



## **Red Rock Corridor Commission Agenda 4:30 p.m. Thursday, August 24, 2017**

**Newport City Hall  
596 7<sup>th</sup> Avenue  
Newport, MN 55055**

	<u>Action Requested</u>
1. Introductions	Information
2. Approval of Agenda	Approval
3. Consent Items*	Approval
a. Checks and Claims	
b. Minutes from May 25, 2017 Meeting	
4. Insurance*	Approval
5. Joint Powers Agreement*	Discussion
6. Small Area Plans Market Analysis*	Information
7. Communications Update*	Information
8. Other	Information
a. Commissioner Reports	
b. Next Meeting	
November 30, 2017** 4:30 pm Newport City Hall	
**This date is the 5 <sup>th</sup> Thursday of the month	
9. Adjourn	Approval

*\*Enclosures*



**DATE:** August 17, 2017  
**TO:** Red Rock Corridor Commission  
**FROM:** Staff  
**RE:** Checks and Claims

Included is the:

Johnson Group

May	\$1,505.00
June	\$591.66
July	\$1,716.66

Kimley Horn

June	\$486.72
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<b>TOTAL</b>	<b>\$4,300.04</b>
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Details on the overall status of the budget for these contracts are attached.

**Action:**  
Approval

## Red Rock Corridor Communications

Consultant Johnson Group  
 Contract No. 9992  
 Expiration Date 2/28/2018  
 Business Unit Public Works  
 Object Code 215000  
 Updated 7/31/2017

Task No.	Task Description	Johnson Group	Task Total
1.0	Email Marketing	\$4,800.00	\$4,800.00
2.0	Social Media Posting and Mgmt	\$3,600.00	\$3,600.00
3.0	Media Relations	\$3,000.00	\$3,000.00
4.0	Awariness Campaign	\$3,500.00	\$3,500.00
7.0	Website Updates & Maintenance	\$2,500.00	\$2,500.00
8.0	Website Hosting	\$180.00	\$180.00
NA	Contingency	\$420.00	\$420.00
	Total Contract Cost	\$18,000.00	\$18,000.00
	Total Project Cost	\$18,000.00	\$18,000.00

Invoice Number / Date	Tasks							Total Contract Cost	Total Project Cost
	Email Marketing	Social Media	Media Relations	Awareness Campaign	Website Updates	Website Hosting	Contingency		
1021405/3/31/17		\$450.00		\$291.66				\$741.66	\$741.66
1021443/4/27/17		\$150.00	\$525.00	\$291.66		\$180.00		\$1,146.66	\$1,146.66
1021497/5/31/17	\$800.00	\$300.00			\$405.00			\$1,505.00	\$1,505.00
1021571/6/29/17		\$300.00		\$291.66				\$591.66	\$591.66
1021622/7/27/17	\$1,125.00	\$300.00		\$291.66				\$1,716.66	\$1,716.66
								\$0.00	\$0.00
								\$0.00	\$0.00
								\$0.00	\$0.00
								\$0.00	\$0.00
								\$0.00	\$0.00
								\$0.00	\$0.00
								\$0.00	\$0.00
								\$0.00	\$0.00
								\$0.00	\$0.00
								\$0.00	\$0.00
								\$0.00	\$0.00
								\$0.00	\$0.00
Amount Billed to Date	\$1,925.00	\$1,500.00	\$525.00	\$1,166.64	\$405.00	\$180.00	\$0.00	\$5,701.64	\$5,701.64
Percent Complete	40.1%	41.7%	17.5%	33.3%	16.2%	100.0%	0.0%	31.7%	31.7%
Amount Remaining	\$2,875.00	\$2,100.00	\$2,475.00	\$2,333.36	\$2,095.00	\$0.00	\$420.00	\$12,298.36	\$12,298.36

# Red Rock Corridor Implementaion Plan

Consultant Kimley-Horn and Associates, Inc.  
 Contract No. 9342  
 Expiration Date 10/31/2016  
 Business Unit  
 Object Code  
 Updated 7/19/2017

Task No.	Task Description	Task Total
1.0	Project Management and Coordination	\$70,116.87
2.0	Review and Assess Previously Completed Work	\$3,053.60
3.0	Public Engagement and Agency Coordination	\$58,886.28
4.0	Ridership Forecast	\$79,613.60
5.0	Service Plan Development	\$19,004.48
6.0	Capital and Operating Costs	\$35,055.60
7.0	Update Station Planning to Reflect BRT	\$21,446.16
8.0	Implementation and Financial Plan	\$28,518.10
9.0	LPA Process	\$19,599.52
10.0	Draft and Final Report	\$17,102.48
11.0	Alternative Analysis	\$150,000.00
12.0	Miscellaneous Services-Contingency	\$40,000.00
Total Contract Cost		\$542,396.69
Direct Expenses		\$7,460.00
Total Project Cost		\$549,856.69

Invoice Number / Date	Tasks												Total Contract Cost	Direct Expenses	Total Project Cost
	Project Management and Coordination	Review and Assess Previously Completed Work	Public Engagement and Agency Coordination	Ridership Forecast	Service Plan Development	Capital and Operating Costs	Update Station Planning to Reflect BRT	Implementation and Financial Plan	LPA Process	Draft and Final Report	Alternative Analysis	Miscellaneous Services-Contingency			
6560933 2/28/2015	\$1,843.31	\$1,183.22	\$8,100.61										\$11,127.14	\$0.00	\$11,127.14
6633503 3/31/2015	\$14,182.08		\$2,202.72	\$6,955.56									\$23,340.36	\$80.51	\$23,420.87
6710352 4/30/2015	\$7,792.39	\$1,309.94	\$10,571.09	\$23,537.55								\$55.37	\$43,266.34	\$400.25	\$43,666.59
6787282 5/31/2015	\$5,982.93	\$560.44	\$3,032.82	\$211.71								\$389.64	\$10,177.54	\$67.86	\$10,245.40
6880852 6/30/2015	\$3,899.06		\$4,329.96	\$5,455.49	\$5,050.64	\$499.82			\$44.32				\$19,279.29	\$173.29	\$19,452.58
6964217 7/31/2015	\$3,734.28		\$13,590.87	\$1,839.24	\$2,686.78				\$531.66				\$22,382.83	\$4,630.20	\$27,013.03
7048838 8/31/2015	\$3,039.89		\$4,122.00	\$19,184.37	\$2,606.21							\$45.24	\$28,997.71	\$694.56	\$29,692.27
7138466 9/30/2015	\$2,850.13		\$3,885.98	\$6,685.08	\$5,684.66	\$1,062.65							\$20,168.50		\$20,168.50
7205932 10/31/2015	\$3,584.87		\$3,635.61	\$6,569.14	\$2,913.50	\$16,798.16							\$33,501.28		\$33,501.28
7324195 11/30/2015	\$4,964.52		\$1,317.12	\$3,405.58		\$7,043.27	\$443.00		\$322.75				\$17,496.24	\$57.05	\$17,553.29
7416893 12/31/2015	\$5,509.93		\$3,743.70	\$181.51	\$43.92	\$354.40	\$5,771.03						\$15,604.49	\$123.05	\$15,727.54
7523604 1/31/2016	\$7,928.25		\$5,305.26			\$1,317.19	\$11,144.82						\$25,695.52	\$472.10	\$26,167.62
7607649 2/29/2016	\$3,216.30		\$44.55	\$3,889.60		\$1,624.34	\$24,115.40	\$4,846.73			\$4,208.71	\$917.15	\$42,862.78	\$218.34	\$43,081.12
7715651 3/31/2016	\$11,801.59			\$6,223.92		\$2,736.33	\$23,475.43	\$13,058.51		\$1,123.30	\$10,933.64	\$354.40	\$69,707.12	\$33.90	\$69,741.02
7834287 4/30/2016	\$8,816.64			\$6,031.32		\$4,331.85	\$13,562.11	\$9,628.79		\$1,435.45	\$2,392.88		\$46,199.04	\$233.70	\$46,432.74
7971872 5/31/2016	\$10,027.47			\$4,570.63		\$969.51	\$10,346.75	\$1,457.34		\$999.31	\$480.54		\$28,851.55	\$73.44	\$28,924.99
8052764 6/30/2016	\$6,372.20			\$4,165.17		\$3,699.87	\$9,411.91	\$6,214.69		\$9,723.10			\$39,586.94	\$120.42	\$39,707.36
8193298 7/31/2016	\$3,248.51			\$193.21			\$1,194.77	\$1,931.74		\$2,756.02			\$9,324.25	\$19.62	\$9,343.87
8287239 8/31/2016	\$2,115.28						\$2,285.61	\$1,554.36		\$11,072.58			\$17,027.83	\$20.52	\$17,048.35
8454433 9/30/2016	\$3,222.22						\$1,002.60			\$3,343.30			\$7,568.12	\$0.00	\$7,568.12
8570539 10/31/2016	\$2,001.30		\$2,323.50							\$1,268.51			\$5,593.31	\$17.28	\$5,610.59
8689074 11/30/2016	\$568.81												\$568.81	\$478.42	\$1,047.23
9149704 03/31/2017	\$1,026.38												\$1,026.38	\$0.00	\$1,026.38
9738546 6/30/2017	\$486.72												\$486.72	\$0.00	\$486.72
													\$0.00	\$0.00	\$0.00
Amount Billed to Date	\$118,215.06	\$3,053.60	\$66,205.79	\$99,099.08	\$18,985.71	\$40,437.39	\$102,753.43	\$38,692.16	\$898.73	\$31,721.57	\$18,015.77	\$1,761.80	\$539,840.09	\$7,914.51	\$547,754.60
Percent Complete	168.6%	100.0%	112.4%	124.5%	99.9%	115.4%	479.1%	135.7%	4.6%	185.5%	12.0%	4.4%	99.5%		
Amount Remaining	(\$48,098.19)	\$0.00	(\$7,319.51)	(\$19,485.48)	\$18.77	(\$5,381.79)	(\$81,307.27)	(\$10,174.06)	\$18,700.79	(\$14,619.09)	\$131,984.23	\$38,238.20	\$2,556.60	(\$454.51)	\$2,102.09



## Meeting Minutes

May 25, 2017

Newport City Hall

4:30 p.m.

Commission Members	Agency	Present
Marion Greene	Hennepin County RRA	X
Janice Rettman	Ramsey County RRA	X
Jim McDonough	Ramsey County RRA	
Karla Bigham	Washington County RRA	X
Mike Slavik	Dakota County RRA	X
La Rae Mills	City of Cottage Grove	X
Myron Bailey	City of Cottage Grove	
John Kummer	Denmark Township	
Mark Vaughn	City of Hastings	X
Cam Gordon	City of Minneapolis	
Tracy Rahm	City of Newport	X
Jane Prince	City of St. Paul	X
Sandi Dingle	City of St. Paul Park	X

Ex-Officio Members	Agency	
Ron Allen	Goodhue County	
Jess Greenwood	Goodhue County	
Judy Mitchell	Canadian Pacific Railway	
Marc Mogan	Prairie Island Indian Community	

<b>Staff</b>	<b>Agency</b>	<b>Present</b>
Jan Lucke	Washington County RRA	
Lyssa Leitner	Washington County RRA	
Hally Turner	Washington County RRA	X
Emily Jorgensen	Washington County RRA	
Kevin Roggenbuck	Ramsey County RRA	X
Matt Parent	Dakota County RRA	
Joe Scala	Hennepin County	X

<b>Others</b>	<b>Agency</b>	
Chelsey Hendrickson	Kimley Horn	X

#### **Agenda Item #1: Introduction**

Chair Bigham called the meeting to order at 4:30 p.m. Introductions were made by commission members, staff, and others present.

#### **Agenda Item #2: Approval of Agenda**

Motion made by Councilmember Rahm to approve the agenda. The motion was seconded by Mayor Dingle. All were in favor, **Approved**. Motion Carried.

#### **Agenda Item #3: Consent Items**

Motion was made by Councilmember Mills to approve the check and claims, and the minutes from the January 26, 2017 commission meeting. The motion was seconded by Commissioner Rettman. All were in favor, **Approved**. Motion Carried.

#### **Agenda Item #4: Implementation Plan Update**

Hally Turner, Washington County staff, announced that all corridor communities had passed a resolutions of support or acknowledgement for the Implementation Plan. Washington County was the last community to act having passed a resolution of support in April. The next agenda item, the Cottage Grove and St. Paul Park small area plans were a recommendation that came from the Implementation Plan that was focused on near term strategies to build ridership. Cottage Grove and St. Paul Park were chosen as the station locations in those two cities were selected later in the Red Rock Corridor planning process and have not received the same amount of planning as the other Red Rock stations. Kimley Horn was selected by Washington County as the consultant for the Small Area Plans project.

Chair Bigham thanked staff for the arranging meetings and getting the resolutions passed. One of the short term recommendations was support for Route 363, which is a proposed local bus service between Cottage Grove to Saint Paul. A bill for financial support for Route 363 was

introduced during the 2017 legislative session, and received an informational hearing. However, it was not included in the transportation bill. Chair Bigham stated that Washington County will re-apply for Regional Solicitation funds in 2018 for the Route 363.

