



OPEN COUNCIL WORK SESSION

MUNICIPAL CENTER COUNCIL CHAMBERS
1616 HUMBOLDT AVENUE, WEST ST. PAUL, MN 55118
MONDAY, AUGUST 31, 2020
5:45 P.M.

OPEN COUNCIL WORK SESSION

Open Council Work Sessions are held in person in the Council Chambers and are open to the public with social distancing restrictions. Meetings will continue to be broadcast and streamed online for viewers to watch from the safety of their homes.

SEATING:

A limited number of attendees will be allowed in the Council Chambers to view live meetings. Seats are first-come first-serve. Due to the limited seating, overflow space will be available in the City Hall lobby and the Lobby Conference Room with screens playing the meeting live.

1. Call to Order
2. Roll Call
3. Review and Approve the OCWS Agenda
4. Review the Regular Meeting Consent Agenda
5. Agenda Item(s)

A. DCC Future Funding Split

Documents:

[COUNCIL REPORT - DCC FUNDING FORMULA.PDF](#)
[ATTACHMENT - FUNDING TASK FORCE DRAFT.PDF](#)

B. Pond Treatment

Documents:

[COUNCIL REPORT - POND TREATMENT.PDF](#)
[ATTACHMENT - 12-11-17 OCWS MEMO RE POND TREATMENTS.PDF](#)
[ATTACHMENT - MINUTES-OCWS 12-11-17.PDF](#)
[ATTACHMENT - RESIDENT POND LETTER 2017.PDF](#)
[ATTACHMENT - MUD LAKE.PDF](#)

C. Transit and Robert Street BRT

Documents:

COUNCIL REPORT - BRT OCWS DISCUSSION 083120.PDF
ATTACHMENT - TAB BRT SCREENING.PDF
ATTACHMENT - D LINE FACT SHEET.PDF
ATTACHMENT - C LINE FACT SHEET UPDATE.PDF

6. Adjourn

*If you need an accommodation to participate in the meeting, please contact the ADA Coordinator at
651-552-4108 or email ADA@wspmn.gov at least 5 business days prior to the meeting
www.wspmn.gov EOE/AA*

To: **Mayor and City Council**
 From: **Ryan Schroeder, City Manager**
 Date: **August 31, 2020**

Provide Input to DCC Consideration of County Fixed Cost Funding

BACKGROUND INFORMATION:

Over the past few years, the Executive Committee and the Governing Board of the Dakota Communications Center (DCC) has been analyzing the equity of the current funding formulas for the DCC along with differing governing models. At its meeting of August 20, 2020, the DCC Board proposed that the County take on a larger share of the fixed costs of the operation in recognition that these are essentially a benefit to the entire County and not to just cities, which are members of the Joint Powers Agreement (JPA). This further recognizes that there is inequity that exists between the more urbanized areas of the County and the exurban areas, which do not contribute to the DCC except to the extent that all taxable properties within the County would contribute to the County levy. Currently, it has been presented by member cities that the current formula results in a burden to member cities beyond an equitable cost share.

At the August 20 meeting, the Board directed that the Executive Committee membership (City and County Staff) bring the issue back to their respective Boards and Councils for input.

Essentially, if the County took over responsibility for 50% of the fixed cost burden, the result would be an 11.4% reduction in fees to the Cities. A 100% County share would result in a 22.8% reduction. For West St. Paul, the 2021 general fund budget toward the DCC is \$606,926 and the savings in future budgets of the proposal could be between \$99,000 and \$138,000. Alternatively, the additional County burden could be an increase of between \$900,000 and \$1,800,000 over their current (2021) cost share of \$656,723.

FISCAL IMPACT:

		Amount
Fund:		
Department:		
Account:		

STAFF RECOMMENDATION:

Based on Discussion

To: DCC Board of Directors

From: DCC Financial Funding Task Force

CC: Tom Folie, Executive Director

RECOMMENDATION

Allocate [50%-100%] "Fixed Costs" of DCC Budget to Dakota County while *maintaining current three year rolling average CAD event cost allocation to remaining "Variable Costs"* to each party in the Joint Powers Agreement beginning in the 2022 budget cycle. The nonmember small cities' and townships' would receive an appropriate DCC budget cost allocation.

Basis of Support

- DCC is a county-wide physical asset existing regardless of County size or call volume.
- DCC provides a service, measurable as a CAD event, similar to a utility charge for members.
- DCC fiscal agent (City of Lakeville) conducted an analysis of the current annual budget with a draft categorization of "Fixed" or "Variable" cost identifying 21% of fixed costs, totaling \$1,997,043. *Exhibit 1*
- Fixed Costs provides the County the best opportunity at this time to increase its contribution as an acknowledgement that the DCC is a County-wide physical asset.
- Membership fee scenario at County paid [50%-100%] of "Fixed Costs" results in a [11.4%-22.8%] reduction in city fees. *Exhibit 2*
- A 2021 Budget implementation, while possible, was considered burdensome to County budget goals and staff to fully absorb [50%-100% \$1,997,043]. The 2022 Budget [or phased timing] appears to be more obtainable.

Investigation and Other Possible Recommendation Discussion

1. Maintain current funding allocation. (Not supported)
 - a. Recognition the DCC is a county-wide physical asset and an adjustment is reasonable.
 - b. Establishment of the Financial Funding Task Force to provide a recommendation change.
2. Move current DCC budget and operation to County. (Not supported)
 - a. General belief cities would support but County Board does not support full budget impacts and operations.
 - b. Phased transition plan available (Executive Committee recommendation)
 - i. Three year transition option available
 - ii. Five year transition option available
 - c. Investigated multiple funding arrangements.
 - i. Property valuation assessment to county residents-similar to County run PSAPs
 - ii. Public Service Levy – See # 3 below for additional findings
3. Public Service Levy by County (funding of County costs, not full operation - Open)
 - a. Funding of County allocated costs-open for County to pursue on its own.
 - b. Requires State Legislation
 - i. Current use by Anoka County is for a fixed time and specific equipment

- ii. Dakota County request could be for ongoing operational and capital expense
4. Public Service Levy by County Hybrid (DCC budget and operation to County - Open)
 - a. Option I Funding of all DCC costs
 - i. Requires State Legislation
 - ii. Open to County to pursue with member city agreement
 - b. Option II Funding of County costs with member city fee to County
 - i. Requires State Legislation
 - ii. Open to County to pursue with member city agreement funding
5. Member Fee Allocation – Call Volume Formula alternatives (Not Supported)
 - a. DCC location analysis indicated CAD event distribution Exhibit 3
 - i. 58% Other-Public building, traffic stops, parks
 - ii. 28% Residential
 - iii. 14% Business
 - iv. Other allocation able to be assigned to members by GIS location or CAD Events.
 - b. Tax Capacity Exhibit 2
 - i. 2019 Taxation information for members
 - ii. Reallocation based on working copy of proposed 2021 budget
 - iii. Not tied to CAD events
 - c. Population Exhibit 2
 - i. 2018 estimate information for members.
 - ii. Reallocation based on working copy of proposed 2021 budget
 - iii. Head count allocation, slants toward residential over business
 - iv. True up of counts occurs with census every 10 years

Acknowledgement

The Financial Funding Task Force acknowledges and appreciates the information, efforts and assistance from the County's Office of Performance and Analysis, Dakota County GIS, DCC Fiscal Agent-City of Lakeville, Chief Bill Messerich and the DCC staff including Executive Director Tom Folie.

