



Our meeting will begin shortly.

POLICY ADVISORY COMMITTEE

Meeting #5

Welcome and Introductions

Virtual Meeting

Due to the ongoing health pandemic, particularly because of the delta variant, as Chair of the Riverview Corridor Policy Advisory Committee, I have determined that an in-person meeting is not practical or prudent. In compliance with Minnesota Statutes Section 13D.021, subdivision 1, as the Commission meets via Zoom, we state for the record that all members of the Commission are able to hear one another and all discussion and testimony, as can members of the public. Also, because of the ongoing health pandemic, it is unfeasible for at least one Commission member, chief legal counsel, or County staff to be physically present in the regular meeting room. All votes by Commission members will be conducted by roll call.

Virtual Meeting Procedures – Members

- Please mute your mic when not speaking.
- Please leave your video feed on if possible.
- If you wish to speak:
 - Please use the “raise hand” feature.
 - Unmute your mic.

Virtual Meeting Procedures – Public

- Public comments and questions will be taken at the end of the meeting.
- If you wish to speak:
 - Please use the “raise hand” feature.
 - Your name will be called.
 - Unmute your mic.
 - State your name and address for the record.
 - 3 minutes for comments.

Virtual Meeting Procedures – Members

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- Please leave your video feed on if possible.
- If you wish to speak:
 - Please use the “raise hand” feature.
 - Unmute your mic.

Station Area Planning Update

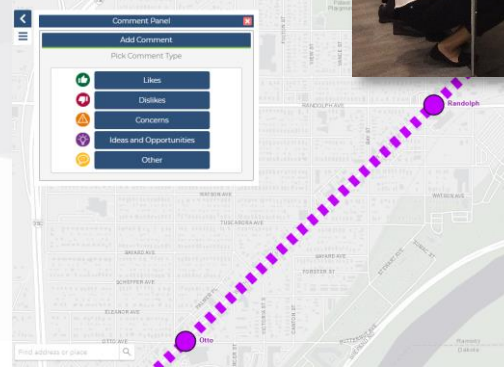
Recent Station Area Planning Task Force Meetings

- August.
 - Walking tour of Saint Clair, Randolph and Otto station areas.
- September.
 - Policy context.
 - Guiding principles exercise.
 - Randolph station area discussion.
- October.
 - Further discussion of guiding principles.
 - Transportation overview.
 - Saint Clair and Otto station area discussions.



Station Area Planning Community Engagement (Fall 2021)

- October 15 tabling event at West 7th Community Center.
- Stakeholder meetings.
- Online survey.
 - Expected launch in late October.
- Interactive map (inputID).



New Station Area Planning Task Force Candidate

- Action requested:
 - Approval of Dave Thune, a resident of Ward 2, as a new member of the Station Area Planning Task Force.

Ridership and Project Evaluation Update

Draft LPA: Other Considerations

- Retain these options for future environmental analysis and engineering

- Route

- Downtown Saint Paul: Green Line connection
- Seven Corners: Smith Ave concepts
- CP Spur segment parallel to W. 7th St
- Hwy 5 river crossing concepts
- Bloomington South Loop concepts

- Operating environment

- Dedicated and shared use
- Center- or side-running

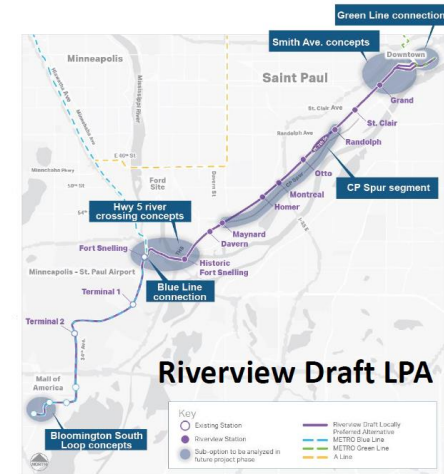


Engineering and Pre-Environmental Update

- EPE Phase includes:
 - Route and vehicle optimization
 - Dedicated vs. Shared Lane analysis
 - Cultural and environmental impacts and benefits
 - Streetscaping/Station Area Planning
 - Impacts and benefits
 - Two build alternatives
 - Optimized Streetcar
 - Best Bus

Riverview PAC
Dec. 14, 2017

Findings of Riverview Study



Riverview Draft LPA

PAC Review
Subject To Change Without Notice

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Engineering and Pre-Environmental Update

- The needs of those who rely on transit need to be met through high-quality transit options that improve economic competitiveness for residents and businesses.
- Analysis underway:
 - Cultural Resources and Station Area Planning.
 - Optimization of Modern Streetcar (Mall of America to Saint Paul).
 - Preliminary ridership forecasts .
- Significant work left to do:
 - Optimized alternatives (2022).
 - Technical analysis complete (Q4/2023).
- Streetcar will qualify for federal funding.

Ridership Modeling done using STOPS

- The Pre-Project Development (PPD) study used the Regional Travel Demand Model.
- The Met Council has since adopted a different model for transit forecasting, the Federal Transit Administration's STOPS model.
- STOPS standardizes transit forecasts to simplify review and compare between projects.

Preliminary Results Review

Updated Modeling in STOPS

- Modeled alternatives from Pre-Project Development Study:
 - Locally Preferred Alternative – modern streetcar.
 - Dedicated bus rapid transit.
 - Arterial bus rapid transit.
- Supporting service assumptions consistent with LPA (maintains route 54).



STOPS Modal Forecast Comparison

	2040		
	Arterial BRT*	Dedicated BRT*	Streetcar**
Trips on Project	7,300	10,800	12,800
0-car Household Trips	3,000	3,500	3,500
New Transit Trips	850	3,400	3,100

*Travel times developed by EPE team

**Travel times from LPA report

Comparison to 2040 PPD Forecasts

	Arterial BRT	Dedicated BRT	Streetcar
PPD Forecast	11,000	14,000	20,000
STOPS Forecast	7,300	10,800	12,800
Percent Change	-34%	-23%	-36%