Commissioner Rettman thanked Washington County for waiting for the other corridor communities before passing their resolution of support.

#### **Agenda Item #5: Small Area Plans Overview**

Chelsey Hendrickson, Kimley Horn, gave an overview on the small area plans process. These plans will focus on incremental changes in Cottage Grove and St. Paul Park. This process stemmed from a near term recommendation in the Implementation Plan to work with cities on transit-supportive planning for the proposed station areas. The small area plans have the goals of supporting the comprehensive plan process, supporting the character and vision of the communities, stimulating economic development and redevelopment, improving connections through the communities and identifying transit-supportive strategies to build potential ridership.

The project team is being led by Washington County staff with Kimley-Horn as the lead consultant and Michael Lamb Consulting, Perkins + Will, and Tangible Consulting Services as sub-consultants.

Work began on the small area plans in May 2017. There will be engagement opportunities in the summer and late fall. The project is expected to be wrapped up by the end of 2017 or early 2018. The process will include an existing conditions analysis, market analysis and development scenarios, stakeholder workshops and open houses, and small area visions, plans and implementation. The Red Rock Corridor Commission was invited to participate in the small area planning process through promoting and attending the open houses and also identifying stakeholders to be included in the process.

Commissioner Rettman asked for clarification about what type of sites are being examined for development and redevelopment. Ms. Hendrickson explained that this process looks at near term and long term, which includes vacant and occupied properties while maintaining sensitivity to the public.

Chair Bigham asked if the Cottage Grove, St. Paul Park, and Washington County CDA are involved in the process. Ms. Turner confirmed that the cities, the Washington County CDA, and East Metro Strong serve on the project advisory team, which will meet regularly during the study.

Ms. Turner added that staff will be notifying the commission on the upcoming open houses dates.

Chair Bigham stated that the refinery in St. Paul Park and the senior homes in Cottage Grove would be stakeholders for the process.

Commissioner Rettman stated that over advertising the open houses is better than not advertising enough. She also stated that she would like to listen to the feedback in the workshops and open houses to hear what the people have to say.

Commissioner Vaughn stated that an online presence is another way to get input for the project.

Commissioner Bigham asked that commission members share the meetings on their social media.

#### **Agenda Item #6: Joint Powers Agreement Update**

Ms. Turner stated that this task is essential to the 2017 work plan. The current joint powers agreement (JPA) was created in 2004. A lot has changed since that time. Updating the document will help to have an agreement that is reflective of the organization. The commission has approved contracting with Richardson, Richter & Associates to create a new agreement and conduct interviews with the counties. The new agreement will not cut out any of the financial partners.

Chair Bigham stated that with the new JPA there is potential to include the cities as funding partners in the future. Chair Bigham also stated that any funds that are not spent on the not-to-exceed contracts will go back into the Red Rock Corridor reserve fund.

Commissioner Rettman asked if the JPA includes Anoka County. Ms. Turner confirmed it does not.

#### **Agenda Item #7: Legislative Recap**

Washington County Lobbyist John Kaul was not present as the legislature was in special session. Chair Bigham stated that the bills have not yet been sent to the governor for signature. Chair Bigham explained that there was a proposal from suburban legislators to facilitate the dissolution of CTIB. There is now an agreement among the five member counties to dissolve CTIB.

Commissioner Slavik stated that the agreement of language to dissolve CTIB was recently received. All five counties have agreed to the dissolution. It's anticipated that CTIB will pass a resolution to dissolve on May 31, 2017. Then the counties will each need to pass a resolution of support to dissolve. But nothing is certain. Commissioner Slavik is excited to see the counties take control.

Chair Bigham stated that this is relevant to the JPA discussion the Red Rock Corridor Commission is having. The dissolution of CTIB gives the counties more flexibility and local control in how they spend transit dollars. Chair Bigham anticipates there will still be a large amount of collaboration between the counties for future transit lines.

Commissioner Rettman clarified that each county can determine the amount of transportation tax they would like to implement upon the dissolution of CTIB.

Chair Bigham stated that Washington County will be sticking with a quarter of a cent transportation tax for transportation. Chair Bigham reiterated that nothing is final yet.

#### **Agenda Item #8: Communications Update**



Chair Bigham stated that there have been 1,581 website views in the last 30 days. The Facebook page has 354 likes. Star Tribune and South Washington County Bulletin articles were included in the packet.

**Agenda Item #9: Other**

**A. Commissioner Reports**

Chair Bigham stated that Washington County is hoping that Gateway Gold Line will get included in the bonding bill.

Commissioner Slavik stated that one of the bonding proposals does include the Orange Line.

**B. Next Meeting**

Next meeting will be held on August 24, 2017 at 4:30 pm in Newport City Hall.

**Agenda Item #10: Adjourn**

Chair Bigham called for a motion to adjourn. Commissioner Slavik moved to adjourn. Mayor Dingle seconded. **All in favor.** Motion carried.



**DATE:** August 17, 2017  
**TO:** Red Rock Corridor Commission  
**FROM:** Staff  
**RE:** Liability Coverage Insurance

The Red Rock Corridor Commission's insurance policy with the League of Minnesota Cities is up for renewal for 2018. Coverage for the work of the Commission is currently held through the League of Minnesota Cities Insurance Trust. Coverage includes open meeting, municipal liability, auto, and crime. The premium paid by the commission for 2016 was \$925 with a \$320 rebate. The commission paid a total of \$605 for 2016 for the insurance premium.

Staff will provide the commission with the expected 2018 premium amount at the August 24 meeting. The amount to be paid was not available at the time the packet was finalized. It is expected the 2018 premium will be less than last year's as the commission has a smaller budget than in previous years. The premium is included in the commission's approved budget.

The commission is asked each year to determine whether or not it would waive the statutory tort liability limits. The commission has previously chosen **NOT** to waive such limits. This means that an individual claimant would be able to recover no more than \$300,000 on any claim. If the commission chooses to waive the limits, a claimant could recover up to \$1 million.

The League of Minnesota Cities Insurance Trust would like confirmation that the commission would again chose not to waive the statutory tort liability limits.

#### **Action**

Approval to continue insurance coverage with League of Minnesota Cities Insurance Trust for 2018 and that the statutory tort liability limits not be waived.



**DATE:** August 17, 2017  
**TO:** Red Rock Corridor Commission  
**FROM:** Staff  
**RE:** Joint Powers Agreement

The Red Rock Corridor Commission was formed in 1998 to oversee multimodal planning along the Highway 61 corridor. The current JPA agreement was signed in 2004 with the purpose to “collaboratively plan for multi-modal transportation improvements to the Red Rock Corridor and for the related land use and development impacts.” Membership in 2004 included: Dakota, Hennepin, Ramsey, and Washington Counties; the cities of Cottage Grove, Hastings, Minneapolis, Newport, Saint Paul, and St. Paul Park; Denmark Township; and the University of Minneapolis. Since 2004 we have seen membership changes resulting in a document that no longer reflects the current makeup of the commission.

Discussion of updating the Red Rock Corridor Commission Joint Powers Agreement (JPA) started in late 2014. Commission members decided to delay action on the JPA until the completion of the Implementation Plan. The plan, which was completed in early 2017, outlines a phased approach to the build out of BRT service. Near term recommendations include support for improved local bus service with the long term goal of phased implementation of BRT service first to Cottage Grove and then to Hastings. Phasing will be determined by expected ridership compared to regional benchmarks.

At the August 24 commission meeting, Lindsey Wollschlager (with Richardson, Richter & Associates) will provide an overview of governance options for the Red Rock Corridor. Commission members will discuss the options based on the results of the Implementation Plan and the plan’s recommendations to support improved transit service along the corridor.

Members will discuss options for updating or replacing the JPA during the August 24 meeting. The commission is expected to act at the November 30, 2017 meeting.

**Action**  
Discussion



**DATE:** August 17, 2017  
**TO:** Red Rock Corridor Commission  
**FROM:** Staff  
**RE:** Small Area Plans Market Analysis

One of the near-term recommendations from the Implementation Plan is to work with corridor communities to include transit-support strategies in their comprehensive plans. The cities of Cottage Grove and St. Paul Park have not had the same level of planning for their proposed station areas as others in the corridor because the proposed station areas were recently refined as part of the Implementation Plan. The Small Area Plans project will be based on understanding market demands and supporting mobility improvements for each area. The final deliverable will be a separate document for each of the three station areas.

Chelsey Hendrickson, project manager with Kimley Horn, previously provided an overview, review the schedule and process, and discuss stakeholder engagement at the May commission meeting. Ms. Hendrickson and Jay Dema will be present in August to provide the results of the market analysis. The presentation is included in the packet.

**Action**  
Information

# Cottage Grove and St. Paul Park Small Area Plans

*Presentation to the Red Rock Corridor  
Commission*

*August 24, 2017*

# Agenda

- Small Area Plan Goals
- Workshops
- Open Houses
- Next Steps

# Small Area Plan Goals

- Support comprehensive plan processes
- Support the character and vision of the communities
- Stimulate economic development and redevelopment
- Improve connections through the communities
- Identify transit-supportive strategies to build potential ridership

# Small Area Plan Schedule

	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan
<b>1. PROJECT MANAGEMENT</b>									
Meetings with County and City Staff and the PAT									
Red Rock Corridor Commission	■			■			■		
<b>2. PUBLIC INVOLVEMENT</b>									
Stakeholder Workshops and Open Houses			■			■			
Implementation Workshop						■			
<b>3. PROJECT AREA CHARACTERISTICS</b>									
Existing Conditions									
Market Analysis									
Development Scenarios									
Small Area Plans									
Implementation Strategies									
<b>4. FINAL REPORT</b>									
Final Document									

RRCC MEETING 8/24/17



# Workshops

RRCC MEETING 8/24/17

# Workshops

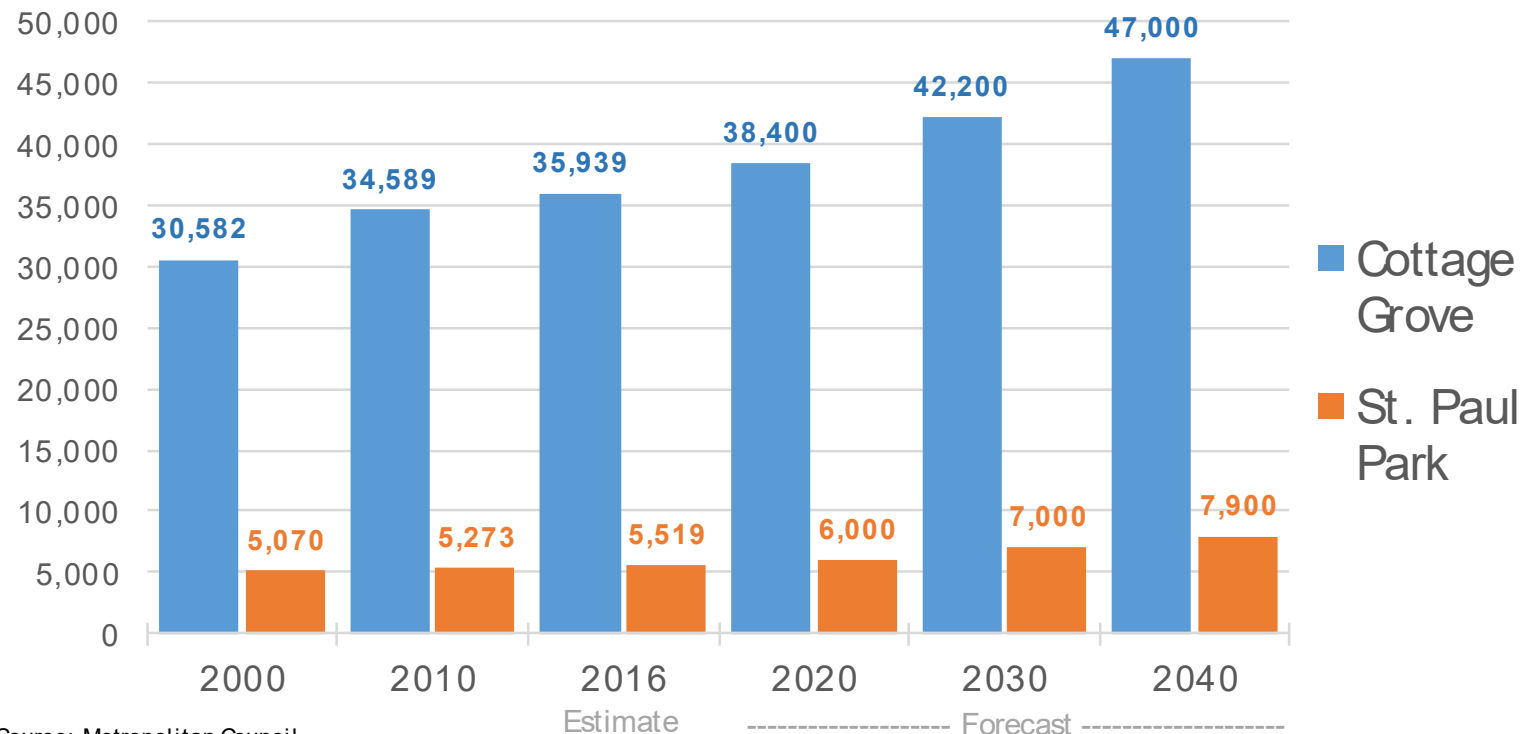
- Transit-Supportive Principles
- Market Analysis Overview
- Development Sites Analysis
- Key Sites
- Discussion

