



# Red Rock Corridor Alternatives Analysis Update

## Community Visioning and Engagement

### *Results Obtained* **February 2013 - October 2013**

## Introduction

This is a summary of activities and results for Community Engagement conducted from February - October 2013 in support of the Red Rock Corridor Alternatives Analysis Update.

This summary includes:

- **Section 1:** Overall outline of engagement activities and results from February 2013 - October 2013
- **Section 2:** Draft (May 9, 2013) complete summary of engagement activities and results from February 2013 - April 23, 2013
- **Section 3:** Fall 2013 public questionnaire raw results
- **Section 4:** Draft (October 1, 2013) summary of September 24, 2013 Red Rock Citizens Advisory Committee meeting
- **Section 5:** Draft (October 24, 2013) summary of Fall 2013 park and ride engagement activities and park and ride questionnaire, including results
- **Section 6:** Boards used at Fall 2013 park and ride engagement activities

## Section 1

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## Summary of Community Engagement for the Red Rock Corridor Alternatives Analysis Update (AAU)

### Introduction

Public engagement is an important component of the Red Rock Corridor Alternatives Analysis Update (AAU). Numerous engagement activities have been completed as part of this work, with the goal of maximizing the opportunity for members of the general public, for civic organizations, and for current transit riders to offer their opinions and guidance to the Corridor Commission and the project team. Several methods for engagement, including use of in-person and online engagement, have been used to provide multiple avenues for receiving public guidance.

This document provides an outline of the elements, approach and timeline for partner and community engagement that have been included and implemented as part of the Red Rock Corridor AAU.

### Role and Purpose

The purpose of engagement activities included in this project is to:

- Foster community understanding of the transit alternatives being considered,
- Discover the characteristics of transit service that are important to participants,
- Gain information that will help update the vision and direction for the project, and
- Provide a foundation for project recommendations.

### Forums for Public Engagement

Several tools and forums for community engagement have been set up and implemented for this project. A listing, with a brief description of each, is provided below.

#### ***Citizens Advisory Committee (CAC)***

The Citizens Advisory Committee (CAC) includes representatives from all of the communities within the corridor. CAC members have worked to transmit information back-and-forth between the project team, the Project Management Team (PMT), the Red Rock Corridor Commission, and their respective communities. Two meetings have already been held with the CAC, with a third and final meeting to be scheduled to discuss final project results and receive CAC guidance.

#### ***Listening sessions / Focus group meetings***

Listening Sessions are focused meetings that allow the project team to host deeper conversations with a smaller group of participants, and receive detailed information from stakeholders with a common interest or affiliation (for example, members of a cultural or community group, members of a local chamber of commerce or a civic group with an interest in the project).

Four listening sessions were held during April 2013. These sessions were set up to engage civic groups and organizations working along the Corridor. Session hosts were:

- Red Wing 20/20 (held April 3, 2013)
- Prairie Island Tribal Council (held April 10, 2013)
- Newport Planning Commission (held April 11, 2013)
- Hastings Chamber of Commerce (held April 16, 2013)

### ***Open house meetings***

Open house meetings provide an opportunity for members of the public to receive project information, express preferences, and ask questions from the project team. One public open house meeting was held on March 19, 2013 at the at St. Paul Park City Hall. The meeting was open to the general public, and was also attended by project staff, elected officials, a member of the Red Rock Corridor Commission, and several members of the local media.

One additional public open house meeting, to serve as a public hearing for the project's results, is envisioned at the conclusion of the AAU.

### ***Park and Ride Engagement***

One of the best ways to solicit ideas and opinions for improving a system is to ask current users of that system. To provide additional opportunity to gather comments from members of the public, and to receive guidance from current system users on the issue of enhanced transit service in the Red Rock Corridor, a total of four “tabling” sessions were held at the two Metro Transit Park and Ride locations along the U.S. Highway 61/Red Rock Corridor between Cottage Grove and Saint Paul.

The sessions were held during weekday morning and evening hours when transit riders were using the facilities. Activities included surveys and brief conversations at a pop-up information station during times of Express Bus service. Approximately 200 persons were reached with this engagement. The tabling sessions were held on September 25, 2013 and September 26, 2013 at the Lower Afton Park and Ride and the Cottage Grove Park and Ride, respectively, during morning and afternoon service hours. Metro Transit Express Bus routes 361 / 361B (Cottage Grove to Downtown St. Paul), and 365 (Cottage Grove to Downtown Minneapolis), provide service to these locations.

### ***Online Questionnaires***

A total of six online questionnaires were deployed for this project. Overall, two sets of questionnaire types were developed, and then customized for specific audiences. The first set, deployed near the beginning of the project, sought to receive public guidance on the characteristics of transit that were most important to respondents and that would attract them to become users of the system. The second set of questionnaires sought to receive public guidance on service characteristics and different tradeoffs associated with the options that had moved forward in the Technical Analysis portion of this work. A listing of all online questionnaires deployed for this project includes:

#### **First set of questionnaires**

- March 2013 General Public questionnaire

- Newport Planning Commission questionnaire
- Hastings Chamber of Commerce questionnaire
- May 2013 General Public questionnaire

**Second set of questionnaires**

- Fall 2013 General Public questionnaire
- Park and Ride online questionnaire

In addition, a seventh questionnaire (a paper version of the online Park and Ride questionnaire) was provided to Park and Ride users during engagement at those locations.

***Other web and online engagement***

A project website and Facebook account were actively maintained by Washington County staff to disseminate news, information and project materials to the wider public.

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## Summary of results - Red Rock AAU engagement

Most important characteristics of transit (listed from most important at top) from each of engagement types / opportunities:

### Fall 2013 general public survey

- 1) Availability of service throughout the day, including midday (from 5:00 am to 10:00 pm)
- 2) Automobile parking at stations (availability of Park-and-Ride service)
- 3) Speed of service (station to station in about the same time as in a car)
- 4) Reliable schedule (transit vehicles arrive and depart according to a set schedule)
- 5) Frequency of service (running every 15 to 30 minutes)

### Park and Ride engagement (Fall 2013)

- 1) Reliable schedule
- 2) Automobile parking at stations
- 3) Availability of service throughout the day
- 4) Speed of service
- 5) Frequency of service

### Spring engagement - IN person

- 1) Reliable schedule
- 2) Availability throughout the day
- 3) Speed of service
- 4) Frequency of service
- 5) Vehicle comfort and amenities

### March Survey

- 1) Speed of service
- 2) Availability throughout the day
- 3) Reliable schedule
- 4) Frequency of service
- 5) Automobile parking at stations

## Section 2



# Red Rock Corridor Alternatives Analysis Update

Community Visioning and Engagement  
*A Report On Results Obtained*

~ DRAFT 05/09/13 ~



# 1. Introduction

## About this Report

In early 2013, the Red Rock Corridor Commission began a nine month study to update the alternatives analysis completed for the Corridor in 2007. The Alternatives Analysis Update (AAU) allows the Commission to reassess the goals for the Corridor and the long- and short-term options to increase access to transit along the corridor.

Public engagement is an important component of this project. This report presents a summary of all engagement activities completed thus far (through April 23, 2013).

## Public Engagement: Role and Purpose

The purpose of engagement activities included in this project is to:

- Foster community understanding of the transit options being considered,
- Discover the characteristics of transit service that are important to participants,
- Gain information that will help update the vision for the project, and
- Provide a foundation for project recommendations.

## Forums for Public Engagement

Two main forums for engagement will be used in this project:

- Public meetings (in-person workshops, open houses, and listening sessions), and
- Online surveys and related activities.

Initial activities of each type have already started. A brief overview is presented below, with a summary of results presented over the next pages:

## Public Meetings

Information and preferences have been received at each of the meetings that have already taken place:



***The Red Rock Corridor will connect communities along Highway 61 with each other and with other destinations in our region.***



- Meeting 1: Red Rock Corridor Commission (February 28)
- Meeting 2: Citizens Advisory Committee (March 11)
- Meeting 3: Public Workshop #1 (March 19)

In addition, four listening sessions took place during April 2013:

- Meeting 4: Red Wing 2020 (April 3)
- Meeting 5: Prairie Island Tribal Council (April 10)
- Meeting 6: Newport Planning Commission (April 11)
- Meeting 7: Hastings Chamber of Commerce (April 16)

Results from individual meetings, as well as overall results of engagement, can be found over the following pages.

Additional open houses and other types of public meetings will take place as the project progresses.

### Online Survey

Responses have been received from an initial online survey developed to learn about respondents' familiarity with the project, their knowledge about the different transit options being considered, and their opinion on the relative importance of various transit service characteristics. This survey was available to the general public. In addition, two versions of this initial survey are also currently "live" (for members of the Newport Planning Commission and the Hastings Chamber of Commerce and their contacts).

Additional surveys will be developed and deployed as the project progresses.

## 2. Summary of Meetings

### Meeting 1 Summary

#### Red Rock Corridor Commission

#### Background

The first meeting for this project was carried out as part of a meeting of the Red Rock Corridor Commission, which is made up of representatives of the cities and counties along the corridor, and which leads the effort to examine transportation improvement options in the corridor.

The meeting took place on Thursday, February 28 from 4:00 to 6:00 pm at the Cottage Grove City Hall at 12800 Ravine Parkway South in Cottage Grove.

Engagement activities began after a brief discussion covering project goals, characteristics of BRT and commuter rail, and an overview of federal transportation funding legislation.

#### Information Received

##### Individual Priorities/Post-It Exercise

Top priorities received from individual participants during the “individual priorities” portion of this activity included the desire to have an on-time, reliable service that is competitive with, and provides a better alternative to driving. Travel time, ease of use, and simplicity for scheduling were characteristics that were prominently mentioned. The ability to easily access the vehicles for passengers with strollers or on wheelchairs was also mentioned. In addition, availability throughout the day was mentioned as an important characteristic of desired service.



***A member of the project team providing an overview of transit alternatives to members of the Commission.***



***Commissioners discussing priorities for service during the small-group activity.***

## Priorities from Small Group Exercise

Participants assembled into two small groups to provide their consensus rankings and priorities for transit service along the corridor. These are listed in the table below:

Rank	Group 1	Group 2
1	Reliable schedule	Reason to ride
2	Speed of service	Reliability and frequency of service
3	Cost of fare	Availability throughout the day
4	Station services, vehicle comfort and amenities	Safety/cleanliness/appeal
5	Location of stations	Parking, walking/biking access to stations

## Overall Summary of Responses Received

Priorities collected in the individual and group exercises communicate the importance that participants placed on a transit service which is comparably convenient to using an automobile in terms of availability throughout the day, in cost, and in travel time.

Participants also noted the importance of multi-modal access to stations, along with facilities for in-vehicle bike storage. Additionally, participants expressed desire for a service that does not require extensive planning effort before using - something that they can use without having to worry about being late to a destination or not getting to the right place. Finally, participants expressed the importance of comfort and amenities both at the stations and on the vehicles so that they can work or relax while in transit.



## Meeting 2 Summary

### *Citizens Advisory Committee (CAC)*

#### Background

The second project meeting took place as part of the initial convening of the project's Citizens Advisory Committee (CAC), an advisory body made up of Corridor residents and business representatives and convened by the Red Rock Corridor Commission.

The CAC works closely with the project team to:

- Offer insights and guidance on improvement to this project and its recommendations, and
- Serves as a two-way conduit for information between corridor communities and the project team.

The meeting took place on Monday, March 11 from 5:00 - 7:00 pm at the Washington County Cottage Grove Service Center at 13000 Ravine Parkway South in Cottage Grove. This meeting was open only to members of the CAC, and was attended by fourteen committee members in addition to project staff.

#### Information Received

##### **Individual Priorities/Post-It Exercise**

Top priorities received from participants during the “individual priorities” portion of the activity included ease of use (in terms of route planning and accessibility), availability of all-day service and the ability to use transit service for trips outside of the regular work schedule, safety (both for personal safety at stations and for safekeeping of vehicles at park and ride locations), access to desirable destinations, and the potential of using the service to access entertainment options on weekday and weekend evenings.



***CAC members ranking and discussing their individual priorities for service.***



***Working on consensus priorities in the small-group exercise.***

## Priorities from Small Group Exercise

Participants assembled into three small groups to provide their common rankings and priorities for transit service along the corridor. These are listed in the table below:

Rank	Group 1	Group 2	Group 3
1	Availability throughout the day	Availability throughout the day	Frequency of service
2	Security of parking	Reliable schedule	Speed of service
3	Speed of service	Connection to other transit services	Vehicle comfort and amenities
4	Vehicle comfort and amenities	Parking at stations	Access to amenities – within cities in corridor
5	Long term strategy – rising gas costs, increased population, increased traffic	Speed of service	Connections to other transit services – access to stations by walking/biking

## Overall Summary of Responses Received

Both the individual and group responses indicated a strong desire for a transit service that not only operated during regular commuter schedules, but that also provided service during other times. Reasons named for desiring a flexible and frequent schedule included: needs of family members who may need to unexpectedly return home for the day, desire for weekend travel, and desire for travel for entertainment/recreation reasons.

Other themes included: a desire for easy and quick service that does not require extensive trip planning, and connection to other modes of transportation before and after using transit (including automobiles, biking, walking, and connection to other transit).

# Meeting 3 Summary

## Public Workshop #1

### Background

The third project meeting was the first of three public workshops to be held as part of this project. This public workshop took place on Tuesday, March 19 from 6:00 - 7:30 pm at the St. Paul Park City Hall, 600 Portland Avenue in St. Paul Park.

This meeting was open to the general public, and was also attended by project staff, elected officials, a member of the Red Rock Corridor Commission, and several members of the local media. The purpose of the meeting was to provide an introduction of the goals and purpose of the project and engage the public in an activity centered around vision, goals, objectives, and priorities for enhanced public transit service in the Red Rock Corridor.

### Information Received

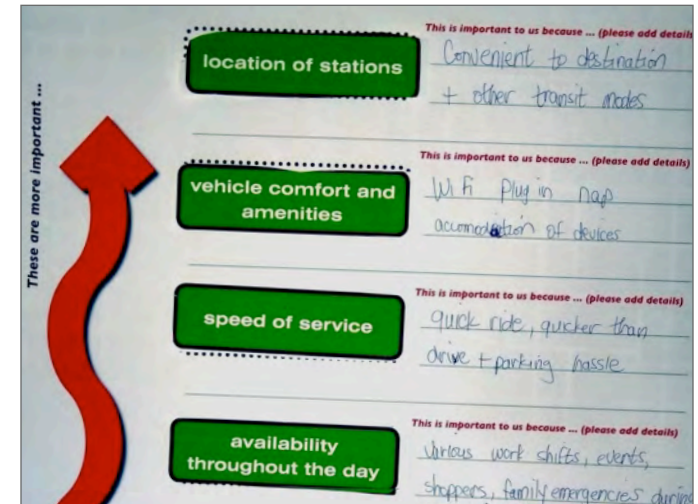
#### Individual Priorities/Post-It Exercise

Top priorities received from participants during the “individual priorities” portion of this activity included:

- Quick ride to destination
- Safe
- Family friendly experience - wow factor
- Reliable
- Convenient times - every 10-15 minutes
- Climate controlled environment at stations
- Gets within one block of my destination with maximum of one transfer
- Leg room



Participants during the small-group activities at the St. Paul Park Public Workshop.



One of the boards from the workshop.

## Priorities from Small Group Exercise

Participants assembled into two small groups to provide their common rankings and priorities for transit service along the corridor. These are listed in the table below:

Rank	Group 1	Group 2
1	Reliable schedule	Location of stations
2	Speed of service vs. driving	Vehicle comfort and amenities
3	Availability throughout the day	Speed of service
4	Personal safety	Availability throughout the day
5	Parking at stations	Station service and amenities

## Overall Summary of Responses Received

Both the individual and group responses indicated a strong desire for a transit service that is reliable, available, safe, comfortable, convenient, and quick.

In-vehicle characteristics such as leg room, plug-ins, climate controlled vehicles, and wireless internet were indicated as important so that riders can have a pleasant trip and can relax, nap, or work as desired. Comfort and amenities of transit stations were also prominently mentioned.

The location of stations was indicated as being a top priority because participants wished to have convenient access from stations to and from home, work, other modes of transit, and other destinations.

The speed of travel was indicated as being important relative to the time and trouble it takes to use a personal vehicle and to park.

Availability throughout the day was deemed a priority in order for the transit service to be able to accommodate riders working a variety of shifts, as well as offering connection to events throughout the day and week, people using the service for entertainment and pleasure, and necessary trips home during the day for personal needs and emergencies.



## Meeting 4 Summary

### *Listening Session - Red Wing 20/20*

#### Background

The fourth project meeting was the first project meeting to use the listening session format, and was held with Redwing 20/20, whose goal is to further improvement for Red Wing residents' quality of life and to promote economic growth. The meeting took place on Wednesday, April 3rd from 1:00 - 2:00 pm at the Goodhue County Public Works Building at 2140 Pioneer Road in Red Wing.

The meeting was attended by six members of Redwing 20/20. The purpose of the meeting was to provide an introduction of the goals of the project, discuss the status of federal transportation funding legislation for transportation, discuss bus rapid transit, and have the attendees participate in an engagement activity, leading to a discussion of vision, goals, objectives, and priorities.

#### Information Received

##### **Individual Priorities/Post-It Exercise**

Top priorities received from participants during the “individual priorities” portion of this activity included:

- Reliable scheduled service
- Economic - transportation that would cost less
- Speed/time to destination
- Cost competitive
- Favorable schedule
- Convenient



***Project Manager Lyssa Leitner presenting an overview of the study to members of the organization.***

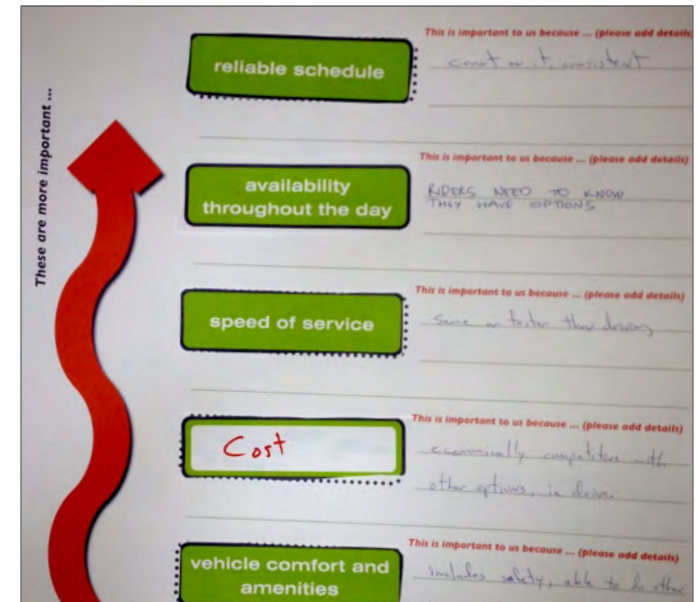


***Making choices about priorities for transit service along the corridor.***

## Priorities from Small Group Exercise

Participants assembled into two small groups to provide their common rankings and priorities for transit service along the corridor. These are listed in the table below:

Rank	Group 1	Group 2
1	Reliable schedule	Reliable schedule
2	Availability throughout the day	Availability throughout the day
3	Speed of service	Affordability/cost
4	Cost	Parking at stations
5	Vehicle comfort and amenities	Connections to other transit



One of the small-group boards from the workshop.

## Overall Summary of Responses Received

Both the individual and group responses indicated a strong desire for a transit service that is reliable, available throughout the day, quick, and affordable.

Explanation given for the above priorities include, respectively: being able to count on a consistent service, so riders know they have options, transit service that is the same as or faster than driving, and a service that is economically competitive with other transportation options, particularly driving.

Other characteristics mentioned as priorities were: parking at stations, vehicle safety, comfort, and amenities so that riders can read, sleep, or do other activities during trips, connections to other modes of transit, pedestrian and bicycle access to stations, the number of stations, and services and amenities at stations themselves.

## Meeting 5 Summary

### *Listening Session - Prairie Island Tribal Council*

#### Background

Meeting 5 was held as a listening session with the Prairie Island Tribal Council. The Tribal Council is an elected body of five members who uphold the Tribal Constitution and by-laws of the Prairie Island Indian Community. The Prairie Island Indian Community operates a casino enterprise (Treasure Island Resort & Casino) which is an important tourist destination in the region.

The meeting took place on Wednesday, April 10th from 1:00 - 2:00 pm at the Prairie Island Indian Community Office at 5636 Sturgeon Lake Road in Welch, during a regular meeting of the Tribal Council. The purpose of the listening session was to hear the ideas and concerns that members of the Tribal Council had about transit service along the corridor, to provide an overview of the project, and to facilitate a conversation about vision, goals, and priorities for the project.

#### Information Received

##### *Individual Priorities/Post-It Exercise*

Top priorities received from participants during the “individual priorities” portion of this activity related to the importance of providing all day service along the corridor, with special focus on serving the needs of travelers heading into the casino, both as customers and as employees.

##### *Priorities from Small Group Exercise and Discussion*

Participants worked as a small group to provide their common rankings and priorities for transit service along the corridor. These are listed in the table below:



**Members and staff of the Tribal Council during the listening session.**



**Treasure Island casino is an important tourist destination along the corridor.**

Rank	Group
1	Frequency of service
2	Availability throughout the day
3	Reliable schedule
4	Station services and amenities
5	Location of stations

The activity was followed with a general discussion of key characteristics and issues for transit service along the corridor, exploring the characteristics that would serve the needs of employees and patrons of the casino, as well as those for workers at the nearby power plant.

