

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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