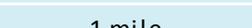


TRANSIT ACTIVITIES ON THE EAST SIDE

As the regional transportation system continues to develop, an obvious gap in service has emerged within East St. Paul. Various agencies throughout the metropolitan region have acknowledged the need for a connection to the larger transit network in this area. These agencies have been exploring transit investments and options that would serve the East Side in different ways. While there are new options being considered on a regular basis, the various modes shown below highlight the most recent and viable options for the near future. Each transit option has its own opportunities and impacts, and each is carefully measured by the agencies and local communities to ensure that the region invests in a transit system that will increase mobility for short and long-distance trips, increase opportunities for economic development, and that fit into the context of existing communities.

Mode	Frequency How often does a typical bus, train or streetcar arrive at a stop?	Runningway Does a typical bus, train or streetcar travel in mixed traffic or its own, dedicated lane?		System Length From end-to-end, how far does a typical bus, train, or streetcar travel?	Capital Costs What is the relative cost to construct this mode?	Station Spacing What is the average mileage between each station for this mode?	Projects Being Considered on East Side
		Mixed Traffic	Dedicated Lane				
Local Bus	 Varies	✓		Varies	\$	 1/8 - 1/6 mile	Varies
Arterial Bus Rapid Transit (BRT)	 Every 7-15 minutes	✓		5-15 miles	\$\$	 1/4 - 1/2 mile	East 7th Street
Streetcar	 Every 7-15 minutes	✓		1-5 miles	\$\$\$	 1/8 - 1/4 mile	East 7th Street Payne Avenue
Dedicated Guideway BRT	 Every 10 minutes		✓	13 miles	\$\$\$\$		Gateway
				80 miles			Rush Line
Light Rail Transit	 Every 10 minutes		✓	13 miles	\$\$\$\$\$		Gateway
				80 miles			Rush Line

Gateway Corridor

The Gateway Corridor overlays Interstate 94 and U.S. Highway 12 from the St. Croix River Bridge to St. Paul. An Alternatives Analysis study identified LRT or BRT as the most promising modes within this corridor. A Draft Environmental Impact Statement is currently underway and will investigate in further detail engineering constraints, cost implications, ridership, property impacts, as well as other details relevant to the project. The East 7th Street-White Bear Avenue alignment was not selected to advance past the Alternatives Analysis, but was suggested for further review by the Federal Transit Administration in the environmental study. The



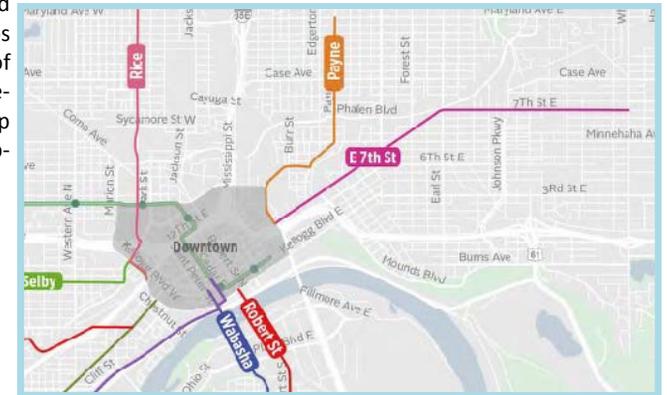
Gateway Corridor would facilitate both short and long distance trips in the east-west market between downtown St. Paul, the east side of St. Paul, and the eastern suburbs.

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Streetcar

In mid-2013, the City of St. Paul released Phase 2 of the Streetcar Feasibility Study, which identifies East 7th Street as one of the seven potential future lines for their long-term streetcar network. This line would run from downtown St. Paul to Hazelwood Street along East 7th Street. The assumed frequency for the streetcar lines is 15 minutes. Stops for streetcars are typically closer together than LRT or BRT; similar to local bus, there is a stop approximately every two blocks. The service would focus on shorter local trips and would attract a variety of users. Streetcars are sometimes constructed to help generate economic development along the line.

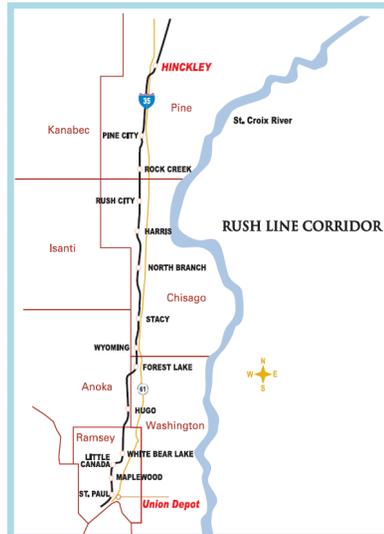


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Rush Line Corridor

The Rush Line Corridor is an 80-mile transportation corridor that begins at the Union Depot in St. Paul and generally follows Highway 61 and Interstate 35/35E north through Washington, Ramsey, Anoka, Chisago and Pine counties to Hinckley. There is currently some bus service along the corridor, including an express bus from downtown St. Paul to Forest Lake along Interstate-35E. An Alternatives Analysis was completed in 2009. The AA study reduced the fixed guideway portion of the corridor from 80 miles to a maximum of 30 miles. The two alternatives that were identified for advancement were BRT along I-35/I-35E from Union Depot to Forest Lake/Columbus and LRT from Union Depot to White Bear Lake along former and existing rail corridors. As the project is in the beginning phas-

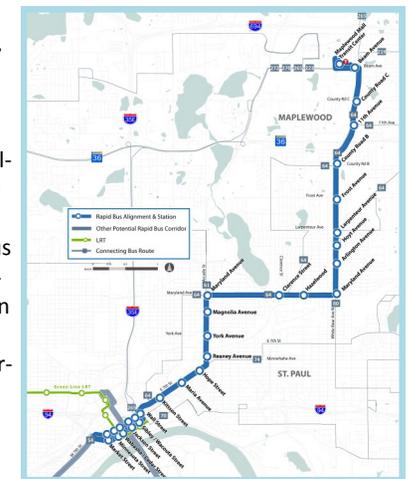


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Arterial BRT

In 2012, Metro Transit completed a study of twelve of the Twin Cities' highest ridership bus corridors for potential arterial BRT service. An East 7th Street line from downtown St. Paul to Maplewood Mall was among the corridors studied. The study found that the portion of the corridor on East 7th, Arcade, and Maryland Avenues could support BRT investment in the near term if implemented as an extension of a West 7th Street BRT line. Metro Transit is continuing to work with its partners to examine this possibility. Because it would run in existing travel lanes, arterial BRT wouldn't require widening the roadway or affect nearby properties. Service would be faster than local bus through wider space between stops, off-board fare payment, and transit signal priority that would extend green lights for BRT. Stations would provide a more comfortable customer experience, with real-time bus arrival infor-



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