



Red Rock Corridor Commission Agenda

4:30 p.m. Wednesday, January 31st, 2024

St Paul Park City Hall

	<u>Action Requested</u>
1. Introductions / Roll Call	Information
2. Pledge of Allegiance	Information
3. Election of Chair*	Election
4. Election of Vice Chair*	Election
5. Approval of Agenda	Approval
6. Approval of October Minutes*	Approval
7. Recognition of Outgoing Members*	Approvals
a. Resolution 2024-01 Mayor Dingle	
b. Resolution 2024-02 Councilmember Khambata	
c. Resolution 2024-03 Councilmember Prince	
8. <u>Presentation</u> – Red Rock Corridor Overview*	Information
9. <u>Presentation</u> – Red Rock Corridor Vision Refresh - Final Report*	Approval
10. Communications Update*	Information
11. Other	Information
a. Commissioner Reports	
b. Upcoming Meetings	
– April 25, 2024	
– July 25, 2024	
– October 24, 2024	
12. Adjourn	Approval

*Enclosures



DATE: January 31, 2024
TO: Red Rock Corridor Commission
FROM: Staff
RE: Election of Chair

The Red Rock Corridor Commission bylaws state that the Commission shall elect a Chair and Vice Chair from its membership at the first meeting of the calendar year. Officers serve for a one-year term or until their successors are elected.

Action
Election of Chair



DATE: January 31, 2024
TO: Red Rock Corridor Commission
FROM: Staff
RE: Election of Vice Chair

The Red Rock Corridor Commission bylaws state that the Commission shall elect a Chair and Vice Chair from its membership at the first meeting of the calendar year. Officers serve for a one-year term or until their successors are elected.

Action
Election of Vice Chair



Meeting Minutes
October 26, 2023, 4:30 p.m.
St. Paul Park City Hall

Commission Members	Agency	Present
Karla Bigham	Washington County RRA	X
Rafael Ortega	Ramsey County RRA	X
Tony Khambata	City of Cottage Grove	
Jane Prince	City of St. Paul	X
Sandi Dingle	City of St. Paul Park	X
Dave Pemble	City of Hastings	X
Marvin Taylor	City of Newport	X

Staff	Agency	Present
Andrea Rehm	Washington County RRA	X
Lyssa Leitner	Washington County RRA	X

Other Attendees	Agency	Present
Emma Lucken	Ramsey County	X
Will Schroeer	East Metro Strong	X

Agenda Item #1: Introduction

Chair Bigham called the meeting to order. Quorum was met.

Agenda Item #2: Pledge of Allegiance

The Commission stood for the Pledge of Allegiance.

Agenda Item #3: Approval of Agenda

Chair Bigham noted she would like to add say a personal thank you to outgoing members after Agenda Item 4. With that addition, Dingle moved approval of the agenda. Ortega seconded. All were in favor. **Approved.** Motion carried.

Agenda Item #4: Approval of August 2023 Minutes

Dingle made a motion to approve the minutes. Pemble seconded. All were in favor. **Approved.** Motion carried.

Added Item: Thank You to Out-Going Commissioners

Chair Bigham thanked Mayor Dingle and Councilmember Prince for their years of service to the Red Rock Corridor Commission, as well as their contributions and leadership in improving the Red Rock Corridor.

Agenda Item #5: Presentation: Next Steps for a New Red Rock Corridor Vision

Will Schroer, Executive Director of East Metro Strong, presented an update on the Red Rock Corridor Vision Refresh. The presentation is attached.

Schroer provided an overview of the findings from public input and corridor analysis. He summarized the various means of collecting public input, including an online survey, pop ups at community events, focus groups, and other stakeholder meetings. He noted that the input was overwhelmingly in favor of transit; and that community needs identified in previous planning engagement still were relevant but intensified in recent years. He stated that the diverse land uses present in the corridor makes planning transit service particularly challenging; that station areas along the corridor have very different characteristics; Highway 61 and the railroad are substantial barriers.

Schroer presented a draft vision statement and some potential service concepts for further consideration. He stated that the draft vision for the red rock corridor is transit that 1) serves the whole corridor; 2) connects the corridor to other places; and 3) works closely with employers and residents in planning and providing services. He provided several draft service concepts that may accomplish the vision including combinations of express busses, microtransit zones, east / west connections, and local bus routes.

Schroer provided recommendations for how the Commission may proceed given the direction of the vision refresh including 1) work with stakeholders to develop expanded and new transit options; 2) advocate for those options; and 3) investigate creating a Transportation Management Organization to fund and implement recommendations.

Schroeer opened the conversation for discussion.

Prince noted her excitement for positive public input. She added that transportation changes following COVID has not changed the need for folks working industrial jobs to commute.

Bigham stated that the variety of solutions presented is fitting of a diverse area. She added that the east-west connections have the potential to enhance ridership and add new riders to the system. She emphasized the impact of the growing industrial park in Cottage Grove, noting that microtransit could be one way to address the growing needs of commuters in the area. She noted that the Transportation Management Organization idea should be brought to the Regional Rail Authority as well.

Dingle added that Dakota County should also be brought into conversations. She agreed that serving people working in light industrial jobs was an important consideration in planning service for this area.

Pemble noted the opportunity transportation service has in supporting growth in Hastings.

Ortega requested staff to prepare a timeline of activities and how to proceed on the information provided.

Leitner noted that the first step is taking the Commission's input and incorporating it into a final report. She added that a memo could be prepared to submit to the Commission on activities to pursue.

Ortega asked that the bylaws be reviewed to ensure flexibility of the Commission to do its work.

Leitner noted staff would consult our attorneys on this question.

Agenda Item #6: 2024 Work Plan and Budget

Rehm summarized the draft 2024 Work Plan and Budget included in the packet. She noted that the budget was similar to the 2023 budget, the major change being that no additional funds are allocated in the 2024 budget for the visioning process. She stated that the expected recommendations from the vision refresh can be pursued via staff rather than a consultant. She noted that the total budget is completely covered by fund balance.

Ortega made a motion to approve the 2024 Work Plan and Budget. Pemble seconded. All were in favor. **Approved.** Motion carried.

Agenda Item #7: 2024 Proposed Meeting Schedule

Rehm presented the 2024 proposed meeting schedule included in the packet.

Prince made a motion to approve the 2024 Proposed Meeting Schedule. Pemble seconded. All were in favor. **Approved.** Motion carried.

Agenda Item #8: 2023 State Legislative Update

Leitner presented the 2023 State Legislative Update included in the packet. She noted that this session saw the largest transportation funding increase since 2008. She explained how it relates to the Red Rock Corridors efforts.

Agenda Item #9: Communications Update

Rehm reviewed the information provided in the packet.

Agenda Item #10: Other

Leitner presented brief updates on other projects in the region:

- **Gold Line** construction is on-going from downtown St Paul into Woodbury. She noted the project is one schedule and on budget. Opening is targeted for early 2025.

Ortega complimented staff on their great work in making the project run smoothly.

Prince agreed that Liz Jones (engagement lead) and other staff did a great job preparing the community for construction.

- **Great River Rail** is still working towards the Twin Cities-Milwaukee-Chicago (TCMC) second train.

No other updates.

Agenda Item #11: Adjourn

Chair Bigham adjourned the meeting.



DATE: January 31, 2024
TO: Red Rock Corridor Commission
FROM: Staff
RE: Recognition of Outgoing Members

The Red Rock Corridor Commission has historically recognized outgoing members from the previous year at the first meeting of the calendar year. Resolutions recognizing Mayor Dingle, Councilmember Khambata, and Councilmember Prince are attached.

Action

Approve

- Resolution 2024-01 Mayor Dingle
- Resolution 2024-02 Councilmember Khambata
- Resolution 2024-03 Councilmember Prince

**RESOLUTION THANKING MAYOR DINGLE FOR HER SERVICE,
ADVOCACY, AND LEADERSHIP ON THE RED ROCK CORRIDOR
COMMISSION**

WHEREAS, the Red Rock Corridor Commission was established in 1998 to address transportation needs in the Red Rock Corridor; and

WHEREAS, Mayor Dingle was able to effectively represent the needs of the City of Saint Paul Park and the broader Red Rock Corridor; and

WHEREAS, the contributions of Mayor Dingle have helped to advance the development of the Red Rock Corridor; and

NOW THEREFORE, BE IT RESOLVED, that the Red Rock Corridor Commission would like to thank Mayor Dingle for her service, advocacy, and leadership on the Red Rock Corridor Commission.

Approved:

Chairperson

Date Approved by Commission

I hereby certify that the foregoing resolution is a true and correct copy of the Resolution presented to and adopted by the Red Rock Corridor Commission at a duly authorized meeting thereof held on the 31st day of January 2024 as shown by the minutes of said meeting in my possession.

	YES	NO	ABSTAIN	ABSENT
BIGHAM	_____	_____	_____	_____
GARZA	_____	_____	_____	_____
JOHNSON	_____	_____	_____	_____
ORTEGA	_____	_____	_____	_____
PEMBLE	_____	_____	_____	_____
TAYLOR	_____	_____	_____	_____
WHITBRED-HEMMINGSON	_____	_____	_____	_____

RESOLUTION THANKING COUNCILMEMBER KHAMBATA FOR HIS SERVICE, ADVOCACY, AND LEADERSHIP ON THE RED ROCK CORRIDOR COMMISSION

WHEREAS, the Red Rock Corridor Commission was established in 1998 to address transportation needs in the Red Rock Corridor; and

WHEREAS, Councilmember Khambata was able to effectively represent the needs of the City of Cottage Grove and the broader Red Rock Corridor; and

WHEREAS, the contributions of Councilmember Khambata have helped to advance the development of the Red Rock Corridor; and

NOW THEREFORE, BE IT RESOLVED, that the Red Rock Corridor Commission would like to thank Councilmember Khambata for his service, advocacy, and leadership on the Red Rock Corridor Commission.

Approved:

Chairperson

Date Approved by Commission

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BIGHAM	_____	_____	_____	_____
GARZA	_____	_____	_____	_____
JOHNSON	_____	_____	_____	_____
ORTEGA	_____	_____	_____	_____
PEMBLE	_____	_____	_____	_____
TAYLOR	_____	_____	_____	_____
WHITBRED-HEMMINGSON	_____	_____	_____	_____

RESOLUTION THANKING COUNCILMEMBER PRINCE FOR HER SERVICE, ADVOCACY, AND LEADERSHIP ON THE RED ROCK CORRIDOR COMMISSION

WHEREAS, the Red Rock Corridor Commission was established in 1998 to address transportation needs in the Red Rock Corridor; and

WHEREAS, Councilmember Prince was able to effectively represent the needs of the City of Saint Paul and the broader Red Rock Corridor; and

WHEREAS, the contributions of Councilmember Prince have helped to advance the development of the Red Rock Corridor; and

NOW THEREFORE, BE IT RESOLVED, that the Red Rock Corridor Commission would like to thank Councilmember Prince for her service, advocacy, and leadership on the Red Rock Corridor Commission.

Approved:

Chairperson

Date Approved by Commission

I hereby certify that the foregoing resolution is a true and correct copy of the Resolution presented to and adopted by the Red Rock Corridor Commission at a duly authorized meeting thereof held on the 31st day of January 2024 as shown by the minutes of said meeting in my possession.

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GARZA	_____	_____	_____	_____
JOHNSON	_____	_____	_____	_____
ORTEGA	_____	_____	_____	_____
PEMBLE	_____	_____	_____	_____
TAYLOR	_____	_____	_____	_____
WHITBRED-HEMMINGSON	_____	_____	_____	_____



DATE: January 31, 2024
TO: Red Rock Corridor Commission
FROM: Staff
RE: Red Rock Corridor Overview

Overview

Staff will present the attached presentation which provides an overview of the Red Rock Corridor, for the benefit of new Commission members and the general public.

Action

Information

Red Rock Corridor Overview



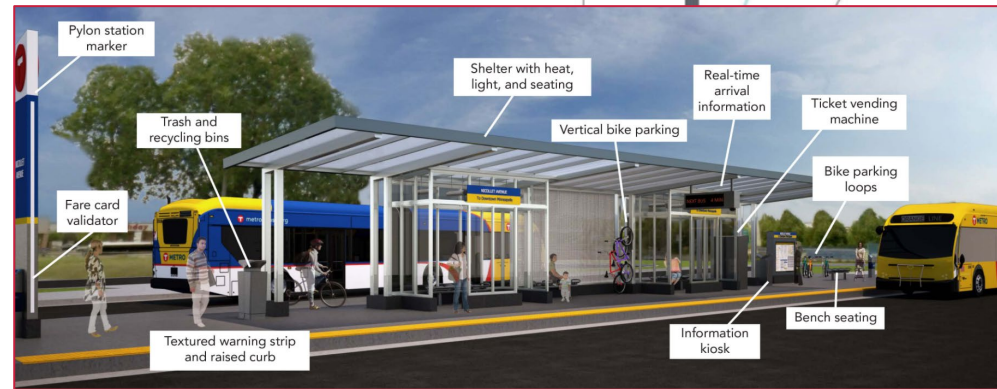
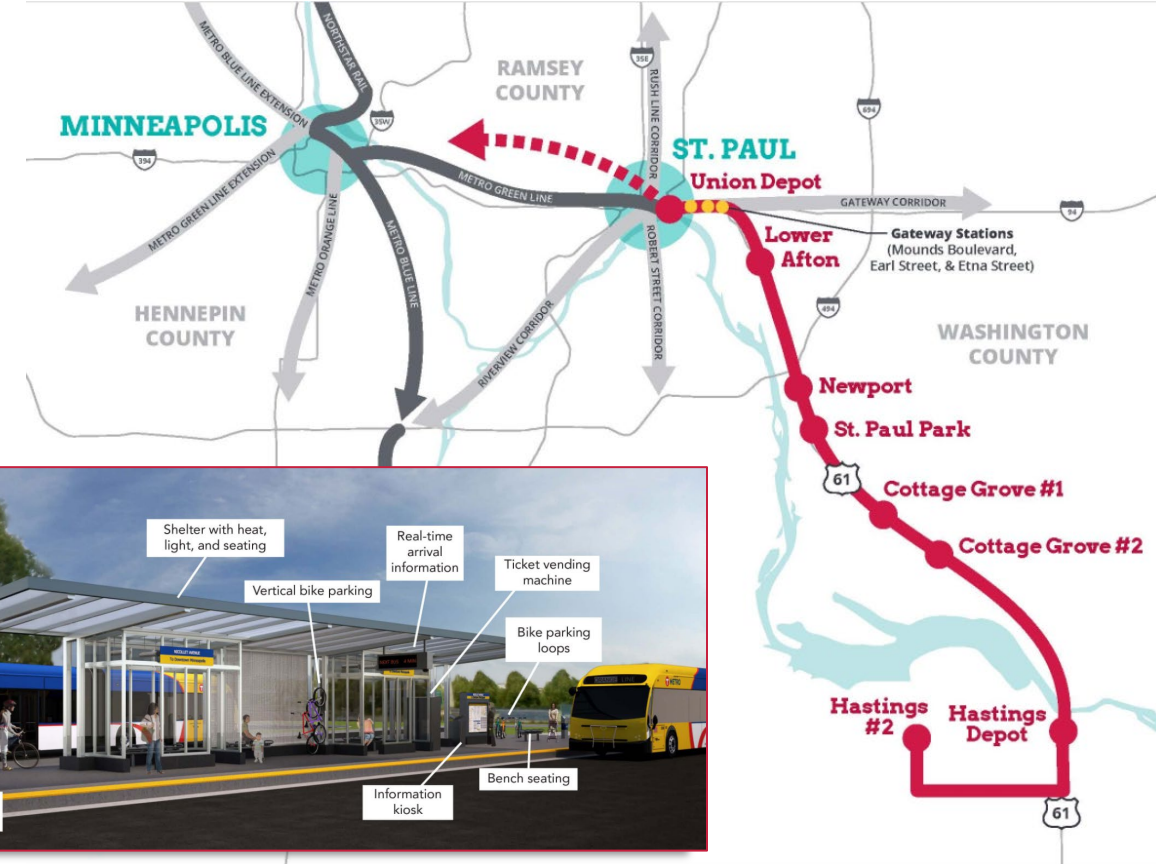
Red Rock Corridor Commission Meeting

January 31, 2024

St. Paul Park City Hall

Red Rock Corridor Description

- A growing portion of Ramsey and Washington Counties in the communities of Saint Paul, Newport, St. Paul Park, Cottage Grove, and Hastings along Minnesota Highway 61
- Regional, statewide, and national significance as a primary transportation route for automobile, truck, and rail travel



Brief History

- **1990s-2014**
 - Considered for commuter rail
 - Station area planning; monitor other regional projects and trends; monitor ridership
- **2014 - Alternatives Analysis Update**
 - Considered land use, growth projections, forecasted ridership, estimated costs, and corridor goals and objectives
 - Concluded that BRT was best alternative for the corridor
- **2017 – Implementation Plan**
 - Further studied BRT in corridor
 - Developed near- and long-term recommendations
- **2023-2024 – Vision Refresh**

Milestone	Date(s)
Alternatives Analysis Study (AA)	2007
Station Area Planning	2009-2011
Alternatives Analysis Update (AAU)	2013-2014
Implementation Plan	2015-2017
Small Area Plans	2017-2018
Vision Refresh	2023-2024

2024 Work Plan

General Activities

- Inform legislators of the need for improved transit service in the Red Rock Corridor.
- Offer guidance, monitor progress, and prepare formal comments on studies that could have an impact on the activities in the Red Rock Corridor.
- Work with state and local agencies to identify regional priorities for all transportation modes in the corridor.

Vision Refresh Next Steps

- It is anticipated that 2024 activities will focus on coordination efforts and further investigation of recommended next steps.



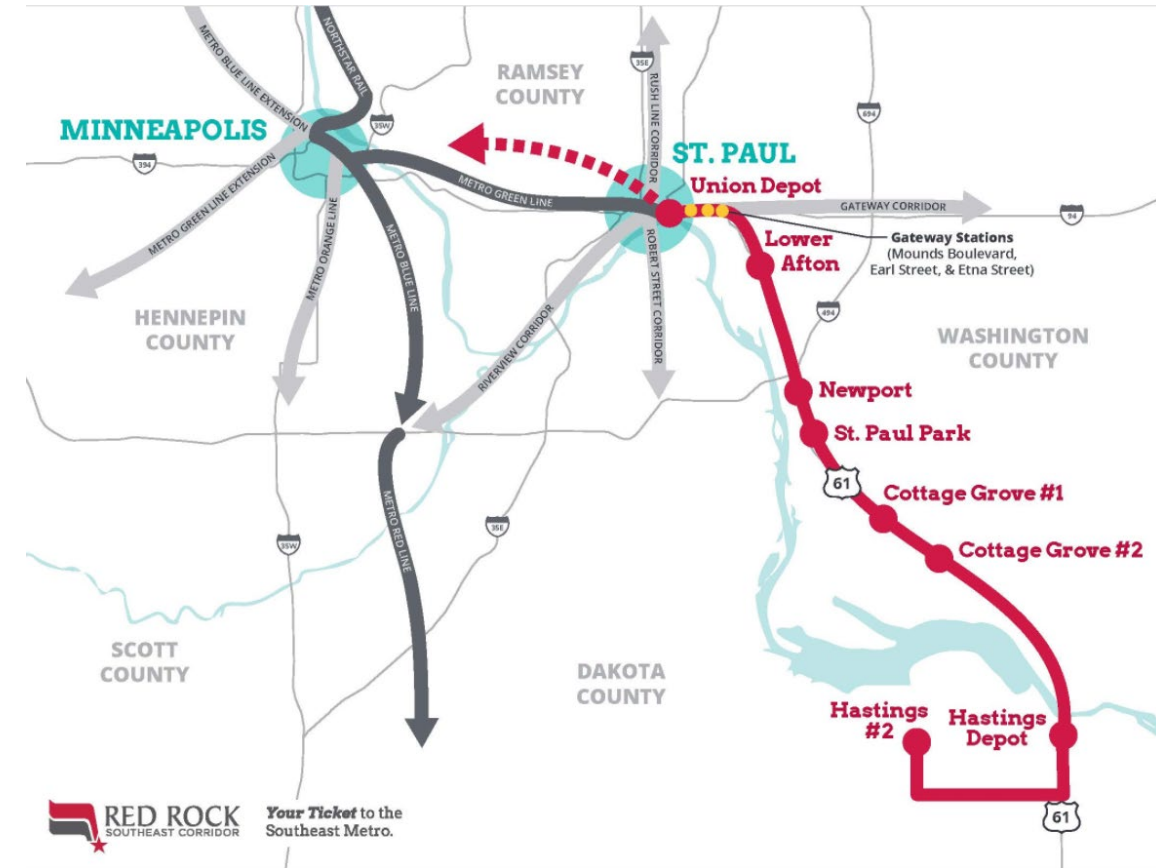
Questions?

Thank you!

Andrea Rehm

Red Rock Corridor Project Manager
Planner, Washington County

andrea.rehm@co.washington.mn.us





DATE: January 31, 2024

TO: Red Rock Corridor Commission

FROM: Staff

RE: Red Rock Corridor Vision Refresh – Final Report

Overview

Will Schroeer, Executive Director of East Metro Strong (EMS) and lead consultant for the Red Rock Corridor Vision Refresh, will present findings and recommendations from the final draft report.

- The findings will summarize public input and analysis of needs in the corridor.
- Drawing on that public input and analysis, EMS will present:
 - Recommendations for a refreshed Vision for the Red Rock Corridor
 - Recommendations for next steps.

Action

Commission approval of final report, “A Vision for Serving and Connecting the Red Rock Corridor.”

A Refreshed Vision *for* Serving and Connecting the Red Rock Corridor



*Review and
Draft Recommendations*

January 31, 2024



Agenda

I. Goal for Vision Refresh

II. What we learned

- Public input - Corridor analysis

III. Vision and service concepts

IV. Recommendations

V. Discussion

VI. Request for Commission Action

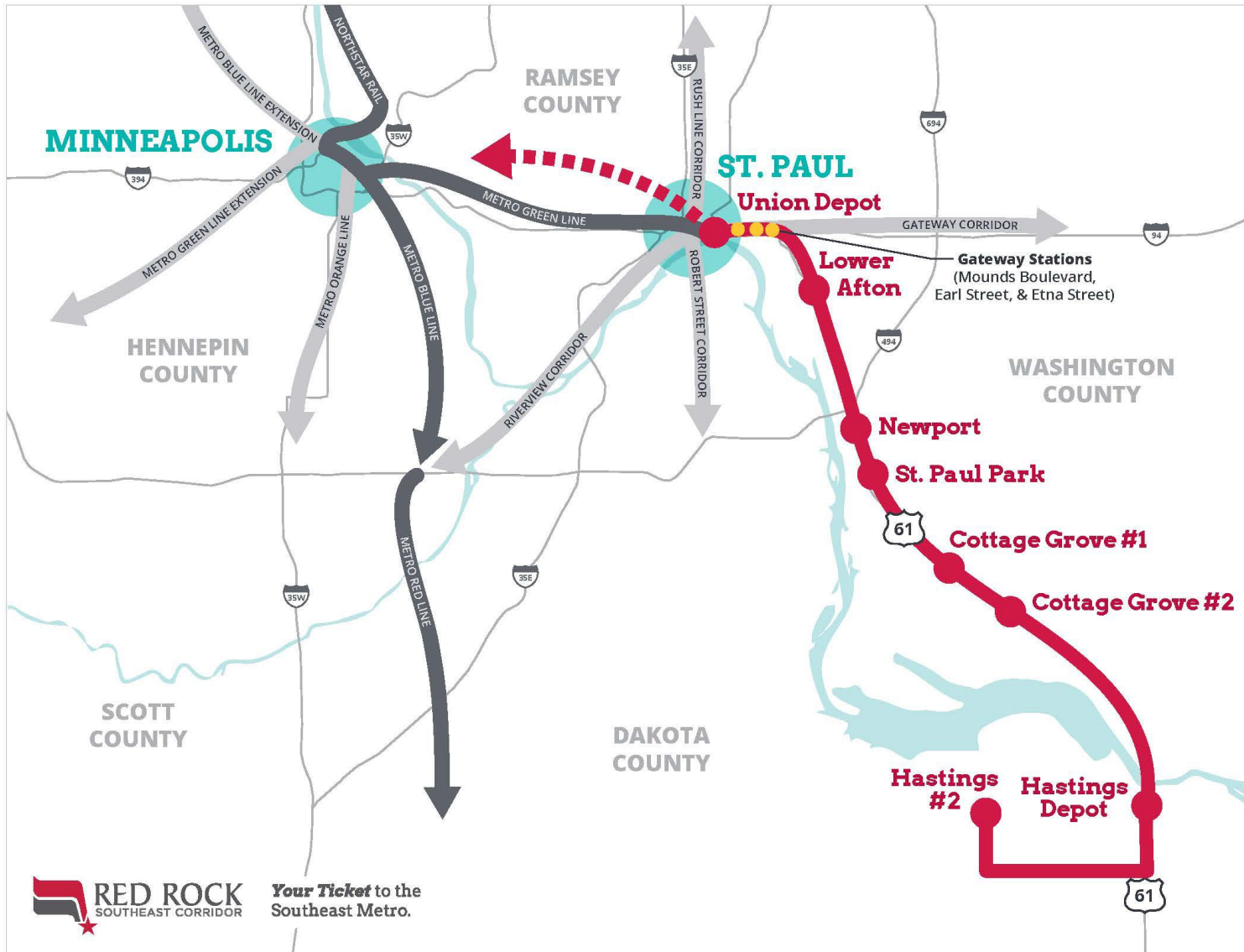
I. Goal for Vision Refresh

Red Rock Corridor Commission embarks on “Vision Refresh”

In 2016, the Red Rock Corridor Commission adopted an Implementation Plan that outlined steps to implement bus rapid transit in the corridor. Since that plan was developed, the COVID-19 pandemic and other developments have changed what residents and employers in this corridor need from their transportation system. In 2023, the Red Rock Corridor Commission is gathering insights from employers, residents, and other stakeholders to refresh the Vision for this corridor.

The goal of the Vision Refresh is to better understand travel needs in the communities and describe a Vision for a transit service that can help meet those needs, support economic growth and development, and improve residents’ quality of life.

<https://redrockcorridor.com/news/red-rock-corridor-commission-embarks-on-vision-refresh/>



**2014 - 2016
Implementation Plan**

Highway BRT
serving stations

II. What we learned: Public and employer input

Goal: update outreach done 2014 - 2016

Public engagement

- On-line surveys
 - Employers
 - Employees
 - Residents
- Hastings Party in the Park

Focus groups

- Renewal by Anderson
- 3M Cottage Grove
- Ramsey County Workforce Solutions

Meetings and other stakeholder input

- Cottage Grove Chamber of Commerce
 - Hastings Family Service
 - Payne-Phalen District Council
-

Public and employer input

What we learned

Surveys from public, employers, employees

- People say they *need* and *want* to use transit.
- People who say they wouldn't use transit recognize the need and value.
 - Other people need transit
 - Reduces congestion for me and others

Focus groups with employers and employees

- Employers:
 - We're losing applicants because of lack of transit
- Employees:
 - We're spending too much on transportation
- As industrial jobs grow, so does the need for transit

Other focus groups

- Workforce Solutions (potential employees):
 - We need transit to access your jobs
- Hastings Family Service (residents)
 - We need transit to access services
- Existing transit services don't work well

What we learned

The public and employers know what they're talking about

Since 2016:

- Cars and fuel are much more expensive
- People can't afford it

“Among the pandemic’s many casualties is the affordable used car, which has nearly vanished from the used car marketplace”
- Forbes



A screenshot of a mobile news application interface. At the top, there is a black navigation bar with a white back arrow on the left, the word "Bloomberg" in white in the center, and two white icons on the right: a magnifying glass and a three-dot menu. Below the navigation bar, the article title "Car Owners Fall Behind on Payments at Highest Rate on Record" is displayed in bold black text. Underneath the title, the byline "By Claire Ballentine, October 21, 2023, 9:00 AM EDT" is shown in a smaller black font.

II. What we learned

Corridor analysis

Land uses



Residential

Newport: apartments + Transit station



Employment

Cottage Grove: AirGas and Renewal by Andersen

Corridor analysis
Station areas



Downtown

Saint Paul Park



Downtown

Saint Paul

Corridor analysis
Unique barriers



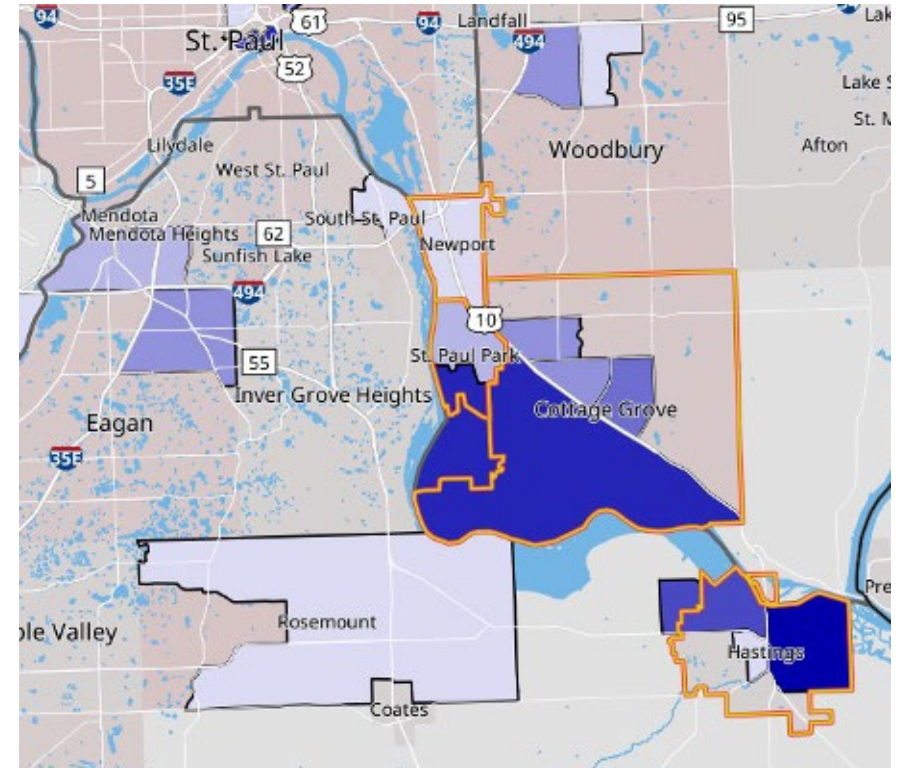
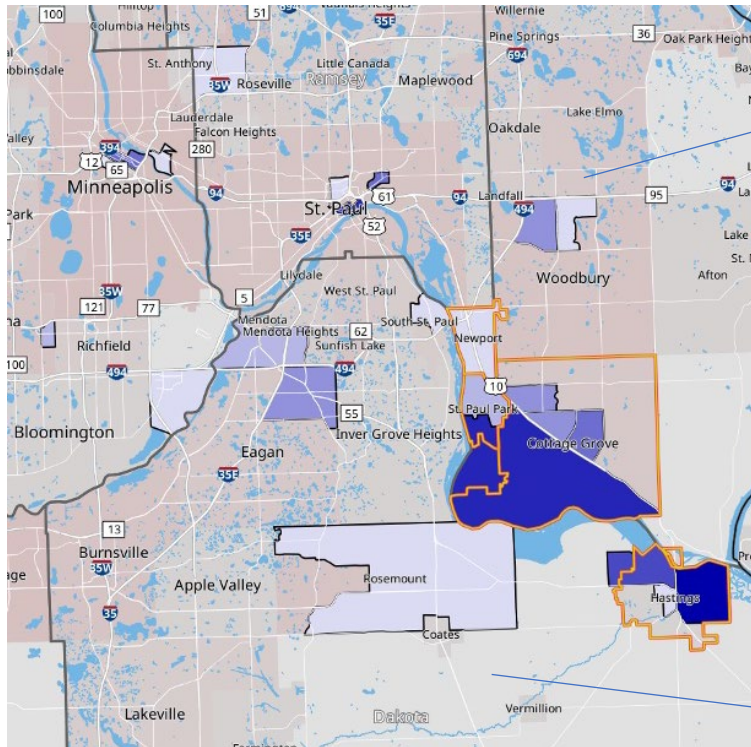
Newport

Highway 61

Railroad

Corridor analysis

Where people who live in the corridor work



(Not including residents of Saint Paul.)