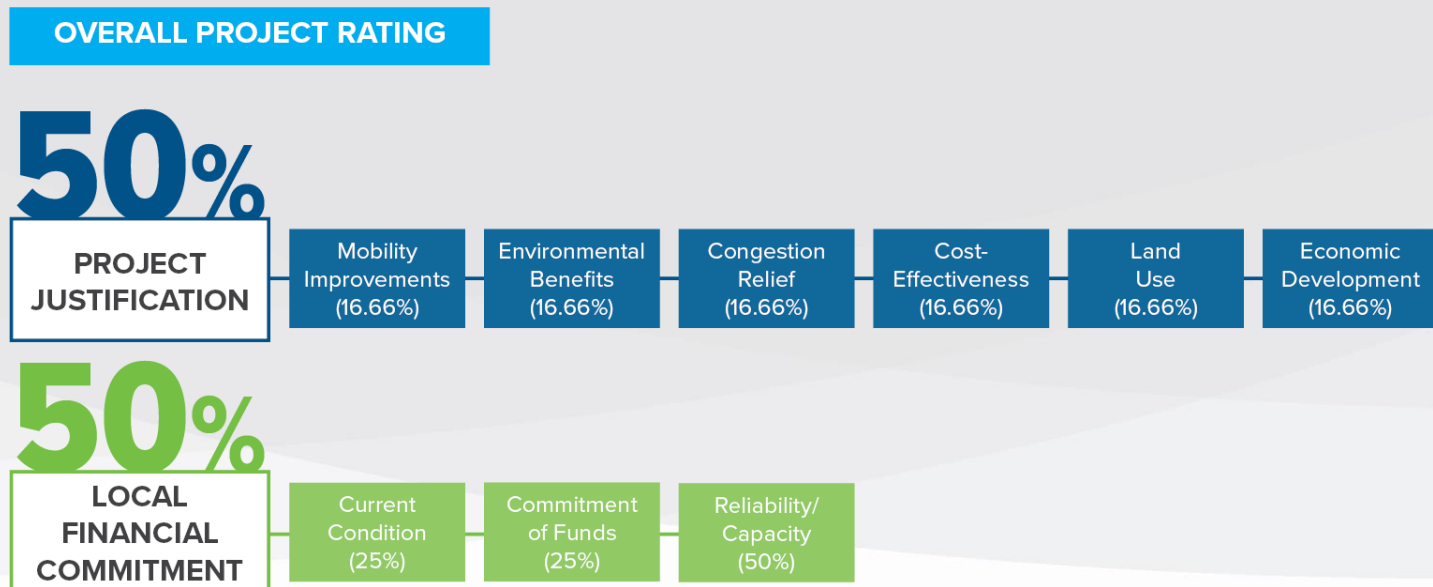
Why is Ridership Lower than the Pre-Project Development Study?

- Model structure and data sources are different.
- Adopted population and employment forecasts are lower than previous estimates.
- Transit ridership has declined regionally.
- Perceived benefit of rail transit is treated differently in current model and depends on amount of dedicated guideway.

FTA New Starts Summary

New Starts Evaluation

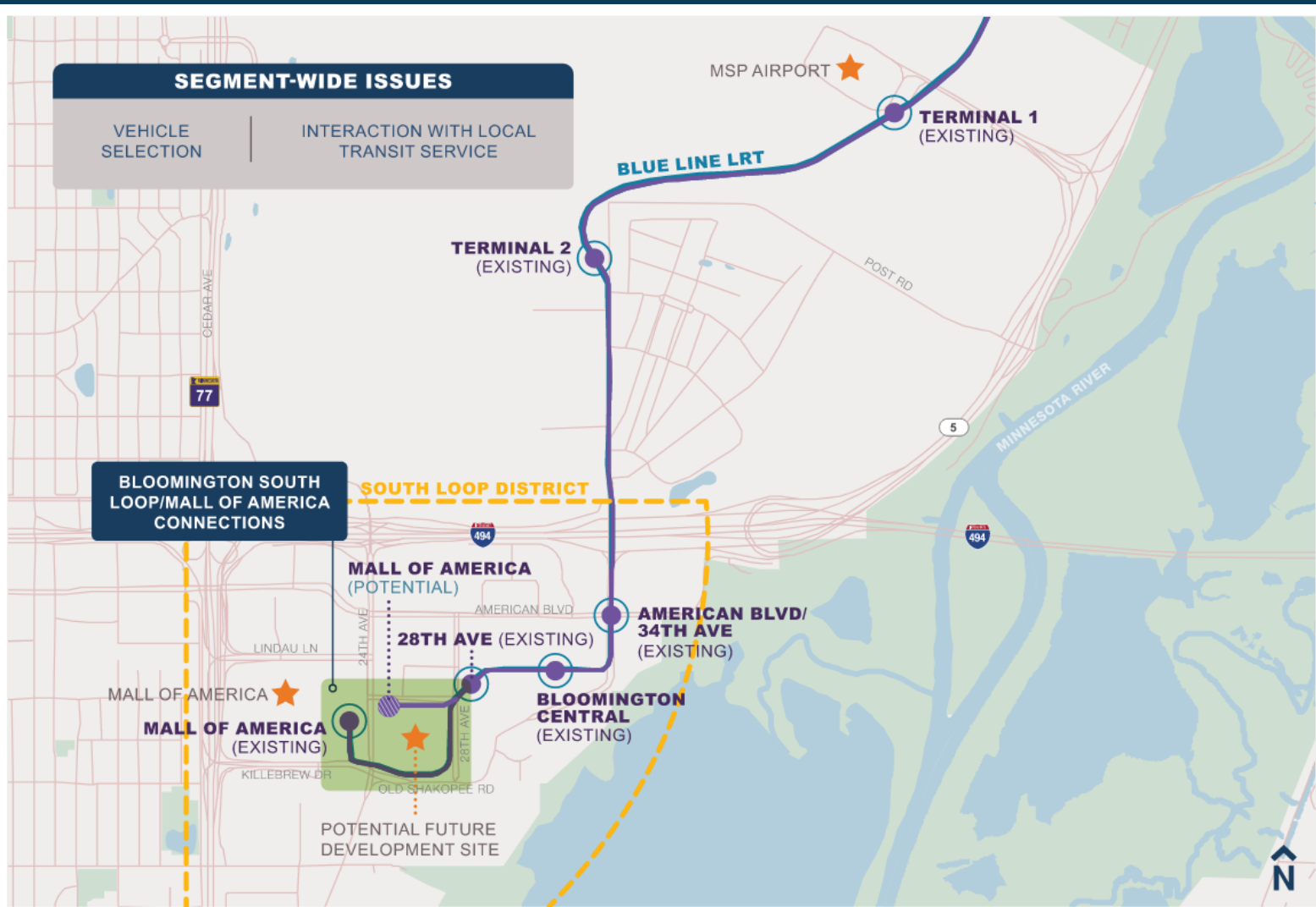
- Projects must receive at least a **medium** rating for both Project Justification and Local Financial Commitment to be eligible for New Starts funding.



Estimated FTA New Starts Project Justification Ratings for LPA

Criterion	Formula	Projected Rating
Mobility Improvements	Annualized project trips + project trips by zero-car households	Medium-Low
Cost Effectiveness	Annualized capital + operating costs per rider	Low
Congestion Relief	Weekday project new transit trips	Medium
Environmental Benefits	Value of auto VMT savings + transit service changes per dollar of annualized cost	Medium
Land Use	Various metrics	Medium-Low
Economic Development	Various metrics	Medium-High
Overall Rating		Medium

