



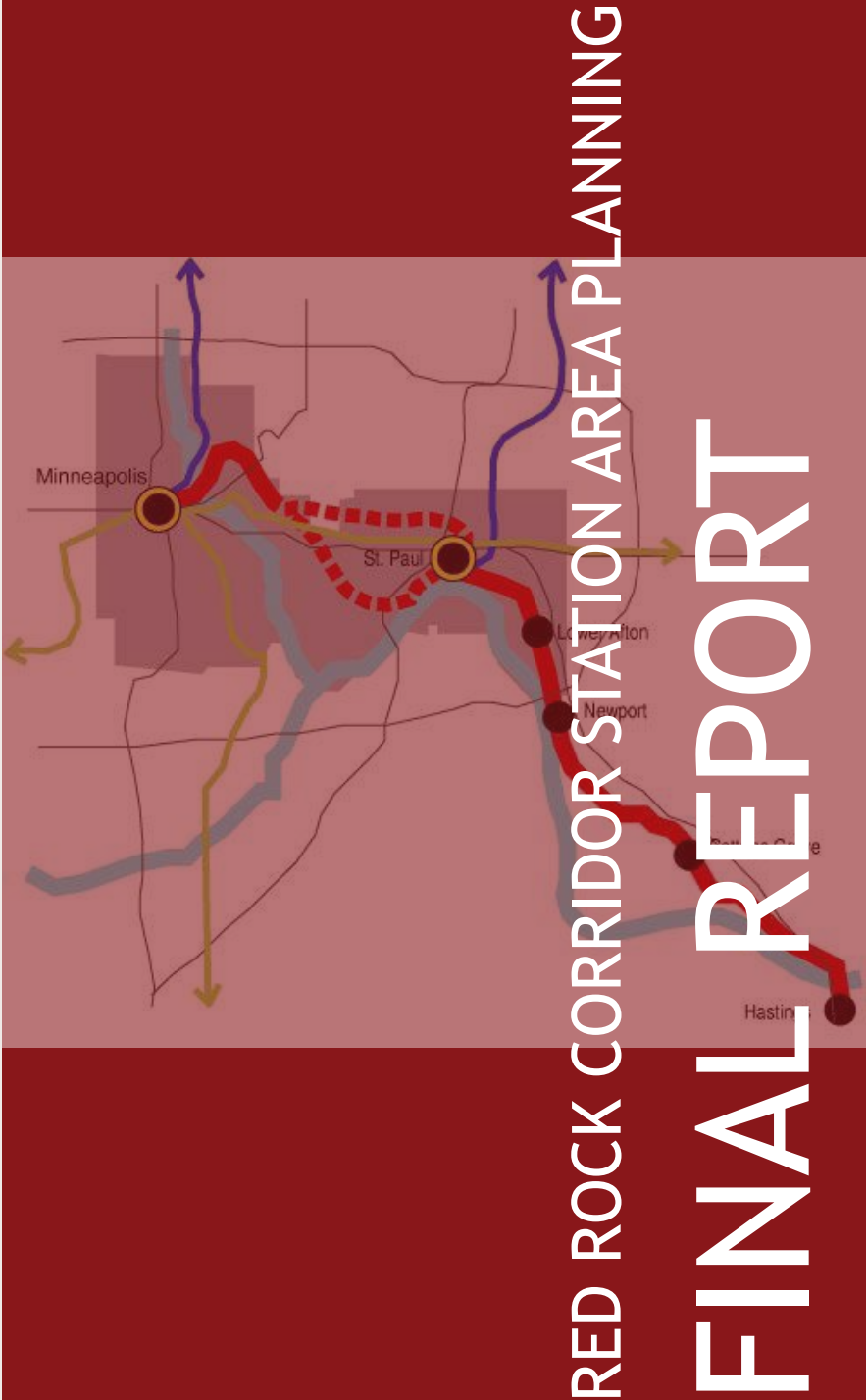
STATION AREA PLANNING FINAL REPORT

for the 4 proposed commuter rail stations along the southeast
portion of the Red Rock Corridor:

- ST. PAUL (LOWER AFTON)
- NEWPORT
- COTTAGE GROVE (LANGDON VILLAGE)
- HASTINGS

Sponsored by Red Rock Corridor Commission (RRC)

11660 Myron Road N
Stillwater, MN 55082
651.430.4300



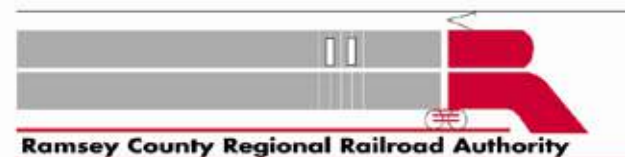
Blank Page

FUNDING PARTNERS

This study was funded by federal funds from the Federal Transit Administration (FTA) through a grant agreement between Washington County Regional Railroad Authority (WCRRA) and the Minnesota Department of Transportation (Mn/DOT)

The local match is provided by the Regional Railroad Authorities of Washington, Ramsey and Dakota Counties as part of their contributions to the Red Rock Corridor Commission.

A portion of the funding for this study was also provided by the Counties Transit Improvement Board. The Counties Transit Improvement Board is taking regional transit to the next level in the metropolitan area. Since April 2008, five counties – Anoka, Dakota, Hennepin, Ramsey and Washington – have utilized a quarter-cent sales tax and a \$20 a motor vehicle sales tax, permitted by the Minnesota Legislature, to invest in and advance transitway projects by awarding annual capital and operating grants. The Counties Transit Improvement Board works in collaboration with the Metropolitan Council and Carver and Scott counties.



ACKNOWLEDGEMENTS

Red Rock Corridor Commission

Joe Harris, Chair; Dakota County
 Jen Peterson, Vice-Chair; City of Cottage Grove
 Mark Stenglein, Hennepin County
 Janice Rettman, Ramsey County
 Autumn Lehrke, Washington County
 Myra Peterson, Washington County (Former)
 John Hunziker, City of St. Paul Park
 Barb Hollenbeck, City of Hastings
 Jim Keller, Denmark Township
 Steve Gallagher, City of Newport
 Corbin Hopkins, City of Newport (Former)
 Lee Helgen, City of St. Paul
 Cam Gordon, City of Minneapolis
 Ex-Officio Members: Goodhue County, Prairie Island
 Indian Community, City of Red Wing, Canadian
 Pacific Railway

Citizen's Advisory Committee

Betsy Leach, St. Paul
 Mary Ann Newman, Newport
 Gregory Hanson, Newport
 Emily White, Newport
 Richard Remackel, Cottage Grove
 Perry de Stefano, Cottage Grove
 Lynn Moratzka, Hastings
 Ron Toppin, Hastings
 Sandi Dingle, St. Paul Park
 Skip Soleim, Denmark Township

Washington County

Andy Gitzlaff, Senior Planner and Project Manager
 Ted Schoenecker, Transportation Planning Manager

Ramsey County Regional Railroad Authority

Josh Olson, Planning Specialist

Washington County Housing and Redevelopment

Authority

Barbara Dacy, Executive Director

Dakota County

Sam O'Connell, Senior Transit Specialist

Goodhue County

Ken Bjornstad, Deputy Director Public Works

Metropolitan Council

Steve Elmer, Planning Analyst
 Karen Lyons, Senior Planner

Mn/DOT

Jon Solberg, Senior Transportation Planner
 Bob Vockrodt, Senior Transportation Planner (Former)

Metro Transit

Scott Thompson, Senior Transit Planner

City of Hastings

John Hinzman, Planning Director

City of Cottage Grove

John Burbank, Senior Planner
 Howard Blin, City Administrator (Former)

City of Newport

Brian Anderson, City Administrator

City of St. Paul

Christina Morrison, City Planner
 Allen Lovejoy, Principal Planner

Consulting Team

HAY DOBBS (Lead Firm):

- Tom Dobbs, Principal, Planner, Project Manager
- Gary Hay, Principal, Planner
- Kristin Petersen, Planner, Assistant Project Manager
- Tom Johnson, Public Relations (Former)

PARSONS BRINCKERHOFF:

- Phil Pasterak, Implementation Manager
- Charles Collins, Senior Transit/Rail Engineer
- Tushar Advani, Project Architect

BONESTROO:

- Jay Demma, Market Research Specialist
- Scott Israelson, Traffic Engineer
- Ciara Schlichting, Environmental Planner
- Theresa Maahs, Project Engineer
- Tyler Newhall, Project Engineer

PIERCE PINI & ASSOCIATES:

- Peter Muehlbach, Project Engineer

TUNHEIM PARTNERS:

- Darin Broton, Account Supervisor
- Stephanie Trow, Account Executive
- Kristin Gast, Account Executive (Former)

DUAN CORP:

- Frank Duan, President

PIXEL FARM

FRANZ REPROGRAPHICS

TABLE OF CONTENTS

INTRODUCTION	CORRIDOR OVERVIEW PREVIOUS PLANNING EFFORTS STATION AREA PLANNING STUDY PUBLIC INVOLVEMENT GUIDING PRINCIPLES AND VISION TOD PLANNING APPROACH RAIL ANALYSIS - CORRIDOR WIDE MARKET ASSESSMENT IMPLEMENTATION & NEXT STEPS
1-27	
LOWER AFTON	LOCATION & CONTEXT STATION AREA VISION TECHNICAL ANALYSIS SUMMARY STATION AREA PLANS IMPLEMENTATION & NEXT STEPS
29-43	
NEWPORT	LOCATION & CONTEXT STATION AREA VISION TECHNICAL ANALYSIS SUMMARY STATION AREA PLANS IMPLEMENTATION & NEXT STEPS
45-59	
LANGDON VILLAGE	LOCATION & CONTEXT STATION AREA VISION TECHNICAL ANALYSIS SUMMARY STATION AREA PLANS IMPLEMENTATION & NEXT STEPS
61-77	
HASTINGS	LOCATION & CONTEXT STATION AREA VISION TECHNICAL ANALYSIS SUMMARY STATION AREA PLANS IMPLEMENTATION & NEXT STEPS
79-95	

SUPPORTING DOCUMENTATION
(Available under separate cover)

- 1 Study Area Inventory and Baseline Analysis Technical Report
- 2 Public Involvement Activities Summary
- 3 Market Assessment Memo
- 4 Environmental Analysis Memo
- 5 Cost Estimate Memo
- 6 Implementation Plan and TOD Guide

Blank Page

RED ROCK CORRIDOR COMMUTER RAIL INTRODUCTION

CORRIDOR OVERVIEW

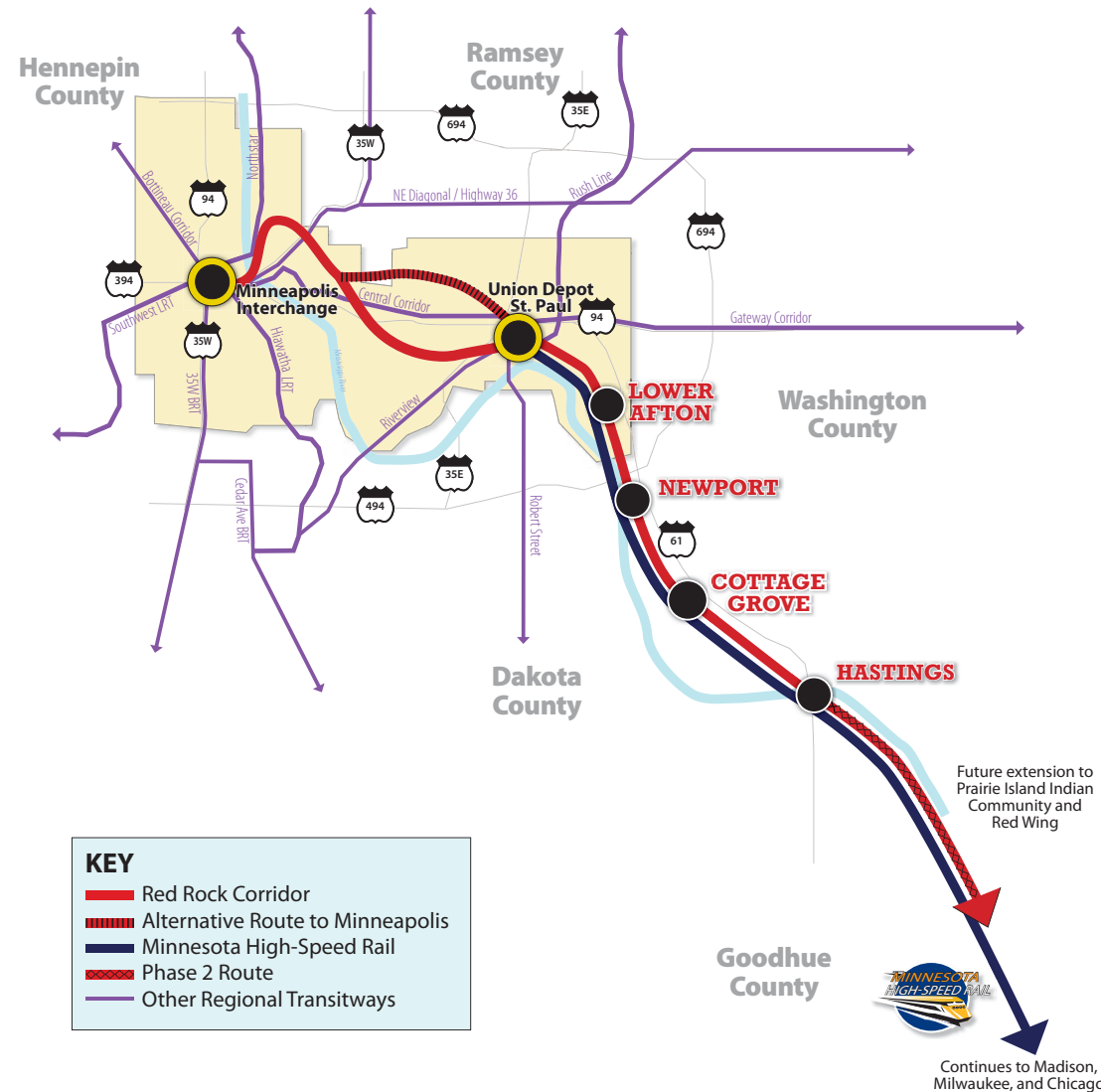
Location and Context

The Red Rock Corridor runs from Hastings, MN through downtown St. Paul to Minneapolis. The corridor is approximately 30 miles in length—11 miles from downtown Minneapolis to downtown St. Paul and 19 miles from St. Paul to Hastings. The corridor includes Trunk Highway (TH) 61 and Interstate 94 and both the Canadian Pacific (CP) and Burlington Northern Santa Fe (BNSF) mainlines with connections to the Union Depot in St. Paul and the Interchange in Minneapolis.