Areas with darker shades have more employees from the corridor. Note destinations in Eagan and Mendota Heights.

III. How best to meet the needs of people living and working in the Red Rock Corridor?

Draft Refreshed Vision and possible service concepts

A Vision for Serving and Connecting the Red Rock Corridor

Transit for the Red Rock Corridor will:

- ▶ ***Serve the whole corridor***

Transit will connect people to all parts of the communities in the corridor.

- ▶ ***Connect the corridor to other places***

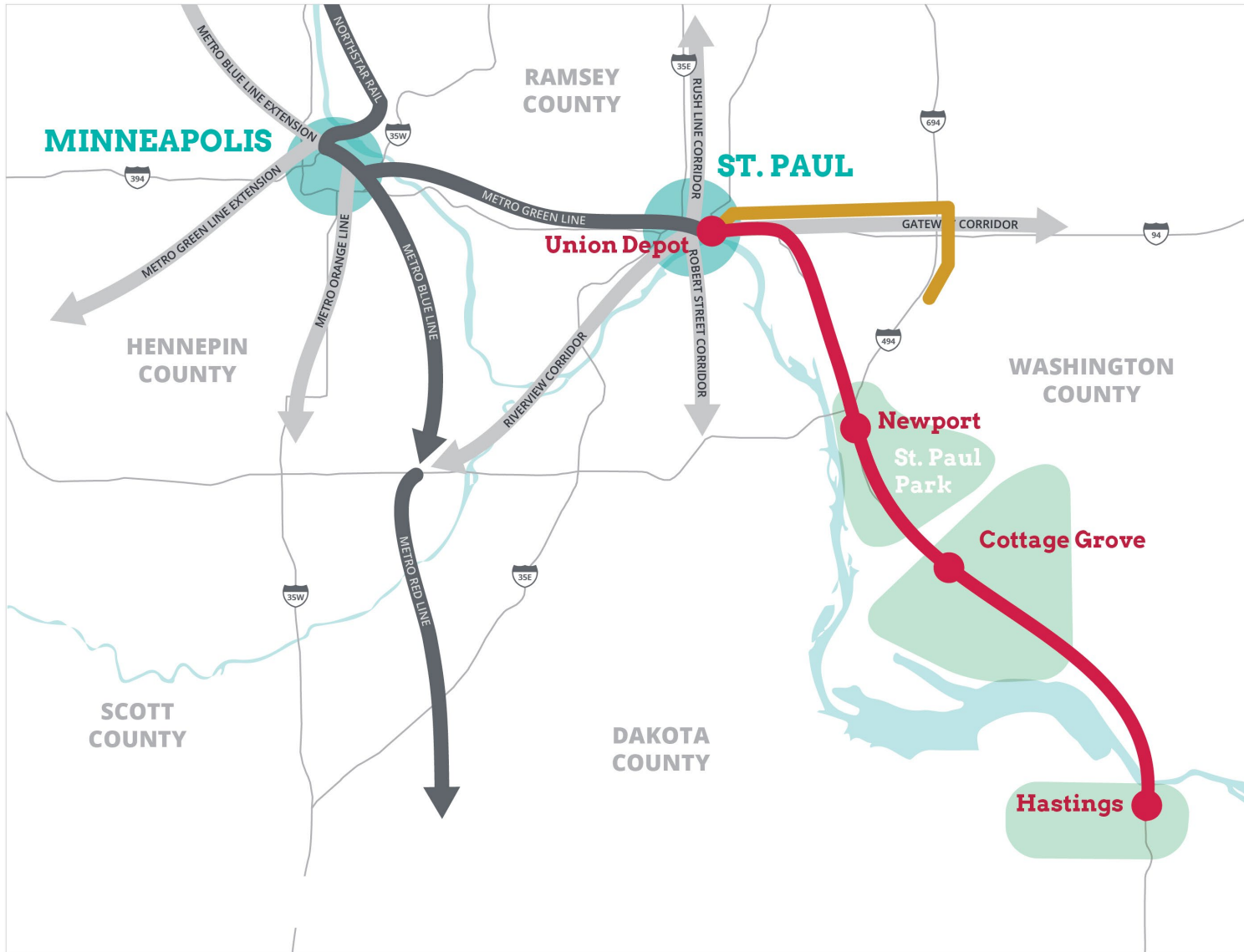
Transit will connect people to and from other regional destinations and transit services.

- ▶ ***Work closely with employers and residents***

Transit providers will include employers and residents in planning and providing services.

III. What service concepts might fulfill this Vision?

- Goals for service concepts
 - *Illustrate concepts* that would fulfill one or more parts of the Vision
 - *Spur thinking* about service concepts to investigate further
 - These examples need further study
 - Goal tonight is not to pick one
-

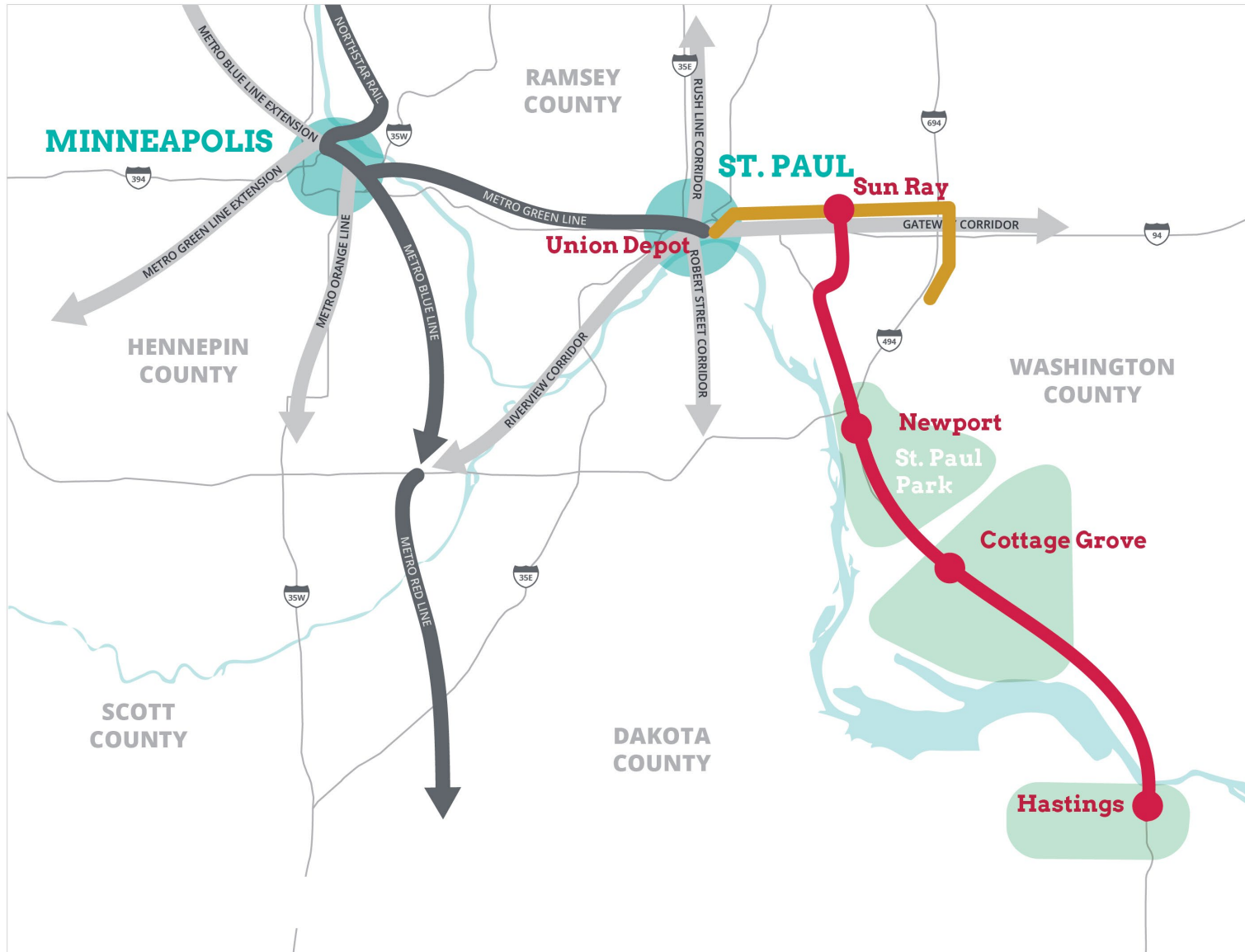


Vision concept

*Freeway express bus
Downtown Saint Paul
to Hastings stopping
at transit centers only*

+

*Microtransit zones
centered on transit
centers*



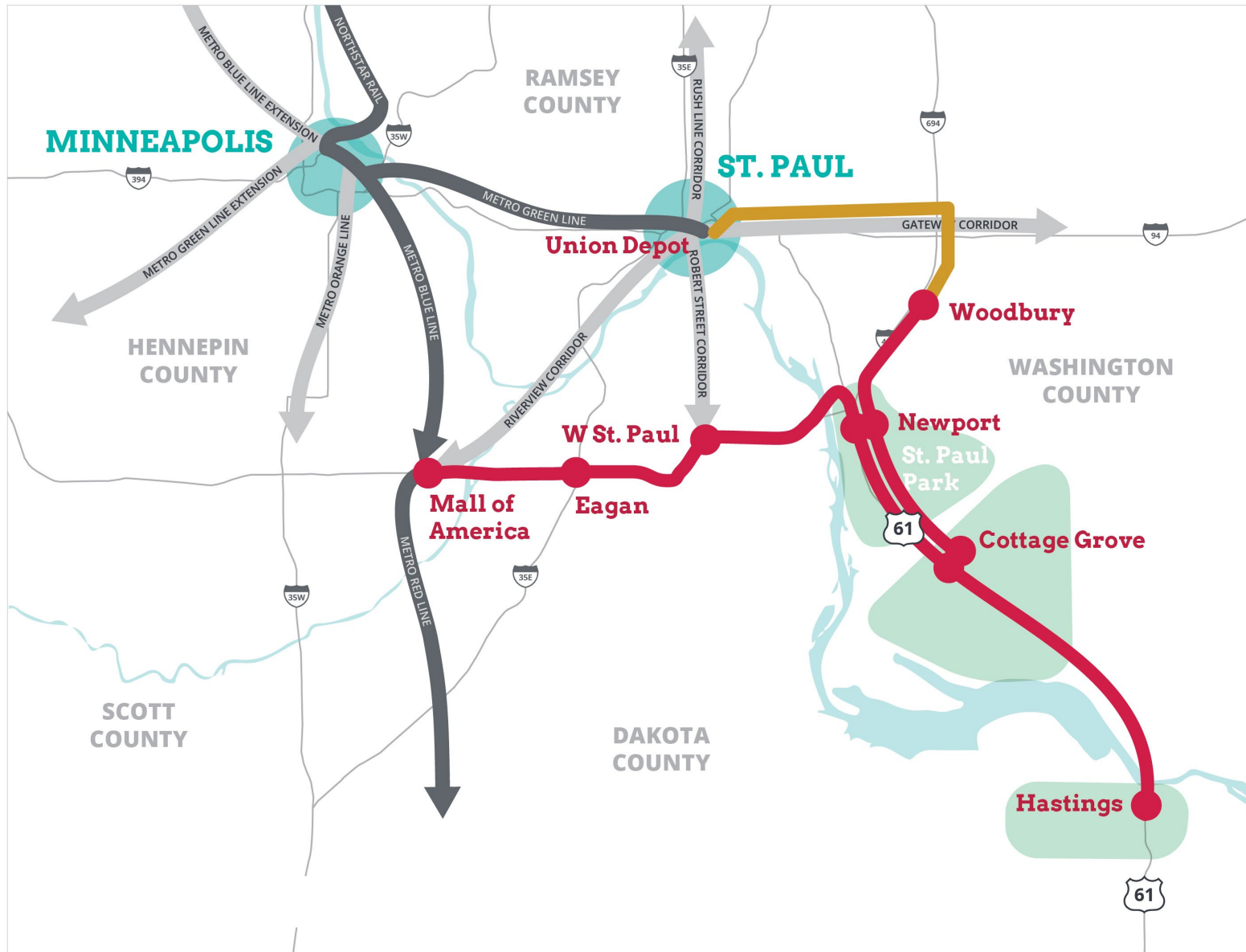
Vision concept

Serve and connect people more directly to Gateway jobs

Freeway express bus
Sun Ray to Hastings
stopping at transit centers

+

Microtransit zones
centered on transit centers



Vision concept

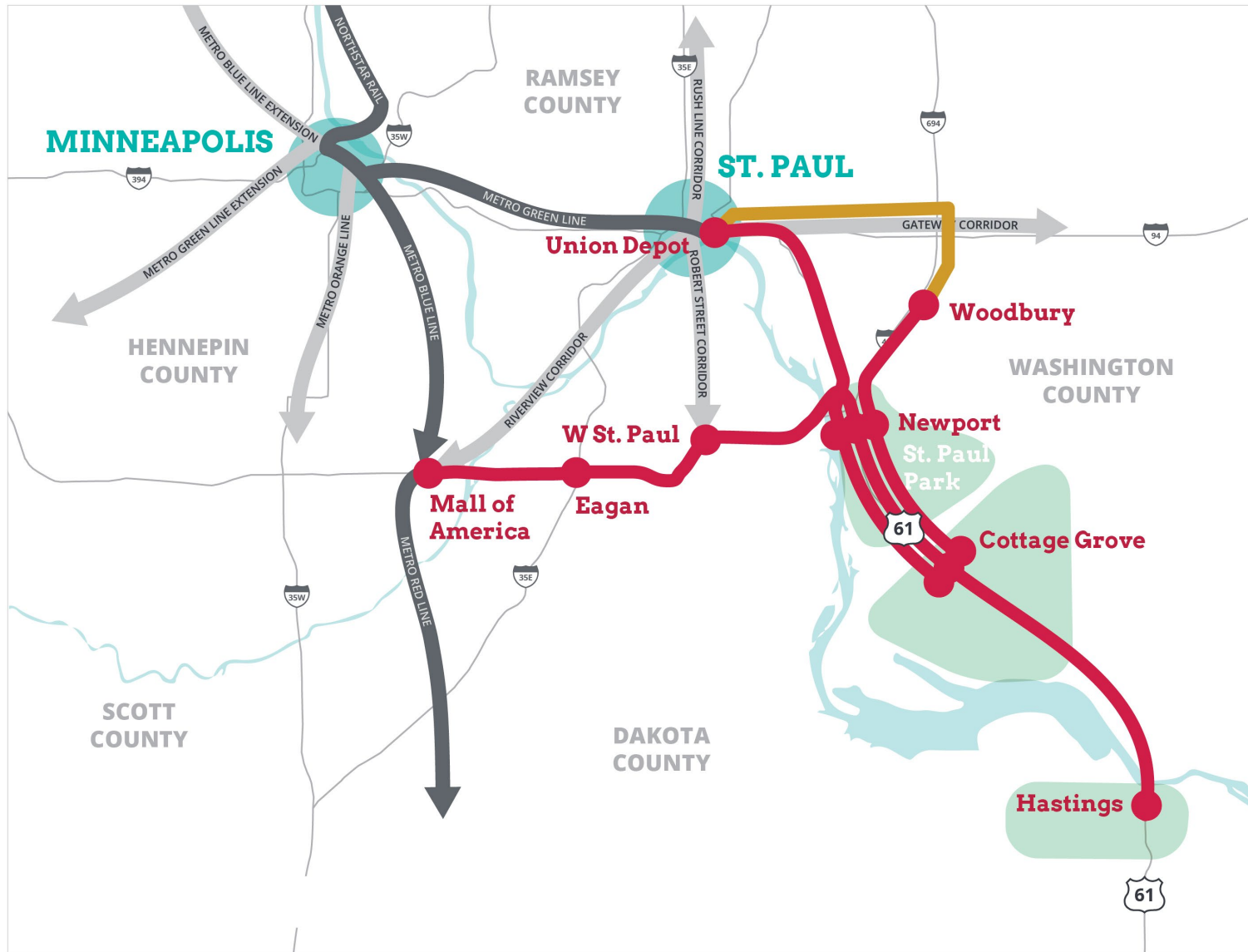
Connect people East and West using two routes

Freeway express bus

- Woodbury to Cottage Grove
- Mall of America to Hastings

+

Microtransit zones
Serving transit centers



Vision concept

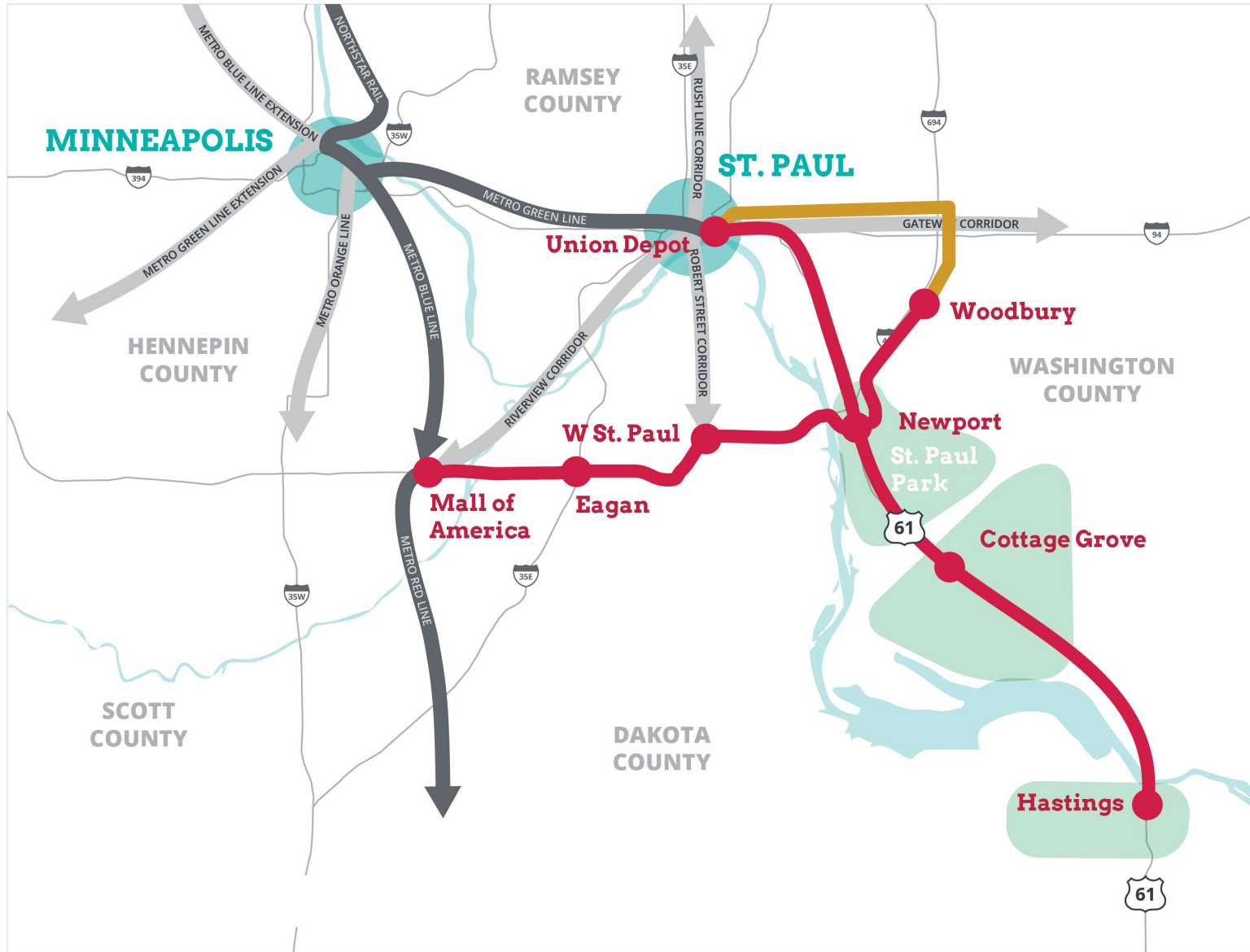
Connect people with three routes

Freeway express buses

- *Saint Paul to Cottage Grove*
- *Woodbury to Cottage Grove*
- *Mall of America to Hastings*

+

Microtransit zones connections to and from transit centers



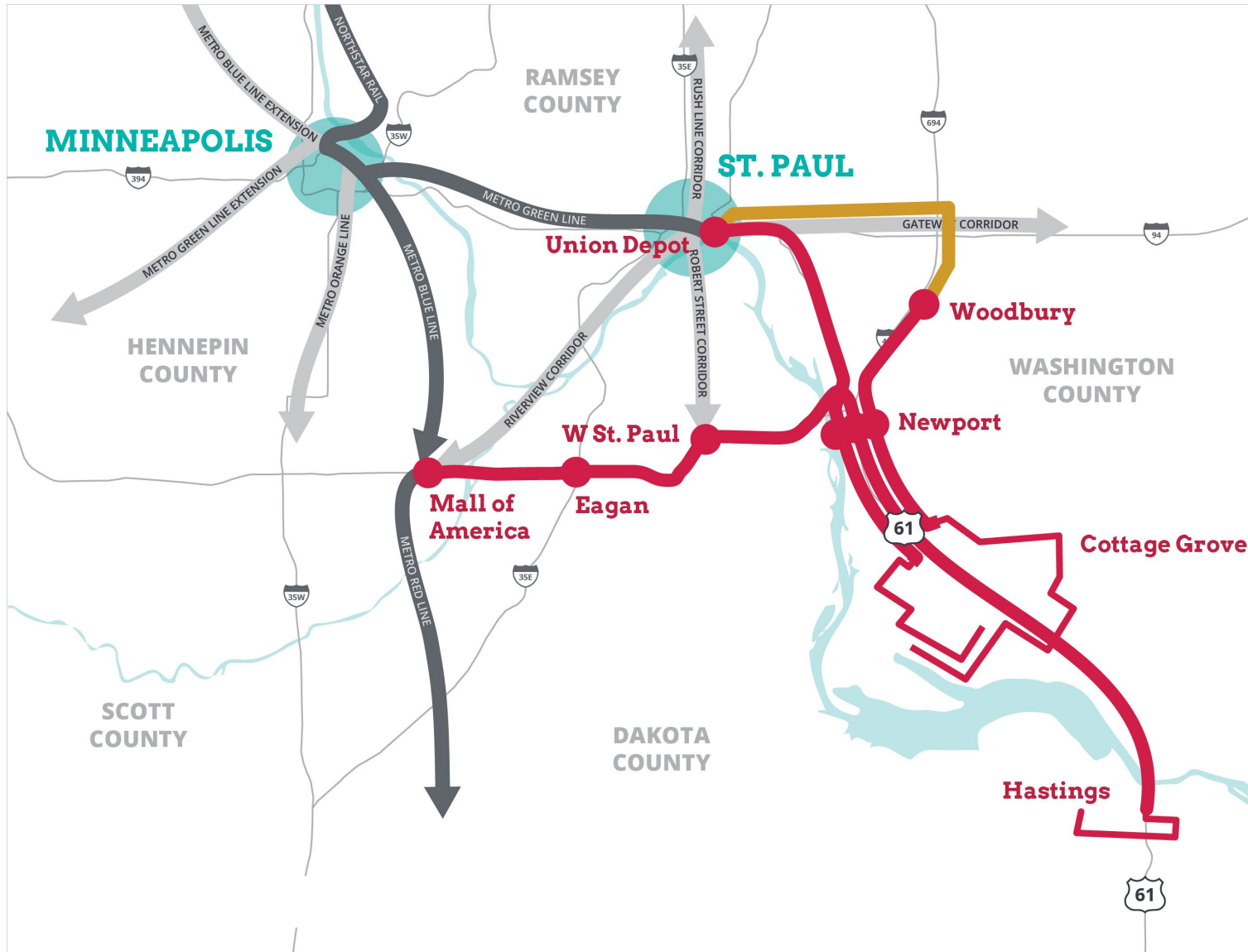
Vision concept

Freeway express bus

- *Saint Paul to Hastings*
- *Woodbury to Mall of America*

+

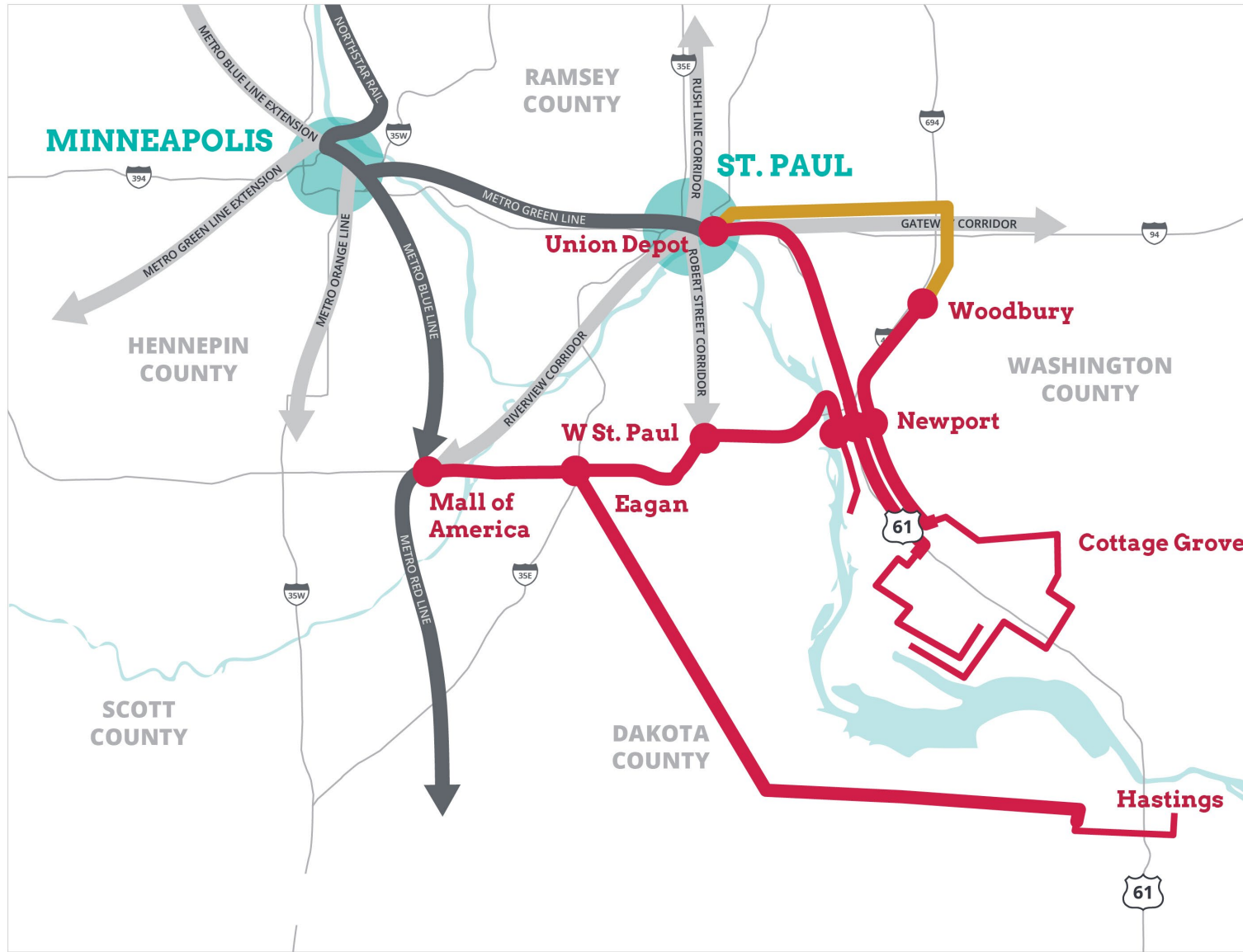
Microtransit zones centered on transit centers



Vision concept

Freeway express +local bus

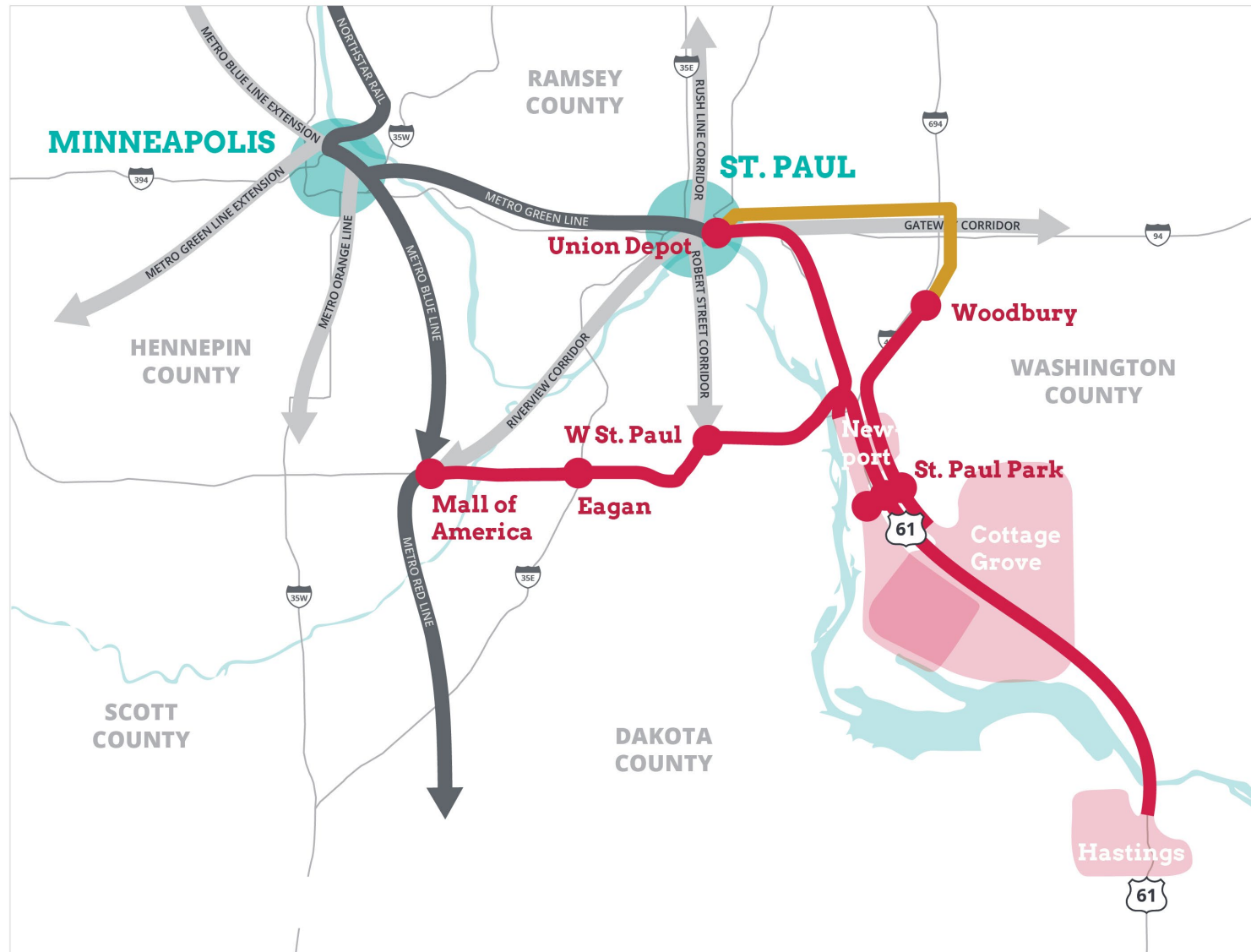
- *Saint Paul via Newport continuing as local service*
- *Woodbury via Newport continuing as local service*
- *Mall of America via Newport to Hastings continuing as local service*



Vision concept

Freeway express +local bus

- Saint Paul via Newport continuing as local
- Woodbury via Newport continuing as local
- Mall of America to Newport continuing as local
- Eagan to Hastings continuing as local



Vision concept

Deviated fixed route

***Freeway expresses
+local bus***

IV. Initial Recommendations

- Work with stakeholders (including Metro Transit, counties) to develop *expanded* and *new* transit options
 - Can use Service Concepts as guidance
 - Advocate for those options
 - Leverage new regional sales tax to *develop* and *implement* expanded and new options
 - Investigate creating a Transportation Management Organization (TMO) to fund and implement recommendations
-

IV. Initial recommendations

Investigate creating a TMA or TMO

What is a Transportation Management Association/Transportation Management Organization?