# DEMOGRAPHIC ANALYSIS

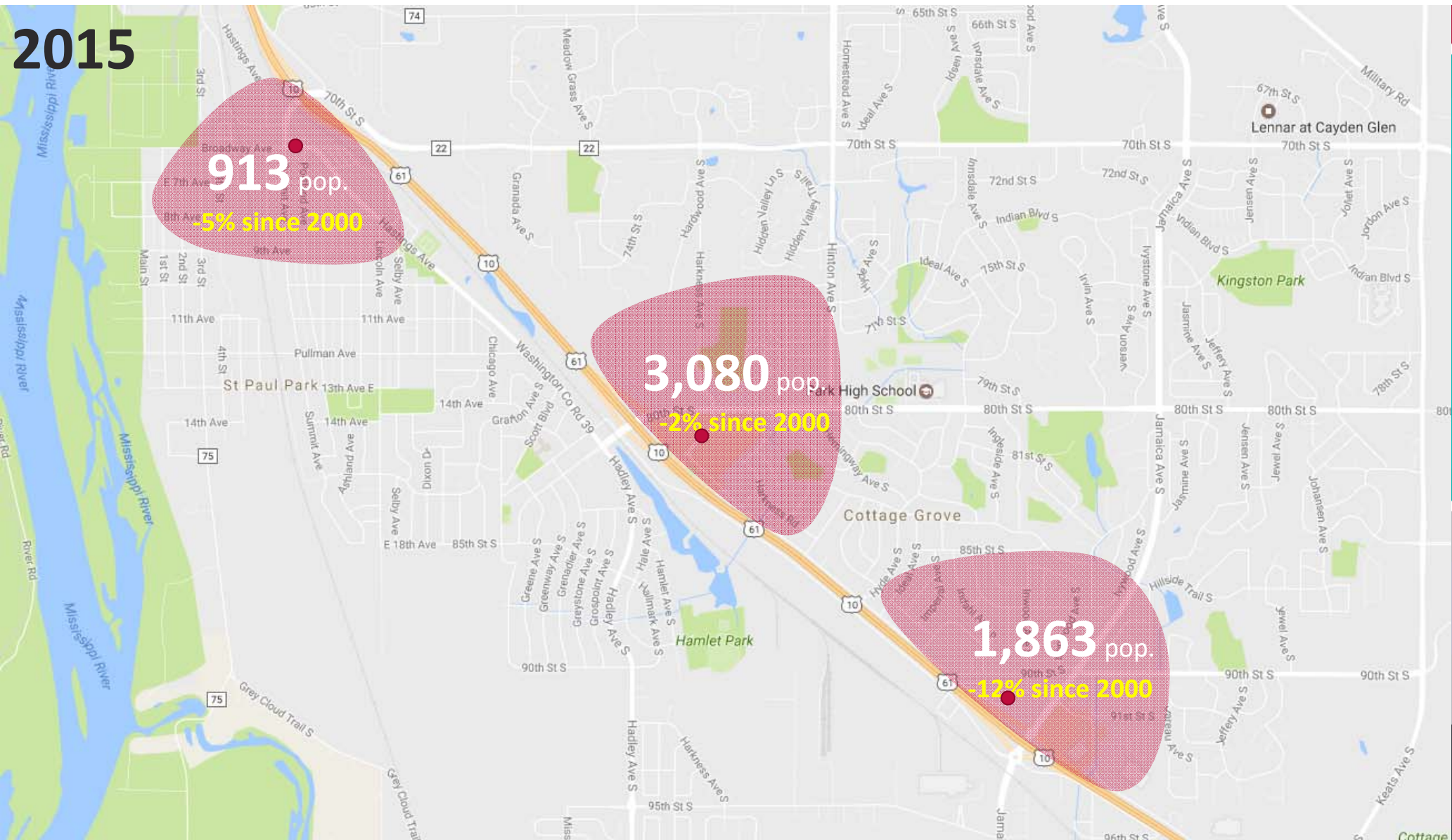
RRCC MEETING 8/24/17

# Population Trends

- The Metropolitan Council has forecasted that Cottage Grove and St. Paul Park will add roughly 4,500-5,000 new residents each decade through 2040.

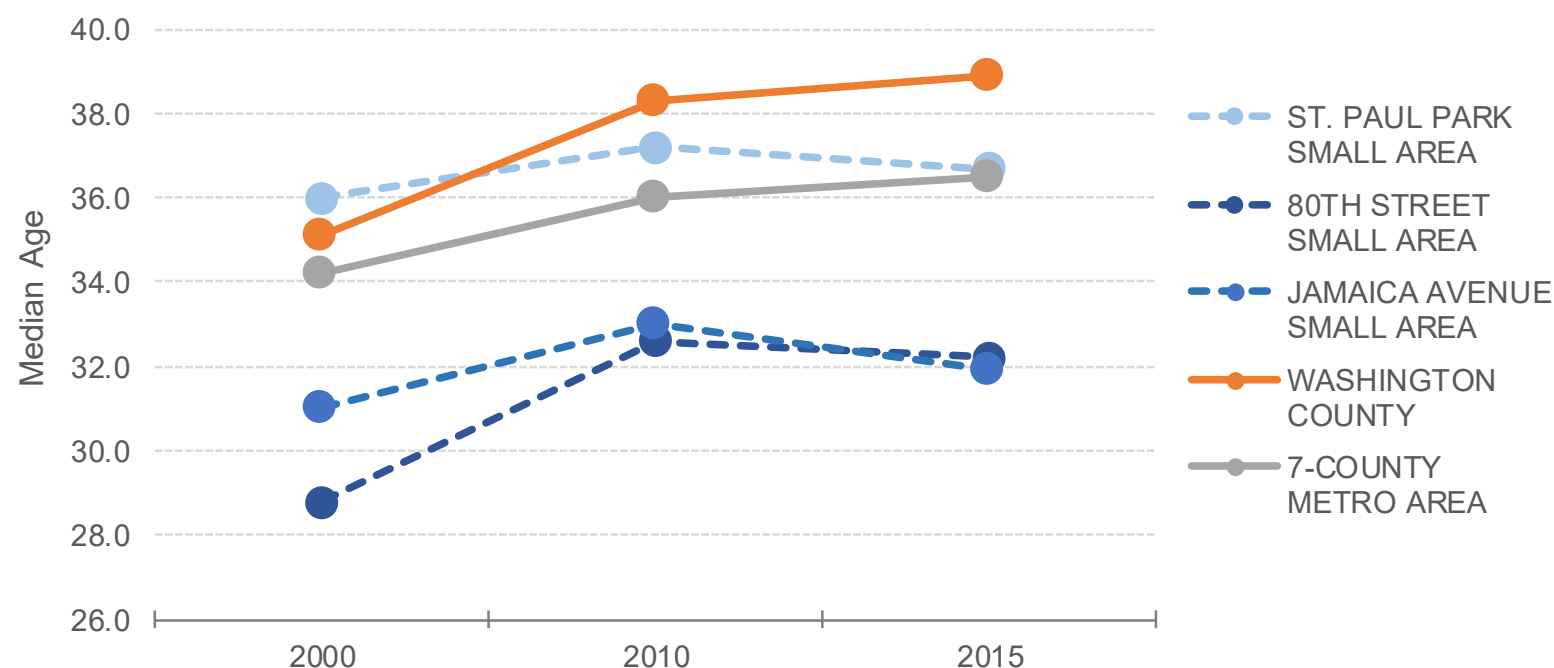


# 2015



## Median Age (2000-2015)

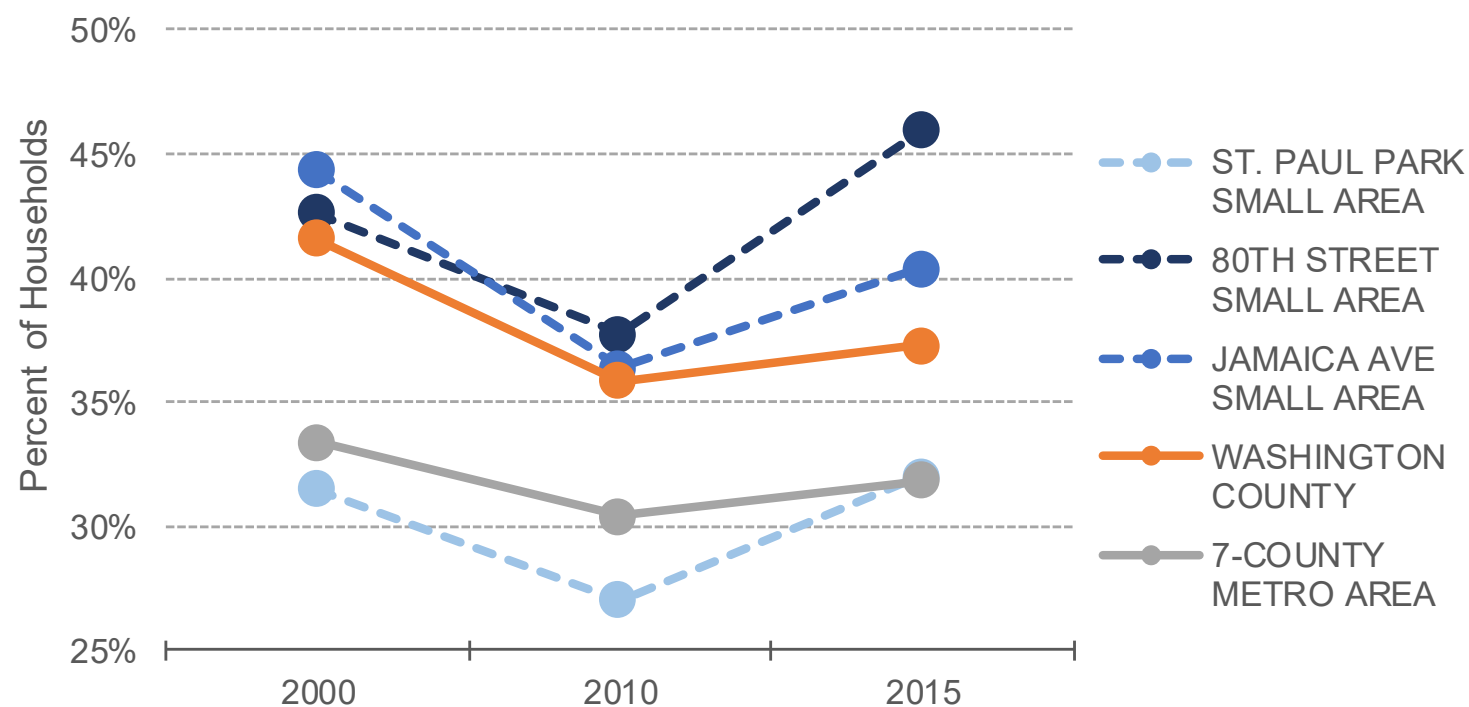
- The 80<sup>th</sup> Street and Jamaica Avenue small areas have a very young profile and are actually getting younger despite broader aging trends