The Corridor has regional, statewide, and national significance as a primary transportation route for automobile, truck, and rail travel. TH 61 is a principal arterial and part of the National Highway and National Scenic Byway systems.

Population growth in the study area has been increasing and is projected to continue to increase at a rate higher than the core of both Minneapolis and St. Paul. In the southeastern portion of the study area, beyond I-494, population growth rates range from two times higher than the study area average for Hastings to three times higher for Cottage Grove. Although the highest employment densities in the study area are in the downtowns of both St. Paul and Minneapolis, the highest employment growth, in terms of overall percent of change, is projected for the other corridor communities. Despite the growth in some of the outlying areas, 94 percent of the jobs in the study area are within Minneapolis and St. Paul, and the primary commute pattern is to these downtowns. This pattern is expected to continue into 2030.

Metro Transit currently operates peak-period bus service on Routes 361 and 365 between Cottage Grove and the downtowns of St. Paul and Minneapolis. The Metropolitan Council (Met Council) also contracts for peak period service on Route 364 from Cottage Grove, St. Paul Park and Newport to downtown St. Paul. Park-and-ride lots on Lower Afton Road in St. Paul and in Cottage Grove are currently served by transit in the corridor.



Highway 61 is the principal arterial serving the transportation needs of the corridor. The Metropolitan Council projections for 2030 show the entire length of Highway 61 in the study area as a congested corridor. With the projected traffic growth and no planned improvements, all key locations on Highway 61, including ramps and intersections, are forecast to operate at Level of Service (LOS) F during both peak periods in year 2030. The existing bus service is equally affected by congestion on Highway 61 and I-94. No transit alternative is currently available from Hastings to downtown St. Paul or downtown Minneapolis.

As population and employment increase, demand for transportation increases and a transit solution is needed. In 2007, an Alternatives Analysis was completed which identified commuter rail as the long-

term transit investment for the corridor. Expanding bus service, increasing bus frequency and providing additional park-and-ride facilities are the strategies towards building transit ridership in the corridor prior to the construction of commuter rail. The Commuter Bus Feasibility Study completed by the Red Rock Corridor Commission in 2009 outlines a preferred service development plan that is both cost-effective and generates a high level of ridership. Several cities in the study area have also adopted land use and/or comprehensive plans supportive of transit improvements prior to the initiation of the Station Planning Study. A number of the plans are specifically aimed at increasing densities near potential transit stops or stations in order to promote increased ridership both on the existing express bus system and a future transitway system, should a system be implemented.

PREVIOUS PLANNING EFFORTS

Studies, Plans, and Impact Statements

Prior to the start of the Station Area Planning Study, several planning efforts had been completed in the Red Rock Corridor. The following pages contain summaries of relevant plans and studies that affect the Red Rock Corridor. Please refer to these studies in their entirety for additional information.

State & County Agencies



MnDOT Commuter Rail System Plan, 2000

MnDOT, the Minnesota Department of Transportation, completed a Commuter Rail System Plan in 1999. This plan identified the Red Rock Corridor (then defined as Hastings to downtown St. Paul) as a Tier One Corridor to be implemented before 2010. Red Rock was placed next in order behind the Northstar Corridor commuter rail line for implementation. The Central Corridor, between downtown Minneapolis and downtown St. Paul, has also been studied for commuter rail as part of the MnDOT's commuter rail plan, and was recommended as a segment to be implemented before 2010. The Central Corridor has since evolved into an LRT line between St. Paul and Minneapolis and the Red Rock Corridor now is understood as extending from Hastings to Minneapolis. The timelines for implementation have been delayed as well.



Red Rock Corridor Commuter Rail Feasibility Study, 2001

A Commuter Rail Feasibility Study was completed by RRCC for the Red Rock Corridor in 2001. At the beginning of the study the work analyzed the corridor from Hastings to downtown St. Paul. As the study progressed, it became apparent that a connection to Minneapolis was needed in order to raise potential ridership. Extending service to Minneapolis lengthened the corridor from 19 miles to 30 miles and moved its terminus from downtown St. Paul to its existing terminus in downtown Minneapolis. Based on the results and findings of this study, it was recommended that commuter rail be advanced to the next phase of study, the Alternatives Analysis. The Alternatives Analysis was completed in 2007.

Red Rock Corridor Alternatives Analysis Study, 2007

In November of 2007, an Alternatives Analysis was completed for the Red Rock Corridor. The study analyzed transit services from Hastings through Saint Paul to Minneapolis in a variety of configurations, modes, frequencies and alignments. It also evaluated several transit options for cost-effectively addressing transportation problems in the Corridor, including building commuter rail and expanding express bus service. The recommendations suggested phasing the construction and operation of these transit services in the Corridor. The study revealed that expanding bus service, increasing bus frequency, and providing more park & ride facilities are the first steps toward building a stronger transit base in the Corridor. This stronger base is a key component in the phasing of Corridor improvements prior to the implementation of commuter rail.

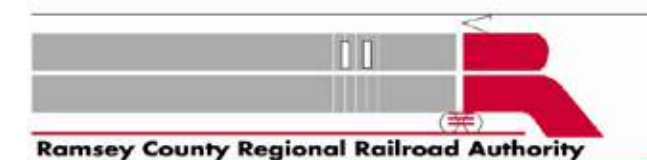


Metropolitan Council 2030 Transportation Policy Plan, 2008 Update

The Red Rock Corridor is in the Metropolitan Council's Transportation Policy Plan as a transitway corridor from Hastings through St. Paul to Minneapolis.

Red Rock Corridor Commuter Bus Feasibility Study, 2009

In late 2009, a commuter bus feasibility study was completed by the Red Rock Corridor Commission (RRCC) to determine the expected ridership increase along with the requisite capital and operating costs for increasing and expanding bus service in the Red Rock Corridor. This anticipates including an extension of service to Hastings and the Red Wing/Prairie Island community. The study indicated that improvements will be needed to be made to the existing Park & Ride facilities at Lower Afton Road in St. Paul and new Park & Ride facilities should be constructed in Newport and Hastings. A future phase would extend service down to the Prairie Island Indian Community and the Red Wing Area. Portions of these recommendations are currently in the implementation phase.



Union Depot Environmental Impact Statement, 2009

The Union Depot Environmental Assessment was published on August 24, 2009. The Finding of No Significant Impact (FONSI) was signed on April 26, 2010.

In 2003, the Ramsey County Regional Railroad Authority (RCRRA) completed its Phase II study of Union Depot in downtown St. Paul. This study described how several different modes of public transportation now serving, or planned to serve, downtown St. Paul, can

PREVIOUS PLANNING EFFORTS, CONTINUED

fit together in a thoughtfully designed multi-modal transit terminal located at the Saint Paul Union Depot. This work followed a Phase I study that analyzed alternative locations for the multi-modal transit terminal and resulted in a preferred site location - Saint Paul Union Depot. It was determined that the Union Depot offers the best opportunity for a facility that can meet the needs of the city, region and state, while enhancing the role of St. Paul and the Twin Cities as a hub and central place for the Upper Midwest.

Between 2000 to 2010, the RCRRA purchased several properties associated with the original Union Depot including its concourse/ waiting room and train deck. In June 2009, the RCRRA agreed to purchase the Depot's Head House. The RCRRA has completed the environmental documentation for the Depot and is currently under construction in preparation of the reopening to Amtrak, inter- and intra-city bus service, as well as enhanced bicycle and pedestrian connections. Union Depot is scheduled to reopen in 2012. Central Corridor Light Rail will have a stop at the Depot in 2014.



Minnesota Comprehensive Statewide Passenger & Freight Rail Plan, 2009

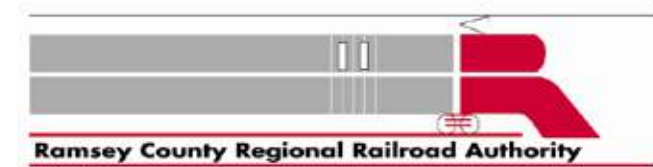
The 2008 session of the Minnesota Legislature mandated that MnDOT prepare and submit a Comprehensive Statewide Freight and Passenger Rail Plan. The plan, completed in late 2009, provides guidance for rail initiatives and investments in the state, and will be included in the State Transportation Plan upon completion. The plan is necessary in order for Minnesota to be compliant with federal planning and funding requirements. The plan develops an overall vision for effective utilization of the state's rail network and its future development. It identifies priority rail corridors, programs, and projects that will offer effective improvements or expansion for passenger travel in and out of Minnesota. The plan seeks to enhance freight access

to markets and efficient, competitive services to rail customers, as well as improvements to overall freight flows and logistics. The development of the plan is important to the Red Rock study because the BNSF and Canadian Pacific (CP) main line tracks within the Red Rock corridor are part of a significantly utilized inter-regional freight transportation network. The existing Amtrak Empire Builder passenger rail line also uses these main lines as well as the proposed high speed rail (HSR) route from the Twin Cities to Chicago. The report states that Minnesota needs more than \$9 billion in new rail spending over the next 20 years to improve freight and passenger networks across the state.



The Interchange in Downtown Minneapolis Intermodal Station Study - Phase II, 2010

Along with the Union Depot in St. Paul, Downtown Minneapolis is anticipated as a major intermodal hub within the Twin Cities metro area. A study (Phase I) completed in 2006 provided space needs and operating requirements for the facility. The construction and opening of the new Minnesota Twins ballpark has had a direct effect on the location, sizing, and operations of the intermodal facility. The purpose of the second study (Phase II) was to identify options for short and long-term spatial requirements and capacity needs for the facility, and phasing of systems to support increased capacity. Phase II, which began in 2009, involved the analysis of land use, traffic, pedestrian, bicycle, parking, access, and circulation issues within half a mile of the station to accommodate additional LRT lines (Southwest and Central, and potentially others such as Bottineau), additional Commuter Rail lines (including Red Rock and North Star), the Northern Lights Express (NLX) Intercity Passenger Rail (Minneapolis to Duluth) and potentially High Speed Rail (HSR) from Chicago. The final plan will include station design alternatives that accommodate commuter and inter-city passenger rail while facilitating seamless intermodal connections between these various modes of travel: LRT, express and local bus service.



East Metro Rail Capacity Study, Anticipated completion in Fall 2011

In 2010, the Ramsey County Regional Railroad Authority (RCRRA) with the Red Rock Corridor Commission, commissioned the East Metro Rail Capacity Study to identify impacts and recommend capacity solutions to the freight rail network for the introduction of commuter, high speed, and passenger rail to the Union Depot in downtown St. Paul, Minnesota. The Study has been done in collaboration with the BNSF, Canadian Pacific, Union Pacific, Amtrak, multiple short line railroads, and multiple government agencies.

The purpose of this study is to identify how multiple high speed, passenger, and commuter rail corridors can utilize the freight rail system to access the regional multimodal transit hub at the Union Depot in downtown St. Paul. The study area includes significant freight infrastructure and three Class One railroads. The infrastructure includes the Robert Street Bridge, Hoffman Interlocking, Westminster Junction, and the railroad yards to the southeast of the Union Depot. Together, this infrastructure handles 5% of the nation's freight volume and is home to both Canadian Pacific's and BNSF's transcontinental mainlines between the Pacific Northwest and Chicago. The study is scheduled to be completed in Fall 2011.

County, City, and Local Agencies

The four host cities adopted Comprehensive Plans and Land Use Policies supportive of transit prior to initiation of the Station Area Planning Study. This section contains a summary of information pertinent to the addition of a Red Rock Transit Station in each of the four host communities.

City of Saint Paul Comprehensive Plan, St. Paul, MN
Date of Adoption: February 24, 2010



Transportation Plan Strategies:

Proposed strategies to guide investment in the transportation system:

1. Provide a safe and well-maintained system.
2. Provide balance and choice.
3. Support active lifestyles and a healthy environment.
4. Enhance and connect the city.

Coordinated Transportation and Land Use:

- Create true transportation choices for residents, workers, and visitors, in every part of the city.
- Support transit-oriented design through zoning and design guidelines.
- Promote creative in-fill housing near transit corridors to increase transit-supportive density and housing choices.

Increased Transit Ridership:

- Build Central Corridor LRT and improve and extend bus service and facilities serving proposed LRT stations.
- Expand commuter options with Travel Demand Management (TDM).
- Work with Metro Transit to study and implement possible corridors for new Bus Rapid Transit, LRT, streetcars, or commuter rail lines serving Saint Paul.

Pedestrian/Bicycle:

- Strengthen pedestrian pathways between housing, transit, and

neighborhood services.

- Develop and maintain a complete and connected bikeway system.
- Create a comprehensive system of bicycle network and pedestrian path signage and way-finding.
- Complete bikeways safety audit to evaluate design, function and connectivity of existing facilities.

Connectivity:

- Promote collaboration for future high-speed rail service between Union Depot and Chicago.
- Work with the Port Authority, adjoining cities and counties, commercial railroads, and logistics companies to address the limited ability and growing demand for processing freight at the Burlington Northern Santa Fe Intermodal Yards in the Midway Area.
- Provide better alternatives for accessing community events.



2030 Comprehensive Plan Update, Newport MN
Date of Adoption: October 2011

Major Transportation Infrastructure Projects:

- The State of Minnesota is scheduled to complete the construction of improvements to TH-61 and I-494 by 2010, bringing to a close a 12 year process of property acquisition and construction activities.
- Because of tax base decline and job loss the City is working to foster and encourage redevelopment and infill development to take advantage of the improved regional transportation infrastructure.
- No new significant transportation projects are anticipated within the next 10-15 years.

Land Use:

Note: The Newport station site is located in a mixed-use area, however the city is currently working to redefine a zoning area specific to transit oriented design and allowing for high density development.