The DCC Funding Task Force

- Commissioner Mike Slavik (County Board)
- Commissioner Mary Liz Holberg (County Board)
- George Tourville, Inver Grove Heights (DCC Board)
- Jeff Weisensel, Rosemount (DCC Board)
- Michelle Volk, Lakeville (DCC Board)
- Logan Martin, Rosemount (DCC Exec Comm.)
- Matt Smith, Dakota County (DCC Exec Comm.)
- Justin Miller, Lakeville (DCC Exec Comm.)
- Sheriff Tim Leslie (Law & Fire Ops)
- Chief Bill Messerich (Law & Fire Ops)
- Chief Justin Elvestad (Law & Fire Ops)

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To: **Mayor and City Council**

From: **Ryan Schroeder, City Manager**

Date: **August 31, 2020**

Pond Treatment

BACKGROUND INFORMATION:

On December 11, 2017, Council had an OCWS discussion regarding pond treatment. The agenda memo is enclosed. At issue was/is that we have a number of ponds within the community and we had been providing algae treatment for some but not others. The request of Council at that time was to provide direction on continuing treatment.

The outcome of the 2017 discussion was that we offer residents abutting ponds the opportunity to cost share pond treatments. This recognized that, while there might be a generalized community benefit of pond treatment, there was also a unique benefit to abutting properties exceeding that of the generalized community benefit. Further, those properties receiving that unique benefit should contribute toward pond treatment costs rather than the taxpayer bearing the entire cost. Enclosed is the template letter that was distributed to abutting pond properties in 2018.

Currently, there are two ponds within the community being treated under this cost share formula. The two ponds being treated are:

- Duck Pond – total treatment cost is \$1700
(\$850 by WSP and \$94.45 for each of the nine surrounding residents)
- Richard Circle Dr Pond – total treatment cost is \$1490
(\$745 by WSP and \$149 for each of the five surrounding residents)

A single neighborhood resident, similar to a block captain, who acts as the representative/responsible contact person, coordinates payments under this program. That person is responsible for contacting and collecting from each resident around the pond. We send that resident the invoice and receive payment back from that neighborhood representative. For the above two ponds, this system seems to have worked smoothly to date.

More recently, some members of Council have received contacts from persons interested in a review of Mud Lake. For Mud Lake, we treat for cattails (\$567.50 including DNR permit fee) but have never treated for duckweed or algae, as that is considered an aesthetic issue rather than one of pond health. The Assistant Parks Director recently received word from the DNR that homeowners would not be able to apply for removal permits of any type, given that the entire shoreline is City property. The City, on the other hand, could submit a \$35 permit request to chemically control a small percentage of lily pads on the lake each year along with the cattails. The cost would be an additional \$500-600. Mechanical removal is also possible but would probably be two to three times more expensive. In the past, residents have requested dredging; however, the DNR has not allowed that to occur, as the water

body is classified as a wetland. The DNR claims there is little evidence of recreation on the lake but will still grant a permit to provide reasonable access.

In the mid-1960's, concurrent with residential development, Mud Lake was dredged and reshaped to accommodate the new residential lots and additional storm water capacity. When finished and restored, the lake was clean and had sloped turf banks to the shore. It was easily accessible and very user-friendly for all water recreation. Over the years, the lake has begun to revert to its original wetland form. In the late 1990's, the City and residents came up with a shoreline restoration plan and replanted the east shoreline with native wetland vegetation. The maintenance of this plan was not fully followed, due to the difficulty in performing prescribed burns in a residential neighborhood.

With pond treatments, again coming forward Staff intent is to provide a holistic view of the entire inventory of water bodies within the community. It is thought that there may be differing water body categories from which several ponds may have similarities, which would suggest addressing issues such as pond treatment, or lack thereof, similarly. This review will take time. Our thought has been that, upon project completion, any change in policy would not affect 2020, as pond treatments generally terminate in October of each year.

Coincidentally, with the reconstruction of Moreland in 2021, we have intended to ask Council if trail paving around Mud Lake should occur at the same time, given that roadway construction occurs essentially adjacent to this pond. If so, this trail would be a Park Fund expense.

FISCAL IMPACT:

		Amount
Fund:		
Department:		
Account:		

STAFF RECOMMENDATION:

Based on discussion.



TO: Mayor and City Council
THROUGH: Ryan Schroeder, City Manager
Ross Beckwith, Park & Rec/PW Dir.
FROM: Dave Schletty, Asst. Parks & Rec. Dir.
DATE: December 11, 2017
SUBJECT: Discuss City Pond Treatments

City of West St. Paul

BACKGROUND INFORMATION:

Currently West St Paul spends about \$5500 annually to contract for treatment of five ponds (Mud Lake Pond, Richard Circle Pond, Edgewood Lane Pond, Duck Pond, and Humboldt Ave Pond). All these ponds are surrounded by public and/or private property. Mud Lake is completely surrounded by public land and visible from the right of way, and treated strictly for control of cattails. Richard Circle and Edgewood Lane are surround by both public and private land, but not visible from public right of way, and are treated for control of submerged aquatic weeds, duckweed and algae. Duck Pond and Humboldt Ave ponds are surrounded by both public and private land, visible from public right of way, and are also treated for control of submerged aquatic weeds, duckweed and algae.

This program has been in existence for at least 15 years. Due to the fact that this these treatments have mostly aesthetic value, staff feels this program could be eliminated to save money and instead give residents permission to pursue treatment themselves. Staff has recently conducted a survey of other Cities for how they handle treatment of their ponds/lakes. Of our surrounding neighbors, SSP and IGH have no pond treatment programs for either public or private property. Mendota Heights does not treat any public or private ponds, but tells residents they can get together and do it on their own. They do however treat Rogers Lake 50/50 with residents and if needed treat two other lakes as well. They annually spend about \$1500 to accomplish this. A few other metro communities such as Edina and Eden Prairie have programs to partially fund treatment of lakes that have established HOAs who adopt and treat their own lakes. If West St Paul chooses to discontinue this treatment program, staff would send notice to all property owners that are adjacent to currently treated ponds, informing them of the change and giving them information to continue treatment on their own.

FISCAL IMPACT:

		Amount
Fund:	101	
Department:	43100	
Account:	40399	\$5,500

STAFF RECOMMENDATION:

Staff recommends that the City Council discuss the City's treatment of ponds and decide if this practice should continue.

1) ROLL CALL

Councilmember Napier called the meeting to order at 5:00 PM.

Mayor Pro Tem Dave Napier and Councilmembers: Ed Iago, Dick Vitelli, John Bellows, Anthony Fernandez, and Bob Pace. Mayor Jenny Halverson had an excused absence.

Others: Assistant Community Development Director Ben Boike, City Attorney Korine Land, City Manager Ryan Schroeder, Community Development Director Jim Hartshorn, and Recording Specialist Sarah Hodder.

2) REVIEW AND APPROVE OCWS AGENDA

City Council approved the work session agenda

3) REVIEW REGULAR MEETING CONSENT AGENDA

Councilmembers discussed municipal center parking lot reconstruction costs and the reasoning behind the project being that the lot is falling apart.

Councilmembers wanted to place an emphasis on the \$5,000 in contributions to K9 unit from Forever Pets; they should be recognized for their generosity.

Clpn. Fernandez motioned to approve the regular consent agenda, seconded by Clpn. Iago. All members present voted aye. Motion carried.

4) AGENDA ITEMS

a) Net Ministries Rental License Discussion

City Planner Boike presented the staff report. NET Ministries owns the property at 110 Crusader, where it has its main campus building. There is a single-family home on this "main campus" that NET uses to provide short-term housing for staff, with an address of 76 Crusader. In addition, NET has acquired the single-family homes located at 1990 Stryker, 1962 Stryker and 1924 Bidwell and it uses these homes to also provide short-term housing for staff. None of these single-family homes has rental licenses. There are a couple of licensing issues that need to be addressed.

1. There are only two rental licenses available for the block that includes 76 Crusader, 1990 Stryker and 1962 Stryker.
2. The City only allows up to three unrelated occupants per single-family home. The home at 76 Crusader and 1990 Stryker were allowed to house up to 10 occupants based on the language in the Zoning Code for Permitted Uses in the R1A District:

(D) Churches, including those related structures located on the same site, which are an integral part of the church property, such as convents, or homes for persons related to a religious function on the same site with the following conditions:

- (1) No church building shall be located within 50 feet of any lot line of an abutting lot in an R District; and
- (2) No more than ten persons shall reside on the site.

