



Red Rock Corridor 2013 Alternative Analysis Update Problem Statement, Goals and Objectives

Approved by the Red Rock Corridor Commission
May 30, 2013

2013 Alternative Analysis Update Problem Statement

The 2007 Red Rock Alternatives Analysis focused heavily on issues related to peak hour mobility to the St. Paul and Minneapolis downtowns. Additional analysis is needed to better understand historical, current and future transit markets in the corridor, including off-peak and reverse commute service demand, local access demand, railroad access, new station locations, connections to new transit services, level of service, and efficient use of transit infrastructure.

Communities in the Red Rock corridor between St. Paul and Red Wing do not currently have all-day fixed route transit service, having at most peak period express bus and dial-a-ride services. Community members and the Commission have expressed a desire for more off-peak/all day transit service with more access.

2013 Alternatives Analysis Update Goals and Objectives

The goals and objectives are intended to lay the framework for how alternatives will be evaluated in the AAU. For goals one and two, measureable data points will be analyzed for each objective. Goals three and four do not have set data points to be evaluated. Instead, a summary will be prepared for each goal that will address how each alternative meets (or does not meet) the goal and objectives.

1. Goal: Provide Mode Choice and Service Plan that Meets the Demonstrated and Forecasted Needs of Corridor Communities

Objectives

- a. A transit option which is time competitive to the private automobile
- b. Reliable service
- c. Improve mobility throughout the day for both work and non-work trips by providing flexible duration of service
- d. A transit option that maximizes the number of riders and the transit modal share, among both transit-dependent and non-transit-dependent populations
- e. Provide connectivity among existing and planned transit/bike/pedestrian services and infrastructure throughout the region, expanding the destinations corridor transit users can access

2. Goal: Cost Effectively Address Transportation Problems in the Corridor

Objectives

- a. Implement a service with operating costs per rider that are consistent with other cost effective transit systems in the region
- b. Create a transit service with capital costs that are consistent with other transit systems in the region.
- c. Implement a transit investment that is coordinated with other transportation projects in the corridor and region but not dependent on them to be cost-effective.

3. Goal: Increase Opportunities for Community and Economic Development Throughout the Corridor

Objectives

- a. Support local initiatives to create transit oriented development (TOD) including, higher density housing and mixed-use commercial/retail areas within walking distance of the station areas and throughout the Corridor
- b. Support a vibrant business community by increasing access for workers and customers to businesses in the corridor.
- c. Increase connectivity and access from population centers to employment concentrations along the Corridor

4. Goal: Improve Quality of Natural and Built Environment

Objectives

- a. Limit adverse impacts to natural, cultural, and other resources in the study area
- b. Reduce emissions
- c. Provide a fair and equitable distribution of impacts and benefits across the various population groups in the study area
- d. Address existing and future safety issues along corridor