Goals:

- Encourage transit-oriented design principles (buildings close to street, high-density mixed-use, pedestrian links, visibility) for redevelopment areas, particularly in the areas near the proposed Red Rock Commuter Rail stop.
- Cluster commercial land use at key nodes along major transportation routes as opposed to strip commercial development.
- Study the development of traffic access management areas and elements in the City's Zoning Ordinance.

City Streets:

- During the past 15 years the City has embarked upon an aggressive street reconstruction program that has rebuilt approximately 70% of the streets in the community. The remaining 30% show the classic signs of pavement failure including alligatoring, raveled edges and frequent patching caused by poor drainage.
- The City will need to develop streetscape standards that address the upgrade and resurfacing of the streets in the Old Town area west of TH-61, and in the Main Street area east of the highway. The City will likely continue to address these upgrades by selecting projects as funds permit, addressing an upgrade of 2 to 3 miles of roadway every three to five years.

Railroad:

- The City of Newport provides a major thoroughway for both the Burlington Northern Santa Fe (BNSF) and the Canadian Pacific (CP) railways. These companies own two through tracks and various sidings in the City. The rail lines parallel TH-61 interconnect Saint Paul with the City of Hastings and points south.

PREVIOUS PLANNING EFFORTS, CONTINUED

- Presently, there are over 80 train trips through the City per day. BNSF railroad planners are considering adding another track. 20-year projections call for 120 train trips throughout the community.
- At the conclusion of the TH-61/I-494 project there will be four remaining low (rail traffic) volume road/street crossings in the City: First Avenue, at the Saint Paul Park/Newport boundary, Second Street east of 7th Avenue, on Maxwell Avenue at the Cold Storage Spur, and lastly at Red Rock Road at the Saint Paul/Newport boundary.

River Traffic and Barge Facilities:

- Although the City of Newport is located on the Mississippi River there is very little river based transportation activity that is associated with the community.
- Flood protection levees and steep banks preclude access to the river except for riparian property owners who maintain private docks for pleasure craft.
- There is a commercial barge, bulk oil unloading facility that is located at the west end of 21st Street, which is operated by the Erickson Oil Company.
- The City does not anticipate significant development of new river accesses through 2030.

Bike/Pedestrian:

- The City of Newport has developed a system of bike and pedestrian trailways providing interconnections to regional trails in the City of Saint Paul (Point Douglas), Saint Paul Park (CSAH 22) and the City of South Saint Paul (Levee Regional Trail). Additional trail connections have been identified by the Parks Board.
- These trails provide regional connectivity to parks and trails in Dakota, Ramsey and Washington County.



2030 Comprehensive Plan Update, Cottage Grove, MN
Date of Adoption: March 2, 2011

Roadway Systems:

Goal: Provide a safe, high-quality, and cost effective multi-modal transportation system:

- Transportation improvements will be coordinated with the plans of MnDOT, Washington County, and adjoining communities.
- The City will support regional improvements to major transportation facilities serving the city.
- A network of sidewalks and trails will be constructed in all new developments and, where feasible, in developed areas.

Goal: Expand transit options serving Cottage Grove.

- The City will continue to support and participate in the Red Rock Corridor Commission and its efforts to implement commuter rail service in the Red Rock Corridor. This will include conducting station area planning for potential station locations in Cottage Grove.
- The City will continue to support development of a high speed rail corridor between St. Paul and Chicago on an alignment through Cottage Grove to help reduce the cost of implementing commuter rail service in the Red Rock Corridor.

Rail Systems:

Existing:

- Two commercial rail lines running in Cottage Grove: The Burlington Northern and Santa Fe (BNSF) running parallel to the Mississippi River, and The Canadian-Pacific Railroad (CP Rail) running south of and parallel to Highway 61.
- BNSF supports an average of 40 trains/day at a maximum speed of 40 mph. CP Rail supports approximately 28 trains/day at a maximum speed of 79 mph.

- The CP Rail supports the 3M Cottage Grove plant and several businesses in the Cottage Grove Industrial Park. Currently, railways serve the primary function of freight transportation.
- There are three existing at-grade crossings, all with low-traffic volumes and controlled with crossing arms, lights and signals:
 1. Belden Boulevard near West Point Douglas Road
 2. At the 3M Cottage Grove plant
 3. 115th Street and River Acres Road

Future:

- Use of railroad in the Cottage Grove Industrial Park should be developed to its maximum capacity.
- Rail operations in residentially zoned areas should be carried out in the least disruptive manner.
- Development of vacant property that abuts a rail line, in any zoning district, should be done in a manner that will provide a buffer between railway and residential.
- The City is currently reviewing and will potentially implement "quiet zones" at the Belden and 115th crossing.
- Latest safety technologies are to be used at existing at-grade crossings and at no time can future at-grade rail/roadway crossings be approved without extensive exploration into other, safer alternatives.
- Protection of the environment and citizens from possible problems during the transportation of hazardous and other materials should be a high priority for all involved with the monitoring and regulating of such activity.

Transit:

Existing:

- Only peak period express bus service to St. Paul and Minneapolis, operated by Metro Transit.
- Weekday Dial-a-Ride service from 6 AM to 6 PM, operated by Metropolitan Council.
- Weekday Metro Mobility door-to-door service available to persons certified under the Americans with Disabilities Act.

Future:

- Short term expansion of bus service and long term implementation of commuter rail service in the Red Rock Corridor.

- Short term bus improvements include expanded express bus service and addition of crosstown service potentially connecting with Robert Street Transitway, the Hiawatha LRT Line, the airport, and Mall of America.

Langdon Area:

While station site planning evaluated two site options within Cottage Grove, the city has deemed Langdon Village as the preferred site. The Langdon site, located south of Highway 61 and east of Jamaica Avenue, is the site of the nineteenth century Langdon Village. The area was included in the Red Rock Corridor study as a potential Cottage Grove station location for commuter rail line. The previous comprehensive plan also described this area as a station location and designated Langdon for mixed use development. This designation envisioned a combination of commercial and medium to high density residential development to best complement the transit investment. The current plan retains the mixed use land use designation for Langdon and places the area in Staging Area 3. Utility extensions to the area and subsequent urban development will not occur until a master plan of the area is completed.



2030 Comprehensive Plan Update, Hastings, MN

Date of Adoption: October 18, 2010

Transit System:

- Hastings is located along the proposed Red Rock Commuter Rail corridor. Hastings should identify existing transit passenger and support facilities and future improvements to and expansion of these facilities. Passenger and support facilities include shelters, transit centers, stations, and park-and-ride

lots.

- An existing park-and-ride lot is located at TH 61 and USTH 10. A new park-and-ride lot is planned with the Red Rock Commuter Rail.
- The City of Hastings is outside the Metropolitan Transit Taxing District.
- Hastings is in Market Area III and is in the area of potential transit service expansion. Transit service options for Market Area III include peak-only express, small vehicle circulators, midday circulators, special needs paratransit (ADA, seniors), and ridesharing.
- There is no regular route transit service in the City today.
- Dial-a-ride service for seniors and persons with disabilities is provided by Dakota Areas Resources and Transportation for Seniors (DARTS).

Highway 61:

- Existing average daily traffic volumes along Highway 61 vary from approximately 32,000 near each of the bridges to 28,000 near 15th Street.
- By year 2020, traffic volumes on Highway 61 are projected to range from 32,000 immediately south of the Mississippi River bridge to 42,000 at the Vermillion River crossing.
- The design of the roadway is presently inadequate to accommodate the existing and projected volumes.

Bridge Reconstruction:

- MnDOT has finalized the contract for the Hastings Bridge replacement project. Permanent construction activity is scheduled to start in October 2010, and the new bridge scheduled to be completed in May 2013.
- A tied arch bridge will be constructed, and will carry four lanes of traffic (two northbound and two southbound).
- There will be a 12 foot wide common use pedestrian/bike path from 4th Street to the North Loop that will run beneath the bridge, a plaza area south of 2nd Street, and parking directly beneath the bridge between 2nd Street and the Mississippi River

Bicycling Routes

- Over the last ten years, the City has developed a fairly extensive trail system designed for pedestrians, bicyclists and other non-motorized recreational activities.
- The system is comprised of off-street trails, parkways containing side-street trails, and on-street bike lanes.
- The trail system links neighborhoods to community attractions and provides recreational opportunities.

Hastings Historic Design Guidelines

The Hastings Heritage Preservation Commission (HPC) was created by the City Council in 1977 to promote the conservation of the city's heritage. Staffed by the director of the Housing and Redevelopment Authority (HRA), this nine-member commission is empowered to conduct the historic and cultural resources inventory of the city, recommend properties for historic site designation, conduct design reviews for designated properties, and sponsors a variety of public education activities.

The HPC has adopted the Historic Design Guidelines as a base for conducting design reviews. This guideline lists elements that must remain unchanged in existing historic buildings and the standards for new construction in areas deemed part of a historic district. (See city map of historic districts in Section 9.) New construction and addition guidelines are vague, but generally state that the new structure should be of a similar scale, size, height, massing and material as the surrounding buildings, and should relate to the character of the existing streetscape, including the pattern of rooflines, windows and entries. Acceptable building materials include stone, brick, rusticated concrete block, and decorative terra cotta and stucco. Roof equipment projecting above the height of the roofline should be set back and made not visible, and historic features such as transoms, divided lights, signband and bulkheads typical of many storefronts should be included in new designs where appropriate.

PREVIOUS PLANNING EFFORTS, CONTINUED



*Washington County
2030 Comprehensive Plan*

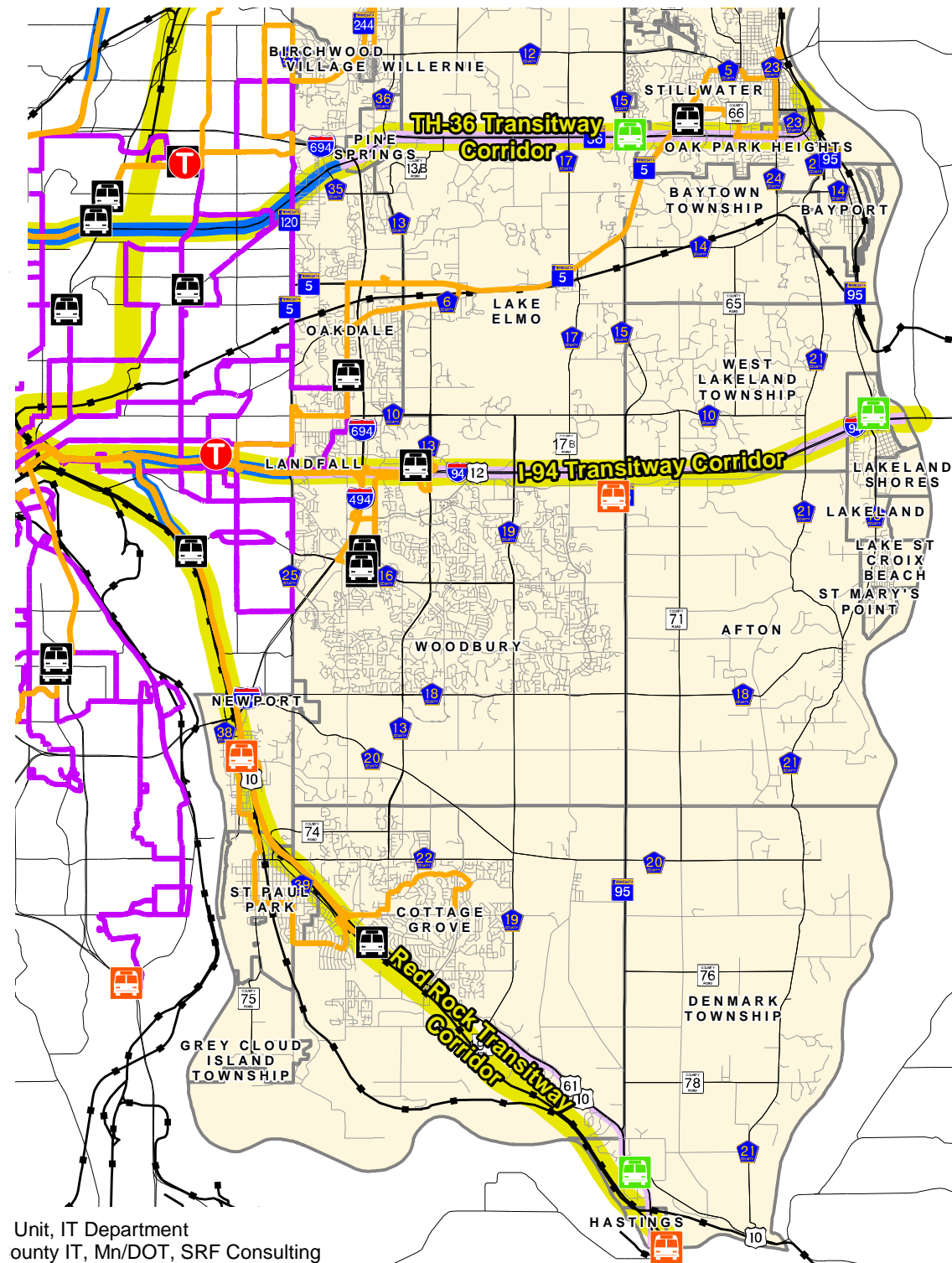
The Washington County Comprehensive Plan identifies the Red Rock Corridor as one of five transit corridors in Washington County and states that the corridor is a candidate for transitway development. Along identified transitway corridors, such as Red Rock, Park & Ride lots will initially support express bus service. Then, as the transitways develop into a more robust transit system, these lots will most likely become transit stations that support fixed guideway transit, such as commuter rail, and are an integral part of the land use development surrounding the lot.

The following is a selected excerpt from the Washington County 2030 Comprehensive Plan outlining goals for transportation:

Goal 4-1 *Develop and maintain a roadway system that accommodates the safe and efficient movement of people and goods.*

Goal 4-2 *Promote the development and utilization of a transit system that meets existing and future travel needs of the public.*

- Support the delivery of appropriate levels and types of transit service to match the specific needs of the county, based on its unique values, geography, economy, and socio-economic profile.
- Coordinate investment in transit infrastructure with land use and transportation planning.
- Provide information on the availability and use of transit to encourage greater use of the system.
- Advocate and promote long-term investments in transit infrastructure that increase operating efficiency, lower operating costs, and increase ridership.
- Support land use policies and densities that promote the development of transit supportive districts to focus transit service and capital investment.