Airport/Bloomington



AIRPORT/BLOOMINGTON IRT



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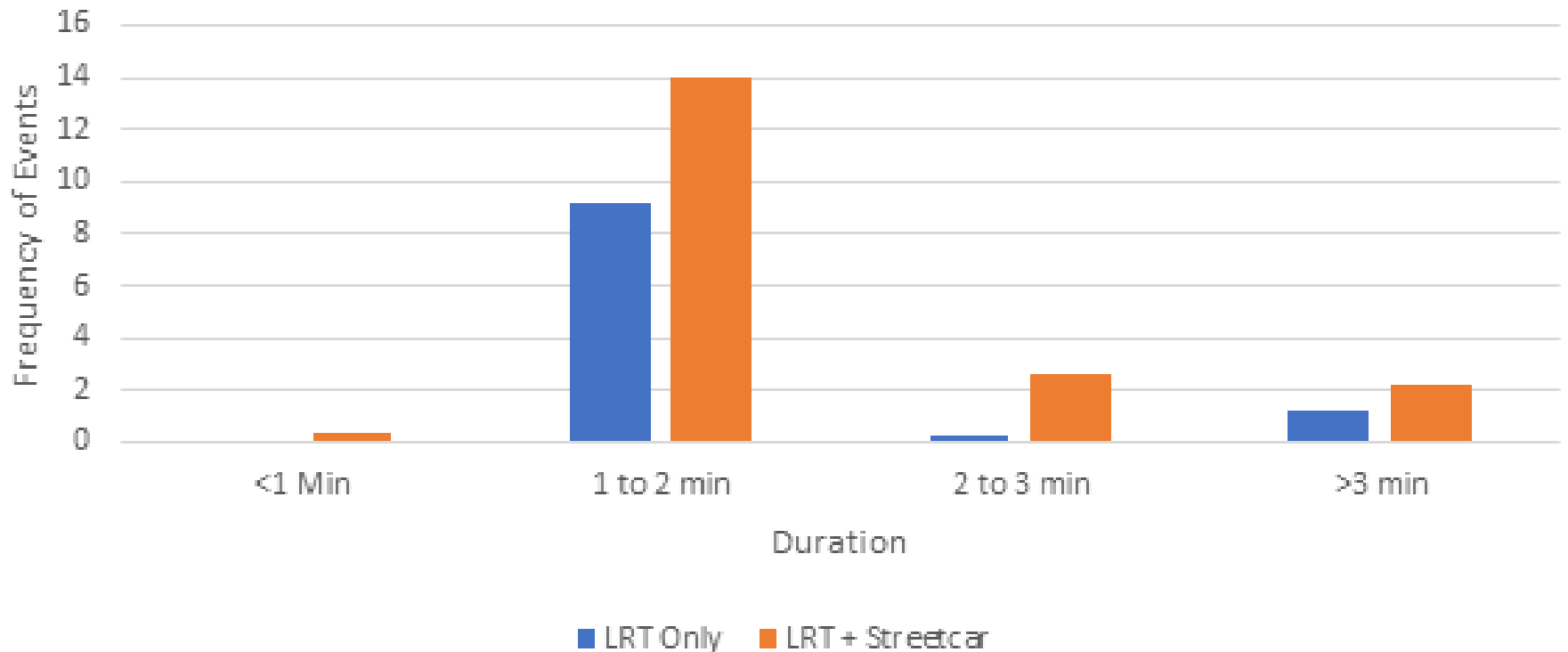


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Gate Down Time Comparison

Gates Down Events During Peak Hour (2040)



EVALUATION CRITERIA - MOA (August 23, 2021)	Tier 1							Tier 2			
	Goal 1					Goal 5		Goal 2	Goal 3		Goal 4
	Distance from Proposed Station to Transit Center Mall Entrance.	Overall Transit Travel Time	Direct Transfer / Ease of Access	Transit Operations (embedded track switches)	Traffic Operations / Excessive Gate Down Time	Capital Cost Rank based on expected cost and cost-competitiveness.*	Utility Impacts	Supports Local and Regional Policy / Mode Shift	Construction Duration	Permanent Surrounding Property Impacts	Bike / Pedestrians Accessibility and Safety
Option LPA A Entry into the existing MOA Transit Station with additional platforms added.	●	○	●	●	○	●	●	A - Does not meet Tier 1 goals, do not carry forward.			
Option LPA B Grade separated Blue Line and Riverview to second deck of MOA - SE parking area.	○	●	○	●	●	●	●	A - Does not meet Tier 1 goals, do not carry forward.			
Option 1 South 82nd Street Both Lines (Center Platforms)	●	●	●	●	●	●	●	●	●	●	●
Option 2 South 82nd Street Both Lines (Side Platform)	●	●	●	●	●	●	●	●	●	●	●
Option 3 Center 82nd Street (Riverview Only)	○	●	○	○	●	●	●	A - Does not meet Tier 1 goals, do not carry forward.			
Option 4 Center of 82nd Street Both Lines (Center Platform)	●	●	●	●	●	●	●	●	●	●	●
Option 5 East 24th Avenue (Riverview Only)	●	●	○	○	●	●	●	A - Does not meet Tier 1 goals, do not carry forward.			
Option 6 West 24th Avenue from 82nd Street (Aerial) Both Lines (Center Platform)	●	●	●	●	●	○	○	A - Does not meet Tier 1 goals, do not carry forward.			
Option 7 West 24th Avenue from Old Shakopee (Aerial) Both Lines (Center Platform)	●	○	●	●	●	○	○	A - Does not meet Tier 1 goals, do not carry forward.			
Option 8 South 82nd Street Elevation Platform Both Lines (Center Platform)	●	●	●	●	●	●	●	●	●	●	●
Option 9 Grade separated 24th Ave over tracks (SB right turn on structure)	B - Does not meet engineering criteria, do not carry forward.										
Option 10 Grade separated 24th Ave over tracks (SB right turn at grade)	B - Does not meet engineering criteria, do not carry forward.										

A - Not evaluated due to failure of Tier 1 criteria.

B - Not evaluated due to engineering criteria.

* Does not include any FTA payback assumptions.

ALIGNMENT WITH CRITERIA
Low
Medium
High

DRAFT

Option 1



\\projects\11000\11240\Design\Working\Borwick\MOA\MOA-1A.dwg June 04, 2021 - 5:24pm

