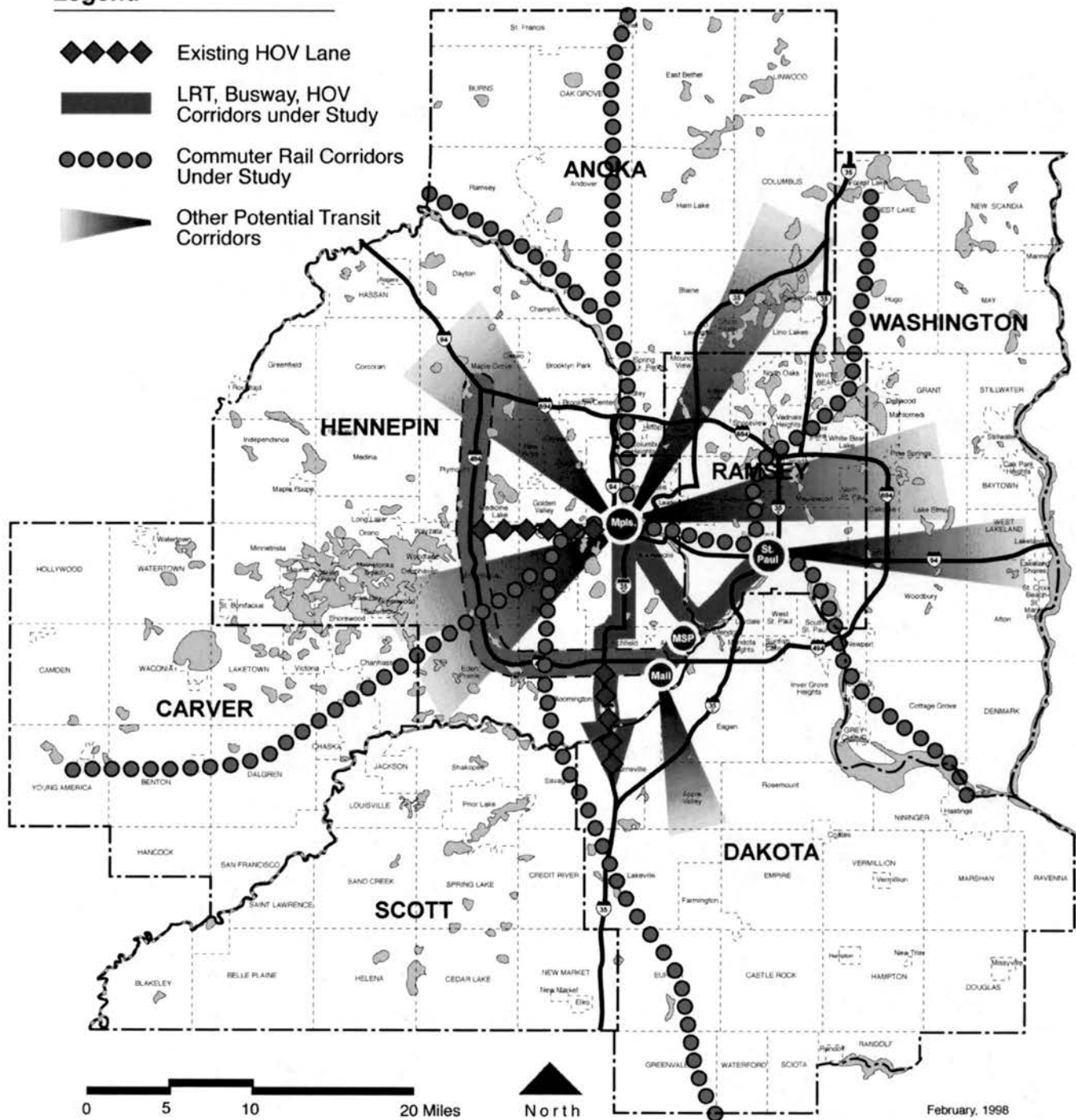
Metropolitan
Council

Working for the Region, Planning for the Future

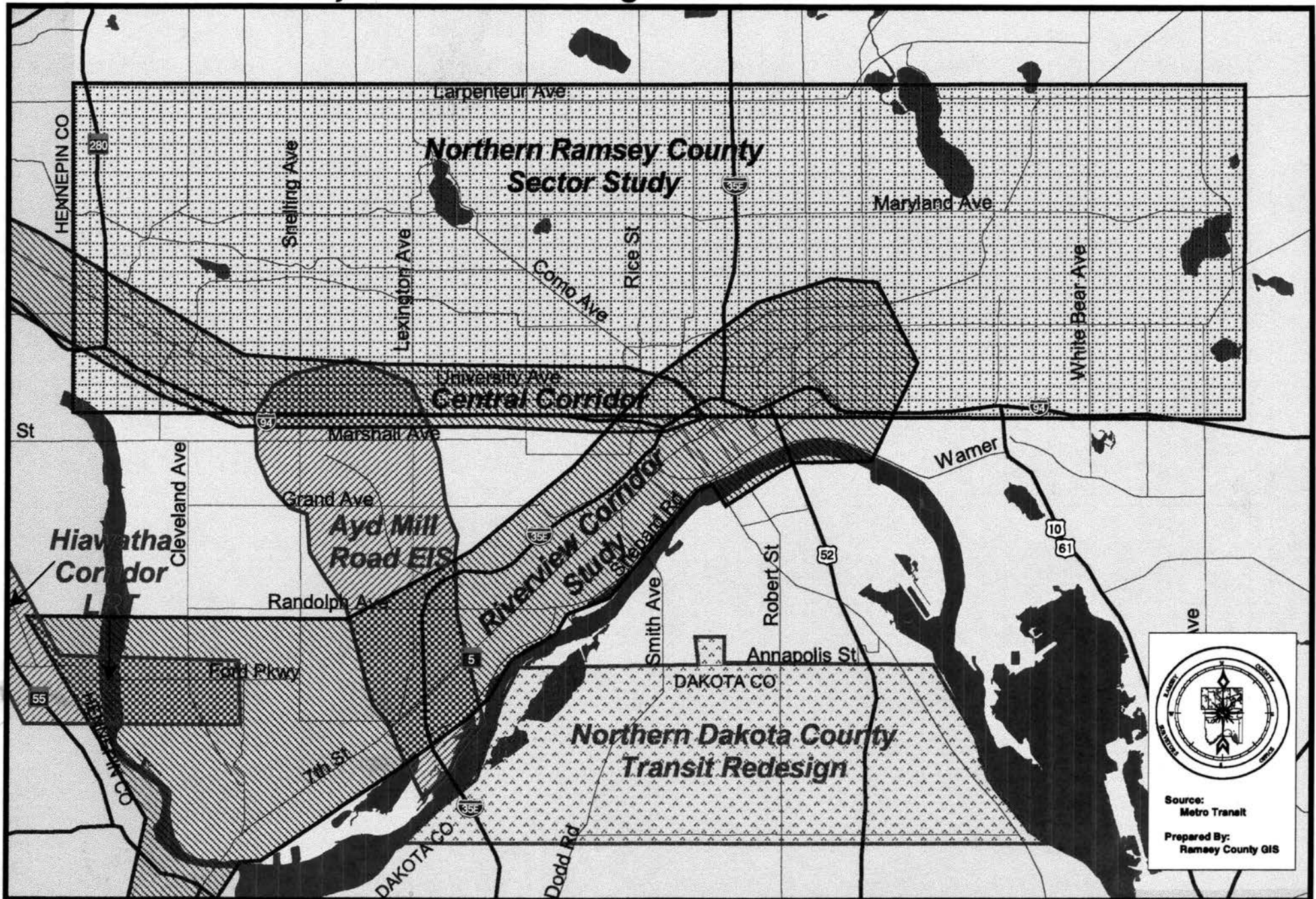
Transitway Corridors

Legend

- ◆◆◆◆ Existing HOV Lane
- ▬ LRT, Busway, HOV Corridors under Study
- Commuter Rail Corridors Under Study
- ▴ Other Potential Transit Corridors



Ramsey County Major Transit Planning Areas 1999-2000



Source:
Metro Transit
Prepared By:
Ramsey County GIS

RAMSEY COUNTY'S COMPREHENSIVE PLAN FOR TRANSPORTATION, TRANSIT AND SURFACE WATER MANAGEMENT

1999 – 2020

ISSUE PAPER

TRAVEL DEMAND MANAGEMENT (TDM)

Define issue and how it relates to the vision:

It is clear that automobile travel and the number of vehicle trips are constantly increasing at a rate faster than population growth. Vehicle trip growth is leading to increasingly congested freeways, longer delays, increased driver frustration, and increasing costs to individuals and businesses.

The Metropolitan Council's *1996 Transportation Policy Plan* concludes that "the region cannot build its way out of congestion. The environmental, social, financial and political impacts would be too severe." One of the regional strategies to address this problem is to reduce travel demand through behavioral and land use changes that will result in fewer vehicle trips, particularly during rush hours.

Travel Demand Management (TDM) initiatives that are consistent with the Ramsey County transit vision include:

- more transit and pedestrian friendly mixed use development that provide a balance of jobs and housing, and
- increased use of alternatives to the single occupant vehicle such as transit, ridesharing, bicycles, and walking.

In addition, TDM techniques that can reduce peak period employee trips include:

- rideshare matching,
- modified or flexible work hours,
- telecommuting,
- parking supply and price policies, and

- transit discount passes.

These TDM measures are all consistent with the Ramsey County vision for land use and transit.

Existing conditions of issue:

There is a growing awareness of the benefits inherent in transit oriented development. (Map XXX) The Metropolitan Council goal requires that two-thirds of the projected 650,000 person increase in regional population be located in the fully developed part of the region. All regional transit corridor studies, including the Ramsey County Regional Railroad Authority (RCRRA) study of the Riverview Corridor, consider transit oriented housing and business development as primary criteria in determining the merits of transit improvement.

The City of St. Paul recently created a Transportation Management Organization (TMO) to provide transit information and assistance to commuters and employers. Many downtown employers, including Ramsey County, are working with their employees to increase transit use.

Expectations based on current trends:

Transit oriented development (TOD) and travel demand management (TDM) strategies are essential to the continued growth and prosperity of the region and the County. Awareness of the need is growing. Actions by developers and employers, while still minimal, is gaining momentum. The impacts will be nearly imperceptible at first, but over the long term - 20 years or more - the adoption and utilization of the principles and techniques of TOD and TDM will be apparent in the development types and patterns throughout the region and the County. County residents will have more and better travel alternatives to make fewer and shorter trips.

How do expectations fit the vision?

The *Transportation Policy Plan*, together with the current interest in transit, transit oriented development, and travel demand management, all fit well with the land use and transit sections of the Ramsey County vision.

What role does the county play in this issue?

The County is an advocate for sensible, sustainable land use through transit oriented development. Such advocacy stems from its role as a regional partner on the Metropolitan Council, as a landowner and developer of County facilities, and as a planner of major transit facilities such as the Riverview Corridor Major Investment Study.

The County, as a major downtown St. Paul employer, can also directly impact employee travel through adoption of TDM strategies such as telecommuting, modified and/or

flexible work schedules, rideshare matching programs, employee discount transit passes, and employee parking policies.

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

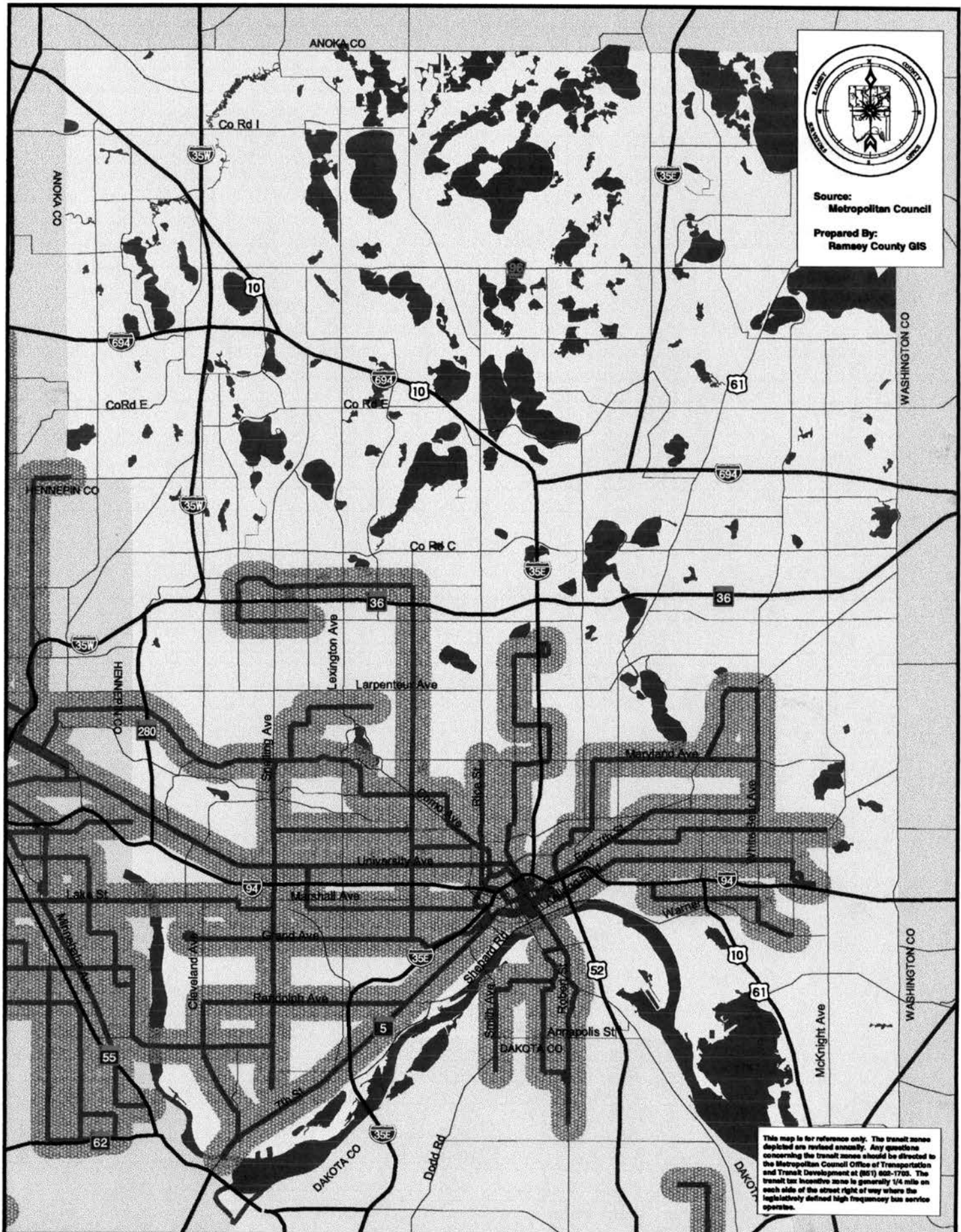
A policy supporting Transit Oriented Development (TOD) and committing the County to considering transit access for all new County facilities is needed.

A Ramsey County Travel Demand Management (TDM) Plan for County employees utilizing available TDM strategies is needed.

DRAFT

Ramsey County Transit Development Tax Incentive Zones

Taxes Payable 1999 and Beyond



RAMSEY COUNTY'S
COMPREHENSIVE PLAN
for
TRANSPORTATION, TRANSIT AND SURFACE
WATER MANAGEMENT
1999 - 2020
ISSUE PAPER
PUBLIC INVOLVEMENT

Define issue and how it relates to the vision:

Public involvement is a critical component of government service. Because government agencies represent citizens, they must engage the public as a participant in the development of its services, projects and policies. Public involvement is crucial to the successful development and implementation of County transportation projects; citizen involvement leads to increased public support.

When a transportation facility is improved it often involves corridor decisions affecting communities far removed from the project, in addition to those decisions involving adjacent properties. As a result, a transportation improvement project can be extensive, with far-reaching consequences and an even greater requirement for comprehensive public involvement.

Ramsey County Public Works utilizes public involvement tools to achieve the following goals:

- Increasing the public's knowledge of transportation;
- Increasing the public's knowledge of the County's role in transportation;
- Involving the public in transportation decisions;
- Gaining acceptance for proposed actions;
- Gathering opinions about transportation issues from a broad cross section of County residents, not just from special interest groups or the vocal minority;

- Communicating with citizens: obtaining and incorporating citizen feedback;
- Complying with state and federal requirements in soliciting comments regarding the County roadway system.

To accomplish the County's public involvement goals, and for public involvement to be most successful, the County must consider the following factors:

- When to apply a particular public involvement method;
- How many public involvement methods should be utilized for each project;
- The costs of the involvement effort;
- Applying the results of public involvement;
- The overall effectiveness of a public involvement method.

A more formal, organized system of public involvement should be developed for use by the County. The County should develop a tool box of public involvement methods for use in engaging the public in implementing transportation projects. The tool box approach will allow a project manager to choose the method of public involvement that will work best for a given set of conditions. A multitude of tools is needed because each project and situation is different.

Each public involvement tool should be geared to a particular transportation project, or project stage. For example, at the planning stage formal hearings are conducted. However, one-on-one discussions are conducted to address right of way issues. The public involvement tool used depends on a project, and the stage of that project. The selection of the public involvement tool needs to be based on the objectives and goals of the project, the message being delivered, and the audience it is being delivered to.

The County land use vision supports decision making at the lowest practical level to encourage and enhance community identity and citizen involvement.

The County transit vision encourages citizens to participate in the planning for existing, new, and future transit technology, and the County to inform the public of changes and improvements to transit service in a way which encourages transit use, and to promote transit use through education and promotional programs.

The thoroughfares and highways vision states that Ramsey County will be proactive in clarifying the consequences of travel decisions, and will encourage and provide opportunities for citizens to assess transportation problems and choices prior to initiating physical development.

The surface water management vision states that government agencies will cooperate to develop and use the most efficient and effective tools for managing water resources, placing emphasis on involving citizens in decision making.

Existing Conditions of issue:

Table XXX provides an inventory of public involvement methods Ramsey County currently utilizes for transportation projects.

According to a County-wide departmental survey on public involvement methods conducted by the Policy Analysis and Planning Department, several public involvement observations emerged within the County. In general, the more personal the contact, the more impact the public involvement method is and the more effective it is. The more approachable the County is perceived, the more real the County becomes to citizens. The least effective tools include public hearings, required newspaper ads and public forums as these methods are too formal and impersonal. Another finding is that citizens who are directly impacted by an issue or project are the most active and involved. Staff attitude is a key element in using public involvement effectively: staff must be willing to welcome, listen and, if feasible, incorporate citizen comments and feedback.

Expectations based on current trends:

Public involvement techniques will get more attention as neighborhoods diversify and technology becomes more available. Many government agencies use a website to both distribute information to, and collect feedback from, citizens.

Ramsey County will continue to utilize the variety of public involvement tools at their disposal, and will research new tools for possible inclusion in the tool box. (Table YYY.)

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

Consolidate public involvement tools. Select a variety of tools that *provide* information to citizens, and a variety of tools that *receive* information from citizens, and refine these to include the most appropriate public involvement tool(s) for each project, or stage of project, as determined through trial and error and citizen feedback.

County staff should be provided training on how to select and implement the most effective public involvement tool(s) for a project, or stage of project.

Ramsey County will continue to evaluate public involvement tools with citizens to insure the most effective tools are being utilized.

What role does the County play in this issue?

Ramsey County will develop a tool box of public involvement methods for use by the County.

Ramsey County will train staff on public involvement methods.

Ramsey County will periodically evaluate public involvement tools to ensure that the most effective tools are utilized.

Ramsey County will periodically research new public involvement methods for possible inclusion in the tool box.

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

A policy of conducting an open public involvement process when County funds are expended on a transportation improvement project. (Required by County Board Resolution 9-1272.)

A policy creating a tool box of public involvement methods. A tool would be created for various project conditions, and County staff would be trained to implement the appropriate public involvement tool.

DRAFT

**INVENTORY OF RAMSEY COUNTY PUBLIC INVOLVEMENT TOOLS, TRANSPORTATION ONLY:
PARKS & RECREATION, PUBLIC WORKS, REGIONAL RAIL**

TABLE XXX

TYPE OF TOOL	DEPARTMENT	DESCRIPTION/COMMENTS ON EFFECTIVENESS OF TOOL
A. Materials Tools		Designed to inform citizens about transportation activities.
Advertising (Public Information Materials)*	Parks & Rec	Paid advertising in magazine publications when publisher provides no cost articles about department services/Limited exposure, but positive promotion.
Brochures, pamphlets, booklets, fact sheets, briefing papers (Public Information Materials)*	Parks & Rec Public Works Regional Rail	Parks & Rec: Has brochures to promote all major areas, facilities, and program services/Very effective response to customer requests for information.
Direct mail to residences (letters, notices, inserts, postcards)	Parks & Rec Public Works Regional Rail	Parks & Rec: Notices are sent to property owners within prescribed distances for all master plans and development projects/Mobilizes adjacent property owners.
Displays, Information booths (Interactive Video Displays and Kiosks)*	Parks & Rec Public Works Regional Rail	Parks & Rec: Displays and booth at County fair and community service events/Positive exposure. Public Works: Takes too much time. Limited exposure.
Letters to the Editor	Regional Rail	
Newsletter	Public Works Regional Rail	
Newspaper ads (Public Information Materials)*	Public Works Regional Rail	Public Works: Required by law to notify public of a public hearing for a federally-funded road reconstruction project.
Press Releases (Public Information Materials)*	Parks & Rec Public Works Regional Rail	Parks & Rec: News releases are a principal promotion vehicle for programs and services/Very effective; often leads to future articles.
Teaching Tools	Parks & Rec Regional Rail	Parks & Rec: Environmental Education trunks provide classroom preparation for out-of-classroom experiences at Tamarack Nature Center. EE curriculum has been written in cooperation with area schools.
TV or Radio	Regional Rail	
Videos	Regional Rail	
Website (On-line Services)*	Parks & Rec Public Works	Parks & Rec: General information and updates on programs and services/Too new to evaluate.

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**INVENTORY OF RAMSEY COUNTY PUBLIC INVOLVEMENT TOOLS, TRANSPORTATION ONLY:
PARKS & RECREATION, PUBLIC WORKS, REGIONAL RAIL**

TYPE OF TOOL	DEPARTMENT	DESCRIPTION/COMMENTS ON EFFECTIVENESS OF TOOL
B. Person to Person Tools		Designed to inform citizens about transportation activities.
Demonstrations, Clinics	Parks & Rec Public Works Regional Rail	Parks & Rec: Clinics are offered in outdoor recreation skills/Good response based on the number of participants.
Editorial Board Meetings	Regional Rail	
Media Appearances	Parks & Rec Regional Rail	Parks & Rec: Cable TV programs and special feature news articles/Limited exposure.
One-on-one interactions	Parks & Rec Public Works Regional Rail	Parks & Rec: Most proposed development projects involve discussion with area residents/Enables the department to identify interests and concerns.
Presentation to elected officials (Citizen Jury®)*	Parks & Rec Public Works Regional Rail	Public Works: Council workshops very successful.
Speakers at public meetings (Citizen Jury®)*	Parks & Rec Public Works Regional Rail	Parks & Rec: Presentations at public information meetings and guest speakers at community meetings/Very effective. Public Works: Very effective.
Tours or Field Trips (Citizen Jury®)*	Parks & Rec Regional Rail	
Visits to schools, businesses, and other organizations	Parks & Rec Regional Rail	Parks & Rec: Environmental education outreach programs in schools and community centers/Effective vehicle for introducing students to program services at Tamarack Nature Center.

**INVENTORY OF RAMSEY COUNTY PUBLIC INVOLVEMENT TOOLS, TRANSPORTATION ONLY:
PARKS & RECREATION, PUBLIC WORKS, REGIONAL RAIL**

TYPE OF TOOL	DEPARTMENT	DESCRIPTION/COMMENTS ON EFFECTIVENESS OF TOOL
C. Feedback		Designed to create a dialogue with citizens to gain feedback in program planning and execution.
Citizen Advisory Committees or Boards	Parks & Rec Public Works Regional Rail	Parks & Rec: A Board-appointed seven member Parks and Recreation Commission/Excellent forum for public participation in policy formation.
Focus groups (Small group meetings, focus groups)*	Parks & Rec Public Works Regional Rail	Parks & Rec: Obtain input on specific areas from individuals familiar with the facility or activity/Most effective with a specific charge and short time period. Final recommendations are accepted better.
Open houses (department wide and project specific) (Public Meetings/Hearings)*	Public Works Regional Rail	Public Works: Required when CSAH money is expended on a road reconstruction project/Project open houses keep citizens informed and allow input in an informal setting.
Public Hearings (Public Meetings/Hearings)*	Parks & Rec Public Works Regional Rail	Parks & Rec: Municipal requirement for most development projects; County Board conducts public hearings on park land exchanges and fees/Tends to bring out the vocal minority on issues. Public Works: Required when federal funds are expended on a road project; often participate in city public hearings on County road projects/Least effective; need public support prior to a hearing.
Public meetings/forums (Public Meetings/Hearings)*	Parks & Rec Public Works Regional Rail	Parks & Rec: To provide residents information on proposed park plans/Effective vehicle for presenting proposals and gathering input. Public Works: Very effective.
Small group meetings (Small group meetings/Focus groups)*	Public Works Regional Rail	Public Works: Very effective.
Surveys (Public Opinion Surveys, On-line Services)*	Parks & Rec Public Works Regional Rail	Parks & Rec: Used extensively to gauge customer satisfaction/Good for quantifying customer satisfaction.
Task forces (Task Force)*	Parks & Rec Public Works Regional Rail	Parks & Rec: Used for major development projects and service areas/Effective. Need a specific charge and short time period. Involve informed and affected citizens, so final recommendations are accepted better. Public Works: Very successful because of one-on-one contact.
Volunteer Programs	Parks & Rec	Relies on volunteers for specific projects and programs. Tamarack Nature Center utilizes approx. 4,000 volunteer hours annually/Very effective way to involve citizens.

*Refer to the Ramsey County Toolbox of Public Involvement Techniques

Source: Policy Analysis and Planning Division

TABLE YYY

RAMSEY COUNTY

TOOLBOX OF PUBLIC INVOLVEMENT TECHNIQUES

Type of Public Involvement Tool	Pros of Public Involvement Tool	Cons of Public Involvement Tool	Comments on when Tool Used Most Effectively
Public Meetings/Hearings - Feedback tool, designed to create a dialogue with citizens to gain feedback in program planning/execution - Meetings present information to the public and obtain informal input from residents. Used throughout planning. - Hearings are more formal events, held prior to a decision point. A hearing gathers community comments and positions for public record. Required by Federal law for many transportation projects	- Anyone may attend - Receive community comments - Facilitates participation - Help monitor community reactions to agency policy, proposals, and progress - One meeting can address several related projects or community planning issues - Public meetings are flexible and can be tailored to agency and community needs	- A small percentage of the public attends public meetings/hearings - Meetings do not always allay community doubts about agency credibility - Resource and staff needs can be substantial	- Effectively disseminates information - Input to decisions or plans is collected - Meetings are an effective vehicle for presenting proposals and gathering input - Hearings tend to bring out the vocal minority - Hearings are least effective; need public support prior to a hearing
Small group meetings/focus groups - Feedback tool, designed to create a dialogue with citizens to gain feedback in program planning/execution - Obtain input on specific areas from individuals familiar with the facility or activity	- Provides two-way communication, participation - Gives agencies a chance to directly respond to comments - A single meeting can address several related projects - Explores attitudes in depth - Focus groups need not be time-consuming - Larger meetings are more effective	- Requires commitment from both the agency and the public - Solely qualitative responses - No public consensus - Meetings must be frequent enough to demonstrate agency concern about public involvement. - A small percentage of the public attends meetings	- Most effective with a specific charge and short time period - Restart public involvement or move it forward - Used before issues reach an impasse or if participants are feeling excluded - Used in either planning or project development to prioritize issues or work on action items

RAMSEY COUNTY **TOOLBOX OF PUBLIC INVOLVEMENT TECHNIQUES**

Type of Public Involvement Tool	Pros of Public Involvement Tool	Cons of Public Involvement Tool	Comments on when Tool Used Most Effectively
Public Opinion Surveys - Feedback tool, designed to create a dialogue with citizens to gain feedback in program planning/execution - Person to person tool, designed to inform citizens about County activities - Survey a sample group of people via a written questionnaire, or through interviews in person, by phone, or by electronic media	- Portray community, or segments of the community, perceptions and preferences - Identify community interests and concerns - Can test whether opinions are changing - Agency can respond to survey information - Informal surveys relatively inexpensive	- Surveys not interactive - Survey results may not reflect the entire community's view, especially in the case of informal surveys - Scientific surveys are expensive because of the complexity of drawing a sample population or structuring the questions asked	- Used to gauge customer satisfaction - Can be taken at almost any time during a process. If used carefully and repeated over time, surveys can keep an agency well-informed of changes in public knowledge of a transportation project, and community preferences within that knowledge
Public Information Materials - Material tool, designed to inform citizens about County activities - Materials that provide information about a County investment - Advertising, brochures, fact sheets, newsletters, notices, press releases, etc.	- Provide basic information in a fast, concise, and clear way - Information easily updated - People can easily find information - Target a broad public - Material can be targeted to a specific project or stage - Can help people decide to participate	- Requires distribution - Not usually interactive - Events can overtake public information material; needs can be determined by default, even with prior planning - Production time can be significant - May be perceived as public relations and not public involvement	- Brochures, pamphlets, fact sheets very effective in response to community requests for information - Press releases effective and often lead to future articles. - General materials serve as background information - Important events or decisions can be highlighted

RAMSEY COUNTY **TOOLBOX OF PUBLIC INVOLVEMENT TECHNIQUES**

Type of Public Involvement Tool	Pros of Public Involvement Tool	Cons of Public Involvement Tool	Comments on When Tool Used Most Effectively
On-line services - Feedback tool, designed to create a dialogue with citizens to gain feedback in program planning/execution - Material tool, designed to inform citizens about transportation activities - Provide round-the-clock communication through a computer	- Give and get information when convenient - Connect people to a network of sources – e.g. federal, state, local sources - Used at any stage of planning - Develop a mailing list - Offer privacy to people who dislike speaking in front of a group - Surveys can be given on-line	- Use is limited due to access, expense, and skill requirements - Participants do not represent the entire community - Information overload is a potential problem	- General information and updates on programs and services - Best used to improve and expand opportunities for communication - Over time, on-line services strengthen public involvement programs as a means of communication and information exchange
Interactive Video Displays and Kiosks - Feedback tool, designed to create a dialogue with citizens to gain feedback in program planning/execution - Material tool, designed to inform citizens about County activities - Similar to automatic teller machines, offering menus for interaction between a person and a computer	- Reaches people who do not normally attend meetings - Elicit specific responses, acting as a survey instrument - User can enter a special request, join a mailing list, and/or submit input - Used in a variety of locations; either stationary or mobile - Visual communication is powerful; large amounts of information delivered in a relatively short time period - Conveys complex material in easily-digested segments - Can be multi-lingual	- Expensive to develop - Use is limited due to access and skill requirements - Software purchase may be a high up-front cost - Maintenance costs are incurred, e.g. keeping screen clean - Potential vandalism is a factor in site selection - Liability issues may be associated with location of displays. Stationary and movable should be insured	- Provides information from an agency to the public - Supplements other methods of dissemination, thus conserving staff resources - Collects information from the public for agency analysis - Displays offer agencies flexibility in controlling and directing where a message goes; specific audiences can be targeted.

RAMSEY COUNTY TOOLBOX OF PUBLIC INVOLVEMENT TECHNIQUES

Type of Public Involvement Tool	Pros of Public Involvement Tool	Cons of Public Involvement Tool	Comments on When Tool Used Most Effectively
Citizen Jury® - Feedback tool, designed to create a dialogue with citizens to gain feedback in program planning/execution - Person to person tool, designed to inform citizens about County activities (presentation to elected officials, tours or field trips, speakers at public meetings) - Developed by The Jefferson Center for New Democratic Process - A jury of 18-24 citizens meets for one week to examine public policy issues and present their findings to decision makers and to the community at large - Process: advisory committee, telephone survey, jury selection, witness selection, charge, hearings, recommendations	- Random selection yields a demographically representative panel - Public policy decision makers hear from a broad cross section of citizens, rather than from just the vocal minority - Decision makers learn what an informed public wants, and why – beyond yes/no - Involves citizens in high quality dialogues about key issues - Increased public support for the resulting policy - Citizen input from a group that is both informed and representative of the public	- Time intensive - Expensive - Decision makers need to consider possibility that the Citizen Jury® may not give the answer(s) they want to hear – Jury has a lot of power - Must be conducted, or closely monitored, by The Jefferson Center	More effectively used at the beginning of a process so that Citizen Jury® input can be utilized

RAMSEY COUNTY TOOLBOX OF PUBLIC INVOLVEMENT TECHNIQUES

Type of Public Involvement Tool	Pros of Public Involvement Tool	Cons of Public Involvement Tool	Comments on When Tool Used Most Effectively
Task Force - Feedback tool, designed to create a dialogue with citizens to gain feedback in program planning/execution - A group is assigned a specific task, with a time limit for reaching a conclusion and resolving a difficult issue - Membership usually includes local people and/or representatives from local governments, transportation groups, civic or business groups, consumer organizations, and /or interest groups, appointed by elected officials or agency executives	- Helps resolve impasses through a participatory process - Decisions can be expected to have broad community support. Task force members represent a broad cross-section of interests, helping to legitimate the process and decisions - One-on-one contact	- Process is long and expensive; an extensive number of meetings and presentations is required - Participants must make an extensive commitment to the process - A high degree of facilitation skill is required - Significant resources are required; facilitator training, technical support, time, etc.	- Deals with high-profile issues that have generated significant public or media attention and community polarization - Breadth of representation is accompanied by depth of probing; brings together a wide range of opinions to assist in exploring issues - Can be used productively at any time in a complex project or planning study, but due to time and cost commitments, it is often used to resolve an impasse

Source: U.S. Department of Transportation: Federal Highway Administration, Federal Transit Administration; Ramsey County Policy Analysis and Planning Division

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Ramsey County Comprehensive Transportation Plan

Public Involvement Project

A Proposal from

Richardson, Richter & Associates, Inc.

200 Gilbert Building

413 Wacouta Street

Saint Paul, Minnesota 55101

(651) 222-7227

June 29, 1999

I. Introduction

The purpose of the Public Involvement Project is to obtain the community's perspective on the role the County should play in the various transportation areas addressed in the Ramsey County Comprehensive Transportation Plan. The community's perspective will be used to shape the substance of the Comprehensive Transportation Plan.

The Project consists of two primary public involvement tools:

1. Survey on the World Wide Web
2. Brochure Describing Plan, Key Policy Issues and Requesting Feedback

These tools are further described in Section II.