Goal 4-3 *Use effective transportation planning to accommodate existing and planned land uses, while preserving natural, cultural, and historic resources.*

Goal 4-4 *Develop a non-motorized transportation system to provide mobility and recreational options to the public.*

Washington County identifies another key factor in providing for an efficient and robust transit system, as being to create an environment that brings potential riders, shoppers, and businesses closer to the proposed transitway through transit-oriented development (TOD) principles that emphasize the interrelationship of transit facilities and the surrounding landuse pattern. Since planning for TOD is primarily the responsibility of local municipalities, Washington County supports and encourages local communities to plan for TOD along the planned transitway corridors in the County. Washington County also emphasizes the importance of connecting non-motorized facilities (i.e. off-road trails) to transit facilities to form a seamless integration for users to be able to utilize non-motorized transportation modes to meet their needs.



Ramsey County
2030 Comprehensive Plan

Ramsey County identifies the Red Rock Corridor as one of the ten transit corridors in their 2030 Comprehensive Plan. The County is supportive of expanded transit service in the corridor and are engaged in planning for and coordinating with local municipalities and neighboring counties to improve and increase transit opportunities.

In addition to the ten transit corridors identified, Ramsey County also states having a keen interest in planning for future light rail and commuter rail projects that will terminate or stop at the concourse level of the Union Depot (scheduled to be open in 2012). The Rail Authority is working to return the Union Depot in downtown St. Paul to its former glory as a multimodal transit hub where the east metro transit corridors can converge in one location. The following is an excerpt from the Ramsey County 2030 Comprehensive Plan:

Quality transit service is important to the economic well-being and the quality of life of all citizens. This service should meet the needs of all citizens, including special populations such as low income, ethnically diverse, elderly, youth, and the disabled. Transit service will provide a safe, convenient, fast, flexible, and economical alternative to the automobile. Dedicated, sufficient, and increasing funding must be in place to support transit service. Fares must be affordable and equitable. While Ramsey County is not a transit provider, the County is interested in planning for, promoting, and advancing transit that meets the needs of residents and employers in the County.

Routes and connections will be designed so that passengers can reach their destinations in a reasonable time and with a minimum of transferring. Passengers and operators will be able to ride on transit vehicles safely and access the transit service by way of a

system of pedestrian facilities which provide safe, convenient, and barrier-free routes with proper year round maintenance, including expeditious snow removal as required. Transit vehicles will be equipped to handle all passengers in a comfortable and safe manner. The public will be informed of changes and improvements to the service in a way that encourages transit use.

Transit service will use various modes and providers in coordinated combinations such that each trip is made in the most efficient manner possible. Planning with other political jurisdictions, both within and outside the County will continue. Ramsey County will also encourage the State and Federal Government to facilitate the expansion of inter-city and suburban transit modes.

Ramsey County board, staff and citizens will continue to be encouraged to participate in planning to form existing, new, and future transit technology. The County, in cooperation with municipalities, will work to focus land use planning that fosters increased use of transit and the improvement of neighborhoods. Ramsey County will be a leader and model in promoting, developing, and providing

transit.



Figure 9
East Metro Transit Network

Transportation Corridors in Ramsey County - From the Ramsey County 2030 Comprehensive Plan

PREVIOUS PLANNING EFFORTS, CONTINUED



Dakota County 2030 Comprehensive Plan

The Dakota County 2030 Comprehensive Plan outlines the purpose of the transportation system in Dakota County as being to move people and goods in the safest and most efficient manner possible.

The Dakota County Board of Commissioners envisions the transportation system as a critical element of the quality of life for its residents. A safe and efficient transportation system is necessary to support the economic vitality and well-being of Dakota County residents.

The County has outlined the following strategies that pertain to the function of the overall transportation system and how this system relates to other County objectives:

- Increase transportation safety
- Maximize the value of transportation investments
- Encourage active living by investing in pedestrian and biking infrastructure
- Increase transit advantages
- Reduce demand for automobile transportation
- Create an environmentally sensitive transportation system
- Create places where people can live and work without an automobile
- Plan the transportation system beyond 2030
- Incorporate other County goals into transportation projects
- Improve transportation for seniors
- Expand telecommunications infrastructure

The Comprehensive Plan states the transportation vision is that all people in the county will be connected to jobs, services and shopping through an affordable, multimodal system. Land use

and transportation will be coordinated with stakeholders. Development along corridors will be appealing and served by a variety of transportation modes. Transit will be expanded, made more affordable, and provided along high-density, high-travel corridors. Investment in technology integrated into the community will result in less travel.

In addition to existing transit services in Dakota County, local and regional plans have identified several transit corridors within the County for expanded and enhanced transit service including Red Rock Corridor.

Dakota County references the approach identified by the RRCC (November 2007) to lay the groundwork for commuter rail and has outlined the short, intermediate, and long-term strategies for the Corridor in their Comprehensive Plan. The County also had a representative participating in the Red Rock Corridor Station Area Planning Project as a member of the Project Management Team. The County is supportive of expanded transit service in the corridor and are engaged in planning for and coordinating with local municipalities and neighboring counties to improve and increase transit opportunities. The following is a selected summary of the Dakota County Comprehensive plan outlining the County's Action Plan to realize the goals and vision of the Dakota County Transit Plan:

Near-Term Activities: 0 – 3 years:

- Raise the level of transit services and facilities to attract more transit users.
- Advocate for additional transit funding at the local, regional, state and national level.
- Publicize existing routes, planned corridors, transit providers' information and supportive services through the County's information sharing resources.
- Develop materials to promote the transit opportunities within the County.
- Incorporate transit needs and opportunities in County plans and partner with cities to incorporate transit services and facilities in local plans.
- Participate in the development of the transit element with cities during the Comprehensive Planning Process.

- Ensure transitways are fully addressed during the Comprehensive Planning process through collaboration and funding participation with affected communities.
- Establish collaborative relationships within the County to address transit issues and opportunities.
- Create and implement a Transit Vision and Plan for the County.
- Collaborate with transit providers and communities to implement a countywide bus bench and shelter placement, operations and maintenance policy.
- Expand the Transit Office's Web site presence by incorporating timely transit promotions and commuter information.
- Showcase new transit technology for residents and businesses by working with transit vendors.
- Link land use, transit and transportation decisions to further identify and develop existing and potential transit corridor needs and opportunities through the Comprehensive Plan process.
- Include a transit work element in all transportation studies conducted by the County.
- Support and advocate for the County's transit needs through local, state and national transit and high-speed rail coalitions.
- Facilitate, advocate, coordinate County transit activities and explore transit opportunities through the Office of Transit. Employ the Office of Transit as a community resource for transit activities within the county.
- Create a countywide transit-working group to address transit issues and opportunities that meet on a regular basis.
- Promote multimodal connections during the planning, designing and construction of local and regional facilities.
- Provide the appropriate infrastructure on all highways for transit services and facilities including bus shoulder widths, pullouts, priority systems and pedestrian/bike facilities and amenities. At a minimum, implement the Metropolitan Council's 2030 Transit Policy Plan within the County.
- Host an annual transit forum to promote the benefits, latest research and opportunities for local decisionmakers, city staff and partnership organizations.
- Explore and implement feasible commuter programs that benefit residents, employees and businesses in Dakota County and that promote sustainability.

- Remove physical barriers that impede pedestrian and bike access to transit services and facilities by collaborating with communities to construct facilities within at least a quarter-mile of transit stations.
- Maximize county transit investment by focusing resources on transit priority corridors through existing funding mechanisms.

Intermediate-Term activities: 3 – 10 years

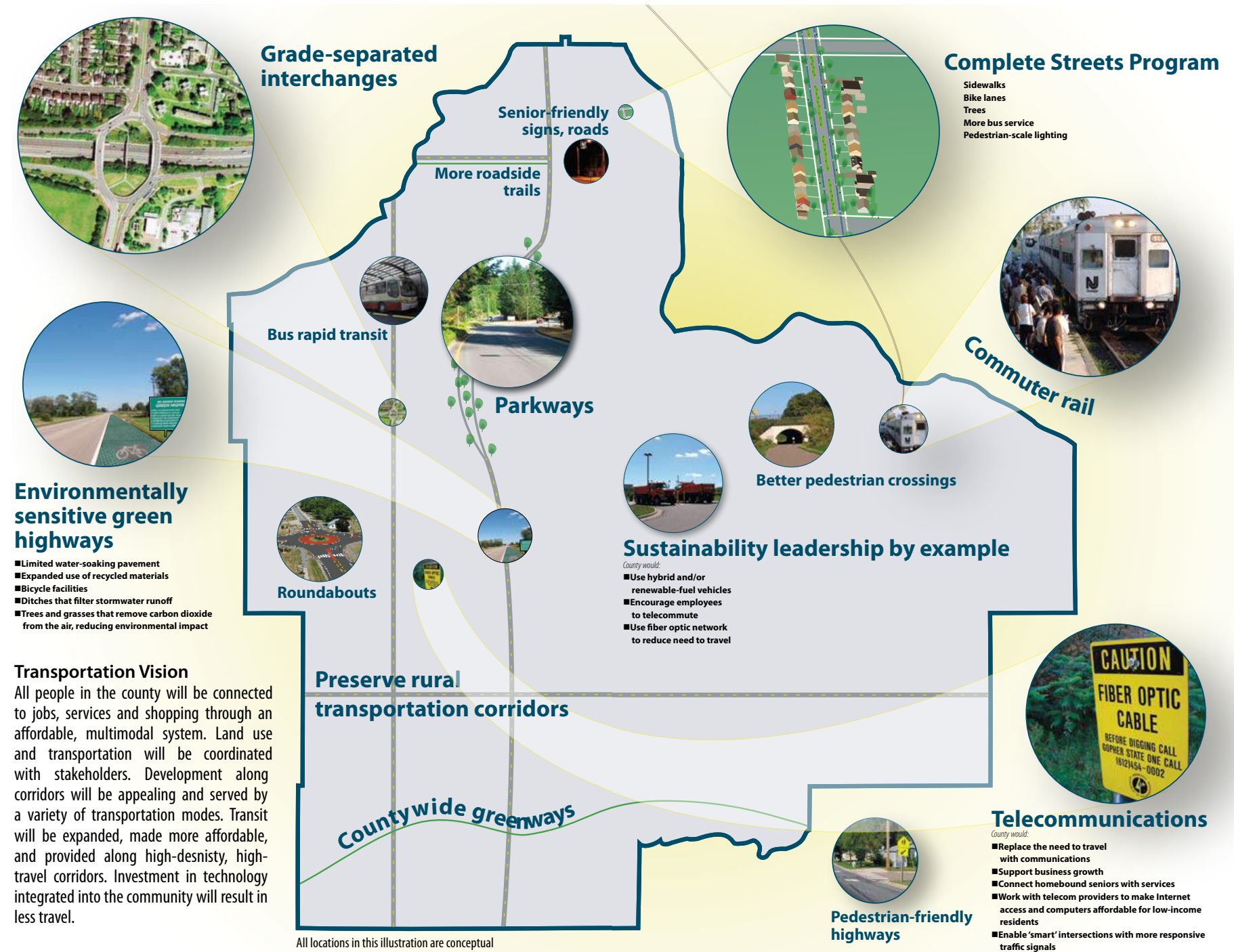
- Link land use, transit and transportation decisions to further identify and develop existing and potential transit corridor needs and opportunities using the results from the Comprehensive Planning Process.
- Develop a TOD Plan with affected stakeholders and funding partners.
- Partner with Dakota County Community Development Agency, state and local agencies to promote and advance transit-oriented development that is compatible with transit and community planning goals.
- Maximize resources through collaboration with transit providers, public and private sector interests to establish a coordinated service delivery transit network focused on individual customer markets such as the elderly, people with disabilities, commuters, students and tailor transit services to those markets.
- Conduct transit-related studies to identify opportunities and potential benefits for transit, including targeted area and issue studies.

Long-Term Activities: 10-15 Years

- Identify capital funds to fill service gaps through the purchase of capital items such as buses, equipment, facilities and infrastructure and the operating funds for the contracting of such services.
- Identify county funding resources to support transit operations and facilities through short and long-term commitments.

3.3.53

- Attract new transit riders by supporting enhanced transit services and amenities specifically designed to make transit more desirable, faster and more comfortable.
- Construct facilities that provide a competitive time advantage on priority corridors on, or connections to County roadways.
- Transit staff will partner with agencies that provide for workforce development, access to jobs, reverse commute, and opportunities to combine work and travel needs for residents and businesses.



Dakota County Transportation Vision - From the Dakota County 2030 Comprehensive Plan

STATION AREA PLANNING STUDY

Station Area Planning Study

The Washington County Regional Railroad Authority, on behalf of the Red Rock Corridor Commission, have undertaken the preparation of this study including Station Area Plans, Site Master Plans, and Environmental Analysis of the southeast stations along the Red Rock corridor.

The study includes stations in the following four communities:

- ST. PAUL (Lower Afton)
- NEWPORT
- COTTAGE GROVE (Langdon Village)
- HASTINGS

Purpose

The purpose of this Study is to advance both development and transit planning efforts in the Red Rock Corridor in preparation for the eventual application and funding requests for a Federal New Starts Project. The schedule for a Federal New Starts Transitway Development Process is outlined herein. The recommendations within this study should be used to design station sites to serve express bus in the interim with the ability to transition to commuter rail in the long-term. The Station Area Plans are intended to promote development that will build on, and support, transportation investments.