- A locally controlled organization that helps manages the transportation needs of a district, community, or region. Helps people and organizations *use existing transportation resources and develop and implement new ones.*

Example work:

- Promote and inform people about options: how to use existing transit, where to park, etc.
- Support residents and employers in creating and running vanpools and carpools
- Organize members to advocate for new services
 - Develop specific service proposals
 - Support applications for funding
- TMO: Typically, a government organization
- TMA: Typically, independent non-profit organizations, controlled by members. Governments can be members.

Terms are not used consistently. Both exist in this region.

IV. Initial recommendation: Investigate creating a TMA or TMO

TMO/TMA funding

Possible sources of funding

- Counties and/or cities
 - Federal grants administered through Metropolitan Council / Transportation Advisory Board “Regional Solicitation”
 - Employers and other stakeholders
 - Some TMOs seek state funding at the Legislature
-

V. Discussion

- Discussion and feedback on
 - Recommendations
 - Draft Final report

VI. Request for Commission Action

- Staff recommend Commission approval of final report, “A Vision for Serving and Connecting the Red Rock Corridor.”
-

Thank you

Will Schroer

Executive Director

651.295.0860

will@eastmetrostrong.com

East Metro →
STRONG

A Vision for Serving and Connecting the Red Rock Corridor

Report

to

The Red Rock Corridor Commission

January 24, 2024



Consultant Team



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CONTENTS

I. EXECUTIVE SUMMARY 1

II. REVIEW..... 5

III. WHAT WE LEARNED: INPUT FROM RESIDENTS, EMPLOYERS, AND EMPLOYEES..... 6

IV. WHAT HAS AND HAS NOT CHANGED SINCE 2016, AND SINCE THE COVID PANDEMIC BEGAN? 10

V. TRANSIT AND ACCESS CONSIDERATIONS AND NEEDS IN THE RED ROCK CORRIDOR..... 18

VI. OPTIONS FOR MEETING NEEDS IN THE RED ROCK CORRIDOR..... 23

VII. A REFRESHED VISION AND RECOMMENDATIONS 33

APPENDIX

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I. Executive Summary

The residents and employers of the Red Rock Corridor have long needed better transportation options. The communities in the corridor agreed that transit needed to be part of the solution, and formed the Red Rock Corridor Commission in 1998 to advance transit options and transit supportive development in the Highway 61 Corridor. Much work has been completed to determine the best possible transit service for the corridor.

Since the 2016 Implementation Plan was completed, the COVID-19 pandemic and other developments have changed what residents and employers need from their transportation system. In 2023, the Red Rock Corridor Commission embarked on a Vision Refresh to ensure it is pursuing a transit service that best meets people's needs, supports economic growth and development, and improves residents' quality of life. This report summarizes what was learned during that refresh, offers a new high-level Vision, and offers service concepts that illustrate the Vision.

Public input underlines the need for transit

The need for quality transit in the Red Rock Corridor has never been higher. During the outreach for this Vision Refresh, residents said they could not get to the doctor or to see family; employers said they could not hire enough workers; and employees said they could not get to work. Those who can drive said high vehicle and fuel prices stress family budgets. Those who cannot drive said that the lack of transit was made worse by the lack of other options in the corridor.

Overwhelmingly, residents and employers surveyed for the Vision Refresh said that they – and the corridor – need transit. Respondents who said that they couldn't or wouldn't use transit said that they understood the need for it; and, generally gave as the reason the fact that many people couldn't drive, or the need to reduce congestion.

Much of this input reinforced findings from the outreach done for the 2016 Implementation Plan. People need transit even more: vehicle and fuel prices are much higher, and the labor market is tighter. However, people also described changes since 2016 that may point to a need for different kinds of transit. Both residents and employers noted that trip patterns have changed, and that destinations are more spread out geographically, and spread out in time. Employers draw employees from more places, and work schedules are more variable.

When residents, employers, and employees talked about what they need from transit, they emphasized the need to reach places that are outside the station areas identified in the 2016 Implementation Plan, including places that are outside the Red Rock Corridor altogether. People also emphasized the need to travel throughout the day, and the need to reliably arrive for shift changes.

Needs and tools have changed since the 2016 Implementation Plan

All of the public input about the increased need for transit is supported by a wide variety of other data. Cars and trucks are not just more expensive; in many cases it is almost impossible to find an affordable used car. The demographics of the corridor are growing more diverse economically and by age, increasing the number of households with few or no cars.

The data also support the public's description of transportation needs that extend beyond the station areas in the 2016 Implementation Plan. Residents of the corridor work in a diverse set of employment centers. Residents need to travel to a diverse set of shopping and medical destinations, many outside the corridor.

Similarly, employees in the Red Rock Corridor come from many directions, and most employment sites are not on Highway 61.

While needs have changed, so too have available transportation tools and understanding about options that work.

- Various forms of on-demand micro-transit are now well-established in the region. Electric vehicle carshare has been successful in the Twin Cities,¹ and is starting to expand; funded expansion includes placing charging hubs and shared EVs at five Gold Line stations to serve first-mile/last-mile needs.
- Metro Transit's first arterial bus rapid transit line opened in 2016. Since then, that model of all-day, all-week quality service has proven especially popular and resilient. Metro Transit has also learned more about the value of connecting BRT lines, and now plans BRT lines with additional emphasis on connections to those lines.

Changing needs and tools call for a Refreshed Vision

The 2016 Implementation Plan made three improvements to earlier concepts:

- all-day service;
- service in both directions;
- station stops off of the rail line and closer to origins and destinations.

The refreshed Vision needs to continue that progress toward a transit approach that will serve the diverse transportation needs of people living and working in this corridor. Providing that service will require a new kind of service model.

Need 1: Connect people across the highway and rail barriers in the corridor.

To get where they need to go, most people in the Red Rock Corridor need to use or cross a highway. The highway is an important barrier, the railroad is another.

Quality transit will connect people across these barriers.

Need 2: Connect people to destinations inside and outside the corridor.

- Within the corridor, the majority of jobs are not within walking distance of the main highway or of most stations.
- The economic development patterns of the southeast metro mean that a substantial number of trips starting and ending in the corridor will start or end outside the corridor altogether.

¹ <https://www.stpaul.gov/news/mayor-carter-and-city-saint-paul-celebrate-major-milestones-with-evic-carshare>

A Refreshed Vision for Serving and Connecting the Red Rock Corridor

Previous engagement and analytic work, and the additional work completed in 2023, point to a refreshed Vision.

A Vision for Serving and Connecting the Red Rock Corridor

Transit for the Red Rock Corridor will:

▶ **Serve the whole corridor**

Transit will connect people to all parts of the communities in the corridor.

▶ **Connect the corridor to other places**

Transit will connect people to and from other regional destinations and transit services.

▶ **Work closely with employers and residents**

Transit providers will include employers and residents in planning and providing services.

This is a Vision for:

Transit that serves more places within the corridor

Transit should take advantage of new tools to connect people to all parts of the communities along the corridor, no matter what side of the highway and tracks the destination is on, or whether it is outside a station area.

These tools include on-demand micro-transit and potentially carshare.

Transit that connects the corridor to other transit and places outside the corridor

Transit should make connections to other regional destinations and transit services. These may include connections to Dakota County, and a connection to the Gold Line east of Union Depot.

Transit that works closely with employers and other institutional stakeholders

The combination of employer requirements and employer locations in the corridor creates special transportation needs. Those needs may not be best met by a purely public service. Employers could participate in planning and possibly in helping fund or directly provide transit services. Such a structure could include other institutions, such as senior living facilities and social services that are not located close to a scheduled transit line.

Stakeholders can create a Transportation Management Association or Transportation Management Organization (TMA/TMO) that can

1. provide intermediate transportation solutions while services guided by the Vision are being planned, funded, and implemented, and
2. provide the foundation to ensure that when new transit is implemented, it is successful and works for the people in the region.

New regional funding creates the possibility of designing and funding transit that would fulfill this Vision; that serves and connects to a more regional set of destinations.

Transit in this corridor should be based primarily on buses because they are flexible as a mode and can be responsive to changing demand and development patterns. These buses can make use of existing roadway infrastructure. However, there are critical capital investments that can help make the bus as effective a tool as possible, primarily by making it easy to get on and off the highway to reach its destinations. Long and roundabout paths onto and off of the highway add substantial travel time and can contribute to future reliability issues, but new ramps and road patterns can ensure the bus is direct and fast.

This combination of new needs, new tools, and new funding creates both the need and the opportunity to design and implement a solution that truly serves the people living and working in the Red Rock Corridor.

II. Review

The Red Rock Corridor is a growing portion of Ramsey and Washington Counties in the communities of Saint Paul, Newport, St. Paul Park, Cottage Grove, and Hastings along Minnesota Highway 61.

The corridor has regional, statewide, and national significance as a primary transportation route for automobile, truck, and rail travel. As population and employment increase, so do the pressures on existing systems and demand for expanded transportation options.

The residents and employers in this corridor have long needed better transportation options. The communities in this corridor agreed that transit needed to be part of the solution, and formed the Red Rock Corridor Commission in 1998 to advance transit options and transit supportive development in the Highway 61 Corridor.

Since then, much work has been completed to determine the best possible transit service for the corridor². The major studies and milestones are highlighted below.

2007: An Alternatives Analysis (AA) performed by Washington, Dakota, Ramsey and Hennepin Counties recommended the construction of commuter rail in the long-term.

2014: An Alternative Analysis Update (AAU) found bus rapid transit (BRT) to be best aligned with project goals and objectives, and a more appropriate investment given forecasted ridership.

2016: An Implementation Plan was completed. This plan outlined a phased approach with strategies and recommendations for introducing BRT to the corridor.

2017: The cities of Cottage Grove and St. Paul Park worked with Washington County to develop small areas plans for their proposed station areas. These plans considered market demand for development for each area and developed transit-supportive strategies.

These studies were supported by extensive public outreach and engagement.

Since the Implementation Plan was completed, the COVID-19 pandemic and other developments have changed what residents and employers need from their transportation system. In 2023, the Red Rock Corridor Commission embarked on a Vision Refresh to ensure it is pursuing a transit service that best meets people's needs, supports economic growth and development, and improves residents' quality of life.

² Copies of the following documents, as well as a [full history of completed work](#) in the corridor, are available on the Red Rock Corridor website: redrockcorridor.com.

III. What we learned: Input from residents, employers, and employees

The Red Rock Corridor Commission did extensive outreach as part of developing the 2016 Implementation Plan. For this Vision Refresh, the Commission sought to update that outreach, without repeating it.

The goals of the 2023 outreach were to hear from a diverse set of residents and institutions to:

- Hear about current transportation needs and priorities;
- Learn if and how those needs and priorities had changed since 2016, and particularly since the COVID pandemic began.

How we gathered input

The project team (the Red Rock Corridor Commission and the consultant team) sought input from residents, employers, and employees throughout the corridor.

Input was sought from residents through:

- An on-line resident survey
- A focus group organized by Ramsey County Workforce Solutions
- Meeting residents at the City of Hasting's Party in the Park
- Review of relevant data and input collected as part of other work, such as client interviews by Hastings Family Service.

Input was sought from employers and employees through:

- Focus groups at employer sites. Our focus groups were with a mix of hourly/production workers and salaried staff/management.
- Meetings with members of the Cottage Grove Chamber of Commerce.
- An on-line employer survey, and an on-line employee survey

Members of the Red Rock Corridor Commission shared input from their constituents.

A summary of the input is provided below. Detailed results from these outreach efforts are provided in the Appendix.

Results

Overall, the input confirmed the needs identified by earlier outreach:

- Residents and employers in this corridor have substantial transportation needs that the current system is not meeting.
- Many residents cannot get where they need to go, and employers face challenges attracting and retaining employees due to transportation challenges.
- These challenges have multiple sources, including:
 - Owning and operating private vehicles is expensive, and too expensive for many.
 - Many residents cannot drive.
 - Options other than driving are limited or non-existent, and/or unsafe.
- Residents who can drive and can afford to do so reported increasing traffic congestion as a problem.

This year's outreach reinforced and added important detail to those results.

A sampling of what residents said:

- They had to refuse jobs due to lack of reliable transportation.
- They had difficulty making doctors' appointments and pharmacy pickups due to lack of reliable transportation.
- They could not reach a wide variety of other important other destinations and events that are otherwise part of a full, healthy life. These include social events and seeing family.
- Lack of transportation options for emergencies, such as medical situations, is a pressing issue. Ambulances are often the only recourse for those without alternative transport.
- Driving, especially to work, was difficult and expensive, and has become more so since 2016.
- Traffic congestion was getting worse; reductions in traffic during the COVID pandemic were gone.
- Transportation challenges become worse in the winter: driving, walking, and biking all become harder or impossible.
- They would like to use public transportation if it were available. Residents offered examples of various trip purposes and directions that they would use transit for.
- That transit would need to be safe, convenient, and reliable for them to use it. Employees emphasized the need to be to work on time, and concern that transit may not be reliable enough.

- Those who said that they had to or would prefer to drive said they saw the need for transit as an option for those who could not drive; and to reduce traffic congestion.

Residents' responses to transit were overwhelmingly positive. To the question "If public transit were more conveniently available in this area, would you use it?" we received essentially no negative responses.

A sampling of what employers and employees said:

- Current employees come from areas both within and outside the Red Rock Corridor.
- Candidates for open jobs come from areas both within and outside the Red Rock Corridor.
- Employers lost substantial numbers of potential applicants due to lack of transportation options.
 - One manufacturing employer said that over the last 18 months, its recruitment process had engaged more than a thousand applicants who were qualified but ultimately could not take the job due to lack of transportation options.
 - Other employers also said that they faced hiring challenges, and that lack of transportation options exacerbated those challenges.
- Transit would need to respond to various employer and employee needs for it to help solve recruitment and retention challenges. These needs include:
 - Arrival and departure times that match shift changes, and trips that reliably arrive on time so that employees don't miss the beginning of a shift.
 - The need to accommodate or respond to employee schedules that may change daily (need to work overtime), or weekly or monthly, as shift assignments change.
- Some employers had supported vanpools and carpools in the past, but did not currently. There was interest in looking into those options again, and also wariness about how well they would work, especially in an environment of fluid work and personal schedules.

Summary of Outreach Results

Overwhelmingly, residents and employers surveyed for the Vision Refresh said that they – and the corridor – need transit. It is worth noting what the project team did not hear: that post-COVID, the need for transit had decreased. The project team does not believe that is an artifact of who they talked to or the engagement design. Respondents who said clearly that they couldn't or wouldn't use transit said just as clearly that they understood the need for it; and, generally identified either the fact that many people couldn't drive, or the need to reduce congestion, as the reason.

Regional transit in 2023 is operating differently than it did in 2016: overall ridership is down, although rebounding steadily; and the demand for peak-period commute-only routes in particular is down substantially. Residents and employers tell us that the need for particular *kinds* of transit remains high, and that they would use transit that helped them meet their needs. Ridership patterns elsewhere in the region (and the country) support that conclusion.

In sum, then, the outreach results tell us:

- The needs identified during the outreach for the 2016 Implementation Plan remain;
- Transit in and to the corridor must meet a variety of needs that BRT on its own would not accommodate. Those needs have become relatively more important since 2016. These needs are primarily:
 - The need to serve destinations not near 2016 station areas, and
 - The need to serve destinations not in the Corridor.

With this summary of input in mind, the commission can better answer questions about what has changed since 2016 when the last transit plan was conducted for the Corridor.

IV. What has and has not changed since 2016, and since the COVID pandemic began?

We can combine the public input described in Section II with additional data to understand what has and has not changed since 2016.

What has not changed since 2016, and since the COVID pandemic began?

Overall, these results are consistent with resident and employer input about transportation generally, and transit specifically, that informed the 2016 Implementation Plan:

- 1. Residents, employees, and employers identify substantial transportation needs in the corridor that the current system is not meeting.*
- 2. Residents, employees, and employers identify transit as a necessary part of a complete transportation system serving the corridor.*

People need transit to reach a wide variety of activities and destinations in the corridor.

Transit needs to serve trips beyond the commute to work; and within commutes, beyond weekday 9-5. That was certainly true before 2016, and the 2016 Red Rock Implementation Plan responded to public input saying that people and employers needed transit that ran all day and served trips in both directions in the Corridor (and not, for example, only commute trips to downtown Saint Paul and back). Additionally, many jobs in this corridor have never been traditional 9-5 jobs, with both healthcare and manufacturing having more varied shift times throughout the day.

Ridership trends during COVID underlined that need, and underlined the value of local and all-day Bus Rapid Transit routes, routes that serve a mix of activities and destinations over a full day. In the Twin Cities region over the past three years, local and all-day Bus Rapid Transit routes kept a higher percentage of their ridership, and rebounded faster, than routes serving primarily work trips.

The fundamental need for transit to serve this corridor has not changed.

What has changed since 2016, and since COVID?

- 1. Owning and operating an auto has become substantially more expensive, becoming out of reach for an increasing number of people.*

Residents and employees repeatedly cited the *increased* cost of owning and operating a vehicle as a problem, and often a problem with serious repercussions. Both residents and employers say people have to refuse jobs they are qualified for because they can't afford the vehicle to get to the job.

Residents' input that driving is "expensive" or "too expensive," and that that has worsened since 2016, is supported by data. According to the US Bureau of Transportation Statistics (BTS), compared to 2016:

- The cost to purchase a used vehicle is up 43.5 percent.³

³ <https://data.bts.gov/stories/s/Transportation-Economic-Trends-Transportation-Cost/5h3f-jnbe/>.

While a vehicle price increase of 43 percent is substantial, that statistic does not communicate the full challenge of buying an entry-level used car. To give this statistic additional context:

In 2019, about 50 percent of used Honda CR-Vs and Toyota RAV4s cost less than \$20,000, but in 2023 only 2 percent of them are priced under \$20,000, and these same used models also have twice as much mileage as they did in 2019.

“Among the pandemic’s many casualties is the affordable used car, which has nearly vanished from the used car marketplace,” said iSeeCars’ Executive Analyst Karl Brauer.⁴

With ownership come the costs of maintaining and operating a vehicle, and these have also risen substantially since 2016, according to BTS:

- The cost of motor vehicle maintenance and repair has increased 25.0 percent.
- The cost of motor fuel has increased 85.9 percent.

Since so many destinations are accessible only by car, these cost increases leave residents the choice of buying a car they can’t afford, or losing access to jobs,⁵ medical care,⁶ and other necessities.

At the other end of the trips that weren’t taken are vacant jobs, missed medical appointments and higher health care costs, and a variety of other social harms. Lack of transportation options contributed to all of these in 2016; that lack has substantially exacerbated them in 2023.

2. Growth in the Corridor has continued and will continue.

The corridor is seeing substantial growth in both residents and jobs. Both kinds of growth suggest an increased need for transit options.

Growth in senior housing has increased the number of residents who do not drive. Such facilities create travel needs for both residents and staff. Most local transit options geared towards these populations are low frequency and require substantial advance planning.

On the jobs side, numerous large employers have both increased their job count, and plan to continue to do so, if they can hire enough employees. For example:

Andersen Corporation broke ground in June 2022 for a second expansion of its Renewal by Andersen manufacturing campus in Cottage Grove, Minn., which will double the size of the company’s Value-Add Center, a 360,000-square-foot facility built in 2020. When the expansion is complete, the Renewal by Andersen campus in Cottage Grove, which includes the Value-Add Center and the existing Renewal by Andersen facility adjacent to it at 9900 Jamaica Avenue S. in Cottage Grove, will total just over one million square feet.⁷

⁴ <https://www.iseecars.com/what-happened-to-affordable-cars-study>

⁵ David A. King, Michael J. Smart, and Michael Manville, “The Poverty of the Carless,” *Journal of Planning Education and Research* 2022, Vol. 42(3) 464–481

⁶ <https://www.urban.org/research/publication/more-one-five-adults-limited-public-transit-access-forgo-health-care-because-transportation-barriers>

⁷ Adapted from Andersen Corporation, June 22, 2022.

Next door to Renewal by Anderson, the City of Cottage Grove and developers have planned what would be the state's largest industrial park.

The state's largest industrial park is slated to break ground in the coming weeks.

Northpoint Development is set to move forward on the Cottage Grove Logistics Center, a 3.4 million-square-foot industrial park on the southwest corner of the city near 100th Street and Ideal Avenue. Cottage Grove City Council approved the project in December and a Wednesday Council meeting approved the first phase of development.

Initially pegged as a \$200 million investment, the capital costs to construct the site have grown to \$310 million due to a 1 million-square-foot expansion, the addition of two buildings and rising construction costs.

Once it's fully built out, the logistics center is expected to create 1,870 jobs.⁸

The combination of relatively low land prices, access to skilled labor, and proximity to a healthy and growing region will continue to produce this form of economic development in the corridor.

3. People living in the Red Rock Corridor need to travel to destinations outside the station areas in the 2016 Implementation Plan, and to destinations outside the corridor.

The Red Rock Corridor has always included a wide variety of urban, suburban, and rural land use patterns. Section IV discusses the challenge of serving these diverse development types with transit. In this section, it is important to note:

- Residents said that said they can't currently access a wide variety of destinations unless they have a personal vehicle.
- Many of those destinations are:
 - Not within or even near the station areas identified in the 2016 Implementation Plan, or
 - Outside the Corridor altogether: for example, in Woodbury, or in Dakota County.
- Essentially all of the growth in the Corridor since 2016 has occurred in places outside those station areas:
 - The growth in senior housing is outside the 2016 station areas
 - The substantial employment growth is essentially all outside the station areas.

Where do people who live in the corridor work?

Census data show that the majority of workers who live in Cottage Grove, for example, work outside the Cottage Grove.

⁸ J.D. Duggan, "Cottage Grove industrial park gets OK for phase one," *Finance & Commerce*, April 7, 2022.

Inflow/Outflow Counts of All Jobs for Selection Area in 2020
All Workers

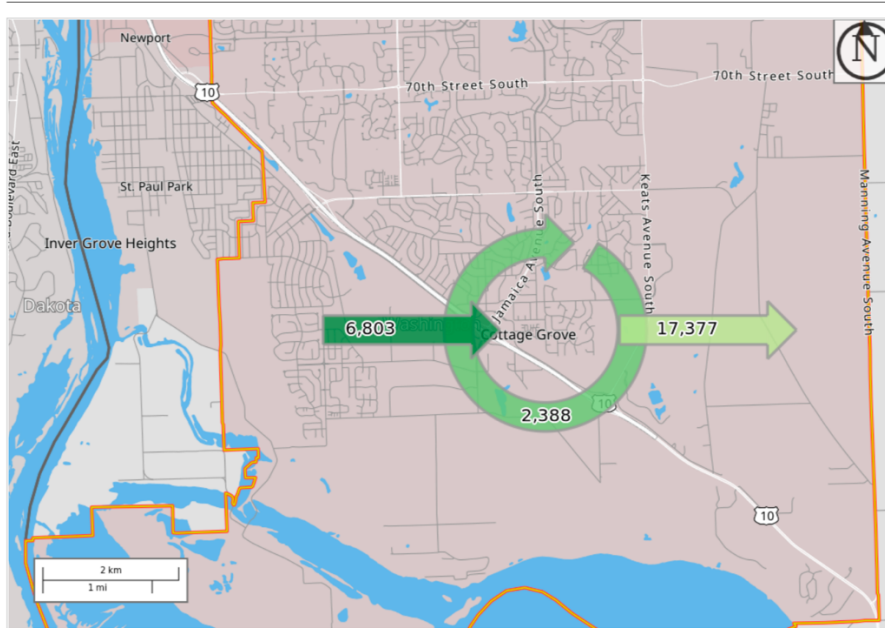


Figure 1: Employee inflow/outflow for Cottage Grove, 2020⁹

Where do they work? Figure 2 shows that residents of the corridor work in cities across the Metro, with important concentrations (deep and lighter purple) on the corridor in Cottage Grove, Hastings, and Saint Paul; but also off the corridor in Bloomington, Eagan, Mendota Heights, Minneapolis, Rosemount, and Woodbury.

⁹ Figures 1 and 2 from <https://onthemap.ces.census.gov>.

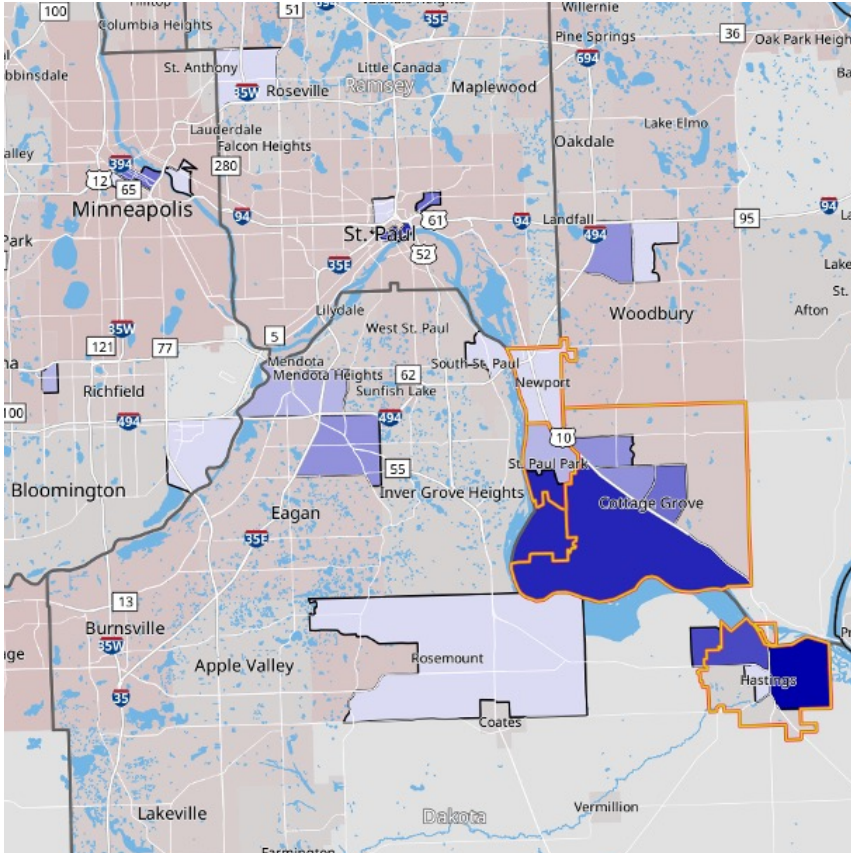


Figure 2: Where people who live in the Red Rock corridor work. (Not including residents of Saint Paul.) Areas with darker shades have more employees from the corridor. Many employment destinations are not in the corridor.

4. Employers in the corridor need access to people who live outside the corridor.

The Twin Cities region has always had a substantial amount of commuting across community and county lines. Access to a broad and diverse workforce has helped fuel the region’s economic growth. That has been particularly true for economic growth in the Red Rock Corridor.

Broadly speaking, trends since 2016 have increased employers’ need to recruit and retain employees from outside the Corridor. Residential population in the Corridor continues to increase; and, employment is increasing faster. For example:

- In 2016, the City of Cottage Grove had a total of 7,964 jobs. Of these, 5,722, or 71.8%, were filled by people from outside Cottage Grove.
- In 2020, Cottage Grove had a total of 9,191 jobs – a 15% increase from 2016. Of these, 6,803 or 74.0%, were filled by people from outside Cottage Grove.¹⁰

2020 is most recent available data. Input from employers on where their employees are coming from suggests that this trend continues. For the communities in the corridor, especially to the south of

¹⁰ US Census data, <https://onthemap.ces.census.gov/>

Saint Paul, to continue their economic growth, people will need to be able to commute there from outside the corridor.

Existing and new shared mobility options

While the needs in the Red Rock Corridor have changed, so has the transit and shared mobility landscape in Minnesota and the Twin Cities region.

Some transit options exist in the Red Rock Corridor currently. Route 363 is an express bus service that connects Cottage Grove to Downtown Saint Paul and Minneapolis. The service is weekday only, with 4 trips a day in either direction. Metro Transit offers dial-a-ride Transit Link service, available to all riders with advance reservation, in areas not covered by fixed route service. Metro Transit’s dial-a-ride paratransit service, Metro Mobility, operates in the area, providing eligible individuals with door-to-door service that needs to be scheduled in advance. More locally, the City of Cottage Grove provides a circulator bus one day a week, for four trips per day. These services provide critical connections for those who rely on them, but none provide frequent, consistent service well-matched to the variety of travel patterns in the region.

Since 2016, the region has seen the introduction of two new types of shared mobility that may help serve needs in the Red Rock Corridor.

On-demand ‘micro-transit’

Four regional transit agencies now operate a form of app-driven on-demand transit:

- Maple Grove Transit: “My Ride”
- Minnesota Valley Transit Authority: “MVTA Connect”
- Metro Transit: “micro”
- Southwest Transit: “SW Prime”

All four services offer on-demand point-to-point service within a defined area, for a relatively low fare. Users can make a complete trip within that area, or connect to scheduled service to reach destinations outside the area. SW Prime also offers additional services:

Prime Services¹¹

Along with our regular Prime service, we offer a few more services under the Prime “Umbrella” which are known as:

SW Prime MSP Airport: A premium ride serving the SW Prime service area (Eden Prairie, Chanhassen, Chaska, and Victoria) to/from the MSP International Airport.

SW Prime Edge: Connecting the SW Prime service area (Eden Prairie, Chanhassen, Chaska, and Victoria) with Shakopee, Mystic Lake Casino, 494 corridor, Edina, and Mall of America.

SW Prime Essential: A premium ride for discounted groceries and pharmacy needs.

SW Prime MD: A premium ride for all your non-emergency medical needs.

¹¹ <https://swtransit.org/sw-prime/>

While summarizing the results of these many different services is beyond the scope of this report, it is fair to say that on-demand micro-transit is now an established type of service in the region, serving a diverse set of users and trip purposes.

Electric Vehicle carshare

The EV Spot Network is a publicly owned network of shared electric vehicles—Evie Carshare—and charging hubs—EV Spots. EV Spot charging hubs typically have two charging heads dedicated to charging Evie Carshare vehicles, and two charging heads available for public charging. The current service area is 35 square miles of Minneapolis and Saint Paul, using 170 shared vehicles.¹²

The EV Spot Network launched in February 2022. Use has grown steadily and hit 14,000 trips in October 2023.¹³ “[L]ow-income communities and communities of color...accounted for 42% and 37% of total users respectively”.¹⁴

The EV Spot Network will be expanding to five Gold Line stations in 2024, in the northern end of the Red Rock Corridor. This expansion is made possible by funds from the Metropolitan Council’s Regional Solicitation, the US Department of Energy, and Xcel Energy. Washington County expects to apply for funds to place EV Spots and shared EVs at Gold Line stations at the eastern end of the Gold Line.

New funding for transit and shared mobility

The 2023 legislative session created substantial new funding for transit and shared mobility. This funding includes a ¾-cent sales tax in the seven-county metropolitan region, dedicated to transit and active transportation. Metro Transit will receive 83% of the tax receipts, and 17% will go to counties. The legislation also funded on-demand services by suburban/opt-out transit providers, and various other shared-mobility services.¹⁵

Overall, there are resources that did not exist in 2016 for new services and service types. Metro Transit and counties are still evaluating budgetary impacts, and are developing processes for choosing how to invest these new funds among competing needs and demands.