Sources: US Census; Perkins+Will

# Households with Children

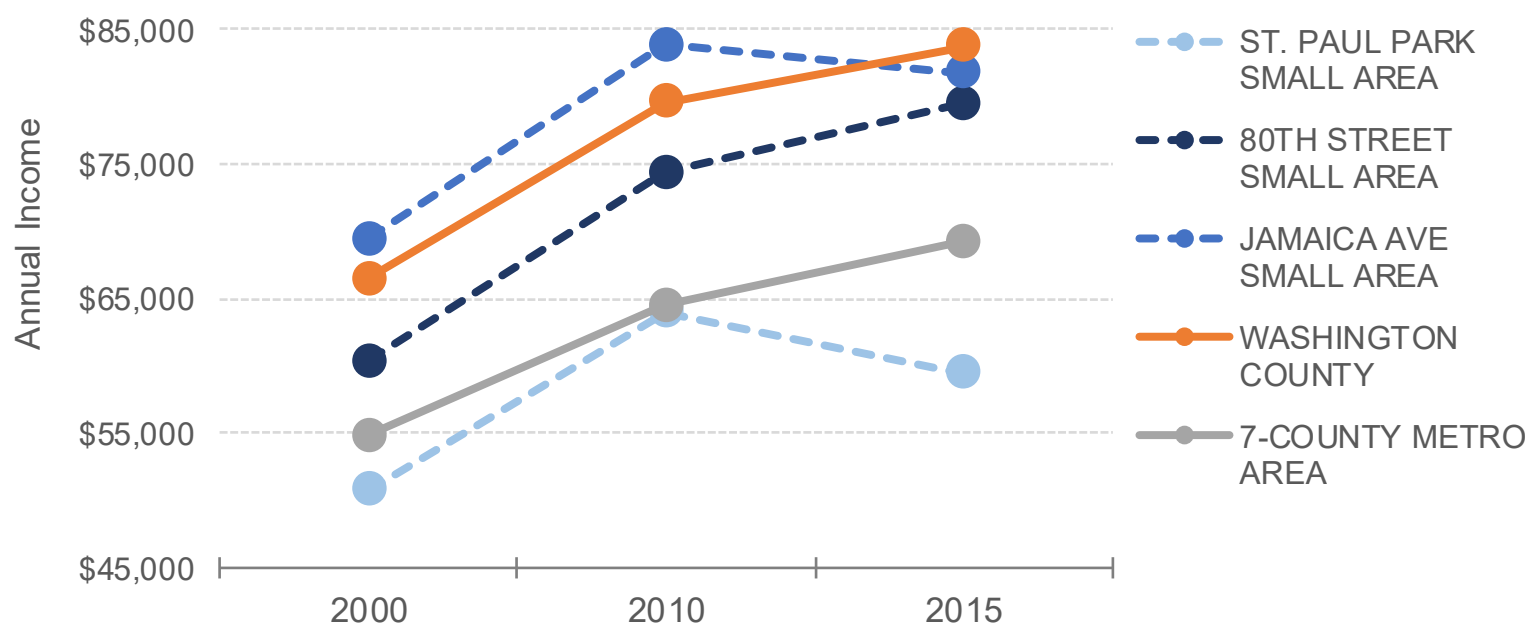
- Each of the three small areas has experienced a sharp increase in the number of households with children



Source: US Census

# Median Household Income

- The St. Paul Park and Jamaica Avenue small areas have experienced a decline in their median income since 2010



Source: US Census

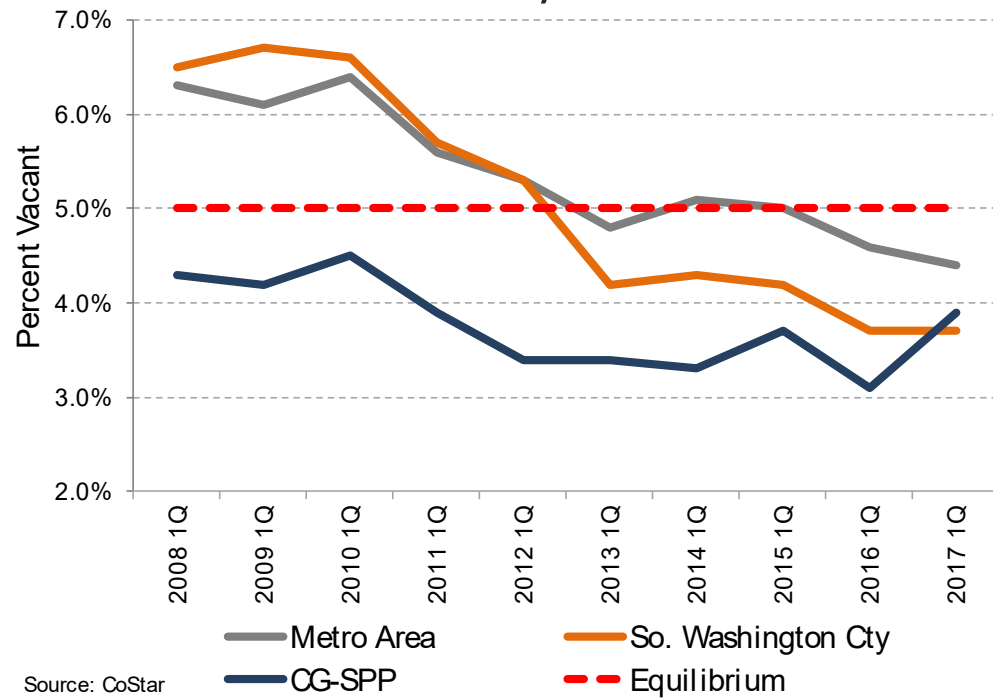


# MARKET ANALYSIS

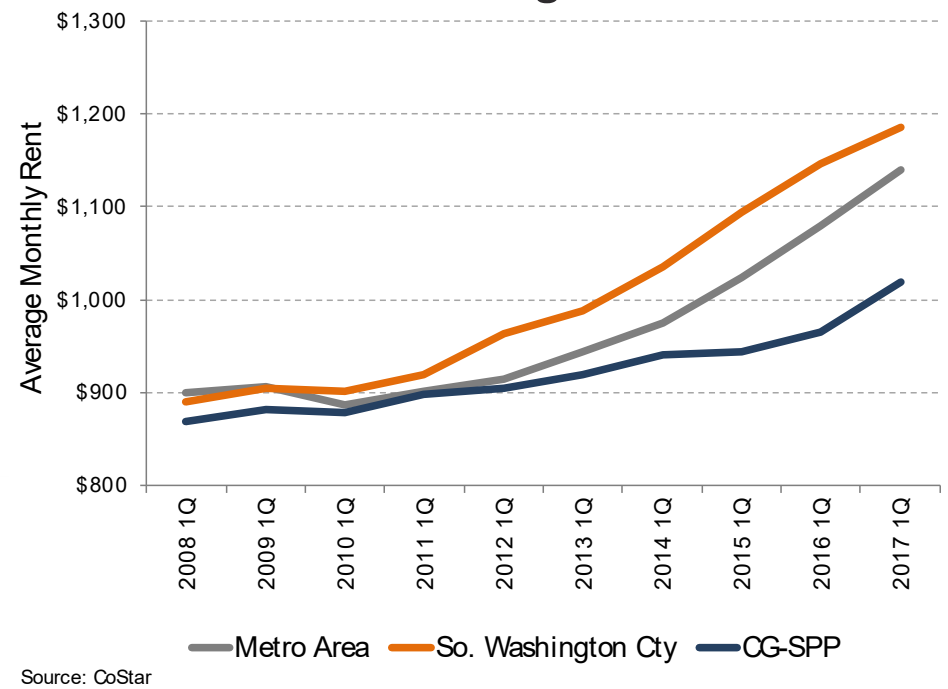
RRCC MEETING 8/24/17

# Market Rate Apartment Trends

## Vacancy Rate



## Average Rent



# Apartment Development Trends

- General-occupancy rental units built in last 20 years:
  - Cottage Grove = 12
  - St. Paul Park = 0
  - Woodbury = 1,710
- Senior rental units built in last 20 years:
  - Cottage Grove = 210 (248 under development)
  - St. Paul Park = 0
  - Woodbury = 721

# Cottage Grove-St. Paul Park Retail

- 1.5 million square feet of commercial space
  - 13% of South Washington retail market
- 80<sup>th</sup> Street:
  - 540,000 SF
  - 71 businesses
  - Anchored by Kohl's, Hy-Vee
- Jamaica Avenue:
  - 770,000 SF
  - 58 businesses
  - Anchored by Target, Cub Foods, Menards, and Walmart
- Downtown St. Paul Park:
  - <60,000 SF
  - Curious concentration of bars, pubs, and taverns
- 80<sup>th</sup> Street recuperating after loss of Rainbow and Home Depot
- Jamaica Avenue has been expanding southward along Highway 61
- Both districts dominated by chains that focus on local market
- Very little regional or destination retail in either district

# Cottage Grove-St. Paul Park Office

- 350,000 square feet of office space
  - Less than 6% of South Washington office market
- 80<sup>th</sup> Street:
  - 130,000 SF
  - Heavy focus on financial services and medical professionals
- Jamaica Avenue:
  - 97,000 SF
  - Concentrated on south side of Highway 61 away from retail
- Office space is dominated by small professional users that cater to local households (e.g., dentists, insurance agents, real estate agents, chiropractors, medical clinics, etc.)
- Limited supply (or demand) for larger office users

# DEVELOPMENT RESEARCH

RRCC MEETING 8/24/17

# Developer Interviews

## ■ Interviewees

- Kathryn Paulson, Chris Eng  
Washington County CDA
- Mike Rygh  
Custom One Homes
- Jon Rausch, Ben Drew  
Cushman Wakefield Northmarq
- Jeff Huggett  
Dominium
- Chris Stokka  
MWF Properties

## ■ Perspectives

- Developers, real estate professionals
- Commercial and residential expertise
- Affordable, market rate, senior housing
- All were familiar with Cottage Grove or St. Paul Park

# Developer Interviews – Housing

- There is demand for affordable housing
  - Red Rock Square was fully leased before it opened
  - Residents are mostly younger families who are starting out in their careers
- There is demand for senior housing
  - Residents mostly come from nearby communities
- The demand for market rate, general occupancy housing has not been tested, but it is probably not strong enough to command new construction rents
  - Testing and establishing the market would require public financial support for initial projects
- The locations under consideration for housing are viable
  - Freeway proximity is not a concern



# Developer Interviews– Commercial

## ■ Retail

- Existing retail at 80<sup>th</sup> Street and Jamaica Avenue has good anchors
- But it is a weak mix of businesses, lacking amenities such as sit-down restaurants
- The Jamaica Avenue district is distant from population base
- Building more housing would help strengthen retail districts

## ■ Office

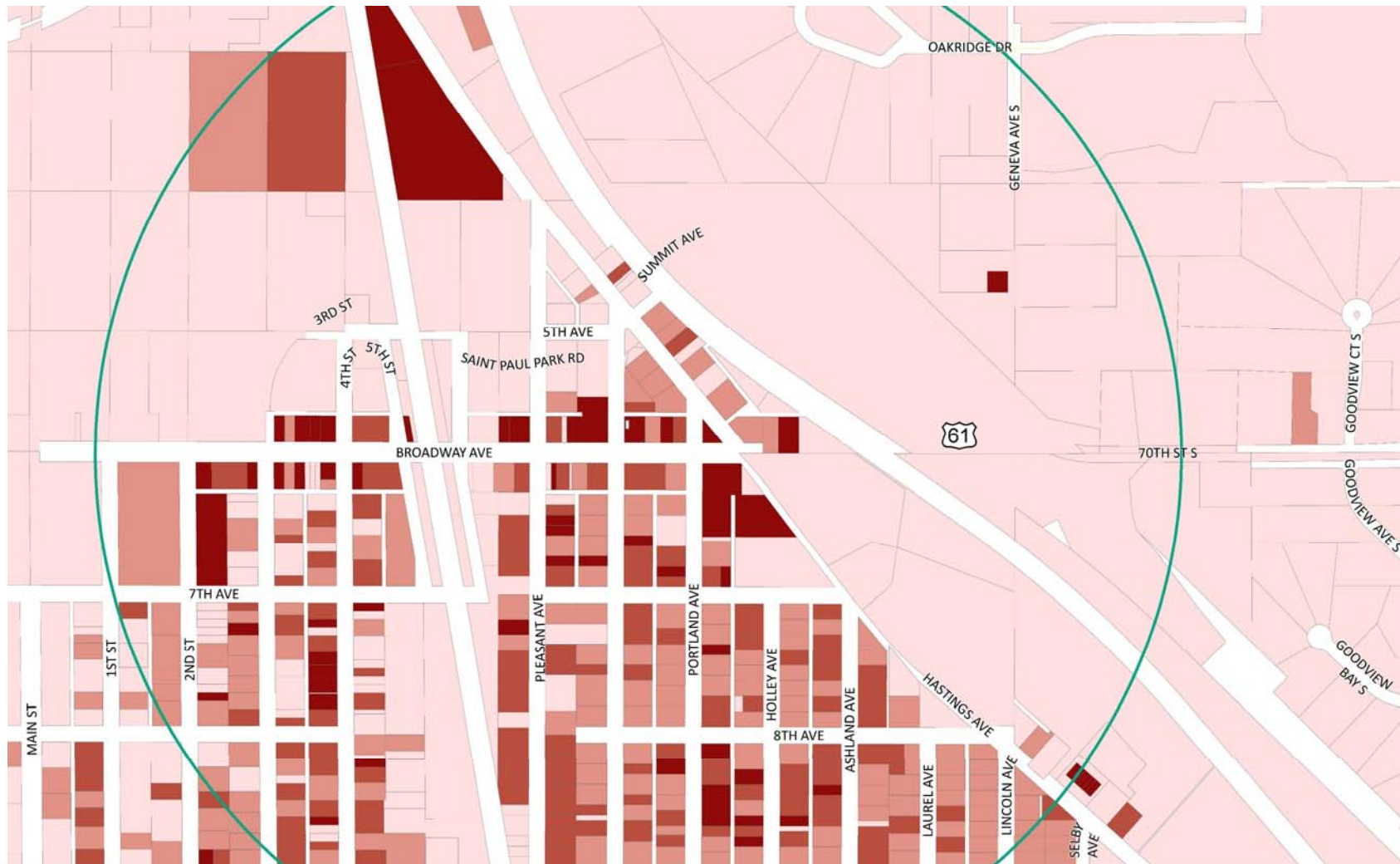
- There is no market for offices
- That only happens in a few places in the metro area