Safety, affordability and speed were mentioned as key characteristics for service. Council members also stressed the importance for vehicles and service to accommodate comfortable access and use by seniors and by persons with disabilities.

One important point brought up during the conversation was the role that transit currently plays in supporting visitor travel to the casino as well as for employee travel. Council members discussed the extensive bus service the casino currently operates throughout the Twin Cities to pick up and drop off visitors to the casino. Although Council members did not have access to specific ridership figures during the meeting, they characterized the transit operations as being extensive and constituting an important component of total patronage to the casino.

Tribal Council members also shared some of the difficulties they are currently experiencing regarding employee travel to the casino facility. Lack of work-schedule transit options requires that their employees, many of whom reside in the Twin Cities, to drive their automobile to their work at the casino. Growing driving-related expenses have led to high employee turnover - so much so that the Tribal Council is exploring building a dormitory facility for employees.

The Tribal Council saw frequent and available transit service along the corridor as an important contributor to economic activity and business success not only for their own casino operations but also for other destinations along the corridor, naming Red Wing, for example, as one community that would benefit from easier access and connection with visitors who may be staying at the casino and wished to easily travel to nearby destinations.

## Overall Summary of Responses Received

Availability throughout the day emerged as an important characteristics of transit service along the corridor both in the individual and group activities.

Other characteristics mentioned as priorities for a transit service in the corridor were: vehicle comfort and amenities, speed of service, pedestrian and bicycle access to stations, parking at stations, the number of stations, and connections to other transit services.



## Meeting 6 Summary

### *Listening Session - Newport Planning Commission*

#### Background

Meeting 6 was a listening session held within a meeting of the Newport Planning Commission, which makes recommendations on planning and development matters within Newport, and oversees and enforces the zoning, subdivisions, and Comprehensive Plan of Newport. The meeting took place on Thursday, April 11 from 7pm - 8:30pm at the Newport City Hall at 596 7th Avenue in Newport.

This meeting was also open to the public, and was broadcast on a community access television channel. The purpose of the meeting was to provide an overview of the AAU project, to discuss the alternatives being studied, and prompt a conversation with Commission members about the project's vision, goals, and priorities.

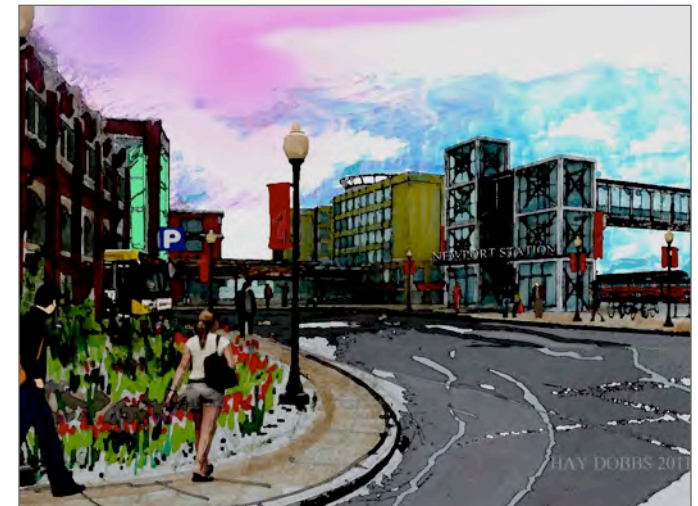
#### Information Received

After a presentation of the project goals and status, the Newport Planning Commission participated in a facilitated conversation. Questions and issues brought up by Commission members included:

- Potential availability throughout the day, and frequency and speed of service are an important consideration
- Discussion about potential transit service between Newport and Bloomington along Interstate 494
- Role of the future park and ride - location right off highway 61 will be convenient to transit users from outside Newport
- Discussion about the changes that have occurred along the corridor in the last 5 years
- Additional discussion about BRT, and local examples



**Andrew Gitzlaff, Acting Transportation Coordinator for Washington County, providing an overview of the AAU to the City of Newport Planning Commission.**



**Newport is the site for one of the Red Rock Corridor's transit stations.**

- Questions about service extent, and connections to Minneapolis, which is currently an important destination for Newport commuters
- Role of flexibility of routing which would allow direct service to Saint Paul or Minneapolis
- Questions about potential demand for service to Bloomington connecting to the Red Rock Corridor
- Questions about the number of stops that would be provided along the way, and potential cost (in terms of time) for travel speed - concern that service might become too slow if there are too many stops
- Safety and cleanliness named as an important concern - Commissioners named the need to combat the perception of buses as cramped, smelly, and insecure
- Increased amenities, speed of transit might make Newport a more attractive location for development
- Stations, shelter, prepay are important, desirable for ease of use, security
- Important to provide bicycle accommodation on transit vehicles

reliability and attractiveness might bring to the Newport and the Red Rock Corridor.

### Overall Summary

Planning Commission members discussed the importance of a transit service that provides access to Minneapolis, as this is an important destination for many residents in Newport.

Commissioners also discussed the importance of the characteristics for a transit service along the corridor: safety and cleanliness, speed, station comfort, safety, and amenities, ability to prepay for service, and ease of use.

The Commission wondered about travel from the Red Rock Corridor to Bloomington, and wished to have further discussion about the possible development that increased transit service

# Meeting 7 Summary

## *Listening Session - Hastings Chamber of Commerce*

### Background

The fourth listening session was held with members of the Hastings Chamber of Commerce, which is made up of twelve Hastings residents and business owners. The Chamber of Commerce works with local businesses and provides resources to visitors and tourists in Hastings.

The meeting took place on Tuesday, April 16th from 8:00 to 9:00 am at the Hastings Chamber of Commerce Office, located at 111 Third Street East in Hastings. This meeting was held during a regular meeting of the organization and was attended by all twelve of its members.

### Information Received

Because of time and space restrictions at the meeting location, a different set of activities was held with members of the Chamber. A brief presentation was followed by a facilitated conversation with members. Some of the main points that were brought up by members include:

- Convenience/accessibility
  - Availability throughout the day is important
- Frequency
  - Transit users should be able to take non-work trips
- Weekend access
- Image and amenities
  - The system must be 'pretty' (clean, appealing)
  - Appeal, cleanliness, technological amenities (wifi, power, etc.)
  - Must be clean and safe



*Members of the City of Hastings Chamber of Commerce.*



*Downtown Hastings. Image via Flickr.*

- What can you access from transit hubs within St. Paul and Minneapolis?
  - Will you be dropped off within walking distance from a number of destinations, or will connections to other transit modes be necessary?
- Service needs to be convenient and cheaper than the gas and parking of driving
- [From a Chamber of Commerce member who previously used Express service along Cedar Avenue]: Cedar Ave express bus was cost effective and fairly easy BUT was also crowded, not convenient/frequent enough because it did not run throughout the day
- Convenience
  - All day service
  - Mid-day service
  - Clean convenient, safe
- Trips at any time of day
  - Better than a city/express bus in terms of comfort and appeal
- How will Hastings be affected in terms of taxes?
- What will the cost per rider be?

### Overall Summary

Among the concerns and issues mentioned by members of the Hastings Chamber of Commerce, a strong prioritization of transit availability throughout the day and clean, convenient service was clear.

Participants discussed their own past transit experiences, and in what instances they have needed to use it. Most of the participants had used transit only on weekends or irregular work related trips that did not fit into the typical 9:00 am - 5:00 pm commuter schedule. Many respondents also stressed that safety, cleanliness, and amenities were

important qualities that would play a role for their consideration of transit service for their travel.



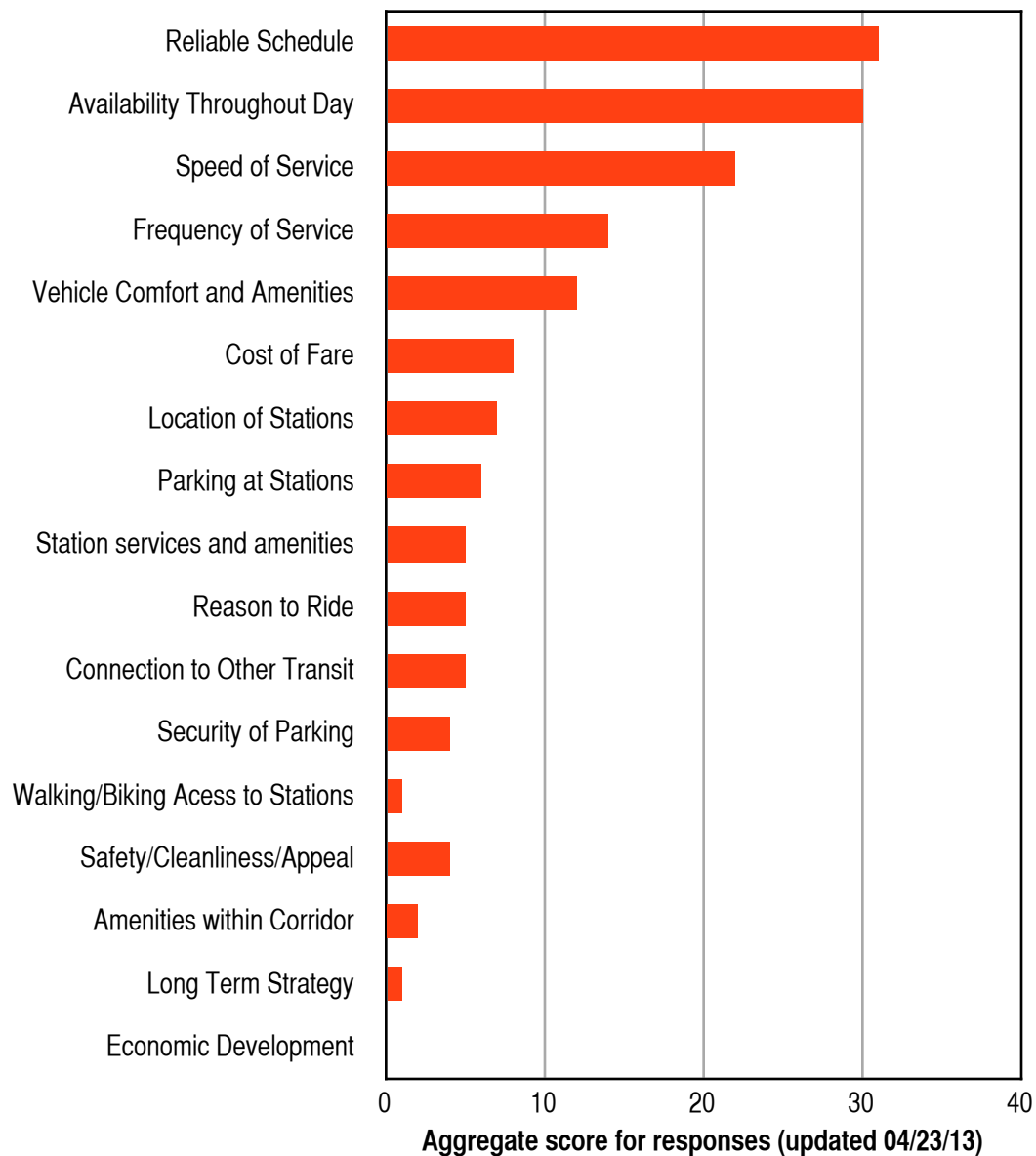
### 3. Overall Meeting Results

As part of meeting activities, participants were asked to list the characteristics of a potential transit service in the Red Rock Corridor that would attract or influence them to use the service. After developing items individually, attendees were asked to rank them from highest priority to lowest priority. After the priorities were discussed together as a larger group, attendees separated into groups and asked to cut and paste priorities from a pre-defined list on a continuum of importance.

The bar chart on this page depicts the weighted prominence of each of the priorities in the group poster activity across all of the meetings where this activity was conducted. Priorities placed at the highest level were given 5 points, while those placed on the lowest level for each poster were given 1 point. The aggregate results from this group poster exercise are summarized for the meetings that have taken place thus far. Priorities with higher scores on the chart signify that particular priority as one that was placed as a higher priority more often than others in the group poster exercises.

Three transit service characteristics emerged from these group activities as more important priorities than others: **reliable schedule**, **availability of service throughout the day**, and **speed of service**. Common reasons for choosing these as priorities

What are the most important characteristics for transit?



related to a need for a transit system which works not only for 9:00 am - 5:00 pm schedules, but that can also be used for evening entertainment and irregular work schedules.

Additionally, respondents hoped that a new transit system would be comparable to driving in terms of speed, and that it would not limit their ability to make an unexpected trip home during the day if needed. Efficiency, flexibility and reliability are key characteristics listed as most important.

The next most important characteristics were frequency of service and vehicle comfort and amenities, both on vehicles and at stations. Respondents expressed a desire to be able to use Wi-Fi and to work during their trip in comfort and without distractions including noise, bumpiness, and odors. They also wished to have regular transit service so that extensive planning would not be required.

Mid-level priorities included station location, station services and amenities, parking at stations, connections to transit, pedestrian and bicycle access to stations, and cost of fare.

Additional items which were listed but that did not rank as high priorities in comparison to the other items included economic development, and the creation of a long term strategy wherein the transit system relates to such issues as population increase and sustainability.

## 4. Results From Online Survey

A brief online survey was developed to learn about respondents' familiarity with the project, their knowledge about the different transit options being considered, and their opinion on the relative importance of various transit service characteristics. In addition, several questions were included to gather respondents' travel behaviors, location of work and residence, and brief demographic characteristics.

The survey was publicized through the project's email lists, Facebook page, news media articles, and flyers announcing the initial public workshop.

Fifty five respondents began the survey (answering at least some of the survey's questions, but not finishing the survey), while a total of 36 surveys were completed.

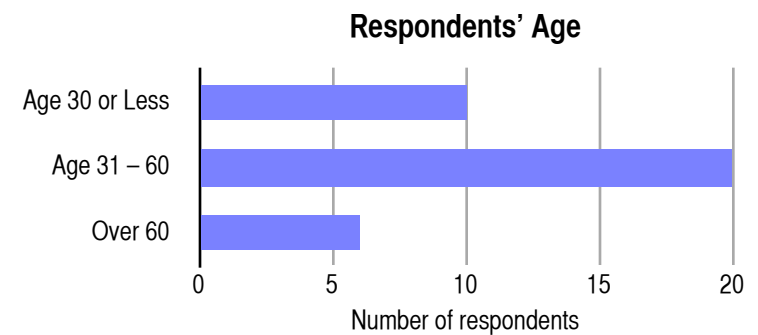
Please see this report's Appendix for a copy of the initial survey.

### Survey Part 1: Overall Characteristics

The first several questions on the survey were designed to gain an understanding of the demographics and basic characteristics of those participating in the survey.

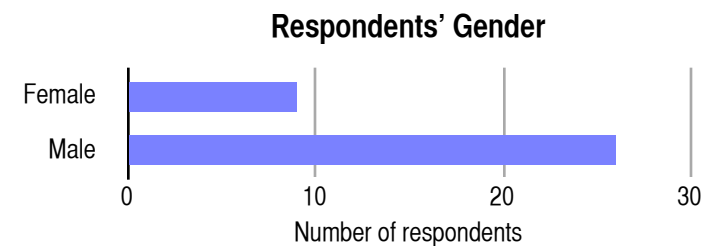
#### Q1-1: Respondents' age

The following summarizes respondents' age, as asked in **Question 1-1**.



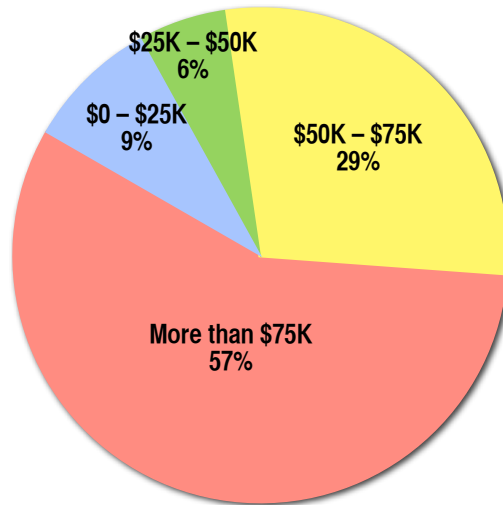
#### Q1-2: Respondents' gender

In response to **Question 1-2**, of the 35 individuals who answered this question, **26** indicated they were **male** and **9** indicated they were **female**.



### Q1-3: Respondents' annual household income

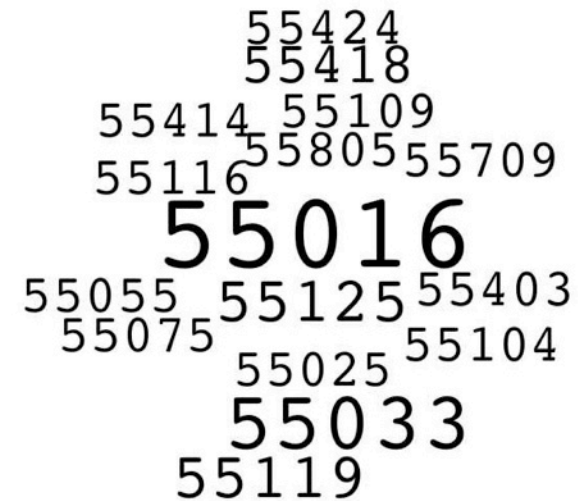
*For the year 2012, approximately what was your household's total yearly income from all sources?"*



- 30 of the 35 individuals who answered the question indicated they had an annual household income of \$50,000 or greater.

### Q1-4: Respondents' residential ZIP code

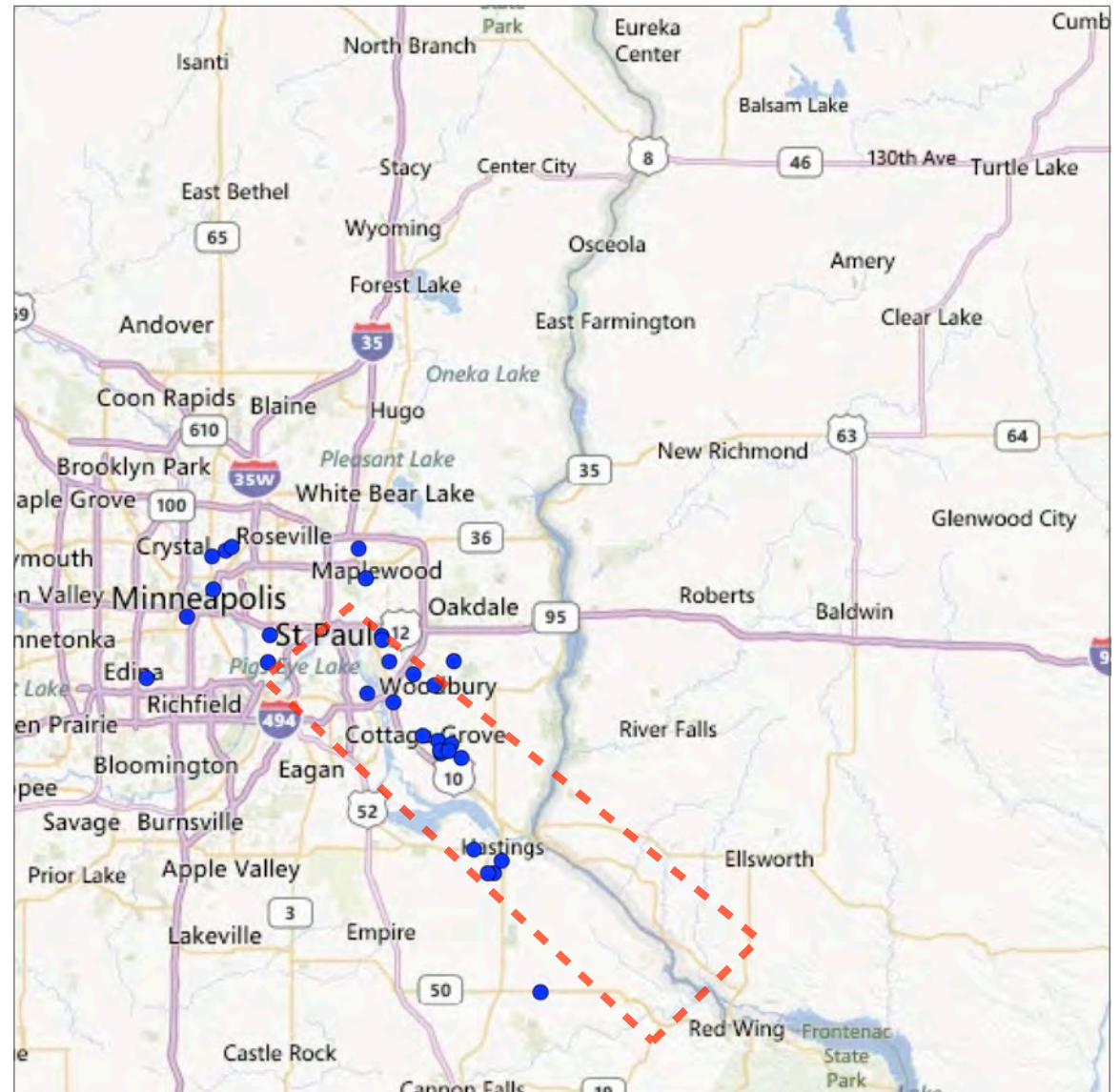
A total of 35 answers were received, with many responses repeating several times. Responses are shown as a "word cloud" - answers received more often are shown in larger size.



- ZIP code 55016 corresponds to Cottage Grove; 55033 to Hastings and 55119 to Saint Paul.