Federal legislation has also created a variety of new funding streams that may be relevant. For example, US DOT has created the “Reconnecting Communities Pilot and Neighborhood Access & Equity Programs,”¹⁶ funded by the Inflation Reduction Act. These programs aim to, among other goals, “Reconnect communities by removing, retrofitting, or mitigating highways or other transportation facilities that create barriers to community connectivity, including to mobility, access, or economic development.” These programs have recurring funding opportunities.

¹² <https://www.stpaul.gov/departments/public-works/transportation-and-transit/ev-spot-network>

¹³ [Saint Paul Climate Dashboard: https://climateaction.stpaul.gov/actions/7](https://climateaction.stpaul.gov/actions/7)

¹⁴ <https://www.stpaul.gov/news/mayor-carter-and-city-saint-paul-celebrate-major-milestones-with-evie-carshare>

¹⁵

https://static1.squarespace.com/static/5d8a78b7362c255660b38364/t/64833db6908d640d1de5076c/1686322614610/MN+Transportation+Bill+2023_Shared+Mobility+Analysis.pdf

¹⁶ <https://www.transportation.gov/grants/rcnprogram>

Finally, since 2016 regional stakeholders have developed a greater understanding of the need for new models of transit, and transit models that serve more suburban and exurban markets and needs.

For example:

- In 2020, the Dakota County Chamber of Commerce commissioned “Dakota County: Transit Service Needs and Opportunities (2020),”¹⁷ which recommended east-west transit service in Dakota County, and service to and in Hastings.

See especially:

- Recommendation 5: Improve Local Service in Hastings
- Recommendation 11: Improve the Direct Route from Hastings to the Rest of the Network

In 2022, the Dakota County Chamber of Commerce reviewed the recommendations of that 2020 report in light of changing transportation patterns and needs associated with COVID. The conclusions of that review are consistent with much of the public input in Section II.¹⁸

- Recent statistics and reports from Metro Transit document changes in transit use patterns, including the transition away from peak-period express services, and the increased importance of all-day, seven-day, service that is used for a variety of trip purposes.¹⁹

¹⁷ [https://www.dropbox.com/s/73m6mzfqucr38pk/Dakota County 200909.pdf?dl=0](https://www.dropbox.com/s/73m6mzfqucr38pk/Dakota%20County%20200909.pdf?dl=0)

¹⁸ <https://www.dropbox.com/s/cl/fi/t1q6iyc4fqo61oyznuf4u/Dakota-County-Transit-Needs-and-Opportunity-Changes-since-2020.pdf?rlkey=89adzd415qtfegdffapu34l77&dl=0>

¹⁹ <https://metro council.org/Council-Meetings/Committees/Transportation-Committee/2023/October-9,-2023/Info-1-Ridership.aspx>

V. Transit and access considerations and needs in the Red Rock Corridor

Transportation, land uses, and geography in the Red Rock Corridor come together in ways that introduce several challenges.

The consultant team noted the following characteristics of the corridor:

1. The Red Rock Corridor contains dense, mixed-use areas that can be relatively easily served using transit

These areas include places like Saint Paul's downtown and East Side, downtown St. Paul Park, and downtown Hastings.



Figure 3a: Downtown Saint Paul²⁰

²⁰ Photo: W. Browender. <https://streets.mn/2018/03/14/living-in-union-depot/>



Figure 3b: Downtown St. Paul Park²¹



Figure 3c: Downtown Hastings²²

²¹ This and subsequent photos unless otherwise noted: C. Spieler, Huitt-Zollars.

²² Photo: <https://www.visithastingsmn.org/experience/history/>

2. Much of the corridor, especially the new employment centers, would be challenging to serve with traditional transit



Figure 4: AirGas (left) and Renewal by Anderson, Cottage Grove.

Industrial and light industrial companies are choosing to grow in south Washington County. These facilities are extremely large and it would not be possible to serve them all with a single stop or station. These relatively isolated, single-use areas will be challenging to serve with traditional transit.

3. Highway 61 and the railroad corridor are major barriers to walking, biking, or rolling to transit stops



Figure 5: Bridge for people walking and biking in St. Paul Park.

This bridge in St. Paul Park illustrates the challenge. On average, people are willing to walk up to a quarter mile to a bus stop. The bridge itself is a quarter-mile long, and neither end serves a place that is an obvious place for a bus stop.

These bridges serve as an important connection between the east and west sides of the city, but are not necessarily conducive as part of the first/last mile connection of a longer transit trip. Highway 61 and the railroad create a broad barrier, with the result that destinations are much farther apart than they would otherwise be.

4. Approaches that are best practices in other situations may need additional elements in this corridor



Figure 6: The Newport Park and Ride and Red Rock Square apartments

Creating dense housing, including affordable housing, near a transit center, and vice versa, creates access for residents and demand for transit. This joint development by Washington County and the City of Newport exemplifies such a best practice. In this case, the railroad to the east and Interstate 494 to the north also mean that buses have to make long detours to serve this transit center and the apartments' residents. Connecting this development, and others like it, to an efficient transit corridor may need additional investments. This development, for example, may need different on-/off-ramps to I-494 to efficiently connect residents to the region.

5. To serve the needs in the corridor, it may be both necessary and efficient to connect to the Gold Line further east than Union Depot.

The Gold Line will open in 2025, connecting dense concentrations of jobs and housing between Saint Paul and Woodbury. Rather than connecting to the Gold Line at Union Depot, or only at Union Depot, the Red Rock Corridor might efficiently serve trips by connecting to the Gold Line east of Union Depot.

6. Employers will need to play a role.

The need for transit access to growing employment centers, together with the need to meet shift changes and other employer-related needs, means that employers will need to play a role in defining, and perhaps in providing, the transit that meets employer needs.

Conclusions

1. A single BRT or rail corridor by itself will not meet the transit needs in the corridor because of the dispersed destinations and difficult land use in the area.
2. A single type of transit service will not meet the transit needs in the corridor because of the varied transit needs, trip types, and land uses in the area.

VI. Options for meeting needs in the Red Rock Corridor

The public input and corridor analysis describe two overall needs for transit service in the Red Rock Corridor.

Need 1: Connect people across the highway and rail barriers in the corridor.

To get where they need to go, most people in the Red Rock Corridor need to use or cross a highway. The highway is an important barrier, the railroad is another.

Quality transit will connect people across these barriers.

Need 2: Connect people to destinations inside and outside the corridor.

The majority of destinations in this corridor are not on a trunk highway. In Ramsey County, residents and destinations are not directly on Highway 10/I-494, and in Washington County, not on directly Highway 61.

- The majority of jobs in this corridor are not within walking distance of the main highway.
- The economic development patterns of the southeast metro mean that a substantial number of trips starting and ending in the corridor will start or end outside the corridor. There is a substantial amount of east-west demand.

The following concepts illustrate possible ways to meet those needs. In addition to illustrating possible models, these concepts should support thinking about service concepts to investigate further. They are not recommendations, but ideas that need for further study.

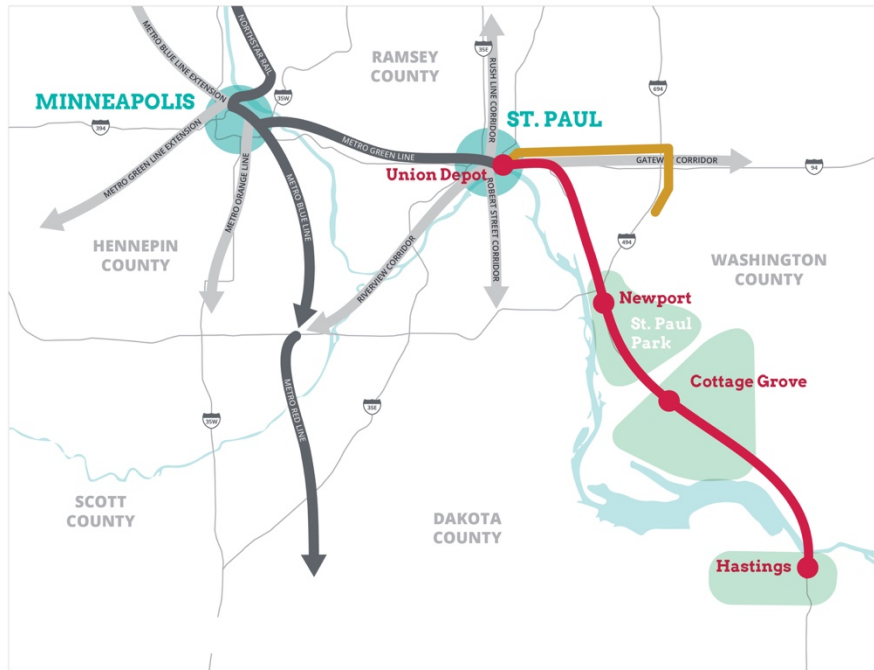
Some of these concepts also take advantage of a new transit service option in the region: on-demand transit. These concepts show conceptual service areas for on-demand transit that could serve trips within the on-demand area and connect to more traditional bus service (be it local bus service or express bus service).

The concepts also illustrate some of the trade-offs that need to be discussed when choosing a refreshed vision for the corridor:

- Assuming the same amount of funding availability across concepts, the more routes you have, the less frequent those routes can be. However, the more routes you have, the more destinations you can serve.
- There are multiple travel patterns that need to be served, and different concepts are better for serving some travel patterns than others. Getting riders into the Twin Cities versus to cross-town destinations like Dakota County and Woodbury are sometimes, but not always, at odds with each other.
- The concepts that solve many problems at once are often complex – multiple routes on different modes with different service patterns. These complex networks can be more difficult to for transit riders to understand and use and require good, clear communication from agencies and employers to encourage usage.

The concepts do not require as significant a capital investment as a BRT or rail line. However, there are critical capital investments that can help make the bus as effective tool as possible, primarily by making it easy to get on and off the highway to reach its destinations. Long and roundabout paths onto and off of the highway add substantial travel time and can contribute to future reliability issues, but new ramps and road patterns can ensure the bus is direct and fast in any of these concepts.

Concept 1: Bus on freeway, with micro-transit feeders



Freeway express bus: Downtown St. Paul to Hastings stopping at transit centers only

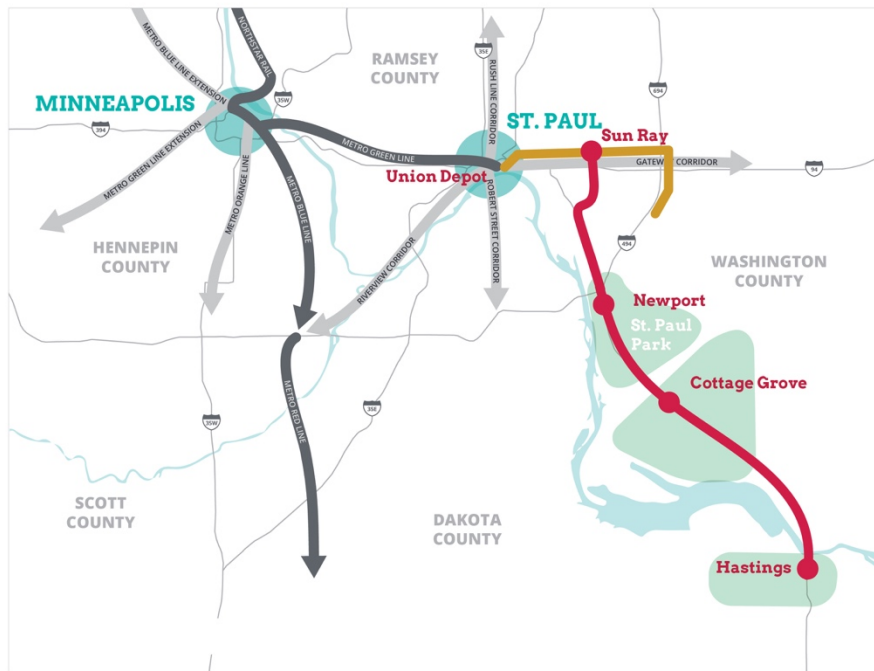
Microtransit zones: centered on transit centers

Concept 1 is the most similar to previous proposals for transit service along the Red Rock Corridor. This concept includes an express bus trunk service operating from Union Depot in St. Paul to Hastings, primarily on the highway. This bus would have three major stops at transit centers along Highway 61 (Newport, Cottage Grove, and Hastings). From these transit centers, riders could call on-demand transit that would take them from that stop directly to their destination, as long as their destination is within the designated on-demand transit zone. For example, someone traveling from downtown Saint Paul to Renewal by Anderson would board the express bus at Union Depot, travel until Cottage Grove, and then request a ride directly from Cottage Grove station to their workplace.

This concept serves well people whose destinations begin and end along the corridor, and helps serve less dense land use by providing on demand transit as a first mile/last mile solution. It's a relatively simple transit service where users only need to be familiar with one route. However, this concept does not offer a solution for crosstown demand into Dakota County or Woodbury. If someone were traveling from Cottage Grove to Woodbury for work, they would need to call an on-demand transit ride to get to the Cottage Grove station, ride the express service into St. Paul, and then ride the Gold Line back out to Woodbury. Driving, this trip would likely take less than 20 minutes.

This concept would require some capital investments near the stations along Highway 61 to ensure that buses can get on and off the highway quickly.

Concept 2: Sun Ray to Hastings, with micro-transit feeders

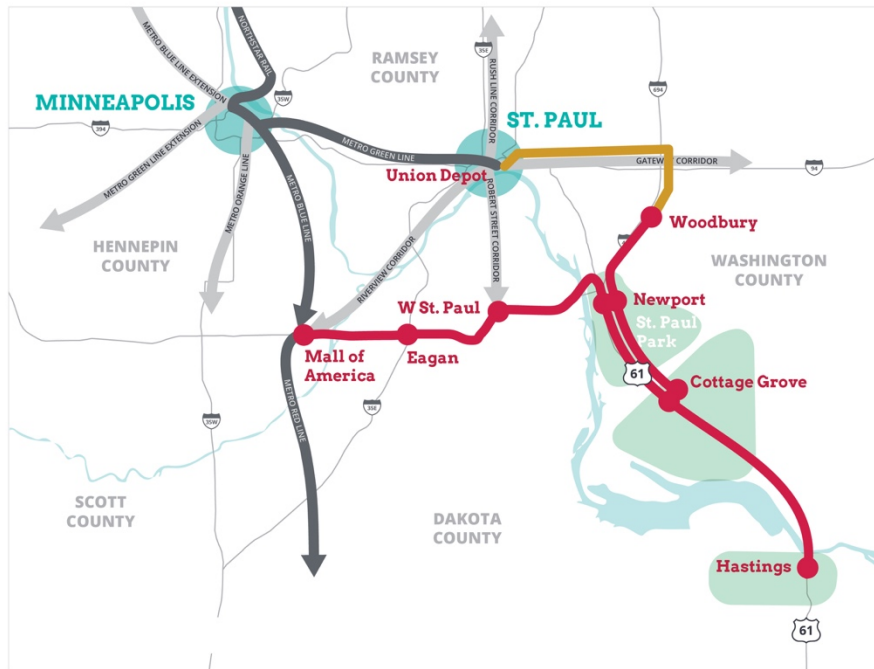


Freeway express bus: Sun Ray to Hastings stopping at transit centers only
Microtransit zones: centered on transit centers

Concept 2 is similar to Concept 1 – a highway-running express route with three on-demand transit zones. However, this service would not go all the way into downtown Saint Paul. It would instead connect to Sun Ray Transportation Center along the Gold Line. Compared to Concept 1, this concept would make for an easier, more direct trip to Woodbury from the southern portion of the Red Rock Corridor. It would also avoid difficult highway connections going into Saint Paul. This concept would add an additional transfer for riders who do wish to go into the City, but depending on traffic conditions on the highway, may be a faster trip.

This concept would require some capital investments near the stations along Highway 61 to ensure that buses can get on and off the highway quickly.

Concept 3a: Two routes, with micro-transit feeders



Freeway express bus: Woodbury to Cottage Grove stopping at transit centers only

Freeway express bus: Mall of America to Hastings stopping at transit centers only

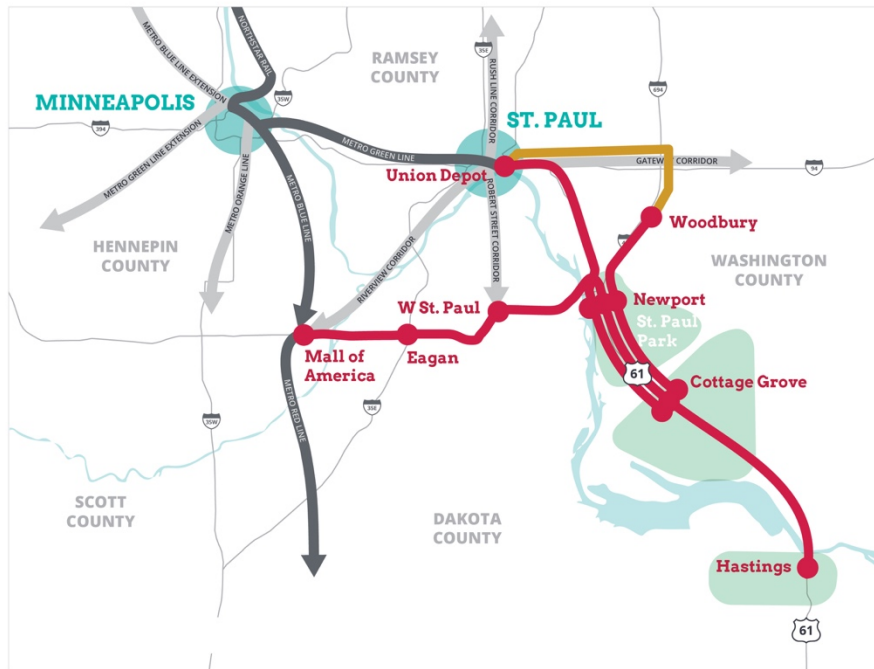
Microtransit zones: centered on transit centers

Concept 3a includes two express bus routes instead of one. Neither route would go into St. Paul – the first would connect to Woodbury directly, where riders could transfer onto the Gold Line and continue into the City. The second would run west into Dakota County connecting to the Mall of America and providing transfer opportunities to both BRT and Light Rail. Only this second route would continue all the way south to Hastings, connecting the county seat to other key destinations within Dakota County. On-demand transit would serve the low-density station areas around the stations along Highway 61.

This concept provides significantly better cross-town connections than the previous concepts, but does not provide a direct option for those intending to travel into Saint Paul. On-demand transit would still operate at zones along the Highway 61 corridor.

This concept would require some capital investments near the stations along Highway 61 to ensure that buses can get on and off the highway quickly, especially at Newport and Cottage Grove where riders may have to transfer between the two bus routes. The West St. Paul station is a part of the Robert Street ABRT project and the Mall of America station already exists. The Eagan station, which serves jobs in Dakota County, would need to be constructed, but this commission does not need to be responsible for this capital expense and service here is optional.

Concept 3c: Three routes, with micro-transit feeders

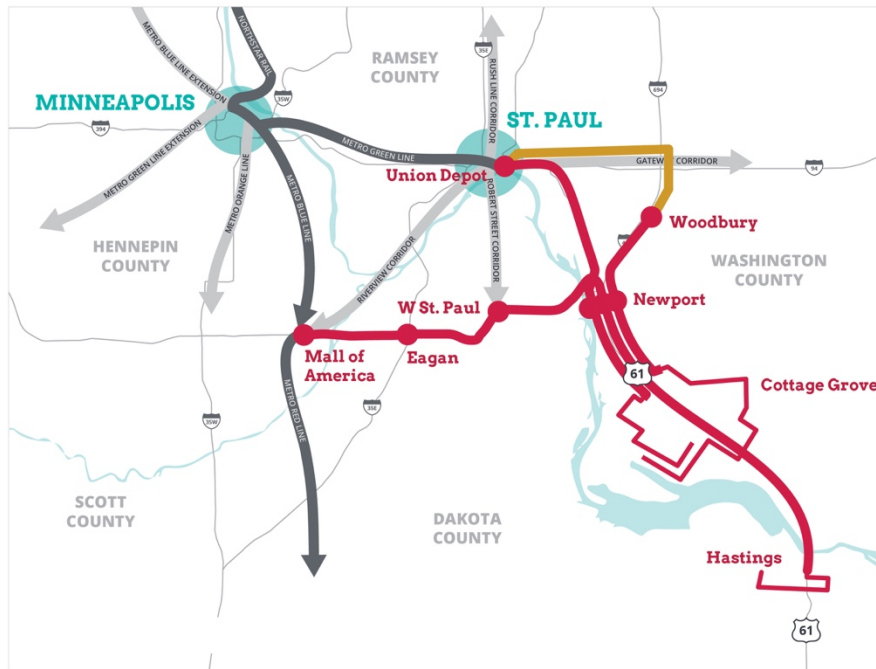


- Freeway express bus:** Saint Paul to Cottage Grove stopping at transit centers only
- Freeway express bus:** Woodbury to Cottage Grove stopping at transit centers only
- Freeway express bus:** Mall of America to Hastings stopping at transit centers only
- Microtransit zones:** centered on transit centers

Concept 3c serves the same destinations as 3b, but with three routes instead of one. This network makes it less likely that someone traveling to or from Cottage Grove would need to transfer a second time because there is a direct route to all three primary destinations to the west, north, and east. On-demand transit would provide first/last mile connections along Highway 61. This system becomes a little more complex and difficult to understand, and there may be frequency trade-offs.

This concept would require some capital investments near the stations along Highway 61 to ensure that buses can get on and off the highway quickly, especially at Newport and Cottage Grove where riders may have to transfer between two bus routes.

Concept 4: Three freeway routes, fed by local routes

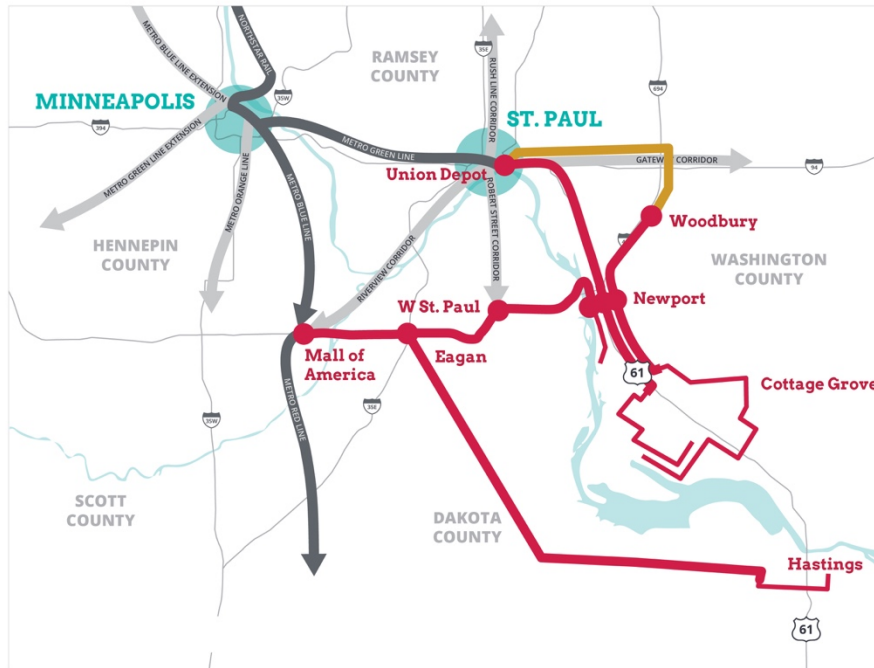


- Freeway express + local bus:** Saint Paul via Newport continuing as local service in corridor
- Freeway express + local bus:** Woodbury via Newport continuing as local service in corridor
- Freeway express + local bus:** Mall of America via Newport to Hastings continuing as local service in corridor

Concept 4 is similar to 3c, but instead of providing local service along the corridor via on-demand transit, local service would be provided by a local bus. Each of the three routes would begin as express routes on the highways, but when they arrive to Cottage Grove and Hastings would turn into local service running off the highway.

This is simpler for riders to understand because the service is operated more like traditional transit. To solve the issue of long walk times in the less dense parts of the corridor, substantial travel time would need to be added to the routes.

Concept 5: Serve Hastings separately

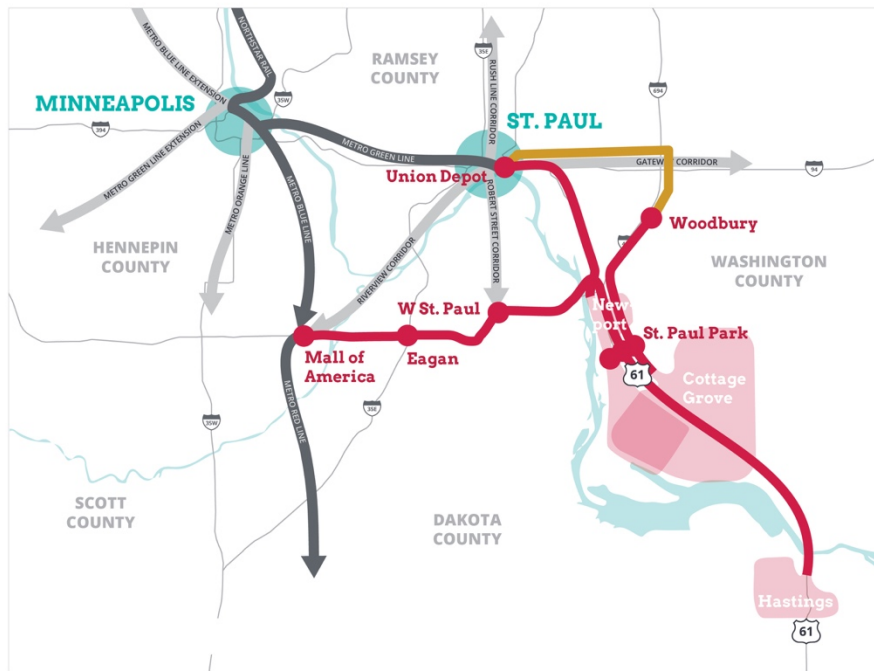


- Freeway express + local bus:** Saint Paul via Newport continuing as local service in corridor
- Freeway express + local bus:** Woodbury via Newport continuing as local service in corridor
- Freeway express + local bus:** Mall of America to Newport continuing as local service in corridor
- Freeway express + local bus:** Eagan to Hastings continuing as local service in corridor

Concept 5 separates Hastings from the Highway 61 corridor. The Concept provides direct connections to and from Hastings to the rest of Dakota County.

If someone were traveling from Cottage Grove to Hastings, they would have a substantially longer trip, but travel times and reliability would increase for riders simply traveling from Cottage Grove north as the bus would avoid the bottleneck at the Hastings Bridge. The remainder of the service is identical to Concept 4, with buses becoming local to get riders to their final destinations.

Concept 6: Freeway bus + deviated fixed route starting in Newport



- Freeway express + local bus:** Saint Paul via Newport continuing as local service in corridor
- Freeway express + local bus:** Woodbury via Newport continuing as local service in corridor
- Freeway express + local bus:** Mall of America to Newport continuing as local service in corridor
- Freeway express + local bus:** Eagan to Hastings continuing as local service in corridor

Concept 6 proposes the same set of routes as Concept 5, but when the four routes enter communities, they become deviated fixed route buses. This means that they have a general route that they follow, but if you ask the driver to drop you off or pick you up within a set distance of the route, the bus will deviate for you. This provides an intermediate solution between a fixed local route and on demand service, so that people with different levels of experience and comfort understanding public transit can engage with the services as it is best fit for them.

Need 3: Act to begin meeting immediate needs

None of these concepts provide an immediate solution to the problems faced by residents and employers in the Red Rock Corridor.

Just as the above concepts illustrate ways to address longer-term needs, several options are available to begin addressing immediate needs. Options include:

A Transportation Management Association (TMA) or Transportation Management Organization (TMO) can be created for the region. A TMA/TMO is a locally controlled organization that helps manage the transportation needs of a district, community, or region; it helps people and organizations *use existing transportation resources* and *develop and implement new ones*. Example work:

- Promote and inform people about options: how to use existing transit, where to park, etc.
- Support residents and employers in creating and running vanpools and carpools

- Organize members to advocate for new services
 - Develop specific service proposals
 - Support applications for funding

A TMO is typically a government organization, whereas a TMA is typically an independent non-profit organization, controlled by members; governments can be members. These terms are not always used consistently. Both exist in this region. For example, Minneapolis and Saint Paul are served by independent TMA; Anoka County is served by a TMO.

A TMA/TMO can bring together public agencies, employers, and other community organizations to invest in programming to improve transit access in the region. The TMA/TMO can organize (or help employers organize) vanpools, shuttles, or other short-term solutions for employees in the area, and can help support land use decisions as the region continues to grow and change.

Additionally, with a TMA/TMO in place and relevant institutions already at the table and thinking about transportation solutions, it will be easier to coordinate, plan, and implement needed services. The TMA/TMO can help make sure that the implemented vision is communicated to its members and provide a foundation to make the executed vision successful.

Conclusions

The Red Rock Corridor has a diverse set of transportation needs, travel patterns, and land uses that make it difficult to meet transportation needs with a single transit service. There are a variety of service styles – fixed express and local bus routes, deviated fixed route service, on-demand transit – that can be utilized in different combinations to create an effective transit network in the region. What’s clear is that a service-forward solution is needed to meet these needs. Creative routes and thoughtful connections can help get people where they need to go for work, recreation, and more. While some capital investments are necessary to make the system work well, this is not a set of transportation problems that can be solved primarily with capital investments.

A new network should provide critical connections across the corridor, not just to the north and south, and should be reflective of the non-traditional commute patterns that dominate the employment opportunities in the area. It should be reliable and easy to understand, and will be most successful if supported by the employers and community organizations in the region.

VII. A Refreshed Vision and Recommendations

The engagement and analytic work described in this report points to a refreshed Vision.

A Vision for Serving and Connecting the Red Rock Corridor

Transit for the Red Rock Corridor will:

▶ ***Serve the whole corridor***

Transit will connect people to all parts of the communities in the corridor.

▶ ***Connect the corridor to other places***

Transit will connect people to and from other regional destinations and transit services.

▶ ***Work closely with employers and residents***

Transit providers will include employers and residents in planning and providing services.

This is a Vision for:

Transit that serves more places within the corridor

- Transit should take advantage of newly available tools to connect people to all parts of the communities along the corridor, no matter what side of the highway and tracks the destination is on, or whether it is outside a station area. These tools include on-demand micro-transit and potentially carshare.

Transit that connects the corridor to other transit and places outside the corridor

- Transit should make connections to other regional destinations and transit services. These may include connections to Dakota County, and a connection to the Gold Line east of Union Depot.

Transit that works closely with employers and other institutional stakeholders

- The combination of employer requirements, and employer locations, in the corridor creates special transportation needs. Those needs may not be best met by a purely public service. Employers should participate in planning and possibly in providing transit services. Such a structure could include other institutions, such as senior living facilities and social services that are not located close to a scheduled transit line.
- Stakeholders can create a Transportation Management Association (TMA) or Transportation Management Organization (TMO) that can 1) provide intermediate transportation solutions while a vision is being planned, funded, and implemented, and 2) can provide the foundation to ensure that when new transit is implemented, it is successful and works for the people in the region.

New regional funding creates the possibility of designing and funding transit that serves and connects to a more regional set of destinations.

This report concludes with recommendations with how stakeholders may begin working to implement this Vision for Serving and Connecting the Red Rock Corridor.

1. Work with stakeholders (including Metro Transit, counties) to develop *expanded* and *new* transit options
 - Can use the concepts in this report as guidance
2. Advocate for those options
 - Leverage new regional sales tax revenues to *refine* and *implement* expanded and new options
3. Investigate creating a Transportation Management Association or a Transportation Management Organization (TMA/TMO) to fund and implement recommendations
 - Possible sources of funding
 - Counties and/or cities
 - Federal grants administered through Metropolitan Council / Transportation Advisory Board “Regional Solicitation”
 - Employers and other stakeholders
 - Some TMA/TMOs seek state funding at the Legislature

Appendix: Results of Outreach

The Red Rock Corridor Commission did extensive outreach as part of developing the 2016 Implementation Plan.