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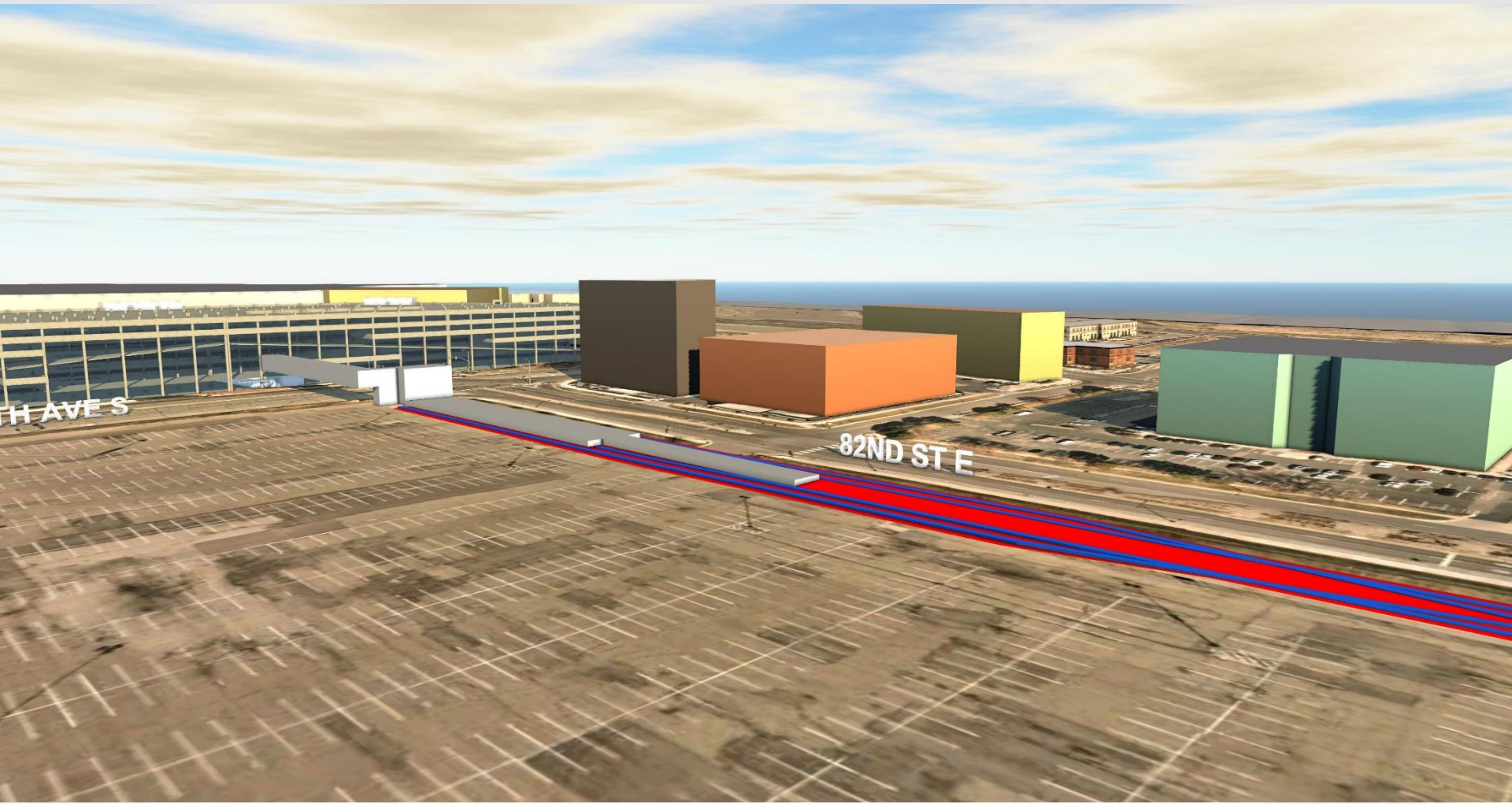
RIVERVIEW EPE
OPTION 1 - SOUTH 82ND STREET BOTH LINES (CENTER PLATFORM)
6/7/2021 REV 0