NET has the intention of acquiring 2010 Stryker when it becomes available and moving the occupants from 1924 Bidwell into 2010 Stryker, however, while they have a right of first refusal on the property, there is no specific time frame.

The Long-Term Plan

- Approve rental licenses for 76 Crusader, 1990 Stryker and 1962 Stryker with a rental density exception since it is in the same ownership of the other rental properties in the block and they are all related to the religious use on a contiguous main campus.
- Approve a rental license for 1924 Bidwell and allow up to 10 occupants as a special condition. As long as there are no code compliance issues and all application requirements are met, the license can be annually renewed under the same terms and conditions. Since this property is not currently restricted by rental density, a rental license could be considered on an annual basis so long as NET chose to use it as such. The 10-person occupant condition, however, would no longer be allowed.
- Rezone NET's main campus property to PRD, with R4 underlying zoning (density allows 223 units). Rezone 1990 and 1962 Stryker to PRD with underlying R2:
 - The Resolution for the PRD can include a condition to allow up to 10 occupants for each property so long as they are used for a religious use since they are contiguous to the religious use.
 - The Resolution would explain that the long-term plan is to acquire 2010 Stryker and the City would consider changing its zoning designation to R2, as well as to vacate all or a portion of Stryker Ave., upon request.
- If NET acquires 2010 Stryker, within 9 months of closing, NET must:
 - Purchase the city-owned parcel behind 2010 Stryker for \$1,000
 - Apply to Replat 2010 Stryker and the adjacent City parcel as one lot and rezone it to PRD with underlying R2
- -The Resolution for the PRD can include a condition to allow up to 10 occupants so long as it is used for a religious use and since it is contiguous to the religious use.
- Put 1924 Bidwell back on the tax rolls as non-homestead residential property and comply with occupancy requirements (3 unrelated or less).
- If NET fails to acquire 2010 by 12/31/22 as an outside date, then it must put 1924 Bidwell back on the tax rolls as taxable non-homestead residential property and comply with the City's occupancy requirements (3 unrelated or less).

City Attorney Kori Land further explained that the plan is that they come in with applications so they are considered all at one meeting for rental licenses, the purpose of rezoning 110 Crusader to R-4 is to increase density, 1962 and 1990 Stryker rezoned to R-2 to increase capacity for rental density. Bidwell has no issues with rental license, allows up to 10 occupants as long as it complies with use of main campus. Acquisition of 2010 Stryker will trigger 9 months to reduce to no more than three non-related tenants.

Comments from Councilmembers:

- Current property has space for expansion; why not build another facility on the main campus?
 - Mark Bercham, Executive Director of NET Ministries, commented on soil conditions surrounding the main campus that creates complications for expansion on that property.
- Is it common for the City to vacate a whole street?
 - City Attorney Land stated that it is common; most cases are that there is an intention to develop and then it ends up not happening.
- NET Ministries is an organization that flies under the radar. This location is a national headquarters that students from all over the world come to. Many people have purchased homes in this neighborhood just to be close to that church.

b) Pond Treatment

Ross Beckwith presented the staff report. West St Paul has been treating five ponds for 15 years spending \$5500 annually for mostly aesthetic purposes. All these ponds are surrounded by public and/or private property. Other cities are not doing this and staff is recommending Council discuss whether or not it would be within the purview of the City to keep treating these.

Comments from the Councilmembers:

- Continuing this effort could make West St Paul a leader in pond health
- Relative responsibility; homeowners vs City.
- If ponds go untreated, is there a possibility they will become mosquito breeding grounds.
- Potential for a City match to neighborhood contributions.

c) Wentworth Ave. Reconstruction Update

Beckwith presented the staff report. Dakota County is currently in the preliminary design phase to reconstruct Wentworth Ave. from Delaware Ave. to Humboldt Ave. in 2019. Three design alternatives were created for road/shoulder/boulevard width and pedestrian facilities. In order to stay on track for 2019 construction, a design alternative needs to move forward so the right-of-way process can begin. An open house was held at City Hall on November 16, 2017. Patrons were asked to comment on the

three different design alternatives. Based on county standards, easement impacts, cost and input from residents the County would like to move ahead with a hybrid of Alt. B and Alt. C as described below:

- 12-foot lane widths
- 6-foot shoulder widths (no on-street parking allowed)
- 5-foot boulevards - 8-foot asphalt trail on north side from Delaware Ave. to Humboldt Ave.
- No trail/walk on the south side from Delaware Ave. to Charlton St.
- 8-foot asphalt trail or 5 to 6 foot concrete sidewalk along south side between Charlton St. and Humboldt Avenue.

Councilmembers Comments:

- Presence of sidewalks will not eliminate the possibility of pedestrians walking in the street anyway
- Residents don't want to maintain sidewalks in the winter
- Possibility of having a trail on only one side of the road
- Possible support for a trail on both sides of the street if money was not an issue
- Residents who are affected have been in contact with the County

d) Accessory Structure Amendment Discussion

Comm. Dev. Dir. Hartshorn presented the staff report. Staff recently received a request from St. George Church to construct a large outdoor pavilion on their property, which is zoned Single-family, specifically a 40' x 60' covered pavilion. However, with the exception of detached garages, the zoning ordinance does not currently allow anything larger than 250 sq. ft. in the R1 District. As a result, Staff is requesting discussion on whether or not to proceed with a zoning ordinance amendment to allow larger structures for Uses other than single-family and two family uses in the R1 District.

Councilmembers comments:

- Might have to have a minimum lot size or other way to define what would be proportionately appropriate to the property for future requests.
- Structure seems appropriate for the property

5) ADJOURN

Motion was made by Clpn. Fernandez and seconded by Clpn. Pace to adjourn the work session at 6:07 PM. All members present voted aye. Motion carried.

Dave Napier
Mayor Pro Tem
City of West St. Paul



CITY OF WEST ST. PAUL

1616 HUMBOLDT AVENUE, WEST ST. PAUL, MN 55118-3972

MUNICIPAL CENTER 651-552-4100
PARKS/RECREATION 651-552-4150
FAX 651-552-4190

POLICE 651-552-4200
FIRE 651-552-4176
TDD 651-552-4222

Dear Resident,

The City of West St. Paul is home to about 40 water bodies/storm ponds. Currently, the City contracts to treat five of those ponds (Mud Lake Pond, Richard Circle Pond, Edgewood Lane Pond, Duck Pond, and Humboldt Ave Pond) for cattails, algae and the like. It has been determined that this pond treatment program will change to reduce the public expenditure allocated to pond treatment.

Ponds historically in the treatment program have included Mud Lake, which is treated strictly for control of cattails. Richard Circle, Edgewood Lane, Duck Pond and Humboldt Avenue ponds are treated for control of submerged aquatic weeds, duckweed and algae.

This program has been in existence for at least 15 years in West St. Paul. Similar programs are not common elsewhere in the metro area. Given that these treatments have mostly aesthetic value, providing a unique benefit to owners of property in close proximity to these ponds, it is proposed that the City either eliminate future treatment, or in the alternative, provide a cost sharing opportunity to nearby property owners to continue the program.

For 2018, the City would propose a cost/split of the pond treatment with the surrounding properties. Enclosed, please find a map of the properties proposed to contribute to this program should it be continued. The cost per property to continue pond treatment for 2018 is projected at \$xxxxxx.

We are interested to learn if you are interested in continuing the treatment program for the pond in your area. Are intent is to determine if the program continues or not by February 1, 2018. It would be helpful if we would hear back from you prior to that date regarding your level of interest in continuing this program.

Please let us know if you are interested in continuing with pond treatments and assuming a partial cost of the program. Please direct your response and any questions to Dave Schletty, Assistant Parks & Recreation Director, dschletty@wspm.gov or 651-552-4152.