### Q1-5: Geocoding of approximate residential address

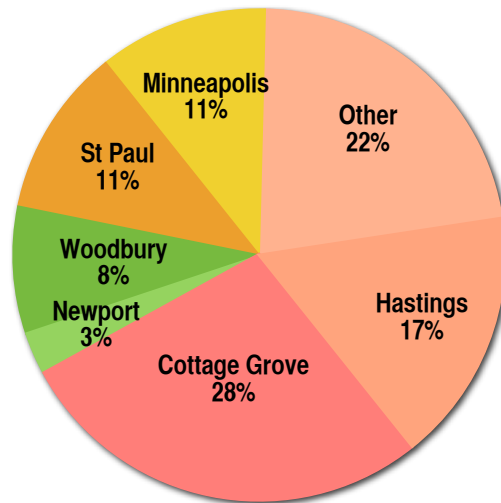
- Cross-street information for the intersection closest to respondents' residential address was provided by 33 respondents. This information is mapped here.



*Intersection locations nearest respondents' residential address are marked in dark blue. The Red Rock Corridor area is shown in red outline.*

### Q1-6: Respondents' place of residence

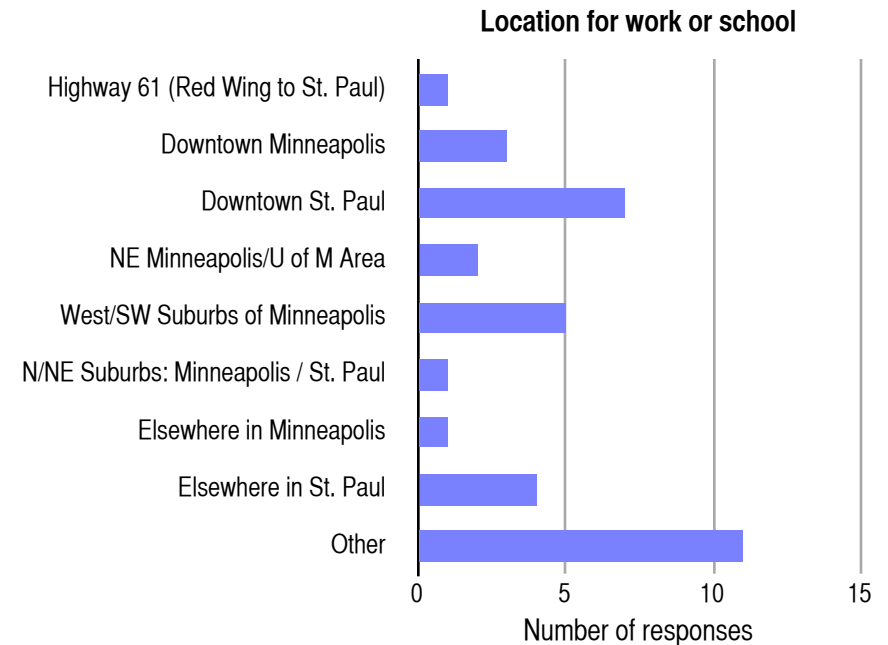
*"I live in..."*



- More than 40% of respondents (16 of the 36 respondents) live in Hastings or Cottage Grove, while the rest of the respondents indicated that they lived in St. Paul, Woodbury, Newport, Minneapolis, or "other."
- Places indicated as "other" included Edina, Maplewood, Bloomington, Forest Lake, South St. Paul, and Duluth (all not in the Red Rock Corridor).

### Q1-7: Where respondents travel for work or school

*"Where do you work or go to school?"*



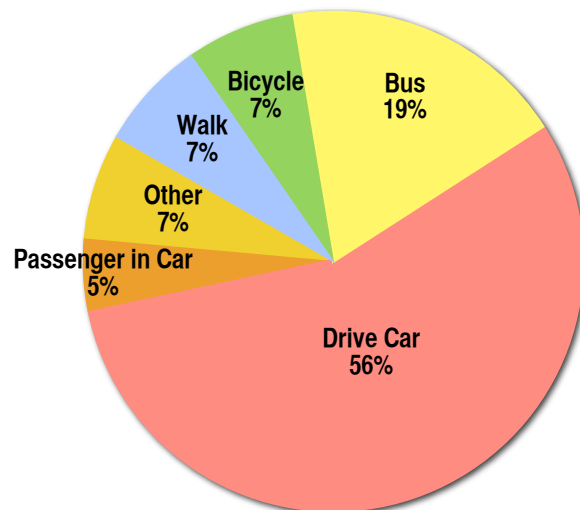
- 36 responses were received.
- The most common destination for work or school was downtown St. Paul.
- Responses under the category of "other" included Maple Grove and Plymouth.

## Survey Part 2: Travel Habits

The second part of the survey involved questions on basic travel habits and opinions.

### Q2-1: Typical mode of transportation

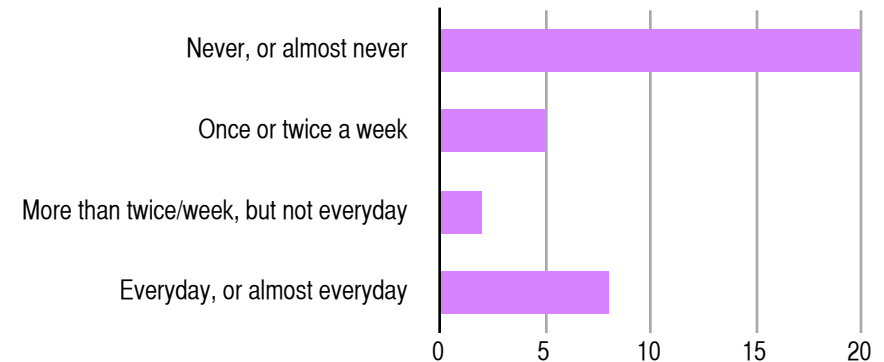
*“During the summer months - how do you usually get to your place of work (or school, or other daily destination)? ‘Usually’ means about half of the time.”*



- There were a total of 43 responses to this question, as respondents were given the opportunity to select as many choices as applied to their personal situation.
- Roughly 56% of respondents indicated that they drive a personal automobile to their destinations.
- “Other” responses included being retired, being off for the summer, and using light rail.

### Q2-2: Use of transit

*“During the summer months - how often do you use transit to reach a work, school, or recreation destination?”*



- 35 individuals responded to this question.
- 57% of the respondents indicated that they never, or almost never, use transit to reach work, school, or recreation destinations.

### Q2-3: Use of transit

*“What would help you choose transit more often for at least some of your trips?”*

- Open-ended responses included a desire for flexible, convenient, high frequency, fast, and reliable transit options that serve destinations throughout the corridor - please see this report’s Appendix for additional responses.

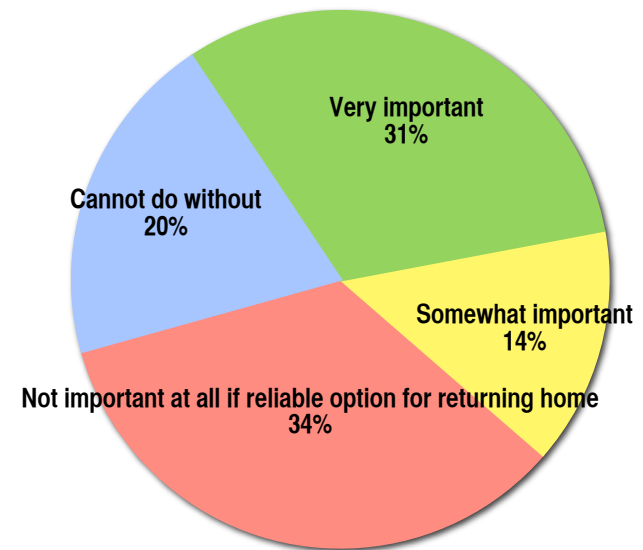
### Q2-4: Access to a personal automobile

*“I own or have frequent access to an automobile.”*

- 35 individuals responded to this question.
- 34 respondents indicated **“Yes,”** they owned or had frequent access to an automobile, while just 1 respondent indicated **“No,”** they did not.

### Q2-5: Access to a personal automobile during work or school day

*“How important is it for you to have access to a personal automobile during weekdays?”*



- 35 individuals responded to this question.
- The “not important at all” option included the assumption that a reliable option for returning home anytime during the school or work day, if necessary, would always be available.

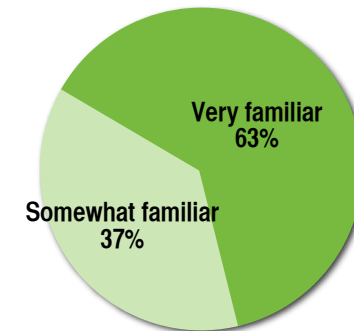


### Survey Part 3: Familiarity and Opinions of Transit in the Red Rock Corridor

The third part of the survey included questions on respondents' familiarity with various types of transit service, and with the Red Rock Corridor Project in general.

#### Q3-1: Familiarity with commuter rail service

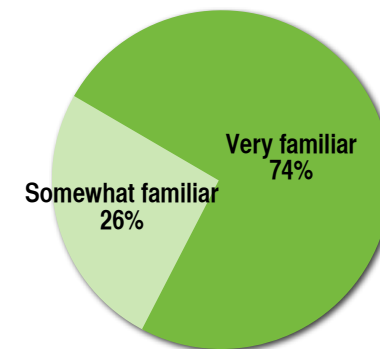
*"How familiar are you with commuter rail service?"*



- 35 individuals responded to this question.
- All respondents were either “somewhat familiar” or “very familiar.”

#### Q3-2: Familiarity with light rail service

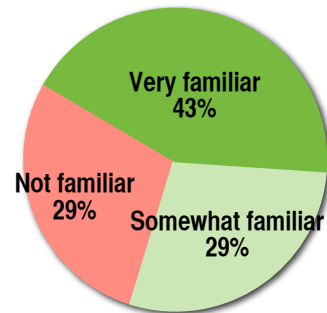
*"How familiar are you with light rail service?"*



- 35 individuals responded to this question.
- All respondents were either “somewhat familiar” or “very familiar.”

### Q3-3: Familiarity with bus rapid transit service

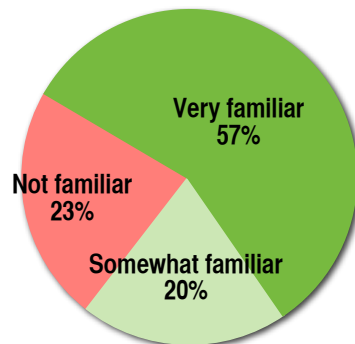
*“How familiar are you with bus rapid transit service?”*



- 35 individuals responded to this question.
- Bus rapid transit represented the greatest unfamiliarity among all of the modes.

### Q3-4: Familiarity with express bus service

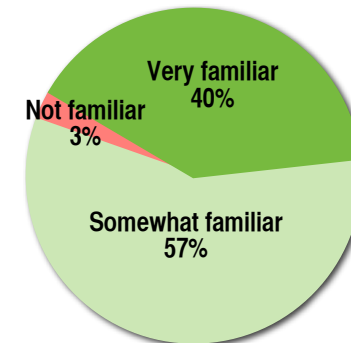
*“How familiar are you with express bus service?”*



- 35 individuals responded to this question.
- There was some level of unfamiliarity among respondents as it pertained to express bus relative to other modes.

### Q3-5: Familiarity with the Red Rock Corridor Project

*“How familiar are you with the Red Rock Corridor Project?”*



- 35 individuals responded to this question.
- There was generally widespread familiarity with the Red Rock Corridor Project, with all but 1 respondent indicating that they were either “very familiar” or “somewhat familiar” with the project.

## Survey Part 4: Ranking of Priorities for Transit in Red Rock Corridor

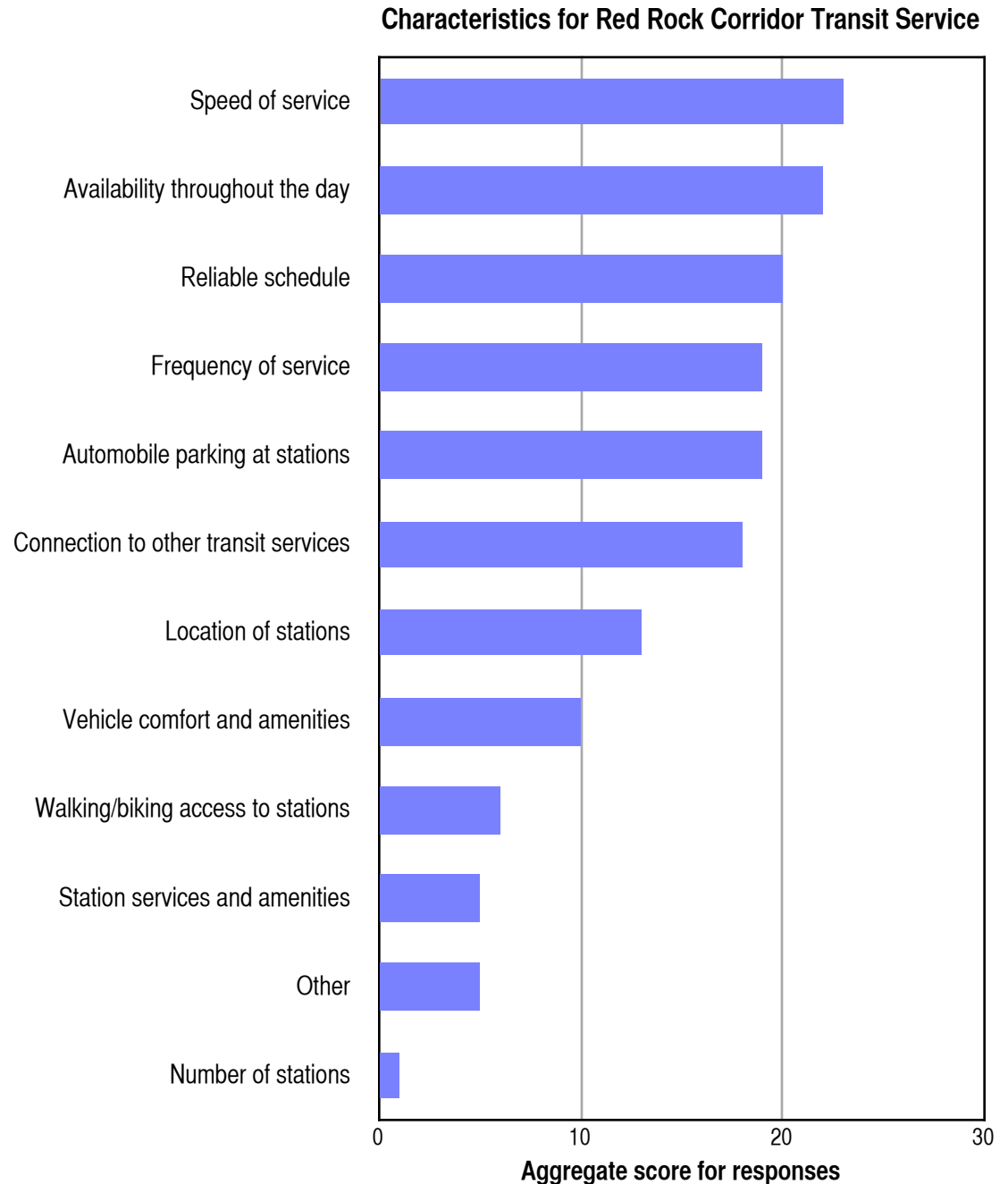
The fourth and final part of the survey included a question on respondents' desired characteristics for potential transit service in the Red Rock Corridor.

### Q4-1: Ranking important characteristics of public transit service in Red Rock Corridor

*"Which are your top 5 most important characteristics for transit service along the Red Rock Corridor? (Think about what would help make this transit service an attractive option for your travel and please select the five most important characteristics)."*

Respondents could select five characteristics for this question. Characteristics shown with higher scores on the following chart were more frequently mentioned as highly important by respondents.

- A total of 161 selections were made in response to this question.
- Speed, availability throughout the day, and reliability emerged as the top desired characteristics among respondents.
- "Other" responses included desire for a permanent, fixed system, a specific pick-up and drop-off location, and concerns about user fees relative to use and overall costs of the system.



## Section 3

## Public Questionnaire Results

Between September 17 and October 9, 2013, interested members of the public were invited to complete an online questionnaire. The questionnaire was made available on the Red Rock Corridor Commission website at [www.redrockrail.org/transit-study](http://www.redrockrail.org/transit-study).

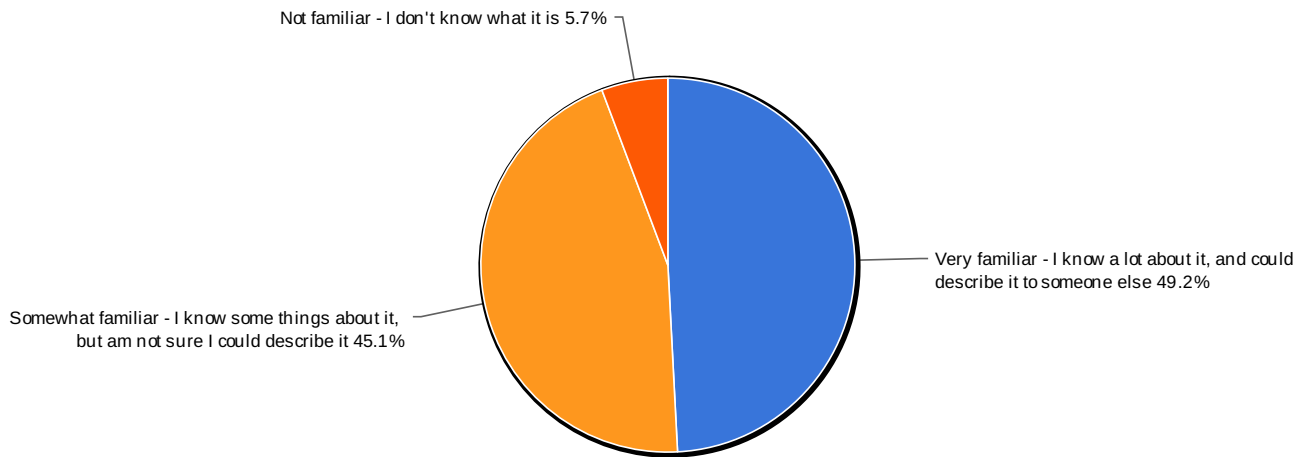
The goal of the questionnaire was to learn about respondents' familiarity with the project, their knowledge of the different transit options being considered, and their opinion on the relative importance of various transit service characteristics. In addition, several questions were included to gather respondents' travel behaviors, location of work and residence, and basic demographic characteristics.

In total, there were **122 respondents** to the questionnaire. The following are the raw results from the questionnaire.

## Summary Report - General Questionnaire - Fall 2013 Red Rock AAU - FINAL

Survey: Red Rock Questionnaire - Sep 2013

### 1. How familiar are you with commuter rail service?



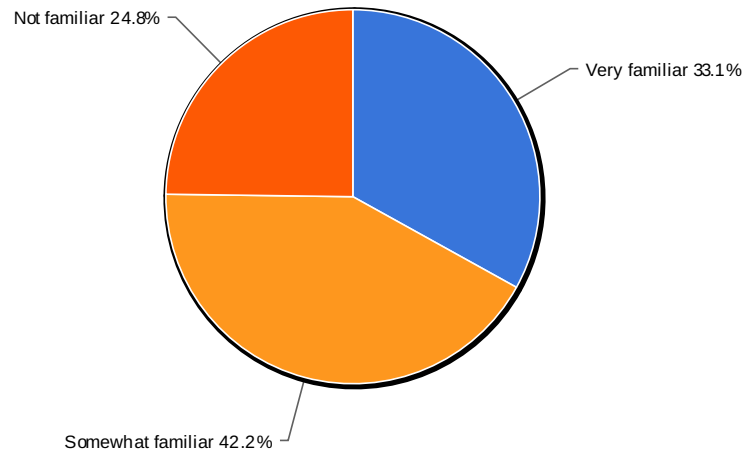
### 1. How familiar are you with commuter rail service?

Value	Count	Percent %
Very familiar - I know a lot about it, and could describe it to someone else	60	49.2%
Somewhat familiar - I know some things about it, but am not sure I could describe it	55	45.1%
Not familiar - I don't know what it is	7	5.7%

#### Statistics

Total Responses	122
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## 2. How familiar are you with bus rapid transit (BRT) service?



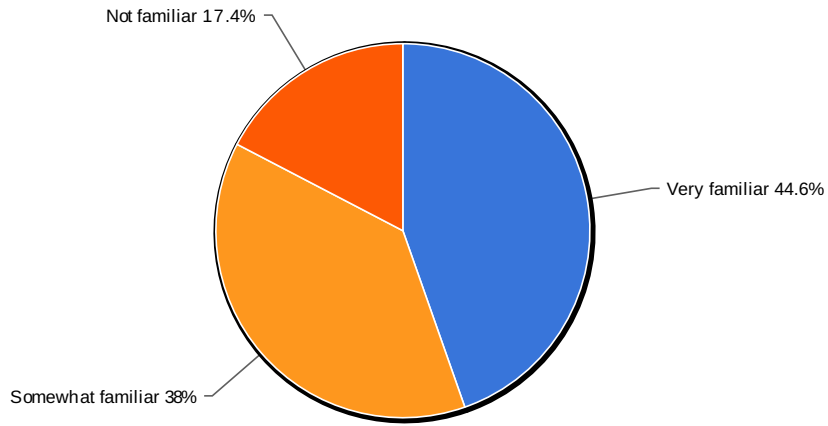
## 2. How familiar are you with bus rapid transit (BRT) service?