0 60 120
SCALE HORIZONTAL IN FEET



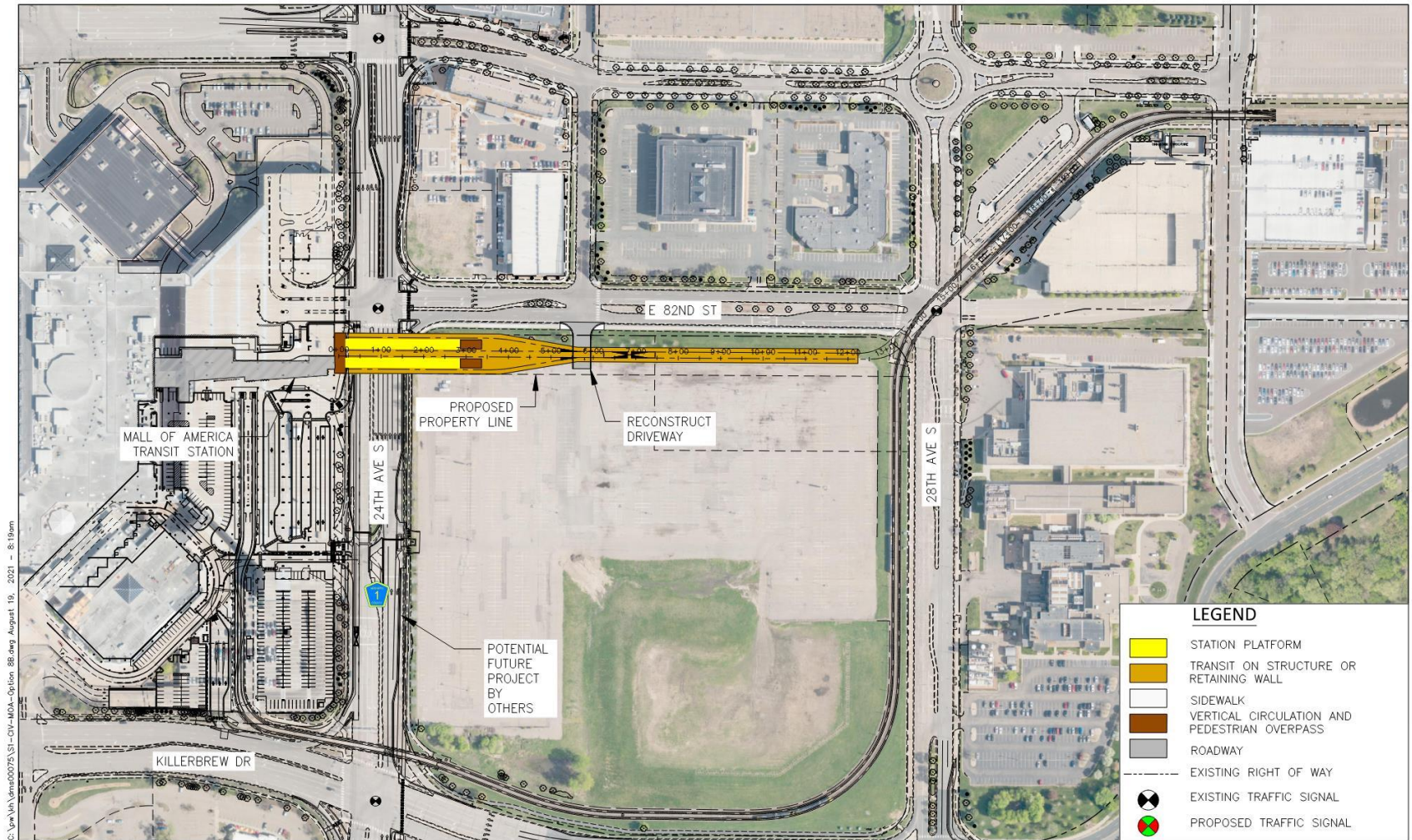
Option 1



Option 1



Option 8



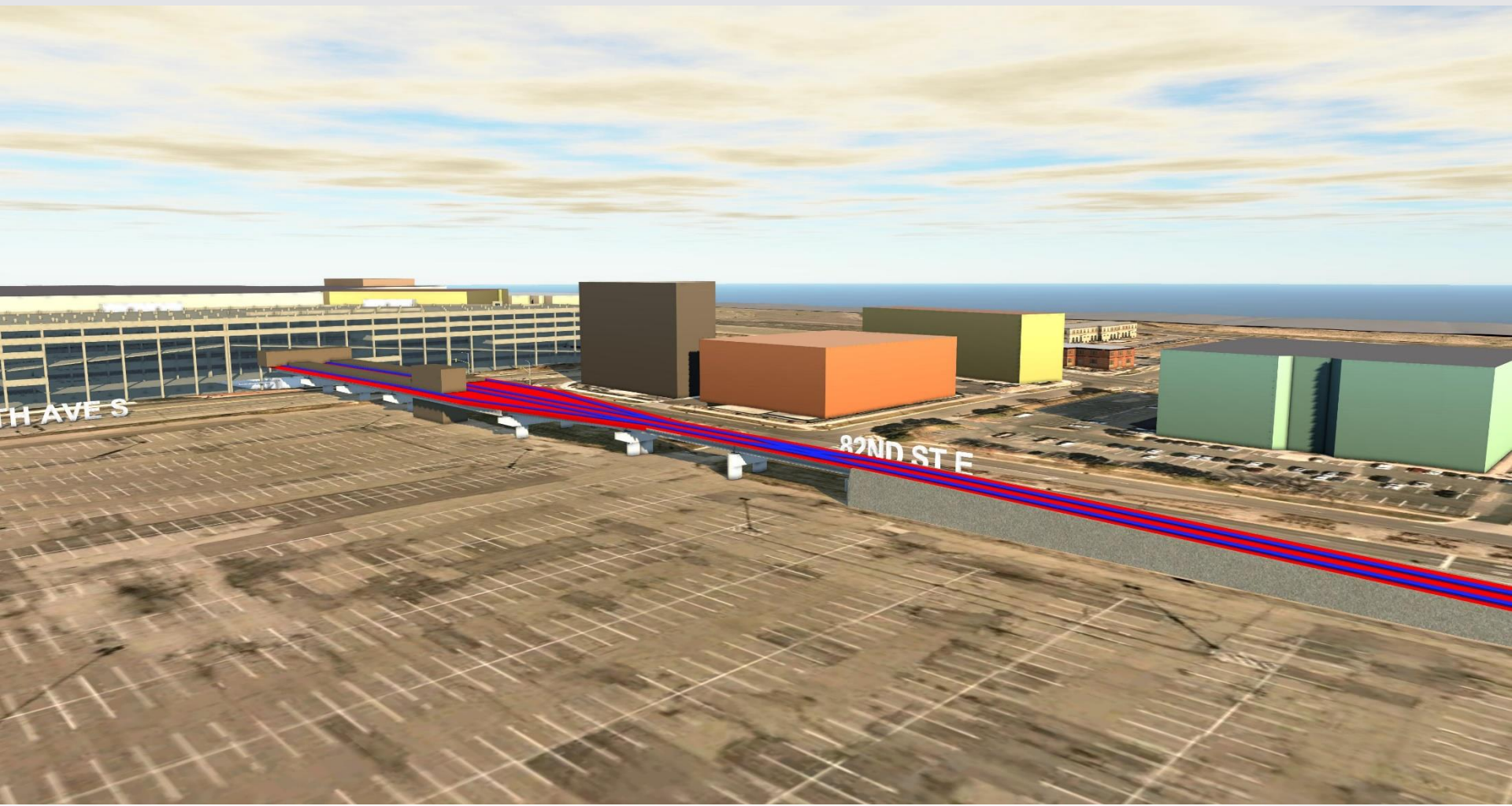
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RIVERVIEW EPE
OPTION 8 - SOUTH 82ND STREET ELEVATED
PLATFORM BOTH LINES (CENTER PLATFORM)
8/18/2021 REV0

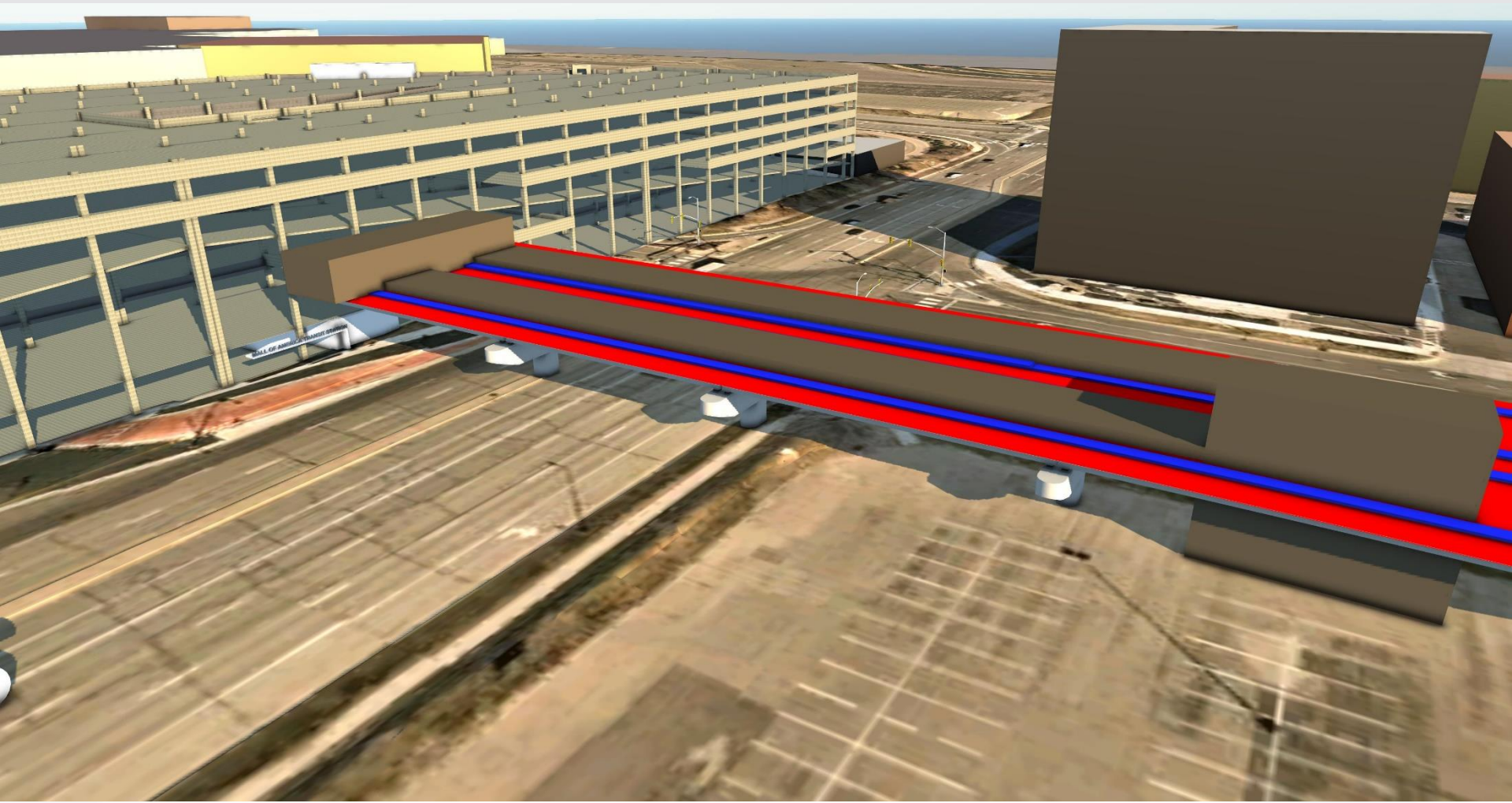
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Option 8