Additionally, following the implementation of the public involvement initiatives, a Public Involvement Briefing Paper highlighting the community's perspective on the role of the county should be prepared. The Briefing Paper would be:

- Short and concise, summarizing information gained during the public involvement project.
- Used by Ramsey County Department of Public Works to refine the Comprehensive Transportation Plan as needed.
- Used in presentations to the County Board of Commissioners.
- E-mailed to respondents of the World Wide Web Survey on request as a follow-up to their survey responses.

II. Public Involvement Tools

A. Survey on World Wide Web

Develop a survey to gather input on the role of the County in the various topic areas in the Comprehensive Plan. Place that survey on the World Wide Web. The survey could be accessed from the seven libraries within Ramsey County and other Internet access points.

Survey Elements:

- Brief introduction to Comprehensive Transportation Plan and survey.
- Questions about the role of the County and other key aspects of the Comprehensive Transportation Plan. The survey would be designed to have "branches" so that people could respond to the topic area(s) in which they have the greatest interest (e.g., LRT or land use).
- Questions could be multiple choice, agree/disagree or in a few select cases, open-ended.
- Results would be tabulated and analyzed.
- Upon completing the survey, respondents will be able to review to-date results of the survey.
- Create links to and from various home pages related to transportation, business, county programs, etc.
- Promotions will be needed to notify people of the survey's location and to encourage people to take the survey.

Targeted Audiences

- Primary: Citizens
- Secondary: Businesses

Action Plan

1. Develop the scope of the survey and draft specific questions to be asked.
2. Obtain technical support for designing an Internet-friendly survey with supporting graphics.
3. Develop a method for tabulating the results and a plan for analyzing the data. Summarize the results and draw conclusions.
4. Develop promotions plan. Activities could include:
 - a. Display in the seven-county libraries.
 - b. Links to web pages likely to be used by the targeted audience. (e.g., Chambers of Commerce, Ramsey County, Mn/DOT, cities, transportation organizations, etc.)
 - c. Brochure to targeted groups. Perhaps the Ramsey County Strategic Planning group, or city parks and trails commission members, St. Paul neighborhood districts, etc.
 - d. Stories for release in community newspapers, county newsletters, city newsletters, business newsletters, etc.

B. Brochure Describing Plan

Develop a full color six-page brochure highlighting the Comprehensive Plan and the proposed role of the County in the various areas of transportation. The brochure would also direct people to the World Wide Web survey site and have a mail back card to receive the paper version of the survey or to comment on the content of this brochure. An example of a brochure is enclosed.

Target Audiences

- Citizens
- Community Leaders

Action Plan

1. Develop distribution plan.
2. Develop key messages for the brochure; draft text.
3. Design brochure including graphics and layout.
4. Print brochure.
5. Distribute brochure.
6. Manage mail back responses.

III. Project Timeline

Activity	Time Line
World Wide Web Survey	Develop: July 20 – September 15, 1999 Implement: September 15– November 15, 1999
Brochure	Develop: July 20 – September 15, 1999 Implement: September 15 – November 15, 1999
Public Involvement Briefing Report	November 15 –December 15, 1999.

IV. Project Budget

RRA proposes to subcontract with a technical consultant for placing the survey on the World Wide Web and a design consultant for the brochure. These expenses, as well as printing and postage are included under "Direct Expense." A break down of professional service fee rates is provided below the budget summary.

Activity	Direct Expense	RRA's Professional Service Fees
World Wide Web Survey		
Technical Development	\$5,300	
Promotional Displays at Libraries	\$700	
Implementation Promotion and Project Mgmt		\$9,000
Subtotal: WWW Survey	\$6,000	\$9,000
Brochure (6 page, color)		
Design	\$2,500	
Printing (1,000 copies)*	\$1,330	
Drafting and Project Management		\$4,000
Subtotal: Brochure	\$3,830	\$4,000
Public Involvement Briefing Report		
Drafting Report		\$2,500
Subtotal: Public Involvement Briefing Rpt	\$0	\$2,500
Other: Miscellaneous postage, printing, mileage	\$300	
Grand Total	\$10,130	\$15,500
Proposed Total Budget	\$26,630	
* For printing of 2,000 copies, please add an additional \$300 for printing.		

RRA's professional service rates are:

M. Richardson	\$115.00 per hour
L. Gondringer	\$95.00 per hour
J. Nicholls	\$65.00 per hour

Optional Discussion Groups:

Activity	Direct Expense	RRA's Professional Service Fees
Targeted Group Discussions (3 discussions)		
Payments to Participants	\$750	
Refreshments	\$300	
Implementation, Facilitation and Project Management		\$10,000
Subtotal: Targeted Group Discussions	\$1,150	\$10,000

V. Overview of Richardson, Richter & Associates' services

Richardson, Richter & Associates, Inc. (RRA) proposes to assist the Ramsey County Department of Public Works with overall project management and with implementation of the key aspects of the public involvement project for the Ramsey County Comprehensive Transportation Plan. The key elements of the project are:

1. Survey on the World Wide Web;
2. Brochure describing the Plan and requesting feedback;
3. A summary Public Involvement Briefing Paper; and
4. Optional targeted group discussions on selected topics.

Linda Gondringer, Senior Associate, will serve as the project manager and primary contact with the Ramsey County Department of Public Works. Ms. Gondringer will also have the lead role in the implementation of the public involvement tools. Mary Richardson, Executive Vice President, will assist with the identification of the key policy issues to be presented in the survey and brochure. Jan Nicholls, Policy Analyst, will assist in the drafting of survey questions and promoting the availability of the survey on the World Wide Web.

This proposal includes all the services needed to implement the project. RRA is prepared to subcontract with a technical vendor for the world wide web survey and a graphic designer for the brochure.

Regarding Project management and identification of key policy issues, RRA proposes:

A. **Project Management and Identification of Key Policy Issues. RRA proposes to:**

- Provide **overall project management** to ensure that the project is completed on time and within budget.
- Assist in the **identification of the issues** to be presented for public involvement (e.g., role of the County).
- Subcontract with a **technical consultant** for placing the survey on the World Wide Web and a **design consultant** for the brochure.
- **Guide the work of the technical and design consultants** and ensure the projects are completed on time and within budget.
- **Prepare a summary briefing paper** on the public involvement comments that contains recommendations that can be used to refine the Comprehensive Transportation Plan and will serve as a summary document for the Board of Commissioners.

B. **Implementation of Key Public Involvement Strategies. RRA proposes:**

World Wide Web

- Draft the survey questions.
- Analyze the survey results and summarize the findings.
- Identify gaps in data or conflicting data that could be further explored.

- Prepare a paper survey, should it be requested from the brochure mail back card.
- Coordinate project with the technical consultant.

Brochure

- Draft the text for the brochure.
- Develop a distribution plan and coordinate distribution.
- Manage the mail back cards.

(Optional) Targeted Group Discussions

- Identify target groups to be included.
- Develop discussion questions based on survey results and other key information.
- Facilitate discussion.
- Prepare group discussion meeting notes.
- Manage logistical arrangements and payments to participants, if necessary.
- Identify multi-lingual facilitator/translator as needed.

C. Public Involvement Briefing Paper

RRA will prepare a briefing paper summarizing the results of the public involvement initiative.

- Prepare a briefing paper for use by the Ramsey County Department of Public Works in its determination of what changes should be made to the Comprehensive Plan.
- Structure the paper such that it can be used as a summary for the Ramsey County Board of Commissioners.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

3

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere
Authorized Signature

July 6, 1999
Date

Board Action Requested

Authorize staff to prepare request for proposals for Central and Hennepin/Ramsey Commuter Rail Connector Corridors.

ACTION IS REQUESTED

Request Justification

See attached information.

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

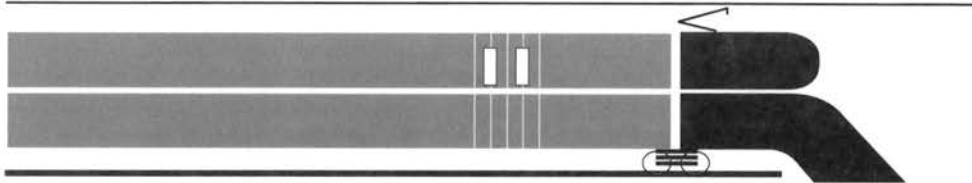
July 13, 1999

Board Date

Kristine A. Longhenry
Signature

7/6/99

Date



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

SUBJECT: Request for Proposals for Central and Hennepin/Ramsey
Commuter Rail Corridor

DATE: July 5, 1999

At the last Regional Railroad Authority meeting, you requested information about issuing one request for proposals or two for work in Ramsey County.

Background

Ramsey County Regional Railroad Authority in February, 1999 adopted a position supporting a triangle of transit improvements that includes the Hiawatha, Riverview and Central Corridors. The Authority also adopted a position supporting commuter rail between the two cities of St. Paul and Minneapolis, to connect to the Red Rock and Northstar Corridors. See map attached.

RIVERVIEW:

A Major Investment Study (federally funded) is being completed for the Riverview Corridor from the Lower East Side, Downtown St. Paul, Minneapolis/St. Paul International Airport to the Mall of America. This corridor connects to the Hiawatha Light Rail Transit (LRT) Corridor near the airport. Information on issuing an additional request for proposal for continuing work in this corridor (Draft Environmental Impact Statement) will be presented to you at a subsequent meeting. Funds for continuing work on the Riverview Corridor will be received from the Minnesota Department of Transportation (federal funding) and from previous funding allocated by the Legislature.

CENTRAL:

The Central Corridor connects downtown St. Paul to downtown Minneapolis. It would connect to the Hiawatha Corridor near the Metrodome.

This corridor is not federally authorized. Funding for continuing engineering work on this corridor will be received from the Minnesota Department of Transportation (federal funding) and from previous funding allocated by the Legislature.

There is an interest on the part of the Midway Chamber of Commerce in making a recommendation to Ramsey County Regional Railroad Authority on alignment and type of transit for the Central Corridor by Fall, 1999. This timeframe is thought to be prudent because of the requirement that the Metropolitan Council complete a master plan for transit for the region for presentation to the Legislature by February, 2000.

The Central Corridor has been extensively studied since the early 1980's for a major transit improvement. Alignments analyzed included: Short Line, I-94 frontage road, I-94 median, University Avenue, Burlington Northern (two lines north of University Avenue), Pierce Butler/Energy Park Drive. Although three Draft Environmental Impact Statements (DEIS's) were completed for this corridor and decisions were made on the locally preferred alternative by Ramsey County Regional Railroad Authority for the last two DEIS's the project was not implemented due to lack of funding. The last decision was for an alignment that included Washington Avenue in the University of Minnesota area in Minneapolis, the University of Minnesota Transitway, I-94 from Fairview to Western Avenue, through the Capitol grounds, to Cedar and Fourth Streets in Downtown St. Paul.

Commissioners have requested that alignments to be studied in the Central Corridor work in 1999 include: Burlington Northern Southern Mainline (north of University Avenue, south of Front Street); University Avenue and I-94.

HENNEPIN/RAMSEY COMMUTER RAIL CONNECTOR:

The Hennepin/Ramsey Commuter Rail Corridor connects downtown St. Paul to downtown Minneapolis. It would connect to the Red Rock (Hastings) and Northstar (Elk River, St. Cloud) commuter rail corridors.

This corridor was studied in the Minnesota Department of Transportation Commuter Rail Study and it was recommended that it could be constructed as part of Phase I, if commuter rail is implemented, along with the Northstar Corridor.

This corridor is not federally authorized. Funding for continuing engineering work on this corridor will be received from the Minnesota Department of Transportation (federal funding) and from previous funding allocated by the Legislature.

There are two potential alignments for commuter rail in this corridor, based on the Mn/DOT study: BN Southern Mainline (north of University Avenue, south of Front Street) and Soo Line/Canadian Pacific/Short Line/Ayd Mill Road.

One RFP or Two

Commissioners have requested a policy discussion of the merits of issuing a combined request for proposal for the Central and Commuter Rail Corridors versus issuing two separate requests for proposals.

Commuter rail and light rail are different technologies. Commuter rail operates on existing freight tracks and is often powered with a diesel locomotive. It generally serves long distance trips, and a corridor may be 30 to 50 miles in length. Stations may be spaced every three to five miles. Commuter trains accelerate and decelerate relatively slowly. Cars of the train may be connected.

Light rail operates on city streets and along rail rights of way. It may operate in tunnels, at grade, or on aerial structures. It is generally powered by overhead electrical wires and operates on tracks. It generally serves trips within cities and suburbs, and lines may be 10 to 15 miles in length in a corridor. Stations may be spaced every 1/2 to 2 miles. It accelerates more quickly than buses. Cars of the train may be connected, but the length is limited in the Twin Cities area to three car trains because of block length.

Some factors to consider are:

- o The technologies are different and consulting firms with expertise in one type of technology may not necessarily be expert in the other. Some, but not all firms have expertise in both. For commuter rail, a major element of work is railroad negotiations. The Northstar Corridor, for example, has three different legal firms under contract to negotiate with Burlington Northern. For light rail, railroad negotiations may not be an important element of work.
- o It would be simpler to administer a single contract rather than two separate contracts.
- o A combined RFP and combined contract would be more likely to lead to a decision on one preferred transit alternative for the corridor, rather than a preferred alternative for commuter rail and a preferred alternative for a major investment (light rail or bus) in the Central Corridor. Do

Commissioners want the potential for two major transit corridors or prefer to concentrate their efforts on one mode and one alignment?

- o A separate RFP and separate contract might make connections to the Northstar and Red Rock Corridors easier.
- o It would be clearer to the community if all the work is combined in one project, rather than two separate ones.
- o A separate RFP and separate contract might allow work on the corridors to progress at different paces.

Recommendation:

A resolution will be prepared summarizing direction following the Regional Railroad Authority meeting at which the discussion takes place.

ACORD - CERTIFICATE OF INSURANCE

DATE (MM/DD/YY)
05/18/99

PRODUCER

J&H MARSH & MCLENNAN, INC.
P.O. BOX 193880
SAN FRANCISCO CA 94119-3880

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW.

COMPANIES AFFORDING COVERAGE

COMPANY
A

RELiance INSURANCE COMPANY

COMPANY
B

RELiance NATIONAL INDEMNITY CO.

COMPANY
C

N/A

COMPANY
D

INSURED

MediaOne of Minnesota, Inc.
1238 Grey Fox Road
Arden Hills MN 55112

COVERAGES

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED, NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

CO LTR	TYPE OF INSURANCE	POLICY NUMBER	POLICY EFFECTIVE DATE (MM/DD/YY)	POLICY EXPIRATION DATE (MM/DD/YY)	LIMITS
A	GENERAL LIABILITY				GENERAL AGGREGATE \$ 1,000,000
	☒ COMMERCIAL GENERAL LIABILITY	NGB0146604-01	04/01/99	04/01/00	PRODUCTS - COMP/OP AGG \$ 1,000,000
	☐ CLAIMS MADE ☒ OCCUR	NGB0146604-02	04/01/00	04/01/01	PERSONAL & ADV INJURY \$ 1,000,000
	☒ OWNER'S & CONTRACTOR'S PROT	XCU HAZARDS INCLUDED			EACH OCCURRENCE \$ 1,000,000
					FIRE DAMAGE (Any one fire) \$ 1,000,000
					MED EXP (Any one person) \$ 5,000
A	AUTOMOBILE LIABILITY				COMBINED SINGLE LIMIT \$ 500,000
	☒ ANY AUTO	NGB0146603-01	04/01/99	04/01/00	BODILY INJURY (Per person) \$
	☐ ALL OWNED AUTOS	NGB0146603-02	04/01/00	04/01/01	BODILY INJURY (Per accident) \$
	☐ SCHEDULED AUTOS				PROPERTY DAMAGE \$
	☐ HIRED AUTOS				
	☐ NON-OWNED AUTOS				
	GARAGE LIABILITY				AUTO ONLY - EA ACCIDENT \$
	☐ ANY AUTO				OTHER THAN AUTO ONLY: \$
					EACH ACCIDENT \$
					AGGREGATE \$
	EXCESS LIABILITY				EACH OCCURRENCE \$
	☐ UMBRELLA FORM				AGGREGATE \$
	☐ OTHER THAN UMBRELLA FORM				\$
B	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY	NWA0146601-01	04/01/99	04/01/00	☒ STATUTORY LIMITS
		NWA0146602-01	04/01/99	04/01/00	EACH ACCIDENT \$ 1,000,000
	THE PROPRIETOR/ PARTNERS/EXECUTIVE OFFICERS ARE: ☐ INCL ☐ EXCL	NWA0146601-02	04/01/00	04/01/01	DISEASE - POLICY LIMIT \$ 1,000,000
		NWA0146602-02	04/01/00	04/01/01	DISEASE - EACH EMPLOYEE \$ 1,000,000
	OTHER				

DESCRIPTION OF OPERATIONS/LOCATIONS/VEHICLES/SPECIAL ITEMS (LIMITS MAY BE SUBJECT TO RETENTIONS)

RE: U.G. RAILWAY XING AT SITE ADJACENT TO 1001 JOHNSON PARKWAY, ST. PAUL MN
RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY, ITS OFFICIALS AND EMPLOYEES ARE ADDED AS ADDITIONAL INSURED ON THE GENERAL LIABILITY POLICY IF REQUIRED BY WRITTEN CONTRACT, UP TO THE LIMIT REQUIRED BY THE CONTRACT, NOT EXCEEDING THE POLICY LIMIT. ✓
CC: TIM ELGAARD @MEDIAONE

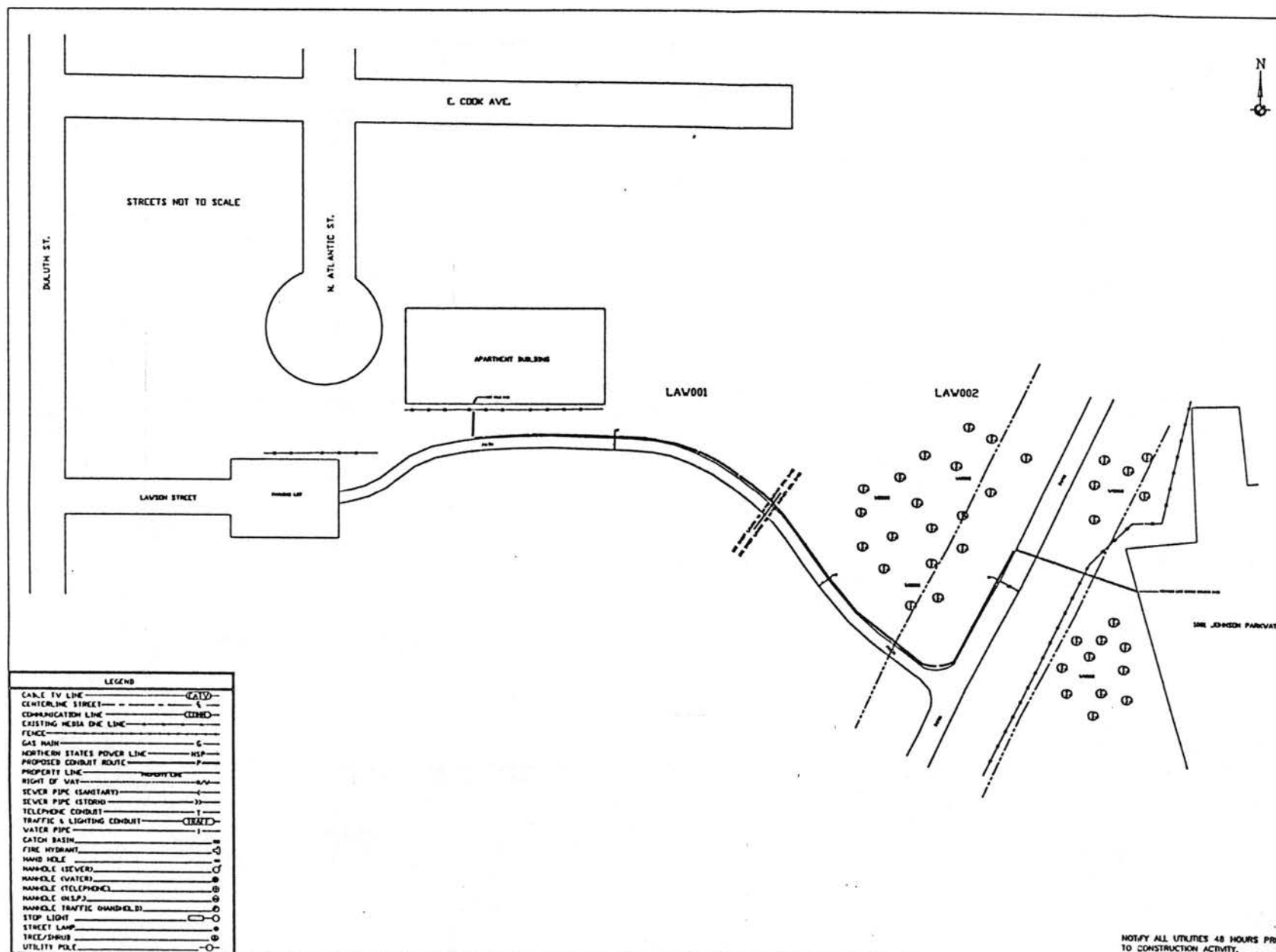
CERTIFICATE HOLDER

RAMSEY COUNTY REGIONAL RAILROAD
AUTHORITY
ATTN: DENNIS BODIN
665 RAMSEY COUNTY GOVERNMENT CENTER-
WEST
50 WEST KELLOGG BOULEVARD
ST. PAUL MN 55102

CANCELLATION

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, THE ISSUING COMPANY WILL ENDEAVOR TO MAIL 030 DAYS WRITTEN NOTICE TO THE CERTIFICATE HOLDER NAMED TO THE LEFT, BUT FAILURE TO MAIL SUCH NOTICE SHALL IMPOSE NO OBLIGATION OR LIABILITY OF ANY KIND UPON THE COMPANY, ITS AGENTS OR REPRESENTATIVES.

AUTHORIZED REPRESENTATIVE
JOAN SPIEGEL



MediaOne

This is Broadband. This is the way

PROJECT NO. —————

PROJECT CITY - ST. PAUL, MN

FILENAME

FILENAME LAW-SYS	FULL FILENAME LAW-SYS.DWG
---------------------	------------------------------

DATE _____

DATE	DESCRIPTION
05/05/99	

SHEET

000

SCALE

1. *Journal of the American Medical Association*, 1997; 277: 1033-1038.

RE

REV	DESCR
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1	UPO
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REVISIONS

[illegible]

MATERIAL LIST

[illegible]

SIGNATURE CYCLE

OSP ENQ:

SIGNATURE: _____

CSP INCORP.
SACRAMENTO, CALIF.

CAD 310

SIGNATURE:

INCEST, OC

SIGNATURE:

3

mp

Engineering, Inc.

DISCLAIMER

EXCEPT AS MAY BE OTHERWISE PROVIDED BY
SOURCE: THESE DRAWINGS ARE UNCLASSIFIED
THEY REMAIN THE PROPERTY OF
NORON & BING BROS & SONS
CORPORATION AND SHALL NOT BE REPRODUCED
COPIED, OR USED FOR ANY PURPOSE
WITHOUT EXPRESS WRITTEN PERMISSION

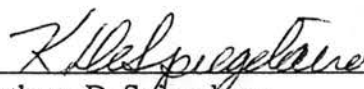
NOTIFY ALL UTILITIES 48 HOURS PRIOR
TO CONSTRUCTION ACTIVITY.
ONE CALL SYSTEM @ 1-888-484-0000

IN WITNESS WHEREOF, the parties hereto have executed this construction agreement and permit on the day and year first above written.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Tony Bennett
Chair

Date


Kathryn DeSpiegelaere
Director

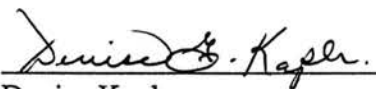
6/25/99
Date

Approved as to form and execution

 6-22-99
David F. MacMillan
Assistant Ramsey County Attorney

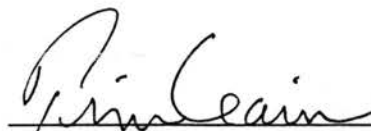
Date

Insurance Approved:


Denise Kapler
Risk Management

6-15-99
Date

MediaOne of Minnesota, Incorporated

 6-9-99
Date

(90) days to remove its cable for the right of way and restore the premises to the satisfaction of RCRRA. If Media One shall so fail to do, RCRRA may remove or otherwise dispose of the cable as it sees fit at the expense of Media One, without any liability for damages.

14. Abandonment and default. If Media One abandons its use of the premises for the installation, operation, maintenance or repair of said communication system, or should Media One fail to perform any of the conditions herein expressed after written notice and a reasonable opportunity to cure, the permit herein granted shall immediately cease, terminate and revert to RCRRA, and RCRRA shall have all rights accorded to it for the recapture of its premises as provided by law.
15. Taxes. Media One shall pay any and all taxes, special assessments, or other charges which may be levied against the premises as a result of this permit.
16. Assignment. Media One shall not transfer, assign, sell, sublet, sublicense, or otherwise convey its interest in this permit without the prior written consent of the RCRRA.
17. Non-exclusivity. This permit is non-exclusive and is granted subject to the outstanding rights of others to occupy the premises. RCRRA hereby reserves the right to construct, maintain, use, operate, relocate, reconstruct, and renew such facilities as it may desire at any time, and from time to time, within the premises, including the right and privilege to use thereof for the location of the communication system. RCRRA does not warrant its title to the premises nor undertake to defend Media One in the peaceable possession, use or enjoyment thereof.
18. Notices: Written notices required under this agreement shall be addressed to RCRRA at:

Ramsey County Regional Railroad Authority
Ramsey County Government Center West, Suite 665
St. Paul, MN 55102
Re: PNE074

And to MediaOne at:

1238 Grey Fox Road
Arden Hills, MN 55112
Attn: Permit Coordinator

property owned by RCRRA upon which the premises are located, regardless of the manner of attachment to or the method of installation below the premises.

10. Maintenance. All costs of maintaining and repairing the cable shall be the sole responsibility of Media One. Any installation, reinstallation, reconstruction, maintenance, repair, or removal of the communications system shall be done by Media One in accordance with written specifications to be approved in advance by RCRRA. Such approval will not be unreasonable withheld or denied. In the event of an emergency demanding immediate examination of or repairs to the communication system, Media One shall not be deemed in breach of this agreement if it take reasonable steps to provide RCRRA or any other affected parties telephonic or verbal notice prior to entry upon the premises.
11. Restoration. Media One shall be responsible, without cost to RRA, to repair and restore to the reasonable satisfaction of RCRRA any damage or destruction of property to whomsoever belonging which may be made necessary by reason of the use of said premises for said cable. Any excavation or filling made on the premises pursuant to this permit shall be done in such a manner as to not interfere with existing lines of drainage or improvements located within the premises. Disturbed soil will be revegetated as specified in Paragraph 5.

Media One further agrees that if RCRRA or its successors or assigns utilize the premises for the purpose of Light Rail or any other form of rail transit, any repairs, maintenance, or removal of the cable shall be performed in a manner which will not interrupt the rail service for any duration. RCRRA shall advise Media One of its requirements in the scheduling of activities, repairs, maintenance, or removal of Media One's cable required under this paragraph and Media One shall comply with said requirements.

12. Relocation. In no case shall any part of the cable be located in a manner that will interfere with any facilities or operation of RCRRA, its licensees, lessees, or easement holders. At the request of RCRRA, Media One, at its sole cost and expense, shall relocate any of the communications system to other areas of the right of way as determined by RCRRA, for any reason deemed necessary by RCRRA.

Provided, however, that in the event the RCRRA request of Media One to move the communication system is for the benefit of a third party, other than an agency or department of the United States government, the State of Minnesota, the County of Ramsey or any other local governmental unit, that the RCRRA shall require that such third party shall pay the reasonable cost to relocate the communication system.

13. Termination. The permit may be terminated by either party by giving thirty (30) days notice in writing to that effect to the other party. Upon termination of this permit as to all or any portion of Media One's cable, Media One shall have ninety

- d. Contractual Liability – either specifically naming this agreement or on a blanket basis
- e. "X, C, U" Hazard Liability
- f. Personal Injury Liability – including claims related to employment and coverage a through e
- g. Broad Form Property Damage Liability

RCRRA officials and employees shall be added as additional insured with a cross liability/cross suits clause for the protection of RCRRA.

- B. Automobile Liability Insurance
Minimum limit: \$750,000 Combined Single Limit
Coverage shall include: hired, non-owned and owned auto
- C. Workers' Compensation and Employer's Liability Insurance shall be as required by law and shall include an all states or universal endorsement.

Employer's liability minimum limits:
\$500,000 per accident
\$500,000 per employee
\$500,000 per disease policy limit

- D. All certificates of insurance shall specifically indicate if the policy is written with an admitted or non-admitted carrier. The agent shall certify whether or not he/she has errors and omissions coverage.
 - E. The insurance company shall give thirty (30) days written notice to both the Friends, or its Contractor and RCRRA of cancellation, non-renewal, or any material changes in the policy and certificates of insurance.
 - F. Nothing in this construction agreement shall constitute a waiver by RCRRA of any statutory or common law immunities or liability limitations.
8. Consideration. In consideration of the foregoing, and along with the promises and covenants herein contained, Media One will pay to the RCRRA the annual sum of \$100.00 for underground facilities and shall be due and payable to RCRRA annually from the Execution Date of this Agreement.

The annual fee for this permit will be renegotiated after five (5) years to reflect changes in the value of the underlying real estate.

- 9. Ownership. The cable and related appurtenances shall be and remain at all times the personal property of Media One and shall not be considered a part of the real

must be installed and maintained for the duration of construction. The permittee must notify Greg Reese (651-488-7291, ext. 306) a minimum of 48 hours before construction starts.

5. Once the Cable has been installed, Media One shall furnish to RCRRA a set of as-built drawings showing, in detail, location, depth and size of the facilities installed. The drawing will be forwarded to RCRRA for approval and inclusion on the permit shown as Exhibit B. Should the as-built cable location deviate substantially from the planned cable location the RCRRA may require relocation of the cable to its proposed location.
6. Media One and its contractor shall protect, indemnify and hold harmless RCRRA, the County of Ramsey, their commissioners, employees, and agents, from and against any and all cost, expense, liability, loss, or claim resulting from death, personal injury, or property loss or damage to the extent it arises out of, or is connected with, or caused by activities conducted on the premises by Media One or its contractor under this agreement. Neither party will be liable to the other for consequential damage.
7. Media One and its contractor shall purchase and maintain in force at all times during the term of this construction agreement and permit, the following minimum insurance coverage applicable to the premises, affiliated activities, and or this construction agreement, and to comply with all provisions noted:

A. Liability Insurance

Commercial General Liability Insurance (CGL)

Minimum limits:

\$750,000 each event limit

\$1,000,000 general aggregate

\$1,000,000 products/completed operations total limit

\$750,000 personal injury and advertising liability

The policy is to be written on an occurrence basis or as Acceptable to the Ramsey County Risk Manager. Certificates of Insurance must indicate if the policy is issued on a claims-made or occurrence basis.

Under the Commercial General Liability Insurance, the following coverage must be specifically insured and certified with no internal sublimits:

- a. Premises and Operations
- b. Independent Contractor's Contingent Liability
- c. Products/Completed Operations

CONSTRUCTION AGREEMENT AND PERMIT

This agreement, made this _____ day of _____, 1999, is by and between RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY, a political subdivision and local government unit of Minnesota (hereinafter referred to as 'RCRRA'), and Media One Corporation, (hereinafter referred to as "Media One").

It is agreed as follows:

1. License to Use. RCRRA does hereby grant and convey unto Media One a permit for the construction, reconstruction, installation, reinstallation, surveillance, operation, maintenance, repair, and removal of an underground communications cable and related appurtenances, along with reasonable access thereto, and for no other purpose, within the right of way property shown and described on Exhibit "A". which is also the proposed plan prepared by Media One (hereinafter referred to as "Premises"), hereto attached and made part of this permit agreement.
2. Construction will commence on the date of execution of this permit by RCRRA, and shall expire sixty (60) days after said date of execution.
3. Media One and/or their contractor may use the premises to perform the installation of an underground communications cable and related appurtenances (hereinafter referred to as the "Cable") beneath the premises, and for the preparation of the as-built drawings of the installed cable, and for no other purpose. A minimum of five feet (5') of cover is required over all buried facilities.
4. Media One and its contractor will conduct its activities in a manner that minimizes the disturbance to the premises. Bore pits must be excavated clear of the drip line of trees; excavation within the drip line of trees is not permitted. Where possible, construction vehicles and equipment must be operated clear of existing trees. Remediation of tree damage, including damage to root stock, will be determined at the discretion of the Division of Parks and Recreation of the City of St. Paul. Disturbed vegetated areas will be restored by planting MnDOT 1200 Seed Mixture (rate/acre = 20 lbs). Seed must be properly sown in four (4) inches of topsoil. The seeded area is to be covered by wood fiber blanket anchored with No. 11 U-shaped staples. The premises will not be used for the storage of equipment, vehicles, or debris. All work to be performed on the premises by Media One or its contractor shall be done in a manner which does not disturb, block, or in anyway prevent the use of the recreational trail which crosses the premises. All damage to the bike path must be remedied by restoration to the preexisting or better conditions. All necessary and required warning signs, barricades, and related safety devices for protecting bicyclists and pedestrians

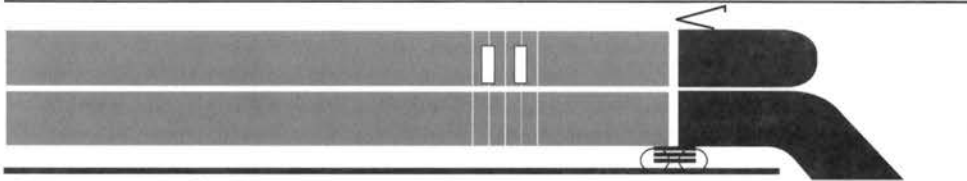
Installing and operating this fiber optic cable will not adversely affect the RCRRA from using the right-of-way for transit or trail purposes.

Recommendation:

Approve the construction agreement and permit with MediaOne Corporation for the installation of a co-axial cable across the RCRRA right-of-way between 1267 East Bush Avenue and 1001 Johnson Parkway in St. Paul,

Authorize the Chairman of the Regional Railroad Authority to execute the construction agreement and permit on behalf of the Authority.

Attachments



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

From: Kathryn DeSpiegelaere, Director of LRT Planning

Subj: Construction Agreement and Permit across right of way between 1267 East Cook Avenue and 1001 Johnson Parkway, MediaOne Corporation

Date: June 24, 1999

The Northeast Corridor right of way, extending from Kellogg Boulevard in St. Paul to Beam Avenue in Maplewood, was acquired by RCRRA from Burlington Northern (BN) on December 27, 1992. It was acquired to preserve the property as an option for a future light rail transit line. RCRRA has entered into a Joint Powers Agreement and separate easement agreements with the City of St. Paul and Ramsey County to provide for the planning and development of the Northeast Corridor for joint light rail transit and recreational trail use.

RCRRA has also developed a Northeast Corridor Management Plan, which provides management guidelines for the property. The policy provides for legitimate use of the property with several requirements.