Value	Count	Percent %
Very familiar	40	33.1%
Somewhat familiar	51	42.2%
Not familiar	30	24.8%

### Statistics

Total Responses	121
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### 3. How familiar are you with express bus service?



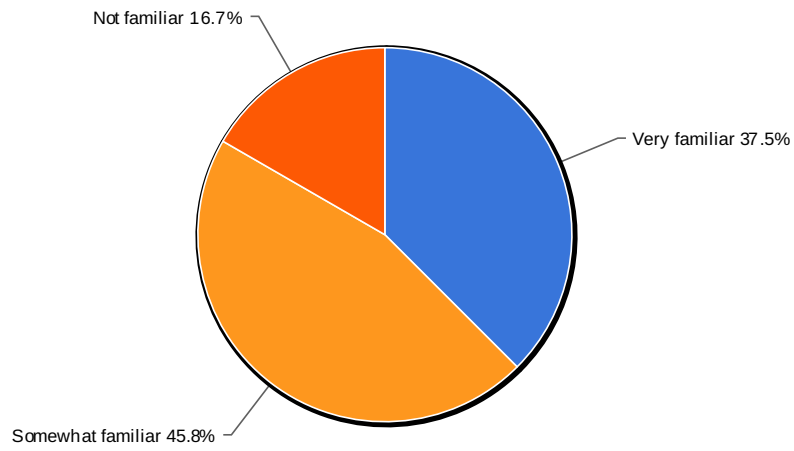
### 3. How familiar are you with express bus service?

Value	Count	Percent %
Very familiar	54	44.6%
Somewhat familiar	46	38.0%
Not familiar	21	17.4%

Statistics	
Total Responses	121



#### 4. How familiar are you with the Red Rock Corridor project?

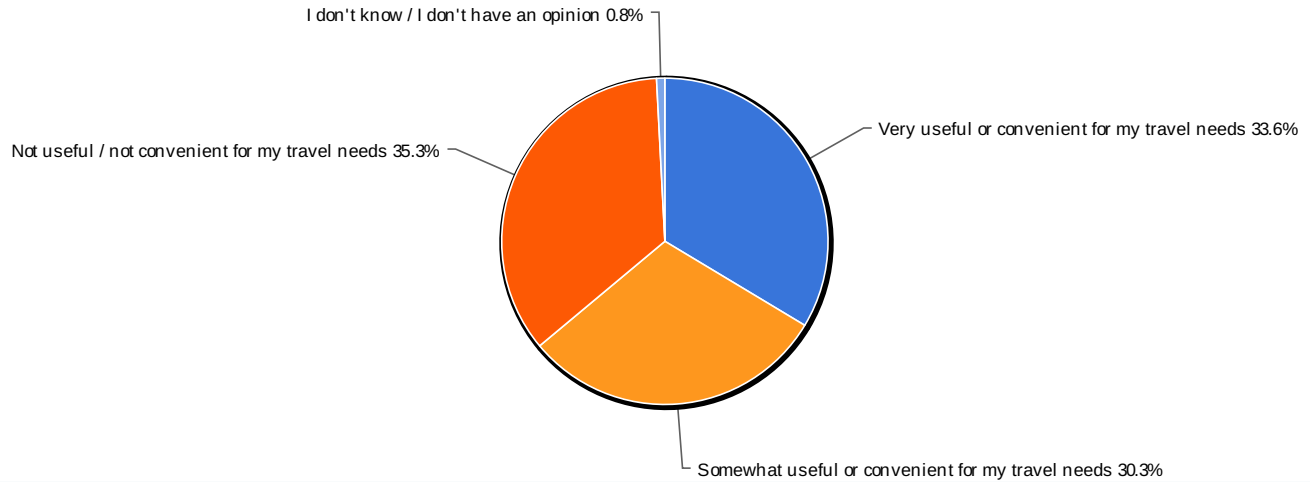


#### 4. How familiar are you with the Red Rock Corridor project?

Value	Count	Percent %
Very familiar	45	37.5%
Somewhat familiar	55	45.8%
Not familiar	20	16.7%

Statistics	
Total Responses	120

5. How useful for your travel needs would it be to have all-day transit service that provides connection between cities in the Highway 61 / Red Rock Corridor (including Red Wing, Hastings, Downtown Saint Paul / Minneapolis and points in between)?



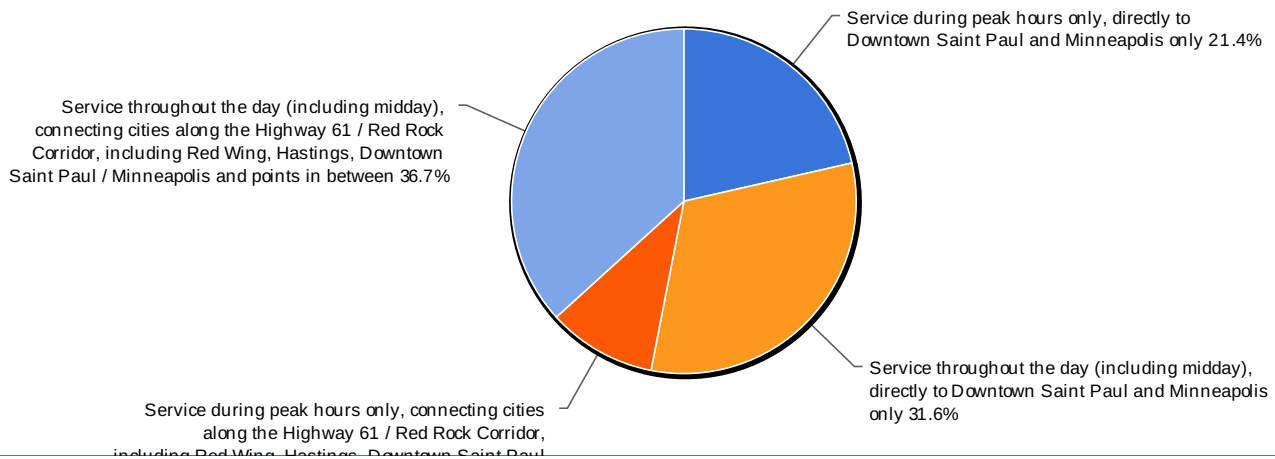
**5. How useful for your travel needs would it be to have all-day transit service that provides connection between cities in the Highway 61 / Red Rock Corridor (including Red Wing, Hastings, Downtown Saint Paul / Minneapolis and points in between)?**

Value	Count	Percent %
Very useful or convenient for my travel needs	41	33.6%
Somewhat useful or convenient for my travel needs	37	30.3%
Not useful / not convenient for my travel needs	43	35.3%
I don't know / I don't have an opinion	1	0.8%

#### Statistics

Total Responses	122
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6. Please select the transit service option that best matches your current travel needs:



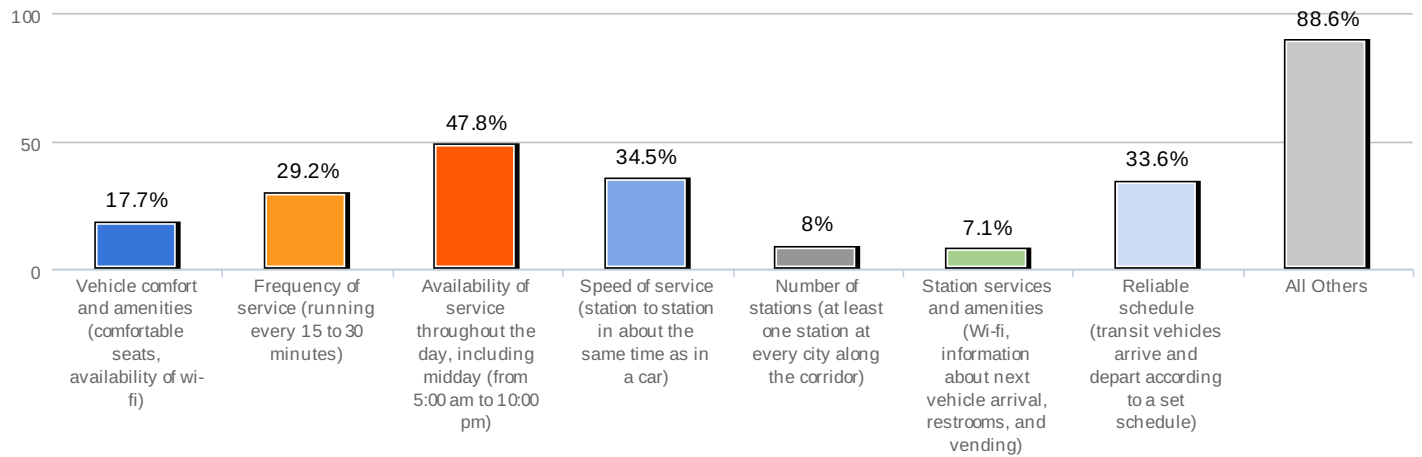
6. Please select the transit service option that best matches your current travel needs:

Value	Count	Percent %
Service during peak hours only, directly to Downtown Saint Paul and Minneapolis only	21	21.4%
Service throughout the day (including midday), directly to Downtown Saint Paul and Minneapolis only	31	31.6%
Service during peak hours only, connecting cities along the Highway 61 / Red Rock Corridor, including Red Wing, Hastings, Downtown Saint Paul / Minneapolis and points in between	10	10.2%
Service throughout the day (including midday), connecting cities along the Highway 61 / Red Rock Corridor, including Red Wing, Hastings, Downtown Saint Paul / Minneapolis and points in between	36	36.7%

Statistics

Total Responses	98
-----------------	----

7. Which are the top 3 most important characteristics that you would like for transit service along the Red Rock Corridor? (Think about what would help make this transit service an attractive option for your travel and please select the THREE most important characteristics):



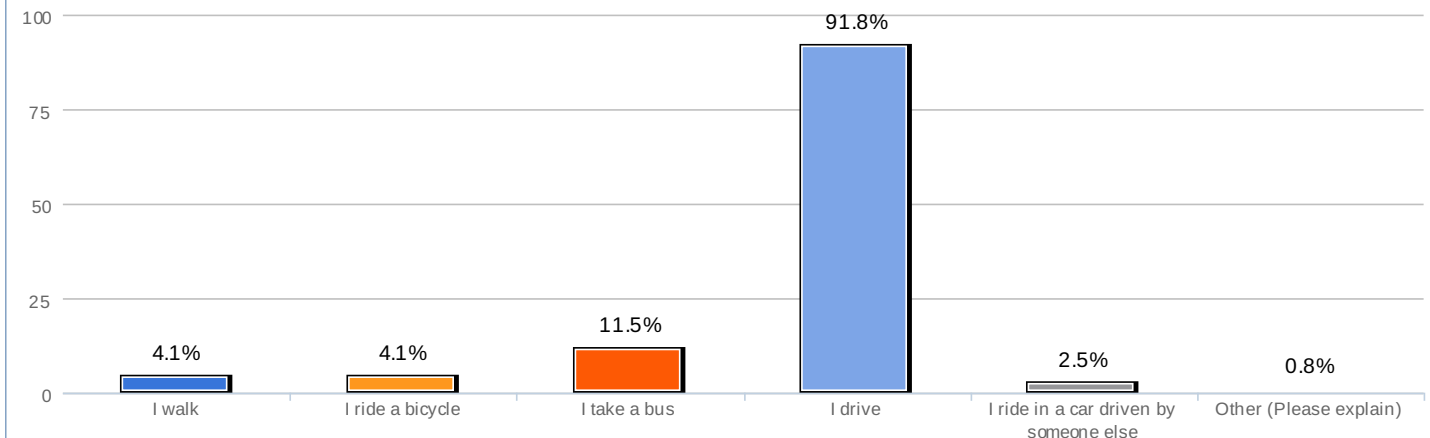
**7. Which are the top 3 most important characteristics that you would like for transit service along the Red Rock Corridor? (Think about what would help make this transit service an attractive option for your travel and please select the THREE most important characteristics):**

Value	Count	Percent %
Vehicle comfort and amenities (comfortable seats, availability of wi-fi)	20	17.7%
Frequency of service (running every 15 to 30 minutes)	33	29.2%
Availability of service throughout the day, including midday (from 5:00 am to 10:00 pm)	54	47.8%
Speed of service (station to station in about the same time as in a car)	39	34.5%
Number of stations (at least one station at every city along the corridor)	9	8.0%
Station services and amenities (Wi-fi, information about next vehicle arrival, restrooms, and vending)	8	7.1%
Reliable schedule (transit vehicles arrive and depart according to a set schedule)	38	33.6%
Location of stations (stations are located along a main street or other central area)	16	14.2%
Walking / biking access to stations (convenient connection to walking and biking trails and networks)	4	3.5%
Automobile parking at stations (availability of Park-and-Ride service)	42	37.2%
Connection to other transit services (easily access and transfer to other transit lines)	22	19.5%
Other (Please specify)	16	14.2%

Statistics	
Total Responses	113

Open-Text Response Breakdown for "Other (Please specify)"	Count
<i>Left Blank</i>	106
Don't build it.	1
Have it pay for it's self!	1
Have riders pay, not tax payers!	1
Having it rider funded! We don't want this tax burden!	1
How about it self sustaining?	1
If at all only operated during the week and only for working hours	1
Making it pay for itself!	1
To get a ride that pays for itself	1
WE CAN'T AFFORD OR NEED THIS BOONDOGGLE	1
non-biased survey's	1
safty	1
self sustaining transit stations so people like me in Stillwater don't have to pay for your BRT!	1
If it was user funded and not funded with Federal transportation dollar funds meant for roads and bridges.	1
We don't need anymore transit services, as the trains going by office on a daily basis are empty.	1
Not having to pay for a \$6.2 million dollar bus stop: <a href="http://www.startribune.com/local/east/217236181.html">http://www.startribune.com/local/east/217236181.html</a>	1
More lanes so I can drive my car when my work is busy and I am working longer hours and I would just like to get home.	1

8. How do you usually get to your place of work (or school or other daily destination)? (For this question, usually means about half the time - please check as many as apply)



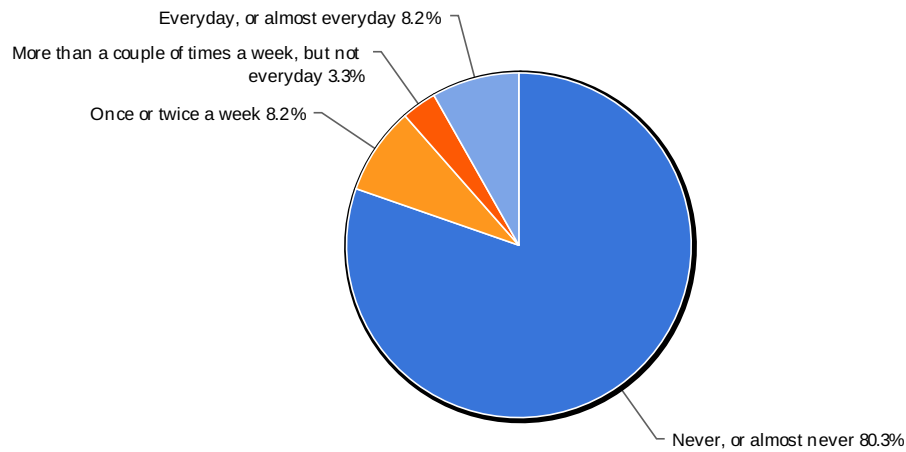
8. How do you usually get to your place of work (or school or other daily destination)? (For this question, usually means about half the time - please check as many as apply)

Value	Count	Percent %
I walk	5	4.1%
I ride a bicycle	5	4.1%
I take a bus	14	11.5%
I drive	112	91.8%
I ride in a car driven by someone else	3	2.5%
Other (Please explain)	1	0.8%

Statistics	
Total Responses	122

Open-Text Response Breakdown for "Other (Please explain)"		Count
Left Blank		122

9. How often do you ride transit to reach a work, school or recreation destination? (Please select one category)



9. How often do you ride transit to reach a work, school or recreation destination? (Please select one category)

Value	Count	Percent %
Never, or almost never	98	80.3%
Once or twice a week	10	8.2%
More than a couple of times a week, but not everyday	4	3.3%
Everyday, or almost everyday	10	8.2%

Statistics	
Total Responses	122



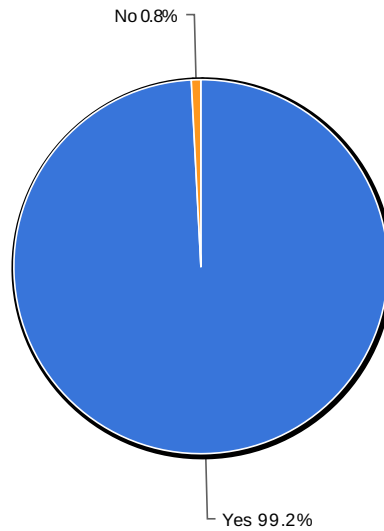
10. What would help you choose transit more often for at least some of your trips? (Please write your answer here)

Count	Response
1	.
1	Access from Hastings
1	Availability
1	Availability
1	Availability for events and weekend travel
1	Availability of service during the day and weekends with reasonable pickup durations.
1	Availability of service in Hastings
1	Availability of service to where I work, which is Eden Prairie. I live in south Maplewood.
1	Availability...
1	Available car parking at a city site and extended hour of transit service
1	Availability, speed & comfort.
1	Better service.
1	Bus or Train that goes from Newport to Saint Paul.
1	Convenience -which it is not currently.
1	Convenient, reliable and efficient transportation to key points from my city to Mpls & St. Paul.
1	Cost more efficient than car/fuel.
1	Ease of service
1	Easy access to transit sations
1	Frequency of service set schedule
1	Frequency of service, efficient and timely travel, safety of travel.
1	Frequent services before, after and during the work day (9-5 p.m.)
1	Getting to St Paul and home more quickly than driving.
1	Having an Express stop in Hastings
1	I don't understand the bus system and the lightrail doesn't go into our neighborhood.
1	I live in hasting and work in Red Wing. I would need transportation there.
1	I would like to see it go beyond the peak express times.
1	I would not be driving to the places I want to visit
1	If it had more local access in Cottage Grove and if it went between Woodbury & CG too.
1	If it wasn't scamming tax payers who'll never use or benefit from the line.
1	If it wasn't a \$700,000,000 burden on the tax payers. You're bankrupting our country!
1	If it were available on my corridor.
1	If it were limited to hours of business and weekdays days I could support it.
1	If there were transit available to my workplace, I would definitely use it to save on gas!
1	Keep the criminals in check
1	Lower cost.
1	More availability of public transit and easy connections to different transit routes.
1	More reliable service.
1	No way no how!
1	Nothing!
1	Nothing! I shouldn't have to pay for it!
1	Only use the transit for Viking & Twins games, which doesn't seem very cost effective.
1	Price and convenience
1	Quit over regulating taxi cabs and market based transit choices.
1	Safety

1	Schedule of service to fit my work. Need to connect from red rock to university ave light rail
1	Service in Hastings and more frequent, throughout the day service.
1	Speed and comfort
1	Speed--ability to bypass traffic jams
1	Timeliness Comfortable/Clean Amenities Safety
1	Transit to and from Hastings
1	Transit that isn't costing tax payers who'll never ride it.
1	WE DON'T NEED YOUR (GOVERNMENT) HELP.
1	Would never use it. It's a waste of taxpayers money.
1	all day bus service to/from St. Paul
1	availability, ease of use
1	better options to catch transit. i.e. location
1	convenience
1	get it here & I will use it
1	if it went where I needed to go conveniently
1	location
1	low amount of lost time waiting and transferring
1	regular and convenient service
1	shorter travel time
1	the amount of times I would use it would not be cost effective.
1	throughout the day service to from St. Paul and Minneapolis
1	total time traveled
1	traffic and wouldnt have to drive
1	transit to my destination needs
1	If I felt safe bringing my family on it. But no, you practically give the rides away so the worst members of society are on these things.
1	Transit wouldn't help me on my commute - I don't work conveniently close to the 61 corridor. For evening/weekend trips to Saint Paul for dining or events I would use it a lot.
1	Convenient location. If I have to drive 15 miles to pick up a bus, I'd rather drive. If there was a train or express bus in Hastings to downtown St Paul I'd probably take it.
1	I use it to get to sports games in Minneapolis and to the state fair. Other than that I find it necessary to drive myself because some times I must get in early to work on projects, or if a co-worker is sick otherwise I must stay late when the day runs late.
1	Suburb to suburb - I live in Cottage Grove and work in Minnetonka (soon to be Shakopee). I would love to be able to get on a bus or train and be able to read or craft on the way to work! And it would certainly beat sitting on Highway 61 in Newport trying to get west on 494!
1	If the location of the newport transit stop wasn't going to be in the worst location in South Washington County. Drive over the Wakota bridge at any given time and it smells like burning garbage from the nearby RRT.
1	If it went wherever I needed it to go, whenever I needed it to go there, just like getting in my car accomplishes.
1	I would choose transit if it was available when I wanted to use it and if it got me where I wanted to go.
1	If it didn't steal tax dollars from the federal transportation fund. Have local tax payers fund this 100% and watch public support TANK! The responsible thing would be to have the people riding it pay for it!
1	Nothing. I'd rather have an extra lane or two on 61 instead of this \$700,000,000 waste of tax dollars. Thing is, Federal gas tax dollars are taken away from roads to build these things so it'd actually be an honest user funded project... unlike LRT and BRT!
1	The most important characteristic is having service throughout the day (both ways). I go to college at the U of M, so my schedule is inconsistent, making the current peak-period express buses inadequate.
1	Transit times are usually two or three times the length of traveling by car. That's just too long for me.
1	If I could get to it from my house without driving. If I have to drive to get to a bus I may as well drive to work since busses are slower anyway.
1	If they were honest with the public. ie: these one sided survey's are a disappointment to say the least.