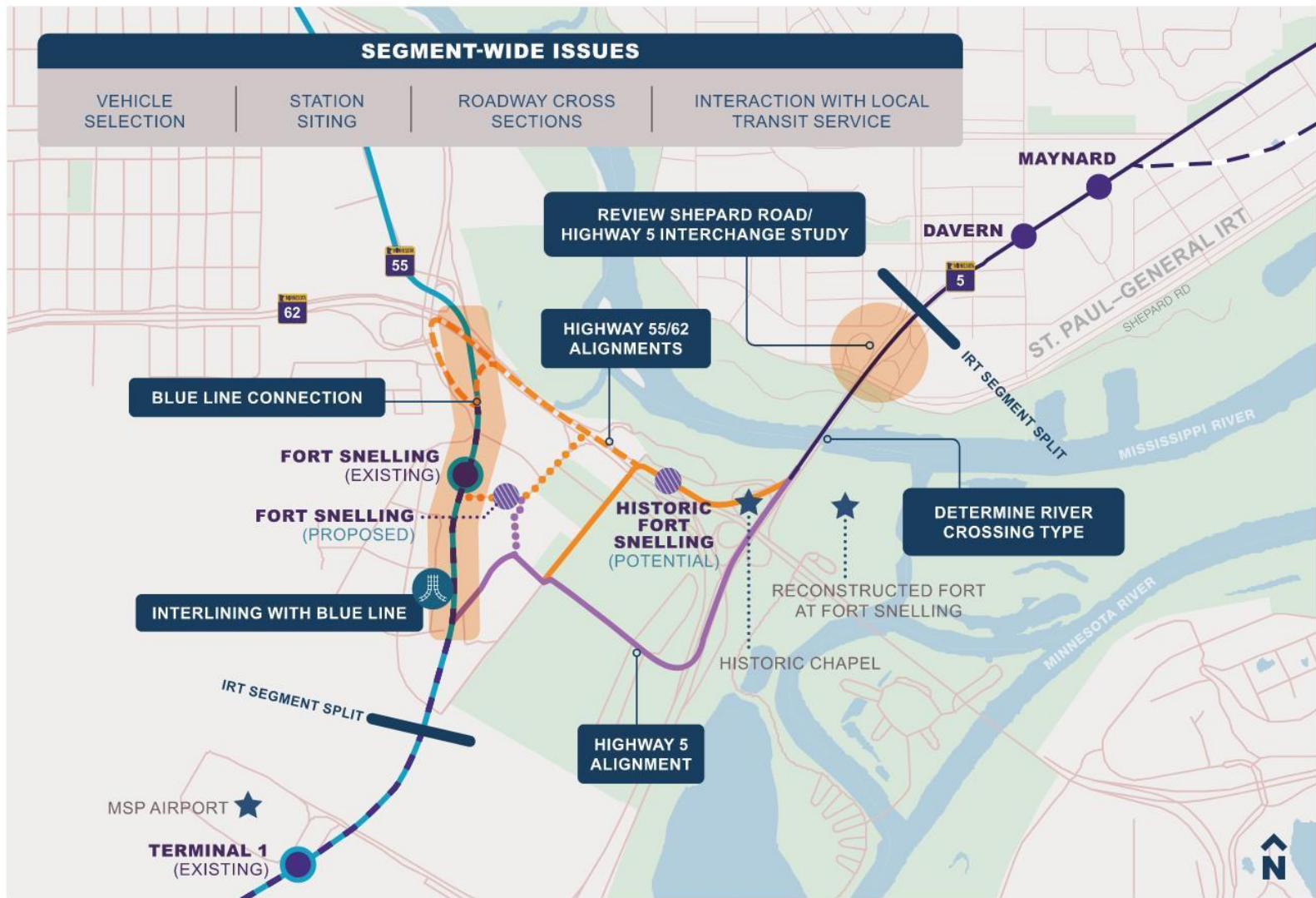
Option 8



Next Steps/Other Issues

- Document IRT status.
- Coordinate with Metro Transit:
 - Connecting to MOA Transit Center.
 - Operating through airport tunnel.
 - Event operations.
- Coordinate with city, airport.

Bdote/Fort Snelling



BDOTE/FORT SNELLING: CROSSINGS AND CONNECTIONS



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Key Findings

- Consider visual impacts.
- Consider operational impacts to Fort and disturbance to historic buildings.
- Preserve area of remembrance.
- Avoid disturbance to original rock which is considered sacred part of landscape.