**PROMOTING AND PRESERVING A COMMUNITY OF EXCELLENCE
BY THE ETHICAL, RESPONSIVE, EFFICIENT AND INNOVATIVE PROVISION OF SERVICES
EOE/AAE**



To: **Mayor and City Council**
From: **Ryan Schroeder, City Manager**
Date: **August 31, 2020**

Transit and Robert Street Bus Rapid Transit (“BRT”)

BACKGROUND INFORMATION:

Transit, within West St. Paul, is an integral regional system providing service to a significant portion of the community population. Recently, Dakota County has supported transit improvements within West St. Paul by inclusion of a Capital Improvement Plan (CIP) allocation placeholder in 2022-2023 of \$3,150,315 for Robert Street Transit. The Dakota Regional Chamber has undertaken a countywide transit study with findings due to be released on September 9.

The Metropolitan Council has undertaken a BRT route analysis within which Robert Street is noted as a candidate for a future BRT route. We have received information, enclosed, that the West St. Paul/Little Canada BRT route is one of eleven such routes that will continue for further study for the next BRT line. Eight other routes have been eliminated from further consideration.

It has been the Staff belief that, as transit options for Robert Street are considered, the following has been the informal position of the City:

1. The City would not be interested in funding any portion of a transit solution (which would likely be the case with a street car line but not with BRT).
2. The City would likely not be interested in any significant construction disruption on Robert Street or any major aesthetic changes to Robert Street that would result from a rail based system (street car, light rail, commuter rail).
3. The City would likely be interested in bus shelter and shelter maintenance enhancements that would occur because of Robert Street being designated as a BRT route.
4. The City entered an agreement with MnDOT, as part of Robert Street construction, to deed all right-of-way (ROW) back to MnDOT upon project completion. MnDOT has requested said ROW. To the extent that BRT would create the need for ROW, the City should reserve those rights to the extent possible.
5. It should be anticipated that with BRT or any fixed route transit options there likely would be the desire to provide transit signal priority along the corridor.
6. Local business support of additional transit options should be sought.

The intent of this agenda item is to gain input from Council on transit options and opportunities within the community but most specifically regarding Robert Street.

FISCAL IMPACT:

		Amount
Fund:		
Department:		
Account:		

STAFF RECOMMENDATION:

Based on Discussion.

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Network Next Process Update and BRT Screening

Transportation Advisory Board

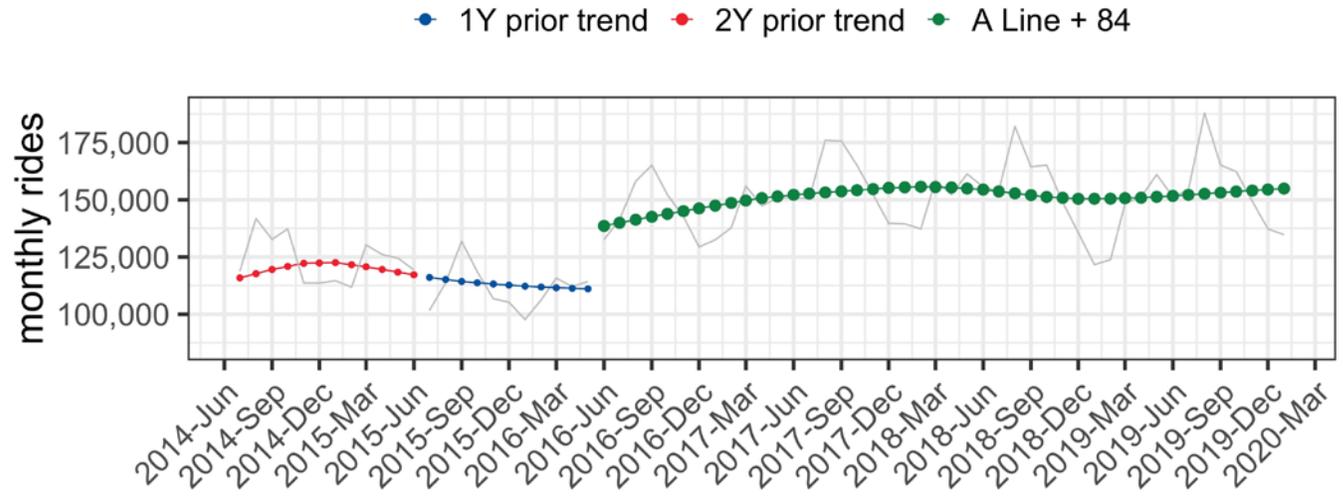
August 19, 2020

Role of Regional Solicitation Funding in BRT

- Builds project momentum through early investment
- Helps leverage project development investment
- Leverages other project investment to fully fund BRT lines