For this Vision Refresh, the Commission sought to update that outreach, without repeating it.

The goals of the 2023 outreach were to hear from a diverse set of residents and institutions to:

- Hear about current transportation needs and priorities;
- Learn if and how those needs and priorities had changed since 2016, and particularly since the COVID pandemic began.

This Appendix documents the results of that outreach.

On-line surveys

Survey for residents and employees: p. 2

Survey for employers: p. 41

Focus groups

Renewal by Andersen: p. 57

3M Cottage Grove: p. 59

Ramsey County Workforce: p. 60

Metropolitan Council's Transportation Needs in Daily Life Research Project: p. 62

1. On-line surveys

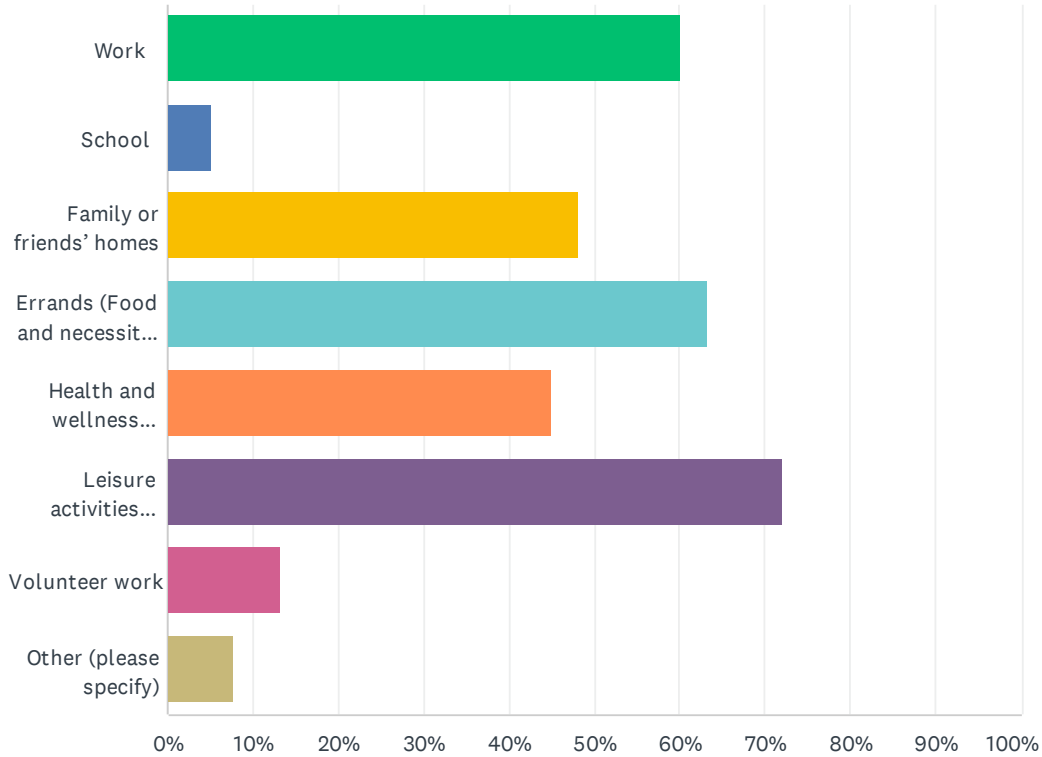
The Project Team invited residents and employees in the corridor to respond to two on-line surveys.

The survey was made available and promoted in many places, including on the Washington County web site, and at various in-person events. Results follow.

1. Survey for residents and employees

Q1 Where do you travel most often when on Highway 61 or within the corridor? Check all that apply.

Answered: 158 Skipped: 0



ANSWER CHOICES	RESPONSES	
Work	60.13%	95
School	5.06%	8
Family or friends' homes	48.10%	76
Errands (Food and necessity shopping, running kids to activities, caring for family)	63.29%	100
Health and wellness (doctor or other appointments, gym, yoga or other exercise)	44.94%	71
Leisure activities (restaurants/bars, entertainment, shopping, parks/nature, sports, cultural events, getaway/travel)	72.15%	114
Volunteer work	13.29%	21
Other (please specify)	7.59%	12
Total Respondents: 158		

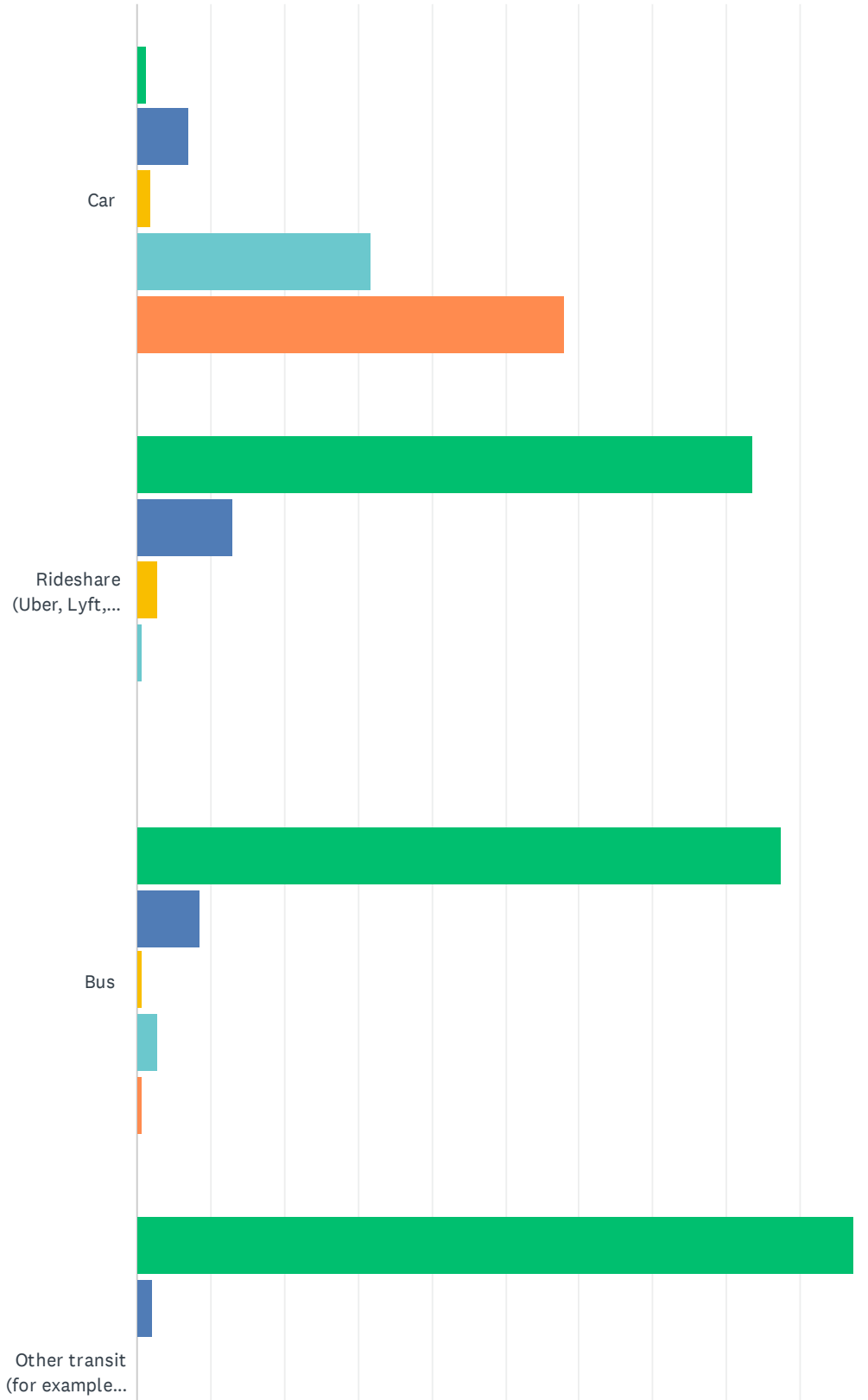
#	OTHER (PLEASE SPECIFY)	DATE
1	Childcare	9/21/2023 2:23 PM
2	Church	9/12/2023 7:48 PM
3	Church	9/11/2023 4:54 PM

Red Rock Corridor

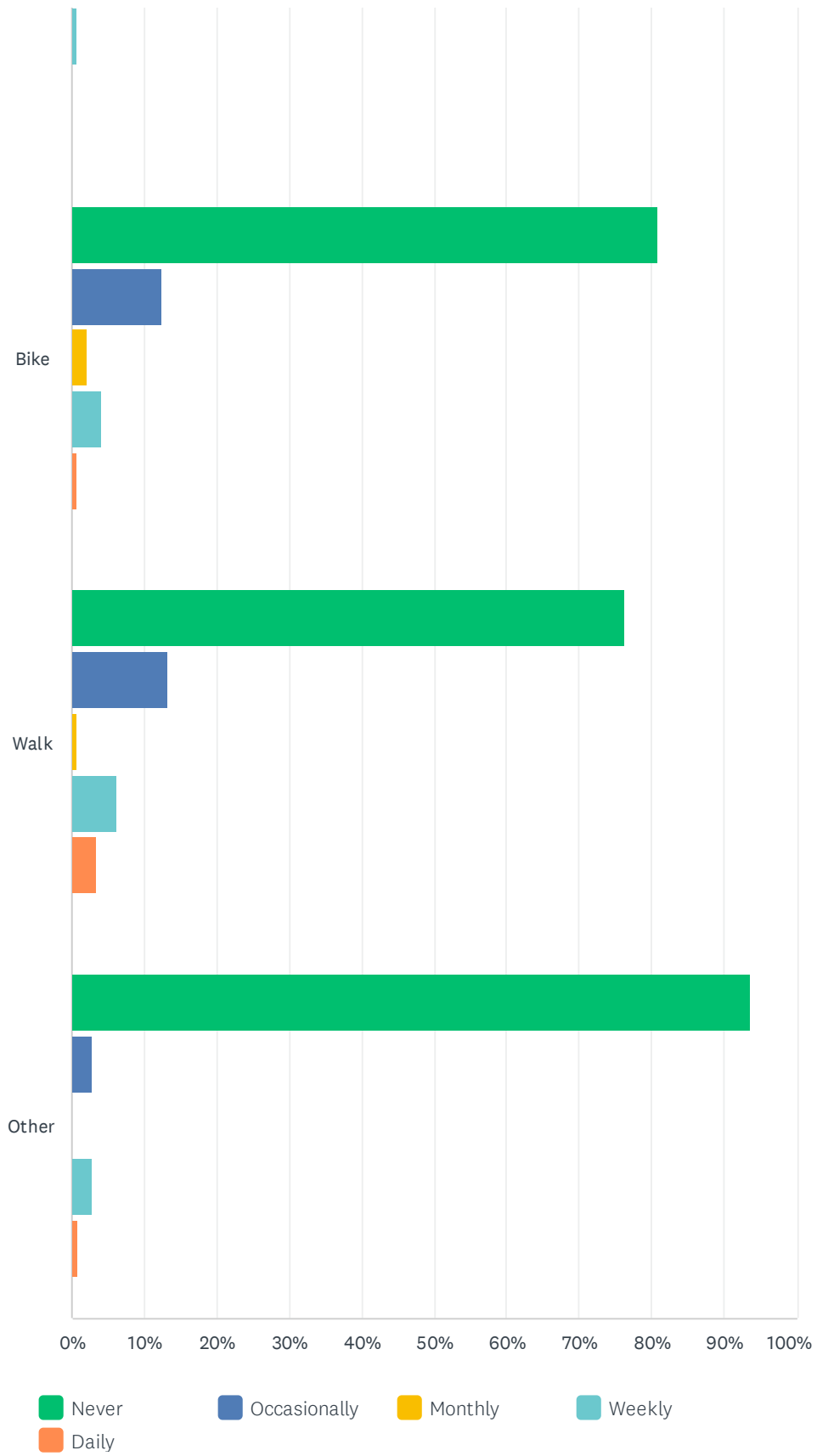
4	Target to pick up prescriptions	8/31/2023 1:46 PM
5	Worship	8/27/2023 7:34 PM
6	City to city	8/24/2023 9:42 AM
7	Church	8/11/2023 6:17 PM
8	Childcare provider	8/11/2023 1:29 PM
9	I haven't drive on this highway in many years.	8/10/2023 11:46 AM
10	I used to travel there often to shop in Cottage Grove or go to downtown St Paul Park, but it's too difficult to get there via transit	8/10/2023 11:43 AM
11	Dinner/sporting events/ concert's	8/9/2023 5:24 PM
12	church	8/8/2023 8:22 PM

Q2 How often do you travel with each of the following modes of transportation along Highway 61?

Answered: 158 Skipped: 0



Red Rock Corridor



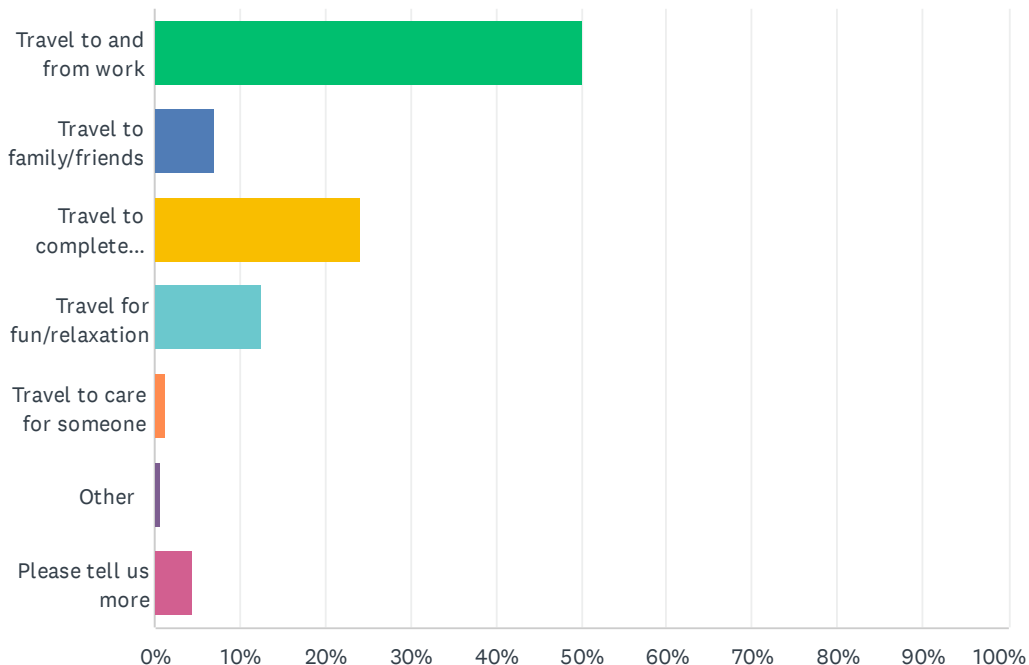
Red Rock Corridor

	NEVER	OCCASIONALLY	MONTHLY	WEEKLY	DAILY	TOTAL	WEIGHTED AVERAGE
Car	1.27% 2	7.01% 11	1.91% 3	31.85% 50	57.96% 91	157	4.38
Rideshare (Uber, Lyft, etc.)	83.56% 122	13.01% 19	2.74% 4	0.68% 1	0.00% 0	146	1.21
Bus	87.32% 124	8.45% 12	0.70% 1	2.82% 4	0.70% 1	142	1.21
Other transit (for example: a circulator or shuttle, Metro Mobility)	97.18% 138	2.11% 3	0.00% 0	0.70% 1	0.00% 0	142	1.04
Bike	80.82% 118	12.33% 18	2.05% 3	4.11% 6	0.68% 1	146	1.32
Walk	76.39% 110	13.19% 19	0.69% 1	6.25% 9	3.47% 5	144	1.47
Other	93.58% 102	2.75% 3	0.00% 0	2.75% 3	0.92% 1	109	1.15

#	PLEASE TELL US MORE	DATE
1	I have to depend on friends and relatives to take me to Dr appointments and errands.	8/31/2023 1:46 PM
2	and include the travel to the cooridor and away from it	8/30/2023 6:00 PM
3	There is not a reliable transit service route for the places and times I travel	8/27/2023 12:48 AM
4	Mobility scooter	8/26/2023 6:34 AM
5	Retired now.	8/25/2023 3:17 PM
6	Amtrak Empire Builder to Chicago	8/18/2023 10:59 AM
7	I have an ebike now. I live in Newport but shop primarily in Cottage Grove. I would use my bike more to run errands if there were adequate and safe bike lanes. I do not like to ride on streets. There are no bike lanes/trails in St. Paul Park, at all. Newport is great for riding a bike. Between the quiet streets, the trails and 3 ped bridges, I can ride wherever I want in Newport.	8/16/2023 8:00 PM
8	I travel by car mostly because there are not reliable, affordable alternatives. I can and do walk around town, but often this is not ideal due to time, destination and return with groceries or packages.	8/15/2023 8:38 PM
9	We are so disconnected you need a car here.	8/14/2023 10:53 PM
10	I will never give up a car in MN for public transportation. Too cold	8/14/2023 7:03 PM
11	Travel is mostly from Cottage Grove to Woodbury, and sometimes St. Paul.	8/14/2023 2:44 PM
12	Only use the bus at State Fair time	8/12/2023 10:04 AM
13	Have to take Uber or Lyft because transit link does go to cottage Grove from Hastings	8/11/2023 4:20 PM
14	I use the bus at least 3-4 days a week, walk to all my errands, and take the bike for some other trips. I am really trying to limit my car usage	8/10/2023 11:43 AM
15	Transit Link	8/9/2023 12:22 PM

Q3 What is your main reason for traveling away from home on a (regular/daily/weekly) basis?

Answered: 158 Skipped: 0



ANSWER CHOICES	RESPONSES	
Travel to and from work	50.00%	79
Travel to family/friends	6.96%	11
Travel to complete errands or collect necessities, go to appointments	24.05%	38
Travel for fun/relaxation	12.66%	20
Travel to care for someone	1.27%	2
Other	0.63%	1
Please tell us more	4.43%	7
TOTAL		158

#	PLEASE TELL US MORE	DATE
1	Using 10/61 it's for fun/relaxation. Local corridors for errands et al	8/28/2023 3:16 PM
2	Attend worship services	8/27/2023 7:34 PM
3	Travel weekly to TI marina	8/26/2023 10:39 AM
4	Also, I volunteer.	8/25/2023 3:17 PM
5	I'd rather drive myself; I'm capable	8/23/2023 6:50 PM
6	Mostly to kids' activities, collect necessities	8/14/2023 3:19 PM

Q4 Where would you like to go, but limited transportation options make it difficult or impossible? What are the things that make these places difficult to get to?

Answered: 158 Skipped: 0

#	RESPONSES	DATE
1	I would love to go see my friends who live near the corridor, but currently transit service isn't frequent, and I don't feel very safe biking the entire way.	10/11/2023 4:01 PM
2	My wife and I share a car. I need reliable, affordable transportation from Hastings to downtown St. Paul. Hastings also has fewer shopping options that Cottage Grove in turn has.	9/21/2023 2:23 PM
3	Currently there are no limitations	9/12/2023 7:48 PM
4	I have adequate transportation with my personal vehicle.	9/11/2023 4:54 PM
5	More connections to core transportation centers beyond commuting times. Not everyone need to go to the downtowns. Easier access to South metro without going to downtown	9/9/2023 4:23 PM
6	N.a.	9/6/2023 12:15 PM
7	Events in Minneapolis and St. Paul	9/6/2023 10:15 AM
8	No where, my car or feet get me where I need to go.	9/6/2023 9:33 AM
9	St Paul	9/5/2023 6:47 PM
10	Connections between bus stops and doctors offices.	9/5/2023 6:36 PM
11	Duluth	9/2/2023 7:12 PM
12	Bus to downtown St. Paul, without using a park and ride.	8/31/2023 10:24 PM
13	Not applicable	8/31/2023 3:40 PM
14	Dr appointments, grocery store, shopping Target, Walmart, Menards.	8/31/2023 1:46 PM
15	I can and do travel by car, my husband uses his e bike quite a bit. If there were options to travel within Cottage Grove, thru neighborhoods and possibly into Woodbury, many might be interested in utilizing that including seniors who otherwise cannot get around except possibly on Tuesdays.	8/31/2023 10:30 AM
16	N/A	8/30/2023 7:28 PM
17	No where on public transportation	8/30/2023 7:20 PM
18	none. my vehicle will get me there	8/30/2023 6:00 PM
19	Mass transit to my work is impossible. I would love to see a robust transportation system to the SE metro.	8/30/2023 3:44 PM
20	Downtown St Paul or Minneapolis during during weekends or non-rush hour times.	8/30/2023 3:26 PM
21	nowhere	8/30/2023 2:49 PM
22	None	8/30/2023 2:15 PM
23	Into the cities. Concerts and sports events. Driving and parking are usually an issue so I don't end up going	8/30/2023 2:14 PM
24	New to the community, unable to answer	8/28/2023 3:16 PM
25	Parking	8/27/2023 8:09 PM
26	N/A	8/27/2023 7:34 PM

Red Rock Corridor

27	Residents of the 7 county metro area pay municipal taxes for transportation, but Residents of Hastings are excluded from any public transportation options. That's a LOT of taxes for zero benefit for the voters of Hastings. We've heard ad nauseam that "it's coming" or "we need a study" or "soon" but it has been years and YEARS. So very frustrating!	8/27/2023 6:58 PM
28	We do not need a bus line or other form of transportation	8/27/2023 4:55 PM
29	Stadiums throughout the metro area. Freeway traffic and a lack of transit options make this difficult	8/27/2023 12:48 AM
30	Walking to facility from drop off point.	8/26/2023 11:27 PM
31	N/a	8/26/2023 7:19 PM
32	I can drive my car. Nowadays I would never take public transportation.	8/26/2023 10:39 AM
33	The current transportation network meets my needs.	8/26/2023 8:30 AM
34	Dr, visit friends/family.	8/26/2023 6:34 AM
35	Traffic congestion. Traffic lights on a highway.	8/25/2023 8:09 PM
36	I would like Uber options to be easier to obtain out of Cottage Grove.	8/25/2023 6:26 PM
37	Not an issue	8/25/2023 6:06 PM
38	Traffic in and around city is congested.	8/25/2023 4:37 PM
39	All over	8/25/2023 3:56 PM
40	Nowhere	8/25/2023 3:52 PM
41	I don't agree that transportation options are limited. We have a good 4-lane highway for driving and a park-and-ride for busing. What next, commuter rail and Helicopter?	8/25/2023 3:17 PM
42	None	8/25/2023 3:10 PM
43	Downtown Minneapolis and Downtown St. Paul outside of work hours	8/25/2023 2:59 PM
44	I can get where I need to go with no problem. My smart ass answer would be road construction...chuckle please	8/25/2023 2:57 PM
45	Can't go anywhere without a car, Hastings has no transit.	8/25/2023 1:11 PM
46	St. Paul	8/25/2023 8:55 AM
47	Downtown Hastings	8/25/2023 4:47 AM
48	Road construction	8/24/2023 9:20 PM
49	Woodbury	8/24/2023 8:53 PM
50	No problem getting where I want to go	8/24/2023 8:34 PM
51	no where	8/24/2023 7:20 PM
52	Work @Mtro square St Paul, MN.	8/24/2023 3:10 PM
53	Wisconsin	8/24/2023 1:41 PM
54	I have no affirmative answer for this. I have a car and can get anywhere I need to via driving. A better question is HOW is the best option to get around.	8/24/2023 10:15 AM
55	No where is difficult to get to	8/24/2023 10:08 AM
56	Into the cities would be nice for events and activities without worrying about driving/parking.	8/24/2023 9:58 AM
57	Near the capital	8/24/2023 9:50 AM
58	I travel via car and am able to travel where I need to go.	8/24/2023 9:42 AM
59	NA	8/24/2023 9:06 AM
60	Events in the twin cities were parking is an issue. In the	8/24/2023 8:05 AM

Red Rock Corridor

61	nn	8/24/2023 6:26 AM
62	N/a	8/24/2023 5:49 AM
63	n/a	8/24/2023 12:47 AM
64	Saint Paul. My household has only one car, so a bus line would be incredible.	8/23/2023 9:34 PM
65	Transportation for older grandchildren to Metro State St Paul, Century College, St Paul Post Secondary schools even DCTC and Inver Grove College	8/23/2023 8:26 PM
66	None	8/23/2023 6:50 PM
67	Downtown St. Paul	8/23/2023 6:31 PM
68	No where	8/23/2023 5:57 PM
69	N/a	8/23/2023 5:48 PM
70	Don't need options I drive	8/23/2023 5:27 PM
71	Better access to things in St. Paul and in Minneapolis	8/23/2023 5:19 PM
72	I am not limited	8/23/2023 3:13 PM
73	downtown minneapolis and st paul on a train not bus	8/23/2023 10:38 AM
74	Airport	8/21/2023 7:48 AM
75	No sidewalks	8/20/2023 9:12 PM
76	Crossing the river west requires either north to 494 or south to 61. That sometimes make me hesitate to go that way, and people to visit here too.	8/18/2023 6:31 PM
77	It's hard to get anywhere along the Red Rock corridor by train or transit - there isn't even an Amtrak station in Hastings but there should be.	8/18/2023 10:59 AM
78	Adjacent cities	8/18/2023 1:25 AM
79	I have a car, so I can go anywhere.	8/16/2023 8:00 PM
80	Too fast traffic.	8/16/2023 10:01 AM
81	I can get everywhere I need to go	8/16/2023 5:52 AM
82	YMCA, grocery stores, shopping and occasionally dine-out and/or entertainment.	8/15/2023 8:38 PM
83	Minneapolis, Bloomington	8/15/2023 2:53 PM
84	There is no where I cannot currently get to. The most difficult obstacle is the large increase in traffic that the obscene growth of this area has brought.	8/15/2023 1:42 PM
85	It would be nice to have transit options between Hastings and St Paul/MPLS	8/15/2023 11:24 AM
86	.	8/15/2023 7:35 AM
87	I don't feel like my transportation options are limited	8/15/2023 6:55 AM
88	Anywhere on the bus line mid day.	8/14/2023 10:53 PM
89	Church. and friend's houses	8/14/2023 10:33 PM
90	I would love to be able to take public transportation to SStillwater from CG.	8/14/2023 9:48 PM
91	N/A	8/14/2023 8:31 PM
92	I go where and when I like. I have a car like most people, and have no problems getting around except for overcrowded roads. Need more lanes built almost everywhere	8/14/2023 7:03 PM
93	I can get everywhere with my vehicle.	8/14/2023 6:55 PM
94	I go where I need to with my car.	8/14/2023 6:49 PM
95	I would take a train or but to events in St Paul, Minneapolis, and Bloomington, if the option was available.	8/14/2023 6:30 PM

Red Rock Corridor

96	Downtown to Wild Hockey Games	8/14/2023 5:18 PM
97	Nothing! I can drive, walk or bike if needed. NO additional transportation is necessary. Look at the bus stations along 61...EMPTY!!!!	8/14/2023 4:17 PM
98	Parking in cities is sometimes the issue, maybe because of the lack of transportation to & from the metro area is the biggest issue to be solved.	8/14/2023 3:38 PM
99	N/A	8/14/2023 3:19 PM
100	Would like to have rapid transit (train) from this area to Duluth and MOA. Would not use it in this area because we are still mobile, and prefer to do things on our own.	8/14/2023 2:44 PM
101	No difficulty because I drive	8/14/2023 12:03 PM
102	I drive	8/14/2023 10:52 AM
103	na	8/14/2023 7:38 AM
104	N/a	8/14/2023 6:25 AM
105	Nothing stops me. It's fine now.	8/13/2023 9:47 PM
106	None at this time	8/13/2023 7:54 PM
107	I can get anywhere I want to go.	8/13/2023 7:27 PM
108	No transportation from south to east or west. Only to the Twin Cities.	8/13/2023 7:24 PM
109	No to light rail on 61	8/13/2023 7:15 PM
110	Across the Mississippi, but there are limited bridges to cross.	8/13/2023 5:44 PM
111	No issues with access by car	8/13/2023 4:11 PM
112	Go to redwing from Saint Paul with out needing a car	8/13/2023 2:44 PM
113	N/a	8/13/2023 1:43 PM
114	Need another way over the river instead of 494	8/13/2023 1:16 PM
115	St Paul or Minneapolis special eventa	8/13/2023 10:04 AM
116	I can go from prescott to work in a 1/2 hour you would have to beat that	8/12/2023 8:31 PM
117	From Cottage Grove to Hastings and back.	8/12/2023 6:27 PM
118	I would use like it to be safer to cross 61 from my home street	8/12/2023 5:10 PM
119	Mostly service work to all over. On days off partly to other cities like Woodbury to visit other stores that we currently do have in Hastings.	8/12/2023 4:27 PM
120	Work, options on times the bus arrives and departs have been reduced so much that it's hard to justify riding the bus (route 363 from Cottage Grove). Also coming from Hastings it's hard to justify riding the bus as other options really are pretty inconvenient. By the time I get to another park and ride, say the blue line, I'm less than 5 miles to work and parking costs roughly the same as riding (obviously not including gas or wear and tear).	8/12/2023 3:10 PM
121	I would prob use the bus to go to downtown Minneapolis. Too much hassle to try it now. Also no busses except rush hour M-F.	8/12/2023 10:04 AM
122	Not having another bridge to 52 from the East side.	8/12/2023 12:08 AM
123	Traffic	8/11/2023 10:38 PM
124	Nowhere. There is literally nowhere in the metro that is difficult to get to, unless its in the middle of one of the 40000 construction zones.	8/11/2023 7:33 PM
125	Congestion in Cottage Grove to St. Paul area affects time it takes to commute. Aggressive drivers, semi trucks	8/11/2023 6:17 PM
126	No where. I drive.	8/11/2023 6:13 PM
127	Science Museum Target Field	8/11/2023 4:20 PM

Red Rock Corridor

128	St. Paul. Timing and time spent on public transportation make it a no go	8/11/2023 3:18 PM
129	N/A - I can go anywhere with my car, but it would be nice if there were other options.	8/11/2023 1:29 PM
130	The outdoors. Not having a car makes this hard	8/11/2023 11:12 AM
131	The cities along the route	8/11/2023 9:49 AM
132	City entertainment- museums, etc.	8/11/2023 7:30 AM
133	Na	8/11/2023 5:18 AM
134	I would like a convenient route from Eagan to Cottage Grove	8/11/2023 1:27 AM
135	None !	8/10/2023 8:20 PM
136	I would like to travel to different states. My limited mobility (not owning a car) makes it difficult to travel to these places.	8/10/2023 11:46 AM
137	Hastings, St Paul Park, Cottage Grove, A East West bus connection from Newport Transit Center going on 494/62 up to the future Gold Line terminus and South St Paul to MOA or the Airport would also be something that I would use often. The lack of transit use that is fast, frequent, and all day is a big hinderance.	8/10/2023 11:43 AM
138	Would love to go to Redwing and hastings from st. Paul	8/10/2023 11:31 AM
139	There is no regular public bus in the county seat. Only a ride share with limited hours and availability	8/10/2023 7:03 AM
140	No where	8/10/2023 6:12 AM
141	n/a	8/9/2023 5:24 PM
142	visit the family cemetery	8/9/2023 5:18 PM
143	Vacation	8/9/2023 2:09 PM
144	I live in Minneapolis and would like more opportunities to take transit to the outdoors, such as Grey Cloud Island, Battle Creek Regional Park, Spring Lake Park Reserve, downtown Hastings	8/9/2023 12:22 PM
145	None	8/9/2023 8:26 AM
146	i have dr appointments/pharmacy pickups along the corridor if i cant drive i have no way to get therecorridor	8/8/2023 8:22 PM
147	Sports events	8/8/2023 11:28 AM
148	It would be nice to have more than 2 options of getting to Cottage Grove from the west. It's currently 494 to 61 or 55 to 61. it would be a nice to have, if there was another option between those two.	8/8/2023 9:31 AM
149	Work in Minneapolis makes it difficult and expensive via car	8/7/2023 2:54 PM
150	No where i own a car like most normal people	8/6/2023 11:45 PM
151	I live in Stillwater and would love a light rail option or bus option that would connect me to anywhere... there's very little in the east metro.	8/4/2023 2:37 PM
152	Long commute times from 494 onward through the city.	8/1/2023 9:26 AM
153	Living in downtown Minneapolis, I would love the opportunity to be able to travel to my work in Cottage Grove using public transportation. As a city dweller, I have a one car family so commuting can be tricky.	7/31/2023 3:45 PM
154	Woodbury areas	7/31/2023 3:01 PM
155	none	7/31/2023 2:59 PM
156	Downtown St. Paul	7/28/2023 12:37 AM
157	I live in Hastings and will start commuting to downtown St. Paul soon. Implementing the red rock corridor would be of great benefit and I would use the commuter train daily if it was implemented.	7/19/2023 12:41 PM

Q5 Have you noticed any changes in the way you get around, especially how you get to work? Are there any different ways you get around more often or less often since the start of the pandemic? Please describe.