Scope and Schedule

The Red Rock Station Area Planning Study examined the 4 southeast transit stations/station areas in the Red Rock Corridor. The study, conducted from the Fall of 2009 to Fall 2011, included the following elements:

- Corridor Website Development and Relaunch (www.redrockrail.org)
- Corridor and Station Visualization including 3D Animation
- Preliminary Environmental Analysis and Documentation
- Market & Transit Oriented Development Analysis
- Preparation of Station Area Plans

- Preparation of Concept Station Plans
- Preliminary Cost Estimates
- Analysis of existing Land Use/Regulatory Environment
- Project Management and Agency Coordination
- Extensive Public/Stakeholder Participation and Support
- Final Documentation

Station Area Planning Study Final Report

The Station Area Planning Final Report is divided into 5 sections, consisting of an introductory chapter that summarizes the planning process, corridor analysis, and background information relevant to the study. The introductory chapter is followed by four individual station chapters that document the final station area concept plans and vision for each of the station areas in the study. Each of the five chapters are designed to be printed and viewed either separately or as a comprehensive final report:

- 1) Introduction
- 2) Lower Afton (St. Paul)
- 3) Newport
- 4) Langdon Village
- 5) Hastings

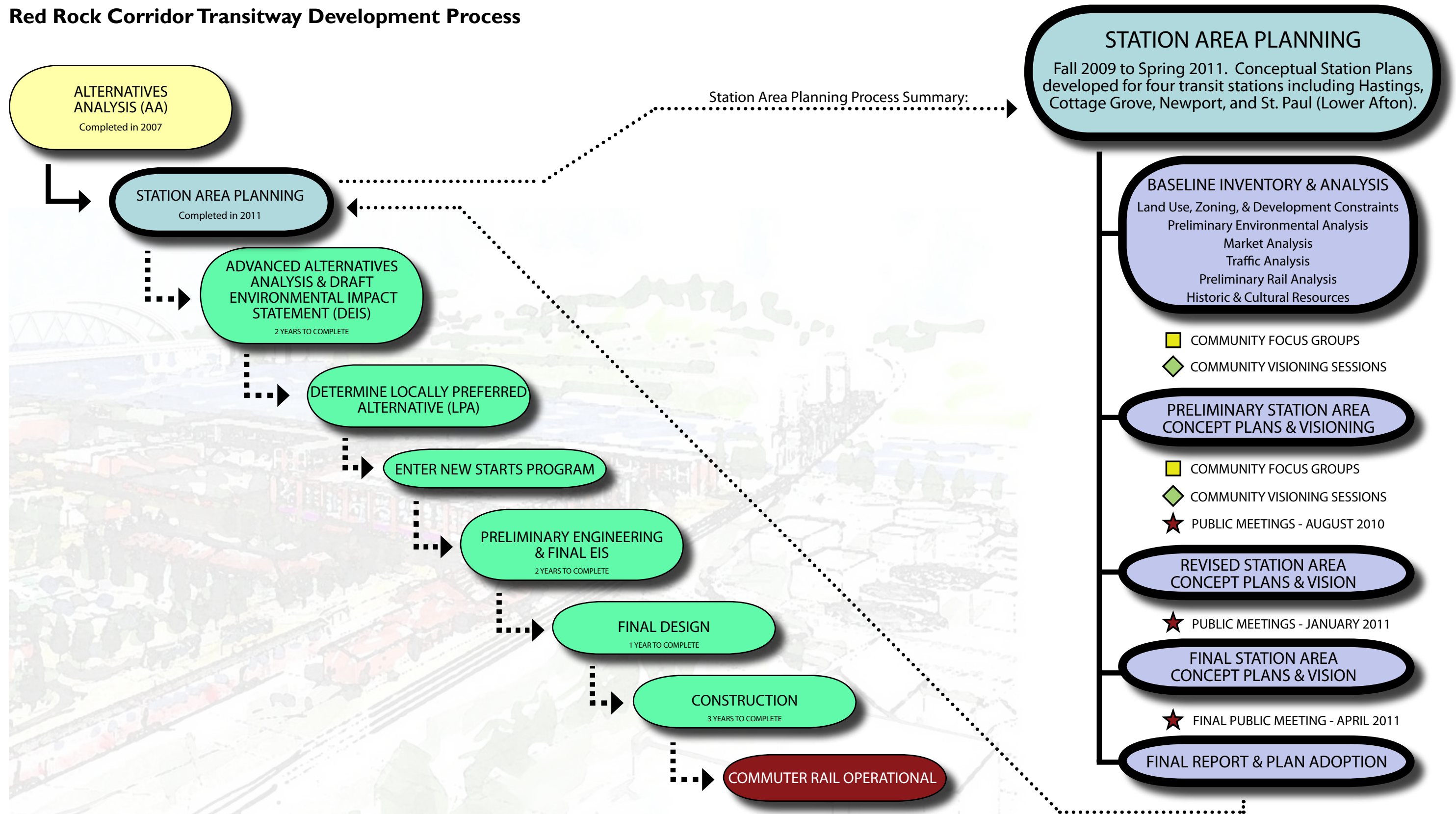


Additional research, analysis, and information can be found in the supportive documentation for this report. The supportive documentation, available under separate cover, includes the following:

- Study Area Inventory and Baseline Analysis Technical Report
- Public Involvement Activities Summary
- Market Assessment Memo
- Environmental Analysis Memo
- Cost Estimate Memo
- Implementation Plan and TOD Guide



Red Rock Corridor Transitway Development Process



PUBLIC INVOLVEMENT

Approach

The Station Area Planning Study made public involvement and community engagement an integral and essential part of the planning process during all phases of the study. At the onset, a Citizen's Advisory Committee (CAC) and Project Management Team (PMT) were established.

Citizen's Advisory Committee (CAC)

The CAC membership included representatives from all of the communities within the corridor. Meetings were held monthly to share information and findings. The CAC members have become trusted ambassadors and good sources of information within each of their respective communities.

Project Management Team (PMT)

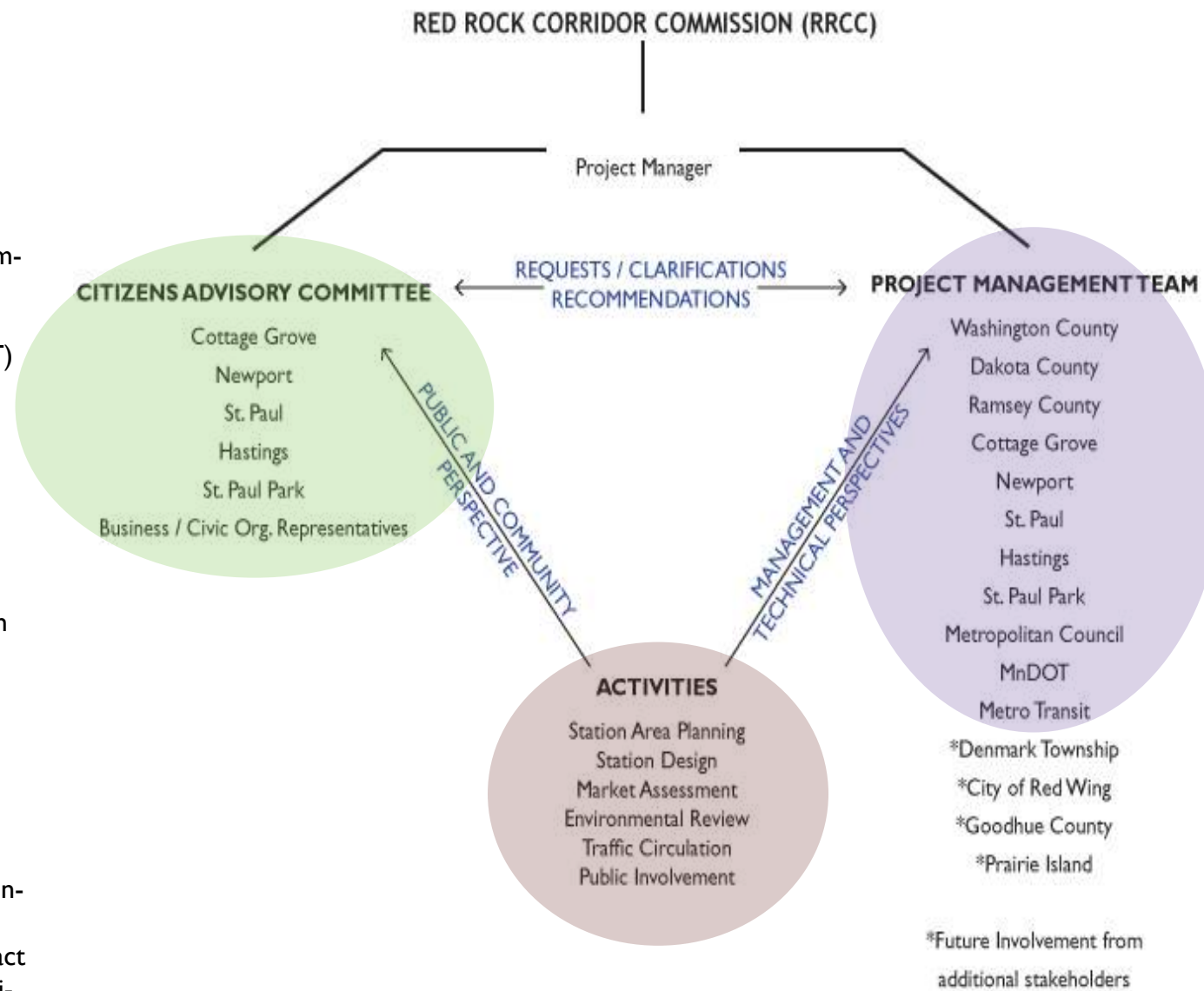
The PMT included representatives from Washington, Ramsey and Dakota Counties as well as each of the host communities - Saint Paul, Newport, Cottage Grove and Hastings. Additionally other public agencies, including Metro Transit and the Metropolitan Council were represented. The PMT met on a monthly basis to work through technical and policy issues related to the project and to act as liaisons between the project and their respected agency, municipality or county.

Summary of Meetings

COMMUNITY FOCUS GROUPS

5 Community Focus Groups were held during April and May 2010 with the following civic organizations in each of the four communities:

- Planning District #1, St. Paul
- Cottage Grove Chamber of Commerce
- Newport Business Association
- Hastings Downtown Business Association
- Hastings Rotary Club



Each meeting began with a presentation from project staff or consultants followed by discussion, questions and responses. Minutes were taken at each meeting and the attendees were asked to fill out a brief questionnaire before leaving. A meeting summary of the comments provided during each of the Focus Group meetings is included in the Public Involvement Tech Memo, available under separate cover.

BUS RIDER SURVEYS & FOCUS GROUP

On August 16th, 2010, 358 bus rider surveys were distributed at the Lower Afton and Cottage Grove Park & Ride lots. 43% of those surveys were completed and returned with many riders indicating an interest in attending a bus rider focus group meeting which was held on: Tuesday, September 28th, 2010.

A summary of the 154 returned bus rider surveys and of the comments and feedback received during the bus rider focus group is included in the Public Involvement Tech Memo, available under separate cover.

VISIONING SESSIONS - ROUND 1

As part of the public participation process, visioning sessions were held in order to engage key Stakeholders, Property Owners, Developers, City Planning Commission Members and Elected Officials. Staff from Hastings, Cottage Grove, Newport, and St. Paul provided lists of stakeholders from each community and they were invited to Visioning Sessions held on the following dates:

- Hastings City Hall, April 27, 2010
- Newport City Hall, April 28, 2010
- Cottage Grove City Hall, April 29, 2010
- St. Paul District 1 at the Battle Creek Rec Center, May 3, 2010

Each Session began with a presentation describing the role of the Red Rock Corridor Commission followed by a project summary and description of previous studies that have defined the study and set in motion the process for station area planning and design. For example, the Alternatives Analysis, previously identified potential station sites in each of the four communities. The characteristics of each site were presented during each meeting, including existing conditions and field observations. Staff from each community presented the local planning framework and this was followed by a discussion of potential development opportunities at each station area.

After the presentation, the attendees were asked to provide input on their vision for the station areas. A meeting summary of the comments provided during each of the Visioning Sessions is included in the Public Involvement Tech Memo, available under separate cover.

VISIONING SESSIONS - ROUND 2

A second round of Visioning Sessions were held in each community a few months after the initial Visioning Sessions:

- Newport City Hall, July 7, 2010
- Cottage Grove City Hall, July 8, 2010
- St. Paul District 1 at the Battle Creek Rec Center, July 13, 2010
- Hastings City Hall, July 14, 2010

At each of these meetings a presentation was given that gave an overview of the study, presented initial environmental, market, and traffic analysis and introduced concept plans for the station. After the presentation, stakeholders were invited to discuss the plans and provide feedback in a Q&A period and through questionnaires. A summary of the comments provided on the questionnaires is included in the Public Involvement Tech Memo, available under separate cover.



TOD TOUR AND COMMUTER/LIGHT RAIL RIDE

On July 22, 2010, a group representing members of the Red Rock Citizens Advisory Committee (CAC), Project Management Team (PMT), project consultants, and elected officials rode local transit and took a walking tour of transit-oriented development and mixed-use development in the Twin Cities area. The tour included



a ride on the Hiawatha Light Rail line, a Commuter Coach bus, and the Northstar Commuter Rail; and walking tours of Bloomington Central Station and NE Minneapolis. The group also listened to several presentations throughout the event:

- Mark Fabel from McGough Construction, project manager for the Bloomington Central Station project for over 10 years, about Planning, Marketing, Financing, and Managing the project.
- Glen Markegard, Acting Planning Manager for the City of Bloomington, about the planning and zoning changes surrounding the station.
- Chuck Ballentine presented concept plans for the Multi-modal Interchange at Target Field
- Mark Nevinski from the City of Coon Rapids about development opportunities at the station and beyond as well as their planning process and zoning changes related to commuter rail.
- Anoka County Commissioner Erhart



PUBLIC INVOLVEMENT, CONTINUED

OTHER EVENTS AND FESTIVALS

As part of the public involvement plan, project staff, CAC members, and PMT members represented the Red Rock Corridor Station Area Planning Study at various festivals, fairs, events, and press conferences:

- Elected Officials Breakfast Event at Tinucci's
- Press Conference Kick Off at the Capitol
- National Train Day
- National Night Out in St. Paul
- Pioneer Day in Newport
- Strawberry Fest in Cottage Grove
- Saturday Night Cruise in Hastings
- Commuter Fairs in Minneapolis and St. Paul

Project representatives distributed handouts about the Red Rock Corridor and the Station Area Planning study, and at some events, Red Rock whistles that promoted the corridor and directed people to the updated website.



PUBLIC MEETINGS - ROUND 1 (Preliminary Plans)

In August 2010, public meetings were held in each of the four communities:

- Hastings City Hall, August 17, 2010
- Newport City Hall, August 18, 2010
- Cottage Grove City Hall, August 19, 2010
- St. Paul Battle Creek Rec Center, August 25, 2010

At each meeting, preliminary station area concept plans were presented. After the presentation a questionnaire / survey was distributed to collect feedback and comments on the plans. In Cottage Grove, an Audience Response System (ARS) was used to collect feedback and responses in lieu of questionnaires. The questionnaire and ARS responses are summarized in the Public Involvement Tech Memo, available under separate cover.