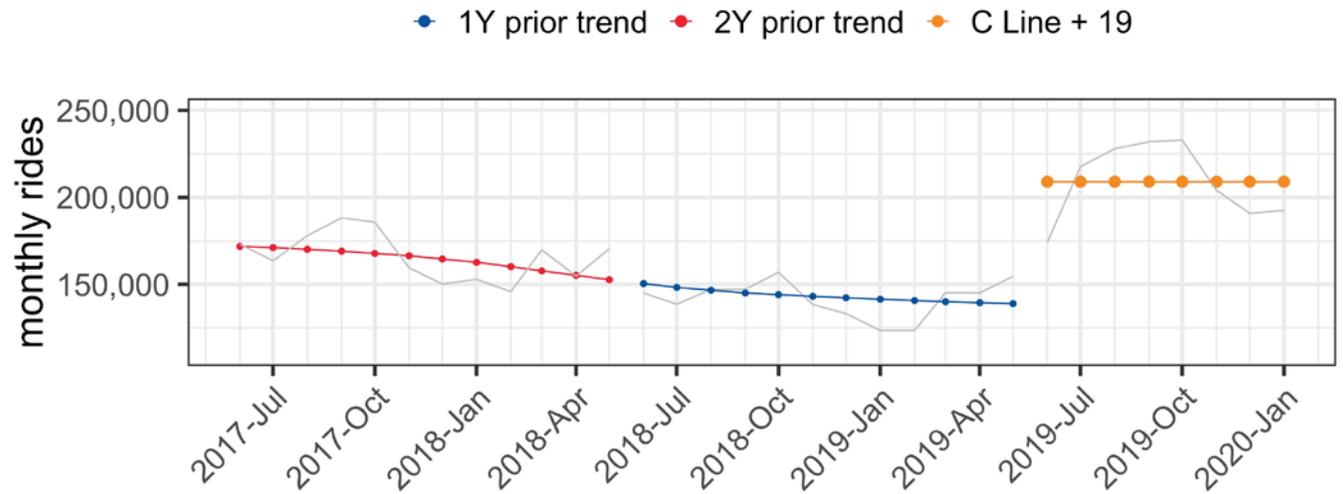


Investments in BRT lead to success



• A Line

- +30% year 1
- continued growth trend

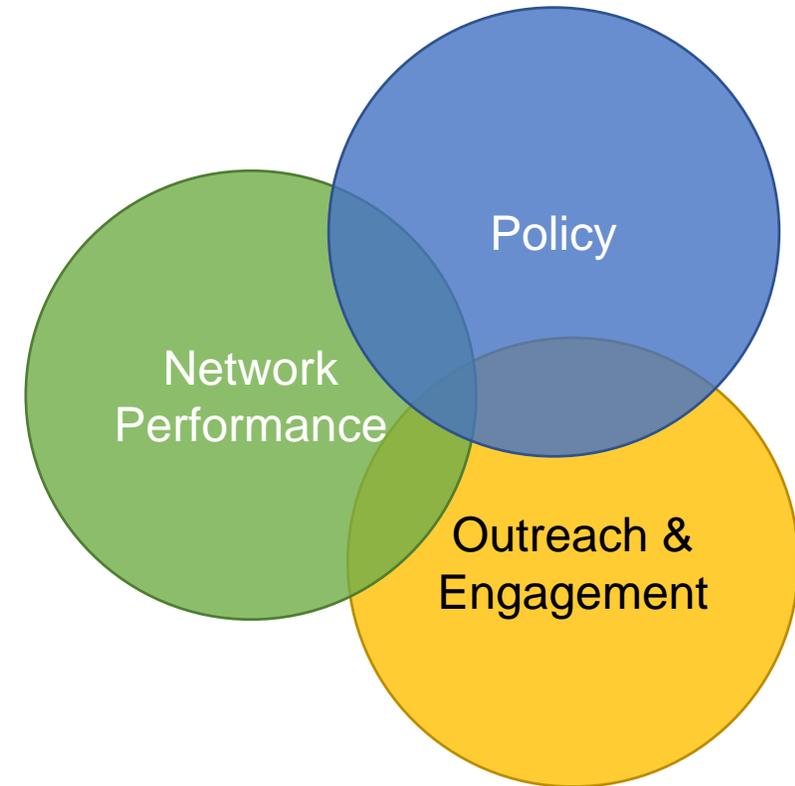


• C Line

- more than 30% higher
- will be top 5 bus route

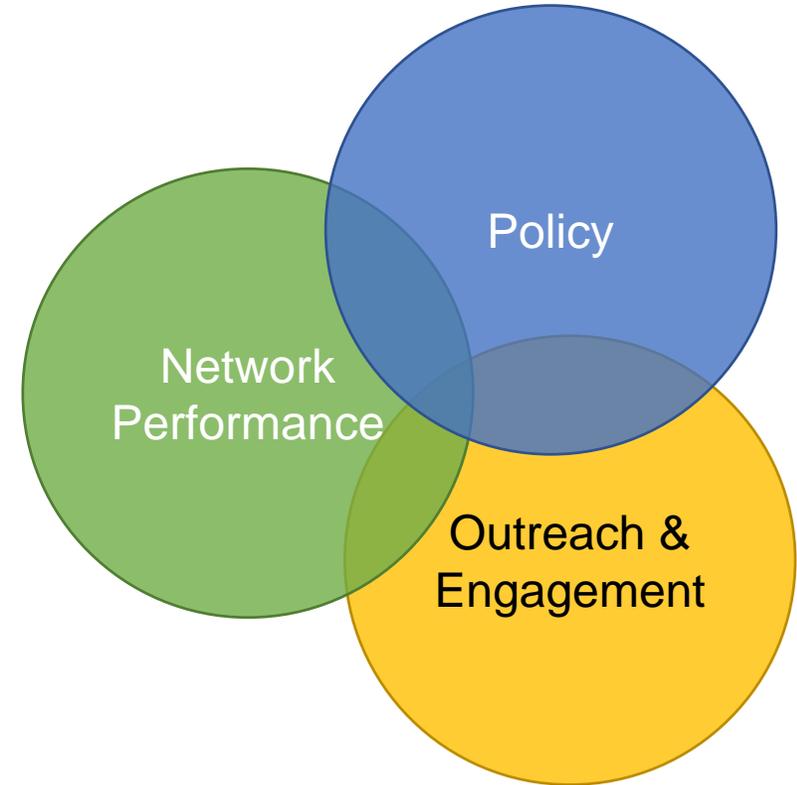
What is Network Next?

- A 20-year vision for the future...
 - Centered on Metro Transit's bus network
 - Focused on improving and expanding the existing bus network
 - Organized around incremental investment and implementation
 - Requiring additional resources to implement
- Directed by a Guiding Framework
 - Based on **Metropolitan Council policy**
 - Informed by **performance of our current network**
 - Grounded in the experience of our **riders and the communities we serve**



Evolving Outreach Circumstances

- Ongoing COVID-19 pandemic limitations impact most engagement
- Increased expectations for authentic and robust community engagement in decisions
- Broader conversation needed beyond Network Next and BRT planning in 2020, before BRT plans proceed to public discussion and review

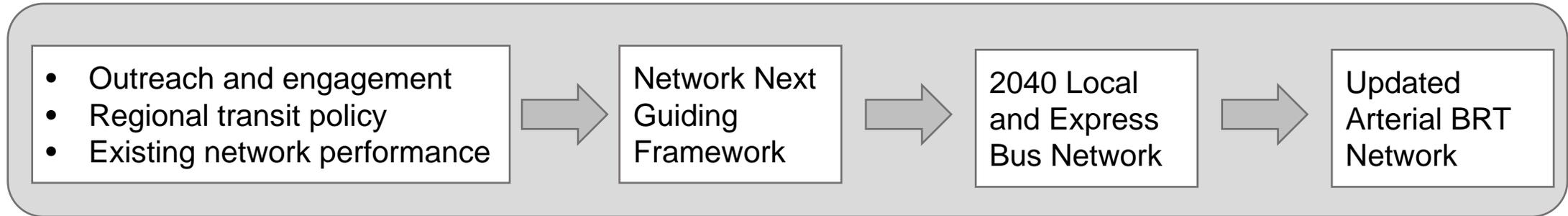


Proposed Process Adaptations

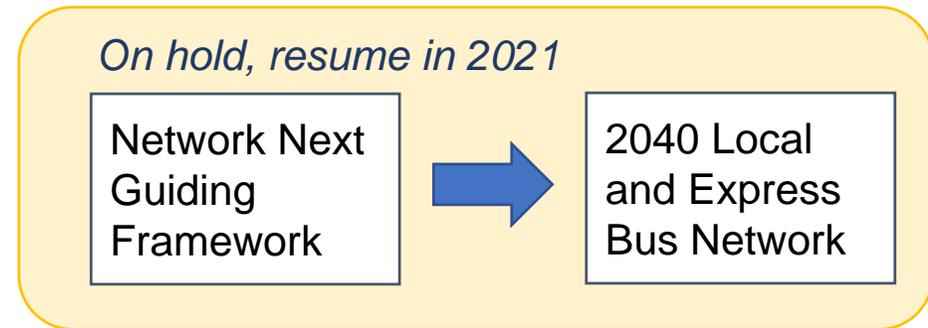
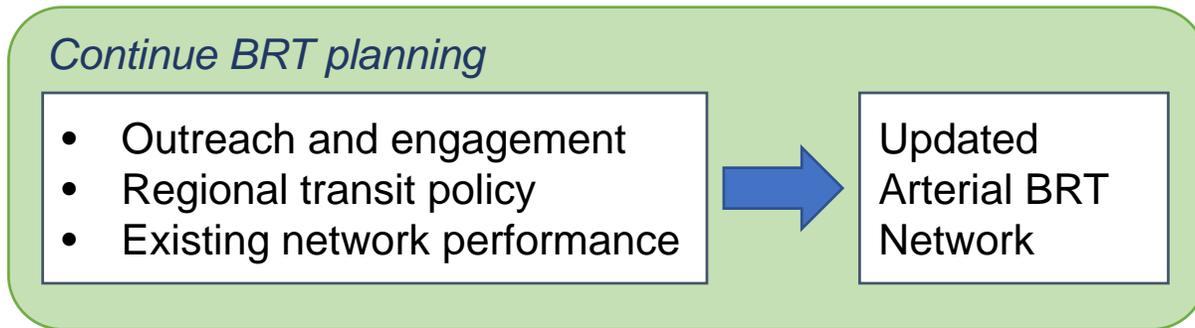
- Develop expanded community engagement response to combined current challenges facing the transit system
- Hold development of draft Guiding Framework and Local and Express Bus Network until 2021
- Continue development of updated arterial BRT network to identify F Line for TAB Regional Solicitation funding
 - Based on existing policy, bus network performance, and outreach and engagement

Proposed Process Adaptations

Network Next process as previously planned



Network Next process, adapted



TAB Request

- Request TAB defer selection of F Line from December 2020 to April 2021
 - August 2020
 - Share initial corridors, screening criteria, and corridors to advance (top ~10)
 - December 2020
 - Share top tier (top 3-4) of corridors with TAB at Regional Solicitation selection
 - TAB allocates \$25 million for F Line during regional project selection
 - April 2021
 - Share public engagement results with TAB
 - TAB confirms F Line project
 - Incorporate in draft 2022-2025 TIP
- August TAB Information Item
- September TAB Action Transmittal