In May of 1999, RCRRA received a request from MediaOne Corporation, to install and operate a co-axial cable across its right of way from between an apartment building at 1267 East Cook Avenue and 1001 Johnson Parkway in St. Paul.

The co-axial cable will be installed by trenching and boring with due care to avoid the recreational trail and planted trees.

The construction agreement was reviewed by RCRRA staff. Construction will not adversely affect the trail.

MediaOne Corporation has provided certificates of insurance satisfactory to the Risk Manager,

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: _____ No: _____

WHEREAS, The Northeast Corridor right of way, extending from Kellogg Boulevard in St. Paul to Beam Avenue in Maplewood was acquired by Ramsey County Regional Railroad Authority in 1992; and;

WHEREAS, The Northeast Corridor was acquired to preserve the property as a future option for a light rail transit line; and

WHEREAS, MediaOne Corporation, has requested permission to use the right of way between 1267 East Cook Avenue and 1001 Johnson Parkway in St. Paul to install a coaxial cable; and

WHEREAS, A construction agreement/permit has been negotiated to provide for the installation of the fiber optic cable; and

WHEREAS, The granting of this construction agreement/permit will not affect the future development potential of the corridor for light rail or trail use; Now, Therefore Be It

RESOLVED, That the construction agreement/permit is hereby approved; and Be It Further

RESOLVED, That the Chair of the Ramsey County Regional Railroad Authority is authorized to sign the construction agreement/permit on behalf of Ramsey County Regional Railroad Authority.

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 29, 1999
Date

Board Action Requested

A) Approve the Construction Agreement between RCRRA and MediaOne Corporation to install co-axial cable across the RCRRA right of way between 1287 East Cook Avenue and 1001 Johnson Parkway in St. Paul;
B) Authorize the Chair of the Ramsey County Regional Railroad Authority to sign the Construction Agreement on behalf of RCRRA.

ACTION IS REQUESTED

Request Justification

See attached:

1. Proposed resolution
2. Memorandum from K. DeSpiegelaere
3. Constuction agreement and permit

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

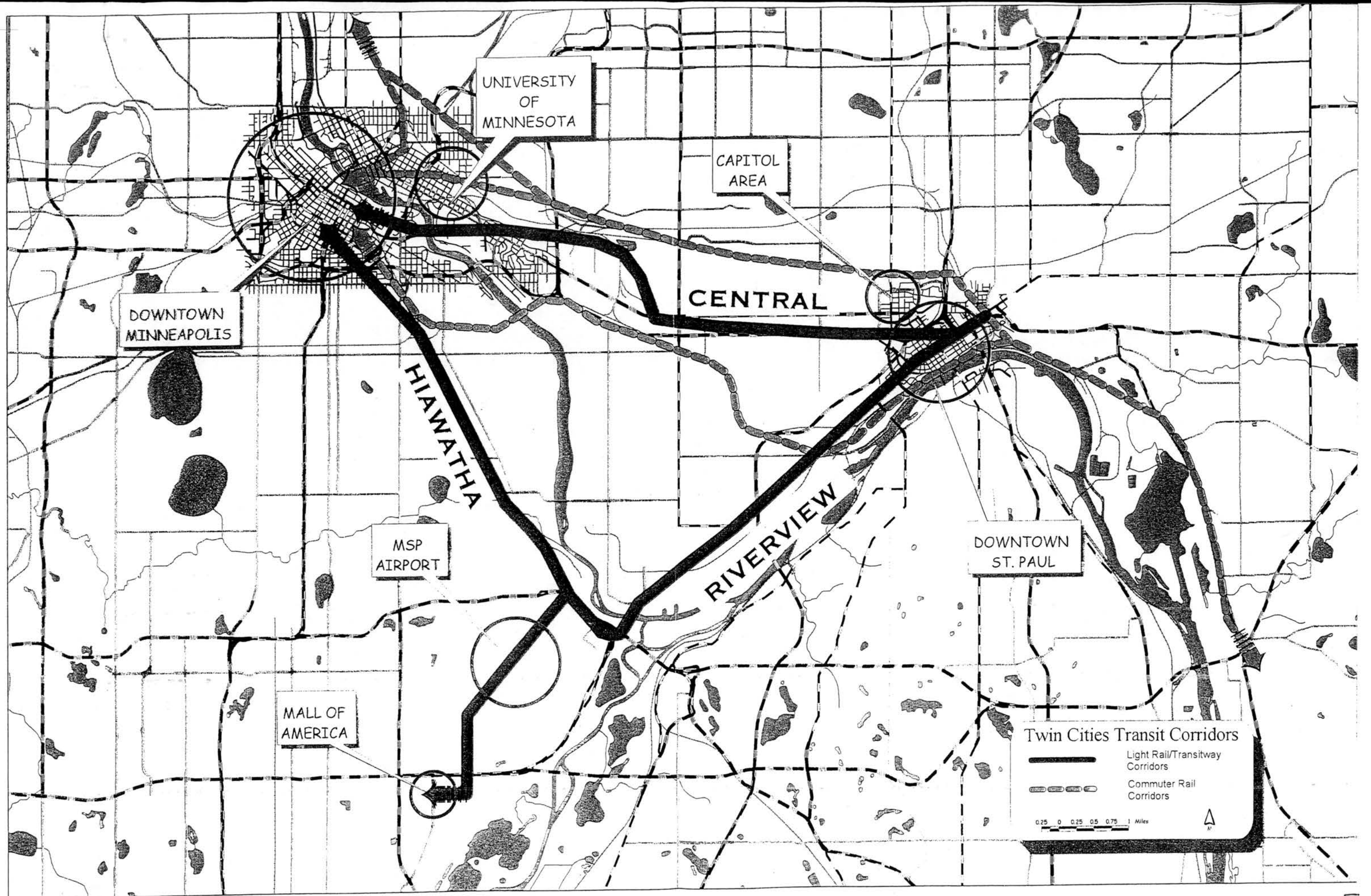
July 13, 1999

Board Date

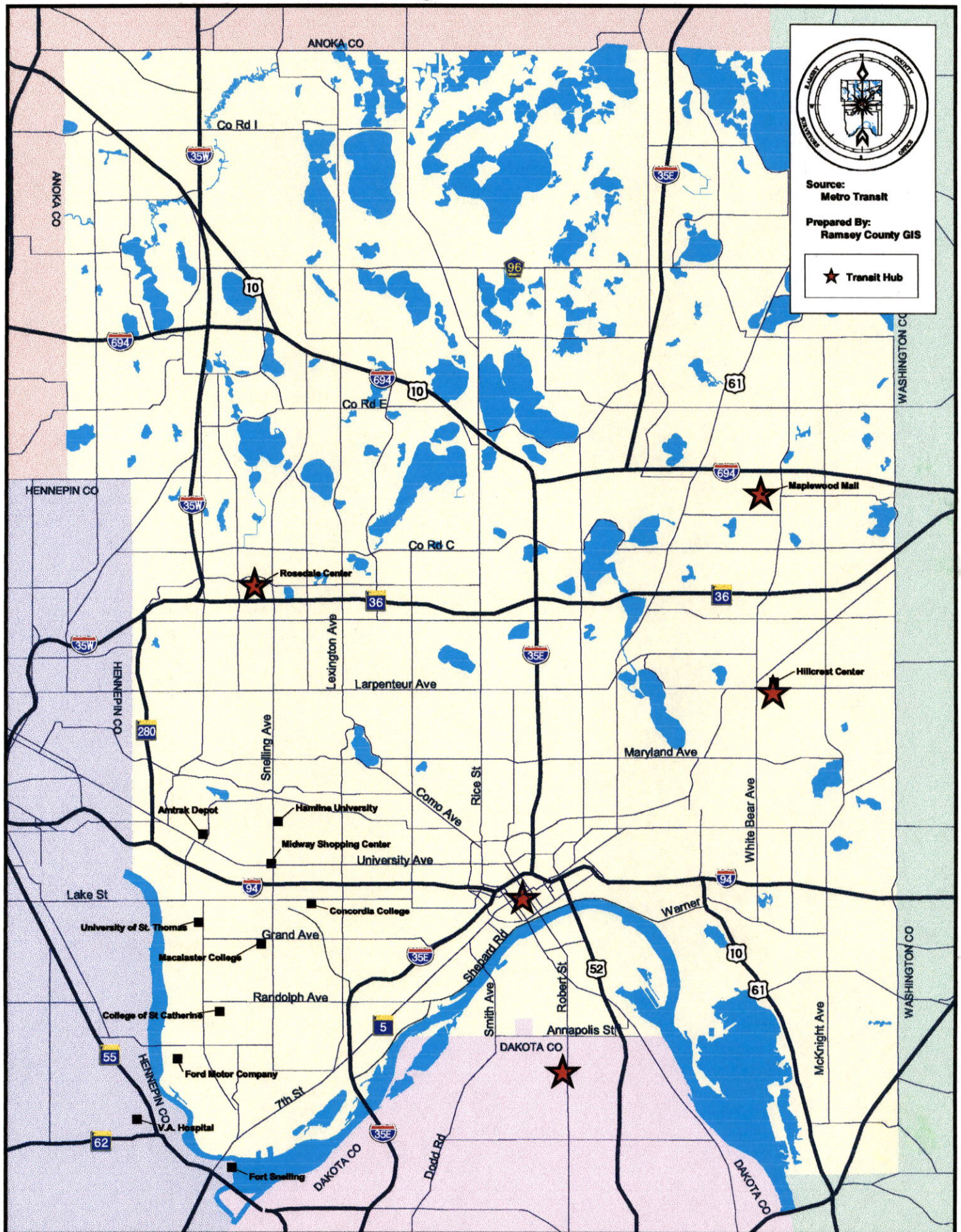
Kristine A. Longhenry
Signature

6-29-99

Date

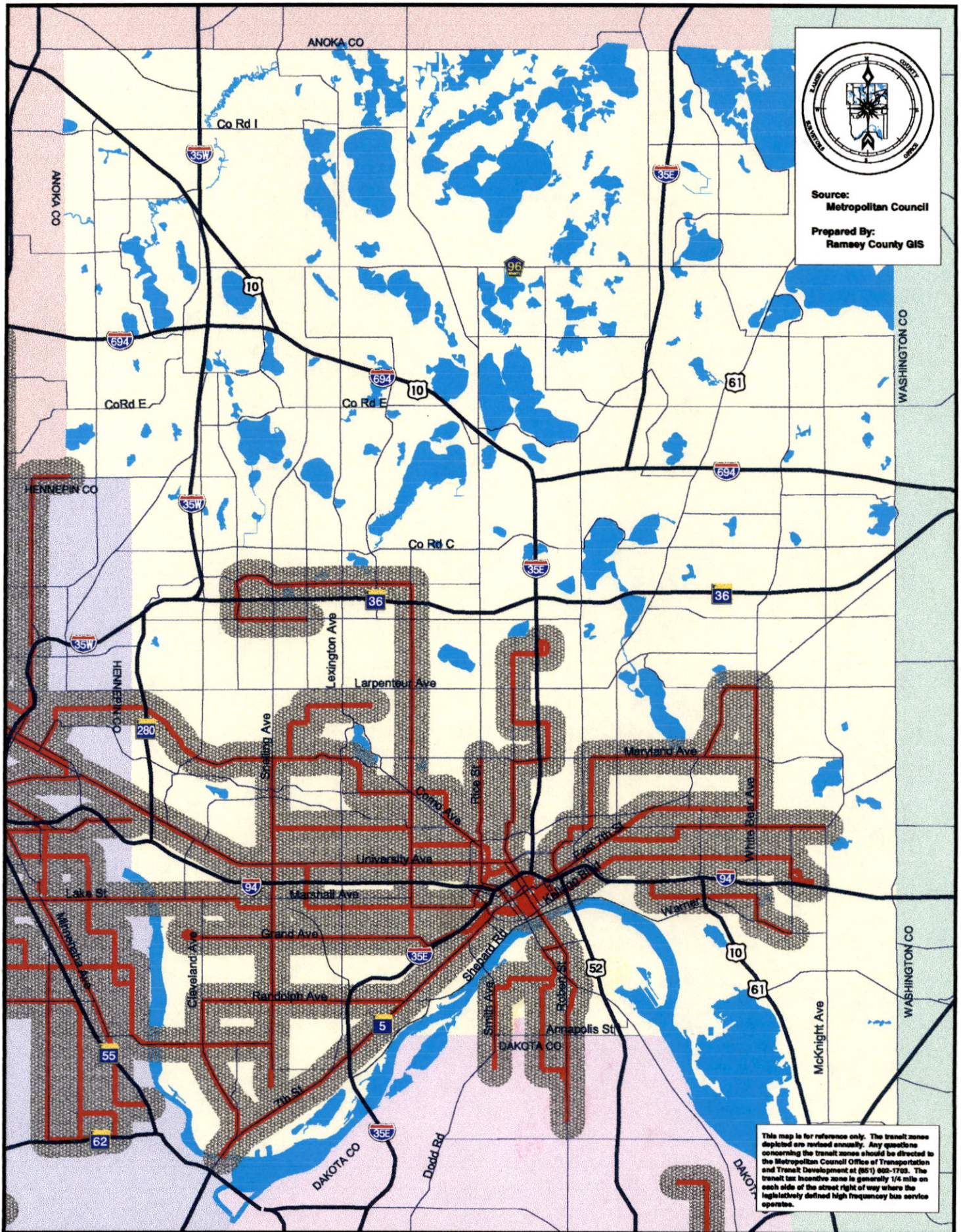


Ramsey County Existing Transit Hubs

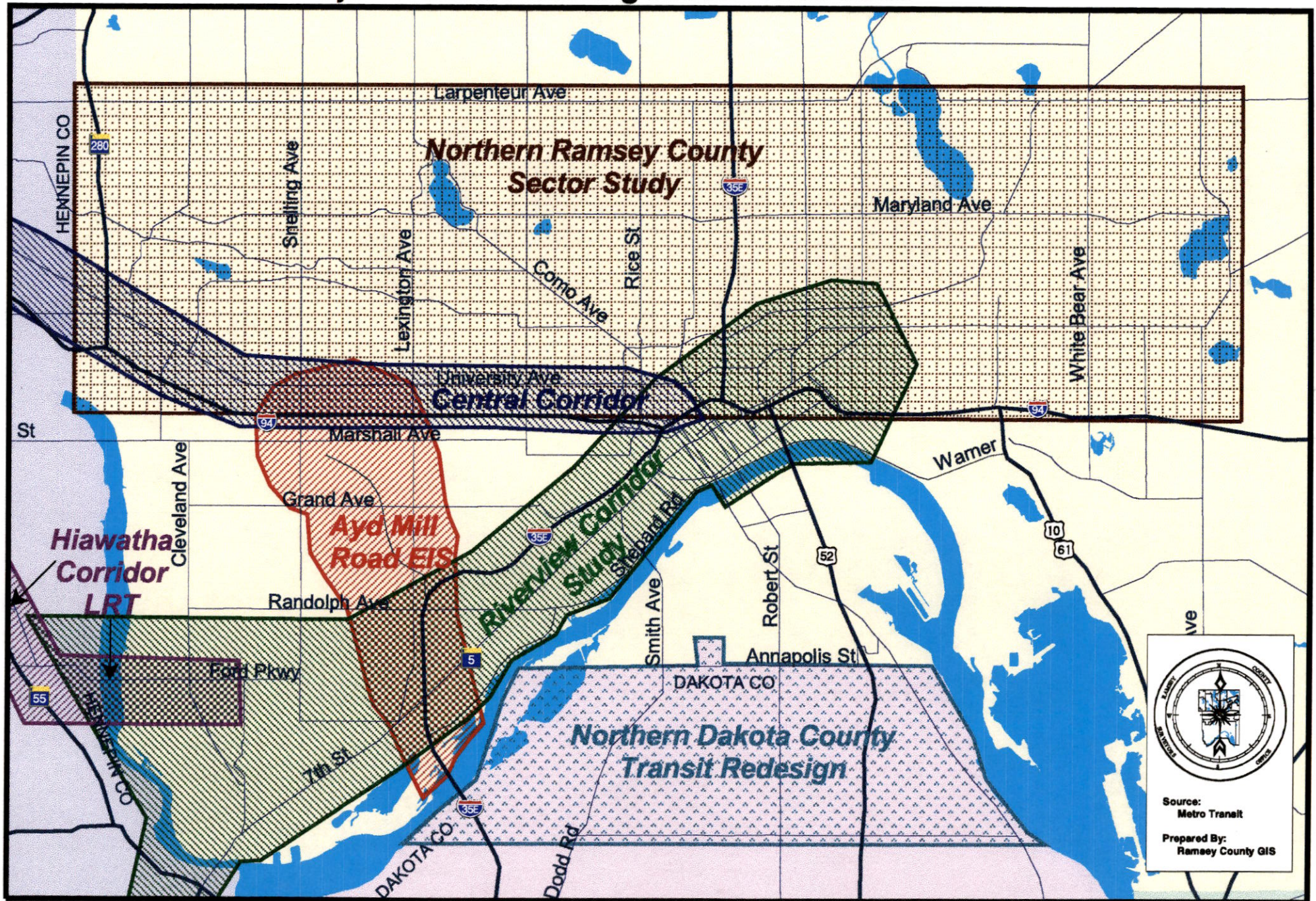


Ramsey County Transit Development Tax Incentive Zones

Taxes Payable 1999 and Beyond



Ramsey County Major Transit Planning Areas 1999-2000

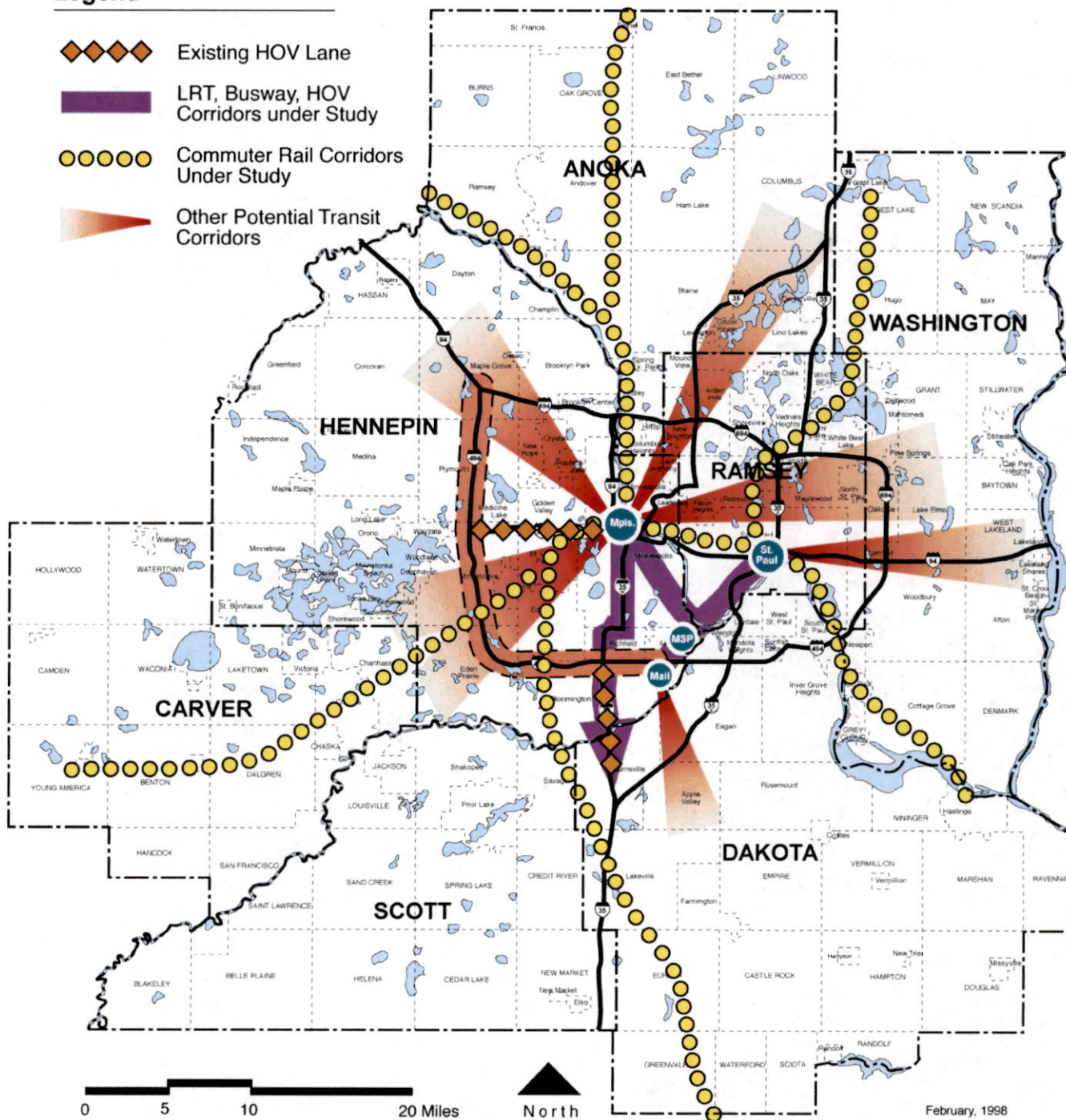




Transitway Corridors

Legend

-  Existing HOV Lane
-  LRT, Busway, HOV Corridors under Study
-  Commuter Rail Corridors Under Study
-  Other Potential Transit Corridors



RAMSEY COUNTY TRANSIT SERVICES

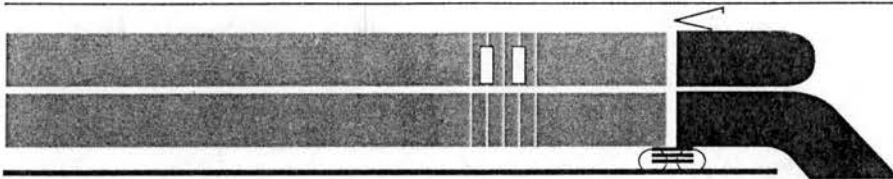
ROUTE	SERVICE	COMMUNITIES SERVED
3	Local Radial	St. Paul, Maplewood, Oakdale
4	Local Crosstown	St. Paul, Roseville, Bloomington
5	Local Radial	St. Paul, Mendota Hts, Inver Grove Hts
7	Local Radial	W. St. Paul, Mendota Hts
8	Local Radial	W. St. Paul, Inver Grove Hts
9	Local Radial	St. Paul, Maplewood, Oakdale
10	Local Radial	St. Paul, Fridley, Blaine
11	Local Radial	St. Paul, Inver Grove Hts
12	Local Radial	St. Paul, Lauderdale, Oakdale
14	Local Radial	St. Paul
15	Local Radial	White Bear Lake, Mahtomedi
16	Local Radial	St. Paul, Minneapolis
17	Local Crosstown	St. Paul, Roseville
20	Local Crosstown	St. Paul, Maplewood
21	Local Radial	St. Paul, Minneapolis
22	Midday Radial	St. Paul
25	Express	Minneapolis, Arden Hills, New Brighton, Mounds View, Blaine, St. Paul, W. St. Paul
29	Peak Local	St. Paul, W. St. Paul
33	Peak Express	Minneapolis, Rosedale, Shoreview, Arden Hills
35ABC	Peak Express	St. Paul, White Bear Lake area
35N	Peak Express	St. Paul, Mounds View, Blaine
36	Peak Express	Minneapolis, Maplewood, White Bear Lake area
38	Peak Express	Minneapolis, Mounds View, Lino Lakes, Lexington, Blaine
48	Peak Express	St. Paul, Eagan, Apple Valley, Burnsville
49	Local Radial	St. Paul, Maplewood
50	Ltd Stop Radial	St. Paul, Minneapolis
52E-F	Express	St. Paul, Minneapolis (U of M)
54	Express	St. Paul, Bloomington
72SUW	Peak Reverse	St. Paul, Eagan
94BCD	Express	St. Paul, Minneapolis
94H, 94J, 94L	Peak Express	St. Paul, Minneapolis
95E	Peak Local	St. Paul, Minneapolis
95MU	Peak Express	W. St. Paul, Mendota Hts, Minneapolis
101-105	Suburb Local	Roseville
210-211, 213	Peak Ltd Stop	St. Paul, Little Canada, Roseville, Shoreview, Arden Hills, Circle Pines, Vadnais Hts
212	Ltd Stop	St. Paul, Roseville, Shoreview, Arden Hills, Circle Pines
270-271	Peak Express	St. Paul, Centerville, Lino Lakes
294	Express	St. Paul, Stillwater, Bayport, Oak Park Hts
350	Peak Express	St. Paul, Maplewood
351-353, 355	Peak Express	St. Paul, Minneapolis, Woodbury
361-362, 364	Peak Express	St. Paul, Cottage Grove, Newport, St. Paul Park
477	Peak Ltd Stop	St. Paul, Mendota Hts, W. St. Paul
851	Peak Express	St. Paul, Coon Rapids, Anoka

Source: Metro Transit, September, 1998

RAMSEY COUNTY TRANSIT SERVICES

ROUTE	SERVICE	COMMUNITIES SERVED
3	Local Radial	St. Paul, Maplewood, Oakdale
4	Local Crosstown	St. Paul, Roseville, Bloomington
5	Local Radial	St. Paul, W. St. Paul, Mendota Hts, Inver Grove Hts
7	Local Radial	St. Paul, W. St. Paul, Mendota Hts
8	Local Radial	St. Paul, W. St. Paul, Inver Grove Hts
9	Local Radial	St. Paul, Maplewood, Oakdale
10	Local Radial	Minneapolis, Fridley, Blaine
11	Local Radial	St. Paul, S. St. Paul, Inver Grove Hts
12	Local Radial	St. Paul, Roseville, Lauderdale, Oakdale
14	Local Radial	St. Paul
15	Local Radial	St. Paul, White Bear Lake, Mahtomedi
16	Local Radial	St. Paul, Minneapolis
17	Local Crosstown	St. Paul, Roseville
20	Local Crosstown	St. Paul, Maplewood
21	Local Radial	St. Paul, Minneapolis
22	Midday Radial	St. Paul
25	Express	Minneapolis, Arden Hills, New Brighton, Mounds View, Blaine, St. Paul, W. St. Paul
29	Peak Local	St. Paul, W. St. Paul
33	Peak Express	Minneapolis, Rosedale, Shoreview, Arden Hills
35ABC	Peak Express	St. Paul, White Bear Lake area
35N	Peak Express	St. Paul, Mounds View, Blaine
36	Peak Express	Minneapolis, Maplewood, White Bear Lake area
38	Peak Express	Minneapolis, Mounds View, Lino Lakes, Lexington, Blaine
48	Peak Express	St. Paul, Eagan, Apple Valley, Burnsville
49	Local Radial	St. Paul, Maplewood
50	Ltd Stop Radial	St. Paul, Minneapolis
52E-F	Express	St. Paul, Minneapolis (U of M)
54	Express	St. Paul, Bloomington
72SUW	Peak Reverse	St. Paul, Eagan
94BCD	Express	St. Paul, Minneapolis
94H, 94J, 94L	Peak Express	St. Paul, Minneapolis
95E	Peak Local	St. Paul, Minneapolis
95MU	Peak Express	W. St. Paul, Mendota Hts, Minneapolis
101-105	Suburb Local	Roseville
210-211, 213	Peak Ltd Stop	St. Paul, Little Canada, Roseville, Shoreview, Arden Hills, Circle Pines, Vadnais Hts
212	Ltd Stop	St. Paul, Roseville, Shoreview, Arden Hills, Circle Pines
270-271	Peak Express	St. Paul, Centerville, Lino Lakes
294	Express	St. Paul, Stillwater, Bayport, Oak Park Hts
350	Peak Express	St. Paul, Maplewood
351-353, 355	Peak Express	St. Paul, Minneapolis, Woodbury
361-362, 364	Peak Express	St. Paul, Cottage Grove, Newport, St. Paul Park
477	Peak Ltd Stop	St. Paul, Mendota Hts, W. St. Paul
851	Peak Express	St. Paul, Coon Rapids, Anoka

Source: Metro Transit, September, 1998



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

July 13, 1999

Immediately following Administrative Board Meeting

Third Floor Council Chambers Courthouse

1. * Approve minutes of the June 22, 1999 meeting.
2. * Comprehensive Transportation and Transit Plan.
3. * Authorize staff to prepare request for proposals for Central and Hennepin/Ramsey Commuter Rail Connector Corridors.
4. *
 - A) Approve the Construction Agreement between RCRRA and MediaOne Corporation to install co-axial cable across the RCRRA right of way between 1287 East Cook Avenue and 1001 Johnson Parkway in St. Paul;
 - B) Authorize the Chair of the Ramsey County Regional Railroad Authority to sign the Construction Agreement on behalf of RCRRA.

* Action is requested



Minutes

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY MEETING

June 22, 1999

The Ramsey County Regional Railroad Authority met on Tuesday, June 22, 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: Kathy DeSpiegelaere, Paul Kirkwold, David MacMillan, Karen Tero, Tom Oertel, Gene Haselmann, Tim Mayasich, Cyndy McLeod, Dan Schacht, Terry Lindeke, Jon Walsh, Kris Longhenry

Chairman Bennett called the meeting to order at 11:45 a.m.

1. Approve minutes of the June 8, 1999 meeting.

Motion by Commissioner Guerin, seconded by Commissioner Reinhardt to accept the minutes of the June 8, 1999 meeting.

Ayes - 7, Nays - 0
Motion accepted.

2. Riverview Corridor update.

Kathy DeSpiegelaere stated that two weeks ago, a series of station area meetings were held along the Riverview Corridor. She noted nine themes that came from those that attended the meetings which included:

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.

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

Commissioner Bennett asked if control will be lost by the Rail Authority over decisions on these corridors. Commissioner Rettman asked when the contract comes back for approval, will duties of this staff person be outlined? She was concerned that this person doesn't make decisions on alignments since there hasn't been a determination on alignments by the RCRRA. Kathy DeSpiegelaere answered that the staff person hired will directly report to her and she will report to the RCRRA for approval on decisions.

Commissioner Rettman stated that she would like the BN route looked at for both LRT and commuter rail in the Central Corridor.

Commissioner Haigh asked how the potential for commuter rail in conjunction with the Central Corridor studies is being looked at and what are the pros and cons of separating the two request for proposals. Kathy DeSpiegelaere responded that staff will do more work and come back in a few weeks with options before the RFP is finalized.

Kathy DeSpiegelaere noted that the RCRRA is a decision-making body on locally preferred alignments. When federal funds are involved, the Metropolitan Council needs to approve/disapprove the RCRRA decision. The Riverview Corridor is the only corridor in Ramsey County with federal designation right now.

Commissioner Wiessner asked if a separate RFP should be done on the commuter rail corridor from St. Cloud to Hastings. Kathy DeSpiegelaere answered that the RCRRA approved a request a few months ago to become a partner in the Northstar Corridor development group. There hasn't been a formal response, but it is unlikely that the RCRRA will be a partner in that group.

Commissioner Wiessner stated that it would be helpful to have Washington County in on the planning process as soon as possible. Commissioner Bennett responded that Washington County is being kept up of the ongoing through the Red Rock Corridor group.

Commissioner Wiessner stated that the RCRRA needs to look outside Ramsey County with commuter rail in order to achieve a regional system. Commissioner Bennett commented that the legislature assigned Mn/DOT to the whole commuter rail project to connect a regional system and Ramsey County is involved with their part. Kathy DeSpiegelaere added that bringing Metro Transit in adds to the regional approach.

Commissioner Reinhardt asked for clarification on what was going to happen with item #4. Kathy DeSpiegelaere responded that the BN route will be added to the Central Corridor light rail study and options will be presented on whether there will be one RFP or two. The contract with Metro Transit will also be brought back for approval at a subsequent meeting.

Commissioner Reinhardt commented that the perception that the County has made up it's mind on LRT is incorrect and the RCRRA needs to dispel this perception. She also noted that there are other corridors in the County that need to continue to be studied, such as the Phalen Corridor and the Rush Line Corridor.

Commissioner Guerin felt that there shouldn't be coordinators on the triangle because it won't happen. The Hiawatha Corridor is going to happen, but the RCRRA should spend money on how to hook up to it. Commissioner Bennett answered that the legislature gives funding to find these answers.

A motion was made by Commissioner Reinhardt and seconded by Commissioner Wiessner to authorizes staff to negotiate a contract with Metro Transit for project management services for the Riverview, Central and commuter rail corridors. Commissioner Rettman wanted it made clear that the BN route would be included in both LRT and commuter rail for the Central Corridor.

Ayes - 7, Nays - 0
Motion accepted.

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.

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.

There was discussion on this item in conjunction with item #3. It was decided that Kathy DeSpiegelaere will add the BN route into the Central Corridor LRT and Commuter Rail Corridor studies and bring options back to the RCRRA at the next meeting.

5. Comprehensive Transit and Transportation Plan.

This item was layed over until the next RCRRA meeting.

The meeting adjourned at 12:23 p.m.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

REQUEST FOR BOARD ACTION

2

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:

July 13, 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

Minutes

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY MEETING

November 16, 1999

The Ramsey County Regional Railroad Authority met on Tuesday, November 16, 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: Kathy DeSpiegelaere, Paul Kirkwold, David MacMillan, Karen Tero, Tom Oertel, Gene Haselmann, Bruce Thompson, Jolly Mangine, Dan Schacht, Dennis Bodin, Allen Lovejoy, Lisa Lee, Judy Procai, Rob Fulton, Kris Longhenry

Chair Bennett called the meeting to order at 11:35 a.m.

1. Approve minutes of the October 12, 1999 meeting.

There was a motion and second to accept the minutes of the October 12, 1999 meeting.

Ayes - 7, Nays - 0
Motion accepted.

2. Metropolitan Council Master Plan for Transit.

Kathy DeSpiegelaere reviewed the memo written by her and sent to the RCRRA Commissioners.

Commissioner Rettman commented that at the Ramsey delegation meeting, the delegation seemed adamant about not supporting a sales tax increase. Commissioner Haigh noted that no sales tax increase seemed to be the House position, but not the Senate's.

Commissioner Wiessner asked how much in regional property taxes are currently being spent on transportation issues. Kathy DeSpiegelaere answered that in 1999, there was \$62.5 million in property taxes. Kathy added that Anoka County levied \$700,000, Washington County levied \$200,000 and Hennepin County levied \$5 million. Kathy noted that the TMO and the St. Paul Chamber of Commerce Transportation Committee have been discussing the sales tax increase.

3. Corridor updates.

This item was deferred.

4. Mn/DOT Commuter Rail System Coordination Plan.

Kathy DeSpiegelaere stated that she learned this morning that Mn/DOT is proposing a change in the implementation of the commuter rail section between Minneapolis and St. Paul. This piece was initially planned to be implemented with the Northstar Corridor or the Red Rock Corridor.

Now, it is being proposed that the piece between the two downtowns will be implemented with the Red Rock Corridor (stage 2) and not the Northstar Corridor (stage 1).

Commissioner Haigh commented that the RCRRA needs to take action and stated that we would like it to be part of stage 1.