1	More available times during midday non-peak hours and multi-cultural awareness and sensitivity of the bus company.
1	I got to the cities 2-3 times per week from Hastings. I would love to be able to take transit to sports events and theatre events. I am getting older and do not like to drive at night. The transit would help me at night very much.
1	People don't live, work, and play in straight lines... your pick up is no where near my house and even worse your drop off points are no where near where I work and shop.
1	I work only 15 min. From work. Bt I would go to the airport with the train and go downtown much more often.
1	Convenience, parking at station, service that runs later at night, and to Minneapolis or saint Paul
1	Time and convenience. I currently work ten miles away from my home and to take any form of public transportation requires me to make multiple changes and would take more than 3 times as long to get to work as it does via automobile.
1	If I had to go downtown I'd love to take a bus or train. I do wish this went to the airports too.
1	If the people that ram it through and get it running didn't lie and manipulate the funds and support to do so I'd actually ride it. But the people behind this can't even run a honest survey, let alone a self sustaining ride fair.
1	I live in Red Wing, an Amtrak town, which I have used regularly. There is not much other transit available to me.
1	More availability. I need to catch transit at different times than the current Express Bus service allows.
1	If it charged a fair price for non-transit riders... Meaning, charge corridor riders not tax payers for the lines.
1	If it was self sustainable. That'd prove it actually has public demand and as a rider I wouldn't have to feel like a free loader riding it for pennies on the dollar.

11. Do you own or have frequent access to an automobile?



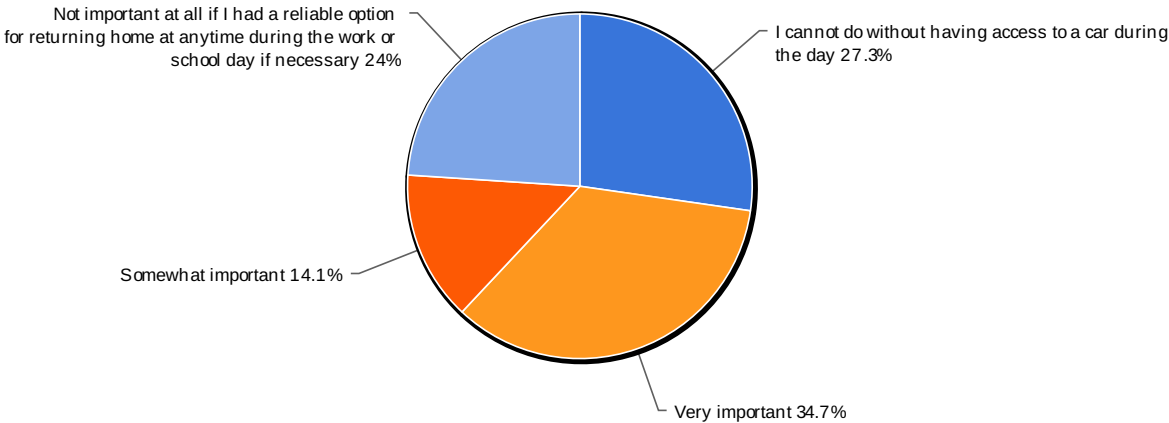
11. Do you own or have frequent access to an automobile?

Value	Count	Percent %
Yes	121	99.2%
No	1	0.8%

Statistics

Total Responses	122
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12. How important is it for you to have access to a personal automobile during weekdays?



12. How important is it for you to have access to a personal automobile during weekdays?

Value	Count	Percent %
I cannot do without having access to a car during the day	33	27.3%
Very important	42	34.7%
Somewhat important	17	14.1%
Not important at all if I had a reliable option for returning home at anytime during the work or school day if necessary	29	24.0%

Statistics	
Total Responses	121

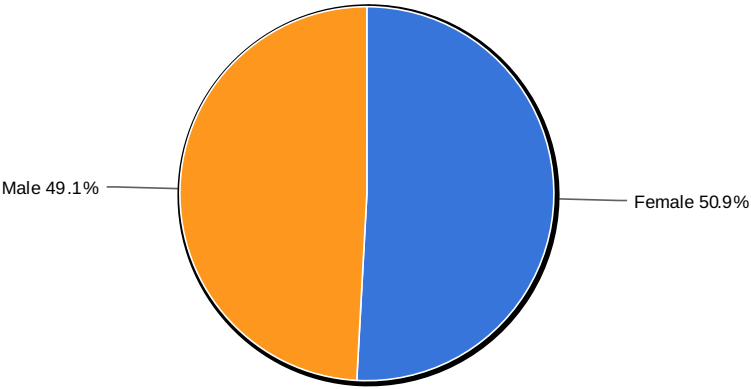
13. What is your age?

Count	Response
1	16
1	18
1	19
2	20
1	21
1	22
1	24
1	25
3	27
4	28
3	29
4	30
6	31
1	32
2	33
2	34
2	35
3	36
1	37
2	38
7	40
1	41
5	43
5	44
4	45
1	4550
1	47
1	48
4	49
3	50
1	51
1	52
4	53
5	54
4	55
6	56
1	58
1	59
4	60
1	61
1	62
1	63
1	65
2	66
1	67

<b>1</b>	69
<b>2</b>	75
<b>1</b>	77
<b>1</b>	79



14. I am:

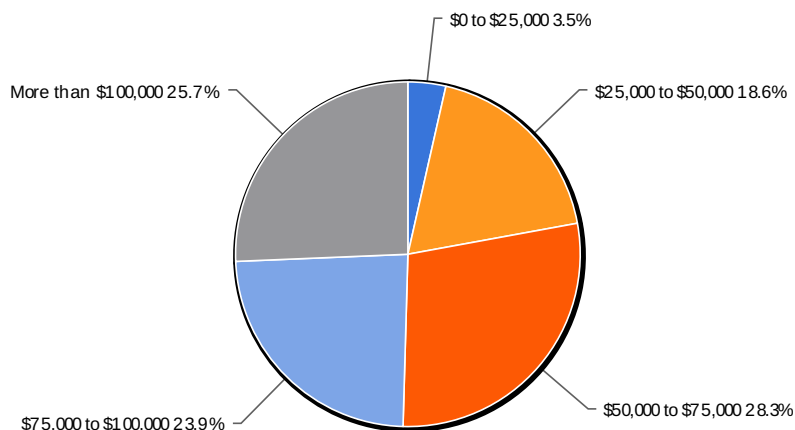


14. I am:

Value	Count	Percent %
Female	59	50.9%
Male	57	49.1%

Statistics	
Total Responses	116

15. For the year 2012: Approximately what was your household's total yearly income from all sources? (Please select one category)



15. For the year 2012: Approximately what was your household's total yearly income from all sources? (Please select one category)

Value	Count	Percent %
\$0 to \$25,000	4	3.5%
\$25,000 to \$50,000	21	18.6%
\$50,000 to \$75,000	32	28.3%
\$75,000 to \$100,000	27	23.9%
More than \$100,000	29	25.7%

Statistics	
Total Responses	113

16. What is the 5 digit zip code for your current residential address?

Count	Response
1	54805
1	55001
28	55016
44	55033
8	55055
1	5506
3	55066
2	55071
1	55082
1	55089
1	55104
6	55106
18	55119
2	55128

18. What is the 5 digit zip code for your place of work (or school or other daily destination)?

Count	Response
1	54016
2	54021
1	54805
1	55014
12	55016
13	55033
1	55044
3	55055
2	55066
1	55075
1	55082
2	55089
3	55101
3	55102
2	55103
2	55104
2	55106
1	55108
3	55109
2	55110
1	55112
2	55113
1	55114
2	55117
1	55118
2	55119
1	55121
7	55125
2	55129
5	55155
1	55343
2	55344
1	55401
6	55402
1	55403
1	55413
1	55417
1	55425
1	55427
1	55437
1	55450
1	55454
4	55455

20. Please use the text space below to share any other general comments, recommendations, questions or ideas related to transit in the Red Rock Corridor (Please write your answer here)

Count	Response
1	Anticipated Start of Development
1	Any improvements to Red Rock should have the people's input who live in the area
1	Don't build it.
1	Frequent and better service to the twin cities would expand my horizon greatly.
1	I WILL BE DOING EVERYTHING I CAN TO BLOCK THIS WASTE OF TAXPAYERS DOLLARS.
1	I like this - I will use it for weekend event travel
1	I travel along the RRC at odd times of day
1	I would prefer commuter rail over bus rapid transit in the Red Rock Corridor.
1	If it wasn't a \$700,000,000 burden on the tax payers. You're bankrupting our country!
1	If you would build it, it will be used
1	It would be nice if this stopped at the airports as well as going downtown.
1	Like communter rail...reliability and comfort....but express bus to St. Paul would be great.
1	Make it pay for itself or dump it!!!!
1	Mass transit is necessary. Traffic on Highway 61 is horrible.
1	My work is moving to either downtown so I am interested in commuter transit options
1	No more transit in MN, as the number of people riding does not warrent the service.
1	People don't live, work, and play in straight lines. Please have this bus line pay for itself
1	Please bring light rail along the train tracks to St Paul.
1	Please don't bring in traffic from chicago and increase our crime rate
1	Should have wifi availabe on the bus or rail.
1	Stop studying already and build something or increase express service!
1	Survey is complete bunk! Totally one sided!
1	need better transit wait stations
1	Since the Park and Ride at Hwy 61/Lower Afton/Point Douglas is very inadequate, a large ramp on the north side of Lower Afton is a great idea.
1	should never happen. Will be a complete waste of money and not meet any of the BS projections. paying off labor unions..plain and simple
1	As we are retired, travel to the inner city would allow us to attend events or etc. via transit rather than by car
1	I envision light rail being very important to my travel options as I age. I hope to be able to be able to get around the cities with minimal use of a car as I age. I am also very concerned about the best option from an environmental standpoint. I hope to see the most people transported with the least amount of carbon fuels used.
1	Please do something. This has been talked about for so many years with no results. It would have been nice to have something in place before we had to fight with both the Hastings bridge on 61 and the Lafayette bridge on 52 under construction, the only 2 ways into St Paul, at the same time.
1	You should be up front on the expected ridership, cost per rider, number of routes a day, and compare it all to something like the Red Line that is already up and running.
1	If the service is fast and quick for me to get to in my car I would park and ride the rail most days
1	In the 2007 report and in your description it indicates establishing bus service to Hastings. THIS HAS NOT HAPPENED YET! Right now I have to drive from Hastings to Cottage Grove and then use the bus. Now you are looking at trying to expand the service even further when you haven't accomplished what was originally set out. When is commuter bus service going to be available in Hastings?
1	If it didn't steal tax dollars from the federal transportation fund you probably wouldn't have so much public distrust and resentment. Have local tax payers fund this 100% and watch public support TANK! The responsible thing would be to have the people riding it pay for it instead of free loading off us tax payer!
1	I understand that there may not be enough people using the system to make it pay for itself, but I believe it is in the best interests of our state to have mass transit available so that we do not have be a state of concrete where all we see is a system of roads.

1	I don't hate buses or trains... I just want them to pay for themselves! So far this project is full steam ahead and absolutely no regard for cost, sustainability, or demand... Charge what it'd actually cost for a ride and there's your demand!
1	I believe that bus transport makes the most sense in this area. Building commuter rail will cost the most and be the most inflexible option. That does not seem to make any sense to me. What we really need is more roads to keep up with population growth in the area (if we even get the projected growth in the first place).
1	Big waste of tax dollars! Want to know if you have public support? Put out honest surveys and have it 100% user funded like every honest means of transportation. No free rides!
1	I would travel to St Paul and Mpls and Red Win on the train if available and leave my car at the parking lot
1	The questions on this like #6 and #12 result in the answer to be pro-BRT no matter what you mark. If you people were honest you'd have options to mark down lack of public support. You people should be ashamed of yourselves!
1	I don't understand how this is going to work with the existing rail transport trains using the tracks. I use P&R in Cottage Grove and busses keep getting stuck because trains are STOPPED on the tracks blocking the road. They finally made the busses use Jamaica exit instead.
1	These surveys are completely one sided. And I can see how you're going to say the fact I "always choose to drive" somehow means that I have no other option... or that if I put down that I never ride transit it means that you have to build a line by my house... So no matter what answer we put for any given question you can use it to show it supports your agenda. WHEN CAN WE GET A NON-BIASED SURVEY?
1	When LRT begins next year, please add more 361 express bus options - both beginning earlier in the morning and returning earlier/more frequently. for instance: start:5:45 am leaving CG. return once hourly beginning at 11:am and increase frequency at rush hour
1	Just moved here so couldn't add zip code or street intersection for workplace but I anticipate my job will be in St Paul. Would love it if I had a better option than driving in from Hastings every day. Thanks.
1	Nothing. I'd rather have an extra lane or two on 61 instead of this \$700,000,000 waste of tax dollars. Thing is, Federal gas tax dollars are taken away from roads to build these things so it'd actually be an honest user funded project... unlike LRT and BRT!
1	If our community is to grow effectively without major highway infrastructure improvements, transit solutions like Red Rock are the solution. It makes sense economically and environmentally.
1	When planning, please keep in mind all racial and economic demographics that could benefit from an increased transit service.
1	This shouldn't be connected to Hastings or Red Wing It should end in Cottage Grove which is a first ring suburb. It would cause more problem in Hastings than benefit the community. Or it should be ran weekdays only and only during business hours with last train out at 6pm
1	I work at the Veterans Home in Hastings in which over 150 Veterans would greatly benefit from public transportation to and from Hastings to St. Paul
1	The Red Rock Corridor Transit would be golden if it would bring us to work and back home. If there are too many stops I won't ride.
1	You should be ashamed of ramming this down our throats! Claiming "well we're saving you money by not building the train" is like only mugging me for half my money... if it's such a popular idea have the riders pay for it!
1	These surveys should be developed and conducted by a third party. I've never seen such a one sided study.
1	I think the public is not well informed about this project. In particular, very few seem to know that this provides (via commuter rail) a quick link between Mpls and St. Paul with perhaps one stop. This service could become very popular if the public knew about it.
1	I would love to have a way to get to the cities that does not involve driving a car and dealing with parking. My travels to metropolitan regions with great transit make the respective cities so much more attractive than the Twin Cities
1	When I first looked at this, I was very excited at the prospect of a commuter rail. Rail always seems like it'll be nicer than buses, and the buses we have right now don't help the case. However, when I rode the Red line, it was just as nice as a light rail and had the fantastic convenience of coming every 15 minutes. Although I may be biased as a Cottage Grove resident, I feel like this would be the best option, followed by all-day express bus service.
1	Provide consistent, quality bus service. Do NOT build light rail or commuter trains. Way too expensive!
1	my husband would especially appreciate service from Hastings to NW Mpls. - but it would have to be timely.
1	Charge a fair price for non-transit riders. Meaning, charge corridor riders not tax payers for the lines. Roads are user funded with local and federal gas tax, registration fees, licenses, fines, etc. Not to mention the fact goods and services are all ultimately provided for on roads.

- |   |   |
|---|---|
| 1 | Rail based mass transit is stupid. It is a stupid policy, a stupid program and this is a particularly stupid project. The freight corridor that will be disrupted by this inane boondoggle is one of the biggest RR freight choke points in the country and you want to screw it up so you can install your over-hyped amusement park ride. Here is the truth about railroads. They are fantastic for moving massive heavy amounts of products or commodities that are not particularly time sensitive; if you carload of freight is 3 days late, you can tolerate it. People are not massive or heavy but they are extremely time sensitive. The people want roads, and they are going to get them |
| 1 | I think the buses make so much more sense from a cost basis as well as flexibility. The route could change to Highway 55 or another route if needed, the train seems far too costly and restrictive.  |
| 1 | I don't want mass transit to have the ability to bring people into my town that don't belong here. This survey makes it sound like only people going to work will use this, with 50% of the people getting some sort of assistance, I think they will be the main beneficiaries   |
| 1 | need throughout the day express bus service. Especially when LRT begins from St. Paul to Minneapolis. Too limited now with only rush hour options. Need middle of the day (going to CG).  |
| 1 | I hope that this comes very soon. Many people in hastings go into downtown. 61/494 would be so much easier to drive   |
| 1 | Services from hastings to the twin city ,there a lot of people realesed from dakota county jail that get stuck in hastings because dont have a ride to the twin cities  |
| 1 | The last survey with 36 respondents had AT LEAST 10 critics of the Red Rock corridor fill out the survey off <a href="http://www.fb.com/wcwatchdog">www.fb.com/wcwatchdog</a> and it was sad to see in the findings that there was absolutely no reflection of the opposition in the report... STOP twisting the facts!   |
| 1 | I lived in Cleveland and relied solely on transit. Now, I drive to Fort Snelling to utilize the nearest transit. I would use transit if it came to Red Wing in my lifetime.   |
| 1 | The blatant lack of objectivity in these surveys is clearly apparent. It's terrible a non-biased third party can't be the ones in charge of conducting an honest survey.  |





## Section 4

# Meeting Summary

## *Citizens Advisory Committee (CAC)*

### Background

The second meeting of the Red Rock Citizens Advisory Committee (CAC) took place on Tuesday, September 24th from 5:00 pm to 7:00 pm at the Washington County Cottage Grove Service Center at 13000 Ravine Parkway South in Cottage Grove. This meeting was attended by eight members of the committee in addition to project staff.

The purpose of the meeting was to provide an update on the project's progress, to receive committee members' comments and ideas on the list of selected alternatives being considered, and provide an update on the project's public engagement activities. The CAC is an advisory body made up of Red Rock Corridor residents and business representatives and convened by the Red Rock Corridor Commission.

### Meeting Description

#### *Introductory Presentation*

A brief presentation that included a recap and update on the project's progress, a summary of the alternatives which have been selected for further review, and a progress report on public engagement activities, was offered as a starting point for conversation during the meeting.

#### *Activities*

CAC representatives were asked to comment on the advantages and disadvantages of each of the transit alternatives which are being considered for further review - these are:

- No build (keeping current service in place),
- Express Bus (which keeps current service and adds an overlay of additional Limited Stop Express Bus service at Red Wing, Prairie Island, Newport, Union Depot, and Minneapolis),



***The second meeting of the Red Rock Corridor CAC took place at the Washington County Cottage Grove Service Center.***



***Project manager Lyssa Leitner providing an overview of the alternatives which have been selected for further review .***

- Bus Rapid Transit (with direct access to stations and which would provide all-day service between Hastings and Union Depot), and,
- Commuter Rail (providing service during peak hours from Red Wing to Minneapolis via Union Depot, supplemented by midday bus service)

CAC members were asked to write their comments or questions on post-it notes, and then to place them in the meeting room's front board in the room, grouping them into advantage, disadvantage, or question categories for each alternative. This activity was then followed by a facilitated group conversation that included discussion of the following questions, among others:

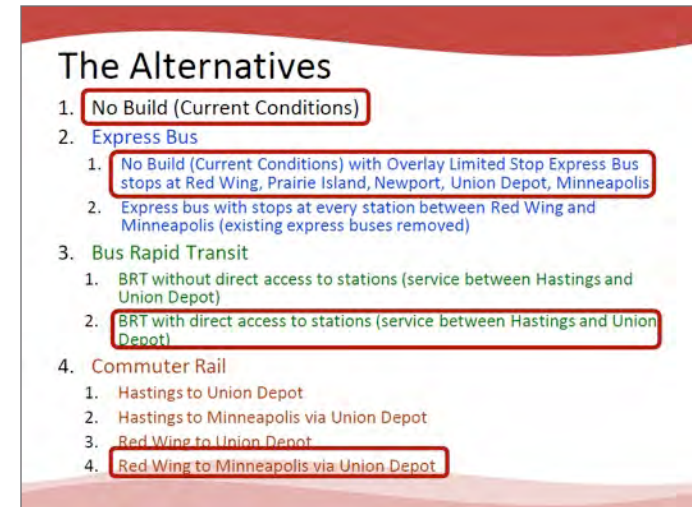
- After participating in the advantage and disadvantage exercise, what additional thoughts can you share?
- What is your vision for the corridor and for your city?
- How does transit fit within and/or support your vision?

## Information Received

### Themes Received in the Advantages and Disadvantages Post-Its Exercise

Almost 80 comments were received from participants through this activity (please see Appendix for a listing of individual comments). Broad themes mentioned by participants as advantages and disadvantages they recognized for each alternative (with selected quotations from participant notes) include:

- For the no build alternative
  - Advantages: Cost savings or “no additional expense”
  - Disadvantages: No change in current service is “not planning for 2030 population”
- For Express Bus
  - Advantages: Added service improvement is a “stepping stone to further investment”
  - Disadvantages: No mid-day service
- For Bus Rapid Transit



*Image from Ms. Leitner's presentation, showing the alternatives which were selected for further review.*



*Reviewing comments received in preparation for a facilitated conversation about transit.*

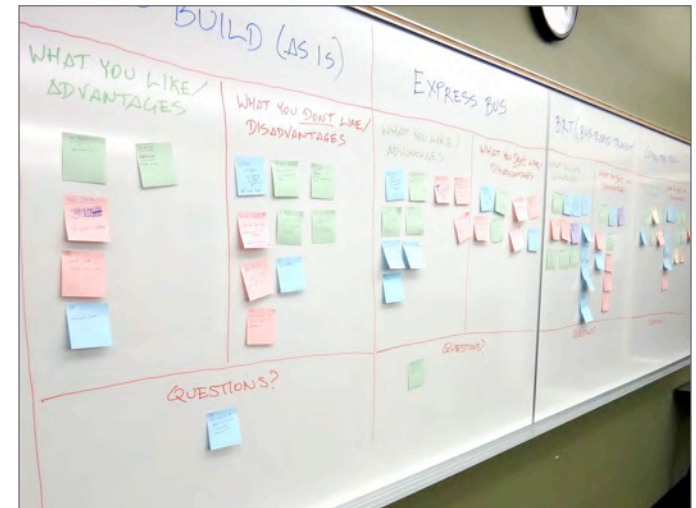
- Advantages: Speed of service; meeting service/schedule needs, including all-day service, “largest [projected] ridership gain for cost”
- Disadvantages: Lack of funding; unfamiliarity with service among public; questions about overall ridership need
- For Commuter Rail
  - Advantages: Comfort and appeal of train; reliability; perceived permanency; potential for “good development opportunit[ies]”
  - Disadvantages: High cost; long time before would be implemented; lack of all-day service

Please see Appendix for a complete listing of all comments received.