## ■ Mixed-use

- A mixed use development, with a pedestrian-oriented retail area, might work on a small scale
- Glen Lake area in Minnetonka was suggested as an example

# DEVELOPMENT SITE ANALYSIS

RRCC MEETING 8/24/17



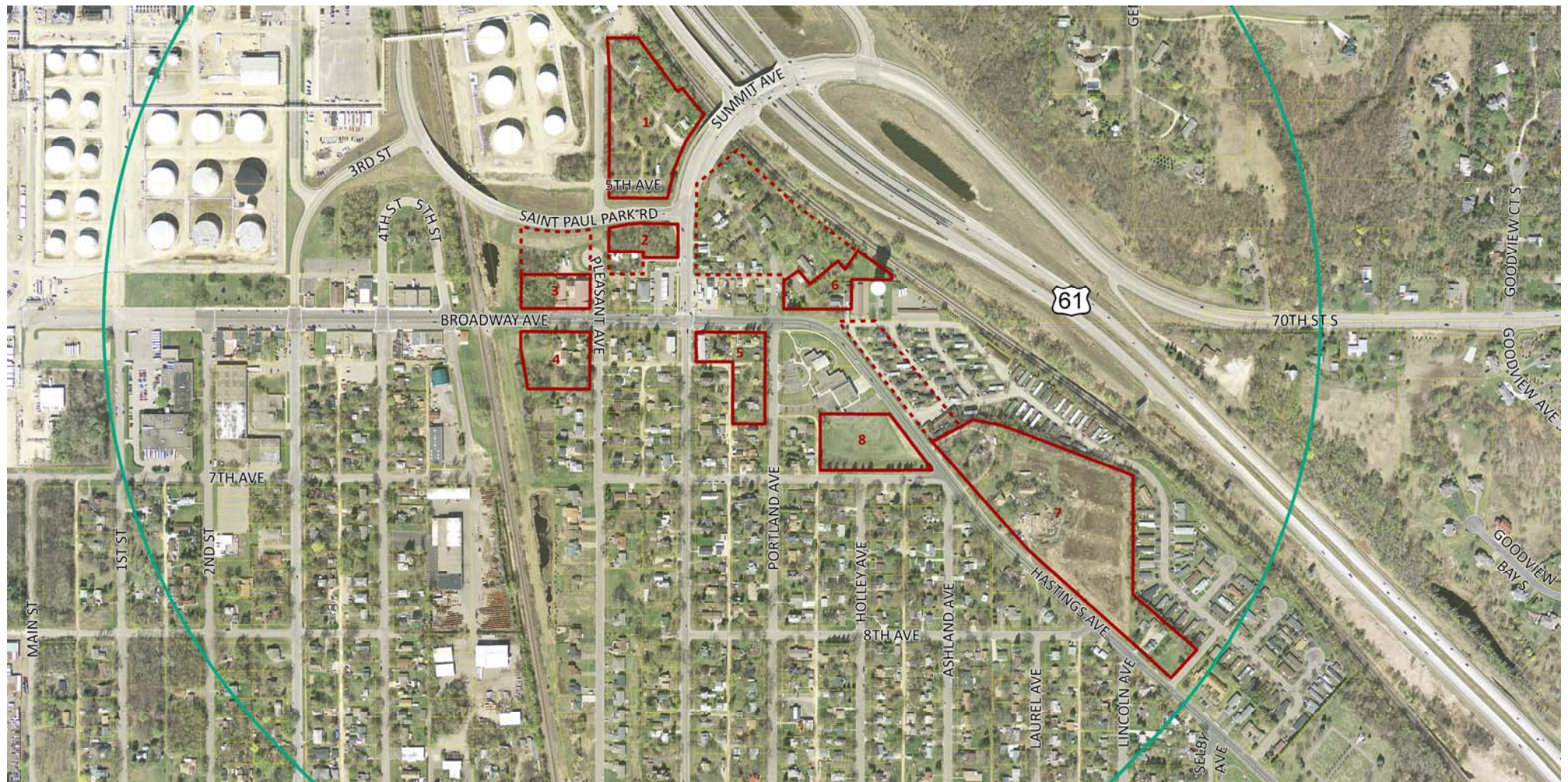
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## St. Paul Park