Commissioner Bennett said that the design of the Northstar Corridor alignment is such where it wouldn't be feasible for the trains to run to St. Paul. If it did connect to St. Paul, it wouldn't run to downtown Minneapolis. The train from the Red Rock Corridor will be separate.

Commissioner Rettman noted that if the station in Minneapolis was moved, it would be feasible to switch trains. She asked for clarification on stages 1 and 2. Commissioner Bennett responded that in Mn/DOT's initial plans, the commuter rail line between Minneapolis and St. Paul was included in the Northstar and Red Rock Corridor plans. It was to be built with whichever line came first. Now, Mn/DOT has proposed that the Northstar Corridor be stage 1 and the Red Rock Corridor stage 2 with the Minneapolis/St. Paul connection being built in stage 2.

Commissioner Wiessner commented that during the conference in Dallas, one speaker stressed that planners rely too much on where existing tracks are and should be planned where the tracks would make the most sense. Commissioner Wiessner stated that the top priority should be within the metro area with a longer range plan of moving out of the area. She also spoke of the importance of a regional plan.

Commissioner Bennett remarked that Mn/DOT has the authority to do the planning and the Northstar, Red Rock and Dan Patch Corridors have been adopted on a regional basis. He also noted that commuter rail needs longer runs than light rail to become effective.

Commissioner Reinhardt stated that Ramsey County needs to be a player and we need to get updates. If we don't act, we will be reacting. She commented that at the last Rush Line Corridor meeting, the Mn/DOT representative was very open about looking at the commuter rail system and Metro Council's plans for light rail comprehensively.

Commissioner Haigh said that there may be technical problems with making turns as it's currently configured on the Northstar Corridor, but the more important issue is how Minneapolis and St. Paul are connected. She stressed that we are just starting the analysis of the Central Corridor and it needs to be included in this planning process. We do not want to be delayed to stage 2.

Commissioner Guerin commented that we need to work with St. Paul to be part of stage 1.

Kathy DeSpiegelaere noted that work on the Northstar Corridor is about a year ahead of Ramsey County. The Northstar Corridor has federal authorization and is seeking state funding this legislative session. Mn/DOT places them in stage 1 because they have a significant amount of work done already.

There was a motion by Commissioner Haigh to urge Mn/DOT to reconsider their position and place the corridor between Minneapolis and St. Paul into stage 1. She commented that St. Paul needs to get involved. Commissioner Guerin seconded the motion.

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.

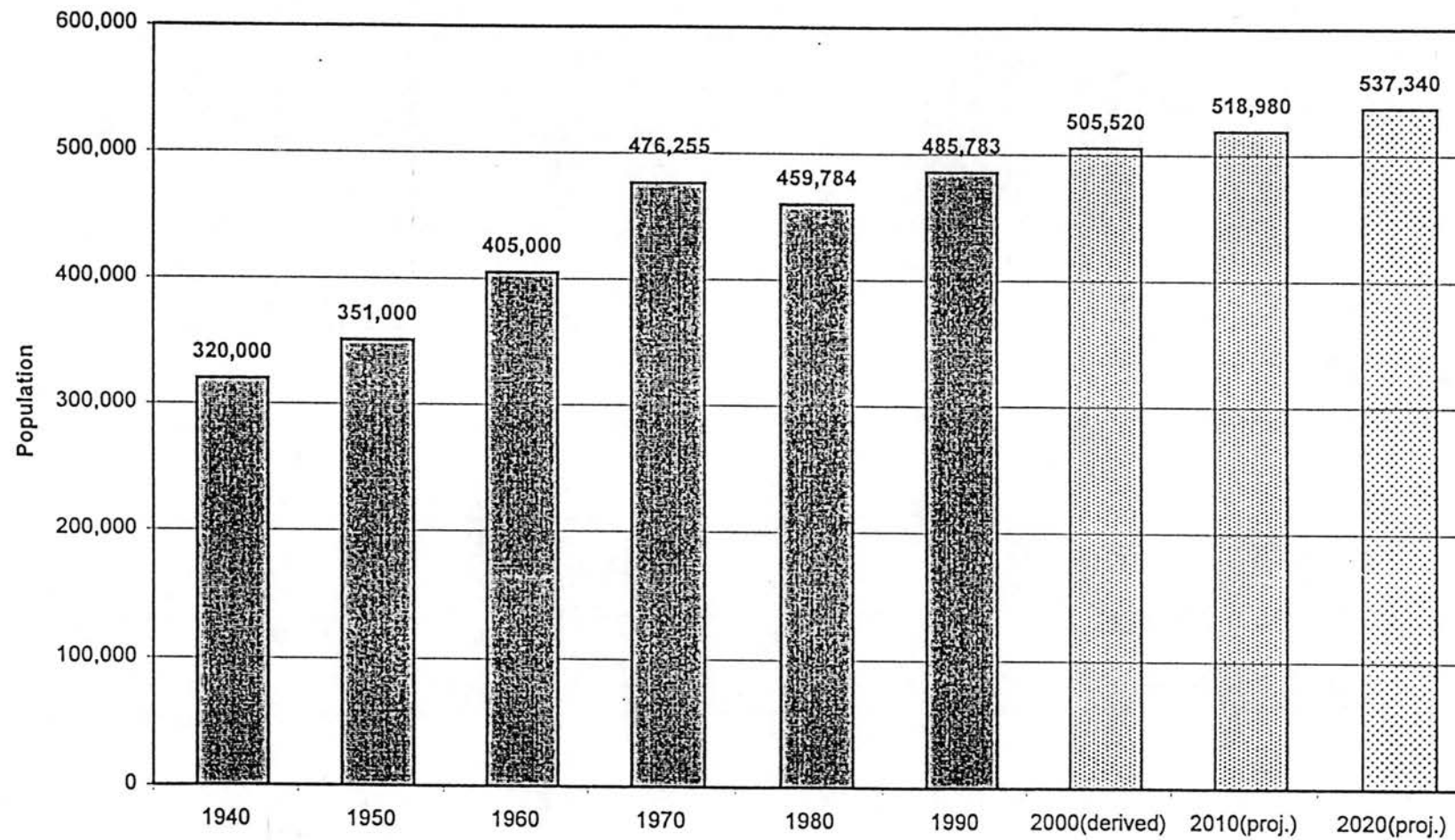
A policy mitigating road system impact through a strategy of balanced land use and transportation.

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

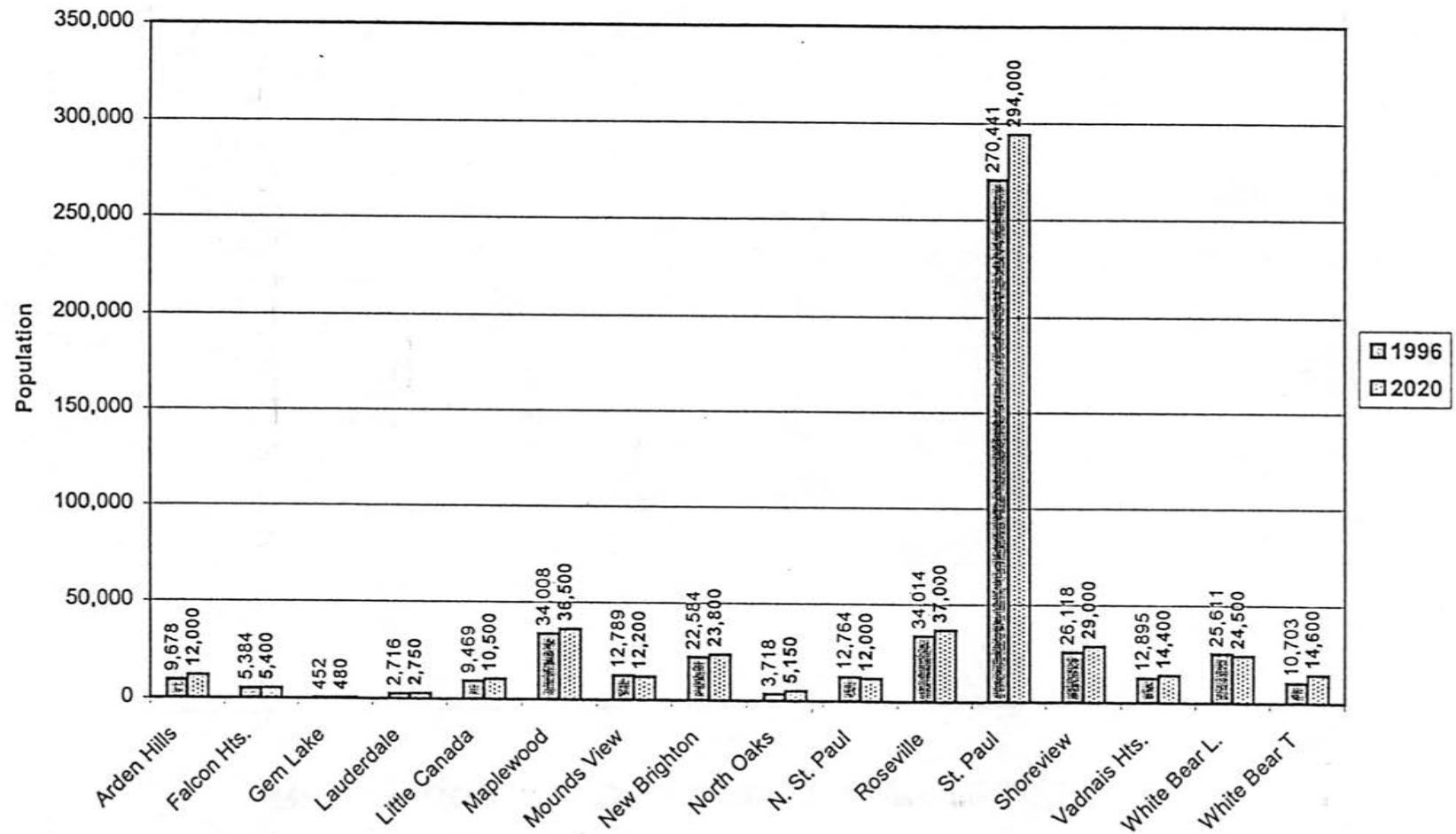
GROUP - A

RAMSEY COUNTY POPULATION GROWTH BY DECADE



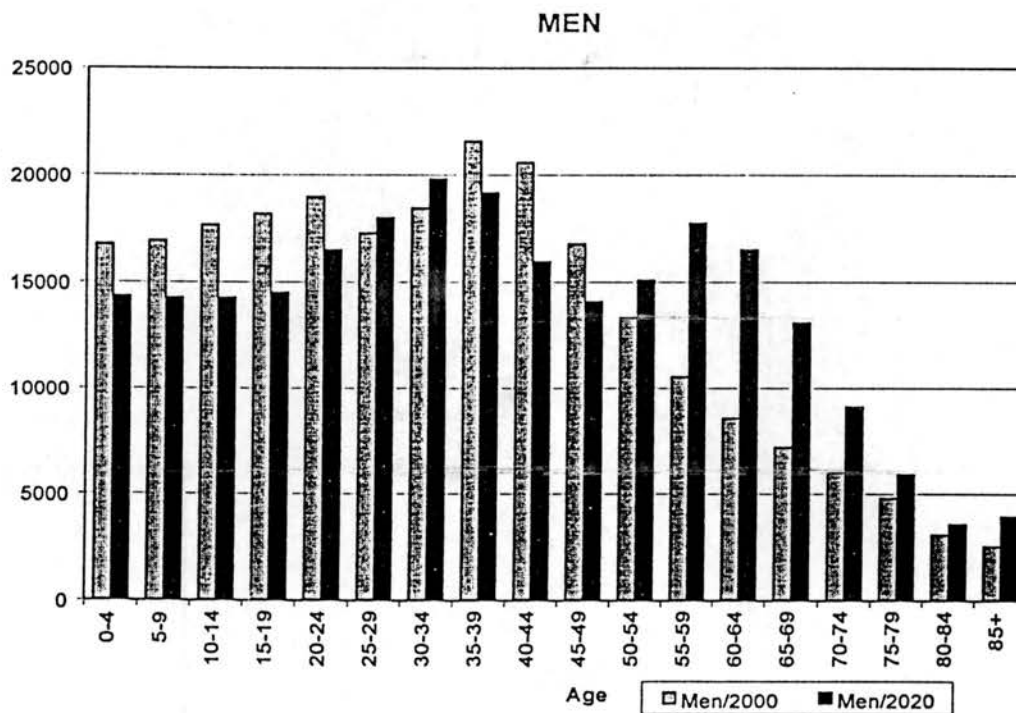
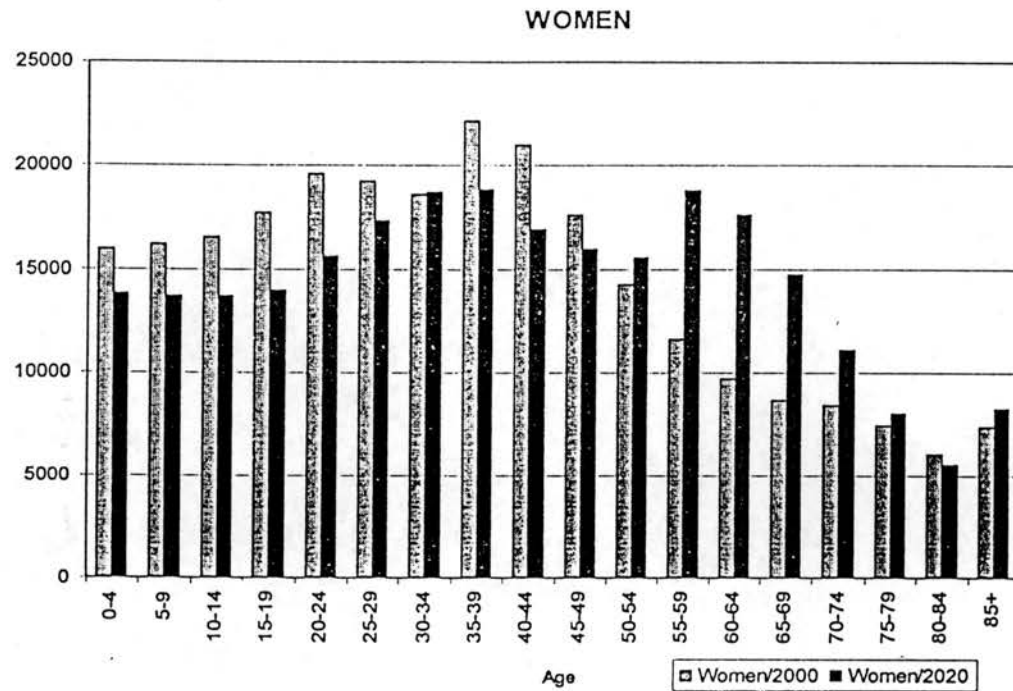
Source: Metropolitan Council

RAMSEY COUNTY 2020 FORECASTED POPULATION CHANGE BY CITY



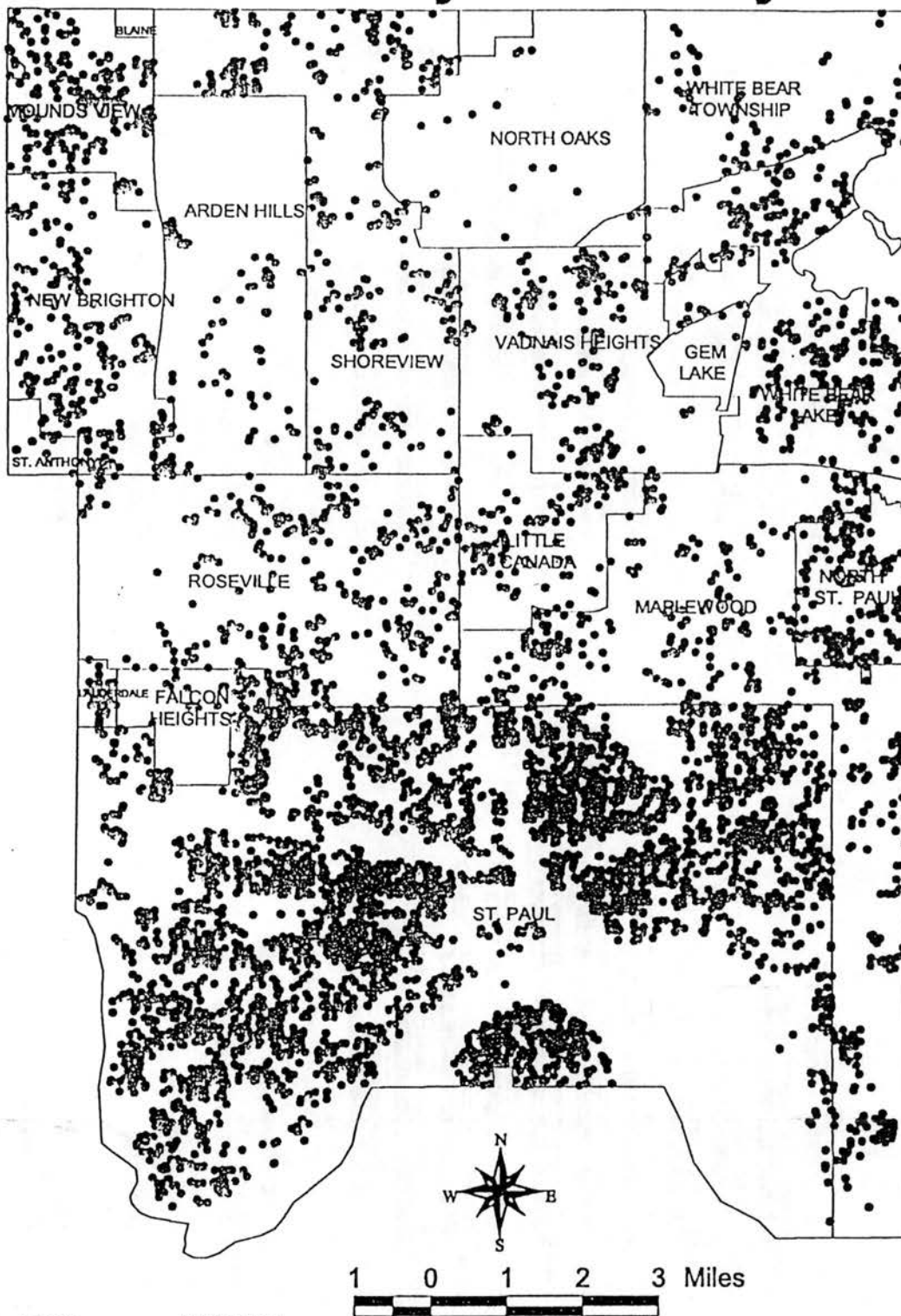
Sources: Census Bureau 1996 Population Estimates // Metropolitan Council 2020 Population Forecasts

AGE DISTRIBUTION IN RAMSEY COUNTY



Source: State Demographic Center at Minnesota Planning/May 1998

1995 Births Ramsey County



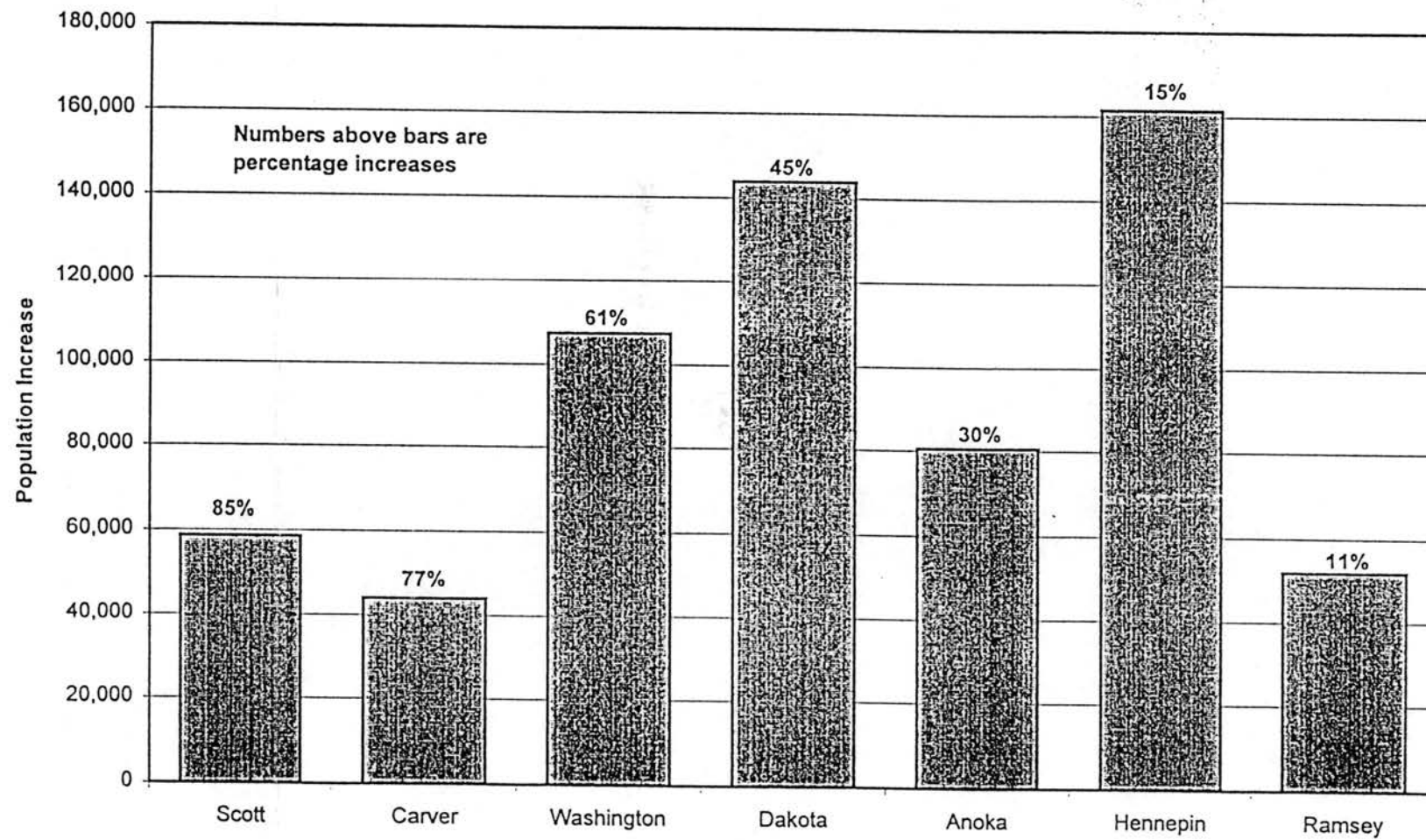
CITY	BIRTHS
● ARDEN HILLS	91
● FALCON HEIGHTS	96
● GEM LAKE	4
● LAUDERDALE	33
● LITTLE CANADA	135
● MAPLEWOOD	408
● MOUNDS VIEW	206
● NEW BRIGHTON	259
● NORTH OAKS	18
● NORTH ST. PAUL	156

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 TWSHP	139

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

□ Ramsey County Cities

7 COUNTY METROPOLITAN AREA 1995 TO 2020 POPULATION INCREASE

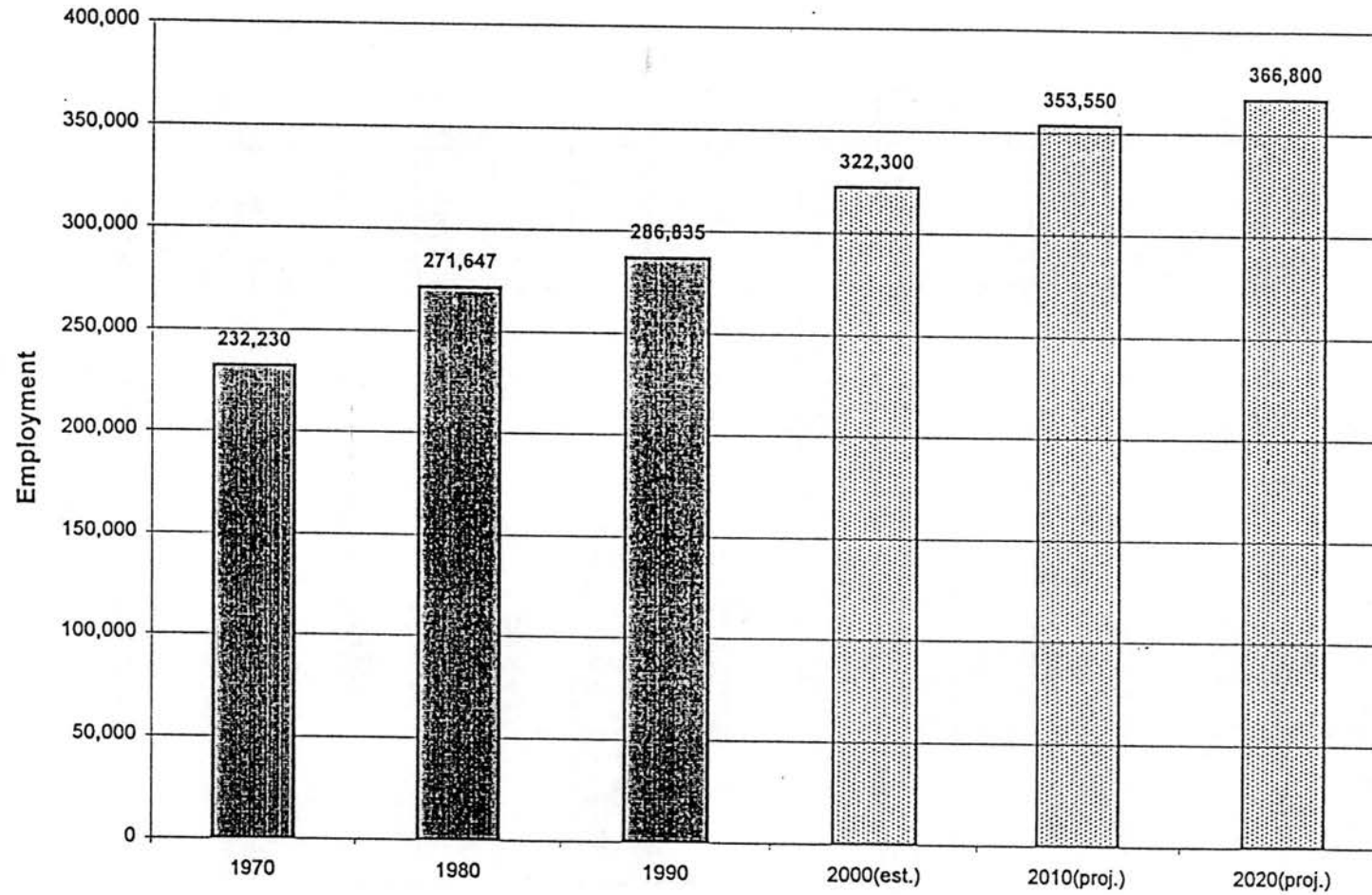


Source: Metropolitan Council

APPENDIX - X

GROUP - B

RAMSEY COUNTY EMPLOYMENT TRENDS



Source: Metropolitan Council

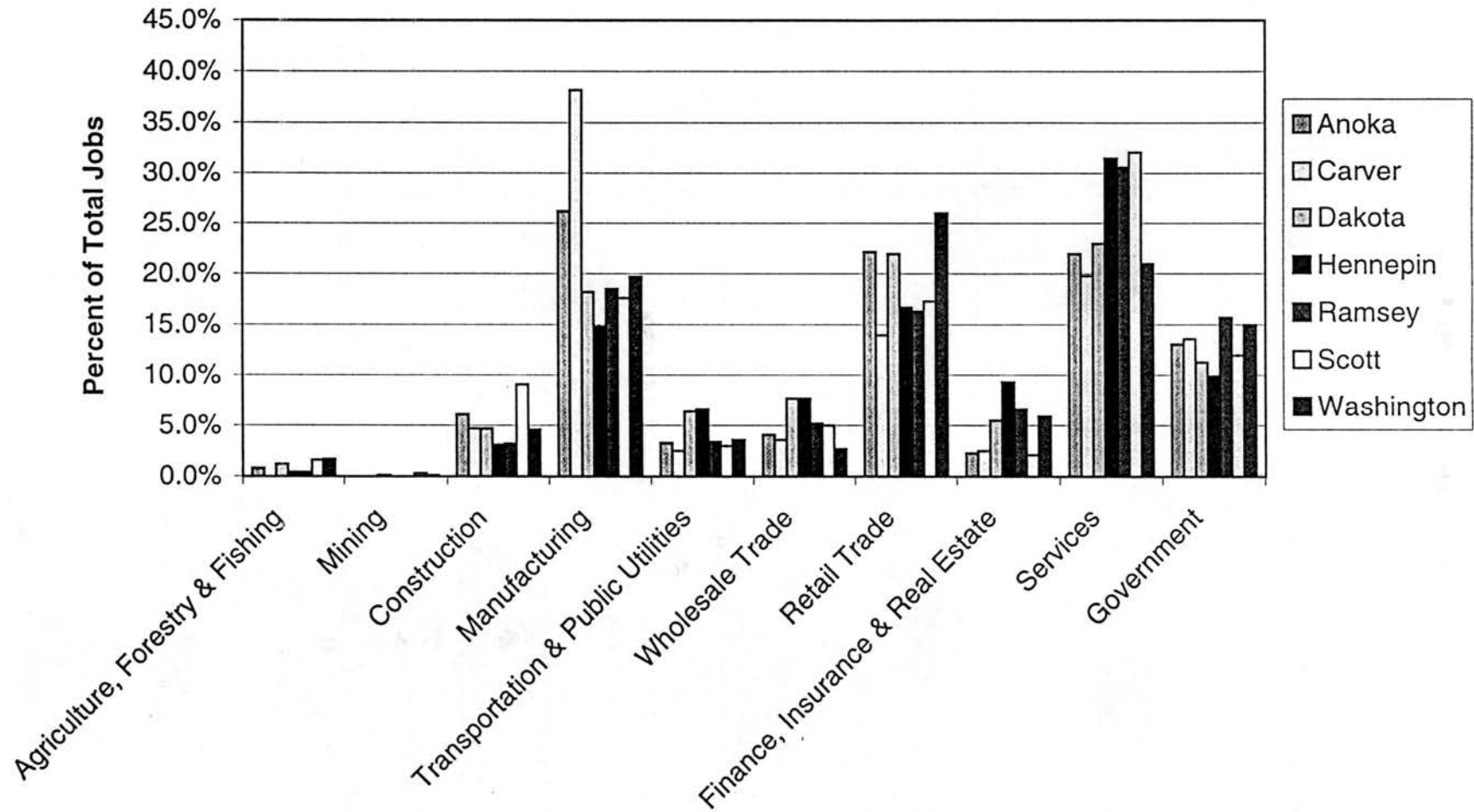
RAMSEY COUNTY EMPLOYEES BY INDUSTRY

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

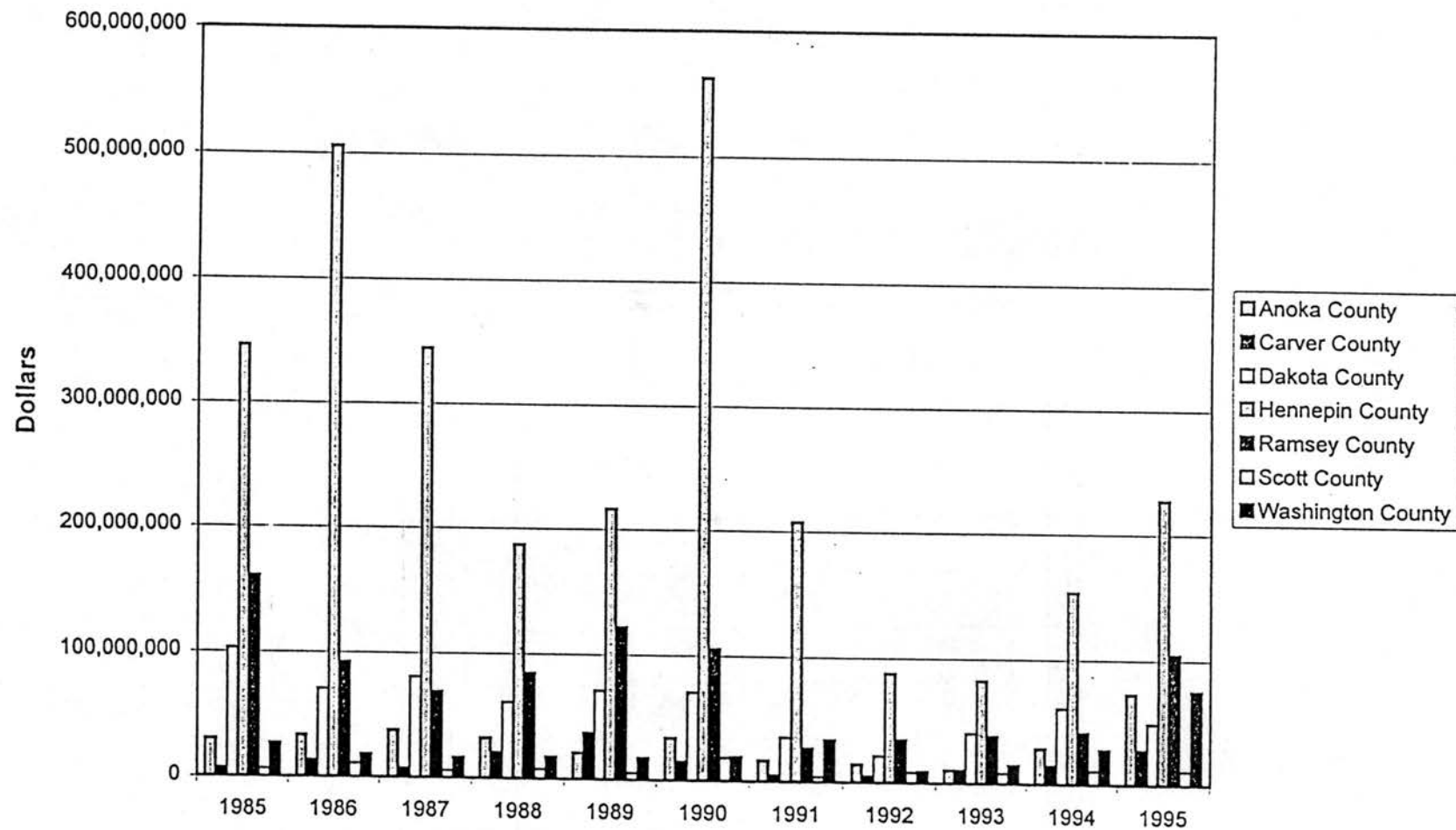
RAMSEY COUNTY LARGEST EMPLOYERS

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



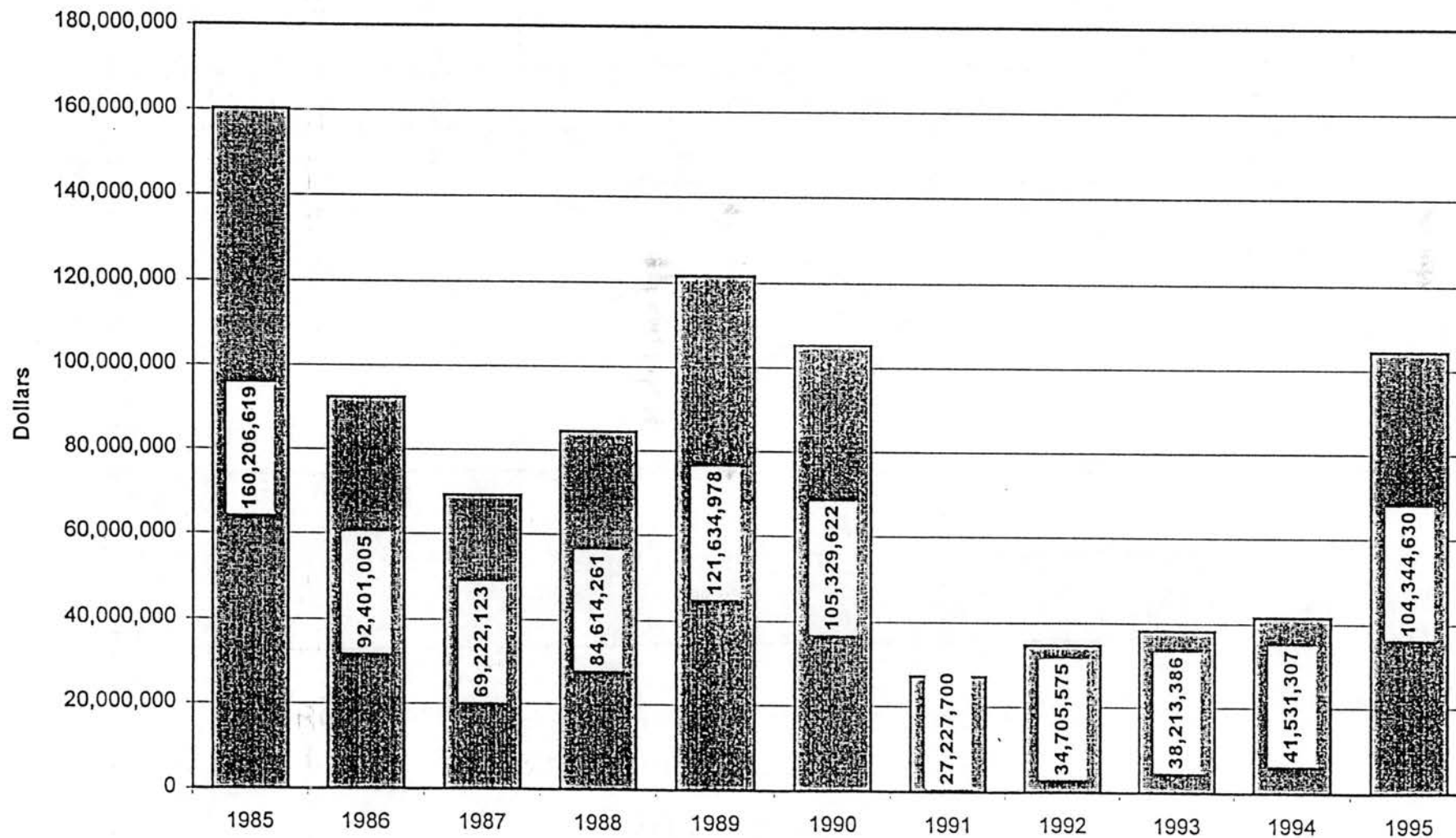
Source: Metropolitan Council/Census Bureau