### Small Group Discussion

The facilitated group discussion following the individual post-it note activity yielded several responses to the three questions that were posed. These included, among others:

- The need to address and expand transit service along the corridor to meet projected population growth and demand;
- The desire to focus development around transit stations in the corridor, with communities along the corridor functioning as “transit villages” with unique identities and a diverse set of activities and gathering places in each community;
- Additional conversation about the projected ridership impacts for each of the transit configurations explored;
- Questions and exploration about the need for all-day service along the corridor;
- Questions about travel speed to Minneapolis under the various transit options discussed;
- Conversation about economic and business development in the corridor, with a desire for growth in local jobs;
- Conversation about additional mobility options vs. congestion relief as arguments for support of expanded transit service; and,
- Discussion about transit’s role in serving mobility needs of corridor residents with limited or no access to a personal motor-vehicle.



**Comments received during the meeting.**



**CAC members commenting on the advantages and disadvantages of each alternative.**

## Appendix - All comments received

The table below includes a transcription of all the comments received during the post-it notes exercise

Comment	Alternative	Advantage, Disadvantage, or Question?
No expense	1 - No Build	Advantage
No additional investment	1 - No Build	Advantage
Least cost and still too costly	1 - No Build	Advantage
Minimal cost	1 - No Build	Advantage
Cost savings	1 - No Build	Advantage
No change, not planning for 2030 population. Not a good idea.	1 - No Build	Disadvantage
No progress for a very congested area	1 - No Build	Disadvantage
No real improvement in service	1 - No Build	Disadvantage
Status quo, increased congestion	1 - No Build	Disadvantage
Limited service on a growing corridor	1 - No Build	Disadvantage
No economic development opportunities; low level of service; limited funding - Met Council broke	1 - No Build	Disadvantage
Things have to change	1 - No Build	Disadvantage
No midday	1 - No Build	Disadvantage
Riders should pay actual cost to operate	1 - No Build	Disadvantage
What happens to park and rides and current overrun?	1 - No Build	Question
Increase riders by extending to Hastings	2 - Express Bus	Advantage
An improvement over present situation, cheapest	2 - Express Bus	Advantage
Stepping stone to further investment if demand (data) warrants	2 - Express Bus	Advantage
Added service to Hastings	2 - Express Bus	Advantage
Less congestion than no build	2 - Express Bus	Advantage
Add service south	2 - Express Bus	Advantage
Little BRT	2 - Express Bus	Advantage
Add service for Newport	2 - Express Bus	Advantage
Minor improvement in service; service reaching Red Wing; minimal cost	2 - Express Bus	Advantage
Would be fast	2 - Express Bus	Advantage
Just a little lift in ridership by 2030	2 - Express Bus	Disadvantage
Little need for change. If we are servicing only 1500 individuals a day, why add so much capacity. Huge cost to cover minute population need.	2 - Express Bus	Disadvantage



Comment	Alternative	Advantage, Disadvantage, or Question?
All options will depend on usage. People giving up driving cars.	2 - Express Bus	Disadvantage
No mid-day use	2 - Express Bus	Disadvantage
No economic development opportunities; low level of service; no funding source	2 - Express Bus	Disadvantage
Potential confusion for riders - which lines go where?	2 - Express Bus	Disadvantage
Not all day	2 - Express Bus	Disadvantage
No midday	2 - Express Bus	Disadvantage
Still a problem for people heading to Minneapolis	2 - Express Bus	Disadvantage
Faster - probably best option for 2030	3 - BRT	Advantage
More people will use	3 - BRT	Advantage
Cost; frequency of service; reliability of service; mimics desired LRT in features and amenities	3 - BRT	Advantage
Weekend evening service	3 - BRT	Advantage
Service throughout corridor	3 - BRT	Advantage
Possible smart partner \$	3 - BRT	Advantage
Provides all day service with Express Bus am and pm	3 - BRT	Advantage
Flexible with routing at end of line; all day service	3 - BRT	Advantage
Regular 15 minute service	3 - BRT	Advantage
Largest per day, ridership gain for cost	3 - BRT	Advantage
For LA specifically - solution for park and ride issue	3 - BRT	Advantage
With increase in midday ridership - environmental benefits to getting more cars off the road	3 - BRT	Advantage
Seems like better chance for development opportunities	3 - BRT	Advantage
Significant increase in ridership	3 - BRT	Advantage
Meets scheduling needs	3 - BRT	Advantage
Meets speed needs	3 - BRT	Advantage
Better option than another train	3 - BRT	Advantage
No metro trans \$ at this time	3 - BRT	Disadvantage
No service to Minneapolis; no real increase in reliability; not fast	3 - BRT	Disadvantage
Depends on actual ridership and cost	3 - BRT	Disadvantage
Unfamiliarity with mode among public	3 - BRT	Disadvantage
Second expensive option	3 - BRT	Disadvantage



Comment	Alternative	Advantage, Disadvantage, or Question?
New concept - getting people to adopt?	3 - BRT	Disadvantage
Why would we run a bus every 15 minutes when many of the buses will be empty?	3 - BRT	Disadvantage
Self sustaining - riders should cover cost to operate, run it like a business not a government program	3 - BRT	Disadvantage
Comfort of a train; nostalgia of a train	4 - Commuter Rail	Advantage
Reliability - weather has little effect; fast; connection to Minneapolis; easy to expand	4 - Commuter Rail	Advantage
Would include Minneapolis - depends on number of people who would need (work wise)	4 - Commuter Rail	Advantage
Glamorous	4 - Commuter Rail	Advantage
Good development opportunity	4 - Commuter Rail	Advantage
"Fixed" - perception of permanency	4 - Commuter Rail	Advantage
No partner dollars	4 - Commuter Rail	Disadvantage
Too expensive per ride for capital/ongoing costs	4 - Commuter Rail	Disadvantage
Too expensive	4 - Commuter Rail	Disadvantage
Most expensive option	4 - Commuter Rail	Disadvantage
Not a viable option in the next 20 years	4 - Commuter Rail	Disadvantage
No midday service	4 - Commuter Rail	Disadvantage
Too expensive; not using it all day	4 - Commuter Rail	Disadvantage
Low level of service; very high cost	4 - Commuter Rail	Disadvantage
More expensive to implement	4 - Commuter Rail	Disadvantage
Will lack public support (cost)	4 - Commuter Rail	Disadvantage
High cost	4 - Commuter Rail	Disadvantage
Public relations problem - commuter rail has a bad reputation with St Paul residents ("not for us, only for suburbs")	4 - Commuter Rail	Disadvantage
Bad idea, not needed, cost prohibitive government folly	4 - Commuter Rail	Disadvantage

## Section 5

# Meeting Summary

## *Park and Ride Outreach*

### Background

To engage directly with current transit users and gain an understanding of commuter preferences and priorities for enhanced transit service in the Red Rock Corridor, four tabling sessions were held at the two Metro Transit Park and Rides located along the Highway 61/Red Rock Corridor between Cottage Grove and Saint Paul.

The tabling sessions were held on Wednesday September 25 and Thursday September 26 at the Lower Afton Park and Ride and the Cottage Grove Park and Ride. Metro Transit Express Bus routes 361 / 361B (Cottage Grove to Downtown St. Paul), and 365 (Cottage Grove to Downtown Minneapolis), provide service to these locations. Activities included surveys and brief conversations at a pop-up information station during times of Express Bus service.

Approximately 200 persons were reached during this engagement, with 155 surveys distributed to commuters and 76 surveys received from participants for processing.

Engagement activities took place on the following dates and locations:

#### **Wednesday September 25, 2013**

Lower Afton Park and Ride, Lower Afton Road and U.S. Highway 61, St. Paul

- 5:30 am - 8:30 am
- 3:00 pm - 7:00 pm

#### **Thursday September 26, 2013**

Cottage Grove Park and Ride, 7500 West Point Douglas Rd. S, Cottage Grove

- 5:30 am - 8:30 am
- 3:00 pm - 7:00 pm



***Transit riders at the Lower Afton Park and Ride learned about transit alternatives under consideration, and participated in an exercise to express their opinions on transit objectives.***



***Commuters traveling from the Cottage Grove Park and Ride asked questions about the goals of the proposed transit alternative before their morning ride to work.***

## Meeting Description

### Information and Activities

Each tabling session included display of an information board summarizing the four transit alternatives under consideration including the No Build, Express Bus, Bus Rapid Transit, and Commuter Rail alternatives. A second board outlined goals and objectives for transit in the corridor and provided a map of destinations along the corridor and in the metro area. Before and/or after their commute, riders asked questions and engaged in conversations with project representatives. All riders were encouraged to complete a questionnaire.

### Questionnaire

The questionnaire, developed in collaboration with Metro Transit, was administered to collect riders' input regarding transit preferences and travel habits. It was distributed to as many riders as possible during morning sessions so that it could be completed during the day at riders' convenience and collected when they returned to the Park and Ride at the end of their commute.

### Transit Priorities and Desired Destinations: Dot Exercise

Riders were able to offer their recommendations for transit priorities and destinations by placing dots alongside the goals and objectives about which they felt the strongest. Additionally, riders were asked to place dots on a map of the Red Rock Corridor indicating their current and desired destinations via transit.

## Information Received

### Dot Exercise and Post-It Notes

Goals and objectives identified by riders at the two Park and Ride tabling sessions are included below, with (#) indicating the number of dots placed corresponding to that particular objective.



***A commuter at the Lower Afton Park and Ride participates in the dot exercise.***



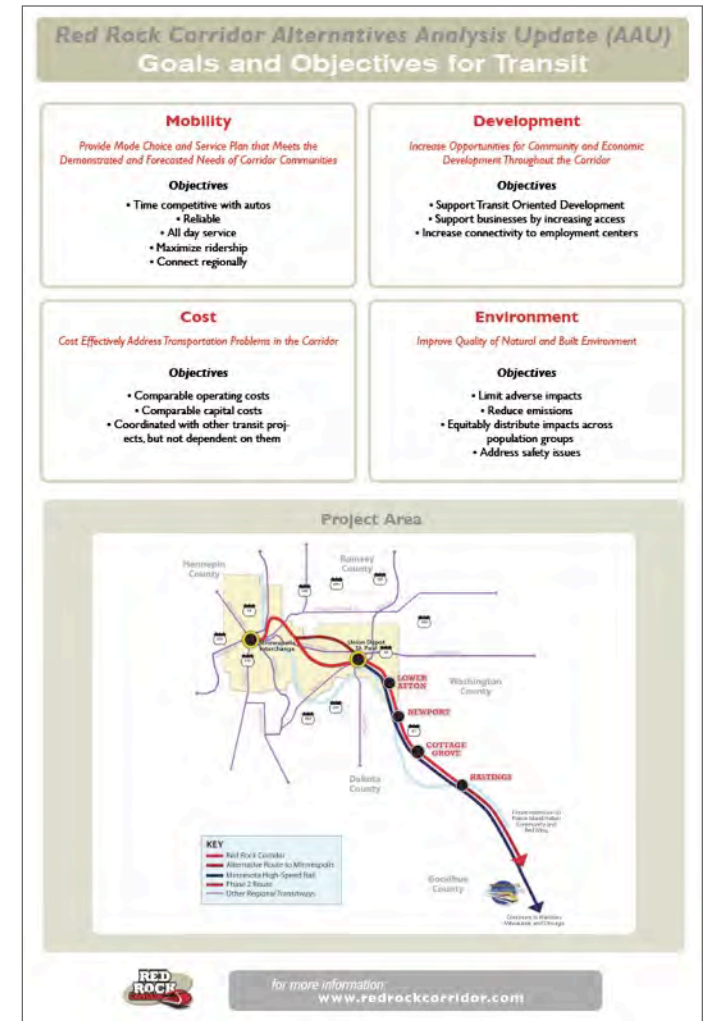
***Project representatives greeted commuters and distributed questionnaires in the morning.***

Four broad goal areas (Mobility, Development, Cost, and Environment) were presented, with an explanation and a list of objectives related to each. Participants placed dots next to the objectives with which they agreed (please note that participants were not restricted to using a limited number of dots):

- Mobility
  - Time competitive with autos (2)
  - Reliable (6)
  - All day service (20)
- Development
  - Support Transit Oriented Development (3)
  - Support businesses by increasing access (8)
  - Increase connectivity to employment centers (3)
- Cost
  - Comparable operating costs [to other transit technologies] (5)
  - Comparable capital costs (5)
  - Coordinated with other transit but not dependent on them (3)
- Environment
  - Limit adverse impacts (2)
  - Reduce emissions (8)
  - Equitably distribute impacts across population groups (1)
  - Address safety issues (5)
    - Additional comment provided: “Bridge over 61!”

Top existing and “wish-I-could” destinations were marked with a dot (see map below):

- Hastings (1)
- Southwest LRT, Minneapolis (1)
- Woodbury (2)
- Newport (2)
- Cottage Grove (3)
- Downtown St. Paul (4)
- Robert Street, St. Paul (1)



**Board used for the Dots / Preference Exercise at Park and Ride engagement sessions.**



- Lower Afton (8)
- Downtown Minneapolis (8)

Additional comments were recorded by participants on Post-It notes and attached to the boards, and many other comments were also expressed to project representatives in conversation. A sample is included below:

- All-day service. Would like to stay in Minneapolis longer after work.
- Transit from Newport should continue to Minneapolis, not end in Saint Paul.
- Need a pedestrian bridge crossing Highway 61, or allow the bus to turn left.
- Keep the Afton location. It is convenient, and close to my house.
- I do not feel safe crossing the street when returning from work. I call it 'the gauntlet.'



**Results of the exercise that asked commuters to place dots on existing and desired destinations.**

## Questionnaire

A questionnaire was distributed during the morning Tabling Sessions and collected during the afternoon. Riders were also informed that the questionnaire was available online; some took advantage of this option. The purpose of the questionnaire was to collect rider input regarding travel habits, their familiarity with transit alternatives and the Red Rock Corridor project, priorities for transit, and rider demographics. A full Questionnaire Summary is included over the following pages. All free-text responses are included on this report's Appendix.

## Overall Summary of Responses Received

Based on the Dot Exercise, an overview of questionnaire results, and stated opinions, the following conclusions can be drawn:

- There is a desire among transit riders for midday and weekend service. Riders at both locations expressed that they would use transit for more of their trips if service was extended during the afternoon (for half-days at work, or appointments), later into the evening (so that riders could stay in Downtown St. Paul or Minneapolis after work for recreation or leisure), and into the weekend (for activities including shopping, special events, sports games, etc.).
- Riders at the Lower Afton Park and Ride expressed a need to address safety concerns related to the current Express Bus afternoon drop-off location, which requires them to walk across Highway 61 in order to access the Park and Ride parking lot.

## Park and Ride Questionnaire Results

On September 25 and 26, 2013, transit riders at the Lower Afton and Cottage Grove Park and Rides along the Red Rock Corridor were given the opportunity to ask questions and respond to a brief questionnaire in conjunction with morning and afternoon tabling sessions held at each location. Many transit riders took a questionnaire with them in the morning, and returned it during their afternoon commute home. Riders also had the option of completing the questionnaire online.

The goal of the questionnaire was to learn about respondents' familiarity with the project, their knowledge of the different transit options being considered, and their opinion on the relative importance of various transit service characteristics. In addition, several questions were included to gather respondents' travel behaviors, location of work and residence, and basic demographic characteristics.

In total, **76** transit riders completed the Park and Ride questionnaire. **34** riders from Lower Afton and **37** riders from Cottage Grove completed the questionnaire in person at the tabling sessions. An additional **5** respondents completed the questionnaire online.

Please see this report's Appendix for a copy of the questionnaire, and a complete data set of all responses received.

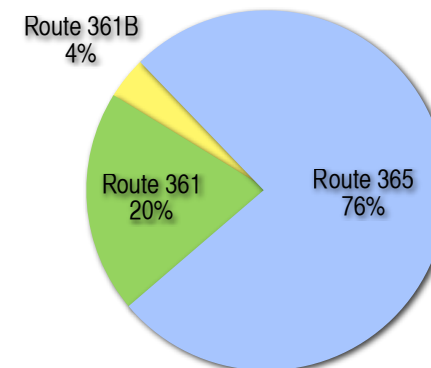
## Questionnaire Part 1: Rider Travel/Commute Characteristics

The first section of the questionnaire was intended to gather information regarding the travel behaviors of transit riders, including their route, frequency of ridership, and destination points.

- *Important note: Figures provided present cumulative results for riders from both Park and Ride locations, as well as those completing the questionnaire online. Notes under each figure are provided for further detail.*

### Q1-1: Transit route

*"What is the route number you will be riding/ rode today?"*

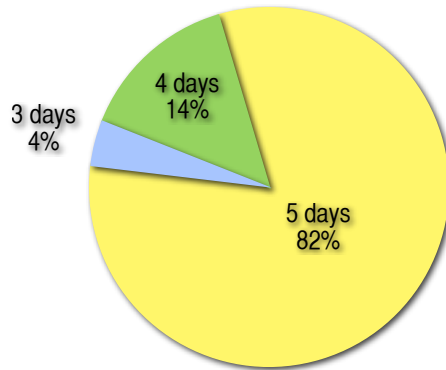


- **75** responses were received from all questionnaires.
- **32** out of **34** Lower Afton riders use Route 365.
- **22** out of **37** Cottage Grove riders who responded use Route 365.
- **14** Cottage Grove riders use Route 361 and 361B compared to only **2** riders at Lower Afton.
- **3** online survey respondents indicated using Route 365, and **2** online respondents indicated using Route 361.



## Q1-2: Frequency of ridership

*“How many days a week do you take transit?”*



- 76 responses were received from all questionnaires.
- Respondents were given the option of selecting anywhere between 1 and 7 days, or less than 1 day per week.
- 28 out of 34 Lower Afton riders use transit 5 days per week.
- 29 out of 37 Cottage Grove riders use transit 5 days per week.
- 5 out of 5 online survey respondents use transit 5 days per week.
- No respondents reported using transit fewer than 3 days per week or greater than 5 days per week.

## Q1-3: Increasing rider frequency

*“What would help you choose transit more often for more of your trips?”*

Open-ended responses were analyzed and grouped into primary and secondary categories based on the primary and secondary topic and focus of the response/comment. Note that all comments were categorized in a primary topic category, but not all comments contained a secondary topic.

Categories used to classify responses include:

- Schedule and frequency of service;
- Service route;
- Where and how transit is accessed including accessibility of Park and Ride from residence and bus stop (this was a concern especially in Lower Afton, where riders have to cross a Highway 61 after disembarking the return bus);
- General ridership experience; and,
- Cost of service.

Please see this report’s Appendix for a complete set of responses. A total of 43 free form responses were received to this question.

An analysis of the primary and secondary topic of the comment received yielded the following results. Percentages shown below are equal to the number of comments categorized as either primary or secondary for each topic category, divided by the total number of comments received (43).

- Approximately 70% (30 out of 43) of rider comments were related to **schedule and frequency**, either as a primary or secondary topic.
- Approximately 26% (11 out of 43) addressed **service route**.
- Approximately 12% (5 out of 43) were related to the **location, number, and accessibility of service stops**.
- Approximately 9% (4 out of 43) addressed the **ridership experience**.
- Approximately 5% (2 out of 43) were related to the **cost of service**.
- There were 3 “other” responses, including someone indicating they telecommute, and 2 others indicating they use transit frequently and as often as possible.