### Opportunity Site Analysis

\$0 to \$8 psf  
\$8 to \$15 psf  
\$15 to \$25 psf  
\$25 and up psf



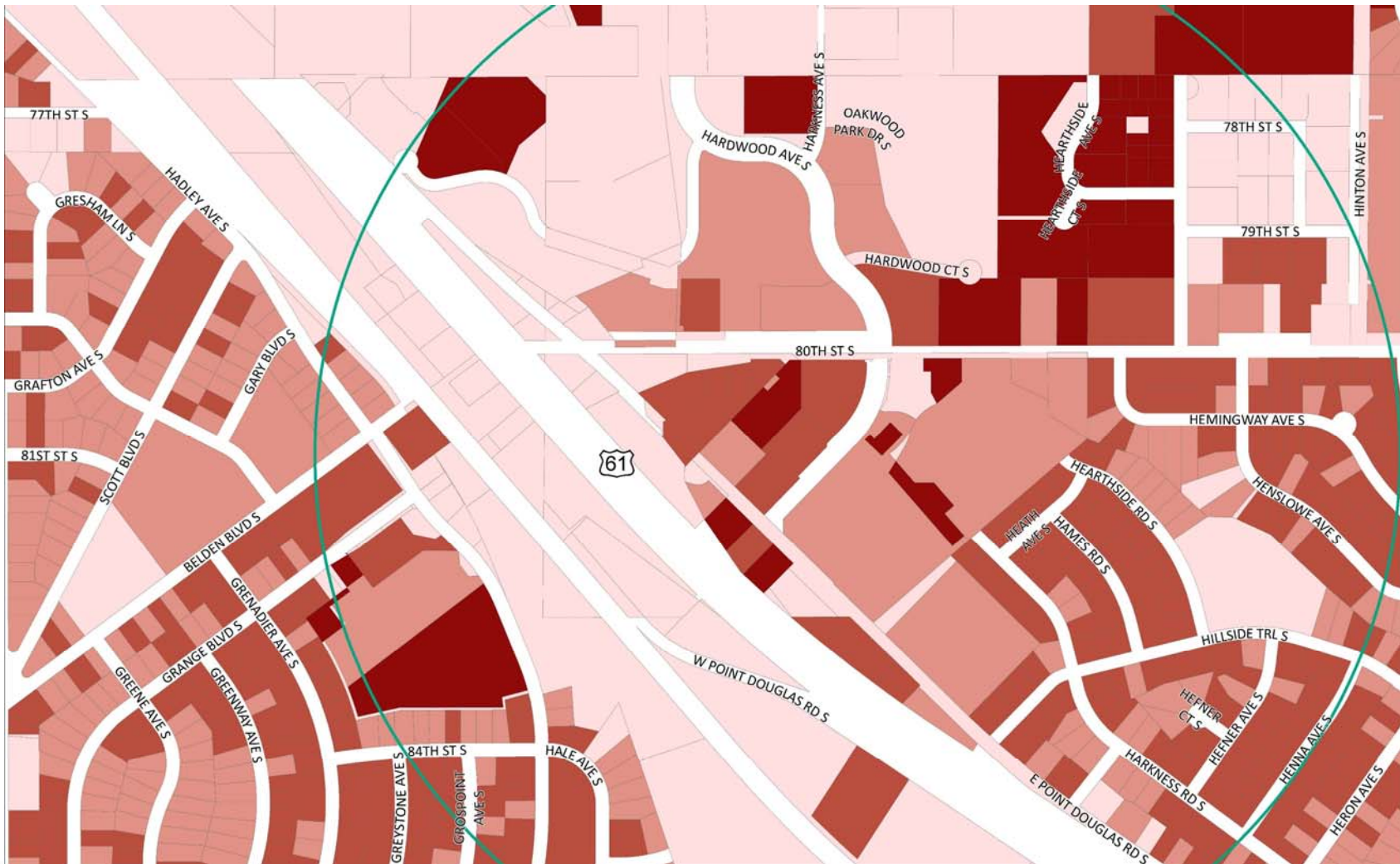


RRCC MEETING 8/24/17

# St. Paul Park

Development Opportunity Areas



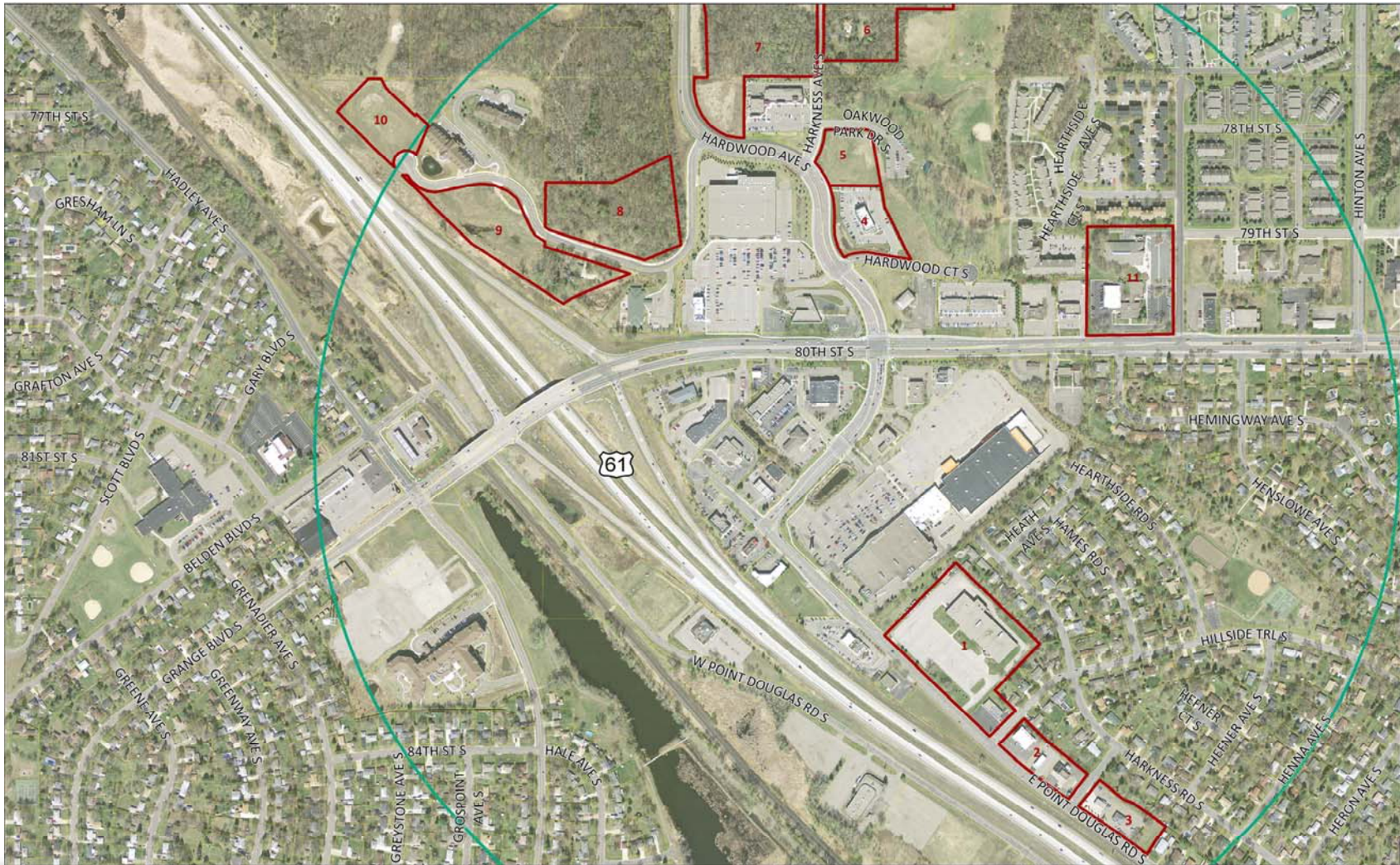


RRCC MEETING 8/24/17

## 80<sup>th</sup> Street Opportunity Site Analysis

\$0 to \$8 psf  
\$8 to \$15 psf  
\$15 to \$25 psf  
\$25 and up psf



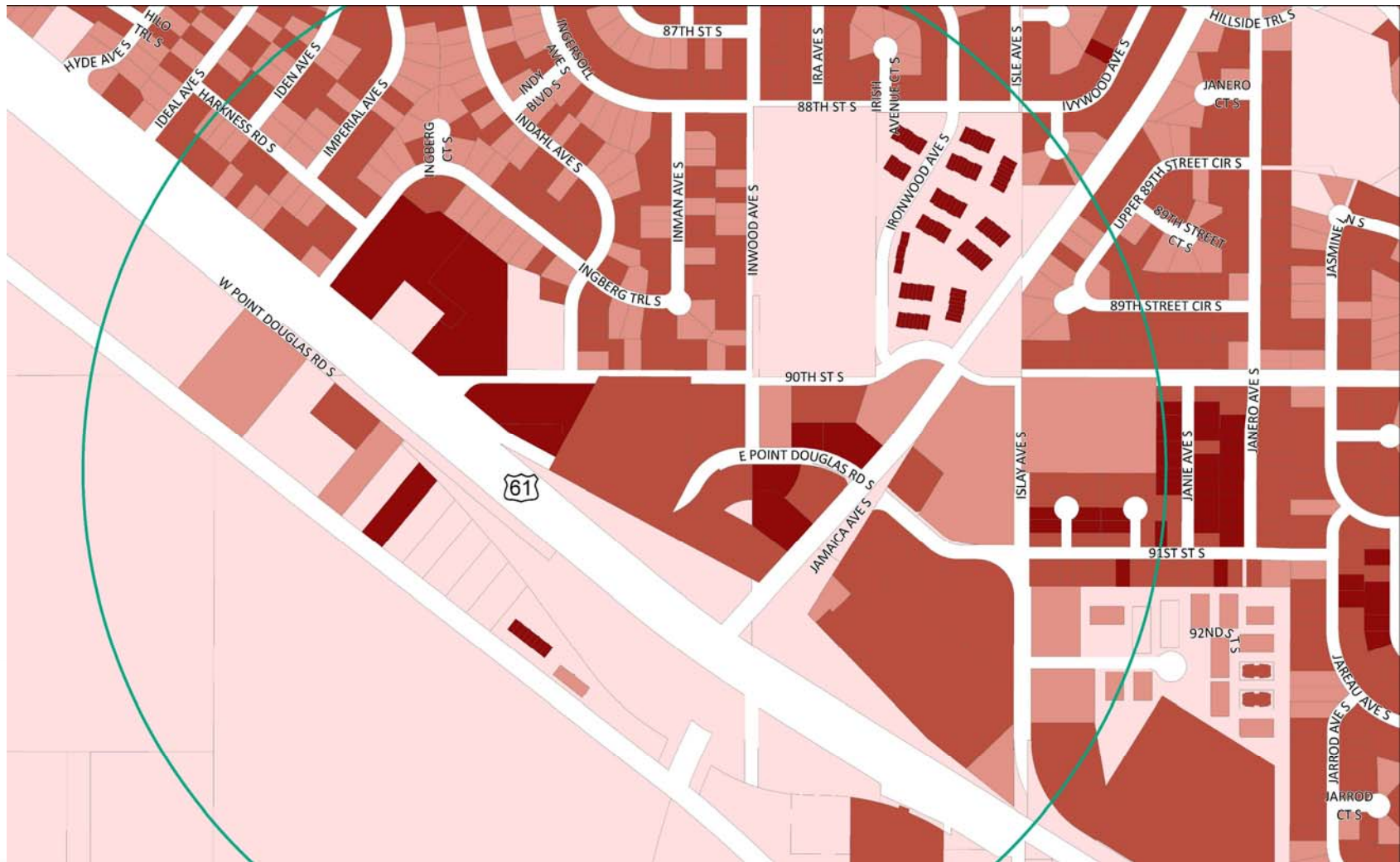


RRCC MEETING 8/24/17

## 80<sup>th</sup> Street

Development Opportunity Areas



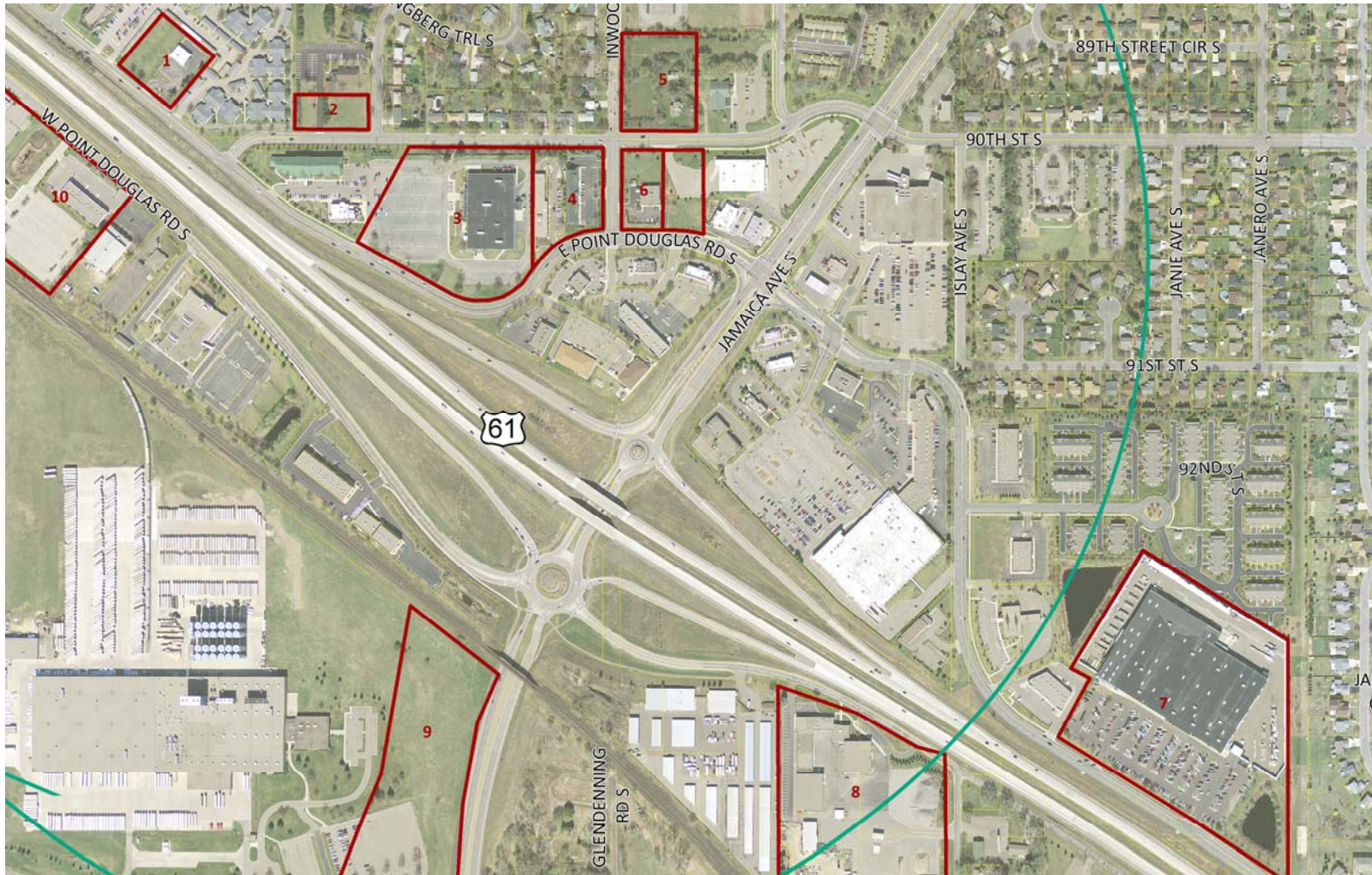


RRCC MEETING 8/24/17

## Jamaica Avenue

Opportunity Site Analysis





RRCC MEETING 8/24/17

## Jamaica Avenue Development Opportunity Areas



# Open Houses

RRCC MEETING 8/24/17

# Open House Round 1 Summary

- 2 open houses
- Well-publicized
  - Postcards
  - Facebook ad
  - Flyers
  - Website announcement
- 20+ people attended in Cottage Grove
- 25+ people attended in St. Paul Park



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# Open House Stations

- Designed to get feedback in different ways

## Station 1: Project Overview



## Station 2: Existing Conditions



## Station 3: Suburban Transit-Supportive Developments



## Station 4: Market Analysis



## Station 5: Your Community



RRCC MEETING 8/24/17

# Cottage Grove: What We Like

- Current neighbors and demographics (appreciate a mix of ages)
- That the area is quiet and less busy than other suburbs
- The many biking/walking trails



RRCC MEETING 8/24/17

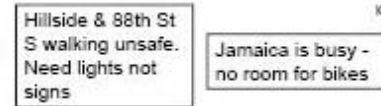
# Cottage Grove: What We'd Like to See Change

- Add a centralized community gathering spot supplemented by new retail or commercial options
- More variety in housing and commercial options, densities, and scales

*"Restaurant & walk around after. Community gathering space. Varied density. More similar to other suburban examples we were shown."*

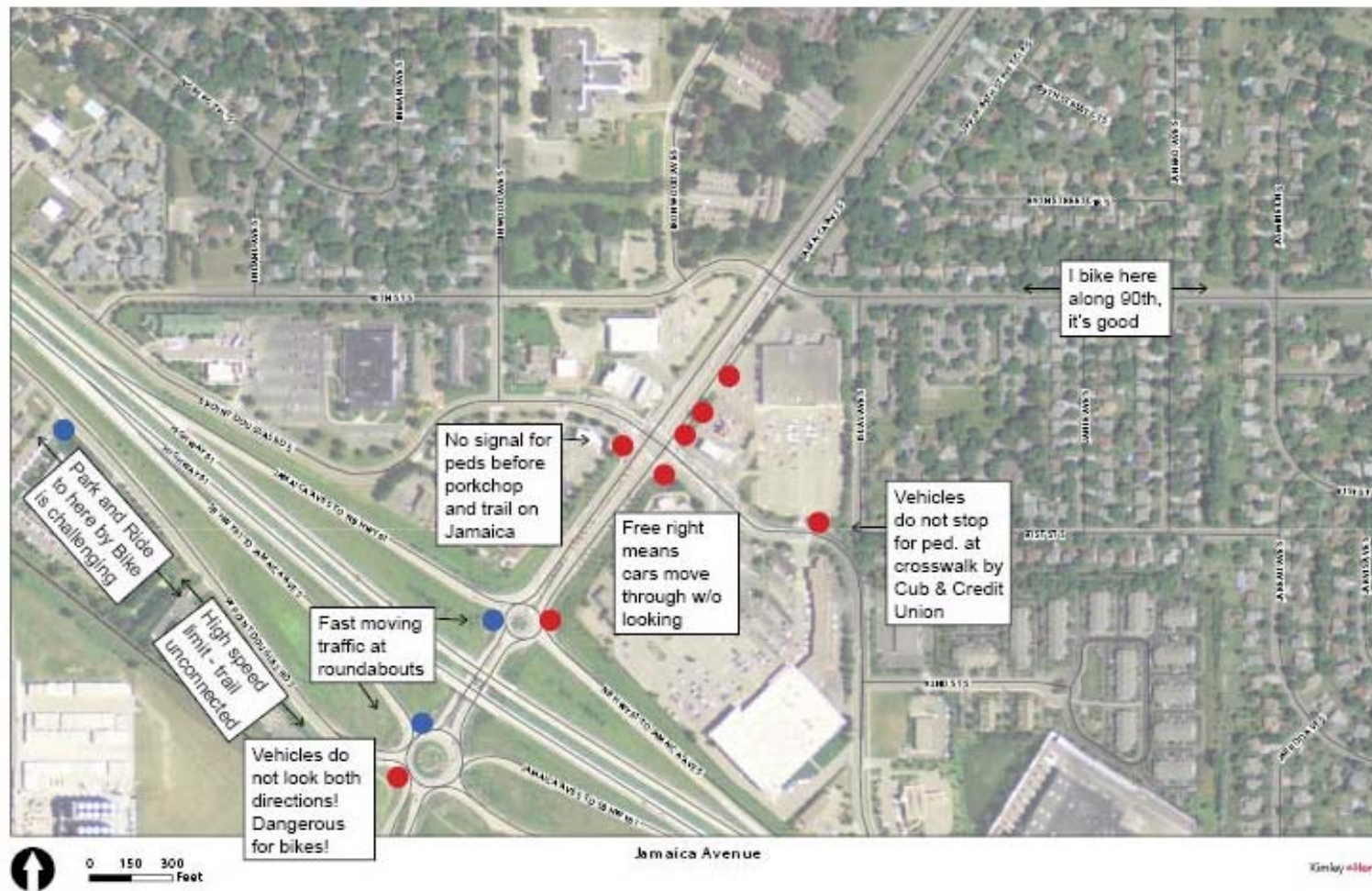






# 80<sup>th</sup> Street

## Mobility Challenges



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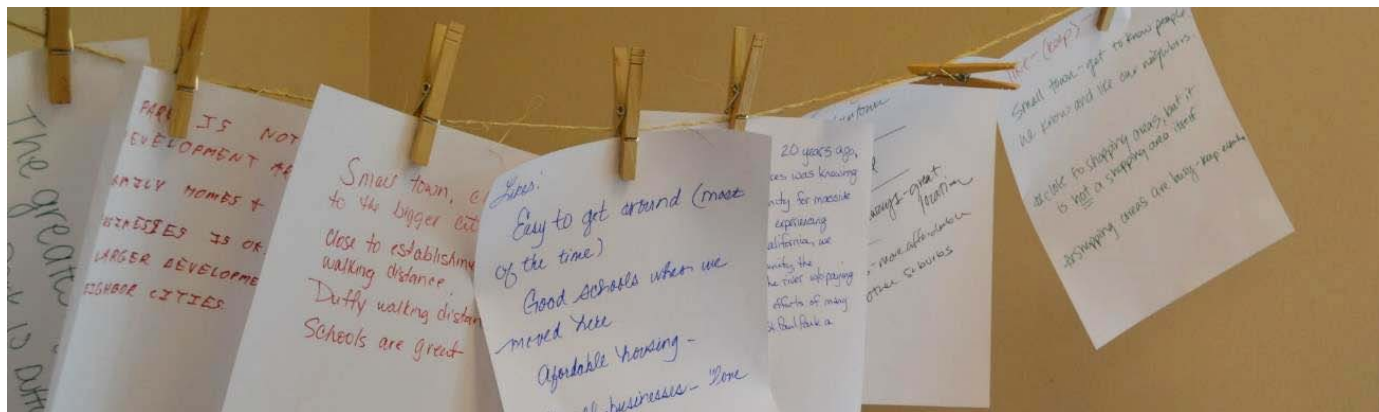
## Jamaica Avenue