PUBLIC MEETINGS - ROUND 2 (Revised Plans)

In January 2011, public meetings were held in each of the four communities:

- Newport City Hall, January 10, 2011
- Hastings City Hall, January 11, 2011
- Cottage Grove City Hall, January 12, 2011
- St. Paul Battle Creek Rec Center, January 13, 2011

At each meeting, revised station area concept plans were presented, followed by an open house style Q&A period. Written comments were also accepted during the meetings. The informal feedback and written comments are summarized in the Public Involvement Tech Memo, available under separate cover.





FINAL OPEN HOUSE

The final public meeting for the study was an Open House for all four communities held at the Washington County Service Center:

- April 6th, 2011 for the Cities of St. Paul, Newport, Cottage Grove, and Hastings

At the meeting, final station area concept plans, illustrative renderings, cost estimates, and station area information were displayed on presentation boards. A four minute animation showed a three dimensional representation of the concept plans for each of the four stations: Hastings, Cottage Grove, Newport, and Lower Afton (St. Paul).

There was a brief welcome and introduction by Red Rock Corridor Chair / Dakota County Commissioner Joe Harris, comments from Red Rock Corridor Vice-Chair / Cottage Grove Councilmember Jen Peterson, and closing remarks by Citizen's Advisory Committee member Skip Soleim followed by an open house style Q&A period. The informal feedback and written comments received are summarized in the Public Involvement Tech Memo, available under separate cover.



PUBLIC INVOLVEMENT, CONTINUED

Summary of Newsletters, Press Releases, and Communication Efforts

Tunheim Partners administered communications efforts in Partnership with Hay Dobbs for the Red Rock Corridor Commission for the duration of the study. Efforts have included media relations, writing and sending news releases and alerts to create buzz around milestones for the Commission, as well as community relations; writing and sending articles to community newsletters and to e-News subscribers. Tunheim Partners also assisted the Red Rock Corridor Commission in the re-launch of its website and worked to drive traffic to the website through all communications efforts.

The following list outlines the communications efforts throughout the project duration. A comprehensive list of communications efforts and dates can be found in the Public Involvement Technical Memorandum.

News Releases and Media Alerts

News releases and media alerts were authored and submitted to an extensive Red Rock Corridor media list that included local and regional news outlets, websites and public access outlets. News releases and media alerts were issued to update the public on major project milestones, community meetings, significant findings and recommendations, and overall project successes.

e-Newsletters

e-Newsletters were written and sent to the Red Rock Corridor e-Newsletter subscriber list. The subscriber list grew to nearly 500 opt-in subscribers. e-Newsletters contained timely and relevant project information that was contained within single page format.

Community Newsletter Articles

Red Rock Corridor articles were written and submitted to community newsletters:

- Cottage Grove
- Newport
- St. Paul (District 1)
- Hastings
- Prairie Island Indian Community
- South St. Paul
- St. Paul Park:

News Clips

The following list outlines a list of outlets for media placement that the Red Rock Corridor has received:

- Star Tribune
- Minnesota Public Radio
- Finance and Commerce
- Hastings Star Gazette
- Stillwater Gazette
- South Washington County Bulletin
- Pioneer Press
- Red Wing Republican Eagle
- Pierce County Herald

January Open House Coverage

- Hastings Star Gazette
- Pioneer Press
- Transit for Livable Communities
- Hastings Happenings Website

Final Open House Coverage

- KSTP- Hastings-Cottage Grove
- South news briefs/Star Tribune
- South Washington County Cable (Channel 14) – Newport and Cottage Grove Bulletins
- Ramsey County Regional Rail News Website
- Newport Website
- Washington County Website
- Pioneer Press
- South Washington County Bulletin
- Southwest Review News
- Hastings Star Gazette



Red Rock Website Google Analytics

The Red Rock website was revamped and relaunched as part of the station area planning project and now allows viewers to comment, communicate directly with the project team, get up to date information, and be alerted to upcoming meetings and events. Google Analytics have been used to track the website traffic of redrockrail.org since the re-launch in February, 2010. Between February 2010 and April 2011, there have been a total of 7,656 visitors to the Red Rock Corridor website with a monthly average for unique visitors to the site is above 500 visitors. As of May 1, 2011, a total of 338 subscribed contacts have signed-up for the Red Rock Corridor e-Newsletter.

The Red Rock website can be found at:

www.RedRockRail.org



YouTube Videos

Several videos have been created to support the project and can be found on YouTube by searching for the following titles:

- Red Rock Corridor Interviews
- Visions for Red Rock transit stations
- Updated St Paul Lower Afton Transit Station
- Updated Newport Transit Station
- Updated Cottage Grove Transit Station
- Updated Hastings Transit Station
- Red Rock Corridor - Transit in the Twin Cities Southeast Metro

The screenshot displays the Red Rock Corridor website homepage. At the top, the logo "RED ROCK Corridor" is on the left, and the tagline "Your Ticket to the Southeast Metro." is in the center. A navigation bar includes links for Home, Station Planning, Commission, Route, Recent News, FAQs, and Contact Us. On the right, there is a "Red Rock Corridor Newsletter" sign-up form with a "Sign Up" button and social media share icons.

The main content area features a large video player with the title "Next step: Planning transit stations" and a description: "Over the next 18 months, the commission will be conducting a station planning study to determine the best designs for the four proposed transit stations." To the right of the video is a map titled "Red Rock Corridor is a 30 mile..." showing the route from Minneapolis to St. Paul and Hastings, with a "VIEW DETAILED MAP" link.

Below the video, there are two columns of content. The left column, titled "Meetings & Events", lists two "Red Rock Corridor Commission Meeting" events: one on June 30, 2011, at Cottage Grove City Hall, and another on July 28, 2011, at Cottage Grove City Hall. The right column, titled "Recent News", features two news items: "First five stages complete in Red Rock project" and "Large Majority of Bus Riders Excited for Enhanced Transit Options in the Red Rock Corridor".

At the bottom right, there is a video player titled "Station Concept Plans (New)" showing a 3D rendering of a transit station concept.

STATION AREA PLANNING - GUIDING PRINCIPLES AND OVERALL VISION



Overall Vision

The overall vision for the Red Rock Corridor is to create more livable communities and neighborhoods by improving access and mobility, supporting economic development and job growth, providing shopping and housing choices, and supporting sustainability and the natural environment of the river valley.



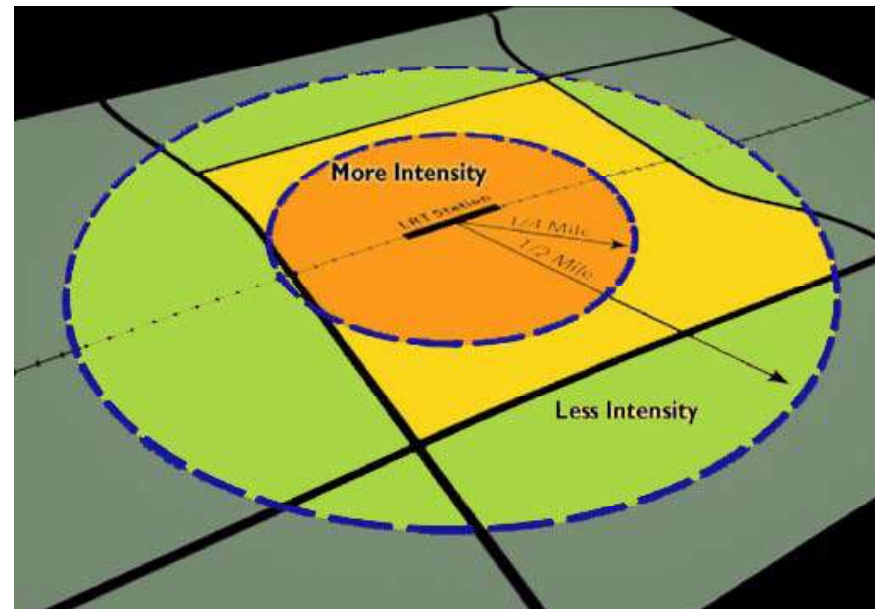
TOD PLANNING APPROACH

Strategies, TOD Impacts, and how the Vision can be achieved

The Vision for station area planning within each community is to introduce or enhance transit and transit amenities while allowing for phased Transit Oriented Development (TOD), where market conditions allow. The goal is to balance the needs of the transit system and parking with development needs and the needs of the local community. It is also an opportunity to connect to and improve on existing systems, including trails.

Unique identifiers and a TOD framework have been established for each of the four station areas. Concept plans have been developed that visually and spatially express the translation of the identifiers and framework into a physical system of roadways, buildings, transit components, public realm and associated systems. Each concept plan seeks to create a connected, walkable, pedestrian oriented environment surrounding each respective transit station. Park & Ride facilities along with various types of development are envisioned to be introduced in a phased and integrated manner over time.

For the Vision to be achieved, each City, each respective County, the Red Rock Corridor Commission, the Metropolitan Council, and stakeholders such as MnDOT, Metro Transit and others, must work in concert to coordinate and plan for public and private investment in each station area based on the concept plans and vision herein, as well as the final project plans and recommendations.



TOD Principles

In general Transit Oriented Design is intended to:

- Create more livable, pedestrian-friendly communities.
- Include an identifiable center and a prominent public realm.
- Increase the convenience of transportation alternatives, including walking, bicycling, and public transportation.
- Locate buildings and walking areas to promote pedestrian movement, safety, and an appealing environment.
- Create a compatible mix of residential, retail, and office well-suited for surrounding neighborhood. Development of high quality, compact construction that is also viable, sustainable and within an easy walk - 1/4 - 1/2 mile – from a transit station.

Each Community is Unique

Transit Oriented Design is not a “one size fits all” prescription. Each of the four host communities must tailor their approach to planning, design and implementation to respond to local conditions. These conditions include location, access, natural features, parking demand, surrounding land use, market forces, history, context and more. Fundamentally, the approach must focus on creating unique, authentic places that add value to the host community by becoming, over time, a recognizable and sustainable place. The introduction of commuter rail service should bring more than just a station and trains. It should catalyze investment, both private and public, to create a robust transit-oriented community that is compact, walkable, desirable and recognizable.



Throughout the planning study, several planning assumptions and planning principles have guided decision-making and design.

Project Principles

- 1) Create a place, not just a project.
- 2) Concentrate development near transit.
- 3) Sensitively connect to the Natural Environment.
- 4) Develop Complete Streets.
- 5) Connect to Existing Uses and Neighborhoods.
- 6) Incorporate Sustainability.
- 7) Allow the project to be phased over time.

Create a place, not just a project....balance commuter parking with development

The most valuable property within the station area is the property located close to each transit station (provided it has easy and relatively direct access to each station). This property can generally support development of the highest and best use within the station area. At odds with this condition is the natural tendency to want to locate commuter parking close to the station. There must be a balance between these two pressures with a bias towards development and placemaking over excessive convenience.

No



Locating parking directly adjacent to the station precludes development and placemaking. This creates an unattractive and uninviting experience for users of the station.

Yes



Locating development adjacent to the station, primary public open spaces and streets supports an active and desirable station area. Parking can be located behind buildings in structured and surface parking facilities so that it is accessible but not the defining element of the station area.

Create a place, not just a project....focus on the “first three hundred”

A positive user experience within the first 300 feet of the transit station (a typical city block length) is a critical component to the success of the station area. This area largely defines the station area as it is the first and last respective experience encountered while arriving or departing the station area via transit. A highly textured, safe, vibrant, pedestrian oriented environment should support both commuters and other users of the station area. Well-designed buildings should support active ground floor uses with interesting signage, good lighting and direct pedestrian access from the street/ transit plaza. Street lighting, paving and pedestrian amenities such as benches, planters, trash receptacles, kiosks, and bike racks should provide visual interest and functional support.