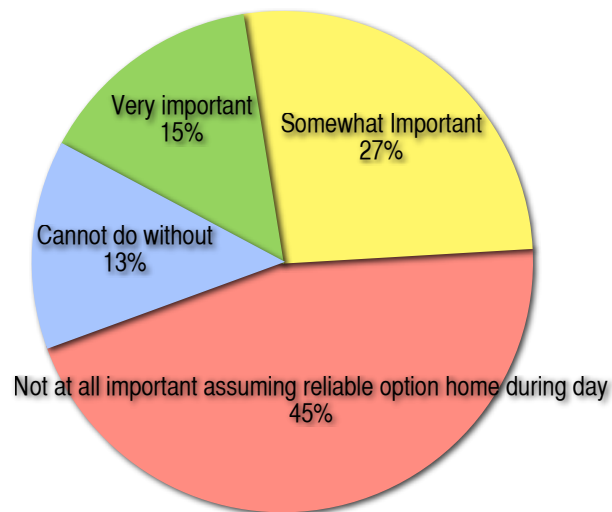
#### Q1-4: Access to personal automobile

*“Do you own or have frequent access to an automobile?”*

- All 76 respondents answered this question.
- 75 of 76 respondents indicated **“Yes.”**

#### Q1-5: Importance of automobile access

*“How important is it for you to have access to a personal automobile during weekdays? Please select one category.”*



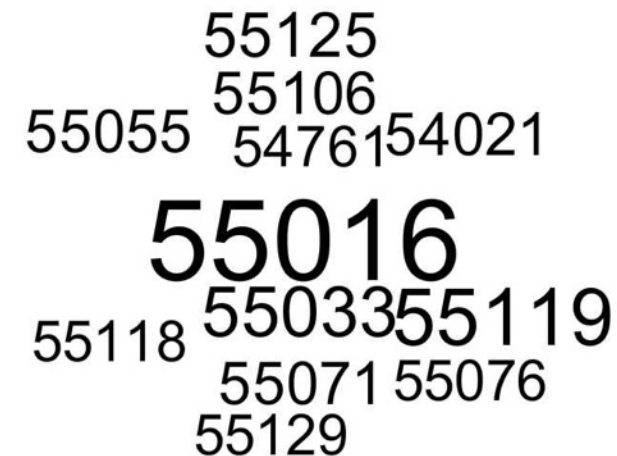
- 75 responses were received from all questionnaires.
- Approximately 24% (8 out of 33) of Lower Afton riders said they “cannot do without access to a car during the day” compared to approximately 5% (2 out of 37) of Cottage Grove riders.
- Approximately 36% (12 out of 33) of Lower Afton riders and approximately 49% (18 out of 37) of Cottage Grove riders, as well as 4 out of 5 people completing the survey online indicated

that automobile access would not be important if they had a reliable option to return home during the day.

#### Q1-6: Respondents’ residential ZIP code

*“What is the 5 digit zip code for your current residential address?”*

A total of 76 answers were received, with many responses repeating several times. Responses are shown as a “word cloud” - answers received more often are shown in a larger size.



- ZIP code 55016 corresponds to Cottage Grove, 55033 to Hastings, and 55119 to Saint Paul.

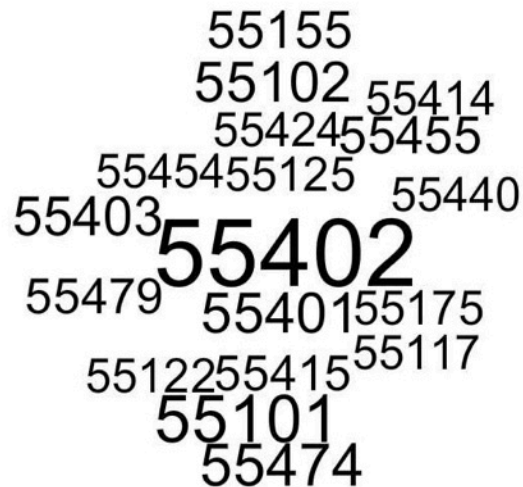
#### Q1-7: Geocoding of approximate residential location

Cross-street information for the intersection closest to respondents’ residential address was provided by 75 respondents. This information is mapped in conjunction with the results to Q1-9.

**Q1-8: Respondents' destination ZIP code**

*“What is the 5 digit zip code for your place of work (or school or other daily destination)”?*

A total of **69** answers were received, with many responses repeating several times. Responses are shown as a “word cloud” - answers received more often are shown in a larger size.



- ZIP codes 55402 and 55474 correspond to Minneapolis, and 55101 to Saint Paul.

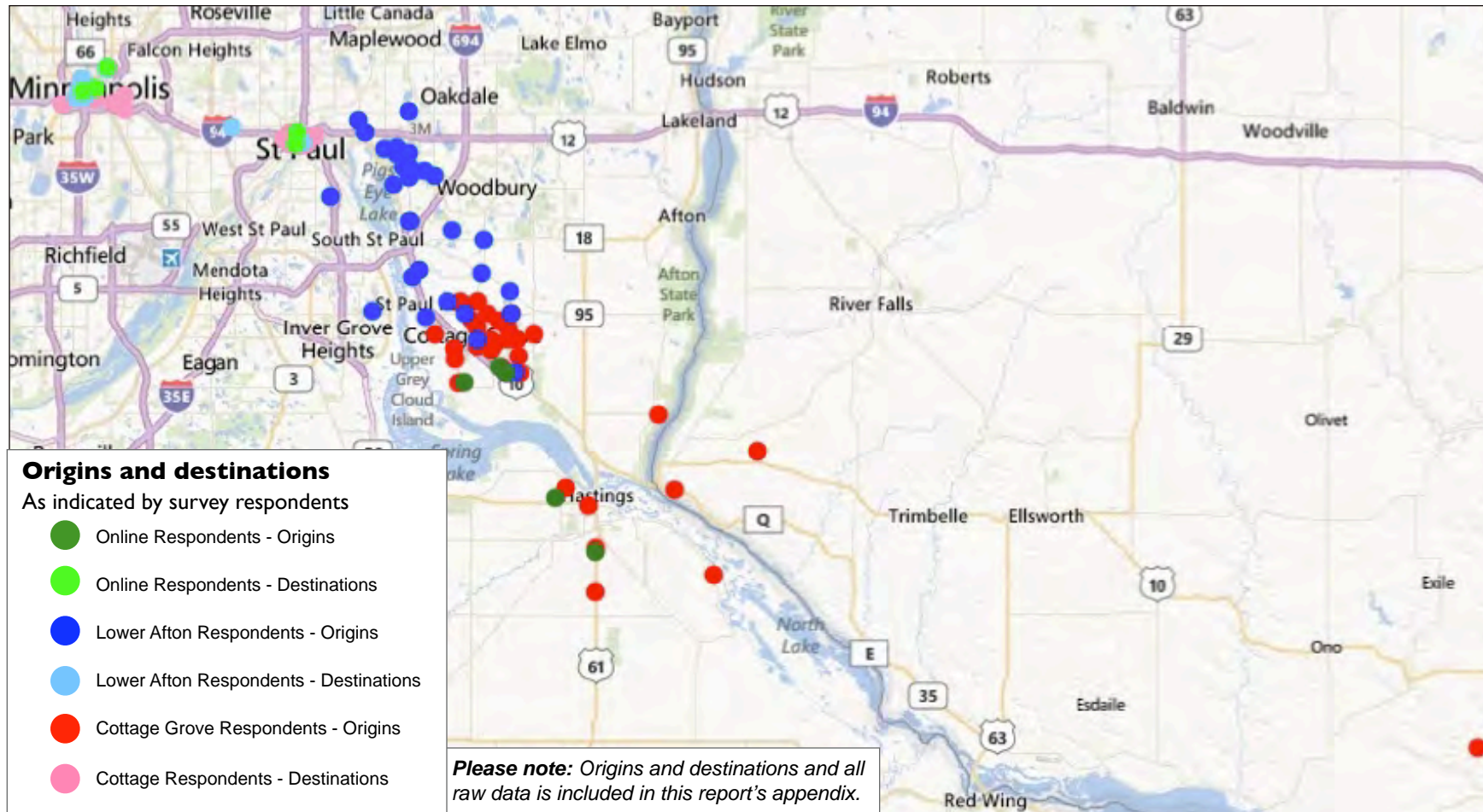
**Q1-9: Geocoding of approximate destination location**

Cross-street information for the intersection closest to respondents' work or other daily destination was provided by **73** respondents. This information is mapped in conjunction with the results to Q1-7 (see map on following page).

# Q1-7 and Q1-9: Map - Residential (origin) and destination closest intersection

Q1-7: "What are the names of the streets at the intersection closest to your current place of residence?"

Q1-9: "What are the names of the streets at the intersection closest to your place of work (or school or other daily destination)?"



Intersections near respondents' residence and work/destination locations are marked here. This map includes all questionnaire respondents.

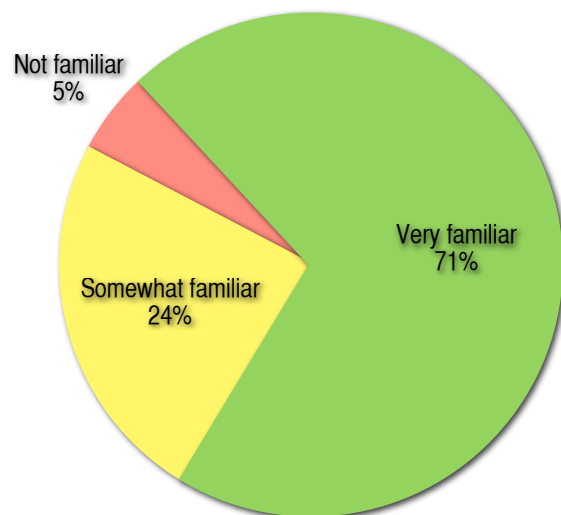
## Questionnaire Part 2: Familiarity with Transit Alternatives Considered in the Red Rock Corridor

The second part of the questionnaire involved questions regarding rider familiarity with transit alternatives including express bus, bus rapid transit (BRT), and commuter rail, as well as familiarity with the Red Rock Corridor Project in general. Respondents were provided with the following guide for their answers:

- Very familiar - I know a lot about it, and could describe it to someone else;
- Somewhat familiar - I know some things about it, but am not sure I could describe it; and,
- Not familiar - I don't know what it is.

### Q2-1: Familiarity with express bus service

*"What is your familiarity with express bus service? Please select one category."*

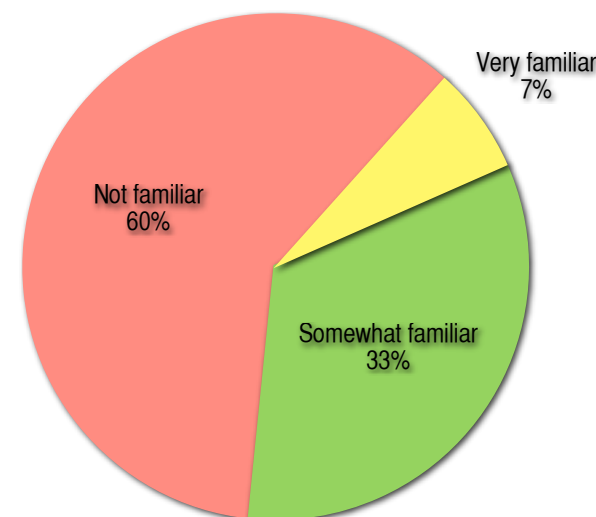


- 75 responses were received from all questionnaires.

- Approximately **95%** (71 out of 75) of respondents reported being at least somewhat familiar with express bus service.
- Approximately **82%** (28 out of 34) of Lower Afton riders reported being very familiar with express bus service, compared to approximately **58%** (21 out of 36) of Cottage Grove riders.
- **4 out of 5** online respondents indicated they were very familiar with express bus service.

### Q2-2: Familiarity with BRT

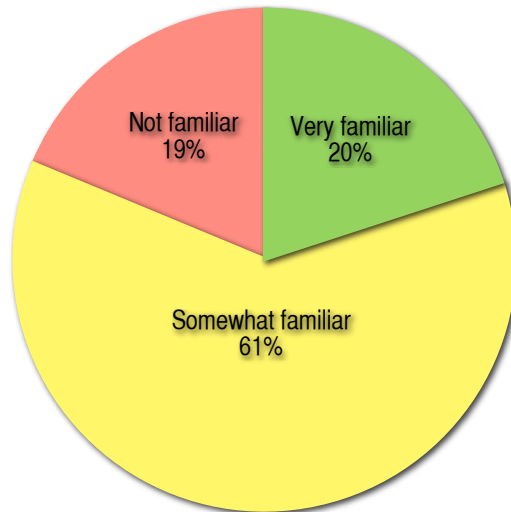
*"What is your familiarity with bus rapid transit (BRT) service? Please select one category."*



- 75 responses were received from all questionnaires.
- **60%** (45 out of 75) of all individuals who responded said that they were not familiar with BRT service.
- Bus rapid transit represented the greatest unfamiliarity among all of the modes for all respondents.

**Q2-3: Familiarity with commuter rail**

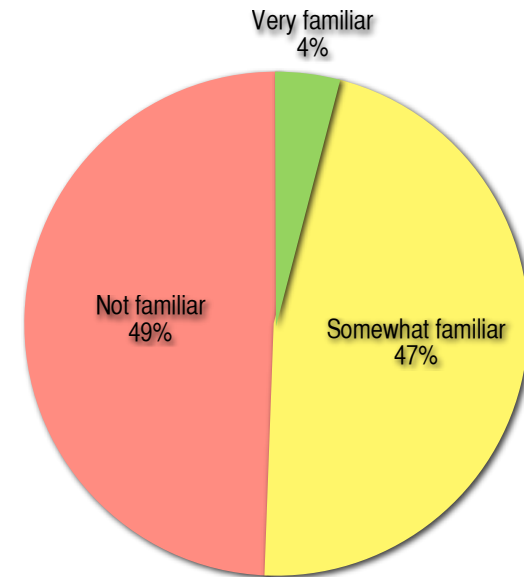
*“How familiar are you with commuter rail service? Please select one category.”*



- **75** responses were received from all questionnaires.
- Approximately **81%** (61 out of 75) of all respondents were at least somewhat familiar with commuter rail.

**Q2-4: Familiarity with Red Rock Corridor project**

*“Before today, how familiar were you with the Red Rock Corridor project? Please select one category.”*



- **75** responses were received from all questionnaires.
- Just over half, **51%** (38 out of 75), of respondents were at least somewhat familiar with the Red Rock Corridor project.

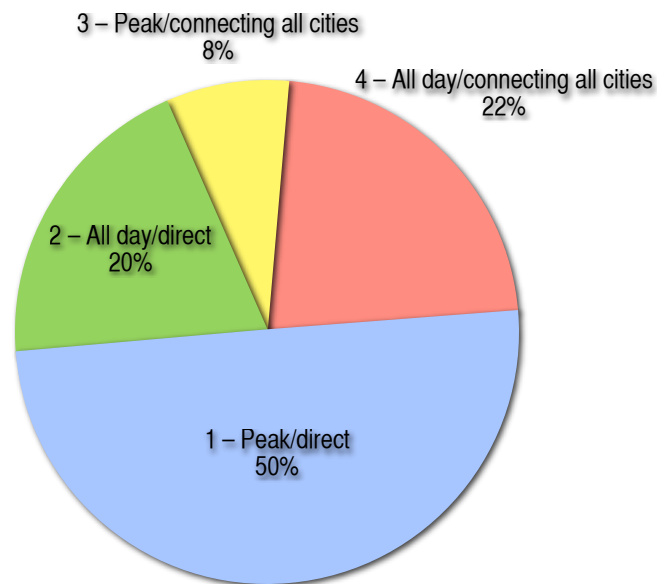


### Questionnaire Part 3: Priorities for Transit Service

The third part of the questionnaire included questions on respondents' priorities for transit service and desired characteristics for transit along the Corridor.

#### Q3-1: Current travel needs

*"Please select the transit service option that best matches your current travel needs. Please select one category."*



The complete set of choices included:

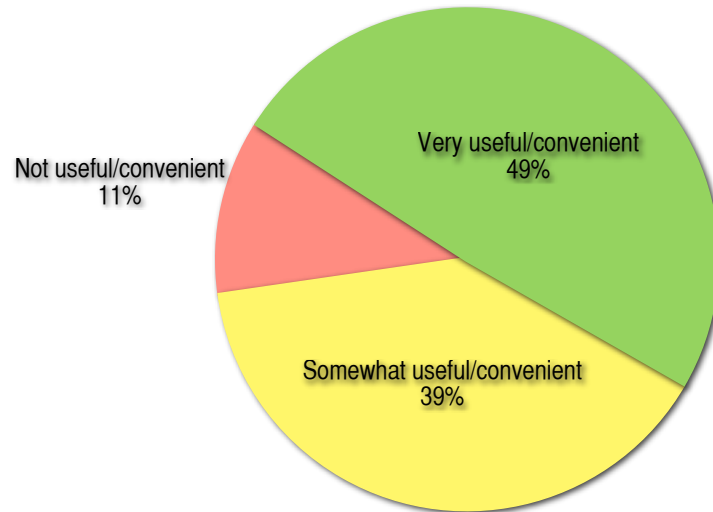
1. Service during **peak hours only**, **directly** to Downtown St. Paul and Minneapolis only;
2. **All day** service, **directly** to Downtown St. Paul and Minneapolis only;

3. Service during **peak hours only**, **connecting** cities along Highway 61/Red Rock Corridor, including Red Wing, Hastings, Downtown St. Paul/Minneapolis and points in between; and,
4. **All day** service, **connecting** cities along the Highway 61/Red Rock Corridor, including Red Wing, Hastings, Downtown St. Paul/Minneapolis, and points in between.

- 76 responses were received from all questionnaires.
- Approximately 70% (53 out of 76) of respondents indicated a current need for direct service to St. Paul/Minneapolis, both peak only and all-day.
- Approximately 41% (15 out of 37) of riders from Cottage Grove indicated a desire for transit service to connect cities along the Corridor (both peak and all-day).
- Only approximately 21% (7 out of 34) of riders from Lower Afton indicated a desire for transit service to connect cities along the Corridor (both peak and all-day).
- 4 out of 5 online respondents expressed the desire for peak only service direct to Minneapolis and St. Paul.

### Q3-2: Usefulness of all-day service

*“How useful for your travel needs would it be to have all-day transit service that provides connection between cities in the Highway 61/Red Rock Corridor (including Red Wing-Hastings, Downtown Saint Paul/Minneapolis and points in between)? Please select one category.”*



- 71 responses were received from all questionnaires.
- 60% (21 out of 35) of riders from Cottage Grove reported that it would be very useful/convenient for their travel needs to have all day service connecting cities along the Corridor compared to approximately 39% (12 out of 31) of riders from Lower Afton.

### Q3-3: Identifying important characteristics for transit service along the Red Rock Corridor

*“Which are the top 3 most important characteristics that you would like for transit service along the Red Rock Corridor? (Think about what would help make this transit service an attractive option for your travel and please select the three most important characteristics).”*

See chart on the following page for results across all respondents to the questionnaire.

Respondents were instructed to select three characteristics for this question in no particular order. Some respondents selected greater than or fewer than three responses.

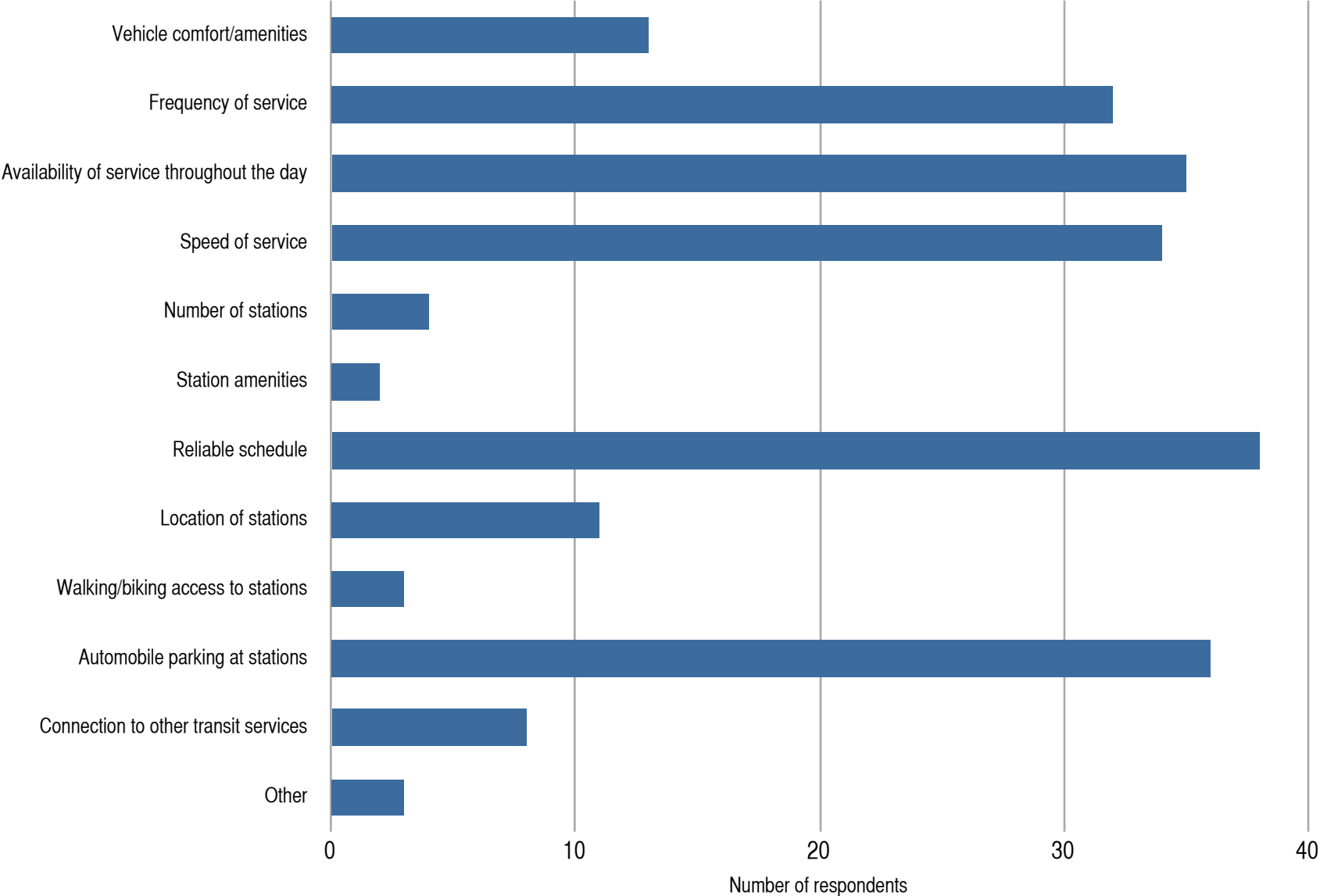
The most prevalent desired characteristics include:

- Reliable schedule (*transit vehicles arrive and depart according to a set schedule*);
- Automobile parking at stations (*availability of Park-and-Ride service*);
- Availability of service throughout the day, including midday (*from 5:00 a.m. to 10:00 p.m.*);
- Speed of service (*station to station in about the same time as in a car*);
- Frequency of service (*running every 15 to 30 minutes*); and,
- “Other” responses included “More stations,” “Stop at Hastings, MN,” and “None for my needs.”