Mobility Challenges



# St. Paul Park: What We Like

- The small town feel of St. Paul Park
- Housing affordability, particularly when compared to other suburbs
- Proximity to downtown Saint Paul, Woodbury, and Bloomington





# St. Paul Park: What We'd Like to See Change

- A centralized community gathering spot supplemented by more walkable destinations and consistent, connected sidewalks
- Larger-scale retail and medical clinics





RRCC MEETING 8/24/17

## St. Paul Park

Mobility Challenges

# Project Next Steps

- Existing Conditions Report
- Market Analysis Report
- Development Scenarios
- Strategies
- Small Area Plans
- Final Report

# Questions?

RRCC MEETING 8/24/17



**DATE:** August 17, 2017  
**TO:** Red Rock Corridor Commission  
**FROM:** Staff  
**RE:** Communications Update

**Website**

There have been 1,365 website views in the last 30 days.

**Facebook**

The Facebook page has 362 likes. There have been no instances where comments needed to be removed from the Facebook page in accordance with the commission's Facebook use policy.

**Press**

News articles published since the last Red Rock Corridor Commission meeting are attached.

1. July 7, 2017 — Star Tribune
2. July 15, 2017—StarTribune
3. July 31, 2017— Pioneer Press
4. July 31, 2017—MPR News

**Action:**

Information

## EAST METRO

# North/east metro news briefs: Anoka County election officials find another turnout error

JULY 7, 2017 — 11:44PM

Anoka County election officials have discovered another voter turnout error in totals reported for a St. Francis public schools bonding referendum held in late May.

However, county officials said the errors did not have any effect on the referendum, where voters rejected a \$92 million bond issue to upgrade school facilities.

The county originally reported that 5,270 voters had participated in the May 23 special election, a total that school board members verified at a May 26 meeting.

Election staffers then discovered a transcription error and revised the total to 4,606 voters, prompting the school board to call a second special meeting June 2 to canvass the updated returns.

But that revised total was also incorrect, according to a June 12 memo sent from the county to a district official. In correcting the original error, staffers made an additional mistake by double counting election-day registrants, according to Cindy Reichert, the county's elections manager.

County officials now say the number of voters who turned out was 4,522, not 4,606.

"Though these errors did not result in changed vote totals, they are unacceptable," Reichert wrote.

The school district reported that it paid about \$6,000 to Anoka County to run its election.

Hannah Covington

## NEWPORT

Officials seek to spread out bus riders

East metro officials hope to shift riders from a major overcrowded park-and-ride to a new and underused station not too far away.

Metro Transit is now offering service from the little-used Newport Transit Station to downtown Minneapolis, via Route 365. That route serves the Cottage Grove and Lower Afton park-and-rides, but three trips soon will be rerouted to serve the Newport station.

Metro Transit had announced it was reducing service to Lower Afton due to overcrowding in the parking area. Newport has plenty of room, but officials said that commuters were sticking with Lower Afton through sheer force of habit.

But minds have changed: Metro Transit will no longer reduce service at Lower Afton.

The changes will kick in Aug. 21, with more details available that month, officials said. They called it a "demonstration service" and said that its future depends on evidence of how well it works.

David Peterson

## MAPLEWOOD

Nadeau to replace Schnell as police chief

Columbia Heights Police Chief Scott Nadeau has been named Maplewood's new director of public safety.

Maplewood officials chose Nadeau late last month over about 20 applicants. He will be replacing Paul Schnell, who recently retired, and will begin his new job Aug. 7.

Nadeau has been the police chief in Columbia Heights since 2008. He previously worked in the Brooklyn Center Police Department.

"Maplewood is a really progressive community," Nadeau said, offering "new challenges and new growth opportunities."

Hannah Covington

Blaine

Callahan named principal for new school

The Spring Lake Park School District named a principal for its new elementary school under construction in Blaine.

Mike Callahan, the district's director of student services, has accepted the position, according to a recent announcement by Superintendent Jeff Ronneberg.

Callahan served as principal at Northpoint Elementary School in Blaine for six years and has worked at other schools, according to a news release.

The new school will be located near the corner of 105th Avenue NE. and Davenport Street, close to the National Sports Center. It is scheduled to open in the fall of 2018.

Hannah Covington

New Brighton

Work starts on \$5 million Exchange project

A German firm will occupy a new facility on a 4-acre site in New Brighton that officials expect will add \$5 million to the city's tax base.

Ryan Cos. is starting work at the New Brighton Exchange redevelopment area on a 37,000-square-foot building for TUV SUD, a Germany-based firm specializing in electromagnetic interference testing.

The firm now leases space at another location in New Brighton and employs about 50 people there.

The New Brighton Exchange, where Interstates 694 and 35W meet, is the largest redevelopment project in the city's history and dates back to the 1980s. It seeks to clean up environmental contamination from industries that used to be there while creating jobs and housing.

David Peterson

Stillwater

Ice cream social kicks off Lumberjack Days

Lumberjack Days, Stillwater's summer festival, kicks off July 20 with an ice cream social on the lawn of the Washington County Historic Courthouse.

The social will include live music by Scrapegoat Skin & Bones and Blue Groove Bluegrass, a petting zoo, children's games and activities, the first Medallion Hunt clue reading, a Civil War exhibit in the courthouse and jail tours.

The event, free and open to the public, will run from 5 to 9 p.m. at the corner of Pine and 3rd streets. In the event of rain, it will move indoors.

Lumberjack Days, to be held July 21-23, includes lumberjack shows, concerts on the shore of the St. Croix River and a parade. Details of the festival, including a list of events and their times, are available at [lumberjackdays.com](http://lumberjackdays.com) (<http://lumberjackdays.com>).

Kevin Giles





## EAST METRO

# North/East metro briefs: Open houses to be held for Red Rock Corridor plans

JULY 15, 2017 — 12:44AM

Cottage Grove and St. Paul Park will host open houses to acquaint the public with the proposed Red Rock Corridor station areas. Plans will look at land use, economic development and redevelopment.

- Cottage Grove: 5 p.m. to 7 p.m. Tuesday at Park Grove Library, 7900 Hemingway Av. S.
- St. Paul Park: 5 p.m. to 7 p.m. Wednesday at St. Paul Park City Hall, 600 Portland Av.

Red Rock is a proposed 20-mile bus rapid transit route that would connect southeastern metro suburbs with Union Depot in downtown St. Paul.

The transitway would originate in Hastings and stop at several locations.

For additional information, go to [www.redrockcorridor.com](http://www.redrockcorridor.com).

Kevin Giles

St. Paul railyard corridor issues to be aired and studied

The potential implications of an effort to unclog railway corridors flowing into St. Paul will be the topic of an open house next week.

Ramsey County is working with railroads and others on the East Metro Rail Yards Improvement Project, which stretches from Union Depot in downtown St. Paul to Interstate 494.

The goal of the project is to reduce the number of blockages and waits owing to the convergence of three major national rail lines in the same area.

A study, still in its early stages with no formal recommendations, is being overseen by the Ramsey County Regional Rail Authority.

It builds on a 2012 rail capacity study compiled by a number of outside consulting firms.

The study covers “track and multiple rail yards owned by BNSF Railway, Canadian Pacific Railway and Union Pacific Railroad,” according to the announcement.

The solution could include grade separations.

The public’s interest concerns the potential for more passenger rail service at the depot, including high-speed service to Chicago.

The event will be held from 6:30 p.m. to 8 p.m. on July 24 at the Battle Creek Recreation Center, 75 Winthrop St. S., St. Paul.

David Peterson

Roseville

Free help for home improvement jobs

Roseville is partnering with the Center for Energy and Environment to offer free assistance to residents wishing to upgrade their homes.

Experts will help residents apply for financing, advise them on codes and permits, visit a site to help figure out what needs to be done and review offers from contractors.

They will also do free energy audits.

For information on housing and loans, go to [mnlendingcenter.org/RSVL](http://mnlendingcenter.org/RSVL) or call 612-335-5884.

For information on energy efficiency audits, go to [cityofroseville.com/energyauditwaiver](http://cityofroseville.com/energyauditwaiver), call 651-328-6220 or contact [hesscheduling@mncee.org](mailto:hesscheduling@mncee.org).

David Peterson

Stillwater

On deck: Old-time baseball matches

Six local vintage baseball clubs will gather July 22 to play one-hour exhibition matches.

The games, part of Stillwater's Lumberjack Days celebration, will be held at the Old Athletic Field, on Orleans Street and 6th Avenue. They are free to the public.

Participating teams include the St. Croix Base Ball Club, an educational outreach program of the Washington County Historical Society. The St. Croix club, in its 19th season, has been Minnesota's reigning vintage baseball champion since 2002.

The schedule:

- Rum River Rovers vs. Afton Red Socks, 11 a.m.
- La Crescent Applejacks vs. Arlington Grays, noon
- Quickstep Base Ball Club vs. St. Croix Base Ball Club, 1 p.m.
- Afton Red Socks vs. Arlington Grays, 2 p.m.
- Quickstep Base Ball Club vs. Rum River Rovers, 3 p.m.
- St. Croix Base Ball Club vs. La Crescent Applejacks, 4 p.m.

Kevin Giles

Brooklyn Park

City updating 10-year park system plan

Brooklyn Park is updating its 10-year park system plan and looking for residential feedback.

A community meeting is planned for 6 p.m. on Friday at Zanewood Recreation Center, 7100 Zane Av. N.

City leaders expect to finish the plan, which will set priorities for Brooklyn Park's trails, parks and recreation programs, in early 2018.

A park system plan survey is also available [online](https://www.surveymonkey.com/r/parkssystemplan) (<https://www.surveymonkey.com/r/parkssystemplan>).

Hannah Covington

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NEWS > GOVERNMENT & POLITICS

# The east metro's most expensive park and ride station is also the least used



On a recent midweek workday at 4:30 pm there were seven cars parked in the large lot of the Newport Transit Station, the most expensive (\$6 million) and least used bus terminal in the East Metro, July 27, 2017. (Scott Takushi / Pioneer Press)

By **BOB SHAW** | [bshaw@pioneerpress.com](mailto:bshaw@pioneerpress.com) | Pioneer Press

PUBLISHED: July 30, 2017 at 11:00 am | UPDATED: July 31, 2017 at 7:54 am

It's lonely at the stop.

The first commuter of the day fidgets at the Newport Transit Station, waiting for the 6:16 a.m. bus.

In the morning fog a street light illuminates two cars in the vast parking lot. A dreary locomotive rattles past on a nearby track, and the hiss of traffic drifts in from a highway.

"I am all alone here about three-quarters of the time," said the middle-aged woman, who didn't want her name published.

So, how does she like the bus terminal?

"It's absolutely wonderful!" she said.

That's the dilemma for the east metro's most expensive — and least used — park and ride station.

The \$6.45 million project is the Hilton Hotel of bus stops — spacious, bright, heated and air-conditioned, with restrooms. Yet it is still almost as empty as the day it opened in November 2014.

Officials don't record the number of users of the station, but they do count the riders on its single bus route, which makes three trips to downtown St. Paul in the morning and three return trips in the afternoon. The average number per bus could squeeze into a commuter's minivan — eight people. Many of them board at other points in Cottage Grove, St. Paul Park or Newport before the buses get to the deluxe transit station. In the 150-car parking lot, the handful of cars per day looks desolate.

The contrast with other bus stops is dramatic. In nearby stops along U.S. 61 in Cottage Grove and St. Paul, hundreds of cars jam into the park-and-ride lots, which have bare-bones facilities costing a fraction of Newport's.

To commuters, that proves something's wrong.

"Are we spending money wisely on something that will not be used?" asked Mike Melchior of St. Paul Park as he rode the Route 364 bus from St. Paul to Newport.

Of the station's \$6.45 million cost, \$2.5 million was spent on the station construction and the rest on buying land, removing buildings and site preparation. A five-county sales tax supporting transit paid for \$3.19 million, state bonds paid \$1.8 million, Washington County \$1 million and federal sources \$475,000.