Engagement Opportunities in BRT Planning

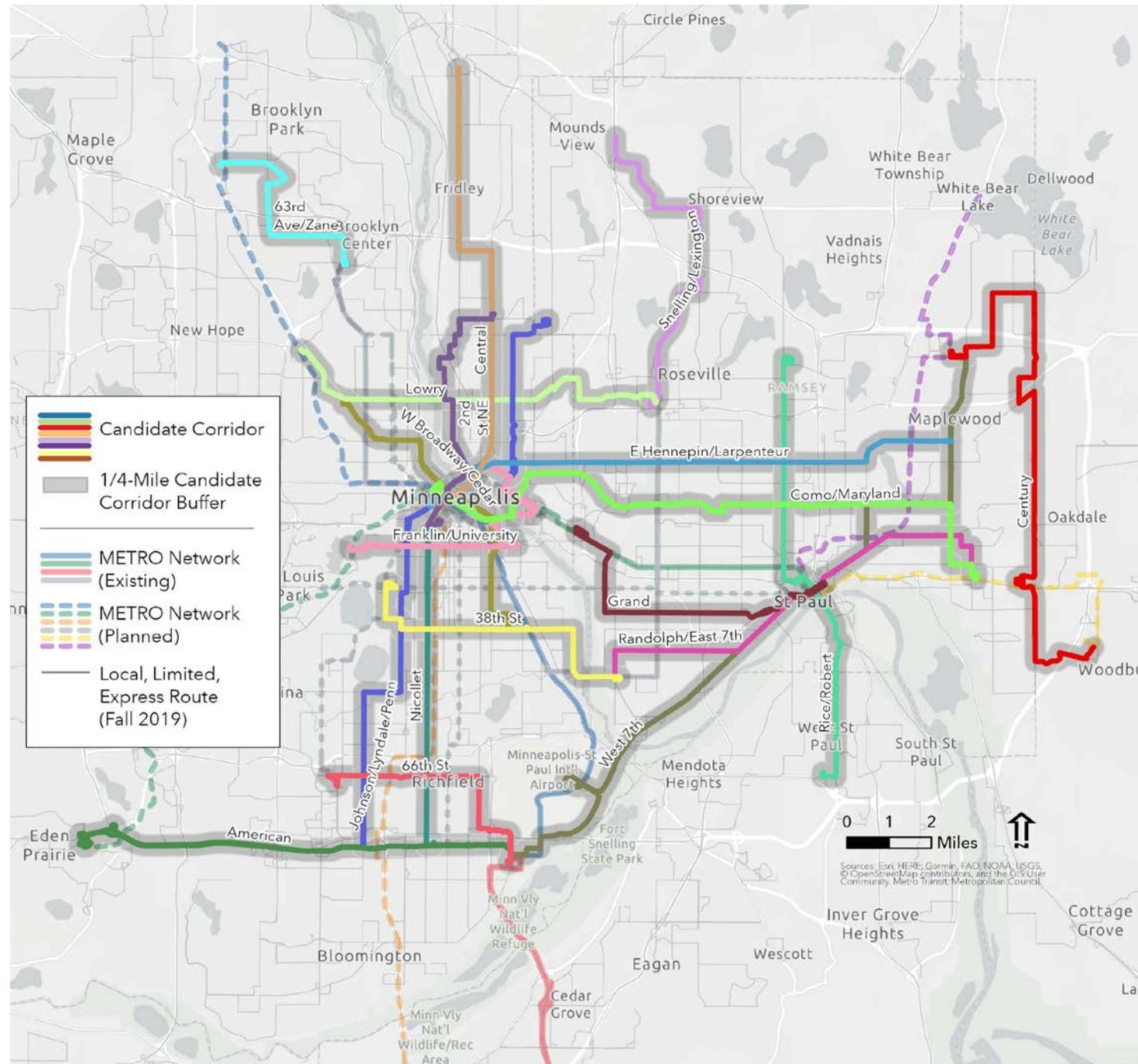
Phase	Current Schedule- TAB Selection December 2020	Proposed- TAB Selection March 2021
Listening and Learning Through Crises: Summer 2020 Community Engagement	N/A Schedule requires BRT-only engagement with minimal context	July-Aug 2020 Sets context for broader challenges and listening, enables BRT-specific conversation to proceed smoothly
BRT Corridor Screening	2 weeks Aug 2020 Limited feedback concurrent with BRT concept development	6 weeks beginning Aug 2020 Feedback on criteria and top corridors shape corridors chosen for BRT concept development
BRT Corridor Development and Evaluation	3 weeks Late Sept 2020 Limited to comments on evaluation prior to F Line selection	7 weeks Dec 2020 into Feb 2021 Begins with Dec 2020 presentation of top tier candidates, input shapes both tiers and priorities
Selection of F Line BRT Corridor from Top Tier Candidates	1 week Mid-Oct 2020 Posted week prior to Transportation Committee action to select F Line	5 weeks Feb-Mar 2021 Enables substantial input on selection of F Line from top tier of candidate corridors

Engagement Opportunities in BRT Planning

- More closely aligns with TABs outreach and public engagement goals
- Allows for more meaningful engagement on how the advanced corridors should be evaluated and prioritized
- Allows for opportunity to shape selection of F Line from top tier candidates

Candidate BRT corridors

- 19 Candidate Corridors identified
- Based on:
 - Initial outreach and engagement
 - Met Council policy
 - Existing network performance
- Identified from:
 - High-Frequency Network
 - High ridership corridors
 - Previously studied corridors
 - Network balance