Answered: 125 Skipped: 33

#	RESPONSES	DATE
1	Since the pandemic, I decided to sell my car, as I found walking, biking and taking transit was better for my health and the environment.	10/11/2023 4:01 PM
2	I've moved to Hastings recently. I used to work remotely all the time but in the past year but there is an ever-growing need/expectation to be in person for work.	9/21/2023 2:23 PM
3	None	9/12/2023 7:48 PM
4	None	9/11/2023 4:54 PM
5	Traffic is far less predictable and far more stressful.	9/9/2023 4:23 PM
6	No changes	9/6/2023 12:15 PM
7	No	9/5/2023 6:47 PM
8	No, not really. As long as we are still driving we can get where we need to.	9/5/2023 6:36 PM
9	I switched to electric car.	9/2/2023 7:12 PM
10	No buses run through neighborhoods anymore. I would likely take the bus to work on days I go in if that were an option.	8/31/2023 10:24 PM
11	They haven't. I go where I want.	8/31/2023 3:40 PM
12	Stay home a lot. Need to have friends and relatives take me where I need to go.	8/31/2023 1:46 PM
13	No I worked onsite throughout pandemic.	8/31/2023 10:30 AM
14	Work from home so don't drive as much	8/30/2023 7:28 PM
15	No. And no.	8/30/2023 7:20 PM
16	Initially it was an easier commute during the pandemic because so many were staying home. As the bus system seemed to cut their services, the roads felt busier.	8/30/2023 6:00 PM
17	nothing changes. We had a need for public transit before pandemic and it is the same for me now.	8/30/2023 3:44 PM
18	None	8/30/2023 2:15 PM
19	I work from home now	8/30/2023 2:14 PM
20	No	8/27/2023 8:09 PM
21	I work from home since the pandemic.	8/27/2023 7:34 PM
22	After the "safer at home" order was lifted, my transportation needs resumed the same as before the pandemic.	8/27/2023 6:58 PM
23	They have not changed	8/27/2023 4:55 PM
24	I travel less overall and rising fuel costs make leisure travel less appealing	8/27/2023 12:48 AM
25	Still the same. Pandemic didn't have any effect on the traveling.	8/26/2023 10:39 AM
26	The only difference since the pandemic is there seems to be less traffic on some days.	8/26/2023 8:30 AM
27	Shuttle bus (Darts) and Apartment shuttle.	8/26/2023 6:34 AM

Red Rock Corridor

28	Working from home so less often getting around.	8/25/2023 8:09 PM
29	My wife and I mostly work from home since the pandemic.	8/25/2023 6:26 PM
30	No	8/25/2023 6:06 PM
31	I retired from working in downtown St. Paul.	8/25/2023 4:37 PM
32	Not at all	8/25/2023 3:52 PM
33	No	8/25/2023 3:10 PM
34	Take the bus more.	8/25/2023 2:59 PM
35	They haven't	8/25/2023 2:57 PM
36	Covid has changed nothing.	8/25/2023 1:11 PM
37	Sold one car because of spouse working from home.	8/25/2023 4:47 AM
38	No, why would the pandemic affect my driving ability	8/24/2023 9:20 PM
39	Nope	8/24/2023 8:53 PM
40	No	8/24/2023 8:34 PM
41	No	8/24/2023 7:20 PM
42	same	8/24/2023 1:41 PM
43	I bought a cargo bike in 2022 and use that to get basic essentials within my town. I am more acutely aware of the need for better alternative infrastructure within cities.	8/24/2023 10:15 AM
44	They have not changed. Still going to work in the cities every day	8/24/2023 10:08 AM
45	EV and limited travel unless essential.	8/24/2023 9:58 AM
46	Less travel	8/24/2023 9:50 AM
47	Don't travel to St Paul or Mpls now due to increased crime	8/24/2023 9:42 AM
48	None	8/24/2023 5:49 AM
49	no	8/24/2023 12:47 AM
50	Massive traffic backups in Hastings and connecting from hwy 61 to I 494 have become more negative.	8/23/2023 8:26 PM
51	No; pandemic never slowed our family down	8/23/2023 6:50 PM
52	No change	8/23/2023 6:31 PM
53	No	8/23/2023 5:57 PM
54	Just plan travel so I can make fewer trips out of town.	8/23/2023 5:48 PM
55	No,I had to work everyday. nothing changed	8/23/2023 5:27 PM
56	No	8/23/2023 5:19 PM
57	no change	8/23/2023 3:13 PM
58	hybrid work schedule	8/23/2023 10:38 AM
59	No sidewalks	8/20/2023 9:12 PM
60	I've worked remotely since before the pandemic and that hasn't changed	8/18/2023 6:31 PM
61	I take transit, walk, and bike much more since I went car-free.	8/18/2023 10:59 AM
62	Work from home most days. Drive now rather than bus due to less frequent bus routes	8/18/2023 1:25 AM
63	No changes.	8/16/2023 8:00 PM
64	No change	8/16/2023 5:52 AM

Red Rock Corridor

65	Fewer outings, curtailed going out where I could not control interactions with others.	8/15/2023 8:38 PM
66	Yes need to be away and travel more	8/15/2023 2:53 PM
67	No change	8/15/2023 1:42 PM
68	We drive less whenever possible. When we do drive or have to drive things are crazy, speeding, unnecessary passing and generally dangerous driving seem far more common.	8/15/2023 11:24 AM
69	No changes	8/15/2023 6:55 AM
70	Use bike and get rides from family. Sometimes use ride share.	8/14/2023 10:33 PM
71	I have long Covid so if I could ride instead of drive, I would hhave energy to do other thjngs.	8/14/2023 9:48 PM
72	no	8/14/2023 7:03 PM
73	How I get from place to place is the same in 2023 as it was in 2019. There's been no change.	8/14/2023 6:55 PM
74	no	8/14/2023 6:49 PM
75	I walk more in the local area.	8/14/2023 6:30 PM
76	I work more at home but I am on hwy 61 daily	8/14/2023 5:18 PM
77	Less time in the office. I'm hybrid.	8/14/2023 4:17 PM
78	Travel less, but have more stops when we do go into the cities.	8/14/2023 3:38 PM
79	None	8/14/2023 3:19 PM
80	Since the pandemic, there seems to be more road construction and much, much more traffic.	8/14/2023 2:44 PM
81	No. I was an essential worker. The only thing I notice is all of the terrible drivers now. No regard to speed or safe driving	8/14/2023 10:52 AM
82	No	8/14/2023 6:25 AM
83	It's normal.	8/13/2023 9:47 PM
84	No Change.	8/13/2023 7:54 PM
85	No	8/13/2023 7:27 PM
86	So many things closed because of political reasons only to cause great harm to many.	8/13/2023 7:15 PM
87	Work from home, commute to work rarely.	8/13/2023 5:44 PM
88	I retired, plus I moved to Prescott. I no longer go to work. I travel in to Minneapolis 3 to 4 times per week for social and cultural activities.	8/13/2023 4:11 PM
89	Work from home more - I do more working while traveling I.e on public transit.	8/13/2023 2:44 PM
90	N/a	8/13/2023 1:43 PM
91	No	8/13/2023 1:16 PM
92	No changes since pqndemic	8/13/2023 10:04 AM
93	I would ride share but do not anymore	8/12/2023 8:31 PM
94	Traffic seems to be ignorant to others on the road. Depends on the volume of traffic would I alter other routes.	8/12/2023 4:27 PM
95	My work schedule is more flexible making the current bus schedules harder to work with.	8/12/2023 3:10 PM
96	None	8/12/2023 10:04 AM
97	Yes I work remotely now.	8/12/2023 12:08 AM
98	Traffic speed varies more now.	8/11/2023 10:38 PM
99	I work from home now, along with many many other people. Large scale transit options are just not needed from the suburbs anymore, especially for the asinine price tag.	8/11/2023 7:33 PM

Red Rock Corridor

100	Harder to get ride from Transitlink, Uber or lyft	8/11/2023 4:20 PM
101	No	8/11/2023 3:18 PM
102	Yes. I used to work in St. Paul & would've liked to use public transportation pre-covid but the timing didn't work with my schedule. I now work from home & no longer need any transportation. I love it!	8/11/2023 1:29 PM
103	We have no car so we now only use transit	8/11/2023 11:12 AM
104	I take transit more	8/11/2023 9:49 AM
105	No	8/11/2023 7:30 AM
106	None	8/11/2023 5:18 AM
107	No	8/11/2023 1:27 AM
108	None	8/10/2023 8:20 PM
109	I bike, walk, and take transit more often since owning a car became too expensive.	8/10/2023 11:46 AM
110	Even though I work from home, when I get off I travel a lot either for errands, or to see friends, or to take my bike on the bus/train to get to a good trail. So there is a little less travel from the lack of commuting, but I still use it for my day to day life.	8/10/2023 11:43 AM
111	I drive way less	8/10/2023 11:31 AM
112	We have rentable scooters in the summer nothing transit wise in winter	8/10/2023 7:03 AM
113	n/a	8/9/2023 5:24 PM
114	I started driving in again in the last month.	8/9/2023 5:18 PM
115	Work at home, bike more for errands	8/9/2023 12:22 PM
116	None	8/9/2023 8:26 AM
117	No	8/8/2023 9:31 AM
118	NO why would anything change because of covid? dumb question.	8/6/2023 11:45 PM
119	I've been traveling to work the entire time so no change.	8/4/2023 2:37 PM
120	I do not go into work as frequently	8/1/2023 9:26 AM
121	Traveling less overall for the weekly work commute .	7/31/2023 3:45 PM
122	Just seems like it is more populated	7/31/2023 3:01 PM
123	I use rideshare apps less I don't use public transportation	7/31/2023 2:59 PM
124	Nothing has changed for me	7/19/2023 12:41 PM
125	I use an ebike around town now	7/10/2023 12:54 PM

Q6 If public transit were more conveniently available in this area, would you use it? Why?

Answered: 158 Skipped: 0

#	RESPONSES	DATE
1	I would definitely use it! It would connect me to family and friends that live throughout the corridor, as well as allow access to different jobs and recreation sites.	10/11/2023 4:01 PM
2	Absolutely. I don't like driving and having to worry about parking, especially when going to the cities.	9/21/2023 2:23 PM
3	No, inconvenient and doesn't fit my needs. Safety concerns.	9/12/2023 7:48 PM
4	No, it would not go where I need to go and times would probably no line up with the schedule I need.	9/11/2023 4:54 PM
5	Yes! We need trolleys and trains like a TRUE metro area. We need options that are not funneling everyone to the down towns. A 494 loop Would be fantastic.	9/9/2023 4:23 PM
6	Yes, remove stress of driving as I age	9/6/2023 12:15 PM
7	Yes, convenience and decreased stress with traveling to event and no parking issues	9/6/2023 10:15 AM
8	No, public transit is not worth the time or expense involved to get me to where I need to go.	9/6/2023 9:33 AM
9	Yes	9/5/2023 6:47 PM
10	We are aging and could use busing for appointments.	9/5/2023 6:36 PM
11	Yes but has to be safe and clean.	9/2/2023 7:12 PM
12	Most likely, saves money for parking and wear and tear of vehicle. More convenient to take bus to work in winter than driving.	8/31/2023 10:24 PM
13	Absolutely not. Do not build mass public transit. Look at the LRT in StPaul. Filth, crime, dope and poop everywhere.	8/31/2023 3:40 PM
14	Yes, I don't drive and need to depend on others to get around.	8/31/2023 1:46 PM
15	Yes, could possibly get by with just one vehicle.	8/31/2023 10:30 AM
16	Possibly	8/30/2023 7:28 PM
17	No. Too much time would be wasted getting where I need to go	8/30/2023 7:20 PM
18	Probably not. I use part of my commute from Cottage Grove to Minneapolis to mentally gear up for the day, or to gather my thoughts and wind down. Its tough to do when dealing with the some of the derelicts that ride the transit system.	8/30/2023 6:00 PM
19	Yes, commuting to work via public transit is not possible. the only option is car at the moment.	8/30/2023 3:44 PM
20	Yes, it it was safe and clean and available weekends, it would be nice to travel to downtown St Paul and Minneapolis for events.	8/30/2023 3:26 PM
21	NO	8/30/2023 2:49 PM
22	No public transit is frustrating and very unhygienic	8/30/2023 2:15 PM
23	Absolutely. I've always been the driver and i honestly hate it. If I had access to better public transportation I would absolutely take advantage of it	8/30/2023 2:14 PM
24	Probably not; I travel during non-peak times and love the ease and convenience of my own car	8/28/2023 3:16 PM
25	No	8/27/2023 8:09 PM
26	No - I'd prefer using my car.	8/27/2023 7:34 PM

Red Rock Corridor

27	It depends....would it be a) reliable? b) safe from crime? c) clean? d) convenient time schedules? e) low cost? (After the years of what Hastings has paid into into Met Council taxes, it should be free to Hastings residents!)	8/27/2023 6:58 PM
28	No. I would still use my vehicle. Public transportation would bring more crime to our area	8/27/2023 4:55 PM
29	Yes. Riding fuel costs and the ability to rely less on car travel.	8/27/2023 12:48 AM
30	Sometimes.	8/26/2023 11:27 PM
31	No. Takes too long	8/26/2023 7:19 PM
32	No. Don't need it.	8/26/2023 10:39 AM
33	Would not because it isn't convenient either by location or timelines.	8/26/2023 8:30 AM
34	Yes, I need affordable transportation like Uber to take me to specific places.	8/26/2023 6:34 AM
35	Depends if it saves time and money	8/25/2023 8:09 PM
36	Probably not. We prefer the convenience of being on our own schedule.	8/25/2023 6:26 PM
37	No	8/25/2023 6:06 PM
38	Likely no	8/25/2023 4:37 PM
39	No, public transportation is garbage with the clientele that use it	8/25/2023 3:56 PM
40	No I go where I want to go by independent means.	8/25/2023 3:52 PM
41	No. I'm used to driving. Years ago, I took the bus for a couple of years when it stopped a few feet from by house. Now I would have to drive to the park-and-ride to catch the bus and still shovel the drive and de-ice the windshield.	8/25/2023 3:17 PM
42	Absolutely not. I used to live along the Green Line. It was a crime ridden hellish experience to use and live near.	8/25/2023 3:10 PM
43	Yes, especially during winter when it is safer than driving myself. Would love to be able to have more flexibility to spend time in the different downtown areas and take the bus home.	8/25/2023 2:59 PM
44	Not at this time.	8/25/2023 2:57 PM
45	Yes, as a way to get to neighboring towns without a car, or for others to come here.	8/25/2023 1:11 PM
46	I'd use a express bus from Hastings to St. Paul 3x a week. I currently live south of hastings and it doesnt make sense to drive to cottage grove park and ride to then ride bus half the rest of the way	8/25/2023 8:55 AM
47	Yes, down to one car, so if spouse is working, I don't have any transportation available to me.	8/25/2023 4:47 AM
48	Fuck no, keep this service out of Hastings. Why would we need this useless service. Any connection directly to the cities with only hurt this town and bring higher crime.	8/24/2023 9:20 PM
49	Hello	8/24/2023 8:53 PM
50	No	8/24/2023 8:34 PM
51	No	8/24/2023 7:20 PM
52	Yes, to Dave \$	8/24/2023 3:10 PM
53	It could not be made convenient enough.	8/24/2023 1:41 PM
54	Quite possibly, yes. It would involve a question of reliability, frequency of service, speed of transport, etc. to see whether it's worth it.	8/24/2023 10:15 AM
55	No, too dangerous.	8/24/2023 10:08 AM
56	Yes, if it were rapid, affordable, and convenient to the destinations.	8/24/2023 9:58 AM
57	Yes to save on rising fuel costs	8/24/2023 9:50 AM
58	No...crime	8/24/2023 9:42 AM

Red Rock Corridor

59	Yes, save on costs	8/24/2023 9:06 AM
60	Yes. Easier to take a bus, Get dropped off near the venue and not have to worry about parking.	8/24/2023 8:05 AM
61	No--safety concerns	8/24/2023 6:26 AM
62	Nope not safe	8/24/2023 5:49 AM
63	no	8/24/2023 12:47 AM
64	Yes. Environmental reasons. Household has only one car.	8/23/2023 9:34 PM
65	Age is a factor as are medical options in Woodbury St Paul or U of M	8/23/2023 8:26 PM
66	Hell no! Don't need it; will bring in crime & drugs	8/23/2023 6:50 PM
67	Yes. Better for the environment.	8/23/2023 6:31 PM
68	No, brings drugs and crime easier to towns along the way	8/23/2023 5:57 PM
69	Possibly, as a last resort	8/23/2023 5:48 PM
70	No, hate to rely on others, unreliable	8/23/2023 5:27 PM
71	Yes. It would help save on car insurance	8/23/2023 5:19 PM
72	unlikely - personal car much more convenient and my schedule can vary day to day	8/23/2023 3:13 PM
73	yes- savings on parking and easy of commute	8/23/2023 10:38 AM
74	Maybe	8/21/2023 7:48 AM
75	Yes but please add sidewalks	8/20/2023 9:12 PM
76	It wouldn't go anywhere near my house in rural CG, so wouldn't likely take it.	8/18/2023 6:31 PM
77	Absolutely, I like taking day trips and leisure trips to wherever transit can take me, and I make a point to support local businesses when I go to a small town like Hastings. It would be great if there was a frequent commuter rail option with a station serving the walkable downtown area.	8/18/2023 10:59 AM
78	Yes. I used to enjoy taking the bus!	8/18/2023 1:25 AM
79	Probably not. With public transit, you need to get to the transit stop somehow and you need to get from the place you leave public transit and get to your ultimate destination. It is far easier to just take the car.	8/16/2023 8:00 PM
80	Yes. Public transportation is best for the environment. Fewer cars, less road surface.	8/16/2023 10:01 AM
81	No prefer private car	8/16/2023 5:52 AM
82	Yes. More economical and environmentally sustainable. Convenience.	8/15/2023 8:38 PM
83	Yes, save wear and tear on the car- and provide more options for work for those without cars	8/15/2023 2:53 PM
84	No. I can get around fine without it now and my family hasn't had any problem with transportation in this area for the past 60 years.	8/15/2023 1:42 PM
85	Yes. For a commuter the time holding the wheel feels really wasted. Transit would make the commute more leisurely and save us money. As a nurse working overnights driving can sometimes feel dangerous when tired, transit would be much safer personally also.	8/15/2023 11:24 AM
86	.	8/15/2023 7:35 AM
87	No because 1) I have my own vehicle, 2) Major safety concerns with public transit i.e. crime.	8/15/2023 6:55 AM
88	I didn't use it before the pandemic because it only ran in the morning and evening. I wanted to teach my kids about public transportation when they were younger but couldn't because it only ran in the morning and evening.	8/14/2023 10:53 PM
89	Would gladly use it. Buses are far cheaper than ride share options.	8/14/2023 10:33 PM
90	yes, to save my energy and be more efficient saving carbon.	8/14/2023 9:48 PM
91	Yes especially into downtown St. Paul/MINNEAPOLIS for convenience.	8/14/2023 8:31 PM

Red Rock Corridor

92	NO. It's COLD here. I'm not walking to a bus or train stop and standing in the weather and being trapped by the schedules you make up. Also, have you BEEN on a train in Mpls lately? I'd have to carry to feel safe.	8/14/2023 7:03 PM
93	I have no intention of using public transportation if it was available. I prefer to come and go on MY schedule.	8/14/2023 6:55 PM
94	no. I like to have flexibility on where and when I do things	8/14/2023 6:49 PM
95	Yes. As noted...I would mainly use it to go to events in other cities in the area.	8/14/2023 6:30 PM
96	Yes, especially to get to downtown St. Paul and hockey games.	8/14/2023 5:18 PM
97	No, and nobody else is using it either. EMPTY bus stations all along 61. Find a new project!	8/14/2023 4:17 PM
98	If the transit was available & safe, the answer is yes to it's use.	8/14/2023 3:38 PM
99	No, I like to be able to be on my own schedule and not depend on others	8/14/2023 3:19 PM
100	Not necessary for us locally. Not yet, anyway.	8/14/2023 2:44 PM
101	No	8/14/2023 12:03 PM
102	No	8/14/2023 10:52 AM
103	maybe - save on gas, parking	8/14/2023 7:38 AM
104	No, need car once I reach st paul to travel to clients v for work.	8/14/2023 6:25 AM
105	No. I like the freedom of my car and public transit is too dangerous and limited.	8/13/2023 9:47 PM
106	No, waste of taxpayer funding. No one works downtown anymore. Park and ride now sits empty.	8/13/2023 7:54 PM
107	No, I like driving my car on my schedule	8/13/2023 7:27 PM
108	No	8/13/2023 7:24 PM
109	No. There is no reason for it here. It would only bring in more crime and more issues to area that is safe. I guess that means political people would want the crime.	8/13/2023 7:15 PM
110	Nope, every time I've looked into public transit, whether I was living in Bloomington, or now in Cottage Grove, it's been complete inconvenient.	8/13/2023 5:44 PM
111	No. I like my freedom to go anywhere. Plus, it seems that public is less safe now that homeless people and thugs dwell there.	8/13/2023 4:11 PM
112	Yes - to visit hasting on the weekend and to visit family.	8/13/2023 2:44 PM
113	No	8/13/2023 1:43 PM
114	No	8/13/2023 1:16 PM
115	May need it in the future	8/13/2023 10:04 AM
116	If it was faster than driveing and afordably and safe i may	8/12/2023 8:31 PM
117	No. To restrictive.	8/12/2023 6:27 PM
118	Probably not	8/12/2023 5:10 PM
119	For what I use Hwy 61, probably not. In my leasure days, also not. Not sure where a bus would take me too?	8/12/2023 4:27 PM
120	Absolutely yes!	8/12/2023 3:10 PM
121	Sometimes. I prefer driving but would use it for events to avoid parking	8/12/2023 10:04 AM
122	No unless it was to Eagan.	8/12/2023 12:08 AM
123	No way it is infested with criminals & drugs - not safe	8/11/2023 10:38 PM
124	Absolutely not. It attracts crime. Its dirty. Its uncomfortable. Its unreliable.	8/11/2023 7:33 PM
125	No, I'd have to drive to get to it.	8/11/2023 6:17 PM

Red Rock Corridor

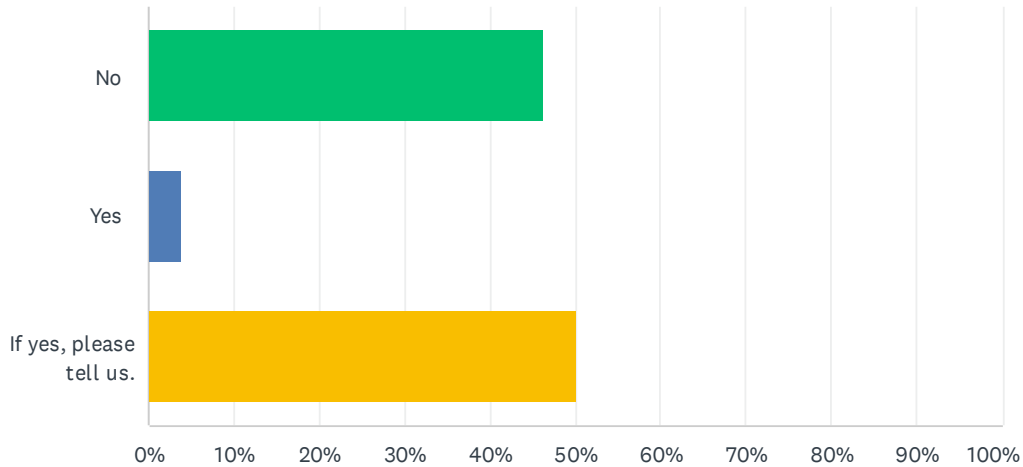
126	probably not	8/11/2023 6:13 PM
127	Absolutely! I would be able to get a better job, run errands and do fun things	8/11/2023 4:20 PM
128	Maybe for work. Little else	8/11/2023 3:18 PM
129	If it came all the way to Hastings, yes! If it didn't, no.	8/11/2023 1:29 PM
130	Yes, we like getting out the cities to explore Minnesota	8/11/2023 11:12 AM
131	Yes, it's so much better than driving	8/11/2023 9:49 AM
132	Yes	8/11/2023 7:30 AM
133	Not me personally, but my non-driving teens would	8/11/2023 5:18 AM
134	Maybe	8/11/2023 1:27 AM
135	No	8/10/2023 8:20 PM
136	I would use it to see family and friends and to travel.	8/10/2023 11:46 AM
137	Yes, because it opens up a whole part of town to explore that I haven't really been too since I had a car that I could reliably use.	8/10/2023 11:43 AM
138	Yes, Redwing and Hastings both have great waterfronts, parks and walkable downtowns that have great restaurants and shops, taking transit there occasionally would be great. But not only just for me, but the people in the area.	8/10/2023 11:31 AM
139	Yes, more importantly our patients could come to us. I Work in Healthcare	8/10/2023 7:03 AM
140	No	8/10/2023 6:12 AM
141	yes, I hate driving , grew up and spent most of my life taking public transportation (MTC in St Paul and RFTA in Aspen Colorado) until I moved to Hastings. It would be great to hook up with the gold line.	8/9/2023 5:24 PM
142	I have difficulty walking so public transport is a no.	8/9/2023 5:18 PM
143	Maybe	8/9/2023 2:09 PM
144	Yes, because it's too far to bike from Mpls	8/9/2023 12:22 PM
145	No	8/9/2023 8:26 AM
146	id try it	8/8/2023 8:22 PM
147	Possibly	8/8/2023 11:28 AM
148	I probably would not, unless I was immediately close to a tram or bus route that was relatively direct.	8/8/2023 9:31 AM
149	Yes, the convenience and cost/benefit ratio personally and for the community far outweigh the negatives. Public transportation is utilized successfully in other countries and would markedly improve road congestion and increase local spending by savings through gas/parking costs, increasing benefit to Cottage Grove and surrounding local businesses	8/7/2023 2:54 PM
150	no mostly bad people would be using it to get to richer areas to steal stuff	8/6/2023 11:45 PM
151	Yes!! I don't love driving so if there were a convenient option to ride share or use public transit to work, I would.	8/4/2023 2:37 PM
152	No, unless I was a daily commuter	8/1/2023 9:26 AM
153	I would use a direct light rail, shuttle, or possibly express bus service. Limiting number of stops and travel time would be key. If the service was well-maintained and included wi-fi, I could count my travel hours as productive hours.	7/31/2023 3:45 PM
154	Yes	7/31/2023 3:01 PM
155	no, would prefer to drive but acknowledge that others don't have that option.	7/31/2023 2:59 PM
156	Yes. I prefer taking transit to driving.	7/28/2023 12:37 AM

Red Rock Corridor

157	Yes! It's more sustainable and more cost effective	7/19/2023 12:41 PM
158	Yes, I would use it to go into the cities for dinner and entertainment. I do not like driving into the cities and find parking.	7/10/2023 12:54 PM

Q7 Have you experienced any challenges or issues while traveling within the corridor?

Answered: 158 Skipped: 0



ANSWER CHOICES	RESPONSES
No	46.20% 73
Yes	3.80% 6
If yes, please tell us.	50.00% 79
TOTAL	158

#	IF YES, PLEASE TELL US.	DATE
1	I've experienced many issues with bike safety within the corridor, as well as accessing public transit.	10/11/2023 4:01 PM
2	There is access via commuter buses from Cottage Grove, but nothing to Hastings	9/21/2023 2:23 PM
3	When traffic flow, it flows well. When there is any hiccups, it can have major impact.	9/9/2023 4:23 PM
4	Occasion backups at 494 and 61N	9/6/2023 10:15 AM
5	Heavy traffic makes entry/exit difficult from side streets, the area around Todd field is problematic with all the intersections.	9/6/2023 9:33 AM
6	The trains used to get to the stadiums look like homeless mobile homes.	9/2/2023 7:12 PM
7	Poor road condition from 494 turnoff through St. Paul portion.	8/31/2023 10:24 PM
8	There is no bus service to get to appointments or shopping.	8/31/2023 1:46 PM
9	People don't know how to drive properly	8/30/2023 7:28 PM
10	Congestion	8/30/2023 7:20 PM
11	Its the only efficient way out of the south east area, so when some traffic blockage occurs you're stuck.	8/30/2023 6:00 PM
12	must have a car	8/30/2023 3:44 PM
13	Traffic congestion	8/30/2023 2:15 PM

Red Rock Corridor

14	I didn't even think this was still going to be a thing. Nobody is talking about it anymore	8/30/2023 2:14 PM
15	The onramp to 61 from st paul park.. the highway is always glare ice in the winter	8/27/2023 8:09 PM
16	Road construction	8/27/2023 7:34 PM
17	Trash on the road ways. Aggressive and dangerous speeding with no visible enforcement.	8/27/2023 6:58 PM
18	Construction causing major delays, backups and inconvenient routing	8/27/2023 12:48 AM
19	Getting to/from park and ride	8/26/2023 11:27 PM
20	Too much traffic	8/26/2023 7:19 PM
21	Construction traffic, 494 loop	8/25/2023 3:56 PM
22	Time of buses is so limited.	8/25/2023 2:59 PM
23	huge rush hour backups on 61 north waiting to get onto 494 west prevent you from going from 61N to 494E	8/25/2023 1:11 PM
24	Traffic	8/24/2023 8:53 PM
25	Snow	8/24/2023 3:10 PM
26	I often see needless car wrecks because of poor driving.	8/24/2023 10:15 AM
27	Construction	8/24/2023 9:58 AM
28	Traffic - esp in winter	8/24/2023 9:50 AM
29	Construction	8/24/2023 9:06 AM
30	increase traffic load	8/24/2023 12:47 AM
31	The hwy 10/hwy 61. T intersection & lack of service roads cause left turn hazards	8/23/2023 8:26 PM
32	Road rage	8/23/2023 6:31 PM
33	70th street and 61 north have a lot of semis that slow down traffic when they are entering the highway.	8/23/2023 5:19 PM
34	heavy traffic in Hastings	8/23/2023 3:13 PM
35	Traffic jams	8/21/2023 7:48 AM
36	City has had our road under construction for years, removing significant walk ability. I would love to see a bike trail.	8/18/2023 6:31 PM
37	Barely any transit service with rush hour-only express buses. Pretty inconvenient for people who live in the city and would like to travel along the corridor throughout the day.	8/18/2023 10:59 AM
38	Fast traffic.	8/16/2023 10:01 AM
39	Weather and road conditions.	8/15/2023 8:38 PM
40	Traffic back ups when one issue happens	8/15/2023 2:53 PM
41	Excess traffic due to poor development planning and excessive growth	8/15/2023 1:42 PM
42	Bad weather makes the commute unbearable.	8/15/2023 11:24 AM
43	It would be great if the intersections at 95, and 10 by hastings were re-worked to eliminate the stop lights	8/15/2023 6:55 AM
44	Currently only construction is problematic but you can't get away from that	8/14/2023 10:53 PM
45	Difficulty getting onto eastbound 494 from 61 due to backed up traffic going westbound.	8/14/2023 9:48 PM
46	Slow drivers in the left lane.	8/14/2023 8:31 PM
47	Tailgaters, drag racers, etc.	8/14/2023 6:49 PM
48	Traffic backs up on 61. Accidents shut down access to and from Cottage Grove.	8/14/2023 6:30 PM

Red Rock Corridor

49	Too many crazy drivers.	8/14/2023 5:18 PM
50	Does idiot drivers count?	8/14/2023 2:44 PM
51	Heavy traffic	8/14/2023 10:52 AM
52	Traffic backups	8/14/2023 6:25 AM
53	Lack of decent alternatives to get your car across the Mississippi river.	8/13/2023 5:44 PM
54	Very backed up traffic on 61 due to 1) road repairs, and 2) 94 closures, 3) Not usre why.	8/13/2023 4:11 PM
55	There are not any reliable or frequent public transit options	8/13/2023 2:44 PM
56	Lots of traffic congestion and dangerous intersections	8/13/2023 10:04 AM
57	Road construction.	8/12/2023 6:27 PM
58	Speeding	8/12/2023 5:10 PM
59	Traffic is no longer MN nice any longer.	8/12/2023 4:27 PM
60	Scary on the green line. Very scary.	8/12/2023 10:04 AM
61	Traffic jams	8/11/2023 10:38 PM
62	Congestion, aggressive drivers, speeding drivers	8/11/2023 6:17 PM
63	Heavy traffic	8/11/2023 6:13 PM
64	Lack of availability for rides	8/11/2023 4:20 PM
65	Traffic, snow, construction, etc.	8/11/2023 1:29 PM
66	Traffic backups	8/11/2023 9:49 AM
67	Backed up traffic due to various interruptions	8/11/2023 7:30 AM
68	Been rearended. Experience traffic delays due to timing of lights.	8/11/2023 5:18 AM
69	Construction.	8/11/2023 1:27 AM
70	It is very difficult for me to get around without having a car.	8/10/2023 11:46 AM
71	Plenty of jobs I had to refuse because there was no reliable way for me to get there	8/10/2023 11:43 AM
72	Lack of transit	8/10/2023 11:31 AM
73	You have to have a car to get anywhere in this town, Hastings, that's why there are so many gas stations	8/10/2023 7:03 AM
74	Beginning of summer	8/9/2023 5:24 PM
75	Inadequate wall infrastructure and bus stops, lack of all day bus service	8/9/2023 12:22 PM
76	only during construction when roads are limited to one lane, or if exits are closed and alternate routes are needed to be used	8/8/2023 9:31 AM
77	Road congestion and time delays	8/7/2023 2:54 PM
78	Construction!	8/4/2023 2:37 PM
79	Traffic	7/31/2023 3:01 PM

Q8 What else would you like us to know about how you need to get around this area? What did we not ask about?