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

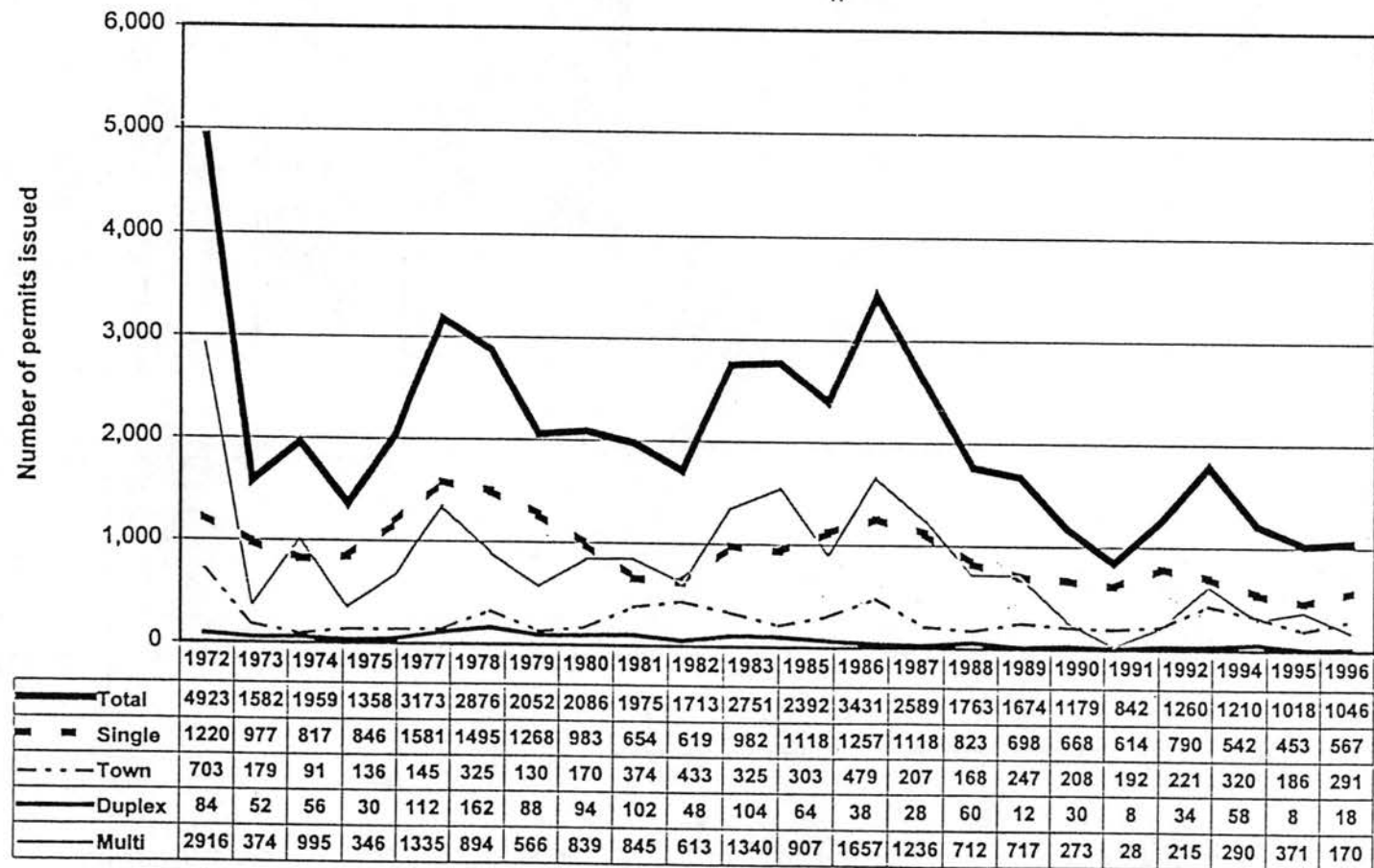
Source: Metropolitan Council/Census Bureau

COMMERCIAL - INDUSTRIAL BUILDING PERMITS FOR RAMSEY COUNTY



Source: Metropolitan Council/Census Bureau

RAMSEY COUNTY HOUSING BUILDING PERMITS (NEW CONSTRUCTION)

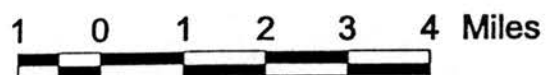
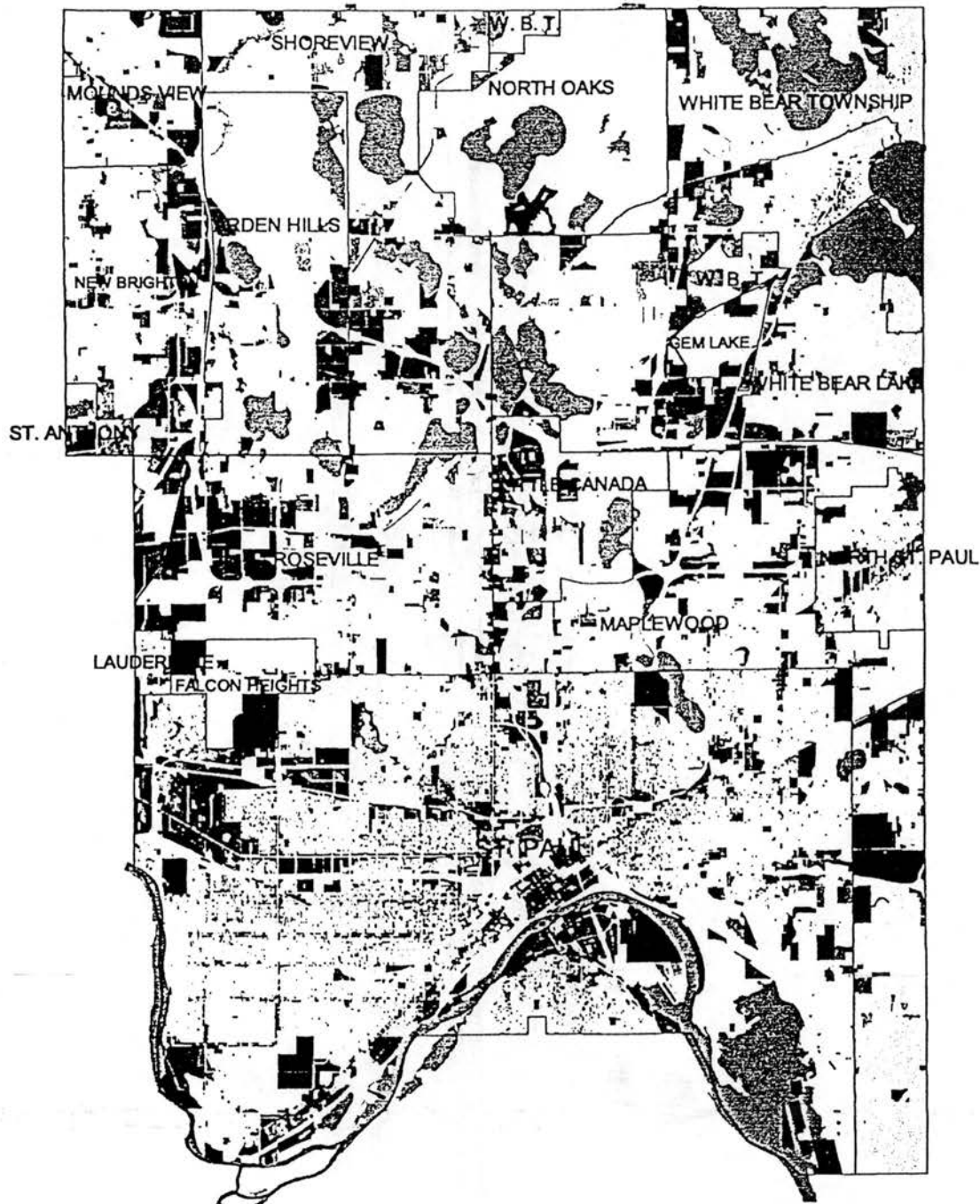


Source: Metropolitan Council

APPENDIX - X

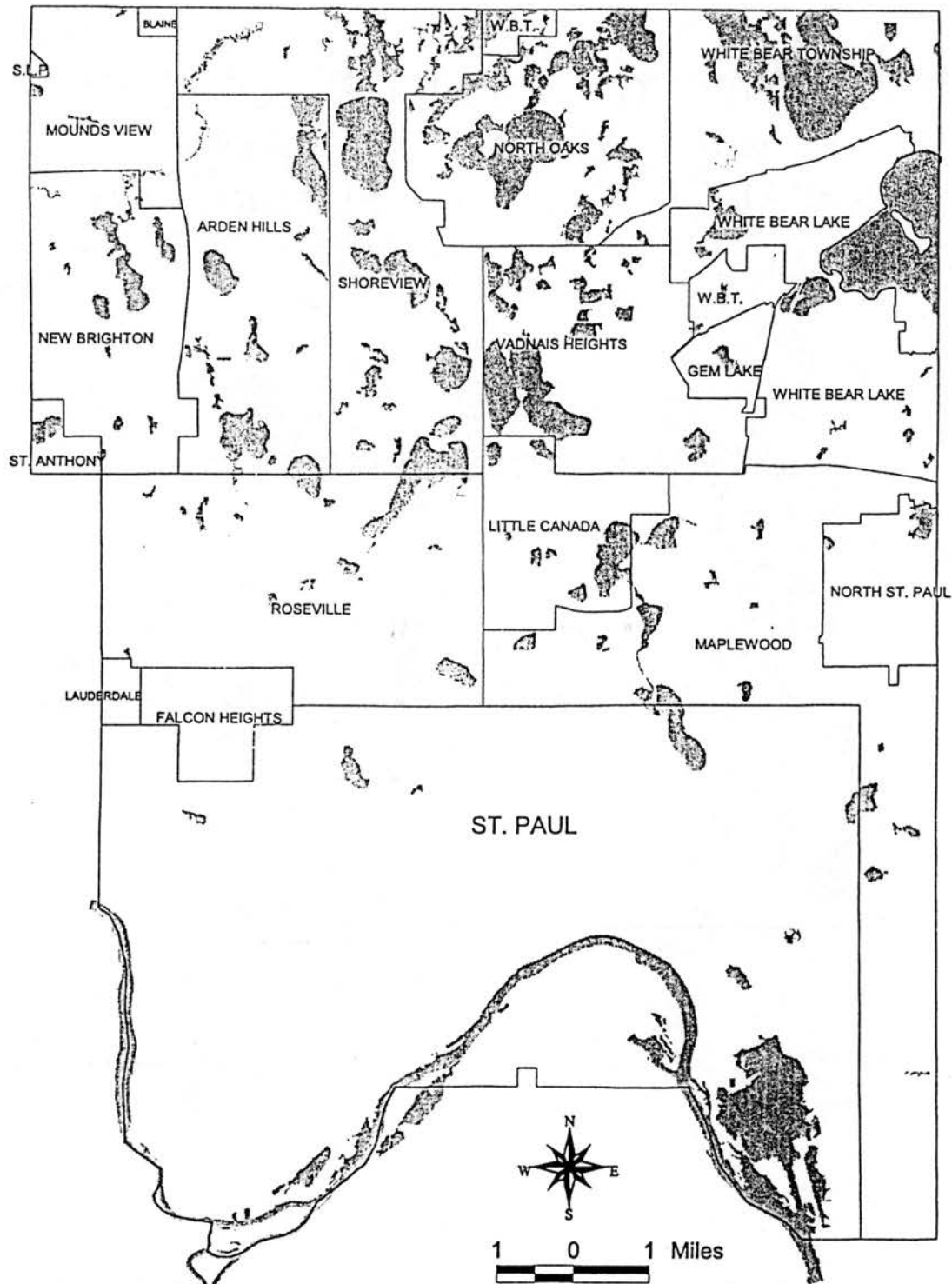
GROUP - C

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

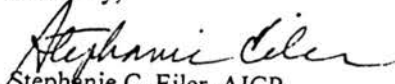
As noted above, we agree with the need to inform, coordinate and implement access management policies to maintain the functional integrity of roadways.

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 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.

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:

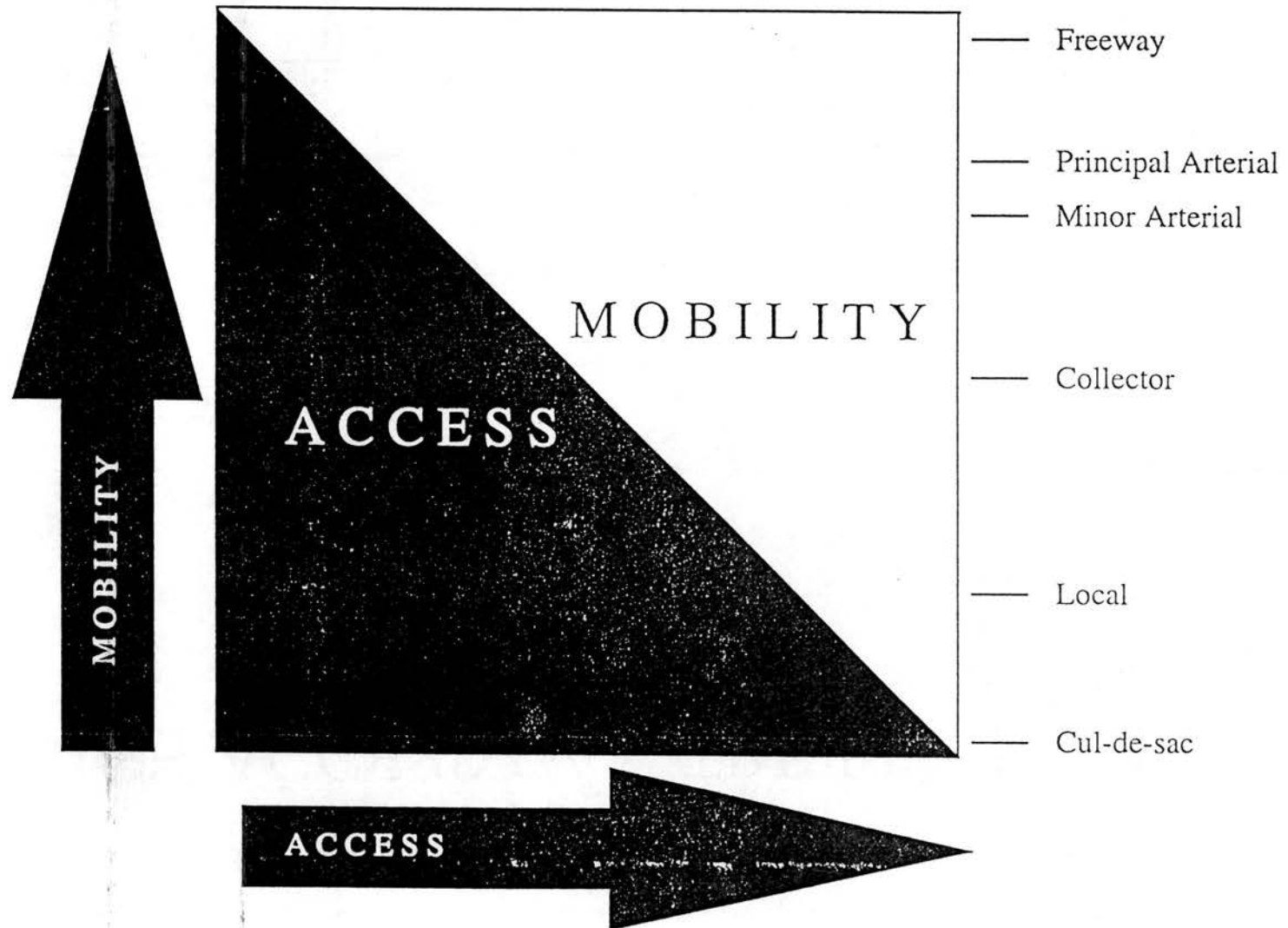
A policy that requires the access classification system and spacing guidelines, and the optimum signalized intersection spacings (tables xxx and xxx) to be utilized as guidelines whenever development or redevelopment occurs.

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.

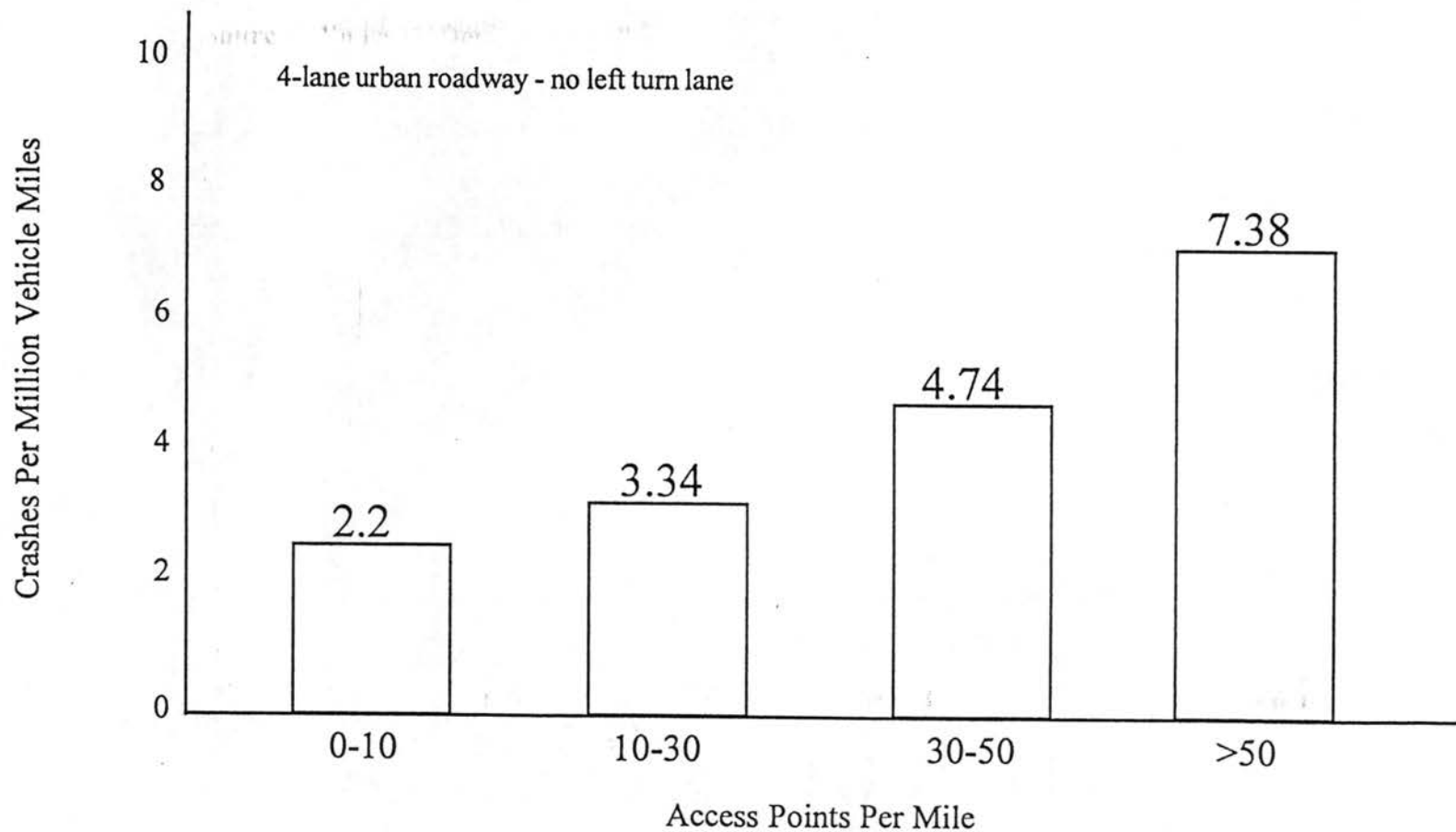
A policy whereby communities with an adopted access management plan would receive additional points when submitting projects to the County's Transportation Improvement Plan (TIP) process.

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).

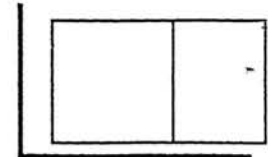
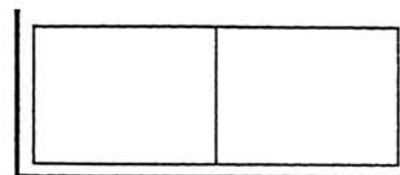
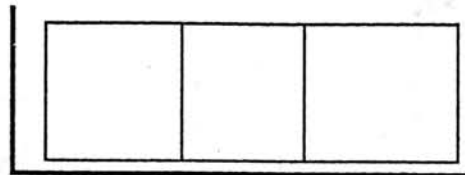
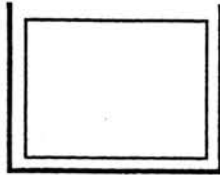
³ Connections are counted by adding each public and private approach as they occur along the roadway. (For example, a full intersection is counted as two connections, while a right-in/right-out driveway is counted as one.)

OPTIMUM SIGNALIZED INTERSECTION SPACINGS

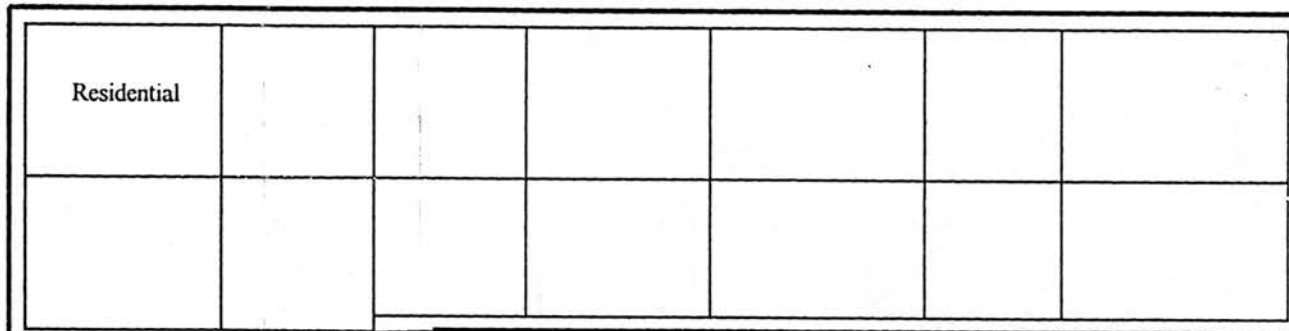
Cycle Length (seconds)	Speed (mph)					
	30	35	40	45	50	55
	Distance in Feet					
60	1,320	1,540	1,760	1,980	2,200	2,430
70	1,540	1,800	2,050	2,310	2,500	2,820
80	1,760	2,050	2,350	2,640	2,930	3,220
90	1,980	2,310	2,640	2,970	3,300	3,630
120	2,640	3,080	3,520	3,960	4,400	4,840
150	3,300	3,850	4,400	4,950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

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

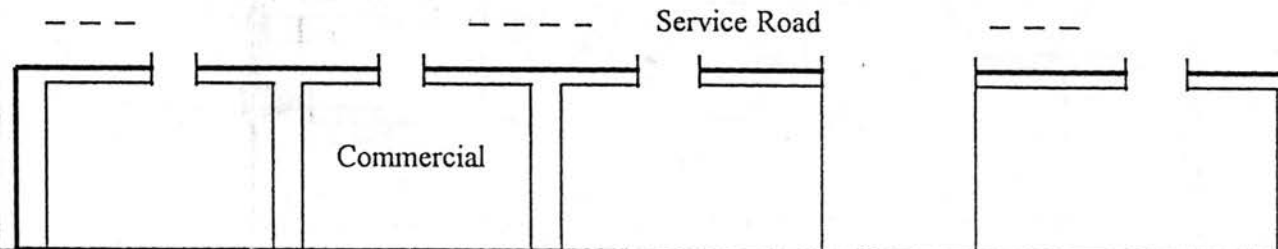
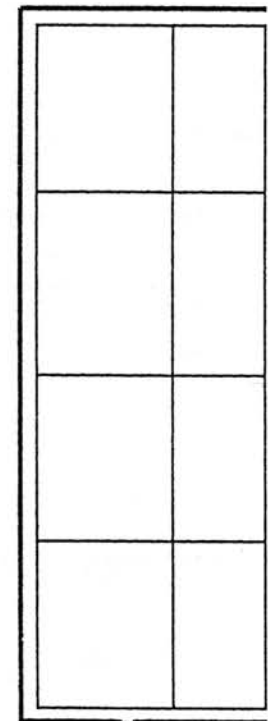
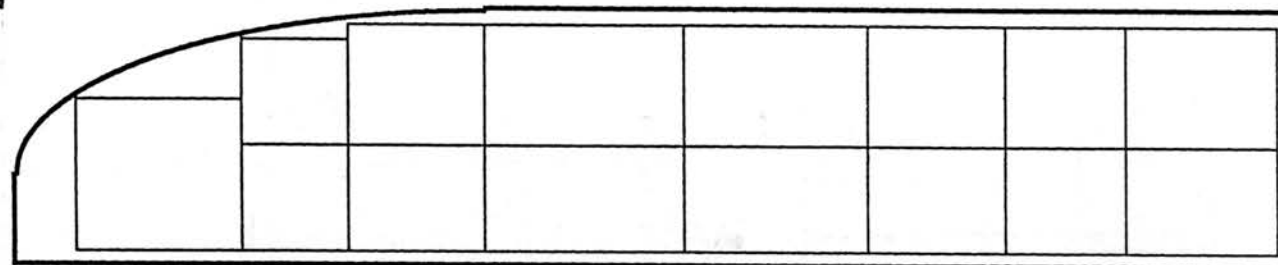
DO



Neighborhood access for residents



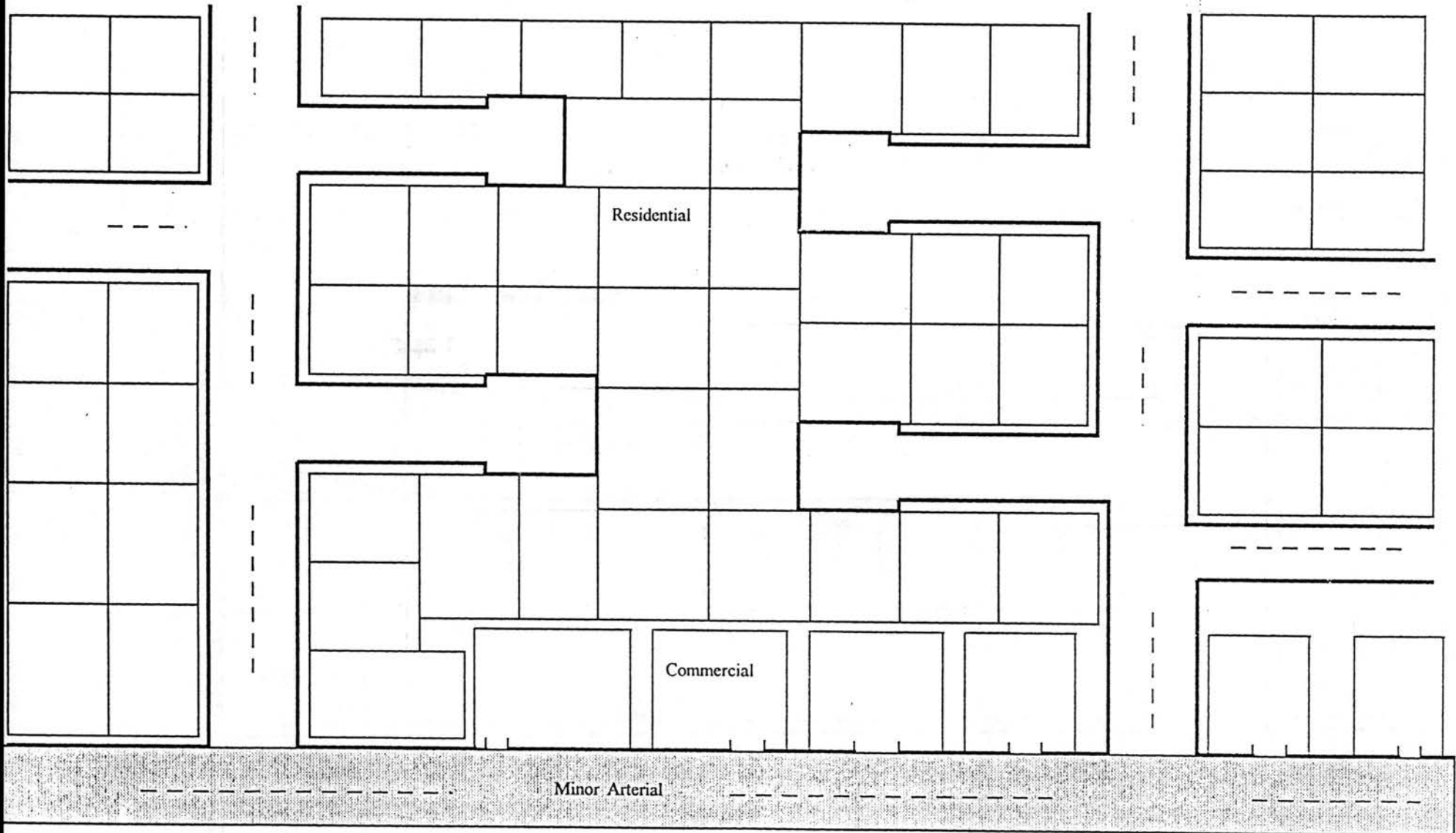
Neighborhood access for residents



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

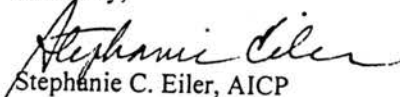
As noted above, we agree with the need to inform, coordinate and implement access management policies to maintain the functional integrity of roadways.

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 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

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	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

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

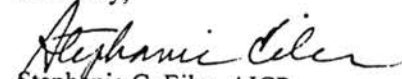
As noted above, we agree with the need to inform, coordinate and implement access management policies to maintain the functional integrity of roadways.

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 Robjant, Assistant County Engineer

RAMSEY COUNTY'S COMPREHENSIVE PLAN

FOR

TRANSPORTATION, TRANSIT AND SURFACE WATER MANAGEMENT

1999 – 2020

ISSUE PAPER

COMMUTER RAIL

Define issue and how it relates to the vision:

Commuter rail is high quality transit service providing essentially peak period commuting opportunities over longer distances. Service is generally provided in the early morning and late afternoon. The diesel powered trains used by commuter rail may be self-propelled or pulled by standard locomotives. Trains operate over either private right of way or shared railroad right of way. Stations are spaced at 5-7 mile intervals in suburban and rural areas, and may be closer together in urban areas. Commuter lines are 30-60 miles long. Intermodal connections from commuter rail stations to bus and LRT are essential.

Commuter rail provides fast, high capacity service. However, unlike LRT, it is usually limited to AM/PM peak trips, with fewer trains and longer station spacing. Scheduling may provide some opportunity for reverse commute and midday travel.

Commuter rail routes to downtown St. Paul and Minneapolis would directly serve long distance commuters, many of whom come from outside Ramsey County. The direct benefit of serving long distance commuters is to reduce the number of autos in downtown St. Paul, and reserve capacity on the current roadway system for Ramsey County commuters. The addition of commuter rail to the mix of transit modes is therefore consistent with the County vision for high quality transit.

Commuter rail service is consistent with the transit vision to provide safe, convenient, fast, and economical alternatives to the automobile. It is also responsive to the thoroughfares and highway vision of integrating all modes of transportation on County

roadways. The different modes will interact collaboratively as one system in an effort to maximize efficiency.