The costs were high, explains county Transportation Planning Manager Jan Lucke, partly because it was originally built to be a stop for buses and commuter rail. It was supposed to be the first of four new stations along the Red Rock rail commuter line between St. Paul and Hastings.

But the idea of commuter rail was abandoned in 2016, according to Lucke. In its place will be a bus rapid-transit route — and the Newport facility will be well-suited for that use, she said.

“The station is not based just on today, but based on the direction that transportation is moving as a whole,” said Lucke.

The single route from the Newport station has low ridership, admitted Nick Thompson, director of Metropolitan Transportation Services, part of the Metropolitan Council. “But it's not out of line,” he said. It is comparable, for example, to ridership on a route servicing Inver Grove Heights.

## **MORE BUSES AS OF AUG. 21**

He and other officials are trying to bring the Newport station to life.

One tactic is to add another route at the station. Route 365 buses, which run between Cottage Grove and Minneapolis, will be making a stop in Newport starting Aug. 21.

Officials hope that Minneapolis-bound commuters will shift away from the overflowing park and rides at Lower Afton Road, about three miles away.

Another ridership-building strategy will unfold in August, when the 42-unit Red Rock Square opens next to the Newport station. Officials hope that residents of the affordable-housing project will ride the bus to their jobs.

That \$10 million building is a sign of things to come, according to transportation manager Lucke.

Redevelopment of the depressed area is a goal for both the transit station and the apartment building. Lucke said Red Rock will be the first multifamily project in Newport in “almost 30 years.”

The apartment building is part of what officials hope will be a \$26 million redevelopment of the 40-acre area, to the southwest of Interstate 494 and U.S. 61. The project, called Red Rock Crossing, could eventually be home to 500 apartments and homes, plus retail and other businesses.

Another ride-boosting approach is making the Newport terminal into a State Fair bus stop. The Met Council set up the station for Fair-goers last year, and it was considered a success.

Julie Scott said that increases the visibility of the terminal. “The parking lot’s full during the State Fair,” said Scott, who gets on the bus one block from her home in Newport, to ride to her job in St. Paul.

A random survey of riders on the same bus came up with plenty of other suggestions.

Brian Kinstad drives 50 miles from Elmwood, Wis., to wait at the Newport stop. He was one of six who climbed onto the 6:59 a.m. bus.

Why is usage low? “It’s new,” Kinstad shrugged. In time, he said, ridership will increase.

The terminal’s appearance, bathrooms and air conditioning are nice, said Rick Gullikson of Newport. But without good service no one will use it. “You are just throwing good money after bad,” he said.

Donald Malewitz of Newport has ridden Route 364 for eight years. He hops on the bus near his home in Newport, south of the new station, and rides to his job in St. Paul. He and his wife only have one car, because he can take the bus to work. “But we need more routes, and on the weekends, too,” said Malewitz.

Eric Madsen of Newport faulted the location and even the style of the building. It’s tucked into an industrial corner of Newport, and the style is somewhat generic.

“It’s not really obvious what it is when you see it,” said Madsen.

But how would he rate the bus-riding experience overall?

"Oh," he said, "I love it!"

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Tags: [Transportation](#)

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## **Bob Shaw**

Bob is a 40-year veteran (yes, he is grizzled) who edited one Pulitzer Prize winner and wrote two that were nominated. He has also worked in Des Moines, Colorado Springs and Palo Alto. He writes about the suburbs, the environment, housing, religion -- anything but politics. Secret pleasures: Kayaking on the Mississippi on the way to work, doughnuts brought in by someone else. Best office prank: Piling more papers onto Fred Melo's already trash-covered desk.

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**VIEW COMMENTS**





# NewsCut

MPR News Reflections and  
observations on the news

This or That

## Transit spins its wheels in the East Metro



**Bob Collins** July 31, 2017, 7:05 AM

The Pioneer Press' well-documented story of a failed — so far — bus stop raises an important question for a region that often struggles to find its mass transit footing: Can you develop support by running so few buses?

If you take a bus from the suburbs in the East Metro, you have to adjust your schedule to the bus. And that's the problem. There aren't many buses and if you have an ordinary life, it's better to drive.

The Pioneer Press documented the “new” Newport Transit Station, which opened almost three years ago. Nobody uses it. How can they? There are only three buses a day in each direction.

For \$6.5 million, the few riders got a nice facility with plenty of parking, rest rooms, and air conditioning, something that comes in handy when the fumes from the nearby rendering plant are blown in its direction.

It was supposed to be a stop along the Red Rock commuter rail line, but the train idea was nixed a few years ago in favor of bus rapid transit. Someday.

And that's the way transportation mostly works in the east metro. Someday it will be efficient.

“The station is not based just on today, but based on the direction that transportation is moving as a whole,” county transportation planning manager Jan Lucke tells the paper.



Now? If you don't need to be in St. Paul between 6:38 a.m. and 7:52 a.m., the bus isn't for you. On the trip home, if you're not out of town between 4:05 p.m., and 5:25 p.m., you're stuck.

Spiffy park and rides are nice. Buses are better.

Next month, Metro Transit will add service to Minneapolis, but service, too, will be limited to a too-narrow window.

Officials have big plans for the neighborhood. An apartment building is going up for those who want to live next to a busy freight train route, in the shadow of I-494, and downwind of the rendering plant.

### About the blogger



**Bob Collins**

[bcollins@mpr.org](mailto:bcollins@mpr.org)

Bob Collins has been with Minnesota Public Radio since 1992, emigrating to Minnesota from Massachusetts. He was senior editor of news in the '90s, ran MPR's political unit, created the MPR News regional website, invented the popular Select A Candidate, started the two most popular blogs in the history of MPR and every day laments that his Minnesota Fantasy Legislature project never caught on.


NewsCut is a blog featuring observations about the news. It provides a forum for an online discussion and debate about events that might not typically make the front page. NewsCut posts are not news stories but reflections, observations, and debate.

15 Comments

MPR News - NewsCut

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Sort by Best ▾



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LOG IN WITH

OR SIGN UP WITH DISQUS 

Name



**Doug** • 11 days ago

Why would Metro Transit add more buses, when the current service is so underused? I understand your point, but the pick up times you mentioned seem likely to be the most commonly used by commuters. If those times aren't popular, I don't blame the schedulers for not adding more off peak routes.

^ | v • Reply • Share ›



**Jay T. Berken** → Doug • 11 days ago

"likely to be the most commonly used by commuters"

All work is not like factory work anymore, one does clocks out AT 4 to 5pm anymore.

1 ^ | v • Reply • Share ›



**212944** → Jay T. Berken • 11 days ago

SD 833 is huge, juggling elementary students who live in Cottage Grove, Newport and Woodbury with a single fleet of buses (plus middle and high school, same fleet). While elementary start times will shift around a bit for CG and Woodbury schools, the administrators keep the buses for the Newport elementary students consistently tied to traditional shift work schedules, as the parents in Newport are most likely to have those inflexible schedules and they recognize that parents in other parts of the district are more likely to have some flexibility in their work schedules.

As you write, all work is not factory work anymore. As Bob writes and has written for years, the Woodbury transit buses - all two of them in the morning - are packed.

The SD 883 folks get it. They survey and ask questions and adjust to the needs of their community.

Those running the public transit buses don't. Or aren't willing to admit it. Regardless of reason, they continue to fail at their task.

1 ^ | v • Reply • Share ›



**Bob Collins** MPR News → Doug • 11 days ago

Well, again, that's the problem with planning out a transit system. It's a case of "who's going to go first?" The expectation that people should adjust their lives in order to show support for a transit route, is a questionable. Also, it doesn't work. The Woodbury buses (the last one leaves at 750) have been packed to the gills for years. They never added additional buses.

If you look three miles up the road (at Afton and 61), you'll see park and rides packed. Why? Because the Minneapolis express bus stops there. Later this month it'll start stopping in Newport. But it was kind of insane to wait 3 years to figure out that people need to go to Minneapolis for work more than they need to go to St. Paul

^ | v • Reply • Share ›



**Gary F** • 11 days ago

Maybe the Newport station needs other stuff going on to make it more active

<http://www.citypages.com/ne...>

^ | v • Reply • Share ›



**Bob Collins** MPR News ➔ Gary F • 11 days ago

It needs a bus to make it more active.

6 ^ | v • Reply • Share ›



**Junebug** • 11 days ago

Not sure how this station could have possibly cost \$6.5 million. It's nice enough, but mostly a parking lot and one shelter. I never see more than 3 or 4 cars there.

I've wondered why the Blue line cost \$115 million per mile as compared to others in the US that average \$35 million per mile and even less in Europe. No wonder we have such an underbuilt transit system.

^ | v • Reply • Share ›

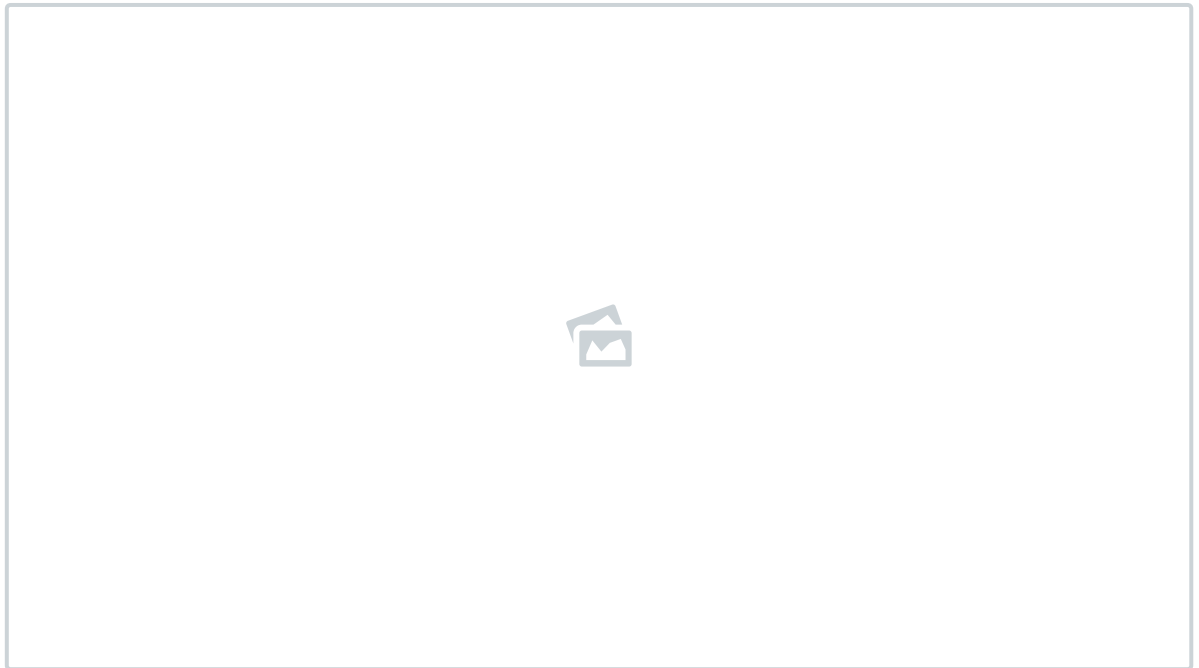


**Onan** ➔ Junebug • 11 days ago

>>No wonder we have such an underbuilt transit system.<<

It didn't used to be that way.

/Thanks greedy businessmen!



1 ^ | v • Reply • Share ›



**Bob Sinclair** ➔ Onan • 11 days ago

Actually if you want to assign blame, the automakers and their lobbies would be one faction

^ | v • Reply • Share ›



**Bob Sinclair** ➔ Bob Sinclair • 11 days ago

And BTW that is one fancy PCC Streetcar. You can still see them running in SF.

1 ^ | v • Reply • Share ›



**Onan** → Bob Sinclair • 11 days ago

That's why I just mentioned generic "businessmen".

:)

^ | v • Reply • Share ›



**Bob Collins** MPR News → Junebug • 11 days ago

Land purchase and cleanup, mostly.

1 ^ | v • Reply • Share ›



**Sam M** • 11 days ago

Every time I drive by I shake my head. Such waste. Truthfully I don't even know that I could tell you the best way to get to it and I think by the time you drive down there it would be faster to drive up the road a couple of more miles to the next park and ride.

^ | v • Reply • Share ›



**Bob Collins** MPR News → Sam M • 11 days ago

It's not the building that's the waste, though. It's the lack of service that makes it a waste. It's hard to see the way forward for east metro transit. Just up the road you have this overloaded lot, which, not coincidentally, gets more buses in it.

As I've noted over the years, Woodbury's buses are full, but you can't get one after 7:50 a.m.

It's a "which comes first" situation.

But worth noting there's no signage at all up on the interstate for the station.

It has great possibilities but at some point you have to actually run a bus to get it to live up to the potential.

3 ^ | v • Reply • Share ›



**Sam M** → Bob Collins • 11 days ago

You are correct it wasn't the building or the idea that's a waste it is the execution that makes it a waste.

^ | v • Reply • Share ›