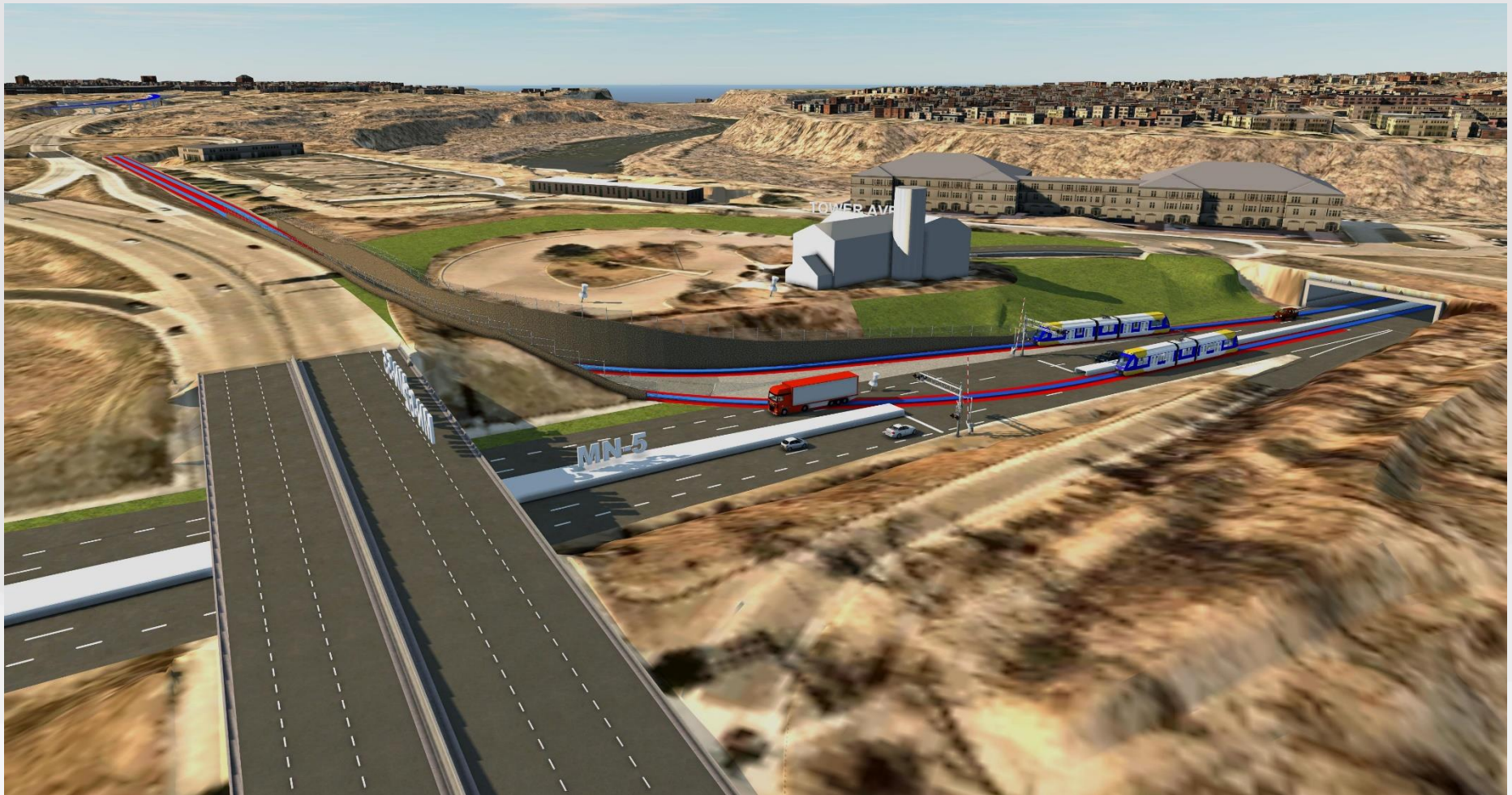
= use existing tunnel

Tunnel Alignments

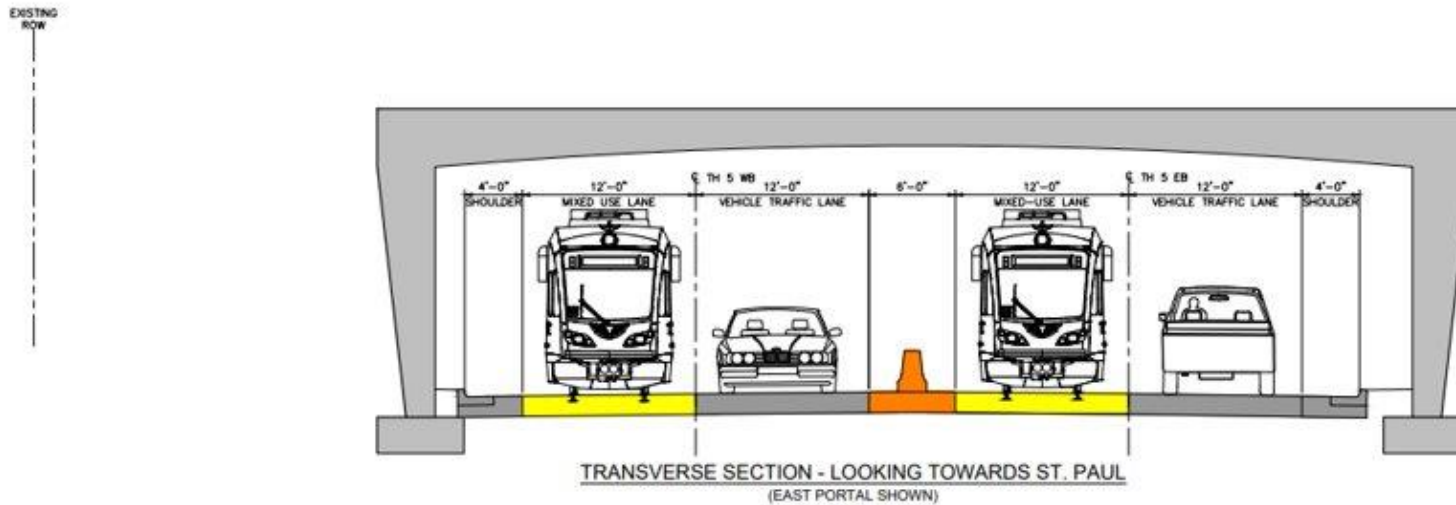
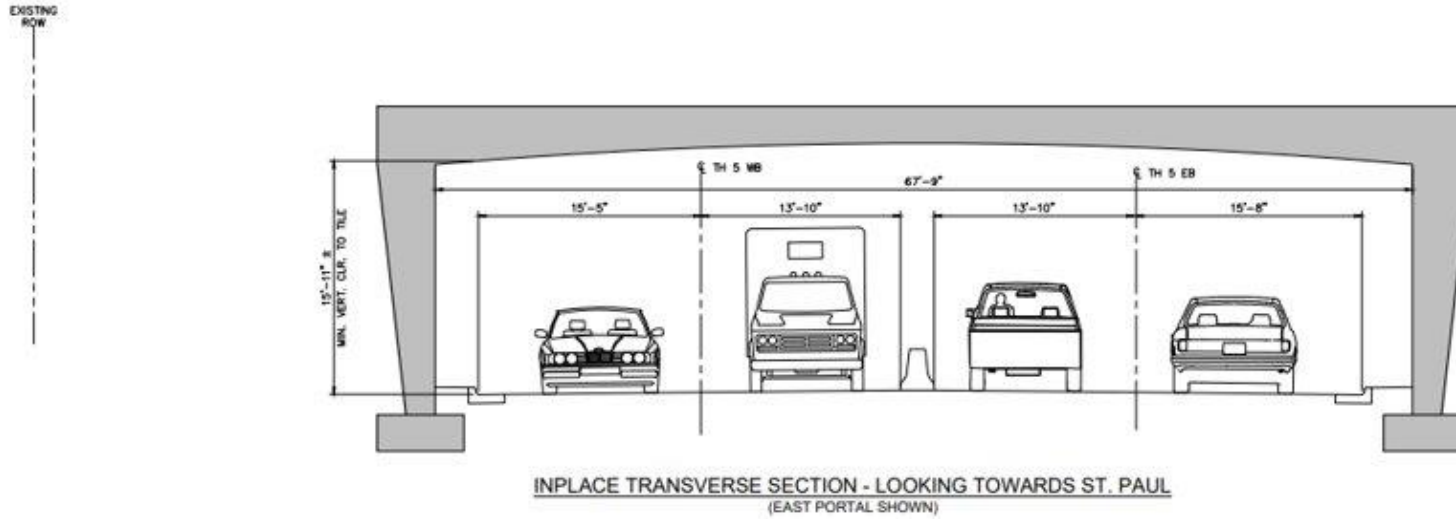
Mixed-Traffic Alternative



Mixed-Traffic Alternative



Alternative 1 Tunnel Section (looking towards Saint Paul)