Existing conditions of issue:

The Minnesota Department of Transportation (MnDOT) has completed a legislatively mandated study of all existing rail corridors entering the Twin Cities metro area. The corridors linking Hastings and Forest Lake to downtown St. Paul and Minneapolis are among the top six corridors for potential implementation of commuter rail. The St. Paul/Minneapolis to Elk River Corridor is recommended as the first priority if commuter rail is implemented in the region.

Ramsey County Regional Railroad Authority (RCRRA) is directly involved in community discussions and committees interested in further exploring the possibilities of commuter rail implementation in both the Hastings and Forest Lake corridors. In addition, RCRRA Commissioners and staff have been directly involved in the MnDOT studies.

Federal and state funds have been identified for the Northstar and Hastings Corridors, and state funds may be available for planning on the Forest Lake Corridor.

Expectations based on current trends:

It is likely that commuter rail will be implemented in at least one corridor in the Twin Cities region over the next five years. The corridor connecting downtown St. Paul/Minneapolis with Elk River ranks highest in the MnDOT study. Portions of the corridor are eligible for state funding and are included in the federal legislation as an authorized project. The strong local support and funding potential make the St. Paul to Elk River Corridor a strong candidate for initial commuter rail implementation in the region.

The Hastings (Red Rock) Corridor, located between the city of Hastings and downtown St. Paul, is also highly recommended by the MnDOT study. It is also eligible for state funding and included for federal funding through preliminary engineering in the current federal transportation bill. A corridor committee consisting of cities and counties has been actively supporting development of commuter rail in this corridor. The strong support and funding potential make this corridor a strong candidate for commuter rail implementation in the region.

The Rush Line (Forest Lake) Corridor, located between the city of Forest Lake and downtown St. Paul, while indicating good commuter rail potential, is ranked in the second phase of commuter rail implementation by the MnDOT study.

Further analysis and legislative direction will be necessary to determine if the cost and ridership warrant investment in commuter rail. Meanwhile, corridor transit planning is occurring.

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

- A funding source dedicated to improving transit in Ramsey County and the Twin Cities metro area needs to be established.
- Planning and engineering studies relating to commuter rail need to be undertaken if commuter rail is to be implemented.
- RCRRA should work with communities to educate the public on the economical and environmental benefits of supporting and utilizing transit options.

What role does the County play in this issue?

Commuter rail transit is a new transit mode for the Twin Cities. It must compete with established modes of transportation, such as highway, buses, and HOV, as well as the emerging role of LRT, for limited capital and operation funds. Careful planning and staging of such capital intensive projects must therefore be accomplished with full understanding of their impacts and intermodal connectivity.

RCRRA should continue to work with the Metropolitan Council and other agencies to ensure that County transportation needs are met, and are consistent with regional, state, and federal investments in major transit projects.

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

Ramsey County and the Ramsey County Regional Railroad Authority policies regarding participation in regional issues are in place and are consistent with the Ramsey County vision.

RAMSEY COUNTY'S COMPREHENSIVE PLAN

FOR

TRANSPORTATION, TRANSIT AND SURFACE WATER MANAGEMENT

1999 – 2020

ISSUE PAPER

EXISTING/FUTURE TRANSIT SYSTEM NEEDS

Define issue and how it relates to the vision:

Transit, for purposes of this issue paper, is defined as regular route bus service. It includes circulator, local, and express bus routes provided by Metro Transit, private contractors, or local community services. Other forms of transit such as LRT, Commuter Rail, Travel Demand Management (TDM), or services for the elderly or disabled, such as Metro Mobility, are discussed in separate transit issue papers.

Transit, as described in the *Metropolitan Transportation Policy Plan*, "plays a number of roles within the metropolitan area. Transit is an attractive alternative to driving alone for many people. Transit supports the region's growth and economic vitality by providing essential access to economic centers and labor markets (Map XXX). Transit is a necessity in many people's lives, providing basic transportation for those who use it as their primary means of travel. Finally, transit enhances community livability by reducing auto trips, conserving energy and reducing pollution."

Ramsey County transit service is provided principally by Metro Transit, although communities from outside the County (opt-out) provide express service to downtown St. Paul. (Table XXX) Downtown Minneapolis, downtown St. Paul, and the University of Minnesota are the three largest economic centers and labor markets in the Twin Cities.

Transit helps shape the region by providing an attractive, economic, and efficient alternative to the private automobile. Quality transit service providing access to employment, education, entertainment, and health care is essential for the economic success of the Ramsey County business community and the quality of life for all

residents. Conversely, development patterns can make or break transit service. City zoning ordinances and economic development policies that are transit oriented create a synergy yielding the greatest benefit to the community.

Quality transit service that provides safe, convenient, fast, flexible, and economical alternatives to the automobile is the basic tenet of the Ramsey County transit vision. Furthermore, the service should meet the needs of all citizens, including special populations such as low income, ethnically diverse, elderly, youth, and the disabled.

Existing conditions of issue:

As the region's population grows and the number of automobile trips increase, transit utilization has declined. Over the last twenty years, transit trips have fallen by about one-third. At the same time, the number of miles of congested freeways has quadrupled, and is expected to double again to about 200 miles of congested freeways by 2010.

In 1994, the Metropolitan Council concluded that the regional transit system was not effectively meeting current regional needs and was not in position to effectively respond to future demands. With that realization, the Council launched a comprehensive assessment of the transit system, which resulted in a transit redesign policy. Transit redesign goals include: (1) a commitment to match service to demand, (2) making service delivery more efficient, (3) enhancing local involvement, and (4) developing adequate and equitable financing for transit.

In 1997, the state legislature increased funding for public transit in the metro area. The funding increase was coupled with a goal to increase transit ridership. Currently, Metro Transit is about four percent ahead of the goal established by the legislature, and in recent months has been exceeding the monthly goal by about ten percent. Part of the success in meeting the ridership goal is due to the implementation of a number of transit redesign projects in the County, including improved service to downtown St. Paul. Ongoing transit service studies throughout the County with emphasis on revised local service in suburban communities, along with better express service to downtown St. Paul, are expected to yield further transit service improvement and corresponding ridership increases.

In early 1999, the St. Paul Transit Vision Advisory Task Force adopted goals for transit that include support for a stable transit funding source, development of multimodal transportation infrastructure, and linking transit and land use.

The transit vision supports "dedicated, sufficient, and increasing funding" to support transit. It also recognizes the need to keep fares affordable and equitable. Metro Transit acknowledges that a stable and increasing funding source is essential for continuing transit service enhancements. While transit fares currently cover about thirty-seven percent of operating cost, that rate is very high relative to recovery rates of twenty-nine to nineteen percent in comparable cities such as Pittsburgh, Cleveland, Portland, Seattle, Houston, and Denver.

Expectations based on current trends:

Metro Transit's success in increasing ridership is directly attributable to increased funding by the state legislature as well as the effective utilization of these funds to provide cost effective service and facility improvements. The legislative goal is being met and indications are that a tremendous backlog of latent transit ridership demand willing to respond to improved transit alternatives exist. Continued transit service improvements are, however, contingent upon the ability to fund them.

What role does the County play in this issue?

Ramsey County and its constituent communities provide input to the Metropolitan Council. Such input may be provided through direct contact with the full council or individual council members, membership on various advisory committees such as the Transportation Advisory Board (TAB) for elected officials, or the Technical Advisory Committee (TAC) for professional staff, or through staff contact. The County may, therefore, exert influence in policy decisions and provide input through requests for various services. However, the County cannot directly implement changes.

Ramsey County should continue to work with the Metropolitan Council and other agencies to ensure that County transportation needs are met.

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

Ramsey County and the Ramsey County Regional Railroad Authority policies regarding participation in regional issues are in place and are consistent with the Ramsey County vision.

A policy supporting a stable, dedicated, sufficient, and increasing transit funding source for continuing transit enhancements in Ramsey County and the Twin Cities metro area is needed.

A policy supporting continued bus service improvements is needed. Bus service improvements advocated could include:

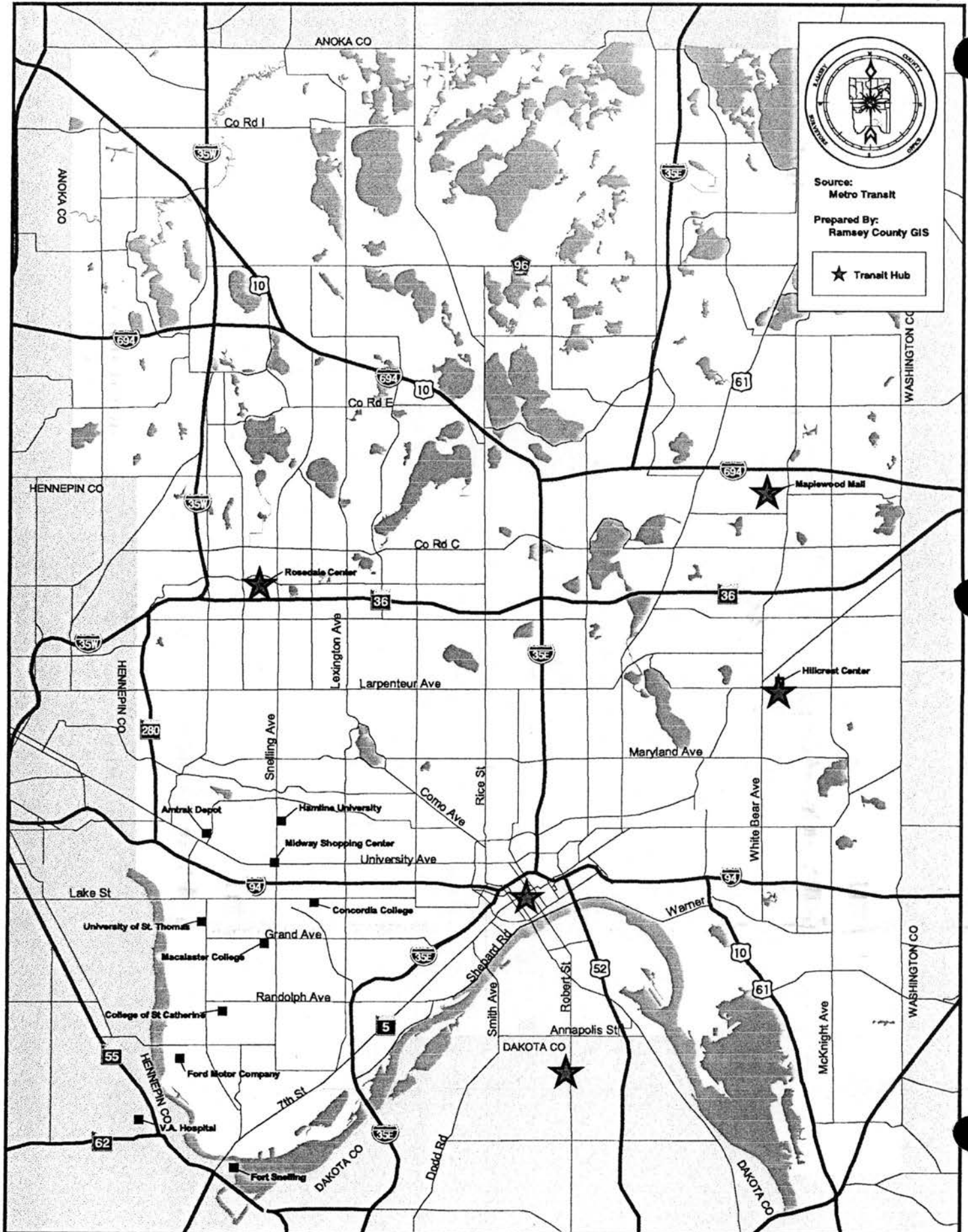
- *improved express bus service to downtown St. Paul*
- *improved reverse commute service*
- *increased neighborhood to neighborhood bus connections as well as better opportunities to reach transit hubs and downtown connections from neighborhoods*
- *improve basic safety elements of service, such as lighting and security cameras*

- *improve basic access elements of service, such as the number of shelters, cleaning, and snow removal*
- *improve pedestrian facilities to access transit waiting areas*

Ramsey County will promote improved transit services.

DRAFT

Ramsey County Existing Transit Hubs



Source:
Metro Transit

Prepared By:
Ramsey County GIS

★ Transit Hub

RAMSEY COUNTY TRANSIT SERVICES

ROUTE	SERVICE	COMMUNITIES SERVED
3	Local Radial	St. Paul, Maplewood, Oakdale
4	Local Crosstown	St. Paul, Roseville, Bloomington
5	Local Radial	St. Paul, W. St. Paul, Mendota Hts, Inver Grove Hts
7	Local Radial	St. Paul, W. St. Paul, Mendota Hts
8	Local Radial	St. Paul, W. St. Paul, Inver Grove Hts
9	Local Radial	St. Paul, Maplewood, Oakdale
10	Local Radial	Minneapolis, Fridley, Blaine
11	Local Radial	St. Paul, S. St. Paul, Inver Grove Hts
12	Local Radial	St. Paul, Roseville, Lauderdale, Oakdale
14	Local Radial	St. Paul
15	Local Radial	St. Paul, White Bear Lake, Mahtomedi
16	Local Radial	St. Paul, Minneapolis
17	Local Crosstown	St. Paul, Roseville
20	Local Crosstown	St. Paul, Maplewood
21	Local Radial	St. Paul, Minneapolis
22	Midday Radial	St. Paul
25	Express	Minneapolis, Arden Hills, New Brighton, Mounds View, Blaine, St. Paul, W. St. Paul
29	Peak Local	St. Paul, W. St. Paul
33	Peak Express	Minneapolis, Rosedale, Shoreview, Arden Hills
35ABC	Peak Express	St. Paul, White Bear Lake area
35N	Peak Express	St. Paul, Mounds View, Blaine
36	Peak Express	Minneapolis, Maplewood, White Bear Lake area
38	Peak Express	Minneapolis, Mounds View, Lino Lakes, Lexington, Blaine
48	Peak Express	St. Paul, Eagan, Apple Valley, Burnsville
49	Local Radial	St. Paul, Maplewood
50	Ltd Stop Radial	St. Paul, Minneapolis
52E-F	Express	St. Paul, Minneapolis (U of M)
54	Express	St. Paul, Bloomington
72SUW	Peak Reverse	St. Paul, Eagan
94BCD	Express	St. Paul, Minneapolis
94H, 94J, 94L	Peak Express	St. Paul, Minneapolis
95E	Peak Local	St. Paul, Minneapolis
95MU	Peak Express	W. St. Paul, Mendota Hts, Minneapolis
101-105	Suburb Local	Roseville
210-211, 213	Peak Ltd Stop	St. Paul, Little Canada, Roseville, Shoreview, Arden Hills, Circle Pines, Vadnais Hts
212	Ltd Stop	St. Paul, Roseville, Shoreview, Arden Hills, Circle Pines
270-271	Peak Express	St. Paul, Centerville, Lino Lakes
294	Express	St. Paul, Stillwater, Bayport, Oak Park Hts
350	Peak Express	St. Paul, Maplewood
351-353, 355	Peak Express	St. Paul, Minneapolis, Woodbury
361-362, 364	Peak Express	St. Paul, Cottage Grove, Newport, St. Paul Park
477	Peak Ltd Stop	St. Paul, Mendota Hts, W. St. Paul
851	Peak Express	St. Paul, Coon Rapids, Anoka

RAMSEY COUNTY'S COMPREHENSIVE PLAN FOR TRANSPORTATION, TRANSIT AND SURFACE WATER MANAGEMENT

1999 – 2020

ISSUE PAPER LIGHT RAIL TRANSIT (LRT)

Define issue and how it relates to the vision:

LRT is an electric railway system that operates single cars or short trains in either mixed traffic or exclusive right of way. Maximum passenger capacities usually range from 6,000 to 8,000 passengers per hour per direction; about the same as three to four freeway lanes. LRT is generally utilized in urban to suburban markets, with station spacing averaging about one mile, and with closer spacing in downtown areas. LRT considered for the Twin Cities is high frequency, premium transit service.

Goals for LRT were adopted by the Ramsey County Regional Railroad Authority (RCRRA) on June 28, 1988. They are included in the *Comprehensive Light Rail Transit Plan for Ramsey County* dated December, 1989. The Plan made recommendations for preservation of right of way in all corridors studied, implementation of LRT in a number of corridors, and continued evaluation in several other corridors.

The transit vision acknowledges the importance of high quality transit service to the economic well-being and quality of life for all Ramsey County citizens. It states that Ramsey County will work to develop a fast, high capacity transit service, such as LRT, to join the downtowns and serve the trip generators between them. The vision also encourages continued planning with other political jurisdictions both within and outside the County. Ramsey County and citizens will continue to be encouraged to participate in the planning for existing, new, and future transit technology.

Existing conditions of the issue:

The Comprehensive LRT Plan lists the Central Corridor, linking downtown St. Paul with downtown Minneapolis, as the first priority for light rail transit in Ramsey County. The Twin Cities region completed a legislatively mandated Regional LRT Plan that also listed the Central Corridor as the regional priority for implementation of LRT, together with recommendations for a number of additional corridors throughout the region. In 1992, the *Metropolitan Council Transportation Policy Plan* reduced the number of proposed LRT corridors to just two: the Central Corridor, and I-35W, between downtown Minneapolis and Burnsville. The Metropolitan Council's *1996 Transportation Policy Plan*, while acknowledging the benefits of LRT, conceded that funds to implement LRT are not available and therefore advocated a system of dedicated transitways throughout the region without regard to mode.

As a result of federal and state funding initiatives, however, LRT is now nearing the start of construction in the Hiawatha Corridor, linking downtown Minneapolis with the Minneapolis-St. Paul International Airport (MSP) and the Mall of America. RCRRA has also completed a feasibility study of transit improvements in the Riverview Corridor, linking downtown St. Paul and the eastside to the Hiawatha Corridor LRT line and MSP/Mall of America connections. In addition, RCRRA has initiated a federally funded Major Investment Study (MIS) on the Riverview Corridor to evaluate all transit options, including LRT, with respect to ridership, cost, land use, and economic development impacts. The study will be completed in spring 2000.

The St. Paul Transit Vision Advisory Task Force has recently concluded an evaluation of transit service in St. Paul. The Task Force acknowledges development of the Hiawatha Corridor as a LRT project and recommends that a priority for major transit investment in the region should be the triangle that encompasses the Hiawatha, Central and Riverview transit corridors.

The RCRRA continues to work with the Metropolitan LRT Joint Powers Board, Metropolitan Council, Metro Transit, MnDOT, St. Paul and other Ramsey County cities, citizens, and the federal government on all aspects of planning, funding, and implementing LRT in the Twin Cities metropolitan area.

Expectations based on current trends:

It is expected that the Hiawatha Corridor LRT project will be completed by 2003. Hiawatha Corridor LRT will link downtown Minneapolis to the Minneapolis-St. Paul International Airport (MSP) and the Mall of America.

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

A funding source dedicated to improving transit in Ramsey County and the Twin Cities metro area needs to be established.

RCRRA should work with communities to educate the public on the economical and environmental benefits of supporting and utilizing transit options.

What role does the County play in this issue?

Discussions regarding planning, funding, and implementation of subsequent phases of major transit capital improvements in the metropolitan area are underway. RCRRA is fully engaged in these discussions. The data emanating from the Riverview Corridor study, together with prior information gained through the Ramsey County LRT Plan, the Central Corridor Alternatives/Draft Environmental Impact Statement, and the St. Paul Vision Advisory Task Force, will guide the Ramsey County Regional Rail Authority in developing priorities for LRT and other major transit investments in Ramsey County and the region. Such priorities will become part of the regional discussion about staging transit capital investments throughout the region.

The Regional Rail Authority conducts planning and engineering analysis of light rail corridors in cooperation with the Minnesota Department of Transportation (MnDOT), Metropolitan Council and affected cities.

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

Ramsey County and Ramsey County Regional Railroad Authority policies regarding participation in regional issues are in place and are consistent with the Ramsey County vision.

A policy supporting a stable, dedicated, sufficient, and increasing funding source for continuing transit enhancements in Ramsey County and the Twin Cities metro area is needed.

RAMSEY COUNTY'S COMPREHENSIVE PLAN

FOR

TRANSPORTATION, TRANSIT AND SURFACE WATER MANAGEMENT

1999 – 2020

ISSUE PAPER

PARKING

Define issue and how it relates to the vision:

Ramsey County charges for a limited amount of parking in downtown St. Paul, and parking in the suburbs in on an at will basis.

According to the Metropolitan Council, availability and cost of parking at the work destination is a critical factor in determining the mode of travel the commuter will choose. A task force worked with Metropolitan Council staff to develop and evaluate programs focusing on commuter parking,¹ and its recommendations were accepted by the Council in March, 1999. Ramsey County was represented by a member of the Regional Rail Authority. In addition to beginning a Commuter Choice program with state agencies, the Council directed staff to continue work on three on-going programs: (1) the study of Park-and Ride Sites; (2) the St. Paul Parking and Transit Combined Program; (3) and the demonstration "cash out" program.

This issue supports the County vision of advocating transit use through education and promotional programs, and of utilizing disincentives for automobile use in well served transit areas.

This issue supports the County vision in clarifying the consequences of travel decisions and providing incentives for community members to facilitate change in travel behavior.

¹ Information and details on these policy alternatives and recommendations are located in the Regional Parking Policy Study Recommendation report.

Existing conditions of the issue:

Rate setting for Ramsey County downtown parking becomes policy through the budgeting process.

The Regional Parking Policy Task Force utilized the following information when developing parking policy alternatives:

- Parking is an important component of the regional transportation system;
- Because it is an important factor affecting their mobility, members of the public have a legitimate interest in parking supply, location and cost;
- Employee, customer and residential parking are all unique aspects of the transportation system and cannot be treated the same;
- The more free parking, the more single-occupant vehicle (SOV) use;
- Free or reduced cost parking is a common, and valuable, employee benefit. Rarely are comparable benefits provided to those who use alternative modes of travel;
- Short-term, convenient, and free (when possible) parking is more important to customer-oriented businesses than employee parking;
- In all headquarters and large leased buildings, some on-site parking (generally underground) is required for use by upper management;
- To promote transit use, the public sector has limited parking availability in certain locations.

Expectations based on current trends:

The Regional Parking Policy Task Force developed a broad spectrum of parking policy alternatives as well as the means of evaluating these alternatives against agreed upon criteria.

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

The Metropolitan Council approved the recommendations contained in the Parking Policy Report. These recommendations allow time for their impact to be evaluated. According to the Metropolitan Council, over the long-term a more comprehensive program should be put in place to address more aspects of parking demand and supply management.

What role does the County play in this issue?

Ramsey County should support Metropolitan Council parking recommendations where feasible and applicable.

As a major employer, Ramsey County should set an example for other employers regarding pro-transit use parking policies in order to actively promote and support transit-based work commute choices for its employees.

Ramsey County should continue to pursue travel demand management (TDM) measures as outlined in the TDM issue paper.

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

A policy of continuing to pursue and implement parking alternatives and solutions which promote work destination transportation choices other than the single-occupant vehicle (SOV).

A policy of supporting all applicable Metropolitan Council parking recommendations.

DRAFT

RAMSEY COUNTY'S COMPREHENSIVE PLAN

FOR

TRANSPORTATION, TRANSIT AND SURFACE WATER MANAGEMENT

1999 – 2020

ISSUE PAPER

TRANSIT CORRIDORS

Define issue and how it relates to the vision:

Transitways provide an effective express route network connecting transit hubs, transit stations, and park/ride lots with major economic activity centers such as downtown St. Paul. Dedicated transitways, where transit vehicles would not mix with other vehicular traffic, are essential to provide a travel time advantage over the single occupant vehicle and to improve transit service reliability. Examples of transitways include high occupancy vehicle lanes (HOV), exclusive busways, light rail transit (LRT), and commuter rail (CR). (Map XXX)

The Metropolitan Council encourages identification and creation of exclusive transit corridors as soon as possible, with selection of the mode or vehicle alternative secondary. The Council, in fact, supports an incremental approach to transitway implementation which could start with bus technology, but not preclude different technology in the future such as LRT or CR, either as an evolution of an existing transitway or as an entirely new initiative.

The Metropolitan Council's 1996 *Transportation Policy Plan* commits to the development of a regional network of dedicated transitways to provide a travel time advantage for transit vehicles, improve transit service reliability, and increase accessibility to jobs via transit. Transitways will promote higher density development along major transportation corridors.

The development of a network of transitway corridors is consistent with the Ramsey County transit vision. The vision recognizes the importance of high quality transit service

that provides, safe, convenient, fast, flexible, and economical alternatives to the automobile. It supports transit routes and connections designed to enable passengers to reach their destinations in a reasonable time with a minimum of transferring.

The vision further supports the development of a fast, high capacity transit service, such as LRT, to joint the downtowns of St. Paul and Minneapolis and serve the major trip generators between them.

Existing conditions of issue:

The 1989 *Comprehensive Light Rail Transit Plan for Ramsey County* made recommendations for implementation of LRT in a number of corridors, continued evaluation in several others, and for preservation of right of way in all corridors studied. While the LRT study focused on LRT as the mode, all of the corridors evaluated are potential transitway corridors. (Map YYY)

The Metropolitan Council's 1996 *Transportation Policy Plan* identifies three transitway corridors under consideration for potential improvements:

- Hiawatha Ave between downtown Minneapolis and the Minneapolis - St. Paul International Airport (MSP)/Mall of America
- Northeast Corridor between downtown Minneapolis and Northtown
- Central Corridor between downtown Minneapolis and downtown St. Paul

In 1998, the Metropolitan LRT Joint Powers Board, together with support from the Metropolitan Council, successfully advocated for federal funding support for planning, design, and construction of the Twin Cities Transitways consisting of:

- Hiawatha Corridor LRT
- Northstar Corridor from downtown Minneapolis to St. Cloud
- Riverview Corridor from downtown St. Paul to MSP/Mall of America

Currently, the design of the Hiawatha LRT project is underway, with implementation expected by 2003. The Northstar corridor Major Investment Study (MIS) is underway, with a strong commuter rail alternative. The Riverview Corridor feasibility study was completed in 1998, and a MIS was initiated between downtown St. Paul and MSP/Mall of America. Alternatives ranging from bus service improvements to LRT are being considered.

The Minnesota Department of Transportation (MnDOT) has completed a legislatively mandated study of all existing freight rail corridors entering the Twin Cities metro area. The corridors linking Hastings and Forest Lake to downtown St. Paul are among the top six corridors for potential implementation of commuter rail. The St. Paul - Elk River Corridor is recommended as Phase I if commuter rail is implemented in the region.

Expectations based on current trends:

Transitway development is likely to proceed in a number of corridors, including Hiawatha LRT and the St. Paul - Elk River Commuter Rail Corridor, as discussed in the LRT and Commuter Rail issue papers. In addition, completion of the Riverview Corridor MIS in 2000 will result in recommendations by Ramsey County Regional Rail Authority (RCRRA) for transit improvements in the corridor between downtown St. Paul and MSP/Mall of America.

How do expectations fit the vision?

The vision advocates a high quality transit service, such as LRT, connecting the downtowns of Minneapolis and St. Paul, and serving the transit generators between them. This is consistent with the Metropolitan Council ranking of the Central Corridor as one of the three principle transitway corridors. Prior to 1997, Ramsey County also considered the Central Corridor as the regional priority for implementation of LRT. Currently, however, the Riverview corridor and the Hennepin/Ramsey Commuter Rail Corridor are also considered as priorities for major transit investments.

The vision also anticipates that the County will be a leader and model in promoting, developing and providing transit, including the expansion of inter-city and suburban transit modes. The development of major transit improvements in the Riverview Corridor, Central Corridor, and Commuter Rail corridors are consistent with the vision.

What role does the County play in this issue?

Discussion regarding planning, funding, and implementation of subsequent phases of major transit capital improvements in the metropolitan area are underway. The Ramsey County Regional Rail Authority is fully engaged in such discussion. The data emanating from the Riverview Corridor Major Investment Study, together with prior information gained through the Ramsey County LRT Plan, the Central Corridor Alternatives Analysis/Draft Environmental Impact Statement, and the St. Paul Vision Advisory Task Force, will guide the County in developing priorities for transitway investments in Ramsey County and the region. Such priorities will become part of the regional discussion about staging transit capital investments throughout the region.

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

Ramsey County and the Ramsey County Regional Railroad Authority policies regarding participation in regional issues are in place and are consistent with the Ramsey County vision.

A policy supporting a stable, dedicated, and increasing transit funding source for continuing transit enhancements in Ramsey County and the Twin Cities metro area is needed.

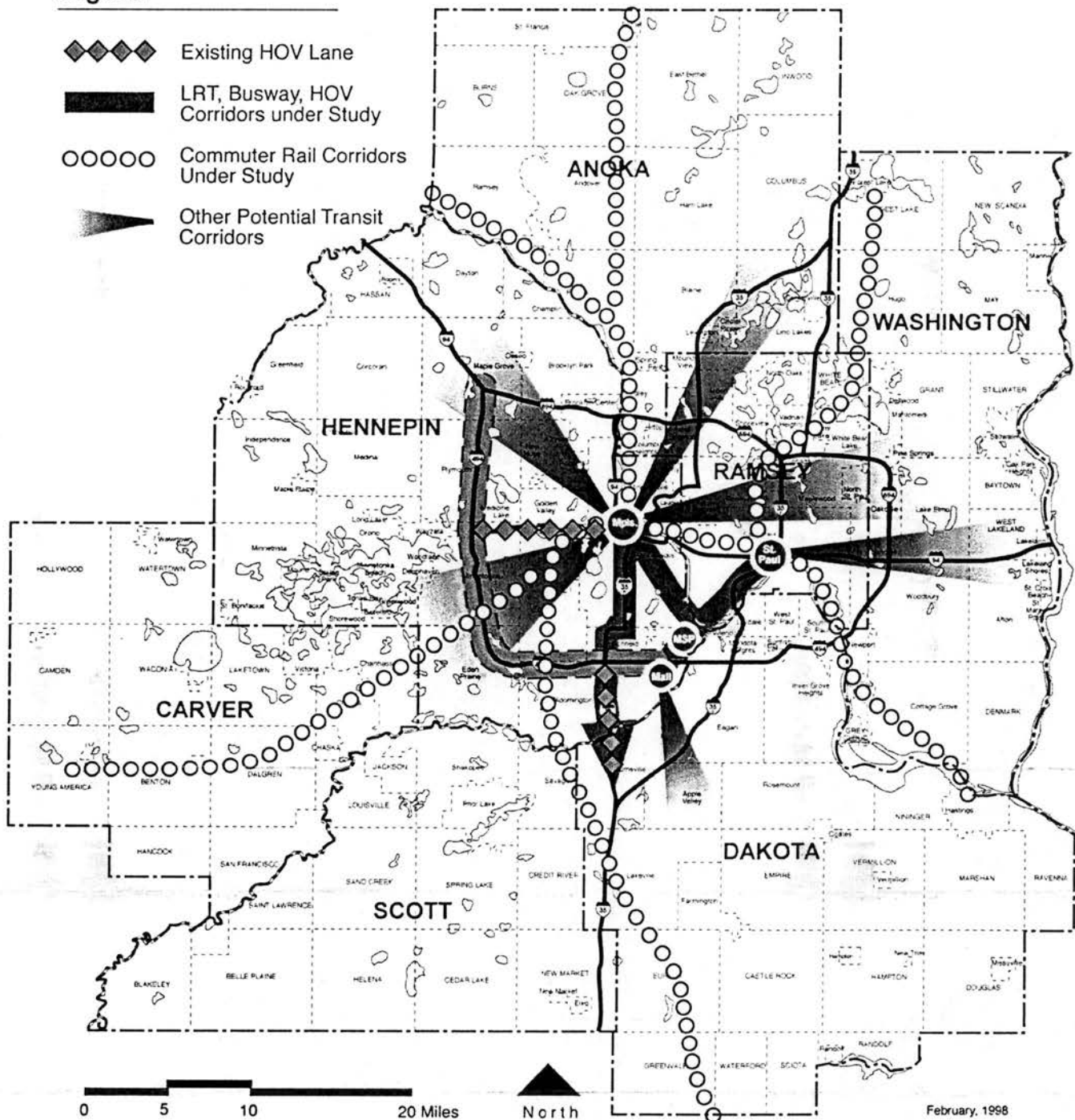
Ramsey County will promote improved transit services.

DRAFT

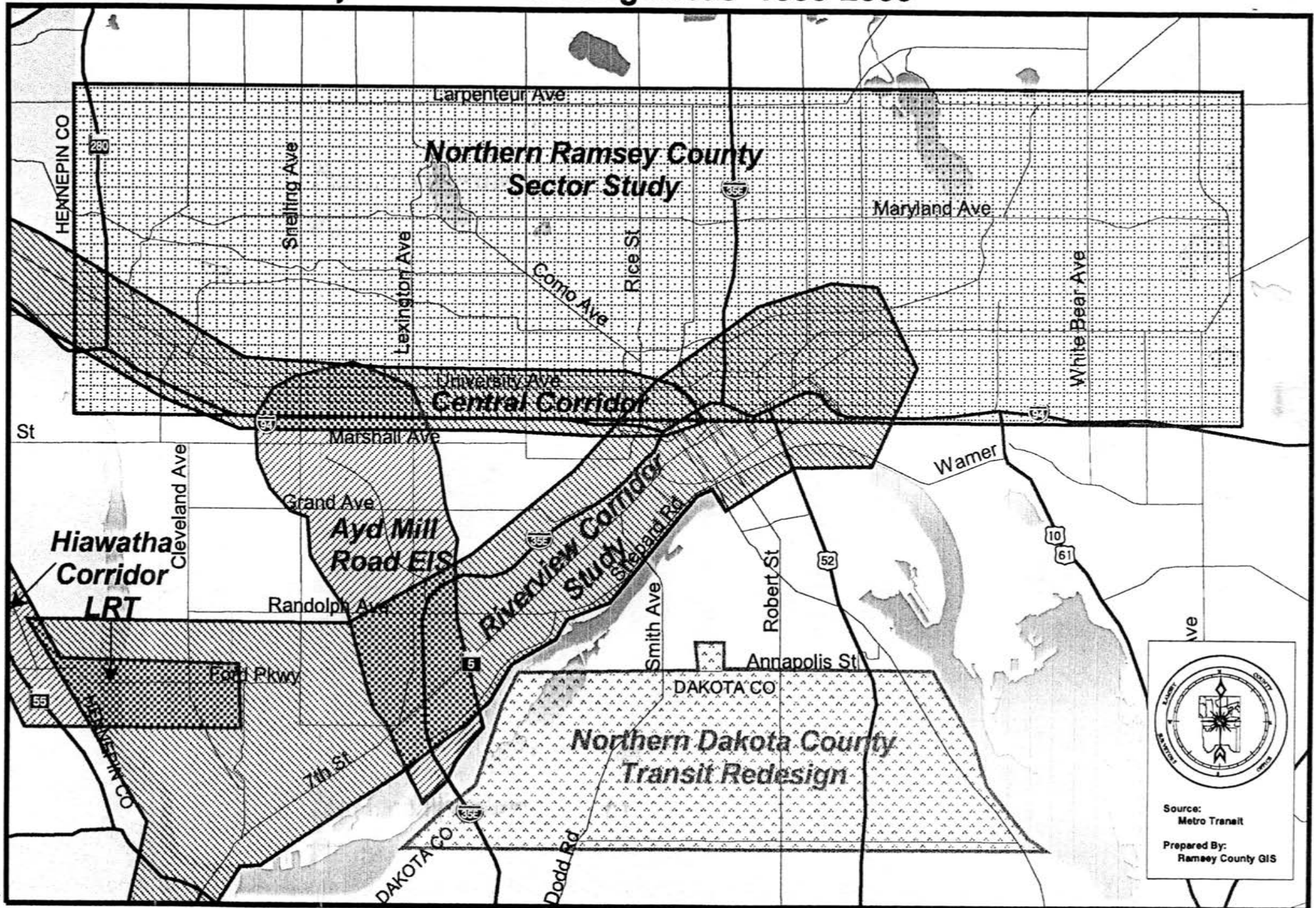
Transitway Corridors

Legend

- ◆◆◆◆ Existing HOV Lane
- ▬ LRT, Busway, HOV Corridors under Study
- Commuter Rail Corridors Under Study
- ▶ Other Potential Transit Corridors



Ramsey County
Major Transit Planning Areas 1999-2000



Source:
Metro Transit
Prepared By:
Ramsey County GIS

RAMSEY COUNTY'S COMPREHENSIVE PLAN FOR TRANSPORTATION, TRANSIT AND SURFACE WATER MANAGEMENT

1999 – 2020

ISSUE PAPER

TRAVEL DEMAND MANAGEMENT (TDM)

Define issue and how it relates to the vision:

It is clear that automobile travel and the number of vehicle trips are constantly increasing at a rate faster than population growth. Vehicle trip growth is leading to increasingly congested freeways, longer delays, increased driver frustration, and increasing costs to individuals and businesses.