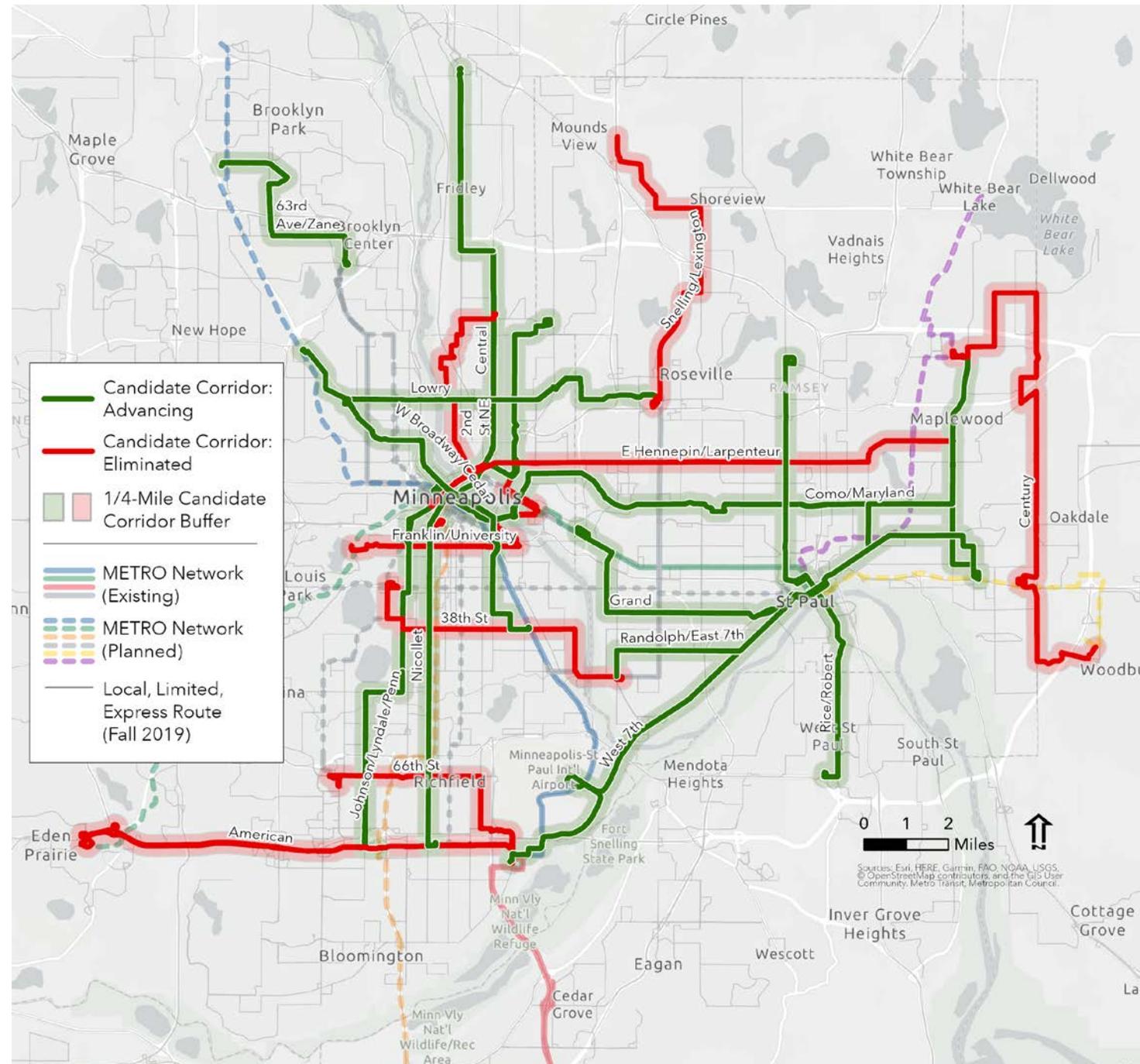
Screening criteria

Ensure the Long-Term Sustainable Growth of the Bus Network	Build on Success to Grow Ridership	Design a Network that Supports a Transit-Oriented Lifestyle		Advance Equity and Reduce Regional Racial Disparities
Average Midday Service Levels Compared to BRT	Average Daily Corridor Boardings	Corridor Propensity to Use Transit	Planned Land Use	POC and People Experiencing Poverty on Underlying Route
10%	30%	20%	10%	30%

- Following quantitative screening, corridors were evaluated for suitability for BRT service design based on additional qualitative factors:
 - Role of underlying route in the existing network
 - How people currently use transit in the corridor
 - Underlying route design
 - Regional balance

BRT Corridors to advance

- 11 corridors identified to advance
- Balanced across region
- Balanced across role in network



BRT Corridors to advance

Corridor	Terminals	Underlying Route
63rd Ave / Zane	Starlite to BCTC	724
Central Ave	Dt Mpls to Northtown TC	10
Como / Maryland	Dt Mpls to Sun Ray TC	3
Grand Ave	Westgate to Dt Stp	63
Johnson / Lyndale / Penn	Silver Lake Village to 82nd/Knox	4
Lowry	Robbinsdale TC to Rosedale TC	32
Nicollet	Dt Mpls to American Blvd	18
Randolph / East 7th	Ford Pkwy to Sun Ray TC	74
Rice / Robert	North Dakota Co Svc Ctr to Little Canada TC	62/68
West 7th Street	Maplewood Mall TC to MOA	54
West Broadway / Cedar	Robbinsdale TC to 38th Street Station	22/14
2nd Street NE	Dt Mpls to CHTC	11
38th Street	UPTS to Cleveland/Ford Pkwy	23
66th Street	Southdale TC to MOA	515
American Boulevard	MOA to SouthWest Station	542
Century Avenue	Woodbury Theatre to Maplewood Mall	219
East Hennepin / Larpenteur	Dt Mpls to White Bear Ave	61
Franklin / University	21st St Station to 8th St/Central	2
Snelling / Lexington	Rosedale TC to TCAAP	225

Next Steps

- BRT corridor development and evaluation of 11 advanced corridors
 - Sort 11 corridors into tiers prioritized for implementation
- Selection of F Line BRT corridor from top tier of candidates
- Outreach and engagement around 11 advanced corridors to begin late August
 - Open comments on advanced corridors
 - Input on evaluation and prioritization
 - How should we select among top corridors for F Line?

TAB Request

- Request TAB defer selection of F Line from December 2020 to April 2021
 - August 2020
 - Share initial corridors, screening criteria, and corridors to advance (top ~10)
 - December 2020
 - Share top tier (top 3-4) of corridors with TAB at Regional Solicitation selection
 - TAB allocates \$25 million for F Line during regional project selection
 - April 2021
 - Share public engagement results with TAB
 - TAB confirms F Line project, incorporates in draft 2022-2025 TIP
- August TAB Information Item
- September TAB Action Transmittal

The METRO D Line

Faster transit is coming to the Route 5 corridor.

The METRO D Line is a planned bus rapid transit line that will provide faster and more reliable transit service in the Route 5 corridor. Bus rapid transit is a package of transit enhancements that adds up to a faster trip and an improved experience on Metro Transit's busiest bus routes.

Route 5 is the Twin Cities' busiest bus route, carrying about 16,000 customers each weekday. During rush hours, Route 5 buses make up less than 2 percent of vehicle traffic but carry more than 20 percent of people traveling through the corridor.

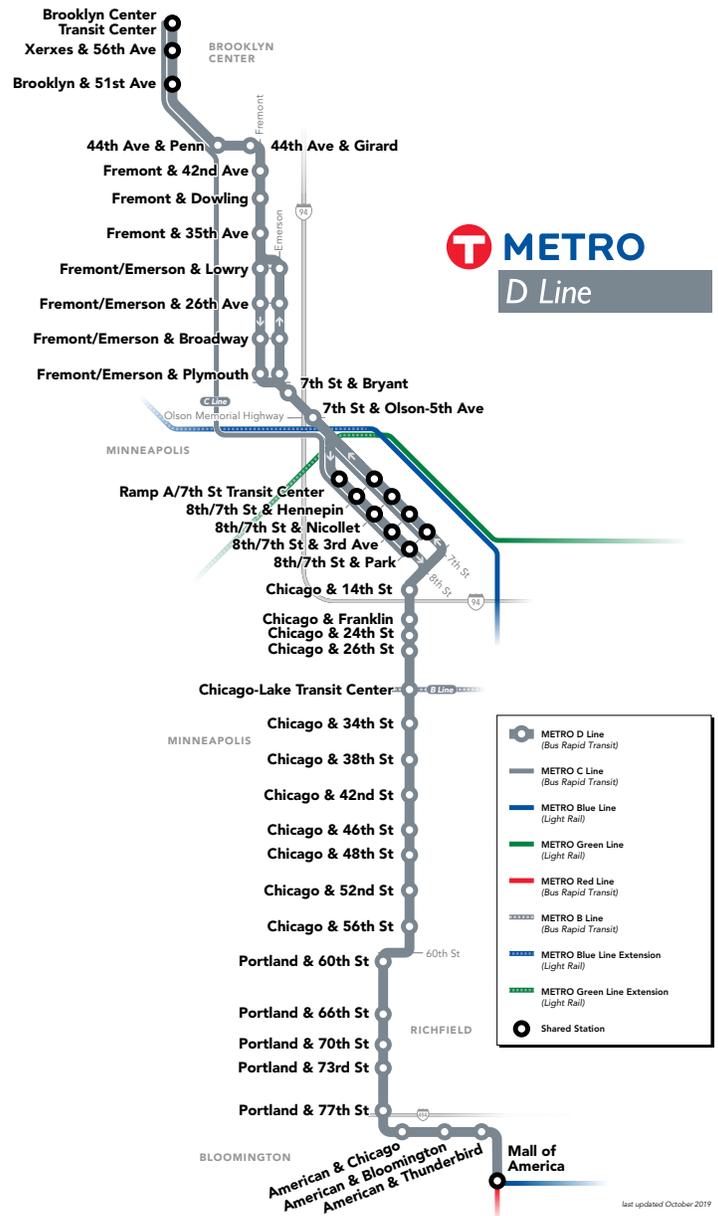
How will the D Line be faster?