**Q3-3: Chart - Identifying important characteristics for transit service along the Red Rock Corridor**

*“Which are the top 3 most important characteristics that you would like for transit service along the Red Rock Corridor? (Think about what would help make this transit service an attractive option for your travel and please select the three most important characteristics).”*

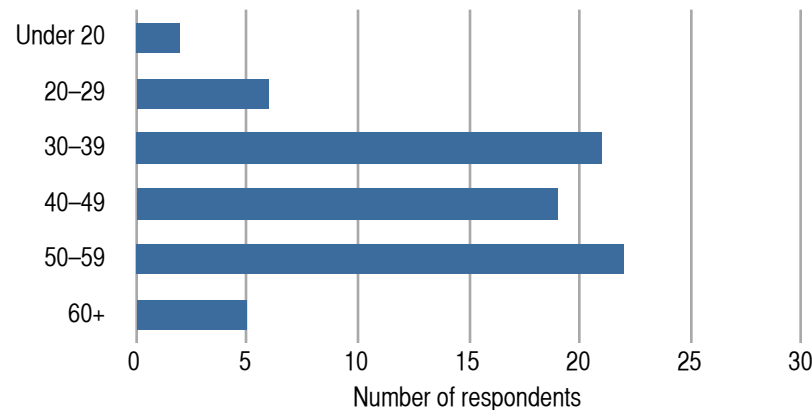


## Questionnaire Part 4: Rider Demographic

The fourth section of the questionnaire asked respondents for information regarding their age, gender and income in order to determine the demographic breadth of participating riders.

### Q4-1: Respondent age

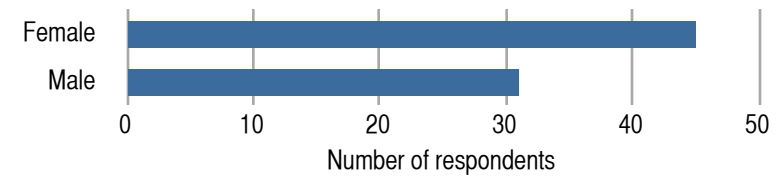
*“What is your age (in years)?”*



- 75 responses were received from all questionnaires.
- 39 was the average age of Lower Afton respondents.
- 48 was the average age of Cottage Grove respondents, as well as online respondents.

### Q4-2: Respondent gender

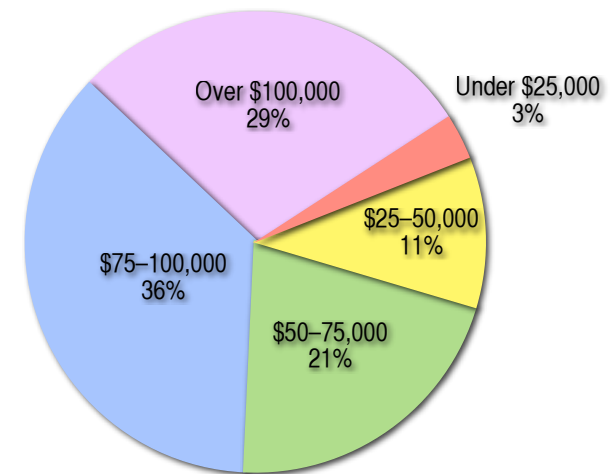
*“I am...”*



- 76 responses were received.
- 59% of respondents were **female**.
- 41% of respondents were **male**.

### Q4-3: Respondent income

*“For the year 2012: Approximately what was your household’s total yearly income from all sources?”*



- 66 responses were received.
- Approximately 86% (57 out of 66) of the individuals who answered indicated an annual household income of **\$50,000 or greater** for 2012.

## Questionnaire Part 5: Additional Comments

The final section of the questionnaire asked respondents to share any additional comments, recommendations, questions, or ideas related to transit in the Red Rock Corridor.

Open-ended responses were analyzed and grouped into primary and secondary categories based on the primary and secondary topic and focus of the response/comment. Note that all comments were categorized in a primary topic category, but not all comments contained a secondary topic.

Categories used to classify responses include:

- Access to stops and availability of parking;
- Personal safety and safety of belongings;
- Schedule and frequency of service;
- Speed of service;
- Experience and comfort; and,
- Service routes including stops and destinations.

Please see this report's Appendix for a complete set of responses. A total of **29** free form responses were received to this question.

An analysis of the primary and secondary topic of the comment received yielded the following results. Percentages shown are equal to the number of comments categorized as either primary or secondary for each topic category, divided by the total number of comment received (29).

- Approximately **38%** (11 out of 29) of comments addressed **schedule and frequency of service**, either as a primary or secondary topic.

- Approximately **34%** (10 out of 29) were related to **service route** including stops and destinations.
- Approximately **21%** (6 out of 29) of addressed **accessibility and parking** at stations.
- Approximately **14%** (4 out of 29) dealt with **speed of service**.
- Approximately **14%** (4 out of 29) addressed **experience and comfort**.
- Approximately **10%** (3 out of 29) were related to **personal safety and safety of belongings**.
- There were 5 “other” responses:
  - *“Very excited for Red Rock Corridor, love mass transit.”*
  - *“BRT would be more flexible than rail and allow neighborhood service”*
  - *“I am not convinced the Red Rock line is financially viable. The non-users of mass transit appear to fund the users.”*
  - *“Really hope it happens. I save so much money using the express bus from Cottage Grove to Minneapolis. Would love to see more service throughout the day and evening. Thank you!”*
  - *Minneapolis is the city with the highest wages. If you cut the express bus service from Cottage Grove out, you risk losing a lot of property tax \$\$ because people will move. It already takes a long time to get to work, changing it to rail will add time. People can't afford to drive so I see a lot of people moving out of So Wash Co to keep their jobs. On the other hand the Red Rock would be great for students and people who work downtown St. Paul. If we can have both (keep the express bus service) that would be ideal.*

## Appendix - All free-text responses collected

The tables below include all free-text responses collected through the Park and Ride questionnaire.

### Q1-3: What would help you choose transit more often for more of your trips?

Q1-3	WHAT WOULD HELP YOU CHOOSE TRANSIT MORE OFTEN FOR MORE OF YOUR TRIPS?
LOWER AFTON	Light rail in Newport/Cottage Grove to St. Paul and Minneapolis
	Always use Park-n-Ride to and from work. Only issue I have is parking on 61/Lower Afton lot.
	More times available between 6am-9am; more times available between 3pm-6pm (have seen improvements in p.m. - thanks!)
	More routes to Minneapolis
	N/A Telecommute preferred
	More Express options later in the AM and earlier in the PM from East St. Paul
	More Park and Ride locations; also expanded intra-day service
	Can't be any more frequent for work. I live 1/2 mile from the Park and Ride on Lower Afton. It is very convenient.
	I don't ride on Fridays due to needing to leave later. More Express route options into the later-mid morning hours would help.
	More stations- currently I drive 15 minutes to take a 30 min bus ride. I wish there were a few more options.
	Faster, more times (route times).
	I use transit 99% of the time
	Convenient times and destinations; transportation to events (professional sports, art crawls, concerts)
	More times/routes throughout the day
	Times (earlier/later); # of buses
	I only use transit to and from work, daily, but I would be happier with a bus that runs more frequently (currently only during peak/rush hour). I wish we had more parking space and I wish bus drivers went on shoulder more often to pass car traffic.
	If the buses ran more often. If the buses picked up and dropped off closer to my house.
	Convenience, more times (early/late), more frequent
COTTAGE GROVE	A train from Red Wing
	If they ran on weekends
	Extended service hours and days; more neighborhood bus service
	More frequent trips; lower cost

Q1-3	WHAT WOULD HELP YOU CHOOSE TRANSIT MORE OFTEN FOR MORE OF YOUR TRIPS?
	Express buses having a little cheaper fare (\$2.00-\$2.50). I spend \$6/day, round-trip to commute (= \$120/mo). Or give a bigger % discount for the purchasing/adding "value" to the GO-TO passes. And for HCMC employees, they can get a 'Metropass' for \$46/mo! I am (as of now) a float in 2 different clinics.
	Later time back to Park and Ride, 10 PM etc.
	If it ran on weekends
	Only need M-F; Already ride M-F
	More routes; took away all our day buses
	If there was something closer to Prescott, WI or Hastings, MN it would be more likely that I would take the bus more often.
	[SUC?] more throughout afternoon
	Non-stop directly to Minneapolis, not stopping at Lower Afton
	More trips throughout the day and weekend trips to St. Paul, Minneapolis, and Mall of America. Pick-up and drop off around 65th Street.
	More runs between core hours of weekdays - 6 am to 7 pm
	If transit options were available on the weekends I would use it more often.
	Convenience - more buses
	Weekend runs
	When I do drive, it's because I need to leave before the express bus runs. I would like to have transit available whenever I need it (i.e. in the middle of the day).
	Access to mass transit from Cottage Grove more than just weekday rush hour times: weekdays, evenings, weekends.
	Departures later in the morning, and returns earlier in the afternoon and later in the evening. Ability to get from Cottage Grove to Edina area.
	Transit available 7 days a week. Routes throughout the day and evening.
<b>ONLINE</b>	I choose transit as often as possible.
	Hours available during no rush hours and weekdays
	nothing, the bus straight into downtown Mpls is about as good/as fast as you can get it
	I take the bus everyday, but a train I think would work too. The only concern is if I get sick at work, how do I get home? This did happen once and it cost \$60 to get home by cab.

# Q5-1: Additional comments, recommendations, questions or ideas related to transit in the Red Rock Corridor

Q5-1	ADDITIONAL COMMENTS, RECOMMENDATIONS, QUESTIONS, OR IDEAS RELATED TO TRANSIT IN THE RED ROCK CORRIDOR:
LOWER AFTON	Parking is already an issue, and available seats. Without knowing much about this project, I worry that this will increase ridership and thus create less parking.
	I have had numerous incidents (at least 4) at the Lower Afton Park and Ride lot where my motorcycle has been vandalized or attempted to be stolen. I would like some reassurance that I could leave my motorcycle unattended without the fear of someone tampering with it.
	Would love to see signs on bus for etiquette- talking on cell phones is extremely irritating on Express bus routes when everyone is quiet. Would also like to see bus driver say something or do something about obnoxious drunk guy that rides the bus to Cottage Grove on the 4:45 bus!
	Very excited for Red Rock Corridor, love mass transit.
	The Hwy 61/Lower Afton Park and Ride is the closest Park and Ride to my residence to get to downtown Minneapolis the quickest. I appreciate the service, as it is less stressful than driving during rush hour. It would be fantastic if a light rail were to go in for this route or from Sun Ray to Minneapolis along Hwy 94.
	I travel both Express Bus 365 and Hiawatha Light Rail. I like the light rail for all-day service; like the bus for comfort and less travel time.
	Walkway over Hwy 61 would be nice - safer than crossing busy Hwy. Sometimes cross against the light.
	Faster is better - no additional stops that would lengthen the commute please.
	More parking at the Lower Afton Park and Ride.
	I would love a light rail station in Newport (Old Knox)
	The Park and Ride at Lower Afton Rd. is dangerous. After being dropped off, we must wait on the side of the highway until the light changes. Many people run across before the light changes. A walkway over 61 would help.
	I think the train would be a good idea if it is accessible via walking/biking, by car (P&R?) and connection with other public transit service. My most important item is all day transit from 5 am - 10 pm, frequent times [both?] trains. I think the best would be no traffic.
COTTAGE GROVE	Myself (for work, airport, and social) as well as my village (for the same reasons) would very much like to have transportation from Red Wing into the Twin Cities.
	BRT would be more flexible than rail and allow neighborhood service
	I am not convinced the Red Rock line is financially viable. The non-users of mass transit appear to fund the users.

Q5-1	<b>ADDITIONAL COMMENTS, RECOMMENDATIONS, QUESTIONS, OR IDEAS RELATED TO TRANSIT IN THE RED ROCK CORRIDOR:</b>
	I would take the bus or train on weekends in the choices was there. I like taking the bus. My only beef: if weather is bad and/or traffic is bad, anything on the roads - or intersecting them - is effected, so sometimes we're as late as I would have been if I'd driven myself.
	I have been taking the bus from (living in Prescott) Cottage Grove to either St. Paul or Minneapolis since the early 90's. I have always wanted a stop at County Point on Hwy 61, especially in the winter when the roads are bad!
	It would be very convenient to have buses running all day and also to Hastings and other towns where there is really no public transportation. I would love to see it expand and I think that many more people would consider it as an option for their commute!
	Please consider extra buses for 361 when transit/rail from the U of M to St. Paul is ready in January. Will use rail to the U in 2014.
	Been hearing about this for years and nothing has happened. I believe people will only use transit if it's convenient. Many stops between Cottage Grove and either St. Paul or Minneapolis will not get people to use it. It can't take much longer than driving. Also need bus lanes to avoid back ups on freeway.
	I love the idea of a quick form of mass transit to and from Downtown Minneapolis. Direct service to Minneapolis would be great!
	Would like earlier options, especially in summer. May start driving next summer because of this. Also would like midday bus at least. I often have to drive because of not having this.
	I don't think service throughout the day is necessary for this line, but extending peak hours would help me. Something like 9:30 to 10 am and returning at 2 pm to 7pm.
	Really hope it happens. I save so much money using the express bus from Cottage Grove to Minneapolis. Would love to see more service throughout the day and evening. Thank you!
<b>ONLINE</b>	only real concern is some bus drivers and their attitudes
	It would be nice to have commuter bus to get to the park and ride and between cities like Woodbury and Cottage Grove
	Minneapolis is the city with the highest wages. If you cut the express bus service from Cottage Grove out, you risk losing a lot of property tax \$\$ because people will move. It already takes a long time to get to work, changing it to rail will add time. People can't afford to drive so I see a lot of people moving out of So Wash Co to keep their jobs. On the other hand the Red Rock would be great for students and people who work downtown St. Paul. If we can have both (keep the express bus service) that would be ideal.
	would use to go to twins games, Gopher games and other activities downtown mpls/ st.paul on the weekends.
	Would like to see reliable, speedy service, and available all day in case of becoming ill while at work.

###

## Section 6



# Red Rock Corridor Alternatives Analysis Update (AAU)

## Goals and Objectives for Transit

### Mobility

*Provide Mode Choice and Service Plan that Meets the Demonstrated and Forecasted Needs of Corridor Communities*

#### Objectives

- Time competitive with autos
  - Reliable
  - All day service
- Maximize ridership
- Connect regionally

### Development

*Increase Opportunities for Community and Economic Development Throughout the Corridor*

#### Objectives

- Support Transit Oriented Development
- Support businesses by increasing access
- Increase connectivity to employment centers

### Cost

*Cost Effectively Address Transportation Problems in the Corridor*

#### Objectives

- Comparable operating costs
- Comparable capital costs
- Coordinated with other transit projects, but not dependent on them

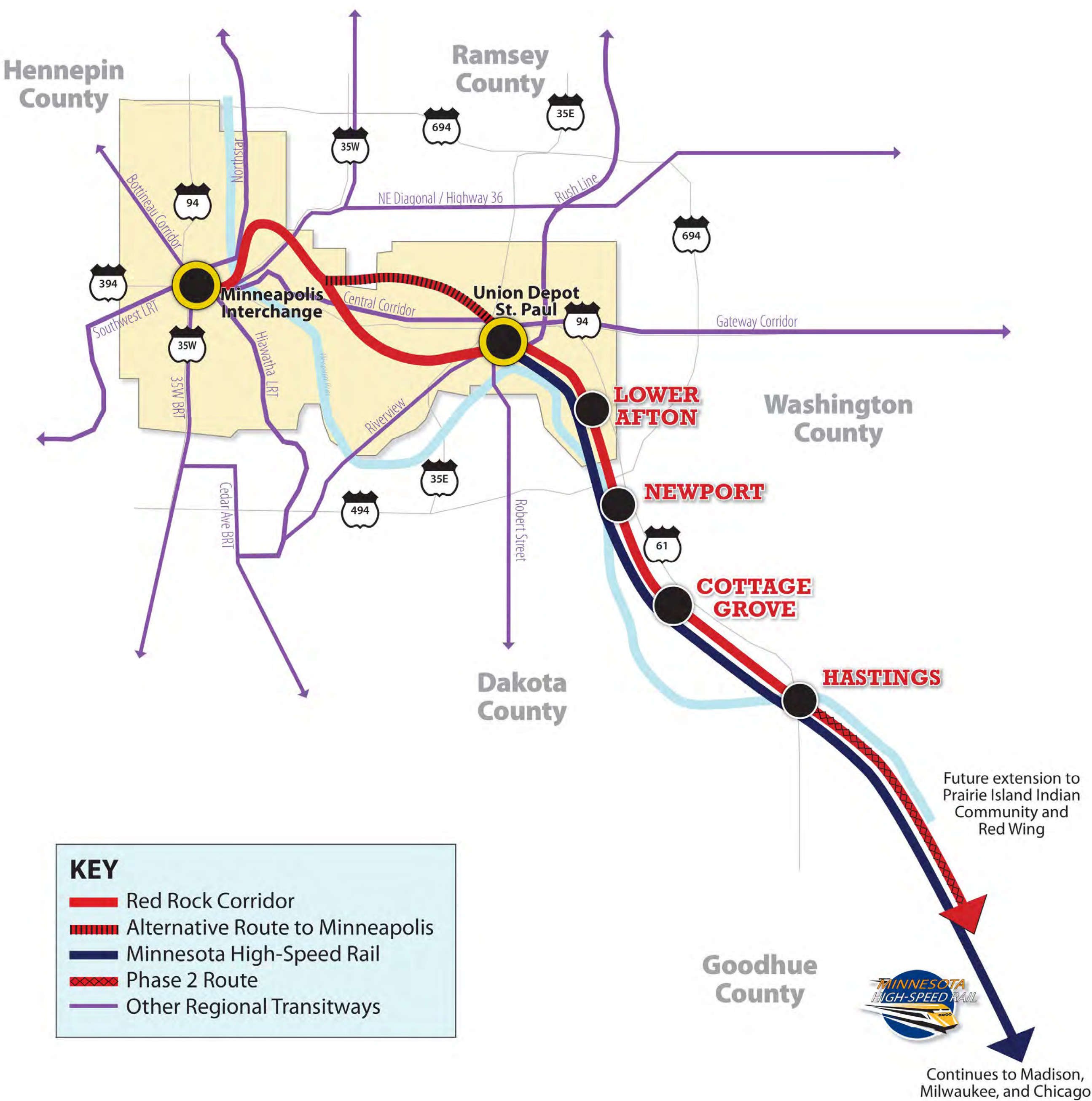
### Environment

*Improve Quality of Natural and Built Environment*

#### Objectives

- Limit adverse impacts
- Reduce emissions
- Equitably distribute impacts across population groups
- Address safety issues

### Project Area



for more information:  
[www.redrockcorridor.com](http://www.redrockcorridor.com)



# Red Rock Corridor Alternatives Analysis Update (AAU)

## Alternatives Under Consideration



Image courtesy of Minnesota Public Radio

### 1. No Build

#### *Current Conditions*

##### **Service:**

- Continue #361, #364, and #365
- Frequency increases due to increased demand

##### **Coverage:**

- Cottage Grove, Newport, Lower Afton Road, Union Depot, and Downtown Minneapolis

##### **New Infrastructure:**

- None



Image courtesy of SW Transit

### 2. Express Bus

#### *No Build (Current Conditions) with Overlay Limited Stop Express Bus stops at Red Wing, Prairie Island, Newport, Union Depot, Minneapolis*

##### **Service:**

- Continue #361, #364, and #365
- Add new express route in peak periods to provide service at stations in the Corridor that are not currently served

##### **Coverage:**

- New peak service stops at Red Wing, Prairie Island, Hastings, Newport, Union Depot, and Minneapolis

##### **New Infrastructure:**

- Coach buses
- Bus-only shoulder lanes in congested areas



Image courtesy of Post Gazette

### 3. Bus Rapid Transit (BRT)

#### *BRT with direct access to stations (service between Hastings and Union Depot)*

##### **Service:**

- #361, #364, and #365 remain in service
- Service every 15 minutes

##### **Coverage:**

- Hastings, Cottage Grove, Newport, Lower Afton, Union Depot

##### **New Infrastructure:**

- Infrastructure to provide direct access to stations in Cottage Grove and Lower Afton Road
- BRT buses and stations
- Bus-only shoulder lanes in congested areas



Image courtesy of WNYC

### 4. Commuter Rail

#### *Red Wing to Minneapolis via Union Depot*

##### **Service:**

- 10 trips per day in the peak periods every 30 minutes in peak direction
- #361, #364, and #365 discontinued

##### **Coverage:**

- Red Wing, Prairie Island, Hastings, Cottage Grove, Newport, Lower Afton, Union Depot, Minneapolis

##### **New Infrastructure:**

- Track improvements and new stations



for more information:  
[www.redrockcorridor.com](http://www.redrockcorridor.com)