The Metropolitan Council's *1996 Transportation Policy Plan* concludes that "the region cannot build its way out of congestion. The environmental, social, financial and political impacts would be too severe." One of the regional strategies to address this problem is to reduce travel demand through behavioral and land use changes that will result in fewer vehicle trips, particularly during rush hours.

Travel Demand Management (TDM) initiatives that are consistent with the Ramsey County transit vision include:

- more transit and pedestrian friendly mixed use development that provide a balance of jobs and housing, and
- increased use of alternatives to the single occupant vehicle such as transit, ridesharing, bicycles, and walking.

In addition, TDM techniques that can reduce peak period employee trips include:

- rideshare matching,
- modified or flexible work hours,
- telecommuting,
- parking supply and price policies, and

- transit discount passes.

These TDM measures are all consistent with the Ramsey County vision for land use and transit.

Existing conditions of issue:

There is a growing awareness of the benefits inherent in transit oriented development. (Map XXX) The Metropolitan Council goal requires that two-thirds of the projected 650,000 person increase in regional population be located in the fully developed part of the region. All regional transit corridor studies, including the Ramsey County Regional Railroad Authority (RCRRA) study of the Riverview Corridor, consider transit oriented housing and business development as primary criteria in determining the merits of transit improvement.

The City of St. Paul recently created a Transportation Management Organization (TMO) to provide transit information and assistance to commuters and employers. Many downtown employers, including Ramsey County, are working with their employees to increase transit use.

Expectations based on current trends:

Transit oriented development (TOD) and travel demand management (TDM) strategies are essential to the continued growth and prosperity of the region and the County. Awareness of the need is growing. Actions by developers and employers, while still minimal, is gaining momentum. The impacts will be nearly imperceptible at first, but over the long term - 20 years or more - the adoption and utilization of the principles and techniques of TOD and TDM will be apparent in the development types and patterns throughout the region and the County. County residents will have more and better travel alternatives to make fewer and shorter trips.

How do expectations fit the vision?

The *Transportation Policy Plan*, together with the current interest in transit, transit oriented development, and travel demand management, all fit well with the land use and transit sections of the Ramsey County vision.

What role does the county play in this issue?

The County is an advocate for sensible, sustainable land use through transit oriented development. Such advocacy stems from its role as a regional partner on the Metropolitan Council, as a landowner and developer of County facilities, and as a planner of major transit facilities such as the Riverview Corridor Major Investment Study.

The County, as a major downtown St. Paul employer, can also directly impact employee travel through adoption of TDM strategies such as telecommuting, modified and/or

flexible work schedules, rideshare matching programs, employee discount transit passes, and employee parking policies.

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

A policy supporting Transit Oriented Development (TOD) and committing the County to considering transit access for all new County facilities is needed.

A Ramsey County Travel Demand Management (TDM) Plan for County employees utilizing available TDM strategies is needed.

DRAFT



RAMSEY COUNTY'S
COMPREHENSIVE PLAN
for
TRANSPORTATION, TRANSIT AND SURFACE
WATER MANAGEMENT
1999 - 2020
ISSUE PAPER
PUBLIC INVOLVEMENT

Define issue and how it relates to the vision:

Public involvement is a critical component of government service. Because government agencies represent citizens, they must engage the public as a participant in the development of its services, projects and policies. Public involvement is crucial to the successful development and implementation of County transportation projects; citizen involvement leads to increased public support.

When a transportation facility is improved it often involves corridor decisions affecting communities far removed from the project, in addition to those decisions involving adjacent properties. As a result, a transportation improvement project can be extensive, with far-reaching consequences and an even greater requirement for comprehensive public involvement.

Ramsey County Public Works utilizes public involvement tools to achieve the following goals:

- Increasing the public's knowledge of transportation;
- Increasing the public's knowledge of the County's role in transportation;
- Involving the public in transportation decisions;
- Gaining acceptance for proposed actions;
- Gathering opinions about transportation issues from a broad cross section of County residents, not just from special interest groups or the vocal minority;

- Communicating with citizens: obtaining and incorporating citizen feedback;
- Complying with state and federal requirements in soliciting comments regarding the County roadway system.

To accomplish the County's public involvement goals, and for public involvement to be most successful, the County must consider the following factors:

- When to apply a particular public involvement method;
- How many public involvement methods should be utilized for each project;
- The costs of the involvement effort;
- Applying the results of public involvement;
- The overall effectiveness of a public involvement method.

A more formal, organized system of public involvement should be developed for use by the County. The County should develop a tool box of public involvement methods for use in engaging the public in implementing transportation projects. The tool box approach will allow a project manager to choose the method of public involvement that will work best for a given set of conditions. A multitude of tools is needed because each project and situation is different.

Each public involvement tool should be geared to a particular transportation project, or project stage. For example, at the planning stage formal hearings are conducted. However, one-on-one discussions are conducted to address right of way issues. The public involvement tool used depends on a project, and the stage of that project. The selection of the public involvement tool needs to be based on the objectives and goals of the project, the message being delivered, and the audience it is being delivered to.

The County land use vision supports decision making at the lowest practical level to encourage and enhance community identity and citizen involvement.

The County transit vision encourages citizens to participate in the planning for existing, new, and future transit technology, and the County to inform the public of changes and improvements to transit service in a way which encourages transit use, and to promote transit use through education and promotional programs.

The thoroughfares and highways vision states that Ramsey County will be proactive in clarifying the consequences of travel decisions, and will encourage and provide opportunities for citizens to assess transportation problems and choices prior to initiating physical development.

The surface water management vision states that government agencies will cooperate to develop and use the most efficient and effective tools for managing water resources, placing emphasis on involving citizens in decision making.

Existing Conditions of issue:

Table XXX provides an inventory of public involvement methods Ramsey County currently utilizes for transportation projects.

According to a County-wide departmental survey on public involvement methods conducted by the Policy Analysis and Planning Department, several public involvement observations emerged within the County. In general, the more personal the contact, the more impact the public involvement method is and the more effective it is. The more approachable the County is perceived, the more real the County becomes to citizens. The least effective tools include public hearings, required newspaper ads and public forums as these methods are too formal and impersonal. Another finding is that citizens who are directly impacted by an issue or project are the most active and involved. Staff attitude is a key element in using public involvement effectively: staff must be willing to welcome, listen and, if feasible, incorporate citizen comments and feedback.

Expectations based on current trends:

Public involvement techniques will get more attention as neighborhoods diversify and technology becomes more available. Many government agencies use a website to both distribute information to, and collect feedback from, citizens.

Ramsey County will continue to utilize the variety of public involvement tools at their disposal, and will research new tools for possible inclusion in the tool box. (Table YYY.)

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

Consolidate public involvement tools. Select a variety of tools that *provide* information to citizens, and a variety of tools that *receive* information from citizens, and refine these to include the most appropriate public involvement tool(s) for each project, or stage of project, as determined through trial and error and citizen feedback.

County staff should be provided training on how to select and implement the most effective public involvement tool(s) for a project, or stage of project.

Ramsey County will continue to evaluate public involvement tools with citizens to insure the most effective tools are being utilized.

What role does the County play in this issue?

Ramsey County will develop a tool box of public involvement methods for use by the County.

Ramsey County will train staff on public involvement methods.

Ramsey County will periodically evaluate public involvement tools to ensure that the most effective tools are utilized.

Ramsey County will periodically research new public involvement methods for possible inclusion in the tool box.

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

A policy of conducting an open public involvement process when County funds are expended on a transportation improvement project. (Required by County Board Resolution 9-1272.)

A policy creating a tool box of public involvement methods. A tool would be created for various project conditions, and County staff would be trained to implement the appropriate public involvement tool.

DRAFT

INVENTORY OF RAMSEY COUNTY PUBLIC INVOLVEMENT TOOLS, TRANSPORTATION ONLY:
 TABLE XXX PARKS & RECREATION, PUBLIC WORKS, REGIONAL RAIL

TYPE OF TOOL	DEPARTMENT	DESCRIPTION/COMMENTS ON EFFECTIVENESS OF TOOL
A. Materials Tools		Designed to inform citizens about transportation activities.
Advertising (Public Information Materials)*	Parks & Rec	Paid advertising in magazine publications when publisher provides no cost articles about department services/Limited exposure, but positive promotion.
Brochures, pamphlets, booklets, fact sheets, briefing papers (Public Information Materials)*	Parks & Rec Public Works Regional Rail	Parks & Rec: Has brochures to promote all major areas, facilities, and program services/Very effective response to customer requests for information.
Direct mail to residences (letters, notices, inserts, postcards)	Parks & Rec Public Works Regional Rail	Parks & Rec: Notices are sent to property owners within prescribed distances for all master plans and development projects/Mobilizes adjacent property owners.
Displays, Information booths (Interactive Video Displays and Kiosks)*	Parks & Rec Public Works Regional Rail	Parks & Rec: Displays and booth at County fair and community service events/Positive exposure. Public Works: Takes too much time. Limited exposure.
Letters to the Editor	Regional Rail	
Newsletter	Public Works Regional Rail	
Newspaper ads (Public Information Materials)*	Public Works Regional Rail	Public Works: Required by law to notify public of a public hearing for a federally-funded road reconstruction project.
Press Releases (Public Information Materials)*	Parks & Rec Public Works Regional Rail	Parks & Rec: News releases are a principal promotion vehicle for programs and services/Very effective; often leads to future articles.
Teaching Tools	Parks & Rec Regional Rail	Parks & Rec: Environmental Education trunks provide classroom preparation for out-of-classroom experiences at Tamarack Nature Center. EE curriculum has been written in cooperation with area schools.
TV or Radio	Regional Rail	
Videos	Regional Rail	
Website (On-line Services)*	Parks & Rec Public Works	Parks & Rec: General information and updates on programs and services/Too new to evaluate.

**INVENTORY OF RAMSEY COUNTY PUBLIC INVOLVEMENT TOOLS, TRANSPORTATION ONLY:
PARKS & RECREATION, PUBLIC WORKS, REGIONAL RAIL**

TYPE OF TOOL	DEPARTMENT	DESCRIPTION/COMMENTS ON EFFECTIVENESS OF TOOL
B. Person to Person Tools		Designed to inform citizens about transportation activities.
Demonstrations, Clinics	Parks & Rec Public Works Regional Rail	Parks & Rec: Clinics are offered in outdoor recreation skills/Good response based on the number of participants.
Editorial Board Meetings	Regional Rail	
Media Appearances	Parks & Rec Regional Rail	Parks & Rec: Cable TV programs and special feature news articles/Limited exposure.
One-on-one interactions	Parks & Rec Public Works Regional Rail	Parks & Rec: Most proposed development projects involve discussion with area residents/Enables the department to identify interests and concerns.
Presentation to elected officials (Citizen Jury®)*	Parks & Rec Public Works Regional Rail	Public Works: Council workshops very successful.
Speakers at public meetings (Citizen Jury®)*	Parks & Rec Public Works Regional Rail	Parks & Rec: Presentations at public information meetings and guest speakers at community meetings/Very effective. Public Works: Very effective.
Tours or Field Trips (Citizen Jury®)*	Parks & Rec Regional Rail	
Visits to schools, businesses, and other organizations	Parks & Rec Regional Rail	Parks & Rec: Environmental education outreach programs in schools and community centers/Effective vehicle for introducing students to program services at Tamarack Nature Center.

**INVENTORY OF RAMSEY COUNTY PUBLIC INVOLVEMENT TOOLS, TRANSPORTATION ONLY:
PARKS & RECREATION, PUBLIC WORKS, REGIONAL RAIL**

TYPE OF TOOL	DEPARTMENT	DESCRIPTION/COMMENTS ON EFFECTIVENESS OF TOOL
C. Feedback		Designed to create a dialogue with citizens to gain feedback in program planning and execution.
Citizen Advisory Committees or Boards	Parks & Rec Public Works Regional Rail	Parks & Rec: A Board-appointed seven member Parks and Recreation Commission/Excellent forum for public participation in policy formation.
Focus groups (Small group meetings, focus groups)*	Parks & Rec Public Works Regional Rail	Parks & Rec: Obtain input on specific areas from individuals familiar with the facility or activity/Most effective with a specific charge and short time period. Final recommendations are accepted better.
Open houses (department wide and project specific) (Public Meetings/Hearings)*	Public Works Regional Rail	Public Works: Required when CSAH money is expended on a road reconstruction project/Project open houses keep citizens informed and allow input in an informal setting.
Public Hearings (Public Meetings/Hearings)*	Parks & Rec Public Works Regional Rail	Parks & Rec: Municipal requirement for most development projects; County Board conducts public hearings on park land exchanges and fees/Tends to bring out the vocal minority on issues. Public Works: Required when federal funds are expended on a road project; often participate in city public hearings on County road projects/Least effective; need public support prior to a hearing.
Public meetings/forums (Public Meetings/Hearings)*	Parks & Rec Public Works Regional Rail	Parks & Rec: To provide residents information on proposed park plans/Effective vehicle for presenting proposals and gathering input. Public Works: Very effective.
Small group meetings (Small group meetings/Focus groups)*	Public Works Regional Rail	Public Works: Very effective.
Surveys (Public Opinion Surveys, On-line Services)*	Parks & Rec Public Works Regional Rail	Parks & Rec: Used extensively to gauge customer satisfaction/Good for quantifying customer satisfaction.
Task forces (Task Force)*	Parks & Rec Public Works Regional Rail	Parks & Rec: Used for major development projects and service areas/Effective. Need a specific charge and short time period. Involve informed and affected citizens, so final recommendations are accepted better. Public Works: Very successful because of one-on-one contact.
Volunteer Programs	Parks & Rec	Relies on volunteers for specific projects and programs. Tamarack Nature Center utilizes approx. 4,000 volunteer hours annually/Very effective way to involve citizens.

*Refer to the Ramsey County Toolbox of Public Involvement Techniques

Source: Policy Analysis and Planning Division

TABLE YYY

RAMSEY COUNTY

TOOLBOX OF PUBLIC INVOLVEMENT TECHNIQUES

Type of Public Involvement Tool	Pros of Public Involvement Tool	Cons of Public Involvement Tool	Comments on when Tool Used Most Effectively
Public Meetings/Hearings - Feedback tool, designed to create a dialogue with citizens to gain feedback in program planning/execution - Meetings present information to the public and obtain informal input from residents. Used throughout planning. - Hearings are more formal events, held prior to a decision point. A hearing gathers community comments and positions for public record. Required by Federal law for many transportation projects	- Anyone may attend - Receive community comments - Facilitates participation - Help monitor community reactions to agency policy, proposals, and progress - One meeting can address several related projects or community planning issues - Public meetings are flexible and can be tailored to agency and community needs	- A small percentage of the public attends public meetings/hearings - Meetings do not always allay community doubts about agency credibility - Resource and staff needs can be substantial	- Effectively disseminates information - Input to decisions or plans is collected - Meetings are an effective vehicle for presenting proposals and gathering input - Hearings tend to bring out the vocal minority - Hearings are least effective; need public support prior to a hearing
Small group meetings/focus groups - Feedback tool, designed to create a dialogue with citizens to gain feedback in program planning/execution - Obtain input on specific areas from individuals familiar with the facility or activity	- Provides two-way communication, participation - Gives agencies a chance to directly respond to comments - A single meeting can address several related projects - Explores attitudes in depth - Focus groups need not be time-consuming - Larger meetings are more effective	- Requires commitment from both the agency and the public - Solely qualitative responses - No public consensus - Meetings must be frequent enough to demonstrate agency concern about public involvement. - A small percentage of the public attends meetings	- Most effective with a specific charge and short time period - Restart public involvement or move it forward - Used before issues reach an impasse or if participants are feeling excluded - Used in either planning or project development to prioritize issues or work on action items

RAMSEY COUNTY **TOOLBOX OF PUBLIC INVOLVEMENT TECHNIQUES**

Type of Public Involvement Tool	Pros of Public Involvement Tool	Cons of Public Involvement Tool	Comments on when Tool Used Most Effectively
Public Opinion Surveys - Feedback tool, designed to create a dialogue with citizens to gain feedback in program planning/execution - Person to person tool, designed to inform citizens about County activities - Survey a sample group of people via a written questionnaire, or through interviews in person, by phone, or by electronic media	- Portray community, or segments of the community, perceptions and preferences - Identify community interests and concerns - Can test whether opinions are changing - Agency can respond to survey information - Informal surveys relatively inexpensive	- Surveys not interactive - Survey results may not reflect the entire community's view, especially in the case of informal surveys - Scientific surveys are expensive because of the complexity of drawing a sample population or structuring the questions asked	- Used to gauge customer satisfaction - Can be taken at almost any time during a process. If used carefully and repeated over time, surveys can keep an agency well-informed of changes in public knowledge of a transportation project, and community preferences within that knowledge
Public Information Materials - Material tool, designed to inform citizens about County activities - Materials that provide information about a County investment - Advertising, brochures, fact sheets, newsletters, notices, press releases, etc.	- Provide basic information in a fast, concise, and clear way - Information easily updated - People can easily find information - Target a broad public - Material can be targeted to a specific project or stage - Can help people decide to participate	- Requires distribution - Not usually interactive - Events can overtake public information material; needs can be determined by default, even with prior planning - Production time can be significant - May be perceived as public relations and not public involvement	- Brochures, pamphlets, fact sheets very effective in response to community requests for information - Press releases effective and often lead to future articles. - General materials serve as background information - Important events or decisions can be highlighted

RAMSEY COUNTY

TOOLBOX OF PUBLIC INVOLVEMENT TECHNIQUES

Type of Public Involvement Tool	Pros of Public Involvement Tool	Cons of Public Involvement Tool	Comments on When Tool Used Most Effectively
On-line services - Feedback tool, designed to create a dialogue with citizens to gain feedback in program planning/execution - Material tool, designed to inform citizens about transportation activities - Provide round-the-clock communication through a computer	- Give and get information when convenient - Connect people to a network of sources – e.g. federal, state, local sources - Used at any stage of planning - Develop a mailing list - Offer privacy to people who dislike speaking in front of a group - Surveys can be given on-line	- Use is limited due to access, expense, and skill requirements - Participants do not represent the entire community - Information overload is a potential problem	- General information and updates on programs and services - Best used to improve and expand opportunities for communication - Over time, on-line services strengthen public involvement programs as a means of communication and information exchange
Interactive Video Displays and Kiosks - Feedback tool, designed to create a dialogue with citizens to gain feedback in program planning/execution - Material tool, designed to inform citizens about County activities - Similar to automatic teller machines, offering menus for interaction between a person and a computer	- Reaches people who do not normally attend meetings - Elicit specific responses, acting as a survey instrument - User can enter a special request, join a mailing list, and/or submit input - Used in a variety of locations; either stationary or mobile - Visual communication is powerful; large amounts of information delivered in a relatively short time period - Conveys complex material in easily-digested segments - Can be multi-lingual	- Expensive to develop - Use is limited due to access and skill requirements - Software purchase may be a high up-front cost - Maintenance costs are incurred, e.g. keeping screen clean - Potential vandalism is a factor in site selection - Liability issues may be associated with location of displays. Stationary and movable should be insured	- Provides information from an agency to the public - Supplements other methods of dissemination, thus conserving staff resources - Collects information from the public for agency analysis - Displays offer agencies flexibility in controlling and directing where a message goes; specific audiences can be targeted.

RAMSEY COUNTY **TOOLBOX OF PUBLIC INVOLVEMENT TECHNIQUES**

Type of Public Involvement Tool	Pros of Public Involvement Tool	Cons of Public Involvement Tool	Comments on When Tool Used Most Effectively
Citizen Jury® • Feedback tool, designed to create a dialogue with citizens to gain feedback in program planning/execution • Person to person tool, designed to inform citizens about County activities (presentation to elected officials, tours or field trips, speakers at public meetings) • Developed by The Jefferson Center for New Democratic Process • A jury of 18-24 citizens meets for one week to examine public policy issues and present their findings to decision makers and to the community at large • Process: advisory committee, telephone survey, jury selection, witness selection, charge, hearings, recommendations	• Random selection yields a demographically representative panel • Public policy decision makers hear from a broad cross section of citizens, rather than from just the vocal minority • Decision makers learn what an informed public wants, and why – beyond yes/no • Involves citizens in high quality dialogues about key issues • Increased public support for the resulting policy • Citizen input from a group that is both informed and representative of the public	• Time intensive • Expensive • Decision makers need to consider possibility that the Citizen Jury® may not give the answer(s) they want to hear – Jury has a lot of power • Must be conducted, or closely monitored, by The Jefferson Center	• More effectively used at the beginning of a process so that Citizen Jury® input can be utilized

RAMSEY COUNTY **TOOLBOX OF PUBLIC INVOLVEMENT TECHNIQUES**

Type of Public Involvement Tool	Pros of Public Involvement Tool	Cons of Public Involvement Tool	Comments on When Tool Used Most Effectively
Task Force • Feedback tool, designed to create a dialogue with citizens to gain feedback in program planning/execution • A group is assigned a specific task, with a time limit for reaching a conclusion and resolving a difficult issue • Membership usually includes local people and/or representatives from local governments, transportation groups, civic or business groups, consumer organizations, and /or interest groups, appointed by elected officials or agency executives	• Helps resolve impasses through a participatory process • Decisions can be expected to have broad community support. Task force members represent a broad cross-section of interests, helping to legitimate the process and decisions • One-on-one contact	• Process is long and expensive; an extensive number of meetings and presentations is required • Participants must make an extensive commitment to the process • A high degree of facilitation skill is required • Significant resources are required; facilitator training, technical support, time, etc.	• Deals with high-profile issues that have generated significant public or media attention and community polarization • Breadth of representation is accompanied by depth of probing; brings together a wide range of opinions to assist in exploring issues • Can be used productively at any time in a complex project or planning study, but due to time and cost commitments, it is often used to resolve an impasse

Source: U.S. Department of Transportation: Federal Highway Administration, Federal Transit Administration; Ramsey County Policy Analysis and Planning Division

Ramsey County Comprehensive
Transportation Plan

Public Involvement Project

A Proposal from

Richardson, Richter & Associates, Inc.

200 Gilbert Building

413 Wacouta Street

Saint Paul, Minnesota 55101

(651) 222-7227

June 29, 1999

I. Introduction

The purpose of the Public Involvement Project is to obtain the community's perspective on the role the County should play in the various transportation areas addressed in the Ramsey County Comprehensive Transportation Plan. The community's perspective will be used to shape the substance of the Comprehensive Transportation Plan.

The Project consists of two primary public involvement tools:

1. Survey on the World Wide Web
2. Brochure Describing Plan, Key Policy Issues and Requesting Feedback

These tools are further described in Section II.

Additionally, following the implementation of the public involvement initiatives, a Public Involvement Briefing Paper highlighting the community's perspective on the role of the county should be prepared. The Briefing Paper would be:

- Short and concise, summarizing information gained during the public involvement project.
- Used by Ramsey County Department of Public Works to refine the Comprehensive Transportation Plan as needed.
- Used in presentations to the County Board of Commissioners.
- E-mailed to respondents of the World Wide Web Survey on request as a follow-up to their survey responses.

II. Public Involvement Tools

A. Survey on World Wide Web

Develop a survey to gather input on the role of the County in the various topic areas in the Comprehensive Plan. Place that survey on the World Wide Web. The survey could be accessed from the seven libraries within Ramsey County and other Internet access points.

Survey Elements:

- Brief introduction to Comprehensive Transportation Plan and survey.
- Questions about the role of the County and other key aspects of the Comprehensive Transportation Plan. The survey would be designed to have "branches" so that people could respond to the topic area(s) in which they have the greatest interest (e.g., LRT or land use).
- Questions could be multiple choice, agree/disagree or in a few select cases, open-ended.
- Results would be tabulated and analyzed.
- Upon completing the survey, respondents will be able to review to-date results of the survey.
- Create links to and from various home pages related to transportation, business, county programs, etc.
- Promotions will be needed to notify people of the survey's location and to encourage people to take the survey.

Targeted Audiences

- Primary: Citizens
- Secondary: Businesses

Action Plan

1. Develop the scope of the survey and draft specific questions to be asked.
2. Obtain technical support for designing an Internet-friendly survey with supporting graphics.
3. Develop a method for tabulating the results and a plan for analyzing the data. Summarize the results and draw conclusions.
4. Develop promotions plan. Activities could include:
 - a. Display in the seven-county libraries.
 - b. Links to web pages likely to be used by the targeted audience. (e.g., Chambers of Commerce, Ramsey County, Mn/DOT, cities, transportation organizations, etc.)
 - c. Brochure to targeted groups. Perhaps the Ramsey County Strategic Planning group, or city parks and trails commission members, St. Paul neighborhood districts, etc.
 - d. Stories for release in community newspapers, county newsletters, city newsletters, business newsletters, etc.

B. Brochure Describing Plan

Develop a full color six-page brochure highlighting the Comprehensive Plan and the proposed role of the County in the various areas of transportation. The brochure would also direct people to the World Wide Web survey site and have a mail back card to receive the paper version of the survey or to comment on the content of this brochure. An example of a brochure is enclosed.

Target Audiences

- Citizens
- Community Leaders

Action Plan

1. Develop distribution plan.
2. Develop key messages for the brochure; draft text.
3. Design brochure including graphics and layout.
4. Print brochure.
5. Distribute brochure.
6. Manage mail back responses.

III. Project Timeline

Activity	Time Line
World Wide Web Survey	Develop: July 20 – September 15, 1999 Implement: September 15– November 15, 1999
Brochure	Develop: July 20 – September 15, 1999 Implement: September 15 – November 15, 1999
Public Involvement Briefing Report	November 15 –December 15, 1999.

IV. Project Budget

RRA proposes to subcontract with a technical consultant for placing the survey on the World Wide Web and a design consultant for the brochure. These expenses, as well as printing and postage are included under "Direct Expense." A break down of professional service fee rates is provided below the budget summary.

Activity	Direct Expense	RRA's Professional Service Fees
World Wide Web Survey		
Technical Development	\$5,300	
Promotional Displays at Libraries	\$700	
Implementation Promotion and Project Mgmt		\$9,000
Subtotal: WWW Survey	\$6,000	\$9,000
Brochure (6 page, color)		
Design	\$2,500	
Printing (1,000 copies)*	\$1,330	
Drafting and Project Management		\$4,000
Subtotal: Brochure	\$3,830	\$4,000
Public Involvement Briefing Report		
Drafting Report		\$2,500
Subtotal: Public Involvement Briefing Rpt	\$0	\$2,500
Other: Miscellaneous postage, printing, mileage	\$300	
Grand Total	\$10,130	\$15,500
Proposed Total Budget	\$26,630	
* For printing of 2,000 copies, please add an additional \$300 for printing.		

RRA's professional service rates are:

M. Richardson	\$115.00 per hour
L. Gondringer	\$95.00 per hour
J. Nicholls	\$65.00 per hour

Optional Discussion Groups:

Activity	Direct Expense	RRA's Professional Service Fees
Targeted Group Discussions (3 discussions) Payments to Participants Refreshments Implementation, Facilitation and Project Management	\$750 \$300	\$10,000
Subtotal: Targeted Group Discussions	\$1,150	\$10,000

V. Overview of Richardson, Richter & Associates' services

Richardson, Richter & Associates, Inc. (RRA) proposes to assist the Ramsey County Department of Public Works with overall project management and with implementation of the key aspects of the public involvement project for the Ramsey County Comprehensive Transportation Plan. The key elements of the project are:

1. Survey on the World Wide Web;
2. Brochure describing the Plan and requesting feedback;
3. A summary Public Involvement Briefing Paper; and
4. Optional targeted group discussions on selected topics.

Linda Gondringer, Senior Associate, will serve as the project manager and primary contact with the Ramsey County Department of Public Works. Ms. Gondringer will also have the lead role in the implementation of the public involvement tools. Mary Richardson, Executive Vice President, will assist with the identification of the key policy issues to be presented in the survey and brochure. Jan Nicholls, Policy Analyst, will assist in the drafting of survey questions and promoting the availability of the survey on the World Wide Web.

This proposal includes all the services needed to implement the project. RRA is prepared to subcontract with a technical vendor for the world wide web survey and a graphic designer for the brochure.

Regarding Project management and identification of key policy issues, RRA proposes:

A. **Project Management and Identification of Key Policy Issues. RRA proposes to:**

- Provide **overall project management** to ensure that the project is completed on time and within budget.
- Assist in the **identification of the issues** to be presented for public involvement (e.g., role of the County).
- Subcontract with a **technical consultant** for placing the survey on the World Wide Web and a **design consultant** for the brochure.
- **Guide the work of the technical and design consultants** and ensure the projects are completed on time and within budget.
- **Prepare a summary briefing paper** on the public involvement comments that contains recommendations that can be used to refine the Comprehensive Transportation Plan and will serve as a summary document for the Board of Commissioners.

B. **Implementation of Key Public Involvement Strategies. RRA proposes:**

World Wide Web

- Draft the survey questions.
- Analyze the survey results and summarize the findings.
- Identify gaps in data or conflicting data that could be further explored.

- Prepare a paper survey, should it be requested from the brochure mail back card.
- Coordinate project with the technical consultant.

Brochure

- Draft the text for the brochure.
- Develop a distribution plan and coordinate distribution.
- Manage the mail back cards.

(Optional) Targeted Group Discussions

- Identify target groups to be included.
- Develop discussion questions based on survey results and other key information.
- Facilitate discussion.
- Prepare group discussion meeting notes.
- Manage logistical arrangements and payments to participants, if necessary.
- Identify multi-lingual facilitator/translator as needed.

C. Public Involvement Briefing Paper

RRA will prepare a briefing paper summarizing the results of the public involvement initiative.

- Prepare a briefing paper for use by the Ramsey County Department of Public Works in its determination of what changes should be made to the Comprehensive Plan.
- Structure the paper such that it can be used as a summary for the Ramsey County Board of Commissioners.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

3

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere
Authorized Signature

July 6, 1999
Date

Board Action Requested

Authorize staff to prepare request for proposals for Central and Hennepin/Ramsey Commuter Rail Connector Corridors.

ACTION IS REQUESTED

Request Justification

See attached information.

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

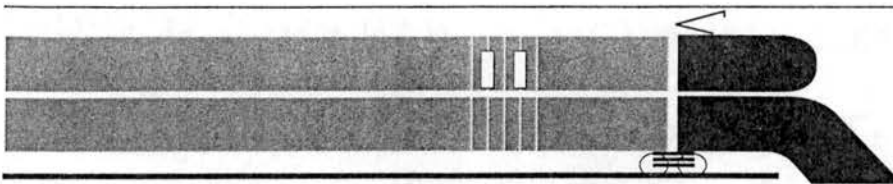
July 13, 1999

Board Date

Kristine A. Longhenry
Signature

7/6/99

Date



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

SUBJECT: Request for Proposals for Central and Hennepin/Ramsey
Commuter Rail Corridor

DATE: July 5, 1999

At the last Regional Railroad Authority meeting, you requested information about issuing one request for proposals or two for work in Ramsey County.

Background

Ramsey County Regional Railroad Authority in February, 1999 adopted a position supporting a triangle of transit improvements that includes the Hiawatha, Riverview and Central Corridors. The Authority also adopted a position supporting commuter rail between the two cities of St. Paul and Minneapolis, to connect to the Red Rock and Northstar Corridors. See map attached.

RIVERVIEW:

A Major Investment Study (federally funded) is being completed for the Riverview Corridor from the Lower East Side, Downtown St. Paul, Minneapolis/St. Paul International Airport to the Mall of America. This corridor connects to the Hiawatha Light Rail Transit (LRT) Corridor near the airport. Information on issuing an additional request for proposal for continuing work in this corridor (Draft Environmental Impact Statement) will be presented to you at a subsequent meeting. Funds for continuing work on the Riverview Corridor will be received from the Minnesota Department of Transportation (federal funding) and from previous funding allocated by the Legislature.

CENTRAL:

The Central Corridor connects downtown St. Paul to downtown Minneapolis. It would connect to the Hiawatha Corridor near the Metrodome.

This corridor is not federally authorized. Funding for continuing engineering work on this corridor will be received from the Minnesota Department of Transportation (federal funding) and from previous funding allocated by the Legislature.

There is an interest on the part of the Midway Chamber of Commerce in making a recommendation to Ramsey County Regional Railroad Authority on alignment and type of transit for the Central Corridor by Fall, 1999. This timeframe is thought to be prudent because of the requirement that the Metropolitan Council complete a master plan for transit for the region for presentation to the Legislature by February, 2000.

The Central Corridor has been extensively studied since the early 1980's for a major transit improvement. Alignments analyzed included: Short Line, I-94 frontage road, I-94 median, University Avenue, Burlington Northern (two lines north of University Avenue), Pierce Butler/Energy Park Drive. Although three Draft Environmental Impact Statements (DEIS's) were completed for this corridor and decisions were made on the locally preferred alternative by Ramsey County Regional Railroad Authority for the last two DEIS's the project was not implemented due to lack of funding. The last decision was for an alignment that included Washington Avenue in the University of Minnesota area in Minneapolis, the University of Minnesota Transitway, I-94 from Fairview to Western Avenue, through the Capitol grounds, to Cedar and Fourth Streets in Downtown St. Paul.