RAIL ANALYSIS - CORRIDOR WIDE

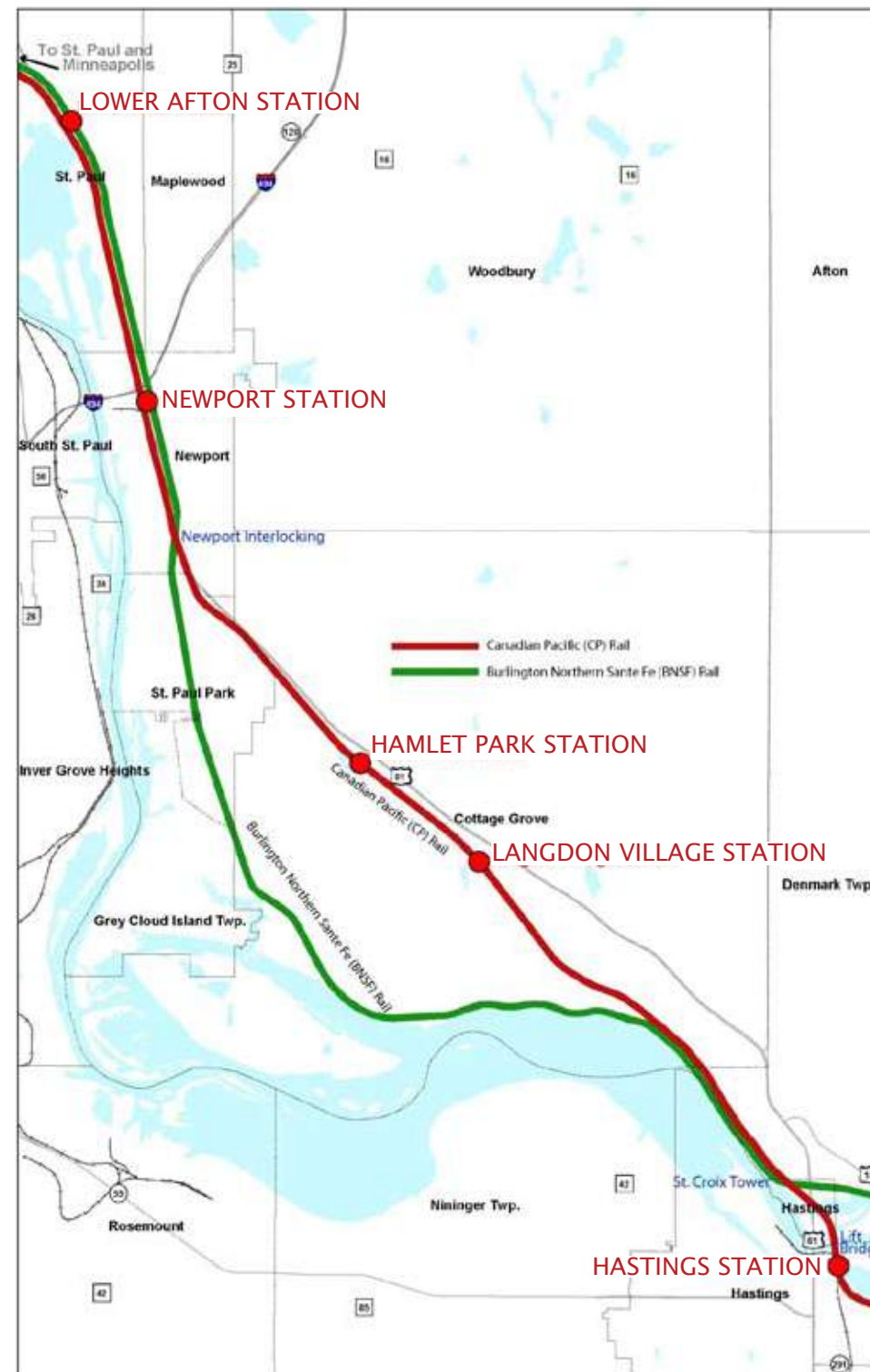
Corridor Introduction

The proposed Red Rock Corridor extends from downtown Minneapolis to Hastings, MN via Union Depot in St. Paul. Planning for station facilities and sites is under way. The purpose of this document is to describe existing conditions and rail operations issues that are affected by, or relevant to, proposed Red Rock commuter rail stations at Lower Afton Road, Newport, Cottage Grove, and Hastings. The scope of this analysis does not include comprehensive consideration of the operating and infrastructure needs along the entire rail corridor. The East Metro Rail Capacity Study (EMRCS), commissioned by Ramsey County Regional Railroad Authority (RCRRA), is currently underway and will identify impacts and recommend capacity solutions to the freight rail network for the introduction of commuter, high speed, and intercity rail to the Union Depot in downtown St. Paul. The EMRCS is expected to be completed in Fall 2011.

Existing Conditions

The Red Rock Corridor Alternatives Analysis completed in 2007 indicated that a commuter rail service could potentially jointly operate with freight traffic on this main line rail corridor. The service would initially consist of 5 inbound trains in the AM peak and 5 outbound trains in the PM peak, along with one reverse commute train in each direction in each peak period. Both BNSF and Canadian Pacific (CP) railroads own and share rail infrastructure on this corridor, which is a major segment of West Coast to Chicago transcontinental freight routes for each company. The Red Rock Corridor Alternatives Analysis indicates this corridor averages about 68 combined trains per day on the joint BNSF/CP corridor. Canadian Pacific Railway's St. Paul Yard and BNSF's Dayton's Bluff Yard is a large and very active freight yard located near the proposed site of the Lower Afton Station. Two daily Amtrak passenger trains are also hosted.

Two main tracks are in place over the 13-mile segment between Lower Afton Road and St. Croix Tower (located north of Hastings, and north of the Mississippi River), which is the segment under



Map of Existing Railroad Ownership

consideration for this study. Each of the two railroads owns and maintains a single track (see Figure 1), but the combined tracks are operated jointly and dispatched by BNSF. The dispatching station for the portion of the corridor between St. Croix and the Hastings Station is CP. For much of this route, these two tracks are separated by roughly 80 feet. However, from south of Newport to 3 miles north of St. Croix Tower, the CP-owned track proposed for use by Red Rock trains is located as far as 2 miles to the north and east of the BNSF track.

Between Lower Afton Road and Newport, the western of the two tracks are owned by CP and the eastern track is owned by BNSF. At the Newport interlocking near 12th St., the ownership of the tracks changes sides and a pair of connection tracks allows trains to cross over between the two main tracks. South of this interlocking, the BNSF owns the western track, and CP owns the eastern track. Both of the main tracks are classified as FRA Class 4 and are remotely controlled by Centralized Traffic Control (CTC) signaling. Passenger train speeds of up to 79 mph are allowed.

Between St. Croix Tower and Hastings (just over 1 mile), there is a single CP main track, which is also equipped with CTC signaling. This route segment crosses the Mississippi River via a vertical lift bridge that is typically opened two to five times daily for durations lasting between 15 and 60 minutes. The existing river bridge allows trains at 25 mph and is Class 4 Track--it is anticipated that the bridge will be upgraded to allow for 30 mph Freight and 45 mph Passenger and will be a Class 4 Track.

Early coordination meetings were held with both CP and BNSF to review conceptual station plans and receive feedback and input from the railroads.

Station Area Planning Study Assumptions

The following list summarizes assumptions of this study related to the rail analysis:

- 5 Inbound trains in the AM peak
- 5 Outbound trains in the PM peak
- 1 Reverse commute train in AM and PM peak
- Commuter trains will operate on the easternmost track
- Center-loading platforms should be used where possible
- EMRCS will address rail infrastructure improvements needed

Issues and Criteria Affecting Station Locations and Configuration

The consideration of potential station locations included the following criteria:

- Minimal impact on railroad operations.
- Minimal impact on local roadways.
- Sufficient length for a platform of 600 feet, which permits berthing of six car trains in the future.
- Sufficient space for a station facility.
- Access to connecting roadways, transit and pedestrian facilities.
- Parking.
- Available property.
- Potential for transit-oriented development.
- Consistency with local planning and zoning.

From a freight railroad perspective, the criteria for platform/station location also should include:

- No shortening of existing sidings, leads, or main tracks.
- Avoiding platforms within interlocking limits.
- Sightlines for wayside signals be maintained and not obscured by platforms/canopies.
- Provisions for signals to be provided near station platforms to comply with the FRA “train-leaving-station” operating provisions.

An issue that often must be considered for selection of station locations on a corridor such as this, which involves two railroads, is continuity of dispatching control. Passenger rail operations are most generally reliable and efficient if the number of “hand-offs” between railroad owners are limited. This reduces delays that can be incurred as dispatchers transfer control of trains from one to another. Dispatching will be significant issue within the Red Corridor due to three class one railroads all controlling dispatching along the 19 mile corridor from the Union Depot to Hastings. In general the following holds true for dispatching:



Tracks crossing 2nd Street next to Hastings historic depot.

- Canadian Pacific Railway-Hastings north to St. Croix along their River Subdivision.
- BNSF-St. Croix north to the Wye north of Hoffman Interlocking along their St. Paul Subdivision and CP's River Subdivision.
- Union Pacific Railroad-the Wye west to the Union Depot along the St. Paul Union Depot (SPUD) track.

How the commuter trains are dispatched is an operational issue that will need to be coordinated with the host railroads as the commuter rail project moves forward. An operational issue that does affect station planning is the proposed location of the Cottage Grove station. The station is located in the rail segment between Newport and St. Croix Tower where the two main tracks are not adjacent, but are separated by as much as two miles. For the proposed Cottage Grove station site to be served by Red Rock commuter trains, these trains will need to be operated in both directions only on the CP-owned east track. Detailed capacity and related infrastructure improvements required to accommodate this are beyond the scope of this station planning effort. We note that a study completed in late 2011, the East Metro Rail Capacity Study, is tasked with determining infrastructure needs for both passenger and freight for this portion of the corridor. Coordination with this initiative is recommended in future phases of work.

In addition to Red Rock corridor commuter trains, planning for another passenger rail service on this corridor is also under way. The Midwest Regional Rail Initiative (MWRRI) is a proposed hub and spoke passenger rail system centered in Chicago that would serve nine Midwestern states, including Minnesota. The Red Rock Corridor segment is one possible routing for the proposed 400-mile MWRRI line between the Twin Cities and Chicago with proposed speeds of up to 110 mph. Today, only one pair of Amtrak passenger trains operates between Minnesota and Chicago requiring about eight hours travel time. With the MWRRI, Minnesotans could travel to Chicago on an additional six trains in five-and-half hours of travel time. Currently there are no plans for this service to make stops at any of the proposed Red Rock stations south/east of the St. Paul Union Depot.

It is suggested that MWRRI service be considered in this station planning effort to the extent that if additional trackage and rail infrastructure is required to support the additional and faster trains; the new infrastructure could affect the proposed platform locations and other features. Further study will need to be conducted to forecast these infrastructure changes and/or improvements. Until that information is available, the Red Rock station planning effort will consider ways to meet Red Rock needs without constraining future MWRRI needs.



Hastings lift bridge

MARKET ASSESSMENT

Market Assessment Summary

The market assessment includes an analysis of demographic and economic conditions underlying the Red Rock Corridor. Additional market data related to construction trends and the condition of the housing and commercial markets are included in the full Market Assessment Memo, available under separate cover.

Forecasted Growth for the Red Rock Corridor

The Metropolitan Council forecasts significant growth between 2010 and 2030 within a 3-mile buffer of the Corridor, which is highlighted in the tan color at right. This amount of growth will undoubtedly require the construction and/or rehabilitation of numerous housing units and substantial commercial space, a portion of which can be accommodated in and around the station areas. Below are the 2010 and 2030 figures for population, households, and employment with their corresponding increases:

Population
 2010 = 239,700
 2030 = 294,300 **> + 54,600 Residents - 23% increase**

Households
 2010 = 91,700
 2030 = 116,100 **> + 24,400 Households - 27% increase**

Employment
 2010 = 84,400
 2030 = 101,800 **> + 17,400 Jobs - 21% increase**

Economy

Jobs in the Red Rock Corridor are concentrated in three economic sectors: manufacturing, retail, and educational and health care services. This is evidenced by the fact that nearly all of the Corridor's largest employers are in one of these three sectors. Therefore, it is likely that any future growth in the Corridor will be influenced by the economic activity generated by these sectors.

Top Ten Employers in the Red Rock Corridor

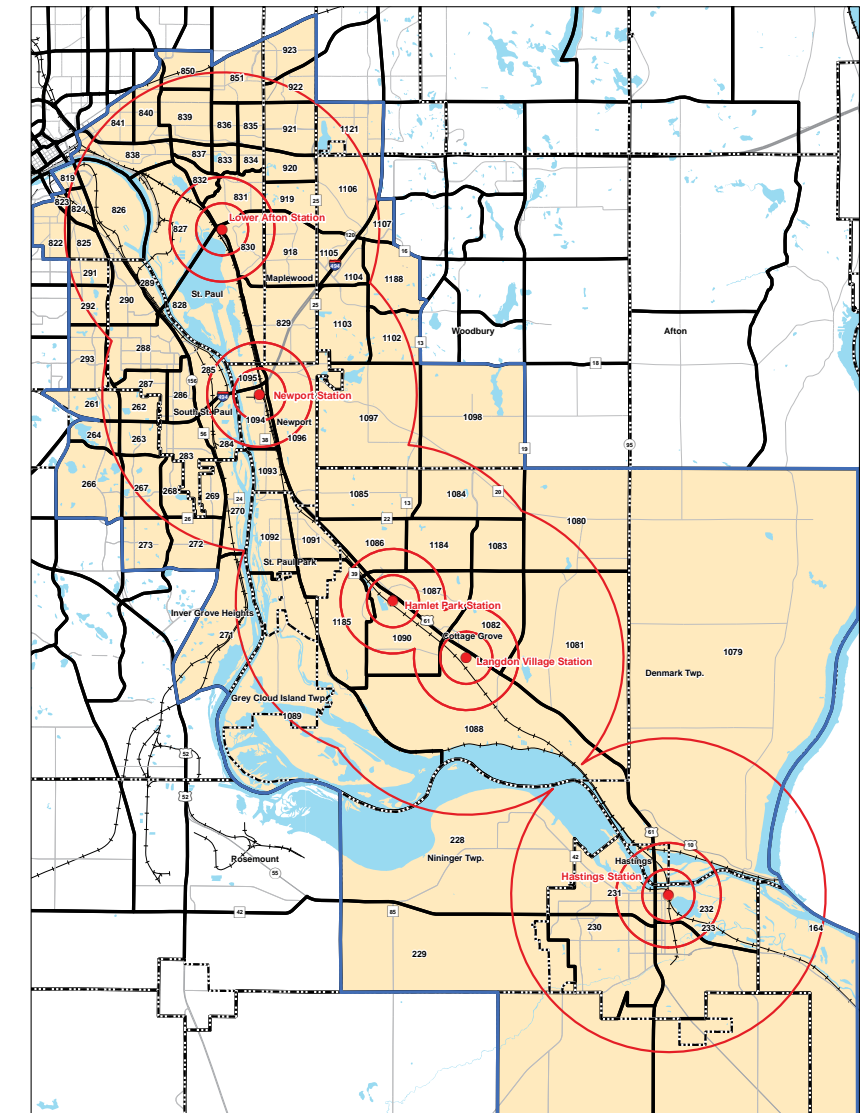
Company	City	Employees
Dakota County	Hastings	1,849
South Wash. School Dist.	Cottage Grove	1,081
3M	Cottage Grove	1,000
Regina Medical Center	Hastings	730
Hastings School District	Hastings	600
Smead Manufacturing	Hastings	570
Intek Plastics	Hastings	350
Up North Plastics	Cottage Grove	280
Renewal By Andersen	Cottage Grove	250
Marathon Petroleum	St. Paul Park	215

Source: MN Dept. of Employment and Economic Development

Keys to supporting employers/employees in the corridor:

- Continue to improve access and mobility through predictable transit and roadway improvements
- Provide a range of housing types and prices within the corridor
- Establish predictable land use patterns
- Establish clearly defined public policy
- Create desirable entertainment, shopping, dining destinations
- Continue to improve recreation and natural amenities

Met Council Socio-Economic Forecasts

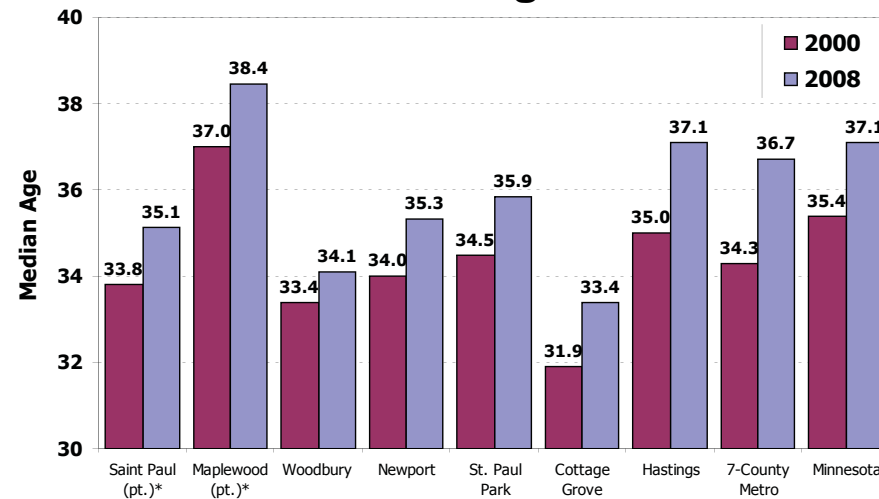


Demographics

These bar graphs highlight key demographic trends that will influence future demand for housing and commercial space in the Corridor. In particular, the population is aging, household size is declining, homeownership is flat, and incomes are generally flat as well. These demographic trends will influence the location, size, and price point of new housing, as well as influence the type of retail stores that will be needed.