Answered: 62 Skipped: 96

#	RESPONSES	DATE
1	I think having high frequency LRT, as well as improved bike and pedestrian trails would be incredibly beneficial for the corridor. It would also be great if there is any future passenger rail within the corridor.	10/11/2023 4:01 PM
2	At a minimum, a link route from Hastings to Cottage Grove.	9/21/2023 2:23 PM
3	My experience in the past with other roads/streets is that making a transit or bike lane takes away from the original lanes of motor vehicle traffic and especially bike lanes are rarely used.	9/11/2023 4:54 PM
4	Could we get rid of the "short cut" by Todd field (the road on the north side that connects to 10th street). It saves zero time and just adds to the intersection chaos in the area. Could the area be turned into diagonal parking for the different events so we don't need to park in all the residential areas and eliminate one exit to slow vehicles down?	9/6/2023 9:33 AM
5	Need more bike paths	9/5/2023 6:47 PM
6	Cost and price to use it.	9/2/2023 7:12 PM
7	Is there any plan to bring back buses to Cottage Grove beyond the park and ride?	8/31/2023 10:24 PM
8	I would like to be able to get to appointments in Cottage Grove, Woodbury and St Paul. Would also like to be able to go shopping. As it is now there is no public transportation to get around. I checked with Darts to get to Dr appointment and was told \$33 each way plus \$2.50 per mile. A bit too expensive.	8/31/2023 1:46 PM
9	See prior answers.	8/31/2023 10:30 AM
10	A bridge between Cottage Grove and Inver Grove Heights could ease travel and enhance the growth of these communities.	8/30/2023 6:00 PM
11	transit is good if commuting in to St.Paul but I need to go opposite way to reach 3M Cottage Grove	8/30/2023 3:44 PM
12	Security.. bringing more people from inner city to subs.. more crime	8/27/2023 8:09 PM
13	N/A	8/27/2023 7:34 PM
14	What are the two areas of Hastings being targeted as the "connection points" for the Red Rock Corridor?	8/27/2023 6:58 PM
15	I do not want public transportation. It's a waste of tax payer money	8/27/2023 4:55 PM
16	Opening transit options along this corridor would benefit thousands of people	8/27/2023 12:48 AM
17	Darts bus service is once a week in Cottage Grove. We need a daily shuttle service for seniors with disabilities. Darts is only \$3.00 a day/all day.	8/26/2023 6:34 AM
18	Nothing	8/25/2023 3:52 PM
19	Keep this system out of Hastings, we already have issues don't make it worse.	8/24/2023 9:20 PM
20	Nothing	8/24/2023 8:34 PM
21	I cannot fathom how much money has been raked in by consultants to study this transportation corridor that keeps failing justification. Please stop Certainly Metro transit has backup busses and drivers available to borrow for a trial period. Do that and see how many riders show up. That will answer the question once and for all.	8/24/2023 1:41 PM
22	A transit line from Hastings to St. Paul is a dumb idea if the busses will get stuck in the same	8/24/2023 10:15 AM

Red Rock Corridor

traffic as everyone else. The busses should have a dedicated lane or be permitted to use the shoulder to bypass the traffic and decrease transit time. It takes me 30 minutes currently to drive from Hastings to work in St. Paul, if the bus takes an hour to do the same thing, I'm not invested. If it takes 45 minutes or less, I could be convinced. I'd suggest, long term, to have a variety of options, such as limited stop lines from Hastings to St. Paul.

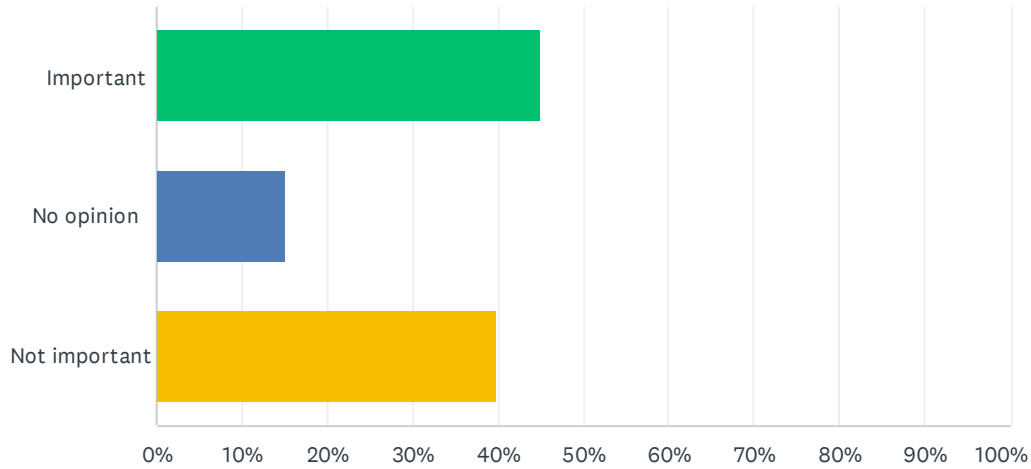
23	People need to understand how roundabouts work and how they are profoundly more efficient and safe than traditional intersections.	8/24/2023 9:58 AM
24	Are you concerned about crime that could occur from city to city or are you concerned about the movement of homeless encampments from city to city. These are 2 major items no one ever wants to talk about. What transportation options are currently available to seniors for free.	8/24/2023 9:42 AM
25	Regular transit from Hastings to Burnsville would allow connection with many businesses plus connection to cedar avenue busses	8/23/2023 8:26 PM
26	No	8/23/2023 5:57 PM
27	I work for a shelter in the area. It would be good to have an option to public transit as long as it is not just work hours.	8/23/2023 5:48 PM
28	I would love to see a dedicated safe bike trail in the area.	8/18/2023 6:31 PM
29	I'd like to see some more bike infrastructure as well to complement better transit service since it effectively doubles or triples the catchment area of stations.	8/18/2023 10:59 AM
30	I am 70 and in good health. My travel needs will change when I am old enough that I no longer drive. Then I'll be looking for transit options. But I will want an option that picks me up at my doorstep, drops me in front of my destination and picks me up later from there and drops me back home. Think Uber, taxis, etc.	8/16/2023 8:00 PM
31	All I need is fuel and paved streets.	8/15/2023 1:42 PM
32	If you are an adult and don't have a car it would be almost impossible to live here.	8/14/2023 10:53 PM
33	Stop brining the garbage to the suburbs with public transportation I pay for with my taxes and will never use. Build more lanes, keep up the road surfaces. Lower the taxes on car tabs and make it easier to test for a license if you want to use tax money more wisely to make it more 'accessible'.	8/14/2023 7:03 PM
34	I don't need or want BRT in Cottage Grove.	8/14/2023 6:55 PM
35	No changes needed. Spend our money elsewhere!	8/14/2023 4:17 PM
36	Having transit available, when needed.	8/14/2023 3:38 PM
37	We are in Woodbury (from Cottage Grove) probably three times a week. The roads are improving as these local suburbs continue to grow.	8/14/2023 2:44 PM
38	Leave it alone!! If I wanted the crime and problems I would move.	8/13/2023 7:15 PM
39	Putting up more bridges.	8/13/2023 5:44 PM
40	Driving on 94 on the way to 61 seems less and less safe. There are many more reckless drivers who speed, tailgate and weave.	8/13/2023 4:11 PM
41	Transportation to St Paul for Medical appointments is needed.	8/13/2023 10:04 AM
42	Blow ground bullet trains and options at the station to finish your trip	8/12/2023 8:31 PM
43	Bike and pedestrian needs.	8/12/2023 6:27 PM
44	The Maintenance on the Hastings Bridge is one of my big concerns. MNDOT does NOT do a good of keeping the bridge drains clean and it concern of safety when weeds and dirt piles up on the drains.	8/12/2023 4:27 PM
45	It would be really nice to have a bridge built to link Cottage Grove to Inver Grove Heights instead of driving up to Newport or down to Hastings to cross the Mississippi River.	8/12/2023 3:10 PM
46	Ticket all the people who throw trash & cigarette butts out. The turns lanes are disgusting.	8/11/2023 10:38 PM
47	Please just leave it alone. Its not needed. No one can afford it. No one wants to deal with the	8/11/2023 7:33 PM

Red Rock Corridor

	10 years of construction to make it happen. No one wants the crime it attracts.	
48	Nothing	8/11/2023 4:20 PM
49	If I have to use my car to drop kids off at daycare, then I would probably just continue on in my car.	8/11/2023 1:29 PM
50	No real transit here so we don't use it	8/11/2023 11:12 AM
51	Idk	8/11/2023 7:30 AM
52	Na	8/11/2023 1:27 AM
53	Eliminate mass transit	8/10/2023 8:20 PM
54	I would like there to be an expansion of transit services in the area. I would prefer there to be rail transit here.	8/10/2023 11:46 AM
55	I'm disappointed with the previous Alternative Analysis that was completed. I feel like the BRT option was chosen too quickly and the operations costs quoted seemed like it was too high compared to other systems around the country particularly Salt Lake City's Regional Rail. The BRT was also compared against commuter rail instead of an all day regional rail service. There should be regular regional rail at headways of 30/60 minutes all day at the minimum to Hastings with limited trips continuing to Treasure Island, and Red Wing. But those routes south of Hastings aren't feasible on a bus. It could also interline with the Dan Patch Corridor, or Northstar to allow further one seat connections to and from the Red Rock Corridor. The railroad is right there with similar connectivity to most of the proposed stations, but yet we are looking at an option with less capacity, rider comfort, development potential, and ability to convert a non-transit user to a transit rider. If we are serious about getting new users to switch to transit, and providing those who rely on transit a better experience. Regional Rail is the only alternative that makes sense for this corridor.	8/10/2023 11:43 AM
56	Frequent regional rail should be considered for this corridor, buses are good, but get caught in traffic and are low capacity.	8/10/2023 11:31 AM
57	Hasting express to the gold line	8/9/2023 5:24 PM
58	None	8/9/2023 8:26 AM
59	N/A	8/8/2023 9:31 AM
60	Public transportation to the Twin Cities and within the city of Cottage Grove is instrumental to improving access for the community and the financial conditions of the region. Access within the Cottage Grove and to neighboring cities (St Paul Park, Hastings, etc.) will increase local money flow and access to the Twin Cities will allow employees/employers to save and spend more locally. Providing more times than what MetroTransit currently does is also extremely important. This can be accomplished with a mix of frequent stops and express stops, or solely with express stops (main access points, i.e. Hastings, Cottage Grove, St Paul Park, Union Station St Paul, East Bank UMN, West Bank UMN, US Bank Stadium, Downtown Minneapolis)	8/7/2023 2:54 PM
61	a car and a job to pay for it.	8/6/2023 11:45 PM
62	Many of my friends also agree that a commuter train from Hastings would be great and well used.	7/19/2023 12:41 PM

Q9 How important is it to you to have choices for travel, such as public transit?

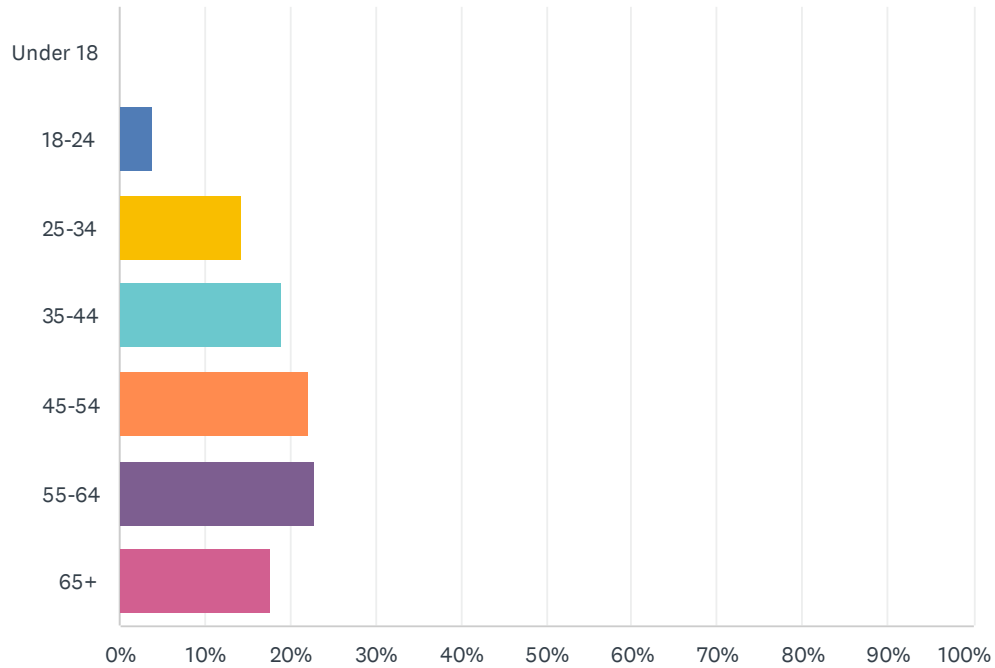
Answered: 158 Skipped: 0



ANSWER CHOICES	RESPONSES	
Important	44.94%	71
No opinion	15.19%	24
Not important	39.87%	63
TOTAL		158

Q10 What is your age?

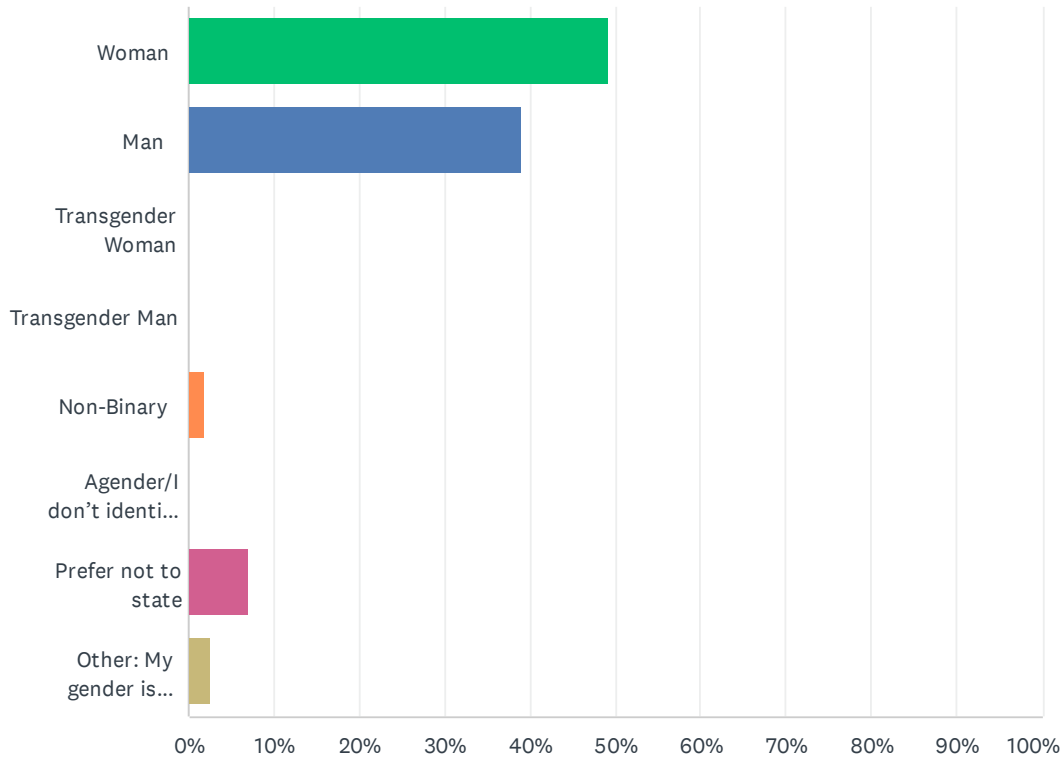
Answered: 153 Skipped: 5



ANSWER CHOICES	RESPONSES	
Under 18	0.00%	0
18-24	3.92%	6
25-34	14.38%	22
35-44	18.95%	29
45-54	22.22%	34
55-64	22.88%	35
65+	17.65%	27
TOTAL		153

Q11 What is your gender?

Answered: 154 Skipped: 4

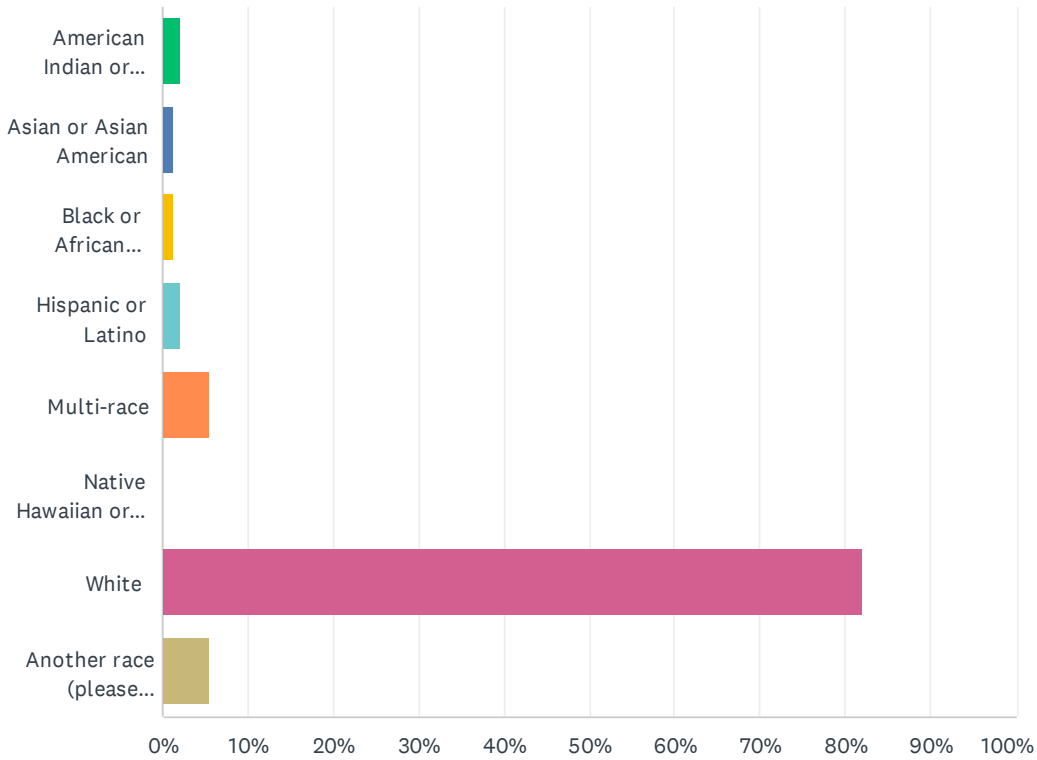


ANSWER CHOICES	RESPONSES	
Woman	49.35%	76
Man	38.96%	60
Transgender Woman	0.00%	0
Transgender Man	0.00%	0
Non-Binary	1.95%	3
Agender/I don't identify with any gender	0.00%	0
Prefer not to state	7.14%	11
Other: My gender is _____	2.60%	4
TOTAL		154

#	OTHER: MY GENDER IS _____	DATE
1	NA	8/25/2023 1:11 PM
2	Is this question relevant if the answer can just be made-up?	8/24/2023 1:41 PM
3	Why do you care?	8/14/2023 10:52 AM
4	All of them another dumb question	8/6/2023 11:45 PM

Q12 Which race best describes you?

Answered: 146 Skipped: 12



ANSWER CHOICES	RESPONSES
American Indian or Alaska Native	2.05% 3
Asian or Asian American	1.37% 2
Black or African American	1.37% 2
Hispanic or Latino	2.05% 3
Multi-race	5.48% 8
Native Hawaiian or other Pacific Islander	0.00% 0
White	82.19% 120
Another race (please specify)	5.48% 8
TOTAL	146

#	ANOTHER RACE (PLEASE SPECIFY)	DATE
1	What does it matter what my race is? I am a MN resident.	9/6/2023 9:33 AM
2	American	8/31/2023 3:40 PM
3	Prefer not to answer	8/27/2023 6:58 PM
4	Why is this question based on a description of me rather than how I identify?	8/24/2023 1:41 PM

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5	Doesn't matter	8/23/2023 5:27 PM
6	Why do you care	8/14/2023 10:52 AM
7	Political	8/11/2023 10:38 PM
8	all of them	8/6/2023 11:45 PM

Q13 In what city do you live?

Answered: 158 Skipped: 0

#	RESPONSES	DATE
1	Saint Paul	10/11/2023 4:01 PM
2	Hastings	9/21/2023 2:23 PM
3	Cottage Grove	9/12/2023 7:48 PM
4	Cottage Grove	9/11/2023 4:54 PM
5	Cottage Grove	9/9/2023 4:23 PM
6	Hastings	9/6/2023 12:15 PM
7	Cottage Grove	9/6/2023 10:15 AM
8	Hastings	9/6/2023 9:33 AM
9	Rural Hastings	9/5/2023 6:47 PM
10	Hastings	9/5/2023 6:36 PM
11	Cottage Grove	9/2/2023 7:12 PM
12	Cottage Grove.	8/31/2023 10:24 PM
13	Cottage Grove	8/31/2023 3:40 PM
14	St Paul Park.	8/31/2023 1:46 PM
15	Cottage Grove	8/31/2023 10:30 AM
16	Cottage Grove	8/30/2023 7:28 PM
17	Cottage grove	8/30/2023 7:20 PM
18	Cottage Grove	8/30/2023 6:00 PM
19	Minneapolis	8/30/2023 3:44 PM
20	Cottage Grove	8/30/2023 3:26 PM
21	everywhere	8/30/2023 2:49 PM
22	Cottage grove	8/30/2023 2:15 PM
23	Cottage Grove	8/30/2023 2:14 PM
24	COTTAGE GROVE	8/28/2023 3:16 PM
25	St Paul Park	8/27/2023 8:09 PM
26	Cottage Grove	8/27/2023 7:34 PM
27	Hastings	8/27/2023 6:58 PM
28	Cottage Grove	8/27/2023 4:55 PM
29	Hastings	8/27/2023 12:48 AM
30	Cottage Grove	8/26/2023 11:27 PM
31	Cottage Grove	8/26/2023 7:19 PM
32	Cottage Grove	8/26/2023 10:39 AM
33	Cottage Grove	8/26/2023 8:30 AM

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34	Cottage Grove	8/26/2023 6:34 AM
35	Cottage Grove	8/25/2023 8:09 PM
36	Cottage Grove	8/25/2023 6:26 PM
37	Cottage Grove	8/25/2023 6:06 PM
38	Cottage Grove	8/25/2023 4:37 PM
39	Cottage Grove	8/25/2023 3:56 PM
40	Cottage Grove	8/25/2023 3:52 PM
41	Cottage Grove	8/25/2023 3:17 PM
42	Cottage Grove	8/25/2023 3:10 PM
43	Cottage Grove	8/25/2023 2:59 PM
44	Rochester	8/25/2023 2:57 PM
45	Hastings	8/25/2023 1:11 PM
46	Hastings	8/25/2023 8:55 AM
47	Hastings	8/25/2023 4:47 AM
48	Hastings	8/24/2023 9:20 PM
49	Hastings	8/24/2023 8:53 PM
50	Hastings	8/24/2023 8:34 PM
51	Hastings,	8/24/2023 7:20 PM
52	Hastings	8/24/2023 3:10 PM
53	Close to Ellsworth, WI	8/24/2023 1:41 PM
54	Hastings	8/24/2023 10:15 AM
55	Hastings	8/24/2023 10:08 AM
56	Hastings	8/24/2023 9:58 AM
57	Hastings	8/24/2023 9:50 AM
58	Hastings	8/24/2023 9:42 AM
59	Prescott, WI	8/24/2023 9:06 AM
60	Hastings	8/24/2023 8:05 AM
61	Hastings	8/24/2023 6:26 AM
62	Hastings	8/24/2023 5:49 AM
63	Farmington	8/24/2023 12:47 AM
64	Hastings	8/23/2023 9:34 PM
65	Hastings	8/23/2023 8:26 PM
66	Hastings	8/23/2023 6:50 PM
67	Hastings	8/23/2023 6:31 PM
68	Hastings	8/23/2023 5:57 PM
69	Hastings	8/23/2023 5:48 PM
70	Doesn't matter	8/23/2023 5:27 PM
71	Saint Paul Park	8/23/2023 5:19 PM

Red Rock Corridor

72	Hastings	8/23/2023 3:13 PM
73	Cottage Grove	8/23/2023 10:38 AM
74	Cottage Grove	8/21/2023 7:48 AM
75	Cottage Grove	8/20/2023 9:12 PM
76	Cottage Grove	8/18/2023 6:31 PM
77	Minneapolis	8/18/2023 10:59 AM
78	St. Paul Park	8/18/2023 1:25 AM
79	Newport	8/16/2023 8:00 PM
80	Cottage grove.	8/16/2023 10:01 AM
81	St. Paul Park	8/16/2023 5:52 AM
82	Hastings	8/15/2023 8:38 PM
83	Cottage Grove	8/15/2023 2:53 PM
84	Cottage Grove, MN	8/15/2023 1:42 PM
85	Hastings	8/15/2023 11:24 AM
86	CG	8/15/2023 7:35 AM
87	Hastings	8/15/2023 6:55 AM
88	Cottage Grove	8/14/2023 10:53 PM
89	White Bear Lake, MN	8/14/2023 10:33 PM
90	Cottage Grove	8/14/2023 9:48 PM
91	Prescott, WI	8/14/2023 8:31 PM
92	Hastings	8/14/2023 7:03 PM
93	Cottage Grove	8/14/2023 6:55 PM
94	Prescott, WI	8/14/2023 6:49 PM
95	Cottage Grove	8/14/2023 6:30 PM
96	Prescott	8/14/2023 5:18 PM
97	Cottage Grove	8/14/2023 4:17 PM
98	Hastings	8/14/2023 3:38 PM
99	Otsego	8/14/2023 3:19 PM
100	Cottage Grove	8/14/2023 2:44 PM
101	Cottage Grove	8/14/2023 12:03 PM
102	Hastings	8/14/2023 10:52 AM
103	woodbury	8/14/2023 7:38 AM
104	Prescott wi	8/14/2023 6:25 AM
105	St Paul Park	8/13/2023 9:47 PM
106	St. Paul Park	8/13/2023 7:54 PM
107	Hastings	8/13/2023 7:27 PM
108	Cottage Grove	8/13/2023 7:24 PM
109	Hastings	8/13/2023 7:15 PM

Red Rock Corridor

110	Cottage Grove	8/13/2023 5:44 PM
111	Prescott, WI	8/13/2023 4:11 PM
112	Saint Paul	8/13/2023 2:44 PM
113	Cottage grove	8/13/2023 1:43 PM
114	Cottage Grove	8/13/2023 1:16 PM
115	Hastings	8/13/2023 10:04 AM
116	Prescott	8/12/2023 8:31 PM
117	Cottage Grove	8/12/2023 6:27 PM
118	Cottage Grove	8/12/2023 5:10 PM
119	Hastings	8/12/2023 4:27 PM
120	Hastings	8/12/2023 3:10 PM
121	Cottage Grove	8/12/2023 10:04 AM
122	Cottage Grove	8/12/2023 12:08 AM
123	Woodbury	8/11/2023 10:38 PM
124	Cottage Grove	8/11/2023 7:33 PM
125	River Falls, WI	8/11/2023 6:17 PM
126	St. Paul Park	8/11/2023 6:13 PM
127	Hastings	8/11/2023 4:20 PM
128	Cottage Grove	8/11/2023 3:18 PM
129	Hastings	8/11/2023 1:29 PM
130	Saint Paul, Minnesota	8/11/2023 11:12 AM
131	Minneapolis	8/11/2023 9:49 AM
132	Cottage Grove	8/11/2023 7:30 AM
133	Hastings	8/11/2023 5:18 AM
134	South St. Paul	8/11/2023 1:27 AM
135	White Bear Lake	8/10/2023 8:20 PM
136	Minneapolis, Minnesota	8/10/2023 11:46 AM
137	St Paul	8/10/2023 11:43 AM
138	St. Paul	8/10/2023 11:31 AM
139	Hastings	8/10/2023 7:03 AM
140	Cottage grove	8/10/2023 6:12 AM
141	Hastings	8/9/2023 5:24 PM
142	Woodbury	8/9/2023 5:18 PM
143	St Paul	8/9/2023 2:09 PM
144	Minneapolis	8/9/2023 12:22 PM
145	Cottage grove	8/9/2023 8:26 AM
146	igh	8/8/2023 8:22 PM
147	Cottage grove	8/8/2023 11:28 AM

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148	Rosemount	8/8/2023 9:31 AM
149	Cottage Grove	8/7/2023 2:54 PM
150	whatever one i want.	8/6/2023 11:45 PM
151	Stillwater	8/4/2023 2:37 PM
152	Mound, MN	8/1/2023 9:26 AM
153	Minneapolis	7/31/2023 3:45 PM
154	Woodbury	7/31/2023 3:01 PM
155	Woodbury	7/31/2023 2:59 PM
156	Woodbury	7/28/2023 12:37 AM
157	Hastings, MN	7/19/2023 12:41 PM
158	Cottage Grove	7/10/2023 12:54 PM

2. Survey for employers

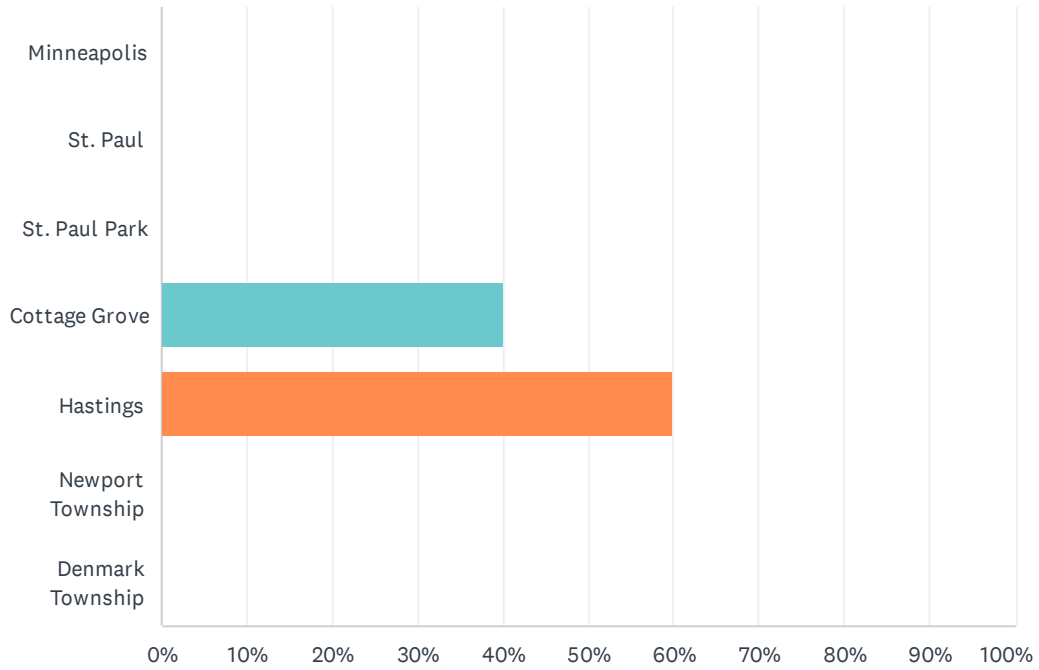
Q1 What is the name of your company?