Commissioners have requested that alignments to be studied in the Central Corridor work in 1999 include: Burlington Northern Southern Mainline (north of University Avenue, south of Front Street); University Avenue and I-94.

HENNEPIN/RAMSEY COMMUTER RAIL CONNECTOR:

The Hennepin/Ramsey Commuter Rail Corridor connects downtown St. Paul to downtown Minneapolis. It would connect to the Red Rock (Hastings) and Northstar (Elk River, St. Cloud) commuter rail corridors.

This corridor was studied in the Minnesota Department of Transportation Commuter Rail Study and it was recommended that it could be constructed as part of Phase I, if commuter rail is implemented, along with the Northstar Corridor.

This corridor is not federally authorized. Funding for continuing engineering work on this corridor will be received from the Minnesota Department of Transportation (federal funding) and from previous funding allocated by the Legislature.

There are two potential alignments for commuter rail in this corridor, based on the Mn/DOT study: BN Southern Mainline (north of University Avenue, south of Front Street) and Soo Line/Canadian Pacific/Short Line/Ayd Mill Road.

One RFP or Two

Commissioners have requested a policy discussion of the merits of issuing a combined request for proposal for the Central and Commuter Rail Corridors versus issuing two separate requests for proposals.

Commuter rail and light rail are different technologies. Commuter rail operates on existing freight tracks and is often powered with a diesel locomotive. It generally serves long distance trips, and a corridor may be 30 to 50 miles in length. Stations may be spaced every three to five miles. Commuter trains accelerate and decelerate relatively slowly. Cars of the train may be connected.

Light rail operates on city streets and along rail rights of way. It may operate in tunnels, at grade, or on aerial structures. It is generally powered by overhead electrical wires and operates on tracks. It generally serves trips within cities and suburbs, and lines may be 10 to 15 miles in length in a corridor. Stations may be spaced every 1/2 to 2 miles. It accelerates more quickly than buses. Cars of the train may be connected, but the length is limited in the Twin Cities area to three car trains because of block length.

Some factors to consider are:

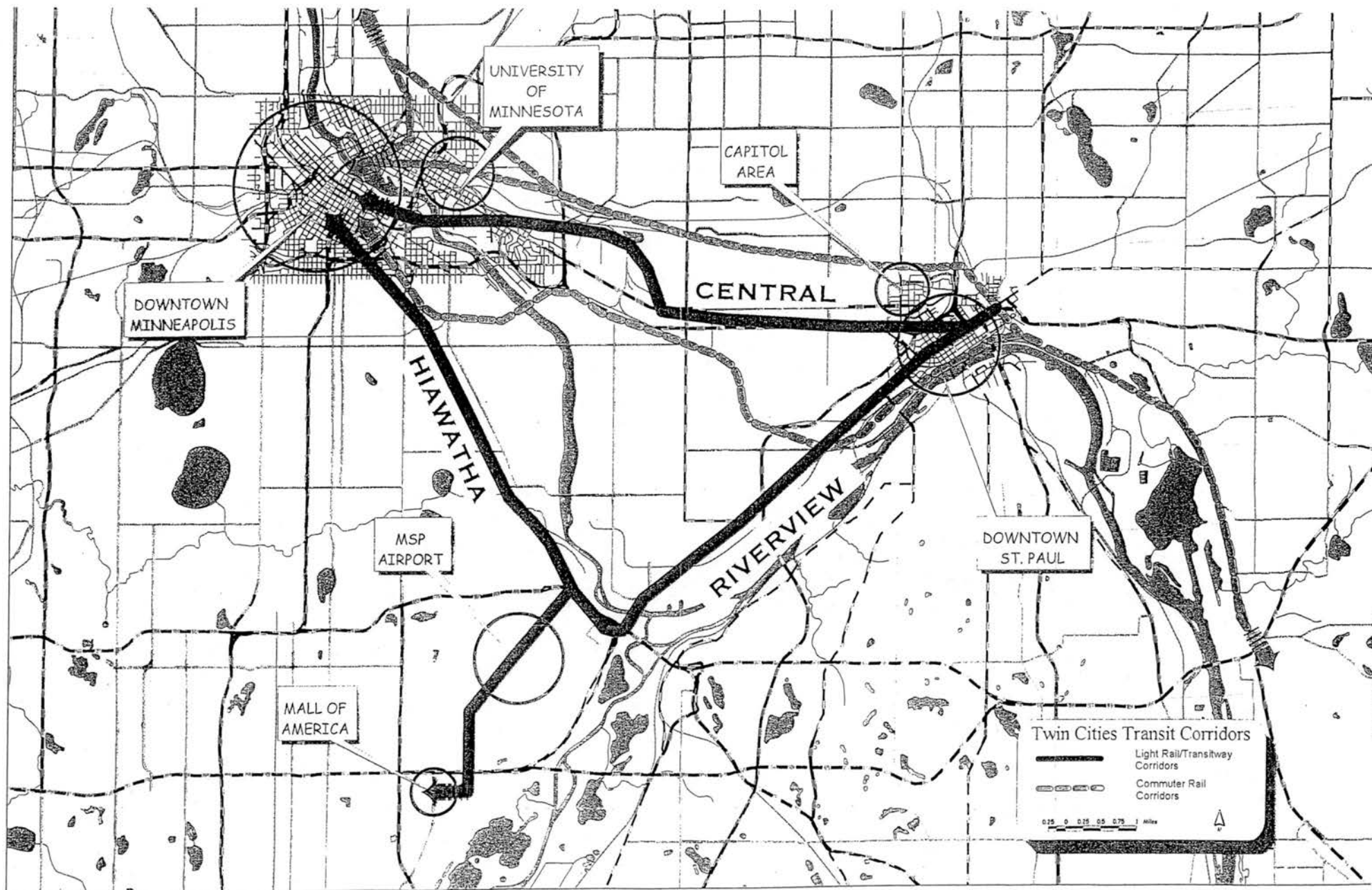
- o The technologies are different and consulting firms with expertise in one type of technology may not necessarily be expert in the other. Some, but not all firms have expertise in both. For commuter rail, a major element of work is railroad negotiations. The Northstar Corridor, for example, has three different legal firms under contract to negotiate with Burlington Northern. For light rail, railroad negotiations may not be an important element of work.
- o It would be simpler to administer a single contract rather than two separate contracts.
- o A combined RFP and combined contract would be more likely to lead to a decision on one preferred transit alternative for the corridor, rather than a preferred alternative for commuter rail and a preferred alternative for a major investment (light rail or bus) in the Central Corridor. Do

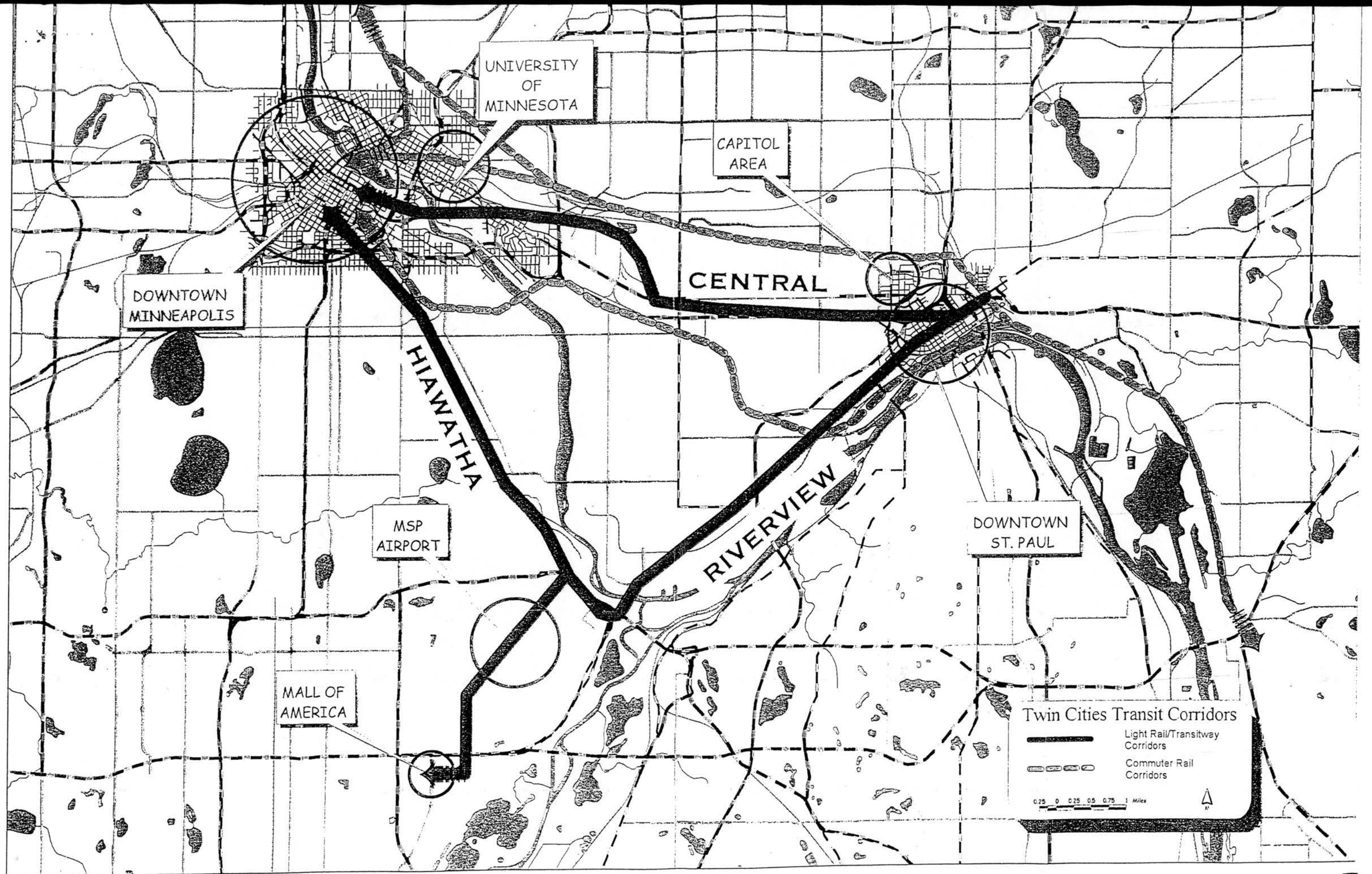
Commissioners want the potential for two major transit corridors or prefer to concentrate their efforts on one mode and one alignment?

- o A separate RFP and separate contract might make connections to the Northstar and Red Rock Corridors easier.
- o It would be clearer to the community if all the work is combined in one project, rather than two separate ones.
- o A separate RFP and separate contract might allow work on the corridors to progress at different paces.

Recommendation:

A resolution will be prepared summarizing direction following the Regional Railroad Authority meeting at which the discussion takes place.





RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

4

REQUEST FOR BOARD ACTION

REGIONAL RAILROAD AUTHORITY

K. DeSpiegelaere

Authorized Signature

June 29, 1999

Date

Board Action Requested

A) Approve the Construction Agreement between RCRRA and MediaOne Corporation to install co-axial cable across the RCRRA right of way between 1287 East Cook Avenue and 1001 Johnson Parkway in St. Paul;
B) Authorize the Chair of the Ramsey County Regional Railroad Authority to sign the Construction Agreement on behalf of RCRRA.

ACTION IS REQUESTED

Request Justification

- See attached:
1. Proposed resolution
 2. Memorandum from K. DeSpiegelaere
 3. Constuction agreement and permit

Budgeting and Accounting

County Attorney

Risk Management

Documentation certified complete for:

July 13, 1999

Board Date

Kristine A. Longhenry
Signature

6-29-99

Date

RESOLUTION

Board of Ramsey County Regional Railroad Authority

Date: _____ No: _____

WHEREAS, The Northeast Corridor right of way, extending from Kellogg Boulevard in St. Paul to Beam Avenue in Maplewood was acquired by Ramsey County Regional Railroad Authority in 1992; and;

WHEREAS, The Northeast Corridor was acquired to preserve the property as a future option for a light rail transit line; and

WHEREAS, MediaOne Corporation, has requested permission to use the right of way between 1267 East Cook Avenue and 1001 Johnson Parkway in St. Paul to install a coaxial cable; and

WHEREAS, A construction agreement/permit has been negotiated to provide for the installation of the fiber optic cable; and

WHEREAS, The granting of this construction agreement/permit will not affect the future development potential of the corridor for light rail or trail use; Now, Therefore Be It

RESOLVED, That the construction agreement/permit is hereby approved; and Be It Further

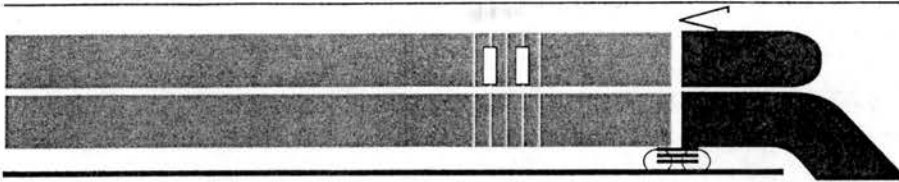
RESOLVED, That the Chair of the Ramsey County Regional Railroad Authority is authorized to sign the construction agreement/permit on behalf of Ramsey County Regional Railroad Authority.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY	YEA	NAY	OTHER
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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

From: Kathryn DeSpiegelaere, Director of LRT Planning

Subj: Construction Agreement and Permit across right of way between 1267 East Cook Avenue and 1001 Johnson Parkway, MediaOne Corporation

Date: June 24, 1999

The Northeast Corridor right of way, extending from Kellogg Boulevard in St. Paul to Beam Avenue in Maplewood, was acquired by RCRRA from Burlington Northern (BN) on December 27, 1992. It was acquired to preserve the property as an option for a future light rail transit line. RCRRA has entered into a Joint Powers Agreement and separate easement agreements with the City of St. Paul and Ramsey County to provide for the planning and development of the Northeast Corridor for joint light rail transit and recreational trail use.

RCRRA has also developed a Northeast Corridor Management Plan, which provides management guidelines for the property. The policy provides for legitimate use of the property with several requirements.

In May of 1999, RCRRA received a request from MediaOne Corporation, to install and operate a co-axial cable across its right of way from between an apartment building at 1267 East Cook Avenue and 1001 Johnson Parkway in St. Paul.

The co-axial cable will be installed by trenching and boring with due care to avoid the recreational trail and planted trees.

The construction agreement was reviewed by RCRRA staff. Construction will not adversely affect the trail.

MediaOne Corporation has provided certificates of insurance satisfactory to the Risk Manager,

Installing and operating this fiber optic cable will not adversely affect the RCRRA from using the right-of-way for transit or trail purposes.

Recommendation:

Approve the construction agreement and permit with MediaOne Corporation for the installation of a co-axial cable across the RCRRA right-of-way between 1267 East Bush Avenue and 1001 Johnson Parkway in St. Paul,

Authorize the Chairman of the Regional Railroad Authority to execute the construction agreement and permit on behalf of the Authority.

Attachments

CONSTRUCTION AGREEMENT AND PERMIT

This agreement, made this _____ day of _____, 1999, is by and between RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY, a political subdivision and local government unit of Minnesota (hereinafter referred to as 'RCRRA'), and Media One Corporation, (hereinafter referred to as "Media One").

It is agreed as follows:

1. License to Use. RCRRA does hereby grant and convey unto Media One a permit for the construction, reconstruction, installation, reinstallation, surveillance, operation, maintenance, repair, and removal of an underground communications cable and related appurtenances, along with reasonable access thereto, and for no other purpose, within the right of way property shown and described on Exhibit "A". which is also the proposed plan prepared by Media One (hereinafter referred to as "Premises"), hereto attached and made part of this permit agreement.
2. Construction will commence on the date of execution of this permit by RCRRA, and shall expire sixty (60) days after said date of execution.
3. Media One and/or their contractor may use the premises to perform the installation of an underground communications cable and related appurtenances (hereinafter referred to as the "Cable") beneath the premises, and for the preparation of the as-built drawings of the installed cable, and for no other purpose. A minimum of five feet (5') of cover is required over all buried facilities.
4. Media One and its contractor will conduct its activities in a manner that minimizes the disturbance to the premises. Bore pits must be excavated clear of the drip line of trees; excavation within the drip line of trees is not permitted. Where possible, construction vehicles and equipment must be operated clear of existing trees. Remediation of tree damage, including damage to root stock, will be determined at the discretion of the Division of Parks and Recreation of the City of St. Paul. Disturbed vegetated areas will be restored by planting MnDOT 1200 Seed Mixture (rate/acre = 20 lbs). Seed must be properly sown in four (4) inches of topsoil. The seeded area is to be covered by wood fiber blanket anchored with No. 11 U-shaped staples. The premises will not be used for the storage of equipment, vehicles, or debris. All work to be performed on the premises by Media One or its contractor shall be done in a manner which does not disturb, block, or in anyway prevent the use of the recreational trail which crosses the premises. All damage to the bike path must be remedied by restoration to the preexisting or better conditions. All necessary and required warning signs, barricades, and related safety devices for protecting bicyclists and pedestrians

must be installed and maintained for the duration of construction. The permittee must notify Greg Reese (651-488-7291, ext. 306) a minimum of 48 hours before construction starts.

5. Once the Cable has been installed, Media One shall furnish to RCRRA a set of as-built drawings showing, in detail, location, depth and size of the facilities installed. The drawing will be forwarded to RCRRA for approval and inclusion on the permit shown as Exhibit B. Should the as-built cable location deviate substantially from the planned cable location the RCRRA may require relocation of the cable to its proposed location.
6. Media One and its contractor shall protect, indemnify and hold harmless RCRRA, the County of Ramsey, their commissioners, employees, and agents, from and against any and all cost, expense, liability, loss, or claim resulting from death, personal injury, or property loss or damage to the extent it arises out of, or is connected with, or caused by activities conducted on the premises by Media One or its contractor under this agreement. Neither party will be liable to the other for consequential damage.
7. Media One and its contractor shall purchase and maintain in force at all times during the term of this construction agreement and permit, the following minimum insurance coverage applicable to the premises, affiliated activities, and or this construction agreement, and to comply with all provisions noted:

A. Liability Insurance

Commercial General Liability Insurance (CGL)

Minimum limits:

\$750,000 each event limit

\$1,000,000 general aggregate

\$1,000,000 products/completed operations total limit

\$750,000 personal injury and advertising liability

The policy is to be written on an occurrence basis or as Acceptable to the Ramsey County Risk Manager. Certificates of Insurance must indicate if the policy is issued on a claims-made or occurrence basis.

Under the Commercial General Liability Insurance, the following coverage must be specifically insured and certified with no internal sublimits:

- a. Premises and Operations
- b. Independent Contractor's Contingent Liability
- c. Products/Completed Operations

- d. Contractual Liability – either specifically naming this agreement or on a blanket basis
- e. "X, C, U" Hazard Liability
- f. Personal Injury Liability – including claims related to employment and coverage a through e
- g. Broad Form Property Damage Liability

RCRRA officials and employees shall be added as additional insured with a cross liability/cross suits clause for the protection of RCRRA.

- B. Automobile Liability Insurance
Minimum limit: \$750,000 Combined Single Limit
Coverage shall include: hired, non-owned and owned auto
- C. Workers' Compensation and Employer's Liability Insurance shall be as required by law and shall include an all states or universal endorsement.

Employer's liability minimum limits:
\$500,000 per accident
\$500,000 per employee
\$500,000 per disease policy limit

- D. All certificates of insurance shall specifically indicate if the policy is written with an admitted or non-admitted carrier. The agent shall certify whether or not he/she has errors and omissions coverage.
- E. The insurance company shall give thirty (30) days written notice to both the Friends, or its Contractor and RCRRA of cancellation, non-renewal, or any material changes in the policy and certificates of insurance.
- F. Nothing in this construction agreement shall constitute a waiver by RCRRA of any statutory or common law immunities or liability limitations.

- 8. Consideration. In consideration of the foregoing, and along with the promises and covenants herein contained, Media One will pay to the RCRRA the annual sum of \$100.00 for underground facilities and shall be due and payable to RCRRA annually from the Execution Date of this Agreement.

The annual fee for this permit will be renegotiated after five (5) years to reflect changes in the value of the underlying real estate.

- 9. Ownership. The cable and related appurtenances shall be and remain at all times the personal property of Media One and shall not be considered a part of the real

property owned by RCRRA upon which the premises are located, regardless of the manner of attachment to or the method of installation below the premises.

10. Maintenance. All costs of maintaining and repairing the cable shall be the sole responsibility of Media One. Any installation, reinstallation, reconstruction, maintenance, repair, or removal of the communications system shall be done by Media One in accordance with written specifications to be approved in advance by RCRRA. Such approval will not be unreasonable withheld or denied. In the event of an emergency demanding immediate examination of or repairs to the communication system, Media One shall not be deemed in breach of this agreement if it take reasonable steps to provide RCRRA or any other affected parties telephonic or verbal notice prior to entry upon the premises.
11. Restoration. Media One shall be responsible, without cost to RRA, to repair and restore to the reasonable satisfaction of RCRRA any damage or destruction of property to whomsoever belonging which may be made necessary by reason of the use of said premises for said cable. Any excavation or filling made on the premises pursuant to this permit shall be done in such a manner as to not interfere with existing lines of drainage or improvements located within the premises. Disturbed soil will be revegetated as specified in Paragraph 5.

Media One further agrees that if RCRRA or its successors or assigns utilize the premises for the purpose of Light Rail or any other form of rail transit, any repairs, maintenance, or removal of the cable shall be performed in a manner which will not interrupt the rail service for any duration. RCRRA shall advise Media One of its requirements in the scheduling of activities, repairs, maintenance, or removal of Media One's cable required under this paragraph and Media One shall comply with said requirements.

12. Relocation. In no case shall any part of the cable be located in a manner that will interfere with any facilities or operation of RCRRA, its licensees, lessees, or easement holders. At the request of RCRRA, Media One, at its sole cost and expense, shall relocate any of the communications system to other areas of the right of way as determined by RCRRA, for any reason deemed necessary by RCRRA.

Provided, however, that in the event the RCRRA request of Media One to move the communication system is for the benefit of a third party, other than an agency or department of the United States government, the State of Minnesota, the County of Ramsey or any other local governmental unit, that the RCRRA shall require that such third party shall pay the reasonable cost to relocate the communication system.

13. Termination. The permit may be terminated by either party by giving thirty (30) days notice in writing to that effect to the other party. Upon termination of this permit as to all or any portion of Media One's cable, Media One shall have ninety

(90) days to remove its cable for the right of way and restore the premises to the satisfaction of RCRRA. If Media One shall so fail to do, RCRRA may remove or otherwise dispose of the cable as it sees fit at the expense of Media One, without any liability for damages.

14. Abandonment and default. If Media One abandons its use of the premises for the installation, operation, maintenance or repair of said communication system, or should Media One fail to perform any of the conditions herein expressed after written notice and a reasonable opportunity to cure, the permit herein granted shall immediately cease, terminate and revert to RCRRA, and RCRRA shall have all rights accorded to it for the recapture of its premises as provided by law.
15. Taxes. Media One shall pay any and all taxes, special assessments, or other charges which may be levied against the premises as a result of this permit.
16. Assignment. Media One shall not transfer, assign, sell, sublet, sublicense, or otherwise convey its interest in this permit without the prior written consent of the RCRRA.
17. Non-exclusivity. This permit is non-exclusive and is granted subject to the outstanding rights of others to occupy the premises. RCRRA hereby reserves the right to construct, maintain, use, operate, relocate, reconstruct, and renew such facilities as it may desire at any time, and from time to time, within the premises, including the right and privilege to use thereof for the location of the communication system. RCRRA does not warrant its title to the premises nor undertake to defend Media One in the peaceable possession, use or enjoyment thereof.
18. Notices: Written notices required under this agreement shall be addressed to RCRRA at:

Ramsey County Regional Railroad Authority
Ramsey County Government Center West, Suite 665
St. Paul, MN 55102
Re: PNE074

And to MediaOne at:

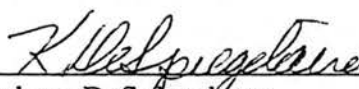
1238 Grey Fox Road
Arden Hills, MN 55112
Attn: Permit Coordinator

IN WITNESS WHEREOF, the parties hereto have executed this construction agreement and permit on the day and year first above written.

RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY

Tony Bennett
Chair

Date


Kathryn DeSpiegelaere
Director

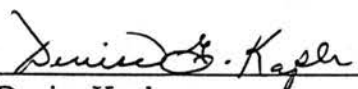
6/25/99
Date

Approved as to form and execution


David F. MacMillan
Assistant Ramsey County Attorney

6-22-99
Date

Insurance Approved:

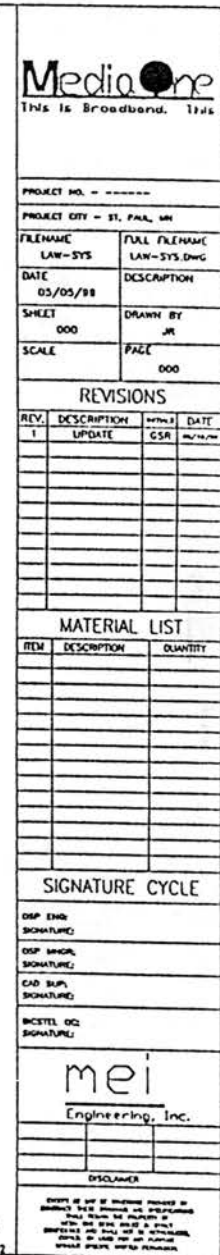

Denise Kapler
Risk Management

6-15-99
Date

MediaOne of Minnesota, Incorporated


Tim Leain
Date

6-9-99



NOTIFY ALL UTILITIES 48 HOURS PRIOR
TO CONSTRUCTION ACTIVITY.
ONE CALL SYSTEM 9 1-821-454-000

MediaOne
This is Broadband. This is the way.

PROJECT NO. -
PROJECT CITY - ST. PAUL, MN
FILENAME
LAW002
DATE
05/05/99
SHEET
002
SCALE
1"=30'

REVISIONS

REV.	DESCRIPTION	DATE
1	UPDATE	05/05/99

MATERIAL LIST

REV.	DESCRIPTION	QUANTITY
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SIGNATURE CYCLE

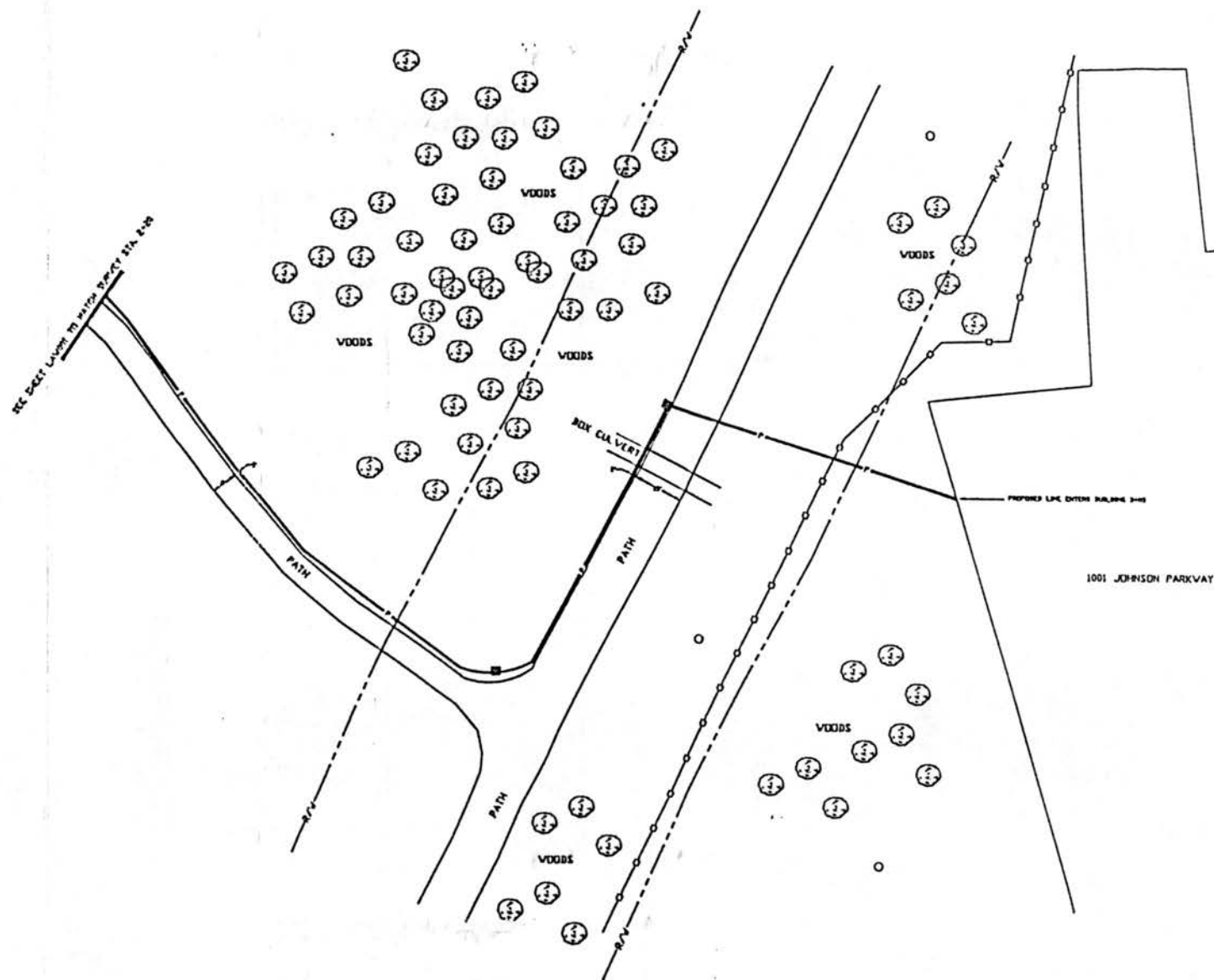
PROP. ENG.
SIGNATURE:
PROP. ARCHT.
SIGNATURE:
PROP. SUP.
SIGNATURE:
PROJECT NO.
SIGNATURE:

mei
Engineering, Inc.

001
002

DISCLAIMER

NOTICE: ALL UTILITIES 48 HOURS PRIOR TO CONSTRUCTION ACTIVITY.
SEE CALL SHEET P. 1-821-0002



LAW002

NOTIFY ALL UTILITIES 48 HOURS PRIOR TO CONSTRUCTION ACTIVITY.
SEE CALL SHEET P. 1-821-0002

12

ACORD - CERTIFICATE OF INSURANCE

DATE (MM/DD/YY)
05/18/99

PRODUCER

J&H MARSH & MCLENNAN, INC.
P.O. BOX 193880
SAN FRANCISCO CA 94119-3880

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW.

COMPANIES AFFORDING COVERAGE

COMPANY

A RELIANCE INSURANCE COMPANY

COMPANY

B RELIANCE NATIONAL INDEMNITY CO.

COMPANY

C N/A

COMPANY

D

INSURED

MediaOne of Minnesota, Inc.
1238 Grey Fox Road
Arden Hills MN 55112

COVERAGES

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED, NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

CO LTR	TYPE OF INSURANCE	POLICY NUMBER	POLICY EFFECTIVE DATE (MM/DD/YY)	POLICY EXPIRATION DATE (MM/DD/YY)	LIMITS
A	GENERAL LIABILITY				GENERAL AGGREGATE \$ 1,000,000
	☒ COMMERCIAL GENERAL LIABILITY	NGB0146604-01	04/01/99	04/01/00	PRODUCTS - COMP/OP AGG \$ 1,000,000
	☐ CLAIMS MADE ☒ OCCUR	NGB0146604-02	04/01/00	04/01/01	PERSONAL & ADV INJURY \$ 1,000,000
	☒ OWNER'S & CONTRACTOR'S PROT	XCU HAZARDS INCLUDED			EACH OCCURRENCE \$ 1,000,000
					FIRE DAMAGE (Any one fire) \$ 1,000,000
					MED EXP (Any one person) \$ 5,000
A	AUTOMOBILE LIABILITY				COMBINED SINGLE LIMIT \$ 500,000
	☒ ANY AUTO	NGB0146603-01	04/01/99	04/01/00	BODILY INJURY (Per person) \$
	☐ ALL OWNED AUTOS	NGB0146603-02	04/01/00	04/01/01	BODILY INJURY (Per accident) \$
	☐ SCHEDULED AUTOS				PROPERTY DAMAGE \$
	☐ HIRED AUTOS				
	☐ NON-OWNED AUTOS				
	GARAGE LIABILITY				AUTO ONLY - EA ACCIDENT \$
	☐ ANY AUTO				OTHER THAN AUTO ONLY: \$
					EACH ACCIDENT \$
					AGGREGATE \$
	EXCESS LIABILITY				EACH OCCURRENCE \$
	☐ UMBRELLA FORM				AGGREGATE \$
	☐ OTHER THAN UMBRELLA FORM				\$
B	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY	NWA0146601-01	04/01/99	04/01/00	☒ STATUTORY LIMITS \$
		NWA0146602-01	04/01/99	04/01/00	EACH ACCIDENT \$ 1,000,000
	THE PROPRIETOR/ PARTNERS/EXECUTIVE OFFICERS ARE: ☐ INCL ☐ EXCL	NWA0146601-02	04/01/00	04/01/01	DISEASE - POLICY LIMIT \$ 1,000,000
		NWA0146602-02	04/01/00	04/01/01	DISEASE - EACH EMPLOYEE \$ 1,000,000
	OTHER				

DESCRIPTION OF OPERATIONS/LOCATIONS/VEHICLES/SPECIAL ITEMS (LIMITS MAY BE SUBJECT TO RETENTIONS)

RE: U.G. RAILWAY XING AT SITE ADJACENT TO 1001 JOHNSON PARKWAY, ST. PAUL MN
RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY, ITS OFFICIALS AND EMPLOYEES ARE ADDED AS ADDITIONAL INSURED ON THE GENERAL LIABILITY POLICY IF REQUIRED BY WRITTEN CONTRACT, UP TO THE LIMIT REQUIRED BY THE CONTRACT, NOT EXCEEDING THE POLICY LIMIT.
CC: TIM ELGAARD @MEDIAONE

CERTIFICATE HOLDER

RAMSEY COUNTY REGIONAL RAILROAD
AUTHORITY
ATTN: DENNIS BODIN
665 RAMSEY COUNTY GOVERNMENT CENTER-
WEST
50 WEST KELLOGG BOULEVARD
ST. PAUL MN 55102

CANCELLATION

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, THE ISSUING COMPANY WILL ENDEAVOR TO MAIL 30 DAYS WRITTEN NOTICE TO THE CERTIFICATE HOLDER NAMED TO THE LEFT, BUT FAILURE TO MAIL SUCH NOTICE SHALL IMPOSE NO OBLIGATION OR LIABILITY OF ANY KIND UPON THE COMPANY ITS AGENTS OR REPRESENTATIVES.

AUTHORIZED REPRESENTATIVE
JOAN SPIEGEL