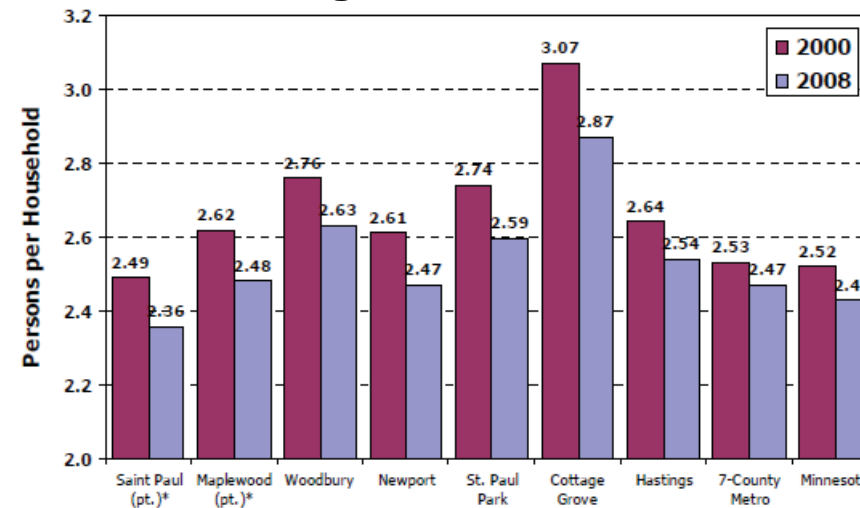
Demographic & Economic Make-Up

Median Age



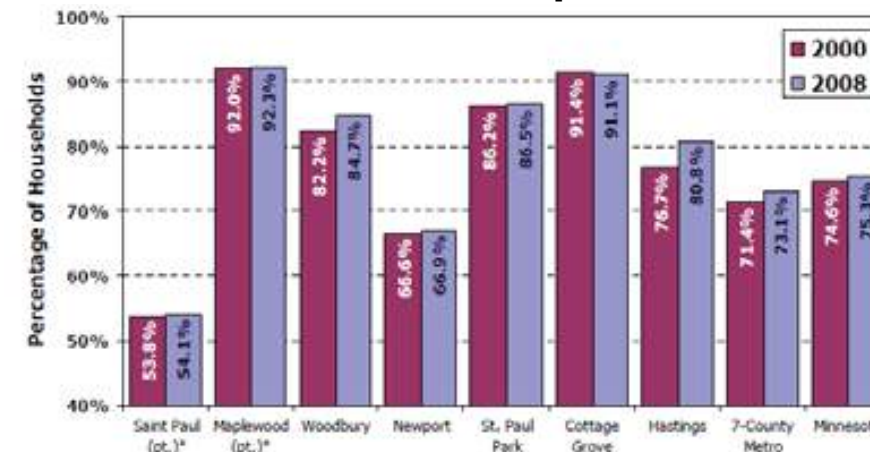
* Includes areas south of I-94 and east of the Mississippi River.
Sources: 2000 Census; 2008 American Community Survey

Average Household Size



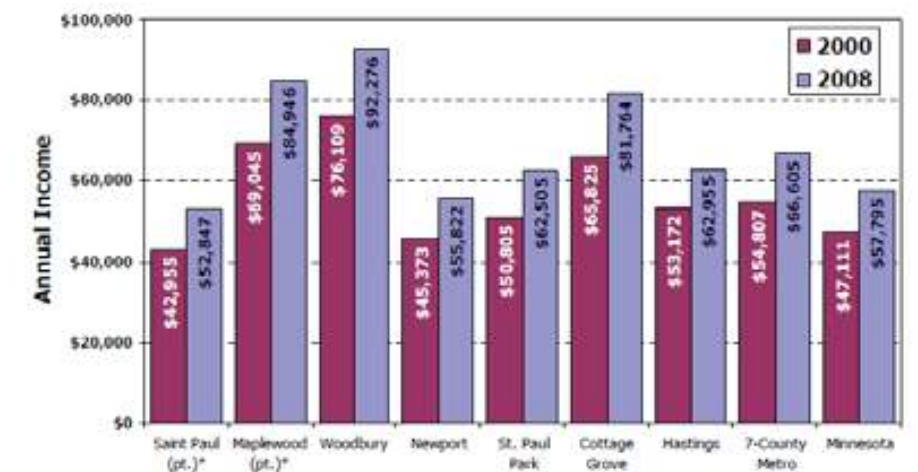
* Includes areas south of I-94 and east of the Mississippi River.
Sources: 2000 Census; 2008 American Community Survey

Homeownership Rate



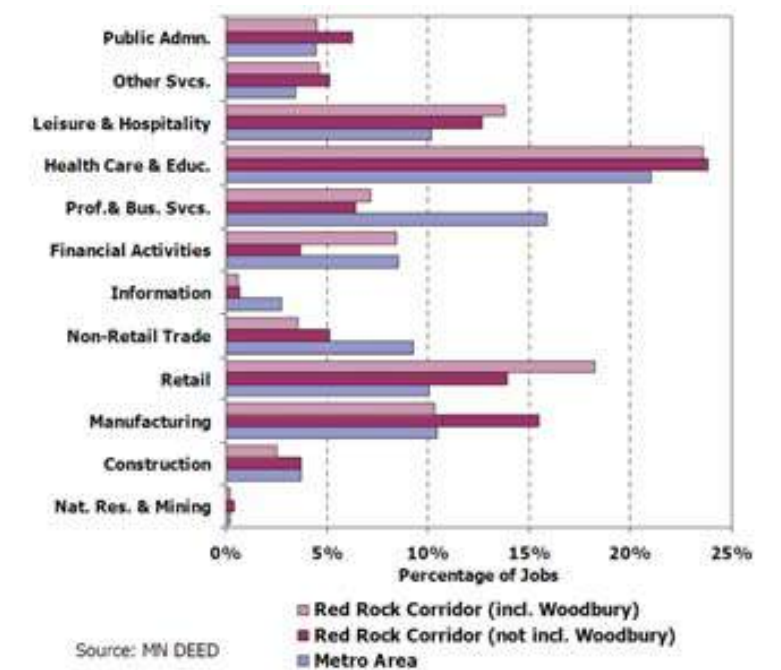
* Includes areas south of I-94 and east of the Mississippi River.
Sources: 2000 Census; 2008 American Community Survey

Median Household Income



* Includes areas south of I-94 and east of the Mississippi River.
Sources: 2000 Census; 2008 American Community Survey

Employment by Industry



KENOSHA, WI

Harbor Park



- 67 Miles North of Chicago
- Established City
- 70-Acre Former Auto Assembly Plant
- Near Metra Commuter Rail Station
- 400 Units of Housing

ARLINGTON HEIGHTS, IL

Downtown



- 28 Miles Northwest of Chicago
- 19th Century Village Core
- Near Metra Commuter Rail Station
- 1,200 New Residential Units
- 160,000 sf New Retail Space
- 60,000 sf New Office
- Example of High-Density Suburban Area

ADDISON, TX

Addison Circle



- 15 Miles North of Dallas
- Adjacent to Major Office District
- Near Bus Transit Center
- 80-Acre Development with over 3,000 Residential Units in 15 Years

GRAYSLAKE, IL

Prairie Crossing



- 47 Miles Northwest of Chicago
- Developing Suburb
- Near Two Metra Commuter Rail Stations
- Open Space Protected
- Mixture of Low-Density & Medium Density

ENGLEWOOD, CO

CityCenter



- 7 Miles South of Denver
- Post War Suburb
- Former Enclosed Shopping Mall
- Integrates Big Box into Pedestrian Environment
- Mixture of Residential & Retail

RENTON, WA

Metropolitan Place



- 16 Miles South of Seattle
- Post War Suburb
- Adjacent to Bus Transit Center & Park-n-Ride Facility
- 90-Unit Building with 4,000 sf Retail on Ground Floor

HILLSBORO, OR

Orenco Station



- 19 Miles West of Portland
- Developing Suburb
- 190-Acre Greenfield Development
- Includes Low-, Medium- and High-Density Development
- Highest Density Nearest Station Stop

Case Study Summary

The Red Rock station areas are very different from one another in character, land use, and development pattern. In order to provide an understanding of how transit oriented development (TOD) has been implemented across such a wide variety of suburban settings, information was collected on seven suburban examples of TOD in the Midwest and West. The examples range from very high-density developments (50+ units per acre) within redeveloping central business districts to large-scale master planned communities on the developing fringe with relatively low densities (less than 5 units per acre).

- Profiled TOD development in seven station areas
 - Wisconsin
 - Illinois (2)
 - Texas
 - Colorado
 - Oregon
 - Washington
- Commuter rail and bus
- Fully developed and developing suburban areas
- Low density and high density

Lessons Learned

- Property values increase near station areas
- Prevailing character is important determinant of new development type
- Station area amenities increase property values
- Transit service by itself does not spur development
- Expanding transit systems increase demand for TOD
- Target market for TOD is typically older couples and young singles

A more detailed discussion is included in the Market Assessment Memo, available under separate cover.

IMPLEMENTATION & NEXT STEPS

Planning for future growth and transportation management in the Red Rock Corridor will be critical in the coming years and decades. As part of the effort to plan and prepare for growth and enhanced transit in the corridor, the following goals have been identified:

1) PROMOTE ECONOMIC DEVELOPMENT

- In the next 20 years, the southeast sector of the metropolitan area is projected to add more than 100,000 new residents, bringing even more traffic to our highway system. This growth, coupled with the new transit service, will encourage private and public sector development near stations helping to increase ridership, bring new jobs to the area, improve community connectivity, and strengthen the local economy.



Photo of a Metro Transit commuter coach bus.

2) EXPANDING TRANSIT IN THE CORRIDOR

- The project will increase transit services in the corridor by adding new and expanded Park & Rides, providing multi-modal transit stations, extending express routes to Hastings, and increasing service frequency throughout the corridor.

3) BUILD A RIDERSHIP BASE

- The project goal is to build a stronger ridership base in the corridor supporting a future transition from coach buses to commuter rail.

4) PROVIDE LINKS TO OTHER TRANSIT CORRIDORS

- Transit service in the Red Rock Corridor will connect with several other transit corridors, enabling travel throughout the Twin Cities metropolitan area. Additionally, collaboration with current planning for a high-speed rail line from the Twin Cities to Chicago will include connections with many transit systems throughout the United States.



Photo of the Northstar commuter rail train. The Red Rock Corridor is planning for commuter trains similar to the one pictured above.

IMPLEMENTATION MATRIX

The matrix to the right identifies major tasks and goals in implementing commuter rail in the Red Rock Corridor. The tasks are broken down into the Immediate Term (0-5 years), Mid Term (6-10 years), and Long Term (11+ Years) and also identify the responsible parties for each task--the lead agency is marked with an asterisk.

In addition to the summary of task in the matrix, each station chapter has a station-specific implementation strategies section.

More detailed information on implementation strategies are available in the Implementation Guide, available under separate cover.

CORRIDOR IMPLEMENTATION STRATEGIES	TIMEFRAME			RESPONSIBILITY (*Lead)				
	IMMEDIATE TERM (0- 5 YEARS)	MID TERM (6-10 YEARS)	LONG TERM (11+ YEARS)	CITY	COUNTY / RRCC	MET COUNCIL / METRO TRANSIT	Mn/DOT	OTHER
Design and construct a Park & Ride facility in Newport	X			X	X*	X		
Design and construct a Park & Ride facility in Hastings	X			X*	X	X		
Expand commuter bus service to Newport with revised service plan	X			X	X	X*		
Expand commuter bus service to Hastings with revised service plan	X			X	X	X*		
Evaluate partnership opportunities and ridership for an extension of the Red Rock Corridor to Red Wing and Prairie Island Indian community	X	X		X	X*		X	Red Wing, Goodhue County, Prairie Island Indian Community
Advocate for High Speed Rail between Chicago and the Twin Cities	X			X	X			MN High Speed Rail Commission *
Continue public outreach efforts including website maintenance, newsletters, and other media	X	X	X		X*			
Reevaluate ridership and growth projections for commuter rail service in the Red Rock Corridor	X				X*	X		
Conduct an Advance Alternatives Analysis Study	X				X*	X		
Host workshops and meetings with developers and other interested parties to discuss and encourage private development opportunities and partnerships	X	X		X*	X			Washington County Housing & Redevelopment Authority
Conduct an Environmental Impact Statement for Red Rock Corridor	X				X*	X		
Conduct Preliminary Engineering for Red Rock Corridor		X			X	X*		
Final Design and Engineering		X			X	X*		
Service begins for High Speed Rail between Chicago and Twin Cities			X					MN High Speed Rail Commission*
Construct Red Rock Corridor Commuter Rail			X		X	X	X*	
Red Rock Service Begins			X			X*		