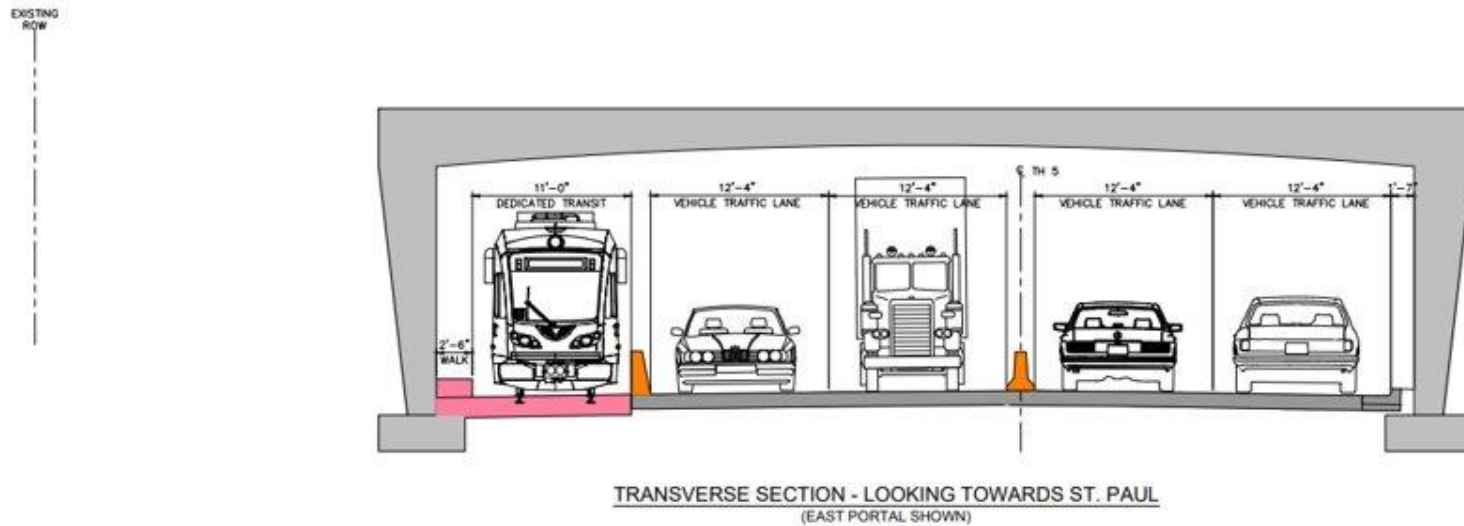
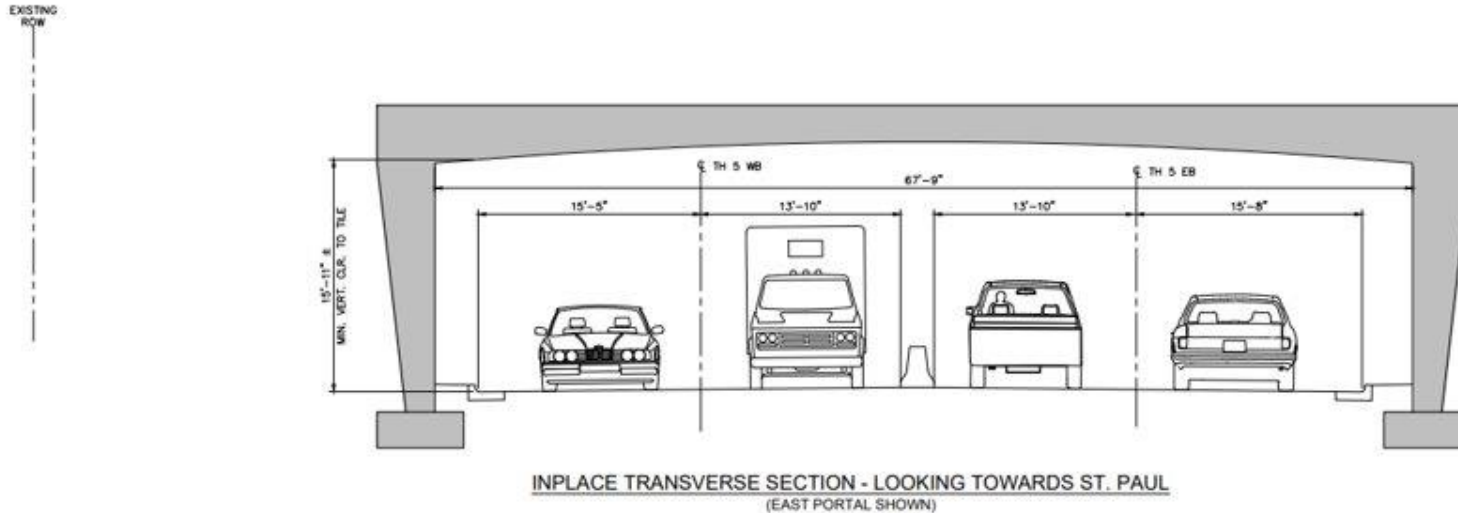
Single-Track Alternative



Single-Track Alternative



Alternative 2B Tunnel Section



Mixed Traffic Alternative Summary

- Uses existing tunnel.
- Vehicles and streetcar share lanes.
- Requires roadway modifications and change in posted speed from 50mph to 35mph.
- Requires traffic signal or gates west of tunnel to allow Saint Paul bound train to enter and gates to stop traffic in both directions on Highway 5.

Single Track Alternative Summary

- Uses existing tunnel.
- Dedicated single-track transit lane.
- Requires roadway modifications and change in posted speed from 50mph to 45mph.
- Lanes will need to be narrowed through the tunnel to less than 11 feet.

Next Steps/Other Issues

- Coordinate on river crossing.
 - Bridge options, bike and pedestrian crossing.
- Coordinate with Metro Transit.
 - Interlining with Blue Line, train and traffic operations.
- Coordinate with MnDOT.
 - Traffic operations, bridge.
- Coordinate with city of Saint Paul, tribes, historical society, DNR and others on area resources.



Build Alternative #1

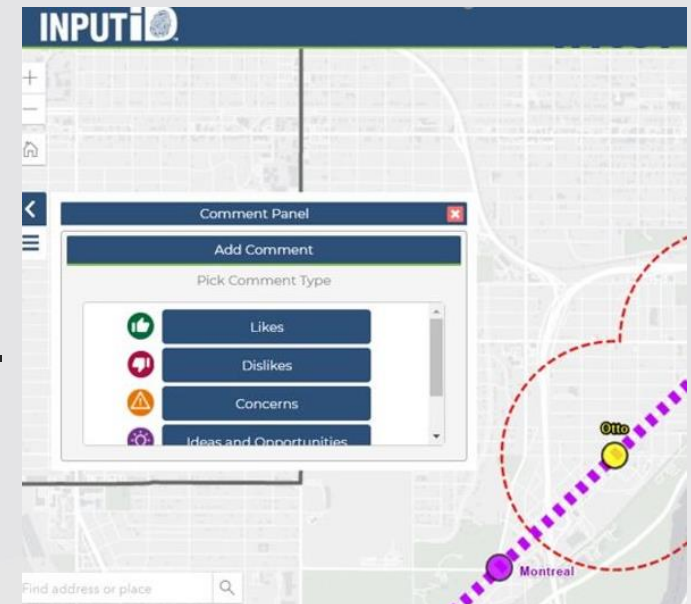
Build Alternative #2

Community Advisory Committee Report

Communication and Community Engagement Update

Online Interactive Maps

- Potential station areas.
 - Identify places of importance around each proposed stop.
 - Identify desired improvements.
 - Informs neighborhood vision.
- Cultural resources.
 - Identify places people feel are historic and important to our past, and why.
 - Informs study and evaluation of historic designation.



Engagement Opportunities

- Scheduled engagement.
 - 11/3: Fort Road Federation transportation committee.
 - 11/4: Capitol River public realm committee.
 - 11/9: Highland DC transportation committee.
 - 11/9: Friends of Fort Snelling.
- Future engagement opportunities.
 - Indigo - Bloomington.
 - Schmidt Brewery's Keg and Case.
 - Mall of America Transit Center.
 - Minneapolis-St. Paul Airport Transit Center.

Questions?

LEARN MORE: RIVERVIEWCORRIDOR.COM