Answered: 5 Skipped: 0

#	RESPONSES	DATE
1	Hidden	9/28/2023 2:56 PM
2	Hidden	8/21/2023 1:33 PM
3	Hidden	8/11/2023 5:22 AM
4	Hidden	7/25/2023 4:13 PM
5	Hidden	7/13/2023 12:27 PM

Q2 In what city is your company located?

Answered: 5 Skipped: 0

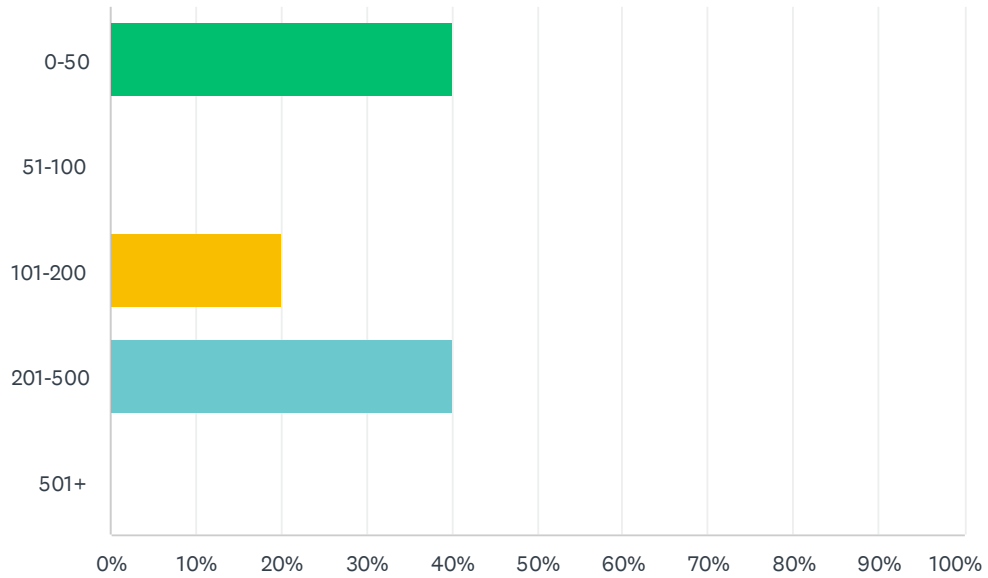


ANSWER CHOICES	RESPONSES
Minneapolis	0.00% 0
St. Paul	0.00% 0
St. Paul Park	0.00% 0
Cottage Grove	40.00% 2
Hastings	60.00% 3
Newport Township	0.00% 0
Denmark Township	0.00% 0
TOTAL	5

#	OTHER	DATE
	There are no responses.	

Q3 About how many employees do you have?

Answered: 5 Skipped: 0



ANSWER CHOICES	RESPONSES	
0-50	40.00%	2
51-100	0.00%	0
101-200	20.00%	1
201-500	40.00%	2
501+	0.00%	0
TOTAL		5

Q4 Please describe where your employees live. No short set of questions can capture where a workforce lives, but help us understand broadly where your current workforce lives. For example: In the Highway 61 corridor? In the south suburbs, but not necessarily along Highway 61? In Minneapolis or Saint Paul? In Dakota County? Etc. If you are unsure, please write "unsure" in the box.

Answered: 5 Skipped: 0

#	RESPONSES	DATE
1	Cottage Grove, Hastings, Newport, St. Paul Park, Woodbury, South St Paul, Rosemont, Apple Valley	9/28/2023 2:56 PM
2	Minneapolis , St Paul & Haistings	8/21/2023 1:33 PM
3	Near hwy 61	8/11/2023 5:22 AM
4	Several cities and suburbs in all directions: For instance: Hastings, Ellsworth, River Falls, Cottage Grove, Oakdale, Lake Elmo, Eden Prairie, St. Paul Park, Eagan, Woodbury, Prescott, Apple Valley, Burnsville, Elko, Harris, Rosemount, Shakopee, Kenyon, Red Wing, Stillwater, Prior Lake, Maple Grove, Lakeville, St. Paul, Cannon Falls, etc.	7/25/2023 4:13 PM
5	Hastings, Cottage Grove, St. Paul, Western WI	7/13/2023 12:27 PM

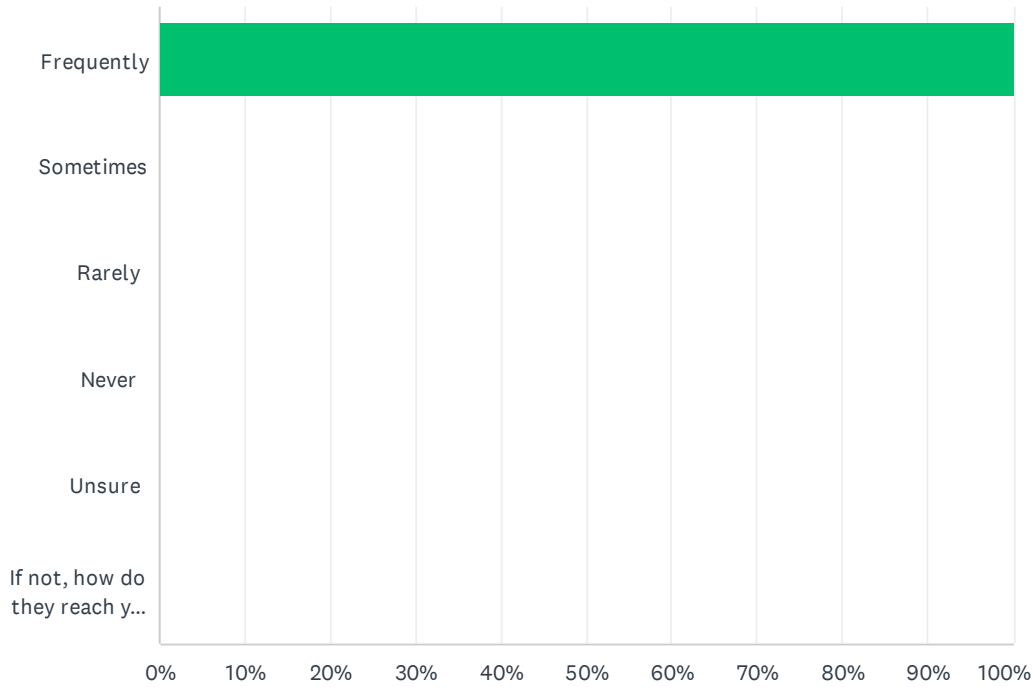
Q5 Similarly, share if you can how far your employees generally travel to reach your workplace? Please write "unsure" if you do not know.

Answered: 5 Skipped: 0

#	RESPONSES	DATE
1	Generally 20-35 minutes	9/28/2023 2:56 PM
2	30 minutes	8/21/2023 1:33 PM
3	0-5 miles	8/11/2023 5:22 AM
4	unsure	7/25/2023 4:13 PM
5	1 - 30 miles	7/13/2023 12:27 PM

Q6 Do your employees use Highway 61 to reach your workplace?

Answered: 5 Skipped: 0

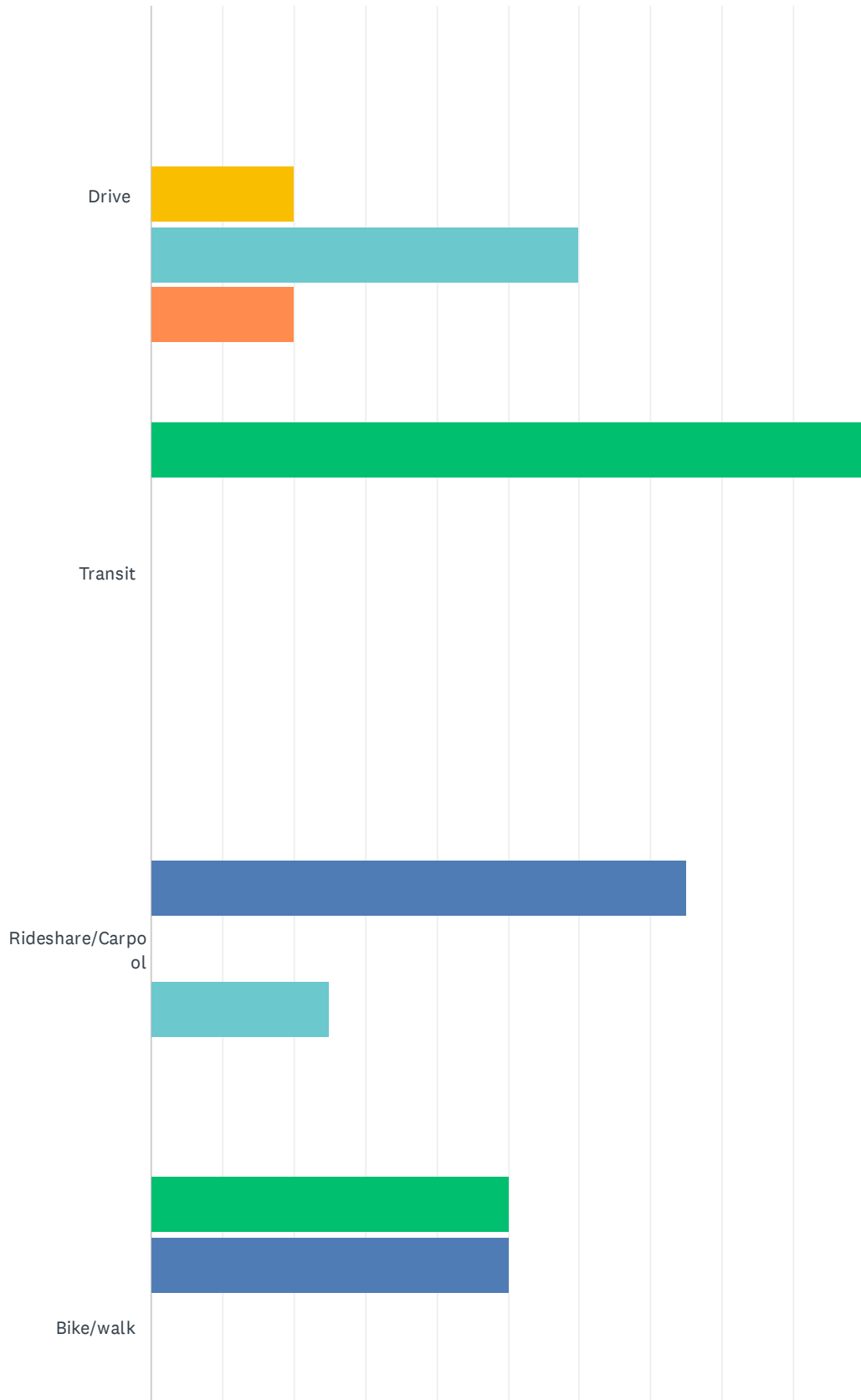


ANSWER CHOICES	RESPONSES	
Frequently	100.00%	5
Sometimes	0.00%	0
Rarely	0.00%	0
Never	0.00%	0
Unsure	0.00%	0
If not, how do they reach your workplace?	0.00%	0
TOTAL		5

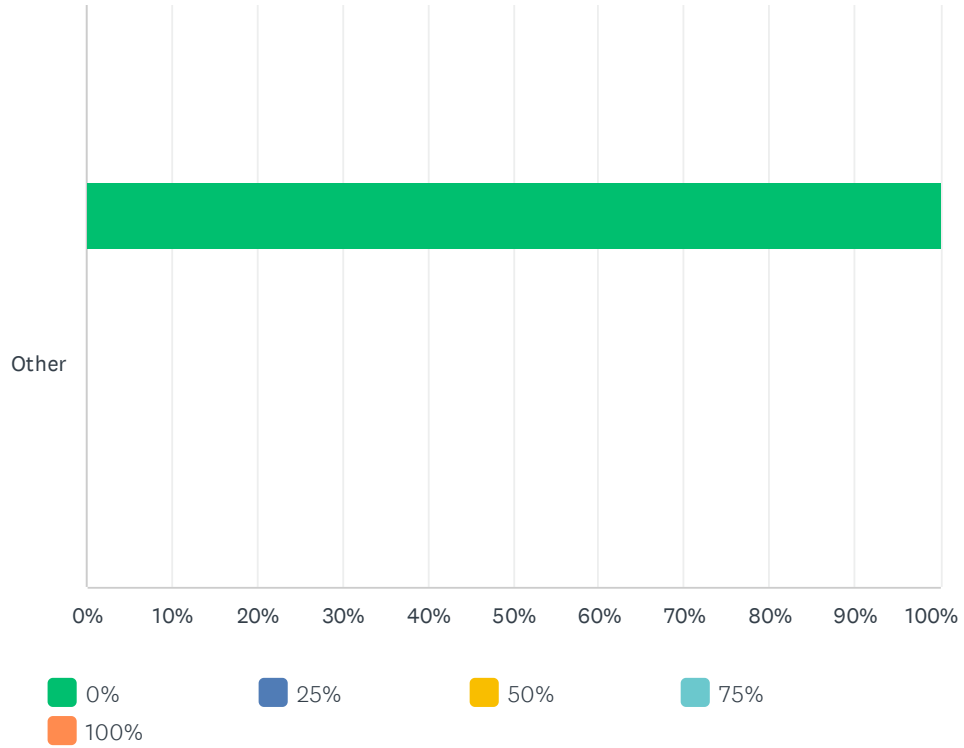
#	IF NOT, HOW DO THEY REACH YOUR WORKPLACE?	DATE
	There are no responses.	

Q7 How do your employees get to work? Giving your best estimate:

Answered: 5 Skipped: 0



Red Rock Corridor Employer Survey



	0%	25%	50%	75%	100%	TOTAL	WEIGHTED AVERAGE
Drive	0.00% 0	0.00% 0	20.00% 1	60.00% 3	20.00% 1	5	4.00
Transit	100.00% 2	0.00% 0	0.00% 0	0.00% 0	0.00% 0	2	1.00
Rideshare/Carpool	0.00% 0	75.00% 3	0.00% 0	25.00% 1	0.00% 0	4	2.50
Bike/walk	50.00% 1	50.00% 1	0.00% 0	0.00% 0	0.00% 0	2	1.50
Other	100.00% 1	0.00% 0	0.00% 0	0.00% 0	0.00% 0	1	1.00

**Q8 Is transportation an issue when recruiting/hiring/retaining employees?
Have potential employees identified transportation challenges? Please
explain.**

Answered: 5 Skipped: 0

#	RESPONSES	DATE
1	Yes, sometimes a candidate's only barrier is reliable transportation	9/28/2023 2:56 PM
2	yes because some of them don't have a car yet	8/21/2023 1:33 PM
3	Several do not drive	8/11/2023 5:22 AM
4	Not that I'm aware of - in terms of transportation it would be more of a preference against a long commute more than anything.	7/25/2023 4:13 PM
5	Yes, not having reliable public transportation hinders many applicants ability to work in Hastings.	7/13/2023 12:27 PM

Q9 What barriers do your employees have related to travel?

Answered: 4 Skipped: 1

#	RESPONSES	DATE
1	no transportation	8/21/2023 1:33 PM
2	Lack of services for non-drivers	8/11/2023 5:22 AM
3	unsure	7/25/2023 4:13 PM
4	Lack of public bus line, taxi/Uber services, etc.	7/13/2023 12:27 PM

Q10 How have travel needs changed for your employees since the pandemic?

Answered: 4 Skipped: 1

#	RESPONSES	DATE
1	N/A	8/21/2023 1:33 PM
2	Na	8/11/2023 5:22 AM
3	People don't want to travel as much - more people asking to work from home where the job allows it.	7/25/2023 4:13 PM
4	Increased expenses have lead some employees to rely on public transportation vs. owning a car.	7/13/2023 12:27 PM

Q11 What, if any, transportation strategies do you use with employees (private shuttle, transit incentives, carpool assistance, etc.). What is your goal with those?

Answered: 4 Skipped: 1

#	RESPONSES	DATE
1	Transit Incentives & Carpool Assistance	8/21/2023 1:33 PM
2	None	8/11/2023 5:22 AM
3	NA	7/25/2023 4:13 PM
4	-	7/13/2023 12:27 PM

Q12 If public transit were more conveniently available in this area, would it improve your ability to recruit?

Answered: 5 Skipped: 0

#	RESPONSES	DATE
1	Yes	9/28/2023 2:56 PM
2	definitely , would be life changing	8/21/2023 1:33 PM
3	Possibly	8/11/2023 5:22 AM
4	I doubt it	7/25/2023 4:13 PM
5	Absolutely!	7/13/2023 12:27 PM

Q13 What else would you like us to know about how your employees need to get around this area? What did we not ask about?

Answered: 1 Skipped: 4

#	RESPONSES	DATE
1	N/A	8/21/2023 1:33 PM

Q14 What is your role at the company?

Answered: 5 Skipped: 0

#	RESPONSES	DATE
1	HR	9/28/2023 2:56 PM
2	Owner	8/21/2023 1:33 PM
3	Owner	8/11/2023 5:22 AM
4	Manager of Compensation & Benefits	7/25/2023 4:13 PM
5	Community Engagement Manager	7/13/2023 12:27 PM

2. Focus groups

Renewal by Andersen Focus Group

Renewal by Andersen participants were selected by Renewal by Andersen and drawn from production staff and management.

How would you describe your transportation needs at Renewal by Andersen?

- Grown tremendously over the last 5 years – much more car volume has come in and the workforce has doubled in the last 5 years and plans to grow even more over the next few years for this campus. Effective September, there will be a flexible hybrid policy taking place.
- 1500+ employees between the manufacturing, shipping teams and administrative roles.
- The industrial park is growing – a significant expansion is taking place in the area.
 - o Post-pandemic: Many St. Paul commuters are coming to Cottage Grove versus pre-pandemic, Cottage Grove commuters are going into St. Paul.
- Since the beginning of 2022, 1153 production applicants have turned down roles because the location was too far. It is unclear if transportation was the limit or didn't want to travel that far.
 - o 104 applicants said they were lacking transportation.
 - o Marketing promotion for job opportunities don't go past west of Minneapolis and they do recruit applicants from Western WI. Stay within a 30-mile radius for postings and recruiting purposes.
 - o They would have to pull individual feedback forms in order to figure out applicants' transportation barriers.
 - o Employees are looking to carpool with other employees if they have the same shift.
 - o Busing hasn't been accessible – bus routes don't align with shift change times for manufacturers.
- Shifts are M-F
 - o First shift: 7 a.m. to 3 p.m.; Second shift: 3-11 p.m.; Third shift: 11 p.m. to 7 a.m.
 - o Weekend shift: Friday-Sunday from 5 p.m. to 5 a.m. all three days
- Attendance is strict as employees must show up to work 15-30 minutes before their shift starts.
- During the school year, when the school buses leave on E Point Douglas, the roads get really congested around 7 a.m.
- For westside commuters, the bridge is the only way in and out to get to campus.

- Lives in a condo in Minneapolis; Mentions it would be convenient to have public transportation (light rail, bus) would be nice as she has a one-car household.
- As we look at ways to attract new employees and back-to-office options, transportation can play a big role in employees wanting to come to the office.

How have public transportation needs changed post-pandemic?

- We can hypothesize that people would use public transit. We currently have several individuals who struggle to get to work due to transportation. Some employees take Uber to get to work.
- Pre-pandemic, Renewal by Andersen employees were working 5 days a week in the office to today, where they are implementing a 3 days a week (flexible) policy. The need for transportation become higher as we continue to grow.
- Some employees remain remote if they were hired remotely at the time for office staff.
- Production staff comes in 5 days a week. Some employees live west of Minneapolis due to recruitment for remote positions during Covid.
- There is a train that runs from Elk River to Minneapolis. Candidates have asked if Uber would be considered reliable transportation; however, based on Renewal by Andersen policy, it is not and the candidate is no longer considered for the role.

What are some helpful solutions that Renewal by Andersen needs in order to solve transportation barriers?

- The challenge with mass transit in Minnesota is that last step – for example, if there a light rail that runs off the highway and drops off employees at the Target in town, that doesn't help us because how will they get to the Renewal by Andersen campus?
 - o Renewal by Andersen would need to be a dedicated stop for bus routes or light rail stops.
- This industrial park has other companies that are similar size as Renewal by Andersen.
- Bus shuttle could work but would have to be timely at all times for employees to make their shift.
- The frequency of shuttles would have to increase as Renewal by Andersen continues to grow. If there is a light rail, then there would have to be a bus transport to the campus.
- There are 28 entries in the Renewal by Andersen.
- Only three stops would be necessary.
- There are plans will be a distribution center up on 100th St.; roughly the same size as Renewal by Andersen. It will be an electrical supply company.
- The question becomes who provides the shuttle? Employers or a public transit service?
- Would the bus line (Gold Line) going into Woodbury come into play for this project?

- Posed question about Renewal by Anderson running their own shuttle, or group of employers in industrial park working together to provide that.
 - o Cost benefit analysis necessary but RBA open to exploring, open to others in industrial complex being involved.
 - o Employee operated van pool – for shifts.
 - + No hiring of drivers
 - - dependent on designated driver being reliable
- Potential middleman solution – van pool companies
 - o private company sometimes preferred to large public agency.

3M Cottage Grove Focus Group

Participants were selected by 3M and drawn from production staff and management.

3M generally employs a lot of folks from western Wisconsin and the Twin Cities metro. Example commutes: from Hudson, Eagan, Saint Paul, Cottage Grove, New Richmond, River Falls.

What makes getting around difficult?

- One car household
- Uber costs have gone up (example - \$30 for one way trip into work)
- Construction delays
- Can't rely on transit to be on time
- Weather delays
- Crime concerns

Specific to commuting to 3M campus

- Existing commute options limit hiring pool. Can't realistically work at 3M without own, private transportation
- Parking – some parking capacity challenges due to construction staging, large vehicles
- Heavy freight traffic (Amazon facility contributing to increased volumes)
- Higher security site – not ideal for a transit stop, but there are vans that could be utilized to ferry people round site.
- 3 shifts, 24/7 -- not necessarily at peak commute times
- Trains delay traffic at shift change (6am), block entrance gate

What has changed about transportation in recent years?

- Cost of operating / maintaining vehicle (gas, parts, labor, etc.) has increased
- Size of cars has increased
- EV trends elsewhere, MN weather makes it challenging

- Try to group errands for cost efficiency
- Appointments farther out, hard to schedule around
- Some work from home for office folks, but not as significant a shift as wider trend.

What does your ideal transportation look like?

- Lower gas prices
- More capacity added for highway system, (e.g. HWY 61 to 3 lanes (especially if bus option pursued))
- Better coordination of construction projects – minimize delays
- If transit stop added, place it centrally – then shuttles around campus
- ‘On-time’ is critically important – some hesitancy to rely on transit because of small on-time window
- Needs to be more convenient than driving yourself
- Private last mile shuttle run by employer, potentially collaborating with other industrial park employers to make it economical.
- Limited walking preferred, particularly because of winter conditions
- Mimic Metro Transit’s ‘guaranteed ride home’ to resolve overtime / missing bus concerns
- Designed not just for typical commute patterns (bi-directional, no “start point”)

Other thoughts sparked by the conversation?

- This location doesn’t currently facilitate carpooling, other locations do to some degree. Would be open to considering.

Considerations for carpool:

- Concentrations of employees determines vehicle size
- Carpool collaboration likely not feasible with other industrial park businesses because of the different shifts/schedules.
- Lots of ifs – very infrequent that a work week goes exactly as scheduled (overtime, leave early, etc.)

Ramsey County Workforce Focus Group

Held at the Rondo Community Library

Participants: Backgrounds in social work, labor relations, workforce development, construction and building trades council, probation officer. There were also a few residents present.

General thoughts from the group:

- For Construction – transit tends to come after construction is completed. Necessary to have car to get to construction sites, etc.
- Irregular start times are another barrier – even existing transit is hard to use outside of peak commuting hours.
- East metro left behind in transportation investments
- Equity important in creating solutions – various needs. Wrap around services and supportive infrastructure often overlooked.

- People need incentives for other modes to reduce congestion

What are your travel needs? Most frequently visited destinations? Purpose? Mode?

- Work (Doordash) driving in the metro (live in St Paul – Doordash within the cities). Uses transit for state fair or other events
- Use transit for fair. Would like to use it for all events in the cities but current options are only at peak commute times
- Members of family bike and bus because they are a one car family. No regular workplace location so use car for work. Within the city, use transit. Environmentally motivated to use transit when possible.
- Clients (social work) would appreciate options, within the region and to other metros (Duluth, Chicago, etc.).
- Mostly drive. Would prefer transit options over winter driving. Congestion and winter conditions stressful.
- Social services perspective – often hear from clients “I can't get there”, “the bus/train/etc. doesn't run there”
- Stranded if miss last peak commute time bus
- Public housing expanding out of Minneapolis / St Paul into suburbs – need to provide transit so people can get to work, school, necessities. Transportation necessary component to make public housing successful.
- Want transportation options for convenience (avoid parking, traffic, etc)
- In other major cities – ease to airport, to destinations, etc. In Twin Cities, it's convoluted and congested.
- Observed trends of youth getting licenses later, using uber instead.

What are some barriers to using existing transportation options?

- Personal safety (poor lighting, group congregation, crime) at certain points – how to address inequities in a way that is culturally appropriate?
- Service only at peak commute times doesn't serve many transit-dependent people—it serves white collar workers with other options (many own their own cars, could WFH)
- Different comfort levels with different modes (van, bus, train, etc.)
- Lack of community support / input in planning and proposing solutions
- Lens // personal history with policing, preconceived ideas

What would your ideal transportation system / network look like?

- Catch up with west metro
- Light rail – something continuous, and permanent.
- Access to jobs depends on access to information.
- Well-advertised, promoted. ****Strong group consensus on this item**** Targeted outreach via schools, social workers, etc.
- Designed and implemented by local businesses to foster community ownership.
- Working with large employers in route planning, frequency of services.
- Reliable throughout the day
- Local workforce to construct
- Use other successes, extend rather than reinvent the wheel
- Safe

- BIPOC being a part of design and implementation
- Women being a part of design and implementation
- As part of lead up, when giving notice of construction also promote upcoming jobs—advertise where people are going to be.
- Built with a sense of urgency – we need solutions in the short-term

**Focus Group Summary from
Metropolitan Council’s Transportation Needs in Daily Life Research Project**

Data captured: January - June 2023

Community members from Hastings Family Services shared their insights on transportation needs in their daily lives through a focus group conducted by Metropolitan Council.

To completely summarize, participants are pressing the need for a more accessible, affordable, and reliable transportation system that caters to the diverse needs of the community, especially the elderly, disabled, and vulnerable individuals. Improved communication, personal connection, and safety measures are seen as vital aspects of such a transportation solution.

Below are several key themes summarized after conducting the focus group:

1. Participants emphasize the importance of having a personal connection with drivers, as it allows them to build rapport and trust. Many individuals, especially the elderly and vulnerable, require assistance beyond just transportation, such as help with wheelchairs, walkers, and entering buildings. Participants suggest that it will help drivers understand individual needs and help people with disabilities feel safe and supported. Many participants prefer a transportation system that is more personal and community-based, allowing for better connections and understanding of passengers' needs.
2. The need for accessible vehicles, including those with wheelchair lifts, is emphasized due to the presence of individuals with mobility challenges. Lack of such vehicles restricts transportation options for those using wheelchairs. This lack of accessibility can lead to isolation and limited mobility for individuals who rely on these services for their independence.
3. Participants express frustration over the limited transportation options available in the area, particularly during the winter months, resulting in missed appointments, including critical medical care, and other commitments. This lack of accessible and reliable transportation options highlights the urgent need for a more robust and dependable system. The criticism extends to public transit options, which are hindered by limited schedules and infrequent service. This inadequacy makes it challenging for individuals to access essential services and appointments.
4. The cost of transportation, especially for medical appointments, is a significant concern for many participants. Fixed incomes make paying for rides, especially for long distances, a financial burden. Affordable transportation options are essential to ensure that everyone can access the services they need without facing financial hardship.
5. Participants express concerns about safety, especially when walking or taking public transportation at night. Personal security and the need for well-lit areas are highlighted. Providing

safe transportation options is crucial to ensuring that individuals feel comfortable using the services, particularly in situations where they need to travel during darker hours.

6. Lack of transportation options for emergencies, such as medical situations, is a pressing issue. Ambulances are often the only recourse for those without alternative transport. Having reliable and timely transportation options in emergency situations can be a matter of life and death, emphasizing the urgency of addressing this gap.
7. Participants emphasize the importance of having channels to provide feedback about transportation services and drivers' behavior. Proper training for drivers in dealing with vulnerable individuals is considered crucial. Transparent feedback mechanisms can help improve the quality of service and ensure that passengers' needs are being met.
8. Participants suggest the climate greatly affects transportation options, with cold winters making walking or biking difficult and risky. Adapting transportation services to weather conditions, such as providing more frequent rides during inclement weather, can enhance accessibility and safety.
9. The need for better transportation connections to medical facilities, including specialists, is a recurring theme mentioned. Access to medical care is a critical aspect of transportation, and improving this link is essential for the overall well-being of the community.
10. Participants advocate for expanded transportation services, including extended hours, more frequent service, and connections to nearby cities. They also identify issues such as limited transportation options, unreliable services, and high costs.
11. Participants also mentioned they desire real-time information about the status of their rides and the difficulty of obtaining transportation on short notice for medical appointments and other commitments.
12. Lack of transportation hampers social engagement, attendance at events, and overall quality of life. Participants express frustration over missing out on events and opportunities overall due to the cost of spending money on an Uber or paying for transportation.



DATE: January 31, 2024
TO: Red Rock Corridor Commission
FROM: Staff
RE: Communications Update

Facebook

The Red Rock Corridor Facebook page has 418 likes and a total of 425 people follow the page, which is a slight increase since the October meeting. Staff aims to keep the page active by posting transit-related news from across the region several times per month.

Press

None

Action:

Information