The D Line will substantially replace Route 5 service between Brooklyn Center, Minneapolis, Richfield, and Bloomington. The goal of the D Line is to make service approximately 20 percent faster by stopping less often, allowing customers to board faster, and stopping at fewer red lights.

Instead of stopping every block, buses will make limited stops at stations spaced farther apart. Fares will be collected at stations – just like light rail – and not on the bus. Raised curbs at platforms will make it easier to step onto the bus. Complete snow removal will improve winter boarding. D Line buses will also communicate with traffic signals to shorten red lights.

How much will the D Line cost to build?

The preliminary estimated cost of the D Line project is \$75 million. Cost estimates will be refined as engineering progresses. \$55 million of federal and Metropolitan Council funds have been identified for the D Line project to date.



What makes the D Line better?

Limited stops, frequent service

The D Line would be the primary service in the corridor, with increased service on nights and weekends.

Local bus Route 5 would continue to run at a reduced frequency to serve local trips at existing bus stops along most of the corridor.

D Line



Service every 10 minutes, 1/4 - 1/2 mile between stations

Route 5



Service every 30 minutes, 1/8 mile between stops



More green time with signal priority

To keep moving, D Line buses can “ask” traffic signals for early or extended green lights.

Pay before boarding for faster stops

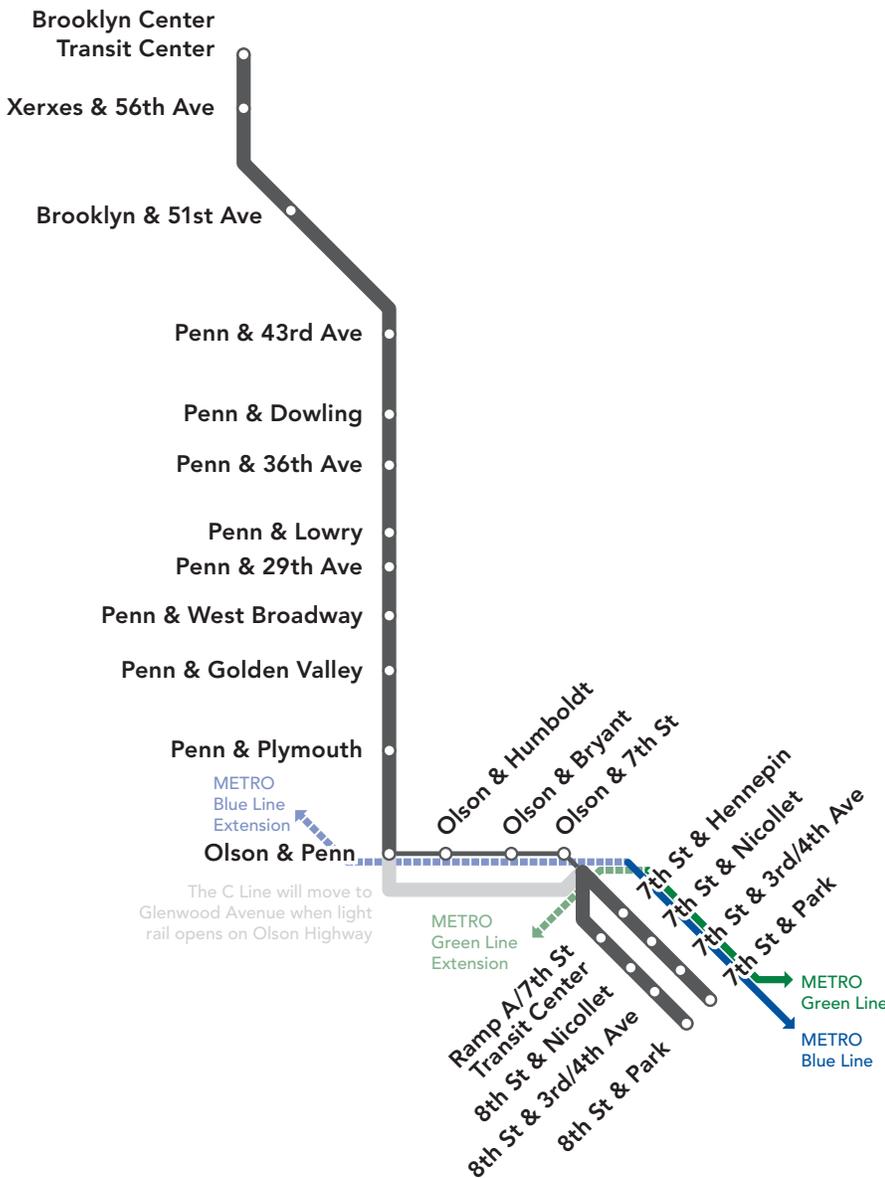
For speedier boarding through all doors, D Line buses won't have fareboxes. Customers will purchase a ticket or tap a Go-To Card at the station, just like light rail. Police officers - not bus operators - will ensure customers have paid.

What will stations look like?



- A** Pylon markers help riders identify stations from a distance.
 - B** Real-time NexTrip signs provide bus information, and on-demand annunciators speak this information for people with low vision.
 - C** Shelters provide weather protection and feature push-button, on-demand heaters and shelter lighting. Shelter sizes will vary based on customer demand (small shown here).
 - D** Ticket machines and fare card readers collect all payment before customers board the bus.
 - E** Emergency telephones provide a direct connection to Metro Transit police. Stations also feature security cameras.
 - F** Stations feature trash and recycling containers.
 - G** Platform edges are marked with a cast-iron textured warning strip to keep passengers safely away from the curb while the bus approaches. Many stations also feature raised curbs for easier boarding.
 - H** Platform areas are distinguished by a dark gray concrete pattern.
 - I** Benches at stations provide a place to sit.
 - J** Most stations have bike parking.
- Some stations have pedestrian-scale light fixtures to provide a safe, well-lit environment.
- At some stations, railings separate the platform from the sidewalk.

Rapid bus service is coming to Penn Avenue



The C Line will improve transit in the Route 19 corridor.

Rapid bus service is a package of transit enhancements that adds up to a **faster trip** and an **improved experience** on Metro Transit's busiest bus routes.

Route 19 carries one out of four people traveling on Penn Avenue today, but buses make up less than 3 percent of the vehicle traffic. More than 7,000 people use Route 19 each weekday. Ridership is expected to grow to 9,000 rides per day by 2030 with the C Line.

What changes will the C Line bring?

Service will operate more frequently than it does today—every 10 minutes, like light rail. Longer buses will have additional seats and space.

The C Line will be about 25 percent faster than Route 19 service—without making major changes to the street.

Fares will be collected at the station and not on the bus. Platforms will also have a raised curb making it easier to step onto the bus. Complete snow removal will improve winter boarding, too.





Rapid bus means:

- Pay-before-you-board fare payment for faster stops
- New bus stations that fit into the neighborhood
- Better station features, such as heating, light, benches and bike racks
- Enhanced security with cameras and emergency telephones
- Larger & specialized buses

Station construction begins in 2018

C Line service begins in 2019

Penn Avenue Improvements Project

In conjunction with the C Line rapid bus service and the Penn Avenue Community Works program, Penn Avenue between West Broadway Avenue and Lowry Avenue will be reconstructed. Improvements include:

- Safety enhancements for all road users
- Greening and landscaping
- Traffic-calming measures
- New sidewalks and street lighting

How will you be impacted by construction?

Over the next year, construction will have some impacts to local residents, businesses, pedestrians, bicyclists, and motorists. Our Project Team is committed to communicating impacts in advance of construction to help you safely access and travel through the project area.



Businesses along Penn Avenue will be open during construction.

Contact Us

Metro Transit Community Outreach
612-567-4101 | cline@metrotransit.org



Need Interpreter?

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Call 612-373-3333

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